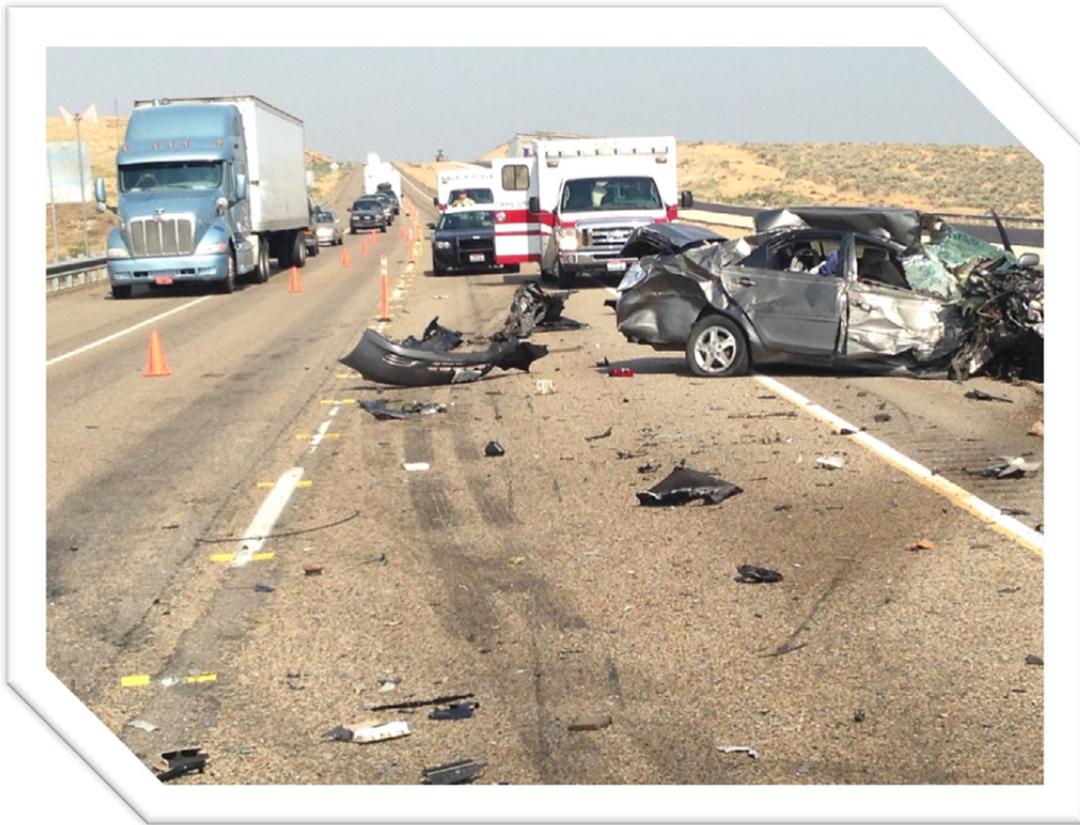


Idaho Traffic Crashes

2014



Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2014

Prepared by the Idaho Office of Highway Safety

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Introduction

Idaho Traffic Crashes 2014 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 2014 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 data 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.

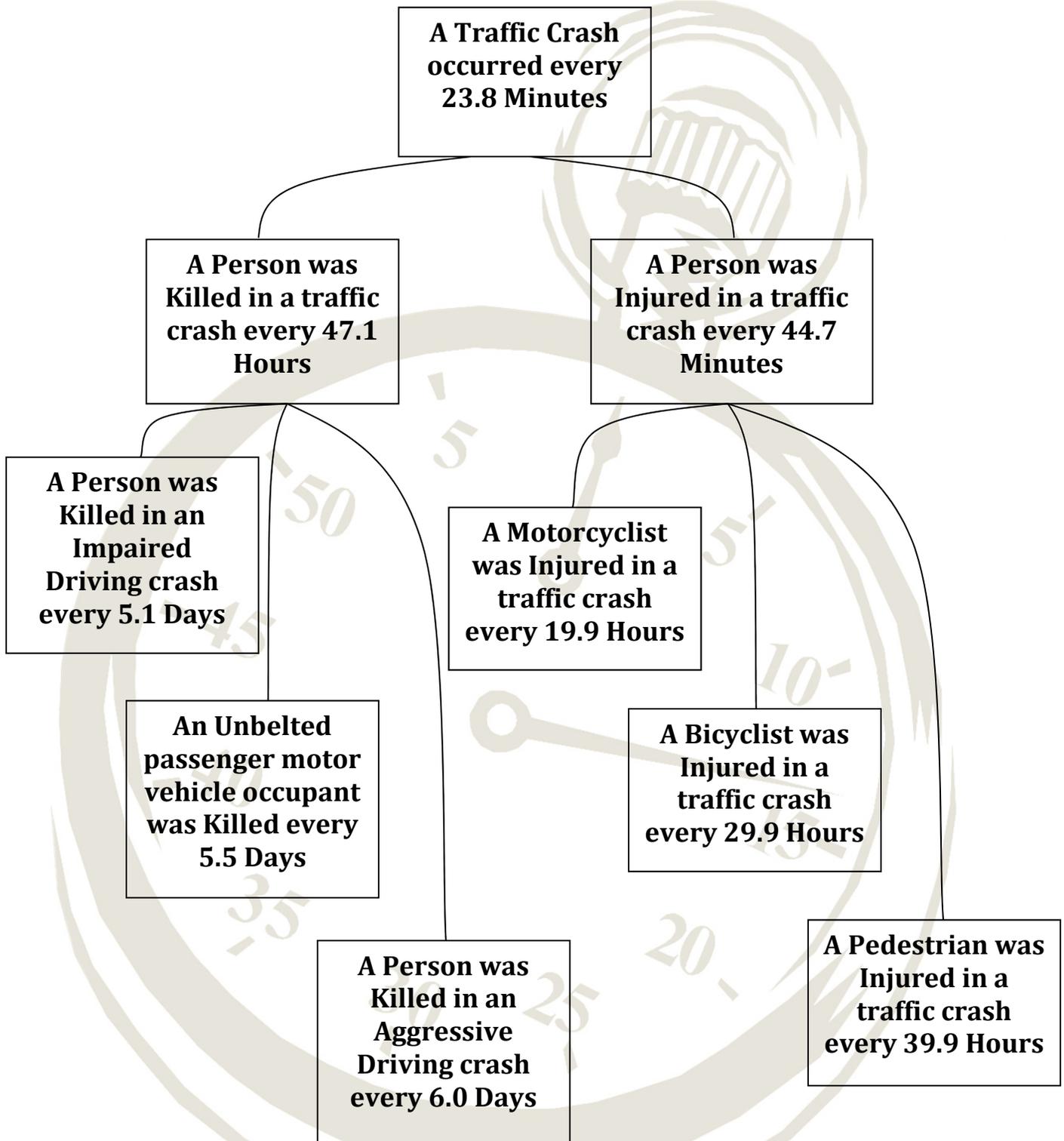
If you have any questions or suggestions concerning *Idaho Traffic Crashes 2014*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2014 are listed below:

- The number of motor vehicle crashes decreased by 1 percent, from 22,347 in 2013 to 22,134 in 2014. The number of fatalities resulting from motor vehicle crashes decreased from 214 in 2013 to 186 in 2014, an 13 percent decrease. The number of fatal crashes decreased from 200 in 2013 to 175 in 2014. The number of serious injuries increased from 1,262 in 2013 to 1,273 in 2014, a 1 percent decrease.
- Idaho's fatality rate per 100 million vehicle miles traveled was 1.15 in 2014, down from 1.35 in 2013.
- While 66 percent of all motor vehicle crashes occurred on urban roadways, 77 percent of the fatal motor vehicle crashes occurred on rural roadways in 2014.
- Fatalities resulting from impaired driving crashes decreased in 2014 by 25 percent and 39 percent of all fatalities resulted from impaired driving. Of the 72 people killed in impaired driving crashes, 65 (90 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 decreased slightly to 80 percent in 2014. While the observed rate was 80 percent, only 44 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 34 of the 67 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 48 percent of the motor vehicle crashes and 61 people were killed in aggressive driving crashes in 2014.
- Distracted driving was a factor in 19 percent of the motor vehicle crashes in 2014 and 29 people were killed in distracted driving crashes.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2014, youthful drivers were 2.5 times as likely as all other drivers to be involved in a fatal or injury crash. There were 20 people killed in crashes involving youthful drivers in 2014.
- There were 14 pedestrians and 2 bicyclists killed in motor vehicle crashes in 2014.
- The number of motorcyclists killed in motor vehicle crashes decreased slightly to 25 in 2014. More than half of fatal motorcycle crashes (52 percent) in 2014 involved just the motorcycle, while nearly one-third (32 percent) of fatal motorcycle crashes involved an impaired driver.
- Fatal crashes involving commercial motor vehicles decreased from 33 in 2013 to 22 in 2014. The number of injury crashes involving commercial motor vehicles increased by 9 percent. There were 25 people killed and 798 people injured in commercial motor vehicle crashes in 2014.

Idaho's Traffic Crash Clock: 2014



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2010 through 2014. The total number of traffic crashes in 2014 decreased by 1.0% from 2013. Fatal crashes decreased by 12.5%, and injury crashes increased by 4.7%. Total fatalities decreased by 13.1% from the previous year, while the number of injuries increased by 3.7%. The number of property damage crashes decreased by 3.9%.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Total Crashes	22,555	20,833	21,402	22,348	22,134	-1.0%	-0.2%
Fatal Crashes	185	152	169	200	175	-12.5%	3.9%
Persons Killed (Fatalities)	209	167	184	214	186	-13.1%	2.1%
Injury Crashes	7,939	7,492	7,630	7,850	8,217	4.7%	-0.3%
Persons Injured	11,725	10,866	10,988	11,344	11,768	3.7%	-1.0%
Property-Damage-Only Crashes (>\$1,500 after 2005)	14,431	13,189	13,603	14,298	13,742	-3.9%	-0.1%
Idaho Population (thousands)	1,560	1,585	1,596	1,612	1,634	1.4%	1.1%
Licensed Drivers (thousands)	1,070	1,084	1,093	1,111	1,128	1.5%	1.8%
Vehicle Miles of Travel (millions)	15,555	15,416	15,838	15,877	16,145	1.7%	0.7%
Urban VMT (millions)	6,528	6,462	6,638	6,650	6,764	1.7%	0.6%
Rural VMT (millions)	9,028	8,954	9,200	9,227	9,381	1.7%	0.7%
Registered Vehicles (thousands)	1,413	1,417	1,555	1,445	1,480	2.4%	1.0%

There were 25 fewer fatal crashes in 2014 than in 2013, and 28 fewer people killed. Most (165) of the fatal crashes (94.3%) resulted in just one fatality; there were 9 fatal crashes (5.1%) that resulted in two fatalities and 1 fatal crash resulting in three fatalities in 2014.

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 2014, the number of licensed drivers increased by 1.5% and the population grew by 1.4%, and the number of registered motor vehicles increased by 2.4%.

The statewide AVMT increased by 1.7% in 2014. Commercial vehicles accounted for 18% of the statewide AVMT in 2014.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2010-2014.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatality Rate	1.34	1.08	1.16	1.35	1.15	-14.5%	1.3%
Injury Rate	75.38	70.48	69.38	71.45	72.89	2.0%	-1.7%

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.: 2005-2014

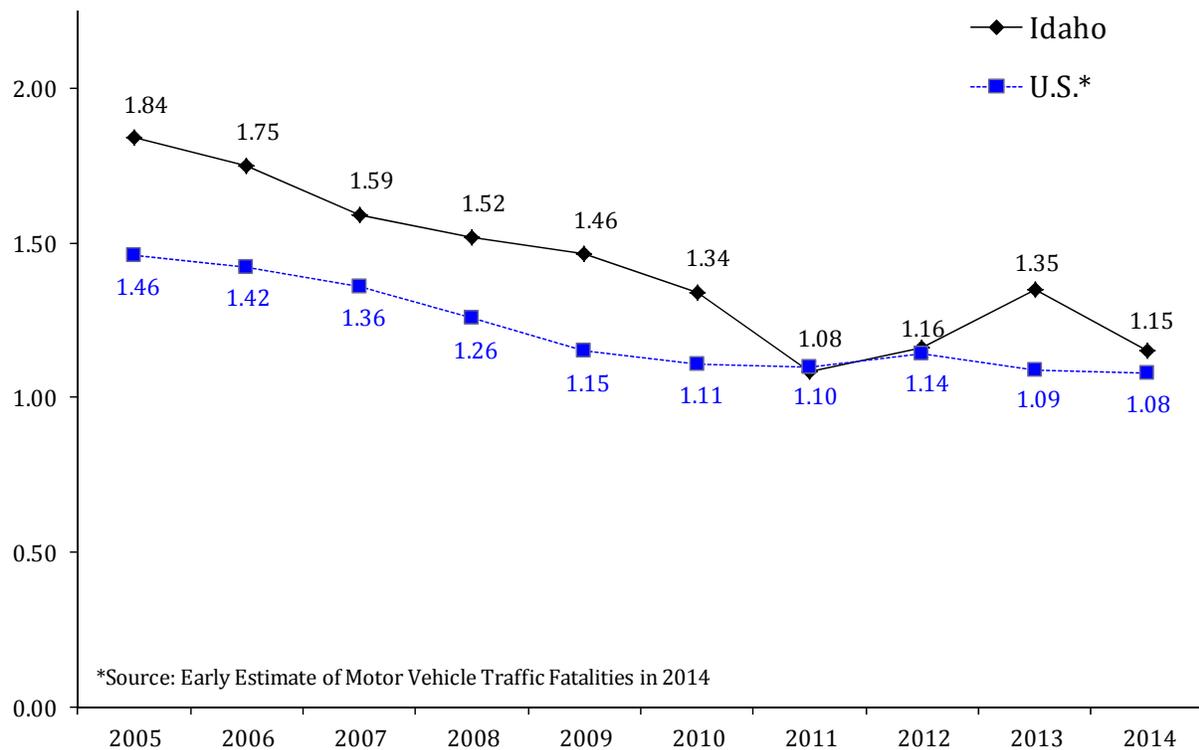
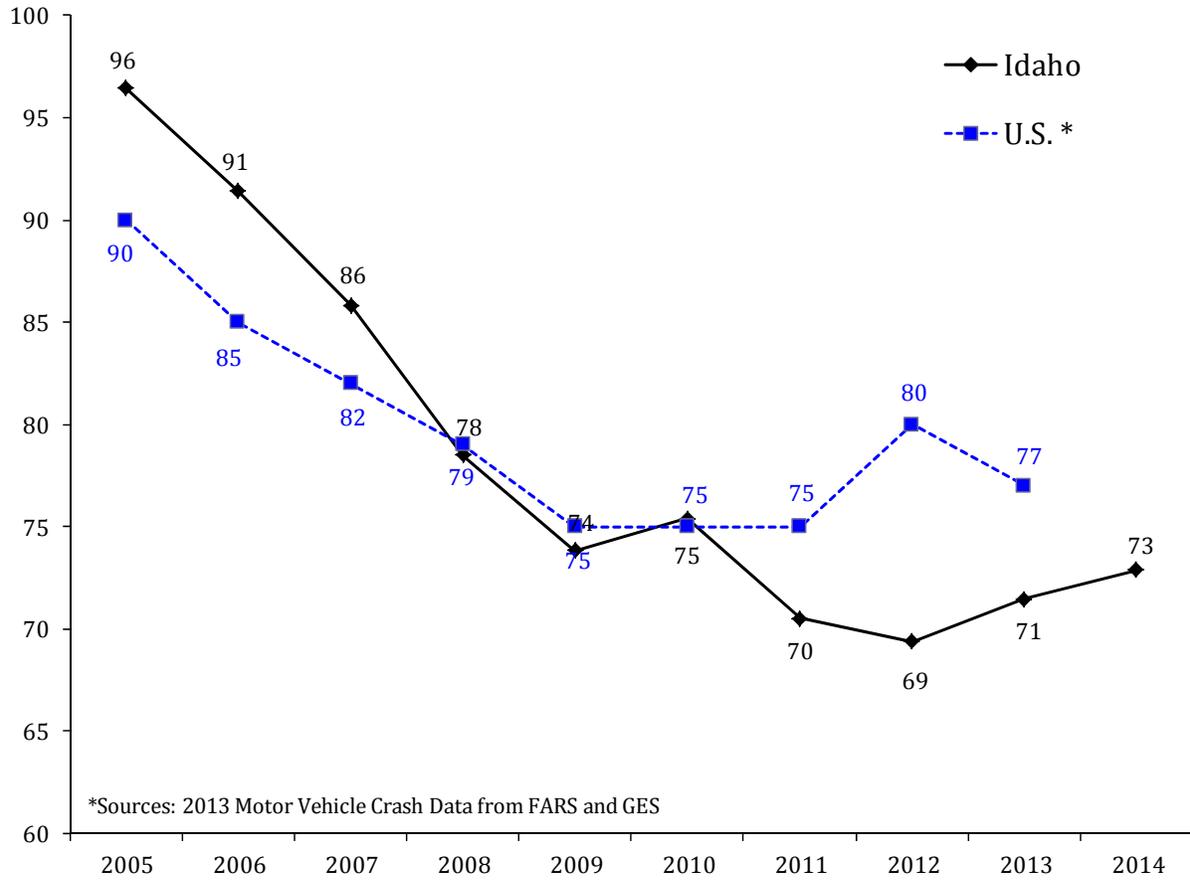


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2005-2014



The 2014 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 2010 through 2014. The number of fatalities decreased to 186 in 2014.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatalities	209	167	184	214	186	-13.1%	2.1%
Serious Injuries	1,396	1,293	1,287	1,262	1,273	0.9%	-3.3%
Visible Injuries	3,565	3,354	3,428	3,549	3,689	3.9%	-0.1%
Possible Injuries	6,764	6,219	6,273	6,533	6,806	4.2%	-1.0%
No Injuries	44,239	40,920	42,620	44,051	42,993	-2.4%	0.0%
Unknown / Missing	818	706	333	344	392	14.0%	-21.1%
Total Persons in Crashes	56,991	53,899	54,125	55,952	55,339	-1.1%	-0.5%

In 2014, there were 7 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2014. There was 1 person killed every 47 hours and 1 person injured every 45 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2014. 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 2014 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2014 was nearly \$2.5 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	186	\$6,493,502	\$1,207,791,342
Serious Injuries	1,273	\$323,382	\$411,665,088
Visible Injuries	3,689	\$90,577	\$334,140,238
Possible Injuries	6,806	\$60,040	\$408,633,680
Property Damage Only	13,742	\$6,951	\$95,520,433
Total Estimate of Economic Cost			\$2,457,750,780

The cost of traffic crashes in 2014 amounts to \$1,504 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 14-3 and Table 14-4 from the NHTSA study, "The Economic and Societal Impact of Motor Vehicle Crashes, 2010"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.

	Federal	State	Unspecified Government	Total Government	Private 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 3.4 times as likely to result in a fatality as multiple-vehicle crashes were in 2014. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Type of Crash	Single Vehicle		Multiple Vehicles	
	Crashes	Injuries	Crashes	Injuries
Fatal	106	109	69	77
Serious Injury	348	418	667	855
Visible Injury	955	1,210	1,797	2,479
Possible Injury	1,162	1,557	3,288	5,249
Property Damage	4,337		9,405	
Total	6,908	3,294	15,226	8,660

In 2014, single-vehicle crashes represented only 31% of all crashes, yet accounted for 61% of all fatal crashes. Of the 106 fatal single-vehicle crashes, 90 (85%) occurred on rural roadways.

Of the 69 multiple-vehicle fatal crashes, 14 involved a pedestrian, 2 involved a bicyclist, 1 involved a train, and the other 52 (75%) involved two or more motor vehicles. Of the 69 fatal multiple-vehicle crashes, 45 (or 65%) 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 25% of single-vehicle crashes. Speed contributed to 22% of single-vehicle crashes and as well as contributing to 6% 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 5 multiple vehicle crashes and 1 out of every 10 single vehicle crashes. Following too close was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to just less than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 8% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2014

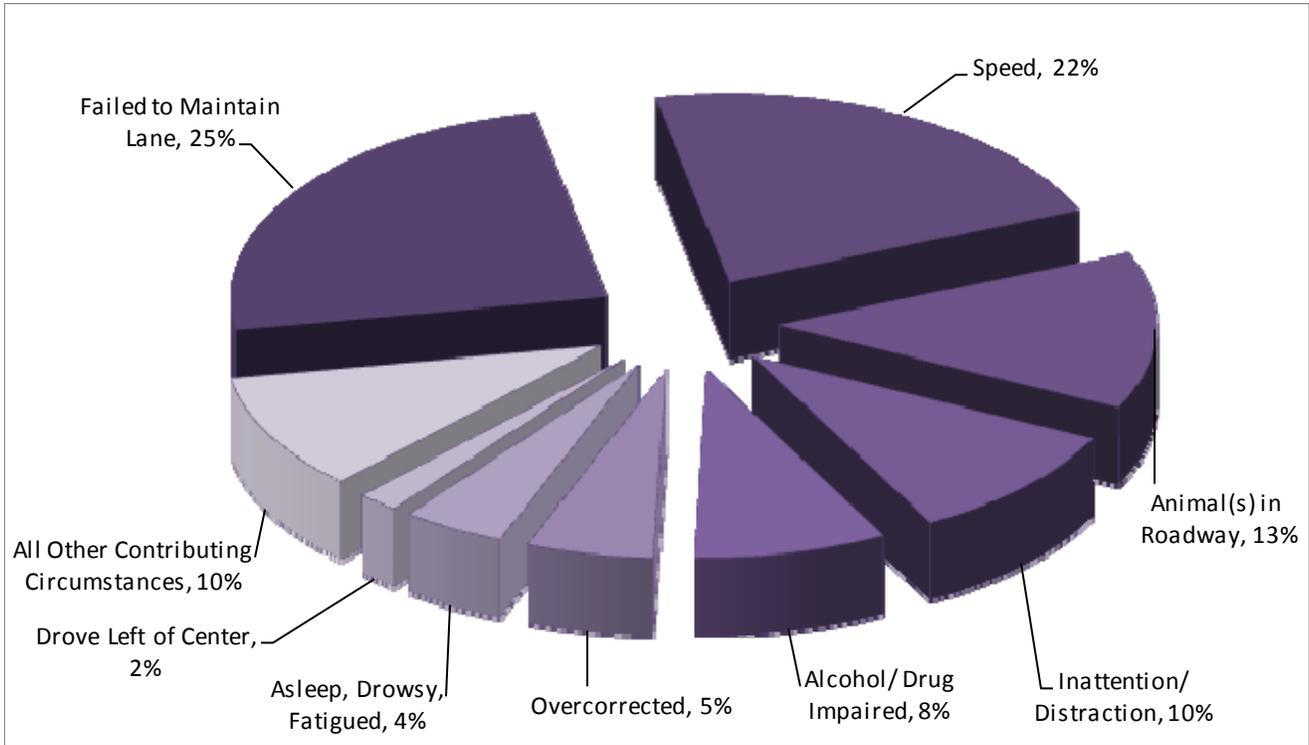


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2014

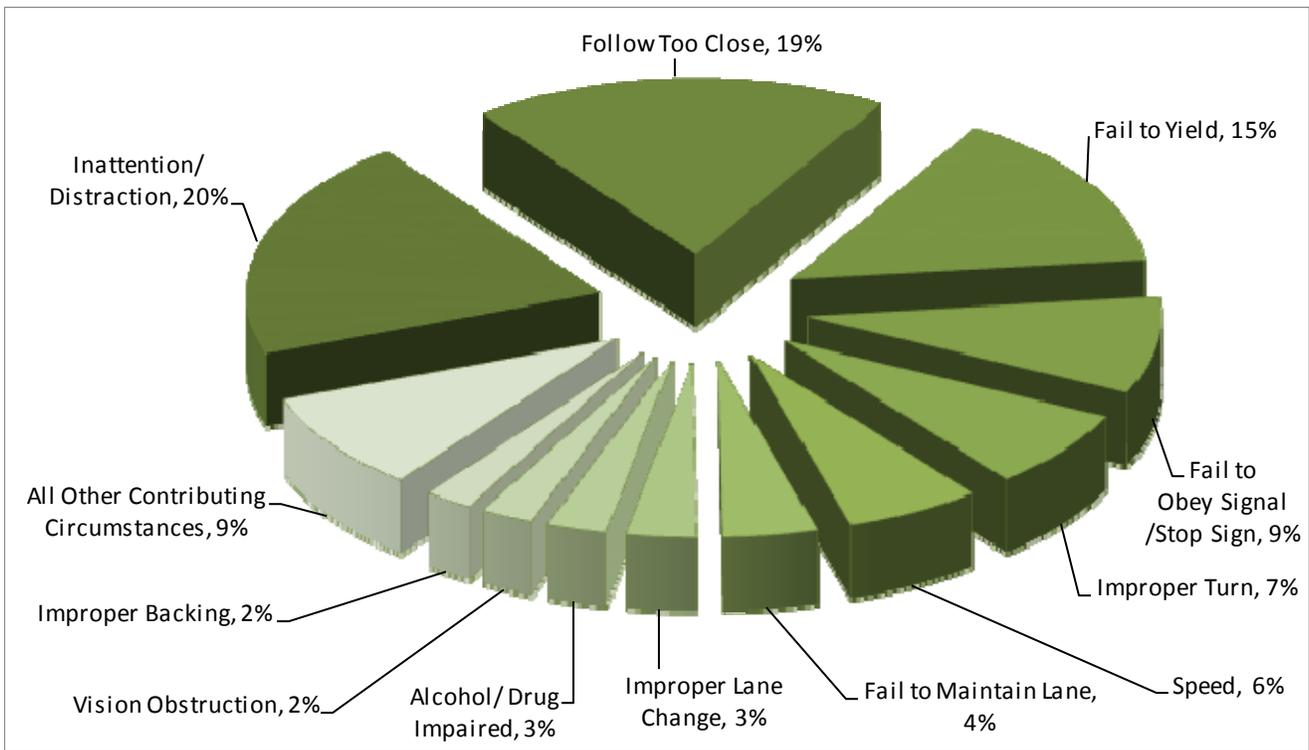


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2014	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (65.1%)	Head On (27.8%)
Tree (9.4%)	Pedestrian (18.8%)
Building/Wall (2.8%)	Angle (11.8%)
Immersion (2.8%)	Side Swiped Opposite (9.7%)
Embankment (1.9%)	Head On - Turning (8.3%)
Fell / Pushed / Jumped (1.9%)	Angle - Turning (4.9%)
Fence (1.9%)	Same Direction - Turning (3.5%)
Guardrail End (1.9%)	Pedalcycle (2.8%)
Other Fixed Object (1.9%)	Rear-End (2.8%)
Other Object Not Fixed (1.9%)	Rear-End Turning (2.8%)
Other Post, Pole or Support (1.9%)	Overturn (2.1%)
Animal - Domestic (0.9%)	Railroad Train (1.4%)
Bridge/Pier Abutment (0.9%)	Struck by Falling/Shifting Cargo (1.4%)
Cargo Loss/Shift (0.9%)	Embankment (0.7%)
Concrete Traffic Barrier (0.9%)	Side Swiped - Same Direction (0.7%)
Fire / Explosion (0.9%)	Vehicle Equipment Failure (0.7%)
Guardrail Face (0.9%)	
Utility Pole / Light Support (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 66% of the single vehicle fatalities and 39% of all fatalities in 2014.

Of the 60 passenger motor vehicle occupants killed in single-vehicle rollovers, 14 (or 23%) were wearing seat belts or were in a child safety seat. Of the 46 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 40 (or 87%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks³. By these estimates, 35 of the 46 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.

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Serious Injuries	Visible Injuries	Possible Injuries
January	6	632	1,892	7	81	275	529
February	6	548	1,680	6	61	219	473
March	14	571	1,550	14	86	229	510
April	13	607	1,494	13	100	256	530
May	18	670	1,701	18	113	317	520
June	20	647	1,630	22	114	326	515
July	25	757	1,795	27	113	369	621
August	25	765	1,825	26	153	376	583
September	18	733	1,895	19	131	341	576
October	8	754	1,905	9	127	328	604
November	8	790	2,495	9	103	347	683
December	14	743	2,272	16	91	306	662
Totals	175	8,217	22,134	186	1,273	3,689	6,806

In 2014, July and August had the highest number of fatal crashes. November and December had the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Crashes by Day of the Week

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

Figure 5
Fatal Crashes by Day of the Week: 2014

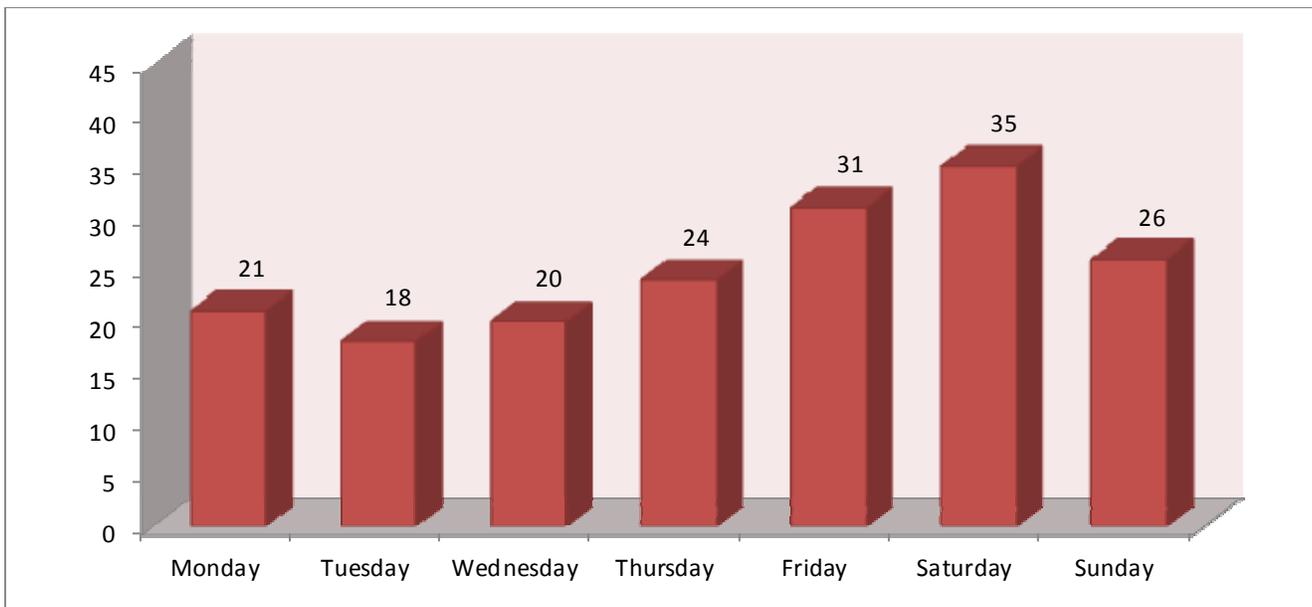
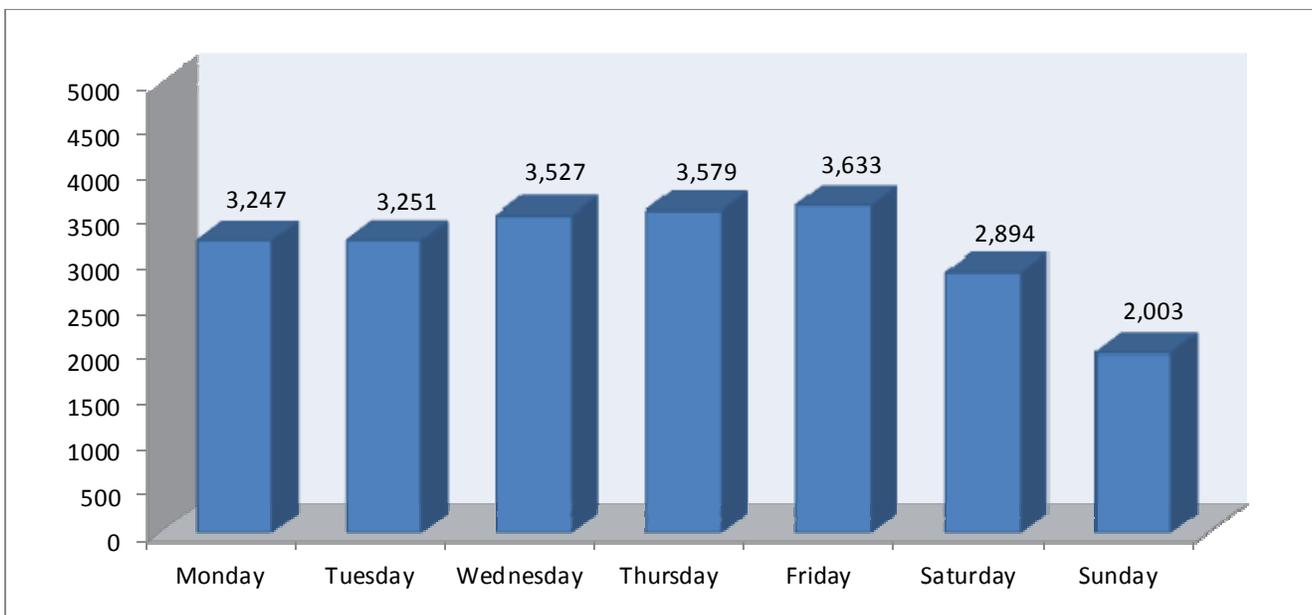


Figure 6
Total Crashes by Day of the Week: 2014



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: 2014

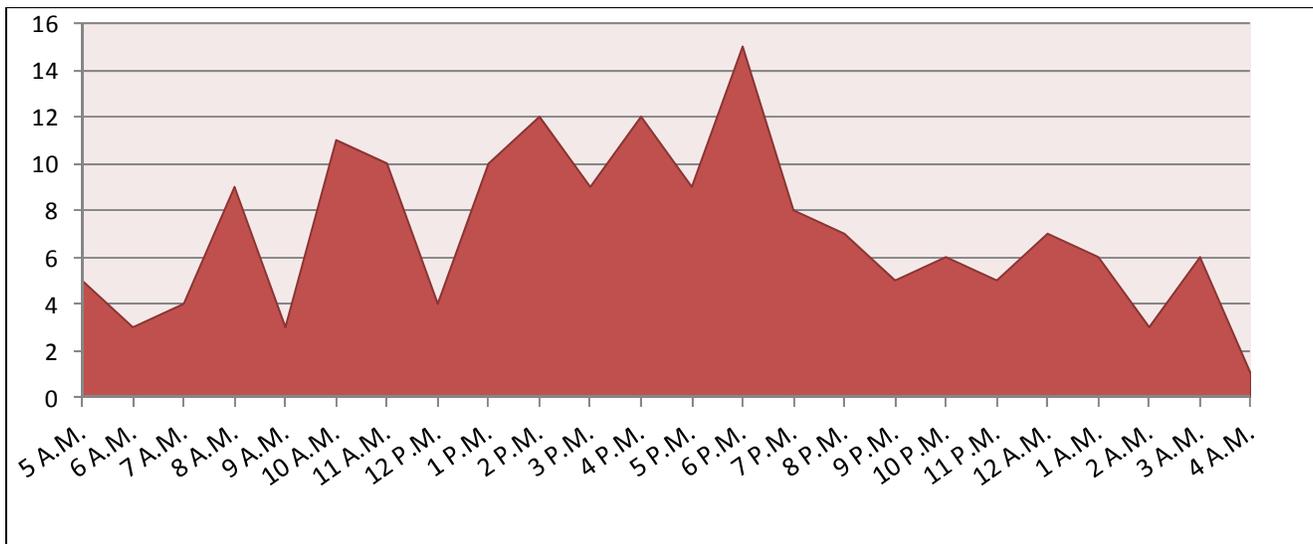
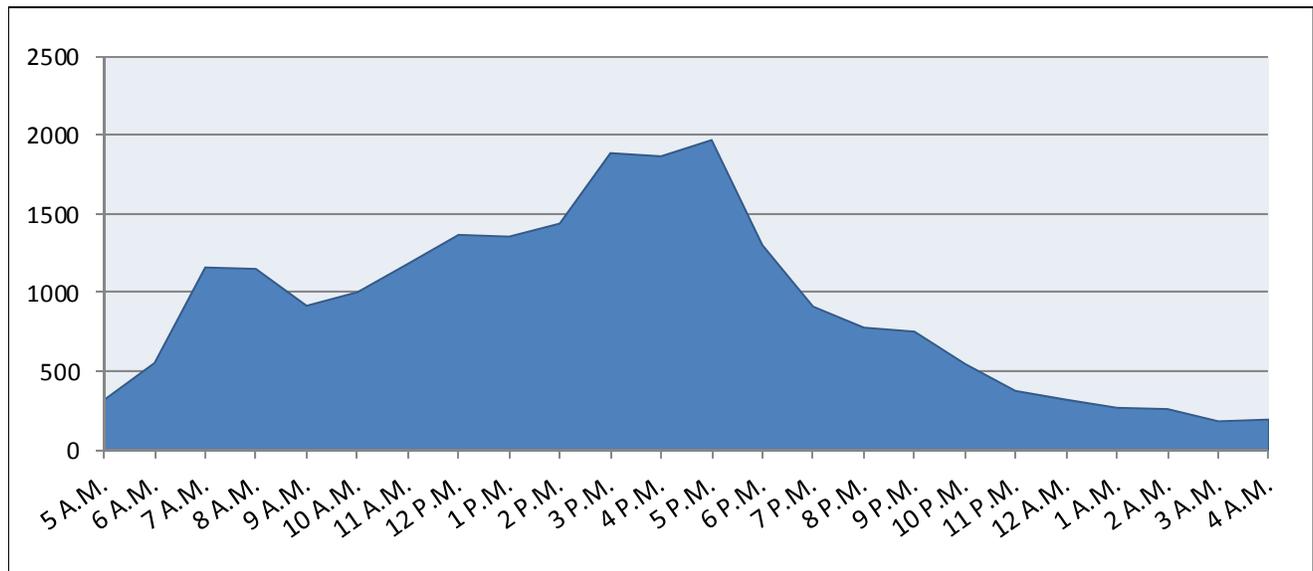


Figure 8
Total Crashes by Time of Day: 2014



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.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatal Crashes	199	185	152	200	175	-12.5%	2.2%
Urban	44	42	30	41	40	-2.4%	1.2%
Rural	155	143	122	159	135	-15.1%	2.6%
Injury Crashes:	7,861	7,939	7,492	7,850	8,217	4.7%	0.0%
Urban	4,838	4,919	4,762	4,963	5,399	8.8%	0.9%
Rural	3,023	3,020	2,730	2,667	2,818	5.7%	-4.0%
Total Crashes:	22,992	22,555	20,833	22,348	22,134	-1.0%	-0.8%
Urban	14,215	13,780	12,993	13,705	14,670	7.0%	-1.1%
Rural	8,777	8,775	7,840	7,697	7,464	-3.0%	-4.2%

In 2014, 77% of fatal crashes occurred on rural roads, whereas 34% of all crashes occurred on rural roads. In Idaho in 2014, 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

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatal Crash Rate	1.20	0.96	1.25	1.26	1.08	-14.0%	3.7%
Urban Fatal Crash Rate	0.65	0.45	0.48	0.62	0.59	-4.1%	1.4%
Rural Fatal Crash Rate	1.60	1.33	1.48	1.72	1.44	-16.5%	3.7%
Injury Crash Rate	51.50	47.30	49.44	49.44	50.89	2.9%	-1.2%
Urban Injury Crash Rate	76.12	71.74	74.63	74.63	79.82	6.9%	-0.6%
Rural Injury Crash Rate	33.73	29.67	28.90	28.90	30.04	3.9%	-4.9%
Total Crash Rate	146.31	131.54	140.75	140.76	137.09	-2.6%	-1.0%
Urban Total Crash Rate	213.25	195.73	206.09	206.09	216.87	5.2%	-1.0%
Rural Total Crash Rate	98.00	85.22	83.42	83.42	79.56	-4.6%	-5.1%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2010-2014, 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: 2010-2014							
Roadway Information	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Local Roads:							
VMT (100 millions)	72.1	71.1	74.0	73.5	74.5	1.4%	0.7%
Fatal Crashes	79	72	74	85	75	-11.8%	2.9%
Injury Crashes	4,978	4,272	4,491	4,603	4,819	4.7%	-2.2%
Total Crashes	14,238	12,011	12,606	13,499	13,852	2.6%	-1.2%
Fatal Crash Rate	1.1	1.0	1.0	1.2	1.0	-13.0%	2.3%
Injury Crash Rate	69.1	60.1	60.7	62.6	64.7	3.3%	-2.9%
Total Crash Rate	197.6	169.0	170.3	183.6	185.9	1.2%	-2.0%
U.S. and State Highways:							
VMT (100 millions)	48.7	48.2	48.4	48.8	49.5	1.4%	0.0%
Fatal Crashes	79	63	71	87	75	-13.8%	5.0%
Injury Crashes	2,288	2,593	2,519	2,532	2,493	-1.5%	3.7%
Total Crashes	6,189	6,897	6,882	6,807	6,603	-3.0%	3.4%
Fatal Crash Rate	1.6	1.3	1.5	1.8	1.5	-15.0%	4.8%
Injury Crash Rate	46.9	53.7	52.1	51.9	50.4	-2.9%	3.7%
Total Crash Rate	127.0	143.0	142.2	139.5	133.4	-4.4%	3.4%
Interstate Highways:							
VMT (100 millions)	34.8	34.8	36.0	36.5	37.4	2.7%	1.6%
Fatal Crashes	27	17	24	28	25	-10.7%	6.9%
Injury Crashes	673	627	620	715	905	26.6%	2.5%
Total Crashes	2,128	1,925	1,914	2,041	1,679	-17.7%	-1.2%
Fatal Crash Rate	0.8	0.5	0.7	0.8	0.7	-13.1%	4.9%
Injury Crash Rate	19.4	18.0	17.2	19.6	24.2	23.3%	0.8%
Total Crash Rate	61.2	55.3	53.2	56.0	44.8	-19.9%	-2.7%
Statewide Totals:							
VMT (100 millions)	155.6	154.2	158.4	158.8	161.5	1.7%	0.7%
Fatal Crashes	185	152	169	200	175	-12.5%	3.9%
Injury Crashes	7,939	7,492	7,630	7,850	8,217	4.7%	-0.3%
Total Crashes	22,555	20,833	21,402	22,347	22,134	-1.0%	-0.2%
Fatal Crash Rate	1.2	1.0	1.1	1.3	1.1	-14.0%	3.1%
Injury Crash Rate	51.0	48.6	48.2	49.4	50.9	2.9%	-1.0%
Total Crash Rate	145.0	135.1	135.1	140.8	137.1	-2.6%	-0.9%

Crashes by Idaho Counties and Cities

County	Fatal Crashes			Injury Crashes			Total Crashes		
	2012	2013	2014	2012	2013	2014	2012	2013	2014
Ada	16	16	15	2,156	2,363	2,463	5,460	6,111	6,286
Adams	1	3	0	21	11	15	46	28	19
Bannock	7	6	8	441	435	415	1,453	1,458	1,231
Bear Lake	2	2	1	26	28	27	116	110	92
Benewah	1	4	3	55	55	41	172	176	167
Bingham	11	9	9	172	192	180	550	632	527
Blaine	0	3	1	62	63	52	195	223	249
Boise	5	4	4	57	43	45	140	108	106
Bonner	10	6	8	147	151	154	456	471	501
Bonneville	10	5	10	468	430	485	1,430	1,390	1,351
Boundary	1	2	3	47	33	48	165	106	138
Butte	0	0	1	9	9	11	57	53	47
Camas	0	0	0	2	2	4	5	8	15
Canyon	13	20	19	903	1,001	1,116	2,360	2,676	2,830
Caribou	3	4	0	57	36	27	130	107	105
Cassia	7	3	5	123	135	141	455	421	415
Clark	2	1	0	11	12	6	38	46	26
Clearwater	2	2	1	12	10	36	54	37	100
Custer	3	1	1	21	34	21	72	76	66
Elmore	7	10	2	161	164	132	346	346	283
Franklin	0	3	6	39	54	56	126	113	122
Fremont	2	3	2	57	56	43	199	170	158
Gem	1	2	0	55	46	49	134	140	148
Gooding	6	10	4	74	84	84	209	210	196
Idaho	7	6	13	103	112	124	261	310	285
Jefferson	3	2	2	62	65	84	197	233	191
Jerome	6	7	5	142	143	157	388	399	390
Kootenai	9	11	6	805	745	815	2,134	2,132	2,151
Latah	5	9	5	161	153	165	483	496	525
Lemhi	2	4	4	34	35	50	111	127	111
Lewis	0	0	2	23	20	23	52	55	63
Lincoln	2	2	2	11	18	21	35	61	56
Madison	0	0	0	122	113	115	518	490	470
Minidoka	3	3	2	80	70	92	255	212	240
Nez Perce	4	9	5	197	223	213	668	781	692
Oneida	3	2	1	30	22	36	109	83	97
Owyhee	1	4	1	48	45	41	137	129	124
Payette	3	2	1	81	89	76	194	193	172
Power	3	3	3	49	61	63	143	165	158
Shoshone	0	3	3	52	68	61	160	206	159
Teton	1	0	0	15	24	19	69	63	53
Twin Falls	7	7	11	345	318	323	825	742	729
Valley	0	3	5	74	61	72	229	198	246
Washington	0	4	1	20	18	16	66	56	44
TOTALS	152	200	175	7,492	7,850	8,217	20,833	22,347	22,134

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2012-2014 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2014.

Table 13									
Crash History of Idaho Cities: 2012-2014									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2012	2013	2014	2012	2013	2014	2012	2013	2014
40,000 and over									
Boise	4	9	6	1,271	1,417	1,481	3,270	3,608	3,683
Caldwell	1	4	1	198	210	242	485	595	626
Coeur d'Alene	0	2	1	347	331	343	908	896	908
Idaho Falls	1	2	4	265	254	276	830	820	790
Meridian	4	3	2	538	506	523	1,201	1,307	1,334
Nampa	4	3	4	485	538	595	1,314	1,399	1,462
Pocatello	2	0	1	316	307	304	1,049	1,025	939
Twin Falls	0	1	3	208	184	195	438	350	368
15,000 - 39,999									
Eagle	0	0	0	66	68	82	226	248	270
Kuna	1	0	2	19	26	26	65	86	96
Lewiston	1	2	1	127	148	147	455	523	493
Moscow	1	1	1	67	62	78	206	238	271
Post Falls	0	0	3	111	101	107	263	268	288
Rexburg	0	0	0	77	69	67	314	299	301
5,000 - 14,999									
Ammon	0	0	0	42	35	30	125	111	118
Blackfoot	1	0	0	46	57	48	195	226	169
Burley	0	1	1	43	56	48	203	210	207
Chubbuck	0	1	1	51	52	56	156	206	171
Emmett	0	0	0	20	16	23	50	38	49
Garden City	0	1	0	86	102	81	212	254	264
Hailey	0	0	0	11	13	15	49	50	60
Hayden	0	1	0	53	46	51	141	172	164
Jerome	0	0	2	30	23	23	90	95	104
Middleton	0	0	1	7	6	12	22	28	28
Mountain Home	0	0	0	32	20	17	87	63	39
Payette	0	0	0	16	19	10	39	43	30
Preston	0	1	0	14	13	1	47	31	3
Rathdrum	0	0	0	25	14	22	47	52	44
Rupert	0	0	0	8	6	9	17	22	35
Sandpoint	0	0	0	29	14	17	118	86	105
Star	0	0	0	9	17	13	19	34	29
Weiser	0	0	0	7	9	7	22	22	10

Table 13 (Continued)
Crash History of Idaho Cities: 2012-2014

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2012	2013	2014	2012	2013	2014	2012	2013	2014
2,000 - 4,999									
American Falls	1	0	0	6	10	13	37	39	39
Bellevue	0	0	0	0	4	2	8	14	15
Bonniers Ferry	0	0	0	7	9	16	21	27	27
Buhl	0	0	0	5	5	4	23	24	19
Dalton Gardens	0	0	0	6	5	2	18	21	12
Filer	0	0	0	2	2	4	8	3	9
Fruitland	0	0	0	11	16	10	31	38	23
Gooding	0	0	0	5	7	7	23	20	19
Grangeville	0	0	0	2	5	5	3	22	10
Heyburn	0	0	0	13	17	15	46	40	34
Homedale	0	0	0	4	0	3	9	11	10
Kellogg	0	0	1	3	5	9	21	24	24
Ketchum	0	1	0	12	8	4	39	38	37
Kimberly	0	0	0	1	2	4	5	4	15
Malad	0	0	0	1	2	2	7	16	21
McCall	0	0	0	9	7	14	33	30	37
Montpelier	0	0	0	3	2	5	24	29	26
Orofino	0	0	1	6	9	7	40	28	31
Parma	0	1	0	0	2	1	5	16	10
Rigby	0	0	0	15	12	20	53	52	51
St. Anthony	0	0	0	8	5	1	25	19	17
St. Maries	0	0	0	8	4	2	37	22	36
Salmon	0	0	0	6	10	5	29	30	23
Shelley	0	0	0	7	2	8	18	11	14
Soda Springs	0	0	0	4	5	1	13	18	7
Spirit Lake	0	0	0	1	5	1	10	9	6
Wendell	0	0	0	3	4	3	15	17	20

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 2014 U. S. Census Bureau estimates for counties.

Table 14							
Fatal and Injury Crash Rates by County - 2014							
	2014 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
50,000 and over							
Ada	426.2	6,286	15	2,463	15	3,420	5.8
Bannock	83.3	1,231	8	415	10	584	5.1
Bonneville	108.6	1,351	10	485	10	697	4.6
Canyon	203.1	2,830	19	1,116	19	1,684	5.6
Kootenai	147.3	2,151	6	815	6	1,131	5.6
Twin Falls	80.9	729	11	323	12	477	4.1
Mean Crash Rate							5.4

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2014

	2014 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	527	9	180	10	290	4.2
Blaine	21.5	249	1	52	2	69	2.5
Bonner	41.6	501	8	154	8	206	3.9
Cassia	23.5	415	5	141	5	206	6.2
Elmore	26.1	283	2	132	2	209	5.1
Jefferson	27.0	191	2	84	2	135	3.2
Jerome	22.8	390	5	157	5	247	7.1
Latah	38.4	525	5	165	6	219	4.4
Madison	38.0	470	0	115	0	150	3.0
Minidoka	20.3	240	2	92	2	139	4.6
Nez Perce	40.0	692	5	213	5	288	5.4
Payette	22.8	172	1	76	1	117	3.4
Mean Crash Rate							4.4
10,000 - 19,999							
Boundary	11.0	138	3	48	3	69	4.6
Franklin	13.0	122	6	56	6	90	4.8
Fremont	12.9	158	2	43	2	72	3.5
Gem	16.9	148	0	49	0	66	2.9
Gooding	15.1	196	4	84	4	114	5.8
Idaho	16.2	285	13	124	14	167	8.4
Owyhee	11.4	124	1	41	1	55	3.7
Shoshone	12.4	159	3	61	4	86	5.2
Teton	10.3	53	0	19	0	29	1.8
Washington	10.0	44	1	16	1	25	1.7
Mean Crash Rate							4.4
5,000 - 9,999							
Bear Lake	6.0	92	1	27	1	53	4.7
Benewah	9.1	167	3	41	3	61	4.8
Boise	6.8	106	4	45	4	68	7.2
Caribou	6.8	105	0	27	0	49	3.9
Clearwater	8.6	100	1	36	1	46	4.3
Lemhi	7.7	111	4	50	5	62	7.0
Lincoln	5.3	56	2	21	2	28	4.3
Power	7.6	158	3	63	3	90	8.7
Valley	9.8	246	5	72	7	95	7.8
Mean Crash Rate							6.0

Table 14 (Continued)							
Fatal and Injury Crash Rates by County - 2014							
	2014 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
0 - 4,999							
Adams	3.9	19	0	15	0	23	3.9
Butte	2.6	47	1	11	1	14	4.6
Camas	1.0	15	0	4	0	7	3.8
Clark	0.9	26	0	6	0	7	6.9
Custer	4.1	66	1	21	1	27	5.3
Lewis	3.8	63	2	23	2	31	6.5
Oneida	4.2	97	1	36	1	66	8.8
Mean Crash Rate							5.9
Statewide Totals	1,634.5	22,134	175	8,217	186	11,768	5.1

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 2014.

Table 15							
Fatal and Injury Crash Rates by City - 2014							
	2014 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	216.3	3,683	6	1,481	6	2,033	6.9
Caldwell	50.2	626	1	242	1	382	4.8
Coeur d'Alene	47.9	908	1	343	1	451	7.2
Idaho Falls	58.7	790	4	276	4	389	4.8
Meridian	87.7	1,334	2	523	2	748	6.0
Nampa	88.2	1,462	4	595	4	863	6.8
Pocatello	54.3	939	1	304	2	415	5.6
Twin Falls	46.5	368	3	195	3	274	4.3
Mean Crash Rate							6.1

Table 15 (Continued)
Fatal and Injury Crash Rates by City - 2014

	2014 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	22.5	270	0	82	0	117	3.6
Kuna	17.0	96	2	26	2	41	1.6
Lewiston	32.5	493	1	147	1	188	4.6
Moscow	24.8	271	1	78	1	98	3.2
Post Falls	29.9	288	3	107	3	154	3.7
Rexburg	27.1	301	0	67	0	89	2.5
Mean Crash Rate							3.3
5,000 - 14,999							
Ammon	14.7	118	0	30	0	38	2.0
Blackfoot	11.8	169	0	48	0	87	4.1
Burley	10.5	207	1	48	1	74	4.7
Chubbuck	14.2	171	1	56	1	76	4.0
Emmett	6.6	49	0	23	0	30	3.5
Garden City	11.4	264	0	81	0	107	7.1
Hailey	8.1	60	0	15	0	19	1.9
Hayden	13.9	164	0	51	0	84	3.7
Jerome	11.2	104	2	23	2	37	2.2
Middleton	6.4	28	1	12	1	13	2.0
Mountain Home	13.8	39	0	17	0	20	1.2
Payette	7.4	30	0	10	0	12	1.3
Preston	5.2	3	0	1	0	1	0.2
Rathdrum	7.3	44	0	22	0	37	3.0
Rupert	5.7	35	0	9	0	11	1.6
Sandpoint	7.8	105	0	17	0	19	2.2
Star	7.3	29	0	13	0	20	1.8
Weiser	5.4	10	0	7	0	10	1.3
Mean Crash Rate							2.9

Table 15 (Continued)
Fatal and Injury Crash Rates by City - 2014

	2014 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	4.3	39	0	13	0	21	3.0
Bellevue	2.3	15	0	2	0	3	0.9
Bonnars Ferry	2.5	27	0	16	0	20	6.4
Buhl	4.2	19	0	4	0	6	0.9
Dalton Gardens	2.4	12	0	2	0	2	0.8
Filer	2.7	9	0	4	0	10	1.5
Fruitland	4.9	23	0	10	0	14	2.0
Gooding	3.5	19	0	7	0	7	2.0
Grangeville	3.1	10	0	5	0	8	1.6
Heyburn	3.2	34	0	15	0	24	4.7
Homedale	2.6	10	0	3	0	3	1.2
Kellogg	2.1	24	1	9	1	15	4.8
Ketchum	2.7	37	0	4	0	5	1.5
Kimberly	3.5	15	0	4	0	4	1.1
Malad	2.0	21	0	2	0	6	1.0
McCall	3.0	37	0	14	0	17	4.7
Montpelier	2.5	26	0	5	0	5	2.0
Orofino	3.1	31	1	7	1	8	2.6
Parma	2.1	10	0	1	0	1	0.5
Rigby	4.0	51	0	20	0	34	5.0
St. Anthony	3.5	17	0	1	0	1	0.3
St. Maries	2.3	36	0	2	0	2	0.9
Salmon	3.0	23	0	5	0	7	1.6
Shelley	4.4	14	0	8	0	14	1.8
Soda Springs	3.0	7	0	1	0	1	0.3
Spirit Lake	2.0	6	0	1	0	1	0.5
Wendell	2.7	20	0	3	0	3	1.1
Mean Crash Rate							2.1

Driver Age Distribution

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

Age	2000	2010	2014	Change 2000-2014	Change 2010-2014
15* (%)	9,406 1.1%	2,592 0.2%	2,882 0.3%	-69.4%	11.2%
16-24 (%)	156,485 17.5%	153,891 14.4%	158,654 14.1%	1.4%	3.1%
25-34 (%)	154,133 17.3%	191,583 17.9%	195,129 17.3%	26.6%	1.9%
35-44 (%)	178,401 20.0%	177,226 16.6%	184,753 16.4%	3.6%	4.2%
45-54 (%)	167,821 18.8%	195,441 18.3%	187,169 16.6%	11.5%	-4.2%
55-64 (%)	106,190 11.9%	177,521 16.6%	192,086 17.0%	80.9%	8.2%
65+ (%)	120,516 13.5%	171,288 16.0%	207,824 18.4%	72.4%	21.3%
TOTALS	892,952	1,069,542	1,128,497	26.4%	5.5%

**On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

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

Driver Age and Crash Involvement

Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	2,882	0.3%	339	0.9%	3.5	122	0.8%	3.3
16	9,760	0.9%	873	2.3%	2.7	328	2.3%	2.6
17	14,645	1.3%	1,256	3.4%	2.6	453	3.1%	2.4
18	16,818	1.5%	1,404	3.8%	2.5	513	3.5%	2.4
19	18,790	1.7%	1,244	3.3%	2.0	451	3.1%	1.9
20	19,305	1.7%	1,146	3.1%	1.8	439	3.0%	1.8
21	18,142	1.6%	1,182	3.2%	2.0	461	3.2%	2.0
22	19,785	1.8%	1,032	2.8%	1.6	425	2.9%	1.7
23	20,485	1.8%	984	2.6%	1.4	371	2.6%	1.4
24	20,924	1.9%	929	2.5%	1.3	355	2.4%	1.3
25-34	195,129	17.3%	7,373	19.7%	1.1	2,929	20.2%	1.2
35-44	184,753	16.4%	5,785	15.5%	0.9	2,242	15.4%	0.9
45-54	187,169	16.6%	4,889	13.1%	0.8	2,016	13.9%	0.8
55-64	192,086	17.0%	4,205	11.2%	0.7	1,664	11.5%	0.7
65-74	133,383	11.8%	2,569	6.9%	0.6	1,009	6.9%	0.6
75+	74,441	6.6%	1,340	3.6%	0.5	527	3.6%	0.5
Not Stated or Other			853	2.3%		227	1.6%	
TOTALS	1,128,497		37,403			14,532		

** 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.*

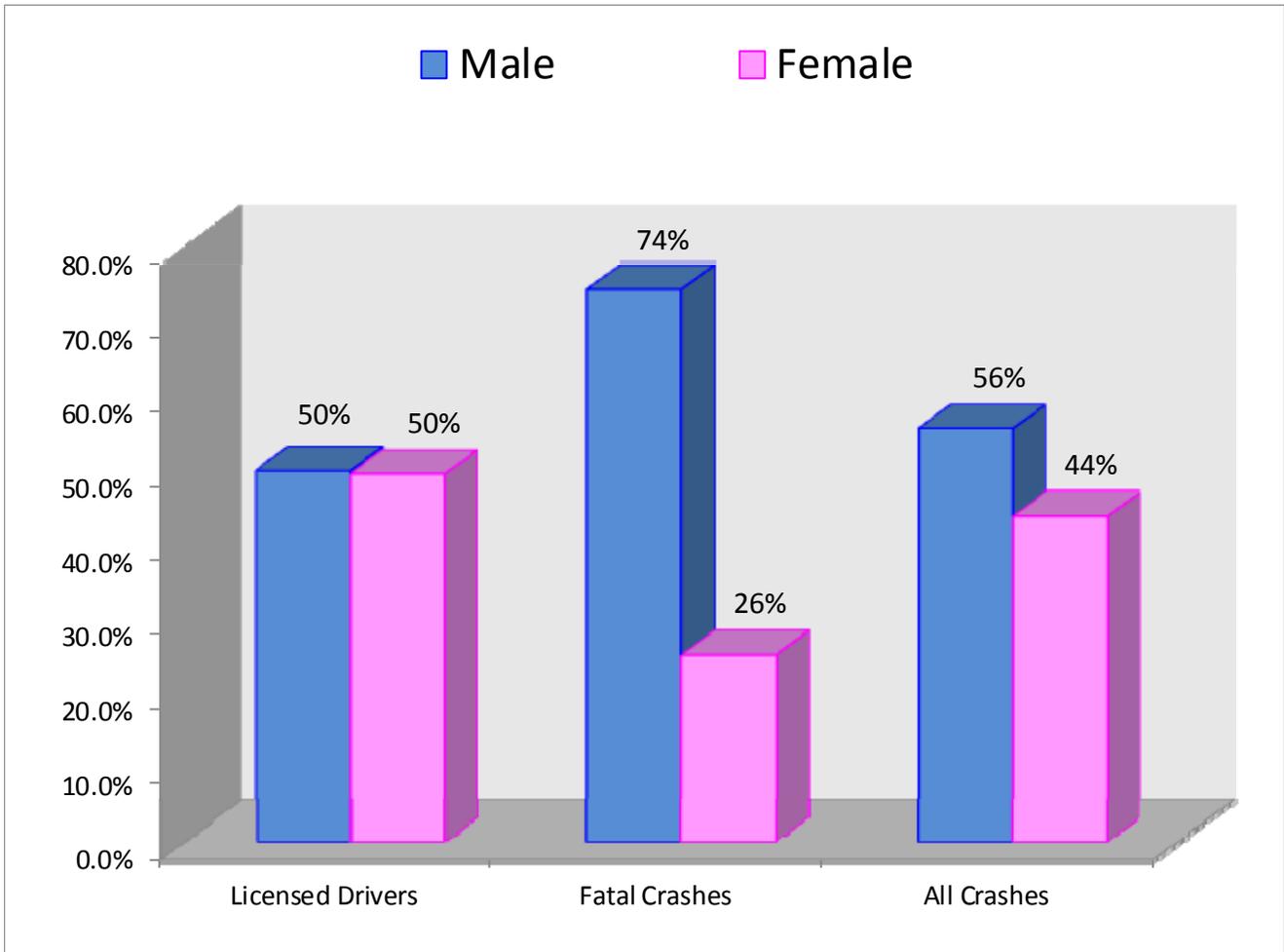
Drivers, ages 19 and under, were involved in 2.3 times as many fatal or injury traffic crashes as expected. This age group comprised 5.6% of all licensed drivers and accounted for 12.8% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected. Young drivers continue to be over-involved in crashes.

Drivers that were 28 years old in 2013 were the first group of drivers subjected to the Graduated Driver's License (GDL) requirements.

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 74% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2014



In 2014, males were 1.3 times more likely than females to be involved in any crash and were 2.9 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 3.1 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 3.5 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2014

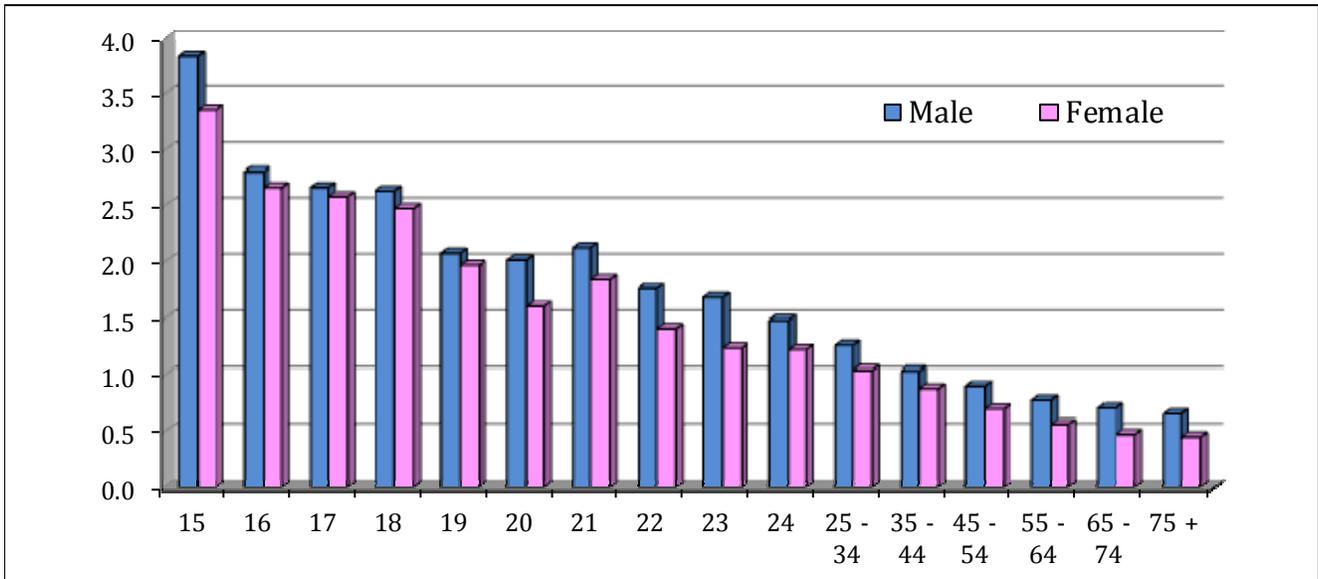
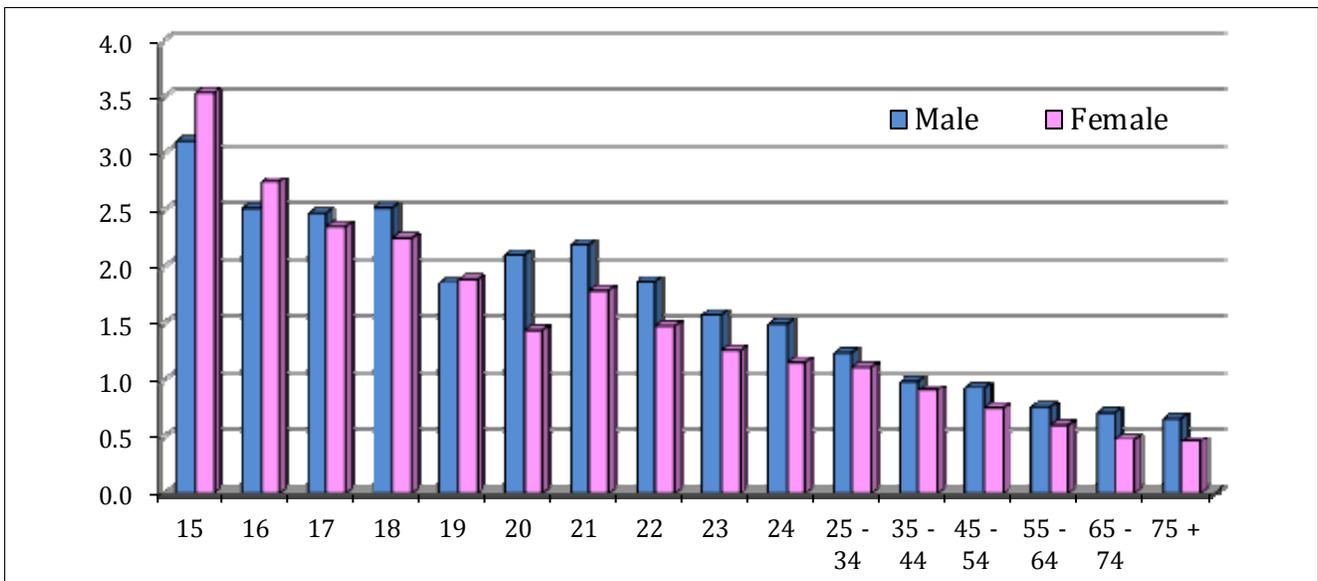


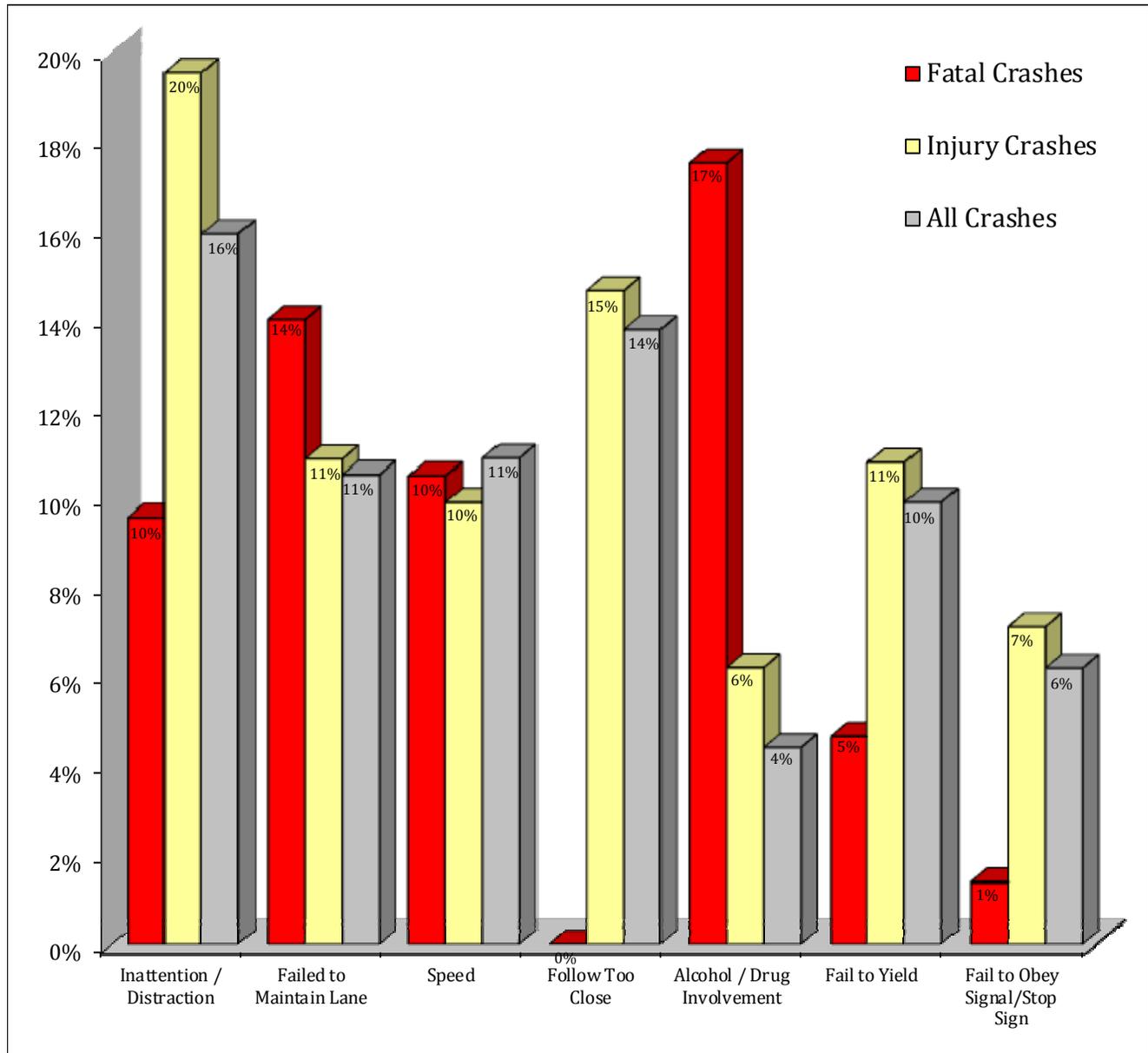
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2014



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 Prevalent Contributing Circumstances Cited for Traffic Crashes in 2014



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2014 are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	67,421	45.7%
2. Safety Restraint Violations	23,708	16.1%
3. Insurance Violations	12,303	8.3%
4. Failure to Obey Traffic Control Devices	9,315	6.3%
5. Driving Under the Influence	7,718	5.2%
6. Driving Without Privileges - Suspended License	5,864	4.0%
7. Following Too Close	4,743	3.2%
8. Reckless or Inattentive Driving	3,146	2.1%
9. Failure to Yield Right of Way	2,633	1.8%
10. Child Safety Seat Violations	1,218	0.8%
All Other	9,504	6.4%
TOTAL	147,573	

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 63% of all violations for 2014. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	2,882	7.0	1.8	0.2	0.7	1.2
16-19	60,013	13.2	1.9	0.4	0.7	1.6
20-24	98,641	11.3	1.4	1.3	0.7	0.9
25-34	195,129	7.8	1.0	1.2	0.4	0.5
35-44	184,753	6.5	0.8	0.8	0.2	0.4
45-54	187,169	5.0	0.6	0.7	0.2	0.3
55-64	192,086	3.3	0.5	0.3	0.1	0.2
65-74	133,383	2.3	0.4	0.1	0.1	0.1
75+	74,441	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: 2014

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	22,648	37.4%
Failure to Pay Fine	14,839	24.5%
Administrative License Suspension (ALS)*	7,361	12.2%
Driving Under the Influence	6,630	11.0%
Family Responsibility Law	2,741	4.5%
Driving Without Privileges	1,264	2.1%
Underage Consumption or Possession of Alcohol	1,024	1.7%
Reckless/Inattentive Driving	670	1.1%
Refused Evidentiary BAC Test	500	0.8%
Recurrence of Violation (Under 17 Years Old)	364	0.6%
Points	316	0.5%
All Others	2,119	3.5%
TOTALS	60,476	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 accounted for 62% 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.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Impaired Driving Crashes	1,593	1,456	1,454	1,425	1,378	-3.3%	-3.6%
Fatalities	96	66	73	96	72	-25.0%	3.6%
Serious Injuries	273	277	241	228	227	-0.4%	-5.6%
Visible Injuries	447	400	399	362	383	5.8%	-6.7%
Possible Injuries	475	474	535	445	443	-0.4%	-1.4%
Impaired Driving Crashes as a % of All Crashes	7.1%	7.0%	6.8%	6.4%	6.2%	-2.4%	-3.3%
Impaired Driving Fatalities as a % of All Fatalities	45.9%	39.5%	39.7%	44.9%	38.7%	-13.7%	-0.2%
Impaired Driving Injuries as a % of All Injuries	10.2%	10.6%	10.7%	9.1%	8.9%	-1.9%	-3.3%
All Fatal and Injury Crashes	7,644	8,049	8,049	8,049	8,392	4.3%	1.8%
Impaired Fatal/Injury Crashes	903	822	843	797	784	-1.6%	-4.0%
% Impaired Driving	11.8%	10.2%	10.5%	9.9%	9.3%	-5.7%	-5.5%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.37	2.22	1.98	2.04	1.85	-9.3%	-4.7%
Annual DUI Arrests by Agency*							
Idaho State Police	2,003	1,846	1,659	1,304	1,197	-8.2%	-13.1%
Local Agencies	8,723	7,840	7,482	6,825	6,248	-8.5%	-7.8%
Total Arrests	10,726	9,686	9,141	8,129	7,445	-8.4%	-8.8%
DUI Enforcement Rate**	1.00	0.89	0.84	0.73	0.66	-9.8%	-10.0%

*Source: Idaho State Police, Bureau of Criminal Identification

**DUI Arrests per 100 Licensed Drivers per Year.

In 2014, impaired driving crashes decreased by 3%, while fatalities resulting from impaired driving crashes decreased by 25% (mostly due to the large increase in 2013). Nearly 9% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Nearly 39% of all fatalities were the result of an impaired driving crash in 2014. Only 41% 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 2014 from the prior year and ISP DUI arrests decreased by 8%. Overall, DUI arrests decreased by 8% from 2013 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2014. The estimated cost of Idaho impaired driving crashes in 2014 was more than \$606 million dollars. This estimate represents just less than 25% of the total cost of Idaho crashes (as shown in Table 4).

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	72	\$6,493,502	\$467,532,132
Serious Injuries	227	\$323,382	\$73,407,679
Visible Injuries	383	\$90,577	\$34,691,166
Possible Injuries	443	\$60,040	\$26,597,814
Property Damage Only	594	\$6,951	\$4,128,885
Total Estimate of Economic Cost			\$606,357,676

Victims of Fatal Crashes Involving Impaired Drivers

Of the 72 people killed in impaired driving crashes, 65 (or 90%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

Impaired Status*	Passenger Vehicles		Motorcycle	Pedestrian	Bicyclist	ATV	Snowmobile
	Driver	Passenger	Driver			Driver	Driver
Impaired	39	9	8	5	1	2	1
Not Impaired	5	1	0	1	0	0	0

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

Impaired Driving by Age

Table 24 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in crashes by age. Drivers, ages 18 to 39, are over-represented in impaired driving crashes. Drivers, ages 21 to 23 years-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 8% of the impaired drivers involved in crashes were under 21 years of age.

Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	2	0.0%	1	0.1%
15	2,882	0.3%	7	0.1%	4	0.3%
16	9,760	0.9%	20	0.3%	11	0.8%
17	14,645	1.3%	45	0.6%	15	1.1%
18	16,818	1.5%			23	1.7%
19	18,790	1.7%	225	3.0%	31	2.3%
20	19,305	1.7%			28	2.1%
21	18,142	1.6%			76	5.6%
22	19,785	1.8%			73	5.4%
23	20,485	1.8%			59	4.3%
24	20,924	1.9%	1,362	18.3%	49	3.6%
25-29	96,010	8.5%	1,213	16.3%	209	15.3%
30-34	99,119	8.8%	1,030	13.8%	188	13.8%
35-39	94,512	8.4%	815	10.9%	139	10.2%
40-44	90,241	8.0%	699	9.4%	107	7.9%
45-49	88,604	7.9%	629	8.4%	95	7.0%
50-54	98,565	8.7%	566	7.6%	93	6.8%
55-59	99,498	8.8%	444	6.0%	72	5.3%
60+	300,412	26.6%	341	4.6%	81	5.9%
Missing or Unknown			47	0.6%	8	0.6%
TOTALS	1,128,497		7,445		1,362	

* 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 2014 U.S. Census estimates for counties.

Table 25							
Impaired Driving Crashes by County: 2014							
	2014 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	426.2	308	7	158	7	218	0.4
Bannock	83.3	98	3	53	3	75	0.7
Bonneville	108.6	67	5	32	5	52	0.3
Canyon	203.1	117	8	57	8	91	0.3
Kootenai	147.3	174	2	86	2	134	0.6
Twin Falls	80.9	72	4	36	4	63	0.5
Mean Crash Rate							0.4
20,000 - 49,999							
Bingham	45.3	29	3	13	4	18	0.4
Blaine	21.5	16	0	4	0	4	0.2
Bonner	41.6	43	5	23	5	31	0.7
Cassia	23.5	19	1	11	1	11	0.5
Elmore	26.1	16	2	9	2	18	0.4
Jefferson	27.0	10	2	5	2	5	0.3
Jerome	22.8	34	1	17	1	24	0.8
Latah	38.4	31	2	15	2	22	0.4
Madison	38.0	10	0	4	0	5	0.1
Minidoka	20.3	20	0	11	0	20	0.5
Nez Perce	40.0	67	3	25	3	35	0.7
Payette	22.8	11	0	8	0	9	0.4
Mean Crash Rate							0.4
10,000 - 19,999							
Boundary	11.0	6	2	3	2	5	0.5
Franklin	13.0	8	0	5	0	5	0.4
Fremont	12.9	3	1	2	1	7	0.2
Gem	16.9	13	0	7	0	10	0.4
Gooding	15.1	16	1	11	1	13	0.8
Idaho	16.2	31	5	21	5	31	1.6
Owyhee	11.4	2	0	1	0	4	0.1
Shoshone	12.4	18	1	13	2	14	1.1
Teton	10.3	7	0	5	0	5	0.5
Washington	10.0	2	1	1	1	3	0.2
Mean Crash Rate							0.6

Table 25 (Continued)
Impaired Driving Crashes by County: 2014

	2014 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	6.0	8	1	6	1	19	1.2
Benewah	9.1	17	1	8	1	10	1.0
Boise	6.8	14	1	7	1	13	1.2
Caribou	6.8	6	0	4	0	10	0.6
Clearwater	8.6	13	0	8	0	10	0.9
Lemhi	7.7	14	2	10	3	14	1.6
Lincoln	5.3	6	1	4	1	4	0.9
Power	7.6	13	2	9	2	11	1.4
Valley	9.8	15	1	11	1	13	1.2
Mean Crash Rate							1.1
0 - 4,999							
Adams	3.9	3	0	3	0	4	0.8
Butte	2.6	2	0	1	0	1	0.4
Camas	1.0	1	0	1	0	2	1.0
Clark	0.9	2	0	2	0	2	2.3
Custer	4.1	3	0	1	0	4	0.2
Lewis	3.8	8	1	3	1	3	1.0
Oneida	4.2	5	0	1	0	1	0.2
Mean Crash Rate							0.6
Statewide Totals	1,634.5	1,378	69	715	72	1,053	0.5

Table 26 presents information on impaired driving crashes for cities with populations exceeding 2,000 people by population groupings. Population figures are from the U. S. Census Bureau's estimates for cities for 2014.

Table 26
Impaired Driving Crashes by City: 2014

	2014 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	216.3	153	2	78	2	99	0.4
Caldwell	50.2	29	0	11	0	15	0.2
Coeur d'Alene	47.9	79	1	32	1	46	0.7
Idaho Falls	58.7	40	3	17	3	28	0.3
Meridian	87.7	54	1	22	1	34	0.3
Nampa	88.2	44	2	20	2	32	0.2
Pocatello	54.3	73	0	36	0	46	0.7
Twin Falls	46.5	40	1	21	1	37	0.5
Mean Crash Rate							0.4

Table 26 (Continued)
Impaired Driving Crashes by City: 2014

	2014 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	22.5	13	0	7	0	10	0.3
Kuna	17.0	12	1	4	1	4	0.3
Lewiston	32.5	47	1	15	1	20	0.5
Moscow	24.8	10	1	4	1	5	0.2
Post Falls	29.9	18	1	8	1	19	0.3
Rexburg	27.1	6	0	2	0	2	0.1
Mean Crash Rate							0.1
5,000 - 14,999							
Ammon	14.7	2	0	1	0	2	0.1
Blackfoot	11.8	9	0	3	0	3	0.3
Burley	10.5	7	1	1	1	1	0.2
Chubbuck	14.2	14	0	9	0	14	0.6
Emmett	6.6	6	0	5	0	8	0.8
Garden City	11.4	14	0	8	0	13	0.7
Hailey	8.1	0	0	0	0	0	0.0
Hayden	13.9	5	0	2	0	4	0.1
Jerome	11.2	9	0	4	0	5	0.4
Middleton	6.4	5	1	3	1	3	0.6
Mountain Home	13.8	4	0	1	0	1	0.1
Payette	7.4	0	0	0	0	0	0.0
Preston	5.2	0	0	0	0	0	0.0
Rathdrum	7.3	4	0	3	0	3	
Rupert	5.7	2	0	1	0	1	0.2
Sandpoint	7.8	6	0	2	0	3	0.3
Star	7.3	5	0	3	0	5	0.4
Weiser	5.4	1	0	1	0	1	0.2
Mean Crash Rate							0.3

Table 26 (Continued)
Impaired Driving Crashes by City: 2014

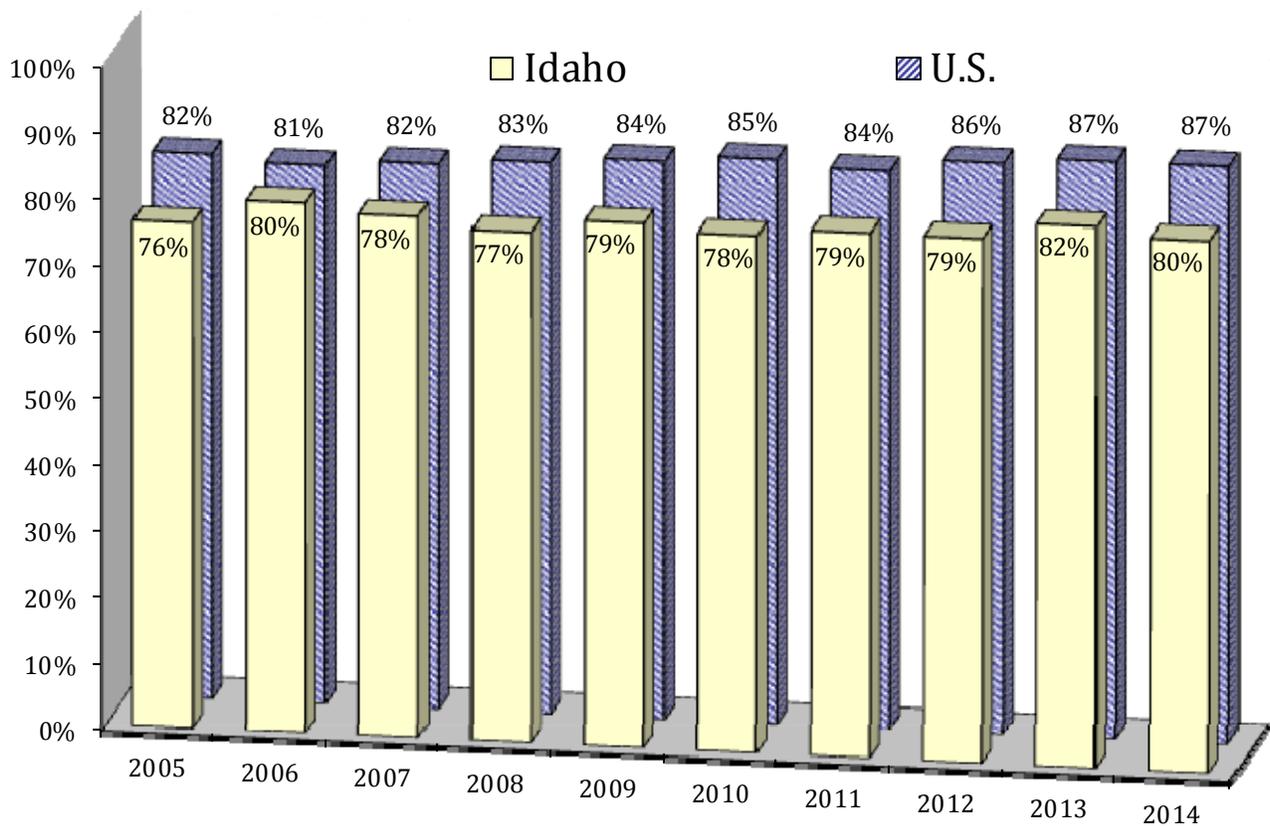
	2014 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.3	4	0	3	0	4	0.7
Bellevue	2.3	3	0	0	0	0	0.0
Bonnars Ferry	2.5	1	0	1	0	1	0.4
Buhl	4.2	1	0	0	0	0	0.0
Dalton Gardens	2.4	1	0	0	0	0	0.0
Filer	2.7	2	0	2	0	8	0.8
Fruitland	4.9	1	0	1	0	1	0.2
Gooding	3.5	3	0	2	0	2	0.6
Grangeville	3.1	2	0	2	0	4	0.6
Heyburn	3.2	3	0	2	0	2	0.6
Homedale	2.6	0	0	0	0	0	0.0
Kellogg	2.1	1	0	1	0	1	0.5
Ketchum	2.7	3	0	1	0	1	0.4
Kimberly	3.5	1	0	0	0	0	0.0
Malad	2.0	1	0	0	0	0	0.0
McCall	3.0	6	0	6	0	7	2.0
Montpelier	2.5	3	0	2	0	2	0.8
Orofino	3.1	3	0	1	0	1	0.3
Parma	2.1	0	0	0	0	0	0.0
Rigby	4.0	2	0	2	0	2	0.5
St. Anthony	3.5	0	0	0	0	0	0.0
St. Maries	2.3	4	0	0	0	0	0.0
Salmon	3.0	2	0	2	0	2	0.7
Shelley	4.4	1	0	1	0	1	0.2
Soda Springs	3.0	0	0	0	0	0	0.0
Spirit Lake	2.0	0	0	0	0	0	0.0
Wendell	2.7	0	0	0	0	0	0.0
Mean Crash Rate							0.4

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.: 2005 - 2014



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 and observation sites were selected for the sample.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Ada	96.9%	95.5%	94.7%	92.2%	92.2%	0.0%	-1.7%
Bannock	65.5%	62.2%	67.2%	81.2%	80.5%	-0.9%	7.9%
Bingham	54.2%	55.0%	57.0%	81.0%	71.2%	-12.1%	15.8%
Blaine	79.1%	71.4%	71.2%	-----	-----	-----	-----
Bonner	74.0%	66.9%	71.0%	78.3%	81.0%	3.5%	2.3%
Bonneville	65.2%	67.3%	67.3%	76.9%	70.5%	-8.4%	5.8%
Canyon	90.2%	92.7%	94.2%	81.4%	91.9%	12.9%	-3.1%
Cassia	60.7%	56.5%	57.8%	-----	-----	-----	-----
Elmore	72.3%	72.8%	76.4%	88.2%	90.5%	2.6%	7.0%
Gem	-----	-----	-----	68.8%	80.2%	-----	-----
Gooding	-----	-----	-----	71.2%	68.6%	-----	-----
Kootenai	70.2%	75.8%	72.3%	71.8%	75.9%	5.7%	0.9%
Latah	84.7%	81.0%	85.4%	78.1%	83.5%	6.9%	-2.5%
Madison	63.2%	68.6%	74.4%	71.6%	72.2%	0.9%	4.4%
Minidoka	67.3%	66.1%	60.5%	71.6%	62.9%	-12.2%	2.7%
Nez Perce	89.0%	88.6%	86.5%	85.5%	80.6%	-5.7%	-1.3%
Payette	91.3%	92.6%	92.4%	88.3%	90.5%	2.5%	-1.1%
Twin Falls	76.6%	69.1%	73.6%	76.9%	68.8%	-10.5%	0.4%
Statewide	77.9%	79.1%	79.0%	81.6%	80.2%	-1.8%	1.6%

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

Table 28 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts⁴ by vehicle type. A map of the transportation districts can be found in Appendix A. District 3 (south-western Idaho) had the highest overall usage at 91.5%, while district 4 (south-central Idaho) had the overall lowest usage at 66.9%.

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	78.6%	70.0%	76.1%
2	85.6%	68.8%	80.2%
3	93.5%	86.1%	91.5%
4	68.8%	63.1%	66.9%
5	80.5%	78.8%	80.1%
6	73.1%	62.7%	70.5%
Statewide	82.4%	74.1%	80.2%

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 2014 ranged from a high of 86.1% in District 3 (south-western Idaho) to a low of 62.7% 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 use⁵. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Injury Type	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatalities -Restraints Used	46.7%	31.7%	43.0%	33.1%	44.3%	33.6%	-6.5%
Serious Injuries -Restraint Used	65.4%	66.2%	65.8%	63.2%	64.2%	1.7%	-1.1%

Of the 122 passenger motor vehicle occupants over the age of 7 killed in 2014, only 54 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 54 lives saved in 2014 by seat belt usage and an additional 34 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Injury Type	Safety Restraints			Costs of Injuries		
	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	54	67	1	\$350,649,099	\$435,064,623	\$6,493,502
Serious Injury	614	267	75	\$198,556,452	\$86,342,952	\$24,253,638
Visible Injury	2,436	410	200	\$220,646,685	\$37,136,757	\$18,115,491
Possible Injury	5,291	505	401	\$317,672,759	\$30,320,307	\$24,076,125
Total				\$1,087,524,996	\$588,864,640	\$72,938,756

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 2010 through 2014. Crash data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a crash. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes. Values of “---” indicate there were no fatal or serious injury crashes.

County by Population	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
50,000 and over							
Ada	85.1%	87.9%	87.8%	83.3%	85.7%	2.9%	-0.6%
Bannock	72.6%	72.9%	62.4%	61.5%	70.9%	15.3%	-5.2%
Bonneville	64.1%	63.5%	75.3%	65.5%	74.1%	13.1%	1.5%
Canyon	76.4%	81.2%	82.7%	79.6%	80.3%	0.8%	1.5%
Kootenai	77.3%	81.1%	77.8%	76.6%	72.9%	-4.8%	-0.2%
Twin Falls	82.1%	76.3%	79.2%	69.2%	87.4%	26.3%	-5.3%
20,000 - 49,999							
Bingham	47.7%	62.7%	41.4%	60.4%	55.6%	-8.1%	14.5%
Blaine	52.4%	70.6%	42.9%	82.4%	50.0%	-39.3%	29.2%
Bonner	83.3%	64.9%	62.9%	73.2%	71.2%	-2.8%	-2.9%
Cassia	61.4%	76.5%	53.3%	70.0%	57.6%	-17.7%	8.5%
Elmore	67.7%	62.7%	57.8%	69.2%	80.0%	15.6%	1.6%
Jefferson	57.9%	53.3%	48.1%	35.3%	71.1%	101.3%	-14.8%
Jerome	74.3%	69.8%	71.9%	62.9%	59.1%	-6.1%	-5.2%
Latah	75.0%	60.7%	77.6%	58.3%	46.4%	-20.4%	-5.4%
Madison	56.5%	43.3%	63.2%	69.7%	42.9%	-38.5%	10.9%
Minidoka	60.6%	73.7%	72.7%	53.3%	53.8%	1.0%	-2.1%
Nez Perce	76.1%	82.9%	74.1%	63.8%	62.1%	-2.6%	-5.2%
Payette	75.0%	71.4%	74.1%	70.7%	70.6%	-0.2%	-1.9%
10,000 - 19,999							
Boundary	70.6%	61.1%	72.7%	80.0%	47.4%	-40.8%	5.2%
Franklin	68.4%	88.9%	69.2%	14.3%	52.4%	266.7%	-23.9%
Fremont	52.9%	69.2%	79.3%	36.0%	78.8%	118.9%	-3.1%
Gem	76.0%	64.3%	95.0%	66.7%	36.8%	-44.7%	0.8%
Gooding	52.9%	39.6%	62.5%	41.7%	23.1%	-44.6%	-0.3%
Idaho	58.1%	60.5%	50.0%	53.7%	51.1%	-4.8%	-1.9%
Owyhee	52.4%	18.2%	55.6%	36.0%	58.3%	62.0%	35.0%
Shoshone	80.0%	50.0%	60.0%	36.7%	58.8%	60.4%	-18.8%
Teton	50.0%	---	50.0%	77.8%	50.0%	-35.7%	---
Washington	68.8%	64.7%	84.6%	33.3%	50.0%	50.0%	-11.9%

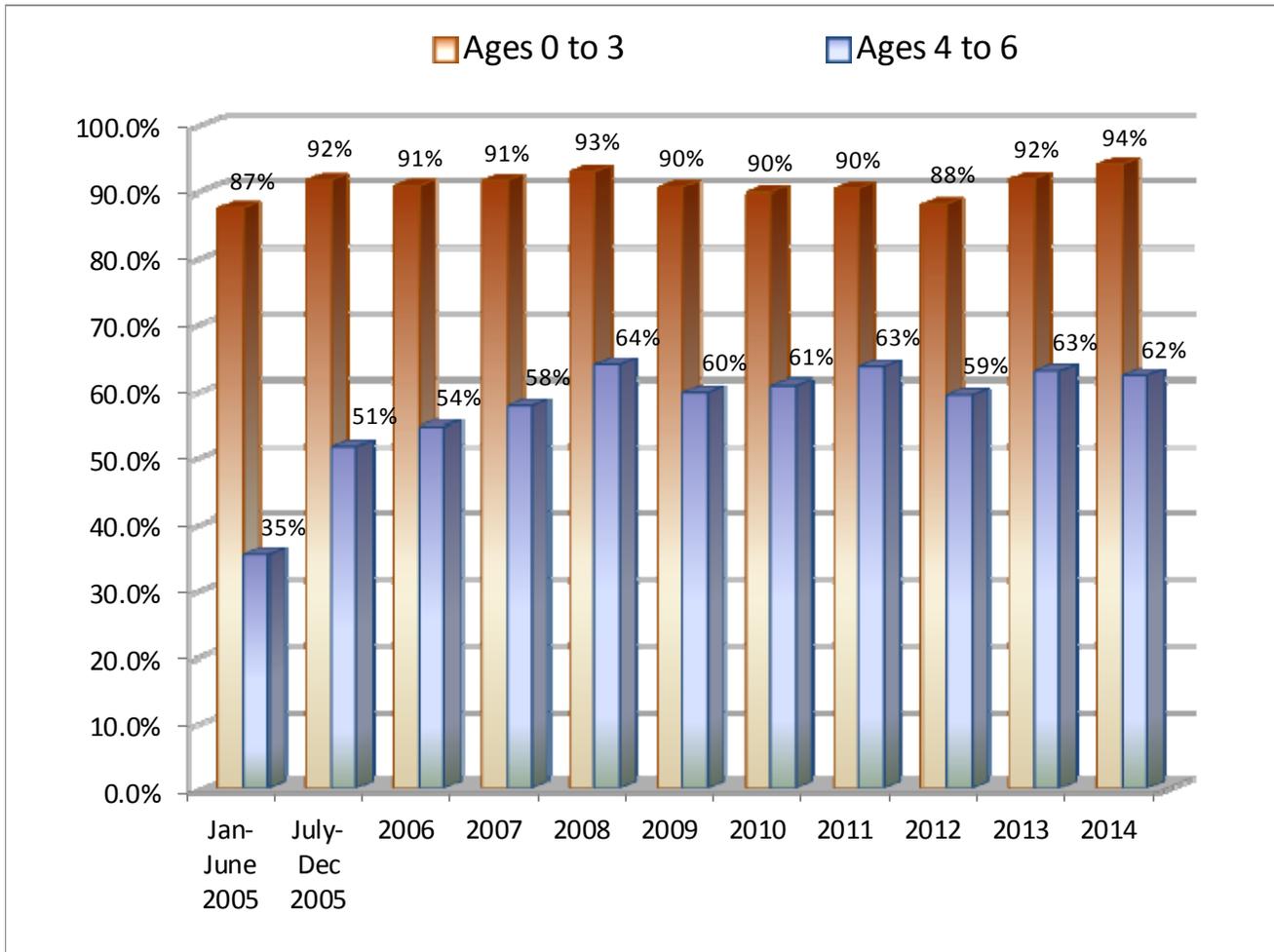
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2010-2014
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
5,000 - 9,999							
Bear Lake	72.2%	66.7%	55.0%	80.0%	66.7%	-16.7%	6.8%
Benewah	32.1%	85.7%	52.6%	35.3%	55.6%	57.4%	31.7%
Boise	69.2%	76.3%	45.5%	73.5%	60.0%	-18.4%	10.5%
Caribou	33.3%	100.0%	50.0%	54.5%	33.3%	-38.9%	53.0%
Clearwater	44.4%	10.0%	100.0%	55.6%	76.9%	38.5%	259.4%
Lemhi	73.3%	40.0%	30.0%	46.7%	0.0%	-100.0%	-5.0%
Lincoln	54.6%	44.4%	16.7%	37.5%	76.9%	105.1%	14.7%
Power	38.2%	34.3%	50.0%	80.0%	53.8%	-32.7%	31.8%
Valley	36.7%	64.7%	77.3%	94.4%	81.8%	-13.4%	39.4%
0 - 4,999							
Adams	100.0%	100.0%	28.6%	68.8%	0.0%	-100.0%	23.1%
Butte	50.0%	0.0%	---	0.0%	66.7%	---	---
Camas	---	---	---	---	---	---	---
Clark	84.6%	50.0%	66.7%	33.3%	---	---	-19.2%
Custer	12.5%	44.4%	18.2%	91.7%	50.0%	-45.5%	200.2%
Lewis	92.3%	70.0%	66.7%	33.3%	40.0%	20.0%	-26.3%
Oneida	55.6%	66.7%	50.0%	37.5%	66.7%	77.8%	-10.0%
Statewide Average	73.1%	74.4%	74.6%	71.4%	71.4%	0.0%	-0.8%

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: 2005 - 2014



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 (94%), while only 62% 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
Self-Reported Child Safety Seat Use by Injury Type: 2010-2014
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatalities							
Restrained	3	2	1	1	3	200.0%	-27.8%
Unrestrained	1	2	1	2	5	150.0%	50.0%
Serious Injuries							
Restrained	10	10	7	9	9	0.0%	-0.5%
Unrestrained	13	7	6	4	11	175.0%	-31.3%
Visible Injuries							
Restrained	65	47	44	55	64	16.4%	-3.0%
Unrestrained	32	22	36	35	15	-57.1%	9.9%
Possible Injuries							
Restrained	193	173	179	209	160	-23.4%	3.3%
Unrestrained	67	51	59	68	49	-27.9%	2.4%
No Injuries							
Restrained	2,193	2,019	1,913	2,053	2,051	-0.1%	-2.0%
Unrestrained	580	454	592	501	476	-5.0%	-2.2%
Total Restrained	2,465	2,251	2,144	2,324	2,287	-1.6%	-1.7%
Total Unrestrained	695	536	694	608	556	-8.6%	-1.9%
% of Children Restrained	78.0%	80.8%	75.5%	79.3%	80.4%	1.5%	0.7%

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 7 lives in 2014. A further 3 lives would have been saved if all children had been restrained in child safety seats. Additionally, 20 serious injuries were prevented and 8 of the 11 unrestrained serious injuries may have been prevented if they had all been properly restrained.

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.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Total Aggressive Driving Crashes	11,815	10,266	11,442	12,522	12,366	-1.2%	2.6%
Fatalities	88	64	66	84	72	-14.3%	1.0%
Serious Injuries	637	573	629	635	649	2.2%	0.2%
Visible Injuries	1,929	1,726	1,944	2,109	2,077	-1.5%	3.5%
Possible Injuries	3,986	3,546	3,964	4,255	4,356	2.4%	2.7%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	292	238	233	244	229	-6.1%	-5.3%
Driving Too Fast for Conditions	218	174	215	219	205	-6.4%	1.7%
Following Too Close	88	79	93	95	124	30.5%	3.2%
Fail to Obey Stop Sign	29	65	100	97	102	5.2%	58.3%
Exceeded Posted Speed	94	65	63	68	58	-14.7%	-8.7%
Fail to Obey Signal	47	59	63	50	60	20.0%	3.9%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.66	4.13	4.39	4.53	4.47	-1.4%	-0.6%

* Three contributing circumstances possible per unit involved in each crash

In 2014, aggressive driving was a contributing factor in 56% of all crashes in Idaho. While 76% of all aggressive driving crashes occur in urban areas, 80% of the fatal aggressive driving crashes occur in rural areas.

Only 18% of all aggressive driving crashes involved a single vehicle, while 51% of fatal aggressive driving crashes involved only one vehicle. Of the 33 fatal aggressive driving crashes that involved a single vehicle, 28 (or 85%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly \$1.8 billion dollars in 2014. This represents 48% of the total costs of Idaho crashes (as shown in Table 4).

Involvement in Aggressive Driving Crashes by Driver Age

Drivers ages 19 and younger were 4.1 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.2 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: 2014

Age	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	25	0.2%		15	0.3%	
15	2,882	0.3%	170	1.3%	5.3	66	1.3%	5.2
16	9,760	0.9%	442	3.5%	4.0	168	3.4%	3.9
17	14,645	1.3%	617	4.9%	3.8	224	4.5%	3.5
18	16,818	1.5%	655	5.2%	3.5	227	4.6%	3.1
19	18,790	1.7%	579	4.6%	2.8	212	4.3%	2.6
20	19,305	1.7%	508	4.0%	2.4	184	3.7%	2.2
21	18,142	1.6%	480	3.8%	2.4	191	3.9%	2.4
22	19,785	1.8%	425	3.4%	1.9	187	3.8%	2.2
23	20,485	1.8%	405	3.2%	1.8	149	3.0%	1.7
24	20,924	1.9%	360	2.9%	1.5	149	3.0%	1.6
25-34	195,129	17.3%	2,499	19.8%	1.1	987	19.9%	1.2
35-44	184,753	16.4%	1,654	13.1%	0.8	624	12.6%	0.8
45-54	187,169	16.6%	1,246	9.9%	0.6	535	10.8%	0.7
55-64	192,086	17.0%	1,076	8.5%	0.5	449	9.1%	0.5
65-74	133,383	11.8%	787	6.2%	0.5	319	6.4%	0.5
75+	74,441	6.6%	540	4.3%	0.6	225	4.5%	0.7
Not Stated or Other			154	1.2%		49	1.0%	
TOTALS	1,128,497		12,622			4,960		

* 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).

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Total Distracted Driving Crashes	5,882	4,925	4,890	4,757	4,781	0.5%	-6.6%
Fatalities	60	41	41	43	39	-9.3%	-8.9%
Serious Injuries	517	372	422	339	364	7.4%	-11.4%
Visible Injuries	1,256	1,064	1,005	996	1,033	3.7%	-7.2%
Possible Injuries	2,316	1,906	1,792	1,831	1,846	0.8%	-7.2%
Distracted Driving Crashes as a % of All Crashes	26.1%	23.6%	22.8%	21.3%	21.6%	1.5%	-6.5%
Distracted Driving Fatalities as a % of All Fatalities	28.7%	24.6%	22.3%	20.1%	21.0%	4.4%	-11.2%
Distracted Driving Injuries as a % of All Injuries	34.9%	30.8%	29.3%	27.9%	27.6%	-1.3%	-7.1%
All Fatal and Injury Crashes	8,124	7,644	8,049	8,049	8,392	4.3%	-0.2%
Distracted Fatal/Injury Crashes	2,673	2,248	2,153	2,096	2,182	4.1%	-7.6%
% Distracted Driving	32.9%	29.4%	26.7%	26.0%	26.0%	-0.2%	-7.4%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.71	2.68	2.92	2.41	2.50	3.7%	-12.1%

Distracted driving crashes made up 22% of all crashes in 2014 and were responsible for 21% of all fatalities. While 73% of all distracted driving crashes occurred on urban roadways, 79% of the fatal distracted driving crashes occurred on rural roadways.

While only 20% of all distracted driving crashes involved a single vehicle, 45% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was over \$593 million dollars in 2014. This represents 24% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes where the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 9 fatal and 761 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: 2014

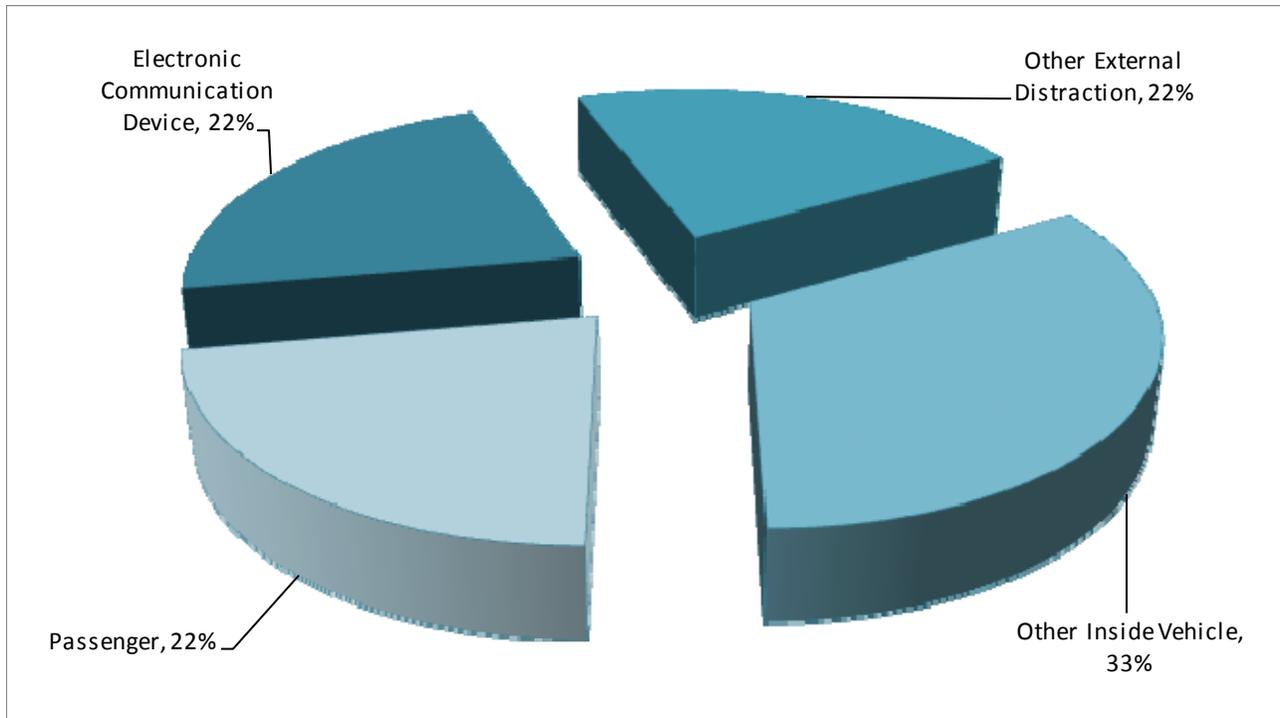
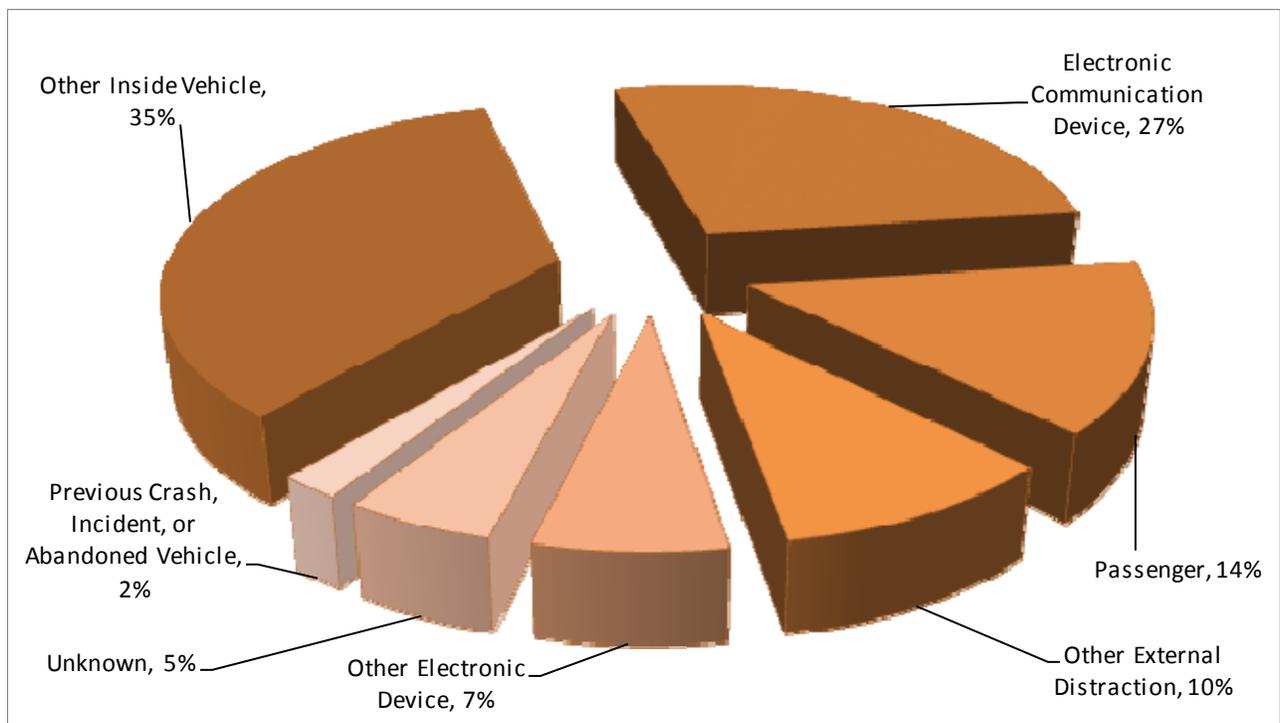


Figure 16
Percentage of Total Distracted In or On Vehicle Crashes by Type of Distraction: 2014



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2014, more than one out of every five crashes involved a youthful driver. In 2014, 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.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Total Crashes	5,177	4,648	4,796	4,825	4,668	-3.3%	-2.1%
Fatalities	31	34	14	26	20	-23.1%	12.2%
Serious Injuries	274	211	230	214	198	-7.5%	-7.0%
Visible Injuries	927	784	782	785	812	3.4%	-5.1%
Possible Injuries	1,719	1,541	1,541	1,524	1,547	1.5%	-3.8%
Drivers 15-19 in Fatal & Serious Injury Crashes	225	201	211	197	182	-7.6%	-4.1%
% of all Drivers in Fatal & Serious Injury Crashes	11.4%	10.7%	11.2%	10.5%	9.4%	-10.0%	-2.5%
Licensed Drivers 15-19	62,467	62,674	62,094	62,398	62,895	0.8%	0.0%
% of Total Licensed Drivers	5.8%	5.7%	5.7%	5.6%	5.6%	-0.7%	-0.9%
Driver Involvement Rate*	1.94	1.85	1.98	1.87	1.69	-9.4%	-1.2%
Teen Drivers in Fatal Crashes	27	28	12	22	19	-13.6%	10.0%
Impaired Teen Drivers in Fatal Crashes	6	8	3	5	4	-20.0%	12.5%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	22.2%	28.6%	25.0%	22.7%	21.1%	-7.4%	2.3%

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

The 20 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 26 people killed in youthful driver crashes, 8 were the youthful drivers. Of the 8 youthful drivers killed, only 2 (25%) were wearing seat belts.

Additionally, there were 2 teen passengers killed in motor vehicle crashes (1 of them was killed in a crash involving a youthful driver). Of the 2 teen passenger motor vehicle passengers killed in crashes, neither of them were wearing seat belts.

While 72% of all crashes involving youthful drivers occurred in urban areas, 74% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2014, the economic cost of crashes involving youthful drivers was nearly \$381 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.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Total Crashes	22,555	20,833	22,347	22,347	22,134	-1.0%	-0.1%
Fatal & Injury Crashes							
With EMS Response	5,613	5,140	5,150	5,342	5,602	4.9%	-1.5%
% with EMS Response	73.4%	65.9%	64.0%	66.4%	66.8%	0.6%	-3.1%
Persons Killed or Injured in Crashes	11,934	11,033	11,557	11,557	11,954	3.4%	-0.9%
Transported from Urban Areas	2,397	2,258	2,288	2,272	2,278	0.3%	-1.7%
Transported from Rural Areas	2,649	2,236	2,214	2,189	2,288	4.5%	-5.9%
Total Transported by EMS	5,046	4,494	4,502	4,461	4,566	2.4%	-3.9%
% of Killed/Injured Transported	42.3%	40.7%	39.0%	38.6%	38.2%	-1.0%	-3.0%
Trapped and Extricated	518	457	439	424	459	8.3%	-6.4%
Fatal/Serious Injuries Transported by Helicopter	177	149	147	142	110	-22.5%	-6.9%

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

Crashes involving pedestrians increased by 13% in 2014, while the number of pedestrians killed in motor vehicle crashes remained unchanged. Of all pedestrians involved in crashes in 2014, 96% received some degree of injury. Of the pedestrians killed in motor vehicle crashes in 2014, 2 were under 3 years of age, one was 13 years old and the other 1 were 36 years of age or older. Impaired pedestrians were involved in 8% of all pedestrian crashes and 36% of fatal pedestrian crashes.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Pedestrian Crashes	195	216	229	206	232	12.6%	2.2%
Fatalities	10	10	13	14	14	0.0%	12.6%
Serious Injuries	41	55	53	53	55	3.8%	10.2%
Visible Injuries	86	80	102	88	87	-1.1%	2.3%
Possible Injuries	73	66	69	53	78	47.2%	-9.4%
Pedestrians in Crashes	212	226	242	218	245	12.4%	1.3%
Pedestrian Fatal and Serious Injuries	51	65	66	67	69	3.0%	10.2%
% of All Fatal and Serious Injuries	3.2%	4.5%	4.5%	4.5%	4.7%	4.2%	14.0%
Impaired Fatal and Serious Injuries*	7	9	9	10	7	-30.0%	13.2%
% of Ped Fatal & Serious Injuries	13.7%	13.8%	13.6%	14.9%	10.1%	-32.0%	2.9%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	5	3	7	6	5	-16.7%	26.3%
4 to 14	55	34	41	34	35	2.9%	-11.6%
15 to 19	37	34	43	31	47	51.6%	-3.2%
20 to 24	19	21	31	31	25	-19.4%	19.4%
25 to 34	27	26	23	20	29	45.0%	-9.4%
35 to 44	17	18	14	27	25	-7.4%	25.5%
45 to 54	23	29	30	22	19	-13.6%	1.0%
55 to 64	17	22	13	21	21	0.0%	16.7%
65 and Older	11	22	18	14	24	71.4%	19.9%
Missing/Unknown Age	0	2	1	2	4	100.0%	50.0%
<i>* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.</i>							

In 2014, the economic cost of crashes involving pedestrians was just more than \$121 million dollars. This represents 5% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

The number of bicycle crashes decreased by 11% in 2014 and there were 2 bicyclists killed. Of the bicyclists involved in crashes in 2014, 97% received some degree of injury. Of all bicyclists involved in crashes in 2014, 18% were between the ages of 4 and 14.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Bicycle Crashes	345	346	389	334	296	-11.4%	-0.5%
Fatalities	4	0	2	3	2	-33.3%	#DIV/0!
Serious Injuries	43	45	51	51	41	-19.6%	6.0%
Visible Injuries	167	174	206	167	152	-9.0%	1.2%
Possible Injuries	121	117	117	104	100	-3.8%	-4.8%
Bicyclists in Crashes	349	349	399	341	305	-10.6%	-0.1%
Bicycle Fatal and Serious Injuries	47	45	53	54	43	-20.4%	5.1%
% of All Fatal and Serious Injuries	3.2%	3.1%	3.6%	3.7%	2.9%	-19.4%	4.8%
Bicyclists in Crashes Wearing Helmets	63	83	97	69	82	18.8%	6.6%
% of Bicyclists Wearing Helmets	18.1%	23.8%	24.3%	20.2%	26.9%	32.9%	5.7%
Impaired Fatal and Serious Injuries*	4	2	2	1	2	100.0%	-33.3%
% of Bicycle Fatal & Serious Injuries	8.5%	4.4%	3.8%	1.9%	4.7%	151.2%	-37.9%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	0	1	0	1	1	0.0%	33.3%
4 to 14	64	74	70	54	54	0.0%	-4.2%
15 to 19	64	66	66	57	45	-21.1%	-3.5%
20 to 24	54	51	59	56	55	-1.8%	1.7%
25 to 34	64	59	66	49	45	-8.2%	-7.2%
35 to 44	31	31	38	38	36	-5.3%	7.5%
45 to 54	37	30	35	25	32	28.0%	-10.3%
55 to 64	23	16	27	19	19	0.0%	2.9%
65 and Older	6	7	13	18	6	-66.7%	46.9%
Missing/Unknown Age	6	1	0	8	2	-75.0%	16.7%
<i>* Implies the bicyclist was impaired, the sobriety of the driver that struck the bicyclist is not taken into account.</i>							

The percentage of bicyclists involved in crashes that were wearing helmets continues to remain very low at 27%. However, 36% of bicyclists 35 years of age and older involved in crashes were wearing helmets while only 23% of bicyclists under age 35 were wearing helmets.

In 2014, the economic cost of crashes involving bicyclists was \$46 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Motorcyclists in Crashes

The number of motorcycle crashes decreased in 2014 by 1%, while the number of motorcycle fatalities decreased 4%. Of all motorcyclists involved in crashes in 2014, 83% received some degree of injury. Of all motorcycle crashes, 8% involved impaired motorcyclists, while 32% of fatal motorcycle crashes involved impaired motorcyclists. Four out of every nine motorcycle crashes (44%) were single-vehicle crashes and 52% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2014, 68% were 40 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 69% of those riders involved in crashes in 2014 were wearing a helmet.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Motorcycle Crashes	528	489	545	517	510	-1.4%	-0.4%
Fatalities	28	17	22	26	25	-3.8%	2.8%
Serious Injuries	185	153	158	150	146	-2.7%	-6.4%
Visible Injuries	209	192	253	221	207	-6.3%	3.7%
Possible Injuries	101	104	105	95	87	-8.4%	-1.9%
Motorcyclists in Crashes	615	549	621	584	562	-3.8%	-1.2%
Registered Motorcycles*	54,283	56,643	62,964	54,813	60,160	9.8%	0.9%
Motorcyclists Wearing Helmets	332	299	351	306	328	7.2%	-1.8%
% Motorcyclists Wearing Helmets	54.0%	54.5%	56.5%	52.4%	58.4%	11.4%	-0.9%
Motorcycle Drivers in Crashes by Age							
0 to 14	3	2	5	5	4	-20.0%	38.9%
15 to 20	39	27	40	34	39	14.7%	0.8%
21 to 24	51	50	52	52	51	-1.9%	0.7%
25 to 34	95	92	109	102	103	1.0%	3.0%
35 to 44	86	95	94	93	73	-21.5%	2.8%
45 to 54	131	106	110	109	95	-12.8%	-5.4%
55 to 64	93	93	94	101	95	-5.9%	2.8%
65 and up	44	24	47	32	52	62.5%	6.2%
Missing/Unknown	3	3	0	1	3	100.0%	#DIV/0!
* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type							

In 2014, the economic cost of crashes involving motorcyclists was \$234 million dollars. This represents 10% of the total cost of Idaho crashes (as shown in Table 4).

Commercial Motor Vehicles in Crashes

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.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatal Crashes	14	22	14	33	22	-33.3%	52.2%
Injury Crashes	378	421	447	495	539	8.9%	9.4%
Total Crashes	1,433	1,535	1,521	1,681	1,613	-4.0%	5.6%
Commercial VMT (100 millions)	27.2	26.9	27.4	28.2	28.6	1.4%	1.2%
Fatal Crash Rate	0.5	0.8	0.5	1.2	0.8	-34.2%	50.2%
Injury Crash Rate	13.9	15.6	16.3	17.6	18.9	7.4%	8.2%
Total Crash Rate	52.6	57.0	55.5	59.6	56.4	-5.4%	4.4%

Table 42 presents the location of CMV crashes by severity and roadway type. While 49% of all CMV crashes occurred on rural roadways, 86% of fatal CMV crashes took place on rural roadways.

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	0	0.0%	69	12.8%	54	5.1%	123	7.6%
Rural	3	13.6%	82	15.2%	89	8.5%	174	10.8%
U.S. or State Highway								
Urban	2	9.1%	64	11.9%	120	11.4%	186	11.5%
Rural	13	59.1%	102	18.9%	215	20.4%	330	20.5%
Local								
Urban	1	4.5%	124	23.0%	393	37.4%	518	32.1%
Rural	3	13.6%	98	18.2%	181	17.2%	282	17.5%
Total	22	1.4%	539	33.4%	1,052	65.2%	1,613	

The largest percentage of all CMV crashes (50%) occurred on local roads, while the largest percentage of fatal CMV crashes (68%) 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 2010 to 2014.

Table 43							
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2010-2014							
	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Bus							
Fatal Crashes	0	1	0	1	0	-100.0%	33.3%
Injury Crashes	43	32	23	28	26	-7.1%	-10.7%
Property Damage Crashes	91	75	66	86	82	-4.7%	0.2%
Single Unit Truck							
Fatal Crashes	3	8	3	7	5	-28.6%	79.2%
Injury Crashes	119	116	120	119	148	24.4%	0.0%
Property Damage Crashes	319	291	237	266	293	10.2%	-5.0%
Single Unit Truck with Trailer							
Fatal Crashes	0	0	0	2	3	50.0%	33.3%
Injury Crashes	20	14	12	6	9	50.0%	-31.4%
Property Damage Crashes	69	44	36	32	29	-9.4%	-21.8%
Truck Tractor Only (Bobtail)							
Fatal Crashes	2	0	0	1	0	-100.0%	0.0%
Injury Crashes	9	10	10	9	11	22.2%	0.4%
Property Damage Crashes	13	16	28	21	22	4.8%	24.4%
Semi with Single-Trailer Configurations							
Fatal Crashes	8	8	7	19	12	-36.8%	53.0%
Injury Crashes	158	161	192	213	222	4.2%	10.7%
Property Damage Crashes	492	503	471	512	391	-23.6%	1.5%
Semi with Double-Trailer Configurations							
Fatal Crashes	1	3	3	2	1	-50.0%	55.6%
Injury Crashes	34	31	34	28	32	14.3%	-5.6%
Property Damage Crashes	72	91	78	60	56	-6.7%	-3.7%
Semi with Triple-Trailer Configurations							
Fatal Crashes	0	0	0	1	0	-100.0%	33.3%
Injury Crashes	3	4	2	1	3	200.0%	-22.2%
Property Damage Crashes	5	9	3	7	8	14.3%	48.9%

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

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

Table 44
Vehicles in All Crashes by Vehicle Type: 2010-2014

Vehicle Type	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Passenger Cars	17,918	17,102	17,600	18,355	18,471	0.6%	0.9%
%	46.6%	46.9%	46.7%	46.6%	47.1%	1.1%	0.0%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	18,098	16,474	17,124	18,046	17,901	-0.8%	0.1%
%	47.1%	45.2%	45.5%	45.8%	45.7%	-0.3%	-0.9%
Medium Trucks*	543	478	416	443	501	13.1%	-6.2%
%	1.4%	1.3%	1.1%	1.1%	1.3%	13.6%	-7.0%
Large Trucks**	813	859	863	914	788	-13.8%	4.0%
%	2.1%	2.4%	2.3%	2.3%	2.0%	-13.4%	3.3%
Buses	134	110	89	116	108	-6.9%	-2.2%
%	0.3%	0.3%	0.2%	0.3%	0.3%	-6.5%	-3.5%
Motorcycles	549	500	563	534	523	-2.1%	-0.5%
%	1.4%	1.4%	1.5%	1.4%	1.3%	-1.6%	-1.4%
All Other***	385	963	1,019	982	914	-6.9%	50.8%
%	1.0%	2.6%	2.7%	2.5%	2.3%	-6.5%	52.7%
TOTALS	38,440	36,486	37,674	39,390	39,206	-0.5%	0.9%

*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 2014, there were 4,574 people involved in CMV crashes. Occupants of passenger vehicles comprised 49% of the people involved in CMV crashes. Of the 25 fatalities that occurred in CMV crashes, 64% were occupants of passenger cars, pickups, vans, or other vehicles while 28% were occupants of CMV's.

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	7	8	8	2	25
% of Fatalities	28.0%	32.0%	32.0%	8.0%	0.5%
Serious Injuries	30	37	35	12	114
% of Serious Injuries	26.3%	32.5%	30.7%	10.5%	2.5%
Visible Injuries	82	70	89	7	248
% of Visible Injuries	33.1%	28.2%	35.9%	2.8%	5.4%
Possible Injuries	120	153	155	8	436
% of Possible Injuries	27.5%	35.1%	35.6%	1.8%	9.5%
Non-Injury	1,997	594	1,132	28	3,751
% of Non- Injury	53.2%	15.8%	30.2%	0.7%	82.0%
Column Totals	2,236	862	1,419	57	4,574
(% OF TOTAL)	48.9%	18.8%	31.0%	1.2%	

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

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

In 2014, the economic cost of crashes involving commercial motor vehicles was \$255 million dollars. This represents 10% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2010-2014

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Work Zone Crashes	517	441	342	332	407	22.6%	-13.4%
Fatalities	1	3	1	3	1	-66.7%	111.1%
Serious Injuries	43	35	23	12	34	183.3%	-33.6%
Visible Injuries	64	79	34	50	108	116.0%	4.5%
Possible Injuries	162	128	104	109	204	87.2%	-11.6%
% All Crashes	2.5%	2.1%	1.5%	1.5%	1.8%	23.8%	-15.2%
Workers Injured	0	2	1	1	0	-100.0%	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 17% of the crashes in work zones in 2014. Overturn (28%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Concrete Traffic Barrier (16%), Other Object - Not Fixed (15%), Wild Animal (7%), and Guardrail Face (7%). Rear End (59%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (14%) and Angle-Turning (5%).

Table 47 shows work zone crashes by road type.

Table 47 Work Zone Crashes by Roadway Type: 2014								
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	1	100.0%	110	52.6%	39	19.8%	150	36.9%
Rural	0	0.0%	15	7.2%	17	8.6%	32	7.9%
U.S. or State Highway								
Urban	0	0.0%	21	10.0%	36	18.3%	57	14.0%
Rural	0	0.0%	20	9.6%	31	15.7%	51	12.5%
Local								
Urban	0	0.0%	37	17.7%	64	32.5%	101	24.8%
Rural	0	0.0%	6	2.9%	10	5.1%	16	3.9%
Total	1	0.2%	209	51.4%	197	48.4%	407	

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: 2014				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	22	25	47
District 2	0	4	6	10
District 3	1	156	119	276
District 4	0	10	21	31
District 5	0	14	14	28
District 6	0	3	12	15
Statewide	1	209	197	407

In 2014, the economic cost of crashes in work zones was nearly \$41 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

INJURY SEVERITY:

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

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

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

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

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

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

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

Glossary of Terms (Continued)

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

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

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

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

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

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

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

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

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

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

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

References and Notes

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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 2014

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

2014 Fatal Crash Locations

Legend

★ 2014 Fatal Crashes

StateHighwayUpdateFile

—

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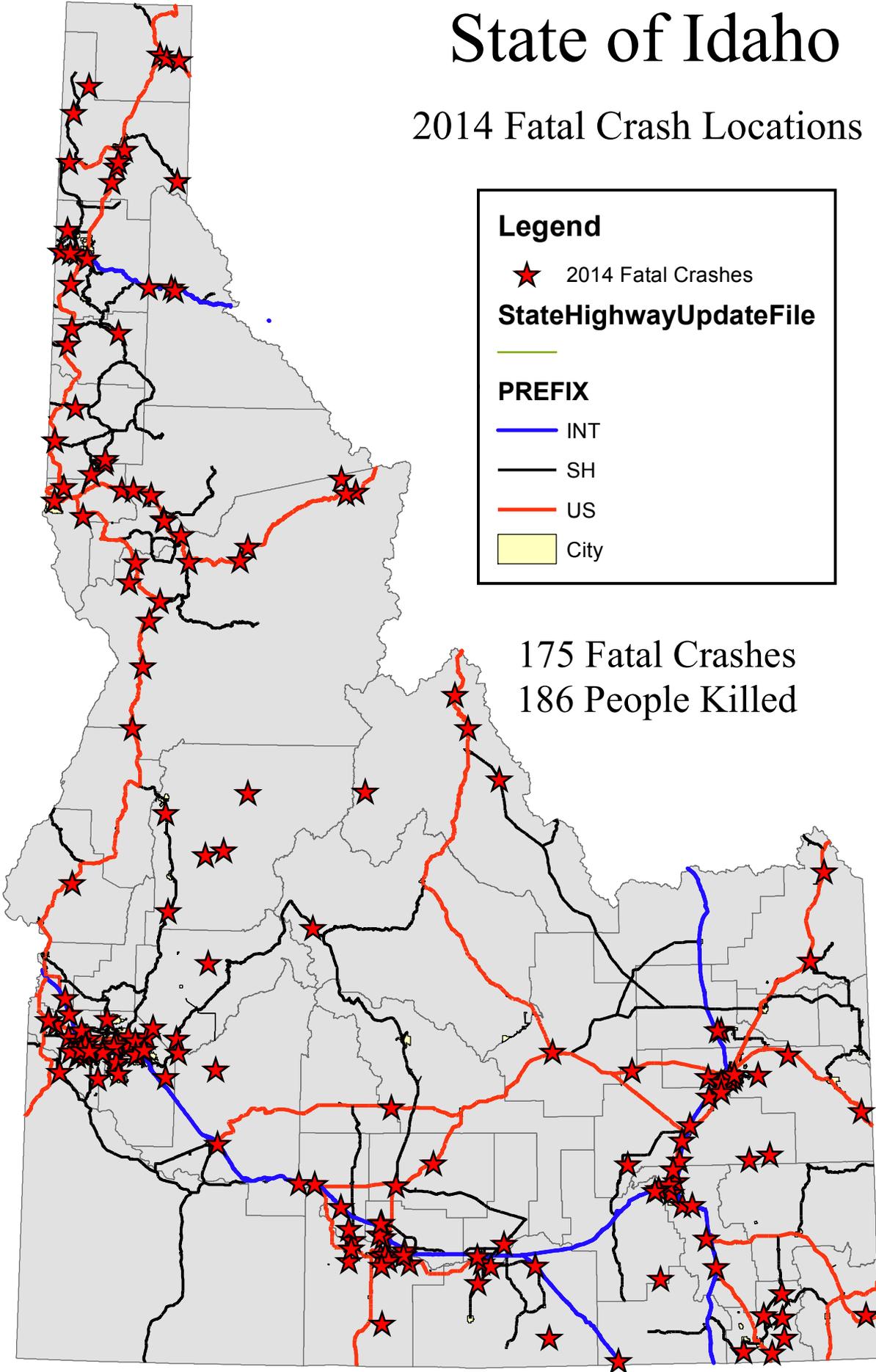
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— SH

— US

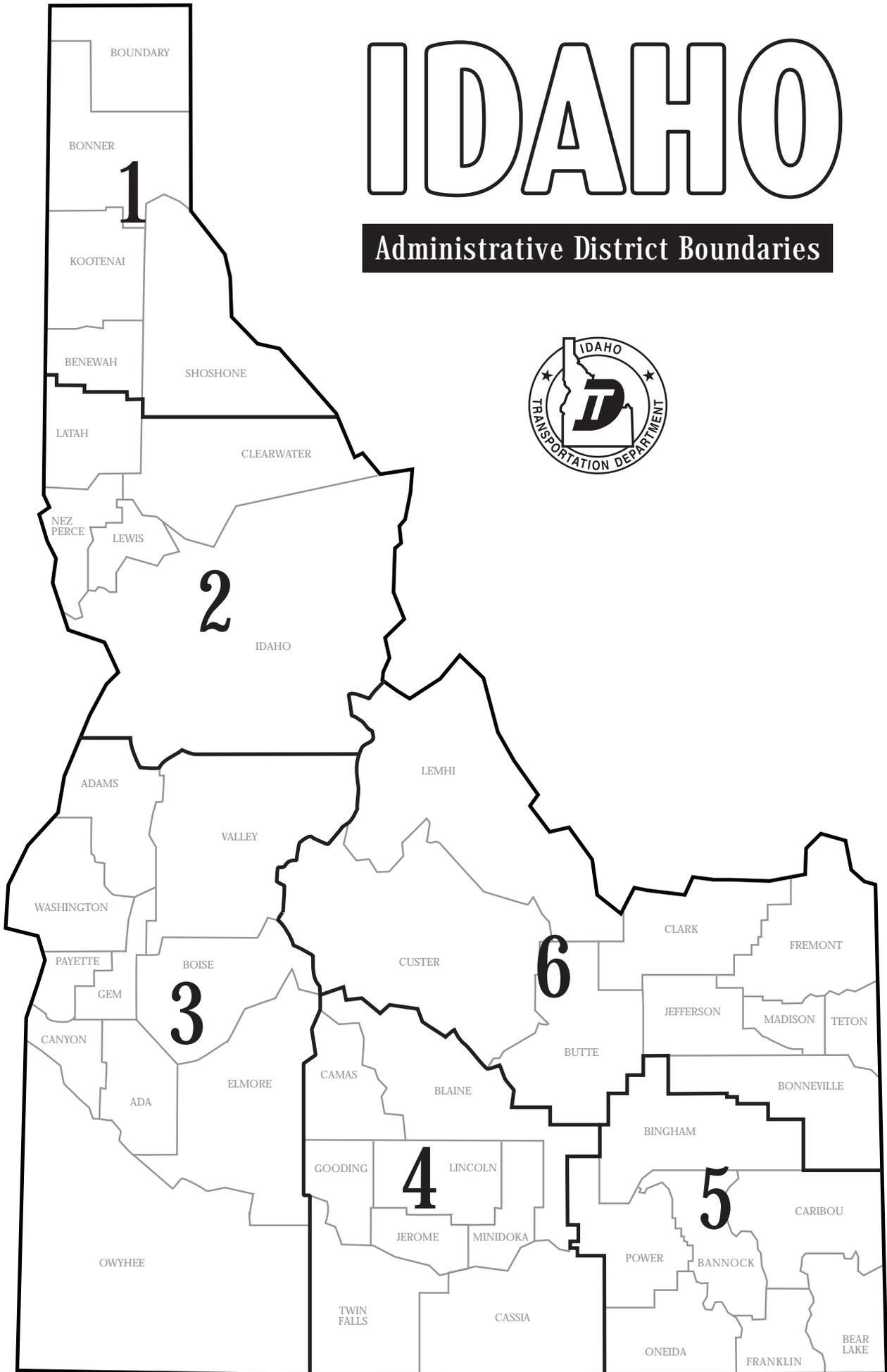
■ City

175 Fatal Crashes
186 People Killed

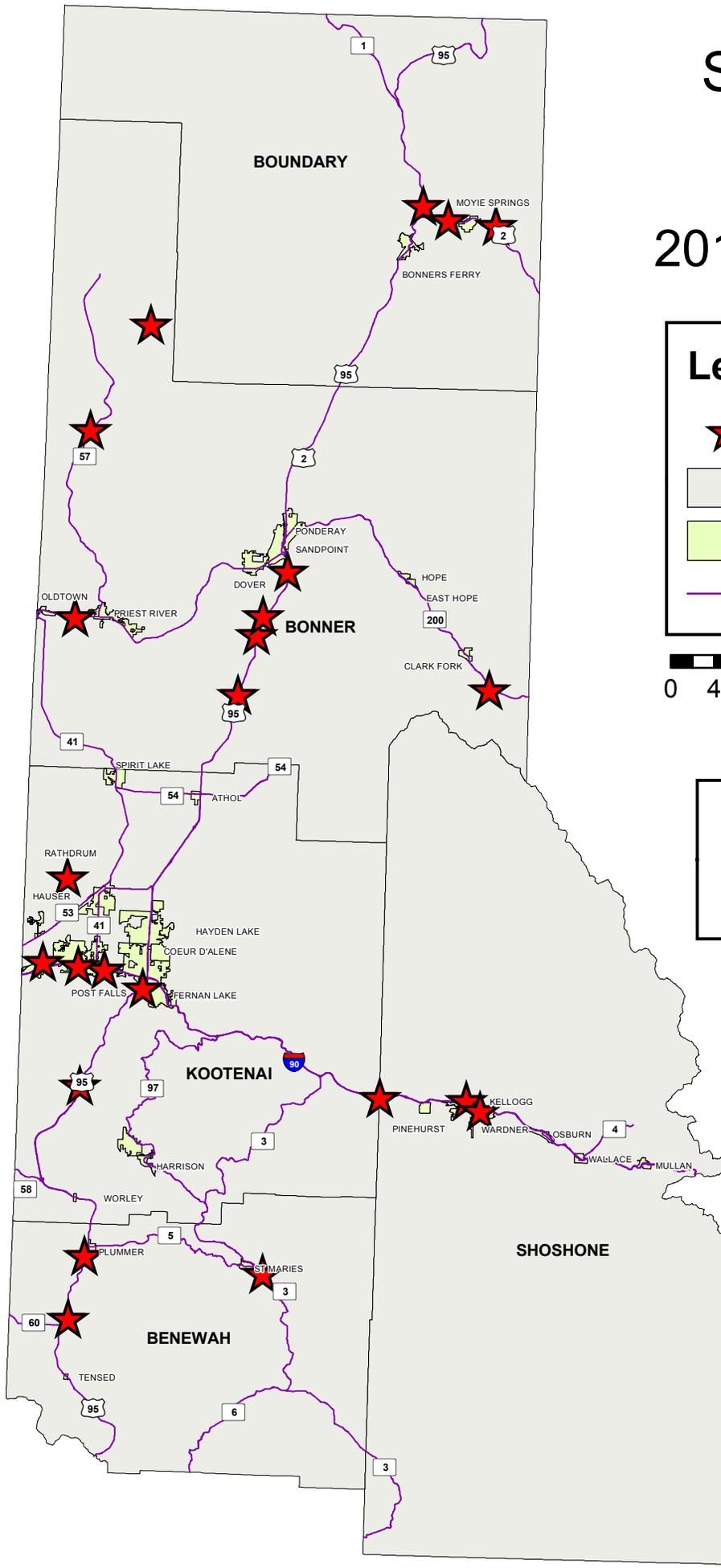


IDAHO

Administrative District Boundaries

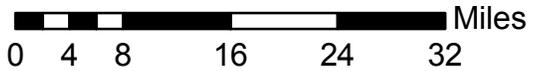


State of Idaho District One 2014 Fatal Crashes



Legend

-  2014 Fatal Crashes
-  Counties
-  Cities
-  State Highway System



23 Fatal Crashes
24 People Killed

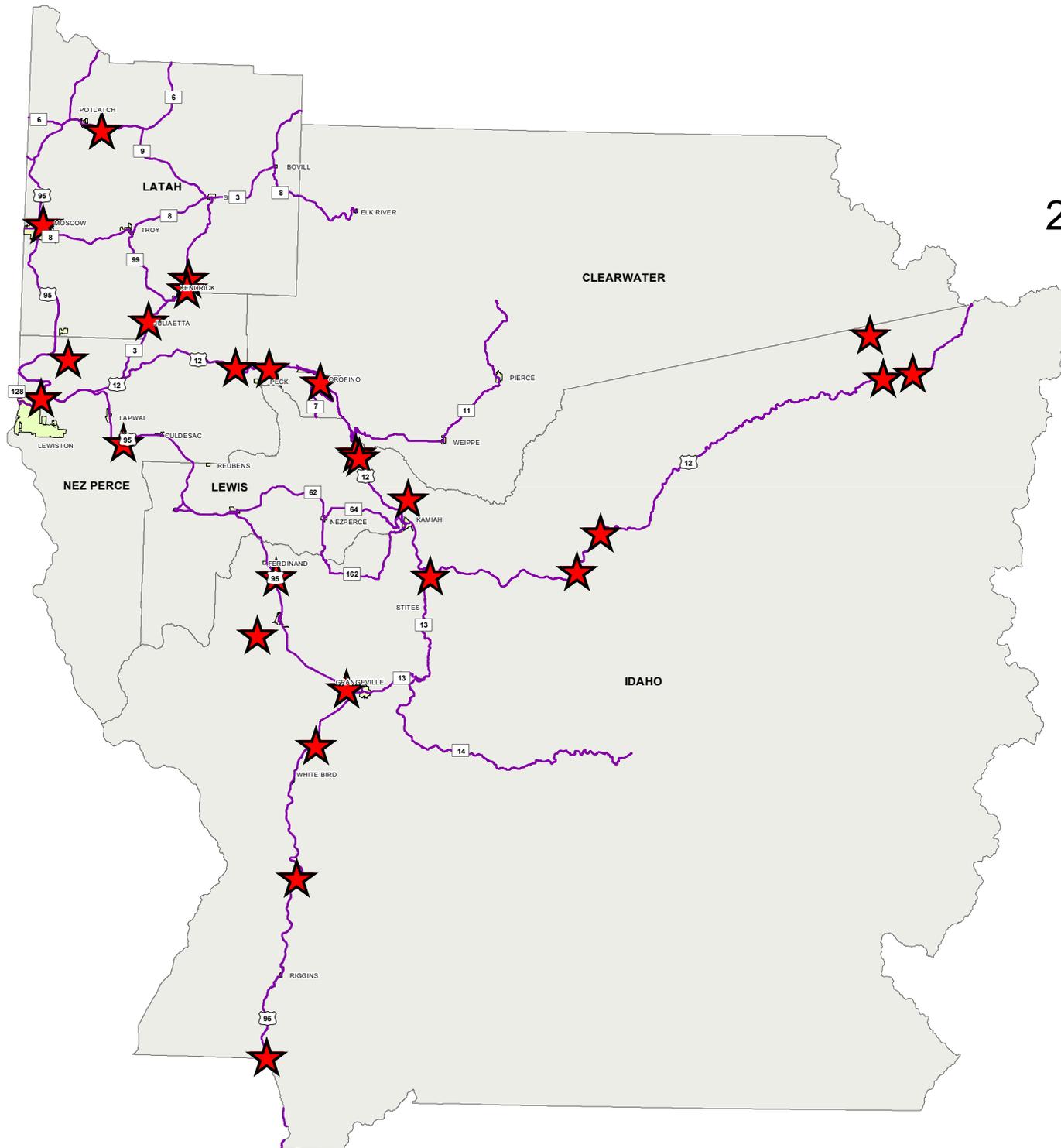


April 2015

State of Idaho

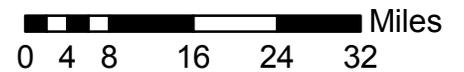
District Two

2014 Fatal Crash Locations



Legend

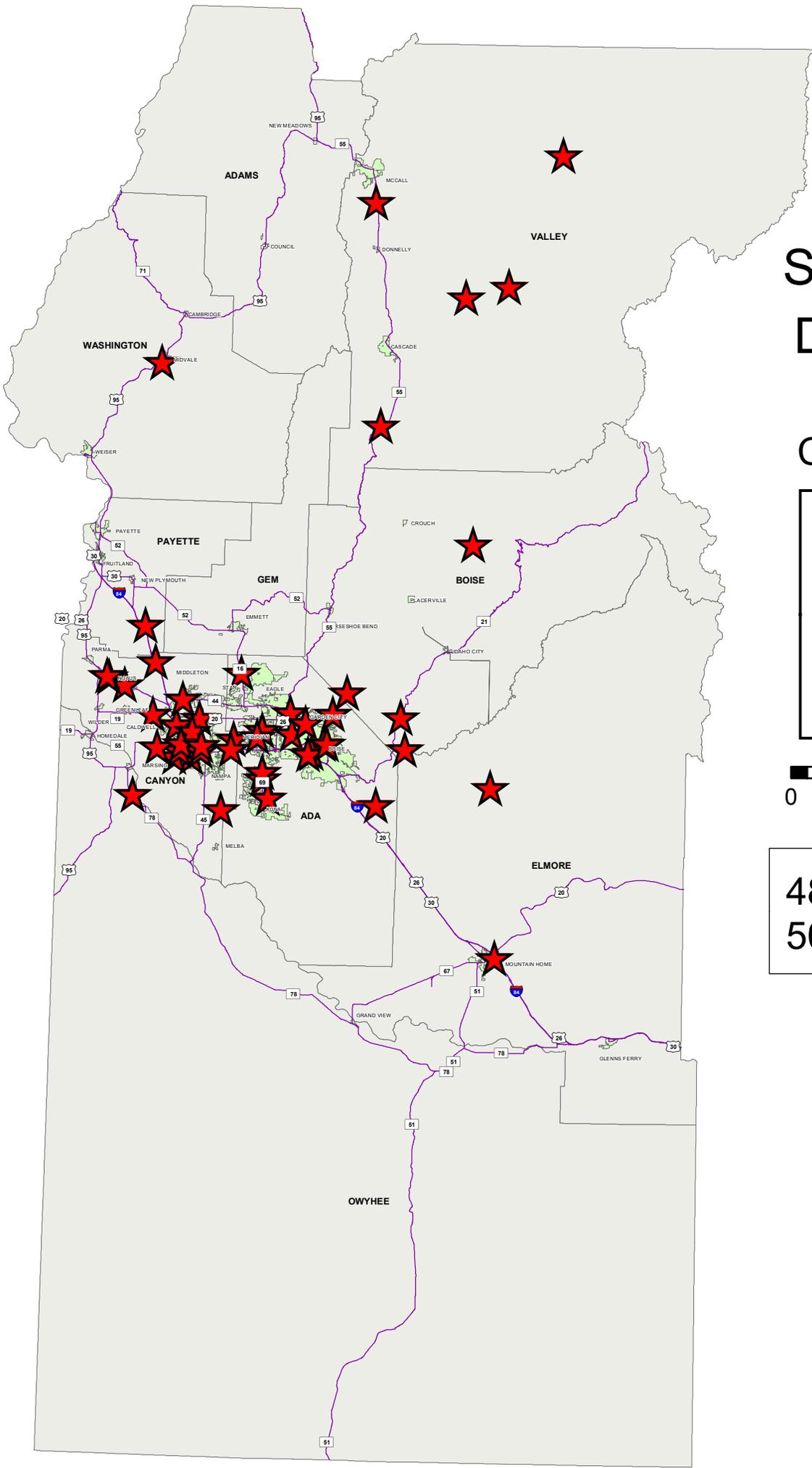
- 2014 Fatal Crashes
- Counties
- Cities
- State Highway System



26 Fatal Crashes
28 People Killed



April 2015

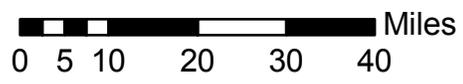


State of Idaho District Three

2014 Fatal Crash Locations

Legend

-  2014 Fatal Crashes
-  State Highways
-  CITIES
-  Counties

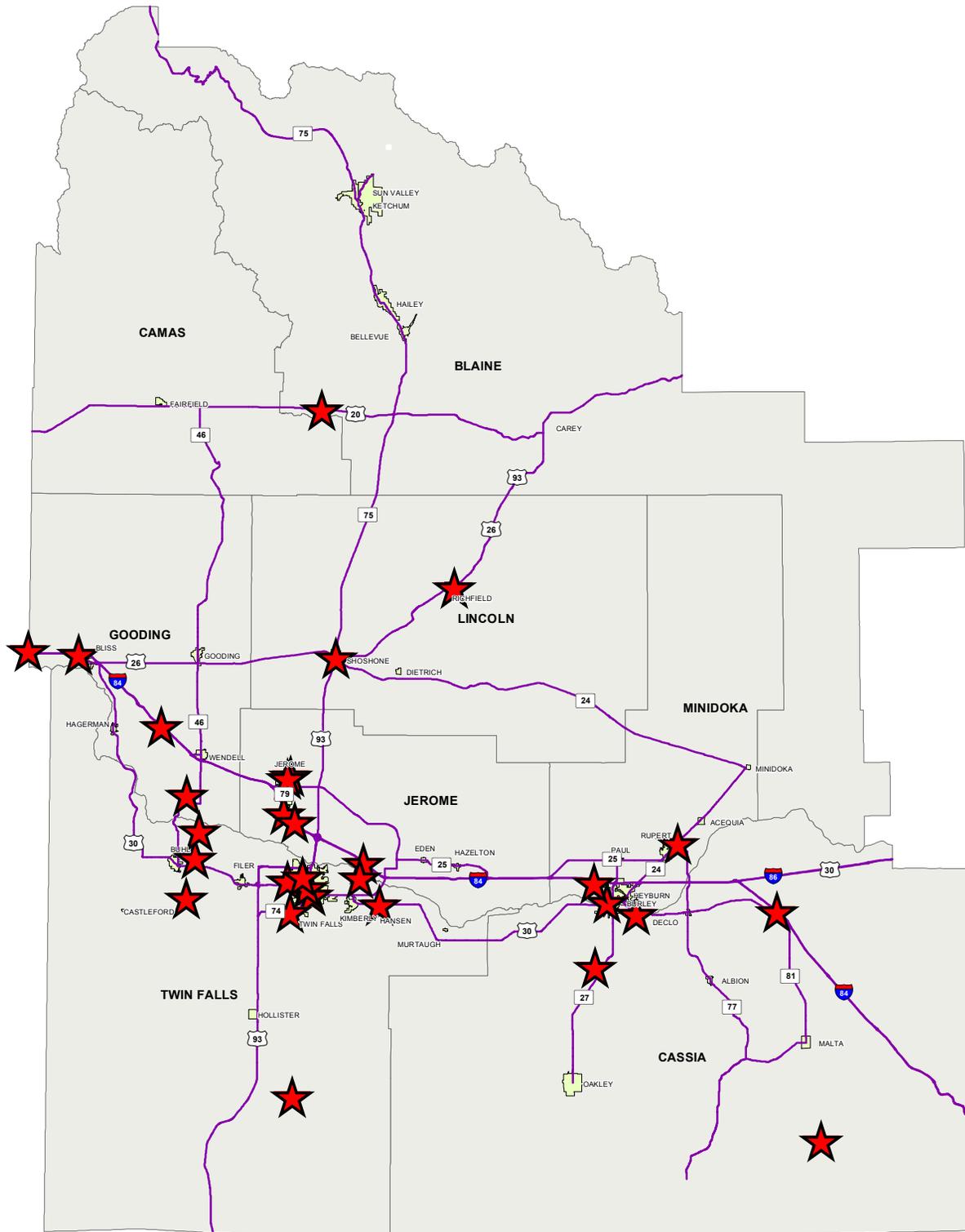



**48 Fatal Crashes
50 People Killed**



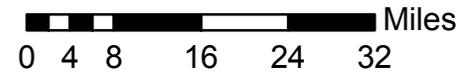
April 2015

State of Idaho District Four 2014 Fatal Crash Locations



Legend

-  2014 Fatal Crashes
-  Counties
-  Cities
-  State Highway System



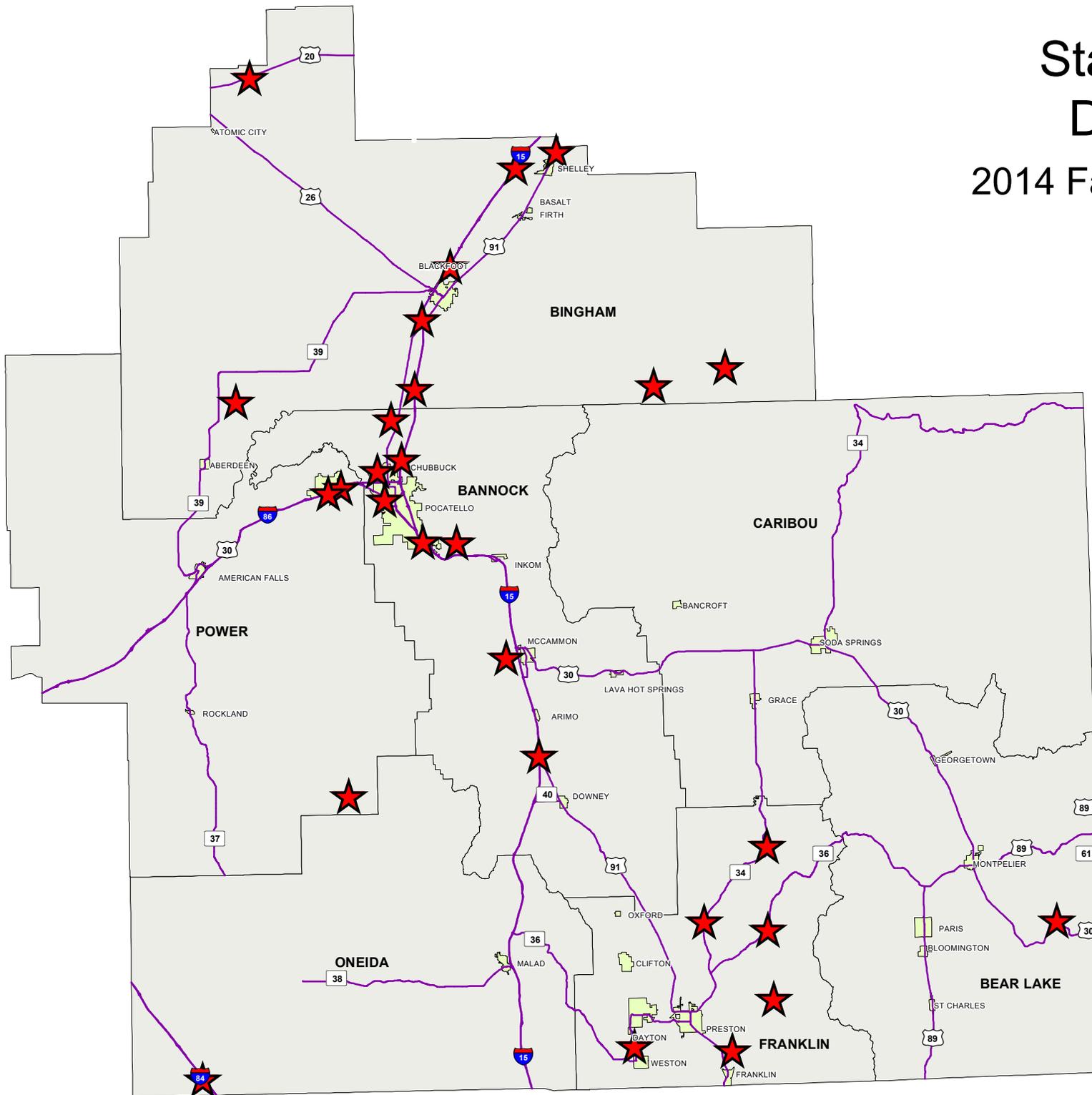
**30 Fatal Crashes
32 People Killed**



April 2015

State of Idaho District Five

2014 Fatal Crash Locations



Legend

-  2014 Fatal Crashes
-  Counties
-  Cities
-  State Highway System



29 Fatal Crashes
33 People Killed



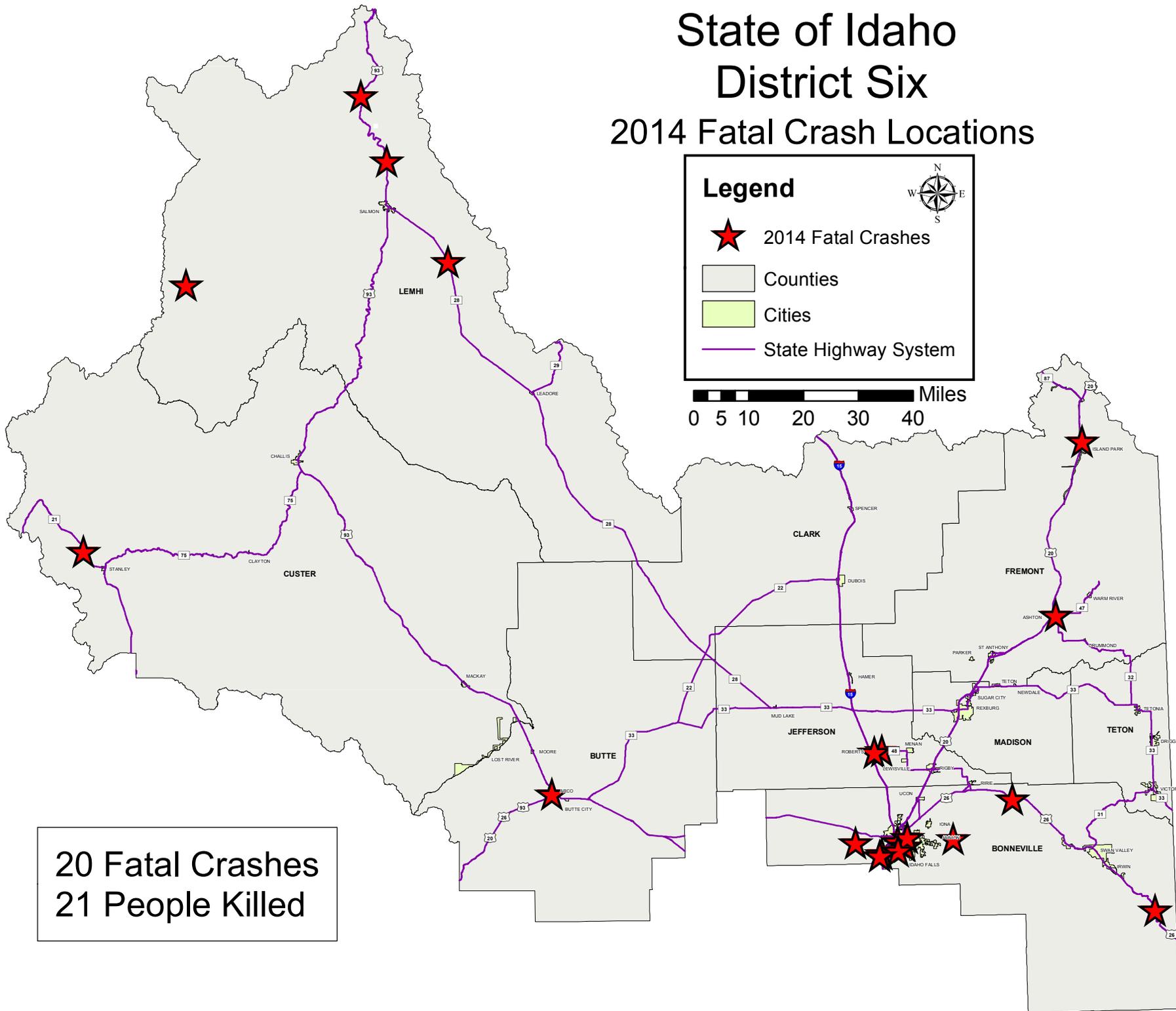
April 2015



April 2015

State of Idaho District Six

2014 Fatal Crash Locations



20 Fatal Crashes
21 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2014

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

2014 Wild Animal Crash Locations

Legend

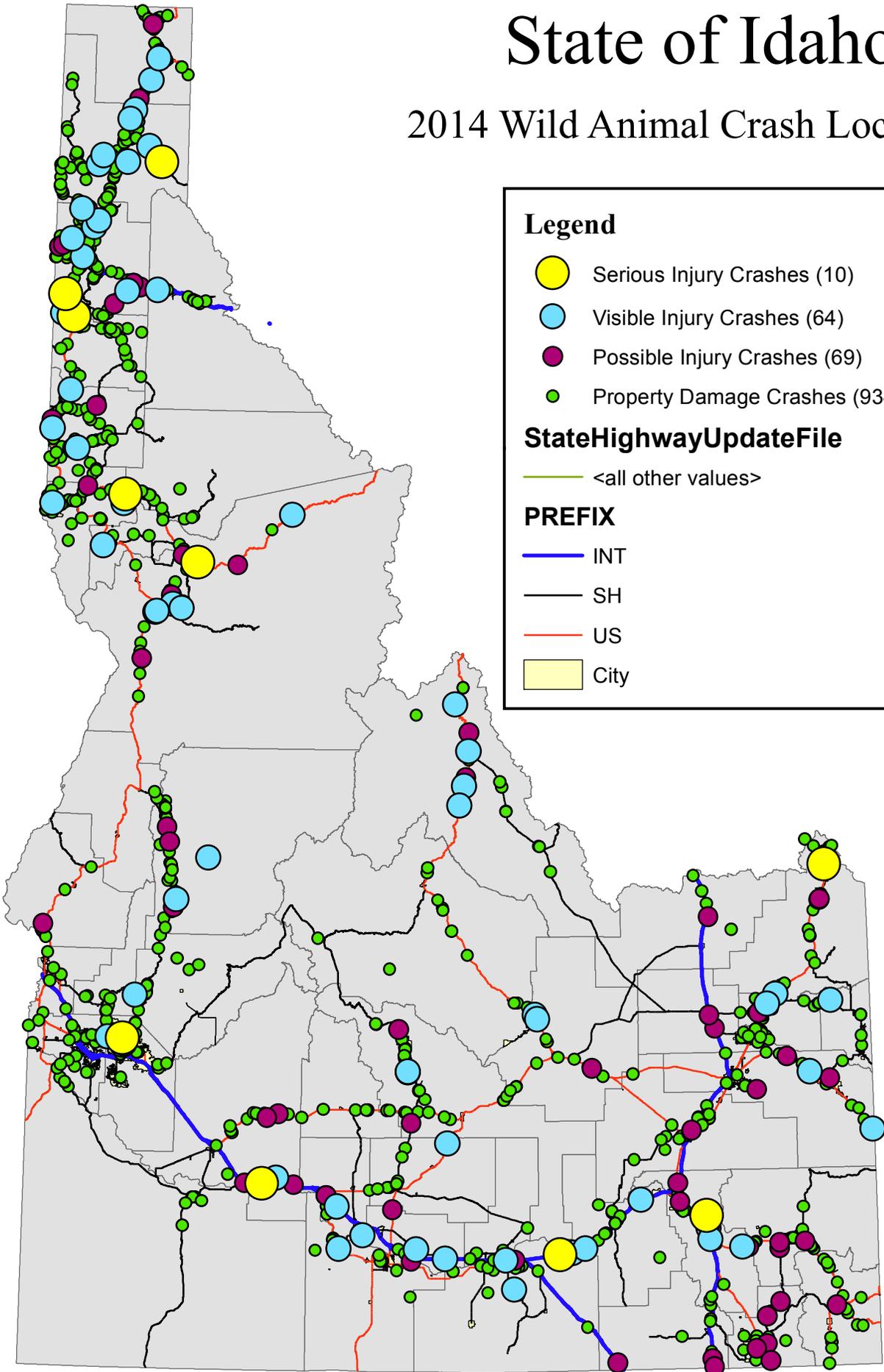
- Serious Injury Crashes (10)
- Visible Injury Crashes (64)
- Possible Injury Crashes (69)
- Property Damage Crashes (934)

StateHighwayUpdateFile

— <all other values>

PREFIX

- INT
- SH
- US
- City



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: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

I-15	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	9	10	7	6	5	8	3	4	7	8
Fatalities	11	11	8	6	5	8	4	4	9	10
Total Crashes	582	501	522	579	483	638	386	357	365	263
Average Daily Traffic	9,990	10,130	10,550	10,700	10,020	10,020	10,590	10,710	10,710	11,110
Fatal Crash Rate	1.26	1.38	0.93	0.78	0.70	1.12	0.40	0.52	0.91	1.01
Total Crash Rate	81.43	69.13	69.16	75.64	67.38	89.00	50.95	46.59	47.64	33.09

I-84	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	23	21	29	23	16	15	4	17	15	11
Fatalities	25	23	35	28	18	22	5	20	15	11
Total Crashes	1,265	1,103	1,319	1,198	1,112	1,051	873	884	927	799
Average Daily Traffic	19,420	20,080	20,580	19,740	18,990	18,990	19,810	20,780	20,780	21,740
Fatal Crash Rate	1.18	1.04	1.40	1.16	0.84	0.79	0.20	0.81	0.72	0.50
Total Crash Rate	64.74	54.60	63.70	60.32	58.20	55.01	43.80	42.28	44.34	36.53

I-86	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	4	2	2	1	2	3	2	2	2
Fatalities	2	4	2	2	1	3	6	2	2	2
Total Crashes	151	127	97	144	125	118	72	78	110	76
Average Daily Traffic	7,950	8,050	8,140	8,170	7,860	7,860	8,190	8,240	8,240	8,430
Fatal Crash Rate	1.10	2.17	1.07	1.07	0.55	1.11	1.60	1.06	1.06	1.03
Total Crash Rate	82.80	68.77	51.95	76.83	69.32	65.44	38.32	41.26	58.19	39.30

I-90	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	1	4	6	2	2	7	1	1	3
Fatalities	3	1	6	7	3	2	7	1	2	4
Total Crashes	345	401	435	412	305	295	312	297	318	281
Average Daily Traffic	17,760	18,080	18,208	17,532	17,476	17,476	17,476	17,643	17,640	18,320
Fatal Crash Rate	0.42	0.21	0.82	1.27	0.42	0.42	1.49	0.21	0.21	0.61
Total Crash Rate	72.08	82.29	88.64	87.13	64.71	62.59	66.20	62.42	66.84	56.87

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

I-184	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	0	1	1	0	0	0	0	0
Fatalities	0	0	0	1	1	0	0	0	0	0
Total Crashes	32	47	39	53	38	26	34	46	44	49
Average Daily Traffic	52,940	54,620	57,450	55,480	55,820	55,820	56,600	57,880	57,880	58,300
Fatal Crash Rate	0.00	0.00	0.00	1.36	1.36	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	45.75	65.12	51.38	72.30	51.52	35.25	45.46	60.15	57.53	63.61

US 2	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	1	1	2	1	0	4	2	2	3
Fatalities	1	1	1	2	1	0	4	2	2	3
Total Crashes	96	94	69	88	86	65	73	66	65	76
Average Daily Traffic	4,318	4,315	4,629	4,512	4,503	4,503	4,452	4,382	4,860	4,630
Fatal Crash Rate	1.37	1.37	1.28	2.63	1.32	0.00	5.32	2.70	2.44	3.84
Total Crash Rate	131.70	129.05	88.30	115.52	113.12	85.50	97.14	89.22	79.23	97.19

US 12	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	9	3	2	5	3	3	3	4	0	10
Fatalities	10	4	2	7	4	3	4	4	0	11
Total Crashes	223	186	184	128	150	160	168	146	166	162
Average Daily Traffic	2,029	2,007	1,998	1,929	1,901	1,901	1,990	1,959	1,960	2,000
Fatal Crash Rate	7.20	2.43	1.63	4.21	2.56	2.56	2.45	3.32	0.00	8.15
Total Crash Rate	178.41	150.46	149.51	107.73	128.11	136.65	137.05	121.00	137.51	132.02

US 20	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	5	10	7	7	6	8	4	4	9	7
Fatalities	6	10	8	7	6	10	4	4	9	8
Total Crashes	1,034	931	948	883	761	835	786	733	748	777
Average Daily Traffic	5,790	5,836	5,748	5,971	5,960	5,960	5,767	5,830	5,880	6,090
Fatal Crash Rate	0.76	1.51	1.04	1.04	0.89	1.18	0.62	0.61	1.35	1.02
Total Crash Rate	157.65	140.83	140.43	130.56	112.72	123.68	121.89	112.44	112.36	113.53

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

US 26	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	2	3	3	4	0	1	3	2	3
Fatalities	3	3	3	3	4	0	1	3	2	3
Total Crashes	196	171	208	226	191	173	126	116	132	105
Average Daily Traffic	3,071	3,154	3,295	3,209	3,161	3,161	2,906	2,917	2,920	2,950
Fatal Crash Rate	1.39	1.35	1.94	1.99	2.69	0.00	0.73	2.18	1.46	2.17
Total Crash Rate	135.90	115.45	134.42	149.97	128.66	116.53	91.96	84.34	96.26	75.79

US 30	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	4	5	1	7	3	2	2	4	4	5
Fatalities	5	5	1	7	3	3	2	4	4	7
Total Crashes	308	255	285	278	278	250	249	285	244	238
Average Daily Traffic	3,816	3,626	3,722	3,615	3,651	3,651	3,569	3,587	3,580	3,510
Fatal Crash Rate	1.49	1.96	0.38	2.75	1.17	0.78	0.80	1.59	1.59	2.04
Total Crash Rate	114.77	99.99	108.89	109.35	108.27	97.36	99.20	112.98	96.94	97.13

US 89	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	0	2	1	0	0	0	1	0
Fatalities	1	0	0	2	4	0	0	0	1	0
Total Crashes	33	35	29	43	37	38	34	39	24	31
Average Daily Traffic	1,640	1,659	1,815	1,598	1,591	1,591	1,509	1,506	1,510	1,480
Fatal Crash Rate	3.82	0.00	0.00	7.83	3.94	0.00	0.00	0.00	4.18	0.00
Total Crash Rate	125.99	132.09	100.05	168.42	145.63	149.57	141.09	162.07	100.21	131.13

US 91	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	5	2	2	0	2	2	1	4	4	0
Fatalities	6	2	3	0	2	4	1	4	5	0
Total Crashes	300	204	300	291	300	331	273	270	275	234
Average Daily Traffic	4,173	4,178	4,454	4,527	4,516	4,516	4,466	4,466	4,410	4,410
Fatal Crash Rate	3.91	1.56	1.43	0.00	1.41	1.41	0.71	2.85	2.90	0.00
Total Crash Rate	234.79	159.47	214.35	204.65	211.51	233.37	194.80	192.68	199.29	168.68

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

US 93	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	13	8	6	7	8	8	4	9	4	3
Fatalities	17	8	9	7	8	9	4	9	4	3
Total Crashes	419	401	333	330	353	326	320	298	291	289
Average Daily Traffic	2,102	2,015	2,133	2,078	2,101	2,101	1,797	1,792	1,930	2,000
Fatal Crash Rate	3.99	2.56	1.82	2.15	2.43	2.43	1.45	3.27	1.34	0.97
Total Crash Rate	128.69	128.50	100.80	101.35	107.22	99.02	115.79	108.15	97.41	93.35

US 95	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	20	11	14	17	24	14	13	6	14	15
Fatalities	23	12	15	19	31	15	16	8	16	15
Total Crashes	1,330	1,161	1,270	1,167	1,117	1,118	1,045	1,018	929	967
Average Daily Traffic	4,641	4,717	4,961	4,736	4,764	4,764	4,815	4,760	4,730	4,920
Fatal Crash Rate	2.32	1.21	1.44	1.83	2.56	1.49	1.37	0.65	1.55	1.57
Total Crash Rate	154.08	127.22	130.90	125.32	119.26	119.37	110.28	109.72	102.62	100.99

SH 1	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	0	1	0	0	0	0	0	0
Fatalities	0	0	0	1	0	0	0	0	0	0
Total Crashes	13	5	7	3	4	8	12	5	3	6
Average Daily Traffic	640	680	740	700	760	820	780	810	810	810
Fatal Crash Rate	0.00	0.00	0.00	31.87	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	453.22	164.06	211.06	95.62	117.43	217.68	343.27	137.73	82.64	165.28

SH 3	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	1	1	2	1	1	1	1	2	4
Fatalities	1	1	1	2	1	1	1	1	2	4
Total Crashes	99	95	100	78	91	93	100	97	79	86
Average Daily Traffic	1,510	1,503	1,550	1,482	1,495	1,495	1,476	1,437	1,430	1,560
Fatal Crash Rate	1.68	1.69	1.64	3.43	1.70	1.70	1.73	1.78	3.57	6.55
Total Crash Rate	165.90	160.25	164.12	133.90	154.84	158.24	172.98	172.42	141.14	140.82

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 5	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	0	0	0	0	0	0	2	0
Fatalities	0	0	0	0	0	0	0	0	2	0
Total Crashes	24	31	26	32	27	23	23	33	24	22
Average Daily Traffic	2,150	2,350	2,350	2,350	2,350	2,350	2,340	2,530	2,680	2,610
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.70	0.00
Total Crash Rate	40.51	52.32	43.88	54.01	45.57	38.82	38.82	187.14	128.40	120.73

SH 6	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	1	2	0	0	1	0	1	0	1
Fatalities	1	1	2	0	0	1	0	2	0	2
Total Crashes	23	28	27	19	33	23	24	23	18	24
Average Daily Traffic	1,125	1,125	1,125	1,125	1,126	1,126	1,141	1,105	1,100	1,160
Fatal Crash Rate	6.17	6.17	12.34	0.00	0.00	6.16	0.00	6.28	0.00	5.98
Total Crash Rate	141.87	172.71	166.54	117.19	203.34	141.72	146.01	144.42	113.57	143.59

SH 7	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
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	10	8	6	7	13	10	3	7	5	8
Average Daily Traffic	1,450	1,470	1,480	1,480	1,480	940	940	780	780	750
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	117.07	92.38	68.82	80.29	149.10	180.58	54.17	152.34	108.81	181.06

SH 8	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	1	1	0	1	1	0	4	0
Fatalities	0	0	1	1	0	1	1	0	4	0
Total Crashes	127	93	136	123	97	114	109	91	108	126
Average Daily Traffic	2,778	2,856	2,619	2,631	2,631	2,631	2,522	2,601	2,600	2,520
Fatal Crash Rate	0.00	0.00	1.97	1.96	0.00	1.96	2.04	0.00	7.93	0.00
Total Crash Rate	661.48	468.64	267.51	240.85	189.94	223.23	222.64	180.29	214.02	257.61

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 9	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	1	0	0	0	0	0	0	1	0
Fatalities	0	1	0	0	0	0	0	0	1	0
Total Crashes	5	3	3	7	5	4	4	3	5	6
Average Daily Traffic	800	825	850	850	850	850	850	830	830	1,030
Fatal Crash Rate	0.00	24.56	0.00	0.00	0.00	0.00	0.00	0.00	24.41	0.00
Total Crash Rate	126.63	73.68	71.51	166.86	119.18	95.35	95.35	73.23	122.06	118.03

SH 11	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	1	0	0	1	0	0	0	0	0
Fatalities	0	1	0	0	1	0	0	0	0	0
Total Crashes	24	14	31	20	14	14	10	14	7	13
Average Daily Traffic	990	990	990	790	790	790	790	870	870	670
Fatal Crash Rate	0.00	6.51	0.00	0.00	8.15	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	156.13	91.08	201.67	163.05	114.13	114.13	32.61	14.81	7.40	124.96

SH 13	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	1	2	0	1	0	1	1	0
Fatalities	0	0	1	2	0	1	0	1	1	0
Total Crashes	20	20	28	16	11	28	16	18	23	10
Average Daily Traffic	1,490	1,510	1,540	1,270	1,350	1,350	1,330	1,690	1,690	1,720
Fatal Crash Rate	0.00	0.00	6.74	16.35	0.00	7.69	0.00	6.14	6.14	0.00
Total Crash Rate	139.35	137.51	188.76	130.79	84.59	215.32	124.89	110.57	141.29	60.36

SH 14	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	1	1	0	0	0	0	0	0	0
Fatalities	1	1	1	0	0	0	0	0	0	0
Total Crashes	8	6	8	3	4	5	7	3	3	9
Average Daily Traffic	510	460	460	470	340	340	340	340	340	280
Fatal Crash Rate	10.85	12.03	12.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	86.79	72.17	96.23	35.32	65.10	81.37	113.92	48.82	48.82	177.85

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 16	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	1	0	2	0	1	2	0	1
Fatalities	1	0	1	0	2	0	1	2	0	1
Total Crashes	37	39	42	32	40	34	32	38	34	47
Average Daily Traffic	8,300	8,590	8,530	7,860	7,900	7,900	7,840	7,660	8,060	7,730
Fatal Crash Rate	2.37	0.00	2.31	0.00	4.98	0.00	2.51	5.14	0.00	2.21
Total Crash Rate	87.69	89.31	96.86	80.09	99.61	84.66	80.29	97.73	83.10	104.08

SH 19	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	2	1	0	2	0	0	2	1
Fatalities	0	0	2	1	0	2	0	0	3	1
Total Crashes	33	40	43	39	34	43	32	31	35	56
Average Daily Traffic	4,749	5,363	5,571	5,378	5,293	5,293	5,205	5,192	5,190	5,780
Fatal Crash Rate	0.00	0.00	6.10	3.16	0.00	6.42	0.00	0.00	6.55	2.94
Total Crash Rate	118.14	126.80	131.22	123.28	109.21	138.12	104.52	101.52	114.65	164.72

SH 21	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	1	5	1	3	2	3	2	1	2
Fatalities	1	1	5	1	3	2	3	2	1	2
Total Crashes	89	72	77	77	71	69	54	37	55	46
Average Daily Traffic	1,154	1,156	1,138	1,118	1,113	1,113	1,006	1,043	1,050	1,090
Fatal Crash Rate	1.88	1.88	9.54	1.94	5.85	3.90	6.47	4.16	2.07	3.98
Total Crash Rate	167.45	135.23	146.94	149.57	138.49	134.59	116.51	77.05	113.72	91.62

SH 22	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	1	0	0	0	0	0	0	1	0
Fatalities	0	1	0	0	0	0	0	0	1	0
Total Crashes	5	2	4	6	5	6	1	4	7	3
Average Daily Traffic	260	250	340	310	300	300	300	300	300	450
Fatal Crash Rate	0.00	24.94	0.00	0.00	0.00	0.00	0.00	0.00	20.79	0.00
Total Crash Rate	119.92	49.89	73.36	120.69	103.93	124.71	20.79	83.14	145.50	41.57

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 24	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	1	0	2	1	3	1	1	0	0
Fatalities	2	1	0	2	1	4	1	2	0	0
Total Crashes	43	37	43	40	28	34	32	30	35	36
Average Daily Traffic	1,476	1,423	1,448	1,392	1,392	1,392	1,388	1,414	1,410	1,530
Fatal Crash Rate	5.52	2.87	0.00	5.86	2.93	8.78	2.94	2.88	0.00	0.00
Total Crash Rate	118.78	106.04	121.03	117.12	81.98	99.55	93.99	86.46	101.19	95.92

SH 25	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	2	0	0	0	1	1	3	0
Fatalities	1	0	2	0	0	0	1	1	3	0
Total Crashes	63	48	48	59	39	35	52	56	58	37
Average Daily Traffic	2,113	2,139	2,139	2,035	2,059	2,059	2,004	2,067	2,070	2,150
Fatal Crash Rate	2.62	0.00	5.17	0.00	0.00	0.00	2.76	2.67	8.01	0.00
Total Crash Rate	164.78	124.05	124.02	160.26	104.68	93.94	143.41	149.73	154.94	95.16

SH 27	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	2	0	0	2	1	1	1	0	0
Fatalities	1	2	0	0	2	1	1	1	0	0
Total Crashes	49	49	76	55	51	54	42	50	43	32
Average Daily Traffic	2,547	2,547	2,952	2,842	2,842	2,842	2,797	2,788	2,790	2,750
Fatal Crash Rate	4.43	8.87	0.00	0.00	7.95	3.97	4.04	4.05	0.00	0.00
Total Crash Rate	217.21	217.21	290.73	218.52	202.63	214.55	169.55	202.50	174.04	131.34

SH 28	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	2	0	1	0	0	0	1	1	1
Fatalities	0	2	0	2	0	0	0	1	1	2
Total Crashes	27	32	34	48	42	40	38	35	41	23
Average Daily Traffic	800	780	780	700	660	660	660	660	660	600
Fatal Crash Rate	0.00	5.83	0.00	3.25	0.00	0.00	0.00	3.45	3.45	3.79
Total Crash Rate	76.74	93.28	99.11	155.91	144.69	137.80	130.91	120.58	141.25	87.16

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 31	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	0	0	0	1	0	0	1	0	0
Fatalities	2	0	0	0	1	0	0	1	0	0
Total Crashes	33	26	25	29	26	17	15	22	16	17
Average Daily Traffic	1,850	1,900	2,100	1,980	1,780	1,700	1,950	1,880	1,940	2,010
Fatal Crash Rate	14.09	0.00	0.00	0.00	7.32	0.00	0.00	6.93	0.00	0.00
Total Crash Rate	232.52	178.38	155.18	190.92	190.40	130.35	100.27	152.54	107.51	110.21

SH 32	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	0	0	0	2	0	0	0	0
Fatalities	0	0	0	0	0	2	0	0	0	0
Total Crashes	7	6	7	10	10	12	10	8	3	8
Average Daily Traffic	620	650	710	650	660	860	830	820	740	670
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	22.45	0.00	0.00	0.00	0.00
Total Crash Rate	108.97	89.09	95.16	148.49	146.24	134.67	27.39	94.16	39.13	115.24

SH 33	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	3	1	1	2	2	1	0	0	0
Fatalities	2	3	1	1	2	3	1	0	0	0
Total Crashes	277	266	287	251	179	216	201	196	161	158
Average Daily Traffic	2,281	2,334	2,524	2,538	2,589	2,589	2,572	2,372	2,370	2,390
Fatal Crash Rate	1.72	2.52	0.78	0.77	1.51	1.51	0.76	0.00	0.00	0.00
Total Crash Rate	237.79	223.18	222.63	193.62	135.38	163.36	153.03	161.75	133.00	129.43

SH 34	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	1	1	1	5	1	0	2	2	2
Fatalities	0	2	1	1	5	1	0	2	3	2
Total Crashes	41	54	66	46	58	61	59	64	49	41
Average Daily Traffic	918	923	977	341	928	928	922	922	920	880
Fatal Crash Rate	0.00	3.01	2.84	3.01	14.97	2.99	0.00	6.02	6.03	6.31
Total Crash Rate	123.92	162.37	187.42	138.57	173.66	182.64	177.58	192.63	147.75	129.33

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 36	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	2	1	1	1	0	1	2	2
Fatalities	0	0	2	1	1	1	0	2	2	2
Total Crashes	53	38	50	38	39	45	34	35	36	33
Average Daily Traffic	649	639	670	614	619	619	619	624	620	590
Fatal Crash Rate	0.00	0.00	12.20	6.66	6.60	6.60	0.00	6.55	13.19	13.86
Total Crash Rate	333.59	243.02	305.00	252.95	257.53	297.15	224.52	229.29	237.43	228.71

SH 37	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	3	0	1	0	0	0	1	1	0
Fatalities	0	3	0	1	0	0	0	2	1	0
Total Crashes	9	9	3	4	5	7	7	5	6	2
Average Daily Traffic	360	360	400	400	400	400	400	400	400	400
Fatal Crash Rate	0.00	73.10	0.00	21.93	0.00	0.00	0.00	21.93	21.93	0.00
Total Crash Rate	219.31	219.31	65.79	87.72	109.66	153.52	153.52	109.66	131.59	43.86

SH 38	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
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	10	13	8	15	7	13	5	3	8	8
Average Daily Traffic	470	460	450	450	450	470	470	470	470	450
Fatal Crash Rate	0.00	25.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	249.00	330.74	208.06	390.11	182.05	323.71	124.35	74.70	199.20	207.81

SH 39	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	2	2	1	0	1	0	4	3	0
Fatalities	1	2	2	1	0	1	0	5	3	0
Total Crashes	90	54	67	52	74	52	58	47	63	43
Average Daily Traffic	2,532	2,523	2,461	2,310	2,339	2,339	2,339	2,329	2,330	2,400
Fatal Crash Rate	2.08	4.18	4.28	2.27	0.00	2.24	0.00	8.99	6.74	0.00
Total Crash Rate	187.25	112.77	143.35	117.82	165.62	116.38	129.81	105.62	141.53	95.87

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 41	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	3	1	0	2	2	1	2	0
Fatalities	0	0	4	1	0	2	2	1	2	0
Total Crashes	162	179	146	135	153	128	125	115	145	111
Average Daily Traffic	5,920	5,928	6,415	6,617	6,618	6,618	6,377	6,377	6,370	6,350
Fatal Crash Rate	0.00	0.00	3.27	1.06	0.00	2.12	2.20	1.10	2.20	0.00
Total Crash Rate	191.52	211.33	159.27	142.77	161.80	135.37	137.19	126.21	159.30	122.32

SH 44	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	3	0	1	0	2	0	2	1	2
Fatalities	2	5	0	1	0	2	0	2	1	2
Total Crashes	287	253	285	217	216	222	211	174	181	249
Average Daily Traffic	14,324	15,027	15,158	15,318	15,337	15,337	15,281	15,979	15,960	14,850
Fatal Crash Rate	1.65	2.36	0.00	0.77	0.00	1.55	0.00	1.48	0.74	1.69
Total Crash Rate	237.23	199.40	222.80	167.87	166.88	171.52	163.41	128.87	134.42	210.93

SH 45	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	1	2	0	1	2	0	1	0	0
Fatalities	0	1	2	0	1	2	0	1	0	0
Total Crashes	170	148	147	133	131	137	101	127	127	125
Average Daily Traffic	6,416	6,643	7,519	7,519	7,360	7,360	7,360	7,360	7,360	7,060
Fatal Crash Rate	0.00	2.28	4.04	0.00	2.06	4.12	0.00	2.06	0.00	0.00
Total Crash Rate	402.09	338.09	296.66	268.41	270.10	282.47	208.24	261.85	261.84	269.71

SH 46	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	1	0	0	1	0	0	3	0
Fatalities	0	0	1	0	0	1	0	0	3	0
Total Crashes	50	31	32	34	29	34	21	37	40	37
Average Daily Traffic	2,152	2,112	2,112	2,347	2,321	2,321	2,086	1,864	2,240	2,470
Fatal Crash Rate	0.00	0.00	3.01	0.00	0.00	2.74	0.00	0.00	6.41	0.00
Total Crash Rate	147.86	93.39	96.40	92.19	79.50	93.21	47.72	96.23	85.50	71.72

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 47	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	0	0	0	0	0	0	0	0
Fatalities	1	0	0	0	0	0	0	0	0	0
Total Crashes	7	8	4	8	7	3	3	1	7	5
Average Daily Traffic	800	790	780	760	770	780	830	830	830	880
Fatal Crash Rate	27.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	193.02	223.38	113.12	232.20	200.54	84.84	79.73	26.58	186.04	125.34

SH 48	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	2	1	0	0	0	0	1	2
Fatalities	1	0	3	1	0	0	0	0	1	2
Total Crashes	46	27	36	32	27	39	38	35	42	34
Average Daily Traffic	1,960	2,090	2,090	2,270	2,290	2,290	2,290	2,290	2,290	2,440
Fatal Crash Rate	5.73	0.00	10.74	4.94	0.00	0.00	0.00	0.00	4.90	9.20
Total Crash Rate	263.43	145.00	193.34	158.23	132.34	191.16	186.25	171.55	205.86	156.40

SH 50	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	3	0	0	1	0	1	0	0
Fatalities	0	0	3	0	0	1	0	1	0	0
Total Crashes	16	16	22	14	14	10	14	20	27	20
Average Daily Traffic	2,920	2,980	3,070	3,240	3,070	3,070	3,270	3,410	3,410	4,040
Fatal Crash Rate	0.00	0.00	33.09	0.00	0.00	11.03	0.00	9.93	0.00	0.00
Total Crash Rate	185.52	181.78	242.63	146.30	154.40	110.28	144.95	198.58	268.08	167.61

SH 51	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	3	3	1	1	2	0	1	0	1	0
Fatalities	3	4	1	1	3	0	1	0	1	0
Total Crashes	77	63	45	43	71	44	50	51	45	43
Average Daily Traffic	825	822	814	821	799	799	799	789	790	750
Fatal Crash Rate	10.95	10.94	3.64	3.60	7.40	0.00	3.70	0.00	3.75	0.00
Total Crash Rate	281.03	229.78	163.58	154.93	262.82	162.88	185.09	191.17	168.57	170.29

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 52	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	2	2	2	1	3	0	0	0	1	0
Fatalities	2	2	6	1	4	0	0	0	1	0
Total Crashes	84	61	55	77	53	55	62	65	60	66
Average Daily Traffic	2,130	2,180	2,300	2,150	2,150	2,150	2,150	2,150	2,150	2,180
Fatal Crash Rate	4.75	4.64	4.40	2.35	7.06	0.00	0.00	0.00	2.35	0.00
Total Crash Rate	199.62	141.64	121.04	181.28	124.78	129.49	145.97	153.03	141.26	153.25

SH 53	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	1	0	0	0	1	0	2	0	0
Fatalities	0	2	0	0	0	1	0	2	0	0
Total Crashes	59	57	45	54	50	40	48	59	51	50
Average Daily Traffic	6,925	6,925	7,970	7,860	8,149	8,149	7,823	7,870	7,870	8,220
Fatal Crash Rate	0.00	2.82	0.00	0.00	0.00	2.39	0.00	4.95	0.00	0.00
Total Crash Rate	166.24	160.61	110.18	133.91	119.60	95.68	119.60	146.13	126.32	118.57

SH 54	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	0	0	1	0	1	0	0	0
Fatalities	2	0	0	0	1	0	1	0	0	0
Total Crashes	25	22	20	23	16	10	20	16	14	18
Average Daily Traffic	2,520	2,600	2,830	2,740	2,640	2,640	2,220	2,260	2,260	2,260
Fatal Crash Rate	7.01	0.00	0.00	0.00	6.72	0.00	7.99	0.00	0.00	0.00
Total Crash Rate	175.24	149.47	124.84	148.95	107.54	67.21	159.86	125.62	109.92	141.33

SH 55	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	10	7	3	9	9	7	5	4	4	3
Fatalities	14	9	4	10	9	7	6	5	4	5
Total Crashes	790	728	765	662	641	659	693	744	640	743
Average Daily Traffic	6,466	7,016	7,114	6,316	6,322	6,322	6,248	6,444	6,630	6,850
Fatal Crash Rate	3.16	2.04	0.86	2.89	2.89	2.25	1.62	1.26	1.23	0.89
Total Crash Rate	249.35	211.71	218.36	212.81	205.85	211.63	225.20	234.41	196.71	221.03

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 57	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	2	0	0	0	2	0	0	0	1
Fatalities	0	2	0	0	0	2	0	0	0	1
Total Crashes	30	33	14	17	17	31	13	13	24	25
Average Daily Traffic	1,370	1,380	1,380	1,400	1,560	1,560	1,540	1,470	1,810	1,810
Fatal Crash Rate	0.00	10.67	0.00	0.00	0.00	9.43	0.00	0.00	0.00	4.07
Total Crash Rate	161.14	175.97	89.59	89.36	80.19	146.23	62.12	65.08	120.97	101.64

SH 62	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
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	6	1	3	2	5	4	4	1	3	6
Average Daily Traffic	460	450	440	390	390	430	430	430	420	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	232.20	39.56	121.38	91.29	228.23	165.60	165.60	41.40	127.16	254.31

SH 64	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	0	1	0	1	0	0	0	0
Fatalities	1	0	0	1	0	1	0	0	0	0
Total Crashes	4	2	3	3	5	5	3	3	3	3
Average Daily Traffic	460	400	340	300	440	440	440	440	440	130
Fatal Crash Rate	38.65	0.00	0.00	59.27	0.00	40.41	0.00	0.00	0.00	0.00
Total Crash Rate	154.61	88.90	156.88	177.80	202.05	202.05	121.23	121.23	121.23	410.31

SH 67	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
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	19	6	6	8	11	7	6	9	3	13
Average Daily Traffic	4,419	11,000	7,200	7,200	8,000	8,000	8,000	6,910	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	49.75	16.70	25.52	34.02	42.10	26.79	22.96	39.88	13.29	57.60

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 69	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	2	3	1	0	0	1	0	0	2
Fatalities	1	2	3	1	0	0	1	0	0	2
Total Crashes	102	117	89	67	65	48	52	68	60	73
Average Daily Traffic	14,358	16,463	16,581	17,133	16,290	16,290	15,448	15,047	15,040	16,630
Fatal Crash Rate	2.37	4.13	6.14	2.00	0.00	0.00	2.21	0.00	0.00	4.11
Total Crash Rate	241.24	241.33	182.27	133.73	136.44	100.76	115.10	154.54	136.42	150.11

SH 71	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	0	1	0	0	0	0	1	0
Fatalities	0	0	0	1	0	0	0	0	1	0
Total Crashes	7	6	5	6	6	1	3	1	1	0
Average Daily Traffic	410	350	350	360	350	350	380	330	330	280
Fatal Crash Rate	0.00	0.00	0.00	26.49	0.00	0.00	0.00	0.00	28.90	0.00
Total Crash Rate	162.81	163.48	136.23	158.94	163.48	27.25	75.29	28.90	28.90	0.00

SH 75	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	5	4	5	4	3	1	1	0	1	0
Fatalities	7	4	5	5	5	1	1	0	1	0
Total Crashes	160	175	198	197	127	151	138	115	131	150
Average Daily Traffic	3,030	3,110	3,120	2,690	2,770	2,770	2,770	2,710	2,710	2,630
Fatal Crash Rate	2.65	2.06	2.57	2.39	1.74	0.58	0.58	0.00	0.59	0.00
Total Crash Rate	84.77	90.33	101.88	117.56	73.60	87.51	79.98	68.12	77.60	91.56

SH 77	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	0	0	1	1	0	0	0	0
Fatalities	0	0	0	0	1	1	0	0	0	0
Total Crashes	22	23	18	12	21	18	14	15	12	13
Average Daily Traffic	760	740	830	850	850	850	930	910	910	1,020
Fatal Crash Rate	0.00	0.00	0.00	0.00	10.51	10.51	0.00	0.00	0.00	0.00
Total Crash Rate	258.53	277.59	193.69	126.09	220.65	189.13	134.45	148.49	118.79	113.83

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 78	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	1	2	1	0	0	3	0	1	1
Fatalities	0	1	2	1	0	0	3	0	1	1
Total Crashes	36	34	42	34	29	29	29	42	37	41
Average Daily Traffic	746	725	776	850	854	854	854	790	790	720
Fatal Crash Rate	0.00	4.11	7.68	3.51	0.00	0.00	10.46	0.00	3.77	4.14
Total Crash Rate	143.73	139.73	161.22	119.22	101.12	101.12	101.12	158.35	139.53	169.64

SH 81	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	0	0	0	0	0	2	0	0	1
Fatalities	0	0	0	0	0	0	3	0	0	1
Total Crashes	21	21	25	28	27	22	24	35	23	21
Average Daily Traffic	1,230	1,230	1,420	1,310	1,360	1,360	1,400	1,390	1,390	1,470
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	11.52	0.00	0.00	5.49
Total Crash Rate	137.66	137.66	141.96	172.34	160.08	130.43	138.23	203.03	133.42	115.19

SH 87	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	0	0	0	0	0	0	0	0
Fatalities	1	0	0	0	0	0	0	0	0	0
Total Crashes	32	6	4	2	7	6	11	13	2	9
Average Daily Traffic	800	990	1,200	930	1,060	1,060	1,060	1,000	1,000	1,040
Fatal Crash Rate	9.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	306.38	181.81	99.99	64.51	198.10	169.80	311.30	389.98	60.00	259.60

SH 97	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	1	0	0	0	1	0	0	0	0	0
Fatalities	1	0	0	0	1	0	0	0	0	0
Total Crashes	32	22	31	25	28	20	23	26	24	23
Average Daily Traffic	800	930	1,100	1,030	1,030	1,030	1,030	920	920	920
Fatal Crash Rate	9.57	0.00	0.00	0.00	7.44	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	306.38	181.19	215.86	186.03	208.36	148.83	171.15	216.61	199.95	191.62

Crash Information for Selected Routes on the State Highway System: 2005-2014
Rates are per 100 Million Vehicle Miles Traveled

SH 99	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
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	16	4	12	6	3	7	7	5	2	5
Average Daily Traffic	730	745	760	760	760	760	770	770	770	610
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	513.85	125.88	370.18	185.09	92.54	215.94	213.13	152.24	60.89	192.17

SH 162	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
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	11	10	8	9	9	12	12	9	11	7
Average Daily Traffic	779	779	740	1,015	1,015	1,015	750	770	770	780
Fatal Crash Rate	0.00	0.00	15.88	0.00	0.00	11.57	0.00	0.00	0.00	0.00
Total Crash Rate	165.84	150.77	127.07	104.12	104.12	138.83	187.92	137.32	167.81	105.42

SH 167	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	3	1	0	0	1	0	0	0	0	0
Fatalities	3	1	0	0	1	0	0	0	0	0
Total Crashes	77	10	15	21	13	7	1	6	6	5
Average Daily Traffic	825	1,379	1,379	1,407	1,125	1,125	1,158	1,085	1,080	1,300
Fatal Crash Rate	10.95	12.25	0.00	0.00	15.02	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	281.03	122.47	180.18	252.25	195.23	105.12	14.60	93.46	93.89	65.00

SH 200	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Fatal Crashes	0	2	1	2	1	1	0	2	1	1
Fatalities	0	2	2	2	1	1	0	2	1	1
Total Crashes	52	56	46	62	62	49	61	47	58	37
Average Daily Traffic	3,350	3,350	3,470	3,220	3,110	3,110	3,090	2,980	2,960	2,980
Fatal Crash Rate	0.00	4.90	2.37	5.10	2.64	2.64	0.00	5.53	2.79	2.77
Total Crash Rate	127.41	137.21	108.81	158.05	163.64	129.33	162.74	130.01	161.85	102.56

APPENDIX D: Five-Year Crash History

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

Table D-1							
	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatal Crashes	185	152	169	200	175	-12.5%	3.9%
Injury Crashes	7,939	7,492	7,630	7,850	8,217	4.7%	-0.3%
Total Crashes	22,555	20,833	21,402	22,347	22,134	-1.0%	-0.2%
Total Persons - Fatal & Injury Crashes	22,939	20,892	21,610	21,960	22,637	3.1%	-1.3%
Drivers	13,780	12,922	13,350	13,858	14,472	4.4%	0.3%
Passengers	8,136	7,240	7,505	7,355	7,607	3.4%	-3.1%
Total Fatalities	209	167	184	214	186	-13.1%	2.1%
Fatality Rate per 100 Million AVMT	1.34	1.08	1.16	1.35	1.15	-14.5%	1.3%
Total Injuries	11,725	10,866	10,988	11,344	11,768	3.7%	-1.0%
Injury Rate per 100 Million AVMT	75.4	70.5	69.4	71.5	72.9	2.0%	-1.7%
Impaired Drivers - Fatal/Injury Crashes	889	796	822	782	770	-1.5%	-4.0%
% of All Drivers-Fatal/Injury Crashes	6.5%	6.2%	6.2%	5.6%	5.3%	-5.7%	-4.3%
Alcohol/Drug Test Given - Fatal/Injury Crashes	733	681	675	635	606	-4.6%	-4.6%
% of Impaired Drivers Given Test - F&I Crashes	82.5%	85.6%	82.1%	81.2%	78.7%	-3.1%	-0.5%

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

Table D-2							
	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Total Units - Fatal/Injury Crashes	14,514	13,801	14,244	14,696	15,295	4.1%	0.5%
Passenger Cars - Fatal/Injury Crashes	6,562	6,412	6,470	6,640	7,033	5.9%	0.4%
% of Vehicles	45.2%	46.5%	45.4%	45.2%	46.0%	1.8%	0.0%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	6,373	5,866	6,097	6,474	6,666	3.0%	0.7%
% of Vehicles	43.9%	42.5%	42.8%	44.1%	43.6%	-1.1%	0.1%
Commercial Motor Vehicles - Fatal/Injury Crashes	407	396	428	459	494	7.6%	4.2%
% of Vehicles	2.8%	2.9%	3.0%	3.1%	3.2%	3.4%	3.7%
Motorcycles - Fatal/Injury Crashes	484	440	501	460	447	-2.8%	-1.1%
% of Vehicles	3.3%	3.2%	3.5%	3.1%	2.9%	-6.6%	-1.7%
Bicycles - Fatal/Injury Crashes	338	339	381	330	296	-10.3%	-0.2%
% of Vehicles	2.3%	2.5%	2.7%	2.2%	1.9%	-13.8%	-0.6%
Pedestrians - Fatal/Injury Crashes	211	221	236	216	242	12.0%	1.0%
% of Vehicles	1.5%	1.6%	1.7%	1.5%	1.6%	7.6%	0.8%
All Terrain Vehicles - Fatal/Injury Crashes	74	57	64	50	46	-8.0%	-10.9%
% of Vehicles	0.5%	0.4%	0.4%	0.3%	0.3%	-11.6%	-11.5%
Motor Homes - Fatal/Injury Crashes	12	7	8	13	12	-7.7%	11.7%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-11.3%	9.9%
Farm Equipment - Fatal/Injury Crashes	15	23	12	12	10	-16.7%	1.8%
% of Vehicles	0.1%	0.2%	0.1%	0.1%	0.1%	-19.9%	2.9%
Trains - Fatal/Injury Crashes	5	2	7	10	7	-30.0%	77.6%
% of Vehicles	0.0%	0.0%	0.0%	0.1%	0.0%	-32.7%	73.2%

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

Table D-3							
	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Roadside Obstacles- Fatal/Injury Crashes	1,843	1,820	1,850	1,948	2,059	5.7%	1.9%
% of Crashes	24.1%	22.6%	23.7%	24.2%	24.5%	1.4%	0.2%
Roadway Defects- Fatal/Injury Crashes	187	186	197	176	232	31.8%	-1.8%
% of Crashes	2.4%	2.3%	2.5%	2.2%	2.8%	26.4%	-3.2%
Vehicle Defects- Fatal/Injury Crashes	168	205	164	187	208	11.2%	5.3%
% of Vehicles	1.2%	1.4%	1.2%	1.3%	1.4%	6.9%	2.9%
Self-Reported Restraint Use*- Fatal/Injury Crashes	16,001	14,692	15,182	15,800	16,525	4.6%	-0.3%
% Usage	83.4%	84.7%	85.5%	84.3%	84.9%	0.7%	0.4%
Self-Reported Child Restraint Use**							
Fatal/Injury Crashes	1,068	965	865	1,005	942	-6.3%	-1.3%
% Usage	78.2%	79.0%	72.7%	77.1%	78.4%	1.8%	-0.3%
Helmet Use- Fatal/Injury Crashes	300	265	319	263	284	8.0%	-2.9%
% of Motorcycle Operators	54.3%	54.6%	56.6%	51.5%	58.1%	12.8%	-1.7%
Emergency Medical Service Response to Fatal/Injury Crashes	5,613	5,140	5,150	5,342	5,602	4.9%	-1.5%
% of Fatal & Injury Crashes	73.4%	63.9%	66.0%	66.4%	66.8%	0.6%	-3.0%
<p><i>* All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.</i></p> <p><i>** All persons 0-6 years old (0-3 before 2005) in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.</i></p>							

APPENDIX E: 25 Year History

Fatalities & Fatality Rate

