

Idaho Traffic Crashes

2009



Idaho Transportation Department
Office of Highway Operations and Safety

IDAHO TRAFFIC CRASHES

2009

Prepared by the Idaho Office of Highway Operations and Safety

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129

Boise, Idaho 83707-1129

(208) 334-8100

Idaho Highway Safety Web Address:

<http://www.itd.idaho.gov/ohs>

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Introduction

Idaho Traffic Crashes 2009 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 2009 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, 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.

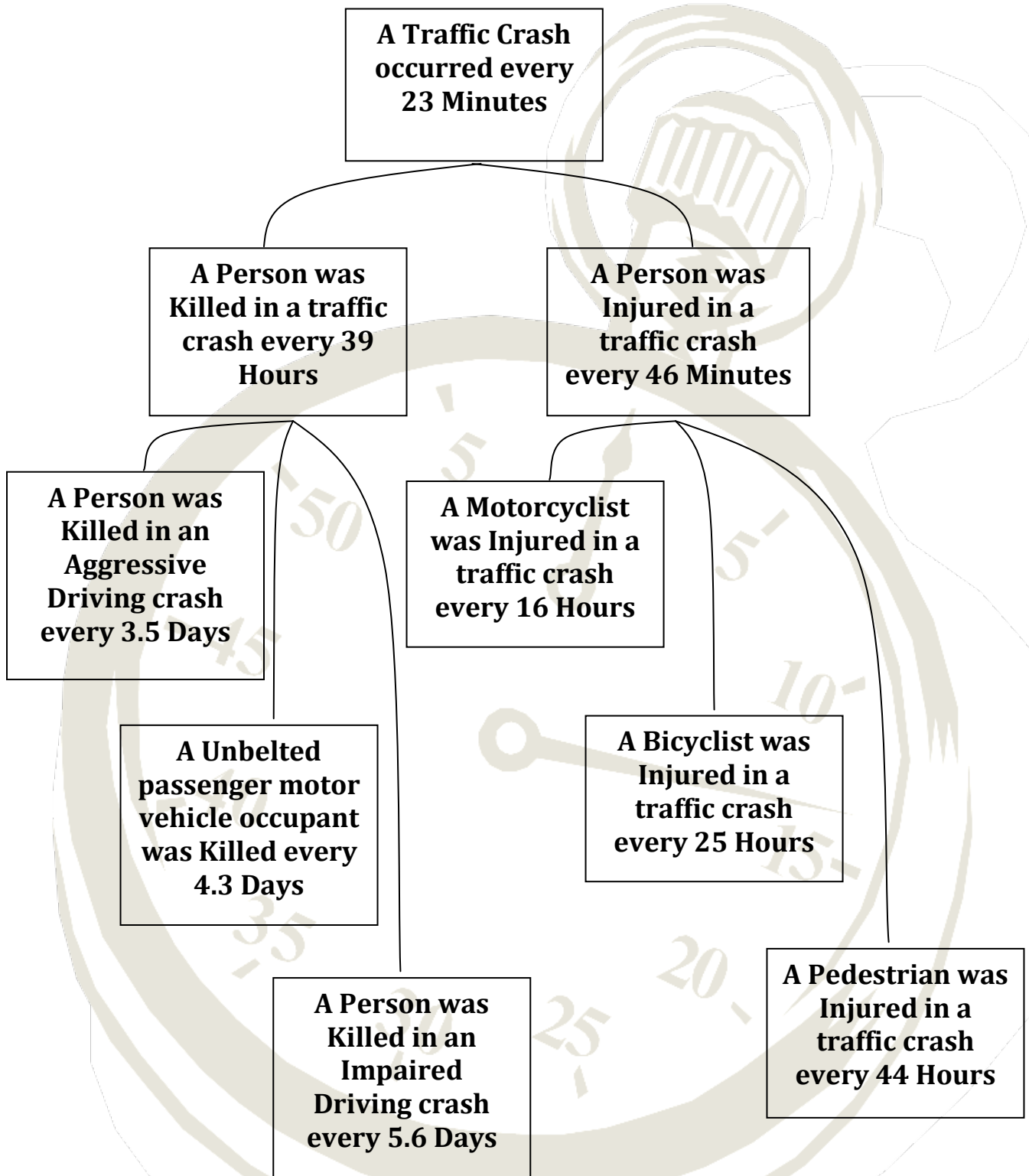
If you have any questions or suggestions concerning *Idaho Traffic Crashes 2009*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2009 are listed below:

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.46 in 2009, down from 1.52 in 2008.
- The number of fatalities resulting from motor vehicle crashes decreased from 232 in 2008 to 226 in 2009, a 3 percent decrease. The number of fatal crashes decreased from 212 in 2008 to 199 in 2009. There were more fatal crashes resulting in multiple fatalities in 2009 than in 2008.
- The number of serious injuries decreased from 1,503 in 2008 to 1,399 in 2009, a 6.9% decrease.
- The number of motor vehicle crashes decreased by 8.0 percent, from 25,002 in 2008 to 22,992 in 2009.
- The decreases in crashes, in part, may be attributed to the increase in the price of gas and the poor economy. While the Annual Vehicle Miles of Travel (AVMT) increased slightly in 2009, it is still less than it was in 2007 and it didn't increase as much as population or licensed drivers increased.
- Fewer than 29 percent of the fatalities were the result of impaired driving in 2009. Of the 65 persons killed in impaired driving crashes, 91 percent were either the impaired driver, a person riding with an impaired driver, an impaired ATV driver, or an impaired pedestrian.
- Idaho's observed seat belt use increased from 77 percent in 2008 to 79 percent in 2009. While the observed rate was 79 percent, only 41 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 43 of the 85 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 52 percent of the motor vehicle crashes and 105 people were killed in aggressive driving crashes in 2009.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2009, youthful drivers were 2.8 times as likely as all other drivers to be involved in a fatal and injury crash. There were 43 people killed in crashes involving youthful drivers.
- There were 10 pedestrians and 7 bicyclists killed in motor vehicle crashes in 2009.
- There were 34 motorcyclists killed in motor vehicle crashes in 2009. Just over half (52 percent) of fatal motorcycle crashes involved just the motorcycle, while nearly a quarter (24 percent) of fatal motorcycle crashes involved an impaired driver.
- Fatal crashes involving commercial motor vehicles decreased by 23 percent in 2009 and the number of injury crashes involving commercial motor vehicles decreased by 21 percent. There were 27 people killed and 551 people injured in commercial motor vehicle crashes in 2009.

Idaho's Traffic Crash Clock: 2009



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2005 through 2009. The bulk of the decrease in 2006 was due to the change in the property damage reporting threshold from \$750 to \$1,500. The total number of traffic crashes in 2009 decreased by 8.0% from 2008. Fatal crashes decreased by 6.1% and injury crashes decreased by 4.4%. Total fatalities decreased 2.6% from the previous year, while the number of injuries decreased by 5.0%. The number of property damage crashes decreased by 9.8%.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Total Crashes	28,238	24,225	26,452	25,002	22,992	-8.0%	-3.5%
Fatal Crashes	243	239	218	212	199	-6.1%	-4.4%
Persons Killed (Fatalities)	275	267	252	232	226	-2.6%	-5.5%
Injury Crashes	9,810	9,536	9,234	8,227	7,861	-4.4%	-5.6%
Persons Injured	14,436	13,950	13,594	11,995	11,393	-5.0%	-5.9%
Property-Damage-Only Crashes (>\$1,500 after 2005)	18,185	14,450	17,000	16,563	14,932	-9.8%	-1.8%
Idaho Population (thousands)	1,429	1,466	1,499	1,524	1,546	1.4%	2.2%
Licensed Drivers (thousands)	983	1,008	1,028	1,038	1,055	1.6%	2.4%
Vehicle Miles of Travel (millions)	14,969	15,259	15,837	15,281	15,430	1.0%	0.7%
Urban VMT (millions)	5,980	6,188	6,467	6,359	6,431	1.1%	2.1%
Rural VMT (millions)	8,988	9,072	9,371	8,922	8,999	0.9%	-0.2%
Registered Vehicles (thousands)	1,421	1,436	1,594	1,453	1,401	-3.6%	1.1%

While there were 13 fewer fatal crashes in 2009 than in 2008, there were only 6 fewer people killed. This means there were more fatal crashes in 2009 that resulted in multiple 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 2009, the number of licensed drivers increased by 1.6%, the population grew by 1.4%, and the number of registered motor vehicles decreased by 3.6%.

The statewide AVMT increased by 1.0% in 2009, but was still less than its value in 2007. Commercial vehicles accounted for 17% of the statewide AVMT in 2009.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2005-2009.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatality Rate	1.84	1.75	1.59	1.52	1.46	-3.5%	-6.1%
Injury Rate	96.44	91.42	85.84	78.49	73.84	-5.9%	-6.6%

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.: 2000-2009

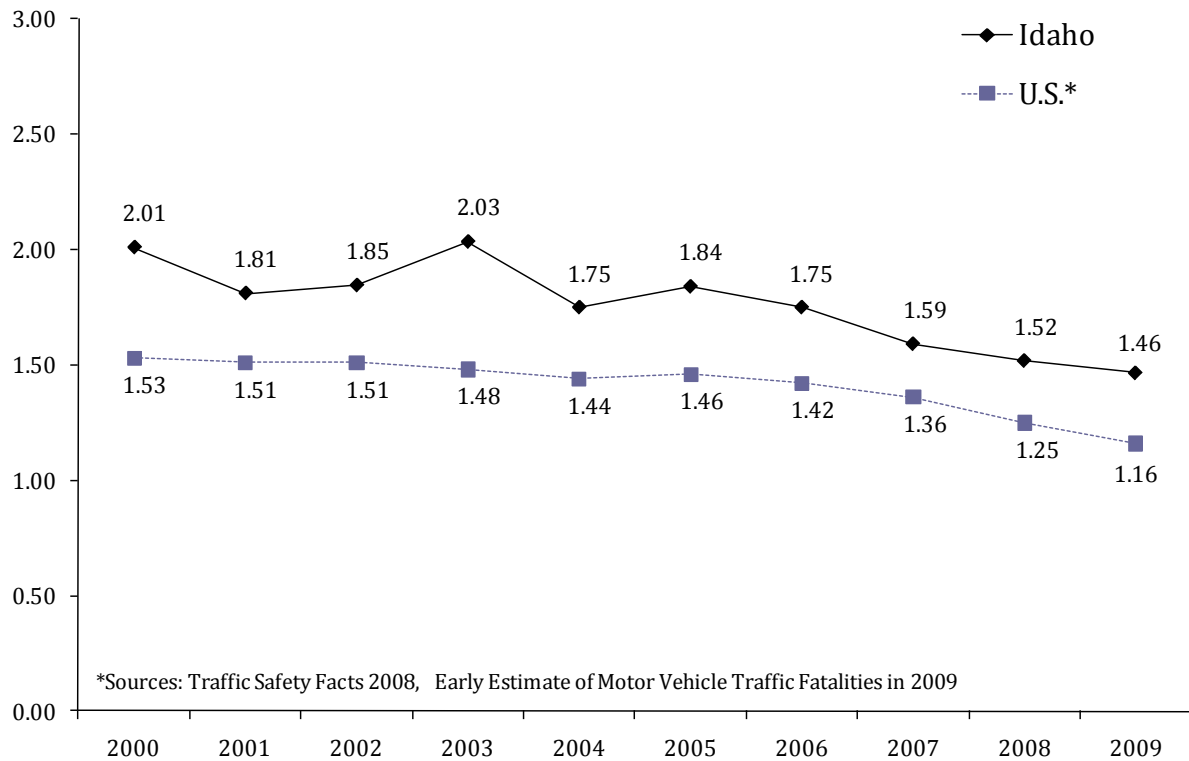
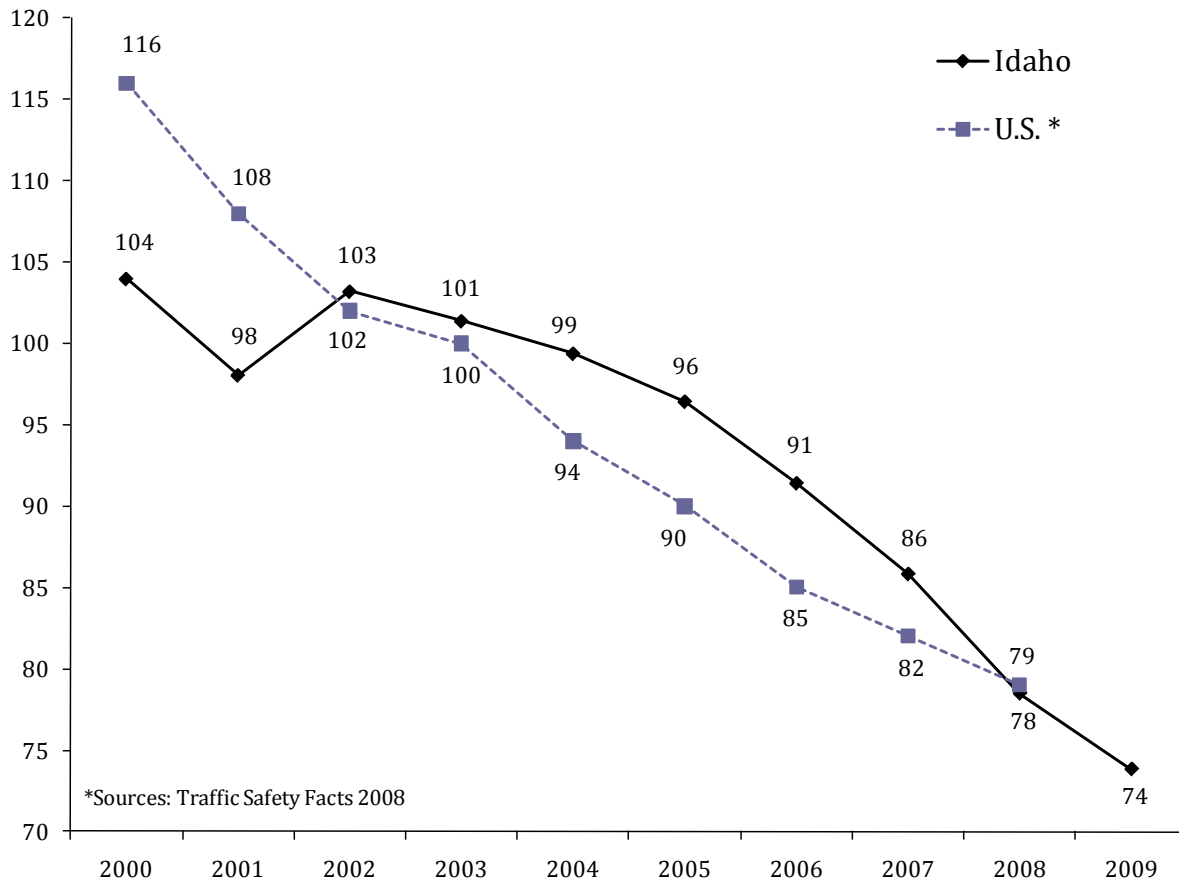


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2000-2009



The 2009 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 2005 through 2009. The number of fatalities decreased to 226 in 2009.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatalities	275	267	252	232	226	-2.6%	-5.5%
Serious Injuries	1,812	1,689	1,806	1,503	1,399	-6.9%	-5.5%
Visible Injuries	4,318	4,287	4,049	3,396	3,353	-1.3%	-7.5%
Possible Injuries	8,306	7,974	7,739	7,096	6,641	-6.4%	-5.1%
No Injuries	55,638	46,325	52,932	48,865	45,465	-7.0%	-3.4%
Unknown / Missing	932	696	797	775	725	-6.5%	-4.5%
Total Persons in Crashes	71,281	61,238	67,575	61,867	57,809	-6.6%	-4.1%

In 2009, there were 6 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2009. There was 1 person killed every 39 hours and 1 person injured every 46 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2009. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ 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 2009 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2009 was more than \$2.5 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	226	\$5,996,456	\$1,355,198,972
Serious Injuries	1,399	\$298,629	\$417,781,308
Visible Injuries	3,353	\$83,644	\$280,458,968
Possible Injuries	6,641	\$55,444	\$368,206,415
Property Damage Only	14,932	\$6,419	\$95,847,320
Total Estimate of Economic Cost			\$2,517,492,984

The cost of traffic crashes in 2009 amounts to \$1,629 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"² and shows the source of payment distribution of crash costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

Table 5							
Estimated Source of Payment for Each Motor Vehicle Crash Cost Component²							
	Federal	State	Total Government	Insurer	Other	Self	Total
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%
Percentage of Total Costs	6.41%	2.70%	9.11%	50.26%	14.48%	26.15%	100.00%

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

Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 2.3 times as likely to result in a fatality as multiple-vehicle crashes were in 2009. 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.

Type of Crash	Single Vehicle		Multiple Vehicles	
	Crashes	Injuries	Crashes	Injuries
Fatal	108	119	91	107
Serious Injury	472	589	625	810
Visible Injury	951	1,245	1,525	2,108
Possible Injury	1,217	1,735	3,071	4,906
Property Damage	5,150		9,782	
Total	7,898	3,688	15,094	7,931

In 2009, single-vehicle crashes represented only 34% of all crashes, yet accounted for 54% of all fatal crashes. Of the 108 fatal single-vehicle crashes, 95 (88%) occurred on rural roadways.

Of the 91 multiple-vehicle fatal crashes, 9 involved a pedestrian, 7 involved a bicyclist, and 1 involved 2 non-motor vehicles. Only 37% of all fatal crashes involved two or more motor vehicles. Of the 93 fatal multiple-vehicle crashes, 60 (or 66%) 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 1 out of every 3 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 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 more than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 11% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2009

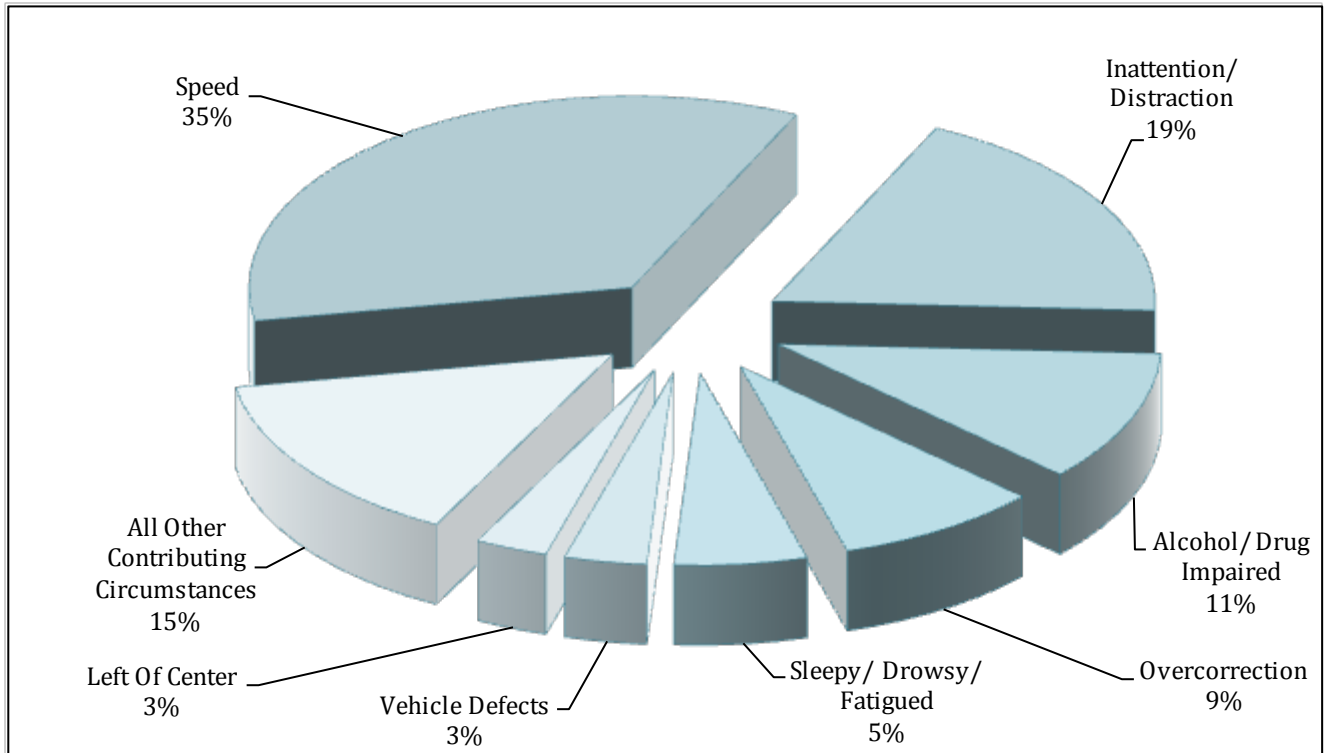


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2009

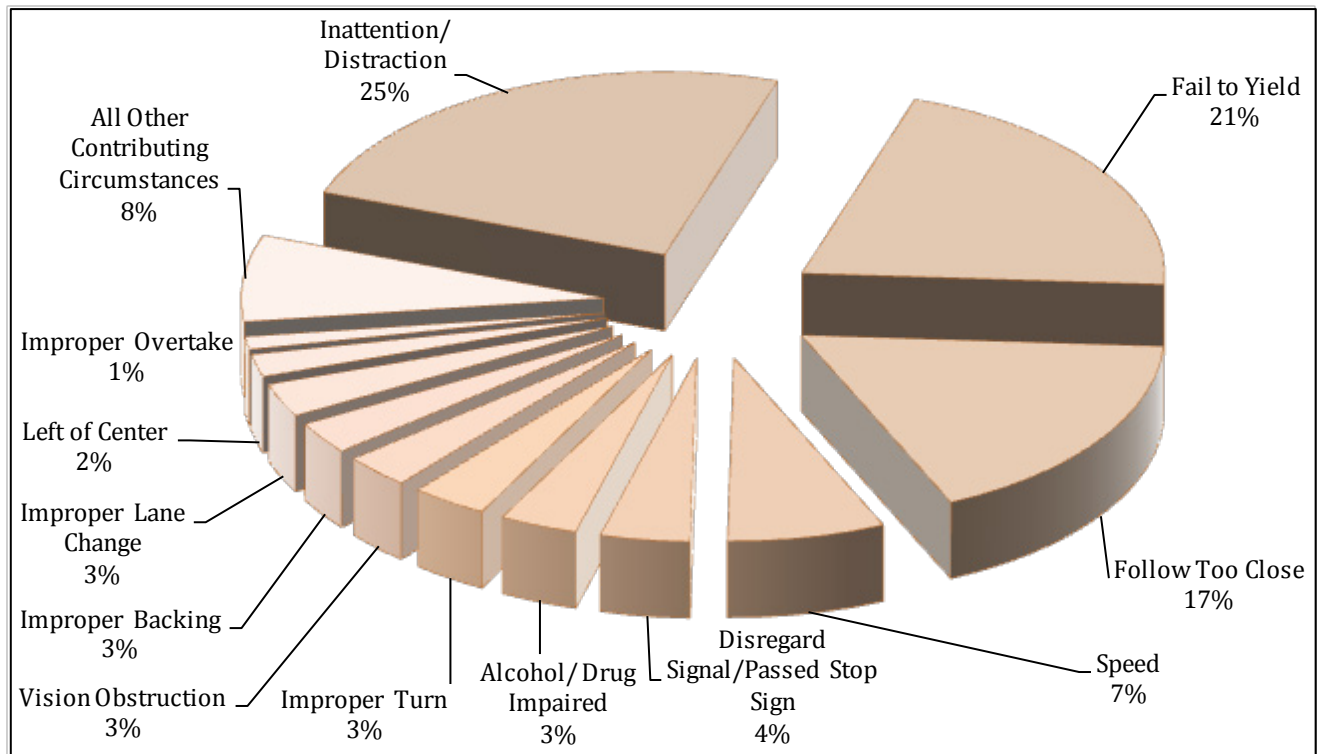


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2009	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (75.0%)	Head On (22.0%)
Tree (5.6%)	Side Swiped Opposite (15.0%)
Immersion (4.6%)	Angle (9.5%)
Utility Pole / Light Support (4.6%)	Pedestrian (9.5%)
Bridge Pier/Parapet End (1.9%)	Rear End (8.0%)
Embankment (1.9%)	Angle - Turning (7.0%)
Guardrail Face (1.9%)	Bicyclist (7.0%)
Wild Animal (1.9%)	Side Swiped - Same Direction (5.0%)
Fell, Pushed, Jumped (0.9%)	Head On - Turning (4.5%)
Other Object - Fixed (0.9%)	Overturn (3.5%)
Other Object - Not Fixed (0.9%)	Same Direction - Turning (3.0%)
	Other (1.5%)
	Parked Vehicle (1.5%)
	Bridge Pier/Parapet End (0.5%)
	Fire (0.5%)
	Guardrail End (0.5%)
	Immersion (0.5%)
	Tree (0.5%)
	Non-Contact Unit (0.5%)
<p>*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 2009, there were 200 units involved in the 91 fatal multiple vehicle crashes. A non-contact unit was directly involved in a crash, but did not suffer a harmful event.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 58% of the single vehicle fatalities and 31% of all fatalities in 2009.

Of the 69 people killed in single-vehicle rollovers, 20 (or 29%) were wearing seat belts or in a child safety seat. Of the 47 people who were killed in single-vehicle rollovers and not wearing a seat belt, 43 (or 91%) 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 trucks³.

Crashes and Injuries by Month

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

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Serious Injuries	Visible Injuries	Possible Injuries
January	8	551	2,179	11	75	230	515
February	15	507	1,702	17	96	208	414
March	13	579	1,755	17	100	275	481
April	16	590	1,614	17	100	245	518
May	15	699	1,852	18	131	270	550
June	11	677	1,787	12	145	297	543
July	22	747	1,847	26	141	366	613
August	28	801	1,944	29	174	363	632
September	27	727	1,838	29	128	319	591
October	14	648	1,889	17	105	241	593
November	18	616	1,912	19	104	263	548
December	12	719	2,673	14	100	276	643
Totals	199	7,861	22,992	226	1,399	3,353	6,641

In 2009, August and September had the highest number of fatal crashes. January 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: 2009

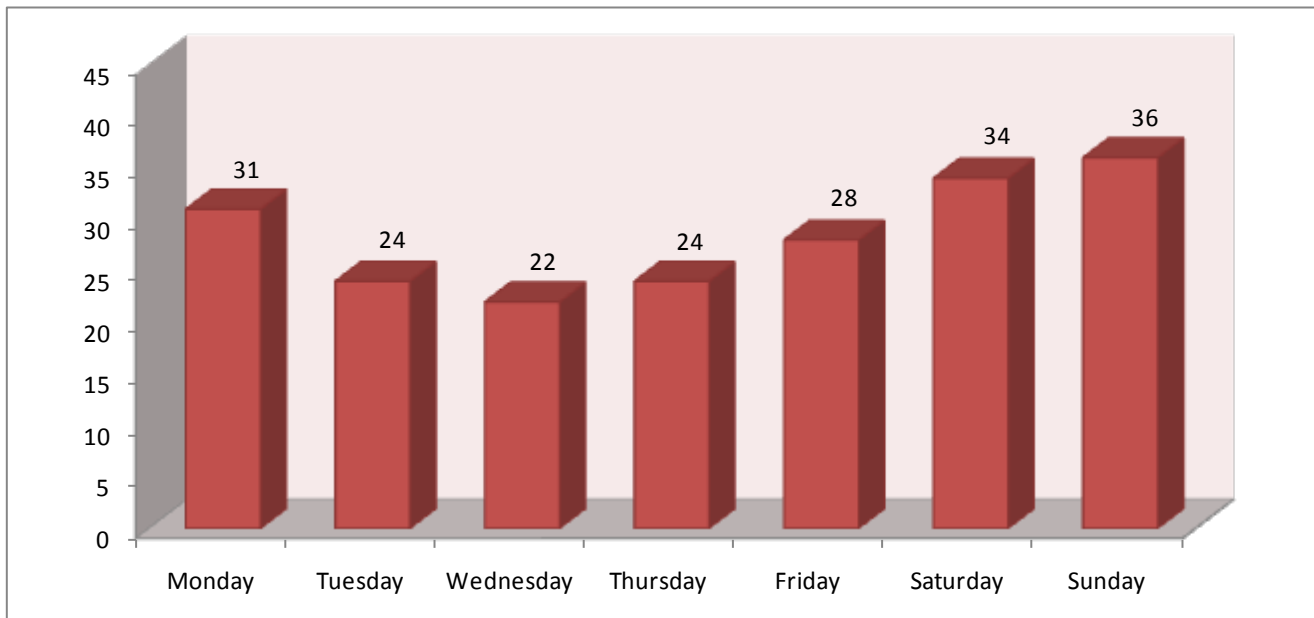
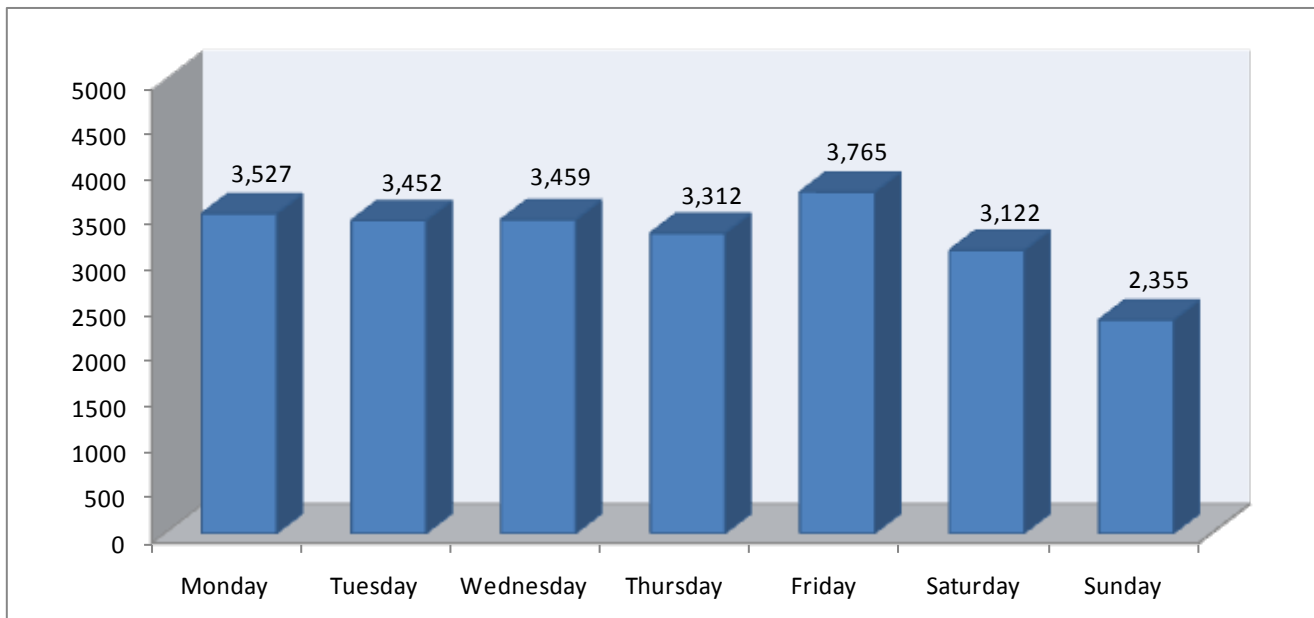


Figure 6
Total Crashes by Day of the Week: 2009



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: 2009

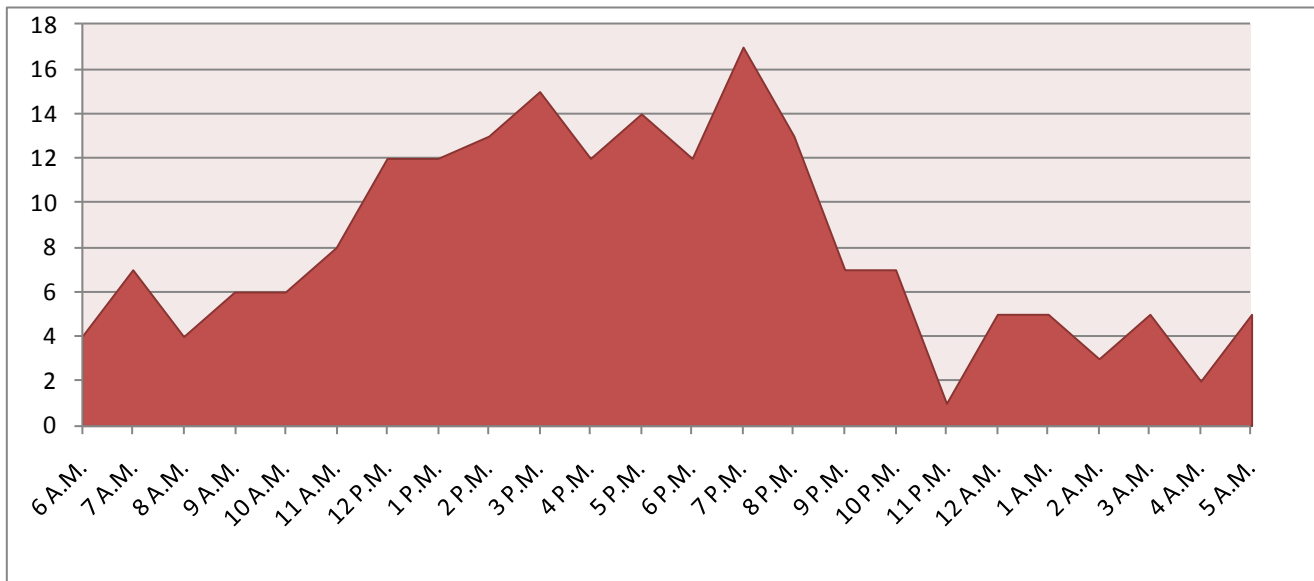
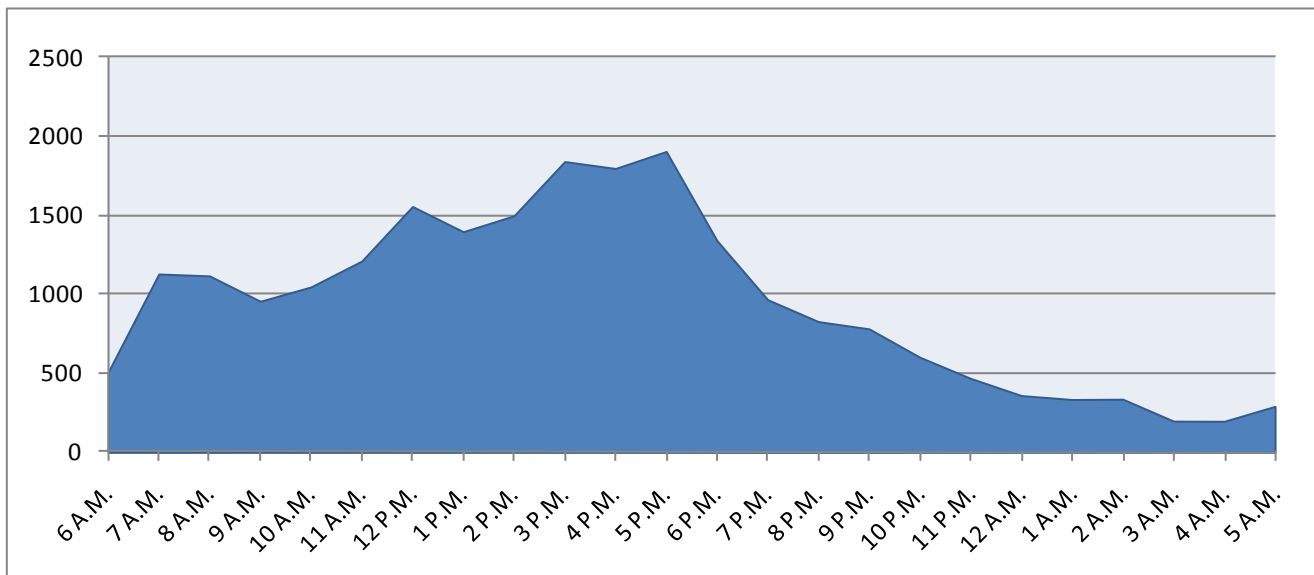


Figure 8
Total Crashes by Time of Day: 2009



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.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatal Crashes	243	239	212	212	199	-6.1%	-4.3%
Urban	49	62	47	49	44	-10.2%	2.2%
Rural	194	177	171	163	155	-4.9%	-5.6%
Injury Crashes:	9,810	9,536	8,227	8,227	7,861	-4.4%	-5.5%
Urban	5,996	5,871	5,764	5,053	4,838	-4.3%	-5.4%
Rural	3,814	3,665	3,470	3,174	3,023	-4.8%	-5.9%
Total Crashes:	28,238	24,225	25,002	25,002	22,992	-8.0%	-3.7%
Urban	17,504	14,810	16,693	15,362	14,215	-7.5%	-3.5%
Rural	10,734	9,415	9,759	9,640	8,777	-9.0%	-3.3%

In 2009, 78% of fatal crashes occurred on rural roads, whereas 38% of all crashes occurred on rural roads. In Idaho in 2009, 88% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.³

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.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatal Crash Rate	1.62	1.57	1.34	1.39	1.29	-7.0%	-4.8%
Urban Fatal Crash Rate	0.82	1.00	0.73	0.77	0.68	-11.2%	0.3%
Rural Fatal Crash Rate	2.16	1.95	1.82	1.83	1.72	-5.7%	-5.3%
Injury Crash Rate	65.54	62.49	51.95	53.84	50.95	-5.4%	-6.0%
Urban Injury Crash Rate	100.26	94.88	89.14	79.46	75.23	-5.3%	-7.4%
Rural Injury Crash Rate	42.43	40.40	37.03	35.57	33.59	-5.6%	-5.7%
Total Crash Rate	188.65	158.75	157.87	163.61	149.01	-8.9%	-4.3%
Urban Total Crash Rate	292.70	239.35	258.14	241.58	221.05	-8.5%	-5.6%
Rural Total Crash Rate	119.42	103.78	104.15	108.04	97.53	-9.7%	-3.0%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2005-2009, 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: 2005-2009

Roadway Information	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Local Roads:							
VMT (100 millions)	67.5	69.2	67.2	71.4	71.2	-0.3%	1.9%
Fatal Crashes	99	105	82	84	76	-9.5%	-4.5%
Injury Crashes	5,648	5,517	4,817	5,240	4,539	-13.4%	-2.1%
Total Crashes	17,857	14,031	15,500	16,079	13,502	-16.0%	-2.4%
Fatal Crash Rate	1.5	1.5	1.2	1.2	1.1	-9.2%	-6.6%
Injury Crash Rate	83.6	79.7	71.7	73.4	63.8	-13.1%	-4.1%
Total Crash Rate	264.4	202.6	230.8	225.2	189.7	-15.8%	-4.0%
U.S. and State Highways:							
VMT (100 millions)	48.2	48.5	49.9	48.0	48.3	0.5%	-0.1%
Fatal Crashes	107	96	90	94	97	3.2%	-4.0%
Injury Crashes	3,184	3,162	3,028	2,652	2,566	-3.2%	-5.8%
Total Crashes	8,789	7,797	8,232	7,620	7,205	-5.4%	-4.4%
Fatal Crash Rate	2.2	2.0	1.8	2.0	2.0	2.6%	-3.8%
Injury Crash Rate	66.1	65.2	60.7	55.2	53.2	-3.8%	-5.8%
Total Crash Rate	182.5	160.8	165.1	158.7	149.2	-5.9%	-4.4%
Interstate Highways:							
VMT (100 millions)	34.0	34.9	35.8	33.4	34.8	4.3%	-0.5%
Fatal Crashes	37	38	44	38	26	-31.6%	1.6%
Injury Crashes	983	857	846	783	756	-3.4%	-7.2%
Total Crashes	2,626	2,394	2,637	2,640	2,285	-13.4%	0.5%
Fatal Crash Rate	1.1	1.1	1.2	1.1	0.7	-34.4%	1.6%
Injury Crash Rate	28.9	24.6	21.7	21.1	21.7	2.9%	-9.8%
Total Crash Rate	47.2	68.7	67.4	71.5	65.6	-8.2%	16.5%
Statewide Totals:							
VMT (100 millions)	149.7	152.6	158.4	152.8	154.3	1.0%	0.7%
Fatal Crashes	243	239	218	212	199	-6.1%	-4.4%
Injury Crashes	9,810	9,536	9,234	8,227	7,861	-4.4%	-5.6%
Total Crashes	28,238	24,225	26,452	25,002	22,992	-8.0%	-3.5%
Fatal Crash Rate	1.6	1.6	1.4	1.4	1.3	-7.0%	-4.9%
Injury Crash Rate	65.5	62.5	58.3	53.8	50.9	-5.4%	-6.3%
Total Crash Rate	188.6	158.8	167.0	163.6	149.0	-8.9%	-4.2%

Crashes by Idaho Counties and Cities

Table 12									
Crash History of Idaho Counties: 2007-2009									
County	Fatal Crashes			Injury Crashes			Total Crashes		
	2007	2008	2009	2007	2008	2009	2007	2008	2009
Ada	22	14	16	2,429	2,011	1,938	6,742	5,755	5,246
Adams	1	1	4	34	27	23	81	72	55
Bannock	3	7	6	454	458	445	1,537	1,638	1,582
Bear Lake	1	3	3	26	38	35	90	108	104
Benewah	2	0	4	68	52	56	187	161	183
Bingham	11	4	8	249	198	210	760	729	707
Blaine	2	3	3	87	91	83	285	354	266
Boise	5	5	8	107	81	74	221	173	168
Bonner	5	11	6	203	185	175	663	657	593
Bonneville	8	8	9	635	589	555	1,740	1,725	1,613
Boundary	2	3	3	44	55	53	189	183	172
Butte	1	1	2	17	24	22	67	65	73
Camas	2	1	0	6	1	6	17	9	21
Canyon	18	25	13	1,183	1,019	936	3,289	2,854	2,483
Caribou	0	1	3	40	48	41	121	109	86
Cassia	6	9	6	190	150	134	500	545	550
Clark	0	2	1	27	14	14	77	67	56
Clearwater	2	0	2	51	47	40	154	133	124
Custer	4	6	2	23	26	23	63	72	65
Elmore	15	6	8	204	177	165	524	487	458
Franklin	5	0	4	65	55	67	204	177	202
Fremont	2	3	4	68	68	62	217	258	261
Gem	1	2	4	57	59	53	135	160	142
Gooding	2	4	2	79	69	71	215	266	211
Idaho	6	9	2	101	67	62	264	215	165
Jefferson	4	2	1	99	112	76	277	344	252
Jerome	17	6	9	113	108	136	395	393	377
Kootenai	14	21	8	855	781	761	2,374	2,322	2,129
Latah	5	3	1	207	176	152	593	561	543
Lemhi	1	1	6	47	46	47	101	113	120
Lewis	1	1	1	30	22	27	67	54	68
Lincoln	1	2	2	31	18	17	98	66	68
Madison	2	6	4	139	142	151	571	571	535
Minidoka	4	10	3	98	120	88	295	352	247
Nez Perce	5	8	8	264	232	234	791	777	809
Oneida	3	2	2	38	29	37	118	117	115
Owyhee	4	3	4	48	49	46	129	139	128
Payette	3	4	6	88	79	96	231	221	242
Power	3	2	4	51	54	59	162	215	197
Shoshone	4	2	2	68	60	64	231	227	203
Teton	1	1	1	30	43	35	147	132	114
Twin Falls	16	7	11	443	442	384	1,093	1,047	906
Valley	1	2	1	87	71	65	302	271	222
Washington	3	1	2	51	34	43	135	108	131
TOTALS	218	212	199	9,234	8,227	7,861	26,452	25,002	22,992

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2007-2009 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2008

Table 13									
Crash History of Idaho Cities: 2007-2009									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2007	2008	2009	2007	2008	2009	2007	2008	2009
40,000 and over									
Boise	9	5	8	1,463	1,174	1,104	4,289	3,478	3,103
Caldwell	4	6	4	231	182	171	679	629	520
Coeur d'Alene	1	3	1	350	328	335	954	946	896
Idaho Falls	2	3	2	381	371	331	970	909	953
Meridian	1	2	3	465	376	415	1,187	1,046	1,051
Nampa	4	3	1	565	512	453	1,691	1,409	1,235
Pocatello	2	1	1	312	311	316	1,148	1,188	1,112
Twin Falls	1	3	3	255	277	225	542	538	478
15,000 - 39,999									
Eagle	1	1	0	102	81	68	253	219	193
Lewiston	2	3	0	187	172	161	562	571	598
Moscow	0	0	0	85	78	67	264	295	283
Post Falls	1	0	1	128	106	107	328	307	278
Rexburg	1	1	0	83	86	84	390	361	328
5,000 - 14,999									
Ammon	1	0	0	36	24	29	113	132	93
Blackfoot	1	0	1	73	47	47	232	231	226
Burley	0	0	0	77	55	46	214	265	254
Chubbuck	1	0	1	42	44	53	111	148	186
Emmett	0	0	2	15	14	21	48	58	50
Garden City	1	0	0	82	65	70	208	225	196
Hailey	1	0	1	19	38	15	74	136	84
Hayden	1	1	0	64	44	63	182	153	168
Jerome	0	1	2	34	31	35	154	159	134
Kuna	2	0	1	22	22	29	65	65	68
Middleton	0	0	0	7	10	5	37	38	24
Mountain Home	0	0	0	35	22	25	109	89	118
Payette	0	0	0	14	11	12	42	29	46
Preston	0	0	1	16	25	25	58	62	70
Rathdrum	1	0	0	19	24	16	46	52	43
Rupert	0	0	0	9	13	7	33	48	29
Sandpoint	0	0	1	42	45	27	181	176	95
Star	0	0	0	6	11	4	24	29	13
Weiser	0	0	0	7	7	8	39	31	45

Table 13 (Continued)
Crash History of Idaho Cities: 2007-2009

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2007	2008	2009	2007	2008	2009	2007	2008	2009
2,000 - 4,999									
American Falls	0	0	0	10	16	7	50	60	48
Bellevue	0	0	0	0	2	2	5	11	14
Bonnars Ferry	0	0	0	6	9	11	29	33	32
Buhl	0	0	0	4	10	9	44	36	34
Dalton Gardens	0	1	0	9	3	7	25	19	21
Filer	0	0	0	2	3	0	9	10	3
Fruitland	0	0	0	12	12	20	31	37	41
Gooding	0	0	0	2	3	3	17	31	15
Grangeville	0	0	0	6	6	5	23	28	19
Heyburn	0	0	0	18	9	11	41	34	30
Homedale	0	0	0	2	2	2	4	14	13
Kellogg	0	0	0	6	9	6	37	28	27
Ketchum	0	0	0	8	5	12	51	55	45
Kimberly	0	0	0	1	2	4	8	5	12
Malad	0	0	0	5	3	2	16	24	15
McCall	0	0	1	8	10	6	55	54	42
Montpelier	0	0	0	4	4	5	19	23	23
Orofino	1	0	0	7	6	13	26	36	44
Rigby	0	0	0	23	23	16	75	68	61
St. Anthony	0	0	0	8	7	6	37	40	39
St. Maries	0	0	0	6	11	6	26	25	30
Salmon	0	0	0	7	5	11	29	27	32
Shelley	0	0	0	6	3	6	20	18	24
Soda Springs	0	0	1	7	3	10	28	22	26
Wendell	0	0	0	9	6	5	32	26	17

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 2009 U. S. Census Bureau estimates for counties.

Table 14							
Fatal and Injury Crash Rates by County - 2009							
	2009	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
	Population (in 1,000s)	Total	Fatal	Injury	Killed	Injured	
50,000 and over							
Ada	384.7	5,246	16	1,938	18	2,727	5.1
Bannock	82.5	1,582	6	445	6	614	5.5
Bonneville	101.3	1,613	9	555	9	803	5.6
Canyon	186.6	2,483	13	936	16	1,370	5.1
Kootenai	139.4	2,129	8	761	9	1,058	5.5
Twin Falls	75.3	906	11	384	11	572	5.2
Mean Crash Rate							5.2

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2009

	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	
20,000 - 49,999							
Bingham	44.7	707	8	210	8	297	4.9
Blaine	22.3	266	3	83	5	135	3.9
Bonner	41.4	593	6	175	7	238	4.4
Cassia	21.7	550	6	134	6	197	6.5
Elmore	28.8	458	8	165	8	267	6.0
Jefferson	24.8	252	1	76	1	113	3.1
Jerome	21.3	377	9	136	10	242	6.8
Latah	38.0	543	1	152	1	207	4.0
Madison	38.4	535	4	151	4	226	4.0
Nez Perce	39.2	809	8	234	13	321	6.2
Payette	23.1	242	6	96	8	149	4.4
Mean Crash Rate							4.9
10,000 - 19,999							
Boundary	11.0	172	3	53	3	79	5.1
Franklin	12.7	202	4	67	4	126	5.6
Fremont	12.7	261	4	62	4	104	5.2
Gem	16.4	142	4	53	4	75	3.5
Gooding	14.4	211	2	71	2	96	5.1
Idaho	15.5	165	2	62	2	91	4.1
Minidoka	19.2	247	3	88	6	138	4.7
Owyhee	11.2	128	4	46	5	66	4.5
Shoshone	12.7	203	2	64	2	89	5.2
Washington	10.1	131	2	43	2	67	4.4
Mean Crash Rate							4.7
5,000 - 9,999							
Bear Lake	5.8	104	3	35	6	52	6.6
Benewah	9.3	183	4	56	5	82	6.5
Boise	7.4	168	8	74	8	114	11.0
Caribou	6.9	86	3	41	3	63	6.4
Clearwater	8.0	124	2	40	2	50	5.2
Lemhi	7.9	120	6	47	6	63	6.7
Power	7.7	197	4	59	5	95	8.1
Teton	9.3	114	1	35	1	60	3.9
Valley	8.7	222	1	65	1	89	7.6
Mean Crash Rate							6.8

Table 14 (Continued)							
Fatal and Injury Crash Rates by County - 2009							
	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	
0 - 4,999							
Adams	3.5	55	4	23	5	37	7.7
Butte	2.8	73	2	22	2	41	8.7
Camas	1.1	21	0	6	0	11	5.4
Clark	1.0	56	1	14	1	24	15.8
Custer	4.2	65	2	23	2	28	5.9
Lewis	3.7	68	1	27	1	30	7.5
Lincoln	4.6	68	2	17	2	20	4.1
Oneida	4.2	115	2	37	2	67	9.2
Mean Crash Rate							7.3
Statewide Totals	1,545.8	22,992	199	7,861	226	11,393	5.2

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 2008. Population estimates by city for 2009 were not available at the time of publication.

Table 15							
Fatal and Injury Crash Rates by City - 2009							
	2008 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	205.3	3,103	8	1,104	10	1,503	5.4
Caldwell	42.3	520	4	171	5	248	4.1
Coeur d'Alene	43.4	896	1	335	1	449	7.7
Idaho Falls	54.3	953	2	331	2	450	6.1
Meridian	66.9	1,051	3	415	3	612	6.2
Nampa	80.4	1,235	1	453	1	667	5.6
Pocatello	54.9	1,112	1	316	1	410	5.8
Twin Falls	42.2	478	3	225	3	331	5.4
Mean Crash Rate							5.7

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2009

	2008 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
15,000 - 39,999							
Eagle	19.5	193	0	68	0	98	3.5
Lewiston	31.8	598	0	161	0	213	5.1
Moscow	22.8	283	0	67	0	87	2.9
Post Falls	26.5	278	1	107	2	147	4.1
Rexburg	28.0	328	0	84	0	129	3.0
Mean Crash Rate							3.8
5,000 - 14,999							
Ammon	13.6	93	0	29	0	47	2.1
Blackfoot	11.0	226	1	47	1	60	4.4
Burley	9.1	254	0	46	0	60	5.1
Chubbuck	11.8	186	1	53	1	64	4.6
Emmett	6.4	50	2	21	2	32	3.6
Garden City	11.7	196	0	70	0	105	6.0
Hailey	7.9	84	1	15	1	19	2.0
Hayden	12.9	168	0	63	0	96	4.9
Jerome	9.2	134	2	35	2	68	4.0
Kuna	13.4	68	1	29	1	38	2.2
Middleton	5.6	24	0	5	0	8	0.9
Mountain Home	12.4	118	0	25	0	33	2.0
Payette	7.6	46	0	12	0	15	1.6
Preston	5.1	70	1	25	1	59	5.1
Rathdrum	6.8	43	0	16	0	27	2.3
Rupert	5.1	29	0	7	0	11	1.4
Sandpoint	8.3	95	1	27	1	34	3.4
Star	5.1	13	0	4	0	4	0.8
Weiser	5.3	45	0	8	0	8	1.5
Mean Crash Rate							3.3

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2009

	2008 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.1	48	0	7	0	12	1.7
Bellevue	2.2	14	0	2	0	2	0.9
Bonnars Ferry	2.6	32	0	11	0	14	4.2
Buhl	4.1	34	0	9	0	10	2.2
Dalton Gardens	2.4	21	0	7	0	10	2.9
Filer	2.1	3	0	0	0	0	0.0
Fruitland	4.7	41	0	20	0	28	4.2
Gooding	3.2	15	0	3	0	7	0.9
Grangeville	3.1	19	0	5	0	6	1.6
Heyburn	2.7	30	0	11	0	14	4.1
Homedale	2.5	13	0	2	0	2	0.8
Kellogg	2.2	27	0	6	0	7	2.7
Ketchum	3.3	45	0	12	0	16	3.7
Kimberly	3.1	12	0	4	0	4	1.3
Malad	2.1	15	0	2	0	2	1.0
McCall	2.6	42	1	6	1	8	2.7
Montpelier	2.4	23	0	5	0	10	2.1
Orofino	3.0	44	0	13	0	16	4.3
Rigby	3.4	61	0	16	0	26	4.7
St. Anthony	3.4	39	0	6	0	7	1.8
St. Maries	2.6	30	0	6	0	11	2.3
Salmon	3.0	32	0	11	0	14	3.7
Shelley	4.3	24	0	6	0	7	1.4
Soda Springs	3.1	26	1	10	1	14	3.6
Wendell	2.4	17	0	5	0	5	2.1
Mean Crash Rate							2.5

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.

Age	1990	2000	2009	Change 1990-2009	Change 2000-2009
15* (%)	3,478 0.5%	9,406 1.1%	2,544 0.2%	-26.9%	-73.0%
16-24 (%)	123,114 17.4%	156,485 17.5%	153,930 14.6%	25.0%	-1.6%
25-34 (%)	151,625 21.4%	154,133 17.3%	189,251 17.9%	24.8%	22.8%
35-44 (%)	153,976 21.8%	178,401 20.0%	176,679 16.7%	14.7%	-1.0%
45-54 (%)	100,258 14.2%	167,821 18.8%	197,215 18.7%	96.7%	17.5%
55-64 (%)	76,255 10.8%	106,190 11.9%	171,059 16.2%	124.3%	61.1%
65+ (%)	98,967 14.0%	120,516 13.5%	164,591 15.6%	66.3%	36.6%
TOTALS	707,673	892,952	1,055,269	49.1%	18.2%

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

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

Driver Age and Crash Involvement

Table 17
Driver Age as a Factor in Crashes: 2009

Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	2,544	0.2%	377	1.0%	4.1	118	0.9%	3.6
16	9,686	0.9%	1,052	2.8%	3.0	357	2.6%	2.9
17	15,095	1.4%	1,486	3.9%	2.7	505	3.7%	2.6
18	16,989	1.6%	1,581	4.2%	2.6	535	3.9%	2.4
19	18,598	1.8%	1,360	3.6%	2.0	511	3.8%	2.1
20	18,957	1.8%	1,118	3.0%	1.6	387	2.9%	1.6
21	17,301	1.6%	1,103	2.9%	1.8	397	2.9%	1.8
22	18,344	1.7%	1,043	2.8%	1.6	353	2.6%	1.5
23	18,987	1.8%	1,001	2.6%	1.5	372	2.7%	1.5
24	19,973	1.9%	952	2.5%	1.3	361	2.7%	1.4
25-34	189,251	17.9%	7,344	19.4%	1.1	2,651	19.5%	1.1
35-44	176,679	16.7%	5,821	15.4%	0.9	2,091	15.4%	0.9
45-54	197,215	18.7%	5,407	14.3%	0.8	2,015	14.8%	0.8
55-64	171,059	16.2%	3,961	10.5%	0.6	1,471	10.8%	0.7
65-74	102,260	9.7%	2,039	5.4%	0.6	743	5.5%	0.6
75+	62,331	5.9%	1,263	3.3%	0.6	451	3.3%	0.6
Not Stated or Other			990	2.6%		255	1.9%	
TOTALS	1,055,269		37,898			13,573		

* 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 6.0% of all licensed drivers and accounted for 14.9% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected.

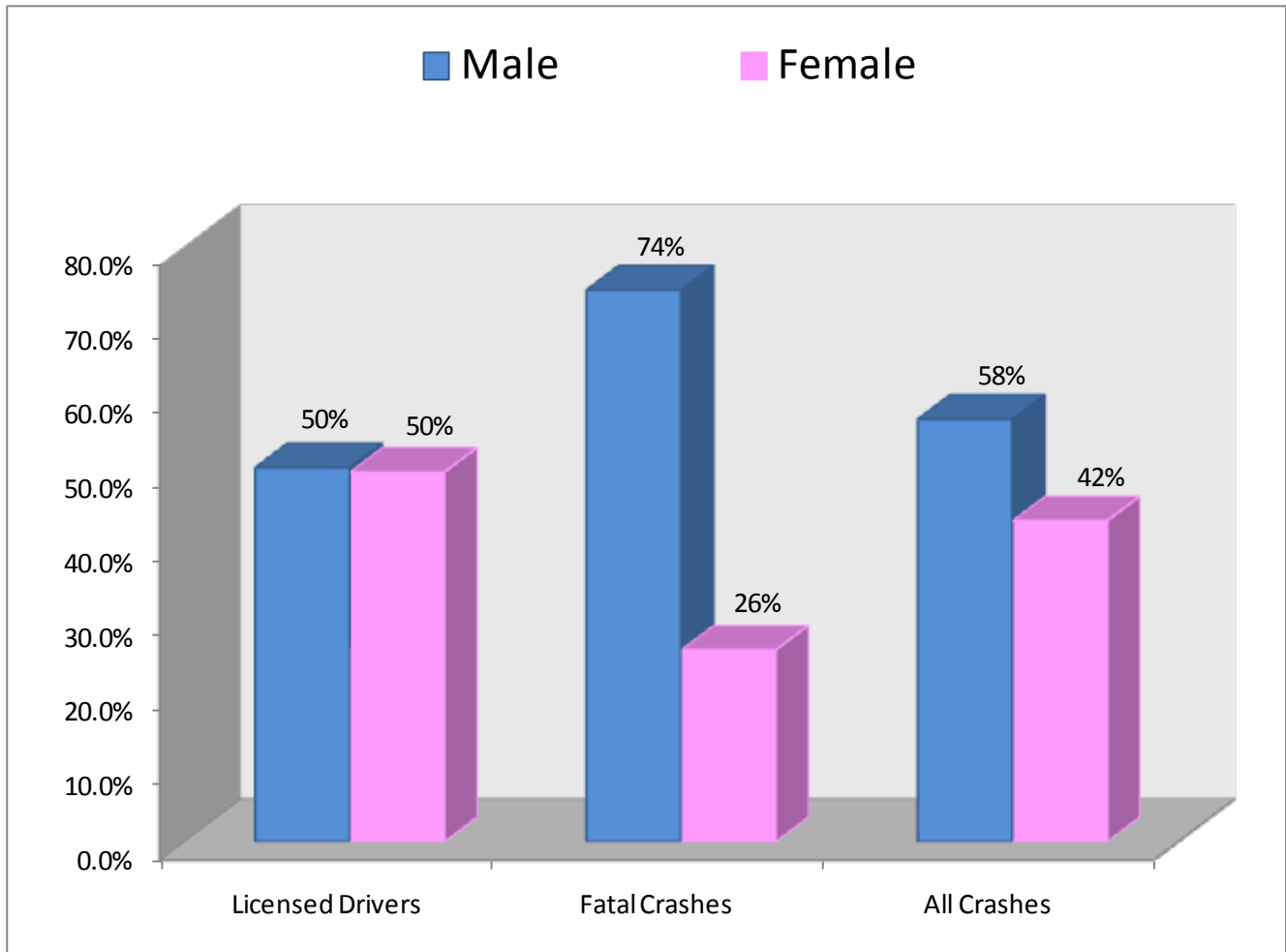
Drivers that were 22 years old in 2008 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

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 58% of the drivers in all crashes and 74% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2009



In 2009, males were 1.3 times more likely than females to be involved in any crash and were 2.8 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 2.8 times as many crashes as expected, while female 18 year-old drivers were involved in 2.4 times as many crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2009

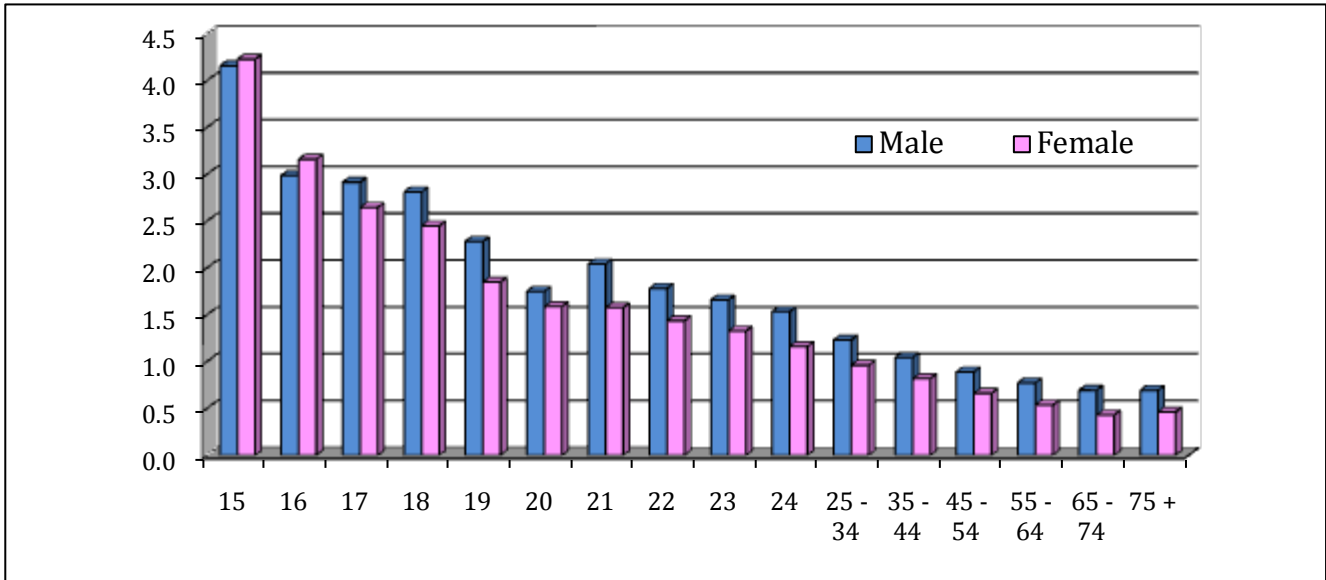
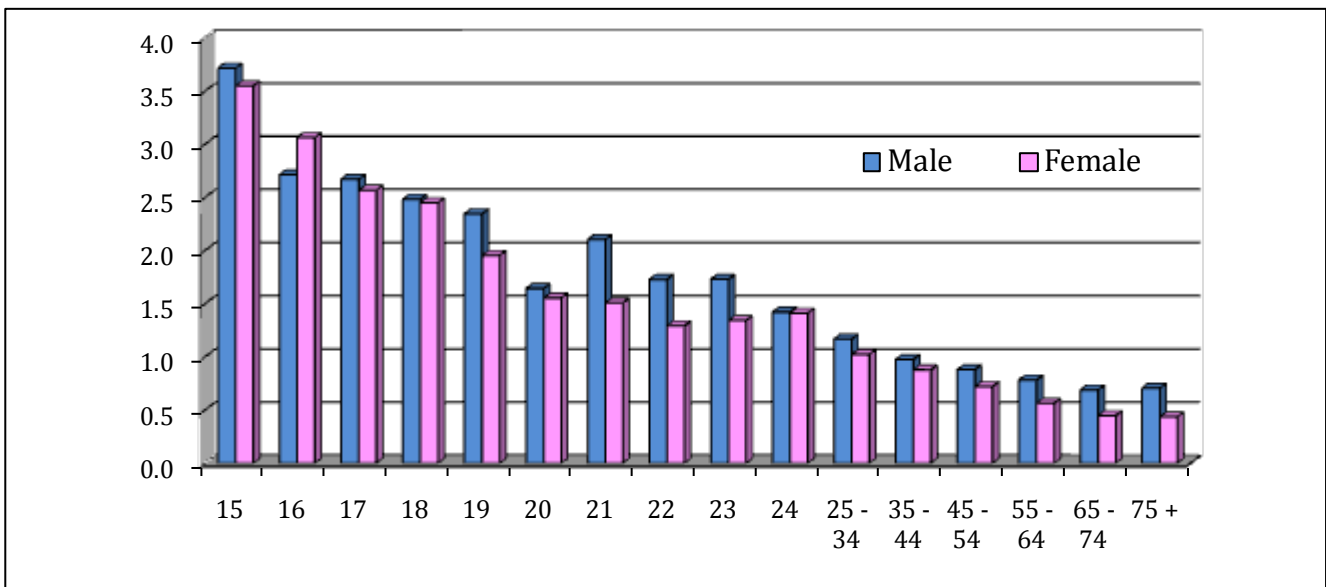


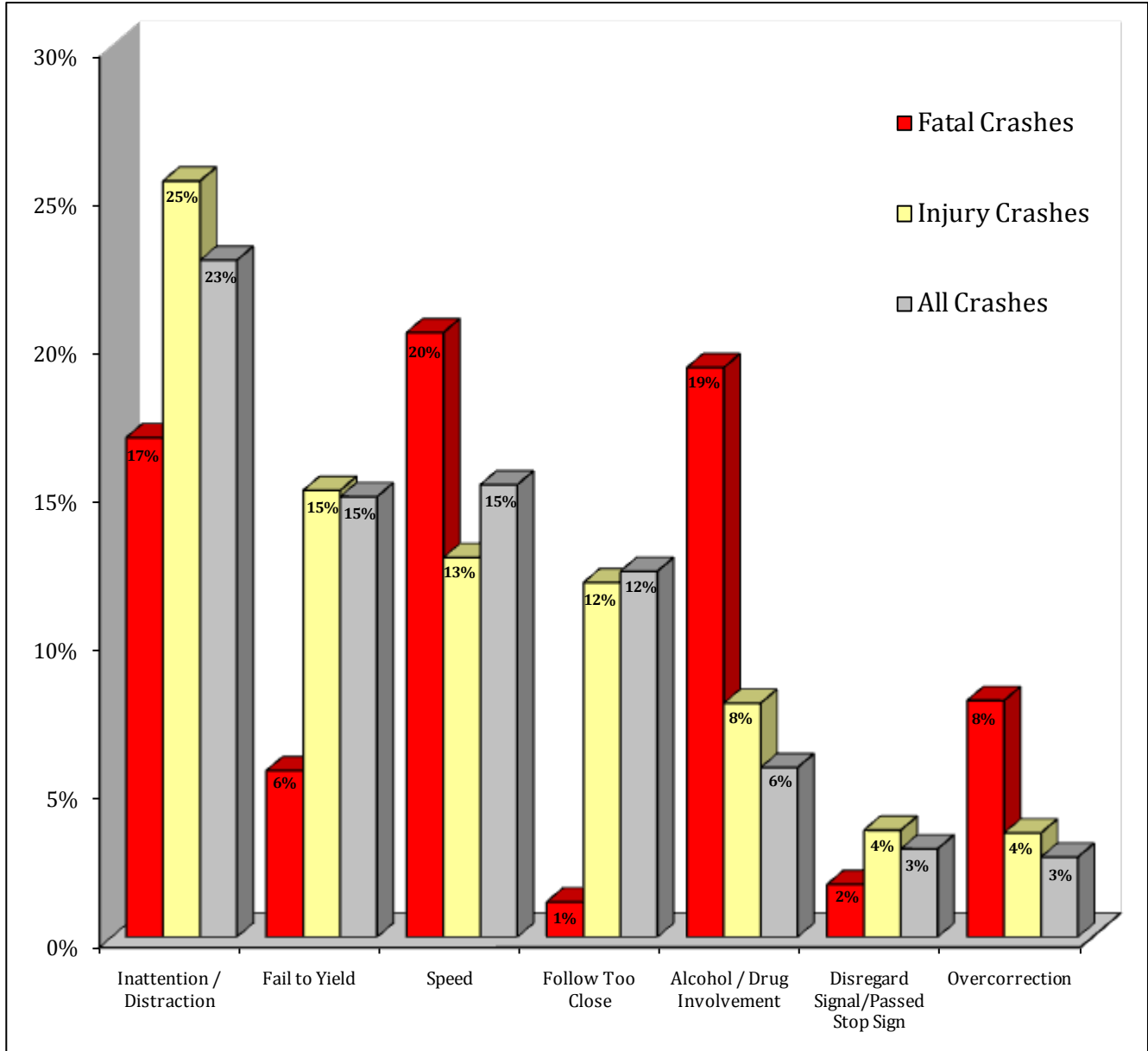
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2009



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 2009



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2009 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	91,609	46.4%
2. Safety Restraint Violations	31,368	15.9%
3. Insurance Violations	16,588	8.4%
4. Driving Under the Influence	11,245	5.7%
5. Failure to Stop at Traffic Control Devices	8,553	4.3%
6. Driving Without Privileges - Suspended License	8,242	4.2%
7. Following Too Close	4,297	2.2%
8. Reckless or Inattentive Driving	4,242	2.1%
9. Failure to Yield Right of Way	3,065	1.6%
10. Child Safety Seat Violations	2,054	1.0%
All Other	16,239	8.2%
TOTAL	197,502	

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.

Table 19 is a breakdown by age for selected traffic violations. The five violations shown comprise 65% of all violations for 2009. 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	2,544	11.2	2.3	0.1	1.3	1.7
16-19	60,368	19.8	3.3	1.1	1.3	1.7
20-24	93,562	15.3	2.2	2.5	1.0	0.8
25-34	189,251	11.3	1.5	1.8	0.5	0.5
35-44	176,679	9.2	1.2	1.2	0.3	0.3
45-54	197,215	6.9	0.9	0.9	0.3	0.2
55-64	171,059	4.8	0.6	0.4	0.2	0.2
65-74	102,260	3.3	0.5	0.1	0.1	0.1
75+	62,331	1.8	0.5	0.0	0.1	0.1
Mean		8.6	1.2	1.1	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 disregarding 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: 2009

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	26,155	30.3%
Failure to Pay Fine	18,690	21.7%
Administrative License Suspension (ALS)*	10,896	12.6%
Driving Under the Influence	9,841	11.4%
Driving Without Privileges	7,187	8.3%
Underage Consumption or Possession of Alcohol	2,832	3.3%
Family Responsibility Law	2,963	3.4%
Refused Evidentiary BAC Test	913	1.1%
Recurrence of Violation (Under 17 Years Old)	730	0.8%
Reckless/Inattentive Driving	957	1.1%
Points	621	0.7%
All Others	4,542	5.3%
TOTALS	86,327	100.0%

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

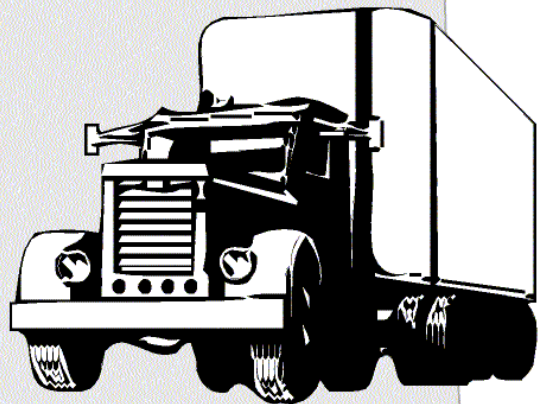
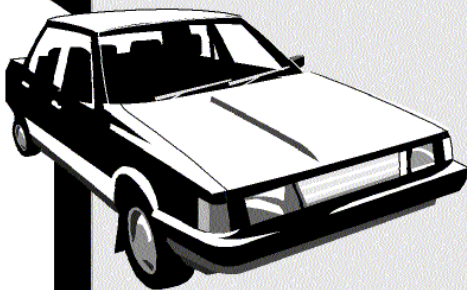
The two largest categories of driver's license suspensions are failure to maintain insurance and failure to pay a traffic fine. These two suspensions account for 52% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

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.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Impaired Driving Crashes	1,952	1,877	1,936	1,783	1,567	-12.1%	-2.9%
Fatalities	100	110	101	96	65	-32.3%	-1.0%
Serious Injuries	367	316	309	285	265	-7.0%	-8.0%
Visible Injuries	522	610	568	433	461	6.5%	-4.6%
Possible Injuries	630	593	628	569	475	-16.5%	-3.1%
Impaired Driving Crashes as a % of All Crashes	6.9%	7.7%	7.7%	7.1%	6.8%	-4.4%	1.4%
Impaired Driving Fatalities as a % of All Fatalities	36.4%	41.2%	43.5%	41.4%	28.8%	-30.5%	4.7%
Impaired Driving Injuries as a % of All Injuries	10.5%	10.9%	12.5%	10.7%	10.5%	-1.8%	1.4%
All Fatal and Injury Crashes	10,053	9,775	8,439	8,439	8,060	-4.5%	-5.5%
Impaired Fatal/Injury Crashes	1,087	1,105	1,057	955	875	-8.4%	-4.1%
% Impaired Driving	10.8%	11.3%	12.5%	11.3%	10.9%	-4.1%	1.9%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.12	2.79	2.68	2.49	2.14	-14.2%	-7.2%
Annual DUI Arrests by Agency*							
Idaho State Police	817	1,744	1,654	1,977	2,441	23.5%	42.6%
Local Agencies	8,255	9,637	9,997	10,195	9,886	-3.0%	7.5%
Total Arrests	9,072	11,381	11,651	12,172	12,327	1.3%	10.8%
DUI Enforcement Rate**	0.92	1.13	1.12	1.17	1.17	-0.4%	8.7%

*Source: Idaho State Police, Bureau of Criminal Identification

**DUI Arrests per 100 Licensed Drivers per Year.

In 2009, impaired driving crashes decreased just slightly more than all crashes, while fatalities resulting from impaired driving crashes decreased by 33%. Just under 11% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Just fewer than 29% of all fatalities were the result of an impaired driving crash. Only 23% 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 2009. 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 3.0% in 2009 from the prior year, while ISP DUI arrests increased by 23.5%. Overall, DUI arrests increased by 1.3% from 2008 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2009. The estimated cost of Idaho impaired driving crashes in 2009 more than \$538 million dollars. This estimate represents 21% of the total cost of Idaho crashes (as shown in Table 4).

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	65	\$5,996,456	\$389,769,616
Serious Injuries	265	\$298,629	\$79,136,559
Visible Injuries	461	\$83,644	\$38,559,972
Possible Injuries	475	\$55,444	\$26,336,101
Property Damage Only	692	\$6,419	\$4,441,893
Total Estimate of Economic Cost			\$538,244,141

Victims of Fatal Crashes Involving Impaired Drivers

Table 23 shows a breakout of impaired driving fatalities. Of the 65 people killed in impaired driving crashes, 59 (or 91%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

Impaired Status*	Passenger Vehicles		Motorcycle	Pedestrians	Bicyclist	ATV	Go-Cart
	Drivers	Passengers	Drivers				
Impaired	35	11	8	3	0	2	0
Not Impaired	3	0	1	0	1	0	1

* 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 2.6 times as many impaired driving crashes as would be expected.

Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	3	0.0%	1	0.1%
15	2,544	0.2%	6	0.0%	1	0.1%
16	9,686	0.9%	55	0.4%	14	0.9%
17	15,095	1.4%	116	0.9%	27	1.7%
18	16,989	1.6%			53	3.4%
19	18,598	1.8%	704*	5.7%	73	4.7%
20	18,957	1.8%			52	3.3%
21	17,301	1.6%			92	5.9%
22	18,344	1.7%			72	4.6%
23	18,987	1.8%			67	4.3%
24	19,973	1.9%	2,457**	19.9%	57	3.7%
25-29	96,895	9.2%	2,197	17.8%	223	14.3%
30-34	92,356	8.8%	1,449	11.8%	167	10.7%
35-39	89,024	8.4%	1,281	10.4%	163	10.5%
40-44	87,655	8.3%	1,150	9.3%	132	8.5%
45-49	98,001	9.3%	1,257	10.2%	137	8.8%
50-54	99,214	9.4%	765	6.2%	84	5.4%
55-59	92,584	8.8%	487	4.0%	62	4.0%
60+	243,066	23.0%	346	2.8%	61	3.9%
Missing or Unknown			54	0.4%	20	1.3%
TOTALS	1,055,269		12,327		1,558	

* 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 2009 U.S. Census estimates for counties.

Table 25							
Impaired Driving Crashes by County: 2009							
	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	
50,000 and over							
Ada	384.7	285	2	142	2	199	0.4
Bannock	82.5	112	4	54	4	80	0.7
Bonneville	101.3	83	2	47	2	68	0.5
Canyon	186.6	182	5	91	7	141	0.5
Kootenai	139.4	207	2	96	2	143	0.7
Twin Falls	75.3	85	5	44	5	64	0.7
Mean Crash Rate							0.5
20,000 - 49,999							
Bingham	44.7	52	4	32	4	49	0.8
Blaine	22.3	21	1	11	1	20	0.5
Bonner	41.4	51	1	32	1	40	0.8
Cassia	21.7	27	4	12	4	15	0.7
Elmore	28.8	24	2	10	2	15	0.4
Jefferson	24.8	18	0	10	0	15	0.4
Jerome	21.3	25	1	12	1	20	0.6
Latah	38.0	33	1	22	1	31	0.6
Madison	38.4	10	0	6	0	8	0.2
Nez Perce	39.2	65	3	29	4	39	0.8
Payette	23.1	24	1	14	1	24	0.6
Mean Crash Rate							0.6
10,000 - 19,999							
Boundary	11.0	15	1	10	1	19	1.0
Franklin	12.7	17	3	9	3	21	0.9
Fremont	12.7	9	2	3	2	5	0.4
Gem	16.4	9	3	4	3	6	0.4
Gooding	14.4	13	0	9	0	10	0.6
Idaho	15.5	20	0	13	0	21	0.8
Minidoka	19.2	20	1	13	3	20	0.7
Owyhee	11.2	7	0	4	0	6	0.4
Shoshone	12.7	16	0	11	0	15	0.9
Washington	10.1	11	1	5	1	7	0.6
Mean Crash Rate							0.7

Table 25 (Continued)
Impaired Driving Crashes by County: 2009

	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	
5,000 - 9,999							
Bear Lake	5.8	4	0	3	0	3	0.5
Benewah	9.3	17	2	7	3	15	1.0
Boise	7.4	14	2	8	2	10	1.3
Caribou	6.9	9	0	4	0	5	0.6
Clearwater	8.0	11	1	6	1	7	0.9
Lemhi	7.9	11	1	8	1	8	1.1
Power	7.7	12	1	8	1	12	1.2
Teton	9.3	5	0	2	0	2	0.2
Valley	8.7	11	1	4	1	6	0.6
Mean Crash Rate							0.8
0 - 4,999							
Adams	3.5	3	1	2	1	3	0.9
Butte	2.8	5	0	3	0	3	1.1
Camas	1.1	3	0	2	0	4	1.8
Clark	1.0	2	0	2	0	9	2.1
Custer	4.2	7	0	2	0	2	0.5
Lewis	3.7	6	0	5	0	5	1.3
Lincoln	4.6	3	0	3	0	4	0.6
Oneida	4.2	3	1	2	1	2	0.7
Mean Crash Rate							0.9
Statewide Totals	1,545.8	1,567	59	816	65	1,201	0.6

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 2008. Population estimates by city for 2009 were not available at the time of publication.

Table 26 Impaired Driving Crashes by City: 2009							
	2008 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	205.3	183	1	88	1	130	0.4
Coeur d'Alene	43.4	97	0	43	0	66	1.0
Idaho Falls	54.3	53	0	29	0	42	0.5
Meridian	66.9	38	0	20	0	23	0.3
Nampa	80.4	82	1	36	1	55	0.5
Pocatello	54.9	78	1	40	1	54	0.7
Twin Falls	42.2	47	1	22	1	36	0.5
Mean Crash Rate							0.5
15,000 - 39,999							
Caldwell	42.3	37	0	15	0	24	0.4
Eagle	19.5	6	0	4	0	5	0.2
Lewiston	31.8	42	0	18	0	24	0.6
Moscow	22.8	10	0	5	0	8	0.2
Post Falls	26.5	21	0	11	0	14	0.4
Rexburg	28.0	2	0	0	0	0	0.0
Mean Crash Rate							0.3
5,000 - 14,999							
Ammon	13.6	1	0	1	0	1	0.1
Blackfoot	11.0	4	0	4	0	5	0.4
Burley	9.1	11	0	3	0	3	0.3
Chubbuck	11.8	7	0	1	0	2	0.1
Emmett	6.4	4	2	2	2	3	0.6
Garden City	11.7	8	0	4	0	6	0.3
Hailey	7.9	4	1	1	1	2	0.3
Hayden	12.9	11	0	2	0	2	0.2
Jerome	9.2	6	1	2	1	2	0.3
Kuna	13.4	3	0	3	0	3	0.2
Middleton	5.6	0	0	0	0	0	0.0
Mountain Home	12.4	8	0	4	0	5	0.3
Payette	7.6	1	0	0	0	0	0.0
Rathdrum	6.8	4	0	3	0	4	
Rupert	5.1	5	0	2	0	3	0.4
Sandpoint	8.3	7	0	4	0	6	0.5
Weiser	5.3	3	0	0	0	0	0.0
Mean Crash Rate							0.3

Table 26 (Continued)
Impaired Driving Crashes by City: 2009

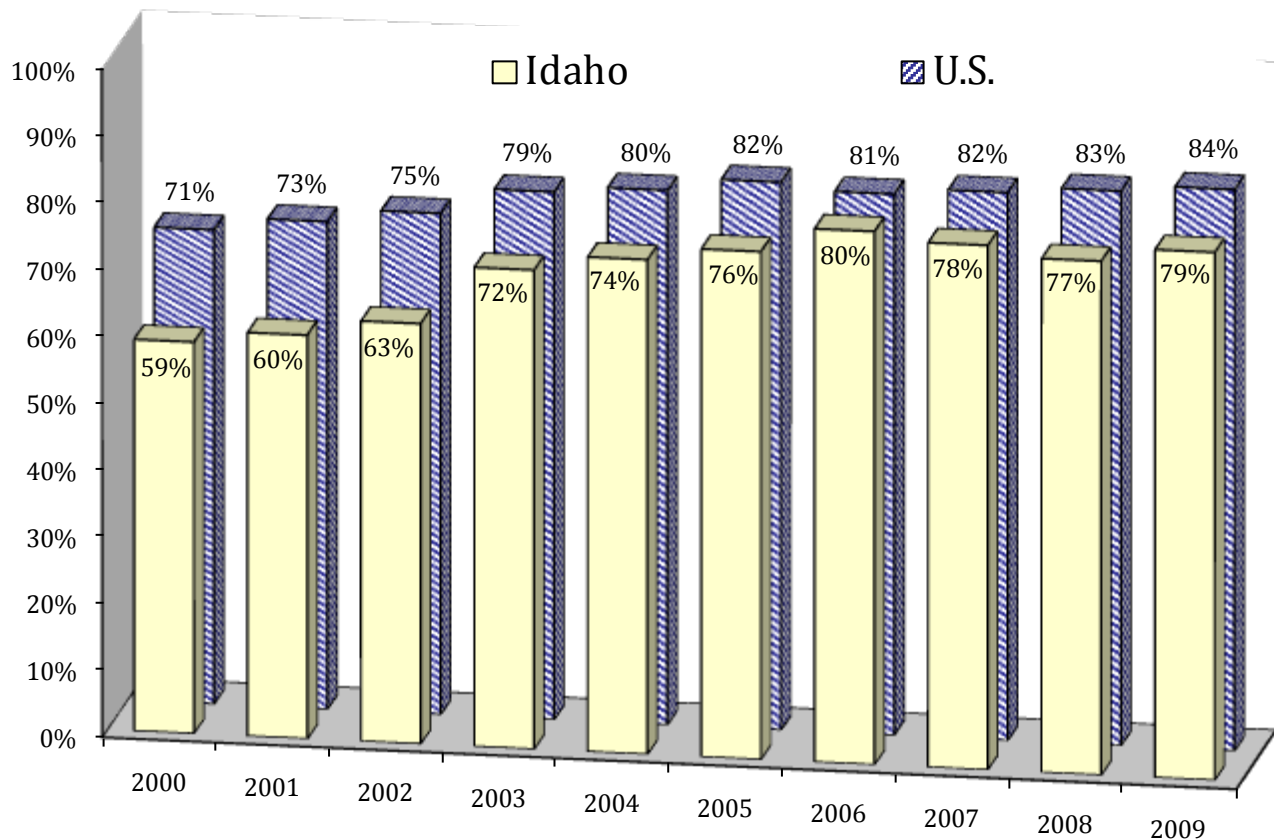
	2008 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.1	1	0	0	0	0	0.0
Bellevue	2.2	2	0	1	0	1	0.5
Bonnars Ferry	2.6	2	0	0	0	0	0.0
Buhl	4.1	2	0	0	0	0	0.0
Dalton Gardens	2.4	1	0	0	0	0	0.0
Filer	2.1	0	0	0	0	0	0.0
Fruitland	4.7	4	0	3	0	4	0.6
Gooding	3.2	1	0	0	0	0	0.0
Grangeville	3.1	0	0	0	0	0	0.0
Heyburn	2.7	2	0	2	0	2	0.7
Homedale	2.5	1	0	0	0	0	0.0
Kellogg	2.2	3	0	2	0	2	0.9
Ketchum	3.3	4	0	1	0	1	0.3
Kimberly	3.1	2	0	2	0	2	0.6
Malad	2.1	0	0	0	0	0	0.0
McCall	2.6	4	1	1	1	1	0.8
Montpelier	2.4	1	0	0	0	0	0.0
Orofino	3.0	4	0	1	0	1	0.3
Preston	5.1	5	1	3	1	10	0.8
Rigby	3.4	2	0	1	0	1	0.3
St. Anthony	3.4	3	0	1	0	1	0.3
St. Maries	2.6	0	0	0	0	0	0.0
Salmon	3.0	3	0	1	0	1	0.3
Shelley	4.3	4	0	1	0	1	0.2
Soda Springs	3.1	3	0	0	0	0	0.0
Star	5.1	1	0	1	0	1	0.2
Wendell	2.4	0	0	0	0	0	0.0
Mean Crash Rate							0.3

Safety Restraint Usage

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

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up 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.: 2000 - 2009



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.

Table 27							
Observed Seat Belt Use by County: 2005-2009							
	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Ada	89.9%	93.0%	90.5%	91.1%	94.0%	3.2%	0.5%
Bannock	58.7%	66.9%	65.1%	66.0%	66.7%	1.1%	4.3%
Bingham	48.7%	53.9%	54.8%	50.5%	58.0%	14.8%	1.5%
Blaine	66.9%	66.6%	66.9%	72.7%	69.9%	-3.8%	2.9%
Bonner	73.0%	82.5%	89.8%	86.2%	71.1%	-17.5%	6.0%
Bonneville	70.7%	66.3%	60.9%	58.7%	65.0%	10.7%	-6.0%
Canyon	79.2%	80.5%	82.9%	86.3%	87.7%	1.6%	2.9%
Cassia	66.9%	58.9%	68.1%	61.9%	65.6%	6.1%	-1.8%
Elmore	68.3%	70.8%	72.8%	71.3%	72.2%	1.2%	1.5%
Kootenai	78.5%	89.0%	86.3%	78.1%	82.2%	5.3%	0.3%
Latah	78.6%	79.4%	76.7%	81.8%	80.3%	-1.9%	1.4%
Madison	62.2%	65.3%	59.0%	60.7%	68.8%	13.4%	-0.6%
Minidoka	75.3%	70.4%	66.7%	75.2%	66.1%	-12.0%	0.3%
Nez Perce	82.5%	85.1%	84.6%	86.9%	84.0%	-3.4%	1.8%
Payette	75.4%	86.9%	83.4%	82.1%	88.5%	7.8%	3.2%
Twin Falls	74.5%	68.4%	71.1%	73.7%	75.5%	2.5%	-0.2%
Statewide	76.0%	79.8%	78.5%	76.9%	79.2%	3.1%	0.4%

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) districts⁴ by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 90.7%, while district 5 (south-eastern Idaho) had the overall lowest usage at 64.7%.

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	80.2%	82.3%	67.7%	77.2%
2	86.6%	89.2%	71.3%	82.8%
3	92.2%	93.0%	84.4%	90.7%
4	77.0%	77.2%	57.0%	70.3%
5	69.2%	71.1%	49.1%	64.7%
6	71.2%	77.5%	47.5%	66.7%
Statewide	82.7%	84.5%	67.3%	79.2%

Usage rates for the occupants of pickup trucks continue to be significantly lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2009 ranged from a high of 84.4% in District 3 (south-western Idaho) to a low of 47.5% 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 98.0% on urban interstates to a low of 68.4% on rural minor collectors.

There was no statistically significant difference between urban and rural sites. Usage on urban roadways was 81.1%, while usage on rural roadways was 74.8%. There was also no statistically significant difference between major and minor roadways. Usage on major roadways was 81.5% while usage on minor roadways was 77.8%. 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 use⁵. 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.

Injury Type	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatalities -Restrains Used	40.0%	38.8%	34.8%	32.9%	41.0%	24.6%	-6.2%
Serious Injuries -Restraint Used	64.7%	67.6%	66.1%	64.6%	65.9%	2.1%	0.0%

Of the 156 passenger motor vehicle occupants killed in 2009, only 64 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 64 lives were saved in 2009 by seat belt usage and an additional 43 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Injury Type	Safety Restraints			Costs of Injuries		
	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	64	85	7	\$383,773,160	\$509,698,729	\$41,975,189
Serious Injury	682	305	48	\$203,664,655	\$91,081,700	\$14,334,169
Visible Injury	2,071	530	108	\$173,227,117	\$44,331,421	\$9,033,573
Possible Injury	4,928	612	235	\$273,230,118	\$33,931,987	\$13,029,439
Total				\$1,033,895,050	\$679,043,837	\$78,372,371

Self-reported seat belt use is biased because of the penalties involved for not wearing a seat belt (meaning people misrepresent their belt use to avoid a ticket). While 80% of the motor vehicle occupants in crashes said they were wearing seat belts, the observational surveys show only 79% wearing seat belts. 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 2005 through 2009. 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	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
50,000 and over							
Ada	85.0%	84.8%	83.8%	85.4%	83.9%	-1.8%	0.2%
Bannock	73.5%	64.8%	73.6%	53.4%	64.2%	20.1%	-8.6%
Bonneville	63.2%	68.5%	69.4%	65.8%	72.4%	10.2%	1.5%
Canyon	79.1%	79.7%	82.2%	78.4%	80.1%	2.1%	-0.3%
Kootenai	79.4%	74.3%	79.2%	77.8%	82.0%	5.4%	-0.5%
Twin Falls	82.6%	83.0%	71.2%	76.3%	76.4%	0.1%	-2.2%
20,000 - 49,999							
Bingham	58.0%	58.5%	49.5%	51.6%	54.6%	5.7%	-3.4%
Blaine	55.3%	76.5%	40.0%	47.4%	29.3%	-38.2%	3.0%
Bonner	73.0%	63.3%	72.7%	74.0%	84.7%	14.5%	1.1%
Cassia	65.6%	50.7%	55.1%	60.9%	60.0%	-1.5%	-1.2%
Elmore	69.8%	69.9%	70.1%	69.1%	74.4%	7.7%	-0.3%
Latah	84.1%	63.5%	77.3%	81.6%	70.0%	-14.2%	1.0%
Madison	48.0%	58.6%	42.1%	74.6%	55.6%	-25.5%	23.7%
Nez Perce	73.8%	83.5%	70.8%	81.4%	58.8%	-27.9%	4.3%
Payette	79.0%	80.4%	51.2%	66.1%	63.5%	-3.9%	-1.8%
10,000 - 19,999							
Boundary	58.3%	75.8%	69.4%	77.8%	40.0%	-48.6%	11.2%
Franklin	31.8%	66.7%	55.3%	60.9%	58.8%	-3.4%	34.2%
Fremont	43.8%	66.7%	93.8%	63.8%	63.6%	-0.2%	20.3%
Gem	60.0%	61.5%	69.7%	77.3%	68.0%	-12.0%	8.9%
Gooding	52.5%	43.5%	57.1%	53.9%	65.0%	20.7%	2.8%
Idaho	75.0%	71.4%	35.5%	42.9%	45.2%	5.4%	-11.4%
Jefferson	72.0%	46.2%	57.7%	25.0%	60.0%	140.0%	-22.5%
Jerome	63.1%	57.9%	63.1%	60.6%	56.4%	-6.9%	-1.1%
Minidoka	67.5%	64.7%	56.7%	53.9%	61.5%	14.3%	-7.2%
Owyhee	32.6%	64.5%	16.3%	25.0%	42.9%	71.4%	25.5%
Shoshone	14.8%	73.3%	65.0%	54.6%	66.7%	22.2%	122.6%

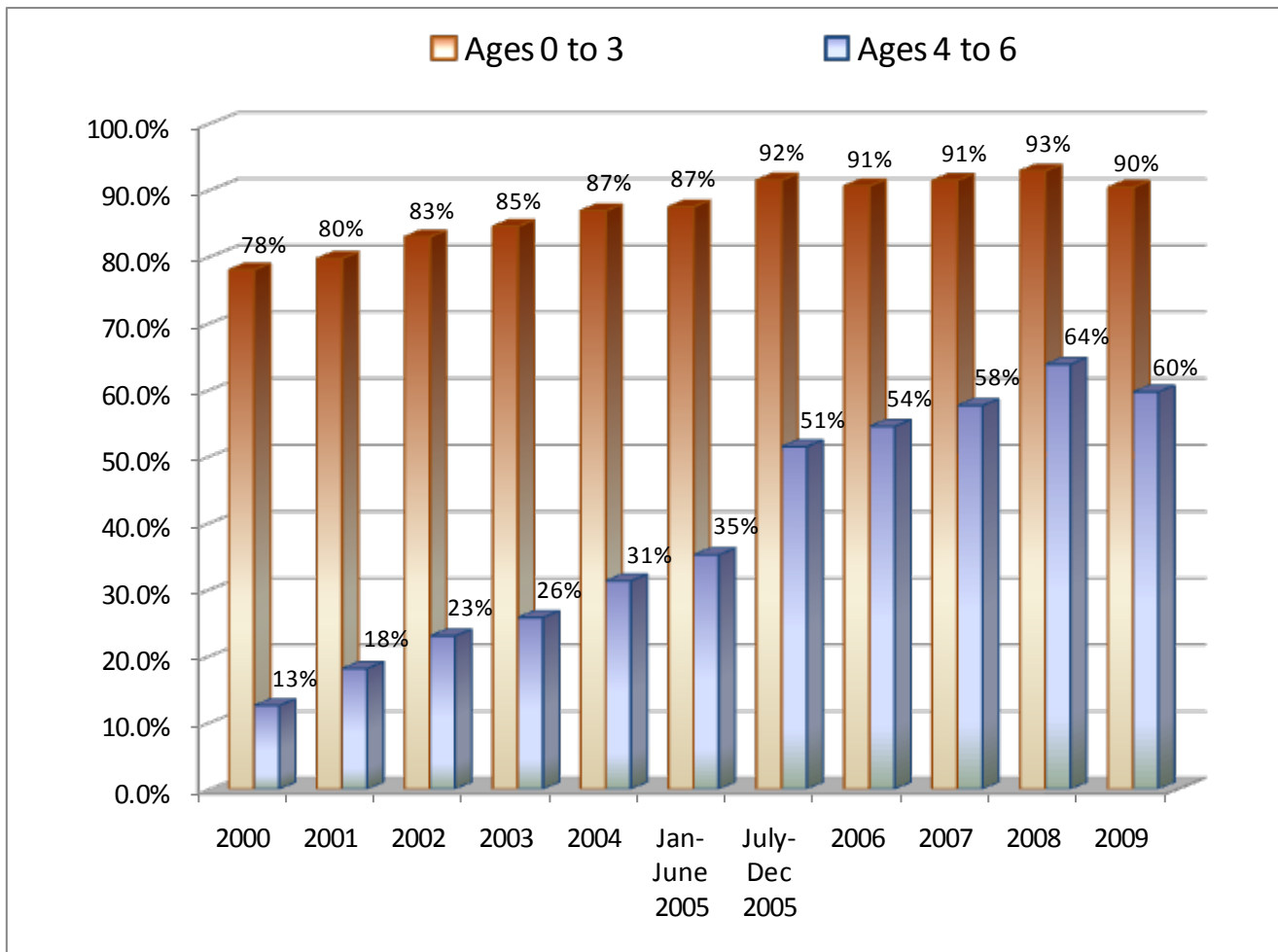
Table 31 (Continued)
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2005-2009
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
5,000 - 9,999							
Bear Lake	75.0%	50.0%	65.0%	53.3%	31.3%	-41.4%	-7.1%
Benewah	63.6%	63.2%	68.2%	28.6%	9.5%	-66.7%	-17.0%
Boise	59.1%	75.0%	77.6%	75.5%	62.3%	-17.5%	9.2%
Caribou	46.7%	92.9%	0.0%	60.0%	80.0%	60.0%	33.0%
Clearwater	66.7%	42.3%	33.3%	36.4%	41.7%	14.6%	-16.2%
Lemhi	50.0%	59.3%	63.2%	80.0%	50.0%	-37.5%	17.3%
Power	52.6%	46.2%	41.7%	55.0%	30.8%	-44.1%	3.3%
Teton	28.6%	58.3%	50.0%	90.9%	40.0%	-56.0%	57.2%
Valley	45.8%	48.2%	81.4%	81.8%	50.0%	-38.9%	24.9%
Washington	73.3%	100.0%	78.6%	91.7%	56.3%	-38.6%	10.5%
0 - 4,999							
Adams	31.3%	100.0%	38.5%	50.0%	85.7%	71.4%	62.8%
Butte	44.4%	50.0%	60.0%	69.2%	90.0%	30.0%	16.0%
Camas	50.0%	66.7%	0.0%	0.0%	72.7%	100.0%	-66.7%
Clark	61.5%	40.0%	83.3%	88.2%	72.7%	-17.6%	26.4%
Custer	76.5%	90.0%	40.0%	38.9%	75.0%	92.9%	-13.5%
Lewis	76.2%	0.0%	66.7%	50.0%	60.0%	20.0%	-91.7%
Lincoln	54.6%	52.2%	44.4%	53.3%	50.0%	-6.2%	0.3%
Oneida	40.0%	58.3%	70.8%	42.9%	44.4%	3.7%	9.3%
Statewide Average	72.2%	73.5%	72.3%	71.8%	71.7%	-0.2%	-0.2%

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: 2000 - 2009



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.

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 2005 to 2009.

Injury Type	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatalities							
Restrained	5	3	4	3	1	-66.7%	-10.6%
Unrestrained	0	0	2	2	3	50.0%	66.7%
Serious Injuries							
Restrained	17	7	15	15	12	-20.0%	18.5%
Unrestrained	19	12	10	10	13	30.0%	-17.8%
Visible Injuries							
Restrained	51	63	44	46	54	17.4%	-0.7%
Unrestrained	39	45	40	16	21	31.3%	-18.6%
Possible Injuries							
Restrained	204	217	199	254	175	-31.1%	8.6%
Unrestrained	122	71	77	65	54	-16.9%	-16.3%
No Injuries							
Restrained	2,449	2,175	2,522	2,334	2,168	-7.1%	-0.9%
Unrestrained	932	627	649	502	564	12.4%	-17.3%
Total Restrained	2,727	2,466	2,785	2,653	2,411	-9.1%	-0.5%
Total Unrestrained	1,119	771	788	597	655	9.7%	-17.7%
% of Children Restrained	70.9%	76.2%	77.9%	81.6%	78.6%	-3.7%	4.8%

The National Highway Traffic Safety Administration estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that a child safety seat saved 2 lives in 2009. Additionally, 27 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 2005 through 2009 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.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Total Aggressive Driving Crashes	15,572	13,037	14,364	13,570	12,044	-11.2%	-3.9%
Fatalities	133	116	108	100	105	5.0%	-9.0%
Serious Injuries	975	902	928	746	638	-14.5%	-8.1%
Visible Injuries	2,511	2,399	2,283	1,867	1,778	-4.8%	-9.2%
Possible Injuries	5,295	4,858	4,784	4,326	3,920	-9.4%	-6.4%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	391	396	371	268	274	2.2%	-10.9%
Driving Too Fast for Conditions	404	303	366	334	264	-21.0%	-4.3%
Exceeded Posted Speed	168	173	135	103	91	-11.7%	-14.2%
Following Too Close	114	111	134	92	85	-7.6%	-4.4%
Passed Stop Sign	59	71	59	47	38	-19.1%	-5.6%
Disregarded Signal	65	56	38	48	35	-27.1%	-6.6%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	7.26	6.67	6.78	5.54	4.82	-13.0%	-8.3%
<i>* Three contributing circumstances possible per unit involved in each crash</i>							

In 2009, aggressive driving was a contributing factor in 52% of all crashes in Idaho. While 69% of all aggressive driving crashes occur in urban areas, 78% of the fatal aggressive driving crashes occur in rural areas.

Only 24% of all aggressive driving crashes involved a single vehicle, while 48% of fatal aggressive driving crashes involved only one vehicle. Of the 444 fatal aggressive driving crashes that involved a single vehicle, 39 (or 89%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly \$1.2 billion dollars in 2009. This represents 49% of the total costs of Idaho crashes (as shown in Table 4).

Involvement in Aggressive Driving Crashes by Driver Age

Table 34 shows the involvement in aggressive driving crashes by driver age. Drivers ages 19 and younger were 4.4 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.0 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 (38%) 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%		14	0.3%	
15	2,544	0.2%	186	1.5%	6.3	62	1.4%	5.8
16	9,686	0.9%	519	4.2%	4.6	180	4.0%	4.4
17	15,095	1.4%	691	5.6%	3.9	231	5.2%	3.6
18	16,989	1.6%	717	5.8%	3.6	258	5.8%	3.6
19	18,598	1.8%	577	4.7%	2.7	212	4.8%	2.7
20	18,957	1.8%	485	3.9%	2.2	159	3.6%	2.0
21	17,301	1.6%	403	3.3%	2.0	134	3.0%	1.8
22	18,344	1.7%	380	3.1%	1.8	140	3.1%	1.8
23	18,987	1.8%	388	3.2%	1.8	145	3.3%	1.8
24	19,973	1.9%	334	2.7%	1.4	125	2.8%	1.5
25-34	189,251	17.9%	2,319	18.8%	1.1	834	18.8%	1.0
35-44	176,679	16.7%	1,607	13.1%	0.8	588	13.2%	0.8
45-54	197,215	18.7%	1,380	11.2%	0.6	509	11.4%	0.6
55-64	171,059	16.2%	1,056	8.6%	0.5	382	8.6%	0.5
65-74	102,260	9.7%	567	4.6%	0.5	221	5.0%	0.5
75+	62,331	5.9%	485	3.9%	0.7	190	4.3%	0.7
Not Stated or Other			197	1.6%		64	1.4%	
TOTALS	1,055,269		12,311			4,448		

** 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.*

Youthful Drivers

Table 35 shows the crashes involving youthful drivers. Youthful drivers are drivers ages 15 to 19. In 2009, nearly one out of every four crashes involved a youthful driver. In 2009, 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.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Total Crashes	7,309	6,216	6,734	5,909	5,393	-8.7%	-6.3%
Fatalities	38	38	42	39	43	10.3%	1.1%
Serious Injuries	377	403	426	348	283	-18.7%	-1.9%
Visible Injuries	1,156	1,233	1,127	881	791	-10.2%	-7.9%
Possible Injuries	2,471	2,342	2,234	1,919	1,769	-7.8%	-8.0%
Drivers 15-19 in Fatal & Serious Injury Crashes	326	339	374	296	274	-7.4%	-2.2%
% of all Drivers in Fatal & Serious Injury Crashes	13.5%	14.1%	14.9%	13.8%	12.8%	-7.4%	1.0%
Licensed Drivers 15-19	66,637	66,038	65,173	63,451	62,912	-0.8%	-1.6%
% of Total Licensed Drivers	6.6%	6.6%	6.3%	6.1%	6.0%	-2.4%	-2.6%
Driver Involvement Rate*	2.04	2.15	2.37	2.26	2.15	-5.1%	3.7%
Teen Drivers in Fatal Crashes	35	35	36	36	37	2.8%	1.0%
Impaired Teen Drivers in Fatal Crashes	10	7	9	10	9	-10.0%	3.2%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	28.6%	20.0%	25.0%	27.8%	24.3%	-12.4%	2.0%

**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 43 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 43 people killed in youthful driver crashes, 16 were youthful drivers. Only 5 of the 16 youthful drivers killed (31%) were wearing seat belts.

Additionally there were 6 teen passengers killed in motor vehicle crashes (not necessarily crashes involving youthful drivers). Of the 22 teen passenger motor vehicle occupants killed in crashes, only 8 (36%) were wearing seat belts.

While 68% of all crashes involving youthful drivers occurred in urban areas, 75% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2009, the economic cost of crashes involving youthful drivers was \$529.2 million dollars. This represents 21% of the total cost of crashes (as shown in Table 4).

Emergency Medical Services

Table 36 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.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Total Crashes	28,238	24,225	25,002	25,002	22,992	-8.0%	-3.7%
Response to Fatal & Injury Crashes	6,550	6,519	6,471	5,826	5,570	-4.4%	-3.7%
% of Fatal & Injury Crashes	65.2%	66.7%	76.7%	69.0%	69.1%	0.1%	2.5%
Persons Killed or Injured in Crashes	14,711	14,217	12,227	12,227	11,619	-5.0%	-5.8%
Transported from Rural Areas	3,234	3,063	3,110	2,761	2,584	-6.4%	-5.0%
Transported from Urban Areas	2,740	2,777	2,871	2,480	2,445	-1.4%	-3.0%
Total Transported by EMS	5,974	5,840	5,981	5,241	5,029	-4.0%	-4.1%
% of Killed/Injured Transported	40.6%	41.1%	48.9%	42.9%	43.3%	1.0%	2.6%
Trapped and Extricated	651	586	566	495	556	12.3%	-8.6%
Fatal/Serious Injuries Transported by Helicopter	258	201	233	173	156	-9.8%	-10.6%

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 37 gives information about pedestrians in crashes from 2005 to 2009. Crashes involving pedestrians decreased by 5% in 2009 and the number of pedestrians killed in motor vehicle crashes decreased by 9%. Of all pedestrians involved in crashes in 2009, 97% received some degree of injury. Of those injured or killed in pedestrian crashes, 21% were between the ages of 4 and 14. Of the pedestrians killed in motor vehicle crashes in 2009, 1 was 1 year of age, 2 were under 25 years of age, and 7 were 44 years of age or older. Impaired pedestrians were involved in 9% of all pedestrian crashes and 33% of fatal pedestrian crashes.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Pedestrian Crashes	206	224	244	212	201	-5.2%	1.5%
Fatalities	9	8	17	11	10	-9.1%	22.0%
Serious Injuries	51	56	65	50	56	12.0%	0.9%
Visible Injuries	91	99	90	93	79	-15.1%	1.0%
Possible Injuries	62	71	83	73	63	-13.7%	6.5%
Pedestrians in Crashes	218	236	259	230	214	-7.0%	2.3%
Pedestrian Fatal and Serious Injuries	60	64	82	61	66	8.2%	3.1%
% of All Fatal and Serious Injuries	3.1%	3.3%	4.7%	3.5%	4.1%	15.5%	8.5%
Impaired Fatal and Serious Injuries*	11	15	14	9	12	33.3%	-2.0%
% of Ped Fatal & Serious Injuries	18.3%	23.4%	17.1%	14.8%	18.2%	23.2%	-4.3%
Pedestrians in Fatal and Injury Crashes by Age							
0 to 3	4	7	8	4	4	0.0%	88.1%
4 to 14	48	39	52	48	44	-8.3%	2.3%
15 to 19	39	33	53	32	44	37.5%	1.9%
20 to 24	28	32	28	26	30	15.4%	-1.8%
25 to 34	24	29	29	28	29	3.6%	5.8%
35 to 44	22	26	21	20	16	-20.0%	-1.9%
45 to 54	22	32	22	30	15	-50.0%	16.9%
55 to 64	16	16	21	15	17	13.3%	0.9%
65 and Older	10	17	18	24	12	-50.0%	36.4%
Missing/Unknown Age	3	5	6	3	2	-33.3%	12.2%
<i>* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.</i>							

In 2009, the economic cost of crashes involving pedestrians was \$86.8 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

Table 38 gives information about bicyclists in crashes from 2005 to 2009. The number of bicycle crashes increased in 2009 by 6%, one of the few areas that crashes have increased the past couple of years. This may be a result of people using alternate forms of transportation due to the high price of gas and the poor economy. Of the bicyclists involved in crashes in 2009, 99% received some degree of injury. Of all bicyclists involved in crashes in 2009, 19% were between the ages of 4 and 14.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Bicycle Crashes	321	328	321	344	363	5.5%	2.4%
Fatalities	3	2	2	2	7	250.0%	-11.1%
Serious Injuries	42	29	35	50	55	10.0%	10.9%
Visible Injuries	167	180	161	146	157	7.5%	-4.0%
Possible Injuries	106	120	124	143	140	-2.1%	10.6%
Bicyclists in Crashes	327	333	333	352	364	3.4%	2.5%
Bicycle Fatal and Serious Injuries	45	31	37	52	62	19.2%	9.6%
% of All Fatal and Serious Injuries	2.3%	1.6%	2.1%	3.0%	3.8%	27.3%	14.7%
Bicyclists in Crashes Wearing Helmets	56	55	58	58	56	-3.4%	1.2%
% of Bicyclists Wearing Helmets	17.1%	16.5%	17.4%	16.5%	15.4%	-6.6%	-1.2%
Impaired Fatal and Serious Injuries*	3	0	3	3	2	-33.3%	33.3%
% of Bicycle Fatal & Serious Injuries	6.7%	0.0%	8.1%	5.8%	3.2%	-44.1%	22.4%
Bicyclists in Crashes by Age							
0 to 3	1	3	1	3	0	-100.0%	111.1%
4 to 14	109	100	87	74	69	-6.8%	-12.1%
15 to 19	56	70	78	76	76	0.0%	11.3%
20 to 24	38	31	43	52	61	17.3%	13.7%
25 to 34	39	41	43	49	49	0.0%	8.0%
35 to 44	36	26	29	40	36	-10.0%	7.2%
45 to 54	19	33	30	26	30	15.4%	17.1%
55 to 64	13	16	11	17	27	58.8%	15.5%
65 and Older	7	6	5	7	10	42.9%	3.0%
Missing/Unknown Age	9	7	6	8	6	-25.0%	-1.1%

* 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 15% of bicyclists wearing helmets. However, 22% of bicyclists 25 years of age and older involved in crashes were wearing helmets while only 9% of bicyclists under age 25 were wearing helmets.

In 2009, the economic cost of crashes involving bicyclists was \$79.3 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).

Motorcyclists in Crashes

Table 39 shows data for motorcyclists involved in crashes from 2005 to 2009. The number of motorcycle crashes decreased in 2009 by 16%, but motorcycle fatalities increased 17%. Of all motorcyclists involved in crashes in 2009, 87% received some degree of injury. Of all motorcycle crashes, 10% involved impaired motorcyclists, while 24% of fatal motorcycle crashes involved impaired motorcyclists. Just over half (53%) of all motorcycle crashes were single-vehicle crashes and 52% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2009, 52% were over 50 years old.

While Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, 48% of those riders involved in crashes in 2009 were wearing a helmet.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Motorcycle Crashes	549	516	615	678	571	-15.8%	7.8%
Fatalities	26	38	29	29	34	17.2%	7.5%
Serious Injuries	185	149	194	192	182	-5.2%	3.2%
Visible Injuries	224	212	271	281	214	-23.8%	8.7%
Possible Injuries	110	119	123	180	146	-18.9%	19.3%
Motorcyclists in Crashes	625	589	718	773	660	-14.6%	7.9%
Registered Motorcycles*	60,202	51,842	45,752	62,673	54,568	-12.9%	3.8%
Motorcyclists Wearing Helmets	270	286	343	423	318	-24.8%	16.4%
% Motorcyclists Wearing Helmets	43.2%	48.6%	47.8%	54.7%	48.2%	-12.0%	8.4%
Motorcycle Drivers in Crashes by Age							
0 to 14	3	4	6	8	5	-37.5%	38.9%
15 to 20	57	60	60	77	43	-44.2%	11.2%
21 to 24	61	54	62	71	55	-22.5%	6.0%
25 to 34	107	105	124	127	111	-12.6%	6.2%
35 to 44	96	93	118	115	105	-8.7%	7.1%
45 to 54	135	117	135	167	132	-21.0%	8.6%
55 to 64	69	63	100	105	104	-1.0%	18.3%
65 and up	18	24	24	24	29	20.8%	11.1%
Missing/Unknown	6	6	5	6	4	-33.3%	1.1%
* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type							

In 2009, the economic cost of crashes involving motorcyclists was \$284.6 million dollars. This represents 11% of the total cost of Idaho crashes (as shown in Table 4).

Commercial Motor Vehicles in Crashes

Table 40 shows Commercial Motor Vehicle (CMV) crashes for 2005 through 2009. 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 8,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatal Crashes	30	25	28	30	23	-23.3%	0.8%
Injury Crashes	527	502	518	443	348	-21.4%	-5.3%
Total Crashes	1,983	1,710	1,878	1,838	1,355	-26.3%	-2.0%
Commercial VMT (100 millions)	27.3	28.3	29.6	27.4	26.8	-2.2%	0.2%
Fatal Crash Rate	1.1	0.9	0.9	1.1	0.9	-21.6%	1.2%
Injury Crash Rate	19.3	17.7	17.5	16.2	13.0	-19.7%	-5.6%
Total Crash Rate	72.5	60.4	63.5	67.2	50.6	-24.6%	-1.9%

Table 41 presents the location of CMV crashes by severity and roadway type. While 53% of all CMV crashes occurred on rural roadways, 74% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (44%) occurred on local roads, while the largest percentage of fatal CMV crashes (57%) took place on US and State highways.

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Rural	3	13.0%	51	14.7%	122	12.4%	176	13.0%
Urban	1	4.3%	30	8.6%	78	7.9%	109	8.0%
U.S. or State Highway								
Rural	10	43.5%	98	28.2%	196	19.9%	304	22.4%
Urban	3	13.0%	37	10.6%	124	12.6%	164	12.1%
Local								
Rural	4	17.4%	55	15.8%	179	18.2%	238	17.6%
Urban	2	8.7%	77	22.1%	285	29.0%	364	26.9%
Total	23	1.7%	348	25.7%	984	72.6%	1,355	

Table 42 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2005 to 2009.

Table 42 Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2005-2009							
	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Bus							
Fatal Crashes	1	0	0	0	3	100.0%	-33.3%
Injury Crashes	43	31	39	32	31	-3.1%	-6.7%
Property Damage Crashes	94	87	103	122	117	-4.1%	9.8%
Single Unit Truck							
Fatal Crashes	12	10	10	10	8	-20.0%	-5.6%
Injury Crashes	161	173	171	151	126	-16.6%	-1.8%
Property Damage Crashes	425	390	450	432	320	-25.9%	1.0%
Single Unit Truck with Trailer							
Fatal Crashes	1	0	1	2	1	-50.0%	33.3%
Injury Crashes	25	35	41	43	27	-37.2%	20.7%
Property Damage Crashes	76	74	137	120	81	-32.5%	23.4%
Truck Tractor Only (Bobtail)							
Fatal Crashes	1	0	1	0	0	0.0%	-33.3%
Injury Crashes	8	16	10	6	7	16.7%	7.5%
Property Damage Crashes	36	25	21	18	14	-22.2%	-20.3%
Semi with Single-Trailer Configurations							
Fatal Crashes	11	11	16	16	8	-50.0%	15.2%
Injury Crashes	253	212	237	189	142	-24.9%	-8.2%
Property Damage Crashes	696	550	527	592	409	-30.9%	-4.3%
Semi with Double-Trailer Configurations							
Fatal Crashes	4	3	0	2	2	0.0%	-91.7%
Injury Crashes	52	50	32	32	19	-40.6%	-13.3%
Property Damage Crashes	122	88	110	103	59	-42.7%	-3.1%
Semi with Triple-Trailer Configurations							
Fatal Crashes	0	1	1	1	1	0.0%	33.3%
Injury Crashes	1	4	1	2	2	0.0%	108.3%
Property Damage Crashes	6	9	11	10	6	-40.0%	21.0%

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

Table 43
Vehicles in All Crashes by Vehicle Type: 2005-2009

Vehicle Type	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Passenger Cars	23,931	20,062	21,897	19,974	18,462	-7.6%	-5.3%
%	49.0%	48.1%	47.7%	46.9%	47.2%	0.6%	-1.5%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	21,830	18,968	21,010	19,554	18,266	-6.6%	-3.1%
%	44.7%	45.5%	45.8%	45.9%	46.7%	1.7%	0.9%
Medium Trucks*	719	699	828	776	568	-26.8%	3.1%
%	1.5%	1.7%	1.8%	1.8%	1.5%	-20.3%	7.5%
Large Trucks**	1,222	1,004	994	998	693	-30.6%	-6.1%
%	2.5%	2.4%	2.2%	2.3%	1.8%	-24.4%	-1.9%
Buses	141	119	144	156	151	-3.2%	4.6%
%	0.3%	0.3%	0.3%	0.4%	0.4%	5.4%	8.5%
Motorcycles	558	528	640	707	590	-16.5%	8.8%
%	1.1%	1.3%	1.4%	1.7%	1.5%	-9.2%	13.3%
All Other***	393	288	352	440	406	-7.7%	6.8%
%	0.8%	0.7%	0.8%	1.0%	1.0%	0.5%	10.5%
TOTALS	48,794	41,668	45,865	42,605	39,136	-8.1%	-3.9%

*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 44 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2009, there were 4,270 people involved in CMV crashes. Occupants of passenger vehicles combined to comprise 34% of the people involved in CMV crashes. Of the 27 fatalities that occurred in CMV crashes, 67% were occupants of passenger cars, pickups, vans, or other vehicles while 15% were occupants of CMV's.

Table 44					
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2009					
Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	4	13	5	5	27
% of Fatalities	14.8%	48.1%	18.5%	18.5%	0.6%
Serious Injuries	13	20	29	11	73
% of Serious Injuries	17.8%	27.4%	39.7%	15.1%	1.7%
Visible Injuries	57	54	52	6	169
% of Visible Injuries	33.7%	32.0%	30.8%	3.6%	4.0%
Possible Injuries	89	85	85	10	269
% of Possible Injuries	33.1%	31.6%	31.6%	3.7%	6.3%
Non-Injury	2,545	542	574	20	3,681
% of Non- Injury	69.1%	14.7%	15.6%	0.5%	86.2%
Unknown	41	4	3	3	51
% of Unknown	80.4%	7.8%	5.9%	5.9%	1.2%
Column Totals	2,749	718	748	55	4,270
(% OF TOTAL)	64.4%	16.8%	17.5%	1.3%	
<p><i>*SUV is an acronym for Sport Utility Vehicles.</i></p> <p><i>**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.</i></p>					

In 2009, the economic cost of crashes involving commercial motor vehicles was \$219 million dollars. This represents 9% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Work Zone Crashes	197	198	297	279	378	35.5%	14.8%
Fatalities	0	2	2	7	3	-57.1%	116.7%
Serious Injuries	14	21	20	27	13	-51.9%	26.7%
Visible Injuries	27	32	46	54	53	-1.9%	26.6%
Possible Injuries	71	71	68	108	110	1.9%	18.2%
% All Crashes	0.8%	0.8%	1.2%	1.1%	1.6%	47.3%	13.3%
Workers Injured	0	2	3	2	1	-50.0%	72.2%

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

In 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 26% of the crashes in work zones in 2009. While overturn was the predominant most harmful event in single-vehicle crashes in work zones, rear end was the predominant most harmful event for multiple-vehicle crashes in work zones.

Table 46 shows work zone crashes by road type.

Table 46 Work Zone Crashes by Roadway Type: 2009								
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Rural	1	33.3%	3	2.4%	5	2.0%	9	2.4%
Urban	0	0.0%	38	29.9%	91	36.7%	129	34.1%
U.S. or State Highway								
Rural	0	0.0%	35	27.6%	53	21.4%	88	23.3%
Urban	2	66.7%	28	22.0%	41	16.5%	71	18.8%
Local								
Rural	0	0.0%	8	6.3%	14	5.6%	22	5.8%
Urban	0	0.0%	15	11.8%	44	17.7%	59	15.6%
Total	3 0.8%		127 33.6%		248 65.6%		378	

Table 47 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

Table 47 Crashes in Work Zones by Transportation District: 2009				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	1	28	34	63
District 2	0	10	14	24
District 3	2	55	132	189
District 4	0	10	16	26
District 5	0	15	24	39
District 6	0	9	28	37
Statewide	3	127	248	378

In 2009, the economic cost of crashes in work zones was \$34 million dollars. This represents 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 2009

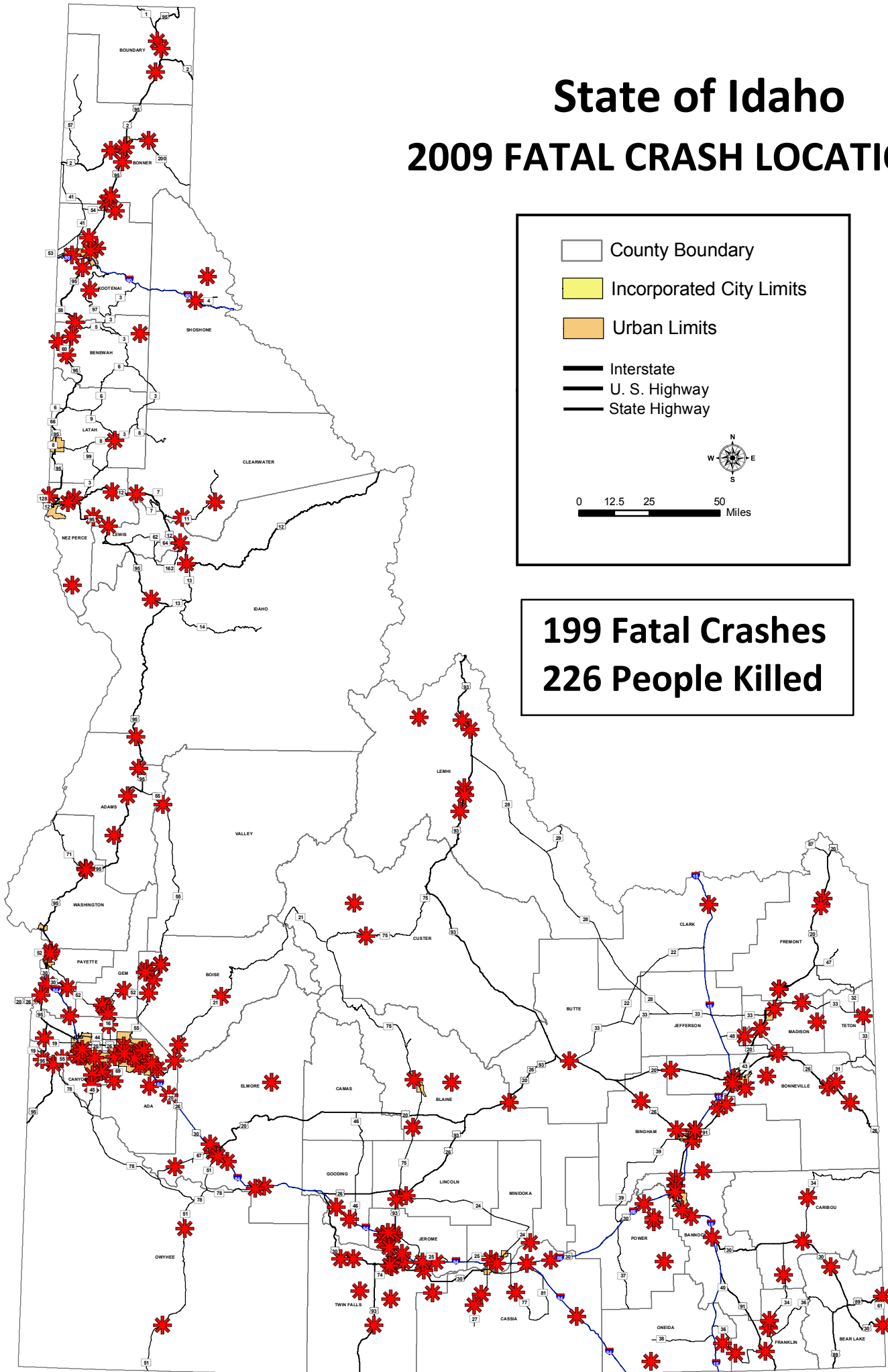
Each spot indicates the location of a fatal crash. The number of fatalities for each transportation district is also given. The maps are intended to give general locations of fatal crashes; the precise location cannot be determined from maps. For precise locations or for the number of crashes on a given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



April 2010

State of Idaho

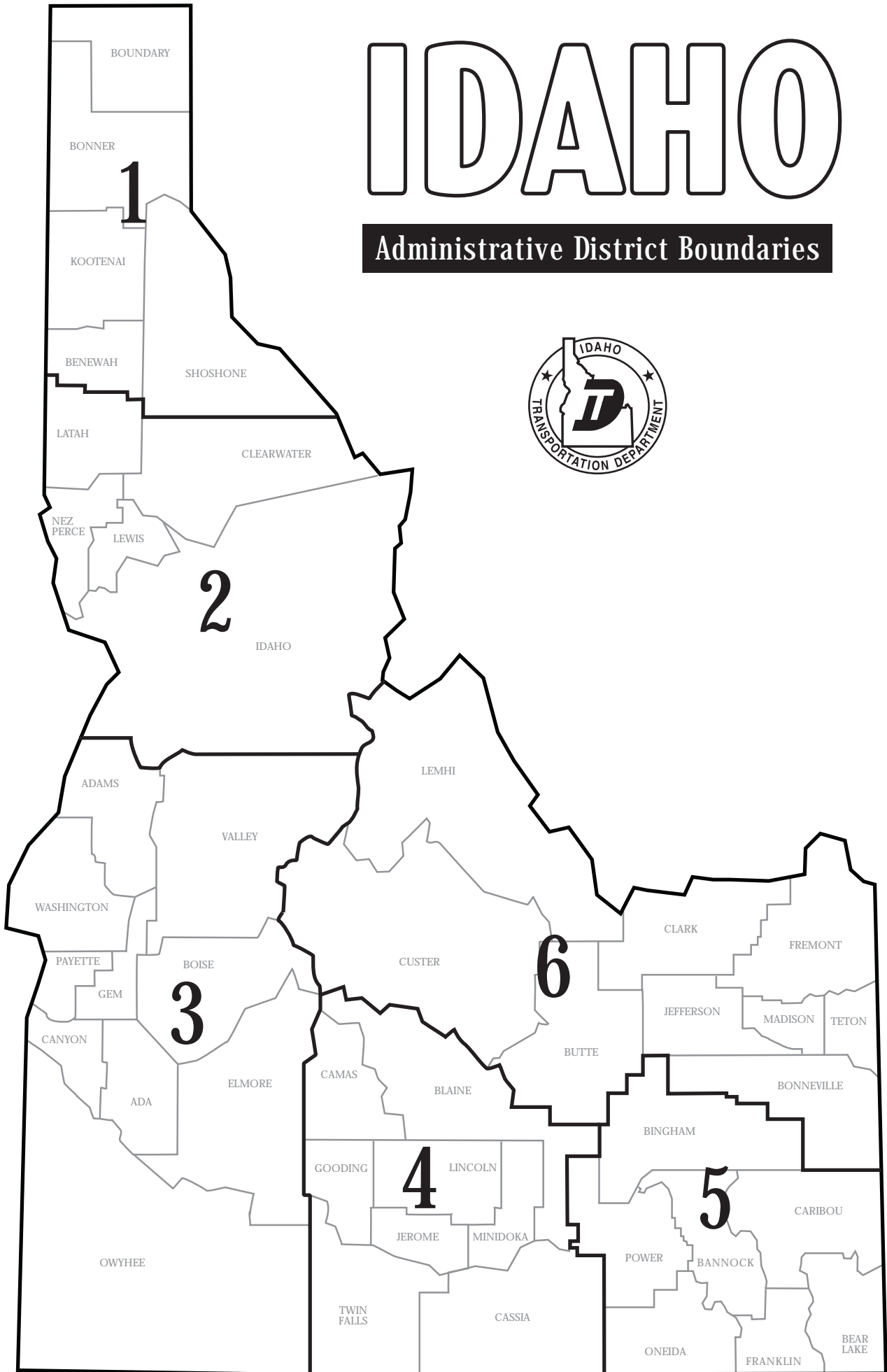
2009 FATAL CRASH LOCATIONS



199 Fatal Crashes
226 People Killed

IDAHO

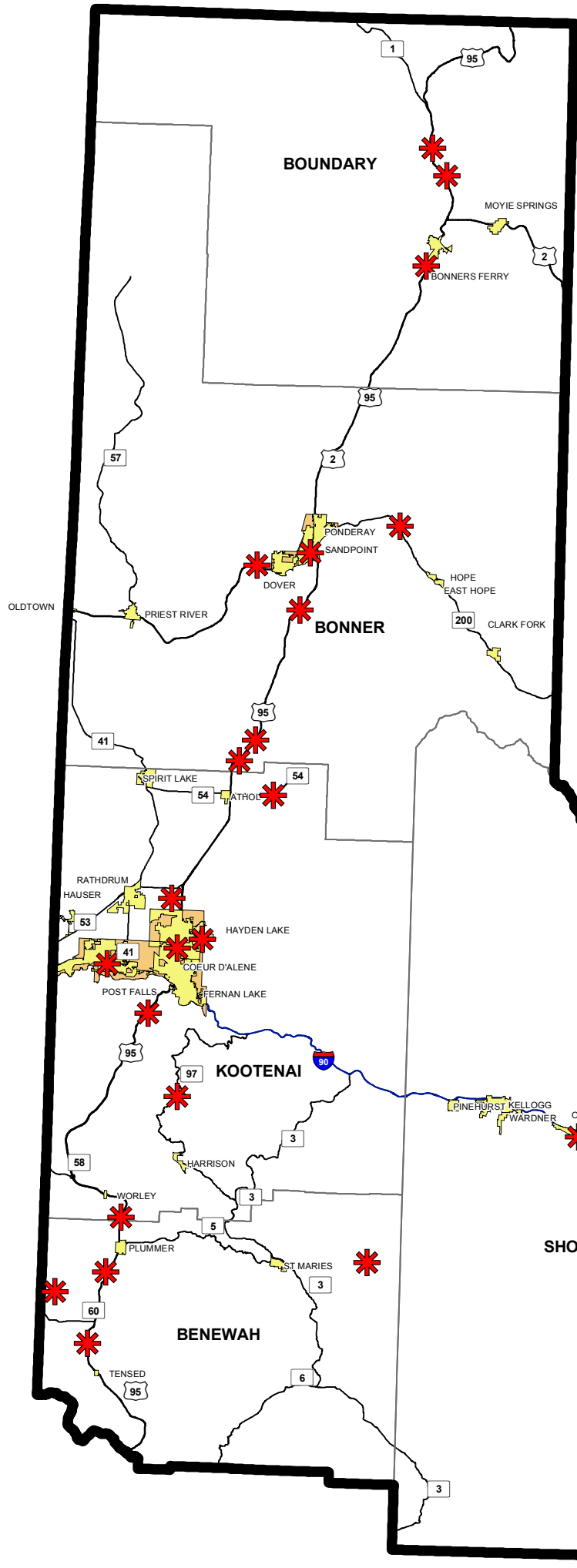
Administrative District Boundaries










State of Idaho

DISTRICT ONE


2009 FATAL CRASH LOCATIONS



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



0 3.75 7.5 15 Miles



23 Fatal Crashes
26 People Killed

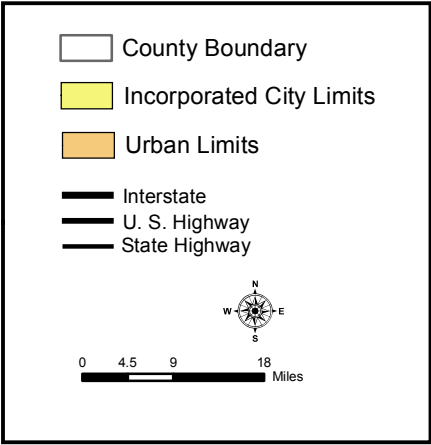
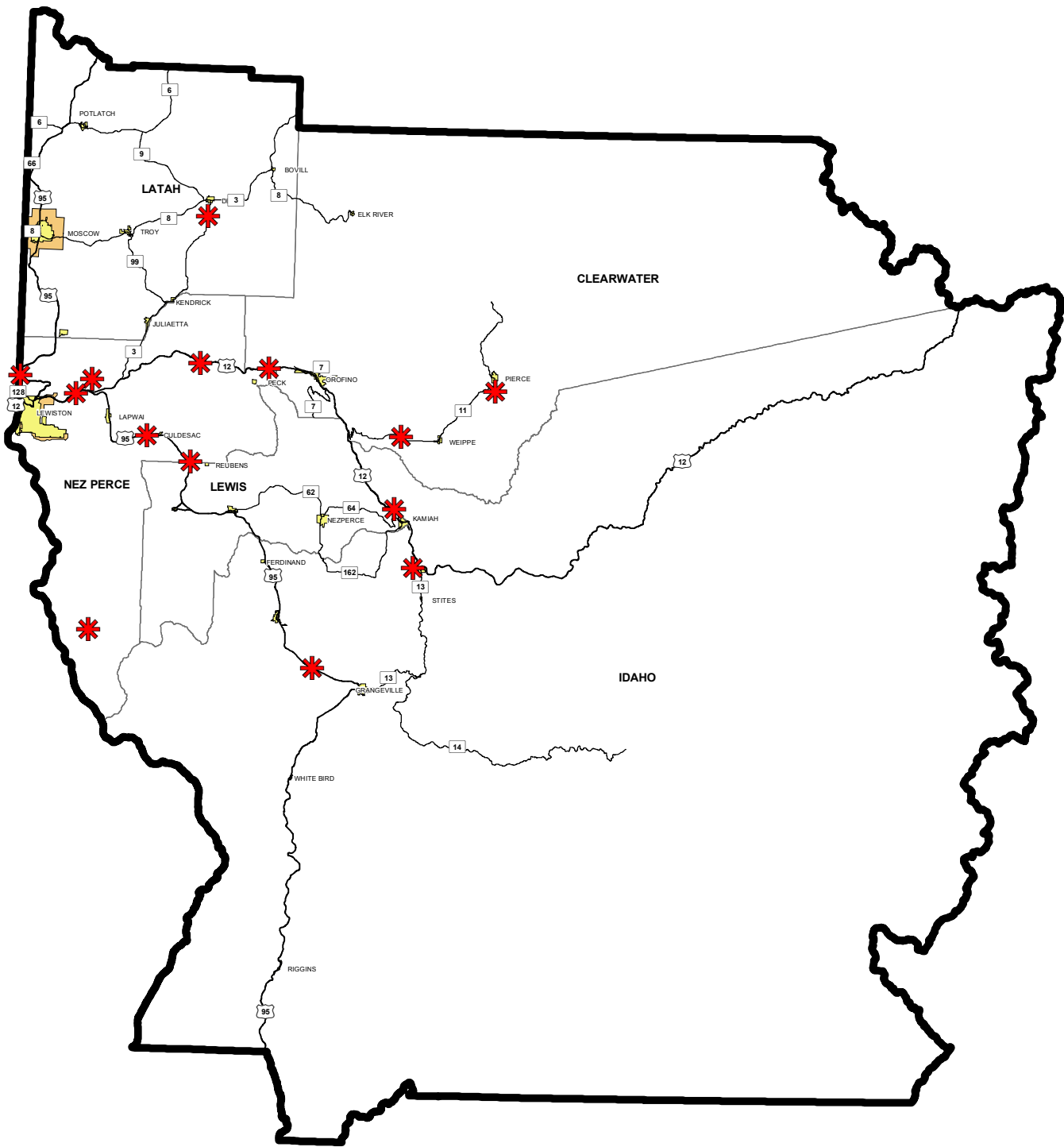


April 2010

State of Idaho

DISTRICT TWO

2009 FATAL CRASH LOCATIONS



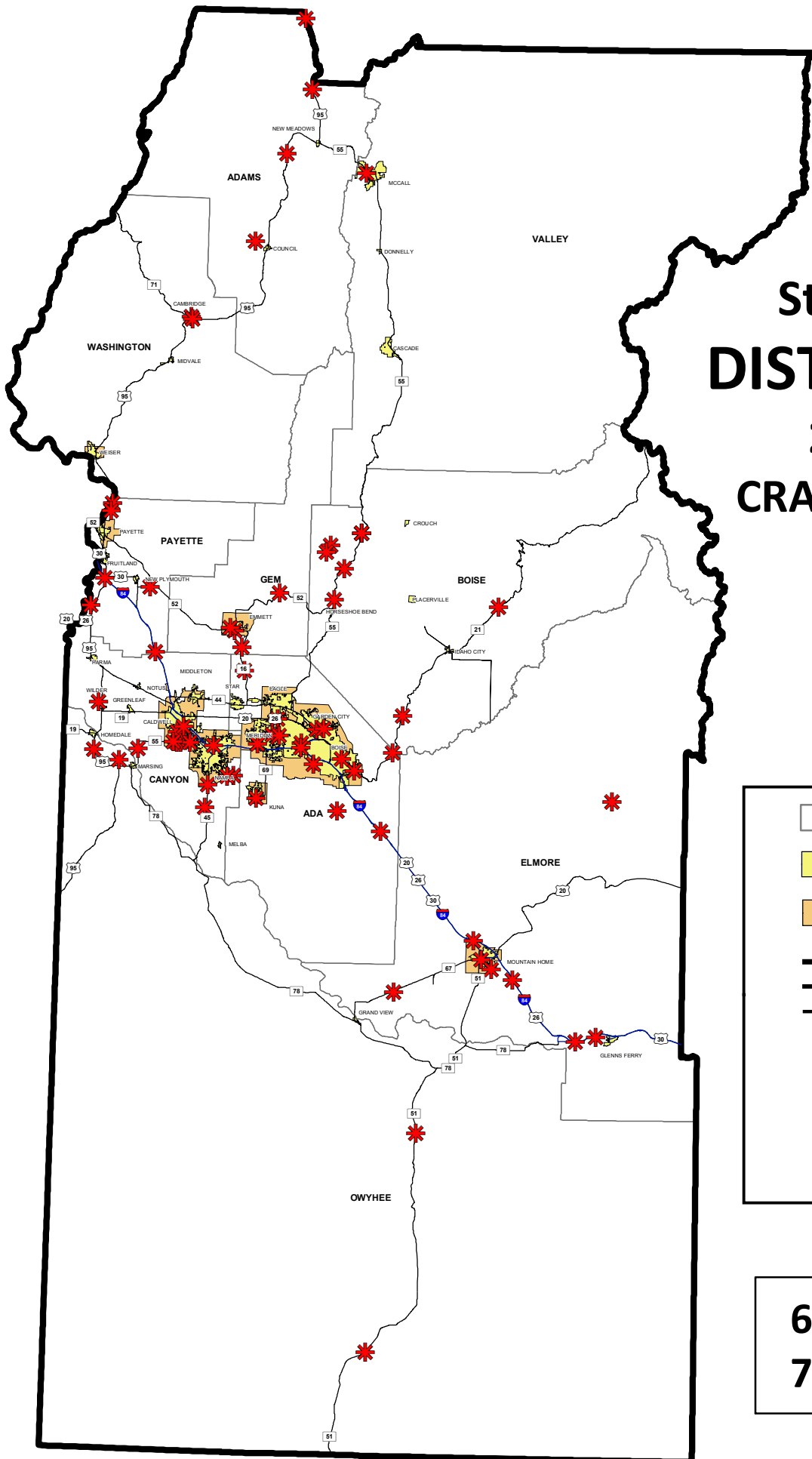
14 Fatal Crashes
19 People Killed





April 2010

State of Idaho DISTRICT THREE 2009 FATAL CRASH LOCATIONS



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

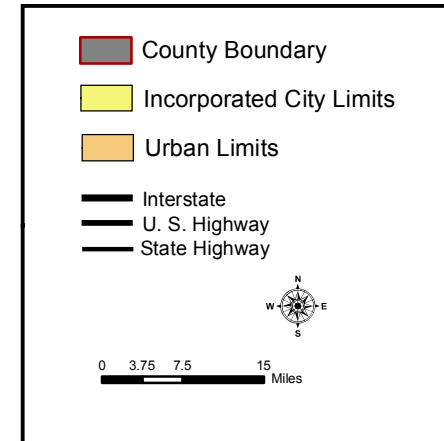
0 4.5 9 18 Miles

**66 Fatal Crashes
75 People Killed**

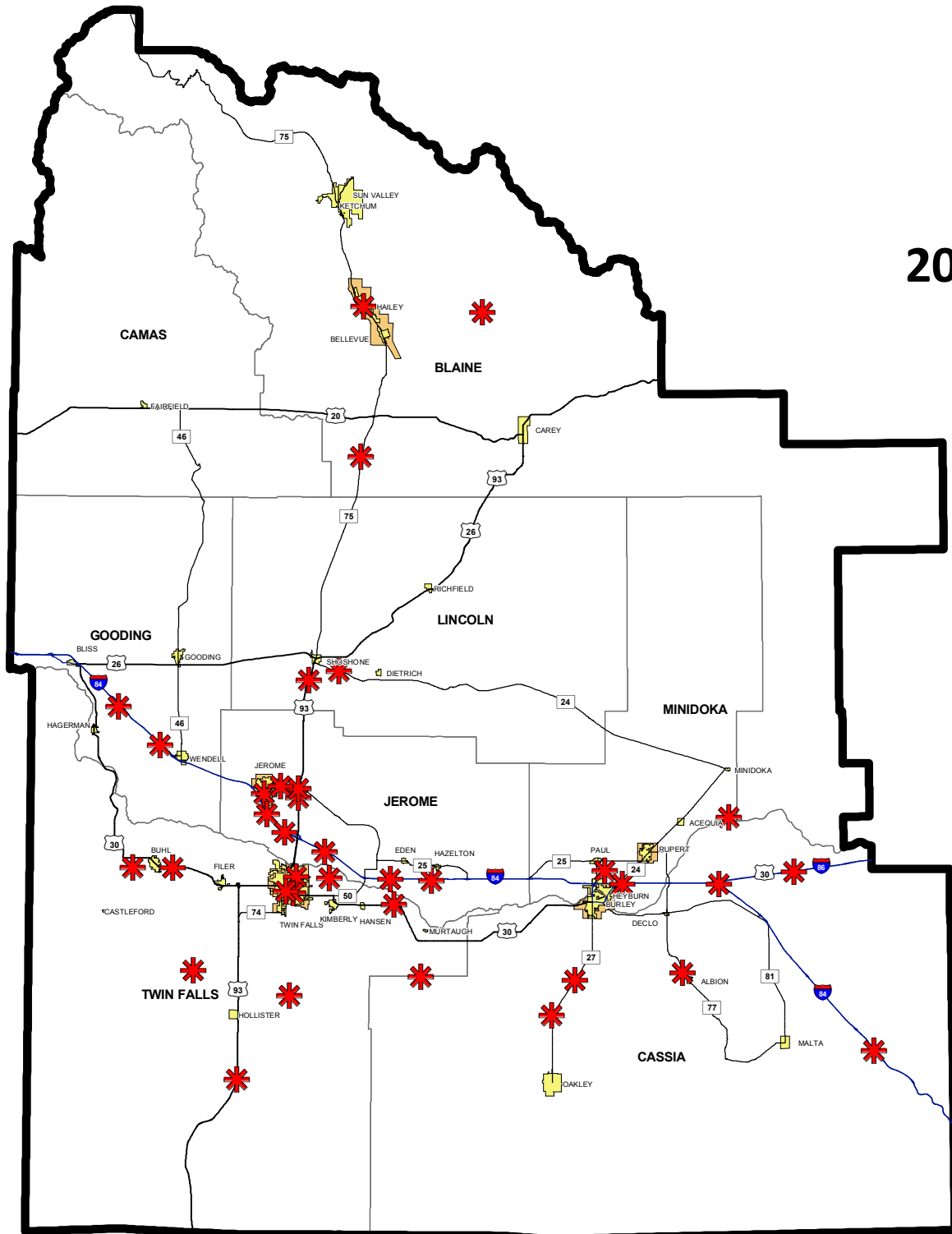
State of Idaho

DISTRICT FOUR

2009 FATAL CRASH LOCATIONS



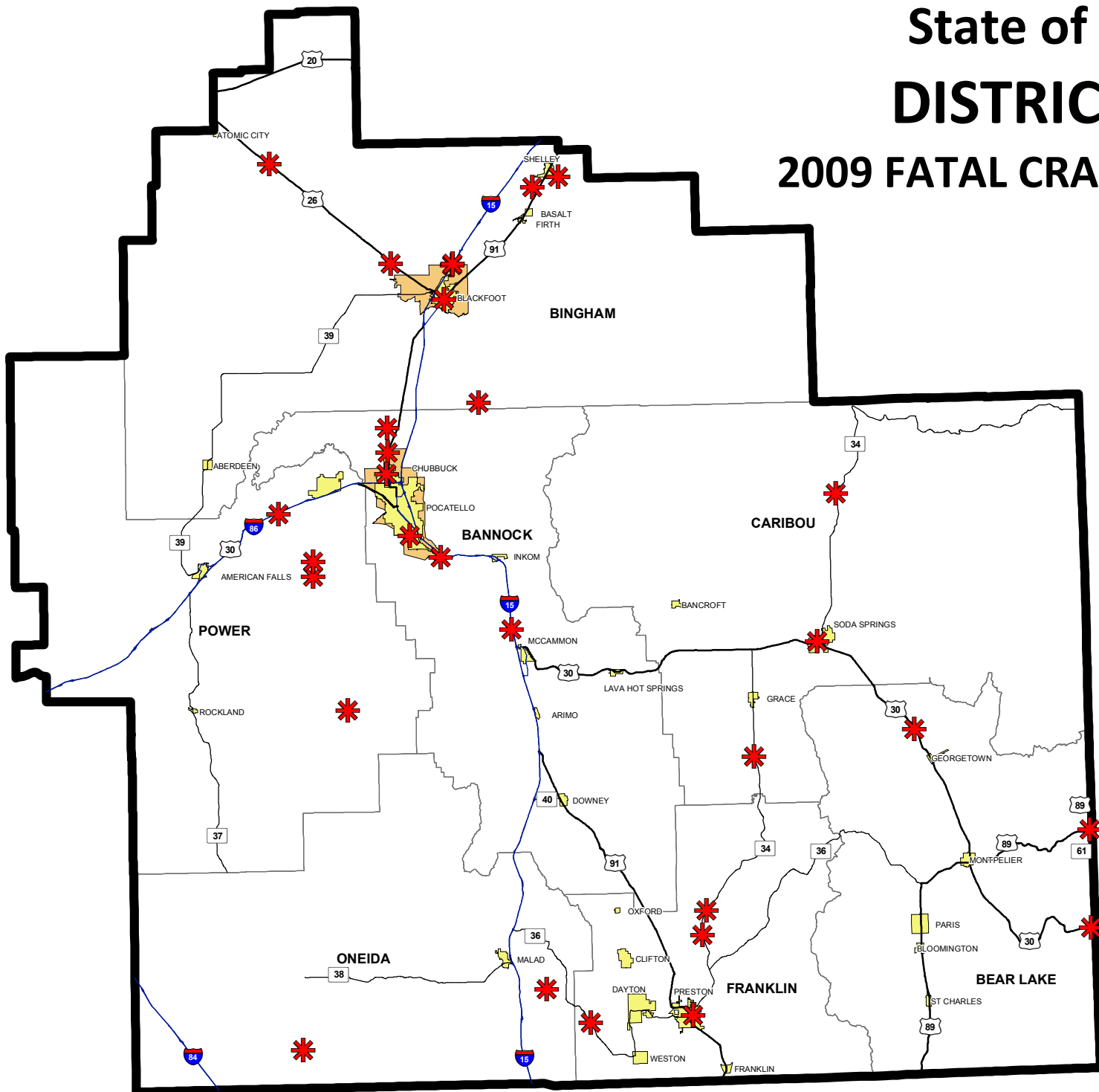
36 Fatal Crashes
42 People Killed



State of Idaho

DISTRICT FIVE

2009 FATAL CRASH LOCATIONS



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

30 Fatal Crashes
34 People Killed






April 2010

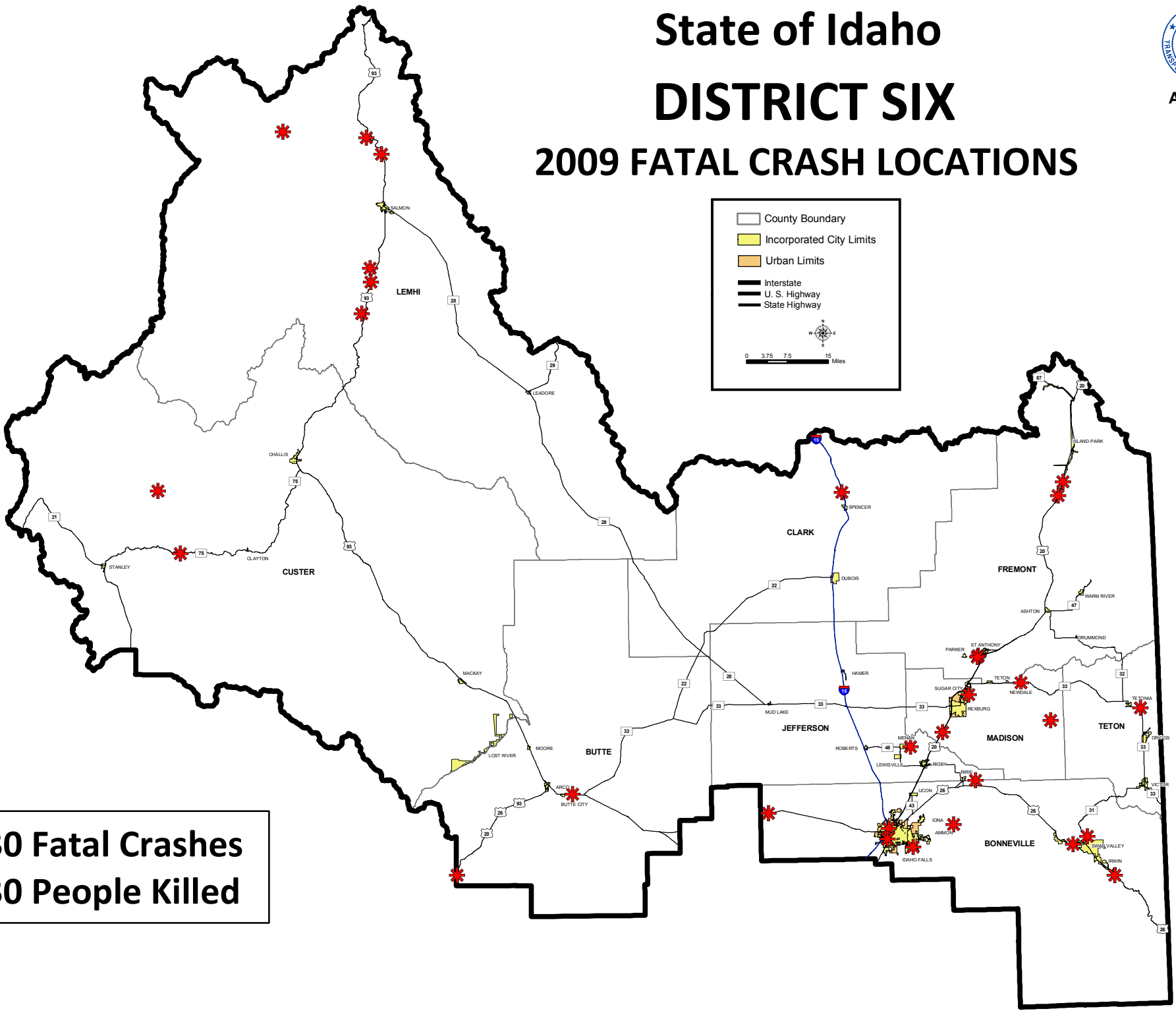
State of Idaho

DISTRICT SIX

2009 FATAL CRASH LOCATIONS

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


 0 3.75 7.5 15 Miles



30 Fatal Crashes
30 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2009

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.



April 2010

State of Idaho

2009 Wild Animal Crash Locations

Legend

□ Counties

■ Urban Limits

ReportQueryDetailGrid\$ Events

○ <all other values>

Severity

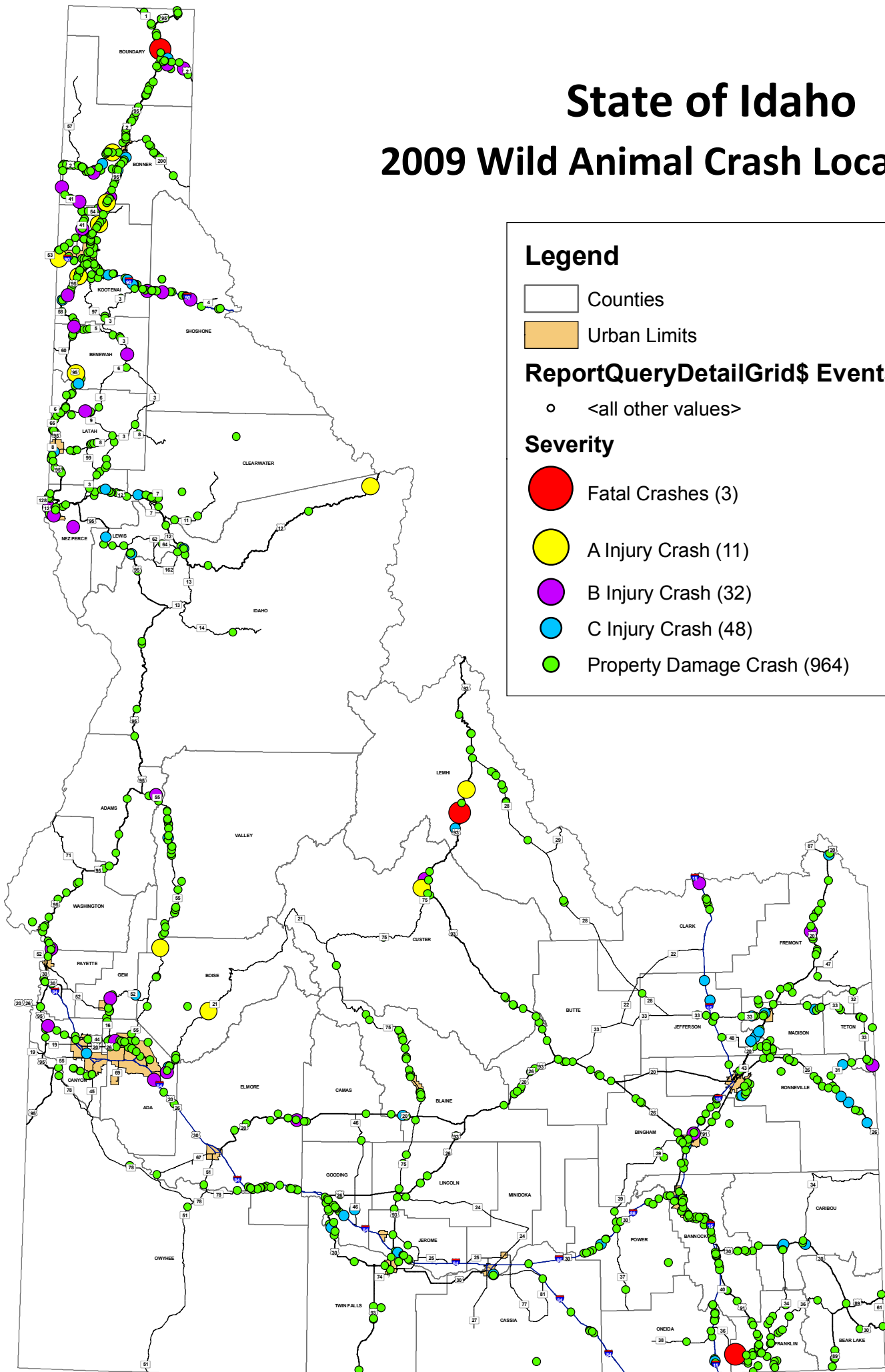
● Fatal Crashes (3)

● A Injury Crash (11)

● B Injury Crash (32)

● C Injury Crash (48)

● Property Damage Crash (964)



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: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

I-15	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	9	10	7	6	5	37
Fatalities	11	11	8	6	5	41
Total Crashes	582	501	522	579	483	2,667
Average Daily Traffic	9,990	10,130	10,550	10,020	10,700	51,390
Fatal Crash Rate	1.26	1.38	0.93	0.84	0.65	1.01
Total Crash Rate	81.43	69.13	69.16	80.77	63.10	72.54

I-84	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	23	21	29	23	16	112
Fatalities	25	23	35	28	18	129
Total Crashes	1,265	1,103	1,319	1,198	1,112	5,997
Average Daily Traffic	19,420	20,080	20,580	18,970	19,740	98,790
Fatal Crash Rate	1.18	1.04	1.40	1.21	0.81	1.13
Total Crash Rate	64.74	54.60	63.70	62.77	55.99	60.34

I-86	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	2	4	2	2	1	11
Fatalities	2	4	2	2	1	11
Total Crashes	151	127	97	144	125	644
Average Daily Traffic	7,950	8,050	8,140	7,860	8,170	40,170
Fatal Crash Rate	1.10	2.17	1.07	1.11	0.53	1.19
Total Crash Rate	82.80	68.77	51.95	79.86	66.69	69.89

I-90	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	2	1	4	6	2	15
Fatalities	3	1	6	7	3	20
Total Crashes	345	401	435	412	305	1,898
Average Daily Traffic	17,760	18,080	18,208	17,138	17,532	88,718
Fatal Crash Rate	0.42	0.21	0.82	1.30	0.42	0.63
Total Crash Rate	72.08	82.29	88.64	89.14	64.51	79.36

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

I-184	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	0	1	1	2
Fatalities	0	0	0	1	1	2
Total Crashes	32	47	39	53	38	209
Average Daily Traffic	52,940	54,620	57,450	54,620	55,480	275,110
Fatal Crash Rate	0.00	0.00	0.00	1.39	1.36	0.55
Total Crash Rate	45.75	65.12	51.38	73.44	51.84	57.50

US 2	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	1	1	2	1	6
Fatalities	1	1	1	2	1	6
Total Crashes	96	94	69	88	86	433
Average Daily Traffic	4,318	4,315	4,629	4,379	4,512	22,153
Fatal Crash Rate	1.43	1.43	1.33	2.82	1.37	1.67
Total Crash Rate	137.35	134.58	92.09	124.15	117.74	120.75

US 12	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	9	3	2	5	3	22
Fatalities	10	4	2	7	4	27
Total Crashes	223	186	184	128	150	871
Average Daily Traffic	2,029	2,007	1,998	1,878	1,929	9,841
Fatal Crash Rate	7.20	2.43	1.62	4.32	2.52	3.63
Total Crash Rate	178.39	150.44	149.49	110.67	126.25	143.68

US 20	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	5	10	7	7	6	35
Fatalities	6	10	8	7	6	37
Total Crashes	1,034	931	948	883	761	4,557
Average Daily Traffic	5,790	5,836	5,748	5,783	5,971	29,127
Fatal Crash Rate	0.76	1.51	1.04	1.07	0.89	1.05
Total Crash Rate	157.65	140.83	140.32	134.79	112.53	137.10

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

US 26	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	2	2	3	3	4	14
Fatalities	3	3	3	3	4	16
Total Crashes	196	171	208	226	191	992
Average Daily Traffic	3,071	3,154	3,295	3,185	3,209	15,914
Fatal Crash Rate	1.39	1.35	1.94	2.01	2.65	1.87
Total Crash Rate	135.90	115.45	134.42	151.08	126.74	132.73

US 30	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	4	5	1	7	3	20
Fatalities	5	5	1	7	3	21
Total Crashes	308	255	285	278	278	1,404
Average Daily Traffic	3,816	3,626	3,722	3,654	3,617	18,434
Fatal Crash Rate	1.49	1.96	0.38	2.72	1.18	1.54
Total Crash Rate	114.77	99.99	108.89	108.19	109.29	108.30

US 89	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	0	0	2	1	4
Fatalities	1	0	0	2	4	7
Total Crashes	33	35	29	43	37	177
Average Daily Traffic	1,640	1,659	1,815	1,724	1,598	8,435
Fatal Crash Rate	3.82	0.00	0.00	7.26	3.92	2.97
Total Crash Rate	125.99	132.09	100.05	156.18	144.92	131.36

US 91	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	5	2	2	0	2	11
Fatalities	6	2	3	0	2	13
Total Crashes	300	204	300	291	300	1,395
Average Daily Traffic	4,173	4,178	4,454	4,400	4,528	21,734
Fatal Crash Rate	3.91	1.56	1.43	0.00	1.41	1.63
Total Crash Rate	234.79	159.47	214.35	210.49	210.87	206.31

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

US 93	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	13	8	6	7	8	42
Fatalities	17	8	9	7	8	49
Total Crashes	419	401	333	330	353	1,836
Average Daily Traffic	2,102	2,015	2,133	2,098	2,103	10,452
Fatal Crash Rate	3.99	2.56	1.82	2.15	2.46	2.59
Total Crash Rate	128.69	128.50	100.80	101.56	108.37	113.43

US 95	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	20	11	14	17	24	86
Fatalities	23	12	15	19	31	100
Total Crashes	1,330	1,161	1,270	1,167	1,117	6,045
Average Daily Traffic	4,641	4,717	4,961	4,641	4,740	23,699
Fatal Crash Rate	2.32	1.21	1.44	1.86	2.57	1.87
Total Crash Rate	154.08	127.22	130.90	127.87	119.83	131.68

SH 3	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	1	1	2	1	6
Fatalities	1	1	1	2	1	6
Total Crashes	99	95	100	78	91	463
Average Daily Traffic	1,510	1,503	1,550	1,482	1,482	7,528
Fatal Crash Rate	1.68	1.69	1.64	3.43	1.72	2.02
Total Crash Rate	165.90	160.25	164.12	133.90	156.22	156.21

SH 6	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	1	2	0	0	4
Fatalities	1	1	2	0	0	4
Total Crashes	23	28	27	19	33	130
Average Daily Traffic	1,125	1,125	1,125	1,125	1,125	5,626
Fatal Crash Rate	6.17	6.17	12.34	0.00	0.00	4.93
Total Crash Rate	141.87	172.71	166.54	117.19	203.55	160.37

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 8	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	1	1	0	2
Fatalities	0	0	1	1	0	2
Total Crashes	127	93	136	123	97	576
Average Daily Traffic	2,778	2,856	2,619	2,599	2,631	13,483
Fatal Crash Rate	0.00	0.00	1.97	1.98	0.00	1.04
Total Crash Rate	661.48	468.64	267.51	243.84	189.94	300.95

SH 11	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	1	0	0	1	2
Fatalities	0	1	0	0	1	2
Total Crashes	24	14	31	20	14	103
Average Daily Traffic	990	990	990	800	790	4,560
Fatal Crash Rate	0.00	6.51	0.00	0.00	8.15	2.82
Total Crash Rate	156.13	91.08	201.67	161.01	114.13	145.47

SH 13	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	1	2	0	3
Fatalities	0	0	1	2	0	3
Total Crashes	20	20	28	16	11	95
Average Daily Traffic	1,490	1,510	1,540	1,510	1,270	7,320
Fatal Crash Rate	0.00	0.00	6.74	13.75	0.00	4.25
Total Crash Rate	139.35	137.51	188.76	110.00	89.92	134.73

SH 14	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	1	1	0	0	3
Fatalities	1	1	1	0	0	3
Total Crashes	8	6	8	3	4	29
Average Daily Traffic	510	460	460	460	470	2,360
Fatal Crash Rate	10.85	12.03	12.03	0.00	0.00	7.03
Total Crash Rate	86.79	72.17	96.23	36.09	47.09	67.99

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 16	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	0	1	0	2	4
Fatalities	1	0	1	0	2	4
Total Crashes	37	39	42	32	40	190
Average Daily Traffic	8,300	8,590	8,530	8,250	7,860	41,530
Fatal Crash Rate	2.37	0.00	2.31	0.00	5.01	1.89
Total Crash Rate	87.69	89.31	96.86	76.30	100.11	90.00

SH 19	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	2	1	0	3
Fatalities	0	0	2	1	0	3
Total Crashes	33	40	43	39	34	189
Average Daily Traffic	4,749	5,363	5,571	5,544	5,378	26,606
Fatal Crash Rate	0.00	0.00	6.10	3.07	0.00	1.92
Total Crash Rate	118.14	126.80	131.22	119.59	107.48	120.77

SH 21	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	1	5	1	3	11
Fatalities	1	1	5	1	3	11
Total Crashes	89	72	77	77	71	386
Average Daily Traffic	1,154	1,156	1,138	1,094	1,118	5,659
Fatal Crash Rate	1.88	1.88	9.54	1.99	5.83	4.22
Total Crash Rate	167.45	135.23	146.94	152.85	137.92	148.09

SH 22	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	1	0	0	0	1
Fatalities	0	1	0	0	0	1
Total Crashes	5	2	4	6	5	22
Average Daily Traffic	260	250	340	320	310	1,480
Fatal Crash Rate	0.00	24.94	0.00	0.00	0.00	4.21
Total Crash Rate	119.92	49.89	73.36	116.92	100.58	92.69

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 24	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	2	1	0	2	1	6
Fatalities	2	1	0	2	1	6
Total Crashes	43	37	43	40	28	191
Average Daily Traffic	1,476	1,423	1,448	1,360	1,392	7,099
Fatal Crash Rate	5.52	2.87	0.00	6.00	2.93	3.45
Total Crash Rate	118.78	106.04	121.03	119.94	81.98	109.69

SH 25	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	0	2	0	0	3
Fatalities	1	0	2	0	0	3
Total Crashes	63	48	48	59	39	257
Average Daily Traffic	2,113	2,139	2,139	2,086	2,035	10,512
Fatal Crash Rate	2.62	0.00	5.17	0.00	0.00	1.58
Total Crash Rate	164.78	124.05	124.02	156.37	105.93	135.14

SH 27	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	2	0	0	2	5
Fatalities	1	2	0	0	2	5
Total Crashes	49	49	76	55	51	280
Average Daily Traffic	2,547	2,547	2,952	2,916	2,842	13,805
Fatal Crash Rate	4.43	8.87	0.00	0.00	7.95	4.09
Total Crash Rate	217.21	217.21	290.73	212.99	202.63	229.04

SH 28	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	2	0	1	0	3
Fatalities	0	2	0	2	0	4
Total Crashes	27	32	34	48	42	183
Average Daily Traffic	800	780	780	670	700	3,730
Fatal Crash Rate	0.00	5.83	0.00	3.39	0.00	1.83
Total Crash Rate	76.74	93.28	99.11	162.89	136.42	111.55

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 33	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	2	3	1	1	2	9
Fatalities	2	3	1	1	2	9
Total Crashes	277	266	287	251	179	1,260
Average Daily Traffic	2,281	2,334	2,524	2,558	2,538	12,234
Fatal Crash Rate	1.72	2.52	0.78	0.77	1.54	1.44
Total Crash Rate	237.79	223.18	222.63	192.11	138.08	201.64

SH 34	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	1	1	1	5	8
Fatalities	0	2	1	1	5	9
Total Crashes	41	54	66	46	58	265
Average Daily Traffic	918	923	977	414	922	4,155
Fatal Crash Rate	0.00	3.01	2.84	6.71	15.06	5.35
Total Crash Rate	123.92	162.37	187.42	308.65	174.72	177.07

SH 36	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	2	1	1	4
Fatalities	0	0	2	1	1	4
Total Crashes	53	38	50	38	39	218
Average Daily Traffic	649	639	670	670	614	3,243
Fatal Crash Rate	0.00	0.00	12.20	6.10	6.65	5.04
Total Crash Rate	333.59	243.02	305.00	231.80	259.48	274.76

SH 37	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	3	0	1	0	4
Fatalities	0	3	0	1	0	4
Total Crashes	9	9	3	4	5	30
Average Daily Traffic	360	360	400	400	400	1,920
Fatal Crash Rate	0.00	73.10	0.00	21.93	0.00	18.28
Total Crash Rate	219.31	219.31	65.79	87.72	109.66	137.07

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 39	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	2	2	1	0	6
Fatalities	1	2	2	1	0	6
Total Crashes	90	54	67	52	74	337
Average Daily Traffic	2,532	2,523	2,461	2,336	2,310	12,162
Fatal Crash Rate	2.08	4.18	4.28	2.24	0.00	2.59
Total Crash Rate	187.25	112.77	143.35	116.52	167.66	145.60

SH 41	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	3	1	0	4
Fatalities	0	0	4	1	0	5
Total Crashes	162	179	146	135	153	775
Average Daily Traffic	5,920	5,928	6,415	6,308	6,617	31,189
Fatal Crash Rate	0.00	0.00	3.27	1.11	0.00	0.90
Total Crash Rate	191.52	211.33	159.27	149.76	161.81	173.90

SH 44	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	2	3	0	1	0	6
Fatalities	2	5	0	1	0	8
Total Crashes	287	253	285	217	216	1,258
Average Daily Traffic	14,324	15,027	15,158	15,143	15,318	74,969
Fatal Crash Rate	1.65	2.36	0.00	0.78	0.00	0.95
Total Crash Rate	237.23	199.40	222.80	169.80	167.09	198.79

SH 45	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	1	2	0	1	4
Fatalities	0	1	2	0	1	4
Total Crashes	170	148	147	133	131	729
Average Daily Traffic	6,416	6,643	7,519	7,220	7,519	35,317
Fatal Crash Rate	0.00	2.28	4.04	0.00	2.02	1.72
Total Crash Rate	402.09	338.09	296.66	279.52	264.37	313.23

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 46	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	1	0	0	1
Fatalities	0	0	1	0	0	1
Total Crashes	50	31	32	34	29	176
Average Daily Traffic	2,152	2,112	2,112	2,112	2,347	10,836
Fatal Crash Rate	0.00	0.00	3.01	0.00	0.00	0.59
Total Crash Rate	147.86	93.39	96.40	102.43	78.63	103.36

SH 48	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	0	2	1	0	4
Fatalities	1	0	3	1	0	5
Total Crashes	46	27	36	32	27	168
Average Daily Traffic	1,960	2,090	2,090	2,080	2,270	10,490
Fatal Crash Rate	5.73	0.00	10.74	5.40	0.00	4.28
Total Crash Rate	263.43	145.00	193.34	172.68	133.50	179.76

SH 51	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	3	3	1	1	2	10
Fatalities	3	4	1	1	3	12
Total Crashes	77	63	45	43	71	299
Average Daily Traffic	825	822	814	781	821	4,064
Fatal Crash Rate	10.95	10.94	3.64	3.79	7.21	7.33
Total Crash Rate	281.03	229.78	163.58	162.83	255.82	219.07

SH 52	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	2	2	2	1	3	10
Fatalities	2	2	6	1	4	15
Total Crashes	84	61	55	77	53	330
Average Daily Traffic	2,130	2,180	2,300	2,240	2,150	11,000
Fatal Crash Rate	4.75	4.64	4.40	2.26	7.06	4.60
Total Crash Rate	199.62	141.64	121.04	174.00	124.78	151.85

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 53	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	1	0	0	0	1
Fatalities	0	2	0	0	0	2
Total Crashes	59	57	45	54	50	265
Average Daily Traffic	6,925	6,925	7,970	7,766	7,859	37,446
Fatal Crash Rate	0.00	2.82	0.00	0.00	0.00	0.52
Total Crash Rate	166.24	160.61	110.18	135.69	124.14	138.10

SH 54	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	0	0	0	1	2
Fatalities	2	0	0	0	1	3
Total Crashes	25	22	20	23	16	106
Average Daily Traffic	2,520	2,600	2,830	2,790	2,740	13,480
Fatal Crash Rate	7.01	0.00	0.00	0.00	6.48	2.63
Total Crash Rate	175.24	149.47	124.84	146.28	103.62	139.16

SH 55	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	10	7	3	9	9	38
Fatalities	14	9	4	10	9	46
Total Crashes	790	728	765	662	641	3,586
Average Daily Traffic	6,466	7,016	7,114	6,599	6,363	33,558
Fatal Crash Rate	3.16	2.04	0.86	2.76	2.86	2.30
Total Crash Rate	249.35	211.71	218.36	202.79	203.64	217.04

SH 57	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	2	0	0	0	2
Fatalities	0	2	0	0	0	2
Total Crashes	30	33	14	17	17	111
Average Daily Traffic	1,370	1,380	1,380	1,150	1,400	6,680
Fatal Crash Rate	0.00	10.67	0.00	0.00	0.00	2.20
Total Crash Rate	161.14	175.97	74.66	108.78	89.36	122.28

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 67	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	1	0	0	1	2
Fatalities	0	1	0	0	1	2
Total Crashes	19	16	19	30	24	108
Average Daily Traffic	4,419	4,419	4,419	3,237	3,237	19,729
Fatal Crash Rate	0.00	2.62	0.00	0.00	3.57	1.17
Total Crash Rate	49.75	41.90	49.75	107.24	85.79	63.34

SH 69	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	2	3	1	0	7
Fatalities	1	2	3	1	0	7
Total Crashes	102	117	89	67	65	440
Average Daily Traffic	14,358	16,463	16,581	15,300	17,133	79,835
Fatal Crash Rate	2.37	4.13	6.14	2.24	0.00	2.99
Total Crash Rate	241.24	241.33	182.27	149.93	129.89	187.78

SH 71	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	0	1	0	1
Fatalities	0	0	0	1	0	1
Total Crashes	7	6	5	6	6	30
Average Daily Traffic	410	350	350	350	360	1,820
Fatal Crash Rate	0.00	0.00	0.00	27.25	0.00	5.24
Total Crash Rate	162.81	163.48	136.23	163.48	158.94	157.19

SH 75	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	5	4	5	4	3	21
Fatalities	7	4	5	5	5	26
Total Crashes	160	175	198	197	127	857
Average Daily Traffic	3,030	3,110	3,120	2,740	2,690	14,690
Fatal Crash Rate	2.65	2.06	2.57	2.34	1.79	2.29
Total Crash Rate	84.77	90.33	101.88	115.42	75.79	93.65

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 77	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	0	0	1	1
Fatalities	0	0	0	0	1	1
Total Crashes	22	23	18	12	21	96
Average Daily Traffic	760	740	830	840	850	4,020
Fatal Crash Rate	0.00	0.00	0.00	0.00	10.51	2.22
Total Crash Rate	258.53	277.59	193.69	127.59	220.65	213.28

SH 78	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	1	2	1	0	4
Fatalities	0	1	2	1	0	4
Total Crashes	36	34	42	34	29	175
Average Daily Traffic	746	725	776	784	850	3,880
Fatal Crash Rate	0.00	4.11	7.68	3.80	0.00	3.07
Total Crash Rate	143.73	139.73	161.22	129.27	101.69	134.36

SH 81	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Crashes	21	21	25	28	27	122
Average Daily Traffic	1,230	1,230	1,420	1,400	1,310	6,590
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	137.66	137.66	141.96	161.26	166.19	149.27

SH 97	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	1	0	0	0	1	2
Fatalities	1	0	0	0	1	2
Total Crashes	32	22	31	25	28	138
Average Daily Traffic	800	930	1,100	1,100	1,030	4,960
Fatal Crash Rate	9.57	0.00	0.00	0.00	7.44	3.09
Total Crash Rate	306.11	181.19	215.86	174.20	208.36	213.17

Crash Information for Selected Routes on the State Highway System: 2005-2009
Rates are per 100 Million Vehicle Miles Traveled

SH 162	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	0	1	0	0	1
Fatalities	0	0	1	0	0	1
Total Crashes	11	10	8	9	9	47
Average Daily Traffic	779	779	740	769	1,015	4,082
Fatal Crash Rate	0.00	0.00	15.88	0.00	0.00	2.88
Total Crash Rate	165.84	150.77	127.07	137.44	104.12	135.24

SH 200	2005	2006	2007	2008	2009	2005-2009 Totals
Fatal Crashes	0	2	1	2	1	6
Fatalities	0	2	2	2	1	7
Total Crashes	52	56	46	62	62	278
Average Daily Traffic	3,350	3,350	3,470	3,110	3,220	16,500
Fatal Crash Rate	0.00	4.90	2.37	5.28	2.55	2.98
Total Crash Rate	127.41	137.21	108.81	163.64	158.05	138.30

State Highway Information by Roadway Classification and Speed Limit: 2009

Road Classification	Speed Limit	Miles of Roadway	# of Automatic Traffic Recorders	Vehicle Miles Travelled	Average Speed	% 5 MPH Over Limit	% 10 MPH Over Limit	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Crash Rate per 100 million AVMT	Injury Crash Rate per 100 million AVMT	Total Crash Rate per 100 million AVMT
Urban Interstate	55	3.62	0	73,303,680				1	8	38	1.36	10.91	51.84
	65	44.73	7	821,090,568	63.6	12.2	2.2	1	164	554	0.12	19.97	67.47
	70	10.93	2	192,561,590	68.4	11.8	1.3	1	28	60	0.52	14.54	31.16
	75	30.79	2	203,915,280	68.9	8.2	0.9	4	50	150	1.96	24.52	73.56
Urban Interstate Total		90.07	11	1,290,871,118				7	250	802	0.54	19.37	62.13
Rural Interstate	55	4.09	0	9,400,356				0	1	13	0.00	10.64	138.29
	60	5.36	1	14,131,413	62.9	45.1	20.3	0	0	9	0.00	0.00	63.69
	65	22.20	0	97,701,339				0	23	95	0.00	23.54	97.24
	75	490.05	21	2,074,576,123	72.7	13.8	2.1	18	426	1,162	0.87	20.53	56.01
Rural Interstate Total		521.70	22	2,195,809,231				18	450	1,279	0.82	20.49	58.25
Non-Interstate	25	84.47	0	144,152,542				2	154	515	1.39	106.83	357.26
	30	2.71	0	5,727,580				0	7	31	0.00	122.22	541.24
	35	231.10	0	638,921,517				3	636	1,829	0.47	99.54	286.26
	40	15.40	0	15,987,117				0	15	39	0.00	93.83	243.95
	45	333.15	4	552,165,795	47.6	32.4	9.3	9	364	869	1.63	65.92	157.38
	50	157.34	3	89,234,846	51.9	39.1	12.5	2	101	254	2.24	113.18	284.64
	55	1,153.74	26	1,263,569,410	54.8	17.0	3.4	33	575	1,483	2.61	45.51	117.37
	60	446.79	16	526,925,483	58.1	15.4	2.9	7	192	575	1.33	36.44	109.12
65	1,878.62	39	1,540,779,745	63.0	12.9	2.3	9	364	869	0.58	23.62	56.40	
Non-Interstate Total		4,303.32	88	4,777,464,035				65	2,408	6,464	1.36	50.40	135.30
Grand Total		4,915.09	121	8,264,144,384				90	3,108	8,545	1.09	37.61	103.40

APPENDIX D: Five-Year Crash History

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

Table D-1							
	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatal Crashes	243	239	212	212	199	-6.1%	-4.3%
Injury Crashes	9,810	9,536	8,227	8,227	7,861	-4.4%	-5.5%
Total Crashes	28,238	24,225	25,002	25,002	22,992	-8.0%	-3.7%
Total Persons - Fatal & Injury Crashes	27,731	26,763	26,189	22,702	22,468	-1.0%	-6.3%
Drivers	17,131	16,628	16,142	14,060	13,573	-3.5%	-6.3%
Passengers	9,526	9,173	8,911	7,686	7,857	2.2%	-6.8%
Total Fatalities	275	267	232	232	226	-2.6%	-5.3%
Fatality Rate per 100 Million AVMT	1.8	1.7	1.5	1.5	1.5	-3.5%	-6.0%
Total Injuries	14,436	13,950	11,995	11,995	11,393	-5.0%	-5.8%
Injury Rate per 100 Million AVMT	96.4	91.4	78.5	78.5	73.8	-5.9%	-6.4%
Impaired Drivers - Fatal/Injury Crashes	1,077	1,081	1,037	937	863	-7.9%	-4.4%
% of All Drivers-Fatal/Injury Crashes	6.3%	6.5%	6.4%	6.7%	6.4%	-4.6%	2.0%
Alcohol/Drug Test Given - Fatal/Injury Crashes	721	783	780	746	706	-5.4%	1.3%
% of Impaired Drivers Given Test - F&I Crashes	66.9%	72.4%	75.2%	79.6%	81.8%	2.8%	6.0%

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

Table D-2							
	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Total Vehicles - Fatal/Injury Crashes	17,933	17,422	16,941	14,854	14,335	-3.5%	-6.0%
Passenger Cars - Fatal/Injury Crashes	8,661	8,308	7,752	6,794	6,522	-4.0%	-7.7%
% of Vehicles	48.3%	47.7%	45.8%	45.7%	45.5%	-0.5%	-1.8%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Crashes	7,487	7,379	7,332	6,211	6,206	-0.1%	-5.8%
% of Vehicles	41.7%	42.4%	43.3%	41.8%	43.3%	3.5%	0.1%
Commercial Motor Vehicles - Fatal/Injury Crashes	601	564	579	504	387	-23.2%	-5.5%
% of Vehicles	3.4%	3.2%	3.4%	3.4%	2.7%	-20.4%	0.5%
Motorcycles - Fatal/Injury Crashes	507	477	565	641	528	-17.6%	8.7%
% of Vehicles	2.8%	2.7%	3.3%	4.3%	3.7%	-14.6%	16.0%
Bicycles - Fatal/Injury Crashes	318	332	322	338	359	6.2%	2.1%
% of Vehicles	1.8%	1.9%	1.9%	2.3%	2.5%	10.1%	9.0%
Pedestrians - Fatal/Injury Crashes	216	236	258	230	211	-8.3%	2.6%
% of Vehicles	1.2%	1.4%	1.5%	1.5%	1.5%	-4.9%	8.9%
All Terrain Vehicles - Fatal/Injury Crashes	57	65	50	59	62	5.1%	3.0%
% of Vehicles	0.3%	0.4%	0.3%	0.4%	0.4%	8.9%	10.4%
Motor Homes - Fatal/Injury Crashes	19	11	15	13	9	-30.8%	-6.4%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-28.3%	-0.4%
Farm Equipment - Fatal/Injury Crashes	13	13	22	18	17	-5.6%	17.0%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-2.1%	23.4%
Trains - Fatal/Injury Crashes	10	9	9	7	5	-28.6%	-10.7%
% of Vehicles	0.1%	0.1%	0.1%	0.0%	0.0%	-26.0%	-5.3%

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

Table D-3							
	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Roadside Obstacles- Fatal/Injury Crashes	1,918	1,839	1,870	1,635	1,581	-3.3%	-5.0%
% of Crashes	19.6%	18.8%	22.2%	19.4%	19.6%	1.2%	0.4%
Roadway Defects- Fatal/Injury Crashes	240	225	213	203	209	3.0%	-5.4%
% of Crashes	2.5%	2.3%	2.5%	2.4%	2.6%	7.8%	-0.4%
Vehicle Defects- Fatal/Injury Crashes	197	192	175	171	167	-2.3%	-4.6%
% of Vehicles	1.1%	1.1%	1.2%	1.2%	1.2%	1.2%	0.7%
Self-Reported Restraint Use*- Fatal/Injury Crashes	20,020	19,525	18,642	15,914	15,732	-1.1%	-7.2%
% Usage	85.1%	85.0%	84.4%	84.3%	83.9%	-0.5%	-0.3%
Self-Reported Child Restraint Use**							
Fatal/Injury Crashes	1,054	1,114	1,090	995	1,032	3.7%	-1.7%
% Usage	67.7%	76.1%	75.5%	80.2%	77.4%	-3.6%	5.9%
Helmet Use- Fatal/Injury Crashes	243	264	310	386	291	-24.6%	16.9%
% of Motorcycle Operators	42.3%	48.8%	48.1%	54.4%	48.7%	-10.5%	9.1%
Emergency Medical Service Response to Fatal/Injury Crashes	6,550	6,519	6,471	5,826	5,570	-4.4%	-3.7%
% of Fatal & Injury Crashes	67.0%	66.7%	76.7%	69.0%	69.1%	0.1%	1.5%

* All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.
** All persons 0-6 years old (0-3 before 2005) in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.

APPENDIX E: 25 Year History

Fatalities & Fatality Rate

