

Idaho Transportation Department

Driving Safely?

Every Life Counts

Idaho Transportation Department



Idaho's Strategic Highway Safety Plan

July 9, 2010

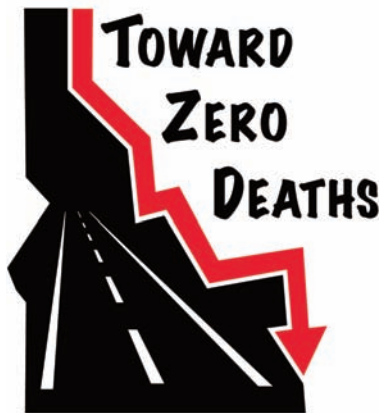
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State of Idaho

Strategic Highway Safety Plan

Approved:  Date: July 9, 2010
Brian W. Ness
Director, Idaho Transportation Department



Letter from the Strategic Highway Safety Plan Oversight Team

Highway Safety Partners,

It is with great pleasure we present you with the newest edition of Idaho's Strategic Highway Safety Plan – Toward Zero Deaths, Every Life Counts. It contains Idaho's traffic safety problem emphasis areas and strategies to reduce traffic deaths, serious injuries, and the economic losses associated with preventable traffic crashes. Our new goal for Idaho is to reduce traffic fatalities to fewer than 200 by 2012.

Saving lives and keeping families whole is what it is all about. On Nov 4, 2009, the Idaho Transportation Department (ITD) hosted a workshop, including more than 100 partners, to assist in the revision of Idaho's SHSP which was developed following a similar process in 2005. The goal was to update the SHSP to better reflect current safety issues and solutions. Participants including engineers, law enforcement, emergency services providers, educators, insurance providers, prosecutors, probation, military, a coroner, MADD, public health, AARP, the trucking industry, and individual advocates, who formed Emphasis Area Teams to develop the strategies and action steps to reach our common goals.

The SHSP is a data-driven, comprehensive plan that includes a goal, emphasis areas, and strategies to drive down traffic deaths and serious injuries. It focuses resources on education, enforcement, engineering, and emergency response. SHSP Emphasis Areas were selected based on the economic costs of crashes over the last five years (2004-2008).

Our primary short-term goal of no more than 200 traffic deaths by 2012 will be achieved using the following:

- 1. Data-driven Decisions** – Return on investment will be maximized by thoroughly studying the crash data and all pertinent data, including best practices garnered from other states, so that we make effective and efficient use of limited resources.
- 2. Culture Change** – We will promote a cultural change toward the concept that it is irresponsible and unacceptable to make poor choices when behind the wheel in Idaho. We also will work to change the belief that traffic deaths are just part of life in Idaho.
- 3. Commitment** – We will stay the course. We will leave no stone unturned in our efforts to save lives and keep families whole.
- 4. Partnerships** – Partnerships multiply the message and commitment.
- 5. Evaluation** – We will focus our efforts, review our progress, and evaluate to see how we can do better in the future.

Everyone has a role to play in traffic safety and all can make a positive difference. Please take the time to become familiar with Idaho's "Toward Zero Deaths, Every Life Counts" Strategic Highway Safety Plan. Together we will continue to reduce traffic deaths, reduce serious injuries, and keep families whole.

Scott Stokes
SHSP Oversight Team Chairman
May 2010

Idaho's Strategic Highway Safety Plan Oversight Team and Team Leaders

Oversight Team:	<p>Scott Stokes, Oversight Team Chairman, Deputy Director, Idaho Transportation Department</p> <p>Ginger Floerchinger-Franks, Trauma Registry Director, Idaho Hospital Association</p> <p>Tony Poinelli, Deputy Director, Idaho Association of Counties</p> <p>Jerry Russell, Director, Idaho State Police, represented by Major Ralph Powell</p> <p>Lance Johnson, Safety and Traffic Program Manager, Federal Highway Administration</p> <p>Shirley Wise, Regional Program Manager, National Highway Traffic Safety Administration</p> <p>Brent Jennings, Highway Operations and Safety Engineer, Idaho Transportation Department</p> <p>Mary Hunter, Highway Safety Manager, Idaho Transportation Department</p>
Safety Restraint Team Leader:	<p>Kyle Wills</p> <p>Officer, Boise Police Department</p>
Impaired Driving Team Leader:	<p>Kevin Creighton</p> <p>Probation Officer, Kootenai County Adult Misdemeanor Probation Department</p>
Aggressive Driving Team Leader:	<p>Ted Piche'</p> <p>Sergeant, Lewiston Police Department</p>
Distracted Driving Team Leader:	<p>Philip Liggins</p> <p>Coordinator, Lewis Clark State College</p>
Youthful Driver Team Leader:	<p>Brian Johns</p> <p>Drivers Education Coordinator, Idaho Department of Education</p>
Motorcycle Safety Team Leader:	<p>Stacey Axmaker</p> <p>Director, Idaho STAR Program</p>
Vulnerable Users, Bike Pedestrian Team Leader:	<p>Nancy Rush</p> <p>Injury Prevention Coordinator, Central District Health</p>
Vulnerable Users, Mature Drivers Team Leader:	<p>Hal Putnam</p> <p>Motor Vehicle Program Supervisor, Idaho Transportation Department</p>
Commercial Vehicles Team Leader:	<p>Lamont Johnston/Bill Reese</p> <p>CMV Captain, Idaho State Police</p>
Lane Departure Team Leader:	<p>John Perry</p> <p>Field Operations Engineer, Federal Highway Administration</p>
Intersections Team Leader:	<p>Bruce Christensen</p> <p>Traffic Engineer, Idaho Transportation Department</p>
Emergency Response Team Leader:	<p>Louie Albright</p> <p>Projects Coordinator, Idaho Transportation Department</p>

Strategic Highway Safety Plan Partners

AAA Idaho
Ada County Coroner
Ada County Highway District
American Association of Retired Persons of Idaho (AARP)
Blue Cross of Idaho
Boise Police Department
City of Boise
City of Lewiston
City of Twin Falls
Canyon County
Canyon County Sheriff's Office
Clearwater County Emergency Medical Services
Consulado de Mexico en Boise
Davies Moore
Emergency Medicine of Idaho
Farmers Insurance
High Desert Harley Davidson
Idaho Association of Counties (IAC)
Idaho Coalition for Motorcycle Safety
Idaho Commission on Aging
Idaho Department of Health & Welfare (DHW), EMS Bureau

Idaho Hospital Association
Idaho Skills Training Advantage for Riders (STAR) Motorcycle Safety Program
Idaho State Police (ISP)
Idaho Trucking Association
Idaho Volunteer Fire and Emergency Services Association
Lewis & Clark State College
Local Highway Technical Assistance Council (LHTAC)
Magic Valley Regional Medical Center
Mothers Against Drunk Driving (MADD)
Mountain Home Air Force Base
National Highway Traffic Safety Administration (NHTSA)
Pocatello Police Department
Sandpoint Police Department
St. Joseph's Regional Medical Center
State Farm Insurance
Union Pacific Railroad
U.S. Army, Gowen Field
U.S. Dept. of Transportation (USDOT)
URS Corporation/Washington Group International





Mission

Toward Zero Deaths, Every Life Counts

Vision

Death and injury-free travel on Idaho roadways during an entire year

Goals

Primary

Fewer than 200 annual traffic deaths on Idaho roadways by 2012

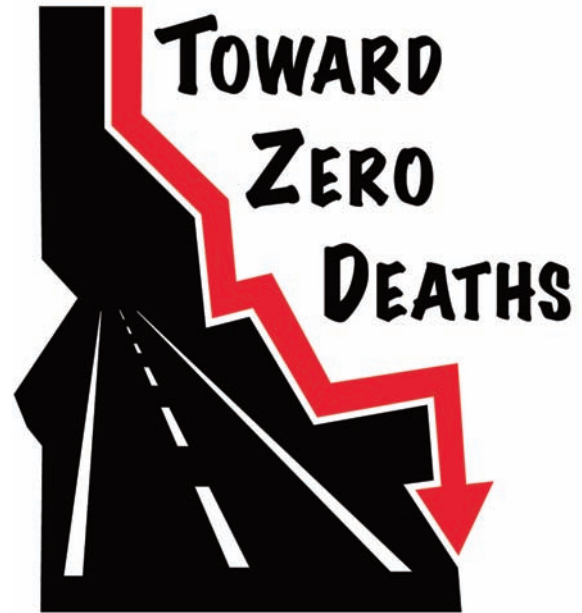
Secondary

5-year statewide average fatality rate not more than 1.38 per 100 million annual vehicle miles traveled by 2012

5-year average serious injuries not more than 1,634 by 2012

Background

In 2005 the Governor's Highway Safety Summit developed a Strategic Highway Safety Plan (SHSP) for Idaho in response to the high number of deaths and serious injuries on Idaho roads. Our SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP was developed in cooperation with local, state, federal, and private sector safety stakeholders. The SHSP is a data-driven, comprehensive plan that establishes statewide goals, objectives, and key emphasis areas. It integrates the four E's, (engineering, education, enforcement, and emergency response) to meet our goal of reduced traffic deaths and serious injuries.



The first Governor's Highway Safety Summit: "Toward Zero Deaths" was held in October 2005. Stakeholders throughout Idaho were invited to participate and answer the challenge of reducing highway-related fatalities and life-altering injuries. These stakeholders included those involved in planning, designing, constructing, operating, and maintaining the roadway infrastructure (engineering); modifying road user behavior and preventing injury (education and enforcement); and also providing post-crash assistance (emergency response). Challenges and strategies were solicited from all participants. From their input, ten data-driven emphasis areas were selected for primary emphasis areas.

Progress since 2005

Since the development of our original Strategic Highway Safety Plan in 2005, Idaho's traffic safety partners worked together in the areas of education, enforcement, engineering, and emergency response to achieve the following significant results:

- Aggressive Driving - fatality rate reduction from 9.31 in 2005, to 6.56 in 2008 per 100,000 population.
- Distracted Driving - fatality rate reduction from 5.67 in 2005, to 4.66 in 2008 per 100,000 population.
- Occupant Protection - fatality rate reduction for unbelted passenger motor vehicle occupants from 9.52 in 2005, to 7.02 in 2008 per 100,000 population.
- Impaired Drivers - fatality rate reduction from 7.00 in 2005, to 6.30 in 2008 per 100,000 population.
- Young Drivers - fatality rate reduction from 2.66 in 2005, to 2.56 in 2008 per 100,000 population.
- Mature Drivers - fatality rate reduction from 3.36 in 2005, to 1.97 in 2008 per 100,000 population.
- Vulnerable Users
 - Bicyclists - fatality rate reduction from 0.21 in 2005, to 0.13 in 2008 per 100,000 population.
 - Pedestrians - fatality rate increase from 0.63 in 2005, to 0.72 in 2008 per 100,000 population.
 - Motorcyclists - fatality rate increase from 1.82 in 2005, to 1.90 in 2008 per 100,000 population.
- Commercial Vehicles - fatality rate reduction from 2.59 in 2005, to 2.36 in 2008 per 100,000 population.

- Road Related Crashes

- Intersection - fatality rate reduction from 3.71 in 2005, to 2.43 in 2008 per 100,000 population.
- Roadway Departure - fatality rate reduction from 9.38 in 2005, to 7.61 in 2008 per 100,000 population.
- Work Zones - work zone crashes increased from 107 in 2005, to 279 in 2008. (This will not be a future emphasis area because these crashes make up only 1% of crashes and were not a significant contributor to the economic costs of crashes for 2004-2008.)

- Highway-Railroad Grade Crossings - no fatalities in 2005, but 2 in 2008. (This will not be a future SHSP emphasis area because these crashes are not a significant contributor to the economic costs of crashes for 2004-2008. It will continue to be funded and supported as part of the overall safety program.)

- Emergency Response (EMS) - Response to fatal and injury crashes declined from 6,550 in 2005, to 5,826 in 2008.

Our overall goal in the original SHSP was to reduce the number of traffic fatalities from 275 in 2005, to 168 or fewer by 2012, resulting in an estimated fatality rate of 1.0 per 100 million vehicles miles traveled. As of 2008, fatalities were reduced to 233. The fatality rate declined from 1.84 in 2005, to 1.52 per 100 million vehicles miles traveled, our lowest rate ever (based on fatalities and vehicle miles traveled back to 1976).

The Future

While very significant progress has been made in most of the SHSP emphasis areas, it was determined in 2009 that it was now time to update Idaho's SHSP to better reflect current traffic safety issues based on data-driven decision-making, selection of strategies based on current research and strategies that have proven successful in

other states, and to select goals that are challenging but achievable. This new plan will continue to build partnerships and to build on past success.

On November 4, 2009, ITD's Office of Highway Operations and Safety partnered with the FHWA Office of Safety to host the SHSP Workshop and peer exchange. This event focused on the update of Idaho's Strategic Highway Safety Plan (SHSP), entitled "Toward Zero Deaths, Every Life Counts". The peer exchange provided an opportunity for Idaho safety stakeholders to collaboratively initiate a data-driven, comprehensive plan



and establish statewide goals, objectives, strategies, and action plans. More than 100 professionals representing engineering, education, enforcement, and emergency response (EMS) agencies participated in the event.

ITD's goals and objectives in holding the SHSP Workshop and peer exchange included:

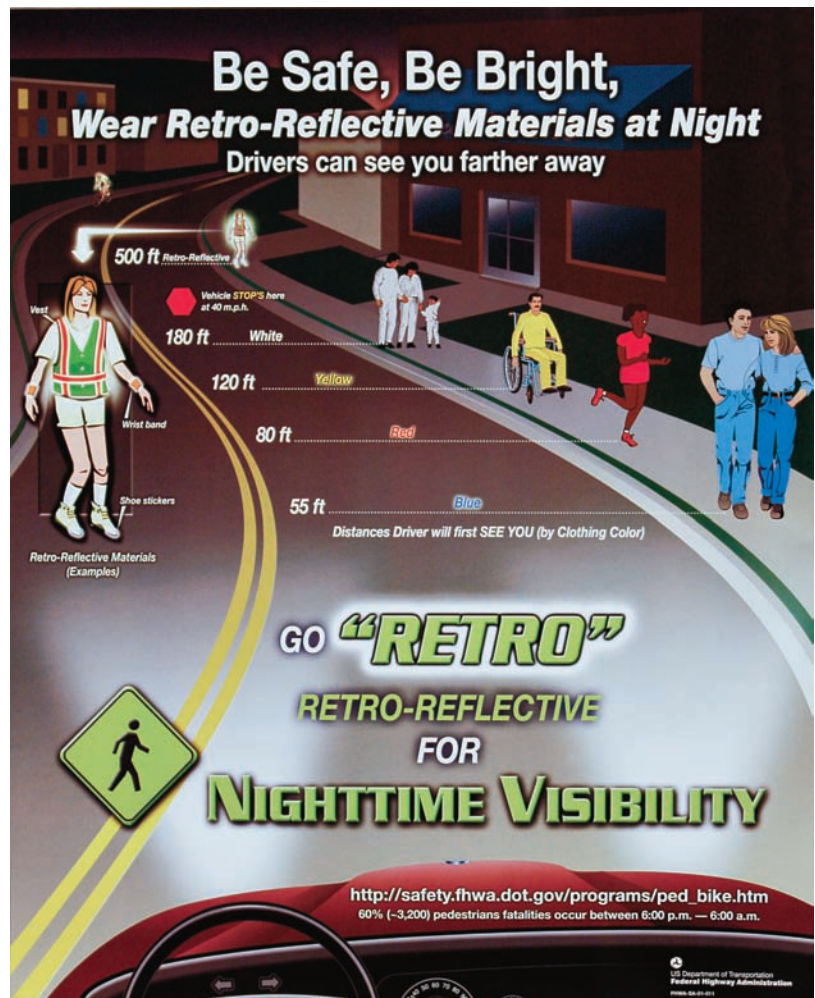
- Discussing highway safety issues and current programs in Idaho;
- Learning about peer States' practices including Washington and Missouri;
- Explaining the value and purpose of a SHSP to stakeholders;
- Initiating the process for Idaho's SHSP update;
- Creating ongoing dialogue about highway safety among Idaho's SHSP stakeholders; and
- Establishing and motivating emphasis area teams to reduce traffic fatalities caused by specific highway safety issues.

The peer exchange featured a morning session with ITD presentations on current trends, safety programs, and practices; peer presentations; and an afternoon session with breakout groups charged with developing strategies and action plans related to 11 emphasis areas.

Idaho's revised SHSP is based on the last five years of crash data from 2004-2008. More specifically, the emphasis areas were selected based on the percent of comprehensive economic costs of crashes from 2004-2008 during this period.

The behavioral safety goals provided in the Emphasis Areas and Strategies portion of the SHSP are also those selected by ITD for the Highway Safety Plan to be consistent with the performance measures and goals required by the National Highway Traffic Safety Administration's (NHTSA) and Governor's Highway Safety Association (GHSA) guidelines. Idaho's selected performance measures and goals are based on a five-year moving average for fatalities, serious injuries, and fatality rate. The seat belt use is the only annual goal set. The Performance Measures and Goals document is in the appendix.

Idaho's SHSP has been developed to provide better coordination of statewide goals and safety programs that most effectively reduce highway fatalities and serious injuries on all public roads through a comprehensive approach. Idaho used a collaborative process to develop the SHSP by incorporating partners from engi-



neering, education, enforcement, and crash emergency response in the SHSP Workshop and Emphasis Area Committees.

The implementation of the SHSP will draw on the strengths and resources of all safety partners. The SHSP will allow the scheduling and implementation of safety improvement programs, comprehensive initiatives, and projects to be coordinated throughout Idaho.

What is a Strategic Highway Safety Plan (SHSP)?

An SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP is developed by the State DOT in a cooperative process with Local, State, Federal, and private sector safety stakeholders. The SHSP is a data-driven, comprehensive plan that establishes statewide goals, emphasis areas, and strategies. It integrates the four E's - engineering, education, enforcement, and emergency response. An SHSP is a major component and requirement of the Highway Safety Improvement Program (HSIP) which was established by SAFETEA-LU, 23 U.S.C. § 148 as a core federal program.

Benefits of an SHSP

An important benefit of an SHSP is better coordination of statewide goals and safety programs that most effectively reduce highway fatalities and serious injuries on all public roads through a comprehensive approach. The collaborative process of developing and implementing a State SHSP brings together and draws on the strengths and resources of all safety partners. More specifically, the SHSP will:

- Establish common statewide safety goals and priorities,
- Strengthen existing partnerships,
- Support the value of safety coalitions,
- Share data, knowledge, and resources,
- Quantify the existing and needed resources and activities to meet the State's safety goal,
- Avoid redundant activities,
- Leverage limited existing resources such as funds, people, and leadership attention, toward common objectives,
- Communicate the impact of investing additional resources for highway safety countermeasures, and
- Incorporate both behavioral and infrastructure strategies and countermeasures to have a greater impact on reducing highway fatalities and serious injuries on all public roads.

SHSP Emphasis Areas

Percent of Idaho Economic Costs of Crashes (2004-2008)*

Behavior

Aggressive Driving	45%
Distracted Driving	30%
Safety Restraints	29%
Impaired Driving	24%
Youthful Driver	18%
Vulnerable Users (bike 1%, pedestrian 3%, mature 13%)	17%
Commercial Vehicles	9%
Motorcycle	8%

Infrastructure

Lane Departure (single vehicle run-off-road 35%, head-on/side-swipe 10%)	45%
Intersections	27%

Other

Emergency Response	Not applicable
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* Economic costs by emphasis area are not mutually exclusive.

Guiding Principles

Our primary short-term goal of no more than 200 traffic deaths by 2012 will be achieved using the following:

- 1. Data-driven Decisions** – Return on investment will be maximized by thoroughly studying the crash data and all pertinent data, including best practices garnered from other states, so that we make effective and efficient use of limited resources.
- 2. Culture Change** – We will promote a cultural change toward the concept that it is irresponsible and unacceptable to make poor choices when behind the wheel in Idaho. We also will work to change the belief that traffic deaths are just part of life in Idaho.
- 3. Commitment** – We will stay the course. We will leave no stone unturned in our efforts to save lives and keep families whole.
- 4. Partnerships** – Partnerships multiply the message and commitment.
- 5. Evaluation** – We will focus our efforts, review our progress, and evaluate to see how we can do better in the future.

Relationship between SHSPs and other safety plans and programs

To achieve the goal of the SHSP, it should be the guiding document for the emphasis areas and strategies of the other safety plans and be consistent with ITD's Strategic Plan and the Statewide Transportation Improvement Programs (STIP).

Highlights of Idaho's Strategic Highway Safety Plan

Theme: *Toward Zero Deaths, Every Life Counts*

Primary - Fewer than 200 annual traffic deaths on Idaho roadways by 2012

Secondary - 5-year statewide average fatality rate not more than 1.38 per 100 million annual vehicle miles traveled by 2012

5-year average serious injuries not more than 1,634 by 2012



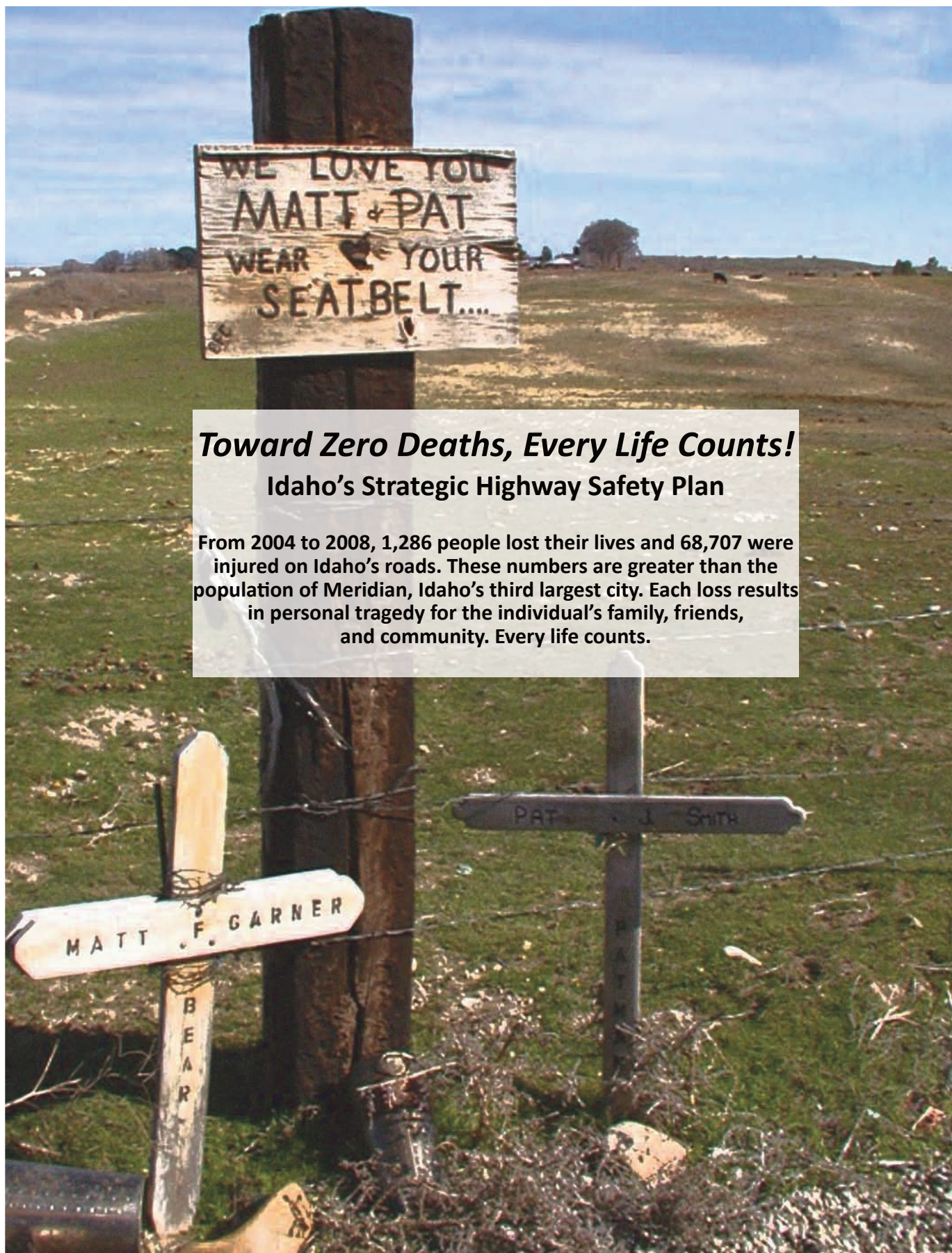
Selection of Strategic Highway Safety Plan Emphasis Areas

Idaho's revised SHSP is based on the last five years of crash data. More specifically, the emphasis areas were selected based on the percent of comprehensive economic costs of crashes from 2004-2008. The cost estimate for a fatality is established by the Federal Highway Administration (FHWA). Lesser injury type costs are not established by FHWA. An estimate was made consistent with research of other states' costing estimates and then adjusted annually for inflation. The 2009 cost estimates are: fatality - \$5,926,150, serious injury - \$295,127, visible injury - \$82,664, possible injury - \$54,794, property damage only - \$6,344.

Using the data on traffic crashes and their contributing circumstances, we have determined the following emphasis areas to be the most vital in which to focus our resources to reduce traffic deaths and serious injuries.

Goals have been selected for the emphasis areas with the exception of emergency services. These goals are consistent with the overall SHSP goals, ITD's Number One Performance Measure of reducing the 5-year average fatality rate on the state highway system, and with the behavioral program performance measures and goals adopted by ITD for its Highway Safety Program. These performance measures have been selected following extensive discussion and agreement involving NHTSA and GHSA. States must adopt and report annually to NHTSA the progress being made in each of the performance measures. These goals have been incorporated into the SHSP emphasis areas pertaining to behavior.

Thanks to the collaborative effort of dozens of agencies, this plan will help ensure that our friends and families arrive home safely, every trip, every time.



Toward Zero Deaths, Every Life Counts!
Idaho's Strategic Highway Safety Plan

From 2004 to 2008, 1,286 people lost their lives and 68,707 were injured on Idaho's roads. These numbers are greater than the population of Meridian, Idaho's third largest city. Each loss results in personal tragedy for the individual's family, friends, and community. Every life counts.

STRATEGIC HIGHWAY SAFETY PLAN EMPHASIS AREAS AND STRATEGIES

Following are the emphasis areas selected for Idaho's SHSP. A description of the highway safety problem is provided and following are the strategies selected to address this safety issue.

AGGRESSIVE DRIVING

THE DEFINITION

- Aggressive driving behaviors include: failure to yield right of way, driving too fast for conditions, exceeding the posted speed, passed stop sign, disregarded signal, and following too close. Aggressive driving crashes are those where an officer indicates that at least one aggressive driving behavior contributed to the crash. Up to three contributing circumstances are possible for each vehicle in a crash, thus the total number of crashes attributed to these behaviors is less than the sum of the individual components.

THE PROBLEM

- Aggressive driving contributed to 45% of the economic costs of crashes in Idaho from 2004-2008.
- With increasing vehicle miles of travel, traffic congestion and travel delays, the resulting frustration and impatience is reflected in driver behavior.

- In 2008, 100 people were killed in aggressive driving crashes. Aggressive driving was a factor in 54% of all crashes and 43% of all fatalities in 2008.

- Drivers, ages 19 and younger, are more than 4 times as likely to be involved in an aggressive driving collision as all other drivers.

- Aggressive driving crashes cost Idahoans nearly \$1.3 billion in 2008. This represented 49 percent of the total economic cost of crashes.

Aggressive Driving in Idaho, 2004-2008						
	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Total Aggressive Driving Crashes	15,934	15,572	13,037	14,364	13,570	-3.50%
Fatalities	116	133	116	108	100	-3.10%
Serious Injuries	867	975	902	928	746	-2.90%
Visible Injuries	2,614	2,511	2,399	2,283	1,867	-7.90%
Possible Injuries	5,519	5,295	4,858	4,784	4,326	-5.90%
Number of Traffic Fatalities and Serious Injuries Involving:*						
Fail to Yield Right of Way	356	391	303	366	334	-0.20%
Driving Too Fast for Conditions	334	404	396	371	268	-3.80%
Exceeded Posted Speed	129	168	173	135	103	-3.10%
Passed Stop Sign	65	114	111	134	92	15.50%
Disregarded Signal	44	65	56	38	48	7.00%
Following Too Close	122	59	71	59	47	-17.10%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	6.63	7.4	6.67	6.54	5.54	-3.90%
* Three contributing circumstances possible per unit involved in each collision						

GOAL

Reduce the 5-year average speeding related fatalities to 77 or fewer by 2012.

STRATEGIES

Education

Educate law enforcement and the public regarding aggressive driving behaviors and their consequences.
Pursue the use of paid and earned media that addresses the causes of aggressive driving behaviors.

Implement a tip line for public reporting of an aggressive driving call to law enforcement coordinated with Idaho State Police (*ISP).

Enforcement

Continue conducting a minimum of two aggressive driving enforcement mobilizations per year.

Continue partnering with law enforcement agencies to implement STEP Officer Programs in local jurisdictions.

Increase law enforcement presence in work zones with patrols and planned enforcement.

Engineering

Utilize resources already available to inform the public about proper driving in work zones.

Review signage policies, data and best practices to improve roadway signage and information.

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Research potential legislation regarding use of red light and speed cameras to reduce aggressive driving.

Broaden partnerships with prosecutors/judicial branch to review current aggressive driving penalties and be more proactive in penalizing aggressive drivers including use of enhanced penalties.

Encourage insurance incentives for good driving choices and disincentives for bad driving choices.

DISTRACTED DRIVING

THE DEFINITIONS

Driver inattention is diminished attention to activities that are critical for safe driving.

Distracted driving is a diversion of attention from activities critical for safe driving.

For the sake of simplicity, this emphasis area will be titled "Distracted Driving."

A more extensive definition of distracted driving is any non-driving activity a person engages in while operating a motor vehicle. Such activities have the potential to distract the person from the primary task of driving and increase the risk of crashing. Distraction can be visual (taking your eyes off the road), manual (taking your hands off the steering wheel), cognitive (taking your mind off what you are doing).

Idaho's crash reports tend to show distracted driving as a contributing circumstance for a crash in which the driver apparently was not paying attention to the task at hand, while distracted driving is shown when the cause of the distraction is evident.

THE PROBLEM

- Distracted driving contributed to 30% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, 71 fatalities resulted from distracted driving crashes. This represents 31 percent of all fatali-

ties. Only 14 (or 31 percent) of the 45 passenger vehicle occupants killed in distracted driving crashes were wearing a seat belt.

- The other fatalities resulting from distracted driving in 2008 were 14 motorcyclists, 4 commercial motor vehicle occupants, 3 pedestrians, 2 ATV riders, and 1 person on a riding lawn mower.
- Inattention and/or distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to about 1 out of 5 crashes for both single and multiple vehicle crashes.
- In 2008, drivers under the age of 25 comprised 39 percent of the drivers involved in all distracted driving crashes and 32 percent of the drivers involved in fatal distracted driving crashes, while they only comprised 15 percent of licensed drivers.

Distracted Driving Crashes in Idaho, 2004-2008						
	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Distracted Driving Crashes	8,324	8,033	7,059	7,515	6,672	-5.10%
Fatalities	89	81	84	79	71	-5.30%
Serious Injuries	650	634	607	677	527	-4.30%
Visible Injuries	1,781	1,591	1,520	1,484	1,144	-10.10%
Possible Injuries	3,063	2,910	2,790	2,802	2,411	-5.70%

- In 2008, only 26 percent of the distracted driving crashes involved a single vehicle, while 62 percent of the fatal distracted driving crashes involved a single vehicle.
- Only 34 percent of the total distracted driving crashes occurred in rural areas, while 82 percent of the fatal distracted driving crashes occurred in rural areas.
- Distracted driving crashes cost Idahoans just under \$828 million dollars in 2008. This represents 32 percent of the total economic cost of crashes.

GOAL

Reduce the 5-year average distracted driving related fatalities to 61 or fewer by 2012.

STRATEGIES

Education

Provide clear definitions of distracted driving to road users.

Conduct awareness campaigns and provide education directed at target groups (teen drivers, young adults and commercial drivers).

Educate all roadway users and employers on the dangers of distracted driving.

Enforcement

Enforce distracted driving laws including, but not limited to, texting, cell phone or mobile device ban should one become law.

Engineering

Where appropriate, install or enlarge shoulder, edge line, and centerline rumble strips/stripes and edge line rumble strips/stripes.

Expand available parking in rest areas.

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Obtain Governor's Executive Order instructing all state employees to not text or use cell phones while driving.

Build safety partnerships with other federal, state and local agencies.

Seek legislation banning texting and cell phone use while driving as a primary offense.

Increase crash data collection and analysis regarding distracted driving.

Develop and promote public and corporate policies regarding the use of cell phones and electronic devices while driving.

SAFETY RESTRAINTS

THE PROBLEM

- Lack of safety restraint use contributed to 29% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, 77 percent of Idahoans were using seat belts, based on seat belt survey observations.
- In 2008, seat belt usage varied by region around the state from a high of 88 percent in District 3 (Southwestern Idaho) to a low of 60 percent in District 6 (Northeastern Idaho).
- Only 33 percent of the individuals killed in passenger cars, pickups and vans were wearing a seat belt in 2008. Seatbelts are estimated to be 50 percent effective in preventing serious and fatal injuries. By this estimate, we can deduce that 54 lives were saved in Idaho in 2008 because they were wearing a seat belt and an additional 53 lives could have been saved if everyone had worn their seat belt.
- There were 5 children under the age of 7 killed (3 were restrained) and 25 seriously injured (15 were restrained) while riding in passenger vehicles in 2008. Child safety seats are estimated to be 69 percent effective in reducing fatalities and

Occupant Protection in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Observational Seat Belt Survey						
District 1	76%	76%	87%	87%	82%	2.20%
District 2	75%	81%	83%	82%	85%	3.10%
District 3	82%	85%	89%	87%	88%	1.60%
District 4	60%	71%	67%	69%	72%	5.10%
District 5	57%	55%	63%	62%	63%	2.80%
District 6	66%	68%	66%	60%	60%	-2.50%
Statewide Average	74%	76%	80%	78%	77%	1.00%
Seat Belt Use - Age 4 and Older*						
Cars, Pickups, Vans and SUV's In Fatal Crashes	42.40%	40.00%	38.80%	34.80%	32.90%	-6.10%
In Serious Injury Crashes	64.70%	64.70%	67.60%	66.10%	64.60%	0.00%
Self Reported Child Restraint Use*						
in Cars, Pickups, Vans and SUV's	87.30%	70.90%	76.20%	77.90%	81.60%	-1.10%

*The child restraint law was modified in 2005 to include children under the age of 7. As of 2005, seat belt use is for persons age 7 and older and child restraint use is for children 6 and younger.

serious injuries. By this estimate we can deduce that child safety seats saved 7 lives in 2008. Additionally, 33 serious injuries were prevented and 7 of the 10 unrestrained serious injuries may have been prevented if they had all been properly restrained.

- Unrestrained passenger motor vehicle occupants cost Idahoans just under \$799 million in 2008. This represents 31 percent of the total economic cost of crashes.

GOAL

Reduce the 5-year average unrestrained passenger motor vehicle fatalities to 100 or fewer by 2012.

STRATEGIES

Education

Continue to educate and inform the general public and target groups (teens, pickup truck occupants, ethnic groups) about the importance of safety restraint use using public information and education campaigns.

Educate parents, caregivers, and grandparents about the proper selection and installation of child passenger safety seats and booster seats.

Provide limited number of child passenger safety seats for the socially and economically disadvantaged.

Increase education to law enforcement about how to effectively enforce the primary child passenger safety law.

Increase education to law enforcement about the effectiveness of safety restraints on the job using TOPS (Traffic Occupant Protection Strategies).

Develop and implement a social norms (media) campaign targeted to ages 15-24 years to influence or promote seat belt usage.

Increase the number of Child Passenger Safety (CPS) Technicians, new and recertified, and increase the number of CPS check sites particularly at fire stations.

Enforcement

Increase enforcement of safety restraint laws and conduct multi-agency safety restraint task forces.

Provide education/motivation to law enforcement to aggressively enforce safety restraint laws.

Engineering

Where appropriate, install shoulder, edge line, and centerline rumble strips/strips.

Increase use of dynamic message boards and signs to encourage safety restraint use.

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Seek legislation providing Idaho with an enforceable and effective primary seat belt law.

Seek legislation to remove the nursing baby exemption from the child passenger safety law.

Seek legislation to require booster seat use by children up to age 8.

Seek legislation to remove that portion of IC 49-673 that restricts contributory negligence regarding lack of safety restraint use in traffic crashes as it pertains to civil jury/compensation negotiation.

Encourage employers to enact policies to require safety restraint use in company vehicles or when driving on company or personal time.

IMPAIRED DRIVING

THE DEFINITION

- Impaired driving crashes are those where the investigating officer has indicated the driver of a motor vehicle, a pedestrian, or a bicyclist was alcohol and/or drug impaired or where alcohol and/or drug impairment was listed as a contributing circumstance to the crash.

THE PROBLEM

- Impaired driving contributed to 24% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, 96 fatalities resulted from impaired driving crashes. This represents 41 percent of all fatalities. Only 14 (or 18 percent) of the 76 passenger vehicle occupants killed in impaired driving crashes were wearing a seat belt.
- Nearly 15 percent of impaired drivers involved in crashes were under the age of 21 in 2008, even though they are too young to legally purchase alcohol.
- Impaired driving crashes cost Idahoans over \$725 million in 2008. This represents 28 percent of the total economic cost of crashes.

GOAL

Reduce the 5-year average number of fatalities for drivers with a BAC of .08 or greater to 76 or fewer by 2012.

STRATEGIES

Education

Establish a State Impaired Driving Coordinator to oversee training in the areas of Drug Recognition Expert, Standard Field Sobriety Testing, and Phlebotomy Programs.

Improve the use of media in educating the public concerning the dangers of impaired driving.

Continue the education, support, and training of prosecutors and law enforcement in order to increase the amount and reliability of evidence for DUI convictions.

Impaired Driving in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Impaired Driving Crashes	1,944	1,952	1,877	1,936	1,783	-2.00%
Fatalities	103	100	110	101	96	-1.50%
Serious Injuries	331	367	316	309	285	-3.30%
Visible Injuries	559	522	610	568	433	-5.10%
Possible Injuries	603	630	593	628	569	-1.20%
Impaired Driving Crashes as a % of All Crashes	6.90%	6.90%	7.70%	7.30%	7.10%	1.20%
Impaired Driving Fatalities as a % of All Fatalities	39.60%	36.40%	41.20%	40.10%	41.40%	1.40%
Impaired Driving Injuries as a % of All Injuries	10.10%	10.50%	10.90%	11.10%	10.70%	1.50%
Impaired Driving Fatality & Serious Injury Rate per 100 Million AVMT	2.93	3.12	2.79	2.59	2.49	-3.70%
Annual DUI Arrests by Agency*						
Idaho State Police	1,461	817	1,744	1,654	1,977	20.90%
Local Agencies	8,674	8,255	9,637	9,997	10,195	4.40%
Total Arrests	10,135	9,072	11,381	11,651	12,172	5.50%
DUI Arrests per 100 Licensed Drivers	1.07	0.92	1.13	1.13	1.17	3.10%

*Source: Idaho State Police, Bureau of Criminal Identification

Enforcement

Continue to support five impaired driving high visibility enforcement campaigns each year.

Continue to support efforts to establish DUI Courts.

Increase probation officer positions to adequately monitor DUI offenders, especially repeat offenders.

Create multi-jurisdictional DUI Task Forces.

Work with the State Alcohol Beverage Control to enforce laws concerning underage alcohol sales.

Review and update the ignition interlock program to maximize effectiveness.

Engineering

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Evaluate effectiveness of current DUI laws, and recommend improvements.

YOUTHFUL DRIVERS

THE PROBLEM

- Youthful drivers contributed to 18% of the economic costs of crashes in Idaho from 2004-2008.
- Drivers, age 15 to 19, represented 6 percent of licensed drivers in Idaho in 2008, yet they represented nearly 14 percent of the drivers involved in fatal and serious injury crashes.
- In 2008, drivers age 15 to 19 constituted 11 percent of the impaired drivers involved in crashes, despite the fact they were too young to legally consume alcohol.
- National and international research indicates youthful drivers

Crashes Involving Youthful Drivers in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Total Crashes						
Involving Drivers 15-19	7,408	7,309	6,216	6,734	5,909	-5.10%
Fatalities	39	38	38	42	39	0.20%
Serious Injuries	376	377	403	426	348	-1.40%
Visible Injuries	1,258	1,156	1,233	1,127	881	-8.00%
Possible Injuries	2,479	2,471	2,342	2,234	1,919	-6.10%
Drivers 15-19 in Fatal & Serious Injury Crashes	335	326	339	374	296	-2.30%
% of all Drivers involved in Fatal and Serious Injury Crashes	13.80%	13.50%	14.10%	14.90%	13.80%	0.10%
Licensed Drivers 15-19	65,391	66,637	66,038	65,173	63,451	-0.70%
% of Total Licensed Drivers	6.90%	6.80%	6.60%	6.30%	6.10%	-3.00%
Fatal & Injury Crash Involvement*	2.01	1.99	2.15	2.34	2.26	3.20%
Drivers 15-19 - Fatal Crashes	36	35	35	36	36	0.00%
Impaired Drivers 15-19 - Fatal Crashes	8	10	7	9	10	8.70%
% of Youthful Drivers that were Impaired in Fatal Crashes	22.20%	28.60%	20.00%	25.00%	27.80%	8.70%

* Fatal & Injury Crash Involvement is the percent of fatal and injury crashes divided by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.

are more likely to be in single-vehicle crashes, to make one or more driver errors, to speed, to carry more passengers than other age groups, to drive older and smaller cars that are less protective, and are less likely to wear seat belts.

- Only 3 of the 17 (18 percent) youthful drivers killed were wearing a seat belt.
- Crashes involving youthful drivers cost Idahoans over \$536 million in 2008. This represents 21 percent of the total economic cost of crashes.

GOAL

Reduce the 5-year average number of fatalities for drivers ages 20 and younger to 42 or fewer by 2012.

STRATEGIES

Education

Educate young and inexperienced drivers on traffic safety issues.

Strengthen partnerships with various stakeholders interested in teen traffic safety issues.

Enforcement

Continue to encourage enforcement of youthful traffic safety issues.

Engineering

Reduce lane departure crashes of youthful drivers.

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy / Other

Evaluate current laws relating to youthful drivers for weaknesses, and develop potential revisions to the law.



VULNERABLE USERS (BICYCLE, PEDESTRIAN, MATURE DRIVERS)

BICYCLISTS AND PEDESTRIANS

THE PROBLEM

- Crashes involving bicyclists contributed to 1% of the economic costs of crashes in Idaho from 2004-2008.
- Crashes involving pedestrians contributed to 3% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, 11 pedestrians and 2 bicyclists were killed in traffic crashes. The 13 pedestrians and bicyclists killed represented 6 percent of all fatalities in Idaho.
- Children, ages 4 to 14, accounted for 21 percent of the fatalities and injuries sustained in pedestrian crashes and 21 percent of the fatalities and injuries sustained in bicycle crashes.
- Crashes involving pedestrians and bicyclists cost Idahoans over \$138 million dollars in 2008. This represents 5 percent of the total economic cost of crashes.

GOAL

Reduce the 5-year average number of fatalities for pedestrians to 10 or fewer by 2012.

Reduce the 5-year average number of fatalities for bicyclists to 3 or fewer by 2012.

STRATEGIES

Education

Increase knowledge of and compliance with policies, laws, programs, and procedures related to mobility and safety strategies.

Support training to educate planners, engineers, and decision-makers on community and infrastructure design that enhances use of transportation alternatives (e.g., Livable Communities and Context Sensitive [Design] solutions).

Increase outreach and education with law enforcement, prosecutors, and judges for enforcing traffic laws relating to pedestrians and cyclists.

Finalize and conduct bicycle and pedestrian design training on an annual basis.

Design and implement educational interventions to reduce deaths and disabling injuries by increasing the use of bicycle helmets.

Encourage adults and teens to serve as role models for younger children by wearing helmets whenever they ride.

Encourage communities to conduct bicycle safety rodeos/events for children.

Improve awareness of, and visibility between, motor vehicles and pedestrians and bicyclists.

Increase awareness emphasizing the risks to pedestrians and bicyclists on high volume/ speed roadways.

Pedestrians and Bicyclists Involved in Crashes in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Pedestrian Crashes	235	206	224	244	212	-1.90%
Fatalities	18	9	8	17	11	4.00%
Serious Injuries	64	51	56	65	50	-4.40%
Visible Injuries	97	91	99	90	93	-0.80%
Possible Injuries	67	62	71	83	73	3.00%
Pedestrians in Crashes	249	218	236	259	230	-1.40%
Pedestrian Fatal and Serious Injuries	82	60	64	82	61	-4.40%
% of All Fatal and Serious Injuries	4.30%	2.90%	3.30%	4.00%	3.50%	-2.20%
Impaired Pedestrian F&SI	19	11	15	14	9	-12.00%
% of Pedestrian F&SI - Impaired	23.20%	18.30%	23.40%	17.10%	14.80%	-8.40%
Bicycle Crashes	276	321	328	321	344	5.90%
Fatalities	3	3	2	2	2	-8.30%
Serious Injuries	28	42	29	35	50	20.60%
Visible Injuries	142	167	180	161	146	1.40%
Possible Injuries	96	106	120	124	143	10.60%
Bicyclists in Crashes	279	327	333	333	352	6.20%
Bicycle Fatal and Serious Injuries	31	45	31	37	52	18.50%
% of All Fatal and Serious Injuries	1.60%	2.20%	1.60%	1.80%	3.00%	21.90%
Bicyclists Wearing Helmets in Collisions	35	56	55	58	58	15.90%
% of Bicyclists Wearing Helmets	12.50%	17.10%	16.50%	17.40%	16.50%	8.30%
Impaired Bicyclist F&SI	0	3	0	3	3	25.00%
% of Bicycle F&SI - Impaired	0.00%	6.70%	0.00%	8.10%	5.80%	17.80%

Enforcement

Encourage strict enforcement of speed limits in school zones and in areas frequented by pedestrians.

Engineering

Enhance partnerships statewide with bicycle user groups and engineers to ensure the availability and maintenance of roads for bicyclists.

Continue to pursue the development of dedicated bicycle facilities (paths or trails) where they can reduce conflicts between bicycles and cars.

Enhance intersection and roadway design to be more pedestrian friendly.

Increase implementation of innovative intersection design options, such as roundabouts and restricted turning movements, to minimize conflict severity.

Reduce pedestrian risks at street crossing locations.



Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Review data to find contributing circumstances for pedestrian crashes.

Review data, develop, implement, and evaluate countermeasures for the highest crash locations involving pedestrians and cyclists on all public roads, and provide the analysis to law enforcement to support more focused enforcement efforts.

Continue to develop and implement the Safe Routes to School Program.

MATURE DRIVERS

DEFINITION

Mature drivers are age 65 and older. We recognize that we would like to broaden the focus to drivers who are medically challenged rather than simply meeting an age threshold. However, at this time, there is no way to accurately collect crash data on those who are medically challenged. While the name of the emphasis area is mature drivers, the strategies will certainly address the medical challenges that face many drivers, not simply those over 65.

THE PROBLEM

- Crashes involving mature drivers contributed to 13% of the economic costs of crashes in Idaho from 2004-2008.
- Mature drivers, over 65, were involved in 3,036 crashes in 2008. This represents 12 percent of the total number of crashes. Crashes involving mature drivers resulted in 13 percent of the total number of fatalities in 2008.
- Mature drivers are under-represented in fatal and injury crashes. Drivers over the age of 65 represent

nearly 14 percent of licensed drivers, but represent 8 percent of drivers involved in fatal and injury crashes.

- National research indicates drivers and passengers over the age of 75 are more likely than younger persons to sustain injuries or death in traffic crashes due to their physical fragility.
- Crashes involving drivers, age 65 and older, cost Idahoans over \$332 million dollars in 2008. This represents 13 percent of the total economic cost of crashes.

GOAL

Reduce the 5-year average number of fatalities involving mature drivers to 27 or fewer by 2012.

STRATEGIES

Education

Educate health care professionals, law enforcement, driver examiners, and family members about Idaho's laws regarding the medical review process.

Educate older drivers and their family/friends about driving assessment tools (e.g. American Automobile Association Roadwise Review, CarFit and We Need to Talk).

Educate law enforcement officers about mature driver sensitivities and how to assess when a driver's license re-examination is needed.

Enforcement

Develop a process to gather more accurate statistics, examine how the data relate to mature drivers and all drivers, and mark on traffic incident reports if the driver is cognitively, physically or visually impaired.

Engineering

Maintain, expand, and improve roadway visibility features.

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Crashes Involving Mature Drivers in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Total Mature Driver Crashes	3,378	3,362	2,853	3,307	3,036	-2.00%
Fatalities	43	48	43	42	30	-7.40%
Serious Injuries	224	224	240	244	192	-3.10%
Visible Injuries	575	533	531	540	415	-7.30%
Possible Injuries	1,052	1,067	1,088	1,063	928	-2.90%
Mature Drivers in Fatal & Injury Crashes	1,297	1,309	1,326	1,332	1,133	-3.10%
% of All Drivers in Fatal & Injury Crashes	7.50%	7.60%	8.00%	8.30%	8.10%	1.70%
Licensed Drivers 65 & Older	134,849	140,331	146,822	153,003	157,457	4.00%
% of Total Licensed Drivers	14.20%	14.30%	14.60%	14.90%	13.50%	-1.20%
Involvement* of Drivers 65 & Older in Fatal and Injury Crashes	0.53	0.54	0.55	0.55	0.60	3.10%
Mature Drivers -Fatal Crashes	38	44	39	42	28	-5.30%
Mature Drivers -Impaired Fatal Crashes	1	3	1	4	2	95.80%
% Fatal Impaired Crashes	2.60%	6.80%	2.60%	9.50%	7.10%	85.80%

* Representation (or Involvement) is percent of fatal and injury crashes divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0., Under-Representation when the value is less than 1.

Public Policy/Other

Expand base of partner to include healthcare professionals, law enforcement agencies, senior advocacy groups, and insurance agencies for message delivery.

Assess current available resources for alternative transportation choices and assessment tools and educate the public about their use.

Support the improvement of public transportation for senior citizens who can no longer drive.

COMMERCIAL MOTOR VEHICLES

Commercial motor vehicles are buses, truck tractors, truck-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight that are primarily used for the transportation of property.

THE PROBLEM

- Crashes involving commercial motor vehicles contributed to 9% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, 36 people died in crashes with commercial motor vehicles. This represents 16 percent of all motor vehicle fatalities in Idaho. Of the persons killed in crashes with commercial motor vehicles, 61 percent were occupants of passenger cars, vans, sport utility vehicles and pickup trucks.
- In 2008, 56 percent of all crashes and 73 percent of fatal crashes involving commercial motor vehicles occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with a population of 5,000 or more.
- Local roadways had the most commercial motor vehicle crashes at 45 percent, while U.S. and State highways had the most fatal commercial motor vehicle crashes at 50 percent.
- Commercial motor vehicles crashes cost Idahoans nearly \$289 million in 2008. This represents 11 percent of the total economic cost of crashes.

Commercial Motor Vehicle Crashes in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Total CMV Crashes	1,918	1,983	1,710	1,878	1,838	-0.70%
Fatalities	32	37	30	3	36	4.00%
Serious Injuries	132	133	144	118	99	-6.30%
Visible Injuries	293	257	249	262	207	-7.80%
Possible Injuries	379	353	322	444	374	1.60%
Commercial AVMT (millions)	2,641	2,735	2,833	2,957	2,737	1.00%
% of Total AVMT	17.80%	18.30%	18.60%	18.70%	17.90%	0.20%
Fatalities per 100 Million CAVMT	1.21	1.35	1.06	1.08	1.32	3.40%
Injuries per 100 Million CAVMT	30.44	27.17	25.24	27.87	24.85	-4.60%

GOAL

Reduce the 5-year average number of fatalities involving commercial vehicles to 30 or fewer by 2012.

STRATEGIES

Education

Partner with local agencies to identify available educational resources, develop new resources, and suggest improvements for the Commercial Drivers License Manual.

Provide information to driver education classes regarding the dangers of driving around CMV's.

Continue partnership of Idaho State Police, Idaho Transportation Department, and the Idaho Trucking Association on media campaigns.

Enforcement

Continue partnership of Idaho State Police, Idaho Transportation Department, and local agencies for the “Leave More Room for Trucks” aggressive driving enforcement project, and increase partnership while focusing on safety restraint enforcement and work zone safety grants.

Engineering

Continue partnership between Idaho State Police and the ITD Port of Entry to have access to additional mobile scales.

Improve signage for traffic congestion/detours and adverse weather conditions.

Improve railroad crossings and signage.

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Develop a list of recommendations for the ITD Board regarding infrastructure policies (examples are straightening curves for longer/standard trailers & truck only lanes).

Review current CDL exemptions and make recommendations for policy changes.

Review current speeding laws regarding CMV’s and non-CMV drivers. Suggest policy changes to ensure safer travel for all motorists.

MOTORCYCLISTS

THE PROBLEM

- Crashes involving motorcyclists contributed to 8% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, motorcycle crashes represented just 3 percent of the total number of crashes, yet accounted for just less than 13 percent of the total number of fatalities and serious injuries.
- Just over half (55 percent) of all motorcycle crashes involved a single vehicle, while just under half (48 percent) of fatal motorcycle crashes involved a single vehicle.
- Idaho code requires all motorcycle operators and passengers under the age of 18 to wear a helmet.

Motorcycle Crashes in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Motorcycle Crashes	508	549	516	615	678	7.90%
Fatalities	24	26	38	29	29	7.70%
Serious Injuries	145	185	149	194	192	9.30%
Visible Injuries	216	224	212	271	281	7.50%
Possible Injuries	110	110	119	123	180	14.50%
Motorcyclists in Crashes	578	625	589	718	773	8.00%
Registered Motorcycles*	52,614	60,202	51,842	45,752	62,673	6.40%
Motorcyclists Wearing Helmets % Motorcyclists	246	270	286	343	423	14.70%
Wearing Helmets	42.60%	43.20%	48.60%	47.80%	54.70%	6.70%

* Prior to July 1, 2005, plated ATVs were issued the same registration as plated motorcycles. As of July 1, 2005, a new registration category was created to separate the two categories of vehicles. This change resulted in fewer vehicles being identified as motorcycles in 2006.

In 2008, only 27 of the 36 (75 percent) motorcycle drivers and passengers, under the age of 18 and involved in crashes, were wearing helmets.

- The National Highway Traffic Safety Administration estimates helmets are 37 percent effective in preventing motorcycle fatalities. In 2008, only 61 percent of all motorcyclists killed in crashes were wearing helmets.
- Motorcycle crashes cost Idahoans over \$262 million dollars in 2008. This represents 10 percent of the total economic cost of crashes.

GOAL

Reduce the 5-year average number of motorcycle fatalities to 24 or fewer by 2012.

STRATEGIES

Education

Increase capacity and demand for rider training.

Reduce impaired riding by conducting *Riders Helping Riders* training on a statewide basis.

Increase motorist awareness of motorcycle riders.

Continue and expand the use of media, to encourage the use of personal protective equipment, including helmets, for all riders.

Increase percentage of riders who are properly licensed.

Pursue methods to reach riders (other than students in training) with safety messages using seminars, newsletters, etc.

Enforcement

Partner with OHS to target aggressive and impaired riders as part of the statewide enforcement campaigns.

Engineering

Consider signage for the safety of motorcycle riders to inform them of road conditions, including where cable barriers are used.

Encourage the continuation of the placement of rumble strips for maintenance lanes.

Partner with local engineers to ensure that the use of roadway marking paint is implemented to improve traction for riders.

Emergency Response

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Pursue court imposed training requirements for impaired riding violators.

Research ways to gather data, regarding the use of personal protective equipment (including helmets).

Investigate ways to notify those riders who are currently riding without a motorcycle endorsement.

Determine number and percentage of unendorsed riders involved in crashes.

Review DMV motorcycle manual and exam for single vehicle crash education.



LANE DEPARTURE CRASHES

Lane departure crash incidents include single-vehicle-run-off road crashes, head-on crashes, and side-swipe crashes.

SINGLE-VEHICLE RUN-OFF-ROAD CRASHES

THE PROBLEM

- Single-vehicle run-off-road crashes contributed to 35% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, 24 percent of all crashes involved a single-vehicle leaving the roadway. The majority of these crashes (73 percent) occurred on rural roadways.
- Single-vehicle run-off-road crashes resulted in 50 percent of all fatalities in Idaho. Impaired driving was a factor in 50 percent of the 108 fatal single-vehicle run-off-road crashes.
- Overturning was attributed as the most harmful event in 75 percent of the fatal single-vehicle run off road crashes. Rollovers were responsible for 64 percent of the single-vehicle run-off road fatalities and nearly one-third (32%) of all fatalities in 2008. Of the 74 people killed in single-vehicle run-off-road rollovers, 59 (80 percent) were not wearing a seat belt.
- Run-off-road crashes cost Idahoans more than \$1.0 billion in 2008. This represents 39 percent of the total economic cost of crashes.

Crashes on Idaho Highways Involving One Vehicle that Ran Off the Road, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Ran-Off-Road Crashes	6,156	6,272	5,471	5,940	5,985	-0.40%
Fatalities	116	134	126	132	116	0.50%
Serious Injuries	564	582	546	625	515	-1.50%
Visible Injuries	1,308	1,254	1,236	1,169	1,026	-5.80%
Possible Injuries	1,670	1,566	1,504	1,507	1,415	-4.00%
Most Harmful Events of Fatal and Serious Injury Ran Off Road Crashes						
Overturn	383	367	362	377	339	-2.90%
Ditch/Embankment	37	55	35	37	41	7.20%
Tree	37	46	44	47	33	-0.70%
Poles/Posts	25	28	24	37	25	4.90%
Fence/Building/ Wall	13	15	15	16	17	7.10%
Other Fixed Object	15	14	14	8	14	6.40%
Guardrail	7	11	11	17	12	20.60%
Immersion	6	5	13	8	3	10.60%
Culvert	2	6	1	5	4	124.20%
Bridge Rail/Abutment/End	4	3	1	3	1	10.40%
All Other Most Harmful Events	21	28	33	44	40	18.90%

HEAD-ON AND SIDE SWIPE OPPOSITE DIRECTION CRASHES

THE PROBLEM

- Head-on and side swipe opposite direction crashes contributed to 10% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, just 3% of all crashes were a head-on or side swipe opposite direction crash, while 17% of fatal crashes were the result of a head-on or side swipe opposite direction.

- While all head-on and sideswipe opposite crashes were pretty evenly distributed between urban (48%) and rural (52%) roadways in 2008, 84% of the fatal head-on and sideswipe opposite crashes occurred on rural roadways.
- Drivers involved in a head-on or side swipe opposite crash that drove left of center were primarily just driving straight ahead (55%), while another 35% were negotiating a curve.
- Of the 42 people killed in head on or side swipe opposite crashes, 34 were passenger motor vehicle occupants. Of the 34 passenger motor vehicle occupants, 13 (38%) were not restrained.
- Head-on and side swipe opposite direction crashes cost Idahoans more than \$330 million in 2008. This represents 13 percent of the total economic cost of crashes.

GOAL

Reduce the number of fatalities for all types of lane departure crashes, including single-vehicle run-off road and head-on crashes to 131 or fewer by 2012.

STRATEGIES

Education

Provide education to drivers on how to recover from a run off road event.

Enforcement

Conduct high visibility enforcement campaigns to reduce the incidence of aggressive driving, distracted driving, impaired driving, and lack of safety restraint use, the primary contributors to lane departure fatalities.

Support targeted enforcement on high-incident corridors.

Engineering

Continue installing centerline and shoulder rumble strips/stripes where possible.

As appropriate, provide adequate clear zones by removing or shielding roadside obstacles.

Add and improve shoulder widths and remove edge drop-offs where possible and cost effective.

Upgrade guard rail end treatments.

Provide safe stopping locations for law enforcement and emergency services personnel.

Expand and maintain roadway visibility features. This could include chevrons, pavement markings, raised delineation (profiled thermoplastic strips), and advisory speed plaques.

Install median guardrail, cable, or other equivalent barriers on major roads where justifiable.

Emergency Response

Provide scene management education of EMS personnel to ensure safety and traffic flow.

Public Policy/Other

Develop and work with local safety coalitions/committees to address roadway safety issues and concerns.

Head-On and Side Swipe Opposite Crashes on Idaho Highways, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Head-On/Side Swipe Opposite Crashes	902	826	815	823	841	-1.60%
Fatalities	45	49	34	26	42	4.10%
Serious Injuries	186	205	180	165	138	-6.70%
Visible Injuries	274	279	252	244	222	-5.00%
Possible Injuries	384	370	348	356	352	-2.10%

INTERSECTION CRASHES

THE PROBLEM

- Crashes at or in relation to an intersection contributed to 27% of the economic costs of crashes in Idaho from 2004-2008.
- In 2008, 40% of all crashes occurred at or were related to an intersection, while 17% of fatal crashes occurred at or were related to an intersection.
- The majority of all intersection-related crashes (82%) occurred on urban roadways in 2008, while 60% of the fatal intersection-related crashes occurred on rural roadways.
- While total intersection related crashes were fairly evenly split among intersections with stop signs, signals, and no control, 51% of fatal intersection crashes occurred at intersections with stop signs, 35% at intersections with no control, and 11% at intersections with traffic signals. There was 1 fatal crash that occurred at a pedestrian crossing signal. All of the fatal intersection related crashes at traffic signals occurred in urban areas, while 60% of the fatal intersection related crashes at stop signs occurred in rural areas and 85% of the fatal intersection related crashes with no control device occurred in rural areas.
- Of the 38 people killed in crashes at intersections, 26 were passenger motor vehicle occupants. Of the 26 passenger motor vehicle occupants, 12 (46%) were not restrained.
- Intersection related crashes cost Idahoans nearly \$733 million in 2008. This represents 28 percent of the total economic cost of crashes.

Intersection–Related Crashes on Idaho Highways, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Intersection Crashes	11,355	11,514	9,818	10,972	9,974	-2.70%
Fatalities	42	53	69	49	38	1.20%
Serious Injuries	575	645	651	619	545	-0.90%
Visible Injuries	1,820	1,745	1,767	1,738	1,391	-6.10%
Possible Injuries	3,920	4,042	3,917	3,914	3,504	-2.60%
Traffic Control Device at Intersection						
Stop Sign	4,236	4,241	3,764	4,039	3,506	-4.30%
%	37%	37%	38%	37%	35%	-1.40%
Signal	3,775	3,903	3,189	3,709	3,543	-0.80%
%	33%	34%	32%	34%	36%	1.70%
None	2,956	3,000	2,563	2,848	2,612	-2.60%
%	26%	26%	26%	26%	26%	0.20%
Yield	214	219	160	213	187	-0.90%
%	2%	2%	2%	2%	2%	0.60%
All Other	174	151	142	163	126	-6.80%
%	2%	1%	1%	1%	1%	-4.10%

GOAL

Reduce the 5-year average intersection-related fatalities to 44 or fewer by 2012.

STRATEGIES

Enforcement

Conduct high visibility enforcement campaigns to reduce the incidence of red light running, other aggressive driving behaviors, distracted driving, impaired driving, and lack of safety restraint use.

Support targeted enforcement on high-incident intersections.

Engineering

Address high accident locations (HAL) including the use of the road safety audit process.

Improve traffic control at high accident locations.

Set appropriate speed limits along roadways taking into account high crash intersections in both the appropriate speed limit and the placement of the speed limit boundaries.

Improve intersection awareness:

- o Install stop approach rumble strips
- o Improve signage and intersection visibility
- o Improve sight distance and reduce sight obstructions
- o Install dynamic flashing beacons
- o Install or enhance intersection lighting

Implement innovative engineering designs

- o Install roundabouts
- o Use traffic calming strategies (narrowing lanes, etc.)

Address safety issues for all modes of transportation (bicycle, pedestrian, motorcycle, etc.)

Public Policy/Other

Develop and work with local safety coalitions/committees to address roadway safety issues, concerns, and potential safety corridors.

EMERGENCY RESPONSE

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

ITD seeks to address the following:

- o Quick and effective response to address care of crash victims
- o Safety of emergency responders, incident victims, and the public
- o Appropriate training and equipment to provide most effective medical care
- o Re-open the roadway as quickly as possible
- o Provide for accurate crash data (accurate investigation must not be compromised)

STRATEGIES

Education

Increase emergency scene safety, ensuring that everyone goes home alive.

Fund training for emergency response personnel to include improving crash investigation accuracy, extrication for big rigs, patient care, emergency scene management, and quick response time.

Enforcement

Partner with law enforcement agencies to establish emergency scene management utilizing Best Management Practices (BMP).

Engineering

Provide safe stopping locations for law enforcement and emergency services personnel.

Emergency Response

Investigate the effectiveness of distinguishing between emergency response and emergency medical service, and the significance of each area.

Implement performance measurement system specific to emergency response management.

Encourage the use of ICE (In Case of an Emergency) contact information for cell phone users.

Public Policy/Other

Investigate adoption and implementation of National Unified Goal for Traffic Incident Management.

Develop mutual and co-operative response agreements for the sharing of supplies, equipment, personnel, and information across political borders and enhance partnerships among all response agencies.

Research areas where emergency communications are hampered due to lack of technology.

Evaluate best practices from other states, and adopt those practices most applicable.

Partner with agencies to implement safety vest policies.

Continue funding of emergency response equipment related to improving patient care and fast/effective turn-around time.

Identify data on secondary crashes and police/emergency vehicle crashes.

Emergency Response (EMS) in Idaho, 2004-2008

	2004	2005	2006	2007	2008	Avg. Yearly Change 2004-2008
Total Crashes	28,332	28,238	24,225	26,452	25,002	-2.70%
EMS Response to Fatal & Injury Crashes	6,624	6,550	6,519	6,471	5,826	-3.10%
% of Fatal & Injury Crashes	65.70%	65.20%	66.70%	68.50%	69.00%	1.30%
Persons Injured in Crashes	14,734	14,436	13,950	13,594	12,227	-4.50%
Injured Transported from Rural Areas	3,549	3,234	3,063	3,110	2,761	-6.00%
Injured Transported from Urban Areas	2,643	2,740	2,777	2,871	2,480	-1.30%
Total Injured Transported by EMS	6,192	5,974	5,840	5,981	5,241	-3.90%
% of Injured Transported	42.00%	41.40%	41.90%	44.00%	42.90%	0.50%
Trapped and Extricated	568	651	586	566	495	-2.80%
Fatal and Serious Injuries Transported by Helicopter	271	258	201	233	173	-9.20%



Proposed Funding

The success of Idaho's Toward Zero Deaths Strategic Highway Safety Plan is dependent on adequate funding to address key strategies. This document must be used as a tool to direct resources or allocate additional funding to emphasis areas and strategies outlined in this document. More importantly, funding and resources must be leveraged across jurisdictional boundaries so implementing the SHSP becomes everyone's responsibility. Coordinating funds from many agencies to expand the scope of a single, larger safety initiative such as a statewide public information and education campaign is strongly encouraged.

Evaluation

The impact of the SHSP will be evaluated through both impact and process evaluation. Ultimately, the key measure will be the reduction in the number of traffic deaths to fewer than 200 by 2012. Secondary measures include 5-year fatality and serious injury rate reductions to not more than 1.38 average fatalities per 100 million annual vehicle miles traveled by 2012, and 1,634 average serious injuries by 2012. Impact evaluation will be tracked annually for each of the emphasis areas.

In addition, the process will be evaluated by tracking the progress made on the emphasis area strategies by the teams working the issues.



Conclusions

Shared responsibility and partnerships are critical elements in meeting our fatality reduction goal. Effective communication, coordination and utilization of resources by state, regional, and local agencies; safety organizations; and safety advocates will guide the implementation and deployment of the strategies outlined in the SHSP.

Note: All tables, charts and graphs were produced by the Idaho Transportation Department, Office of Highway Operations and Safety.

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.

CDL (Commercial Drivers License): A CDL allows an individual to legally drive a commercial motor vehicle.

CMV (Commercial Motor Vehicle): Any vehicle with a gross vehicle weight rating greater than 10,000 pounds (no matter what the vehicle body type), small buses (9-15 passengers including driver), buses (16 or more passengers including driver), and any vehicle that displays a hazardous materials placard.

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

Delineator: A retroreflective device mounted on the roadway surface or at the side of the roadway in a series to indicate the alignment of the roadway, especially at night or in adverse weather.

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

Dynamic Flashing Beacons: A flashing red or yellow light used to capture motorists' attention and warn them about an unusual condition. A dynamic flashing beacon is only flashing when the unusual condition is present.

EMS: A critical component of the emergency and trauma care system that provides response and medical transport to the sick and injured. EMS is a crucial link to survival in the chain of care.

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.

ICE: In Case of Emergency, enables first responders to identify victims and reach their emergency contacts; people enter the information into their cell phone address book under the name ICE.

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

Injury Severity:

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

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

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

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

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

Local Road: Any road other than an Interstate, U.S., or State Highway.

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

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.

Rumble Strips: Rumble strips alert drivers by causing a vibration and rumbling sound, transmitted through the wheels into the car body. A series of rumble strips is usually either applied in the direction of travel along an edge- or centerline to alert drivers when they drift from their lane.

Rumble Stripes: Rumble stripes are rumble strips that have pavement marking material (i.e. paint) placed over them. This increases the visibility of the pavement marking when the road is wet.

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)

STEP: Selective Traffic Enforcement Program which allows law enforcement officers to be dedicated to traffic enforcement only.

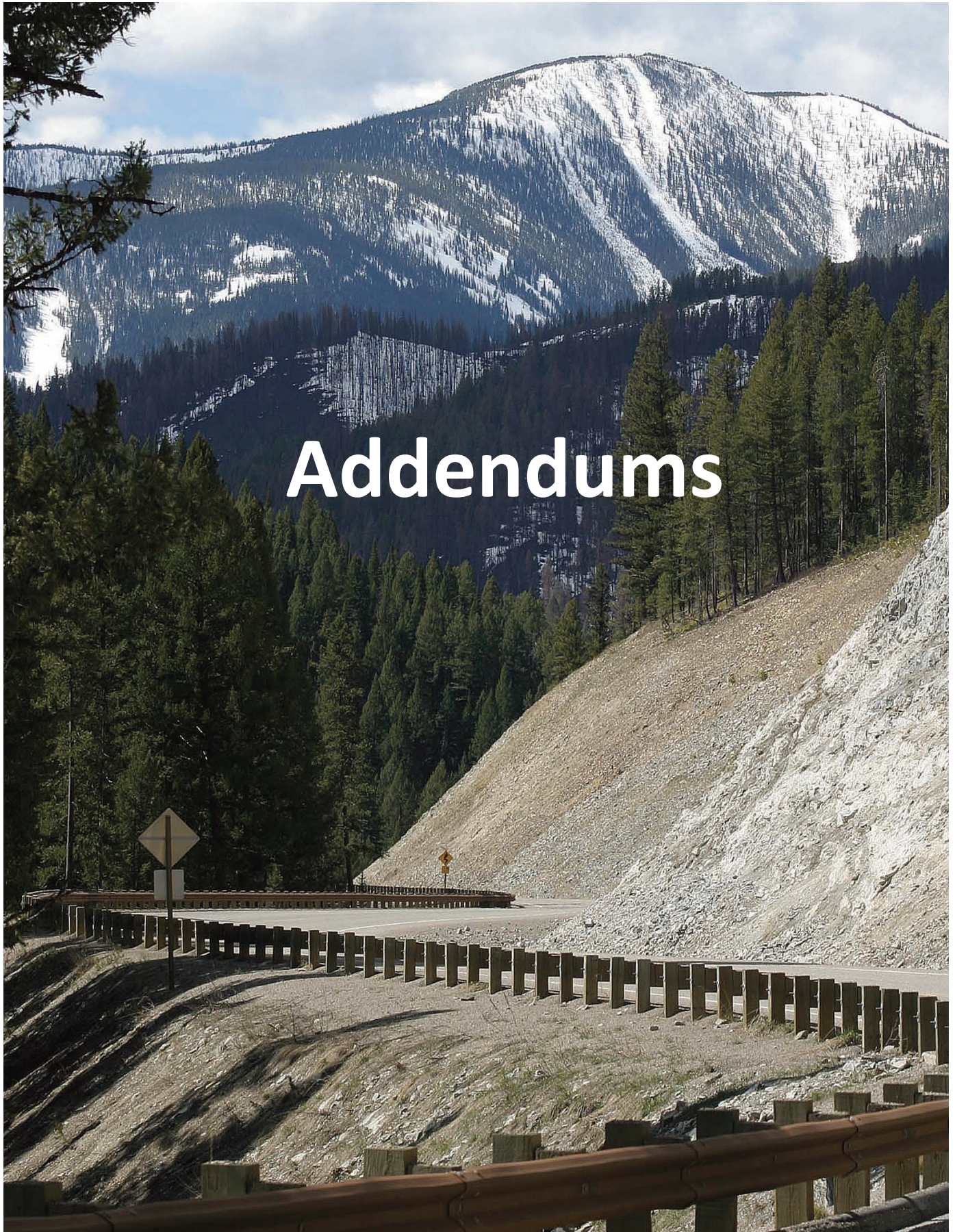
Transverse Rumble Strips: Transverse rumble strips are rumble strips that are applied across the direction of travel to warn drivers that they will be required to take action (stop ahead, turn ahead, etc.)

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.

VMT (Vehicle Miles Traveled): The total number of miles driven by vehicles within a given time period and geographic area; influenced by factors such as population, the number of vehicles per household, the number of vehicle trips per day and distance traveled.





Idaho's Strategic Highway Safety Plan Overview

Toward Zero Deaths, Every Life Counts

What is a Strategic Highway Safety Plan (SHSP)?

An SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP is developed by the State DOT in a cooperative process with Local, State, Federal, and private sector safety stakeholders. The SHSP is a data-driven, comprehensive plan that establishes statewide goals, emphasis areas, and strategies. It integrates the four E's - engineering, education, enforcement, and emergency response. An SHSP is a major component and requirement of the Highway Safety Improvement Program (HSIP) which was established by SAFETEA-LU, 23 U.S.C. § 148 as a core federal program.

Benefits of an SHSP

An important benefit of an SHSP is better coordination of statewide goals and safety programs that most effectively reduce highway fatalities and serious injuries on all public roads through a comprehensive approach. The collaborative process of developing and implementing a State SHSP brings together and draws on the strengths and resources of all safety partners. More specifically, the SHSP will:

- ✓ Establish common statewide safety goals and priorities,
- ✓ Strengthen existing partnerships,
- ✓ Support the value of safety coalitions,
- ✓ Share data, knowledge, and resources,
- ✓ Quantify the existing and needed resources and activities to meet the State's safety goal,
- ✓ Avoid redundant activities,
- ✓ Leverage limited existing resources such as funds, people, and leadership attention, toward common objectives,
- ✓ Communicate the impact of investing additional resources for highway safety countermeasures, and
- ✓ Incorporate both behavioral and infrastructure strategies and countermeasures to have a greater impact on reducing highway fatalities and serious injuries on all public roads.

Guiding Principles

Our primary short-term goal of no more than 200 traffic deaths by 2012 will be achieved using the following:

1. **Data-driven Decisions** - Return on investment will be maximized by thoroughly studying the crash data and all pertinent data, including best practices garnered from other states, so that we make effective and efficient use of limited resources.
2. **Culture Change** - We will promote a cultural change toward the concept that it is irresponsible and unacceptable to make poor choices when behind the wheel in Idaho. We also will work to change the belief that traffic deaths are just part of life in Idaho.
3. **Commitment** - We will stay the course. We will leave no stone unturned in our efforts to save lives and keep families whole.
4. **Partnerships** - Partnerships multiply the message and commitment.
5. **Evaluation** - We will focus our efforts, review our progress, and evaluate to see how we can do better in the future.

Relationship between SHSPs and other safety plans and programs

To achieve the goal of the SHSP, it should be the guiding document for the emphasis areas and strategies of the other safety plans and be consistent with ITD's Strategic Plan and the Statewide Transportation Improvement Programs (STIP).

Highlights of Idaho's Strategic Highway Safety Plan

Theme: Toward Zero Deaths, Every Life Counts

Overall Goal: Fewer than 200 annual traffic deaths by 2012

SHSP Emphasis Areas	Percent of Idaho Economic Costs of Crashes (2004-2008)*
Behavior	
Aggressive Driving	45%
Distracted Driving	30%
Safety Restraints	29%
Impaired Driving	24%
Youthful Driver	18%
Vulnerable Users (bike 1%, pedestrian 3%, mature 13%)	17%
Commercial Vehicles	9%
Motorcycle	8%
Infrastructure	
Lane Departure (single vehicle run-off-road 35%, head-on/side-swipe 10%)	45%
Intersections	27%
Other	
Emergency Response	% not available

* Economic costs by emphasis area are not mutually exclusive.

Key Elements to Achieve Goals:

- Continued focus on behavioral safety utilizing programs proven to be effective.
- Development of the Idaho Highway Safety Coalition (IHSC) - a network of individuals, organizations and agencies throughout Idaho who are working together to create a culture of safety on Idaho's roads. With the overarching guidance from the Strategic Highway Safety Plan (SHSP), the IHSC will work on the ground level to implement activities, projects and educational components that support the SHSP goals and objectives. The combined planning of the SHSP at a policy level and the IHSC at the local level will increase program effectiveness. See <http://idahohighwaysafety.org/>.
- Improve safety with infrastructure improvements including the following elements -
 - Road Safety Audit Program
 - Address high crash locations
 - Implementation of Local Safety Corridors – develop data driven safety corridors.
 - Utilize a system-wide approach to infrastructure safety issues by implementing low cost near term improvements.
- Marketing – Increase visibility of all partner's efforts to reduce traffic deaths and serious injuries by tagging events and programs with *Toward Zero Deaths, Every Life Counts*.

Statewide Fatality Information						5-Year
	2004	2005	2006	2007	2008	Total
Total Fatalities	260	275	267	252	232	1,286
Fatality Rate	18.66	19.24	18.21	16.81	15.22	17.59
Aggressive Driving Fatalities	115	133	116	108	100	572
Aggressive Driving Fatality Rate	8.25	9.31	7.91	7.20	6.56	7.82
% of Fatalities from Aggressive Driving	44%	48%	43%	43%	43%	44%
Distracted Driving Fatalities	89	81	84	79	71	404
Distracted Driving Fatality Rate	6.39	5.67	5.73	5.27	4.66	5.53
% of Fatalities from Distracted Driving	34%	29%	31%	31%	31%	31%
Unrestrained PMV Fatalities	122	136	122	119	107	606
Unrestrained PMV Fatality Rate	8.76	9.52	8.32	7.94	7.02	8.29
% of Fatalities that were Unrestrained PMV Occupants	47%	49%	46%	47%	46%	47%
Impaired Driving Fatalities	103	100	112	101	96	512
Impaired Driving Fatality Rate	7.39	7.00	7.64	6.74	6.30	7.00
% of Fatalities from Impaired Driving	40%	36%	42%	40%	41%	40%
Fatalities involving Youthful Drivers	39	38	38	42	39	196
Youthful Driver Fatality Rate	2.80	2.66	2.59	2.80	2.56	2.68
% of Fatalities involving Youthful Drivers	15%	14%	14%	17%	17%	15%
Fatalities involving Mature Drivers	43	48	43	42	30	206
Mature Driver Fatality Rate	3.09	3.36	2.93	2.80	1.97	2.82
% of Fatalities involving Mature Drivers	17%	17%	16%	17%	13%	16%
Pedestrian Fatalities	18	9	8	17	11	63
Pedestrian Fatality Rate	1.29	0.63	0.55	1.13	0.72	0.86
% of Fatalities that were Pedestrians	7%	3%	3%	7%	5%	5%
Bicyclist Fatalities	3	3	2	2	2	12
Bicyclist Fatality Rate	0.22	0.21	0.14	0.13	0.13	0.16
% of Fatalities that were Bicyclists	1%	1%	1%	1%	1%	1%
Motorcyclist Fatalities	24	26	38	29	29	146
Motorcyclist Fatality Rate	1.72	1.82	2.59	1.93	1.90	2.00
% of Fatalities that were Motorcyclists	9%	9%	14%	12%	13%	11%
Fatalities involving Commercial Motor Vehicle	32	37	30	32	36	167
Commercial Motor Vehicle Fatality Rate	2.30	2.59	2.05	2.13	2.36	2.28
% of Fatalities involving Commercial Motor Vehicles	12%	13%	11%	13%	16%	13%
Single-Vehicle Run Off Road Fatalities	116	134	126	132	116	624
Single-Vehicle Run Off Road Fatality Rate	8.33	9.38	8.59	8.80	7.61	8.53
% of Fatalities from Single-Vehicle Run Off Road Crashes	45%	49%	47%	52%	50%	49%
Head-On/Side Swipe Opposite Fatalities	45	49	34	26	42	196
Head-On/Side Swipe Opposite Fatality Rate	3.23	3.43	2.32	1.73	2.76	2.68
% of Fatalities from Head-On/Side Swipe Opposite Crashes	17%	18%	13%	10%	18%	15%
Intersection Related Fatalities	42	53	69	48	37	249
Intersection Related Fatality Rate	3.01	3.71	4.71	3.20	2.43	3.41
% of Fatalities from Intersection Related Crashes	16%	19%	26%	19%	16%	19%

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ITD District 1 Fatality Information						5-Year Total
	2004	2005	2006	2007	2008	
Total Fatalities	31	39	22	31	41	164
Fatality Rate	15.95	19.35	10.67	14.87	19.35	16.04
Aggressive Driving Fatalities	15	17	8	18	18	76
Aggressive Driving Fatality Rate	7.72	8.43	3.88	8.64	8.50	7.43
% of Fatalities from Aggressive Driving	48%	44%	36%	58%	44%	46%
Distracted Driving Fatalities	9	13	5	15	14	56
Distracted Driving Fatality Rate	4.63	6.45	2.43	7.20	6.61	5.48
% of Fatalities from Distracted Driving	29%	33%	23%	48%	34%	34%
Unrestrained PMV Fatalities	15	18	10	15	14	72
Unrestrained PMV Fatality Rate	7.72	8.93	4.85	7.20	6.61	7.04
% of Fatalities that were Unrestrained PMV Occupants	48%	46%	45%	48%	34%	44%
Impaired Driving Fatalities	15	19	12	17	18	81
Impaired Driving Fatality Rate	7.72	9.43	5.82	8.16	8.50	7.92
% of Fatalities from Impaired Driving	48%	49%	55%	55%	44%	49%
Fatalities involving Youthful Drivers	2	3	3	5	3	16
Youthful Driver Fatality Rate	1.03	1.49	1.46	2.40	1.42	1.56
% of Fatalities involving Youthful Drivers	6%	8%	14%	16%	7%	10%
Fatalities involving Mature Drivers	5	3	4	4	9	25
Mature Driver Fatality Rate	2.57	1.49	1.94	1.92	4.25	2.45
% of Fatalities involving Mature Drivers	16%	8%	18%	13%	22%	15%
Pedestrian Fatalities	3	1	1	1	0	6
Pedestrian Fatality Rate	1.54	0.50	0.49	0.48	0.00	0.59
% of Fatalities that were Pedestrians	10%	3%	5%	3%	0%	4%
Bicyclist Fatalities	0	0	0	0	0	0
Bicyclist Fatality Rate	0.00	0.00	0.00	0.00	0.00	0.00
% of Fatalities that were Bicyclists	0%	0%	0%	0%	0%	0%
Motorcyclist Fatalities	5	4	5	3	5	22
Motorcyclist Fatality Rate	2.57	1.98	2.43	1.44	2.36	2.15
% of Fatalities that were Motorcyclists	16%	10%	23%	10%	12%	13%
Fatalities involving Commercial Motor Vehicle	4	7	1	3	11	26
Commercial Motor Vehicle Fatality Rate	2.06	3.47	0.49	1.44	5.19	2.54
% of Fatalities involving Commercial Motor Vehicles	13%	18%	5%	10%	27%	16%
Single-Vehicle Run Off Road Fatalities	10	18	8	15	17	68
Single-Vehicle Run Off Road Fatality Rate	5.14	8.93	3.88	7.20	8.02	6.65
% of Fatalities from Single-Vehicle Run Off Road Crashes	32%	46%	36%	48%	41%	41%
Head-On/Side Swipe Opposite Fatalities	7	11	5	1	11	35
Head-On/Side Swipe Opposite Fatality Rate	3.60	5.46	2.43	0.48	5.19	3.42
% of Fatalities from Head-On/Side Swipe Opposite Crashes	23%	28%	23%	3%	27%	21%
Intersection Related Fatalities	2	7	3	3	7	22
Intersection Related Fatality Rate	1.03	3.47	1.46	1.44	3.30	2.15
% of Fatalities from Intersection Related Crashes	6%	18%	14%	10%	17%	13%

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ITD District 2 Fatality Information						5-Year
	2004	2005	2006	2007	2008	Total
Total Fatalities	26	32	20	21	23	122
Fatality Rate	25.81	31.85	19.76	20.51	22.53	24.07
Aggressive Driving Fatalities	7	11	6	7	9	40
Aggressive Driving Fatality Rate	6.95	10.95	5.93	6.84	8.81	7.89
% of Fatalities from Aggressive Driving	27%	34%	30%	33%	39%	33%
Distracted Driving Fatalities	13	14	10	12	14	63
Distracted Driving Fatality Rate	12.90	13.94	9.88	11.72	13.71	12.43
% of Fatalities from Distracted Driving	50%	44%	50%	57%	61%	52%
Unrestrained PMV Fatalities	8	15	9	8	9	49
Unrestrained PMV Fatality Rate	7.94	14.93	8.89	7.81	8.81	9.67
% of Fatalities that were Unrestrained PMV Occupants	31%	47%	45%	38%	39%	40%
Impaired Driving Fatalities	7	10	11	5	9	42
Impaired Driving Fatality Rate	6.95	9.95	10.87	4.88	8.81	8.29
% of Fatalities from Impaired Driving	27%	31%	55%	24%	39%	34%
Fatalities involving Youthful Drivers	3	4	4	2	2	15
Youthful Driver Fatality Rate	2.98	3.98	3.95	1.95	1.96	2.96
% of Fatalities involving Youthful Drivers	12%	13%	20%	10%	9%	12%
Fatalities involving Mature Drivers	3	4	4	4	7	22
Mature Driver Fatality Rate	2.98	3.98	3.95	3.91	6.86	4.34
% of Fatalities involving Mature Drivers	12%	13%	20%	19%	30%	18%
Pedestrian Fatalities	0	1	1	2	0	4
Pedestrian Fatality Rate	0.00	1.00	0.99	1.95	0.00	0.79
% of Fatalities that were Pedestrians	0%	3%	5%	10%	0%	3%
Bicyclist Fatalities	0	0	0	0	0	0
Bicyclist Fatality Rate	0.00	0.00	0.00	0.00	0.00	0.00
% of Fatalities that were Bicyclists	0%	0%	0%	0%	0%	0%
Motorcyclist Fatalities	4	3	4	3	4	18
Motorcyclist Fatality Rate	3.97	2.99	3.95	2.93	3.92	3.55
% of Fatalities that were Motorcyclists	15%	9%	20%	14%	17%	15%
Fatalities involving Commercial Motor Vehicle	3	3	3	1	2	12
Commercial Motor Vehicle Fatality Rate	2.98	2.99	2.96	0.98	1.96	2.37
% of Fatalities involving Commercial Motor Vehicles	12%	9%	15%	5%	9%	10%
Single-Vehicle Run Off Road Fatalities	13	16	12	10	11	62
Single-Vehicle Run Off Road Fatality Rate	12.90	15.93	11.86	9.77	10.77	12.23
% of Fatalities from Single-Vehicle Run Off Road Crashes	50%	50%	60%	48%	48%	51%
Head-On/Side Swipe Opposite Fatalities	4	8	2	7	7	28
Head-On/Side Swipe Opposite Fatality Rate	3.97	7.96	1.98	6.84	6.86	5.52
% of Fatalities from Head-On/Side Swipe Opposite Crashes	15%	25%	10%	33%	30%	23%
Intersection Related Fatalities	3	1	2	2	0	8
Intersection Related Fatality Rate	2.98	1.00	1.98	1.95	0.00	1.58
% of Fatalities from Intersection Related Crashes	12%	3%	10%	10%	0%	7%

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ITD District 3 Fatality Information						5-Year
	2004	2005	2006	2007	2008	Total
Total Fatalities	84	71	102	87	71	415
Fatality Rate	14.07	11.51	15.92	13.14	10.53	13.01
Aggressive Driving Fatalities	30	40	48	38	33	189
Aggressive Driving Fatality Rate	5.03	6.48	7.49	5.74	4.89	5.92
% of Fatalities from Aggressive Driving	36%	56%	47%	44%	46%	46%
Distracted Driving Fatalities	28	17	22	21	13	101
Distracted Driving Fatality Rate	4.69	2.76	3.43	3.17	1.93	3.17
% of Fatalities from Distracted Driving	33%	24%	22%	24%	18%	24%
Unrestrained PMV Fatalities	39	33	38	32	34	176
Unrestrained PMV Fatality Rate	6.53	5.35	5.93	4.83	5.04	5.52
% of Fatalities that were Unrestrained PMV Occupants	46%	46%	37%	37%	48%	42%
Impaired Driving Fatalities	35	23	49	27	32	166
Impaired Driving Fatality Rate	5.86	3.73	7.65	4.08	4.75	5.20
% of Fatalities from Impaired Driving	42%	32%	48%	31%	45%	40%
Fatalities involving Youthful Drivers	12	9	9	16	11	57
Youthful Driver Fatality Rate	2.01	1.46	1.40	2.42	1.63	1.79
% of Fatalities involving Youthful Drivers	14%	13%	9%	18%	15%	14%
Fatalities involving Mature Drivers	9	16	17	13	7	62
Mature Driver Fatality Rate	1.51	2.59	2.65	1.96	1.04	1.94
% of Fatalities involving Mature Drivers	11%	23%	17%	15%	10%	15%
Pedestrian Fatalities	5	4	2	9	2	22
Pedestrian Fatality Rate	0.84	0.65	0.31	1.36	0.30	0.69
% of Fatalities that were Pedestrians	6%	6%	2%	10%	3%	5%
Bicyclist Fatalities	2	0	1	2	0	5
Bicyclist Fatality Rate	0.34	0.00	0.16	0.30	0.00	0.16
% of Fatalities that were Bicyclists	2%	0%	1%	2%	0%	1%
Motorcyclist Fatalities	6	8	18	11	13	56
Motorcyclist Fatality Rate	1.01	1.30	2.81	1.66	1.93	1.75
% of Fatalities that were Motorcyclists	7%	11%	18%	13%	18%	13%
Fatalities involving Commercial Motor Vehicle	13	13	15	14	8	63
Commercial Motor Vehicle Fatality Rate	2.18	2.11	2.34	2.12	1.19	1.97
% of Fatalities involving Commercial Motor Vehicles	15%	18%	15%	16%	11%	15%
Single-Vehicle Run Off Road Fatalities	34	29	40	42	36	181
Single-Vehicle Run Off Road Fatality Rate	5.70	4.70	6.24	6.35	5.34	5.67
% of Fatalities from Single-Vehicle Run Off Road Crashes	40%	41%	39%	48%	51%	44%
Head-On/Side Swipe Opposite Fatalities	15	14	17	9	9	64
Head-On/Side Swipe Opposite Fatality Rate	2.51	2.27	2.65	1.36	1.33	2.01
% of Fatalities from Head-On/Side Swipe Opposite Crashes	18%	20%	17%	10%	13%	15%
Intersection Related Fatalities	15	18	32	17	13	95
Intersection Related Fatality Rate	2.51	2.92	4.99	2.57	1.93	2.98
% of Fatalities from Intersection Related Crashes	18%	25%	31%	20%	18%	23%

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ITD District 4 Fatality Information						5-Year
	2004	2005	2006	2007	2008	Total
Total Fatalities	49	51	54	57	46	257
Fatality Rate	29.06	29.89	31.10	32.75	26.08	29.77
Aggressive Driving Fatalities	25	20	23	28	22	118
Aggressive Driving Fatality Rate	14.83	11.72	13.25	16.09	12.47	13.67
% of Fatalities from Aggressive Driving	51%	39%	43%	49%	48%	46%
Distracted Driving Fatalities	19	16	17	14	15	81
Distracted Driving Fatality Rate	11.27	9.38	9.79	8.04	8.50	9.38
% of Fatalities from Distracted Driving	39%	31%	31%	25%	33%	32%
Unrestrained PMV Fatalities	28	25	29	40	21	143
Unrestrained PMV Fatality Rate	16.60	14.65	16.70	22.98	11.90	16.56
% of Fatalities that were Unrestrained PMV Occupants	57%	49%	54%	70%	46%	56%
Impaired Driving Fatalities	23	22	20	32	20	117
Impaired Driving Fatality Rate	13.64	12.89	11.52	18.38	11.34	13.55
% of Fatalities from Impaired Driving	47%	43%	37%	56%	43%	46%
Fatalities involving Youthful Drivers	8	9	12	10	12	51
Youthful Driver Fatality Rate	4.74	5.27	6.91	5.75	6.80	5.91
% of Fatalities involving Youthful Drivers	16%	18%	22%	18%	26%	20%
Fatalities involving Mature Drivers	9	5	6	9	4	33
Mature Driver Fatality Rate	5.34	2.93	3.46	5.17	2.27	3.82
% of Fatalities involving Mature Drivers	18%	10%	11%	16%	9%	13%
Pedestrian Fatalities	4	0	3	2	5	14
Pedestrian Fatality Rate	2.37	0.00	1.73	1.15	2.83	1.62
% of Fatalities that were Pedestrians	8%	0%	6%	4%	11%	5%
Bicyclist Fatalities	0	1	0	0	1	2
Bicyclist Fatality Rate	0.00	0.59	0.00	0.00	0.57	0.23
% of Fatalities that were Bicyclists	0%	2%	0%	0%	2%	1%
Motorcyclist Fatalities	4	1	6	3	2	16
Motorcyclist Fatality Rate	2.37	0.59	3.46	1.72	1.13	1.85
% of Fatalities that were Motorcyclists	8%	2%	11%	5%	4%	6%
Fatalities involving Commercial Motor Vehicle	2	5	9	10	9	35
Commercial Motor Vehicle Fatality Rate	1.19	2.93	5.18	5.75	5.10	4.05
% of Fatalities involving Commercial Motor Vehicles	4%	10%	17%	18%	20%	14%
Single-Vehicle Run Off Road Fatalities	24	30	25	32	25	136
Single-Vehicle Run Off Road Fatality Rate	14.23	17.58	14.40	18.38	14.17	15.75
% of Fatalities from Single-Vehicle Run Off Road Crashes	49%	59%	46%	56%	54%	53%
Head-On/Side Swipe Opposite Fatalities	9	10	5	6	5	35
Head-On/Side Swipe Opposite Fatality Rate	5.34	5.86	2.88	3.45	2.83	4.05
% of Fatalities from Head-On/Side Swipe Opposite Crashes	18%	20%	9%	11%	11%	14%
Intersection Related Fatalities	11	7	19	14	8	59
Intersection Related Fatality Rate	6.52	4.10	10.94	8.04	4.54	6.83
% of Fatalities from Intersection Related Crashes	22%	14%	35%	25%	17%	23%

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ITD District 5 Fatality Information						5-Year
	2004	2005	2006	2007	2008	Total
Total Fatalities	36	32	41	29	19	157
Fatality Rate	23.04	20.06	25.59	18.11	11.76	19.68
Aggressive Driving Fatalities	18	16	14	8	5	61
Aggressive Driving Fatality Rate	11.52	10.03	8.74	5.00	3.09	7.65
% of Fatalities from Aggressive Driving	50%	50%	34%	28%	26%	39%
Distracted Driving Fatalities	13	6	20	7	3	49
Distracted Driving Fatality Rate	8.32	3.76	12.48	4.37	1.86	6.14
% of Fatalities from Distracted Driving	36%	19%	49%	24%	16%	31%
Unrestrained PMV Fatalities	17	20	19	9	15	80
Unrestrained PMV Fatality Rate	10.88	12.54	11.86	5.62	9.28	10.03
% of Fatalities that were Unrestrained PMV Occupants	47%	63%	46%	31%	79%	51%
Impaired Driving Fatalities	13	10	8	8	7	46
Impaired Driving Fatality Rate	8.32	6.27	4.99	5.00	4.33	5.77
% of Fatalities from Impaired Driving	36%	31%	20%	28%	37%	29%
Fatalities involving Youthful Drivers	8	5	5	4	4	26
Youthful Driver Fatality Rate	5.12	3.13	3.12	2.50	2.48	3.26
% of Fatalities involving Youthful Drivers	22%	16%	12%	14%	21%	17%
Fatalities involving Mature Drivers	9	7	8	3	1	28
Mature Driver Fatality Rate	5.76	4.39	4.99	1.87	0.62	3.51
% of Fatalities involving Mature Drivers	25%	22%	20%	10%	5%	18%
Pedestrian Fatalities	3	0	1	2	0	6
Pedestrian Fatality Rate	1.92	0.00	0.62	1.25	0.00	0.75
% of Fatalities that were Pedestrians	8%	0%	2%	7%	0%	4%
Bicyclist Fatalities	0	1	1	0	0	2
Bicyclist Fatality Rate	0.00	0.63	0.62	0.00	0.00	0.25
% of Fatalities that were Bicyclists	0%	3%	2%	0%	0%	1%
Motorcyclist Fatalities	1	1	3	7	3	15
Motorcyclist Fatality Rate	0.64	0.63	1.87	4.37	1.86	1.88
% of Fatalities that were Motorcyclists	3%	3%	7%	24%	16%	10%
Fatalities involving Commercial Motor Vehicle	5	4	1	3	2	15
Commercial Motor Vehicle Fatality Rate	3.20	2.51	0.62	1.87	1.24	1.88
% of Fatalities involving Commercial Motor Vehicles	14%	13%	2%	10%	11%	10%
Single-Vehicle Run Off Road Fatalities	21	15	28	15	13	92
Single-Vehicle Run Off Road Fatality Rate	13.44	9.40	17.47	9.37	8.04	11.53
% of Fatalities from Single-Vehicle Run Off Road Crashes	58%	47%	68%	52%	68%	59%
Head-On/Side Swipe Opposite Fatalities	6	2	3	0	3	14
Head-On/Side Swipe Opposite Fatality Rate	3.84	1.25	1.87	0.00	1.86	1.75
% of Fatalities from Head-On/Side Swipe Opposite Crashes	17%	6%	7%	0%	16%	9%
Intersection Related Fatalities	2	4	6	5	2	19
Intersection Related Fatality Rate	1.28	2.51	3.74	3.12	1.24	2.38
% of Fatalities from Intersection Related Crashes	6%	13%	15%	17%	11%	12%

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ITD District 6 Fatality Information						5-Year
	2004	2005	2006	2007	2008	Total
Total Fatalities	34	50	28	27	32	171
Fatality Rate	19.27	27.80	15.19	14.03	16.20	18.37
Aggressive Driving Fatalities	20	29	17	9	13	88
Aggressive Driving Fatality Rate	11.34	16.12	9.22	4.68	6.58	9.46
% of Fatalities from Aggressive Driving	59%	58%	61%	33%	41%	51%
Distracted Driving Fatalities	7	15	10	10	12	54
Distracted Driving Fatality Rate	3.97	8.34	5.42	5.20	6.07	5.80
% of Fatalities from Distracted Driving	21%	30%	36%	37%	38%	32%
Unrestrained PMV Fatalities	15	25	17	15	14	86
Unrestrained PMV Fatality Rate	8.50	13.90	9.22	7.79	7.09	9.24
% of Fatalities that were Unrestrained PMV Occupants	44%	50%	61%	56%	44%	50%
Impaired Driving Fatalities	10	16	12	12	10	60
Impaired Driving Fatality Rate	5.67	8.90	6.51	6.23	5.06	6.45
% of Fatalities from Impaired Driving	29%	32%	43%	44%	31%	35%
Fatalities involving Youthful Drivers	6	8	5	5	7	31
Youthful Driver Fatality Rate	3.40	4.45	2.71	2.60	3.54	3.33
% of Fatalities involving Youthful Drivers	18%	16%	18%	19%	22%	18%
Fatalities involving Mature Drivers	8	13	4	9	2	36
Mature Driver Fatality Rate	4.53	7.23	2.17	4.68	1.01	3.87
% of Fatalities involving Mature Drivers	24%	26%	14%	33%	6%	21%
Pedestrian Fatalities	3	3	0	1	4	11
Pedestrian Fatality Rate	1.70	1.67	0.00	0.52	2.02	1.18
% of Fatalities that were Pedestrians	9%	6%	0%	4%	13%	6%
Bicyclist Fatalities	1	1	0	0	1	3
Bicyclist Fatality Rate	0.57	0.56	0.00	0.00	0.51	0.32
% of Fatalities that were Bicyclists	3%	2%	0%	0%	3%	2%
Motorcyclist Fatalities	4	9	2	2	2	19
Motorcyclist Fatality Rate	2.27	5.00	1.08	1.04	1.01	2.04
% of Fatalities that were Motorcyclists	12%	18%	7%	7%	6%	11%
Fatalities involving Commercial Motor Vehicle	5	5	1	1	4	16
Commercial Motor Vehicle Fatality Rate	2.83	2.78	0.54	0.52	2.02	1.72
% of Fatalities involving Commercial Motor Vehicles	15%	10%	4%	4%	13%	9%
Single-Vehicle Run Off Road Fatalities	14	26	13	18	14	85
Single-Vehicle Run Off Road Fatality Rate	7.94	14.46	7.05	9.35	7.09	9.13
% of Fatalities from Single-Vehicle Run Off Road Crashes	41%	52%	46%	67%	44%	50%
Head-On/Side Swipe Opposite Fatalities	4	4	2	3	7	20
Head-On/Side Swipe Opposite Fatality Rate	2.27	2.22	1.08	1.56	3.54	2.15
% of Fatalities from Head-On/Side Swipe Opposite Crashes	12%	8%	7%	11%	22%	12%
Intersection Related Fatalities	9	16	7	7	7	46
Intersection Related Fatality Rate	5.10	8.90	3.80	3.64	3.54	4.94
% of Fatalities from Intersection Related Crashes	26%	32%	25%	26%	22%	27%

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State Highway System Fatalities Versus Off System

Total Fatalities

	2004	2005	2006	2007	2008	5-Year Total
District 1	31	39	22	31	41	164
District 2	26	32	20	21	23	122
District 3	84	71	102	87	71	415
District 4	49	51	54	57	46	257
District 5	36	32	41	29	19	157
District 6	34	50	28	27	32	171
Statewide	260	275	267	252	232	1,286

State Highway System Fatalities

	2004	2005	2006	2007	2008	5-Year Total
District 1	18	20	13	22	29	102
District 2	13	21	13	11	15	73
District 3	61	45	56	57	41	260
District 4	35	37	19	30	28	149
District 5	28	21	29	21	13	112
District 6	22	25	17	17	21	102
Statewide	177	169	147	158	147	798

Percent of Fatalities on the State Highway System

	2004	2005	2006	2007	2008	5-Year Total
District 1	58%	51%	59%	71%	71%	62%
District 2	50%	66%	65%	52%	65%	60%
District 3	73%	63%	55%	66%	58%	63%
District 4	71%	73%	35%	53%	61%	58%
District 5	78%	66%	71%	72%	68%	71%
District 6	65%	50%	61%	63%	66%	60%
Statewide	68%	61%	55%	63%	63%	62%

Fatality Rate per 100,000 Population by District

Total	2004	2005	2006	2007	2008	5-Year Rate
Fatality Rate						
District 1	15.95	19.35	10.67	14.87	19.35	16.04
District 2	25.81	31.85	19.76	20.51	22.53	24.07
District 3	14.07	11.51	15.92	13.14	10.53	13.01
District 4	29.06	29.89	31.10	32.75	26.08	29.77
District 5	23.04	20.06	25.59	18.11	11.76	19.68
District 6	19.27	27.80	15.19	14.03	16.20	18.37
Statewide	18.66	19.24	18.21	16.81	15.22	17.59

Aggressive Driving	2004	2005	2006	2007	2008	5-Year Rate
Fatality Rate						
District 1	7.72	8.43	3.88	8.64	8.50	7.43
District 2	6.95	10.95	5.93	6.84	8.81	7.89
District 3	5.03	6.48	7.49	5.74	4.89	5.92
District 4	14.83	11.72	13.25	16.09	12.47	13.67
District 5	11.52	10.03	8.74	5.00	3.09	7.65
District 6	11.34	16.12	9.22	4.68	6.58	9.46
Statewide	8.25	9.31	7.91	7.20	6.56	7.82

Distracted Driving	2004	2005	2006	2007	2008	5-Year Rate
Fatality Rate						
District 1	4.63	6.45	2.43	7.20	6.61	5.48
District 2	12.90	13.94	9.88	11.72	13.71	12.43
District 3	4.69	2.76	3.43	3.17	1.93	3.17
District 4	11.27	9.38	9.79	8.04	8.50	9.38
District 5	8.32	3.76	12.48	4.37	1.86	6.14
District 6	3.97	8.34	5.42	5.20	6.07	5.80
Statewide	6.39	5.67	5.73	5.27	4.66	5.53

Unrestrained	2004	2005	2006	2007	2008	5-Year Rate
Fatality Rate						
District 1	7.72	8.93	4.85	7.20	6.61	7.04
District 2	7.94	14.93	8.89	7.81	8.81	9.67
District 3	6.53	5.35	5.93	4.83	5.04	5.52
District 4	16.60	14.65	16.70	22.98	11.90	16.56
District 5	10.88	12.54	11.86	5.62	9.28	10.03
District 6	8.50	13.90	9.22	7.79	7.09	9.24
Statewide	8.76	9.52	8.32	7.94	7.02	8.29

Impaired Driving Fatality Rate	2004	2005	2006	2007	2008	5-Year Rate
District 1	7.72	9.43	5.82	8.16	8.50	7.92
District 2	6.95	9.95	10.87	4.88	8.81	8.29
District 3	5.86	3.73	7.65	4.08	4.75	5.20
District 4	13.64	12.89	11.52	18.38	11.34	13.55
District 5	8.32	6.27	4.99	5.00	4.33	5.77
District 6	5.67	8.90	6.51	6.23	5.06	6.45
Statewide	7.39	7.00	7.64	6.74	6.30	7.00

Youthful Driver Fatality Rate	2004	2005	2006	2007	2008	5-Year Rate
District 1	1.03	1.49	1.46	2.40	1.42	1.56
District 2	2.98	3.98	3.95	1.95	1.96	2.96
District 3	2.01	1.46	1.40	2.42	1.63	1.79
District 4	4.74	5.27	6.91	5.75	6.80	5.91
District 5	5.12	3.13	3.12	2.50	2.48	3.26
District 6	3.40	4.45	2.71	2.60	3.54	3.33
Statewide	2.80	2.66	2.59	2.80	2.56	2.68

Mature Driver Fatality Rate	2004	2005	2006	2007	2008	5-Year Rate
District 1	2.57	1.49	1.94	1.92	4.25	2.45
District 2	2.98	3.98	3.95	3.91	6.86	4.34
District 3	1.51	2.59	2.65	1.96	1.04	1.94
District 4	5.34	2.93	3.46	5.17	2.27	3.82
District 5	5.76	4.39	4.99	1.87	0.62	3.51
District 6	4.53	7.23	2.17	4.68	1.01	3.87
Statewide	3.09	3.36	2.93	2.80	1.97	2.82

CMV Fatality Rate	2004	2005	2006	2007	2008	5-Year Rate
District 1	2.06	3.47	0.49	1.44	5.19	2.54
District 2	2.98	2.99	2.96	0.98	1.96	2.37
District 3	2.18	2.11	2.34	2.12	1.19	1.97
District 4	1.19	2.93	5.18	5.75	5.10	4.05
District 5	3.20	2.51	0.62	1.87	1.24	1.88

Single Vehic Run Off Rd Fatality Rate	2004	2005	2006	2007	2008	5-Year Rate
District 1	5.14	8.93	3.88	7.20	8.02	6.65
District 2	12.90	15.93	11.86	9.77	10.77	12.23
District 3	5.70	4.70	6.24	6.35	5.34	5.67
District 4	14.23	17.58	14.40	18.38	14.17	15.75
District 5	13.44	9.40	17.47	9.37	8.04	11.53
District 6	7.94	14.46	7.05	9.35	7.09	9.13
Statewide	8.33	9.38	8.59	8.80	7.61	8.53

Head-On Side Swipe Opp Fatality Rate	2004	2005	2006	2007	2008	5-Year Rate
District 1	3.60	5.46	2.43	0.48	5.19	3.42
District 2	3.97	7.96	1.98	6.84	6.86	5.52
District 3	2.51	2.27	2.65	1.36	1.33	2.01
District 4	5.34	5.86	2.88	3.45	2.83	4.05
District 5	3.84	1.25	1.87	0.00	1.86	1.75
District 6	2.27	2.22	1.08	1.56	3.54	2.15
Statewide	3.23	3.43	2.32	1.73	2.76	2.68

Intersection Fatality Rate	2004	2005	2006	2007	2008	5-Year Rate
District 1	1.03	3.47	1.46	1.44	3.30	2.15
District 2	2.98	1.00	1.98	1.95	0.00	1.58
District 3	2.51	2.92	4.99	2.57	1.93	2.98
District 4	6.52	4.10	10.94	8.04	4.54	6.83
District 5	1.28	2.51	3.74	3.12	1.24	2.38
District 6	5.10	8.90	3.80	3.64	3.54	4.94
Statewide	3.01	3.71	4.71	3.20	2.43	3.41

State Highway System Crash Information by District

		2004	2005	2006	2007	2008
District 1	Fatal Crashes	16	16	12	18	25
	Fatalities	18	20	13	22	29
	Injury Crashes	648	645	602	587	540
	Injuries	1,006	976	877	915	850
	Total Crashes	1,772	1,753	1,697	1,718	1,660
	AVMT (100 million)	12.35	12.68	12.84	13.30	12.68
	Fatality Rate*	1.46	1.58	1.01	1.65	2.29
	Injury Rate*	81.45	76.96	68.29	68.78	67.05

* rates per 100 million miles traveled

		2004	2005	2006	2007	2008
District 2	Fatal Crashes	13	19	12	10	13
	Fatalities	13	21	13	11	15
	Injury Crashes	274	286	289	278	225
	Injuries	409	427	424	403	332
	Total Crashes	791	814	667	798	690
	AVMT (100 million)	5.35	5.34	5.31	5.34	5.15
	Fatality Rate*	2.43	3.94	2.45	2.06	2.91
	Injury Rate*	76.40	80.03	79.87	75.46	64.45

* rates per 100 million miles traveled

		2004	2005	2006	2007	2008
District 3	Fatal Crashes	56	40	49	46	36
	Fatalities	61	45	56	57	41
	Injury Crashes	1,689	1,643	1,634	1,596	1,330
	Injuries	2,581	2,483	2,433	2,417	1,946
	Total Crashes	4,291	4,306	3,982	4,244	3,716
	AVMT (100 million)	27.27	28.07	29.10	29.79	27.98
	Fatality Rate*	2.24	1.60	1.92	1.91	1.47
	Injury Rate*	94.63	88.46	83.62	81.13	69.56

* rates per 100 million miles traveled

State Highway System Crash Information by District

		2004	2005	2006	2007	2008
District 4	Fatal Crashes	31	31	19	26	26
	Fatalities	35	37	19	30	28
	Injury Crashes	665	536	486	489	466
	Injuries	1,061	846	751	788	684
	Total Crashes	1,726	1,455	1,239	1,324	1,354
	AVMT (100 million)	13.72	14.01	14.09	14.34	13.50
	Fatality Rate*	2.55	2.64	1.35	2.09	2.07
	Injury Rate*	77.31	60.39	53.28	54.94	50.66

* rates per 100 million miles traveled

		2004	2005	2006	2007	2008
District 5	Fatal Crashes	26	18	27	18	13
	Fatalities	28	21	29	21	13
	Injury Crashes	625	596	480	480	458
	Injuries	1,048	907	783	759	707
	Total Crashes	1,836	1,656	1,291	1,436	1,485
	AVMT (100 million)	12.70	12.38	12.38	12.70	12.23
	Fatality Rate*	2.20	1.70	2.34	1.65	1.06
	Injury Rate*	82.52	73.24	63.25	59.77	57.79

* rates per 100 million miles traveled

		2004	2005	2006	2007	2008
District 6	Fatal Crashes	20	21	15	15	20
	Fatalities	22	25	17	17	21
	Injury Crashes	437	424	493	448	430
	Injuries	691	677	776	723	706
	Total Crashes	1,298	1,326	1,244	1,348	1,401
	AVMT (100 million)	9.52	9.67	9.64	10.18	9.87
	Fatality Rate*	2.31	2.59	1.76	1.67	2.13
	Injury Rate*	72.58	70.04	80.54	71.05	71.50

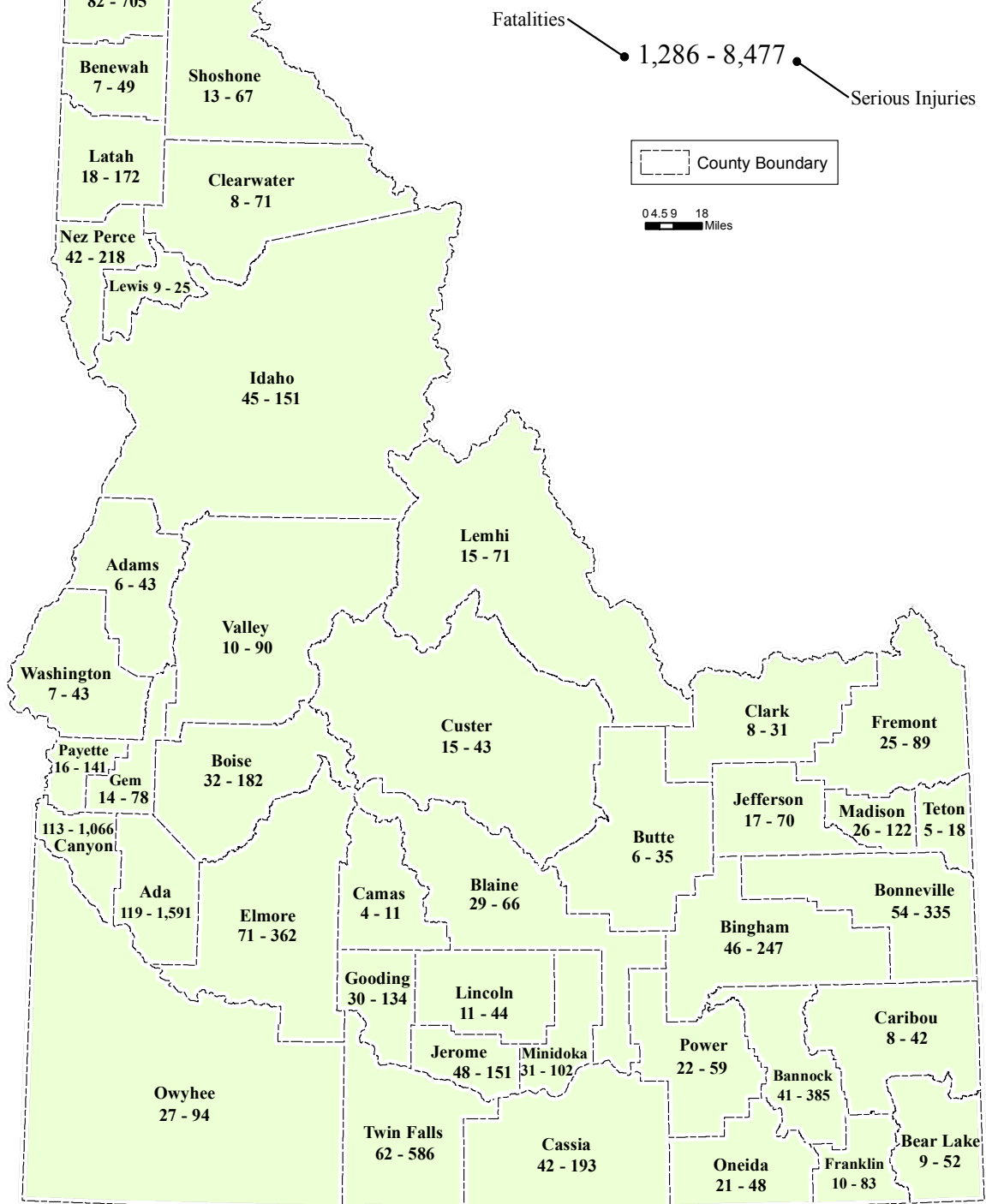
* rates per 100 million miles traveled

The property damage threshold was increased from \$750 to \$1,500 in 2006. This decreased the number of property damage only crashes and, by extension, the total number of crashes. This change had no effect on fatal or injury crashes.



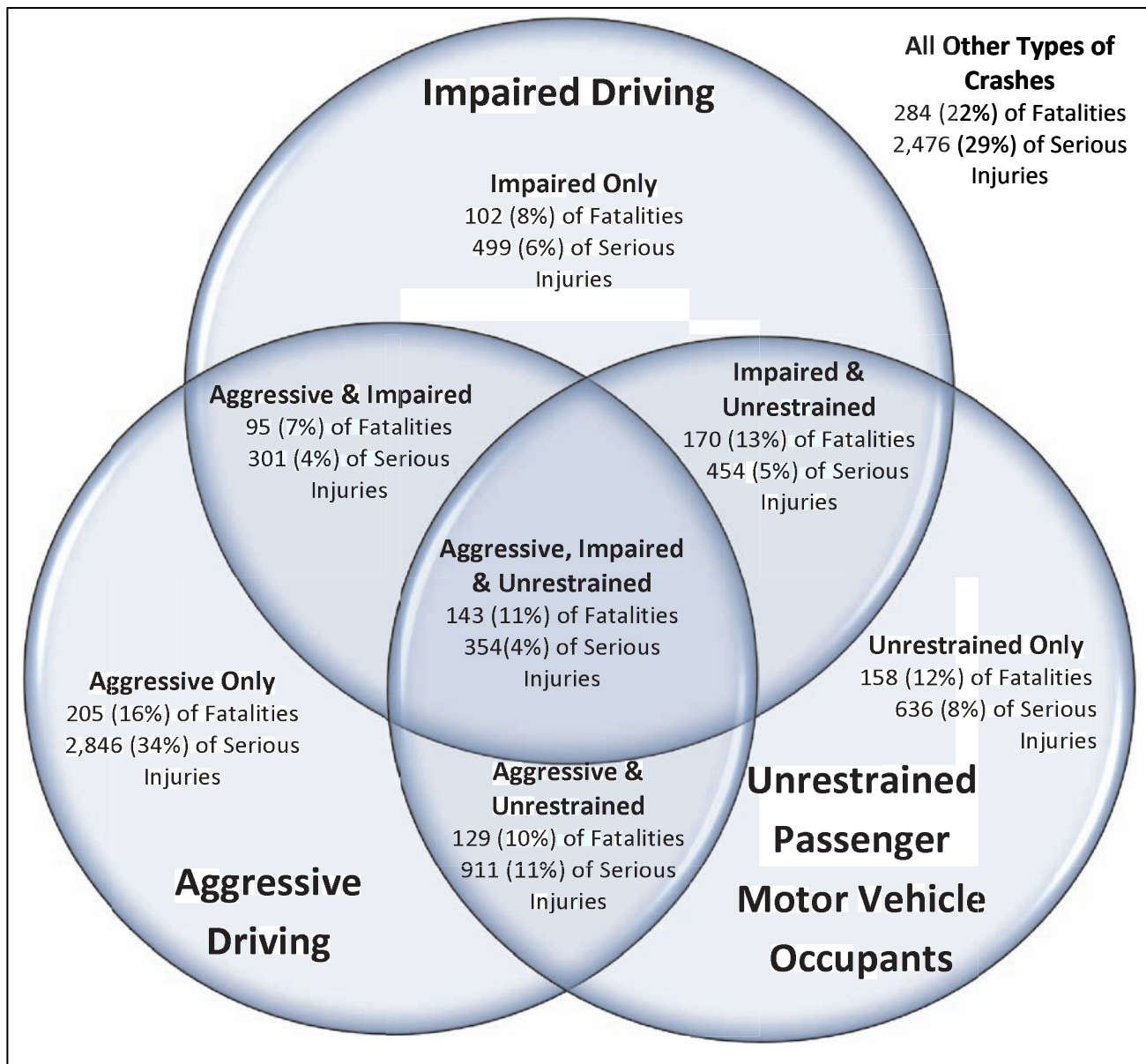
Idaho Counties

2004-2008 Fatalities & Serious Injuries



Contribution of Impaired, Aggressive, and Safety Restraints in 2004 to 2008 Crashes

1,286 Fatalities, 8,477 Serious Injuries



- Impaired driving, aggressive driving, or unrestrained occupants accounted for 1,002 (78%) of the 1,286 fatalities and 6,001 (71%) of the 8,477 serious injuries from 2004 to 2008
- The diagram above illustrates exactly how the fatalities and serious injuries that occurred from 2004 through 2008 breakdown and overlap.