

# Idaho Traffic Crashes

# 2010

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Idaho Transportation Department  
Office of Highway Safety

# **IDAHO TRAFFIC CRASHES**

## **2010**

Prepared by the Idaho Office of Highway Safety

**IDAHO TRANSPORTATION DEPARTMENT**

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## **Introduction**

*Idaho Traffic Crashes 2010* 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 2010* 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.

## **Explanation of Data**

The source for crash information is the Idaho Transportation Department State Crash Database. The database consists of crash reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard crash report, 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 occurring on private property and any intentional acts are excluded.

When examining any of the statistics herein, it is important to distinguish between the three different levels of crash data: the crash level, the vehicle 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 vehicle in the crash; and lastly, age, gender, injury type, and restraint use are specific to each person involved in the crash. Each crash must involve at least one motor vehicle and each 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.

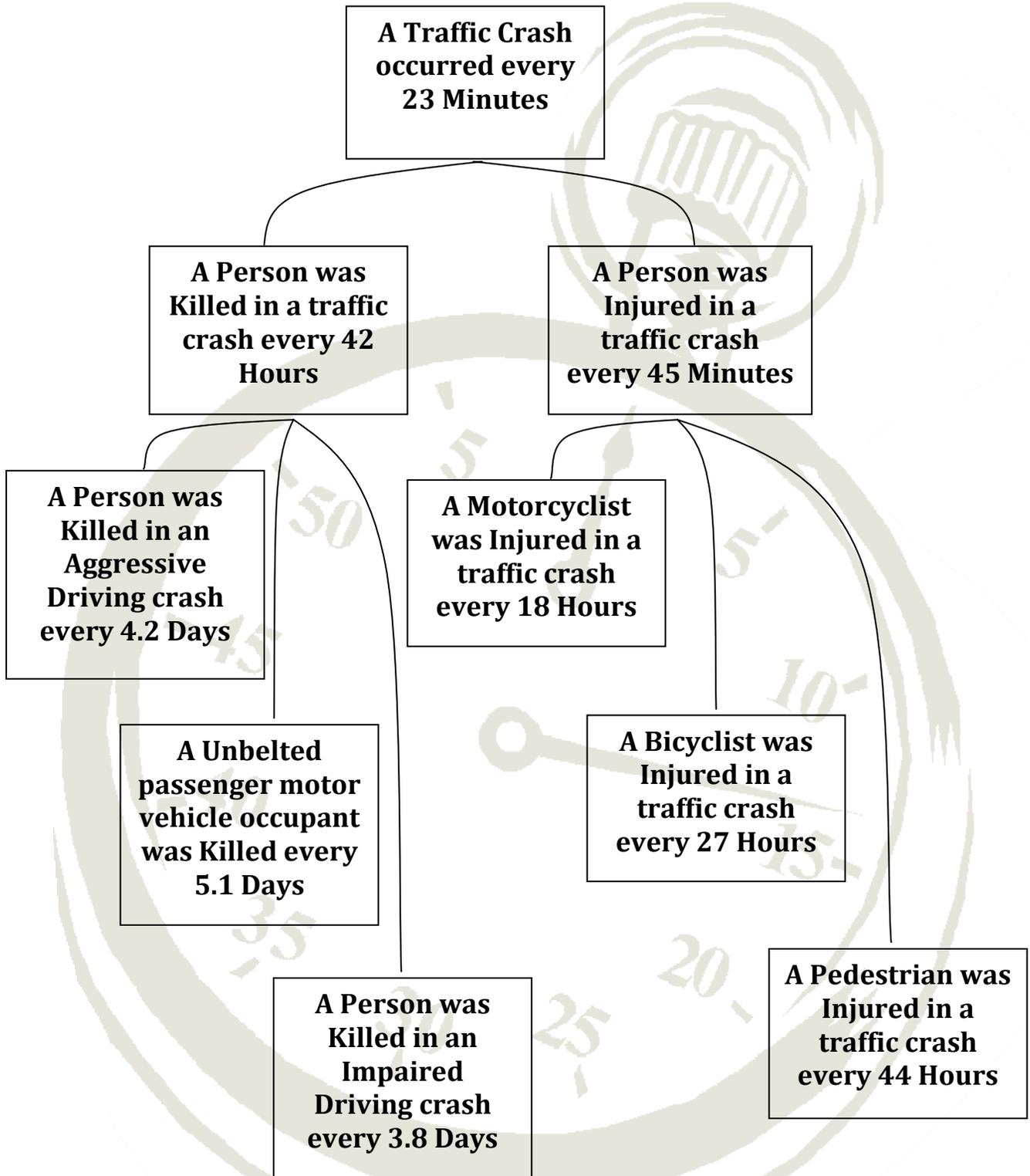
If you have any questions or suggestions concerning *Idaho Traffic Crashes 2010*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

## Executive Summary

A summary of findings for 2010 are listed below:

- The number of motor vehicle crashes decreased by 2.0 percent, from 22,992 in 2009 to 22,555 in 2010. The number of fatalities resulting from motor vehicle crashes decreased from 226 in 2009 to 209 in 2010, an 8 percent decrease. The number of fatal crashes decreased from 199 in 2009 to 185 in 2010. The number of serious injuries decreased from 1,399 in 2009 to 1,396 in 2010, a 0.2% decrease.
- Idaho's fatality rate per 100 million vehicle miles traveled was 1.34 in 2010, down from 1.46 in 2009.
- While 61 percent of all motor vehicle crashes occurred on urban roadways, 77 percent of the fatal motor vehicle crashes occurred on rural roadways in 2010.
- After a big decline in 2009, fatalities resulting from impaired driving crashes increased back to prior year levels in 2010. In 2010, 46 percent of all fatalities resulted from impaired driving. Of the 96 persons killed in impaired driving crashes, 89 percent were either the impaired driver, a person riding with an impaired driver, and impaired bicyclist, or an impaired pedestrian.
- Idaho's observed seat belt use decreased from 79 percent in 2009 to 78 percent in 2010. While the observed rate was 78 percent, only 47 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 36 of the 72 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 52 percent of the motor vehicle crashes and 88 people were killed in aggressive driving crashes in 2010.
- Distracted driving was a factor in 26 percent of the motor vehicle crashes on 2010 and 60 people were killed in distracted driving crashes.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2010, youthful drivers were 2.5 times as likely as all other drivers to be involved in a fatal or injury crash. There were 31 people killed in crashes involving youthful drivers.
- There were 10 pedestrians and 4 bicyclists killed in motor vehicle crashes in 2010.
- The number of motorcyclists killed in motor vehicle crashes decreased from 34 in 2009 to 28 in 2010. Just over half (56 percent) of fatal motorcycle crashes in 2010 involved just the motorcycle, while almost half (48 percent) of fatal motorcycle crashes involved an impaired driver.
- Fatal crashes involving commercial motor vehicles decreased by 39 percent in 2010, while the number of injury crashes involving commercial motor vehicles increased by 9 percent. There were 14 people killed and 595 people injured in commercial motor vehicle crashes in 2010.

# Idaho's Traffic Crash Clock: 2010



# SECTION I

## GENERAL CRASH INFORMATION



## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2006 through 2010. The property damage reporting threshold changed from \$750 to \$1,500 in 2006. The total number of traffic crashes in 2010 decreased by 1.4% from 2009. Fatal crashes decreased by 7.0%, while injury crashes increased by 1.0%. Total fatalities decreased 7.5% from the previous year, while the number of injuries increased by 2.9%. The number of property damage crashes decreased by 3.4%.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Total Crashes	24,225	26,452	25,002	22,992	22,555	-1.9%	-1.4%
Fatal Crashes	239	218	212	199	185	-7.0%	-5.9%
Persons Killed (Fatalities)	267	252	232	226	209	-7.5%	-5.4%
Injury Crashes	9,536	9,234	8,227	7,861	7,939	1.0%	-6.2%
Persons Injured	13,950	13,594	11,995	11,393	11,725	2.9%	-6.4%
Property-Damage-Only Crashes ( >\$1,500 after 2005)	14,450	17,000	16,563	14,932	14,431	-3.4%	1.7%
Idaho Population (thousands)	1,466	1,499	1,524	1,546	1,560	0.9%	1.8%
Licensed Drivers (thousands)	1,008	1,028	1,038	1,055	1,070	1.4%	2.0%
Vehicle Miles of Travel (millions)	15,259	15,837	15,281	15,430	15,555	0.8%	0.4%
Urban VMT (millions)	6,188	6,467	6,359	6,431	6,528	1.5%	1.3%
Rural VMT (millions)	9,072	9,371	8,922	8,999	9,028	0.3%	-0.2%
Registered Vehicles (thousands)	1,436	1,594	1,453	1,401	1,413	0.9%	-0.5%

There were 14 fewer fatal crashes in 2010 than in 2009, and 17 fewer people killed. Most (165) of the fatal crashes (89.2%) resulted in just one fatality; there were 16 (8.6%) fatal crashes that resulted in two fatalities; 3 fatal crashes resulted in three fatalities; and 1 fatal crash resulted in four fatalities.

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 2010, the number of licensed drivers increased by 1.4%, the population grew by 0.9 %, and the number of registered motor vehicles increased by 0.9%.

The statewide AVMT increased by 0.8% in 2010, but was still less than its value in 2007. Commercial vehicles accounted for 18% of the statewide AVMT in 2010.

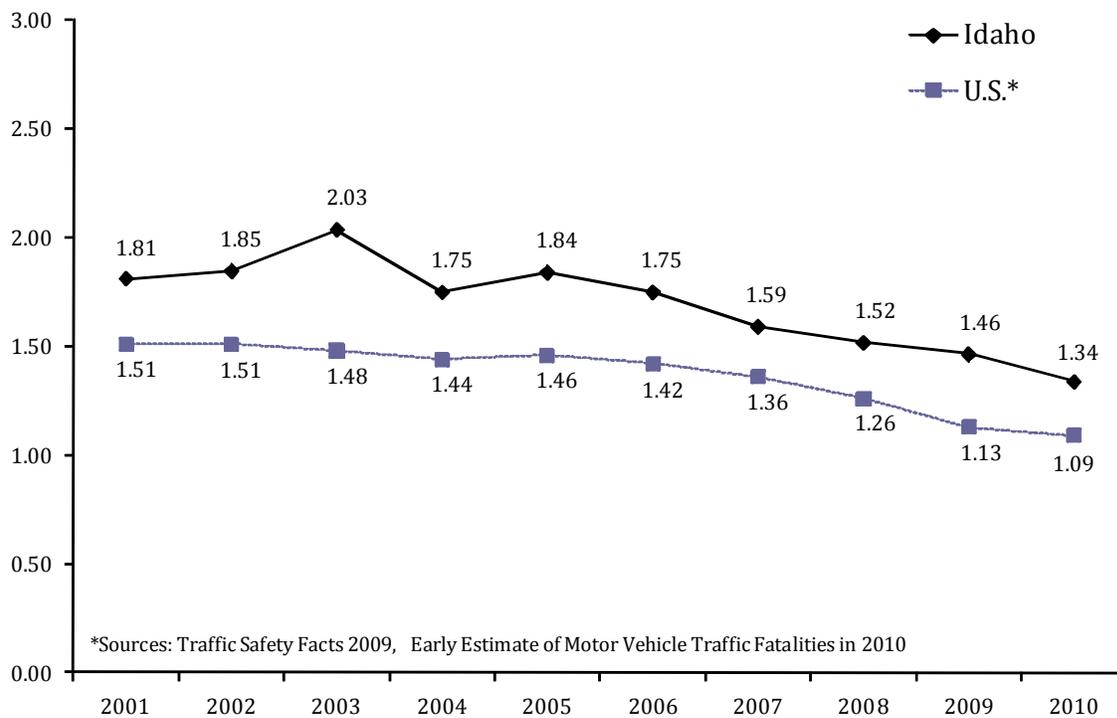
## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2006-2010.

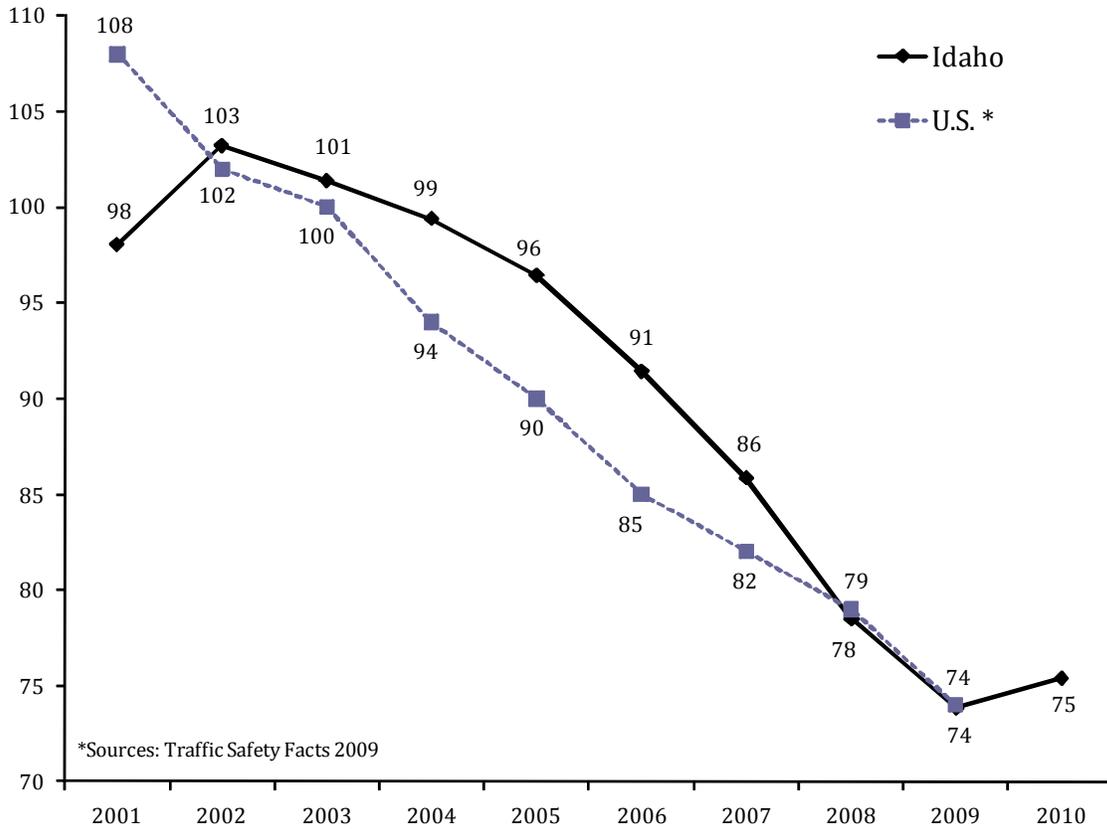
	2006	2007	2008	2009	2010	Change 2009-2010	Avg. Change 2006-2009
Fatality Rate	1.75	1.59	1.52	1.46	1.34	-8.3%	-5.7%
Injury Rate	91.42	85.84	78.49	73.84	75.38	2.1%	-6.9%

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.: 2001-2010



**Figure 2**  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2001-2010**



The 2010 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 severity distribution among persons involved in crashes from 2006 through 2010. The number of fatalities decreased to 209 in 2010.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Fatalities	267	252	232	226	209	-7.5%	-5.4%
Serious Injuries	1,689	1,806	1,503	1,399	1,396	-0.2%	-5.6%
Visible Injuries	4,287	4,049	3,396	3,353	3,565	6.3%	-7.6%
Possible Injuries	7,974	7,739	7,096	6,641	6,764	1.9%	-5.9%
No Injuries	46,325	52,932	48,865	45,465	44,239	-2.7%	-0.1%
Unknown / Missing	696	797	775	725	818	12.8%	1.8%
<b>Total Persons in Crashes</b>	<b>61,238</b>	<b>67,575</b>	<b>61,867</b>	<b>57,809</b>	<b>56,991</b>	<b>-1.4%</b>	<b>-1.6%</b>

In 2010, there were 7 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2010. There was 1 person killed every 42 hours and 1 person injured every 45 minutes.

## Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2010. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)<sup>1</sup> in February 2008. Each injury type cost was established by determining the percentage the injury cost was in relation to the cost of a fatality. This was a substantial increase over the previous cost estimate adjusted for inflation. The 2010 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2009 was just under \$2.5 billion.

<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	209	\$6,053,567	\$1,265,195,573
Serious Injuries	1,396	\$301,473	\$420,855,941
Visible Injuries	3,565	\$84,441	\$301,031,586
Possible Injuries	6,764	\$55,972	\$378,597,919
Property Damage Only	14,431	\$6,480	\$93,513,686
<b>Total Estimate of Economic Cost</b>			<b>\$2,459,194,704</b>

The cost of traffic crashes in 2010 amounts to \$1,577 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 22 and Table 23 from the NHTSA study, "The Economic Impact of Motor Vehicle Crashes, 2000"<sup>2</sup> 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.

<b>Table 5</b>							
<b>Estimated Source of Payment for Each Motor Vehicle Crash Cost Component<sup>2</sup></b>							
	<b>Federal</b>	<b>State</b>	<b>Total Government</b>	<b>Insurer</b>	<b>Other</b>	<b>Self</b>	<b>Total</b>
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Market Productivity	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Productivity	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
<b>Percentage of Total Costs</b>	<b>6.41%</b>	<b>2.70%</b>	<b>9.11%</b>	<b>50.26%</b>	<b>14.48%</b>	<b>26.15%</b>	<b>100.00%</b>

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.<sup>2</sup>

## Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 2.9 times as likely to result in a fatality as multiple-vehicle crashes were in 2010. 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.

<b>Type of Crash</b>	<b>Single Vehicle</b>		<b>Multiple Vehicles</b>	
	<b>Crashes</b>	<b>Injuries</b>	<b>Crashes</b>	<b>Injuries</b>
Fatal	111	124	74	85
Serious Injury	447	565	627	831
Visible Injury	1,018	1,346	1,590	2,219
Possible Injury	1,115	1,600	3,142	5,164
Property Damage	5,038		9,393	
<b>Total</b>	<b>7,729</b>	<b>3,635</b>	<b>14,826</b>	<b>8,299</b>

In 2010, single-vehicle crashes represented only 34% of all crashes, yet accounted for 60% of all fatal crashes. Of the 111 fatal single-vehicle crashes, 95 (86%) occurred on rural roadways.

Of the 74 multiple-vehicle fatal crashes, 11 involved a pedestrian and 4 involved a bicyclist (there was a single crash that involved both a pedestrian and bicyclist). Only 40% of all fatal crashes involved two or more motor vehicles. Of the 74 fatal multiple-vehicle crashes, 48 (or 65%) occurred on rural roadways.

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

Speed played the biggest role in single-vehicle crashes, contributing to more than one-third of single-vehicle crashes. Speed also contributed to 7% of all multiple-vehicle crashes.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to nearly 1 out of every 4 multiple vehicle crashes and about 1 out of every 5 single vehicle crashes. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to almost 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 12% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3  
**Single-Vehicle Crashes - Contributing Circumstances: 2010**

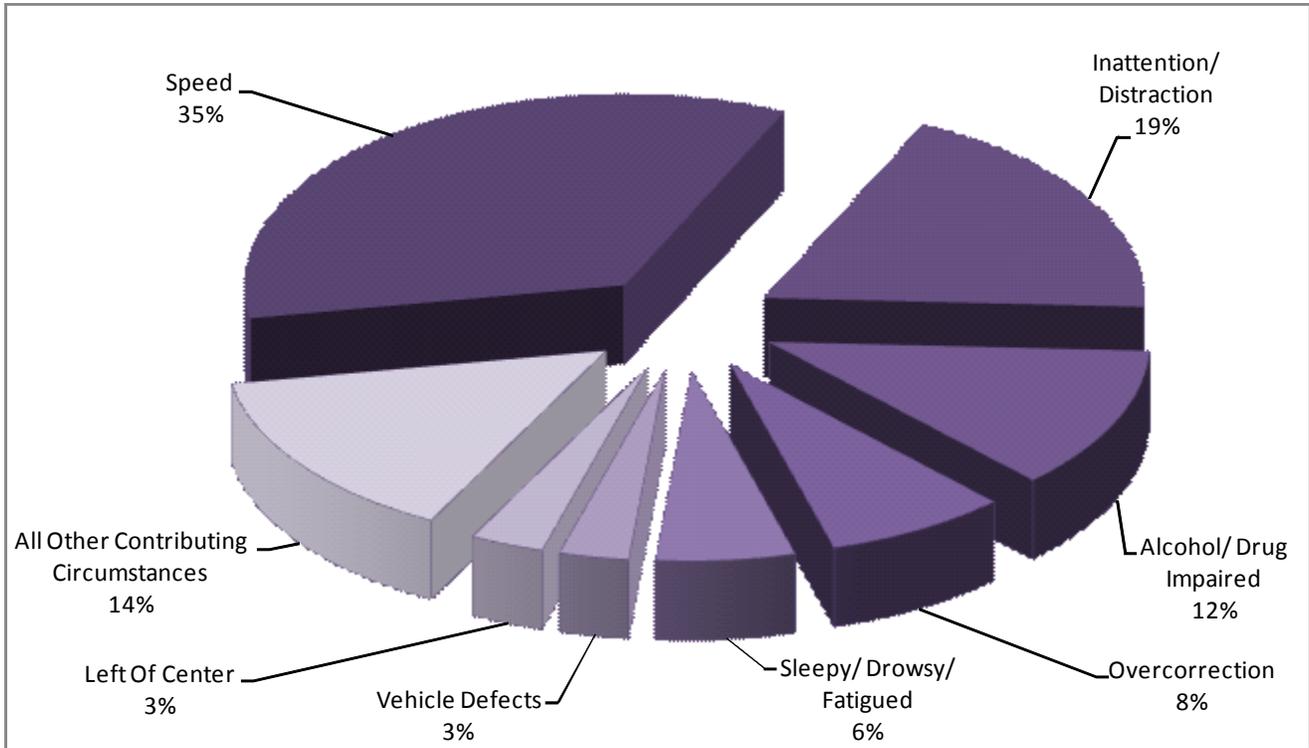


Figure 4  
**Multiple-Vehicle Crashes - Contributing Circumstances: 2010**

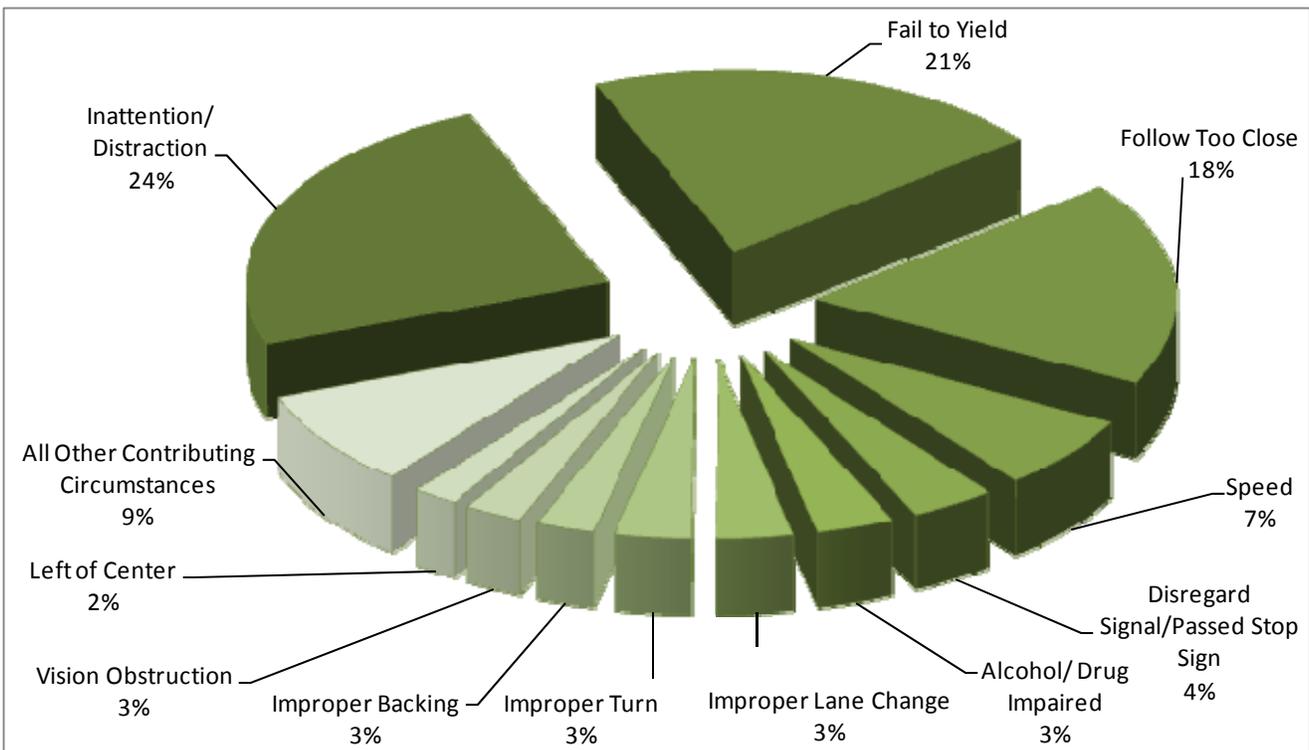


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

<b>Table 7</b>	
<b>Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2010</b>	
<b>Single-Vehicle Crashes</b>	<b>Multiple-Vehicle Crashes*</b>
Overturn (58.6%)	Head On (32.5%)
Tree (10.8%)	Pedestrian (14.4%)
Embankment (5.4%)	Angle (11.3%)
Immersion (5.4%)	Angle - Turning (8.8%)
Utility Pole / Light Support (5.4%)	Side Swiped - Same Direction (7.5%)
Guardrail Face (2.7%)	Side Swiped Opposite (5.6%)
Other Object - Fixed (2.7%)	Head On - Turning (5.0%)
Fell, Pushed, Jumped (1.8%)	Bicyclist (5.0%)
Fence (1.8%)	Overturn (2.5%)
Cargo Loss (0.9%)	Same Direction - Turning (1.3%)
Ditch (0.9%)	Utility Pole (1.3%)
Guardrail End (0.9%)	Guardrail End (0.6%)
Median Barrier (0.9%)	Other (0.6%)
Other Non-Collision (0.9%)	Parked Vehicle (0.6%)
Wild Animal (0.9%)	

\*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single crash may not have the same most harmful event. In 2010, there were 160 units involved in the 74 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 49% of the single vehicle fatalities and 29% of all fatalities in 2010.

Of the 61 people killed in single-vehicle rollovers, 20 (or 33%) were wearing seat belts or in a child safety seat. Of the 41 people who were killed in single-vehicle rollovers and not wearing a seat belt, 36 (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<sup>3</sup>.

## Crashes and Injuries by Month

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

	<b>Fatal Crashes</b>	<b>Injury Crashes</b>	<b>Total Crashes</b>	<b>Fatal Injuries</b>	<b>Serious Injuries</b>	<b>Visible Injuries</b>	<b>Possible Injuries</b>
January	8	543	1,752	8	71	219	475
February	6	486	1,522	7	74	207	417
March	15	519	1,512	15	94	250	461
April	10	596	1,589	11	96	273	535
May	15	650	1,716	16	128	305	495
June	18	674	1,770	19	143	300	551
July	25	769	1,919	26	177	388	539
August	19	771	1,939	29	187	366	626
September	24	752	1,909	28	143	358	649
October	26	695	1,885	28	102	326	599
November	14	781	2,651	17	80	299	761
December	5	703	2,391	5	101	274	656
<b>Totals</b>	<b>185</b>	<b>7,939</b>	<b>22,555</b>	<b>209</b>	<b>1,396</b>	<b>3,565</b>	<b>6,764</b>

In 2010, October, July, and September had the highest number of fatal crashes. November 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: 2010

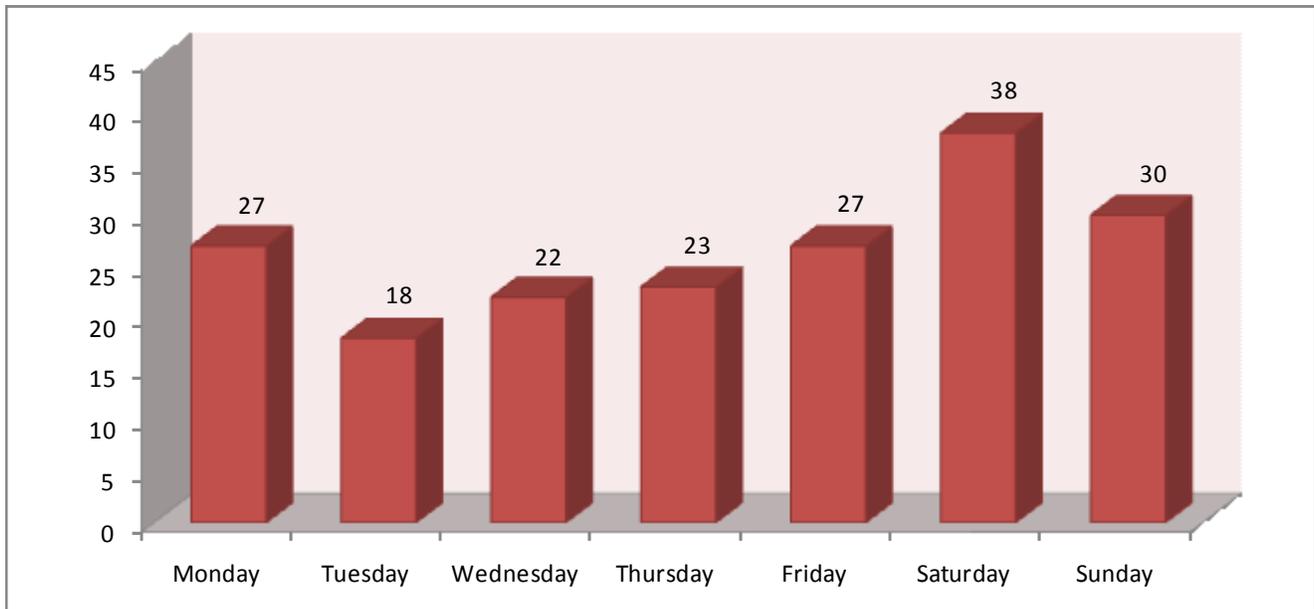
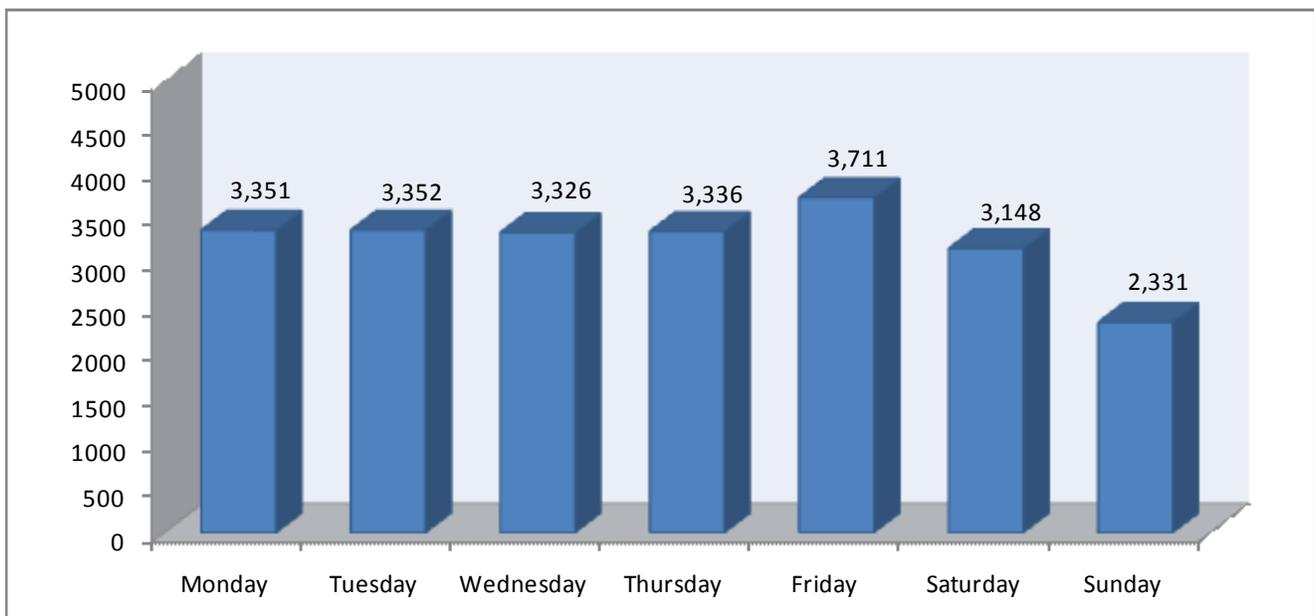


Figure 6  
Total Crashes by Day of the Week: 2010



## 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: 2010

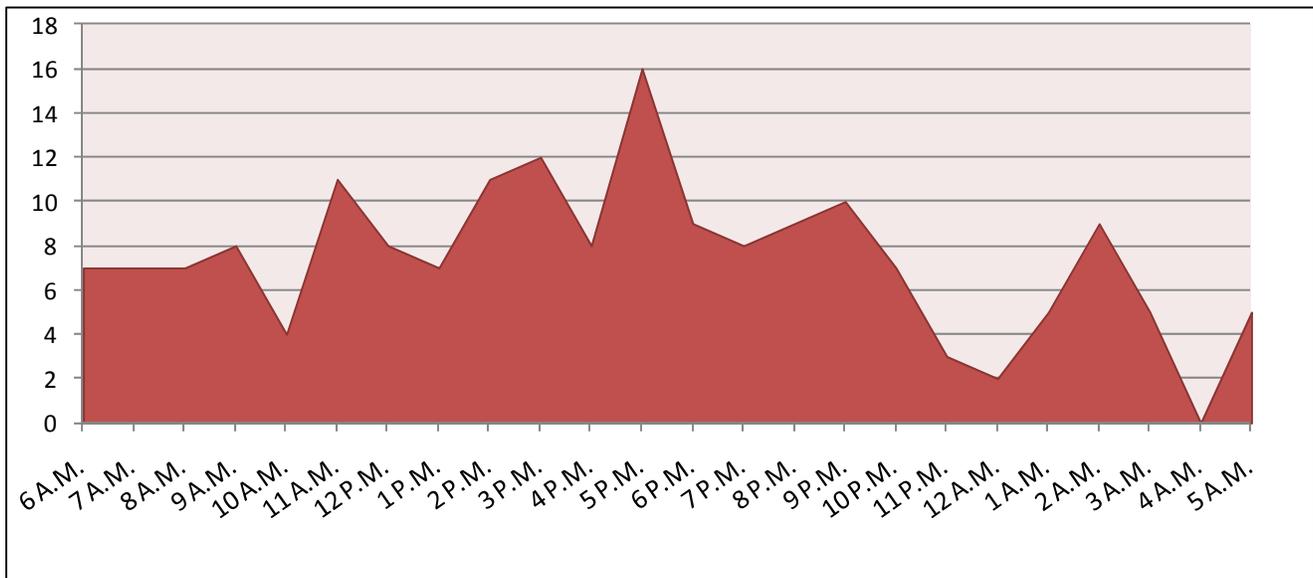
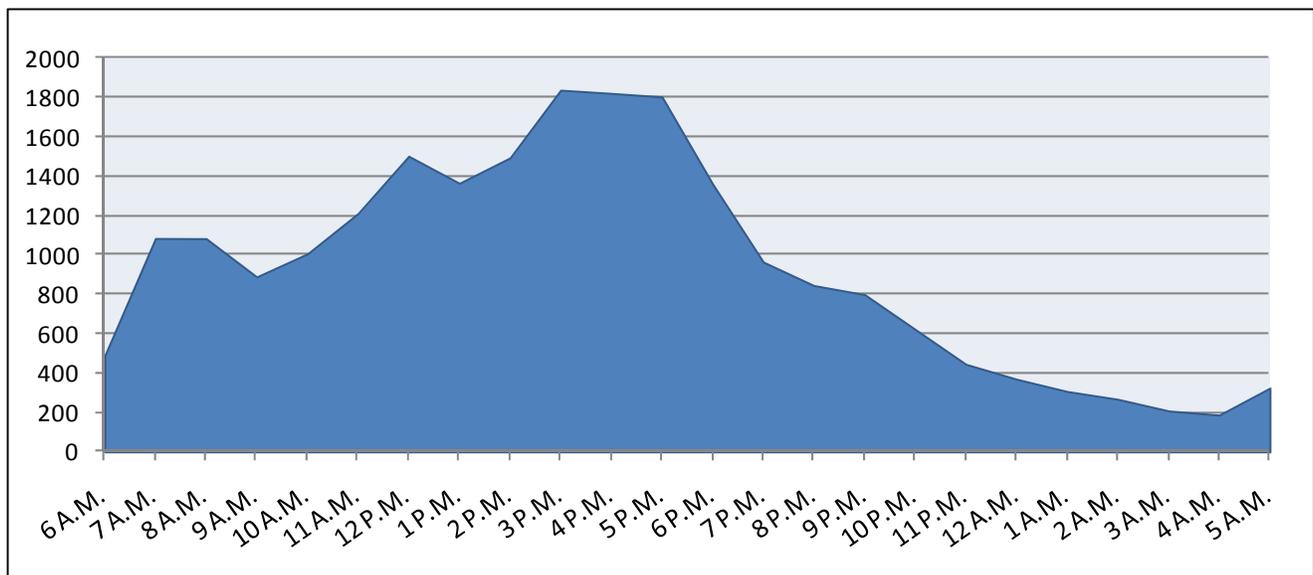


Figure 8  
Total Crashes by Time of Day: 2010



## 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.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Fatal Crashes	239	218	212	199	185	-7.0%	-5.9%
Urban	62	47	49	44	42	-4.5%	-10.0%
Rural	177	171	163	155	143	-7.7%	-4.3%
Injury Crashes:	9,536	9,234	8,227	7,861	7,939	1.0%	-6.2%
Urban	5,871	5,764	5,053	4,838	4,919	1.7%	-6.1%
Rural	3,665	3,470	3,174	3,023	3,020	-0.1%	-6.2%
Total Crashes:	24,225	26,452	25,002	22,992	22,555	-1.9%	-1.4%
Urban	14,810	16,693	15,362	14,215	13,780	-3.1%	-0.9%
Rural	9,415	9,759	9,640	8,777	8,775	0.0%	-2.2%

In 2010, 77% of fatal crashes occurred on rural roads, whereas 39% of all crashes occurred on rural roads. In Idaho in 2010, 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.<sup>3</sup>

The high percentage of rural roadways in Idaho primarily contributes to the fact that Idaho's fatality rate is consistently higher than the U.S. fatality rate as evidenced in Table 10.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Fatal Crash Rate	1.57	1.38	1.39	1.29	1.19	-7.8%	-6.1%
Urban Fatal Crash Rate	1.00	0.73	0.77	0.68	0.64	-6.0%	-10.9%
Rural Fatal Crash Rate	1.95	1.82	1.83	1.72	1.58	-8.0%	-4.0%
Injury Crash Rate	62.49	58.31	53.84	50.95	51.04	0.2%	-6.6%
Urban Injury Crash Rate	94.88	89.14	79.46	75.23	75.36	0.2%	-7.4%
Rural Injury Crash Rate	40.40	37.03	35.57	33.59	33.45	-0.4%	-5.9%
Total Crash Rate	158.75	167.03	163.61	149.01	145.00	-2.7%	-1.9%
Urban Total Crash Rate	239.35	258.14	241.58	221.05	211.10	-4.5%	-2.4%
Rural Total Crash Rate	103.78	104.15	108.04	97.53	97.20	-0.3%	-1.9%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2006-2010, 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: 2006-2010**

<b>Roadway Information</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
<b>Local Roads:</b>							
VMT (100 millions)	69.2	67.2	71.4	71.2	72.1	1.2%	1.0%
Fatal Crashes	105	82	84	76	79	3.9%	-9.7%
Injury Crashes	5,517	4,817	5,240	4,539	4,978	9.7%	-5.8%
Total Crashes	14,031	15,500	16,079	13,502	14,238	5.5%	-0.6%
Fatal Crash Rate	1.5	1.2	1.2	1.1	1.1	2.7%	-10.8%
Injury Crash Rate	79.7	71.7	73.4	63.8	69.1	8.3%	-6.9%
Total Crash Rate	202.6	230.8	225.2	189.7	197.6	4.2%	-1.4%
<b>U.S. and State Highways:</b>							
VMT (100 millions)	48.5	49.9	48.0	48.3	48.7	1.0%	-0.1%
Fatal Crashes	96	90	94	97	79	-18.6%	0.5%
Injury Crashes	3,162	3,028	2,652	2,566	2,288	-10.8%	-6.6%
Total Crashes	7,797	8,232	7,620	7,205	6,189	-14.1%	-2.4%
Fatal Crash Rate	2.0	1.8	2.0	2.0	1.6	-19.3%	0.7%
Injury Crash Rate	65.2	60.7	55.2	53.2	46.9	-11.7%	-6.6%
Total Crash Rate	160.8	165.1	158.7	149.2	127.0	-14.9%	-2.4%
<b>Interstate Highways:</b>							
VMT (100 millions)	34.9	35.8	33.4	34.8	34.8	-0.2%	0.1%
Fatal Crashes	38	44	38	26	27	3.8%	-9.8%
Injury Crashes	857	846	783	756	673	-11.0%	-4.1%
Total Crashes	2,394	2,637	2,640	2,285	2,128	-6.9%	-1.1%
Fatal Crash Rate	1.1	1.2	1.1	0.7	0.8	4.1%	-9.9%
Injury Crash Rate	24.6	21.7	21.1	21.7	19.4	-10.8%	-3.9%
Total Crash Rate	68.7	67.4	71.5	65.6	61.2	-6.6%	-1.4%
<b>Statewide Totals:</b>							
VMT (100 millions)	158.4	152.8	154.3	154.3	155.6	0.8%	-0.8%
Fatal Crashes	218	212	199	199	185	-7.0%	-3.0%
Injury Crashes	9,234	8,227	7,861	7,861	7,939	1.0%	-5.1%
Total Crashes	26,452	25,002	22,992	22,992	22,555	-1.9%	-4.5%
Fatal Crash Rate	1.4	1.4	1.3	1.3	1.2	-7.8%	-2.1%
Injury Crash Rate	58.3	53.8	50.9	50.9	51.0	0.2%	-4.3%
Total Crash Rate	167.0	163.6	149.0	149.0	145.0	-2.7%	-3.7%

## Crashes by Idaho Counties and Cities

<b>Table 12</b>									
<b>Crash History of Idaho Counties: 2008-2010</b>									
<b>County</b>	<b>Fatal Crashes</b>			<b>Injury Crashes</b>			<b>Total Crashes</b>		
	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Ada	14	16	15	2,011	1,938	2,127	5,755	5,246	5,379
Adams	1	4	1	27	23	21	72	55	54
Bannock	7	6	9	458	445	470	1,638	1,582	1,616
Bear Lake	3	3	1	38	35	35	108	104	100
Benewah	0	4	3	52	56	65	161	183	174
Bingham	4	8	8	198	210	221	729	707	781
Blaine	3	3	4	91	83	46	354	266	199
Boise	5	8	5	81	74	51	173	168	144
Bonner	11	6	7	185	175	195	657	593	577
Bonneville	8	9	7	589	555	539	1,725	1,613	1,573
Boundary	3	3	1	55	53	40	183	172	161
Butte	1	2	0	24	22	21	65	73	61
Camas	1	0	0	1	6	5	9	21	22
Canyon	25	13	16	1,019	936	867	2,854	2,483	2,351
Caribou	1	3	4	48	41	40	109	86	101
Cassia	9	6	5	150	134	155	545	550	490
Clark	2	1	2	14	14	18	67	56	93
Clearwater	0	2	1	47	40	37	133	124	121
Custer	6	2	3	26	23	32	72	65	59
Elmore	6	8	8	177	165	158	487	458	372
Franklin	0	4	1	55	67	55	177	202	174
Fremont	3	4	6	68	62	56	258	261	248
Gem	2	4	0	59	53	63	160	142	131
Gooding	4	2	2	69	71	83	266	211	241
Idaho	9	2	9	67	62	96	215	165	235
Jefferson	2	1	2	112	76	73	344	252	298
Jerome	6	9	10	108	136	135	393	377	411
Kootenai	21	8	13	781	761	744	2,322	2,129	2,022
Latah	3	1	5	176	152	171	561	543	536
Lemhi	1	6	3	46	47	45	113	120	139
Lewis	1	1	3	22	27	12	54	68	58
Lincoln	2	2	2	18	17	20	66	68	70
Madison	6	4	3	142	151	124	571	535	505
Minidoka	10	3	4	120	88	85	352	247	237
Nez Perce	8	8	3	232	234	251	777	809	733
Oneida	2	2	2	29	37	39	117	115	131
Owyhee	3	4	0	49	46	46	139	128	134
Payette	4	6	1	79	96	98	221	242	237
Power	2	4	3	54	59	71	215	197	199
Shoshone	2	2	2	60	64	61	227	203	189
Teton	1	1	2	43	35	25	132	114	97
Twin Falls	7	11	6	442	384	336	1,047	906	791
Valley	2	1	3	71	65	62	271	222	187
Washington	1	2	0	34	43	45	108	131	124
<b>TOTALS</b>	<b>212</b>	<b>199</b>	<b>185</b>	<b>8,227</b>	<b>7,861</b>	<b>7,939</b>	<b>25,002</b>	<b>22,992</b>	<b>22,555</b>

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2008-2010 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2009

<b>Table 13</b>									
<b>Crash History of Idaho Cities: 2008-2010</b>									
<b>City by Population Size</b>	<b>Fatal Crashes</b>			<b>Injury Crashes</b>			<b>Total Crashes</b>		
	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b>40,000 and over</b>									
Boise	5	8	7	1,174	1,104	1,189	3,478	3,103	3,238
Caldwell	6	4	4	182	171	161	629	520	443
Coeur d'Alene	3	1	1	328	335	280	946	896	789
Idaho Falls	3	2	3	371	331	306	909	953	903
Meridian	2	3	2	376	415	538	1,046	1,051	1,144
Nampa	3	1	2	512	453	444	1,409	1,235	1,243
Pocatello	1	1	2	311	316	321	1,188	1,112	1,133
Twin Falls	3	3	1	277	225	194	538	478	382
<b>15,000 - 39,999</b>									
Eagle	1	0	2	81	68	66	219	193	198
Lewiston	3	0	0	172	161	156	571	598	496
Moscow	0	0	0	78	67	71	295	283	263
Post Falls	0	1	2	106	107	112	307	278	300
Rexburg	1	0	0	86	84	79	361	328	317
<b>5,000 - 14,999</b>									
Ammon	0	0	0	24	29	35	132	93	110
Blackfoot	0	1	0	47	47	62	231	226	265
Burley	0	0	0	55	46	63	265	254	205
Chubbuck	0	1	0	44	53	72	148	186	199
Emmett	0	2	0	14	21	25	58	50	52
Garden City	0	0	1	65	70	89	225	196	195
Hailey	0	1	0	38	15	8	136	84	50
Hayden	1	0	1	44	63	48	153	168	144
Jerome	1	2	1	31	35	31	159	134	120
Kuna	0	1	0	22	29	18	65	68	58
Middleton	0	0	1	10	5	10	38	24	34
Mountain Home	0	0	1	22	25	35	89	118	88
Payette	0	0	0	11	12	17	29	46	50
Preston	0	1	1	25	25	11	62	70	42
Rathdrum	0	0	0	24	16	18	52	43	34
Rupert	0	0	1	13	7	11	48	29	30
Sandpoint	0	1	0	45	27	22	176	95	92
Star	0	0	0	11	4	5	29	13	19
Weiser	0	0	0	7	8	12	31	45	37

**Table 13 (Continued)**  
**Crash History of Idaho Cities: 2008-2010**

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2008	2009	2010	2008	2009	2010	2008	2009	2010
<b>2,000 - 4,999</b>									
American Falls	0	0	0	16	7	10	60	48	41
Bellevue	0	0	0	2	2	2	11	14	8
Bonnars Ferry	0	0	0	9	11	5	33	32	24
Buhl	0	0	0	10	9	7	36	34	24
Dalton Gardens	1	0	0	3	7	7	19	21	18
Filer	0	0	0	3	0	3	10	3	10
Fruitland	0	0	0	12	20	12	37	41	31
Gooding	0	0	0	3	3	1	31	15	27
Grangeville	0	0	0	6	5	4	28	19	22
Heyburn	0	0	0	9	11	14	34	30	29
Homedale	0	0	0	2	2	4	14	13	18
Kellogg	0	0	0	9	6	7	28	27	24
Ketchum	0	0	0	5	12	4	55	45	36
Kimberly	0	0	0	2	4	5	5	12	6
Malad	0	0	0	3	2	3	24	15	16
McCall	0	1	0	10	6	5	54	42	27
Montpelier	0	0	0	4	5	7	23	23	9
Orofino	0	0	0	6	13	8	36	44	30
Rigby	0	0	0	23	16	17	68	61	80
St. Anthony	0	0	0	7	6	8	40	39	45
St. Maries	0	0	0	11	6	7	25	30	34
Salmon	0	0	0	5	11	10	27	32	41
Shelley	0	0	0	3	6	8	18	24	26
Soda Springs	0	1	0	3	10	2	22	26	13
Wendell	0	0	0	6	5	6	26	17	22

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 2010 U. S. Census Bureau estimates for counties.

<b>Table 14</b>							
<b>Fatal and Injury Crash Rates by County - 2010</b>							
	2010	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
	Population (in 1,000s)	Total	Fatal	Injury	Killed	Injured	
<b>50,000 and over</b>							
Ada	388.6	5,379	15	2,127	17	3,122	5.5
Bannock	83.5	1,616	9	470	9	650	5.7
Bonneville	102.7	1,573	7	539	7	816	5.3
Canyon	188.6	2,351	16	867	17	1,297	4.7
Kootenai	140.7	2,022	13	744	15	1,039	5.4
Twin Falls	76.4	791	6	336	7	481	4.5
<b>Mean Crash Rate</b>							<b>5.3</b>

**Table 14 (Continued)**  
**Fatal and Injury Crash Rates by County - 2010**

	2010 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>20,000 - 49,999</b>							
Bingham	45.4	781	8	221	10	337	5.0
Blaine	22.2	199	4	46	4	73	2.3
Bonner	41.6	577	7	195	7	277	4.9
Cassia	22.2	490	5	155	5	229	7.2
Elmore	28.6	372	8	158	12	259	5.8
Jefferson	25.1	298	2	73	3	104	3.0
Jerome	21.8	411	10	135	12	222	6.7
Latah	38.6	536	5	171	5	235	4.6
Madison	38.6	505	3	124	3	175	3.3
Nez Perce	39.5	733	3	251	3	335	6.4
Payette	23.1	237	1	98	1	153	4.3
<b>Mean Crash Rate</b>							<b>4.9</b>
<b>10,000 - 19,999</b>							
Boundary	11.1	161	1	40	1	55	3.7
Franklin	12.7	174	1	55	2	88	4.4
Fremont	12.7	248	6	56	6	82	4.9
Gem	16.2	131	0	63	0	85	3.9
Gooding	14.6	241	2	83	3	135	5.8
Idaho	15.6	235	9	96	9	141	6.7
Minidoka	19.4	237	4	85	5	135	4.6
Owyhee	11.1	134	0	46	0	64	4.1
Shoshone	12.6	189	2	61	2	90	5.0
Washington	10.2	124	0	45	0	58	4.4
<b>Mean Crash Rate</b>							<b>4.8</b>
<b>5,000 - 9,999</b>							
Bear Lake	5.7	100	1	35	1	52	6.3
Benewah	9.3	174	3	65	3	93	7.3
Boise	7.5	144	5	51	7	77	7.4
Caribou	6.9	101	4	40	5	68	6.3
Clearwater	8.0	121	1	37	1	49	4.7
Lemhi	7.9	139	3	45	3	69	6.0
Power	8.0	199	3	71	4	166	9.2
Teton	9.4	97	2	25	2	43	2.9
Valley	8.4	187	3	62	3	114	7.7
<b>Mean Crash Rate</b>							<b>6.4</b>

<b>Table 14 (Continued)</b>							
<b>Fatal and Injury Crash Rates by County - 2010</b>							
	<b>2010 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>0 - 4,999</b>							
Adams	3.4	54	1	21	1	32	6.5
Butte	2.8	61	0	21	0	26	7.4
Camas	1.1	22	0	5	0	6	4.6
Clark	1.0	93	2	18	2	29	20.2
Custer	4.2	59	3	32	3	42	8.3
Lewis	3.7	58	3	12	3	22	4.1
Lincoln	4.7	70	2	20	3	28	4.7
Oneida	4.2	131	2	39	3	72	9.7
<b>Mean Crash Rate</b>							<b>7.2</b>
<b>Statewide Totals</b>	<b>1,559.8</b>	<b>22,555</b>	<b>185</b>	<b>7,939</b>	<b>209</b>	<b>11,725</b>	<b>5.2</b>

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 2009. Population estimates by city for 2010 were not available at the time of publication.

<b>Table 15</b>							
<b>Fatal and Injury Crash Rates by City - 2010</b>							
	<b>2009 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>40,000 and over</b>							
Boise	205.7	3,238	7	1,189	7	1,680	5.8
Caldwell	43.3	443	4	161	5	266	3.8
Coeur d'Alene	43.8	789	1	280	1	386	6.4
Idaho Falls	55.3	903	3	306	3	454	5.6
Meridian	68.5	1,144	2	538	2	841	7.9
Nampa	81.2	1,243	2	444	2	618	5.5
Pocatello	55.1	1,133	2	321	2	445	5.9
Twin Falls	42.7	382	1	194	1	258	4.6
<b>Mean Crash Rate</b>							<b>5.8</b>

**Table 15 (Continued)**  
**Fatal and Injury Crash Rate by City - 2010**

	2009 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>15,000 - 39,999</b>							
Eagle	19.7	198	2	66	2	104	3.5
Lewiston	31.9	496	0	156	0	209	4.9
Moscow	24.3	263	0	71	0	85	2.9
Post Falls	26.9	300	2	112	2	148	4.2
Rexburg	28.9	317	0	79	0	111	2.7
<b>Mean Crash Rate</b>							<b>3.7</b>
<b>5,000 - 14,999</b>							
Ammon	13.9	110	0	35	0	46	2.5
Blackfoot	11.2	265	0	62	0	91	5.6
Burley	9.3	205	0	63	0	90	6.8
Chubbuck	12.5	199	0	72	0	95	5.8
Emmett	6.3	52	0	25	0	34	4.0
Garden City	11.9	195	1	89	3	134	7.6
Hailey	8.1	50	0	8	0	8	1.0
Hayden	13.2	144	1	48	1	70	3.7
Jerome	9.6	120	1	31	1	51	3.3
Kuna	13.9	58	0	18	0	24	1.3
Middleton	5.8	34	1	10	1	13	1.9
Mountain Home	12.3	88	1	35	1	52	2.9
Payette	7.7	50	0	17	0	23	2.2
Preston	5.1	42	1	11	2	26	2.3
Rathdrum	6.9	34	0	18	0	32	2.6
Rupert	5.2	30	1	11	1	14	2.3
Sandpoint	8.4	92	0	22	0	26	2.6
Star	5.1	19	0	5	0	7	1.0
Weiser	5.2	37	0	12	0	14	2.3
<b>Mean Crash Rate</b>							<b>3.5</b>

**Table 15 (Continued)**  
**Fatal and Injury Crash Rate by City - 2010**

	2009 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>2,000 - 4,999</b>							
American Falls	4.1	41	0	10	0	61	2.4
Bellevue	2.2	8	0	2	0	2	0.9
Bonnars Ferry	2.6	24	0	5	0	6	1.9
Buhl	4.1	24	0	7	0	10	1.7
Dalton Gardens	2.4	18	0	7	0	7	2.9
Filer	2.2	10	0	3	0	5	1.3
Fruitland	4.8	31	0	12	0	17	2.5
Gooding	3.2	27	0	1	0	1	0.3
Grangeville	3.1	22	0	4	0	7	1.3
Heyburn	2.8	29	0	14	0	18	5.1
Homedale	2.5	18	0	4	0	11	1.6
Kellogg	2.2	24	0	7	0	9	3.2
Ketchum	3.4	36	0	4	0	5	1.2
Kimberly	3.2	6	0	5	0	13	1.5
Malad	2.1	16	0	3	0	3	1.4
McCall	2.6	27	0	5	0	8	2.0
Montpelier	2.4	9	0	7	0	11	3.0
Orofino	3.0	30	0	8	0	8	2.7
Rigby	3.5	80	0	17	0	23	4.8
St. Anthony	3.4	45	0	8	0	10	2.3
St. Maries	2.6	34	0	7	0	10	2.7
Salmon	3.1	41	0	10	0	17	3.2
Shelley	4.4	26	0	8	0	12	1.8
Soda Springs	3.1	13	0	2	0	2	0.6
Wendell	2.4	22	0	6	0	7	2.5
<b>Mean Crash Rate</b>							<b>2.2</b>

## Driver Age Distribution

Table 16 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a considerable increase in the number and proportion of drivers over the age of 45.

<b>Age</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>Change 1990-2010</b>	<b>Change 2000-2010</b>
15* (%)	3,478 0.5%	9,406 1.1%	2,592 0.2%	-25.5%	-72.4%
16-24 (%)	123,114 17.4%	156,485 17.5%	153,891 14.4%	25.0%	-1.7%
25-34 (%)	151,625 21.4%	154,133 17.3%	191,583 17.9%	26.4%	24.3%
35-44 (%)	153,976 21.8%	178,401 20.0%	177,226 16.6%	15.1%	-0.7%
45-54 (%)	100,258 14.2%	167,821 18.8%	195,441 18.3%	94.9%	16.5%
55-64 (%)	76,255 10.8%	106,190 11.9%	177,521 16.6%	132.8%	67.2%
65+ (%)	98,967 14.0%	120,516 13.5%	171,288 16.0%	73.1%	42.1%
TOTALS	707,673	892,952	1,069,542	51.1%	19.8%

*\*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

Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	2,592	0.2%	338	0.9%	3.7	119	0.9%	3.6
16	9,635	0.9%	950	2.6%	2.8	328	2.4%	2.6
17	14,594	1.4%	1,377	3.7%	2.7	509	3.7%	2.7
18	16,858	1.6%	1,543	4.1%	2.6	571	4.1%	2.6
19	18,788	1.8%	1,393	3.7%	2.1	510	3.7%	2.1
20	19,344	1.8%	1,159	3.1%	1.7	425	3.1%	1.7
21	17,431	1.6%	1,133	3.0%	1.9	397	2.9%	1.8
22	18,708	1.7%	971	2.6%	1.5	362	2.6%	1.5
23	18,920	1.8%	953	2.6%	1.4	367	2.7%	1.5
24	19,613	1.8%	866	2.3%	1.3	332	2.4%	1.3
25-34	191,583	17.9%	7,322	19.7%	1.1	2,716	19.7%	1.1
35-44	177,226	16.6%	5,658	15.2%	0.9	2,163	15.7%	0.9
45-54	195,441	18.3%	5,369	14.4%	0.8	1,992	14.5%	0.8
55-64	177,521	16.6%	3,975	10.7%	0.6	1,497	10.9%	0.7
65-74	106,276	9.9%	2,025	5.4%	0.5	757	5.5%	0.6
75+	65,012	6.1%	1,349	3.6%	0.6	519	3.8%	0.6
Not Stated or Other			845	2.3%		216	1.6%	
<b>TOTALS</b>	<b>1,069,542</b>		<b>37,226</b>			<b>13,780</b>		

*\* 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 2.5 times as many fatal or injury traffic crashes as expected. This age group comprised 5.8% of all licensed drivers and accounted for 14.8% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected.

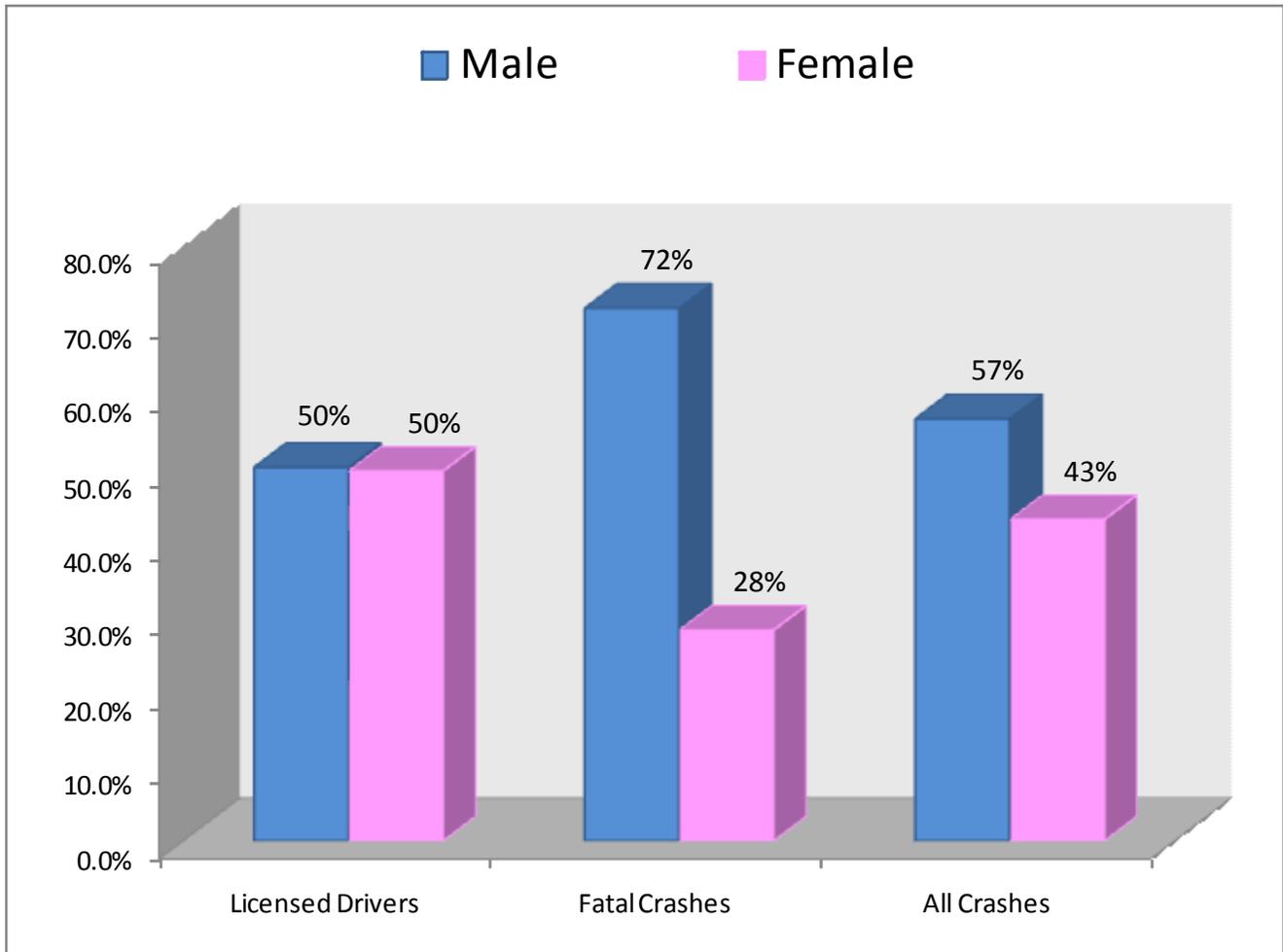
Drivers that were 24 years old in 2010 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

While the number of young drivers in crashes has decreased, the number of young licensed drivers has decreased by larger percentages or by the same percentage. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect of reducing the involvement of young drivers in crashes.

## Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 57% of the drivers in all crashes and 72% of the drivers in fatal crashes.

Figure 9  
Comparison by Gender for Driver Licensure, and Crash Involvement: 2010



In 2010, males were 1.3 times more likely than females to be involved in any crash and were 2.5 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 10), 18 year-old male drivers were involved in 2.9 times as many crashes as expected, while female 18 year-old drivers were involved in 2.5 times as many crashes as expected.

Figure 10  
Involvement by Driver Age and Gender in All Crashes: 2010

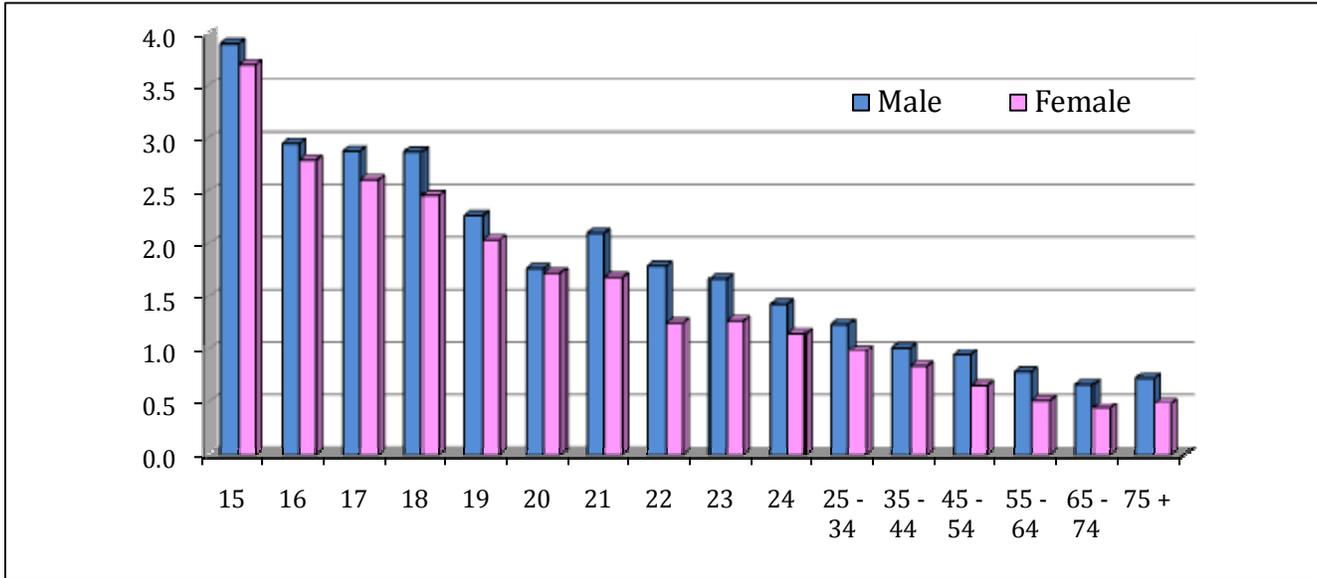
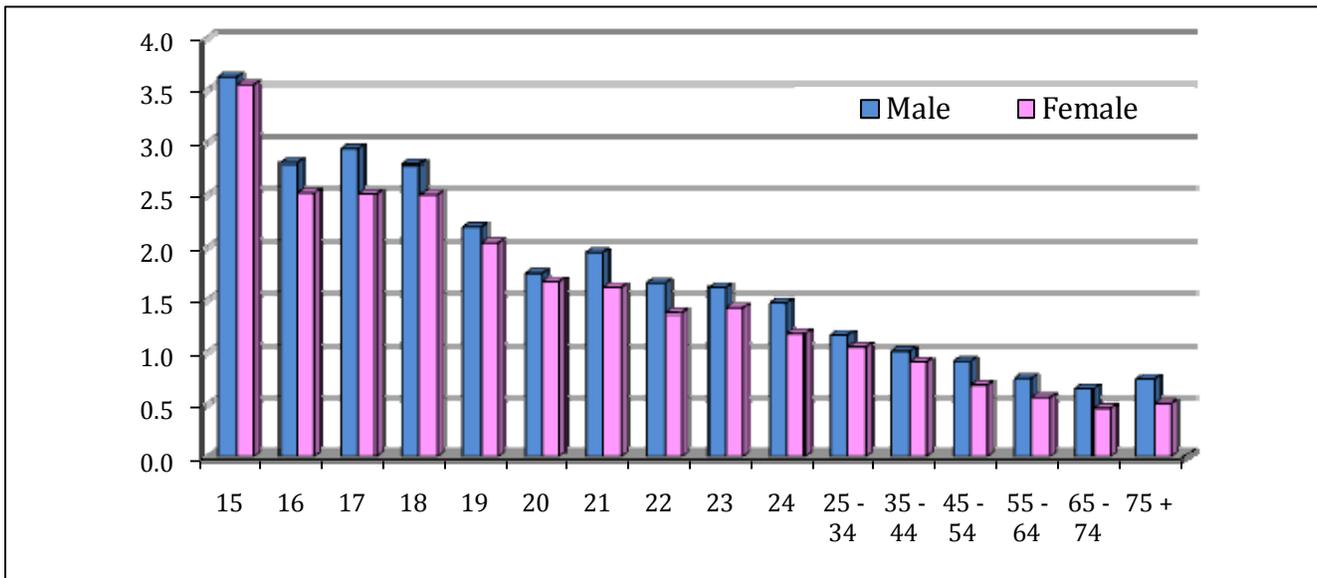


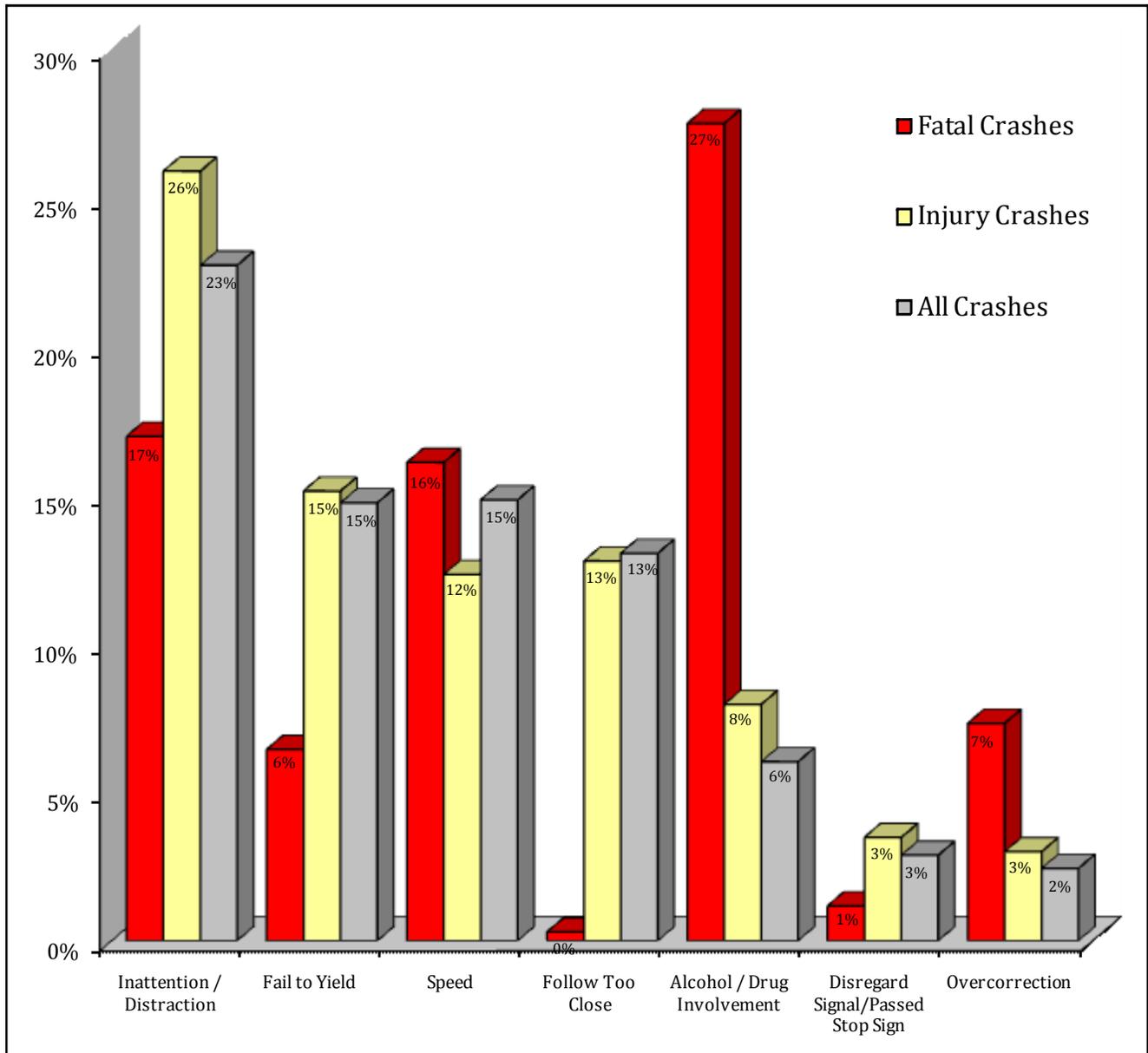
Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2010



## 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 Primary Contributing Circumstances Cited for Traffic Crashes in 2010**



## Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2010 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.

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	81,386	45.4%
2. Safety Restraint Violations	31,818	17.7%
3. Insurance Violations	14,285	8.0%
4. Driving Under the Influence	10,178	5.7%
5. Failure to Stop at Traffic Control Devices	11,526	6.4%
6. Driving Without Privileges - Suspended License	6,527	3.6%
7. Following Too Close	4,155	2.3%
8. Reckless or Inattentive Driving	3,808	2.1%
9. Failure to Yield Right of Way	2,977	1.7%
10. Child Safety Seat Violations	1,893	1.1%
All Other	10,865	6.1%
<b>TOTAL</b>	<b>179,418</b>	

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.

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

Table 19 is a breakdown by age for selected traffic violations. The five violations shown comprise 62% of all violations for 2010. 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.

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	2,592	9.7	2.8	0.1	0.8	1.2
16-19	59,875	16.5	2.8	0.9	1.2	1.5
20-24	94,016	13.0	1.9	2.0	0.8	0.8
25-34	191,583	10.0	1.3	1.6	0.5	0.5
35-44	177,226	8.5	1.1	1.1	0.3	0.3
45-54	195,441	6.3	0.8	0.9	0.2	0.2
55-64	177,521	4.3	0.6	0.4	0.1	0.2
65-74	106,276	3.1	0.5	0.1	0.1	0.1
75+	65,012	1.6	0.5	0.0	0.1	0.1
Mean		7.6	1.1	0.9	0.4	0.4

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 Drivers Services Section of the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

**Table 20  
Driver's License Suspensions by Violation Type: 2010**

<b>Violation</b>	<b>Number</b>	<b>% of All Suspensions</b>
Failure to Maintain Insurance	24,829	31.8%
Failure to Pay Fine	17,415	22.3%
Administrative License Suspension (ALS)*	10,295	13.2%
Driving Under the Influence	8,486	10.9%
Driving Without Privileges	6,095	7.8%
Underage Consumption or Possession of Alcohol	1,838	2.4%
Family Responsibility Law	2,715	3.5%
Refused Evidentiary BAC Test	567	0.7%
Recurrence of Violation (Under 17 Years Old)	534	0.7%
Reckless/Inattentive Driving	779	1.0%
Points	425	0.5%
All Others	4,143	5.3%
<b>TOTALS</b>	<b>78,121</b>	<b>100.0%</b>

*\*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.*

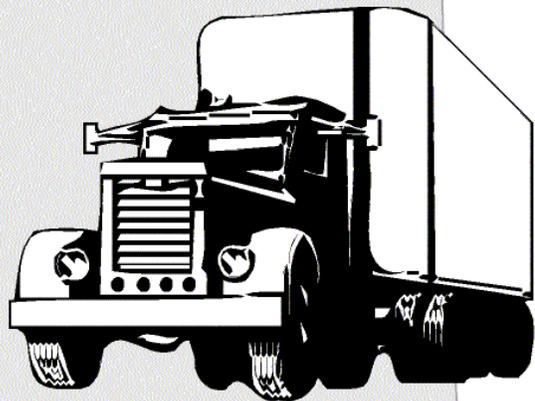
The two largest categories of driver's license suspensions are failure to maintain insurance and failure to pay a traffic fine. These two suspensions account for 54% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

A suspension for Recurrence of Violation is a result of the Graduated Drivers 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.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Impaired Driving Crashes	1,877	1,936	1,783	1,579	1,593	0.9%	-5.4%
Fatalities	110	101	96	74	96	29.7%	-12.0%
Serious Injuries	316	309	285	269	273	1.5%	-5.2%
Visible Injuries	610	568	433	461	447	-3.0%	-8.1%
Possible Injuries	593	628	569	474	475	0.2%	-6.7%
Impaired Driving Crashes as a % of All Crashes	7.7%	7.7%	7.1%	6.9%	7.1%	2.8%	-3.9%
Impaired Driving Fatalities as a % of All Fatalities	41.2%	43.5%	41.4%	28.8%	45.9%	59.7%	-9.9%
Impaired Driving Injuries as a % of All Injuries	10.9%	12.5%	10.7%	10.6%	10.2%	-3.6%	-0.3%
All Fatal and Injury Crashes	9,775	8,439	8,439	8,060	8,124	0.8%	-6.1%
Impaired Fatal/Injury Crashes	1,105	1,057	955	885	903	2.0%	-7.1%
% Impaired Driving	11.3%	12.5%	11.3%	11.0%	11.1%	1.2%	-0.6%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.79	2.68	2.49	2.22	2.37	6.7%	-7.3%
Annual DUI Arrests by Agency*							
Idaho State Police	1,744	1,654	1,977	2,441	2,003	-17.9%	12.6%
Local Agencies	9,637	9,997	10,195	9,886	8,723	-11.8%	0.9%
Total Arrests	11,381	11,651	12,172	12,327	10,726	-13.0%	2.7%
DUI Enforcement Rate**	1.13	1.12	1.17	1.17	1.00	-14.1%	1.2%

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

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

In 2010, impaired driving crashes increased just slightly, while fatalities resulting from impaired driving crashes increased by 30%, due to a much lower than average number of fatalities in 2009. Just over 11% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Just fewer than 46% of all fatalities were the result of an impaired driving crash. Only 31% of the passenger motor vehicle occupants killed in impaired driving crashes were wearing a seatbelt.

In the early 1980s, impaired driving fatal and injury crashes represented over 20% of the fatal and injury crashes in Idaho, compared to 11% in 2010. Factors influencing the reduction include Selective Traffic Enforcement Programs (STEP), special DUI specific saturation patrols, stiffer penalties for DUI violations, increased publicity about and concern over the impaired driving problem, and increasing the legal drinking age to 21.

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 down 12% in 2010 from the prior year and ISP DUI arrests decreased by 18%. Overall, DUI arrests decreased by 13% from 2009 levels.

## Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2010. The estimated cost of Idaho impaired driving crashes in 2010 more than \$732 million dollars. This estimate represents almost 30% of the total cost of Idaho crashes (as shown in Table 4).

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	96	\$6,053,567	\$581,142,464
Serious Injuries	273	\$301,473	\$82,302,057
Visible Injuries	447	\$84,441	\$37,745,054
Possible Injuries	475	\$55,972	\$26,586,933
Property Damage Only	690	\$6,480	\$4,471,239
<b>Total Estimate of Economic Cost</b>			<b>\$732,247,747</b>

## Victims of Fatal Crashes Involving Impaired Drivers

Table 23 shows a breakout of impaired driving fatalities. Of the 96 people killed in impaired driving crashes, 85 (or 89%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

Impaired Status*	Passenger Vehicles			Motorcycle		Pedestrian	Bicyclist	CMV	ATV	Snowmobile
	Driver	Passenger	Unknown	Driver	Passenger					
Impaired	50	14	1	12	1	2	1	1	2	1
Not Impaired	6	4	0	0	0	0	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 17 to 39, are over-represented in impaired driving crashes. The most over-represented age group is the 21 to 24 year-old drivers. Drivers in this age group were involved in 2.4 times as many impaired driving crashes as would be expected. Just over 13% of the impaired drivers involved in crashes were under 21 years of age.

Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	3	0.0%	0	0.0%
15	2,592	0.2%	5	0.0%	0	0.0%
16	9,635	0.9%	37	0.3%	12	0.8%
17	14,594	1.4%	87	0.8%	25	1.6%
18	16,858	1.6%			47	3.0%
19	18,788	1.8%	504	4.7%	68	4.3%
20	19,344	1.8%			57	3.6%
21	17,431	1.6%			84	5.3%
22	18,708	1.7%			60	3.8%
23	18,920	1.8%			54	3.4%
24	19,613	1.8%	2,087	19.5%	61	3.9%
25-29	96,403	9.0%	1,751	16.3%	229	14.5%
30-34	95,180	8.9%	1,368	12.8%	186	11.8%
35-39	87,873	8.2%	1,042	9.7%	141	8.9%
40-44	89,353	8.4%	1,079	10.1%	116	7.4%
45-49	95,298	8.9%	1,056	9.8%	146	9.3%
50-54	100,143	9.4%	766	7.1%	117	7.4%
55-59	94,710	8.9%	518	4.8%	75	4.8%
60+	254,099	23.8%	360	3.4%	78	4.9%
Missing or Unknown			63	0.6%	21	1.3%
<b>TOTALS</b>	<b>1,069,542</b>		<b>10,726</b>		<b>1,577</b>	

\* 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 2010 U.S. Census estimates for counties.

<b>Table 25</b>							
<b>Impaired Driving Crashes by County: 2010</b>							
	<b>2010 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>50,000 and over</b>							
Ada	388.6	335	9	161	11	253	0.4
Bannock	83.5	106	3	48	3	65	0.6
Bonneville	102.7	103	2	54	2	74	0.5
Canyon	188.6	164	5	68	6	100	0.4
Kootenai	140.7	186	6	104	6	137	0.8
Twin Falls	76.4	80	5	46	6	65	0.7
<b>Mean Crash Rate</b>							<b>0.5</b>
<b>20,000 - 49,999</b>							
Bingham	45.4	47	4	22	6	40	0.6
Blaine	22.2	9	1	4	1	9	0.2
Bonner	41.6	55	4	30	4	42	0.8
Cassia	22.2	16	2	9	2	16	0.5
Elmore	28.6	32	3	20	7	29	0.8
Jefferson	25.1	6	1	2	2	2	0.1
Jerome	21.8	28	1	14	1	19	0.7
Latah	38.6	32	2	16	2	23	0.5
Madison	38.6	16	1	8	1	11	0.2
Nez Perce	39.5	66	0	36	0	43	0.9
Payette	23.1	20	1	13	1	17	0.6
<b>Mean Crash Rate</b>							<b>0.6</b>
<b>10,000 - 19,999</b>							
Boundary	11.1	12	0	11	0	15	1.0
Franklin	12.7	13	0	8	0	14	0.6
Fremont	12.7	9	3	4	3	11	0.6
Gem	16.2	8	0	2	0	3	0.1
Gooding	14.6	20	1	14	2	15	1.0
Idaho	15.6	19	3	10	3	14	0.8
Minidoka	19.4	16	1	9	1	17	0.5
Owyhee	11.1	14	0	9	0	10	0.8
Shoshone	12.6	31	2	18	2	25	1.6
Washington	10.2	13	0	8	0	8	0.8
<b>Mean Crash Rate</b>							<b>0.8</b>

**Table 25 (Continued)**  
**Impaired Driving Crashes by County: 2010**

	2010 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	
<b>5,000 - 9,999</b>							
Bear Lake	5.7	7	1	2	1	2	0.5
Benewah	9.3	13	2	7	2	17	1.0
Boise	7.5	7	4	3	6	6	0.9
Caribou	6.9	14	2	6	2	7	1.2
Clearwater	8.0	15	1	7	1	9	1.0
Lemhi	7.9	12	1	8	1	12	1.1
Power	8.0	20	3	14	4	23	2.1
Teton	9.4	2	0	0	0	0	0.0
Valley	8.4	15	2	8	2	12	1.2
<b>Mean Crash Rate</b>							<b>1.0</b>
<b>0 - 4,999</b>							
Adams	3.4	2	0	1	0	1	0.3
Butte	2.8	6	0	4	0	5	1.4
Camas	1.1	1	0	1	0	1	0.9
Clark	1.0	0	0	0	0	0	0.0
Custer	4.2	7	2	4	2	7	1.4
Lewis	3.7	8	1	4	1	8	1.4
Lincoln	4.7	6	1	5	2	5	1.3
Oneida	4.2	2	0	1	0	3	0.2
<b>Mean Crash Rate</b>							<b>1.0</b>
<b>Statewide Totals</b>	<b>1,559.8</b>	<b>1,593</b>	<b>80</b>	<b>823</b>	<b>96</b>	<b>1,195</b>	<b>0.6</b>

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 2009. Population estimates by city for 2010 were not available at the time of publication.

<b>Table 26 Impaired Driving Crashes by City: 2010</b>							
	<b>2009 Population (in 1,000s)</b>	<b>Number of Crashes</b>			<b>Number of Persons</b>		<b>Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population</b>
		<b>Total</b>	<b>Fatal</b>	<b>Injury</b>	<b>Killed</b>	<b>Injured</b>	
<b>40,000 and over</b>							
Boise	205.7	210	5	95	5	154	0.5
Coeur d'Alene	43.8	70	1	31	1	44	0.7
Idaho Falls	55.3	61	1	33	1	46	0.6
Meridian	68.5	49	1	26	1	45	0.4
Nampa	81.2	65	0	29	0	46	0.4
Pocatello	55.1	76	1	34	1	48	0.6
Twin Falls	42.7	32	0	21	0	26	0.5
<b>Mean Crash Rate</b>							<b>0.5</b>
<b>15,000 - 39,999</b>							
Caldwell	43.3	46	1	20	2	28	0.5
Eagle	19.7	13	0	5	0	5	0.3
Lewiston	31.9	39	0	18	0	24	0.6
Moscow	24.3	10	0	4	0	6	0.2
Post Falls	26.9	21	1	12	1	17	0.5
Rexburg	28.9	5	0	1	0	1	0.0
<b>Mean Crash Rate</b>							<b>0.4</b>
<b>5,000 - 14,999</b>							
Ammon	13.9	8	0	2	0	2	0.1
Blackfoot	11.2	18	0	6	0	8	0.5
Burley	9.3	4	0	1	0	3	0.1
Chubbuck	12.5	13	0	4	0	4	0.3
Emmett	6.3	3	0	0	0	0	0.0
Garden City	11.9	11	1	5	3	8	0.5
Hailey	8.1	2	0	0	0	0	0.0
Hayden	13.2	10	1	5	1	6	0.5
Jerome	9.6	9	0	4	0	5	0.4
Kuna	13.9	6	0	4	0	4	0.3
Middleton	5.8	5	0	3	0	5	0.5
Mountain Home	12.3	4	0	2	0	5	0.2
Payette	7.7	3	0	2	0	2	0.3
Rathdrum	6.9	1	0	1	0	2	
Rupert	5.2	3	0	1	0	1	0.2
Sandpoint	8.4	8	0	3	0	3	0.4
Weiser	5.2	2	0	1	0	1	0.2
<b>Mean Crash Rate</b>							<b>0.3</b>

**Table 26 (Continued)**  
**Impaired Driving Crashes by City: 2010**

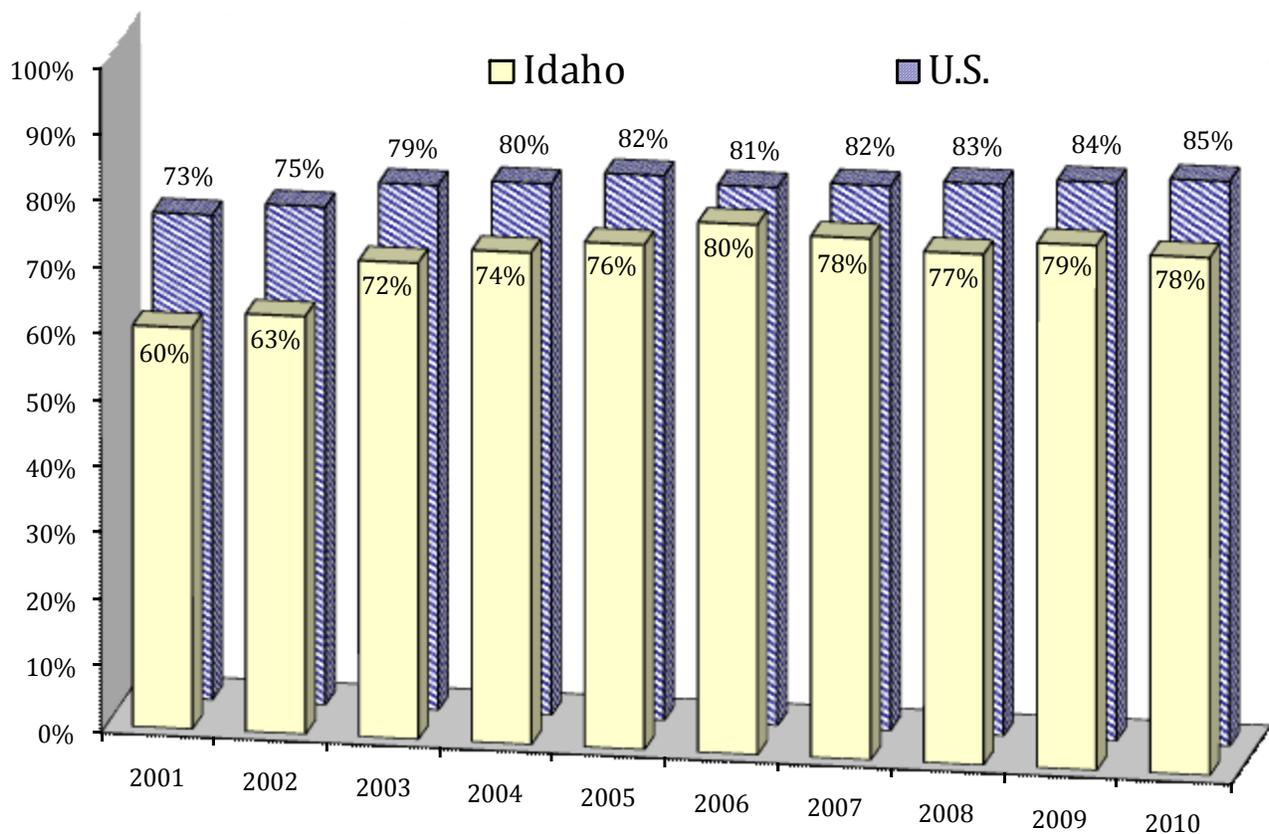
	2009 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
<b>2,000 - 4,999</b>							
American Falls	4.1	2	0	1	0	2	0.2
Bellevue	2.2	1	0	1	0	1	0.4
Bonnars Ferry	2.6	1	0	1	0	1	0.4
Buhl	4.1	2	0	2	0	2	0.5
Dalton Gardens	2.4	1	0	1	0	1	0.4
Filer	2.2	2	0	1	0	2	0.4
Fruitland	4.8	1	0	1	0	1	0.2
Gooding	3.2	1	0	0	0	0	0.0
Grangeville	3.1	3	0	1	0	2	0.3
Heyburn	2.8	2	0	1	0	1	0.4
Homedale	2.5	0	0	0	0	0	0.0
Kellogg	2.2	3	0	1	0	1	0.5
Ketchum	3.4	1	0	0	0	0	0.0
Kimberly	3.2	2	0	2	0	2	0.6
Malad	2.1	1	0	2	0	0	0.9
McCall	2.6	5	0	0	0	4	0.0
Montpelier	2.4	1	0	1	0	1	0.4
Orofino	3.0	5	0	3	0	3	1.0
Preston	5.1	0	0	0	0	0	0.0
Rigby	3.5	1	0	0	0	0	0.0
St. Anthony	3.4	1	0	0	0	0	0.0
St. Maries	2.6	3	0	1	0	1	0.4
Salmon	3.1	6	0	3	0	6	1.0
Shelley	4.4	0	0	0	0	0	0.0
Soda Springs	3.1	3	0	0	0	0	0.0
Star	5.1	2	0	0	0	0	0.0
Wendell	2.4	1	0	1	0	1	0.4
<b>Mean Crash Rate</b>							<b>0.3</b>

## 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 92% 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.: 2001 - 2010



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.

<b>Table 27</b>							
<b>Observed Seat Belt Use by County: 2006-2010</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Ada	93.0%	90.5%	91.1%	94.0%	96.9%	3.1%	0.4%
Bannock	66.9%	65.1%	66.0%	66.7%	65.5%	-1.8%	-0.1%
Bingham	53.9%	54.8%	50.5%	58.0%	54.2%	-6.6%	2.9%
Blaine	66.6%	66.9%	72.7%	69.9%	79.1%	13.1%	1.8%
Bonner	82.5%	89.8%	86.2%	71.1%	74.0%	4.0%	-4.2%
Bonneville	66.3%	60.9%	58.7%	65.0%	65.2%	0.4%	-0.4%
Canyon	80.5%	82.9%	86.3%	87.7%	90.2%	2.9%	2.9%
Cassia	58.9%	68.1%	61.9%	65.6%	60.7%	-7.6%	4.2%
Elmore	70.8%	72.8%	71.3%	72.2%	72.3%	0.2%	0.7%
Kootenai	89.0%	86.3%	78.1%	82.2%	70.2%	-14.7%	-2.4%
Latah	79.4%	76.7%	81.8%	80.3%	84.7%	5.5%	0.5%
Madison	65.3%	59.0%	60.7%	68.8%	63.2%	-8.2%	2.2%
Minidoka	70.4%	66.7%	75.2%	66.1%	67.3%	1.8%	-1.6%
Nez Perce	85.1%	84.6%	86.9%	84.0%	89.0%	6.0%	-0.4%
Payette	86.9%	83.4%	82.1%	88.5%	91.3%	3.2%	0.7%
Twin Falls	68.4%	71.1%	73.7%	75.5%	76.6%	1.4%	3.4%
<b>Statewide</b>	<b>79.8%</b>	<b>78.5%</b>	<b>76.9%</b>	<b>79.2%</b>	<b>77.9%</b>	<b>-1.6%</b>	<b>-0.2%</b>

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<sup>4</sup> by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 93.2%, while district 5 (south-eastern Idaho) had the overall lowest usage at 62.6%.

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
<b>1</b>	69.5%	74.8%	68.7%	71.1%
<b>2</b>	91.5%	90.3%	79.2%	87.4%
<b>3</b>	94.9%	94.3%	88.0%	93.2%
<b>4</b>	73.0%	81.6%	58.4%	71.0%
<b>5</b>	65.3%	71.0%	48.3%	62.6%
<b>6</b>	69.5%	72.8%	45.8%	64.3%
<b>Statewide</b>	<b>80.2%</b>	<b>82.3%</b>	<b>68.3%</b>	<b>77.9%</b>

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 2010 ranged from a high of 88.0% in District 3 (south-western Idaho) to a low of 45.8% in District 6 (north-eastern Idaho).

Seat belt usage varied by the type of roadway the vehicles were traveling on. It ranged from a high of 97.4% on urban interstates to a low of 40.6% on rural minor collectors (although there is only one site with this functional class and it has a very low amount of traffic).

There was no statistically significant difference between urban and rural sites. Usage on urban roadways was 78.6%, while usage on rural roadways was 75.8%. There was also no statistically significant difference between major and minor roadways. Usage on major roadways was 81.4% while usage on minor roadways was 76.0%. Major roads were defined as interstates and principal arterials. Minor roads were comprised of the rest of the roadway functional classifications.

## 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<sup>5</sup>. 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.

<b>Injury Type</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Fatalities -Restraints Used	38.8%	34.8%	32.9%	41.0%	46.7%	13.8%	3.0%
Serious Injuries -Restraint Used	67.6%	66.1%	64.6%	65.9%	65.4%	-0.7%	-0.8%

Of the 152 passenger motor vehicle occupants killed in 2010, only 71 were using seat belts. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, there were 71 lives were saved in 2010 by seat belt usage and an additional 36 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

## Costs of Injuries by Safety Restraint Use

<b>Injury Type</b>	<b>Safety Restraints</b>			<b>Costs of Injuries</b>		
	<b>Used</b>	<b>Not Used</b>	<b>Unknown</b>	<b>Used</b>	<b>Not Used</b>	<b>Unknown</b>
Fatality	71	72	9	\$429,803,281	\$435,856,848	\$54,482,106
Serious Injury	677	313	45	\$204,097,043	\$94,360,967	\$13,566,273
Visible Injury	2,166	554	126	\$182,898,854	\$46,780,224	\$10,639,546
Possible Injury	4,994	642	292	\$279,526,613	\$35,934,338	\$16,343,967
<b>Total</b>				<b>\$1,096,325,790</b>	<b>\$612,932,377</b>	<b>\$95,031,892</b>

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. Had the occupants that were seriously injured and belted not been wearing a seat belt, they may have been killed.

## 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 2006 through 2010. 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.

County by Population	2006	2007	2008	2009	2010	Change 2009-2010	Avg. Change 2006-2009
<b>50,000 and over</b>							
Ada	84.8%	83.8%	85.4%	83.9%	85.1%	1.3%	-0.3%
Bannock	64.8%	73.6%	53.4%	64.2%	72.6%	13.2%	2.1%
Bonneville	68.5%	69.4%	65.8%	72.4%	64.1%	-11.5%	2.1%
Canyon	79.7%	82.2%	78.4%	80.1%	76.4%	-4.5%	0.2%
Kootenai	74.3%	79.2%	77.8%	82.0%	77.3%	-5.7%	3.4%
Twin Falls	83.0%	71.2%	76.3%	76.4%	82.1%	7.4%	-2.3%
<b>20,000 - 49,999</b>							
Bingham	58.5%	49.5%	51.6%	54.6%	47.7%	-12.6%	-1.8%
Blaine	76.5%	40.0%	47.4%	29.3%	52.4%	79.0%	-22.5%
Bonner	63.3%	72.7%	74.0%	84.7%	83.3%	-1.6%	10.4%
Cassia	50.7%	55.1%	60.9%	60.0%	61.4%	2.3%	5.9%
Elmore	69.9%	70.1%	69.1%	74.4%	67.7%	-9.1%	2.2%
Latah	63.5%	77.3%	81.6%	70.0%	75.0%	7.1%	4.4%
Madison	58.6%	42.1%	74.6%	55.6%	56.5%	1.7%	7.8%
Nez Perce	83.5%	70.8%	81.4%	58.8%	76.1%	29.5%	-9.4%
Payette	80.4%	51.2%	66.1%	63.5%	75.0%	18.1%	-3.7%
<b>10,000 - 19,999</b>							
Boundary	75.8%	69.4%	77.8%	40.0%	70.6%	76.5%	-15.0%
Franklin	66.7%	55.3%	60.9%	58.8%	68.4%	16.3%	-3.4%
Fremont	66.7%	93.8%	63.8%	63.6%	52.9%	-16.8%	2.8%
Gem	61.5%	69.7%	77.3%	68.0%	76.0%	11.8%	4.0%
Gooding	43.5%	57.1%	53.9%	65.0%	52.9%	-18.6%	15.5%
Idaho	71.4%	35.5%	42.9%	45.2%	58.1%	28.6%	-8.1%
Jefferson	46.2%	57.7%	25.0%	60.0%	57.9%	-3.5%	36.1%
Jerome	57.9%	63.1%	60.6%	56.4%	74.3%	31.7%	-0.6%
Minidoka	64.7%	56.7%	53.9%	61.5%	60.6%	-1.5%	-1.0%
Owyhee	64.5%	16.3%	25.0%	42.9%	52.4%	22.2%	16.7%
Shoshone	73.3%	65.0%	54.6%	66.7%	80.0%	20.0%	-1.7%

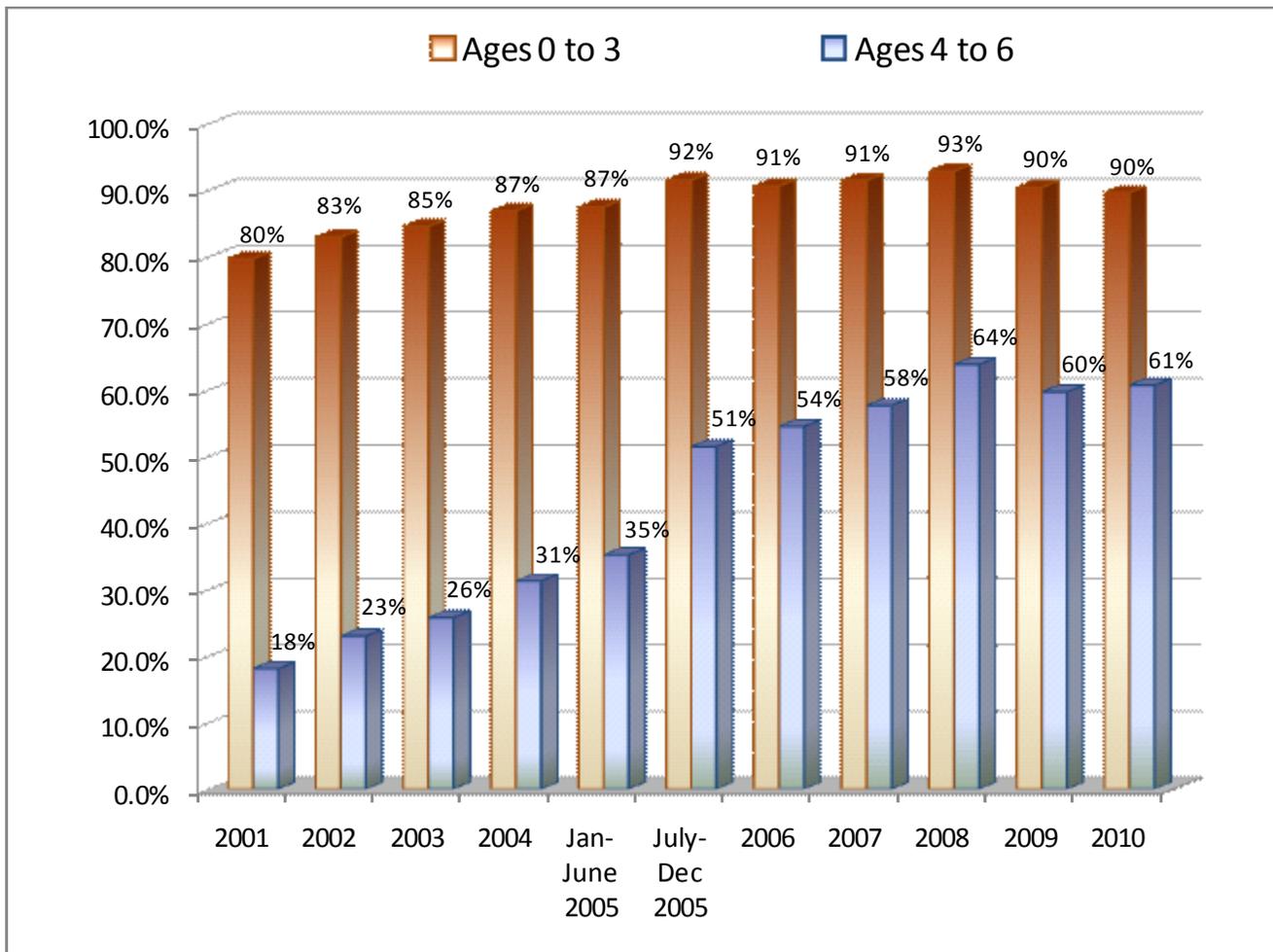
**Table 31 (Continued)**  
**Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2006-2010**  
**in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans**

<b>County by Population</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
<b>5,000 - 9,999</b>							
Bear Lake	50.0%	65.0%	53.3%	31.3%	72.2%	131.1%	-9.8%
Benewah	63.2%	68.2%	28.6%	9.5%	32.1%	237.6%	-38.9%
Boise	75.0%	77.6%	75.5%	62.3%	69.2%	11.2%	-5.6%
Caribou	92.9%	0.0%	60.0%	80.0%	33.3%	60.0%	11.1%
Clearwater	42.3%	33.3%	36.4%	41.7%	44.4%	6.6%	0.8%
Lemhi	59.3%	63.2%	80.0%	50.0%	73.3%	46.7%	-1.4%
Power	46.2%	41.7%	55.0%	30.8%	38.2%	24.3%	-7.3%
Teton	58.3%	50.0%	90.9%	40.0%	50.0%	25.0%	3.8%
Valley	48.2%	81.4%	81.8%	50.0%	36.7%	-26.7%	10.2%
Washington	100.0%	78.6%	91.7%	56.3%	68.8%	22.2%	-14.5%
<b>0 - 4,999</b>							
Adams	100.0%	38.5%	50.0%	85.7%	100.0%	16.7%	13.3%
Butte	50.0%	60.0%	69.2%	90.0%	50.0%	-44.4%	21.8%
Camas	66.7%	0.0%	0.0%	72.7%	84.6%	100.0%	0.0%
Clark	40.0%	83.3%	88.2%	72.7%	12.5%	-82.8%	32.2%
Custer	90.0%	40.0%	38.9%	75.0%	92.3%	23.1%	11.5%
Lewis	0.0%	66.7%	50.0%	60.0%	54.6%	-9.1%	28.3%
Lincoln	52.2%	44.4%	53.3%	50.0%	54.6%	9.1%	-0.4%
Oneida	58.3%	70.8%	42.9%	44.4%	55.6%	25.0%	-4.8%
<b>Statewide Average</b>	<b>73.5%</b>	<b>72.3%</b>	<b>71.8%</b>	<b>71.7%</b>	<b>73.1%</b>	<b>2.1%</b>	<b>-0.8%</b>

## 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: 2001 - 2010**



The change in the child safety seat law increased usage among the 4 to 6 year old age group by 16 percentage points in the last half of 2005. Increased publicity of the law change also seemed to have an effect on the 0 to 3 year old age group, increasing child safety seat usage by 5 percentage points.

Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (90%), while only 61% 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 shows self-reported child safety seat use for children in passenger cars, pickups, sport utility vehicles, and vans from 2006 to 2010.

<b>Injury Type</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
<b>Fatalities</b>							
Restrained	3	4	3	1	3	200.0%	-19.4%
Unrestrained	0	2	2	3	1	-66.7%	83.3%
<b>Serious Injuries</b>							
Restrained	7	15	15	12	10	-16.7%	31.4%
Unrestrained	12	10	10	13	13	0.0%	4.4%
<b>Visible Injuries</b>							
Restrained	63	44	46	54	65	20.4%	-2.7%
Unrestrained	45	40	16	21	32	52.4%	-13.3%
<b>Possible Injuries</b>							
Restrained	217	199	254	175	193	10.3%	-3.9%
Unrestrained	71	77	65	54	67	24.1%	-8.0%
<b>No Injuries</b>							
Restrained	2,175	2,522	2,334	2,168	2,193	1.2%	0.5%
Unrestrained	627	649	502	564	580	2.8%	-2.3%
<b>Total Restrained</b>	<b>2,466</b>	<b>2,785</b>	<b>2,653</b>	<b>2,411</b>	<b>2,465</b>	<b>2.2%</b>	<b>-0.3%</b>
<b>Total Unrestrained</b>	<b>771</b>	<b>788</b>	<b>597</b>	<b>655</b>	<b>695</b>	<b>6.1%</b>	<b>-4.1%</b>
<b>% of Children Restrained</b>	<b>76.2%</b>	<b>77.9%</b>	<b>81.6%</b>	<b>78.6%</b>	<b>78.0%</b>	<b>-0.8%</b>	<b>1.1%</b>

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 2010. Additionally, 22 serious injuries were prevented and 9 of the 13 unrestrained serious injuries may have been prevented if they had all been properly restrained.

## Aggressive Driving

Table 33 shows information about crashes in Idaho from 2006 through 2010 involving aggressive driving. Aggressive driving behaviors include: failure to yield right of way, passed stop sign, exceeded posted speed, driving too fast for conditions, following too close, and disregarded signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver and is a criminal offense.

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

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Total Aggressive Driving Crashes	13,037	14,364	13,570	12,044	11,815	-1.9%	-2.2%
Fatalities	116	108	100	105	88	-16.2%	-3.1%
Serious Injuries	902	928	746	638	637	-0.2%	-10.4%
Visible Injuries	2,399	2,283	1,867	1,778	1,929	8.5%	-9.3%
Possible Injuries	4,858	4,784	4,326	3,920	3,986	1.7%	-6.8%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	396	371	268	274	292	6.6%	-10.6%
Driving Too Fast for Conditions	303	366	334	264	218	-17.4%	-3.0%
Exceeded Posted Speed	173	135	103	91	94	3.3%	-19.1%
Following Too Close	111	134	92	85	88	3.5%	-6.1%
Passed Stop Sign	71	59	47	38	29	-23.7%	-18.8%
Disregarded Signal	56	38	48	35	47	34.3%	-11.0%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	6.67	6.78	5.54	4.82	4.66	-3.2%	-9.9%

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

In 2010, aggressive driving was a contributing factor in 52% of all crashes in Idaho. While 68% of all aggressive driving crashes occur in urban areas, 76% of the fatal aggressive driving crashes occur in rural areas.

Only 24% of all aggressive driving crashes involved a single vehicle, while 61% of fatal aggressive driving crashes involved only one vehicle. Of the 46 fatal aggressive driving crashes that involved a single vehicle, 37 (or 80%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly \$1.2 billion dollars in 2010. This represents 47% of the total costs of Idaho crashes (as shown in Table 4).

## Involvement in Aggressive Driving Crashes by Driver Age

Table 34 shows the involvement in aggressive driving crashes by driver age. Drivers ages 19 and younger were 4.3 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.0 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 (37%) of the drivers involved in aggressive driving crashes.

Age	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	20	0.2%		12	0.3%	
15	2,592	0.2%	154	1.3%	5.3	59	1.3%	5.4
16	9,635	0.9%	432	3.6%	4.0	158	3.5%	3.9
17	14,594	1.4%	648	5.4%	3.9	246	5.4%	4.0
18	16,858	1.6%	714	5.9%	3.8	260	5.7%	3.6
19	18,788	1.8%	571	4.7%	2.7	210	4.6%	2.6
20	19,344	1.8%	463	3.8%	2.1	156	3.4%	1.9
21	17,431	1.6%	451	3.7%	2.3	158	3.5%	2.1
22	18,708	1.7%	344	2.9%	1.6	120	2.6%	1.5
23	18,920	1.8%	380	3.2%	1.8	129	2.8%	1.6
24	19,613	1.8%	302	2.5%	1.4	117	2.6%	1.4
25-34	191,583	17.9%	2,325	19.3%	1.1	886	19.5%	1.1
35-44	177,226	16.6%	1,578	13.1%	0.8	604	13.3%	0.8
45-54	195,441	18.3%	1,347	11.2%	0.6	516	11.4%	0.6
55-64	177,521	16.6%	1,028	8.5%	0.5	397	8.7%	0.5
65-74	106,276	9.9%	568	4.7%	0.5	230	5.1%	0.5
75+	65,012	6.1%	531	4.4%	0.7	220	4.8%	0.8
Not Stated or Other			179	1.5%		62	1.4%	
<b>TOTALS</b>	<b>1,069,542</b>		<b>12,035</b>			<b>4,540</b>		

\* 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 instead. 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).

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Total Distracted Driving Crashes	7,082	7,568	6,723	6,136	5,882	-4.1%	-4.3%
Fatalities	84	79	72	60	60	0.0%	-10.5%
Serious Injuries	608	680	527	490	517	5.5%	-5.9%
Visible Injuries	1,527	1,492	1,152	1,153	1,256	8.9%	-8.3%
Possible Injuries	2,800	2,822	2,413	2,284	2,316	1.4%	-6.4%
Distracted Driving Crashes as a % of All Crashes	29.2%	28.6%	26.9%	26.7%	26.1%	-2.3%	-3.0%
Distracted Driving Fatalities as a % of All Fatalities	31.5%	31.3%	31.0%	26.5%	28.7%	8.1%	-5.3%
Distracted Driving Injuries as a % of All Injuries	35.4%	36.7%	34.1%	34.5%	34.9%	1.2%	-0.8%
All Fatal and Injury Crashes	9,775	9,452	8,439	8,060	8,124	0.8%	-6.2%
Distracted Fatal/Injury Crashes	3,341	3,342	2,781	2,647	2,673	1.0%	-7.2%
% Distracted Driving	34.2%	35.4%	33.0%	32.8%	32.9%	0.2%	-1.2%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	4.53	4.79	3.92	3.56	3.71	4.1%	-7.2%

Distracted driving crashes made up 26% of all crashes in 2010 and were responsible for 29% of all fatalities. While 68 % of all distracted driving crashes occurred on urban roadways, 82% of the fatal distracted driving crashes occurred on rural roadways.

While only 25% of all distracted driving crashes involved a single vehicle, 63% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was nearly \$775.6 million dollars in 2010. This represents 32% of the total costs of Idaho crashes (as shown in Table 4).

## Youthful Drivers

Table 36 shows the crashes involving youthful drivers. Youthful drivers are drivers ages 15 to 19. In 2010, nearly one out of every four crashes involved a youthful driver. In 2010, youthful drivers were involved in 2.6 times as many crashes as you would expect them to be and were 2.9 times as likely as all other drivers to be involved in a crash.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Total Crashes	6,216	6,734	5,909	5,393	5,177	-4.0%	-4.2%
Fatalities	38	42	39	43	31	-27.9%	4.5%
Serious Injuries	403	426	348	283	274	-3.2%	-10.4%
Visible Injuries	1,233	1,127	881	791	927	17.2%	-13.5%
Possible Injuries	2,342	2,234	1,919	1,769	1,719	-2.8%	-8.8%
Drivers 15-19 in Fatal & Serious Injury Crashes	339	374	296	274	225	-17.9%	-6.0%
% of all Drivers in Fatal & Serious Injury Crashes	14.1%	14.9%	13.8%	12.8%	11.4%	-11.3%	-3.0%
Licensed Drivers 15-19	66,038	65,173	63,451	62,912	62,467	-0.7%	-1.6%
% of Total Licensed Drivers	6.6%	6.3%	6.1%	6.0%	5.8%	-2.0%	-3.1%
Driver Involvement Rate*	2.15	2.37	2.26	2.15	1.94	-9.5%	0.1%
Teen Drivers in Fatal Crashes	35	36	36	37	27	-27.0%	1.9%
Impaired Teen Drivers in Fatal Crashes	7	9	10	9	6	-33.3%	9.9%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	20.0%	25.0%	27.8%	24.3%	22.2%	-8.6%	7.9%

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

The 31 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 43 people killed in youthful driver crashes, 14 were youthful drivers. Only 7 of the 14 youthful drivers killed (50%) were wearing seat belts.

Additionally there were 6 teen passengers killed in motor vehicle crashes (not necessarily crashes involving youthful drivers). Of the 20 teen passenger motor vehicle occupants killed in crashes, only 8 (40%) were wearing seat belts.

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

In 2010, the economic cost of crashes involving youthful drivers was \$466.0 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.

<b>Table 37</b>							
<b>Emergency Medical Services Response to Crashes: 2006-2010</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Total Crashes	24,225	26,452	25,002	22,992	22,555	-1.9%	-1.4%
Response to Fatal & Injury Crashes	6,519	6,471	5,826	5,570	5,613	0.8%	-5.0%
% of Fatal & Injury Crashes	66.7%	76.7%	69.0%	69.1%	69.1%	0.0%	1.7%
Persons Killed or Injured in Crashes	14,217	13,846	12,227	11,619	11,934	2.7%	-6.4%
Transported from Rural Areas	3,063	3,110	2,761	2,584	2,649	2.5%	-5.4%
Transported from Urban Areas	2,777	2,871	2,480	2,445	2,397	-2.0%	-3.9%
Total Transported by EMS	5,840	5,981	5,241	5,029	5,046	0.3%	-4.7%
% of Killed/Injured Transported	41.1%	43.2%	42.9%	43.3%	42.3%	-2.3%	1.8%
Trapped and Extricated	586	566	495	556	518	-6.8%	-1.2%
Fatal/Serious Injuries Transported by Helicopter	201	233	173	156	177	13.5%	-6.6%

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

Table 38 gives information about pedestrians in crashes from 2006 to 2010. Crashes involving pedestrians decreased by 3% in 2010 while the number of pedestrians killed in motor vehicle crashes stayed the same. Of all pedestrians involved in crashes in 2010, 99% received some degree of injury. Of those injured or killed in pedestrian crashes, 26% were between the ages of 4 and 14. Of the pedestrians killed in motor vehicle crashes in 2010, 1 was 8 years of age, 3 were 15 to 22 years of age, and 5 were 41 years of age or older. Impaired pedestrians were involved in 6% of all pedestrian crashes and 18% of fatal pedestrian crashes.

<b>Table 38</b>							
<b>Pedestrians in Crashes: 2006-2010</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Pedestrian Crashes	224	244	212	201	195	-3.0%	-3.1%
Fatalities	8	17	11	10	10	0.0%	22.7%
Serious Injuries	56	65	50	56	41	-26.8%	1.7%
Visible Injuries	99	90	93	79	86	8.9%	-6.9%
Possible Injuries	71	83	73	63	73	15.9%	-2.9%
Pedestrians in Crashes	236	259	230	214	212	-0.9%	-2.8%
Pedestrian Fatal and Serious Injuries	64	82	61	66	51	-22.7%	3.6%
% of All Fatal and Serious Injuries	3.3%	4.7%	3.5%	4.1%	3.2%	-21.8%	11.5%
Impaired Fatal and Serious Injuries*	15	14	9	12	7	-41.7%	-3.0%
% of Ped Fatal & Serious Injuries	23.4%	17.1%	14.8%	18.2%	13.7%	-24.5%	-5.8%
<b>Pedestrians in Fatal and Injury Crashes by Age</b>							
0 to 3	7	8	4	4	5	25.0%	83.3%
4 to 14	39	52	48	44	55	25.0%	5.8%
15 to 19	33	53	32	44	37	-15.9%	19.5%
20 to 24	32	28	26	30	19	-36.7%	-1.4%
25 to 34	29	29	28	29	27	-6.9%	0.0%
35 to 44	26	21	20	16	17	6.3%	-14.7%
45 to 54	32	22	30	15	23	53.3%	-15.0%
55 to 64	16	21	15	17	17	0.0%	5.3%
65 and Older	17	18	24	12	11	-8.3%	-3.6%
Missing/Unknown Age	5	6	3	2	0	-100.0%	-21.1%
<i>* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.</i>							

In 2010, the economic cost of crashes involving pedestrians was \$84.3 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).

## Bicyclists in Crashes

Table 39 gives information about bicyclists in crashes from 2006 to 2010. The number of bicycle crashes decreased in 2010 by 5%, but remained at 2008 levels. This is one of the few areas that crashes haven't been decreasing over the past three years. This may be a result of more people using alternate forms of transportation. Of the bicyclists involved in crashes in 2010, 96% received some degree of injury. Of all bicyclists involved in crashes in 2010, 18% were between the ages of 4 and 14.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Bicycle Crashes	328	321	344	363	345	-5.0%	3.5%
Fatalities	2	2	2	7	4	-42.9%	83.3%
Serious Injuries	29	35	50	55	43	-21.8%	24.5%
Visible Injuries	180	161	146	157	167	6.4%	-4.1%
Possible Injuries	120	124	143	140	121	-13.6%	5.5%
Bicyclists in Crashes	333	333	352	364	349	-4.1%	3.0%
Bicycle Fatal and Serious Injuries	31	37	52	62	47	-24.2%	26.4%
% of All Fatal and Serious Injuries	1.6%	2.1%	3.0%	3.8%	2.9%	-23.2%	34.1%
Bicyclists in Crashes Wearing Helmets	55	58	58	56	63	12.5%	0.7%
% of Bicyclists Wearing Helmets	16.5%	17.4%	16.5%	15.4%	18.1%	17.3%	-2.2%
Impaired Fatal and Serious Injuries*	0	3	3	2	4	100.0%	33.3%
% of Bicycle Fatal & Serious Injuries	0.0%	8.1%	5.8%	3.2%	8.5%	163.8%	22.4%
<b>Bicyclists in Crashes by Age</b>							
0 to 3	3	1	3	0	0	0.0%	11.1%
4 to 14	100	87	74	69	64	-7.2%	-11.6%
15 to 19	70	78	76	76	64	-15.8%	3.0%
20 to 24	31	43	52	61	54	-11.5%	25.6%
25 to 34	41	43	49	49	64	30.6%	6.3%
35 to 44	26	29	40	36	31	-13.9%	13.2%
45 to 54	33	30	26	30	37	23.3%	-2.3%
55 to 64	16	11	17	27	23	-14.8%	27.4%
65 and Older	6	5	7	10	6	-40.0%	22.1%
Missing/Unknown Age	7	6	8	6	6	0.0%	-2.0%

\* 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 18%. However, 27% of bicyclists 25 years of age and older involved in crashes were wearing helmets while only 11% of bicyclists under age 25 were wearing helmets.

In 2010, the economic cost of crashes involving bicyclists was \$58.1 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

## Motorcyclists in Crashes

Table 40 shows data for motorcyclists involved in crashes from 2006 to 2010. The number of motorcycle crashes decreased in 2010 by 8% and motorcycle fatalities decreased 18%. Of all motorcyclists involved in crashes in 2010, 85% received some degree of injury. Of all motorcycle crashes, 10% involved impaired motorcyclists, while 48% of fatal motorcycle crashes involved impaired motorcyclists. Half (50%) of all motorcycle crashes were single-vehicle crashes and 56% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2010, 68% were 40 years of age or older.

While Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, 68% of those riders involved in crashes in 2010 were wearing a helmet, a significant increase over previous years.

	2006	2007	2008	2009	2010	Change 2009-2010	Avg. Change 2006-2009
Motorcycle Crashes	516	615	678	571	528	-7.5%	4.5%
Fatalities	38	29	29	34	28	-17.6%	-2.1%
Serious Injuries	149	194	192	182	185	1.6%	8.0%
Visible Injuries	212	271	281	214	209	-2.3%	2.6%
Possible Injuries	119	123	180	146	101	-30.8%	10.3%
Motorcyclists in Crashes	589	718	773	660	615	-6.8%	5.0%
Registered Motorcycles*	51,842	45,752	62,673	54,568	54,283	-0.5%	4.1%
Motorcyclists Wearing Helmets	286	343	423	318	332	4.4%	6.1%
% Motorcyclists Wearing Helmets	48.6%	47.8%	54.7%	48.2%	54.0%	12.0%	0.3%
<b>Motorcycle Drivers in Crashes by Age</b>							
0 to 14	4	6	8	5	3	-40.0%	15.3%
15 to 20	60	60	77	43	39	-9.3%	-5.3%
21 to 24	54	62	71	55	51	-7.3%	2.3%
25 to 34	105	124	127	111	95	-14.4%	2.6%
35 to 44	93	118	115	105	86	-18.1%	5.2%
45 to 54	117	135	167	132	131	-0.8%	6.0%
55 to 64	63	100	105	104	93	-10.6%	20.9%
65 and up	24	24	24	29	44	51.7%	6.9%
Missing/Unknown	6	5	6	4	3	-25.0%	-10.0%
* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type							

In 2010, the economic cost of crashes involving motorcyclists was \$249 million dollars. This represents 10% of the total cost of Idaho crashes (as shown in Table 4).

## Commercial Motor Vehicles in Crashes

Table 41 shows Commercial Motor Vehicle (CMV) crashes for 2006 through 2010. 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.

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Fatal Crashes	25	28	30	23	14	-39.1%	-1.4%
Injury Crashes	502	518	443	348	378	8.6%	-10.9%
Total Crashes	1,710	1,878	1,838	1,355	1,433	5.8%	-6.2%
Commercial VMT (100 millions)	28.3	29.6	27.4	26.8	27.2	1.7%	-1.8%
Fatal Crash Rate	0.9	0.9	1.1	0.9	0.5	-40.2%	0.5%
Injury Crash Rate	17.7	17.5	16.2	13.0	13.9	6.8%	-9.5%
Total Crash Rate	60.4	63.5	67.2	50.6	52.6	3.9%	-4.6%

Table 42 presents the location of CMV crashes by severity and roadway type. While 54% of all CMV crashes occurred on rural roadways, 86% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (47%) occurred on local roads, while the largest percentage of fatal CMV crashes (64%) took place on US and State highways.

	<b>Fatal</b>		<b>Injury</b>		<b>Property Damage</b>		<b>All Crashes</b>	
Interstate								
Rural	1	7.1%	52	13.8%	142	13.6%	195	13.6%
Urban	1	7.1%	35	9.3%	73	7.0%	109	7.6%
U.S. or State Highway								
Rural	8	57.1%	101	26.7%	235	22.6%	344	24.0%
Urban	1	7.1%	36	9.5%	79	7.6%	116	8.1%
Local								
Rural	3	21.4%	67	17.7%	170	16.3%	240	16.7%
Urban	0	0.0%	87	23.0%	342	32.9%	429	29.9%
<b>Total</b>	<b>14</b>	<b>1.0%</b>	<b>378</b>	<b>26.4%</b>	<b>1,041</b>	<b>72.6%</b>	<b>1,433</b>	

Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2006 to 2010.

<b>Table 43 Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2006-2010</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
<b>Bus</b>							
Fatal Crashes	0	0	0	3	0	-100.0%	33.3%
Injury Crashes	31	39	32	31	43	38.7%	1.6%
Property Damage Crashes	87	103	122	117	91	-22.2%	10.9%
<b>Single Unit Truck</b>							
Fatal Crashes	10	10	10	8	3	-62.5%	-6.7%
Injury Crashes	173	171	151	126	119	-5.6%	-9.8%
Property Damage Crashes	390	450	432	320	319	-0.3%	-4.8%
<b>Single Unit Truck with Trailer</b>							
Fatal Crashes	0	1	2	1	0	-100.0%	50.0%
Injury Crashes	35	41	43	27	20	-25.9%	-5.1%
Property Damage Crashes	74	137	120	81	69	-14.8%	13.4%
<b>Truck Tractor Only (Bobtail)</b>							
Fatal Crashes	0	1	0	0	2	100.0%	0.0%
Injury Crashes	16	10	6	7	9	28.6%	-20.3%
Property Damage Crashes	25	21	18	14	13	-7.1%	-17.5%
<b>Semi with Single-Trailer Configurations</b>							
Fatal Crashes	11	16	16	8	8	0.0%	-1.5%
Injury Crashes	212	237	189	142	158	11.3%	-11.1%
Property Damage Crashes	550	527	592	409	492	20.3%	-7.6%
<b>Semi with Double-Trailer Configurations</b>							
Fatal Crashes	3	0	2	2	1	-50.0%	-66.7%
Injury Crashes	50	32	32	19	34	78.9%	-25.5%
Property Damage Crashes	88	110	103	59	72	22.0%	-8.0%
<b>Semi with Triple-Trailer Configurations</b>							
Fatal Crashes	1	1	1	1	0	-100.0%	0.0%
Injury Crashes	4	1	2	2	3	50.0%	8.3%
Property Damage Crashes	9	11	10	6	5	-16.7%	-9.0%

*\*\* 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 categories*

Table 44 shows different vehicle types as a percent of all vehicles in crashes excluding pedestrians, bicyclists, and non-motor vehicles.

**Table 44**  
**Vehicles in All Crashes by Vehicle Type: 2006-2010**

<b>Vehicle Type</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Passenger Cars	20,062	21,897	19,974	18,462	17,918	-2.9%	-2.4%
%	48.1%	47.7%	46.9%	47.2%	46.6%	-1.2%	-0.7%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	18,968	21,010	19,554	18,266	18,098	-0.9%	-0.9%
%	45.5%	45.8%	45.9%	46.7%	47.1%	0.9%	0.8%
Medium Trucks*	699	828	776	568	543	-4.4%	-4.9%
%	1.7%	1.8%	1.8%	1.5%	1.4%	-2.7%	-3.9%
Large Trucks**	1,004	994	998	693	813	17.3%	-10.4%
%	2.4%	2.2%	2.3%	1.8%	2.1%	19.4%	-8.8%
Buses	119	144	156	151	134	-11.3%	8.7%
%	0.3%	0.3%	0.4%	0.4%	0.3%	-9.7%	10.6%
Motorcycles	528	640	707	590	549	-6.9%	5.0%
%	1.3%	1.4%	1.7%	1.5%	1.4%	-5.3%	6.6%
All Other***	288	352	440	406	385	-5.2%	13.2%
%	0.7%	0.8%	1.0%	1.0%	1.0%	-3.5%	15.4%
<b>TOTALS</b>	<b>41,668</b>	<b>45,865</b>	<b>42,605</b>	<b>39,136</b>	<b>38,440</b>	<b>-1.8%</b>	<b>-1.7%</b>

\*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 Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other, and Unknown or Missing data.

Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2010, there were 3,963 people involved in CMV crashes. Occupants of passenger vehicles combined to comprise 37% of the people involved in CMV crashes. Of the 14 fatalities that occurred in CMV crashes, 64% were occupants of passenger cars, pickups, vans, or other vehicles while 29% were occupants of CMV's.

<b>Injury Severity</b>	<b>Commercial Motor Vehicle</b>	<b>Car</b>	<b>Pickup, Van and SUVs*</b>	<b>All Other**</b>	<b>Totals</b>
Fatalities	4	4	5	1	14
% of Fatalities	28.6%	28.6%	35.7%	7.1%	0.4%
Serious Injuries	16	39	17	5	77
% of Serious Injuries	20.8%	50.6%	22.1%	6.5%	1.9%
Visible Injuries	74	65	67	7	213
% of Visible Injuries	34.7%	30.5%	31.5%	3.3%	5.4%
Possible Injuries	120	107	74	4	305
% of Possible Injuries	39.3%	35.1%	24.3%	1.3%	7.7%
Non-Injury	2,216	561	532	17	3,326
% of Non- Injury	66.6%	16.9%	16.0%	0.5%	83.9%
Unknown	23	2	2	1	28
% of Unknown	82.1%	7.1%	7.1%	3.6%	0.7%
Column Totals	2,453	778	697	35	3,963
(% OF TOTAL)	61.9%	19.6%	17.6%	0.9%	

*\*SUV is an acronym for Sport Utility Vehicles.*

*\*\*Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2010, the economic cost of crashes involving commercial motor vehicles was \$149.8 million dollars. This represents 6% of the total cost of Idaho crashes (as shown in Table 4).

## Motor Vehicle Crashes in Work Zones

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Work Zone Crashes	198	297	279	378	517	36.8%	26.5%
Fatalities	2	2	7	3	1	-66.7%	64.3%
Serious Injuries	21	20	27	13	43	230.8%	-7.2%
Visible Injuries	32	46	54	53	64	20.8%	19.8%
Possible Injuries	71	68	108	110	162	47.3%	18.8%
% All Crashes	0.8%	1.2%	1.1%	1.6%	2.3%	39.4%	28.9%
Workers Injured	2	3	2	1	0	-100.0%	-11.1%

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.

While there were no workers injured in 2010, in 2006, a worker was struck on US 30 in Bannock County while placing sticky tabs along the center line and a flagger was struck while attempting to stop traffic at Ramsey Road and Prairie Ave in Kootenai County. There were 3 workers visibly injured in 2007; a flagger was struck in Bonner County, a flagger was struck in Canyon County, and a flagger was struck in Elmore County. In 2008, a flagger was struck by a car ignoring the flagger's instructions and an electrical worker was struck by a semi trailer that was making a right hand turn. In 2009, a flagger was struck in Kootenai County in a hit and run crash.

Single-vehicle crashes comprised 25% of the crashes in work zones in 2010. Overturn (23%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object - Not Fixed (18%) and Concrete Traffic Barrier (13%). Rear End (62%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (15%).

Table 47 shows work zone crashes by road type.

<b>Table 47</b> <b>Work Zone Crashes by Roadway Type: 2010</b>								
	<b>Fatal Crashes</b>		<b>Injury Crashes</b>		<b>Property Damage Crashes</b>		<b>All Crashes</b>	
Interstate								
Rural	0	0.0%	13	7.6%	34	9.9%	47	9.1%
Urban	1	100.0%	44	25.6%	118	34.3%	163	31.5%
U.S. or State Highway								
Rural	0	0.0%	36	20.9%	65	18.9%	101	19.5%
Urban	0	0.0%	17	9.9%	22	6.4%	39	7.5%
Local								
Rural	0	0.0%	5	2.9%	16	4.7%	21	4.1%
Urban	0	0.0%	57	33.1%	89	25.9%	146	28.2%
<b>Total</b>	<b>1</b>	<b>0.2%</b>	<b>172</b>	<b>33.3%</b>	<b>344</b>	<b>66.5%</b>	<b>517</b>	

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

<b>Table 48</b> <b>Crashes in Work Zones by Transportation District: 2010</b>				
	<b>Fatal Crashes</b>	<b>Injury Crashes</b>	<b>Property Damage Crashes</b>	<b>Total Crashes</b>
District 1	0	20	31	51
District 2	0	1	5	6
District 3	1	97	202	300
District 4	0	18	36	54
District 5	0	15	33	48
District 6	0	21	37	58
<b>Statewide</b>	<b>1</b>	<b>172</b>	<b>344</b>	<b>517</b>

In 2010, the economic cost of crashes in work zones was \$35.7 million dollars. This represents just over 1% 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: Treatment of the Economic Value of a Statistical Life in Departmental Analyses, March 19, 2008.
2. Blincoe, L.J., et al, The Economic Cost of Motor Vehicle Crashes, 2000, May, 2002. Washington, DC: U.S. Department of Transportation, National Highway Traffic Safety Administration, DOT HS 809 446.
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 2010**

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.



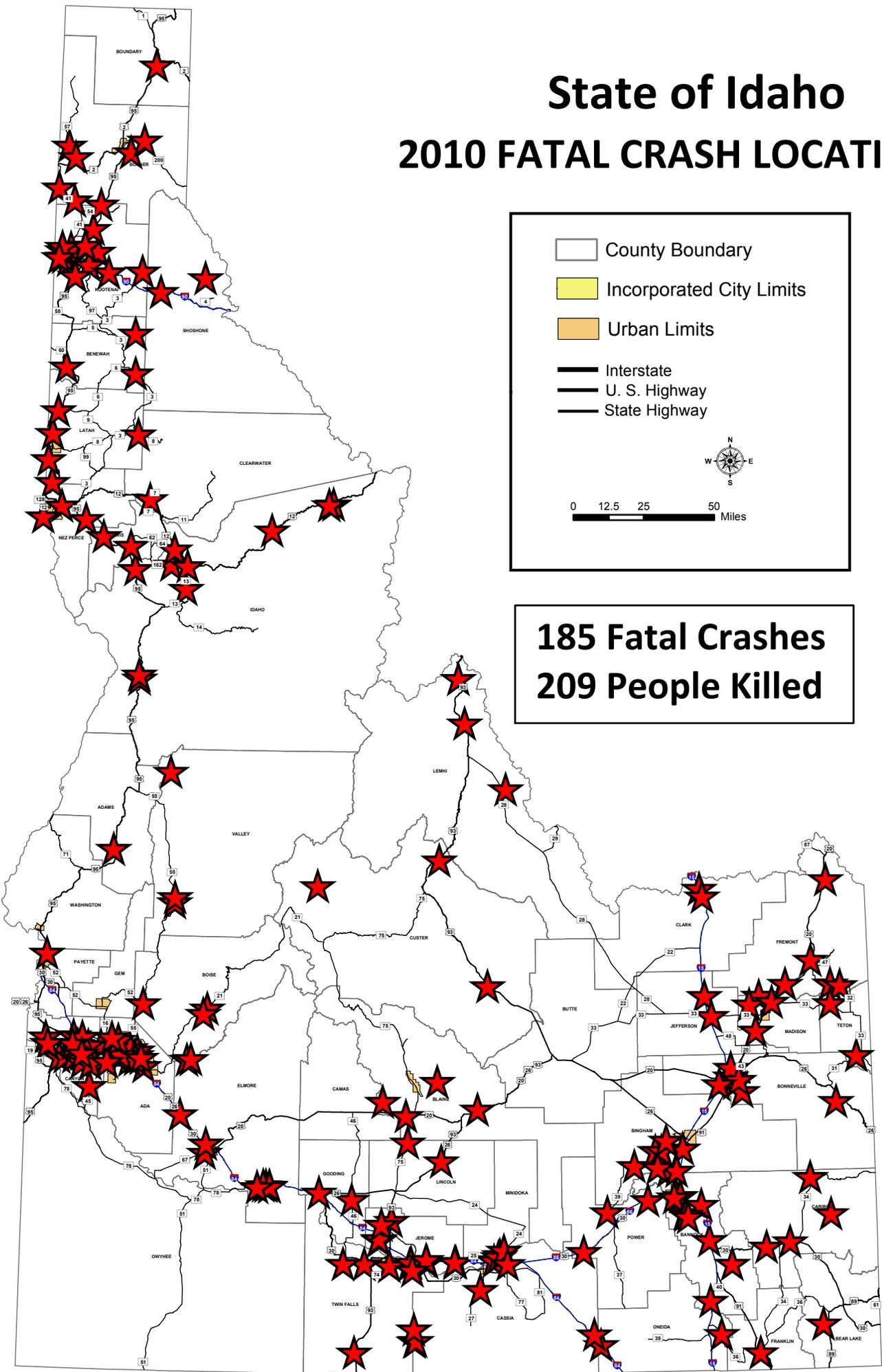
April 2011

# State of Idaho

## 2010 FATAL CRASH LOCATIONS

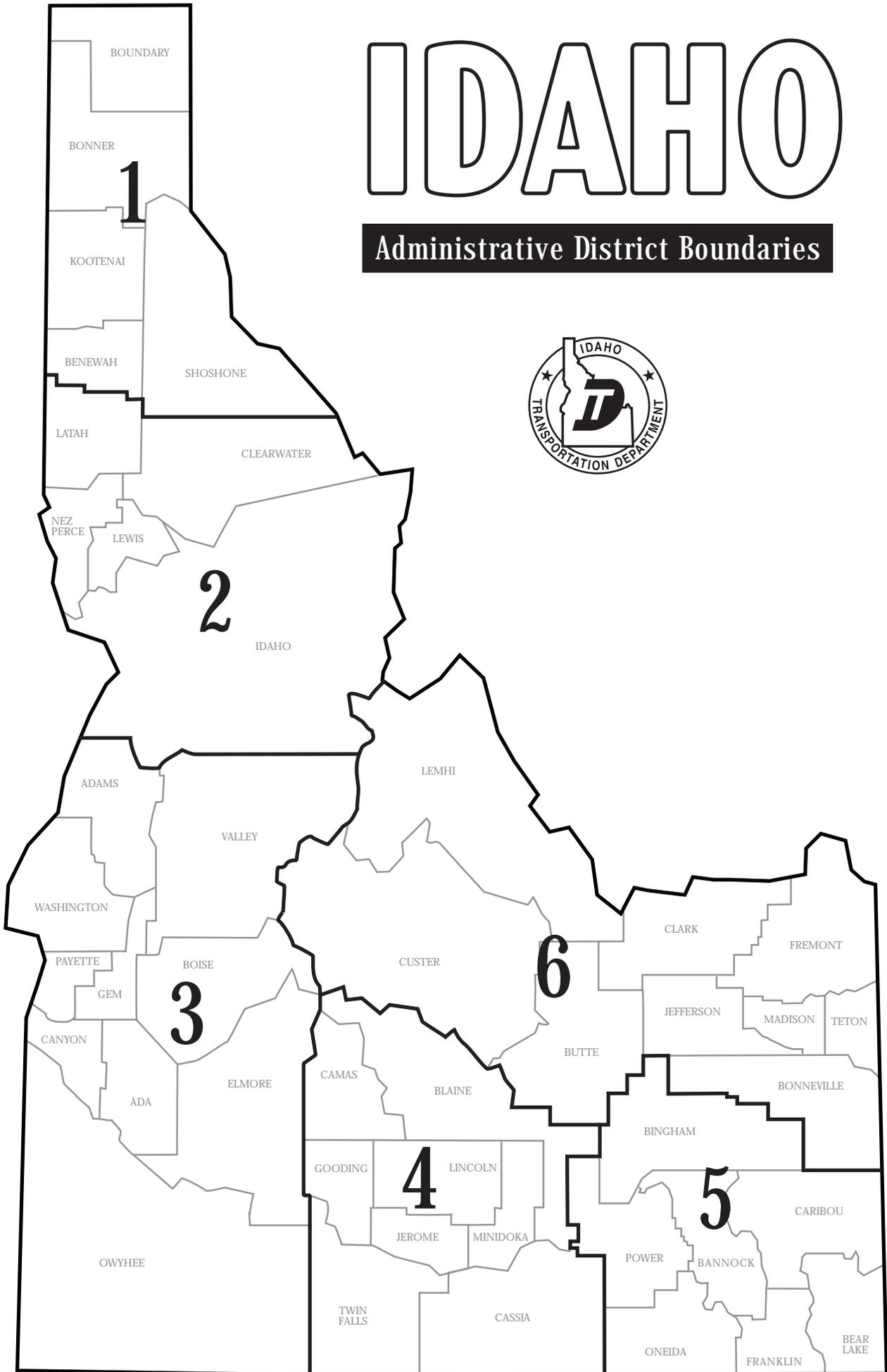
- County Boundary
- Incorporated City Limits
- Urban Limits
- Interstate
- U. S. Highway
- State Highway

**185 Fatal Crashes**  
**209 People Killed**



# IDAHO

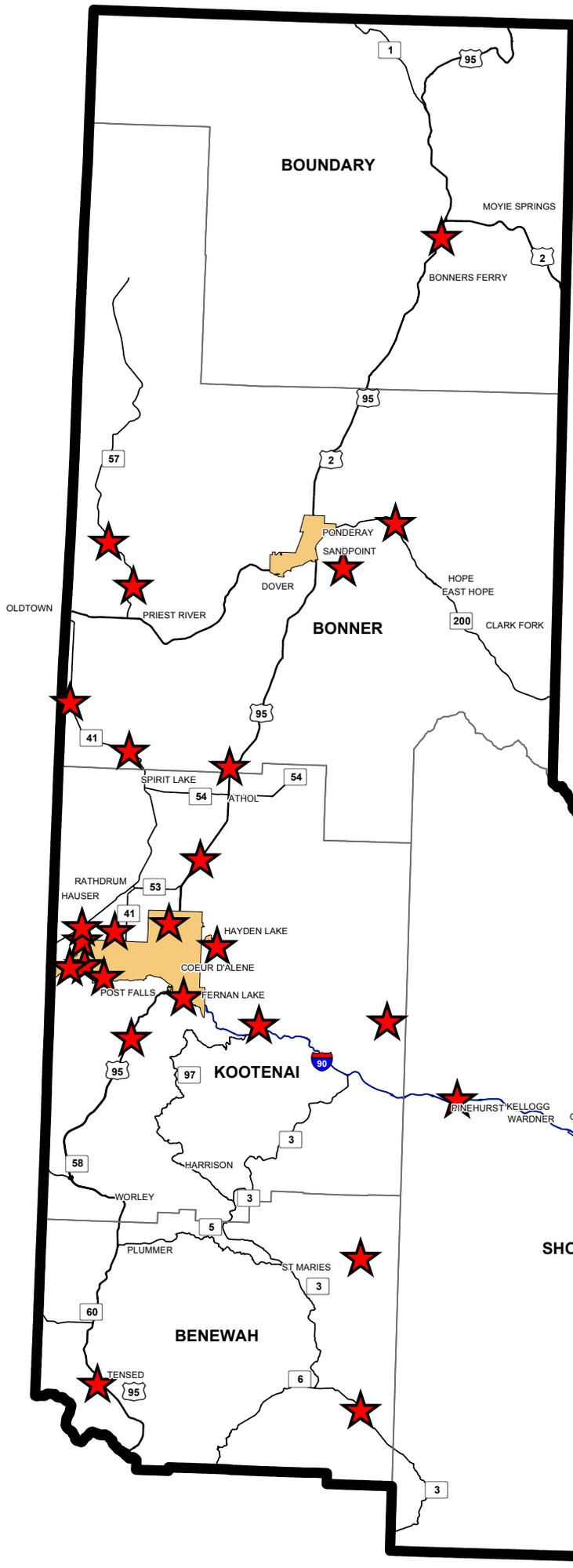
## Administrative District Boundaries



# State of Idaho

## DISTRICT ONE

### 2010 FATAL CRASH LOCATIONS



-  County Boundary
-  Incorporated City Limits
-  Urban Limits
-  Interstate
-  U. S. Highway
-  State Highway



0 3.75 7.5 15 Miles

**26 Fatal Crashes**  
**28 People Killed**

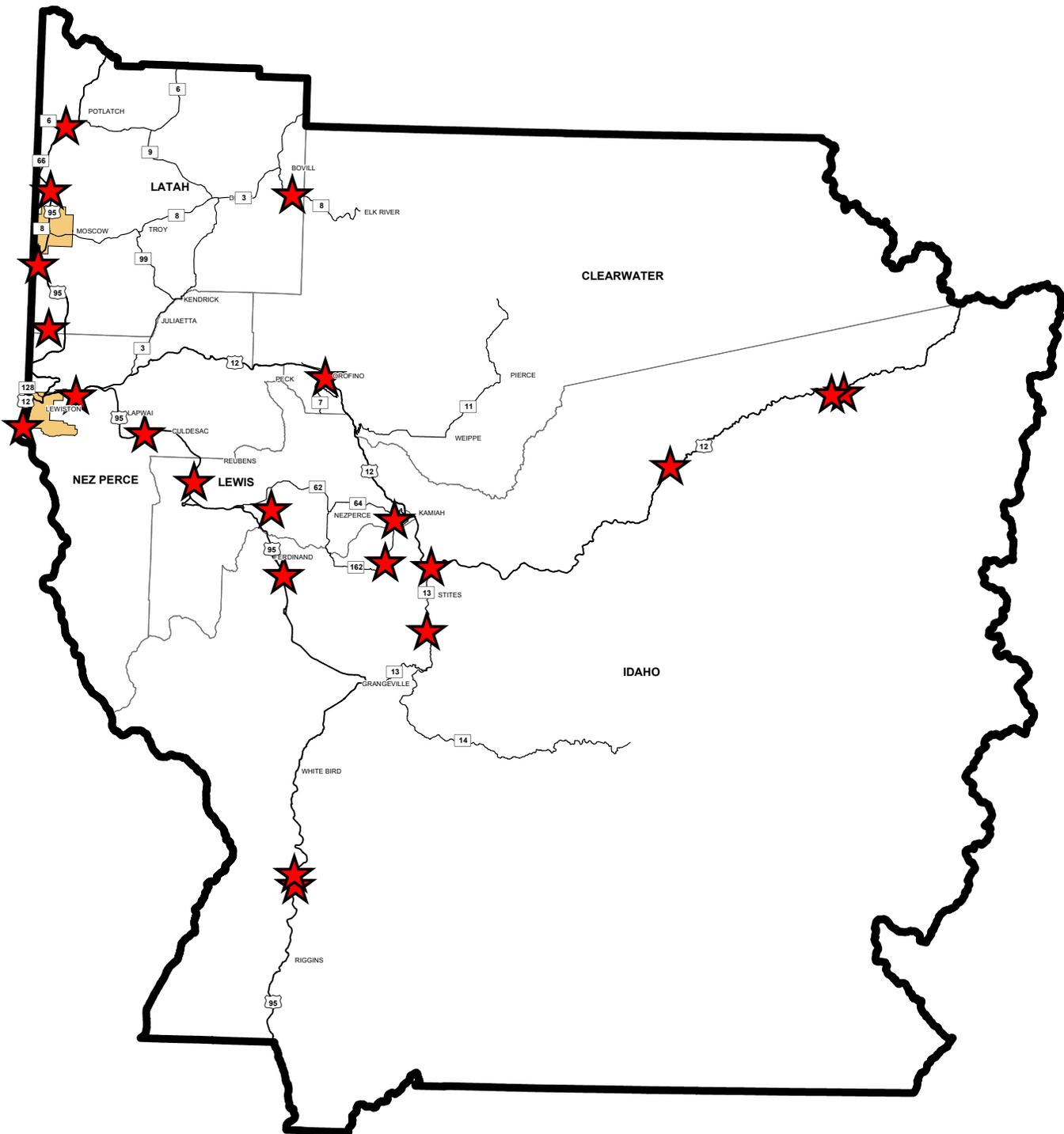


April 2011

# State of Idaho

## DISTRICT TWO

### 2010 FATAL CRASH LOCATIONS



- County Boundary
- Incorporated City Limits
- Urban Limits
- Interstate
- U. S. Highway
- State Highway

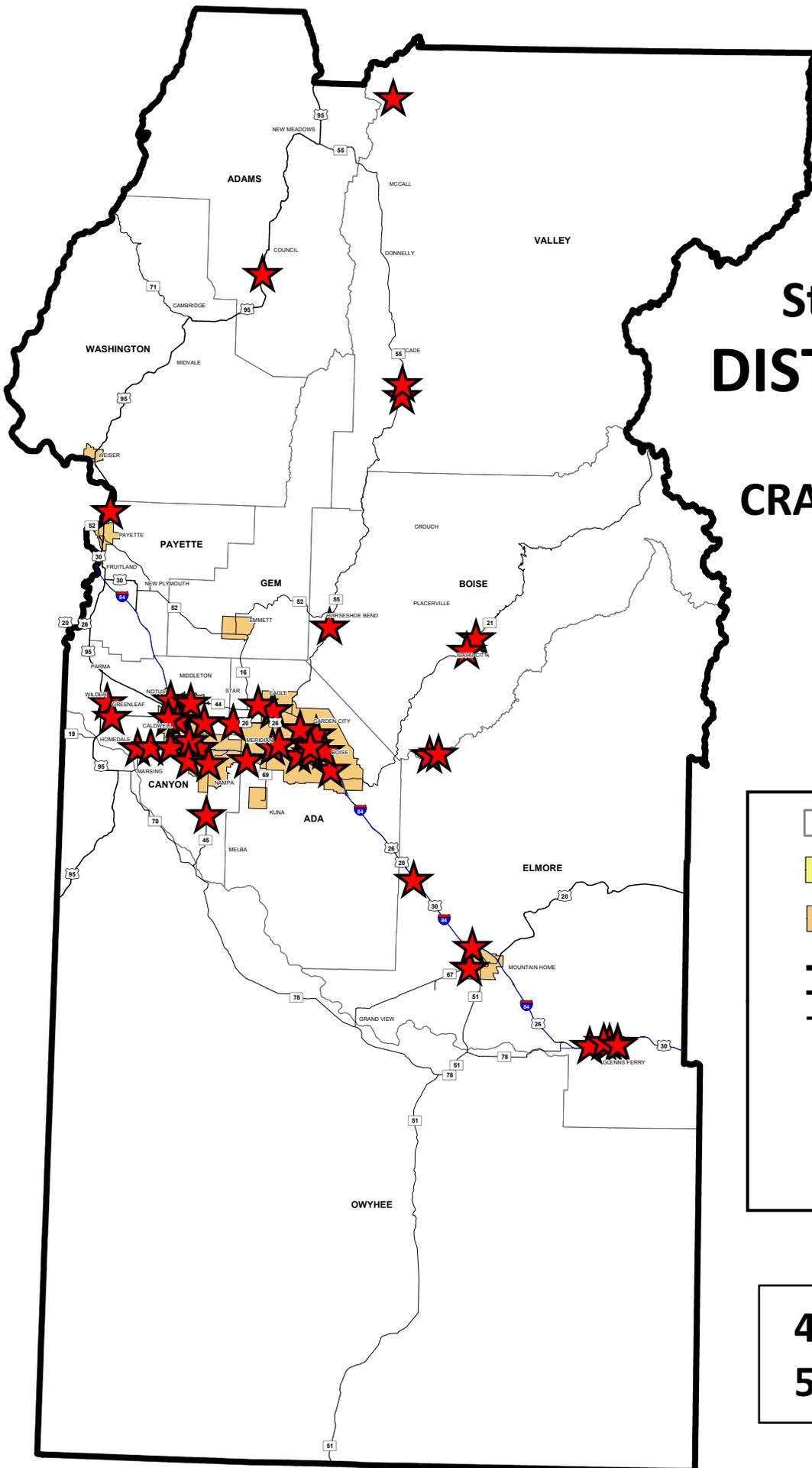
**21 Fatal Crashes**  
**21 People Killed**





April 2011

# State of Idaho DISTRICT THREE 2010 FATAL CRASH LOCATIONS



-  County Boundary
-  Incorporated City Limits
-  Urban Limits
-  Interstate
-  U. S. Highway
-  State Highway

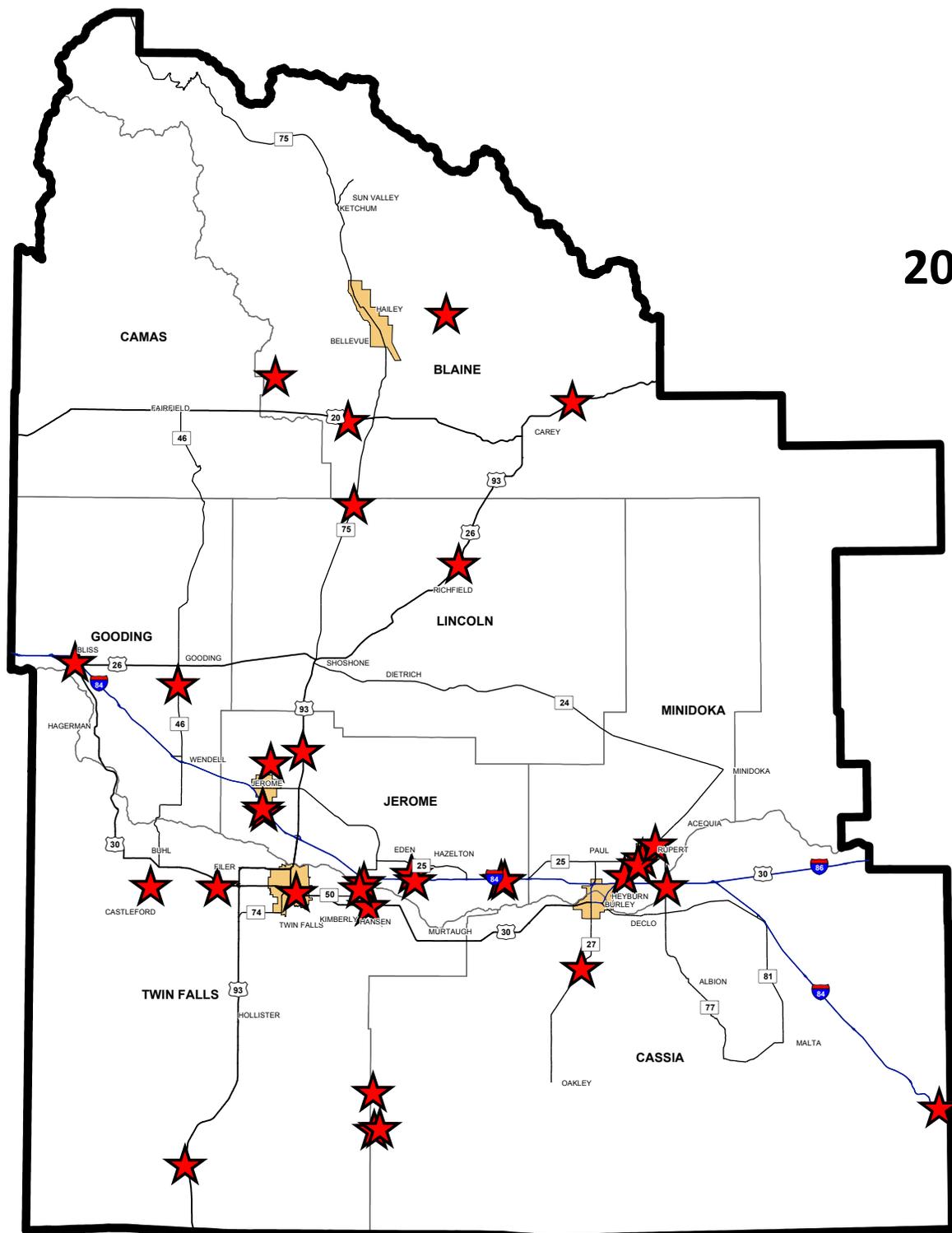
  
 0 4.5 9 18 Miles

**49 Fatal Crashes  
58 People Killed**

# State of Idaho

## DISTRICT FOUR

### 2010 FATAL CRASH LOCATIONS



- County Boundary
- Incorporated City Limits
- Urban Limits
- Interstate
- U. S. Highway
- State Highway

0 3.75 7.5 15 Miles

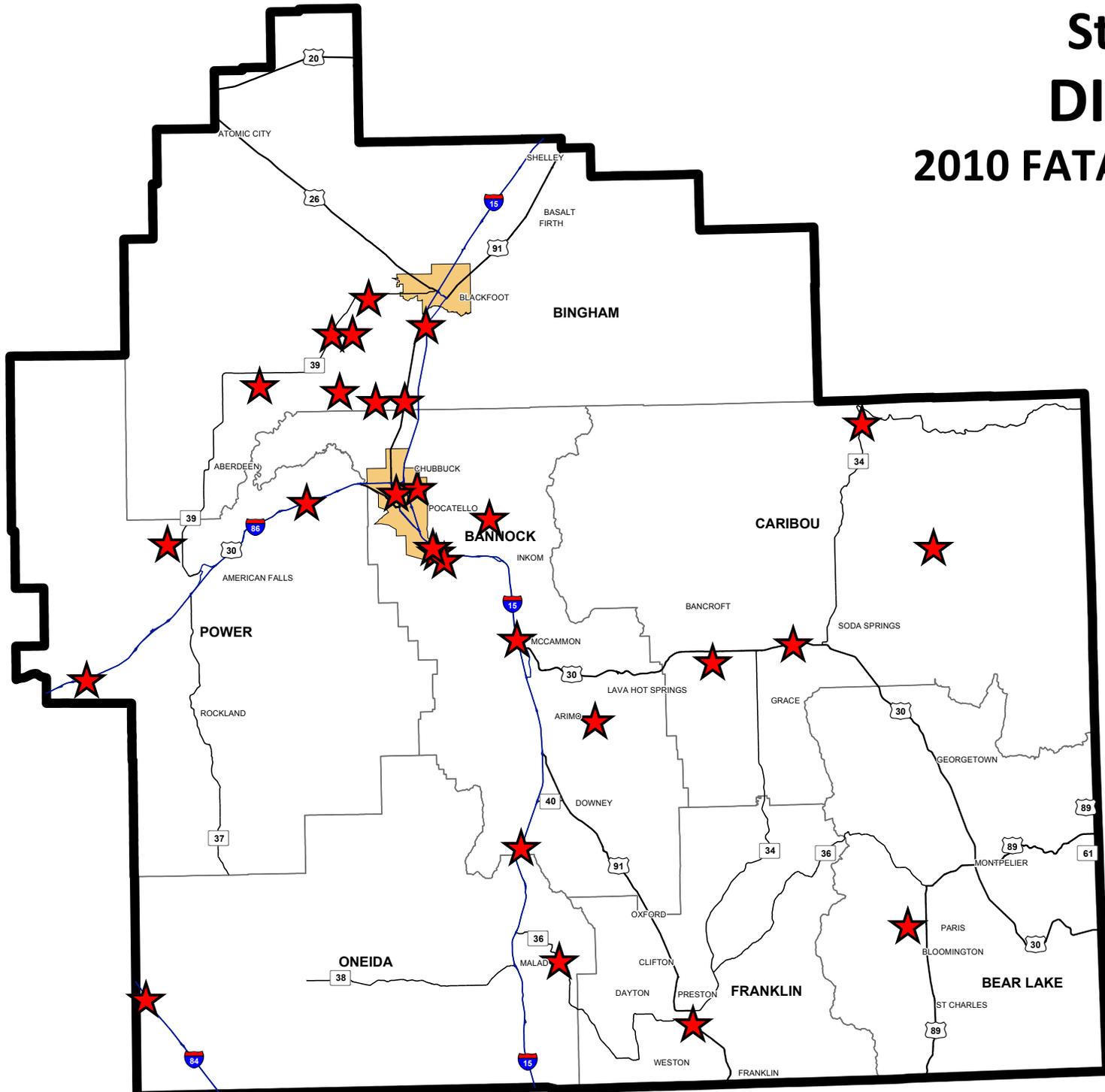
**33 Fatal Crashes**  
**39 People Killed**



# State of Idaho

## DISTRICT FIVE

### 2010 FATAL CRASH LOCATIONS



-  County Boundary
-  Incorporated City Limits
-  Urban Limits
-  Interstate
-  U. S. Highway
-  State Highway



0 3.5 7 14 Miles

**28 Fatal Crashes**  
**34 People Killed**

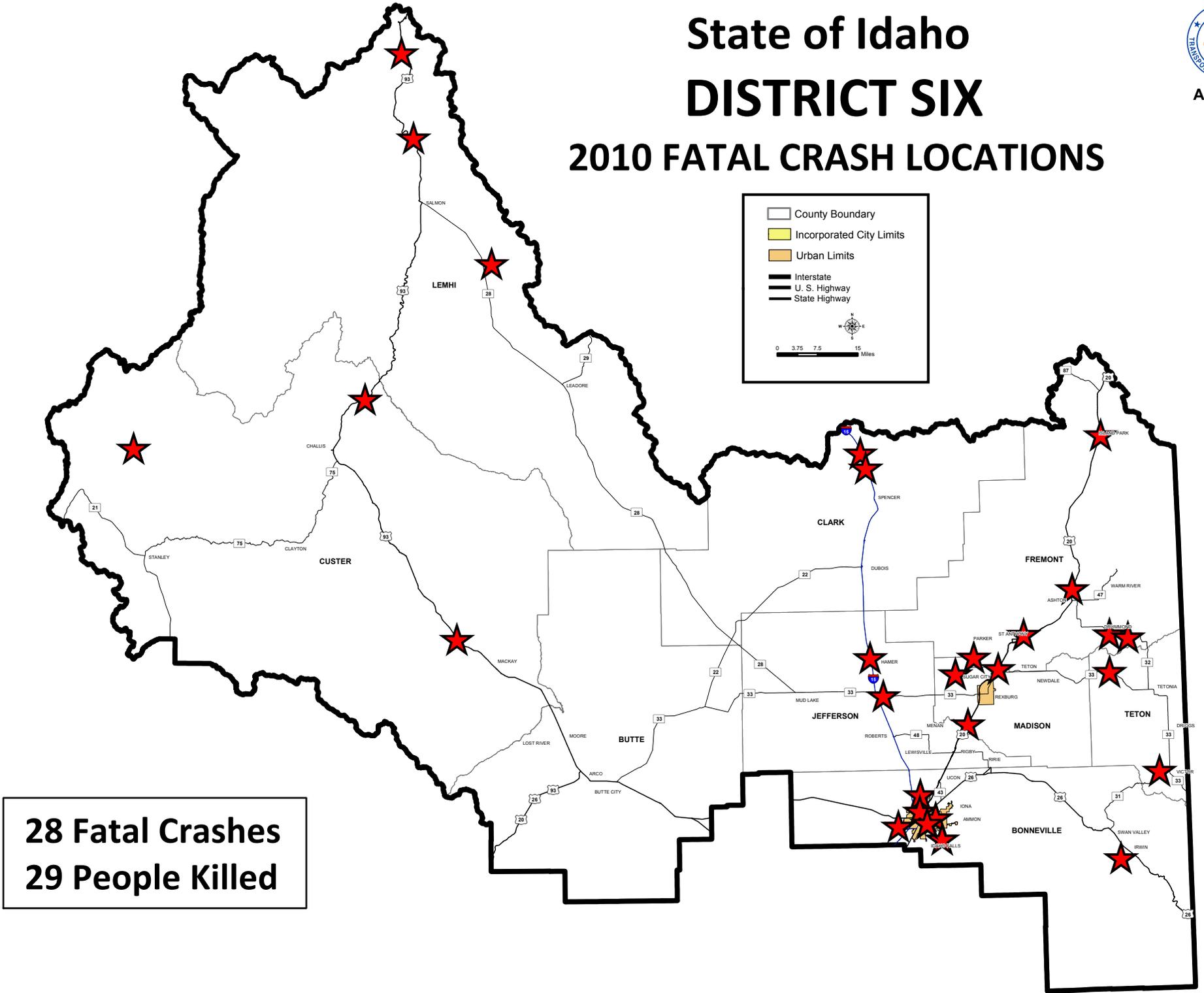




April 2011

# State of Idaho DISTRICT SIX

## 2010 FATAL CRASH LOCATIONS



**Legend:**

- County Boundary
- Incorporated City Limits
- Urban Limits
- Interstate
- U. S. Highway
- State Highway

Scale: 0 3.75 7.5 15 Miles

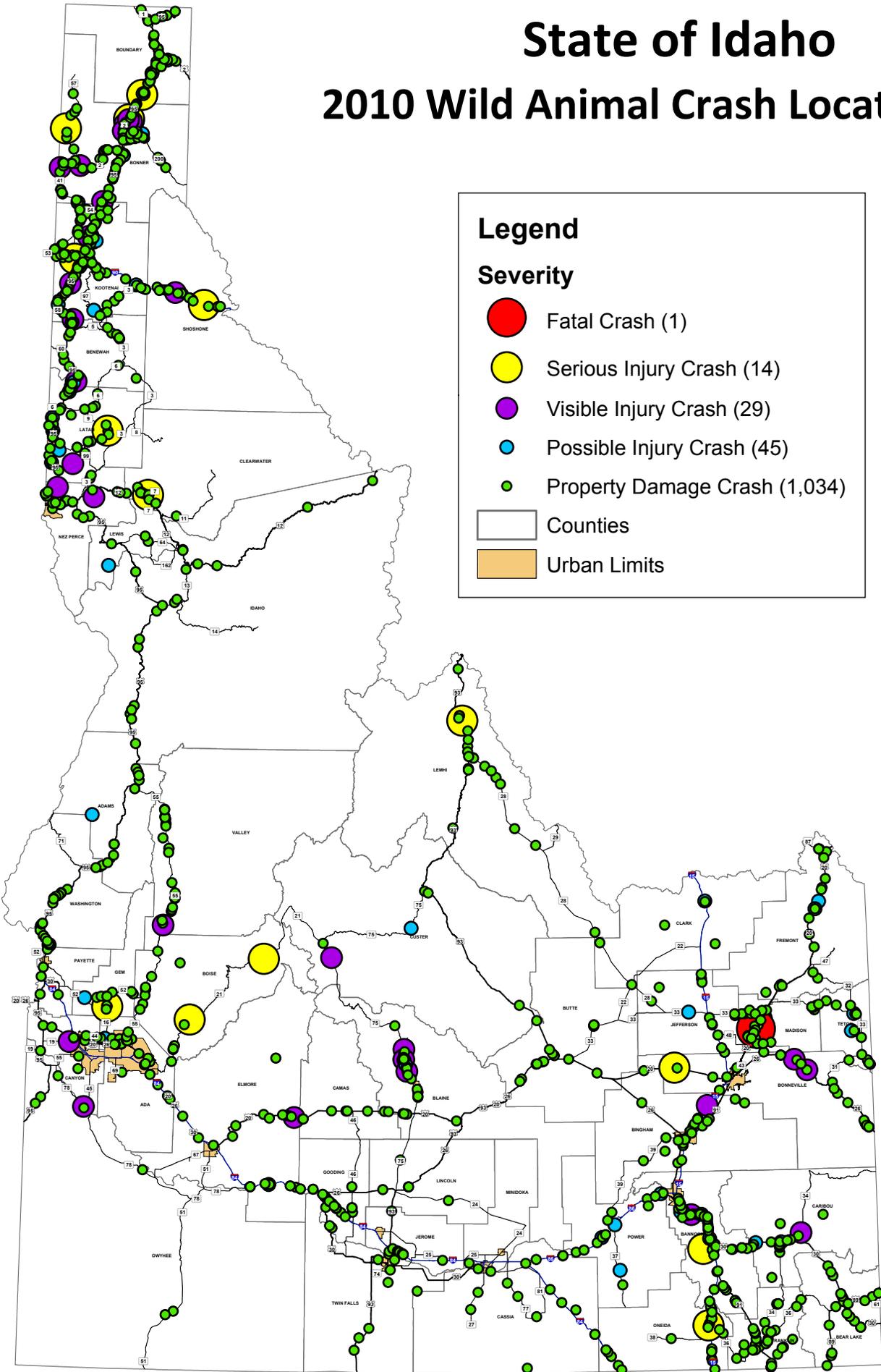
**28 Fatal Crashes  
29 People Killed**

# **APPENDIX B: Maps of Crashes with Wild Animals in 2010**

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

## 2010 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: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>I-15</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	10	7	6	5	8	<b>36</b>
Fatalities	11	8	6	5	8	<b>38</b>
Total Crashes	501	522	579	483	638	<b>2,723</b>
Average Daily Traffic	10,130	10,550	10,020	10,700	10,020	<b>51,420</b>
Fatal Crash Rate	1.38	0.93	0.84	0.65	1.12	<b>0.98</b>
Total Crash Rate	69.13	69.16	80.77	63.10	89.00	<b>74.02</b>

<b>I-84</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	21	29	23	16	15	<b>104</b>
Fatalities	23	35	28	18	22	<b>126</b>
Total Crashes	1,103	1,319	1,198	1,112	1,051	<b>5,783</b>
Average Daily Traffic	20,080	20,580	18,970	19,740	18,990	<b>98,360</b>
Fatal Crash Rate	1.04	1.40	1.21	0.81	0.79	<b>1.05</b>
Total Crash Rate	54.60	63.70	62.77	55.99	55.01	<b>58.44</b>

<b>I-86</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	4	2	2	1	2	<b>11</b>
Fatalities	4	2	2	1	3	<b>12</b>
Total Crashes	127	97	144	125	118	<b>611</b>
Average Daily Traffic	8,050	8,140	7,860	8,170	7,860	<b>40,080</b>
Fatal Crash Rate	2.17	1.07	1.11	0.53	1.11	<b>1.20</b>
Total Crash Rate	68.77	51.95	79.86	66.69	65.44	<b>66.45</b>

<b>I-90</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	4	6	2	2	<b>15</b>
Fatalities	1	6	7	3	2	<b>19</b>
Total Crashes	401	435	412	305	295	<b>1,848</b>
Average Daily Traffic	18,080	18,208	17,138	17,532	17,476	<b>88,435</b>
Fatal Crash Rate	0.21	0.82	1.30	0.42	0.42	<b>0.63</b>
Total Crash Rate	82.29	88.64	89.14	64.51	62.59	<b>77.51</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>I-184</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	1	1	0	<b>2</b>
Fatalities	0	0	1	1	0	<b>2</b>
Total Crashes	47	39	53	38	26	<b>203</b>
Average Daily Traffic	54,620	57,450	54,620	55,480	55,820	<b>277,990</b>
Fatal Crash Rate	0.00	0.00	1.39	1.36	0.00	<b>0.54</b>
Total Crash Rate	65.12	51.38	73.44	51.84	35.25	<b>55.27</b>

<b>US 2</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	1	2	1	0	<b>5</b>
Fatalities	1	1	2	1	0	<b>5</b>
Total Crashes	94	69	88	86	65	<b>402</b>
Average Daily Traffic	4,315	4,629	4,379	4,512	4,503	<b>22,338</b>
Fatal Crash Rate	1.43	1.33	2.82	1.37	0.00	<b>1.38</b>
Total Crash Rate	134.58	92.09	124.15	117.74	89.17	<b>111.17</b>

<b>US 12</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	3	2	5	3	3	<b>16</b>
Fatalities	4	2	7	4	3	<b>20</b>
Total Crashes	186	184	128	150	160	<b>808</b>
Average Daily Traffic	2,007	1,998	1,878	1,929	1,901	<b>9,713</b>
Fatal Crash Rate	2.43	1.62	4.32	2.52	2.56	<b>2.67</b>
Total Crash Rate	150.44	149.49	110.67	126.25	136.65	<b>135.05</b>

<b>US 20</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	10	7	7	6	8	<b>38</b>
Fatalities	10	8	7	6	10	<b>41</b>
Total Crashes	931	948	883	761	835	<b>4,358</b>
Average Daily Traffic	5,836	5,748	5,783	5,971	5,960	<b>29,298</b>
Fatal Crash Rate	1.51	1.04	1.07	0.89	1.18	<b>1.14</b>
Total Crash Rate	140.83	140.32	134.79	112.52	123.68	<b>130.35</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>US 26</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	3	3	4	0	<b>12</b>
Fatalities	3	3	3	4	0	<b>13</b>
Total Crashes	171	208	226	191	173	<b>969</b>
Average Daily Traffic	3,154	3,295	3,185	3,209	3,161	<b>16,004</b>
Fatal Crash Rate	1.35	1.94	2.01	2.65	0.00	<b>1.60</b>
Total Crash Rate	115.45	134.42	151.08	126.74	116.53	<b>128.92</b>

<b>US 30</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	5	1	7	3	2	<b>18</b>
Fatalities	5	1	7	3	3	<b>19</b>
Total Crashes	255	285	278	278	250	<b>1,346</b>
Average Daily Traffic	3,626	3,722	3,654	3,615	3,651	<b>18,267</b>
Fatal Crash Rate	1.96	0.38	2.72	1.18	0.78	<b>1.40</b>
Total Crash Rate	99.99	108.89	108.19	109.35	97.36	<b>104.77</b>

<b>US 89</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	2	1	0	<b>3</b>
Fatalities	0	0	2	4	0	<b>6</b>
Total Crashes	35	29	43	37	38	<b>182</b>
Average Daily Traffic	1,659	1,815	1,724	1,598	1,591	<b>8,386</b>
Fatal Crash Rate	0.00	0.00	7.26	3.92	0.00	<b>2.24</b>
Total Crash Rate	132.09	100.05	156.18	144.92	149.57	<b>135.87</b>

<b>US 91</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	2	0	2	2	<b>8</b>
Fatalities	2	3	0	2	4	<b>11</b>
Total Crashes	204	300	291	300	331	<b>1,426</b>
Average Daily Traffic	4,178	4,454	4,399	4,527	4,516	<b>22,075</b>
Fatal Crash Rate	1.56	1.43	0.00	1.41	1.41	<b>1.16</b>
Total Crash Rate	159.47	214.35	210.59	210.98	233.37	<b>206.64</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>US 93</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	8	6	7	8	8	<b>37</b>
Fatalities	8	9	7	8	9	<b>41</b>
Total Crashes	401	333	330	353	320	<b>1,737</b>
Average Daily Traffic	2,015	2,133	2,073	2,078	2,101	<b>10,400</b>
Fatal Crash Rate	2.56	1.82	2.16	2.46	2.43	<b>2.28</b>
Total Crash Rate	128.50	100.80	101.61	108.42	97.19	<b>107.09</b>

<b>US 95</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	11	14	17	24	14	<b>80</b>
Fatalities	12	15	19	31	15	<b>92</b>
Total Crashes	1,161	1,270	1,167	1,117	1,118	<b>5,833</b>
Average Daily Traffic	4,717	4,961	4,641	4,740	4,764	<b>23,822</b>
Fatal Crash Rate	1.21	1.44	1.86	2.58	1.49	<b>1.72</b>
Total Crash Rate	127.22	130.90	127.91	119.86	119.37	<b>125.07</b>

<b>SH 3</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	1	2	1	1	<b>6</b>
Fatalities	1	1	2	1	1	<b>6</b>
Total Crashes	95	100	78	91	93	<b>457</b>
Average Daily Traffic	1,503	1,550	1,482	1,482	1,495	<b>7,513</b>
Fatal Crash Rate	1.69	1.64	3.43	1.72	1.70	<b>2.03</b>
Total Crash Rate	160.25	164.12	133.90	156.22	158.24	<b>154.66</b>

<b>SH 6</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	2	0	0	1	<b>4</b>
Fatalities	1	2	0	0	1	<b>4</b>
Total Crashes	28	27	19	33	23	<b>130</b>
Average Daily Traffic	1,125	1,125	1,125	1,125	1,126	<b>5,627</b>
Fatal Crash Rate	6.17	12.34	0.00	0.00	6.16	<b>4.93</b>
Total Crash Rate	172.71	166.54	117.19	203.55	141.72	<b>160.34</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 8</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	1	1	0	1	<b>3</b>
Fatalities	0	1	1	0	1	<b>3</b>
Total Crashes	93	136	123	97	114	<b>563</b>
Average Daily Traffic	2,856	2,619	2,599	2,631	2,631	<b>13,337</b>
Fatal Crash Rate	0.00	1.97	1.98	0.00	1.96	<b>1.34</b>
Total Crash Rate	468.64	267.51	243.84	189.94	223.23	<b>252.17</b>

<b>SH 11</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	0	0	1	0	<b>2</b>
Fatalities	1	0	0	1	0	<b>2</b>
Total Crashes	14	31	20	14	14	<b>93</b>
Average Daily Traffic	990	990	800	790	790	<b>4,360</b>
Fatal Crash Rate	6.51	0.00	0.00	8.15	0.00	<b>2.95</b>
Total Crash Rate	91.08	201.67	161.01	114.13	114.13	<b>137.37</b>

<b>SH 13</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	1	2	0	1	<b>4</b>
Fatalities	0	1	2	0	1	<b>4</b>
Total Crashes	20	28	16	11	28	<b>103</b>
Average Daily Traffic	1,510	1,540	1,510	1,270	1,350	<b>7,180</b>
Fatal Crash Rate	0.00	6.74	13.75	0.00	7.69	<b>5.78</b>
Total Crash Rate	137.51	188.76	110.00	89.92	215.32	<b>148.93</b>

<b>SH 14</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	1	0	0	0	<b>2</b>
Fatalities	1	1	0	0	0	<b>2</b>
Total Crashes	6	8	3	4	5	<b>26</b>
Average Daily Traffic	460	460	460	470	340	<b>2,190</b>
Fatal Crash Rate	12.03	12.03	0.00	0.00	0.00	<b>5.05</b>
Total Crash Rate	72.17	96.23	36.09	47.09	81.37	<b>65.69</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
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<b>SH 16</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	1	0	2	0	<b>3</b>
Fatalities	0	1	0	2	0	<b>3</b>
Total Crashes	39	42	32	40	34	<b>187</b>
Average Daily Traffic	8,590	8,530	8,250	7,860	7,900	<b>41,130</b>
Fatal Crash Rate	0.00	2.31	0.00	5.01	0.00	<b>1.43</b>
Total Crash Rate	89.31	96.86	76.30	100.11	84.66	<b>89.44</b>

<b>SH 19</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	2	1	0	2	<b>5</b>
Fatalities	0	2	1	0	2	<b>5</b>
Total Crashes	40	43	39	34	43	<b>199</b>
Average Daily Traffic	5,363	5,571	5,544	5,378	5,293	<b>27,150</b>
Fatal Crash Rate	0.00	6.10	3.07	0.00	6.42	<b>3.13</b>
Total Crash Rate	126.80	131.22	119.59	107.48	138.12	<b>124.61</b>

<b>SH 21</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	5	1	3	2	<b>12</b>
Fatalities	1	5	1	3	2	<b>12</b>
Total Crashes	72	77	77	71	69	<b>366</b>
Average Daily Traffic	1,156	1,138	1,094	1,118	1,113	<b>5,618</b>
Fatal Crash Rate	1.88	9.54	1.99	5.83	3.90	<b>4.64</b>
Total Crash Rate	135.23	146.94	152.85	137.92	134.59	<b>141.44</b>

<b>SH 22</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	0	0	0	0	<b>1</b>
Fatalities	1	0	0	0	0	<b>1</b>
Total Crashes	2	4	6	5	6	<b>23</b>
Average Daily Traffic	250	340	320	310	300	<b>1,520</b>
Fatal Crash Rate	24.94	0.00	0.00	0.00	0.00	<b>4.10</b>
Total Crash Rate	49.89	73.36	116.92	100.58	124.71	<b>94.36</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
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<b>SH 24</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	0	2	1	3	<b>7</b>
Fatalities	1	0	2	1	4	<b>8</b>
Total Crashes	37	43	40	28	34	<b>182</b>
Average Daily Traffic	1,423	1,448	1,360	1,392	1,392	<b>7,015</b>
Fatal Crash Rate	2.87	0.00	6.00	2.93	8.78	<b>4.07</b>
Total Crash Rate	106.04	121.03	119.94	81.98	99.55	<b>105.77</b>

<b>SH 25</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	2	0	0	0	<b>2</b>
Fatalities	0	2	0	0	0	<b>2</b>
Total Crashes	48	48	59	39	35	<b>229</b>
Average Daily Traffic	2,139	2,139	2,086	2,035	2,059	<b>10,458</b>
Fatal Crash Rate	0.00	5.17	0.00	0.00	0.00	<b>1.06</b>
Total Crash Rate	124.05	124.02	156.37	105.93	93.94	<b>121.04</b>

<b>SH 27</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	0	0	2	1	<b>5</b>
Fatalities	2	0	0	2	1	<b>5</b>
Total Crashes	49	76	55	51	54	<b>285</b>
Average Daily Traffic	2,547	2,952	2,916	2,842	2,842	<b>14,100</b>
Fatal Crash Rate	8.87	0.00	0.00	7.95	3.97	<b>4.00</b>
Total Crash Rate	217.21	290.73	212.99	202.63	214.55	<b>228.26</b>

<b>SH 28</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	0	1	0	0	<b>3</b>
Fatalities	2	0	2	0	0	<b>4</b>
Total Crashes	32	34	48	42	40	<b>196</b>
Average Daily Traffic	780	780	670	700	660	<b>3,590</b>
Fatal Crash Rate	5.83	0.00	3.39	0.00	0.00	<b>1.90</b>
Total Crash Rate	93.28	99.11	162.89	136.42	137.80	<b>124.14</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
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<b>SH 33</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	3	1	1	2	2	<b>9</b>
Fatalities	3	1	1	2	3	<b>10</b>
Total Crashes	266	287	251	179	216	<b>1,199</b>
Average Daily Traffic	2,334	2,524	2,558	2,538	2,589	<b>12,542</b>
Fatal Crash Rate	2.52	0.78	0.77	1.54	1.51	<b>1.40</b>
Total Crash Rate	223.18	222.63	192.11	138.08	163.36	<b>187.17</b>

<b>SH 34</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	1	1	5	1	<b>9</b>
Fatalities	2	1	1	5	1	<b>10</b>
Total Crashes	54	66	46	58	61	<b>285</b>
Average Daily Traffic	923	977	414	922	928	<b>4,164</b>
Fatal Crash Rate	3.01	2.84	6.71	15.06	2.99	<b>6.00</b>
Total Crash Rate	162.37	187.42	308.65	174.72	182.64	<b>190.04</b>

<b>SH 36</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	2	1	1	1	<b>5</b>
Fatalities	0	2	1	1	1	<b>5</b>
Total Crashes	38	50	38	39	45	<b>210</b>
Average Daily Traffic	639	670	670	614	619	<b>3,213</b>
Fatal Crash Rate	0.00	12.20	6.10	6.66	6.60	<b>6.36</b>
Total Crash Rate	243.02	305.00	231.92	259.60	297.15	<b>267.24</b>

<b>SH 37</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	3	0	1	0	0	<b>4</b>
Fatalities	3	0	1	0	0	<b>4</b>
Total Crashes	9	3	4	5	7	<b>28</b>
Average Daily Traffic	360	400	400	400	400	<b>1,960</b>
Fatal Crash Rate	73.10	0.00	21.93	0.00	0.00	<b>17.90</b>
Total Crash Rate	219.31	65.79	87.72	109.66	153.52	<b>125.32</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 39</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	2	1	0	1	<b>6</b>
Fatalities	2	2	1	0	1	<b>6</b>
Total Crashes	54	67	52	74	50	<b>297</b>
Average Daily Traffic	2,523	2,461	2,336	2,310	2,339	<b>11,969</b>
Fatal Crash Rate	4.18	4.28	2.24	0.00	2.24	<b>2.63</b>
Total Crash Rate	112.77	143.35	116.52	167.66	111.90	<b>130.22</b>

<b>SH 41</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	3	1	0	2	<b>6</b>
Fatalities	0	4	1	0	2	<b>7</b>
Total Crashes	179	146	135	153	128	<b>741</b>
Average Daily Traffic	5,928	6,415	6,308	6,617	6,618	<b>31,886</b>
Fatal Crash Rate	0.00	3.27	1.11	0.00	2.12	<b>1.32</b>
Total Crash Rate	211.33	159.27	149.76	161.81	135.37	<b>162.63</b>

<b>SH 44</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	3	0	1	0	2	<b>6</b>
Fatalities	5	0	1	0	2	<b>8</b>
Total Crashes	253	285	217	216	222	<b>1,193</b>
Average Daily Traffic	15,027	15,158	15,143	15,318	15,337	<b>75,982</b>
Fatal Crash Rate	2.36	0.00	0.78	0.00	1.55	<b>0.94</b>
Total Crash Rate	199.40	222.80	169.80	167.09	171.52	<b>186.03</b>

<b>SH 45</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	2	0	1	2	<b>6</b>
Fatalities	1	2	0	1	2	<b>6</b>
Total Crashes	148	147	133	131	137	<b>696</b>
Average Daily Traffic	6,643	7,519	7,220	7,519	7,360	<b>36,261</b>
Fatal Crash Rate	2.28	4.04	0.00	2.02	4.12	<b>2.51</b>
Total Crash Rate	338.09	296.66	279.52	264.37	282.47	<b>291.26</b>

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**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 46</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	1	0	0	1	<b>2</b>
Fatalities	0	1	0	0	1	<b>2</b>
Total Crashes	31	32	34	29	34	<b>160</b>
Average Daily Traffic	2,112	2,112	2,112	2,347	2,321	<b>11,005</b>
Fatal Crash Rate	0.00	3.01	0.00	0.00	2.74	<b>1.16</b>
Total Crash Rate	93.39	96.40	102.43	78.63	93.21	<b>92.52</b>

<b>SH 48</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	2	1	0	0	<b>3</b>
Fatalities	0	3	1	0	0	<b>4</b>
Total Crashes	27	36	32	27	39	<b>161</b>
Average Daily Traffic	2,090	2,090	2,080	2,270	2,290	<b>10,820</b>
Fatal Crash Rate	0.00	10.74	5.40	0.00	0.00	<b>3.11</b>
Total Crash Rate	145.00	193.34	172.68	133.50	191.16	<b>167.02</b>

<b>SH 51</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	3	1	1	2	0	<b>7</b>
Fatalities	4	1	1	3	0	<b>9</b>
Total Crashes	63	45	43	71	44	<b>266</b>
Average Daily Traffic	822	814	781	821	799	<b>4,039</b>
Fatal Crash Rate	10.94	3.64	3.79	7.21	0.00	<b>5.14</b>
Total Crash Rate	229.78	163.58	162.83	255.82	162.88	<b>195.44</b>

<b>SH 52</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	2	1	3	0	<b>8</b>
Fatalities	2	6	1	4	0	<b>13</b>
Total Crashes	61	55	77	53	55	<b>301</b>
Average Daily Traffic	2,180	2,300	2,240	2,150	2,150	<b>11,020</b>
Fatal Crash Rate	4.64	4.40	2.26	7.06	0.00	<b>3.67</b>
Total Crash Rate	141.64	121.04	174.00	124.78	129.49	<b>138.26</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 53</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	0	0	0	1	<b>2</b>
Fatalities	2	0	0	0	1	<b>3</b>
Total Crashes	57	45	54	50	40	<b>246</b>
Average Daily Traffic	6,925	7,970	7,767	7,860	8,149	<b>38,671</b>
Fatal Crash Rate	2.82	0.00	0.00	0.00	2.39	<b>1.01</b>
Total Crash Rate	160.61	110.18	135.52	123.99	95.68	<b>124.05</b>

<b>SH 54</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	0	1	0	<b>1</b>
Fatalities	0	0	0	1	0	<b>1</b>
Total Crashes	22	20	23	16	10	<b>91</b>
Average Daily Traffic	2,600	2,830	2,790	2,740	2,640	<b>13,600</b>
Fatal Crash Rate	0.00	0.00	0.00	6.48	0.00	<b>1.30</b>
Total Crash Rate	149.47	124.84	146.28	103.62	67.21	<b>118.52</b>

<b>SH 55</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	7	3	9	9	7	<b>35</b>
Fatalities	9	4	10	9	7	<b>39</b>
Total Crashes	728	765	662	641	659	<b>3,455</b>
Average Daily Traffic	7,016	7,114	6,739	6,316	6,322	<b>33,506</b>
Fatal Crash Rate	2.04	0.86	2.71	2.89	2.25	<b>2.12</b>
Total Crash Rate	211.71	218.36	199.44	206.06	211.63	<b>209.57</b>

<b>SH 57</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	0	0	0	2	<b>4</b>
Fatalities	2	0	0	0	2	<b>4</b>
Total Crashes	33	14	17	17	31	<b>112</b>
Average Daily Traffic	1,380	1,380	1,150	1,400	1,560	<b>6,870</b>
Fatal Crash Rate	10.67	0.00	0.00	0.00	9.43	<b>4.28</b>
Total Crash Rate	175.97	74.66	108.78	89.36	146.23	<b>119.97</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 67</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	0	0	0	<b>0</b>
Fatalities	0	0	0	0	0	<b>0</b>
Total Crashes	6	6	8	11	7	<b>38</b>
Average Daily Traffic	11,000	11,000	7,200	7,200	8,000	<b>44,400</b>
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>
Total Crash Rate	16.70	16.70	34.02	46.78	26.79	<b>26.20</b>

<b>SH 69</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	3	1	0	0	<b>6</b>
Fatalities	2	3	1	0	0	<b>6</b>
Total Crashes	117	89	67	65	48	<b>386</b>
Average Daily Traffic	16,463	16,581	15,299	17,133	16,290	<b>81,767</b>
Fatal Crash Rate	4.13	6.14	2.24	0.00	0.00	<b>2.50</b>
Total Crash Rate	241.33	182.27	149.75	129.73	100.76	<b>160.97</b>

<b>SH 71</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	1	0	0	<b>1</b>
Fatalities	0	0	1	0	0	<b>1</b>
Total Crashes	6	5	6	6	1	<b>24</b>
Average Daily Traffic	350	350	350	360	350	<b>1,760</b>
Fatal Crash Rate	0.00	0.00	27.25	0.00	0.00	<b>5.42</b>
Total Crash Rate	163.48	136.23	163.48	158.94	27.25	<b>130.04</b>

<b>SH 75</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	4	5	4	3	1	<b>17</b>
Fatalities	4	5	5	5	1	<b>20</b>
Total Crashes	175	198	197	127	151	<b>848</b>
Average Daily Traffic	3,110	3,120	2,740	2,690	2,770	<b>14,430</b>
Fatal Crash Rate	2.06	2.57	2.34	1.79	0.58	<b>1.89</b>
Total Crash Rate	90.33	101.88	115.42	75.79	87.51	<b>94.34</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 77</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	0	1	1	<b>2</b>
Fatalities	0	0	0	1	1	<b>2</b>
Total Crashes	23	18	12	21	18	<b>92</b>
Average Daily Traffic	740	830	840	850	850	<b>4,110</b>
Fatal Crash Rate	0.00	0.00	0.00	10.51	10.51	<b>4.35</b>
Total Crash Rate	277.59	193.69	127.59	220.65	189.13	<b>199.92</b>

<b>SH 78</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	2	1	0	0	<b>4</b>
Fatalities	1	2	1	0	0	<b>4</b>
Total Crashes	34	42	34	29	29	<b>168</b>
Average Daily Traffic	725	776	784	850	854	<b>3,989</b>
Fatal Crash Rate	4.11	7.68	3.80	0.00	0.00	<b>2.99</b>
Total Crash Rate	139.73	161.22	129.27	101.69	101.12	<b>125.48</b>

<b>SH 81</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	0	0	0	<b>0</b>
Fatalities	0	0	0	0	0	<b>0</b>
Total Crashes	21	25	28	27	22	<b>123</b>
Average Daily Traffic	1,230	1,420	1,400	1,310	1,360	<b>6,720</b>
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>
Total Crash Rate	137.66	141.96	161.26	166.19	130.43	<b>147.59</b>

<b>SH 87</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	0	0	0	<b>0</b>
Fatalities	0	0	0	0	0	<b>0</b>
Total Crashes	6	4	2	7	6	<b>25</b>
Average Daily Traffic	990	990	1,200	930	1,060	<b>5,170</b>
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	<b>0.00</b>
Total Crash Rate	181.81	121.20	50.00	225.79	169.80	<b>145.06</b>

**Crash Information for Selected Routes on the State Highway System: 2006-2010**  
**Rates are per 100 Million Vehicle Miles Traveled**

<b>SH 97</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	0	0	1	0	<b>1</b>
Fatalities	0	0	0	1	0	<b>1</b>
Total Crashes	22	31	25	28	20	<b>126</b>
Average Daily Traffic	930	1,100	1,100	1,030	1,030	<b>5,190</b>
Fatal Crash Rate	0.00	0.00	0.00	7.44	0.00	<b>1.48</b>
Total Crash Rate	181.19	215.86	174.20	208.36	148.83	<b>186.03</b>

<b>SH 162</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	0	1	0	0	1	<b>2</b>
Fatalities	0	1	0	0	1	<b>2</b>
Total Crashes	10	8	9	9	12	<b>48</b>
Average Daily Traffic	779	740	769	1,015	1,015	<b>4,319</b>
Fatal Crash Rate	0.00	15.88	0.00	0.00	11.57	<b>5.44</b>
Total Crash Rate	150.77	127.07	137.44	104.12	138.83	<b>130.56</b>

<b>SH 167</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	1	0	0	1	0	<b>2</b>
Fatalities	1	0	0	1	0	<b>2</b>
Total Crashes	10	15	21	13	7	<b>66</b>
Average Daily Traffic	1,379	1,379	1,407	1,407	1,125	<b>6,697</b>
Fatal Crash Rate	12.25	0.00	0.00	12.01	0.00	<b>5.05</b>
Total Crash Rate	122.47	183.71	252.25	156.16	105.12	<b>166.50</b>

<b>SH 200</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2006-2010 Totals</b>
Fatal Crashes	2	1	2	1	1	<b>7</b>
Fatalities	2	2	2	1	1	<b>8</b>
Total Crashes	56	46	62	62	49	<b>275</b>
Average Daily Traffic	3,350	3,470	3,110	3,220	3,110	<b>16,260</b>
Fatal Crash Rate	4.90	2.37	5.28	2.55	2.64	<b>3.53</b>
Total Crash Rate	137.21	108.81	163.64	158.05	129.33	<b>138.82</b>

# **APPENDIX D: Five-Year Crash History**

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

<b>Table D-1</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Fatal Crashes	239	218	212	199	185	-7.0%	-5.9%
Injury Crashes	9,536	9,234	8,227	7,861	7,939	1.0%	-6.2%
Total Crashes	24,225	26,452	25,002	22,992	22,555	-1.9%	-1.4%
Total Persons - Fatal & Injury Crashes	26,763	26,189	22,702	22,468	22,939	2.1%	-5.5%
Drivers	16,628	16,142	14,060	13,573	13,780	1.5%	-6.4%
Passengers	9,173	8,911	7,686	7,857	8,136	3.6%	-4.8%
Total Fatalities	267	252	232	226	209	-7.5%	-5.4%
Fatality Rate per 100 Million AVMT	1.7	1.6	1.5	1.5	#DIV/0!	#DIV/0!	-5.7%
Total Injuries	13,950	13,594	11,995	11,393	11,725	2.9%	-6.4%
Injury Rate per 100 Million AVMT	91.4	85.8	78.5	73.8	#DIV/0!	#DIV/0!	-6.9%
Impaired Drivers - Fatal/Injury Crashes	1,081	1,037	937	863	889	3.0%	-7.2%
% of All Drivers-Fatal/Injury Crashes	6.5%	6.4%	6.7%	6.4%	6.5%	1.5%	-0.7%
Alcohol/Drug Test Given - Fatal/Injury Crashes	783	780	746	706	733	3.8%	-3.4%
% of Impaired Drivers Given Test - F&I Crashes	72.4%	75.2%	79.6%	81.8%	82.5%	0.8%	4.1%

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

**Table D-2**

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Total Vehicles - Fatal/Injury Crashes	17,422	16,941	14,854	14,335	14,514	1.2%	-6.2%
Passenger Cars - Fatal/Injury Crashes	8,308	7,752	6,794	6,522	6,562	0.6%	-7.7%
% of Vehicles	47.7%	45.8%	45.7%	45.5%	45.2%	-0.6%	-1.5%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Crashes	7,379	7,332	6,211	6,206	6,373	2.7%	-5.3%
% of Vehicles	42.4%	43.3%	41.8%	43.3%	43.9%	1.4%	0.8%
Commercial Motor Vehicles - Fatal/Injury Crashes	564	579	504	387	407	5.2%	-11.2%
% of Vehicles	3.2%	3.4%	3.4%	2.7%	2.8%	3.9%	-5.2%
Motorcycles - Fatal/Injury Crashes	477	565	641	528	484	-8.3%	4.8%
% of Vehicles	2.7%	3.3%	4.3%	3.7%	3.3%	-9.5%	12.2%
Bicycles - Fatal/Injury Crashes	332	322	338	359	338	-5.8%	2.7%
% of Vehicles	1.9%	1.9%	2.3%	2.5%	2.3%	-7.0%	9.8%
Pedestrians - Fatal/Injury Crashes	236	258	230	211	211	0.0%	-3.3%
% of Vehicles	1.4%	1.5%	1.5%	1.5%	1.5%	-1.2%	3.1%
All Terrain Vehicles - Fatal/Injury Crashes	65	50	59	62	74	19.4%	0.0%
% of Vehicles	0.4%	0.3%	0.4%	0.4%	0.5%	17.9%	7.5%
Motor Homes - Fatal/Injury Crashes	11	15	13	9	12	33.3%	-2.6%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	31.7%	3.6%
Farm Equipment - Fatal/Injury Crashes	13	22	18	17	15	-11.8%	15.2%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-12.9%	21.7%
Trains - Fatal/Injury Crashes	9	9	7	5	5	0.0%	-16.9%
% of Vehicles	0.1%	0.1%	0.0%	0.0%	0.0%	-1.2%	-11.5%

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

<b>Table D-3</b>							
	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>Change 2009-2010</b>	<b>Avg. Change 2006-2009</b>
Roadside Obstacles- Fatal/Injury Crashes	1,839	1,870	1,635	1,581	1,552	-1.8%	-4.7%
% of Crashes	18.8%	22.2%	19.4%	19.6%	19.1%	-2.6%	2.2%
Roadway Defects- Fatal/Injury Crashes	225	213	203	209	187	-10.5%	-2.4%
% of Crashes	2.3%	2.5%	2.4%	2.6%	2.3%	-11.2%	4.3%
Vehicle Defects- Fatal/Injury Crashes	192	175	171	167	167	0.0%	-4.5%
% of Vehicles	1.1%	1.2%	1.2%	1.2%	1.2%	-1.2%	1.9%
Self-Reported Restraint Use*- Fatal/Injury Crashes	19,525	18,642	15,914	15,732	16,001	1.7%	-6.8%
% Usage	85.0%	84.4%	84.3%	83.9%	83.4%	-0.6%	-0.4%
Self-Reported Child Restraint Use**							
Fatal/Injury Crashes	1,114	1,090	995	1,032	1,068	3.5%	-2.4%
% Usage	76.1%	75.5%	80.2%	77.4%	78.2%	1.1%	0.6%
Helmet Use- Fatal/Injury Crashes	264	310	386	291	300	3.1%	5.8%
% of Motorcycle Operators	48.8%	48.1%	54.4%	48.7%	54.3%	11.5%	0.4%
Emergency Medical Service Response to Fatal/Injury Crashes	6,519	6,471	5,826	5,570	5,613	0.8%	-5.0%
% of Fatal & Injury Crashes	66.7%	76.7%	69.0%	69.1%	69.1%	0.0%	1.7%

\* 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**

