Idaho Traffic Crashes

2007

Idaho Transportation Department
Office of Highway Operations and Safety

IDAHO TRAFFIC CRASHES

2007

Prepared by the Idaho Office of Highway Operations and Safety

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Introduction

Idaho Traffic Crashes 2007 provides an annual description of motor vehicle crash characteristics for crashes that have occurred 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 2007 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, and Bicyclists.

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 2007*, 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 report, *Idaho Traffic Crashes 2007*, the Idaho Transportation Department, Office of Highway Safety presents descriptive statistics about reportable traffic crashes.

A summary of findings for 2007 are listed below:

- Idaho's fatality rate per 100 million vehicle miles traveled was 1. 59 in 2007.

- The number of motor vehicle crashes increased by 9.2 percent to 26,452 in 2007. The decrease in 2006 was due almost entirely to a legislative change in the property damage reporting threshold. The threshold was increased from $750 in property damage to any one person to $1,500 property damage to any one person and became effective January 1, 2006.

- The number of fatalities resulting from motor vehicle crashes decreased from 267 in 2006 to 252 in 2007, a 6 percent decrease.

- Just over 40 percent of the motor vehicle fatalities were the result of impaired driving. Of the 101 persons killed in impaired driving crashes, 93 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 78 percent in 2007. While the observed rate was 78 percent, only 35 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 57 lives may have been saved.

- Aggressive driving was a contributing factor in 54 percent of the motor vehicle crashes in 2007 and was a factor in 43 percent of the resulting fatalities.

- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2007, youthful drivers were involved in 2.6 times as many fatal and injury crashes as you would expect them to be and were 3 times as likely as all other drivers to be involved in a fatal and injury crash.

- There were 17 pedestrians and 2 bicyclists killed in motor vehicle crashes in 2007.

- The number of motorcyclists killed in crashes decreased by 23 percent in 2007. There were 29 motorcyclists killed in motor vehicle crashes in 2007. More than two-thirds (69 percent) of fatal motorcycle crashes involved just the motorcycle, while just over half (51 percent) of all motorcycle crashes involved just the motorcycle.

- Fatal crashes involving commercial motor vehicles increased by 12 percent in 2007 and the number of injury crashes involving commercial motor vehicles increased by 3 percent. There were 32 people killed and 824 people injured in commercial motor vehicle crashes in 2007.

SECTION I

GENERAL CRASH INFORMATION

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2003 through 2007. 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 2007 increased by 9.2% from 2006. However, fatal crashes decreased by 8.8% and injury crashes decreased by 3.2%. Total fatalities decreased 5.6% from the previous year, while the number of injuries decreased by 2.6%. The number of property damage crashes increased by 17.6%.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Total Crashes	26,700	28,332	28,238	24,225	26,452	9.2%	-2.8%
Fatal Crashes	261	240	243	239	218	-8.8%	-2.8%
Persons Killed (Fatalities)	293	260	275	267	252	-5.6%	-2.8%
Injury Crashes	9,661	9,843	9,810	9,536	9,234	-3.2%	-0.4%
Persons Injured	14,601	14,734	14,436	13,950	13,594	-2.6%	-1.5%
Property-Damage-Only Crashes (>$750)	16,778	18,249	18,185	14,450	17,000	17.6%	-4.0%
Idaho Population (thousands)	1,366	1,393	1,429	1,466	1,499	2.2%	2.4%
Licensed Drivers (thousands)	926	948	983	1008	1028	1.9%	3.5%
Vehicle Miles of Travel (millions)	14,400	14,825	14,969	15,259	15,837	3.8%	2.0%
Urban VMT (millions)	5,467	5,705	5,980	6,188	6,467	4.5%	4.2%
Rural VMT (miilions)	8,933	9,120	8,988	9,072	9,371	3.3%	0.5%
Registered Vehicles (thousands)	1,316	1,386	1,421	1,436	1,594	11.0%	3.0%

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 2007, the number of licensed drivers increased by 1.9%, the population grew by 2.2%, and the number of registered motor vehicles increased by 11.0%.

The statewide AVMT increased by 3.8% in 2007. Commercial vehicles accounted for 19% of the statewide AVMT in 2007.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2003-2007.

Table 2
Fatality and Injury Rates per 100 Million AVMT 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatality Rate	2.03	1.75	1.84	1.75	1.59	-9.1%	-4.6%
Injury Rate	101.39	99.39	96.44	91.42	85.84	-6.1%	-3.4%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2007 U.S. fatality rate and 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.: 1998-2007

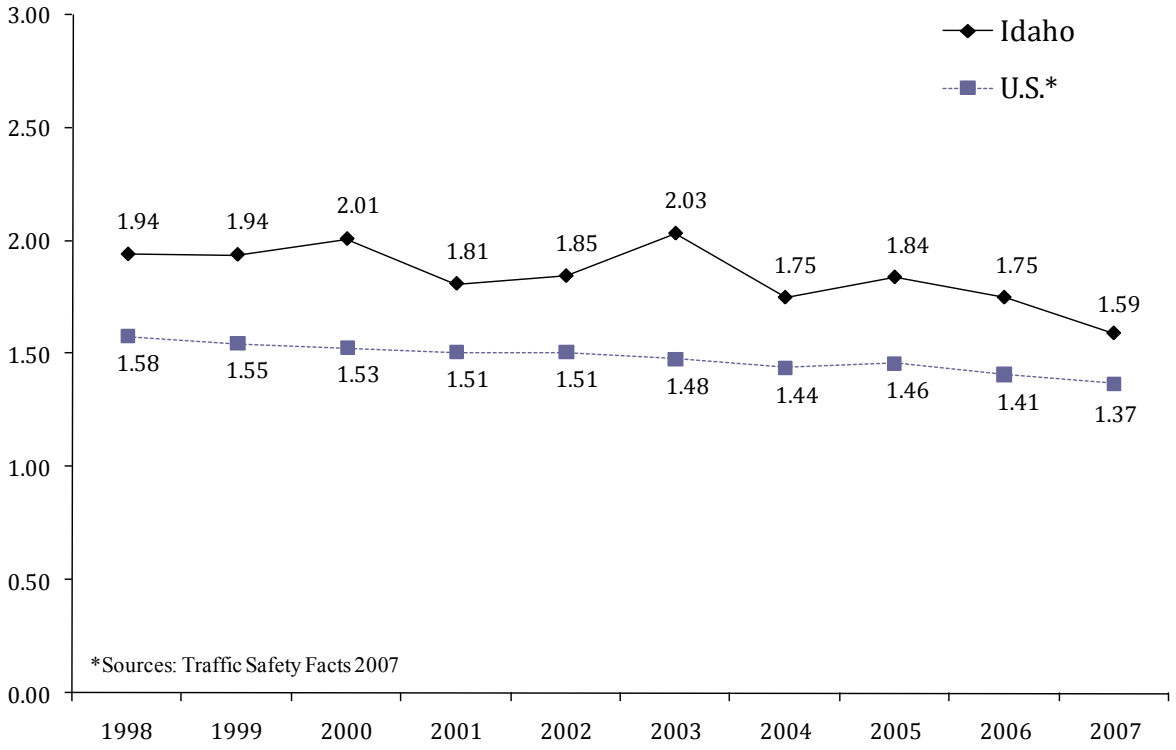
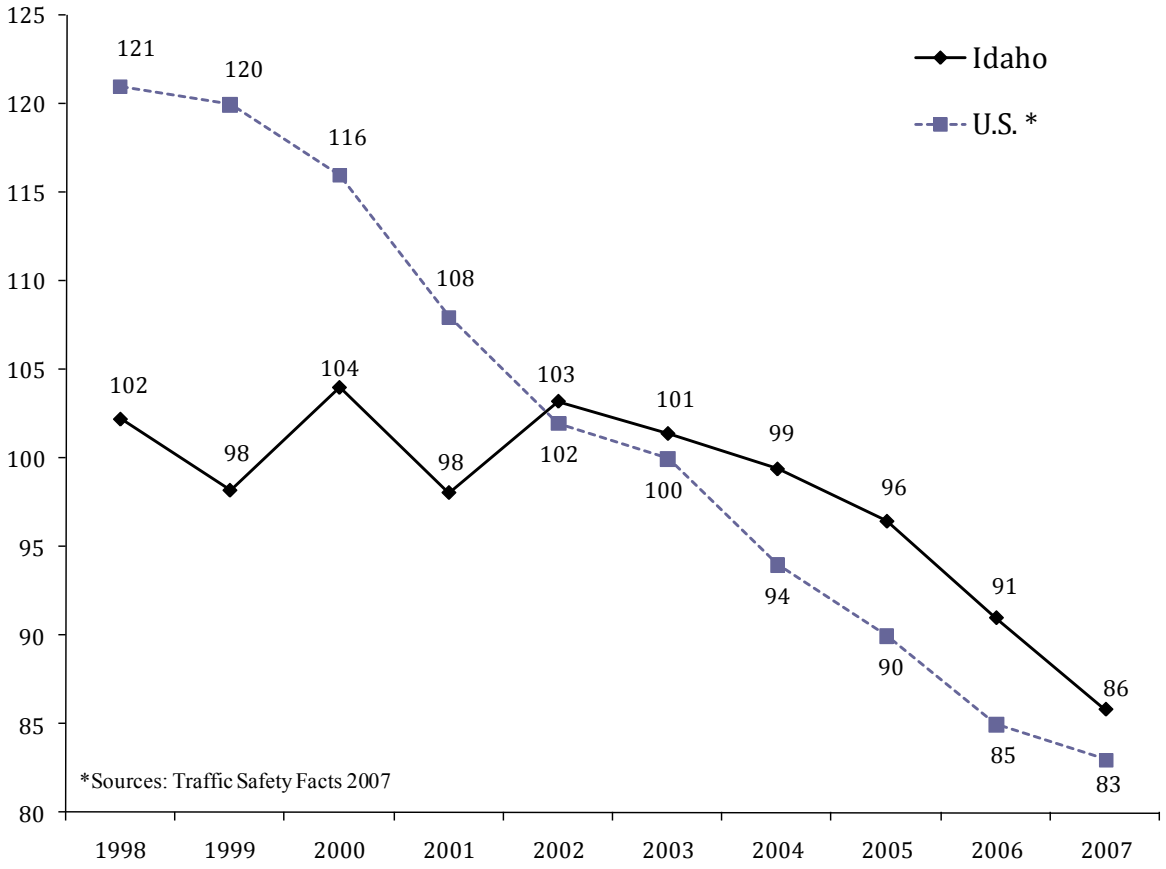


Figure 2
Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1998-2007



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 2003 through 2007. The number of fatalities decreased to 252 in 2007.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatalities	293	260	275	267	252	-5.6%	-2.8%
Serious Injuries	1,607	1,667	1,812	1,689	1,806	6.9%	1.9%
Visible Injuries	4,922	4,526	4,318	4,287	4,049	-5.6%	-4.5%
Possible Injuries	8,072	8,541	8,306	7,974	7,739	-2.9%	-0.3%
No Injuries	53,613	56,884	55,638	46,325	52,932	14.3%	-4.3%
Unknown / Missing	812	808	932	696	797	14.5%	-3.5%
Total Persons in Crashes	69,319	72,686	71,281	61,238	67,575	10.3%	-3.7%

Fatalities are rare events and are subject to a high degree of variability, meaning they randomly go up and down.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2007. The cost estimates for preventing a fatality was revised by the Federal Highway Administration (FHWA)[1] in February 2008. The costs for each injury type had not been established by the time of publication. Each injury type cost was established by determining the percentage the injury cost was in relation to the cost of a fatality in 2006. This was a substantial increase over the previous cost estimate adjusted for inflation. The estimated cost of Idaho crashes in 2007 was over $2.8 billion.

Table 4
Economic Cost of Idaho Crashes: 2007 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	252	$5,800,000	$1,461,600,000
Serious Injuries	1,806	$288,845	$521,653,836
Visible Injuries	4,049	$80,904	$327,579,658
Possible Injuries	7,739	$53,628	$415,026,747
Property Damage Only	17,000	$6,209	$105,546,609
Total Estimate of Economic Cost			**$2,831,406,850**

The cost of traffic crashes in 2007 amounts to $1,888 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 3.2 times as likely to result in a fatality as multiple-vehicle crashes were in 2007. 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: 2007

	Single Vehicle		Multiple Vehicles	
Type of Crash	**Crashes**	**Injuries**	**Crashes**	**Injuries**
Fatal	132	155	86	97
Serious Injury	595	755	804	1,051
Visible Injury	1,107	1,465	1,776	2,584
Possible Injury	1,272	1,887	3,680	5,852
Property Damage	5,418		11,582	
Total	**8,524**	**4,262**	**17,928**	**9,584**

In 2007, single-vehicle crashes represented only 32% of all crashes, yet accounted for 61% of all fatal crashes. Of the 132 fatal single-vehicle crashes, 115 (87%) occurred on rural roadways.

Of the 86 multiple-vehicle fatal crashes, 18 involved a pedestrian, 2 involved a bicyclist, and 2 involved trains. Only 29% of all fatal crashes involved two or more motor vehicles. Of the 86 fatal multiple-vehicle crashes, 56 (or 65%) occurred on rural roadways.

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

Speed played the biggest role in single-vehicle crashes, contributing to nearly 1 out of every 3 crashes. Speed also contributed to 7% of all multiple-vehicle crashes.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to 1 out of every 4 crashes involving two or more vehicles and 1 out of every 5 crashes involving a single vehicle. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to more than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 11% of single vehicle crashes and 4% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2007

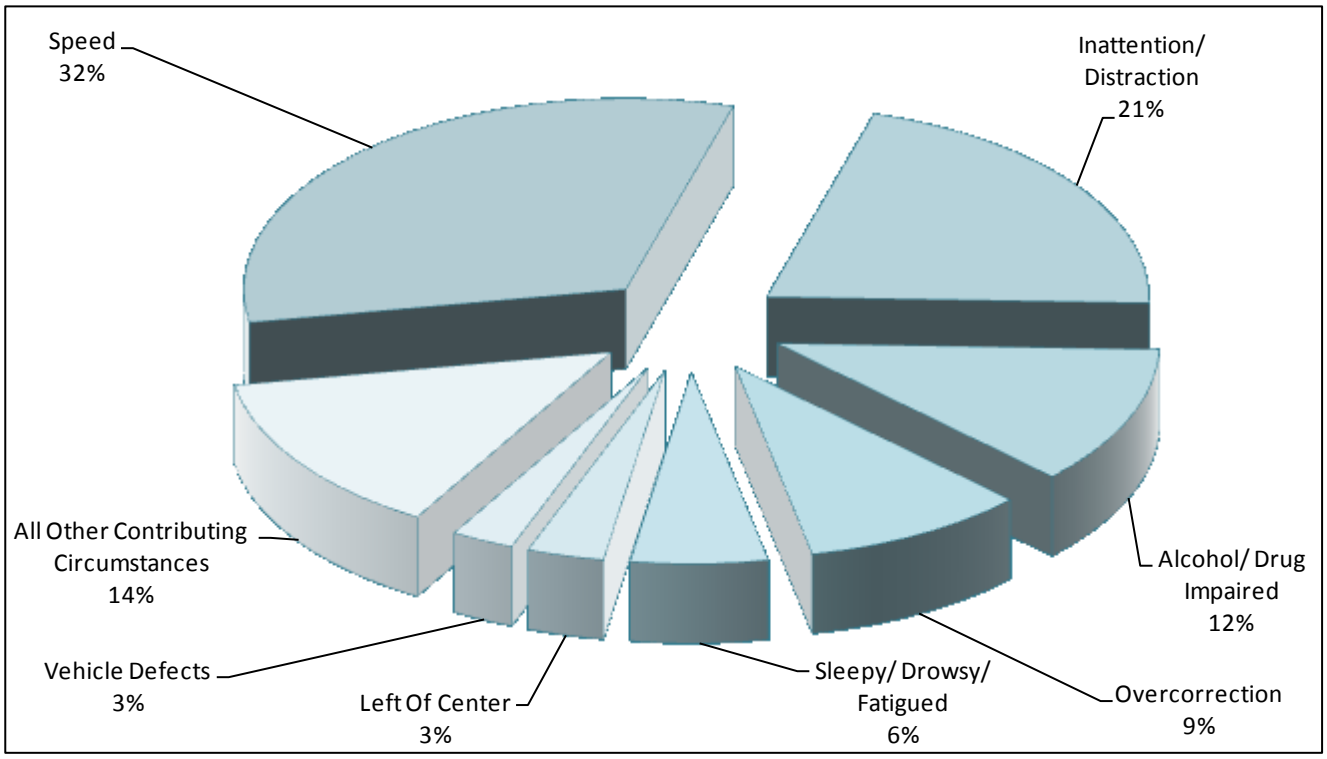


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2007

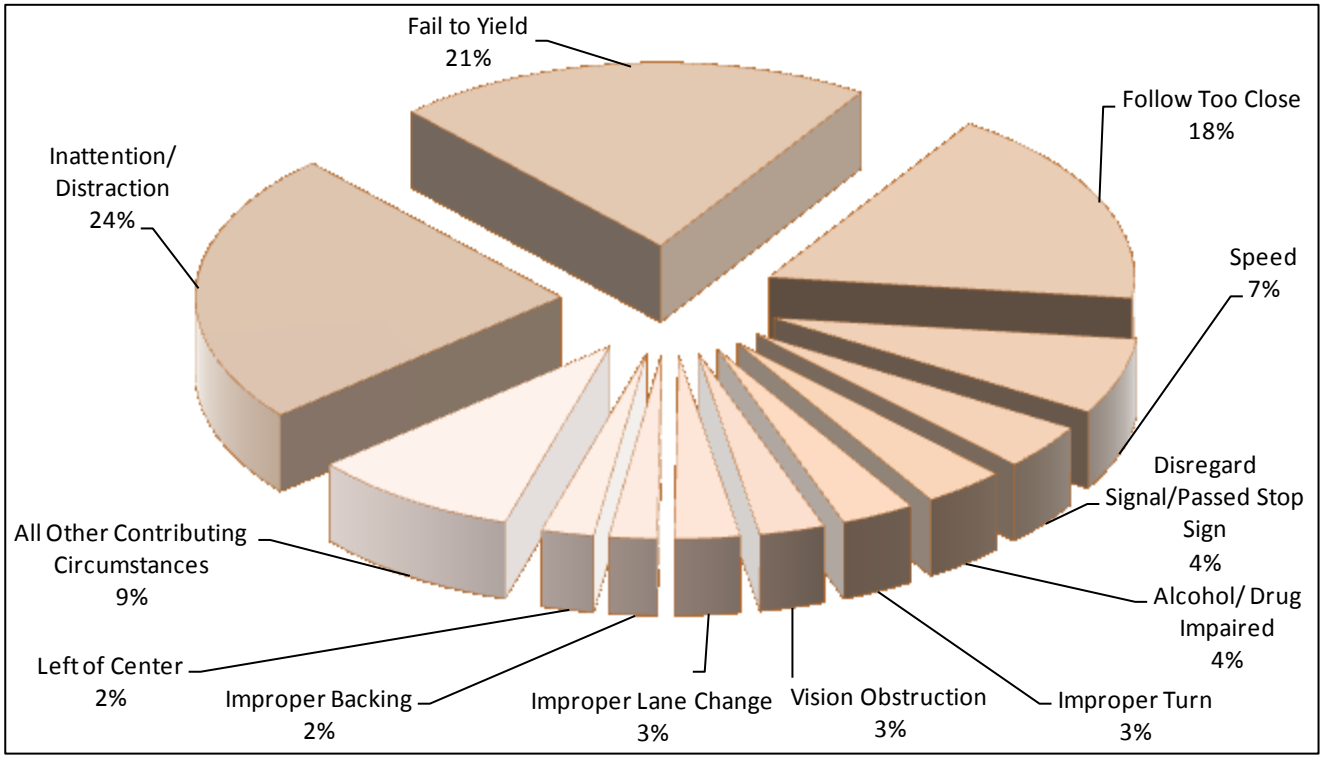


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2007

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (66.7%)	Pedestrian (19.5%)
Utility Pole/ Light Support (5.3%)	Angle (15.1%)
Immersion (4.5%)	Head On (12.4%)
Fire (4.5%)	Rear End (10.8%)
Tree (3.8%)	Side Swiped Opposite (10.8%)
Bridge Pier/Parapet End (2.3%)	Angle - Turning (7.6%)
Embankment (1.5%)	Head On - Turning (6.5%)
Fell / Pushed / Jumped (1.5%)	Overturn (3.8%)
Guardrail End (1.5%)	Parked Vehicle (3.2%)
Other Object - Fixed (1.5%)	Same Direction - Turning (3.2%)
Other Object - Not Fixed (1.5%)	Bicyclist (2.2%)
Building Wall (0.8%)	Train (2.2%)
Ditch (0.8%)	Rear-end Turning (1.1%)
Domestic Animal (0.8%)	Fire (0.5%)
Fence (0.8%)	Other (0.5%)
Guardrail Face (0.8%)	Side Swiped - Same Direction (0.5%)
Median Barrier (0.8%)	
Other Non-Collision (0.8%)	

*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 2007, there were 185 units involved in the 86 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 65% of the single vehicle fatalities and 40% of all fatalities in 2007.

Of the 100 people killed in single-vehicle rollovers, 24 (or 24%) were wearing seat belts or in a child safety seat. Of the 76 people who were killed in single-vehicle rollovers and not wearing a seat belt, 68 (or 89%) were totally or partially ejected from their vehicle. There were two occupants with unknown seat belt use.

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: 2007

	Crashes			Injuries			
	Fatal	Injury	Total	Fatal	Serious	Visible	Possible
January	18	734	2,472	25	124	285	685
February	7	640	2,025	12	119	289	525
March	16	647	1,871	16	125	288	579
April	17	731	1,877	18	155	301	596
May	18	803	1,995	23	161	349	648
June	14	842	2,124	16	164	391	676
July	26	803	2,092	31	184	434	658
August	25	861	2,295	29	182	398	640
September	26	784	2,073	28	164	345	606
October	13	820	2,285	13	152	317	699
November	18	727	2,221	20	135	303	632
December	20	842	3,122	21	141	349	795
Totals	**218**	**9,234**	**26,452**	**252**	**1,806**	**4,049**	**7,739**

In 2007, July and September had the highest number of fatal crashes. January and December had the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Crashes by Day of the Week

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

Figure 5
Fatal Crashes by Day of the Week: 2007

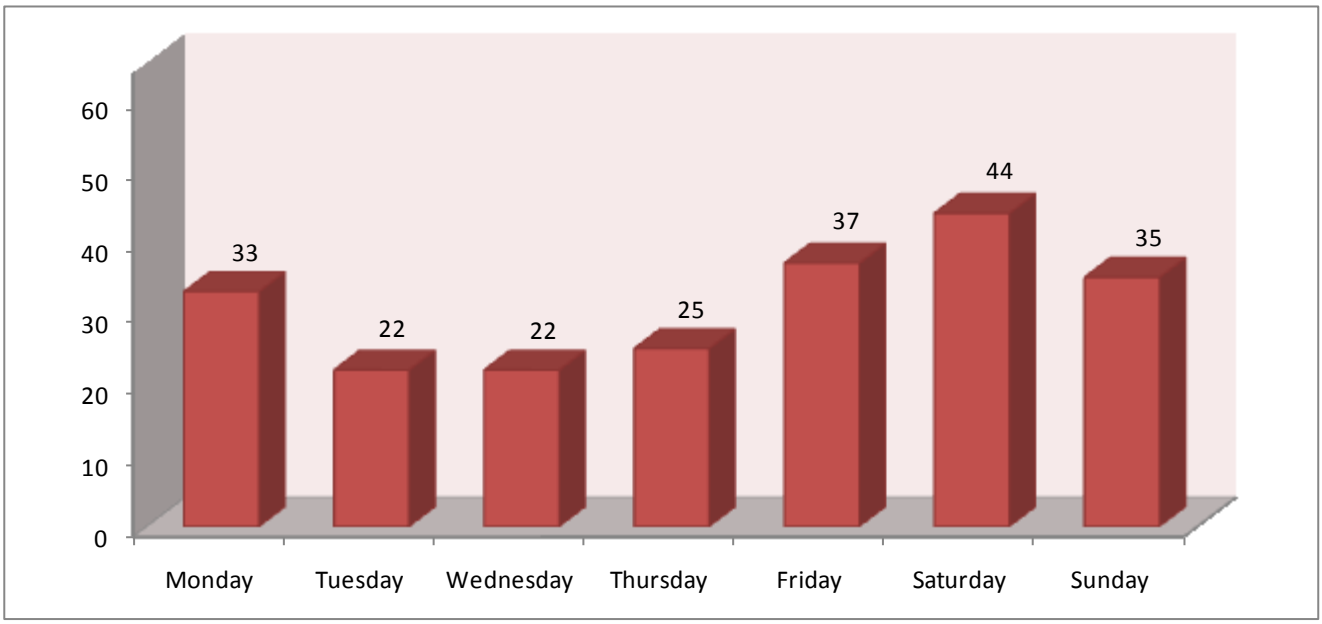
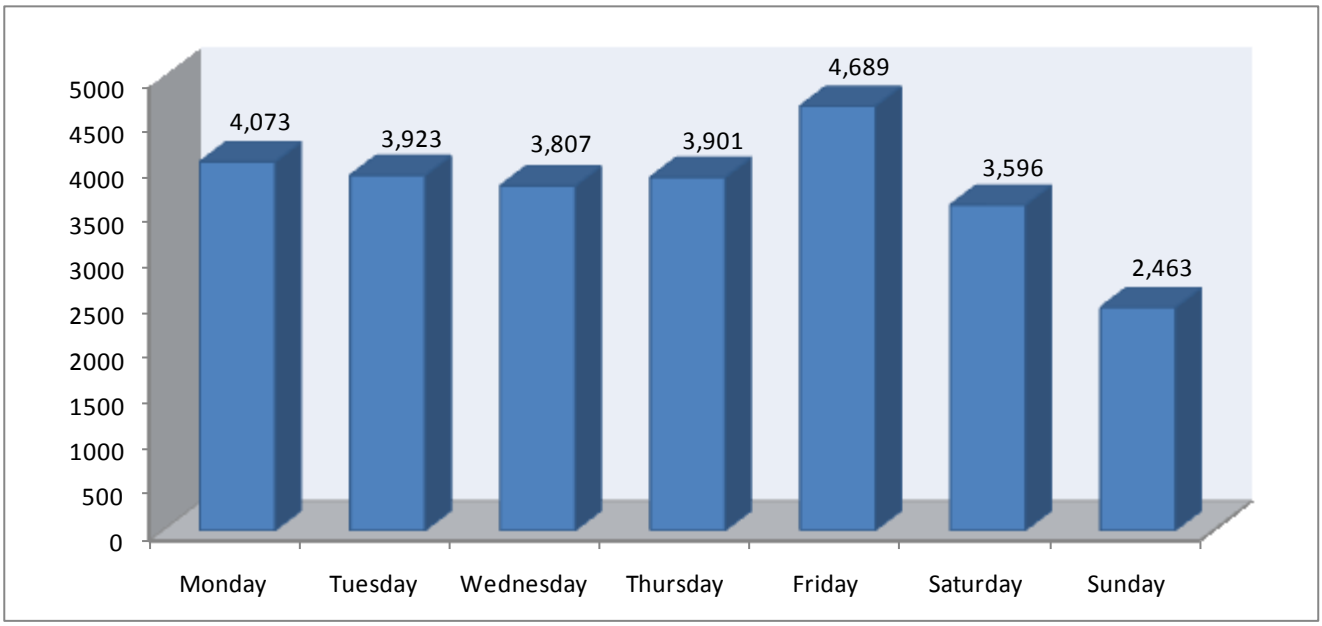


Figure 6
Total Crashes by Day of the Week: 2007



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: 2007

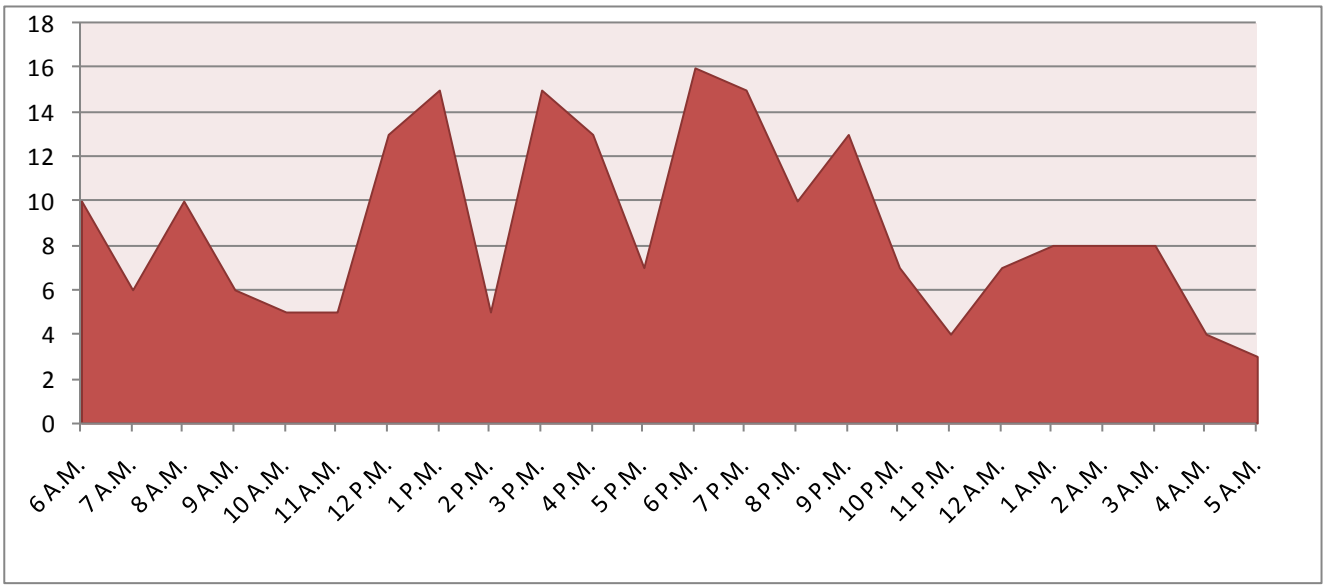
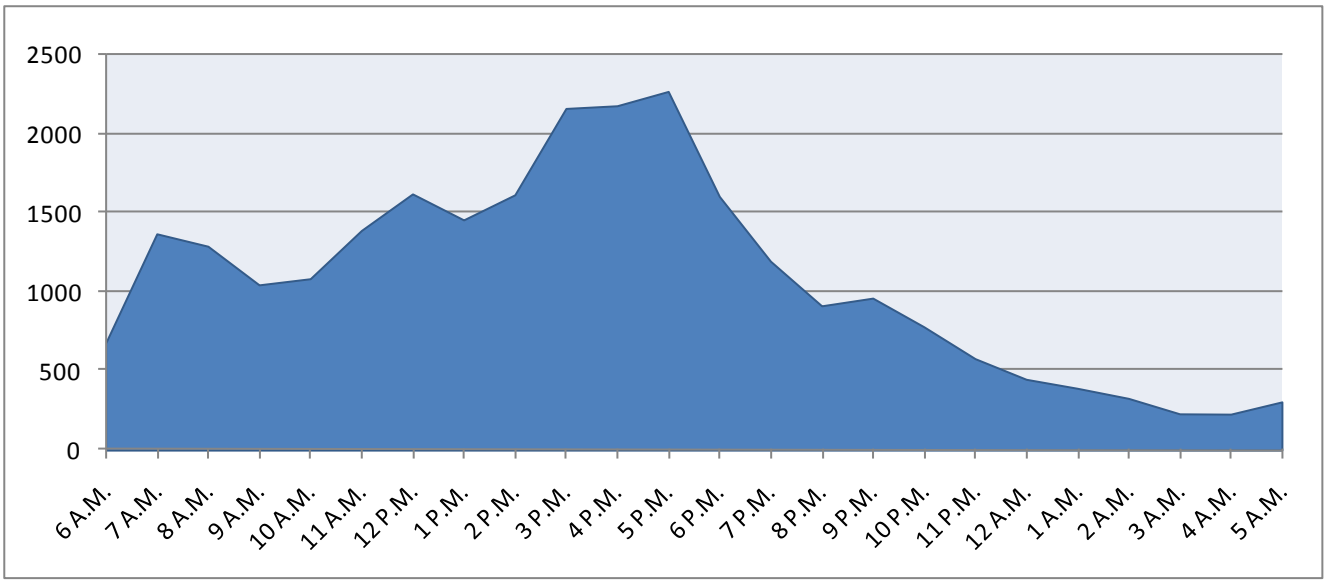


Figure 8
Total Crashes by Time of Day: 2007



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: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatal Crashes	261	243	243	239	218	-8.8%	-2.8%
Urban	43	47	49	62	47	-24.2%	13.4%
Rural	218	193	194	177	171	-3.4%	-6.6%
Injury Crashes:	9,661	9,810	9,810	9,536	9,234	-3.2%	-0.4%
Urban	5,515	5,738	5,996	5,871	5,764	-1.8%	2.2%
Rural	4,146	4,105	3,814	3,665	3,470	-5.3%	-4.0%
Total Crashes:	26,700	28,238	28,238	24,225	26,452	9.2%	-2.8%
Urban	15,841	17,101	17,504	14,810	16,693	12.7%	-1.7%
Rural	10,859	11,231	10,734	9,415	9,759	3.7%	-4.4%

In 2007, 78% of fatal crashes occurred on rural roads, whereas 37% of all crashes occurred on rural roads. In Idaho in 2007, 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: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatal Crash Rate	1.81	1.64	1.62	1.57	1.38	-12.1%	-4.7%
Urban Fatal Crash Rate	0.79	0.82	0.82	1.00	0.73	-27.5%	8.8%
Rural Fatal Crash Rate	2.44	2.12	2.16	1.95	1.82	-6.5%	-7.0%
Injury Crash Rate	67.09	66.17	65.54	62.49	58.31	-6.7%	-2.3%
Urban Injury Crash Rate	100.88	100.58	100.26	94.88	89.14	-6.1%	-2.0%
Rural Injury Crash Rate	46.41	45.01	42.43	40.40	37.03	-8.3%	-4.5%
Total Crash Rate	185.41	190.48	188.65	158.75	167.03	5.2%	-4.7%
Urban Total Crash Rate	289.76	299.76	292.70	239.35	258.14	7.9%	-5.7%
Rural Total Crash Rate	121.56	123.15	119.42	103.78	104.15	0.4%	-4.9%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2003-2007, 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: 2003-2007

Roadway Information	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Local Roads:							
VMT (100 millions)	64.0	67.3	67.5	69.2	72.7	5.0%	2.7%
Fatal Crashes	99	75	99	105	88	-16.2%	4.6%
Injury Crashes	5,538	5,465	5,648	5,517	5,824	5.6%	-0.1%
Total Crashes	15,635	16,508	17,857	14,031	16,950	20.8%	-2.6%
Fatal Crash Rate	1.5	1.1	1.5	1.5	1.2	-20.2%	2.4%
Injury Crash Rate	86.5	81.2	83.6	79.7	80.1	0.5%	-2.6%
Total Crash Rate	244.2	245.2	264.4	202.6	233.1	15.0%	-5.0%
U.S. and State Highways:							
VMT (100 millions)	47.7	47.4	48.2	48.5	49.9	2.9%	0.6%
Fatal Crashes	112	112	107	96	88	-8.3%	-4.9%
Injury Crashes	3,297	3,333	3,179	3,162	2,635	-16.7%	-1.4%
Total Crashes	8,751	8,824	8,775	7,797	7,090	-9.1%	-3.6%
Fatal Crash Rate	2.4	2.4	2.2	2.0	1.8	-10.9%	-5.4%
Injury Crash Rate	69.2	70.3	66.0	65.2	52.8	-19.0%	-1.9%
Total Crash Rate	183.6	186.0	182.2	160.8	142.2	-11.6%	-4.2%
Interstate Highways:							
VMT (100 millions)	32.3	33.5	34.0	34.9	35.8	2.6%	2.6%
Fatal Crashes	50	53	37	38	42	10.5%	-7.2%
Injury Crashes	826	1,045	983	857	775	-9.6%	2.6%
Total Crashes	2,314	3,000	1,606	2,397	2,412	0.6%	10.8%
Fatal Crash Rate	1.5	1.6	1.1	1.1	1.2	7.7%	-9.6%
Injury Crash Rate	25.6	31.2	28.9	24.6	21.7	-11.9%	-0.1%
Total Crash Rate	71.6	89.6	47.2	68.7	67.4	-1.9%	7.8%
Statewide Totals:							
VMT (100 millions)	144.0	148.2	149.7	152.6	158.4	3.8%	2.0%
Fatal Crashes	261	240	243	239	218	-8.8%	-2.8%
Injury Crashes	9,661	9,843	9,810	9,536	9,234	-3.2%	-0.4%
Total Crashes	26,700	28,332	28,238	24,225	26,452	9.2%	-2.8%
Fatal Crash Rate	1.8	1.6	1.6	1.6	1.4	-12.1%	-4.6%
Injury Crash Rate	67.1	66.4	65.5	62.5	58.3	-6.7%	-2.3%
Total Crash Rate	185.4	191.1	188.6	158.8	167.0	5.2%	-4.7%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2005-2007

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2005**	**2006**	**2007**	**2005**	**2006**	**2007**	**2005**	**2006**	**2007**
Ada	22	27	22	2,521	2,648	2,429	7,094	6,258	6,742
Adams	3	0	1	32	36	34	72	66	81
Bannock	10	10	3	515	444	454	1,784	1,391	1,537
Bear Lake	2	0	1	37	26	26	110	90	90
Benewah	2	2	2	72	66	68	165	155	187
Bingham	8	10	11	279	225	249	825	595	760
Blaine	8	7	2	88	86	87	306	331	285
Boise	8	6	5	96	84	107	233	200	221
Bonner	10	7	5	266	233	203	804	743	663
Bonneville	15	9	8	673	616	635	1,965	1,474	1,740
Boundary	5	2	2	55	48	44	215	165	189
Butte	2	1	1	13	23	17	56	43	67
Camas	0	0	2	9	10	6	33	30	17
Canyon	11	27	18	1,188	1,184	1,183	3,167	2,858	3,289
Caribou	3	2	0	52	51	40	115	95	121
Cassia	5	9	6	182	153	190	531	442	500
Clark	2	2	0	23	17	27	92	81	77
Clearwater	1	2	2	58	66	51	175	156	154
Custer	2	2	4	27	28	23	47	52	63
Elmore	9	15	15	209	187	204	513	440	524
Franklin	2	0	5	67	79	65	205	186	204
Fremont	6	1	2	79	81	68	257	249	217
Gem	2	2	1	70	69	57	167	158	135
Gooding	9	7	2	98	72	79	315	194	215
Idaho	12	7	6	108	105	101	276	215	264
Jefferson	3	2	4	87	95	99	302	258	277
Jerome	9	7	17	144	149	113	449	381	395
Kootenai	15	7	14	914	854	855	2,527	2,287	2,374
Latah	3	3	5	177	172	207	626	453	593
Lemhi	6	3	1	44	57	47	119	111	101
Lewis	4	1	1	30	23	30	85	55	67
Lincoln	1	3	1	24	37	31	73	84	98
Madison	5	3	2	135	175	139	528	486	571
Minidoka	4	4	4	105	105	98	320	235	295
Nez Perce	10	6	5	257	262	264	804	675	791
Oneida	2	5	3	51	43	38	166	124	118
Owyhee	6	5	4	67	68	48	158	146	129
Payette	1	3	3	113	88	88	312	213	231
Power	1	11	3	88	66	51	236	182	162
Shoshone	2	2	4	83	66	68	232	215	231
Teton	2	1	1	37	56	30	150	157	147
Twin Falls	8	11	16	481	444	443	1,171	1,062	1,093
Valley	1	5	1	100	104	87	309	320	302
Washington	1	0	3	56	35	51	149	114	135
TOTALS	**243**	**239**	**218**	**9,810**	**9,536**	**9,234**	**28,238**	**24,225**	**26,452**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2005-2007 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: 2005-2007

	Fatal Crashes			Injury Crashes			Total Crashes		
City by Population Size	**2005**	**2006**	**2007**	**2005**	**2006**	**2007**	**2005**	**2006**	**2007**
40,000 and over									
Boise	6	12	9	1,587	1,587	1,463	4,438	3,780	4,289
Coeur d'Alene	2	1	1	410	363	350	1,122	956	954
Idaho Falls	1	1	2	405	373	381	1,128	824	970
Meridian	1	1	1	396	491	465	1,169	1,125	1,187
Nampa	4	4	4	596	613	565	1,597	1,481	1,691
Pocatello	2	3	2	312	303	312	1,271	999	1,148
Twin Falls	1	0	1	279	250	255	671	584	542
15,000 - 39,999									
Caldwell	1	1	4	198	215	231	566	506	679
Eagle	5	2	1	66	92	102	252	208	253
Lewiston	5	1	2	189	178	187	572	470	562
Moscow	0	0	0	94	58	85	310	203	264
Post Falls	3	0	1	131	95	128	346	249	328
Rexburg	1	0	1	80	103	83	337	274	390
5,000 - 14,999									
Ammon	2	0	1	30	33	36	115	98	113
Blackfoot	0	0	1	68	62	73	213	171	232
Burley	1	3	0	67	52	77	222	168	214
Chubbuck	0	0	1	62	42	42	135	89	111
Emmett	0	0	0	23	18	15	60	53	48
Garden City	1	2	1	91	107	82	293	256	208
Hailey	1	0	1	1	14	19	16	69	74
Hayden	0	0	1	44	57	64	150	150	182
Jerome	0	0	0	28	39	34	142	148	154
Kuna	0	0	2	27	29	22	64	60	65
Middleton	0	0	0	12	9	7	30	27	37
Mountain Home	0	0	0	41	38	35	134	96	109
Payette	0	1	0	19	8	14	76	24	42
Rathdrum	0	0	1	21	15	19	59	45	46
Rupert	0	0	0	7	16	9	49	40	33
Sandpoint	0	1	0	61	53	42	230	188	181
Weiser	0	0	0	20	11	7	46	33	39

Table 13 (Continued)
Crash History of Idaho Cities: 2005-2007

City by Population Size	Fatal Crashes 2005	Fatal Crashes 2006	Fatal Crashes 2007	Injury Crashes 2005	Injury Crashes 2006	Injury Crashes 2007	Total Crashes 2005	Total Crashes 2006	Total Crashes 2007
2,000 - 4,999									
American Falls	0	1	0	12	9	10	36	33	50
Bellevue	0	0	0	2	6	0	13	19	5
Bonners Ferry	0	0	0	11	4	6	41	30	29
Buhl	0	0	0	8	11	4	31	28	44
Dalton Gardens	0	0	0	5	2	9	26	21	25
Filer	0	0	0	1	4	2	6	6	9
Fruitland	0	0	0	14	17	12	42	29	31
Gooding	0	0	0	3	4	2	33	12	17
Grangeville	0	0	0	10	9	6	44	19	23
Heyburn	0	0	0	4	7	18	22	24	41
Homedale	0	0	0	2	9	2	10	14	4
Kellogg	0	0	0	8	5	6	31	31	37
Ketchum	0	0	0	30	23	8	119	86	51
Kimberly	0	0	0	2	6	1	7	13	8
Malad	0	0	0	3	6	5	28	13	55
McCall	0	0	0	17	20	8	60	63	16
Montpelier	0	0	0	7	3	4	28	19	19
Orofino	0	0	1	7	14	7	37	38	26
Preston	0	0	0	10	26	16	41	49	58
Rigby	0	0	0	10	23	23	57	62	75
St. Anthony	0	0	0	7	6	8	22	19	37
St. Maries	0	0	0	11	7	6	41	25	26
Salmon	0	0	0	10	13	7	26	28	29
Shelley	0	0	0	7	9	6	28	17	20
Soda Springs	0	0	0	11	4	7	29	10	28
Star	0	0	0	6	9	6	18	28	24
Wendell	0	0	0	4	2	9	26	14	32

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 2007 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2007

	2007 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	373.4	6,742	22	2,429	23	3,464	6.6
Bannock	79.9	1,537	3	454	5	617	5.7
Bonneville	96.5	1,740	8	635	10	939	6.7
Canyon	179.4	3,289	18	1,183	20	1,764	6.7
Kootenai	134.4	2,374	14	855	17	1,239	6.5
Twin Falls	73.1	1,093	16	443	20	675	6.3
Mean Crash Rate							**6.5**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2007

	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	
20,000 - 49,999							
Bingham	43.5	760	11	249	12	379	6.0
Blaine	21.6	285	2	87	2	125	4.1
Bonner	41.1	663	5	203	6	299	5.1
Cassia	21.0	500	6	190	7	286	9.4
Elmore	28.9	524	15	204	21	313	7.6
Jefferson	22.9	277	4	99	5	142	4.5
Jerome	20.1	395	17	113	19	190	6.5
Latah	36.3	593	5	207	5	287	5.8
Madison	36.6	571	2	139	2	230	3.8
Nez Perce	38.9	791	5	264	7	368	6.9
Payette	22.8	231	3	88	4	141	4.0
Mean Crash Rate							**5.8**
10,000 - 19,999							
Boundary	10.9	189	2	44	2	71	4.2
Franklin	12.2	204	5	65	5	110	5.7
Fremont	12.5	217	2	68	3	118	5.6
Gem	16.5	135	1	57	5	80	3.5
Gooding	14.3	215	2	79	2	118	5.7
Idaho	15.3	264	6	101	6	137	7.0
Minidoka	18.6	295	4	98	4	151	5.5
Owyhee	10.8	129	4	48	4	89	4.8
Shoshone	12.8	231	4	68	4	81	5.6
Washington	10.1	135	3	51	3	82	5.3
Mean Crash Rate							**5.3**
5,000 - 9,999							
Bear Lake	5.9	90	1	26	1	45	4.6
Benewah	9.2	187	2	68	2	97	7.6
Boise	7.6	221	5	107	5	156	14.8
Caribou	6.9	121	0	40	0	53	5.8
Clearwater	8.2	154	2	51	2	69	6.4
Lemhi	7.7	101	1	47	1	74	6.2
Power	7.7	162	3	51	3	86	7.0
Teton	8.3	147	1	30	1	42	3.7
Valley	8.9	302	1	87	1	128	9.8
Mean Crash Rate							**7.4**

Table 14 (Continued)
Fatal and Injury Crash Rates by County – 2007

	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	
0 - 4,999							
Adams	3.5	81	1	34	1	52	9.9
Butte	2.8	67	1	17	1	43	6.5
Camas	1.1	17	2	6	2	12	7.3
Clark	0.9	77	0	27	0	45	29.8
Custer	4.2	63	4	23	4	38	6.5
Lewis	3.6	67	1	30	1	47	8.7
Lincoln	4.5	98	1	31	1	42	7.1
Oneida	4.1	118	3	38	3	70	10.0
Mean Crash Rate							**8.9**
Statewide Totals	**5,513.4**	**26,452**	**218**	**9,234**	**252**	**13,594**	**1.7**

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.

Table 15
Fatal and Injury Crash Rates by City – 2007

	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	4,289	9	1,463	9	2,024	7.3
Coeur d'Alene	42.3	954	1	350	1	464	8.3
Idaho Falls	53.3	970	2	381	2	540	7.2
Meridian	64.6	1,187	1	465	1	693	7.2
Nampa	79.2	1,691	4	565	4	815	7.2
Pocatello	54.6	1,148	2	312	3	413	5.8
Twin Falls	41.5	542	1	255	1	371	6.2
Mean Crash Rate							**7.2**

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2007

	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	679	4	231	4	340	5.9
Eagle	19.3	253	1	102	1	142	5.3
Lewiston	31.8	562	2	187	2	249	5.9
Moscow	23.2	264	0	85	0	108	3.7
Post Falls	25.4	328	1	128	1	175	5.1
Rexburg	27.6	390	1	83	1	135	3.0
Mean Crash Rate							**4.9**
5,000 - 14,999							
Ammon	12.9	113	1	36	1	52	2.9
Blackfoot	10.9	232	1	73	1	101	6.8
Burley	9.0	214	0	77	0	107	8.6
Chubbuck	11.6	111	1	42	2	53	3.7
Emmett	6.3	48	0	15	0	24	2.4
Garden City	11.6	208	1	82	1	116	7.2
Hailey	7.8	74	1	19	1	23	2.5
Hayden	12.6	182	1	64	1	144	5.1
Jerome	8.8	154	0	34	0	45	3.9
Kuna	12.8	65	2	22	2	36	1.9
Middleton	5.4	37	0	7	0	13	1.3
Mountain Home	12.2	109	0	35	0	46	2.9
Payette	7.6	42	0	14	0	16	1.8
Rathdrum	6.6	46	1	19	1	24	3.0
Rupert	5.1	33	0	9	0	11	1.8
Sandpoint	8.2	181	0	42	0	56	5.1
Weiser	5.3	39	0	7	0	12	1.3
Mean Crash Rate							**3.9**

Table 15 (Continued)
Fatal and Injury Crash Rate by City - 2007

	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	50	0	10	0	12	2.5
Bellevue	2.2	5	0	0	0	0	0.0
Bonners Ferry	2.6	29	0	6	0	11	2.3
Buhl	4.0	44	0	4	0	8	1.0
Dalton Gardens	2.4	25	0	9	0	12	3.8
Filer	2.0	9	0	2	0	5	1.0
Fruitland	4.6	31	0	12	0	17	2.6
Gooding	3.2	17	0	2	0	2	0.6
Grangeville	3.1	23	0	6	0	10	1.9
Heyburn	2.7	41	0	18	0	29	6.7
Homedale	2.5	4	0	2	0	12	0.8
Kellogg	2.2	37	0	6	0	6	2.7
Ketchum	3.2	51	0	8	0	9	2.5
Kimberly	3.0	8	0	1	0	2	0.3
Malad	2.1	55	0	5	0	5	2.4
McCall	2.6	16	0	8	0	9	3.1
Montpelier	2.4	19	0	4	0	8	1.7
Orofino	3.1	26	1	7	1	10	2.6
Preston	4.9	58	0	16	0	30	3.2
Rigby	3.3	75	0	23	0	34	6.9
St. Anthony	3.4	37	0	8	0	9	2.4
St. Maries	2.6	26	0	6	0	9	2.3
Salmon	3.0	29	0	7	0	15	2.4
Shelley	4.1	20	0	6	0	7	1.4
Soda Springs	3.1	28	0	7	0	11	2.3
Star	4.8	24	0	6	0	7	1.3
Wendell	2.4	32	0	9	0	9	3.7
Mean Crash Rate							**2.4**

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, 2007

Age	1990	2000	2007	Change 1990-2007	Change 2000-2007
15*	3,478	9,406	3,388	-2.6%	-64.0%
(%)	0.5%	1.1%	0.3%		
16-24	123,114	156,485	155,645	26.4%	-0.5%
(%)	17.4%	17.5%	15.1%		
25-34	151,625	154,133	182,302	20.2%	18.3%
(%)	21.4%	17.3%	17.7%		
35-44	153,976	178,401	177,190	15.1%	-0.7%
(%)	21.8%	20.0%	17.2%		
45-54	100,258	167,821	197,239	96.7%	17.5%
(%)	14.2%	18.8%	19.2%		
55-64	76,255	106,190	158,735	108.2%	49.5%
(%)	10.8%	11.9%	15.4%		
65+	98,967	120,516	153,003	54.6%	27.0%
(%)	14.0%	13.5%	14.9%		
TOTALS	707,673	892,952	1,027,502	45.2%	15.1%

**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: 2007

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	3,388	0.3%	520	1.2%	3.5	179	1.1%	3.4
16	10,648	1.0%	1,446	3.2%	3.1	543	3.4%	3.2
17	15,807	1.5%	1,864	4.2%	2.7	668	4.1%	2.7
18	16,809	1.6%	1,916	4.3%	2.6	698	4.3%	2.6
19	18,521	1.8%	1,634	3.7%	2.0	604	3.7%	2.1
20	18,562	1.8%	1,351	3.0%	1.7	492	3.0%	1.7
21	17,076	1.7%	1,374	3.1%	1.9	487	3.0%	1.8
22	18,848	1.8%	1,307	2.9%	1.6	461	2.9%	1.6
23	19,356	1.9%	1,215	2.7%	1.4	436	2.7%	1.4
24	20,018	1.9%	1,231	2.8%	1.4	417	2.6%	1.3
25-34	182,302	17.7%	8,702	19.6%	1.1	3,093	19.2%	1.1
35-44	177,190	17.2%	7,011	15.8%	0.9	2,565	15.9%	0.9
45-54	197,239	19.2%	6,197	13.9%	0.7	2,381	14.8%	0.8
55-64	158,735	15.4%	4,147	9.3%	0.6	1,508	9.3%	0.6
65-74	92,323	9.0%	2,037	4.6%	0.5	769	4.8%	0.5
75+	60,680	5.9%	1,446	3.2%	0.6	563	3.5%	0.6
Not Stated or Other			1,103	2.5%		278	1.7%	
TOTALS	**1,027,502**		**44,501**			**16,142**		

** 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 6.3% of all licensed drivers and accounted for 16.6% of drivers in all crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected.

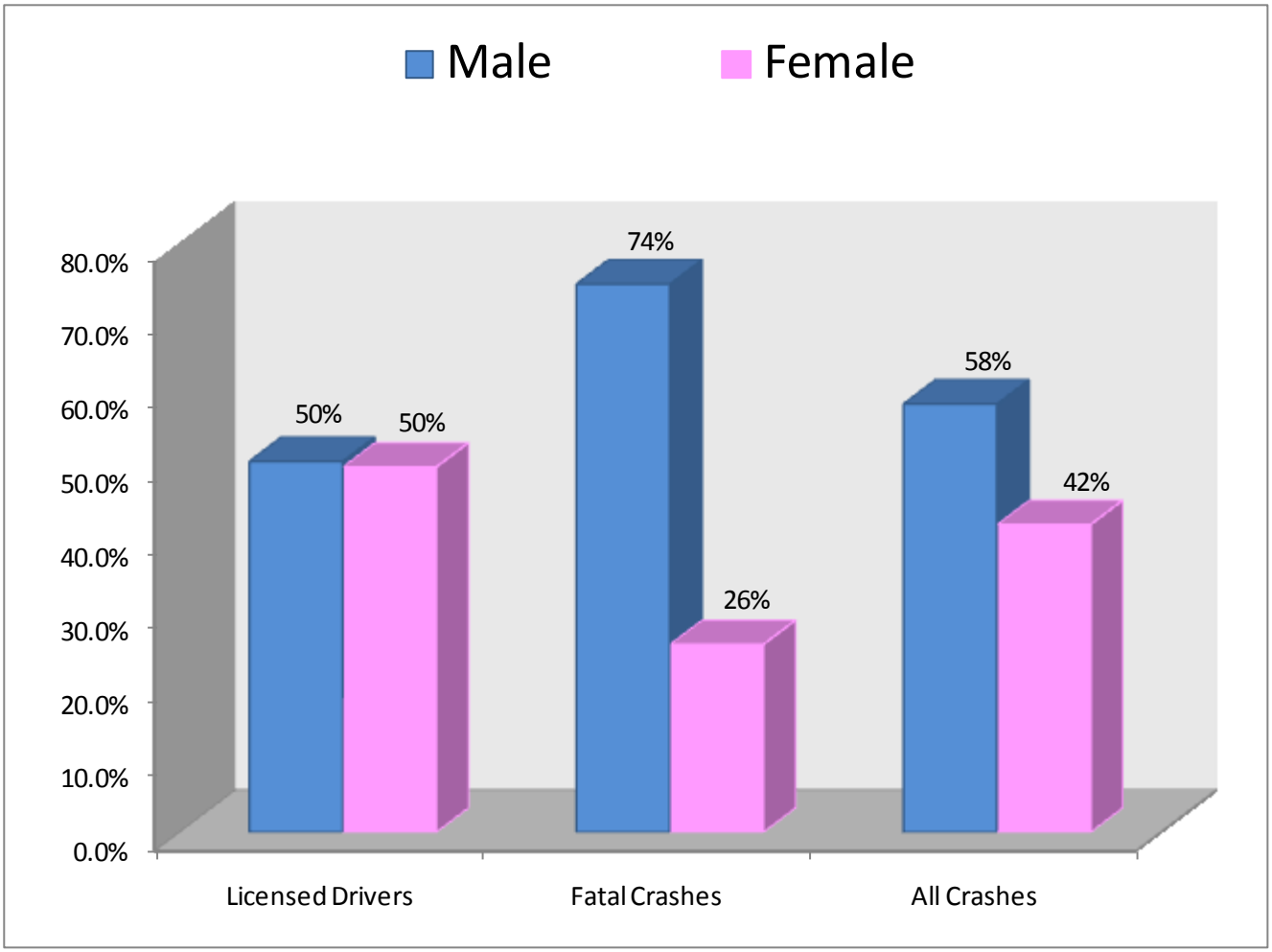
Drivers that were 21 years old in 2007 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

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: 2007



In 2007, males were 1.4 times more likely than females to be involved in any crash and were 2.9 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 3.0 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: 2007

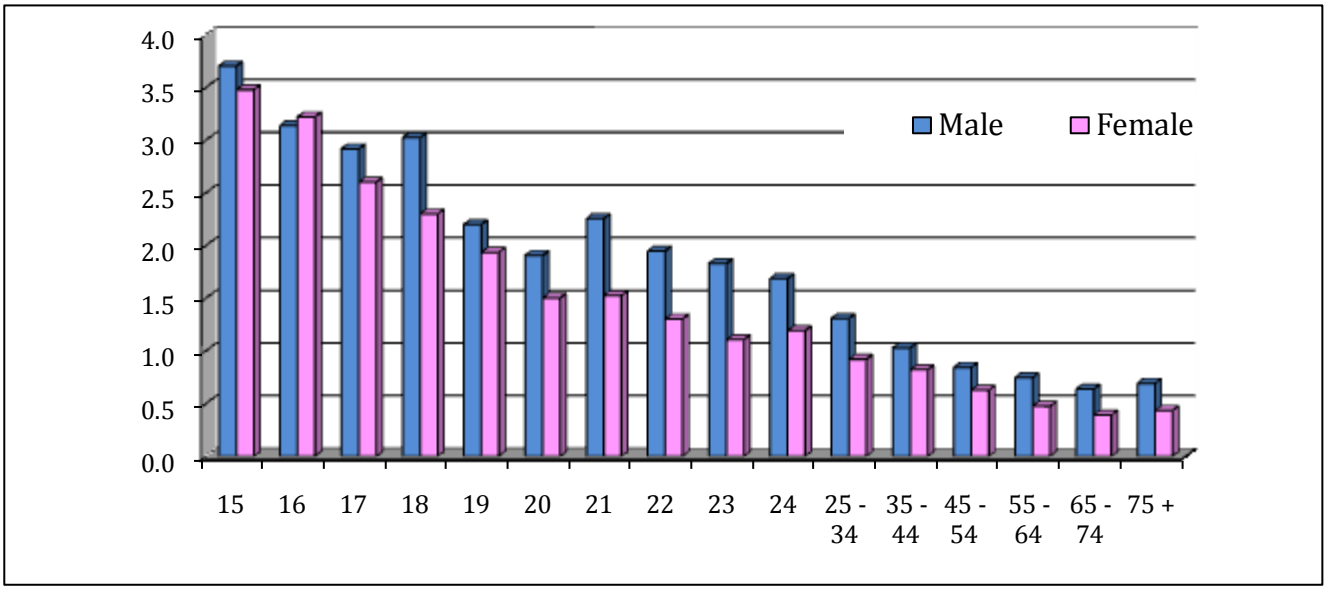
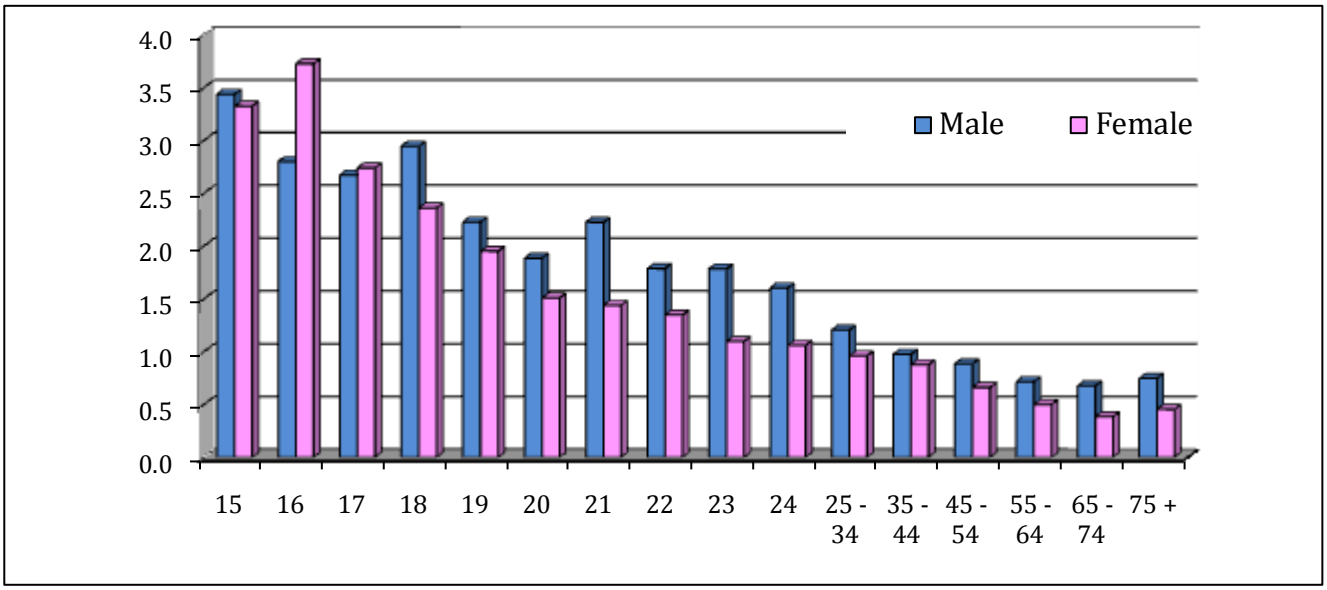


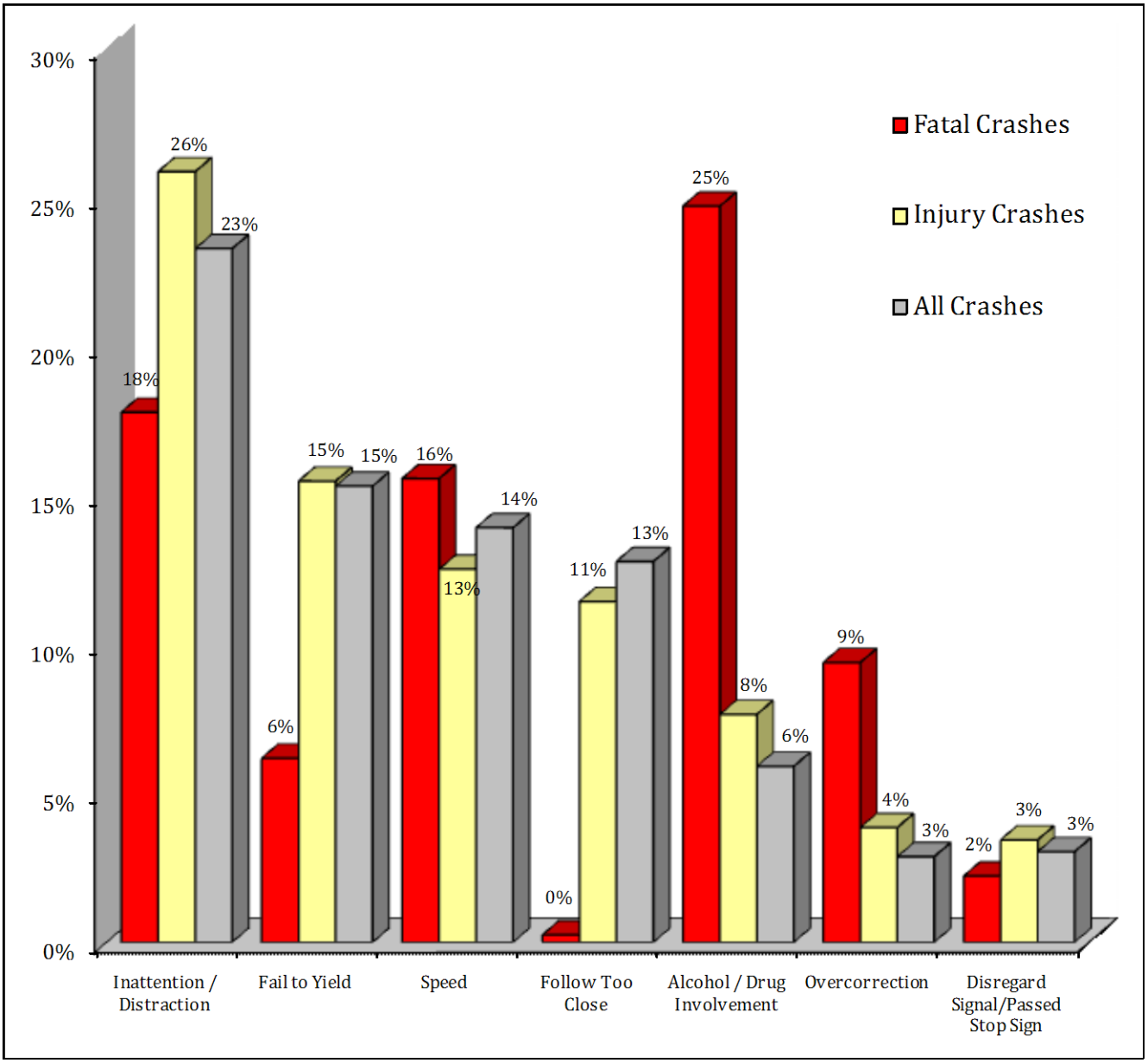
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2007



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 2007



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2007 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: 2007

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	91,684	49.0%
2. Safety Restraint Violations	21,966	11.7%
3. Insurance Violations	17,530	9.4%
4. Driving Under the Influence	10,374	5.5%
5. Failure to Stop at Traffic Control Devices	11,794	6.3%
6. Driving Without Privileges - Suspended License	5,662	3.0%
7. Reckless or Inattentive Driving	5,094	2.7%
8. Following Too Close	4,914	2.6%
9. Failure to Yield Right of Way	2,322	1.2%
10. Child Safety Seat Violations	2,109	1.1%
All Other		0.0%
TOTAL	**187,001**	

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 69% of all violations for 2007. 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: 2007
(Per 100 Licensed Drivers)

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	3,388	12.0	2.8	0.2	1.9	2.2
16-19	61,785	22.4	3.7	1.2	2.0	1.8
20-24	93,860	16.2	2.1	2.4	1.2	0.9
25-34	182,302	11.2	1.3	1.6	0.6	0.5
35-44	177,190	8.7	1.0	1.2	0.4	0.4
45-54	197,239	6.0	0.7	0.8	0.3	0.3
55-64	158,735	4.2	0.5	0.3	0.1	0.2
65-74	92,323	2.6	0.4	0.1	0.1	0.1
75+	60,680	1.3	0.5	0.0	0.1	0.2
Mean		8.5	1.1	1.0	0.5	0.5

Younger drivers, especially those 19 years of age and younger, had violation rates well above the mean in areas shown to be major contributing factors in crashes, i.e., speeding, inattention, following too close, and 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.

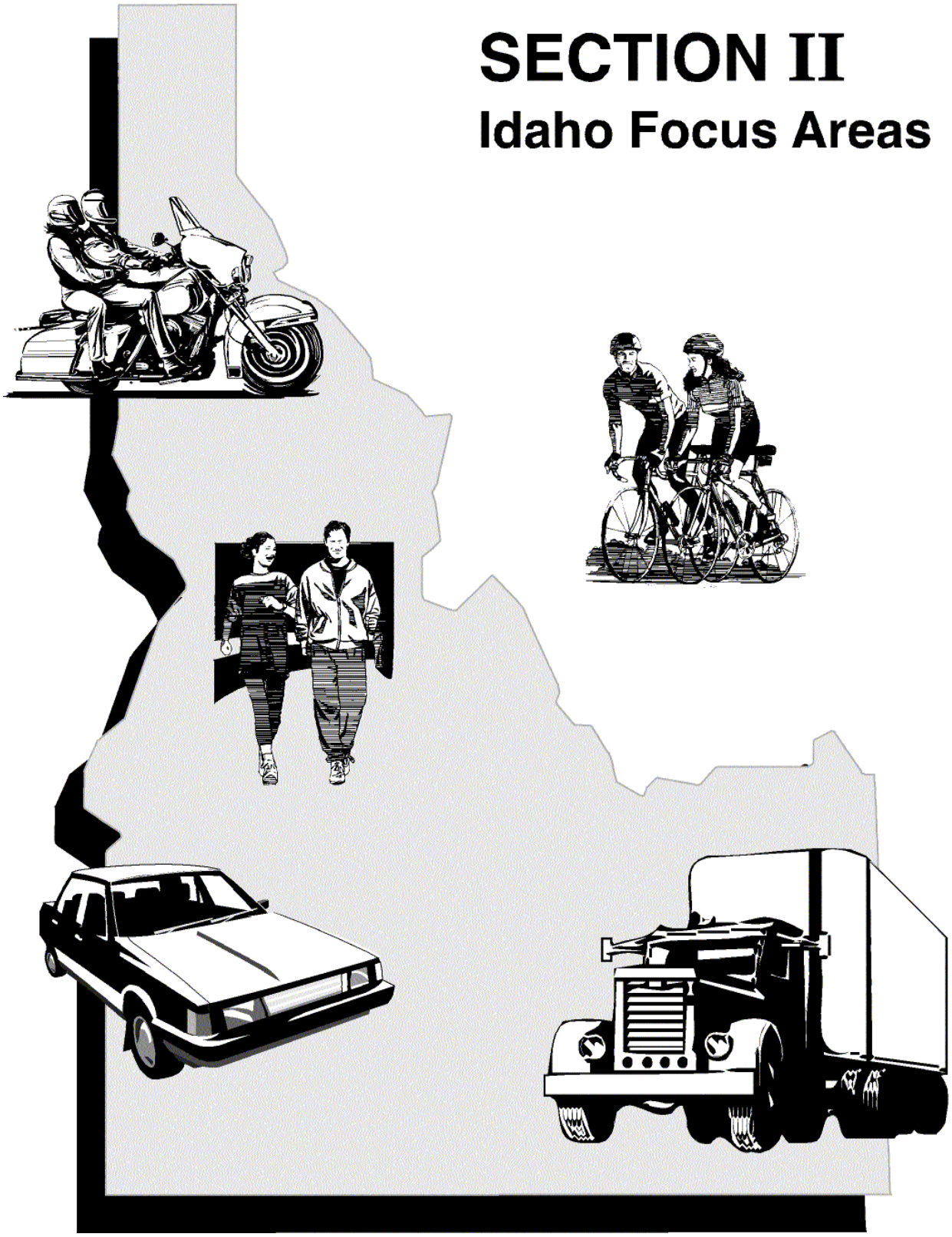
Table 20
Driver's License Suspensions by Violation Type: 2007

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	26,268	32.2%
Failure to Pay Fine	19,172	23.5%
Driving Under the Influence	9,679	11.8%
Administrative License Suspension (ALS)*	8,670	10.6%
Driving Without Privileges	6,726	8.2%
Underage Consumption or Possession of Alcohol	2,570	3.1%
Family Responsibility Law	2,082	2.5%
Refused Evidentiary BAC Test	1,508	1.8%
Recurrence of Violation	1,098	1.3%
Reckless/Inattentive Driving	861	1.1%
Points	724	0.9%
All Others	2,338	2.9%
TOTALS	**81,696**	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 56% of all license suspensions. Driving under the influence accounted for 12% of all license suspensions.

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 2003 through 2007. 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: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Impaired Driving Crashes	1,973	1,944	1,952	1,877	1,936	3.1%	-1.6%
Fatalities	115	103	100	110	101	-8.2%	-1.1%
Serious Injuries	315	331	367	316	309	-2.2%	0.7%
Visible Injuries	663	559	522	610	568	-6.9%	-1.8%
Possible Injuries	617	603	630	593	628	5.9%	-1.2%
Impaired Driving Crashes as a % of All Crashes	7.4%	6.9%	6.9%	7.7%	7.3%	-5.5%	1.9%
Impaired Driving Fatalities as a % of All Fatalities	39.2%	37.5%	36.4%	41.2%	40.1%	-2.7%	1.9%
Impaired Driving Injuries as a % of All Injuries	10.9%	10.3%	10.5%	10.9%	11.1%	1.7%	0.0%
All Fatal and Injury Crashes	9,922	10,053	10,053	9,775	9,452	-3.3%	-0.5%
Impaired Fatal/Injury Crashes	1,134	1,117	1,087	1,105	1,057	-4.3%	-0.8%
% Impaired Driving	11.4%	11.1%	10.8%	11.3%	11.2%	-1.1%	-0.3%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.99	2.90	3.12	2.79	2.59	-7.3%	-1.9%
Annual DUI Arrests by Agency*							
Idaho State Police	1,708	1,461	817	1,744	1,654	-5.2%	18.3%
Local Agencies	8,523	8,674	8,255	9,637	9,997	3.7%	4.6%
Total Arrests	10,231	10,135	9,072	11,381	11,651	2.4%	4.7%
DUI Enforcement Rate**	1.11	1.03	0.92	1.13	1.13	0.4%	1.7%

**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 2007, nearly 12% of all fatal and injury crashes involved an impaired driver, impaired pedestrian, or impaired bicyclist. Just over 40% of all fatalities were the result of an impaired driving crash.

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 2007. 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 3.7% in 2007 from the prior year, while ISP DUI arrests decreased by 5.2% Overall, DUI arrests increased by 2.4% from 2006 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2007. The estimated cost of Idaho impaired driving crashes in 2007 more than $760 million dollars. This estimate represents 27% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2007 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	101	$5,800,000	$585,800,000
Serious Injuries	309	$288,845	$89,253,065
Visible Injuries	568	$80,904	$45,953,382
Possible Injuries	628	$53,628	$33,678,356
Property Damage Only	879	$6,209	$5,457,381
Total Estimate of Economic Cost			**$760,142,184**

Victims of Fatal Crashes Involving Impaired Drivers

Table 23 shows a breakout of impaired driving fatalities. Of the 101 people killed in impaired driving crashes, 94 (or 93%) 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: 2007
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles			Motorcycle					
Impaired Status*	Drivers	Passengers	Unknown	Drivers	Passenger	Pedestrians	Bicyclist	Commercial Vehicle	ATV
Impaired	60	16	3	8	0	4	0	1	2
Not Impaired	2	0	0	1	1	1	1	0	1

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

Impaired Driving by Age

Table 24 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in crashes by age. Drivers, ages 15 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 2.7 times as many impaired driving crashes as would be expected.

Table 24
DUI Arrests and Impaired Driving Crashes by Driver Age: 2007

	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	6	0.1%	2	0.1%
15	3,388	0.3%	20	0.2%	4	0.2%
16	10,648	1.0%	86	0.7%	32	1.7%
17	15,807	1.5%	173	1.5%	35	1.8%
18	16,809	1.6%			60	3.1%
19	18,521	1.8%	740*	6.4%	86	4.5%
20	18,562	1.8%			56	2.9%
21	17,076	1.7%			110	5.7%
22	18,848	1.8%			88	4.6%
23	19,356	1.9%			83	4.3%
24	20,018	1.9%	2,450**	21.0%	94	4.9%
25-29	94,630	9.2%	1,900	16.3%	281	14.7%
30-34	87,672	8.5%	1,310	11.2%	208	10.9%
35-39	88,661	8.6%	1,199	10.3%	164	8.6%
40-44	88,529	8.6%	1,192	10.2%	185	9.7%
45-49	99,653	9.7%	1106	9.5%	158	8.3%
50-54	97,586	9.5%	712	6.1%	109	5.7%
55-59	87,302	8.5%	395	3.4%	55	2.9%
60+	224,436	21.8%	301	2.6%	71	3.7%
Missing or Unknown			61	0.5%	34	1.8%
TOTALS	1,027,502		11,651		1,915	

* 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 2007 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2007

	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	
50,000 and over							
Ada	373.4	487	8	232	8	352	0.6
Bannock	79.9	116	1	56	2	81	0.7
Bonneville	96.5	118	4	64	6	104	0.7
Canyon	179.4	235	9	111	9	166	0.7
Kootenai	134.4	212	9	101	10	156	0.8
Twin Falls	73.1	101	7	42	10	83	0.7
Mean Crash Rate							**0.7**
20,000 - 49,999							
Bingham	43.5	55	2	28	2	46	0.7
Blaine	21.6	17	1	13	1	20	0.6
Bonner	41.1	54	2	27	2	39	0.7
Cassia	21.0	26	2	13	2	22	0.7
Elmore	28.9	22	3	10	4	16	0.5
Jefferson	22.9	20	2	9	3	13	0.5
Jerome	20.1	33	12	12	14	23	1.2
Latah	36.3	37	1	21	1	30	0.6
Madison	36.6	11	0	6	0	12	0.2
Nez Perce	38.9	58	0	36	0	49	0.9
Payette	22.8	23	2	12	2	19	0.6
Mean Crash Rate							**0.6**
10,000 - 19,999							
Boundary	10.9	10	1	6	1	13	0.6
Franklin	12.2	9	0	5	0	5	0.4
Fremont	12.5	13	0	8	0	11	0.6
Gem	16.5	6	0	4	0	6	0.2
Gooding	14.3	20	1	13	1	16	1.0
Idaho	15.3	12	3	5	3	9	0.5
Minidoka	18.6	24	2	10	2	20	0.6
Owyhee	10.8	20	3	8	3	17	1.0
Shoshone	12.8	19	3	8	3	10	0.9
Washington	10.1	15	1	11	1	14	1.2
Mean Crash Rate							**0.7**

Table 25 (Continued)
Impaired Driving Crashes by County: 2007

	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	
5,000 - 9,999							
Bear Lake	5.9	9	1	4	1	10	0.9
Benewah	9.2	15	1	8	1	11	1.0
Boise	7.6	22	0	18	0	28	2.4
Caribou	6.9	5	0	3	0	3	0.4
Clearwater	8.2	13	1	7	1	8	1.0
Lemhi	7.7	15	1	11	1	17	1.6
Power	7.7	11	3	4	3	7	0.9
Teton	8.3	6	0	2	0	2	0.2
Valley	8.9	17	0	10	0	18	1.1
Mean Crash Rate							**1.1**
0 - 4,999							
Adams	3.5	8	0	3	0	4	0.8
Butte	2.8	5	0	4	0	6	1.4
Camas	1.1	4	2	1	2	4	2.7
Clark	0.9	2	0	2	0	3	2.2
Custer	4.2	8	2	2	2	6	1.0
Lewis	3.6	7	0	6	0	8	1.7
Lincoln	4.5	8	0	6	0	11	1.3
Oneida	4.1	8	0	5	0	7	1.2
Mean Crash Rate							**1.3**
Statewide Totals	**1,499.4**	**1,936**	**90**	**967**	**101**	**1,505**	**0.7**

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.

Table 26
Impaired Driving Crashes by City: 2007

	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	293	4	127	4	184	0.6
Coeur d'Alene	42.3	78	1	33	1	58	0.8
Idaho Falls	53.3	61	1	35	1	53	0.7
Meridian	64.6	72	1	39	1	63	0.6
Nampa	79.2	102	2	39	2	56	0.5
Pocatello	54.6	77	1	32	2	39	0.6
Twin Falls	41.5	42	0	22	0	47	0.5
Mean Crash Rate							**0.6**
15,000 - 39,999							
Caldwell	39.9	48	1	25	1	32	0.7
Eagle	19.3	15	0	12	0	25	0.6
Lewiston	31.8	41	0	26	0	34	0.8
Moscow	23.2	11	0	4	0	5	0.2
Post Falls	25.4	28	1	11	1	17	0.5
Rexburg	27.6	2	0	2	0	3	0.1
Mean Crash Rate							**0.5**
5,000 - 14,999							
Ammon	12.9	5	1	1	1	1	0.2
Blackfoot	10.9	9	0	3	0	3	0.3
Burley	9.0	12	0	4	0	7	0.4
Chubbuck	11.6	8	0	4	0	5	0.3
Emmett	6.3	1	0	1	0	1	0.2
Garden City	11.6	14	0	7	0	11	0.6
Hailey	7.8	3	1	2	1	2	0.4
Hayden	12.6	15	1	6	1	11	0.6
Jerome	8.8	6	0	2	0	3	0.2
Kuna	12.8	13	0	5	0	7	0.4
Middleton	5.4	1	0	0	0	0	0.0
Mountain Home	12.2	7	0	3	0	4	0.2
Payette	7.6	2	0	0	0	0	0.0
Rathdrum	6.6	4	1	1	1	1	
Rupert	5.1	3	0	1	0	1	0.2
Sandpoint	8.2	15	0	4	0	4	0.5
Weiser	5.3	4	0	3	0	5	0.6
Mean Crash Rate							**0.3**

Table 26 (Continued)
Impaired Driving Crashes by City: 2007

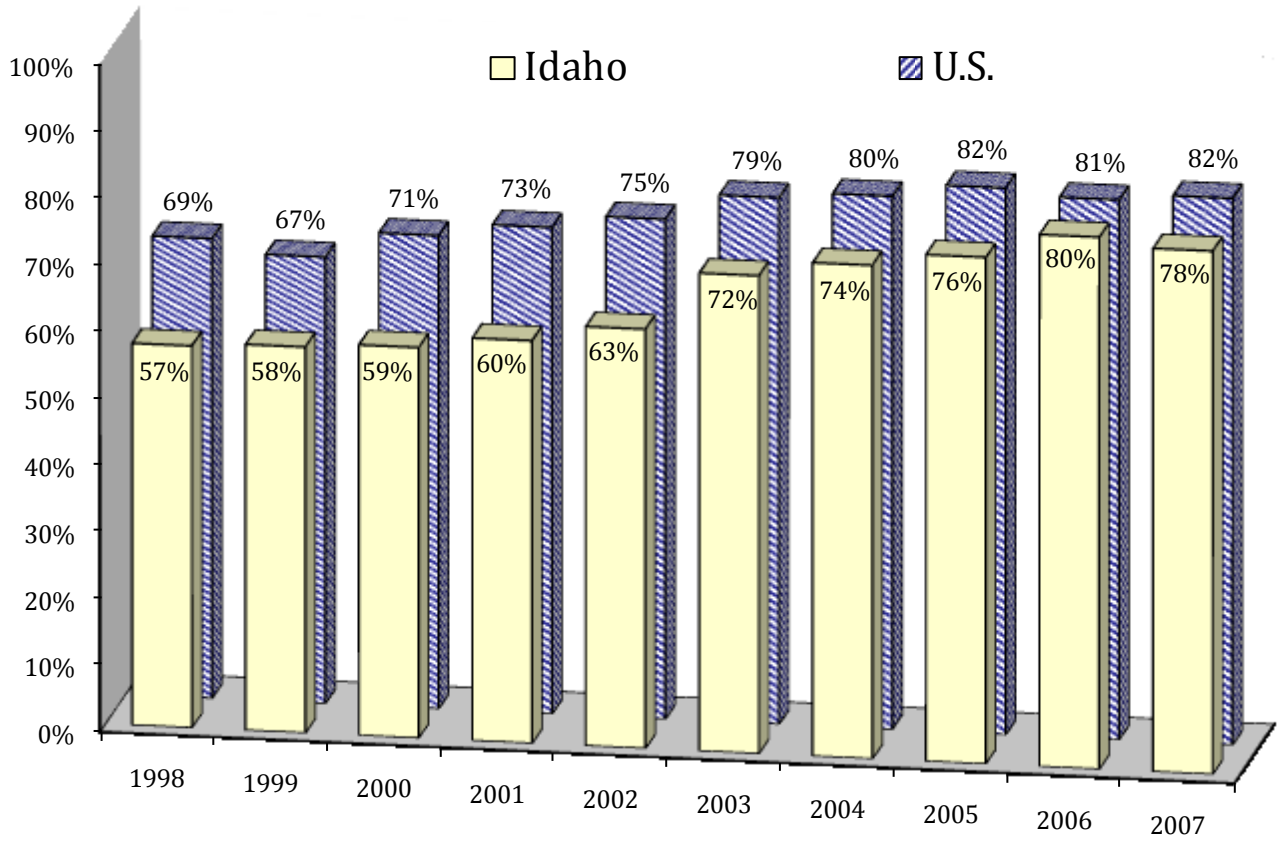
	2007 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.1	1	0	0	0	0	0.0
Bellevue	2.2	0	0	0	0	0	0.0
Bonners Ferry	2.6	0	0	0	0	0	0.0
Buhl	4.0	3	0	0	0	0	0.0
Dalton Gardens	2.4	3	0	2	0	3	0.8
Filer	2.0	1	0	0	0	0	0.0
Fruitland	4.6	1	0	0	0	0	0.0
Gooding	3.2	0	0	0	0	0	0.0
Grangeville	3.1	1	0	0	0	0	0.0
Heyburn	2.7	2	0	2	0	9	0.7
Homedale	2.5	0	0	0	0	0	0.0
Kellogg	2.2	7	0	1	0	1	0.4
Ketchum	3.2	4	0	2	0	2	0.6
Kimberly	3.0	1	0	0	0	0	0.0
Malad	2.1	4	0	2	0	2	1.0
McCall	2.6	4	0	1	0	1	0.4
Montpelier	2.4	4	0	1	0	1	0.4
Orofino	3.1	4	1	1	1	1	0.7
Preston	4.9	0	0	0	0	0	0.0
Rigby	3.3	3	0	1	0	2	0.3
St. Anthony	3.4	2	0	1	0	1	0.3
St. Maries	2.6	4	0	2	0	3	0.8
Salmon	3.0	2	0	1	0	1	0.3
Shelley	4.1	0	0	0	0	0	0.0
Soda Springs	3.1	2	0	1	0	1	0.3
Star	4.8	2	0	1	0	1	0.2
Wendell	2.4	1	0	1	0	1	0.4
Mean Crash Rate							**0.3**

Safety Restraint Usage

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

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up 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.: 1998 - 2007



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: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Ada	81.0%	85.3%	89.9%	93.0%	90.5%	-2.6%	4.7%
Bannock	55.7%	61.2%	58.7%	66.9%	65.1%	-2.7%	6.6%
Bingham	47.4%	45.2%	48.7%	53.9%	54.8%	1.7%	4.6%
Blaine	68.7%	68.6%	66.9%	66.6%	66.9%	0.5%	-1.0%
Bonner	74.4%	75.3%	73.0%	82.5%	89.8%	8.8%	3.7%
Bonneville	59.4%	72.4%	70.7%	66.3%	60.9%	-8.1%	4.4%
Canyon	75.1%	77.9%	79.2%	80.5%	82.9%	3.1%	2.3%
Cassia	53.9%	41.8%	66.9%	58.9%	68.1%	15.5%	8.5%
Elmore	67.9%	70.2%	68.3%	70.8%	72.8%	2.8%	1.4%
Kootenai	78.6%	76.8%	78.5%	89.0%	86.3%	-3.0%	4.4%
Latah	74.2%	71.9%	78.6%	79.4%	76.7%	-3.4%	2.4%
Madison	58.8%	58.0%	62.2%	65.3%	59.0%	-9.7%	3.6%
Minidoka	55.6%	54.2%	75.3%	70.4%	66.7%	-5.3%	10.0%
Nez Perce	74.4%	77.6%	82.5%	85.1%	84.6%	-0.6%	4.6%
Payette	71.9%	76.1%	75.4%	86.9%	83.4%	-4.1%	6.7%
Twin Falls	63.0%	73.2%	74.5%	68.4%	71.1%	4.0%	3.3%
Statewide	**71.7%**	**74.0%**	**76.0%**	**79.8%**	**78.5%**	**-1.6%**	**3.6%**

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 1 (northern Idaho) had the highest overall usage at 87.3 %, while district 6 (eastern Idaho) had the overall lowest usage at 60.0%.

Table 28
Idaho Safety Belt Observation Survey: 2007 – Usage by Vehicle Type

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	89.0%	90.6%	81.4%	87.3%
2	85.7%	86.3%	71.8%	81.7%
3	88.1%	90.5%	80.5%	87.0%
4	74.6%	79.0%	53.9%	68.5%
5	65.1%	70.8%	50.9%	62.2%
6	65.9%	63.4%	46.6%	60.0%
Statewide	**81.2%**	**83.6%**	**68.6%**	**78.5%**

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 2006 ranged from a high of 81.4% in District 1 (northern Idaho) to a low of 46.6% 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 92.4% on urban interstates to a low of 67.6% on rural minor arterials.

There was no statistically significant difference between urban and rural sites. Usage on urban roadways was 78.7%, while usage on rural roadways was 78.4%. There was also no statistically significant difference between major and minor roadways. Usage on major roadways was 78.7% while usage on minor roadways was 78.4%. 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 : 2003-2007
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatalities -Restraints Used	37.2%	42.4%	40.0%	38.8%	34.8%	-10.4%	1.8%
Serious Injuries -Restraint Used	58.4%	64.7%	64.7%	67.6%	66.1%	-2.2%	5.1%

Of the 187 passenger motor vehicle occupants killed in 2007, only 65 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 65 lives were saved in 2007 by seat belt usage. An additional 57 lives could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2007 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	65	114	8	$377,000,000	$661,200,000	$46,400,000
Serious Injury	933	402	76	$269,492,264	$116,115,638	$21,952,210
Visible Injury	2,559	609	115	$207,032,933	$49,270,440	$9,303,942
Possible Injury	5,809	649	261	$311,524,793	$34,804,543	$13,996,896
Total				**$1,165,049,990**	**$861,390,621**	**$91,653,048**

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 89% of the motor vehicle occupants in crashes said they were wearing seat belts, the observational surveys show only 78% 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 2003 through 2007. 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: 2003-2007
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
50,000 and over							
Ada	75.5%	83.2%	85.0%	84.8%	83.8%	-1.2%	4.1%
Bannock	72.1%	66.7%	73.5%	64.8%	73.6%	13.6%	-3.0%
Bonneville	68.5%	73.9%	63.2%	68.5%	69.4%	1.3%	0.6%
Canyon	69.5%	73.5%	79.1%	79.7%	82.2%	3.2%	4.7%
Kootenai	82.8%	80.4%	79.4%	74.3%	79.2%	6.7%	-3.5%
Twin Falls	61.6%	73.1%	82.6%	83.0%	71.2%	-14.2%	10.7%
20,000 - 49,999							
Bingham	61.0%	61.2%	58.0%	58.5%	49.5%	-15.4%	-1.3%
Blaine	60.5%	60.7%	55.3%	76.5%	40.0%	-47.7%	9.9%
Bonner	80.7%	64.8%	73.0%	63.3%	72.7%	14.8%	-6.8%
Cassia	37.7%	71.1%	65.6%	50.7%	55.1%	8.7%	19.4%
Elmore	57.4%	65.4%	69.8%	69.9%	70.1%	0.3%	6.9%
Latah	69.8%	59.2%	84.1%	63.5%	77.3%	21.8%	0.8%
Madison	62.5%	44.0%	48.0%	58.6%	42.1%	-28.2%	0.5%
Nez Perce	68.0%	83.1%	73.8%	83.5%	70.8%	-15.2%	8.1%
Payette	67.4%	74.5%	79.0%	80.4%	51.2%	-36.4%	6.2%
10,000 - 19,999							
Boundary	50.0%	85.7%	58.3%	75.8%	69.4%	-8.3%	23.1%
Franklin	56.3%	47.8%	31.8%	66.7%	55.3%	-17.1%	20.4%
Fremont	55.9%	73.0%	43.8%	66.7%	93.8%	40.6%	14.3%
Gem	71.4%	72.7%	60.0%	61.5%	69.7%	13.3%	-4.4%
Gooding	51.0%	55.9%	52.5%	43.5%	57.1%	31.4%	-4.5%
Idaho	43.8%	53.2%	75.0%	71.4%	35.5%	-50.3%	19.3%
Jefferson	59.1%	56.8%	72.0%	46.2%	57.7%	25.0%	-4.3%
Jerome	66.7%	73.6%	63.1%	57.9%	63.1%	8.9%	-4.0%
Minidoka	62.5%	66.2%	67.5%	64.7%	56.7%	-12.4%	1.3%
Owyhee	23.5%	53.1%	32.6%	64.5%	16.3%	-74.8%	61.7%
Shoshone	47.4%	76.5%	14.8%	73.3%	65.0%	-11.4%	125.3%

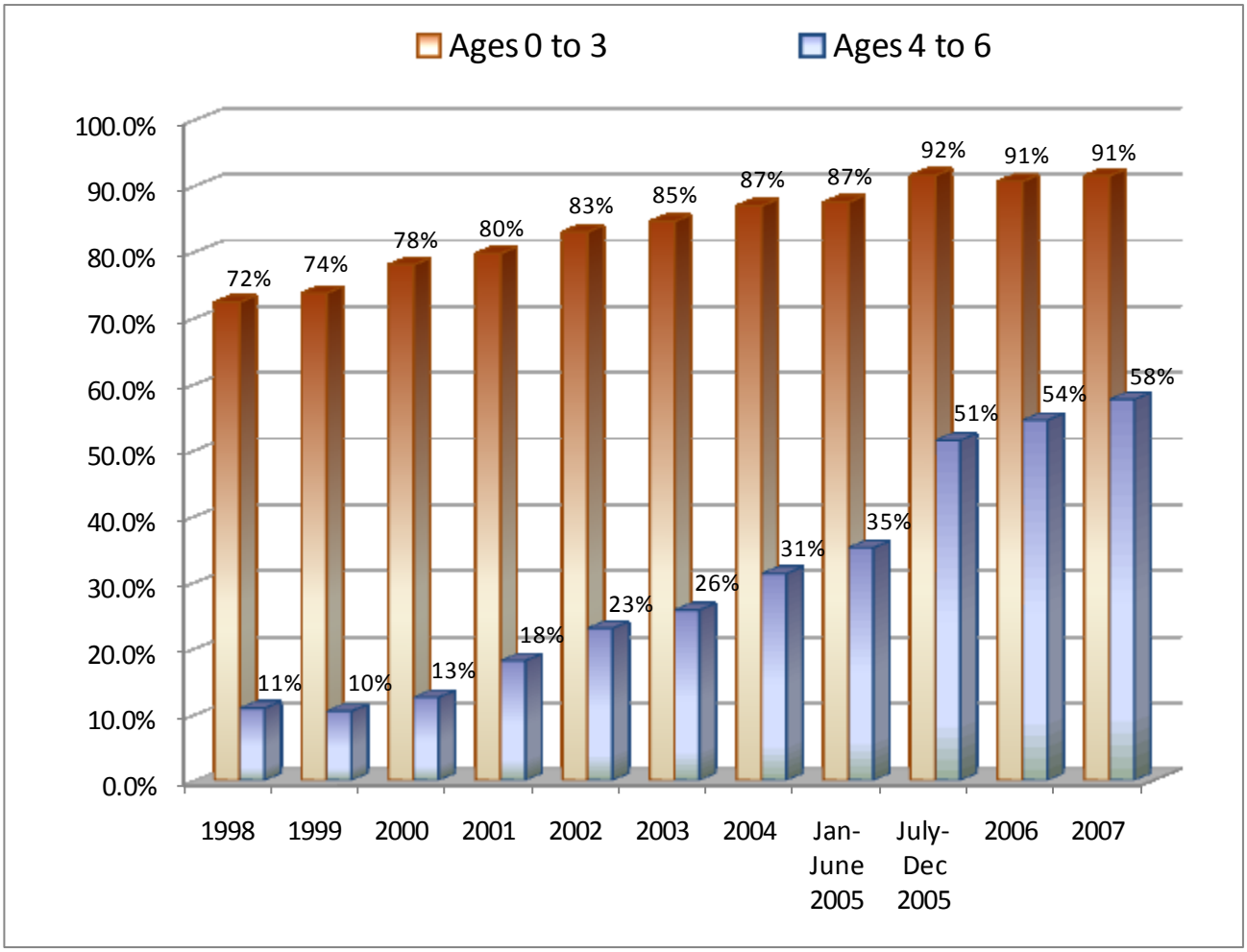
Table 31 (Continued)
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2003-2007
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
5,000 - 9,999							
Bear Lake	29.4%	72.7%	75.0%	50.0%	65.0%	30.0%	39.0%
Benewah	60.0%	63.2%	63.6%	63.2%	68.2%	7.9%	1.8%
Boise	64.1%	61.4%	59.1%	75.0%	77.6%	3.5%	6.3%
Caribou	21.4%	50.0%	46.7%	92.9%	0.0%	-100.0%	75.2%
Clearwater	44.4%	78.6%	66.7%	42.3%	33.3%	-21.2%	8.4%
Lemhi	53.3%	83.3%	50.0%	59.3%	63.2%	6.6%	11.6%
Power	65.0%	56.3%	52.6%	46.2%	41.7%	-9.7%	-10.7%
Teton	81.8%	0.0%	28.6%	58.3%	50.0%	-14.3%	10.9%
Valley	62.9%	60.0%	45.8%	48.2%	81.4%	69.1%	-7.7%
Washington	96.2%	33.3%	73.3%	100.0%	78.6%	-21.4%	30.3%
0 - 4,999							
Adams	58.3%	40.0%	31.3%	100.0%	38.5%	-61.5%	55.6%
Butte	71.4%	50.0%	44.4%	50.0%	60.0%	20.0%	-9.5%
Camas	50.0%	20.0%	50.0%	66.7%	0.0%	-100.0%	41.1%
Clark	60.0%	100.0%	61.5%	40.0%	83.3%	108.3%	-2.3%
Custer	37.5%	52.6%	76.5%	90.0%	40.0%	-55.6%	34.4%
Lewis	57.1%	62.5%	76.2%	0.0%	66.7%	66.7%	-22.9%
Lincoln	36.4%	90.9%	54.6%	52.2%	44.4%	-14.8%	35.2%
Oneida	64.0%	55.2%	40.0%	58.3%	70.8%	21.4%	1.5%
Statewide Average	**67.6%**	**72.1%**	**72.2%**	**73.5%**	**72.3%**	**-1.7%**	**2.9%**

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: 1998 - 2007



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 2003 to 2007. 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: 2003-2007
Under Age 4 (through 2004) and Under Age 7 (2005 and after)
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatalities							
Restrained	3	6	5	3	4	33.3%	14.4%
Unrestrained	2	1	0	0	2	200.0%	-50.0%
Serious Injuries							
Restrained	13	3	17	7	15	114.3%	110.3%
Unrestrained	3	5	19	12	10	-16.7%	103.3%
Visible Injuries							
Restrained	30	39	51	63	44	-30.2%	28.1%
Unrestrained	19	12	39	45	40	-11.1%	67.8%
Possible Injuries							
Restrained	162	182	204	217	199	-8.3%	10.3%
Unrestrained	49	30	122	71	77	8.5%	75.4%
No Injuries							
Restrained	1,777	1,889	2,449	2,175	2,522	16.0%	8.3%
Unrestrained	283	259	932	627	649	3.5%	72.9%
Total Restrained	1,843	2,119	2,727	2,466	2,785	12.9%	11.4%
Total Unrestrained	296	319	1,119	771	788	2.2%	75.8%
% of Children Restrained	86.2%	86.9%	70.9%	76.2%	77.9%	2.3%	-3.4%

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 seats saved 6 lives in 2007. Additionally, 22 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 2003 through 2007 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: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Total Aggressive Driving Crashes	14,649	15,934	15,572	13,037	14,364	10.2%	-3.3%
Fatalities	128	116	133	116	108	-6.9%	-2.5%
Serious Injuries	838	867	975	902	928	2.9%	2.8%
Visible Injuries	2,895	2,614	2,511	2,399	2,283	-4.8%	-6.0%
Possible Injuries	5,065	5,519	5,295	4,858	4,784	-1.5%	-1.1%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	353	356	391	396	371	-6.3%	4.0%
Driving Too Fast for Conditions	311	334	404	303	366	20.8%	1.1%
Exceeded Posted Speed	133	129	168	173	135	-22.0%	10.1%
Following Too Close	95	122	114	111	134	20.7%	6.4%
Passed Stop Sign	97	65	59	71	59	-16.9%	-7.3%
Disregarded Signal	53	44	65	56	38	-32.1%	5.6%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	6.52	6.63	7.26	6.67	6.54	-1.9%	1.0%

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

In 2007, aggressive driving was a contributing factor in 54% of all crashes in Idaho. While 70% of all aggressive driving crashes occur in urban areas, 78% of the fatal aggressive driving crashes occur in rural areas. Only 22% of all aggressive driving crashes involved a single vehicle, while 54% of fatal aggressive driving crashes involved only one vehicle. Of the 49 fatal aggressive driving crashes that involved a single vehicle, 41 (or 84%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly $1.4 billion dollars in 2007. This represents 49% of the total costs of Idaho crashes (as shown in Table 4).

Involvement in Aggressive Driving Crashes by Driver Age

Table 34 shows the involvement in aggressive driving crashes by driver age. Drivers ages 19 and younger were 4.4 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 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 between the ages of 15 and 22 represent more than one-third of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2007

	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%	37	0.3%		21	0.4%	
15	3,388	0.3%	244	1.7%	5.0	94	1.7%	5.3
16	10,648	1.0%	712	4.9%	4.7	281	5.2%	5.0
17	15,807	1.5%	843	5.7%	3.7	300	5.6%	3.6
18	16,809	1.6%	840	5.7%	3.5	287	5.3%	3.2
19	18,521	1.8%	701	4.8%	2.7	261	4.8%	2.7
20	18,562	1.8%	602	4.1%	2.3	208	3.8%	2.1
21	17,076	1.7%	537	3.7%	2.2	200	3.7%	2.2
22	18,848	1.8%	497	3.4%	1.8	177	3.3%	1.8
23	19,356	1.9%	420	2.9%	1.5	150	2.8%	1.5
24	20,018	1.9%	409	2.8%	1.4	134	2.5%	1.3
25-34	182,302	17.7%	2,697	18.4%	1.0	960	17.8%	1.0
35-44	177,190	17.2%	1,946	13.3%	0.8	717	13.3%	0.8
45-54	197,239	19.2%	1,620	11.0%	0.6	648	12.0%	0.6
55-64	158,735	15.4%	1,100	7.5%	0.5	391	7.2%	0.5
65-74	92,323	9.0%	613	4.2%	0.5	246	4.6%	0.5
75+	60,680	5.9%	595	4.1%	0.7	255	4.7%	0.8
Not Stated or Other			256	1.7%		75	1.4%	
TOTALS	**1,027,502**		**14,669**			**5,405**		

** 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 2007, more than one out of every four crashes involved a youthful driver. In 2007, 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): 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Total Crashes	7,368	7,408	7,309	6,216	6,734	8.3%	-5.2%
Fatalities	45	39	38	38	42	10.5%	-5.3%
Serious Injuries	354	376	377	403	426	5.7%	4.5%
Visible Injuries	1,478	1,258	1,156	1,233	1,127	-8.6%	-5.4%
Possible Injuries	2,498	2,479	2,471	2,342	2,234	-4.6%	-2.1%
Drivers 15-19 in Fatal & Serious Injury Crashes	328	335	326	339	374	10.3%	1.1%
% of all Drivers in Fatal & Serious Injury Crashes	14.3%	13.8%	13.5%	14.1%	14.9%	5.4%	-0.3%
Licensed Drivers 15-19	65,605	65,391	66,637	66,038	65,173	-1.3%	0.2%
% of Total Licensed Drivers	7.1%	6.9%	6.6%	6.6%	6.3%	-3.2%	-2.6%
Driver Involvement Rate*	2.01	2.01	2.04	2.15	2.34	8.8%	2.3%
Teen Drivers in Fatal Crashes	38	36	35	35	36	2.9%	-2.7%
Impaired Teen Drivers in Fatal Crashes	10	8	10	7	9	28.6%	-8.3%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	26.3%	22.2%	28.6%	20.0%	25.0%	25.0%	-5.7%

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

While 69% of all crashes involving youthful drivers occurred in urban areas, 91% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2007, the economic cost of crashes involving youthful drivers was $604.1 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: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Total Crashes	26,700	28,332	28,238	24,225	26,452	9.2%	-2.8%
Response to Fatal & Injury Crashes	6,282	6,624	6,550	6,519	6,471	-0.7%	1.3%
% of Fatal & Injury Crashes	63.3%	65.7%	65.2%	66.7%	68.5%	2.7%	1.8%
Persons Killed or Injured in Crashes	14,894	14,994	14,711	14,217	13,846	-2.6%	-1.5%
Transported from Rural Areas	3,567	3,549	3,234	3,063	3,110	1.5%	-4.9%
Transported from Urban Areas	2,570	2,643	2,740	2,777	2,871	3.4%	2.6%
Total Transported by EMS	6,137	6,192	5,974	5,840	5,981	2.4%	-1.6%
% of Killed/Injured Transported	41.2%	41.3%	40.6%	41.1%	43.2%	5.2%	-0.1%
Trapped and Extricated	554	568	651	586	566	-3.4%	2.4%
Fatal/Serious Injuries Transported by Helicopter	280	271	258	201	233	15.9%	-10.0%

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 2003 to 2007. Crashes involving pedestrians increased by 9% in 2007 and the number of pedestrians killed in motor vehicle crashes more than doubled. Of all pedestrians involved in crashes in 2007, 98% received some degree of injury. Of those injured or killed in pedestrian crashes, 20% were between the ages of 4 and 14. Of the pedestrians killed in motor vehicle crashes in 2007, 3 were 6 years of age or younger, 5 were between 21 and 36 years of age, and 9 were over 42 years of age. Impaired pedestrians were involved in 9% of all pedestrian crashes and 24% of fatal pedestrian crashes.

Table 37
Pedestrians in Crashes: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Pedestrian Crashes	213	235	206	224	244	8.9%	2.2%
Fatalities	13	18	9	8	17	112.5%	-7.5%
Serious Injuries	51	64	51	56	65	16.1%	5.0%
Visible Injuries	91	97	91	99	90	-9.1%	3.1%
Possible Injuries	65	67	62	71	83	16.9%	3.4%
Pedestrians in Crashes	223	249	218	236	259	9.7%	2.5%
Pedestrian Fatal and Serious Injuries	64	82	60	64	82	28.1%	2.7%
% of All Fatal and Serious Injuries	3.4%	4.3%	3.1%	3.3%	4.0%	21.8%	1.7%
Impaired Fatal and Serious Injuries*	13	19	11	15	14	-6.7%	13.5%
% of Pedestrian Fatal & Serious Injuries	20.3%	23.2%	18.3%	23.4%	17.1%	-27.2%	7.0%
Pedestrians in Fatal and Injury Crashes by Age							
0 to 3	5	0	4	7	8	14.3%	91.7%
4 to 14	58	76	48	39	52	33.3%	-8.2%
15 to 19	27	31	39	33	53	60.6%	8.4%
20 to 24	23	29	28	32	28	-12.5%	12.3%
25 to 34	22	27	24	29	29	0.0%	10.8%
35 to 44	14	18	22	26	21	-19.2%	23.0%
45 to 54	27	32	22	32	22	-31.3%	10.9%
55 to 64	12	16	16	16	21	31.3%	11.1%
65 and Older	29	16	10	17	18	5.9%	-4.1%
Missing/Unknown Age	4	3	3	5	6	20.0%	13.9%

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

In 2007, the economic cost of crashes involving pedestrians was $129.1 million dollars. This represents 5% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

Table 38 gives information about bicyclists in crashes from 2003 to 2007. The number of bicycle crashes decreased in 2007 by 2%. Of the bicyclists involved in crashes in 2007, 97% received some degree of injury. Of all bicyclists involved in crashes in 2007, 26% were between the ages of 4 and 14.

Table 38
Bicyclists in Crashes: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Bicycle Crashes	319	276	321	328	321	-2.1%	1.7%
Fatalities	2	3	3	2	2	0.0%	5.6%
Serious Injuries	36	28	42	29	35	20.7%	-1.1%
Visible Injuries	186	142	167	180	161	-10.6%	0.6%
Possible Injuries	92	96	106	120	124	3.3%	9.3%
Bicyclists in Crashes	326	279	327	333	333	0.0%	1.5%
Bicycle Fatal and Serious Injuries	38	31	45	31	37	19.4%	-1.5%
% of All Fatal and Serious Injuries	2.0%	1.6%	2.3%	1.6%	1.8%	13.4%	-2.6%
Bicyclists in Crashes Wearing Helmets	49	35	56	55	58	5.5%	9.9%
% of Bicyclists Wearing Helmets	15.0%	12.5%	17.1%	16.5%	17.4%	5.5%	5.5%
Impaired Fatal and Serious Injuries*	1	0	3	0	3	300.0%	0.0%
% of Bicycle Fatal & Serious Injuries	2.6%	0.0%	6.7%	0.0%	8.1%	-6.7%	36.7%
Bicyclists in Crashes by Age							
0 to 3	0	1	1	3	1	-66.7%	33.3%
4 to 14	123	105	109	100	87	-13.0%	-6.4%
15 to 19	62	44	56	70	78	11.4%	7.7%
20 to 24	31	38	38	31	43	38.7%	1.4%
25 to 34	38	30	39	41	43	4.9%	4.7%
35 to 44	29	22	36	26	29	11.5%	3.9%
45 to 54	21	17	19	33	30	-9.1%	22.1%
55 to 64	9	9	13	16	11	-31.3%	22.5%
65 and Older	4	6	7	6	5	-16.7%	17.5%
Missing/Unknown Age	9	7	9	7	6	-14.3%	-5.3%

** 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. However, 31% of bicyclists, 25 years of age and older, involved in crashes were wearing helmets while only 10% of bicyclists under age 25 were wearing helmets.

In 2007, the economic cost of crashes involving bicyclists was $41.4 million dollars. This represents 1% 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 2003 to 2007. The number of motorcycle crashes increased in 2007 by 19%. Of all motorcyclists involved in crashes in 2007, 86% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 31% of fatal motorcycle crashes involved impaired motorcyclists. Just over half (51%) of all motorcycle crashes were single-vehicle crashes, while 69% of fatal motorcycle crashes involved only a single motorcycle.

While Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, only 57% of those riders involved in crashes in 2007 were wearing a helmet.

Table 39
Motorcyclists in Crashes: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Motorcycle Crashes	437	508	549	516	615	19.2%	6.1%
Fatalities	19	24	26	38	29	-23.7%	26.9%
Serious Injuries	139	145	185	149	194	30.2%	4.1%
Visible Injuries	178	216	224	212	271	27.8%	6.6%
Possible Injuries	99	110	110	119	123	3.4%	6.4%
Motorcyclists in Crashes	500	578	625	589	718	21.9%	6.0%
Registered Motorcycles*	46,935	52,614	60,202	51,842	45,752	-11.7%	4.2%
Motorcyclists Wearing Helmets	193	246	270	286	343	19.9%	14.4%
% Motorcyclists Wearing Helmets	38.6%	42.6%	43.2%	48.6%	47.8%	-1.6%	8.1%
Motorcycle Drivers in Crashes by Age							
0 to 14	7	9	3	4	6	50.0%	-1.6%
15 to 20	48	54	57	60	60	0.0%	7.8%
21 to 24	52	66	61	54	62	14.8%	2.6%
25 to 34	83	102	107	105	124	18.1%	8.6%
35 to 44	96	101	96	93	118	26.9%	-1.0%
45 to 54	95	119	135	117	135	15.4%	8.5%
55 to 64	44	52	69	63	100	58.7%	14.1%
65 and up	17	18	18	24	24	0.0%	13.1%
Missing/Unknown	9	8	6	6	5	-16.7%	-12.0%

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

Of the motorcyclists killed in 2007, 58% were 35 years old or older and 38% were between 21 and 34 years old.

In 2007, the economic cost of crashes involving motorcyclists was $253.2 million dollars. This represents 9% 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 2003 through 2007. 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 : 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatal Crashes	40	31	30	25	28	12.0%	-14.1%
Injury Crashes	492	536	527	502	518	3.2%	0.8%
Total Crashes	1,704	1,918	1,983	1,710	1,878	9.8%	0.7%
Commercial VMT (100 millions)	25.4	26.4	27.3	28.3	29.6	4.4%	3.7%
Fatal Crash Rate	1.6	1.2	1.1	0.9	0.9	7.3%	-17.2%
Injury Crash Rate	19.3	20.3	19.3	17.7	17.5	-1.1%	-2.7%
Total Crash Rate	67.0	72.6	72.5	60.4	63.5	5.2%	-2.8%

Table 41 presents the location of CMV crashes by severity and roadway type. While 56% of all CMV crashes occurred on rural roadways, 71% of fatal CMV crashes took place on rural roadways.

The largest percentage of all CMV crashes (47%) occurred on local roads, while the largest percentage of fatal CMV crashes (39%) took place on US and State highways.

Table 41
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2007

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Rural	7	25.0%	63	12.2%	158	11.9%	228	12.1%
Urban	3	10.7%	41	7.9%	92	6.9%	136	7.2%
U.S. or State Highway								
Rural	10	35.7%	158	30.5%	288	21.6%	456	24.3%
Urban	1	3.6%	40	7.7%	126	9.5%	167	8.9%
Local								
Rural	3	10.7%	93	18.0%	267	20.0%	363	19.3%
Urban	4	14.3%	123	23.7%	401	30.1%	528	28.1%
Total	**28**	**1.5%**	**518**	**27.6%**	**1,332**	**70.9%**	**1,878**	

Table 42 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2003 to 2007.

Table 42
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Bus							
Fatal Crashes	1	0	1	0	0	0.0%	-33.3%
Injury Crashes	30	37	43	31	39	25.8%	3.9%
Property Damage Crashes	90	105	94	87	103	18.4%	-0.4%
Single Unit Truck							
Fatal Crashes	13	12	12	10	10	0.0%	-8.1%
Injury Crashes	156	195	161	173	171	-1.2%	5.0%
Property Damage Crashes	336	402	425	390	450	15.4%	5.7%
Single Unit Truck with Trailer							
Fatal Crashes	2	2	1	0	1	100.0%	-50.0%
Injury Crashes	29	28	25	35	41	17.1%	8.6%
Property Damage Crashes	76	90	76	74	137	85.1%	0.1%
Truck Tractor Only (Bobtail)							
Fatal Crashes	1	1	1	0	1	100.0%	-33.3%
Injury Crashes	13	14	8	16	10	-37.5%	21.6%
Property Damage Crashes	30	35	36	25	21	-16.0%	-3.7%
Semi with Single-Trailer Configurations							
Fatal Crashes	20	16	11	11	16	45.5%	-17.1%
Injury Crashes	235	239	253	212	237	11.8%	-2.9%
Property Damage Crashes	561	629	696	550	527	-4.2%	0.6%
Semi with Double-Trailer Configurations							
Fatal Crashes	2	2	4	3	0	-100.0%	25.0%
Injury Crashes	37	35	52	50	32	-36.0%	13.1%
Property Damage Crashes	93	113	122	88	110	25.0%	0.5%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	0	0	1	1	0.0%	0.0%
Injury Crashes	0	2	1	4	1	-75.0%	150.0%
Property Damage Crashes	13	9	6	9	11	22.2%	-4.7%

*** 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: 2003-2007

Vehicle Type	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Passenger Cars	23,363	23,780	23,931	20,062	21,897	9.1%	-4.6%
%	50.4%	48.4%	49.0%	48.1%	47.7%	-0.8%	-1.5%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	20,346	22,357	21,830	18,968	21,010	10.8%	-1.9%
%	43.9%	45.5%	44.7%	45.5%	45.8%	0.6%	1.3%
Medium Trucks*	623	743	719	699	828	18.5%	4.4%
%	1.3%	1.5%	1.5%	1.7%	1.8%	7.6%	8.0%
Large Trucks**	1,034	1,124	1,222	1,004	994	-1.0%	-0.1%
%	2.2%	2.3%	2.5%	2.4%	2.2%	-10.1%	2.8%
Buses	122	143	141	119	144	21.0%	0.1%
%	0.3%	0.3%	0.3%	0.3%	0.3%	9.9%	2.9%
Motorcycles	452	533	558	528	640	21.2%	5.7%
%	1.0%	1.1%	1.1%	1.3%	1.4%	10.1%	9.2%
All Other***	443	458	393	288	352	22.2%	-12.5%
%	1.0%	0.9%	0.8%	0.7%	0.8%	11.0%	-10.1%
TOTALS	46,383	49,138	48,794	41,668	45,865	10.1%	-3.1%

**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 2007, there were 5359 persons involved in CMV crashes. Occupants of passenger vehicles combined to comprise 38% of the persons involved in CMV crashes. Of the 37 fatalities that occurred in CMV crashes, 84% were occupants of passenger cars, pickups, vans, or other vehicles while 16% were occupants of CMV's.

Table 44
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2007

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	5	14	11	2	32
% of Fatalities	15.6%	43.8%	34.4%	6.3%	0.6%
Serious Injuries	32	42	42	2	118
% of Serious Injuries	27.1%	35.6%	35.6%	1.7%	2.2%
Visible Injuries	86	71	95	10	262
% of Visible Injuries	32.8%	27.1%	36.3%	3.8%	4.9%
Possible Injuries	185	139	112	8	444
% of Possible Injuries	41.7%	31.3%	25.2%	1.8%	8.3%
Non-Injury	2,932	712	794	24	4,462
% of Non- Injury	65.7%	16.0%	17.8%	0.5%	83.3%
Unknown	23	8	9	1	41
% of Unknown	56.1%	19.5%	22.0%	2.4%	0.8%
Column Totals	3,263	986	1,063	47	5,359
(% OF TOTAL)	60.9%	18.4%	19.8%	0.9%	

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

In 2007, the economic cost of crashes involving commercial motor vehicles was $273 million dollars. This represents 10% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 45
Crashes in Work Zones: 2003-2007

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Work Zone Crashes	357	265	197	198	297	50.0%	-17.0%
Fatalities	2	8	0	2	2	0.0%	100.0%
Serious Injuries	21	23	14	21	20	-4.8%	6.8%
Visible Injuries	54	42	27	32	46	43.8%	-13.1%
Possible Injuries	132	85	71	71	68	-4.2%	-17.4%
% All Crashes	1.3%	0.9%	0.8%	0.8%	1.1%	37.4%	-14.2%
Workers Injured	0	1	0	2	3	50.0%	33.3%

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. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Single-vehicle crashes comprised 23% of the crashes in work zones in 2007. 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: 2007

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Rural	1	0.0%	5	5.5%	10	4.9%	16	5.4%
Urban	0	0.0%	20	22.0%	84	41.2%	104	35.0%
U.S. or State Highway								
Rural	0	0.0%	12	13.2%	21	10.3%	33	11.1%
Urban	0	0.0%	10	11.0%	19	9.3%	29	9.8%
Local								
Rural	0	0.0%	2	2.2%	8	3.9%	10	3.4%
Urban	1	0.0%	42	46.2%	62	30.4%	105	35.4%
Total	**2**	**0.7%**	**91**	**30.6%**	**204**	**68.7%**	**297**	

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: 2007

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	12	20	32
District 2	0	3	4	7
District 3	1	64	147	212
District 4	1	1	5	7
District 5	0	6	18	24
District 6	0	5	10	15
Statewide	**2**	**91**	**204**	**297**

In 2007, the economic cost of crashes in work zones was $26 million dollars. This represents less than 1% of the total cost of Idaho crashes (as shown in Table 4).

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

INJURY SEVERITY:

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

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

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

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

LICENSED DRIVER: A person who is licensed by Idaho to operate a motor vehicle on public highways. 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.

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. 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.

4. 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).

5. 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 2007

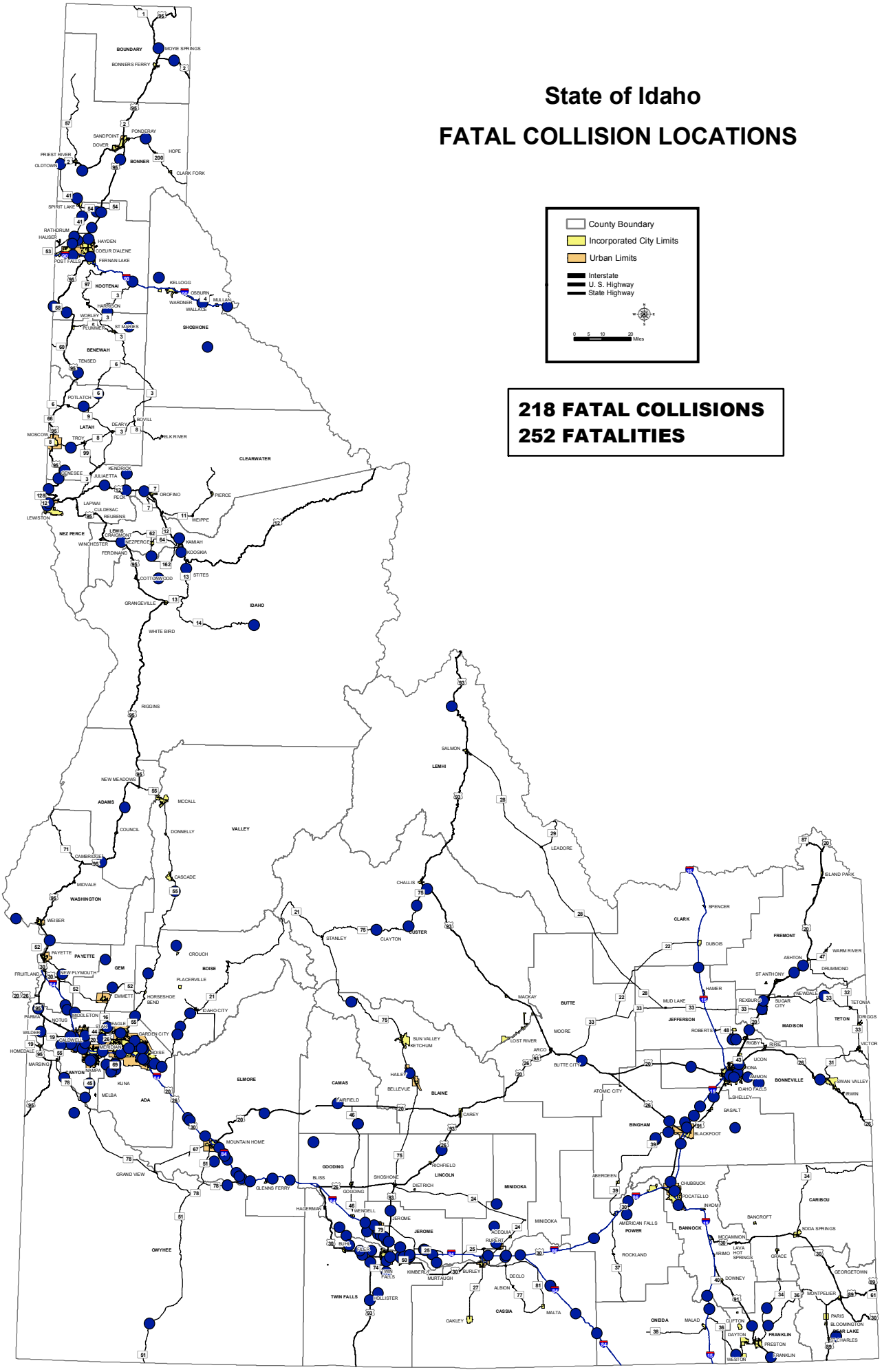
Each spot indicates the location of a fatal crash. The number of fatalities for each transportation district is also given. The maps are intended to give general locations of fatal crashes; the precise location cannot be determined from maps. For precise locations or for the number of crashes on a given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

June 2008

State of Idaho

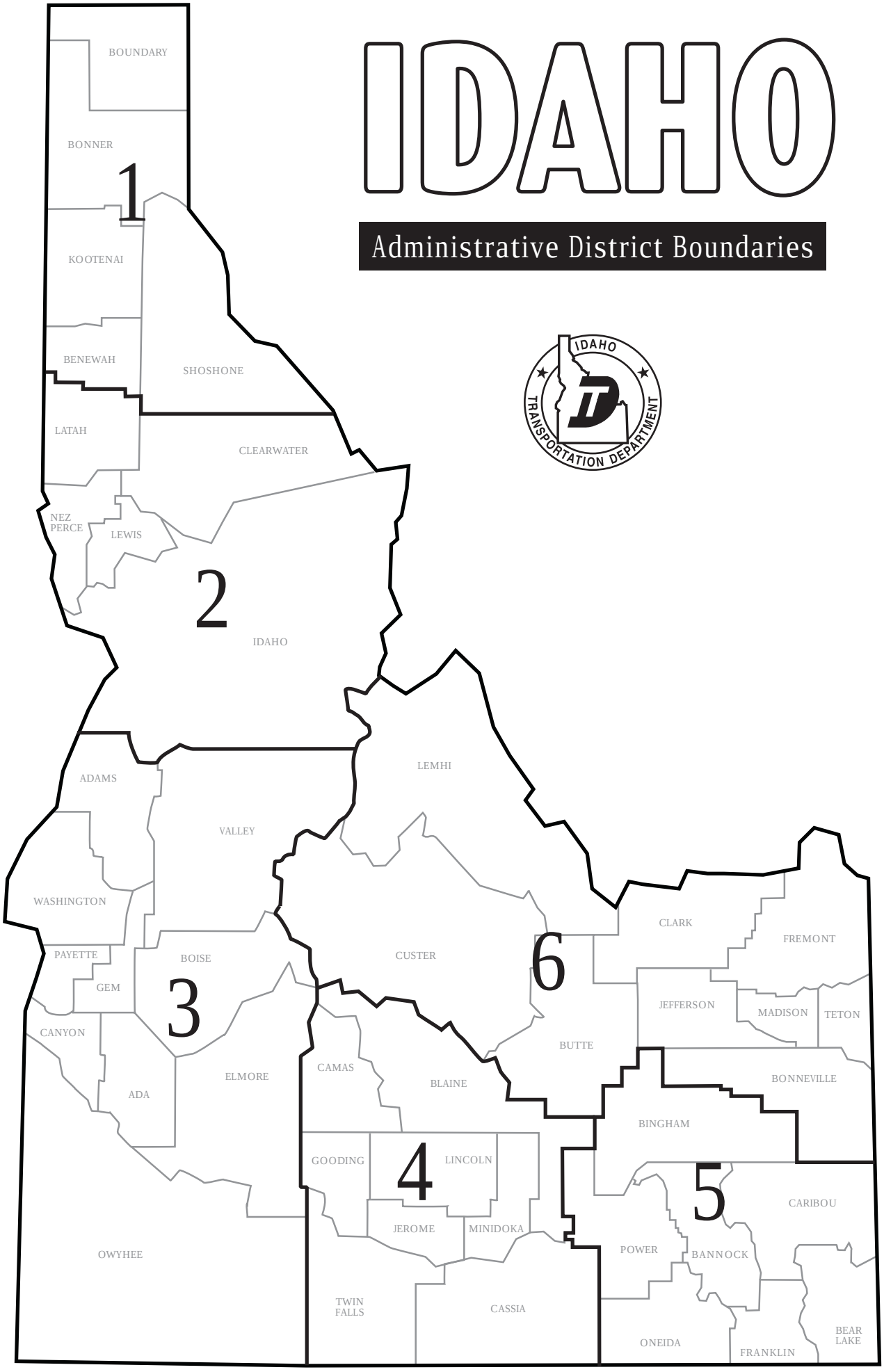
FATAL COLLISION LOCATIONS

218 FATAL COLLISIONS
252 FATALITIES



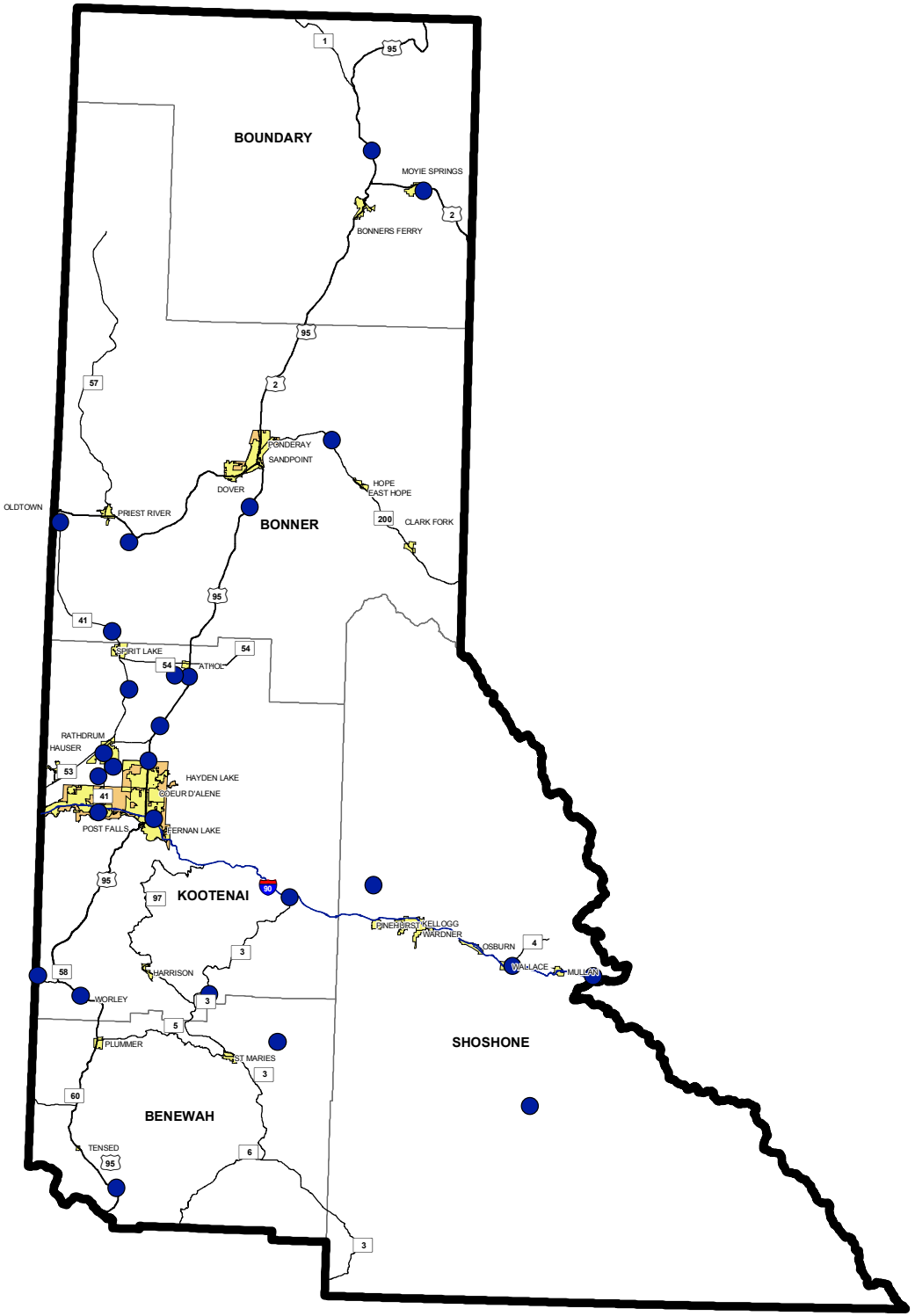
IDAHO

Administrative District Boundaries



June 2008

State of Idaho
DISTRICT ONE
FATAL COLLISION LOCATIONS



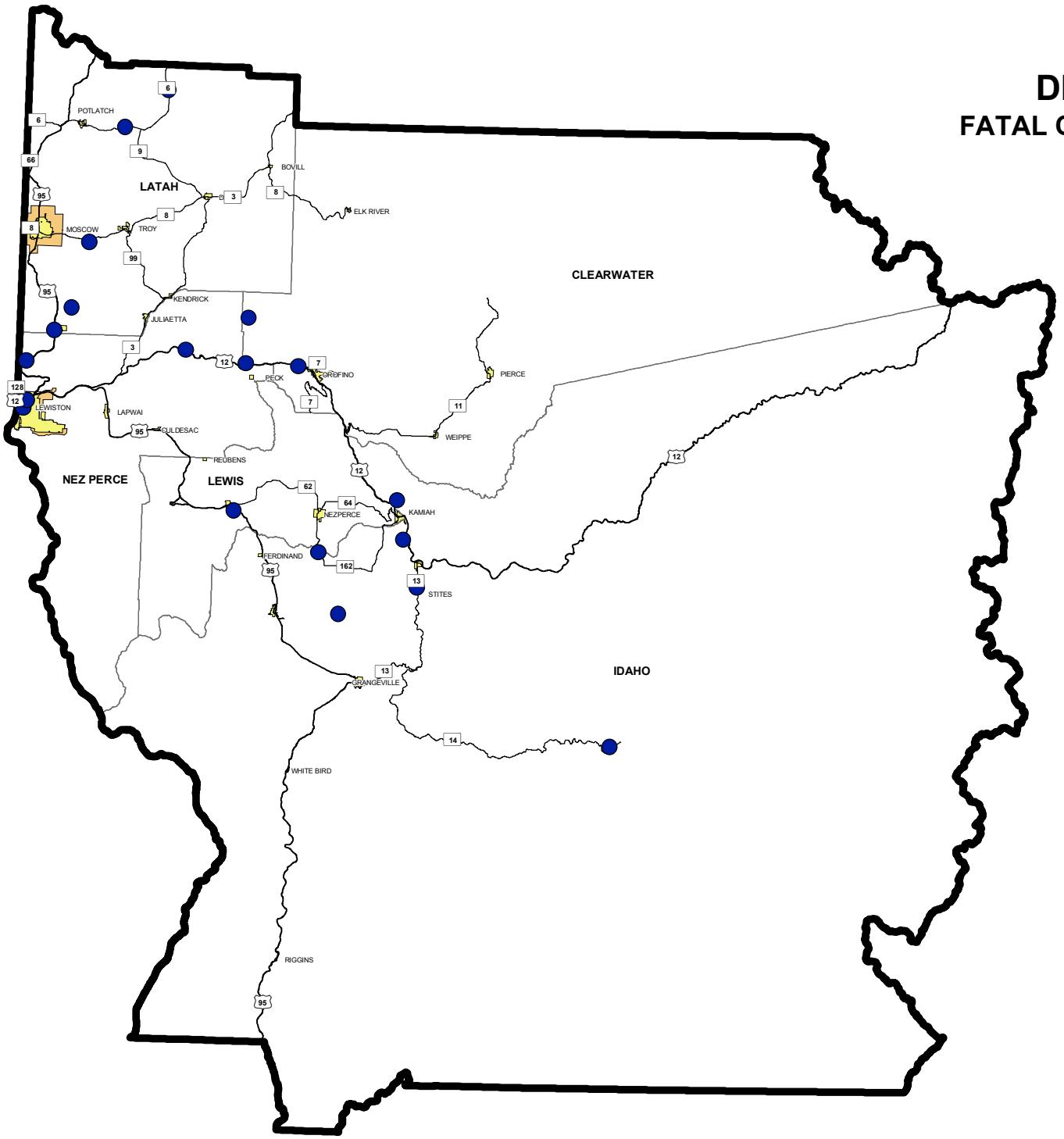
County Boundary
Incorporated City Limits
Urban Limits
Interstate
U. S. Highway
State Highway

0 3 6 12 Miles

27 FATAL COLLISIONS
31 FATALITIES

State of Idaho
DISTRICT TWO
FATAL COLLISION LOCATIONS

June 2008



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

0 3 6 12 Miles

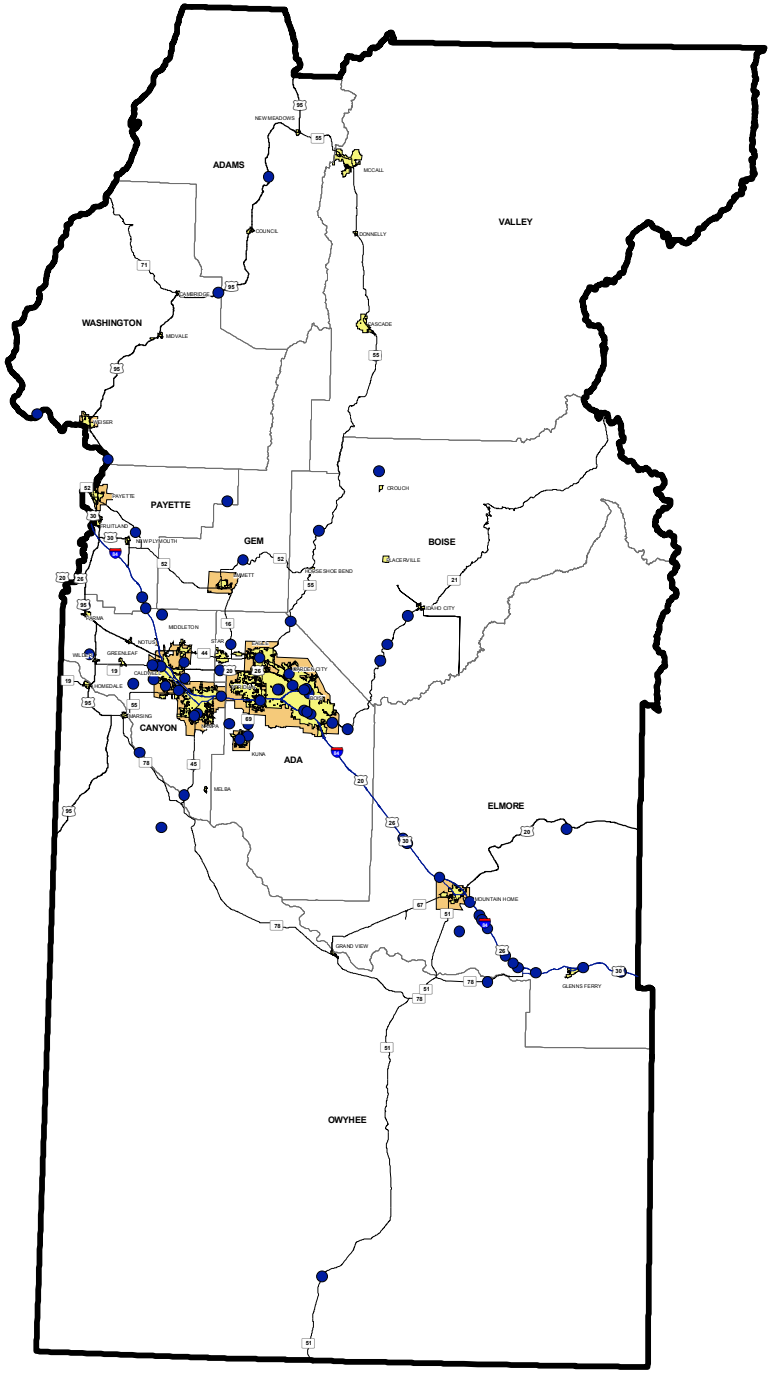
19 FATAL COLLISIONS
21 FATALITIES

June 2008

State of Idaho

DISTRICT THREE

FATAL COLLISION LOCATIONS



County Boundary
Incorporated City Limits
Urban Limits

Interstate
U. S. Highway
State Highway

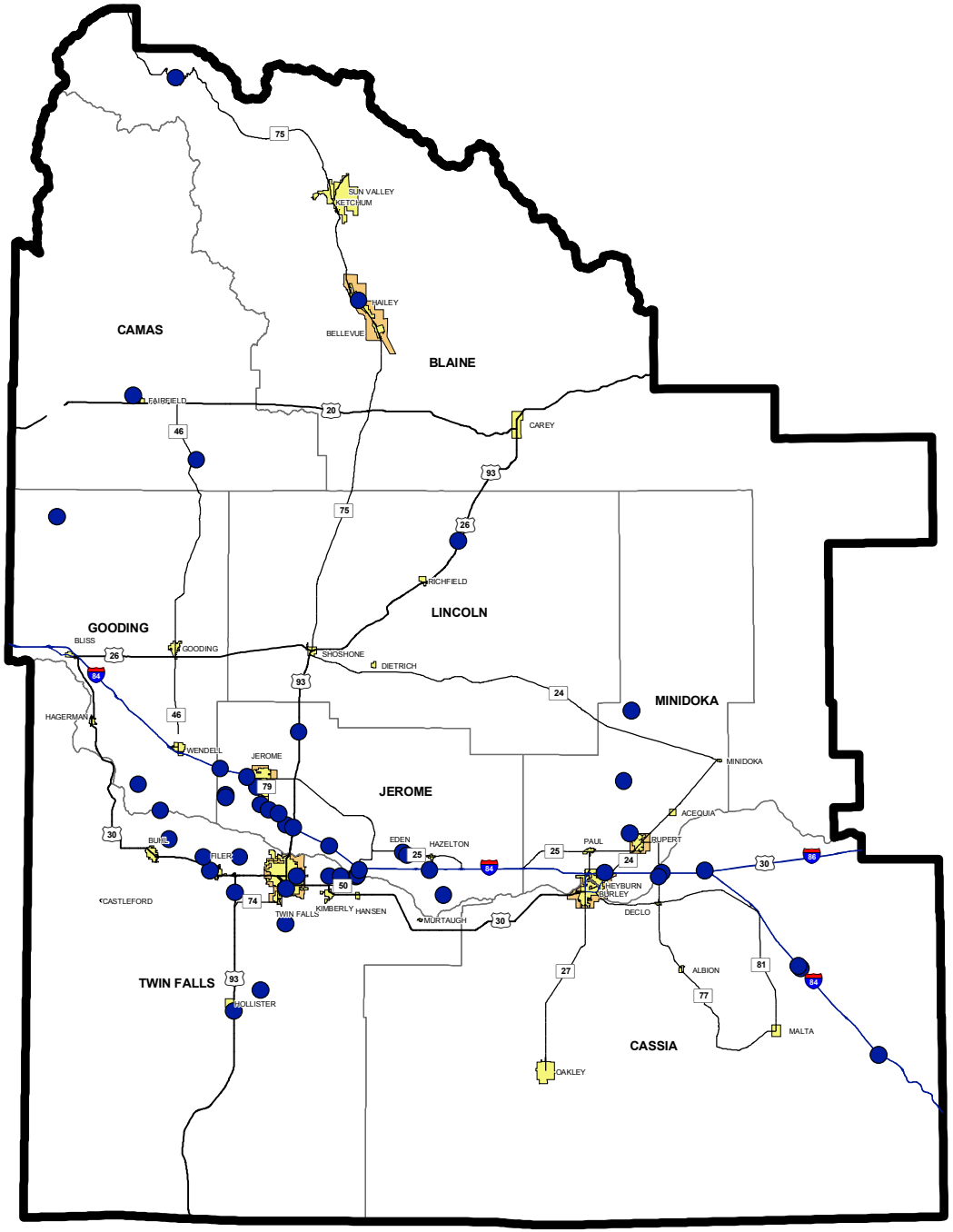
N
W E
S

0 5 10 20
Miles

73 FATAL COLLISIONS
87 FATALITIES

State of Idaho
DISTRICT FOUR
FATAL COLLISION LOCATIONS

June 2008



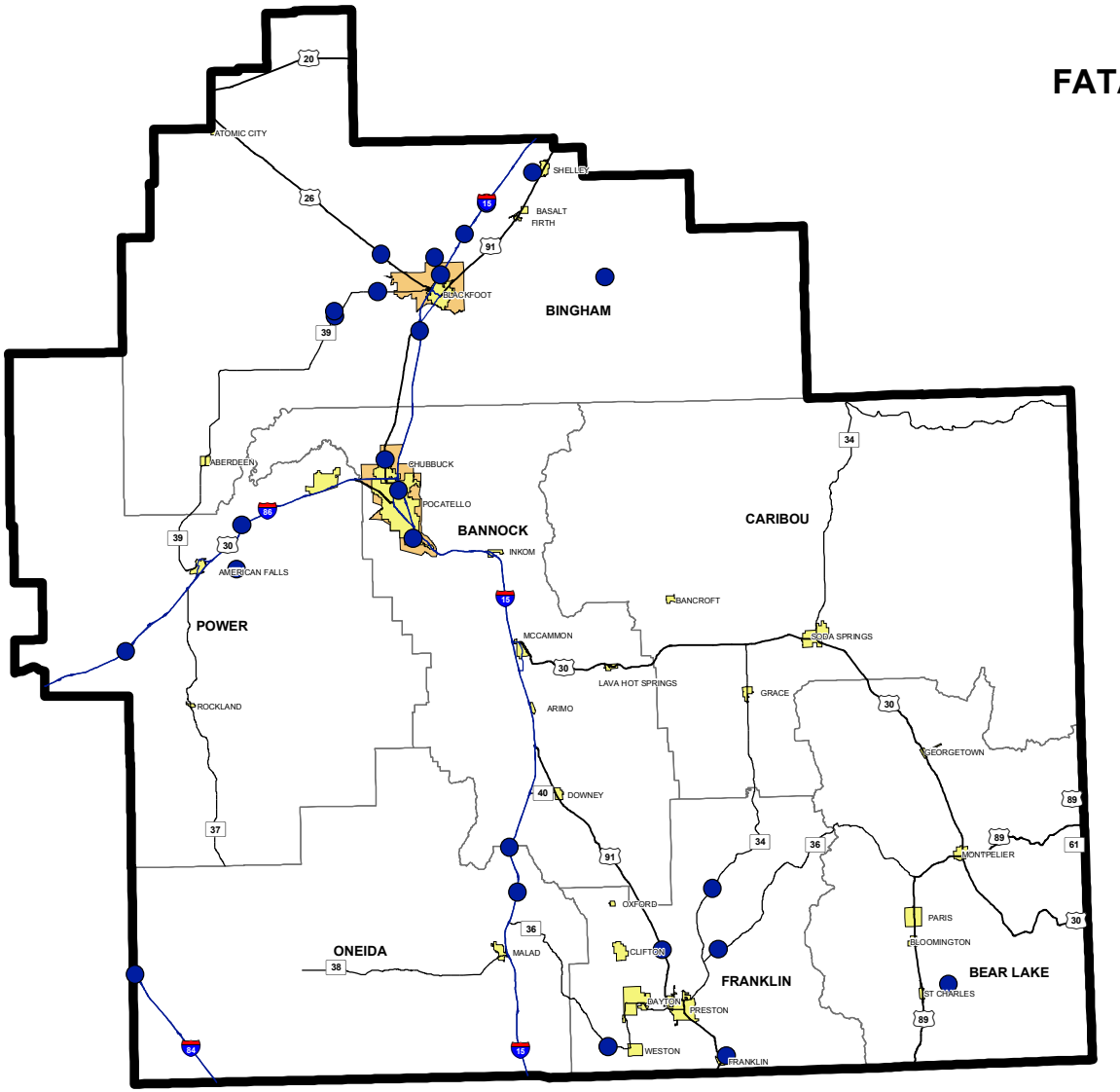
County Boundary
Incorporated City Limits
Urban Limits
Interstate
U. S. Highway
State Highway

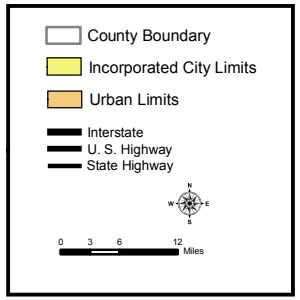
0 3 6 12 Miles

50 FATAL COLLISIONS
57 FATALITIES

June 2008

State of Idaho
DISTRICT FIVE
FATAL COLLISION LOCATIONS

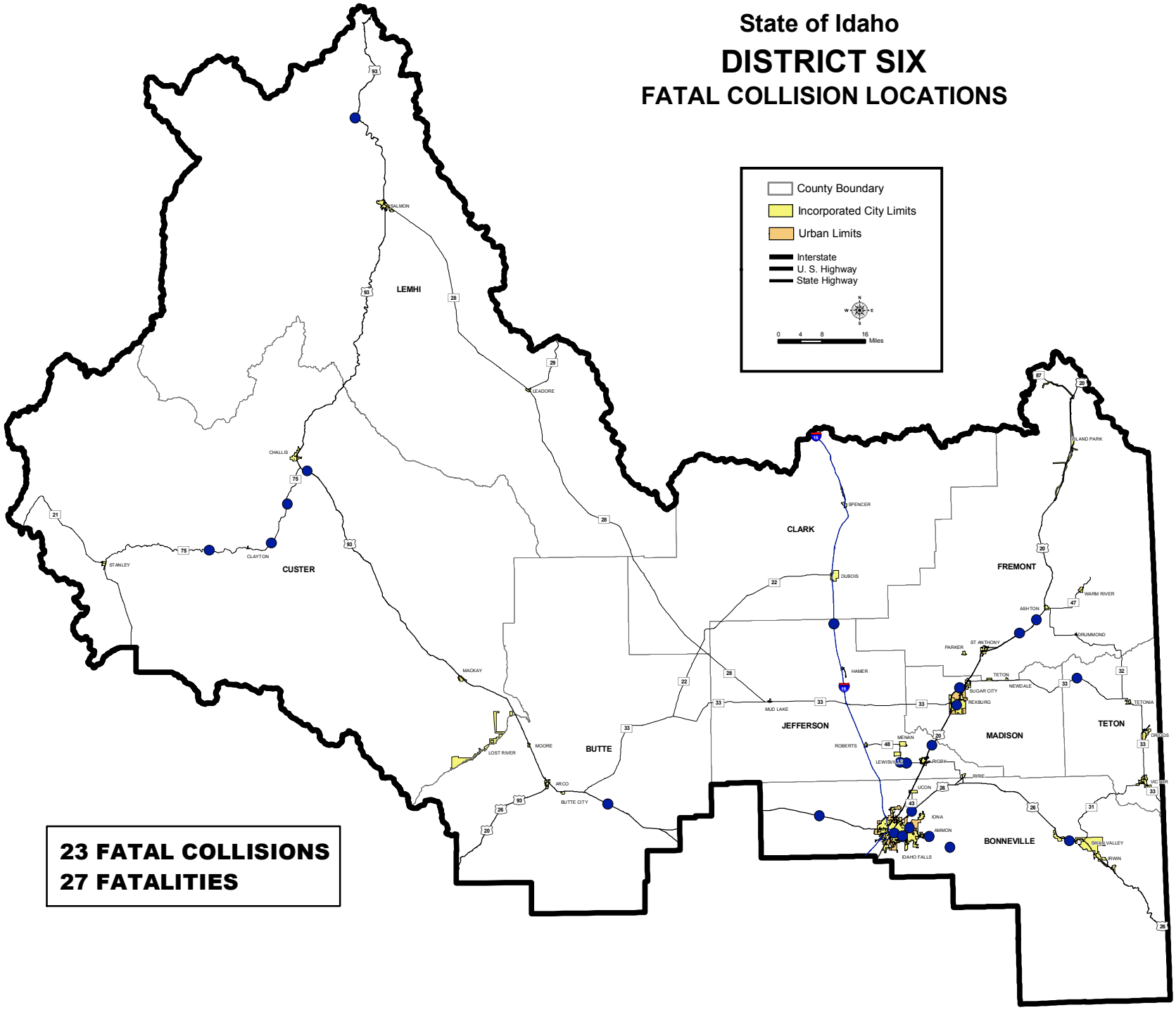




26 FATAL COLLISIONS
29 FATALITIES

June 2008

State of Idaho
DISTRICT SIX
FATAL COLLISION LOCATIONS



23 FATAL COLLISIONS
27 FATALITIES

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: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

I-15	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	12	11	9	10	7	**49**
Fatalities	12	12	11	11	8	**54**
Total Crashes	515	652	582	501	522	**2,772**
Average Daily Traffic	10,060	9,990	9,990	10,130	10,550	**50,720**
Fatal Crash Rate	1.68	1.53	1.26	1.38	0.93	**1.35**
Total Crash Rate	72.28	90.59	81.43	69.13	69.16	**76.44**

I-84	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	30	32	23	21	29	**135**
Fatalities	32	39	25	23	35	**154**
Total Crashes	1,138	1,439	1,265	1,103	1,319	**6,264**
Average Daily Traffic	18,940	19,420	19,420	20,080	20,580	**98,440**
Fatal Crash Rate	1.59	1.68	1.18	1.04	1.40	**1.37**
Total Crash Rate	60.23	75.51	64.74	54.60	63.70	**63.66**

I-86	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	8	4	2	4	2	**20**
Fatalities	10	5	2	4	2	**23**
Total Crashes	144	212	151	127	97	**731**
Average Daily Traffic	8,020	7,950	7,950	8,050	8,140	**40,110**
Fatal Crash Rate	4.36	2.17	1.10	2.17	1.07	**2.17**
Total Crash Rate	78.46	115.23	82.80	68.77	51.95	**79.35**

I-90	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	4	2	1	4	**11**
Fatalities	0	4	3	1	6	**14**
Total Crashes	443	418	345	401	435	**2,042**
Average Daily Traffic	17,438	17,760	17,760	18,080	18,208	**89,246**
Fatal Crash Rate	0.00	0.85	0.42	0.21	0.82	**0.46**
Total Crash Rate	95.50	88.94	72.08	82.29	88.64	**85.42**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

I-184	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	1	0	0	0	**1**
Fatalities	0	1	0	0	0	**1**
Total Crashes	69	58	32	47	39	**245**
Average Daily Traffic	52,870	52,940	52,940	54,620	57,450	**270,820**
Fatal Crash Rate	0.00	1.43	0.00	0.00	0.00	**0.28**
Total Crash Rate	99.15	83.03	45.75	65.12	51.38	**68.54**

US 2	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	1	1	1	**3**
Fatalities	0	0	1	1	1	**3**
Total Crashes	84	95	96	94	69	**438**
Average Daily Traffic	4,207	4,318	4,318	4,315	4,629	**21,787**
Fatal Crash Rate	0.00	0.00	1.43	1.43	1.33	**0.85**
Total Crash Rate	121.42	139.50	137.35	134.58	92.09	**124.45**

US 12	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	7	1	9	3	2	**22**
Fatalities	7	1	10	4	2	**24**
Total Crashes	205	222	223	186	184	**1,020**
Average Daily Traffic	2,081	2,029	2,029	2,007	1,998	**10,144**
Fatal Crash Rate	5.30	0.78	7.20	2.43	1.62	**3.48**
Total Crash Rate	155.13	173.22	178.39	150.44	149.49	**161.38**

US 20	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	7	11	5	10	7	**40**
Fatalities	7	14	6	10	8	**45**
Total Crashes	973	1,011	1,034	931	948	**4,897**
Average Daily Traffic	5,629	5,790	5,790	5,836	5,747	**28,790**
Fatal Crash Rate	1.12	1.73	0.76	1.51	1.08	**1.24**
Total Crash Rate	155.51	158.56	157.65	140.83	145.61	**151.55**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

US 26	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	4	1	2	2	3	**12**
Fatalities	9	1	3	3	3	**19**
Total Crashes	197	198	196	171	208	**970**
Average Daily Traffic	2,975	3,071	3,071	3,154	3,295	**15,565**
Fatal Crash Rate	2.89	0.72	1.39	1.35	1.94	**1.65**
Total Crash Rate	142.29	141.73	135.90	115.45	134.42	**133.75**

US 30	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	8	9	4	5	1	**27**
Fatalities	9	9	5	5	1	**29**
Total Crashes	330	347	308	255	285	**1,525**
Average Daily Traffic	3,831	3,816	3,816	3,626	3,722	**18,810**
Fatal Crash Rate	2.93	3.34	1.49	1.96	0.38	**2.03**
Total Crash Rate	121.05	128.79	114.77	99.99	108.89	**114.91**

US 89	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	1	1	0	0	**2**
Fatalities	0	1	1	0	0	**2**
Total Crashes	31	38	33	35	29	**166**
Average Daily Traffic	1,640	1,640	1,640	1,659	1,815	**8,393**
Fatal Crash Rate	0.00	3.82	3.82	0.00	0.00	**1.49**
Total Crash Rate	118.93	145.07	125.99	132.09	100.05	**123.94**

US 91	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	5	3	5	2	2	**17**
Fatalities	5	3	6	2	3	**19**
Total Crashes	305	307	300	204	300	**1,416**
Average Daily Traffic	4,791	4,173	4,173	4,178	4,454	**21,770**
Fatal Crash Rate	3.96	2.05	3.91	1.56	1.43	**2.54**
Total Crash Rate	241.53	209.30	234.79	159.47	214.35	**211.78**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

US 93	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	14	7	13	8	6	**48**
Fatalities	17	7	17	8	9	**58**
Total Crashes	420	447	419	401	333	**2,020**
Average Daily Traffic	2,108	2,102	2,102	2,015	2,133	**10,461**
Fatal Crash Rate	4.30	2.14	3.99	2.56	1.82	**2.96**
Total Crash Rate	129.04	136.90	128.69	128.50	100.80	**124.69**

US 95	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	23	26	20	11	14	**94**
Fatalities	26	28	23	12	15	**104**
Total Crashes	1,334	1,289	1,330	1,161	1,270	**6,384**
Average Daily Traffic	4,511	4,641	4,641	4,717	4,961	**23,471**
Fatal Crash Rate	2.82	3.16	2.32	1.21	1.44	**2.14**
Total Crash Rate	163.49	156.65	154.08	127.22	130.90	**145.59**

SH 3	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	2	1	1	1	**5**
Fatalities	0	2	1	1	1	**5**
Total Crashes	116	111	99	95	100	**521**
Average Daily Traffic	1,500	1,510	1,510	1,503	1,550	**7,574**
Fatal Crash Rate	0.00	3.38	1.68	1.69	1.64	**1.69**
Total Crash Rate	201.99	187.34	165.90	160.25	164.12	**175.68**

SH 6	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	1	1	2	**4**
Fatalities	0	0	1	1	2	**4**
Total Crashes	32	27	23	28	27	**137**
Average Daily Traffic	1,125	1,125	1,125	1,125	1,125	**5,626**
Fatal Crash Rate	0.00	0.00	6.17	6.17	12.34	**4.93**
Total Crash Rate	197.38	166.54	141.87	172.71	166.54	**169.01**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 8	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	0	1	**1**
Fatalities	0	0	0	0	1	**1**
Total Crashes	126	104	127	93	136	**586**
Average Daily Traffic	2,772	2,778	2,778	2,856	2,619	**13,803**
Fatal Crash Rate	0.00	0.00	0.00	0.00	1.97	**0.77**
Total Crash Rate	631.20	541.68	661.48	468.64	267.51	**454.11**

SH 11	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	1	0	**1**
Fatalities	0	0	0	1	0	**1**
Total Crashes	25	26	24	14	31	**120**
Average Daily Traffic	990	990	990	990	990	**4,950**
Fatal Crash Rate	0.00	0.00	0.00	6.51	0.00	**1.30**
Total Crash Rate	162.64	169.14	156.13	91.08	201.67	**156.13**

SH 13	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	1	0	0	1	**2**
Fatalities	0	1	0	0	1	**2**
Total Crashes	25	27	20	20	28	**120**
Average Daily Traffic	1,520	1,490	1,490	1,510	1,540	**7,550**
Fatal Crash Rate	0.00	6.83	0.00	0.00	6.74	**2.76**
Total Crash Rate	177.77	184.41	139.35	137.51	188.76	**165.67**

SH 14	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	1	1	1	**3**
Fatalities	0	0	1	1	1	**3**
Total Crashes	9	8	8	6	8	**39**
Average Daily Traffic	520	510	510	460	460	**2,460**
Fatal Crash Rate	0.00	0.00	10.85	12.03	12.03	**6.72**
Total Crash Rate	95.77	85.12	86.79	72.17	96.23	**87.37**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 16	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	2	1	0	1	**4**
Fatalities	0	2	1	0	1	**4**
Total Crashes	39	56	37	39	42	**213**
Average Daily Traffic	8,170	8,300	8,300	8,590	8,530	**41,890**
Fatal Crash Rate	0.00	4.82	2.37	0.00	2.31	**1.88**
Total Crash Rate	92.43	134.84	87.69	89.31	96.86	**100.03**

SH 19	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	1	0	0	2	**4**
Fatalities	1	1	0	0	2	**4**
Total Crashes	47	38	33	40	43	**201**
Average Daily Traffic	4,691	4,749	4,749	5,363	5,571	**25,123**
Fatal Crash Rate	3.65	3.62	0.00	0.00	6.10	**2.72**
Total Crash Rate	171.42	137.71	118.14	126.80	131.22	**136.49**

SH 21	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	5	1	1	5	**13**
Fatalities	1	5	1	1	5	**13**
Total Crashes	81	86	89	72	77	**405**
Average Daily Traffic	1,191	1,154	1,154	1,156	1,138	**5,792**
Fatal Crash Rate	1.86	9.11	1.88	1.88	9.54	**4.86**
Total Crash Rate	150.79	156.76	167.45	135.23	146.94	**151.48**

SH 22	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	1	0	**1**
Fatalities	0	0	0	1	0	**1**
Total Crashes	4	4	5	2	4	**19**
Average Daily Traffic	260	260	260	250	340	**1,370**
Fatal Crash Rate	0.00	0.00	0.00	24.94	0.00	**4.52**
Total Crash Rate	92.38	95.93	119.92	49.89	73.36	**85.85**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 24	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	2	2	2	1	0	**7**
Fatalities	2	2	2	1	0	**7**
Total Crashes	51	55	43	37	43	**229**
Average Daily Traffic	1,493	1,476	1,476	1,423	1,448	**7,315**
Fatal Crash Rate	5.51	5.46	5.52	2.87	0.00	**3.90**
Total Crash Rate	140.52	150.18	118.78	106.04	121.03	**127.55**

SH 25	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	2	1	0	2	**5**
Fatalities	0	3	1	0	2	**6**
Total Crashes	50	52	63	48	48	**261**
Average Daily Traffic	2,103	2,113	2,113	2,139	2,139	**10,607**
Fatal Crash Rate	0.00	5.26	2.62	0.00	5.17	**2.62**
Total Crash Rate	134.83	136.70	164.78	124.05	124.02	**136.83**

SH 27	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	1	2	0	**3**
Fatalities	0	0	1	2	0	**3**
Total Crashes	84	49	49	49	76	**307**
Average Daily Traffic	2,565	2,547	2,547	2,547	2,952	**13,160**
Fatal Crash Rate	0.00	0.00	4.43	8.87	0.00	**2.57**
Total Crash Rate	370.92	215.69	217.21	217.21	290.73	**263.24**

SH 28	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	2	1	0	2	0	**5**
Fatalities	2	1	0	2	0	**5**
Total Crashes	27	29	27	32	34	**149**
Average Daily Traffic	760	800	800	780	780	**3,920**
Fatal Crash Rate	6.06	2.99	0.00	5.83	0.00	**2.94**
Total Crash Rate	81.85	86.76	76.74	93.28	99.11	**87.54**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 33	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	3	6	2	3	1	**15**
Fatalities	3	6	2	3	1	**15**
Total Crashes	295	292	277	266	287	**1,417**
Average Daily Traffic	2,253	2,281	2,281	2,334	2,524	**11,672**
Fatal Crash Rate	2.63	5.21	1.72	2.52	0.78	**2.53**
Total Crash Rate	258.49	253.71	237.79	223.18	222.63	**238.63**

SH 34	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	1	0	1	1	**4**
Fatalities	1	1	0	2	1	**5**
Total Crashes	69	65	41	54	66	**295**
Average Daily Traffic	914	918	918	923	977	**4,652**
Fatal Crash Rate	3.04	3.04	0.00	3.01	2.84	**2.39**
Total Crash Rate	209.54	197.39	123.92	162.37	187.42	**176.21**

SH 36	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	1	0	0	2	**3**
Fatalities	0	1	0	0	2	**3**
Total Crashes	53	60	53	38	50	**254**
Average Daily Traffic	669	649	649	639	670	**3,277**
Fatal Crash Rate	0.00	6.11	0.00	0.00	12.20	**3.71**
Total Crash Rate	321.25	366.43	333.59	243.02	305.00	**314.40**

SH 37	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	3	0	**3**
Fatalities	0	0	0	3	0	**3**
Total Crashes	7	6	9	9	3	**34**
Average Daily Traffic	360	360	360	360	400	**1,840**
Fatal Crash Rate	0.00	0.00	0.00	73.10	0.00	**14.30**
Total Crash Rate	170.58	146.21	219.31	219.31	65.79	**162.10**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 39	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	1	1	2	2	**7**
Fatalities	1	1	1	2	2	**7**
Total Crashes	74	97	90	54	67	**382**
Average Daily Traffic	2,543	2,532	2,532	2,523	2,461	**12,592**
Fatal Crash Rate	2.09	2.07	2.08	4.18	4.28	**2.93**
Total Crash Rate	154.51	201.01	187.25	112.77	143.35	**159.94**

SH 41	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	2	1	0	0	3	**6**
Fatalities	2	1	0	0	4	**7**
Total Crashes	140	155	162	179	146	**782**
Average Daily Traffic	5,822	5,920	5,920	5,928	6,415	**30,005**
Fatal Crash Rate	2.45	1.20	0.00	0.00	3.27	**1.41**
Total Crash Rate	171.53	186.31	191.52	211.33	159.27	**183.67**

SH 44	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	2	2	3	0	**8**
Fatalities	1	2	2	5	0	**10**
Total Crashes	203	228	287	253	285	**1,256**
Average Daily Traffic	13,567	14,324	14,324	15,027	15,158	**72,399**
Fatal Crash Rate	0.86	1.75	1.65	2.36	0.00	**1.32**
Total Crash Rate	175.30	198.95	237.23	199.40	222.80	**207.20**

SH 45	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	3	3	0	1	2	**9**
Fatalities	3	3	0	1	2	**9**
Total Crashes	179	168	170	148	147	**812**
Average Daily Traffic	6,057	6,416	6,416	6,643	7,519	**33,050**
Fatal Crash Rate	7.96	7.52	0.00	2.28	4.04	**4.22**
Total Crash Rate	475.00	420.88	402.09	338.09	296.66	**380.85**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 46	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	0	0	0	1	**2**
Fatalities	1	0	0	0	1	**2**
Total Crashes	46	60	50	31	32	**219**
Average Daily Traffic	2,123	2,152	2,152	2,112	2,112	**10,652**
Fatal Crash Rate	3.01	0.00	0.00	0.00	3.01	**1.20**
Total Crash Rate	138.66	179.84	147.86	93.39	96.40	**131.34**

SH 48	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	1	1	0	2	**5**
Fatalities	2	1	1	0	3	**7**
Total Crashes	19	19	46	27	36	**147**
Average Daily Traffic	1,960	1,960	1,960	2,090	2,090	**10,060**
Fatal Crash Rate	5.73	5.73	5.73	0.00	10.74	**5.58**
Total Crash Rate	108.81	108.81	263.43	145.00	193.34	**164.01**

SH 51	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	3	2	3	3	1	**12**
Fatalities	4	2	3	4	1	**14**
Total Crashes	40	66	77	63	45	**291**
Average Daily Traffic	824	825	825	822	814	**4,109**
Fatal Crash Rate	10.95	7.31	10.95	10.94	3.64	**8.75**
Total Crash Rate	145.97	241.20	281.03	229.78	163.58	**212.27**

SH 52	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	2	2	2	**6**
Fatalities	0	0	2	2	6	**10**
Total Crashes	86	81	84	61	55	**367**
Average Daily Traffic	2,060	2,130	2,130	2,180	2,300	**10,800**
Fatal Crash Rate	0.00	0.00	4.75	4.64	4.40	**2.82**
Total Crash Rate	208.28	199.03	199.62	141.64	121.04	**172.65**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 53	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	1	0	1	0	**2**
Fatalities	0	1	0	2	0	**3**
Total Crashes	45	54	59	57	45	**260**
Average Daily Traffic	6,585	6,925	6,925	6,925	7,970	**35,331**
Fatal Crash Rate	0.00	2.96	0.00	2.82	0.00	**1.12**
Total Crash Rate	137.85	160.02	166.24	160.61	110.18	**145.89**

SH 54	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	1	0	0	**1**
Fatalities	0	0	2	0	0	**2**
Total Crashes	12	20	25	22	20	**99**
Average Daily Traffic	2,440	2,520	2,520	2,600	2,830	**12,910**
Fatal Crash Rate	0.00	0.00	7.01	0.00	0.00	**1.40**
Total Crash Rate	93.38	144.79	175.24	149.47	124.84	**138.13**

SH 55	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	3	2	10	7	3	**25**
Fatalities	4	2	14	9	4	**33**
Total Crashes	657	783	790	728	765	**3,723**
Average Daily Traffic	6,182	6,466	6,466	7,016	7,114	**33,242**
Fatal Crash Rate	1.01	0.66	3.16	2.04	0.86	**1.55**
Total Crash Rate	220.52	258.40	249.35	211.71	218.36	**230.96**

SH 57	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	0	0	2	0	**3**
Fatalities	1	0	0	2	0	**3**
Total Crashes	23	27	30	33	14	**127**
Average Daily Traffic	1,370	1,370	1,370	1,380	1,380	**6,870**
Fatal Crash Rate	5.33	0.00	0.00	10.67	0.00	**3.21**
Total Crash Rate	122.65	145.03	161.14	175.97	74.66	**135.84**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 67	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	2	0	0	1	0	**3**
Fatalities	2	0	0	1	0	**3**
Total Crashes	23	27	19	16	19	**104**
Average Daily Traffic	4,367	4,419	4,419	4,419	4,419	**22,041**
Fatal Crash Rate	5.30	0.00	0.00	2.62	0.00	**1.58**
Total Crash Rate	60.94	71.54	49.75	41.90	49.75	**54.72**

SH 69	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	1	2	3	**6**
Fatalities	0	0	1	2	3	**6**
Total Crashes	88	94	102	117	89	**490**
Average Daily Traffic	14,554	14,358	14,358	16,463	16,581	**76,313**
Fatal Crash Rate	0.00	0.00	2.37	4.13	6.14	**2.72**
Total Crash Rate	230.13	219.33	241.24	241.33	182.27	**222.03**

SH 71	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Crashes	5	5	7	6	5	**28**
Average Daily Traffic	310	410	410	350	350	**1,830**
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Crash Rate	158.94	153.81	162.81	163.48	136.23	**155.24**

SH 75	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	8	3	5	4	5	**25**
Fatalities	11	3	7	4	5	**30**
Total Crashes	185	235	160	175	198	**953**
Average Daily Traffic	2,890	3,030	3,030	3,110	3,120	**15,180**
Fatal Crash Rate	4.55	1.67	2.65	2.06	2.57	**2.68**
Total Crash Rate	105.31	130.54	84.77	90.33	101.88	**102.20**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 77	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Crashes	24	24	22	23	18	**111**
Average Daily Traffic	700	760	760	740	830	**3,790**
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Crash Rate	310.65	306.21	258.53	277.59	193.69	**266.49**

SH 78	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	1	5	0	1	2	**9**
Fatalities	1	5	0	1	2	**9**
Total Crashes	26	36	36	34	42	**174**
Average Daily Traffic	648	746	746	725	776	**3,642**
Fatal Crash Rate	4.67	22.97	0.00	4.11	7.68	**7.59**
Total Crash Rate	121.34	165.42	143.73	139.73	161.22	**146.68**

SH 81	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Crashes	19	39	21	21	25	**125**
Average Daily Traffic	1,230	1,230	1,230	1,230	1,420	**6,340**
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Crash Rate	125.57	255.66	137.66	137.66	141.96	**159.23**

SH 97	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Crashes	21	32	31	22	31	**137**
Average Daily Traffic	790	800	800	930	1,100	**4,420**
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Crash Rate	214.47	310.26	296.81	181.19	215.86	**240.13**

Crash Information for Selected Routes on the State Highway System: 2003-2007
Rates are per 100 Million Vehicle Miles Traveled

SH 162	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	0	1	**1**
Fatalities	0	0	0	0	1	**1**
Total Crashes	14	11	11	10	8	**54**
Average Daily Traffic	779	779	779	779	740	**3,856**
Fatal Crash Rate	0.00	0.00	0.00	0.00	15.88	**3.05**
Total Crash Rate	213.79	165.84	165.84	150.77	127.07	**164.92**

SH 200	2003	2004	2005	2006	2007	2003-2007 Totals
Fatal Crashes	0	0	0	2	1	**3**
Fatalities	0	0	0	2	2	**4**
Total Crashes	53	62	52	56	46	**269**
Average Daily Traffic	3,260	3,350	3,350	3,350	3,470	**16,780**
Fatal Crash Rate	0.00	0.00	0.00	4.90	2.37	**1.48**
Total Crash Rate	134.69	156.11	127.41	137.21	108.81	**132.53**

State Highway Information by Roadway Classification and Speed Limit: 2007

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	75,911,058				0	13	39	0.00	17.13	51.38
	65	42.80	7	832,125,723	65.1	19.5%	4.5%	4	219	757	0.48	26.32	90.97
	70	10.93	2	198,278,950	68.1	13.4	1.9%	0	39	116	0.00	19.67	58.50
	75	32.73	2	215,206,993	69.6	11.3%	1.8%	4	63	155	1.86	29.27	72.02
Urban Interstate Total		**90.08**	**11**	**1,321,522,724**				**8**	**334**	**1,067**	**0.61**	**25.27**	**80.74**
Rural Interstate	55	4.09	0	9,997,204				1	6	21	10.00	60.02	210.06
	60	5.36	1	14,873,166	62.3	41.7%	18.9%	0	1	19	0.00	6.72	127.75
	65	22.20	0	101,229,575				1	34	138	0.99	33.59	136.32
	75	490.05	21	2,130,414,553	73.1	16.5%	3.2%	32	400	1,168	1.50	18.78	54.83
Rural Interstate Total		**521.70**	**22**	**2,256,514,498**				**34**	**441**	**1,346**	**1.51**	**19.54**	**59.65**
Non-Interstate	25	84.14	1	152,513,979	36.7	83.6%	57.0%	2	190	646	1.31	124.58	423.57
	30	2.71	0	5,687,211				0	13	42	0.00	228.58	738.50
	35	230.56	0	664,690,181				4	806	2,171	0.60	121.26	326.62
	40	14.78	0	9,385,946				0	6	20	0.00	63.93	213.08
	45	332.56	3	572,144,169	49.2	40.8%	13.4%	9	416	1,163	1.57	72.71	203.27
	50	157.95	3	93,915,299	52.9	46.2%	18.8%	2	114	285	2.13	121.39	303.46
	55	1,154.25	24	1,309,600,337	55.5	20.4%	4.2%	32	715	1,810	2.44	54.60	138.21
	60	447.11	15	530,764,075	58.5	15.8%	3.5%	11	211	558	2.07	39.75	105.13
	65	1,878.74	37	1,592,053,292	63.3	14.6%	2.8%	31	548	1,509	1.95	34.42	94.78
Non-Interstate Total		**4,302.80**	**83**	**4,930,754,489**				**91**	**3,019**	**8,204**	**1.85**	**61.23**	**166.38**
Grand Total		**4,914.58**	**116**	**8,508,791,711**				**133**	**3,794**	**10,617**	**1.56**	**44.59**	**124.78**

APPENDIX C: Five-Year Crash History

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

Table C-1

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Fatal Crashes	261	240	243	239	218	-8.8%	-2.8%
Injury Crashes	9,661	9,843	9,810	9,536	9,234	-3.2%	-0.4%
Total Crashes	26,700	28,332	28,238	24,225	26,452	9.2%	-2.8%
Total Persons - Fatal & Injury Crashes	28,096	28,508	27,731	26,763	26,189	-2.1%	-1.6%
Drivers	16,925	17,229	17,131	16,628	16,142	-2.9%	-0.6%
Passengers	10,070	10,161	9,526	9,173	8,911	-2.9%	-3.0%
Total Fatalities	293	260	275	267	252	-5.6%	-2.8%
Fatality Rate per 100 Million AVMT	2.0	1.8	1.8	1.7	1.6	-9.1%	-4.6%
Total Injuries	14,601	14,734	14,436	13,950	13,594	-2.6%	-1.5%
Injury Rate per 100 Million AVMT	101.4	99.4	96.4	91.4	85.8	-6.1%	-3.4%
Impaired Drivers - Fatal/Injury Crashes	1,123	1,100	1,077	1,081	1,037	-4.1%	-1.3%
% of All Drivers-Fatal/Injury Crashes	6.6%	6.4%	6.3%	6.5%	6.4%	-1.2%	-0.6%
Alcohol/Drug Test Given - Fatal/Injury Crashes	741	737	721	783	780	-0.4%	2.0%
% of Impaired Drivers Given Test - F&I Crashes	66.0%	67.0%	66.9%	72.4%	75.2%	3.8%	3.2%

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

Table C-2

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Total Vehicles - Fatal/Injury Crashes	17,736	18,020	17,933	17,422	16,941	-2.8%	-0.6%
Passenger Cars - Fatal/Injury Crashes	8,819	8,645	8,661	8,308	7,752	-6.7%	-2.0%
% of Vehicles	49.7%	48.0%	48.3%	47.7%	45.8%	-4.0%	-1.4%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Crashes	7,262	7,633	7,487	7,379	7,332	-0.6%	0.6%
% of Vehicles	40.9%	42.4%	41.7%	42.4%	43.3%	2.2%	1.2%
Commercial Motor Vehicles - Fatal/Injury Crashes	558	593	601	564	579	2.7%	0.5%
% of Vehicles	3.1%	3.3%	3.4%	3.2%	3.4%	5.6%	1.0%
Motorcycles - Fatal/Injury Crashes	404	471	507	477	565	18.4%	6.1%
% of Vehicles	2.3%	2.6%	2.8%	2.7%	3.3%	21.8%	6.6%
Bicycles - Fatal/Injury Crashes	316	272	318	332	322	-3.0%	2.5%
% of Vehicles	1.8%	1.5%	1.8%	1.9%	1.9%	-0.3%	3.2%
Pedestrians - Fatal/Injury Crashes	221	248	216	236	258	9.3%	2.9%
% of Vehicles	1.2%	1.4%	1.2%	1.4%	1.5%	12.4%	3.5%
All Terrain Vehicles - Fatal/Injury Crashes	68	55	57	65	50	-23.1%	-0.5%
% of Vehicles	0.4%	0.3%	0.3%	0.4%	0.3%	-20.9%	0.4%
Motor Homes - Fatal/Injury Crashes	17	19	19	11	15	36.4%	-10.1%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	40.2%	-10.0%
Farm Equipment - Fatal/Injury Crashes	19	18	13	13	22	69.2%	-11.0%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	74.0%	-10.4%
Trains - Fatal/Injury Crashes	6	11	10	9	9	0.0%	21.4%
% of Vehicles	0.0%	0.1%	0.1%	0.1%	0.1%	2.8%	21.5%

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

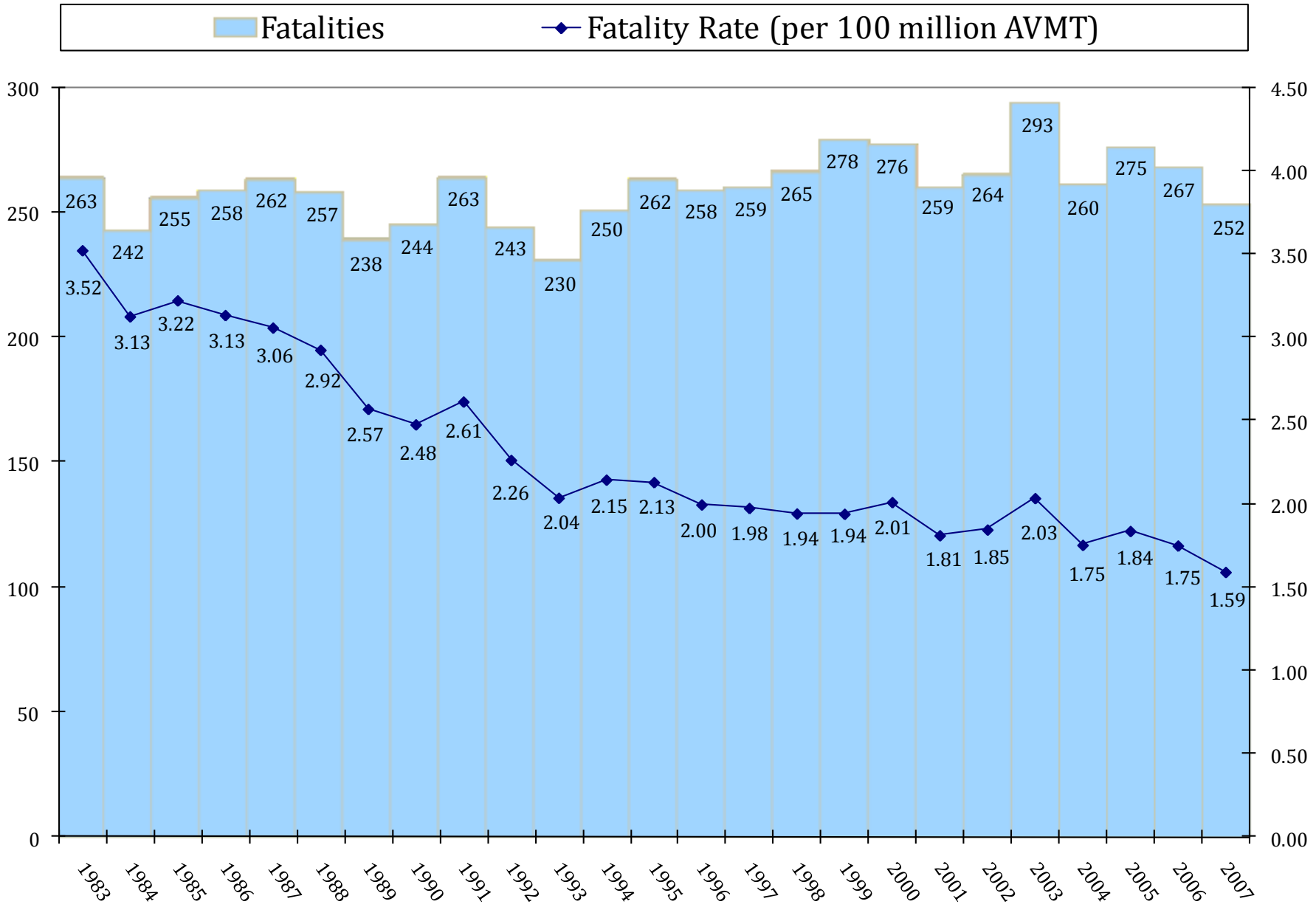
Table C-3

	2003	2004	2005	2006	2007	Change 2006-2007	Avg. Change 2003-2006
Roadside Obstacles- Fatal/Injury Crashes	1,892	1,845	1,918	1,839	1,870	1.7%	-0.9%
% of Crashes	19.1%	18.3%	19.6%	18.8%	19.8%	5.2%	-0.3%
Roadway Defects- Fatal/Injury Crashes	240	232	240	225	213	-5.3%	-2.0%
% of Crashes	2.4%	2.3%	2.5%	2.3%	2.3%	-2.1%	-1.5%
Vehicle Defects- Fatal/Injury Crashes	231	232	197	192	175	-8.9%	-5.7%
% of Vehicles	1.3%	1.3%	1.1%	1.1%	1.0%	-6.3%	-5.3%
Self-Reported Restraint Use*- Fatal/Injury Crashes	20,250	21,169	20,020	19,525	18,642	-4.5%	-1.1%
% Usage	81.4%	84.8%	85.1%	85.0%	84.4%	-0.7%	1.5%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	796	862	1,054	1,114	1,090	-2.2%	12.1%
% Usage	84.1%	86.7%	67.7%	76.1%	75.5%	-0.9%	-2.1%
Helmet Use- Fatal/Injury Crashes	175	214	243	264	310	17.4%	14.8%
% of Motorcycle Operators	38.7%	41.6%	42.3%	48.8%	48.1%	-1.4%	8.2%
Emergency Medical Service Response to Fatal/Injury Crashes	6,282	6,624	6,550	6,519	6,471	-0.7%	1.3%
% of Fatal & Injury Crashes	63.3%	65.7%	67.0%	66.7%	68.5%	2.7%	1.8%

** 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)
300
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