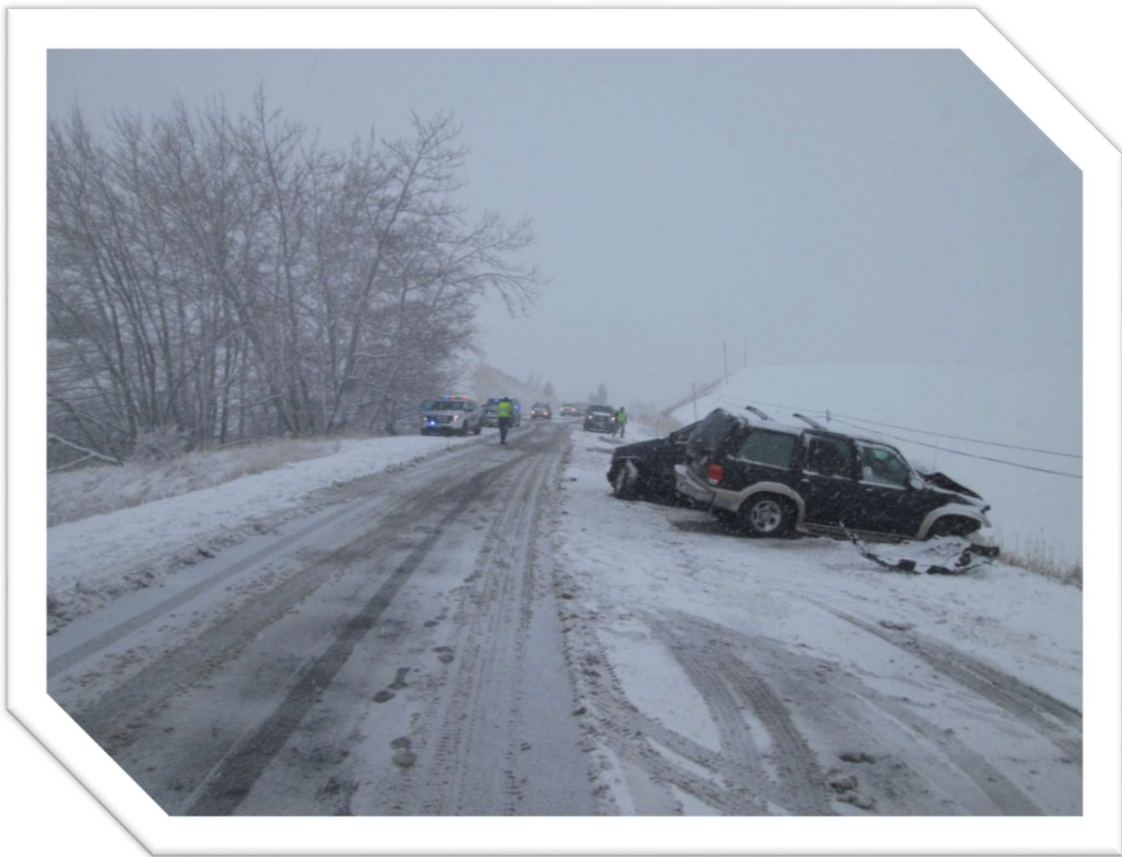


Idaho Traffic Crashes

2018



Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2018

Prepared by the Idaho Office of Highway Safety

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Table of Contents

	<u>Page</u>
INTRODUCTION.....	1
EXPLANATION OF DATA	1
EXECUTIVE SUMMARY	3
IDAHO'S TRAFFIC CRASH CLOCK: 2018.....	5
STATEWIDE CRASH CATEGORIES.....	9
FATALITY AND INJURY RATES.....	10
INJURY SEVERITY	12
ECONOMIC COST OF CRASHES	12
CRASHES BY NUMBER OF UNITS INVOLVED.....	14
CRASHES AND INJURIES BY MONTH	17
CRASHES BY DAY OF THE WEEK	18
CRASHES BY TIME OF DAY	19
CRASHES BY ROADWAY CLASSIFICATION	20
CRASHES BY IDAHO COUNTIES AND CITIES.....	22
DRIVER AGE DISTRIBUTION.....	29
DRIVER AGE AND CRASH INVOLVEMENT	30
DRIVER GENDER INFORMATION	31
CRASH INVOLVEMENT BY DRIVER AGE AND GENDER.....	32
CONTRIBUTING CIRCUMSTANCES IN CRASHES.....	33
TRAFFIC VIOLATIONS AND DRIVER'S LICENSE SUSPENSIONS.....	34
IMPAIRED DRIVING	39
ECONOMIC COSTS OF IMPAIRED DRIVING CRASHES.....	40
VICTIMS OF FATAL CRASHES INVOLVING IMPAIRED DRIVERS.....	40
IMPAIRED DRIVING BY AGE	41
IMPAIRED DRIVING BY COUNTIES AND CITIES	42
SAFETY RESTRAINT USAGE	46
OBSERVATIONAL SEAT BELT SURVEY RESULTS	47
SELF-REPORTED SEAT BELT USAGE RESULTS.....	49
COSTS OF INJURIES BY SAFETY RESTRAINT USE.....	49
LOCAL SAFETY RESTRAINT USAGE	50
CHILD SAFETY SEAT USAGE BY AGE GROUPS	52
CHILD SAFETY SEAT – SELF-REPORTED USAGE.....	53
AGGRESSIVE DRIVING.....	54
INVOLVEMENT IN AGGRESSIVE DRIVING CRASHES BY DRIVER AGE.....	55
DISTRACTED DRIVING	56
YOUTHFUL DRIVERS	58
EMERGENCY MEDICAL SERVICES.....	59
PEDESTRIANS IN CRASHES	60
BICYCLISTS IN CRASHES.....	61

MOTORCYCLISTS IN CRASHES62

COMMERCIAL MOTOR VEHICLES IN CRASHES.....63

MOTOR VEHICLE CRASHES IN WORK ZONES.....67

GLOSSARY OF TERMS69

REFERENCES AND NOTES71

APPENDIX A: MAPS OF FATAL CRASH LOCATIONS IN 2018.....73

APPENDIX B: MAPS OF CRASHES WITH WILD ANIMALS IN 201883

APPENDIX C: STATE HIGHWAY SYSTEM CRASH DATA87

APPENDIX D: FIVE-YEAR CRASH HISTORY 106

APPENDIX E: 25 YEAR HISTORY..... 111

FATALITIES & FATALITY RATE 111

Introduction

Idaho Traffic Crashes 2018 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 2018 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 (Idaho Transportation Department) provides 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.

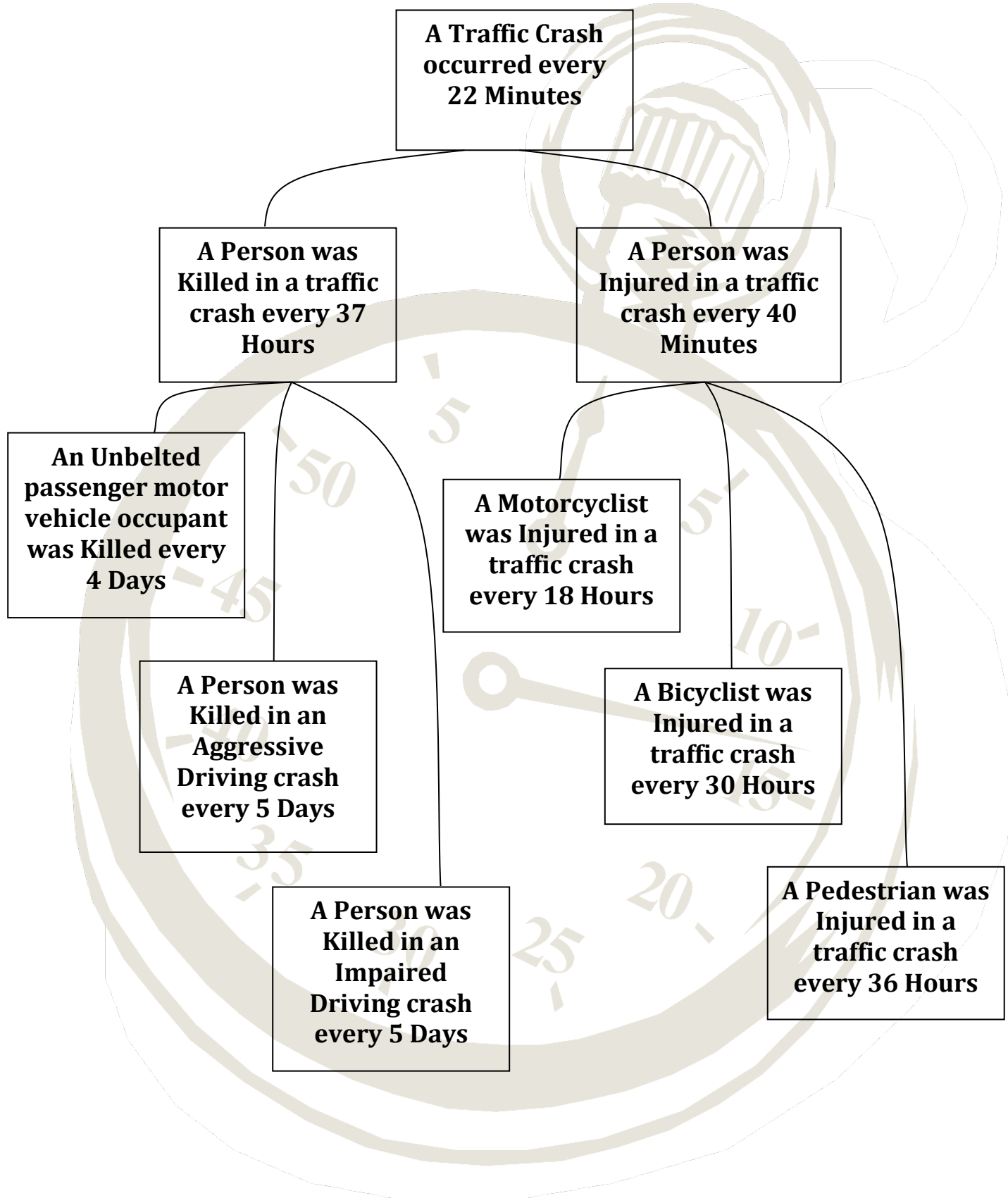
If you have any questions or suggestions concerning *Idaho Traffic Crashes 2018*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2018 are listed below:

- The number of motor vehicle crashes decreased by 7.0 percent, from 25,851 in 2017 to 24,031 in 2018. The number of fatalities resulting from motor vehicle crashes decreased from 245 in 2017 to 234 in 2018, a 4.5 percent decrease. The number of fatal crashes decreased from 224 in 2017 to 215 in 2018. The number of suspected serious injuries increased slightly from 1,246 in 2017 to 1,250 in 2018, a 0.3 percent increase.
- Idaho's fatality rate per 100 million vehicle miles traveled was 1.32 in 2018, down from 1.42 in 2017.
- While 67 percent of all motor vehicle crashes occurred on urban roadways, 73 percent of the fatal motor vehicle crashes occurred on rural roadways in 2018.
- Fatalities resulting from impaired driving crashes decreased in 2018 by 2.5 percent and 33 percent of all fatalities resulted from impaired driving. Of the 78 people killed in impaired driving crashes, 66 (85 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.
- Idaho's observed seat belt use increased to 85.4 percent in 2018. However, the increase may be due to changes made to the observational seat belt survey. While the observed rate was 85 percent, only 37 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 41 of the 82 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 50 percent of the motor vehicle crashes and 75 people were killed in aggressive driving crashes in 2018.
- Distracted driving was a factor in 20 percent of the motor vehicle crashes in 2018 and 48 people were killed in distracted driving crashes.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2018, youthful drivers were 2.6 times as likely as all other drivers to be involved in a fatal or injury crash. There were 36 people killed in crashes involving youthful drivers in 2018.
- The number of motorcyclists killed in motor vehicle crashes increased to 38 in 2018. Just over half (51 percent) of fatal motorcycle crashes in 2018 involved just the motorcycle and nearly a third (32 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.
- There were 19 pedestrians and 2 bicyclists killed in motor vehicle crashes in 2018.
- Fatal crashes involving commercial motor vehicles increased from 42 in 2017 to 44 in 2018. The number of injury crashes involving commercial motor vehicles decreased by 3 percent. There were 51 people killed and 1,059 people injured in commercial motor vehicle crashes in 2018.

Idaho's Traffic Crash Clock: 2018



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2014 through 2018. The total number of traffic crashes in 2018 increased by 7.0% from 2017. Fatal crashes decreased by 4.0%, while injury crashes increased by 3.0%. Total fatalities decreased by 4.5% from the previous year, while the number of injuries increased by 2.6%. The number of property damage crashes decreased by 12.4%.

Table 1 Idaho Traffic Crash Data and Measures of Exposure: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Total Crashes	22,134	24,018	25,328	25,851	24,031	-7.0%	5.3%
Fatal Crashes	175	198	232	224	215	-4.0%	9.0%
Persons Killed (Fatalities)	186	216	253	245	234	-4.5%	10.0%
Injury Crashes	8,217	9,050	9,327	8,818	9,083	3.0%	2.6%
Persons Injured	11,768	13,207	13,664	12,969	13,301	2.6%	3.5%
Property-Damage-Only Crashes (>\$1,500 after 2005)	13,742	14,770	15,769	16,809	14,733	-12.4%	6.9%
Idaho Population (thousands)	1,634	1,655	1,683	1,717	1,754	2.2%	1.7%
Licensed Drivers (thousands)	1,128	1,144	1,165	1,208	1,255	3.9%	3.6%
Vehicle Miles of Travel (millions)	16,145	16,662	17,152	17,301	17,709	2.4%	2.3%
Urban VMT (millions)	6,764	7,124	7,272	7,344	7,529	2.5%	2.8%
Rural VMT (millions)	9,381	9,537	9,880	9,956	10,180	2.2%	2.0%
Registered Vehicles (thousands)	1,475	1,481	1,492	1,577	1,634	3.6%	2.3%

There were 9 fewer fatal crashes in 2018 than in 2017, and 11 fewer people killed. Most (200) of the fatal crashes (93.0%) resulted in just one fatality; there were 13 fatal crashes (56.0%) that resulted in two fatalities and 2 fatal crashes resulting in four fatalities in 2018.

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 2018, the number of licensed drivers increased by 3.9%, the population grew by 2.2%, and the number of registered motor vehicles increased by 3.6%.

The statewide AVMT increased by 2.4% in 2018. Commercial vehicles accounted for 18% of the statewide AVMT in 2018.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2014-2018.

Table 2 Fatality and Injury Rates per 100 Million AVMT: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatality Rate	1.15	1.30	1.48	1.42	1.32	-6.7%	7.4%
Injury Rate	72.89	79.26	79.67	74.96	75.11	0.2%	1.1%

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

Figure 1
Fatality Rates per 100 Million Annual Vehicle Miles of Travel
For Idaho and the U.S.: 2009-2018

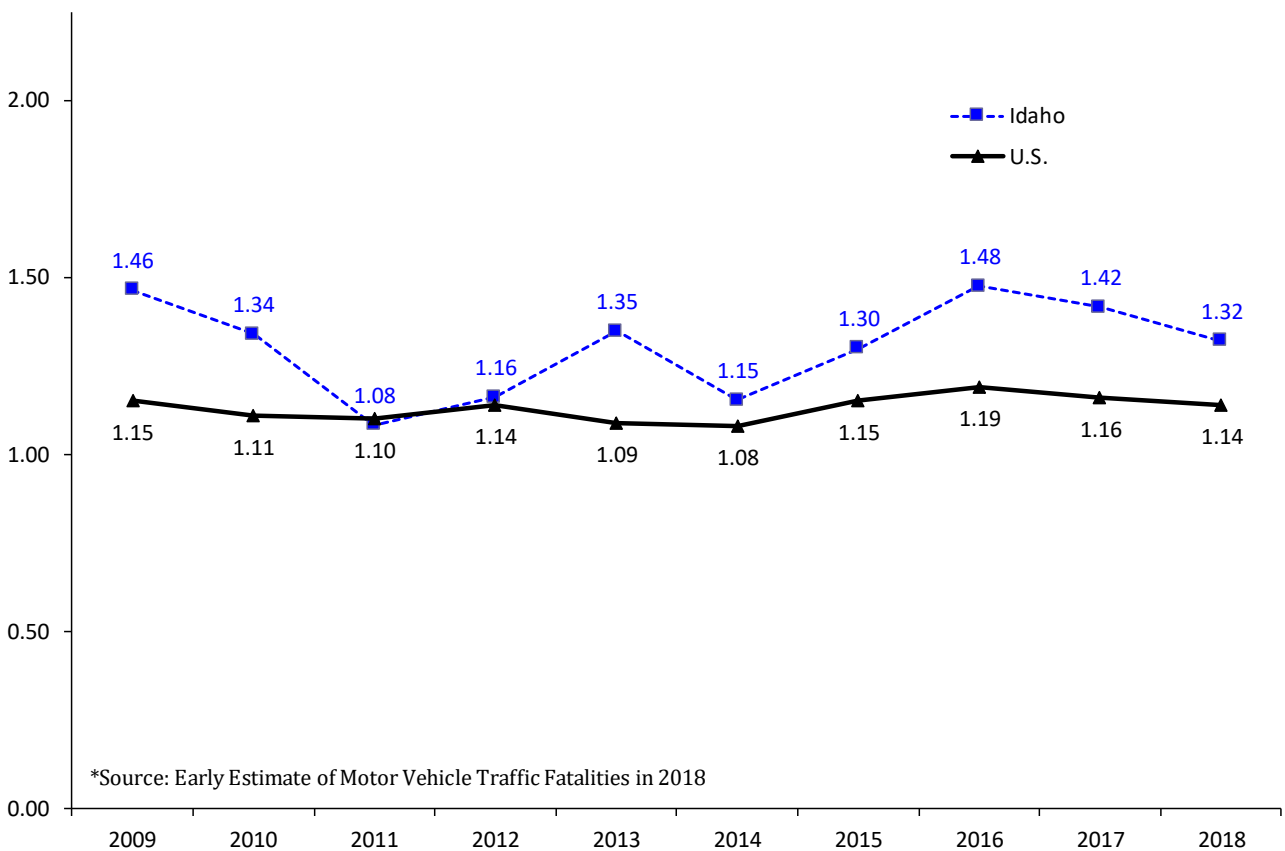
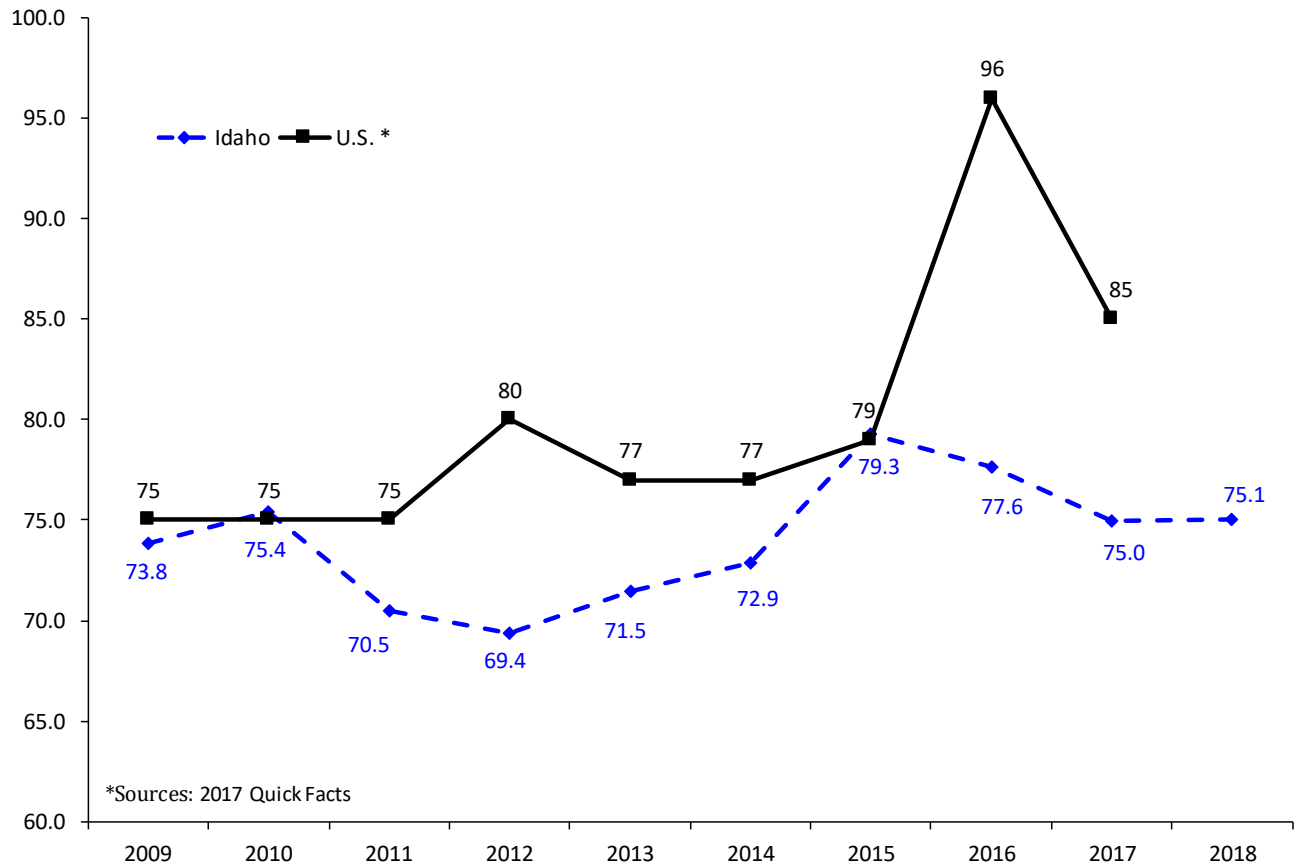


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2009-2018



The 2018 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 and later 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 2014 through 2018. The number of fatalities decreased to 234 in 2018.

Table 3 Injury Severity of Persons Involved in Traffic Crashes: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatalities	186	216	253	245	234	-4.5%	10.0%
Suspected Serious Injury	1,273	1,351	1,332	1,246	1,250	0.3%	-0.6%
Suspected Minor Injury	3,689	4,146	4,251	3,861	3,984	3.2%	1.9%
Possible Injuries	6,806	7,710	8,081	7,862	8,067	2.6%	5.1%
No Injuries	42,993	46,642	49,005	50,730	46,662	-8.0%	5.7%
Unknown / Missing	392	519	595	612	536	-12.4%	16.6%
Total Persons in Crashes	55,339	60,584	63,517	64,556	60,733	-5.9%	5.3%

In 2018, 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 2018. There was 1 person killed every 37 hours and 1 person injured every 40 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2018. 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 2018 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2018 was nearly \$4.2 billion.

Table 4 Economic Cost of Idaho Crashes: 2018 Estimates			
Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	234	\$10,019,679	\$2,344,604,837
Suspected Serious Injury	1,250	\$479,191	\$598,989,298
Suspected Minor Injury	3,984	\$130,517	\$519,978,280
Possible Injuries	8,067	\$66,646	\$537,633,231
No Injuries	46,662	\$3,376	\$157,541,689
Total Estimate of Economic Cost			\$4,158,747,336

The cost of traffic crashes in 2018 amounts to \$2,371 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 2018. 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: 2018				
Type of Crash	Single Vehicle		Multiple Vehicles	
	Crashes	Injuries	Crashes	Injuries
Fatal	101	108	114	126
Suspected Serious Injury	364	412	651	838
Suspected Minor Injury	825	1,013	2,144	2,971
Possible Injury	1,149	1,499	3,950	6,568
Property Damage	4,054		10,678	
Total	6,493	3,032	17,537	10,503

In 2018, single-vehicle crashes represented only 27% of all crashes, yet accounted for 47% of all fatal crashes. Of the 111 fatal single-vehicle crashes, 88 (87%) occurred on rural roadways.

Of the 114 multiple-vehicle fatal crashes, 21 involved a pedestrian, 2 involved a bicycle, and 2 involved a train. The other 89 (78%) involved two or more motor vehicles. Of the 114 fatal multiple-vehicle crashes, 68 (or 60%) 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 19% of single-vehicle crashes. Animal(s) in the Roadway was the second most prevalent contributing circumstance for single-vehicle crashes at 16%. Fail to Maintain Lane was the third most prevalent contributing circumstance for single-vehicle crashes at 15% as well as contributing to 3% of multiple vehicle crashes.

Follow Too Close was the most prevalent contributing circumstance for multiple vehicle crashes, with Fail to Yield and Inattention/Distracted with just slightly fewer occurrences. Each of the three was a contributing factor to 1 in 5 multiple vehicle crashes. Inattention/Distracted also contributed to 11% of single vehicle crashes.

Impaired driving contributed to 10% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2018

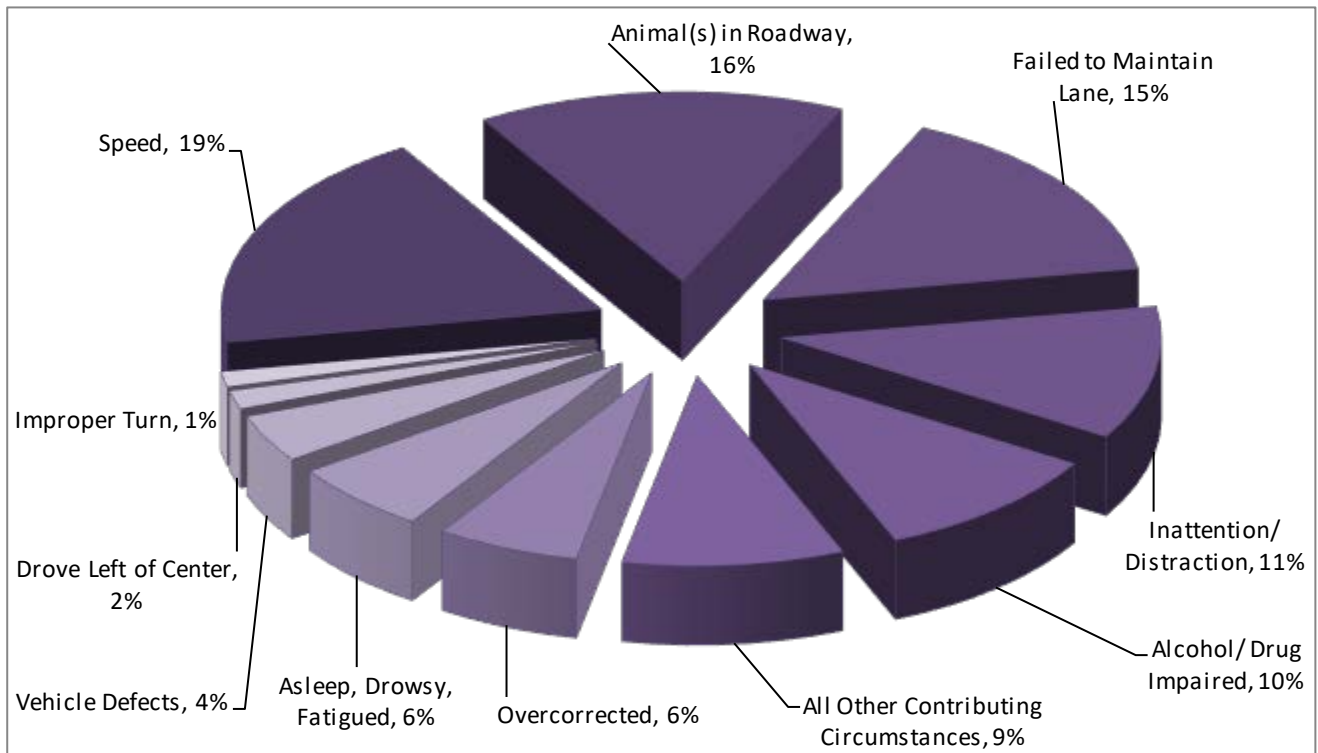


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2018

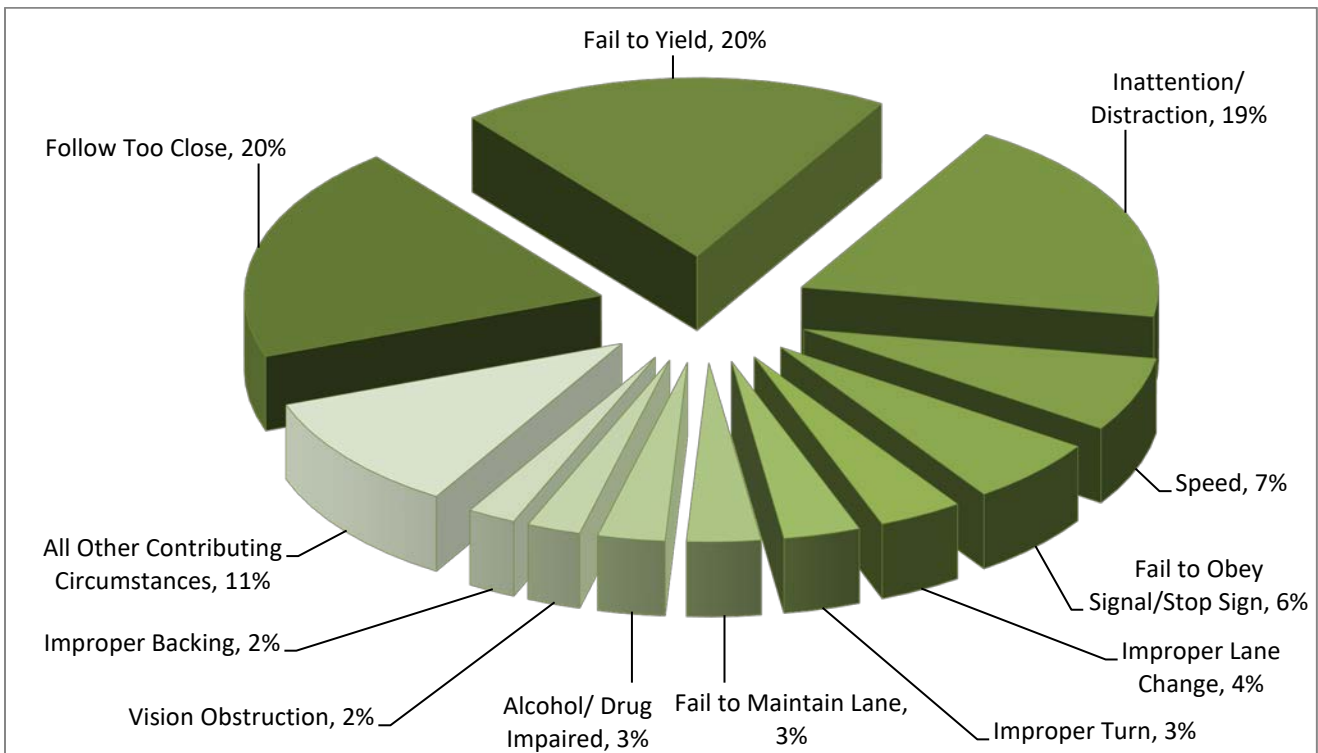


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

<p>Table 7 Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2018</p>	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (65.3%)	Angle (19.8%)
Immersion (6.9%)	Head On (19.8%)
Tree (6.9%)	Pedestrian (15.4%)
Embankment (5.0%)	Rear-End (14.2%)
Bridge/Pier/Abutment (2.0%)	Angle - Turning (5.5%)
Thrown or Falling Object (2.0%)	Head On - Turning (5.5%)
Traffic Signal Support (2.0%)	Parked Car (3.6%)
Building Wall (1.0%)	Side Swiped Opposite (2.8%)
Concrete Traffic Barrier (1.0%)	Fire / Explosion (2.4%)
Ditch (1.0%)	Overturn (2.0%)
Fell/Pushed/Jumped (1.0%)	Pedalcycle (1.6%)
Guardrail End (1.0%)	Struck by Falling/Shifting Cargo (1.6%)
Guardrail Face (1.0%)	Railroad Train (1.2%)
Non-Collision Injury (1.0%)	Same Direction Turning (1.2%)
Other (1.0%)	Side Swiped - Same Direction (1.2%)
Other Fixed Object (1.0%)	Non-Contact Unit (0.8%)
Other Post, Pole, or Support (1.0%)	Fell/Pushed/Jumped (0.4%)
	Guardrail End (0.4%)
	Other Post, Pole, or Support (0.4%)
	Traffic Sign Support (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 2018, there were 253 units involved in the 114 fatal multiple vehicle crashes.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 64% of the single vehicle fatalities and 29% of all fatalities in 2018.

Of the 46 passenger motor vehicle occupants killed in single-vehicle rollovers, 10 (or 22%) were wearing seat belts or were in a child safety seat. Of the 36 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 32 (or 89%) 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, 27 of the 36 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: 2018							
	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Suspected Serious Injuries	Suspected Minor Injuries	Possible Injuries
January	10	613	1,919	10	77	268	555
February	11	623	1,990	11	78	241	586
March	9	637	1,857	9	89	269	562
April	16	704	1,819	17	104	306	645
May	18	790	2,174	22	96	340	741
June	28	793	2,088	32	134	389	684
July	28	822	2,206	30	130	380	693
August	27	911	2,354	28	126	413	753
September	24	886	2,320	28	131	402	784
October	21	805	2,128	22	102	348	724
November	9	712	1,495	10	73	317	595
December	14	787	1,681	15	110	311	745
Totals	215	9,083	24,031	234	1,250	3,984	8,067

In 2018, June, July and August had the highest number of fatal crashes. August and September had the highest number of total crashes. Usually the winter months have 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: 2018

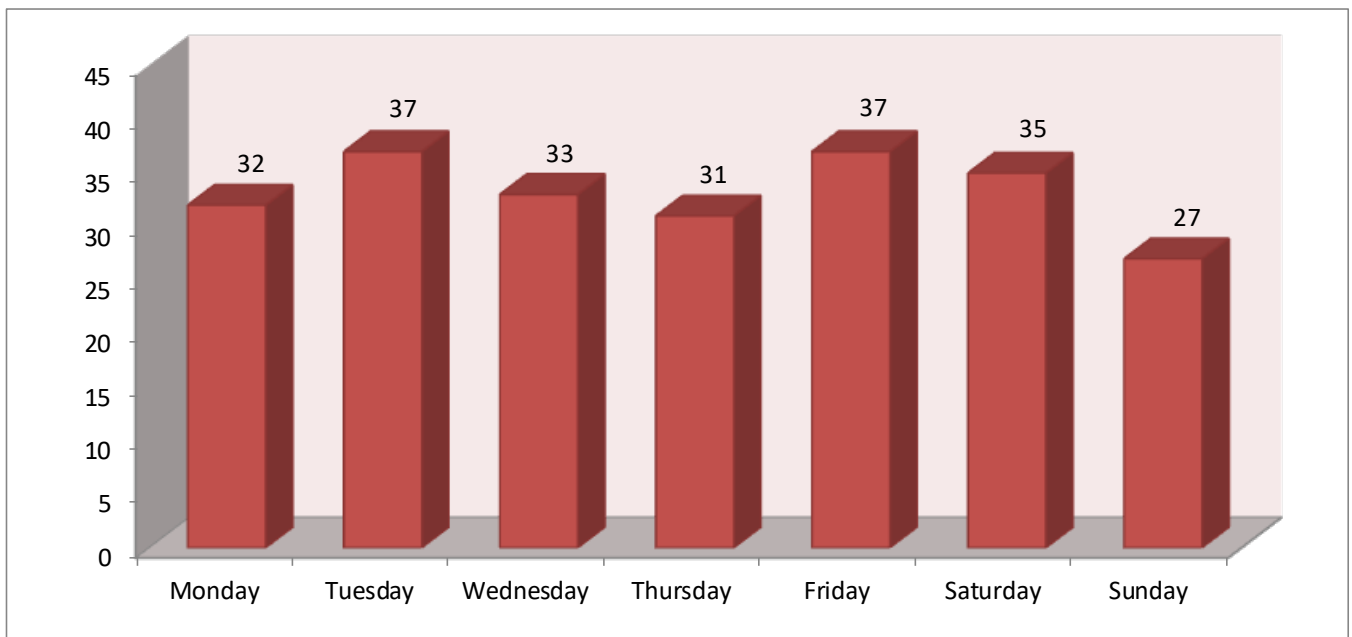
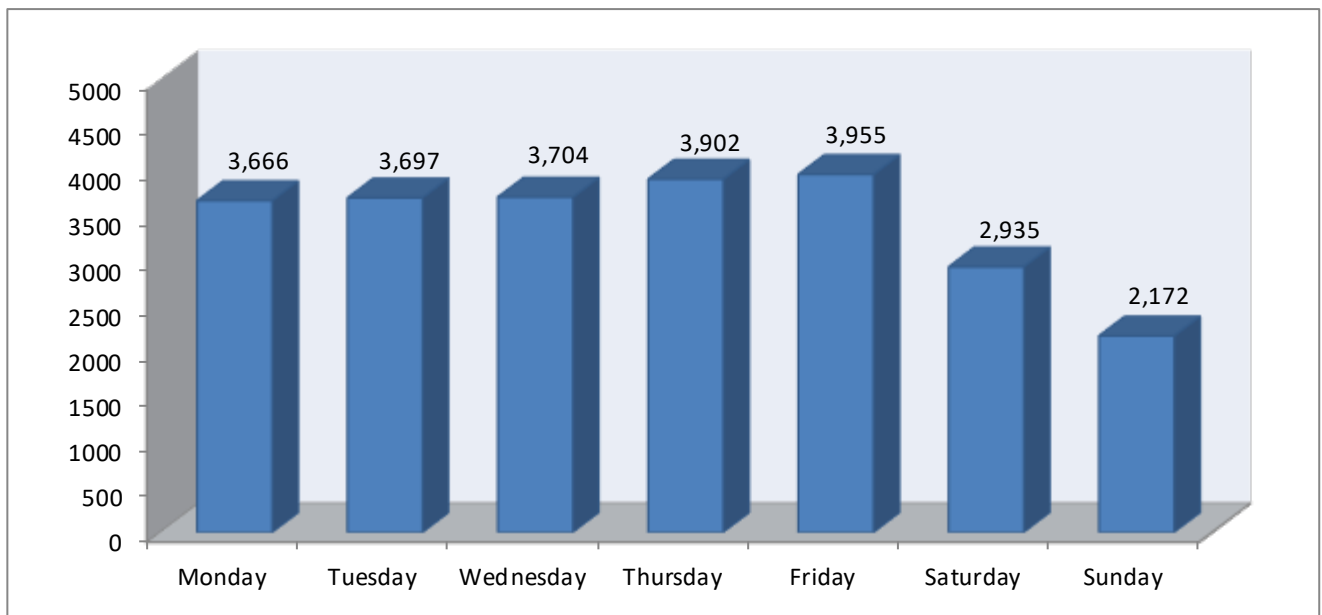


Figure 6
Total Crashes by Day of the Week: 2018



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: 2018

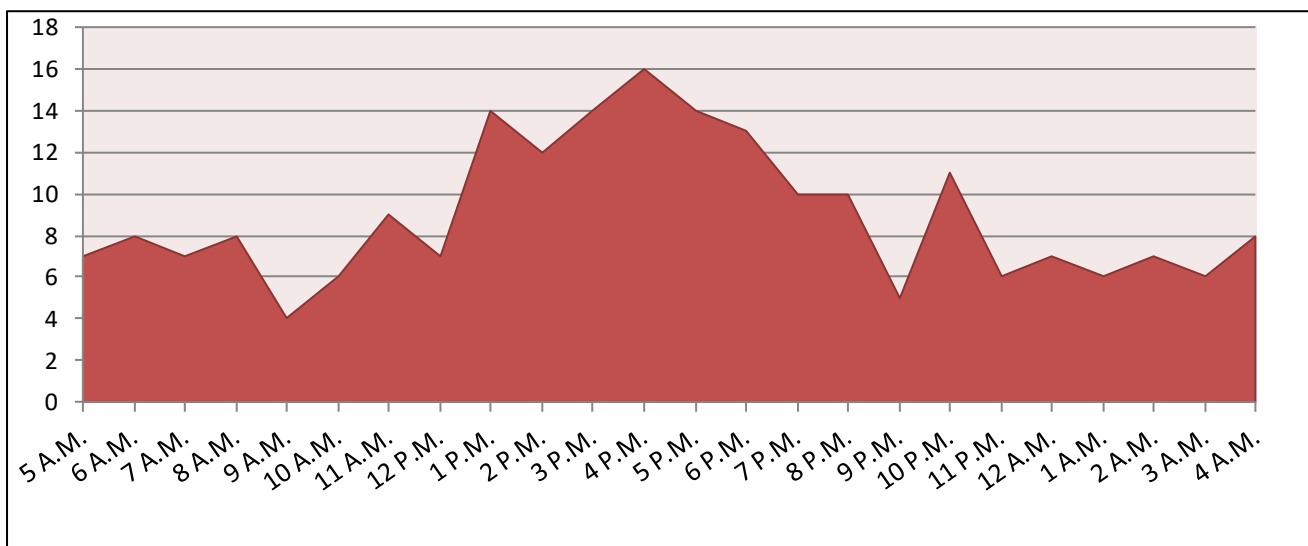
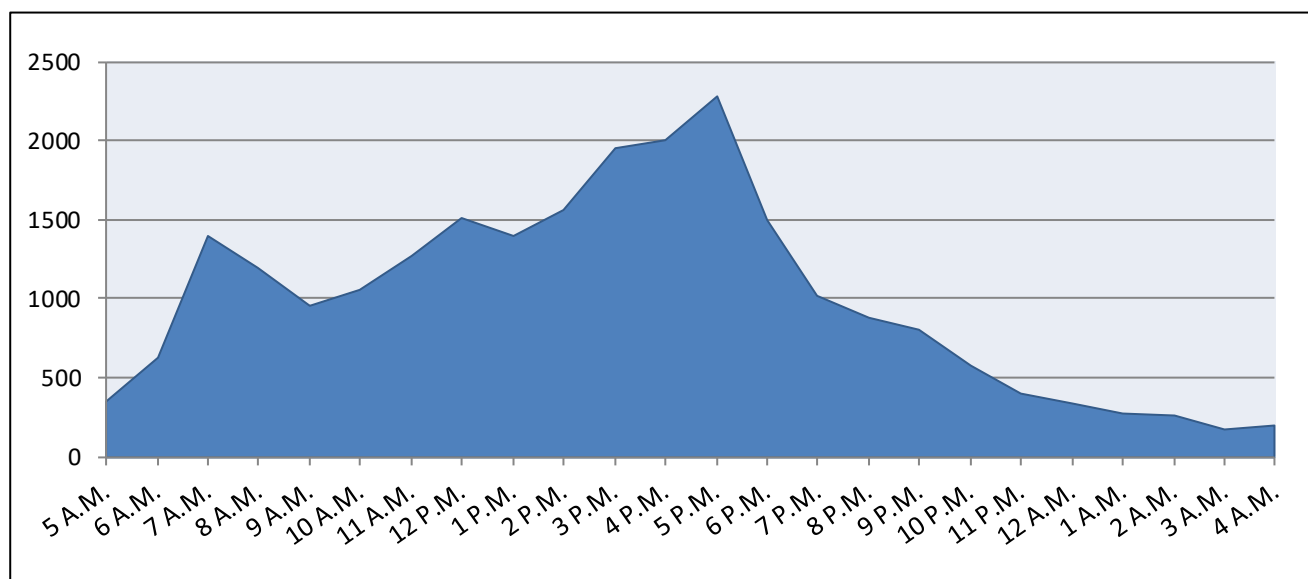


Figure 8
Total Crashes by Time of Day: 2018



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: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatal Crashes	175	198	232	224	215	-4.0%	9.0%
Urban	40	43	50	54	59	9.3%	10.6%
Rural	135	155	182	170	156	-8.2%	8.5%
Injury Crashes:	8,217	9,050	9,327	8,818	9,083	3.0%	2.6%
Urban	5,399	5,898	6,209	5,957	6,118	2.7%	3.5%
Rural	2,818	3,152	3,118	2,861	2,965	3.6%	0.8%
Total Crashes:	22,134	24,018	25,328	25,851	24,031	-7.0%	5.3%
Urban	14,670	15,422	16,492	17,153	16,217	-5.5%	5.4%
Rural	7,464	8,596	8,836	8,698	7,814	-10.2%	5.5%

In 2018, 73% of fatal crashes occurred on rural roads, whereas 33% of all crashes occurred on rural roads. In Idaho in 2018, 89% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.³

Table 10 Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatal Crash Rate	1.10	1.08	1.19	1.35	1.21	-10.2%	7.3%
Urban Fatal Crash Rate	0.62	0.59	0.60	0.69	0.78	14.0%	4.0%
Rural Fatal Crash Rate	1.72	1.44	1.63	1.84	1.53	-16.8%	3.3%
Injury Crash Rate	51.76	50.89	54.32	54.38	51.29	-5.7%	1.7%
Urban Injury Crash Rate	74.63	79.82	82.78	85.39	81.26	-4.8%	4.6%
Rural Injury Crash Rate	28.90	30.04	33.05	31.56	29.13	-7.7%	3.1%
Total Crash Rate	139.41	137.09	144.15	147.67	135.70	-8.1%	2.0%
Urban Total Crash Rate	206.09	216.87	216.46	226.80	215.39	-5.0%	3.3%
Rural Total Crash Rate	83.42	79.56	90.13	89.43	76.76	-14.2%	2.6%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2014-2018, 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: 2014-2018

Roadway Information	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Local Roads:							
VMT (100 millions)	74.5	75.8	77.3	76.6	77.2	0.8%	0.9%
Fatal Crashes	75	81	92	92	81	-12.0%	7.2%
Injury Crashes	4,819	5,208	5,318	4,958	5,223	5.3%	1.1%
Total Crashes	13,852	14,498	15,067	15,256	14,185	-7.0%	3.3%
Fatal Crash Rate	1.0	1.1	1.2	1.2	1.0	-12.7%	6.1%
Injury Crash Rate	64.7	68.7	68.8	64.7	67.6	4.5%	0.1%
Total Crash Rate	185.9	191.2	195.0	199.1	183.6	-7.8%	2.3%
U.S. and State Highways:							
VMT (100 millions)	49.5	51.1	52.1	53.1	55.0	3.6%	2.4%
Fatal Crashes	75	83	94	93	95	2.2%	7.6%
Injury Crashes	2,493	2,884	3,002	2,838	2,927	3.1%	4.8%
Total Crashes	6,603	7,619	8,055	8,210	7,630	-7.1%	7.7%
Fatal Crash Rate	1.5	1.6	1.8	1.7	1.7	-1.4%	5.1%
Injury Crash Rate	50.4	56.5	57.6	53.4	53.2	-0.4%	2.3%
Total Crash Rate	133.4	149.2	154.6	154.5	138.6	-10.3%	5.1%
Interstate Highways:							
VMT (100 millions)	37.4	39.7	42.1	43.2	44.8	3.6%	4.9%
Fatal Crashes	25	34	46	39	39	0.0%	18.7%
Injury Crashes	905	958	1,007	1,022	933	-8.7%	4.2%
Total Crashes	1,679	1,901	2,206	2,385	2,216	-7.1%	12.5%
Fatal Crash Rate	0.7	0.9	1.1	0.9	0.9	-3.5%	12.8%
Injury Crash Rate	24.2	24.1	23.9	23.6	20.8	-11.9%	-0.8%
Total Crash Rate	44.8	47.9	52.4	55.1	49.5	-10.3%	7.1%
Statewide Totals:							
VMT (100 millions)	161.5	166.6	171.5	173.0	177.1	2.4%	2.3%
Fatal Crashes	175	198	232	224	215	-4.0%	9.0%
Injury Crashes	8,217	9,050	9,327	8,818	9,083	3.0%	2.6%
Total Crashes	22,134	24,018	25,328	25,851	24,031	-7.0%	5.3%
Fatal Crash Rate	1.1	1.2	1.4	1.3	1.2	-6.2%	6.4%
Injury Crash Rate	50.9	54.3	54.4	51.0	51.3	0.6%	0.2%
Total Crash Rate	137.1	144.1	147.7	149.4	135.7	-9.2%	2.9%

Crashes by Idaho Counties and Cities

Table 12									
Crash History of Idaho Counties: 2016-2018									
County	Fatal Crashes			Injury Crashes			Total Crashes		
	2016	2017	2018	2016	2017	2018	2016	2017	2018
Ada	23	29	28	2,682	2,605	2,772	6,836	6,894	7,012
Adams	1	2	3	31	21	11	57	56	21
Bannock	9	11	8	458	462	408	1,459	1,636	1,296
Bear Lake	2	2	1	23	26	24	107	112	66
Benewah	1	0	4	45	56	40	177	212	182
Bingham	10	6	7	202	196	197	697	726	586
Blaine	1	3	2	68	60	78	322	281	256
Boise	3	4	6	67	47	63	142	130	142
Bonner	6	7	7	172	163	169	527	509	456
Bonneville	11	9	11	542	483	554	1,494	1,489	1,375
Boundary	1	2	1	40	41	28	110	124	82
Butte	1	2	0	10	9	10	43	41	36
Camas	1	0	0	3	8	11	7	30	24
Canyon	26	20	25	1,412	1,295	1,324	3,450	3,209	3,115
Caribou	1	1	3	31	31	39	104	105	90
Cassia	11	4	1	172	156	173	479	476	471
Clark	3	0	1	10	13	13	39	49	45
Clearwater	4	1	0	19	18	22	80	52	52
Custer	4	2	0	29	27	17	75	65	44
Elmore	8	12	7	189	168	176	420	438	368
Franklin	4	2	1	36	30	31	124	112	98
Fremont	1	1	5	75	80	65	177	241	220
Gem	1	2	2	64	39	68	161	153	142
Gooding	4	6	1	45	85	53	149	184	143
Idaho	12	8	5	81	88	86	232	259	218
Jefferson	3	4	4	94	75	76	281	310	202
Jerome	14	8	8	162	163	168	419	437	453
Kootenai	13	18	18	885	811	776	2,380	2,471	2,290
Latah	3	4	4	177	148	141	504	516	423
Lemhi	1	1	1	55	37	43	128	124	114
Lewis	1	1	2	15	20	32	38	52	58
Lincoln	3	2	4	25	25	17	69	61	47
Madison	2	2	1	149	141	177	616	588	546
Minidoka	4	5	6	97	88	110	292	302	266
Nez Perce	5	7	9	231	241	239	748	795	670
Oneida	0	1	5	38	29	31	121	98	111
Owyhee	1	4	1	62	39	39	146	112	104
Payette	4	4	4	78	106	113	210	235	238
Power	2	2	3	68	67	58	199	203	150
Shoshone	9	8	1	74	55	42	200	222	145
Teton	1	0	2	32	24	30	95	82	99
Twin Falls	15	8	9	480	439	439	1,093	1,314	1,224
Valley	0	7	2	63	67	81	216	258	247
Washington	2	2	2	36	36	39	105	88	104
TOTALS	232	224	215	9,327	8,818	9,083	25,328	25,851	24,031

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2016-2018 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2018.

Table 13 Crash History of Idaho Cities: 2016-2018									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2016	2017	2018	2016	2017	2018	2016	2017	2018
40,000 and over									
Boise	9	20	9	1,479	1,364	1,409	3,808	3,837	3,974
Caldwell	3	5	4	337	299	289	857	814	775
Coeur d'Alene	2	3	1	362	343	317	987	990	907
Idaho Falls	4	1	4	333	274	301	834	808	690
Meridian	2	3	8	777	744	865	1,730	1,680	1,809
Nampa	4	1	7	735	655	688	1,729	1,522	1,542
Pocatello	4	1	2	312	309	285	1,030	1,169	922
Twin Falls	2	1	2	288	272	283	596	838	791
15,000 - 39,999									
Ammon	0	0	0	30	43	51	103	128	122
Chubbuck	0	0	1	62	77	62	177	178	176
Eagle	2	2	3	79	95	79	296	303	256
Hayden	1	0	1	71	54	55	171	183	167
Kuna	0	1	0	29	34	46	99	109	107
Lewiston	3	3	1	154	155	158	527	561	447
Moscow	0	0	0	78	67	75	244	263	218
Post Falls	1	2	0	132	129	124	336	405	362
Rexburg	0	0	1	98	99	127	413	400	382
5,000 - 14,999									
Blackfoot	1	0	1	57	64	49	251	226	164
Burley	0	0	0	57	60	96	228	246	237
Emmett	0	0	1	20	10	18	53	43	36
Fruitland	0	0	0	5	17	15	19	47	39
Garden City	2	0	1	99	114	99	280	320	299
Hailey	0	0	0	19	16	18	104	100	75
Jerome	0	0	0	25	29	35	96	118	98
Middleton	0	0	0	2	8	3	3	16	5
Mountain Home	0	1	0	32	28	46	75	87	97
Payette	0	0	1	13	11	17	38	33	38
Preston	0	1	0	4	2	5	12	22	25
Rathdrum	0	0	0	30	17	24	68	50	70
Rupert	0	0	0	8	8	3	36	30	11
Sandpoint	0	0	0	44	25	27	118	101	111
Star	0	0	0	9	11	8	36	49	26
Weiser	0	0	0	11	7	7	37	29	20

Table 13 (Continued) Crash History of Idaho Cities: 2016-2018									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2016	2017	2018	2016	2017	2018	2016	2017	2018
2,000 - 4,999									
American Falls	0	0	0	9	14	8	34	40	36
Bellevue	0	0	0	4	3	2	20	14	4
Bonniers Ferry	0	0	0	8	2	2	16	11	13
Buhl	0	0	0	2	2	0	6	10	2
Dalton Gardens	0	0	0	2	7	4	15	17	17
Filer	1	0	0	7	2	2	13	10	13
Gooding	1	0	0	6	11	5	28	34	26
Grangeville	1	0	0	0	3	1	3	4	8
Heyburn	0	1	1	17	18	10	47	55	40
Homedale	0	0	0	5	5	0	7	14	3
Iona	0	0	0	0	1	0	3	4	1
Kellogg	0	0	1	12	6	3	21	26	27
Ketchum	0	0	0	8	11	9	40	48	39
Kimberly	0	1	0	2	5	5	15	22	11
Malad	0	0	0	3	4	2	19	15	12
McCall	0	1	1	7	9	19	37	52	44
Montpelier	0	0	0	5	4	1	23	27	7
Orofino	2	0	0	6	4	7	35	12	15
Parma	0	0	1	1	2	0	8	13	5
Rigby	0	0	0	23	14	12	71	45	29
St. Anthony	0	0	0	5	4	4	34	25	23
St. Maries	0	0	0	2	4	6	27	37	37
Salmon	0	0	0	9	3	6	28	21	23
Shelley	0	0	0	5	6	5	24	32	19
Soda Springs	0	0	0	2	1	1	2	6	3
Spirit Lake	0	0	0	1	3	2	3	9	10
Victor	0	0	0	0	4	3	4	10	13
Wendell	0	0	0	2	7	2	11	10	5

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 2018 U. S. Census Bureau estimates for counties.

Table 14 Fatal and Injury Crash Rates by County - 2018							
	2018 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	470.0	7,012	28	2,772	31	4,123	6.0
Bannock	87.1	1,296	8	408	8	609	4.8
Bonneville	116.9	1,375	11	554	11	781	4.8
Canyon	223.5	3,115	25	1,324	28	2,000	6.0
Kootenai	161.5	2,290	18	776	18	1,072	4.9
Twin Falls	86.1	1,224	9	439	10	613	5.2
Mean Crash Rate							5.6

Table 14 (Continued) Fatal and Injury Crash Rates by County - 2018							
	2018 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	46.2	586	7	197	7	300	4.4
Blaine	22.6	256	2	78	2	106	3.5
Bonner	44.7	456	7	169	8	230	3.9
Cassia	23.9	471	1	173	1	283	7.3
Elmore	27.3	368	7	176	7	254	6.7
Jefferson	29.4	202	4	76	4	113	2.7
Jerome	24.0	453	8	168	9	268	7.3
Latah	40.1	423	4	141	4	202	3.6
Madison	39.3	546	1	177	1	258	4.5
Minidoka	20.8	266	6	110	6	163	5.6
Nez Perce	40.4	670	9	239	9	331	6.1
Payette	23.6	238	4	113	4	168	5.0
Mean Crash Rate							4.9
10,000 - 19,999							
Boundary	11.9	82	1	28	1	46	2.4
Franklin	13.7	98	1	31	2	51	2.3
Fremont	13.2	220	5	65	6	101	5.3
Gem	17.6	142	2	68	2	89	4.0
Gooding	15.2	143	1	53	1	78	3.6
Idaho	16.5	218	5	86	9	108	5.5
Owyhee	11.7	104	1	39	1	51	3.4
Shoshone	12.8	145	1	42	1	57	3.4
Teton	11.6	99	2	30	2	47	2.7
Valley	11.0	247	2	81	2	115	7.5
Washington	10.2	104	2	39	2	46	4.0
Mean Crash Rate							4.0
5,000 - 9,999							
Bear Lake	6.1	66	1	24	1	28	4.1
Benewah	9.2	182	4	40	5	54	4.8
Boise	7.6	142	6	63	6	98	9.0
Caribou	7.1	90	3	39	4	67	5.9
Clearwater	8.8	52	0	22	0	28	2.5
Lemhi	8.0	114	1	43	2	69	5.5
Lincoln	5.4	47	4	17	5	22	3.9
Power	7.8	150	3	58	3	80	7.9
Mean Crash Rate							5.5

Table 14 (Continued)							
Fatal and Injury Crash Rates by County - 2018							
	2018 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	4.3	21	3	11	3	15	3.3
Butte	2.6	36	0	10	0	17	3.8
Camas	1.1	24	0	11	0	16	9.8
Clark	0.9	45	1	13	1	24	16.4
Custer	4.3	44	0	17	0	20	4.0
Lewis	3.9	58	2	32	2	44	8.8
Oneida	4.5	111	5	31	5	56	8.0
Mean Crash Rate							6.3
Statewide Totals	1,754.2	24,031	215	9,083	234	13,301	5.3

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 2018.

Table 15							
Fatal and Injury Crash Rates by City – 2018							
	2018 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	228.8	3,974	9	1,409	12	2,032	6.2
Caldwell	56.5	775	4	289	4	416	5.2
Coeur d'Alene	51.3	907	1	317	1	422	6.2
Idaho Falls	61.5	690	4	301	4	396	5.0
Meridian	106.8	1,809	8	865	8	1,376	8.2
Nampa	96.3	1,542	7	688	8	999	7.2
Pocatello	56.3	922	2	285	2	410	5.1
Twin Falls	49.8	791	2	283	2	378	5.7
Mean Crash Rate							6.3

Table 15 (Continued) Fatal and Injury Crash Rates by City – 2018							
	2018 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	16.5	122	0	51	0	76	3.1
Chubbuck	15.3	176	1	62	1	98	4.1
Eagle	28.4	256	3	79	3	114	2.9
Hayden	15.2	167	1	55	1	83	3.7
Kuna	20.7	107	0	46	0	75	2.2
Lewiston	32.8	447	1	158	1	210	4.8
Moscow	25.8	218	0	75	0	103	2.9
Post Falls	34.7	362	0	124	0	158	3.6
Rexburg	28.7	382	1	127	1	192	4.5
Mean Crash Rate							3.6
5,000 - 14,999							
Blackfoot	11.9	164	1	49	1	85	4.2
Burley	10.5	237	0	96	0	139	9.1
Emmett	6.9	36	1	18	1	25	2.8
Fruitland	5.4	39	0	15	0	19	2.8
Garden City	11.9	299	1	99	1	120	8.4
Hailey	8.5	75	0	18	0	20	2.1
Jerome	11.8	98	0	35	0	48	3.0
Middleton	8.0	5	0	3	0	9	0.4
Mountain Home	14.5	97	0	46	0	66	3.2
Payette	7.5	38	1	17	1	22	2.4
Preston	5.5	25	0	5	0	10	0.9
Rathdrum	8.7	70	0	24	0	41	2.8
Rupert	5.8	11	0	3	0	4	0.5
Sandpoint	8.7	111	0	27	0	37	3.1
Star	9.9	26	0	8	0	16	0.8
Weiser	5.4	20	0	7	0	8	1.3
Mean Crash Rate							3.4

Table 15 (Continued) Fatal and Injury Crash Rates by City – 2018							
	2018 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.4	36	0	8	0	10	1.8
Bellevue	2.4	4	0	2	0	2	0.8
Bonniers Ferry	2.6	13	0	2	0	2	0.8
Buhl	4.4	2	0	0	0	0	0.0
Dalton Gardens	2.4	17	0	4	0	4	1.7
Filer	2.9	13	0	2	0	2	0.7
Gooding	3.5	26	0	5	0	6	1.4
Grangeville	3.2	8	0	1	0	1	0.3
Heyburn	3.4	40	1	10	1	16	3.2
Homedale	2.7	3	0	0	0	0	0.0
Iona	2.4				0	0	
Kellogg	2.1	27	1	3	1	4	1.9
Ketchum	2.8	39	0	9	0	12	3.2
Kimberly	4.0	11	0	5	0	6	1.3
Malad	2.1	12	0	2	0	4	0.9
McCall	3.5	44	1	19	1	28	5.8
Montpelier	2.5	7	0	1	0	1	0.4
Orofino	3.1	15	0	7	0	7	2.2
Parma	2.1	5	1	0	1	0	0.5
Rigby	4.2	29	0	12	0	13	2.9
St. Anthony	3.1	23	0	4	0	5	1.3
St. Maries	4.4	37	0	6	0	7	1.4
Salmon	3.0	23	0	6	0	9	2.0
Shelley	2.5	19	0	5	0	8	2.0
Soda Springs	3.6	3	0	1	0	1	0.3
Spirit Lake	2.4	10	0	2	0	2	0.8
Victor	2.3	13	0	3	0	6	1.3
Wendell	2.7	5	0	2	0	3	0.7
Mean Crash Rate							1.5

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, 2018					
Age	2010	2015	2018	Change 2010-2018	Change 2015-2018
15*	2,592	3,443	3,415	31.8%	-0.8%
(%)	0.2%	0.3%	0.3%		
16-24	153,891	160,140	171,163	11.2%	6.9%
(%)	14.4%	14.0%	13.6%		
25-34	191,583	196,056	210,775	10.0%	7.5%
(%)	17.9%	17.1%	16.8%		
35-44	177,226	186,231	207,102	16.9%	11.2%
(%)	16.6%	16.3%	16.5%		
45-54	195,441	186,222	189,343	-3.1%	1.7%
(%)	18.3%	16.3%	15.1%		
55-64	177,521	195,777	208,888	17.7%	6.7%
(%)	16.6%	17.1%	16.6%		
65+	171,288	216,423	264,502	54.4%	22.2%
(%)	16.0%	18.9%	21.1%		
TOTALS	1,069,542	1,144,292	1,255,188	17.4%	9.7%

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

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

Driver Age and Crash Involvement

Table 17 Driver Age as a Factor in Crashes: 2018								
Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	3,415	0.3%	416	1.0%	3.6	155	0.9%	3.4
16	11,001	0.9%	1,021	2.4%	2.8	388	2.3%	2.7
17	16,309	1.3%	1,374	3.3%	2.5	542	3.2%	2.5
18	18,226	1.5%	1,581	3.8%	2.6	655	3.9%	2.7
19	20,776	1.7%	1,318	3.1%	1.9	500	3.0%	1.8
20	21,174	1.7%	1,265	3.0%	1.8	489	2.9%	1.7
21	19,045	1.5%	1,181	2.8%	1.9	442	2.6%	1.7
22	21,093	1.7%	1,123	2.7%	1.6	461	2.8%	1.6
23	21,440	1.7%	1,039	2.5%	1.4	387	2.3%	1.4
24	22,099	1.8%	995	2.4%	1.3	375	2.2%	1.3
25-34	210,775	16.8%	8,307	19.8%	1.2	3,348	20.1%	1.2
35-44	207,102	16.5%	6,595	15.7%	1.0	2,685	16.1%	1.0
45-54	189,343	15.1%	5,409	12.9%	0.9	2,230	13.4%	0.9
55-64	208,888	16.6%	4,763	11.3%	0.7	1,925	11.5%	0.7
65-74	166,753	13.3%	3,054	7.3%	0.5	1,242	7.4%	0.6
75+	97,749	7.8%	1,655	3.9%	0.5	632	3.8%	0.5
Not Stated or Other			944	2.2%		242	1.4%	
TOTALS	1,255,188		42,040			16,698		
<i>* Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>								

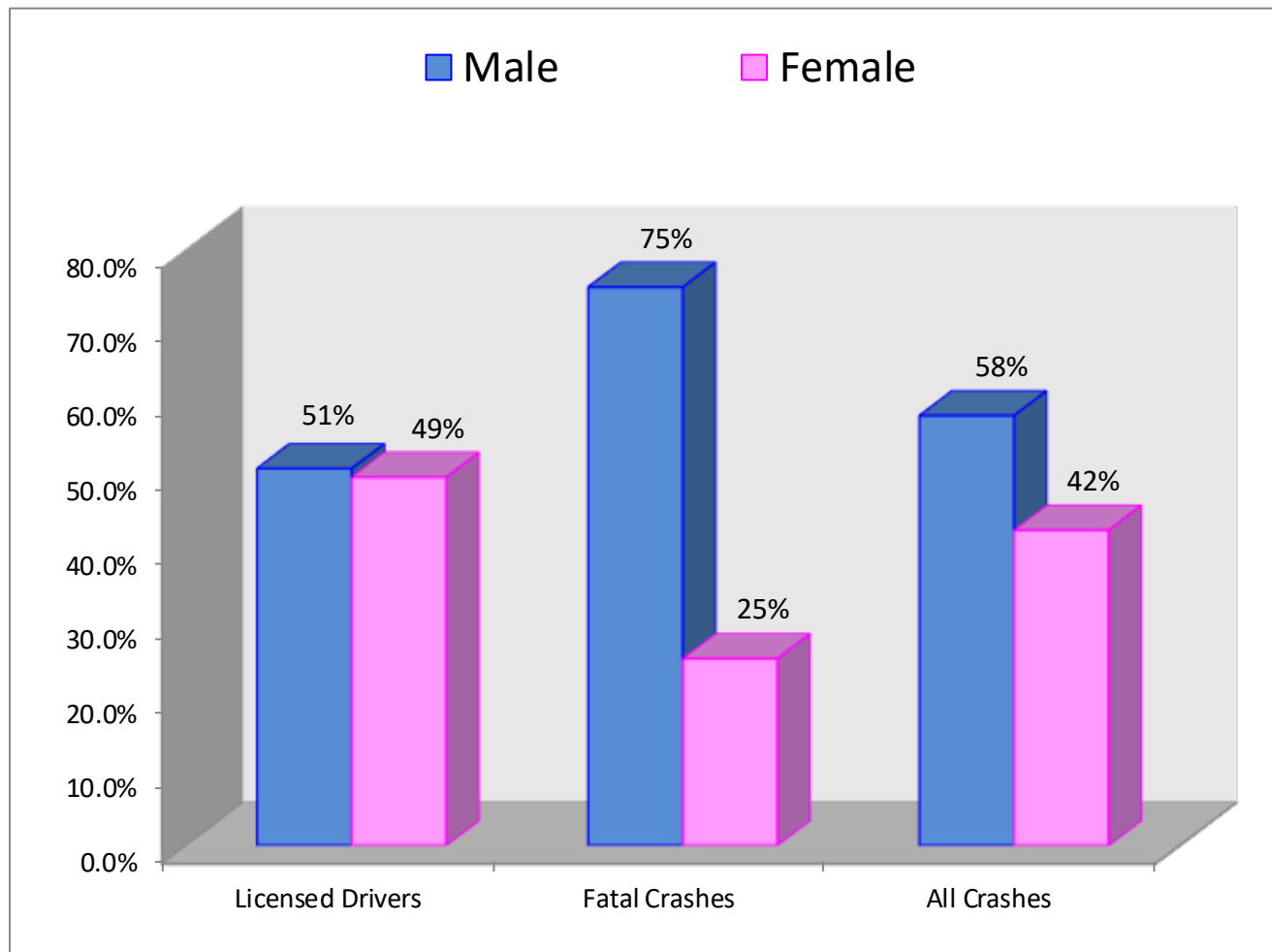
Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.6% of all licensed drivers and accounted for 12.9% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.5 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

Drivers that were 32 years old in 2018 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 75% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2018



In 2018, males were 1.1 times more likely than females to be involved in any crash but were 2.9 times as likely as females to be involved in a fatal crash.

Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 11), 15 year-old male drivers were involved in 3.3 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 3.6 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2018

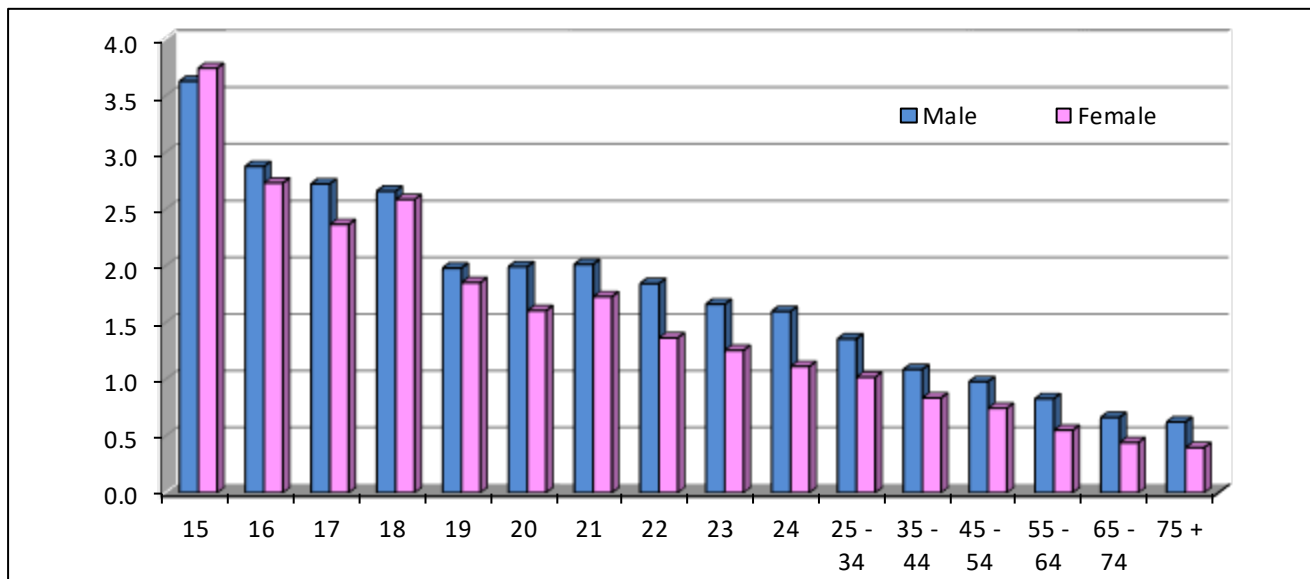
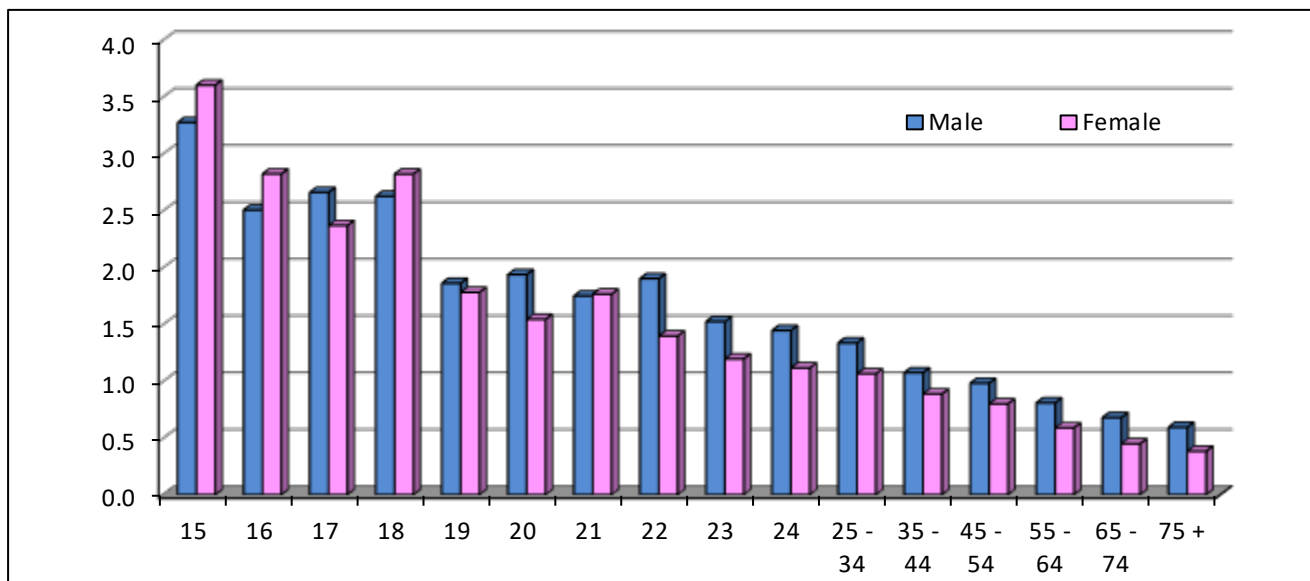


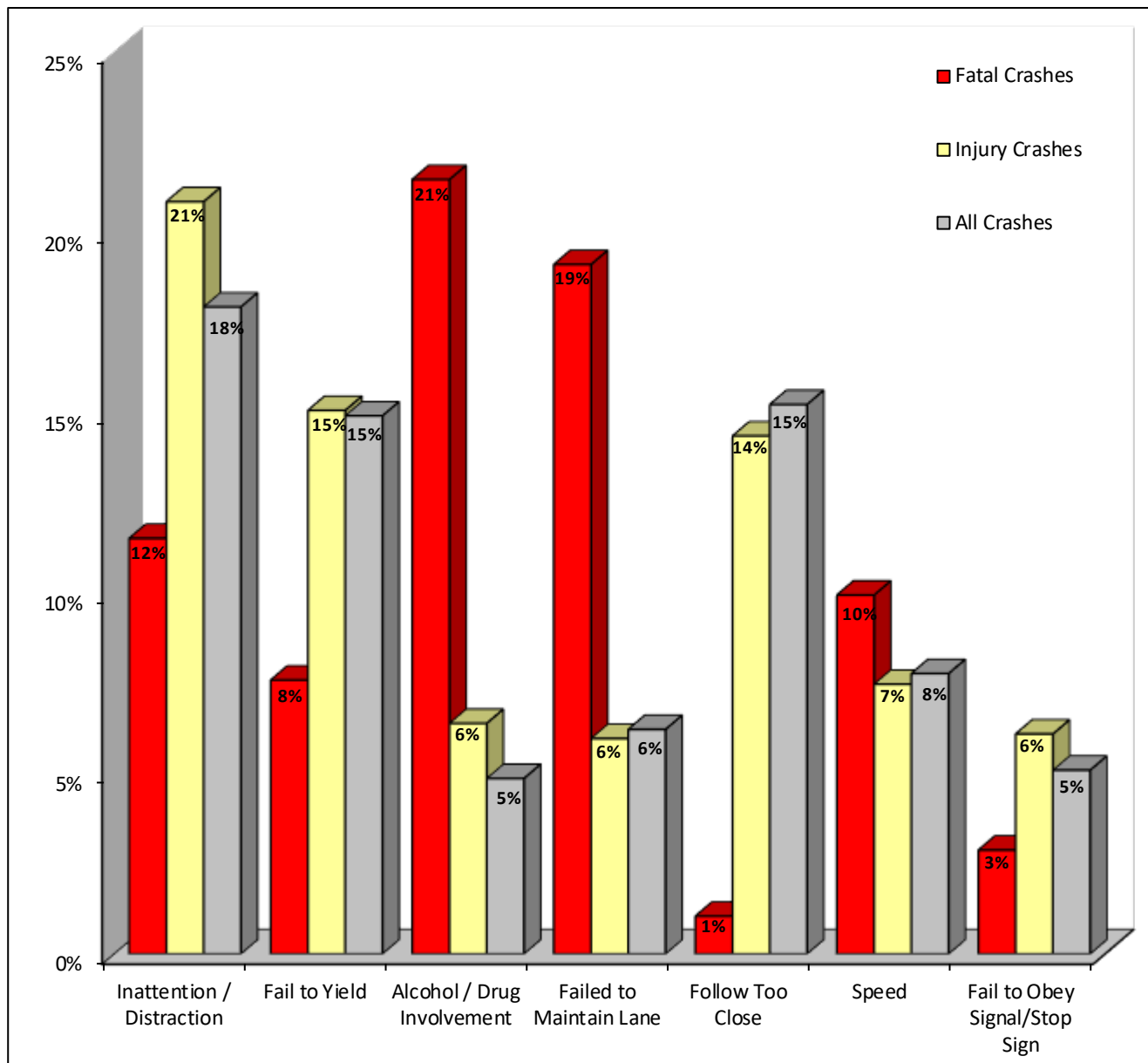
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2018



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 2018



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2018 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: 2018		
Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	52,142	54.5%
2. Insurance Violations	10,053	10.5%
3. Failure to Obey Traffic Control Devices	7,122	7.4%
4. Driving Under the Influence	5,343	5.6%
5. Following Too Close	4,797	5.0%
6. Driving Without Privileges - Suspended License	3,444	3.6%
7. Reckless or Inattentive Driving	2,653	2.8%
8. Failure to Yield Right of Way	2,522	2.6%
9. Lane Change Violations	1,993	2.1%
10. Improper Signal or Turn	1,335	1.4%
All Other	4,246	4.4%
TOTAL	95,650	

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 75% of all violations for 2018. 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: 2018 (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
to 15	3,415	3.9	1.4	0.1	0.4	1.4
16-19	66,312	10.4	1.5	0.3	0.6	1.5
20-24	104,851	8.7	0.9	0.9	0.5	0.8
25-34	210,775	5.6	0.7	0.8	0.3	0.5
35-44	207,102	4.5	0.6	0.5	0.2	0.3
45-54	189,343	3.3	0.4	0.4	0.1	0.2
55-64	208,888	2.3	0.4	0.2	0.1	0.2
65-74	166,753	1.5	0.3	0.1	0.0	0.1
75+	97,749	1.4	0.4	0.1	0.1	0.2
Mean		4.2	0.6	0.4	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: 2018

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	20,583	44.0%
Administrative License Suspension (ALS)*	7,281	15.5%
Driving Under the Influence	6,804	14.5%
Failure to Pay Fine	5,049	10.8%
Family Responsibility Law	2,174	4.6%
Points	771	1.6%
Reckless/Inattentive Driving	712	1.5%
Refused Evidentiary BAC Test	672	1.4%
Driving Without Privileges	346	0.7%
Unsatisfied Judgement	264	0.6%
Fleeing or Evading Police	224	0.5%
All Others	1,944	4.2%
TOTALS	46,824	100.0%

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

The two largest categories of driver's license suspensions are failure to maintain insurance and administrative license suspension. These two suspensions accounted for 60% of all license suspensions. Driving under the influence accounted for 15% of all license suspensions.

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: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Impaired Driving Crashes	1,378	1,367	1,535	1,529	1,456	-4.8%	3.7%
Fatalities	72	87	88	80	78	-2.5%	4.3%
Suspected Serious Injury	227	219	223	218	212	-2.8%	-1.3%
Suspected Minor Injury	383	350	397	338	334	-1.2%	-3.3%
Possible Injuries	443	477	482	489	523	7.0%	3.4%
Impaired Driving Crashes as a % of All Crashes	6.2%	5.7%	6.1%	5.9%	6.1%	2.4%	-1.5%
Impaired Driving Fatalities as a % of All Fatalities	38.7%	40.3%	34.8%	32.7%	33.3%	2.1%	-5.2%
Impaired Driving Injuries as a % of All Injuries	8.9%	7.9%	8.1%	8.1%	8.0%	-0.3%	-3.2%
All Fatal and Injury Crashes	8,392	9,248	9,559	9,042	9,298	2.8%	2.7%
Impaired Fatal/Injury Crashes	784	781	821	764	808	5.8%	-0.7%
% Impaired Driving	9.3%	8.4%	8.6%	8.4%	8.7%	2.8%	-3.2%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	1.85	1.84	1.81	1.72	1.64	-4.9%	-2.4%
Annual DUI Arrests by Agency*							
Idaho State Police	1,197	1,089	1,305	1,400	1,518	8.4%	6.0%
Local Agencies	6,248	6,298	6,015	5,927	6,412	8.2%	-1.7%
Total Arrests	7,445	7,387	7,320	7,327	7,930	8.2%	-0.5%
DUI Enforcement Rate**	0.66	0.65	0.63	0.61	0.63	4.2%	-2.8%

In 2018, impaired driving crashes decreased by 5%, while fatalities resulting from impaired driving crashes decreased by 3%. Almost 9% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Just over 33% of all fatalities were the result of an impaired driving crash in 2018. Only 21% 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. Both local agency DUI arrests and ISP DUI arrests increased by over 8% in 2018. Overall, DUI

arrests increased by 8% from 2017 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2018. The estimated cost of Idaho impaired driving crashes in 2018 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: 2018 Estimates			
Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	78	\$10,019,679	\$781,534,946
Suspected Serious Injury	212	\$479,191	\$101,588,585
Suspected Minor Injury	334	\$130,517	\$43,592,557
Possible Injuries	523	\$66,646	\$34,855,855
No Injuries	1,552	\$3,376	\$5,239,910
Total Estimate of Economic Cost			\$966,811,852

Victims of Fatal Crashes Involving Impaired Drivers

Table 23 Persons Killed in Impaired Driving Crashes: 2018 by Vehicle Type, Seating Position, and Impaired Status							
Impaired Status*	Passenger Vehicles		Commercial Vehicle	Motorcycle		Pedestrian	ATV Driver
	Driver	Passenger	Driver	Driver	Passenger		
Impaired	35	7	1	12	0	9	2
Not Impaired	3	3	0	1	2	3	0

Of the 78 people killed in impaired driving crashes, 66 (or 85%) 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 20 to 23 years-old, were the most over-represented ages. They are involved in 2.5 times as many impaired driving crashes as you would expect them to be. In 2018, 11% of the impaired drivers involved in crashes were under 21 years of age.

Table 24 DUI Arrests and Impaired Driving Crashes by Driver Age: 2018						
Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	3	0.0%	0	0.0%
15	3,415	0.3%	5	0.1%	1	0.1%
16	11,001	0.9%	31	0.4%	11	0.8%
17	16,309	1.3%	61	0.8%	14	1.0%
18	18,226	1.5%			33	2.3%
19	20,776	1.7%	288	3.6%	42	2.9%
20	21,174	1.7%			53	3.7%
21	19,045	1.5%			62	4.3%
22	21,093	1.7%			63	4.4%
23	21,440	1.7%			57	4.0%
24	22,099	1.8%	1,265	16.0%	44	3.1%
25-29	106,281	8.5%	1,273	16.1%	233	16.2%
30-34	104,494	8.3%	1,059	13.4%	164	11.4%
35-39	108,191	8.6%	959	12.1%	164	11.4%
40-44	98,911	7.9%	763	9.6%	113	7.9%
45-49	95,851	7.6%	673	8.5%	105	7.3%
50-54	93,492	7.4%	545	6.9%	84	5.8%
55-59	104,974	8.4%	434	5.5%	81	5.6%
60+	368,416	29.4%	571	7.2%	96	6.7%
Missing or Unknown				0.0%	16	1.1%
TOTALS	1,255,188		7,930		1,436	

* 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 2018 U.S. Census estimates for counties.

Table 25 Impaired Driving Crashes by County: 2018							
	2018 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	470.0	333	9	163	9	224	0.4
Bannock	87.1	81	2	39	2	55	0.5
Bonneville	116.9	99	5	48	5	66	0.5
Canyon	223.5	178	11	91	12	171	0.5
Kootenai	161.5	189	12	78	12	115	0.6
Twin Falls	86.1	61	1	35	1	44	0.4
Mean Crash Rate							0.4
20,000 - 49,999							
Bingham	46.2	56	2	25	2	39	0.6
Blaine	22.6	14	1	6	1	8	0.3
Bonner	44.7	31	4	18	5	30	0.5
Cassia	23.9	21	0	6	0	11	0.3
Elmore	27.3	19	2	14	2	18	0.6
Jefferson	29.4	11	1	8	1	9	0.3
Jerome	24.0	26	2	11	3	23	0.5
Latah	40.1	25	0	17	0	23	0.4
Madison	39.3	14	0	9	0	18	0.2
Minidoka	20.8	19	1	9	1	12	0.5
Nez Perce	40.4	57	3	29	3	44	0.8
Payette	23.6	23	2	14	2	14	0.7
Mean Crash Rate							0.5
10,000 - 19,999							
Boundary	11.9	7	0	5	0	7	0.4
Franklin	13.7	5	0	3	0	3	0.2
Fremont	13.2	10	1	6	1	6	0.5
Gem	17.6	11	1	8	1	10	0.5
Gooding	15.2	12	1	7	1	9	0.5
Idaho	16.5	19	1	10	1	13	0.7
Owyhee	11.7	12	1	6	1	9	0.6
Shoshone	12.8	14	1	6	1	7	0.5
Teton	11.6	9	0	6	0	7	0.5
Valley	11.0	15	0	8	0	12	0.7
Washington	10.2	6	0	5	0	7	0.5
Mean Crash Rate							0.5

Table 25 (Continued) Impaired Driving Crashes by County: 2018							
	2018 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	6.1	3	1	2	1	3	0.5
Benewah	9.2	14	2	6	3	7	0.9
Boise	7.6	13	2	9	2	12	1.4
Caribou	7.1	5	1	3	1	3	0.6
Clearwater	8.8	4	0	3	0	5	0.3
Lemhi	8.0	7	0	6	0	6	0.8
Lincoln	5.4	4	1	1	1	2	0.4
Power	7.8	9	0	4	0	5	0.5
Mean Crash Rate							0.7
0 - 4,999							
Adams	4.3	1	1	0	1	1	0.2
Butte	2.6	1	0	1	0	2	0.4
Camas	1.1	2	0	2	0	2	1.8
Clark	0.9	2	0	1	0	1	1.2
Custer	4.3	4	0	1	0	1	0.2
Lewis	3.9	4	1	2	1	2	0.8
Oneida	4.5	6	1	3	1	3	0.9
Mean Crash Rate							0.6
Statewide Totals	1,754.2	1,450	74	729	78	1,062	0.5

Table 26 presents information on impaired driving crashes for cities with populations exceeding 2,000 people by population groupings. Population figures are from the U. S. Census Bureau's estimates for cities for 2018.

Table 26 Impaired Driving Crashes by City: 2018							
	2018 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	228.8	186	2	85	2	117	0.4
Caldwell	56.5	51	2	28	2	49	0.5
Coeur d'Alene	51.3	76	1	30	1	42	0.6
Idaho Falls	61.5	42	3	18	3	25	0.3
Meridian	106.8	67	3	32	3	51	0.3
Nampa	96.3	60	4	31	5	52	0.4
Pocatello	56.3	49	0	23	0	29	0.4
Twin Falls	49.8	34	1	18	1	25	0.4
Mean Crash Rate							0.4

Table 26 (Continued) Impaired Driving Crashes by City: 2018							
	2018 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	16.5	8	0	6	0	6	0.4
Chubbuck	15.3	17	1	10	1	15	0.7
Eagle	28.4	16	1	10	1	11	0.4
Hayden	15.2	13	1	6	1	9	0.5
Kuna	20.7	10	0	6	0	7	0.3
Lewiston	32.8	27	0	13	0	16	0.4
Moscow	25.8	8	0	6	0	8	0.2
Post Falls	34.7	21	0	10	0	13	0.3
Rexburg	28.7	7	0	5	0	12	0.2
Mean Crash Rate							0.1
5,000 - 14,999							
Blackfoot	11.9	13	0	3	0	8	0.3
Burley	10.5	11	0	2	0	4	0.2
Emmett	6.9	2	0	1	0	2	0.1
Fruitland	5.4	2	0	2	0	2	0.4
Garden City	11.9	13	1	5	1	10	0.5
Hailey	8.5	5	0	2	0	2	0.2
Jerome	11.8	4	0	0	0	0	0.0
Middleton	8.0	1	0	1	0	5	0.1
Mountain Home	14.5	3	0	2	0	2	0.1
Payette	7.5	5	0	3	0	3	0.4
Preston	5.5	0	0	0	0	0	0.0
Rathdrum	8.7	5	0	4	0	9	
Rupert	5.8	0	0	0	0	0	0.0
Sandpoint	8.7	1	0	0	0	0	0.0
Star	9.9	0	0	0	0	0	0.0
Weiser	5.4	0	0	0	0	0	0.0
Mean Crash Rate							0.3

Table 26 (Continued)
Impaired Driving Crashes by City: 2018

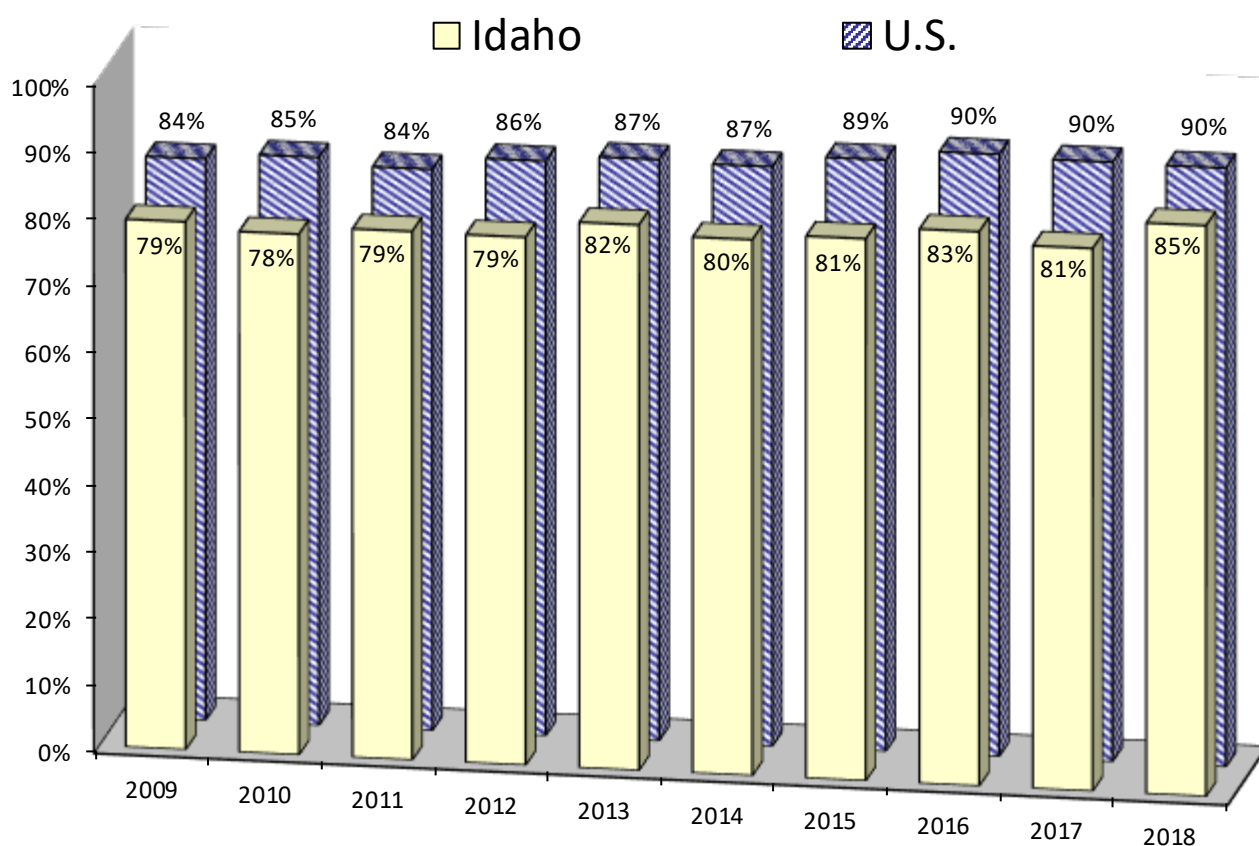
	2018 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.4	2	0	0	0	0	0.0
Bellevue	2.4	1	0	1	0	1	0.4
Bonniers Ferry	2.6	3	0	2	0	2	0.8
Buhl	4.4	0	0	0	0	0	0.0
Dalton Gardens	2.4	4	0	1	0	1	0.4
Filer	2.9	0	0	0	0	0	0.0
Gooding	3.5	2	0	0	0	0	0.0
Grangeville	3.2	1	0	0	0	0	0.0
Heyburn	3.4	1	1	0	1	0	0.3
Homedale	2.7	0	0	0	0	0	0.0
Iona	2.4	1	0	0	0	0	0.0
Kellogg	2.1	4	1	1	1	1	0.9
Ketchum	2.8	1	0	1	0	1	0.4
Kimberly	4.0	2	0	1	0	1	0.3
Malad	2.1	1	0	0	0	0	0.0
McCall	3.5	3	0	1	0	5	0.3
Montpelier	2.5	0	0	0	0	0	0.0
Orofino	3.1	1	0	0	0	0	0.0
Parma	2.1	1	1	0	1	0	0.5
Rigby	4.2	0	0	0	0	0	0.0
St. Anthony	3.1	1	0	1	0	1	0.3
St. Maries	4.4	1	0	1	0	1	0.2
Salmon	3.0	2	0	2	0	2	0.7
Shelley	2.5	1	0	0	0	0	0.0
Soda Springs	3.6	0	0	0	0	0	0.0
Spirit Lake	2.4	0	0	0	0	0	0.0
Victor	2.3	1	0	0	0	0	
Wendell	2.7	2	0	1	0	2	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 made up 92% of the vehicles involved in motor vehicle crashes in 2018. 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.: 2009 - 2018



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 has been revised in 2013 and 2018. A new set of counties and observation sites were selected for the sample.

Table 27 Observed Seat Belt Use by County: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Ada	92.2%	93.9%	91.7%	88.8%	95.9%	7.9%	-1.2%
Bannock	80.5%	87.2%	85.9%	89.4%	75.4%	-15.7%	3.6%
Bingham	71.2%	79.7%	87.2%	82.4%	----	----	5.3%
Bonner	81.0%	78.8%	77.1%	78.6%	85.1%	8.2%	-1.0%
Bonneville	70.5%	65.9%	66.0%	74.0%	75.1%	1.5%	1.9%
Canyon	91.9%	88.1%	90.2%	91.5%	82.6%	-9.8%	-0.1%
Elmore	90.5%	89.4%	90.1%	89.0%	88.7%	-0.3%	-0.6%
Franklin	----	----	----	----	67.4%	----	----
Fremont	----	----	----	----	69.3%	----	----
Gem	80.2%	72.7%	76.2%	55.3%	----	----	-10.7%
Gooding	68.6%	56.2%	69.3%	72.4%	----	----	3.2%
Jerome	----	----	----	----	75.1%	----	----
Kootenai	75.9%	74.1%	76.8%	76.0%	85.0%	11.8%	0.1%
Latah	83.5%	82.9%	84.4%	83.4%	84.6%	1.5%	0.0%
Madison	72.2%	67.7%	71.2%	74.0%	----	----	1.0%
Minidoka	62.9%	57.0%	61.9%	72.6%	----	----	5.5%
Nez Perce	80.6%	78.2%	77.4%	84.3%	87.5%	3.8%	1.6%
Payette	90.5%	92.1%	86.3%	85.1%	----	----	-2.0%
Twin Falls	68.8%	59.7%	68.4%	72.7%	71.3%	-2.0%	2.6%
Washington	----	----	----	----	93.0%	----	----
Statewide	80.2%	81.1%	82.9%	81.2%	85.4%	5.2%	0.4%

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 92.4%, while district 4 (south-central Idaho) had the overall lowest usage at 70.3%.

Table 28 Idaho Safety Belt Observation Survey: 2018 – Usage by Vehicle Type			
ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	85.5%	83.8%	85.0%
2	92.4%	76.6%	87.3%
3	95.7%	83.3%	92.4%
4	74.5%	62.8%	70.3%
5	75.5%	59.3%	71.8%
6	79.2%	63.1%	75.0%
Statewide	88.6%	77.1%	85.4%

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 2018 ranged from a high of 83.8% in District 1 (northern Idaho) to a low of 59.3% in District 5 (south-eastern Idaho).

Self-Reported Seat Belt Usage Results

Table 29 shows the self-reported seat belt use for people, ages 7 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use⁵. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Table 29 Self-Reported Seat Belt Use: 2014-2018 Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans							
Injury Type	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatalities -Restraints Used	44.3%	37.6%	34.6%	34.7%	36.8%	6.3%	-7.6%
Suspected Serious Injuries - Restraints Used	64.2%	66.8%	69.3%	65.4%	65.3%	-0.2%	0.7%

Of the 152 passenger motor vehicle occupants over the age of 7 killed in 2018, only 56 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 56 lives saved in 2018 by seat belt usage and an additional 41 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 2018 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	56	82	14	\$561,102,012	\$821,613,661	\$140,275,503
Suspected Serious Injury	607	255	68	\$290,869,203	\$122,193,817	\$32,585,018
Suspected Minor Injury	2,691	393	242	\$351,220,269	\$51,293,038	\$31,585,026
Possible Injury	6,271	502	509	\$417,937,026	\$33,456,289	\$33,922,811
No Injury	37,049	1,405	2,835	\$125,085,981	\$4,743,605	\$9,571,615
Total				\$1,746,214,492	\$1,033,300,409	\$247,939,973

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 2014 through 2018. 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: 2014-2018 in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans							
County by Population	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
50,000 and over							
Ada	85.7%	84.1%	89.0%	83.4%	85.6%	2.6%	-0.8%
Bannock	70.9%	74.8%	60.9%	56.3%	69.4%	23.5%	-6.9%
Bonneville	74.1%	77.9%	75.8%	68.1%	66.7%	-2.2%	-2.5%
Canyon	80.3%	79.6%	78.8%	77.9%	77.6%	-0.3%	-1.0%
Kootenai	72.9%	78.3%	75.1%	73.2%	74.4%	1.8%	0.2%
Twin Falls	87.4%	78.5%	79.0%	74.5%	69.8%	-6.3%	-5.1%
20,000 - 49,999							
Bingham	55.6%	61.5%	63.3%	66.7%	68.3%	2.4%	6.3%
Blaine	50.0%	63.0%	71.4%	83.3%	75.0%	-10.0%	18.7%
Bonner	71.2%	68.2%	56.9%	70.6%	68.1%	-3.5%	1.1%
Cassia	57.6%	63.9%	37.5%	36.0%	67.7%	88.2%	-11.4%
Elmore	80.0%	67.3%	65.7%	57.7%	58.1%	0.7%	-10.1%
Jefferson	71.1%	63.9%	66.7%	61.8%	72.2%	16.9%	-4.4%
Jerome	59.1%	52.6%	62.5%	66.7%	70.8%	6.2%	4.8%
Latah	46.4%	87.5%	70.0%	67.7%	74.3%	9.7%	21.7%
Madison	42.9%	57.1%	39.1%	61.1%	87.0%	42.3%	19.3%
Minidoka	53.8%	31.8%	66.7%	58.8%	50.0%	-15.0%	19.0%
Nez Perce	62.1%	81.0%	69.7%	66.7%	61.4%	-7.9%	4.0%
Payette	70.6%	62.8%	42.1%	47.6%	65.9%	38.3%	-10.3%
10,000 - 19,999							
Boundary	47.4%	40.0%	33.3%	65.2%	81.8%	25.5%	21.1%
Franklin	52.4%	72.7%	76.5%	33.3%	66.7%	100.0%	-4.1%
Fremont	78.8%	59.3%	20.0%	51.9%	66.7%	28.6%	22.7%
Gem	36.8%	68.2%	66.7%	50.0%	57.1%	14.3%	19.3%
Gooding	23.1%	72.4%	42.9%	38.1%	75.0%	96.9%	54.0%
Idaho	51.1%	51.7%	36.1%	35.0%	33.3%	-4.8%	-10.7%
Owyhee	58.3%	22.2%	53.8%	33.3%	0.0%	-100.0%	14.1%
Shoshone	58.8%	35.7%	52.4%	71.4%	42.9%	-40.0%	14.6%
Teton	50.0%	0.0%	58.3%	50.0%	100.0%	100.0%	28.6%
Valley	81.8%	71.4%	83.3%	64.5%	83.3%	29.2%	-6.2%
Washington	50.0%	73.7%	62.5%	69.2%	50.0%	-27.8%	14.3%

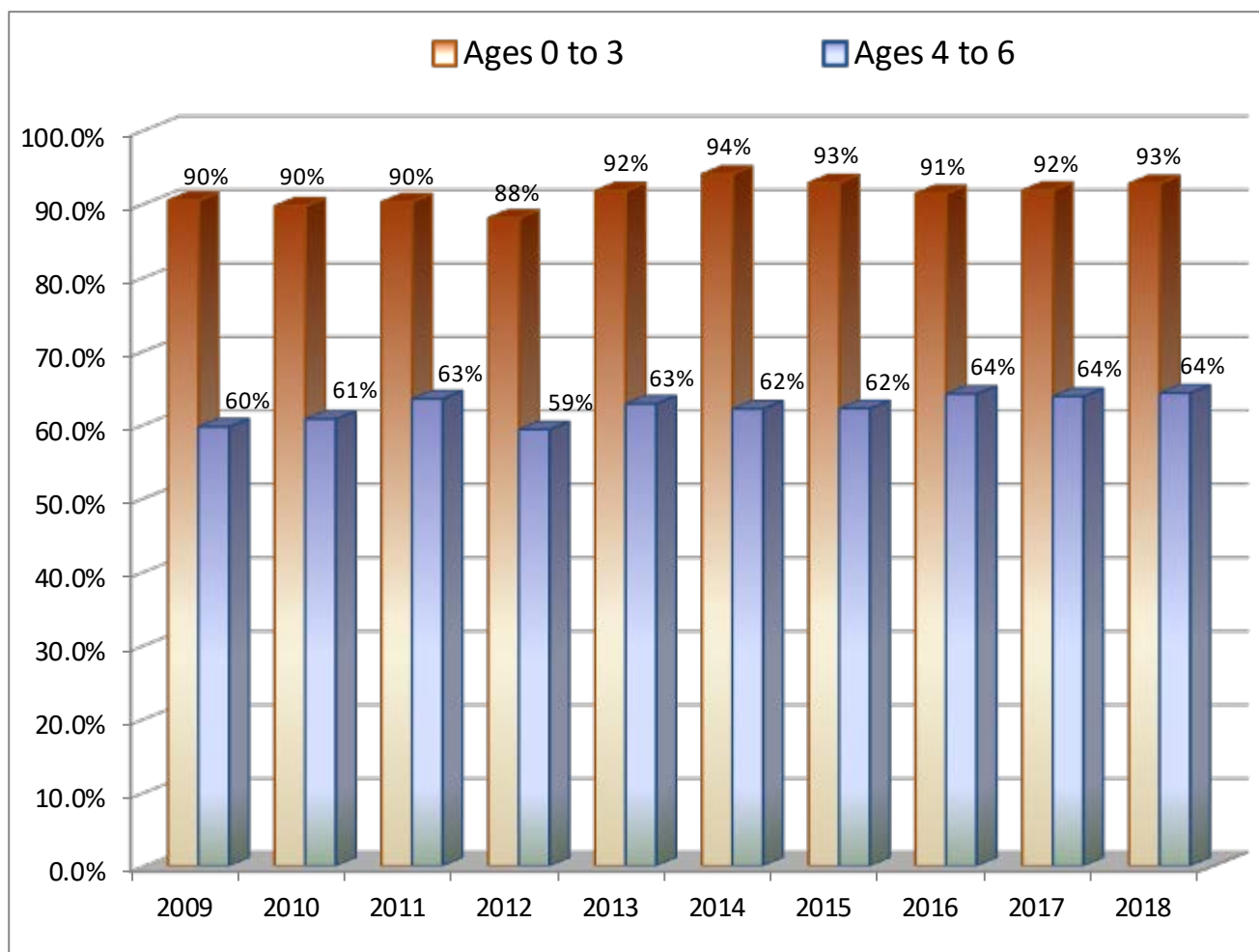
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2014-2018
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
5,000 - 9,999							
Bear Lake	66.7%	40.0%	64.3%	100.0%	33.3%	-66.7%	25.4%
Benewah	55.6%	63.6%	75.0%	28.6%	14.3%	-50.0%	-9.8%
Boise	60.0%	61.5%	87.1%	88.9%	69.0%	-22.3%	15.4%
Caribou	33.3%	45.5%	66.7%	100.0%	70.0%	-30.0%	44.3%
Clearwater	76.9%	25.0%	62.5%	0.0%	0.0%	0.0%	-5.8%
Lemhi	0.0%	53.8%	42.9%	25.0%	72.7%	190.9%	-28.7%
Lincoln	76.9%	75.0%	50.0%	57.1%	40.0%	-30.0%	-7.2%
Power	53.8%	46.2%	58.3%	34.8%	55.6%	59.7%	-9.4%
0 - 4,999							
Adams	0.0%	92.3%	20.0%	76.9%	28.6%	-62.9%	239.6%
Butte	66.7%	16.7%	91.7%	50.0%	100.0%	100.0%	109.8%
Camas	---	100.0%	33.3%	100.0%	75.0%	-25.0%	---
Clark	---	100.0%	66.7%	50.0%	100.0%	100.0%	---
Custer	50.0%	71.4%	22.2%	54.5%	50.0%	-8.3%	39.8%
Lewis	40.0%	100.0%	75.0%	100.0%	42.9%	-57.1%	52.8%
Oneida	66.7%	33.3%	75.0%	50.0%	50.0%	0.0%	13.9%
Statewide Average	74.6%	71.4%	75.0%	74.0%	74.4%	0.5%	-0.2%

Child Safety Seat Usage by Age Groups

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

Figure 14
Child Safety Seat Usage by Age Group in Crashes: 2009 - 2018



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (93%), 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: 2014-2018
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatalities							
Restrained	3	3	1	1	0	-100.0%	-22.2%
Unrestrained	5	2	3	2	1	-50.0%	-14.4%
Suspected Serious Injuries							
Restrained	9	7	11	5	12	140.0%	-6.5%
Unrestrained	11	5	5	2	2	0.0%	-38.2%
Suspected Minor Injuries							
Restrained	64	66	82	57	77	35.1%	-1.0%
Unrestrained	15	30	5	23	24	4.3%	125.6%
Possible Injuries							
Restrained	160	267	315	214	248	15.9%	17.6%
Unrestrained	49	76	14	46	49	6.5%	67.4%
No Injuries							
Restrained	2,051	2,150	2,634	2,142	1,984	-7.4%	2.9%
Unrestrained	476	498	86	539	411	-23.7%	149.5%
Total Restrained	2,287	2,493	3,043	2,419	2,322	-4.0%	3.5%
Total Unrestrained	556	611	113	612	487	-20.4%	123.3%
% of Children Restrained	80.4%	80.3%	96.4%	79.8%	80.6%	1.0%	0.9%

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 life may have been saved if all children had been restrained in child safety seats. Additionally, 17 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: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Total Aggressive Driving Crashes	12,366	12,383	12,793	13,149	11,985	-8.9%	2.1%
Fatalities	72	77	83	82	75	-8.5%	4.5%
Suspected Serious Injury	649	637	612	582	516	-11.3%	-3.6%
Suspected Minor Injury	2,077	2,282	2,164	2,064	2,166	4.9%	0.0%
Possible Injuries	4,356	4,652	4,706	4,627	4,596	-0.7%	2.1%
Number of Traffic Fatalities and Suspected Serious Injuries Involving:*							
Fail to Yield Right of Way	229	276	266	259	261	0.8%	4.8%
Driving Too Fast for Conditions	205	171	174	148	113	-23.6%	-9.9%
Following Too Close	124	115	93	95	71	-25.3%	-8.1%
Fail to Obey Stop Sign	102	92	89	75	82	9.3%	-9.6%
Exceeded Posted Speed	58	49	69	78	69	-11.5%	12.8%
Fail to Obey Signal	60	50	67	61	63	3.3%	2.8%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.47	4.29	4.05	3.84	3.34	-13.0%	-4.9%
* Three contributing circumstances possible per unit involved in each crash							

In 2018, aggressive driving was a contributing factor in 50% of all crashes in Idaho. While 77% of all aggressive driving crashes occur in urban areas, 66% of the fatal aggressive driving crashes occur in rural areas.

Only 13% of all aggressive driving crashes involved a single vehicle, while 39% of fatal aggressive driving crashes involved only one vehicle. Of the 27 fatal aggressive driving crashes that involved a single vehicle, 23 (or 85%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly \$1.7 billion dollars in 2018. This represents 40% 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 2.0 times as likely as all other drivers to be involved in aggressive driving crashes. (Note: the odds ratios above compare the involvement of a group of drivers to the involvement of all other drivers combined.) Drivers under the age of 25 represent more than one-third (35%) of the drivers involved in aggressive driving crashes.

Table 34 Involvement in Aggressive Driving Crashes by Drivers Age: 2018								
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	3,415	0.3%	193	1.6%	5.8	67	1.3%	4.9
16	11,001	0.9%	444	3.6%	4.1	164	3.3%	3.8
17	16,309	1.3%	564	4.6%	3.6	222	4.5%	3.4
18	18,226	1.5%	630	5.2%	3.6	257	5.2%	3.6
19	20,776	1.7%	510	4.2%	2.5	198	4.0%	2.4
20	21,174	1.7%	497	4.1%	2.4	212	4.3%	2.5
21	19,045	1.5%	408	3.3%	2.2	156	3.1%	2.1
22	21,093	1.7%	378	3.1%	1.8	154	3.1%	1.8
23	21,440	1.7%	321	2.6%	1.5	130	2.6%	1.5
24	22,099	1.8%	324	2.7%	1.5	124	2.5%	1.4
25-34	210,775	16.8%	2,401	19.6%	1.2	974	19.6%	1.2
35-44	207,102	16.5%	1,576	12.9%	0.8	648	13.0%	0.8
45-54	189,343	15.1%	1,243	10.2%	0.7	533	10.7%	0.7
55-64	208,888	16.6%	1,097	9.0%	0.5	456	9.2%	0.6
65-74	166,753	13.3%	818	6.7%	0.5	359	7.2%	0.5
75+	97,749	7.8%	591	4.8%	0.6	243	4.9%	0.6
Not Stated or Other			212	1.7%		73	1.5%	
TOTALS	1,255,188		12,221			4,978		
<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: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Total Distracted Driving Crashes	4,781	5,470	4,973	4,808	4,750	-1.2%	0.7%
Fatalities	39	51	64	39	48	23.1%	5.7%
Suspected Serious Injury	364	425	367	318	343	7.9%	-3.4%
Suspected Minor Injury	1,033	1,285	1,193	989	1,028	3.9%	0.0%
Possible Injuries	1,846	2,211	2,121	2,020	2,081	3.0%	3.6%
Distracted Driving Crashes as a % of All Crashes	21.6%	22.8%	19.6%	18.6%	19.8%	6.3%	-4.5%
Distracted Driving Fatalities as a % of All Fatalities	21.0%	23.6%	25.3%	15.9%	20.5%	28.9%	-5.8%
Distracted Driving Injuries as a % of All Injuries	27.6%	29.7%	26.9%	25.7%	26.0%	1.2%	-2.1%
All Fatal and Injury Crashes	8,392	9,248	9,559	9,042	9,298	2.8%	2.7%
Distracted Fatal/Injury Crashes	2,200	2,569	2,355	2,151	2,244	4.3%	-0.1%
% Distracted Driving	26.2%	27.8%	24.6%	23.8%	24.1%	1.5%	-2.9%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.50	2.86	2.51	2.06	2.21	7.0%	-5.2%

Distracted driving crashes made up 20% of all crashes in 2018 and were responsible for 21% of all fatalities. While 72% of all distracted driving crashes occurred on urban roadways, 66% of the fatal distracted driving crashes occurred on rural roadways.

While only 17% of all distracted driving crashes involved a single vehicle, 22% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was over \$950 million dollars in 2018. This represents 23% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes where the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 9 fatal and 1,036 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 Distracted In or On Vehicle Fatal Crashes by Type of Distraction: 2018

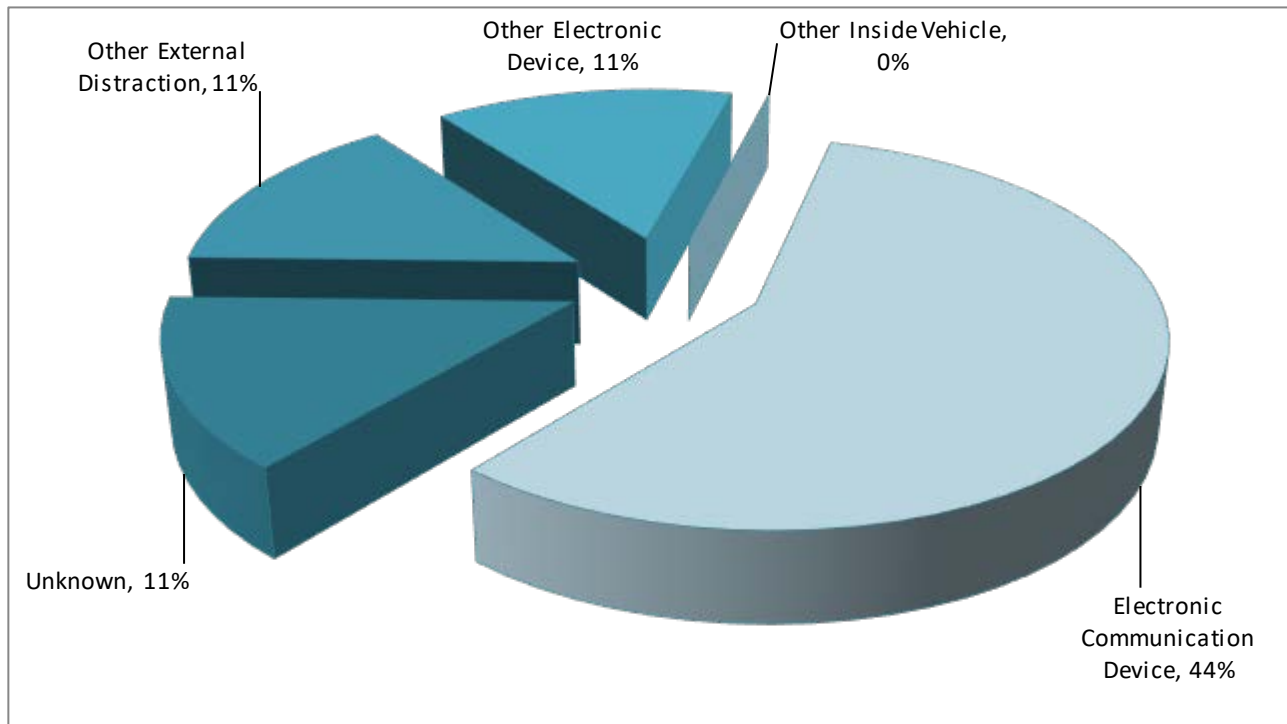
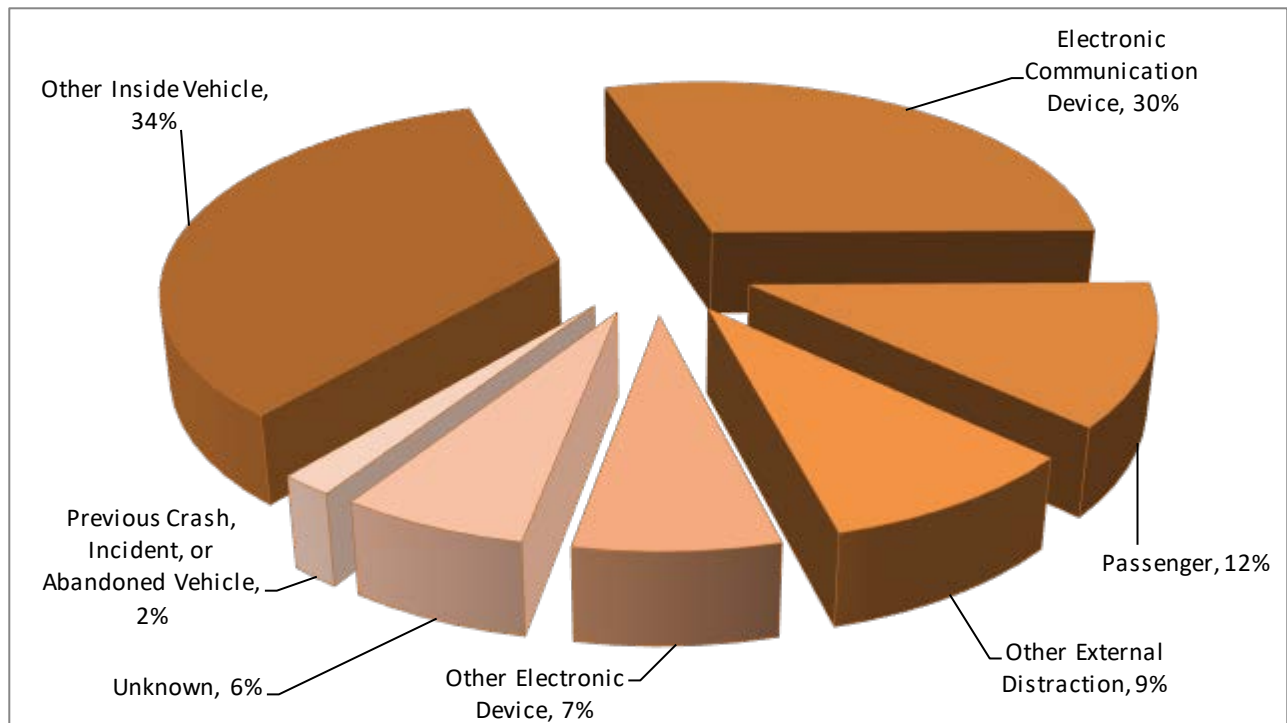


Figure 16
Percentage of Distracted In or On Vehicle Total Crashes by Type of Distraction: 2018



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2018, more than one out of every five crashes involved a youthful driver. In 2018, youthful drivers were involved in 2.5 times as many crashes as you would expect them to be and were 2.7 times as likely as all other drivers to be involved in a crash.

Table 36 Crashes Involving Youthful Drivers (15 to 19 Years Old): 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Total Crashes	4,668	5,374	5,622	5,464	5,244	-4.0%	5.6%
Fatalities	20	34	27	31	36	16.1%	21.4%
Suspected Serious Injury	198	270	238	225	230	2.2%	6.3%
Suspected Minor Injury	812	997	1,011	886	976	10.2%	3.9%
Possible Injuries	1,547	1,903	1,986	1,795	1,991	10.9%	5.9%
Drivers 15-19 in Fatal & Suspected Serious Injury Crashes	182	232	232	206	213	3.4%	5.4%
% of all Drivers in Fatal & Suspected Serious Injury Crashes	9.4%	12.0%	12.0%	10.7%	11.1%	3.4%	5.5%
Licensed Drivers 15-19	62,895	65,264	65,940	71,523	69,727	-2.5%	4.4%
% of Total Licensed Drivers	5.6%	5.7%	5.7%	5.9%	5.6%	-6.1%	2.0%
Driver Involvement Rate*	1.69	2.11	2.13	1.81	1.99	10.2%	3.5%
Teen Drivers in Fatal Crashes	19	32	25	27	29	7.4%	18.2%
Impaired Teen Drivers in Fatal Crashes	4	7	4	2	2	0.0%	-6.0%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	21.1%	21.9%	16.0%	7.4%	6.9%	-6.9%	-25.6%
<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 36 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 36 people killed in youthful driver crashes, 14 were the youthful drivers (2 were on motorcycles). Of the 12 youthful drivers of passenger motor vehicles, 8 (67%) were wearing seat belts.

Additionally, there were 4 teen passengers killed in motor vehicle crashes (all of them were killed in crashes involving a youthful driver). Of the 4 teen passenger motor vehicle passengers killed in crashes, none of them were wearing a seat belt.

While 74% of all crashes involving youthful drivers occurred in urban areas, 62% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2018, the economic cost of crashes involving youthful drivers was nearly \$771 million dollars. This represents 19% 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: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Total Crashes	22,134	24,018	25,328	25,851	24,031	-7.0%	5.3%
Fatal & Injury Crashes							
With EMS Response	5,602	6,142	6,476	6,024	6,213	3.1%	2.7%
% with EMS Response	66.8%	66.4%	67.7%	66.6%	66.8%	0.3%	-0.1%
Persons Killed or Injured in Crashes	11,954	13,423	13,917	13,214	13,535	2.4%	3.6%
Transported from Urban Areas	2,278	2,589	2,755	2,561	2,565	0.2%	4.3%
Transported from Rural Areas	2,288	2,321	2,503	2,273	2,288	0.7%	0.0%
Total Transported by EMS	4,566	4,910	5,258	4,834	4,853	0.4%	2.2%
% of Killed/Injured Transported	38.2%	36.6%	37.8%	36.6%	35.9%	-2.0%	-1.4%
Trapped and Extricated	459	504	491	480	523	9.0%	1.7%
Fatal/Serious Injuries Transported by Helicopter	110	173	178	154	155	0.6%	15.6%

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

Pedestrians in Crashes

Crashes involving pedestrians increased by 11% in 2018, and the number of pedestrians killed in motor vehicle crashes increased by 12%. Of all pedestrians involved in crashes in 2018, 97% received some degree of injury.

Table 38 Pedestrians in Crashes: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Pedestrian Crashes	232	207	236	219	244	11.4%	-1.3%
Fatalities	14	8	18	17	19	11.8%	25.5%
Suspected Serious Injury	55	51	66	79	71	-10.1%	13.9%
Suspected Minor Injury	87	103	102	75	88	17.3%	-3.0%
Possible Injuries	78	66	80	78	83	6.4%	1.1%
Pedestrians in Crashes	245	224	249	247	253	2.4%	0.6%
Pedestrian Fatal and Serious Injuries	69	59	81	95	89	-6.3%	13.4%
% of All Fatal and Serious Injuries	4.7%	3.8%	5.1%	6.4%	6.0%	-5.9%	13.3%
Impaired Fatal and Serious Injuries*	7	6	17	14	16	14.3%	50.5%
% of Ped Fatal & Serious Injuries	10.1%	10.2%	21.0%	14.7%	18.0%	22.0%	25.6%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	5	1	4	0	3	#DIV/0!	40.0%
4 to 14	35	46	29	28	39	39.3%	-3.0%
15 to 19	47	29	41	40	32	-20.0%	0.2%
20 to 24	25	26	34	28	34	21.4%	5.7%
25 to 34	29	30	27	33	31	-6.1%	5.2%
35 to 44	25	20	29	25	28	12.0%	3.7%
45 to 54	19	21	30	34	16	-52.9%	22.2%
55 to 64	21	19	31	21	29	38.1%	7.1%
65 and Older	24	22	22	22	26	18.2%	-2.8%
Missing/Unknown Age	4	2	0	8	10	100.0%	-116.7%
* 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 2018, all but three were 20 years of age or older. Impaired pedestrians were involved in 7% of all pedestrian crashes and 53% of fatal pedestrian crashes.

In 2018, the economic cost of crashes involving pedestrians was over \$242 million dollars. This represents 6% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

The number of bicycle crashes increased by 35% in 2018 and there were two bicyclists killed. Of the bicyclists involved in crashes in 2018, 96% received some degree of injury. Of all bicyclists involved in crashes in 2018, 20% were between the ages of 4 and 14.

Table 39 Bicyclists in Crashes: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Bicycle Crashes	296	286	319	223	302	35.4%	-7.3%
Fatalities	2	0	6	3	2	-33.3%	-16.7%
Suspected Serious Injury	41	36	52	29	50	72.4%	-4.0%
Suspected Minor Injury	152	149	158	128	132	3.1%	-5.0%
Possible Injuries	100	101	109	62	110	77.4%	-11.4%
Bicyclists in Crashes	305	353	322	224	302	34.8%	-7.8%
Bicycle Fatal and Serious Injuries	43	36	57	31	52	67.7%	-1.2%
% of All Fatal and Serious Injuries	2.9%	2.3%	3.6%	2.1%	3.5%	68.5%	-2.6%
Bicyclists in Crashes Wearing Helmets	82	63	76	45	69	53.3%	-14.4%
% of Bicyclists Wearing Helmets	26.9%	17.8%	23.6%	20.1%	22.8%	13.7%	-5.4%
Impaired Fatal and Serious Injuries*	2	0	2	5	1	-80.0%	50.0%
% of Bicycle Fatal & Serious Injuries	4.7%	0.0%	3.5%	16.1%	1.9%	-88.1%	119.9%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	1	1	1	0	0	0.0%	-33.3%
4 to 14	54	50	77	55	57	3.6%	6.0%
15 to 19	45	48	60	36	38	5.6%	-2.8%
20 to 24	55	44	41	21	32	52.4%	-25.2%
25 to 34	45	39	42	33	49	48.5%	-9.0%
35 to 44	36	35	34	13	35	169.2%	-22.5%
45 to 54	32	23	30	26	26	0.0%	-3.7%
55 to 64	19	28	14	21	26	23.8%	15.8%
65 and Older	6	5	10	6	24	300.0%	14.4%
Missing/Unknown Age	2	4	3	3	3	0.0%	25.0%
* 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 23%. However, 54% of the bicyclists, ages 55-64, involved in crashes were wearing helmets while only 10% of bicyclists the bicyclists ages 4-19 were wearing helmets and 25% of bicyclists ages 20 to 54 were wearing helmets.

In 2018, the economic cost of crashes involving bicyclists was nearly \$70 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 increased slightly in 2018 by 1%, but the number of motorcycle fatalities increased 46%. Of all motorcyclists involved in crashes in 2018, 86% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 32% of fatal motorcycle crashes involved impaired motorcyclists. Roughly four out of every ten motorcycle crashes (42%) were single-vehicle crashes and 51% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2018, 76% were 35 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 70% of those riders involved in crashes in 2018 were wearing a helmet. Only 56% of riders 18 and older involved in crashes were wearing helmets.

Table 40 Motorcyclists in Crashes: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Motorcycle Crashes	510	546	528	507	510	0.6%	-0.1%
Fatalities	25	28	22	26	38	46.2%	2.9%
Suspected Serious Injury	146	174	164	139	143	2.9%	-0.6%
Suspected Minor Injury	207	225	223	230	194	-15.7%	3.6%
Possible Injuries	87	131	123	123	145	17.9%	14.8%
Motorcyclists in Crashes	562	611	591	574	563	-1.9%	0.9%
Registered Motorcycles*	60,160	51,219	55,865	55,806	59,688	7.0%	-2.0%
Motorcyclists Wearing Helmets	328	347	329	341	319	-6.5%	1.4%
% Motorcyclists Wearing Helmets	58.4%	56.8%	55.7%	59.4%	56.7%	-4.6%	0.7%
Motorcycle Drivers in Crashes by Age							
0 to 14	4	3	3	3	3	0.0%	-8.3%
15 to 20	39	48	39	45	39	-13.3%	6.6%
21 to 24	51	52	49	54	47	-13.0%	2.1%
25 to 34	103	94	105	104	115	10.6%	0.7%
35 to 44	73	78	73	84	88	4.8%	5.2%
45 to 54	95	107	125	103	74	-28.2%	4.0%
55 to 64	95	115	100	84	91	8.3%	-2.7%
65 and up	52	49	37	49	50	2.0%	0.7%
Missing/Unknown	3	6	5	3	8	166.7%	14.4%
* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type							

In 2018, the economic cost of crashes involving motorcyclists was nearly \$486 million dollars. This represents 12% 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 : 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatal Crashes	22	30	35	42	44	4.8%	24.3%
Injury Crashes	539	586	612	729	708	-2.9%	10.8%
Total Crashes	1,613	1,768	2,009	2,468	2,286	-7.4%	15.4%
Commercial VMT (100 millions)	28.6	29.3	30.8	31.5	32.0	1.6%	3.3%
Fatal Crash Rate	0.8	1.0	1.1	1.3	1.4	3.1%	20.4%
Injury Crash Rate	18.9	20.0	19.9	23.1	22.1	-4.4%	7.2%
Total Crash Rate	56.4	60.3	65.2	78.2	71.3	-8.8%	11.7%

Table 42 presents the location of CMV crashes by severity and roadway type. While 47% of all CMV crashes occurred on rural roadways, 74% of fatal CMV crashes took place on rural roadways.

Table 42 Location of Commercial Motor Vehicle Crashes by Roadway Type: 2018								
	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	3	7.0%	49	6.9%	84	5.5%	136	6.0%
Rural	10	23.3%	83	11.8%	168	11.0%	261	11.4%
U.S. or State Highway								
Urban	7	16.3%	99	14.0%	207	13.5%	313	13.7%
Rural	18	41.9%	158	22.4%	294	19.2%	470	20.6%
Local								
Urban	1	2.3%	225	31.9%	540	35.3%	766	33.6%
Rural	4	9.3%	92	13.0%	238	15.5%	334	14.6%
Total	43	1.9%	706	31.0%	1,531	67.1%	2,280	

The largest percentage of all CMV crashes (48%) occurred on local roads, while the largest percentage of fatal CMV crashes (58%) 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 2014 to 2018.

Table 43 Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Bus							
Fatal Crashes	0	1	0	0	0	0.0%	0.0%
Injury Crashes	26	30	34	52	52	0.0%	27.2%
Property Damage Crashes	82	76	88	102	89	-12.7%	8.1%
Single Unit Truck							
Fatal Crashes	5	2	6	9	11	22.2%	63.3%
Injury Crashes	148	153	160	167	190	13.8%	4.1%
Property Damage Crashes	293	289	299	384	366	-4.7%	10.2%
Single Unit Truck with Trailer							
Fatal Crashes	3	1	1	0	1	100.0%	-55.6%
Injury Crashes	9	6	16	20	24	20.0%	52.8%
Property Damage Crashes	29	38	41	65	58	-10.8%	32.5%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	0	0	0	1	100.0%	0.0%
Injury Crashes	11	10	7	12	6	-50.0%	10.8%
Property Damage Crashes	22	20	21	27	25	-7.4%	8.2%
Semi with Single-Trailer Configurations							
Fatal Crashes	12	18	24	27	20	-25.9%	31.9%
Injury Crashes	222	225	221	257	220	-14.4%	5.3%
Property Damage Crashes	391	442	511	589	559	-5.1%	14.6%
Semi with Double-Trailer Configurations							
Fatal Crashes	1	4	3	3	5	66.7%	91.7%
Injury Crashes	32	30	34	31	36	16.1%	-0.6%
Property Damage Crashes	56	68	58	88	72	-18.2%	19.5%
Semi with Triple-Trailer Configurations							
Fatal Crashes	0	0	0	3	1	-66.7%	33.3%
Injury Crashes	3	4	2	4	3	-25.0%	27.8%
Property Damage Crashes	8	6	6	5	12	140.0%	-13.9%

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

Table 44 shows different vehicle types as a percent of all vehicles in crashes.

<p>Table 44 Vehicles in All Crashes by Vehicle Type: 2014-2018</p>							
Vehicle Type	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Passenger Cars	18,471	19,786	20,461	19,820	18,688	-5.7%	2.5%
%	47.1%	46.0%	45.0%	42.6%	42.6%	0.0%	-3.3%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	17,901	20,228	21,861	23,292	21,834	-6.3%	9.2%
%	45.7%	47.1%	48.0%	50.0%	49.8%	-0.6%	3.1%
Medium Trucks*	501	500	532	654	661	1.1%	9.7%
%	1.3%	1.2%	1.2%	1.4%	1.5%	7.2%	3.9%
Large Trucks**	788	851	921	1,095	998	-8.9%	11.7%
%	2.0%	2.0%	2.0%	2.4%	2.3%	-3.3%	5.7%
Buses	108	107	122	155	142	-8.4%	13.4%
%	0.3%	0.2%	0.3%	0.3%	0.3%	-2.8%	7.4%
Motorcycles	523	561	546	533	520	-2.4%	0.7%
%	1.3%	1.3%	1.2%	1.1%	1.2%	3.5%	-4.9%
All Other***	914	946	1,057	1,000	1,038	3.8%	3.3%
%	2.3%	2.2%	2.3%	2.1%	2.4%	10.1%	-2.5%
TOTALS	39,206	42,979	45,500	46,549	43,881	-5.7%	5.9%
<p><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></p>							

Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2018, there were 6,182 people involved in CMV crashes. Occupants of passenger vehicles comprised 53% of the people involved in CMV crashes. Of the 51 fatalities that occurred in CMV crashes, 69% were occupants of passenger cars, pickups, vans, or other vehicles while 18% were occupants of CMV's.

Table 45 Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2018					
Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	9	14	21	7	51
% of Fatalities	17.6%	27.5%	41.2%	13.7%	0.8%
Suspected Serious Injury	26	36	48	10	120
% of Serious Injuries	21.7%	30.0%	40.0%	8.3%	1.9%
Suspected Minor Injury	114	96	159	13	382
% of Minor Injuries	29.8%	25.1%	41.6%	3.4%	6.2%
Possible Injuries	116	140	289	12	557
% of Possible Injuries	20.8%	25.1%	51.9%	2.2%	9.0%
Non-Injury	2,581	758	1,694	39	5,072
% of Non- Injury	50.9%	14.9%	33.4%	0.8%	82.0%
Column Totals	2,846	1,044	2,211	81	6,182
(% OF TOTAL)	46.0%	16.9%	35.8%	1.3%	
<i>*SUV is an acronym for Sport Utility Vehicles.</i> <i>**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.</i>					

In 2018, the economic cost of crashes involving commercial motor vehicles was nearly \$673 million dollars. This represents 16% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46 Crashes in Work Zones: 2014-2018							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Work Zone Crashes	407	444	324	453	630	39.1%	7.3%
Fatalities	1	2	0	9	10	11.1%	33.3%
Suspected Serious Injury	34	27	19	16	34	112.5%	-22.0%
Suspected Minor Injury	108	95	59	73	100	37.0%	-8.7%
Possible Injuries	204	222	96	166	197	18.7%	8.3%
% All Crashes	1.8%	1.8%	1.3%	1.8%	2.6%	49.6%	2.2%
Workers Injured	0	1	0	1	1	0.0%	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 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 a flashing arrow-board trailer in Ada County in 2017. A flagger was struck in 2018 in Canyon County.

Single-vehicle crashes comprised 19% of the crashes in work zones in 2018. Overturn (27%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Animal-Wild (12%), Other Object – Not Fixed (9%), Embankment (7%), Concrete Traffic Barrier (6%), Other (6%), and Traffic Sign Support (5%).

The majority of work zone crashes involve multiple vehicles and Rear End (55%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (16%), Angle Turning (6%), and Angle (6%).

Table 47 shows work zone crashes by road type.

Table 47 Work Zone Crashes by Roadway Type: 2018								
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	1	0.0%	47	22.0%	97	23.7%	145	23.0%
Rural	3	0.0%	47	22.0%	68	16.6%	118	18.7%
U.S. or State Highway								
Urban	0	0.0%	28	13.1%	49	12.0%	77	12.2%
Rural	1	0.0%	21	9.8%	54	13.2%	76	12.1%
Local								
Urban	0	0.0%	64	29.9%	129	31.5%	193	30.6%
Rural	1	0.0%	7	3.3%	13	3.2%	21	3.3%
Total	6	1.0%	214	34.0%	410	65.1%	630	

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: 2018				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	59	102	161
District 2	0	6	14	20
District 3	3	76	150	229
District 4	2	41	70	113
District 5	1	21	47	69
District 6	0	11	27	38
Statewide	6	214	410	630

In 2018, the economic cost of crashes in work zones was nearly \$148 million dollars. This represents 4% 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.

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

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

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

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

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

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

Glossary of Terms (Continued)

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

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

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

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

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

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

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

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

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

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

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

References and Notes

1. U.S. Department of Transportation, Federal Highway Administration, Memorandum: Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2014 Adjustment, June 13, 2014.
2. Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May (Revised)). The economic and societal impact of motor vehicle crashes, 2010. (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration.
3. Kahane, Charels J., Fatality Reduction by Safety Belts for Front-Seat Occupants of Cars and Light Trucks, December 2000, Washington D.C.: U.S Department of Transportation, National Highway Traffic Safety Administration, DOT HS 809 199.
4. Haddon and S. Baker, "Injury Control", Chapter 8, Preventive and Community Medicine, Edited by C. Clark and B. MacMahon, Title Brown and Co., New York, 1987.
5. Highway District boundaries: District I - North Idaho (Boundary, Bonner, Kootenai, Benewah, and Shoshone Counties), District II - North Central Idaho (Latah, Nez Perce, Lewis, Clearwater, and Idaho Counties), District III - Southwest Idaho (Adams, Valley, Washington, Payette, Gem, Boise, Canyon, Ada, Owyhee, and Elmore Counties), District IV - South Central Idaho (Camas, Blaine, Gooding, Lincoln, Minidoka, Jerome, Twin Falls, and Cassia Counties), District V - Southeast Idaho (Bingham, Power, Bannock, Caribou, Oneida, Franklin, and Bear Lake Counties) and District VI - Eastern Idaho (Lemhi, Custer, Butte, Clark, Fremont, Jefferson, Madison, Teton, and Bonneville Counties).
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

APPENDIX A: Maps of Fatal Crash Locations in 2018

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

2018 Fatal Crash Locations

Legend

★ Statewide\$ Events

StateHighwayUpdateFile

PREFIX

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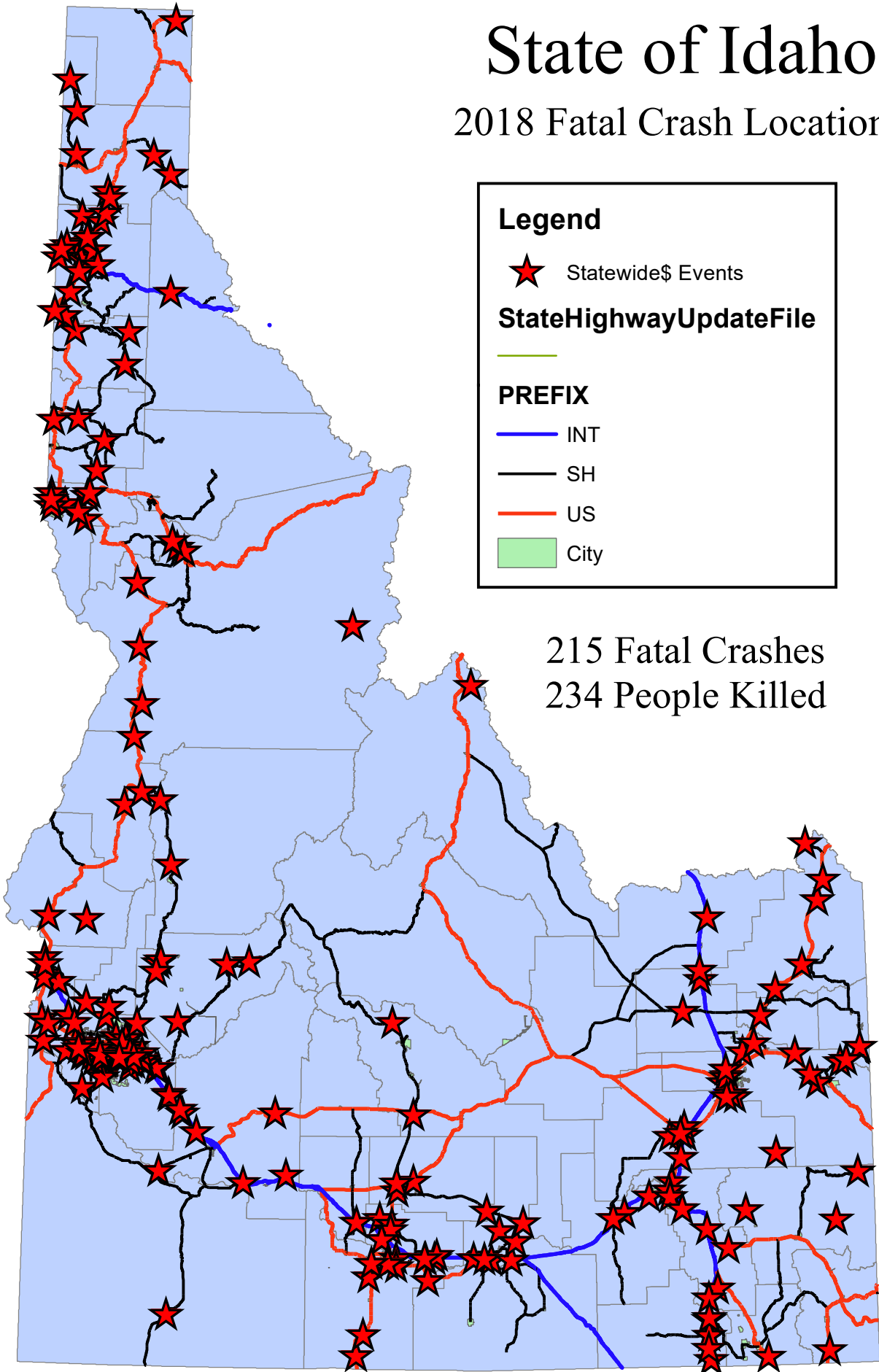
— SH

— US

City

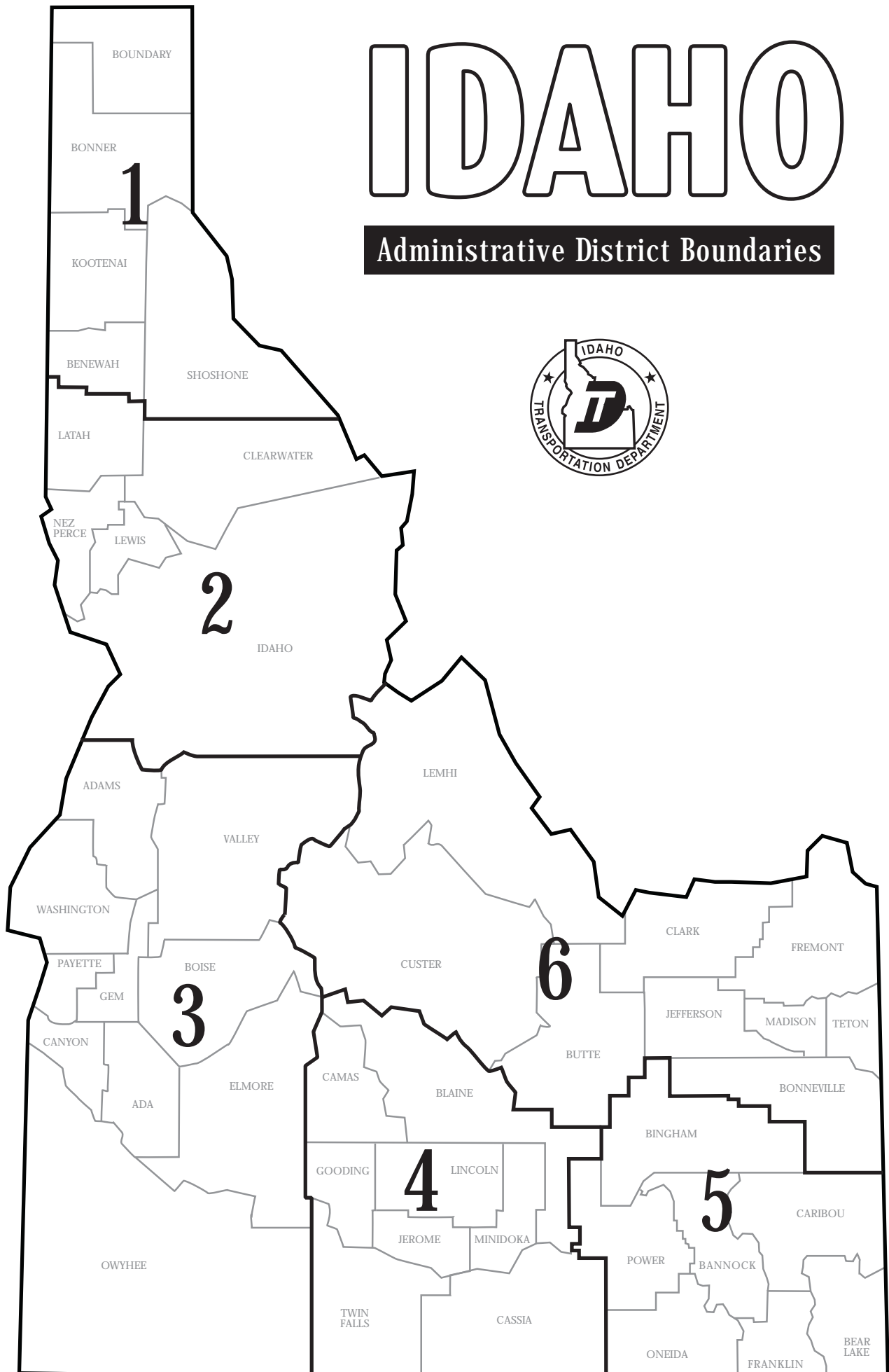
215 Fatal Crashes

234 People Killed



IDAHO

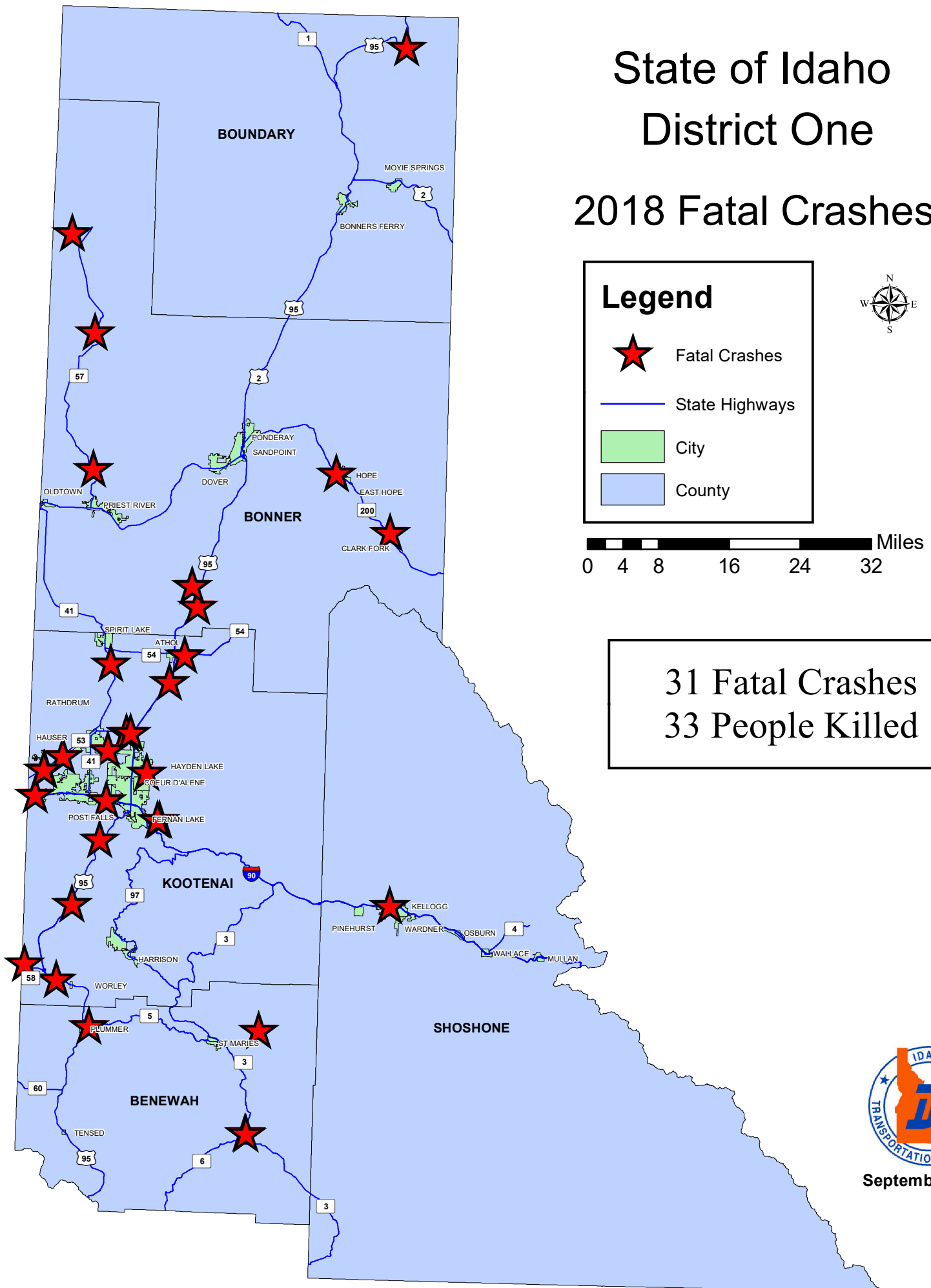
Administrative District Boundaries



State of Idaho

District One

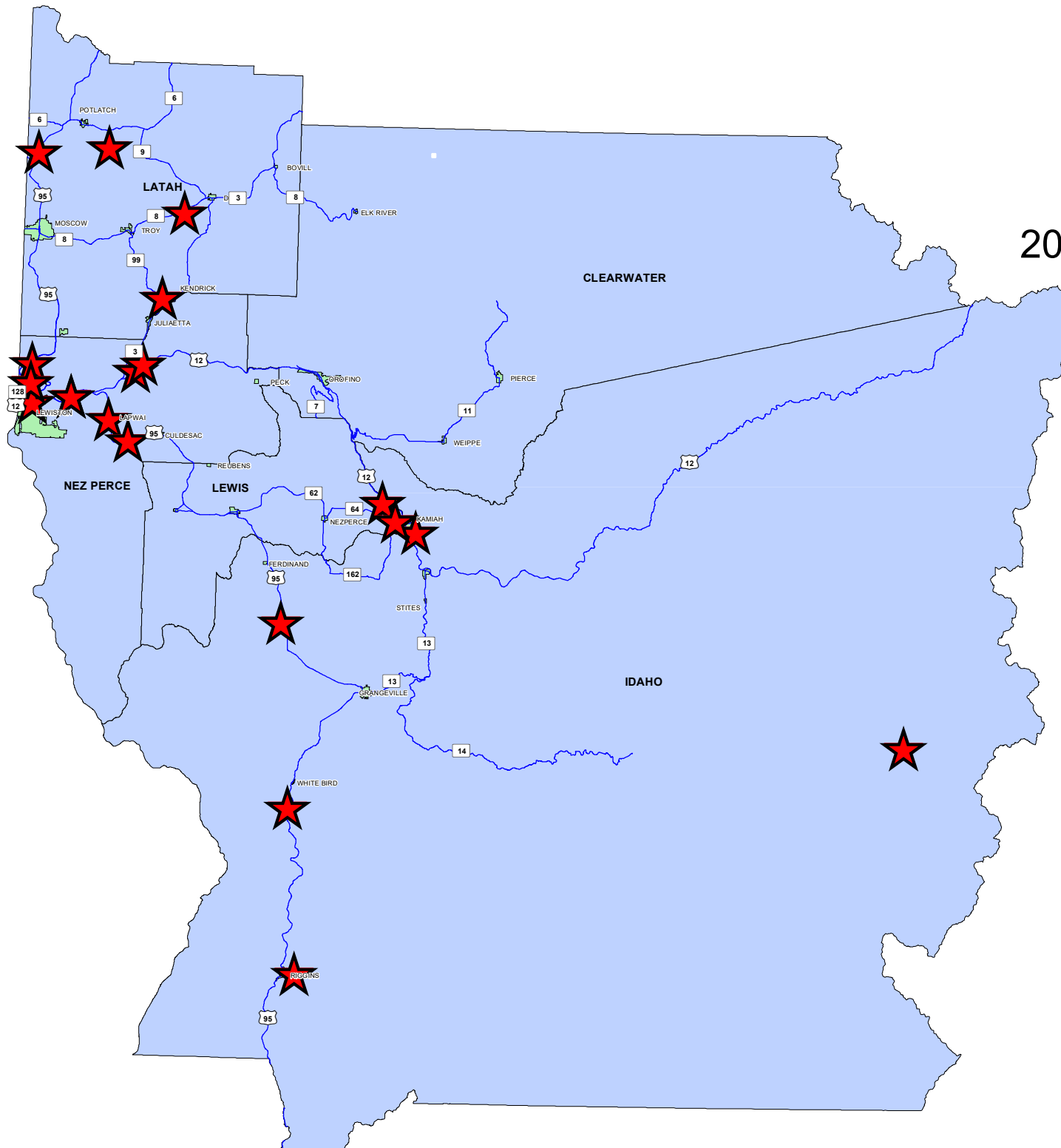
2018 Fatal Crashes



State of Idaho

District Two

2018 Fatal Crash Locations



Legend



Fatal Crashes



State Highways



City



County



0 4 8 16 24 32 Miles

20 Fatal Crashes
24 People Killed

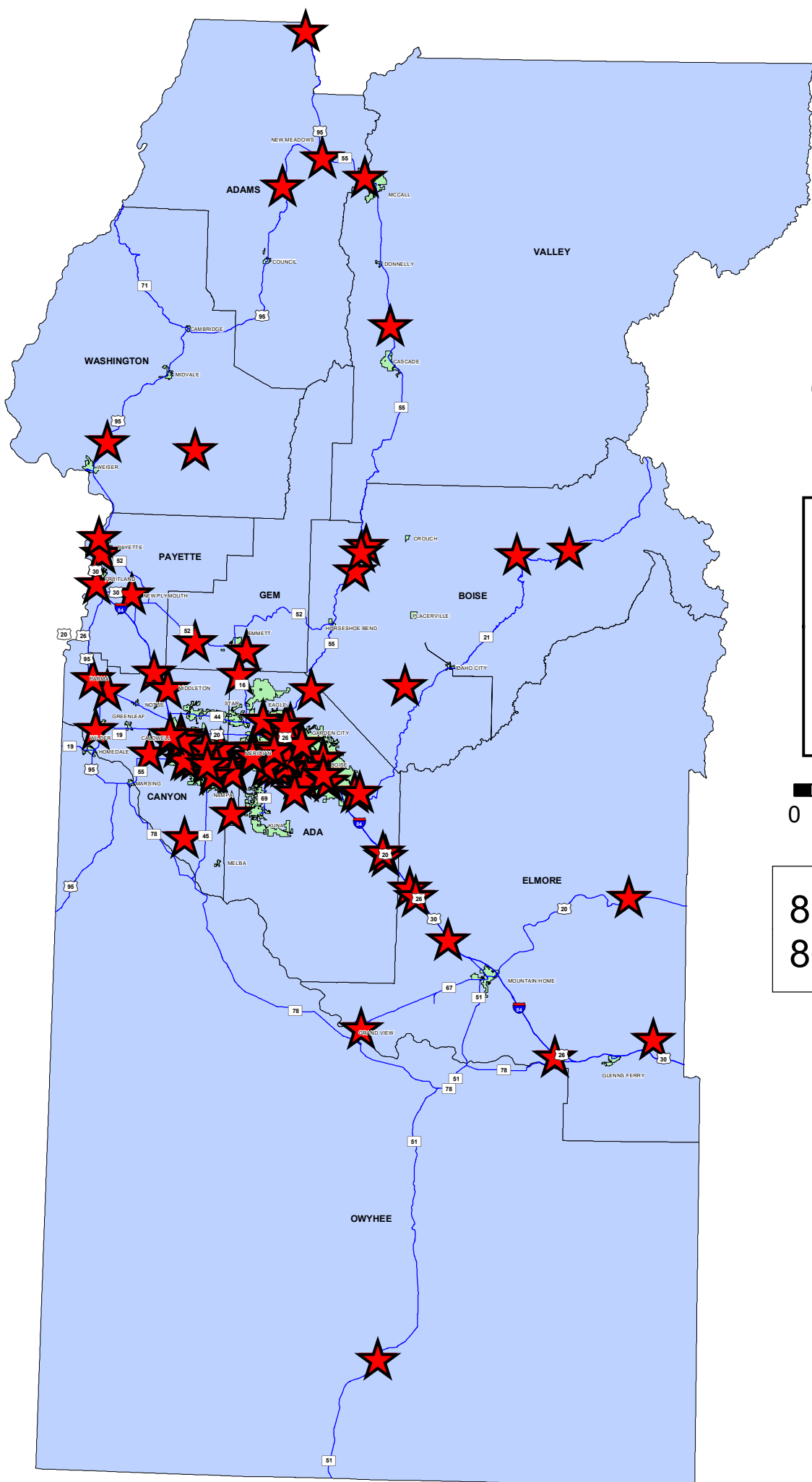


September 2019

State of Idaho

District Three

2018 Fatal Crash Locations



Legend



Fatal Crashes

State Highways

Cities

Counties



0 5 10 20 30 40 Miles

80 Fatal Crashes
86 People Killed

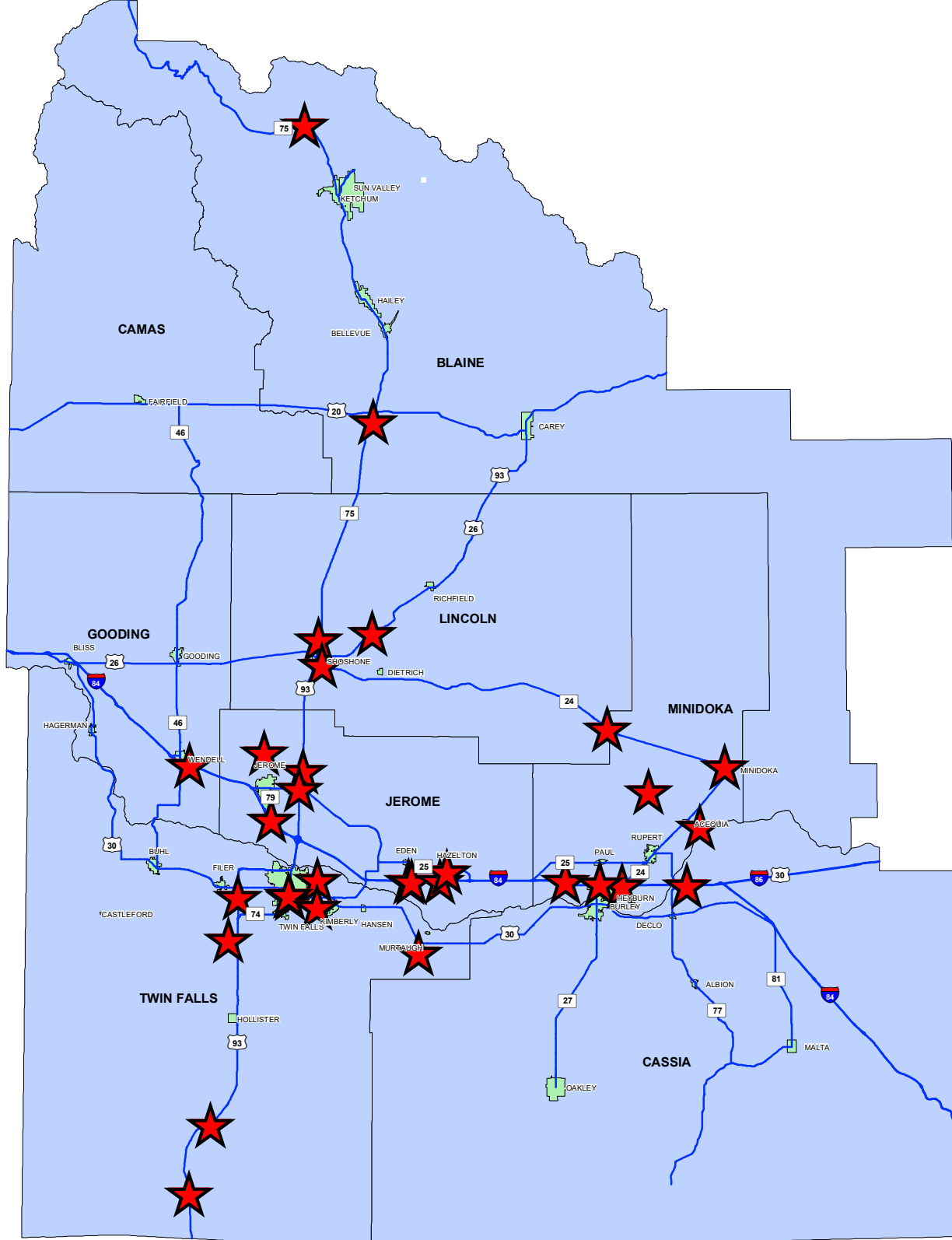


September 2019

State of Idaho

District Four

2018 Fatal Crash Locations



Legend



Fatal Crashes



State Highways



City



County



0 3.75 7.5 15 22.5 30 Miles

31 Fatal Crashes
34 People Killed

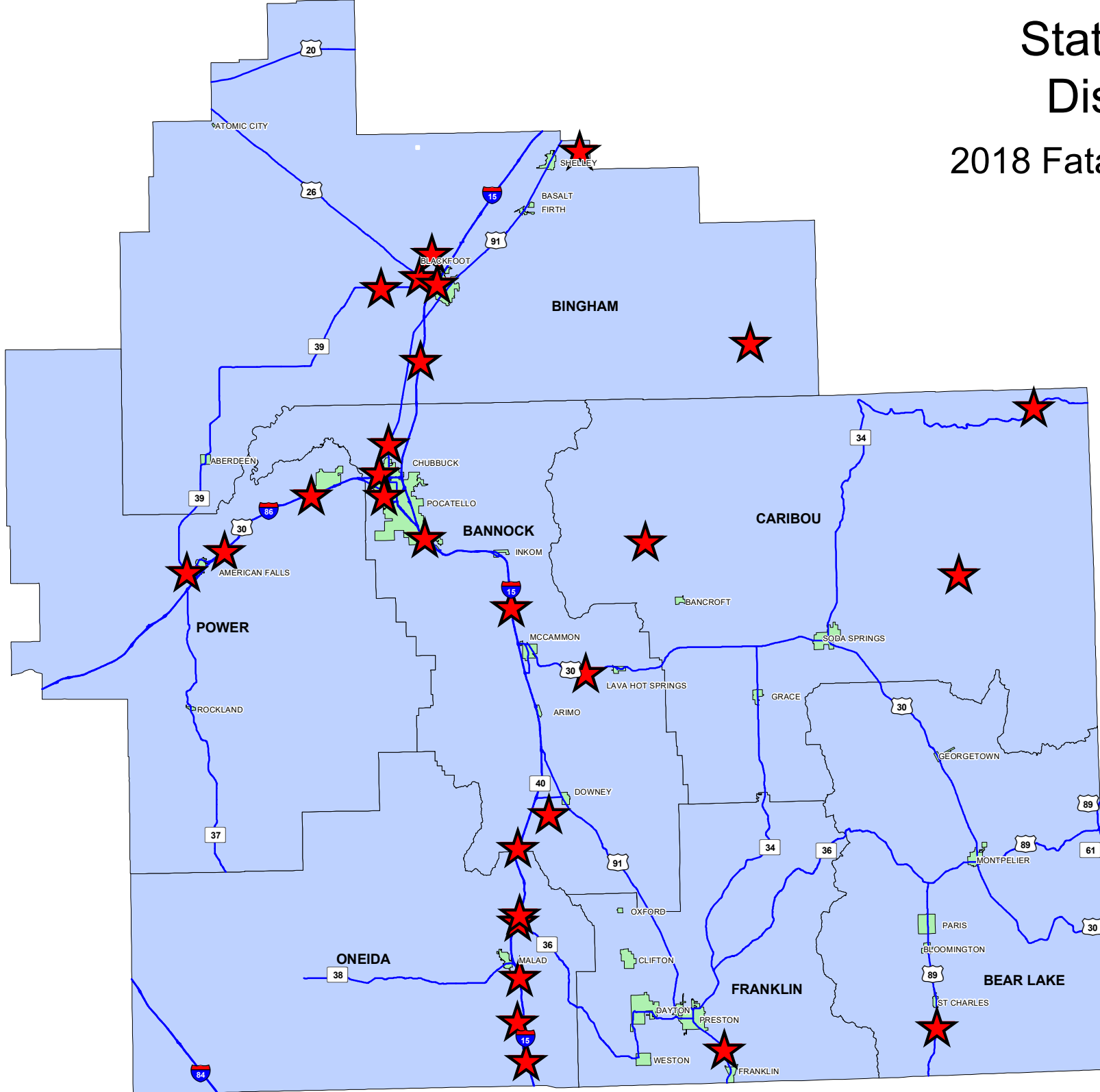


September 2019





State of Idaho

District Five

2018 Fatal Crash Locations



Legend

-  Fatal Crashes
-  State Highways
-  City
-  County



28 Fatal Crashes
30 People Killed



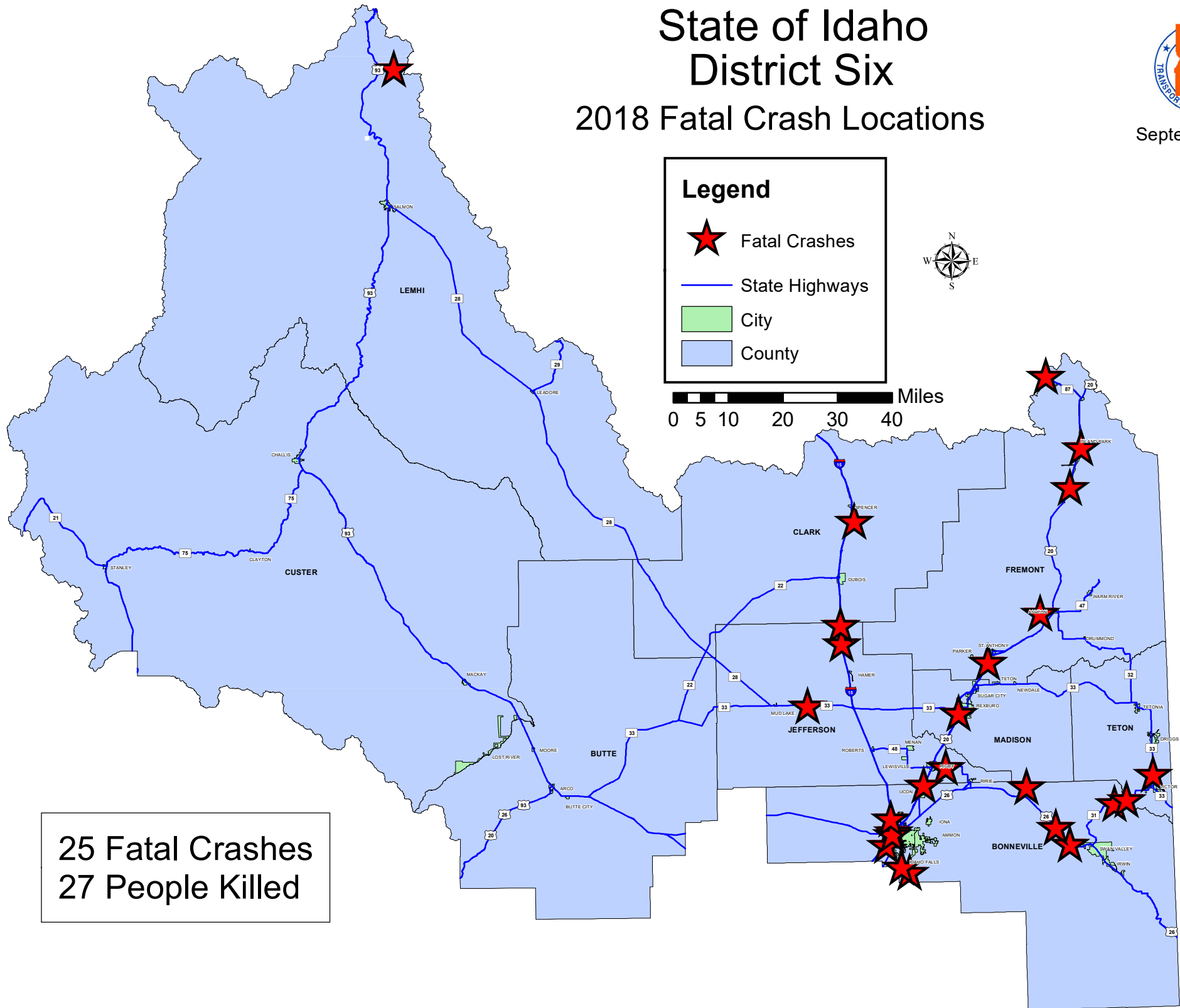
September 2019

State of Idaho District Six

2018 Fatal Crash Locations



September 2019



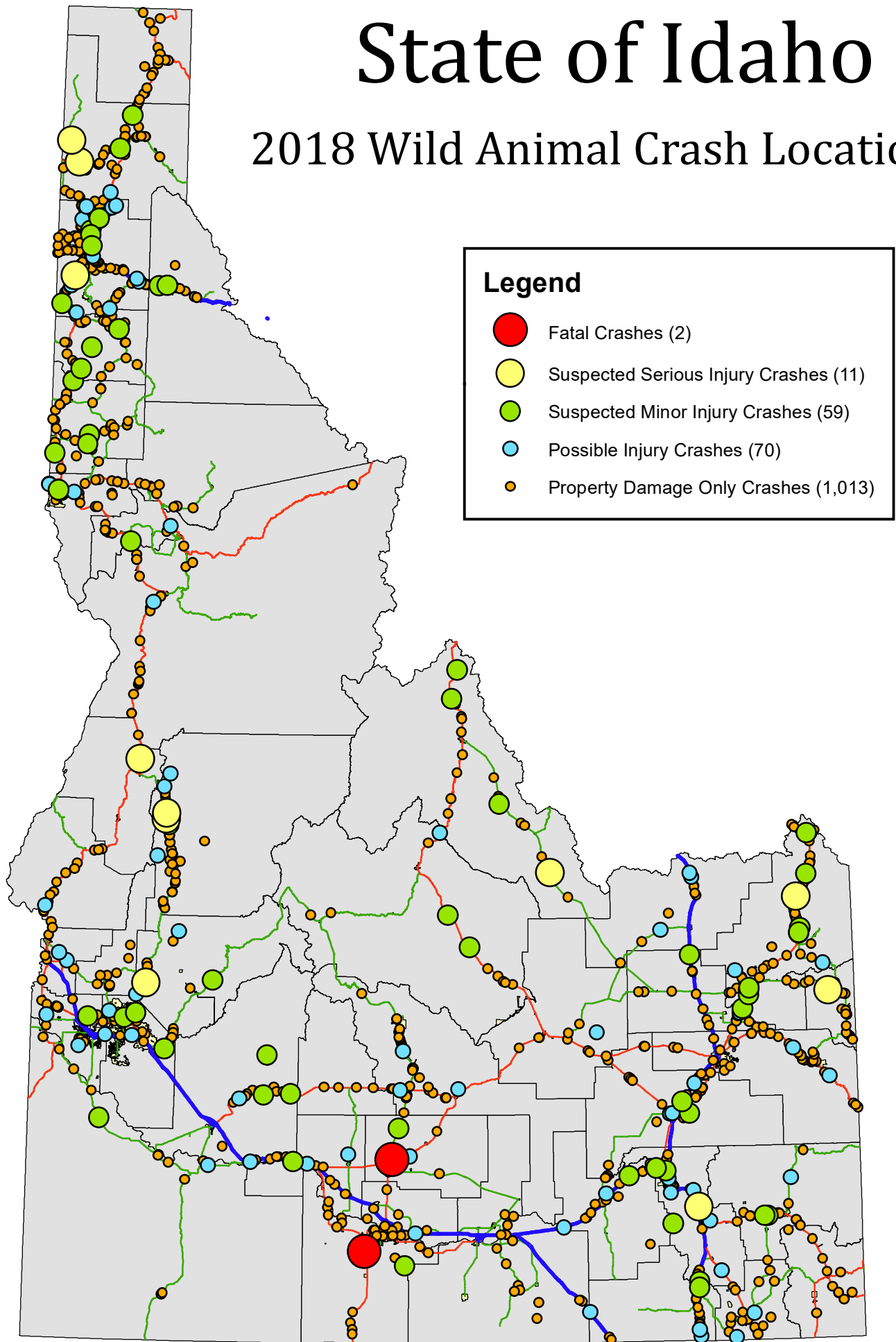
25 Fatal Crashes
27 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2018

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

2018 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: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

I-15	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	5	8	3	4	7	8	10	8	7	13
Fatalities	5	8	4	4	9	10	10	8	7	13
Total Crashes	483	638	386	357	365	263	359	488	583	397
Average Daily Traffic	10,020	10,020	10,590	10,710	10,710	11,110	11,870	12,380	13,824	14,348
Fatal Crash Rate	0.70	1.12	0.40	0.52	0.91	1.01	1.18	0.90	0.79	1.27
Total Crash Rate	67.38	89.00	50.95	46.59	47.64	33.09	42.28	55.10	65.83	38.68

I-84	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	16	15	4	17	15	11	16	30	22	21
Fatalities	18	22	5	20	15	11	19	31	24	26
Total Crashes	1,112	1,051	873	884	927	799	883	947	928	972
Average Daily Traffic	18,990	18,990	19,810	20,780	20,780	21,740	23,010	24,580	26,734	27,498
Fatal Crash Rate	0.84	0.79	0.20	0.81	0.72	0.50	0.69	1.21	0.89	0.76
Total Crash Rate	58.20	55.01	43.80	42.28	44.34	36.53	38.14	38.29	37.52	35.13

I-86	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	2	3	2	2	2	2	1	0	2
Fatalities	1	3	6	2	2	2	2	1	0	2
Total Crashes	125	118	72	78	110	76	84	128	124	96
Average Daily Traffic	7,860	7,860	8,190	8,240	8,240	8,430	9,030	9,430	9,806	10,432
Fatal Crash Rate	0.55	1.11	1.60	1.06	1.06	1.03	0.97	0.46	0.00	0.84
Total Crash Rate	69.32	65.44	38.32	41.26	58.19	39.30	40.55	59.17	57.32	40.12

I-90	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	2	2	7	1	1	3	3	4	6	1
Fatalities	3	2	7	1	2	4	3	4	7	1
Total Crashes	305	295	312	297	318	281	326	345	411	365
Average Daily Traffic	17,476	17,476	17,476	17,643	17,640	18,320	19,270	20,500	21,044	21,607
Fatal Crash Rate	0.42	0.42	1.49	0.21	0.21	0.61	0.57	0.72	1.09	0.17
Total Crash Rate	64.71	62.59	66.20	62.42	66.84	56.87	62.45	62.13	74.34	62.64

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

I-184	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	0	0	0	0	0	0	0	1	0
Fatalities	1	0	0	0	0	0	0	0	1	0
Total Crashes	38	26	34	46	44	49	35	49	45	56
Average Daily Traffic	55,820	55,820	56,600	57,880	57,880	58,300	60,790	64,930	71,452	74,232
Fatal Crash Rate	1.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.17	0.00
Total Crash Rate	51.52	35.25	45.46	60.15	57.53	63.61	43.57	57.11	52.45	57.09

US 2	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	0	4	2	2	3	1	1	0	0
Fatalities	1	0	4	2	2	3	1	1	0	0
Total Crashes	86	65	73	66	65	76	105	94	96	78
Average Daily Traffic	4,503	4,503	4,452	4,382	4,860	4,630	4,640	4,720	4,818	4,796
Fatal Crash Rate	1.32	0.00	5.32	2.70	2.44	3.84	1.28	1.26	0.00	0.00
Total Crash Rate	113.12	85.50	97.14	89.22	79.23	97.19	134.05	117.97	120.43	96.31

US 12	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	3	3	3	4	0	10	3	5	2	4
Fatalities	4	3	4	4	0	11	3	5	2	4
Total Crashes	150	160	168	146	166	162	192	141	159	159
Average Daily Traffic	1,901	1,901	1,990	1,959	1,960	2,000	2,040	2,110	2,059	2,098
Fatal Crash Rate	2.56	2.56	2.45	3.32	0.00	8.15	2.39	3.85	1.54	3.10
Total Crash Rate	128.11	136.65	137.05	121.00	137.51	132.02	152.81	108.49	122.34	123.03

US 20	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	6	8	4	4	9	7	9	6	5	9
Fatalities	6	10	4	4	9	8	9	6	6	10
Total Crashes	761	835	786	733	748	777	928	876	1,147	1,060
Average Daily Traffic	5,960	5,960	5,767	5,830	5,880	6,090	6,640	6,760	7,254	7,471
Fatal Crash Rate	0.89	1.18	0.62	0.61	1.35	1.02	1.23	0.81	0.65	1.06
Total Crash Rate	112.72	123.68	121.89	112.44	112.36	113.53	126.93	117.69	149.74	125.21

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

US 26	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	4	0	1	3	2	3	2	6	2	3
Fatalities	4	0	1	3	2	3	2	6	2	3
Total Crashes	191	173	126	116	132	105	149	154	171	158
Average Daily Traffic	3,161	3,161	2,906	2,917	2,920	2,950	2,940	3,250	3,293	3,334
Fatal Crash Rate	2.69	0.00	0.73	2.18	1.46	2.17	1.45	3.93	1.31	1.92
Total Crash Rate	128.66	116.53	91.96	84.34	96.26	75.79	107.92	100.90	112.03	100.91

US 30	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	3	2	2	4	4	5	4	6	7	3
Fatalities	3	3	2	4	4	7	5	8	11	3
Total Crashes	278	250	249	285	244	238	276	278	374	287
Average Daily Traffic	3,651	3,651	3,569	3,587	3,580	3,510	3,570	3,640	3,419	3,544
Fatal Crash Rate	1.17	0.78	0.80	1.59	1.59	2.04	1.59	2.34	2.73	1.20
Total Crash Rate	108.27	97.36	99.20	112.98	96.94	97.13	109.96	108.63	146.11	115.15

US 89	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	0	0	0	1	0	0	2	1	1
Fatalities	4	0	0	0	1	0	0	2	1	1
Total Crashes	37	38	34	39	24	31	32	30	38	20
Average Daily Traffic	1,591	1,591	1,509	1,506	1,510	1,480	1,660	1,730	1,709	1,839
Fatal Crash Rate	3.94	0.00	0.00	0.00	4.18	0.00	0.00	7.29	3.62	3.40
Total Crash Rate	145.63	149.57	141.09	162.07	100.21	131.13	121.54	109.33	137.51	68.08

US 91	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	2	2	1	4	4	0	0	6	2	2
Fatalities	2	4	1	4	5	0	0	6	2	3
Total Crashes	300	331	273	270	294	235	270	310	283	255
Average Daily Traffic	4,516	4,516	4,466	4,466	4,410	4,410	4,570	4,610	4,692	4,868
Fatal Crash Rate	1.41	1.41	0.71	2.85	2.90	0.00	0.00	4.14	1.38	1.31
Total Crash Rate	211.51	233.37	194.80	192.68	199.29	168.68	194.77	213.77	201.35	166.53

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

US 93	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	8	8	4	9	4	3	6	5	9	6
Fatalities	8	9	4	9	4	3	6	5	9	8
Total Crashes	353	326	240	204	221	190	257	261	251	216
Average Daily Traffic	2,101	2,101	1,797	1,792	1,930	2,000	2,170	2,180	2,277	2,308
Fatal Crash Rate	2.43	2.43	1.45	3.27	1.34	0.97	1.79	2.07	2.67	1.68
Total Crash Rate	107.22	99.02	115.79	108.15	97.41	93.35	114.62	130.69	141.35	60.46

US 95	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	24	14	13	6	14	15	17	16	23	16
Fatalities	31	15	16	8	16	15	20	18	26	17
Total Crashes	1,117	1,118	1,045	1,018	929	967	1,111	1,079	1,048	959
Average Daily Traffic	4,764	4,764	4,815	4,760	4,730	4,920	5,170	5,260	5,236	5,355
Fatal Crash Rate	2.56	1.49	1.37	0.65	1.55	1.57	1.69	1.56	2.24	1.53
Total Crash Rate	119.26	119.37	110.28	109.72	102.62	100.99	110.19	105.19	102.06	91.74

SH 1	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	4	8	12	5	3	6	3	1	6	4
Average Daily Traffic	760	820	780	810	810	810	810	860	847	846
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	117.43	217.68	343.27	137.73	82.64	165.28	82.64	25.94	156.79	106.25

SH 3	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	1	1	1	2	4	1	2	2	2
Fatalities	1	1	1	1	2	4	1	2	2	2
Total Crashes	91	93	100	97	79	82	94	92	103	92
Average Daily Traffic	1,495	1,495	1,476	1,437	1,430	1,560	1,550	1,560	1,559	1,543
Fatal Crash Rate	1.70	1.70	1.73	1.78	3.57	6.55	1.65	3.28	6.55	3.31
Total Crash Rate	154.84	158.24	172.98	172.42	141.14	140.82	166.50	160.52	194.85	152.28

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 5	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	2	0	0	1	0	1
Fatalities	0	0	0	0	2	0	0	1	0	2
Total Crashes	27	23	23	33	24	22	17	29	31	25
Average Daily Traffic	2,350	2,350	2,340	2,530	2,680	2,610	2,610	2,610	2,616	2,774
Fatal Crash Rate	0.00	0.00	0.00	0.00	10.70	0.00	0.00	5.48	0.00	5.16
Total Crash Rate	45.57	38.82	38.82	187.14	128.40	120.73	93.23	159.05	170.01	129.01

SH 6	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	0	1	0	1	1	0	0	0
Fatalities	0	1	0	2	0	2	1	0	0	0
Total Crashes	33	23	24	23	18	24	21	28	24	16
Average Daily Traffic	1,126	1,126	1,141	1,105	1,100	1,160	1,180	1,180	1,172	1,154
Fatal Crash Rate	0.00	6.16	0.00	6.28	0.00	5.98	5.88	0.00	0.00	0.00
Total Crash Rate	203.34	141.72	146.01	144.42	113.57	143.59	123.52	164.69	141.16	96.22

SH 7	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	13	10	3	7	5	8	8	2	4	6
Average Daily Traffic	1,480	940	940	780	780	750	750	620	625	670
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	149.10	180.58	54.17	152.34	108.81	181.06	181.06	54.76	109.51	152.00

SH 8	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	1	0	4	0	0	0	3	1
Fatalities	0	1	1	0	4	0	0	0	3	1
Total Crashes	97	114	109	91	108	126	105	100	127	86
Average Daily Traffic	2,631	2,631	2,522	2,601	2,600	2,520	2,520	2,560	2,581	2,626
Fatal Crash Rate	0.00	1.96	2.04	0.00	7.93	0.00	0.00	0.00	6.04	1.96
Total Crash Rate	189.94	223.23	222.64	180.29	214.02	257.61	214.68	201.26	255.60	168.71

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 9	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	1	0	0	0	0	0
Fatalities	0	0	0	0	1	0	0	0	0	0
Total Crashes	5	4	4	3	5	6	3	6	8	2
Average Daily Traffic	850	850	850	830	830	1,030	1,030	1,030	1,025	909
Fatal Crash Rate	0.00	0.00	0.00	0.00	24.41	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	119.18	95.35	95.35	73.23	122.06	118.03	59.01	118.03	157.37	44.57

SH 11	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	0	0	0	0	0	1	0	0	0
Fatalities	1	0	0	0	0	0	1	0	0	0
Total Crashes	14	14	10	14	7	13	11	11	6	14
Average Daily Traffic	790	790	790	870	870	670	680	680	673	682
Fatal Crash Rate	8.15	0.00	0.00	0.00	0.00	0.00	9.47	0.00	0.00	0.00
Total Crash Rate	114.13	114.13	32.61	14.81	7.40	124.96	104.18	104.18	56.83	132.24

SH 13	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	0	1	1	0	1	2	1	0
Fatalities	0	1	0	1	1	0	1	2	1	0
Total Crashes	11	28	16	18	23	10	17	11	20	17
Average Daily Traffic	1,350	1,350	1,330	1,690	1,690	1,720	1,650	1,650	1,683	1,684
Fatal Crash Rate	0.00	7.69	0.00	6.14	6.14	0.00	6.29	12.58	6.29	0.00
Total Crash Rate	84.59	215.32	124.89	110.57	141.29	60.36	106.96	69.21	125.84	104.83

SH 14	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	0	0	0	1	0	0
Fatalities	0	0	0	0	0	0	0	1	0	0
Total Crashes	4	5	7	3	3	9	0	5	5	3
Average Daily Traffic	340	340	340	340	340	280	280	280	278	282
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.76	0.00	0.00
Total Crash Rate	65.10	81.37	113.92	48.82	48.82	177.85	0.00	98.81	98.81	58.80

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 16	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	2	0	1	2	0	1	1	3	0	2
Fatalities	2	0	1	2	0	1	1	3	0	2
Total Crashes	40	34	32	38	34	47	58	37	58	44
Average Daily Traffic	7,900	7,900	7,840	7,660	8,060	7,730	8,110	8,810	9,452	11,148
Fatal Crash Rate	4.98	0.00	2.51	5.14	0.00	2.21	2.11	5.83	0.00	3.07
Total Crash Rate	99.61	84.66	80.29	97.73	83.10	104.08	122.42	66.06	120.47	67.56

SH 19	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	2	0	0	2	1	1	0	2	0
Fatalities	0	2	0	0	3	1	1	0	2	0
Total Crashes	34	43	33	28	36	49	64	64	60	45
Average Daily Traffic	5,293	5,293	5,205	5,192	5,190	5,780	5,840	6,250	6,715	8,056
Fatal Crash Rate	0.00	6.42	0.00	0.00	6.55	2.94	2.91	0.00	5.44	0.00
Total Crash Rate	109.21	138.12	104.52	101.52	114.65	164.72	192.14	176.81	165.93	94.96

SH 21	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	3	2	3	2	1	2	4	2	3	3
Fatalities	3	2	3	2	1	2	4	2	3	3
Total Crashes	71	69	54	37	55	46	60	67	65	60
Average Daily Traffic	1,113	1,113	1,006	1,043	1,050	1,090	1,110	1,160	1,227	1,290
Fatal Crash Rate	5.85	3.90	6.47	4.16	2.07	3.98	7.82	3.74	5.61	5.05
Total Crash Rate	138.49	134.59	116.51	77.05	113.72	91.62	117.35	125.39	121.65	101.00

SH 22	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	1	0	1	0	0	0
Fatalities	0	0	0	0	1	0	1	0	0	0
Total Crashes	5	6	1	4	7	3	2	5	4	8
Average Daily Traffic	300	300	300	300	300	450	440	460	478	478
Fatal Crash Rate	0.00	0.00	0.00	0.00	20.79	0.00	14.17	0.00	0.00	0.00
Total Crash Rate	103.93	124.71	20.79	83.14	145.50	41.57	28.34	67.78	54.22	104.34

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 24	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	3	1	1	0	0	1	1	1	2
Fatalities	1	4	1	2	0	0	1	1	1	2
Total Crashes	28	34	32	30	35	36	31	45	34	28
Average Daily Traffic	1,392	1,392	1,388	1,414	1,410	1,530	1,530	1,520	1,549	1,578
Fatal Crash Rate	2.93	8.78	2.94	2.88	0.00	0.00	2.66	2.68	2.68	5.17
Total Crash Rate	81.98	99.55	93.99	86.46	101.19	95.92	82.60	120.69	88.51	72.35

SH 25	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	1	1	3	0	2	0	1	0
Fatalities	0	0	1	1	3	0	2	0	1	0
Total Crashes	39	35	52	56	58	37	46	52	58	56
Average Daily Traffic	2,059	2,059	2,004	2,067	2,070	2,150	2,150	2,200	2,198	2,323
Fatal Crash Rate	0.00	0.00	2.76	2.67	8.01	0.00	5.14	0.00	2.51	0.00
Total Crash Rate	104.68	93.94	143.41	149.73	154.94	95.16	118.31	130.70	145.78	133.31

SH 27	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	2	1	1	1	0	0	1	1	0	0
Fatalities	2	1	1	1	0	0	1	1	0	0
Total Crashes	51	54	42	50	43	32	58	60	41	32
Average Daily Traffic	2,842	2,842	2,797	2,788	2,790	2,750	3,160	3,070	3,069	3,124
Fatal Crash Rate	7.95	3.97	4.04	4.05	0.00	0.00	3.57	3.59	0.00	0.00
Total Crash Rate	202.63	214.55	169.55	202.50	174.04	131.34	207.16	212.07	154.41	115.61

SH 28	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	1	1	1	1	0	0	0
Fatalities	0	0	0	1	1	2	1	0	0	0
Total Crashes	42	40	38	35	41	23	25	29	48	30
Average Daily Traffic	660	660	660	660	660	600	590	600	609	609
Fatal Crash Rate	0.00	0.00	0.00	3.45	3.45	3.79	3.85	0.00	0.00	0.00
Total Crash Rate	144.69	137.80	130.91	120.58	141.25	87.16	96.34	109.90	181.90	112.06

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 31	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	0	0	1	0	0	0	0	0	2
Fatalities	1	0	0	1	0	0	0	0	0	2
Total Crashes	26	17	15	22	16	17	25	12	23	24
Average Daily Traffic	1,780	1,700	1,950	1,880	1,940	2,010	2,190	2,190	2,181	2,250
Fatal Crash Rate	7.32	0.00	0.00	6.93	0.00	0.00	0.00	0.00	0.00	11.58
Total Crash Rate	190.40	130.35	100.27	152.54	107.51	110.21	142.85	59.52	124.95	139.00

SH 32	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	2	0	0	0	0	0	0	0	0
Fatalities	0	2	0	0	0	0	0	0	0	0
Total Crashes	10	12	10	8	3	8	7	8	18	6
Average Daily Traffic	660	860	830	820	740	670	680	710	740	748
Fatal Crash Rate	0.00	22.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	146.24	134.67	27.39	94.16	39.13	115.24	99.36	108.75	231.10	77.40

SH 33	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	2	2	1	0	0	0	0	0	1	2
Fatalities	2	3	1	0	0	0	0	0	1	2
Total Crashes	179	216	218	196	161	161	202	251	232	237
Average Daily Traffic	2,589	2,589	2,572	2,372	2,370	2,390	2,590	2,680	2,793	2,908
Fatal Crash Rate	1.51	1.51	0.76	0.00	0.00	0.00	0.00	0.00	0.73	1.35
Total Crash Rate	135.38	163.36	153.03	161.75	133.00	129.43	152.70	173.14	166.56	159.59

SH 34	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	5	1	0	2	2	2	0	1	1	1
Fatalities	5	1	0	2	3	2	0	1	1	2
Total Crashes	58	61	59	64	49	41	80	65	54	44
Average Daily Traffic	928	928	922	922	920	880	880	900	934	1,117
Fatal Crash Rate	14.97	2.99	0.00	6.02	6.03	6.31	0.00	3.08	3.08	2.48
Total Crash Rate	173.66	182.64	177.58	192.63	147.75	129.33	252.19	200.35	166.45	109.29

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 36	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	1	0	1	2	2	0	1	0	0
Fatalities	1	1	0	2	2	2	0	2	0	0
Total Crashes	39	45	34	35	36	33	44	32	29	27
Average Daily Traffic	619	619	619	624	620	590	660	660	688	663
Fatal Crash Rate	6.60	6.60	0.00	6.55	13.19	13.86	0.00	6.20	0.00	0.00
Total Crash Rate	257.53	297.15	224.52	229.29	237.43	228.71	272.61	198.26	179.67	166.60

SH 37	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	1	1	0	0	0	0	0
Fatalities	0	0	0	2	1	0	0	0	0	0
Total Crashes	5	7	7	5	6	2	3	9	3	1
Average Daily Traffic	400	400	400	400	400	400	400	400	396	404
Fatal Crash Rate	0.00	0.00	0.00	21.93	21.93	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	109.66	153.52	153.52	109.66	131.59	43.86	65.79	197.38	65.79	21.74

SH 38	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	5	3	8	8	13	7	8	11
Average Daily Traffic	450	470	470	470	470	450	450	450	462	463
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	182.05	323.71	124.35	74.70	199.20	207.81	338.09	182.05	207.81	277.73

SH 39	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	0	4	3	0	2	2	2	2
Fatalities	0	1	0	5	3	0	2	2	2	2
Total Crashes	74	52	58	47	63	43	65	65	42	65
Average Daily Traffic	2,339	2,339	2,339	2,329	2,330	2,400	2,330	2,340	2,386	2,758
Fatal Crash Rate	0.00	2.24	0.00	8.99	6.74	0.00	4.49	4.47	4.47	3.80
Total Crash Rate	165.62	116.38	129.81	105.62	141.53	95.87	146.02	145.40	93.95	123.35

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 41	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	2	2	1	2	0	0	1	0	1
Fatalities	0	2	2	1	2	0	0	1	0	1
Total Crashes	153	128	125	115	145	111	138	152	156	148
Average Daily Traffic	6,618	6,618	6,377	6,377	6,370	6,350	6,550	6,660	6,954	7,205
Fatal Crash Rate	0.00	2.12	2.20	1.10	2.20	0.00	0.00	1.05	0.00	0.97
Total Crash Rate	161.80	135.37	137.19	126.21	159.30	122.32	142.40	156.89	164.26	144.04

SH 44	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	2	0	2	1	2	3	2	3	0
Fatalities	0	2	0	2	1	2	3	2	3	0
Total Crashes	216	222	211	174	181	249	240	245	290	248
Average Daily Traffic	15,337	15,337	15,281	15,979	15,960	14,850	16,700	16,810	16,938	19,539
Fatal Crash Rate	0.00	1.55	0.00	1.48	0.74	1.69	2.13	1.41	2.12	0.00
Total Crash Rate	166.88	171.52	163.41	128.87	134.42	210.93	170.34	167.11	204.48	150.44

SH 45	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	2	0	1	0	0	2	1	0	0
Fatalities	1	2	0	1	0	0	4	1	0	0
Total Crashes	131	137	101	127	127	125	200	203	160	152
Average Daily Traffic	7,360	7,360	7,360	7,360	7,360	7,060	7,110	7,150	7,073	7,159
Fatal Crash Rate	2.06	4.12	0.00	2.06	0.00	0.00	4.27	2.12	0.00	0.00
Total Crash Rate	270.10	282.47	208.24	261.85	261.84	269.71	426.84	430.82	339.57	322.18

SH 46	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	0	0	3	0	0	1	2	0
Fatalities	0	1	0	0	3	0	0	1	2	0
Total Crashes	29	34	21	37	40	41	39	46	47	42
Average Daily Traffic	2,321	2,321	2,086	1,864	2,240	2,470	2,460	2,480	2,683	2,699
Fatal Crash Rate	0.00	2.74	0.00	0.00	6.41	0.00	0.00	1.93	3.87	0.00
Total Crash Rate	79.50	93.21	47.72	96.23	85.50	71.72	77.94	90.84	92.78	74.59

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 47	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	3	3	1	7	5	2	8	8	4
Average Daily Traffic	770	780	830	830	830	880	830	860	900	892
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	200.54	84.84	79.73	26.58	186.04	125.34	53.15	205.20	205.20	98.93

SH 48	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	1	2	2	0	0	1
Fatalities	0	0	0	0	1	2	2	0	0	1
Total Crashes	27	39	38	35	42	34	11	53	49	29
Average Daily Traffic	2,290	2,290	2,290	2,290	2,290	2,440	2,360	2,360	2,387	2,806
Fatal Crash Rate	0.00	0.00	0.00	0.00	4.90	9.20	9.51	0.00	0.00	4.00
Total Crash Rate	132.34	191.16	186.25	171.55	205.86	156.40	52.32	252.07	233.05	115.99

SH 50	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	0	1	0	0	0	1	0	0
Fatalities	0	1	0	1	0	0	0	1	0	0
Total Crashes	14	10	14	20	27	20	18	19	21	20
Average Daily Traffic	3,070	3,070	3,270	3,410	3,410	4,040	4,040	4,090	4,129	4,177
Fatal Crash Rate	0.00	11.03	0.00	9.93	0.00	0.00	0.00	8.28	0.00	0.00
Total Crash Rate	154.40	110.28	144.95	198.58	268.08	167.61	142.47	149.00	173.84	162.10

SH 51	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	2	0	1	0	1	0	1	0	1	1
Fatalities	3	0	1	0	1	0	1	0	1	1
Total Crashes	71	44	50	51	45	43	30	34	41	45
Average Daily Traffic	799	799	799	789	790	750	780	780	802	812
Fatal Crash Rate	7.40	0.00	3.70	0.00	3.75	0.00	3.79	0.00	3.79	3.65
Total Crash Rate	262.82	162.88	185.09	191.17	168.57	170.29	106.23	136.59	159.35	164.06

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 52	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	3	0	0	0	1	0	1	0	1	1
Fatalities	4	0	0	0	1	0	1	0	1	1
Total Crashes	53	55	62	65	60	67	56	68	67	68
Average Daily Traffic	2,150	2,150	2,150	2,150	2,150	2,180	2,200	2,200	2,280	2,418
Fatal Crash Rate	7.06	0.00	0.00	0.00	2.35	0.00	2.30	0.00	2.30	2.09
Total Crash Rate	124.78	129.49	145.97	153.03	141.26	153.25	59.82	135.75	154.15	142.32

SH 53	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	0	2	0	0	0	0	2	5
Fatalities	0	1	0	2	0	0	0	0	2	5
Total Crashes	50	40	48	59	51	50	73	67	71	89
Average Daily Traffic	8,149	8,149	7,823	7,870	7,870	8,220	8,320	8,460	8,470	9,347
Fatal Crash Rate	0.00	2.39	0.00	4.95	0.00	0.00	0.00	0.00	4.61	10.43
Total Crash Rate	119.60	95.68	119.60	146.13	126.32	118.57	171.03	154.38	163.59	185.60

SH 54	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	0	1	0	0	0	0	0	0	1
Fatalities	1	0	1	0	0	0	0	0	0	1
Total Crashes	16	10	20	16	14	18	20	24	16	26
Average Daily Traffic	2,640	2,640	2,220	2,260	2,260	2,260	2,350	2,430	2,480	2,854
Fatal Crash Rate	6.72	0.00	7.99	0.00	0.00	0.00	0.00	0.00	0.00	6.22
Total Crash Rate	107.54	67.21	159.86	125.62	109.92	141.33	151.02	167.95	116.84	161.66

SH 55	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	9	7	5	4	4	3	4	5	8	9
Fatalities	9	7	6	5	4	5	4	6	9	9
Total Crashes	641	659	693	744	640	743	803	813	769	697
Average Daily Traffic	6,322	6,322	6,248	6,444	6,630	6,850	7,160	7,560	7,620	8,096
Fatal Crash Rate	2.89	2.25	1.62	1.26	1.23	0.89	1.14	1.35	2.16	2.27
Total Crash Rate	205.85	211.63	225.20	234.41	196.71	221.03	228.59	219.19	207.33	175.48

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 57	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	2	0	0	0	1	2	0	0	2
Fatalities	0	2	0	0	0	1	2	0	0	2
Total Crashes	17	31	13	13	24	25	22	25	18	13
Average Daily Traffic	1,560	1,560	1,540	1,470	1,810	1,810	1,850	1,880	1,876	1,861
Fatal Crash Rate	0.00	9.43	0.00	0.00	0.00	4.07	7.96	0.00	0.00	7.91
Total Crash Rate	80.19	146.23	62.12	65.08	120.97	101.64	87.51	97.86	70.46	51.40

SH 62	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	5	4	4	1	3	6	4	0	0	6
Average Daily Traffic	390	430	430	430	420	420	420	440	439	448
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	228.23	165.60	165.60	41.40	127.16	254.31	169.54	0.00	0.00	238.35

SH 64	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	1	0	0	0	0	1	0	0	1
Fatalities	0	1	0	0	0	0	1	0	0	1
Total Crashes	5	5	3	3	3	3	7	3	0	2
Average Daily Traffic	440	440	440	440	440	130	120	150	150	154
Fatal Crash Rate	0.00	40.41	0.00	0.00	0.00	0.00	148.17	0.00	0.00	115.40
Total Crash Rate	202.05	202.05	121.23	121.23	121.23	410.31	1037.17	355.60	0.00	230.80

SH 67	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	11	7	6	9	3	13	1	4	7	6
Average Daily Traffic	8,000	8,000	8,000	6,910	6,910	6,910	6,910	6,910	6,660	6,660
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	42.10	26.79	22.96	39.88	13.29	57.60	4.43	17.72	17.72	27.58

Crash Information for Selected Routes on the State Highway System: 2009-2018

Rates are per 100 Million Vehicle Miles Traveled

SH 69	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	1	0	0	2	0	0	0	0
Fatalities	0	0	1	0	0	2	0	0	0	0
Total Crashes	65	48	52	68	60	73	92	83	82	132
Average Daily Traffic	16,290	16,290	15,448	15,047	15,040	16,630	17,210	17,430	17,994	19,897
Fatal Crash Rate	0.00	0.00	2.21	0.00	0.00	4.11	0.00	0.00	0.00	0.00
Total Crash Rate	136.44	100.76	115.10	154.54	136.42	150.11	180.63	152.87	160.71	226.64

SH 71	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	1	0	0	0	0	0
Fatalities	0	0	0	0	1	0	0	0	0	0
Total Crashes	6	1	3	1	1	0	4	5	1	4
Average Daily Traffic	350	350	380	330	330	280	290	300	352	355
Fatal Crash Rate	0.00	0.00	0.00	0.00	28.90	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	163.48	27.25	75.29	28.90	28.90	0.00	131.53	158.94	31.79	107.34

SH 75	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	3	1	1	0	1	0	2	4	2	3
Fatalities	5	1	1	0	1	0	3	4	2	3
Total Crashes	127	151	138	115	131	150	172	190	158	144
Average Daily Traffic	2,770	2,770	2,770	2,710	2,710	2,630	2,740	2,790	2,961	3,034
Fatal Crash Rate	1.74	0.58	0.58	0.00	0.59	0.00	1.17	2.30	1.15	1.59
Total Crash Rate	73.60	87.51	79.98	68.12	77.60	91.56	100.77	109.32	90.91	76.19

SH 77	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	1	0	0	0	0	0	1	0	0
Fatalities	1	1	0	0	0	0	0	1	0	0
Total Crashes	21	18	14	15	12	13	21	31	16	18
Average Daily Traffic	850	850	930	910	910	1,020	1,010	1,020	1,174	1,314
Fatal Crash Rate	10.51	10.51	0.00	0.00	0.00	0.00	0.00	8.83	0.00	0.00
Total Crash Rate	220.65	189.13	134.45	148.49	118.79	113.83	187.30	273.78	140.10	122.33

Crash Information for Selected Routes on the State Highway System: 2009-2018 Rates are per 100 Million Vehicle Miles Traveled

SH 78	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	3	0	1	1	0	1	2	0
Fatalities	0	0	3	0	1	1	0	1	2	0
Total Crashes	29	29	29	42	37	41	35	40	32	41
Average Daily Traffic	854	854	854	790	790	720	740	740	767	776
Fatal Crash Rate	0.00	0.00	10.46	0.00	3.77	4.14	0.00	4.03	8.05	0.00
Total Crash Rate	101.12	101.12	101.12	158.35	139.53	169.64	140.90	161.03	128.83	157.50

SH 81	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	2	0	0	1	0	2	1	0
Fatalities	0	0	3	0	0	1	0	4	1	0
Total Crashes	27	22	24	35	23	21	20	29	22	21
Average Daily Traffic	1,360	1,360	1,400	1,390	1,390	1,470	1,470	1,470	1,520	1,637
Fatal Crash Rate	0.00	0.00	11.52	0.00	0.00	5.49	0.00	10.97	5.49	0.00
Total Crash Rate	160.08	130.43	138.23	203.03	133.42	115.19	109.70	159.07	120.67	103.42

SH 87	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	0	0	0	0	0	1
Fatalities	0	0	0	0	0	0	0	0	0	1
Total Crashes	7	6	11	13	2	9	10	5	3	3
Average Daily Traffic	1,060	1,060	1,060	1,000	1,000	1,040	1,040	1,040	1,044	1,066
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.14
Total Crash Rate	198.10	169.80	311.30	389.98	60.00	259.60	288.44	144.22	86.53	84.43

SH 97	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	28	20	23	26	24	23	31	36	24	28
Average Daily Traffic	1,030	1,030	1,030	920	920	920	960	960	960	977
Fatal Crash Rate	7.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	208.36	148.83	171.15	216.61	199.95	191.62	247.50	287.42	191.62	219.77

Crash Information for Selected Routes on the State Highway System: 2009-2018
Rates are per 100 Million Vehicle Miles Traveled

SH 99	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	0	0	0	0	0	0	0	1	0	1
Fatalities	0	0	0	0	0	0	0	1	0	1
Total Crashes	3	7	7	5	2	5	12	9	10	10
Average Daily Traffic	760	760	770	770	770	610	610	610	615	850
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.43	0.00	27.57
Total Crash Rate	92.54	215.94	213.13	152.24	60.89	192.17	461.20	345.90	384.34	275.73

SH 162	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	9	12	12	9	11	7	15	12	8	3
Average Daily Traffic	1,015	1,015	750	770	770	780	780	780	787	807
Fatal Crash Rate	0.00	11.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	104.12	138.83	187.92	137.32	167.81	105.42	225.90	180.72	120.48	43.65

SH 167	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	0	0	0	0	0	1	0	1	0
Fatalities	1	0	0	0	0	0	1	0	1	0
Total Crashes	13	7	1	6	6	5	11	3	5	4
Average Daily Traffic	1,125	1,125	1,158	1,085	1,080	1,300	1,280	1,300	1,413	1,444
Fatal Crash Rate	15.02	0.00	0.00	0.00	0.00	0.00	13.93	0.00	13.00	0.00
Total Crash Rate	195.23	105.12	14.60	93.46	93.89	65.00	153.28	41.16	65.00	46.80

SH 200	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatal Crashes	1	1	0	2	1	1	0	0	0	1
Fatalities	1	1	0	2	1	1	0	0	0	1
Total Crashes	62	49	61	47	58	37	42	46	39	51
Average Daily Traffic	3,110	3,110	3,090	2,980	2,960	2,980	3,030	3,110	3,173	3,229
Fatal Crash Rate	2.64	2.64	0.00	5.53	2.79	2.77	0.00	0.00	0.00	2.56
Total Crash Rate	163.64	129.33	162.74	130.01	161.85	102.56	114.49	122.17	103.58	130.48

APPENDIX D: Five-Year Crash History

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

Table D-1							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatal Crashes	175	198	232	224	215	-4.0%	9.0%
Injury Crashes	8,217	9,050	9,327	8,818	9,083	3.0%	2.6%
Total Crashes	22,134	24,018	25,328	25,851	24,031	-7.0%	5.3%
Total Persons - Fatal & Injury Crashes	22,637	25,388	26,238	25,043	25,616	2.3%	3.6%
Drivers	14,472	16,297	16,905	16,078	16,700	3.9%	3.8%
Passengers	7,607	8,582	8,761	8,500	8,354	-1.7%	4.0%
Total Fatalities	186	216	253	245	234	-4.5%	10.0%
Fatality Rate per 100 Million AVMT	1.15	1.30	1.48	1.42	1.32	-6.7%	7.4%
Total Injuries	11,768	13,207	13,664	12,969	13,301	2.6%	3.5%
Injury Rate per 100 Million AVMT	72.9	79.3	79.7	75.0	75.1	0.2%	1.1%
Impaired Drivers - Fatal/Injury Crashes	770	769	799	741	789	6.5%	-1.2%
% of All Drivers-Fatal/Injury Crashes	5.3%	4.7%	4.7%	4.6%	4.7%	2.5%	-4.5%
Alcohol/Drug Test Given - Fatal/Injury Crashes	606	615	640	590	637	8.0%	-0.8%
% of Impaired Drivers Given Test - F&I Crashes	78.7%	80.0%	80.1%	79.6%	80.7%	1.4%	0.4%

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

Table D-2							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Total Units - Fatal/Injury Crashes	15,295	17,113	17,818	16,895	17,522	3.7%	3.6%
Passenger Cars - Fatal/Injury Crashes	7,033	7,816	7,946	7,082	7,376	4.2%	0.6%
% of Vehicles	46.0%	45.7%	44.6%	41.9%	42.1%	0.4%	-3.0%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	6,666	7,644	8,156	8,113	8,398	3.5%	6.9%
% of Vehicles	43.6%	44.7%	45.8%	48.0%	47.9%	-0.2%	3.3%
Commercial Motor Vehicles - Fatal/Injury Crashes	494	499	525	605	582	-3.8%	7.2%
% of Vehicles	3.2%	2.9%	2.9%	3.6%	3.3%	-7.2%	4.3%
Motorcycles - Fatal/Injury Crashes	447	500	474	478	465	-2.7%	2.5%
% of Vehicles	2.9%	2.9%	2.7%	2.8%	2.7%	-6.2%	-0.9%
Bicycles - Fatal/Injury Crashes	296	277	312	218	291	33.5%	-8.0%
% of Vehicles	1.9%	1.6%	1.8%	1.3%	1.7%	28.7%	-11.5%
Pedestrians - Fatal/Injury Crashes	242	223	250	242	252	4.1%	0.4%
% of Vehicles	1.6%	1.3%	1.4%	1.4%	1.4%	0.4%	-2.6%
All Terrain Vehicles - Fatal/Injury Crashes	46	73	73	62	71	14.5%	14.5%
% of Vehicles	0.3%	0.4%	0.4%	0.4%	0.4%	10.4%	9.2%
Motor Homes - Fatal/Injury Crashes	12	13	11	17	15	-11.8%	15.8%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-14.9%	13.7%
Farm Equipment - Fatal/Injury Crashes	10	17	24	21	13	-38.1%	32.9%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-40.3%	26.6%
Trains - Fatal/Injury Crashes	7	6	5	7	4	-42.9%	3.0%
% of Vehicles	0.0%	0.0%	0.0%	0.0%	0.0%	-44.9%	1.4%

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

Table D-3							
	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Roadside Obstacles- Fatal/Injury Crashes	2,059	2,107	2,207	2,056	2,089	1.6%	0.1%
% of Crashes	24.5%	22.8%	23.1%	22.7%	22.5%	-1.2%	-2.4%
Roadway Defects- Fatal/Injury Crashes	232	225	221	244	222	-9.0%	1.9%
% of Crashes	2.8%	2.4%	2.3%	2.7%	2.4%	-11.5%	-0.1%
Vehicle Defects- Fatal/Injury Crashes	208	216	214	219	235	7.3%	1.8%
% of Vehicles	1.4%	1.3%	1.2%	1.3%	1.3%	3.5%	-1.4%
Self-Reported Restraint Use*- Fatal/Injury Crashes	16,525	18,685	19,303	18,146	18,822	3.7%	3.5%
% Usage	84.9%	85.2%	85.3%	85.5%	86.0%	0.6%	0.2%
Self-Reported Child Restraint Use**							
Fatal/Injury Crashes	942	1,147	1,104	1,025	1,067	4.1%	3.6%
% Usage	78.4%	80.2%	79.7%	80.5%	80.7%	0.3%	0.9%
Helmet Use- Fatal/Injury Crashes	284	310	286	304	284	-6.6%	2.6%
% of Motorcycle Operators	58.1%	55.9%	55.0%	58.7%	56.0%	-4.6%	0.4%
Emergency Medical Service Response to Fatal/Injury Crashes	5,602	6,142	6,476	6,024	6,213	3.1%	2.7%
% of Fatal & Injury Crashes	66.8%	66.4%	67.7%	66.6%	66.8%	0.3%	-0.1%
* 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

