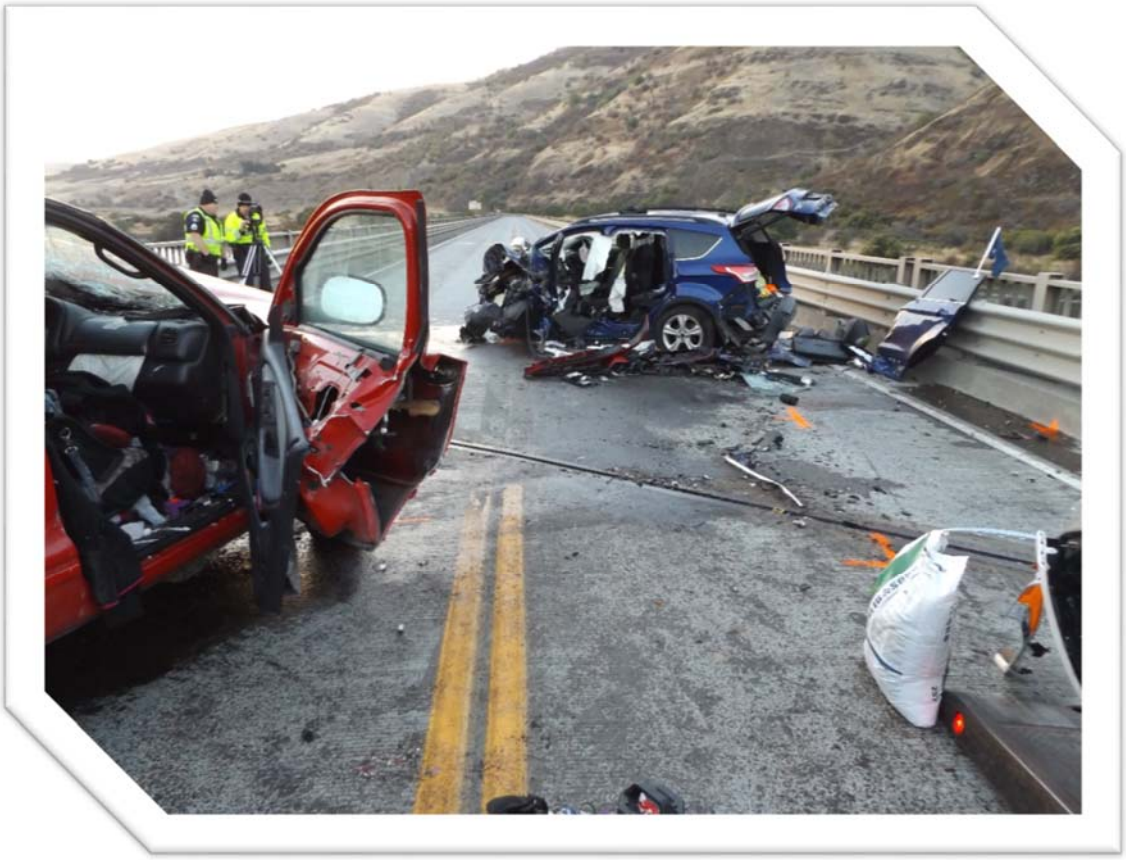
Idaho Traffic Crashes

2019



Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2019

Prepared by the Idaho Office of Highway Safety

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Table of Contents

Introduction

Idaho Traffic Crashes 2019 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 2019 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 2019*, 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 2019 are listed below:

- The number of motor vehicle crashes increased by 12.4 percent, from 24,031 in 2018 to 27015 in 2019. The number of fatalities resulting from motor vehicle crashes decreased from 234 in 2018 to 224 in 2019, a 4.3 percent decrease. The number of fatal crashes decreased from 215 in 2018 to 201 in 2019. The number of suspected serious injuries decreased from 1,250 in 2018 to 1,154, a 7.7 percent decrease.

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.24, down from 1.32 in 2018.

- While 68 percent of all motor vehicle crashes occurred on urban roadways, 74 percent of the fatal motor vehicle crashes occurred on rural roadways in 2019.

- Fatalities resulting from impaired driving crashes increased in 2019 by 26.9 percent and 44 percent of all fatalities resulted from impaired driving. Of the 99 people killed in impaired driving crashes, 82 (83 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 85.7 percent in 2019. While the observed rate was 86 percent, only 44 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 42 of the 83 unbelted motor vehicle occupants may have been saved.

- Aggressive driving was a contributing factor in 50 percent of the motor vehicle crashes and 66 people were killed in aggressive driving crashes in 2019.

- Distracted driving was a factor in 19 percent of the motor vehicle crashes in 2019 and 36 people were killed in distracted driving crashes.

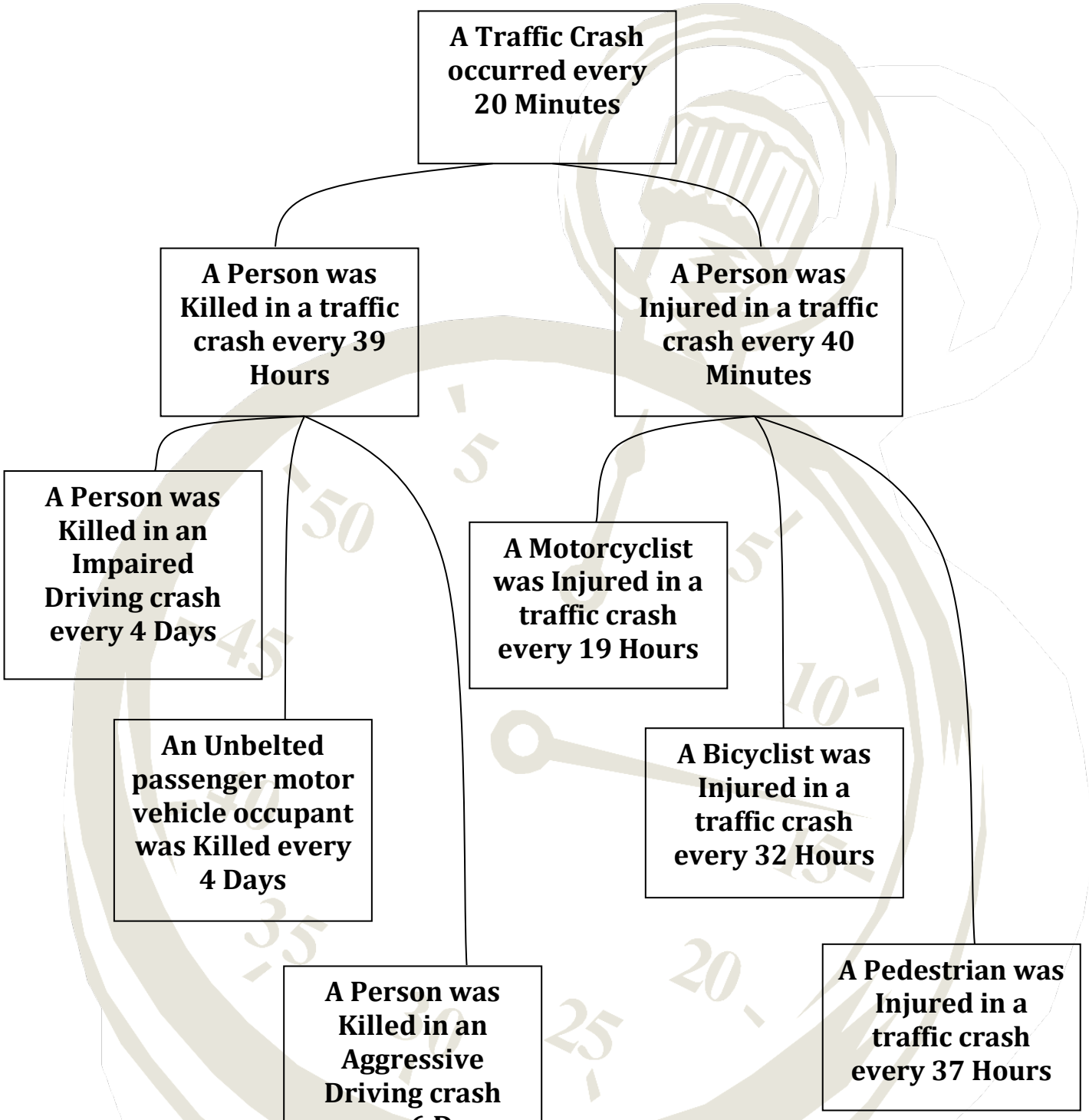
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2019, youthful drivers were 2.6 times as likely as all other drivers to be involved in a fatal or injury crash. There were 18 people killed in crashes involving youthful drivers in 2019.

- The number of motorcyclists killed in motor vehicle crashes decreased to 25 in 2019. Just over half (54 percent) of fatal motorcycle crashes in 2019 involved just the motorcycle and a third (33 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.

- There were 14 pedestrians and 4 bicyclists killed in motor vehicle crashes in 2019.

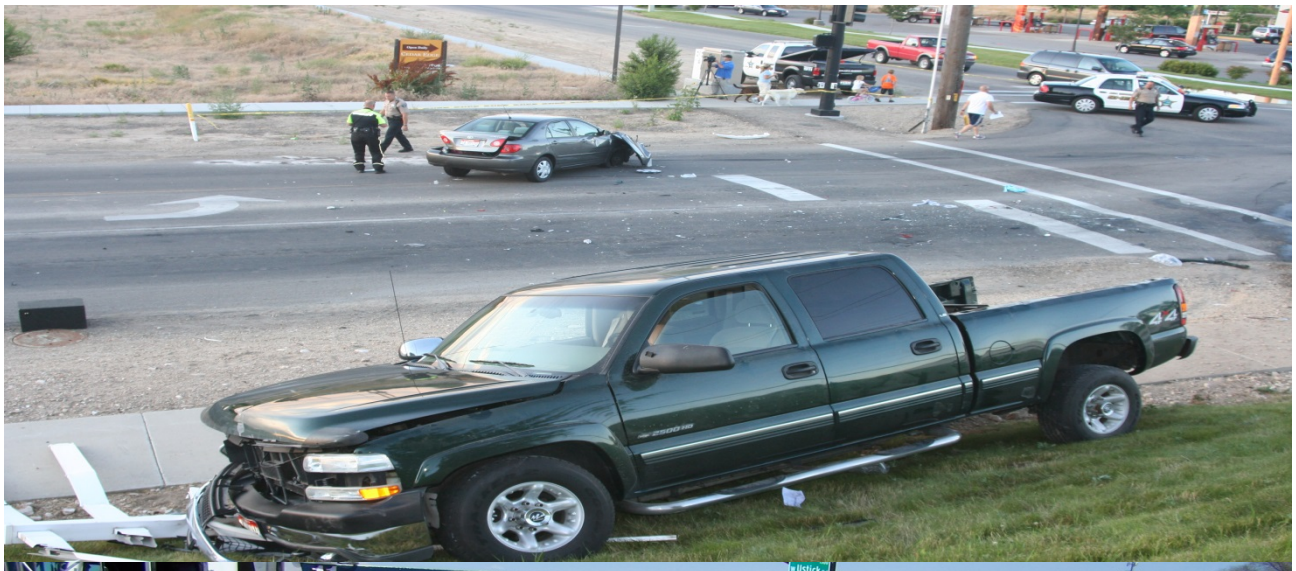
- Fatal crashes involving commercial motor vehicles decreased from 44 in 2018 to 34 in 2019. The number of injury crashes involving commercial motor vehicles decreased by 3 percent. There were 40 people killed and 997 people injured in commercial motor vehicle crashes in 2019.

Idaho's Traffic Crash Clock: 2019



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2015 through 2019. The total number of traffic crashes in 2019 increased by 12.4% from 2018. Fatal crashes decreased by 6.5%, while injury crashes increased by 0.8%. Total fatalities decreased by 4.3% from the previous year, while the number of injuries increased by 0.2%. The number of property damage crashes increased by 19.9%.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Total Crashes	24,018	25,328	25,851	24,031	27,015	12.4%	0.2%
Fatal Crashes	198	232	224	215	201	-6.5%	3.2%
Persons Killed (Fatalities)	216	253	245	234	224	-4.3%	3.2%
Injury Crashes	9,050	9,327	8,818	9,083	9,153	0.8%	0.2%
Persons Injured	13,207	13,664	12,969	13,301	13,331	0.2%	0.3%
Property-Damage-Only Crashes (>$1,500 after 2005)	14,770	15,769	16,809	14,733	17,661	19.9%	0.3%
Idaho Population (thousands)	1,655	1,683	1,717	1,754	1,787	1.9%	2.0%
Licensed Drivers (thousands)	1,144	1,165	1,208	1,255	1,283	2.2%	3.9%
Vehicle Miles of Travel (millions)	16,662	17,152	17,301	17,709	18,058	2.0%	2.1%
Urban VMT (millions)	7,124	7,272	7,344	7,529	7,949	5.6%	1.9%
Rural VMT (millions)	9,537	9,880	9,956	10,180	10,109	-0.7%	2.2%
Registered Vehicles (thousands)	1,481	1,492	1,577	1,634	1,639	0.3%	3.3%

There were 14 fewer fatal crashes in 2019 than in 2018, and 10 fewer people killed. Most (184) of the fatal crashes (91.5%) resulted in just one fatality; there were 12 fatal crashes (6.0%) that resulted in two fatalities, 4 fatal crashes resulting in Three fatalities, and 1 fatal crash resulting in four fatalities in 2019.

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 2019, the number of licensed drivers increased by 2.2%, the population grew by 1.9%, and the number of registered motor vehicles increased by 0.3%.

The statewide AVMT increased by 2.0% in 2019. Commercial vehicles accounted for 18% of the statewide AVMT in 2019.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2015-2019.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatality Rate	1.30	1.48	1.42	1.32	1.24	-6.1%	1.0%
Injury Rate	79.26	79.67	74.96	75.11	73.82	-1.7%	-1.7%

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

Figure 1
Fatality Rates per 100 Million Annual Vehicle Miles of Travel
For Idaho and the U.S.: 2010-2019

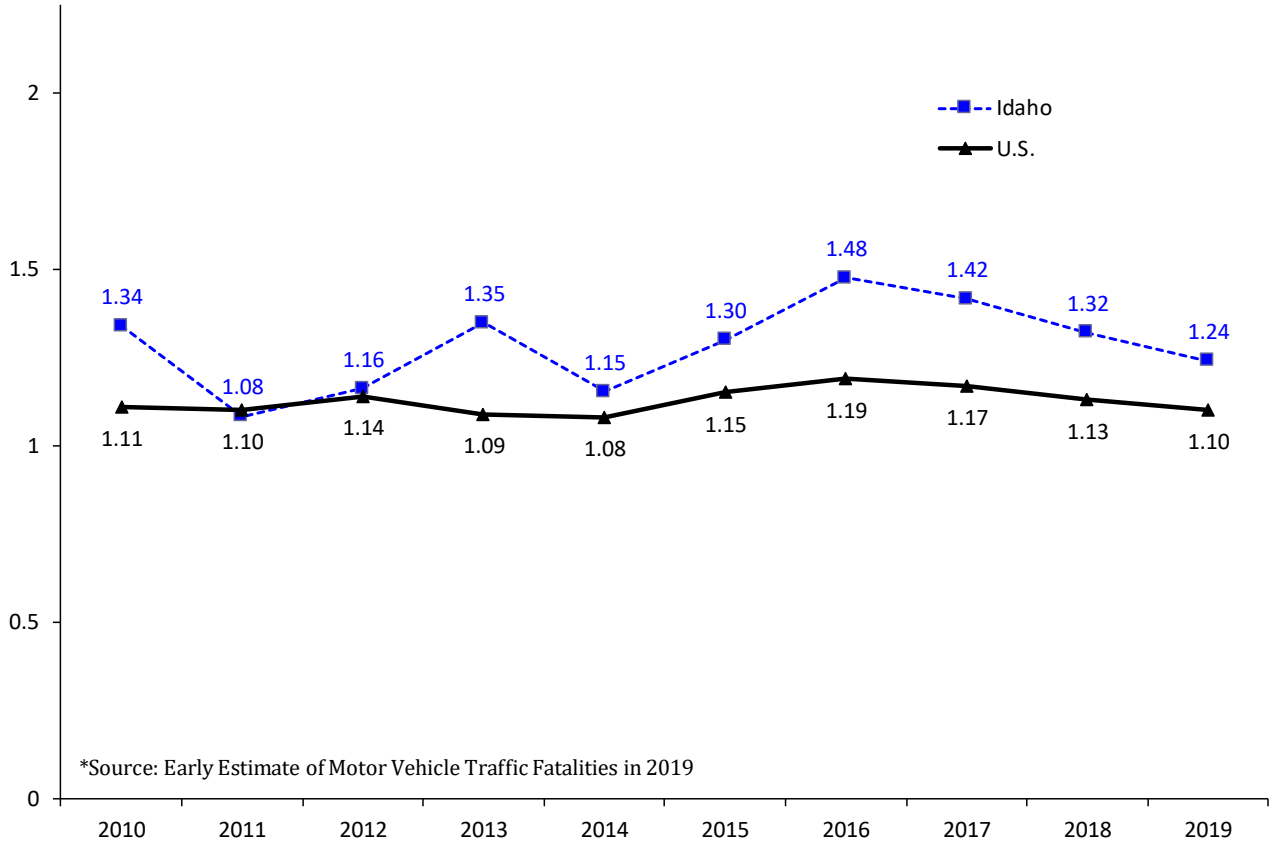
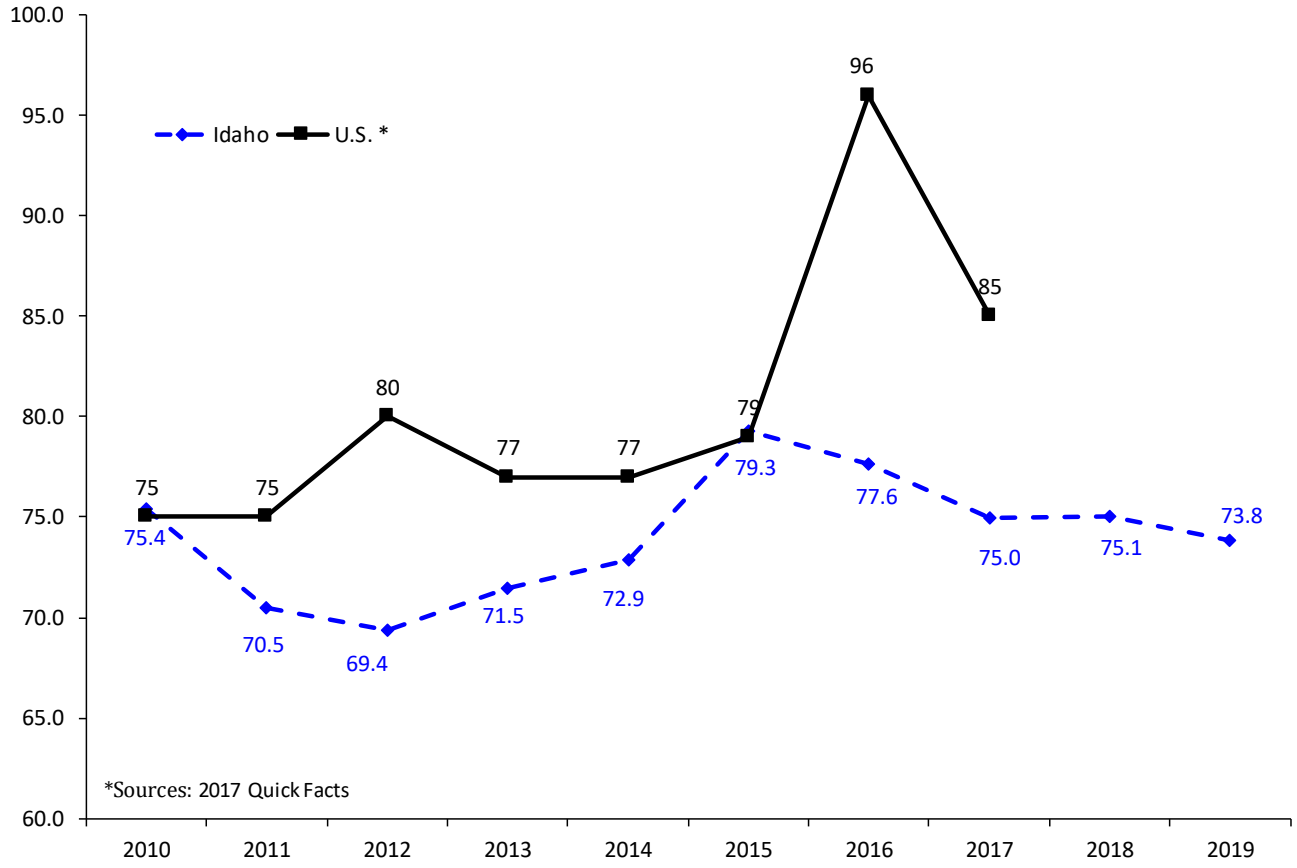


Figure 2

Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2010-2019



The 2018 and 2019 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 remained fairly flat. 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 2015 through 2019. The number of fatalities decreased to 224 in 2019.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatalities	216	253	245	234	224	-4.3%	3.2%
Suspected Serious Injury	1,351	1,332	1,246	1,250	1,154	-7.7%	-2.5%
Suspected Minor Injury	4,146	4,251	3,861	3,984	3,889	-2.4%	-1.2%
Possible Injuries	7,710	8,081	7,862	8,067	8,288	2.7%	1.6%
No Injuries	46,642	49,005	50,730	46,662	53,251	14.1%	0.2%
Unknown / Missing	519	595	612	536	600	11.9%	1.7%
Total Persons in Crashes	60,584	63,517	64,556	60,733	67,406	11.0%	0.2%

In 2019, there were 5 serious injuries for every person killed in motor vehicle crashes. On average, nearly four people were killed or seriously injured every day in 2019. There was 1 person killed every 39 hours and 1 person injured every 39 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2019. 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 2019 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2019 was over $4.1 billion.

Table 4
Economic Cost of Idaho Crashes: 2019 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	224	$10,179,994	$2,280,318,578
Suspected Serious Injury	1,154	$486,859	$561,834,711
Suspected Minor Injury	3,889	$132,605	$515,700,467
Possible Injuries	8,288	$67,712	$561,199,787
No Injuries	53,251	$3,430	$182,664,278
Total Estimate of Economic Cost			**$4,101,717,821**

The cost of traffic crashes in 2019 amounts to $2,295 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.

Table 5
Estimated Source of Payment for Each Motor Vehicle Crash Cost Component[2]

	Federal	State	Unspecified Government	Total Government	Privite Insurer	Other	Self	Total
Medical	17.54%	5.56%	8.50%	31.60%	56.10%	1.20%	11.10%	100.00%
Emergency Service	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Market Productivity	10.44%	6.18%	0.00%	16.62%	35.95%	7.98%	39.45%	100.00%
Household Productivity	0.00%	0.00%	0.00%	0.00%	33.14%	0.00%	66.86%	100.00%
Insurance Administration	0.89%	0.51%	0.00%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	0.00%	70.31%	0.00%	29.69%	100.00%
Percentage of Total Costs	**4.94%**	**2.70%**	**1.07%**	**8.71%**	**52.19%**	**13.94%**	**25.16%**	**100.00%**

The most significant point from the above table is that society at large picks up nearly 75% of all crash costs incurred by individual motor vehicle crash victims. These costs are passed on to the general public through insurance premiums, taxes, direct out-of-pocket payments for goods and services, and increased charges for medical care.[2]

Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 2.3 times as likely to result in a fatality as multiple-vehicle crashes were in 2019. 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: 2019

	Single Vehicle		Multiple Vehicles	
Type of Crash	Crashes	Injuries	Crashes	Injuries
Fatal	95	99	106	125
Suspected Serious Injury	330	385	601	769
Suspected Minor Injury	822	1,003	2,119	2,886
Possible Injury	1,145	1,512	4,136	6,776
Property Damage	5,098		12,563	
Total	**7,490**	**2,999**	**19,525**	**10,556**

In 2019, single-vehicle crashes represented only 28% of all crashes, yet accounted for 47% of all fatal crashes. Of the 95 fatal single-vehicle crashes, 80 (84%) occurred on rural roadways.

Of the 106 multiple-vehicle fatal crashes, 13 involved a pedestrian, 4 involved a bicycle, and 1 involved a snowmobile. The other 88 (83%) involved two or more motor vehicles. Of the 114 fatal multiple-vehicle crashes, 69 (or 65%) occurred on rural roadways.

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

Speed played the biggest role in single-vehicle crashes, contributing to 22% of single-vehicle crashes. Animal(s) in the Roadway was the second most prevalent contributing circumstance for single-vehicle crashes at 17%. 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 Inattention/Distraction and Fail to Yield with just slightly fewer occurrences. Each of the three was a contributing factor to roughly 1 in 5 multiple vehicle crashes. Inattention/Distraction also contributed to 11% of single vehicle crashes.

Impaired driving contributed to 9% of single vehicle crashes and 4% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2019

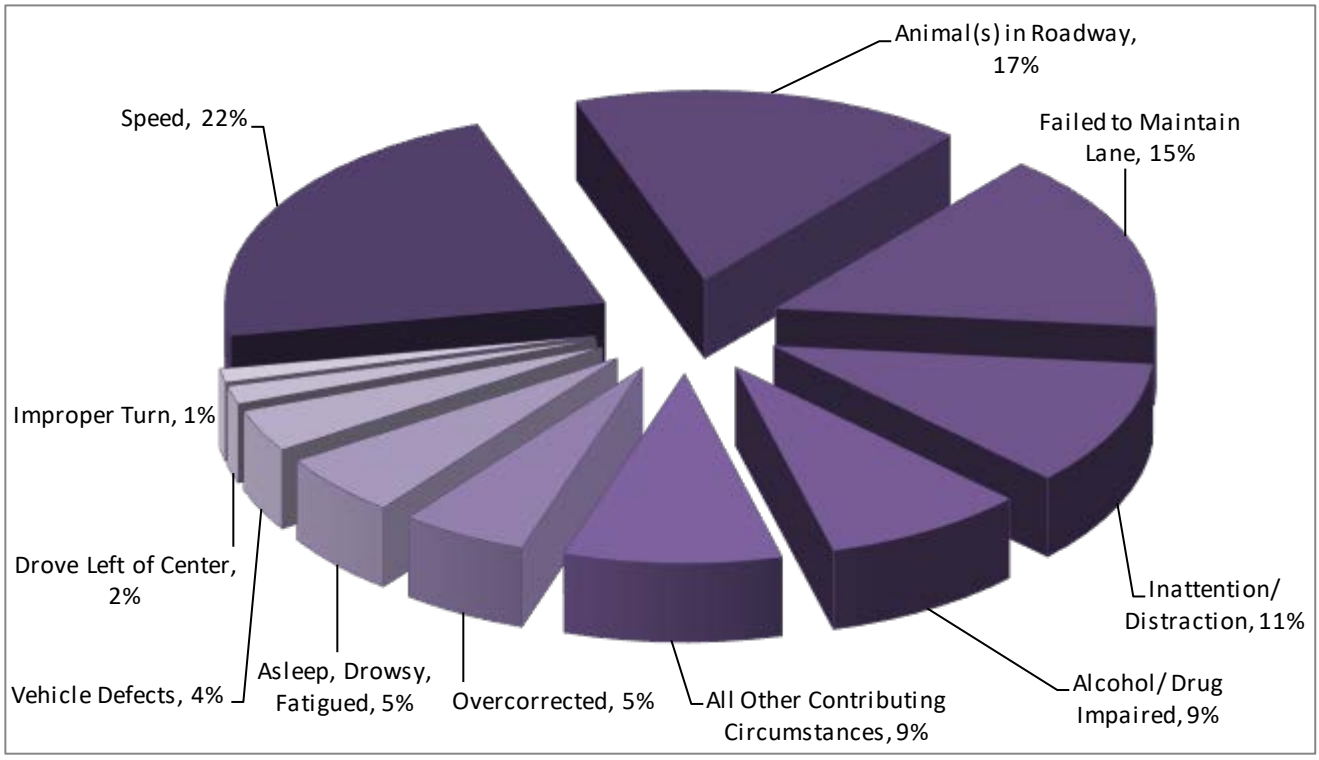


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2019

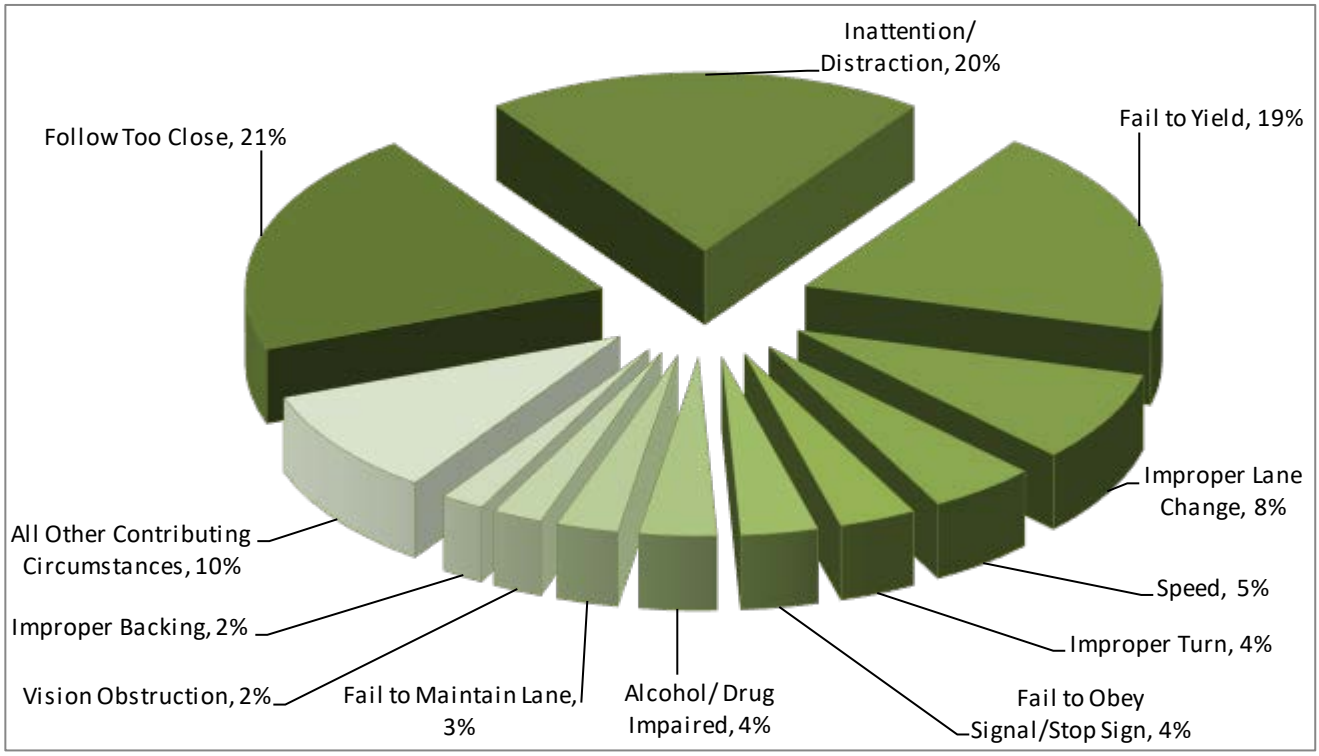


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2019

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (60.0%)	Head On (29.5%)
Tree (11.6%)	Angle (13.7%)
Immersion (4.2%)	Rear-End (13.7%)
Other Fixed Object (4.2%)	Pedestrian (12.4%)
Guardrail Face (3.2%)	Angle - Turning (7.3%)
Utility/Light Support (3.2%)	Overturn (4.7%)
Embankment (2.1%)	Pedalcycle (3.8%)
Fire / Explosion (2.1%)	Side Swiped Opposite (3.8%)
Bridge/Pier/Abutment (1.1%)	Parked Car (2.1%)
Building Wall (1.1%)	Side Swiped - Same Direction (1.3%)
Ditch (1.1%)	Fire / Explosion (0.9%)
Fence (1.1%)	Other (0.9%)
Other (1.1%)	Other Object Not Fixed (0.9%)
Other Non-Collision (1.1%)	Rear-End Turning (0.9%)
Other Object Not Fixed (1.1%)	Same Direction Turning (0.9%)
Other Post, Pole, or Support (1.1%)	Struck by Falling/Shifting Cargo (0.9%)
Separation of Units (1.1%)	Cargo Loss / Shift (0.4%)
	Ditch (0.4%)
	Non-Contact Unit (0.4%)
	Other Post, Pole, or Support (0.4%)
	Separation of Units (0.4%)
	Traffic Sign Support (0.4%)

*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 2019, there were 234 units involved in the 106 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 61% of the single vehicle fatalities and 27% of all fatalities in 2019.

Of the 48 passenger motor vehicle occupants killed in single-vehicle rollovers, 9 (or 19%) were wearing seat belts or were in a child safety seat. Of the 38 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 31 (or 82%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks[3]. By these estimates, 29 of the 38 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: 2019

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Suspected Serious Injuries	Suspected Minor Injuries	Possible Injuries
January	8	659	2,200	8	80	223	616
February	17	677	2,445	22	63	265	624
March	11	612	1,860	11	71	295	541
April	13	707	1,916	14	74	307	649
May	17	757	2,170	20	107	323	707
June	18	781	2,094	19	120	378	681
July	30	813	2,198	33	128	381	720
August	25	884	2,414	31	147	401	753
September	16	851	2,315	17	104	353	749
October	18	813	2,487	19	88	322	769
November	13	815	2,411	14	87	310	757
December	15	784	2,505	16	85	331	722
Totals	**201**	**9,153**	**27,015**	**224**	**1,154**	**3,889**	**8,288**

In 2019, July and August had the highest number of fatal crashes. December and October 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: 2019

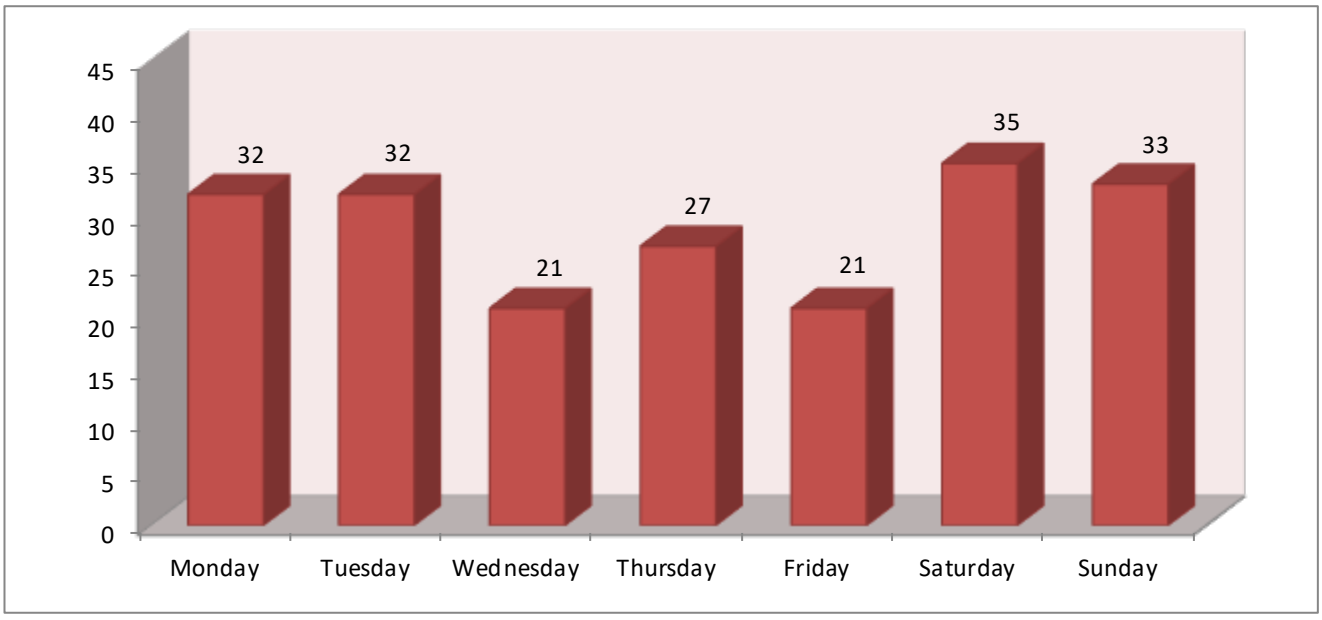
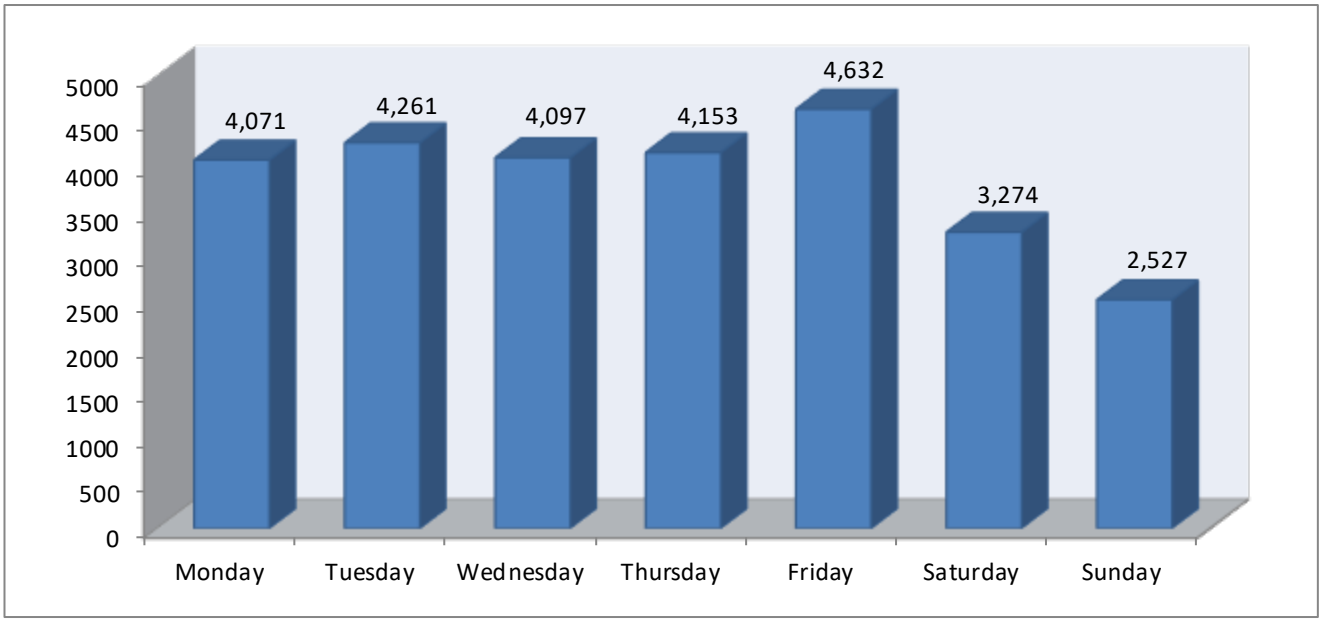


Figure 6
Total Crashes by Day of the Week: 2019



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: 2019

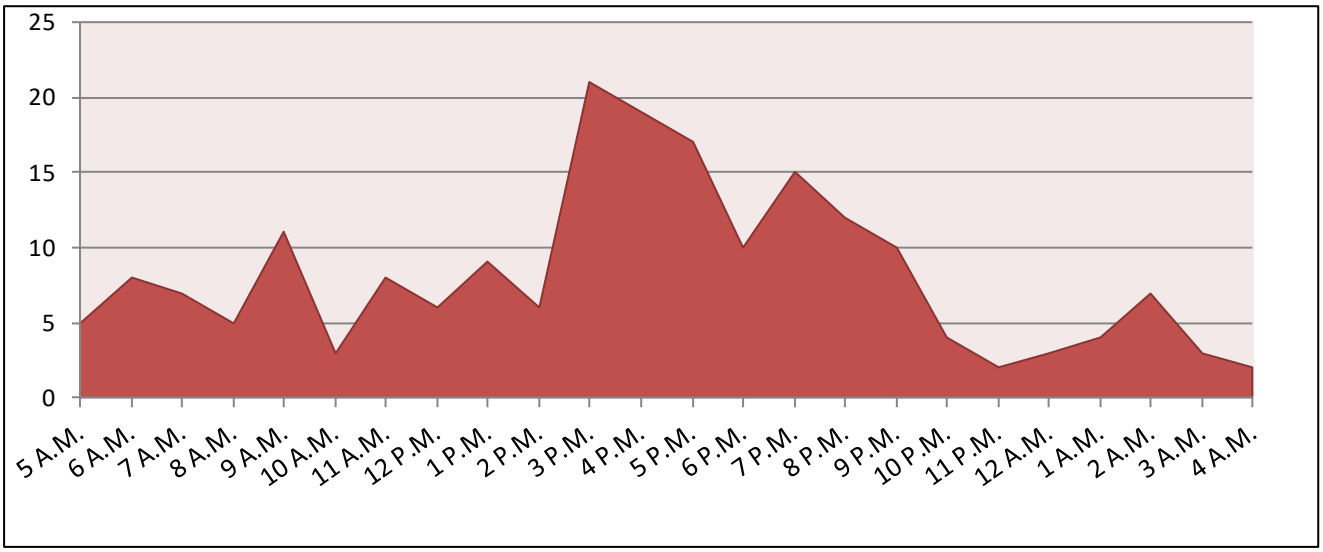
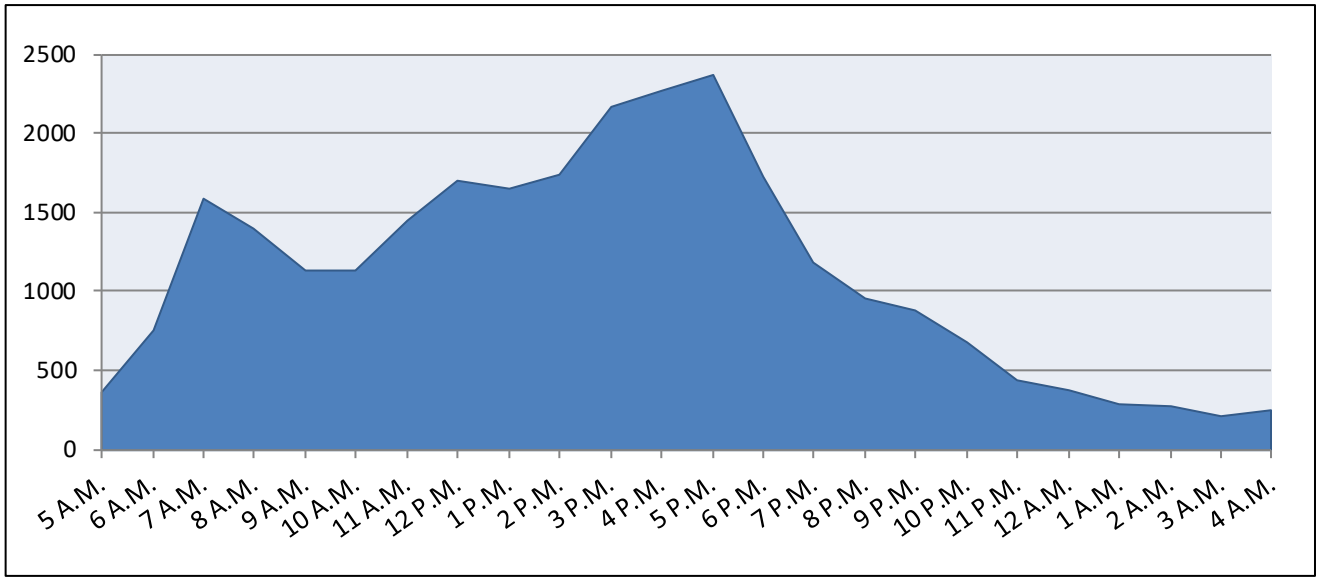


Figure 8
Total Crashes by Time of Day: 2019



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: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatal Crashes	198	232	224	215	201	-6.5%	3.2%
Urban	43	50	54	59	52	-11.9%	11.2%
Rural	155	182	170	156	149	-4.5%	0.9%
Injury Crashes:	9,050	9,327	8,818	9,083	9,153	0.8%	0.2%
Urban	5,898	6,209	5,957	6,118	6,285	2.7%	1.3%
Rural	3,152	3,118	2,861	2,965	2,868	-3.3%	-1.9%
Total Crashes:	24,018	25,328	25,851	24,031	27,015	12.4%	0.2%
Urban	15,422	16,492	17,153	16,217	18,478	13.9%	1.8%
Rural	8,596	8,836	8,698	7,814	8,537	9.3%	-3.0%

In 2019, 74% of fatal crashes occurred on rural roads, whereas 32% of all crashes occurred on rural roads. In Idaho in 2019, 86% 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: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatal Crash Rate	1.08	1.19	1.35	1.21	1.11	-8.3%	4.4%
Urban Fatal Crash Rate	0.59	0.60	0.69	0.78	0.65	-16.5%	10.0%
Rural Fatal Crash Rate	1.44	1.63	1.84	1.53	1.47	-3.8%	3.2%
Injury Crash Rate	50.89	54.32	54.38	51.29	50.69	-1.2%	0.4%
Urban Injury Crash Rate	79.82	82.78	85.39	81.26	79.07	-2.7%	0.7%
Rural Injury Crash Rate	30.04	33.05	31.56	29.13	28.37	-2.6%	-0.7%
Total Crash Rate	137.09	144.15	147.67	135.70	149.60	10.2%	-0.2%
Urban Total Crash Rate	216.87	216.46	226.80	215.39	232.47	7.9%	-0.1%
Rural Total Crash Rate	79.56	90.13	89.43	76.76	84.45	10.0%	-0.6%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2015-2019, 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: 2015-2019

Roadway Information	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Local Roads:							
VMT (100 millions)	75.8	77.3	76.6	77.2	79.4	2.8%	0.6%
Fatal Crashes	81	92	92	81	82	1.2%	0.5%
Injury Crashes	5,208	5,318	4,958	5,223	5,372	2.9%	0.2%
Total Crashes	14,498	15,067	15,256	14,185	16,083	13.4%	-0.6%
Fatal Crash Rate	1.1	1.2	1.2	1.0	1.0	-1.5%	-0.1%
Injury Crash Rate	68.7	68.8	64.7	67.6	67.7	0.1%	-0.4%
Total Crash Rate	191.2	195.0	199.1	183.6	202.6	10.3%	-1.2%
U.S. and State Highways:							
VMT (100 millions)	51.1	52.1	53.1	55.0	56.0	1.8%	2.5%
Fatal Crashes	83	94	93	95	88	-7.4%	4.8%
Injury Crashes	2,884	3,002	2,838	2,927	2,727	-6.8%	0.6%
Total Crashes	7,619	8,055	8,210	7,630	7,813	2.4%	0.2%
Fatal Crash Rate	1.6	1.8	1.7	1.7	1.6	-9.0%	2.2%
Injury Crash Rate	56.5	57.6	53.4	53.2	48.7	-8.5%	-1.9%
Total Crash Rate	149.2	154.6	154.5	138.6	139.4	0.6%	-2.2%
Interstate Highways:							
VMT (100 millions)	39.7	42.1	43.2	44.8	45.2	0.8%	4.1%
Fatal Crashes	34	46	39	39	31	-20.5%	6.7%
Injury Crashes	958	1,007	1,022	933	1,054	13.0%	-0.7%
Total Crashes	1,901	2,206	2,385	2,216	3,119	40.7%	5.7%
Fatal Crash Rate	0.9	1.1	0.9	0.9	0.7	-21.1%	2.2%
Injury Crash Rate	24.1	23.9	23.6	20.8	23.3	12.1%	-4.6%
Total Crash Rate	47.9	52.4	55.1	49.5	69.1	39.6%	1.5%
Statewide Totals:							
VMT (100 millions)	166.6	171.5	173.0	177.1	180.6	2.0%	2.1%
Fatal Crashes	198	232	224	215	201	-6.5%	3.2%
Injury Crashes	9,050	9,327	8,818	9,083	9,153	0.8%	0.2%
Total Crashes	24,018	25,328	25,851	24,031	27,015	12.4%	0.2%
Fatal Crash Rate	1.2	1.4	1.3	1.2	1.1	-8.3%	1.1%
Injury Crash Rate	54.3	54.4	51.0	51.3	50.7	-1.2%	-1.8%
Total Crash Rate	144.1	147.7	149.4	135.7	149.6	10.2%	-1.9%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2017-2019

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2017**	**2018**	**2019**	**2017**	**2018**	**2019**	**2017**	**2018**	**2019**
Ada	29	28	21	2,605	2,772	2,776	6,894	7,012	7,231
Adams	2	3	3	21	11	23	56	21	54
Bannock	11	8	8	462	408	475	1,636	1,296	1,586
Bear Lake	2	1	0	26	24	17	112	66	67
Benewah	0	4	2	56	40	49	212	182	188
Bingham	6	7	7	196	197	216	726	586	715
Blaine	3	2	9	60	78	77	281	256	346
Boise	4	6	6	47	63	58	130	142	163
Bonner	7	7	8	163	169	166	509	456	475
Bonneville	9	11	11	483	554	539	1,489	1,375	1,562
Boundary	2	1	1	41	28	43	124	82	133
Butte	2	0	1	9	10	10	41	36	33
Camas	0	0	0	8	11	5	30	24	27
Canyon	20	25	21	1,295	1,324	1,340	3,209	3,115	3,826
Caribou	1	3	1	31	39	54	105	90	140
Cassia	4	1	5	156	173	166	476	471	473
Clark	0	1	0	13	13	18	49	45	70
Clearwater	1	0	1	18	22	34	52	52	89
Custer	2	0	3	27	17	13	65	44	29
Elmore	12	7	6	168	176	160	438	368	471
Franklin	2	1	3	30	31	25	112	98	76
Fremont	1	5	4	80	65	61	241	220	262
Gem	2	2	2	39	68	66	153	142	188
Gooding	6	1	4	85	53	86	184	143	203
Idaho	8	5	3	88	86	88	259	218	228
Jefferson	4	4	2	75	76	96	310	202	346
Jerome	8	8	10	163	168	166	437	453	470
Kootenai	18	18	15	811	776	733	2,471	2,290	2,381
Latah	4	4	2	148	141	140	516	423	489
Lemhi	1	1	2	37	43	46	124	114	119
Lewis	1	2	2	20	32	18	52	58	71
Lincoln	2	4	1	25	17	31	61	47	94
Madison	2	1	2	141	177	165	588	546	657
Minidoka	5	6	3	88	110	63	302	266	234
Nez Perce	7	9	6	241	239	241	795	670	768
Oneida	1	5	1	29	31	36	98	111	127
Owyhee	4	1	2	39	39	48	112	104	127
Payette	4	4	3	106	113	103	235	238	277
Power	2	3	0	67	58	69	203	150	192
Shoshone	8	1	5	55	42	54	222	145	195
Teton	0	2	1	24	30	16	82	99	70
Twin Falls	8	9	6	439	439	454	1,314	1,224	1,406
Valley	7	2	4	67	81	84	258	247	271
Washington	2	2	4	36	39	25	88	104	86
TOTALS	**224**	**215**	**201**	**8,818**	**9,083**	**9,153**	**25,851**	**24,031**	**27,015**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2017-2019 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2019.

Table 13
Crash History of Idaho Cities: 2017-2019

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2017	2018	2019	2017	2018	2019	2017	2018	2019
40,000 and over									
Boise	20	9	7	1,364	1,409	1,369	3,837	3,974	3,852
Caldwell	5	4	2	299	289	303	814	775	886
Coeur d'Alene	3	1	2	343	317	232	990	907	884
Idaho Falls	1	4	3	274	301	305	808	690	839
Meridian	3	8	4	744	865	947	1,680	1,809	1,948
Nampa	1	7	4	655	688	703	1,522	1,542	1,955
Pocatello	1	2	1	309	285	317	1,169	922	1,058
Twin Falls	1	2	1	272	283	282	838	791	897
15,000 - 39,999									
Ammon	0	0	0	43	51	39	128	122	129
Chubbuck	0	1	0	77	62	77	178	176	229
Eagle	2	3	1	95	79	80	303	256	306
Hayden	0	1	0	54	55	64	183	167	188
Kuna	1	0	0	34	46	45	109	107	143
Lewiston	3	1	2	155	158	156	561	447	534
Moscow	0	0	1	67	75	68	263	218	264
Post Falls	2	0	3	129	124	135	405	362	390
Rexburg	0	1	0	99	127	99	400	382	427
5,000 - 14,999									
Blackfoot	0	1	0	64	49	55	226	164	221
Burley	0	0	0	60	96	62	246	237	252
Emmett	0	1	1	10	18	19	43	36	55
Fruitland	0	0	0	17	15	24	47	39	52
Garden City	0	1	1	114	99	95	320	299	301
Hailey	0	0	0	16	18	15	100	75	137
Jerome	0	0	0	29	35	35	118	98	118
Middleton	0	0	0	8	3	8	16	5	47
Mountain Home	1	0	0	28	46	28	87	97	97
Payette	0	1	0	11	17	10	33	38	44
Preston	1	0	0	2	5	1	22	25	4
Rathdrum	0	0	1	17	24	26	50	70	70
Rupert	0	0	0	8	3	7	30	11	36
Sandpoint	0	0	0	25	27	34	101	111	122
Star	0	0	0	11	8	20	49	26	58
Weiser	0	0	0	7	7	3	29	20	18

Table 13 (Continued)
Crash History of Idaho Cities: 2017-2019

City by Population Size	Fatal Crashes 2017	Fatal Crashes 2018	Fatal Crashes 2019	Injury Crashes 2017	Injury Crashes 2018	Injury Crashes 2019	Total Crashes 2017	Total Crashes 2018	Total Crashes 2019
2,000 - 4,999									
American Falls	0	0	0	14	8	13	40	36	45
Bellevue	0	0	0	3	2	0	14	4	2
Bonners Ferry	0	0	0	2	2	13	11	13	31
Buhl	0	0	0	2	0	7	10	2	24
Dalton Gardens	0	0	0	7	4	4	17	17	13
Filer	0	0	0	2	2	1	10	13	13
Gooding	0	0	0	11	5	13	34	26	31
Grangeville	0	0	1	3	1	6	4	8	19
Heyburn	1	1	0	18	10	1	55	40	8
Homedale	0	0	0	5	0	4	14	3	9
Iona	0	0	0	1	0	1	4	1	3
Kellogg	0	1	1	6	3	4	26	27	30
Ketchum	0	0	0	11	9	7	48	39	29
Kimberly	1	0	0	5	5	4	22	11	14
Malad	0	0	0	4	2	0	15	12	13
McCall	1	1	0	9	19	15	52	44	49
Montpelier	0	0	0	4	1	2	27	7	15
Orofino	0	0	0	4	7	5	12	15	18
Parma	0	1	0	2	0	0	13	5	0
Rigby	0	0	0	14	12	21	45	29	67
St. Anthony	0	0	0	4	4	6	25	23	31
St. Maries	0	0	0	4	6	6	37	37	34
Salmon	0	0	0	3	6	7	21	23	22
Shelley	0	0	0	6	5	8	32	19	21
Soda Springs	0	0	0	1	1	2	6	3	15
Spirit Lake	0	0	0	3	2	5	9	10	12
Victor	0	0	0	4	3	3	10	13	9
Wendell	0	0	0	7	2	5	10	5	10

Table 14 lists fatal and injury crash data and crash rates for the 44 counties in Idaho by population groupings. Population figures are based on 2019 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2019

	2019 Population (in 1,000s)	Number of Crashes Total	Fatal	Injury	Number of Persons Killed	Injured	Fatal and Injury Crash Rate Per 1,000 Population
50,000 and over							
Ada	481.6	7,231	21	2,776	29	4,186	5.8
Bannock	87.8	1,586	8	475	9	652	5.5
Bonneville	119.1	1,562	11	539	11	779	4.6
Canyon	229.8	3,826	21	1,340	21	1,969	5.9
Kootenai	165.7	2,381	15	733	15	995	4.5
Twin Falls	86.9	1,406	6	454	7	668	5.3
Mean Crash Rate							**5.5**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2019

	2019 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	46.8	715	7	216	8	354	4.8
Blaine	23.0	346	9	77	13	110	3.7
Bonner	45.7	475	8	166	9	237	3.8
Cassia	24.0	473	5	166	5	266	7.1
Elmore	27.5	471	6	160	6	223	6.0
Jefferson	29.9	346	2	96	2	130	3.3
Jerome	24.4	470	10	166	11	240	7.2
Latah	40.1	489	2	140	2	192	3.5
Madison	39.9	657	2	165	2	248	4.2
Minidoka	21.0	234	3	63	3	86	3.1
Nez Perce	40.4	768	6	241	6	323	6.1
Payette	24.0	277	3	103	3	153	4.4
Mean Crash Rate							**4.7**
10,000 - 19,999							
Boundary	12.2	133	1	43	1	58	3.6
Franklin	13.9	76	3	25	3	36	2.0
Fremont	13.1	262	4	61	5	105	5.0
Gem	18.1	188	2	66	2	84	3.8
Gooding	15.2	203	4	86	5	109	5.9
Idaho	16.7	228	3	88	3	120	5.5
Owyhee	11.8	127	2	48	2	76	4.2
Shoshone	12.9	195	5	54	5	79	4.6
Teton	12.1	70	1	16	2	24	1.4
Valley	11.4	271	4	84	4	117	7.7
Washington	10.2	86	4	25	6	40	2.8
Mean Crash Rate							**4.3**
5,000 - 9,999							
Bear Lake	6.1	67	0	17	0	21	2.8
Benewah	9.3	188	2	49	2	70	5.5
Boise	7.8	163	6	58	6	81	8.2
Caribou	7.2	140	1	54	1	83	7.7
Clearwater	8.8	89	1	34	1	39	4.0
Lemhi	8.0	119	2	46	2	65	6.0
Lincoln	5.4	94	1	31	2	50	6.0
Power	7.7	192	0	69	0	97	9.0
Mean Crash Rate							**6.2**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2019

	2019 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	54	3	23	3	26	6.1
Butte	2.6	33	1	10	1	16	4.2
Camas	1.1	27	0	5	0	8	4.5
Clark	0.8	70	0	18	0	26	21.3
Custer	4.3	29	3	13	3	16	3.7
Lewis	3.8	71	2	18	2	20	5.2
Oneida	4.5	127	1	36	1	54	8.2
Mean Crash Rate							**6.2**
Statewide Totals	**1,787.1**	**27,015**	**201**	**9,153**	**224**	**13,331**	**5.2**

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 2019.

Table 15
Fatal and Injury Crash Rates by City – 2019

	2019 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	229.0	3,852	7	1,369	8	1,966	6.0
Caldwell	58.5	886	2	303	2	465	5.2
Coeur d'Alene	52.4	884	2	232	2	308	4.5
Idaho Falls	62.9	839	3	305	3	422	4.9
Meridian	114.2	1,948	4	947	4	1,565	8.3
Nampa	99.3	1,955	4	703	4	983	7.1
Pocatello	56.6	1,058	1	317	1	420	5.6
Twin Falls	50.2	897	1	282	1	395	5.6
Mean Crash Rate							**6.2**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2019

	2019 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	17.1	129	0	39	0	62	2.3
Chubbuck	15.6	229	0	77	0	115	4.9
Eagle	29.8	306	1	80	1	114	2.7
Hayden	15.4	188	0	64	0	82	4.1
Kuna	22.3	143	0	45	0	75	2.0
Lewiston	32.8	534	2	156	2	203	4.8
Moscow	25.7	264	1	68	1	100	2.7
Post Falls	36.3	390	3	135	3	188	3.8
Rexburg	29.4	427	0	99	0	146	3.4
Mean Crash Rate							**3.4**
5,000 - 14,999							
Blackfoot	12.0	221	0	55	0	81	4.6
Burley	10.6	252	0	62	0	91	5.9
Emmett	7.1	55	1	19	1	23	2.8
Fruitland	5.4	52	0	24	0	35	4.4
Garden City	12.0	301	1	95	1	130	8.0
Hailey	8.7	137	0	15	0	18	1.7
Jerome	12.0	118	0	35	0	44	2.9
Middleton	8.5	47	0	8	0	8	0.9
Mountain Home	14.6	97	0	28	0	37	1.9
Payette	7.7	44	0	10	0	15	1.3
Preston	5.6	4	0	1	0	1	0.2
Rathdrum	9.2	70	1	26	1	38	3.0
Rupert	5.9	36	0	7	0	12	1.2
Sandpoint	8.9	122	0	34	0	41	3.8
Star	10.5	58	0	20	0	24	1.9
Weiser	5.4	18	0	3	0	3	0.6
Mean Crash Rate							**3.1**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2019

	2019 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.3	45	0	13	0	18	3.0
Bellevue	2.5	2	0	0	0	0	0.0
Bonners Ferry	2.6	31	0	13	0	19	4.9
Buhl	4.5	24	0	7	0	9	1.6
Dalton Gardens	2.4	13	0	4	0	4	1.7
Filer	2.9	13	0	1	0	1	0.3
Gooding	3.4	31	0	13	0	16	3.8
Grangeville	3.2	19	1	6	1	6	2.2
Heyburn	3.4	8	0	1	0	1	0.3
Homedale	2.7	9	0	4	0	6	1.5
Iona	2.4				0	1	
Kellogg	2.1	30	1	4	1	5	2.3
Ketchum	2.9	29	0	7	0	8	2.5
Kimberly	4.1	14	0	4	0	8	1.0
Malad	2.1	13	0	0	0	0	0.0
McCall	3.6	49	0	15	0	17	4.2
Montpelier	2.5	15	0	2	0	2	0.8
Orofino	3.1	18	0	5	0	6	1.6
Parma	2.1	0	0	0	0	0	0.0
Rigby	4.3	67	0	21	0	25	4.9
St. Anthony	3.6	31	0	6	0	8	1.7
St. Maries	2.4	34	0	6	0	7	2.5
Salmon	3.2	22	0	7	0	11	2.2
Shelley	4.5	21	0	8	0	13	1.8
Soda Springs	3.0	15	0	2	0	2	0.7
Spirit Lake	2.5	12	0	5	0	9	2.0
Victor	2.5	9	0	3	0	4	1.2
Wendell	2.7	10	0	5	0	6	1.8
Mean Crash Rate							**1.9**

Driver Age Distribution

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

Table 16
Age Distribution of Licensed Drivers: 2010, 2015, 2019

Age	2010	2015	2019	Change 2010-2019	Change 2015-2019
15*	2,592	3,443	3,532	36.3%	2.6%
(%)	0.2%	0.3%	0.3%		
16-24	153,891	160,140	173,807	12.9%	8.5%
(%)	14.4%	14.0%	13.5%		
25-34	191,583	196,056	213,318	11.3%	8.8%
(%)	17.9%	17.1%	16.6%		
35-44	177,226	186,231	212,356	19.8%	14.0%
(%)	16.6%	16.3%	16.6%		
45-54	195,441	186,222	191,176	-2.2%	2.7%
(%)	18.3%	16.3%	14.9%		
55-64	177,521	195,777	210,369	18.5%	7.5%
(%)	16.6%	17.1%	16.4%		
65+	171,288	216,423	278,176	62.4%	28.5%
(%)	16.0%	18.9%	21.7%		
TOTALS	1,069,542	1,144,292	1,282,734	19.9%	12.1%

**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: 2019

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	3,532	0.3%	461	1.0%	3.6	170	1.0%	3.6
16	11,485	0.9%	1,122	2.4%	2.7	396	2.3%	2.6
17	16,562	1.3%	1,555	3.3%	2.6	500	3.0%	2.3
18	18,436	1.4%	1,739	3.7%	2.6	607	3.6%	2.5
19	21,048	1.6%	1,476	3.1%	1.9	536	3.2%	1.9
20	21,727	1.7%	1,415	3.0%	1.8	516	3.0%	1.8
21	19,552	1.5%	1,366	2.9%	1.9	452	2.7%	1.8
22	20,926	1.6%	1,321	2.8%	1.7	461	2.7%	1.7
23	21,916	1.7%	1,137	2.4%	1.4	382	2.3%	1.3
24	22,155	1.7%	1,120	2.4%	1.4	401	2.4%	1.4
25-34	213,318	16.6%	9,355	19.9%	1.2	3,465	20.5%	1.2
35-44	212,356	16.6%	7,469	15.9%	1.0	2,738	16.2%	1.0
45-54	191,176	14.9%	5,757	12.3%	0.8	2,182	12.9%	0.9
55-64	210,369	16.4%	5,203	11.1%	0.7	1,885	11.1%	0.7
65-74	174,864	13.6%	3,462	7.4%	0.5	1,329	7.8%	0.6
75+	103,312	8.1%	1,895	4.0%	0.5	697	4.1%	0.5
Not Stated or Other			1,113	2.4%		217	1.3%	
TOTALS	**1,282,734**		**46,966**			**16,934**		

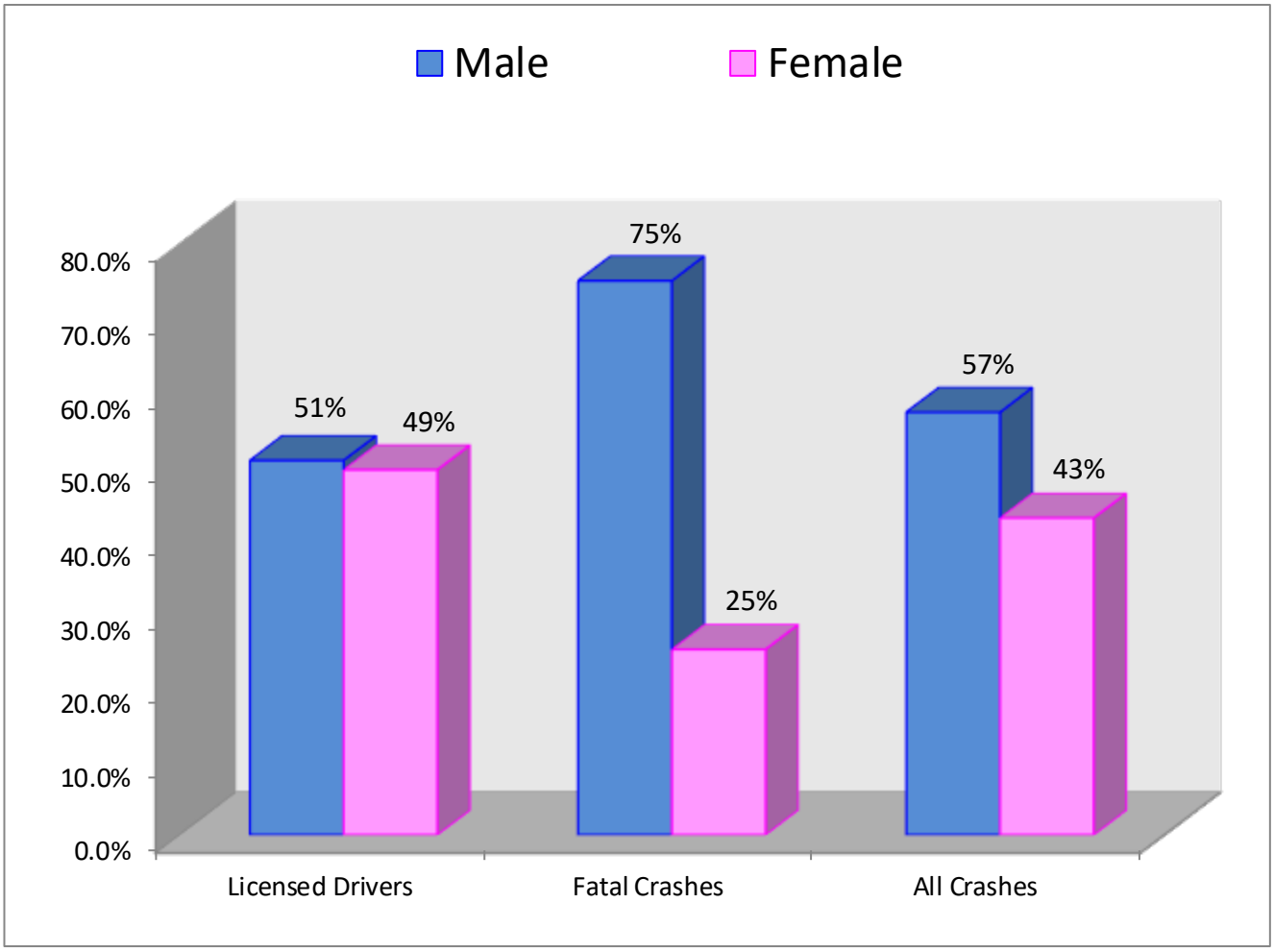
** Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.5% of all licensed drivers and accounted for 13.0% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

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: 2019



In 2019, males were 1.3 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 4.0 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2019

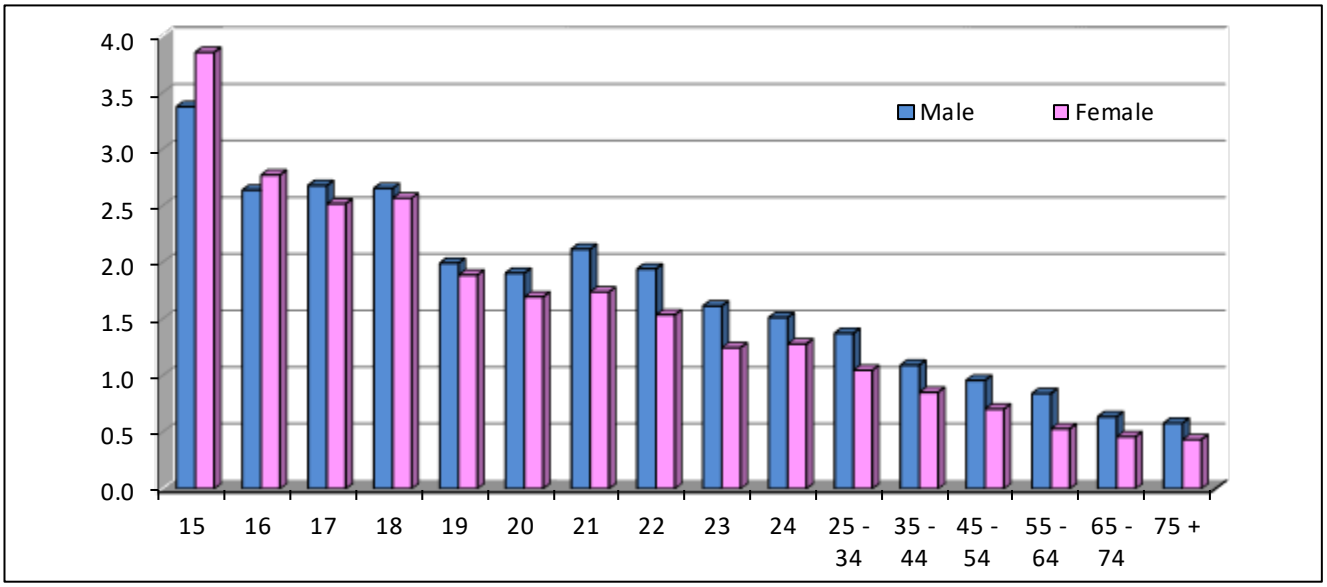
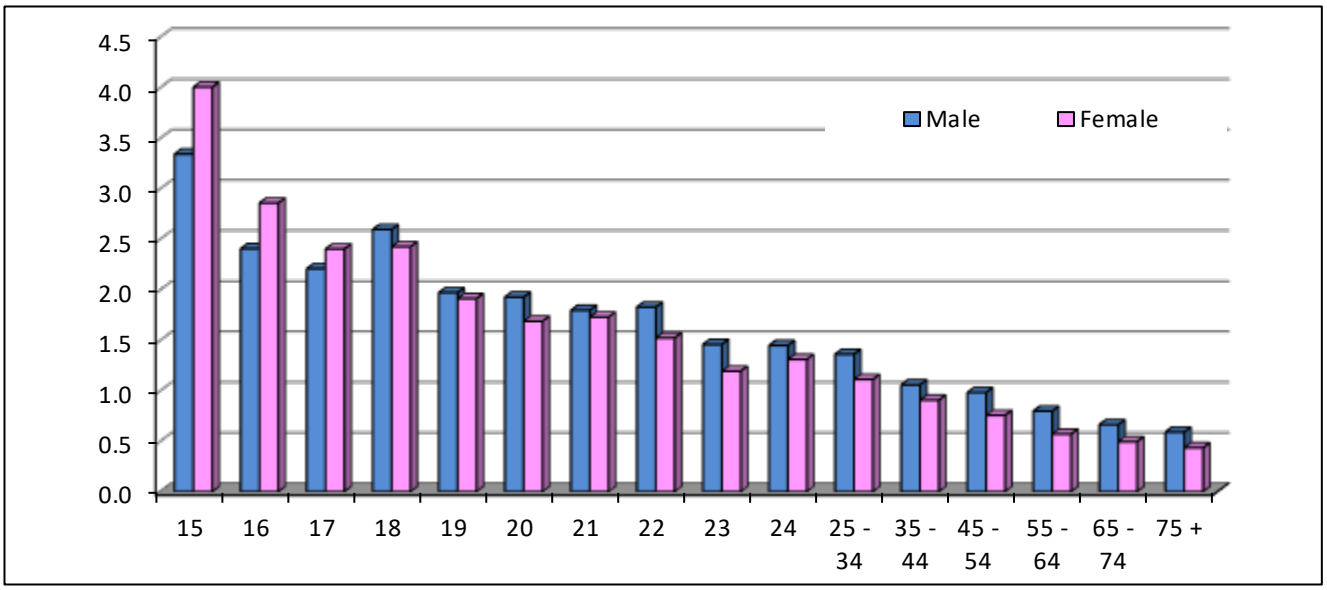


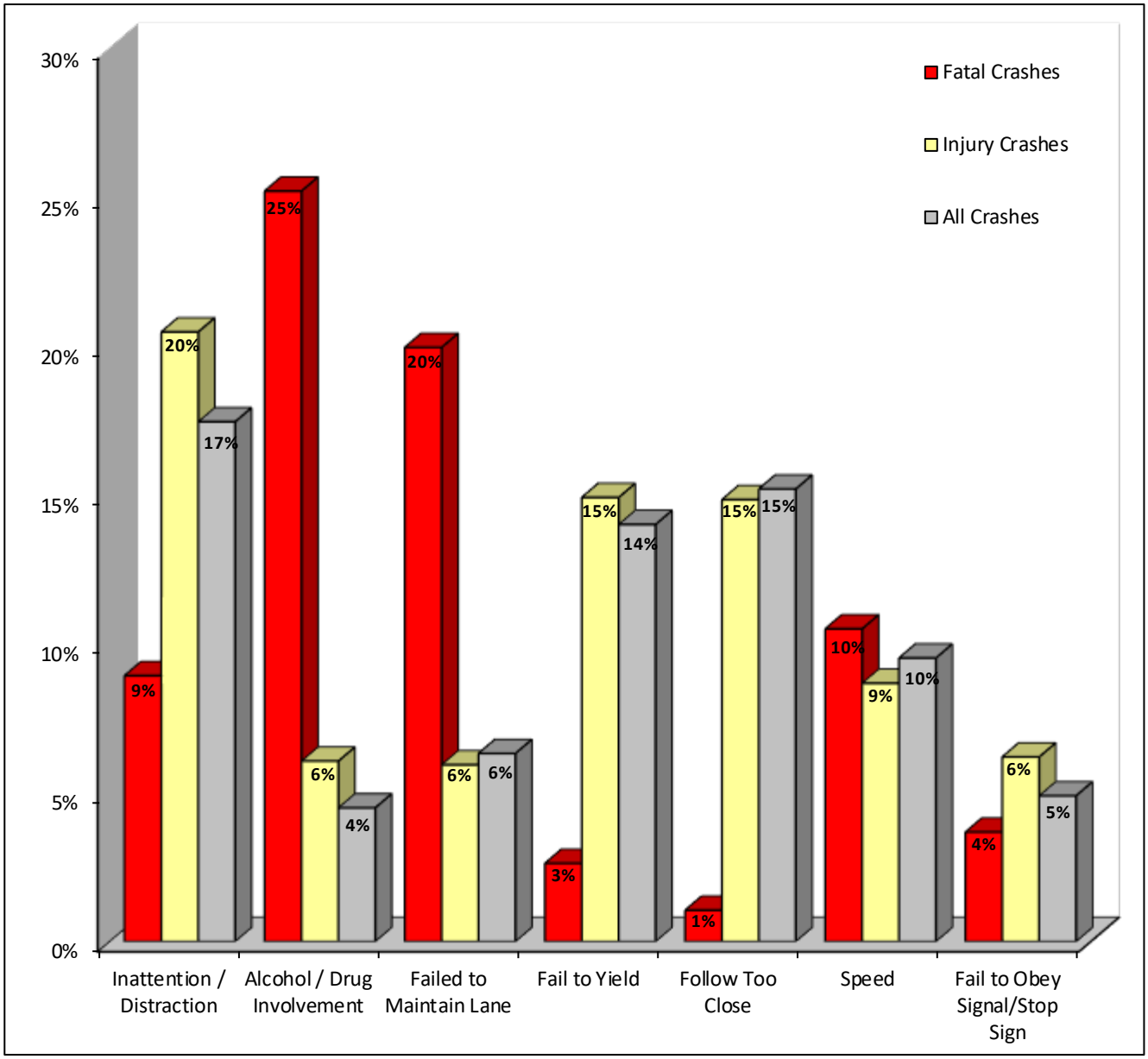
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2019



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 2019



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2019 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: 2019

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	38,856	50.8%
2. Insurance Violations	8,642	11.3%
3. Failure to Obey Traffic Control Devices	6,318	8.3%
4. Driving Under the Influence	4,918	6.4%
5. Following Too Close	4,216	5.5%
6. Driving Without Privileges - Suspended License	2,262	3.0%
7. Reckless or Inattentive Driving	2,605	3.4%
8. Failure to Yield Right of Way	2,438	3.2%
9. Lane Change Violations	1,700	2.2%
10. Improper Signal or Turn	1,128	1.5%
All Other	3,433	4.5%
TOTAL	**76,516**	

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 74% of all violations for 2019. 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: 2019
(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	3,532	4.1	1.4	0.1	0.5	1.3
16-19	67,531	7.4	1.3	0.3	0.5	1.3
20-24	106,276	5.9	0.8	0.8	0.5	0.7
25-34	213,318	4.0	0.6	0.7	0.3	0.4
35-44	212,356	3.3	0.5	0.5	0.2	0.3
45-54	191,176	2.8	0.4	0.4	0.1	0.2
55-64	210,369	1.9	0.3	0.2	0.1	0.2
65-74	174,864	1.2	0.3	0.1	0.0	0.1
75+	103,312	0.6	0.2	0.0	0.0	0.1
Mean		3.0	0.5	0.4	0.2	0.3

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: 2019

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	16,761	41.3%
Administrative License Suspension (ALS)*	7,504	18.5%
Driving Under the Influence	7,310	18.0%
Failure to Pay Fine	264	0.7%
Family Responsibility Law	1,792	4.4%
Points	581	1.4%
Reckless/Inattentive Driving	835	2.1%
Refused Evidentiary BAC Test	683	1.7%
Driving Without Privileges	359	0.9%
Unsatisfied Judgement	325	0.8%
Fleeing or Evading Police	250	0.6%
All Others	3,940	9.7%
TOTALS	**40,604**	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 18% 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: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Impaired Driving Crashes	1,367	1,535	1,529	1,456	1,501	3.1%	2.4%
Fatalities	87	88	80	78	99	26.9%	-3.5%
Suspected Serious Injury	219	223	218	212	217	2.4%	-1.1%
Suspected Minor Injury	350	397	338	334	329	-1.5%	-0.9%
Possible Injuries	477	482	489	523	525	0.4%	3.2%
Impaired Driving Crashes as a % of All Crashes	5.7%	6.1%	5.9%	6.1%	5.6%	-8.3%	2.2%
Impaired Driving Fatalities as a % of All Fatalities	40.3%	34.8%	32.7%	33.3%	44.2%	32.6%	-5.9%
Impaired Driving Injuries as a % of All Injuries	7.9%	8.1%	8.1%	8.0%	8.0%	0.0%	0.5%
All Fatal and Injury Crashes	9,248	9,559	9,042	9,298	9,354	0.6%	0.3%
Impaired Fatal/Injury Crashes	781	821	764	808	789	-2.4%	1.3%
% Impaired Driving	8.4%	8.6%	8.4%	8.7%	8.4%	-2.9%	1.0%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	1.84	1.81	1.72	1.64	1.75	6.9%	-3.7%
Annual DUI Arrests by Agency*							
Idaho State Police	1,089	1,305	1,400	1,518	1,555	2.4%	11.8%
Local Agencies	6,298	6,015	5,927	6,412	6,529	1.8%	0.7%
Total Arrests	7,387	7,320	7,327	7,930	8,084	1.9%	2.5%
DUI Enforcement Rate**	0.65	0.63	0.61	0.63	0.63	-0.2%	-0.7%

In 2019, impaired driving crashes increased by 3%, while fatalities resulting from impaired driving crashes increased by 27%. More than 8% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Just over 44% of all fatalities were the result of an impaired driving crash in 2019. Only 32% 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 close to 2% in 2019. Overall, DUI

arrests increased by 2% from 2018 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2019. The estimated cost of Idaho impaired driving crashes in 2019 was nearly $1.2 billion dollars. This estimate represents 29% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2019 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	99	$10,179,994	$1,007,819,371
Suspected Serious Injury	217	$486,859	$105,648,295
Suspected Minor Injury	329	$132,605	$43,627,013
Possible Injuries	525	$67,712	$35,548,973
No Injuries	1,686	$3,430	$5,783,403
Total Estimate of Economic Cost			**$1,198,427,055**

Victims of Fatal Crashes Involving Impaired Drivers

Table 23
Persons Killed in Impaired Driving Crashes: 2019
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles		Motorcycle			ATV		
Impaired Status*	Driver	Passenger	Driver	Pedestrian	Bicyclist	Driver	Passenger	Other
Impaired	56	10	8	2	0	4	1	1
Not Impaired	5	10	1	0	1	0	0	0

Of the 99 people killed in impaired driving crashes, 82 (or 83%) 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 44, are over-represented in impaired driving crashes. Drivers, ages 21 to 23 years-old, were the most over-represented ages. They are involved in 2.6 times as many impaired driving crashes as you would expect them to be. In 2019, 9% of the impaired drivers involved in crashes were under 21 years of age.

Table 24
DUI Arrests and Impaired Driving Crashes by Driver Age: 2019

	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	2	0.0%	0	0.0%
15	3,532	0.3%	5	0.1%	4	0.3%
16	11,485	0.9%	20	0.2%	8	0.5%
17	16,562	1.3%	55	0.7%	18	1.2%
18	18,436	1.4%			26	1.8%
19	21,048	1.6%	282	3.5%	33	2.2%
20	21,727	1.7%			43	2.9%
21	19,552	1.5%			70	4.7%
22	20,926	1.6%			58	3.9%
23	21,916	1.7%			61	4.1%
24	22,155	1.7%	1,256	15.5%	47	3.2%
25-29	107,357	8.4%	1,360	16.8%	245	16.5%
30-34	105,961	8.3%	1,083	13.4%	180	12.2%
35-39	109,605	8.5%	997	12.3%	138	9.3%
40-44	102,751	8.0%	785	9.7%	137	9.3%
45-49	96,705	7.5%	628	7.8%	90	6.1%
50-54	94,471	7.4%	518	6.4%	82	5.5%
55-59	104,525	8.1%	485	6.0%	79	5.3%
60+	384,020	29.9%	608	7.5%	132	8.9%
Missing or Unknown			0	0.0%	30	2.0%
TOTALS	1,282,734		8,084		1,481	

* 18-19 year old drivers combined
** 20-24 year old drivers combined

Males comprised 73% of the drivers involved in impaired driving crashes in 2019.

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 2019 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2019

	2019 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	481.6	344	10	143	15	215	0.3
Bannock	87.8	84	3	44	3	67	0.5
Bonneville	119.1	82	4	41	4	66	0.4
Canyon	229.8	203	5	99	5	172	0.5
Kootenai	165.7	149	6	62	6	88	0.4
Twin Falls	86.9	80	3	37	4	60	0.5
Mean Crash Rate							**0.4**
20,000 - 49,999							
Bingham	46.8	39	4	18	5	33	0.5
Blaine	23.0	19	4	6	6	9	0.4
Bonner	45.7	36	3	24	4	36	0.6
Cassia	24.0	22	3	11	3	15	0.6
Elmore	27.5	24	3	9	3	9	0.4
Jefferson	29.9	15	1	10	1	12	0.4
Jerome	24.4	35	5	13	6	22	0.7
Latah	40.1	26	1	10	1	14	0.3
Madison	39.9	10	2	5	2	10	0.2
Minidoka	21.0	19	1	6	1	7	0.3
Nez Perce	40.4	60	2	31	2	44	0.8
Payette	24.0	22	1	12	1	16	0.5
Mean Crash Rate							**0.5**
10,000 - 19,999							
Boundary	12.2	6	1	1	1	1	0.2
Franklin	13.9	7	2	4	2	4	0.4
Fremont	13.1	14	3	4	4	13	0.5
Gem	18.1	7	0	2	0	2	0.1
Gooding	15.2	27	3	17	3	28	1.3
Idaho	16.7	13	1	7	1	8	0.5
Owyhee	11.8	10	1	7	1	8	0.7
Shoshone	12.9	18	1	7	1	10	0.6
Teton	12.1	9	1	4	2	7	0.4
Valley	11.4	22	1	12	1	16	1.1
Washington	10.2	8	1	1	1	2	0.2
Mean Crash Rate							**0.5**

Table 25 (Continued)
Impaired Driving Crashes by County: 2019

	2019 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	4	0	3	0	4	0.5
Benewah	9.3	10	1	8	1	12	1.0
Boise	7.8	12	2	4	2	5	0.8
Caribou	7.2	8	1	5	1	8	0.8
Clearwater	8.8	15	1	10	1	11	1.3
Lemhi	8.0	10	0	7	0	8	0.9
Lincoln	5.4	3	0	3	0	5	0.6
Power	7.7	3	0	1	0	1	0.1
Mean Crash Rate							**0.8**
0 - 4,999							
Adams	4.3	6	0	3	0	3	0.7
Butte	2.6	2	0	2	0	6	0.8
Camas	1.1	2	0	1	0	1	0.9
Clark	0.8	2	0	1	0	1	1.2
Custer	4.3	5	2	2	2	4	0.9
Lewis	3.8	6	2	4	2	6	1.6
Oneida	4.5	3	1	2	1	2	0.7
Mean Crash Rate							**0.9**
Statewide Totals	**1,787.1**	**1,501**	**86**	**703**	**99**	**1,071**	**0.4**

Table 26 presents information on impaired driving crashes for cities with populations exceeding 2,000 people by population groupings. Population figures are from the U. S. Census Bureau's estimates for cities for 2019.

Table 26
Impaired Driving Crashes by City: 2019

	2019 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	229.0	180	1	70	1	108	0.3
Caldwell	58.5	52	2	22	2	38	0.4
Coeur d'Alene	52.4	42	2	10	2	14	0.2
Idaho Falls	62.9	40	0	16	0	18	0.3
Meridian	114.2	78	2	38	2	55	0.4
Nampa	99.3	88	0	39	0	68	0.4
Pocatello	56.6	61	0	32	0	48	0.6
Twin Falls	50.2	39	0	18	0	28	0.4
Mean Crash Rate							**0.3**

Table 26 (Continued)
Impaired Driving Crashes by City: 2019

	2019 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	17.1	6	0	2	0	10	0.1
Chubbuck	15.6	7	0	3	0	7	0.2
Eagle	29.8	14	1	6	1	11	0.2
Hayden	15.4	7	0	4	0	5	0.3
Kuna	22.3	14	0	6	0	6	0.3
Lewiston	32.8	28	1	11	1	16	0.4
Moscow	25.7	11	1	3	1	4	0.2
Post Falls	36.3	30	1	14	1	17	0.4
Rexburg	29.4	5	0	4	0	7	0.1
Mean Crash Rate							**0.1**
5,000 - 14,999							
Blackfoot	12.0	7	0	6	0	7	0.5
Burley	10.6	7	0	2	0	4	0.2
Emmett	7.1	2	0	0	0	0	0.0
Fruitland	5.4	5	0	3	0	3	0.6
Garden City	12.0	15	1	5	1	5	0.5
Hailey	8.7	7	0	1	0	1	0.1
Jerome	12.0	10	0	2	0	3	0.2
Middleton	8.5	1	0	1	0	1	0.1
Mountain Home	14.6	8	0	2	0	2	0.1
Payette	7.7	5	0	3	0	3	0.4
Preston	5.6	1	0	0	0	0	0.0
Rathdrum	9.2	4	1	0	1	0	
Rupert	5.9	5	0	0	0	0	0.0
Sandpoint	8.9	5	0	3	0	3	0.3
Star	10.5	1	0	0	0	0	0.0
Weiser	5.4	3	0	1	0	1	0.2
Mean Crash Rate							**0.2**

Table 26 (Continued)
Impaired Driving Crashes by City: 2019

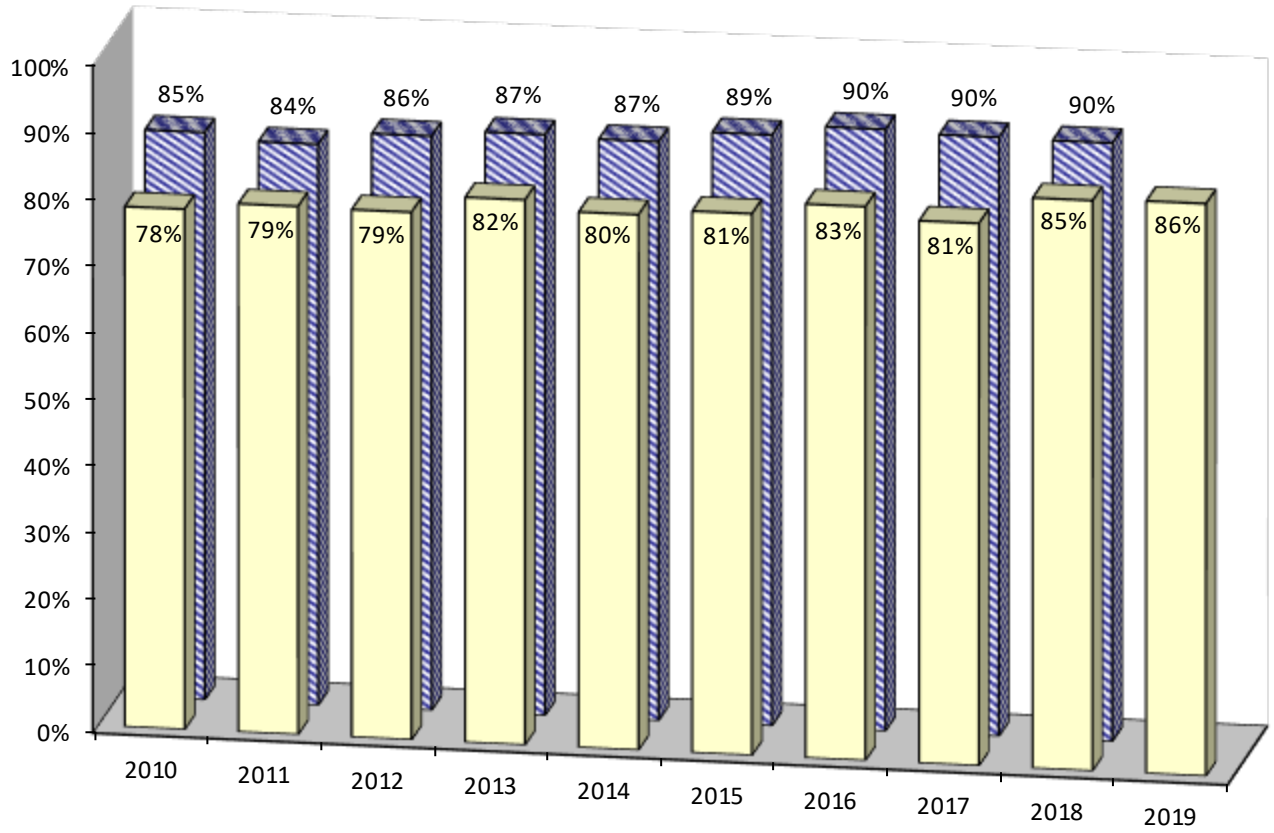
	2019 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.3	1	0	0	0	0	0.0
Bellevue	2.5	0	0	0	0	0	0.0
Bonners Ferry	2.6	0	0	0	0	0	0.0
Buhl	4.5	2	0	1	0	1	0.2
Dalton Gardens	2.4	0	0	0	0	0	0.0
Filer	2.9	1	0	0	0	0	0.0
Gooding	3.4	2	0	0	0	0	0.0
Grangeville	3.2	1	0	1	0	1	0.3
Heyburn	3.4	2	0	0	0	0	0.0
Homedale	2.7	1	0	1	0	1	0.4
Iona	2.4	0	0	0	0	0	0.0
Kellogg	2.1	4	0	0	0	0	0.0
Ketchum	2.9	3	0	1	0	1	0.4
Kimberly	4.1	1	0	1	0	2	0.2
Malad	2.1	0	0	0	0	0	0.0
McCall	3.6	4	0	3	0	3	0.8
Montpelier	2.5	1	0	1	0	1	0.4
Orofino	3.1	4	0	1	0	1	0.3
Parma	2.1	0	0	0	0	0	0.0
Rigby	4.3	2	0	2	0	3	0.5
St. Anthony	3.6	1	0	0	0	0	0.0
St. Maries	2.4	1	0	1	0	1	0.4
Salmon	3.2	4	0	3	0	3	0.9
Shelley	4.5	0	0	0	0	0	0.0
Soda Springs	3.0	1	0	0	0	0	0.0
Spirit Lake	2.5	1	0	1	0	1	0.4
Victor	2.5	2	0	0	0	0	
Wendell	2.7	1	0	0	0	0	0.0
Mean Crash Rate							**0.2**

Safety Restraint Usage

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

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which made up 93% of the vehicles involved in motor vehicle crashes in 2019. 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.: 2010 - 2019



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: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Ada	93.9%	91.7%	88.8%	95.9%	95.1%	-0.8%	0.8%
Bannock	87.2%	85.9%	89.4%	75.4%	85.4%	13.3%	-4.4%
Bingham	79.7%	87.2%	82.4%	----	----	----	----
Bonner	78.8%	77.1%	78.6%	85.1%	83.1%	-2.3%	2.7%
Bonneville	65.9%	66.0%	74.0%	75.1%	75.5%	0.6%	4.6%
Canyon	88.1%	90.2%	91.5%	82.6%	81.3%	-1.5%	-2.0%
Cassia	----	----	----	64.9%	68.7%	5.9%	
Elmore	89.4%	90.1%	89.0%	88.7%	91.7%	3.4%	-0.3%
Franklin	----	----	----	67.4%	82.3%	22.0%	----
Fremont	----	----	----	69.3%	82.0%	18.4%	----
Gem	72.7%	76.2%	55.3%	----	----	----	----
Gooding	56.2%	69.3%	72.4%	----	----	----	----
Jerome	----	----	----	75.1%	70.4%	-6.3%	----
Kootenai	74.1%	76.8%	76.0%	85.0%	89.1%	4.8%	4.8%
Latah	82.9%	84.4%	83.4%	84.6%	82.2%	-2.9%	0.7%
Madison	67.7%	71.2%	74.0%	----	----	----	----
Minidoka	57.0%	61.9%	72.6%	----	----	----	----
Nez Perce	78.2%	77.4%	84.3%	87.5%	85.6%	-2.2%	3.9%
Payette	92.1%	86.3%	85.1%	----	----	----	----
Twin Falls	59.7%	68.4%	72.7%	71.3%	77.8%	9.2%	6.3%
Washington	----	----	----	93.0%	79.6%	-14.5%	----
Statewide	**81.1%**	**82.9%**	**81.2%**	**85.4%**	**85.7%**	**0.4%**	**1.8%**

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) districts[4] by vehicle type. A map of the transportation districts can be found in Appendix A. District 3 (south-western Idaho) had the highest overall usage at 89.6%, while district 4 (south-central Idaho) had the overall lowest usage at 73.9%.

Table 28
Idaho Safety Belt Observation Survey: 2019 – Usage by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	90.7%	82.9%	88.6%
2	86.6%	81.5%	85.0%
3	93.1%	80.9%	89.6%
4	78.4%	65.2%	73.9%
5	86.6%	75.7%	83.8%
6	80.3%	57.6%	75.6%
Statewide	**88.9%**	**77.2%**	**85.7%**

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 2019 ranged from a high of 82.9% in District 1 (northern Idaho) to a low of 57.6% in District 6 (north-eastern Idaho).

Self-Reported Seat Belt Usage Results

Table 29 shows the self-reported seat belt use for people, ages 7 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use[5]. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Table 29
Self-Reported Seat Belt Use: 2015-2019
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatalities -Restraints Used	37.6%	34.6%	34.7%	36.8%	43.6%	18.2%	-0.5%
Suspected Serious Injuries - Restraints Used	66.8%	69.3%	65.4%	65.3%	67.6%	3.6%	-0.7%

Of the 163 passenger motor vehicle occupants over the age of 7 killed in 2019, only 71 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 71 lives saved in 2019 by seat belt usage and an additional 42 lives (half of those killed and unbelted) could have been saved if <u>everyone</u> had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2019 Costs of Injuries
Persons Using Safety Restraints versus Persons Not Using Safety Restraints
Age 7 & Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

	Safety Restraints			Costs of Injuries		
Injury Type	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	71	83	9	$722,779,549	$844,939,473	$91,619,943
Suspected Serious Injury	578	215	62	$281,404,214	$104,674,578	$30,185,227
Suspected Minor Injury	2,685	406	207	$356,044,164	$53,837,590	$27,449,215
Possible Injury	6,576	460	523	$445,276,279	$31,147,672	$35,413,548
No Injury	42,639	1,534	3,496	$146,262,458	$5,262,005	$11,992,156
Total				**$1,951,766,664**	**$1,039,861,318**	**$196,660,090**

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 2015 through 2019. 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: 2015-2019
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
50,000 and over							
Ada	84.1%	89.0%	83.4%	85.6%	86.4%	0.9%	0.7%
Bannock	74.8%	60.9%	56.3%	69.4%	76.6%	10.3%	-0.9%
Bonneville	77.9%	75.8%	68.1%	66.7%	81.1%	21.7%	-5.0%
Canyon	79.6%	78.8%	77.9%	77.6%	83.5%	7.5%	-0.8%
Kootenai	78.3%	75.1%	73.2%	74.4%	79.5%	6.8%	-1.6%
Twin Falls	78.5%	79.0%	74.5%	69.8%	64.3%	-7.8%	-3.8%
20,000 - 49,999							
Bingham	61.5%	63.3%	66.7%	68.3%	77.6%	13.6%	3.6%
Blaine	63.0%	71.4%	83.3%	75.0%	78.1%	4.2%	6.7%
Bonner	68.2%	56.9%	70.6%	68.1%	70.8%	4.0%	1.3%
Cassia	63.9%	37.5%	36.0%	67.7%	71.7%	5.9%	14.3%
Elmore	67.3%	65.7%	57.7%	58.1%	75.9%	30.6%	-4.6%
Jefferson	63.9%	66.7%	61.8%	72.2%	45.5%	-37.1%	4.6%
Jerome	52.6%	62.5%	66.7%	70.8%	66.2%	-6.4%	10.5%
Latah	87.5%	70.0%	67.7%	74.3%	66.7%	-10.3%	-4.5%
Madison	57.1%	39.1%	61.1%	87.0%	64.9%	-25.4%	22.3%
Minidoka	31.8%	66.7%	58.8%	50.0%	13.3%	-73.3%	27.6%
Nez Perce	81.0%	69.7%	66.7%	61.4%	62.7%	2.0%	-8.7%
Payette	62.8%	42.1%	47.6%	65.9%	74.2%	12.7%	6.1%
10,000 - 19,999							
Boundary	40.0%	33.3%	65.2%	81.8%	81.8%	0.0%	34.8%
Franklin	72.7%	76.5%	33.3%	66.7%	33.3%	-50.0%	16.2%
Fremont	59.3%	20.0%	51.9%	66.7%	57.1%	-14.3%	40.5%
Gem	68.2%	66.7%	50.0%	57.1%	52.6%	-7.9%	-4.3%
Gooding	72.4%	42.9%	38.1%	75.0%	65.4%	-12.8%	15.0%
Idaho	51.7%	36.1%	35.0%	33.3%	63.3%	90.0%	-12.7%
Owyhee	22.2%	53.8%	33.3%	0.0%	51.9%	100.0%	1.4%
Shoshone	35.7%	52.4%	71.4%	42.9%	50.0%	16.7%	14.3%
Teton	0.0%	58.3%	50.0%	100.0%	80.0%	-20.0%	61.9%
Valley	71.4%	83.3%	64.5%	83.3%	60.0%	-28.0%	7.8%
Washington	73.7%	62.5%	69.2%	50.0%	66.7%	33.3%	-10.7%

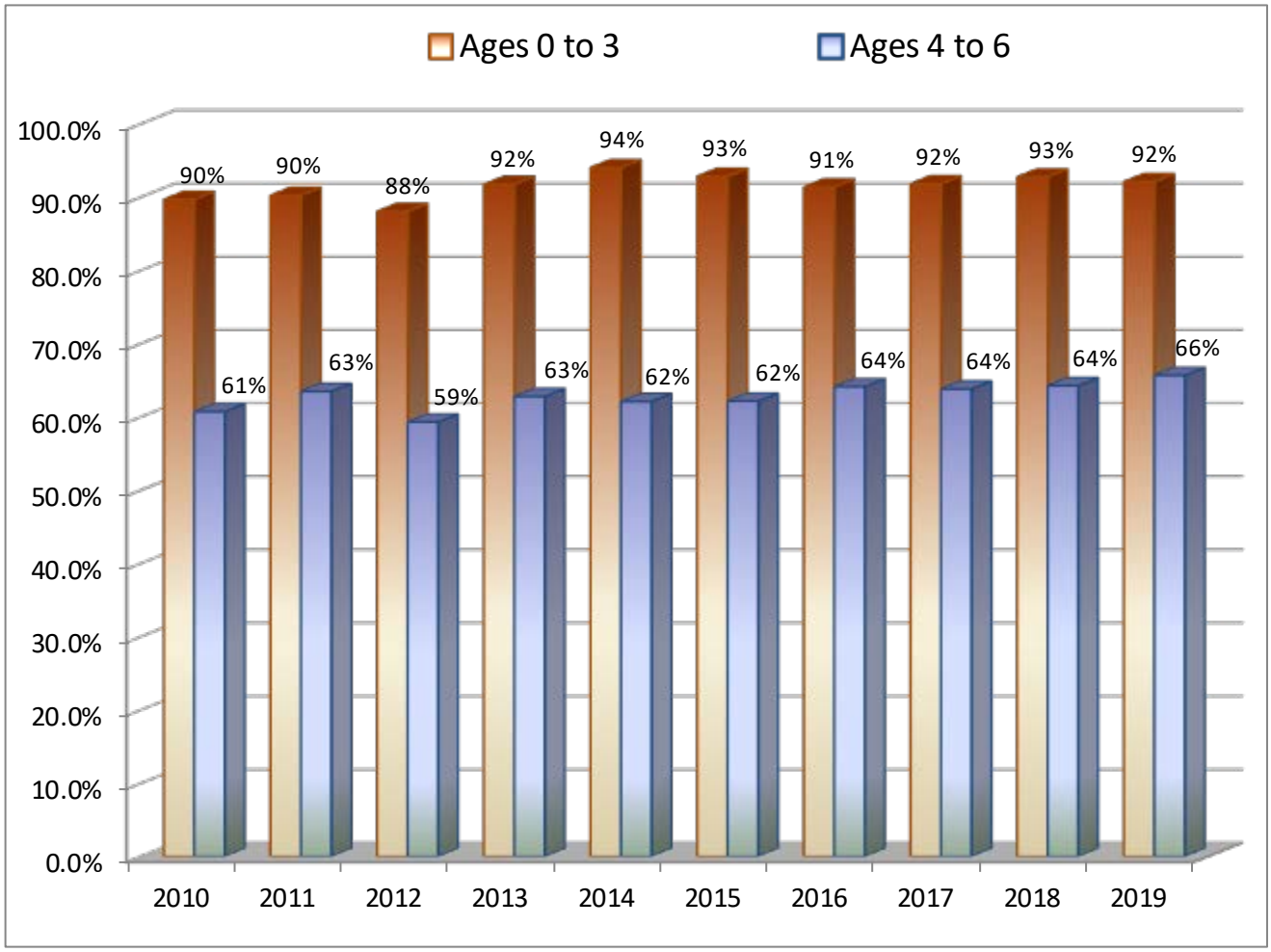
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2015-2019
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
5,000 - 9,999							
Bear Lake	40.0%	64.3%	100.0%	33.3%	66.7%	100.0%	16.5%
Benewah	63.6%	75.0%	28.6%	14.3%	92.3%	546.2%	-31.3%
Boise	61.5%	87.1%	88.9%	69.0%	87.1%	26.1%	7.1%
Caribou	45.5%	66.7%	100.0%	70.0%	0.0%	-100.0%	22.2%
Clearwater	25.0%	62.5%	0.0%	0.0%	33.3%	100.0%	16.7%
Lemhi	53.8%	42.9%	25.0%	72.7%	54.5%	-25.0%	42.9%
Lincoln	75.0%	50.0%	57.1%	40.0%	37.5%	-6.3%	-16.3%
Power	46.2%	58.3%	34.8%	55.6%	50.0%	-10.0%	15.2%
0 - 4,999							
Adams	92.3%	20.0%	76.9%	28.6%	66.7%	133.3%	255.1%
Butte	16.7%	91.7%	50.0%	100.0%	27.3%	-72.7%	168.2%
Camas	100.0%	33.3%	100.0%	75.0%	0.0%	-100.0%	36.1%
Clark	100.0%	66.7%	50.0%	100.0%	0.0%	-100.0%	13.9%
Custer	71.4%	22.2%	54.5%	50.0%	22.2%	-55.6%	22.7%
Lewis	100.0%	75.0%	100.0%	42.9%	66.7%	55.6%	-16.3%
Oneida	33.3%	75.0%	50.0%	50.0%	62.5%	25.0%	30.6%
Statewide Average	**71.4%**	**75.0%**	**74.0%**	**74.4%**	**74.7%**	**0.3%**	**1.4%**

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: 2010 - 2019



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (92%), while only 66% 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: 2015-2019
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatalities							
Restrained	3	1	1	0	5	100.0%	-55.6%
Unrestrained	2	3	2	1	0	-100.0%	-11.1%
Suspected Serious Injuries							
Restrained	7	11	5	12	6	-50.0%	47.5%
Unrestrained	5	5	2	2	4	100.0%	-20.0%
Suspected Minor Injuries							
Restrained	66	82	57	77	63	-18.2%	9.6%
Unrestrained	30	5	23	24	22	-8.3%	93.7%
Possible Injuries							
Restrained	267	315	214	248	223	-10.1%	0.6%
Unrestrained	76	14	46	49	60	22.4%	51.2%
No Injuries							
Restrained	2,150	2,634	2,142	1,984	2,201	10.9%	-1.2%
Unrestrained	498	86	539	411	514	25.1%	140.1%
Total Restrained	2,493	3,043	2,419	2,322	2,499	7.6%	-0.8%
Total Unrestrained	611	113	612	487	600	23.2%	113.2%
% of Children Restrained	80.3%	96.4%	79.8%	80.6%	80.6%	0.1%	1.3%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that 11 lives were saved by child safety seats. Additionally, 13 serious injuries were prevented and 3 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: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Total Aggressive Driving Crashes	12,383	12,793	13,149	11,985	13,638	13.8%	-0.9%
Fatalities	77	83	82	75	66	-12.0%	-0.6%
Suspected Serious Injury	637	612	582	516	547	6.0%	-6.7%
Suspected Minor Injury	2,282	2,164	2,064	2,166	2,126	-1.8%	-1.6%
Possible Injuries	4,652	4,706	4,627	4,596	4,887	6.3%	-0.4%
Number of Traffic Fatalities and Suspected Serious Injuries Involving:*							
Fail to Yield Right of Way	276	266	259	261	258	-1.1%	-1.8%
Driving Too Fast for Conditions	171	174	148	113	161	42.5%	-12.3%
Following Too Close	115	93	95	71	71	0.0%	-14.1%
Fail to Obey Stop Sign	92	89	75	82	77	-6.1%	-3.2%
Exceeded Posted Speed	49	69	78	69	59	-14.5%	14.1%
Fail to Obey Signal	50	67	61	63	51	-19.0%	9.4%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.29	4.05	3.84	3.34	3.39	1.7%	-7.9%

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

In 2019, aggressive driving was a contributing factor in 50% of all crashes in Idaho. While 77% of all aggressive driving crashes occur in urban areas, 70% of the fatal aggressive driving crashes occur in rural areas.

Only 15% of all aggressive driving crashes involved a single vehicle, while 43% of fatal aggressive driving crashes involved only one vehicle. Of the 26 fatal aggressive driving crashes that involved a single vehicle, 19 (or 73%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly $1.7 billion dollars in 2019. 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 4.0 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.2 times as likely as all other drivers to be involved in aggressive driving crashes. (Note: the odds ratios above compare the involvement of a group of drivers to the involvement of all other drivers combined.) Drivers under the age of 25 represent more than one-third (35%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2019

	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
0-14	0	0.0%	16	0.1%		9	0.2%	
15	3,532	0.3%	208	1.5%	5.4	83	1.6%	5.8
16	11,485	0.9%	501	3.6%	4.0	180	3.4%	3.8
17	16,562	1.3%	621	4.5%	3.5	201	3.8%	3.0
18	18,436	1.4%	733	5.3%	3.7	260	5.0%	3.5
19	21,048	1.6%	588	4.2%	2.6	207	4.0%	2.4
20	21,727	1.7%	563	4.0%	2.4	216	4.1%	2.4
21	19,552	1.5%	497	3.6%	2.3	159	3.0%	2.0
22	20,926	1.6%	466	3.3%	2.0	171	3.3%	2.0
23	21,916	1.7%	374	2.7%	1.6	122	2.3%	1.4
24	22,155	1.7%	374	2.7%	1.6	143	2.7%	1.6
25-34	213,318	16.6%	2,778	19.9%	1.2	1,055	20.2%	1.2
35-44	212,356	16.6%	1,892	13.6%	0.8	725	13.9%	0.8
45-54	191,176	14.9%	1,331	9.6%	0.6	544	10.4%	0.7
55-64	210,369	16.4%	1,202	8.6%	0.5	477	9.1%	0.6
65-74	174,864	13.6%	908	6.5%	0.5	364	7.0%	0.5
75+	103,312	8.1%	656	4.7%	0.6	262	5.0%	0.6
Not Stated or Other			229	1.6%		56	1.1%	
TOTALS	**1,282,734**		**13,937**			**5,234**		

** Involvement is calculated by dividing the percent of Crashes by the percent of licensed drivers.*
Over-representation occurs when the value is greater than 1.0.

Distracted Driving

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

Table 35
Distracted Driving Crashes: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Total Distracted Driving Crashes	5,470	4,973	4,808	4,750	5,066	6.7%	-4.5%
Fatalities	51	64	39	48	36	-25.0%	3.2%
Suspected Serious Injury	425	367	318	343	250	-27.1%	-6.4%
Suspected Minor Injury	1,285	1,193	989	1,028	903	-12.2%	-6.8%
Possible Injuries	2,211	2,121	2,020	2,081	2,112	1.5%	-1.9%
Distracted Driving Crashes as a % of All Crashes	22.8%	19.6%	18.6%	19.8%	18.8%	-5.1%	-4.3%
Distracted Driving Fatalities as a % of All Fatalities	23.6%	25.3%	15.9%	20.5%	16.1%	-21.7%	-0.4%
Distracted Driving Injuries as a % of All Injuries	29.7%	26.9%	25.7%	26.0%	24.5%	-5.6%	-4.3%
All Fatal and Injury Crashes	9,248	9,559	9,042	9,298	9,354	0.6%	0.3%
Distracted Fatal/Injury Crashes	2,569	2,355	2,151	2,244	2,131	-5.0%	-4.2%
% DistractedDriving	27.8%	24.6%	23.8%	24.1%	22.8%	-5.6%	-4.4%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.86	2.51	2.06	2.21	1.58	-28.3%	-7.6%

Distracted driving crashes made up 19% of all crashes in 2019 and were responsible for 16% of all fatalities. While 76% of all distracted driving crashes occurred on urban roadways, 64% of the fatal distracted driving crashes occurred on rural roadways.

While only 17% of all distracted driving crashes involved a single vehicle, 24% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was nearly $787 million dollars in 2019. This represents 19% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes were the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 6 fatal and 1,437 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: 2019

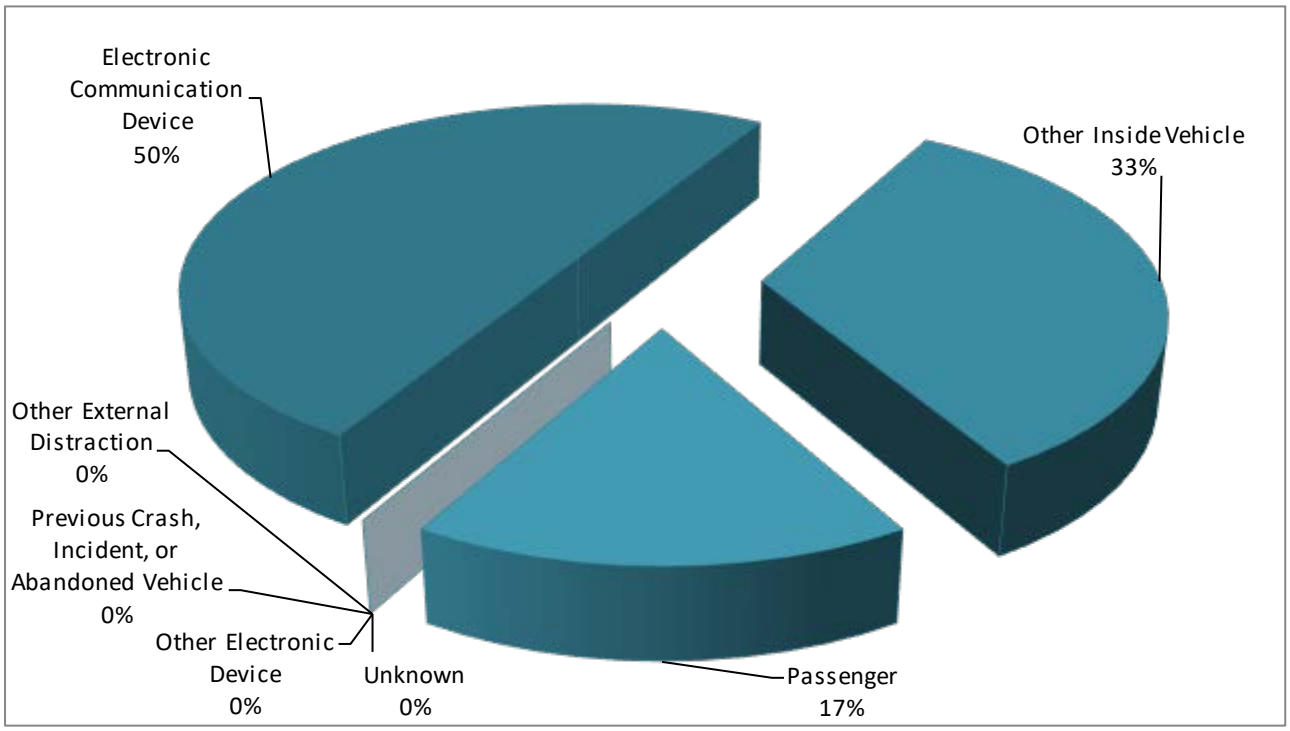
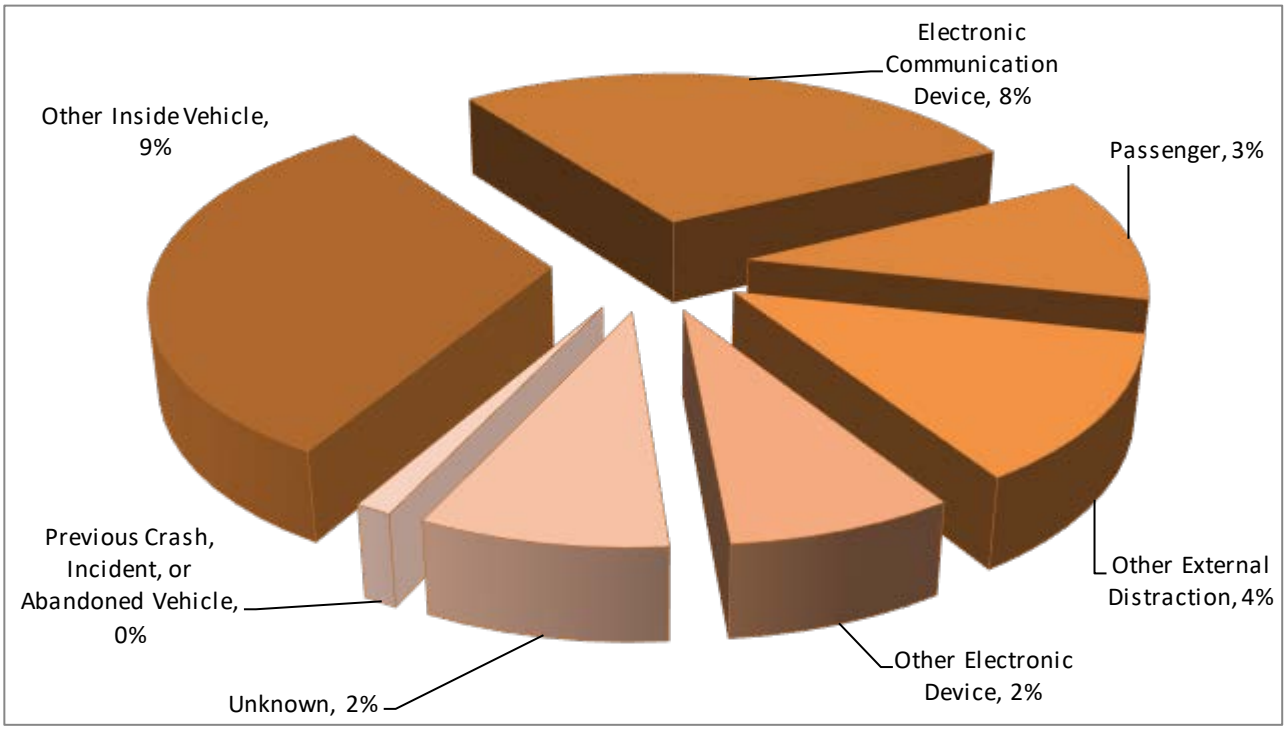


Figure 16

Percentage of Distracted In or On Vehicle Total Crashes by Type of Distraction: 2019



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2019, more than one out of every five crashes involved a youthful driver. In 2019, youthful drivers were involved in 2.4 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): 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Total Crashes	5,374	5,622	5,464	5,244	5,826	11.1%	-0.7%
Fatalities	34	27	31	36	18	-50.0%	3.5%
Suspected Serious Injury	270	238	225	230	184	-20.0%	-5.0%
Suspected Minor Injury	997	1,011	886	976	880	-9.8%	-0.3%
Possible Injuries	1,903	1,986	1,795	1,991	2,079	4.4%	1.9%
Drivers 15-19 in Fatal & Suspected Serious Injury Crashes	232	232	206	213	170	-20.2%	-2.6%
% of all Drivers in Fatal & Suspected Serious Injury Crashes	12.0%	12.0%	10.7%	11.1%	8.8%	-20.2%	-2.5%
Licensed Drivers 15-19	65,264	65,940	71,523	69,727	71,063	1.9%	2.3%
% of Total Licensed Drivers	5.7%	5.7%	5.9%	5.6%	5.5%	-0.3%	-0.8%
Driver Involvement Rate*	2.11	2.13	1.81	1.99	1.60	-20.0%	-1.3%
Teen Drivers in Fatal Crashes	32	25	27	29	18	-37.9%	-2.2%
Impaired Teen Drivers in Fatal Crashes	7	4	2	2	3	50.0%	-31.0%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	21.9%	16.0%	7.4%	6.9%	16.7%	141.7%	-29.2%

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

The 18 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 18 people killed in youthful driver crashes, 7 were the youthful drivers. Of the 7 youthful drivers of passenger motor vehicles, only 1 (14%) was wearing a seat belt.

Additionally, there were 4 teen passengers killed in motor vehicle crashes (3 of them were killed in crashes involving a youthful driver). Of the 4 teen passenger motor vehicle passengers killed in crashes, one of them (25%) was wearing a seat belt.

While 74% of all crashes involving youthful drivers occurred in urban areas, 67% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2019, the economic cost of crashes involving youthful drivers was just over $575 million dollars. This represents 14% 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: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Total Crashes	24,018	25,328	25,851	24,031	27,015	12.4%	0.2%
Fatal & Injury Crashes With EMS Response	6,142	6,476	6,024	6,213	6,272	0.9%	0.5%
% with EMS Response	66.4%	67.7%	66.6%	66.8%	67.1%	0.3%	0.2%
Persons Killed or Injured in Crashes	13,423	13,917	13,214	13,535	13,555	0.1%	0.4%
Transported from Urban Areas	2,589	2,755	2,561	2,565	2,437	-5.0%	-0.2%
Transported from Rural Areas	2,321	2,503	2,273	2,288	2,182	-4.6%	-0.2%
Total Transported by EMS	4,910	5,258	4,834	4,853	4,619	-4.8%	-0.2%
% of Killed/Injured Transported	36.6%	37.8%	36.6%	35.9%	34.1%	-5.0%	-0.6%
Trapped and Extricated	504	491	480	523	523	0.0%	1.4%
Fatal/Serious Injuries Transported by Helicopter	173	178	154	155	149	-3.9%	-3.3%

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

Pedestrians in Crashes

Crashes involving pedestrians decreased by 3% in 2019, and the number of pedestrians killed in motor vehicle crashes decreased by 26%. Of all pedestrians involved in crashes in 2019, 97% received some degree of injury.

Table 38
Pedestrians in Crashes: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Pedestrian Crashes	207	236	219	244	237	-2.9%	6.1%
Fatalities	8	18	17	19	14	-26.3%	43.7%
Suspected Serious Injury	51	66	79	71	64	-9.9%	13.0%
Suspected Minor Injury	103	102	75	88	91	3.4%	-3.4%
Possible Injuries	66	80	78	83	83	0.0%	8.4%
Pedestrians in Crashes	224	249	247	253	249	-1.6%	4.3%
Pedestrian Fatal and Serious Injuries	59	81	95	89	77	-13.5%	16.1%
% of All Fatal and Serious Injuries	3.8%	5.1%	6.4%	6.0%	5.6%	-6.8%	18.2%
Impaired Fatal and Serious Injuries*	6	17	14	16	9	-43.8%	60.0%
% of Ped Fatal & Serious Injuries	10.2%	21.0%	14.7%	18.0%	11.7%	-35.0%	32.9%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	1	4	0	3	1	-66.7%	100.0%
4 to 14	46	29	28	39	40	2.6%	-0.4%
15 to 19	29	41	40	32	31	-3.1%	6.3%
20 to 24	26	34	28	34	19	-44.1%	11.5%
25 to 34	30	27	33	31	38	22.6%	2.1%
35 to 44	20	29	25	28	30	7.1%	14.4%
45 to 54	21	30	34	16	21	31.3%	1.1%
55 to 64	19	31	21	29	23	-20.7%	23.0%
65 and Older	22	22	22	26	36	38.5%	6.1%
Missing/Unknown Age	2	0	8	10	2	-80.0%	191.7%

** 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 2019, all but two were 25 years of age or older (half were over 70 years of age). Impaired pedestrians were involved in 8% of all pedestrian crashes and 15% of fatal pedestrian crashes.

In 2019, the economic cost of crashes involving pedestrians was over $192 million dollars. This represents 5% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

The number of bicycle crashes decreased by 12% in 2019 and there were four bicyclists killed. Of the bicyclists involved in crashes in 2019, 96% received some degree of injury. Of all bicyclists involved in crashes in 2019, 20% were between the ages of 4 and 14.

Table 39
Bicyclists in Crashes: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Bicycle Crashes	286	319	223	302	265	-12.3%	5.6%
Fatalities	0	6	3	2	4	100.0%	72.2%
Suspected Serious Injury	36	52	29	50	30	-40.0%	24.2%
Suspected Minor Injury	149	158	128	132	129	-2.3%	-3.3%
Possible Injuries	101	109	62	110	113	2.7%	14.1%
Bicyclists in Crashes	353	322	224	302	268	-11.3%	-1.5%
Bicyclist Fatal and Serious Injuries	36	57	31	52	34	-34.6%	26.8%
% of All Fatal and Serious Injuries	2.3%	3.6%	2.1%	3.5%	2.5%	-29.6%	27.6%
Bicyclists in Crashes Wearing Helmets	63	76	45	69	69	0.0%	11.1%
% of Bicyclists Wearing Helmets	17.8%	23.6%	20.1%	22.8%	25.7%	12.7%	10.4%
Impaired Fatal and Serious Injuries*	0	2	5	1	1	0.0%	56.7%
% of Bicycle Fatal & Serious Injuries	0.0%	3.5%	16.1%	1.9%	2.9%	52.9%	123.9%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	1	1	0	0	0	0.0%	-33.3%
4 to 14	50	77	55	57	52	-8.8%	9.7%
15 to 19	48	60	36	38	50	31.6%	-3.1%
20 to 24	44	41	21	32	26	-18.8%	-1.1%
25 to 34	39	42	33	49	32	-34.7%	11.6%
35 to 44	35	34	13	35	23	-34.3%	34.9%
45 to 54	23	30	26	26	26	0.0%	5.7%
55 to 64	28	14	21	26	28	7.7%	7.9%
65 and Older	5	10	6	24	20	-16.7%	120.0%
Missing/Unknown Age	4	3	3	3	3	0.0%	-8.3%

** 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 26%. However, 41% of bicyclists over the age of 45 involved in crashes were wearing helmets while only 17% of bicyclists the bicyclists ages 4-19 were wearing helmets and 24% of bicyclists ages 20 to 44 were wearing helmets.

In 2019, the economic cost of crashes involving bicyclists was over $81 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Motorcyclists in Crashes

The number of motorcycle crashes decreased in 2019 by 4% and the number of motorcycle fatalities decreased 34%. Of all motorcyclists involved in crashes in 2019, 86% received some degree of injury. Of all motorcycle crashes, 8% involved impaired motorcyclists, while 33% of fatal motorcycle crashes involved impaired motorcyclists. Almost half of all motorcycle crashes (46%) were single-vehicle crashes and 54% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2019, 84% were 30 years of age or older and 60% were over the age of 50.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 65% of those riders involved in crashes in 2019 were wearing a helmet. Similarly, 65% of riders 18 and older involved in crashes were wearing helmets.

Table 40
Motorcyclists in Crashes: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Motorcycle Crashes	546	528	507	510	490	-3.9%	-2.2%
Fatalities	28	22	26	38	25	-34.2%	14.3%
Suspected Serious Injury	174	164	139	143	153	7.0%	-6.0%
Suspected Minor Injury	225	223	230	194	196	1.0%	-4.5%
Possible Injuries	131	123	123	145	122	-15.9%	3.9%
Motorcyclists in Crashes	611	591	574	563	552	-2.0%	-2.7%
Registered Motorcycles*	51,219	55,865	55,806	59,688	56,442	-5.4%	5.3%
Motorcyclists Wearing Helmets	347	329	341	319	360	12.9%	-2.7%
% Motorcyclists Wearing Helmets	56.8%	55.7%	59.4%	56.7%	65.2%	15.1%	0.0%
Motorcycle Drivers in Crashes by Age							
0 to 14	3	3	3	3	4	33.3%	0.0%
15 to 20	48	39	45	39	36	-7.7%	-5.6%
21 to 24	52	49	54	47	48	2.1%	-2.8%
25 to 34	94	105	104	115	103	-10.4%	7.1%
35 to 44	78	73	84	88	85	-3.4%	4.5%
45 to 54	107	125	103	74	87	17.6%	-9.6%
55 to 64	115	100	84	91	80	-12.1%	-6.9%
65 and up	49	37	49	50	53	6.0%	3.3%
Missing/Unknown	6	5	3	8	9	12.5%	36.7%

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

In 2019, the economic cost of crashes involving motorcyclists was nearly $365 million dollars. This represents 9% of the total cost of Idaho crashes (as shown in Table 4).

Commercial Motor Vehicles in Crashes

For the purposes of crash reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 10,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels and smaller vehicles that are carrying hazardous materials.

Table 41
Commercial Motor Vehicle Crash Rates : 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatal Crashes	30	35	42	44	34	-22.7%	13.8%
Injury Crashes	586	612	729	708	687	-3.0%	6.9%
Total Crashes	1,768	2,009	2,468	2,286	2,437	6.6%	9.7%
Commercial VMT (100 millions)	29.3	30.8	31.5	32.0	33.1	3.4%	3.0%
Fatal Crash Rate	1.0	1.1	1.3	1.4	1.0	-25.2%	10.5%
Injury Crash Rate	20.0	19.9	23.1	22.1	20.7	-6.1%	3.8%
Total Crash Rate	60.3	65.2	78.2	71.3	73.6	3.1%	6.4%

Table 42 presents the location of CMV crashes by severity and roadway type. While 46% of all CMV crashes occurred on rural roadways, 79% of fatal CMV crashes took place on rural roadways.

Table 42
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2019

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	3	8.8%	64	9.3%	156	9.1%	223	9.2%
Rural	8	23.5%	110	16.0%	220	12.8%	338	13.9%
U.S. or State Highway								
Urban	2	5.9%	95	13.8%	218	12.7%	315	12.9%
Rural	16	47.1%	129	18.8%	262	15.3%	407	16.7%
Local								
Urban	2	5.9%	177	25.8%	599	34.9%	778	31.9%
Rural	3	8.8%	112	16.3%	261	15.2%	376	15.4%
Total	**34**	**1.4%**	**687**	**28.2%**	**1,716**	**70.4%**	**2,437**	

The largest percentage of all CMV crashes (47%) occurred on local roads, while the largest percentage of fatal CMV crashes (53%) 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 2015 to 2019.

Table 43
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Bus							
Fatal Crashes	1	0	0	0	0	0.0%	-33.3%
Injury Crashes	30	34	52	52	24	-53.8%	22.1%
Property Damage Crashes	76	88	102	89	103	15.7%	6.3%
Single Unit Truck							
Fatal Crashes	2	6	9	11	4	-63.6%	90.7%
Injury Crashes	153	160	167	190	163	-14.2%	7.6%
Property Damage Crashes	289	299	384	366	375	2.5%	9.1%
Single Unit Truck with Trailer							
Fatal Crashes	1	1	0	1	0	0.0%	-100.0%
Injury Crashes	6	16	20	24	38	58.3%	70.6%
Property Damage Crashes	38	41	65	58	71	22.4%	18.6%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	0	0	1	0	33.3%	-100.0%
Injury Crashes	10	7	12	6	5	-16.7%	-2.9%
Property Damage Crashes	20	21	27	25	32	28.0%	8.7%
Semi with Single-Trailer Configurations							
Fatal Crashes	18	24	27	20	17	-15.0%	6.6%
Injury Crashes	225	221	257	220	250	13.6%	0.0%
Property Damage Crashes	442	511	589	559	648	15.9%	8.6%
Semi with Double-Trailer Configurations							
Fatal Crashes	4	3	3	5	4	-20.0%	13.9%
Injury Crashes	30	34	31	36	36	0.0%	6.9%
Property Damage Crashes	68	58	88	72	91	26.4%	6.3%
Semi with Triple-Trailer Configurations							
Fatal Crashes	0	0	3	1	1	0.0%	77.8%
Injury Crashes	4	2	4	3	4	33.3%	8.3%
Property Damage Crashes	6	6	5	12	16	33.3%	41.1%

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

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

Table 44
Vehicles in All Crashes by Vehicle Type: 2015-2019

Vehicle Type	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Passenger Cars	19,786	20,461	19,820	18,688	20,222	8.2%	-1.8%
%	46.0%	45.0%	42.6%	42.6%	41.2%	-3.2%	-2.5%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	20,228	21,861	23,292	21,834	25,402	16.3%	2.8%
%	47.1%	48.0%	50.0%	49.8%	51.8%	4.1%	1.9%
Medium Trucks*	500	532	654	661	661	0.0%	10.1%
%	1.2%	1.2%	1.4%	1.5%	1.3%	-10.5%	9.3%
Large Trucks**	851	921	1,095	998	1,147	14.9%	6.1%
%	2.0%	2.0%	2.4%	2.3%	2.3%	2.8%	5.0%
Buses	107	122	155	142	127	-10.6%	10.9%
%	0.2%	0.3%	0.3%	0.3%	0.3%	-20.0%	9.7%
Motorcycles	561	546	533	520	507	-2.5%	-2.5%
%	1.3%	1.2%	1.1%	1.2%	1.0%	-12.8%	-3.1%
All Other***	946	1,057	1,000	1,038	985	-5.1%	3.4%
%	2.2%	2.3%	2.1%	2.4%	2.0%	-15.1%	2.7%
TOTALS	42,979	45,500	46,549	43,881	49,051	11.8%	0.8%

**Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.*
***Large trucks include bobtail tractors and tractor-semitrailer combinations.*
****Includes Pedestrians,Bicyclists, Equestrians, Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other, Hit and Run Vehicles, and Unknown or Missing data.*

Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2019, there were 6,440 people involved in CMV crashes. Occupants of passenger vehicles comprised 56% of the people involved in CMV crashes. Of the 40 fatalities that occurred in CMV crashes, 78% were occupants of passenger cars, pickups, vans, or other vehicles while 8% were occupants of CMV's.

Table 45
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2019

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	3	7	24	6	40
% of Fatalities	7.5%	17.5%	60.0%	15.0%	0.6%
Suspected Serious Injury	18	29	47	10	104
% of Serious Injuries	17.3%	27.9%	45.2%	9.6%	1.6%
Suspected Minor Injury	84	88	149	9	330
% of Minor Injuries	25.5%	26.7%	45.2%	2.7%	5.1%
Possible Injuries	114	180	265	4	563
% of Possible Injuries	20.2%	32.0%	47.1%	0.7%	8.7%
Non-Injury	2,537	857	1,977	32	5,403
% of Non- Injury	47.0%	15.9%	36.6%	0.6%	83.9%
Column Totals	2,756	1,161	2,462	61	6,440
(% OF TOTAL)	42.8%	18.0%	38.2%	0.9%	

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

In 2019, the economic cost of crashes involving commercial motor vehicles was $558 million dollars. This represents 14% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2015-2019

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Work Zone Crashes	444	324	453	630	590	-6.3%	17.3%
Fatalities	2	0	9	10	7	-30.0%	-55.6%
Suspected Serious Injury	27	19	16	34	18	-47.1%	22.4%
Suspected Minor Injury	95	59	73	100	66	-34.0%	7.6%
Possible Injuries	222	96	166	197	203	3.0%	11.6%
% All Crashes	1.8%	1.3%	1.8%	2.6%	2.2%	-16.7%	18.6%
Workers Injured	1	0	1	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. A worker was struck while standing next to traffic cones in a lane closure in 2019.

Single-vehicle crashes comprised 21% of the crashes in work zones in 2019. Overturn (20%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object – Not Fixed (13%), Concrete Traffic Barrier (11%), Animal-Wild (7%), Embankment (5%), Other Fixed Object(5%), and Guardrail Face (4%).

The majority of work zone crashes involve multiple vehicles and Rear End (62%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (15%), Angle Turning (5%), and Angle (3%).

Table 47 shows work zone crashes by road type.

Table 47
Work Zone Crashes by Roadway Type: 2019

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	1	20.0%	70	34.7%	94	24.5%	165	28.0%
Rural	1	20.0%	37	18.3%	69	18.0%	107	18.1%
U.S. or State Highway								
Urban	0	0.0%	12	5.9%	30	7.8%	42	7.1%
Rural	1	20.0%	21	10.4%	42	11.0%	64	10.8%
Local								
Urban	0	0.0%	42	20.8%	100	26.1%	142	24.1%
Rural	2	40.0%	20	9.9%	48	12.5%	70	11.9%
Total	**5**	**0.8%**	**202**	**34.2%**	**383**	**64.9%**	**590**	

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: 2019

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	27	51	78
District 2	0	9	21	30
District 3	0	102	195	297
District 4	2	19	17	38
District 5	2	24	36	62
District 6	1	21	63	85
Statewide	**5**	**202**	**383**	**590**

In 2019, the economic cost of crashes in work zones was nearly $104 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

INJURY SEVERITY:

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

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).

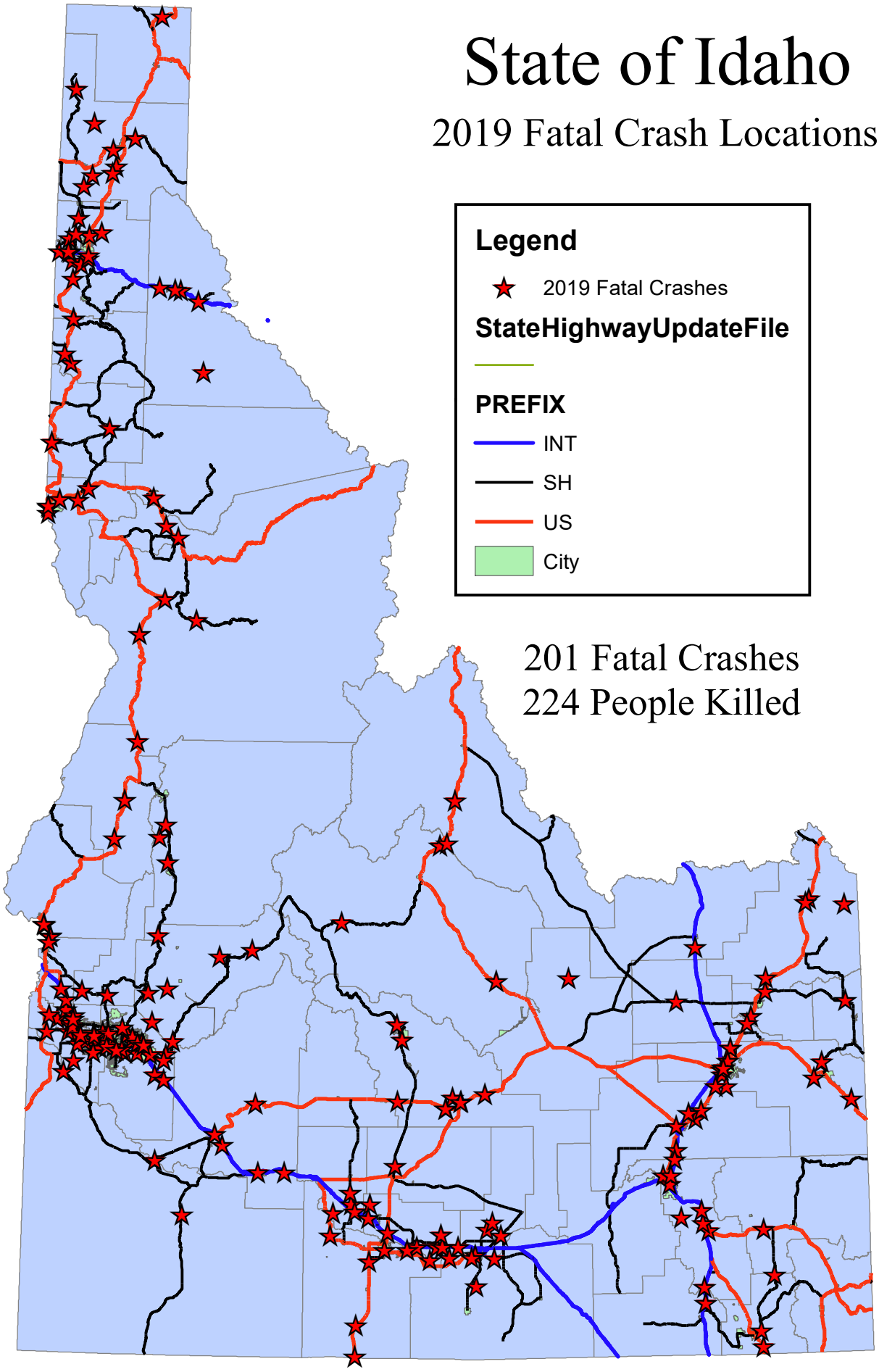
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

APPENDIX A: Maps of Fatal Crash Locations in 2019

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

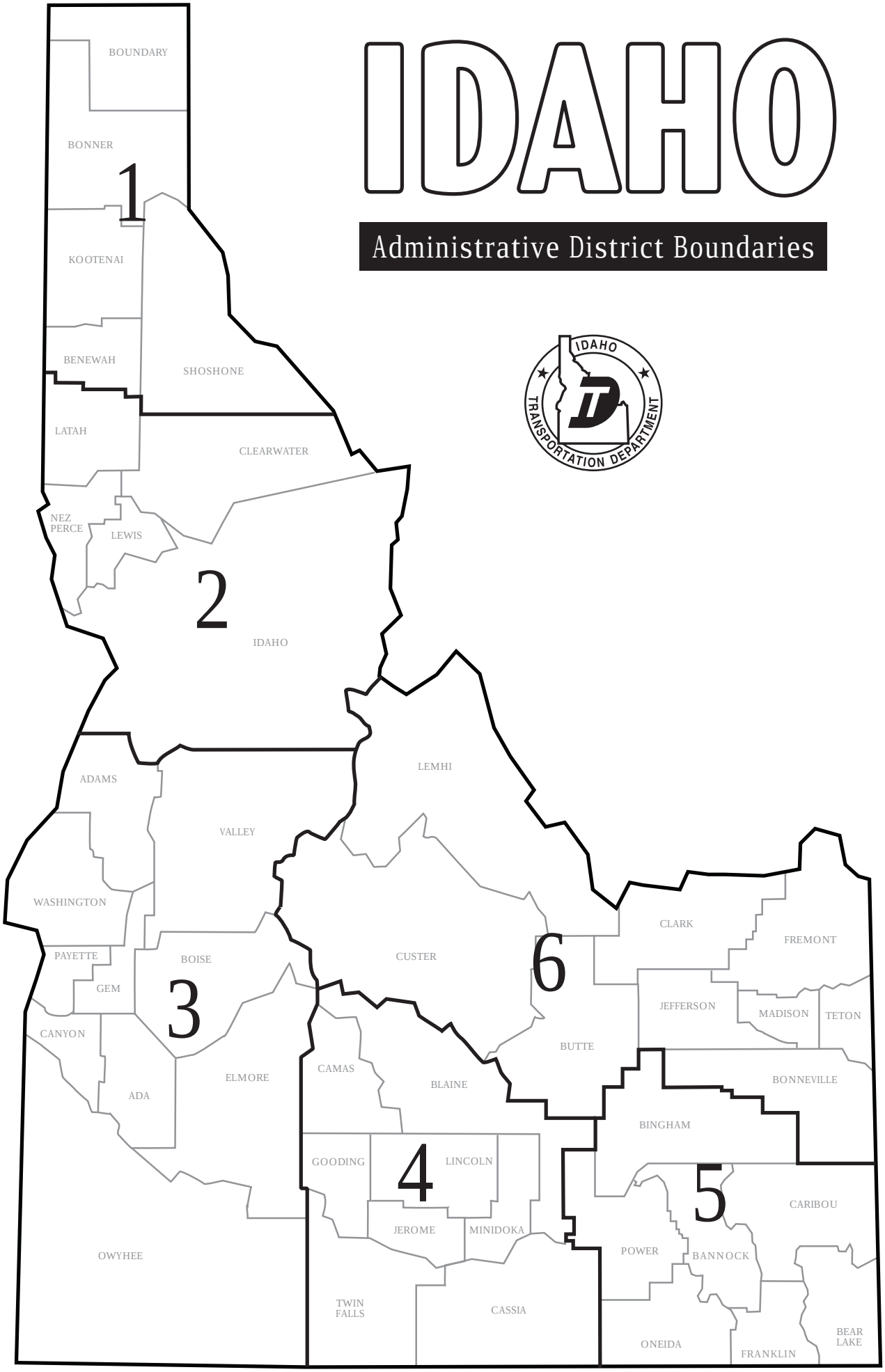
2019 Fatal Crash Locations



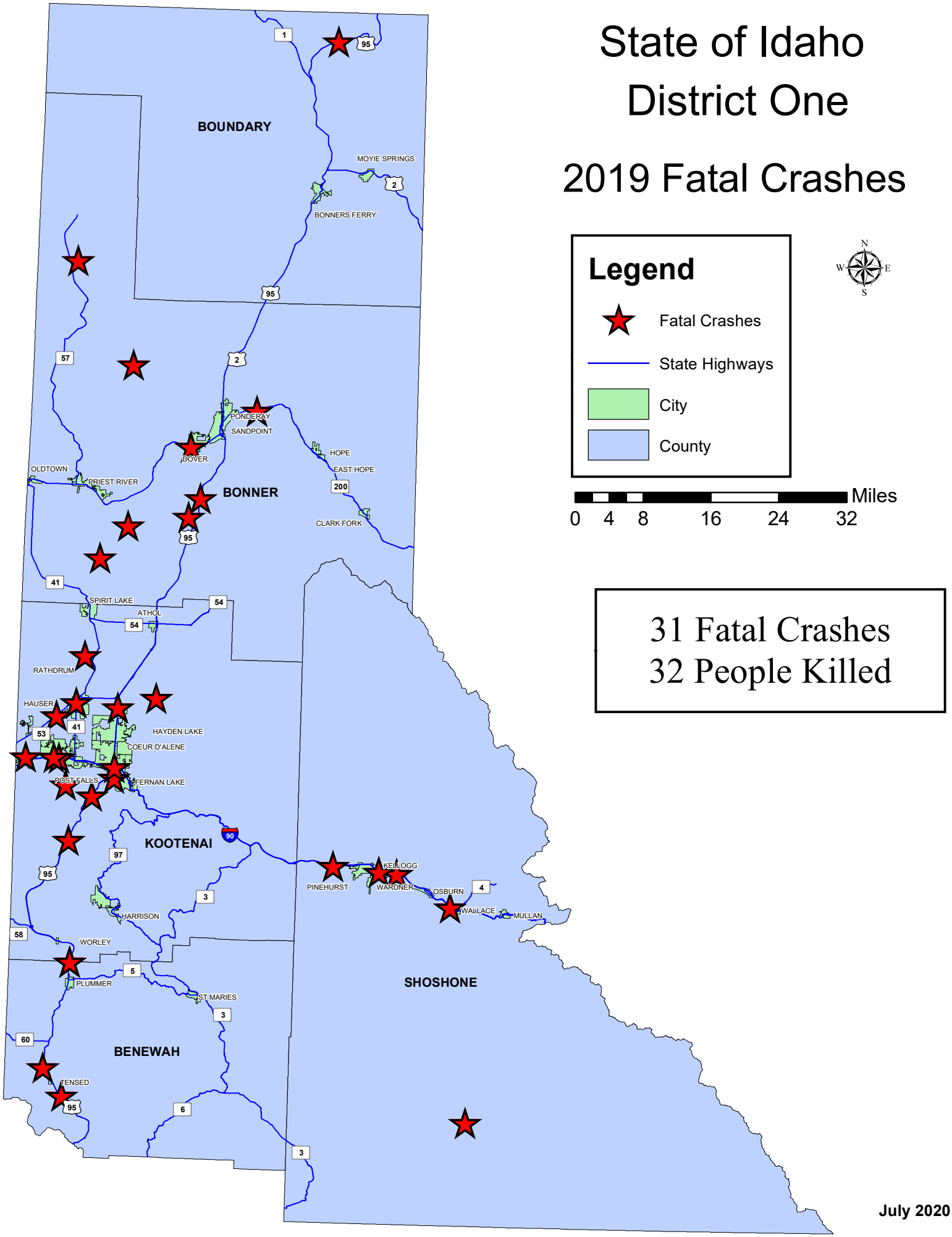
201 Fatal Crashes
224 People Killed

IDAHO

Administrative District Boundaries



State of Idaho
District One
2019 Fatal Crashes



Legend

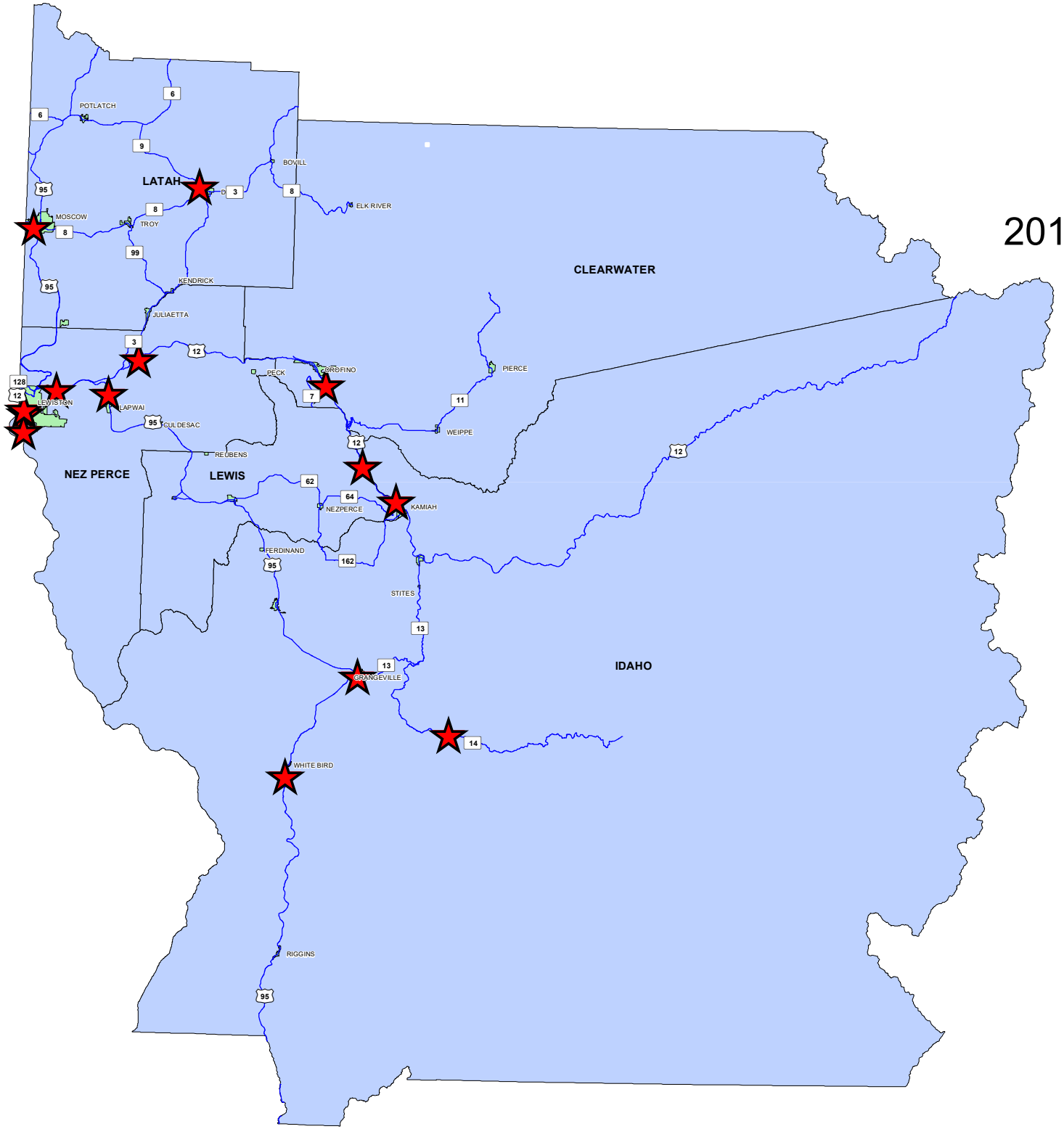
- Fatal Crashes
- State Highways
- City
- County

N W E S

0 4 8 16 24 32 Miles

31 Fatal Crashes
32 People Killed

July 2020



State of Idaho
District Two
2019 Fatal Crash Locations

Legend

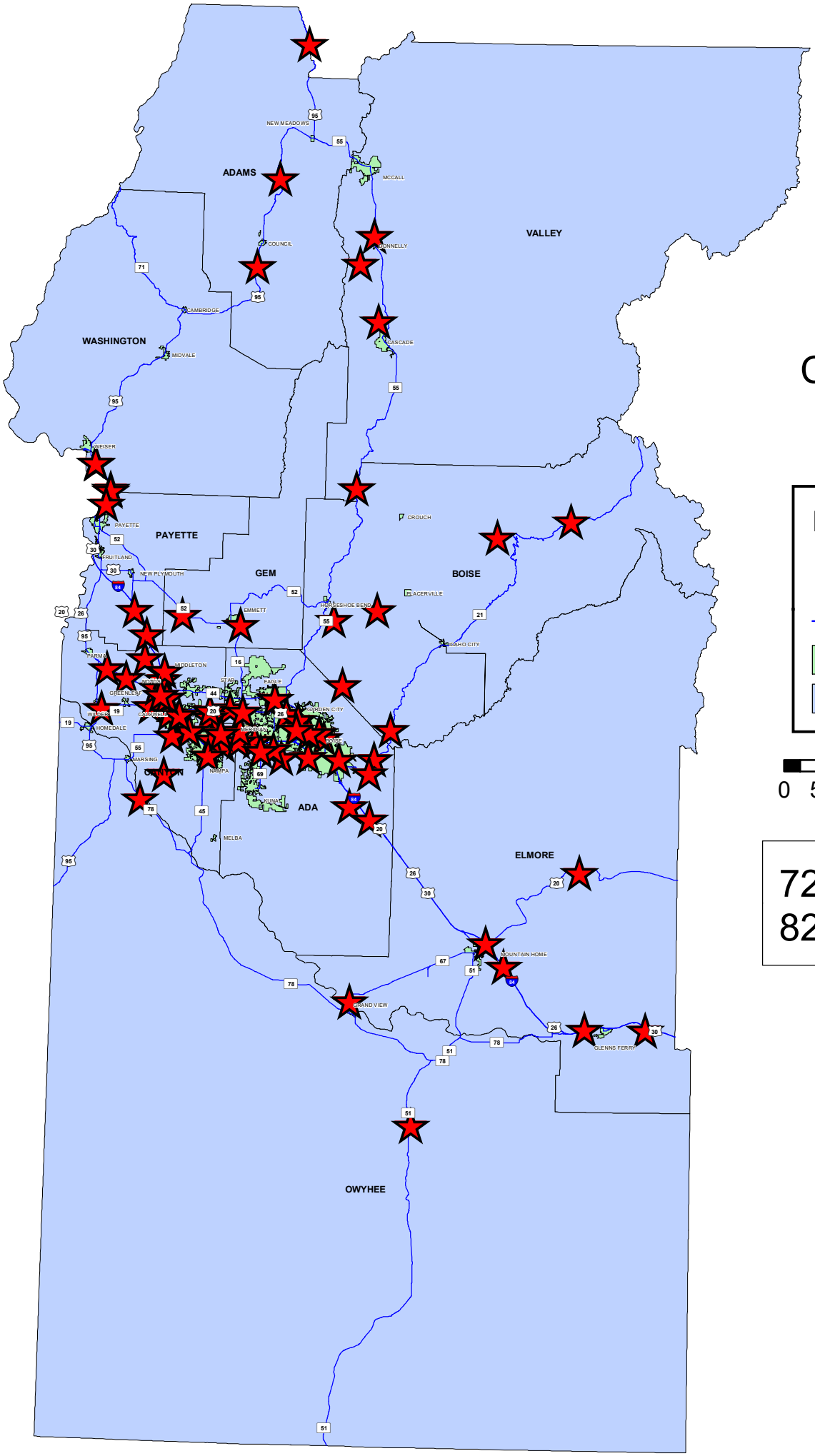
- Fatal Crashes
- State Highways
- City
- County

N W E S

0 4 8 16 24 32 Miles

14 Fatal Crashes
14 People Killed

July 2020



State of Idaho
District Three

2019 Fatal Crash Locations

Legend

- Fatal Crashes
- State Highways
- Cities
- Counties

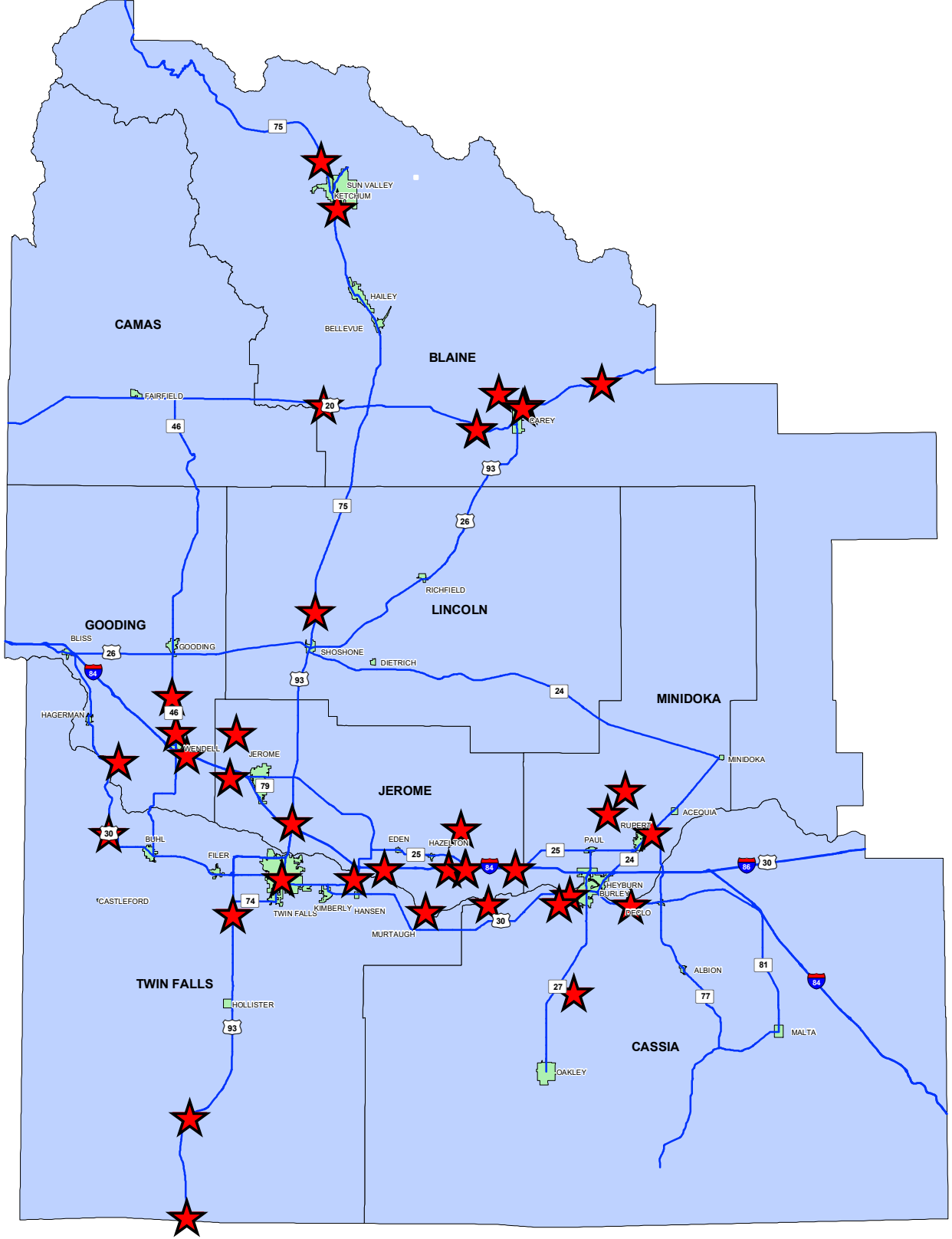
Miles

0 5 10 20 30 40

72 Fatal Crashes
82 People Killed

July 2020

State of Idaho
District Four
2019 Fatal Crash Locations



Legend

- Fatal Crashes
- State Highways
- City
- County

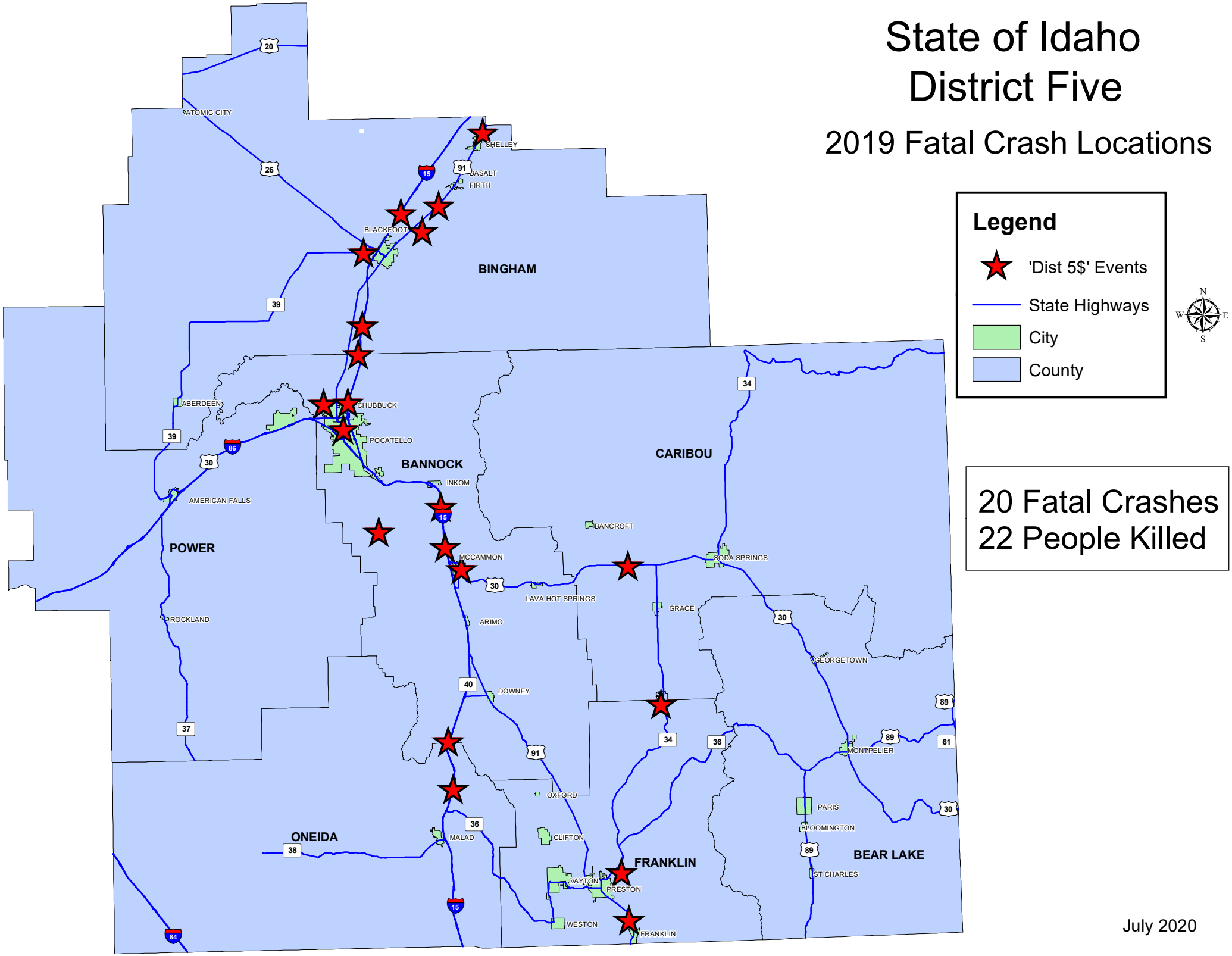
N W E S

Miles
0 3.75 7.5 15 22.5 30

38 Fatal Crashes
46 People Killed

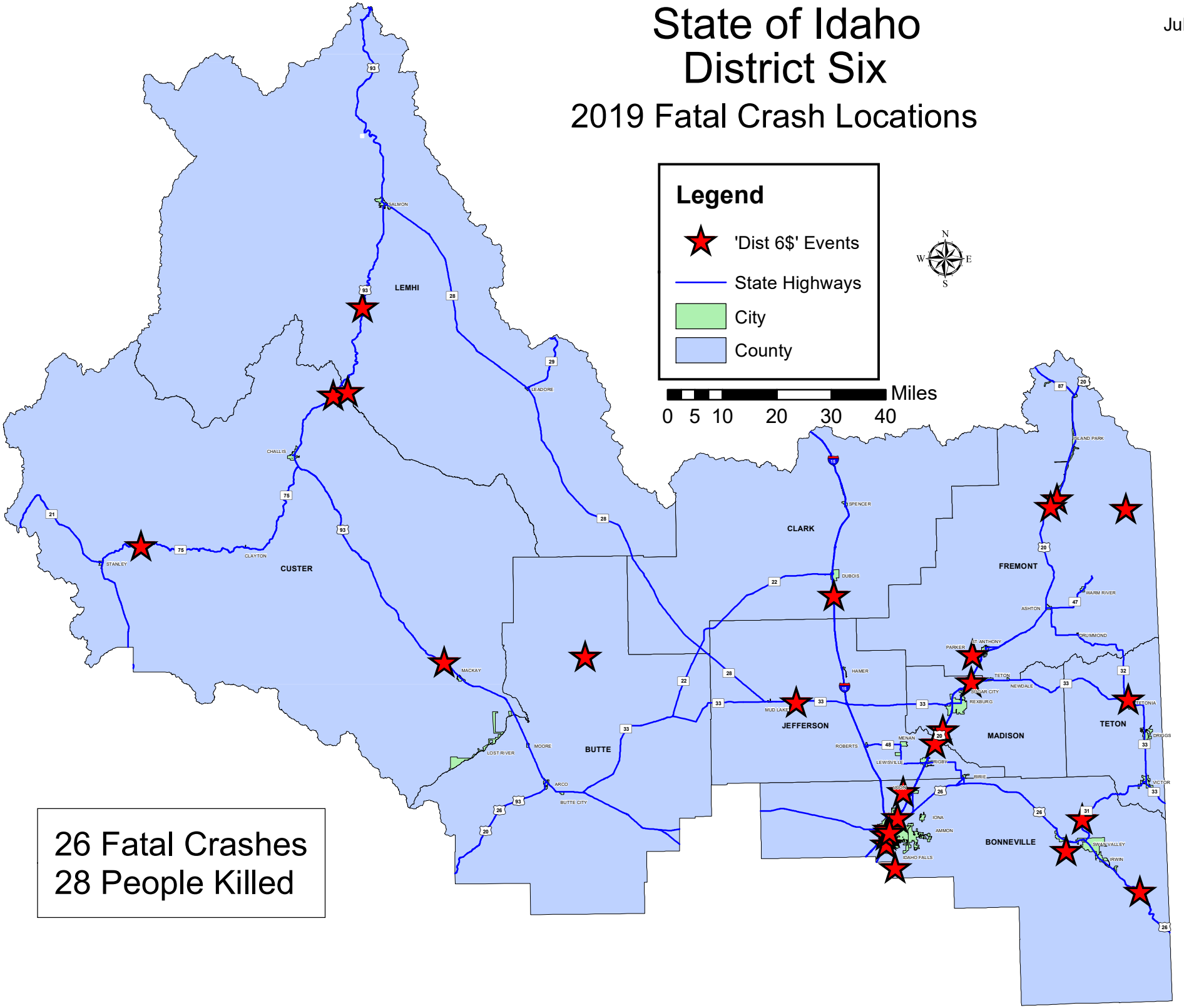
July 2020

State of Idaho
District Five
2019 Fatal Crash Locations



State of Idaho
District Six
2019 Fatal Crash Locations

July 2020



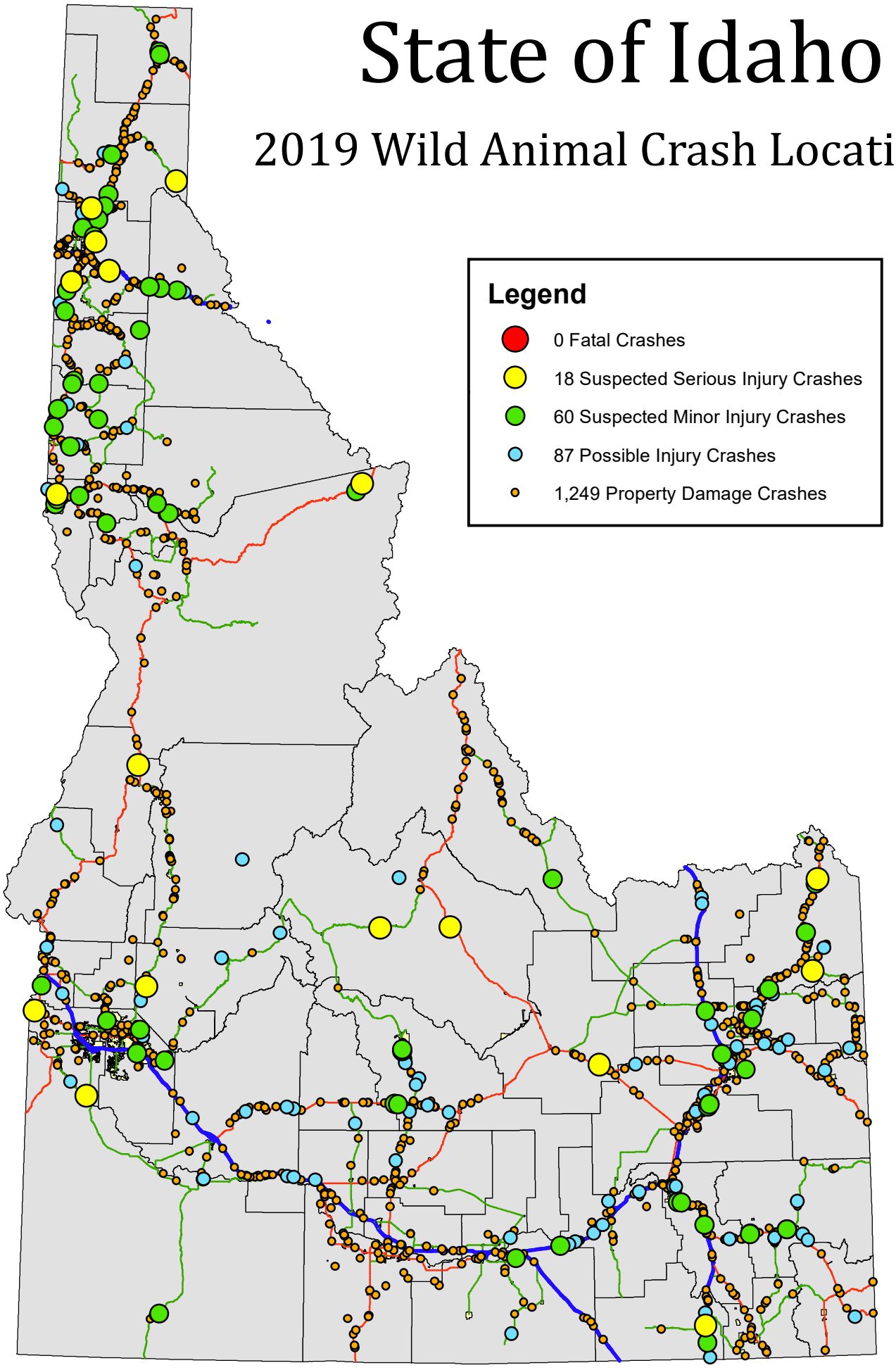
26 Fatal Crashes
28 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2019

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

2019 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: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

I-15

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	8	3	4	7	8	10	8	7	13	10
Fatalities	8	4	4	9	10	10	8	7	13	11
Total Crashes	638	386	357	365	263	359	488	583	397	632
Average Daily Traffic	10,020	10,590	10,710	10,710	11,110	11,870	12,380	14,348	14,348	12,652
Fatal Crash Rate	1.12	0.40	0.52	0.91	1.01	1.18	0.90	0.79	1.27	0.98
Total Crash Rate	89.00	50.95	46.59	47.64	33.09	42.28	55.10	65.83	38.68	62.17

I-84

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	15	4	17	15	11	16	30	22	21	13
Fatalities	22	5	20	15	11	19	31	24	26	14
Total Crashes	1,051	873	884	927	799	883	947	928	972	1,526
Average Daily Traffic	18,990	19,810	20,780	20,780	21,740	23,010	24,580	27,498	27,498	25,303
Fatal Crash Rate	0.79	0.20	0.81	0.72	0.50	0.69	1.21	0.89	0.76	0.46
Total Crash Rate	55.01	43.80	42.28	44.34	36.53	38.14	38.29	37.52	35.13	53.86

I-86

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	3	2	2	2	2	1	0	2	0
Fatalities	3	6	2	2	2	2	1	0	2	0
Total Crashes	118	72	78	110	76	84	128	124	96	77
Average Daily Traffic	7,860	8,190	8,240	8,240	8,430	9,030	9,430	10,432	10,432	9,608
Fatal Crash Rate	1.11	1.60	1.06	1.06	1.03	0.97	0.46	0.00	0.84	0.00
Total Crash Rate	65.44	38.32	41.26	58.19	39.30	40.55	59.17	57.32	40.12	32.01

I-90

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	7	1	1	3	3	4	6	1	3
Fatalities	2	7	1	2	4	3	4	7	1	3
Total Crashes	295	312	297	318	281	326	345	411	365	373
Average Daily Traffic	17,476	17,476	17,643	17,640	18,320	19,270	20,500	21,607	21,607	19,623
Fatal Crash Rate	0.42	1.49	0.21	0.21	0.61	0.57	0.72	1.09	0.17	0.53
Total Crash Rate	62.59	66.20	62.42	66.84	56.87	62.45	62.13	74.34	62.64	65.59

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

I-184

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	26	34	46	44	49	35	49	45	56	111
Average Daily Traffic	55,820	56,600	57,880	57,880	58,300	60,790	64,930	74,232	74,232	55,133
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.17	0.00	0.00
Total Crash Rate	35.25	45.46	60.15	57.53	63.61	43.57	57.11	52.45	57.09	112.33

US 2

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	4	2	2	3	1	1	0	0	0
Fatalities	0	4	2	2	3	1	1	0	0	0
Total Crashes	65	73	66	65	76	105	94	96	78	79
Average Daily Traffic	4,503	4,452	4,382	4,860	4,630	4,640	4,720	4,796	4,796	4,882
Fatal Crash Rate	0.00	5.32	2.70	2.44	3.84	1.28	1.26	0.00	0.00	0.00
Total Crash Rate	85.50	97.14	89.22	79.23	97.19	134.05	117.97	120.43	96.31	95.35

US 12

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	3	3	4	0	10	3	5	2	4	3
Fatalities	3	4	4	0	11	3	5	2	4	3
Total Crashes	160	168	146	166	162	192	141	159	159	158
Average Daily Traffic	1,901	1,990	1,959	1,960	2,000	2,040	2,110	2,098	2,098	2,085
Fatal Crash Rate	2.56	2.45	3.32	0.00	8.15	2.39	3.85	1.54	3.10	2.34
Total Crash Rate	136.65	137.05	121.00	137.51	132.02	152.81	108.49	122.34	123.03	123.01

US 20

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	8	4	4	9	7	9	6	5	9	15
Fatalities	10	4	4	9	8	9	6	6	10	18
Total Crashes	835	786	733	748	777	928	876	1,147	1,060	1,223
Average Daily Traffic	5,960	5,767	5,830	5,880	6,090	6,640	6,760	7,471	7,471	7,532
Fatal Crash Rate	1.18	0.62	0.61	1.35	1.02	1.23	0.81	0.65	1.06	1.72
Total Crash Rate	123.68	121.89	112.44	112.36	113.53	126.93	117.69	149.74	125.21	140.39

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

US 26

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	1	3	2	3	2	6	2	3	2
Fatalities	0	1	3	2	3	2	6	2	3	2
Total Crashes	173	126	116	132	105	149	154	171	158	151
Average Daily Traffic	3,161	2,906	2,917	2,920	2,950	2,940	3,250	3,334	3,334	3,290
Fatal Crash Rate	0.00	0.73	2.18	1.46	2.17	1.45	3.93	1.31	1.92	1.26
Total Crash Rate	116.53	91.96	84.34	96.26	75.79	107.92	100.90	112.03	100.91	95.42

US 30

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	2	4	4	5	4	6	7	3	4
Fatalities	3	2	4	4	7	5	8	11	3	4
Total Crashes	250	249	285	244	238	276	278	374	287	259
Average Daily Traffic	3,651	3,569	3,587	3,580	3,510	3,570	3,640	3,544	3,544	3,796
Fatal Crash Rate	0.78	0.80	1.59	1.59	2.04	1.59	2.34	2.73	1.20	1.60
Total Crash Rate	97.36	99.20	112.98	96.94	97.13	109.96	108.63	146.11	115.15	103.41

US 89

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	1	0	0	2	1	1	0
Fatalities	0	0	0	1	0	0	2	1	1	0
Total Crashes	38	34	39	24	31	32	30	38	20	24
Average Daily Traffic	1,591	1,509	1,506	1,510	1,480	1,660	1,730	1,839	1,839	1,805
Fatal Crash Rate	0.00	0.00	0.00	4.18	0.00	0.00	7.29	3.62	3.40	0.00
Total Crash Rate	149.57	141.09	162.07	100.21	131.13	121.54	109.33	137.51	68.08	83.89

US 91

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	1	4	4	0	0	6	2	2	4
Fatalities	4	1	4	5	0	0	6	2	3	5
Total Crashes	331	273	270	294	235	270	310	283	255	250
Average Daily Traffic	4,516	4,466	4,466	4,410	4,410	4,570	4,610	4,868	4,868	5,040
Fatal Crash Rate	1.41	0.71	2.85	2.90	0.00	0.00	4.14	1.38	1.31	2.53
Total Crash Rate	233.37	194.80	192.68	199.29	168.68	194.77	213.77	201.35	166.53	157.98

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

US 93

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	8	4	9	4	3	6	5	9	6	9
Fatalities	9	4	9	4	3	6	5	9	8	10
Total Crashes	326	240	204	221	190	257	261	251	216	481
Average Daily Traffic	2,101	1,797	1,792	1,930	2,000	2,170	2,180	2,308	2,308	2,801
Fatal Crash Rate	2.43	1.45	3.27	1.34	0.97	1.79	2.07	2.67	1.68	2.51
Total Crash Rate	99.02	115.79	108.15	97.41	93.35	114.62	130.69	141.35	60.46	134.39

US 95

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	14	13	6	14	15	17	16	23	16	18
Fatalities	15	16	8	16	15	20	18	26	17	20
Total Crashes	1,118	1,045	1,018	929	967	1,111	1,079	1,048	959	965
Average Daily Traffic	4,764	4,815	4,760	4,730	4,920	5,170	5,260	5,355	5,355	5,480
Fatal Crash Rate	1.49	1.37	0.65	1.55	1.57	1.69	1.56	2.24	1.53	1.68
Total Crash Rate	119.37	110.28	109.72	102.62	100.99	110.19	105.19	102.06	91.74	89.93

SH 1

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	8	12	5	3	6	3	1	6	4	4
Average Daily Traffic	820	780	810	810	810	810	860	846	846	805
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	217.68	343.27	137.73	82.64	165.28	82.64	25.94	156.79	106.25	110.85

SH 3

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	1	1	2	4	1	2	2	2	0
Fatalities	1	1	1	2	4	1	2	2	2	0
Total Crashes	93	100	97	79	82	94	92	103	92	77
Average Daily Traffic	1,495	1,476	1,437	1,430	1,560	1,550	1,560	1,543	1,543	1,585
Fatal Crash Rate	1.70	1.73	1.78	3.57	6.55	1.65	3.28	6.55	3.31	0.00
Total Crash Rate	158.24	172.98	172.42	141.14	140.82	166.50	160.52	194.85	152.28	124.21

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 5	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	2	0	0	1	0	1	0
Fatalities	0	0	0	2	0	0	1	0	2	0
Total Crashes	23	23	33	24	22	17	29	31	25	39
Average Daily Traffic	2,350	2,340	2,530	2,680	2,610	2,610	2,610	2,774	2,774	2,795
Fatal Crash Rate	0.00	0.00	0.00	10.70	0.00	0.00	5.48	0.00	5.16	0.00
Total Crash Rate	38.82	38.82	187.14	128.40	120.73	93.23	159.05	170.01	129.01	200.63

SH 6	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	1	0	1	1	0	0	0	0
Fatalities	1	0	2	0	2	1	0	0	0	0
Total Crashes	23	24	23	18	24	21	28	24	16	26
Average Daily Traffic	1,126	1,141	1,105	1,100	1,160	1,180	1,180	1,154	1,154	1,116
Fatal Crash Rate	6.16	0.00	6.28	0.00	5.98	5.88	0.00	0.00	0.00	0.00
Total Crash Rate	141.72	146.01	144.42	113.57	143.59	123.52	164.69	141.16	96.22	162.04

SH 7	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	10	3	7	5	8	8	2	4	6	5
Average Daily Traffic	940	940	780	780	750	750	620	670	670	629
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.00
Total Crash Rate	180.58	54.17	152.34	108.81	181.06	181.06	54.76	109.51	152.00	134.99

SH 8	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	1	0	4	0	0	0	3	1	0
Fatalities	1	1	0	4	0	0	0	3	1	0
Total Crashes	114	109	91	108	126	105	100	127	86	98
Average Daily Traffic	2,631	2,522	2,601	2,600	2,520	2,520	2,560	2,626	2,626	2,624
Fatal Crash Rate	1.96	2.04	0.00	7.93	0.00	0.00	0.00	6.04	1.96	0.00
Total Crash Rate	223.23	222.64	180.29	214.02	257.61	214.68	201.26	255.60	168.71	192.86

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 9

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	1	0	0	0	0	0	1
Fatalities	0	0	0	1	0	0	0	0	0	1
Total Crashes	4	4	3	5	6	3	6	8	2	9
Average Daily Traffic	850	850	830	830	1,030	1,030	1,030	909	909	917
Fatal Crash Rate	0.00	0.00	0.00	24.41	0.00	0.00	0.00	0.00	0.00	22.30
Total Crash Rate	95.35	95.35	73.23	122.06	118.03	59.01	118.03	157.37	44.57	200.74

SH 11

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	0	0	1	0	0	0	0
Fatalities	0	0	0	0	0	1	0	0	0	0
Total Crashes	14	10	14	7	13	11	11	6	14	13
Average Daily Traffic	790	790	870	870	670	680	680	682	682	673
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	9.47	0.00	0.00	0.00	0.00
Total Crash Rate	114.13	32.61	14.81	7.40	124.96	104.18	104.18	56.83	132.24	125.18

SH 13

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	1	1	0	1	2	1	0	0
Fatalities	1	0	1	1	0	1	2	1	0	0
Total Crashes	28	16	18	23	10	17	11	20	17	20
Average Daily Traffic	1,350	1,330	1,690	1,690	1,720	1,650	1,650	1,684	1,684	1,656
Fatal Crash Rate	7.69	0.00	6.14	6.14	0.00	6.29	12.58	6.29	0.00	0.00
Total Crash Rate	215.32	124.89	110.57	141.29	60.36	106.96	69.21	125.84	104.83	121.93

SH 14

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	0	0	0	1	0	0	1
Fatalities	0	0	0	0	0	0	1	0	0	1
Total Crashes	5	7	3	3	9	0	5	5	3	6
Average Daily Traffic	340	340	340	340	280	280	280	282	282	203
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	19.76	0.00	0.00	27.24
Total Crash Rate	81.37	113.92	48.82	48.82	177.85	0.00	98.81	98.81	58.80	163.43

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 16

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	1	2	0	1	1	3	0	2	1
Fatalities	0	1	2	0	1	1	3	0	2	1
Total Crashes	34	32	38	34	47	58	37	58	44	78
Average Daily Traffic	7,900	7,840	7,660	8,060	7,730	8,110	8,810	11,148	11,148	11,583
Fatal Crash Rate	0.00	2.51	5.14	0.00	2.21	2.11	5.83	0.00	3.07	1.48
Total Crash Rate	84.66	80.29	97.73	83.10	104.08	122.42	66.06	120.47	67.56	115.27

SH 19

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	0	0	2	1	1	0	2	0	1
Fatalities	2	0	0	3	1	1	0	2	0	1
Total Crashes	43	33	28	36	49	64	64	60	45	80
Average Daily Traffic	5,293	5,205	5,192	5,190	5,780	5,840	6,250	8,056	8,056	7,449
Fatal Crash Rate	6.42	0.00	0.00	6.55	2.94	2.91	0.00	5.44	0.00	2.12
Total Crash Rate	138.12	104.52	101.52	114.65	164.72	192.14	176.81	165.93	94.96	169.69

SH 21

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	3	2	1	2	4	2	3	3	3
Fatalities	2	3	2	1	2	4	2	3	3	5
Total Crashes	69	54	37	55	46	60	67	65	60	55
Average Daily Traffic	1,113	1,006	1,043	1,050	1,090	1,110	1,160	1,290	1,290	1,309
Fatal Crash Rate	3.90	6.47	4.16	2.07	3.98	7.82	3.74	5.61	5.05	4.98
Total Crash Rate	134.59	116.51	77.05	113.72	91.62	117.35	125.39	121.65	101.00	91.34

SH 22

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	1	0	1	0	0	0	0
Fatalities	0	0	0	1	0	1	0	0	0	0
Total Crashes	6	1	4	7	3	2	5	4	8	6
Average Daily Traffic	300	300	300	300	450	440	460	478	478	508
Fatal Crash Rate	0.00	0.00	0.00	20.79	0.00	14.17	0.00	0.00	0.00	0.00
Total Crash Rate	124.71	20.79	83.14	145.50	41.57	28.34	67.78	54.22	104.34	73.76

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 24

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	3	1	1	0	0	1	1	1	2	0
Fatalities	4	1	2	0	0	1	1	1	2	0
Total Crashes	34	32	30	35	36	31	45	34	28	31
Average Daily Traffic	1,392	1,388	1,414	1,410	1,530	1,530	1,520	1,578	1,578	1,630
Fatal Crash Rate	8.78	2.94	2.88	0.00	0.00	2.66	2.68	2.68	5.17	0.00
Total Crash Rate	99.55	93.99	86.46	101.19	95.92	82.60	120.69	88.51	72.35	77.69

SH 25

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	1	1	3	0	2	0	1	0	1
Fatalities	0	1	1	3	0	2	0	1	0	1
Total Crashes	35	52	56	58	37	46	52	58	56	63
Average Daily Traffic	2,059	2,004	2,067	2,070	2,150	2,150	2,200	2,323	2,323	2,312
Fatal Crash Rate	0.00	2.76	2.67	8.01	0.00	5.14	0.00	2.51	0.00	2.40
Total Crash Rate	93.94	143.41	149.73	154.94	95.16	118.31	130.70	145.78	133.31	150.90

SH 27

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	1	1	0	0	1	1	0	0	0
Fatalities	1	1	1	0	0	1	1	0	0	0
Total Crashes	54	42	50	43	32	58	60	41	32	29
Average Daily Traffic	2,842	2,797	2,788	2,790	2,750	3,160	3,070	3,124	3,124	3,121
Fatal Crash Rate	3.97	4.04	4.05	0.00	0.00	3.57	3.59	0.00	0.00	0.00
Total Crash Rate	214.55	169.55	202.50	174.04	131.34	207.16	212.07	154.41	115.61	105.10

SH 28

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	1	1	1	1	0	0	0	0
Fatalities	0	0	1	1	2	1	0	0	0	0
Total Crashes	40	38	35	41	23	25	29	48	30	55
Average Daily Traffic	660	660	660	660	600	590	600	609	609	792
Fatal Crash Rate	0.00	0.00	3.45	3.45	3.79	3.85	0.00	0.00	0.00	0.00
Total Crash Rate	137.80	130.91	120.58	141.25	87.16	96.34	109.90	181.90	112.06	158.28

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 31

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	1	0	0	0	0	0	2	1
Fatalities	0	0	1	0	0	0	0	0	2	1
Total Crashes	17	15	22	16	17	25	12	23	24	19
Average Daily Traffic	1,700	1,950	1,880	1,940	2,010	2,190	2,190	2,250	2,250	2,314
Fatal Crash Rate	0.00	0.00	6.93	0.00	0.00	0.00	0.00	0.00	11.58	5.65
Total Crash Rate	130.35	100.27	152.54	107.51	110.21	142.85	59.52	124.95	139.00	107.41

SH 32

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	0	0	0	0	0	0	0	0	0
Fatalities	2	0	0	0	0	0	0	0	0	0
Total Crashes	12	10	8	3	8	7	8	18	6	11
Average Daily Traffic	860	830	820	740	670	680	710	748	748	799
Fatal Crash Rate	22.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	134.67	27.39	94.16	39.13	115.24	99.36	108.75	231.10	77.40	132.98

SH 33

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	1	0	0	0	0	0	1	2	3
Fatalities	3	1	0	0	0	0	0	1	2	4
Total Crashes	216	218	196	161	161	202	251	232	237	206
Average Daily Traffic	2,589	2,572	2,372	2,370	2,390	2,590	2,680	2,908	2,908	3,110
Fatal Crash Rate	1.51	0.76	0.00	0.00	0.00	0.00	0.00	0.73	1.35	1.89
Total Crash Rate	163.36	153.03	161.75	133.00	129.43	152.70	173.14	166.56	159.59	129.47

SH 34

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	2	2	2	0	1	1	1	1
Fatalities	1	0	2	3	2	0	1	1	2	1
Total Crashes	61	59	64	49	41	80	65	54	44	47
Average Daily Traffic	928	922	922	920	880	880	900	1,117	1,117	1,079
Fatal Crash Rate	2.99	0.00	6.02	6.03	6.31	0.00	3.08	3.08	2.48	2.58
Total Crash Rate	182.64	177.58	192.63	147.75	129.33	252.19	200.35	166.45	109.29	121.24

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 36

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	1	2	2	0	1	0	0	0
Fatalities	1	0	2	2	2	0	2	0	0	0
Total Crashes	45	34	35	36	33	44	32	29	27	19
Average Daily Traffic	619	619	624	620	590	660	660	663	663	734
Fatal Crash Rate	6.60	0.00	6.55	13.19	13.86	0.00	6.20	0.00	0.00	0.00
Total Crash Rate	297.15	224.52	229.29	237.43	228.71	272.61	198.26	179.67	166.60	105.88

SH 37

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	1	1	0	0	0	0	0	0
Fatalities	0	0	2	1	0	0	0	0	0	0
Total Crashes	7	7	5	6	2	3	9	3	1	8
Average Daily Traffic	400	400	400	400	400	400	400	404	404	420
Fatal Crash Rate	0.00	0.00	21.93	21.93	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	153.52	153.52	109.66	131.59	43.86	65.79	197.38	65.79	21.74	166.92

SH 38

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	5	3	8	8	13	7	8	11	6
Average Daily Traffic	470	470	470	470	450	450	450	463	463	452
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	323.71	124.35	74.70	199.20	207.81	338.09	182.05	207.81	277.73	155.65

SH 39

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	4	3	0	2	2	2	2	1
Fatalities	1	0	5	3	0	2	2	2	2	1
Total Crashes	52	58	47	63	43	65	65	42	65	47
Average Daily Traffic	2,339	2,339	2,329	2,330	2,400	2,330	2,340	2,758	2,758	2,824
Fatal Crash Rate	2.24	0.00	8.99	6.74	0.00	4.49	4.47	4.47	3.80	1.85
Total Crash Rate	116.38	129.81	105.62	141.53	95.87	146.02	145.40	93.95	123.35	87.10

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 41

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	2	1	2	0	0	1	0	1	1
Fatalities	2	2	1	2	0	0	1	0	1	1
Total Crashes	128	125	115	145	111	138	152	156	148	134
Average Daily Traffic	6,618	6,377	6,377	6,370	6,350	6,550	6,660	7,205	7,205	7,389
Fatal Crash Rate	2.12	2.20	1.10	2.20	0.00	0.00	1.05	0.00	0.97	0.95
Total Crash Rate	135.37	137.19	126.21	159.30	122.32	142.40	156.89	164.26	144.04	127.24

SH 44

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	0	2	1	2	3	2	3	0	0
Fatalities	2	0	2	1	2	3	2	3	0	0
Total Crashes	222	211	174	181	249	240	245	290	248	264
Average Daily Traffic	15,337	15,281	15,979	15,960	14,850	16,700	16,810	19,539	19,539	18,276
Fatal Crash Rate	1.55	0.00	1.48	0.74	1.69	2.13	1.41	2.12	0.00	0.00
Total Crash Rate	171.52	163.41	128.87	134.42	210.93	170.34	167.11	204.48	150.44	171.59

SH 45

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	0	1	0	0	2	1	0	0	0
Fatalities	2	0	1	0	0	4	1	0	0	0
Total Crashes	137	101	127	127	125	200	203	160	152	137
Average Daily Traffic	7,360	7,360	7,360	7,360	7,060	7,110	7,150	7,159	7,159	7,132
Fatal Crash Rate	4.12	0.00	2.06	0.00	0.00	4.27	2.12	0.00	0.00	0.00
Total Crash Rate	282.47	208.24	261.85	261.84	269.71	426.84	430.82	339.57	322.18	291.89

SH 46

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	0	3	0	0	1	2	0	2
Fatalities	1	0	0	3	0	0	1	2	0	3
Total Crashes	34	21	37	40	41	39	46	47	42	55
Average Daily Traffic	2,321	2,086	1,864	2,240	2,470	2,460	2,480	2,699	2,699	2,682
Fatal Crash Rate	2.74	0.00	0.00	6.41	0.00	0.00	1.93	3.87	0.00	3.50
Total Crash Rate	93.21	47.72	96.23	85.50	71.72	77.94	90.84	92.78	74.59	96.33

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 47

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	3	3	1	7	5	2	8	8	4	3
Average Daily Traffic	780	830	830	830	880	830	860	892	892	929
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	84.84	79.73	26.58	186.04	125.34	53.15	205.20	205.20	98.93	71.21

SH 48

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	1	2	2	0	0	1	0
Fatalities	0	0	0	1	2	2	0	0	1	0
Total Crashes	39	38	35	42	34	11	53	49	29	40
Average Daily Traffic	2,290	2,290	2,290	2,290	2,440	2,360	2,360	2,806	2,806	2,902
Fatal Crash Rate	0.00	0.00	0.00	4.90	9.20	9.51	0.00	0.00	4.00	0.00
Total Crash Rate	191.16	186.25	171.55	205.86	156.40	52.32	252.07	233.05	115.99	154.81

SH 50

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	1	0	0	0	1	0	0	0
Fatalities	1	0	1	0	0	0	1	0	0	0
Total Crashes	10	14	20	27	20	18	19	21	20	25
Average Daily Traffic	3,070	3,270	3,410	3,410	4,040	4,040	4,090	4,177	4,177	4,273
Fatal Crash Rate	11.03	0.00	9.93	0.00	0.00	0.00	8.28	0.00	0.00	0.00
Total Crash Rate	110.28	144.95	198.58	268.08	167.61	142.47	149.00	173.84	162.10	198.61

SH 51

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	1	0	1	0	1	0	1	1	1
Fatalities	0	1	0	1	0	1	0	1	1	1
Total Crashes	44	50	51	45	43	30	34	41	45	45
Average Daily Traffic	799	799	789	790	750	780	780	812	812	786
Fatal Crash Rate	0.00	3.70	0.00	3.75	0.00	3.79	0.00	3.79	3.65	3.76
Total Crash Rate	162.88	185.09	191.17	168.57	170.29	106.23	136.59	159.35	164.06	169.24

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 52

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	1	0	1	0	1	1	0
Fatalities	0	0	0	1	0	1	0	1	1	0
Total Crashes	55	62	65	60	67	56	68	67	68	75
Average Daily Traffic	2,150	2,150	2,150	2,150	2,180	2,200	2,200	2,418	2,418	2,363
Fatal Crash Rate	0.00	0.00	0.00	2.35	0.00	2.30	0.00	2.30	2.09	0.00
Total Crash Rate	129.49	145.97	153.03	141.26	153.25	59.82	135.75	154.15	142.32	160.90

SH 53

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	2	0	0	0	0	2	5	1
Fatalities	1	0	2	0	0	0	0	2	5	1
Total Crashes	40	48	59	51	50	73	67	71	89	72
Average Daily Traffic	8,149	7,823	7,870	7,870	8,220	8,320	8,460	9,347	9,347	9,656
Fatal Crash Rate	2.39	0.00	4.95	0.00	0.00	0.00	0.00	4.61	10.43	2.02
Total Crash Rate	95.68	119.60	146.13	126.32	118.57	171.03	154.38	163.59	185.60	145.48

SH 54

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	1	0	0	0	0	0	0	1	0
Fatalities	0	1	0	0	0	0	0	0	1	0
Total Crashes	10	20	16	14	18	20	24	16	26	24
Average Daily Traffic	2,640	2,220	2,260	2,260	2,260	2,350	2,430	2,854	2,854	4,555
Fatal Crash Rate	0.00	7.99	0.00	0.00	0.00	0.00	0.00	0.00	6.22	0.00
Total Crash Rate	67.21	159.86	125.62	109.92	141.33	151.02	167.95	116.84	161.66	93.49

SH 55

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	7	5	4	4	3	4	5	8	9	2
Fatalities	7	6	5	4	5	4	6	9	9	2
Total Crashes	659	693	744	640	743	803	813	769	697	753
Average Daily Traffic	6,322	6,248	6,444	6,630	6,850	7,160	7,560	8,096	8,096	8,225
Fatal Crash Rate	2.25	1.62	1.26	1.23	0.89	1.14	1.35	2.16	2.27	0.50
Total Crash Rate	211.63	225.20	234.41	196.71	221.03	228.59	219.19	207.33	175.48	187.27

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 57

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	2	0	0	0	1	2	0	0	2	0
Fatalities	2	0	0	0	1	2	0	0	2	0
Total Crashes	31	13	13	24	25	22	25	18	13	8
Average Daily Traffic	1,560	1,540	1,470	1,810	1,810	1,850	1,880	1,861	1,861	2,029
Fatal Crash Rate	9.43	0.00	0.00	0.00	4.07	7.96	0.00	0.00	7.91	0.00
Total Crash Rate	146.23	62.12	65.08	120.97	101.64	87.51	97.86	70.46	51.40	29.02

SH 62

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	4	1	3	6	4	0	0	6	5
Average Daily Traffic	430	430	430	420	420	420	440	448	448	285
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	165.60	165.60	41.40	127.16	254.31	169.54	0.00	0.00	238.35	311.30

SH 64

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	0	0	0	1	0	0	1	0
Fatalities	1	0	0	0	0	1	0	0	1	0
Total Crashes	5	3	3	3	3	7	3	0	2	5
Average Daily Traffic	440	440	440	440	130	120	150	154	154	154
Fatal Crash Rate	40.41	0.00	0.00	0.00	0.00	148.17	0.00	0.00	115.40	0.00
Total Crash Rate	202.05	121.23	121.23	121.23	410.31	1037.17	355.60	0.00	230.80	578.62

SH 67

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	6	9	3	13	1	4	7	6	14
Average Daily Traffic	8,000	8,000	6,910	6,910	6,910	6,910	6,910	6,660	6,660	6,409
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	26.79	22.96	39.88	13.29	57.60	4.43	17.72	17.72	27.58	66.88

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 69

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	1	0	0	2	0	0	0	0	0
Fatalities	0	1	0	0	2	0	0	0	0	0
Total Crashes	48	52	68	60	73	92	83	82	132	125
Average Daily Traffic	16,290	15,448	15,047	15,040	16,630	17,210	17,430	19,897	19,897	22,861
Fatal Crash Rate	0.00	2.21	0.00	0.00	4.11	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	100.76	115.10	154.54	136.42	150.11	180.63	152.87	160.71	226.64	186.75

SH 71

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	1	0	0	0	0	0	0
Fatalities	0	0	0	1	0	0	0	0	0	0
Total Crashes	1	3	1	1	0	4	5	1	4	4
Average Daily Traffic	350	380	330	330	280	290	300	355	355	336
Fatal Crash Rate	0.00	0.00	0.00	28.90	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	27.25	75.29	28.90	28.90	0.00	131.53	158.94	31.79	107.34	113.62

SH 75

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	1	0	1	0	2	4	2	3	3
Fatalities	1	1	0	1	0	3	4	2	3	5
Total Crashes	151	138	115	131	150	172	190	158	144	171
Average Daily Traffic	2,770	2,770	2,710	2,710	2,630	2,740	2,790	3,034	3,034	3,005
Fatal Crash Rate	0.58	0.58	0.00	0.59	0.00	1.17	2.30	1.15	1.59	1.57
Total Crash Rate	87.51	79.98	68.12	77.60	91.56	100.77	109.32	90.91	76.19	89.59

SH 77

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	18	14	15	12	13	21	31	16	18	29
Average Daily Traffic	850	930	910	910	1,020	1,010	1,020	1,314	1,314	851
Fatal Crash Rate	10.51	0.00	0.00	0.00	0.00	0.00	8.83	0.00	0.00	0.00
Total Crash Rate	189.13	134.45	148.49	118.79	113.83	187.30	273.78	140.10	122.33	198.62

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 78

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	3	0	1	1	0	1	2	0	0
Fatalities	0	3	0	1	1	0	1	2	0	0
Total Crashes	29	29	42	37	41	35	40	32	41	0
Average Daily Traffic	854	854	790	790	720	740	740	776	776	759
Fatal Crash Rate	0.00	10.46	0.00	3.77	4.14	0.00	4.03	8.05	0.00	0.00
Total Crash Rate	101.12	101.12	158.35	139.53	169.64	140.90	161.03	128.83	157.50	0.00

SH 81

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	2	0	0	1	0	2	1	0	1
Fatalities	0	3	0	0	1	0	4	1	0	1
Total Crashes	22	24	35	23	21	20	29	22	21	19
Average Daily Traffic	1,360	1,400	1,390	1,390	1,470	1,470	1,470	1,637	1,637	1,717
Fatal Crash Rate	0.00	11.52	0.00	0.00	5.49	0.00	10.97	5.49	0.00	4.65
Total Crash Rate	130.43	138.23	203.03	133.42	115.19	109.70	159.07	120.67	103.42	88.40

SH 87

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	0	0	0	0	0	1	0
Fatalities	0	0	0	0	0	0	0	0	1	0
Total Crashes	6	11	13	2	9	10	5	3	3	3
Average Daily Traffic	1,060	1,060	1,000	1,000	1,040	1,040	1,040	1,066	1,066	1,121
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.14	0.00
Total Crash Rate	169.80	311.30	389.98	60.00	259.60	288.44	144.22	86.53	84.43	80.26

SH 97

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	20	23	26	24	23	31	36	24	28	23
Average Daily Traffic	1,030	1,030	920	920	920	960	960	977	977	934
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	148.83	171.15	216.61	199.95	191.62	247.50	287.42	191.62	219.77	188.75

Crash Information for Selected Routes on the State Highway System: 2010-2019
Rates are per 100 Million Vehicle Miles Traveled

SH 99

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	0	0	0	1	0	1	0
Fatalities	0	0	0	0	0	0	1	0	1	0
Total Crashes	7	7	5	2	5	12	9	10	10	10
Average Daily Traffic	760	770	770	770	610	610	610	850	850	649
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	38.43	0.00	27.57	0.00
Total Crash Rate	215.94	213.13	152.24	60.89	192.17	461.20	345.90	384.34	275.73	360.16

SH 162

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	12	12	9	11	7	15	12	8	3	8
Average Daily Traffic	1,015	750	770	770	780	780	780	807	807	1,028
Fatal Crash Rate	11.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	138.83	187.92	137.32	167.81	105.42	225.90	180.72	120.48	43.65	91.61

SH 167

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	0	0	0	0	0	1	0	1	0	1
Fatalities	0	0	0	0	0	1	0	1	0	1
Total Crashes	7	1	6	6	5	11	3	5	4	11
Average Daily Traffic	1,125	1,158	1,085	1,080	1,300	1,280	1,300	1,444	1,444	1,406
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	13.93	0.00	13.00	0.00	12.02
Total Crash Rate	105.12	14.60	93.46	93.89	65.00	153.28	41.16	65.00	46.80	132.26

SH 200

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatal Crashes	1	0	2	1	1	0	0	0	1	1
Fatalities	1	0	2	1	1	0	0	0	1	1
Total Crashes	49	61	47	58	37	42	46	39	51	39
Average Daily Traffic	3,110	3,090	2,980	2,960	2,980	3,030	3,110	3,229	3,229	3,052
Fatal Crash Rate	2.64	0.00	5.53	2.79	2.77	0.00	0.00	0.00	2.56	2.58
Total Crash Rate	129.33	162.74	130.01	161.85	102.56	114.49	122.17	103.58	130.48	100.70

APPENDIX D: Five-Year Crash History

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

Table D-1

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Fatal Crashes	198	232	224	215	201	-6.5%	3.2%
Injury Crashes	9,050	9,327	8,818	9,083	9,153	0.8%	0.2%
Total Crashes	24,018	25,328	25,851	24,031	27,015	12.4%	0.2%
Total Persons - Fatal & Injury Crashes	25,388	26,238	25,043	25,616		-100.0%	0.4%
Drivers	16,297	16,905	16,078	16,700	16,940	1.4%	0.9%
Passengers	8,582	8,761	8,500	8,354	8,214	-1.7%	-0.9%
Total Fatalities	216	253	245	234	224	-4.3%	3.2%
Fatality Rate per 100 Million AVMT	1.30	1.48	1.42	1.32	1.24	-6.1%	1.0%
Total Injuries	13,207	13,664	12,969	13,301	13,331	0.2%	0.3%
Injury Rate per 100 Million AVMT	79.3	79.7	75.0	75.1	73.8	-1.7%	-1.7%
Impaired Drivers - Fatal/Injury Crashes	769	799	741	789	771	-2.3%	1.0%
% of All Drivers-Fatal/Injury Crashes	4.7%	4.7%	4.6%	4.7%	4.6%	-3.7%	0.1%
Alcohol/Drug Test Given - Fatal/Injury Crashes	615	640	590	637	622	-2.4%	1.4%
% of Impaired Drivers Given Test - F&I Crashes	80.0%	80.1%	79.6%	80.7%	80.7%	-0.1%	0.3%

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

Table D-2

	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Total Units - Fatal/Injury Crashes	17,113	17,818	16,895	17,522	17,734	1.2%	0.9%
Passenger Cars - Fatal/Injury Crashes	7,816	7,946	7,082	7,376	7,167	-2.8%	-1.7%
% of Vehicles	45.7%	44.6%	41.9%	42.1%	40.4%	-4.0%	-2.6%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	7,644	8,156	8,113	8,398	8,910	6.1%	3.2%
% of Vehicles	44.7%	45.8%	48.0%	47.9%	50.2%	4.8%	2.4%
Commercial Motor Vehicles - Fatal/Injury Crashes	499	525	605	582	563	-3.3%	5.5%
% of Vehicles	2.9%	2.9%	3.6%	3.3%	3.2%	-4.4%	5.1%
Motorcycles - Fatal/Injury Crashes	500	474	478	465	440	-5.4%	-2.4%
% of Vehicles	2.9%	2.7%	2.8%	2.7%	2.5%	-6.5%	-2.9%
Bicycles - Fatal/Injury Crashes	277	312	218	291	262	-10.0%	5.3%
% of Vehicles	1.6%	1.8%	1.3%	1.7%	1.5%	-11.0%	3.5%
Pedestrians - Fatal/Injury Crashes	223	250	242	252	244	-3.2%	4.3%
% of Vehicles	1.3%	1.4%	1.4%	1.4%	1.4%	-4.3%	3.4%
All Terrain Vehicles - Fatal/Injury Crashes	73	73	62	71	70	-1.4%	-0.2%
% of Vehicles	0.4%	0.4%	0.4%	0.4%	0.4%	-2.6%	-1.3%
Motor Homes - Fatal/Injury Crashes	13	11	17	15	13	-13.3%	9.1%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-14.4%	9.8%
Farm Equipment - Fatal/Injury Crashes	17	24	21	13	20	53.8%	-3.1%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	52.0%	-4.1%
Trains - Fatal/Injury Crashes	6	5	7	4	4	0.0%	-6.5%
% of Vehicles	0.0%	0.0%	0.0%	0.0%	0.0%	-1.2%	-5.7%

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

Table D-3

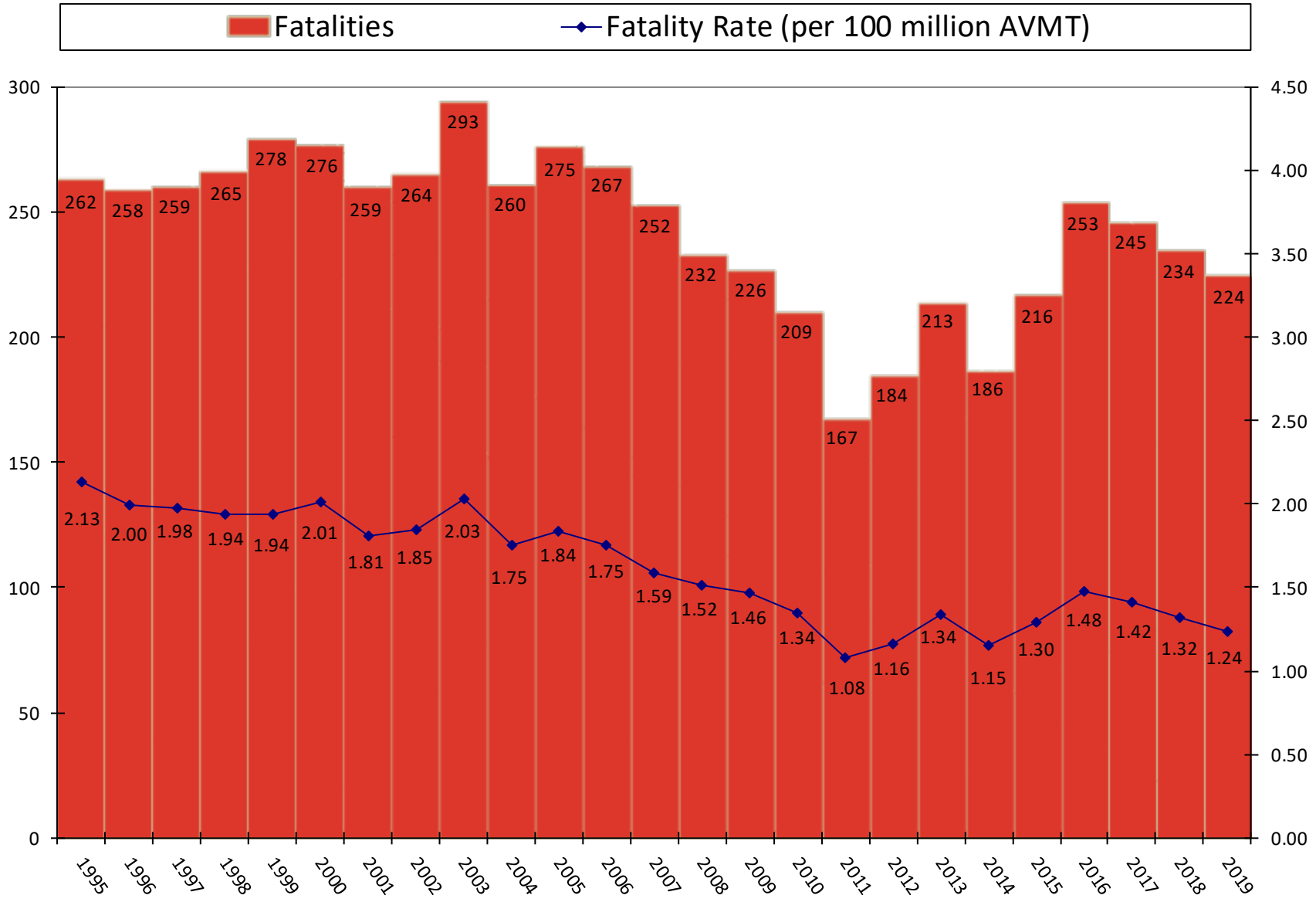
	2015	2016	2017	2018	2019	Change 2018-2019	Avg. Change 2015-2018
Roadside Obstacles- Fatal/Injury Crashes	2,107	2,207	2,056	2,089	2,102	0.6%	-0.2%
% of Crashes	22.8%	23.1%	22.7%	22.5%	22.5%	0.0%	-0.5%
Roadway Defects- Fatal/Injury Crashes	225	221	244	222	251	13.1%	-0.1%
% of Crashes	2.4%	2.3%	2.7%	2.4%	2.7%	12.4%	0.1%
Vehicle Defects- Fatal/Injury Crashes	216	214	219	235	201	-14.5%	2.9%
% of Vehicles	1.3%	1.2%	1.3%	1.3%	1.1%	-15.5%	2.2%
Self-Reported Restraint Use*- Fatal/Injury Crashes	18,685	19,303	18,146	18,822	19,317	2.6%	0.3%
% Usage	85.2%	85.3%	85.5%	86.0%	86.4%	0.4%	0.3%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	1,147	1,104	1,025	1,067	1,035	-3.0%	-2.3%
% Usage	80.2%	79.7%	80.5%	80.7%	80.2%	-0.6%	0.2%
Helmet Use- Fatal/Injury Crashes	310	286	304	284	319	12.3%	-2.7%
% of Motorcycle Operators	55.9%	55.0%	58.7%	56.0%	65.8%	17.4%	0.2%
Emergency Medical Service Response to Fatal/Injury Crashes	6,142	6,476	6,024	6,213	6,272	0.9%	0.5%
% of Fatal & Injury Crashes	66.4%	67.7%	66.6%	66.8%	67.1%	0.3%	0.2%

** All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.*

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

APPENDIX E: 25 Year History

Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million AVMT)
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