Idaho Traffic Crashes

2013

Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2013

Prepared by the Idaho Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise, Idaho 83707-1129
(208) 334-8100
Idaho Highway Safety Web Address:
http://www.itd.idaho.gov/ohs

Table of Contents

Introduction

Idaho Traffic Crashes 2013 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 2013 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 Statewide Crash Database. The database consists of crash reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard crash reporting software program to enter the data and electronically submit the report to the Department, 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 unit 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 unit in the crash; and lastly, age, gender, injury type, and protective device use are specific to each person involved in the crash. Each crash must involve at least one motor vehicle and each motor 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 2013*, 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 2013 are listed below:

- The number of motor vehicle crashes increased by 4 percent, from 21,402 in 2012 to 22,347 in 2013. The number of fatalities resulting from motor vehicle crashes increased from 184 in 2012 to 213 in 2013, an 18 percent increase. The number of fatal crashes increased 169 in 2012 to 199 in 2013. The number of serious injuries decreased from 1,287 in 2012 to 1,262 in 2013, a 2 percent decrease.

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.34 in 2013, up from 1.16 in 2012.

- While 65 percent of all motor vehicle crashes occurred on urban roadways, 79 percent of the fatal motor vehicle crashes occurred on rural roadways in 2013.

- Fatalities resulting from impaired driving crashes increased in 2013 by 32 percent and 45 percent of all fatalities resulted from impaired driving, which is higher when compared with most other recent years. Of the 96 persons killed in impaired driving crashes, 92 (96 percent) were either the impaired driver, a person riding with an impaired driver, an impaired bicyclist, or an impaired pedestrian.

- Idaho's observed seat belt use increased slightly to 82 percent in 2013. While the observed rate was 82 percent, only 33 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 49 of the 97 unbelted motor vehicle occupants may have been saved.

- Aggressive driving was a contributing factor in 56 percent of the motor vehicle crashes and 84 people were killed in aggressive driving crashes in 2013.

- Distracted driving was a factor in 21 percent of the motor vehicle crashes on 2013 and 43 people were killed in distracted driving crashes.

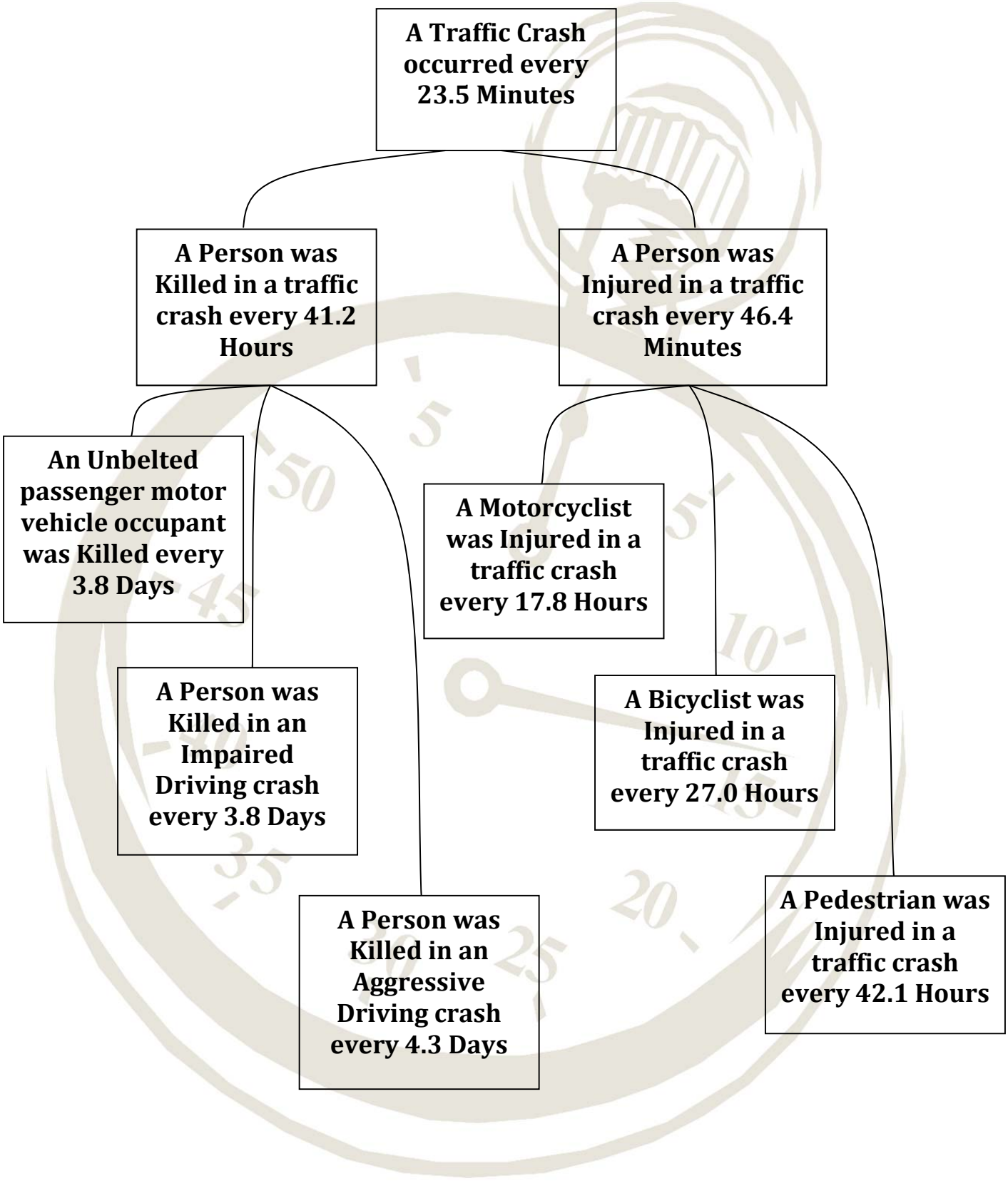
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2012, youthful drivers were 2.5 times as likely as all other drivers to be involved in a fatal or injury crash. There were 26 people killed in crashes involving youthful drivers in 2013.

- There were 14 pedestrians and 3 bicyclists killed in motor vehicle crashes in 2013.

- The number of motorcyclists killed in motor vehicle crashes increased from 22 in 2012 to 26 in 2013. Three out of every five fatal motorcycle crashes (60 percent) in 2013 involved just the motorcycle, while more than one-third (36 percent) of fatal motorcycle crashes involved an impaired driver.

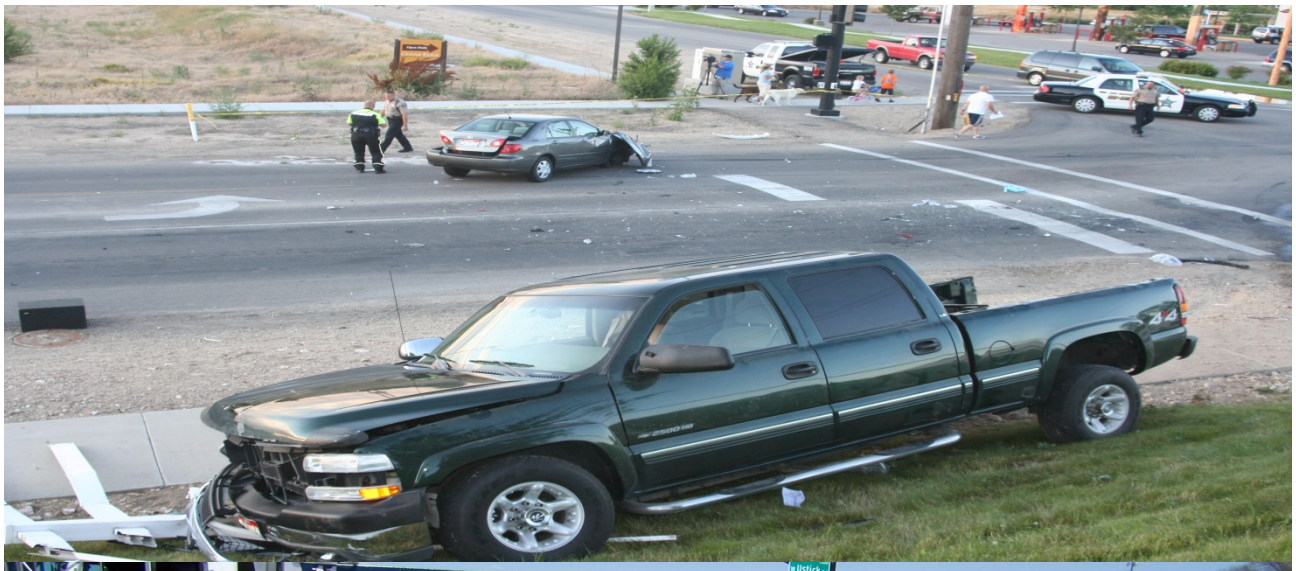
- Fatal crashes involving commercial motor vehicles more than doubled from 14 in 2012 to 33 in 2013 (partly due to a large decrease in 2012). The number of injury crashes involving commercial motor vehicles increased by11 percent. There were 36 people killed and 773 people injured in commercial motor vehicle crashes in 2013.

Idaho's Traffic Crash Clock: 2013



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2009 through 2013. The total number of traffic crashes in 2013 increased by 4.4% from 2012. Fatal crashes increased by 17.8%, and injury crashes increased by 2.9%. Total fatalities increased by 15.8% from the previous year, while the number of injuries increased by 3.2%. The number of property damage crashes increased by 5.1%.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Total Crashes	22,992	22,555	20,833	21,402	22,347	4.4%	-2.3%
Fatal Crashes	199	185	152	169	199	17.8%	-4.6%
Persons Killed (Fatalities)	226	209	167	184	213	15.8%	-5.8%
Injury Crashes	7,861	7,939	7,492	7,630	7,850	2.9%	-0.9%
Persons Injured	11,393	11,725	10,866	10,988	11,344	3.2%	-1.1%
Property-Damage-Only Crashes (>$1,500 after 2005)	14,932	14,431	13,189	13,603	14,298	5.1%	-2.9%
Idaho Population (thousands)	1,546	1,560	1,585	1,596	1,612	1.0%	1.1%
Licensed Drivers (thousands)	1,055	1,070	1,084	1,093	1,111	1.7%	1.7%
Vehicle Miles of Travel (millions)	15,430	15,555	15,416	15,838	15,877	0.2%	0.9%
Urban VMT (millions)	6,431	6,528	6,462	6,638	6,650	0.2%	1.1%
Rural VMT (miilions)	8,999	9,028	8,954	9,200	9,227	0.3%	0.7%
Registered Vehicles (thousands)	1,401	1,413	1,417	1,555	1,445	-7.1%	3.6%

There were 30 more fatal crashes in 2013 than in 2012, and 29 more people killed. Most (186) of the fatal crashes (93.5%) resulted in just one fatality; there were 12 fatal crashes (6.0%) that resulted in two fatalities an 1 fatal crash resulting in three fatalities in 2013.

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 2013, the number of licensed drivers increased by 1.7% and the population grew by 1.0%, but the number of registered motor vehicles decreased by 7.1%.

The statewide AVMT increased by 0.2% in 2013. Commercial vehicles accounted for 18% of the statewide AVMT in 2013.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2009-2013.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatality Rate	1.46	1.34	1.08	1.16	1.34	15.5%	-6.8%
Injury Rate	73.84	75.38	70.48	69.38	71.45	3.0%	-2.0%

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.: 2004-2013

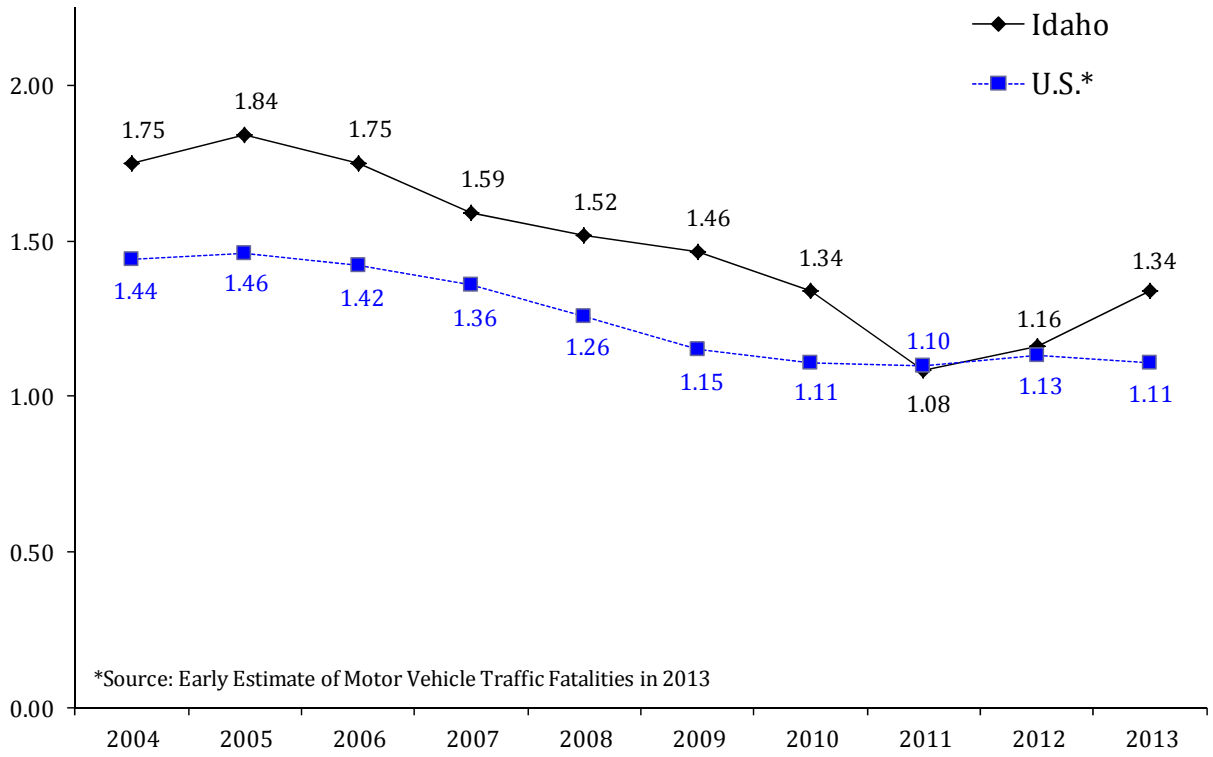
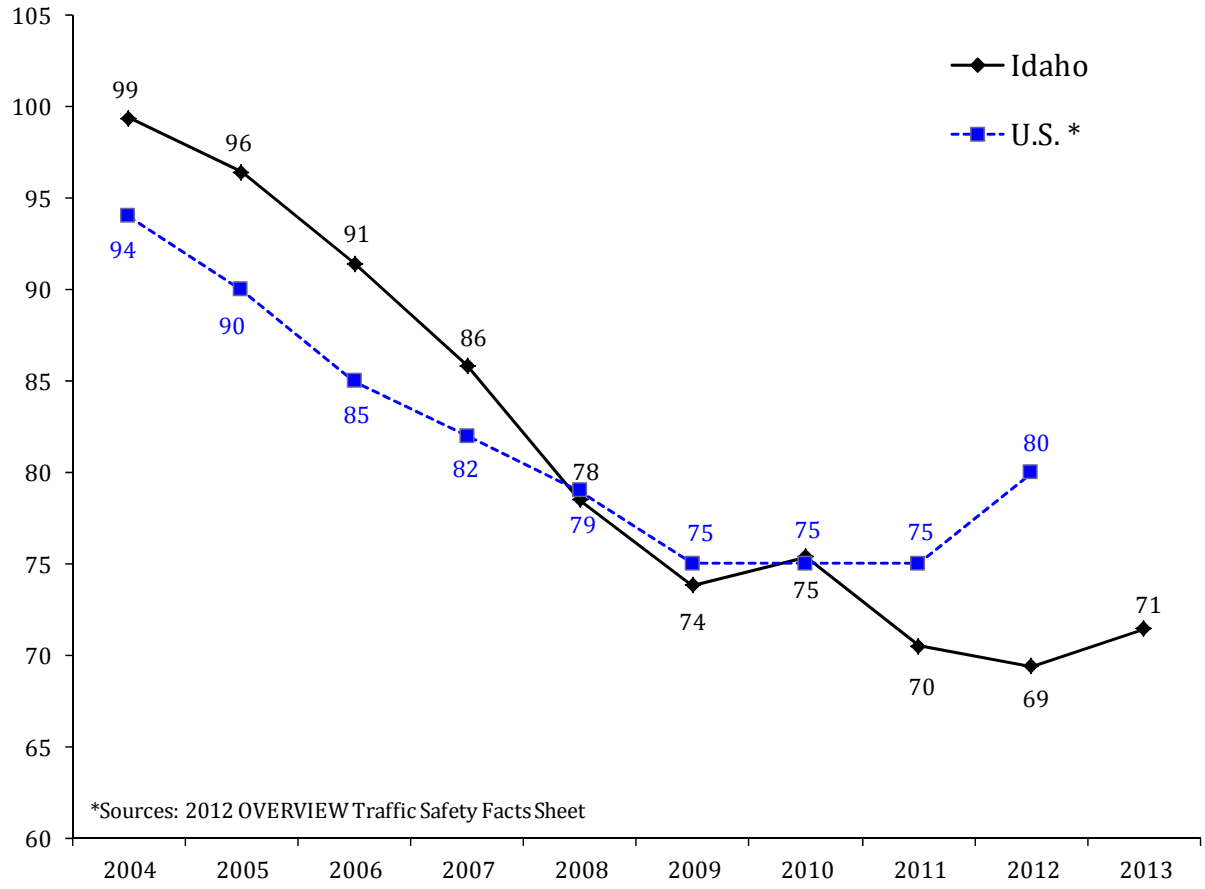


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2004-2013



The 2013 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 distribution among persons involved in crashes from 2009 through 2013. The number of fatalities increased to 213 in 2013.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatalities	226	209	167	184	213	15.8%	-5.8%
Serious Injuries	1,399	1,396	1,293	1,287	1,262	-1.9%	-2.7%
Visible Injuries	3,353	3,565	3,354	3,428	3,549	3.5%	0.9%
Possible Injuries	6,641	6,764	6,219	6,273	6,533	4.1%	-1.8%
No Injuries	45,465	44,239	40,920	42,620	44,051	3.4%	-2.0%
Unknown / Missing	725	818	706	333	344	3.3%	-17.9%
Total Persons in Crashes	57,809	56,991	53,899	54,125	55,952	3.4%	-2.1%

In 2013, there were 6 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2013. There was 1 person killed every 41 hours and 1 person injured every 46 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2013. 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 2013 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2013 was nearly $2.6 billion.

Table 4
Economic Cost of Idaho Crashes: 2013 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	213	$6,391,502	$1,361,389,953
Serious Injuries	1,262	$318,302	$401,697,343
Visible Injuries	3,549	$89,155	$316,409,920
Possible Injuries	6,533	$59,097	$386,081,367
Property Damage Only	14,298	$6,842	$97,824,041
Total Estimate of Economic Cost			**$2,563,402,624**

The cost of traffic crashes in 2013 amounts to $1,590 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 Component[2]

	Federal	State	Unspecified Government	Total Government	Privite Insurer	Other	Self	Total
Medical	17.54%	5.56%	8.50%	31.60%	56.10%	1.20%	11.10%	100.00%
Emergency Service	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Market Productivity	10.44%	6.18%	0.00%	16.62%	35.95%	7.98%	39.45%	100.00%
Household Productivity	0.00%	0.00%	0.00%	0.00%	33.14%	0.00%	66.86%	100.00%
Insurance Administration	0.89%	0.51%	0.00%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	0.00%	70.31%	0.00%	29.69%	100.00%
Percentage of Total Costs	**4.94%**	**2.70%**	**1.07%**	**8.71%**	**52.19%**	**13.94%**	**25.16%**	**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 2.5 times as likely to result in a fatality as multiple-vehicle crashes were in 2013. 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.

Table 6
Crashes and Injuries by Number of Vehicles Involved: 2013

	Single Vehicle		Multiple Vehicles	
Type of Crash	**Crashes**	**Injuries**	**Crashes**	**Injuries**
Fatal	107	114	92	99
Serious Injury	396	476	601	786
Visible Injury	855	1,088	1,789	2,461
Possible Injury	1,064	1,470	3,145	5,063
Property Damage	4,697		9,601	
Total	**7,119**	**3,148**	**15,228**	**8,409**

In 2013, single-vehicle crashes represented only 32% of all crashes, yet accounted for 54% of all fatal crashes. Of the 107 fatal single-vehicle crashes, 96 (90%) occurred on rural roadways.

Of the 92 multiple-vehicle fatal crashes, 14 involved a pedestrian, 4 involved a bicyclist, 4 involved a train, and the other 70 (76%) involved two or more motor vehicles. Of the 92 fatal multiple-vehicle crashes, 62 (or 67%) 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.

Failure to Maintain Lane played the biggest role in single-vehicle crashes, contributing to 24% of single-vehicle crashes. Speed contributed to 23% of single-vehicle crashes and as well as contributing to 7% of multiple vehicle crashes. Animal(s) in Roadway was the third most prevalent contributing circumstance for single-vehicle crashes at 13%.

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 nearly 1 out of every 4 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 more than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 8% of single vehicle crashes and 4% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2013

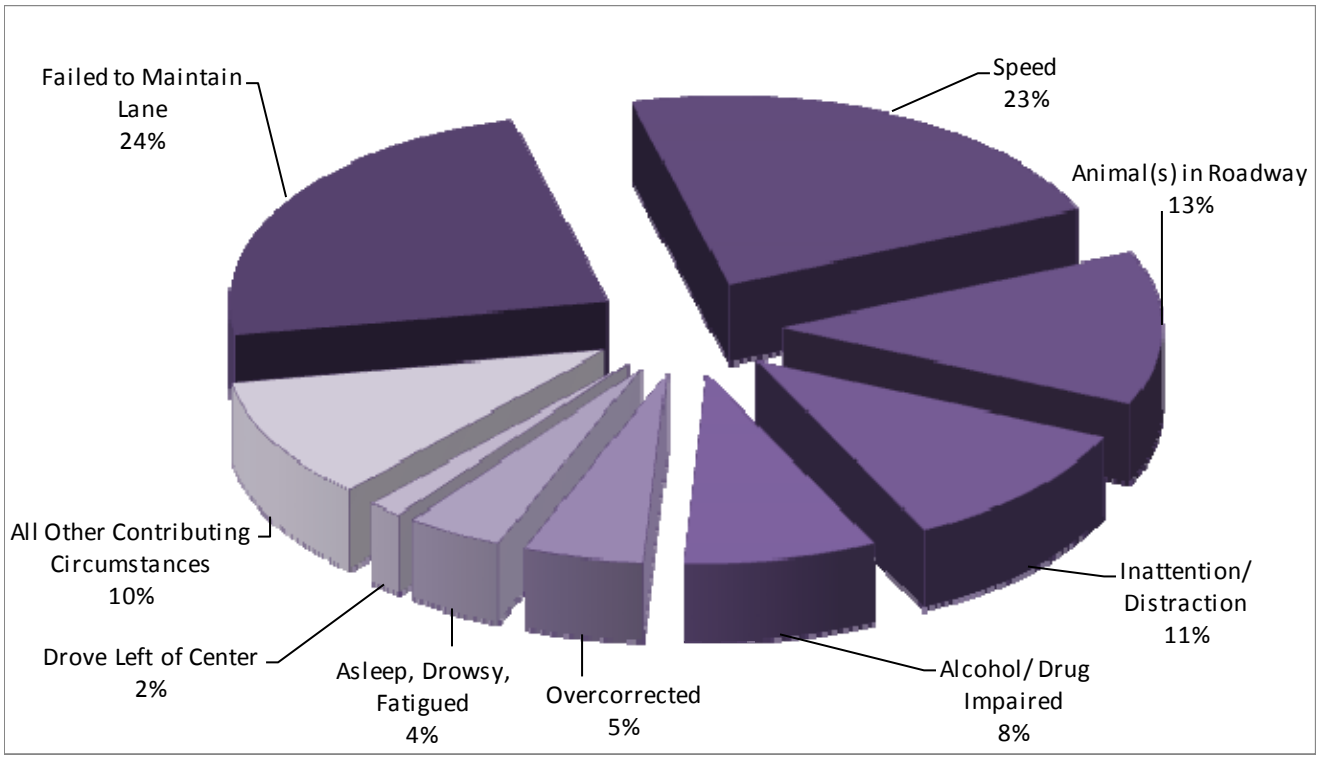


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2013

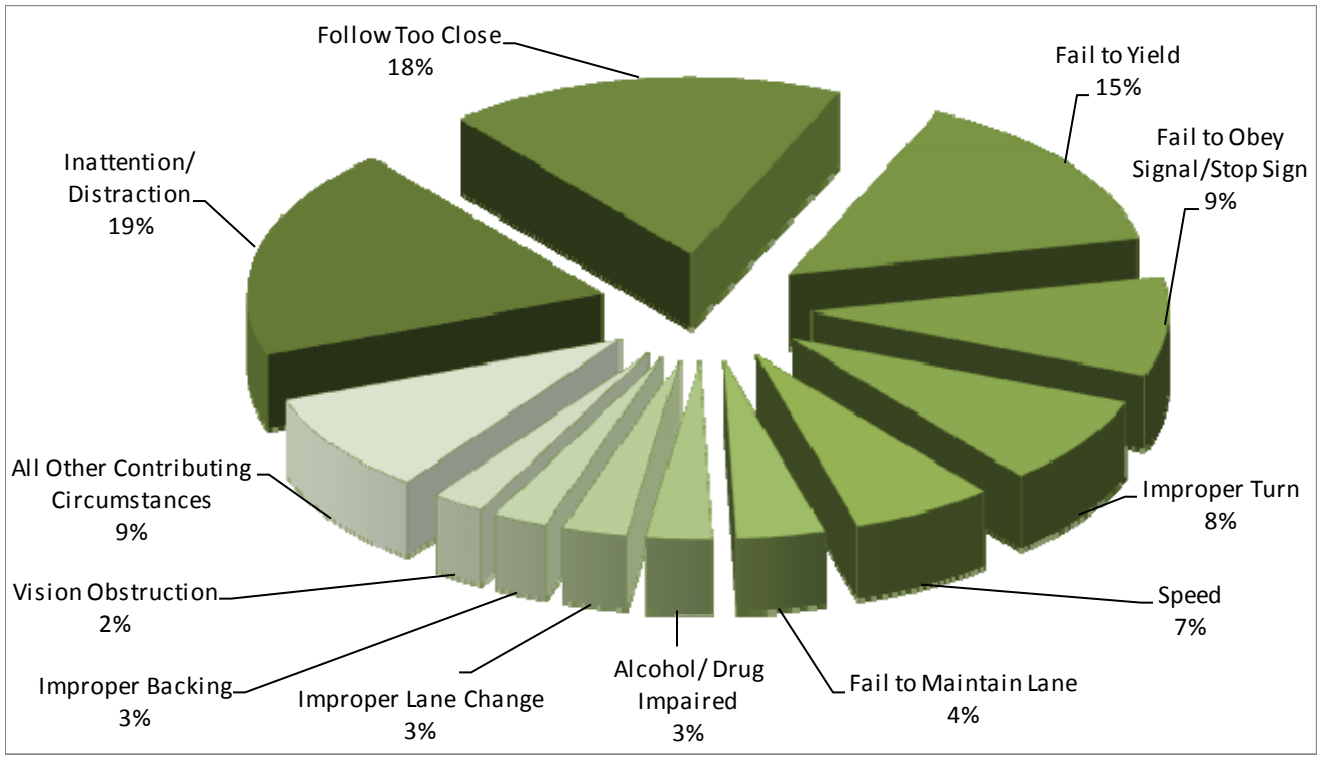


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2013

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (72.9%)	Head On (14.6%)
Tree (6.5%)	Pedestrian (12.7%)
Ditch (3.7%)	Rear-End (12.7%)
Fell / Pushed / Jumped (3.7%)	Head On - Turning (9.9%)
Fire / Explosion (3.7%)	Side Swiped Opposite (9.4%)
Immersion (3.7%)	Angle (7.0%)
Guardrail Face (1.9%)	Angle - Turning (6.6%)
Other Fixed Object (1.9%)	Overturn (4.2%)
Animal - Domestic (0.9%)	Railroad Train (3.8%)
Utility Pole / Light Support (0.9%)	Pedalcycle (3.3%)
	Parked Vehicle (2.3%)
	Rear-End Turning (2.3%)
	Side Swiped - Same Direction (2.3%)
	Fire / Explosion (1.9%)
	Tree (1.4%)
	Concrete Traffic Barrier (0.9%)
	Same Direction - Turning (0.9%)
	Bridge Rail (0.9%)
	Cross Median (0.9%)
	Embankment (0.9%)
	Fence (0.9%)
	Guardrail Face (0.9%)
	Non-Contact Unit (0.9%)
	Other (0.9%)
	Other Object Not Fixed (0.9%)

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple units involved in a single crash may not have the same most harmful event. In 2013, there were 213 units involved in the 92 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 71% of the single vehicle fatalities and 38% of all fatalities in 2013.

Of the 65 passenger motor vehicle occupants killed in single-vehicle rollovers, 11 (or 17%) were wearing seat belts or were in a child safety seat. Of the 50 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 44 (or 88%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks[3]. By these estimates, 39 of the 50 unbelted passenger motor vehicle occupants killed in rollover crashes 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.

Table 8
Severity of Crashes and Type of Injury by Month: 2013

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Serious Injuries	Visible Injuries	Possible Injuries
January	7	682	2,649	8	82	265	597
February	4	529	1,575	4	89	197	461
March	15	578	1,495	17	98	269	485
April	14	585	1,529	14	80	240	501
May	15	670	1,662	16	117	302	539
June	17	621	1,663	19	142	293	520
July	27	743	1,838	30	148	407	589
August	22	723	1,813	22	115	326	570
September	16	714	1,890	16	102	324	613
October	27	657	1,927	29	110	295	534
November	17	648	1,870	18	95	305	567
December	18	700	2,436	20	84	326	557
Totals	**199**	**7,850**	**22,347**	**213**	**1,262**	**3,549**	**6,533**

In 2013, July and August had the highest number of fatal crashes. January and December had the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Crashes by Day of the Week

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

Figure 5
Fatal Crashes by Day of the Week: 2013

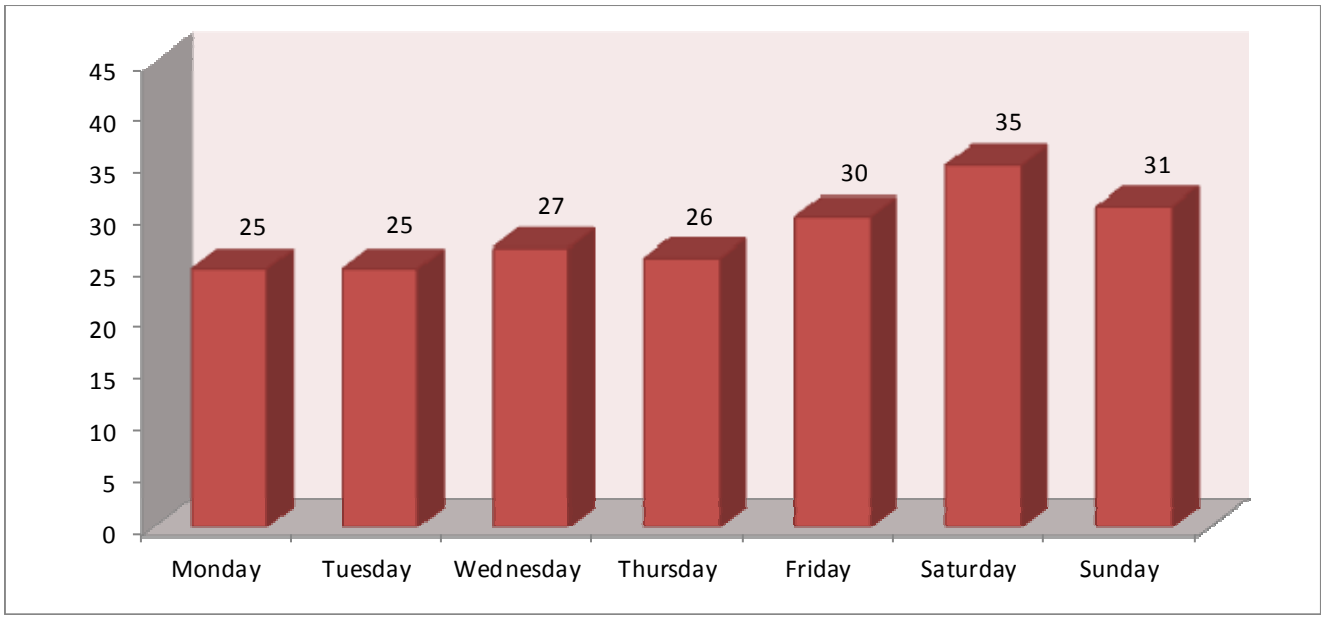
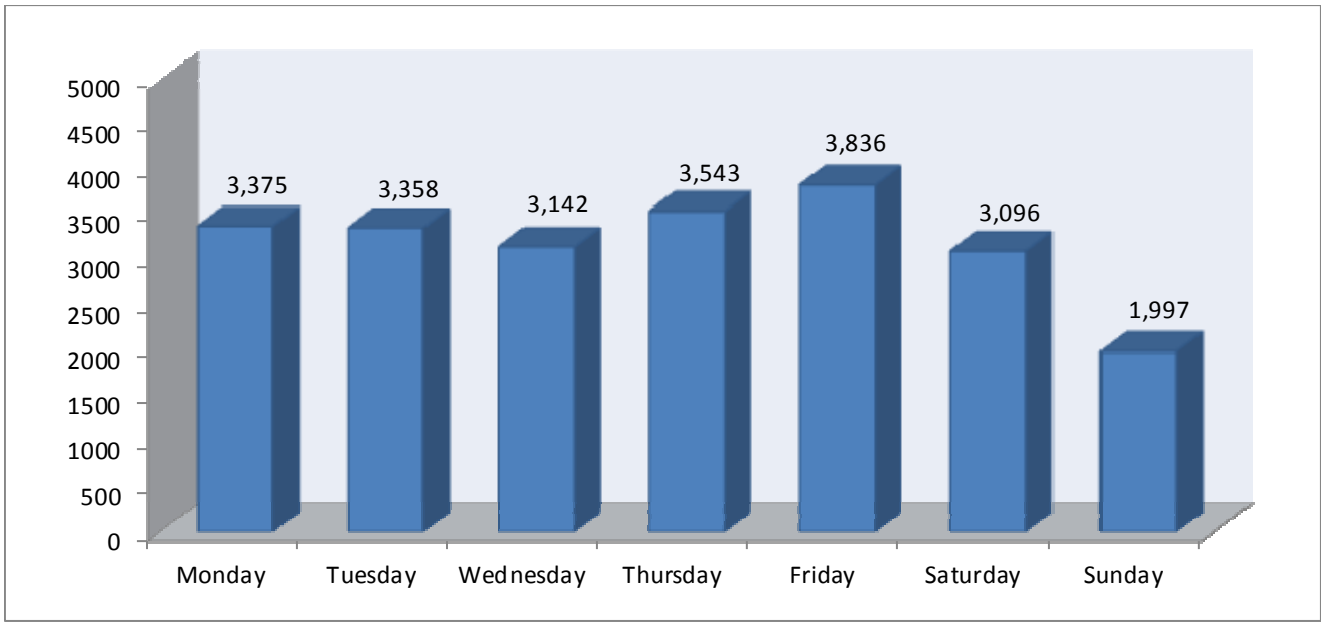


Figure 6
Total Crashes by Day of the Week: 2013



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: 2013

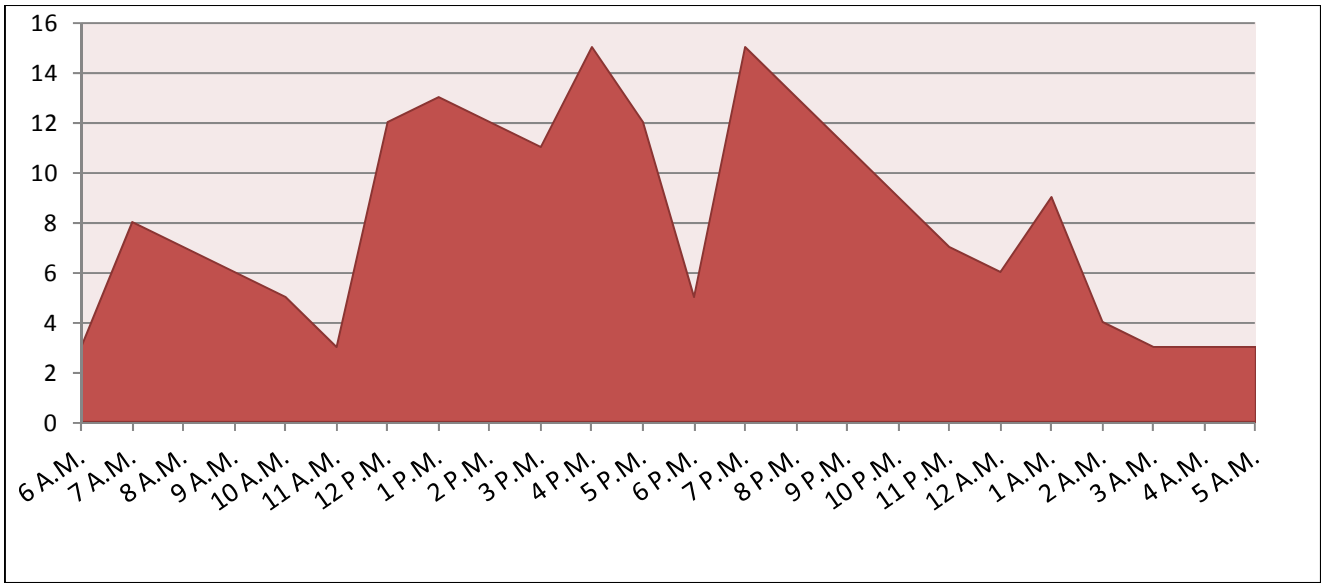
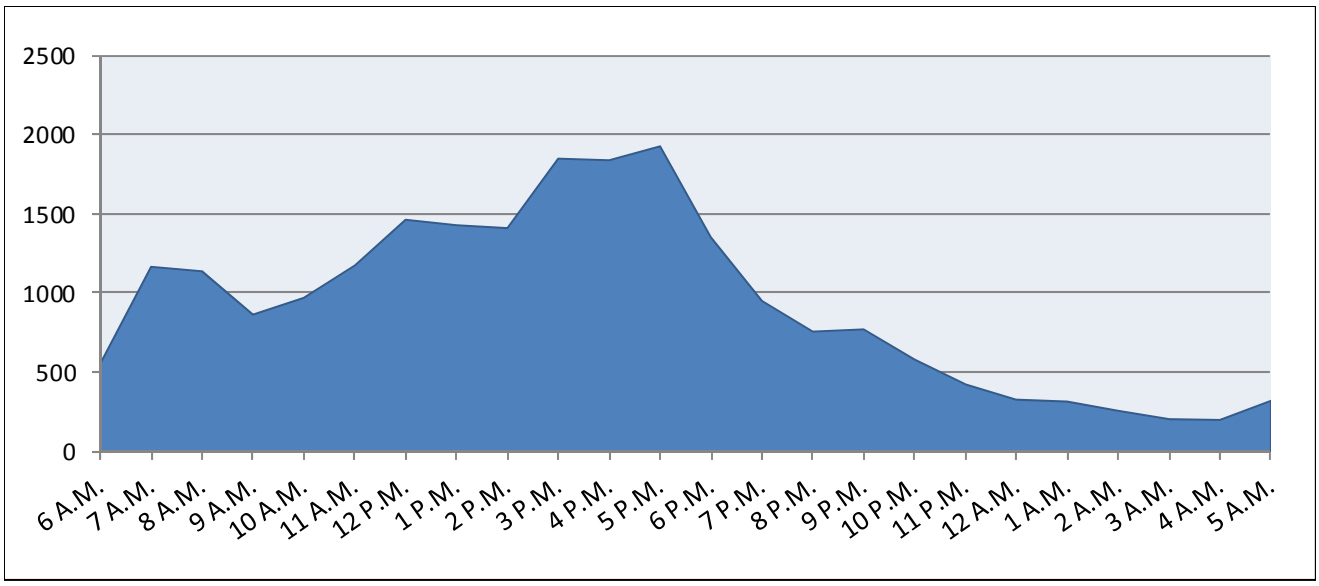


Figure 8
Total Crashes by Time of Day: 2013



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.

Table 9
Comparison of Crashes by Roadway Classification: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatal Crashes	199	185	152	169	199	17.8%	-4.6%
Urban	44	42	30	32	41	28.1%	-8.8%
Rural	155	143	122	137	158	15.3%	-3.4%
Injury Crashes:	7,861	7,939	7,492	7,630	7,850	2.9%	-0.9%
Urban	4,838	4,919	4,762	4,963	5,137	3.5%	0.9%
Rural	3,023	3,020	2,730	2,667	2,713	1.7%	-4.0%
Total Crashes:	22,992	22,555	20,833	21,402	22,347	4.4%	-2.3%
Urban	14,215	13,780	12,993	13,705	14,572	6.3%	-1.1%
Rural	8,777	8,775	7,840	7,697	7,775	1.0%	-4.2%

In 2013, 79% of fatal crashes occurred on rural roads, whereas 35% of all crashes occurred on rural roads. In Idaho in 2013, 88% 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]

Table 10
Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatal Crash Rate	1.29	1.19	0.99	1.07	1.25	17.5%	-5.6%
Urban Fatal Crash Rate	0.68	0.64	0.46	0.48	0.62	27.9%	-10.0%
Rural Fatal Crash Rate	1.72	1.58	1.36	1.49	1.71	15.0%	-4.2%
Injury Crash Rate	50.95	51.04	48.60	48.17	49.44	2.6%	-1.8%
Urban Injury Crash Rate	75.23	75.36	73.69	74.76	77.25	3.3%	-0.2%
Rural Injury Crash Rate	33.59	33.45	30.49	28.99	29.40	1.4%	-4.7%
Total Crash Rate	149.01	145.00	135.14	135.13	140.75	4.2%	-3.2%
Urban Total Crash Rate	221.05	211.10	201.07	206.45	219.13	6.1%	-2.2%
Rural Total Crash Rate	97.53	97.20	87.56	83.66	84.27	0.7%	-4.9%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2009-2013, 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: 2009-2013

Roadway Information	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Local Roads:							
VMT (100 millions)	71.2	72.1	71.1	74.0	73.5	-0.7%	1.3%
Fatal Crashes	76	79	72	74	83	12.2%	-0.7%
Injury Crashes	4,539	4,978	4,272	4,491	4,603	2.5%	0.2%
Total Crashes	13,502	14,238	12,011	12,606	13,499	7.1%	-1.7%
Fatal Crash Rate	1.1	1.1	1.0	1.0	1.1	13.0%	-2.1%
Injury Crash Rate	63.8	69.1	60.1	60.7	62.6	3.2%	-1.2%
Total Crash Rate	189.7	197.6	169.0	170.3	183.6	7.8%	-3.2%
U.S. and State Highways:							
VMT (100 millions)	48.3	48.7	48.2	48.4	48.8	0.9%	0.1%
Fatal Crashes	97	79	63	71	88	23.9%	-8.7%
Injury Crashes	2,566	2,288	2,593	2,519	2,532	0.5%	-0.1%
Total Crashes	7,205	6,189	6,897	6,882	6,807	-1.1%	-1.0%
Fatal Crash Rate	2.0	1.6	1.3	1.5	1.8	22.9%	-8.8%
Injury Crash Rate	53.2	46.9	53.7	52.1	51.9	-0.3%	-0.1%
Total Crash Rate	149.2	127.0	143.0	142.2	139.5	-1.9%	-0.9%
Interstate Highways:							
VMT (100 millions)	34.8	34.8	34.8	36.0	36.5	1.4%	1.1%
Fatal Crashes	26	27	17	24	28	16.7%	2.7%
Injury Crashes	756	673	627	620	715	15.3%	-6.3%
Total Crashes	2,285	2,128	1,925	1,914	2,041	6.6%	-5.7%
Fatal Crash Rate	0.7	0.8	0.5	0.7	0.8	15.1%	1.2%
Injury Crash Rate	21.7	19.4	18.0	17.2	19.6	13.8%	-7.3%
Total Crash Rate	65.6	61.2	55.3	53.2	56.0	5.2%	-6.7%
Statewide Totals:							
VMT (100 millions)	154.3	155.6	154.2	158.4	158.8	0.2%	0.9%
Fatal Crashes	199	185	152	169	199	17.8%	-4.6%
Injury Crashes	7,861	7,939	7,492	7,630	7,850	2.9%	-0.9%
Total Crashes	22,992	22,555	20,833	21,402	22,347	4.4%	-2.3%
Fatal Crash Rate	1.3	1.2	1.0	1.1	1.3	17.5%	-5.6%
Injury Crash Rate	50.9	51.0	48.6	48.2	49.4	2.6%	-1.8%
Total Crash Rate	149.0	145.0	135.1	135.1	140.8	4.2%	-3.2%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2011-2013

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2011**	**2012**	**2013**	**2011**	**2012**	**2013**	**2011**	**2012**	**2013**
Ada	9	16	16	2,036	2,156	2,363	5,123	5,460	6,111
Adams	3	1	3	18	21	11	45	46	28
Bannock	5	7	6	448	441	435	1,479	1,453	1,458
Bear Lake	1	2	2	25	26	28	89	116	110
Benewah	1	1	4	53	55	55	170	172	176
Bingham	4	11	9	157	172	192	538	550	632
Blaine	2	0	3	65	62	63	212	195	223
Boise	3	5	4	73	57	43	171	140	108
Bonner	7	10	6	158	147	151	487	456	471
Bonneville	9	10	5	462	468	430	1,431	1,430	1,390
Boundary	3	1	2	55	47	33	171	165	106
Butte	1	0	0	20	9	9	71	57	53
Camas	0	0	0	5	2	2	30	5	8
Canyon	9	13	20	848	903	1,001	2,125	2,360	2,676
Caribou	0	3	4	41	57	36	107	130	107
Cassia	5	7	3	134	123	135	452	455	421
Clark	2	2	1	13	11	12	61	38	46
Clearwater	2	2	2	14	12	10	52	54	37
Custer	1	3	1	23	21	34	53	72	76
Elmore	6	7	10	172	161	164	374	346	346
Franklin	1	0	3	43	39	54	136	126	113
Fremont	2	2	3	69	57	56	258	199	170
Gem	0	1	2	45	55	46	123	134	140
Gooding	3	6	10	84	74	84	215	209	210
Idaho	4	7	6	109	103	112	280	261	310
Jefferson	1	3	2	65	62	65	249	197	233
Jerome	1	6	7	146	142	143	388	388	399
Kootenai	9	9	11	754	805	745	2,059	2,134	2,132
Latah	9	5	9	164	161	153	480	483	496
Lemhi	1	2	4	33	34	35	118	111	127
Lewis	1	0	0	24	23	20	52	52	55
Lincoln	1	2	2	22	11	18	57	35	61
Madison	2	0	0	127	122	113	436	518	490
Minidoka	4	3	3	85	80	70	223	255	212
Nez Perce	9	4	9	222	197	223	734	668	781
Oneida	1	3	2	22	30	22	96	109	83
Owyhee	5	1	3	41	48	45	117	137	129
Payette	1	3	2	79	81	89	192	194	193
Power	4	3	3	54	49	61	142	143	165
Shoshone	5	0	3	49	52	68	176	160	206
Teton	0	1	0	22	15	24	74	69	63
Twin Falls	9	7	7	333	345	318	718	825	742
Valley	3	0	3	48	74	61	183	229	198
Washington	3	0	4	32	20	18	86	66	56
TOTALS	**185**	**152**	**199**	**7,939**	**7,492**	**7,850**	**22,555**	**20,833**	**22,347**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2011-2013 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2013.

Table 13
Crash History of Idaho Cities: 2011-2013

	Fatal Crashes			Injury Crashes			Total Crashes		
City by Population Size	**2011**	**2012**	**2013**	**2011**	**2012**	**2013**	**2011**	**2012**	**2013**
40,000 and over									
Boise	5	4	9	1,133	1,271	1,417	3,028	3,270	3,608
Caldwell	1	1	4	165	198	210	375	485	595
Coeur d'Alene	1	0	2	321	347	331	827	908	896
Idaho Falls	1	1	2	283	265	254	867	830	820
Meridian	0	4	3	538	538	506	1,115	1,201	1,307
Nampa	1	4	3	443	485	538	1,164	1,314	1,399
Pocatello	4	2	0	315	316	307	1,076	1,049	1,025
Twin Falls	0	0	1	201	208	184	372	438	350
15,000 - 39,999									
Eagle	1	0	0	60	66	68	213	226	248
Kuna	0	1	0	17	19	26	55	65	86
Lewiston	5	1	2	139	127	148	496	455	523
Moscow	1	1	1	88	67	62	240	206	238
Post Falls	3	0	0	101	111	101	266	263	268
Rexburg	0	0	0	84	77	69	294	314	299
5,000 - 14,999									
Ammon	0	0	0	27	42	35	102	125	111
Blackfoot	0	1	0	37	46	57	168	195	226
Burley	0	0	1	47	43	56	195	203	210
Chubbuck	0	0	1	54	51	52	175	156	206
Emmett	0	0	0	17	20	16	42	50	38
Garden City	0	0	1	100	86	102	234	212	254
Hailey	0	0	0	16	11	13	62	49	50
Hayden	0	0	1	57	53	46	152	141	172
Jerome	0	0	0	33	30	23	120	90	95
Middleton	0	0	0	7	7	6	28	22	28
Mountain Home	0	0	0	38	32	20	85	87	63
Payette	0	0	0	11	16	19	35	39	43
Preston	1	0	1	14	14	13	40	47	31
Rathdrum	0	0	0	12	25	14	35	47	52
Rupert	0	0	0	5	8	6	26	17	22
Sandpoint	0	0	0	26	29	14	97	118	86
Star	0	0	0	1	9	17	10	19	34
Weiser	0	0	0	6	7	9	29	22	22

Table 13 (Continued)
Crash History of Idaho Cities: 2011-2013

City by Population Size	Fatal Crashes 2011	Fatal Crashes 2012	Fatal Crashes 2013	Injury Crashes 2011	Injury Crashes 2012	Injury Crashes 2013	Total Crashes 2011	Total Crashes 2012	Total Crashes 2013
2,000 - 4,999									
American Falls	0	1	0	14	6	10	39	37	39
Bellevue	0	0	0	2	0	4	4	8	14
Bonners Ferry	0	0	0	5	7	9	19	21	27
Buhl	0	0	0	2	5	5	11	23	24
Dalton Gardens	0	0	0	5	6	5	26	18	21
Filer	0	0	0	0	2	2	1	8	3
Fruitland	0	0	0	12	11	16	30	31	38
Gooding	0	0	0	11	5	7	36	23	20
Grangeville	0	0	0	4	2	5	8	3	22
Heyburn	0	0	0	16	13	17	31	46	40
Homedale	0	0	0	4	4	0	12	9	11
Kellogg	0	0	0	6	3	5	22	21	24
Ketchum	0	0	1	8	12	8	33	39	38
Kimberly	0	0	0	4	1	2	13	5	4
Malad	0	0	0	1	1	2	10	7	16
McCall	1	0	0	9	9	7	33	33	30
Montpelier	0	0	0	5	3	2	16	24	29
Orofino	0	0	0	8	6	9	24	40	28
Parma	0	0	1	3	0	2	3	5	16
Rigby	1	0	0	17	15	12	72	53	52
St. Anthony	0	0	0	10	8	5	36	25	19
St. Maries	0	0	0	5	8	4	25	37	22
Salmon	0	0	0	4	6	10	25	29	30
Shelley	0	0	0	4	7	2	22	18	11
Soda Springs	0	0	0	1	4	5	21	13	18
Spirit Lake	0	0	0	3	1	5	9	10	9
Wendell	0	0	0	4	3	4	22	15	17

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 2013 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2013

	2013 Population (in 1,000s)	Number of Crashes Total	Number of Crashes Fatal	Number of Crashes Injury	Number of Persons Killed	Number of Persons Injured	Fatal and Injury Crash Rate Per 1,000 Population
50,000 and over							
Ada	416.5	6,111	16	2,363	16	3,319	5.7
Bannock	83.2	1,458	6	435	8	599	5.3
Bonneville	107.5	1,390	5	430	5	617	4.0
Canyon	198.9	2,676	20	1,001	23	1,487	5.1
Kootenai	144.3	2,132	11	745	11	1,034	5.2
Twin Falls	80.0	742	7	318	7	462	4.1
Mean Crash Rate							**5.2**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2013

	2013 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	45.3	632	9	192	10	277	4.4
Blaine	21.3	223	3	63	3	82	3.1
Bonner	40.7	471	6	151	6	209	3.9
Cassia	23.3	421	3	135	3	188	5.9
Elmore	26.2	346	10	164	10	274	6.6
Jefferson	26.9	233	2	65	3	89	2.5
Jerome	22.5	399	7	143	7	235	6.7
Latah	38.1	496	9	153	9	213	4.3
Madison	37.5	490	0	113	0	168	3.0
Minidoka	20.3	212	3	70	3	97	3.6
Nez Perce	39.9	781	9	223	10	321	5.8
Payette	22.6	193	2	89	2	142	4.0
Mean Crash Rate							**4.5**
10,000 - 19,999							
Boundary	10.9	106	2	33	2	52	3.2
Franklin	12.9	113	3	54	3	84	4.4
Fremont	12.9	170	3	56	3	90	4.6
Gem	16.7	140	2	46	2	68	2.9
Gooding	15.1	210	10	84	10	136	6.2
Idaho	16.1	310	6	112	9	168	7.3
Owyhee	11.5	129	3	45	3	71	4.2
Shoshone	12.7	206	3	68	4	107	5.6
Teton	10.3	63	0	24	0	34	2.3
Mean Crash Rate							**4.7**
5,000 - 9,999							
Bear Lake	5.9	110	2	28	2	48	5.0
Benewah	9.0	176	4	55	4	82	6.5
Boise	6.8	108	4	43	4	62	6.9
Caribou	6.8	107	4	36	5	55	5.9
Clearwater	8.6	37	2	10	2	18	1.4
Lemhi	7.7	127	4	35	4	54	5.1
Lincoln	5.3	61	2	18	2	27	3.8
Power	7.7	165	3	61	3	101	8.3
Valley	9.6	198	3	61	3	89	6.7
Washington	9.9	56	4	18	5	25	2.2
Mean Crash Rate							**5.1**

Table 14 (Continued)
Fatal and Injury Crash Rates by County – 2013

	2013 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	3.8	28	3	11	3	22	3.7
Butte	2.6	53	0	9	0	10	3.4
Camas	1.0	8	0	2	0	3	1.9
Clark	0.9	46	1	12	1	14	15.0
Custer	4.2	76	1	34	1	48	8.2
Lewis	3.9	55	0	20	0	33	5.1
Oneida	4.3	83	2	22	2	30	5.6
Mean Crash Rate							**5.6**
Statewide Totals	**1,602.2**	**22,291**	**195**	**7,832**	**208**	**11,319**	**5.0**

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 2013.

Table 15
Fatal and Injury Crash Rates by City – 2013

	2013 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	214.2	3,608	9	1,417	9	1,955	6.7
Caldwell	49.0	595	4	210	4	326	4.4
Coeur d'Alene	46.4	896	2	331	2	452	7.2
Idaho Falls	58.3	820	2	254	2	334	4.4
Meridian	83.6	1,307	3	506	3	738	6.1
Nampa	86.5	1,399	3	538	4	767	6.3
Pocatello	54.4	1,025	0	307	0	408	5.6
Twin Falls	46.0	350	1	184	1	257	4.0
Mean Crash Rate							**5.9**

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2013

	2013 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	21.6	248	0	68	0	106	3.1
Kuna	16.5	86	0	26	0	33	1.6
Lewiston	32.4	523	2	148	2	215	4.6
Moscow	24.5	238	1	62	1	76	2.6
Post Falls	29.4	268	0	101	0	137	3.4
Rexburg	26.5	299	0	69	0	87	2.6
Mean Crash Rate							**3.2**
5,000 - 14,999							
Ammon	14.5	111	0	35	0	46	2.4
Blackfoot	11.9	226	0	57	0	75	4.8
Burley	10.5	210	1	56	1	77	5.5
Chubbuck	14.1	206	1	52	1	70	3.8
Emmett	6.5	38	0	16	0	24	2.5
Garden City	11.3	254	1	102	1	141	9.1
Hailey	8.0	50	0	13	0	14	1.6
Hayden	13.7	172	1	46	1	65	3.4
Jerome	11.0	95	0	23	0	28	2.1
Middleton	6.0	28	0	6	0	7	1.0
Mountain Home	13.8	63	0	20	0	34	1.4
Payette	7.4	43	0	19	0	34	2.6
Preston	5.2	31	1	13	1	22	2.7
Rathdrum	7.1	52	0	14	0	19	2.0
Rupert	5.6	22	0	6	0	7	1.1
Sandpoint	7.6	86	0	14	0	23	1.8
Star	6.6	34	0	17	0	28	2.6
Weiser	5.3	22	0	9	0	12	1.7
Mean Crash Rate							**3.1**

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2013

	2013 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							
American Falls	4.4	39	0	10	0	12	2.3
Bellevue	2.3	14	0	4	0	4	1.7
Bonners Ferry	2.5	27	0	9	0	12	3.6
Buhl	4.2	24	0	5	0	8	1.2
Dalton Gardens	2.4	21	0	5	0	8	2.1
Filer	2.6	3	0	2	0	3	0.8
Fruitland	4.8	38	0	16	0	37	3.4
Gooding	3.5	20	0	7	0	9	2.0
Grangeville	3.1	22	0	5	0	6	1.6
Heyburn	3.2	40	0	17	0	20	5.4
Homedale	2.6	11	0	0	0	0	0.0
Kellogg	2.1	24	0	5	0	7	2.4
Ketchum	2.7	38	1	8	1	9	3.3
Kimberly	3.4	4	0	2	0	2	0.6
Malad	2.1	16	0	2	0	2	1.0
McCall	2.9	30	0	7	0	8	2.4
Montpelier	2.5	29	0	2	0	3	0.8
Orofino	3.1	28	0	9	0	13	2.9
Parma	2.0	16	1	2	1	2	1.5
Rigby	4.0	52	0	12	0	15	3.0
St. Anthony	3.5	19	0	5	0	7	1.4
St. Maries	2.3	22	0	4	0	5	1.7
Salmon	3.0	30	0	10	0	12	3.3
Shelley	4.4	11	0	2	0	5	0.5
Soda Springs	3.0	18	0	5	0	8	1.7
Spirit Lake	2.0	9	0	5	0	9	2.5
Wendell	2.7	17	0	4	0	5	1.5
Mean Crash Rate							**2.0**

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.

Table 16
Age Distribution of Licensed Drivers: 2000, 2010, 2013

Age	2000	2010	2013	Change 2000-2013	Change 2010-2013
15*	9,406	2,592	2,751	-70.8%	6.1%
(%)	1.1%	0.2%	0.2%		
16-24	156,485	153,891	157,669	0.8%	2.5%
(%)	17.5%	14.4%	14.2%		
25-34	154,133	191,583	193,918	25.8%	1.2%
(%)	17.3%	17.9%	17.4%		
35-44	178,401	177,226	182,371	2.2%	2.9%
(%)	20.0%	16.6%	16.4%		
45-54	167,821	195,441	188,545	12.3%	-3.5%
(%)	18.8%	18.3%	17.0%		
55-64	106,190	177,521	188,774	77.8%	6.3%
(%)	11.9%	16.6%	17.0%		
65+	120,516	171,288	197,457	63.8%	15.3%
(%)	13.5%	16.0%	17.8%		
TOTALS	892,952	1,069,542	1,111,485	24.5%	3.9%

**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

Table 17
Driver Age as a Factor in Crashes: 2013

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	2,751	0.2%	343	0.9%	3.7	114	0.8%	3.3
16	9,694	0.9%	964	2.6%	2.9	303	2.2%	2.5
17	14,892	1.3%	1,324	3.5%	2.6	483	3.5%	2.6
18	16,529	1.5%	1,328	3.5%	2.4	438	3.1%	2.1
19	18,532	1.7%	1,299	3.5%	2.1	483	3.5%	2.1
20	19,346	1.7%	1,157	3.1%	1.8	446	3.2%	1.8
21	18,255	1.6%	1,156	3.1%	1.9	431	3.1%	1.9
22	19,667	1.8%	1,151	3.1%	1.7	440	3.2%	1.8
23	20,218	1.8%	980	2.6%	1.4	350	2.5%	1.4
24	20,536	1.8%	877	2.3%	1.3	297	2.1%	1.2
25-34	193,918	17.4%	7,308	19.5%	1.1	2,824	20.3%	1.2
35-44	182,371	16.4%	5,771	15.4%	0.9	2,213	15.9%	1.0
45-54	188,545	17.0%	5,084	13.6%	0.8	1,923	13.8%	0.8
55-64	188,774	17.0%	4,074	10.9%	0.6	1,585	11.4%	0.7
65-74	126,769	11.4%	2,406	6.4%	0.6	878	6.3%	0.6
75+	70,688	6.4%	1,401	3.7%	0.6	510	3.7%	0.6
Not Stated or Other			852	2.3%		189	1.4%	
TOTALS	**1,111,485**		**37,475**			**13,907**		

** 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 2.3 times as many fatal or injury traffic crashes as expected. This age group comprised 5.6% of all licensed drivers and accounted for 13.1% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected.

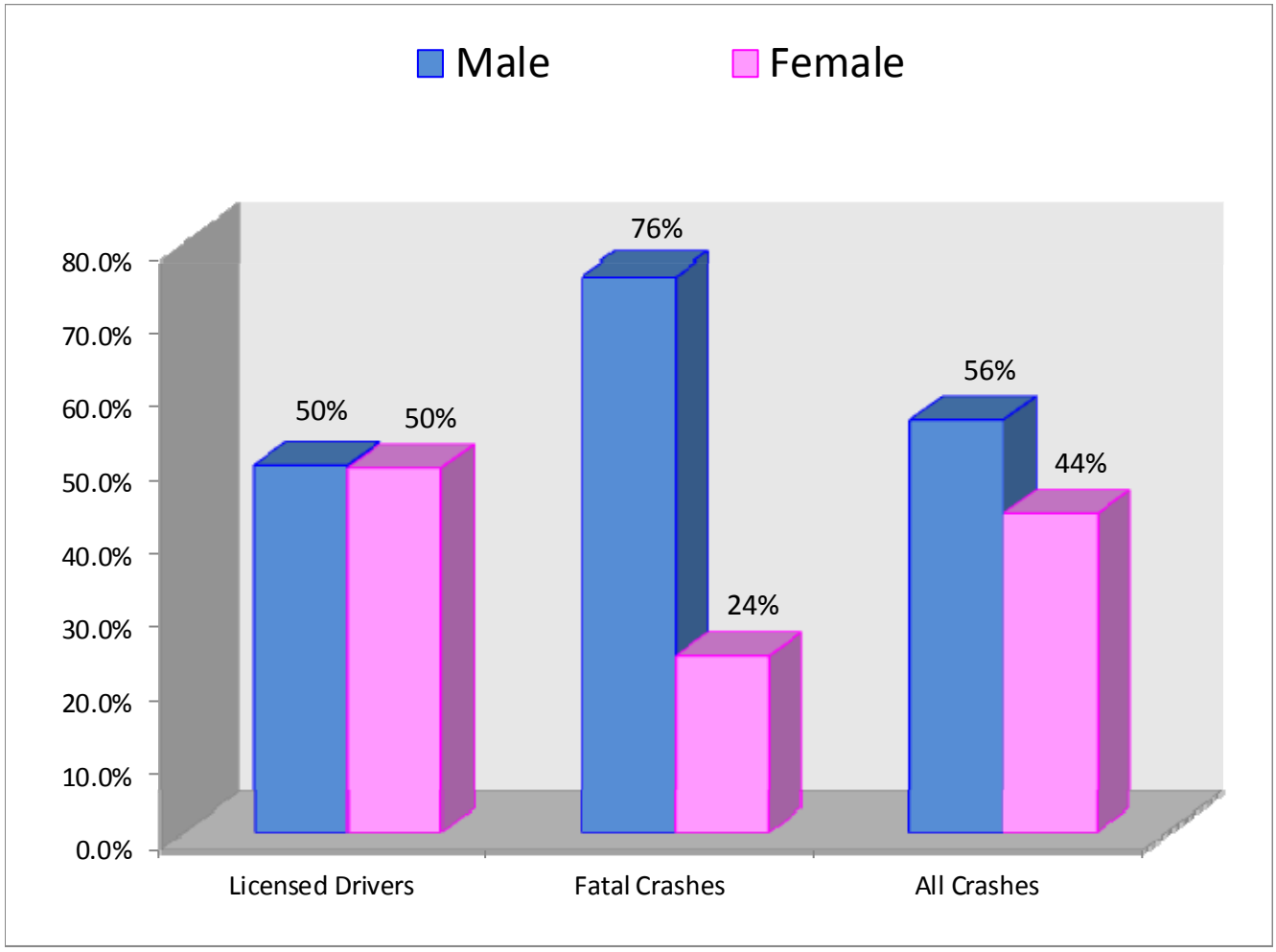
Drivers that were 27 years old in 2013 were the first group of drivers subjected to the Graduated Driver's License (GDL) requirements.

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 76% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2013



In 2013, males were 1.3 times more likely than females to be involved in any crash and were 3.1 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 3.4 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 3.3 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2013

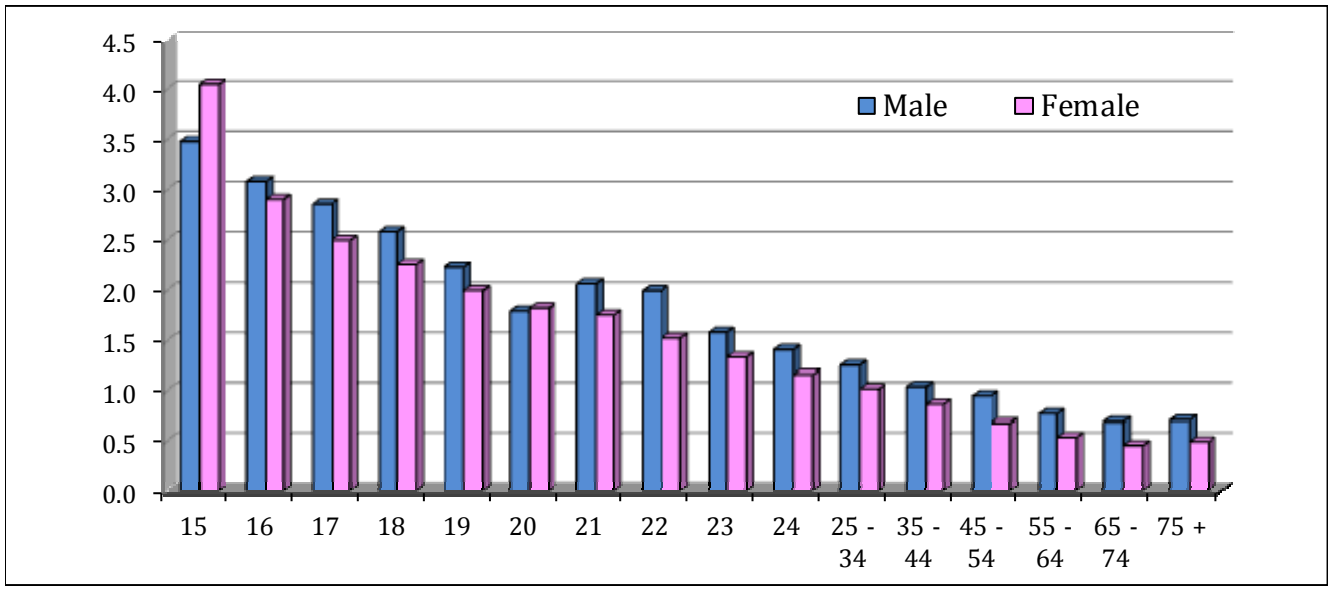
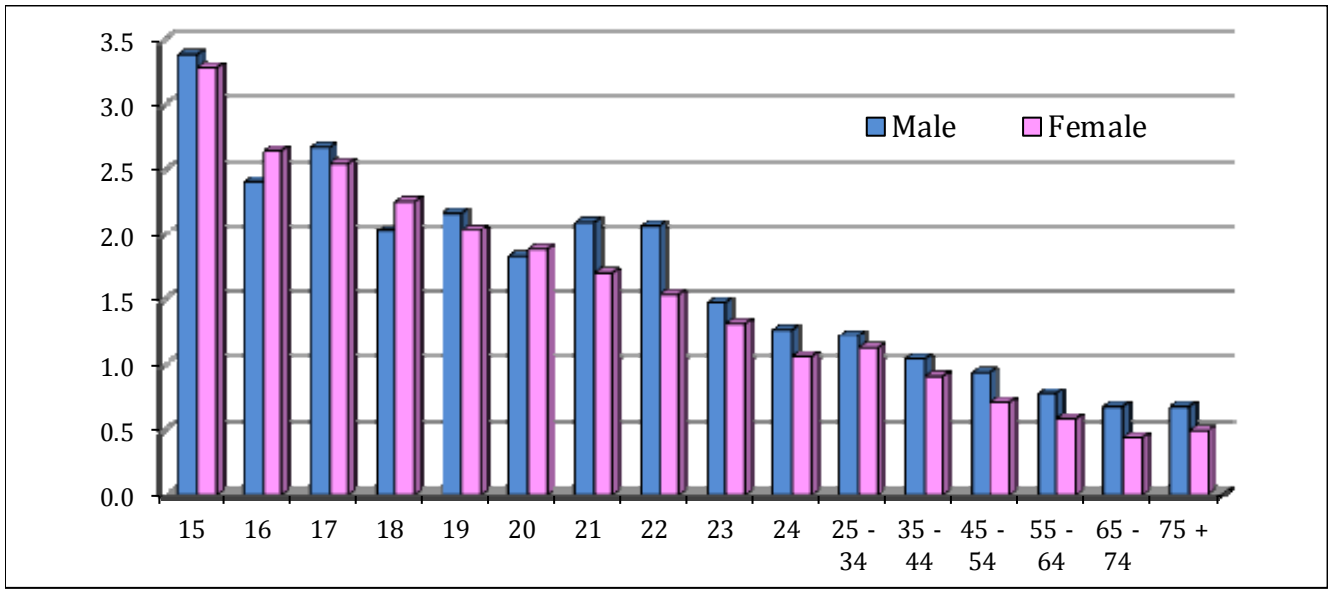


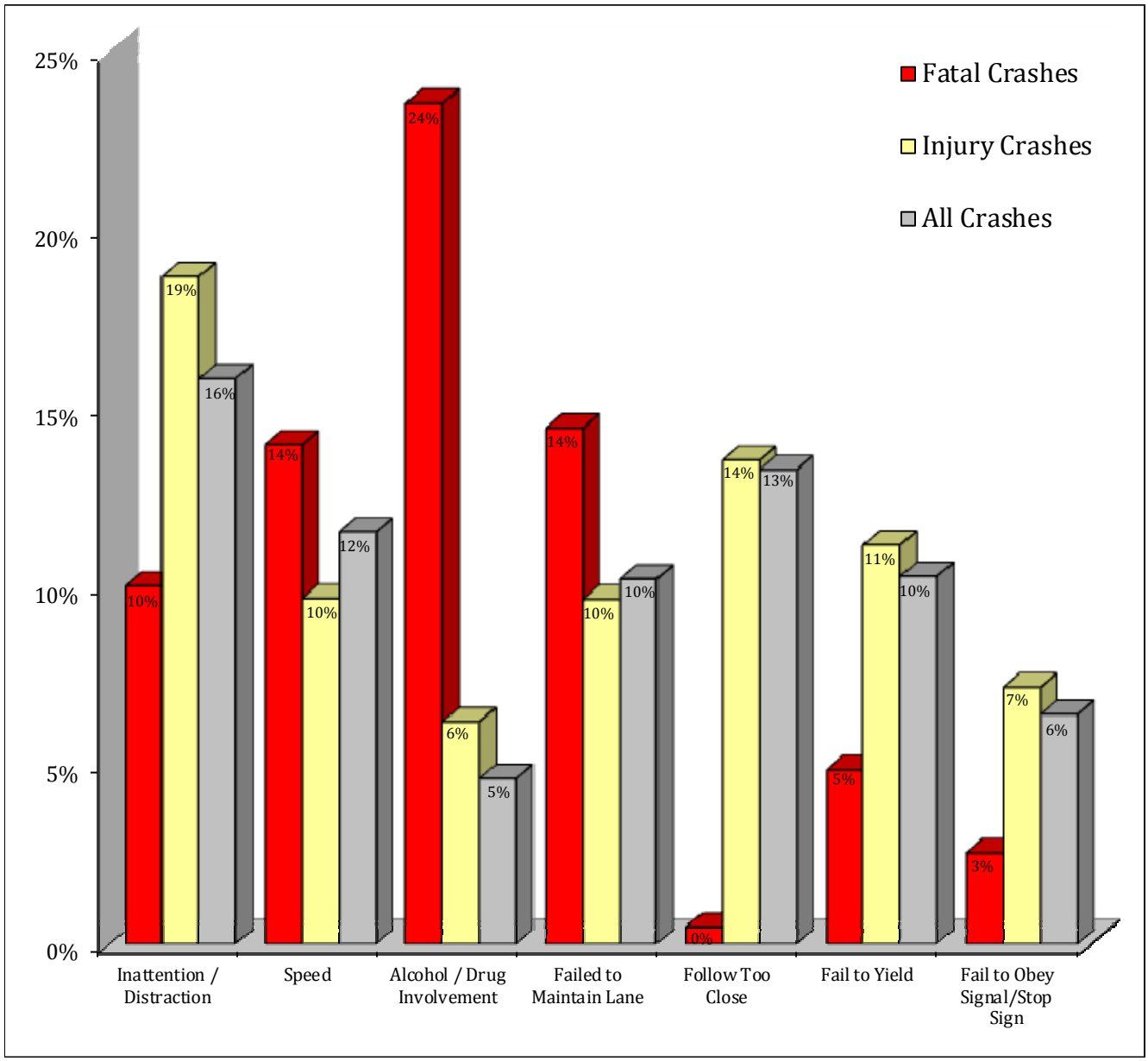
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2013



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 Most Prevelant Contributing Circumstances Cited for Traffic Crashes in 2013



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2013 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.

Table 18
Top Ten Traffic Violations for Idaho Drivers: 2013

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	66,292	45.3%
2. Safety Restraint Violations	23,837	16.3%
3. Insurance Violations	12,167	8.3%
4. Failure to Obey Traffic Control Devices	9,460	6.5%
5. Driving Under the Influence	8,098	5.5%
6. Driving Without Privileges - Suspended License	5,644	3.9%
7. Following Too Close	4,392	3.0%
8. Reckless or Inattentive Driving	3,169	2.2%
9. Failure to Yield Right of Way	2,789	1.9%
10. Child Safety Seat Violations	1,311	0.9%
All Other	9,161	6.3%
TOTAL	**146,320**	

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.

Information from the judicial system is obtained from the Idaho Supreme Court Data Repository. Information from the driving record is provided by the Economics and Research Section of the Division of Administration within the Idaho Transportation Department.

Table 19 is a breakdown by age groups for selected traffic violations. The five violations shown comprise 62% of all violations for 2013. 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.

Table 19
Selected Traffic Violation Rates for Idaho Licensed Drivers: 2013
(Per 100 Licensed Drivers)

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	2,751	6.4	2.1	0.0	0.7	1.3
16-19	59,647	12.5	2.0	0.5	0.8	1.5
20-24	98,022	10.9	1.4	1.5	0.7	0.8
25-34	193,918	8.0	1.0	1.2	0.4	0.5
35-44	182,371	6.4	0.8	0.9	0.2	0.3
45-54	188,545	4.9	0.7	0.7	0.2	0.2
55-64	188,774	3.4	0.5	0.3	0.1	0.2
65-74	126,769	2.4	0.4	0.1	0.1	0.1
75+	70,688	1.2	0.4	0.0	0.1	0.1
Mean		5.9	0.8	0.7	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: 2013

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	23,027	37.1%
Failure to Pay Fine	14,807	23.9%
Administrative License Suspension (ALS)*	8,206	13.2%
Driving Under the Influence	6,729	10.8%
Family Responsibility Law	2,464	4.0%
Driving Without Privileges	1,610	2.6%
Underage Consumption or Possession of Alcohol	1,209	1.9%
Reckless/Inattentive Driving	709	1.1%
Refused Evidentiary BAC Test	475	0.8%
Recurrence of Violation (Under 17 Years Old)	337	0.5%
Points	318	0.5%
All Others	2,140	3.4%
TOTALS	**62,031**	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 61% 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 Driver's License law. If a driver under 17 years of age receives 2 traffic citations for any moving violation, their license is suspended for 30 days. Any subsequent violation results in a 60 day suspension.

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

SECTION II

Idaho Focus Areas

Impaired Driving

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

Table 21
Impaired Driving Crashes: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Impaired Driving Crashes	1,579	1,593	1,456	1,454	1,425	-2.0%	-2.6%
Fatalities	74	96	66	73	96	31.5%	3.0%
Serious Injuries	269	273	277	241	228	-5.4%	-3.3%
Visible Injuries	461	447	400	399	362	-9.3%	-4.6%
Possible Injuries	474	475	474	535	445	-16.8%	4.3%
Impaired Driving Crashes as a % of All Crashes	6.9%	7.1%	7.0%	6.8%	6.4%	-6.1%	-0.3%
Impaired Driving Fatalities as a % of All Fatalities	32.7%	45.9%	39.5%	39.7%	45.1%	13.6%	8.9%
Impaired Driving Injuries as a % of All Injuries	10.6%	10.2%	10.6%	10.7%	9.1%	-14.7%	0.4%
All Fatal and Injury Crashes	8,060	8,124	7,644	7,799	8,049	3.2%	-1.0%
Impaired Fatal/Injury Crashes	885	903	822	843	797	-5.5%	-1.5%
% Impaired Driving	11.0%	11.1%	10.8%	10.8%	9.9%	-8.4%	-0.5%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.22	2.37	2.22	1.98	2.04	2.9%	-3.5%
Annual DUI Arrests by Agency*							
Idaho State Police	2,441	2,003	1,846	1,659	1,304	-21.4%	-12.0%
Local Agencies	9,886	8,723	7,840	7,482	6,825	-8.8%	-8.8%
Total Arrests	12,327	10,726	9,686	9,141	8,129	-11.1%	-9.4%
DUI Enforcement Rate**	1.17	1.00	0.89	0.84	0.73	-12.6%	-10.5%

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

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

In 2013, impaired driving crashes decreased by 2%, while fatalities resulting from impaired driving crashes increased by 32%. Nearly 10% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Just more than 45% of all fatalities were the result of an impaired driving crash in 2013. Only 23% 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 9% in 2013 from the prior year and ISP DUI arrests decreased by 21%. Overall, DUI arrests decreased by 11% from 2012 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2013. The estimated cost of Idaho impaired driving crashes in 2013 was more than $749 million dollars. This estimate represents more than 29% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2013 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	96	$6,391,502	$613,584,204
Serious Injuries	228	$318,302	$72,572,895
Visible Injuries	362	$89,155	$32,273,990
Possible Injuries	445	$59,097	$26,298,210
Property Damage Only	628	$6,842	$4,296,650
Total Estimate of Economic Cost			**$749,025,950**

Victims of Fatal Crashes Involving Impaired Drivers

Table 23 shows a breakout of impaired driving fatalities. Of the 96 people killed in impaired driving crashes, 92 (or 96%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

Table 23
Persons Killed in Impaired Driving Crashes: 2013
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles		Motorcycle			ATV
Impaired Status*	Driver	Passenger	Driver	Pedestrian	Bicyclist	Driver
Impaired	56	18	9	7	0	2
Not Impaired	3	0	0	0	1	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 34, are over-represented in impaired driving crashes. Drivers, ages 19 to 24 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. Just over 10% of the impaired drivers involved in crashes were under 21 years of age.

Table 24
DUI Arrests and Impaired Driving Crashes by Driver Age: 2013

	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	2	0.0%	2	0.1%
15	2,751	0.2%	4	0.0%	2	0.1%
16	9,694	0.9%	25	0.3%	4	0.3%
17	14,892	1.3%	59	0.7%	24	1.7%
18	16,529	1.5%			26	1.8%
19	18,532	1.7%	281*	3.5%	47	3.3%
20	19,346	1.7%			43	3.1%
21	18,255	1.6%			79	5.6%
22	19,667	1.8%			89	6.3%
23	20,218	1.8%			53	3.8%
24	20,536	1.8%	1,538**	18.9%	58	4.1%
25-29	95,118	8.6%	1,310	16.1%	230	16.3%
30-34	98,800	8.9%	1,069	13.2%	177	12.6%
35-39	92,055	8.3%	818	10.1%	112	7.9%
40-44	90,316	8.1%	819	10.1%	109	7.7%
45-49	88,822	8.0%	716	8.8%	108	7.7%
50-54	99,723	9.0%	674	8.3%	105	7.5%
55-59	98,788	8.9%	369	4.5%	53	3.8%
60+	287,443	25.9%	383	4.7%	84	6.0%
Missing or Unknown			62	0.8%	4	0.3%
TOTALS	1,111,485		8,129		1,409	

* 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 2013 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2013

	2013 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	416.5	319	10	152	10	214	0.4
Bannock	83.2	113	3	58	4	80	0.7
Bonneville	107.5	93	3	43	3	69	0.4
Canyon	198.9	132	7	66	8	103	0.4
Kootenai	144.3	165	5	79	5	104	0.6
Twin Falls	80.0	65	5	27	5	44	0.4
Mean Crash Rate							**0.4**
20,000 - 49,999							
Bingham	45.3	40	5	19	5	28	0.5
Blaine	21.3	22	0	9	0	11	0.4
Bonner	40.7	42	3	29	3	43	0.8
Cassia	23.3	21	0	14	0	16	0.6
Elmore	26.2	20	5	12	5	17	0.6
Jefferson	26.9	6	0	6	0	8	0.2
Jerome	22.5	27	1	16	1	21	0.8
Latah	38.1	27	5	17	5	26	0.6
Madison	37.5	7	0	3	0	3	0.1
Minidoka	20.3	11	0	6	0	7	0.3
Nez Perce	39.9	77	6	29	7	45	0.9
Payette	22.6	11	1	7	1	11	0.4
Mean Crash Rate							**0.5**
10,000 - 19,999							
Boundary	10.9	14	1	8	1	13	0.8
Franklin	12.9	7	2	3	2	4	0.4
Fremont	12.9	8	0	3	0	3	0.2
Gem	16.7	18	2	5	2	8	0.4
Gooding	15.1	15	2	6	2	8	0.5
Idaho	16.1	22	4	11	6	21	0.9
Owyhee	11.5	6	1	3	1	3	0.3
Shoshone	12.7	10	2	3	3	7	0.4
Teton	10.3	7	0	7	0	8	0.7
Mean Crash Rate							**0.5**

Table 25 (Continued)
Impaired Driving Crashes by County: 2013

	2013 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	8	0	3	0	11	0.5
Benewah	9.0	21	3	10	3	18	1.4
Boise	6.8	12	4	5	4	6	1.3
Caribou	6.8	8	3	5	3	6	1.2
Clearwater	8.6	3	1	1	1	5	0.2
Lemhi	7.7	16	3	7	3	14	1.3
Lincoln	5.3	4	0	2	0	6	0.4
Power	7.7	11	0	7	0	10	0.9
Valley	9.6	14	1	11	1	13	1.2
Washington	9.9	9	1	5	1	6	0.6
Mean Crash Rate							**0.9**
0 - 4,999							
Adams	3.8	1	0	1	0	1	0.3
Butte	2.6	0	0	0	0	0	0.0
Camas	1.0	0	0	0	0	0	0.0
Clark	0.9	1	0	0	0	0	0.0
Custer	4.2	3	1	2	1	2	0.7
Lewis	3.9	3	0	3	0	6	0.8
Oneida	4.3	6	0	4	0	6	0.9
Mean Crash Rate							**0.5**
Statewide Totals	**3,702.6**	**1,531**	**106**	**763**	**112**	**1,130**	**0.2**

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 2013.

Table 26
Impaired Driving Crashes by City: 2013

	2013 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	214.2	181	6	83	6	104	0.4
Caldwell	49.0	25	1	10	1	15	0.2
Coeur d'Alene	46.4	71	1	26	1	33	0.6
Idaho Falls	58.3	55	1	24	1	32	0.4
Meridian	83.6	45	1	29	1	44	0.4
Nampa	86.5	61	1	33	1	49	0.4
Pocatello	54.4	82	0	37	0	46	0.7
Twin Falls	46.0	30	1	13	1	22	0.3
Mean Crash Rate							**0.4**

Table 26 (Continued)
Impaired Driving Crashes by City: 2013

	2013 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	21.6	15	0	5	0	11	0.2
Kuna	16.5	6	0	2	0	3	0.1
Lewiston	32.4	46	2	20	2	30	0.7
Moscow	24.5	9	0	6	0	7	0.2
Post Falls	29.4	20	0	10	0	10	0.3
Rexburg	26.5	1	0	0	0	0	0.0
Mean Crash Rate							**0.1**
5,000 - 14,999							
Ammon	14.5	4	0	2	0	2	0.1
Blackfoot	11.9	8	0	3	0	3	0.3
Burley	10.5	5	0	3	0	3	0.3
Chubbuck	14.1	9	0	7	0	7	0.5
Emmett	6.5	7	0	2	0	4	0.3
Garden City	11.3	12	1	4	1	9	0.4
Hailey	8.0	5	0	2	0	3	0.2
Hayden	13.7	13	0	8	0	9	0.6
Jerome	11.0	2	0	1	0	1	0.1
Middleton	6.0	1	0	0	0	0	0.0
Mountain Home	13.8	5	0	3	0	6	0.2
Payette	7.4	2	0	1	0	1	0.1
Preston	5.2	3	1	1	1	1	0.4
Rathdrum	7.1	4	0	2	0	4	
Rupert	5.6	0	0	0	0	0	0.0
Sandpoint	7.6	7	0	5	0	8	0.7
Star	6.6	5	0	4	0	6	0.6
Weiser	5.3	6	0	5	0	6	0.9
Mean Crash Rate							**0.3**

Table 26 (Continued)
Impaired Driving Crashes by City: 2013

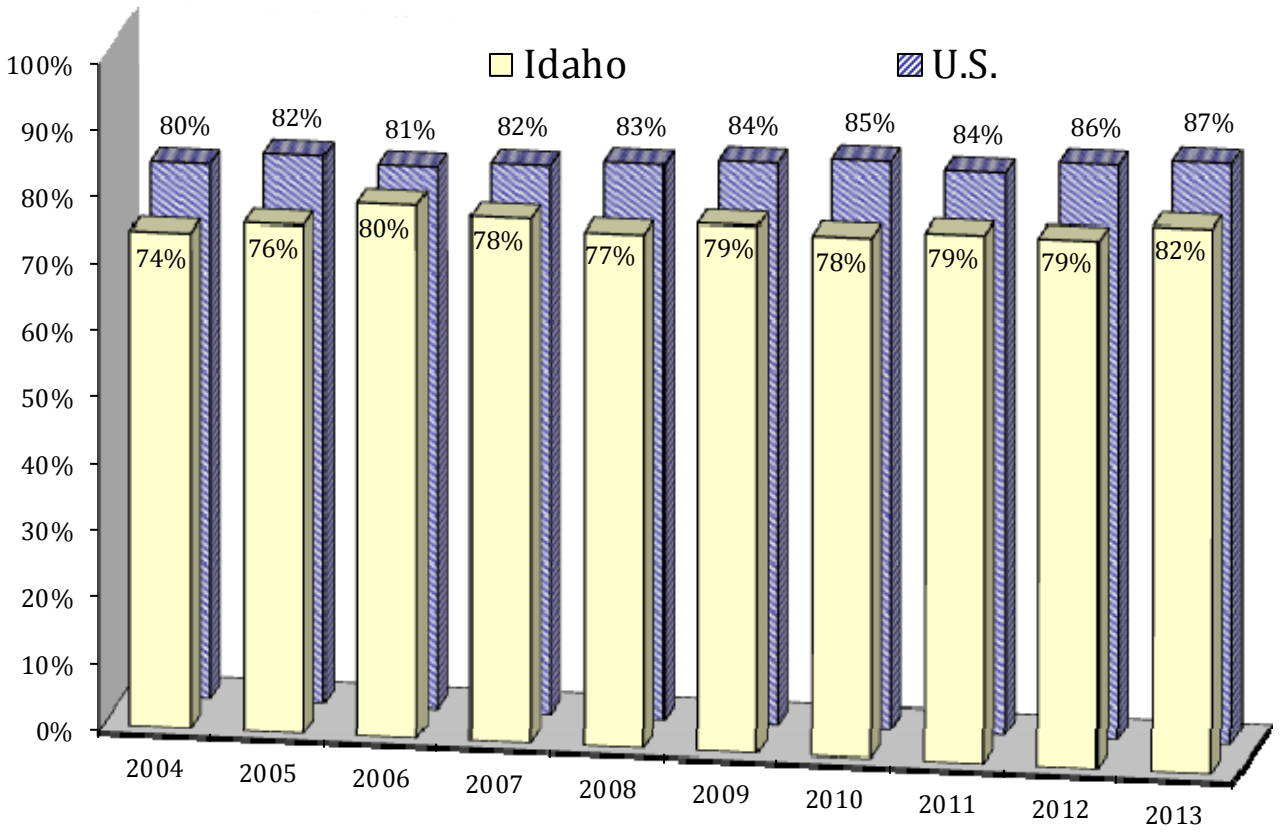
	2013 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.4	3	0	1	0	2	0.2
Bellevue	2.3	0	0	0	0	0	0.0
Bonners Ferry	2.5	3	0	1	0	2	0.4
Buhl	4.2	2	0	1	0	2	0.2
Dalton Gardens	2.4	0	0	0	0	0	0.0
Filer	2.6	0	0	0	0	0	0.0
Fruitland	4.8	0	0	0	0	0	0.0
Gooding	3.5	3	0	0	0	0	0.0
Grangeville	3.1	2	0	1	0	1	0.3
Heyburn	3.2	4	0	2	0	2	0.6
Homedale	2.6	0	0	0	0	0	0.0
Kellogg	2.1	0	0	0	0	0	0.0
Ketchum	2.7	2	0	1	0	1	0.4
Kimberly	3.4	1	0	0	0	0	0.0
Malad	2.1	1	0	1	0	1	0.5
McCall	2.9	2	0	2	0	3	0.7
Montpelier	2.5	0	0	0	0	0	0.0
Orofino	3.1	2	0	1	0	1	0.3
Parma	2.0	1	0	0	0	0	0.0
Rigby	4.0	1	0	1	0	1	0.2
St. Anthony	3.5	6	0	2	0	3	0.6
St. Maries	2.3	1	0	1	0	1	0.4
Salmon	3.0	0	0	0	0	0	0.0
Shelley	4.4	2	0	0	0	0	0.0
Soda Springs	3.0	0	0	0	0	0	0.0
Spirit Lake	2.0	2	0	2	0	5	1.0
Wendell	2.7	1	0	0	0	0	0.0
Mean Crash Rate							**0.2**

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.: 2004 - 2013



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. The methodology for the observational seat belt survey was revised in 2013 and a new set of counties was selected for the sample.

Table 27
Observed Seat Belt Use by County: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Ada	94.0%	96.9%	95.5%	94.7%	85.2%	-10.1%	0.3%
Bannock	66.7%	65.5%	62.2%	67.2%	82.1%	22.3%	0.4%
Bingham	58.0%	54.2%	55.0%	57.0%	79.5%	39.4%	-0.5%
Blaine	69.9%	79.1%	71.4%	71.2%	-----	-----	1.0%
Bonner	71.1%	74.0%	66.9%	71.0%	75.6%	6.4%	0.2%
Bonneville	65.0%	65.2%	67.3%	67.3%	59.4%	-11.6%	1.2%
Canyon	87.7%	90.2%	92.7%	94.2%	81.8%	-13.2%	2.4%
Cassia	65.6%	60.7%	56.5%	57.8%	-----	-----	-4.1%
Elmore	72.2%	72.3%	72.8%	76.4%	82.8%	8.3%	1.9%
Gem	-----	-----	-----	-----	55.5%	-----	-----
Gooding	-----	-----	-----	-----	62.8%	-----	-----
Kootenai	82.2%	70.2%	75.8%	72.3%	64.5%	-10.8%	-3.7%
Latah	80.3%	84.7%	81.0%	85.4%	60.9%	-28.7%	2.2%
Madison	68.8%	63.2%	68.6%	74.4%	51.1%	-31.4%	3.0%
Minidoka	66.1%	67.3%	66.1%	60.5%	56.3%	-6.9%	-2.8%
Nez Perce	84.0%	89.0%	88.6%	86.5%	80.7%	-6.6%	1.0%
Payette	88.5%	91.3%	92.6%	92.4%	80.2%	-13.2%	1.4%
Twin Falls	75.5%	76.6%	69.1%	73.6%	64.4%	-12.5%	-0.6%
Statewide	**79.2%**	**77.9%**	**79.1%**	**79.0%**	**81.6%**	**3.3%**	**-0.1%**

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. The methodology for the observational seat belt survey was revised in 2013 and a new set of counties was selected for the sample, as well as an entirely new set of observation sites.

Table 28 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts[4] by vehicle type. A map of the transportation districts can be found in Appendix A. District 3 (south-western Idaho) had the highest overall usage at 85.8%, while district 1 (northern Idaho) had the overall lowest usage at 72.3%.

Table 28
Idaho Safety Belt Observation Survey: 2013 – Usage by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	75.7%	65.3%	72.3%
2	86.9%	79.0%	85.0%
3	87.1%	81.7%	85.8%
4	79.9%	61.9%	74.2%
5	81.0%	82.0%	81.2%
6	83.3%	59.2%	76.8%
Statewide	**84.4%**	**73.5%**	**81.6%**

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 2013 ranged from a high of 82.0% in District 5 (south-eastern Idaho) to a low of 59.2% in District 6 (north-eastern Idaho).

Self-Reported Seat Belt Usage Results

Table 29 shows the self-reported seat belt use for people, ages 7 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use[5]. 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.

Table 29
Self-Reported Seat Belt Use: 2009-2013
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatalities -Restraints Used	41.0%	46.7%	31.7%	43.0%	33.3%	-22.4%	5.7%
Serious Injuries -Restraint Used	65.9%	65.4%	66.2%	65.8%	63.2%	-4.0%	-0.1%

Of the 156 passenger motor vehicle occupants over the age of 7 killed in 2013, only 52 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 52 lives saved in 2013 by seat belt usage and an additional 49 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2013 Costs of Injuries
Persons Using Safety Restraints versus Persons Not Using Safety Restraints
Age 7 & Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

	Safety Restraints			Costs of Injuries		
Injury Type	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	52	97	7	$332,358,111	$619,975,706	$44,740,515
Serious Injury	590	274	70	$187,798,282	$87,214,795	$22,281,152
Visible Injury	2,279	428	189	$203,183,491	$38,158,198	$16,850,232
Possible Injury	5,075	466	331	$299,917,792	$27,539,249	$19,561,141
Total				**$1,023,257,676**	**$772,887,950**	**$103,433,040**

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.

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 2009 through 2013. 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.

Table 31
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2009-2013
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
50,000 and over							
Ada	83.9%	85.1%	87.9%	87.8%	83.3%	-5.2%	1.5%
Bannock	64.2%	72.6%	72.9%	62.4%	61.5%	-1.5%	-0.3%
Bonneville	72.4%	64.1%	63.5%	75.3%	65.5%	-13.1%	2.0%
Canyon	80.1%	76.4%	81.2%	82.7%	79.6%	-3.7%	1.2%
Kootenai	82.0%	77.3%	81.1%	77.8%	76.6%	-1.6%	-1.6%
Twin Falls	76.4%	82.1%	76.3%	79.2%	69.2%	-12.6%	1.4%
20,000 - 49,999							
Bingham	54.6%	47.7%	62.7%	41.4%	60.4%	46.1%	-5.0%
Blaine	29.3%	52.4%	70.6%	42.9%	82.4%	92.2%	24.8%
Bonner	84.7%	83.3%	64.9%	62.9%	73.2%	16.5%	-9.0%
Cassia	60.0%	61.4%	76.5%	53.3%	70.0%	31.3%	-1.1%
Elmore	74.4%	67.7%	62.7%	57.8%	69.2%	19.8%	-8.1%
Jefferson	60.0%	57.9%	53.3%	48.1%	35.3%	-26.7%	-7.0%
Jerome	56.4%	74.3%	69.8%	71.9%	62.9%	-12.5%	9.6%
Latah	70.0%	75.0%	60.7%	77.6%	58.3%	-24.8%	5.3%
Madison	55.6%	56.5%	43.3%	63.2%	69.7%	10.4%	8.0%
Minidoka	61.5%	60.6%	73.7%	72.7%	53.3%	-26.7%	6.3%
Nez Perce	58.8%	76.1%	82.9%	74.1%	63.8%	-14.0%	9.3%
Payette	63.5%	75.0%	71.4%	74.1%	70.7%	-4.5%	5.7%
10,000 - 19,999							
Boundary	40.0%	70.6%	61.1%	72.7%	80.0%	10.0%	27.4%
Franklin	58.8%	68.4%	88.9%	69.2%	14.3%	-79.4%	8.0%
Fremont	63.6%	52.9%	69.2%	79.3%	36.0%	-54.6%	9.5%
Gem	68.0%	76.0%	64.3%	95.0%	66.7%	-29.8%	14.7%
Gooding	65.0%	52.9%	39.6%	62.5%	41.7%	-33.3%	4.7%
Idaho	45.2%	58.1%	60.5%	50.0%	53.7%	7.3%	5.1%
Owyhee	42.9%	52.4%	18.2%	55.6%	47.4%	-14.7%	54.2%
Shoshone	66.7%	80.0%	50.0%	60.0%	36.7%	-38.9%	0.8%
Teton	40.0%	50.0%	----	50.0%	77.8%	55.6%	----

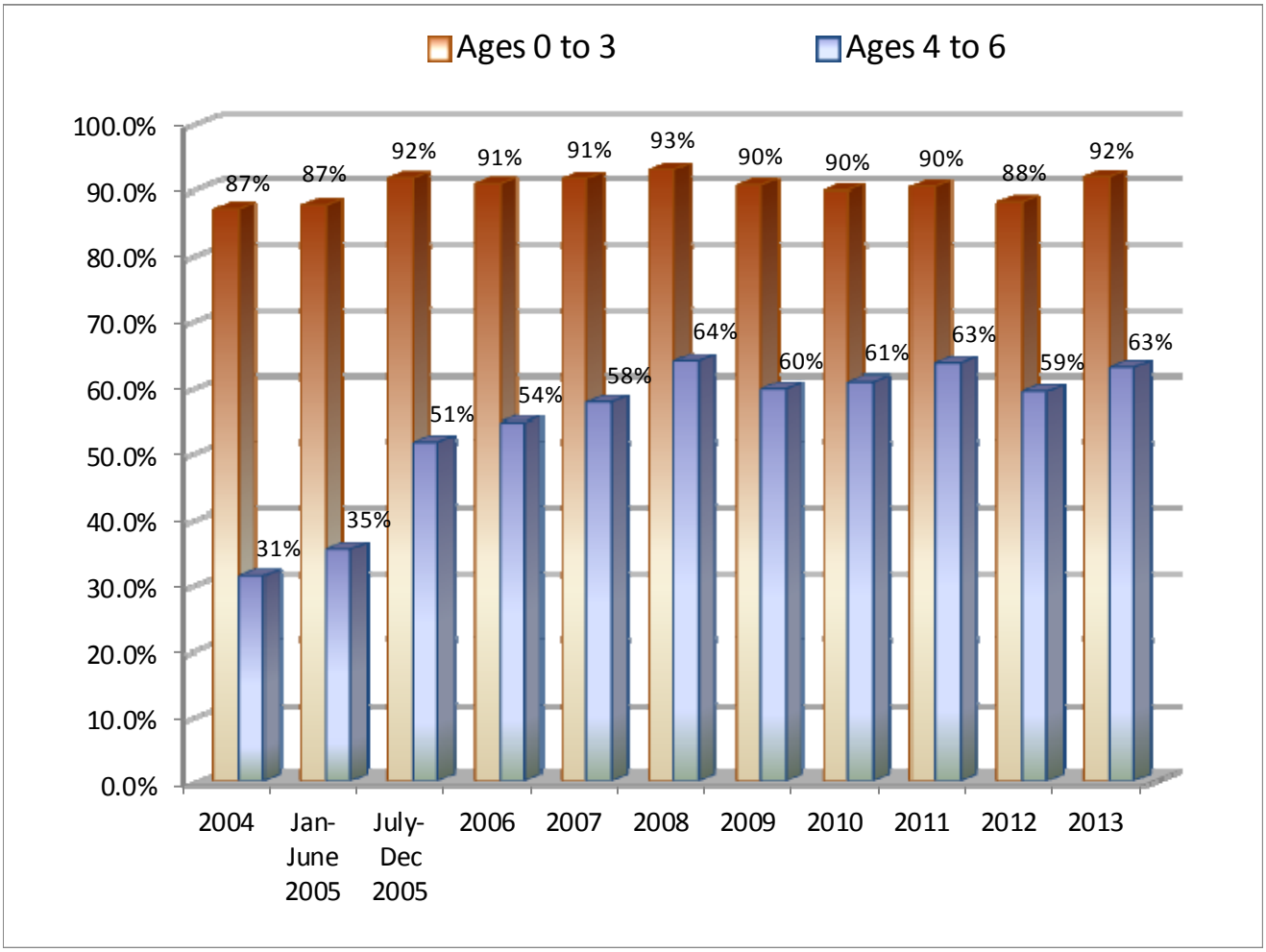
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2009-2013
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
5,000 - 9,999							
Bear Lake	31.3%	72.2%	66.7%	55.0%	80.0%	45.5%	35.3%
Benewah	9.5%	32.1%	85.7%	52.6%	35.3%	-32.9%	121.9%
Boise	62.3%	69.2%	76.3%	45.5%	73.5%	61.8%	-6.3%
Caribou	80.0%	33.3%	100.0%	50.0%	54.5%	9.1%	30.6%
Clearwater	41.7%	44.4%	10.0%	100.0%	55.6%	-44.4%	276.4%
Lemhi	50.0%	73.3%	40.0%	30.0%	46.7%	55.6%	-7.9%
Lincoln	50.0%	54.6%	44.4%	16.7%	37.5%	125.0%	-24.0%
Power	30.8%	38.2%	34.3%	50.0%	80.0%	60.0%	19.9%
Valley	50.0%	36.7%	64.7%	77.3%	94.4%	22.2%	23.1%
Washington	56.3%	68.8%	64.7%	84.6%	33.3%	-60.6%	15.7%
0 - 4,999							
Adams	85.7%	100.0%	100.0%	28.6%	68.8%	140.6%	-18.3%
Butte	90.0%	50.0%	0.0%	---	0.0%	---	-72.2%
Camas	72.7%	---	---	---	---	---	---
Clark	72.7%	84.6%	50.0%	66.7%	33.3%	-50.0%	2.9%
Custer	75.0%	12.5%	44.4%	18.2%	91.7%	404.2%	37.7%
Lewis	60.0%	92.3%	70.0%	66.7%	33.3%	-50.0%	8.3%
Oneida	44.4%	55.6%	66.7%	50.0%	37.5%	-25.0%	6.7%
Statewide Average	**71.7%**	**73.1%**	**74.4%**	**74.6%**	**71.4%**	**-4.2%**	**1.3%**

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: 2004 - 2013



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 (92%), while only 63% place their toddlers (ages 4-6) in child safety seats or booster seats, even though they are too small for seat belts to fit them correctly.

Child Safety Seat – Self-Reported Usage

Table 32 shows self-reported child safety seat use for children in passenger cars, pickups, sport utility vehicles, and vans from 2009 to 2013.

Table 32
Self-Reported Child Safety Seat Use by Injury Type: 2009-2013
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatalities							
Restrained	1	3	2	1	1	0.0%	38.9%
Unrestrained	3	1	2	1	2	100.0%	-5.6%
Serious Injuries							
Restrained	12	10	10	7	9	28.6%	-15.6%
Unrestrained	13	13	7	6	4	-33.3%	-20.1%
Visible Injuries							
Restrained	54	65	47	44	55	25.0%	-4.6%
Unrestrained	21	32	22	36	35	-2.8%	28.3%
Possible Injuries							
Restrained	175	193	173	179	209	16.8%	1.1%
Unrestrained	54	67	51	59	68	15.3%	5.3%
No Injuries							
Restrained	2,168	2,193	2,019	1,913	2,053	7.3%	-4.0%
Unrestrained	564	580	454	592	501	-15.4%	3.8%
Total Restrained	2,411	2,465	2,251	2,144	2,324	8.4%	-3.7%
Total Unrestrained	655	695	536	694	608	-12.4%	4.2%
% of Children Restrained	78.6%	78.0%	80.8%	75.5%	79.3%	4.9%	-1.2%

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 2013. Additionally, 20 serious injuries were prevented and 3 of the 4 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 2009 through 2013 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 or individual 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.

Table 33
Aggressive Driving Crashes: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Total Aggressive Driving Crashes	12,044	11,815	10,266	11,442	12,522	9.4%	-1.2%
Fatalities	105	88	64	66	84	27.3%	-13.4%
Serious Injuries	638	637	573	629	635	1.0%	-0.1%
Visible Injuries	1,778	1,929	1,726	1,944	2,109	8.5%	3.5%
Possible Injuries	3,920	3,986	3,546	3,964	4,255	7.3%	0.8%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	274	292	238	233	244	4.7%	-4.7%
Driving Too Fast for Conditions	264	218	174	215	219	1.9%	-4.7%
Fail to Obey Stop Sign	38	29	65	100	97	-3.0%	51.4%
Following Too Close	85	88	79	93	95	2.2%	3.7%
Exceeded Posted Speed	91	94	65	63	68	7.9%	-10.2%
Fail to Obey Signal	35	47	59	63	50	-20.6%	22.2%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.82	4.66	4.13	4.39	4.53	3.2%	-2.8%

** Three contributing circumstances possible per unit involved in each crash*

In 2013, aggressive driving was a contributing factor in 56% of all crashes in Idaho. While 75% of all aggressive driving crashes occur in urban areas, 74% of the fatal aggressive driving crashes occur in rural areas.

Only 19% of all aggressive driving crashes involved a single vehicle, while 42% of fatal aggressive driving crashes involved only one vehicle. Of the 32 fatal aggressive driving crashes that involved a single vehicle, 27 (or 84%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was just over $1.2 billion dollars in 2013. This represents 48% 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 4.3 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 (37%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2013

	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
0-14	0	0.0%	20	0.2%		10	0.2%	
15	2,751	0.2%	191	1.5%	6.0	58	1.2%	4.8
16	9,694	0.9%	487	3.8%	4.4	150	3.1%	3.5
17	14,892	1.3%	673	5.3%	3.9	230	4.7%	3.5
18	16,529	1.5%	633	5.0%	3.3	217	4.5%	3.0
19	18,532	1.7%	619	4.8%	2.9	246	5.1%	3.0
20	19,346	1.7%	513	4.0%	2.3	199	4.1%	2.3
21	18,255	1.6%	485	3.8%	2.3	176	3.6%	2.2
22	19,667	1.8%	439	3.4%	1.9	164	3.4%	1.9
23	20,218	1.8%	386	3.0%	1.7	153	3.1%	1.7
24	20,536	1.8%	334	2.6%	1.4	113	2.3%	1.3
25-34	193,918	17.4%	2,466	19.3%	1.1	974	20.0%	1.1
35-44	182,371	16.4%	1,645	12.9%	0.8	647	13.3%	0.8
45-54	188,545	17.0%	1,333	10.4%	0.6	540	11.1%	0.7
55-64	188,774	17.0%	1,092	8.6%	0.5	438	9.0%	0.5
65-74	126,769	11.4%	720	5.6%	0.5	282	5.8%	0.5
75+	70,688	6.4%	550	4.3%	0.7	222	4.6%	0.7
Not Stated or Other			180	1.4%		51	1.0%	
TOTALS	**1,111,485**		**12,766**			**4,870**		

** 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).

Table 35
Distracted Driving Crashes: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Total Distracted Driving Crashes	6,136	5,882	4,925	4,890	4,757	-2.7%	-7.0%
Fatalities	60	60	41	41	43	4.9%	-10.6%
Serious Injuries	490	517	372	422	339	-19.7%	-3.0%
Visible Injuries	1,153	1,256	1,064	1,005	996	-0.9%	-4.0%
Possible Injuries	2,284	2,316	1,906	1,792	1,831	2.2%	-7.4%
Distracted Driving Crashes as a % of All Crashes	26.7%	26.1%	23.6%	22.8%	21.3%	-6.8%	-5.0%
Distracted Driving Fatalities as a % of All Fatalities	26.5%	28.7%	24.6%	22.3%	20.2%	-9.4%	-5.2%
Distracted Driving Injuries as a % of All Injuries	34.5%	34.9%	30.8%	29.3%	27.9%	-4.7%	-5.1%
All Fatal and Injury Crashes	8,124	8,124	7,644	7,799	8,049	3.2%	-1.3%
Distracted Fatal/Injury Crashes	2,647	2,673	2,248	2,153	2,096	-2.6%	-6.4%
% DistractedDriving	32.6%	32.9%	29.4%	27.6%	26.0%	-5.7%	-5.3%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.56	3.71	2.68	2.92	2.41	-17.7%	-4.9%

Distracted driving crashes made up 21% of all crashes in 2013 and were responsible for 20% of all fatalities. While 72% of all distracted driving crashes occurred on urban roadways, 83% of the fatal distracted driving crashes occurred on rural roadways.

While only 22% of all distracted driving crashes involved a single vehicle, 44% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was nearly $598 million dollars in 2013. This represents 23% 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 were the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 3 fatal and 773 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: 2013

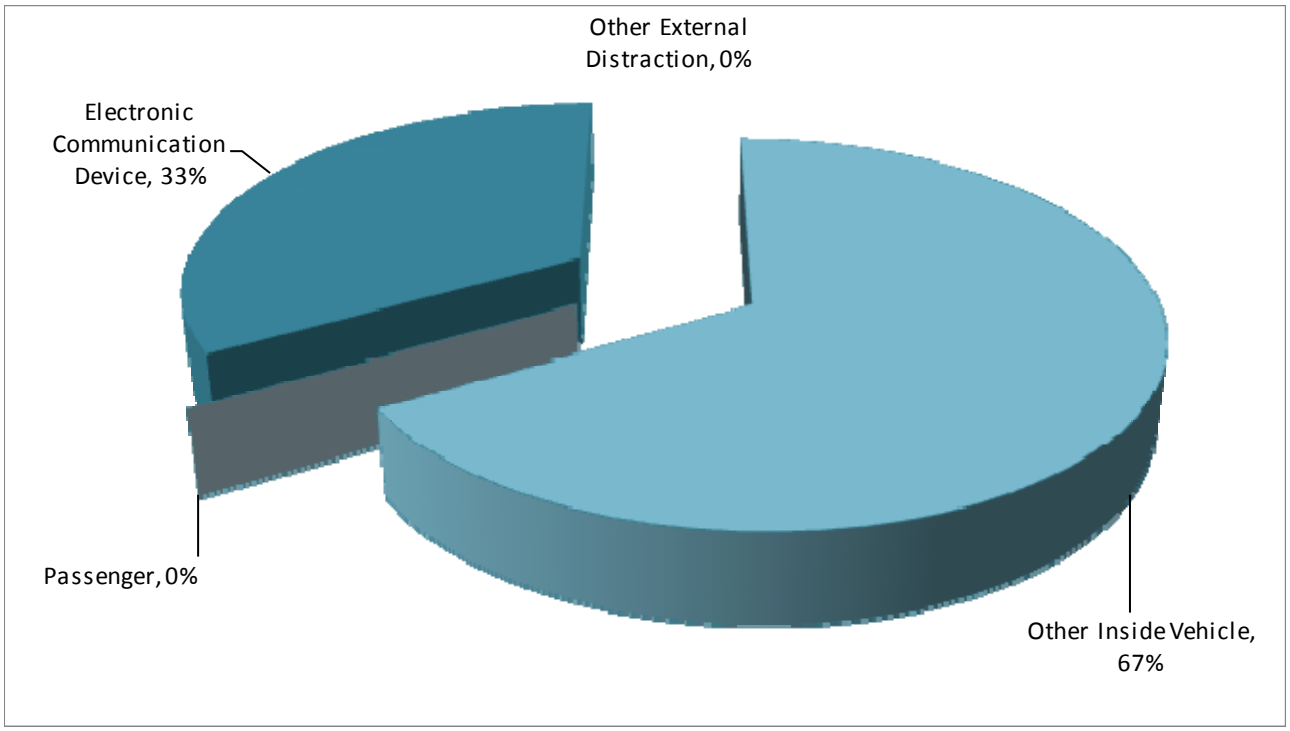
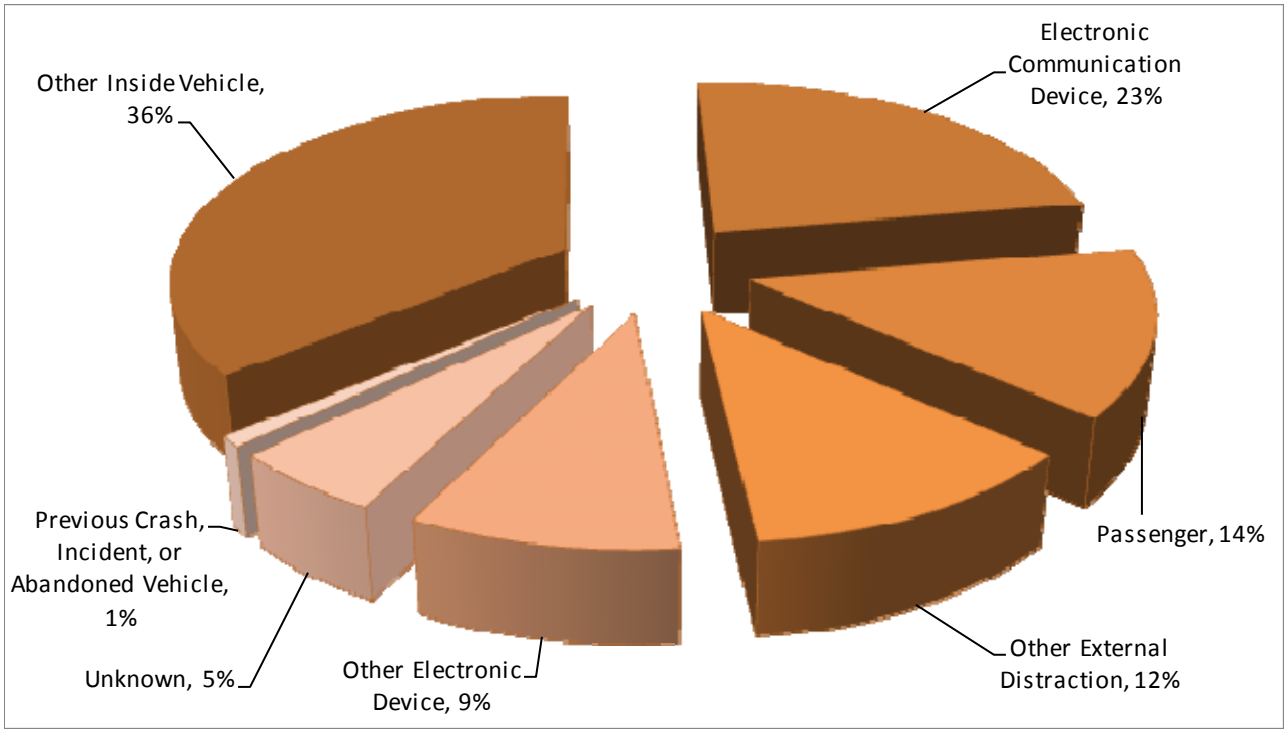


Figure 16

Percentage of Total Distracted In or On Vehicle Crashes by Type of Distraction: 2013



Youthful Drivers

Table 36 shows the crashes involving youthful drivers. Youthful drivers are drivers ages 15 to 19. In 2013, more than one out of every five crashes involved a youthful driver. In 2013, youthful drivers were involved in 2.5 times as many crashes as you would expect them to be and were 2.7 times as likely as all other drivers to be involved in a crash.

Table 36
Crashes Involving Youthful Drivers (15 to 19 Years Old): 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Total Crashes	5,393	5,177	4,648	4,796	4,825	0.6%	-3.7%
Fatalities	43	31	34	14	26	85.7%	-25.7%
Serious Injuries	283	274	211	230	214	-7.0%	-5.7%
Visible Injuries	791	927	784	782	785	0.4%	0.5%
Possible Injuries	1,769	1,719	1,541	1,541	1,524	-1.1%	-4.4%
Drivers 15-19 in Fatal & Serious Injury Crashes	274	225	201	211	197	-6.6%	-7.9%
% of all Drivers in Fatal & Serious Injury Crashes	12.8%	11.4%	10.7%	11.2%	10.5%	-6.6%	-4.0%
Licensed Drivers 15-19	62,912	62,467	62,674	62,094	62,398	0.5%	-0.4%
% of Total Licensed Drivers	5.9%	5.8%	5.7%	5.7%	5.6%	-1.2%	-1.1%
Driver Involvement Rate*	2.15	1.94	1.85	1.98	1.87	-5.5%	-2.5%
Teen Drivers in Fatal Crashes	37	27	28	12	22	83.3%	-26.8%
Impaired Teen Drivers in Fatal Crashes	9	6	8	3	5	66.7%	-20.8%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	24.3%	22.2%	28.6%	25.0%	22.7%	-9.1%	2.5%

**The Driver Involvement Rate is the percent of drivers invovled in fatal and serious injury Crashes divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

The 26 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 26 people killed in youthful driver crashes, 10 were the youthful drivers. Of the 10 youthful drivers killed, only 3 (30%) were wearing seat belts.

Additionally, there were 8 teen passengers killed in motor vehicle crashes (5 of the 8 were killed in crashes involving youthful drivers). Of the 8 teen passenger motor vehicle passengers killed in crashes, 2 (25%) were wearing seat belts.

While 70% of all crashes involving youthful drivers occurred in urban areas, 77% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2013, the economic cost of crashes involving youthful drivers was nearly $416 million dollars. This represents 16% 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: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Total Crashes	22,992	22,555	20,833	21,402	22,347	4.4%	-2.3%
Fatal & Injury Crashes With EMS Response	5,570	5,613	5,140	5,150	5,342	3.7%	-2.5%
% with EMS Response	69.1%	69.1%	67.2%	66.0%	66.4%	0.5%	-1.5%
Persons Killed or Injured in Crashes	11,619	11,934	11,033	11,172	11,557	3.4%	-1.2%
Transported from Urban Areas	2,445	2,397	2,258	2,288	2,272	-0.7%	-2.1%
Transported from Rural Areas	2,584	2,649	2,236	2,214	2,189	-1.1%	-4.7%
Total Transported by EMS	5,029	5,046	4,494	4,502	4,461	-0.9%	-3.5%
% of Killed/Injured Transported	43.3%	42.3%	40.7%	40.3%	38.6%	-4.2%	-2.3%
Trapped and Extricated	556	518	457	439	424	-3.4%	-7.5%
Fatal/Serious Injuries Transported by Helicopter	156	177	149	147	142	-3.4%	-1.2%

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 2009 to 2013. Crashes involving pedestrians decreased by 10% in 2013, while the number of pedestrians killed in motor vehicle crashes increased by 8%. Of all pedestrians involved in crashes in 2013, 95% received some degree of injury. Of the pedestrians killed in motor vehicle crashes in 2013, 1 was 2 years of age and the other 13 were 28 years of age or older. Impaired pedestrians were involved in 9% of all pedestrian crashes and 50% of fatal pedestrian crashes.

Table 38
Pedestrians in Crashes: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Pedestrian Crashes	201	195	216	229	206	-10.0%	4.6%
Fatalities	10	10	10	13	14	7.7%	10.0%
Serious Injuries	56	41	55	53	53	0.0%	1.2%
Visible Injuries	79	86	80	102	88	-13.7%	9.8%
Possible Injuries	63	73	66	69	53	-23.2%	3.6%
Pedestrians in Crashes	214	212	226	242	218	-9.9%	4.2%
Pedestrian Fatal and Serious Injuries	66	51	65	66	67	1.5%	2.1%
% of All Fatal and Serious Injuries	4.1%	3.2%	4.5%	4.5%	4.5%	1.2%	6.4%
Impaired Fatal and Serious Injuries*	12	7	9	9	10	11.1%	-4.4%
% of Ped Fatal & Serious Injuries	18.2%	13.7%	13.8%	13.6%	14.9%	9.5%	-8.4%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	4	5	3	7	6	-14.3%	39.4%
4 to 14	44	55	34	41	34	-17.1%	2.5%
15 to 19	44	37	34	43	31	-27.9%	0.8%
20 to 24	30	19	21	31	31	0.0%	7.2%
25 to 34	29	27	26	23	20	-13.0%	-7.4%
35 to 44	16	17	18	14	27	92.9%	-3.4%
45 to 54	15	23	29	30	22	-26.7%	27.6%
55 to 64	17	17	22	13	21	61.5%	-3.8%
65 and Older	12	11	22	18	14	-22.2%	24.5%
Missing/Unknown Age	2	0	2	1	2	100.0%	-16.7%

** Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.*

In 2013, the economic cost of crashes involving pedestrians was $117 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 2009 to 2013. The number of bicycle crashes decreased by 14% in 2013 and there were 3 bicyclists killed. Of the bicyclists involved in crashes in 2013, 95% received some degree of injury. Of all bicyclists involved in crashes in 2013, 17% were between the ages of 4 and 14.

Table 39
Bicyclists in Crashes: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Bicycle Crashes	363	345	346	389	334	-14.1%	2.6%
Fatalities	7	4	0	2	3	50.0%	-14.3%
Serious Injuries	55	43	45	51	51	0.0%	-1.3%
Visible Injuries	157	167	174	206	167	-18.9%	9.7%
Possible Injuries	140	121	117	117	104	-11.1%	-5.6%
Bicyclists in Crashes	364	349	349	399	341	-14.5%	3.4%
Bicycle Fatal and Serious Injuries	62	47	45	53	54	1.9%	-3.6%
% of All Fatal and Serious Injuries	3.8%	2.9%	3.1%	3.6%	3.7%	1.6%	-0.4%
Bicyclists in Crashes Wearing Helmets	56	63	83	97	69	-28.9%	20.4%
% of Bicyclists Wearing Helmets	15.4%	18.1%	23.8%	24.3%	20.2%	-16.8%	17.1%
Impaired Fatal and Serious Injuries*	2	4	2	2	1	-50.0%	16.7%
% of Bicycle Fatal & Serious Injuries	3.2%	8.5%	4.4%	3.8%	1.9%	-50.9%	33.7%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	0	0	1	0	1	100.0%	0.0%
4 to 14	69	64	74	70	54	-22.9%	1.0%
15 to 19	76	64	66	66	57	-13.6%	-4.2%
20 to 24	61	54	51	59	56	-5.1%	-0.4%
25 to 34	49	64	59	66	49	-25.8%	11.6%
35 to 44	36	31	31	38	38	0.0%	2.9%
45 to 54	30	37	30	35	25	-28.6%	7.0%
55 to 64	27	23	16	27	19	-29.6%	7.8%
65 and Older	10	6	7	13	18	38.5%	20.8%
Missing/Unknown Age	6	6	1	0	8	100.0%	-61.1%

** 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, 39% of bicyclists 35 years of age and older involved in crashes were wearing helmets while only 13% of bicyclists under age 35 were wearing helmets.

In 2013, the economic cost of crashes involving bicyclists was $57 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 2009 to 2013. The number of motorcycle crashes decreased in 2013 by 5%, while the number of motorcycle fatalities increased 18%. Of all motorcyclists involved in crashes in 2013, 84% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 36% of fatal motorcycle crashes involved impaired motorcyclists. Two out of every five motorcycle crashes (41%) were single-vehicle crashes and 60% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2013, 73% were 40 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, only 53% of those riders involved in crashes in 2013 were wearing a helmet.

Table 40
Motorcyclists in Crashes: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Motorcycle Crashes	571	528	489	545	517	-5.1%	-1.2%
Fatalities	34	28	17	22	26	18.2%	-9.2%
Serious Injuries	182	185	153	158	150	-5.1%	-4.1%
Visible Injuries	214	209	192	253	221	-12.6%	7.1%
Possible Injuries	146	101	104	105	95	-9.5%	-9.0%
Motorcyclists in Crashes	660	615	549	621	584	-6.0%	-1.5%
Registered Motorcycles*	54,568	54,283	56,643	62,964	54,813	-12.9%	5.0%
Motorcyclists Wearing Helmets	318	332	299	351	306	-12.8%	4.0%
% Motorcyclists Wearing Helmets	48.2%	54.0%	54.5%	56.5%	52.4%	-7.3%	5.6%
Motorcycle Drivers in Crashes by Age							
0 to 14	5	3	2	5	5	0.0%	25.6%
15 to 20	43	39	27	40	34	-15.0%	2.7%
21 to 24	55	51	50	52	52	0.0%	-1.7%
25 to 34	111	95	92	109	102	-6.4%	0.3%
35 to 44	105	86	95	94	93	-1.1%	-2.9%
45 to 54	132	131	106	110	109	-0.9%	-5.4%
55 to 64	104	93	93	94	101	7.4%	-3.2%
65 and up	29	44	24	47	32	-31.9%	34.0%
Missing/Unknown	4	3	3	0	1	100.0%	-41.7%

* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type

In 2013, the economic cost of crashes involving motorcyclists was $240 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 2009 through 2013. 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.

Table 41
Commercial Motor Vehicle Crash Rates : 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatal Crashes	23	14	22	14	33	135.7%	-6.1%
Injury Crashes	348	378	421	447	495	10.7%	8.7%
Total Crashes	1,355	1,433	1,535	1,521	1,681	10.5%	4.0%
Commercial VMT (100 millions)	26.8	27.2	26.9	27.4	28.2	2.9%	0.8%
Fatal Crash Rate	0.9	0.5	0.8	0.5	1.2	129.1%	-6.2%
Injury Crash Rate	13.0	13.9	15.6	16.3	17.6	7.6%	7.9%
Total Crash Rate	50.6	52.6	57.0	55.5	59.6	7.4%	3.2%

Table 42 presents the location of CMV crashes by severity and roadway type. While 50% of all CMV crashes occurred on rural roadways, 94% of fatal CMV crashes took place on rural roadways.

Table 42
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2013

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	1	3.0%	31	6.3%	87	7.5%	119	7.1%
Rural	4	12.1%	56	11.3%	150	13.0%	210	12.5%
U.S. or State Highway								
Urban	1	3.0%	68	13.7%	136	11.8%	205	12.2%
Rural	23	69.7%	137	27.7%	210	18.2%	370	22.0%
Local								
Urban	0	0.0%	130	26.3%	384	33.3%	514	30.6%
Rural	4	12.1%	73	14.7%	186	16.1%	263	15.6%
Total	**33**	**2.0%**	**495**	**29.4%**	**1,153**	**68.6%**	**1,681**	

The largest percentage of all CMV crashes (46%) occurred on local roads, while the largest percentage of fatal CMV crashes (73%) took place on US and State highways.

Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2009 to 2013.

Table 43
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Bus							
Fatal Crashes	3	0	1	0	1	100.0%	-33.3%
Injury Crashes	31	43	32	23	28	21.7%	-5.0%
Property Damage Crashes	117	91	75	66	86	30.3%	-17.3%
Single Unit Truck							
Fatal Crashes	8	3	8	3	7	133.3%	13.9%
Injury Crashes	126	119	116	120	119	-0.8%	-1.5%
Property Damage Crashes	320	319	291	237	266	12.2%	-9.2%
Single Unit Truck with Trailer							
Fatal Crashes	1	0	0	0	2	100.0%	-33.3%
Injury Crashes	27	20	14	12	6	-50.0%	-23.4%
Property Damage Crashes	81	69	44	36	32	-11.1%	-23.1%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	2	0	0	1	100.0%	0.0%
Injury Crashes	7	9	10	10	9	-10.0%	13.2%
Property Damage Crashes	14	13	16	28	21	-25.0%	30.3%
Semi with Single-Trailer Configurations							
Fatal Crashes	8	8	8	7	19	171.4%	-4.2%
Injury Crashes	142	158	161	192	213	10.9%	10.8%
Property Damage Crashes	409	492	503	471	512	8.7%	5.4%
Semi with Double-Trailer Configurations							
Fatal Crashes	2	1	3	3	2	-33.3%	50.0%
Injury Crashes	19	34	31	34	28	-17.6%	26.6%
Property Damage Crashes	59	72	91	78	60	-23.1%	11.4%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	0	0	0	1	100.0%	-33.3%
Injury Crashes	2	3	4	2	1	-50.0%	11.1%
Property Damage Crashes	6	5	9	3	7	133.3%	-1.1%

*** 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 catagories*

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: 2009-2013

Vehicle Type	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Passenger Cars	18,462	17,918	17,102	17,600	18,355	4.3%	-1.5%
%	47.2%	46.6%	46.9%	46.7%	46.6%	-0.3%	-0.3%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	18,266	18,098	16,474	17,124	18,046	5.4%	-2.0%
%	46.7%	47.1%	45.2%	45.5%	45.8%	0.8%	-0.9%
Medium Trucks*	568	543	478	416	443	6.5%	-9.8%
%	1.5%	1.4%	1.3%	1.1%	1.1%	1.9%	-8.5%
Large Trucks**	693	813	859	863	914	5.9%	7.8%
%	1.8%	2.1%	2.4%	2.3%	2.3%	1.3%	9.4%
Buses	151	134	110	89	116	30.3%	-16.1%
%	0.4%	0.3%	0.3%	0.2%	0.3%	24.7%	-14.9%
Motorcycles	590	549	500	563	534	-5.2%	-1.1%
%	1.5%	1.4%	1.4%	1.5%	1.4%	-9.3%	-0.1%
All Other***	406	385	963	1,019	982	-3.6%	50.3%
%	1.0%	1.0%	2.6%	2.7%	2.5%	-7.8%	54.2%
TOTALS	39,136	38,440	36,486	37,674	39,390	4.6%	-1.2%

**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 2013, there were 4,765 people involved in CMV crashes. Occupants of passenger vehicles comprised 49% of the people involved in CMV crashes. Of the 15 fatalities that occurred in CMV crashes, 72% were occupants of passenger cars, pickups, vans, or other vehicles while 14% were occupants of CMV's.

Table 45
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2013

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	5	17	9	5	36
% of Fatalities	13.9%	47.2%	25.0%	13.9%	0.8%
Serious Injuries	38	30	46	6	120
% of Serious Injuries	31.7%	25.0%	38.3%	5.0%	2.5%
Visible Injuries	56	68	83	10	217
% of Visible Injuries	25.8%	31.3%	38.2%	4.6%	4.6%
Possible Injuries	112	146	173	5	436
% of Possible Injuries	25.7%	33.5%	39.7%	1.1%	9.2%
Non-Injury	2,193	637	1,103	23	3,956
% of Non- Injury	55.4%	16.1%	27.9%	0.6%	83.0%
Column Totals	2,404	898	1,414	49	4,765
(% OF TOTAL)	50.5%	18.8%	29.7%	1.0%	

**SUV is an acronym for Sport Utility Vehicles.*
***Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2013, the economic cost of crashes involving commercial motor vehicles was $321 million dollars. This represents 13% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2009-2013

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Work Zone Crashes	378	517	441	342	332	-2.9%	-0.1%
Fatalities	3	1	3	1	3	200.0%	22.2%
Serious Injuries	13	43	35	23	12	-47.8%	59.3%
Visible Injuries	53	64	79	34	50	47.1%	-4.3%
Possible Injuries	110	162	128	104	109	4.8%	2.5%
% All Crashes	1.6%	2.3%	2.1%	1.6%	1.5%	-7.0%	2.4%
Workers Injured	1	0	2	1	1	0.0%	-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 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. In 2013 a flagger was injured in a crash in Ada County.

Single-vehicle crashes comprised 21% of the crashes in work zones in 2013. Overturn (26%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object - Not Fixed (14%), Wild Animal (13%), Embankment (9%), and Concrete Traffic Barrier (6%). Rear End (56%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (8%) and Angle-Turning (8%).

Table 47 shows work zone crashes by road type.

Table 47
Work Zone Crashes by Roadway Type: 2013

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	0	0.0%	2	1.7%	12	5.7%	14	4.2%
Rural	0	0.0%	10	8.5%	18	8.5%	28	8.4%
U.S. or State Highway								
Urban	0	0.0%	31	26.3%	55	26.1%	86	25.9%
Rural	0	0.0%	37	31.4%	65	30.8%	102	30.7%
Local								
Urban	1	33.3%	30	25.4%	51	24.2%	82	24.7%
Rural	2	66.7%	8	6.8%	10	4.7%	20	6.0%
Total	**3**	**0.9%**	**118**	**35.5%**	**211**	**63.6%**	**332**	

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: 2013

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	1	17	34	52
District 2	0	5	11	16
District 3	2	50	77	129
District 4	0	21	28	49
District 5	0	11	32	43
District 6	0	14	29	43
Statewide	**3**	**118**	**211**	**332**

In 2013, the economic cost of crashes in work zones was $35 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.

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 Valueof 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).

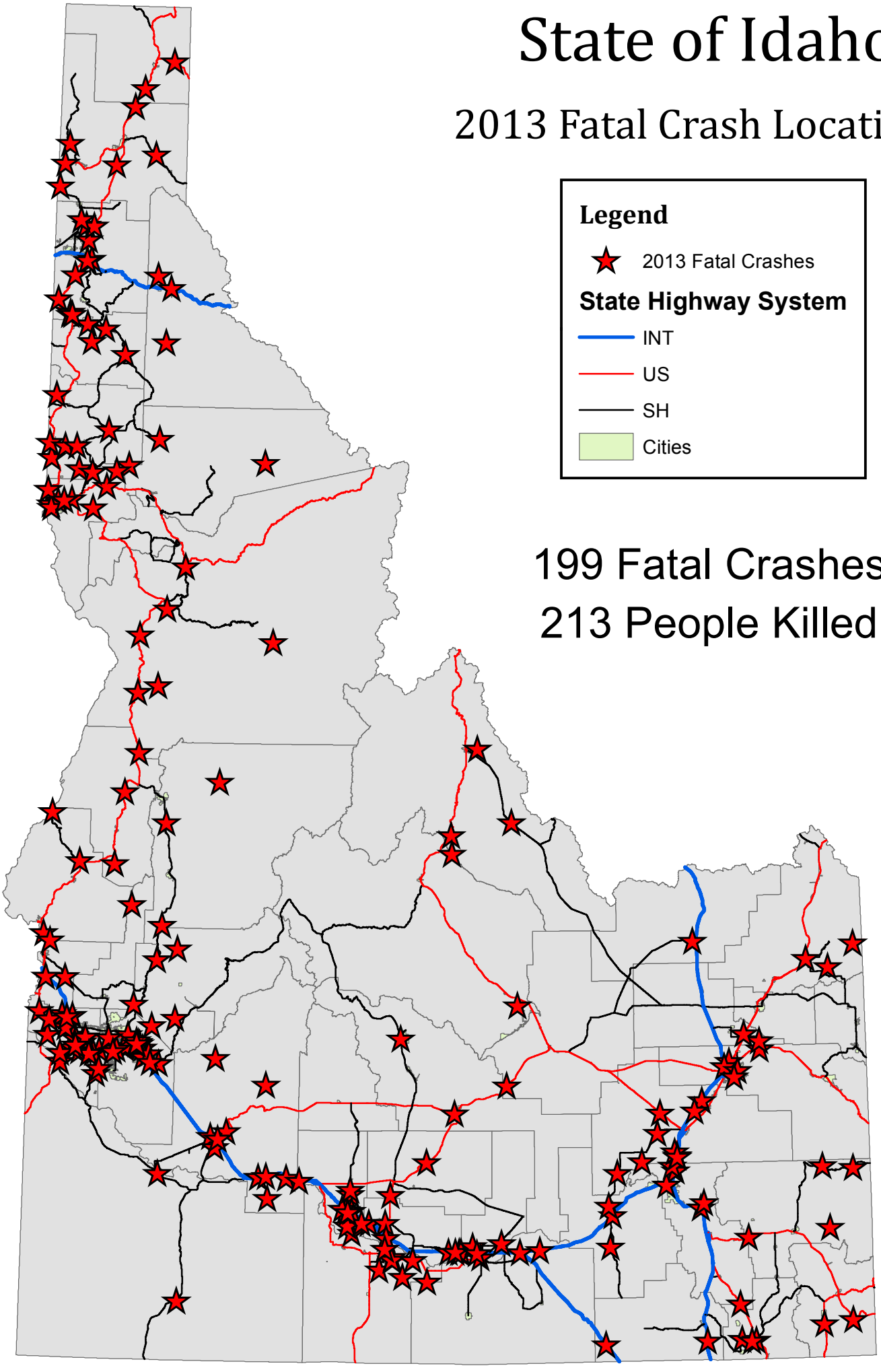
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

APPENDIX A: Maps of Fatal Crash Locations in 2013

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

2013 Fatal Crash Locations



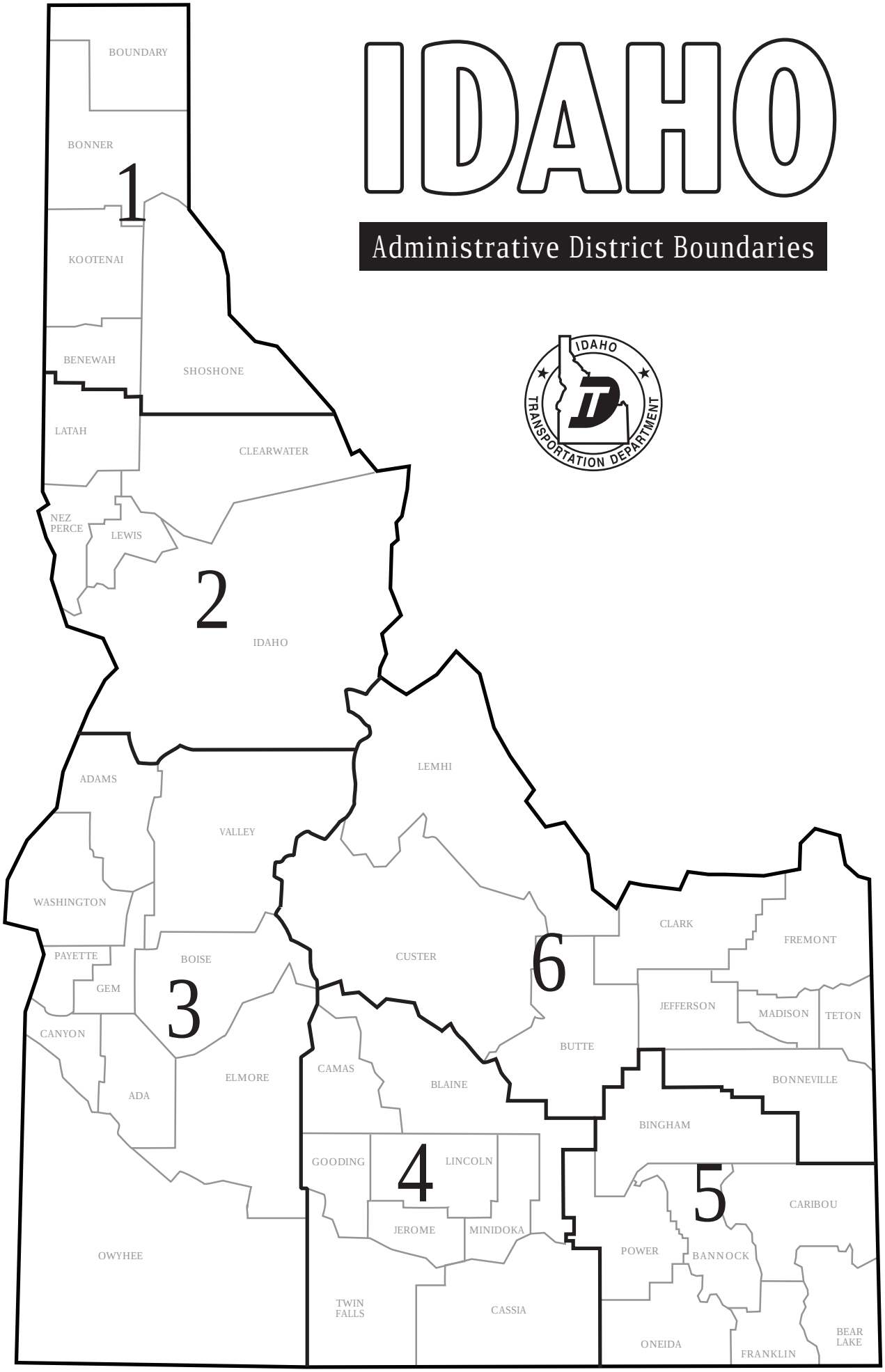
199 Fatal Crashes

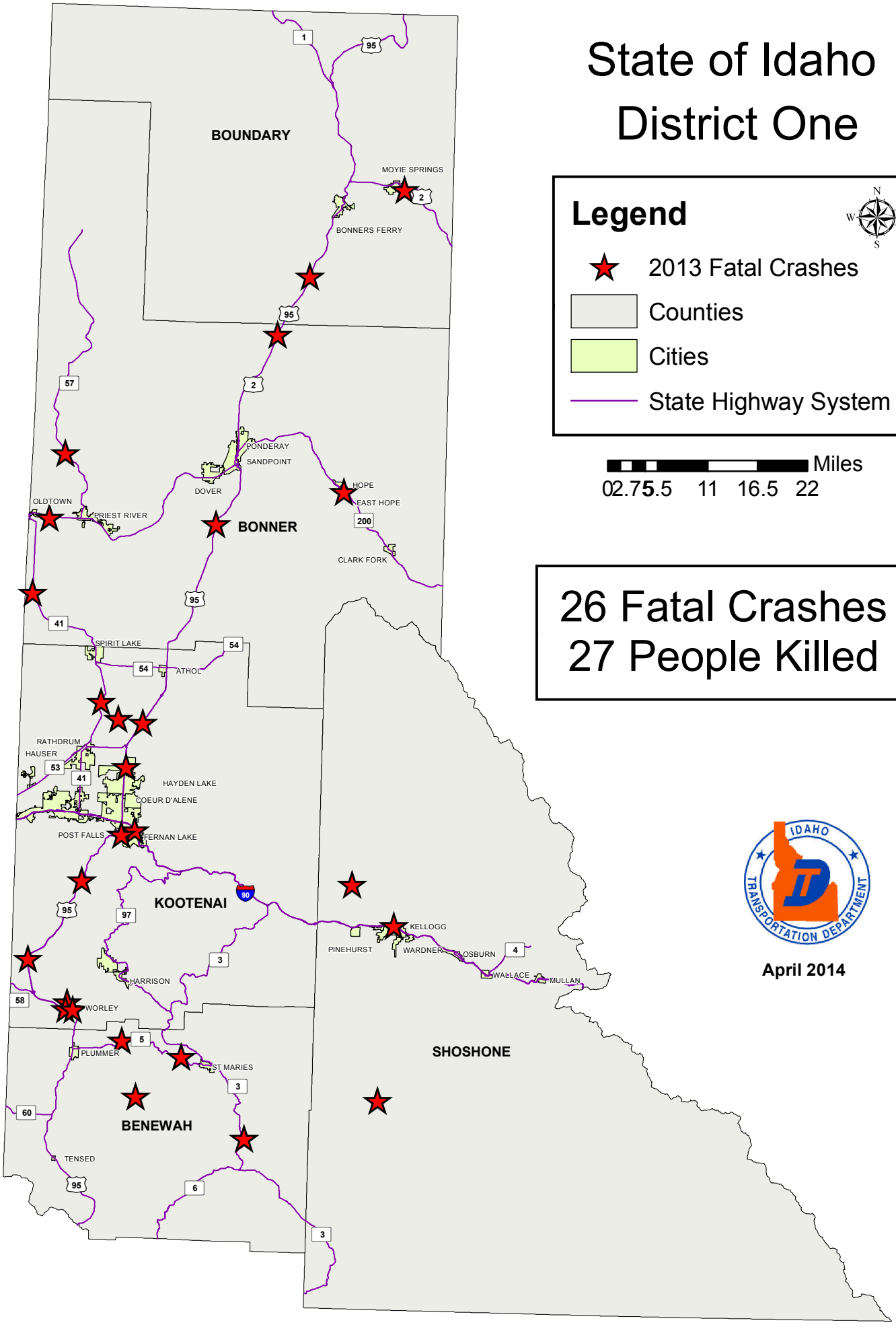
213 People Killed

April 2014

IDAHO

Administrative District Boundaries





State of Idaho
District One

Legend

- 2013 Fatal Crashes
- Counties
- Cities
- State Highway System

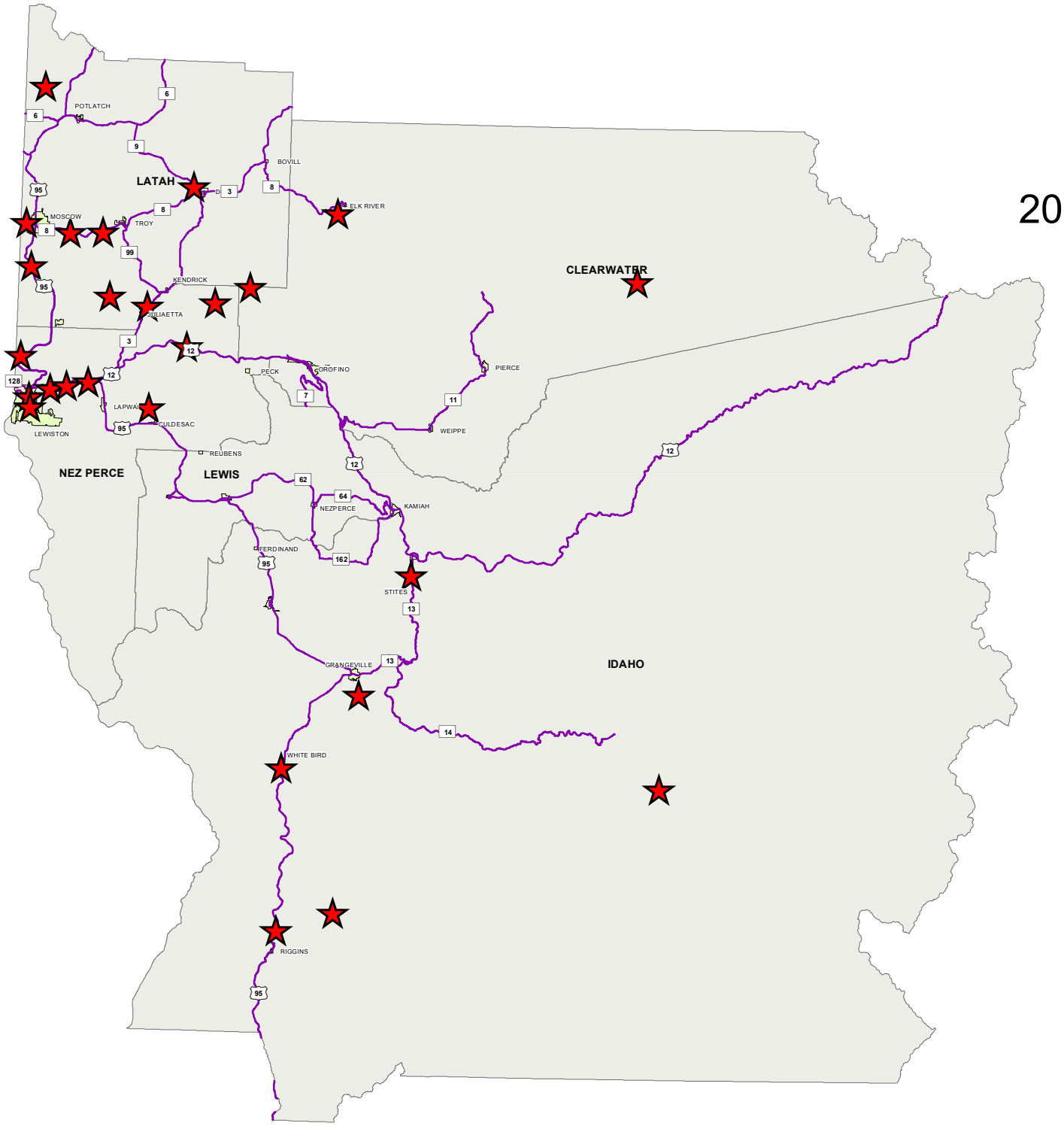
N W E S

Miles
0 2.75 5.5 11 16.5 22

26 Fatal Crashes
27 People Killed

IDAHO TRANSPORTATION DEPARTMENT

April 2014



State of Idaho
District Two
2013 Fatal Crash Locations

Legend

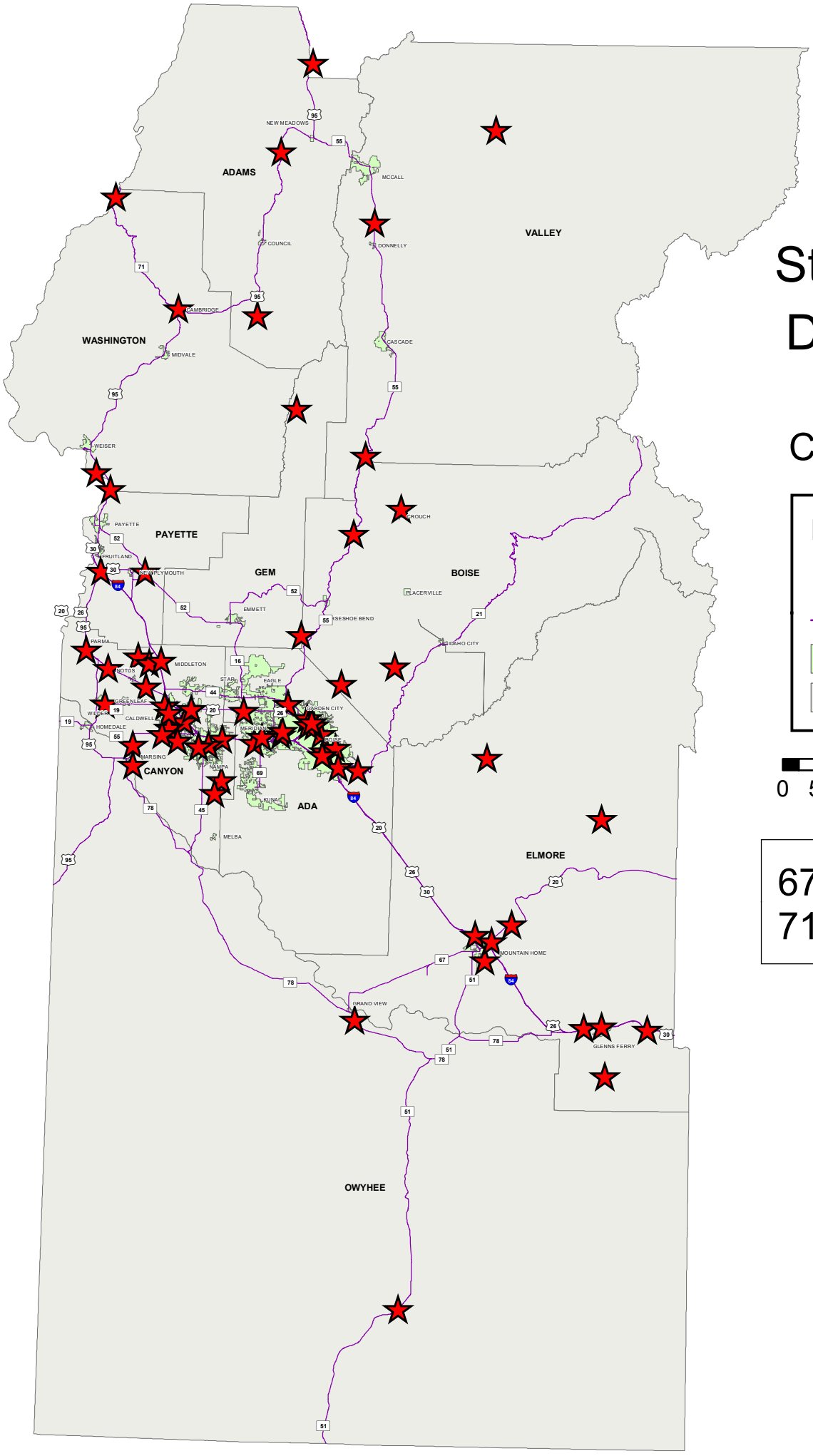
- 2013 Fatal Crashes
- Counties
- Cities
- State Highway System

0 4.25 8.5 17 25.5 34 Miles

26 Fatal Crashes
30 People Killed

IDAHO TRANSPORTATION DEPARTMENT

April 2014



State of Idaho
District Three

2013 Fatal Crash Locations

Legend

- 2013 Fatal Crashes
- State Highways
- CITIES
- Counties

N W E S

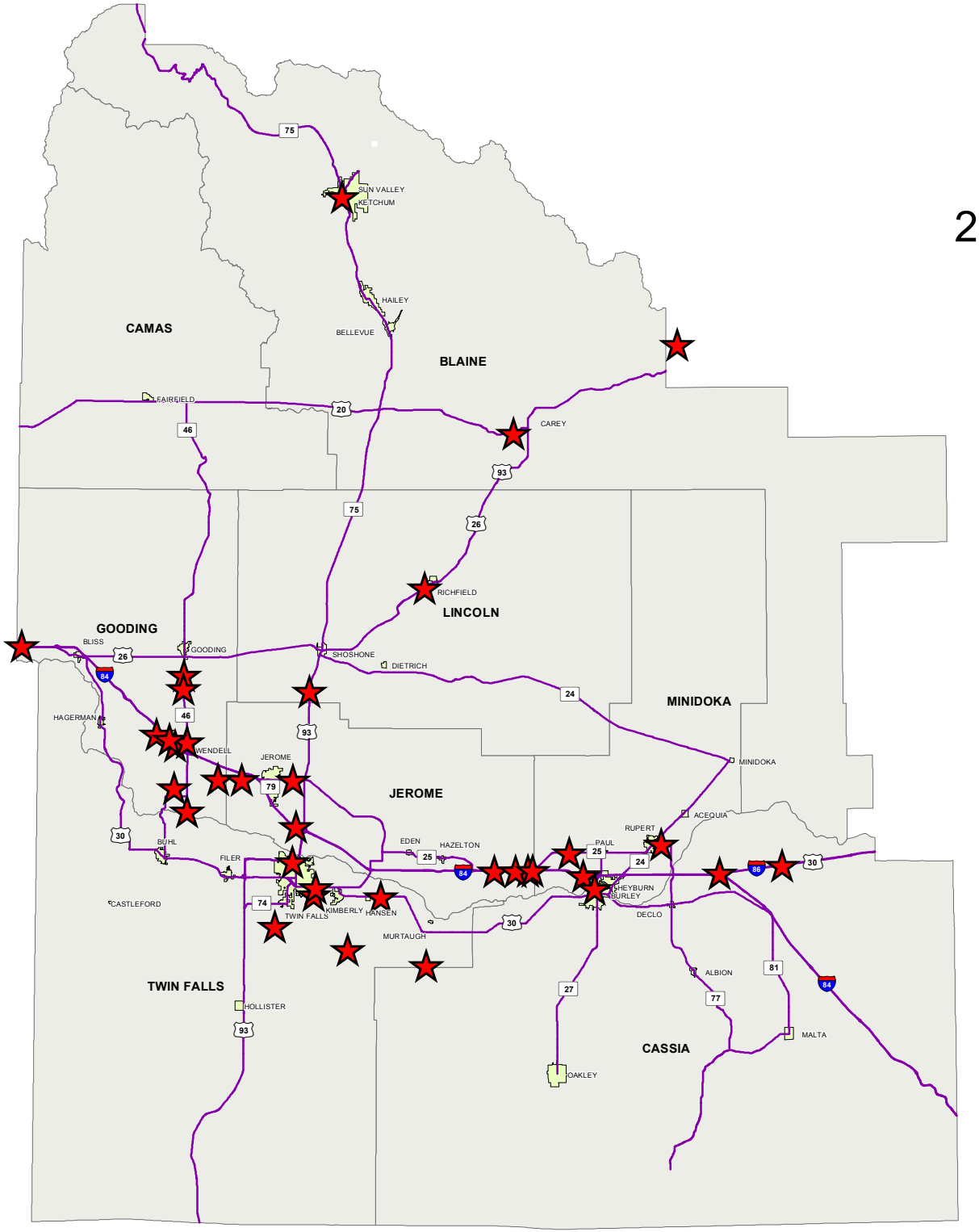
0 5 10 20 30 40 Miles

67 Fatal Crashes
71 People Killed

IDAHO TRANSPORTATION DEPARTMENT

April 2014

State of Idaho
District Four
2013 Fatal Crash Locations



Legend

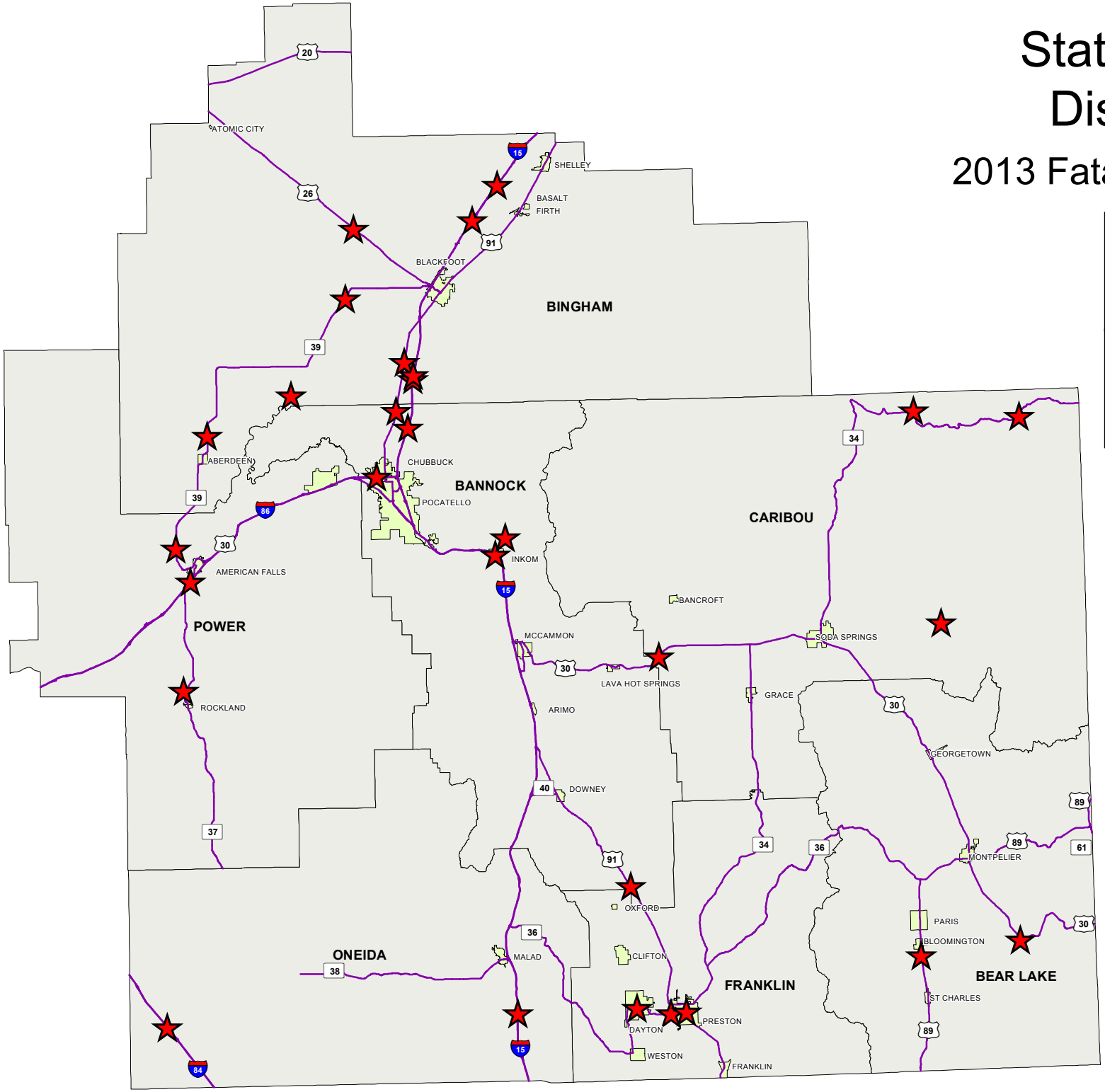
- 2013 Fatal Crashes
- Counties
- Cities
- State Highway System

Miles
0 4 8 16 24 32

35 Fatal Crashes
35 People Killed

April 2014

State of Idaho
District Five
2013 Fatal Crash Locations



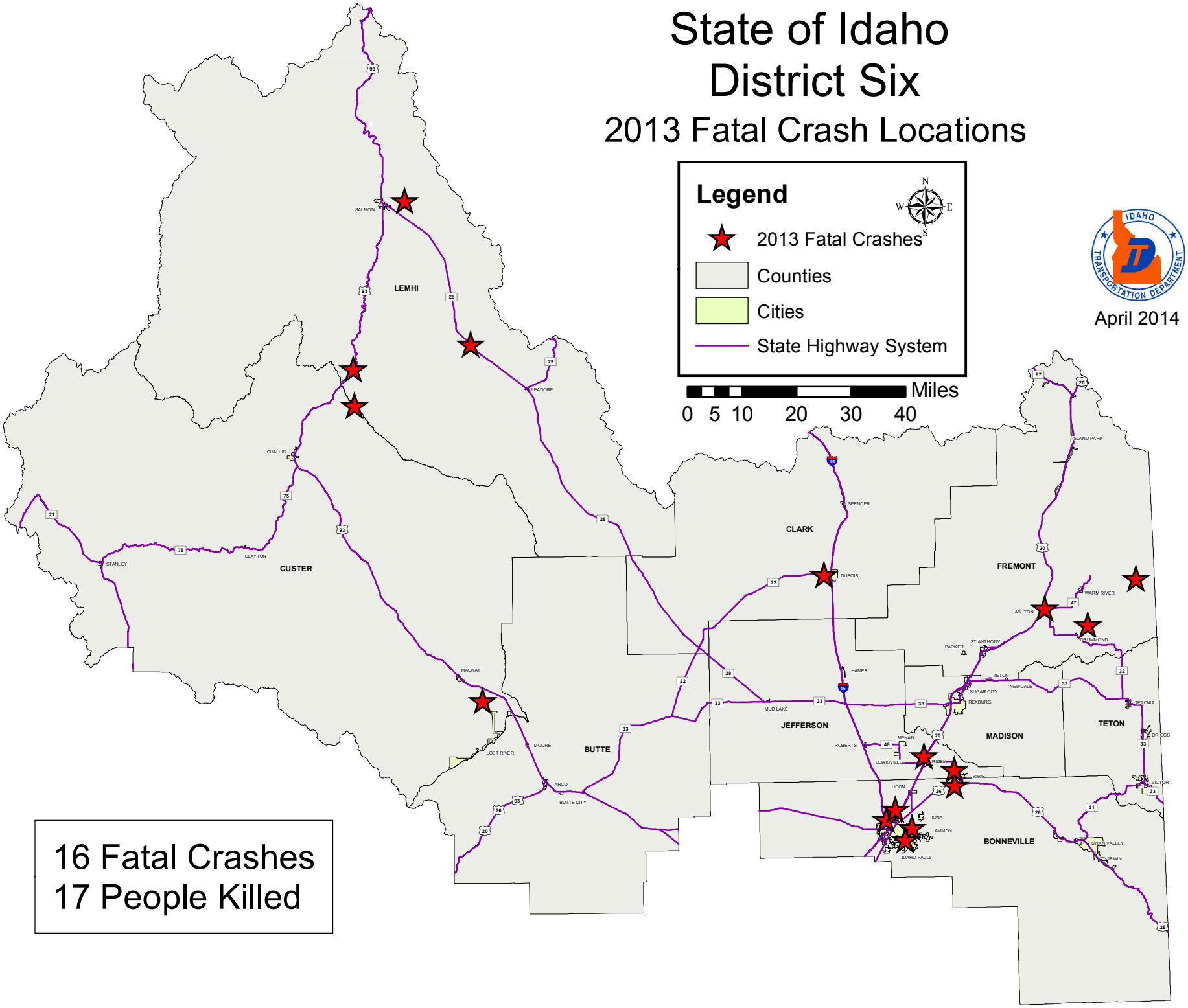
Legend

- 2013 Fatal Crashes
- Counties
- Cities
- State Highway System

29 Fatal Crashes
33 People Killed

April 2014

State of Idaho
District Six
2013 Fatal Crash Locations



16 Fatal Crashes
17 People Killed

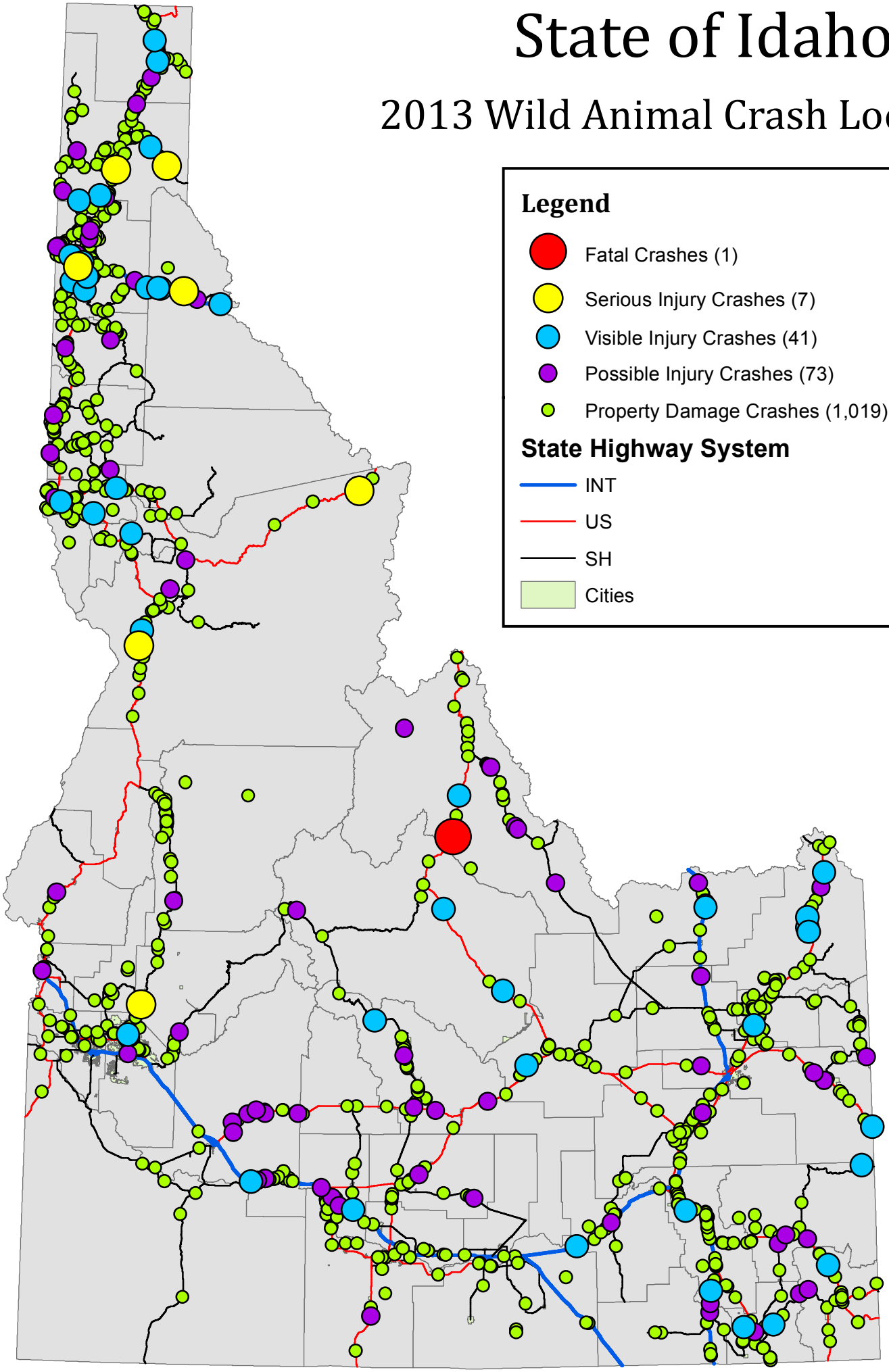
April 2014

APPENDIX B: Maps of Crashes with Wild Animals in 2013

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

2013 Wild Animal Crash Locations



IDAHO TRANSPORTATION DEPARTMENT

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: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

I-15

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	11	9	10	7	6	5	8	3	4	7
Fatalities	12	11	11	8	6	5	8	4	4	9
Total Crashes	652	582	501	522	579	483	638	386	357	365
Average Daily Traffic	9,990	9,990	10,130	10,550	10,700	10,020	10,020	10,590	10,710	10,710
Fatal Crash Rate	1.53	1.26	1.38	0.93	0.78	0.70	1.12	0.40	0.52	0.91
Total Crash Rate	90.59	81.43	69.13	69.16	75.64	67.38	89.00	50.95	46.59	47.64

I-84

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	32	23	21	29	23	16	15	4	17	15
Fatalities	39	25	23	35	28	18	22	5	20	15
Total Crashes	1,439	1,265	1,103	1,319	1,198	1,112	1,051	873	884	927
Average Daily Traffic	19,420	19,420	20,080	20,580	19,740	18,990	18,990	19,810	20,780	20,780
Fatal Crash Rate	1.68	1.18	1.04	1.40	1.16	0.84	0.79	0.20	0.81	0.72
Total Crash Rate	75.51	64.74	54.60	63.70	60.32	58.20	55.01	43.80	42.28	44.34

I-86

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	4	2	4	2	2	1	2	3	2	2
Fatalities	5	2	4	2	2	1	3	6	2	2
Total Crashes	212	151	127	97	144	125	118	72	78	110
Average Daily Traffic	7,950	7,950	8,050	8,140	8,170	7,860	7,860	8,190	8,240	8,240
Fatal Crash Rate	2.17	1.10	2.17	1.07	1.07	0.55	1.11	1.60	1.06	1.06
Total Crash Rate	115.23	82.80	68.77	51.95	76.83	69.32	65.44	38.32	41.26	58.19

I-90

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	4	2	1	4	6	2	2	7	1	1
Fatalities	4	3	1	6	7	3	2	7	1	2
Total Crashes	418	345	401	435	412	305	295	312	297	318
Average Daily Traffic	17,760	17,760	18,080	18,208	17,532	17,476	17,476	17,476	17,643	17,640
Fatal Crash Rate	0.85	0.42	0.21	0.82	1.27	0.42	0.42	1.49	0.21	0.21
Total Crash Rate	88.94	72.08	82.29	88.64	87.13	64.71	62.59	66.20	62.42	66.84

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

I-184

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	0	0	1	1	0	0	0	0
Fatalities	1	0	0	0	1	1	0	0	0	0
Total Crashes	58	32	47	39	53	38	26	34	46	44
Average Daily Traffic	52,940	52,940	54,620	57,450	55,480	55,820	55,820	56,600	57,880	57,880
Fatal Crash Rate	1.43	0.00	0.00	0.00	1.36	1.36	0.00	0.00	0.00	0.00
Total Crash Rate	82.92	45.75	65.12	51.38	72.30	51.52	35.25	45.46	60.15	57.53

US 2

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	1	1	2	1	0	4	2	2
Fatalities	0	1	1	1	2	1	0	4	2	2
Total Crashes	95	96	94	69	88	86	65	73	66	65
Average Daily Traffic	4,318	4,318	4,315	4,629	4,512	4,503	4,503	4,452	4,382	4,860
Fatal Crash Rate	0.00	1.37	1.37	1.28	2.63	1.32	0.00	5.32	2.70	2.44
Total Crash Rate	130.33	131.70	129.05	88.30	115.52	113.12	85.50	97.14	89.22	79.23

US 12

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	9	3	2	5	3	3	3	4	0
Fatalities	1	10	4	2	7	4	3	4	4	0
Total Crashes	222	223	186	184	128	150	160	168	146	166
Average Daily Traffic	2,029	2,029	2,007	1,998	1,929	1,901	1,901	1,990	1,959	1,960
Fatal Crash Rate	0.80	7.20	2.43	1.63	4.21	2.56	2.56	2.45	3.32	0.00
Total Crash Rate	177.61	178.41	150.46	149.51	107.73	128.11	136.65	137.05	121.00	137.51

US 20

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	11	5	10	7	7	6	8	4	4	9
Fatalities	14	6	10	8	7	6	10	4	4	9
Total Crashes	1,011	1,034	931	948	883	761	835	786	733	748
Average Daily Traffic	5,790	5,790	5,836	5,748	5,971	5,960	5,960	5,767	5,830	5,880
Fatal Crash Rate	1.73	0.76	1.51	1.04	1.04	0.89	1.18	0.62	0.61	1.35
Total Crash Rate	158.56	157.65	140.83	140.43	130.56	112.72	123.68	121.89	112.44	112.36

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

US 26

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	2	2	3	3	4	0	1	3	2
Fatalities	1	3	3	3	3	4	0	1	3	2
Total Crashes	198	196	171	208	226	191	173	126	116	132
Average Daily Traffic	3,071	3,071	3,154	3,295	3,209	3,161	3,161	2,906	2,917	2,920
Fatal Crash Rate	0.72	1.39	1.35	1.94	1.99	2.69	0.00	0.73	2.18	1.46
Total Crash Rate	141.73	135.90	115.45	134.42	149.97	128.66	116.53	91.96	84.34	96.26

US 30

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	9	4	5	1	7	3	2	2	4	4
Fatalities	9	5	5	1	7	3	3	2	4	4
Total Crashes	347	308	255	285	278	278	250	249	285	244
Average Daily Traffic	3,816	3,816	3,626	3,722	3,615	3,651	3,651	3,569	3,587	3,580
Fatal Crash Rate	3.34	1.49	1.96	0.38	2.75	1.17	0.78	0.80	1.59	1.59
Total Crash Rate	128.79	114.77	99.99	108.89	109.35	108.27	97.36	99.20	112.98	96.94

US 89

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	1	0	0	2	1	0	0	0	1
Fatalities	1	1	0	0	2	4	0	0	0	1
Total Crashes	38	33	35	29	43	37	38	34	39	24
Average Daily Traffic	1,640	1,640	1,659	1,815	1,598	1,591	1,591	1,509	1,506	1,510
Fatal Crash Rate	3.82	3.82	0.00	0.00	7.83	3.94	0.00	0.00	0.00	4.18
Total Crash Rate	145.07	125.99	132.09	100.05	168.42	145.63	149.57	141.09	162.07	100.21

US 91

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	3	5	2	2	0	2	2	1	4	4
Fatalities	3	6	2	3	0	2	4	1	4	5
Total Crashes	307	300	204	300	291	300	331	273	270	275
Average Daily Traffic	4,173	4,173	4,178	4,454	4,527	4,516	4,516	4,466	4,466	4,410
Fatal Crash Rate	2.05	3.91	1.56	1.43	0.00	1.41	1.41	0.71	2.85	2.90
Total Crash Rate	209.30	234.79	159.47	214.35	204.65	211.51	233.37	194.80	192.68	199.29

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

US 93

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	7	13	8	6	7	8	8	4	9	4
Fatalities	7	17	8	9	7	8	9	4	9	4
Total Crashes	447	419	401	333	330	353	326	320	298	291
Average Daily Traffic	2,102	2,102	2,015	2,133	2,078	2,101	2,101	1,797	1,792	1,930
Fatal Crash Rate	2.14	3.99	2.56	1.82	2.15	2.43	2.43	1.45	3.27	1.34
Total Crash Rate	136.90	128.69	128.50	100.80	101.35	107.22	99.02	115.79	108.15	97.41

US 95

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	26	20	11	14	17	24	14	13	6	14
Fatalities	28	23	12	15	19	31	15	16	8	16
Total Crashes	1,289	1,330	1,161	1,270	1,167	1,117	1,118	1,045	1,018	929
Average Daily Traffic	4,641	4,641	4,717	4,961	4,736	4,764	4,764	4,815	4,760	4,730
Fatal Crash Rate	3.16	2.32	1.21	1.44	1.83	2.56	1.49	1.37	0.65	1.55
Total Crash Rate	156.65	154.08	127.22	130.90	125.32	119.26	119.37	110.28	109.72	102.62

SH 1

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	1	0	0	0	0	0
Fatalities	0	0	0	0	1	0	0	0	0	0
Total Crashes	10	13	5	7	3	4	8	12	5	3
Average Daily Traffic	610	640	680	740	700	760	820	780	810	810
Fatal Crash Rate	0.00	0.00	0.00	0.00	31.87	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	365.78	453.22	164.06	211.06	95.62	117.43	217.68	343.27	137.73	82.64

SH 3

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	1	1	1	2	1	1	1	1	2
Fatalities	2	1	1	1	2	1	1	1	1	2
Total Crashes	111	99	95	100	78	91	93	100	97	79
Average Daily Traffic	1,510	1,510	1,503	1,550	1,482	1,495	1,495	1,476	1,437	1,430
Fatal Crash Rate	3.38	1.68	1.69	1.64	3.43	1.70	1.70	1.73	1.78	3.57
Total Crash Rate	187.34	165.90	160.25	164.12	133.90	154.84	158.24	172.98	172.42	141.14

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 5	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	0	0	0	0	0	2
Fatalities	0	0	0	0	0	0	0	0	0	2
Total Crashes	41	24	31	26	32	27	23	23	33	24
Average Daily Traffic	2,160	2,150	2,350	2,350	2,350	2,350	2,350	2,340	2,530	2,680
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.70
Total Crash Rate	69.20	40.51	52.32	43.88	54.01	45.57	38.82	38.82	187.14	128.40

SH 6	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	1	2	0	0	1	0	1	0
Fatalities	0	1	1	2	0	0	1	0	2	0
Total Crashes	27	23	28	27	19	33	23	24	23	18
Average Daily Traffic	1,125	1,125	1,125	1,125	1,125	1,126	1,126	1,141	1,105	1,100
Fatal Crash Rate	0.00	6.17	6.17	12.34	0.00	0.00	6.16	0.00	6.28	0.00
Total Crash Rate	166.54	141.87	172.71	166.54	117.19	203.34	141.72	146.01	144.42	113.57

SH 7	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	12	10	8	6	7	13	10	3	7	5
Average Daily Traffic	1,430	1,450	1,470	1,480	1,480	1,480	940	940	780	780
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	142.45	117.07	92.38	68.82	80.29	149.10	180.58	54.17	152.34	108.81

SH 8	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	1	1	0	1	1	0	4
Fatalities	0	0	0	1	1	0	1	1	0	4
Total Crashes	104	127	93	136	123	97	114	109	91	108
Average Daily Traffic	2,778	2,778	2,856	2,619	2,631	2,631	2,631	2,522	2,601	2,600
Fatal Crash Rate	0.00	0.00	0.00	1.97	1.96	0.00	1.96	2.04	0.00	7.93
Total Crash Rate	541.68	661.48	468.64	267.51	240.85	189.94	223.23	222.64	180.29	214.02

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 9

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	1	0	0	0	0	0	0	1
Fatalities	0	0	1	0	0	0	0	0	0	1
Total Crashes	8	5	3	3	7	5	4	4	3	5
Average Daily Traffic	800	800	825	850	850	850	850	850	830	830
Fatal Crash Rate	0.00	0.00	24.56	0.00	0.00	0.00	0.00	0.00	0.00	24.41
Total Crash Rate	202.61	126.63	73.68	71.51	166.86	119.18	95.35	95.35	73.23	122.06

SH 11

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	1	0	0	1	0	0	0	0
Fatalities	0	0	1	0	0	1	0	0	0	0
Total Crashes	26	24	14	31	20	14	14	4	2	1
Average Daily Traffic	990	990	990	990	790	790	790	790	870	870
Fatal Crash Rate	0.00	0.00	6.51	0.00	0.00	8.15	0.00	0.00	0.00	0.00
Total Crash Rate	169.14	156.13	91.08	201.67	163.05	114.13	114.13	32.61	14.81	7.40

SH 13

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	0	1	2	0	1	0	1	1
Fatalities	1	0	0	1	2	0	1	0	1	1
Total Crashes	27	20	20	28	16	11	28	16	18	23
Average Daily Traffic	1,490	1,490	1,510	1,540	1,270	1,350	1,350	1,330	1,690	1,690
Fatal Crash Rate	6.83	0.00	0.00	6.74	16.35	0.00	7.69	0.00	6.14	6.14
Total Crash Rate	184.41	139.35	137.51	188.76	130.79	84.59	215.32	124.89	110.57	141.29

SH 14

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	1	1	0	0	0	0	0	0
Fatalities	0	1	1	1	0	0	0	0	0	0
Total Crashes	8	8	6	8	3	4	5	7	3	3
Average Daily Traffic	510	510	460	460	470	340	340	340	340	340
Fatal Crash Rate	0.00	10.85	12.03	12.03	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	85.12	86.79	72.17	96.23	35.32	65.10	81.37	113.92	48.82	48.82

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 16

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	1	0	1	0	2	0	1	2	0
Fatalities	2	1	0	1	0	2	0	1	2	0
Total Crashes	56	37	39	42	32	40	34	32	38	34
Average Daily Traffic	8,300	8,300	8,590	8,530	7,860	7,900	7,900	7,840	7,660	8,060
Fatal Crash Rate	4.82	2.37	0.00	2.31	0.00	4.98	0.00	2.51	5.14	0.00
Total Crash Rate	134.84	87.69	89.31	96.86	80.09	99.61	84.66	80.29	97.73	83.10

SH 19

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	0	2	1	0	2	0	0	2
Fatalities	1	0	0	2	1	0	2	0	0	3
Total Crashes	38	33	40	43	39	34	43	32	31	35
Average Daily Traffic	4,749	4,749	5,363	5,571	5,378	5,293	5,293	5,205	5,192	5,190
Fatal Crash Rate	3.62	0.00	0.00	6.10	3.16	0.00	6.42	0.00	0.00	6.55
Total Crash Rate	137.71	118.14	126.80	131.22	123.28	109.21	138.12	104.52	101.52	114.65

SH 21

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	5	1	1	5	1	3	2	3	2	1
Fatalities	5	1	1	5	1	3	2	3	2	1
Total Crashes	86	89	72	77	77	71	69	54	37	55
Average Daily Traffic	1,154	1,154	1,156	1,138	1,118	1,113	1,113	1,006	1,043	1,050
Fatal Crash Rate	9.11	1.88	1.88	9.54	1.94	5.85	3.90	6.47	4.16	2.07
Total Crash Rate	156.76	167.45	135.23	146.94	149.57	138.49	134.59	116.51	77.05	113.72

SH 22

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	1	0	0	0	0	0	0	1
Fatalities	0	0	1	0	0	0	0	0	0	1
Total Crashes	4	5	2	4	6	5	6	1	4	7
Average Daily Traffic	260	260	250	340	310	300	300	300	300	300
Fatal Crash Rate	0.00	0.00	24.94	0.00	0.00	0.00	0.00	0.00	0.00	20.79
Total Crash Rate	95.93	119.92	49.89	73.36	120.69	103.93	124.71	20.79	83.14	145.50

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 24	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	2	1	0	2	1	3	1	1	0
Fatalities	2	2	1	0	2	1	4	1	2	0
Total Crashes	55	43	37	43	40	28	34	32	30	35
Average Daily Traffic	1,476	1,476	1,423	1,448	1,392	1,392	1,392	1,388	1,414	1,410
Fatal Crash Rate	5.46	5.52	2.87	0.00	5.86	2.93	8.78	2.94	2.88	0.00
Total Crash Rate	150.18	118.78	106.04	121.03	117.12	81.98	99.55	93.99	86.46	101.19

SH 25	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	1	0	2	0	0	0	1	1	3
Fatalities	3	1	0	2	0	0	0	1	1	3
Total Crashes	52	63	48	48	59	39	35	52	56	58
Average Daily Traffic	2,113	2,113	2,139	2,139	2,035	2,059	2,059	2,004	2,067	2,070
Fatal Crash Rate	5.26	2.62	0.00	5.17	0.00	0.00	0.00	2.76	2.67	8.01
Total Crash Rate	136.70	164.78	124.05	124.02	160.26	104.68	93.94	143.41	149.73	154.94

SH 27	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	2	0	0	2	1	1	1	0
Fatalities	0	1	2	0	0	2	1	1	1	0
Total Crashes	49	49	49	76	55	51	54	42	50	43
Average Daily Traffic	2,547	2,547	2,547	2,952	2,842	2,842	2,842	2,797	2,788	2,790
Fatal Crash Rate	0.00	4.43	8.87	0.00	0.00	7.95	3.97	4.04	4.05	0.00
Total Crash Rate	215.69	217.21	217.21	290.73	218.52	202.63	214.55	169.55	202.50	174.04

SH 28	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	2	0	1	0	0	0	1	1
Fatalities	1	0	2	0	2	0	0	0	1	1
Total Crashes	29	27	32	34	48	42	40	38	35	41
Average Daily Traffic	800	800	780	780	700	660	660	660	660	660
Fatal Crash Rate	2.99	0.00	5.83	0.00	3.25	0.00	0.00	0.00	3.45	3.45
Total Crash Rate	86.76	76.74	93.28	99.11	155.91	144.69	137.80	130.91	120.58	141.25

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 31	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	2	0	0	0	1	0	0	1	0
Fatalities	1	2	0	0	0	1	0	0	1	0
Total Crashes	35	33	26	25	29	26	17	15	22	16
Average Daily Traffic	1,930	1,850	1,900	2,100	1,980	1,780	1,700	1,950	1,880	1,940
Fatal Crash Rate	6.75	14.09	0.00	0.00	0.00	7.32	0.00	0.00	6.93	0.00
Total Crash Rate	236.39	232.52	178.38	155.18	190.92	190.40	130.35	100.27	152.54	107.51

SH 32	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	0	0	0	0	2	0	0	0
Fatalities	1	0	0	0	0	0	2	0	0	0
Total Crashes	5	7	6	7	10	10	12	10	8	3
Average Daily Traffic	610	620	650	710	650	660	860	830	820	740
Fatal Crash Rate	15.82	0.00	0.00	0.00	0.00	0.00	22.45	0.00	0.00	0.00
Total Crash Rate	79.11	108.97	89.09	95.16	148.49	146.24	134.67	27.39	94.16	39.13

SH 33	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	6	2	3	1	1	2	2	1	0	0
Fatalities	6	2	3	1	1	2	3	1	0	0
Total Crashes	292	277	266	287	251	179	216	201	196	161
Average Daily Traffic	2,281	2,281	2,334	2,524	2,538	2,589	2,589	2,572	2,372	2,370
Fatal Crash Rate	5.21	1.72	2.52	0.78	0.77	1.51	1.51	0.76	0.00	0.00
Total Crash Rate	253.71	237.79	223.18	222.63	193.62	135.38	163.36	153.03	161.75	133.00

SH 34	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	1	1	1	5	1	0	2	2
Fatalities	1	0	2	1	1	5	1	0	2	3
Total Crashes	65	41	54	66	46	58	61	59	64	49
Average Daily Traffic	918	918	923	977	341	928	928	922	922	920
Fatal Crash Rate	3.04	0.00	3.01	2.84	3.01	14.97	2.99	0.00	6.02	6.03
Total Crash Rate	197.39	123.92	162.37	187.42	138.57	173.66	182.64	177.58	192.63	147.75

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 36

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	0	2	1	1	1	0	1	2
Fatalities	1	0	0	2	1	1	1	0	2	2
Total Crashes	60	53	38	50	38	39	45	34	35	36
Average Daily Traffic	649	649	639	670	614	619	619	619	624	620
Fatal Crash Rate	6.11	0.00	0.00	12.20	6.66	6.60	6.60	0.00	6.55	13.19
Total Crash Rate	366.43	333.59	243.02	305.00	252.95	257.53	297.15	224.52	229.29	237.43

SH 37

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	3	0	1	0	0	0	1	1
Fatalities	0	0	3	0	1	0	0	0	2	1
Total Crashes	6	9	9	3	4	5	7	7	5	6
Average Daily Traffic	360	360	360	400	400	400	400	400	400	400
Fatal Crash Rate	0.00	0.00	73.10	0.00	21.93	0.00	0.00	0.00	21.93	21.93
Total Crash Rate	146.21	219.31	219.31	65.79	87.72	109.66	153.52	153.52	109.66	131.59

SH 38

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
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	12	10	13	8	15	7	13	5	3	8
Average Daily Traffic	430	470	460	450	450	450	470	470	470	470
Fatal Crash Rate	0.00	0.00	25.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	326.60	249.00	330.74	208.06	390.11	182.05	323.71	124.35	74.70	199.20

SH 39

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	1	2	2	1	0	1	0	4	3
Fatalities	1	1	2	2	1	0	1	0	5	3
Total Crashes	97	90	54	67	52	74	52	58	47	63
Average Daily Traffic	2,532	2,532	2,523	2,461	2,310	2,339	2,339	2,339	2,329	2,330
Fatal Crash Rate	2.07	2.08	4.18	4.28	2.27	0.00	2.24	0.00	8.99	6.74
Total Crash Rate	201.01	187.25	112.77	143.35	117.82	165.62	116.38	129.81	105.62	141.53

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 41	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	0	3	1	0	2	2	1	2
Fatalities	1	0	0	4	1	0	2	2	1	2
Total Crashes	155	162	179	146	135	153	128	125	115	145
Average Daily Traffic	5,920	5,920	5,928	6,415	6,617	6,618	6,618	6,377	6,377	6,370
Fatal Crash Rate	1.20	0.00	0.00	3.27	1.06	0.00	2.12	2.20	1.10	2.20
Total Crash Rate	186.31	191.52	211.33	159.27	142.77	161.80	135.37	137.19	126.21	159.30

SH 44	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	2	3	0	1	0	2	0	2	1
Fatalities	2	2	5	0	1	0	2	0	2	1
Total Crashes	228	287	253	285	217	216	222	211	174	181
Average Daily Traffic	14,324	14,324	15,027	15,158	15,318	15,337	15,337	15,281	15,979	15,960
Fatal Crash Rate	1.75	1.65	2.36	0.00	0.77	0.00	1.55	0.00	1.48	0.74
Total Crash Rate	198.95	237.23	199.40	222.80	167.87	166.88	171.52	163.41	128.87	134.42

SH 45	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	3	0	1	2	0	1	2	0	1	0
Fatalities	3	0	1	2	0	1	2	0	1	0
Total Crashes	168	170	148	147	133	131	137	101	127	127
Average Daily Traffic	6,416	6,416	6,643	7,519	7,519	7,360	7,360	7,360	7,360	7,360
Fatal Crash Rate	7.52	0.00	2.28	4.04	0.00	2.06	4.12	0.00	2.06	0.00
Total Crash Rate	420.88	402.09	338.09	296.66	268.41	270.10	282.47	208.24	261.85	261.84

SH 46	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	1	0	0	1	0	0	3
Fatalities	0	0	0	1	0	0	1	0	0	3
Total Crashes	60	50	31	32	34	29	34	21	37	40
Average Daily Traffic	2,152	2,152	2,112	2,112	2,347	2,321	2,321	2,086	1,864	2,240
Fatal Crash Rate	0.00	0.00	0.00	3.01	0.00	0.00	2.74	0.00	0.00	6.41
Total Crash Rate	179.84	147.86	93.39	96.40	92.19	79.50	93.21	47.72	96.23	85.50

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 47

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	1	0	0	0	0	0	0	0	0
Fatalities	1	1	0	0	0	0	0	0	0	0
Total Crashes	6	7	8	4	8	7	3	3	1	7
Average Daily Traffic	820	800	790	780	760	770	780	830	830	830
Fatal Crash Rate	26.90	27.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	161.41	193.02	223.38	113.12	232.20	200.54	84.84	79.73	26.58	186.04

SH 48

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	1	0	2	1	0	0	0	0	1
Fatalities	1	1	0	3	1	0	0	0	0	1
Total Crashes	19	46	27	36	32	27	39	38	35	42
Average Daily Traffic	1,960	1,960	2,090	2,090	2,270	2,290	2,290	2,290	2,290	2,290
Fatal Crash Rate	5.73	5.73	0.00	10.74	4.94	0.00	0.00	0.00	0.00	4.90
Total Crash Rate	108.81	263.43	145.00	193.34	158.23	132.34	191.16	186.25	171.55	205.86

SH 50

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	0	3	0	0	1	0	1	0
Fatalities	1	0	0	3	0	0	1	0	1	0
Total Crashes	15	16	16	22	14	14	10	14	20	27
Average Daily Traffic	2,820	2,920	2,980	3,070	3,240	3,070	3,070	3,270	3,410	3,410
Fatal Crash Rate	12.01	0.00	0.00	33.09	0.00	0.00	11.03	0.00	9.93	0.00
Total Crash Rate	180.09	185.52	181.78	242.63	146.30	154.40	110.28	144.95	198.58	268.08

SH 51

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	3	3	1	1	2	0	1	0	1
Fatalities	2	3	4	1	1	3	0	1	0	1
Total Crashes	66	77	63	45	43	71	44	50	51	45
Average Daily Traffic	825	825	822	814	821	799	799	799	789	790
Fatal Crash Rate	7.31	10.95	10.94	3.64	3.60	7.40	0.00	3.70	0.00	3.75
Total Crash Rate	241.20	281.03	229.78	163.58	154.93	262.82	162.88	185.09	191.17	168.57

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 52

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	2	2	2	1	3	0	0	0	1
Fatalities	0	2	2	6	1	4	0	0	0	1
Total Crashes	81	84	61	55	77	53	55	62	65	60
Average Daily Traffic	2,130	2,130	2,180	2,300	2,150	2,150	2,150	2,150	2,150	2,150
Fatal Crash Rate	0.00	4.75	4.64	4.40	2.35	7.06	0.00	0.00	0.00	2.35
Total Crash Rate	199.03	199.62	141.64	121.04	181.28	124.78	129.49	145.97	153.03	141.26

SH 53

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	1	0	1	0	0	0	1	0	2	0
Fatalities	1	0	2	0	0	0	1	0	2	0
Total Crashes	54	59	57	45	54	50	40	48	59	51
Average Daily Traffic	6,925	6,925	6,925	7,970	7,860	8,149	8,149	7,823	7,870	7,870
Fatal Crash Rate	2.96	0.00	2.82	0.00	0.00	0.00	2.39	0.00	4.95	0.00
Total Crash Rate	160.02	166.24	160.61	110.18	133.91	119.60	95.68	119.60	146.13	126.32

SH 54

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	0	0	0	1	0	1	0	0
Fatalities	0	2	0	0	0	1	0	1	0	0
Total Crashes	20	25	22	20	23	16	10	20	16	14
Average Daily Traffic	2,520	2,520	2,600	2,830	2,740	2,640	2,640	2,220	2,260	2,260
Fatal Crash Rate	0.00	7.01	0.00	0.00	0.00	6.72	0.00	7.99	0.00	0.00
Total Crash Rate	144.79	175.24	149.47	124.84	148.95	107.54	67.21	159.86	125.62	109.92

SH 55

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	10	7	3	9	9	7	5	4	4
Fatalities	2	14	9	4	10	9	7	6	5	4
Total Crashes	783	790	728	765	662	641	659	693	744	640
Average Daily Traffic	6,466	6,466	7,016	7,114	6,316	6,322	6,322	6,248	6,444	4,620
Fatal Crash Rate	0.66	3.16	2.04	0.86	2.89	2.89	2.25	1.62	1.26	1.86
Total Crash Rate	258.40	249.35	211.71	218.36	212.81	205.85	211.63	225.20	234.41	297.28

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 57	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	2	0	0	0	2	0	0	0
Fatalities	0	0	2	0	0	0	2	0	0	0
Total Crashes	27	30	33	14	17	17	31	13	13	24
Average Daily Traffic	1,370	1,370	1,380	1,380	1,400	1,560	1,560	1,540	1,470	1,460
Fatal Crash Rate	0.00	0.00	10.67	0.00	0.00	0.00	9.43	0.00	0.00	0.00
Total Crash Rate	145.03	161.14	175.97	89.59	89.36	80.19	146.23	62.12	65.08	120.97

SH 62	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	3	6	1	3	2	5	4	4	1	3
Average Daily Traffic	460	460	450	440	390	390	430	430	430	420
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	116.10	232.20	39.56	121.38	91.29	228.23	165.60	165.60	41.40	127.16

SH 64	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	0	0	1	0	1	0	0	0
Fatalities	0	1	0	0	1	0	1	0	0	0
Total Crashes	2	4	2	3	3	5	5	3	3	3
Average Daily Traffic	460	460	400	340	300	440	440	440	440	440
Fatal Crash Rate	0.00	38.65	0.00	0.00	59.27	0.00	40.41	0.00	0.00	0.00
Total Crash Rate	77.30	154.61	88.90	156.88	177.80	202.05	202.05	121.23	121.23	121.23

SH 67	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	27	19	6	6	8	11	7	6	9	3
Average Daily Traffic	4,419	4,419	11,000	7,200	7,200	8,000	8,000	8,000	6,910	6,910
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	71.54	49.75	16.70	25.52	34.02	42.10	26.79	22.96	39.88	13.29

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 69	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	2	3	1	0	0	1	0	0
Fatalities	0	1	2	3	1	0	0	1	0	0
Total Crashes	94	102	117	89	67	65	48	52	68	60
Average Daily Traffic	14,358	14,358	16,463	16,581	17,133	16,290	16,290	15,448	15,047	15,040
Fatal Crash Rate	0.00	2.37	4.13	6.14	2.00	0.00	0.00	2.21	0.00	0.00
Total Crash Rate	219.33	241.24	241.33	182.27	133.73	136.44	100.76	115.10	154.54	136.42

SH 71	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	1	0	0	0	0	1
Fatalities	0	0	0	0	1	0	0	0	0	1
Total Crashes	5	7	6	5	6	6	1	3	1	1
Average Daily Traffic	410	410	350	350	360	350	350	380	330	330
Fatal Crash Rate	0.00	0.00	0.00	0.00	26.49	0.00	0.00	0.00	0.00	28.90
Total Crash Rate	153.81	162.81	163.48	136.23	158.94	163.48	27.25	75.29	28.90	28.90

SH 75	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	3	5	4	5	4	3	1	1	0	1
Fatalities	3	7	4	5	5	5	1	1	0	1
Total Crashes	235	160	175	198	197	127	151	138	115	131
Average Daily Traffic	3,030	3,030	3,110	3,120	2,690	2,770	2,770	2,770	2,710	2,710
Fatal Crash Rate	1.67	2.65	2.06	2.57	2.39	1.74	0.58	0.58	0.00	0.59
Total Crash Rate	130.54	84.77	90.33	101.88	117.56	73.60	87.51	79.98	68.12	77.60

SH 77	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	0	1	1	0	0	0
Fatalities	0	0	0	0	0	1	1	0	0	0
Total Crashes	24	22	23	18	12	21	18	14	15	12
Average Daily Traffic	760	760	740	830	850	850	850	930	910	910
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	10.51	10.51	0.00	0.00	0.00
Total Crash Rate	306.21	258.53	277.59	193.69	126.09	220.65	189.13	134.45	148.49	118.79

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 78

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	5	0	1	2	1	0	0	3	0	1
Fatalities	5	0	1	2	1	0	0	3	0	1
Total Crashes	36	36	34	42	34	29	29	29	42	37
Average Daily Traffic	746	746	725	776	850	854	854	854	790	790
Fatal Crash Rate	22.97	0.00	4.11	7.68	3.51	0.00	0.00	10.46	0.00	3.77
Total Crash Rate	165.42	143.73	139.73	161.22	119.22	101.12	101.12	101.12	158.35	139.53

SH 81

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	0	0	0	2	0	0
Fatalities	0	0	0	0	0	0	0	3	0	0
Total Crashes	39	21	21	25	28	27	22	24	35	23
Average Daily Traffic	1,230	1,230	1,230	1,420	1,310	1,360	1,360	1,400	1,390	1,390
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.52	0.00	0.00
Total Crash Rate	255.66	137.66	137.66	141.96	172.34	160.08	130.43	138.23	203.03	133.42

SH 87

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	0	0	0	0	0	0	0	0
Fatalities	0	1	0	0	0	0	0	0	0	0
Total Crashes	32	32	6	4	2	7	6	11	13	2
Average Daily Traffic	800	800	990	1,200	930	1,060	1,060	1,060	1,000	1,000
Fatal Crash Rate	0.00	9.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	310.26	306.38	181.81	99.99	64.51	198.10	169.80	311.30	389.98	60.00

SH 97

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	1	0	0	0	1	0	0	0	0
Fatalities	0	1	0	0	0	1	0	0	0	0
Total Crashes	32	32	22	31	25	28	20	23	26	24
Average Daily Traffic	800	800	930	1,100	1,030	1,030	1,030	1,030	920	920
Fatal Crash Rate	0.00	9.57	0.00	0.00	0.00	7.44	0.00	0.00	0.00	0.00
Total Crash Rate	310.26	306.38	181.19	215.86	186.03	208.36	148.83	171.15	216.61	199.95

Crash Information for Selected Routes on the State Highway System: 2004-2013
Rates are per 100 Million Vehicle Miles Traveled

SH 99

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	9	16	4	12	6	3	7	7	5	2
Average Daily Traffic	630	730	745	760	760	760	760	770	770	770
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	334.92	513.85	125.88	370.18	185.09	92.54	215.94	213.13	152.24	60.89

SH 162

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
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	11	11	10	8	9	9	12	12	9	11
Average Daily Traffic	779	779	779	740	1,015	1,015	1,015	750	770	770
Fatal Crash Rate	0.00	0.00	0.00	15.88	0.00	0.00	11.57	0.00	0.00	0.00
Total Crash Rate	165.84	165.84	150.77	127.07	104.12	104.12	138.83	187.92	137.32	167.81

SH 167

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	2	3	1	0	0	1	0	0	0	0
Fatalities	2	3	1	0	0	1	0	0	0	0
Total Crashes	66	77	10	15	21	13	7	1	6	6
Average Daily Traffic	825	825	1,379	1,379	1,407	1,125	1,125	1,158	1,085	1,080
Fatal Crash Rate	7.31	10.95	12.25	0.00	0.00	15.02	0.00	0.00	0.00	0.00
Total Crash Rate	241.20	281.03	122.47	180.18	252.25	195.23	105.12	14.60	93.46	93.89

SH 200

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal Crashes	0	0	2	1	2	1	1	0	2	1
Fatalities	0	0	2	2	2	1	1	0	2	1
Total Crashes	62	52	56	46	62	62	49	61	47	58
Average Daily Traffic	3,350	3,350	3,350	3,470	3,220	3,110	3,110	3,090	2,980	2,960
Fatal Crash Rate	0.00	0.00	4.90	2.37	5.10	2.64	2.64	0.00	5.53	2.79
Total Crash Rate	156.11	127.41	137.21	108.81	158.05	163.64	129.33	162.74	130.01	161.85

APPENDIX D: Five-Year Crash History

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

Table D-1

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatal Crashes	199	185	152	169	199	17.8%	-4.6%
Injury Crashes	7,861	7,939	7,492	7,630	7,850	2.9%	-0.9%
Total Crashes	22,992	22,555	20,833	21,402	22,347	4.4%	-2.3%
Total Persons - Fatal & Injury Crashes	22,468	22,939	20,892	21,610	21,960	1.6%	-1.1%
Drivers	13,573	13,780	12,922	13,350	13,858	3.8%	-0.5%
Passengers	7,857	8,136	7,240	7,505	7,355	-2.0%	-1.3%
Total Fatalities	226	209	167	184	213	15.8%	-5.8%
Fatality Rate per 100 Million AVMT	1.46	1.34	1.08	1.16	1.34	15.5%	-6.8%
Total Injuries	11,393	11,725	10,866	10,988	11,344	3.2%	-1.1%
Injury Rate per 100 Million AVMT	73.8	75.4	70.5	69.4	71.5	3.0%	-2.0%
Impaired Drivers - Fatal/Injury Crashes	863	889	796	822	782	-4.9%	-1.4%
% of All Drivers-Fatal/Injury Crashes	6.4%	6.5%	6.2%	6.2%	5.6%	-8.4%	-1.0%
Alcohol/Drug Test Given - Fatal/Injury Crashes	706	733	681	675	635	-5.9%	-1.4%
% of Impaired Drivers Given Test - F&I Crashes	81.8%	82.5%	85.6%	82.1%	81.2%	-1.1%	0.2%

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

Table D-2

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Total Units - Fatal/Injury Crashes	14,335	14,514	13,801	14,244	14,696	3.2%	-0.2%
Passenger Cars - Fatal/Injury Crashes	6,522	6,562	6,412	6,470	6,640	2.6%	-0.3%
% of Vehicles	45.5%	45.2%	46.5%	45.4%	45.2%	-0.5%	0.0%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	6,206	6,373	5,866	6,097	6,474	6.2%	-0.4%
% of Vehicles	43.3%	43.9%	42.5%	42.8%	44.1%	2.9%	-0.4%
Commercial Motor Vehicles - Fatal/Injury Crashes	387	407	396	428	459	7.2%	3.5%
% of Vehicles	2.7%	2.8%	2.9%	3.0%	3.1%	3.9%	3.6%
Motorcycles - Fatal/Injury Crashes	528	484	440	501	460	-8.2%	-1.2%
% of Vehicles	3.7%	3.3%	3.2%	3.5%	3.1%	-11.0%	-1.2%
Bicycles - Fatal/Injury Crashes	359	338	339	381	330	-13.4%	2.3%
% of Vehicles	2.5%	2.3%	2.5%	2.7%	2.2%	-16.0%	2.5%
Pedestrians - Fatal/Injury Crashes	211	211	221	236	216	-8.5%	3.8%
% of Vehicles	1.5%	1.5%	1.6%	1.7%	1.5%	-11.3%	4.1%
All Terrain Vehicles - Fatal/Injury Crashes	62	74	57	64	50	-21.9%	2.9%
% of Vehicles	0.4%	0.5%	0.4%	0.4%	0.3%	-24.3%	2.6%
Motor Homes - Fatal/Injury Crashes	9	12	7	8	13	62.5%	2.0%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	57.5%	1.3%
Farm Equipment - Fatal/Injury Crashes	17	15	23	12	12	0.0%	-2.1%
% of Vehicles	0.1%	0.1%	0.2%	0.1%	0.1%	-3.1%	-0.3%
Trains - Fatal/Injury Crashes	5	5	2	7	10	42.9%	63.3%
% of Vehicles	0.0%	0.0%	0.0%	0.0%	0.1%	38.5%	60.0%

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

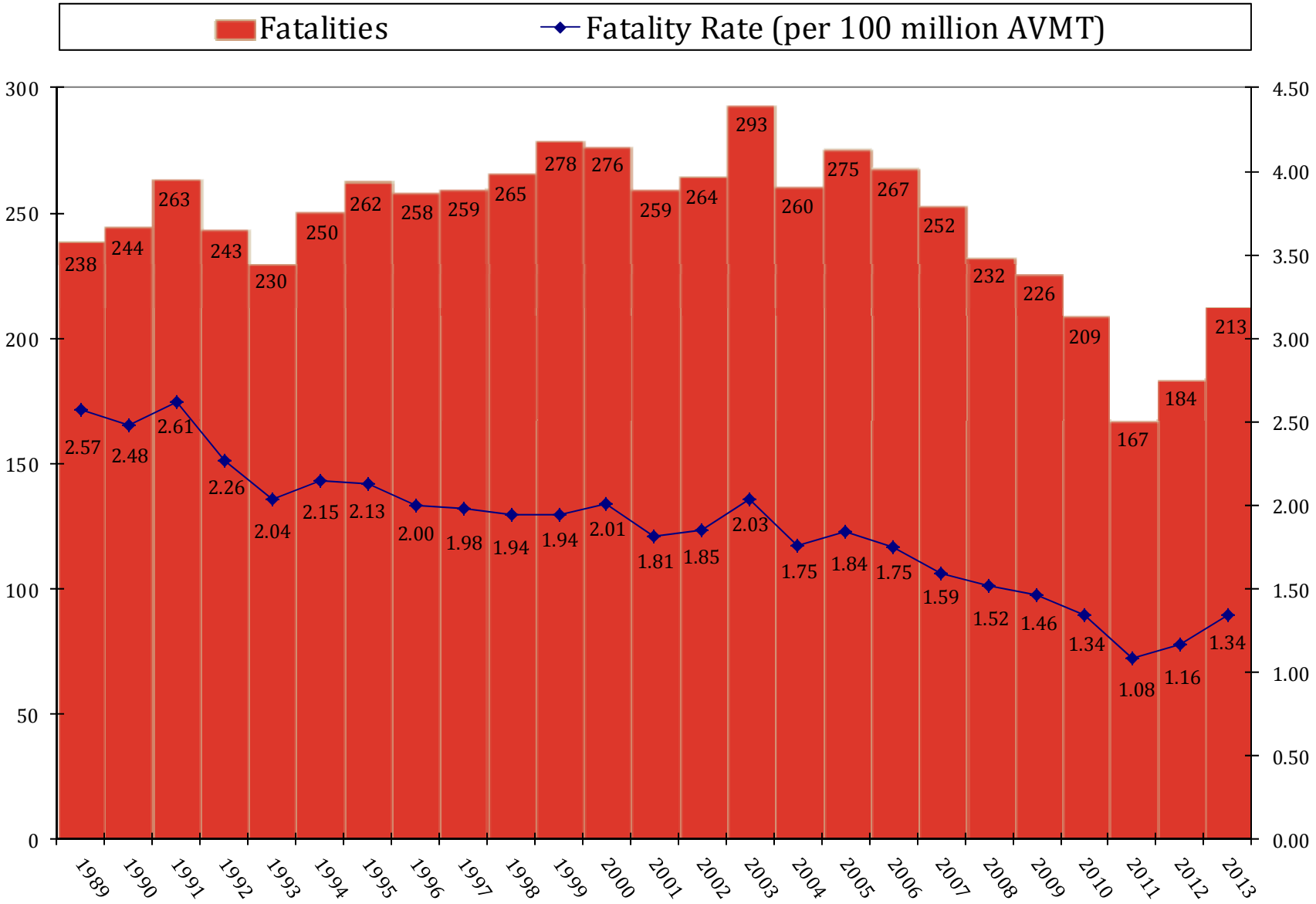
Table D-3

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Roadside Obstacles- Fatal/Injury Crashes	1,889	1,843	1,820	1,850	1,948	5.3%	-0.7%
% of Crashes	23.4%	22.7%	23.8%	23.7%	24.2%	2.0%	0.5%
Roadway Defects- Fatal/Injury Crashes	210	187	186	197	176	-10.7%	-1.9%
% of Crashes	2.6%	2.3%	2.4%	2.5%	2.2%	-13.4%	-0.7%
Vehicle Defects- Fatal/Injury Crashes	167	168	205	164	187	14.0%	0.9%
% of Vehicles	1.2%	1.2%	1.5%	1.2%	1.3%	10.5%	1.7%
Self-Reported Restraint Use*- Fatal/Injury Crashes	15,732	16,001	14,692	15,182	15,800	4.1%	-1.0%
% Usage	83.9%	83.4%	84.7%	85.5%	84.3%	-1.3%	0.6%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	1,032	1,068	965	865	1,005	16.2%	-5.5%
% Usage	77.4%	78.2%	79.0%	72.7%	77.1%	6.0%	-2.0%
Helmet Use- Fatal/Injury Crashes	291	300	265	319	263	-17.6%	3.9%
% of Motorcycle Operators	48.7%	54.3%	54.6%	56.6%	51.5%	-9.0%	5.2%
Emergency Medical Service Response to Fatal/Injury Crashes	5,570	5,613	5,140	5,150	5,342	3.7%	-2.5%
% of Fatal & Injury Crashes	69.1%	69.1%	67.2%	66.0%	66.4%	0.5%	-1.5%

** All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.*
*** All persons 0-6 years old (0-3 before 2005) in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.*

APPENDIX E: 25 Year History

Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million AVMT)
300
250
200
150
100
50
0
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
238
244
263
243
230
250
262
258
259
265
278
276
259
264
293
260
275
267
252
232
226
209
167
184
213
2.57
2.48
2.61
2.26
2.04
2.15
2.13
2.00
1.98
1.94
1.94
2.01
1.81
1.85
2.03
1.75
1.84
1.75
1.59
1.52
1.46
1.34
1.08
1.16
1.34
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013