Idaho Traffic Collisions

2006

Idaho Transportation Department

Office of Highway Operations and Safety

IDAHO TRAFFIC COLLISIONS

2006

Prepared by the Idaho Office of Highway Operations and Safety

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Introduction

Idaho Traffic Collisions 2006 provides an annual description of motor vehicle collision characteristics for 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 collisions. Agencies use the data to identify traffic safety problems and target areas for the development of collision reduction and injury prevention programs.

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

This document is divided into two major sections: a statewide collision summary and a breakdown of collisions by identified problem areas. Maps displaying the approximate location of each fatal collision by transportation district are found in Appendix A. Precise locations of fatal collisions cannot be determined from the maps. Information regarding collisions on the State Highway System is available in Appendix B. A five-year fatal and injury collision 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.

Explanation of Data

The source for collision information is the Idaho Transportation Department State Collision Database. The database consists of collision reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard collision report, as designated in Idaho Code 49-1307. The resulting numbers are conservative since the database consists of only collisions investigated by law enforcement officers. Prior to 2006, only collisions 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 collisions resulting in excess of $1,500 property damage to any one person, collisions resulting in injury or death remained unchanged. Collisions occurring on private property are excluded.

When examining any of the statistics herein, it is important to distinguish between the three different levels of collision data: the collision level, the vehicle level, and the person level. For example, location, date, time, severity, and weather conditions are specific to the entire collision; vehicle type, extent of deformity, contributing circumstances, and events are specific to each vehicle in the collision; and lastly, age, gender, injury type, and restraint use are specific to each person involved in the collision. By definition, each collision must involve at least one motor vehicle and each vehicle contains any number of people, including zero. Each collision is classified by the most severe injury that resulted from the collision. Therefore, each fatal collision 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 Collisions 2006*, contact the Office of Highway Operations and Safety. Contact information is available on the title page at the front of this document.

Executive Summary

In this annual report, *Idaho Traffic Collisions 2006*, the Idaho Transportation Department, Office of Highway Operations and Safety presents descriptive statistics about reportable traffic crashes.

A summary of findings for 2006 are listed below:

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.75 in 2006. Idaho's rate is still significantly higher than the National fatality rate per 100 million vehicle miles traveled, which was estimated to be 1.44 in 2006.

- While the number of motor vehicle collisions decreased by 14.2 percent to 24,225 in 2006, this decrease 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 collisions decreased from 275 in 2005 to 267 in 2006, a 3 percent decrease.

- Just over 41 percent of the motor vehicle fatalities were the result of impaired driving. Of the 110 persons killed in impaired driving crashes, 87 percent were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.

- Idaho's observed seat belt use reached an all time high of 80 percent in 2006. While the observed rate was 80 percent, only 39 percent of the motor vehicle occupants killed in collisions were wearing seat belts. If everyone had been wearing seat belts, 58 lives may have been saved.

- Aggressive driving was a contributing factor in 43 percent of the fatalities and was a contributing factor in 54 percent of the motor vehicle collisions in 2006.

- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2006, youthful drivers were involved in 2.6 times as many fatal and injury collisions as you would expect them to be and were 2.9 times as likely as all other drivers to be involved in a fatal and injury crash.

- There were 8 pedestrians and 2 bicyclists killed in motor vehicle crashes in 2006.

- The number of motorcyclists killed in collisions continued to rise in 2006. Just over half of all motorcycle collisions and half of fatal motorcycle collisions involved a single motorcycle. There were 38 motorcyclists killed in motor vehicle collisions in 2006.

- Fatal collisions involving commercial motor vehicles decreased by 17 percent in 2006 and the number of injury collisions involving commercial motor vehicles decreased by 5 percent. There were 30 people killed and 750 people injured in commercial motor vehicle collisions in 2006.

SECTION I
GENERAL COLLISION INFORMATION

Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 2002 through 2006. The total number of traffic collisions in 2006 decreased by 14.2% from 2005. The bulk of this decrease was due to the change in the property damage reporting threshold from $750 to $1,500. However, fatal collisions also decreased by 1.6% and injury collisions decreased by 2.8%. Total fatalities decreased 2.9% from the previous year, while the number of injuries decreased by 3.4%. The number of property damage collisions decreased by 20.5%.

Table 1
Idaho Traffic Collision Data and Measures of Exposure: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Total Collisions	26,477	26,700	28,332	28,238	24,225	-14.2%	2.2%
Fatal Collisions	230	261	240	243	239	-1.6%	2.2%
Persons Killed (Fatalities)	264	293	260	275	267	-2.9%	1.8%
Injury Collisions	9,688	9,661	9,843	9,810	9,536	-2.8%	0.4%
Persons Injured	14,762	14,601	14,734	14,436	13,950	-3.4%	-0.7%
Property-Damage-Only Collisions (>$750)	16,559	16,778	18,249	18,185	14,450	-20.5%	3.2%
Idaho Population (thousands)	1,341	1,366	1,393	1,429	1,466	2.6%	2.1%
Licensed Drivers (thousands)	911	926	948	983	1008	2.5%	3.4%
Vehicle Miles of Travel (millions)	14,303	14,400	14,825	14,969	15,259	1.9%	1.5%
Registered Vehicles (thousands)	1,331	1,316	1,386	1,421	1,436	1.0%	2.2%

Changes in the number of collisions 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 2006, the number of licensed drivers increased by 2.5%, the population grew by 2.6%, and the number of registered motor vehicles increased by 1.0%.

The statewide AVMT increased by 1.9% in 2006. Commercial vehicles accounted for 19% of the statewide AVMT in 2006.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2002-2006.

Table 2
Fatality and Injury Rates per 100 Million AVMT 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatality Rate	1.85	2.03	1.75	1.84	1.75	-4.8%	0.3%
Injury Rate	103.21	101.39	99.39	96.44	91.42	-5.2%	-2.2%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2006 U.S. fatality rate and U.S. injury rate estimates are preliminary and may change.

Figure 1
Traffic Fatality Rates per 100 Million Annual Vehicle Miles of Travel
For Idaho and the U.S.: 1997-2006

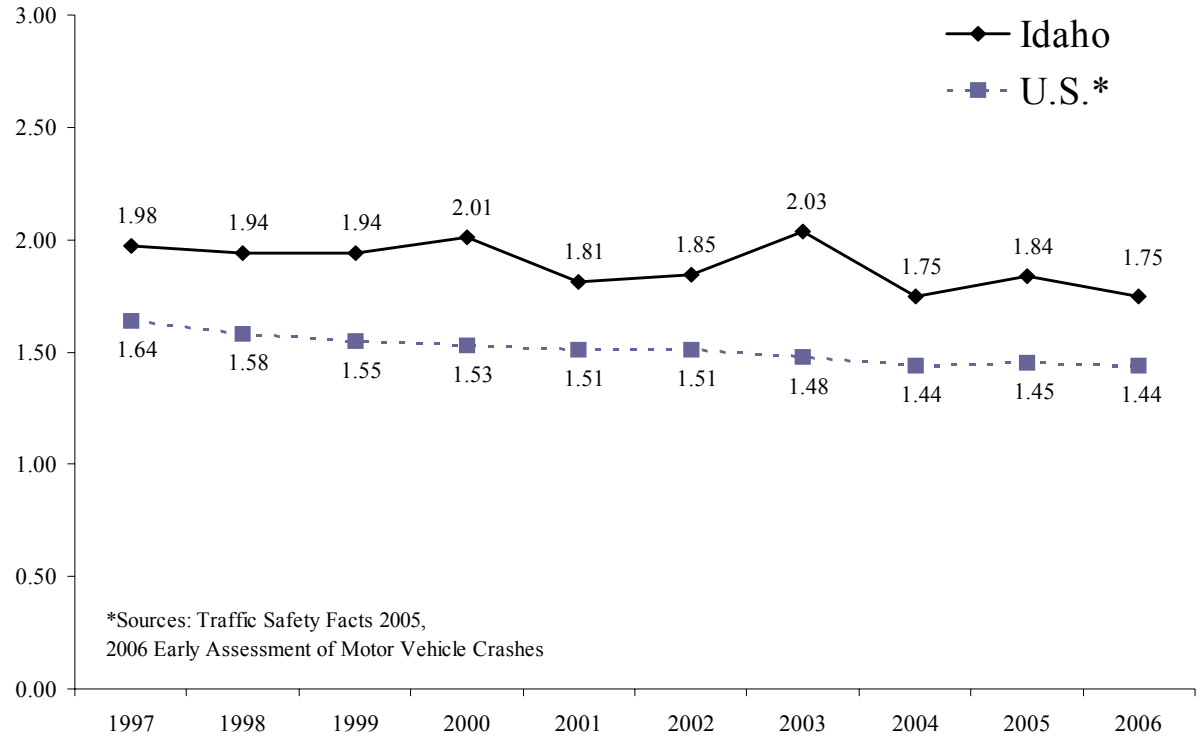
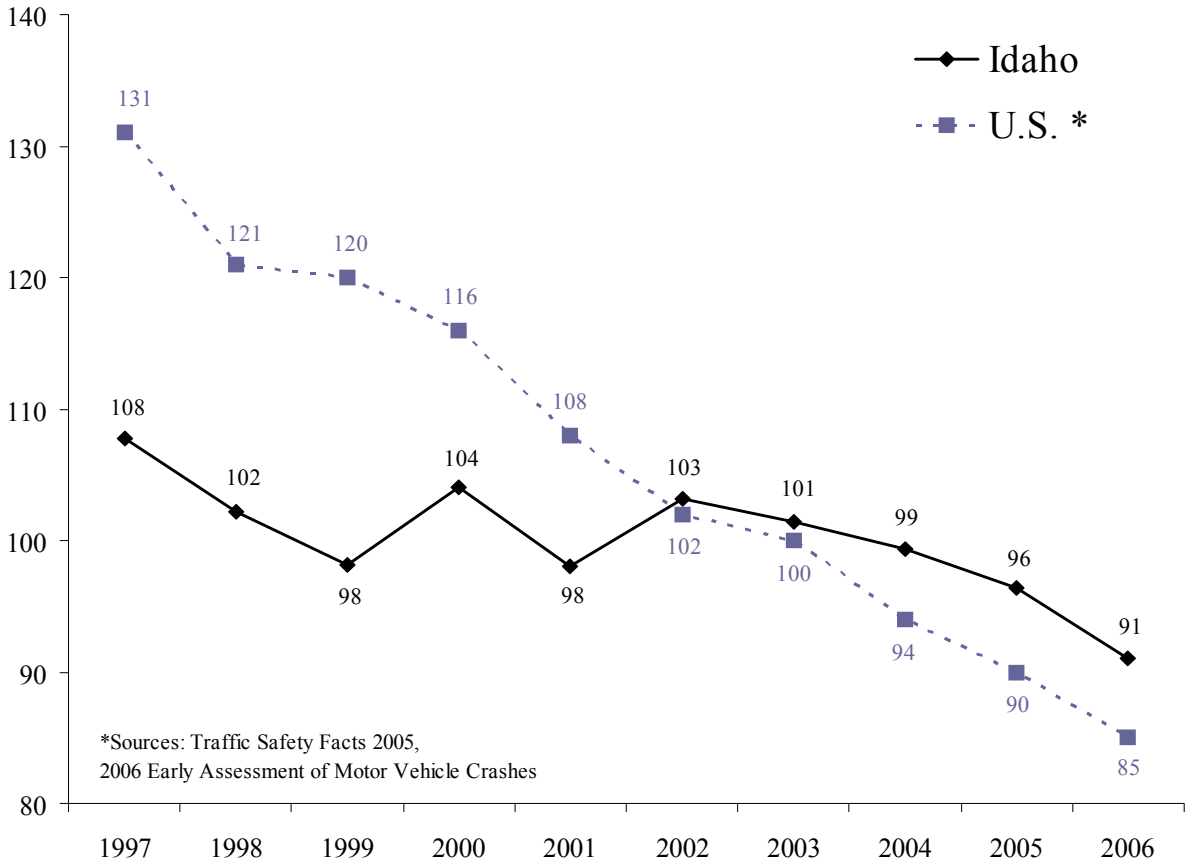


Figure 2

Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1997-2006



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 collisions from 2002 through 2006. The number of fatalities decreased to 267 in 2006.

Table 3
Injury Severity of Persons Involved in Collisions: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatalities	264	293	260	275	267	-2.9%	1.8%
Serious Injuries	1,750	1,607	1,667	1,812	1,689	-6.8%	1.4%
Visible Injuries	5,347	4,922	4,526	4,318	4,287	-0.7%	-6.9%
Possible Injuries	7,665	8,072	8,541	8,306	7,974	-4.0%	2.8%
No Injuries	52,995	53,613	56,884	55,638	46,325	-16.7%	1.7%
Unknown / Missing	1,156	812	808	932	696	-25.3%	-5.0%
Total Persons in Collisions	69,177	69,319	72,686	71,281	61,238	-14.1%	1.0%

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

Economic Cost of Collisions

Table 4 gives estimated economic costs for Idaho motor vehicle collisions in 2006. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.[1] The cost estimates are updated to 2006 dollars using the Gross Domestic Product Implicit Price Deflator Ratio. The components of the cost estimates include productivity losses, property damage, medical costs, rehabilitation costs, travel delay, legal and court costs, emergency service costs, insurance administration costs, premature funeral costs, and costs to employers. The estimated cost of Idaho collisions in 2006 was nearly $1.8 billion. The total cost of collisions in 2006 was $1.8 million dollars less than the estimated cost of collisions in 2005, but $126 million dollars more than the cost of collisions in 2004.

Table 4
Economic Cost of Idaho Collisions: 2006 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	267	$3,462,008	$924,356,172
Serious Injuries	1,689	$239,677	$404,815,274
Visible Injuries	4,287	$47,935	$205,499,477
Possible Injuries	7,974	$25,299	$201,736,540
Property Damage Only	14,450	$2,663	$38,481,552
Total Estimate of Economic Cost			**$1,774,889,016**

In addition to the FHWA's study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of collisions. The NHTSA study not only concentrated on the costs of collisions 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 collision 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]

Collisions by Number of Units Involved

While collisions involving a single vehicle occur less frequently than collisions involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle collisions were 2.8 times as likely to result in a fatality as multiple-vehicle collisions were in 2006. Table 6 shows the number of collisions and injuries involving both single and multiple vehicles by the severity of the collision and injury. Multiple-vehicle collisions include collisions between more than one motorized vehicle and collisions between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Table 6
Collisions and Injuries by Number of Vehicles Involved: 2006

	Single Vehicle		Multiple Vehicles	
Type of Collision	**Collisions**	**Injuries**	**Collisions**	**Injuries**
Fatal	139	149	100	118
Serious Injury	553	687	740	1,002
Visible Injury	1,149	1,551	1,912	2,736
Possible Injury	1,388	1,972	3,794	6,002
Property Damage	4,899		9,551	
Total	**8,128**	**4,359**	**16,097**	**9,858**

In 2006, single-vehicle collisions represented only 34% of all collisions, yet accounted for 58% of all fatal collisions. Of the 139 fatal single-vehicle collisions, 117 (84%) occurred on rural roadways.

Of the 100 multiple-vehicle fatal collisions, 8 involved a pedestrian, 2 involved a bicyclist, 1 involved an equestrian, and 2 involved trains. Only 36% of all fatal collisions involved two or more motor vehicles. Of the 100 fatal multiple-vehicle collisions, 60 (or 60%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. 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 collisions, contributing to nearly 1 out of every 3 collisions. Speed also contributed to 7% of all multiple-vehicle collisions.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/distraction contributed to 1 out of every 4 collisions involving two or more vehicles and 1 out of every 5 collisions involving a single vehicle. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle collisions, 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 Collisions – Contributing Circumstances: 2006

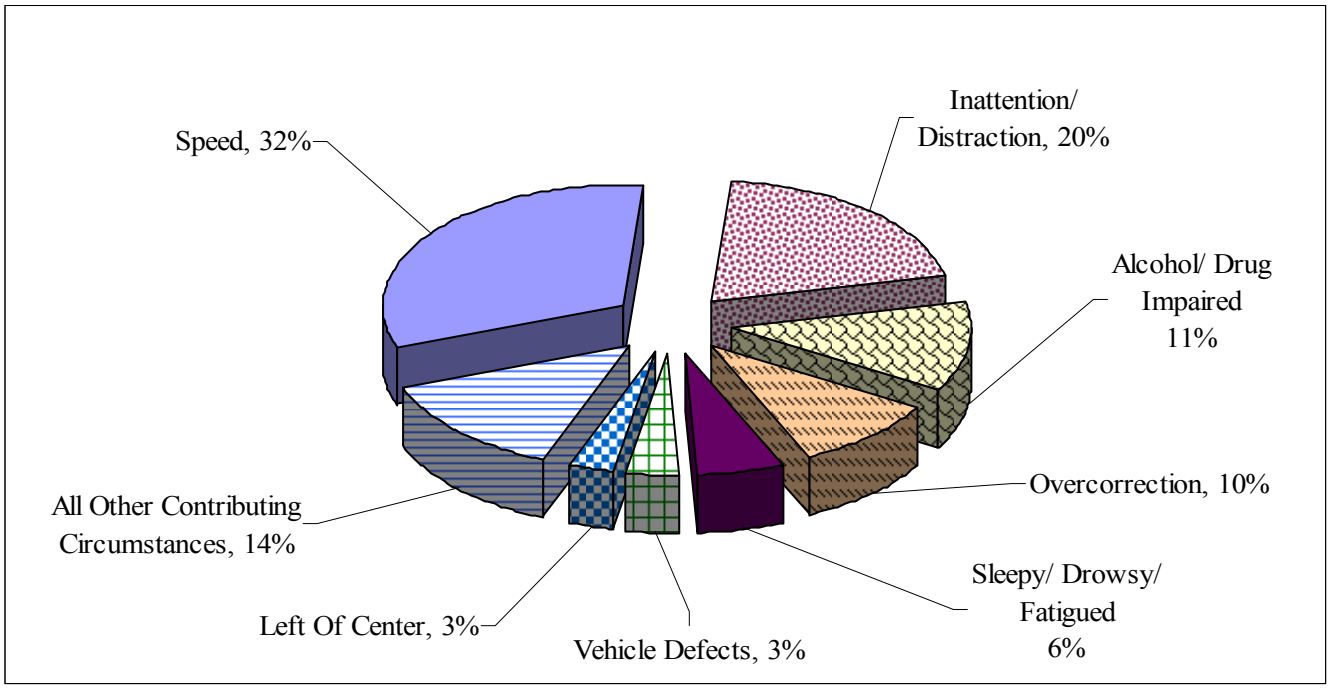


Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2006

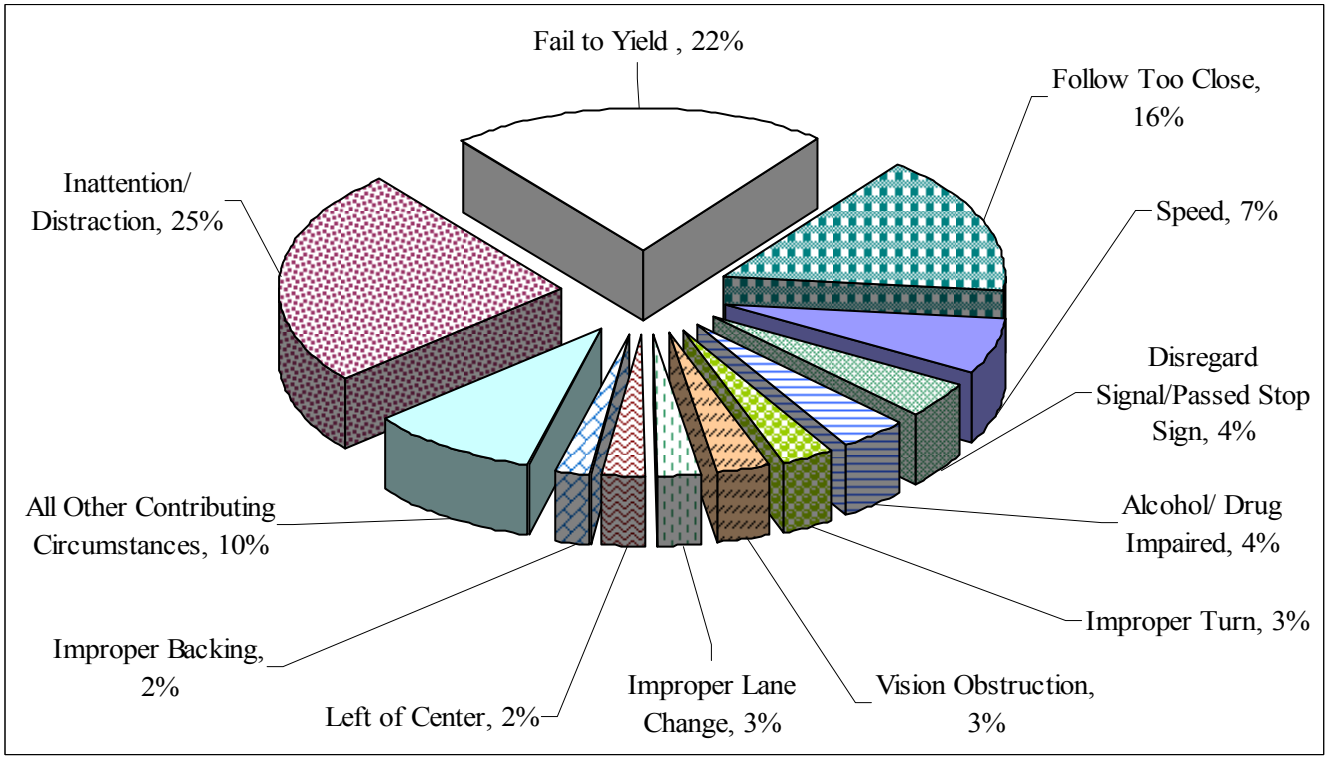


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7
Most Harmful Events for Fatal Collisions Involving Single and Multiple Vehicles : 2006

Single-Vehicle Collisions	Multiple-Vehicle Collisions*
Overturn (66.2%)	Angle (25.8%)
Immersion (7.9%)	Head On (23.9%)
Tree (5.8%)	Angle - Turning (9.1%)
Embankment (2.9%)	Pedestrian (7.7%)
Fell / Pushed / Jumped (2.9%)	Rear End (7.7%)
Other Object - Fixed (2.2%)	Head On - Turning (5.7%)
Utility Pole/ Light Support (2.2%)	Side Swiped Opposite (3.3%)
Wild Animal (2.2%)	Overturn (2.9%)
Guardrail Face (1.4%)	Fire (2.4%)
Bridge Pier/Parapet End (1.4%)	Same Direction - Turning (2.4%)
Ditch (0.7%)	Parked Vehicle (1.9%)
Domestic Animal (0.7%)	Bicyclist (1.9%)
Fence (0.7%)	Train (1.9%)
Guardrail End (0.7%)	Other (1.4%)
Other Object - Not Fixed (0.7%)	Guardrail Face (1.0%)
Other (0.7%)	Ditch (0.5%)
Overpass (0.7%)	Side Swiped - Same Direction (0.5%)

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2006, there were 209 units involved in the 100 fatal multiple vehicle collisions.

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 66% of the single vehicle fatalities and 37% of all fatalities in 2006.

Of the 99 people killed in single-vehicle rollovers, 27 (or 27%) were wearing seat belts. Of the 71 people who were killed in single-vehicle rollovers and not wearing a seat belt, 66 (or 93%) were totally or partially ejected from their vehicle. There was one occupant with unknown seat belt use.

Collisions and Injuries by Month

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

Table 8
Severity of Collisions and Type of Injury by Month: 2006

	Collisions			Injuries			
	Fatal	Injury	Total	Fatal	Serious	Visible	Possible
January	22	834	2,290	25	119	336	758
February	8	601	1,687	10	101	290	497
March	12	731	1,856	15	116	328	610
April	23	734	1,693	26	132	304	633
May	18	809	1,892	20	143	368	648
June	23	847	1,994	28	144	457	652
July	27	862	2,044	31	192	421	656
August	24	891	2,066	24	188	431	766
September	24	860	2,034	27	169	372	681
October	26	775	2,023	28	124	309	685
November	20	776	2,192	20	126	348	674
December	12	816	2,454	13	135	323	714
Totals	**239**	**9,536**	**24,225**	**267**	**1,689**	**4,287**	**7,974**

In 2006, July had the highest number of fatal collisions. January, November, and December had the highest number of total collisions. Collisions occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these collisions tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Collisions by Day of the Week

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

Figure 5
Fatal Collisions by Day of the Week: 2006

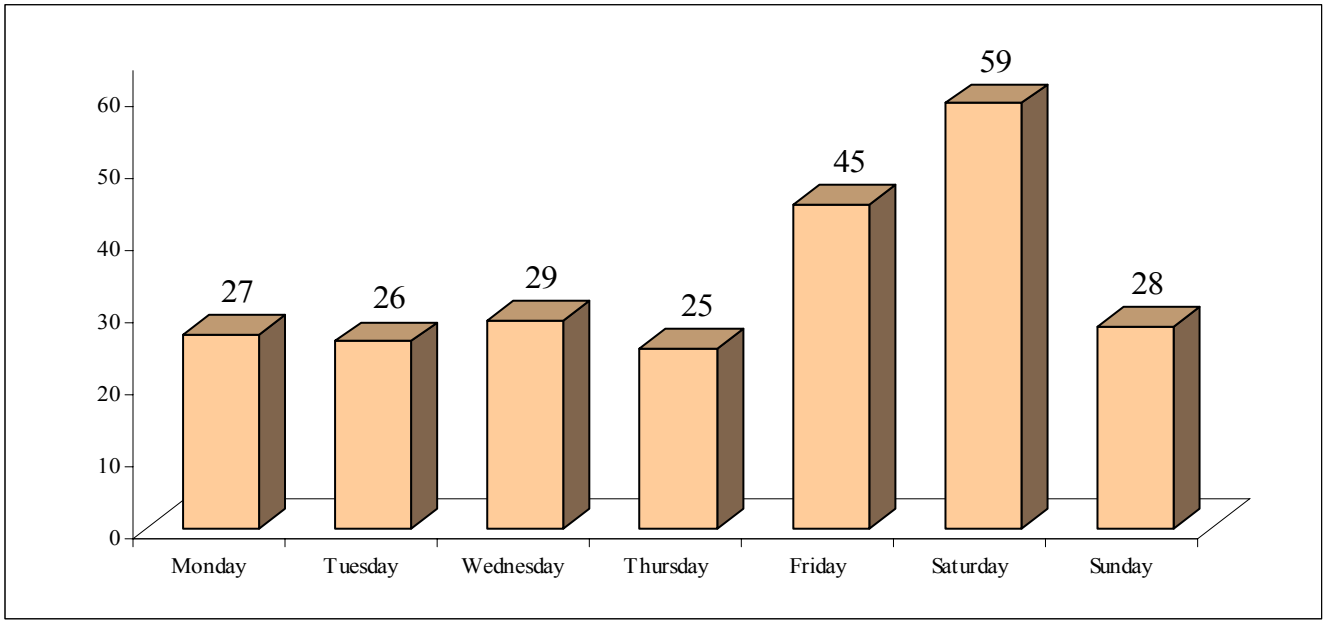
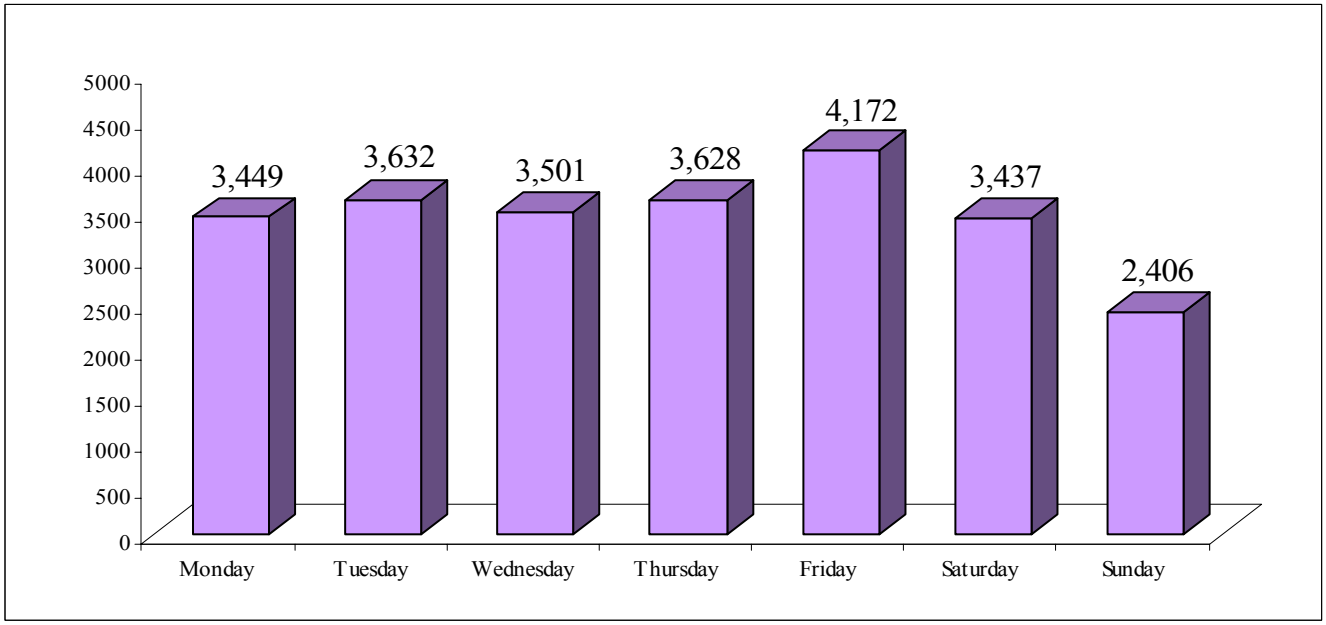


Figure 6
Total Collisions by Day of the Week: 2006



Collisions by Time of Day

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

Figure 7
Fatal Collisions by Time of Day: 2006

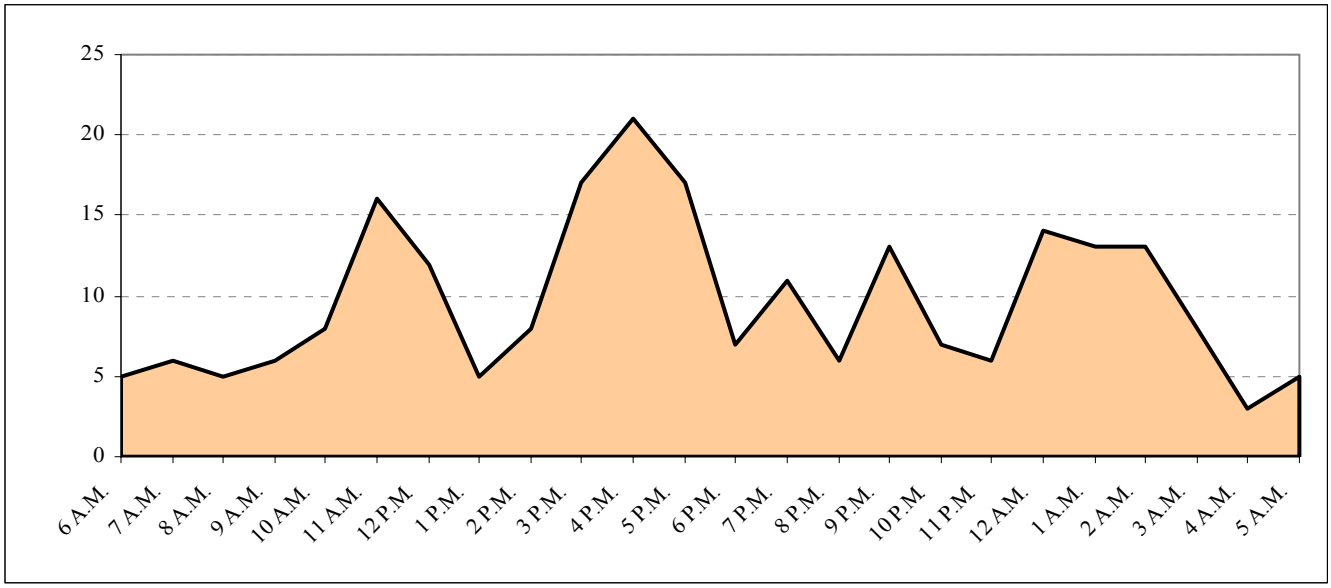
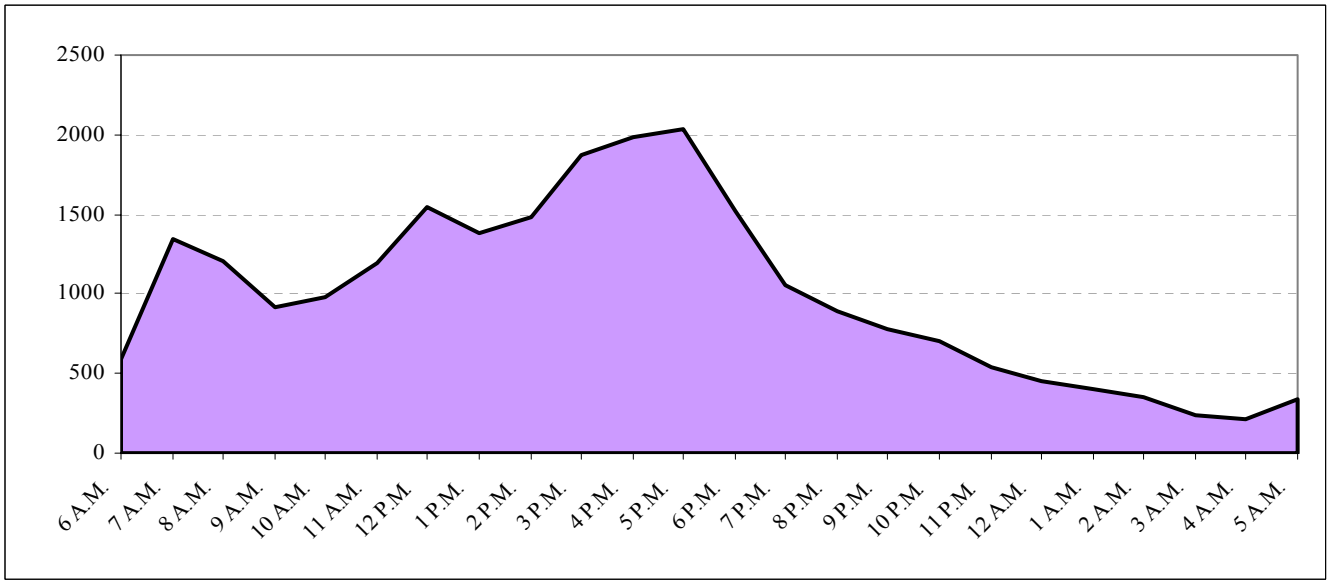


Figure 8
Total Collisions by Time of Day: 2006



Collisions by Roadway Classification

Table 9 compares the number of fatal, injury, and total collisions 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 Collisions by Roadway Classification: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatal Collisions	230	261	243	243	239	-1.6%	2.2%
Urban	47	43	47	49	62	26.5%	1.7%
Rural	183	218	193	194	177	-8.8%	2.7%
Injury Collisions:	9,688	9,661	9,810	9,810	9,536	-2.8%	0.4%
Urban	5,577	5,515	5,738	5,996	5,871	-2.1%	2.5%
Rural	4,111	4,146	4,105	3,814	3,665	-3.9%	-2.4%
Total Collisions:	26,477	26,700	28,238	28,238	24,225	-14.2%	2.2%
Urban	15,676	15,841	17,101	17,504	14,810	-15.4%	3.8%
Rural	10,801	10,859	11,231	10,734	9,415	-12.3%	-0.2%

In 2006, 74% of fatal collisions occurred on rural roads, whereas 39% of all collisions occurred on rural roads. In Idaho in 2006, 90% 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 may account for the fact that Idaho's fatality rate is consistently higher than the U.S. fatality rate.

Table 10 shows the number of collisions and collision rates on local and state system roadways (both interstate and non-interstate) for 2002-2006, and the number of collisions and collision rates statewide. Collision rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may result from a single collision.

Table 10
Collision Rates for Local and State System Roadways: 2002-2006

Roadway Information	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Local:							
VMT (100 millions)	63.7	64.0	67.3	67.5	69.2	2.5%	2.0%
Fatal Collisions	88	99	75	99	105	6.1%	6.8%
Injury Collisions	5,424	5,538	5,465	5,648	5,517	-2.3%	1.4%
Total Collisions	15,461	15,635	16,508	17,857	14,031	-21.4%	5.0%
Fatal Collision Rate	1.4	1.5	1.1	1.5	1.5	3.5%	5.2%
Injury Collision Rate	85.1	86.5	81.2	83.6	79.7	-4.7%	-0.5%
Total Collision Rate	242.6	244.2	245.2	264.4	202.6	-23.4%	3.0%
State System (Non-Interstate):							
VMT (100 millions)	46.2	47.7	47.4	48.2	48.5	0.7%	1.4%
Fatal Collisions	108	112	112	107	96	-10.3%	-0.3%
Injury Collisions	3,329	3,297	3,333	3,179	3,162	-0.5%	-1.5%
Total Collisions	8,477	8,751	8,824	8,775	7,797	-11.1%	1.2%
Fatal Collision Rate	2.3	2.4	2.4	2.2	2.0	-10.9%	-1.7%
Injury Collision Rate	72.1	69.2	70.3	66.0	65.2	-1.2%	-2.8%
Total Collision Rate	183.6	183.6	186.0	182.2	160.8	-11.8%	-0.2%
Interstate:							
VMT (100 millions)	33.1	32.3	33.5	34.0	34.9	2.6%	0.9%
Fatal Collisions	34	50	53	37	38	2.7%	7.6%
Injury Collisions	935	826	1,045	983	857	-12.8%	3.0%
Total Collisions	2,539	2,314	3,000	1,606	2,397	49.3%	-8.6%
Fatal Collision Rate	1.0	1.5	1.6	1.1	1.1	0.1%	7.3%
Injury Collision Rate	28.2	25.6	31.2	28.9	24.6	-15.0%	1.8%
Total Collision Rate	76.6	71.6	89.6	47.2	68.7	45.5%	-9.6%
Statewide Totals:							
VMT (100 millions)	143.0	144.0	148.2	149.7	152.6	1.9%	1.5%
Fatal Collisions	230	261	240	243	239	-1.6%	2.2%
Injury Collisions	9,688	9,661	9,843	9,810	9,536	-2.8%	0.4%
Total Collisions	26,477	26,700	28,332	28,238	24,225	-14.2%	2.2%
Fatal Collision Rate	1.6	1.8	1.6	1.6	1.6	-3.5%	0.8%
Injury Collision Rate	67.7	67.1	66.4	65.5	62.5	-4.6%	-1.1%
Total Collision Rate	185.1	185.4	191.1	188.6	158.8	-15.8%	0.6%

Collisions by Idaho Counties and Cities

Table 11
Collision History of Idaho Counties: 2004-2006

	Fatal Collisions			Injury Collisions			Total Collisions		
County	**2004**	**2005**	**2006**	**2004**	**2005**	**2006**	**2004**	**2005**	**2006**
Ada	22	22	27	2,502	2,521	2,648	7,007	7,094	6,258
Adams	1	3	0	28	32	36	81	72	66
Bannock	8	10	10	578	515	444	1,995	1,784	1,391
Bear Lake	2	2	0	33	37	26	102	110	90
Benewah	1	2	2	62	72	66	180	165	155
Bingham	9	8	10	290	279	225	797	825	595
Blaine	3	8	7	110	88	86	384	306	331
Boise	5	8	6	103	96	84	242	233	200
Bonner	7	10	7	202	266	233	738	804	743
Bonneville	9	15	9	679	673	616	1,981	1,965	1,474
Boundary	5	5	2	69	55	48	198	215	165
Butte	1	2	1	13	13	23	40	56	43
Camas	1	0	0	11	9	10	23	33	30
Canyon	22	11	27	1,063	1,188	1,184	2,915	3,167	2,858
Caribou	1	3	2	48	52	51	120	115	95
Cassia	10	5	9	216	182	153	629	531	442
Clark	0	2	2	12	23	17	54	92	81
Clearwater	3	1	2	67	58	66	214	175	156
Custer	1	2	2	28	27	28	53	47	52
Elmore	14	9	15	203	209	187	528	513	440
Franklin	3	2	0	69	67	79	248	205	186
Fremont	9	6	1	84	79	81	261	257	249
Gem	1	2	2	78	70	69	182	167	158
Gooding	3	9	7	112	98	72	299	315	194
Idaho	8	12	7	96	108	105	263	276	215
Jefferson	3	3	2	100	87	95	282	302	258
Jerome	4	9	7	165	144	149	493	449	381
Kootenai	11	15	7	903	914	854	2,433	2,527	2,287
Latah	3	3	3	194	177	172	629	626	453
Lemhi	1	6	3	47	44	57	107	119	111
Lewis	2	4	1	24	30	23	63	85	55
Lincoln	3	1	3	25	24	37	89	73	84
Madison	7	5	3	137	135	175	537	528	486
Minidoka	5	4	4	155	105	105	352	320	235
Nez Perce	9	10	6	272	257	262	883	804	675
Oneida	7	2	5	39	51	43	167	166	124
Owyhee	8	6	5	45	67	68	128	158	146
Payette	3	1	3	126	113	88	335	312	213
Power	4	1	11	77	88	66	258	236	182
Shoshone	2	2	2	81	83	66	253	232	215
Teton	0	2	1	27	37	56	123	150	157
Twin Falls	16	8	11	506	481	444	1,255	1,171	1,062
Valley	1	1	5	118	100	104	278	309	320
Washington	2	1	0	46	56	35	133	149	114
TOTALS	**240**	**243**	**239**	**9,843**	**9,810**	**9,536**	**28,332**	**28,238**	**24,225**

Table 12 shows fatal, injury and total collisions for Idaho cities with populations over 2,000 for 2004-2006 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2005. Population estimates for 2006 were not available at the time of publication.

Table 12
Collision History of Idaho Cities: 2004-2006

	Fatal Collisions			Injury Collisions			Total Collisions		
City by Population Size	**2004**	**2005**	**2006**	**2004**	**2005**	**2006**	**2004**	**2005**	**2006**
40,000 and over									
Boise	7	6	12	1,539	1,587	1,587	4,403	4,438	3,780
Coeur d'Alene	0	2	1	379	410	363	997	1,122	956
Idaho Falls	4	1	1	412	405	373	1,167	1,128	824
Meridian	0	1	1	399	396	491	1,125	1,169	1,125
Nampa	9	4	4	489	596	613	1,411	1,597	1,481
Pocatello	2	2	3	338	312	303	1,375	1,271	999
15,000 - 39,999									
Caldwell	2	1	1	224	198	215	630	566	506
Eagle	0	5	2	69	66	92	195	252	208
Lewiston	3	5	1	196	189	178	642	572	470
Moscow	2	0	0	90	94	58	322	310	203
Post Falls	1	3	0	118	131	95	318	346	249
Rexburg	0	1	0	70	80	103	349	337	274
Twin Falls	1	1	0	275	279	250	675	671	584
5,000 - 14,999									
Ammon	0	2	0	39	30	33	102	115	98
Blackfoot	0	0	0	70	68	62	224	213	171
Burley	0	1	3	80	67	52	254	222	168
Chubbuck	1	0	0	62	62	42	150	135	89
Emmett	0	0	0	24	23	18	52	60	53
Garden City	1	1	2	113	91	107	336	293	256
Hailey	1	1	0	15	1	14	93	16	69
Hayden	0	0	0	54	44	57	157	150	150
Jerome	0	0	0	26	28	39	100	142	148
Kuna	1	0	0	22	27	29	47	64	60
Mountain Home	1	0	0	34	41	38	115	134	96
Payette	1	0	1	14	19	8	65	76	24
Preston	0	0	0	18	10	26	68	41	49
Rathdrum	1	0	0	23	21	15	53	59	45
Rupert	0	0	0	13	7	16	60	49	40
Sandpoint	0	0	1	39	61	53	211	230	188
Weiser	0	0	0	13	20	11	51	46	33
2,000 - 4,999									
American Falls	0	0	1	6	12	9	24	36	33
Bellevue	0	0	0	6	2	6	29	13	19
Bonners Ferry	0	0	0	10	11	4	38	41	30
Buhl	0	0	0	11	8	11	36	31	28
Dalton Gardens	0	0	0	13	5	2	22	26	21
Fruitland	0	0	0	21	14	17	51	42	29
Gooding	0	0	0	5	3	4	26	33	12
Grangeville	0	0	0	8	10	9	34	44	19
Heyburn	0	0	0	7	4	7	15	22	24
Homedale	0	0	0	0	2	9	2	10	14
Kellogg	0	0	0	6	8	5	25	31	31
Ketchum	0	0	0	22	30	23	108	119	86

Table 12 (Continued)
Collision History of Idaho Cities: 2004-2006

City by Population Size	Fatal Collisions 2004	Fatal Collisions 2005	Fatal Collisions 2006	Injury Collisions 2004	Injury Collisions 2005	Injury Collisions 2006	Total Collisions 2004	Total Collisions 2005	Total Collisions 2006
2,000 - 4,999 (Cont.)									
Kimberly	0	0	0	5	2	6	15	7	13
Malad	0	0	0	2	3	6	19	28	13
McCall	0	0	0	23	17	20	59	60	63
Middleton	0	0	0	12	12	9	35	30	27
Montpelier	0	0	0	6	7	3	24	28	19
Orofino	0	0	0	11	7	14	57	37	38
Rigby	0	0	0	14	10	23	41	57	62
St. Anthony	0	0	0	6	7	6	38	22	19
St. Maries	0	0	0	12	11	7	43	41	25
Salmon	0	0	0	6	10	13	28	26	28
Shelley	0	0	0	10	7	9	32	28	17
Soda Springs	0	0	0	8	11	4	26	29	10
Star	0	0	0	3	6	9	14	18	28
Wendell	0	0	0	4	4	2	27	26	14

Table 13 lists fatal and injury collision data and collision rates for the 44 counties in Idaho by population groupings. Population figures are based on 2006 U. S. Census Bureau estimates for counties.

Table 13
Fatal and Injury Collision Rates by County - 2006

	2006 Population (in 1,000s)	Number of Collisions Total	Number of Collisions Fatal	Number of Collisions Injury	Number of Persons Killed	Number of Persons Injured	Fatal and Injury Collision Rate Per 1,000 Population
50,000 and over							
Ada	359.0	6,258	27	2,648	31	3,763	7.5
Bannock	78.4	1,391	10	444	10	624	5.8
Bonneville	94.6	1,474	9	616	10	961	6.6
Canyon	173.3	2,858	27	1,184	30	1,795	7.0
Kootenai	131.5	2,287	7	854	9	1,188	6.5
Twin Falls	71.6	1,062	11	444	11	658	6.4
Mean Collision Rate							**6.9**
20,000 - 49,999							
Bingham	44.1	595	10	225	11	362	5.3
Blaine	21.5	331	7	86	7	115	4.3
Bonner	41.3	743	7	233	7	332	5.8
Cassia	21.4	442	9	153	11	262	7.6
Elmore	28.1	440	15	187	17	281	7.2
Jefferson	22.4	258	2	95	4	138	4.3
Jerome	20.1	381	7	149	8	208	7.7
Latah	35.0	453	3	172	3	230	5.0
Madison	31.4	486	3	175	3	277	5.7
Nez Perce	38.3	675	6	262	7	352	7.0
Payette	22.6	213	3	88	4	139	4.0
Mean Collision Rate							**5.8**

Table 13 (Continued)
Fatal and Injury Collision Rates by County – 2006

	2006 Population (in 1,000s)	Number of Collisions			Number of Persons		Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
10,000 - 19,999							
Boundary	10.8	165	2	48	2	80	4.6
Franklin	12.5	186	0	79	0	132	6.3
Fremont	12.4	249	1	81	1	118	6.6
Gem	16.6	158	2	69	2	102	4.3
Gooding	14.4	194	7	72	8	105	5.5
Idaho	15.8	215	7	105	7	164	7.1
Minidoka	19.0	235	4	105	5	160	5.7
Owyhee	11.1	146	5	68	6	104	6.6
Shoshone	13.2	215	2	66	2	86	5.2
Washington	10.2	114	0	35	0	44	3.4
Mean Collision Rate							**5.6**
5,000 - 9,999							
Bear Lake	6.2	90	0	26	0	37	4.2
Benewah	9.3	155	2	66	2	89	7.3
Boise	7.6	200	6	84	7	131	11.8
Caribou	7.0	95	2	51	3	90	7.6
Clearwater	8.3	156	2	66	2	89	8.2
Lemhi	7.9	111	3	57	3	77	7.6
Power	7.9	182	11	66	11	105	9.7
Teton	7.8	157	1	56	1	86	7.3
Valley	8.8	320	5	104	5	137	12.3
Mean Collision Rate							**8.6**
0 - 4,999							
Adams	3.5	66	0	36	0	51	10.3
Butte	2.8	43	1	23	1	36	8.6
Camas	1.1	30	0	10	0	15	9.2
Clark	0.9	81	2	17	3	31	20.7
Custer	4.2	52	2	28	2	33	7.2
Lewis	3.8	55	1	23	1	29	6.4
Lincoln	4.5	84	3	37	4	60	8.8
Oneida	4.2	124	5	43	6	74	11.5
Mean Collision Rate							**9.3**
Statewide Totals	**1,466.5**	**24,225**	**239**	**9,536**	**267**	**13,950**	**6.7**

Table 14 lists fatal and injury collision 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 2005. Population estimates for 2006 were not available at the time of publication.

Table 14
Fatal and Injury Collision Rates by City – 2006

	2005 Population (in 1,000s)	Number of Collisions			Number of Persons		Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	193.2	3,780	12	1,587	14	2,259	8.3
Coeur d'Alene	40.1	956	1	363	1	515	9.1
Idaho Falls	52.3	824	1	373	1	570	7.1
Meridian	52.2	1,125	1	491	1	688	9.4
Nampa	71.7	1,481	4	613	4	881	8.6
Pocatello	53.4	999	3	303	3	405	5.7
Mean Collision Rate							**8.1**
15,000 - 39,999							
Caldwell	34.4	506	1	215	1	329	6.3
Eagle	17.3	208	2	92	3	134	5.4
Lewiston	31.1	470	1	178	1	231	5.8
Moscow	21.9	203	0	58	0	73	2.7
Post Falls	23.2	249	0	95	0	118	4.1
Rexburg	26.3	274	0	103	0	142	3.9
Twin Falls	38.6	584	0	250	0	346	6.5
Mean Collision Rate							**5.2**
5,000 - 14,999							
Ammon	10.9	98	0	33	0	45	3.0
Blackfoot	10.8	171	0	62	0	103	5.7
Burley	9.1	168	3	52	4	87	6.0
Chubbuck	10.7	89	0	42	0	58	3.9
Emmett	6.1	53	0	18	0	25	2.9
Garden City	11.4	256	2	107	2	131	9.5
Hailey	7.6	69	0	14	0	16	1.8
Hayden	11.9	150	0	57	0	83	4.8
Jerome	8.5	148	0	39	0	50	4.6
Kuna	10.2	60	0	29	0	34	2.9
Mountain Home	11.6	96	0	38	0	46	3.3
Payette	7.6	24	1	8	1	14	1.2
Preston	5.0	49	0	26	0	52	5.2
Rathdrum	5.7	45	0	15	0	22	2.6
Rupert	5.2	40	0	16	0	16	3.1
Sandpoint	8.1	188	1	53	1	64	6.7
Weiser	5.4	33	0	11	0	13	2.0
Mean Collision Rate							**4.3**

Table 14 (Continued)
Fatal and Injury Collision Rate by City - 2006

	2005 Population (in 1,000s)	Number of Collisions			Number of Persons		Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.2	33	1	9	1	16	2.4
Bellevue	2.2	19	0	6	0	10	2.7
Bonners Ferry	2.7	30	0	4	0	5	1.5
Buhl	4.0	28	0	11	0	14	2.7
Dalton Gardens	2.4	21	0	2	0	4	0.8
Fruitland	4.4	29	0	17	0	22	3.9
Gooding	3.3	12	0	4	0	4	1.2
Grangeville	3.2	19	0	9	0	14	2.9
Heyburn	2.8	24	0	7	0	11	2.5
Homedale	2.6	14	0	9	0	13	3.5
Kellogg	2.3	31	0	5	0	6	2.2
Ketchum	3.1	86	0	23	0	27	7.3
Kimberly	2.7	13	0	6	0	6	2.2
Malad	2.1	13	0	6	0	8	2.8
McCall	2.4	63	0	20	0	22	8.3
Middleton	4.4	27	0	9	0	9	2.0
Montpelier	2.5	19	0	3	0	3	1.2
Orofino	3.1	38	0	14	0	18	4.5
Rigby	3.2	62	0	23	0	32	7.1
St. Anthony	3.3	19	0	6	0	9	1.8
St. Maries	2.6	25	0	7	0	10	2.7
Salmon	3.1	28	0	13	0	20	4.2
Shelley	4.1	17	0	9	0	11	2.2
Soda Springs	3.3	10	0	4	0	4	1.2
Star	2.8	28	0	9	0	14	3.3
Wendell	2.4	14	0	2	0	3	0.8
Mean Collision Rate							**3.0**

Driver Age Distribution

Table 15 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 15
Age Distribution of Licensed Drivers: 1990, 2000, 2006

Age	1990	2000	2006	Change 1990-2006	Change 2000-2006
15*	3,478	9,406	4,166	19.8%	-55.7%
(%)	0.5%	1.1%	0.4%		
16-24	123,114	156,485	155,173	26.0%	-0.8%
(%)	17.4%	17.5%	15.4%		
25-34	151,625	154,133	177,445	17.0%	15.1%
(%)	21.4%	17.3%	17.6%		
35-44	153,976	178,401	177,640	15.4%	-0.4%
(%)	21.8%	20.0%	17.6%		
45-54	100,258	167,821	194,866	94.4%	16.1%
(%)	14.2%	18.8%	19.3%		
55-64	76,255	106,190	151,904	99.2%	43.0%
(%)	10.8%	11.9%	15.1%		
65+	98,967	120,516	146,822	48.4%	21.8%
(%)	14.0%	13.5%	14.6%		
TOTALS	707,673	892,952	1,008,016	42.4%	12.9%

**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 4 months after completing a driver's training course; during the 4 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 4 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 took effect July 1, 2003, allowing 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

Driver Age and Collision Involvement

Table 16
Driver Age as a Factor in Collisions: 2006

	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
Age	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,166	0.4%	536	1.3%	3.2	225	1.4%	3.3
16	11,423	1.1%	1,362	3.4%	3.0	565	3.4%	3.0
17	15,717	1.6%	1,648	4.1%	2.6	632	3.8%	2.4
18	16,758	1.7%	1,817	4.5%	2.7	760	4.6%	2.7
19	17,974	1.8%	1,435	3.5%	2.0	608	3.7%	2.1
20	18,488	1.8%	1,336	3.3%	1.8	546	3.3%	1.8
21	17,255	1.7%	1,354	3.3%	2.0	559	3.4%	2.0
22	18,586	1.8%	1,175	2.9%	1.6	483	2.9%	1.6
23	19,273	1.9%	1,119	2.8%	1.4	433	2.6%	1.4
24	19,699	2.0%	1,044	2.6%	1.3	402	2.4%	1.2
25-34	177,445	17.6%	8,018	19.8%	1.1	3,350	20.1%	1.1
35-44	177,640	17.6%	6,376	15.7%	0.9	2,575	15.5%	0.9
45-54	194,866	19.3%	5,657	14.0%	0.7	2,370	14.3%	0.7
55-64	151,904	15.1%	3,636	9.0%	0.6	1,483	8.9%	0.6
65-74	87,530	8.7%	1,728	4.3%	0.5	745	4.5%	0.5
75+	59,292	5.9%	1,285	3.2%	0.5	581	3.5%	0.6
Not Stated or Other			975	2.4%		311	1.9%	
TOTALS	**1,008,016**		**40,501**			**16,628**		

** Involvement is calculated by dividing the percent of drivers in collisions 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 collisions as expected. This age group comprised 6.6% of all licensed drivers and accounted for 16.8% of drivers in all collisions and also 16.8% of drivers in fatal and injury collisions. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury traffic crash as expected.

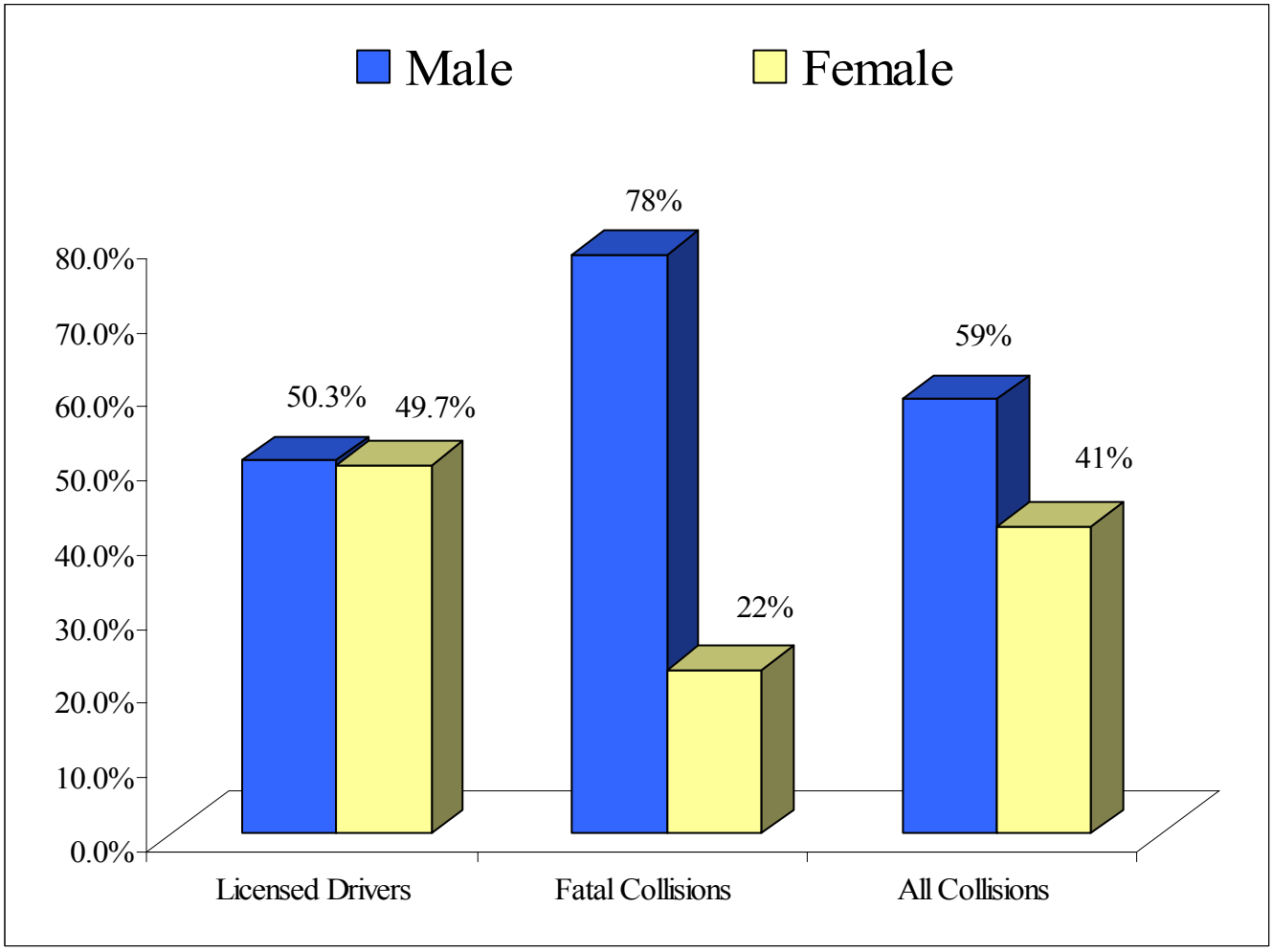
Drivers that were 20 years old in 2006 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

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 collisions, and the percentage of drivers involved in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 59% of the drivers in all collisions and 78% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2006



In 2006, males were 1.4 times more likely than females to be involved in any collision and were 3.5 times as likely as females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all collisions and Figure 11 shows driver involvement by age and gender for fatal and injury collisions. Figure 11 corresponds with the involvement numbers in Table 16 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in 3.1 times as many collisions as expected, while female 18 year-old drivers were involved in 2.4 times as many collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2006

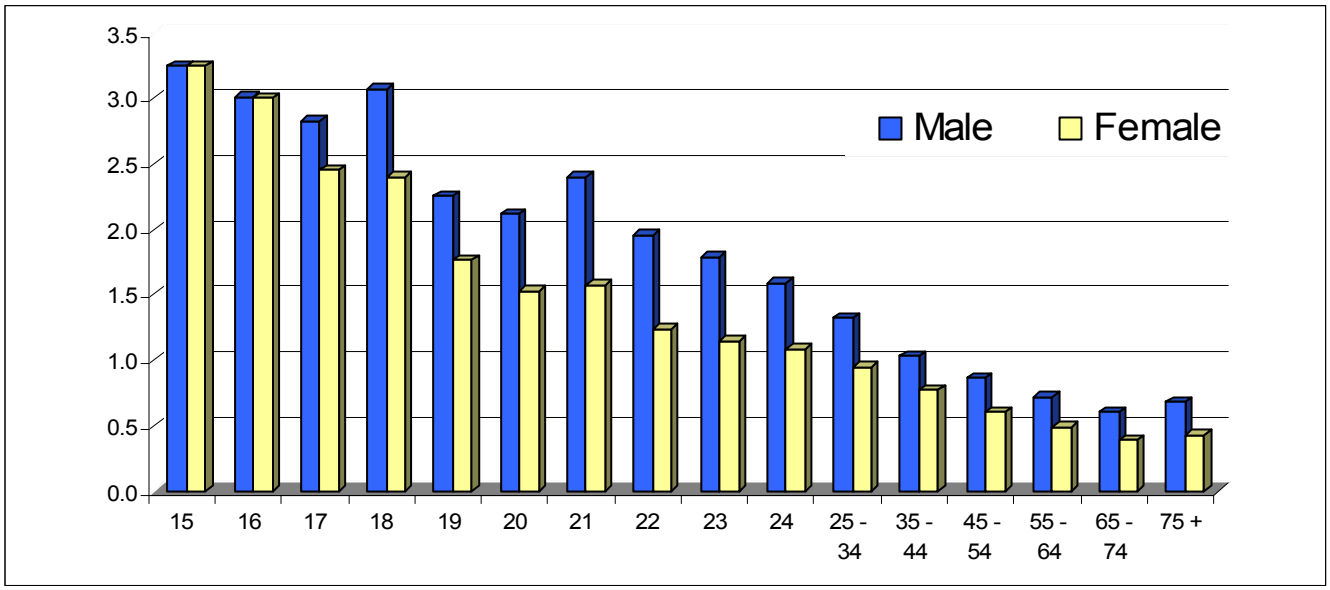
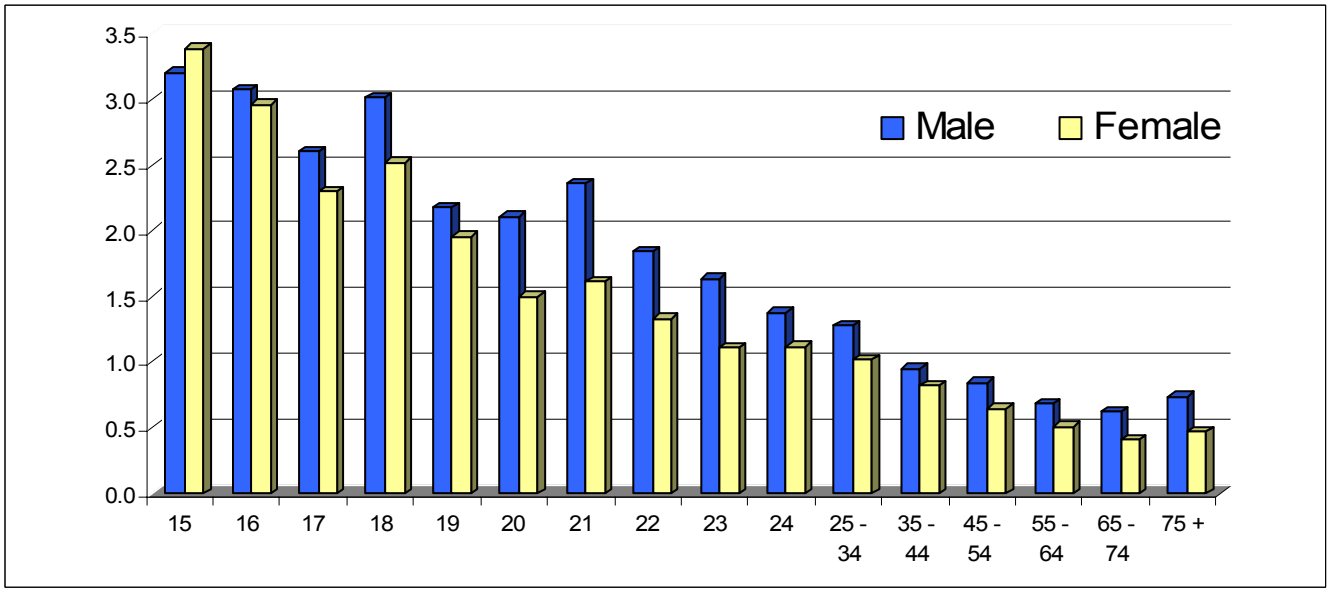


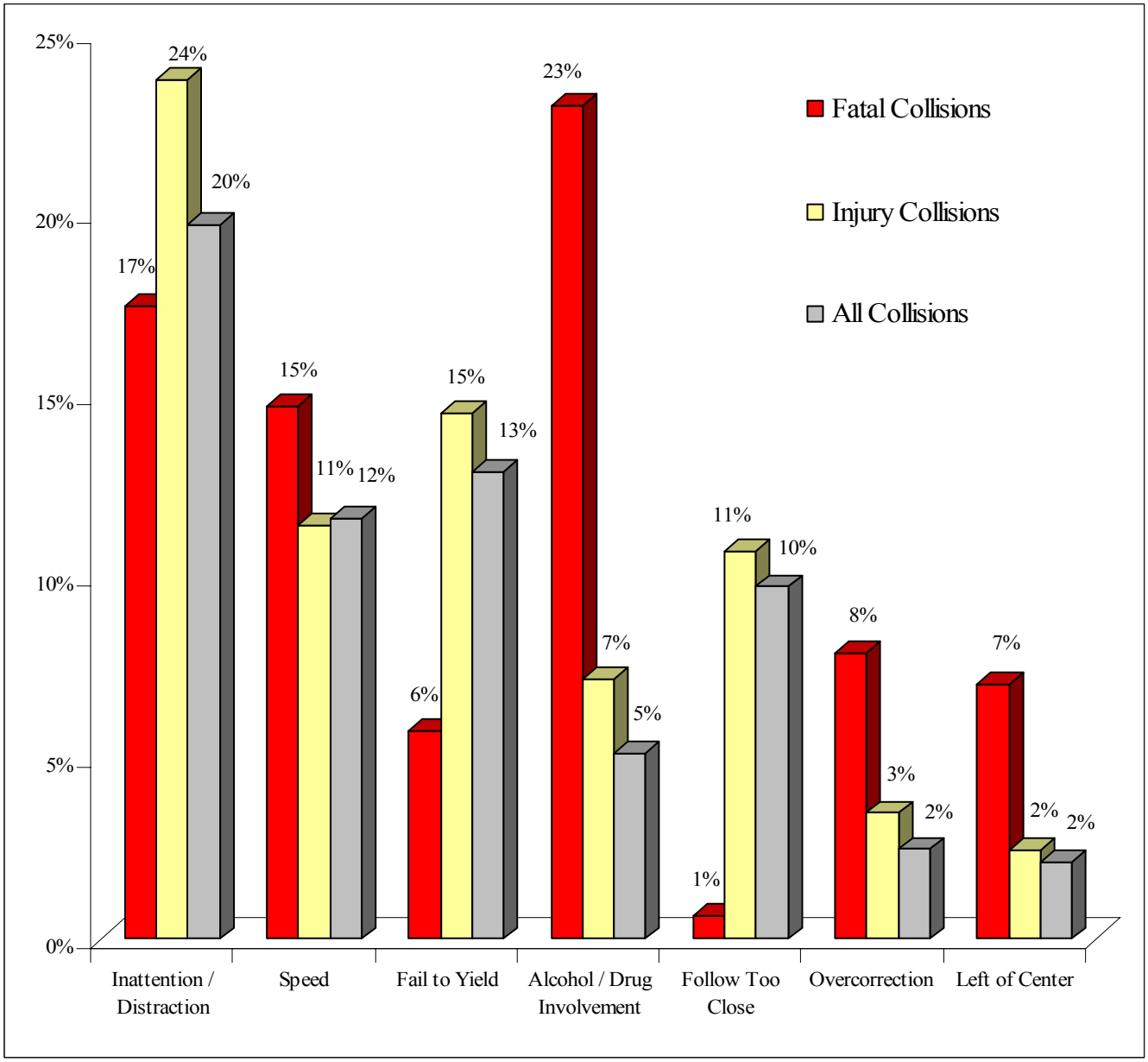
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2006



Contributing Circumstances in Collisions

Figure 12 portrays the seven most prevalent contributing circumstances recorded for fatal collisions, injury collisions, and all collisions. For every vehicle involved in a collision, the investigating officer may indicate up to three circumstances contributing to the cause of the collision.

Figure 12
Top Seven Primary Contributing Circumstances Cited for Traffic Collisions in 2006



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2006 are presented in Table 17. 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 17
Top Ten Traffic Violations for Idaho Drivers: 2006

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	86,508	47.0%
2. Safety Restraint Violations	24,752	13.4%
3. Insurance Violations	17,870	9.7%
4. Driving Under the Influence	9,581	5.2%
5. Failure to Stop at Traffic Control Devices	8,036	4.4%
6. Driving Without Privileges - Suspended License	5,488	3.0%
7. Reckless or Inattentive Driving	5,093	2.8%
8. Following Too Close	4,909	2.7%
9. Failure to Yield Right of Way	3,328	1.8%
10. Child Safety Seat Violations	2,166	1.2%
All Other	14,436	7.8%
TOTAL	**184,125**	

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 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 67% of all violations for 2006. 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 18
Selected Traffic Violation Rates for Idaho Licensed Drivers: 2006
(Per 100 Licensed Drivers)

Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	10.5	2.7	0.1	1.5	1.8
16-19	20.8	3.5	0.9	1.9	1.9
20-24	15.5	2.1	2.1	1.1	0.9
25-34	10.4	1.4	1.5	0.5	0.5
35-44	7.8	1.1	1.0	0.4	0.4
45-54	5.4	0.7	0.7	0.3	0.3
55-64	3.7	0.5	0.3	0.1	0.2
65-74	2.2	0.4	0.1	0.1	0.1
75+	1.2	0.5	0.0	0.1	0.2
Mean	7.8	1.1	0.9	0.5	0.5

Younger drivers, especially those 19 years old and younger, had violation rates well above the mean in areas shown to be major contributing factors in collisions, 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.

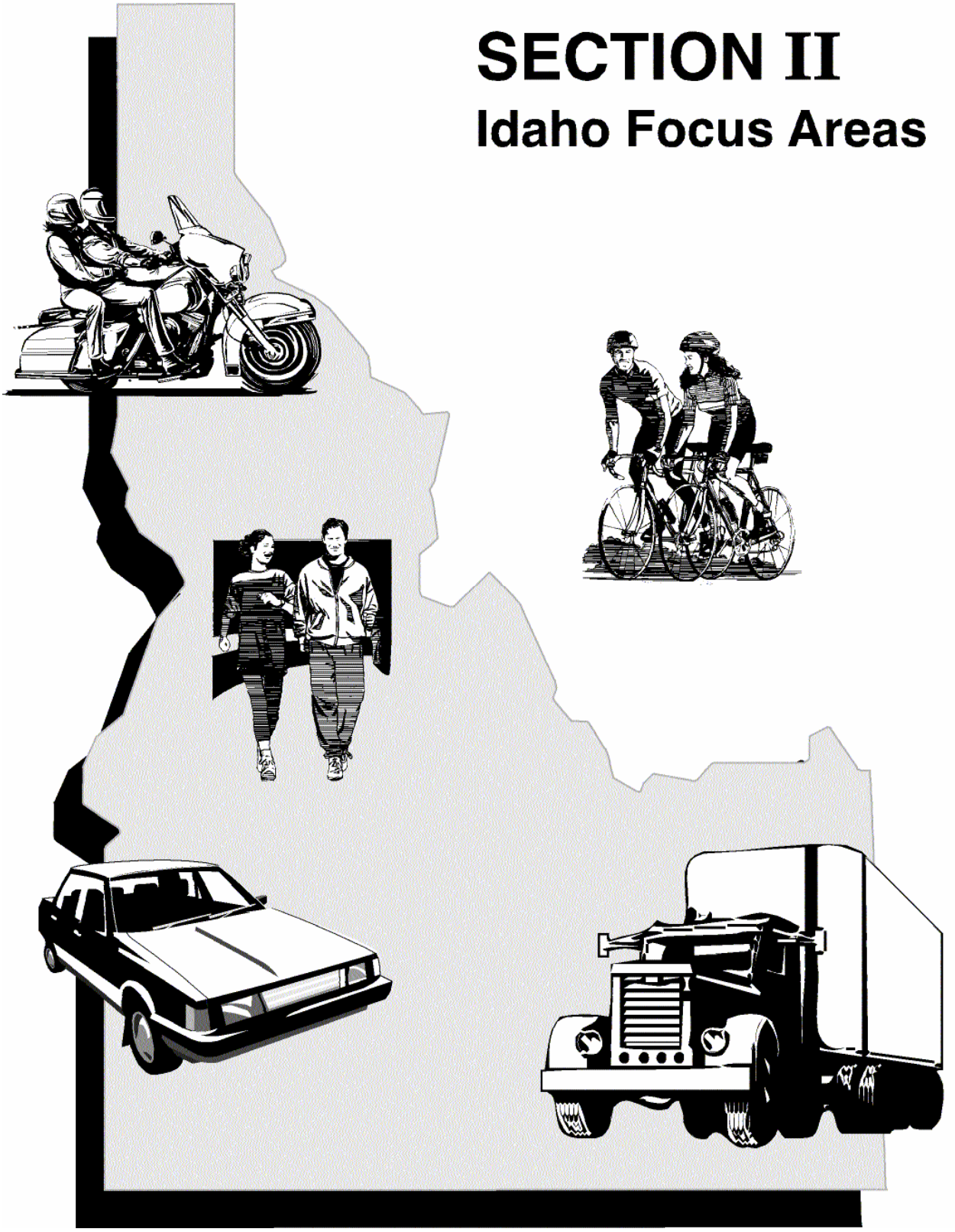
Table 19
Driver's License Suspensions by Violation Type: 2006

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	26,279	32.2%
Failure to Pay Fine	20,453	25.1%
Driving Under the Influence	9,064	11.1%
Administrative License Suspension (ALS)*	7,941	9.7%
Driving Without Privileges	6,712	8.2%
Underage Consumption or Possession of Alcohol	2,633	3.2%
Refused Evidentiary BAC Test	1,871	2.3%
Family Responsibility Law	1,603	2.0%
Recurrence of Violation	1,078	1.3%
Reckless/Inattentive Driving	836	1.0%
Points	687	0.8%
All Others	2,397	2.9%
TOTALS	**81,554**	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 57% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

The ITD Economics and Research Section provides the information concerning driver's license suspensions.



SECTION II
Idaho Focus Areas

Impaired Driving

Table 20 gives details for impaired driving collisions from 2002 through 2006. The numbers of fatalities and injuries are also given, as one collision may result in multiple injuries or fatalities. An impaired driving collision is identified by information provided on the collision report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the collision, regardless of whether a Blood Alcohol Content (BAC) test was given or not. Collisions where a sober driver collided with an impaired pedestrian or bicyclist are also included.

Table 20
Impaired Driving Collisions: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Impaired Driving Collisions	1,886	1,973	1,944	1,952	1,877	-3.8%	1.2%
Fatalities	97	115	103	100	110	10.0%	1.7%
Serious Injuries	335	315	331	367	316	-13.9%	3.3%
Visible Injuries	715	663	559	522	610	16.9%	-9.9%
Possible Injuries	581	617	603	630	593	-5.9%	2.8%
Impaired Driving Collisions as a % of All Collisions	7.1%	7.4%	6.9%	6.9%	7.7%	12.1%	-0.6%
Impaired Driving Fatalities as a % of All Fatalities	33.1%	39.2%	37.5%	36.4%	41.2%	13.3%	3.7%
Impaired Driving Injuries as a % of All Injuries	11.2%	10.9%	10.3%	10.5%	10.9%	3.5%	-1.9%
All Fatal and Injury Collisions	9,922	9,922	10,053	10,053	9,775	-2.8%	0.4%
Impaired Fatal/Injury Collisions	1,125	1,134	1,117	1,087	1,105	1.7%	-1.1%
% Impaired Driving	11.3%	11.4%	11.1%	10.8%	11.3%	4.5%	-1.6%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.00	2.99	2.90	3.12	2.79	-10.5%	1.4%
Annual DUI Arrests by Agency*							
Idaho State Police	1,723	1,708	1,461	817	1,744	113.5%	-19.8%
Local Agencies	8,302	8,523	8,674	8,255	9,637	16.7%	-0.1%
Total Arrests	10,025	10,231	10,135	9,072	11,381	25.5%	-3.1%
DUI Enforcement Rate**	1.08	1.11	1.03	0.92	1.13	22.4%	-5.1%

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

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

Table 20 also compares impaired driving fatal and injury collisions to all fatal and injury collisions. In 2006, just over than 11% of all fatal and injury collisions involved an impaired driver, impaired pedestrian, or impaired bicyclist. Just over 41% of all fatalities were the result of an impaired driving collision.

In the early 1980s, impaired driving fatal and injury collisions represented over 20% of the fatal and injury collisions in Idaho, compared to 11% in 2006. 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 20 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 16.7% in 2006 from the prior year, while ISP DUI arrests increased by 114%. Overall, DUI arrests increased by 26% from 2005 levels.

Economic Costs of Impaired Driving Collisions

Table 21 contains the estimated economic costs for impaired driving-related motor vehicle collisions in 2006. The estimated cost of Idaho impaired driving collisions in 2006 more than $500 million dollars. This estimate represents 28% of the total cost of Idaho collisions (as shown in Table 4).

Table 21
Economic Costs of Impaired Driving Collisions: 2006 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	110	$3,462,008	$380,820,895
Serious Injuries	316	$239,677	$75,738,086
Visible Injuries	610	$47,935	$29,240,653
Possible Injuries	593	$25,299	$15,002,479
Property Damage Only	772	$2,663	$2,055,900
Total Estimate of Economic Cost			**$502,858,013**

Victims of Fatal Collisions Involving Impaired Drivers

Table 22 shows a breakout of impaired driving fatalities. Of the 110 people killed in impaired driving collisions, 96 (or 87%) were impaired drivers, impaired pedestrians, impaired bicyclists, or passengers of a motor vehicle riding with an impaired driver.

Table 22
Persons Killed in Impaired Driving Collisions: 2006
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles			Motorcycle					
Impaired Status*	Drivers	Passengers	Unknown	Drivers	Passenger	Pedestrians	Bicyclist	Equestrians	Snowmobile Driver
Impaired	56	14	1	12	4	6	0	1	2
Not Impaired	7	3	0	3	0	0	1	0	0

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

Impaired Driving by Age

Table 23 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in collisions by age. Drivers, ages 15 to 34, are over-represented in impaired driving collisions. The most over-represented age group is the 21 to 24 year-old drivers. Drivers in this age group were involved in 2.6 times as many impaired driving collisions as would be expected.

Table 23
DUI Arrests and Impaired Driving Collisions by Driver Age: 2006

	Licensed Drivers		DUI Arrests		Impaired Drivers in Collisions	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	3	0.0%	4	0.2%
15	4,166	0.4%	24	0.2%	13	0.7%
16	11,423	1.1%	88	0.8%	24	1.3%
17	15,717	1.6%	176	1.5%	39	2.1%
18	16,758	1.7%			57	3.1%
19	17,974	1.8%	640*	5.6%	75	4.0%
20	18,488	1.8%			78	4.2%
21	17,255	1.7%			115	6.2%
22	18,586	1.8%			93	5.0%
23	19,273	1.9%			98	5.3%
24	19,699	2.0%	2,522**	22.2%	53	2.9%
25-29	92,534	9.2%	1,872	16.4%	290	15.6%
30-34	84,911	8.4%	1,264	11.1%	185	10.0%
35-39	87,420	8.7%	1,165	10.2%	162	8.7%
40-44	90,220	9.0%	1,139	10.0%	177	9.5%
45-49	98,842	9.8%	1086	9.5%	146	7.9%
50-54	96,024	9.5%	665	5.8%	104	5.6%
55-59	85,356	8.5%	398	3.5%	62	3.3%
60+	213,370	21.2%	285	2.5%	57	3.1%
Missing or Unknown			54	0.5%	22	1.2%
TOTALS	1,008,016		11,381		1,854	

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

Impaired Driving by Counties and Cities

Table 24 presents information on impaired driving collisions for Idaho counties by population groupings. Population numbers are based on 2006 U.S. Census estimates for counties.

Table 24
Impaired Driving Collisions by County: 2006

	2006 Population (in 1,000s)	Number of Collisions			Number of Persons		Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
50,000 and over							
Ada	359.0	463	14	234	16	333	0.7
Bannock	78.4	110	3	67	3	100	0.9
Bonneville	94.6	90	4	56	4	88	0.6
Canyon	173.3	211	11	112	14	179	0.7
Kootenai	131.5	181	4	100	5	143	0.8
Twin Falls	71.6	120	5	56	5	77	0.9
Mean Collision Rate							**0.7**
20,000 - 49,999							
Bingham	44.1	46	1	34	2	56	0.8
Blaine	21.5	21	2	5	2	6	0.3
Bonner	41.3	59	3	36	3	56	0.9
Cassia	21.4	31	5	9	6	16	0.7
Elmore	28.1	21	4	7	5	12	0.4
Jefferson	22.4	21	1	13	1	16	0.6
Jerome	20.1	32	3	14	3	18	0.8
Latah	35.0	36	3	20	3	26	0.7
Madison	31.4	11	0	6	0	13	0.2
Nez Perce	38.3	62	2	30	2	43	0.8
Payette	22.6	21	2	12	2	25	0.6
Mean Collision Rate							**0.7**
10,000 - 19,999							
Boundary	10.8	8	1	5	1	11	0.6
Franklin	12.5	10	0	7	0	10	0.6
Fremont	12.4	16	1	8	1	9	0.7
Gem	16.6	17	1	10	1	13	0.7
Gooding	14.4	24	2	11	2	13	0.9
Idaho	15.8	24	4	13	4	21	1.1
Minidoka	19.0	21	1	16	2	35	0.9
Owyhee	11.1	19	2	10	3	17	1.1
Shoshone	13.2	24	1	10	1	15	0.8
Washington	10.2	5	0	2	0	4	0.2
Mean Collision Rate							**0.8**

Table 24 (Continued)
Impaired Driving Collisions by County: 2006

	2006 Population (in 1,000s)	Number of Collisions			Number of Persons		Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
5,000 - 9,999							
Bear Lake	6.2	6	0	3	0	5	0.5
Benewah	9.3	17	2	9	2	10	1.2
Boise	7.6	21	3	12	4	22	2.0
Caribou	7.0	8	0	6	0	10	0.9
Clearwater	8.3	16	1	12	1	20	1.6
Lemhi	7.9	16	3	8	3	14	1.4
Power	7.9	18	3	10	3	23	1.6
Teton	7.8	18	0	13	0	20	1.7
Valley	8.8	22	2	12	2	16	1.6
Mean Collision Rate							**1.4**
0 - 4,999							
Adams	3.5	1	0	1	0	2	0.3
Butte	2.8	6	1	3	1	6	1.4
Camas	1.1	2	0	2	0	2	1.8
Clark	0.9	0	0	0	0	0	0.0
Custer	4.2	8	2	4	2	5	1.4
Lewis	3.8	5	1	2	1	2	0.8
Lincoln	4.5	4	0	4	0	4	0.9
Oneida	4.2	5	0	3	0	3	0.7
Mean Collision Rate							**0.9**
Statewide Totals	**1,456.3**	**1,872**	**98**	**1,005**	**110**	**1,515**	**0.8**

Table 25 presents information on impaired driving collisions 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 2005. Population estimates for 2006 were not available at the time of publication.

Table 25
Impaired Driving Collisions by City: 2006

	2005 Population (in 1,000s)	Number of Collisions			Number of Persons		Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	193.2	329	7	170	9	236	0.9
Coeur d'Alene	40.1	75	0	33	0	52	0.8
Idaho Falls	52.3	48	1	32	1	51	0.6
Meridian	52.2	44	0	22	0	29	0.4
Nampa	71.7	84	0	44	0	64	0.6
Pocatello	53.4	80	1	48	1	73	0.9
Mean Collision Rate							**0.8**
15,000 - 39,999							
Caldwell	34.4	41	0	21	0	33	0.6
Eagle	17.3	9	1	6	1	10	0.4
Lewiston	31.1	38	0	15	0	20	0.5
Moscow	21.9	12	0	4	0	4	0.2
Post Falls	23.2	13	0	9	0	13	0.4
Rexburg	26.3	2	0	1	0	1	0.0
Twin Falls	38.6	63	0	30	0	42	0.8
Mean Collision Rate							**0.5**
5,000 - 14,999							
Ammon	10.9	7	0	4	0	4	0.4
Blackfoot	10.8	12	0	7	0	15	0.6
Burley	9.1	7	2	2	2	6	0.4
Chubbuck	10.7	4	0	2	0	3	0.2
Emmett	6.1	5	0	2	0	2	0.3
Garden City	11.4	15	1	4	1	4	0.4
Hailey	7.6	2	0	1	0	1	0.1
Hayden	11.9	7	0	3	0	3	0.3
Jerome	8.5	9	0	1	0	2	0.1
Kuna	10.2	5	0	2	0	2	0.2
Mountain Home	11.6	10	0	4	0	5	0.3
Payette	7.6	3	1	1	1	2	0.3
Preston	5.0	2	0	2	0	3	0.4
Rathdrum	5.7	6	0	2	0	2	
Rupert	5.2	0	0	0	0	0	0.0
Sandpoint	8.1	7	1	2	1	2	0.4
Weiser	5.4	3	0	0	0	0	0.0
Mean Collision Rate							**0.3**

Table 25 (Continued)
Impaired Driving Collisions by City: 2006

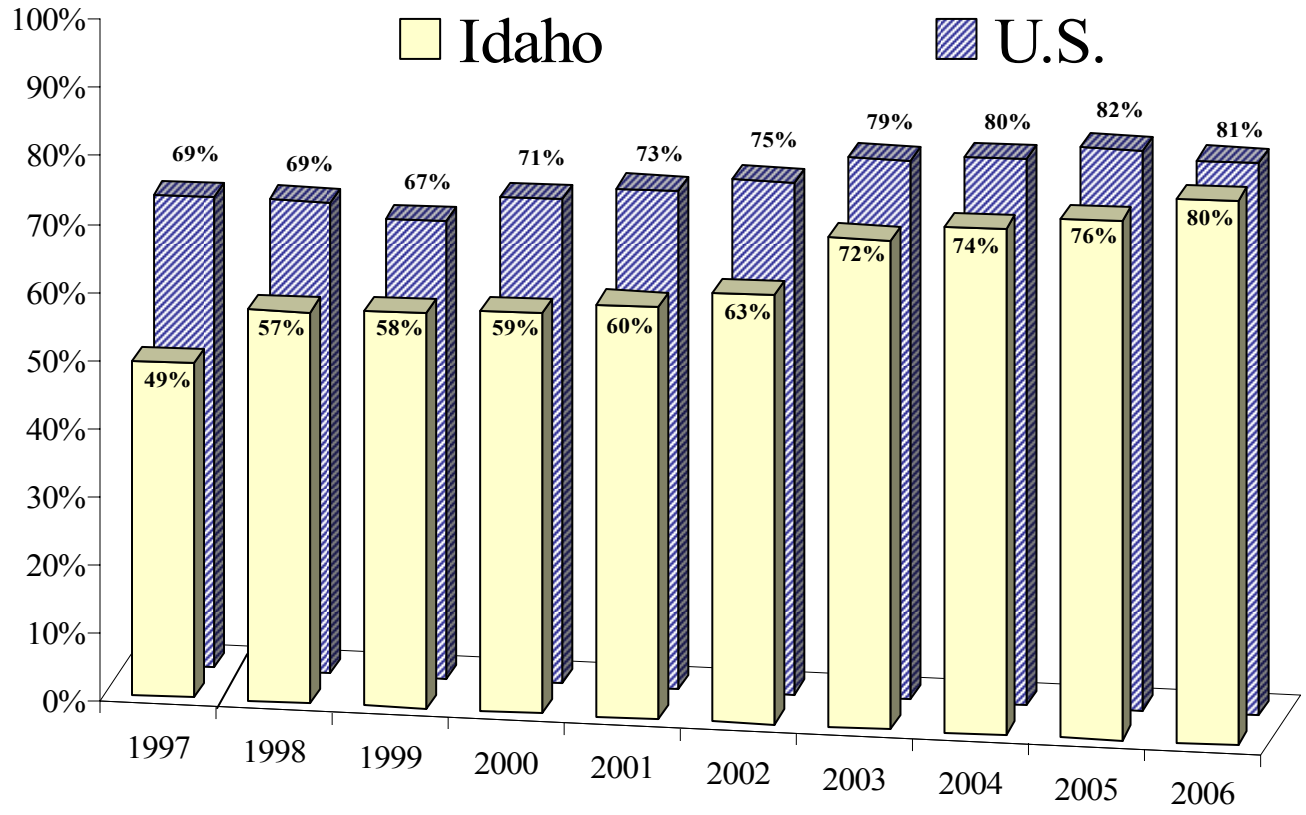
	2005 Population (in 1,000s)	Number of Collisions			Number of Persons		Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.2	2	0	0	0	0	0.0
Bellevue	2.2	1	0	0	0	0	0.0
Bonners Ferry	2.7	0	0	0	0	0	0.0
Buhl	4.0	1	0	1	0	2	0.2
Dalton Gardens	2.4	0	0	0	0	0	0.0
Fruitland	4.4	1	0	1	0	1	0.2
Gooding	3.3	1	0	1	0	1	0.3
Grangeville	3.2	1	0	1	0	2	0.3
Heyburn	2.8	2	0	1	0	1	0.4
Homedale	2.6	2	0	2	0	3	0.8
Kellogg	2.3	3	0	0	0	0	0.0
Ketchum	3.1	2	0	1	0	1	0.3
Kimberly	2.7	0	0	0	0	0	0.0
Malad	2.1	0	0	0	0	0	0.0
McCall	2.4	6	0	3	0	3	1.2
Middleton	4.4	1	0	0	0	0	0.0
Montpelier	2.5	2	0	0	0	0	0.0
Orofino	3.1	6	0	5	0	7	1.6
Rigby	3.2	1	0	1	0	1	0.3
St. Anthony	3.3	1	0	1	0	1	0.3
St. Maries	2.6	1	0	0	0	0	0.0
Salmon	3.1	4	0	4	0	6	1.3
Shelley	4.1	1	0	1	0	1	0.2
Soda Springs	3.3	1	0	0	0	0	0.0
Star	2.8	0	0	0	0	0	0.0
Wendell	2.4	2	0	0	0	0	0.0
Mean Collision 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 94% 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.: 1997 - 2006



The methodology for the observational seat belt survey was changed in 1998 in accordance with the National Highway Traffic Safety Administration (NHTSA) guidelines. Comparisons of 1998 and future surveys to historical data (1986 – 1997 surveys) should be made with caution as the new methodology differs greatly from the previous methodology. Likewise, the methodology for the national survey differs from that of Idaho and does not include any observation sites in Idaho.

Observational Seat Belt Survey Results

Table 26 shows the observed shoulder harness seat belt use by county.

Table 26
Observed Seat Belt Use by County: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Ada	64.3%	81.0%	85.3%	89.9%	93.0%	3.4%	12.2%
Bannock	58.5%	55.7%	61.2%	58.7%	66.9%	14.0%	0.3%
Bingham	45.2%	47.4%	45.2%	48.7%	53.9%	10.6%	2.7%
Blaine	60.0%	68.7%	68.6%	66.9%	66.6%	-0.5%	3.9%
Bonner	70.9%	74.4%	75.3%	73.0%	82.5%	13.0%	1.0%
Bonneville	62.5%	59.4%	72.4%	70.7%	66.3%	-6.2%	4.8%
Canyon	63.2%	75.1%	77.9%	79.2%	80.5%	1.6%	8.1%
Cassia	49.6%	53.9%	41.8%	66.9%	58.9%	-11.9%	15.4%
Elmore	52.9%	67.9%	70.2%	68.3%	70.8%	3.6%	9.7%
Kootenai	70.2%	78.6%	76.8%	78.5%	89.0%	13.4%	4.0%
Latah	74.0%	74.2%	71.9%	78.6%	79.4%	1.0%	2.1%
Madison	52.4%	58.8%	58.0%	62.2%	65.3%	5.0%	6.1%
Minidoka	48.5%	55.6%	54.2%	75.3%	70.4%	-6.4%	17.0%
Nez Perce	65.4%	74.4%	77.6%	82.5%	85.1%	3.1%	8.1%
Payette	61.2%	71.9%	76.1%	75.4%	86.9%	15.3%	7.4%
Twin Falls	58.9%	63.0%	73.2%	74.5%	68.4%	-8.2%	8.3%
Statewide	**62.9%**	**71.7%**	**74.0%**	**76.0%**	**79.8%**	**5.0%**	**6.7%**

The Office of Highway Operations and Safety evaluates compliance rates through analysis of collision 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 27 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts[4] by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 88.5%, while district 5 (south-eastern Idaho) had the overall lowest usage at 63.3%.

Table 27
Idaho Safety Belt Observation Survey: 2006 – Usage by Vehicle Type

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	89.0%	89.3%	80.8%	86.8%
2	88.2%	86.6%	72.6%	83.1%
3	90.2%	92.1%	81.6%	88.5%
4	75.8%	74.2%	48.5%	66.7%
5	65.2%	69.4%	51.8%	63.3%
6	73.6%	71.2%	47.3%	65.9%
Statewide	**83.3%**	**84.2%**	**69.3%**	**79.8%**

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 81.6% in District 3 (south-western Idaho) to a low of 47.3% 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 97.6% on urban interstates to a low of 32.4% on rural minor collectors.

There was no statistically significant difference between urban and rural sites. Usage on urban roadways was 81.2%, while usage on rural roadways was 76.0%. There was also no statistically significant difference between major and minor roadways. Usage on major roadways was 80.8% while usage on minor roadways was 79.2%. 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 28 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 collisions 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 28
Self-Reported Seat Belt Use : 2002-2006
Age 7 and older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatalities -Restraints Used	37.5%	37.2%	42.4%	40.0%	38.8%	-3.0%	2.5%
Serious Injuries -Restraint Used	57.6%	58.4%	64.7%	64.7%	67.6%	4.5%	4.1%

Of the 206 passenger motor vehicle occupants killed in 2006, only 80 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 80 lives were saved in 2006 by seat belt usage. An additional 58 lives could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 29
2006 Costs of Injuries
Persons Using Safety Restraints versus Persons Not Using Safety Restraints (Age 7 & Older)

	Safety Restraints			Costs of Injuries		
Injury Type	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	80	116	10	$276,960,651	$401,592,944	$34,620,081
Serious Injury	916	384	56	$219,544,578	$92,036,155	$13,421,939
Visible Injury	2,706	685	105	$129,713,456	$32,835,816	$5,033,227
Possible Injury	6,159	656	233	$155,818,329	$16,596,334	$5,894,735
Total				**$782,037,013**	**$543,061,249**	**$58,969,982**

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 81% of the motor vehicle occupants in crashes said they were wearing seat belts, the observational surveys show only 80% wearing seat belts. The numbers of people using seat belts are 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 30 presents self-reported restraint use rates for all motor vehicle occupants, 7 years old and older, involved in fatal and serious injury collisions for each county, comparing 2002 through 2006. Collision data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a collision. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes.

Table 30
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2002-2006
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
50,000 and over							
Ada	77.0%	75.5%	83.2%	85.0%	84.8%	-0.2%	3.5%
Bannock	55.6%	72.1%	66.7%	73.5%	64.8%	-11.9%	10.8%
Bonneville	63.8%	68.5%	73.9%	63.2%	68.5%	8.5%	0.3%
Canyon	62.2%	69.5%	73.5%	79.1%	79.7%	0.7%	8.4%
Kootenai	77.9%	82.8%	80.4%	79.4%	74.3%	-6.4%	0.7%
Twin Falls	81.0%	61.6%	73.1%	82.6%	83.0%	0.5%	2.6%
20,000 - 49,999							
Bingham	55.1%	61.0%	61.2%	58.0%	58.5%	0.8%	2.0%
Blaine	48.7%	60.5%	60.7%	55.3%	76.5%	38.4%	5.2%
Bonner	62.6%	80.7%	64.8%	73.0%	63.3%	-13.2%	7.3%
Cassia	51.0%	37.7%	71.1%	65.6%	50.7%	-22.8%	18.3%
Elmore	66.7%	57.4%	65.4%	69.8%	69.9%	0.2%	2.2%
Latah	65.2%	69.8%	59.2%	84.1%	63.5%	-24.5%	11.3%
Madison	65.6%	62.5%	44.0%	48.0%	58.6%	22.1%	-8.4%
Nez Perce	80.7%	68.0%	83.1%	73.8%	83.5%	13.2%	-1.6%
Payette	58.2%	67.4%	74.5%	79.0%	80.4%	1.8%	10.8%
10,000 - 19,999							
Boundary	73.9%	50.0%	85.7%	58.3%	75.8%	29.9%	2.4%
Franklin	23.3%	56.3%	47.8%	31.8%	66.7%	109.5%	30.9%
Fremont	57.6%	55.9%	73.0%	43.8%	66.7%	52.4%	-4.1%
Gem	58.3%	71.4%	72.7%	60.0%	61.5%	2.6%	2.3%
Gooding	55.8%	51.0%	55.9%	52.5%	43.5%	-17.2%	-1.7%
Idaho	63.4%	43.8%	53.2%	75.0%	71.4%	-4.8%	10.5%
Jefferson	57.1%	59.1%	56.8%	72.0%	46.2%	-35.9%	8.8%
Jerome	55.5%	66.7%	73.6%	63.1%	57.9%	-8.3%	5.4%
Minidoka	48.3%	62.5%	66.2%	67.5%	64.7%	-4.1%	12.4%
Owyhee	46.3%	23.5%	53.1%	32.6%	64.5%	97.9%	12.7%
Shoshone	59.1%	47.4%	76.5%	14.8%	73.3%	395.1%	-13.0%

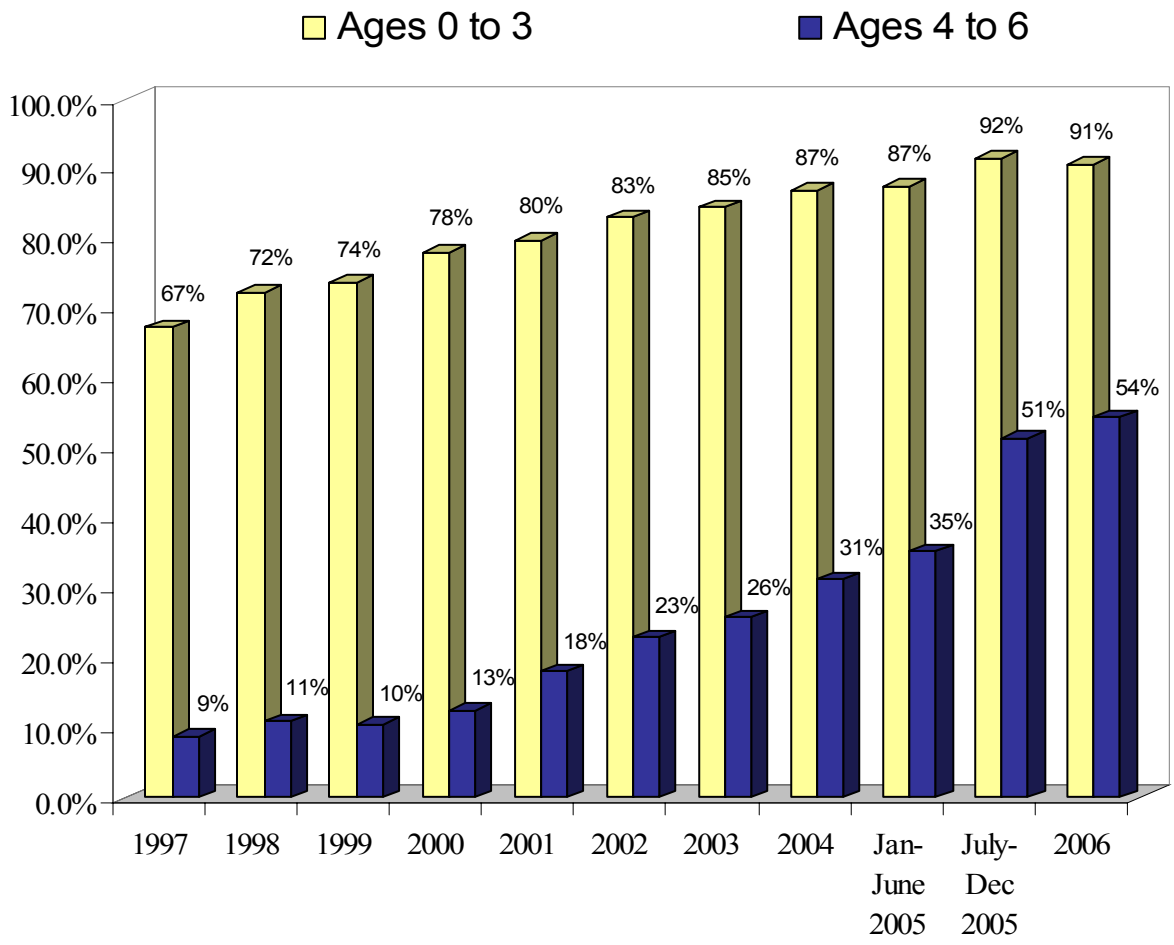
Table 30 (Continued)
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2002-2006
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
5,000 - 9,999							
Bear Lake	66.7%	29.4%	72.7%	75.0%	50.0%	-33.3%	31.5%
Benewah	43.2%	60.0%	63.2%	63.6%	63.2%	-0.8%	15.0%
Boise	64.0%	64.1%	61.4%	59.1%	75.0%	26.9%	-2.6%
Caribou	47.5%	21.4%	50.0%	46.7%	92.9%	99.0%	23.9%
Clearwater	81.8%	44.4%	78.6%	66.7%	42.3%	-36.5%	5.3%
Lemhi	60.5%	53.3%	83.3%	50.0%	59.3%	18.5%	1.5%
Power	48.0%	65.0%	56.3%	52.6%	46.2%	-12.3%	5.2%
Teton	45.5%	81.8%	0.0%	28.6%	58.3%	100.0%	#DIV/0!
Valley	71.4%	62.9%	60.0%	45.8%	48.2%	5.1%	-13.4%
Washington	71.4%	96.2%	33.3%	73.3%	100.0%	36.4%	29.8%
0 - 4,999							
Adams	92.3%	58.3%	40.0%	31.3%	100.0%	220.0%	-30.0%
Butte	88.9%	71.4%	50.0%	44.4%	50.0%	12.5%	-20.3%
Camas	100.0%	50.0%	20.0%	50.0%	66.7%	33.3%	13.3%
Clark	36.4%	60.0%	100.0%	61.5%	40.0%	-35.0%	31.1%
Custer	45.0%	37.5%	52.6%	76.5%	90.0%	17.7%	23.0%
Lewis	90.0%	57.1%	62.5%	76.2%	0.0%	-100.0%	-1.7%
Lincoln	42.1%	36.4%	90.9%	54.6%	52.2%	-4.4%	32.1%
Oneida	45.5%	64.0%	55.2%	40.0%	58.3%	45.8%	-0.2%
Statewide Average	**65.7%**	**67.6%**	**72.1%**	**72.2%**	**73.5%**	**1.8%**	**3.2%**

Child Safety Seat Usage by Age Groups

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

Figure 14
Child Safety Seat Usage in Crashes by Age Group: 1997 - 2006



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

Child Safety Seat – Self-Reported Usage

Table 31 shows self-reported child safety seat use for children in passenger cars, pickups, sport utility vehicles, and vans from 2002 to 2006. 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 31
Self-Reported Child Safety Seat Use by Injury Type: 2002-2006
Under Age 4 (through 2004) and Under Age 7 (2005 and after)
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatalities							
Restrained	1	3	6	5	3	-40.0%	94.4%
Unrestrained	3	2	1	0	0	0.0%	-61.1%
Serious Injuries							
Restrained	9	13	3	17	7	-58.8%	144.7%
Unrestrained	7	3	5	19	12	-36.8%	96.5%
Visible Injuries							
Restrained	37	30	39	51	63	23.5%	14.0%
Unrestrained	22	19	12	39	45	15.4%	58.2%
Possible Injuries							
Restrained	139	162	182	204	217	6.4%	13.7%
Unrestrained	36	49	30	122	71	-41.8%	101.3%
No Injuries							
Restrained	1,620	1,777	1,889	2,449	2,175	-11.2%	15.2%
Unrestrained	301	283	259	932	627	-32.7%	81.8%
Total Restrained	1,654	1,843	2,119	2,727	2,466	-9.6%	18.4%
Total Unrestrained	280	296	319	1,119	771	-31.1%	88.1%
% of Children Restrained	85.5%	86.2%	86.9%	70.9%	76.2%	7.4%	-5.6%

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 4 lives in 2005. Additionally, 10 serious injuries were prevented and 8 of the 12 unrestrained serious injuries may have been prevented if they had all been properly restrained.

Aggressive Driving

Table 32 shows information about collisions in Idaho from 2002 through 2006 involving aggressive driving. The behaviors that define aggressive driving are: 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 collision. 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 32
Aggressive Driving Collisions: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Total Aggressive Driving Collisions	15,066	14,649	15,934	15,572	13,037	-16.3%	1.2%
Fatalities	138	128	116	133	116	-12.8%	-0.7%
Serious Injuries	963	838	867	975	902	-7.5%	1.0%
Visible Injuries	3,223	2,895	2,614	2,511	2,399	-4.5%	-7.9%
Possible Injuries	5,023	5,065	5,519	5,295	4,858	-8.3%	1.9%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Fail to Yield Right of Way	373	353	356	391	396	1.3%	1.8%
Driving Too Fast for Conditions	357	311	334	404	303	-25.0%	5.2%
Exceeded Posted Speed	184	133	129	168	173	3.0%	-0.2%
Following Too Close	106	95	122	114	111	-2.6%	3.8%
Passed Stop Sign	127	97	65	59	71	20.3%	-21.9%
Disregarded Signal	44	53	44	65	56	-13.8%	17.1%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	7.65	6.52	6.63	7.40	6.67	-9.9%	-0.5%

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

In 2006, aggressive driving was a contributing factor in 54% of all collisions in Idaho. While 69% of all aggressive driving collisions occur in urban areas, 68% of the fatal aggressive driving collisions occur in rural areas. Only 22% of all aggressive driving collisions involved a single vehicle, while 42% of fatal aggressive driving collisions involved only one vehicle. Of the 42 fatal aggressive driving crashes that involved a single vehicle, 36 (or 86%) occurred in rural areas.

The economic cost of collisions involving aggressive driving was $875.9 million dollars in 2006. This represents 49% of the total costs of Idaho collisions (as shown in Table 4).

Involvement in Aggressive Driving Collisions by Driver Age

Table 33 shows the involvement in aggressive driving collisions by driver age. Drivers ages 19 and younger were 4.1 times as likely to be involved in aggressive driving collisions as all other drivers, while drivers ages 20 to 24 are 2.0 times as likely as all other drivers to be involved in aggressive driving collisions. (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 collisions.

Table 33
Involvement in Aggressive Driving Collisions by Drivers Age: 2006

	Licensed Drivers		Drivers in All Aggressive Driving Collisions			Drivers in Fatal and Injury Aggressive Driving Collisions		
Age	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	42	0.3%		25	0.4%	
15	4,166	0.4%	241	1.8%	4.4	107	1.9%	4.7
16	11,423	1.1%	641	4.8%	4.3	260	4.7%	4.1
17	15,717	1.6%	745	5.6%	3.6	290	5.2%	3.3
18	16,758	1.7%	801	6.0%	3.6	330	5.9%	3.6
19	17,974	1.8%	631	4.7%	2.7	265	4.8%	2.7
20	18,488	1.8%	560	4.2%	2.3	247	4.4%	2.4
21	17,255	1.7%	516	3.9%	2.3	200	3.6%	2.1
22	18,586	1.8%	452	3.4%	1.8	183	3.3%	1.8
23	19,273	1.9%	418	3.1%	1.6	171	3.1%	1.6
24	19,699	2.0%	393	3.0%	1.5	143	2.6%	1.3
25-34	177,445	17.6%	2,509	18.9%	1.1	1,100	19.8%	1.1
35-44	177,640	17.6%	1,700	12.8%	0.7	697	12.5%	0.7
45-54	194,866	19.3%	1,432	10.8%	0.6	606	10.9%	0.6
55-64	151,904	15.1%	989	7.4%	0.5	403	7.2%	0.5
65-74	87,530	8.7%	506	3.8%	0.4	226	4.1%	0.5
75+	59,292	5.9%	522	3.9%	0.7	243	4.4%	0.7
Not Stated or Other			197	1.5%		65	1.2%	
TOTALS	**1,008,016**		**13,295**			**5,561**		

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

Youthful Drivers

Table 34 shows the collisions involving youthful drivers. Youthful drivers are drivers ages 15 to 19. In 2006, more than one out of every four collisions involved a youthful driver. In 2006, 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 34
Collisions Involving Youthful Drivers (15 to 19 Years Old): 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Total Collisions	7,720	7,368	7,408	7,309	6,216	-15.0%	-1.8%
Fatalities	50	45	39	38	38	0.0%	-8.6%
Serious Injuries	454	354	376	377	403	6.9%	-5.2%
Visible Injuries	1,709	1,478	1,258	1,156	1,233	6.7%	-12.2%
Possible Injuries	2,658	2,498	2,479	2,471	2,342	-5.2%	-2.4%
Drivers 15-19 in Fatal & Serious Injury Collisions	408	328	335	326	339	4.0%	-6.7%
% of all Drivers in Fatal & Serious Injury Collisions	16.2%	14.3%	13.8%	13.5%	14.1%	4.7%	-5.8%
Licensed Drivers 15-19	67,050	65,605	65,391	66,637	66,038	-0.9%	-0.2%
% of Total Licensed Drivers	7.4%	7.1%	6.9%	6.8%	6.6%	-3.3%	-2.7%
Driver Involvement Rate*	2.20	2.01	2.01	1.99	2.15	8.3%	-3.2%
Teen Drivers in Fatal Crashes	46	38	36	35	35	0.0%	-8.5%
Impaired Teen Drivers in Fatal Crashes	8	10	8	10	7	-30.0%	10.0%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	17.4%	26.3%	22.2%	28.6%	20.0%	-30.0%	21.4%

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

In 2006, the economic cost of collisions involving youthful drivers was $356.3 million dollars. This represents 20% of the total cost of collisions (as shown in Table 4).

Emergency Medical Services

Table 35 shows Emergency Medical Services (EMS) response to collisions in Idaho. EMS response to collisions indicates the number of collisions where an EMS unit responded and transported persons to medical facilities.

Table 35
Emergency Medical Services Response to Collisions: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Total Collisions	26,477	26,700	28,332	28,238	24,225	-14.2%	2.2%
Response to Fatal & Injury Collisions	4,842	6,282	6,624	6,550	6,519	-0.5%	11.4%
% of Fatal & Injury Collisions	48.8%	63.3%	65.7%	65.2%	66.7%	2.4%	10.9%
Persons Killed or Injured in Collisions	15,026	14,894	14,994	14,711	14,217	-3.4%	-0.7%
Transported from Rural Areas	3,596	3,567	3,549	3,234	3,063	-5.3%	-3.4%
Transported from Urban Areas	2,732	2,570	2,643	2,740	2,777	1.4%	0.2%
Total Transported by EMS	6,328	6,137	6,192	5,974	5,840	-2.2%	-1.9%
% of Killed/Injured Transported	42.1%	41.2%	41.3%	40.6%	41.1%	1.2%	-1.2%
Trapped and Extricated	583	554	568	651	586	-10.0%	4.1%
Fatal/Serious Injuries Transported by Helicopter	243	280	271	258	201	-22.1%	2.4%

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

Pedestrians in Collisions

Table 36 gives information about pedestrians in collisions from 2002 to 2006. While collisions involving pedestrians increased by 9% in 2006, the number of pedestrians killed in motor vehicle collisions decreased by 11%. Of all pedestrians involved in collisions in 2006, 99% received some degree of injury. Of those injured or killed in pedestrian collisions, 17% were between the ages of 4 and 14. Of the pedestrians killed in motor vehicle collisions in 2006, all were 25 years of age or older and 75% were 40 years of age or older. Impaired pedestrians were involved in 14% of all pedestrian collisions and 75% of fatal pedestrian collisions.

Table 36
Pedestrians in Collisions: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Pedestrian Collisions	199	213	235	206	224	8.7%	1.7%
Fatalities	15	13	18	9	8	-11.1%	-8.3%
Serious Injuries	53	51	64	51	56	9.8%	0.5%
Visible Injuries	96	91	97	91	99	8.8%	-1.6%
Possible Injuries	41	65	67	62	71	14.5%	18.1%
Pedestrians in Collisions	208	223	249	218	236	8.3%	2.1%
Pedestrian Fatal and Serious Injuries	68	64	82	60	64	6.7%	-1.5%
% of All Fatal and Serious Injuries	3.4%	3.4%	4.3%	2.9%	3.3%	13.8%	-2.1%
Impaired Fatal and Serious Injuries*	13	13	19	11	15	36.4%	1.3%
% of Pedestrian Fatal & Serious Injuries	19.1%	20.3%	23.2%	18.3%	23.4%	27.8%	-0.2%
Pedestrians in Fatal and Injury Collisions by Age							
0 to 3	8	5	0	4	7	75.0%	54.2%
4 to 14	44	58	76	48	39	-18.8%	8.7%
15 to 19	24	27	31	39	33	-15.4%	17.7%
20 to 24	25	23	29	28	32	14.3%	4.9%
25 to 34	26	22	27	24	29	20.8%	-1.3%
35 to 44	27	14	18	22	26	18.2%	0.9%
45 to 54	19	27	32	22	32	45.5%	9.8%
55 to 64	8	12	16	16	16	0.0%	27.8%
65 and Older	22	29	16	10	17	70.0%	-16.8%
Missing/Unknown Age	5	4	3	3	5	66.7%	-15.0%

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

In 2006, the economic cost of collisions involving pedestrians was $47.7 million dollars. This represents 3% of the total cost of Idaho collisions (as shown in Table 4).

Bicyclists in Collisions

Table 37 gives information about bicyclists in collisions from 2002 to 2006. The number of bicycle collisions increased in 2006 by 2%. Of the bicyclists involved in collisions in 2006, 99% received some degree of injury. Of all bicyclists involved in collisions in 2006, 30% were between the ages of 4 and 14.

Table 37
Bicyclists in Collisions: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Bicycle Collisions	314	319	276	321	328	2.2%	1.5%
Fatalities	3	2	3	3	2	-33.3%	5.6%
Serious Injuries	51	36	28	42	29	-31.0%	-0.5%
Visible Injuries	170	186	142	167	180	7.8%	1.1%
Possible Injuries	92	92	96	106	120	13.2%	4.9%
Bicyclists in Collisions	327	326	279	327	333	1.8%	0.8%
Bicycle Fatal and Serious Injuries	54	38	31	45	31	-31.1%	-1.0%
% of All Fatal and Serious Injuries	2.7%	2.0%	1.6%	2.2%	1.6%	-26.5%	-3.6%
Bicyclists in Collisions Wearing Helmets	39	49	35	56	55	-1.8%	19.0%
% of Bicyclists Wearing Helmets	11.9%	15.0%	12.5%	17.1%	16.5%	-3.6%	15.3%
Impaired Fatal and Serious Injuries*	3	1	0	3	0	-300.0%	11.1%
% of Bicycle Fatal & Serious Injuries	5.6%	2.6%	0.0%	6.7%	0.0%	-6.7%	52.5%
Bicyclists in Collisions by Age							
0 to 3	0	0	1	1	3	200.0%	33.3%
4 to 14	134	123	105	109	100	-8.3%	-6.3%
15 to 19	58	62	44	56	70	25.0%	1.7%
20 to 24	39	31	38	38	31	-18.4%	0.7%
25 to 34	26	38	30	39	41	5.1%	18.4%
35 to 44	29	29	22	36	26	-27.8%	13.2%
45 to 54	22	21	17	19	33	73.7%	-3.9%
55 to 64	5	9	9	13	16	23.1%	41.5%
65 and Older	8	4	6	7	6	-14.3%	5.6%
Missing/Unknown Age	6	9	7	9	7	-22.2%	18.8%

** 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 collisions 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 8% of bicyclists under age 25 were wearing helmets.

In 2006, the economic cost of collisions involving bicyclists was $25.5 million dollars. This represents 1% of the total cost of Idaho collisions (as shown in Table 4).

Motorcyclists in Collisions

Table 38 shows data for motorcyclists involved in collisions from 2002 to 2006. The number of motorcycle collisions decreased in 2006, however, all collisions decreased in 2006 due to a change of the property damage reporting threshold in Idaho statute. Of all motorcyclists involved in collisions in 2006, 88% received some degree of injury. Of all motorcycle collisions, 10% involved impaired motorcyclists, while 38% of fatal motorcycle collisions involved impaired motorcyclists. Just over half (52%) of all motorcycle collisions were single-vehicle collisions, while 56% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2006, 79% were 35 years old or older.

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 collisions in 2006 were wearing a helmet.

Table 38
Motorcyclists in Collisions: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Motorcycle Collisions	403	437	508	549	516	-6.0%	10.9%
Fatalities	11	19	24	26	38	46.2%	35.8%
Serious Injuries	130	139	145	185	149	-19.5%	12.9%
Visible Injuries	185	178	216	224	212	-5.4%	7.1%
Possible Injuries	73	99	110	110	119	8.2%	15.6%
Motorcyclists in Collisions	465	500	578	625	589	-5.8%	10.4%
Registered Motorcycles*	43,245	46,935	52,614	60,202	51,842	-13.9%	11.7%
Motorcyclists Wearing Helmets	175	193	246	270	286	5.9%	15.8%
% Motorcyclists Wearing Helmets	37.6%	38.6%	42.6%	43.2%	48.6%	12.4%	4.8%
Impaired Motorcycle Collisions	42	44	58	58	54	-6.9%	12.2%
% Impaired Motorcycle Collisions	10.4%	10.1%	11.4%	10.6%	10.5%	-0.9%	0.8%
Motorcycle Drivers in Collisions by Age							
0 to 14	5	7	9	3	4	33.3%	0.6%
15 to 20	32	48	54	57	60	5.3%	22.7%
21 to 24	59	52	66	61	54	-11.5%	2.5%
25 to 34	67	83	102	107	105	-1.9%	17.2%
35 to 44	86	96	101	96	93	-3.1%	4.0%
45 to 54	119	95	119	135	117	-13.3%	6.2%
55 to 64	36	44	52	69	63	-8.7%	24.4%
65 and up	3	17	18	18	24	33.3%	157.5%
Missing/Unknown	4	9	8	6	6	0.0%	29.6%

* Obtained from Economics and Research Section, Idaho Transportation Department - Units Registered by Registration Type. Prior to July1, 2005, plated ATV's were issued the same registration as plated motorcycles. As of July 1, 2005, a new registration category was created to separate the two categories of vehicles. This change resulted in fewer vehicles being identified as motorcycles.

In 2006, the economic cost of collisions involving motorcyclists was $180.6 million dollars. This represents 10% of the total cost of Idaho collisions (as shown in Table 4).

Commercial Motor Vehicles in Collisions

Table 39 shows Commercial Motor Vehicle (CMV) collisions for 2002 through 2006. For the purposes of collision 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 39
Commercial Motor Vehicle Collision Rates : 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatal Collisions	32	40	31	30	25	-16.7%	-0.2%
Injury Collisions	526	492	536	527	502	-4.7%	0.3%
Total Collisions	1,766	1,704	1,918	1,983	1,710	-13.8%	4.1%
Commercial VMT (100 millions)	25.4	25.4	26.4	27.3	28.3	3.6%	2.5%
Fatal Collision Rate	1.3	1.6	1.2	1.1	0.9	-19.5%	-2.3%
Injury Collision Rate	20.7	19.3	20.3	19.3	17.7	-8.0%	-2.2%
Total Collision Rate	69.4	67.0	72.6	72.5	60.4	-16.7%	1.6%

Table 40 presents the location of CMV collisions by severity and roadway type. While 55% of all CMV collisions occurred on rural roadways, 80% of fatal CMV collisions took place on rural roadways.

The largest percentage of all CMV collisions (46%) occurred on local roads, while the largest percentage of fatal CMV collisions (64%) took place on US and State highways.

Table 40
Location of Commercial Motor Vehicle Collisions by Roadway Type: 2006

	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	3	12.0%	68	13.5%	149	12.6%	220	12.9%
Urban	1	4.0%	33	6.6%	71	6.0%	105	6.1%
U.S. or State Highway								
Rural	14	56.0%	142	28.3%	263	22.2%	419	24.5%
Urban	2	8.0%	56	11.2%	120	10.1%	178	10.4%
Local								
Rural	3	12.0%	97	19.3%	198	16.7%	298	17.4%
Urban	2	8.0%	106	21.1%	382	32.3%	490	28.7%
Total	**25**	**1.5%**	**502**	**29.4%**	**1,183**	**69.2%**	**1,710**	

Table 41 shows the number of collisions by severity that each type of commercial motor vehicle was involved in for 2002 to 2006.

Table 41
Collisions Involving Commercial Motor Vehicles by Vehicle Type : 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Bus							
Fatal Collisions	2	1	0	1	0	-100.0%	-16.7%
Injury Collisions	42	30	37	43	31	-27.9%	3.7%
Property Damage Collisions	116	90	105	94	87	-7.4%	-5.4%
Single Unit Truck							
Fatal Collisions	8	13	12	12	10	-16.7%	18.3%
Injury Collisions	175	156	195	161	173	7.5%	-1.1%
Property Damage Collisions	360	336	402	425	390	-8.2%	6.2%
Single Unit Truck with Trailer							
Fatal Collisions	0	2	2	1	0	-100.0%	50.0%
Injury Collisions	25	29	28	25	35	40.0%	0.6%
Property Damage Collisions	72	76	90	76	74	-2.6%	2.8%
Truck Tractor Only (Bobtail)							
Fatal Collisions	1	1	1	1	0	-100.0%	0.0%
Injury Collisions	6	13	14	8	16	100.0%	27.2%
Property Damage Collisions	21	30	35	36	25	-30.6%	20.8%
Semi with Single-Trailer Configurations							
Fatal Collisions	19	20	16	11	11	0.0%	-15.3%
Injury Collisions	253	235	239	253	212	-16.2%	0.1%
Property Damage Collisions	559	561	629	696	550	-21.0%	7.7%
Semi with Double-Trailer Configurations							
Fatal Collisions	3	2	2	4	3	-25.0%	22.2%
Injury Collisions	40	37	35	52	50	-3.8%	11.9%
Property Damage Collisions	108	93	113	122	88	-27.9%	5.2%
Semi with Triple-Trailer Configurations							
Fatal Collisions	0	1	0	0	1	100.0%	0.0%
Injury Collisions	1	0	2	1	4	300.0%	16.7%
Property Damage Collisions	11	13	9	6	9	50.0%	-15.3%

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

Table 42
Vehicles in All Collisions by Vehicle Type: 2002-2006

Vehicle Type	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Passenger Cars	23,102	23,363	23,780	23,931	20,062	-16.2%	1.2%
%	49.9%	50.4%	48.4%	49.0%	48.1%	-1.8%	-0.5%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	20,334	20,346	22,357	21,830	18,968	-13.1%	2.5%
%	43.9%	43.9%	45.5%	44.7%	45.5%	1.7%	0.6%
Medium Trucks*	652	623	743	719	699	-2.8%	3.9%
%	1.4%	1.3%	1.5%	1.5%	1.7%	13.8%	1.8%
Large Trucks**	1,057	1,034	1,124	1,222	1,004	-17.8%	5.1%
%	2.3%	2.2%	2.3%	2.5%	2.4%	-3.8%	3.2%
Buses	163	122	143	141	119	-15.6%	-3.1%
%	0.4%	0.3%	0.3%	0.3%	0.3%	-1.2%	-5.1%
Motorcycles	415	452	533	558	528	-5.4%	10.5%
%	0.9%	1.0%	1.1%	1.1%	1.3%	10.8%	8.5%
All Other***	577	443	458	393	288	-26.7%	-11.3%
%	1.2%	1.0%	0.9%	0.8%	0.7%	-14.2%	-13.1%
TOTALS	46,300	46,383	49,138	48,794	41,668	-14.6%	1.8%

**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 43 presents injury severity comparisons by vehicle type for all persons in CMV collisions. In 2006, there were 4,410 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 40% of the persons involved in CMV collisions. Of the 37 fatalities that occurred in CMV collisions, 77% were occupants of passenger cars, pickups, vans, or other vehicles while 7% were occupants of CMV's.

Table 43
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Collisions: 2006

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	2	13	10	5	30
% of Fatalities	6.7%	43.3%	33.3%	16.7%	0.7%
Serious Injuries	24	66	49	5	144
% of Serious Injuries	16.7%	45.8%	34.0%	3.5%	3.3%
Visible Injuries	102	65	72	10	249
% of Visible Injuries	41.0%	26.1%	28.9%	4.0%	5.6%
Possible Injuries	118	110	91	3	322
% of Possible Injuries	36.6%	34.2%	28.3%	0.9%	7.3%
Non-Injury	2,366	636	624	11	3,637
% of Non- Injury	65.1%	17.5%	17.2%	0.3%	82.5%
Unknown	13	6	7	2	28
% of Unknown	46.4%	21.4%	25.0%	7.1%	0.6%
Column Totals	2,625	896	853	36	4,410
(% OF TOTAL)	59.5%	20.3%	19.3%	0.8%	

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

In 2006, the economic cost of collisions involving commercial motor vehicles was $161.6 million dollars. This represents 9% of the total cost of Idaho collisions (as shown in Table 4).

Motor Vehicle Collisions in Work Zones

Table 44 shows the collisions that took place in work zones for 2002 through 2006.

Table 44
Collisions in Work Zones: 2002-2006

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Work Zone Collisions	266	357	265	197	198	0.5%	-5.7%
Fatalities	2	2	8	0	2	200.0%	66.7%
Serious Injuries	27	21	23	14	21	50.0%	-17.3%
Visible Injuries	49	54	42	27	32	18.5%	-15.9%
Possible Injuries	70	132	85	71	71	0.0%	12.2%
% All Collisions	1.0%	1.3%	0.9%	0.7%	0.8%	17.2%	-7.5%
Workers Injured	4	0	1	0	2	200.0%	-33.3%

The 4 workers injured in 2002 resulted from 3 separate collisions; 2 sustained serious injuries and 2 sustained visible injuries. 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. 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 collisions comprised 28% of the collisions in work zones in 2006. While overturn was the predominant most harmful event in single-vehicle collisions in work zones, rear end was the predominant most harmful event for multiple-vehicle collisions in work zones.

Table 45 shows work zone collisions by road type.

Table 45
Work Zone Collisions by Roadway Type: 2006

	Fatal Collisions		Injury Collisions		Property Damage Collisions		All Collisions	
Interstate								
Rural	0	0.0%	6	6.7%	12	11.2%	18	9.1%
Urban	1	0.0%	2	2.2%	7	6.5%	10	5.1%
U.S. or State Highway								
Rural	1	0.0%	18	20.2%	18	16.8%	37	18.7%
Urban	0	0.0%	10	11.2%	12	11.2%	22	11.1%
Local								
Rural	0	0.0%	10	11.2%	7	6.5%	17	8.6%
Urban	0	0.0%	43	48.3%	51	47.7%	94	47.5%
Total	**2**	**1.0%**	**89**	**44.9%**	**107**	**54.0%**	**198**	

Table 46 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

Table 46
Collisions in Work Zones by Transportation District: 2006

	Fatal Collisions	Injury Collisions	Property Damage Collisions	Total Collisions
District 1	0	12	18	30
District 2	0	2	7	9
District 3	1	51	55	107
District 4	0	11	11	22
District 5	0	7	8	15
District 6	1	6	8	15
Statewide	**2**	**89**	**107**	**198**

In 2006, the economic cost of collisions in work zones was $15.6 million dollars. This represents less than 1% of the total cost of Idaho collisions (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.

COLLISION (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 COLLISION: Any motor vehicle collision that resulted in the death of one or more persons due to injuries received from the collision within 30 days of the collision.

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

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 COLLISION: Any collision in which an officer indicated on the collision report that alcohol or drugs were used, or were a contributing factor in the collision.

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

INJURY SEVERITY:

Fatal Injury (Death) - Any injury that results in the death of a person within 30 days of the collision 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 collision 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

MOTORCYCLE: A motorcycle is any motor vehicle having a seat or saddle for the use of its operator and designed to travel on not more than three wheels on the ground.

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.

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 collision 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: 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, Technical Advisory: Motor Vehicle Accident Costs, T 7570.2, October 31,1994.

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 Collision Locations in 2006

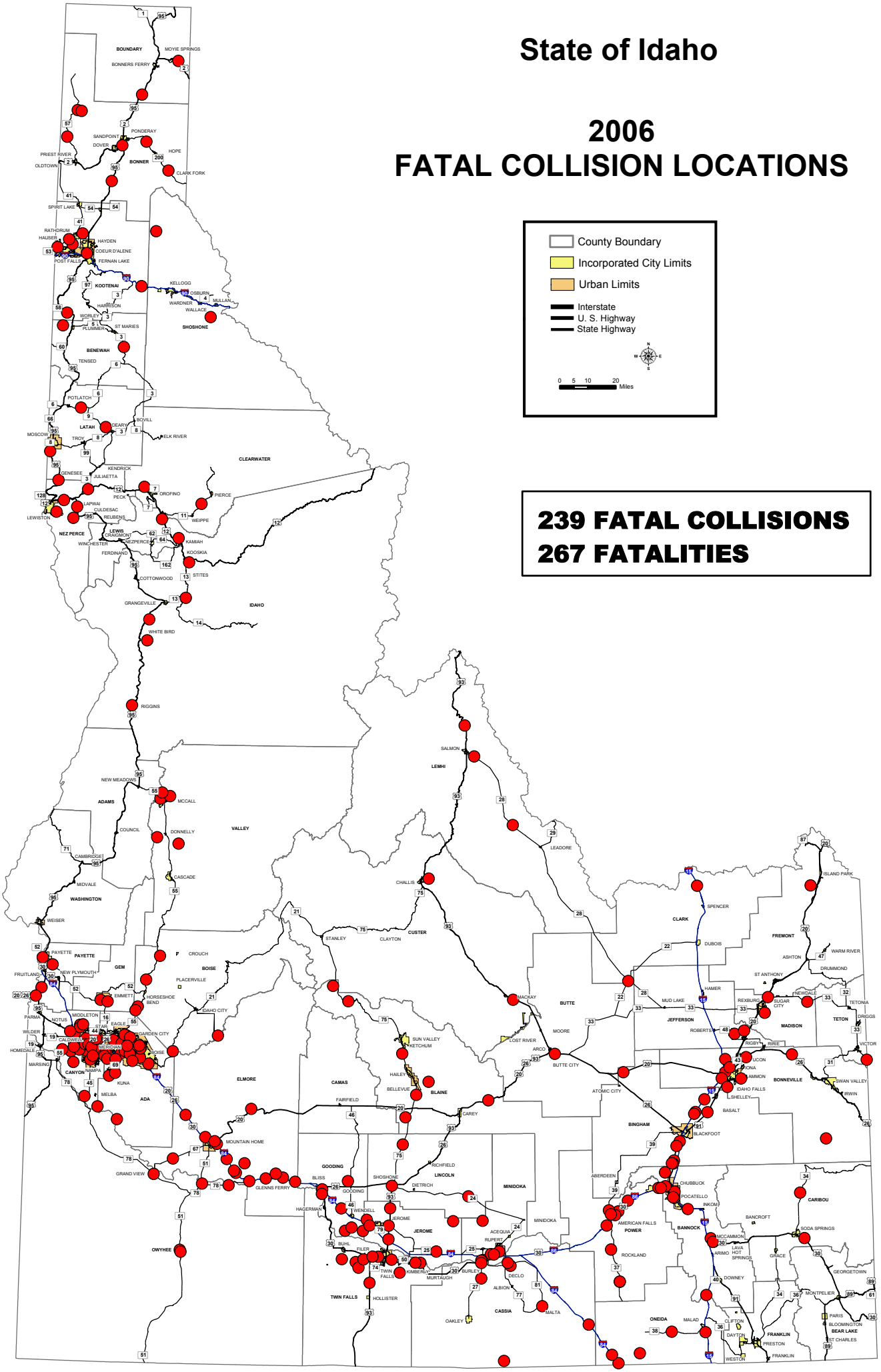
Each spot indicates the location of a fatal collision. The number of fatalities for each transportation district is also given. The maps are intended to give general locations of fatal collisions; the precise location cannot be determined from maps. For precise locations or for the number of collisions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

State of Idaho

June 2007

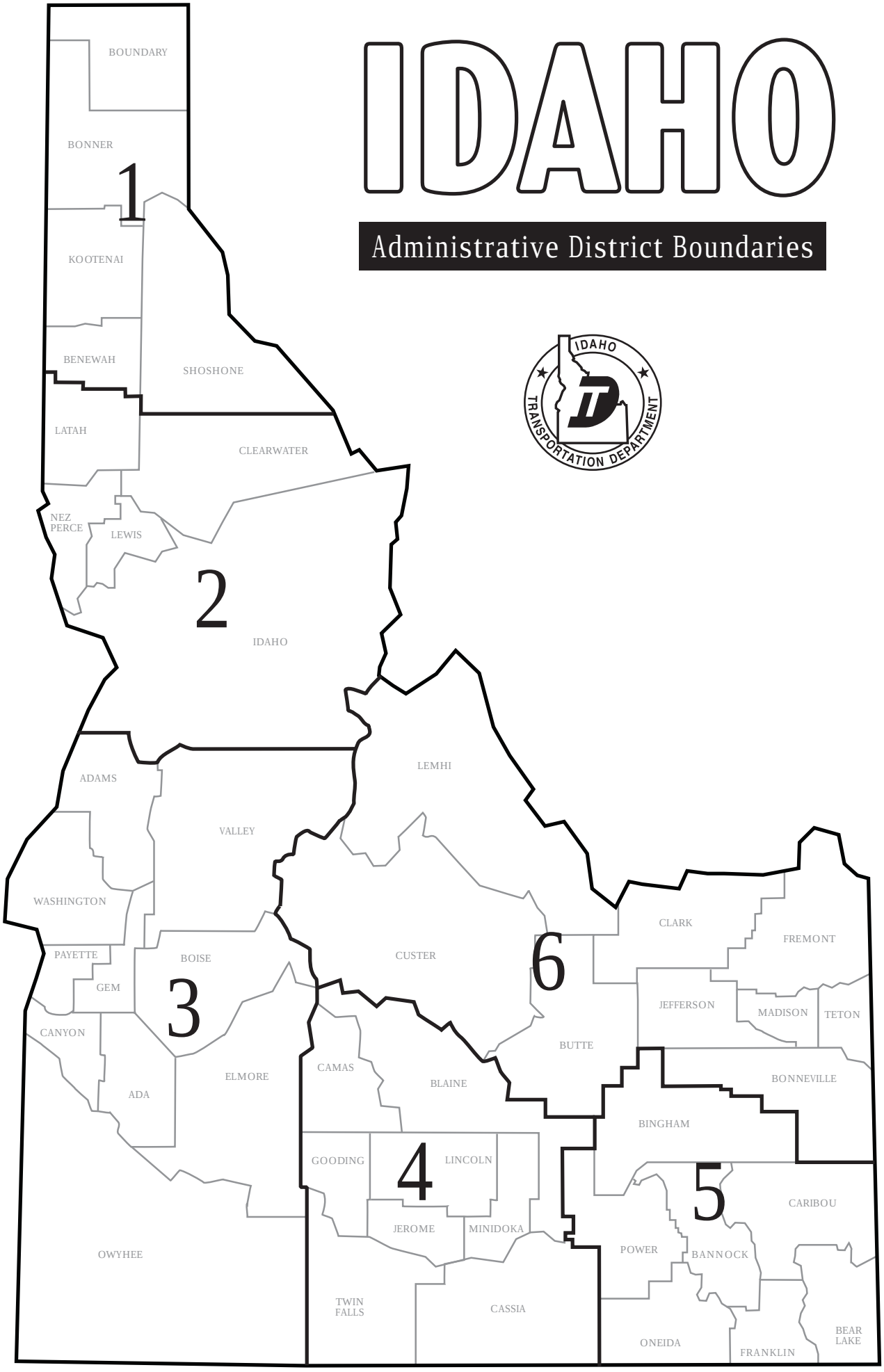
2006
FATAL COLLISION LOCATIONS

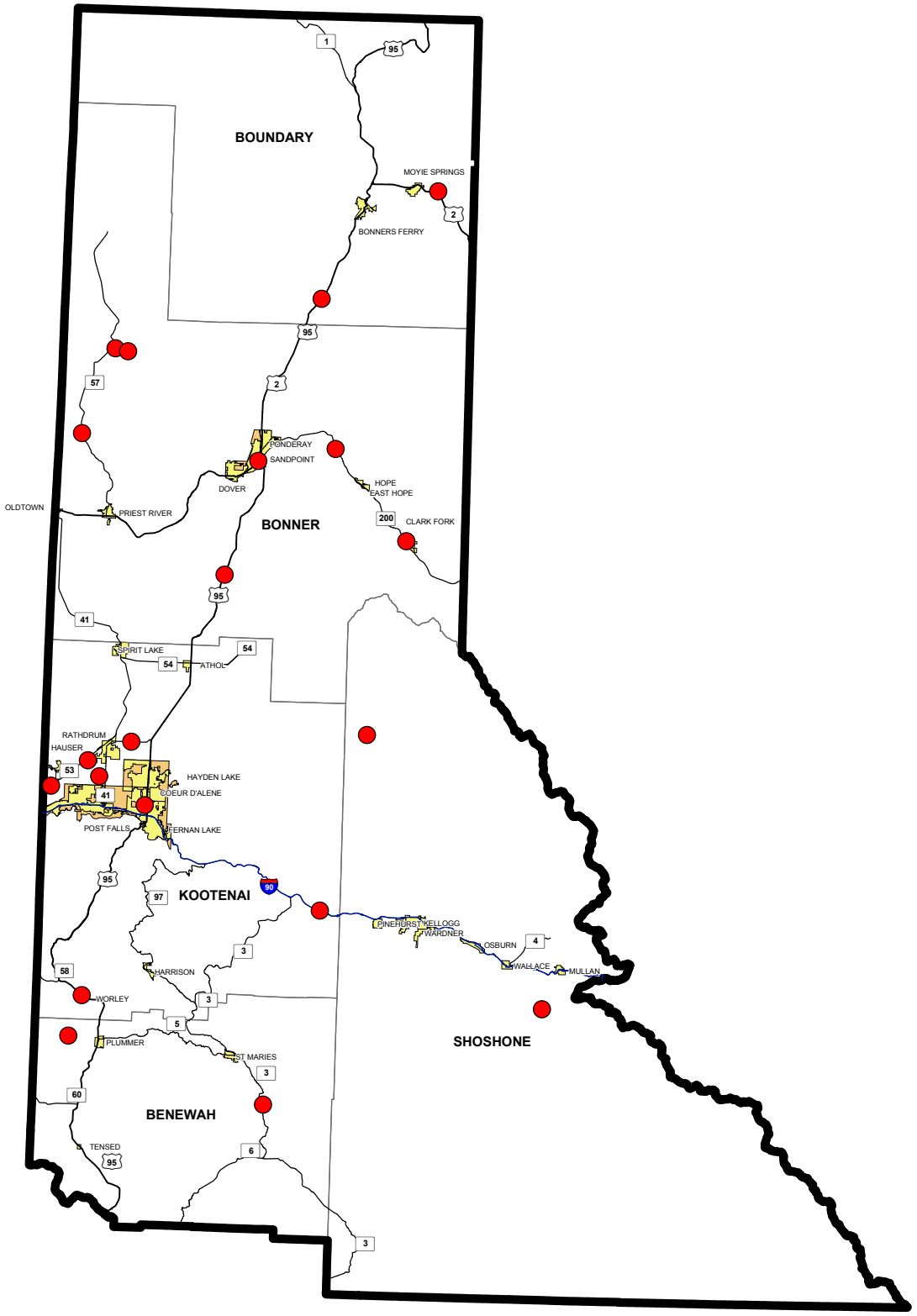
239 FATAL COLLISIONS
267 FATALITIES



IDAHO

Administrative District Boundaries





June 2007

State of Idaho

DISTRICT ONE

2006

FATAL COLLISION LOCATIONS

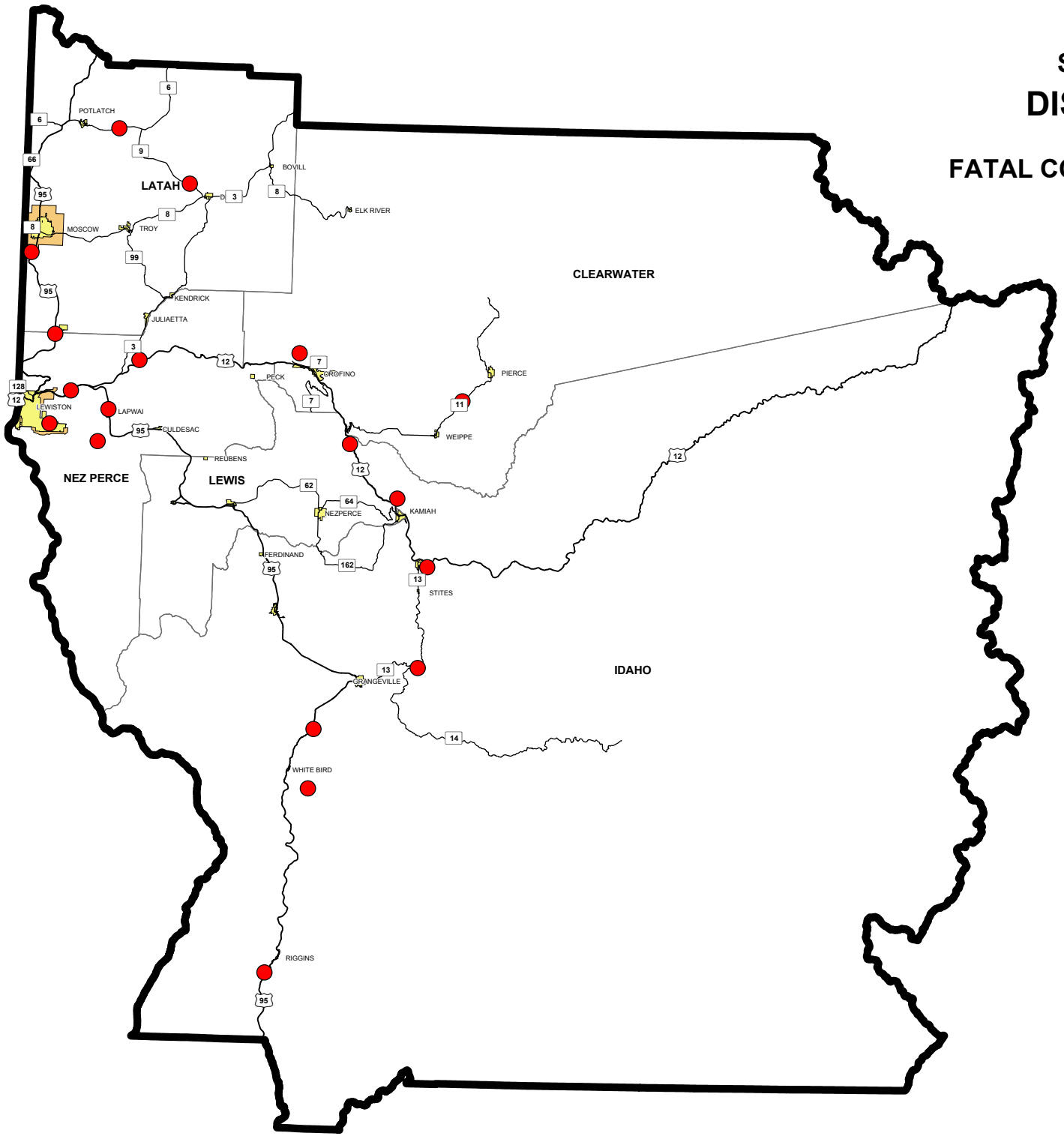
County Boundary
Incorporated City Limits
Urban Limits
Interstate
U. S. Highway
State Highway

0 3 6 12 Miles

20 FATAL COLLISIONS
22 FATALITIES

State of Idaho
DISTRICT TWO
2006
FATAL COLLISION LOCATIONS

June 2007



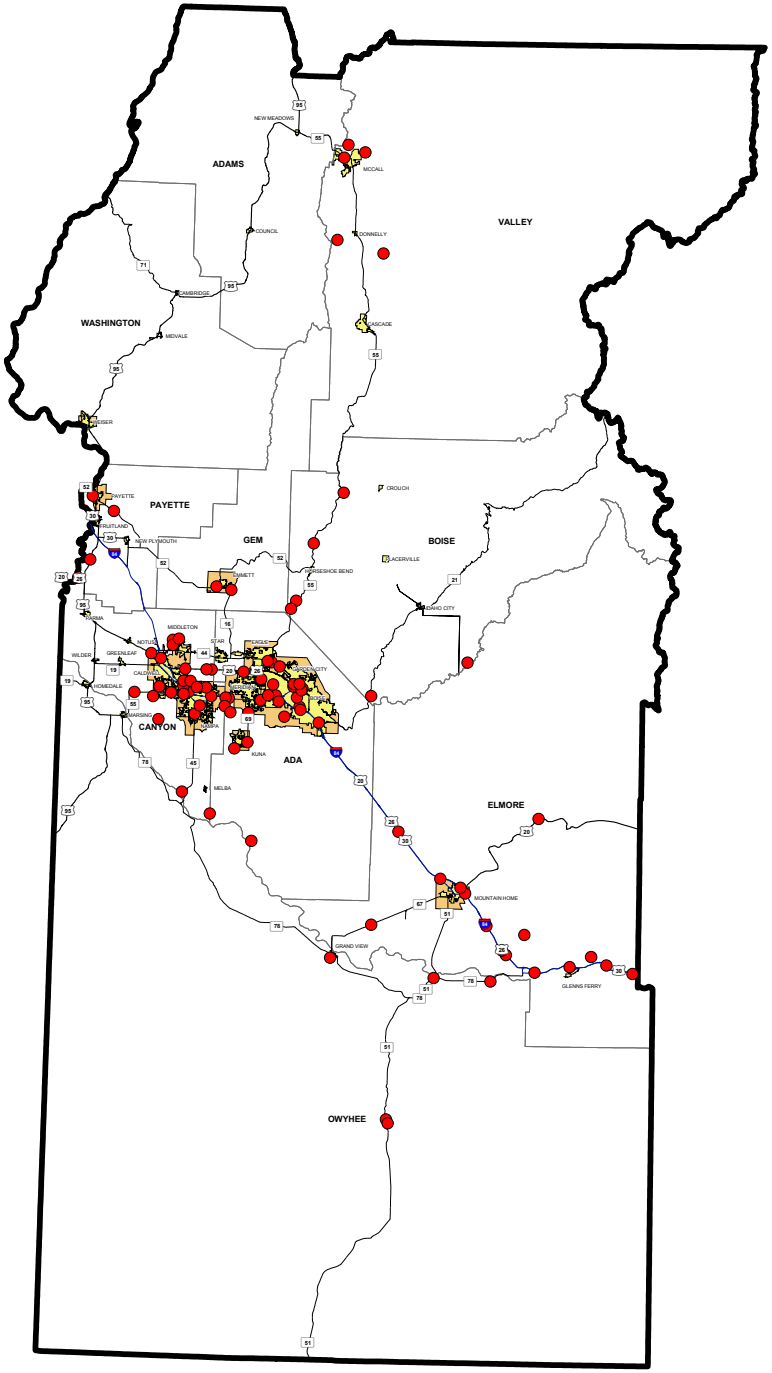
County Boundary
Incorporated City Limits
Urban Limits
Interstate
U. S. Highway
State Highway

0 3 6 12 Miles

19 FATAL COLLISIONS
20 FATALITIES

June 2007

State of Idaho
DISTRICT THREE
2006
FATAL COLLISION LOCATIONS



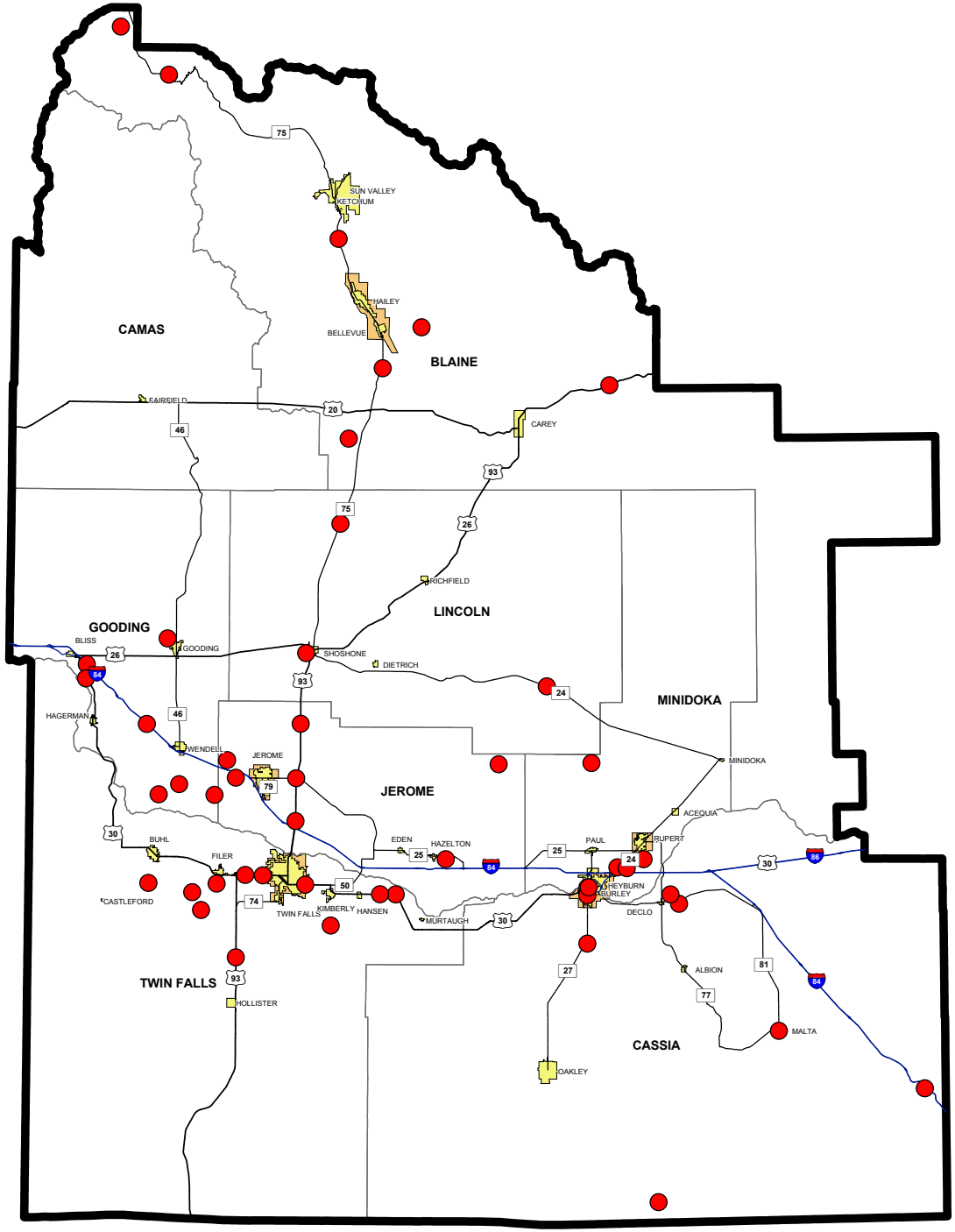
County Boundary
Incorporated City Limits
Urban Limits
Interstate
U. S. Highway
State Highway

0 5 10 20 Miles

90 FATAL COLLISIONS
102 FATALITIES

June 2007

State of Idaho
DISTRICT FOUR
2006
FATAL COLLISION LOCATIONS



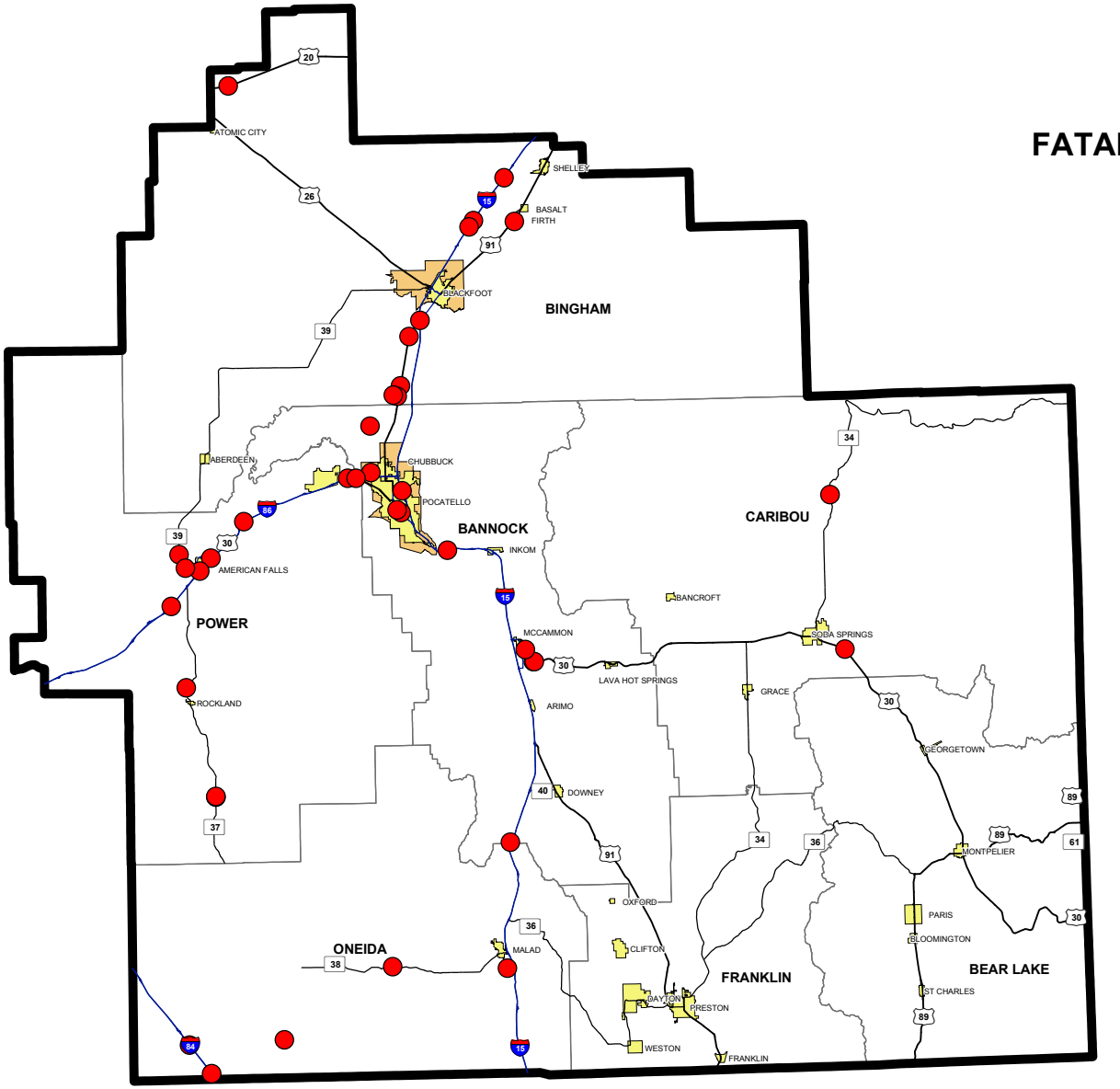
County Boundary
Incorporated City Limits
Urban Limits
Interstate
U. S. Highway
State Highway

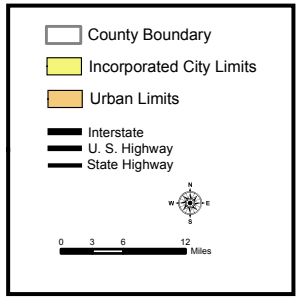
0 3 6 12 Miles

48 FATAL COLLISIONS
54 FATALITIES

June 2007

State of Idaho
DISTRICT FIVE
2006
FATAL COLLISION LOCATIONS

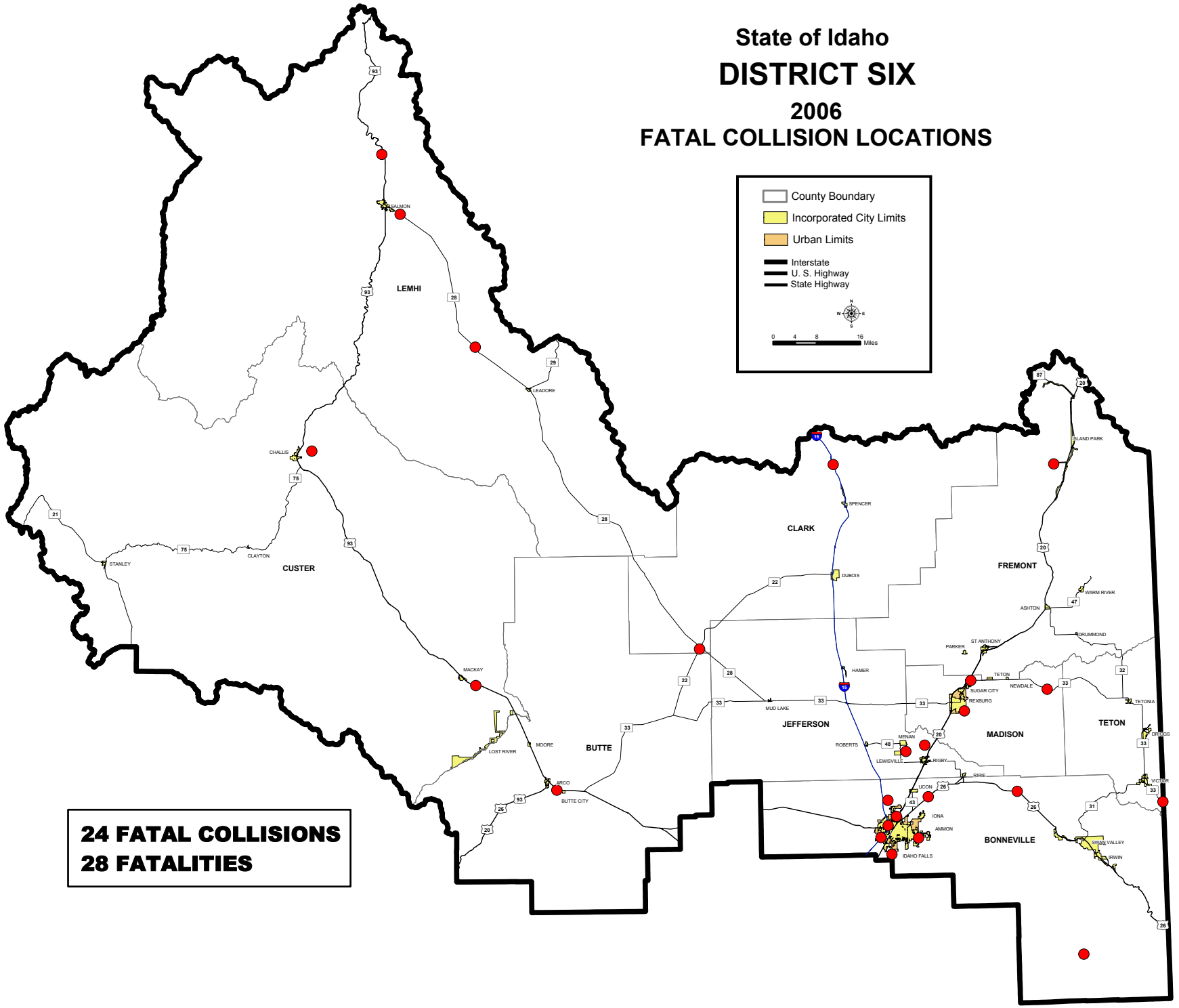




38 FATAL COLLISIONS
41 FATALITIES

June 2007

State of Idaho
DISTRICT SIX
2006
FATAL COLLISION LOCATIONS



24 FATAL COLLISIONS
28 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.

Collision Information for Selected Routes on the State Highway System: 2002-2006

I-15	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	6	12	11	9	10	**48**
Fatalities	6	12	12	11	11	**52**
Total Collisions	497	515	652	582	501	**2,747**
Average Daily Traffic	9,820	9,960	10,060	9,990	10,130	**50,130**
Fatal Collision Rate	0.85	1.68	1.53	1.26	1.38	**1.34**
Total Collision Rate	70.75	72.28	90.59	81.43	69.13	**76.86**

I-84	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	20	30	32	23	21	**126**
Fatalities	22	32	39	25	23	**141**
Total Collisions	1,143	1,138	1,439	1,265	1,103	**6,088**
Average Daily Traffic	18,820	18,780	18,940	19,420	20,080	**96,640**
Fatal Collision Rate	1.06	1.59	1.68	1.18	1.04	**1.30**
Total Collision Rate	60.36	60.23	75.51	64.74	54.60	**63.00**

I-86	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	5	8	4	2	4	**23**
Fatalities	6	10	5	2	4	**27**
Total Collisions	142	144	212	151	127	**776**
Average Daily Traffic	8,100	8,000	8,020	7,950	8,050	**39,970**
Fatal Collision Rate	2.69	4.36	2.17	1.10	2.17	**2.50**
Total Collision Rate	76.42	78.46	115.23	82.80	68.77	**84.31**

I-90	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	0	4	2	1	**9**
Fatalities	3	0	4	3	1	**11**
Total Collisions	491	443	418	345	401	**2,098**
Average Daily Traffic	17,103	17,212	17,438	17,760	18,080	**88,249**
Fatal Collision Rate	0.43	0.00	0.85	0.42	0.21	**0.38**
Total Collision Rate	106.52	95.50	88.94	72.08	82.29	**88.87**

Collision Information for Selected Routes on the State Highway System: 2002-2006

I-184	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	1	0	0	**1**
Fatalities	0	0	1	0	0	**1**
Total Collisions	52	69	58	32	47	**258**
Average Daily Traffic	54,270	52,670	52,870	52,940	54,620	**266,040**
Fatal Collision Rate	0.00	0.00	1.43	0.00	0.00	**0.28**
Total Collision Rate	72.52	99.15	83.03	45.75	65.12	**73.03**

US 2	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	1	1	**2**
Fatalities	0	0	0	1	1	**2**
Total Collisions	60	84	95	96	94	**429**
Average Daily Traffic	4,296	4,274	4,207	4,318	4,315	**21,431**
Fatal Collision Rate	0.00	0.00	0.00	1.43	1.43	**0.58**
Total Collision Rate	86.27	121.42	139.50	137.35	134.58	**123.78**

US 12	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	3	7	1	9	3	**23**
Fatalities	3	7	1	10	4	**25**
Total Collisions	201	205	222	223	186	**1,037**
Average Daily Traffic	2,135	2,145	2,081	2,029	2,007	**10,292**
Fatal Collision Rate	2.28	5.30	0.78	7.20	2.43	**3.59**
Total Collision Rate	152.83	155.13	173.22	178.39	150.44	**161.91**

US 20	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	14	7	11	5	10	**47**
Fatalities	19	7	14	6	10	**56**
Total Collisions	950	973	1,011	1,034	931	**4,899**
Average Daily Traffic	5,456	5,523	5,629	5,790	5,836	**28,567**
Fatal Collision Rate	2.27	1.12	1.73	0.76	1.51	**1.47**
Total Collision Rate	153.71	155.51	158.56	157.65	140.83	**153.17**

Collision Information for Selected Routes on the State Highway System: 2002-2006

US 26	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	7	4	1	2	2	**16**
Fatalities	7	9	1	3	3	**23**
Total Collisions	204	197	198	196	171	**966**
Average Daily Traffic	2,880	2,948	2,975	3,071	3,154	**15,218**
Fatal Collision Rate	5.17	2.89	0.72	1.39	1.35	**2.27**
Total Collision Rate	150.81	142.29	141.73	135.90	115.45	**136.87**

US 30	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	5	8	9	4	5	**31**
Fatalities	6	9	9	5	5	**34**
Total Collisions	353	330	347	308	255	**1,593**
Average Daily Traffic	3,890	3,876	3,831	3,816	3,626	**18,965**
Fatal Collision Rate	1.83	2.93	3.34	1.49	1.96	**2.32**
Total Collision Rate	129.03	121.05	128.79	114.77	99.99	**118.97**

US 89	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	0	1	1	0	**3**
Fatalities	1	0	1	1	0	**3**
Total Collisions	32	31	38	33	35	**169**
Average Daily Traffic	1,529	1,632	1,640	1,640	1,659	**8,210**
Fatal Collision Rate	4.09	0.00	3.82	3.82	0.00	**2.32**
Total Collision Rate	130.98	118.93	145.07	125.99	132.09	**130.62**

US 91	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	3	5	3	5	2	**18**
Fatalities	4	5	3	6	2	**20**
Total Collisions	244	305	307	300	204	**1,360**
Average Daily Traffic	4,119	4,124	4,791	4,173	4,178	**21,440**
Fatal Collision Rate	2.38	3.96	2.05	3.91	1.56	**2.75**
Total Collision Rate	193.50	241.53	209.30	234.79	159.47	**207.71**

Collision Information for Selected Routes on the State Highway System: 2002-2006

US 93	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	8	14	7	13	8	**50**
Fatalities	9	17	7	17	8	**58**
Total Collisions	511	420	447	419	401	**2,198**
Average Daily Traffic	2,090	2,102	2,108	2,102	2,015	**10,430**
Fatal Collision Rate	2.47	4.30	2.14	3.99	2.56	**3.10**
Total Collision Rate	157.85	129.04	136.90	128.69	128.50	**136.24**

US 95	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	21	23	26	20	11	**101**
Fatalities	25	26	28	23	12	**114**
Total Collisions	1,251	1,334	1,289	1,330	1,161	**6,365**
Average Daily Traffic	4,460	4,520	4,573	4,641	4,717	**22,966**
Fatal Collision Rate	2.42	2.61	2.92	2.23	1.20	**2.36**
Total Collision Rate	144.03	151.53	144.73	148.47	126.17	**148.76**

SH 3	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	0	2	1	1	**6**
Fatalities	3	0	2	1	1	**7**
Total Collisions	93	116	111	99	95	**514**
Average Daily Traffic	1,503	1,458	1,500	1,510	1,503	**7,481**
Fatal Collision Rate	3.10	0.00	3.10	1.54	1.55	**1.87**
Total Collision Rate	144.04	185.28	172.28	152.65	147.13	**160.11**

SH 6	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	0	0	1	1	**4**
Fatalities	3	0	0	1	1	**5**
Total Collisions	20	32	27	23	28	**130**
Average Daily Traffic	1,126	1,125	1,125	1,125	1,125	**5,626**
Fatal Collision Rate	12.32	0.00	0.00	6.17	6.17	**4.93**
Total Collision Rate	123.24	197.38	166.54	141.87	172.71	**160.34**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 8	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	0	0	0	0	**2**
Fatalities	2	0	0	0	0	**2**
Total Collisions	125	126	104	127	93	**575**
Average Daily Traffic	2,790	2,789	2,772	2,778	2,856	**13,972**
Fatal Collision Rate	4.55	0.00	0.00	0.00	0.00	**0.91**
Total Collision Rate	284.25	286.64	238.03	290.09	206.60	**260.87**

SH 11	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	0	0	0	1	**2**
Fatalities	1	0	0	0	1	**2**
Total Collisions	19	25	26	24	14	**108**
Average Daily Traffic	1,040	990	990	990	990	**4,950**
Fatal Collision Rate	6.19	0.00	0.00	0.00	6.51	**2.58**
Total Collision Rate	117.66	162.64	169.14	156.13	91.08	**139.11**

SH 13	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	1	0	0	**1**
Fatalities	0	0	1	0	0	**1**
Total Collisions	26	25	27	20	20	**118**
Average Daily Traffic	1,470	1,460	1,520	1,490	1,510	**7,470**
Fatal Collision Rate	0.00	0.00	6.83	0.00	0.00	**1.39**
Total Collision Rate	183.62	177.77	184.41	139.35	137.51	**164.43**

SH 14	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	1	1	**2**
Fatalities	0	0	0	1	1	**2**
Total Collisions	6	9	8	8	6	**37**
Average Daily Traffic	520	520	520	510	460	**2,520**
Fatal Collision Rate	0.00	0.00	0.00	10.85	12.03	**4.37**
Total Collision Rate	63.84	95.77	85.12	86.79	72.17	**80.92**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 16	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	2	1	0	**3**
Fatalities	0	0	2	1	0	**3**
Total Collisions	48	39	56	37	39	**219**
Average Daily Traffic	8,210	8,300	8,170	8,300	8,590	**41,660**
Fatal Collision Rate	0.00	0.00	4.82	2.37	0.00	**1.42**
Total Collision Rate	115.01	92.43	134.84	87.69	89.31	**103.64**

SH 19	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	1	1	0	0	**3**
Fatalities	1	1	1	0	0	**3**
Total Collisions	47	47	38	33	40	**205**
Average Daily Traffic	4,749	4,661	4,691	4,749	5,363	**24,214**
Fatal Collision Rate	3.58	3.65	3.62	0.00	0.00	**2.11**
Total Collision Rate	168.26	171.42	137.71	118.14	126.80	**143.94**

SH 21	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	4	1	5	1	1	**12**
Fatalities	5	1	5	1	1	**13**
Total Collisions	88	81	86	89	72	**416**
Average Daily Traffic	1,159	1,166	1,191	1,154	1,156	**5,821**
Fatal Collision Rate	7.49	1.86	9.11	1.88	1.88	**4.47**
Total Collision Rate	164.87	150.79	156.76	167.45	135.23	**155.02**

SH 22	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	0	1	**1**
Fatalities	0	0	0	0	1	**1**
Total Collisions	1	4	4	5	2	**16**
Average Daily Traffic	270	270	260	260	250	**1,300**
Fatal Collision Rate	0.00	0.00	0.00	0.00	24.94	**4.76**
Total Collision Rate	23.10	92.38	95.93	119.92	49.89	**76.16**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 24	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	2	2	2	1	**7**
Fatalities	0	2	2	2	1	**7**
Total Collisions	65	51	55	43	37	**251**
Average Daily Traffic	1,461	1,480	1,493	1,476	1,423	**7,347**
Fatal Collision Rate	0.00	5.51	5.46	5.52	2.87	**3.89**
Total Collision Rate	181.37	140.52	150.18	118.78	106.04	**139.56**

SH 25	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	2	1	0	**3**
Fatalities	0	0	3	1	0	**4**
Total Collisions	42	50	52	63	48	**255**
Average Daily Traffic	2,075	2,060	2,113	2,113	2,139	**10,518**
Fatal Collision Rate	0.00	0.00	5.19	2.62	0.00	**1.58**
Total Collision Rate	111.07	133.17	134.99	164.78	124.05	**134.64**

SH 27	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	1	2	**3**
Fatalities	0	0	0	1	2	**3**
Total Collisions	67	84	49	49	49	**298**
Average Daily Traffic	2,546	2,557	2,565	2,547	2,547	**12,765**
Fatal Collision Rate	0.00	0.00	0.00	4.43	8.87	**2.65**
Total Collision Rate	297.13	370.92	215.69	217.21	217.21	**263.64**

SH 28	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	2	1	0	2	**7**
Fatalities	2	2	1	0	2	**7**
Total Collisions	42	27	29	27	32	**157**
Average Daily Traffic	730	750	760	800	780	**3,890**
Fatal Collision Rate	6.23	6.06	2.99	0.00	5.83	**4.17**
Total Collision Rate	130.82	81.85	86.76	76.74	93.28	**93.45**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 33	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	3	6	2	3	**16**
Fatalities	2	3	6	2	3	**16**
Total Collisions	269	295	292	277	266	**1,399**
Average Daily Traffic	2,170	2,234	2,253	2,281	2,334	**11,383**
Fatal Collision Rate	1.80	2.63	5.21	1.72	2.52	**2.78**
Total Collision Rate	242.75	258.49	253.71	237.79	223.18	**243.00**

SH 34	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	1	1	0	1	**3**
Fatalities	0	1	1	0	2	**4**
Total Collisions	62	69	65	41	54	**291**
Average Daily Traffic	914	914	914	918	923	**4,588**
Fatal Collision Rate	0.00	3.04	3.04	0.00	3.01	**1.82**
Total Collision Rate	188.28	209.54	197.39	123.92	162.37	**176.22**

SH 36	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	0	1	0	0	**3**
Fatalities	2	0	1	0	0	**3**
Total Collisions	55	53	60	53	38	**259**
Average Daily Traffic	664	674	669	649	639	**3,281**
Fatal Collision Rate	12.31	0.00	6.11	0.00	0.00	**3.72**
Total Collision Rate	338.39	321.25	366.43	333.59	243.02	**321.14**

SH 37	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	0	3	**3**
Fatalities	0	0	0	0	3	**3**
Total Collisions	2	7	6	9	9	**33**
Average Daily Traffic	370	360	360	360	360	**1,800**
Fatal Collision Rate	0.00	0.00	0.00	0.00	73.10	**14.54**
Total Collision Rate	47.42	170.58	146.21	219.31	219.31	**159.94**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 39	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	1	1	1	2	**6**
Fatalities	1	1	1	1	2	**6**
Total Collisions	76	74	97	90	54	**391**
Average Daily Traffic	2,504	2,524	2,543	2,532	2,523	**12,655**
Fatal Collision Rate	2.09	2.07	2.05	2.06	4.14	**2.48**
Total Collision Rate	158.47	153.04	199.11	185.55	111.75	**161.67**

SH 41	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	2	1	0	0	**4**
Fatalities	1	2	1	0	0	**4**
Total Collisions	146	140	155	162	179	**782**
Average Daily Traffic	5,665	5,712	5,822	5,920	5,928	**29,302**
Fatal Collision Rate	1.24	2.45	1.20	0.00	0.00	**0.96**
Total Collision Rate	180.36	171.53	186.31	191.52	211.33	**188.41**

SH 44	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	1	2	2	3	**8**
Fatalities	0	1	2	2	5	**10**
Total Collisions	200	203	228	287	253	**1,171**
Average Daily Traffic	12,407	13,731	13,592	14,324	15,027	**70,947**
Fatal Collision Rate	0.00	0.86	1.74	1.66	2.38	**1.38**
Total Collision Rate	190.99	175.15	198.74	238.87	200.72	**202.29**

SH 45	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	3	3	0	1	**7**
Fatalities	0	3	3	0	1	**7**
Total Collisions	130	179	168	170	148	**795**
Average Daily Traffic	5,698	5,718	6,057	6,416	6,643	**31,249**
Fatal Collision Rate	0.00	7.96	7.52	0.00	2.28	**3.48**
Total Collision Rate	346.18	475.00	420.88	402.09	338.09	**395.11**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 46	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	1	0	0	0	**2**
Fatalities	1	1	0	0	0	**2**
Total Collisions	32	46	60	50	31	**219**
Average Daily Traffic	2,120	2,111	2,123	2,152	2,112	**10,651**
Fatal Collision Rate	3.00	3.01	0.00	0.00	0.00	**1.20**
Total Collision Rate	96.07	138.66	179.84	147.86	93.39	**131.25**

SH 48	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	1	1	1	0	**3**
Fatalities	0	2	1	1	0	**4**
Total Collisions	14	19	19	46	27	**125**
Average Daily Traffic	1,920	1,960	1,960	1,960	2,090	**9,930**
Fatal Collision Rate	0.00	5.73	5.73	5.73	0.00	**3.40**
Total Collision Rate	81.84	108.81	108.81	263.43	145.00	**141.86**

SH 51	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	3	2	3	3	**12**
Fatalities	1	4	2	3	4	**14**
Total Collisions	54	40	66	77	63	**300**
Average Daily Traffic	813	820	824	825	822	**4,116**
Fatal Collision Rate	3.64	10.81	7.18	10.75	10.79	**8.67**
Total Collision Rate	196.46	144.14	236.90	276.03	226.57	**216.79**

SH 52	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	2	2	**4**
Fatalities	0	0	0	2	2	**4**
Total Collisions	79	86	81	84	61	**391**
Average Daily Traffic	2,130	2,090	2,060	2,130	2,180	**10,590**
Fatal Collision Rate	0.00	0.00	0.00	4.75	4.64	**1.91**
Total Collision Rate	187.74	208.28	199.03	199.62	141.64	**186.89**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 53	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	1	0	1	**2**
Fatalities	0	0	1	0	2	**3**
Total Collisions	51	45	54	59	57	**266**
Average Daily Traffic	6,569	6,370	6,585	6,925	6,925	**33,731**
Fatal Collision Rate	0.00	0.00	2.96	0.00	2.82	**1.17**
Total Collision Rate	151.49	137.85	160.02	166.24	160.61	**155.52**

SH 54	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	0	0	1	0	**2**
Fatalities	1	0	0	2	0	**3**
Total Collisions	19	12	20	25	22	**98**
Average Daily Traffic	1,840	2,270	2,440	2,520	2,600	**12,350**
Fatal Collision Rate	9.60	0.00	0.00	7.01	0.00	**3.03**
Total Collision Rate	182.40	93.38	144.79	175.24	149.47	**148.34**

SH 55	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	2	3	2	10	7	**24**
Fatalities	2	4	2	14	9	**31**
Total Collisions	611	657	783	790	728	**3,569**
Average Daily Traffic	5,897	6,077	6,182	6,466	7,016	**32,205**
Fatal Collision Rate	0.68	1.00	0.65	3.12	2.02	**1.53**
Total Collision Rate	209.22	218.33	255.78	246.73	209.58	**227.85**

SH 57	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	1	0	0	2	**3**
Fatalities	0	1	0	0	2	**3**
Total Collisions	28	23	27	30	33	**141**
Average Daily Traffic	1,370	1,380	1,370	1,370	1,380	**6,870**
Fatal Collision Rate	0.00	5.33	0.00	0.00	10.67	**3.21**
Total Collision Rate	150.40	122.65	145.03	161.14	175.97	**151.03**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 67	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	2	0	0	1	**4**
Fatalities	1	2	0	0	1	**4**
Total Collisions	34	23	27	19	16	**119**
Average Daily Traffic	4,051	4,367	4,367	4,419	4,419	**21,989**
Fatal Collision Rate	2.86	5.30	0.00	0.00	2.62	**2.14**
Total Collision Rate	97.12	60.94	71.54	49.75	41.90	**63.68**

SH 69	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	1	2	**3**
Fatalities	0	0	0	1	2	**3**
Total Collisions	62	88	94	102	117	**463**
Average Daily Traffic	11,054	12,985	14,554	14,358	16,463	**72,718**
Fatal Collision Rate	0.00	0.00	0.00	2.37	4.13	**1.47**
Total Collision Rate	190.46	230.13	219.33	241.24	241.33	**226.50**

SH 71	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	9	5	5	7	6	**32**
Average Daily Traffic	290	300	310	410	350	**1,780**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	295.95	158.94	153.81	162.81	163.48	**183.83**

SH 75	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	4	8	3	5	4	**24**
Fatalities	5	11	3	7	4	**30**
Total Collisions	161	185	235	160	175	**916**
Average Daily Traffic	2,810	2,820	2,890	3,030	3,110	**14,880**
Fatal Collision Rate	2.29	4.55	1.67	2.65	2.06	**2.63**
Total Collision Rate	91.98	105.31	130.54	84.77	90.33	**100.30**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 77	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	0	0	0	0	**1**
Fatalities	1	0	0	0	0	**1**
Total Collisions	24	24	24	22	23	**117**
Average Daily Traffic	690	690	700	760	740	**3,650**
Fatal Collision Rate	12.94	0.00	0.00	0.00	0.00	**2.49**
Total Collision Rate	310.65	310.65	306.21	258.53	277.59	**291.88**

SH 78	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	1	1	5	0	1	**8**
Fatalities	1	1	5	0	1	**8**
Total Collisions	45	26	36	36	34	**177**
Average Daily Traffic	614	638	648	746	725	**3,504**
Fatal Collision Rate	4.86	4.67	22.97	0.00	4.11	**7.07**
Total Collision Rate	218.50	121.34	165.42	143.73	139.73	**156.41**

SH 81	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	3	0	0	0	0	**3**
Fatalities	4	0	0	0	0	**4**
Total Collisions	44	19	39	21	21	**144**
Average Daily Traffic	1,250	1,220	1,230	1,230	1,230	**6,140**
Fatal Collision Rate	19.35	0.00	0.00	0.00	0.00	**3.93**
Total Collision Rate	283.83	125.57	255.66	137.66	137.66	**188.49**

SH 97	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	17	21	32	31	22	**123**
Average Daily Traffic	680	750	790	800	930	**4,070**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	191.32	214.27	309.98	296.54	181.03	**238.30**

Collision Information for Selected Routes on the State Highway System: 2002-2006

SH 162	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	17	14	11	11	10	**63**
Average Daily Traffic	730	769	779	779	779	**3,886**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	273.67	213.79	165.84	165.84	150.77	**192.91**

SH 200	2002	2003	2004	2005	2006	2002-2006 Totals
Fatal Collisions	0	0	0	0	2	**2**
Fatalities	0	0	0	0	2	**2**
Total Collisions	54	53	62	52	56	**277**
Average Daily Traffic	3,250	3,230	3,260	3,350	3,350	**16,540**
Fatal Collision Rate	0.00	0.00	0.00	0.00	4.90	**1.00**
Total Collision Rate	136.38	134.69	156.11	127.41	137.21	**138.30**

State Highway Information by Roadway Classification and Speed Limit: 2006

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 Collisions	Injury Collisions	Total Collisions	Fatal Collision Rate per 100 million AVMT	Injury Collision Rate per 100 million AVMT	Total Collision Rate per 100 million AVMT
Urban Interstate	55	3.62	0	72,173,275				0	15	47	0.00	20.78	65.12
	65	42.80	6	821,289,420	64.5	17.2%	3.9%	8	181	582	0.97	22.04	70.86
	70	10.93	2	195,373,550	69.2	15.8%	2.0%	0	35	90	0.00	17.91	46.07
	75	31.51	2	201,204,425	70.4	12.3%	1.9%	4	63	156	1.99	31.31	77.53
Urban Interstate Total		**88.86**	**10**	**1,290,040,670**				**12**	**294**	**875**	**0.93**	**22.79**	**67.83**
Rural Interstate	55	4.09	0	9,698,780				0	0	12	0.00	0.00	123.73
	60	5.36	1	14,572,260	63.1	47.7%	24.1%	0	3	15	0.00	20.59	102.94
	65	22.20	0	101,188,403				0	32	141	0.00	31.62	139.34
	75	491.26	19	2,071,767,740	73.2	16.5%	3.3%	24	444	1,142	1.16	21.43	55.12
Rural Interstate Total		**522.91**	**20**	**2,197,227,183**				**24**	**479**	**1,310**	**1.09**	**21.80**	**59.62**
Non-Interstate	25	80.90	1	144,313,277	36.1	81.4%	55.3%	2	230	607	1.39	159.38	420.61
	30	2.65	0	5,520,516				0	8	24	0.00	144.91	434.74
	35	230.98	0	658,904,325				6	867	2,149	0.91	131.58	326.15
	40	14.04	0	8,167,729				0	11	24	0.00	134.68	293.84
	45	329.71	4	559,357,197	48.6	37.9%	12.4%	8	439	1,030	1.43	78.48	184.14
	50	157.03	2	94,201,098	52.2	37.9%	15.5%	3	112	258	3.18	118.89	273.88
	55	1,154.09	24	1,264,615,405	55.9	21.4%	4.6%	33	697	1,614	2.61	55.12	127.63
	60	439.82	16	483,448,920	57.6	12.2%	2.4%	18	213	596	3.72	44.06	123.28
	65	1,879.33	36	1,532,550,378	63.1	14.0%	2.7%	28	564	1,466	1.83	36.80	95.66
Non-Interstate Total		**4,288.55**	**83**	**4,751,078,845**				**98**	**3,141**	**7,768**	**2.06**	**66.11**	**163.50**
Grand Total		**4,900.32**	**113**	**8,238,346,698**				**134**	**3,914**	**9,953**	**1.63**	**47.51**	**120.81**

APPENDIX C: Five-Year Collision History

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

Table C-1

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Fatal Collisions	230	261	240	243	239	-1.6%	2.2%
Injury Collisions	9,688	9,661	9,843	9,810	9,536	-2.8%	0.4%
Total Collisions	26,477	26,700	28,332	28,238	24,225	-14.2%	2.2%
Total Persons - Fatal & Injury Collisions	28,386	28,096	28,508	27,731	26,763	-3.5%	-0.8%
Drivers	17,061	16,925	17,229	17,131	16,628	-2.9%	0.1%
Passengers	10,287	10,070	10,161	9,526	9,173	-3.7%	-2.5%
Total Fatalities	264	293	260	275	267	-2.9%	1.8%
Fatality Rate per 100 Million AVMT	1.8	2.0	1.8	1.8	1.7	-4.8%	0.4%
Total Injuries	14,762	14,601	14,734	14,436	13,950	-3.4%	-0.7%
Injury Rate per 100 Million AVMT	103.2	101.4	99.4	96.4	91.4	-5.2%	-2.2%
Impaired Drivers - Fatal/Injury Collisions	1,102	1,123	1,100	1,077	1,081	0.4%	-0.7%
% of All Drivers-Fatal/Injury Collisions	6.5%	6.6%	6.4%	6.3%	6.5%	3.4%	-0.9%
Alcohol/Drug Test Given - Fatal/Injury Collisions	734	741	737	721	783	8.6%	-0.6%
% of Impaired Drivers Given Test - F&I Collision	66.6%	66.0%	67.0%	66.9%	72.4%	8.2%	0.2%

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

Table C-2

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Total Vehicles - Fatal/Injury Collisions	17,825	17,736	18,020	17,933	17,422	-2.8%	0.2%
Passenger Cars - Fatal/Injury Collisions	8,839	8,819	8,645	8,661	8,308	-4.1%	-0.7%
% of Vehicles	49.6%	49.7%	48.0%	48.3%	47.7%	-1.3%	-0.9%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Collisions	7,343	7,262	7,633	7,487	7,379	-1.4%	0.7%
% of Vehicles	41.2%	40.9%	42.4%	41.7%	42.4%	1.4%	0.5%
Commercial Motor Vehicles - Fatal/Injury Collisions	590	558	593	601	564	-6.2%	0.7%
% of Vehicles	3.3%	3.1%	3.3%	3.4%	3.2%	-3.4%	0.5%
Motorcycles - Fatal/Injury Collisions	365	404	471	507	477	-5.9%	11.6%
% of Vehicles	2.0%	2.3%	2.6%	2.8%	2.7%	-3.2%	11.4%
Bicycles - Fatal/Injury Collisions	316	316	272	318	332	4.4%	1.0%
% of Vehicles	1.8%	1.8%	1.5%	1.8%	1.9%	7.5%	0.9%
Pedestrians - Fatal/Injury Collisions	206	221	248	216	236	9.3%	2.2%
% of Vehicles	1.2%	1.2%	1.4%	1.2%	1.4%	12.5%	1.9%
All Terrain Vehicles - Fatal/Injury Collisions	43	68	55	57	65	14.0%	14.2%
% of Vehicles	0.2%	0.4%	0.3%	0.3%	0.4%	17.4%	14.2%
Motor Homes - Fatal/Injury Collisions	19	17	19	19	11	-42.1%	0.4%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-40.4%	0.1%
Farm Equipment - Fatal/Injury Collisions	25	19	18	13	13	0.0%	-19.0%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	2.9%	-19.3%
Trains - Fatal/Injury Collisions	5	6	11	10	9	-10.0%	31.4%
% of Vehicles	0.0%	0.0%	0.1%	0.1%	0.1%	-7.4%	30.8%

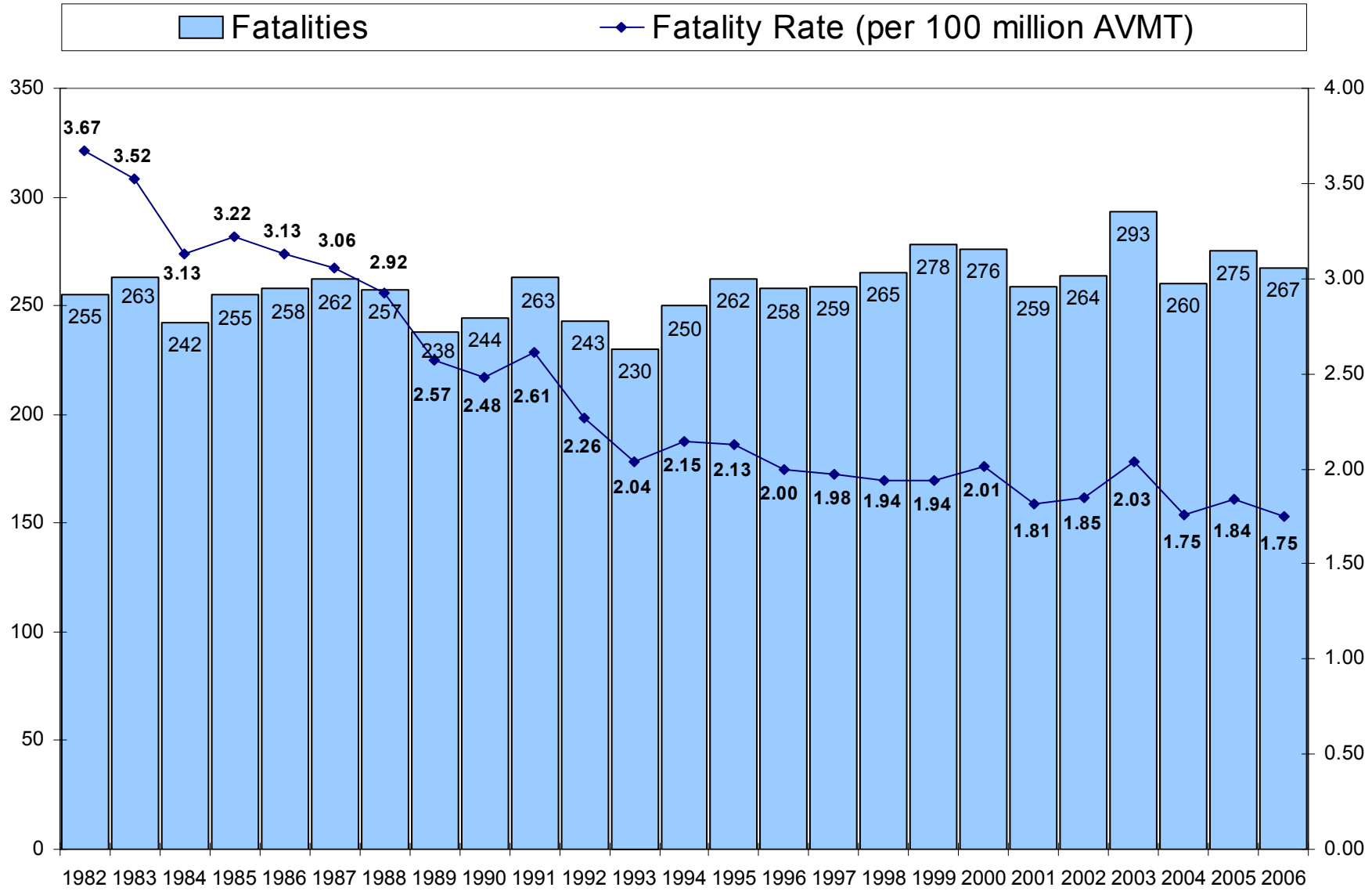
Appendix C: Idaho Fatal and Injury Collision Data, Five-Year History

Table C-3

	2002	2003	2004	2005	2006	Change 2005-2006	Avg. Change 2002-2005
Roadside Obstacles- Fatal/Injury Collisions	1,885	1,892	1,845	1,918	1,839	-4.1%	0.6%
% of Collisions	19.0%	19.1%	18.3%	19.1%	18.8%	-1.4%	0.2%
Roadway Defects- Fatal/Injury Collisions	296	240	232	240	225	-6.3%	-6.3%
% of Collisions	3.0%	2.4%	2.3%	2.4%	2.3%	-3.6%	-6.7%
Vehicle Defects- Fatal/Injury Collisions	267	231	232	197	192	-2.5%	-9.4%
% of Vehicles	1.5%	1.3%	1.3%	1.1%	1.1%	0.3%	-9.6%
Self-Reported Restraint Use*- Fatal/Injury Collisions	19,821	20,250	21,169	20,020	19,525	-2.5%	0.4%
% Usage	78.4%	81.4%	84.8%	85.1%	85.0%	-0.1%	2.8%
Self-Reported Child Restraint Use** Fatal/Injury Collisions	702	796	862	1,054	1,114	5.7%	14.7%
% Usage	84.1%	84.1%	86.7%	67.7%	76.1%	12.4%	-6.2%
Helmet Use- Fatal/Injury Collisions	158	175	214	243	264	8.6%	15.5%
% of Motorcycle Operators	38.2%	38.7%	41.6%	42.3%	48.8%	15.5%	3.5%
Emergency Medical Service Response to Fatal/Injury Collisions	4,842	6,282	6,624	6,550	6,519	-0.5%	11.4%
% of Fatal & Injury Collisions	48.8%	63.3%	65.7%	65.2%	66.7%	2.4%	10.9%

** 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)
350
300
250
200
150
100
50
0
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
255
263
242
255
258
262
257
238
244
263
243
230
250
262
258
259
265
278
276
259
264
293
260
275
267
3.67
3.52
3.13
3.22
3.13
3.06
2.92
2.57
2.48
2.61
2.26
2.04
2.15
2.13
2.00
1.98
1.94
1.94
2.01
1.81
1.85
2.03
1.75
1.84
1.75
1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006