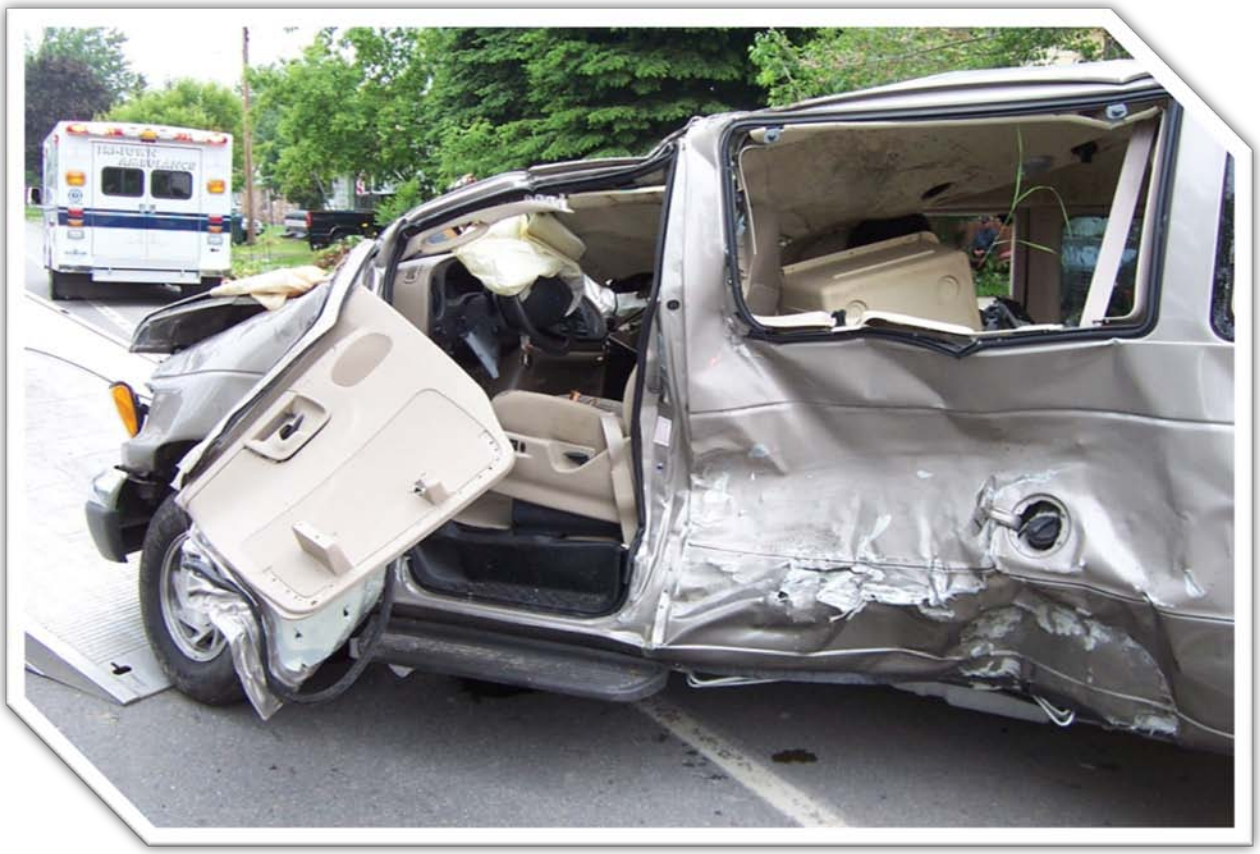
Idaho Traffic Crashes

2008



Idaho Transportation Department
Office of Highway Operations and Safety

IDAHO TRAFFIC CRASHES

2008

Prepared by the Idaho Office of Highway Operations and Safety

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Introduction

Idaho Traffic Crashes 2008 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. Information regarding crashes on the State Highway System is available in Appendix B. A five-year fatal and injury crash history is contained in three tables in Appendix C. A twenty-five year history of fatalities and the fatality rate per 100 million annual vehicle miles traveled is provided in Appendix D.

Idaho Traffic Crashes 2008 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 2008*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

In this annual document, *Idaho Traffic Crashes 2008*, the Idaho Transportation Department, Office of Highway Safety presents descriptive statistics about reportable traffic crashes.

A summary of findings for 2008 are listed below:

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.52 in 2008, down from 1.59 in 2007.

- The number of motor vehicle crashes decreased by 5.5 percent to 25,002 in 2008.

- The number of fatalities resulting from motor vehicle crashes decreased from 252 in 2007 to 232 in 2008, an 8 percent decrease. The number of fatal crashes only decreased from 218 in 2007 to 212 in 2008. There were fewer fatal crashes resulting in multiple fatalities in 2008.

- The decreases in crashes and fatalities could be attributed to the increase in the price of gas. We saw consistent decreases for July through September, while gas was around $4.00 gallon. This is also evidenced by the fact that the only consistent increases were with motorcycle crashes and bicycle crashes, alternate forms of transportation utilized because of the price of gas.

- Just over 41 percent of the motor vehicle fatalities were the result of impaired driving. Of the 96 persons killed in impaired driving crashes, 94 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 decreased slightly to 77 percent in 2008. While the observed rate was 77 percent, only 33 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 53 lives may have been saved. There were 105 unbelted passenger motor vehicle occupants killed in 2008.

- Aggressive driving was a contributing factor in 54 percent of the motor vehicle crashes and 100 people were killed in aggressive driving crashes in 2008.

- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2008, youthful drivers were 2.8 times as likely as all other drivers to be involved in a fatal and injury crash. There were 39 people killed in crashes involving youthful drivers.

- There were 11 pedestrians and 2 bicyclists killed in motor vehicle crashes in 2008.

- There were 29 motorcyclists killed in motor vehicle crashes in 2008. Just under half (48 percent) of fatal motorcycle crashes involved just the motorcycle, while just over half (55 percent) of all motorcycle crashes involved just the motorcycle.

- Fatal crashes involving commercial motor vehicles increased by 7 percent in 2008 and the number of injury crashes involving commercial motor vehicles decreased by 14 percent. There were 36 people killed and 680 people injured in commercial motor vehicle crashes.

SECTION I

GENERAL CRASH INFORMATION

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2004 through 2008. 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 2008 decreased by 5.5% from 2007. Fatal crashes decreased by 2.8% and injury crashes decreased by 10.9%. Total fatalities decreased 7.9% from the previous year, while the number of injuries decreased by 11.8%. The number of property damage crashes increased by 2.6%.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Total Crashes	28,332	28,238	24,225	26,452	25,002	-5.5%	-1.8%
Fatal Crashes	240	243	239	218	212	-2.8%	-3.1%
Persons Killed (Fatalities)	260	275	267	252	232	-7.9%	-0.9%
Injury Crashes	9,843	9,810	9,536	9,234	8,227	-10.9%	-2.1%
Persons Injured	14,734	14,436	13,950	13,594	11,995	-11.8%	-2.6%
Property-Damage-Only Crashes (>$1,500 after 2005)	18,249	18,185	14,450	17,000	16,563	-2.6%	-1.1%
Idaho Population (thousands)	1,393	1,429	1,466	1,499	1,524	1.6%	2.5%
Licensed Drivers (thousands)	948	983	1,008	1,028	1,038	1.1%	3.1%
Vehicle Miles of Travel (millions)	14,825	14,969	15,259	15,837	15,281	-3.5%	2.2%
Urban VMT (millions)	5,705	5,980	6,188	6,467	6,359	-1.7%	4.3%
Rural VMT (miilions)	9,120	8,988	9,072	9,371	8,922	-4.8%	0.9%
Registered Vehicles (thousands)	1,386	1,421	1,436	1,594	1,453	-8.9%	4.9%

While there were 20 fewer people killed in 2008 than in 2007, there were only 6 fewer fatal crashes. This means there were fewer fatal crashes in 2008 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 2008, the number of licensed drivers increased by 1.1%, the population grew by 1.6%, and the number of registered motor vehicles decreased by 8.9%.

The statewide AVMT decreased by 3.5% in 2008. Commercial vehicles accounted for 18% of the statewide AVMT in 2008.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2004-2008.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatality Rate	1.75	1.84	1.75	1.59	1.52	-4.6%	-3.0%
Injury Rate	99.39	96.44	91.42	85.84	78.49	-8.6%	-4.8%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2008 U.S. injury rates were not available at the time of publication

Figure 1
Traffic Fatality Rates per 100 Million Annual Vehicle Miles of Travel
For Idaho and the U.S.: 1999-2008

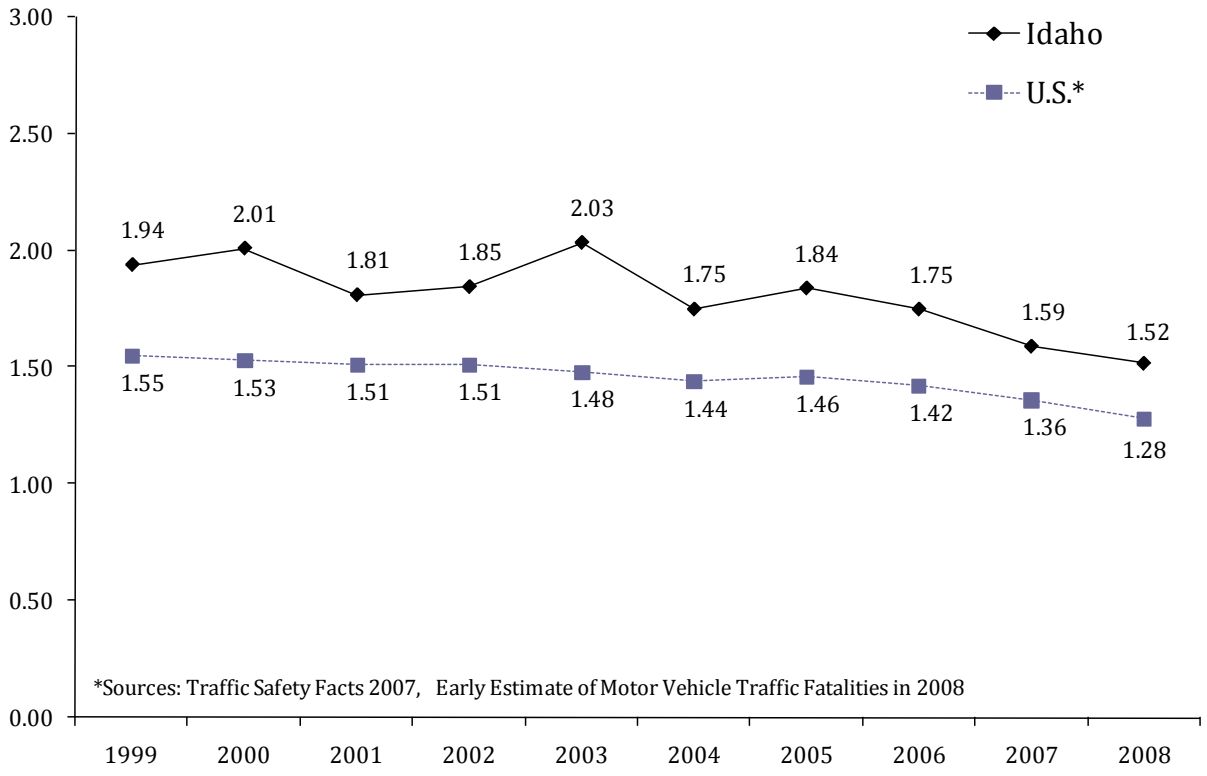
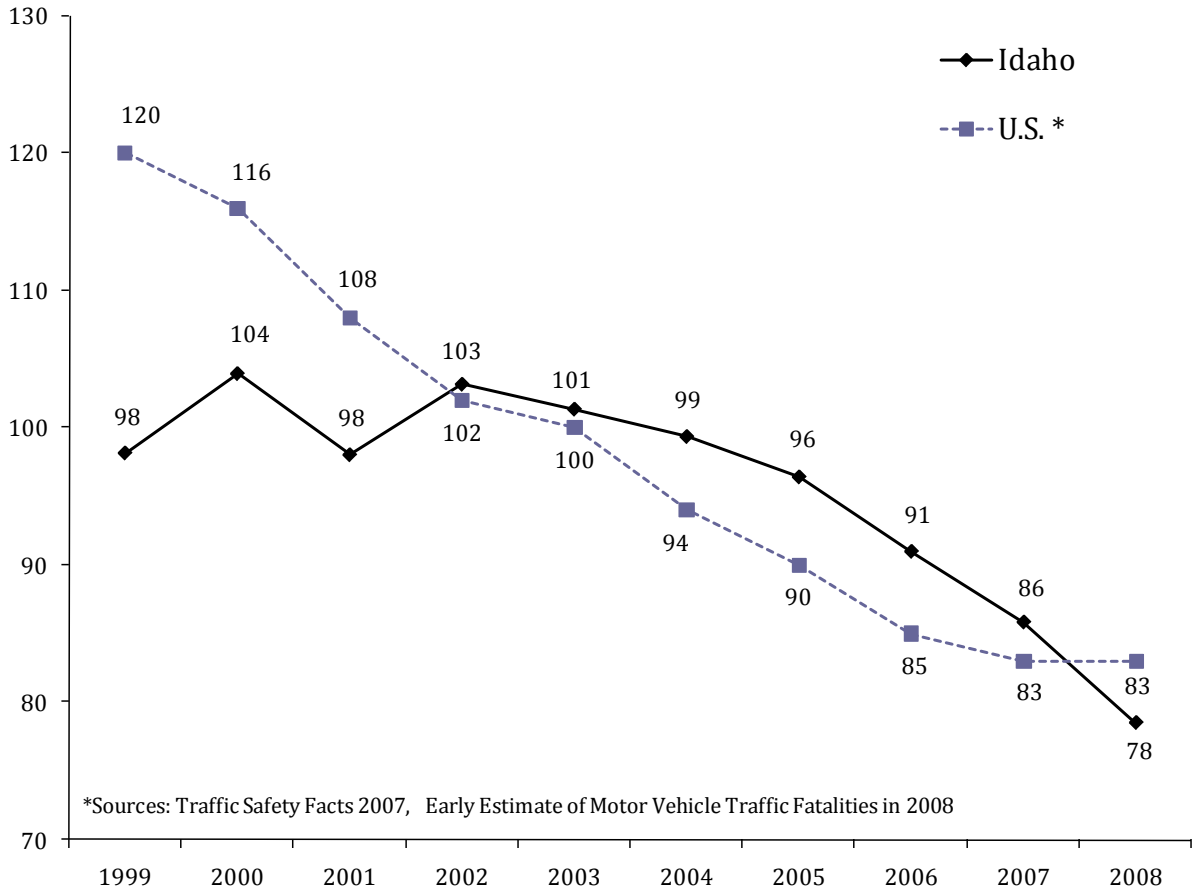


Figure 2

Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1999-2008



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 2004 through 2008. The number of fatalities decreased to 232 in 2008.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatalities	260	275	267	252	232	-7.9%	-0.9%
Serious Injuries	1,667	1,812	1,689	1,806	1,503	-16.8%	2.9%
Visible Injuries	4,526	4,318	4,287	4,049	3,396	-16.1%	-3.6%
Possible Injuries	8,541	8,306	7,974	7,739	7,096	-8.3%	-3.2%
No Injuries	56,884	55,638	46,325	52,932	48,865	-7.7%	-1.6%
Unknown / Missing	808	932	696	797	775	-2.8%	1.5%
Total Persons in Crashes	72,686	71,281	61,238	67,575	61,867	-8.4%	-1.9%

In 2008, there were 6.5 serious injuries for every person killed in motor vehicle crashes. There was 1 person killed every 38 hours and 1 person seriously injured every 44 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2008. 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 2008 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2008 was nearly $2.6 billion.

Table 4
Economic Cost of Idaho Crashes: 2008 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	232	$5,926,150	$1,374,866,822
Serious Injuries	1,503	$295,127	$443,576,259
Visible Injuries	3,396	$82,664	$280,725,254
Possible Injuries	7,096	$54,794	$388,820,809
Property Damage Only	16,563	$6,344	$105,070,069
Total Estimate of Economic Cost			**$2,593,059,214**

The cost of traffic crashes in 2008 amounts to $1,700 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 Component[2]

	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 2.5 times as likely to result in a fatality as multiple-vehicle crashes were in 2008. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Table 6
Crashes and Injuries by Number of Vehicles Involved: 2008

	Single Vehicle		Multiple Vehicles	
Type of Crash	**Crashes**	**Injuries**	**Crashes**	**Injuries**
Fatal	119	128	93	104
Serious Injury	539	649	653	854
Visible Injury	991	1,303	1,498	2,093
Possible Injury	1,274	1,783	3,272	5,313
Property Damage	5,593		10,970	
Total	**8,516**	**3,863**	**16,486**	**8,364**

In 2008, single-vehicle crashes represented only 34% of all crashes, yet accounted for 56% of all fatal crashes. Of the 119 fatal single-vehicle crashes, 105 (88%) occurred on rural roadways.

Of the 93 multiple-vehicle fatal crashes, 11 involved a pedestrian, 2 involved a bicyclist, 1 involved a train, and 1 involved a riding lawn mower. Only 37% of all fatal crashes involved two or more motor vehicles. Of the 93 fatal multiple-vehicle crashes, 58 (or 62%) 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 9% 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 about 1 out of 5 crashes for both single and multiple vehicle crashes. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to almost 1 out of every 5 multiple vehicle crashes.

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

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2008

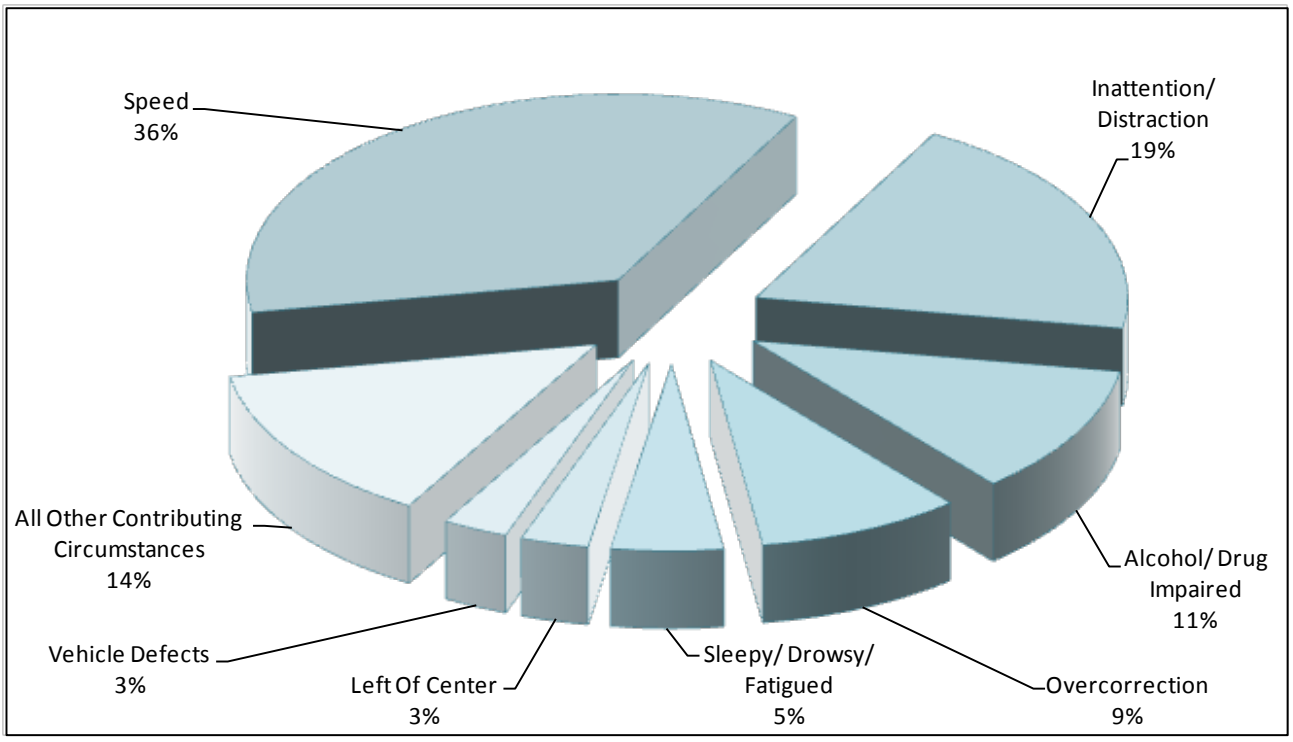


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2008

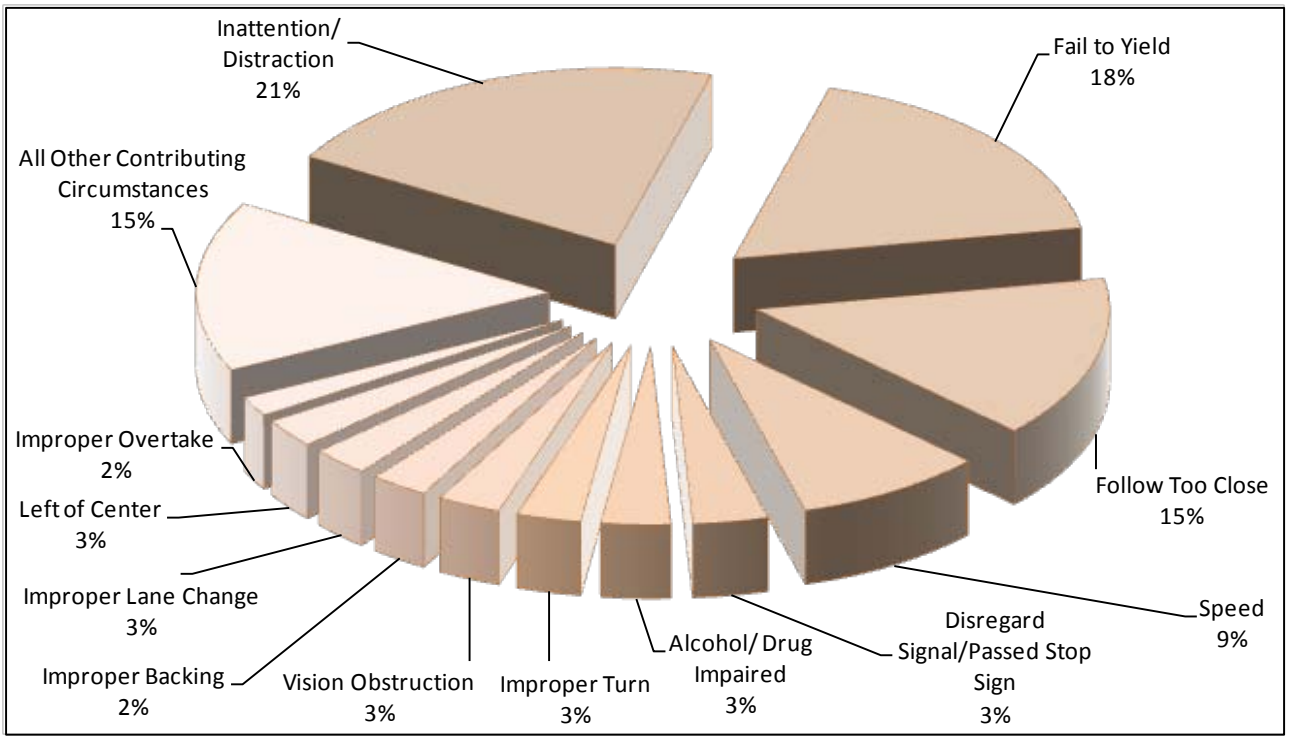


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2008

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (72.3%)	Head On (26.6%)
Tree (6.7%)	Angle (12.3%)
Embankment (2.5%)	Side Swiped Opposite (11.8%)
Immersion (2.5%)	Pedestrian (11.3%)
Utility Pole / Light Support (2.5%)	Angle - Turning (6.9%)
Fence (1.7%)	Head On - Turning (6.9%)
Fire (1.7%)	Rear End (6.9%)
Guardrail Face (1.7%)	Overturn (2.5%)
Wild Animal (1.7%)	Parked Vehicle (2.0%)
Bridge Pier/Parapet End (0.8%)	Bicyclist (2.0%)
Curb (0.8%)	Side Swiped - Same Direction (2.0%)
Domestic Animal (0.8%)	Fire (1.5%)
Guardrail End (0.8%)	Other (1.0%)
Other Object - Fixed (0.8%)	Same Direction - Turning (1.0%)
Other Non-Collision (0.8%)	Train (1.0%)
Other Object - Not Fixed (0.8%)	Utility Pole / Light Support (1.0%)
Overpass (0.8%)	Wild Animal (1.0%)
	Building Wall (0.5%)
	Immersion (0.5%)
	Rear-end Turning (0.5%)
	Seperation of Units (0.5%)
	Tree (0.5%)

*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 2008, there were 203 units involved in the 93 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 59% of the single vehicle fatalities and 32% of all fatalities in 2008.

Of the 75 people killed in single-vehicle rollovers, 15 (or 20%) were wearing seat belts or in a child safety seat. Of the 60 people who were killed in single-vehicle rollovers and not wearing a seat belt, 53 (or 88%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks[3].

Crashes and Injuries by Month

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

Table 8
Severity of Crashes and Type of Injury by Month: 2008

	Crashes			Injuries			
	Fatal	Injury	Total	Fatal	Serious	Visible	Possible
January	16	832	3,312	19	124	296	786
February	7	577	2,153	8	81	215	546
March	17	555	1,765	18	105	219	457
April	15	539	1,517	16	96	224	496
May	26	672	1,833	30	117	307	572
June	21	740	1,863	23	145	317	588
July	17	770	1,843	18	163	388	641
August	21	780	1,988	21	179	321	630
September	19	677	1,764	22	132	278	561
October	21	655	1,962	21	119	263	578
November	16	638	1,863	19	121	264	530
December	16	792	3,139	17	121	304	711
Totals	**212**	**8,227**	**25,002**	**232**	**1,503**	**3,396**	**7,096**

In 2008, May and October 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.

July, August, and September are typically when the most fatal crashes occur. During this time period in 2008, the price of gas was around $4 dollars a gallon, subsequently, there were 20 fewer fatal crashes and 865 fewer total crashes than in the same three month period in 2007.

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: 2008

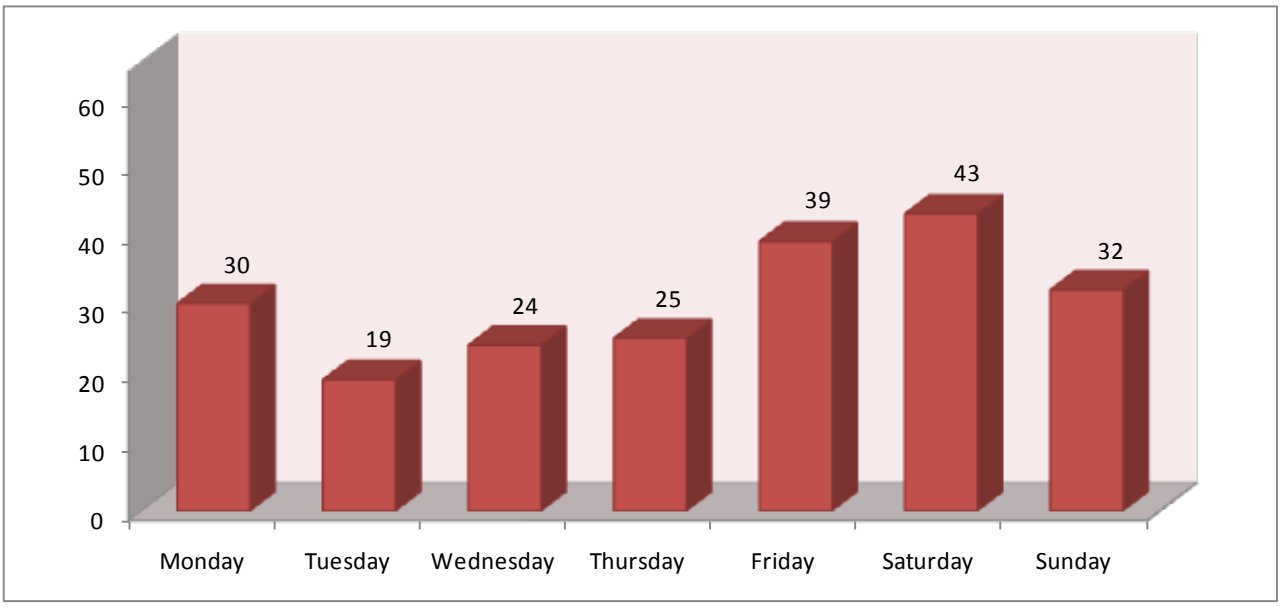
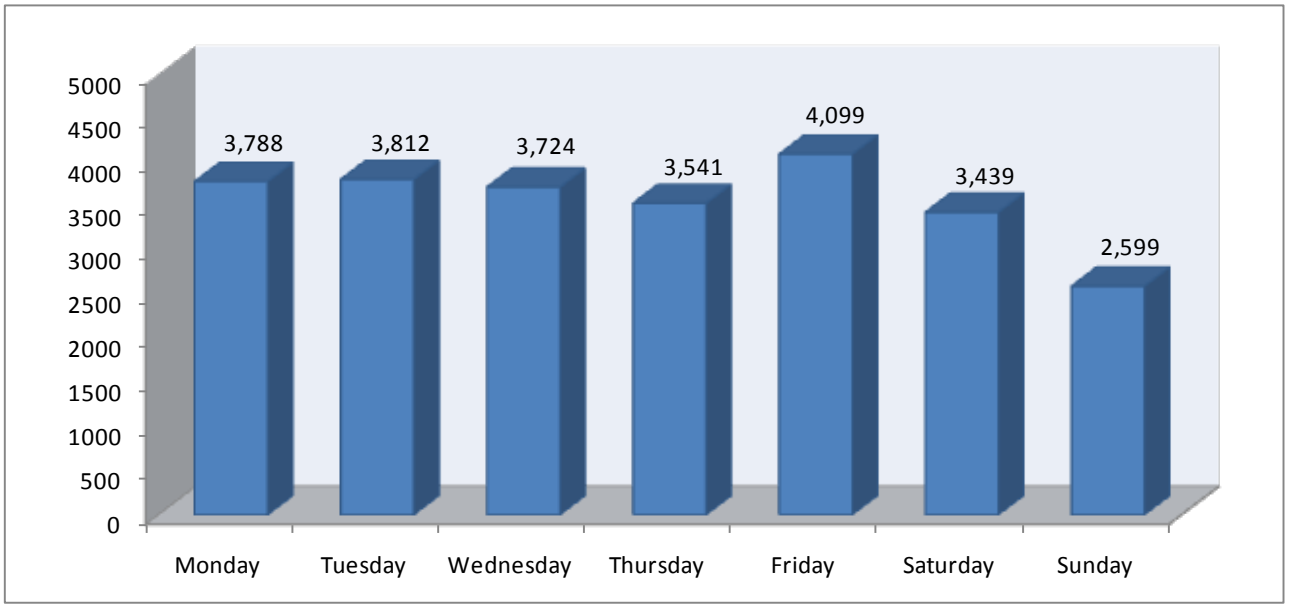


Figure 6
Total Crashes by Day of the Week: 2008



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: 2008

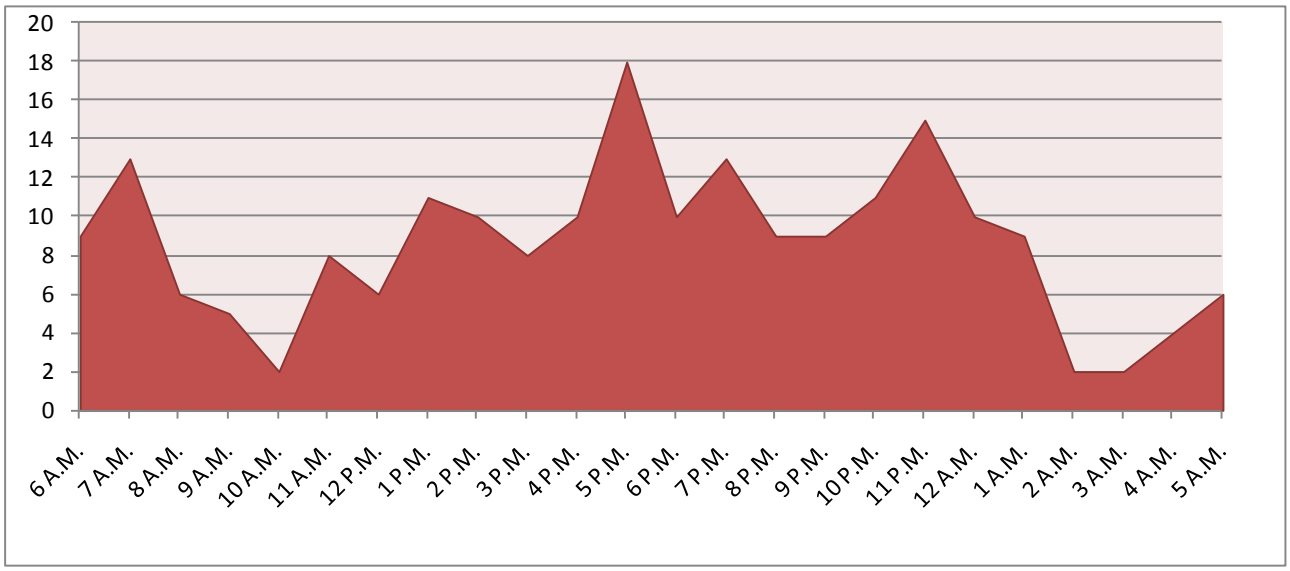
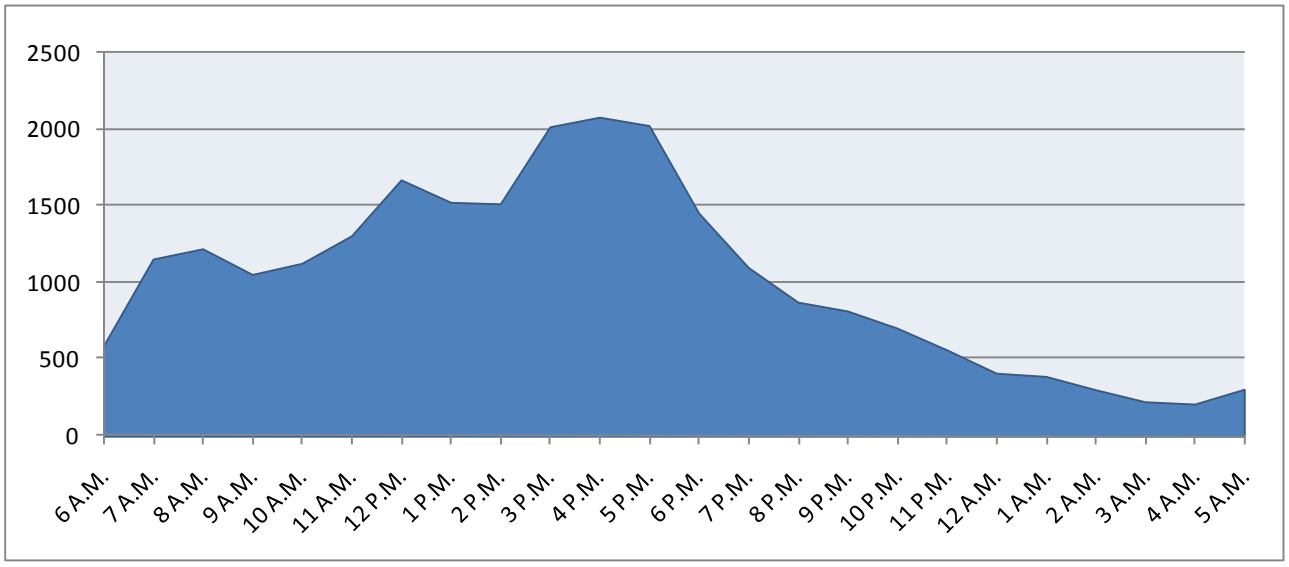


Figure 8
Total Crashes by Time of Day: 2008



Crashes by Roadway Classification

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

Table 9
Comparison of Crashes by Roadway Classification: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatal Crashes	243	243	239	218	212	-2.8%	-3.5%
Urban	47	49	62	47	49	4.3%	2.2%
Rural	193	194	177	171	163	-4.7%	-3.9%
Injury Crashes:	9,810	9,810	9,536	9,234	8,227	-10.9%	-2.0%
Urban	5,738	5,996	5,871	5,764	5,053	-12.3%	0.2%
Rural	4,105	3,814	3,665	3,470	3,174	-8.5%	-5.4%
Total Crashes:	28,238	28,238	24,225	26,452	25,002	-5.5%	-1.7%
Urban	17,101	17,504	14,810	16,693	15,362	-8.0%	-0.1%
Rural	11,231	10,734	9,415	9,759	9,640	-1.2%	-4.4%

In 2008, 77% of fatal crashes occurred on rural roads, whereas 39% of all crashes occurred on rural roads. In Idaho in 2008, 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.

Table 10
Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatal Crash Rate	1.64	1.62	1.57	1.38	1.39	0.8%	-5.5%
Urban Fatal Crash Rate	0.82	0.82	1.00	0.73	0.77	6.0%	-1.9%
Rural Fatal Crash Rate	2.12	2.16	1.95	1.82	1.83	0.1%	-4.7%
Injury Crash Rate	66.17	65.54	62.49	58.31	53.84	-7.7%	-4.1%
Urban Injury Crash Rate	100.58	100.26	94.88	89.14	79.46	-10.9%	-3.9%
Rural Injury Crash Rate	45.01	42.43	40.40	37.03	35.57	-3.9%	-6.3%
Total Crash Rate	190.48	188.65	158.75	167.03	163.61	-2.0%	-3.9%
Urban Total Crash Rate	299.76	292.70	239.35	258.14	241.58	-6.4%	-4.2%
Rural Total Crash Rate	123.15	119.42	103.78	104.15	108.04	3.7%	-5.3%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2004-2008, 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: 2004-2008

Roadway Information	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Local Roads:							
VMT (100 millions)	67.3	67.5	69.2	72.7	71.4	-1.8%	2.6%
Fatal Crashes	75	99	105	88	84	-4.5%	7.3%
Injury Crashes	5,465	5,648	5,517	5,824	5,240	-10.0%	2.2%
Total Crashes	16,508	17,857	14,031	16,950	16,079	-5.1%	2.5%
Fatal Crash Rate	1.1	1.5	1.5	1.2	1.2	-2.8%	4.9%
Injury Crash Rate	81.2	83.6	79.7	80.1	73.4	-8.4%	-0.4%
Total Crash Rate	245.2	264.4	202.6	233.1	225.2	-3.4%	-0.2%
U.S. and State Highways:							
VMT (100 millions)	47.4	48.2	48.5	49.9	48.0	-3.7%	1.7%
Fatal Crashes	112	107	96	88	90	2.3%	-7.7%
Injury Crashes	3,333	3,179	3,162	2,635	2,283	-13.4%	-7.3%
Total Crashes	8,824	8,775	7,797	7,090	6,537	-7.8%	-6.9%
Fatal Crash Rate	2.4	2.2	2.0	1.8	1.9	6.2%	-9.2%
Injury Crash Rate	70.3	66.0	65.2	52.8	47.5	-10.0%	-8.7%
Total Crash Rate	186.0	182.2	160.8	142.2	136.1	-4.2%	-8.5%
Interstate Highways:							
VMT (100 millions)	33.5	34.0	34.9	35.8	33.4	-6.7%	2.2%
Fatal Crashes	53	37	38	42	38	-9.5%	-5.7%
Injury Crashes	1,045	983	857	775	704	-9.2%	-9.4%
Total Crashes	3,000	1,606	2,397	2,412	2,386	-1.1%	1.1%
Fatal Crash Rate	1.6	1.1	1.1	1.2	1.1	-3.0%	-7.8%
Injury Crash Rate	31.2	28.9	24.6	21.7	21.1	-2.7%	-11.4%
Total Crash Rate	89.6	47.2	68.7	67.4	71.5	6.0%	-1.2%
Statewide Totals:							
VMT (100 millions)	148.2	149.7	152.6	158.4	152.8	-3.5%	2.2%
Fatal Crashes	240	243	239	218	212	-2.8%	-3.1%
Injury Crashes	9,843	9,810	9,536	9,234	8,227	-10.9%	-2.1%
Total Crashes	28,332	28,238	24,225	26,452	25,002	-5.5%	-1.8%
Fatal Crash Rate	1.6	1.6	1.6	1.4	1.4	0.8%	-5.1%
Injury Crash Rate	66.4	65.5	62.5	58.3	53.8	-7.7%	-4.2%
Total Crash Rate	191.1	188.6	158.8	167.0	163.6	-2.0%	-4.0%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2006-2008

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2006**	**2007**	**2008**	**2006**	**2007**	**2008**	**2006**	**2007**	**2008**
Ada	27	22	14	2,648	2,429	2,011	6,258	6,742	5,755
Adams	0	1	1	36	34	27	66	81	72
Bannock	10	3	7	444	454	458	1,391	1,537	1,638
Bear Lake	0	1	3	26	26	38	90	90	108
Benewah	2	2	0	66	68	52	155	187	161
Bingham	10	11	4	225	249	198	595	760	729
Blaine	7	2	3	86	87	91	331	285	354
Boise	6	5	5	84	107	81	200	221	173
Bonner	7	5	11	233	203	185	743	663	657
Bonneville	9	8	8	616	635	589	1,474	1,740	1,725
Boundary	2	2	3	48	44	55	165	189	183
Butte	1	1	1	23	17	24	43	67	65
Camas	0	2	1	10	6	1	30	17	9
Canyon	27	18	25	1,184	1,183	1,019	2,858	3,289	2,854
Caribou	2	0	1	51	40	48	95	121	109
Cassia	9	6	9	153	190	150	442	500	545
Clark	2	0	2	17	27	14	81	77	67
Clearwater	2	2	0	66	51	47	156	154	133
Custer	2	4	6	28	23	26	52	63	72
Elmore	15	15	6	187	204	177	440	524	487
Franklin	0	5	0	79	65	55	186	204	177
Fremont	1	2	3	81	68	68	249	217	258
Gem	2	1	2	69	57	59	158	135	160
Gooding	7	2	4	72	79	69	194	215	266
Idaho	7	6	9	105	101	67	215	264	215
Jefferson	2	4	2	95	99	112	258	277	344
Jerome	7	17	6	149	113	108	381	395	393
Kootenai	7	14	21	854	855	781	2,287	2,374	2,322
Latah	3	5	3	172	207	176	453	593	561
Lemhi	3	1	1	57	47	46	111	101	113
Lewis	1	1	1	23	30	22	55	67	54
Lincoln	3	1	2	37	31	18	84	98	66
Madison	3	2	6	175	139	142	486	571	571
Minidoka	4	4	10	105	98	120	235	295	352
Nez Perce	6	5	8	262	264	232	675	791	777
Oneida	5	3	2	43	38	29	124	118	117
Owyhee	5	4	3	68	48	49	146	129	139
Payette	3	3	4	88	88	79	213	231	221
Power	11	3	2	66	51	54	182	162	215
Shoshone	2	4	2	66	68	60	215	231	227
Teton	1	1	1	56	30	43	157	147	132
Twin Falls	11	16	7	444	443	442	1,062	1,093	1,047
Valley	5	1	2	104	87	71	320	302	271
Washington	0	3	1	35	51	34	114	135	108
TOTALS	**239**	**218**	**212**	**9,536**	**9,234**	**8,227**	**24,225**	**26,452**	**25,002**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2006-2008 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2007

Table 13
Crash History of Idaho Cities: 2006-2008

	Fatal Crashes			Injury Crashes			Total Crashes		
City by Population Size	**2006**	**2007**	**2008**	**2006**	**2007**	**2008**	**2006**	**2007**	**2008**
40,000 and over									
Boise	12	9	5	1,587	1,463	1,174	3,780	4,289	3,478
Coeur d'Alene	1	1	3	363	350	328	956	954	946
Idaho Falls	1	2	3	373	381	371	824	970	909
Meridian	1	1	2	491	465	376	1,125	1,187	1,046
Nampa	4	4	3	613	565	512	1,481	1,691	1,409
Pocatello	3	2	1	303	312	311	999	1,148	1,188
Twin Falls	0	1	3	250	255	277	584	542	538
15,000 - 39,999									
Caldwell	1	4	6	215	231	182	506	679	629
Eagle	2	1	1	92	102	81	208	253	219
Lewiston	1	2	3	178	187	172	470	562	571
Moscow	0	0	0	58	85	78	203	264	295
Post Falls	0	1	0	95	128	106	249	328	307
Rexburg	0	1	1	103	83	86	274	390	361
5,000 - 14,999									
Ammon	0	1	0	33	36	24	98	113	132
Blackfoot	0	1	0	62	73	47	171	232	231
Burley	3	0	0	52	77	55	168	214	265
Chubbuck	0	1	0	42	42	44	89	111	148
Emmett	0	0	0	18	15	14	53	48	58
Garden City	2	1	0	107	82	65	256	208	225
Hailey	0	1	0	14	19	38	69	74	136
Hayden	0	1	1	57	64	44	150	182	153
Jerome	0	0	1	39	34	31	148	154	159
Kuna	0	2	0	29	22	22	60	65	65
Middleton	0	0	0	9	7	10	27	37	38
Mountain Home	0	0	0	38	35	22	96	109	89
Payette	1	0	0	8	14	11	24	42	29
Rathdrum	0	1	0	15	19	24	45	46	52
Rupert	0	0	0	16	9	13	40	33	48
Sandpoint	1	0	0	53	42	45	188	181	176
Weiser	0	0	0	11	7	7	33	39	31

Table 13 (Continued)
Crash History of Idaho Cities: 2006-2008

City by Population Size	Fatal Crashes 2006	Fatal Crashes 2007	Fatal Crashes 2008	Injury Crashes 2006	Injury Crashes 2007	Injury Crashes 2008	Total Crashes 2006	Total Crashes 2007	Total Crashes 2008
2,000 - 4,999									
American Falls	1	0	0	9	10	16	33	50	60
Bellevue	0	0	0	6	0	2	19	5	11
Bonners Ferry	0	0	0	4	6	9	30	29	33
Buhl	0	0	0	11	4	10	28	44	36
Dalton Gardens	0	0	1	2	9	3	21	25	19
Filer	0	0	0	4	2	3	6	9	10
Fruitland	0	0	0	17	12	12	29	31	37
Gooding	0	0	0	4	2	3	12	17	31
Grangeville	0	0	0	9	6	6	19	23	28
Heyburn	0	0	0	7	18	9	24	41	34
Homedale	0	0	0	9	2	2	14	4	14
Kellogg	0	0	0	5	6	9	31	37	28
Ketchum	0	0	0	23	8	5	86	51	55
Kimberly	0	0	0	6	1	2	13	8	5
Malad	0	0	0	6	5	3	13	55	24
McCall	0	0	0	20	8	10	63	16	54
Montpelier	0	0	0	3	4	4	19	19	23
Orofino	0	1	0	14	7	6	38	26	36
Preston	0	0	0	26	16	25	49	58	62
Rigby	0	0	0	23	23	23	62	75	68
St. Anthony	0	0	0	6	8	7	19	37	40
St. Maries	0	0	0	7	6	11	25	26	25
Salmon	0	0	0	13	7	5	28	29	27
Shelley	0	0	0	9	6	3	17	20	18
Soda Springs	0	0	0	4	7	3	10	28	22
Star	0	0	0	9	6	11	28	24	29
Wendell	0	0	0	2	9	6	14	32	26

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 2008 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2008

	2008 Population (in 1,000s)	Number of Crashes Total	Fatal	Injury	Number of Persons Killed	Injured	Fatal and Injury Crash Rate Per 1,000 Population
50,000 and over							
Ada	380.9	5,755	14	2,011	16	2,864	5.3
Bannock	80.8	1,638	7	458	7	621	5.8
Bonneville	99.1	1,725	8	589	8	856	6.0
Canyon	183.9	2,854	25	1,019	26	1,478	5.7
Kootenai	137.5	2,322	21	781	25	1,117	5.8
Twin Falls	74.3	1,047	7	442	7	614	6.0
Mean Crash Rate							**5.6**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2008

	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	
20,000 - 49,999							
Bingham	43.9	729	4	198	4	298	4.6
Blaine	21.7	354	3	91	5	115	4.3
Bonner	41.2	657	11	185	11	289	4.8
Cassia	21.3	545	9	150	9	232	7.4
Elmore	29.0	487	6	177	8	264	6.3
Jefferson	23.9	344	2	112	2	166	4.8
Jerome	20.5	393	6	108	6	155	5.6
Latah	35.9	561	3	176	3	249	5.0
Madison	37.5	571	6	142	7	236	4.0
Nez Perce	39.0	777	8	232	9	324	6.2
Payette	23.0	221	4	79	4	139	3.6
Mean Crash Rate							**5.1**
10,000 - 19,999							
Boundary	11.0	183	3	55	3	84	5.3
Franklin	12.5	177	0	55	0	120	4.4
Fremont	12.6	258	3	68	3	127	5.7
Gem	16.5	160	2	59	4	88	3.7
Gooding	14.3	266	4	69	5	93	5.1
Idaho	15.4	215	9	67	10	101	4.9
Minidoka	18.6	352	10	120	11	197	7.0
Owyhee	10.9	139	3	49	3	68	4.8
Shoshone	12.9	227	2	60	2	81	4.8
Washington	10.2	108	1	34	1	45	3.4
Mean Crash Rate							**5.0**
5,000 - 9,999							
Bear Lake	5.8	108	3	38	3	63	7.1
Benewah	9.4	161	0	52	0	70	5.6
Boise	7.5	173	5	81	6	119	11.5
Caribou	6.8	109	1	48	1	80	7.2
Clearwater	8.2	133	0	47	0	58	5.7
Lemhi	7.8	113	1	46	2	85	6.0
Power	7.7	215	2	54	2	102	7.3
Teton	8.8	132	1	43	1	60	5.0
Valley	8.9	271	2	71	2	90	8.2
Mean Crash Rate							**7.0**

Table 14 (Continued)
Fatal and Injury Crash Rates by County – 2008

	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	
0 - 4,999							
Adams	3.5	72	1	27	1	34	8.0
Butte	2.8	65	1	24	1	39	9.1
Camas	1.1	9	1	1	1	2	1.8
Clark	0.9	67	2	14	2	29	17.6
Custer	4.3	72	6	26	6	33	7.5
Lewis	3.6	54	1	22	1	28	6.4
Lincoln	4.5	66	2	18	2	30	4.4
Oneida	4.1	117	2	29	2	52	7.5
Mean Crash Rate							**7.1**
Statewide Totals	**1,523.8**	**25,002**	**212**	**8,227**	**232**	**11,995**	**5.5**

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 2007. Population estimates by city for 2008 were not available at the time of publication.

Table 15
Fatal and Injury Crash Rates by City – 2008

	2007 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	202.8	3,478	5	1,174	6	1,632	5.8
Coeur d'Alene	42.3	946	3	328	4	435	7.8
Idaho Falls	53.3	909	3	371	3	541	7.0
Meridian	64.6	1,046	2	376	2	569	5.8
Nampa	79.2	1,409	3	512	3	699	6.5
Pocatello	54.6	1,188	1	311	1	408	5.7
Twin Falls	41.5	538	3	277	3	375	6.7
Mean Crash Rate							**6.2**

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2008

	2007 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							
Caldwell	39.9	629	6	182	6	289	4.7
Eagle	19.3	219	1	81	1	109	4.3
Lewiston	31.8	571	3	172	3	230	5.5
Moscow	23.2	295	0	78	0	103	3.4
Post Falls	25.4	307	0	106	0	157	4.2
Rexburg	27.6	361	1	86	1	117	3.2
Mean Crash Rate							**4.3**
5,000 - 14,999							
Ammon	12.9	132	0	24	0	33	1.9
Blackfoot	10.9	231	0	47	0	58	4.3
Burley	9.0	265	0	55	0	80	6.1
Chubbuck	11.6	148	0	44	0	58	3.8
Emmett	6.3	58	0	14	0	18	2.2
Garden City	11.6	225	0	65	0	87	5.6
Hailey	7.8	136	0	38	0	48	4.8
Hayden	12.6	153	1	44	1	59	3.6
Jerome	8.8	159	1	31	1	49	3.6
Kuna	12.8	65	0	22	0	46	1.7
Middleton	5.4	38	0	10	0	12	1.9
Mountain Home	12.2	89	0	22	0	25	1.8
Payette	7.6	29	0	11	0	15	1.4
Rathdrum	6.6	52	0	24	0	34	3.6
Rupert	5.1	48	0	13	0	22	2.6
Sandpoint	8.2	176	0	45	0	62	5.5
Weiser	5.3	31	0	7	0	10	1.3
Mean Crash Rate							**3.3**

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2008

	2007 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	60	0	16	0	29	3.9
Bellevue	2.2	11	0	2	0	2	0.9
Bonners Ferry	2.6	33	0	9	0	15	3.4
Buhl	4.0	36	0	10	0	12	2.5
Dalton Gardens	2.4	19	1	3	1	6	1.7
Filer	2.0	10	0	3	0	3	1.5
Fruitland	4.6	37	0	12	0	20	2.6
Gooding	3.2	31	0	3	0	3	0.9
Grangeville	3.1	28	0	6	0	6	1.9
Heyburn	2.7	34	0	9	0	12	3.3
Homedale	2.5	14	0	2	0	3	0.8
Kellogg	2.2	28	0	9	0	12	4.0
Ketchum	3.2	55	0	5	0	6	1.5
Kimberly	3.0	5	0	2	0	2	0.7
Malad	2.1	24	0	3	0	4	1.5
McCall	2.6	54	0	10	0	14	3.9
Montpelier	2.4	23	0	4	0	6	1.7
Orofino	3.1	36	0	6	0	8	2.0
Preston	4.9	62	0	25	0	56	5.1
Rigby	3.3	68	0	23	0	26	6.9
St. Anthony	3.4	40	0	7	0	10	2.1
St. Maries	2.6	25	0	11	0	13	4.2
Salmon	3.0	27	0	5	0	15	1.7
Shelley	4.1	18	0	3	0	4	0.7
Soda Springs	3.1	22	0	3	0	3	1.0
Star	4.8	29	0	11	0	13	2.3
Wendell	2.4	26	0	6	0	8	2.5
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.

Table 16
Age Distribution of Licensed Drivers: 1990, 2000, 2008

Age	1990	2000	2008	Change 1990-2008	Change 2000-2008
15*	3,478	9,406	2,606	-25.1%	-72.3%
(%)	0.5%	1.1%	0.3%		
16-24	123,114	156,485	154,639	25.6%	-1.2%
(%)	17.4%	17.5%	14.9%		
25-34	151,625	154,133	186,365	22.9%	20.9%
(%)	21.4%	17.3%	17.9%		
35-44	153,976	178,401	176,289	14.5%	-1.2%
(%)	21.8%	20.0%	17.0%		
45-54	100,258	167,821	197,061	96.6%	17.4%
(%)	14.2%	18.8%	19.0%		
55-64	76,255	106,190	163,897	114.9%	54.3%
(%)	10.8%	11.9%	15.8%		
65+	98,967	120,516	157,457	59.1%	30.7%
(%)	14.0%	13.5%	15.2%		
TOTALS	707,673	892,952	1,038,314	46.7%	16.3%

**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: 2008

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	2,606	0.3%	403	1.0%	3.9	138	1.0%	3.9
16	10,137	1.0%	1,184	2.9%	3.0	397	2.8%	2.9
17	15,354	1.5%	1,581	3.8%	2.6	516	3.7%	2.5
18	16,849	1.6%	1,723	4.2%	2.6	585	4.2%	2.6
19	18,505	1.8%	1,546	3.8%	2.1	551	3.9%	2.2
20	19,012	1.8%	1,252	3.0%	1.7	412	2.9%	1.6
21	17,012	1.6%	1,229	3.0%	1.8	462	3.3%	2.0
22	18,490	1.8%	1,145	2.8%	1.6	383	2.7%	1.5
23	19,468	1.9%	1,076	2.6%	1.4	341	2.4%	1.3
24	19,812	1.9%	1,050	2.6%	1.3	347	2.5%	1.3
25-34	186,365	17.9%	8,016	19.5%	1.1	2,692	19.1%	1.1
35-44	176,289	17.0%	6,473	15.7%	0.9	2,331	16.6%	1.0
45-54	197,061	19.0%	5,884	14.3%	0.8	2,063	14.7%	0.8
55-64	163,897	15.8%	4,242	10.3%	0.7	1,465	10.4%	0.7
65-74	97,197	9.4%	1,948	4.7%	0.5	700	5.0%	0.5
75+	60,260	5.8%	1,281	3.1%	0.5	433	3.1%	0.5
Not Stated or Other			1,076	2.6%		244	1.7%	
TOTALS	**1,038,314**		**41,109**			**14,060**		

** 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 2.6 times as many fatal or injury traffic crashes as expected. This age group comprised 6.1% of all licensed drivers and accounted for 15.6% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.5 times as many crashes as expected.

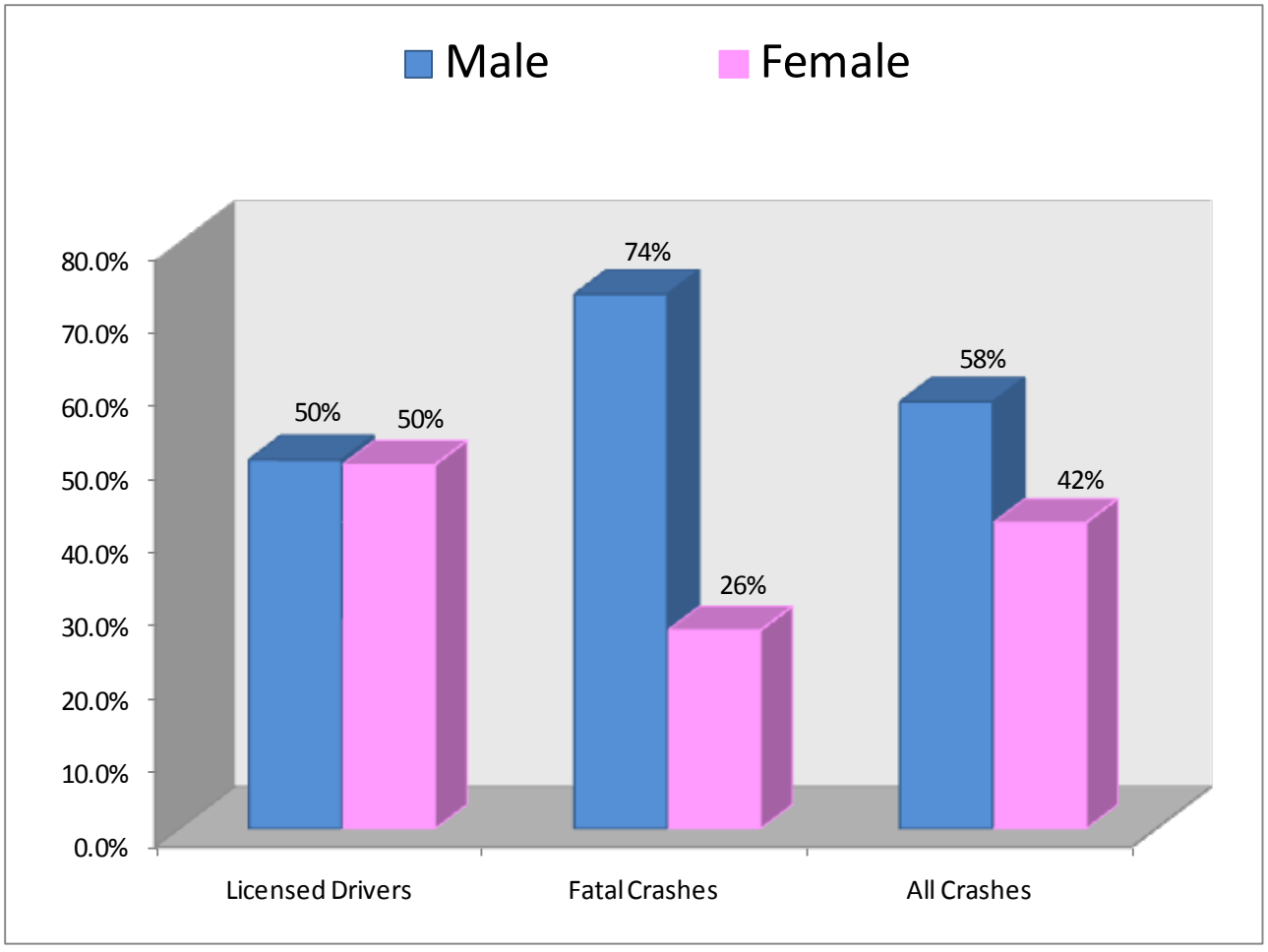
Drivers that were 22 years old in 2008 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

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: 2008



In 2008, males were 1.4 times more likely than females to be involved in any crash and were 2.7 times as likely as females to be involved in a fatal crash.

Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in 2.9 times as many crashes as expected, while female 18 year-old drivers were involved in 2.3 times as many crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2008

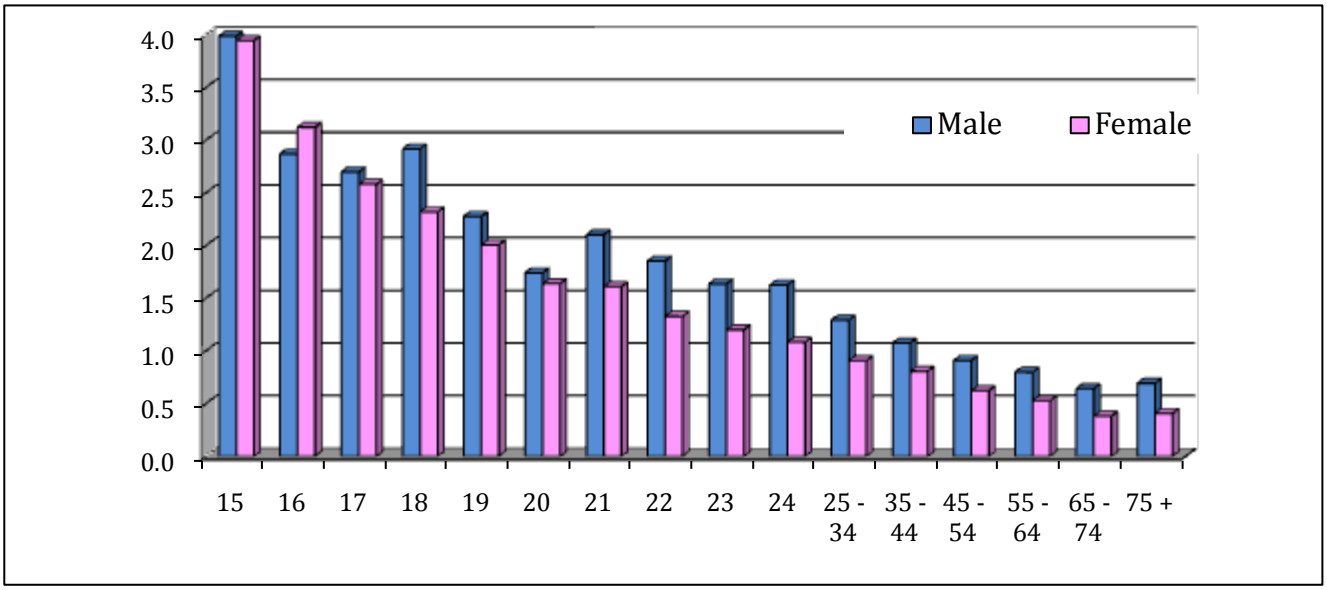
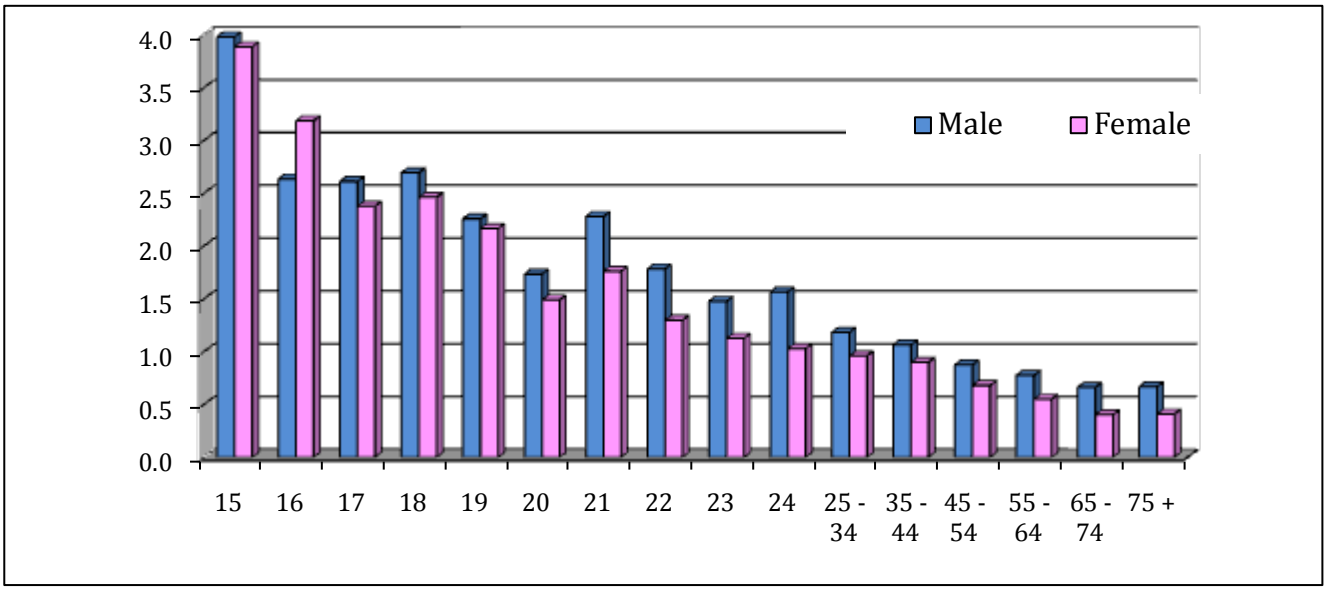


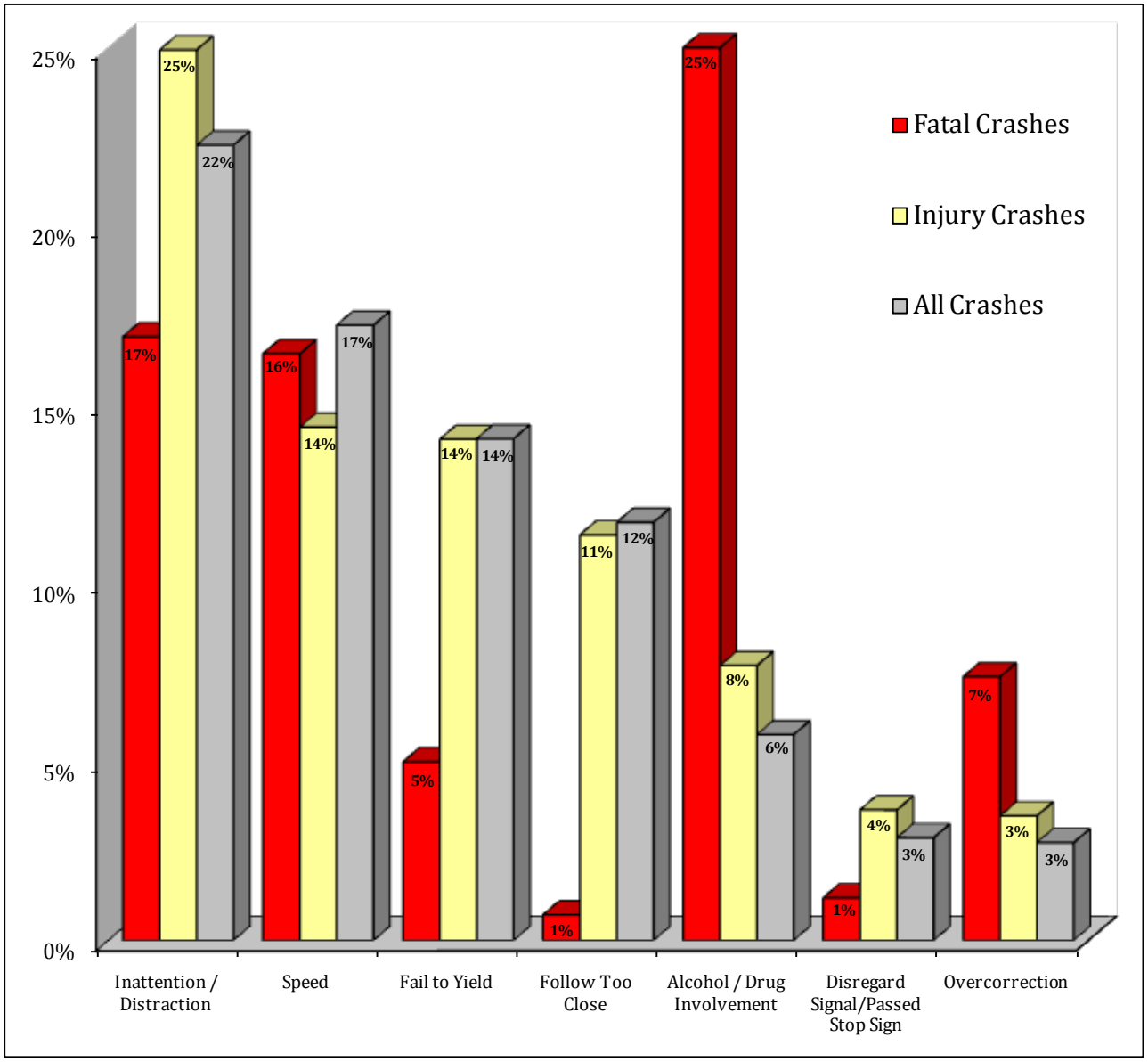
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2008



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 2008



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2008 are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18
Top Ten Traffic Violations for Idaho Drivers: 2008

Violation Type	**Number**	**% of Total**
1. Basic Rule / Speeding Violations	92,701	49.0%
2. Safety Restraint Violations	22,991	12.1%
3. Insurance Violations	17,488	9.2%
4. Failure to Stop at Traffic Control Devices	11,838	6.3%
5. Driving Under the Influence	10,697	5.7%
6. Driving Without Privileges - Suspended License	7,513	4.0%
7. Reckless or Inattentive Driving	4,414	2.3%
8. Following Too Close	4,173	2.2%
9. Failure to Yield Right of Way	3,289	1.7%
10. Child Safety Seat Violations	2,037	1.1%
All Other	12,175	6.4%
TOTAL	**189,316**	

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 68% of all violations for 2008. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 19
Selected Traffic Violation Rates for Idaho Licensed Drivers: 2008
(Per 100 Licensed Drivers)

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	2,606	12.9	2.3	0.3	1.5	1.7
16-19	60,845	20.6	3.3	1.1	1.7	1.5
20-24	93,794	15.4	2.1	2.4	1.0	0.7
25-34	186,365	11.2	1.4	1.7	0.5	0.5
35-44	176,289	9.2	1.1	1.2	0.3	0.3
45-54	197,061	6.4	0.7	0.8	0.2	0.2
55-64	163,897	4.7	0.6	0.3	0.1	0.2
65-74	97,197	2.8	0.4	0.1	0.1	0.1
75+	60,260	1.4	0.4	0.0	0.1	0.2
Mean		8.5	1.1	1.0	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: 2008

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	27,106	31.8%
Failure to Pay Fine	17,818	20.9%
Administrative License Suspension (ALS)*	10,457	12.3%
Driving Under the Influence	9,454	11.1%
Driving Without Privileges	6,702	7.9%
Underage Consumption or Possession of Alcohol	3,149	3.7%
Family Responsibility Law	2,552	3.0%
Refused Evidentiary BAC Test	1,154	1.4%
Recurrence of Violation (Under 17 Years Old)	920	1.1%
Reckless/Inattentive Driving	833	1.0%
Points	606	0.7%
All Others	4,495	5.3%
TOTALS	**85,246**	100.0%

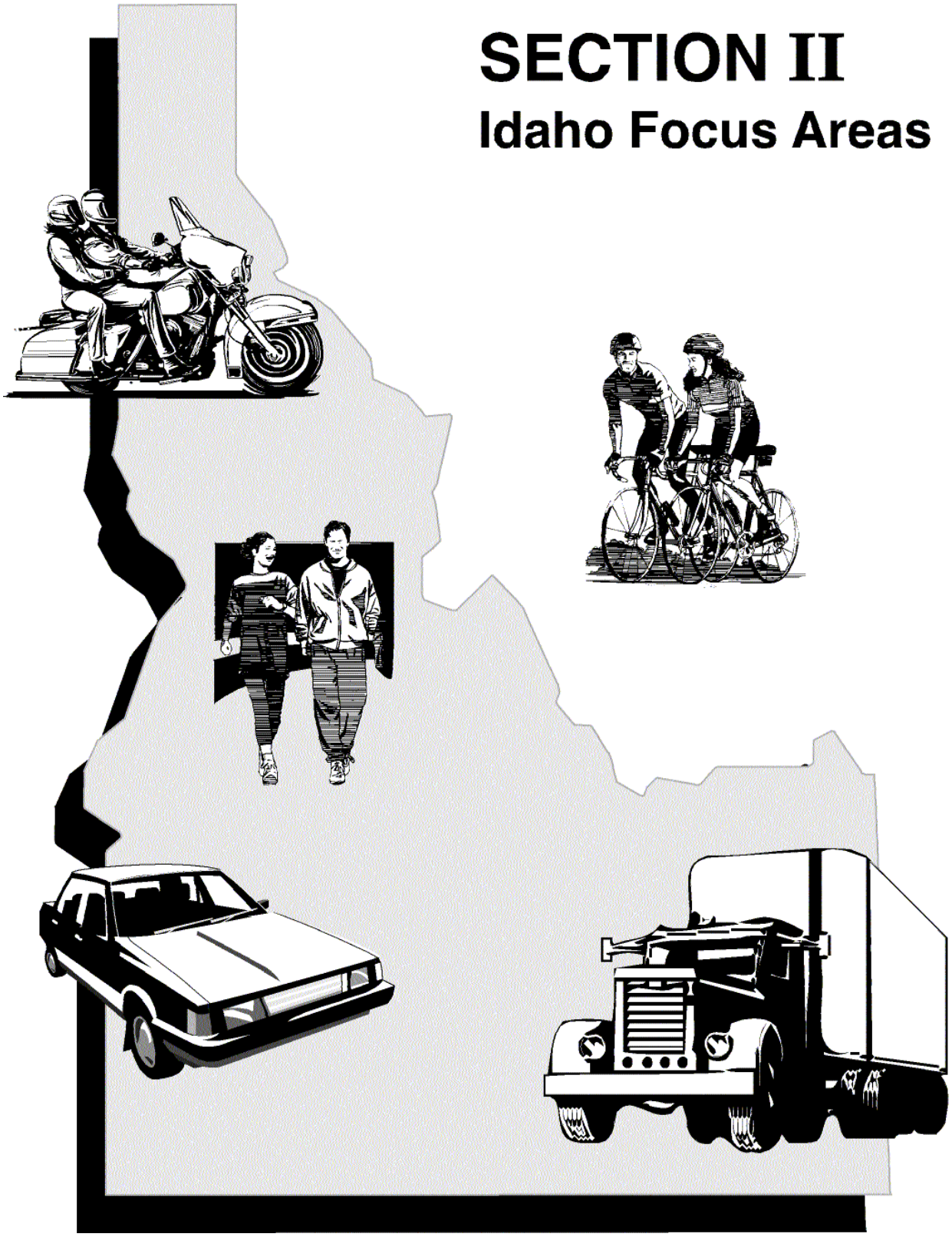
**On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.*

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 53% 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

Table 21 gives details for impaired driving crashes from 2004 through 2008. The numbers of fatalities and injuries are also given, as one crash may result in multiple injuries or fatalities. An impaired driving crash is identified by information provided on the crash report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the crash, regardless of whether a Blood Alcohol Content (BAC) test was given or not. Crashes where a sober driver collided with an impaired pedestrian or bicyclist are also included.

Table 21
Impaired Driving Crashes: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Impaired Driving Crashes	1,944	1,952	1,877	1,936	1,783	-7.9%	-0.1%
Fatalities	103	100	110	101	96	-5.0%	-0.4%
Serious Injuries	331	367	316	309	285	-7.8%	-1.7%
Visible Injuries	559	522	610	568	433	-23.8%	1.1%
Possible Injuries	603	630	593	628	569	-9.4%	1.5%
Impaired Driving Crashes as a % of All Crashes	6.9%	6.9%	7.7%	7.3%	7.1%	-2.6%	2.3%
Impaired Driving Fatalities as a % of All Fatalities	37.5%	36.4%	41.2%	40.1%	41.4%	3.2%	2.6%
Impaired Driving Injuries as a % of All Injuries	10.3%	10.5%	10.9%	11.1%	10.7%	-3.1%	2.3%
All Fatal and Injury Crashes	10,053	10,053	9,775	9,452	8,439	-10.7%	-2.0%
Impaired Fatal/Injury Crashes	1,117	1,087	1,105	1,057	955	-9.6%	-1.8%
% Impaired Driving	11.1%	10.8%	11.3%	11.2%	11.3%	1.2%	0.3%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.90	3.12	2.79	2.59	2.49	-3.7%	-3.4%
Annual DUI Arrests by Agency*							
Idaho State Police	1,461	817	1,744	1,654	1,977	19.5%	21.4%
Local Agencies	8,674	8,255	9,637	9,997	10,195	2.0%	5.2%
Total Arrests	10,135	9,072	11,381	11,651	12,172	4.5%	5.8%
DUI Enforcement Rate**	1.03	0.92	1.13	1.13	1.17	3.4%	4.1%

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

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

Table 21 also compares impaired driving fatal and injury crashes to all fatal and injury crashes. In 2008, just over 11% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. Just over 41% of all fatalities were the result of an impaired driving crash. Only 25% 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 2008. 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 four-year summary of annual DUI arrests by the Idaho State Police (ISP) and local agencies. Local agency DUI arrests were up 2.0% in 2008 from the prior year, while ISP DUI arrests increased by 19.5%. Overall, DUI arrests increased by 4.5% from 2007 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2008. The estimated cost of Idaho impaired driving crashes in 2008 more than $725 million dollars. This estimate represents 28% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2008 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	96	$5,926,150	$568,910,409
Serious Injuries	285	$295,127	$84,111,267
Visible Injuries	433	$82,664	$35,793,296
Possible Injuries	569	$54,794	$31,177,993
Property Damage Only	828	$6,344	$5,252,552
Total Estimate of Economic Cost			**$725,245,518**

Victims of Fatal Crashes Involving Impaired Drivers

Table 23 shows a breakout of impaired driving fatalities. Of the 96 people killed in impaired driving crashes, 90 (or 94%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

Table 23
Persons Killed in Impaired Driving Crashes: 2008
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles		Motorcycle			CMV	
Impaired Status*	Drivers	Passengers	Drivers	Pedestrians	Bicyclist	Drivers	ATV
Impaired	53	18	9	4	1	2	3
Not Impaired	2	3	1	0	0	0	0

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

Impaired Driving by Age

Table 24 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in crashes by age. Drivers, ages 18 to 34, 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 2.5 times as many impaired driving crashes as would be expected.

Table 24
DUI Arrests and Impaired Driving Crashes by Driver Age: 2008

	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
Age	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
0 to 14	0	0.0%	3	0.0%	0	0.0%
15	2,606	0.3%	8	0.1%	6	0.3%
16	10,137	1.0%	67	0.6%	15	0.8%
17	15,354	1.5%	139	1.1%	27	1.5%
18	16,849	1.6%			56	3.2%
19	18,505	1.8%	675*	5.5%	85	4.8%
20	19,012	1.8%			71	4.0%
21	17,012	1.6%			100	5.7%
22	18,490	1.8%			77	4.4%
23	19,468	1.9%			66	3.7%
24	19,812	1.9%	2,555**	21.0%	69	3.9%
25-29	96,119	9.3%	2,157	17.7%	261	14.8%
30-34	90,246	8.7%	1,421	11.7%	183	10.4%
35-39	88,978	8.6%	1,270	10.4%	162	9.2%
40-44	87,311	8.4%	1,150	9.4%	178	10.1%
45-49	98,950	9.5%	1,136	9.3%	144	8.1%
50-54	98,111	9.4%	752	6.2%	106	6.0%
55-59	89,504	8.6%	448	3.7%	70	4.0%
60+	231,850	22.3%	325	2.7%	65	3.7%
Missing or Unknown			66	0.5%	26	1.5%
TOTALS	1,038,314		12,172		1,767	

* 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 2008 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2008

	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	
50,000 and over							
Ada	380.9	387	6	177	7	257	0.5
Bannock	80.8	126	4	73	4	99	1.0
Bonneville	99.1	114	3	61	3	90	0.6
Canyon	183.9	194	15	87	15	131	0.6
Kootenai	137.5	186	9	75	9	125	0.6
Twin Falls	74.3	104	5	54	5	79	0.8
Mean Crash Rate							**0.6**
20,000 - 49,999							
Bingham	43.9	50	0	25	0	32	0.6
Blaine	21.7	24	1	11	1	13	0.6
Bonner	41.2	64	7	32	7	49	0.9
Cassia	21.3	24	4	14	4	20	0.8
Elmore	29.0	17	2	9	2	17	0.4
Jefferson	23.9	22	1	14	1	21	0.6
Jerome	20.5	27	2	12	2	18	0.7
Latah	35.9	39	1	18	1	26	0.5
Madison	37.5	12	1	7	1	8	0.2
Nez Perce	39.0	72	3	26	3	37	0.7
Payette	23.0	14	1	10	1	15	0.5
Mean Crash Rate							**0.6**
10,000 - 19,999							
Boundary	11.0	16	2	6	2	11	0.7
Franklin	12.5	14	0	5	0	12	0.4
Fremont	12.6	9	0	6	0	7	0.5
Gem	16.5	13	1	7	1	11	0.5
Gooding	14.3	29	3	12	4	24	1.0
Idaho	15.4	22	3	7	4	17	0.6
Minidoka	18.6	29	4	17	4	31	1.1
Owyhee	10.9	14	2	8	2	9	0.9
Shoshone	12.9	13	0	5	0	7	0.4
Washington	10.2	5	0	1	0	1	0.1
Mean Crash Rate							**0.7**

Table 25 (Continued)
Impaired Driving Crashes by County: 2008

	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	
5,000 - 9,999							
Bear Lake	5.8	8	1	5	1	12	1.0
Benewah	9.4	13	0	10	0	12	1.1
Boise	7.5	22	2	14	3	17	2.1
Caribou	6.8	10	0	6	0	9	0.9
Clearwater	8.2	11	0	8	0	14	1.0
Lemhi	7.8	7	0	6	0	10	0.8
Power	7.7	10	1	8	1	15	1.2
Teton	8.8	8	0	4	0	7	0.5
Valley	8.9	14	0	4	0	4	0.5
Mean Crash Rate							**1.0**
0 - 4,999							
Adams	3.5	7	1	4	1	4	1.4
Butte	2.8	5	1	1	1	1	0.7
Camas	1.1	1	0	0	0	0	0.0
Clark	0.9	2	2	0	2	0	2.2
Custer	4.3	9	2	6	2	7	1.9
Lewis	3.6	5	1	2	1	2	0.8
Lincoln	4.5	4	0	2	0	2	0.4
Oneida	4.1	7	1	4	1	4	1.2
Mean Crash Rate							**1.1**
Statewide Totals	**1,523.8**	**1,783**	**92**	**863**	**96**	**1,287**	**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 2007. Population estimates by city for 2008 were not available at the time of publication.

Table 26
Impaired Driving Crashes by City: 2008

	2007 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	202.8	240	2	103	2	141	0.5
Coeur d'Alene	42.3	72	2	25	2	32	0.6
Idaho Falls	53.3	67	2	38	2	59	0.8
Meridian	64.6	49	2	20	2	37	0.3
Nampa	79.2	78	1	37	1	48	0.5
Pocatello	54.6	89	1	47	1	64	0.9
Twin Falls	41.5	45	2	27	2	37	0.7
Mean Crash Rate							**0.6**
15,000 - 39,999							
Caldwell	39.9	52	4	21	4	34	0.6
Eagle	19.3	18	0	11	0	16	0.6
Lewiston	31.8	59	1	21	1	27	0.7
Moscow	23.2	12	0	5	0	8	0.2
Post Falls	25.4	26	0	11	0	26	0.4
Rexburg	27.6	5	0	3	0	3	0.1
Mean Crash Rate							**0.5**
5,000 - 14,999							
Ammon	12.9	6	0	1	0	1	0.1
Blackfoot	10.9	7	0	5	0	6	0.5
Burley	9.0	7	0	4	0	5	0.4
Chubbuck	11.6	11	0	7	0	9	0.6
Emmett	6.3	2	0	1	0	1	0.2
Garden City	11.6	7	0	1	0	6	0.1
Hailey	7.8	6	0	3	0	4	0.4
Hayden	12.6	11	1	6	1	8	0.6
Jerome	8.8	10	1	3	1	5	0.5
Kuna	12.8	3	0	0	0	0	0.0
Middleton	5.4	3	0	1	0	1	0.2
Mountain Home	12.2	4	0	2	0	2	0.2
Payette	7.6	1	0	1	0	1	0.1
Rathdrum	6.6	5	0	3	0	6	
Rupert	5.1	3	0	1	0	1	0.2
Sandpoint	8.2	16	0	6	0	7	0.7
Weiser	5.3	2	0	0	0	0	0.0
Mean Crash Rate							**0.3**

Table 26 (Continued)
Impaired Driving Crashes by City: 2008

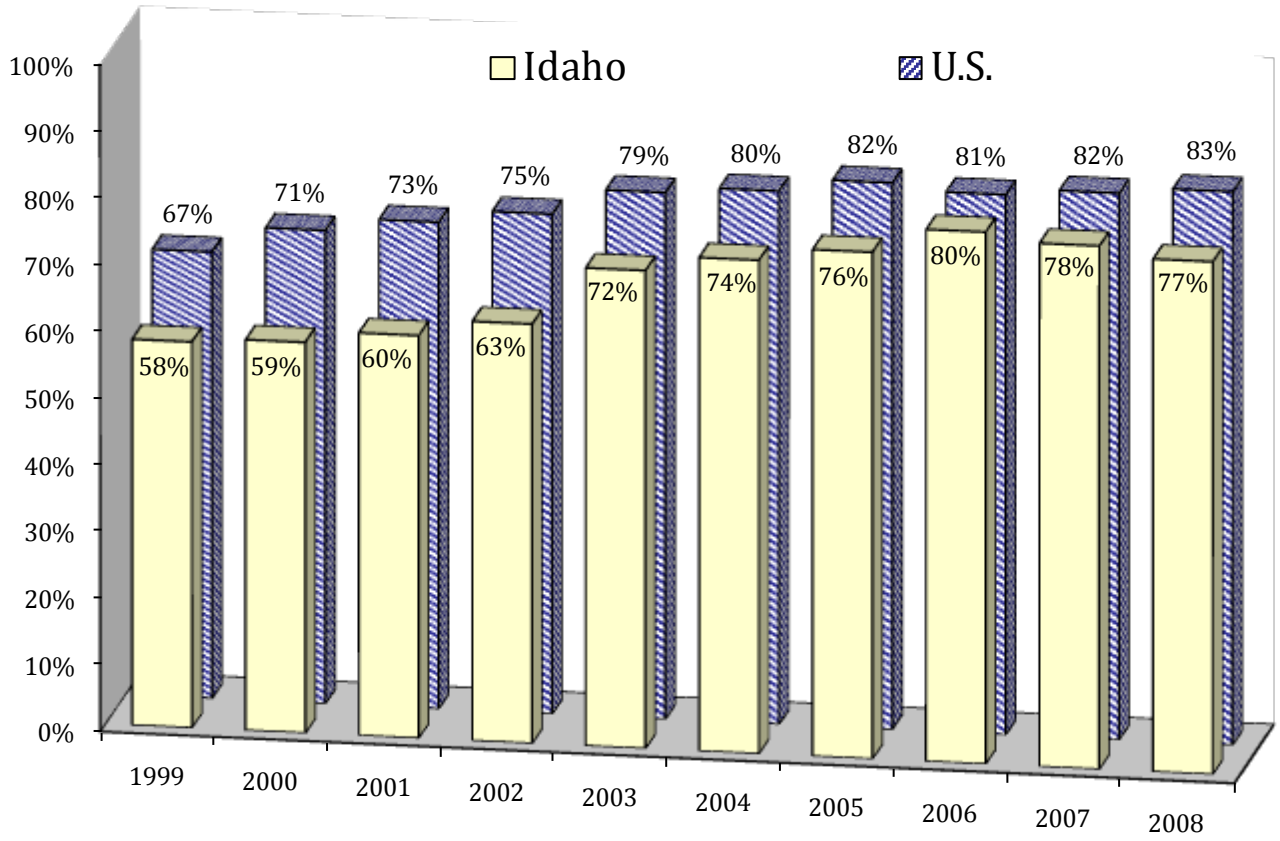
	2007 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.1	2	0	1	0	2	0.2
Bellevue	2.2	0	0	0	0	0	0.0
Bonners Ferry	2.6	5	0	4	0	6	1.5
Buhl	4.0	3	0	1	0	2	0.2
Dalton Gardens	2.4	0	0	0	0	0	0.0
Filer	2.0	1	0	0	0	0	0.0
Fruitland	4.6	2	0	2	0	4	0.4
Gooding	3.2	1	0	0	0	0	0.0
Grangeville	3.1	2	0	0	0	0	0.0
Heyburn	2.7	2	0	1	0	2	0.4
Homedale	2.5	0	0	0	0	0	0.0
Kellogg	2.2	4	0	1	0	1	0.4
Ketchum	3.2	4	0	1	0	1	0.3
Kimberly	3.0	0	0	0	0	0	0.0
Malad	2.1	1	0	1	0	1	0.5
McCall	2.6	2	0	0	0	0	0.0
Montpelier	2.4	1	0	0	0	0	0.0
Orofino	3.1	3	0	1	0	3	0.3
Preston	4.9	4	0	1	0	1	0.2
Rigby	3.3	4	0	3	0	3	0.9
St. Anthony	3.4	2	0	1	0	1	0.3
St. Maries	2.6	3	0	2	0	2	0.8
Salmon	3.0	2	0	2	0	6	0.7
Shelley	4.1	1	0	1	0	1	0.2
Soda Springs	3.1	2	0	0	0	0	0.0
Star	4.8	3	0	2	0	4	0.4
Wendell	2.4	2	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 89% 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.: 1999 - 2008



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: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Ada	85.3%	89.9%	93.0%	90.5%	91.1%	0.7%	2.1%
Bannock	61.2%	58.7%	66.9%	65.1%	66.0%	1.4%	2.4%
Bingham	45.2%	48.7%	53.9%	54.8%	50.5%	-7.8%	6.7%
Blaine	68.6%	66.9%	66.6%	66.9%	72.7%	8.6%	-0.8%
Bonner	75.3%	73.0%	82.5%	89.8%	86.2%	-3.9%	6.2%
Bonneville	72.4%	70.7%	66.3%	60.9%	58.7%	-3.7%	-5.6%
Canyon	77.9%	79.2%	80.5%	82.9%	86.3%	4.1%	2.1%
Cassia	41.8%	66.9%	58.9%	68.1%	61.9%	-9.1%	21.2%
Elmore	70.2%	68.3%	70.8%	72.8%	71.3%	-2.0%	1.3%
Kootenai	76.8%	78.5%	89.0%	86.3%	78.1%	-9.6%	4.2%
Latah	71.9%	78.6%	79.4%	76.7%	81.8%	6.7%	2.3%
Madison	58.0%	62.2%	65.3%	59.0%	60.7%	2.9%	0.9%
Minidoka	54.2%	75.3%	70.4%	66.7%	75.2%	12.7%	9.1%
Nez Perce	77.6%	82.5%	85.1%	84.6%	86.9%	2.8%	2.9%
Payette	76.1%	75.4%	86.9%	83.4%	82.1%	-1.5%	3.4%
Twin Falls	73.2%	74.5%	68.4%	71.1%	73.7%	3.6%	-0.8%
Statewide	**74.0%**	**76.0%**	**79.8%**	**78.5%**	**76.9%**	**-2.1%**	**2.0%**

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

Table 28 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts[4] by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 87.9%, while district 6 (eastern Idaho) had the overall lowest usage at 59.6%.

Table 28
Idaho Safety Belt Observation Survey: 2008 – Usage by Vehicle Type

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	84.4%	85.6%	75.0%	82.3%
2	88.1%	90.0%	74.9%	85.2%
3	88.9%	91.0%	81.3%	87.9%
4	78.4%	78.9%	56.8%	71.6%
5	67.3%	64.6%	54.6%	63.3%
6	65.7%	68.5%	39.5%	59.6%
Statewide	**79.9%**	**82.3%**	**65.1%**	**76.9%**

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 2008 ranged from a high of 81.3% in District 3 (south-western Idaho) to a low of 39.5% in District 6 (eastern Idaho).

Seat belt usage varied by the type of roadway the vehicles were traveling on. It ranged from a high of 95.5% on urban interstates to a low of 54.0% on rural minor collectors.

There was no statistically significant difference between urban and rural sites. Usage on urban roadways was 76.3%, while usage on rural roadways was 78.3%. There was also no statistically significant difference between major and minor roadways. Usage on major roadways was 77.5% while usage on minor roadways was 76.6%. 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 (ages 4 and older prior to 2005), in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use[5]. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Table 29
Self-Reported Seat Belt Use : 2004-2008
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatalities -Restraints Used	42.4%	40.0%	38.8%	34.8%	32.9%	-5.3%	-6.3%
Serious Injuries -Restraint Used	64.7%	64.7%	67.6%	66.1%	64.6%	-2.4%	0.8%

Of the 164 passenger motor vehicle occupants killed in 2008, only 54 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, we can deduce that 54 lives were saved in 2008 by seat belt usage and an additional 53 lives (half of those killed an unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2008 Costs of Injuries
Persons Using Safety Restraints versus Persons Not Using Safety Restraints
Age 7 & Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

	Safety Restraints			Costs of Injuries		
Injury Type	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	54	105	5	$320,012,105	$622,245,760	$29,630,750
Serious Injury	722	350	45	$213,081,875	$103,294,538	$13,280,726
Visible Injury	2,084	475	106	$172,270,739	$39,265,164	$8,762,331
Possible Injury	5,152	622	260	$282,300,565	$34,082,095	$14,246,535
Total				**$987,665,285**	**$798,887,556**	**$65,920,343**

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 88% of the motor vehicle occupants in crashes said they were wearing seat belts, the observational surveys show only 77% 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 2004 through 2008. 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.

Table 31
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2004-2008
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
50,000 and over							
Ada	83.2%	85.0%	84.8%	83.8%	85.4%	2.0%	0.2%
Bannock	66.7%	73.5%	64.8%	73.6%	53.4%	-27.4%	4.0%
Bonneville	73.9%	63.2%	68.5%	69.4%	65.8%	-5.2%	-1.6%
Canyon	73.5%	79.1%	79.7%	82.2%	78.4%	-4.6%	3.8%
Kootenai	80.4%	79.4%	74.3%	79.2%	77.8%	-1.8%	-0.4%
Twin Falls	73.1%	82.6%	83.0%	71.2%	76.3%	7.1%	-0.2%
20,000 - 49,999							
Bingham	61.2%	58.0%	58.5%	49.5%	51.6%	4.3%	-6.6%
Blaine	60.7%	55.3%	76.5%	40.0%	47.4%	18.4%	-6.1%
Bonner	64.8%	73.0%	63.3%	72.7%	74.0%	1.7%	4.7%
Cassia	71.1%	65.6%	50.7%	55.1%	60.9%	10.6%	-7.2%
Elmore	65.4%	69.8%	69.9%	70.1%	69.1%	-1.5%	2.4%
Latah	59.2%	84.1%	63.5%	77.3%	81.6%	5.6%	13.1%
Madison	44.0%	48.0%	58.6%	42.1%	74.6%	77.1%	1.0%
Nez Perce	83.1%	73.8%	83.5%	70.8%	81.4%	15.0%	-4.4%
Payette	74.5%	79.0%	80.4%	51.2%	66.1%	29.2%	-9.5%
10,000 - 19,999							
Boundary	85.7%	58.3%	75.8%	69.4%	77.8%	12.0%	-3.5%
Franklin	47.8%	31.8%	66.7%	55.3%	60.9%	10.2%	19.6%
Fremont	73.0%	43.8%	66.7%	93.8%	63.8%	-32.0%	17.6%
Gem	72.7%	60.0%	61.5%	69.7%	77.3%	10.9%	-0.6%
Gooding	55.9%	52.5%	43.5%	57.1%	53.9%	-5.8%	2.7%
Idaho	53.2%	75.0%	71.4%	35.5%	42.9%	20.8%	-4.7%
Jefferson	56.8%	72.0%	46.2%	57.7%	25.0%	-56.7%	5.3%
Jerome	73.6%	63.1%	57.9%	63.1%	60.6%	-3.9%	-4.5%
Minidoka	66.2%	67.5%	64.7%	56.7%	53.9%	-5.0%	-4.9%
Owyhee	53.1%	32.6%	64.5%	16.3%	25.0%	53.6%	-5.2%
Shoshone	76.5%	14.8%	73.3%	65.0%	54.6%	-16.1%	101.0%

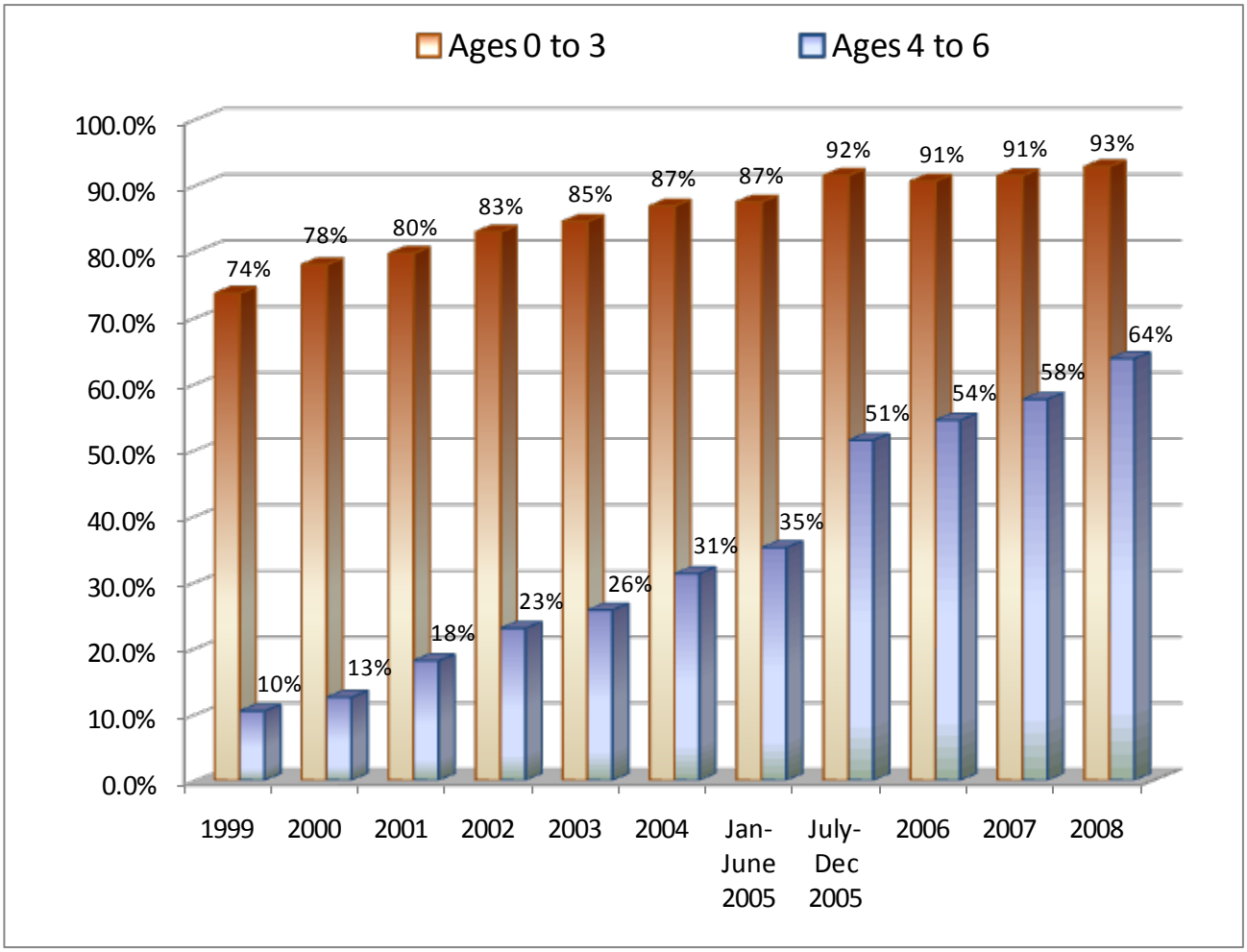
Table 31 (Continued)
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2004-2008
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
5,000 - 9,999							
Bear Lake	72.7%	75.0%	50.0%	65.0%	53.3%	-18.0%	-0.1%
Benewah	63.2%	63.6%	63.2%	68.2%	28.6%	-58.1%	2.7%
Boise	61.4%	59.1%	75.0%	77.6%	75.5%	-2.7%	8.9%
Caribou	50.0%	46.7%	92.9%	0.0%	60.0%	60.0%	-2.6%
Clearwater	78.6%	66.7%	42.3%	33.3%	36.4%	9.1%	-24.3%
Lemhi	83.3%	50.0%	59.3%	63.2%	80.0%	26.7%	-5.0%
Power	56.3%	52.6%	46.2%	41.7%	55.0%	32.0%	-9.5%
Teton	0.0%	28.6%	58.3%	50.0%	90.9%	81.8%	39.5%
Valley	60.0%	45.8%	48.2%	81.4%	81.8%	0.5%	16.8%
Washington	33.3%	73.3%	100.0%	78.6%	91.7%	16.7%	45.0%
0 - 4,999							
Adams	40.0%	31.3%	100.0%	38.5%	50.0%	30.0%	45.5%
Butte	50.0%	44.4%	50.0%	60.0%	69.2%	15.4%	7.1%
Camas	20.0%	50.0%	66.7%	0.0%	0.0%	0.0%	27.8%
Clark	100.0%	61.5%	40.0%	83.3%	88.2%	5.9%	11.6%
Custer	52.6%	76.5%	90.0%	40.0%	38.9%	-2.8%	2.5%
Lewis	62.5%	76.2%	0.0%	66.7%	50.0%	-25.0%	-55.9%
Lincoln	90.9%	54.6%	52.2%	44.4%	53.3%	20.0%	-19.7%
Oneida	55.2%	40.0%	58.3%	70.8%	42.9%	-39.5%	13.3%
Statewide Average	**72.1%**	**72.2%**	**73.5%**	**72.3%**	**71.8%**	**-0.6%**	**0.1%**

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: 1999 - 2008



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.

While child safety seat usage continues to increase for the 4-6 year old age group, usage among the 0-3 year old age groups appears to have topped off.

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 2004 to 2008. The higher numbers of children and lower percentage usage in 2005 is due to changing the criteria for examining child safety seat use to include children ages 4 through 6 years old.

Table 32
Self-Reported Child Safety Seat Use by Injury Type: 2004-2008
Under Age 4 (through 2004) and Under Age 7 (2005 and after)
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatalities							
Restrained	6	5	3	4	3	-25.0%	-7.8%
Unrestrained	1	0	0	2	2	0.0%	33.3%
Serious Injuries							
Restrained	3	17	7	15	15	0.0%	174.0%
Unrestrained	5	19	12	10	10	0.0%	75.5%
Visible Injuries							
Restrained	39	51	63	44	46	4.5%	8.0%
Unrestrained	12	39	45	40	16	-60.0%	76.4%
Possible Injuries							
Restrained	182	204	217	199	254	27.6%	3.4%
Unrestrained	30	122	71	77	65	-15.6%	91.1%
No Injuries							
Restrained	1,889	2,449	2,175	2,522	2,334	-7.5%	11.5%
Unrestrained	259	932	627	649	502	-22.7%	76.9%
Total Restrained	2,119	2,727	2,466	2,785	2,653	-4.7%	10.7%
Total Unrestrained	319	1,119	771	788	597	-24.2%	74.0%
% of Children Restrained	86.9%	70.9%	76.2%	77.9%	81.6%	4.7%	-2.9%

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 7 lives in 2008. Additionally, 33 serious injuries were prevented and 7 of the 10 unrestrained serious injuries may have been prevented if they had all been properly restrained.

Aggressive Driving

Table 33 shows information about crashes in Idaho from 2004 through 2008 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.

Table 33
Aggressive Driving Crashes: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Total Aggressive Driving Crashes	15,934	15,572	13,037	14,364	13,570	-5.5%	-2.8%
Fatalities	116	133	116	108	100	-7.4%	-1.7%
Serious Injuries	867	975	902	928	746	-19.6%	2.6%
Visible Injuries	2,614	2,511	2,399	2,283	1,867	-18.2%	-4.4%
Possible Injuries	5,519	5,295	4,858	4,784	4,326	-9.6%	-4.6%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	356	391	396	371	268	-27.8%	1.6%
Driving Too Fast for Conditions	334	404	303	366	334	-8.7%	5.6%
Exceeded Posted Speed	129	168	173	135	103	-23.7%	3.7%
Following Too Close	122	114	111	134	92	-31.3%	3.8%
Passed Stop Sign	65	59	71	59	47	-20.3%	-1.9%
Disregarded Signal	44	65	56	38	48	26.3%	0.6%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	6.63	7.26	6.67	6.54	5.54	-15.4%	-0.2%

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

In 2008, aggressive driving was a contributing factor in 54% of all crashes in Idaho. While 68% of all aggressive driving crashes occur in urban areas, 68% of the fatal aggressive driving crashes occur in rural areas. Only 27% of all aggressive driving crashes involved a single vehicle, while 51% of fatal aggressive driving crashes involved only one vehicle. Of the 47 fatal aggressive driving crashes that involved a single vehicle, 37 (or 79%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly $1.3 billion dollars in 2008. 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 4.1 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 1.9 times as likely as all other drivers to be involved in aggressive driving crashes. (Note: the odds ratios above compare the involvement of a group of drivers to the involvement of all other drivers combined) Drivers under the age of 25 represent more than one-third (37%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2008

	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
0-14	0	0.0%	33	0.2%		24	0.5%	
15	2,606	0.3%	201	1.4%	5.8	76	1.6%	6.3
16	10,137	1.0%	526	3.8%	3.9	175	3.7%	3.7
17	15,354	1.5%	729	5.2%	3.5	243	5.1%	3.4
18	16,849	1.6%	771	5.5%	3.4	265	5.5%	3.4
19	18,505	1.8%	685	4.9%	2.8	232	4.8%	2.7
20	19,012	1.8%	518	3.7%	2.0	174	3.6%	2.0
21	17,012	1.6%	491	3.5%	2.2	177	3.7%	2.3
22	18,490	1.8%	442	3.2%	1.8	142	3.0%	1.7
23	19,468	1.9%	411	3.0%	1.6	125	2.6%	1.4
24	19,812	1.9%	387	2.8%	1.5	116	2.4%	1.3
25-34	186,365	17.9%	2,693	19.4%	1.1	860	18.0%	1.0
35-44	176,289	17.0%	1,949	14.0%	0.8	716	15.0%	0.9
45-54	197,061	19.0%	1,600	11.5%	0.6	555	11.6%	0.6
55-64	163,897	15.8%	1,140	8.2%	0.5	417	8.7%	0.6
65-74	97,197	9.4%	591	4.3%	0.5	232	4.8%	0.5
75+	60,260	5.8%	509	3.7%	0.6	192	4.0%	0.7
Not Stated or Other			226	1.6%		63	1.3%	
TOTALS	**1,038,314**		**13,902**			**4,784**		

** 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 2008, nearly one out of every four crashes involved a youthful driver. In 2008, 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.

Table 35
Crashes Involving Youthful Drivers (15 to 19 Years Old): 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Total Crashes	7,408	7,309	6,216	6,734	5,909	-12.3%	-2.7%
Fatalities	39	38	38	42	39	-7.1%	2.7%
Serious Injuries	376	377	403	426	348	-18.3%	4.3%
Visible Injuries	1,258	1,156	1,233	1,127	881	-21.8%	-3.3%
Possible Injuries	2,479	2,471	2,342	2,234	1,919	-14.1%	-3.4%
Drivers 15-19 in Fatal & Serious Injury Crashes	335	326	339	374	296	-20.9%	3.9%
% of all Drivers in Fatal & Serious Injury Crashes	13.8%	13.5%	14.1%	14.9%	13.8%	-7.0%	2.5%
Licensed Drivers 15-19	65,391	66,637	66,038	65,173	63,451	-2.6%	-0.1%
% of Total Licensed Drivers	6.9%	6.6%	6.6%	6.3%	6.1%	-3.7%	-2.8%
Driver Involvement Rate*	2.01	2.04	2.15	2.34	2.26	-3.4%	5.4%
Teen Drivers in Fatal Crashes	36	35	35	36	36	0.0%	0.0%
Impaired Teen Drivers in Fatal Crashes	8	10	7	9	10	11.1%	7.9%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	22.2%	28.6%	20.0%	25.0%	27.8%	11.1%	7.9%

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

The 39 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 39 people killed in youthful driver crashes, 17 were youthful drivers. Only 3 of the 17 youthful drivers killed (18%) were wearing seat belts. All together, there were 28 teen passenger motor vehicle occupants killed in crashes (this includes the 17 drivers ages 15-19). Of the 28 teen passenger motor vehicle occupants killed in crashes, only 6 (21%) were wearing seat belts.

While 68% of all crashes involving youthful drivers occurred in urban areas, 81% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2008, the economic cost of crashes involving youthful drivers was $536.5 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.

Table 36
Emergency Medical Services Response to Crashes: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Total Crashes	28,332	28,238	24,225	26,452	25,002	-5.5%	-1.8%
Response to Fatal & Injury Crashes	6,624	6,550	6,519	6,471	5,826	-10.0%	-0.8%
% of Fatal & Injury Crashes	65.7%	65.2%	66.7%	68.5%	69.0%	0.8%	1.4%
Persons Killed or Injured in Crashes	14,994	14,711	14,217	13,846	12,227	-11.7%	-2.6%
Transported from Rural Areas	3,549	3,234	3,063	3,110	2,761	-11.2%	-4.2%
Transported from Urban Areas	2,643	2,740	2,777	2,871	2,480	-13.6%	2.8%
Total Transported by EMS	6,192	5,974	5,840	5,981	5,241	-12.4%	-1.1%
% of Killed/Injured Transported	41.3%	40.6%	41.1%	43.2%	42.9%	-0.8%	1.5%
Trapped and Extricated	568	651	586	566	495	-12.5%	0.4%
Fatal/Serious Injuries Transported by Helicopter	271	258	201	233	173	-25.8%	-3.7%

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 2004 to 2008. Crashes involving pedestrians decreased by 13% in 2008 and the number of pedestrians killed in motor vehicle crashes decreased by 35%. Of all pedestrians involved in crashes in 2008, 99% 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 2008, 1 was 5 years of age, 4 were between 26 and 45 years of age, and 6 were 65 years of age or older. Impaired pedestrians were involved in 8% of all pedestrian crashes and 36% of fatal pedestrian crashes.

Table 37
Pedestrians in Crashes: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Pedestrian Crashes	235	206	224	244	212	-13.1%	1.8%
Fatalities	18	9	8	17	11	-35.3%	17.1%
Serious Injuries	64	51	56	65	50	-23.1%	1.9%
Visible Injuries	97	91	99	90	93	3.3%	-2.2%
Possible Injuries	67	62	71	83	73	-12.0%	8.0%
Pedestrians in Crashes	249	218	236	259	230	-11.2%	1.9%
Pedestrian Fatal and Serious Injuries	82	60	64	82	61	-25.6%	2.7%
% of All Fatal and Serious Injuries	4.3%	3.1%	3.3%	4.0%	3.5%	-11.8%	0.2%
Impaired Fatal and Serious Injuries*	19	11	15	14	9	-35.7%	-4.1%
% of Pedestrian Fatal & Serious Injuries	23.2%	18.3%	23.4%	17.1%	14.8%	-13.6%	-6.7%
Pedestrians in Fatal and Injury Crashes by Age							
0 to 3	0	4	7	8	4	-50.0%	129.8%
4 to 14	76	48	39	52	48	-7.7%	-7.4%
15 to 19	31	39	33	53	32	-39.6%	23.7%
20 to 24	29	28	32	28	26	-7.1%	-0.6%
25 to 34	27	24	29	29	28	-3.4%	3.2%
35 to 44	18	22	26	21	20	-4.8%	7.1%
45 to 54	32	22	32	22	30	36.4%	-5.7%
55 to 64	16	16	16	21	15	-28.6%	10.4%
65 and Older	16	10	17	18	24	33.3%	12.8%
Missing/Unknown Age	3	3	5	6	3	-50.0%	28.9%

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

In 2008, the economic cost of crashes involving pedestrians was $91.6 million dollars. This represents 4% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

Table 38 gives information about bicyclists in crashes from 2004 to 2008. The number of bicycle crashes increased in 2008 by 7%, one of the few areas that crashes increased. This may be a result of people using alternate forms of transportation due to the high price of gas. Of the bicyclists involved in crashes in 2008, 97% received some degree of injury. Of all bicyclists involved in crashes in 2008, 21% were between the ages of 4 and 14.

Table 38
Bicyclists in Crashes: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Bicycle Crashes	276	321	328	321	344	7.2%	5.5%
Fatalities	3	3	2	2	2	0.0%	-11.1%
Serious Injuries	28	42	29	35	50	42.9%	13.2%
Visible Injuries	142	167	180	161	146	-9.3%	4.9%
Possible Injuries	96	106	120	124	143	15.3%	9.0%
Bicyclists in Crashes	279	327	333	333	352	5.7%	6.3%
Bicycle Fatal and Serious Injuries	31	45	31	37	52	40.5%	11.1%
% of All Fatal and Serious Injuries	1.6%	2.3%	1.6%	1.8%	3.0%	66.7%	8.4%
Bicyclists in Crashes Wearing Helmets	35	56	55	58	58	0.0%	21.2%
% of Bicyclists Wearing Helmets	12.5%	17.1%	16.5%	17.4%	16.5%	-5.4%	12.8%
Impaired Fatal and Serious Injuries*	0	3	0	3	3	0.0%	33.3%
% of Bicycle Fatal & Serious Injuries	0.0%	6.7%	0.0%	8.1%	5.8%	-28.8%	22.4%
Bicyclists in Crashes by Age							
0 to 3	1	1	3	1	3	200.0%	44.4%
4 to 14	105	109	100	87	74	-14.9%	-5.8%
15 to 19	44	56	70	78	76	-2.6%	21.2%
20 to 24	38	38	31	43	52	20.9%	6.8%
25 to 34	30	39	41	43	49	14.0%	13.3%
35 to 44	22	36	26	29	40	37.9%	15.8%
45 to 54	17	19	33	30	26	-13.3%	25.5%
55 to 64	9	13	16	11	17	54.5%	12.1%
65 and Older	6	7	6	5	7	40.0%	-4.8%
Missing/Unknown Age	7	9	7	6	8	33.3%	-2.6%

** 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 17% of bicyclists wearing helmets. However, 28% 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 2008, the economic cost of crashes involving bicyclists was $46.6 million dollars. This represents 2% 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 2004 to 2008. The number of motorcycle crashes increased in 2008 by 10%. Along with bicycle crashes, this is one of the few types of crashes that increased, most likely due to the increase in the price of gas. Of all motorcyclists involved in crashes in 2008, 88% received some degree of injury. Of all motorcycle crashes, 10% involved impaired motorcyclists, while 31% of fatal motorcycle crashes involved impaired motorcyclists. Just over half (55%) of all motorcycle crashes were single-vehicle crashes, while 48% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2008, 72% were 35 years of age or older.

While Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, 75% of those riders involved in crashes in 2008 were wearing a helmet.

Table 39
Motorcyclists in Crashes: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Motorcycle Crashes	508	549	516	615	678	10.2%	7.1%
Fatalities	24	26	38	29	29	0.0%	10.3%
Serious Injuries	145	185	149	194	192	-1.0%	12.8%
Visible Injuries	216	224	212	271	281	3.7%	8.7%
Possible Injuries	110	110	119	123	180	46.3%	3.8%
Motorcyclists in Crashes	578	625	589	718	773	7.7%	8.1%
Registered Motorcycles*	52,614	60,202	51,842	45,752	62,673	37.0%	-3.7%
Motorcyclists Wearing Helmets	246	270	286	343	423	23.3%	11.9%
% Motorcyclists Wearing Helmets	42.6%	43.2%	48.6%	47.8%	54.7%	14.5%	4.1%
Motorcycle Drivers in Crashes by Age							
0 to 14	9	3	4	6	8	33.3%	5.6%
15 to 20	54	57	60	60	77	28.3%	3.6%
21 to 24	66	61	54	62	71	14.5%	-1.4%
25 to 34	102	107	105	124	127	2.4%	7.0%
35 to 44	101	96	93	118	115	-2.5%	6.3%
45 to 54	119	135	117	135	167	23.7%	5.2%
55 to 64	52	69	63	100	105	5.0%	27.6%
65 and up	18	18	24	24	24	0.0%	11.1%
Missing/Unknown	8	6	6	5	6	20.0%	-13.9%

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

In 2008, the economic cost of crashes involving motorcyclists was $262.0 million dollars. This represents 10% 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 2004 through 2008. 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.

Table 40
Commercial Motor Vehicle Crash Rates : 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatal Crashes	31	30	25	28	30	7.1%	-2.6%
Injury Crashes	536	527	502	518	443	-14.5%	-1.1%
Total Crashes	1,918	1,983	1,710	1,878	1,838	-2.1%	-0.2%
Commercial VMT (100 millions)	26.4	27.3	28.3	29.6	27.4	-7.4%	3.8%
Fatal Crash Rate	1.2	1.1	0.9	0.9	1.1	15.7%	-6.3%
Injury Crash Rate	20.3	19.3	17.7	17.5	16.2	-7.6%	-4.7%
Total Crash Rate	72.6	72.5	60.4	63.5	67.2	5.7%	-3.9%

Table 41 presents the location of CMV crashes by severity and roadway type. While 56% of all CMV crashes occurred on rural roadways, 73% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (45%) occurred on local roads, while the largest percentage of fatal CMV crashes (50%) took place on US and State highways.

Table 41
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2008

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Rural	5	16.7%	68	15.3%	199	14.6%	272	14.8%
Urban	3	10.0%	25	5.6%	93	6.8%	121	6.6%
U.S. or State Highway								
Rural	13	43.3%	128	28.9%	300	22.0%	441	24.0%
Urban	2	6.7%	51	11.5%	122	8.9%	175	9.5%
Local								
Rural	4	13.3%	69	15.6%	236	17.3%	309	16.8%
Urban	3	10.0%	102	23.0%	415	30.4%	520	28.3%
Total	**30**	**1.6%**	**443**	**24.1%**	**1,365**	**74.3%**	**1,838**	

Table 42 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2004 to 2008.

Table 42
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Bus							
Fatal Crashes	0	1	0	0	0	0.0%	0.0%
Injury Crashes	37	43	31	39	32	-17.9%	4.7%
Property Damage Crashes	105	94	87	103	122	18.4%	0.2%
Single Unit Truck							
Fatal Crashes	12	12	10	10	10	0.0%	-5.6%
Injury Crashes	195	161	173	171	151	-11.7%	-3.7%
Property Damage Crashes	402	425	390	450	432	-4.0%	4.3%
Single Unit Truck with Trailer							
Fatal Crashes	2	1	0	1	2	100.0%	-16.7%
Injury Crashes	28	25	35	41	43	4.9%	15.5%
Property Damage Crashes	90	76	74	137	120	-12.4%	22.3%
Truck Tractor Only (Bobtail)							
Fatal Crashes	1	1	0	1	0	-100.0%	-66.7%
Injury Crashes	14	8	16	10	6	-40.0%	6.5%
Property Damage Crashes	35	36	25	21	18	-14.3%	-14.6%
Semi with Single-Trailer Configurations							
Fatal Crashes	16	11	11	16	16	0.0%	4.7%
Injury Crashes	239	253	212	237	189	-20.3%	0.5%
Property Damage Crashes	629	696	550	527	592	12.3%	-4.8%
Semi with Double-Trailer Configurations							
Fatal Crashes	2	4	3	0	2	200.0%	-8.3%
Injury Crashes	35	52	50	32	32	0.0%	2.9%
Property Damage Crashes	113	122	88	110	103	-6.4%	1.7%
Semi with Triple-Trailer Configurations							
Fatal Crashes	0	0	1	1	1	0.0%	33.3%
Injury Crashes	2	1	4	1	2	100.0%	58.3%
Property Damage Crashes	9	6	9	11	10	-9.1%	13.0%

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

Table 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: 2004-2008

Vehicle Type	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Passenger Cars	23,780	23,931	20,062	21,897	19,974	-8.8%	-2.1%
%	48.4%	49.0%	48.1%	47.7%	46.9%	-1.8%	-0.4%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	22,357	21,830	18,968	21,010	19,554	-6.9%	-1.6%
%	45.5%	44.7%	45.5%	45.8%	45.9%	0.2%	0.2%
Medium Trucks*	743	719	699	828	776	-6.3%	4.1%
%	1.5%	1.5%	1.7%	1.8%	1.8%	0.9%	6.3%
Large Trucks**	1,124	1,222	1,004	994	998	0.4%	-3.4%
%	2.3%	2.5%	2.4%	2.2%	2.3%	8.1%	-1.5%
Buses	143	141	119	144	156	8.3%	1.3%
%	0.3%	0.3%	0.3%	0.3%	0.4%	16.6%	2.7%
Motorcycles	533	558	528	640	707	10.5%	6.8%
%	1.1%	1.1%	1.3%	1.4%	1.7%	18.9%	8.8%
All Other***	458	393	288	352	440	25.0%	-6.2%
%	0.9%	0.8%	0.7%	0.8%	1.0%	34.6%	-5.6%
TOTALS	49,138	48,794	41,668	45,865	42,605	-7.1%	-1.7%

**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 2008, there were 5,106 persons involved in CMV crashes. Occupants of passenger vehicles combined to comprise 37% of the persons involved in CMV crashes. Of the 37 fatalities that occurred in CMV crashes, 61% were occupants of passenger cars, pickups, vans, or other vehicles while 39% were occupants of CMV's.

Table 44
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2008

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	14	9	12	1	36
% of Fatalities	38.9%	25.0%	33.3%	2.8%	0.7%
Serious Injuries	25	31	38	5	99
% of Serious Injuries	25.3%	31.3%	38.4%	5.1%	1.9%
Visible Injuries	77	55	71	4	207
% of Visible Injuries	37.2%	26.6%	34.3%	1.9%	4.1%
Possible Injuries	124	116	125	9	374
% of Possible Injuries	33.2%	31.0%	33.4%	2.4%	7.3%
Non-Injury	2,864	711	737	24	4,336
% of Non- Injury	66.1%	16.4%	17.0%	0.6%	84.9%
Unknown	49	2	1	2	54
% of Unknown	90.7%	3.7%	1.9%	3.7%	1.1%
Column Totals	3,153	924	984	45	5,106
(% OF TOTAL)	61.8%	18.1%	19.3%	0.9%	

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

In 2008, the economic cost of crashes involving commercial motor vehicles was $289 million dollars. This represents 11% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 45
Crashes in Work Zones: 2004-2008

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Work Zone Crashes	265	197	198	297	279	-6.1%	8.3%
Fatalities	8	0	2	2	7	250.0%	-200.0%
Serious Injuries	23	14	21	20	27	35.0%	2.0%
Visible Injuries	42	27	32	46	54	17.4%	8.9%
Possible Injuries	85	71	71	68	108	58.8%	-6.9%
% All Crashes	0.9%	0.8%	0.8%	1.1%	1.1%	-0.6%	8.3%
Workers Injured	1	0	2	3	2	-33.3%	50.0%

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

There was one worker injured while moving cones in 2004. 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.

Single-vehicle crashes comprised 26% of the crashes in work zones in 2008. 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: 2008

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Rural	1	0.0%	1	0.9%	7	4.2%	9	3.2%
Urban	4	0.0%	35	33.0%	69	41.3%	108	38.7%
U.S. or State Highway								
Rural	1	0.0%	27	25.5%	38	22.8%	66	23.7%
Urban	0	0.0%	11	10.4%	24	14.4%	35	12.5%
Local								
Rural	0	0.0%	6	5.7%	5	3.0%	11	3.9%
Urban	0	0.0%	26	24.5%	24	14.4%	50	17.9%
Total	**6**	**2.2%**	**106**	**38.0%**	**167**	**59.9%**	**279**	

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: 2008

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	1	16	19	36
District 2	0	4	2	6
District 3	4	65	104	173
District 4	0	5	9	14
District 5	0	6	10	16
District 6	1	10	23	34
Statewide	**6**	**106**	**167**	**279**

In 2008, the economic cost of crashes in work zones was $61 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

INJURY SEVERITY:

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

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

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

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

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

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

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

Glossary of Terms (Continued)

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

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

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

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

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

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

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

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

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

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

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

References and Notes

1. U.S. Department of Transportation, Federal Highway Administration, Memorandum: Treatment of the Economic Valueof 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.

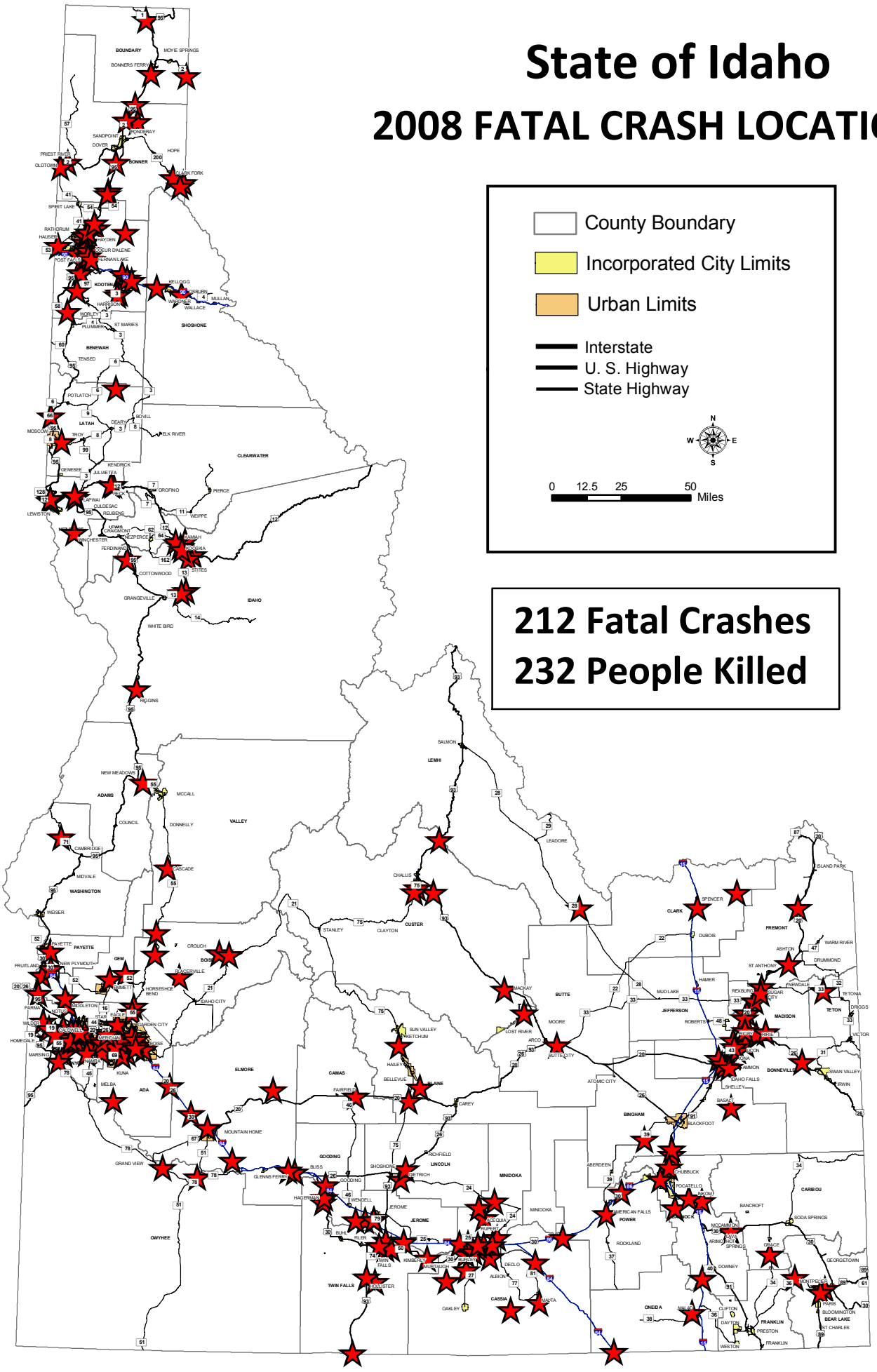
APPENDIX A: Maps of Fatal Crash Locations in 2008

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.

May 2009

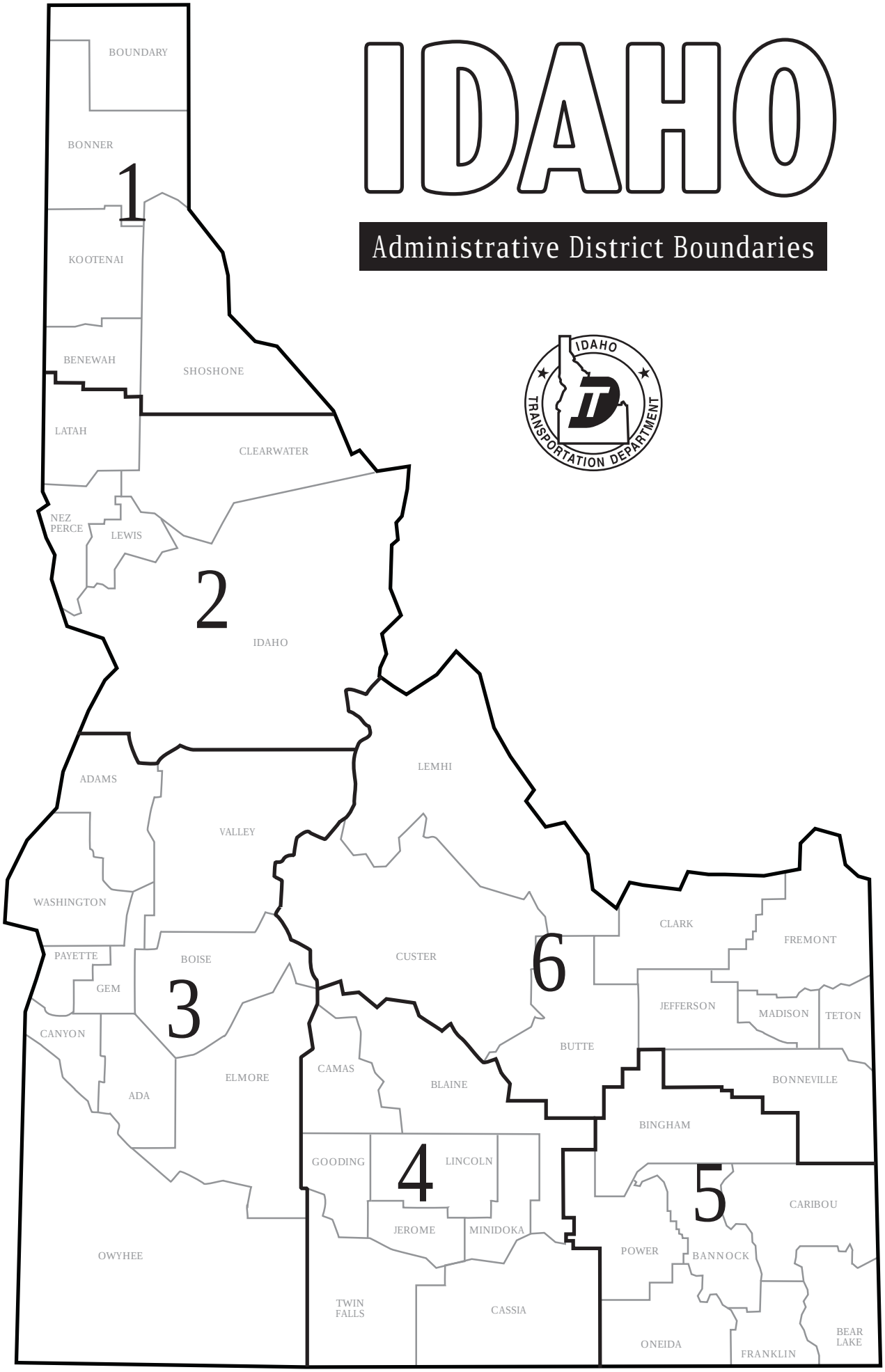
State of Idaho

2008 FATAL CRASH LOCATIONS

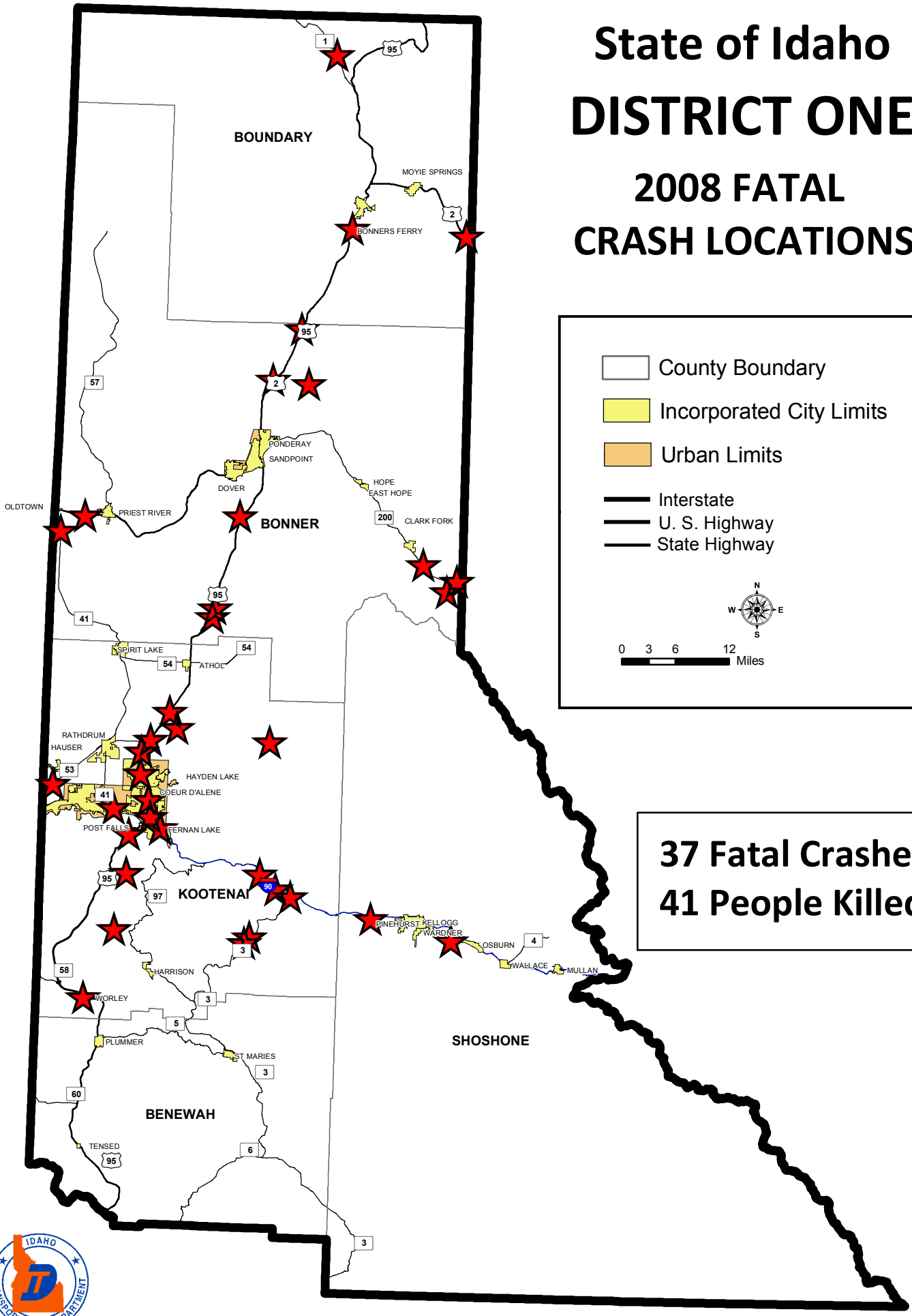


IDAHO

Administrative District Boundaries



State of Idaho
DISTRICT ONE
2008 FATAL CRASH LOCATIONS



37 Fatal Crashes
41 People Killed

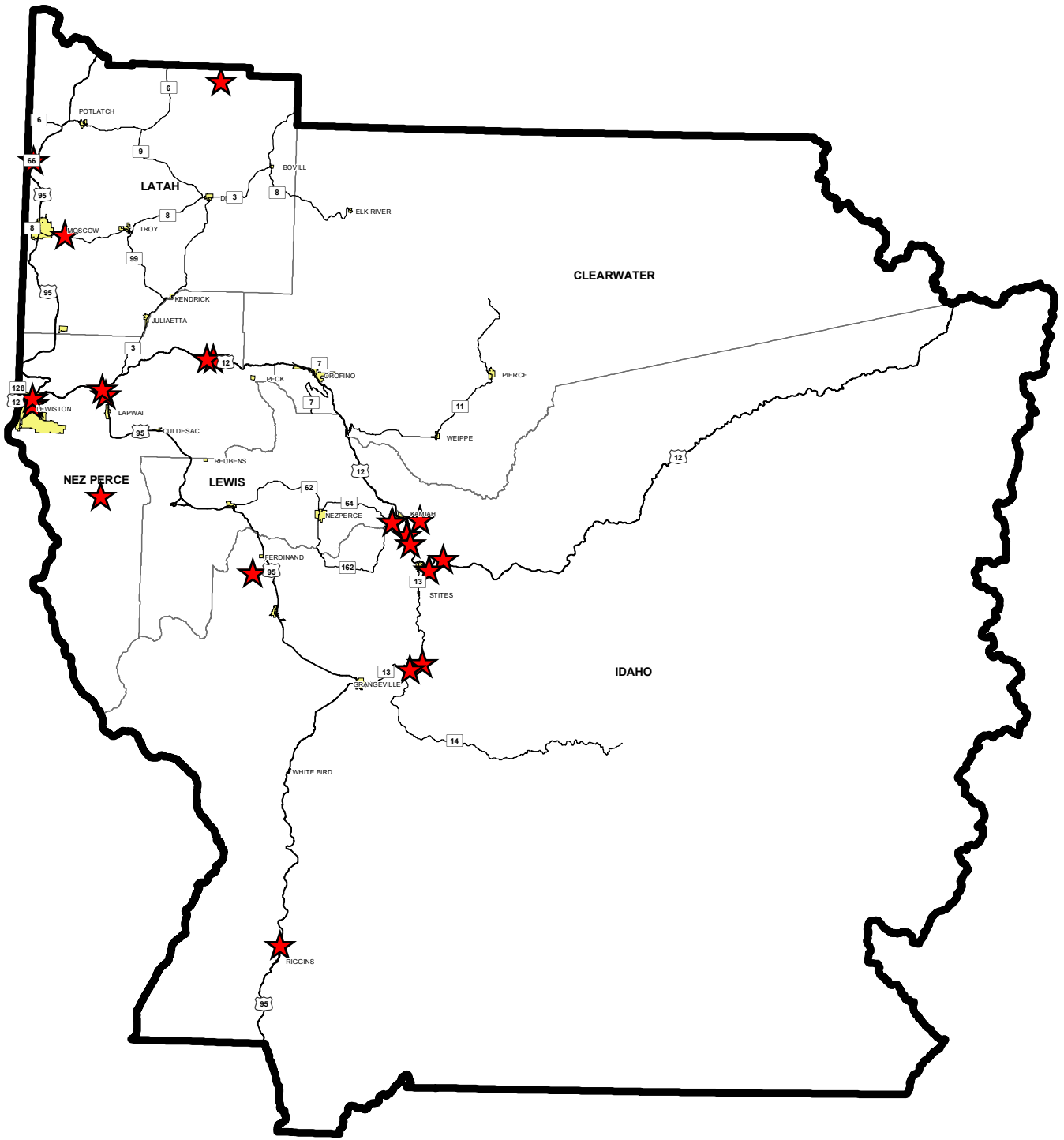
IDAHO TRANSPORTATION DEPARTMENT

May 2009

State of Idaho

DISTRICT TWO

2008 FATAL CRASH LOCATIONS



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

N
W E
S

0 4.5 9 18
Miles

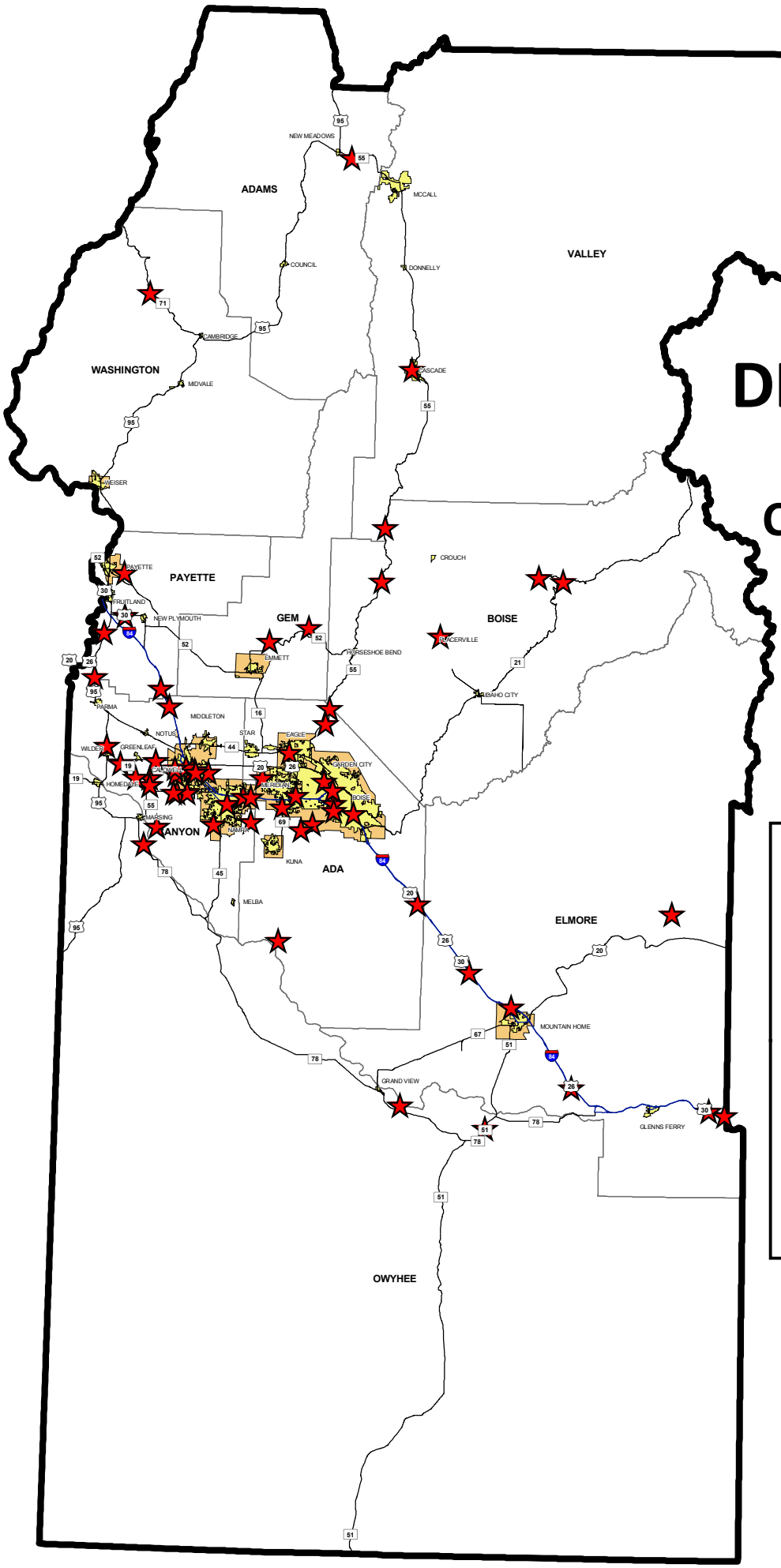
21 Fatal Crashes
23 People Killed

IDAHO TRANSPORTATION DEPARTMENT

May 2009

May 2009

State of Idaho
DISTRICT THREE
2008 FATAL CRASH LOCATIONS



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

N
W E
S

0 5 10 20
Miles

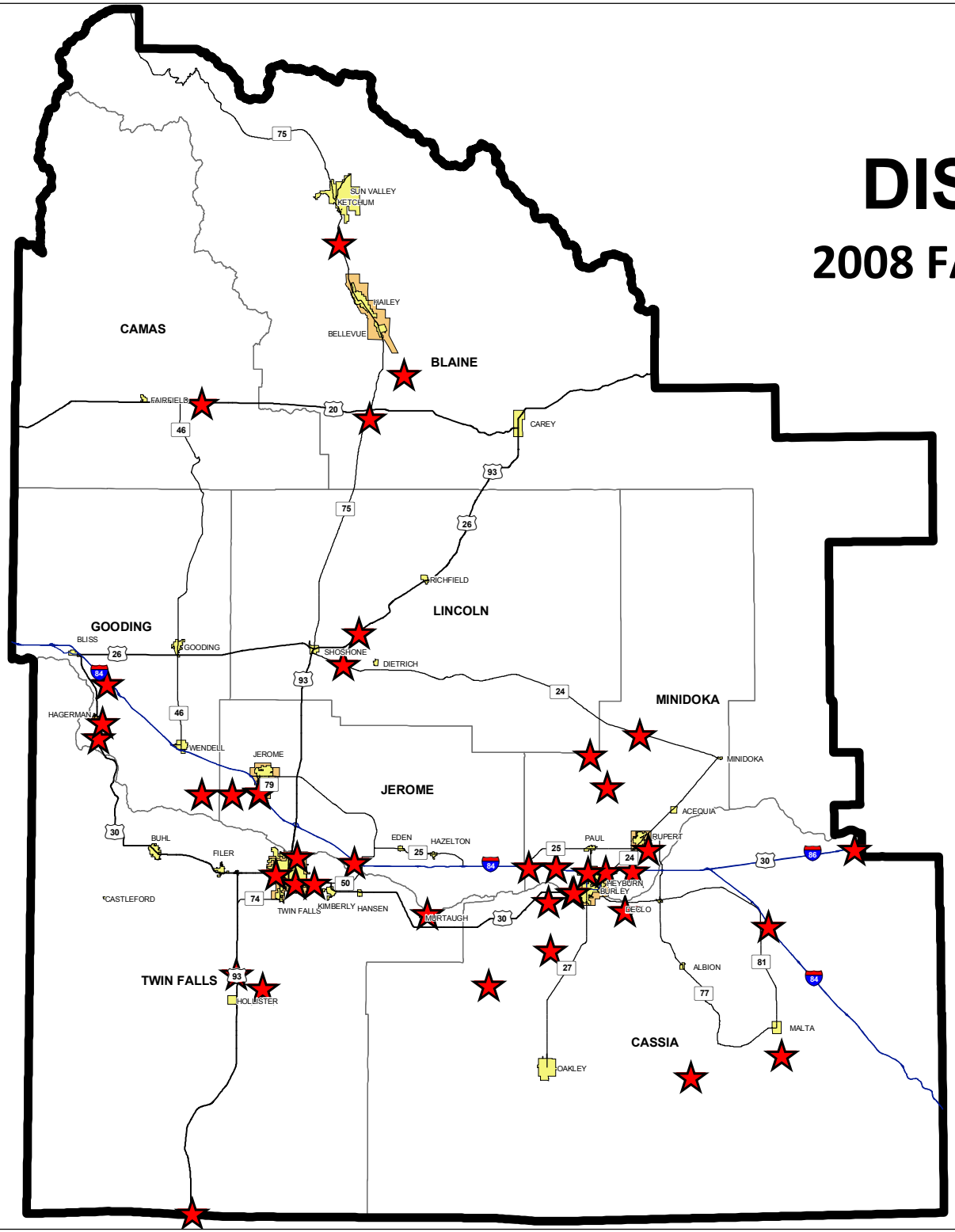
63 Fatal Crashes
71 People Killed

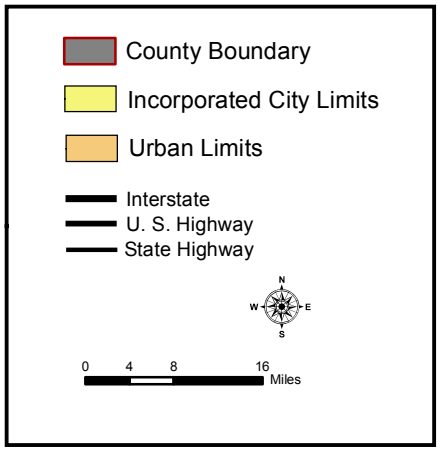
State of Idaho

DISTRICT FOUR

2008 FATAL CRASH LOCATIONS

May 2009

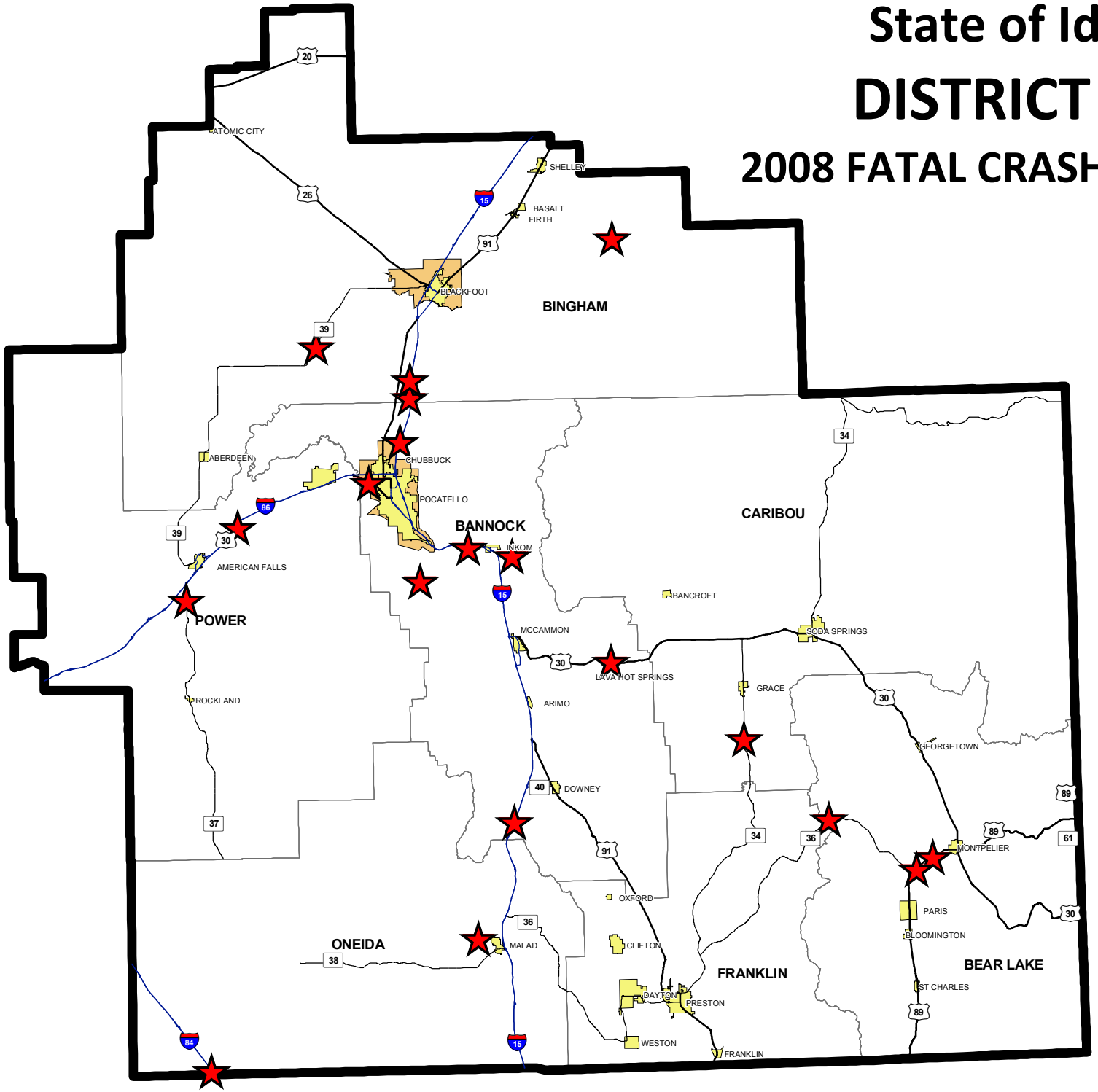




42 Fatal Crashes
46 People Killed

State of Idaho
DISTRICT FIVE
2008 FATAL CRASH LOCATIONS

May 2009



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

N W E S

0 3.75 7.5 15 Miles

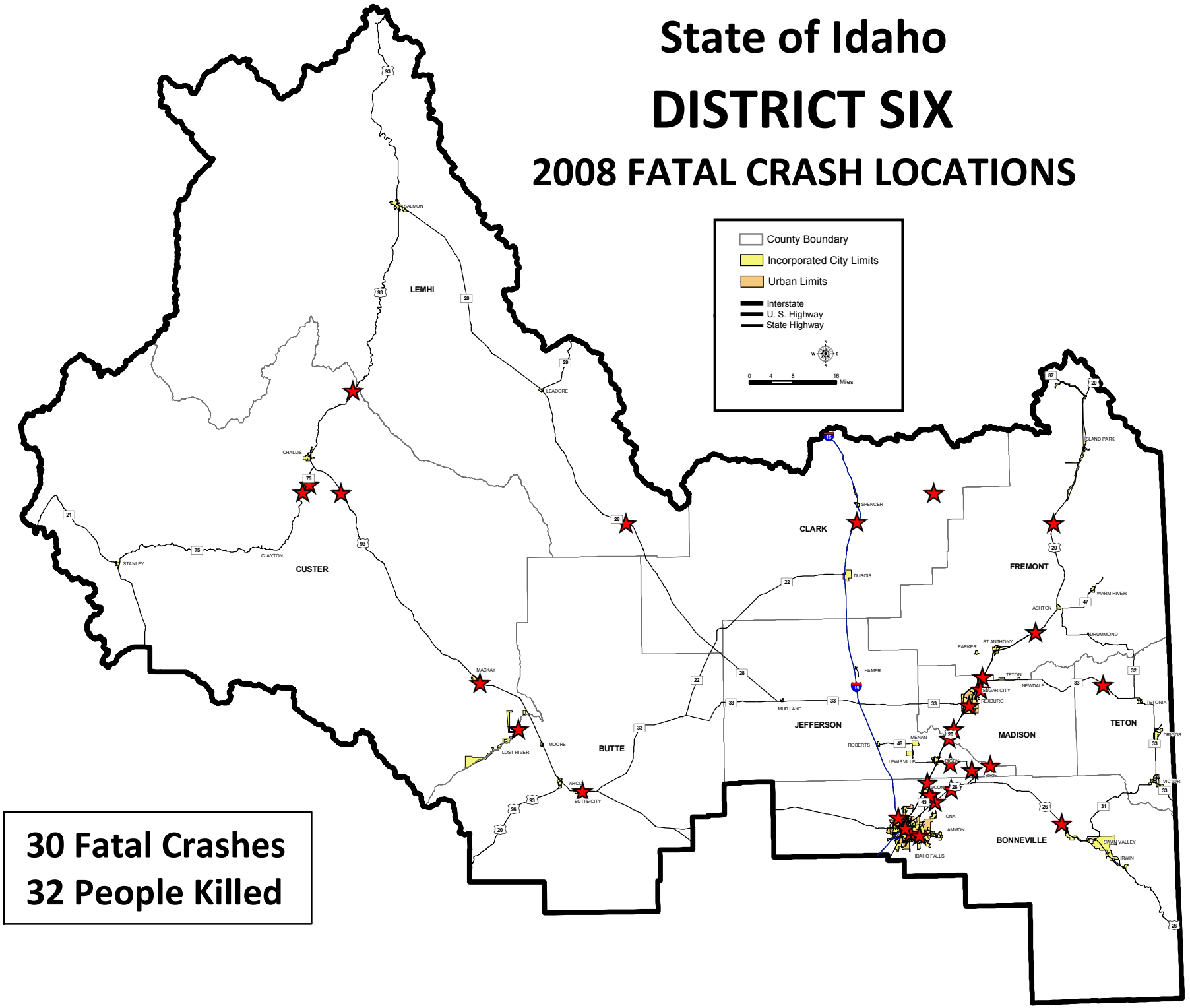
19 Fatal Crashes
19 People Killed

State of Idaho

DISTRICT SIX

2008 FATAL CRASH LOCATIONS

May 2009



30 Fatal Crashes
32 People Killed

APPENDIX B: 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: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

I-15	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	11	9	10	7	6	**43**
Fatalities	12	11	11	8	6	**48**
Total Crashes	652	582	501	522	579	**2,836**
Average Daily Traffic	9,990	9,990	10,130	10,550	10,020	**50,680**
Fatal Crash Rate	1.53	1.26	1.38	0.93	0.84	**1.18**
Total Crash Rate	90.59	81.43	69.13	69.16	80.77	**78.11**

I-84	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	32	23	21	29	23	**128**
Fatalities	39	25	23	35	28	**150**
Total Crashes	1,439	1,265	1,103	1,319	1,198	**6,324**
Average Daily Traffic	19,420	19,420	20,080	20,580	18,970	**98,470**
Fatal Crash Rate	1.68	1.18	1.04	1.40	1.21	**1.30**
Total Crash Rate	75.51	64.74	54.60	63.70	62.77	**64.14**

I-86	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	4	2	4	2	2	**14**
Fatalities	5	2	4	2	2	**15**
Total Crashes	212	151	127	97	144	**731**
Average Daily Traffic	7,950	7,950	8,050	8,140	7,860	**39,950**
Fatal Crash Rate	2.17	1.10	2.17	1.07	1.11	**1.52**
Total Crash Rate	115.23	82.80	68.77	51.95	79.86	**79.62**

I-90	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	4	2	1	4	6	**17**
Fatalities	4	3	1	6	7	**21**
Total Crashes	418	345	401	435	412	**2,011**
Average Daily Traffic	17,760	17,760	18,080	18,208	17,140	**88,947**
Fatal Crash Rate	0.85	0.42	0.21	0.82	1.30	**0.71**
Total Crash Rate	88.94	72.08	82.29	88.64	89.19	**84.19**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

I-184	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	0	0	1	**2**
Fatalities	1	0	0	0	1	**2**
Total Crashes	58	32	47	39	53	**229**
Average Daily Traffic	52,940	52,940	54,620	57,450	54,620	**272,570**
Fatal Crash Rate	1.43	0.00	0.00	0.00	1.39	**0.56**
Total Crash Rate	83.03	45.75	65.12	51.38	73.44	**63.60**

US 2	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	1	1	1	2	**5**
Fatalities	0	1	1	1	2	**5**
Total Crashes	95	96	94	69	88	**442**
Average Daily Traffic	4,318	4,318	4,315	4,629	4,379	**21,958**
Fatal Crash Rate	0.00	1.43	1.43	1.33	2.82	**1.41**
Total Crash Rate	139.50	137.35	134.58	92.09	124.15	**124.98**

US 12	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	9	3	2	5	**20**
Fatalities	1	10	4	2	7	**24**
Total Crashes	222	223	186	184	128	**943**
Average Daily Traffic	2,029	2,029	2,007	1,998	1,878	**9,942**
Fatal Crash Rate	0.78	7.20	2.43	1.62	4.32	**3.25**
Total Crash Rate	173.22	178.39	150.44	149.49	110.62	**153.18**

US 20	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	11	5	10	7	7	**40**
Fatalities	14	6	10	8	7	**45**
Total Crashes	1,011	1,034	931	948	883	**4,807**
Average Daily Traffic	5,790	5,790	5,836	5,748	5,783	**28,946**
Fatal Crash Rate	1.73	0.76	1.51	1.04	1.07	**1.22**
Total Crash Rate	158.56	157.65	140.83	140.32	134.79	**146.32**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

US 26	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	2	2	3	3	**11**
Fatalities	1	3	3	3	3	**13**
Total Crashes	198	196	171	208	226	**999**
Average Daily Traffic	3,071	3,071	3,154	3,295	3,185	**15,776**
Fatal Crash Rate	0.72	1.39	1.35	1.94	2.01	**1.49**
Total Crash Rate	141.73	135.90	115.45	134.42	151.08	**135.66**

US 30	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	9	4	5	1	7	**26**
Fatalities	9	5	5	1	7	**27**
Total Crashes	347	308	255	285	278	**1,473**
Average Daily Traffic	3,816	3,816	3,626	3,722	3,654	**18,633**
Fatal Crash Rate	3.34	1.49	1.96	0.38	2.72	**1.98**
Total Crash Rate	128.79	114.77	99.99	108.89	108.19	**112.32**

US 89	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	1	0	0	2	**4**
Fatalities	1	1	0	0	2	**4**
Total Crashes	38	33	35	29	43	**178**
Average Daily Traffic	1,640	1,640	1,659	1,815	1,724	**8,477**
Fatal Crash Rate	3.82	3.82	0.00	0.00	7.26	**2.95**
Total Crash Rate	145.07	125.99	132.09	100.05	156.18	**131.46**

US 91	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	3	5	2	2	0	**12**
Fatalities	3	6	2	3	0	**14**
Total Crashes	307	300	204	300	291	**1,402**
Average Daily Traffic	4,173	4,173	4,178	4,454	4,400	**21,379**
Fatal Crash Rate	2.05	3.91	1.56	1.43	0.00	**1.76**
Total Crash Rate	209.30	234.79	159.47	214.35	210.49	**206.00**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

US 93	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	7	13	8	6	7	**41**
Fatalities	7	17	8	9	7	**48**
Total Crashes	447	419	401	333	330	**1,930**
Average Daily Traffic	2,102	2,102	2,015	2,133	2,098	**10,451**
Fatal Crash Rate	2.14	3.99	2.56	1.82	2.15	**2.53**
Total Crash Rate	136.90	128.69	128.50	100.80	101.56	**119.18**

US 95	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	26	20	11	14	17	**88**
Fatalities	28	23	12	15	19	**97**
Total Crashes	1,289	1,330	1,161	1,270	1,167	**6,217**
Average Daily Traffic	4,641	4,641	4,717	4,961	4,658	**23,617**
Fatal Crash Rate	3.16	2.32	1.21	1.44	1.88	**1.97**
Total Crash Rate	156.65	154.08	127.22	130.90	128.83	**138.94**

SH 3	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	2	1	1	1	2	**7**
Fatalities	2	1	1	1	2	**7**
Total Crashes	111	99	95	100	78	**483**
Average Daily Traffic	1,510	1,510	1,503	1,550	1,482	**7,556**
Fatal Crash Rate	3.38	1.68	1.69	1.64	3.43	**2.35**
Total Crash Rate	187.34	165.90	160.25	164.12	133.90	**162.41**

SH 6	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	1	1	2	0	**4**
Fatalities	0	1	1	2	0	**4**
Total Crashes	27	23	28	27	19	**124**
Average Daily Traffic	1,125	1,125	1,125	1,125	1,125	**5,626**
Fatal Crash Rate	0.00	6.17	6.17	12.34	0.00	**4.93**
Total Crash Rate	166.54	141.87	172.71	166.54	117.19	**152.97**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 8	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	0	1	1	**2**
Fatalities	0	0	0	1	1	**2**
Total Crashes	104	127	93	136	123	**583**
Average Daily Traffic	2,778	2,778	2,856	2,619	2,599	**13,630**
Fatal Crash Rate	0.00	0.00	0.00	1.97	1.98	**1.25**
Total Crash Rate	541.68	661.48	468.64	267.51	243.84	**365.46**

SH 11	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	1	0	0	**1**
Fatalities	0	0	1	0	0	**1**
Total Crashes	26	24	14	31	20	**115**
Average Daily Traffic	990	990	990	990	800	**4,760**
Fatal Crash Rate	0.00	0.00	6.51	0.00	0.00	**1.35**
Total Crash Rate	169.14	156.13	91.08	201.67	161.01	**155.60**

SH 13	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	0	1	2	**4**
Fatalities	1	0	0	1	2	**4**
Total Crashes	27	20	20	28	16	**111**
Average Daily Traffic	1,490	1,490	1,510	1,540	1,510	**7,540**
Fatal Crash Rate	6.83	0.00	0.00	6.74	13.75	**5.49**
Total Crash Rate	184.41	139.35	137.51	188.76	110.00	**152.23**

SH 14	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	1	1	1	0	**3**
Fatalities	0	1	1	1	0	**3**
Total Crashes	8	8	6	8	3	**33**
Average Daily Traffic	510	510	460	460	460	**2,400**
Fatal Crash Rate	0.00	10.85	12.03	12.03	0.00	**6.89**
Total Crash Rate	85.12	86.79	72.17	96.23	36.09	**75.76**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 16	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	2	1	0	1	0	**4**
Fatalities	2	1	0	1	0	**4**
Total Crashes	56	37	39	42	32	**206**
Average Daily Traffic	8,300	8,300	8,590	8,530	8,250	**41,970**
Fatal Crash Rate	4.82	2.37	0.00	2.31	0.00	**1.88**
Total Crash Rate	134.84	87.69	89.31	96.86	76.30	**96.86**

SH 19	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	0	2	1	**4**
Fatalities	1	0	0	2	1	**4**
Total Crashes	38	33	40	43	39	**193**
Average Daily Traffic	4,749	4,749	5,363	5,571	5,544	**25,976**
Fatal Crash Rate	3.62	0.00	0.00	6.10	3.07	**2.62**
Total Crash Rate	137.71	118.14	126.80	131.22	119.59	**126.60**

SH 21	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	5	1	1	5	1	**13**
Fatalities	5	1	1	5	1	**13**
Total Crashes	86	89	72	77	77	**401**
Average Daily Traffic	1,154	1,154	1,156	1,138	1,094	**5,695**
Fatal Crash Rate	9.11	1.88	1.88	9.54	1.99	**4.92**
Total Crash Rate	156.76	167.45	135.23	146.94	152.85	**151.88**

SH 22	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	1	0	0	**1**
Fatalities	0	0	1	0	0	**1**
Total Crashes	4	5	2	4	6	**21**
Average Daily Traffic	260	260	250	340	320	**1,430**
Fatal Crash Rate	0.00	0.00	24.94	0.00	0.00	**4.36**
Total Crash Rate	95.93	119.92	49.89	73.36	116.92	**91.57**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 24	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	2	2	1	0	2	**7**
Fatalities	2	2	1	0	2	**7**
Total Crashes	55	43	37	43	40	**218**
Average Daily Traffic	1,476	1,476	1,423	1,448	1,360	**7,182**
Fatal Crash Rate	5.46	5.52	2.87	0.00	6.00	**3.96**
Total Crash Rate	150.18	118.78	106.04	121.03	119.94	**123.45**

SH 25	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	2	1	0	2	0	**5**
Fatalities	3	1	0	2	0	**6**
Total Crashes	52	63	48	48	59	**270**
Average Daily Traffic	2,113	2,113	2,139	2,139	2,086	**10,590**
Fatal Crash Rate	5.26	2.62	0.00	5.17	0.00	**2.61**
Total Crash Rate	136.70	164.78	124.05	124.02	156.37	**141.07**

SH 27	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	1	2	0	0	**3**
Fatalities	0	1	2	0	0	**3**
Total Crashes	49	49	49	76	55	**278**
Average Daily Traffic	2,547	2,547	2,547	2,952	2,916	**13,510**
Fatal Crash Rate	0.00	4.43	8.87	0.00	0.00	**2.50**
Total Crash Rate	215.69	217.21	217.21	290.73	212.99	**232.05**

SH 28	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	2	0	1	**4**
Fatalities	1	0	2	0	2	**5**
Total Crashes	29	27	32	34	48	**170**
Average Daily Traffic	800	800	780	780	670	**3,830**
Fatal Crash Rate	2.99	0.00	5.83	0.00	3.39	**2.40**
Total Crash Rate	86.76	76.74	93.28	99.11	162.89	**101.99**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 33	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	6	2	3	1	1	**13**
Fatalities	6	2	3	1	1	**13**
Total Crashes	292	277	266	287	251	**1,373**
Average Daily Traffic	2,281	2,281	2,334	2,524	2,558	**11,977**
Fatal Crash Rate	5.21	1.72	2.52	0.78	0.77	**2.13**
Total Crash Rate	253.71	237.79	223.18	222.63	192.11	**224.96**

SH 34	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	1	1	1	**4**
Fatalities	1	0	2	1	1	**5**
Total Crashes	65	41	54	66	46	**272**
Average Daily Traffic	918	918	923	977	977	**4,715**
Fatal Crash Rate	3.04	0.00	3.01	2.84	2.84	**2.36**
Total Crash Rate	197.39	123.92	162.37	187.42	130.63	**160.28**

SH 36	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	0	2	1	**4**
Fatalities	1	0	0	2	1	**4**
Total Crashes	60	53	38	50	38	**239**
Average Daily Traffic	649	649	639	670	670	**3,278**
Fatal Crash Rate	6.11	0.00	0.00	12.20	6.10	**4.96**
Total Crash Rate	366.43	333.59	243.02	305.00	231.80	**296.21**

SH 37	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	3	0	1	**4**
Fatalities	0	0	3	0	1	**4**
Total Crashes	6	9	9	3	4	**31**
Average Daily Traffic	360	360	360	400	400	**1,880**
Fatal Crash Rate	0.00	0.00	73.10	0.00	21.93	**18.66**
Total Crash Rate	146.21	219.31	219.31	65.79	87.72	**144.65**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 39	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	1	2	2	1	**7**
Fatalities	1	1	2	2	1	**7**
Total Crashes	97	90	54	67	52	**360**
Average Daily Traffic	2,532	2,532	2,523	2,461	2,336	**12,384**
Fatal Crash Rate	2.07	2.08	4.18	4.28	2.24	**2.97**
Total Crash Rate	201.01	187.25	112.77	143.35	116.52	**152.82**

SH 41	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	0	3	1	**5**
Fatalities	1	0	0	4	1	**6**
Total Crashes	155	162	179	146	135	**777**
Average Daily Traffic	5,920	5,920	5,928	6,415	6,308	**30,491**
Fatal Crash Rate	1.20	0.00	0.00	3.27	1.11	**1.15**
Total Crash Rate	186.31	191.52	211.33	159.27	149.76	**178.91**

SH 44	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	2	2	3	0	1	**8**
Fatalities	2	2	5	0	1	**10**
Total Crashes	228	287	253	285	217	**1,270**
Average Daily Traffic	14,324	14,324	15,027	15,158	15,143	**73,975**
Fatal Crash Rate	1.75	1.65	2.36	0.00	0.78	**1.29**
Total Crash Rate	198.95	237.23	199.40	222.80	169.80	**205.44**

SH 45	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	3	0	1	2	0	**6**
Fatalities	3	0	1	2	0	**6**
Total Crashes	168	170	148	147	133	**766**
Average Daily Traffic	6,416	6,416	6,643	7,519	7,220	**34,213**
Fatal Crash Rate	7.52	0.00	2.28	4.04	0.00	**2.69**
Total Crash Rate	420.88	402.09	338.09	296.66	279.52	**343.34**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 46	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	0	1	0	**1**
Fatalities	0	0	0	1	0	**1**
Total Crashes	60	50	31	32	34	**207**
Average Daily Traffic	2,152	2,152	2,112	2,112	2,112	**10,641**
Fatal Crash Rate	0.00	0.00	0.00	3.01	0.00	**0.60**
Total Crash Rate	179.84	147.86	93.39	96.40	102.43	**124.13**

SH 48	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	1	0	2	1	**5**
Fatalities	1	1	0	3	1	**6**
Total Crashes	19	46	27	36	32	**160**
Average Daily Traffic	1,960	1,960	2,090	2,090	2,080	**10,180**
Fatal Crash Rate	5.73	5.73	0.00	10.74	5.40	**5.51**
Total Crash Rate	108.81	263.43	145.00	193.34	172.68	**176.41**

SH 51	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	2	3	3	1	1	**10**
Fatalities	2	3	4	1	1	**11**
Total Crashes	66	77	63	45	43	**294**
Average Daily Traffic	825	825	822	814	781	**4,067**
Fatal Crash Rate	7.31	10.95	10.94	3.64	3.79	**7.35**
Total Crash Rate	241.20	281.03	229.78	163.58	162.83	**216.03**

SH 52	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	2	2	2	1	**7**
Fatalities	0	2	2	6	1	**11**
Total Crashes	81	84	61	55	77	**358**
Average Daily Traffic	2,130	2,130	2,180	2,300	2,240	**10,980**
Fatal Crash Rate	0.00	4.75	4.64	4.40	2.26	**3.25**
Total Crash Rate	199.03	199.62	141.64	121.04	174.00	**166.10**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 53	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	1	0	1	0	0	**2**
Fatalities	1	0	2	0	0	**3**
Total Crashes	54	59	57	45	54	**269**
Average Daily Traffic	6,925	6,925	6,925	7,970	7,766	**36,512**
Fatal Crash Rate	2.96	0.00	2.82	0.00	0.00	**1.08**
Total Crash Rate	160.02	166.24	160.61	110.18	135.69	**145.12**

SH 54	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	1	0	0	0	**1**
Fatalities	0	2	0	0	0	**2**
Total Crashes	20	25	22	20	23	**110**
Average Daily Traffic	2,520	2,520	2,600	2,830	2,790	**13,260**
Fatal Crash Rate	0.00	7.01	0.00	0.00	0.00	**1.34**
Total Crash Rate	144.79	175.24	149.47	124.84	146.26	**147.56**

SH 55	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	2	10	7	3	9	**31**
Fatalities	2	14	9	4	10	**39**
Total Crashes	783	790	728	765	662	**3,728**
Average Daily Traffic	6,466	6,466	7,016	7,114	6,647	**33,708**
Fatal Crash Rate	0.66	3.16	2.04	0.86	2.76	**1.89**
Total Crash Rate	258.40	249.35	211.71	218.36	203.16	**227.33**

SH 57	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	2	0	0	**2**
Fatalities	0	0	2	0	0	**2**
Total Crashes	27	30	33	14	17	**121**
Average Daily Traffic	1,370	1,370	1,380	1,380	1,150	**6,650**
Fatal Crash Rate	0.00	0.00	10.67	0.00	0.00	**2.21**
Total Crash Rate	145.03	161.14	175.97	74.66	108.78	**133.90**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 67	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	1	0	0	**1**
Fatalities	0	0	1	0	0	**1**
Total Crashes	27	19	16	19	30	**111**
Average Daily Traffic	4,419	4,419	4,419	4,419	3,237	**20,911**
Fatal Crash Rate	0.00	0.00	2.62	0.00	0.00	**0.55**
Total Crash Rate	71.54	49.75	41.90	49.75	107.24	**61.57**

SH 69	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	1	2	3	1	**7**
Fatalities	0	1	2	3	1	**7**
Total Crashes	94	102	117	89	67	**469**
Average Daily Traffic	14,358	14,358	16,463	16,581	15,296	**77,056**
Fatal Crash Rate	0.00	2.37	4.13	6.14	2.22	**3.08**
Total Crash Rate	219.33	241.24	241.33	182.27	148.74	**206.16**

SH 71	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	0	0	1	**1**
Fatalities	0	0	0	0	1	**1**
Total Crashes	5	7	6	5	6	**29**
Average Daily Traffic	410	410	350	350	350	**1,870**
Fatal Crash Rate	0.00	0.00	0.00	0.00	27.25	**5.39**
Total Crash Rate	153.81	162.81	163.48	136.23	163.48	**156.24**

SH 75	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	3	5	4	5	4	**21**
Fatalities	3	7	4	5	5	**24**
Total Crashes	235	160	175	198	197	**965**
Average Daily Traffic	3,030	3,030	3,110	3,120	2,740	**15,030**
Fatal Crash Rate	1.67	2.65	2.06	2.57	2.34	**2.26**
Total Crash Rate	130.54	84.77	90.33	101.88	115.42	**104.04**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 77	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Crashes	24	22	23	18	12	**99**
Average Daily Traffic	760	760	740	830	840	**3,930**
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Crash Rate	306.21	258.53	277.59	193.69	127.59	**228.47**

SH 78	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	5	0	1	2	1	**9**
Fatalities	5	0	1	2	1	**9**
Total Crashes	36	36	34	42	34	**182**
Average Daily Traffic	746	746	725	776	784	**3,777**
Fatal Crash Rate	22.97	0.00	4.11	7.68	3.80	**7.29**
Total Crash Rate	165.42	143.73	139.73	161.22	129.27	**147.37**

SH 81	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Crashes	39	21	21	25	28	**134**
Average Daily Traffic	1,230	1,230	1,230	1,420	1,400	**6,510**
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Crash Rate	255.66	137.66	137.66	141.96	161.26	**165.97**

SH 97	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	1	0	0	0	**1**
Fatalities	0	1	0	0	0	**1**
Total Crashes	32	32	22	31	25	**142**
Average Daily Traffic	800	800	930	1,100	1,100	**4,730**
Fatal Crash Rate	0.00	9.57	0.00	0.00	0.00	**1.62**
Total Crash Rate	310.26	306.11	181.19	215.86	174.20	**230.47**

Crash Information for Selected Routes on the State Highway System: 2004-2008
Rates are per 100 Million Vehicle Miles Traveled

SH 162	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	0	1	0	**1**
Fatalities	0	0	0	1	0	**1**
Total Crashes	11	11	10	8	9	**49**
Average Daily Traffic	779	779	779	740	769	**3,846**
Fatal Crash Rate	0.00	0.00	0.00	15.88	0.00	**3.05**
Total Crash Rate	165.84	165.84	150.77	127.07	137.44	**149.65**

SH 200	2004	2005	2006	2007	2008	2004-2008 Totals
Fatal Crashes	0	0	2	1	2	**5**
Fatalities	0	0	2	2	2	**6**
Total Crashes	62	52	56	46	62	**278**
Average Daily Traffic	3,350	3,350	3,350	3,470	3,110	**16,630**
Fatal Crash Rate	0.00	0.00	4.90	2.37	5.28	**2.48**
Total Crash Rate	156.11	127.41	137.21	108.81	163.64	**137.96**

State Highway Information by Roadway Classification and Speed Limit: 2008

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	72,363,324				1	16	53	1.38	22.11	73.24
	65	42.80	7	785,208,348	65.1	17.9%	4.1%	7	165	600	0.89	21.01	76.41
	70	10.93	2	190,078,074	65.9	9.4%	1.2%	0	40	94	0.00	21.04	49.45
	75	32.73	2	205,326,110	68.6	8.0%	1.0%	3	46	178	1.46	22.40	86.69
Urban Interstate Total		**90.08**	**11**	**1,252,975,856**				**11**	**267**	**925**	**0.88**	**21.31**	**73.82**
Rural Interstate	55	4.09	0	9,126,869				0	5	20	0.00	54.78	219.13
	60	5.36	1	13,777,777	61.9	43.0%	19.8%	0	3	12	0.00	21.77	87.10
	65	22.20	0	94,283,174				2	31	125	2.12	32.88	132.58
	75	490.05	21	1,980,219,393	72.2	13.7%	2.3%	25	400	1,307	1.26	20.20	66.00
Rural Interstate Total		**521.70**	**22**	**2,097,407,213**				**27**	**439**	**1,464**	**1.29**	**20.93**	**69.80**
Non-Interstate	25	84.76	1	149,949,183	36.1	80.8%	54.9%	2	181	583	1.33	120.71	388.80
	30	2.71	0	5,719,372				0	11	31	0.00	192.33	542.02
	35	230.74	0	654,621,854				6	678	2,004	0.92	103.57	306.13
	40	15.40	0	15,777,755				0	18	39	0.00	114.08	247.18
	45	333.54	4	553,483,628	47.7	32.5%	9.5%	6	340	931	1.08	61.43	168.21
	50	157.34	3	87,434,190	52.7	43.6%	15.8%	2	84	219	2.29	96.07	250.47
	55	1,153.25	26	1,250,631,666	54.7	17.6%	3.5%	27	594	1,578	2.16	47.50	126.18
	60	442.54	16	510,927,465	57.7	14.5%	2.9%	14	204	607	2.74	39.93	118.80
	65	1,878.67	39	1,527,380,860	62.6	12.0%	2.4%	36	483	1,468	2.36	31.62	96.11
Non-Interstate Total		**4,298.95**	**89**	**4,755,925,973**				**93**	**2,593**	**7,460**	**1.96**	**54.52**	**156.86**
Grand Total		**4,910.73**	**122**	**8,106,309,042**				**131**	**3,299**	**9,849**	**1.62**	**40.70**	**121.50**

APPENDIX C: Five-Year Crash History

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

Table C-1

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatal Crashes	240	243	239	218	212	-2.8%	-3.1%
Injury Crashes	9,843	9,810	9,536	9,234	8,227	-10.9%	-2.1%
Total Crashes	28,332	28,238	24,225	26,452	25,002	-5.5%	-1.8%
Total Persons - Fatal & Injury Crashes	28,508	27,731	26,763	26,189	22,702	-13.3%	-2.8%
Drivers	17,229	17,131	16,628	16,142	14,060	-12.9%	-2.1%
Passengers	10,161	9,526	9,173	8,911	7,686	-13.7%	-4.3%
Total Fatalities	260	275	267	252	232	-7.9%	-0.9%
Fatality Rate per 100 Million AVMT	1.8	1.8	1.7	1.6	1.5	-4.6%	-3.0%
Total Injuries	14,734	14,436	13,950	13,594	11,995	-11.8%	-2.6%
Injury Rate per 100 Million AVMT	99.4	96.4	91.4	85.8	78.5	-8.6%	-4.8%
Impaired Drivers - Fatal/Injury Crashes	1,100	1,077	1,081	1,037	937	-9.6%	-1.9%
% of All Drivers-Fatal/Injury Crashes	6.4%	6.3%	6.5%	6.4%	6.7%	3.7%	0.2%
Alcohol/Drug Test Given - Fatal/Injury Crashes	737	721	783	780	746	-4.4%	2.0%
% of Impaired Drivers Given Test - F&I Crashes	67.0%	66.9%	72.4%	75.2%	79.6%	5.8%	4.0%

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

Table C-2

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Total Vehicles - Fatal/Injury Crashes	18,020	17,933	17,422	16,941	14,854	-12.3%	-2.0%
Passenger Cars - Fatal/Injury Crashes	8,645	8,661	8,308	7,752	6,794	-12.4%	-3.5%
% of Vehicles	48.0%	48.3%	47.7%	45.8%	45.7%	0.0%	-1.5%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Crashes	7,633	7,487	7,379	7,332	6,211	-15.3%	-1.3%
% of Vehicles	42.4%	41.7%	42.4%	43.3%	41.8%	-3.4%	0.7%
Commercial Motor Vehicles - Fatal/Injury Crashes	593	601	564	579	504	-13.0%	-0.7%
% of Vehicles	3.3%	3.4%	3.2%	3.4%	3.4%	-0.7%	1.3%
Motorcycles - Fatal/Injury Crashes	471	507	477	565	641	13.5%	6.7%
% of Vehicles	2.6%	2.8%	2.7%	3.3%	4.3%	29.4%	8.9%
Bicycles - Fatal/Injury Crashes	272	318	332	322	338	5.0%	6.1%
% of Vehicles	1.5%	1.8%	1.9%	1.9%	2.3%	19.7%	8.2%
Pedestrians - Fatal/Injury Crashes	248	216	236	258	230	-10.9%	1.9%
% of Vehicles	1.4%	1.2%	1.4%	1.5%	1.5%	1.7%	4.1%
All Terrain Vehicles - Fatal/Injury Crashes	55	57	65	50	59	18.0%	-1.8%
% of Vehicles	0.3%	0.3%	0.4%	0.3%	0.4%	34.6%	0.2%
Motor Homes - Fatal/Injury Crashes	19	19	11	15	13	-13.3%	-1.9%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-1.2%	0.1%
Farm Equipment - Fatal/Injury Crashes	18	13	13	22	18	-18.2%	13.8%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-6.7%	16.5%
Trains - Fatal/Injury Crashes	11	10	9	9	7	-22.2%	-6.4%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.0%	-11.3%	-4.4%

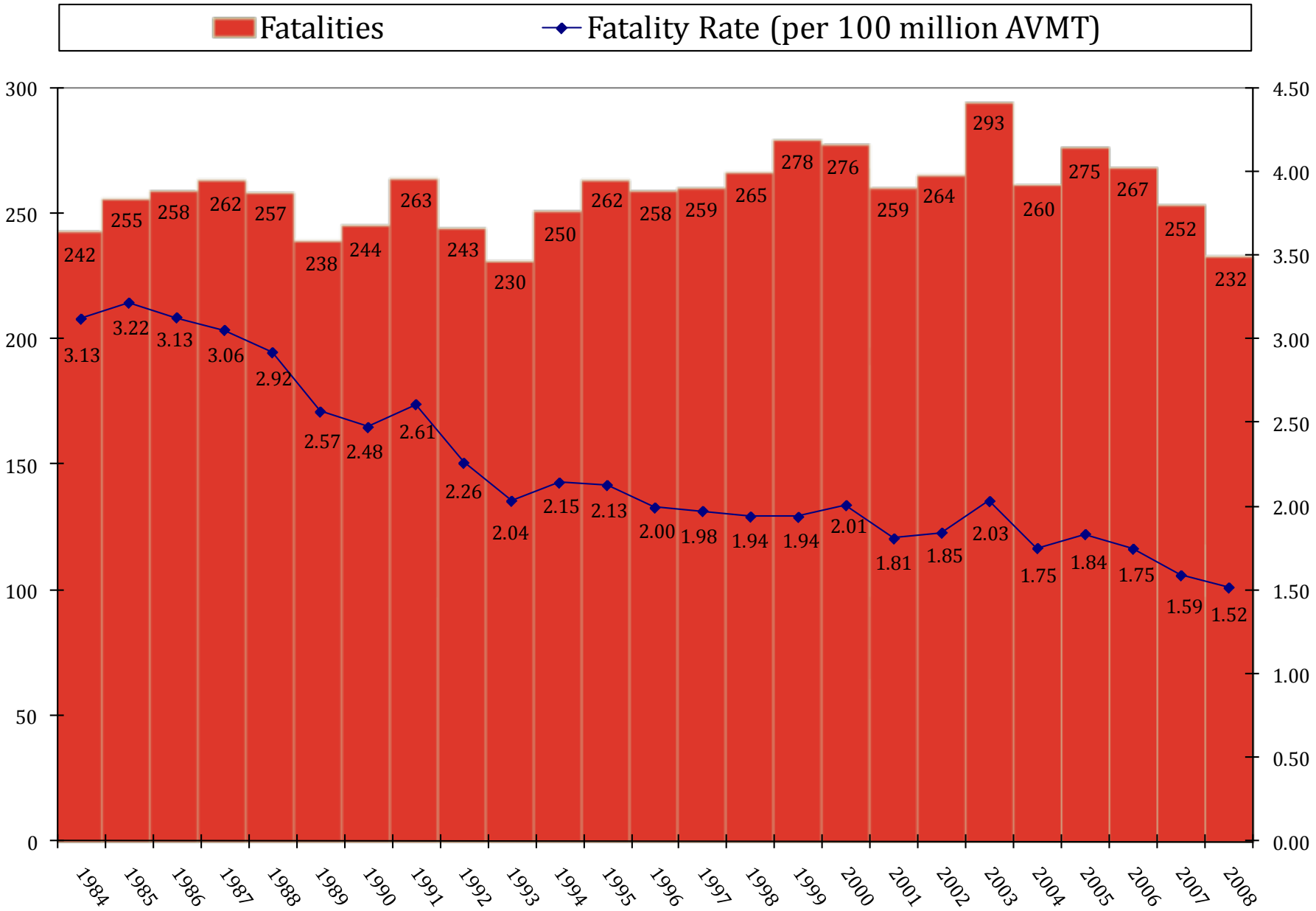
Appendix C: Idaho Fatal and Injury Crash Data, Five-Year History

Table C-3

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Roadside Obstacles- Fatal/Injury Crashes	1,845	1,918	1,839	1,870	1,635	-12.6%	0.5%
% of Crashes	18.3%	19.6%	18.8%	19.8%	19.4%	-2.1%	2.8%
Roadway Defects- Fatal/Injury Crashes	232	240	225	213	203	-4.7%	-2.7%
% of Crashes	2.3%	2.5%	2.3%	2.3%	2.4%	6.7%	-0.5%
Vehicle Defects- Fatal/Injury Crashes	232	197	192	175	171	-2.3%	-8.8%
% of Vehicles	1.3%	1.1%	1.1%	1.0%	1.2%	11.4%	-7.0%
Self-Reported Restraint Use*- Fatal/Injury Crashes	21,169	20,020	19,525	18,642	15,914	-14.6%	-4.1%
% Usage	84.8%	85.1%	85.0%	84.4%	84.3%	-0.1%	-0.2%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	862	1,054	1,114	1,090	995	-8.7%	8.6%
% Usage	86.7%	67.7%	76.1%	75.5%	80.2%	6.3%	-3.4%
Helmet Use- Fatal/Injury Crashes	214	243	264	310	386	24.5%	13.2%
% of Motorcycle Operators	41.6%	42.3%	48.8%	48.1%	54.4%	13.1%	5.3%
Emergency Medical Service Response to Fatal/Injury Crashes	6,624	6,550	6,519	6,471	5,826	-10.0%	-0.8%
% of Fatal & Injury Crashes	65.7%	67.0%	66.7%	68.5%	69.0%	0.8%	1.4%

** 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 D: 25 Year History - Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million AVMT)
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200
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100
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264
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