

Idaho Traffic Crashes

2017



Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2017

Prepared by the Idaho Office of Highway Safety

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Introduction

Idaho Traffic Crashes 2017 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 2017 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. 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.

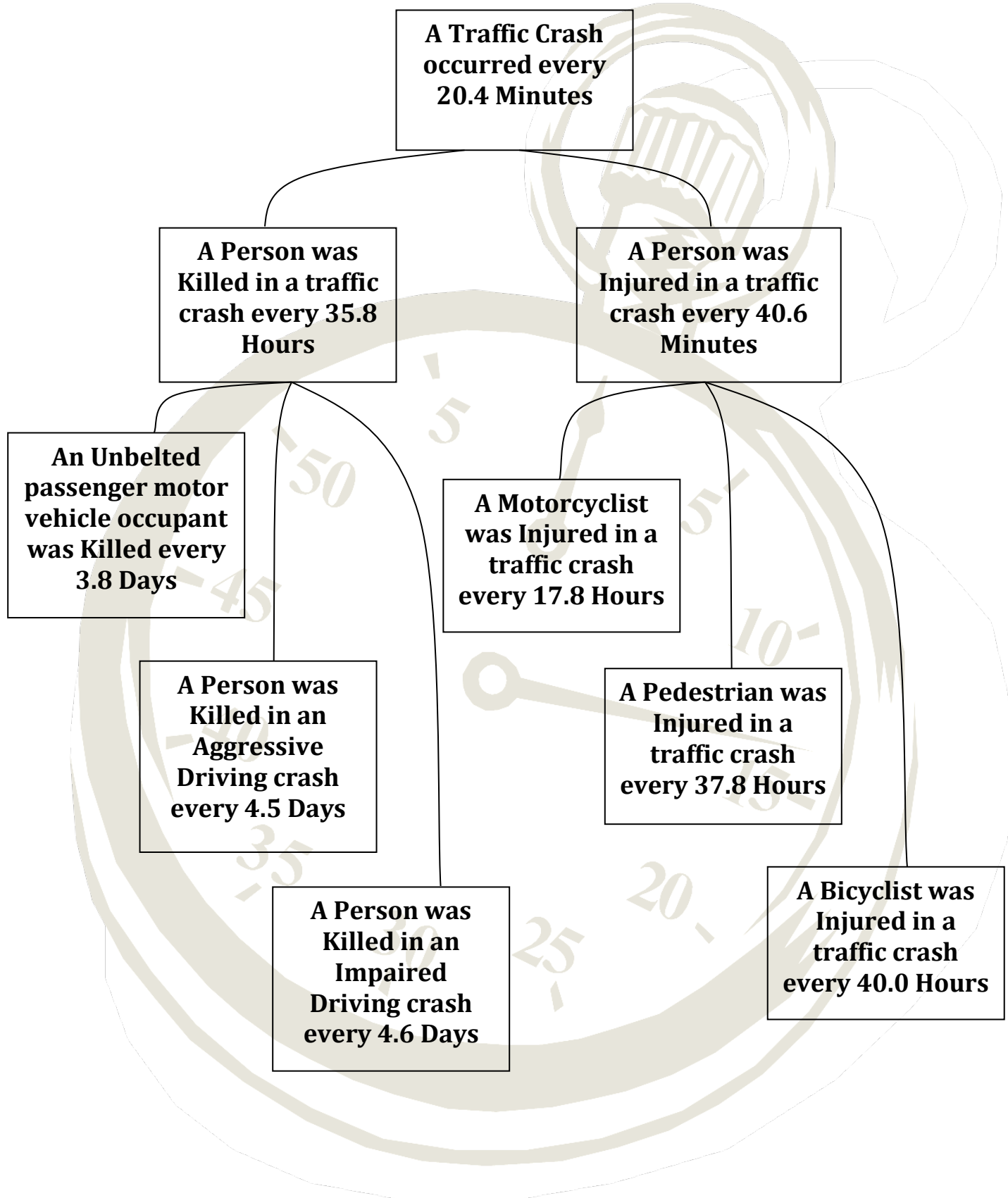
If you have any questions or suggestions concerning *Idaho Traffic Crashes 2017*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2017 are listed below:

- The number of motor vehicle crashes increased by 2.1 percent, from 25,328 in 2016 to 25,851 in 2017. The number of fatalities resulting from motor vehicle crashes decreased from 253 in 2016 to 245 in 2017, a 3.2 percent decrease. The number of fatal crashes decreased from 232 in 2016 to 224 in 2017. The number of serious injuries decreased from 1,332 in 2016 to 1,246 in 2017, a 6.5 percent decrease.
- Idaho's fatality rate per 100 million vehicle miles traveled was 1.42 in 2017, down from 1.48 in 2016.
- While 66 percent of all motor vehicle crashes occurred on urban roadways, 76 percent of the fatal motor vehicle crashes occurred on rural roadways in 2017.
- Fatalities resulting from impaired driving crashes decreased in 2017 by 9.1 percent and 33 percent of all fatalities resulted from impaired driving. Of the 80 people killed in impaired driving crashes, 71 (89 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.
- Idaho's observed seat belt use decreased slightly to 81 percent in 2017. While the observed rate was 81 percent, only 35 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 48 of the 96 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 51 percent of the motor vehicle crashes and 82 people were killed in aggressive driving crashes in 2017.
- Distracted driving was a factor in 19 percent of the motor vehicle crashes in 2017 and 39 people were killed in distracted driving crashes.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2017, youthful drivers were 2.3 times as likely as all other drivers to be involved in a fatal or injury crash. There were 31 people killed in crashes involving youthful drivers in 2017.
- The number of motorcyclists killed in motor vehicle crashes increased to 26 in 2017. Nearly half (42 percent) of fatal motorcycle crashes in 2017 involved just the motorcycle and nearly half (46 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.
- There were 17 pedestrians and 3 bicyclists killed in motor vehicle crashes in 2017.
- Fatal crashes involving commercial motor vehicles increased from 35 in 2016 to 42 in 2017. The number of injury crashes involving commercial motor vehicles increased by 19 percent. There were 44 people killed and 1,129 people injured in commercial motor vehicle crashes in 2017.

Idaho's Traffic Crash Clock: 2017



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2013 through 2017. The total number of traffic crashes in 2017 increased by 2.1% from 2016. Fatal crashes decreased by 3.4%, while injury crashes decreased by 5.5%. Total fatalities decreased by 3.2% from the previous year, while the number of injuries decreased by 5.1%. The number of property damage crashes increased by 6.6%.

	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Total Crashes	22,348	22,134	24,018	25,328	25,851	2.1%	4.3%
Fatal Crashes	200	175	198	232	224	-3.4%	5.9%
Persons Killed (Fatalities)	214	186	216	253	245	-3.2%	6.7%
Injury Crashes	7,850	8,217	9,050	9,327	8,818	-5.5%	6.0%
Persons Injured	11,344	11,768	13,207	13,664	12,969	-5.1%	6.5%
Property-Damage-Only Crashes (>\$1,500 after 2005)	14,298	13,742	14,770	15,769	16,809	6.6%	3.5%
Idaho Population (thousands)	1,612	1,634	1,655	1,683	1,717	2.0%	1.4%
Licensed Drivers (thousands)	1,111	1,128	1,144	1,165	1,208	3.7%	2.8%
Vehicle Miles of Travel (millions)	15,877	16,145	16,662	17,152	17,301	0.9%	2.6%
Urban VMT (millions)	6,650	6,764	7,124	7,272	7,344	1.0%	3.0%
Rural VMT (millions)	9,227	9,381	9,537	9,880	9,956	0.8%	2.3%
Registered Vehicles (thousands)	1,445	1,480	1,489	1,491	1,575	5.6%	1.1%

There were 8 fewer fatal crashes in 2017 than in 2016, and 8 fewer people killed. Most (207) of the fatal crashes (92.4%) resulted in just one fatality; there were 13 fatal crashes (5.8%) that resulted in two fatalities and 4 fatal crashes resulting in three fatalities in 2017.

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 2017, the number of licensed drivers increased by 3.7%, the population grew by 2.0%, and the number of registered motor vehicles increased by 5.6%.

The statewide AVMT increased by 0.9% in 2017. Commercial vehicles accounted for 18% of the statewide AVMT in 2017.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2013-2017.

Table 2 Fatality and Injury Rates per 100 Million AVMT: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatality Rate	1.35	1.15	1.30	1.48	1.42	-4.0%	3.9%
Injury Rate	71.45	72.89	79.26	79.67	74.96	-5.9%	3.8%

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.: 2008-2017

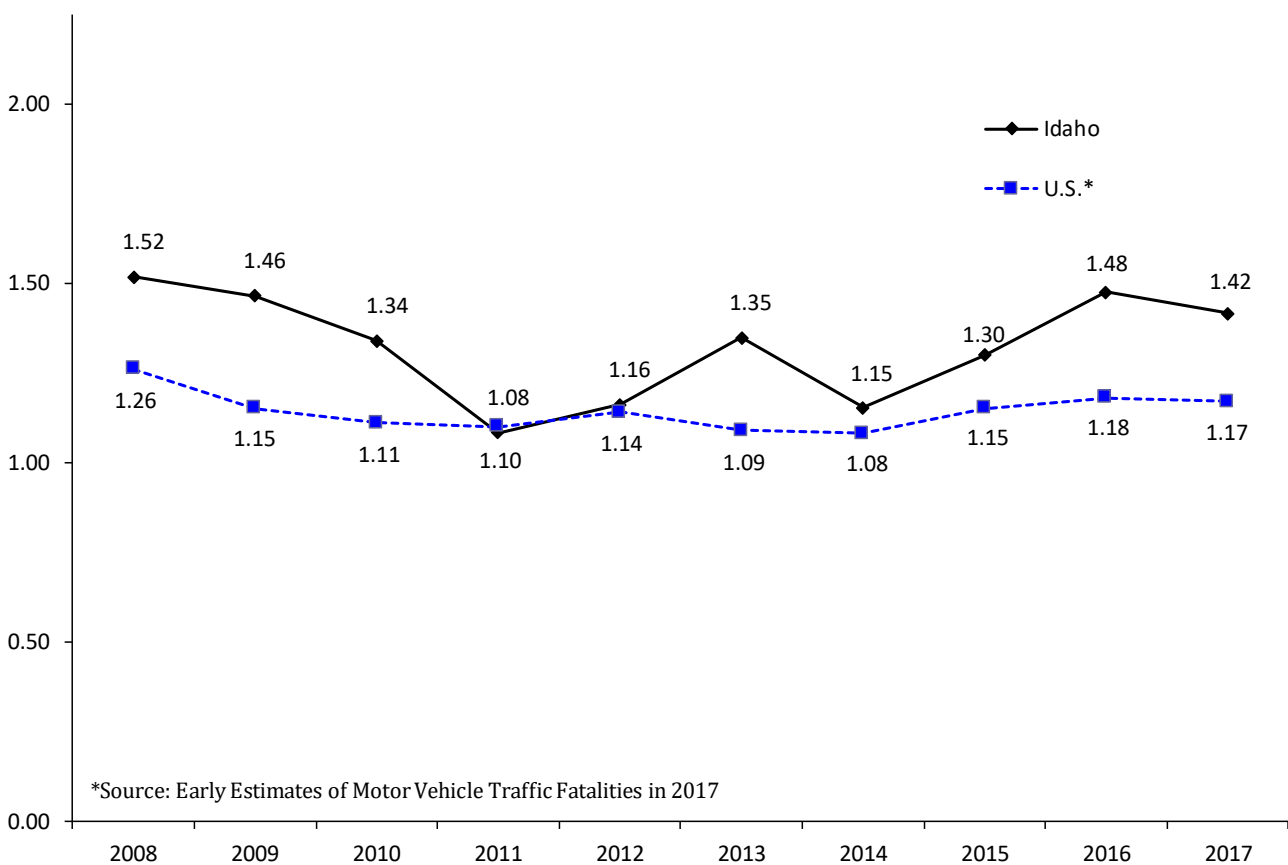
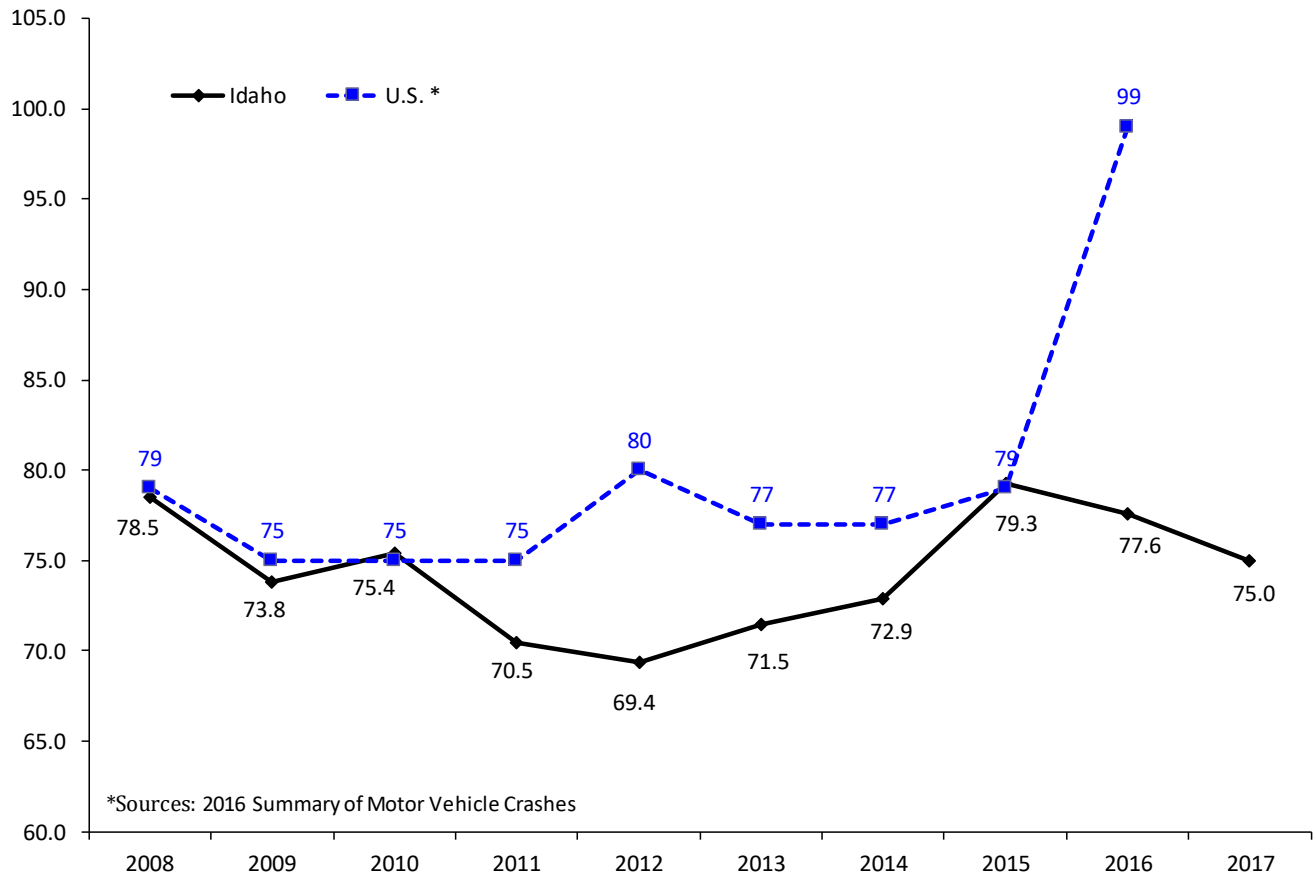


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2008-2017



The 2017 U.S. injury rates were not available at the time of publication. There was a change in the determination of the number of injuries and injury rate in 2016. A direct comparisons of the national 2016 data cannot be made with any previous year. The sampling system used to estimate the national numbers was redesigned in 2016.

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 2013 through 2017. The number of fatalities decreased to 245 in 2017.

Table 3 Injury Severity of Persons Involved in Traffic Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatalities	214	186	216	253	245	-3.2%	6.7%
Serious Injuries	1,262	1,273	1,351	1,332	1,246	-6.5%	1.9%
Visible Injuries	3,549	3,689	4,146	4,251	3,861	-9.2%	6.3%
Possible Injuries	6,533	6,806	7,710	8,081	7,862	-2.7%	7.4%
No Injuries	44,051	42,993	46,642	49,005	50,730	3.5%	3.7%
Unknown / Missing	344	392	519	595	612	2.9%	20.3%
Total Persons in Crashes	55,952	55,339	60,584	63,517	64,556	1.6%	4.4%

In 2017, there were 5 serious injuries for every person killed in motor vehicle crashes. On average, more than four people were killed or seriously injured every day in 2017. There was 1 person killed every 36 hours and 1 person injured every 41 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2017. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ in August 2016. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2017 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2017 was nearly \$4.2 billion.

Table 4 Economic Cost of Idaho Crashes: 2017 Estimates			
Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	245	\$9,794,407	\$2,399,629,818
Serious Injuries	1,246	\$468,418	\$583,648,615
Visible Injuries	3,861	\$127,582	\$492,595,047
Possible Injuries	7,862	\$65,148	\$512,190,423
No Injuries	50,730	\$3,300	\$167,425,412
Total Estimate of Economic Cost			\$4,155,489,315

The cost of traffic crashes in 2017 amounts to \$2,420 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.

<p>Table 5 Estimated Source of Payment for Each Motor Vehicle Crash Cost Component²</p>								
	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 2.4 times as likely to result in a fatality as multiple-vehicle crashes were in 2017. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Table 6 Crashes and Injuries by Number of Vehicles Involved: 2017				
Type of Crash	Single Vehicle		Multiple Vehicles	
	Crashes	Injuries	Crashes	Injuries
Fatal	111	116	113	129
Serious Injury	352	419	612	827
Visible Injury	893	1,117	2,015	2,744
Possible Injury	1,168	1,617	3,778	6,245
Property Damage	4,976		11,833	
Total	7,500	3,269	18,351	9,945

In 2017, single-vehicle crashes represented only 29% of all crashes, yet accounted for 50% of all fatal crashes. Of the 111 fatal single-vehicle crashes, 99 (89%) occurred on rural roadways.

Of the 113 multiple-vehicle fatal crashes, 17 involved a pedestrian, 3 involved a bicycle, and 3 involved a train. The other 90 (80%) involved two or more motor vehicles. Of the 113 fatal multiple-vehicle crashes, 71 (or 63%) occurred on rural roadways.

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

Speed played the biggest role in single-vehicle crashes, contributing to 25% of single-vehicle crashes. Failure to Maintain Lane was the second most prevalent contributing circumstance for single-vehicle crashes at 14% as well as contributing to 3% of multiple vehicle crashes. Animal(s) in Roadway also contributed to 14% of single-vehicle crashes.

Follow Too Close was the most prevalent contributing circumstance for multiple vehicle crashes, with Fail to Yield and Inattention/Distraction with just slightly fewer occurrences. Each of the three was a contributing factor to 1 in 5 multiple vehicle crashes. Inattention/Distraction also contributed to 12% of single vehicle crashes.

Impaired driving contributed to 9% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2017

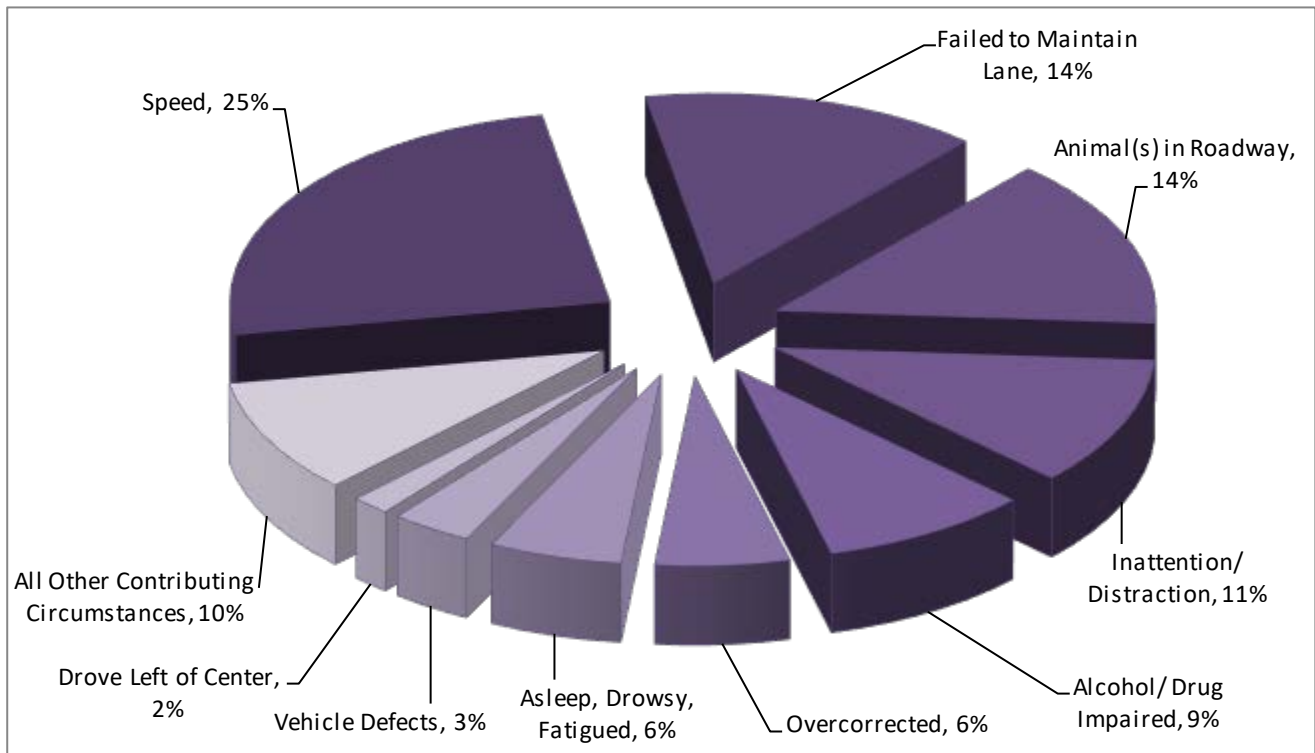


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2017

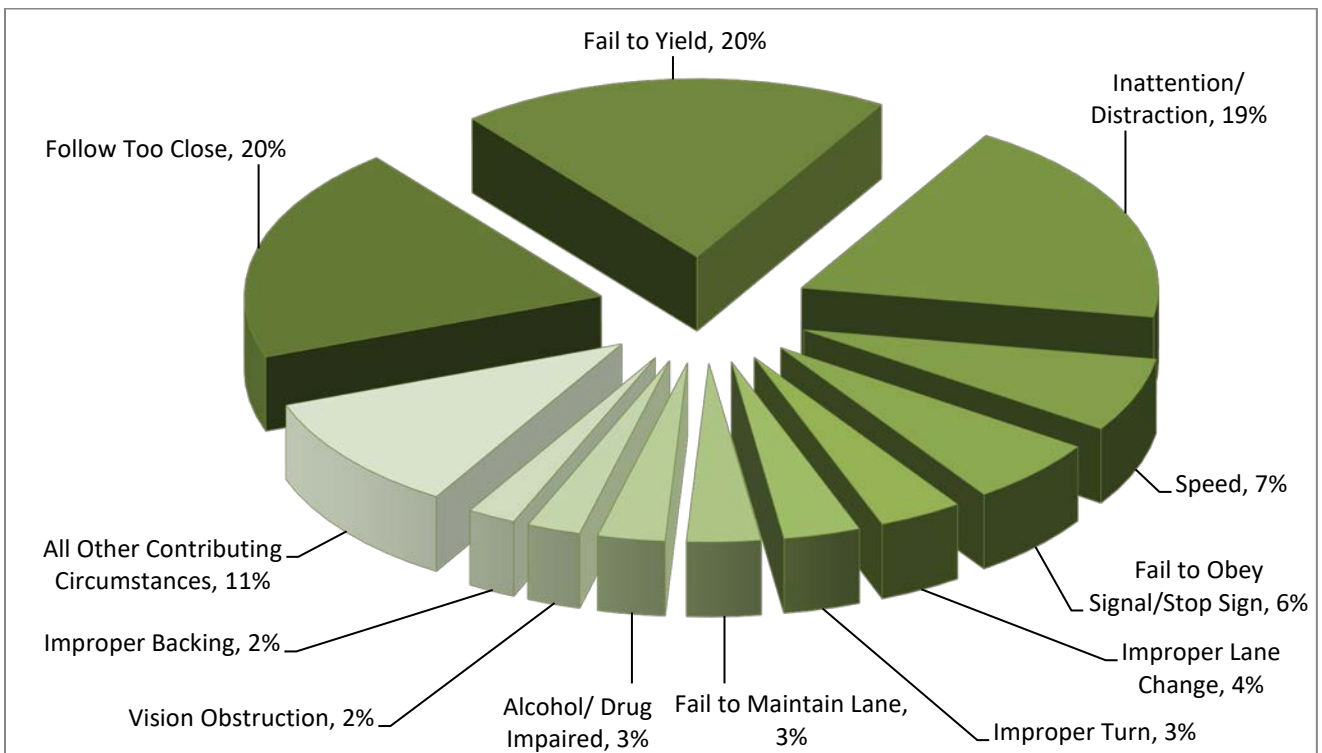


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

<p>Table 7 Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2017</p>	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (60.4%)	Head On (24.4%)
Tree (9.9%)	Pedestrian (15.0%)
Immersion (6.3%)	Angle (10.2%)
Embankment (4.5%)	Head On - Turning (7.5%)
Concrete Traffic Barrier (2.7%)	Overturn (5.9%)
Ditch (2.7%)	Rear-End (5.9%)
Other Fixed Object (2.7%)	Side Swiped Opposite (5.9%)
Guardrail End (1.8%)	Angle - Turning (5.5%)
Wild Animal (0.9%)	Parked Car (3.5%)
Building Wall (0.9%)	Side Swiped - Same Direction (2.8%)
Curb (0.9%)	Other (2.4%)
Fence (0.9%)	Pedalcycle (2.4%)
Fire / Explosion (0.9%)	Railroad Train (2.4%)
Guardrail Face (0.9%)	Fire / Explosion (1.6%)
Other Object - Not fixed (0.9%)	Same Direction Turning (1.6%)
Traffic Sign Support (0.9%)	Non-Contact Unit (0.8%)
Traffic Signal Support (0.9%)	Utility/Light Support (0.8%)
Utility/Light Support (0.9%)	Concrete Traffic Barrier (0.4%)
	Embankment (0.4%)
	Immersion (0.4%)
	Struck by Falling/Shifting Cargo (0.4%)
<p>*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 2017, there were 254 units involved in the 113 fatal multiple vehicle crashes.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 59% of the single vehicle fatalities and 28% of all fatalities in 2017.

Of the 59 passenger motor vehicle occupants killed in single-vehicle rollovers, 11 (or 19%) were wearing seat belts or were in a child safety seat. Of the 45 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 44 (or 98%) 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 45 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.

Crashes and Injuries by Month

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

Table 8 Severity of Crashes and Type of Injury by Month: 2017							
	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Serious Injuries	Visible Injuries	Possible Injuries
January	8	669	2,695	8	68	253	622
February	8	593	1,963	9	56	265	511
March	10	567	1,655	13	71	233	529
April	18	628	1,695	18	93	263	579
May	26	800	2,018	29	137	363	647
June	29	807	2,062	33	125	424	689
July	25	769	2,109	26	145	379	672
August	20	844	2,172	21	140	383	741
September	19	814	2,210	20	124	322	723
October	22	789	2,383	24	99	355	696
November	16	767	2,223	20	86	314	729
December	23	771	2,666	24	102	307	724
Totals	224	8,818	25,851	245	1,246	3,861	7,862

In 2017, June had the highest number of fatal crashes. May, July, December were the next highest number of fatal crashes. December and January 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 usually 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: 2017

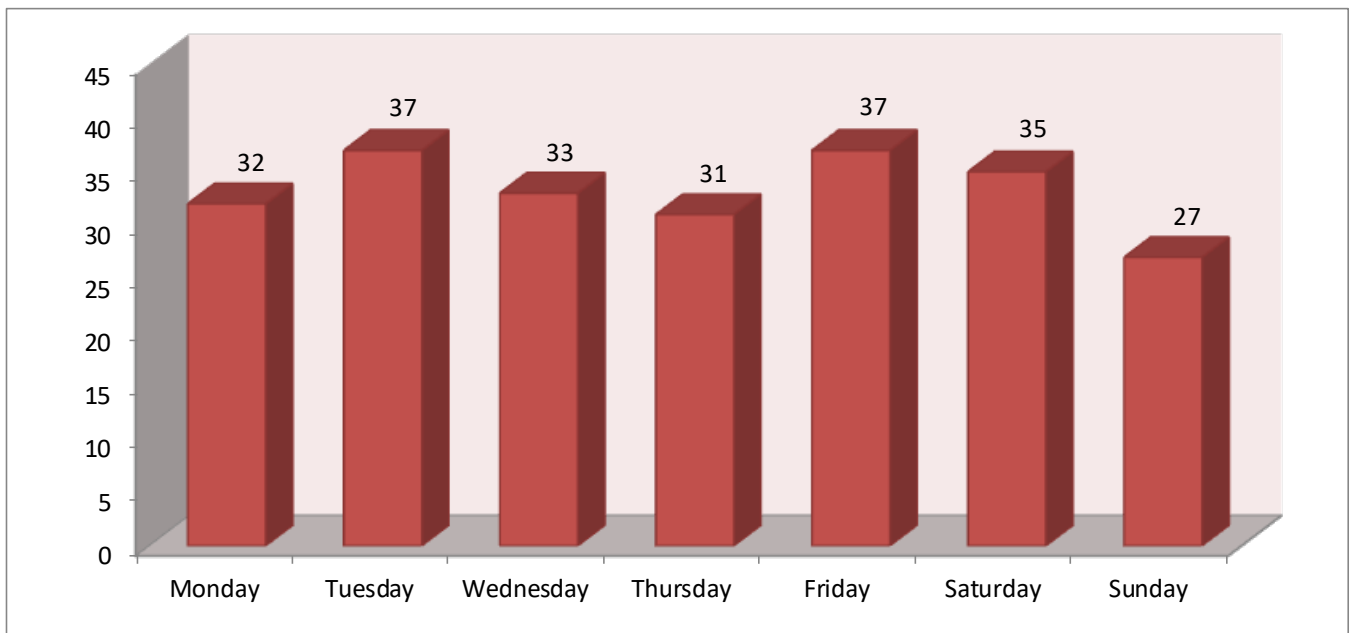
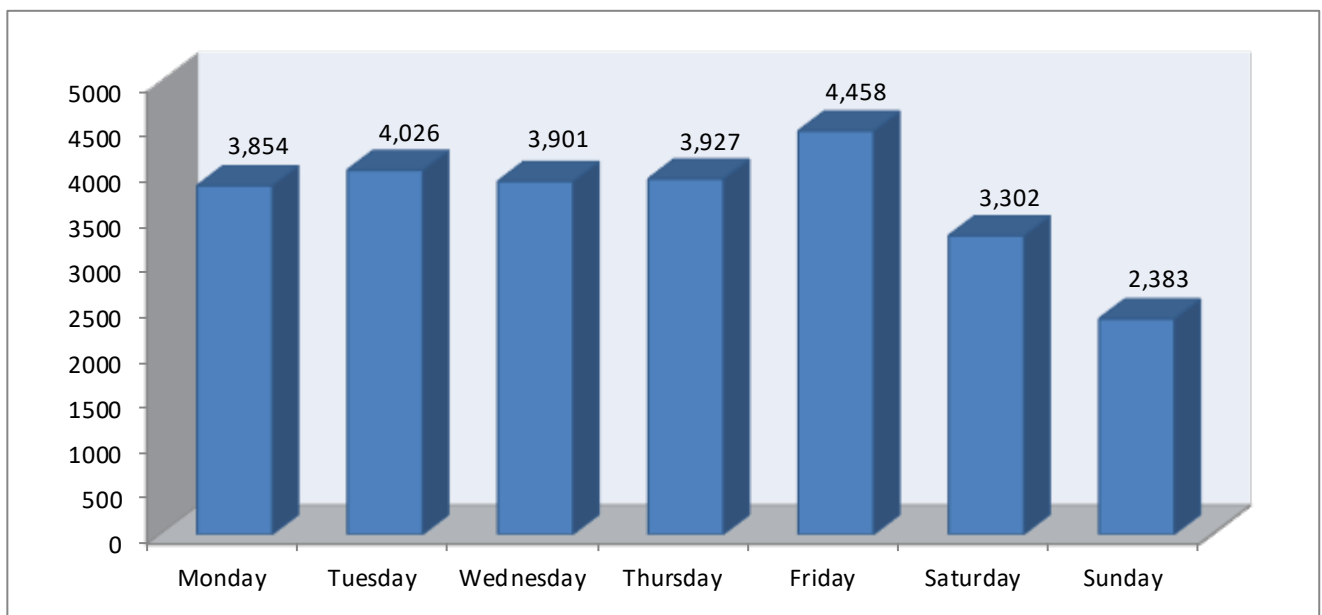


Figure 6
Total Crashes by Day of the Week: 2017



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: 2017

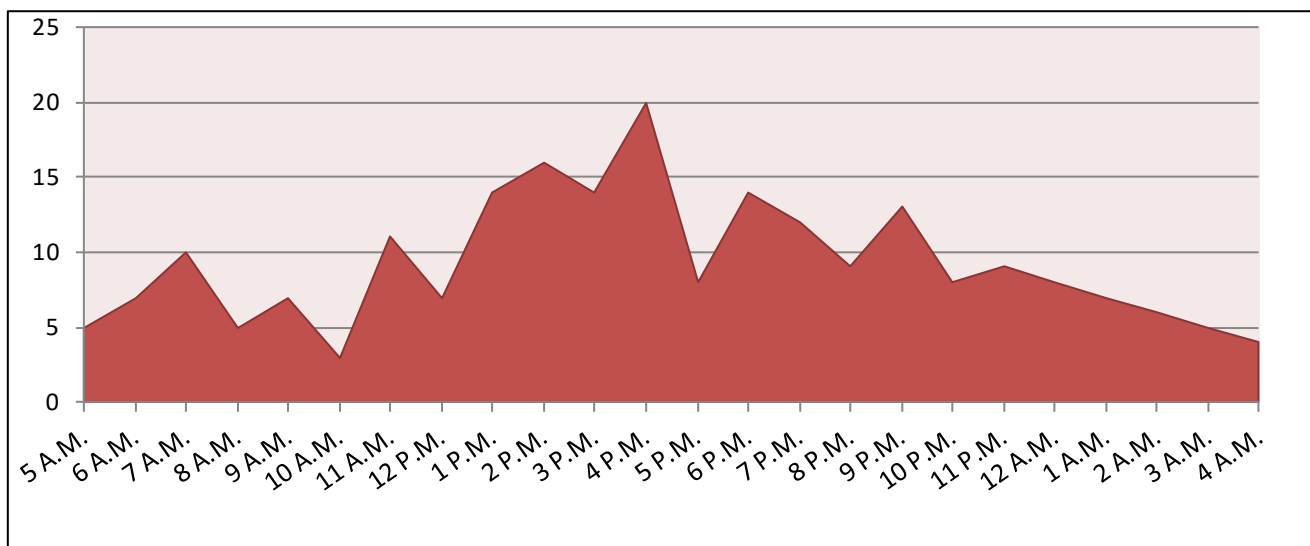
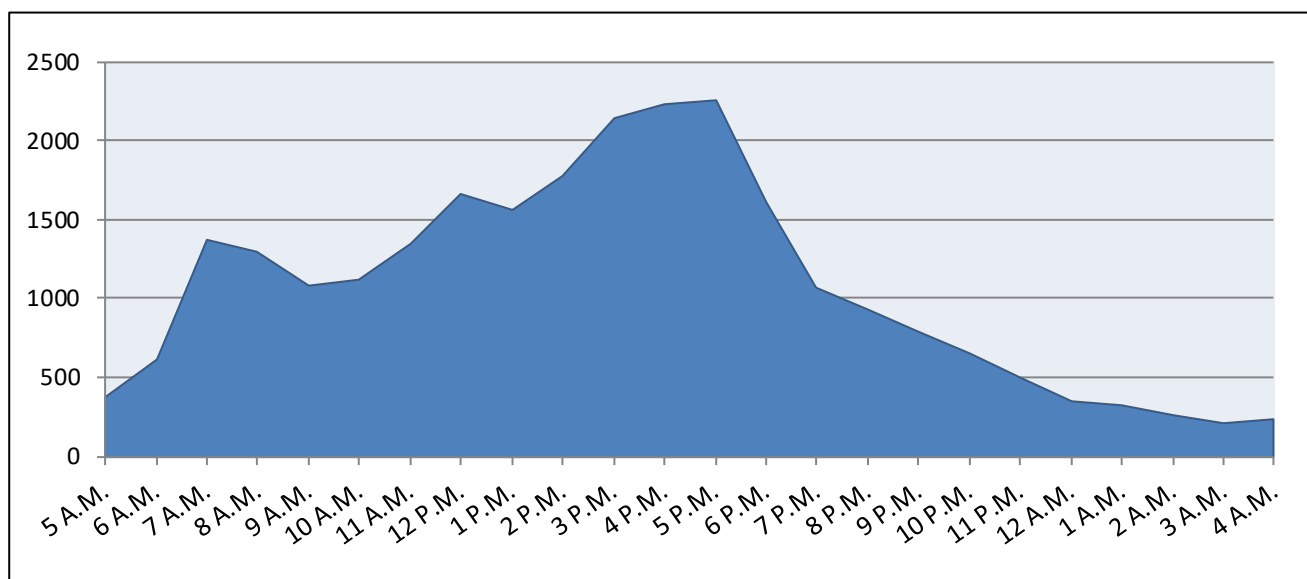


Figure 8
Total Crashes by Time of Day: 2017



Crashes by Roadway Classification

Table 9 compares the number of fatal, injury, and total crashes by urban and rural classification. Urban roadways are defined as those within the city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

Table 9 Comparison of Crashes by Roadway Classification: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatal Crashes	175	175	198	232	224	-3.4%	10.1%
Urban	41	40	43	50	54	8.0%	7.1%
Rural	159	135	155	182	170	-6.6%	5.7%
Injury Crashes:	8,217	8,217	9,050	9,327	8,818	-5.5%	4.4%
Urban	4,963	5,399	5,898	6,209	5,957	-4.1%	7.8%
Rural	2,667	2,818	3,152	3,118	2,861	-8.2%	5.5%
Total Crashes:	22,134	22,134	24,018	25,328	25,851	2.1%	4.7%
Urban	13,705	14,670	15,422	16,492	17,153	4.0%	6.4%
Rural	7,697	7,464	8,596	8,836	8,698	-1.6%	5.0%

In 2017, 76% of fatal crashes occurred on rural roads, whereas 34% of all crashes occurred on rural roads. In Idaho in 2017, 88% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.³

Table 10 Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2012-2016							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatal Crash Rate	1.10	1.08	1.19	1.35	1.29	-4.3%	7.3%
Urban Fatal Crash Rate	0.62	0.59	0.60	0.69	0.74	6.9%	4.0%
Rural Fatal Crash Rate	1.72	1.44	1.63	1.84	1.71	-7.3%	3.3%
Injury Crash Rate	51.76	50.89	54.32	54.38	50.97	-6.3%	1.7%
Urban Injury Crash Rate	74.63	79.82	82.78	85.39	81.11	-5.0%	4.6%
Rural Injury Crash Rate	28.90	30.04	33.05	31.56	28.74	-8.9%	3.1%
Total Crash Rate	139.41	137.09	144.15	147.67	149.42	1.2%	2.0%
Urban Total Crash Rate	206.09	216.87	216.46	226.80	233.56	3.0%	3.3%
Rural Total Crash Rate	83.42	79.56	90.13	89.43	87.36	-2.3%	2.6%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2013-2017, 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: 2013-2017

Roadway Information	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Local Roads:							
VMT (100 millions)	73.5	74.5	75.8	77.3	76.6	-0.9%	1.7%
Fatal Crashes	85	75	81	92	92	0.0%	3.3%
Injury Crashes	4,603	4,819	5,208	5,318	4,958	-6.8%	5.0%
Total Crashes	13,499	13,852	14,498	15,067	15,256	1.3%	3.7%
Fatal Crash Rate	1.2	1.0	1.1	1.2	1.2	0.9%	1.5%
Injury Crash Rate	62.6	64.7	68.7	68.8	64.7	-6.0%	3.2%
Total Crash Rate	183.6	185.9	191.2	195.0	199.1	2.1%	2.0%
U.S. and State Highways:							
VMT (100 millions)	48.8	49.5	51.1	52.1	53.1	2.0%	2.2%
Fatal Crashes	87	75	83	94	93	-1.1%	3.4%
Injury Crashes	2,532	2,493	2,884	3,002	2,838	-5.5%	6.1%
Total Crashes	6,807	6,603	7,619	8,055	8,210	1.9%	6.0%
Fatal Crash Rate	1.8	1.5	1.6	1.8	1.7	-3.0%	1.1%
Injury Crash Rate	51.9	50.4	56.5	57.6	53.4	-7.3%	3.7%
Total Crash Rate	139.5	133.4	149.2	154.6	154.5	-0.1%	3.7%
Interstate Highways:							
VMT (100 millions)	36.5	37.4	39.7	42.1	43.2	2.7%	4.9%
Fatal Crashes	28	25	34	46	39	-15.2%	20.2%
Injury Crashes	715	905	958	1,007	1,022	1.5%	12.5%
Total Crashes	2,041	1,679	1,901	2,206	2,385	8.1%	3.8%
Fatal Crash Rate	0.8	0.7	0.9	1.1	0.9	-17.4%	14.2%
Injury Crash Rate	19.6	24.2	24.1	23.9	23.6	-1.2%	7.4%
Total Crash Rate	56.0	44.8	47.9	52.4	55.1	5.3%	-1.2%
Statewide Totals:							
VMT (100 millions)	158.8	161.5	166.6	171.5	173.0	0.9%	2.6%
Fatal Crashes	200	175	198	232	224	-3.4%	5.9%
Injury Crashes	7,850	8,217	9,050	9,327	8,818	-5.5%	6.0%
Total Crashes	22,347	22,134	24,018	25,328	25,851	2.1%	4.3%
Fatal Crash Rate	1.3	1.1	1.2	1.4	1.3	-4.3%	3.2%
Injury Crash Rate	49.4	50.9	54.3	54.4	51.0	-6.3%	3.3%
Total Crash Rate	140.8	137.1	144.1	147.7	149.4	1.2%	1.7%

Crashes by Idaho Counties and Cities

Table 12									
Crash History of Idaho Counties: 2015-2017									
County	Fatal Crashes			Injury Crashes			Total Crashes		
	2015	2016	2017	2015	2016	2017	2015	2016	2017
Ada	22	23	29	2,730	2,682	2,605	6,650	6,836	6,894
Adams	4	1	2	12	31	21	19	57	56
Bannock	8	9	11	458	458	462	1,379	1,459	1,636
Bear Lake	0	2	2	30	23	26	107	107	112
Benewah	2	1	0	51	45	56	164	177	212
Bingham	16	10	6	205	202	196	625	697	726
Blaine	0	1	3	73	68	60	259	322	281
Boise	8	3	4	51	67	47	123	142	130
Bonner	13	6	7	167	172	163	523	527	509
Bonneville	3	11	9	516	542	483	1,426	1,494	1,489
Boundary	0	1	2	43	40	41	138	110	124
Butte	1	1	2	11	10	9	50	43	41
Camas	1	1	0	9	3	8	31	7	30
Canyon	22	26	20	1,353	1,412	1,295	3,147	3,450	3,209
Caribou	3	1	1	50	31	31	133	104	105
Cassia	6	11	4	165	172	156	490	479	476
Clark	1	3	0	13	10	13	41	39	49
Clearwater	3	4	1	23	19	18	98	80	52
Custer	4	4	2	33	29	27	77	75	65
Elmore	9	8	12	137	189	168	332	420	438
Franklin	2	4	2	50	36	30	134	124	112
Fremont	2	1	1	53	75	80	172	177	241
Gem	2	1	2	49	64	39	147	161	153
Gooding	3	4	6	72	45	85	183	149	184
Idaho	4	12	8	91	81	88	247	232	259
Jefferson	4	3	4	74	94	75	262	281	310
Jerome	7	14	8	169	162	163	442	419	437
Kootenai	8	13	18	814	885	811	2,258	2,380	2,471
Latah	1	3	4	159	177	148	493	504	516
Lemhi	2	1	1	54	55	37	121	128	124
Lewis	1	1	1	21	15	20	73	38	52
Lincoln	4	3	2	18	25	25	51	69	61
Madison	3	2	2	151	149	141	513	616	588
Minidoka	3	4	5	94	97	88	280	292	302
Nez Perce	4	5	7	196	231	241	695	748	795
Oneida	0	0	1	35	38	29	104	121	98
Owyhee	2	1	4	44	62	39	121	146	112
Payette	3	4	4	104	78	106	212	210	235
Power	3	2	2	61	68	67	160	199	203
Shoshone	3	9	8	68	74	55	187	200	222
Teton	0	1	0	18	32	24	93	95	82
Twin Falls	11	15	8	412	480	439	923	1,093	1,314
Valley	0	0	7	78	63	67	233	216	258
Washington	0	2	2	35	36	36	102	105	88
TOTALS	198	232	224	9,050	9,327	8,818	24,018	25,328	25,851

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2015-2017 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2017.

Table 13 Crash History of Idaho Cities: 2015-2017									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2015	2016	2017	2015	2016	2017	2015	2016	2017
40,000 and over									
Boise	10	9	20	1,588	1,479	1,364	3,817	3,808	3,837
Caldwell	3	3	5	319	337	299	749	857	814
Coeur d'Alene	0	2	3	335	362	343	859	987	990
Idaho Falls	0	4	1	304	333	274	787	834	808
Meridian	2	2	3	634	777	744	1,468	1,730	1,680
Nampa	6	4	1	667	735	655	1,569	1,729	1,522
Pocatello	3	4	1	292	312	309	985	1,030	1,169
Twin Falls	0	2	1	240	288	272	452	596	838
15,000 - 39,999									
Ammon	0	0	0	32	30	43	122	103	128
Eagle	1	2	2	100	79	95	303	296	303
Kuna	0	0	1	27	29	34	89	99	109
Lewiston	1	3	3	126	154	155	497	527	561
Moscow	0	0	0	77	78	67	250	244	263
Post Falls	3	1	2	106	132	129	314	336	405
Rexburg	0	0	0	109	98	99	342	413	400
5,000 - 14,999									
Blackfoot	3	1	0	69	57	64	216	251	226
Burley	0	0	0	63	57	60	247	228	246
Chubbuck	1	0	0	74	62	77	210	177	178
Emmett	0	0	0	14	20	10	45	53	43
Fruitland	0	0	0	17	5	17	25	19	47
Garden City	1	2	0	90	99	114	298	280	320
Hailey	0	0	0	13	19	16	52	104	100
Hayden	1	1	0	68	71	54	197	171	183
Jerome	0	0	0	28	25	29	131	96	118
Middleton	1	0	0	8	2	8	16	3	16
Mountain Home	0	0	1	9	32	28	28	75	87
Payette	0	0	0	13	13	11	31	38	33
Preston	0	0	1	2	4	2	8	12	22
Rathdrum	0	0	0	23	30	17	55	68	50
Rupert	0	0	0	2	8	8	27	36	30
Sandpoint	0	0	0	29	44	25	127	118	101
Star	0	0	0	10	9	11	30	36	49
Weiser	0	0	0	3	11	7	20	37	29

Table 13 (Continued) Crash History of Idaho Cities: 2015-2017									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2015	2016	2017	2015	2016	2017	2015	2016	2017
2,000 - 4,999									
American Falls	0	0	0	7	9	14	29	34	40
Bellevue	0	0	0	6	4	3	18	20	14
Bonniers Ferry	0	0	0	8	8	2	18	16	11
Buhl	0	0	0	6	2	2	23	6	10
Dalton Gardens	0	0	0	6	2	7	22	15	17
Filer	0	1	0	0	7	2	5	13	10
Gooding	0	1	0	4	6	11	32	28	34
Grangeville	0	1	0	4	0	3	6	3	4
Heyburn	0	0	1	13	17	18	52	47	55
Homedale	0	0	0	3	5	5	9	7	14
Iona	0	0	0	1	0	1	3	3	4
Kellogg	0	0	0	9	12	6	28	21	26
Ketchum	0	0	0	9	8	11	40	40	48
Kimberly	2	0	1	1	2	5	23	15	22
Malad	0	0	0	5	3	4	18	19	15
McCall	0	0	1	11	7	9	39	37	52
Montpelier	0	0	0	3	5	4	18	23	27
Orofino	1	2	0	8	6	4	31	35	12
Parma	0	0	0	1	1	2	9	8	13
Rigby	0	0	0	18	23	14	73	71	45
St. Anthony	0	0	0	6	5	4	24	34	25
St. Maries	0	0	0	3	2	4	22	27	37
Salmon	0	0	0	13	9	3	33	28	21
Shelley	1	0	0	6	5	6	27	24	32
Soda Springs	0	0	0	5	2	1	10	2	6
Spirit Lake	0	0	0	0	1	3	2	3	9
Victor	0	0	0	1	0	4	6	4	10
Wendell	0	0	0	5	2	7	13	11	10

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 2017 U. S. Census Bureau estimates for counties.

Table 14 Fatal and Injury Crash Rates by County - 2017							
	2017 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	456.8	6,894	29	2,605	30	3,875	5.8
Bannock	85.3	1,636	11	462	14	652	5.5
Bonneville	114.6	1,489	9	483	11	680	4.3
Canyon	216.7	3,209	20	1,295	22	1,962	6.1
Kootenai	157.6	2,471	18	811	19	1,093	5.3
Twin Falls	85.1	1,314	8	439	9	643	5.3
Mean Crash Rate							5.5

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2017

	2017 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	45.9	726	6	196	7	291	4.4
Blaine	22.0	281	3	60	3	99	2.9
Bonner	43.6	509	7	163	7	241	3.9
Cassia	23.7	476	4	156	5	246	6.8
Elmore	26.8	438	12	168	12	233	6.7
Jefferson	28.4	310	4	75	4	115	2.8
Jerome	23.6	437	8	163	10	260	7.2
Latah	39.3	516	4	148	4	203	3.9
Madison	39.1	588	2	141	2	211	3.7
Minidoka	20.7	302	5	88	5	143	4.5
Nez Perce	40.4	795	7	241	7	316	6.1
Payette	23.2	235	4	106	4	178	4.7
Mean Crash Rate							4.7
10,000 - 19,999							
Boundary	11.9	124	2	41	2	66	3.6
Franklin	13.6	112	2	30	2	48	2.4
Fremont	13.1	241	1	80	2	117	6.2
Gem	17.4	153	2	39	2	54	2.4
Gooding	15.1	184	6	85	6	123	6.0
Idaho	16.4	259	8	88	8	121	5.9
Owyhee	11.6	112	4	39	4	53	3.7
Shoshone	12.5	222	8	55	8	78	5.0
Teton	11.4	82	0	24	0	38	2.1
Valley	10.7	258	7	67	9	99	6.9
Washington	10.1	88	2	36	2	51	3.8
Mean Crash Rate							4.4
5,000 - 9,999							
Bear Lake	6.0	112	2	26	2	39	4.6
Benewah	9.2	212	0	56	0	72	6.1
Boise	7.3	130	4	47	4	58	7.0
Caribou	7.0	105	1	31	1	44	4.5
Clearwater	8.5	52	1	18	1	27	2.2
Lemhi	7.9	124	1	37	1	47	4.8
Lincoln	5.3	61	2	25	2	89	5.1
Power	7.6	203	2	67	2	104	9.1
Mean Crash Rate							5.4

Table 14 (Continued) Fatal and Injury Crash Rates by County - 2017							
	2017 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	4.1	56	2	21	5	33	5.5
Butte	2.6	41	2	9	2	14	4.2
Camas	1.1	30	0	8	0	14	7.3
Clark	0.9	49	0	13	0	16	14.9
Custer	4.2	65	2	27	2	38	7.0
Lewis	3.9	52	1	20	1	30	5.4
Oneida	4.4	98	1	29	2	55	6.8
Mean Crash Rate							6.4
Statewide Totals	1,706.9	24,764	209	8,475	230	12,438	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 2017.

Table 15 Fatal and Injury Crash Rates by City – 2017							
	2017 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	226.6	3,837	20	1,364	21	2,067	6.1
Caldwell	54.7	814	5	299	5	468	5.6
Coeur d'Alene	50.7	990	3	343	4	456	6.8
Idaho Falls	61.1	808	1	274	1	372	4.5
Meridian	99.9	1,680	3	744	3	1,101	7.5
Nampa	93.6	1,522	1	655	1	951	7.0
Pocatello	55.2	1,169	1	309	1	432	5.6
Twin Falls	49.2	838	1	272	1	381	5.5
Mean Crash Rate							6.2

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2017

	2017 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							
Ammon	15.5	128	0	43	0	60	2.8
Eagle	26.1	303	2	95	2	132	3.7
Kuna	19.2	109	1	34	1	48	1.8
Lewiston	32.8	561	3	155	3	192	4.8
Moscow	25.1	263	0	67	0	94	2.7
Post Falls	33.3	405	2	129	2	169	3.9
Rexburg	28.3	400	0	99	0	154	3.5
Mean Crash Rate							3.6
5,000 - 14,999							
Blackfoot	11.9	226	0	64	0	89	5.4
Burley	10.5	246	0	60	0	101	5.7
Chubbuck	14.9	178	0	77	0	108	5.2
Emmett	6.8	43	0	10	0	14	1.5
Fruitland	5.2	47	0	17	0	26	3.2
Garden City	11.9	320	0	114	0	155	9.6
Hailey	8.3	100	0	16	0	20	1.9
Hayden	14.7	183	0	54	0	76	3.7
Jerome	11.6	118	0	29	0	45	2.5
Middleton	7.4	16	0	8	0	11	1.1
Mountain Home	14.2	87	1	28	1	38	2.0
Payette	7.4	33	0	11	0	13	1.5
Preston	5.4	22	1	2	1	9	0.6
Rathdrum	8.3	50	0	17	0	24	2.1
Rupert	5.8	30	0	8	0	12	1.4
Sandpoint	8.4	101	0	25	0	31	3.0
Star	9.1	49	0	11	0	17	1.2
Weiser	5.4	29	0	7	0	9	1.3
Mean Crash Rate							3.4

Table 15 (Continued)							
Fatal and Injury Crash Rates by City – 2017							
	2017 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	40	0	14	0	23	3.3
Bellevue	2.4	14	0	3	0	3	1.3
Bonniers Ferry	2.6	11	0	2	0	9	0.8
Buhl	4.4	10	0	2	0	2	0.5
Dalton Gardens	2.4	17	0	7	0	8	2.9
Filer	2.8	10	0	2	0	3	0.7
Gooding	3.5	34	0	11	0	12	3.2
Grangeville	3.2	4	0	3	0	5	0.9
Heyburn	3.3	55	1	18	1	28	5.7
Homedale	2.6	14	0	5	0	6	1.9
Iona	2.3				0	1	
Kellogg	2.1	26	0	6	0	7	2.9
Ketchum	2.8	48	0	11	0	20	4.0
Kimberly	3.9	22	1	5	1	11	1.6
Malad	2.1	15	0	4	0	8	1.9
McCall	3.4	52	1	9	1	10	3.0
Montpelier	2.5	27	0	4	0	5	1.6
Orofino	3.0	12	0	4	0	10	1.3
Parma	2.1	13	0	2	0	2	1.0
Rigby	4.1	45	0	14	0	22	3.4
St. Anthony	3.1	25	0	4	0	4	1.3
St. Maries	4.4	37	0	4	0	4	0.9
Salmon	3.0	21	0	3	0	3	1.0
Shelley	2.3	32	0	6	0	7	2.6
Soda Springs	3.5	6	0	1	0	1	0.3
Spirit Lake	2.4	9	0	3	0	5	1.2
Victor	2.1	10	0	4	0	4	1.9
Wendell	2.7	10	0	7	0	9	2.6
Mean Crash Rate							1.9

Driver Age Distribution

Table 16 shows the changes in the number of licensed drivers in Idaho since 2010.

Table 16 Age Distribution of Licensed Drivers: 2010, 2015, 2017					
Age	2010	2015	2017	Change 2010-2017	Change 2015-2017
15*	2,592	3,443	4,864	87.7%	41.3%
(%)	0.2%	0.3%	0.4%		
16-24	153,891	160,140	167,461	8.8%	4.6%
(%)	14.4%	14.0%	13.9%		
25-34	191,583	196,056	204,233	6.6%	4.2%
(%)	17.9%	17.1%	16.9%		
35-44	177,226	186,231	197,924	11.7%	6.3%
(%)	16.6%	16.3%	16.4%		
45-54	195,441	186,222	186,933	-4.4%	0.4%
(%)	18.3%	16.3%	15.5%		
55-64	177,521	195,777	204,129	15.0%	4.3%
(%)	16.6%	17.1%	16.9%		
65+	171,288	216,423	242,833	41.8%	12.2%
(%)	16.0%	18.9%	20.1%		
TOTALS	1,069,542	1,144,292	1,208,377	13.0%	5.6%
<i>*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old. On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.</i>					

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

Driver Age and Crash Involvement

Table 17 Driver Age as a Factor in Crashes: 2017								
Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,864	0.4%	397	0.9%	2.2	139	0.9%	2.1
16	11,720	1.0%	1,133	2.5%	2.6	353	2.2%	2.3
17	16,145	1.3%	1,448	3.3%	2.4	469	2.9%	2.2
18	18,835	1.6%	1,604	3.6%	2.3	567	3.5%	2.3
19	19,959	1.7%	1,382	3.1%	1.9	490	3.0%	1.8
20	19,624	1.6%	1,305	2.9%	1.8	501	3.1%	1.9
21	19,595	1.6%	1,275	2.9%	1.8	435	2.7%	1.7
22	20,147	1.7%	1,215	2.7%	1.6	409	2.5%	1.5
23	20,604	1.7%	1,178	2.6%	1.6	423	2.6%	1.5
24	20,832	1.7%	1,060	2.4%	1.4	369	2.3%	1.3
25-34	204,233	16.9%	8,802	19.8%	1.2	3,316	20.5%	1.2
35-44	197,924	16.4%	7,137	16.0%	1.0	2,606	16.1%	1.0
45-54	186,933	15.5%	5,692	12.8%	0.8	2,126	13.2%	0.9
55-64	204,129	16.9%	5,008	11.2%	0.7	1,852	11.5%	0.7
65-74	156,501	13.0%	3,094	6.9%	0.5	1,197	7.4%	0.6
75+	86,332	7.1%	1,720	3.9%	0.5	664	4.1%	0.6
Not Stated or Other			1,076	2.4%		244	1.5%	
TOTALS	1,208,377		44,526			16,160		
<i>* Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>								

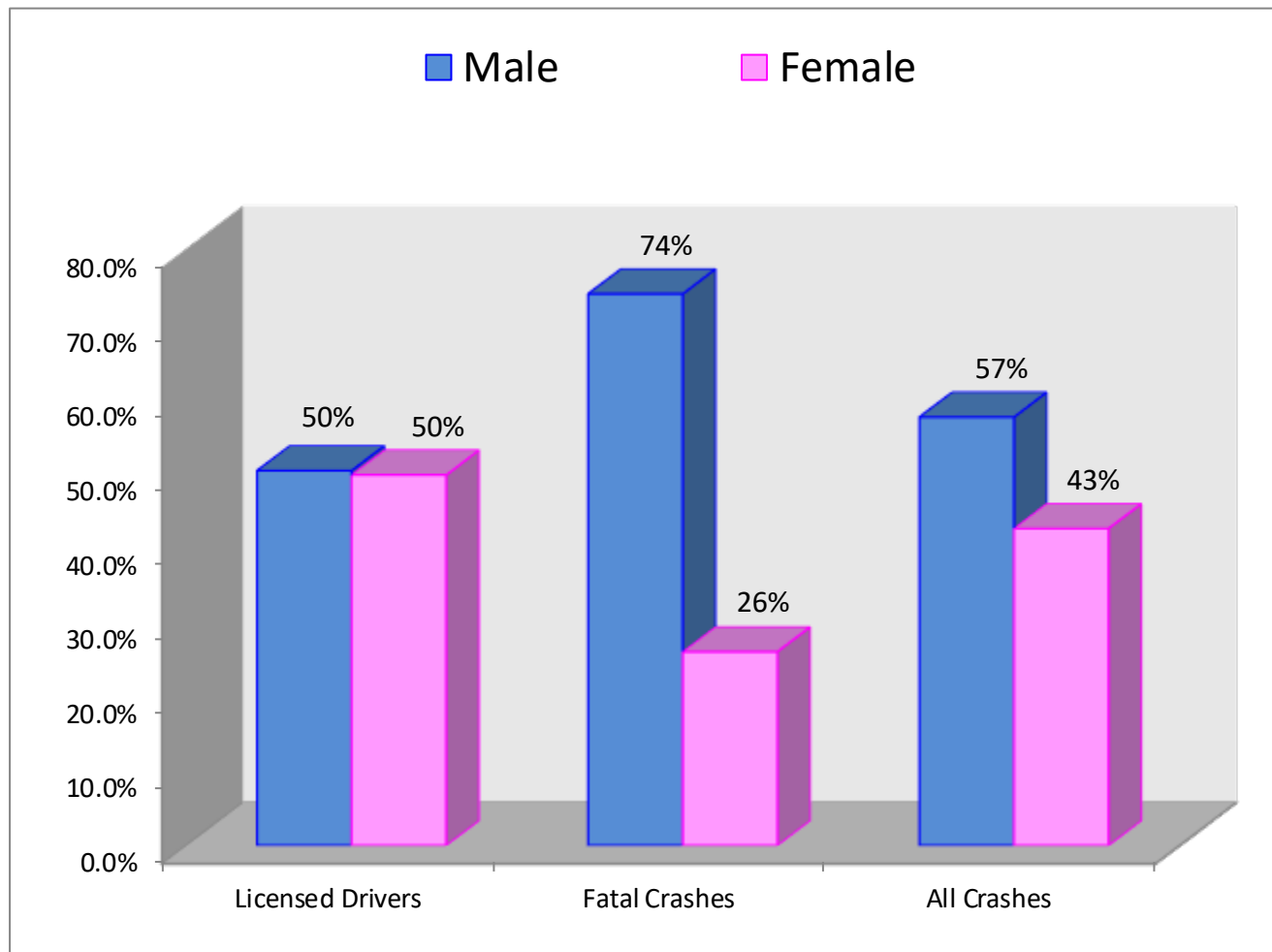
Drivers, ages 19 and under, were involved in 2.1 times as many fatal or injury traffic crashes as expected. This age group comprised 5.9% of all licensed drivers and accounted for 12.5% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

Drivers that were 31 years old in 2017 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 57% 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: 2017



In 2017, males were 1.3 times more likely than females to be involved in any crash and were 2.8 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 1.8 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 2.5 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2017

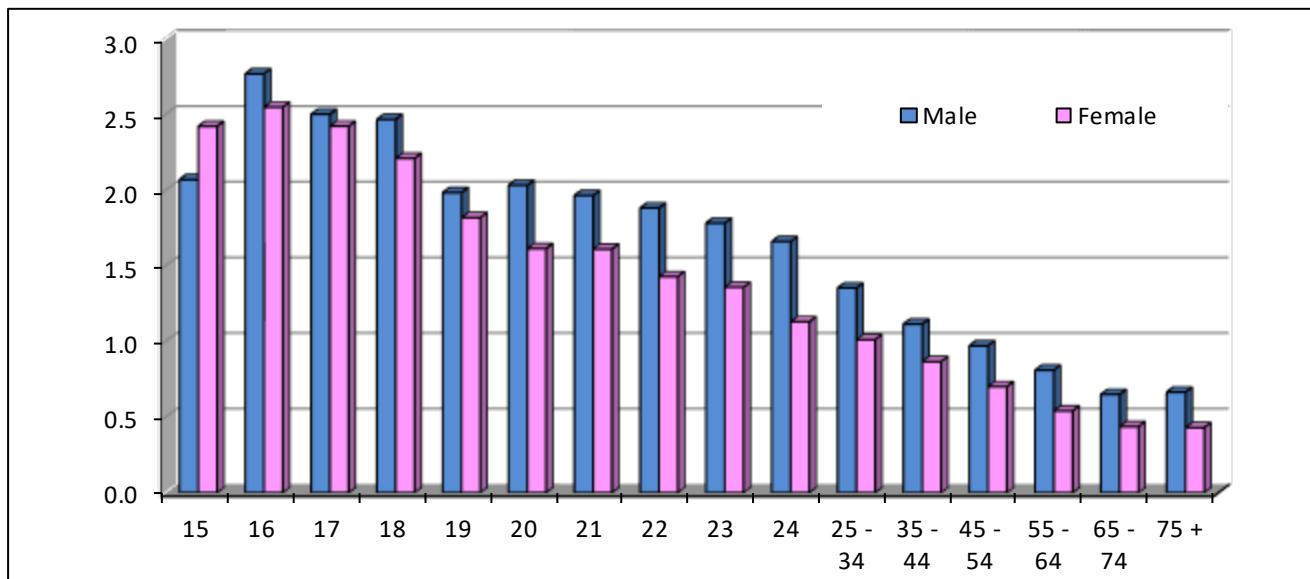
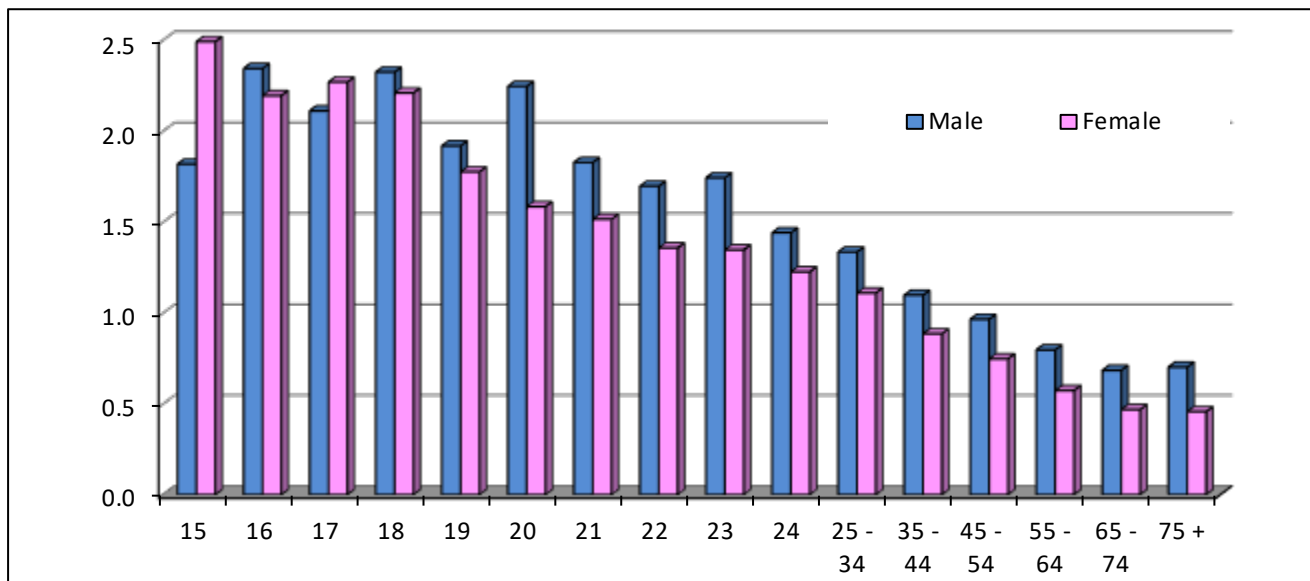


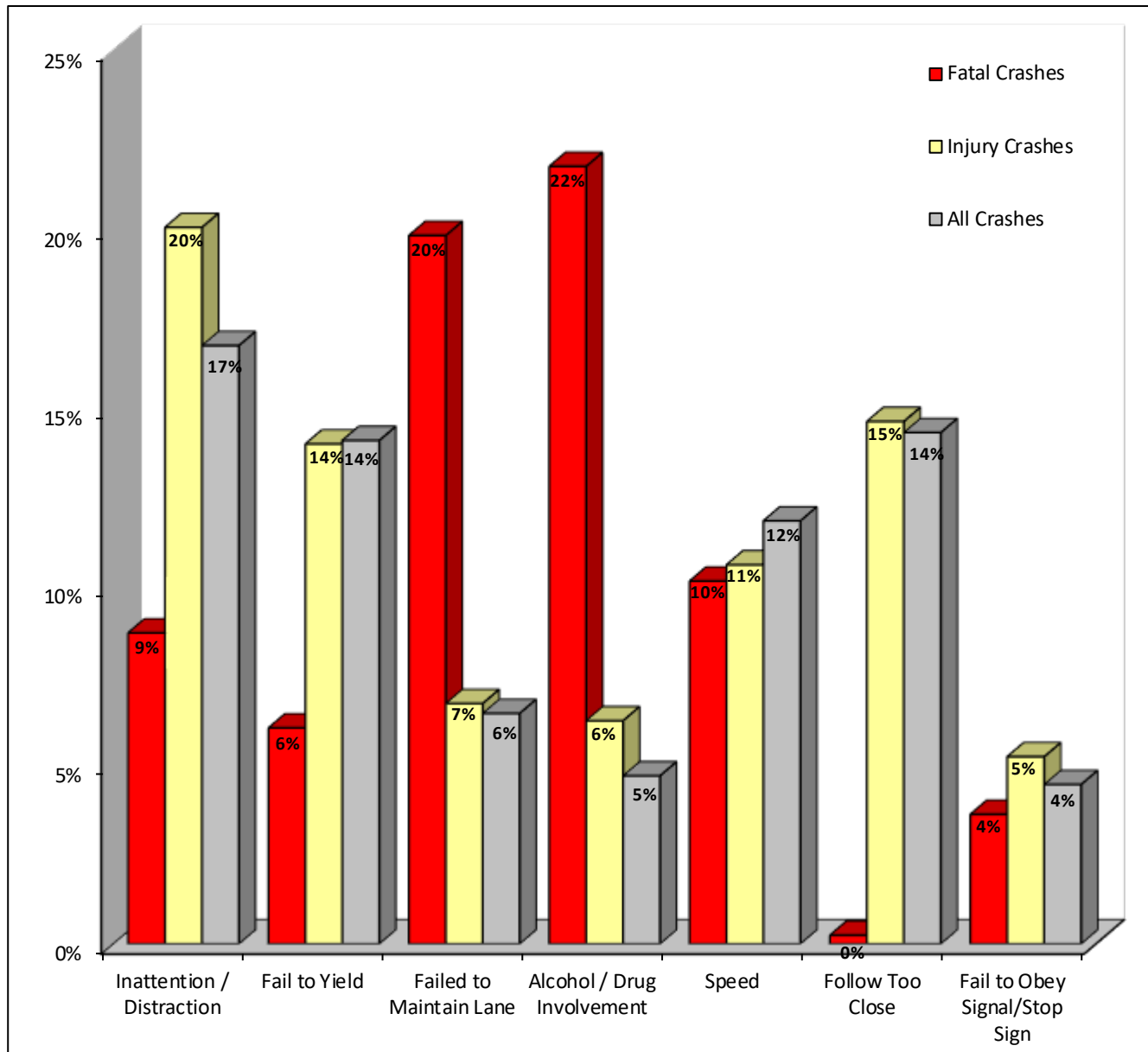
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2017



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 2017



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2017 are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18 Top Ten Traffic Violations for Idaho Drivers: 2017		
Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	143,247	61.7%
2. Insurance Violations	20,547	8.9%
3. Failure to Obey Traffic Control Devices	12,249	5.3%
4. Driving Under the Influence	11,702	5.0%
5. Driving Without Privileges - Suspended License	14,089	6.1%
6. Following Too Close	9,826	4.2%
7. Lane Change Violations	4,894	2.1%
8. Reckless or Inattentive Driving	3,795	1.6%
9. Failure to Yield Right of Way	3,547	1.5%
10. Improper Signal	859	0.4%
All Other	7,361	3.2%
TOTAL	232,116	

Information from the driving record is provided by the Division of Motor Vehicles within the Idaho Transportation Department.

Table 19 is a breakdown by age groups for selected traffic violations. The five violations shown comprise 78% of all violations for 2017. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 19 Selected Traffic Violation Rates for Idaho Licensed Drivers: 2017 (Per 100 Licensed Drivers)						
Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	4,864	3.5	0.9	0.0	0.5	1.0
16-19	66,659	11.1	1.5	0.3	0.6	1.4
20-24	100,802	10.1	1.2	1.1	0.6	0.9
25-34	204,233	6.4	0.8	0.9	0.3	0.5
35-44	197,924	4.9	0.6	0.6	0.2	0.4
45-54	186,933	4.0	0.5	0.5	0.2	0.3
55-64	204,129	2.5	0.4	0.3	0.1	0.2
65-74	156,501	1.6	0.3	0.1	0.0	0.2
75+	86,332	0.8	0.3	0.0	0.0	0.2
Mean		4.6	0.6	0.5	0.2	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 Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 20
Driver's License Suspensions by Violation Type: 2017

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	20,118	38.8%
Failure to Pay Fine	12,469	24.0%
Administrative License Suspension (ALS)*	6,847	13.2%
Driving Under the Influence	5,624	10.8%
Family Responsibility Law	1,820	3.5%
Reckless/Inattentive Driving	748	1.4%
Refused Evidentiary BAC Test	524	1.0%
Driving Without Privileges	424	0.8%
Recurrence of Violation (Under 17 Years Old)	288	0.6%
Points	253	0.5%
Underage Consumption or Possession of Alcohol	39	0.1%
All Others	2,709	5.2%
TOTALS	51,863	100.0%
<i>*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.</i>		

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 63% 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 Division of Motor Vehicles of the Idaho Transportation Department provides the information concerning driver's license suspensions.



SECTION II

Idaho Focus Areas



Impaired Driving

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

Table 21 Impaired Driving Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Impaired Driving Crashes	1,425	1,378	1,367	1,535	1,529	-0.4%	2.7%
Fatalities	96	72	87	88	80	-9.1%	-1.0%
Serious Injuries	228	227	219	223	218	-2.2%	-0.7%
Visible Injuries	362	383	350	397	338	-14.9%	3.5%
Possible Injuries	445	443	477	482	489	1.5%	2.8%
Impaired Driving Crashes as a % of All Crashes	6.4%	6.2%	5.7%	6.1%	5.9%	-2.4%	-1.5%
Impaired Driving Fatalities as a % of All Fatalities	44.9%	38.7%	40.3%	34.8%	32.7%	-6.1%	-7.8%
Impaired Driving Injuries as a % of All Injuries	9.1%	8.9%	7.9%	8.1%	8.1%	-0.1%	-3.9%
All Fatal and Injury Crashes	8,049	8,392	9,248	9,559	9,042	-5.4%	5.9%
Impaired Fatal/Injury Crashes	797	784	781	821	764	-6.9%	1.0%
% Impaired Driving	9.9%	9.3%	8.4%	8.6%	8.4%	-1.6%	-4.5%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.04	1.85	1.84	1.81	1.72	-5.0%	-3.8%
Annual DUI Arrests by Agency*							
Idaho State Police	1,304	1,197	1,089	1,305	1,400	7.3%	0.9%
Local Agencies	6,825	6,248	6,298	6,015	5,927	-1.5%	-4.0%
Total Arrests	8,129	7,445	7,387	7,320	7,327	0.1%	-3.4%
DUI Enforcement Rate**	0.73	0.66	0.65	0.63	0.61	-3.5%	-4.9%

In 2017, impaired driving crashes decreased slightly, while fatalities resulting from impaired driving crashes decreased by 9%. Just over 8% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Nearly 33% of all fatalities were the result of an impaired driving crash in 2017. Only 33% 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 almost 2% in 2017 from the prior year, but ISP DUI arrests

increased by 7%. Overall, DUI arrests increased by 0.1% from 2016 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2017. The estimated cost of Idaho impaired driving crashes in 2017 was nearly \$1 billion dollars. This estimate represents 23% of the total cost of Idaho crashes (as shown in Table 4).

Table 22 Economic Costs of Impaired Driving Crashes: 2017 Estimates			
Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	80	\$9,794,407	\$783,552,594
Serious Injuries	218	\$468,418	\$102,115,087
Visible Injuries	338	\$127,582	\$43,122,799
Possible Injuries	489	\$65,148	\$31,857,176
No Injuries	1,747	\$3,300	\$5,765,665
Total Estimate of Economic Cost			\$966,413,320

Victims of Fatal Crashes Involving Impaired Drivers

Table 23 Persons Killed in Impaired Driving Crashes: 2017 by Vehicle Type, Seating Position, and Impaired Status								
Impaired Status*	Passenger Vehicles		Commercial Vehicles	Motorcycle		Pedestrian	ATV	Other
	Driver	Passenger	Driver	Driver	Passenger		Driver	
Impaired	38	11	2	11	1	6	1	1
Not Impaired	4	3	0	1	0	1	0	0

Of the 80 people killed in impaired driving crashes, 71 (or 89%) were impaired drivers, impaired pedestrians, or passengers of a motor vehicle 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 24 years-old, are the most over-represented ages. They are involved in 2.2 times as many impaired driving crashes as you would expect them to be. In 2017, 8% of the impaired drivers involved in crashes were under 21 years of age.

Table 24 DUI Arrests and Impaired Driving Crashes by Driver Age: 2017						
Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	1	0.0%	2	0.1%
15	4,864	0.4%	4	0.1%	4	0.3%
16	11,720	1.0%	17	0.2%	5	0.3%
17	16,145	1.3%	40	0.5%	10	0.7%
18	18,835	1.6%			25	1.7%
19	19,959	1.7%	261	3.6%	39	2.6%
20	19,624	1.6%			36	2.4%
21	19,595	1.6%			60	4.0%
22	20,147	1.7%			57	3.8%
23	20,604	1.7%			48	3.2%
24	20,832	1.7%	1,232	16.8%	60	4.0%
25-29	103,011	8.5%	1,211	16.5%	265	17.7%
30-34	101,222	8.4%	987	13.5%	190	12.7%
35-39	103,898	8.6%	832	11.4%	173	11.6%
40-44	94,026	7.8%	675	9.2%	118	7.9%
45-49	94,071	7.8%	594	8.1%	101	6.8%
50-54	92,862	7.7%	536	7.3%	105	7.0%
55-59	103,509	8.6%	483	6.6%	92	6.2%
60+	343,453	28.4%	454	6.2%	93	6.2%
Missing or Unknown				0.0%	11	0.7%
TOTALS	1,208,377		7,327		1,494	

* 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 2017 U.S. Census estimates for counties.

Table 25 Impaired Driving Crashes by County: 2017							
	2017 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	456.8	338	14	148	14	209	0.4
Bannock	85.3	127	7	43	8	64	0.6
Bonneville	114.6	99	0	47	0	61	0.4
Canyon	216.7	162	4	83	4	131	0.4
Kootenai	157.6	194	9	82	10	120	0.6
Twin Falls	85.1	86	5	40	5	66	0.5
Mean Crash Rate							0.4
20,000 - 49,999							
Bingham	45.9	23	0	10	0	11	0.2
Blaine	22.0	14	1	5	1	9	0.3
Bonner	43.6	44	3	17	3	28	0.5
Cassia	23.7	14	1	7	1	11	0.3
Elmore	26.8	19	3	9	3	14	0.4
Jefferson	28.4	19	1	11	1	19	0.4
Jerome	23.6	26	3	9	5	29	0.5
Latah	39.3	22	1	8	1	12	0.2
Madison	39.1	13	0	8	0	19	0.2
Minidoka	20.7	13	0	7	0	10	0.3
Nez Perce	40.4	65	2	29	2	38	0.8
Payette	23.2	20	1	11	1	23	0.5
Mean Crash Rate							0.4
10,000 - 19,999							
Boundary	11.9	11	1	8	1	21	0.8
Franklin	13.6	5	1	2	1	4	0.2
Fremont	13.1	14	0	8	0	9	0.6
Gem	17.4	5	0	2	0	3	0.1
Gooding	15.1	17	2	10	2	13	0.8
Idaho	16.4	13	1	5	1	8	0.4
Owyhee	11.6	9	1	2	1	2	0.3
Shoshone	12.5	22	3	8	3	12	0.9
Teton	11.4	6	0	4	0	4	0.4
Valley	10.7	23	2	10	3	11	1.1
Washington	10.1	7	1	3	1	4	0.4
Mean Crash Rate							0.5

Table 25 (Continued) Impaired Driving Crashes by County: 2017							
	2017 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	3	1	6	0.7
Benewah	9.2	22	0	13	0	16	1.4
Boise	7.3	9	2	3	2	4	0.7
Caribou	7.0	4	1	2	1	3	0.4
Clearwater	8.5	5	1	2	1	2	0.4
Lemhi	7.9	5	0	2	0	2	0.3
Lincoln	5.3	5	0	4	0	8	0.8
Power	7.6	13	1	9	1	18	1.3
Mean Crash Rate							0.7
0 - 4,999							
Adams	4.1	4	0	3	0	5	0.7
Butte	2.6	3	2	1	2	3	1.2
Camas	1.1	1	0	0	0	0	0.0
Clark	0.9	5	0	3	0	3	3.4
Custer	4.2	4	0	3	0	3	0.7
Lewis	3.9	5	0	1	0	2	0.3
Oneida	4.4	6	0	4	0	5	0.9
Mean Crash Rate							0.8
Statewide Totals	1,717.0	1,522	74	686	79	1,041	0.4

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 2017.

Table 26 Impaired Driving Crashes by City: 2017							
	2017 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	226.6	195	8	78	8	116	0.4
Caldwell	54.7	36	1	20	1	31	0.4
Coeur d'Alene	50.7	72	2	26	3	35	0.6
Idaho Falls	61.1	57	0	25	0	35	0.4
Meridian	99.9	55	2	35	2	43	0.4
Nampa	93.6	75	1	33	1	54	0.4
Pocatello	55.2	101	1	30	1	37	0.6
Twin Falls	49.2	48	1	19	1	27	0.4
Mean Crash Rate							0.4

Table 26 (Continued)
Impaired Driving Crashes by City: 2017

	2017 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							
Ammon	15.5	5	0	3	0	4	0.2
Eagle	26.1	22	1	10	1	11	0.4
Kuna	19.2	7	1	1	1	1	0.1
Lewiston	32.8	39	0	16	0	19	0.5
Moscow	25.1	8	0	3	0	7	0.1
Post Falls	33.3	18	1	10	1	16	0.3
Rexburg	28.3	7	0	4	0	13	0.1
Mean Crash Rate							0.1
5,000 - 14,999							
Blackfoot	11.9	6	0	3	0	3	0.3
Burley	10.5	6	0	1	0	1	0.1
Chubbuck	14.9	13	0	8	0	11	0.5
Emmett	6.8	2	0	1	0	2	0.1
Fruitland	5.2	2	0	1	0	1	0.2
Garden City	11.9	13	0	5	0	10	0.4
Hailey	8.3	6	0	2	0	4	0.2
Hayden	14.7	17	0	8	0	11	0.5
Jerome	11.6	6	0	1	0	3	0.1
Middleton	7.4	1	0	1	0	3	0.1
Mountain Home	14.2	3	0	1	0	1	0.1
Payette	7.4	5	0	1	0	1	0.1
Preston	5.4	0	0	0	0	0	0.0
Rathdrum	8.3	7	0	3	0	6	
Rupert	5.8	1	0	0	0	0	0.0
Sandpoint	8.4	4	0	0	0	0	0.0
Star	9.1	2	0	1	0	2	0.1
Weiser	5.4	2	0	0	0	0	0.0
Mean Crash Rate							0.3

Table 26 (Continued)
Impaired Driving Crashes by City: 2017

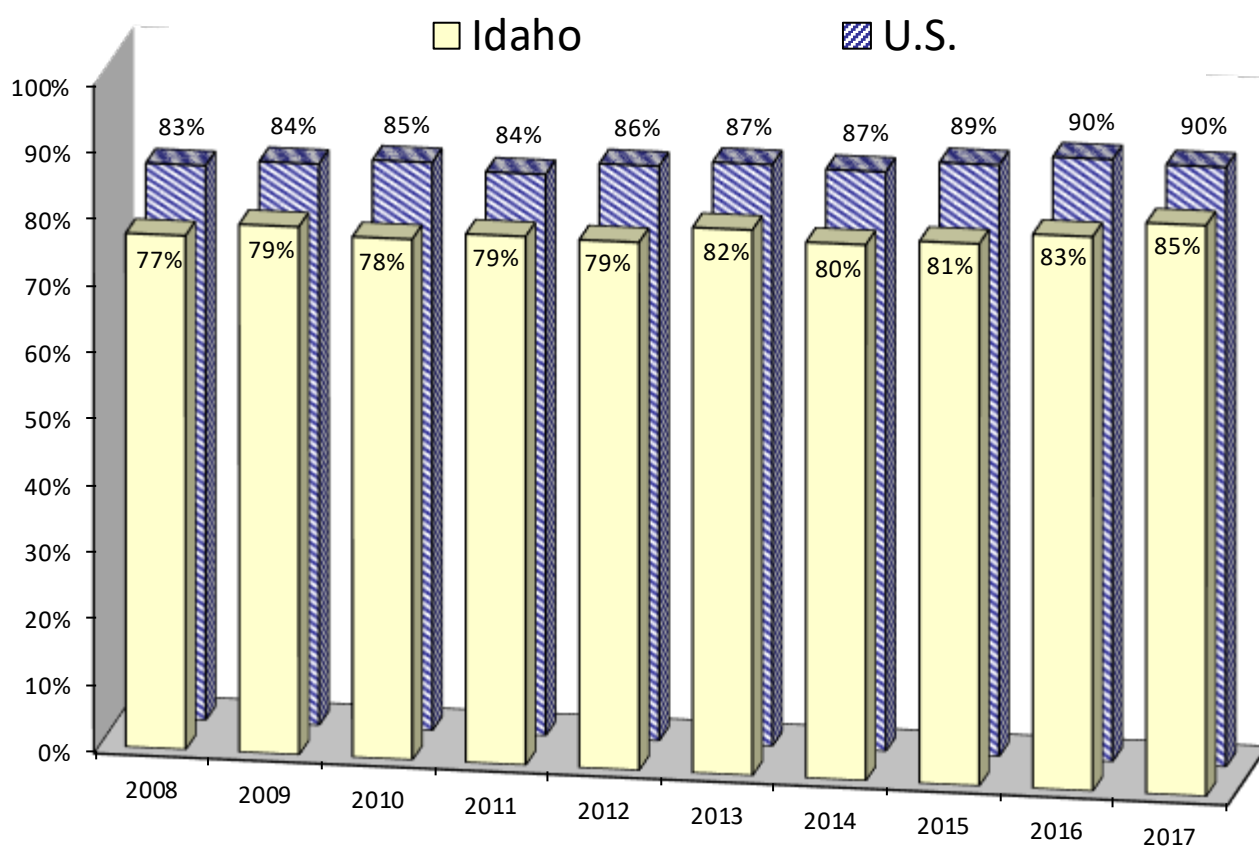
	2017 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.3	3	0	1	0	1	0.2
Bellevue	2.4	0	0	0	0	0	0.0
Bonn timers Ferry	2.6	2	0	2	0	9	0.8
Buhl	4.4	1	0	0	0	0	0.0
Dalton Gardens	2.4	0	0	0	0	0	0.0
Filer	2.8	0	0	0	0	0	0.0
Gooding	3.5	4	0	1	0	1	0.3
Grangeville	3.2	0	0	0	0	0	0.0
Heyburn	3.3	2	0	1	0	2	0.3
Homedale	2.6	1	0	0	0	0	0.0
Iona	2.3	1	0	0	0	0	0.0
Kellogg	2.1	2	0	0	0	0	0.0
Ketchum	2.8	3	0	0	0	0	0.0
Kimberly	3.9	1	1	0	1	3	0.3
Malad	2.1	2	0	1	0	2	0.5
McCall	3.4	5	1	2	1	2	0.9
Montpelier	2.5	2	0	1	0	1	0.4
Orofino	3.0	1	0	0	0	0	0.0
Parma	2.1	0	0	0	0	0	0.0
Rigby	4.1	4	0	2	0	5	0.5
St. Anthony	3.1	2	0	1	0	1	0.3
St. Maries	4.4	3	0	0	0	0	0.0
Salmon	3.0	0	0	0	0	0	0.0
Shelley	2.3	1	0	1	0	1	0.4
Soda Springs	3.5	1	0	0	0	0	0.0
Spirit Lake	2.4	1	0	0	0	0	0.0
Victor	2.1	0	0	0	0	0	
Wendell	2.7	1	0	1	0	1	0.4
Mean Crash Rate							0.2

Safety Restraint Usage

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

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up 93% 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.: 2008 - 2017



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.

Table 27 Observed Seat Belt Use by County: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Ada	92.2%	92.2%	93.9%	91.7%	88.8%	-3.1%	-0.1%
Bannock	81.2%	80.5%	87.2%	85.9%	89.4%	4.1%	2.0%
Bingham	81.0%	71.2%	79.7%	87.2%	82.4%	-5.5%	3.1%
Bonner	78.3%	81.0%	78.8%	77.1%	78.6%	1.9%	-0.5%
Bonneville	76.9%	70.5%	65.9%	66.0%	74.0%	12.1%	-4.9%
Canyon	81.4%	91.9%	88.1%	90.2%	91.5%	1.5%	3.7%
Elmore	88.2%	90.5%	89.4%	90.1%	89.0%	-1.2%	0.7%
Gem	68.8%	80.2%	72.7%	76.2%	55.3%	-27.5%	4.0%
Gooding	71.2%	68.6%	56.2%	69.3%	72.4%	4.4%	0.5%
Kootenai	71.8%	75.9%	74.1%	76.8%	76.0%	-1.1%	2.3%
Latah	78.1%	83.5%	82.9%	84.4%	83.4%	-1.2%	2.7%
Madison	71.6%	72.2%	67.7%	71.2%	74.0%	3.9%	-0.1%
Minidoka	71.6%	62.9%	57.0%	61.9%	72.6%	17.3%	-4.3%
Nez Perce	85.5%	80.6%	78.2%	77.4%	84.3%	8.9%	-3.2%
Payette	88.3%	90.5%	92.1%	86.3%	85.1%	-1.3%	-0.7%
Twin Falls	76.9%	68.8%	59.7%	68.4%	72.7%	6.4%	-3.1%
Statewide	81.6%	80.2%	81.1%	82.9%	81.2%	-2.1%	0.5%

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 89.5%, while district 4 (south-central Idaho) had the overall lowest usage at 72.6%.

Table 28 Idaho Safety Belt Observation Survey: 2017 – Usage by Vehicle Type			
ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	74.2%	80.6%	76.1%
2	87.1%	77.4%	84.2%
3	92.9%	79.0%	89.5%
4	78.9%	61.3%	72.6%
5	91.0%	82.9%	89.1%
6	78.1%	62.4%	74.0%
Statewide	83.3%	75.5%	81.2%

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 2017 ranged from a high of 82.9% in District 5 (south-eastern Idaho) to a low of 61.3% in District 4 (south-central 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.

Table 29 Self-Reported Seat Belt Use: 2013-2017 Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans							
Injury Type	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatalities -Restraints Used	33.1%	44.3%	37.6%	34.6%	34.7%	0.2%	3.5%
Serious Injuries -Restraint Used	63.2%	64.2%	66.8%	69.3%	65.4%	-5.7%	3.2%

Of the 176 passenger motor vehicle occupants over the age of 7 killed in 2017, only 61 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 61 lives saved in 2017 by seat belt usage and an additional 48 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30 2017 Costs of Injuries Persons Using Safety Restraints versus Persons Not Using Safety Restraints Age 7 & Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans						
Injury Type	Safety Restraints			Costs of Injuries		
	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	61	96	19	\$597,458,853	\$940,263,112	\$186,093,741
Serious Injury	612	239	85	\$286,671,711	\$111,951,861	\$39,815,515
Visible Injury	2,519	410	269	\$321,379,675	\$52,308,720	\$34,319,624
Possible Injury	6,200	491	446	\$403,915,113	\$31,987,471	\$29,055,829
No Injury	40,025	1,527	3,317	\$132,095,449	\$5,039,594	\$10,947,173
Total				\$1,741,520,801	\$1,141,550,759	\$300,231,883

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 2013 through 2017. Crash data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a crash. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes. Values of “---” indicate there were no fatal or serious injury crashes.

Table 31 Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2013-2017 in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans							
County by Population	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
50,000 and over							
Ada	83.3%	85.7%	84.1%	89.0%	83.4%	-6.2%	2.3%
Bannock	61.5%	70.9%	74.8%	60.9%	56.3%	-7.6%	0.7%
Bonneville	65.5%	74.1%	77.9%	75.8%	68.1%	-10.2%	5.2%
Canyon	79.6%	80.3%	79.6%	78.8%	77.9%	-1.2%	-0.3%
Kootenai	76.6%	72.9%	78.3%	75.1%	73.2%	-2.6%	-0.5%
Twin Falls	69.2%	87.4%	78.5%	79.0%	74.5%	-5.8%	5.6%
20,000 - 49,999							
Bingham	60.4%	55.6%	61.5%	63.3%	66.7%	5.4%	1.8%
Blaine	82.4%	50.0%	63.0%	71.4%	83.3%	16.7%	0.0%
Bonner	73.2%	71.2%	68.2%	56.9%	70.6%	24.0%	-7.8%
Cassia	70.0%	57.6%	63.9%	37.5%	36.0%	-4.0%	-16.0%
Elmore	69.2%	80.0%	67.3%	65.7%	57.7%	-12.1%	-0.9%
Jefferson	35.3%	71.1%	63.9%	66.7%	61.8%	-7.4%	31.9%
Jerome	62.9%	59.1%	52.6%	62.5%	66.7%	6.7%	0.6%
Latah	58.3%	46.4%	87.5%	70.0%	67.7%	-3.2%	16.0%
Madison	69.7%	42.9%	57.1%	39.1%	61.1%	56.2%	-12.2%
Minidoka	53.3%	53.8%	31.8%	66.7%	58.8%	-11.8%	23.2%
Nez Perce	63.8%	62.1%	81.0%	69.7%	66.7%	-4.3%	4.6%
Payette	70.7%	70.6%	62.8%	42.1%	47.6%	13.1%	-14.7%
10,000 - 19,999							
Boundary	80.0%	47.4%	40.0%	33.3%	65.2%	95.7%	-24.3%
Franklin	14.3%	52.4%	72.7%	76.5%	33.3%	-56.4%	103.6%
Fremont	36.0%	78.8%	59.3%	20.0%	51.9%	159.3%	9.3%
Gem	66.7%	36.8%	68.2%	66.7%	50.0%	-25.0%	12.7%
Gooding	41.7%	23.1%	72.4%	42.9%	38.1%	-11.1%	42.8%
Idaho	53.7%	51.1%	51.7%	36.1%	35.0%	-3.1%	-11.2%
Owyhee	36.0%	58.3%	22.2%	53.8%	33.3%	-38.1%	47.5%
Shoshone	36.7%	58.8%	35.7%	52.4%	71.4%	36.4%	22.6%
Teton	77.8%	50.0%	0.0%	58.3%	50.0%	-14.3%	21.4%
Valley	94.4%	81.8%	71.4%	83.3%	64.5%	-22.6%	-3.1%
Washington	33.3%	50.0%	73.7%	62.5%	69.2%	10.8%	27.4%

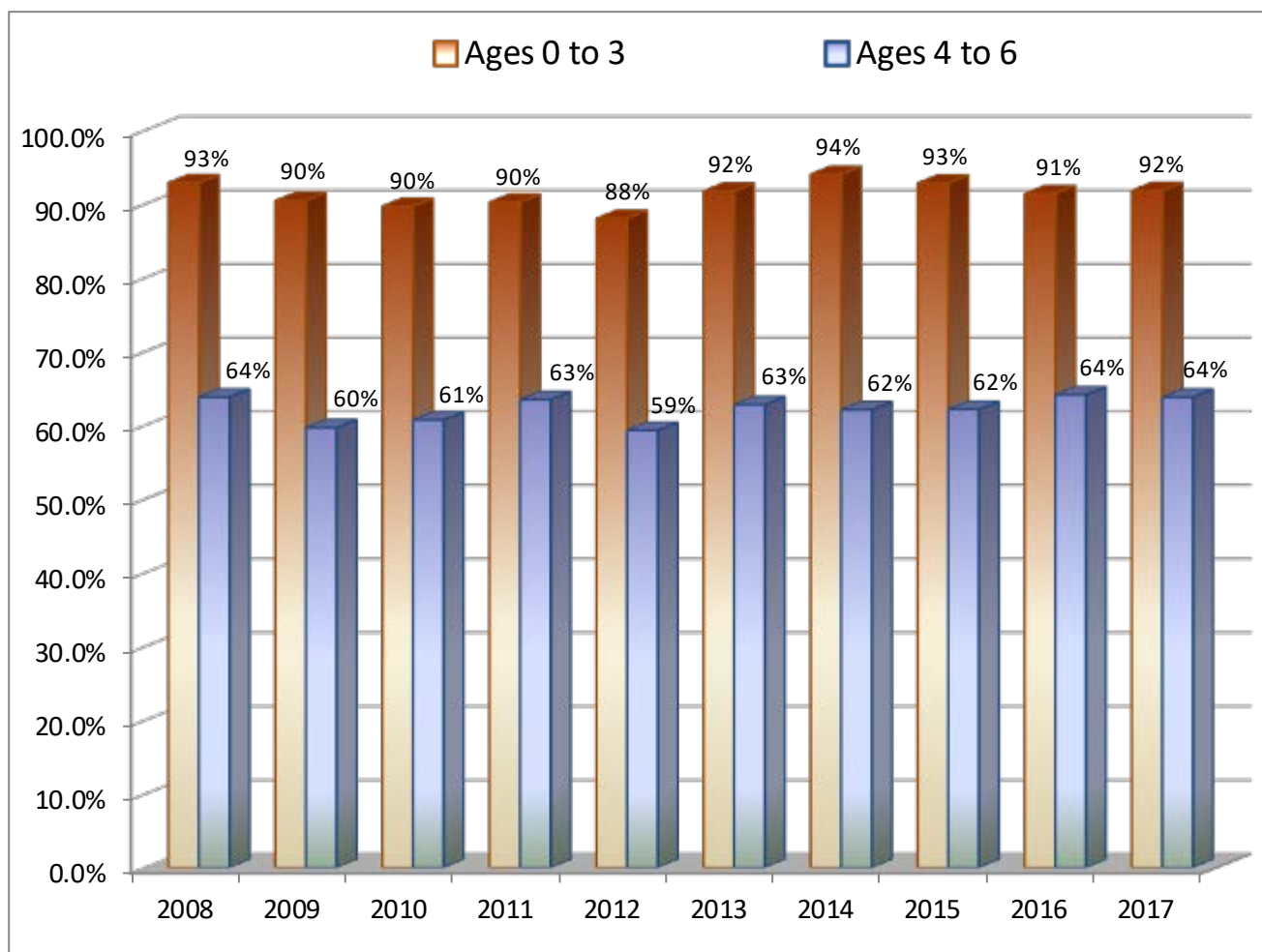
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2013-2017
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
5,000 - 9,999							
Bear Lake	80.0%	66.7%	40.0%	64.3%	100.0%	55.6%	1.3%
Benewah	35.3%	55.6%	63.6%	75.0%	28.6%	-61.9%	29.9%
Boise	73.5%	60.0%	61.5%	87.1%	88.9%	2.1%	8.6%
Caribou	54.5%	33.3%	45.5%	66.7%	100.0%	50.0%	14.7%
Clearwater	55.6%	76.9%	25.0%	62.5%	0.0%	-100.0%	40.3%
Lemhi	46.7%	0.0%	53.8%	42.9%	25.0%	-41.7%	-6.8%
Lincoln	37.5%	76.9%	75.0%	50.0%	57.1%	14.3%	23.1%
Power	80.0%	53.8%	46.2%	58.3%	34.8%	-40.4%	-6.9%
0 - 4,999							
Adams	68.8%	0.0%	92.3%	20.0%	76.9%	284.6%	-26.1%
Butte	0.0%	66.7%	16.7%	91.7%	50.0%	-45.5%	158.3%
Camas	---	---	100.0%	33.3%	100.0%	200.0%	---
Clark	33.3%	---	100.0%	66.7%	50.0%	-25.0%	---
Custer	91.7%	50.0%	71.4%	22.2%	54.5%	145.5%	-23.8%
Lewis	33.3%	40.0%	100.0%	75.0%	100.0%	33.3%	48.3%
Oneida	37.5%	66.7%	33.3%	75.0%	50.0%	-33.3%	50.9%
Statewide Average	74.4%	74.6%	71.4%	75.0%	74.0%	-1.3%	0.3%

Child Safety Seat Usage by Age Groups

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

Figure 14
Child Safety Seat Usage by Age Group in Crashes: 2008 - 2017



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (92%), while only 64% placed 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: 2013-2017
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatalities							
Restrained	1	3	3	1	1	0.0%	44.4%
Unrestrained	2	5	2	3	2	-33.3%	46.7%
Serious Injuries							
Restrained	9	9	7	11	5	-54.5%	11.6%
Unrestrained	4	11	5	5	2	-60.0%	40.2%
Visible Injuries							
Restrained	55	64	66	82	57	-30.5%	14.6%
Unrestrained	35	15	30	5	23	360.0%	-13.5%
Possible Injuries							
Restrained	209	160	267	315	214	-32.1%	20.5%
Unrestrained	68	49	76	14	46	228.6%	-18.1%
No Injuries							
Restrained	2,053	2,051	2,150	2,634	2,142	-18.7%	9.1%
Unrestrained	501	476	498	86	539	526.7%	-27.7%
Total Restrained	2,324	2,287	2,493	3,043	2,419	-20.5%	9.8%
Total Unrestrained	608	556	611	113	612	441.6%	-26.7%
% of Children Restrained	79.3%	80.4%	80.3%	96.4%	79.8%	-17.2%	7.1%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that a child safety seats saved 2 lives in 2017. Another live may have been saved if all children had been restrained in child safety seats. Additionally, 11 serious injuries were prevented and 1 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.

Table 33 Aggressive Driving Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Total Aggressive Driving Crashes	12,522	12,366	12,383	12,793	13,149	2.8%	0.7%
Fatalities	84	72	77	83	82	-1.2%	0.2%
Serious Injuries	635	649	637	612	582	-4.9%	-1.2%
Visible Injuries	2,109	2,077	2,282	2,164	2,064	-4.6%	1.1%
Possible Injuries	4,255	4,356	4,652	4,706	4,627	-1.7%	3.4%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	244	229	276	266	259	-2.6%	3.6%
Driving Too Fast for Conditions	219	205	171	174	148	-14.9%	-7.1%
Following Too Close	95	124	115	93	95	2.2%	1.4%
Fail to Obey Stop Sign	97	102	92	89	75	-15.7%	-2.6%
Exceeded Posted Speed	68	58	49	69	78	13.0%	3.5%
Fail to Obey Signal	50	60	50	67	61	-9.0%	12.4%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.53	4.47	4.29	4.05	3.84	-5.3%	-3.6%
* Three contributing circumstances possible per unit involved in each crash							

In 2017, aggressive driving was a contributing factor in 51% of all crashes in Idaho. While 74% of all aggressive driving crashes occur in urban areas, 65% of the fatal aggressive driving crashes occur in rural areas.

Only 17% of all aggressive driving crashes involved a single vehicle, while 35% of fatal aggressive driving crashes involved only one vehicle. Of the 26 fatal aggressive driving crashes that involved a single vehicle, 22 (or 85%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was more than \$1.7 billion dollars in 2017. This represents 42% 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 3.8 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 (36%) of the drivers involved in aggressive driving crashes.

Table 34 Involvement in Aggressive Driving Crashes by Drivers Age: 2017								
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%	14	0.1%		8	0.2%	
15	4,864	0.4%	182	1.4%	3.4	72	1.4%	3.6
16	11,720	1.0%	493	3.7%	3.8	164	3.3%	3.4
17	16,145	1.3%	676	5.0%	3.8	222	4.5%	3.3
18	18,835	1.6%	670	5.0%	3.2	228	4.6%	2.9
19	19,959	1.7%	545	4.1%	2.5	199	4.0%	2.4
20	19,624	1.6%	527	3.9%	2.4	213	4.3%	2.6
21	19,595	1.6%	481	3.6%	2.2	184	3.7%	2.3
22	20,147	1.7%	454	3.4%	2.0	148	3.0%	1.8
23	20,604	1.7%	407	3.0%	1.8	138	2.8%	1.6
24	20,832	1.7%	395	2.9%	1.7	141	2.8%	1.6
25-34	204,233	16.9%	2,613	19.5%	1.2	967	19.4%	1.2
35-44	197,924	16.4%	1,842	13.7%	0.8	688	13.8%	0.8
45-54	186,933	15.5%	1,246	9.3%	0.6	460	9.2%	0.6
55-64	204,129	16.9%	1,224	9.1%	0.5	511	10.3%	0.6
65-74	156,501	13.0%	793	5.9%	0.5	317	6.4%	0.5
75+	86,332	7.1%	611	4.6%	0.6	249	5.0%	0.7
Not Stated or Other			241	1.8%		65	1.3%	
TOTALS	1,208,377		13,414			4,974		
<i>* Involvement is calculated by dividing the percent of Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>								

Distracted Driving

Distracted driving crashes are those where investigating law enforcement officer indicates that either inattention or a distraction in or on the vehicle was a contributing factor in the crash. Distraction is defined by the National Highway Traffic Safety Administration as a specific type of inattention that occurs when drivers divert their attention away from the task of driving to focus on another activity. Distraction is categorized into the three following types: visual (taking your eyes off the road), manual (taking your hands off the wheel), and cognitive (taking your mind off the road).

Table 35 Distracted Driving Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Total Distracted Driving Crashes	4,757	4,781	5,470	4,973	4,808	-3.3%	1.9%
Fatalities	43	39	51	64	39	-39.1%	15.7%
Serious Injuries	339	364	425	367	318	-13.4%	3.5%
Visible Injuries	996	1,033	1,285	1,193	989	-17.1%	7.0%
Possible Injuries	1,831	1,846	2,211	2,121	2,020	-4.8%	5.5%
Distracted Driving Crashes as a % of All Crashes	21.3%	21.6%	22.8%	19.6%	18.6%	-5.3%	-2.3%
Distracted Driving Fatalities as a % of All Fatalities	20.1%	21.0%	23.6%	25.3%	15.9%	-37.1%	8.0%
Distracted Driving Injuries as a % of All Injuries	27.9%	27.6%	29.7%	26.9%	25.7%	-4.8%	-0.9%
All Fatal and Injury Crashes	8,049	8,392	9,248	9,559	9,042	-5.4%	5.9%
Distracted Fatal/Injury Crashes	2,112	2,200	2,569	2,355	2,151	-8.7%	4.2%
% Distracted Driving	26.2%	26.2%	27.8%	24.6%	23.8%	-3.4%	-1.8%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.41	2.50	2.86	2.51	2.06	-17.9%	2.1%

Distracted driving crashes made up 19% of all crashes in 2017 and were responsible for 16% of all fatalities. While 73% of all distracted driving crashes occurred on urban roadways, 80% of the fatal distracted driving crashes occurred on rural roadways.

While only 19% of all distracted driving crashes involved a single vehicle, 34% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was over \$820 million dollars in 2017. This represents 20% 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 4 fatal and 908 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: 2017

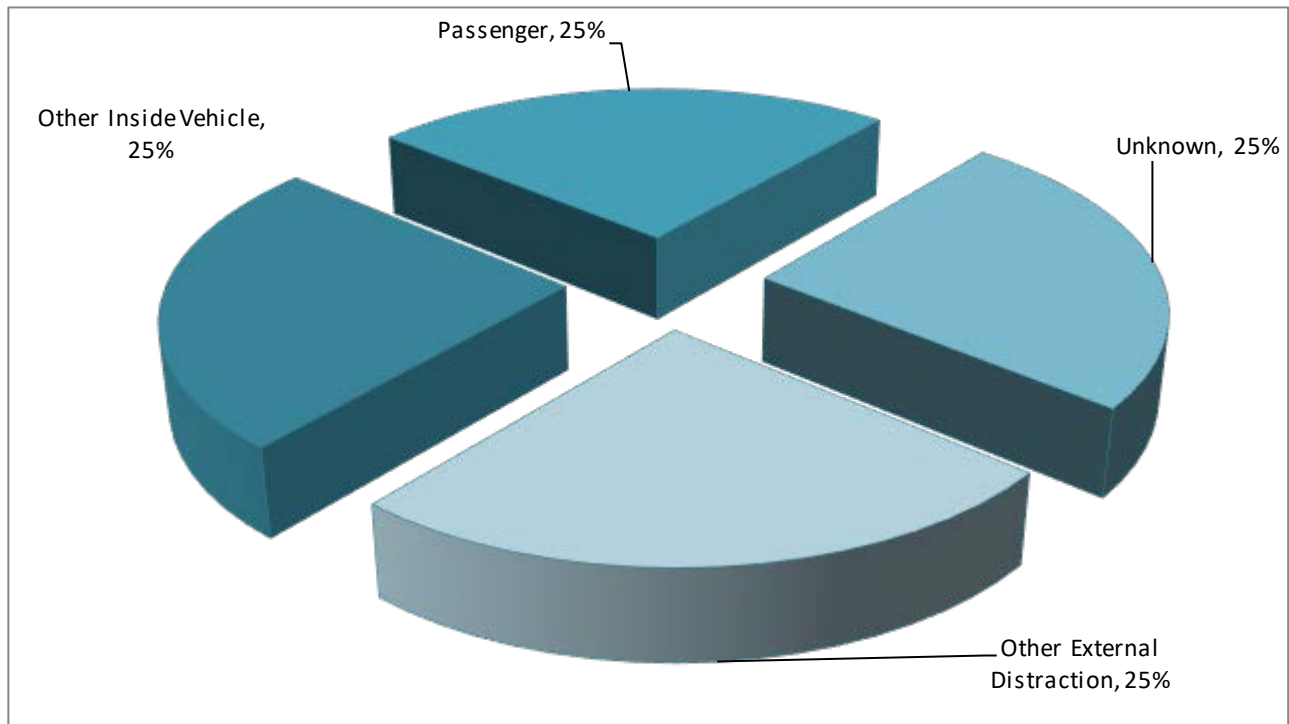
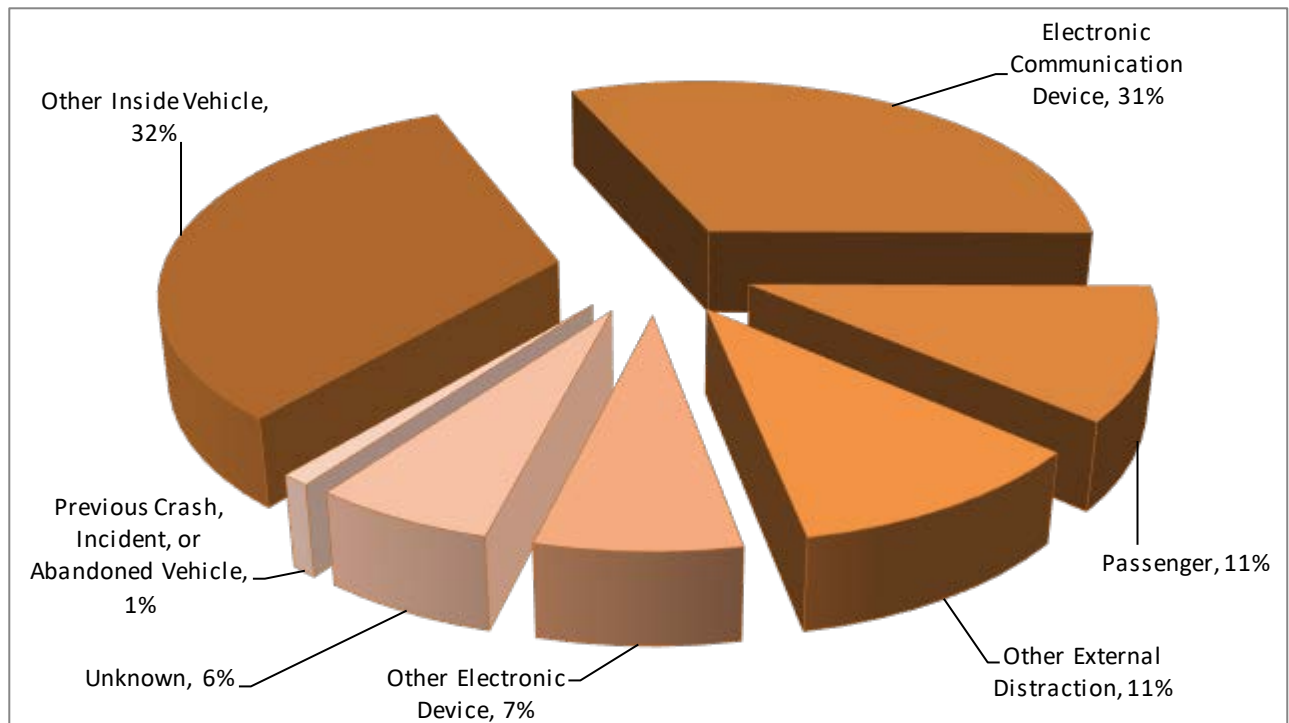


Figure 16
Percentage of Total Distracted In or On Vehicle Crashes by Type of Distraction: 2017



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2017, more than one out of every five crashes involved a youthful driver. In 2017, youthful drivers were involved in 2.3 times as many crashes as you would expect them to be and were 2.5 times as likely as all other drivers to be involved in a crash.

Table 36 Crashes Involving Youthful Drivers (15 to 19 Years Old): 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Total Crashes	4,825	4,668	5,374	5,622	5,464	-2.8%	5.5%
Fatalities	26	20	34	27	31	14.8%	8.8%
Serious Injuries	214	198	270	238	225	-5.5%	5.7%
Visible Injuries	785	812	997	1,011	886	-12.4%	9.2%
Possible Injuries	1,524	1,547	1,903	1,986	1,795	-9.6%	9.6%
Drivers 15-19 in Fatal & Serious Injury Crashes	197	182	232	232	206	-11.2%	6.6%
% of all Drivers in Fatal & Serious Injury Crashes	10.5%	9.4%	12.0%	12.0%	10.7%	-10.9%	5.8%
Licensed Drivers 15-19	62,398	62,895	65,264	65,940	71,523	8.5%	1.9%
% of Total Licensed Drivers	5.6%	5.6%	5.7%	5.7%	5.9%	4.6%	0.3%
Driver Involvement Rate*	1.87	1.69	2.11	2.13	1.81	-14.8%	5.3%
Teen Drivers in Fatal Crashes	22	19	32	25	27	8.0%	11.0%
Impaired Teen Drivers in Fatal Crashes	5	4	7	4	2	-50.0%	4.0%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	22.7%	21.1%	21.9%	16.0%	7.4%	-53.7%	-10.1%
<i>*The Driver Involvement Rate is the percent of drivers involved in fatal and serious injury Crashes divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>							

The 31 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 31 people killed in youthful driver crashes, 11 were the youthful drivers. Only 5 (45%) of the youthful drivers of passenger motor vehicles were wearing seat belts.

Additionally, there were 10 teen passengers killed in motor vehicle crashes (6 of them were killed in crashes involving a youthful driver). Of the 10 teen passenger motor vehicle passengers killed in crashes, only 3 (30%) of them were wearing a seat belt.

While 73% of all crashes involving youthful drivers occurred in urban areas, 70% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2017, the economic cost of crashes involving youthful drivers was more than \$680 million dollars. This represents 16% of the total cost of crashes (as shown in Table 4).

Emergency Medical Services

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

Table 37 Emergency Medical Services Response to Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Total Crashes	22,347	22,134	24,018	25,328	25,851	2.1%	4.3%
Fatal & Injury Crashes							
With EMS Response	5,342	5,602	6,142	6,476	6,024	-7.0%	6.6%
% with EMS Response	66.4%	66.8%	66.4%	67.7%	66.6%	-1.7%	0.7%
Persons Killed or Injured in Crashes	11,557	11,954	13,423	13,917	13,214	-5.1%	6.5%
Transported from Urban Areas	2,272	2,278	2,589	2,755	2,561	-7.0%	6.8%
Transported from Rural Areas	2,189	2,288	2,321	2,503	2,273	-9.2%	4.6%
Total Transported by EMS	4,461	4,566	4,910	5,258	4,834	-8.1%	5.7%
% of Killed/Injured Transported	38.6%	38.2%	36.6%	37.8%	36.6%	-3.2%	-0.7%
Trapped and Extricated	424	459	504	491	480	-2.2%	5.2%
Fatal/Serious Injuries Transported by Helicopter	142	110	173	178	154	-13.5%	12.5%

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 decreased by 7% in 2017, and the number of pedestrians killed in motor vehicle crashes decreased by 6%. Of all pedestrians involved in crashes in 2017, 97% received some degree of injury.

Table 38 Pedestrians in Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Pedestrian Crashes	206	232	207	236	219	-7.2%	5.3%
Fatalities	14	14	8	18	17	-5.6%	27.4%
Serious Injuries	53	55	51	66	79	19.7%	8.6%
Visible Injuries	88	87	103	102	75	-26.5%	5.4%
Possible Injuries	53	78	66	80	78	-2.5%	17.7%
Pedestrians in Crashes	218	245	224	249	247	-0.8%	5.0%
Pedestrian Fatal and Serious Injuries	67	69	59	81	95	17.3%	8.6%
% of All Fatal and Serious Injuries	4.5%	4.7%	3.8%	5.1%	6.4%	24.7%	6.5%
Impaired Fatal and Serious Injuries*	10	7	6	17	14	-17.6%	46.3%
% of Ped Fatal & Serious Injuries	14.9%	10.1%	10.2%	21.0%	14.7%	-29.8%	24.9%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	6	5	1	4	0	-100.0%	67.8%
4 to 14	34	35	46	29	28	-3.4%	-0.9%
15 to 19	31	47	29	41	40	-2.4%	18.2%
20 to 24	31	25	26	34	28	-17.6%	5.1%
25 to 34	20	29	30	27	33	22.2%	12.8%
35 to 44	27	25	20	29	25	-13.8%	5.9%
45 to 54	22	19	21	30	34	13.3%	13.2%
55 to 64	21	21	19	31	21	-32.3%	17.9%
65 and Older	14	24	22	22	22	0.0%	21.0%
Missing/Unknown Age	2	4	2	0	8	100.0%	-16.7%
* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.							

Of the pedestrians killed in motor vehicle crashes in 2017, all but one were 24 years of age or older. Impaired pedestrians were involved in 10% of all pedestrian crashes and 35% of fatal pedestrian crashes.

In 2017, the economic cost of crashes involving pedestrians was over \$219 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 30% in 2017 and there were three bicyclists killed. Of the bicyclists involved in crashes in 2017, 96% received some degree of injury. Of all bicyclists involved in crashes in 2017, 26% were between the ages of 4 and 14.

Table 39 Bicyclists in Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Bicycle Crashes	334	296	286	319	223	-30.1%	-1.1%
Fatalities	3	2	0	6	3	-50.0%	-11.1%
Serious Injuries	51	41	36	52	29	-44.2%	4.2%
Visible Injuries	167	152	149	158	128	-19.0%	-1.6%
Possible Injuries	104	100	101	109	62	-43.1%	1.7%
Bicyclists in Crashes	341	305	353	322	224	-30.4%	-1.2%
Bicycle Fatal and Serious Injuries	54	43	36	57	31	-45.6%	7.2%
% of All Fatal and Serious Injuries	3.7%	2.9%	2.3%	3.6%	2.1%	-42.2%	5.0%
Bicyclists in Crashes Wearing Helmets	69	82	63	76	45	-40.8%	5.4%
% of Bicyclists Wearing Helmets	20.2%	26.9%	17.8%	23.6%	20.1%	-14.9%	10.5%
Impaired Fatal and Serious Injuries*	1	2	0	2	5	150.0%	33.3%
% of Bicycle Fatal & Serious Injuries	1.9%	4.7%	0.0%	3.5%	16.1%	359.7%	50.4%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	1	1	1	1	0	-100.0%	0.0%
4 to 14	54	54	50	77	55	-28.6%	15.5%
15 to 19	57	45	48	60	36	-40.0%	3.5%
20 to 24	56	55	44	41	21	-48.8%	-9.5%
25 to 34	49	45	39	42	33	-21.4%	-4.6%
35 to 44	38	36	35	34	13	-61.8%	-3.6%
45 to 54	25	32	23	30	26	-13.3%	10.1%
55 to 64	19	19	28	14	21	50.0%	-0.9%
65 and Older	18	6	5	10	6	-40.0%	5.6%
Missing/Unknown Age	8	2	4	3	3	0.0%	0.0%
* Implies the bicyclist was impaired, the sobriety of the driver that struck the bicyclist is not taken into account.							

The percentage of bicyclists involved in crashes that were wearing helmets continues to remain very low at 20%. However, 52% of the bicyclists ages 55-64 involved in crashes were wearing helmets while only 10% of bicyclists the bicyclists ages 15-44 were wearing helmets.

In 2017, the economic cost of crashes involving bicyclists was \$64 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 2017 by 4% but the number of motorcycle fatalities increased 18%. Of all motorcyclists involved in crashes in 2017, 86% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 46% of fatal motorcycle crashes involved impaired motorcyclists. Roughly four out of every ten motorcycle crashes (42%) were single-vehicle crashes and 44% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2017, 73% were 40 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 84% of those riders involved in crashes in 2017 were wearing a helmet. Only 59% of riders 18 and older involved in crashes were wearing helmets.

Table 40 Motorcyclists in Crashes: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Motorcycle Crashes	517	510	546	528	507	-4.0%	0.8%
Fatalities	26	25	28	22	26	18.2%	-4.4%
Serious Injuries	150	146	174	164	139	-15.2%	3.6%
Visible Injuries	221	207	225	223	230	3.1%	0.5%
Possible Injuries	95	87	131	123	123	0.0%	12.0%
Motorcyclists in Crashes	584	562	611	591	574	-2.9%	0.6%
Registered Motorcycles*	54,813	60,160	51,219	55,865	55,806	-0.1%	1.3%
Motorcyclists Wearing Helmets	306	328	347	329	341	3.6%	2.6%
% Motorcyclists Wearing Helmets	52.4%	58.4%	56.8%	55.7%	59.4%	6.7%	2.2%
Motorcycle Drivers in Crashes by Age							
0 to 14	5	4	3	3	3	0.0%	-15.0%
15 to 20	34	39	48	39	45	15.4%	6.3%
21 to 24	52	51	52	49	54	10.2%	-1.9%
25 to 34	102	103	94	105	104	-1.0%	1.3%
35 to 44	93	73	78	73	84	15.1%	-7.0%
45 to 54	109	95	107	125	103	-17.6%	5.5%
55 to 64	101	95	115	100	84	-16.0%	0.7%
65 and up	32	52	49	37	49	32.4%	10.7%
Missing/Unknown	1	3	6	5	3	-40.0%	94.4%
* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type							

In 2017, the economic cost of crashes involving motorcyclists was nearly \$359 million dollars. This represents 9% 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.

Table 41 Commercial Motor Vehicle Crash Rates : 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatal Crashes	33	22	30	35	42	20.0%	6.6%
Injury Crashes	495	539	586	612	729	19.1%	7.3%
Total Crashes	1,681	1,613	1,768	2,009	2,468	22.8%	6.4%
Commercial VMT (100 millions)	28.2	28.6	29.3	30.8	31.5	2.4%	3.0%
Fatal Crash Rate	1.2	0.8	1.0	1.1	1.3	17.2%	3.3%
Injury Crash Rate	17.6	18.9	20.0	19.9	23.1	16.3%	4.3%
Total Crash Rate	59.6	56.4	60.3	65.2	78.2	20.0%	3.2%

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.

Table 42 Location of Commercial Motor Vehicle Crashes by Roadway Type: 2017								
	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	3	7.1%	56	7.7%	69	4.1%	128	5.2%
Rural	8	19.0%	96	13.2%	195	11.5%	299	12.1%
U.S. or State Highway								
Urban	2	4.8%	103	14.1%	246	14.5%	351	14.2%
Rural	17	40.5%	156	21.4%	331	19.5%	504	20.4%
Local								
Urban	1	2.4%	200	27.4%	585	34.5%	786	31.8%
Rural	11	26.2%	118	16.2%	271	16.0%	400	16.2%
Total	42	1.7%	729	29.5%	1,697	68.8%	2,468	

The largest percentage of all CMV crashes (48%) occurred on local roads, while the largest percentage of fatal CMV crashes (45%) 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 2013 to 2017.

Table 43 Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Bus							
Fatal Crashes	1	0	1	0	0	0.0%	-33.3%
Injury Crashes	28	26	30	34	52	52.9%	7.2%
Property Damage Crashes	86	82	76	88	102	15.9%	1.3%
Single Unit Truck							
Fatal Crashes	7	5	2	6	9	50.0%	37.1%
Injury Crashes	119	148	153	160	167	4.4%	10.8%
Property Damage Crashes	266	293	289	299	384	28.4%	4.1%
Single Unit Truck with Trailer							
Fatal Crashes	2	3	1	1	0	-100.0%	77.8%
Injury Crashes	6	9	6	16	20	25.0%	61.1%
Property Damage Crashes	32	29	38	41	65	58.5%	9.9%
Truck Tractor Only (Bobtail)							
Fatal Crashes	1	0	0	0	0	0.0%	-33.3%
Injury Crashes	9	11	10	7	12	71.4%	-5.6%
Property Damage Crashes	21	22	20	21	27	28.6%	0.2%
Semi with Single-Trailer Configurations							
Fatal Crashes	19	12	18	24	27	12.5%	15.5%
Injury Crashes	213	222	225	221	257	16.3%	1.3%
Property Damage Crashes	512	391	442	511	589	15.3%	1.7%
Semi with Double-Trailer Configurations							
Fatal Crashes	2	1	4	3	3	0.0%	75.0%
Injury Crashes	28	32	30	34	31	-8.8%	7.1%
Property Damage Crashes	60	56	68	58	88	51.7%	0.0%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	0	0	0	3	100.0%	-33.3%
Injury Crashes	1	3	4	2	4	100.0%	61.1%
Property Damage Crashes	7	8	6	6	5	-16.7%	-3.6%

**** 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.

Table 44 Vehicles in All Crashes by Vehicle Type: 2013-2017							
Vehicle Type	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Passenger Cars	18,355	18,471	19,786	20,461	19,820	-3.1%	3.7%
%	46.6%	47.1%	46.0%	45.0%	42.6%	-5.3%	-1.2%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	18,046	17,901	20,228	21,861	23,292	6.5%	6.8%
%	45.8%	45.7%	47.1%	48.0%	50.0%	4.1%	1.6%
Medium Trucks *	443	501	500	532	654	22.9%	6.4%
%	1.1%	1.3%	1.2%	1.2%	1.4%	20.2%	1.7%
Large Trucks **	914	788	851	921	1,095	18.9%	0.8%
%	2.3%	2.0%	2.0%	2.0%	2.4%	16.2%	-4.2%
Buses	116	108	107	122	155	27.0%	2.1%
%	0.3%	0.3%	0.2%	0.3%	0.3%	24.2%	-2.8%
Motorcycles	534	523	561	546	533	-2.4%	0.8%
%	1.4%	1.3%	1.3%	1.2%	1.1%	-4.6%	-3.9%
All Other***	982	914	946	1,057	1,000	-5.4%	2.8%
%	2.5%	2.3%	2.2%	2.3%	2.1%	-7.5%	-2.2%
TOTALS	39,390	39,206	42,979	45,500	46,549	2.3%	5.0%
<i>*Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.</i> <i>**Large trucks include bobtail tractors and tractor-semitrailer combinations.</i> <i>***Includes Pedestrians, Bicyclists, Equestrians, Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other, Hit and Run Vehicles, and Unknown or Missing data.</i>							

Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2017, there were 7,022 people involved in CMV crashes. Occupants of passenger vehicles comprised 53% of the people involved in CMV crashes. Of the 44 fatalities that occurred in CMV crashes, 57% were occupants of passenger cars, pickups, vans, or other vehicles while 27% were occupants of CMV's.

Table 45 Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2017					
Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	12	9	16	7	44
% of Fatalities	27.3%	20.5%	36.4%	15.9%	0.6%
Serious Injuries	29	38	41	15	123
% of Serious Injuries	23.6%	30.9%	33.3%	12.2%	1.8%
Visible Injuries	134	88	128	11	361
% of Visible Injuries	37.1%	24.4%	35.5%	3.0%	5.1%
Possible Injuries	190	195	252	8	645
% of Possible Injuries	29.5%	30.2%	39.1%	1.2%	9.2%
Non-Injury	2,826	873	2,104	46	5,849
% of Non- Injury	48.3%	14.9%	36.0%	0.8%	83.3%
Column Totals	3,191	1,203	2,541	87	7,022
(% OF TOTAL)	45.4%	17.1%	36.2%	1.2%	
*SUV is an acronym for Sport Utility Vehicles.					
**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.					

In 2017, the economic cost of crashes involving commercial motor vehicles was \$596 million dollars. This represents 14% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46 Crashes in Work Zones: 2013-2017							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Work Zone Crashes	332	407	444	324	453	39.8%	1.6%
Fatalities	3	1	2	0	9	100.0%	-22.2%
Serious Injuries	12	34	27	19	16	-15.8%	44.4%
Visible Injuries	50	108	95	59	73	23.7%	22.0%
Possible Injuries	109	204	222	96	166	72.9%	13.1%
% All Crashes	1.5%	1.8%	1.8%	1.3%	1.8%	37.0%	-2.2%
Workers Injured	1	0	1	0	1	100.0%	-33.3%

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 2013 a flagger was injured in a crash in Ada County. In 2015, a worker was struck and injured while setting up orange barrels in a work zone in Ada County. A worker was struck while setting up an flashing arrow-board trailer in Ada County in 2017.

Single-vehicle crashes comprised 20% of the crashes in work zones in 2017. Overturn (29%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Guardrail Face (11%), Embankment (8%), Other Object – Not Fixed (8%), Ditch (4%), and Traffic Sign Support (4%). The majority of work zone crashes involve multiple vehicles and Rear End (62%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (8%), Angle (8%), and Angle Turning (5%).

Table 47 shows work zone crashes by road type.

Table 47 Work Zone Crashes by Roadway Type: 2017								
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	2	0.0%	35	21.3%	46	16.4%	83	18.3%
Rural	3	0.0%	43	26.2%	64	22.8%	110	24.3%
U.S. or State Highway								
Urban	0	0.0%	20	12.2%	34	12.1%	54	11.9%
Rural	3	0.0%	24	14.6%	38	13.5%	65	14.3%
Local								
Urban	0	0.0%	38	23.2%	88	31.3%	126	27.8%
Rural	0	0.0%	4	2.4%	11	3.9%	15	3.3%
Total	8		164		281		453	
	1.8%		36.2%		62.0%			

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: 2017				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	3	24	47	74
District 2	0	9	23	32
District 3	2	63	98	163
District 4	1	29	33	63
District 5	2	30	63	95
District 6	0	9	17	26
Statewide	8	164	281	453

In 2017, the economic cost of crashes in work zones was \$119 million dollars. This represents 3% 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

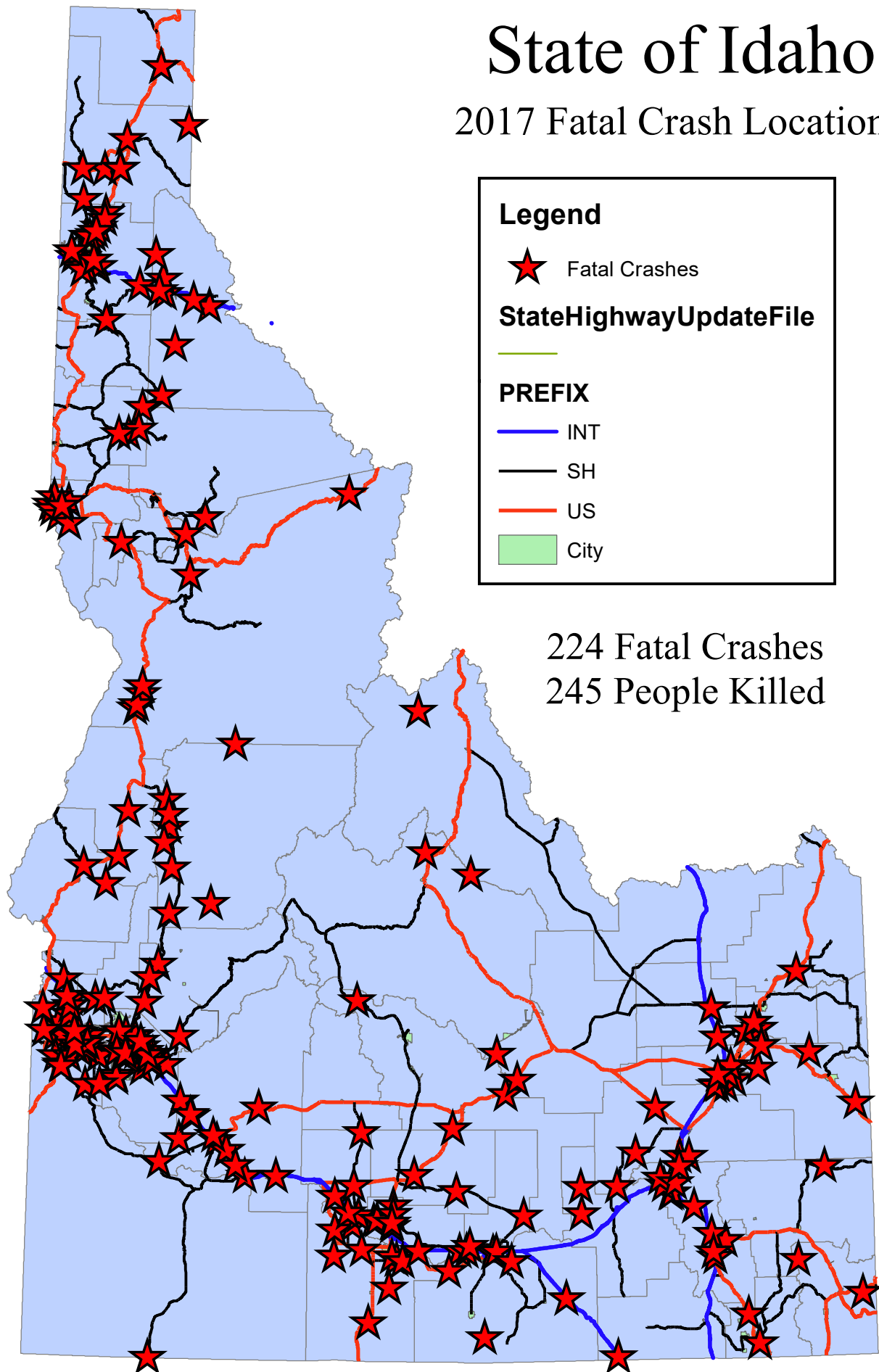
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6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council,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

APPENDIX A: Maps of Fatal Crash Locations in 2017

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.

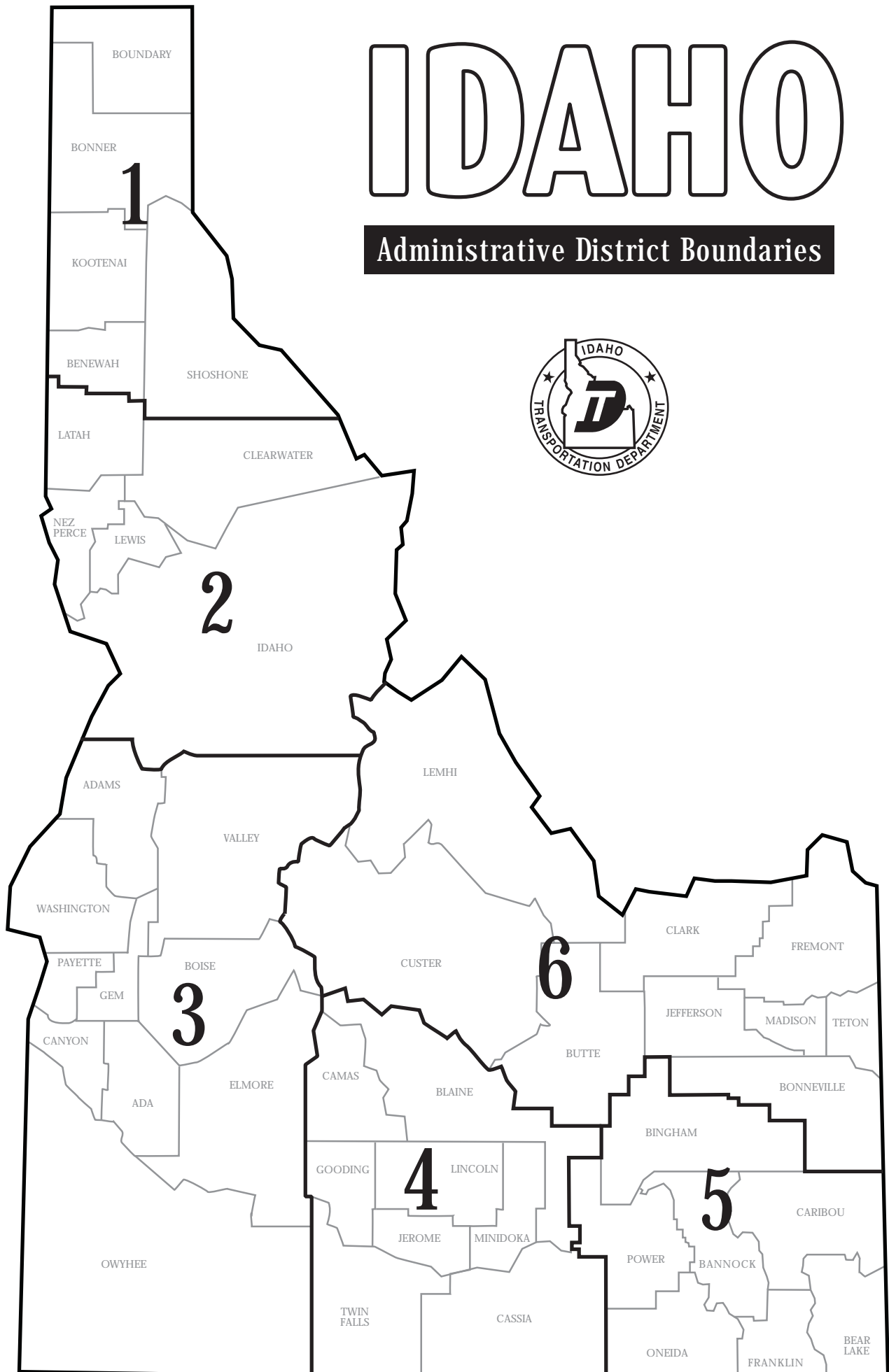
State of Idaho

2017 Fatal Crash Locations



IDAHO

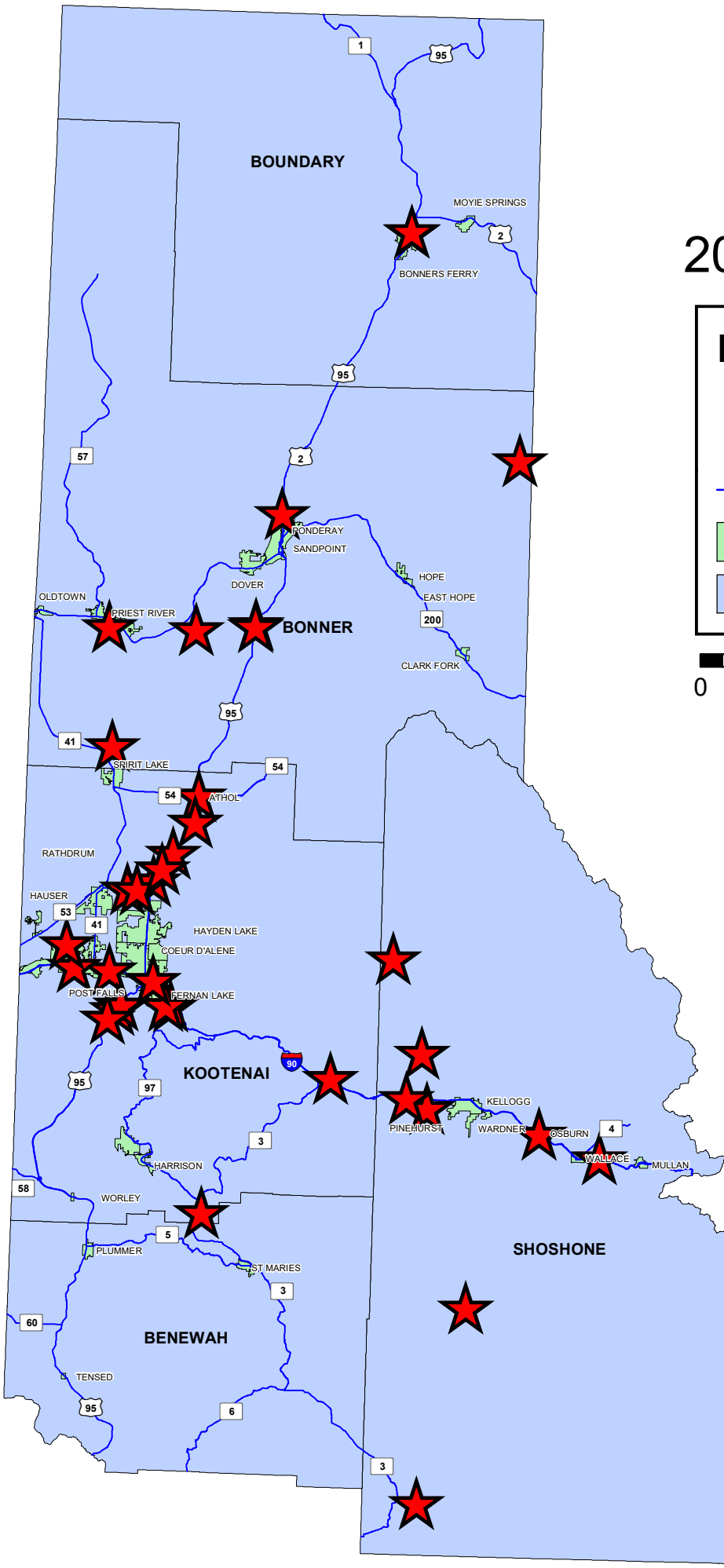
Administrative District Boundaries



State of Idaho

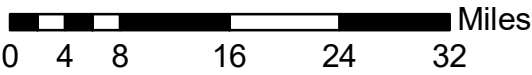
District One

2017 Fatal Crashes



Legend

- ★ Fatal Crashes
- State Highways
- City
- County



35 Fatal Crashes
36 People Killed

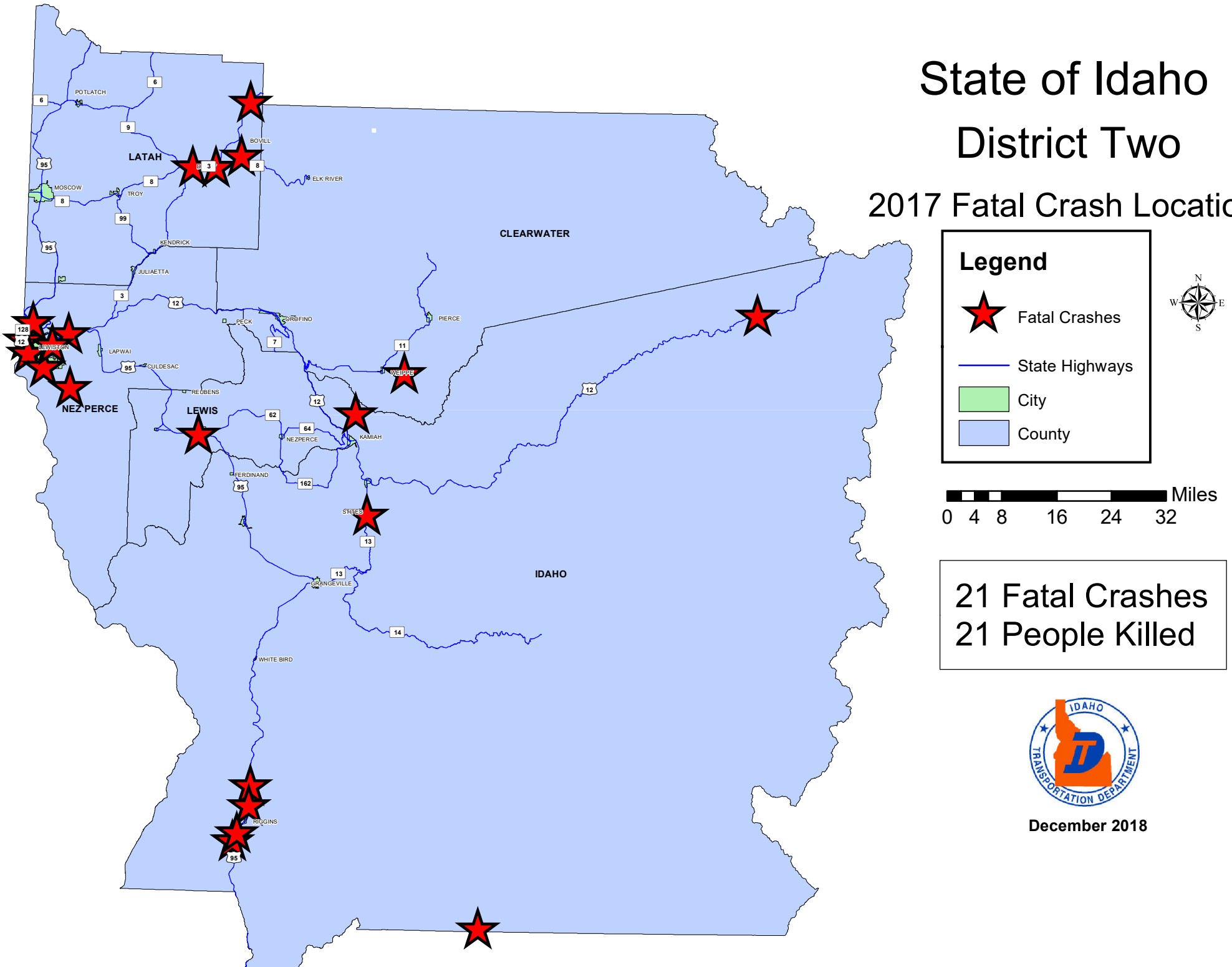


December 2018

State of Idaho

District Two

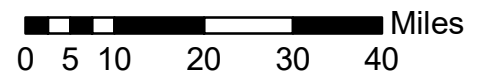
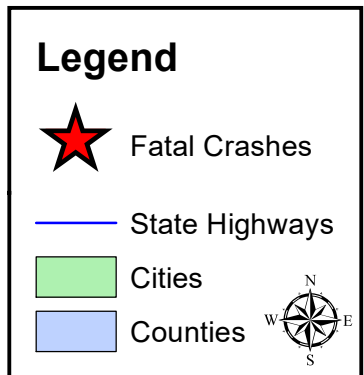
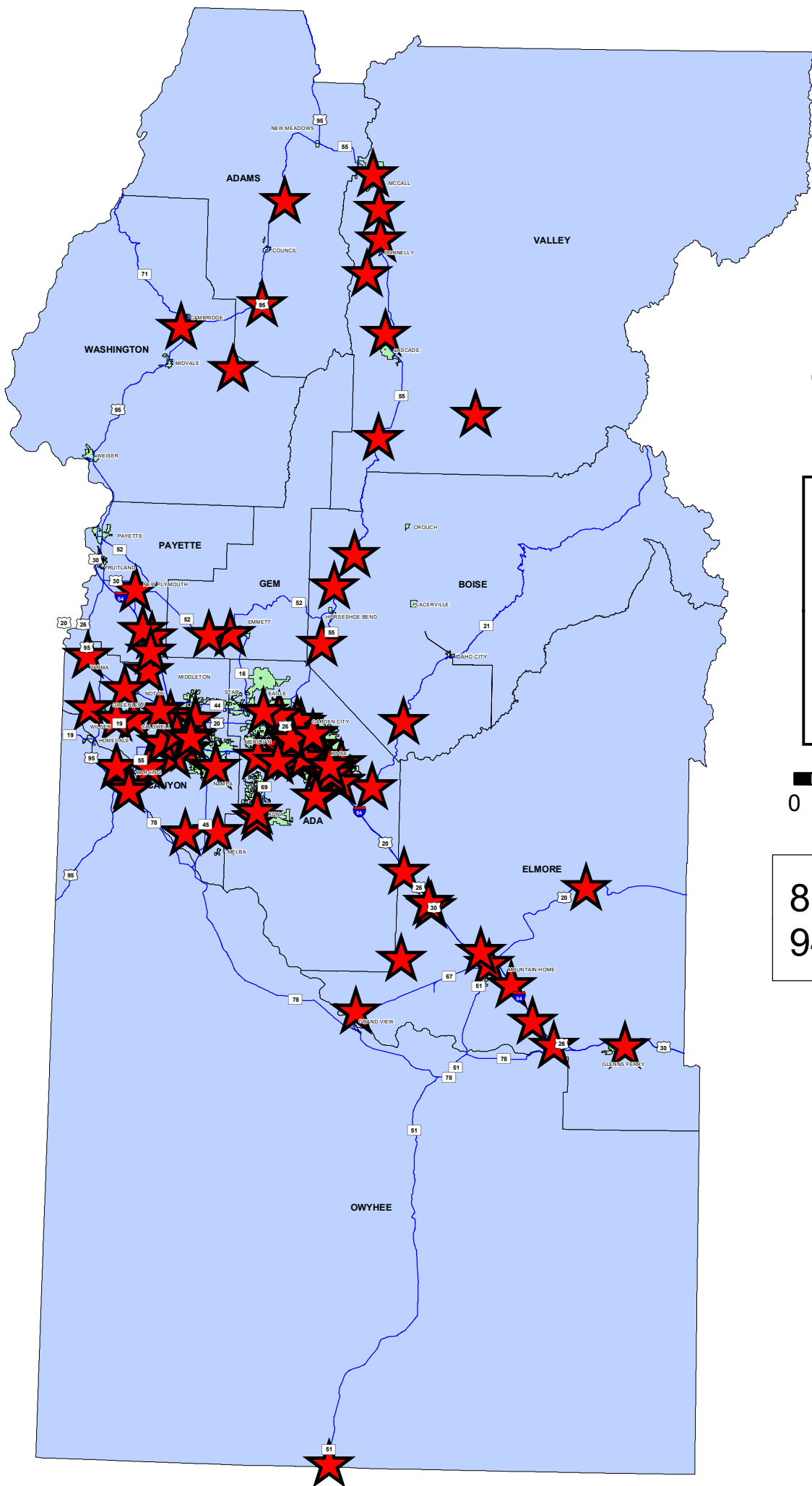
2017 Fatal Crash Locations



State of Idaho

District Three

2017 Fatal Crash Locations



86 Fatal Crashes
94 People Killed

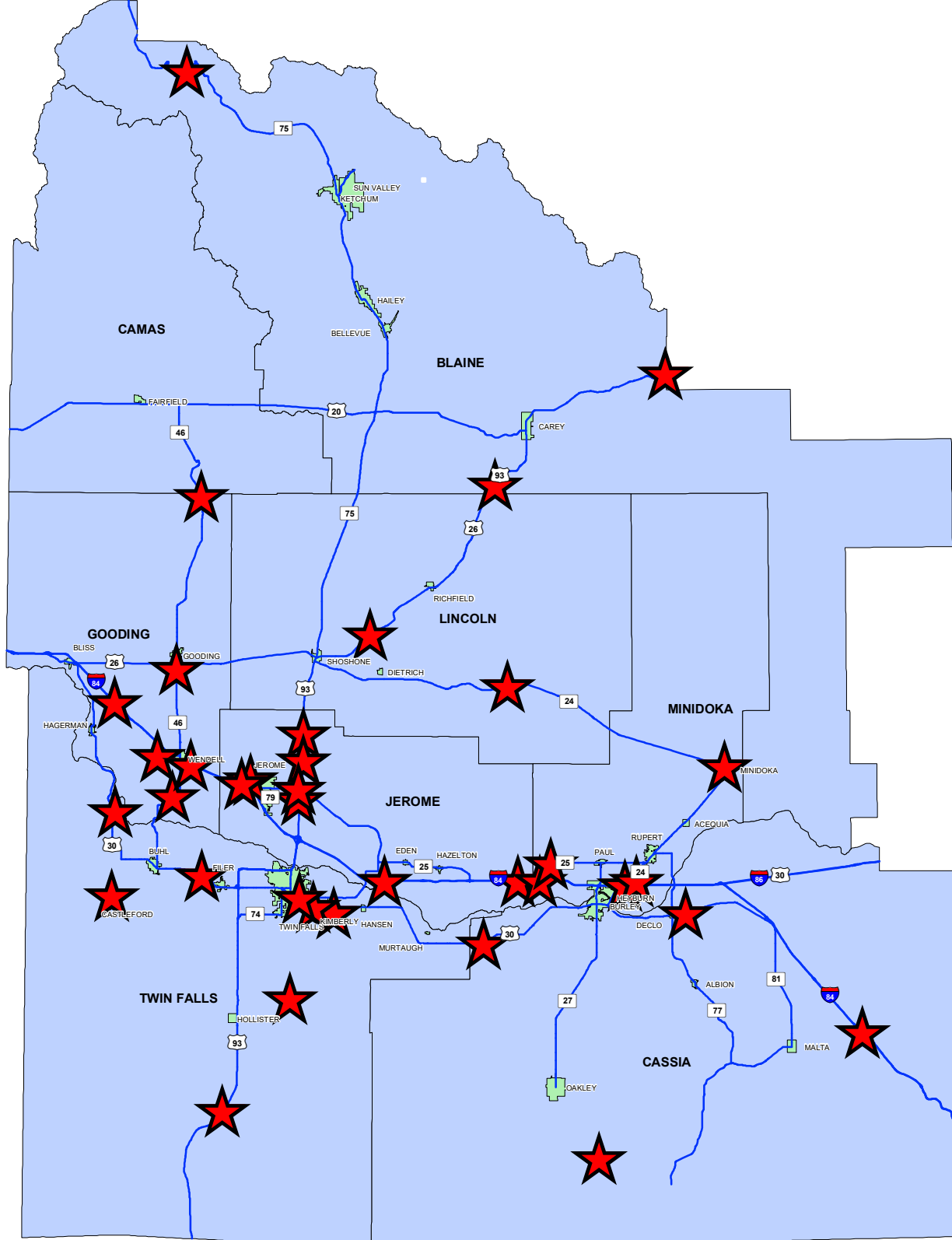


December 2018





State of Idaho

District Four

2017 Fatal Crash Locations



Legend

-  Fatal Crashes
-  State Highways
-  City
-  County



0 3.75 7.5 15 22.5 30 Miles

36 Fatal Crashes
40 People Killed

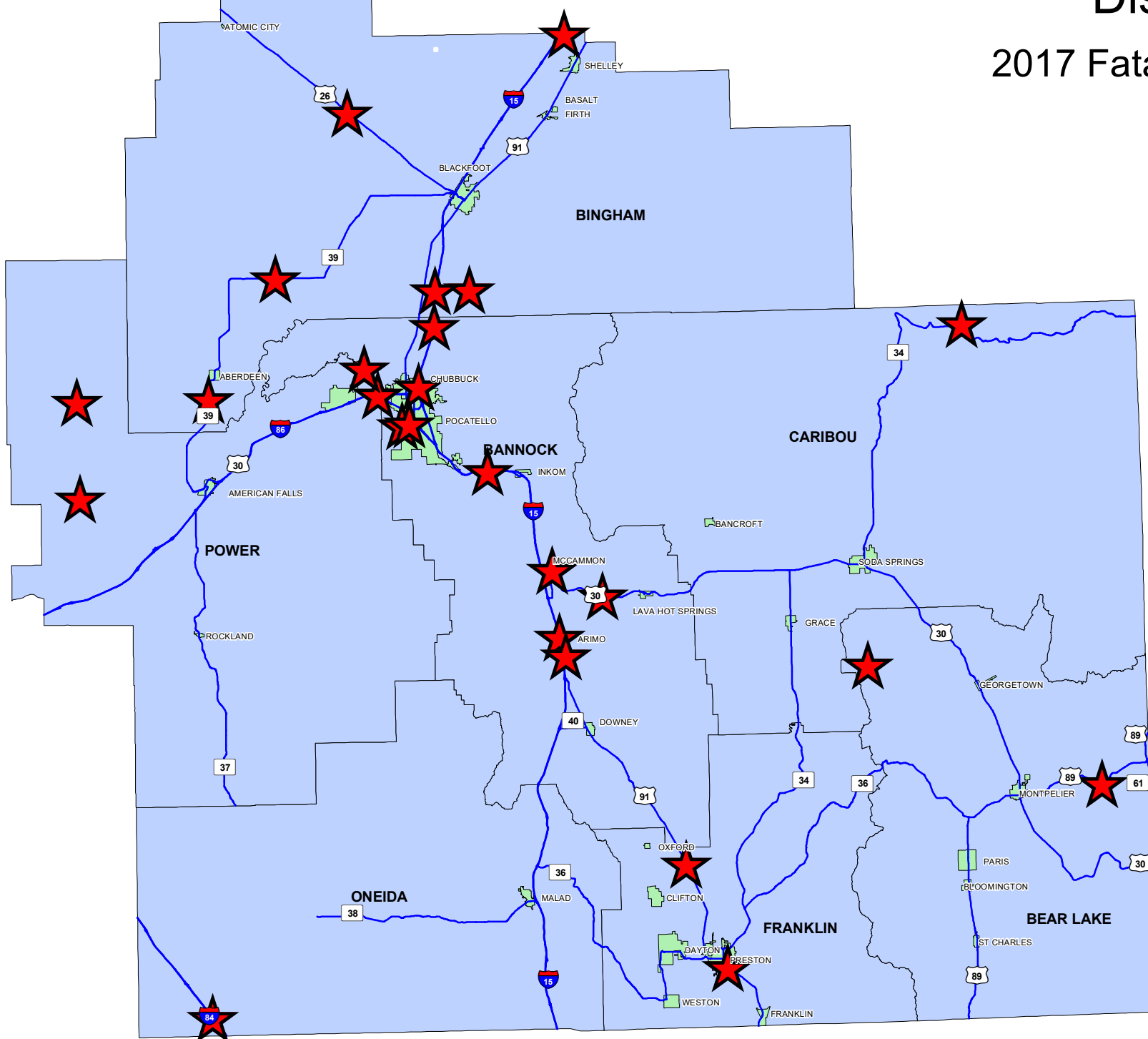


December 2018





State of Idaho

District Five

2017 Fatal Crash Locations



Legend

-  Fatal Crashes
-  State Highways
-  City
-  County



25 Fatal Crashes
30 People Killed



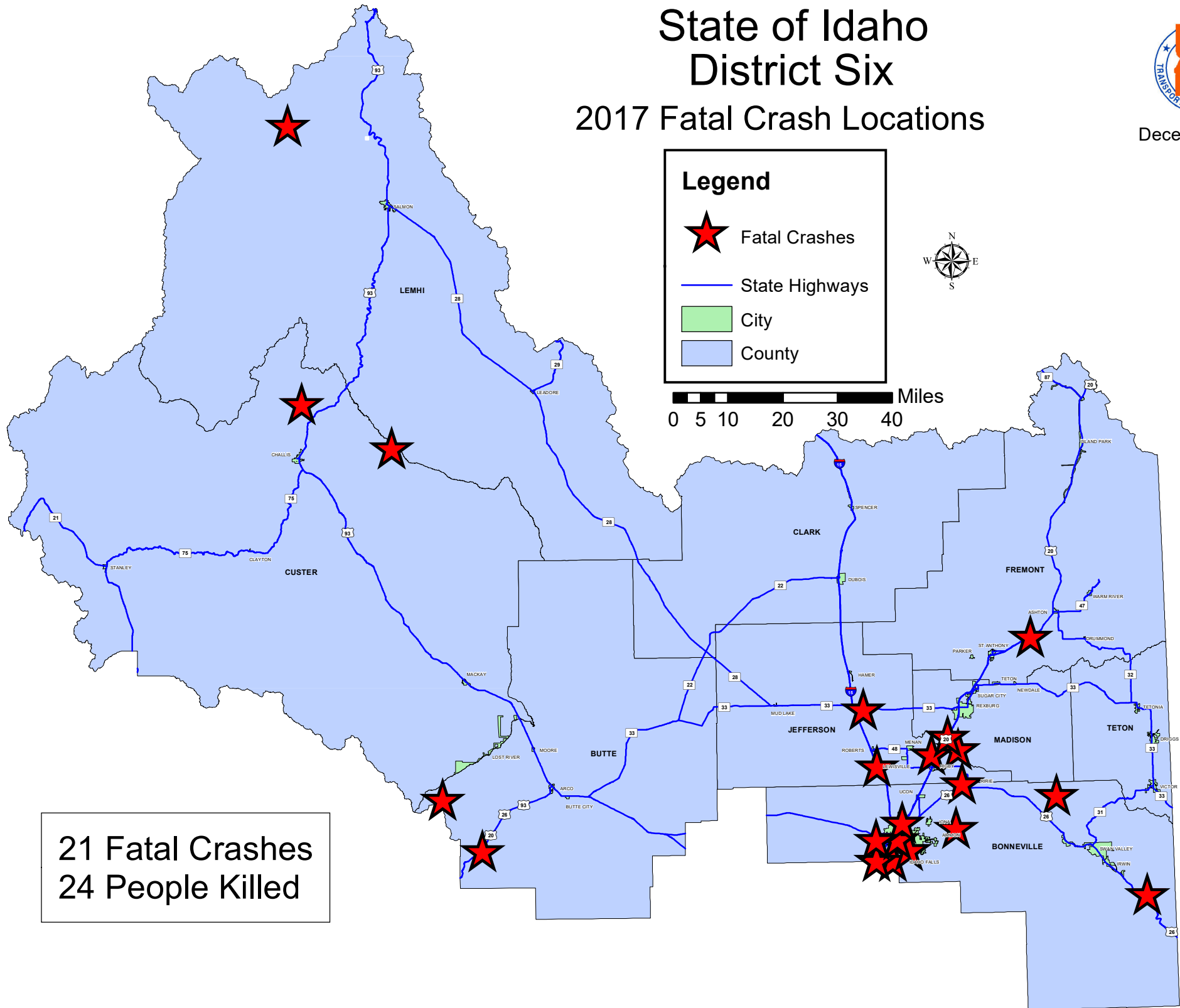
December 2018

State of Idaho District Six

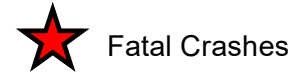
2017 Fatal Crash Locations



December 2018



Legend



Fatal Crashes

State Highways

City

County



0 5 10 20 30 40 Miles

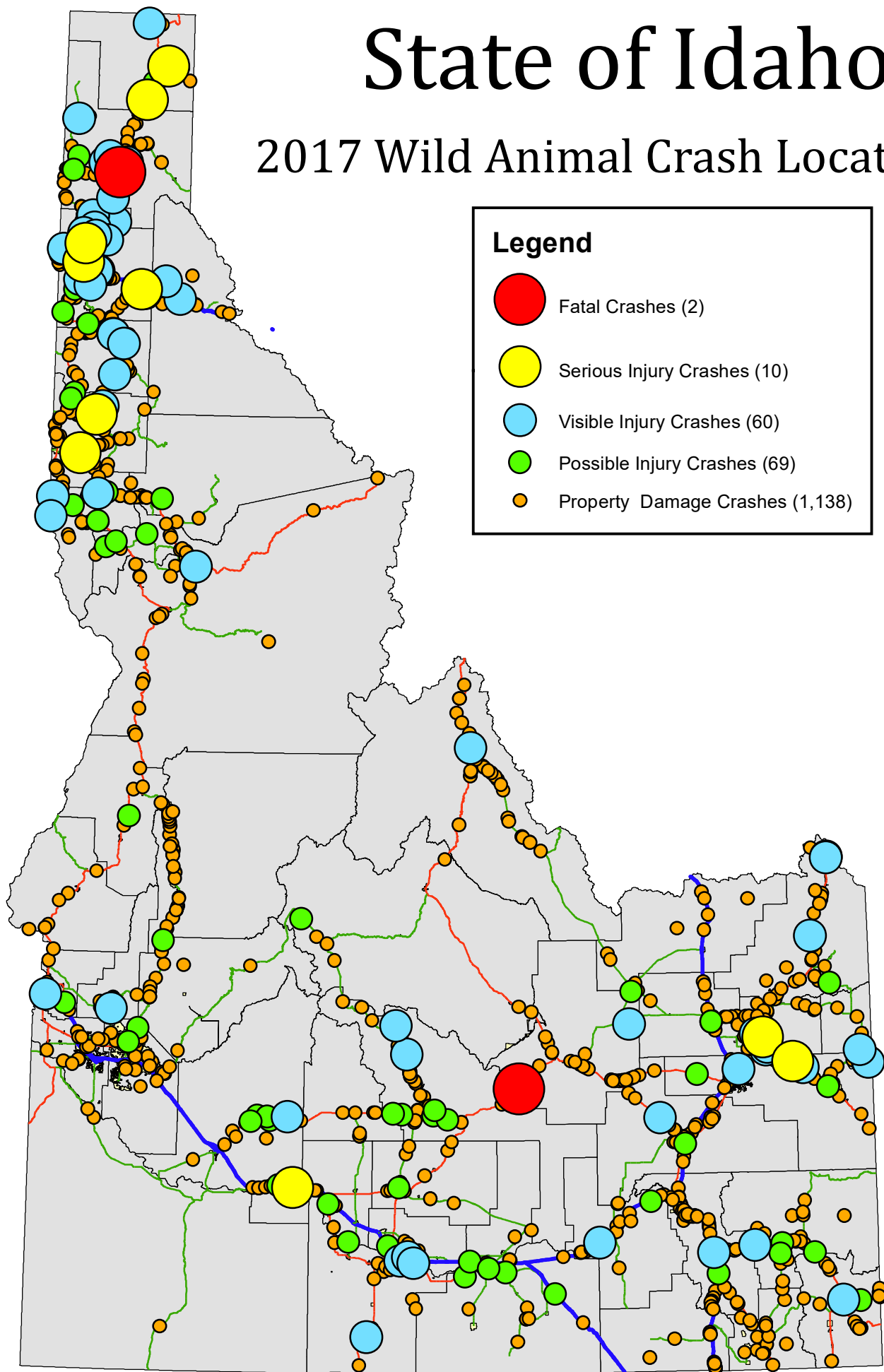
21 Fatal Crashes
24 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2017

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

2017 Wild Animal Crash Locations



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: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

I-15	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	6	5	8	3	4	7	8	10	8	7
Fatalities	6	5	8	4	4	9	10	10	8	7
Total Crashes	579	483	638	386	357	365	263	359	488	583
Average Daily Traffic	10,700	10,020	10,020	10,590	10,710	10,710	11,110	11,870	12,380	12,380
Fatal Crash Rate	0.78	0.70	1.12	0.40	0.52	0.91	1.01	1.18	0.90	0.79
Total Crash Rate	75.64	67.38	89.00	50.95	46.59	47.64	33.09	42.28	55.10	65.83

I-84	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	23	16	15	4	17	15	11	16	30	22
Fatalities	28	18	22	5	20	15	11	19	31	24
Total Crashes	1,198	1,112	1,051	873	884	927	799	883	947	928
Average Daily Traffic	19,740	18,990	18,990	19,810	20,780	20,780	21,740	23,010	24,580	24,580
Fatal Crash Rate	1.16	0.84	0.79	0.20	0.81	0.72	0.50	0.69	1.21	0.89
Total Crash Rate	60.32	58.20	55.01	43.80	42.28	44.34	36.53	38.14	38.29	37.52

I-86	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	2	1	2	3	2	2	2	2	1	0
Fatalities	2	1	3	6	2	2	2	2	1	0
Total Crashes	144	125	118	72	78	110	76	84	128	124
Average Daily Traffic	8,170	7,860	7,860	8,190	8,240	8,240	8,430	9,030	9,430	9,430
Fatal Crash Rate	1.07	0.55	1.11	1.60	1.06	1.06	1.03	0.97	0.46	0.00
Total Crash Rate	76.83	69.32	65.44	38.32	41.26	58.19	39.30	40.55	59.17	57.32

I-90	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	6	2	2	7	1	1	3	3	4	6
Fatalities	7	3	2	7	1	2	4	3	4	7
Total Crashes	412	305	295	312	297	318	281	326	345	411
Average Daily Traffic	17,532	17,476	17,476	17,476	17,643	17,640	18,320	19,270	20,500	20,500
Fatal Crash Rate	1.27	0.42	0.42	1.49	0.21	0.21	0.61	0.57	0.72	1.09
Total Crash Rate	87.13	64.71	62.59	66.20	62.42	66.84	56.87	62.45	62.13	74.34

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

I-184	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	1	0	0	0	0	0	0	0	1
Fatalities	1	1	0	0	0	0	0	0	0	1
Total Crashes	53	38	26	34	46	44	49	35	49	45
Average Daily Traffic	55,480	55,820	55,820	56,600	57,880	57,880	58,300	60,790	64,930	64,930
Fatal Crash Rate	1.36	1.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.17
Total Crash Rate	72.30	51.52	35.25	45.46	60.15	57.53	63.61	43.57	57.11	52.45

US 2	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	2	1	0	4	2	2	3	1	1	0
Fatalities	2	1	0	4	2	2	3	1	1	0
Total Crashes	88	86	65	73	66	65	76	105	94	96
Average Daily Traffic	4,512	4,503	4,503	4,452	4,382	4,860	4,630	4,640	4,720	4,720
Fatal Crash Rate	2.63	1.32	0.00	5.32	2.70	2.44	3.84	1.28	1.26	0.00
Total Crash Rate	115.52	113.12	85.50	97.14	89.22	79.23	97.19	134.05	117.97	120.43

US 12	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	5	3	3	3	4	0	10	3	5	2
Fatalities	7	4	3	4	4	0	11	3	5	2
Total Crashes	128	150	160	168	146	166	162	192	141	159
Average Daily Traffic	1,929	1,901	1,901	1,990	1,959	1,960	2,000	2,040	2,110	2,110
Fatal Crash Rate	4.21	2.56	2.56	2.45	3.32	0.00	8.15	2.39	3.85	1.54
Total Crash Rate	107.73	128.11	136.65	137.05	121.00	137.51	132.02	152.81	108.49	122.34

US 20	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	7	6	8	4	4	9	7	9	6	5
Fatalities	7	6	10	4	4	9	8	9	6	6
Total Crashes	883	761	835	786	733	748	777	928	876	1,147
Average Daily Traffic	5,971	5,960	5,960	5,767	5,830	5,880	6,090	6,640	6,760	6,760
Fatal Crash Rate	1.04	0.89	1.18	0.62	0.61	1.35	1.02	1.23	0.81	0.65
Total Crash Rate	130.56	112.72	123.68	121.89	112.44	112.36	113.53	126.93	117.69	149.74

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

US 26	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	3	4	0	1	3	2	3	2	6	2
Fatalities	3	4	0	1	3	2	3	2	6	2
Total Crashes	226	191	173	126	116	132	105	149	154	171
Average Daily Traffic	3,209	3,161	3,161	2,906	2,917	2,920	2,950	2,940	3,250	3,250
Fatal Crash Rate	1.99	2.69	0.00	0.73	2.18	1.46	2.17	1.45	3.93	1.31
Total Crash Rate	149.97	128.66	116.53	91.96	84.34	96.26	75.79	107.92	100.90	112.03

US 30	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	7	3	2	2	4	4	5	4	6	7
Fatalities	7	3	3	2	4	4	7	5	8	11
Total Crashes	278	278	250	249	285	244	238	276	278	374
Average Daily Traffic	3,615	3,651	3,651	3,569	3,587	3,580	3,510	3,570	3,640	3,640
Fatal Crash Rate	2.75	1.17	0.78	0.80	1.59	1.59	2.04	1.59	2.34	2.73
Total Crash Rate	109.35	108.27	97.36	99.20	112.98	96.94	97.13	109.96	108.63	146.11

US 89	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	2	1	0	0	0	1	0	0	2	1
Fatalities	2	4	0	0	0	1	0	0	2	1
Total Crashes	43	37	38	34	39	24	31	32	30	38
Average Daily Traffic	1,598	1,591	1,591	1,509	1,506	1,510	1,480	1,660	1,730	1,730
Fatal Crash Rate	7.83	3.94	0.00	0.00	0.00	4.18	0.00	0.00	7.29	3.62
Total Crash Rate	168.42	145.63	149.57	141.09	162.07	100.21	131.13	121.54	109.33	137.51

US 91	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	2	2	1	4	4	0	0	6	2
Fatalities	0	2	4	1	4	5	0	0	6	2
Total Crashes	291	300	331	273	270	275	234	280	310	292
Average Daily Traffic	4,527	4,516	4,516	4,466	4,466	4,410	4,410	4,570	4,610	4,610
Fatal Crash Rate	0.00	1.41	1.41	0.71	2.85	2.90	0.00	0.00	4.14	1.38
Total Crash Rate	204.65	211.51	233.37	194.80	192.68	199.29	168.68	194.77	213.77	201.35

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

US 93	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	7	8	8	4	9	4	3	6	7	9
Fatalities	7	8	9	4	9	4	3	6	7	9
Total Crashes	330	353	326	320	298	291	289	385	441	477
Average Daily Traffic	2,078	2,101	2,101	1,797	1,792	1,930	2,000	2,170	2,180	2,180
Fatal Crash Rate	2.15	2.43	2.43	1.45	3.27	1.34	0.97	1.79	2.07	2.67
Total Crash Rate	101.35	107.22	99.02	115.79	108.15	97.41	93.35	114.62	130.69	141.35

US 95	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	17	24	14	13	6	14	15	17	16	23
Fatalities	19	31	15	16	8	16	15	20	18	26
Total Crashes	1,167	1,117	1,118	1,045	1,018	929	967	1,111	1,079	1,048
Average Daily Traffic	4,736	4,764	4,764	4,815	4,760	4,730	4,920	5,170	5,260	5,260
Fatal Crash Rate	1.83	2.56	1.49	1.37	0.65	1.55	1.57	1.69	1.56	2.24
Total Crash Rate	125.32	119.26	119.37	110.28	109.72	102.62	100.99	110.19	105.19	102.06

SH 1	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	3	4	8	12	5	3	6	3	1	6
Average Daily Traffic	700	760	820	780	810	810	810	810	860	860
Fatal Crash Rate	31.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	95.62	117.43	217.68	343.27	137.73	82.64	165.28	82.64	25.94	156.79

SH 3	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	2	1	1	1	1	2	4	1	2	4
Fatalities	2	1	1	1	1	2	4	1	2	4
Total Crashes	78	91	93	100	97	79	86	101	98	119
Average Daily Traffic	1,482	1,495	1,495	1,476	1,437	1,430	1,560	1,550	1,560	1,560
Fatal Crash Rate	3.43	1.70	1.70	1.73	1.78	3.57	6.55	1.65	3.28	6.55
Total Crash Rate	133.90	154.84	158.24	172.98	172.42	141.14	140.82	166.50	160.52	194.85

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 5	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	0	0	0	2	0	0	1	0
Fatalities	0	0	0	0	0	2	0	0	1	0
Total Crashes	32	27	23	23	33	24	22	17	29	31
Average Daily Traffic	2,350	2,350	2,350	2,340	2,530	2,680	2,610	2,610	2,610	2,610
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	10.70	0.00	0.00	5.48	0.00
Total Crash Rate	54.01	45.57	38.82	38.82	187.14	128.40	120.73	93.23	159.05	170.01

SH 6	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	1	0	1	0	1	1	0	0
Fatalities	0	0	1	0	2	0	2	1	0	0
Total Crashes	19	33	23	24	23	18	24	21	28	24
Average Daily Traffic	1,125	1,126	1,126	1,141	1,105	1,100	1,160	1,180	1,180	1,180
Fatal Crash Rate	0.00	0.00	6.16	0.00	6.28	0.00	5.98	5.88	0.00	0.00
Total Crash Rate	117.19	203.34	141.72	146.01	144.42	113.57	143.59	123.52	164.69	141.16

SH 7	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	7	13	10	3	7	5	8	8	2	4
Average Daily Traffic	1,480	1,480	940	940	780	780	750	750	620	620
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	80.29	149.10	180.58	54.17	152.34	108.81	181.06	181.06	54.76	109.51

SH 8	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	1	1	0	4	0	0	0	3
Fatalities	1	0	1	1	0	4	0	0	0	3
Total Crashes	123	97	114	109	91	108	126	105	100	127
Average Daily Traffic	2,631	2,631	2,631	2,522	2,601	2,600	2,520	2,520	2,560	2,560
Fatal Crash Rate	1.96	0.00	1.96	2.04	0.00	7.93	0.00	0.00	0.00	6.04
Total Crash Rate	240.85	189.94	223.23	222.64	180.29	214.02	257.61	214.68	201.26	255.60

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 9	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	0	0	0	1	0	0	0	0
Fatalities	0	0	0	0	0	1	0	0	0	0
Total Crashes	7	5	4	4	3	5	6	3	6	8
Average Daily Traffic	850	850	850	850	830	830	1,030	1,030	1,030	1,030
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	24.41	0.00	0.00	0.00	0.00
Total Crash Rate	166.86	119.18	95.35	95.35	73.23	122.06	118.03	59.01	118.03	157.37

SH 11	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	1	0	0	0	0	0	1	0	0
Fatalities	0	1	0	0	0	0	0	1	0	0
Total Crashes	20	14	14	10	14	7	13	11	11	6
Average Daily Traffic	790	790	790	790	870	870	670	680	680	680
Fatal Crash Rate	0.00	8.15	0.00	0.00	0.00	0.00	0.00	9.47	0.00	0.00
Total Crash Rate	163.05	114.13	114.13	32.61	14.81	7.40	124.96	104.18	104.18	56.83

SH 13	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	2	0	1	0	1	1	0	1	2	1
Fatalities	2	0	1	0	1	1	0	1	2	1
Total Crashes	16	11	28	16	18	23	10	17	11	20
Average Daily Traffic	1,270	1,350	1,350	1,330	1,690	1,690	1,720	1,650	1,650	1,650
Fatal Crash Rate	16.35	0.00	7.69	0.00	6.14	6.14	0.00	6.29	12.58	6.29
Total Crash Rate	130.79	84.59	215.32	124.89	110.57	141.29	60.36	106.96	69.21	125.84

SH 14	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	0	0	0	0	0	0	1	0
Fatalities	0	0	0	0	0	0	0	0	1	0
Total Crashes	3	4	5	7	3	3	9	0	5	5
Average Daily Traffic	470	340	340	340	340	340	280	280	280	280
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.76	0.00
Total Crash Rate	35.32	65.10	81.37	113.92	48.82	48.82	177.85	0.00	98.81	98.81

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 16	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	2	0	1	2	0	1	1	3	0
Fatalities	0	2	0	1	2	0	1	1	3	0
Total Crashes	32	40	34	32	38	34	47	58	34	62
Average Daily Traffic	7,860	7,900	7,900	7,840	7,660	8,060	7,730	8,110	8,810	8,810
Fatal Crash Rate	0.00	4.98	0.00	2.51	5.14	0.00	2.21	2.11	5.83	0.00
Total Crash Rate	80.09	99.61	84.66	80.29	97.73	83.10	104.08	122.42	66.06	120.47

SH 19	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	2	0	0	2	1	1	0	2
Fatalities	1	0	2	0	0	3	1	1	0	2
Total Crashes	39	34	43	32	31	35	56	66	65	61
Average Daily Traffic	5,378	5,293	5,293	5,205	5,192	5,190	5,780	5,840	6,250	6,250
Fatal Crash Rate	3.16	0.00	6.42	0.00	0.00	6.55	2.94	2.91	0.00	5.44
Total Crash Rate	123.28	109.21	138.12	104.52	101.52	114.65	164.72	192.14	176.81	165.93

SH 21	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	3	2	3	2	1	2	4	2	3
Fatalities	1	3	2	3	2	1	2	4	2	3
Total Crashes	77	71	69	54	37	55	46	60	67	65
Average Daily Traffic	1,118	1,113	1,113	1,006	1,043	1,050	1,090	1,110	1,160	1,160
Fatal Crash Rate	1.94	5.85	3.90	6.47	4.16	2.07	3.98	7.82	3.74	5.61
Total Crash Rate	149.57	138.49	134.59	116.51	77.05	113.72	91.62	117.35	125.39	121.65

SH 22	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	0	0	0	1	0	1	0	0
Fatalities	0	0	0	0	0	1	0	1	0	0
Total Crashes	6	5	6	1	4	7	3	2	5	4
Average Daily Traffic	310	300	300	300	300	300	450	440	460	460
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	20.79	0.00	14.17	0.00	0.00
Total Crash Rate	120.69	103.93	124.71	20.79	83.14	145.50	41.57	28.34	67.78	54.22

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 24	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	2	1	3	1	1	0	0	1	1	1
Fatalities	2	1	4	1	2	0	0	1	1	1
Total Crashes	40	28	34	32	30	35	36	31	45	33
Average Daily Traffic	1,392	1,392	1,392	1,388	1,414	1,410	1,530	1,530	1,520	1,520
Fatal Crash Rate	5.86	2.93	8.78	2.94	2.88	0.00	0.00	2.66	2.68	2.68
Total Crash Rate	117.12	81.98	99.55	93.99	86.46	101.19	95.92	82.60	120.69	88.51

SH 25	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	0	1	1	3	0	2	0	1
Fatalities	0	0	0	1	1	3	0	2	0	1
Total Crashes	59	39	35	52	56	58	37	46	52	58
Average Daily Traffic	2,035	2,059	2,059	2,004	2,067	2,070	2,150	2,150	2,200	2,200
Fatal Crash Rate	0.00	0.00	0.00	2.76	2.67	8.01	0.00	5.14	0.00	2.51
Total Crash Rate	160.26	104.68	93.94	143.41	149.73	154.94	95.16	118.31	130.70	145.78

SH 27	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	2	1	1	1	0	0	1	1	0
Fatalities	0	2	1	1	1	0	0	1	1	0
Total Crashes	55	51	54	42	50	43	32	58	59	42
Average Daily Traffic	2,842	2,842	2,842	2,797	2,788	2,790	2,750	3,160	3,070	3,070
Fatal Crash Rate	0.00	7.95	3.97	4.04	4.05	0.00	0.00	3.57	3.59	0.00
Total Crash Rate	218.52	202.63	214.55	169.55	202.50	174.04	131.34	207.16	212.07	154.41

SH 28	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	0	0	1	1	1	1	0	0
Fatalities	2	0	0	0	1	1	2	1	0	0
Total Crashes	48	42	40	38	35	41	23	25	29	48
Average Daily Traffic	700	660	660	660	660	660	600	590	600	600
Fatal Crash Rate	3.25	0.00	0.00	0.00	3.45	3.45	3.79	3.85	0.00	0.00
Total Crash Rate	155.91	144.69	137.80	130.91	120.58	141.25	87.16	96.34	109.90	181.90

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 31	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	29	26	17	15	22	16	17	24	10	21
Average Daily Traffic	1,980	1,780	1,700	1,950	1,880	1,940	2,010	2,190	2,190	2,190
Fatal Crash Rate	0.00	7.32	0.00	0.00	6.93	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	190.92	190.40	130.35	100.27	152.54	107.51	110.21	142.85	59.52	124.95

SH 32	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	2	0	0	0	0	0	0	0
Fatalities	0	0	2	0	0	0	0	0	0	0
Total Crashes	10	10	12	10	8	3	8	7	8	17
Average Daily Traffic	650	660	860	830	820	740	670	680	710	710
Fatal Crash Rate	0.00	0.00	22.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	148.49	146.24	134.67	27.39	94.16	39.13	115.24	99.36	108.75	231.10

SH 33	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	2	2	1	0	0	0	0	0	1
Fatalities	1	2	3	1	0	0	0	0	0	1
Total Crashes	251	179	216	201	196	161	158	202	237	228
Average Daily Traffic	2,538	2,589	2,589	2,572	2,372	2,370	2,390	2,590	2,680	2,680
Fatal Crash Rate	0.77	1.51	1.51	0.76	0.00	0.00	0.00	0.00	0.00	0.73
Total Crash Rate	193.62	135.38	163.36	153.03	161.75	133.00	129.43	152.70	173.14	166.56

SH 34	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	5	1	0	2	2	2	0	1	1
Fatalities	1	5	1	0	2	3	2	0	1	1
Total Crashes	46	58	61	59	64	49	41	80	65	54
Average Daily Traffic	341	928	928	922	922	920	880	880	900	900
Fatal Crash Rate	3.01	14.97	2.99	0.00	6.02	6.03	6.31	0.00	3.08	3.08
Total Crash Rate	138.57	173.66	182.64	177.58	192.63	147.75	129.33	252.19	200.35	166.45

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 36	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	1	1	0	1	2	2	0	1	0
Fatalities	1	1	1	0	2	2	2	0	2	0
Total Crashes	38	39	45	34	35	36	33	44	32	29
Average Daily Traffic	614	619	619	619	624	620	590	660	660	660
Fatal Crash Rate	6.66	6.60	6.60	0.00	6.55	13.19	13.86	0.00	6.20	0.00
Total Crash Rate	252.95	257.53	297.15	224.52	229.29	237.43	228.71	272.61	198.26	179.67

SH 37	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	0	0	1	1	0	0	0	0
Fatalities	1	0	0	0	2	1	0	0	0	0
Total Crashes	4	5	7	7	5	6	2	3	9	3
Average Daily Traffic	400	400	400	400	400	400	400	400	400	400
Fatal Crash Rate	21.93	0.00	0.00	0.00	21.93	21.93	0.00	0.00	0.00	0.00
Total Crash Rate	87.72	109.66	153.52	153.52	109.66	131.59	43.86	65.79	197.38	65.79

SH 38	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	15	7	13	5	3	8	8	13	7	8
Average Daily Traffic	450	450	470	470	470	470	450	450	450	450
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	390.11	182.05	323.71	124.35	74.70	199.20	207.81	338.09	182.05	207.81

SH 39	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	1	0	4	3	0	2	2	2
Fatalities	1	0	1	0	5	3	0	2	2	2
Total Crashes	52	74	52	58	47	63	43	65	65	42
Average Daily Traffic	2,310	2,339	2,339	2,339	2,329	2,330	2,400	2,330	2,340	2,340
Fatal Crash Rate	2.27	0.00	2.24	0.00	8.99	6.74	0.00	4.49	4.47	4.47
Total Crash Rate	117.82	165.62	116.38	129.81	105.62	141.53	95.87	146.02	145.40	93.95

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 41	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	2	2	1	2	0	0	1	0
Fatalities	1	0	2	2	1	2	0	0	1	0
Total Crashes	135	153	128	125	115	145	111	133	149	156
Average Daily Traffic	6,617	6,618	6,618	6,377	6,377	6,370	6,350	6,550	6,660	6,660
Fatal Crash Rate	1.06	0.00	2.12	2.20	1.10	2.20	0.00	0.00	1.05	0.00
Total Crash Rate	142.77	161.80	135.37	137.19	126.21	159.30	122.32	142.40	156.89	164.26

SH 44	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	2	0	2	1	2	3	2	3
Fatalities	1	0	2	0	2	1	2	3	2	3
Total Crashes	217	216	222	211	174	181	249	240	237	290
Average Daily Traffic	15,318	15,337	15,337	15,281	15,979	15,960	14,850	16,700	16,810	16,810
Fatal Crash Rate	0.77	0.00	1.55	0.00	1.48	0.74	1.69	2.13	1.41	2.12
Total Crash Rate	167.87	166.88	171.52	163.41	128.87	134.42	210.93	170.34	167.11	204.48

SH 45	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	1	2	0	1	0	0	2	1	0
Fatalities	0	1	2	0	1	0	0	4	1	0
Total Crashes	133	131	137	101	127	127	125	200	203	160
Average Daily Traffic	7,519	7,360	7,360	7,360	7,360	7,360	7,060	7,110	7,150	7,150
Fatal Crash Rate	0.00	2.06	4.12	0.00	2.06	0.00	0.00	4.27	2.12	0.00
Total Crash Rate	268.41	270.10	282.47	208.24	261.85	261.84	269.71	426.84	430.82	339.57

SH 46	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	1	0	0	3	0	0	1	2
Fatalities	0	0	1	0	0	3	0	0	1	2
Total Crashes	34	29	34	21	37	40	37	40	47	48
Average Daily Traffic	2,347	2,321	2,321	2,086	1,864	2,240	2,470	2,460	2,480	2,480
Fatal Crash Rate	0.00	0.00	2.74	0.00	0.00	6.41	0.00	0.00	1.93	3.87
Total Crash Rate	92.19	79.50	93.21	47.72	96.23	85.50	71.72	77.94	90.84	92.78

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 47	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	8	7	3	3	1	7	5	2	8	8
Average Daily Traffic	760	770	780	830	830	830	880	830	860	860
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	200.54	84.84	79.73	26.58	186.04	125.34	53.15	205.20	205.20

SH 48	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	0	0	0	1	2	2	0	0
Fatalities	1	0	0	0	0	1	2	2	0	0
Total Crashes	32	27	39	38	35	42	34	11	53	49
Average Daily Traffic	2,270	2,290	2,290	2,290	2,290	2,290	2,440	2,360	2,360	2,360
Fatal Crash Rate	4.94	0.00	0.00	0.00	0.00	4.90	9.20	9.51	0.00	0.00
Total Crash Rate	158.23	132.34	191.16	186.25	171.55	205.86	156.40	52.32	252.07	233.05

SH 50	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	1	0	1	0	0	0	1	0
Fatalities	0	0	1	0	1	0	0	0	1	0
Total Crashes	14	14	10	14	20	27	20	17	18	21
Average Daily Traffic	3,240	3,070	3,070	3,270	3,410	3,410	4,040	4,040	4,090	4,090
Fatal Crash Rate	0.00	0.00	11.03	0.00	9.93	0.00	0.00	0.00	8.28	0.00
Total Crash Rate	146.30	154.40	110.28	144.95	198.58	268.08	167.61	142.47	149.00	173.84

SH 51	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	2	0	1	0	1	0	1	0	1
Fatalities	1	3	0	1	0	1	0	1	0	1
Total Crashes	43	71	44	50	51	45	43	28	36	42
Average Daily Traffic	821	799	799	799	789	790	750	780	780	780
Fatal Crash Rate	3.60	7.40	0.00	3.70	0.00	3.75	0.00	3.79	0.00	3.79
Total Crash Rate	154.93	262.82	162.88	185.09	191.17	168.57	170.29	106.23	136.59	159.35

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 52	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	3	0	0	0	1	0	1	0	1
Fatalities	1	4	0	0	0	1	0	1	0	1
Total Crashes	77	53	55	62	65	60	66	26	59	67
Average Daily Traffic	2,150	2,150	2,150	2,150	2,150	2,150	2,180	2,200	2,200	2,200
Fatal Crash Rate	2.35	7.06	0.00	0.00	0.00	2.35	0.00	2.30	0.00	2.30
Total Crash Rate	181.28	124.78	129.49	145.97	153.03	141.26	153.25	59.82	135.75	154.15

SH 53	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	1	0	2	0	0	0	0	2
Fatalities	0	0	1	0	2	0	0	0	0	2
Total Crashes	54	50	40	48	59	51	50	73	67	71
Average Daily Traffic	7,860	8,149	8,149	7,823	7,870	7,870	8,220	8,320	8,460	8,460
Fatal Crash Rate	0.00	0.00	2.39	0.00	4.95	0.00	0.00	0.00	0.00	4.61
Total Crash Rate	133.91	119.60	95.68	119.60	146.13	126.32	118.57	171.03	154.38	163.59

SH 54	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	1	0	1	0	0	0	0	0	0
Fatalities	0	1	0	1	0	0	0	0	0	0
Total Crashes	23	16	10	20	16	14	18	20	23	16
Average Daily Traffic	2,740	2,640	2,640	2,220	2,260	2,260	2,260	2,350	2,430	2,430
Fatal Crash Rate	0.00	6.72	0.00	7.99	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	148.95	107.54	67.21	159.86	125.62	109.92	141.33	151.02	167.95	116.84

SH 55	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	9	9	7	5	4	4	3	4	5	8
Fatalities	10	9	7	6	5	4	5	4	6	9
Total Crashes	662	641	659	693	744	640	743	803	813	769
Average Daily Traffic	6,316	6,322	6,322	6,248	6,444	6,630	6,850	7,160	7,560	7,560
Fatal Crash Rate	2.89	2.89	2.25	1.62	1.26	1.23	0.89	1.14	1.35	2.16
Total Crash Rate	212.81	205.85	211.63	225.20	234.41	196.71	221.03	228.59	219.19	207.33

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 57	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	2	0	0	0	1	2	0	0
Fatalities	0	0	2	0	0	0	1	2	0	0
Total Crashes	17	17	31	13	13	24	25	22	25	18
Average Daily Traffic	1,400	1,560	1,560	1,540	1,470	1,810	1,810	1,850	1,880	1,880
Fatal Crash Rate	0.00	0.00	9.43	0.00	0.00	0.00	4.07	7.96	0.00	0.00
Total Crash Rate	89.36	80.19	146.23	62.12	65.08	120.97	101.64	87.51	97.86	70.46

SH 62	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	2	5	4	4	1	3	6	4	0	0
Average Daily Traffic	390	390	430	430	430	420	420	420	440	440
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	91.29	228.23	165.60	165.60	41.40	127.16	254.31	169.54	0.00	0.00

SH 64	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	1	0	0	0	0	1	0	0
Fatalities	1	0	1	0	0	0	0	1	0	0
Total Crashes	3	5	5	3	3	3	3	7	3	0
Average Daily Traffic	300	440	440	440	440	440	130	120	150	150
Fatal Crash Rate	59.27	0.00	40.41	0.00	0.00	0.00	0.00	148.17	0.00	0.00
Total Crash Rate	177.80	202.05	202.05	121.23	121.23	121.23	410.31	1037.17	355.60	0.00

SH 67	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	8	11	7	6	9	3	13	1	4	4
Average Daily Traffic	7,200	8,000	8,000	8,000	6,910	6,910	6,910	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	34.02	42.10	26.79	22.96	39.88	13.29	57.60	4.43	17.72	17.72

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 69	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	0	1	0	0	2	0	0	0
Fatalities	1	0	0	1	0	0	2	0	0	0
Total Crashes	67	65	48	52	68	60	73	91	78	82
Average Daily Traffic	17,133	16,290	16,290	15,448	15,047	15,040	16,630	17,210	17,430	17,430
Fatal Crash Rate	2.00	0.00	0.00	2.21	0.00	0.00	4.11	0.00	0.00	0.00
Total Crash Rate	133.73	136.44	100.76	115.10	154.54	136.42	150.11	180.63	152.87	160.71

SH 71	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	0	0	0	1	0	0	0	0
Fatalities	1	0	0	0	0	1	0	0	0	0
Total Crashes	6	6	1	3	1	1	0	4	5	1
Average Daily Traffic	360	350	350	380	330	330	280	290	300	300
Fatal Crash Rate	26.49	0.00	0.00	0.00	0.00	28.90	0.00	0.00	0.00	0.00
Total Crash Rate	158.94	163.48	27.25	75.29	28.90	28.90	0.00	131.53	158.94	31.79

SH 75	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	4	3	1	1	0	1	0	2	4	2
Fatalities	5	5	1	1	0	1	0	3	4	2
Total Crashes	197	127	151	138	115	131	150	172	190	158
Average Daily Traffic	2,690	2,770	2,770	2,770	2,710	2,710	2,630	2,740	2,790	2,790
Fatal Crash Rate	2.39	1.74	0.58	0.58	0.00	0.59	0.00	1.17	2.30	1.15
Total Crash Rate	117.56	73.60	87.51	79.98	68.12	77.60	91.56	100.77	109.32	90.91

SH 77	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	1	1	0	0	0	0	0	1	0
Fatalities	0	1	1	0	0	0	0	0	1	0
Total Crashes	12	21	18	14	15	12	13	21	31	16
Average Daily Traffic	850	850	850	930	910	910	1,020	1,010	1,020	1,020
Fatal Crash Rate	0.00	10.51	10.51	0.00	0.00	0.00	0.00	0.00	8.83	0.00
Total Crash Rate	126.09	220.65	189.13	134.45	148.49	118.79	113.83	187.30	273.78	140.10

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 78	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	1	0	0	3	0	1	1	0	1	2
Fatalities	1	0	0	3	0	1	1	0	1	2
Total Crashes	34	29	29	29	42	37	41	35	40	32
Average Daily Traffic	850	854	854	854	790	790	720	740	740	740
Fatal Crash Rate	3.51	0.00	0.00	10.46	0.00	3.77	4.14	0.00	4.03	8.05
Total Crash Rate	119.22	101.12	101.12	101.12	158.35	139.53	169.64	140.90	161.03	128.83

SH 81	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	0	2	0	0	1	0	2	1
Fatalities	0	0	0	3	0	0	1	0	4	1
Total Crashes	28	27	22	24	35	23	21	20	29	22
Average Daily Traffic	1,310	1,360	1,360	1,400	1,390	1,390	1,470	1,470	1,470	1,470
Fatal Crash Rate	0.00	0.00	0.00	11.52	0.00	0.00	5.49	0.00	10.97	5.49
Total Crash Rate	172.34	160.08	130.43	138.23	203.03	133.42	115.19	109.70	159.07	120.67

SH 87	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	2	7	6	11	13	2	9	10	5	3
Average Daily Traffic	930	1,060	1,060	1,060	1,000	1,000	1,040	1,040	1,040	1,040
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	64.51	198.10	169.80	311.30	389.98	60.00	259.60	288.44	144.22	86.53

SH 97	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	25	28	20	23	26	24	23	31	36	24
Average Daily Traffic	1,030	1,030	1,030	1,030	920	920	920	960	960	960
Fatal Crash Rate	0.00	7.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	186.03	208.36	148.83	171.15	216.61	199.95	191.62	247.50	287.42	191.62

Crash Information for Selected Routes on the State Highway System: 2008-2017

Rates are per 100 Million Vehicle Miles Traveled

SH 99	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	0	0	0	0	0	0	1	0
Fatalities	0	0	0	0	0	0	0	0	1	0
Total Crashes	6	3	7	7	5	2	5	12	9	10
Average Daily Traffic	760	760	760	770	770	770	610	610	610	610
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.43	0.00
Total Crash Rate	185.09	92.54	215.94	213.13	152.24	60.89	192.17	461.20	345.90	384.34

SH 162	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	0	1	0	0	0	0	0	0	0
Fatalities	0	0	1	0	0	0	0	0	0	0
Total Crashes	9	9	12	12	9	11	7	15	12	8
Average Daily Traffic	1,015	1,015	1,015	750	770	770	780	780	780	780
Fatal Crash Rate	0.00	0.00	11.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	104.12	104.12	138.83	187.92	137.32	167.81	105.42	225.90	180.72	120.48

SH 167	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	0	1	0	0	0	0	0	1	0	1
Fatalities	0	1	0	0	0	0	0	1	0	1
Total Crashes	21	13	7	1	6	6	5	11	3	5
Average Daily Traffic	1,407	1,125	1,125	1,158	1,085	1,080	1,300	1,280	1,300	1,300
Fatal Crash Rate	0.00	15.02	0.00	0.00	0.00	0.00	0.00	13.93	0.00	13.00
Total Crash Rate	252.25	195.23	105.12	14.60	93.46	93.89	65.00	153.28	41.16	65.00

SH 200	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatal Crashes	2	1	1	0	2	1	1	0	0	0
Fatalities	2	1	1	0	2	1	1	0	0	0
Total Crashes	62	62	49	61	47	58	37	42	46	39
Average Daily Traffic	3,220	3,110	3,110	3,090	2,980	2,960	2,980	3,030	3,110	3,110
Fatal Crash Rate	5.10	2.64	2.64	0.00	5.53	2.79	2.77	0.00	0.00	0.00
Total Crash Rate	158.05	163.64	129.33	162.74	130.01	161.85	102.56	114.49	122.17	103.58

APPENDIX D: Five-Year Crash History

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

Table D-1							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatal Crashes	200	175	198	232	224	-3.4%	5.9%
Injury Crashes	7,850	8,217	9,050	9,327	8,818	-5.5%	6.0%
Total Crashes	22,347	22,134	24,018	25,328	25,851	2.1%	4.3%
Total Persons - Fatal & Injury Crashes	21,960	22,637	25,388	26,238	25,043	-4.6%	6.2%
Drivers	13,858	14,472	16,297	16,905	16,078	-4.9%	6.9%
Passengers	7,355	7,607	8,582	8,761	8,500	-3.0%	6.1%
Total Fatalities	214	186	216	253	245	-3.2%	6.7%
Fatality Rate per 100 Million AVMT	1.35	1.15	1.30	1.48	1.42	-4.0%	3.9%
Total Injuries	11,344	11,768	13,207	13,664	12,969	-5.1%	6.5%
Injury Rate per 100 Million AVMT	71.5	72.9	79.3	79.7	75.0	-5.9%	3.8%
Impaired Drivers - Fatal/Injury Crashes	782	770	769	799	741	-7.3%	0.7%
% of All Drivers-Fatal/Injury Crashes	5.6%	5.3%	4.7%	4.7%	4.6%	-2.5%	-5.6%
Alcohol/Drug Test Given - Fatal/Injury Crashes	635	606	615	640	590	-7.8%	0.3%
% of Impaired Drivers Given Test - F&I Crashes	81.2%	78.7%	80.0%	80.1%	79.6%	-0.6%	-0.4%

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

Table D-2							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Total Units - Fatal/Injury Crashes	14,696	15,295	17,113	17,818	16,895	-5.2%	6.7%
Passenger Cars - Fatal/Injury Crashes	6,640	7,033	7,816	7,946	7,082	-10.9%	6.2%
% of Vehicles	45.2%	46.0%	45.7%	44.6%	41.9%	-6.0%	-0.4%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	6,474	6,666	7,644	8,156	8,113	-0.5%	8.1%
% of Vehicles	44.1%	43.6%	44.7%	45.8%	48.0%	4.9%	1.3%
Commercial Motor Vehicles - Fatal/Injury Crashes	459	494	499	525	605	15.2%	4.6%
% of Vehicles	3.1%	3.2%	2.9%	2.9%	3.6%	21.5%	-1.8%
Motorcycles - Fatal/Injury Crashes	460	447	500	474	478	0.8%	1.3%
% of Vehicles	3.1%	2.9%	2.9%	2.7%	2.8%	6.4%	-5.2%
Bicycles - Fatal/Injury Crashes	330	296	277	312	218	-30.1%	-1.4%
% of Vehicles	2.2%	1.9%	1.6%	1.8%	1.3%	-26.3%	-7.3%
Pedestrians - Fatal/Injury Crashes	216	242	223	250	242	-3.2%	5.4%
% of Vehicles	1.5%	1.6%	1.3%	1.4%	1.4%	2.1%	-0.8%
All Terrain Vehicles - Fatal/Injury Crashes	50	46	73	73	62	-15.1%	16.9%
% of Vehicles	0.3%	0.3%	0.4%	0.4%	0.4%	-10.4%	8.8%
Motor Homes - Fatal/Injury Crashes	13	12	13	11	17	54.5%	-4.9%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	63.0%	-11.1%
Farm Equipment - Fatal/Injury Crashes	12	10	17	24	21	-12.5%	31.5%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-7.7%	22.5%
Trains - Fatal/Injury Crashes	10	7	6	5	7	40.0%	-20.3%
% of Vehicles	0.1%	0.0%	0.0%	0.0%	0.0%	47.6%	-25.4%

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

Table D-3							
	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Roadside Obstacles- Fatal/Injury Crashes	1,948	2,059	2,107	2,207	2,056	-6.8%	4.3%
% of Crashes	24.2%	24.5%	22.8%	23.1%	22.7%	-1.5%	-1.5%
Roadway Defects- Fatal/Injury Crashes	176	232	225	221	244	10.4%	9.0%
% of Crashes	2.2%	2.8%	2.4%	2.3%	2.7%	16.7%	3.2%
Vehicle Defects- Fatal/Injury Crashes	187	208	216	214	219	2.3%	4.7%
% of Vehicles	1.3%	1.4%	1.3%	1.2%	1.3%	7.9%	-1.7%
Self-Reported Restraint Use*- Fatal/Injury Crashes	15,800	16,525	18,685	19,303	18,146	-6.0%	7.0%
% Usage	84.3%	84.9%	85.2%	85.3%	85.5%	0.2%	0.4%
Self-Reported Child Restraint Use**							
Fatal/Injury Crashes	1,005	942	1,147	1,104	1,025	-7.2%	3.9%
% Usage	77.1%	78.4%	80.2%	79.7%	80.5%	1.0%	1.1%
Helmet Use- Fatal/Injury Crashes	263	284	310	286	304	6.3%	3.1%
% of Motorcycle Operators	51.5%	58.1%	55.9%	55.0%	58.7%	6.7%	2.5%
Emergency Medical Service Response to Fatal/Injury Crashes	5,342	5,602	6,142	6,476	6,024	-7.0%	6.6%
% of Fatal & Injury Crashes	66.4%	66.8%	66.4%	67.7%	66.6%	-1.7%	0.7%
* All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.							
** All persons 0-6 years old (0-3 before 2005) in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.							

APPENDIX E: 25 Year History

Fatalities & Fatality Rate

