Aggressive Driving

Table 33 shows information about crashes in Idaho from 2008 through 2012 involving aggressive driving. Aggressive driving behaviors include: failure to yield right of way, fail to obey stop sign, exceeded posted speed, driving too fast for conditions, following too close, and fail to obey signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver and is a criminal offense.

An officer may indicate up to three contributing circumstances for each vehicle in a crash. Thus the total number of fatalities and injuries attributed to these behaviors in the top portion of the table do not equal the sum of the fatalities and injuries attributed to individual behaviors in the bottom of the table.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Table 33 **Aggressive Driving Crashes: 2008-2012**							
Total Aggressive Driving Crashes	13,570	12,044	11,815	10,266	11,442	11.5%	-8.8%
Fatalities	100	105	88	64	66	3.1%	-12.8%
Serious Injuries	746	638	637	573	629	9.8%	-8.2%
Visible Injuries	1,867	1,778	1,929	1,726	1,944	12.6%	-2.3%
Possible Injuries	4,326	3,920	3,986	3,546	3,964	11.8%	-6.2%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	268	274	292	238	233	-2.1%	-3.2%
Driving Too Fast for Conditions	334	264	218	174	215	23.6%	-19.5%
Exceeded Posted Speed	103	91	94	65	63	-3.1%	-13.1%
Following Too Close	92	85	88	79	93	17.7%	-4.8%
Fail to Obey Stop Sign	47	38	29	65	100	53.8%	27.1%
Fail to Obey Signal	48	35	47	59	63	6.8%	10.9%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	5.54	4.82	4.66	4.13	4.39	6.2%	-9.2%

* Three contributing circumstances possible per unit involved in each crash

In 2012, aggressive driving was a contributing factor in 53% of all crashes in Idaho. While 73% of all aggressive driving crashes occur in urban areas, 77% of the fatal aggressive driving crashes occur in rural areas.

Only 20% of all aggressive driving crashes involved a single vehicle, while 53% of fatal aggressive driving crashes involved only one vehicle. Of the 34 fatal aggressive driving crashes that involved a single vehicle, 30 (or 88%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was under $1.1 billion dollars in 2012. This represents 46% of the total costs of Idaho crashes (as shown in Table 4).

Involvement in Aggressive Driving Crashes by Driver Age

Table 34 shows the involvement in aggressive driving crashes by driver age. Drivers ages 19 and younger were 4.4 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.1 times as likely as all other drivers to be involved in aggressive driving crashes. (Note: the odds ratios above compare the involvement of a group of drivers to the involvement of all other drivers combined.) Drivers under the age of 25 represent more than one-third (34%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2012

Age	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	15	0.1%		9	0.2%	
15	2,880	0.3%	183	1.6%	6.1	67	1.5%	5.7
16	9,989	0.9%	465	4.1%	4.4	161	3.6%	4.0
17	14,561	1.3%	574	5.0%	3.8	189	4.3%	3.2
18	16,213	1.5%	618	5.4%	3.6	213	4.8%	3.2
19	18,451	1.7%	561	4.9%	2.9	198	4.5%	2.6
20	19,500	1.8%	490	4.3%	2.4	184	4.1%	2.3
21	17,987	1.6%	434	3.8%	2.3	149	3.4%	2.0
22	19,327	1.8%	371	3.2%	1.8	137	3.1%	1.7
23	19,759	1.8%	334	2.9%	1.6	124	2.8%	1.5
24	19,916	1.8%	306	2.7%	1.5	108	2.4%	1.3
25-34	192,252	17.6%	2,184	19.1%	1.1	876	19.7%	1.1
35-44	180,000	16.5%	1,477	12.9%	0.8	574	12.9%	0.8
45-54	190,019	17.4%	1,338	11.7%	0.7	567	12.8%	0.7
55-64	184,849	16.9%	1,022	8.9%	0.5	434	9.8%	0.6
65-74	119,649	10.9%	613	5.3%	0.5	256	5.8%	0.5
75+	67,625	6.2%	474	4.1%	0.7	200	4.5%	0.7
Not Stated or Other			0	0.0%		0	0.0%	
TOTALS	1,092,977		11,459			4,446		

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