Idaho Traffic Crashes

2015

Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2015

Prepared by the Idaho Office of Highway Safety

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Introduction

Idaho Traffic Crashes 2015 provides an annual description of motor vehicle crash characteristics for crashes that have occurred on public roads within the State of Idaho. This document is used by state and local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing costs of traffic crashes. Agencies use the data to identify traffic safety problems and target areas for the development of crash reduction and injury prevention programs.

A traffic safety problem is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in crash experience than normal expectations. Problem identification involves the study of relationships between crashes and the population, licensed drivers, registered vehicles, vehicle miles traveled, and characteristics of specific subgroups that may contribute to crashes.

This document is divided into two major sections: a statewide crash summary and a breakdown of crashes by identified problem areas. Maps displaying the approximate location of each fatal crash by transportation district are found in Appendix A. Precise locations of fatal crashes cannot be determined from the maps. Appendix B is a map of crashes with wild animals. Information regarding crashes on the State Highway System is available in Appendix C. A five-year fatal and injury crash history is contained in three tables in Appendix D. A twenty-five year history of fatalities and the fatality rate per 100 million annual vehicle miles traveled is provided in Appendix E.

Idaho Traffic Crashes 2015 is organized to reflect the adoption of focus areas by the Idaho Traffic Safety Commission for the Highway Safety Grant Programs. The focus areas include: Impaired Driving, Safety Restraint Usage, Youthful Drivers, Aggressive Driving, Distracted Driving, Emergency Medical Services, Pedestrians, Bicyclists, and Motorcyclists. These focus areas align with Idaho's Strategic Highway Safety Plan.

Explanation of Data

The source for crash information is the Idaho Transportation Department Statewide Crash Database. The database consists of crash reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard crash reporting software program to enter the data and electronically submit the data to the Department, as designated in Idaho Code 49-1307. The resulting numbers are conservative since the database consists of only crashes investigated by law enforcement officers. Prior to 2006, only crashes resulting in injury or death of any person, or damage to the property of any one person in excess of $750 were included. The law was amended in 2006 to crashes resulting in excess of $1,500 property damage to any one person. Crashes resulting in injury or death remained unchanged. Crashes that are excluded include those that do not occur on a public roadway, occur on a roadway on private property, or are intentional acts.

When examining any of the statistics herein, it is important to distinguish between the three different levels of crash data: the crash level, the unit level, and the person level. For example, location, date, time, severity, and weather conditions are specific to the entire crash; vehicle type, extent of deformity, contributing circumstances, and events are specific to each unit in the crash; and lastly, age, gender, injury type, and protective device use are specific to each person involved in the crash. Each crash must involve at least one motor vehicle and each motor vehicle contains any number of people, including zero. Each crash is classified by the most severe injury that resulted from the crash. Therefore, each fatal crash resulted in at least one fatality but may have also produced any number and combination of additional fatalities and injuries.

The Division of Motor Vehicles and the Economics and Research Section (Idaho Transportation Department) provide information on licensed drivers, registered motor vehicles, driver's license suspensions, and driver's license convictions. The Traffic Survey Section (Idaho Transportation

Department) provides the annual vehicle miles of travel. The Bureau of Criminal Identification (Idaho State Police) provides information regarding DUI arrests. Other sources of information that support this document are referenced.

Current year data is compared to data from the prior year to identify simple percentage changes either upward or downward. The average change over the prior four years is given to provide an additional perspective.

If you have any questions or suggestions concerning *Idaho Traffic Crashes 2015*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2015 are listed below:

- The number of motor vehicle crashes increased by 8.5 percent, from 22,134 in 2014 to 24,018 in 2015. The number of fatalities resulting from motor vehicle crashes increased from 186 in 2014 to 216 in 2015, a 16.1 percent increase. The number of fatal crashes increased from 175 in 2014 to 198 in 2015. The number of serious injuries increased from 1,273 in 2014 to 1,351 in 2015, a 6.1 percent increase. Although, the numbers of fatal crashes and fatalities were virtually the same as they were in 2013.

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.30 in 2015, up from 1.15 in 2014.

- While 64 percent of all motor vehicle crashes occurred on urban roadways, 78 percent of the fatal motor vehicle crashes occurred on rural roadways in 2015.

- Fatalities resulting from impaired driving crashes increased in 2015 by 20.8 percent and 40 percent of all fatalities resulted from impaired driving. Of the 87 people killed in impaired driving crashes, 77 (89 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.

- Idaho's observed seat belt use increased slightly to 81 percent in 2015. While the observed rate was 81 percent, only 38 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 47 of the 93 unbelted motor vehicle occupants may have been saved.

- Aggressive driving was a contributing factor in 52 percent of the motor vehicle crashes and 77 people were killed in aggressive driving crashes in 2015.

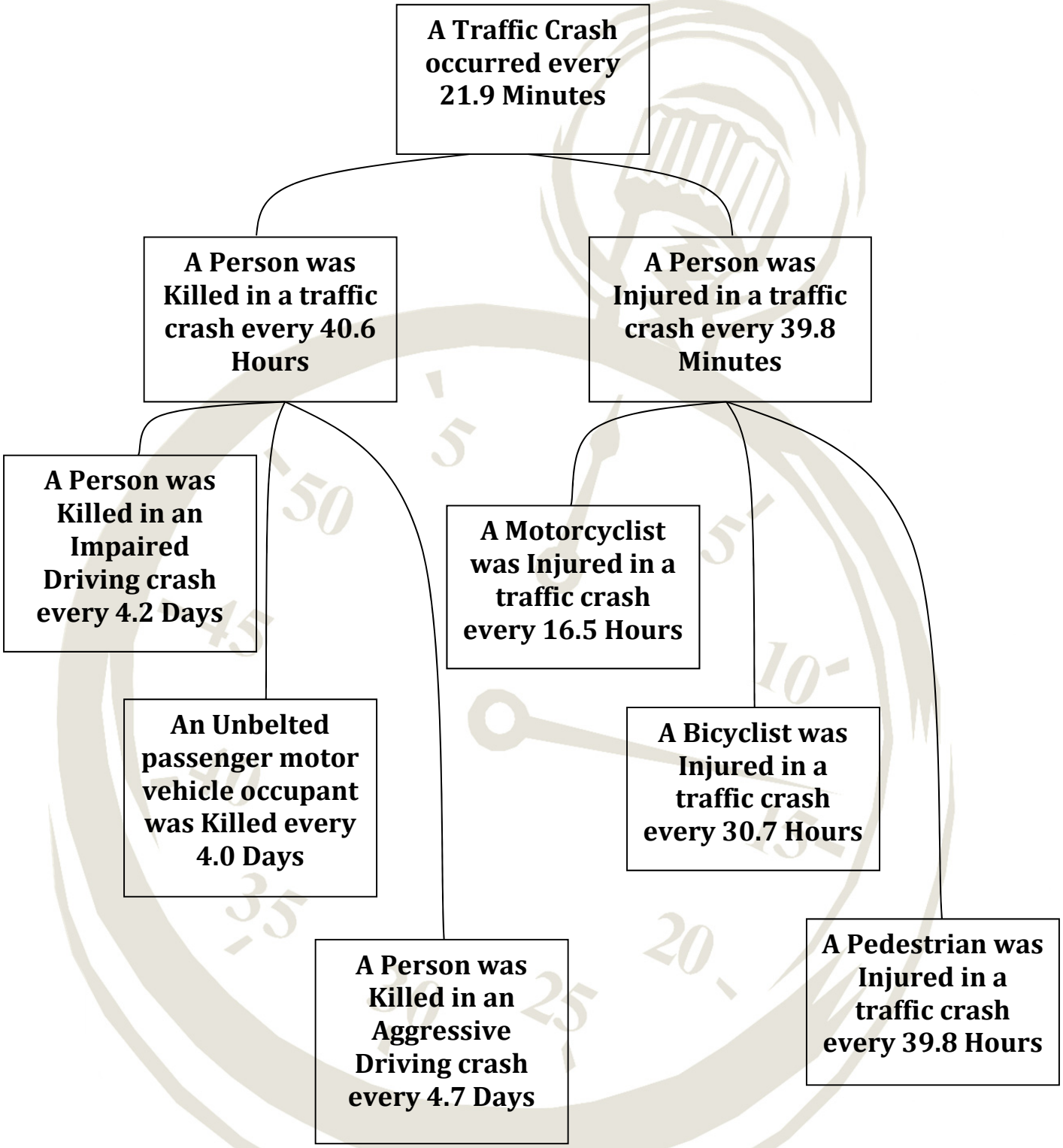
- Distracted driving was a factor in 23 percent of the motor vehicle crashes in 2015 and 51 people were killed in distracted driving crashes.

- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2015, youthful drivers were 2.6 times as likely as all other drivers to be involved in a fatal or injury crash. There were 34 people killed in crashes involving youthful drivers in 2015.

- The number of motorcyclists killed in motor vehicle crashes increased to 28 in 2015. Almost two-thirds (64 percent) of fatal motorcycle crashes in 2015 involved just the motorcycle, while over half (54 percent) of fatal motorcycle crashes involved an impaired driver.

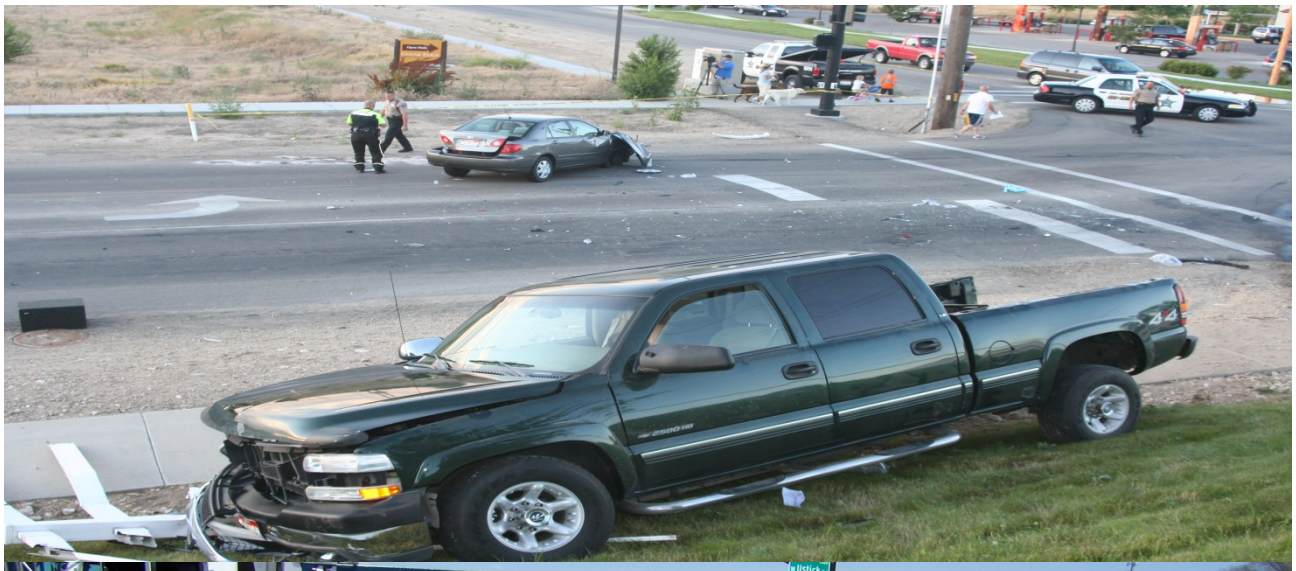
- Fatal crashes involving commercial motor vehicles increased from 22 in 2014 to 30 in 2015. The number of injury crashes involving commercial motor vehicles increased by 9 percent. There were 34 people killed and 872 people injured in commercial motor vehicle crashes in 2015.

Idaho's Traffic Crash Clock: 2015



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2011 through 2015. The total number of traffic crashes in 2015 increased by 8.5% from 2014. Fatal crashes increased by 13.1%, and injury crashes increased by 10.1%. Total fatalities increased by 16.1% from the previous year, while the number of injuries increased by 12.2%. The number of property damage crashes increased by 7.5%.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Total Crashes	20,833	21,402	22,348	22,134	24,018	8.5%	2.1%
Fatal Crashes	152	169	200	175	198	13.1%	5.7%
Persons Killed (Fatalities)	167	184	214	186	216	16.1%	4.5%
Injury Crashes	7,492	7,630	7,850	8,217	9,050	10.1%	3.1%
Persons Injured	10,866	10,988	11,344	11,768	13,207	12.2%	2.7%
Property-Damage-Only Crashes (>$1,500 after 2005)	13,189	13,603	14,298	13,742	14,770	7.5%	1.5%
Idaho Population (thousands)	1,585	1,596	1,612	1,634	1,655	1.3%	1.0%
Licensed Drivers (thousands)	1,084	1,093	1,111	1,128	1,144	1.4%	1.8%
Vehicle Miles of Travel (millions)	15,416	15,838	15,877	16,145	16,662	3.2%	1.6%
Urban VMT (millions)	6,462	6,638	6,650	6,764	7,124	5.3%	1.5%
Rural VMT (millions)	8,954	9,200	9,227	9,381	9,537	1.7%	1.6%
Registered Vehicles (thousands)	1,417	1,555	1,445	1,480	1,489	0.6%	1.7%

There were 23 more fatal crashes in 2015 than in 2014, and 30 more people killed. Most (182) of the fatal crashes (91.9%) resulted in just one fatality; there were 14 fatal crashes (7.1%) that resulted in two fatalities an 2 fatal crashes resulting in three fatalities in 2015.

Changes in the number of crashes can often be correlated with changes in state population, the number of drivers, number of registered vehicles, and the statewide Annual Vehicle Miles of Travel (AVMT). In 2015, the number of licensed drivers increased by 1.4% and the population grew by 1.3%, and the number of registered motor vehicles increased by 0.6%.

The statewide AVMT increased by 3.2% in 2015. Commercial vehicles accounted for 18% of the statewide AVMT in 2015.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2011-2015.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Fatality Rate	1.08	1.16	1.35	1.15	1.30	12.5%	2.9%
Injury Rate	70.48	69.38	71.45	72.89	79.26	8.7%	1.1%

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

Figure 1
Fatality Rates per 100 Million Annual Vehicle Miles of Travel
For Idaho and the U.S.: 2006-2015

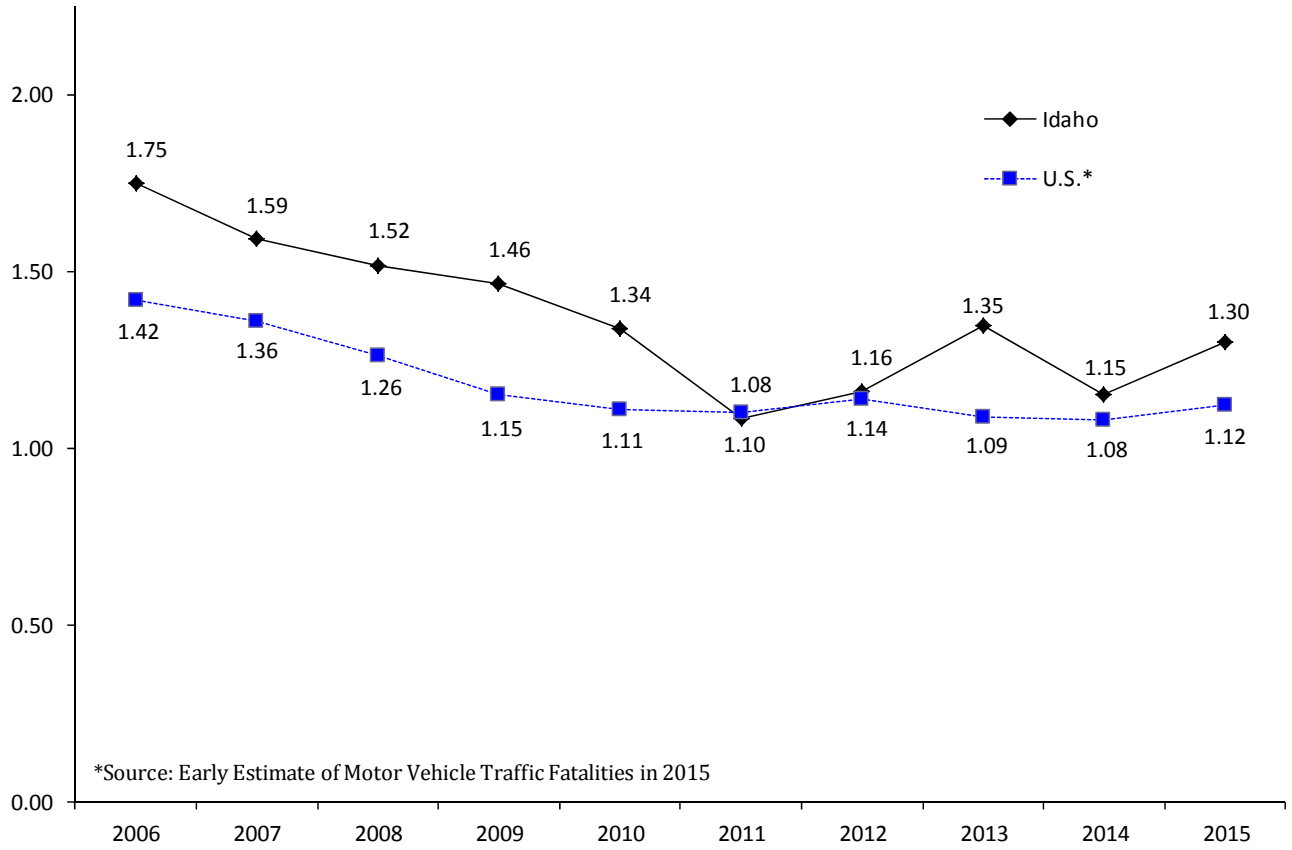
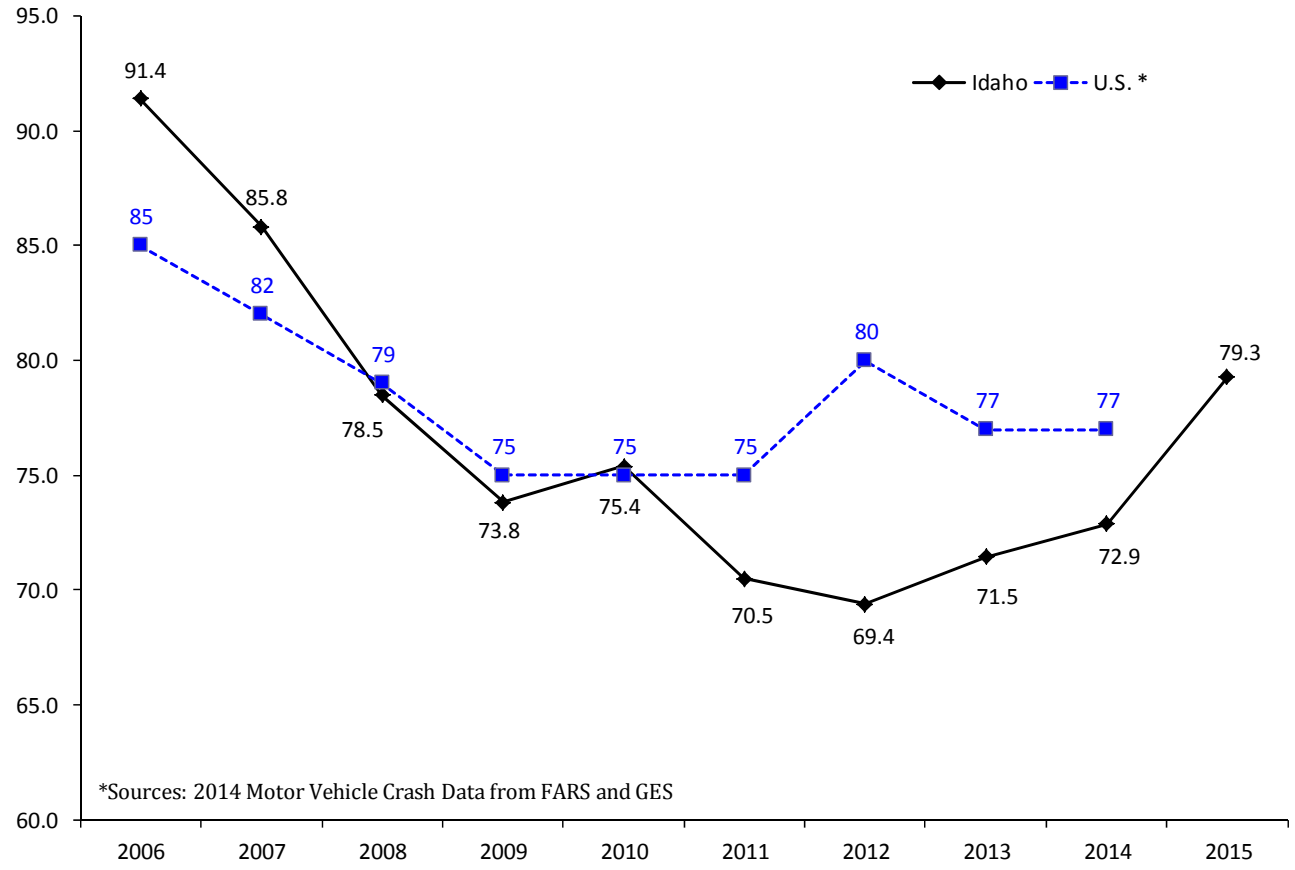


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2006-2015



The 2015 U.S. injury rates were not available at the time of publication.

Fatality and injury rates have varied over the past decade, but have generally decreased. Factors such as vehicle safety features, limited access highways, engineering improvements, occupant restraint usage, demographic changes and reduction in driving under the influence tend to reduce fatalities and injuries. Increases in AVMT, licensed drivers, registered vehicles, changes in reporting, and higher average speeds tend to increase the number of fatalities and injuries.

Injury Severity

Table 3 presents the injury distribution among persons involved in crashes from 2011 through 2015. The number of fatalities increased to 216 in 2015.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Fatalities	167	184	214	186	216	16.1%	4.5%
Serious Injuries	1,293	1,287	1,262	1,273	1,351	6.1%	-0.5%
Visible Injuries	3,354	3,428	3,549	3,689	4,146	12.4%	3.2%
Possible Injuries	6,219	6,273	6,533	6,806	7,710	13.3%	3.1%
No Injuries	40,920	42,620	44,051	42,993	46,642	8.5%	1.7%
Unknown / Missing	706	333	344	392	519	32.4%	-11.9%
Total Persons in Crashes	53,899	54,125	55,952	55,339	60,584	9.5%	0.9%

In 2015, there were 6 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2015. There was 1 person killed every 41 hours and 1 person injured every 40 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2015. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)[1] in June 2014. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. This was a substantial increase over the previous cost estimate adjusted for inflation. The 2015 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2015 was over $3.8 billion.

Table 4
Economic Cost of Idaho Crashes: 2015 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	216	$9,498,816	$2,051,744,290
Serious Injuries	1,351	$454,281	$613,733,858
Visible Injuries	4,146	$123,732	$512,992,309
Possible Injuries	7,710	$63,181	$487,129,139
No Injuries	46,642	$3,201	$149,288,033
Total Estimate of Economic Cost			**$3,814,887,629**

The cost of traffic crashes in 2015 amounts to $2,305 for every person in Idaho.

In addition to the FHWA's study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of crashes. The NHTSA study not only concentrated on the costs of crashes, but also who pays the costs. Table 5 is a combination of Table 14-3 and Table 14-4 from the NHTSA study, "The Economic and Societal Impact of Motor Vehicle Crashes, 2010"[2] and shows the source of payment distribution of crash costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

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

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

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

Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 3.1 times as likely to result in a fatality as multiple-vehicle crashes were in 2015. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Table 6
Crashes and Injuries by Number of Vehicles Involved: 2015

	Single Vehicle		Multiple Vehicles	
Type of Crash	Crashes	Injuries	Crashes	Injuries
Fatal	113	122	85	94
Serious Injury	408	489	663	862
Visible Injury	958	1,207	2,154	2,939
Possible Injury	1,164	1,633	3,703	6,077
Property Damage	4,580		10,190	
Total	**7,223**	**3,451**	**16,795**	**9,972**

In 2015, single-vehicle crashes represented only 30% of all crashes, yet accounted for 57% of all fatal crashes. Of the 113 fatal single-vehicle crashes, 95 (84%) occurred on rural roadways.

Of the 85 multiple-vehicle fatal crashes, 8 involved a pedestrian and 3 involved a train, and the other 74 (87%) involved two or more motor vehicles. Of the 85 fatal multiple-vehicle crashes, 60 (or 71%) occurred on rural roadways.

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

Speed played the biggest role in single-vehicle crashes, contributing to 20% of single-vehicle crashes. Failure to Maintain Lane contributed to 17% of single-vehicle crashes and as well as contributing to 3% of multiple vehicle crashes. Animal(s) in Roadway was the third most prevalent contributing circumstance for single-vehicle crashes at 13%.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the fourth most prevalent for single-vehicle crashes. Inattention/distraction contributed to more than 1 out of every 5 multiple vehicle crashes and almost 1 out of every 8 single vehicle crashes. Following too close was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 9% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2015

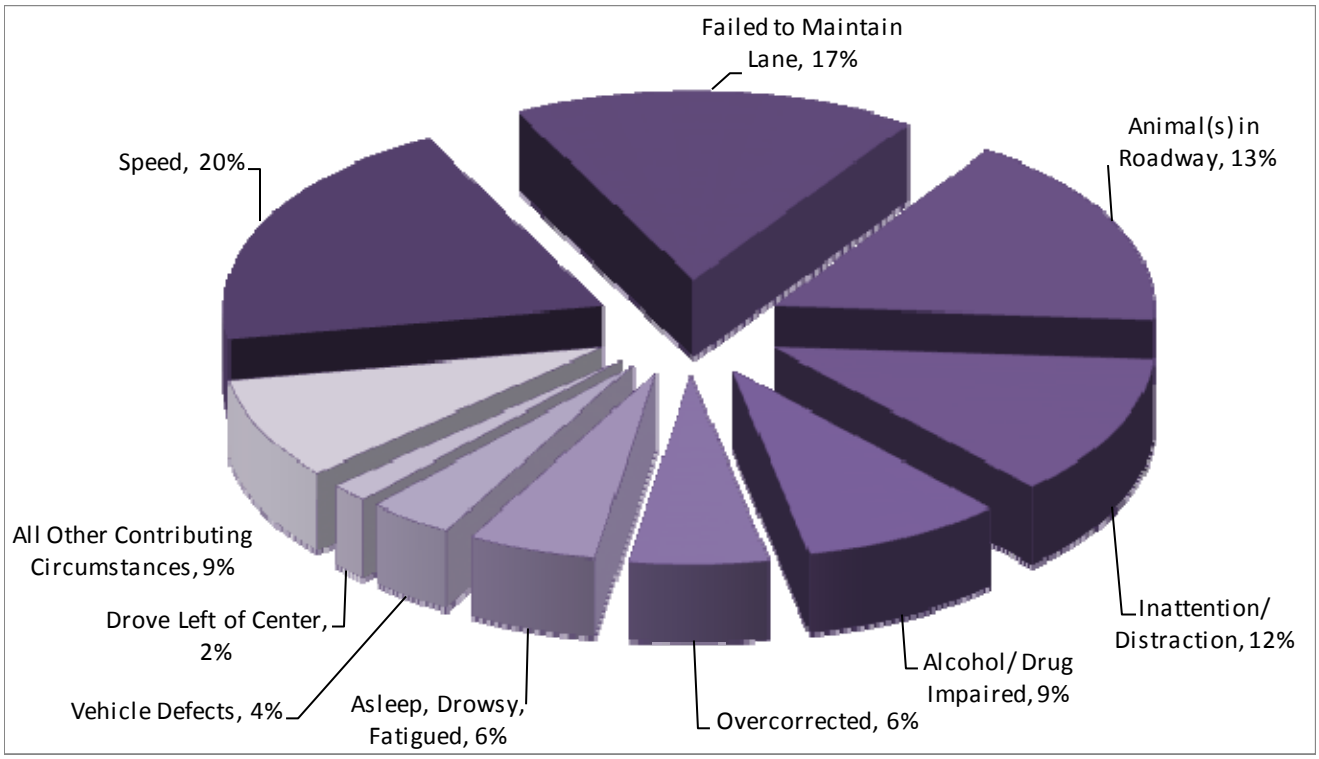


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2015

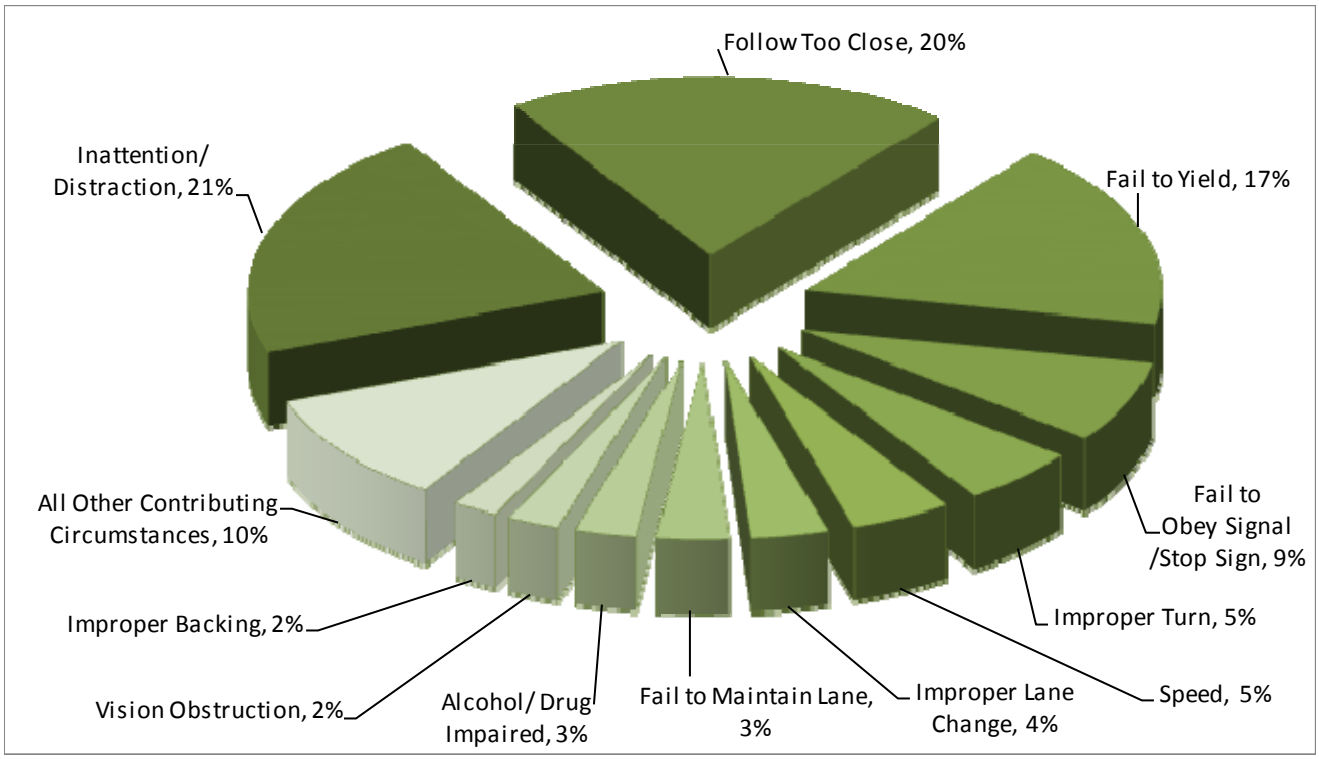


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2015

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (69.9%)	Angle (24.0%)
Tree (8.8%)	Head On (19.1%)
Immersion (4.4%)	Head On - Turning (9.8%)
Embankment (2.7%)	Pedestrian (7.7%)
Utility Pole / Light Support (2.7%)	Angle - Turning (6.0%)
Ditch (1.8%)	Rear-End (6.0%)
Overpass (1.8%)	Overturn (4.4%)
Bridge/Pier Abutment (0.9%)	Side Swiped - Same Direction (4.4%)
Building/Wall (0.9%)	Side Swiped Opposite (3.8%)
Concrete Traffic Barrier (0.9%)	Railroad Train (3.3%)
Fell / Pushed / Jumped (0.9%)	Other Object Not Fixed (2.2%)
Fence (0.9%)	Parked Car (2.2%)
Fire / Explosion (0.9%)	Animal - Wild (1.1%)
Guardrail Face (0.9%)	Fire / Explosion (1.1%)
Other Fixed Object (0.9%)	Jacknifed (1.1%)
Other Post, Pole or Support (0.9%)	Same Direction - Turning (1.1%)
	Cargo Loss / Shift (0.5%)
	Concrete Traffic Barrier (0.5%)
	Non-Contact Unit (0.5%)
	Other (0.5%)
	Struck by Falling/Shifting Cargo (0.5%)

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple units involved in a single crash may not have the same most harmful event. In 2013, there were 213 units involved in the 92 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 70% of the single vehicle fatalities and 39% of all fatalities in 2015.

Of the 62 passenger motor vehicle occupants killed in single-vehicle rollovers, 18 (or 29%) were wearing seat belts or were in a child safety seat. Of the 43 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 38 (or 88%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks[3]. By these estimates, 32 of the 43 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.

Crashes and Injuries by Month

Table 8 shows the number of crashes and injuries by severity for each month.

Table 8
Severity of Crashes and Type of Injury by Month: 2015

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Serious Injuries	Visible Injuries	Possible Injuries
January	6	634	1,899	6	83	270	551
February	9	540	1,405	10	66	235	491
March	15	649	1,640	18	106	280	592
April	9	708	1,736	10	80	312	639
May	16	700	1,773	17	126	344	566
June	27	810	1,963	28	153	404	632
July	29	829	2,045	31	145	401	677
August	21	802	2,027	22	137	443	638
September	20	925	2,272	24	150	398	791
October	18	783	2,187	20	105	351	622
November	15	760	2,216	16	108	304	687
December	13	910	2,855	14	92	404	824
Totals	**198**	**9,050**	**24,018**	**216**	**1,351**	**4,146**	**7,710**

In 2015, June and July had the highest number of fatal crashes. September and December had the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Crashes by Day of the Week

Figures 5 and 6 show the number of fatal and total crashes by day of the week.

Figure 5
Fatal Crashes by Day of the Week: 2015

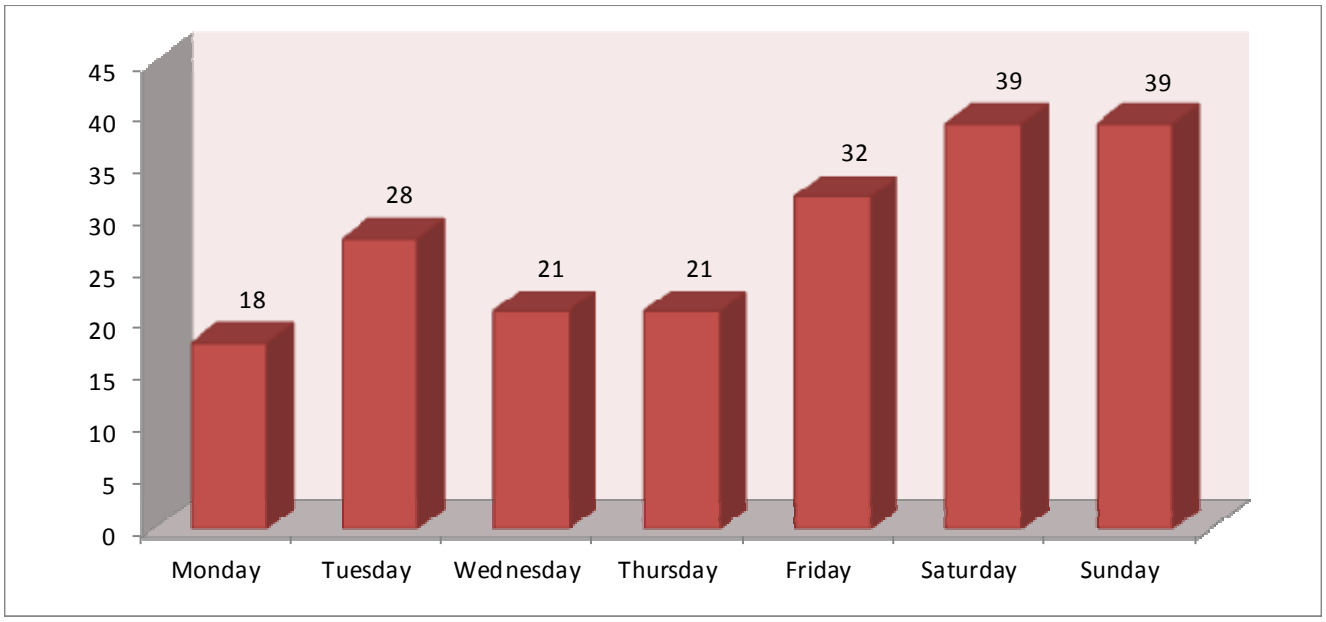
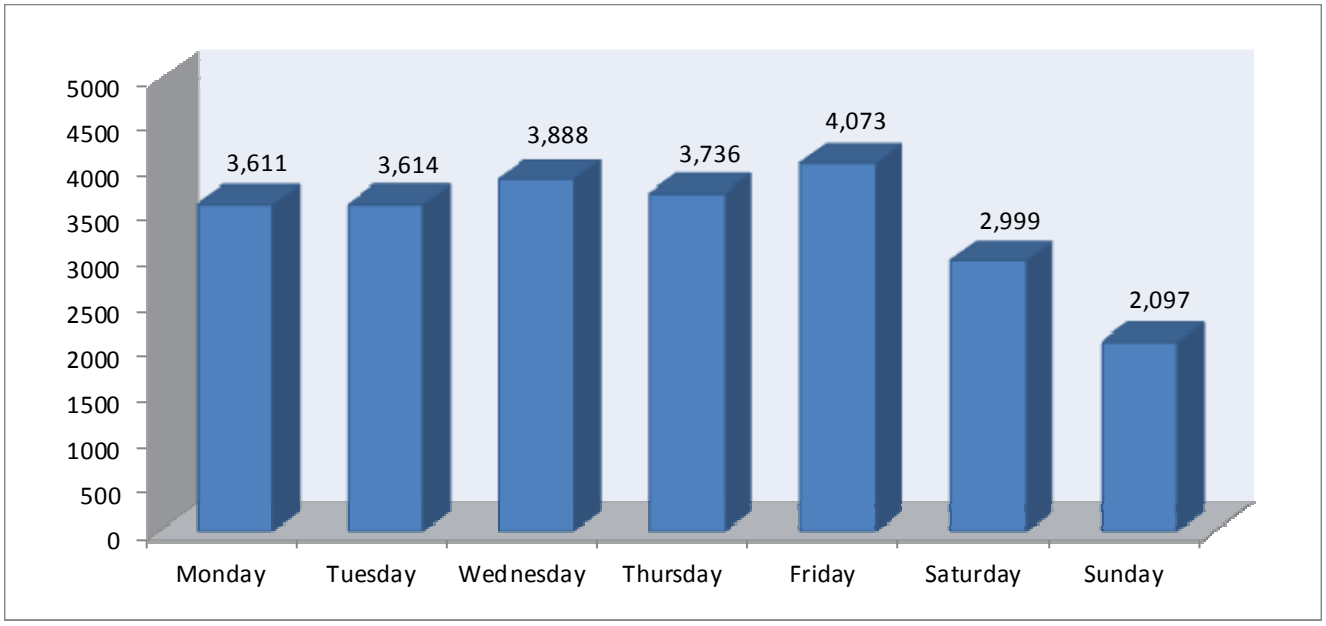


Figure 6
Total Crashes by Day of the Week: 2015



Crashes by Time of Day

Figures 7 and 8 show the number of fatal and total crashes by the time of day.

Figure 7
Fatal Crashes by Time of Day: 2015

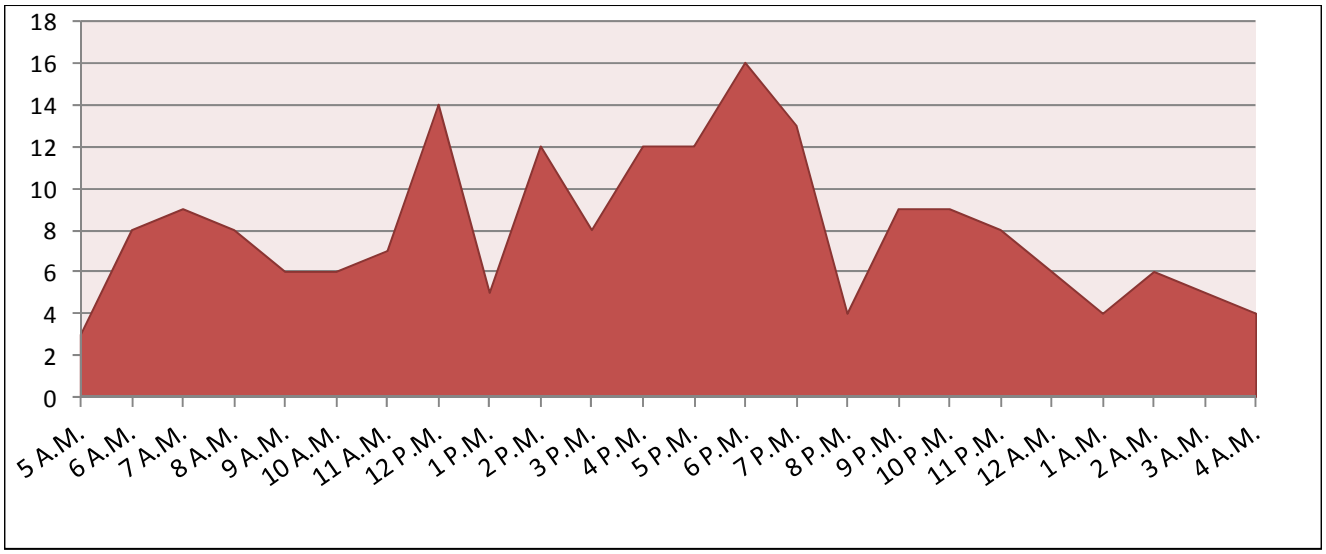
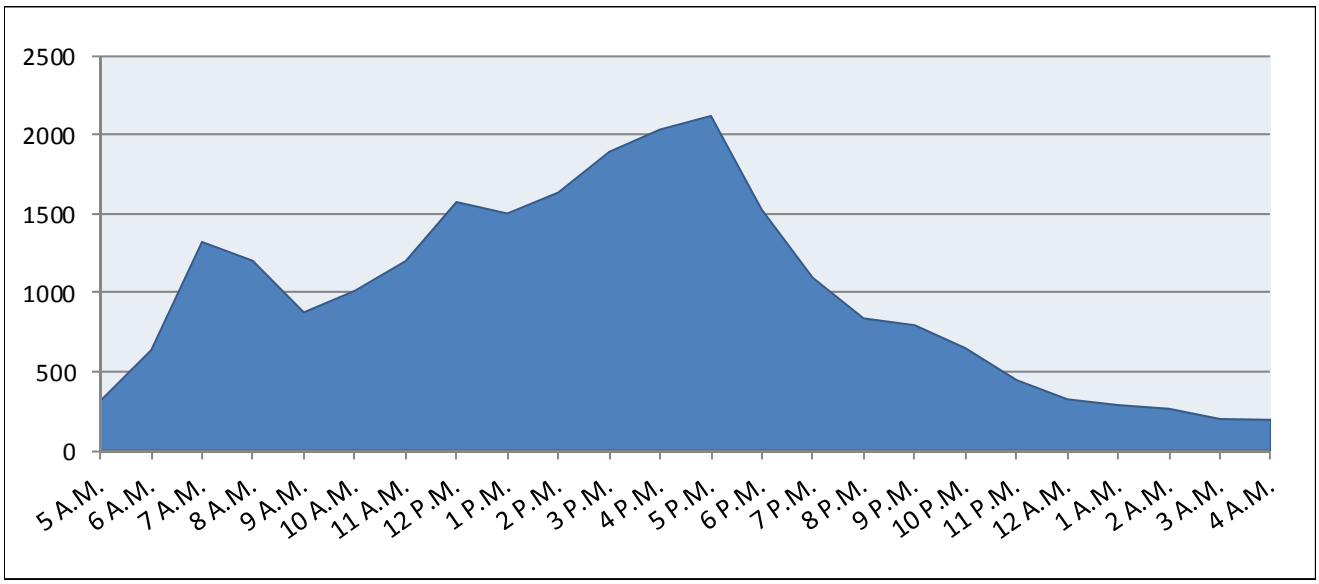


Figure 8
Total Crashes by Time of Day: 2015



Crashes by Roadway Classification

Table 9 compares the number of fatal, injury, and total crashes by urban and rural classification. Urban roadways are defined as those within the city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds, while rural roads carry lower traffic volumes at higher speeds.

Table 9
Comparison of Crashes by Roadway Classification: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Fatal Crashes	185	152	175	175	198	13.1%	-0.9%
Urban	42	30	41	40	43	7.5%	1.9%
Rural	143	122	159	135	155	14.8%	0.2%
Injury Crashes:	7,939	7,492	8,217	8,217	9,050	10.1%	1.3%
Urban	4,919	4,762	4,963	5,399	5,898	9.2%	3.3%
Rural	3,020	2,730	2,667	2,818	3,152	11.9%	-2.1%
Total Crashes:	22,555	20,833	22,134	22,134	24,018	8.5%	-0.5%
Urban	13,780	12,993	13,705	14,670	15,422	5.1%	2.3%
Rural	8,775	7,840	7,697	7,464	8,596	15.2%	-5.2%

In 2015, 78% of fatal crashes occurred on rural roads, whereas 36% of all crashes occurred on rural roads. In Idaho in 2015, 88% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.[3]

Table 10
Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2011-2015

	2010	2011	2012	2013	2015	Change 2014-2015	Avg. Change 2011-2014
Fatal Crash Rate	1.20	0.96	1.10	1.08	1.19	9.6%	-2.3%
Urban Fatal Crash Rate	0.65	0.45	0.62	0.59	0.60	2.1%	0.6%
Rural Fatal Crash Rate	1.60	1.33	1.72	1.44	1.63	12.9%	-1.2%
Injury Crash Rate	51.50	47.30	51.76	50.89	54.32	6.7%	-0.1%
Urban Injury Crash Rate	76.12	71.74	74.63	79.82	82.78	3.7%	1.7%
Rural Injury Crash Rate	33.73	29.67	28.90	30.04	33.05	10.0%	-3.6%
Total Crash Rate	146.31	131.54	139.41	137.09	144.15	5.1%	-1.9%
Urban Total Crash Rate	213.25	195.73	206.09	216.87	216.46	-0.2%	0.8%
Rural Total Crash Rate	98.00	85.22	83.42	79.56	90.13	13.3%	-6.6%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2011-2015, and the number of crashes and crash rates statewide. Crash rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may result from a single crash.

Table 11
Crash Rates for Local and State System Roadways: 2011-2015

Roadway Information	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Local Roads:							
VMT (100 millions)	71.1	74.0	73.5	74.5	75.8	1.8%	1.6%
Fatal Crashes	72	74	85	75	81	8.0%	2.0%
Injury Crashes	4,272	4,491	4,603	4,819	5,208	8.1%	4.1%
Total Crashes	12,011	12,606	13,499	13,852	14,498	4.7%	4.9%
Fatal Crash Rate	1.0	1.0	1.2	1.0	1.1	6.1%	0.5%
Injury Crash Rate	60.1	60.7	62.6	64.7	68.7	6.2%	2.5%
Total Crash Rate	169.0	170.3	183.6	185.9	191.2	2.9%	3.3%
U.S. and State Highways:							
VMT (100 millions)	48.2	48.4	48.8	49.5	51.1	3.2%	0.9%
Fatal Crashes	63	71	87	75	83	10.7%	7.1%
Injury Crashes	2,593	2,519	2,532	2,493	2,884	15.7%	-1.3%
Total Crashes	6,897	6,882	6,807	6,603	7,619	15.4%	-1.4%
Fatal Crash Rate	1.3	1.5	1.8	1.5	1.6	7.3%	6.3%
Injury Crash Rate	53.7	52.1	51.9	50.4	56.5	12.1%	-2.1%
Total Crash Rate	143.0	142.2	139.5	133.4	149.2	11.8%	-2.3%
Interstate Highways:							
VMT (100 millions)	34.8	36.0	36.5	37.4	39.7	6.1%	2.4%
Fatal Crashes	17	24	28	25	34	36.0%	15.7%
Injury Crashes	627	620	715	905	958	5.9%	13.6%
Total Crashes	1,925	1,914	2,041	1,679	1,901	13.2%	-3.9%
Fatal Crash Rate	0.5	0.7	0.8	0.7	0.9	28.2%	12.9%
Injury Crash Rate	18.0	17.2	19.6	24.2	24.1	-0.2%	10.9%
Total Crash Rate	55.3	53.2	56.0	44.8	47.9	6.7%	-6.1%
Statewide Totals:							
VMT (100 millions)	154.2	158.4	158.8	161.5	166.6	3.2%	1.6%
Fatal Crashes	152	169	200	175	198	13.1%	5.7%
Injury Crashes	7,492	7,630	7,850	8,217	9,050	10.1%	3.1%
Total Crashes	20,833	21,402	22,347	22,134	24,018	8.5%	2.1%
Fatal Crash Rate	1.0	1.1	1.3	1.1	1.2	9.6%	4.1%
Injury Crash Rate	48.6	48.2	49.4	50.9	54.3	6.7%	1.6%
Total Crash Rate	135.1	135.1	140.8	137.1	144.1	5.1%	0.5%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2013-2015

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2013**	**2014**	**2015**	**2013**	**2014**	**2015**	**2013**	**2014**	**2015**
Ada	16	15	22	2,363	2,463	2,730	6,111	6,286	6,650
Adams	3	0	4	11	15	12	28	19	19
Bannock	6	8	8	435	415	458	1,458	1,231	1,379
Bear Lake	2	1	0	28	27	30	110	92	107
Benewah	4	3	2	55	41	51	176	167	164
Bingham	9	9	16	192	180	205	632	527	625
Blaine	3	1	0	63	52	73	223	249	259
Boise	4	4	8	43	45	51	108	106	123
Bonner	6	8	13	151	154	167	471	501	523
Bonneville	5	10	3	430	485	516	1,390	1,351	1,426
Boundary	2	3	0	33	48	43	106	138	138
Butte	0	1	1	9	11	11	53	47	50
Camas	0	0	1	2	4	9	8	15	31
Canyon	20	19	22	1,001	1,116	1,353	2,676	2,830	3,147
Caribou	4	0	3	36	27	50	107	105	133
Cassia	3	5	6	135	141	165	421	415	490
Clark	1	0	1	12	6	13	46	26	41
Clearwater	2	1	3	10	36	23	37	100	98
Custer	1	1	4	34	21	33	76	66	77
Elmore	10	2	9	164	132	137	346	283	332
Franklin	3	6	2	54	56	50	113	122	134
Fremont	3	2	2	56	43	53	170	158	172
Gem	2	0	2	46	49	49	140	148	147
Gooding	10	4	3	84	84	72	210	196	183
Idaho	6	13	4	112	124	91	310	285	247
Jefferson	2	2	4	65	84	74	233	191	262
Jerome	7	5	7	143	157	169	399	390	442
Kootenai	11	6	8	745	815	814	2,132	2,151	2,258
Latah	9	5	1	153	165	159	496	525	493
Lemhi	4	4	2	35	50	54	127	111	121
Lewis	0	2	1	20	23	21	55	63	73
Lincoln	2	2	4	18	21	18	61	56	51
Madison	0	0	3	113	115	151	490	470	513
Minidoka	3	2	3	70	92	94	212	240	280
Nez Perce	9	5	4	223	213	196	781	692	695
Oneida	2	1	0	22	36	35	83	97	104
Owyhee	4	1	2	45	41	44	129	124	121
Payette	2	1	3	89	76	104	193	172	212
Power	3	3	3	61	63	61	165	158	160
Shoshone	3	3	3	68	61	68	206	159	187
Teton	0	0	0	24	19	18	63	53	93
Twin Falls	7	11	11	318	323	412	742	729	923
Valley	3	5	0	61	72	78	198	246	233
Washington	4	1	0	18	16	35	56	44	102
TOTALS	**200**	**175**	**198**	**7,850**	**8,217**	**9,050**	**22,347**	**22,134**	**24,018**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2012-2015 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2015.

Table 13
Crash History of Idaho Cities: 2013-2015

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2013	2014	2015	2013	2014	2015	2013	2014	2015
40,000 and over									
Boise	9	6	10	1,417	1,481	1,588	3,608	3,683	3,817
Caldwell	4	1	3	210	242	319	595	626	749
Coeur d'Alene	2	1	0	331	343	335	896	908	859
Idaho Falls	2	4	0	254	276	304	820	790	787
Meridian	3	2	2	506	523	634	1,307	1,334	1,468
Nampa	3	4	6	538	595	667	1,399	1,462	1,569
Pocatello	0	1	3	307	304	292	1,025	939	985
Twin Falls	1	3	0	184	195	240	350	368	452
15,000 - 39,999									
Eagle	0	0	1	68	82	100	248	270	303
Kuna	0	2	0	26	26	27	86	96	89
Lewiston	2	1	1	148	147	126	523	493	497
Moscow	1	1	0	62	78	77	238	271	250
Post Falls	0	3	3	101	107	106	268	288	314
Rexburg	0	0	0	69	67	109	299	301	342
5,000 - 14,999									
Ammon	0	0	0	35	30	32	111	118	122
Blackfoot	0	0	3	57	48	69	226	169	216
Burley	1	1	0	56	48	63	210	207	247
Chubbuck	1	1	1	52	56	74	206	171	210
Emmett	0	0	0	16	23	14	38	49	45
Fruitland	0	0	0	16	10	17	38	23	25
Garden City	1	0	1	102	81	90	254	264	298
Hailey	0	0	0	13	15	13	50	60	52
Hayden	1	0	1	46	51	68	172	164	197
Jerome	0	2	0	23	23	28	95	104	131
Middleton	0	1	1	6	12	8	28	28	16
Mountain Home	0	0	0	20	17	9	63	39	28
Payette	0	0	0	19	10	13	43	30	31
Preston	1	0	0	13	1	2	31	3	8
Rathdrum	0	0	0	14	22	23	52	44	55
Rupert	0	0	0	6	9	2	22	35	27
Sandpoint	0	0	0	14	17	29	86	105	127
Star	0	0	0	17	13	10	34	29	30
Weiser	0	0	0	9	7	3	22	10	20

Table 13 (Continued)
Crash History of Idaho Cities: 2013-2015

City by Population Size	Fatal Crashes 2013	Fatal Crashes 2014	Fatal Crashes 2015	Injury Crashes 2013	Injury Crashes 2014	Injury Crashes 2015	Total Crashes 2013	Total Crashes 2014	Total Crashes 2015
2,000 - 4,999									
American Falls	0	0	0	10	13	7	39	39	29
Bellevue	0	0	0	4	2	6	14	15	18
Bonners Ferry	0	0	0	9	16	8	27	27	18
Buhl	0	0	0	5	4	6	24	19	23
Dalton Gardens	0	0	0	5	2	6	21	12	22
Filer	0	0	0	2	4	0	3	9	5
Gooding	0	0	0	7	7	4	20	19	32
Grangeville	0	0	0	5	5	4	22	10	6
Heyburn	0	0	0	17	15	13	40	34	52
Homedale	0	0	0	0	3	3	11	10	9
Iona	0	0	0	1	1	1	2	1	3
Kellogg	0	1	0	5	9	9	24	24	28
Ketchum	1	0	0	8	4	9	38	37	40
Kimberly	0	0	2	2	4	1	4	15	23
Malad	0	0	0	2	2	5	16	21	18
McCall	0	0	0	7	14	11	30	37	39
Montpelier	0	0	0	2	5	3	29	26	18
Orofino	0	1	1	9	7	8	28	31	31
Parma	1	0	0	2	1	1	16	10	9
Rigby	0	0	0	12	20	18	52	51	73
St. Anthony	0	0	0	5	1	6	19	17	24
St. Maries	0	0	0	4	2	3	22	36	22
Salmon	0	0	0	10	5	13	30	23	33
Shelley	0	0	1	2	8	6	11	14	27
Soda Springs	0	0	0	5	1	5	18	7	10
Spirit Lake	0	0	0	5	1	0	9	6	2
Wendell	0	0	0	4	3	5	17	20	13

Table 14 lists fatal and injury crash data and crash rates for the 44 counties in Idaho by population groupings. Population figures are based on 2015 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2015

	2015 Population (in 1,000s)	Number of Crashes Total	Fatal	Injury	Number of Persons Killed	Injured	Fatal and Injury Crash Rate Per 1,000 Population
50,000 and over							
Ada	434.2	6,650	22	2,730	23	3,902	6.3
Bannock	83.7	1,379	8	458	9	677	5.6
Bonneville	110.1	1,426	3	516	3	713	4.7
Canyon	207.5	3,147	22	1,353	25	2,092	6.6
Kootenai	150.3	2,258	8	814	11	1,152	5.5
Twin Falls	82.4	923	11	412	12	630	5.1
Mean Crash Rate							**6.0**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
20,000 - 49,999							
Bingham	45.0	625	16	205	16	301	4.9
Blaine	21.6	259	0	73	0	92	3.4
Bonner	41.9	523	13	167	15	239	4.3
Cassia	23.5	490	6	165	7	253	7.3
Elmore	25.9	332	9	137	10	209	5.6
Jefferson	27.2	262	4	74	4	117	2.9
Jerome	22.8	442	7	169	7	251	7.7
Latah	38.8	493	1	159	1	216	4.1
Madison	38.3	513	3	151	3	242	4.0
Minidoka	20.5	280	3	94	4	141	4.7
Nez Perce	40.0	695	4	196	4	264	5.0
Payette	22.9	212	3	104	4	162	4.7
Mean Crash Rate							**4.8**
10,000 - 19,999							
Boundary	11.3	138	0	43	0	72	3.8
Franklin	13.1	134	2	50	2	68	4.0
Fremont	12.8	172	2	53	2	85	4.3
Gem	16.9	147	2	49	2	80	3.0
Gooding	15.3	183	3	72	4	99	4.9
Idaho	16.3	247	4	91	4	114	5.8
Owyhee	11.3	121	2	44	2	66	4.1
Shoshone	12.4	187	3	68	3	94	5.7
Teton	10.6	93	0	18	0	29	1.7
Valley	10.1	233	0	78	0	105	7.7
Mean Crash Rate							**4.5**
5,000 - 9,999							
Bear Lake	5.9	107	0	30	0	40	5.1
Benewah	9.1	164	2	51	2	72	5.9
Boise	7.1	123	8	51	9	66	8.4
Caribou	6.8	133	3	50	3	91	7.8
Clearwater	8.5	98	3	23	3	25	3.1
Lemhi	7.7	121	2	54	2	72	7.2
Lincoln	5.3	51	4	18	4	32	4.2
Power	7.6	160	3	61	3	95	8.4
Washington	9.9	102	0	35	0	49	0.0
Mean Crash Rate							**5.9**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
0 - 4,999							
Adams	3.8	19	4	12	4	23	4.2
Butte	2.5	50	1	11	1	16	4.8
Camas	1.1	31	1	9	1	15	9.4
Clark	0.9	41	1	13	1	19	15.9
Custer	4.1	77	4	33	5	39	9.1
Lewis	3.8	73	1	21	1	36	5.8
Oneida	4.3	104	0	35	0	52	8.2
Mean Crash Rate							**7.1**
Statewide Totals	**1,654.9**	**22,959**	**173**	**8,677**	**190**	**12,665**	**5.3**

Table 15 lists fatal and injury crash data and rates for Idaho cities with populations over 2,000 by population groupings. Population figures are from the U. S. Census Bureau estimates for cities for 2015.

Table 15
Fatal and Injury Crash Rates by City – 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	218.3	3,817	10	1,588	11	2,256	7.3
Caldwell	51.7	749	3	319	3	493	6.2
Coeur d'Alene	49.1	859	0	335	0	457	6.8
Idaho Falls	59.2	787	0	304	0	404	5.1
Meridian	90.7	1,468	2	634	2	918	7.0
Nampa	89.8	1,569	6	667	6	992	7.5
Pocatello	54.4	985	3	292	4	428	5.4
Twin Falls	47.5	452	0	240	0	348	5.1
Mean Crash Rate							**6.7**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
15,000 - 39,999							
Eagle	23.6	303	1	100	1	150	4.3
Kuna	17.2	89	0	27	0	38	1.6
Lewiston	32.5	497	1	126	1	170	3.9
Moscow	25.1	250	0	77	0	115	3.1
Post Falls	30.5	314	3	106	4	148	3.6
Rexburg	27.7	342	0	109	0	176	3.9
Mean Crash Rate							**3.5**
5,000 - 14,999							
Ammon	15.0	122	0	32	0	48	2.1
Blackfoot	11.7	216	3	69	3	100	6.1
Burley	10.4	247	0	63	0	90	6.0
Chubbuck	14.4	210	1	74	1	99	5.2
Emmett	6.6	45	0	14	0	24	2.1
Fruitland	5.1	25	0	17	0	29	3.3
Garden City	11.6	298	1	90	1	124	7.9
Hailey	8.1	52	0	13	0	18	1.6
Hayden	14.1	197	1	68	1	112	4.9
Jerome	11.2	131	0	28	0	41	2.5
Middleton	6.8	16	1	8	1	13	1.3
Mountain Home	13.7	28	0	9	0	10	0.7
Payette	7.4	31	0	13	0	16	1.8
Preston	5.2	8	0	2	0	6	0.4
Rathdrum	7.5	55	0	23	0	32	3.1
Rupert	5.7	27	0	2	0	2	0.4
Sandpoint	7.8	127	0	29	0	37	3.7
Star	7.8	30	0	10	0	10	1.3
Weiser	5.3	20	0	3	0	4	0.6
Mean Crash Rate							**3.3**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.3	29	0	7	0	8	1.6
Bellevue	2.3	18	0	6	0	6	2.6
Bonners Ferry	2.5	18	0	8	0	13	3.1
Buhl	4.3	23	0	6	0	8	1.4
Dalton Gardens	2.4	22	0	6	0	9	2.5
Filer	2.7	5	0	0	0	0	0.0
Gooding	3.5	32	0	4	0	4	1.1
Grangeville	3.2	6	0	4	0	4	1.3
Heyburn	3.2	52	0	13	0	20	4.0
Homedale	2.6	9	0	3	0	4	1.2
Iona	2.1				0	1	
Kellogg	2.1	28	0	9	0	9	4.3
Ketchum	2.7	40	0	9	0	9	3.3
Kimberly	3.6	23	2	1	2	1	0.8
Malad	2.1	18	0	5	0	5	2.4
McCall	3.1	39	0	11	0	14	3.5
Montpelier	2.5	18	0	3	0	4	1.2
Orofino	3.1	31	1	8	1	8	2.9
Parma	2.1	9	0	1	0	1	0.5
Rigby	4.0	73	0	18	0	27	4.5
St. Anthony	3.4	24	0	6	0	9	1.7
St. Maries	2.3	22	0	3	0	6	1.3
Salmon	3.0	33	0	13	0	21	4.3
Shelley	4.3	27	1	6	1	8	1.6
Soda Springs	2.9	10	0	5	0	5	1.7
Spirit Lake	2.1	2	0	0	0	0	0.0
Wendell	2.7	13	0	5	0	5	1.8
Mean Crash Rate							**2.1**

Driver Age Distribution

Table 16 shows the changes in the number of licensed drivers in Idaho since 2000. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 2000, there has been a considerable increase in the number and proportion of drivers over the age of 54.

Table 16
Age Distribution of Licensed Drivers: 2000, 2010, 2015

Age	2000	2010	2015	Change 2000-2015	Change 2010-2015
15*	9,406	2,592	3,443	-63.4%	32.8%
(%)	1.1%	0.2%	0.3%		
16-24	156,485	153,891	160,140	2.3%	4.1%
(%)	17.5%	14.4%	14.0%		
25-34	154,133	191,583	196,056	27.2%	2.3%
(%)	17.3%	17.9%	17.1%		
35-44	178,401	177,226	186,231	4.4%	5.1%
(%)	20.0%	16.6%	16.3%		
45-54	167,821	195,441	186,222	11.0%	-4.7%
(%)	18.8%	18.3%	16.3%		
55-64	106,190	177,521	195,777	84.4%	10.3%
(%)	11.9%	16.6%	17.1%		
65+	120,516	171,288	216,423	79.6%	26.4%
(%)	13.5%	16.0%	18.9%		
TOTALS	892,952	1,069,542	1,144,292	28.1%	7.0%

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

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

Driver Age and Crash Involvement

Table 17
Driver Age as a Factor in Crashes: 2015

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	3,443	0.3%	381	0.9%	3.1	130	0.8%	2.6
16	10,545	0.9%	1,128	2.7%	3.0	405	2.5%	2.7
17	14,989	1.3%	1,422	3.5%	2.6	522	3.2%	2.4
18	17,106	1.5%	1,596	3.9%	2.6	628	3.8%	2.6
19	19,181	1.7%	1,399	3.4%	2.0	528	3.2%	1.9
20	19,352	1.7%	1,216	3.0%	1.7	475	2.9%	1.7
21	18,343	1.6%	1,219	3.0%	1.8	499	3.0%	1.9
22	19,598	1.7%	1,137	2.8%	1.6	449	2.7%	1.6
23	20,400	1.8%	1,100	2.7%	1.5	428	2.6%	1.5
24	20,626	1.8%	1,064	2.6%	1.4	433	2.6%	1.5
25-34	196,056	17.1%	7,976	19.4%	1.1	3,252	19.9%	1.2
35-44	186,231	16.3%	6,320	15.4%	0.9	2,620	16.0%	1.0
45-54	186,222	16.3%	5,424	13.2%	0.8	2,216	13.5%	0.8
55-64	195,777	17.1%	4,652	11.3%	0.7	1,859	11.3%	0.7
65-74	139,818	12.2%	2,732	6.6%	0.5	1,104	6.7%	0.6
75+	76,605	6.7%	1,513	3.7%	0.5	607	3.7%	0.6
Not Stated or Other			852	2.1%		224	1.4%	
TOTALS	**1,144,292**		**41,131**			**16,379**		

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

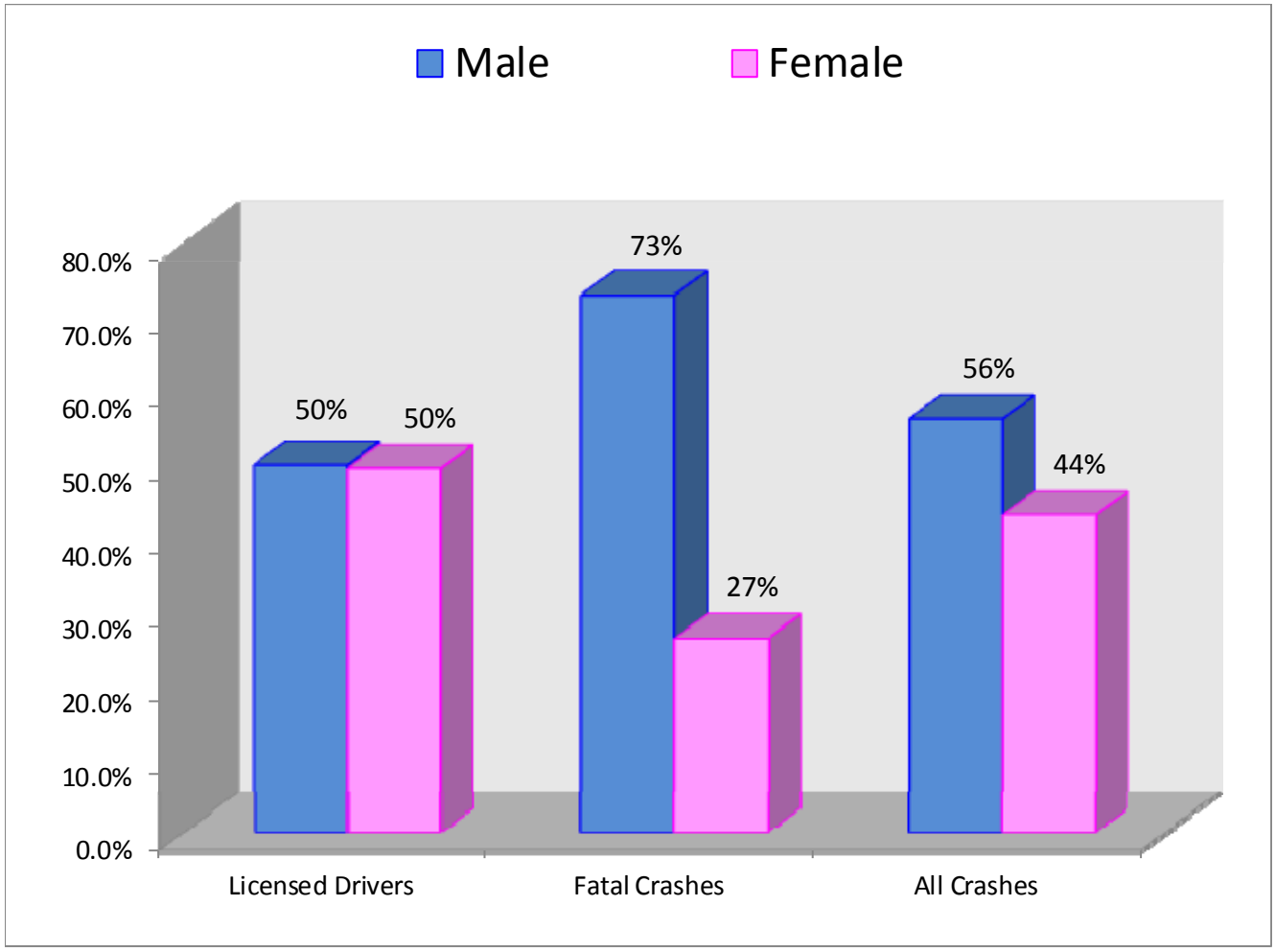
Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.7% of all licensed drivers and accounted for 13.5% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected. Young drivers continue to be over-involved in crashes.

Drivers that were 29 years old in 2015 were the first group of drivers subjected to the Graduated Driver's License (GDL) requirements.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 56% of the drivers in all crashes and 73% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2015



In 2015, males were 1.3 times more likely than females to be involved in any crash and were 2.7 times as likely as females to be involved in a fatal crash.

Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 11), 15 year-old male drivers were involved in 2.7 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 2.6 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2015

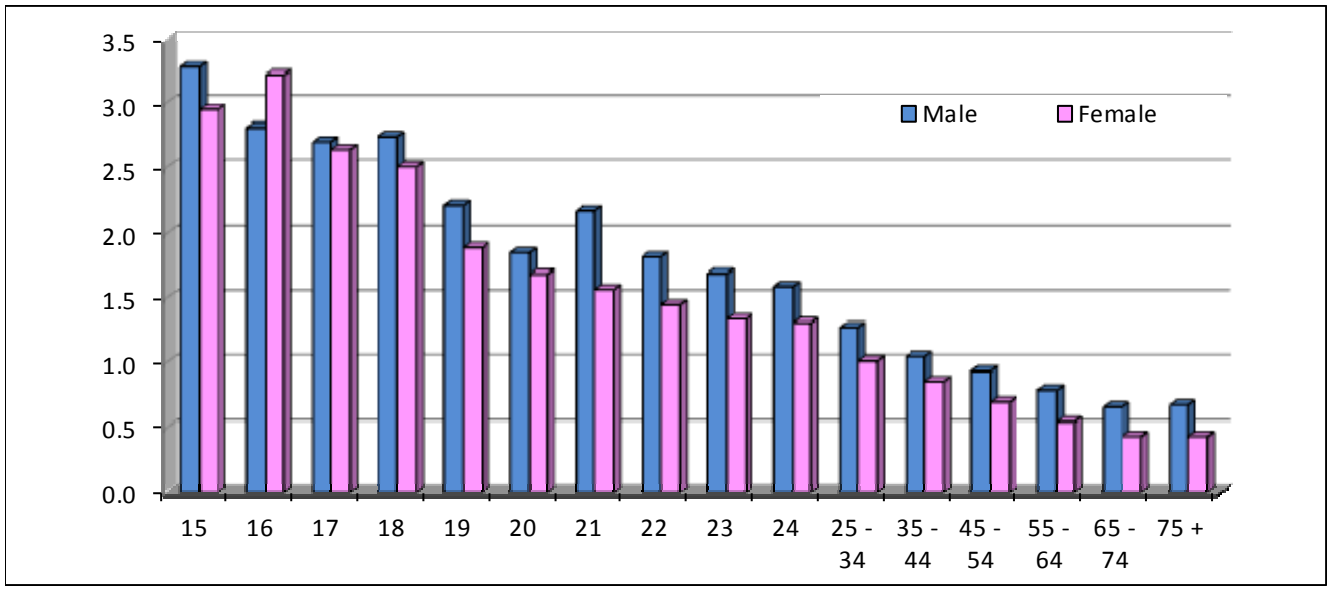
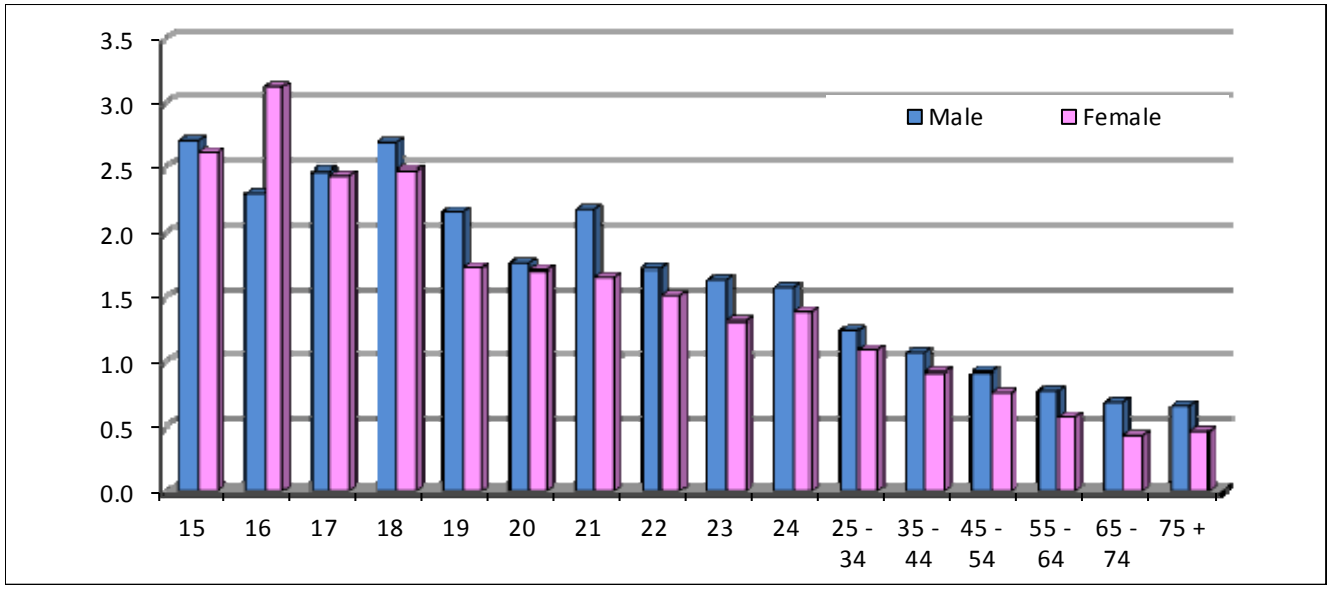


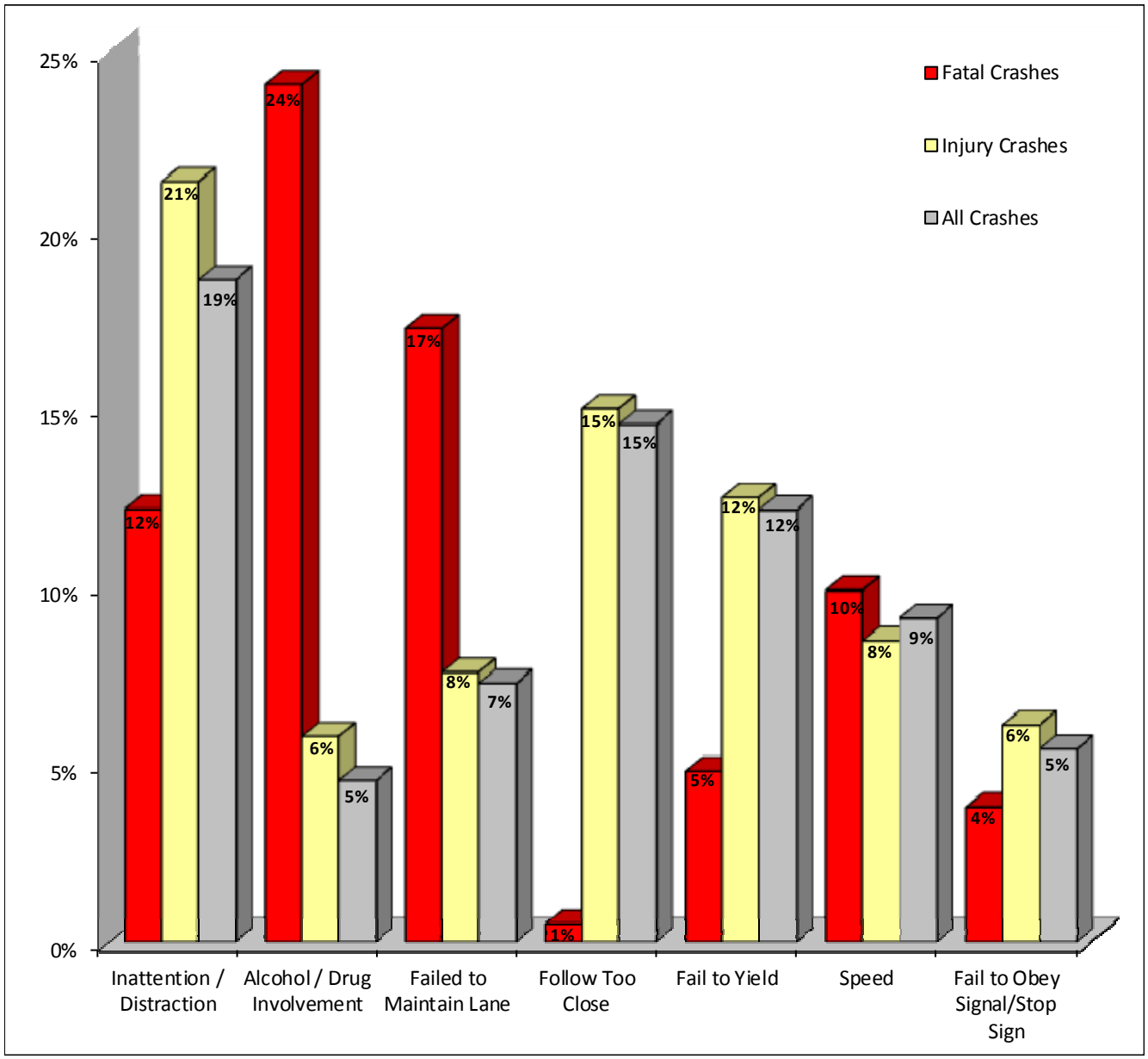
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2015



Contributing Circumstances in Crashes

Figure 12 portrays the seven most prevalent contributing circumstances recorded for fatal crashes, injury crashes, and all crashes. For every vehicle involved in a crash, the investigating officer may indicate up to three circumstances that may have contributed to the occurrence of the crash.

Figure 12
Top Seven Most Prevalent Contributing Circumstances Cited for Traffic Crashes in 2015



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2015 are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18
Top Ten Traffic Violations for Idaho Drivers: 2015

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	61,040	44.9%
2. Safety Restraint Violations	19,380	14.3%
3. Insurance Violations	12,286	9.0%
4. Failure to Obey Traffic Control Devices	8,736	6.4%
5. Driving Under the Influence	6,809	5.0%
6. Driving Without Privileges - Suspended License	5,722	4.2%
7. Following Too Close	5,356	3.9%
8. Reckless or Inattentive Driving	3,053	2.2%
9. Failure to Yield Right of Way	2,827	2.1%
10. Child Safety Seat Violations	938	0.7%
All Other	9,823	7.2%
TOTAL	**135,970**	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

Information from the judicial system is obtained from the Idaho Supreme Court Data Repository. Information from the driving record is provided by the Economics and Research Section of the Division of Administration within the Idaho Transportation Department.

Table 19 is a breakdown by age groups for selected traffic violations. The five violations shown comprise 63% of all violations for 2015. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 19
Selected Traffic Violation Rates for Idaho Licensed Drivers: 2015
(Per 100 Licensed Drivers)

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	3,443	5.9	1.9	0.1	0.6	1.2
16-19	61,821	13.0	2.0	0.4	0.7	1.8
20-24	98,319	11.2	1.5	1.2	0.7	1.1
25-34	196,056	7.1	0.9	1.1	0.4	0.6
35-44	186,231	5.7	0.7	0.8	0.2	0.4
45-54	186,222	4.4	0.6	0.6	0.2	0.3
55-64	195,777	2.8	0.4	0.3	0.1	0.2
65-74	139,818	1.9	0.3	0.1	0.1	0.2
75+	76,605	1.0	0.4	0.0	0.1	0.2
Mean		5.3	0.8	0.6	0.3	0.5

Younger drivers, especially those 19 years of age and younger, had violation rates well above the mean in areas shown to be major contributing factors in crashes, i.e., speeding, inattention, following too close, and failing to stop at stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Economic and Research Section of the Division of Administration within the Idaho Transportation Department and comes directly from driver's license records.

Table 20
Driver's License Suspensions by Violation Type: 2015

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	22,480	37.5%
Failure to Pay Fine	14,338	23.9%
Administrative License Suspension (ALS)*	7,199	12.0%
Driving Under the Influence	5,963	9.9%
Family Responsibility Law	2,712	4.5%
Driving Without Privileges	880	1.5%
Underage Consumption or Possession of Alcohol	824	1.4%
Reckless/Inattentive Driving	716	1.2%
Refused Evidentiary BAC Test	559	0.9%
Recurrence of Violation (Under 17 Years Old)	372	0.6%
Points	350	0.6%
All Others	3,609	6.0%
TOTALS	**60,002**	100.0%

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

The two largest categories of driver's license suspensions are failure to maintain insurance and failure to pay a traffic fine. These two suspensions accounted for 61% of all license suspensions. Driving under the influence accounted for 10% of all license suspensions.

A suspension for Recurrence of Violation is a result of the Graduated Driver's License law. If a driver under 17 years of age receives 2 traffic citations for any moving violation, their license is suspended for 30 days. Any subsequent violation results in a 60 day suspension.

The Economics and Research Section of the Idaho Transportation Department provides the information concerning driver's license suspensions.

SECTION II

Idaho Focus Areas

Impaired Driving

An impaired driving crash is identified by information provided on the crash report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the crash, regardless of whether a Blood Alcohol Content (BAC) test was given or not. Crashes where a sober driver collided with an impaired pedestrian or bicyclist are also included.

Table 21
Impaired Driving Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Impaired Driving Crashes	1,456	1,454	1,425	1,378	1,367	-0.8%	-1.8%
Fatalities	66	73	96	72	87	20.8%	5.7%
Serious Injuries	277	241	228	227	219	-3.5%	-6.3%
Visible Injuries	400	399	362	383	350	-8.6%	-1.2%
Possible Injuries	474	535	445	443	477	7.7%	-1.5%
Impaired Driving Crashes as a % of All Crashes	7.0%	6.8%	6.4%	6.2%	5.7%	-8.6%	-3.8%
Impaired Driving Fatalities as a % of All Fatalities	39.5%	39.7%	44.9%	38.7%	40.3%	4.1%	-0.1%
Impaired Driving Injuries as a % of All Injuries	10.6%	10.7%	9.1%	8.9%	7.9%	-11.5%	-5.2%
All Fatal and Injury Crashes	8,049	8,049	8,049	8,392	9,248	10.2%	1.4%
Impaired Fatal/Injury Crashes	822	843	797	784	781	-0.4%	-1.5%
% Impaired Driving	10.2%	10.5%	9.9%	9.3%	8.4%	-9.6%	-2.9%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.22	1.98	2.04	1.85	1.84	-0.8%	-5.7%
Annual DUI Arrests by Agency*							
Idaho State Police	1,846	1,659	1,304	1,197	1,089	-9.0%	-13.2%
Local Agencies	7,840	7,482	6,825	6,248	6,298	0.8%	-7.3%
Total Arrests	9,686	9,141	8,129	7,445	7,387	-0.8%	-8.4%
DUI Enforcement Rate**	0.89	0.84	0.73	0.66	0.65	-2.1%	-9.6%

**Source: Idaho State Police, Bureau of Criminal Identification*

***DUI Arrests per 100 Licensed Drivers per Year.*

In 2015, impaired driving crashes decreased by 1%, while fatalities resulting from impaired driving crashes increased by 21%. Just more than 8% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Over 40% of all fatalities were the result of an impaired driving crash in 2015. Only 25% of the passenger motor vehicle occupants killed in impaired driving crashes were wearing a seatbelt.

Table 21 also presents a five-year summary of annual DUI arrests by the Idaho State Police (ISP) and local agencies. Local agency DUI arrests were up 1% in 2015 from the prior year, but ISP DUI arrests decreased by 9%. Overall, DUI arrests decreased by 1% from 2014 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2015. The estimated cost of Idaho impaired driving crashes in 2015 was more than $1 billion dollars. This estimate represents just more than 26% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2015 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	87	$9,498,816	$826,397,006
Serious Injuries	219	$454,281	$99,487,576
Visible Injuries	350	$123,732	$43,306,152
Possible Injuries	477	$63,181	$30,137,562
No Injuries	1,448	$3,201	$4,634,644
Total Estimate of Economic Cost			**$1,003,962,940**

Victims of Fatal Crashes Involving Impaired Drivers

Of the 87 people killed in impaired driving crashes, 77 (or 89%) were impaired drivers, impaired pedestrians, or passengers of a motor vehicle riding with an impaired driver.

Table 23
Persons Killed in Impaired Driving Crashes: 2015
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles		Motorcycle			ATV
Impaired Status*	Driver	Passenger	Driver	Passenger	Pedestrian	Driver
Impaired	40	18	13	2	2	2
Not Impaired	4	5	1	0	0	0

** For drivers, bicyclists, and pedestrians, impaired status implies whether the person killed was impaired or not. For passengers, it implies whether the passenger killed was riding with an impaired driver.*

Impaired Driving by Age

Table 24 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in crashes by age. Drivers, ages 18 to 39, are over-represented in impaired driving crashes. Drivers, ages 21 to 23 years-old, are the most over-represented ages. They are involved in close to three times as many impaired driving crashes as you would expect them to be. Ten percent of the impaired drivers involved in crashes were under 21 years of age.

Table 24
DUI Arrests and Impaired Driving Crashes by Driver Age: 2015

	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	0	0.0%	0	0.0%
15	3,443	0.3%	5	0.1%	2	0.1%
16	10,545	0.9%	23	0.3%	5	0.4%
17	14,989	1.3%	41	0.6%	15	1.1%
18	17,106	1.5%			34	2.5%
19	19,181	1.7%	252	3.4%	43	3.2%
20	19,352	1.7%			36	2.7%
21	18,343	1.6%			61	4.5%
22	19,598	1.7%			68	5.1%
23	20,400	1.8%			63	4.7%
24	20,626	1.8%	1,261	17.1%	42	3.1%
25-29	97,264	8.5%	1,195	16.2%	210	15.6%
30-34	98,792	8.6%	987	13.4%	160	11.9%
35-39	97,172	8.5%	825	11.2%	139	10.3%
40-44	89,059	7.8%	718	9.7%	110	8.2%
45-49	90,225	7.9%	642	8.7%	109	8.1%
50-54	95,997	8.4%	546	7.4%	79	5.9%
55-59	100,852	8.8%	460	6.2%	85	6.3%
60+	311,348	27.2%	375	5.1%	81	6.0%
Missing or Unknown			57	0.8%	3	0.2%
TOTALS	1,144,292		7,387		1,345	

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

Impaired Driving by Counties and Cities

Table 25 presents information on impaired driving crashes for Idaho counties by population groupings. Population numbers are based on 2015 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
50,000 and over							
Ada	434.2	316	11	155	11	225	0.4
Bannock	83.7	104	3	58	4	90	0.7
Bonneville	110.1	84	1	48	1	64	0.4
Canyon	207.5	152	10	84	11	139	0.5
Kootenai	150.3	171	4	80	7	114	0.6
Twin Falls	82.4	56	4	32	5	54	0.4
Mean Crash Rate							**0.5**
20,000 - 49,999							
Bingham	45.0	47	7	23	7	37	0.7
Blaine	21.6	16	0	8	0	9	0.4
Bonner	41.9	41	6	26	7	40	0.8
Cassia	23.5	21	1	10	1	12	0.5
Elmore	25.9	15	5	6	6	12	0.4
Jefferson	27.2	10	2	5	2	8	0.3
Jerome	22.8	22	4	8	4	15	0.5
Latah	38.8	27	0	14	0	16	0.4
Madison	38.3	15	1	3	1	6	0.1
Minidoka	20.5	13	1	8	1	10	0.4
Nez Perce	40.0	43	2	11	2	23	0.3
Payette	22.9	10	0	6	0	11	0.3
Mean Crash Rate							**0.4**
10,000 - 19,999							
Boundary	11.3	11	0	8	0	10	0.7
Franklin	13.1	6	0	4	0	4	0.3
Fremont	12.8	7	0	5	0	8	0.4
Gem	16.9	7	0	4	0	10	0.2
Gooding	15.3	15	2	8	2	13	0.7
Idaho	16.3	20	0	15	0	15	0.9
Owyhee	11.3	6	1	2	1	2	0.3
Shoshone	12.4	21	1	10	1	13	0.9
Teton	10.6	3	0	2	0	3	0.2
Valley	10.1	17	0	8	0	9	0.8
Mean Crash Rate							**0.1**

Table 25 (Continued)
Impaired Driving Crashes by County: 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
5,000 - 9,999							
Bear Lake	5.9	5	0	4	0	5	0.7
Benewah	9.1	11	0	4	0	7	0.4
Boise	7.1	12	4	5	5	6	1.3
Caribou	6.8	6	0	5	0	8	0.7
Clearwater	8.5	7	1	4	1	5	0.6
Lemhi	7.7	12	1	8	1	12	1.2
Lincoln	5.3	3	1	2	1	3	0.6
Power	7.6	11	2	7	2	12	1.2
Washington	9.9	1	0	0	0	0	0.0
Mean Crash Rate							**0.7**
0 - 4,999							
Adams	3.8	2	1	1	1	2	0.5
Butte	2.5	1	0	0	0	0	0.0
Camas	1.1	3	0	2	0	2	1.9
Clark	0.9	2	0	2	0	2	2.3
Custer	4.1	10	1	7	1	9	2.0
Lewis	3.8	1	1	0	1	0	0.3
Oneida	4.3	4	0	1	0	1	0.2
Mean Crash Rate							**0.8**
Statewide Totals	**1,654.9**	**1,367**	**78**	**703**	**87**	**1,046**	**0.5**

Table 26 presents information on impaired driving crashes for cities with populations exceeding 2,000 people by population groupings. Population figures are from the U. S. Census Bureau's estimates for cities for 2015.

Table 26
Impaired Driving Crashes by City: 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	218.3	165	6	80	6	105	0.4
Caldwell	51.7	38	2	19	2	39	0.4
Coeur d'Alene	49.1	53	0	22	0	30	0.4
Idaho Falls	59.2	48	0	25	0	27	0.4
Meridian	90.7	69	1	28	1	44	0.3
Nampa	89.8	62	1	30	1	44	0.3
Pocatello	54.4	74	2	35	3	56	0.7
Twin Falls	47.5	21	0	10	0	13	0.2
Mean Crash Rate							**0.4**

Table 26 (Continued)
Impaired Driving Crashes by City: 2015

	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
15,000 - 39,999							
Eagle	23.6	12	0	9	0	12	0.4
Kuna	17.2	5	0	4	0	7	0.2
Lewiston	32.5	30	1	6	1	14	0.2
Moscow	25.1	10	0	4	0	5	0.2
Post Falls	30.5	28	2	14	3	22	0.5
Rexburg	27.7	5	0	1	0	1	0.0
Mean Crash Rate							**0.1**
5,000 - 14,999							
Ammon	15.0	4	0	1	0	1	0.1
Blackfoot	11.7	15	3	5	3	12	0.7
Burley	10.4	9	0	4	0	4	0.4
Chubbuck	14.4	6	0	5	0	6	0.3
Emmett	6.6	2	0	2	0	3	0.3
Fruitland	5.1	3	0	2	0	5	0.4
Garden City	11.6	10	0	3	0	4	0.3
Hailey	8.1	2	0	2	0	2	0.2
Hayden	14.1	13	0	4	0	4	0.3
Jerome	11.2	5	0	2	0	2	0.2
Middleton	6.8	2	1	1	1	5	0.3
Mountain Home	13.7	1	0	0	0	0	0.0
Payette	7.4	1	0	0	0	0	0.0
Preston	5.2	0	0	0	0	0	0.0
Rathdrum	7.5	3	0	2	0	3	
Rupert	5.7	0	0	0	0	0	0.0
Sandpoint	7.8	3	0	2	0	2	0.3
Star	7.8	1	0	1	0	1	0.1
Weiser	5.3	1	0	0	0	0	0.0
Mean Crash Rate							**0.2**

Table 26 (Continued)
Impaired Driving Crashes by City: 2015

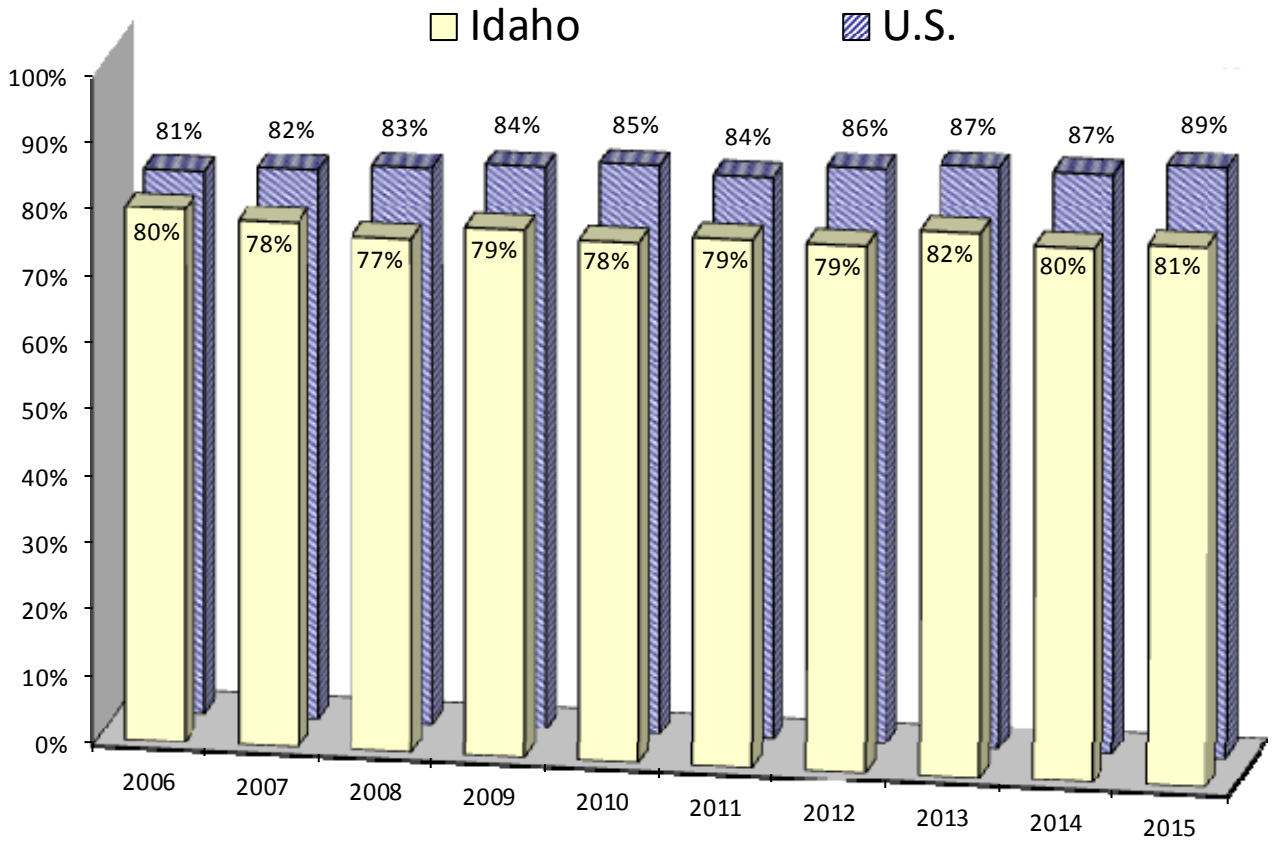
	2015 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.3	3	0	2	0	2	0.5
Bellevue	2.3	1	0	0	0	0	0.0
Bonners Ferry	2.5	1	0	1	0	2	0.4
Buhl	4.3	1	0	0	0	0	0.0
Dalton Gardens	2.4	1	0	1	0	1	0.4
Filer	2.7	1	0	0	0	0	0.0
Gooding	3.5	1	0	1	0	1	0.3
Grangeville	3.2	2	0	2	0	2	0.6
Heyburn	3.2	1	0	0	0	0	0.0
Homedale	2.6	0	0	0	0	0	0.0
Iona	2.1	0	0	0	0	0	0.0
Kellogg	2.1	5	0	3	0	3	1.4
Ketchum	2.7	2	0	1	0	1	0.4
Kimberly	3.6	1	1	0	1	0	0.3
Malad	2.1	0	0	0	0	0	0.0
McCall	3.1	3	0	2	0	2	0.6
Montpelier	2.5	0	0	0	0	0	0.0
Orofino	3.1	5	0	4	0	4	1.3
Parma	2.1	0	0	0	0	0	0.0
Rigby	4.0	2	0	0	0	0	0.0
St. Anthony	3.4	1	0	1	0	1	0.3
St. Maries	2.3	1	0	0	0	0	0.0
Salmon	3.0	4	0	2	0	5	0.7
Shelley	4.3	3	1	1	1	2	0.5
Soda Springs	2.9	0	0	0	0	0	0.0
Spirit Lake	2.1	0	0	0	0	0	0.0
Wendell	2.7	1	0	1	0	1	0.4
Mean Crash Rate							**0.3**

Safety Restraint Usage

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

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up 93% of the vehicles involved in motor vehicle crashes. The U.S. usage rate comes from the National Occupant Protection Use Survey (NOPUS) and the mini NOPUS, which are done alternately every year.

Figure 13
Observed Seat Belt Usage – Idaho vs. U.S.: 2006 - 2015



The methodology for national seat belt surveys differs from that of Idaho and does not include any observation sites in Idaho.

Observational Seat Belt Survey Results

Table 27 shows the observed shoulder harness seat belt use by county. The methodology for the observational seat belt survey was revised in 2013 and a new set of counties and observation sites were selected for the sample.

Table 27
Observed Seat Belt Use by County: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Ada	95.5%	94.7%	92.2%	92.2%	93.9%	1.8%	-1.2%
Bannock	62.2%	67.2%	81.2%	80.5%	87.2%	8.3%	9.3%
Bingham	55.0%	57.0%	81.0%	71.2%	79.7%	11.9%	11.2%
Blaine	71.4%	71.2%	-----	-----	-----	-----	-----
Bonner	66.9%	71.0%	78.3%	81.0%	78.8%	-2.7%	6.6%
Bonneville	67.3%	67.3%	76.9%	70.5%	65.9%	-6.5%	2.0%
Canyon	92.7%	94.2%	81.4%	91.9%	88.1%	-4.1%	0.3%
Cassia	56.5%	57.8%	-----	-----	-----	-----	-----
Elmore	72.8%	76.4%	88.2%	90.5%	89.4%	-1.2%	7.7%
Gem	-----	-----	68.8%	80.2%	72.7%	-----	-----
Gooding	-----	-----	71.2%	68.6%	56.2%	-----	-----
Kootenai	75.8%	72.3%	71.8%	75.9%	74.1%	-2.3%	0.1%
Latah	81.0%	85.4%	78.1%	83.5%	82.9%	-0.7%	1.3%
Madison	68.6%	74.4%	71.6%	72.2%	67.7%	-6.2%	1.8%
Minidoka	66.1%	60.5%	71.6%	62.9%	57.0%	-9.4%	-0.8%
Nez Perce	88.6%	86.5%	85.5%	80.6%	78.2%	-3.0%	-3.1%
Payette	92.6%	92.4%	88.3%	90.5%	92.1%	1.8%	-0.7%
Twin Falls	69.1%	73.6%	76.9%	68.8%	59.7%	-13.3%	0.1%
Statewide	**79.1%**	**79.0%**	**81.6%**	**80.2%**	**81.1%**	**1.1%**	**0.5%**

The Office of Highway Safety evaluates compliance rates through analysis of crash data and statewide observational surveys of seat belt use. Observational surveys are conducted by observing shoulder harness use or non-use. The observational survey is a representative sample of the state and does not include all counties.

Table 28 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts[4] by vehicle type. A map of the transportation districts can be found in Appendix A. District 3 (south-western Idaho) had the highest overall usage at 89.5%, while district 4 (south-central Idaho) had the overall lowest usage at 57.8%.

Table 28
Idaho Safety Belt Observation Survey: 2015 – Usage by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	76.4%	70.4%	74.4%
2	81.2%	73.5%	78.6%
3	90.9%	86.2%	89.5%
4	61.8%	51.8%	57.8%
5	88.2%	82.6%	86.6%
6	71.6%	48.7%	66.0%
Statewide	**83.4%**	**75.8%**	**81.1%**

Usage rates for the occupants of pickup trucks continue to be lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2015 ranged from a high of 86.2% in District 3 (south-western Idaho) to a low of 48.7% in District 6 (north-eastern Idaho).

Self-Reported Seat Belt Usage Results

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

Table 29
Self-Reported Seat Belt Use: 2011-2015
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Fatalities -Restraints Used	31.7%	43.0%	33.1%	44.3%	37.6%	-15.1%	15.4%
Serious Injuries -Restraint Used	66.2%	65.8%	63.2%	64.2%	66.8%	4.0%	-1.0%

Of the 157 passenger motor vehicle occupants over the age of 7 killed in 2015, only 59 were using seat belts. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, there were 59 lives saved in 2015 by seat belt usage and an additional 46 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2015 Costs of Injuries
Persons Using Safety Restraints versus Persons Not Using Safety Restraints
Age 7 & Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

	Safety Restraints			Costs of Injuries		
Injury Type	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	59	92	6	$560,430,153	$873,891,086	$56,992,897
Serious Injury	679	262	76	$308,456,913	$119,021,666	$34,525,369
Visible Injury	2,820	439	231	$348,923,857	$54,318,288	$28,582,061
Possible Injury	5,965	549	449	$376,877,472	$34,686,627	$28,368,480
No Injury	36,784	1,650	3,195	$117,735,325	$5,281,190	$10,226,304
Total				**$1,712,423,720**	**$1,087,198,858**	**$158,695,111**

Self-reported seat belt use can be biased because of the penalties involved for not wearing a seat belt (meaning people misrepresent their belt use to avoid a ticket). The number of people using seat belts is higher for the less severe injury categories because of this bias, but also because seat belts lessen the severity of injuries sustained in crashes.

Local Safety Restraint Usage

Table 31 presents self-reported restraint use rates for all motor vehicle occupants, 7 years old and older, involved in fatal and serious injury crashes for each county, for 2011 through 2015. Crash data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a crash. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes. Values of "---" indicate there were no fatal or serious injury crashes.

Table 31
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2011-2015
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
50,000 and over							
Ada	87.9%	87.8%	83.3%	85.7%	84.1%	-1.8%	-0.8%
Bannock	72.9%	62.4%	61.5%	70.9%	74.8%	5.5%	-0.2%
Bonneville	63.5%	75.3%	65.5%	74.1%	77.9%	5.2%	6.2%
Canyon	81.2%	82.7%	79.6%	80.3%	79.6%	-0.8%	-0.4%
Kootenai	81.1%	77.8%	76.6%	72.9%	78.3%	7.3%	-3.4%
Twin Falls	76.3%	79.2%	69.2%	87.4%	78.5%	-10.2%	5.9%
20,000 - 49,999							
Bingham	62.7%	41.4%	60.4%	55.6%	61.5%	10.6%	1.3%
Blaine	70.6%	42.9%	82.4%	50.0%	63.0%	25.9%	4.5%
Bonner	64.9%	62.9%	73.2%	71.2%	68.2%	-4.2%	3.5%
Cassia	76.5%	53.3%	70.0%	57.6%	63.9%	11.0%	-5.6%
Elmore	62.7%	57.8%	69.2%	80.0%	67.3%	-15.8%	9.2%
Jefferson	53.3%	48.1%	35.3%	71.1%	63.9%	-10.1%	21.6%
Jerome	69.8%	71.9%	62.9%	59.1%	52.6%	-10.9%	-5.2%
Latah	60.7%	77.6%	58.3%	46.4%	87.5%	88.5%	-5.8%
Madison	43.3%	63.2%	69.7%	42.9%	57.1%	33.3%	5.9%
Minidoka	73.7%	72.7%	53.3%	53.8%	31.8%	-40.9%	-9.0%
Nez Perce	82.9%	74.1%	63.8%	62.1%	81.0%	30.4%	-9.0%
Payette	71.4%	74.1%	70.7%	70.6%	62.8%	-11.0%	-0.3%
10,000 - 19,999							
Boundary	61.1%	72.7%	80.0%	47.4%	40.0%	-15.6%	-3.9%
Franklin	88.9%	69.2%	14.3%	52.4%	72.7%	38.8%	55.1%
Fremont	69.2%	79.3%	36.0%	78.8%	59.3%	-24.8%	26.3%
Gem	64.3%	95.0%	66.7%	36.8%	68.2%	85.1%	-8.9%
Gooding	39.6%	62.5%	41.7%	23.1%	72.4%	213.8%	-6.7%
Idaho	60.5%	50.0%	53.7%	51.1%	51.7%	1.3%	-5.0%
Owyhee	18.2%	55.6%	36.0%	58.3%	22.2%	-61.9%	77.5%
Shoshone	50.0%	60.0%	36.7%	58.8%	35.7%	-39.3%	13.8%
Teton	----	50.0%	77.8%	50.0%	0.0%	-100.0%	---
Washington	64.7%	84.6%	33.3%	50.0%	73.7%	47.4%	6.7%

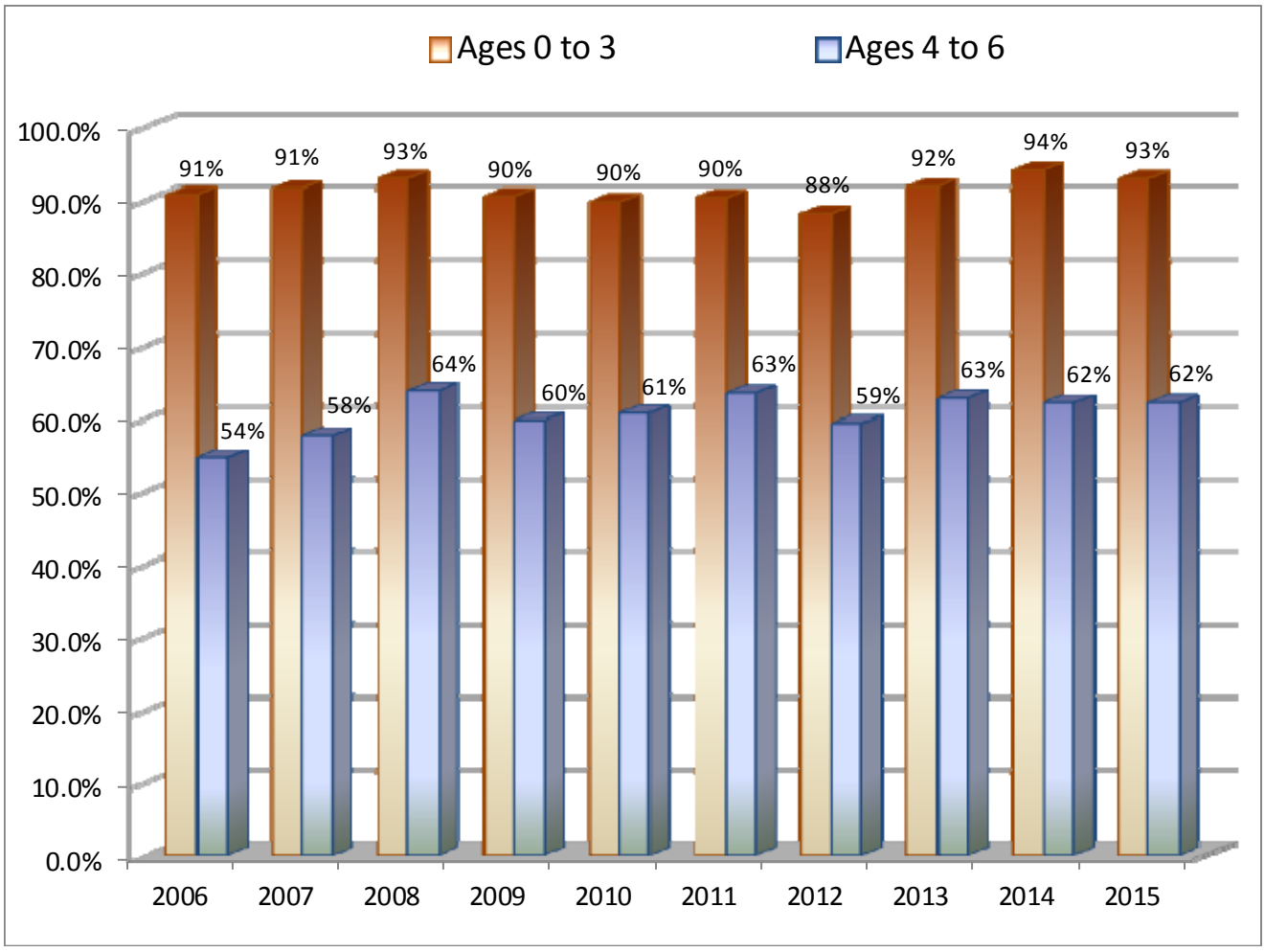
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2011-2015
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
5,000 - 9,999							
Bear Lake	66.7%	55.0%	80.0%	66.7%	40.0%	-40.0%	3.8%
Benewah	85.7%	52.6%	35.3%	55.6%	63.6%	14.5%	-4.7%
Boise	76.3%	45.5%	73.5%	60.0%	61.5%	2.6%	1.0%
Caribou	100.0%	50.0%	54.5%	33.3%	45.5%	36.4%	-26.6%
Clearwater	10.0%	100.0%	55.6%	76.9%	25.0%	-67.5%	298.0%
Lemhi	40.0%	30.0%	46.7%	0.0%	53.8%	----	-23.1%
Lincoln	44.4%	16.7%	37.5%	76.9%	75.0%	-2.5%	55.9%
Power	34.3%	50.0%	80.0%	53.8%	46.2%	-14.3%	24.4%
Valley	64.7%	77.3%	94.4%	81.8%	71.4%	-12.7%	9.4%
0 - 4,999							
Adams	100.0%	28.6%	68.8%	0.0%	92.3%	---	-10.3%
Butte	0.0%	---	0.0%	66.7%	16.7%	-75.0%	---
Camas	---	---	---	---	100.0%	---	---
Clark	50.0%	66.7%	33.3%	---	100.0%	---	---
Custer	44.4%	18.2%	91.7%	50.0%	71.4%	42.9%	99.9%
Lewis	70.0%	66.7%	33.3%	40.0%	100.0%	150.0%	-11.6%
Oneida	66.7%	50.0%	37.5%	66.7%	33.3%	-50.0%	9.3%
Statewide Average	**73.1%**	**74.4%**	**74.6%**	**71.4%**	**75.0%**	**5.0%**	**-0.8%**

Child Safety Seat Usage by Age Groups

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

Figure 14
Child Safety Seat Usage by Age Group in Crashes: 2006 - 2015



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (93%), while only 62% place their toddlers (ages 4-6) in child safety seats or booster seats, even though they are too small for seat belts to fit them correctly.

Child Safety Seat – Self-Reported Usage

Table 32
Self-Reported Child Safety Seat Use by Injury Type: 2011-2015
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Fatalities							
Restrained	2	1	1	3	3	0.0%	50.0%
Unrestrained	2	1	2	5	2	-60.0%	66.7%
Serious Injuries							
Restrained	10	7	9	9	7	-22.2%	-0.5%
Unrestrained	7	6	4	11	5	-54.5%	42.5%
Visible Injuries							
Restrained	47	44	55	64	66	3.1%	11.7%
Unrestrained	22	36	35	15	30	100.0%	1.2%
Possible Injuries							
Restrained	173	179	209	160	267	66.9%	-1.1%
Unrestrained	51	59	68	49	76	55.1%	1.0%
No Injuries							
Restrained	2,019	1,913	2,053	2,051	2,150	4.8%	0.7%
Unrestrained	454	592	501	476	498	4.6%	3.3%
Total Restrained	2,251	2,144	2,324	2,287	2,493	9.0%	0.7%
Total Unrestrained	536	694	608	556	611	9.9%	2.8%
% of Children Restrained	80.8%	75.5%	79.3%	80.4%	80.3%	-0.2%	0.0%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that a child safety seats saved 7 lives in 2015. Another live may have been saved if all children had been restrained in child safety seats. Additionally, 16 serious injuries were prevented and 3 of the 5 unrestrained serious injuries may have been prevented if they had all been properly restrained.

Aggressive Driving

Aggressive driving behaviors include: failure to yield right of way, fail to obey stop sign, exceeded posted speed, driving too fast for conditions, following too close, and fail to obey signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver or individual and is a criminal offense.

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

Table 33
Aggressive Driving Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Total Aggressive Driving Crashes	10,266	11,442	12,522	12,366	12,383	0.1%	6.5%
Fatalities	64	66	84	72	77	6.9%	5.4%
Serious Injuries	573	629	635	649	637	-1.8%	4.3%
Visible Injuries	1,726	1,944	2,109	2,077	2,282	9.9%	6.5%
Possible Injuries	3,546	3,964	4,255	4,356	4,652	6.8%	7.2%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	238	233	244	229	276	20.5%	-1.2%
Driving Too Fast for Conditions	174	215	219	205	171	-16.6%	6.3%
Following Too Close	79	93	95	124	115	-7.3%	16.8%
Fail to Obey Stop Sign	65	100	97	102	92	-9.8%	18.7%
Exceeded Posted Speed	65	63	68	58	49	-15.5%	-3.3%
Fail to Obey Signal	59	63	50	60	50	-16.7%	2.0%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.13	4.39	4.53	4.47	4.29	-4.0%	2.7%

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

In 2015, aggressive driving was a contributing factor in 52% of all crashes in Idaho. While 74% of all aggressive driving crashes occur in urban areas, 70% of the fatal aggressive driving crashes occur in rural areas.

Only 15% of all aggressive driving crashes involved a single vehicle, while 39% of fatal aggressive driving crashes involved only one vehicle. Of the 28 fatal aggressive driving crashes that involved a single vehicle, 22 (or 79%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly $1.7 billion dollars in 2015. This represents 44% of the total costs of Idaho crashes (as shown in Table 4).

Involvement in Aggressive Driving Crashes by Driver Age

Drivers ages 19 and younger were 4.4 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.2 times as likely as all other drivers to be involved in aggressive driving crashes. (Note: the odds ratios above compare the involvement of a group of drivers to the involvement of all other drivers combined.) Drivers under the age of 25 represent more than one-third (38%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2015

	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
0-14	0	0.0%	17	0.1%		12	0.2%	
15	3,443	0.3%	174	1.4%	4.6	59	1.1%	3.8
16	10,545	0.9%	525	4.2%	4.5	197	3.8%	4.1
17	14,989	1.3%	661	5.2%	4.0	266	5.1%	3.9
18	17,106	1.5%	692	5.5%	3.7	284	5.4%	3.6
19	19,181	1.7%	605	4.8%	2.9	246	4.7%	2.8
20	19,352	1.7%	463	3.7%	2.2	185	3.5%	2.1
21	18,343	1.6%	468	3.7%	2.3	186	3.6%	2.2
22	19,598	1.7%	408	3.2%	1.9	173	3.3%	1.9
23	20,400	1.8%	406	3.2%	1.8	150	2.9%	1.6
24	20,626	1.8%	379	3.0%	1.7	159	3.1%	1.7
25-34	196,056	17.1%	2,442	19.4%	1.1	1,021	19.6%	1.1
35-44	186,231	16.3%	1,624	12.9%	0.8	696	13.4%	0.8
45-54	186,222	16.3%	1,316	10.4%	0.6	558	10.7%	0.7
55-64	195,777	17.1%	1,067	8.5%	0.5	446	8.6%	0.5
65-74	139,818	12.2%	690	5.5%	0.4	295	5.7%	0.5
75+	76,605	6.7%	518	4.1%	0.6	229	4.4%	0.7
Not Stated or Other			157	1.2%		50	1.0%	
TOTALS	**1,144,292**		**12,612**			**5,212**		

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

Distracted Driving

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

Table 35
Distracted Driving Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Total Distracted Driving Crashes	4,925	4,890	4,757	4,781	5,470	14.4%	-1.0%
Fatalities	41	41	43	39	51	30.8%	-1.5%
Serious Injuries	372	422	339	364	425	16.8%	0.4%
Visible Injuries	1,064	1,005	996	1,033	1,285	24.4%	-0.9%
Possible Injuries	1,906	1,792	1,831	1,846	2,211	19.8%	-1.0%
Distracted Driving Crashes as a % of All Crashes	23.6%	22.8%	21.3%	21.6%	22.8%	5.4%	-2.9%
Distracted Driving Fatalities as a % of All Fatalities	24.6%	22.3%	20.1%	21.0%	23.6%	12.6%	-4.9%
Distracted Driving Injuries as a % of All Injuries	30.8%	29.3%	27.9%	27.6%	29.7%	7.7%	-3.6%
All Fatal and Injury Crashes	7,644	8,049	8,049	8,392	9,248	10.2%	3.2%
Distracted Fatal/Injury Crashes	2,248	2,153	2,096	2,182	2,568	17.7%	-0.9%
% DistractedDriving	29.4%	26.7%	26.0%	26.0%	27.8%	6.8%	-3.9%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.68	2.92	2.41	2.50	2.86	14.5%	-1.6%

Distracted driving crashes made up 23% of all crashes in 2015 and were responsible for 24% of all fatalities. While 73% of all distracted driving crashes occurred on urban roadways, 74% of the fatal distracted driving crashes occurred on rural roadways.

While only 19% of all distracted driving crashes involved a single vehicle, 48% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was over $985 million dollars in 2015. This represents 27% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes were the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 11 fatal and 1,009 total crashes that involved Distracted in or on Vehicle. Inattention makes up a larger portion of the distracted driving crashes. Of course, both Inattention and Distracted in or on Vehicle could be contributing circumstances in a single crash.

Figure 15

Percentage of Fatal Distracted In or On Vehicle Crashes by Type of Distraction: 2015

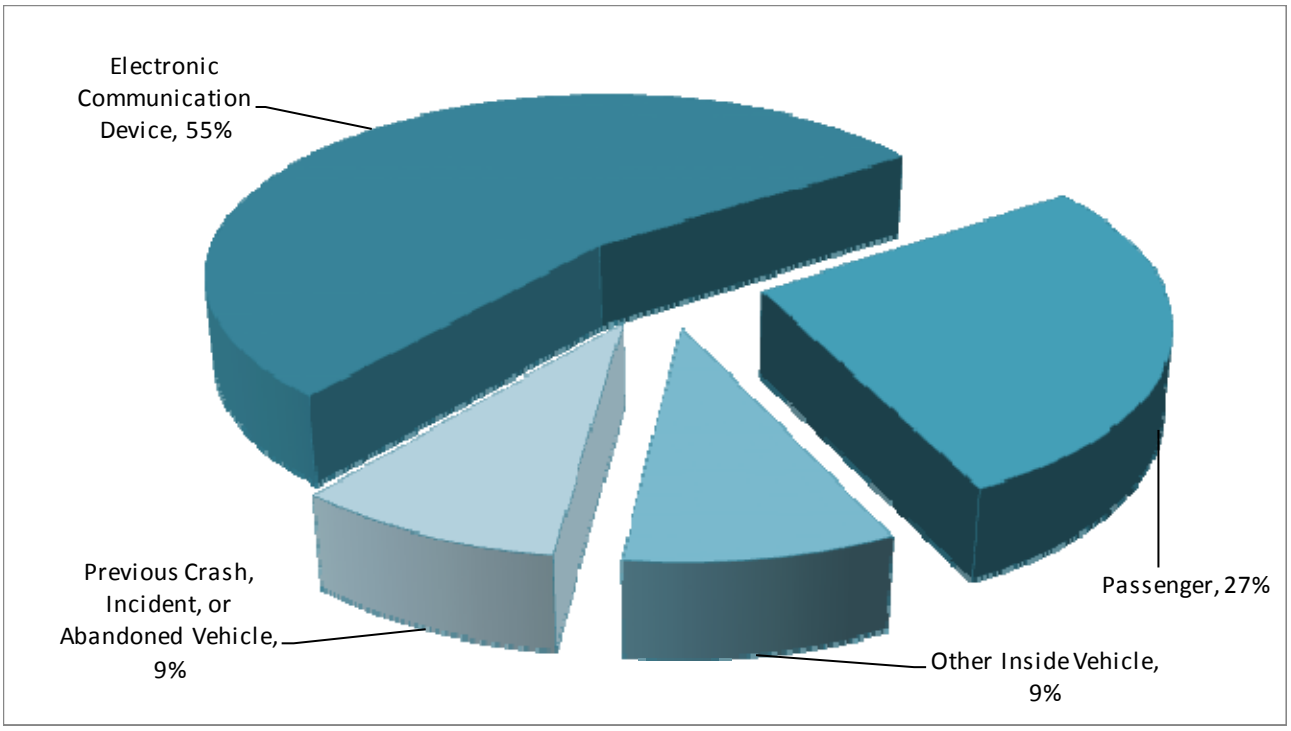
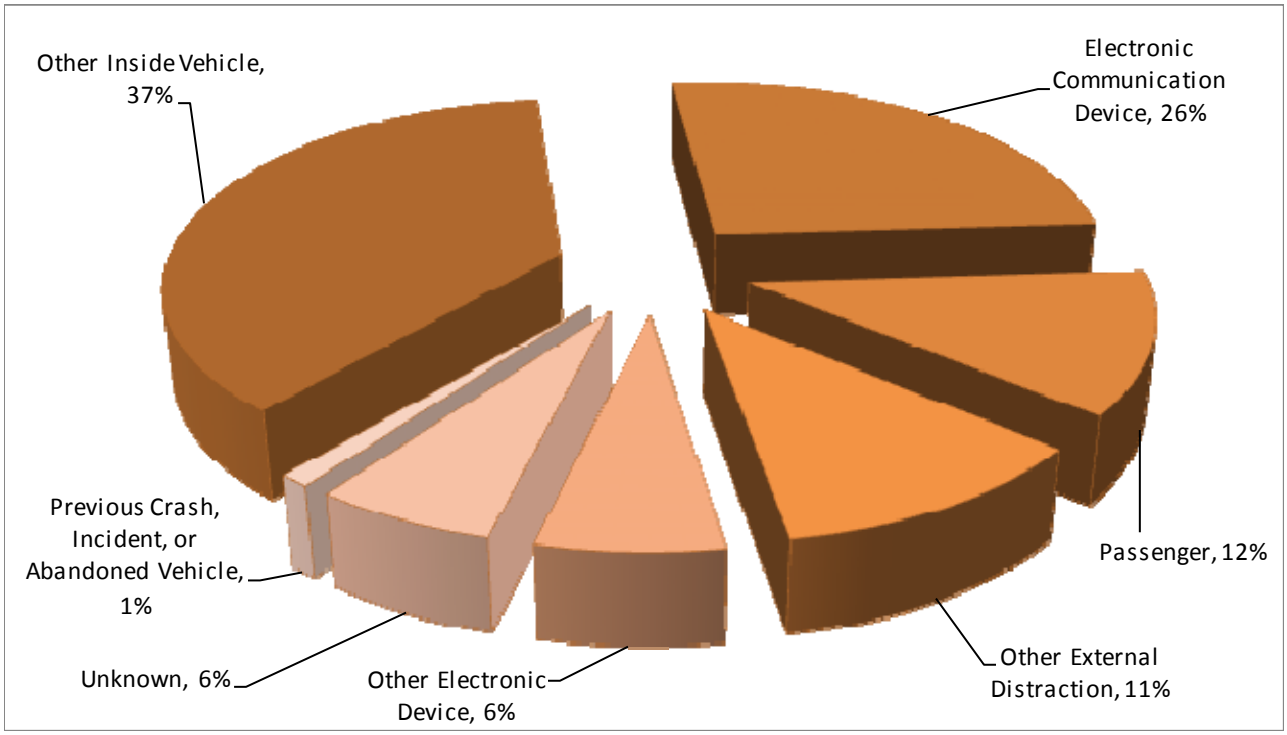


Figure 16

Percentage of Total Distracted In or On Vehicle Crashes by Type of Distraction: 2015



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2015, more than one out of every five crashes involved a youthful driver. In 2015, youthful drivers were involved in 2.5 times as many crashes as you would expect them to be and were 2.8 times as likely as all other drivers to be involved in a crash.

Table 36
Crashes Involving Youthful Drivers (15 to 19 Years Old): 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Total Crashes	4,648	4,796	4,825	4,668	5,374	15.1%	0.2%
Fatalities	34	14	26	20	34	70.0%	1.3%
Serious Injuries	211	230	214	198	270	36.4%	-1.8%
Visible Injuries	784	782	785	812	997	22.8%	1.2%
Possible Injuries	1,541	1,541	1,524	1,547	1,903	23.0%	0.1%
Drivers 15-19 in Fatal & Serious Injury Crashes	201	211	197	182	232	27.5%	-3.1%
% of all Drivers in Fatal & Serious Injury Crashes	10.7%	11.2%	10.5%	9.4%	12.0%	27.5%	-3.9%
Licensed Drivers 15-19	62,674	62,094	62,398	62,895	65,264	3.8%	0.1%
% of Total Licensed Drivers	5.7%	5.7%	5.6%	5.6%	5.7%	2.3%	-0.9%
Driver Involvement Rate*	1.85	1.98	1.87	1.69	2.11	24.6%	-2.7%
Teen Drivers in Fatal Crashes	28	12	22	19	32	68.4%	4.2%
Impaired Teen Drivers in Fatal Crashes	8	3	5	4	7	75.0%	-5.3%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	28.6%	25.0%	22.7%	21.1%	21.9%	3.9%	-9.7%

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

The 34 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 34 people killed in youthful driver crashes, 14 were the youthful drivers. Of the 8 youthful drivers killed, 1 was on an ATV, 2 were on Motorcycles and 11 were driving passenger motor vehicles. Only 4 (36%) of the youthful drivers of passenger motor vehicles were wearing seat belts.

Additionally, there were 6 teen passengers killed in motor vehicle crashes (1 of them was killed in a crash involving a youthful driver). Of the 6 teen passenger motor vehicle passengers killed in crashes, only one of them was wearing a seat belt.

While 71% of all crashes involving youthful drivers occurred in urban areas, 67% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2015, the economic cost of crashes involving youthful drivers was nearly $728 million dollars. This represents 19% of the total cost of crashes (as shown in Table 4).

Emergency Medical Services

Table 37 shows Emergency Medical Services (EMS) response to crashes in Idaho. EMS response to crashes indicates the number of crashes where an EMS unit responded and transported persons to medical facilities.

Table 37
Emergency Medical Services Response to Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Total Crashes	20,833	22,347	22,347	22,134	24,018	8.5%	2.1%
Fatal & Injury Crashes With EMS Response	5,140	5,150	5,342	5,602	6,142	9.6%	2.9%
% with EMS Response	65.9%	64.0%	66.4%	66.8%	66.4%	-0.5%	0.5%
Persons Killed or Injured in Crashes	11,033	11,557	11,557	11,954	13,423	12.3%	2.7%
Transported from Urban Areas	2,258	2,288	2,272	2,278	2,589	13.7%	0.3%
Transported from Rural Areas	2,236	2,214	2,189	2,288	2,321	1.4%	0.8%
Total Transported by EMS	4,494	4,502	4,461	4,566	4,910	7.5%	0.5%
% of Killed/Injured Transported	40.7%	39.0%	38.6%	38.2%	36.6%	-4.2%	-2.1%
Trapped and Extricated	457	439	424	459	504	9.8%	0.3%
Fatal/Serious Injuries Transported by Helicopter	149	147	142	110	173	57.3%	-9.1%

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

Pedestrians in Crashes

Crashes involving pedestrians decreased by 11% in 2015, and the number of pedestrians killed in motor vehicle crashes decreased by 43%. Of all pedestrians involved in crashes in 2015, 96% received some degree of injury. Of the pedestrians killed in motor vehicle crashes in 2015, one was 13 years old and the other 7 were 23 years of age or older. Impaired pedestrians were involved in 6% of all pedestrian crashes and 25% of fatal pedestrian crashes.

Table 38
Pedestrians in Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Pedestrian Crashes	216	229	206	232	207	-10.8%	2.9%
Fatalities	10	13	14	14	8	-42.9%	12.6%
Serious Injuries	55	53	53	55	51	-7.3%	0.0%
Visible Injuries	80	102	88	87	103	18.4%	4.2%
Possible Injuries	66	69	53	78	66	-15.4%	9.5%
Pedestrians in Crashes	226	242	218	245	224	-8.6%	3.2%
Pedestrian Fatal and Serious Injuries	65	66	67	69	59	-14.5%	2.0%
% of All Fatal and Serious Injuries	4.5%	4.5%	4.5%	4.7%	3.8%	-20.4%	2.0%
Impaired Fatal and Serious Injuries*	9	9	10	7	6	-14.3%	-6.3%
% of Ped Fatal & Serious Injuries	13.8%	13.6%	14.9%	10.1%	10.2%	0.2%	-8.0%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	3	7	6	5	1	-80.0%	34.1%
4 to 14	34	41	34	35	46	31.4%	2.2%
15 to 19	34	43	31	47	29	-38.3%	16.7%
20 to 24	21	31	31	25	26	4.0%	9.4%
25 to 34	26	23	20	29	30	3.4%	6.8%
35 to 44	18	14	27	25	20	-20.0%	21.1%
45 to 54	29	30	22	19	21	10.5%	-12.3%
55 to 64	22	13	21	21	19	-9.5%	6.9%
65 and Older	22	18	14	24	22	-8.3%	10.3%
Missing/Unknown Age	2	1	2	4	2	-50.0%	50.0%

** Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.*

In 2015, the economic cost of crashes involving pedestrians was just more than $116 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

The number of bicycle crashes decreased by 3% in 2015 and there were no bicyclists killed. Of the bicyclists involved in crashes in 2015, 96% received some degree of injury. Of all bicyclists involved in crashes in 2015, 18% were between the ages of 4 and 14.

Table 39
Bicyclists in Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Bicycle Crashes	346	389	334	296	286	-3.4%	-4.4%
Fatalities	0	2	3	2	0	-100.0%	38.9%
Serious Injuries	45	51	51	41	36	-12.2%	-2.1%
Visible Injuries	174	206	167	152	149	-2.0%	-3.2%
Possible Injuries	117	117	104	100	101	1.0%	-5.0%
Bicyclists in Crashes	349	399	341	305	353	15.7%	-3.6%
Bicycle Fatal and Serious Injuries	45	53	54	43	36	-16.3%	-0.2%
% of All Fatal and Serious Injuries	3.1%	3.6%	3.7%	2.9%	2.3%	-22.0%	-0.1%
Bicyclists in Crashes Wearing Helmets	83	97	69	82	63	-23.2%	2.3%
% of Bicyclists Wearing Helmets	23.8%	24.3%	20.2%	26.9%	17.8%	-33.6%	6.1%
Impaired Fatal and Serious Injuries*	2	2	1	2	0	-100.0%	16.7%
% of Bicycle Fatal & Serious Injuries	4.4%	3.8%	1.9%	4.7%	0.0%	-100.0%	28.4%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	1	0	1	1	1	0.0%	33.3%
4 to 14	74	70	54	54	50	-7.4%	-9.4%
15 to 19	66	66	57	45	48	6.7%	-11.6%
20 to 24	51	59	56	55	44	-20.0%	2.9%
25 to 34	59	66	49	45	39	-13.3%	-7.4%
35 to 44	31	38	38	36	35	-2.8%	5.8%
45 to 54	30	35	25	32	23	-28.1%	5.4%
55 to 64	16	27	19	19	28	47.4%	13.0%
65 and Older	7	13	18	6	5	-16.7%	19.2%
Missing/Unknown Age	1	0	8	2	4	100.0%	#DIV/0!

** Implies the bicyclist was impaired, the sobriety of the driver that struck the bicyclist is not taken into account.*

The percentage of bicyclists involved in crashes that were wearing helmets continues to remain very low at 22%. However, 32% of bicyclists 35 years of age and older involved in crashes were wearing helmets while only 17% of bicyclists under age 35 were wearing helmets.

In 2015, the economic cost of crashes involving bicyclists was $41 million dollars. This represents 1% of the total cost of Idaho crashes (as shown in Table 4).

Motorcyclists in Crashes

The number of motorcycle crashes increased in 2015 by 7%, while the number of motorcycle fatalities increased 12%. Of all motorcyclists involved in crashes in 2015, 88% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 54% of fatal motorcycle crashes involved impaired motorcyclists. Roughly four out of every nine motorcycle crashes (45%) were single-vehicle crashes and 64% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2015, 64% were 40 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 83% of those riders involved in crashes in 2015 were wearing a helmet. Only 56% of riders 18 and older involved in crashes were wearing helmets.

Table 40
Motorcyclists in Crashes: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Motorcycle Crashes	489	545	517	510	546	7.1%	1.7%
Fatalities	17	22	26	25	28	12.0%	14.6%
Serious Injuries	153	158	150	146	174	19.2%	-1.5%
Visible Injuries	192	253	221	207	225	8.7%	4.3%
Possible Injuries	104	105	95	87	131	50.6%	-5.7%
Motorcyclists in Crashes	549	621	584	562	611	8.7%	1.1%
Registered Motorcycles*	56,643	62,964	54,813	60,160	51,219	-14.9%	2.7%
Motorcyclists Wearing Helmets	299	351	306	328	347	5.8%	3.9%
% Motorcyclists Wearing Helmets	54.5%	56.5%	52.4%	58.4%	56.8%	-2.7%	2.6%
Motorcycle Drivers in Crashes by Age							
0 to 14	2	5	5	4	3	-25.0%	43.3%
15 to 20	27	40	34	39	48	23.1%	16.0%
21 to 24	50	52	52	51	52	2.0%	0.7%
25 to 34	92	109	102	103	94	-8.7%	4.3%
35 to 44	95	94	93	73	78	6.8%	-7.9%
45 to 54	106	110	109	95	107	12.6%	-3.3%
55 to 64	93	94	101	95	115	21.1%	0.9%
65 and up	24	47	32	52	49	-5.8%	42.1%
Missing/Unknown	3	0	1	3	6	100.0%	#DIV/0!

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

In 2015, the economic cost of crashes involving motorcyclists was $381 million dollars. This represents 10% of the total cost of Idaho crashes (as shown in Table 4).

Commercial Motor Vehicles in Crashes

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

Table 41
Commercial Motor Vehicle Crash Rates : 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Fatal Crashes	22	14	33	22	30	36.4%	22.0%
Injury Crashes	421	447	495	539	586	8.7%	8.6%
Total Crashes	1,535	1,521	1,681	1,613	1,768	9.6%	1.9%
Commercial VMT (100 millions)	26.9	27.4	28.2	28.6	29.3	2.6%	2.0%
Fatal Crash Rate	0.8	0.5	1.2	0.8	1.0	32.9%	19.1%
Injury Crash Rate	15.6	16.3	17.6	18.9	20.0	6.0%	6.4%
Total Crash Rate	57.0	55.5	59.6	56.4	60.3	6.8%	-0.2%

Table 42 presents the location of CMV crashes by severity and roadway type. While 50% of all CMV crashes occurred on rural roadways, 80% of fatal CMV crashes took place on rural roadways.

Table 42
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2015

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	0	0.0%	73	12.5%	66	5.7%	139	7.9%
Rural	4	13.3%	80	13.7%	117	10.2%	201	11.4%
U.S. or State Highway								
Urban	3	10.0%	69	11.8%	151	13.1%	223	12.6%
Rural	15	50.0%	146	24.9%	235	20.4%	396	22.4%
Local								
Urban	3	10.0%	144	24.6%	383	33.2%	530	30.0%
Rural	5	16.7%	74	12.6%	200	17.4%	279	15.8%
Total	**30**	**1.7%**	**586**	**33.1%**	**1,152**	**65.2%**	**1,768**	

The largest percentage of all CMV crashes (46%) occurred on local roads, while the largest percentage of fatal CMV crashes (60%) took place on US and State highways.

Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2011 to 2015.

Table 43
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Bus							
Fatal Crashes	1	0	1	0	1	0.0%	33.3%
Injury Crashes	32	23	28	26	30	15.4%	-4.5%
Property Damage Crashes	75	66	86	82	76	-7.3%	4.6%
Single Unit Truck							
Fatal Crashes	8	3	7	5	2	-60.0%	14.1%
Injury Crashes	116	120	119	148	153	3.4%	9.0%
Property Damage Crashes	291	237	266	293	289	-1.4%	1.3%
Single Unit Truck with Trailer							
Fatal Crashes	0	0	2	3	1	-66.7%	83.3%
Injury Crashes	14	12	6	9	6	-33.3%	-4.8%
Property Damage Crashes	44	36	32	29	38	31.0%	-12.9%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	0	1	0	0	0.0%	0.0%
Injury Crashes	10	10	9	11	10	-9.1%	4.1%
Property Damage Crashes	16	28	21	22	20	-9.1%	18.3%
Semi with Single-Trailer Configurations							
Fatal Crashes	8	7	19	12	18	50.0%	40.7%
Injury Crashes	161	192	213	222	225	1.4%	11.5%
Property Damage Crashes	503	471	512	391	442	13.0%	-7.1%
Semi with Double-Trailer Configurations							
Fatal Crashes	3	3	2	1	4	300.0%	-27.8%
Injury Crashes	31	34	28	32	30	-6.3%	2.1%
Property Damage Crashes	91	78	60	56	68	21.4%	-14.7%
Semi with Triple-Trailer Configurations							
Fatal Crashes	0	0	1	0	0	0.0%	0.0%
Injury Crashes	4	2	1	3	4	33.3%	33.3%
Property Damage Crashes	9	3	7	8	6	-25.0%	27.0%

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

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

Table 44
Vehicles in All Crashes by Vehicle Type: 2011-2015

Vehicle Type	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Passenger Cars	17,102	17,600	18,355	18,471	19,786	7.1%	2.6%
%	46.9%	46.7%	46.6%	47.1%	46.0%	-2.3%	0.2%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	16,474	17,124	18,046	17,901	20,228	13.0%	2.8%
%	45.2%	45.5%	45.8%	45.7%	47.1%	3.1%	0.4%
Medium Trucks*	478	416	443	501	500	-0.2%	2.2%
%	1.3%	1.1%	1.1%	1.3%	1.2%	-9.0%	-0.1%
Large Trucks**	859	863	914	788	851	8.0%	-2.5%
%	2.4%	2.3%	2.3%	2.0%	2.0%	-1.5%	-4.9%
Buses	110	89	116	108	107	-0.9%	1.4%
%	0.3%	0.2%	0.3%	0.3%	0.2%	-9.6%	-1.1%
Motorcycles	500	563	534	523	561	7.3%	1.8%
%	1.4%	1.5%	1.4%	1.3%	1.3%	-2.2%	-0.6%
All Other***	963	1,019	982	914	946	3.5%	-1.6%
%	2.6%	2.7%	2.5%	2.3%	2.2%	-5.6%	-3.9%
TOTALS	36,486	37,674	39,390	39,206	42,979	9.6%	2.4%

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

Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2015, there were 4,838 people involved in CMV crashes. Occupants of passenger vehicles comprised 53% of the people involved in CMV crashes. Of the 34 fatalities that occurred in CMV crashes, 79% were occupants of passenger cars, pickups, vans, or other vehicles while 15% were occupants of CMV's.

Table 45
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2015

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	5	11	16	2	34
% of Fatalities	14.7%	32.4%	47.1%	5.9%	0.7%
Serious Injuries	27	40	47	11	125
% of Serious Injuries	21.6%	32.0%	37.6%	8.8%	2.6%
Visible Injuries	69	77	96	7	249
% of Visible Injuries	27.7%	30.9%	38.6%	2.8%	5.1%
Possible Injuries	97	169	223	9	498
% of Possible Injuries	19.5%	33.9%	44.8%	1.8%	10.3%
Non-Injury	2,001	630	1,278	23	3,932
% of Non- Injury	50.9%	16.0%	32.5%	0.6%	81.3%
Column Totals	2,199	927	1,660	52	4,838
(% OF TOTAL)	45.5%	19.2%	34.3%	1.1%	

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

In 2015, the economic cost of crashes involving commercial motor vehicles was nearly $455 million dollars. This represents 12% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2011-2015

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Work Zone Crashes	441	342	332	407	444	9.1%	-0.9%
Fatalities	3	1	3	1	2	100.0%	22.2%
Serious Injuries	35	23	12	34	27	-20.6%	33.7%
Visible Injuries	79	34	50	108	95	-12.0%	35.4%
Possible Injuries	128	104	109	204	222	8.8%	24.4%
% All Crashes	2.1%	1.5%	1.5%	1.8%	1.8%	0.5%	-1.6%
Workers Injured	2	1	1	0	1	#DIV/0!	0.0%

Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by. While most crashes occurring in work zones do not involve a worker, there have been a few crashes that have involved workers.

In 2011, a worker was struck by the passenger mirror by a hit and run vehicle while moving traffic cones in Kootenai County and a worker was backed over by a cement truck in Canyon County. In 2012, a construction worker was injured when backed over by a construction vehicle in a closed construction zone in Idaho County. In 2013 a flagger was injured in a crash in Ada County. In 2015, a worker was struck and injured while setting up orange barrels in a work zone in Ada County.

Single-vehicle crashes comprised 17% of the crashes in work zones in 2015. Overturn (29%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Impact Attenuator (11%), Concrete Traffic Barrier (9%), Other Object - Not Fixed (9%), Other Fixed Object (7%), and Embankment (5%). Rear End (57%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (14%), Angle (6%), and Angle Turning (6%).

Table 47 shows work zone crashes by road type.

Table 47
Work Zone Crashes by Roadway Type: 2015

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	1	50.0%	128	56.1%	47	22.0%	176	39.6%
Rural	0	0.0%	13	5.7%	17	7.9%	30	6.8%
U.S. or State Highway								
Urban	0	0.0%	35	15.4%	52	24.3%	87	19.6%
Rural	0	0.0%	10	4.4%	15	7.0%	25	5.6%
Local								
Urban	1	50.0%	33	14.5%	70	32.7%	104	23.4%
Rural	0	0.0%	9	3.9%	13	6.1%	22	5.0%
Total	**2**	**0.5%**	**228**	**51.4%**	**214**	**48.2%**	**444**	

Table 48 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

Table 48
Crashes in Work Zones by Transportation District: 2015

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	1	14	23	38
District 2	0	7	9	16
District 3	1	178	144	323
District 4	0	13	13	26
District 5	0	10	14	24
District 6	0	6	11	17
Statewide	**2**	**228**	**214**	**444**

In 2015, the economic cost of crashes in work zones was nearly $60 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

INJURY SEVERITY:

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

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

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

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

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

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

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

Glossary of Terms (Continued)

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

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

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

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

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

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

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

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

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

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

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

References and Notes

1. U.S. Department of Transportation, Federal Highway Administration, Memorandum: Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2014 Adjustment, June 13, 2014.

2. Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May (Revised)). The economic and societal impact of motor vehicle crashes, 2010. (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration.

3. Kahane, Charels J., Fatality Reduction by Safety Belts for Front-Seat Occupants of Cars and Light Trucks, December 2000, Washington D.C.: U.S Department of Transportation, National Highway Traffic Safety Administration, DOT HS 809 199.

4. Haddon and S. Baker, "Injury Control", Chapter 8, Preventive and Community Medicine, Edited by C. Clark and B. MacMahon, Title Brown and Co., New York, 1987.

5. Highway District boundaries: District I - North Idaho (Boundary, Bonner, Kootenai, Benewah, and Shoshone Counties), District II - North Central Idaho (Latah, Nez Perce, Lewis, Clearwater, and Idaho Counties), District III - Southwest Idaho (Adams, Valley, Washington, Payette, Gem, Boise, Canyon, Ada, Owyhee, and Elmore Counties), District IV - South Central Idaho (Camas, Blaine, Gooding, Lincoln, Minidoka, Jerome, Twin Falls, and Cassia Counties), District V - Southeast Idaho (Bingham, Power, Bannock, Caribou, Oneida, Franklin, and Bear Lake Counties) and District VI - Eastern Idaho (Lemhi, Custer, Butte, Clark, Fremont, Jefferson, Madison, Teton, and Bonneville Counties).

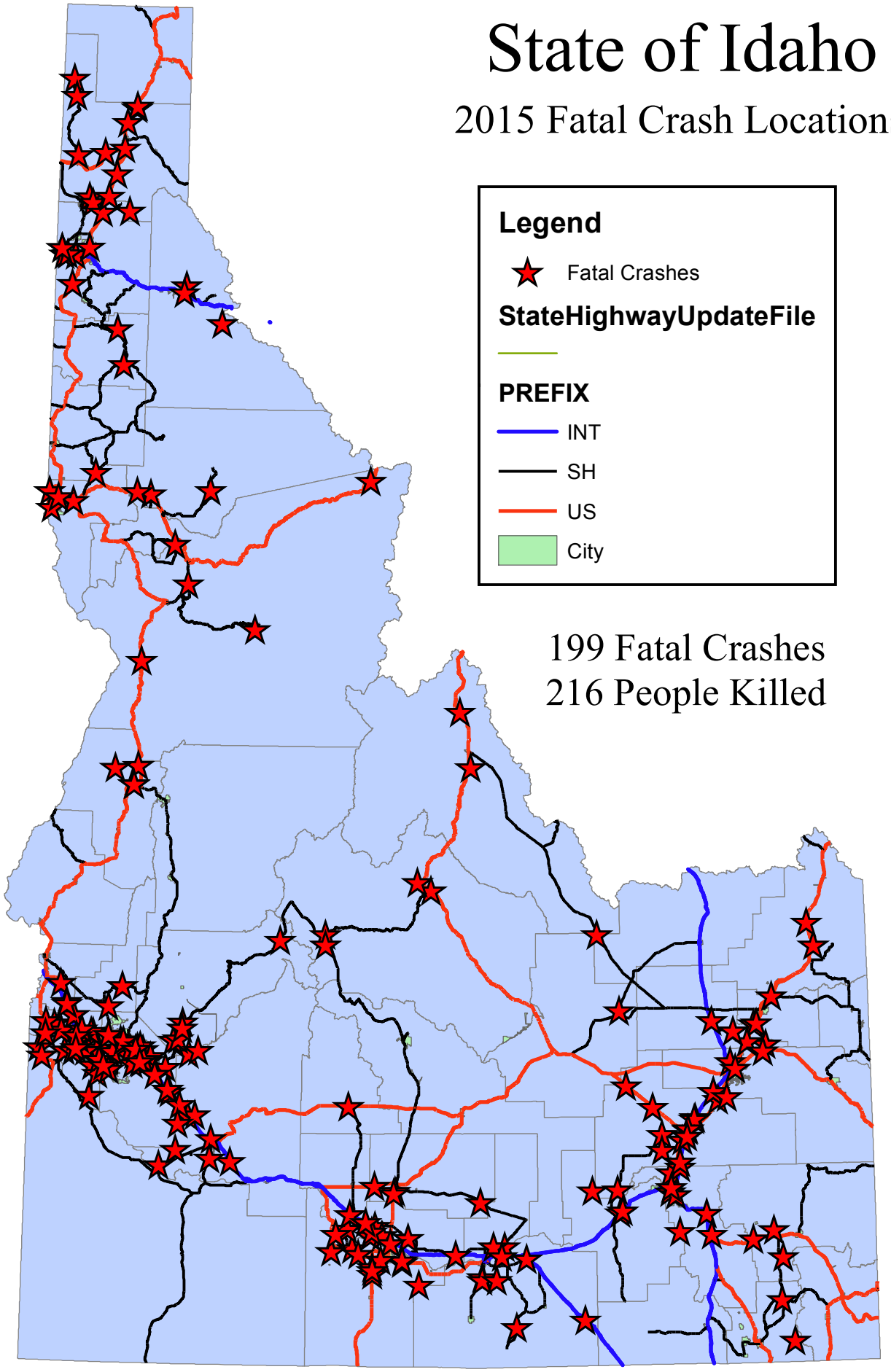
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

APPENDIX A: Maps of Fatal Crash Locations in 2015

Each spot indicates the location of a fatal crash. The number of fatalities for each transportation district is also given. The maps are intended to give general locations of fatal crashes; the precise location cannot be determined from maps. For precise locations or for the number of crashes on a given roadway, please contact the Office of Highway Safety.

State of Idaho

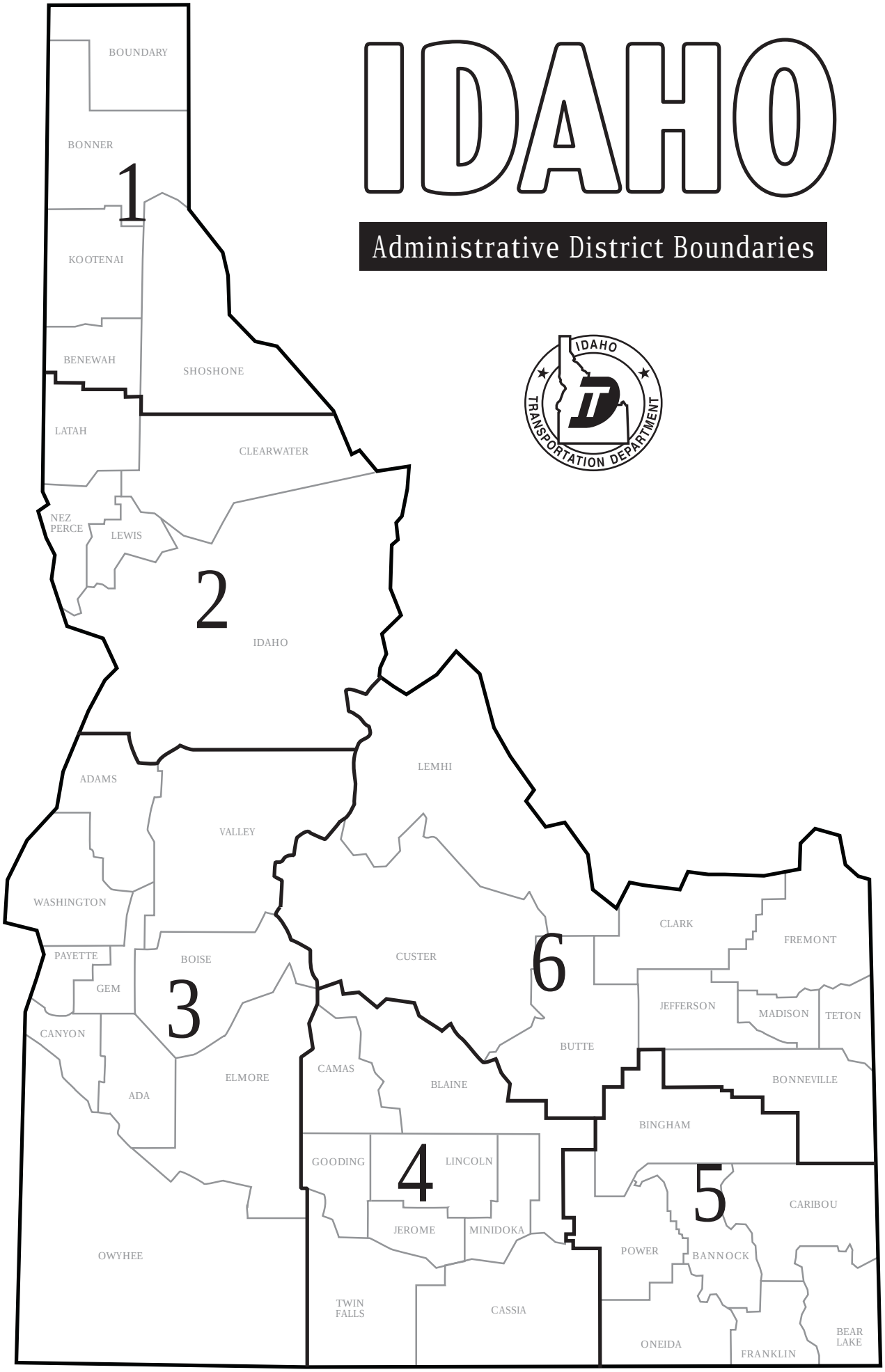
2015 Fatal Crash Locations

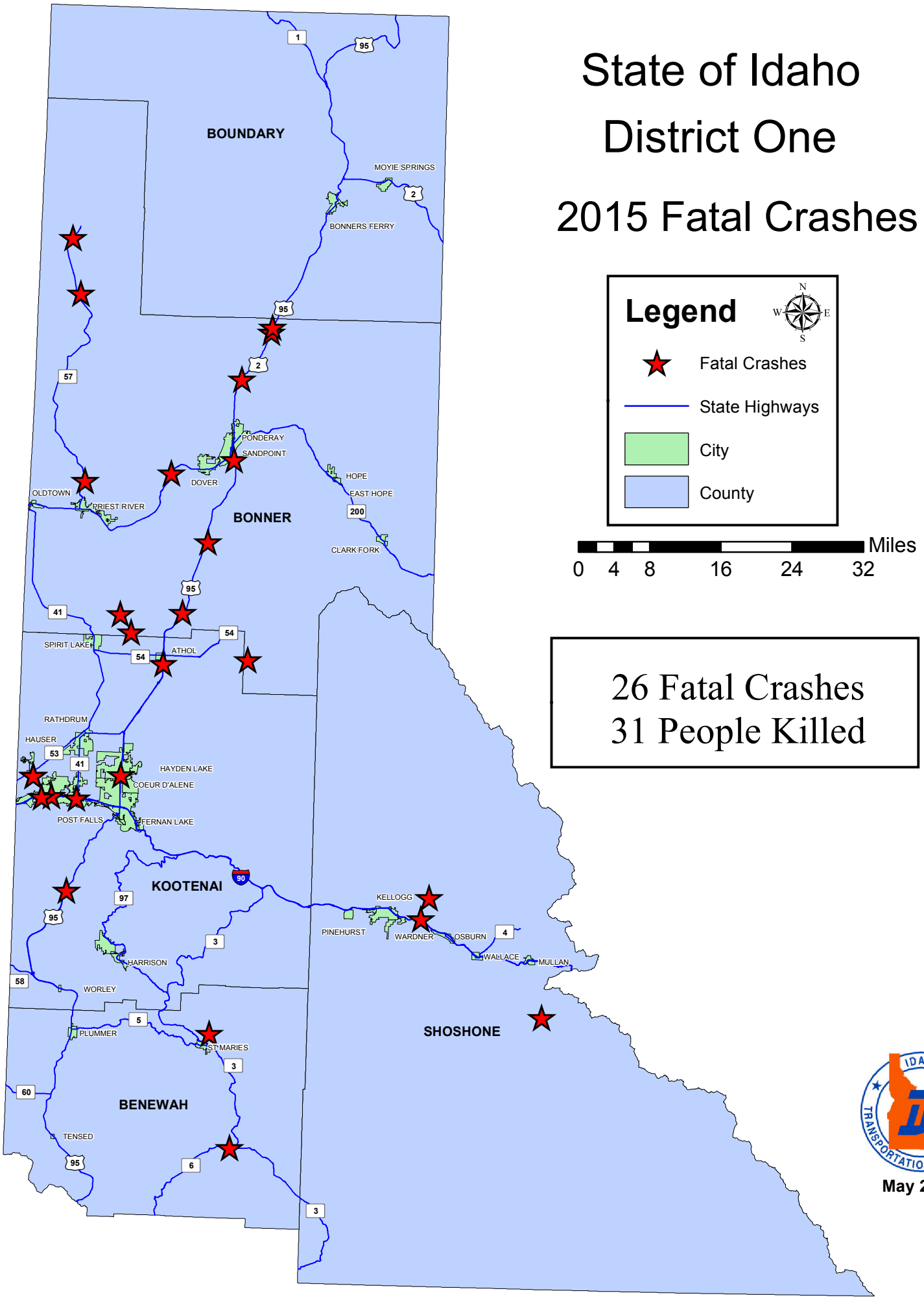


199 Fatal Crashes
216 People Killed

IDAHO

Administrative District Boundaries





State of Idaho
District One
2015 Fatal Crashes

Legend

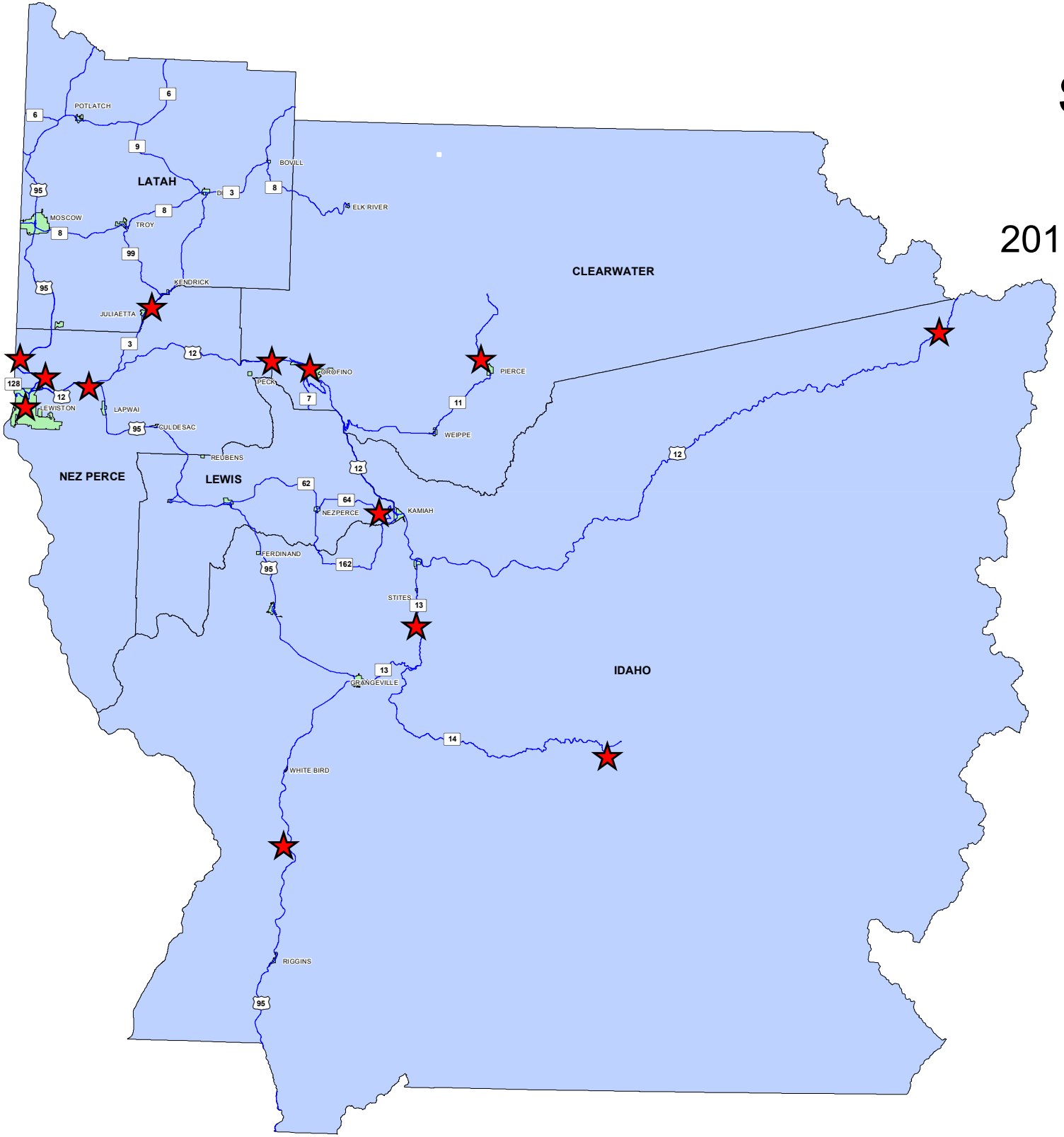
- Fatal Crashes
- State Highways
- City
- County

Miles
0 4 8 16 24 32

26 Fatal Crashes
31 People Killed

IDAHO TRANSPORTATION DEPARTMENT

May 2016



State of Idaho
District Two
2015 Fatal Crash Locations

Legend

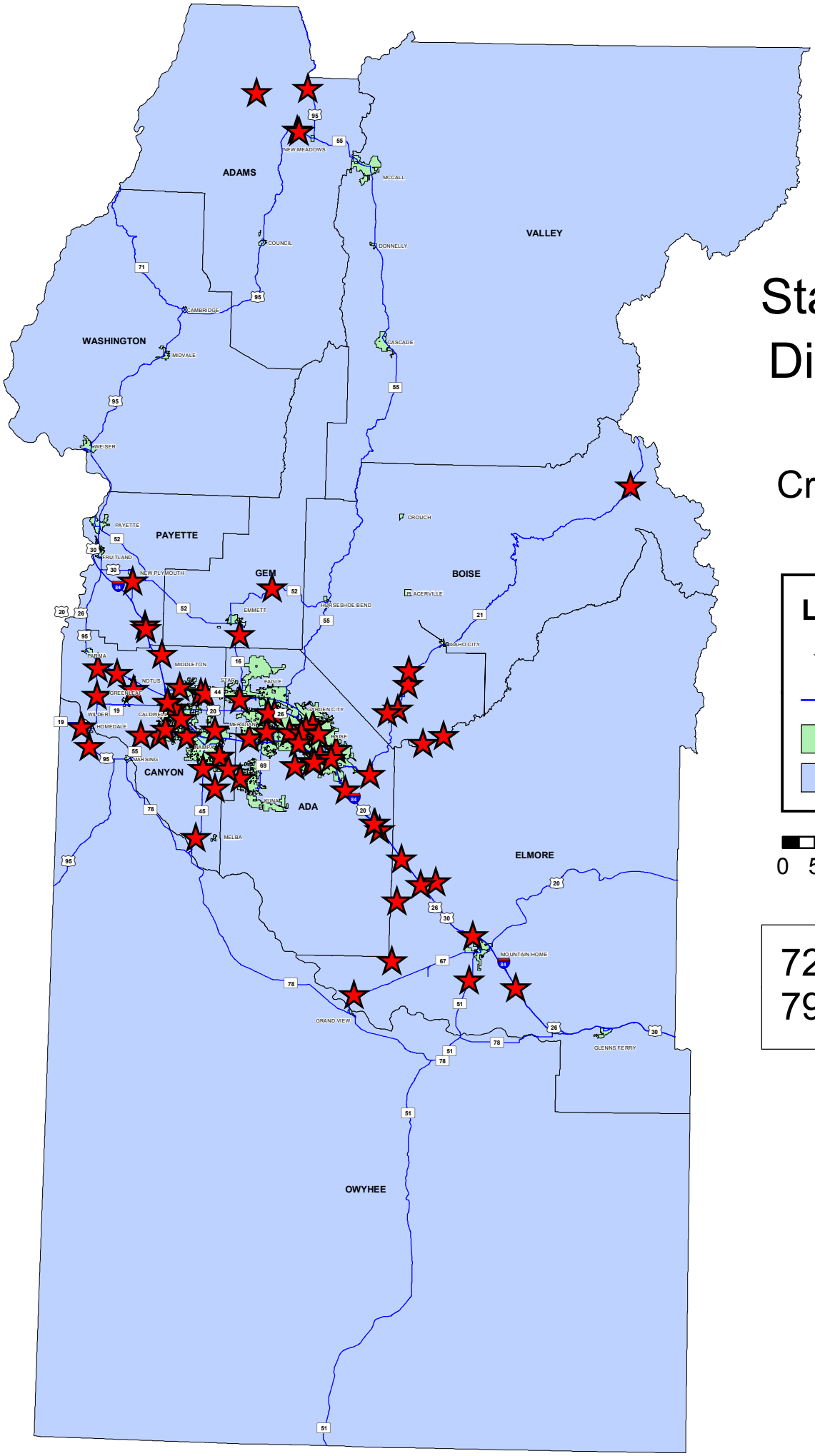
- Fatal Crashes
- State Highways
- City
- County

Miles
0 3.75 7.5 15 22.5 30

13 Fatal Crashes
13 People Killed

IDAHO TRANSPORTATION DEPARTMENT

May 2016



State of Idaho
District Three

2015 Fatal Crash Locations

Legend

- Fatal Crashes
- State Highways
- Cities
- Counties

N W E S

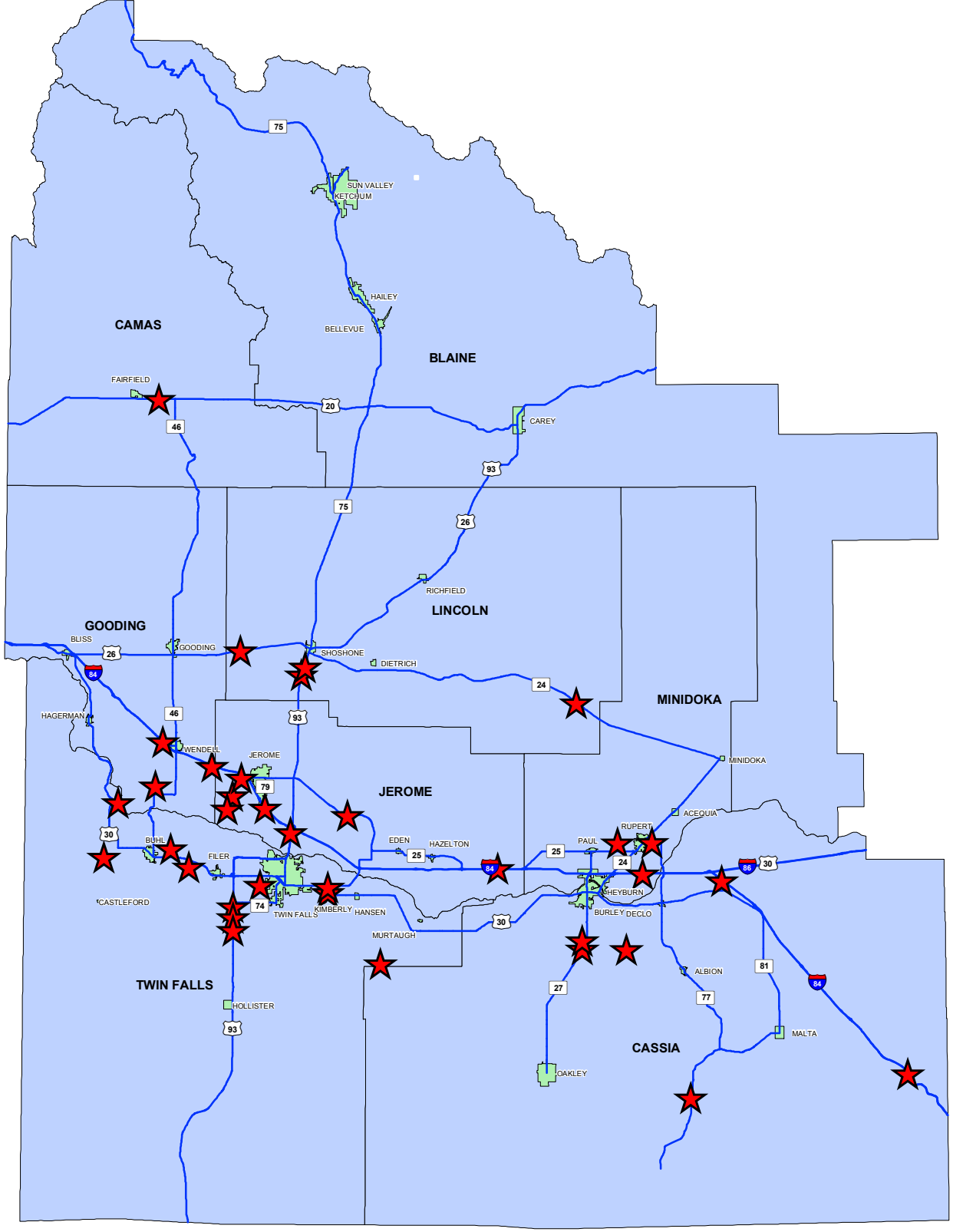
0 5 10 20 30 40 Miles

72 Fatal Crashes
79 People Killed

IDAHO TRANSPORTATION DEPARTMENT

May 2016

State of Idaho
District Four
2015 Fatal Crash Locations



Legend

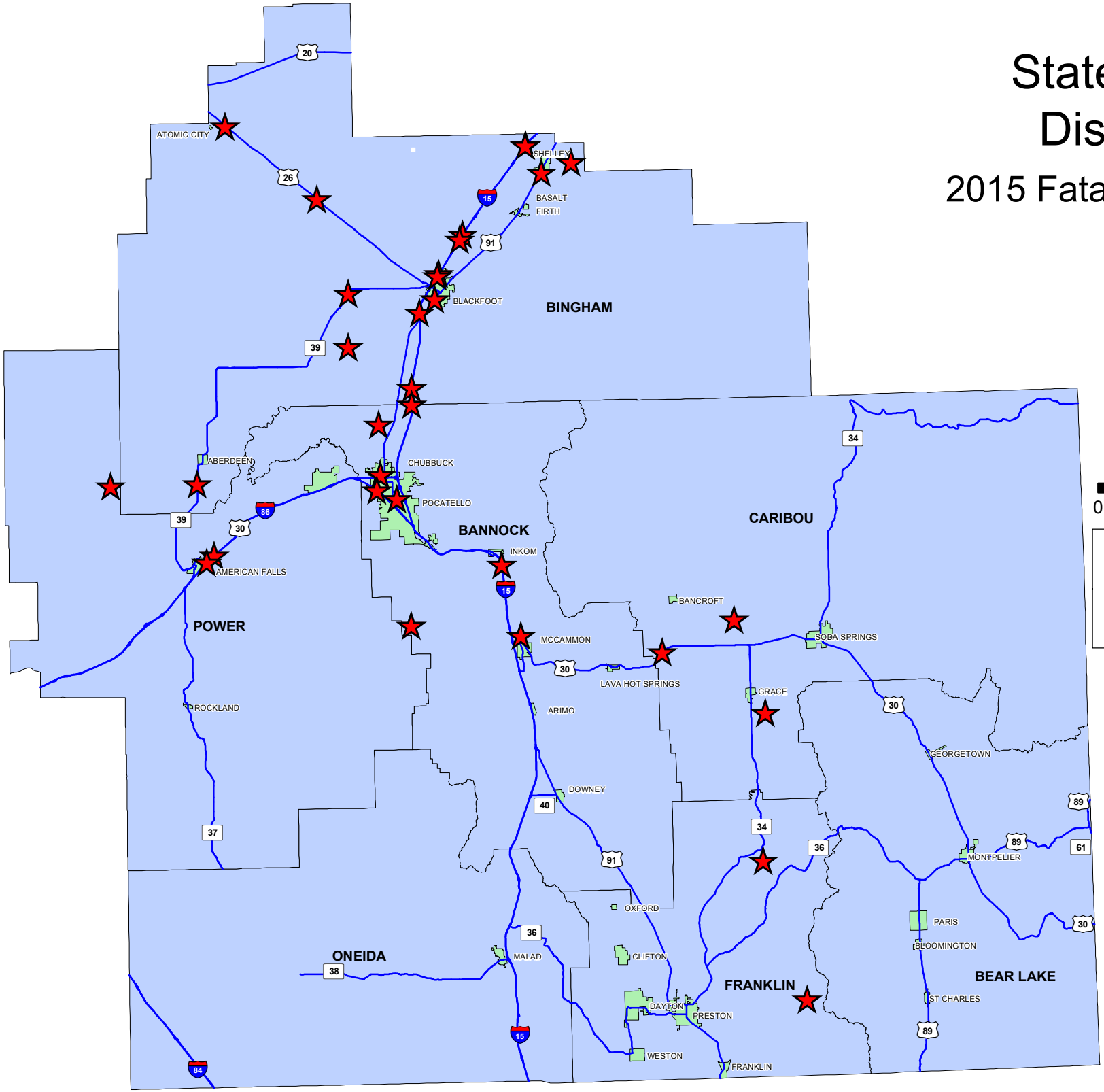
- Fatal Crashes
- State Highways
- City
- County

Miles
0 3.75 7.5 15 22.5 30

35 Fatal Crashes
39 People Killed

May 2016

State of Idaho
District Five
2015 Fatal Crash Locations



Legend

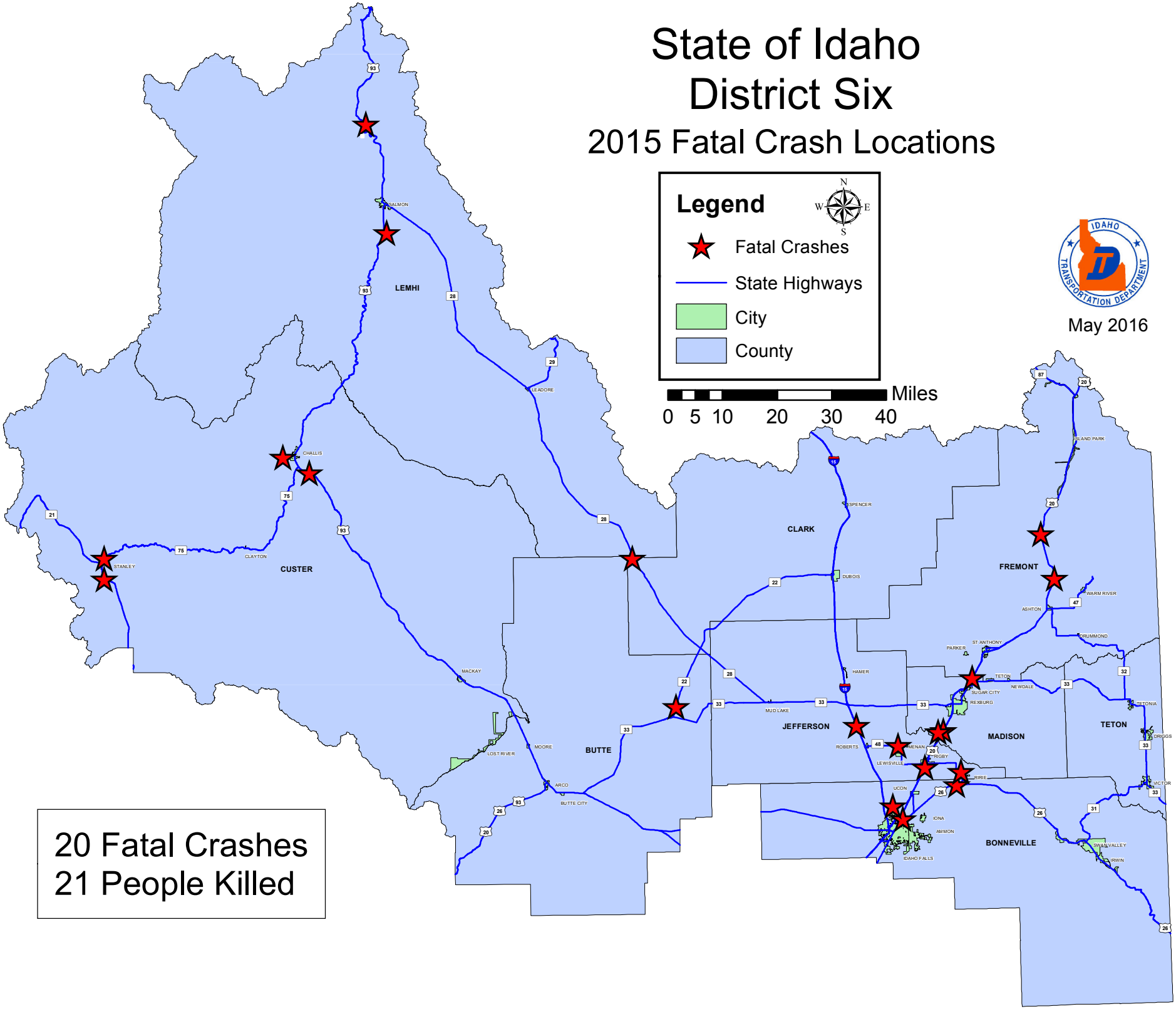
- Fatal Crashes
- State Highways
- City
- County

Miles
0 3.256.5 13 19.5 26

32 Fatal Crashes
33 People Killed

May 2016

State of Idaho
District Six
2015 Fatal Crash Locations

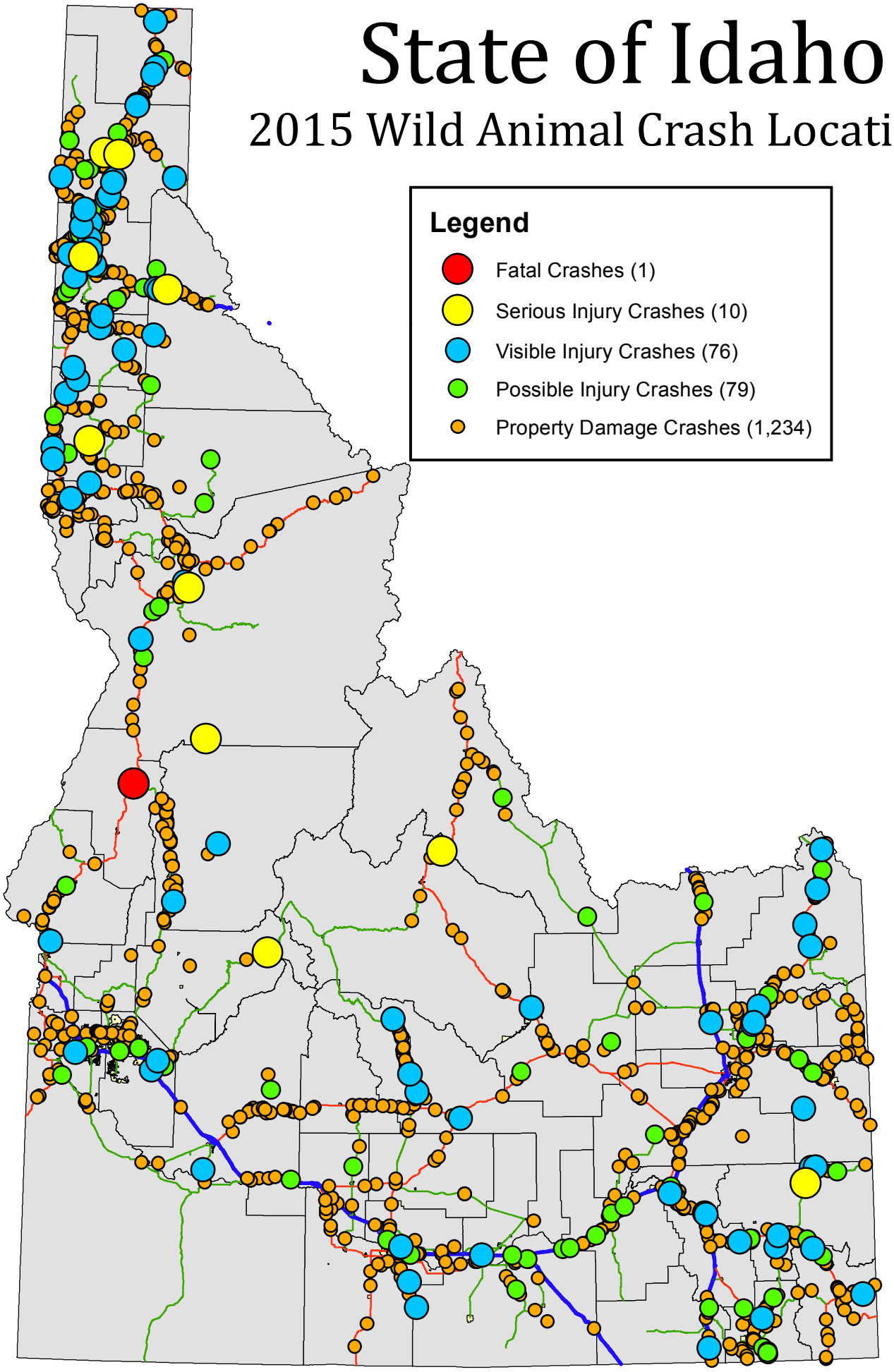


APPENDIX B: Maps of Crashes with Wild Animals in 2015

Each spot indicates the location of a crash with an animal by severity of the crash. The maps are intended to give general locations of crashes; the precise location cannot be determined from maps. For precise locations or for the number of crashes on a given roadway, please contact the Office of Highway Safety.

State of Idaho

2015 Wild Animal Crash Locations



APPENDIX C: State Highway System Crash Data

The Idaho Transportation Department is responsible for building and maintaining the State Highway System. The State Highway System includes the Interstate highways, US highways, and State highways. All other roads fall under the jurisdiction of counties, cities, or local highway districts.

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

I-15

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	10	7	6	5	8	3	4	7	8	10
Fatalities	11	8	6	5	8	4	4	9	10	10
Total Crashes	501	522	579	483	638	386	357	365	263	359
Average Daily Traffic	10,130	10,550	10,700	10,020	10,020	10,590	10,710	10,710	11,110	11,870
Fatal Crash Rate	1.26	0.93	0.78	0.70	1.12	0.40	0.52	0.91	1.01	1.18
Total Crash Rate	69.13	69.16	75.64	67.38	89.00	50.95	46.59	47.64	33.09	42.28

I-84

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	21	29	23	16	15	4	17	15	11	16
Fatalities	23	35	28	18	22	5	20	15	11	19
Total Crashes	1,103	1,319	1,198	1,112	1,051	873	884	927	799	883
Average Daily Traffic	20,080	20,580	19,740	18,990	18,990	19,810	20,780	20,780	21,740	23,010
Fatal Crash Rate	1.18	1.40	1.16	0.84	0.79	0.20	0.81	0.72	0.50	0.69
Total Crash Rate	54.60	63.70	60.32	58.20	55.01	43.80	42.28	44.34	36.53	38.14

I-86

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	4	2	2	1	2	3	2	2	2	2
Fatalities	4	2	2	1	3	6	2	2	2	2
Total Crashes	127	97	144	125	118	72	78	110	76	84
Average Daily Traffic	8,050	8,140	8,170	7,860	7,860	8,190	8,240	8,240	8,430	9,030
Fatal Crash Rate	1.10	1.07	1.07	0.55	1.11	1.60	1.06	1.06	1.03	0.97
Total Crash Rate	68.77	51.95	76.83	69.32	65.44	38.32	41.26	58.19	39.30	40.55

I-90

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	4	6	2	2	7	1	1	3	3
Fatalities	1	6	7	3	2	7	1	2	4	3
Total Crashes	401	435	412	305	295	312	297	318	281	326
Average Daily Traffic	18,080	18,208	17,532	17,476	17,476	17,476	17,643	17,640	18,320	19,270
Fatal Crash Rate	0.42	0.82	1.27	0.42	0.42	1.49	0.21	0.21	0.61	0.57
Total Crash Rate	82.29	88.64	87.13	64.71	62.59	66.20	62.42	66.84	56.87	62.45

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

I-184

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	1	1	0	0	0	0	0	0
Fatalities	0	0	1	1	0	0	0	0	0	0
Total Crashes	47	39	53	38	26	34	46	44	49	35
Average Daily Traffic	54,620	57,450	55,480	55,820	55,820	56,600	57,880	57,880	58,300	60,790
Fatal Crash Rate	0.00	0.00	1.36	1.36	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	65.12	51.38	72.30	51.52	35.25	45.46	60.15	57.53	63.61	43.57

US 2

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	1	2	1	0	4	2	2	3	1
Fatalities	1	1	2	1	0	4	2	2	3	1
Total Crashes	94	69	88	86	65	73	66	65	76	105
Average Daily Traffic	4,315	4,629	4,512	4,503	4,503	4,452	4,382	4,860	4,630	4,640
Fatal Crash Rate	1.37	1.28	2.63	1.32	0.00	5.32	2.70	2.44	3.84	1.28
Total Crash Rate	129.05	88.30	115.52	113.12	85.50	97.14	89.22	79.23	97.19	134.05

US 12

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	3	2	5	3	3	3	4	0	10	3
Fatalities	4	2	7	4	3	4	4	0	11	3
Total Crashes	186	184	128	150	160	168	146	166	162	192
Average Daily Traffic	2,007	1,998	1,929	1,901	1,901	1,990	1,959	1,960	2,000	2,040
Fatal Crash Rate	7.20	1.63	4.21	2.56	2.56	2.45	3.32	0.00	8.15	2.39
Total Crash Rate	150.46	149.51	107.73	128.11	136.65	137.05	121.00	137.51	132.02	152.81

US 20

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	10	7	7	6	8	4	4	9	7	9
Fatalities	10	8	7	6	10	4	4	9	8	9
Total Crashes	931	948	883	761	835	786	733	748	777	928
Average Daily Traffic	5,836	5,748	5,971	5,960	5,960	5,767	5,830	5,880	6,090	6,640
Fatal Crash Rate	0.76	1.04	1.04	0.89	1.18	0.62	0.61	1.35	1.02	1.23
Total Crash Rate	140.83	140.43	130.56	112.72	123.68	121.89	112.44	112.36	113.53	126.93

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

US 26

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	3	3	4	0	1	3	2	3	2
Fatalities	3	3	3	4	0	1	3	2	3	2
Total Crashes	171	208	226	191	173	126	116	132	105	149
Average Daily Traffic	3,154	3,295	3,209	3,161	3,161	2,906	2,917	2,920	2,950	2,940
Fatal Crash Rate	1.39	1.94	1.99	2.69	0.00	0.73	2.18	1.46	2.17	1.45
Total Crash Rate	115.45	134.42	149.97	128.66	116.53	91.96	84.34	96.26	75.79	107.92

US 30

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	5	1	7	3	2	2	4	4	5	4
Fatalities	5	1	7	3	3	2	4	4	7	5
Total Crashes	255	285	278	278	250	249	285	244	238	276
Average Daily Traffic	3,626	3,722	3,615	3,651	3,651	3,569	3,587	3,580	3,510	3,570
Fatal Crash Rate	1.49	0.38	2.75	1.17	0.78	0.80	1.59	1.59	2.04	1.59
Total Crash Rate	99.99	108.89	109.35	108.27	97.36	99.20	112.98	96.94	97.13	109.96

US 89

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	2	1	0	0	0	1	0	0
Fatalities	0	0	2	4	0	0	0	1	0	0
Total Crashes	35	29	43	37	38	34	39	24	31	32
Average Daily Traffic	1,659	1,815	1,598	1,591	1,591	1,509	1,506	1,510	1,480	1,660
Fatal Crash Rate	3.82	0.00	7.83	3.94	0.00	0.00	0.00	4.18	0.00	0.00
Total Crash Rate	132.09	100.05	168.42	145.63	149.57	141.09	162.07	100.21	131.13	121.54

US 91

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	2	0	2	2	1	4	4	0	0
Fatalities	2	3	0	2	4	1	4	5	0	0
Total Crashes	204	300	291	300	331	273	270	275	234	280
Average Daily Traffic	4,178	4,454	4,527	4,516	4,516	4,466	4,466	4,410	4,410	4,570
Fatal Crash Rate	3.91	1.43	0.00	1.41	1.41	0.71	2.85	2.90	0.00	0.00
Total Crash Rate	159.47	214.35	204.65	211.51	233.37	194.80	192.68	199.29	168.68	194.77

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

US 93

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	8	6	7	8	8	4	9	4	3	6
Fatalities	8	9	7	8	9	4	9	4	3	6
Total Crashes	401	333	330	353	326	320	298	291	289	385
Average Daily Traffic	2,015	2,133	2,078	2,101	2,101	1,797	1,792	1,930	2,000	2,170
Fatal Crash Rate	3.99	1.82	2.15	2.43	2.43	1.45	3.27	1.34	0.97	1.79
Total Crash Rate	128.50	100.80	101.35	107.22	99.02	115.79	108.15	97.41	93.35	114.62

US 95

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	11	14	17	24	14	13	6	14	15	17
Fatalities	12	15	19	31	15	16	8	16	15	20
Total Crashes	1,161	1,270	1,167	1,117	1,118	1,045	1,018	929	967	1,111
Average Daily Traffic	4,717	4,961	4,736	4,764	4,764	4,815	4,760	4,730	4,920	5,170
Fatal Crash Rate	2.32	1.44	1.83	2.56	1.49	1.37	0.65	1.55	1.57	1.69
Total Crash Rate	127.22	130.90	125.32	119.26	119.37	110.28	109.72	102.62	100.99	110.19

SH 1

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	1	0	0	0	0	0	0	0
Fatalities	0	0	1	0	0	0	0	0	0	0
Total Crashes	5	7	3	4	8	12	5	3	6	3
Average Daily Traffic	680	740	700	760	820	780	810	810	810	810
Fatal Crash Rate	0.00	0.00	31.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	164.06	211.06	95.62	117.43	217.68	343.27	137.73	82.64	165.28	82.64

SH 3

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	1	2	1	1	1	1	2	4	1
Fatalities	1	1	2	1	1	1	1	2	4	1
Total Crashes	95	100	78	91	93	100	97	79	86	101
Average Daily Traffic	1,503	1,550	1,482	1,495	1,495	1,476	1,437	1,430	1,560	1,550
Fatal Crash Rate	1.68	1.64	3.43	1.70	1.70	1.73	1.78	3.57	6.55	1.65
Total Crash Rate	160.25	164.12	133.90	154.84	158.24	172.98	172.42	141.14	140.82	166.50

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 5

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	0	0	2	0	0
Fatalities	0	0	0	0	0	0	0	2	0	0
Total Crashes	31	26	32	27	23	23	33	24	22	17
Average Daily Traffic	2,350	2,350	2,350	2,350	2,350	2,340	2,530	2,680	2,610	2,610
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.70	0.00	0.00
Total Crash Rate	52.32	43.88	54.01	45.57	38.82	38.82	187.14	128.40	120.73	93.23

SH 6

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	2	0	0	1	0	1	0	1	1
Fatalities	1	2	0	0	1	0	2	0	2	1
Total Crashes	28	27	19	33	23	24	23	18	24	21
Average Daily Traffic	1,125	1,125	1,125	1,126	1,126	1,141	1,105	1,100	1,160	1,180
Fatal Crash Rate	6.17	12.34	0.00	0.00	6.16	0.00	6.28	0.00	5.98	5.88
Total Crash Rate	172.71	166.54	117.19	203.34	141.72	146.01	144.42	113.57	143.59	123.52

SH 7

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	8	6	7	13	10	3	7	5	8	8
Average Daily Traffic	1,470	1,480	1,480	1,480	940	940	780	780	750	750
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	92.38	68.82	80.29	149.10	180.58	54.17	152.34	108.81	181.06	181.06

SH 8

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	1	1	0	1	1	0	4	0	0
Fatalities	0	1	1	0	1	1	0	4	0	0
Total Crashes	93	136	123	97	114	109	91	108	126	105
Average Daily Traffic	2,856	2,619	2,631	2,631	2,631	2,522	2,601	2,600	2,520	2,520
Fatal Crash Rate	0.00	1.97	1.96	0.00	1.96	2.04	0.00	7.93	0.00	0.00
Total Crash Rate	468.64	267.51	240.85	189.94	223.23	222.64	180.29	214.02	257.61	214.68

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 9

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	0	0	0	0	0	0	1	0	0
Fatalities	1	0	0	0	0	0	0	1	0	0
Total Crashes	3	3	7	5	4	4	3	5	6	3
Average Daily Traffic	825	850	850	850	850	850	830	830	1,030	1,030
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.41	0.00	0.00
Total Crash Rate	73.68	71.51	166.86	119.18	95.35	95.35	73.23	122.06	118.03	59.01

SH 11

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	0	0	1	0	0	0	0	0	1
Fatalities	1	0	0	1	0	0	0	0	0	1
Total Crashes	14	31	20	14	14	10	14	7	13	11
Average Daily Traffic	990	990	790	790	790	790	870	870	670	680
Fatal Crash Rate	0.00	0.00	0.00	8.15	0.00	0.00	0.00	0.00	0.00	9.47
Total Crash Rate	91.08	201.67	163.05	114.13	114.13	32.61	14.81	7.40	124.96	104.18

SH 13

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	1	2	0	1	0	1	1	0	1
Fatalities	0	1	2	0	1	0	1	1	0	1
Total Crashes	20	28	16	11	28	16	18	23	10	17
Average Daily Traffic	1,510	1,540	1,270	1,350	1,350	1,330	1,690	1,690	1,720	1,650
Fatal Crash Rate	0.00	6.74	16.35	0.00	7.69	0.00	6.14	6.14	0.00	6.29
Total Crash Rate	137.51	188.76	130.79	84.59	215.32	124.89	110.57	141.29	60.36	106.96

SH 14

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	1	0	0	0	0	0	0	0	0
Fatalities	1	1	0	0	0	0	0	0	0	0
Total Crashes	6	8	3	4	5	7	3	3	9	0
Average Daily Traffic	460	460	470	340	340	340	340	340	280	280
Fatal Crash Rate	10.85	12.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	72.17	96.23	35.32	65.10	81.37	113.92	48.82	48.82	177.85	0.00

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 16

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	1	0	2	0	1	2	0	1	1
Fatalities	0	1	0	2	0	1	2	0	1	1
Total Crashes	39	42	32	40	34	32	38	34	47	58
Average Daily Traffic	8,590	8,530	7,860	7,900	7,900	7,840	7,660	8,060	7,730	8,110
Fatal Crash Rate	2.37	2.31	0.00	4.98	0.00	2.51	5.14	0.00	2.21	2.11
Total Crash Rate	89.31	96.86	80.09	99.61	84.66	80.29	97.73	83.10	104.08	122.42

SH 19

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	2	1	0	2	0	0	2	1	1
Fatalities	0	2	1	0	2	0	0	3	1	1
Total Crashes	40	43	39	34	43	32	31	35	56	66
Average Daily Traffic	5,363	5,571	5,378	5,293	5,293	5,205	5,192	5,190	5,780	5,840
Fatal Crash Rate	0.00	6.10	3.16	0.00	6.42	0.00	0.00	6.55	2.94	2.91
Total Crash Rate	126.80	131.22	123.28	109.21	138.12	104.52	101.52	114.65	164.72	192.14

SH 21

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	5	1	3	2	3	2	1	2	4
Fatalities	1	5	1	3	2	3	2	1	2	4
Total Crashes	72	77	77	71	69	54	37	55	46	60
Average Daily Traffic	1,156	1,138	1,118	1,113	1,113	1,006	1,043	1,050	1,090	1,110
Fatal Crash Rate	1.88	9.54	1.94	5.85	3.90	6.47	4.16	2.07	3.98	7.82
Total Crash Rate	135.23	146.94	149.57	138.49	134.59	116.51	77.05	113.72	91.62	117.35

SH 22

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	0	0	0	0	0	0	1	0	1
Fatalities	1	0	0	0	0	0	0	1	0	1
Total Crashes	2	4	6	5	6	1	4	7	3	2
Average Daily Traffic	250	340	310	300	300	300	300	300	450	440
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.79	0.00	14.17
Total Crash Rate	49.89	73.36	120.69	103.93	124.71	20.79	83.14	145.50	41.57	28.34

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 24

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	0	2	1	3	1	1	0	0	1
Fatalities	1	0	2	1	4	1	2	0	0	1
Total Crashes	37	43	40	28	34	32	30	35	36	31
Average Daily Traffic	1,423	1,448	1,392	1,392	1,392	1,388	1,414	1,410	1,530	1,530
Fatal Crash Rate	5.52	0.00	5.86	2.93	8.78	2.94	2.88	0.00	0.00	2.66
Total Crash Rate	106.04	121.03	117.12	81.98	99.55	93.99	86.46	101.19	95.92	82.60

SH 25

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	2	0	0	0	1	1	3	0	2
Fatalities	0	2	0	0	0	1	1	3	0	2
Total Crashes	48	48	59	39	35	52	56	58	37	46
Average Daily Traffic	2,139	2,139	2,035	2,059	2,059	2,004	2,067	2,070	2,150	2,150
Fatal Crash Rate	2.62	5.17	0.00	0.00	0.00	2.76	2.67	8.01	0.00	5.14
Total Crash Rate	124.05	124.02	160.26	104.68	93.94	143.41	149.73	154.94	95.16	118.31

SH 27

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	0	0	2	1	1	1	0	0	1
Fatalities	2	0	0	2	1	1	1	0	0	1
Total Crashes	49	76	55	51	54	42	50	43	32	58
Average Daily Traffic	2,547	2,952	2,842	2,842	2,842	2,797	2,788	2,790	2,750	3,160
Fatal Crash Rate	4.43	0.00	0.00	7.95	3.97	4.04	4.05	0.00	0.00	3.57
Total Crash Rate	217.21	290.73	218.52	202.63	214.55	169.55	202.50	174.04	131.34	207.16

SH 28

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	0	1	0	0	0	1	1	1	1
Fatalities	2	0	2	0	0	0	1	1	2	1
Total Crashes	32	34	48	42	40	38	35	41	23	25
Average Daily Traffic	780	780	700	660	660	660	660	660	600	590
Fatal Crash Rate	0.00	0.00	3.25	0.00	0.00	0.00	3.45	3.45	3.79	3.85
Total Crash Rate	93.28	99.11	155.91	144.69	137.80	130.91	120.58	141.25	87.16	96.34

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 31

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	1	0	0	1	0	0	0
Fatalities	0	0	0	1	0	0	1	0	0	0
Total Crashes	26	25	29	26	17	15	22	16	17	24
Average Daily Traffic	1,900	2,100	1,980	1,780	1,700	1,950	1,880	1,940	2,010	2,190
Fatal Crash Rate	14.09	0.00	0.00	7.32	0.00	0.00	6.93	0.00	0.00	0.00
Total Crash Rate	178.38	155.18	190.92	190.40	130.35	100.27	152.54	107.51	110.21	142.85

SH 32

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	2	0	0	0	0	0
Fatalities	0	0	0	0	2	0	0	0	0	0
Total Crashes	6	7	10	10	12	10	8	3	8	7
Average Daily Traffic	650	710	650	660	860	830	820	740	670	680
Fatal Crash Rate	0.00	0.00	0.00	0.00	22.45	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	89.09	95.16	148.49	146.24	134.67	27.39	94.16	39.13	115.24	99.36

SH 33

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	3	1	1	2	2	1	0	0	0	0
Fatalities	3	1	1	2	3	1	0	0	0	0
Total Crashes	266	287	251	179	216	201	196	161	158	202
Average Daily Traffic	2,334	2,524	2,538	2,589	2,589	2,572	2,372	2,370	2,390	2,590
Fatal Crash Rate	1.72	0.78	0.77	1.51	1.51	0.76	0.00	0.00	0.00	0.00
Total Crash Rate	223.18	222.63	193.62	135.38	163.36	153.03	161.75	133.00	129.43	152.70

SH 34

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	1	1	5	1	0	2	2	2	0
Fatalities	2	1	1	5	1	0	2	3	2	0
Total Crashes	54	66	46	58	61	59	64	49	41	80
Average Daily Traffic	923	977	341	928	928	922	922	920	880	880
Fatal Crash Rate	0.00	2.84	3.01	14.97	2.99	0.00	6.02	6.03	6.31	0.00
Total Crash Rate	162.37	187.42	138.57	173.66	182.64	177.58	192.63	147.75	129.33	252.19

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 36

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	2	1	1	1	0	1	2	2	0
Fatalities	0	2	1	1	1	0	2	2	2	0
Total Crashes	38	50	38	39	45	34	35	36	33	44
Average Daily Traffic	639	670	614	619	619	619	624	620	590	660
Fatal Crash Rate	0.00	12.20	6.66	6.60	6.60	0.00	6.55	13.19	13.86	0.00
Total Crash Rate	243.02	305.00	252.95	257.53	297.15	224.52	229.29	237.43	228.71	272.61

SH 37

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	3	0	1	0	0	0	1	1	0	0
Fatalities	3	0	1	0	0	0	2	1	0	0
Total Crashes	9	3	4	5	7	7	5	6	2	3
Average Daily Traffic	360	400	400	400	400	400	400	400	400	400
Fatal Crash Rate	0.00	0.00	21.93	0.00	0.00	0.00	21.93	21.93	0.00	0.00
Total Crash Rate	219.31	65.79	87.72	109.66	153.52	153.52	109.66	131.59	43.86	65.79

SH 38

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	0	0	0	0	0	0	0	0	0
Fatalities	1	0	0	0	0	0	0	0	0	0
Total Crashes	13	8	15	7	13	5	3	8	8	13
Average Daily Traffic	460	450	450	450	470	470	470	470	450	450
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	330.74	208.06	390.11	182.05	323.71	124.35	74.70	199.20	207.81	338.09

SH 39

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	2	1	0	1	0	4	3	0	2
Fatalities	2	2	1	0	1	0	5	3	0	2
Total Crashes	54	67	52	74	52	58	47	63	43	65
Average Daily Traffic	2,523	2,461	2,310	2,339	2,339	2,339	2,329	2,330	2,400	2,330
Fatal Crash Rate	2.08	4.28	2.27	0.00	2.24	0.00	8.99	6.74	0.00	4.49
Total Crash Rate	112.77	143.35	117.82	165.62	116.38	129.81	105.62	141.53	95.87	146.02

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 41

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	3	1	0	2	2	1	2	0	0
Fatalities	0	4	1	0	2	2	1	2	0	0
Total Crashes	179	146	135	153	128	125	115	145	111	133
Average Daily Traffic	5,928	6,415	6,617	6,618	6,618	6,377	6,377	6,370	6,350	6,550
Fatal Crash Rate	0.00	3.27	1.06	0.00	2.12	2.20	1.10	2.20	0.00	0.00
Total Crash Rate	211.33	159.27	142.77	161.80	135.37	137.19	126.21	159.30	122.32	142.40

SH 44

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	3	0	1	0	2	0	2	1	2	3
Fatalities	5	0	1	0	2	0	2	1	2	3
Total Crashes	253	285	217	216	222	211	174	181	249	240
Average Daily Traffic	15,027	15,158	15,318	15,337	15,337	15,281	15,979	15,960	14,850	16,700
Fatal Crash Rate	1.65	0.00	0.77	0.00	1.55	0.00	1.48	0.74	1.69	2.13
Total Crash Rate	199.40	222.80	167.87	166.88	171.52	163.41	128.87	134.42	210.93	170.34

SH 45

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	2	0	1	2	0	1	0	0	2
Fatalities	1	2	0	1	2	0	1	0	0	4
Total Crashes	148	147	133	131	137	101	127	127	125	200
Average Daily Traffic	6,643	7,519	7,519	7,360	7,360	7,360	7,360	7,360	7,060	7,110
Fatal Crash Rate	0.00	4.04	0.00	2.06	4.12	0.00	2.06	0.00	0.00	4.27
Total Crash Rate	338.09	296.66	268.41	270.10	282.47	208.24	261.85	261.84	269.71	426.84

SH 46

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	1	0	0	1	0	0	3	0	0
Fatalities	0	1	0	0	1	0	0	3	0	0
Total Crashes	31	32	34	29	34	21	37	40	37	40
Average Daily Traffic	2,112	2,112	2,347	2,321	2,321	2,086	1,864	2,240	2,470	2,460
Fatal Crash Rate	0.00	3.01	0.00	0.00	2.74	0.00	0.00	6.41	0.00	0.00
Total Crash Rate	93.39	96.40	92.19	79.50	93.21	47.72	96.23	85.50	71.72	77.94

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 47

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	8	4	8	7	3	3	1	7	5	2
Average Daily Traffic	790	780	760	770	780	830	830	830	880	830
Fatal Crash Rate	27.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	223.38	113.12	232.20	200.54	84.84	79.73	26.58	186.04	125.34	53.15

SH 48

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	2	1	0	0	0	0	1	2	2
Fatalities	0	3	1	0	0	0	0	1	2	2
Total Crashes	27	36	32	27	39	38	35	42	34	11
Average Daily Traffic	2,090	2,090	2,270	2,290	2,290	2,290	2,290	2,290	2,440	2,360
Fatal Crash Rate	5.73	10.74	4.94	0.00	0.00	0.00	0.00	4.90	9.20	9.51
Total Crash Rate	145.00	193.34	158.23	132.34	191.16	186.25	171.55	205.86	156.40	52.32

SH 50

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	3	0	0	1	0	1	0	0	0
Fatalities	0	3	0	0	1	0	1	0	0	0
Total Crashes	16	22	14	14	10	14	20	27	20	17
Average Daily Traffic	2,980	3,070	3,240	3,070	3,070	3,270	3,410	3,410	4,040	4,040
Fatal Crash Rate	0.00	33.09	0.00	0.00	11.03	0.00	9.93	0.00	0.00	0.00
Total Crash Rate	181.78	242.63	146.30	154.40	110.28	144.95	198.58	268.08	167.61	142.47

SH 51

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	3	1	1	2	0	1	0	1	0	1
Fatalities	4	1	1	3	0	1	0	1	0	1
Total Crashes	63	45	43	71	44	50	51	45	43	28
Average Daily Traffic	822	814	821	799	799	799	789	790	750	780
Fatal Crash Rate	10.95	3.64	3.60	7.40	0.00	3.70	0.00	3.75	0.00	3.79
Total Crash Rate	229.78	163.58	154.93	262.82	162.88	185.09	191.17	168.57	170.29	106.23

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 52

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	2	1	3	0	0	0	1	0	1
Fatalities	2	6	1	4	0	0	0	1	0	1
Total Crashes	61	55	77	53	55	62	65	60	66	26
Average Daily Traffic	2,180	2,300	2,150	2,150	2,150	2,150	2,150	2,150	2,180	2,200
Fatal Crash Rate	4.75	4.40	2.35	7.06	0.00	0.00	0.00	2.35	0.00	2.30
Total Crash Rate	141.64	121.04	181.28	124.78	129.49	145.97	153.03	141.26	153.25	59.82

SH 53

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	0	0	0	1	0	2	0	0	0
Fatalities	2	0	0	0	1	0	2	0	0	0
Total Crashes	57	45	54	50	40	48	59	51	50	73
Average Daily Traffic	6,925	7,970	7,860	8,149	8,149	7,823	7,870	7,870	8,220	8,320
Fatal Crash Rate	0.00	0.00	0.00	0.00	2.39	0.00	4.95	0.00	0.00	0.00
Total Crash Rate	160.61	110.18	133.91	119.60	95.68	119.60	146.13	126.32	118.57	171.03

SH 54

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	1	0	1	0	0	0	0
Fatalities	0	0	0	1	0	1	0	0	0	0
Total Crashes	22	20	23	16	10	20	16	14	18	20
Average Daily Traffic	2,600	2,830	2,740	2,640	2,640	2,220	2,260	2,260	2,260	2,350
Fatal Crash Rate	7.01	0.00	0.00	6.72	0.00	7.99	0.00	0.00	0.00	0.00
Total Crash Rate	149.47	124.84	148.95	107.54	67.21	159.86	125.62	109.92	141.33	151.02

SH 55

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	7	3	9	9	7	5	4	4	3	4
Fatalities	9	4	10	9	7	6	5	4	5	4
Total Crashes	728	765	662	641	659	693	744	640	743	803
Average Daily Traffic	7,016	7,114	6,316	6,322	6,322	6,248	6,444	6,630	6,850	7,160
Fatal Crash Rate	3.16	0.86	2.89	2.89	2.25	1.62	1.26	1.23	0.89	1.14
Total Crash Rate	211.71	218.36	212.81	205.85	211.63	225.20	234.41	196.71	221.03	228.59

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 57

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	0	0	0	2	0	0	0	1	2
Fatalities	2	0	0	0	2	0	0	0	1	2
Total Crashes	33	14	17	17	31	13	13	24	25	22
Average Daily Traffic	1,380	1,380	1,400	1,560	1,560	1,540	1,470	1,810	1,810	1,850
Fatal Crash Rate	0.00	0.00	0.00	0.00	9.43	0.00	0.00	0.00	4.07	7.96
Total Crash Rate	175.97	89.59	89.36	80.19	146.23	62.12	65.08	120.97	101.64	87.51

SH 62

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	1	3	2	5	4	4	1	3	6	4
Average Daily Traffic	450	440	390	390	430	430	430	420	420	420
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	39.56	121.38	91.29	228.23	165.60	165.60	41.40	127.16	254.31	169.54

SH 64

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	1	0	1	0	0	0	0	1
Fatalities	0	0	1	0	1	0	0	0	0	1
Total Crashes	2	3	3	5	5	3	3	3	3	7
Average Daily Traffic	400	340	300	440	440	440	440	440	130	120
Fatal Crash Rate	38.65	0.00	59.27	0.00	40.41	0.00	0.00	0.00	0.00	148.17
Total Crash Rate	88.90	156.88	177.80	202.05	202.05	121.23	121.23	121.23	410.31	1037.17

SH 67

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	6	6	8	11	7	6	9	3	13	1
Average Daily Traffic	11,000	7,200	7,200	8,000	8,000	8,000	6,910	6,910	6,910	6,910
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	16.70	25.52	34.02	42.10	26.79	22.96	39.88	13.29	57.60	4.43

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 69

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	3	1	0	0	1	0	0	2	0
Fatalities	2	3	1	0	0	1	0	0	2	0
Total Crashes	117	89	67	65	48	52	68	60	73	91
Average Daily Traffic	16,463	16,581	17,133	16,290	16,290	15,448	15,047	15,040	16,630	17,210
Fatal Crash Rate	2.37	6.14	2.00	0.00	0.00	2.21	0.00	0.00	4.11	0.00
Total Crash Rate	241.33	182.27	133.73	136.44	100.76	115.10	154.54	136.42	150.11	180.63

SH 71

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	1	0	0	0	0	1	0	0
Fatalities	0	0	1	0	0	0	0	1	0	0
Total Crashes	6	5	6	6	1	3	1	1	0	4
Average Daily Traffic	350	350	360	350	350	380	330	330	280	290
Fatal Crash Rate	0.00	0.00	26.49	0.00	0.00	0.00	0.00	28.90	0.00	0.00
Total Crash Rate	163.48	136.23	158.94	163.48	27.25	75.29	28.90	28.90	0.00	131.53

SH 75

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	4	5	4	3	1	1	0	1	0	2
Fatalities	4	5	5	5	1	1	0	1	0	3
Total Crashes	175	198	197	127	151	138	115	131	150	172
Average Daily Traffic	3,110	3,120	2,690	2,770	2,770	2,770	2,710	2,710	2,630	2,740
Fatal Crash Rate	2.65	2.57	2.39	1.74	0.58	0.58	0.00	0.59	0.00	1.17
Total Crash Rate	90.33	101.88	117.56	73.60	87.51	79.98	68.12	77.60	91.56	100.77

SH 77

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	1	1	0	0	0	0	0
Fatalities	0	0	0	1	1	0	0	0	0	0
Total Crashes	23	18	12	21	18	14	15	12	13	21
Average Daily Traffic	740	830	850	850	850	930	910	910	1,020	1,010
Fatal Crash Rate	0.00	0.00	0.00	10.51	10.51	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	277.59	193.69	126.09	220.65	189.13	134.45	148.49	118.79	113.83	187.30

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 78

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	2	1	0	0	3	0	1	1	0
Fatalities	1	2	1	0	0	3	0	1	1	0
Total Crashes	34	42	34	29	29	29	42	37	41	35
Average Daily Traffic	725	776	850	854	854	854	790	790	720	740
Fatal Crash Rate	0.00	7.68	3.51	0.00	0.00	10.46	0.00	3.77	4.14	0.00
Total Crash Rate	139.73	161.22	119.22	101.12	101.12	101.12	158.35	139.53	169.64	140.90

SH 81

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	2	0	0	1	0
Fatalities	0	0	0	0	0	3	0	0	1	0
Total Crashes	21	25	28	27	22	24	35	23	21	20
Average Daily Traffic	1,230	1,420	1,310	1,360	1,360	1,400	1,390	1,390	1,470	1,470
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	11.52	0.00	0.00	5.49	0.00
Total Crash Rate	137.66	141.96	172.34	160.08	130.43	138.23	203.03	133.42	115.19	109.70

SH 87

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	6	4	2	7	6	11	13	2	9	10
Average Daily Traffic	990	1,200	930	1,060	1,060	1,060	1,000	1,000	1,040	1,040
Fatal Crash Rate	9.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	181.81	99.99	64.51	198.10	169.80	311.30	389.98	60.00	259.60	288.44

SH 97

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	1	0	0	0	0	0	0
Fatalities	0	0	0	1	0	0	0	0	0	0
Total Crashes	22	31	25	28	20	23	26	24	23	31
Average Daily Traffic	930	1,100	1,030	1,030	1,030	1,030	920	920	920	960
Fatal Crash Rate	9.57	0.00	0.00	7.44	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	181.19	215.86	186.03	208.36	148.83	171.15	216.61	199.95	191.62	247.50

Crash Information for Selected Routes on the State Highway System: 2006-2015
Rates are per 100 Million Vehicle Miles Traveled

SH 99

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	4	12	6	3	7	7	5	2	5	12
Average Daily Traffic	745	760	760	760	760	770	770	770	610	610
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	125.88	370.18	185.09	92.54	215.94	213.13	152.24	60.89	192.17	461.20

SH 162

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	0	1	0	0	1	0	0	0	0	0
Fatalities	0	1	0	0	1	0	0	0	0	0
Total Crashes	10	8	9	9	12	12	9	11	7	15
Average Daily Traffic	779	740	1,015	1,015	1,015	750	770	770	780	780
Fatal Crash Rate	0.00	15.88	0.00	0.00	11.57	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	150.77	127.07	104.12	104.12	138.83	187.92	137.32	167.81	105.42	225.90

SH 167

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	1	0	0	1	0	0	0	0	0	1
Fatalities	1	0	0	1	0	0	0	0	0	1
Total Crashes	10	15	21	13	7	1	6	6	5	11
Average Daily Traffic	1,379	1,379	1,407	1,125	1,125	1,158	1,085	1,080	1,300	1,280
Fatal Crash Rate	10.95	0.00	0.00	15.02	0.00	0.00	0.00	0.00	0.00	13.93
Total Crash Rate	122.47	180.18	252.25	195.23	105.12	14.60	93.46	93.89	65.00	153.28

SH 200

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Fatal Crashes	2	1	2	1	1	0	2	1	1	0
Fatalities	2	2	2	1	1	0	2	1	1	0
Total Crashes	56	46	62	62	49	61	47	58	37	42
Average Daily Traffic	3,350	3,470	3,220	3,110	3,110	3,090	2,980	2,960	2,980	3,030
Fatal Crash Rate	0.00	2.37	5.10	2.64	2.64	0.00	5.53	2.79	2.77	0.00
Total Crash Rate	137.21	108.81	158.05	163.64	129.33	162.74	130.01	161.85	102.56	114.49

APPENDIX D: Five-Year Crash History

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

Table D-1

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Fatal Crashes	152	169	200	175	198	13.1%	5.7%
Injury Crashes	7,492	7,630	7,850	8,217	9,050	10.1%	3.1%
Total Crashes	20,833	21,402	22,347	22,134	24,018	8.5%	2.1%
Total Persons - Fatal & Injury Crashes	20,892	21,610	21,960	22,637	25,388	12.2%	2.7%
Drivers	12,922	13,350	13,858	14,472	16,297	12.6%	3.8%
Passengers	7,240	7,505	7,355	7,607	8,582	12.8%	1.7%
Total Fatalities	167	184	214	186	216	16.1%	4.5%
Fatality Rate per 100 Million AVMT	1.08	1.16	1.35	1.15	1.30	12.5%	2.9%
Total Injuries	10,866	10,988	11,344	11,768	13,207	12.2%	2.7%
Injury Rate per 100 Million AVMT	70.5	69.4	71.5	72.9	79.3	8.7%	1.1%
Impaired Drivers - Fatal/Injury Crashes	796	822	782	770	769	-0.1%	-1.0%
% of All Drivers-Fatal/Injury Crashes	6.2%	6.2%	5.6%	5.3%	4.7%	-11.3%	-4.7%
Alcohol/Drug Test Given - Fatal/Injury Crashes	681	675	635	606	615	1.5%	-3.8%
% of Impaired Drivers Given Test - F&I Crashes	85.6%	82.1%	81.2%	78.7%	80.0%	1.6%	-2.7%

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

Table D-2

	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Total Units - Fatal/Injury Crashes	13,801	14,244	14,696	15,295	17,113	11.9%	3.5%
Passenger Cars - Fatal/Injury Crashes	6,412	6,470	6,640	7,033	7,816	11.1%	3.2%
% of Vehicles	46.5%	45.4%	45.2%	46.0%	45.7%	-0.7%	-0.3%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	5,866	6,097	6,474	6,666	7,644	14.7%	4.4%
% of Vehicles	42.5%	42.8%	44.1%	43.6%	44.7%	2.5%	0.9%
Commercial Motor Vehicles - Fatal/Injury Crashes	396	428	459	494	499	1.0%	7.6%
% of Vehicles	2.9%	3.0%	3.1%	3.2%	2.9%	-9.7%	4.0%
Motorcycles - Fatal/Injury Crashes	440	501	460	447	500	11.9%	1.0%
% of Vehicles	3.2%	3.5%	3.1%	2.9%	2.9%	0.0%	-2.4%
Bicycles - Fatal/Injury Crashes	339	381	330	296	277	-6.4%	-3.8%
% of Vehicles	2.5%	2.7%	2.2%	1.9%	1.6%	-16.4%	-7.0%
Pedestrians - Fatal/Injury Crashes	221	236	216	242	223	-7.9%	3.4%
% of Vehicles	1.6%	1.7%	1.5%	1.6%	1.3%	-17.6%	-0.1%
All Terrain Vehicles - Fatal/Injury Crashes	57	64	50	46	73	58.7%	-5.9%
% of Vehicles	0.4%	0.4%	0.3%	0.3%	0.4%	41.8%	-9.0%
Motor Homes - Fatal/Injury Crashes	7	8	13	12	13	8.3%	23.0%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-3.2%	19.0%
Farm Equipment - Fatal/Injury Crashes	23	12	12	10	17	70.0%	-21.5%
% of Vehicles	0.2%	0.1%	0.1%	0.1%	0.1%	51.9%	-24.2%
Trains - Fatal/Injury Crashes	2	7	10	7	6	-14.3%	87.6%
% of Vehicles	0.0%	0.0%	0.1%	0.0%	0.0%	-23.4%	81.6%

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

Table D-3

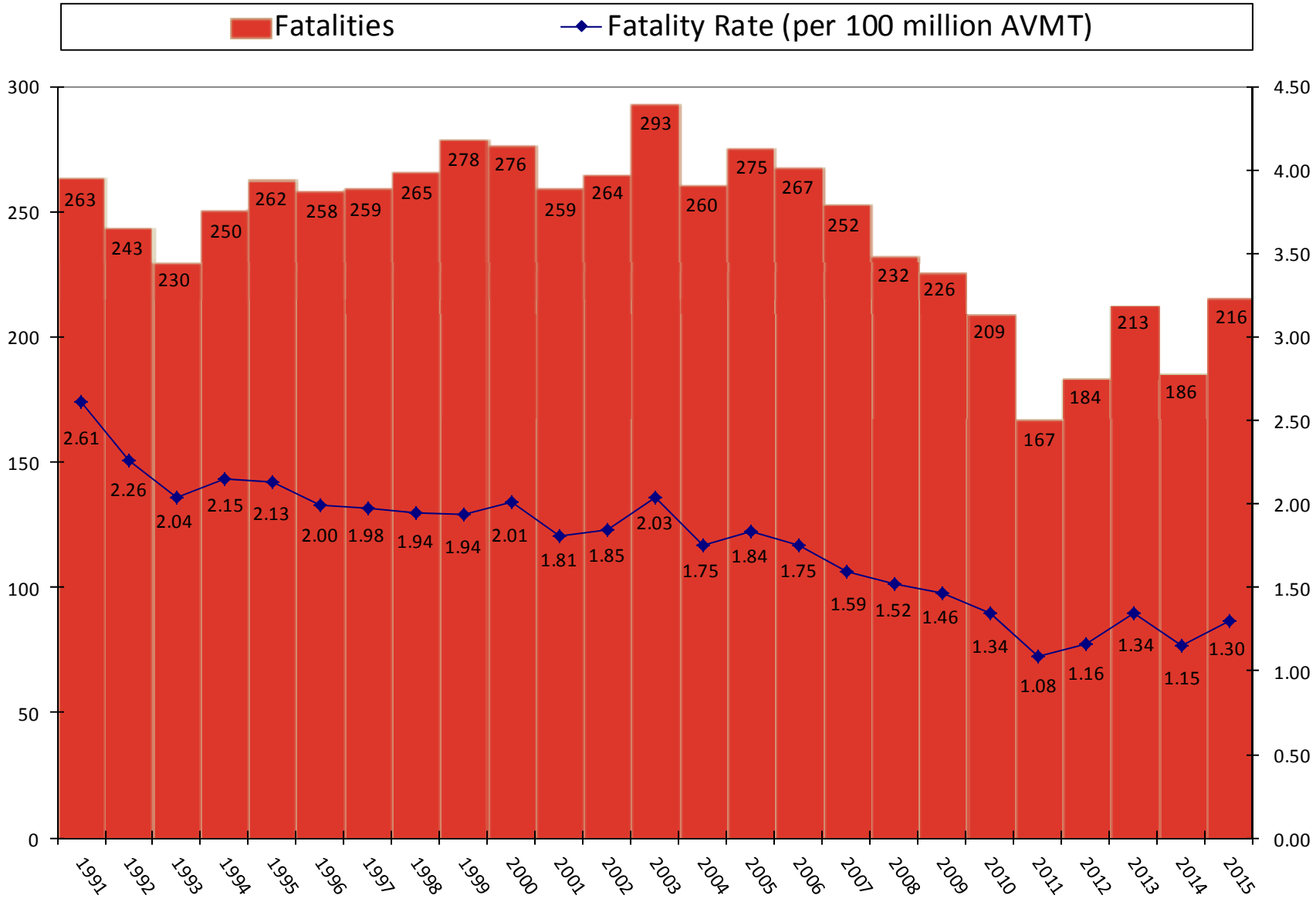
	2011	2012	2013	2014	2015	Change 2014-2015	Avg. Change 2011-2014
Roadside Obstacles- Fatal/Injury Crashes	1,820	1,850	1,948	2,059	2,107	2.3%	4.2%
% of Crashes	22.6%	23.7%	24.2%	24.5%	22.8%	-7.1%	2.8%
Roadway Defects- Fatal/Injury Crashes	186	197	176	232	225	-3.0%	9.0%
% of Crashes	2.3%	2.5%	2.2%	2.8%	2.4%	-12.0%	7.4%
Vehicle Defects- Fatal/Injury Crashes	205	164	187	208	216	3.8%	1.8%
% of Vehicles	1.4%	1.2%	1.3%	1.4%	1.3%	-7.2%	-0.9%
Self-Reported Restraint Use*- Fatal/Injury Crashes	14,692	15,182	15,800	16,525	18,685	13.1%	4.0%
% Usage	84.7%	85.5%	84.3%	84.9%	85.2%	0.3%	0.1%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	965	865	1,005	942	1,147	21.8%	-0.1%
% Usage	79.0%	72.7%	77.1%	78.4%	80.2%	2.3%	-0.1%
Helmet Use- Fatal/Injury Crashes	265	319	263	284	310	9.2%	3.6%
% of Motorcycle Operators	54.6%	56.6%	51.5%	58.1%	55.9%	-3.8%	2.5%
Emergency Medical Service Response to Fatal/Injury Crashes	5,140	5,150	5,342	5,602	6,142	9.6%	2.9%
% of Fatal & Injury Crashes	63.9%	66.0%	66.4%	66.8%	66.4%	-0.5%	1.5%

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

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

APPENDIX E: 25 Year History

Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million AVMT)
300
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