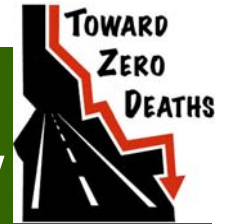


2012-2016 Motorcycle Crash Summary



Summary

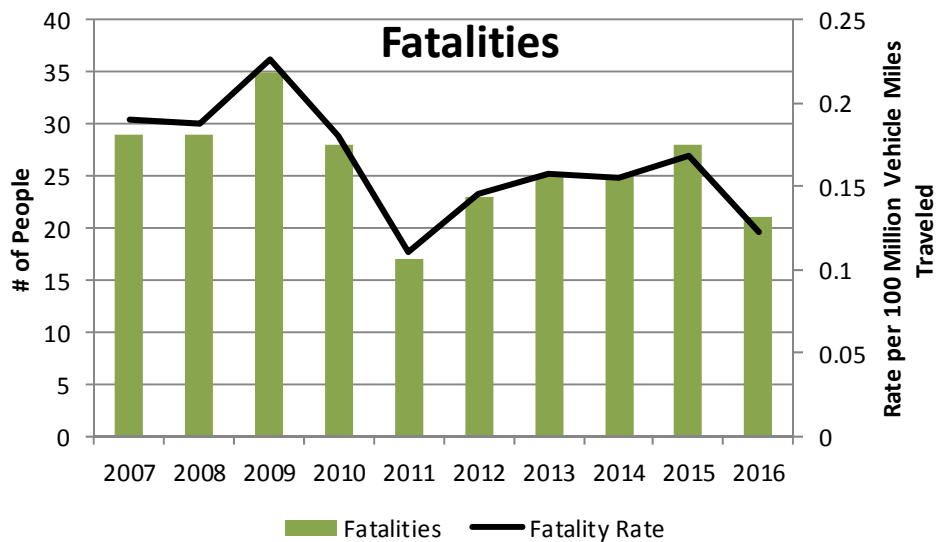
At the Idaho Transportation Department (ITD) our Strategic Plan is “Your Safety, Your Mobility, Your Economic Opportunity.” ITD is committed to providing the safest transportation system possible. Each year progress is made to eliminate death and serious injuries (SI) on Idaho’s highways. Traffic safety professionals have addressed behaviors, infrastructure improvements and enforcement countermeasures to reduce crashes. The goal, “Toward Zero Deaths”, is the foundation upon which we work.

All data and tables are 5 years of data, (2012-2016) except for the Fatalities and Serious Injuries graphs which are 10 years of data (2007-2016). The source of the crash information is the ITD statewide crash database which consists of crash reports completed by all law enforcement agencies in Idaho.

Special points of interest:

Fatalities (2012-2016)

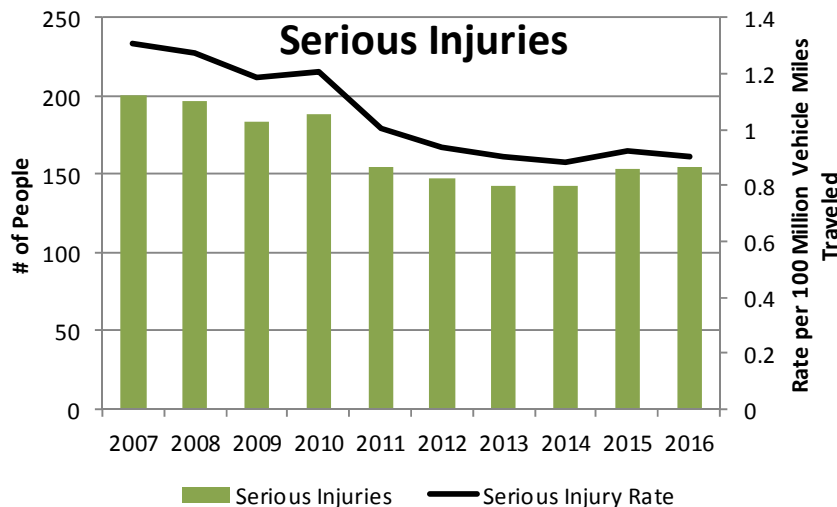
- 122 fatal crashes
- 13% of all fatal crashes
- 124 people killed
- 12% of all people killed
- 57% crashes only involved motorcycle
- 57% killed were not wearing helmets
- 68% crashes on rural roads
- 13% crashes on interstates (rural and urban)
- 51% crashes on US or state highways (rural and urban)
- 36% crashes on local roads (rural and urban)



Special points of interest:

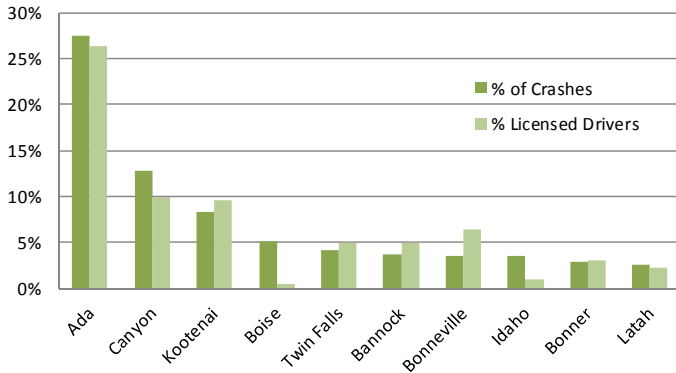
Serious Injuries (2012-2016)

- 743 serious injury crashes
- 14% of all serious injury Crashes
- 816 people seriously injured
- 12% of all people seriously injured
- 49% crashes only involved motorcycle
- 46% seriously injured were not wearing helmets
- 44% crashes on rural roads
- 7% crashes on interstates (rural and urban)
- 38% crashes on US or state highways (rural and urban)
- 54% crashes on local roads (rural and urban)



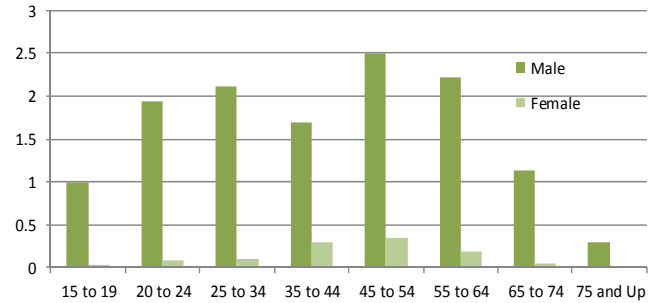
Motorcycle Crash Summary

Top Ten Counties



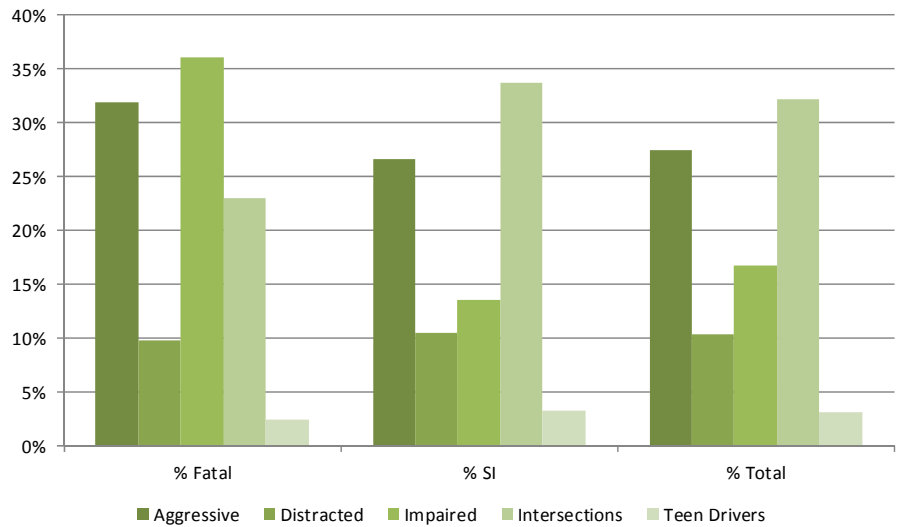
The graph shows the percent of crashes in the county compared to the percent of licensed drivers in a county.

Age of Drivers

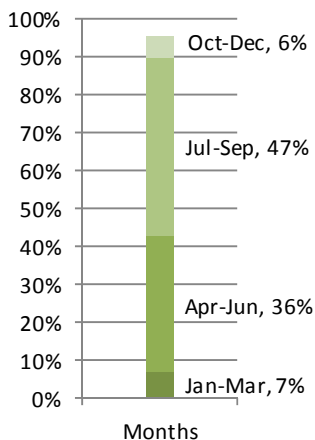


Involvement by gender and age. Involvement is determined by dividing the percentage of the drivers involved in crashes by the percentage of licensed drivers. The expected involvement is 1. A value greater than 1 indicates that the group is over involved in crashes.

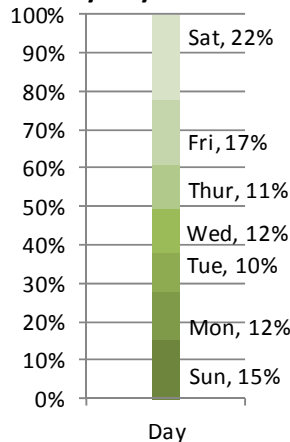
This graph represents some of the other contributing factors or characteristics in fatal and serious injury motorcycle crashes.



Fatal and SI Crashes by Month



Fatal and SI Crashes by Day of Week



Time of Day

