Idaho Traffic Collisions

2005

Idaho Transportation Department
Office of Traffic & Highway Safety

IDAHO TRAFFIC COLLISIONS

2005

Prepared by the Idaho Office of Traffic & Highway Safety

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Introduction

Idaho Traffic Collisions 2005 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.

Idaho Traffic Collisions 2005 is organized to reflect the adoption of focus areas by the Idaho Traffic Safety Commission for the Highway Safety Grant Programs. The focus areas include: Impaired Driving, Safety Restraint Usage, Youthful Drivers, Aggressive Driving, Emergency Medical Services, Pedestrians, and Bicyclists.

Explanation of Data

The source for 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. For purposes of this report, 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. 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. 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 2005*, contact the Office of Traffic & Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

In this annual report, *Idaho Traffic Collisions 2005*, the Idaho Transportation Department, Office of Traffic and Highway Safety presents descriptive statistics about reportable traffic crashes, from those that result in property damage in excess of $750 to any one single piece of property to those that result in the loss of human life.

A summary of findings for 2005 are listed below:

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.84 in 2005. Idaho's rate is still significantly higher than the National fatality rate per 100 million vehicle miles traveled, which was estimated to be 1.46 in 2005.

- While the number of motor vehicle collisions decreased by 0.3 percent to 28,238 in 2005, the number of fatalities resulting from motor vehicle collisions increased to 275 from 260 in 2004, an 6 percent increase.

- Just over 36 percent of the motor vehicle fatalities were the result of impaired driving. Of the 100 persons killed in impaired driving crashes, 86 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 76 percent in 2005. While the observed rate was 76 percent, only 40 percent of the motor vehicle occupants killed in collisions were wearing seat belts. If everyone had been wearing seat belts, 63 lives may have been saved.

- Aggressive driving was a contributing factor in 55 percent of the motor vehicle collisions in 2005 and was a factor in 48 percent of the resulting fatalities.

- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2005, youthful drivers were involved in 2.5 times as many fatal and injury collisions as you would expect them to be and were 2.8 times as likely as all other drivers to be involved in a fatal and injury crash.

- There were 9 pedestrians and 3 bicyclists killed in motor vehicle crashes in 2005.

- Collisions involving motorcycles continued to rise in 2005. Just over half of all motorcycle collisions involved a single motorcycle. There were 26 motorcyclists killed in motor vehicle collisions in 2005.

- While the number of collisions involving commercial motor vehicles increased 3 percent to 1,983 in 2005, the number of fatalities resulting from collisions with commercial motor vehicles decreased from 31 in 2004 to 30 in 2005.

SECTION I
GENERAL COLLISION INFORMATION

Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 2001 through 2005. The total number of traffic collisions in 2005 decreased by 0.3% from 2004, while fatal collisions increased 1.3%. Total fatalities increased 5.8% from the previous year, while the number of injuries decreased by 2%. The number of property damage collisions decreased by 0.4%.

Table 1
Idaho Traffic Collision Data and Measures of Exposure: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Total Collisions	26,090	26,477	26,700	28,332	28,238	-0.3%	2.8%
Fatal Collisions	225	230	261	240	243	1.3%	2.6%
Persons Killed (Fatalities)	259	264	293	260	275	5.8%	0.6%
Injury Collisions	9,231	9,688	9,661	9,843	9,810	-0.3%	2.2%
Persons Injured	14,021	14,762	14,601	14,734	14,436	-2.0%	1.7%
Property-Damage-Only Collisions (>$750)	16,634	16,559	16,778	18,249	18,185	-0.4%	3.2%
Idaho Population (thousands)	1,321	1,341	1,366	1,393	1,429	2.6%	1.8%
Licensed Drivers (thousands)	901	911	926	948	983	3.8%	3.0%
Vehicle Miles of Travel (millions)	14,299	14,303	14,400	14,825	14,969	1.0%	1.2%
Registered Vehicles (thousands)	1,247	1,331	1,316	1,386	1,421	2.5%	3.6%

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 2005, the number of licensed drivers increased by 3.8%, the population grew by 2.6%, and the number of registered motor vehicles increased by 2.5%.

The statewide AVMT increased by 1.0% in 2005. Commercial vehicles accounted for 18% of the statewide AVMT in 2005.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2001-2005.

Table 2
Fatality and Injury Rates per 100 Million AVMT 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatality Rate	1.81	1.85	2.03	1.75	1.84	4.8%	-0.6%
Injury Rate	98.06	103.21	101.39	99.39	96.44	-3.0%	0.5%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2005 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.: 1996-2005

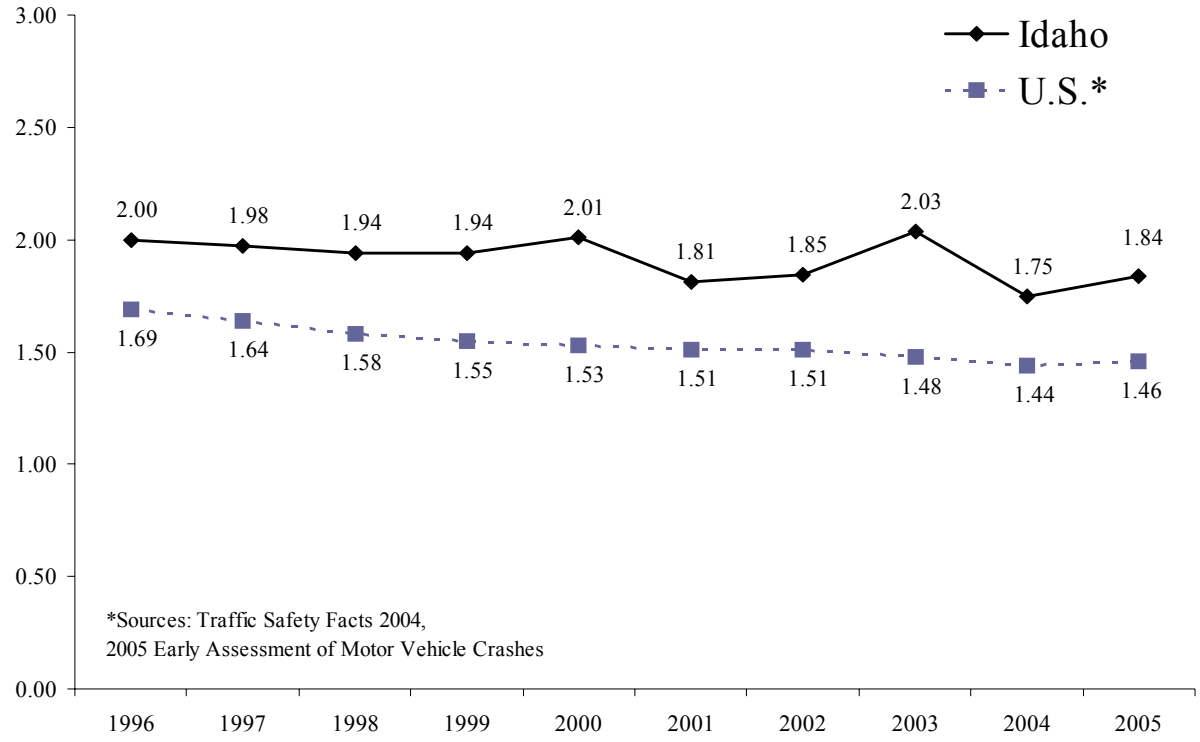
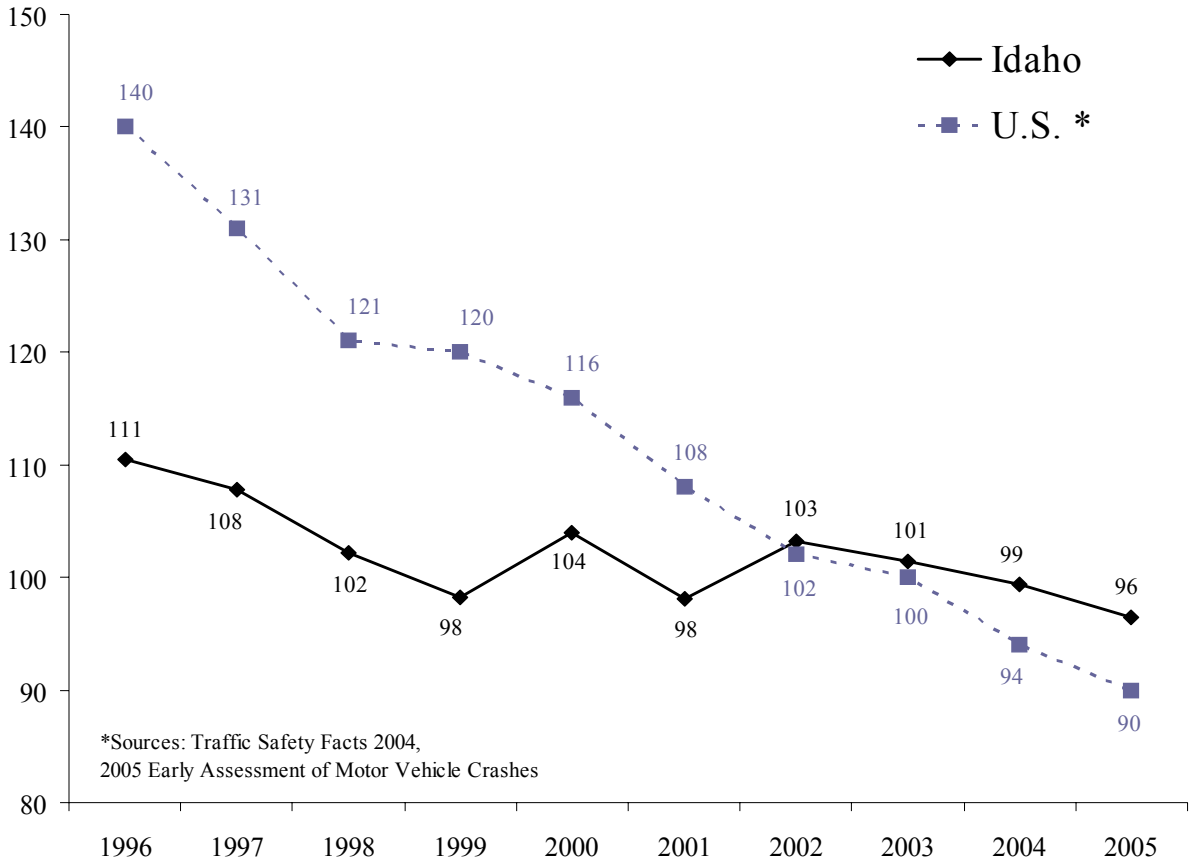


Figure 2

Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1996-2005



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 2001 through 2005. The number of fatalities increased to 275 in 2005.

Table 3
Injury Severity of Persons Involved in Collisions: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatalities	259	264	293	260	275	5.8%	0.6%
Serious Injuries	1,615	1,750	1,607	1,667	1,812	8.7%	1.3%
Visible Injuries	5,258	5,347	4,922	4,526	4,318	-4.6%	-4.8%
Possible Injuries	7,148	7,665	8,072	8,541	8,306	-2.8%	6.1%
No Injuries	52,013	52,995	53,613	56,884	55,638	-2.2%	3.1%
Unknown / Missing	1,157	1,156	812	808	932	15.3%	-10.1%
Total Persons in Collisions	67,450	69,177	69,319	72,686	71,281	-1.9%	2.5%

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 2005. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.[1] The cost estimates are updated to 2005 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 2005 was nearly $1.8 billion. The total cost of collisions in 2005 was $127 million dollars more than the estimated cost of collisions in 2004 and $73 million dollars more than the cost of collisions in 2003.

Table 4
Economic Cost of Idaho Collisions: 2005 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	275	$3,321,330	$913,365,826
Serious Injuries	1,812	$229,938	$416,648,109
Visible Injuries	4,318	$45,988	$198,574,673
Possible Injuries	8,306	$24,271	$201,597,083
Property Damage Only	18,185	$2,555	$46,460,301
Total Estimate of Economic Cost			**$1,776,645,991**

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 2.9 times as likely to result in a fatality as multiple-vehicle collisions were in 2005. 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: 2005

	Single Vehicle		Multiple Vehicles	
Type of Collision	**Collisions**	**Injuries**	**Collisions**	**Injuries**
Fatal	143	155	100	120
Serious Injury	593	746	807	1,066
Visible Injury	1,187	1,560	1,927	2,758
Possible Injury	1,414	2,011	3,882	6,295
Property Damage	5,885		12,300	
Total	**9,222**	**4,472**	**19,016**	**10,239**

In 2005, single-vehicle collisions represented only 33% of all collisions, yet accounted for 59% of all fatal collisions. Of the 143 fatal single-vehicle collisions, 129 (90%) occurred on rural roadways.

Of the 100 multiple-vehicle fatal collisions, 9 involved a pedestrian and 3 involved a bicyclist. Only 36% of all fatal collisions involved two or more motor vehicles. Of the 100 fatal multiple-vehicle collisions, 65 (or 65%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle 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 more than 1 out of every 3 collisions. Speed also contributed to 6% 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 1 out of every 5 multiple vehicle crashes.

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

Figure 3
Single-Vehicle Collisions – Contributing Circumstances: 2005

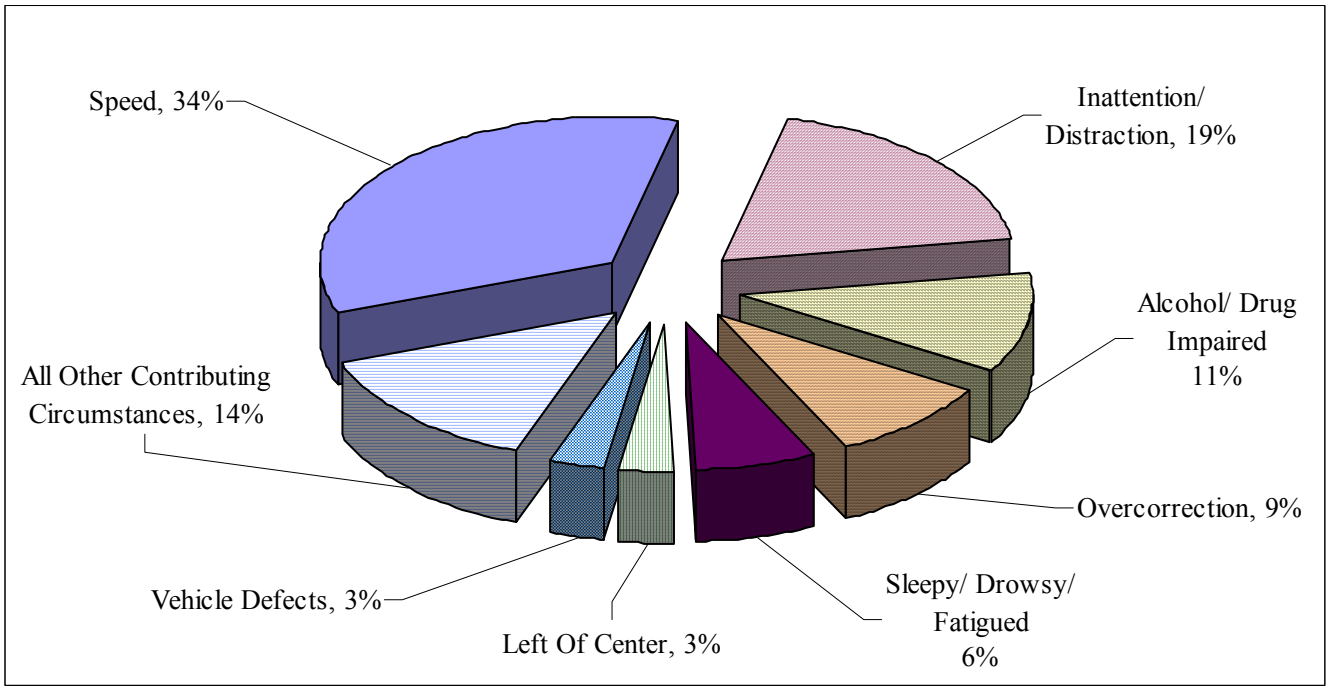


Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2005

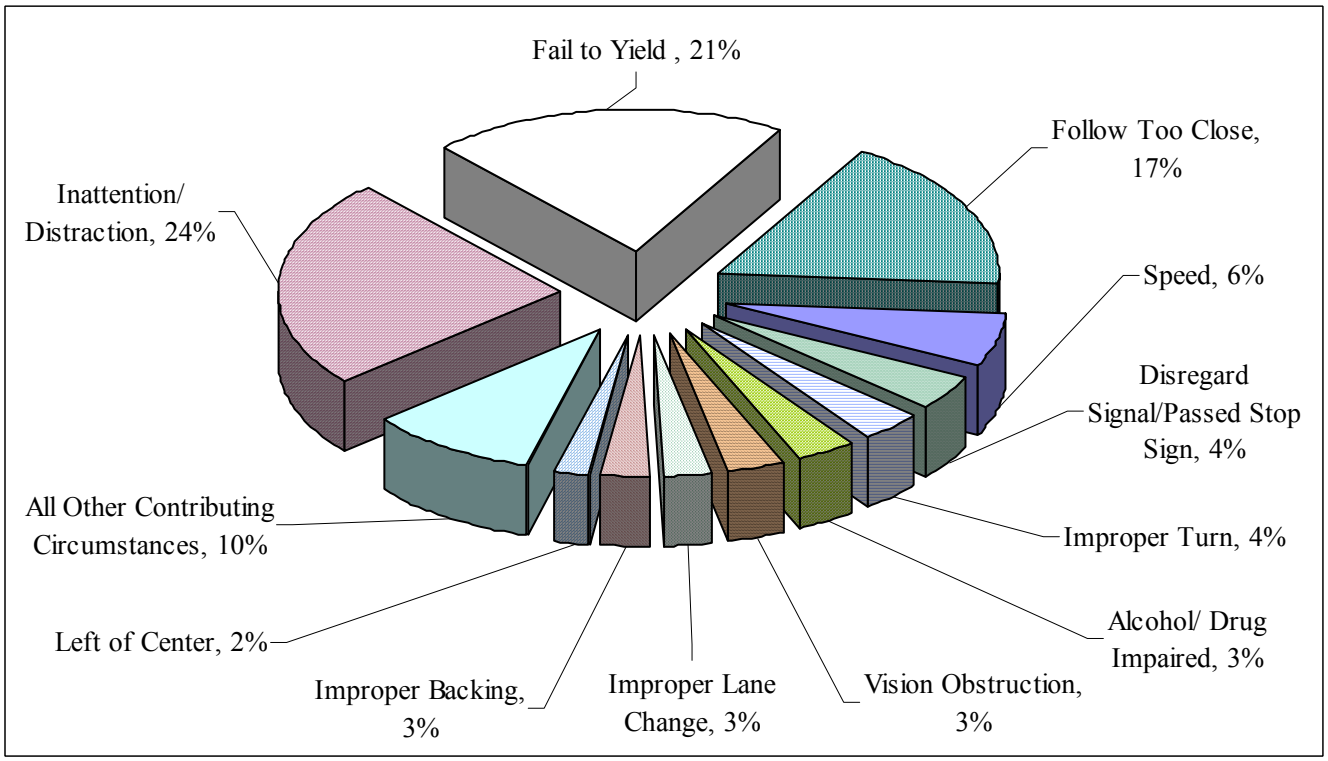


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7
Most Harmful Events for Fatal Collisions Involving Single and Multiple Vehicles : 2005

Single-Vehicle Collisions	Multiple-Vehicle Collisions*
Overturn (72.0%)	Head On (22.0%)
Tree (8.4%)	Angle (17.7%)
Utility Pole (4.2%)	Side Swiped Opposite (15.8%)
Embankment (2.1%)	Angle - Turning (8.6%)
Guardrail Face (2.1%)	Pedestrian (8.1%)
Immersion (2.1%)	Overturn (7.7%)
Other Object - Fixed (2.1%)	Head On - Turning (4.3%)
Ditch (1.4%)	Rear End (4.3%)
Fence (1.4%)	Bicyclist (2.9%)
Culvert (0.7%)	Same Direction - Turning (2.4%)
Curb (0.7%)	Side Swiped - Same Direction (1.9%)
Domestic Animal (0.7%)	Parked Vehicle (1.4%)
Fell / Pushed / Jumped (0.7%)	Backed Into (0.5%)
Fire (0.7%)	Building Wall (0.5%)
Wild Animal (0.7%)	Other Object - Fixed (0.5%)
	Other (0.5%)
	Tree (0.5%)
	Utility Pole (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 2005, 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 76% of the single vehicle fatalities and 43% of all fatalities in 2005.

Of the 119 people killed in single-vehicle rollovers, 40 (or 34%) were wearing seat belts. Of the 79 people who were killed in single-vehicle rollovers and not wearing a seat belt, 65 (or 82%) were totally or partially ejected from their vehicle.

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: 2005

	Collisions			Injuries			
	Fatal	Injury	Total	Fatal	Serious	Visible	Possible
January	11	791	2,663	12	94	323	744
February	21	661	1,912	26	111	317	565
March	8	713	1,934	11	130	299	615
April	15	758	1,987	16	142	304	667
May	20	812	2,218	24	170	358	673
June	17	825	2,208	17	150	413	685
July	33	896	2,361	41	216	414	703
August	27	921	2,510	31	162	457	767
September	30	851	2,300	33	167	355	676
October	20	813	2,299	21	164	361	676
November	16	892	2,749	18	131	373	775
December	25	877	3,097	25	175	344	760
Totals	**243**	**9,810**	**28,238**	**275**	**1,812**	**4,318**	**8,306**

In 2005, 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: 2005

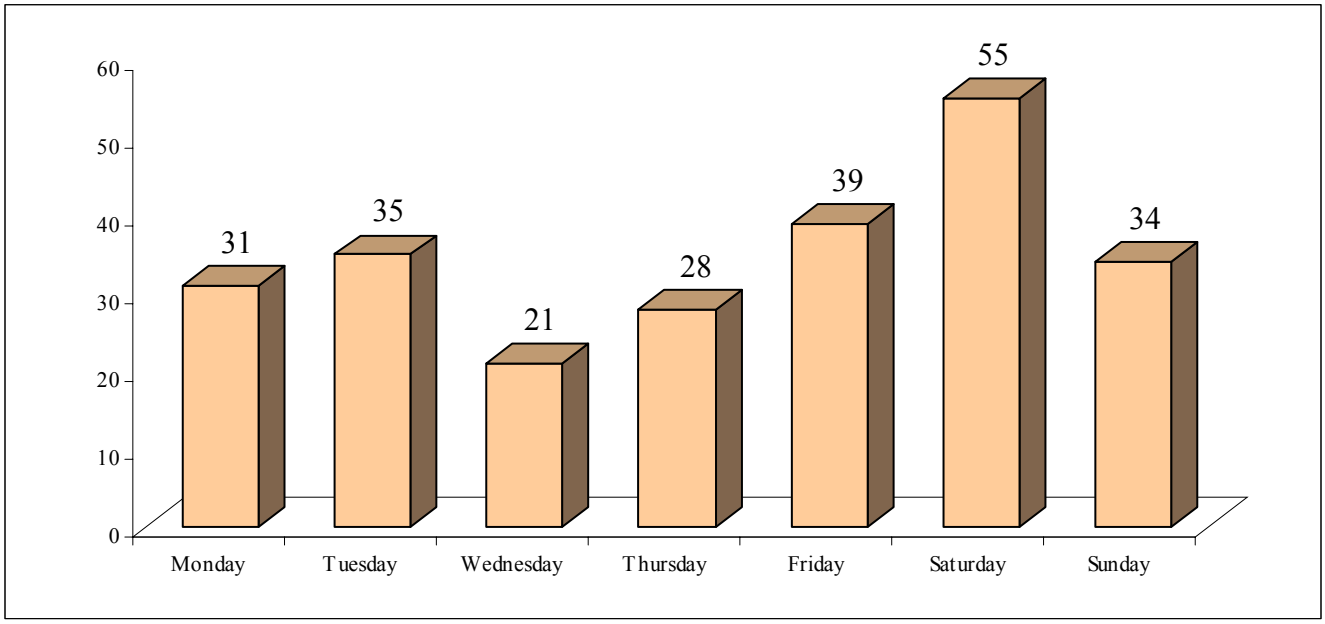
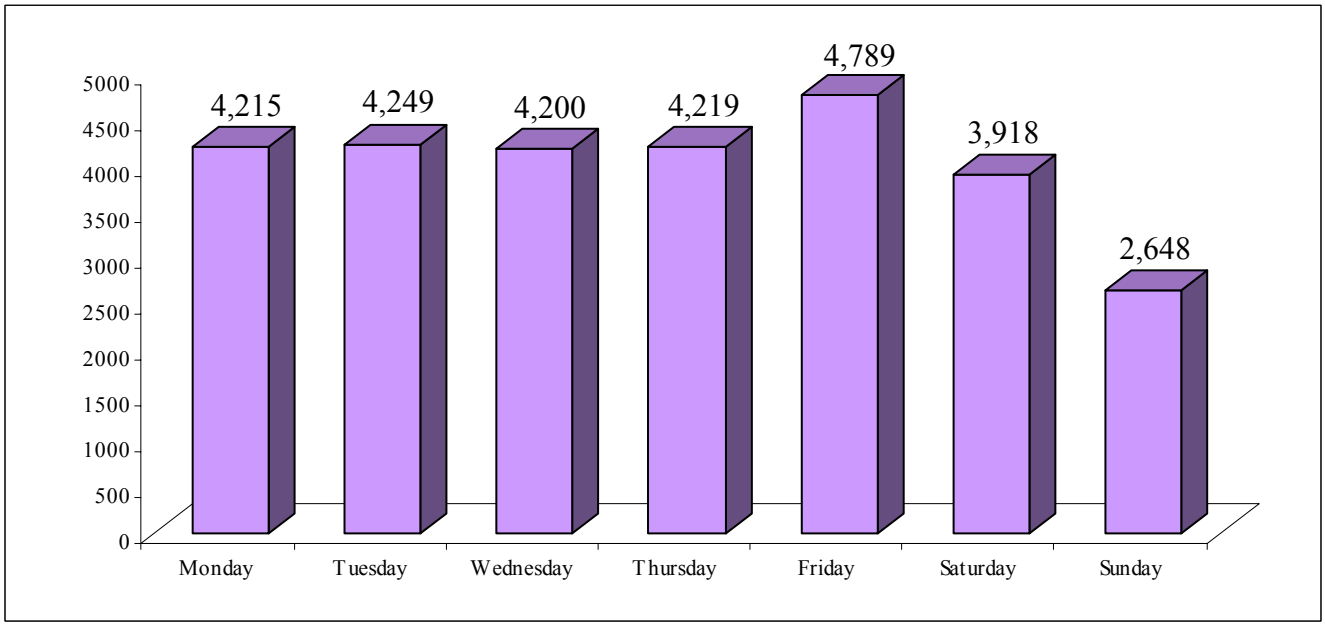


Figure 6
Total Collisions by Day of the Week: 2005



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: 2005

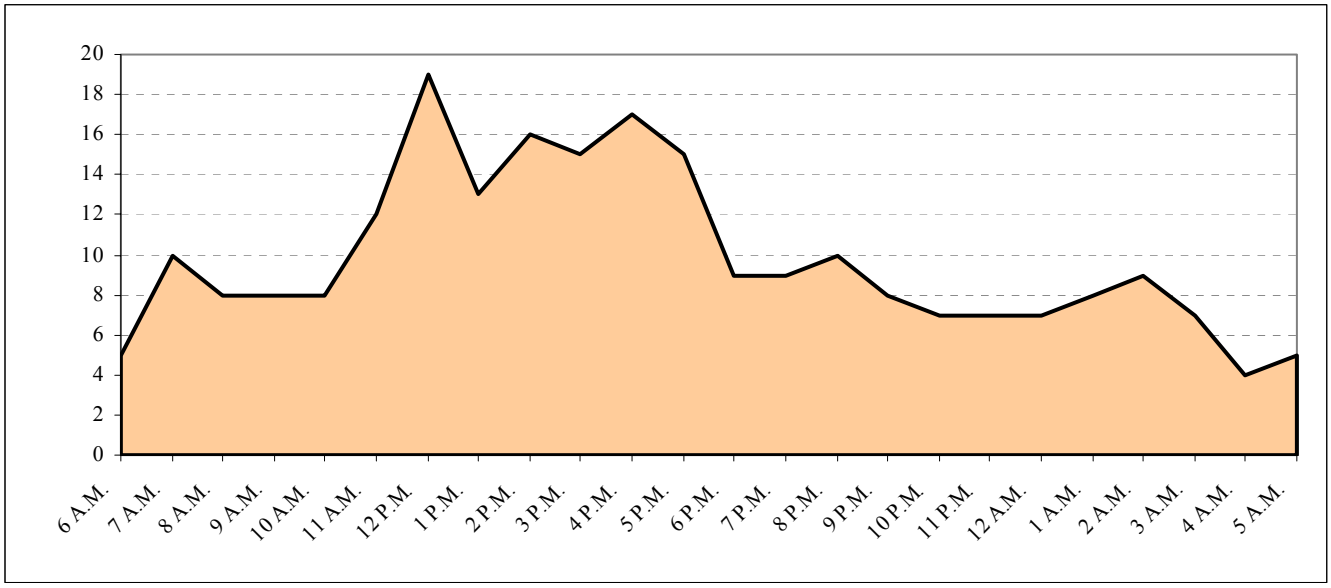
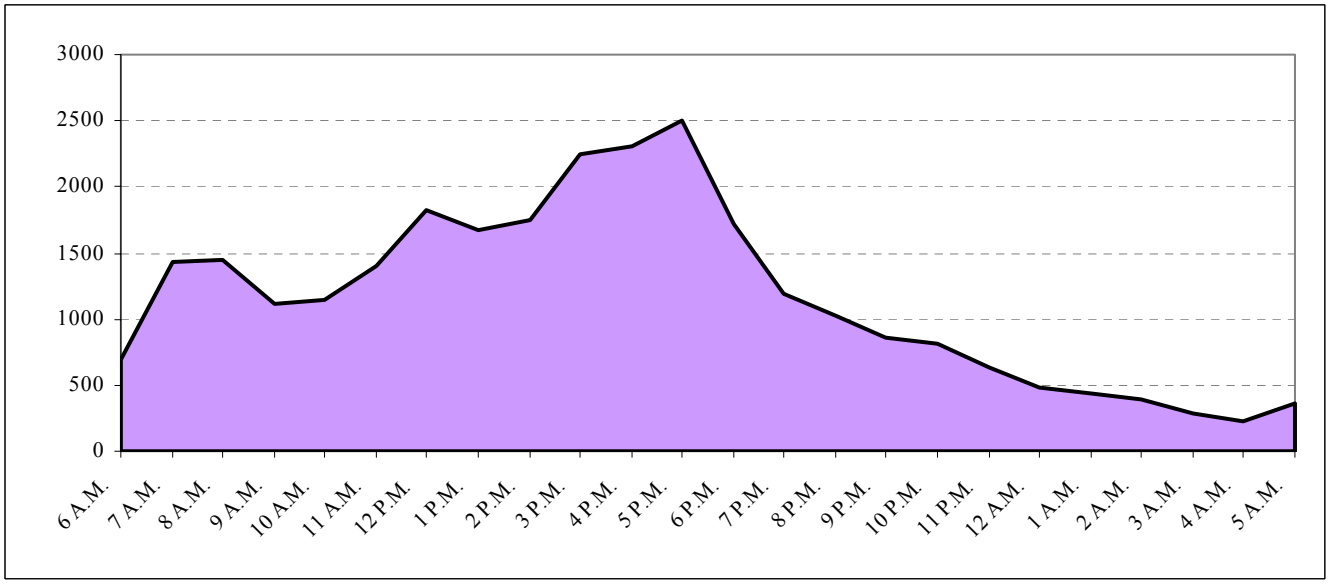


Figure 8
Total Collisions by Time of Day: 2005



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: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatal Collisions	230	261	261	240	243	1.3%	1.8%
Urban	40	47	43	47	49	4.3%	6.1%
Rural	185	183	218	193	194	0.5%	2.2%
Injury Collisions:	9,688	9,661	9,661	9,843	9,810	-0.3%	0.5%
Urban	5,329	5,577	5,515	5,738	5,996	4.5%	2.5%
Rural	3,902	4,111	4,146	4,105	3,814	-7.1%	1.7%
Total Collisions:	26,477	26,700	26,700	28,332	28,238	-0.3%	2.3%
Urban	15,752	15,676	15,841	17,101	17,504	2.4%	2.8%
Rural	10,338	10,801	10,859	11,231	10,734	-4.4%	2.8%

In 2005, 80% of fatal collisions occurred on rural roads, whereas 38% of all collisions occurred on rural roads. In Idaho in 2005, 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 2001-2005, 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: 2001-2005

Roadway Information	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Local:							
VMT (100 millions)	65.9	63.7	64.0	67.3	67.5	0.3%	0.8%
Fatal Collisions	84	88	99	75	99	32.0%	-2.3%
Injury Collisions	5,216	5,424	5,538	5,465	5,648	3.3%	1.6%
Total Collisions	15,343	15,461	15,635	16,508	16,837	2.0%	2.5%
Fatal Collision Rate	1.3	1.4	1.5	1.1	1.5	31.6%	-2.6%
Injury Collision Rate	79.2	85.1	86.5	81.2	83.6	3.0%	1.0%
Total Collision Rate	232.9	242.6	244.2	245.2	249.3	1.7%	1.7%
State System (Non-Interstate):							
VMT (100 millions)	45.1	46.2	47.7	47.4	48.2	1.5%	1.7%
Fatal Collisions	98	108	112	112	107	-4.5%	4.6%
Injury Collisions	3,014	3,329	3,297	3,333	3,179	-4.6%	3.5%
Total Collisions	8,067	8,477	8,751	8,824	8,775	-0.6%	3.0%
Fatal Collision Rate	2.2	2.3	2.4	2.4	2.2	-5.9%	2.8%
Injury Collision Rate	66.9	72.1	69.2	70.3	66.0	-6.0%	1.8%
Total Collision Rate	178.9	183.6	183.6	186.0	182.2	-2.0%	1.3%
Interstate:							
VMT (100 millions)	32.0	33.1	32.3	33.5	34.0	1.5%	1.6%
Fatal Collisions	43	34	50	53	37	-30.2%	10.7%
Injury Collisions	1,001	935	826	1,045	983	-5.9%	2.8%
Total Collisions	2,680	2,539	2,314	3,000	2,626	-12.5%	5.2%
Fatal Collision Rate	1.3	1.0	1.5	1.6	1.1	-31.2%	9.8%
Injury Collision Rate	31.3	28.2	25.6	31.2	28.9	-7.3%	1.0%
Total Collision Rate	83.7	76.6	71.6	89.6	77.3	-13.8%	3.4%
Statewide Totals:							
VMT (100 millions)	143.0	143.0	144.0	148.2	149.7	1.0%	1.2%
Fatal Collisions	225	230	261	240	243	1.3%	2.6%
Injury Collisions	9,231	9,688	9,661	9,843	9,810	-0.3%	2.2%
Total Collisions	26,090	26,477	26,700	28,332	28,238	-0.3%	2.8%
Fatal Collision Rate	1.6	1.6	1.8	1.6	1.6	0.3%	1.4%
Injury Collision Rate	64.6	67.7	67.1	66.4	65.5	-1.3%	1.0%
Total Collision Rate	182.5	185.1	185.4	191.1	188.6	-1.3%	1.6%

Collisions by Idaho Counties and Cities

Table 11
Collision History of Idaho Counties: 2003-2005

	Fatal Collisions			Injury Collisions			Total Collisions		
County	**2003**	**2004**	**2005**	**2003**	**2004**	**2005**	**2003**	**2004**	**2005**
Ada	21	22	22	2,454	2,502	2,521	6,503	7,007	7,094
Adams	1	1	3	38	28	32	107	81	72
Bannock	11	8	10	547	578	515	1,708	1,995	1,784
Bear Lake	4	2	2	37	33	37	108	102	110
Benewah	3	1	2	65	62	72	178	180	165
Bingham	10	9	8	262	290	279	746	797	825
Blaine	9	3	8	101	110	88	327	384	306
Boise	7	5	8	103	103	96	218	242	233
Bonner	8	7	10	229	202	266	712	738	804
Bonneville	12	9	15	740	679	673	2,040	1,981	1,965
Boundary	1	5	5	59	69	55	172	198	215
Butte	1	1	2	24	13	13	47	40	56
Camas	0	1	0	16	11	9	33	23	33
Canyon	16	22	11	1,048	1,063	1,188	2,809	2,915	3,167
Caribou	1	1	3	49	48	52	120	120	115
Cassia	8	10	5	183	216	182	553	629	531
Clark	4	0	2	26	12	23	81	54	92
Clearwater	1	3	1	42	67	58	152	214	175
Custer	4	1	2	36	28	27	58	53	47
Elmore	15	14	9	204	203	209	473	528	513
Franklin	2	3	2	82	69	67	243	248	205
Fremont	2	9	6	90	84	79	276	261	257
Gem	1	1	2	71	78	70	177	182	167
Gooding	4	3	9	87	112	98	241	299	315
Idaho	9	8	12	128	96	108	317	263	276
Jefferson	5	3	3	99	100	87	271	282	302
Jerome	12	4	9	171	165	144	452	493	449
Kootenai	11	11	15	847	903	914	2,279	2,433	2,527
Latah	2	3	3	194	194	177	659	629	626
Lemhi	6	1	6	43	47	44	120	107	119
Lewis	2	2	4	38	24	30	85	63	85
Lincoln	3	3	1	29	25	24	86	89	73
Madison	4	7	5	130	137	135	529	537	528
Minidoka	7	5	4	125	155	105	351	352	320
Nez Perce	8	9	10	251	272	257	760	883	804
Oneida	1	7	2	41	39	51	130	167	166
Owyhee	3	8	6	33	45	67	114	128	158
Payette	4	3	1	107	126	113	270	335	312
Power	10	4	1	77	77	88	209	258	236
Shoshone	2	2	2	96	81	83	290	253	232
Teton	0	0	2	44	27	37	142	123	150
Twin Falls	19	16	8	479	506	481	1,193	1,255	1,171
Valley	3	1	1	86	118	100	231	278	309
Washington	4	2	1	50	46	56	130	133	149
TOTALS	**261**	**240**	**243**	**9,661**	**9,843**	**9,810**	**26,700**	**28,332**	**28,238**

Table 12 shows fatal, injury and total collisions for Idaho cities with populations over 2,000 for 2003-2005 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2004. Population estimates for 2005 were not available at the time of publication.

Table 12
Collision History of Idaho Cities: 2003-2005

	Fatal Collisions			Injury Collisions			Total Collisions		
City by Population Size	**2003**	**2004**	**2005**	**2003**	**2004**	**2005**	**2003**	**2004**	**2005**
40,000 and over									
Boise	7	7	6	1,581	1,539	1,587	4,285	4,403	4,438
Idaho Falls	3	4	1	434	412	405	1,234	1,167	1,128
Meridian	4	0	1	320	399	396	877	1,125	1,169
Nampa	3	9	4	475	489	596	1,343	1,411	1,597
Pocatello	3	2	2	353	338	312	1,218	1,375	1,271
15,000 - 39,999									
Caldwell	3	2	1	220	224	198	627	630	566
Coeur d'Alene	4	0	2	335	379	410	928	997	1,122
Eagle	0	0	5	70	69	66	190	195	252
Lewiston	0	3	5	149	196	189	516	642	572
Moscow	0	2	0	87	90	94	335	322	310
Post Falls	0	1	3	101	118	131	271	318	346
Rexburg	1	0	1	61	70	80	313	349	337
Twin Falls	2	1	1	278	275	279	657	675	671
5,000 - 14,999									
Ammon	0	0	2	33	39	30	98	102	115
Blackfoot	0	0	0	64	70	68	222	224	213
Burley	0	0	1	63	80	67	253	254	222
Chubbuck	0	1	0	52	62	62	127	150	135
Emmett	0	0	0	26	24	23	60	52	60
Garden City	1	1	1	105	113	91	277	336	293
Hailey	1	1	1	16	15	1	62	93	16
Hayden	0	0	0	50	54	44	140	157	150
Jerome	1	0	0	40	26	28	125	100	142
Kuna	0	1	0	10	22	27	38	47	64
Mountain Home	0	1	0	43	34	41	130	115	134
Payette	0	1	0	19	14	19	61	65	76
Rathdrum	0	1	0	15	23	21	55	53	59
Rupert	0	0	0	9	13	7	53	60	49
Sandpoint	0	0	0	42	39	61	173	211	230
Weiser	0	0	0	11	13	20	39	51	46
2,000 - 4,999									
American Falls	0	0	0	13	6	12	34	24	36
Bellevue	0	0	0	4	6	2	16	29	13
Bonners Ferry	0	0	0	10	10	11	38	38	41
Buhl	0	0	0	6	11	8	35	36	31
Dalton Gardens	0	0	0	11	13	5	24	22	26
Fruitland	0	0	0	24	21	14	44	51	42
Gooding	0	0	0	12	5	3	39	26	33
Grangeville	0	0	0	9	8	10	25	34	44
Heyburn	0	0	0	4	7	4	22	15	22
Homedale	0	0	0	4	0	2	19	2	10
Kellogg	0	0	0	6	6	8	30	25	31
Ketchum	0	0	0	13	22	30	93	108	119

Table 12 (Continued)
Collision History of Idaho Cities: 2003-2005

City by Population Size	Fatal Collisions			Injury Collisions			Total Collisions		
	2003	2004	2005	2003	2004	2005	2003	2004	2005
2,000 - 4,999 (Cont.)									
Kimberly	0	0	0	3	5	2	21	15	7
Malad	0	0	0	2	2	3	18	19	28
McCall	0	0	0	13	23	17	33	59	60
Middleton	0	0	0	9	12	12	22	35	30
Montpelier	0	0	0	8	6	7	29	24	28
Orofino	1	0	0	9	11	7	41	57	37
Preston	1	0	0	21	18	10	70	68	41
Rigby	0	0	0	14	14	10	42	41	57
St. Anthony	0	0	0	8	6	7	20	38	22
St. Maries	0	0	0	6	12	11	36	43	41
Salmon	0	0	0	10	6	10	35	28	26
Shelley	0	0	0	4	10	7	18	32	28
Soda Springs	0	0	0	8	8	11	32	26	29
Star	0	0	0	6	3	6	19	14	18
Wendell	0	0	0	3	4	4	24	27	26

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 2005 U. S. Census Bureau estimates for counties.

Table 13
Fatal and Injury Collision Rates by County - 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	
50,000 and over							
Ada	344.7	7,094	22	2,521	26	3,678	7.4
Bannock	78.2	1,784	10	515	11	725	6.7
Bonneville	91.9	1,965	15	673	17	1,020	7.5
Canyon	164.6	3,167	11	1,188	13	1,753	7.3
Kootenai	127.7	2,527	15	914	18	1,322	7.3
Twin Falls	69.4	1,171	8	481	8	698	7.0
Mean Collision Rate							**7.3**
20,000 - 49,999							
Bingham	43.7	825	8	279	10	410	6.6
Blaine	21.2	306	8	88	12	126	4.5
Bonner	40.9	804	10	266	10	384	6.7
Cassia	21.3	531	5	182	5	286	8.8
Elmore	28.6	513	9	209	9	283	7.6
Jefferson	21.6	302	3	87	3	137	4.2
Latah	34.7	626	3	177	3	241	5.2
Madison	31.0	528	5	135	6	184	4.5
Nez Perce	37.9	804	10	257	10	339	7.0
Payette	22.2	312	1	113	1	165	5.1
Mean Collision Rate							**6.1**

Table 13 (Continued)
Fatal and Injury Collision Rates by County – 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	
10,000 - 19,999							
Boundary	10.6	215	5	55	7	81	5.7
Franklin	12.4	205	2	67	2	119	5.6
Fremont	12.2	257	6	79	7	122	6.9
Gem	16.3	167	2	70	2	96	4.4
Gooding	14.5	315	9	98	10	153	7.4
Idaho	15.7	276	12	108	14	164	7.6
Jerome	19.6	449	9	144	10	234	7.8
Minidoka	19.0	320	4	105	5	174	5.7
Owyhee	11.1	158	6	67	6	100	6.6
Shoshone	13.2	232	2	83	2	117	6.5
Washington	10.1	149	1	56	1	85	5.6
Mean Collision Rate							**6.4**
5,000 - 9,999							
Bear Lake	6.2	110	2	37	3	61	6.3
Benewah	9.2	165	2	72	2	103	8.0
Boise	7.5	233	8	96	9	158	13.8
Caribou	7.1	115	3	52	3	85	7.7
Clearwater	8.4	175	1	58	1	75	7.0
Lemhi	7.9	119	6	44	8	72	6.3
Power	7.8	236	1	88	1	137	11.5
Teton	7.5	150	2	37	2	50	5.2
Valley	8.3	309	1	100	1	158	12.1
Mean Collision Rate							**8.7**
0 - 4,999							
Adams	3.6	72	3	32	3	49	9.7
Butte	2.8	56	2	13	2	20	5.3
Camas	1.1	33	0	9	0	12	8.6
Clark	0.9	92	2	23	3	41	26.5
Custer	4.1	47	2	27	2	36	7.1
Lewis	3.8	85	4	30	4	55	9.1
Lincoln	4.5	73	1	24	1	43	5.5
Oneida	4.2	166	2	51	2	85	12.6
Mean Collision Rate							**9.0**
Statewide Totals	**1,429.1**	**28,238**	**243**	**9,810**	**275**	**14,436**	**7.0**

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 2004. Population estimates for 2005 were not available at the time of publication.

Table 14
Fatal and Injury Collision Rates by City – 2005

	2004 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	190.1	4,438	6	1,587	6	2,301	8.4
Idaho Falls	52.1	1,128	1	405	1	610	7.8
Meridian	45.0	1,169	1	396	1	574	8.8
Nampa	68.2	1,597	4	596	5	832	8.8
Pocatello	50.7	1,271	2	312	3	431	6.2
Mean Collision Rate							**8.2**
15,000 - 39,999							
Caldwell	32.7	566	1	198	1	310	6.1
Coeur d'Alene	38.4	1,122	2	410	2	579	10.7
Eagle	16.2	252	5	66	5	104	4.4
Lewiston	31.0	572	5	189	5	246	6.3
Moscow	21.9	310	0	94	0	121	4.3
Post Falls	21.4	346	3	131	4	195	6.3
Rexburg	24.7	337	1	80	1	101	3.3
Twin Falls	37.6	671	1	279	1	374	7.4
Mean Collision Rate							**6.5**
5,000 - 14,999							
Ammon	9.8	115	2	30	2	41	3.3
Blackfoot	10.7	213	0	68	0	106	6.4
Burley	9.2	222	1	67	1	101	7.4
Chubbuck	10.5	135	0	62	0	87	5.9
Emmett	6.0	60	0	23	0	35	3.8
Garden City	11.2	293	1	91	1	113	8.2
Hailey	7.5	16	1	1	1	4	0.3
Hayden	11.1	150	0	44	0	61	4.0
Jerome	8.4	142	0	28	0	30	3.3
Kuna	9.5	64	0	27	0	41	2.9
Mountain Home	11.4	134	0	41	0	51	3.6
Payette	7.4	76	0	19	0	22	2.6
Rathdrum	5.6	59	0	21	0	35	3.7
Rupert	5.3	49	0	7	0	15	1.3
Sandpoint	7.6	230	0	61	0	77	8.0
Weiser	5.4	46	0	20	0	23	3.7
Mean Collision Rate							**4.5**

Table 14 (Continued)
Fatal and Injury Collision Rate by City - 2005

	2004 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	4.0	36	0	12	0	17	3.0
Bellevue	2.2	13	0	2	0	2	0.9
Bonners Ferry	2.7	41	0	11	0	15	4.1
Buhl	4.0	31	0	8	0	9	2.0
Dalton Gardens	2.4	26	0	5	0	7	2.1
Fruitland	4.2	42	0	14	0	21	3.3
Gooding	3.3	33	0	3	0	4	0.9
Grangeville	3.2	44	0	10	0	13	3.2
Heyburn	2.8	22	0	4	0	4	1.4
Homedale	2.5	10	0	2	0	2	0.8
Kellogg	2.2	31	0	8	0	8	3.6
Ketchum	3.1	119	0	30	0	35	9.5
Kimberly	2.7	7	0	2	0	2	0.7
Malad	2.1	28	0	3	0	32	1.4
McCall	2.3	60	0	17	0	3	7.4
Middleton	4.1	30	0	12	0	16	2.9
Montpelier	2.6	28	0	7	0	8	2.7
Orofino	3.2	37	0	7	0	7	2.2
Preston	5.0	41	0	10	0	17	2.0
Rigby	3.0	57	0	10	0	21	3.3
St. Anthony	3.4	22	0	7	0	9	2.1
St. Maries	2.6	41	0	11	0	15	4.3
Salmon	3.1	26	0	10	0	16	3.3
Shelley	4.0	28	0	7	0	10	1.8
Soda Springs	3.3	29	0	11	0	17	3.3
Star	2.4	18	0	6	0	8	2.5
Wendell	2.4	26	0	4	0	6	1.7
Mean Collision Rate							**2.8**

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, 2005

Age	1990	2000	2005	Change 1990-2005	Change 2000-2005
15*	3,478	9,406	4,790	37.7%	-49.1%
(%)	0.5%	1.1%	0.5%		
16-24	123,114	156,485	153,697	24.8%	-1.8%
(%)	17.4%	17.5%	15.6%		
25-34	151,625	154,133	172,563	13.8%	12.0%
(%)	21.4%	17.3%	17.6%		
35-44	153,976	178,401	176,630	14.7%	-1.0%
(%)	21.8%	20.0%	18.0%		
45-54	100,258	167,821	191,401	90.9%	14.1%
(%)	14.2%	18.8%	19.5%		
55-64	76,255	106,190	143,828	88.6%	35.4%
(%)	10.8%	11.9%	14.6%		
65+	98,967	120,516	140,331	41.8%	16.4%
(%)	14.0%	13.5%	14.3%		
TOTALS	707,673	892,952	983,240	38.9%	10.1%

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

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 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, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

Driver Age and Collision Involvement

Table 16
Driver Age as a Factor in Collisions: 2005

	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
Age	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,790	0.5%	640	1.4%	2.8	221	1.3%	2.6
16	11,725	1.2%	1,545	3.3%	2.7	538	3.1%	2.6
17	15,585	1.6%	1,967	4.2%	2.6	694	4.1%	2.6
18	16,649	1.7%	2,084	4.4%	2.6	758	4.4%	2.6
19	17,888	1.8%	1,818	3.9%	2.1	668	3.9%	2.1
20	18,324	1.9%	1,588	3.4%	1.8	586	3.4%	1.8
21	17,282	1.8%	1,454	3.1%	1.8	536	3.1%	1.8
22	18,488	1.9%	1,479	3.1%	1.7	510	3.0%	1.6
23	18,874	1.9%	1,309	2.8%	1.4	453	2.6%	1.4
24	18,882	1.9%	1,226	2.6%	1.4	448	2.6%	1.4
25-34	172,563	17.6%	9,175	19.4%	1.1	3,447	20.1%	1.1
35-44	176,630	18.0%	7,360	15.6%	0.9	2,689	15.7%	0.9
45-54	191,401	19.5%	6,521	13.8%	0.7	2,490	14.5%	0.7
55-64	143,828	14.6%	4,188	8.9%	0.6	1,497	8.7%	0.6
65-74	83,535	8.5%	2,002	4.2%	0.5	721	4.2%	0.5
75+	56,796	5.8%	1,545	3.3%	0.6	588	3.4%	0.6
Not Stated or Other			1307	0.0%		287	1.7%	
TOTALS	**983,240**		**47,208**			**17,131**		

** 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 2.5 times as many fatal or injury traffic collisions as expected. This age group comprised 6.8% of all licensed drivers and accounted for 17.1% of drivers in all collisions and 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.

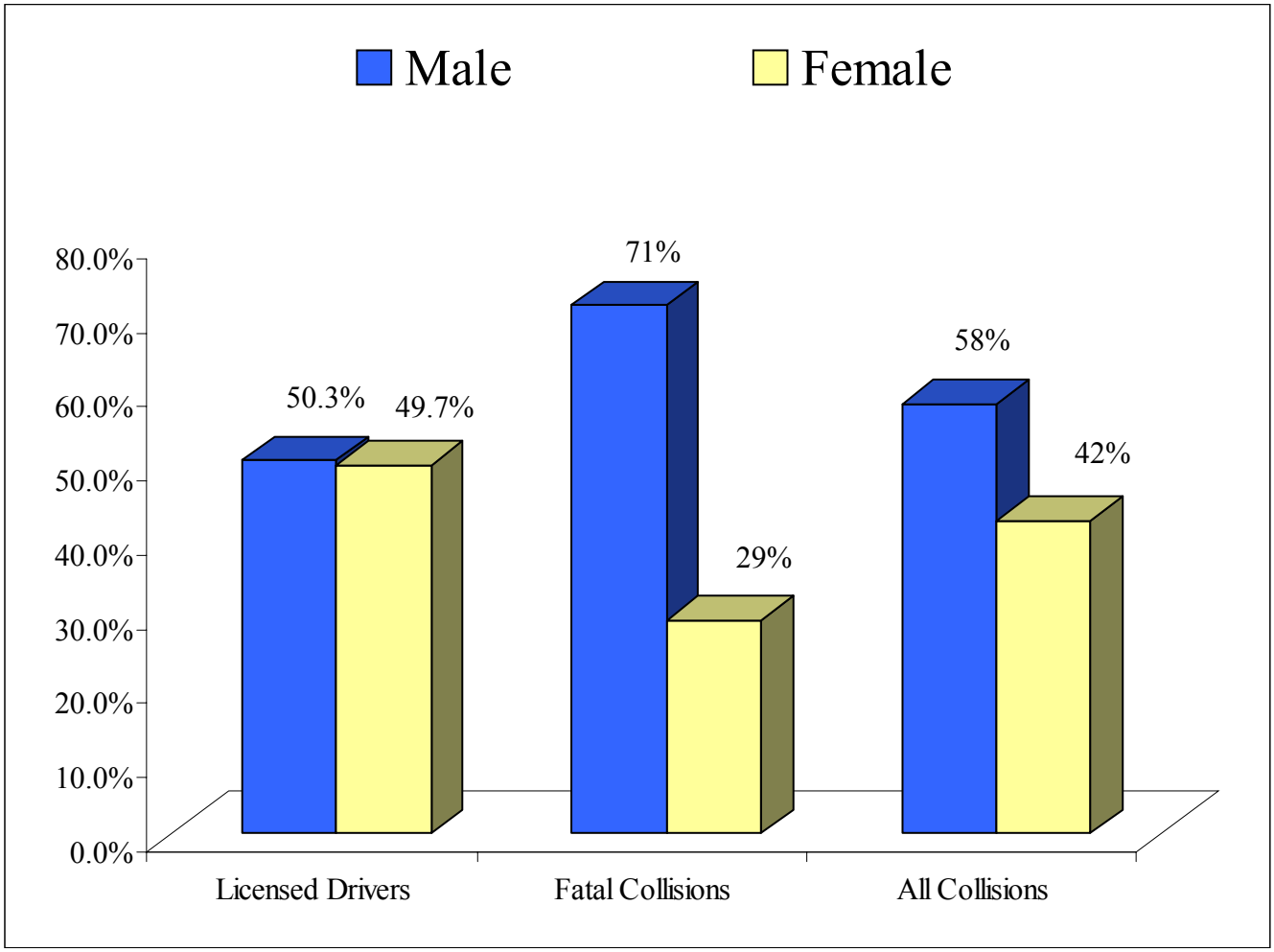
Drivers that were 19 years old in 2005 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

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 58% of the drivers in all collisions and 71% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2005



In 2005, males were 1.4 times more likely than females to be involved in any collision and were 2.4 times as likely as females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figures 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 2.8 times as many collisions as expected, while female 18 year-old drivers were involved in 2.5 times as many collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2005

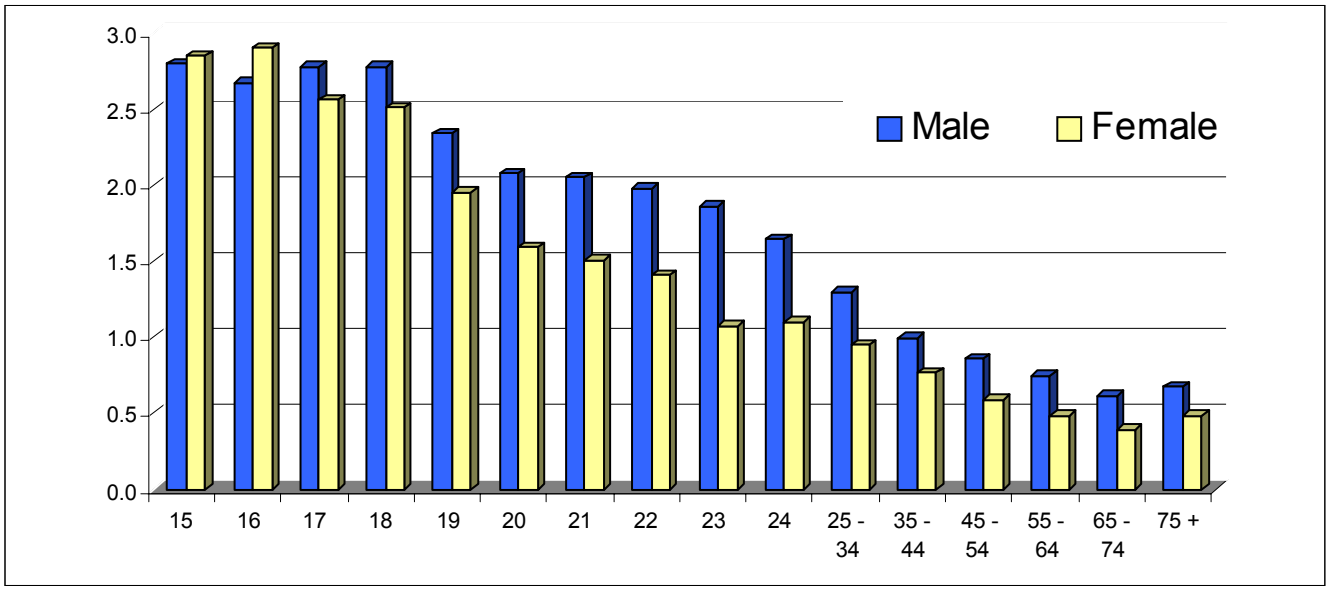
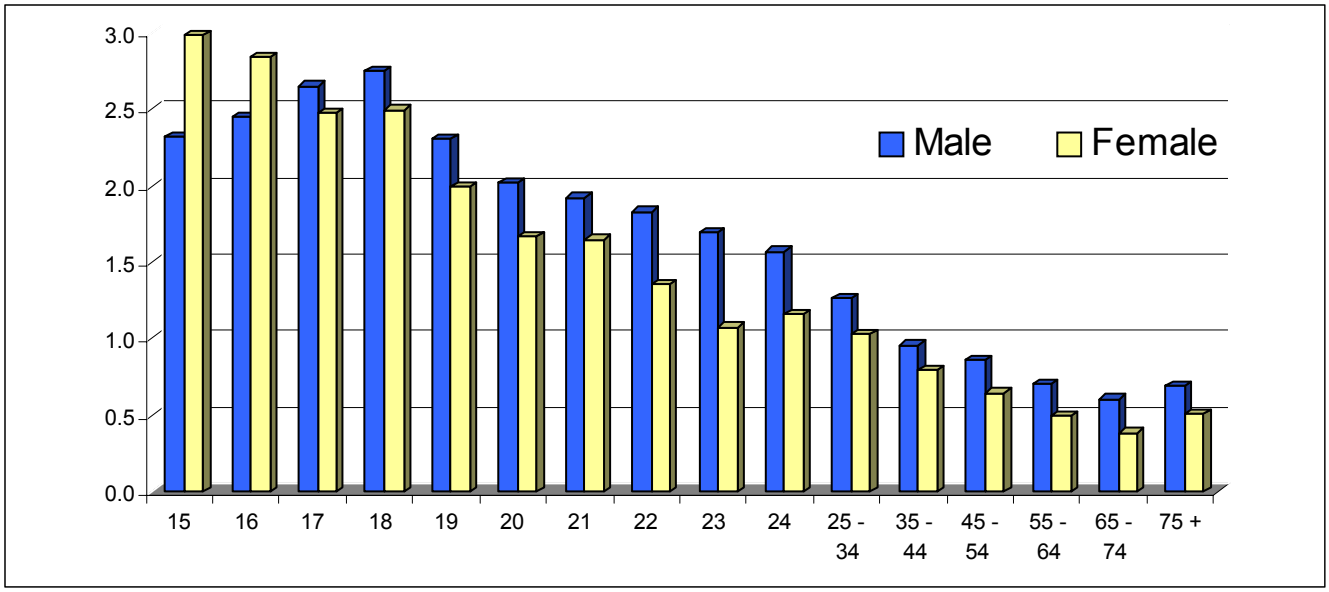


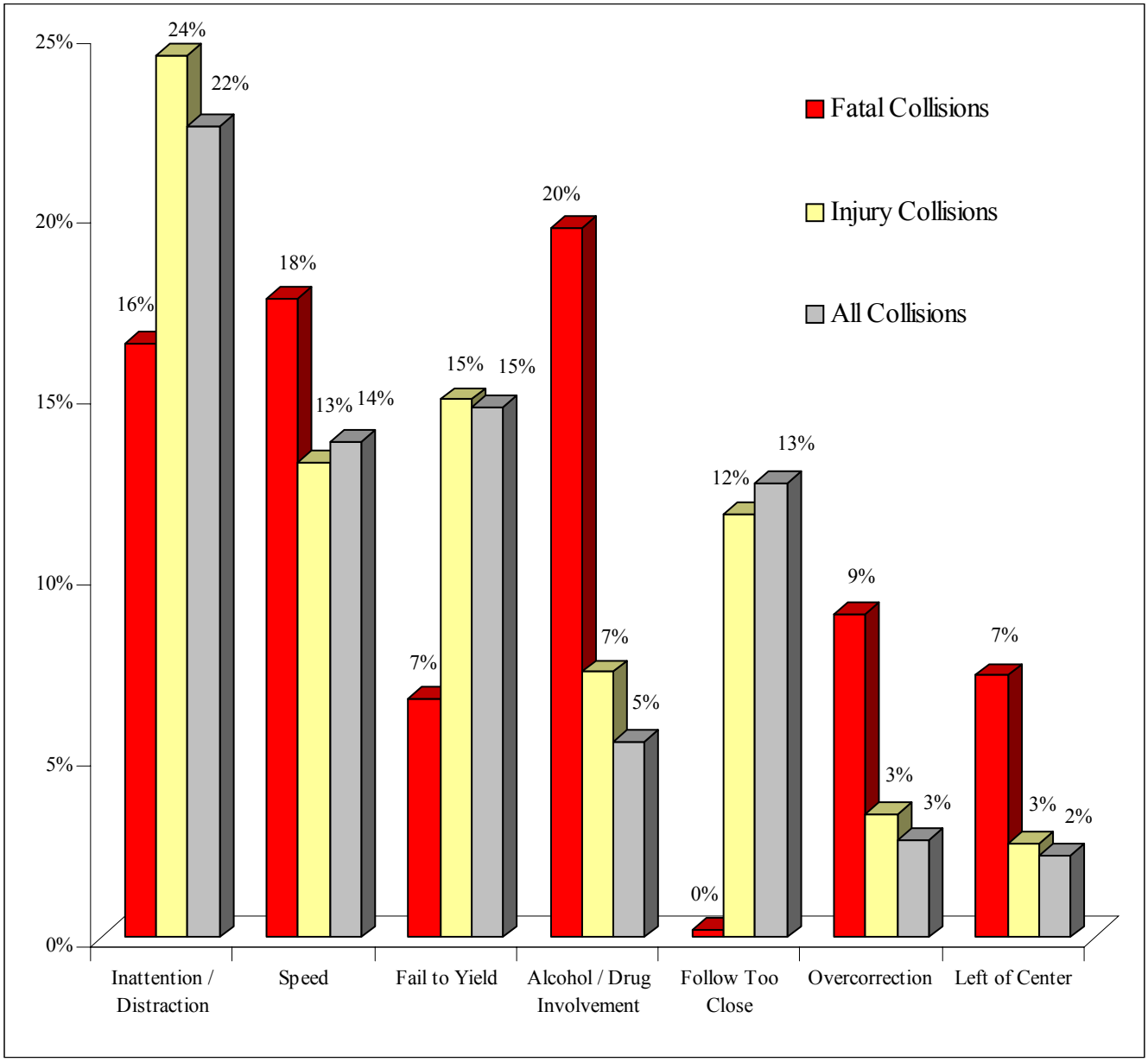
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2005



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 2005



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2005 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: 2005

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	84,657	45.3%
2. Safety Restraint Violations	32,708	17.5%
3. Insurance Violations	17,667	9.5%
4. Failure to Stop at Traffic Control Devices	11,454	6.1%
5. Driving Under the Influence	8,398	4.5%
6. Following Too Close	5,038	2.7%
7. Driving Without Privileges - Suspended License	4,858	2.6%
8. Reckless or Inattentive Driving	4,725	2.5%
9. Failure to Yield Right of Way	3,323	1.8%
10. Improper Signal	1,753	0.9%
All Other	12,098	6.5%
TOTAL	**186,679**	

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. Child safety seat violations did not make the list this year. 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 65% of all violations for 2005. 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: 2005
(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	11.3	3.0	0.1	1.8	1.6
16-19	22.6	3.7	0.9	1.9	2.0
20-24	16.4	2.1	1.9	1.1	1.0
25-34	11.0	1.3	1.3	0.5	0.6
35-44	8.1	1.0	1.0	0.4	0.4
45-54	5.7	0.7	0.6	0.2	0.3
55-64	4.1	0.5	0.3	0.1	0.2
65-74	2.5	0.4	0.1	0.1	0.1
75+	1.4	0.6	0.0	0.1	0.2
Mean	8.4	1.1	0.8	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.

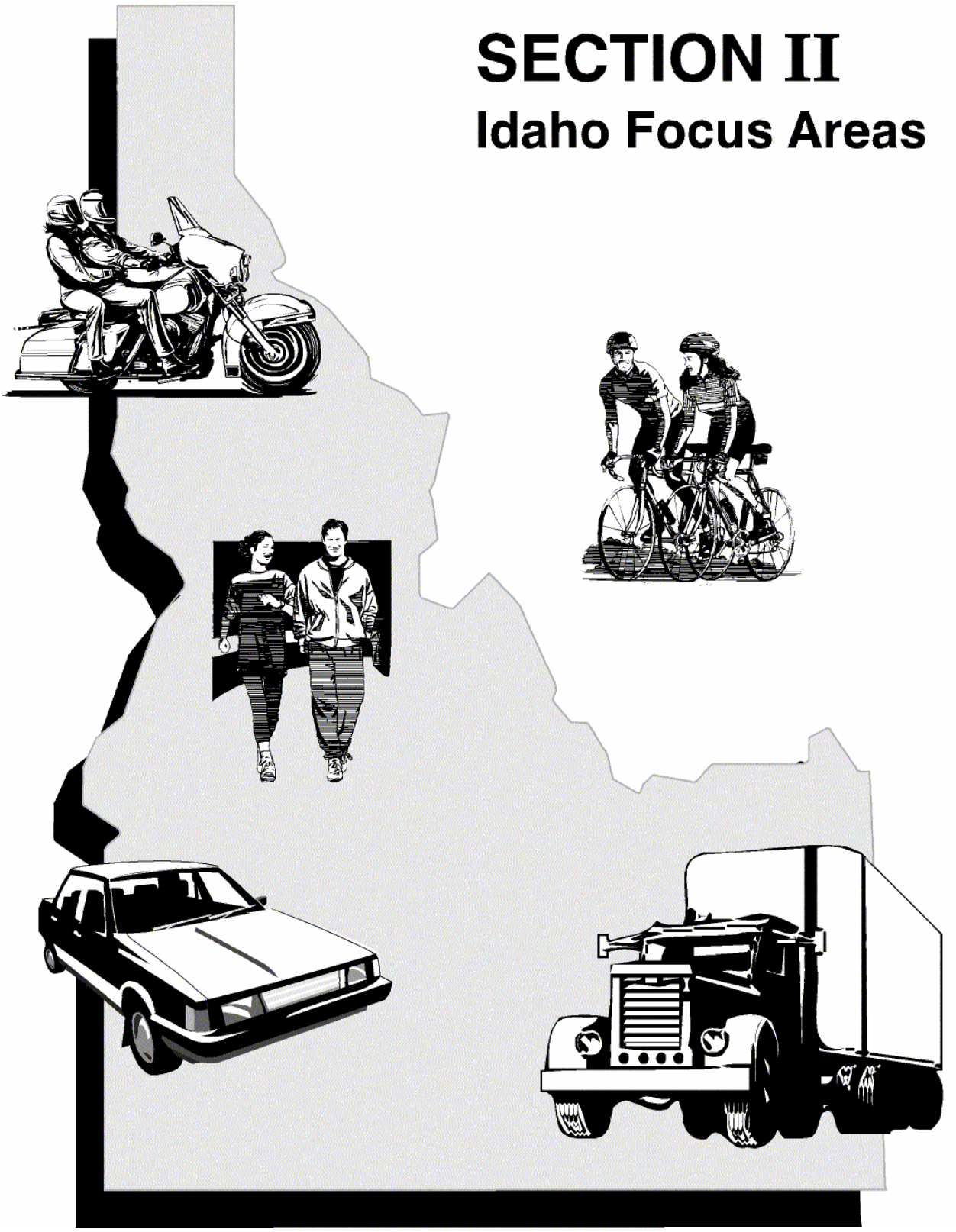
Table 19
Driver's License Suspensions by Violation Type: 2005

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	25,411	32.8%
Failure to Pay Fine	20,063	25.9%
Driving Under the Influence	7,796	10.1%
Administrative License Suspension (ALS)*	6,729	8.7%
Driving Without Privileges	5,945	7.7%
Underage Consumption or Possession of Alcohol	2,501	3.2%
Family Responsibility Law	2,245	2.9%
Refused Evidentiary BAC Test	1,704	2.2%
Recurrence of Violation	1,186	1.5%
Points	681	0.9%
Reckless/Inattentive Driving	591	0.8%
All Others	2,517	3.3%
TOTALS	**77,369**	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 pay a traffic fine and failure to maintain insurance. These two suspensions account for 59% of all license suspensions. Driving under the influence accounted for 10% 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 2001 through 2005. 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: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Impaired Driving Collisions	1,655	1,886	1,973	1,944	1,952	0.4%	5.7%
Fatalities	94	97	115	103	100	-2.9%	3.8%
Serious Injuries	312	335	315	331	367	10.9%	2.2%
Visible Injuries	663	715	663	559	522	-6.6%	-5.0%
Possible Injuries	440	581	617	603	630	4.5%	12.0%
Impaired Driving Collisions as a % of All Collisions	6.3%	7.1%	7.4%	6.9%	6.9%	0.7%	2.9%
Impaired Driving Fatalities as a % of All Fatalities	36.3%	33.1%	39.2%	39.6%	36.4%	-8.2%	3.6%
Impaired Driving Injuries as a % of All Injuries	10.1%	11.2%	10.9%	10.1%	10.5%	3.8%	0.4%
All Fatal and Injury Collisions	9,456	9,922	9,922	10,083	10,053	-0.3%	2.2%
Impaired Fatal/Injury Collisions	964	1,125	1,134	1,117	1,087	-2.7%	5.3%
% Impaired Driving	10.2%	11.3%	11.4%	11.1%	10.8%	-2.4%	3.0%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.84	3.00	2.99	2.93	3.12	6.6%	1.1%
Annual DUI Arrests by Agency*							
Idaho State Police	1,640	1,723	1,708	1,461	817	-44.1%	-3.4%
Local Agencies	8,257	8,302	8,523	8,674	8,255	-4.8%	1.7%
Total Arrests	9,897	10,025	10,231	10,135	9,072	-10.5%	0.8%
DUI Enforcement Rate**	1.10	1.08	1.11	1.07	0.92	-13.7%	-0.9%

**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 2005, just fewer than 11% of all fatal and injury collisions involved an impaired driver, impaired pedestrian, or impaired bicyclist. Just over 36% 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 2005. 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 down 4.8% in 2005 from the prior year, while ISP DUI arrests decreased by 44.1%. Overall, DUI arrests were down by just under 10.5% from 2004 levels.

Economic Costs of Impaired Driving Collisions

Table 21 contains the estimated economic costs for impaired driving-related motor vehicle collisions in 2005. The estimated cost of Idaho impaired driving collisions in 2004 was almost $458 million dollars. This estimate represents 26% of the total cost of Idaho collisions (as shown in Table 4).

Table 21
Economic Costs of Impaired Driving Collisions: 2005 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	100	$3,321,330	$332,133,027
Serious Injuries	367	$229,938	$84,387,338
Visible Injuries	522	$45,988	$24,005,553
Possible Injuries	630	$24,271	$15,290,894
Property Damage Only	865	$2,555	$2,209,962
Total Estimate of Economic Cost			**$458,026,774**

Victims of Fatal Collisions Involving Impaired Drivers

Table 22 shows a breakout of impaired driving fatalities. Of the 100 people killed in impaired driving collisions, 86 (or 86%) 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: 2005
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles			Motorcycle	Bicyclists	Pedestrians	Commercial
Impaired Status*	Drivers	Passengers	Unknown	Drivers			Driver
Impaired	54	22	1	6	1	1	1
Not Impaired	7	5	0	0	0	2	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 17 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 2.5 times as many impaired driving collisions as would be expected.

Table 23
DUI Arrests and Impaired Driving Collisions by Driver Age: 2005

	Licensed Drivers		DUI Arrests		Impaired Drivers in Collisions	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	4	0.0%	1	0.1%
15	4,790	0.5%	11	0.1%	3	0.2%
16	11,725	1.2%	53	0.6%	23	1.2%
17	15,585	1.6%	139	1.6%	42	2.2%
18	16,649	1.7%			67	3.4%
19	17,888	1.8%	509*	5.7%	58	3.0%
20	18,324	1.9%			90	4.6%
21	17,282	1.8%			92	4.7%
22	18,488	1.9%			105	5.4%
23	18,874	1.9%			91	4.7%
24	18,882	1.9%	1,915**	21.4%	84	4.3%
25-29	89,764	9.1%	1,470	16.4%	271	13.9%
30-34	82,799	8.4%	1,025	11.4%	214	11.0%
35-39	84,585	8.6%	980	10.9%	163	8.4%
40-44	92,045	9.4%	971	10.8%	192	9.9%
45-49	97,965	10.0%	839	9.4%	160	8.2%
50-54	93,436	9.5%	544	6.1%	116	6.0%
55-59	81,703	8.3%	279	3.1%	69	3.5%
60+	202,456	20.6%	227	2.5%	69	3.5%
Missing or Unknown			1	0.0%	36	1.8%
TOTALS	983,240		8,967		1,946	

* 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 2005 U.S. Census estimates for counties.

Table 24
Impaired Driving Collisions by County: 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	
50,000 and over							
Ada	344.7	459	7	219	11	332	0.7
Bannock	78.2	136	3	76	4	112	1.0
Bonneville	91.9	99	3	47	4	72	0.5
Canyon	164.6	212	3	101	3	139	0.6
Kootenai	127.7	192	6	103	7	158	0.9
Twin Falls	69.4	105	2	49	2	65	0.7
Mean Collision Rate							**0.7**
20,000 - 49,999							
Bingham	43.7	61	4	37	5	63	0.9
Blaine	21.2	24	5	13	8	27	0.9
Bonner	40.9	77	6	44	6	58	1.2
Cassia	21.3	26	3	15	3	25	0.8
Elmore	28.6	39	0	25	0	30	0.9
Jefferson	21.6	12	1	7	1	8	0.4
Latah	34.7	24	1	9	1	11	0.3
Madison	31.0	9	1	3	2	6	0.1
Nez Perce	37.9	67	3	29	3	38	0.8
Payette	22.2	19	0	8	0	10	0.4
Mean Collision Rate							**0.7**
10,000 - 19,999							
Boundary	10.6	22	3	8	5	16	1.0
Franklin	12.4	8	0	4	0	7	0.3
Fremont	12.2	13	2	10	2	14	1.0
Gem	16.3	15	0	4	0	4	0.2
Gooding	14.5	34	3	17	4	30	1.4
Idaho	15.7	24	3	12	4	17	1.0
Jerome	19.6	31	2	12	2	25	0.7
Minidoka	19.0	24	1	13	2	22	0.7
Owyhee	11.1	22	4	15	4	27	1.7
Shoshone	13.2	24	1	18	1	28	1.4
Washington	10.1	9	0	7	0	10	0.7
Mean Collision Rate							**0.9**

Table 24 (Continued)
Impaired Driving Collisions by County: 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	
5,000 - 9,999							
Bear Lake	6.2	5	0	3	0	7	0.5
Benewah	9.2	21	0	15	0	20	1.6
Boise	7.5	17	2	11	3	29	1.7
Caribou	7.1	9	1	7	1	13	1.1
Clearwater	8.4	11	1	5	1	8	0.7
Lemhi	7.9	14	4	8	5	11	1.5
Power	7.8	16	0	11	0	15	1.4
Teton	7.5	6	0	2	0	2	0.3
Valley	8.3	19	0	9	0	11	1.1
Mean Collision Rate							**1.1**
0 - 4,999							
Adams	3.6	8	2	5	2	9	1.9
Butte	2.8	5	1	3	1	6	1.4
Camas	1.1	4	0	3	0	4	2.9
Clark	0.9	1	0	1	0	1	1.1
Custer	4.1	6	1	4	1	6	1.2
Lewis	3.8	8	1	4	1	6	1.3
Lincoln	4.5	9	1	6	1	12	1.5
Oneida	4.2	6	0	4	0	5	1.0
Mean Collision Rate							**1.4**
Statewide Totals	**1,419.0**	**1,943**	**81**	**999**	**100**	**1,509**	**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 2004. Population estimates for 2005 were not available at the time of publication.

Table 25
Impaired Driving Collisions by City: 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	190.1	304	4	147	4	225	0.8
Idaho Falls	52.1	52	0	23	0	31	0.4
Meridian	45.0	44	0	17	0	27	0.4
Nampa	68.2	95	1	39	1	53	0.6
Pocatello	50.7	99	2	52	3	77	1.1
Mean Collision Rate							**0.7**
15,000 - 39,999							
Caldwell	32.7	31	0	13	0	17	0.4
Coeur d'Alene	38.4	79	0	35	0	47	0.9
Eagle	16.2	13	1	5	1	7	0.4
Lewiston	31.0	51	2	23	2	30	0.8
Moscow	21.9	11	0	4	0	5	0.2
Post Falls	21.4	26	2	14	3	31	0.7
Rexburg	24.7	0	0	0	0	0	0.0
Twin Falls	37.6	50	0	19	0	23	0.5
Mean Collision Rate							**0.5**
5,000 - 14,999							
Ammon	9.8	4	0	1	0	2	0.1
Blackfoot	10.7	12	0	8	0	16	0.7
Burley	9.2	8	0	4	0	4	0.4
Chubbuck	10.5	10	0	7	0	8	0.7
Emmett	6.0	4	0	0	0	0	0.0
Garden City	11.2	19	0	9	0	12	0.8
Hailey	7.5	2	0	1	0	1	0.1
Hayden	11.1	4	0	2	0	2	0.2
Jerome	8.4	7	0	0	0	0	0.0
Kuna	9.5	6	0	1	0	1	0.1
Mountain Home	11.4	15	0	8	0	11	0.7
Payette	7.4	5	0	1	0	1	0.1
Rathdrum	5.6	4	0	2	0	4	
Rupert	5.3	2	0	0	0	0	0.0
Sandpoint	7.6	14	0	5	0	6	0.7
Weiser	5.4	4	0	4	0	5	0.7
Mean Collision Rate							**0.4**

Table 25 (Continued)
Impaired Driving Collisions by City: 2005

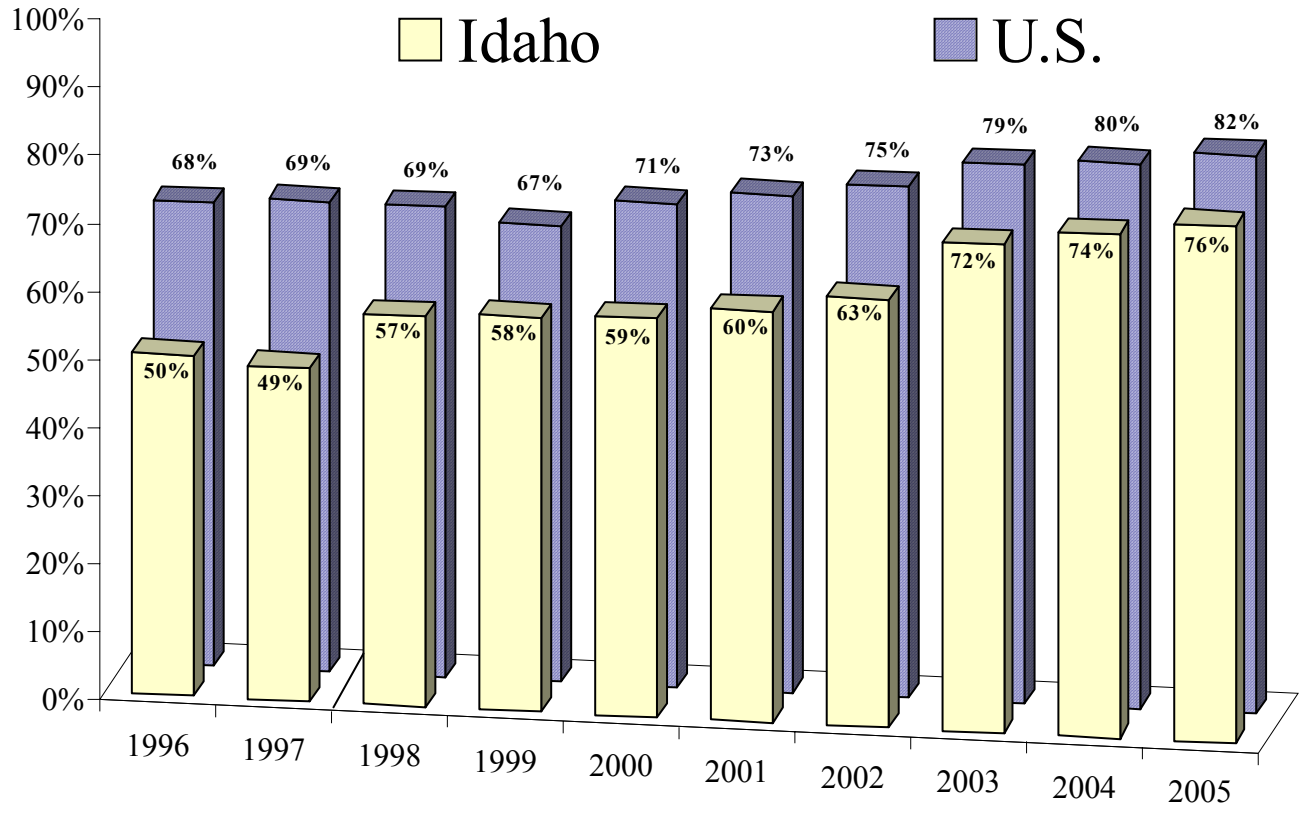
	Population (in 1,000s)	Number of Collisions			Number of Persons		Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.0	1	0	0	0	0	0.0
Bellevue	2.2	0	0	0	0	0	0.0
Bonners Ferry	2.7	5	0	1	0	2	0.4
Buhl	4.0	3	0	1	0	1	0.3
Dalton Gardens	2.4	2	0	1	0	1	0.4
Fruitland	4.2	2	0	1	0	1	0.2
Gooding	3.3	1	0	1	0	1	0.3
Grangeville	3.2	3	0	0	0	0	0.0
Heyburn	2.8	1	0	0	0	0	0.0
Homedale	2.5	0	0	0	0	0	0.0
Kellogg	2.2	2	0	2	0	2	0.9
Ketchum	3.1	6	0	3	0	3	1.0
Kimberly	2.7	2	0	1	0	1	0.4
Malad	2.1	1	0	1	0	1	0.5
McCall	2.3	3	0	1	0	1	0.4
Middleton	4.1	2	0	2	0	3	0.5
Montpelier	2.6	1	0	0	0	0	0.0
Orofino	3.2	2	0	2	0	2	0.6
Preston	5.0	0	0	0	0	0	0.0
Rigby	3.0	0	0	0	0	0	0.0
St. Anthony	3.4	0	0	0	0	0	0.0
St. Maries	2.6	2	0	1	0	1	0.4
Salmon	3.1	2	0	1	0	2	0.3
Shelley	4.0	2	0	1	0	1	0.3
Soda Springs	3.3	1	0	1	0	1	0.3
Star	2.4	2	0	0	0	0	0.0
Wendell	2.4	0	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.: 1996 - 2005



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: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Ada	66.8%	64.3%	81.0%	85.3%	89.9%	5.4%	9.2%
Bannock	56.0%	58.5%	55.7%	61.2%	58.7%	-4.0%	3.2%
Bingham	51.8%	45.2%	47.4%	45.2%	48.7%	7.8%	-4.2%
Blaine	52.3%	60.0%	68.7%	68.6%	66.9%	-2.5%	9.7%
Bonner	54.4%	70.9%	74.4%	75.3%	73.0%	-3.1%	12.2%
Bonneville	63.4%	62.5%	59.4%	72.4%	70.7%	-2.4%	5.2%
Canyon	58.3%	63.2%	75.1%	77.9%	79.2%	1.7%	10.3%
Cassia	49.1%	49.6%	53.9%	41.8%	66.9%	59.9%	-4.3%
Elmore	57.7%	52.9%	67.9%	70.2%	68.3%	-2.7%	7.8%
Kootenai	59.5%	70.2%	78.6%	76.8%	78.5%	2.2%	9.2%
Latah	57.6%	74.0%	74.2%	71.9%	78.6%	9.3%	8.5%
Madison	49.7%	52.4%	58.8%	58.0%	62.2%	7.3%	5.4%
Minidoka	48.1%	48.5%	55.6%	54.2%	75.3%	39.0%	4.3%
Nez Perce	56.2%	65.4%	74.4%	77.6%	82.5%	6.3%	11.5%
Payette	63.3%	61.2%	71.9%	76.1%	75.4%	-0.9%	6.7%
Twin Falls	54.4%	58.9%	63.0%	73.2%	74.5%	1.8%	10.4%
Statewide	**60.4%**	**62.9%**	**71.7%**	**74.0%**	**76.0%**	**2.7%**	**7.1%**

The Office of Traffic & Highway 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 85.4%, while district 5 (south-eastern Idaho) had the overall lowest usage at 55.4%.

Table 27
Idaho Safety Belt Observation Survey: 2005 – Usage by Vehicle Type

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	76.1%	84.6%	63.6%	75.7%
2	84.6%	84.7%	71.3%	81.1%
3	89.3%	90.0%	73.2%	85.4%
4	77.8%	74.3%	59.3%	71.5%
5	59.4%	64.5%	40.3%	55.4%
6	74.6%	72.1%	53.3%	68.0%
Statewide	**79.9%**	**82.4%**	**62.9%**	**76.0%**

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 2005 ranged from a high of 73.2% in District 3 (south-western Idaho) to a low of 40.3% in District 5 (south-eastern Idaho).

Seat belt usage varied by the type of roadway the vehicles were traveling on. It ranged from a high of 96.6% on urban interstates to a low of 61.2% on rural minor collectors.

There was no statistically significant difference between urban and rural sites. Usage on urban roadways was 77.1%, while usage on rural roadways was 73.5%. There was also no statistically significant difference between major and minor roadways. Usage on major roadways was 79.8% while usage on minor roadways was 73.5%. 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 : 2001-2005
Age 7 and older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatalities -Restraints Used	29.7%	37.5%	37.2%	42.4%	40.0%	-5.5%	13.1%
Serious Injuries -Restraint Used	51.0%	57.6%	58.4%	64.7%	64.7%	0.0%	8.4%

Of the 220 passenger motor vehicle occupants killed in 2005, only 88 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 88 lives were saved in 2005 by seat belt usage. An additional 63 lives could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 29
2005 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	88	126	6	$292,277,064	$418,487,615	$19,927,982
Serious Injury	913	452	46	$209,933,622	$103,932,089	$10,577,159
Visible Injury	2,831	728	78	$130,191,037	$33,479,009	$3,587,037
Possible Injury	6,566	773	225	$159,365,091	$18,761,684	$5,461,033
Total				**$791,766,814**	**$574,660,396**	**$39,553,211**

Self-reported seat belt use is biased because of the penalties involved for not wearing a seat belt (meaning people misrepresent their belt use to avoid a ticket). While 88% of the motor vehicle occupants in crashes said they were wearing seat belts, the observational surveys show only 76% 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 2001 through 2005. 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: 2001-2005
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
50,000 and over							
Ada	70.3%	77.0%	75.5%	83.2%	85.0%	2.2%	5.9%
Bannock	62.3%	55.6%	72.1%	66.7%	73.5%	10.3%	3.8%
Bonneville	59.2%	63.8%	68.5%	73.9%	63.2%	-14.6%	7.7%
Canyon	69.4%	62.2%	69.5%	73.5%	79.1%	7.7%	2.4%
Kootenai	73.9%	77.9%	82.8%	80.4%	79.4%	-1.3%	2.9%
Twin Falls	56.9%	81.0%	61.6%	73.1%	82.6%	13.0%	12.4%
20,000 - 49,999							
Bingham	52.2%	55.1%	61.0%	61.2%	58.0%	-5.1%	5.5%
Blaine	83.3%	48.7%	60.5%	60.7%	55.3%	-9.0%	-5.6%
Bonner	45.1%	62.6%	80.7%	64.8%	73.0%	12.6%	16.1%
Cassia	53.3%	51.0%	37.7%	71.1%	65.6%	-7.7%	19.4%
Elmore	64.4%	66.7%	57.4%	65.4%	69.8%	6.7%	1.2%
Latah	54.6%	65.2%	69.8%	59.2%	84.1%	42.1%	3.8%
Madison	33.3%	65.6%	62.5%	44.0%	48.0%	9.1%	20.8%
Nez Perce	57.4%	80.7%	68.0%	83.1%	73.8%	-11.1%	15.7%
Payette	52.9%	58.2%	67.4%	74.5%	79.0%	6.1%	12.1%
10,000 - 19,999							
Boundary	55.2%	73.9%	50.0%	85.7%	58.3%	-31.9%	24.3%
Franklin	50.0%	23.3%	56.3%	47.8%	31.8%	-33.5%	24.3%
Fremont	40.6%	57.6%	55.9%	73.0%	43.8%	-40.1%	23.2%
Gem	43.5%	58.3%	71.4%	72.7%	60.0%	-17.5%	19.5%
Gooding	38.8%	55.8%	51.0%	55.9%	52.5%	-6.0%	14.9%
Idaho	52.4%	63.4%	43.8%	53.2%	75.0%	40.9%	3.9%
Jefferson	44.4%	57.1%	59.1%	56.8%	72.0%	26.8%	9.3%
Jerome	48.8%	55.5%	66.7%	73.6%	63.1%	-14.2%	14.7%
Minidoka	34.9%	48.3%	62.5%	66.2%	67.5%	1.9%	24.6%
Owyhee	26.7%	46.3%	23.5%	53.1%	32.6%	-38.6%	50.1%
Shoshone	50.0%	59.1%	47.4%	76.5%	14.8%	-80.6%	19.9%

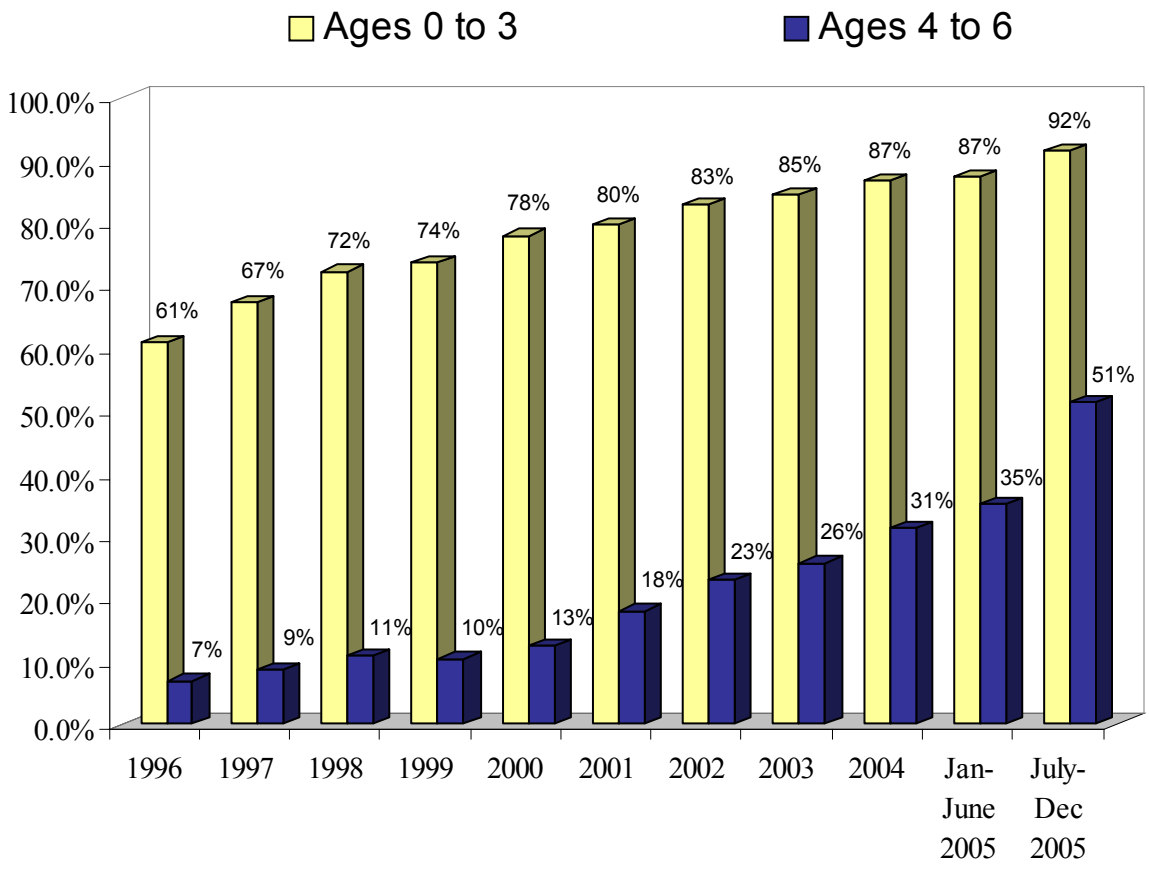
Table 30 (Continued)
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2001-2005
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
5,000 - 9,999							
Bear Lake	57.1%	66.7%	29.4%	72.7%	75.0%	3.1%	36.0%
Benewah	40.0%	43.2%	60.0%	63.2%	63.6%	0.8%	17.4%
Boise	72.7%	64.0%	64.1%	61.4%	59.1%	-3.7%	-5.4%
Caribou	52.2%	47.5%	21.4%	50.0%	46.7%	-6.7%	23.2%
Clearwater	37.5%	81.8%	44.4%	78.6%	66.7%	-15.1%	49.8%
Lemhi	46.7%	60.5%	53.3%	83.3%	50.0%	-40.0%	24.7%
Power	42.3%	48.0%	65.0%	56.3%	52.6%	-6.4%	11.8%
Teton	35.7%	45.5%	81.8%	0.0%	28.6%	100.0%	2.4%
Valley	51.9%	71.4%	62.9%	60.0%	45.8%	-23.6%	7.1%
Washington	54.6%	71.4%	96.2%	33.3%	73.3%	120.0%	0.1%
0 - 4,999							
Adams	33.3%	92.3%	58.3%	40.0%	31.3%	-21.9%	36.2%
Butte	33.3%	88.9%	71.4%	50.0%	44.4%	-11.1%	39.0%
Camas	81.8%	100.0%	50.0%	20.0%	50.0%	150.0%	-29.3%
Clark	75.0%	36.4%	60.0%	100.0%	61.5%	-38.5%	26.7%
Custer	55.0%	45.0%	37.5%	52.6%	76.5%	45.3%	1.8%
Lewis	80.8%	90.0%	57.1%	62.5%	76.2%	21.9%	-5.2%
Lincoln	18.2%	42.1%	36.4%	90.9%	54.6%	-40.0%	89.3%
Oneida	64.3%	45.5%	64.0%	55.2%	40.0%	-27.5%	-0.8%
Statewide Average	**60.7%**	**65.7%**	**67.6%**	**72.1%**	**72.2%**	**0.1%**	**5.9%**

Child Safety Seat Usage by Age Groups

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

Figure 14
Child Safety Seat Usage by Age Group: 1996 - 2005



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 2001 to 2005. 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: 2001-2005
Under Age 4 (through 2004) and Under Age 7 (2005 and after)
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatalities							
Restrained	1	1	3	6	5	-16.7%	100.0%
Unrestrained	3	3	2	1	0	-100.0%	-27.8%
Serious Injuries							
Restrained	5	9	13	3	17	466.7%	15.8%
Unrestrained	5	7	3	5	19	280.0%	16.5%
Visible Injuries							
Restrained	39	37	30	39	51	30.8%	2.0%
Unrestrained	29	22	19	12	39	225.0%	-24.9%
Possible Injuries							
Restrained	113	139	162	182	204	12.1%	17.3%
Unrestrained	39	36	49	30	122	306.7%	-3.5%
No Injuries							
Restrained	1,486	1,620	1,777	1,889	2,449	29.6%	8.3%
Unrestrained	338	301	283	259	932	259.8%	-8.5%
Total Restrained	1,525	1,654	1,843	2,119	2,727	28.7%	11.6%
Total Unrestrained	318	280	296	319	1,119	250.8%	0.5%
% of Children Restrained	82.7%	85.5%	86.2%	86.9%	70.9%	-18.4%	1.7%

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 7 lives in 2005. Additionally, 25 serious injuries were prevented and 13 of the 19 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 2001 through 2005 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: 2001-2005

	2001	2002	2003	2004	2005	Change 2003-2004	Avg. Change 2000-2003
Total Aggressive Driving Collisions	15,398	15,066	14,649	15,934	15,572	-2.3%	1.3%
Fatalities	128	138	128	116	133	14.7%	-2.9%
Serious Injuries	949	963	838	867	975	12.5%	-2.7%
Visible Injuries	3,254	3,223	2,895	2,614	2,511	-3.9%	-6.9%
Possible Injuries	4,770	5,023	5,065	5,519	5,295	-4.1%	5.0%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Driving Too Fast for Conditions	359	357	311	334	404	21.0%	-2.0%
Fail to Yield Right of Way	356	373	353	356	391	9.8%	0.1%
Exceeded Posted Speed	202	184	133	129	168	30.2%	-13.2%
Following Too Close	127	106	95	122	114	-6.6%	0.5%
Passed Stop Sign	122	127	97	65	59	-9.2%	-17.5%
Disregarded Signal	48	44	53	44	65	47.7%	-1.6%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	7.53	7.65	6.52	6.63	7.40	11.6%	-3.8%

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

In 2005, aggressive driving was a contributing factor in 55% of all collisions in Idaho. While 70% of all aggressive driving collisions occur in urban areas, 75% of the fatal aggressive driving collisions occur in rural areas. Only 23% of all aggressive driving collisions involved a single vehicle, while 53% of fatal aggressive driving collisions involved only one vehicle. Of the 61 fatal aggressive driving crashes that involved a single vehicle, 53 (or 87%) occurred in rural areas.

The economic cost of collisions involving aggressive driving was $934.6 million dollars in 2005. This represents 53% 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 are 4.1 times as likely to be involved in aggressive driving collisions as all other drivers, while drivers ages 20 to 24 are 1.9 times as likely as all other drivers to be involved in aggressive driving 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: 2005

	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%	41	0.3%		18	0.3%	
15	4,790	0.5%	320	2.0%	4.1	123	2.0%	4.2
16	11,725	1.2%	736	4.6%	3.9	262	4.3%	3.6
17	15,585	1.6%	957	6.0%	3.8	337	5.6%	3.5
18	16,649	1.7%	919	5.8%	3.4	337	5.6%	3.3
19	17,888	1.8%	810	5.1%	2.8	314	5.2%	2.9
20	18,324	1.9%	666	4.2%	2.2	254	4.2%	2.3
21	17,282	1.8%	593	3.7%	2.1	216	3.6%	2.0
22	18,488	1.9%	562	3.5%	1.9	202	3.4%	1.8
23	18,874	1.9%	486	3.1%	1.6	178	3.0%	1.5
24	18,882	1.9%	433	2.7%	1.4	158	2.6%	1.4
25-34	172,563	17.6%	2,925	18.4%	1.0	1,123	18.6%	1.1
35-44	176,630	18.0%	2,110	13.2%	0.7	794	13.2%	0.7
45-54	191,401	19.5%	1,707	10.7%	0.6	687	11.4%	0.6
55-64	143,828	14.6%	1,089	6.8%	0.5	429	7.1%	0.5
65-74	83,535	8.5%	622	3.9%	0.5	236	3.9%	0.5
75+	56,796	5.8%	641	4.0%	0.7	267	4.4%	0.8
Not Stated or Other			311	2.0%		93	1.5%	
TOTALS	**983,240**		**15,928**			**6,028**		

** 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 2005, more than one out of every four collisions involved a youthful driver. In 2005, youthful drivers were involved in 2.5 times as many crashes as you would expect them to be and were 2.8 times as likely as all other drivers to be involved in a crash.

Table 34
Collisions Involving Youthful Drivers (15 to 19 Years Old): 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Total Collisions	7,586	7,720	7,368	7,408	7,309	-1.3%	-0.8%
Fatalities	68	50	45	39	38	-2.6%	-16.6%
Serious Injuries	477	454	354	376	377	0.3%	-6.9%
Visible Injuries	1,601	1,709	1,478	1,258	1,156	-8.1%	-7.2%
Possible Injuries	2,360	2,658	2,498	2,479	2,471	-0.3%	1.9%
Drivers 15-19 in Fatal & Serious Injury Collisions	405	408	328	335	326	-2.7%	-5.6%
% of all Drivers in Fatal & Serious Injury Collisions	17.7%	16.2%	14.3%	13.8%	13.5%	-2.7%	-7.8%
Licensed Drivers 15-19	69,812	67,050	65,605	65,391	66,637	1.9%	-2.1%
% of Total Licensed Drivers	7.7%	7.4%	7.1%	6.9%	6.8%	-1.8%	-3.8%
Driver Involvement Rate*	2.28	2.20	2.01	2.01	1.99	-0.9%	-4.1%
Teen Drivers in Fatal Crashes	54	46	38	36	35	-2.8%	-12.5%
Impaired Teen Drivers in Fatal Crashes	14	8	10	8	10	25.0%	-12.6%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	23.5%	17.4%	26.3%	22.2%	28.6%	28.6%	3.2%

**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 2005, the economic cost of collisions involving youthful drivers was $338.1 million dollars. This represents 19% of the total cost of collisions in 2004 (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: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Total Collisions	26,090	26,477	26,700	28,332	28,238	-0.3%	2.8%
Response to Fatal & Injury Collisions	4,142	4,842	6,282	6,624	6,550	-1.1%	17.4%
% of Fatal & Injury Collisions	43.8%	48.8%	63.3%	65.7%	65.2%	-0.8%	15.0%
Persons Killed or Injured in Collisions	14,280	15,026	14,894	14,994	14,711	-1.9%	1.7%
Transported from Rural Areas	3,332	3,596	3,567	3,549	3,234	-8.9%	2.2%
Transported from Urban Areas	2,577	2,732	2,570	2,643	2,740	3.7%	1.0%
Total Transported by EMS	5,909	6,328	6,137	6,192	5,974	-3.5%	1.7%
% of Killed/Injured Transported	41.4%	42.1%	41.2%	41.3%	40.6%	-1.7%	-0.1%
Trapped and Extricated	576	583	554	568	651	14.6%	-0.4%
Fatal/Serious Injuries Transported by Helicopter	226	243	280	271	258	-4.8%	6.5%

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. Improved post-crash victim care works to reduce the severity of trauma incurred by collision victims. The sooner someone receives appropriate medical care, the better their chances of recovery. This care is especially critical in rural areas because of the time needed to transport a victim to a trauma hospital.

Pedestrians in Collisions

Table 36 gives information about pedestrians in collisions from 2001 to 2005. Pedestrian collisions decreased by 12% in 2005 and the number of pedestrians killed in motor vehicle collisions decreased by 50%. Of all pedestrians involved in collisions in 2005, 98% received some degree of injury. Of those injured or killed in pedestrian collisions, 22% were between the ages of 4 and 14. Of the pedestrians killed in motor vehicle collisions in 2005, 66% were over the age of 30. Impaired pedestrians were involved in 7% of all pedestrian collisions and 11% of fatal pedestrian collisions.

Table 36
Pedestrians in Collisions: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Pedestrian Collisions	175	199	213	235	206	-12.3%	10.4%
Fatalities	12	15	13	18	9	-50.0%	16.7%
Serious Injuries	53	53	51	64	51	-20.3%	7.2%
Visible Injuries	68	96	91	97	91	-6.2%	14.2%
Possible Injuries	54	41	65	67	62	-7.5%	12.5%
Pedestrians in Collisions	190	208	223	249	218	-12.4%	9.4%
Pedestrian Fatal and Serious Injuries	65	68	64	82	60	-26.8%	9.0%
% of All Fatal and Serious Injuries	3.5%	3.4%	3.4%	4.3%	2.9%	-32.4%	7.8%
Impaired Fatal and Serious Injuries*	15	13	13	19	11	-42.1%	10.9%
% of Pedestrian Fatal & Serious Injuries	23.1%	19.1%	20.3%	23.2%	18.3%	-20.9%	1.1%
Pedestrians in Fatal and Injury Collisions by Age							
0 to 3	3	8	5	0	4	400.0%	9.7%
4 to 14	49	44	58	76	48	-36.8%	17.5%
15 to 19	26	24	27	31	39	25.8%	6.5%
20 to 24	15	25	23	29	28	-3.4%	28.3%
25 to 34	22	26	22	27	24	-11.1%	8.5%
35 to 44	28	27	14	18	22	22.2%	-7.7%
45 to 54	18	19	27	32	22	-31.3%	22.1%
55 to 64	10	8	12	16	16	0.0%	21.1%
65 and Older	15	22	29	16	10	-37.5%	11.2%
Missing/Unknown Age	4	5	4	3	3	0.0%	-6.7%

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

In 2005, the economic cost of collisions involving pedestrians was $47.3 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 2001 to 2005. The number of bicycle collisions increased in 2005 by 16%. Of the bicyclists involved in collisions in 2004, 97% received some degree of injury. Of all bicyclists involved in collisions in 2005, 33% were between the ages of 4 and 14.

Table 37
Bicyclists in Collisions: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Bicycle Collisions	274	314	319	276	321	16.3%	0.9%
Fatalities	2	3	2	3	3	0.0%	22.2%
Serious Injuries	44	51	36	28	42	50.0%	-11.9%
Visible Injuries	161	170	186	142	167	17.6%	-2.9%
Possible Injuries	70	92	92	96	106	10.4%	11.9%
Bicyclists in Collisions	285	327	326	279	327	17.2%	0.0%
Bicycle Fatal and Serious Injuries	46	54	38	31	45	45.2%	-10.2%
% of All Fatal and Serious Injuries	2.5%	2.7%	2.0%	1.6%	2.2%	34.0%	-11.9%
Bicyclists in Collisions Wearing Helmets	31	39	49	35	56	60.0%	7.6%
% of Bicyclists Wearing Helmets	11.0%	11.9%	15.0%	12.5%	17.1%	36.5%	6.1%
Impaired Fatal and Serious Injuries*	1	3	1	0	3	300.0%	11.1%
% of Bicycle Fatal & Serious Injuries	2.2%	5.6%	2.6%	0.0%	6.7%	666.7%	1.0%
Bicyclists in Collisions by Age							
0 to 3	1	0	0	1	1	0.0%	-25.0%
4 to 14	109	134	123	105	109	3.8%	0.0%
15 to 19	46	58	62	44	56	27.3%	1.3%
20 to 24	24	39	31	38	38	0.0%	21.5%
25 to 34	29	26	38	30	39	30.0%	4.9%
35 to 44	30	29	29	22	36	63.6%	-9.2%
45 to 54	27	22	21	17	19	11.8%	-14.0%
55 to 64	8	5	9	9	13	44.4%	14.2%
65 and Older	3	8	4	6	7	16.7%	55.6%
Missing/Unknown Age	8	6	9	7	9	28.6%	0.9%

** 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, 27% of bicyclists, 35 years of age and older, involved in crashes were wearing helmets while only 14% of bicyclists under age 35 were wearing helmets.

In 2005, the economic cost of collisions involving bicyclists was $29.9 million dollars. This represents 2% 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 2001 to 2005. The number of motorcycle collisions increased again in 2005 after a steady decrease over recent years prior to 2000. Of all motorcyclists involved in collisions in 2005, 87% received some degree of injury. Of all motorcycle collisions, 11% involved impaired motorcyclists, while 23% of fatal motorcycle collisions involved impaired motorcyclists. Just over half (52%) of all motorcycle collisions were single-vehicle collisions, while 54% of fatal motorcycle crashes involved only a single motorcycle.

While Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, only 64% of those riders involved in collisions in 2005 were wearing a helmet.

Table 38
Motorcyclists in Collisions: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Motorcycle Collisions	380	403	437	508	549	8.1%	10.2%
Fatalities	19	11	19	24	26	8.3%	19.0%
Serious Injuries	102	130	139	145	185	27.6%	12.9%
Visible Injuries	207	185	178	216	224	3.7%	2.3%
Possible Injuries	75	73	99	110	110	0.0%	14.7%
Motorcyclists in Collisions	457	465	500	578	625	8.1%	8.3%
Registered Motorcycles*	39,434	43,245	46,935	52,614	60,202	14.4%	10.1%
Motorcyclists Wearing Helmets	162	175	193	246	270	9.8%	15.3%
% Motorcyclists Wearing Helmets	35.4%	37.6%	38.6%	42.6%	43.2%	1.5%	6.3%
Motorcycle Drivers in Collisions by Age							
0 to 14	5	5	7	9	3	-66.7%	22.9%
15 to 20	47	32	48	54	57	5.6%	10.2%
21 to 24	45	59	52	66	61	-7.6%	15.4%
25 to 34	71	67	83	102	107	4.9%	13.7%
35 to 44	79	86	96	101	96	-5.0%	8.6%
45 to 54	87	119	95	119	135	13.4%	14.0%
55 to 64	40	36	44	52	69	32.7%	10.1%
65 and up	12	3	17	18	18	0.0%	132.5%
Missing/Unknown	3	4	9	8	6	-25.0%	49.1%

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

Of the motorcyclists killed in 2005, 58% were 35 years old or older.

In 2005, the economic cost of collisions involving motorcyclists was $142 million dollars. This represents 8% 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 2001 through 2005. 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 : 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatal Collisions	35	32	40	31	30	-3.2%	-2.0%
Injury Collisions	542	526	492	536	527	-1.7%	-0.2%
Total Collisions	1,893	1,766	1,704	1,918	1,983	3.4%	0.8%
Commercial VMT (100 millions)	25.2	25.4	25.4	26.4	27.3	3.6%	1.6%
Fatal Collision Rate	1.4	1.3	1.6	1.2	1.1	-6.5%	-3.3%
Injury Collision Rate	21.5	20.7	19.3	20.3	19.3	-5.1%	-1.8%
Total Collision Rate	75.2	69.4	67.0	72.6	72.5	-0.2%	-0.9%

Table 40 presents the location of CMV collisions by severity and roadway type. While 55% of all CMV collisions occurred on rural roadways, 63% of fatal CMV collisions took place on rural roadways.

The largest percentage of all CMV collisions (43%) occurred on local roads, while the largest percentage of fatal CMV collisions (57%) took place on US and State highways.

Table 40
Location of Commercial Motor Vehicle Collisions by Roadway Type: 2005

	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	1	3.3%	71	13.5%	168	11.8%	240	12.1%
Urban	2	6.7%	45	8.5%	90	6.3%	137	6.9%
U.S. or State Highway								
Rural	13	43.3%	167	31.7%	307	21.5%	487	24.6%
Urban	4	13.3%	71	13.5%	195	13.7%	270	13.6%
Local								
Rural	5	16.7%	85	16.1%	279	19.6%	369	18.6%
Urban	5	16.7%	88	16.7%	387	27.1%	480	24.2%
Total	**30**	**1.5%**	**527**	**26.6%**	**1,426**	**71.9%**	**1,983**	

Table 41 shows the number of collisions by severity that each type of commercial motor vehicle was involved in for 2001 to 2005.

Table 41
Collisions Involving Commercial Motor Vehicles by Vehicle Type : 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Bus							
Fatal Collisions	4	2	1	0	1	100.0%	83.3%
Injury Collisions	42	42	30	37	43	16.2%	-1.7%
Property Damage Collisions	118	116	90	105	94	-10.5%	-2.5%
Single Unit Truck							
Fatal Collisions	11	8	13	12	12	0.0%	9.2%
Injury Collisions	211	175	156	195	161	-17.4%	-1.0%
Property Damage Collisions	417	360	336	402	425	5.7%	-0.2%
Single Unit Truck with Trailer							
Fatal Collisions	1	0	2	2	1	-50.0%	33.3%
Injury Collisions	20	25	29	28	25	-10.7%	12.5%
Property Damage Collisions	83	72	76	90	76	-15.6%	3.6%
Truck Tractor Only (Bobtail)							
Fatal Collisions	1	1	1	1	1	0.0%	0.0%
Injury Collisions	5	6	13	14	8	-42.9%	48.1%
Property Damage Collisions	15	21	30	35	36	2.9%	33.2%
Semi with Single-Trailer Configurations							
Fatal Collisions	15	19	20	16	11	-31.3%	4.0%
Injury Collisions	248	253	235	239	253	5.9%	-1.1%
Property Damage Collisions	601	559	561	629	696	10.7%	1.8%
Semi with Double-Trailer Configurations							
Fatal Collisions	4	3	2	2	4	100.0%	-19.4%
Injury Collisions	32	40	37	35	52	48.6%	4.0%
Property Damage Collisions	104	108	93	113	122	8.0%	3.8%
Semi with Triple-Trailer Configurations							
Fatal Collisions	0	0	1	0	0	0.0%	0.0%
Injury Collisions	1	1	0	2	1	-50.0%	33.3%
Property Damage Collisions	14	11	13	9	6	-33.3%	-11.3%

*** 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: 2001-2005

Vehicle Type	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Passenger Cars	22,421	23,102	23,363	23,780	23,931	0.6%	2.0%
%	49.3%	49.9%	50.4%	48.4%	49.0%	1.3%	-0.6%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	20,140	20,334	20,346	22,357	21,830	-2.4%	3.6%
%	44.3%	43.9%	43.9%	45.5%	44.7%	-1.7%	0.9%
Medium Trucks*	770	652	623	743	719	-3.2%	-0.2%
%	1.7%	1.4%	1.3%	1.5%	1.5%	-2.5%	-2.9%
Large Trucks**	1,067	1,057	1,034	1,124	1,222	8.7%	1.9%
%	2.3%	2.3%	2.2%	2.3%	2.5%	9.5%	-0.8%
Buses	166	163	122	143	141	-1.4%	-3.2%
%	0.4%	0.4%	0.3%	0.3%	0.3%	-0.7%	-6.0%
Motorcycles	392	415	452	533	558	4.7%	10.9%
%	0.9%	0.9%	1.0%	1.1%	1.1%	5.4%	8.0%
All Other***	545	577	443	458	393	-14.2%	-4.7%
%	1.2%	1.2%	1.0%	0.9%	0.8%	-13.6%	-7.2%
TOTALS	45,501	46,300	46,383	49,138	48,794	-0.7%	2.6%

**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 2005, there were 5,453 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 39% of the persons involved in CMV collisions. Of the 37 fatalities that occurred in CMV collisions, 76% were occupants of passenger cars, pickups, vans, or other vehicles while 24% were occupants of CMV's.

Table 43
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Collisions: 2005

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	9	15	7	6	37
% of Fatalities	24.3%	40.5%	18.9%	16.2%	0.7%
Serious Injuries	41	53	30	9	133
% of Serious Injuries	30.8%	39.8%	22.6%	6.8%	2.4%
Visible Injuries	76	114	62	5	257
% of Visible Injuries	29.6%	44.4%	24.1%	1.9%	4.7%
Possible Injuries	112	128	109	4	353
% of Possible Injuries	31.7%	36.3%	30.9%	1.1%	6.5%
Non-Injury	3,010	818	753	20	4,601
% of Non- Injury	65.4%	17.8%	16.4%	0.4%	84.4%
Unknown	58	7	6	1	72
% of Unknown	80.6%	9.7%	8.3%	1.4%	1.3%
Column Totals	3,306	1,135	967	45	5,453
(% OF TOTAL)	60.6%	20.8%	17.7%	0.8%	

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

In 2005, the economic cost of collisions involving commercial motor vehicles was $177.5 million dollars. This represents 10% 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 2001 through 2005.

Table 44
Collisions in Work Zones: 2001-2005

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Work Zone Collisions	256	266	357	265	197	-25.7%	4.1%
Fatalities	6	2	2	8	0	-100.0%	77.8%
Serious Injuries	20	27	21	23	14	-39.1%	7.4%
Visible Injuries	49	49	54	42	27	-35.7%	-4.0%
Possible Injuries	120	70	132	85	71	-16.5%	3.8%
% All Collisions	1.0%	1.0%	1.3%	0.9%	0.7%	-25.4%	1.8%
Workers Injured	9	4	0	1	0	-100.0%	-18.5%

Prior to 2001, most of the crashes that have taken place in work zones have not involved workers in the construction zone. The 9 worker injuries, 2 of which were fatal injuries, in 2001, resulted from a single collision on I-15. The 4 workers injured in 2003 resulted from 3 separate collisions; 2 sustained serious injuries and 2 sustained visible injuries. There was 1 worker injured while moving cones in 2004. There were no workers injured in work zone crashes in 2005. 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 31% of the collisions in work zones in 2005. 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: 2005

	Fatal Collisions		Injury Collisions		Property Damage Collisions		All Collisions	
Interstate								
Rural	0	0.0%	5	7.1%	5	3.9%	10	5.1%
Urban	0	0.0%	9	12.9%	10	7.9%	19	9.6%
U.S. or State Highway								
Rural	0	0.0%	16	22.9%	41	32.3%	57	28.9%
Urban	0	0.0%	16	22.9%	24	18.9%	40	20.3%
Local								
Rural	0	0.0%	6	8.6%	14	11.0%	20	10.2%
Urban	0	0.0%	18	25.7%	33	26.0%	51	25.9%
Total	**0**	**0.0%**	**70**	**35.5%**	**127**	**64.5%**	**197**	

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: 2005

	Fatal Collisions	Injury Collisions	Property Damage Collisions	Total Collisions
District 1	0	5	19	24
District 2	0	10	14	24
District 3	0	29	47	76
District 4	0	8	16	24
District 5	0	9	16	25
District 6	0	9	15	24
Statewide	**0**	**70**	**127**	**197**

In 2005, the economic cost of collisions in work zones was $6.5 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

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

Glossary of Terms (Continued)

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

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

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

PROPERTY DAMAGE ONLY: Any 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 2005

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 Traffic and Highway Safety.

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: 2001-2005

US 2	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	0	0	0	1	**2**
Fatalities	1	0	0	0	1	**2**
Total Collisions	85	60	84	95	96	**420**
Average Daily Traffic	4,291	4,296	4,274	4,207	4,318	**21,386**
Fatal Collision Rate	1.44	0.00	0.00	0.00	1.43	**0.58**
Total Collision Rate	122.36	86.27	121.42	139.50	137.35	**121.32**

US 12	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	5	3	7	1	9	**25**
Fatalities	5	3	7	1	10	**26**
Total Collisions	198	201	205	222	223	**1,049**
Average Daily Traffic	2,144	2,135	2,145	2,081	2,029	**10,534**
Fatal Collision Rate	3.79	2.28	5.30	0.78	7.20	**3.85**
Total Collision Rate	149.95	152.83	155.13	173.22	178.39	**161.66**

US 20	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	12	14	7	11	5	**49**
Fatalities	14	19	7	14	6	**60**
Total Collisions	924	950	973	1,011	1,034	**4,892**
Average Daily Traffic	5,163	5,456	5,523	5,629	5,790	**27,560**
Fatal Collision Rate	2.05	2.27	1.12	1.73	0.76	**1.57**
Total Collision Rate	157.99	153.71	155.51	158.56	157.65	**156.69**

US 26	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	7	7	4	1	2	**21**
Fatalities	8	7	9	1	3	**28**
Total Collisions	200	204	197	198	196	**995**
Average Daily Traffic	2,782	2,880	2,948	2,975	3,071	**14,656**
Fatal Collision Rate	5.36	5.17	2.89	0.72	1.39	**3.05**
Total Collision Rate	153.07	150.81	142.29	141.73	135.90	**144.56**

Collision Information for Selected Routes on the State Highway System: 2001-2005

US 30	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	4	5	8	9	4	**30**
Fatalities	4	6	9	9	5	**33**
Total Collisions	328	353	330	347	308	**1,666**
Average Daily Traffic	3,896	3,890	3,876	3,831	3,816	**19,309**
Fatal Collision Rate	1.46	1.83	2.93	3.34	1.49	**2.21**
Total Collision Rate	119.70	129.03	121.05	128.79	114.77	**122.68**

US 89	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	2	1	0	1	1	**5**
Fatalities	2	1	0	1	1	**5**
Total Collisions	24	32	31	38	33	**158**
Average Daily Traffic	1,639	1,529	1,632	1,640	1,640	**8,080**
Fatal Collision Rate	7.64	4.09	0.00	3.82	3.82	**3.87**
Total Collision Rate	91.67	130.98	118.93	145.07	125.99	**122.42**

US 91	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	2	3	5	3	5	**18**
Fatalities	3	4	5	3	6	**21**
Total Collisions	252	244	305	307	300	**1,408**
Average Daily Traffic	4,074	4,119	4,124	4,791	4,173	**21,281**
Fatal Collision Rate	1.60	2.38	3.96	2.05	3.91	**2.76**
Total Collision Rate	202.03	193.50	241.53	209.30	234.79	**216.10**

US 93	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	8	8	14	7	13	**50**
Fatalities	12	9	17	7	17	**62**
Total Collisions	482	511	420	447	419	**2,279**
Average Daily Traffic	2,046	2,090	2,102	2,108	2,102	**10,449**
Fatal Collision Rate	2.52	2.47	4.30	2.14	3.99	**3.09**
Total Collision Rate	152.09	157.85	129.04	136.90	128.69	**140.83**

Collision Information for Selected Routes on the State Highway System: 2001-2005

US 95	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	18	21	23	26	20	**108**
Fatalities	20	25	26	28	23	**122**
Total Collisions	1,214	1,251	1,334	1,289	1,330	**6,418**
Average Daily Traffic	4,412	4,460	4,520	4,573	4,641	**22,355**
Fatal Collision Rate	2.09	2.42	2.61	2.92	2.23	**2.50**
Total Collision Rate	141.27	144.03	151.53	144.73	148.47	**148.73**

SH 3	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	3	2	0	2	1	**8**
Fatalities	3	3	0	2	1	**9**
Total Collisions	101	93	116	111	99	**520**
Average Daily Traffic	1,484	1,503	1,458	1,500	1,510	**7,455**
Fatal Collision Rate	4.71	3.10	0.00	3.10	1.54	**2.50**
Total Collision Rate	158.51	144.04	185.28	172.28	152.65	**162.41**

SH 6	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	2	0	0	1	**3**
Fatalities	0	3	0	0	1	**4**
Total Collisions	18	20	32	27	23	**120**
Average Daily Traffic	1,126	1,126	1,125	1,125	1,125	**5,628**
Fatal Collision Rate	0.00	12.32	0.00	0.00	6.17	**3.70**
Total Collision Rate	110.92	123.24	197.38	166.54	141.87	**147.98**

SH 8	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	2	0	0	0	**2**
Fatalities	0	2	0	0	0	**2**
Total Collisions	89	125	126	104	127	**571**
Average Daily Traffic	2,815	2,790	2,789	2,772	2,778	**13,943**
Fatal Collision Rate	0.00	4.55	0.00	0.00	0.00	**0.91**
Total Collision Rate	200.63	284.25	286.64	238.03	290.09	**259.82**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 11	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	1	0	0	0	**1**
Fatalities	0	1	0	0	0	**1**
Total Collisions	23	19	25	26	24	**117**
Average Daily Traffic	1,040	1,040	990	990	990	**5,050**
Fatal Collision Rate	0.00	6.19	0.00	0.00	0.00	**1.28**
Total Collision Rate	142.43	117.66	162.64	169.14	156.13	**149.21**

SH 13	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	1	0	**1**
Fatalities	0	0	0	1	0	**1**
Total Collisions	23	26	25	27	20	**121**
Average Daily Traffic	1,500	1,470	1,460	1,520	1,490	**7,440**
Fatal Collision Rate	0.00	0.00	0.00	6.83	0.00	**1.40**
Total Collision Rate	159.19	183.62	177.77	184.41	139.35	**168.84**

SH 14	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	1	**1**
Fatalities	0	0	0	0	1	**1**
Total Collisions	7	6	9	8	8	**38**
Average Daily Traffic	520	520	520	520	510	**2,590**
Fatal Collision Rate	0.00	0.00	0.00	0.00	10.85	**2.14**
Total Collision Rate	74.48	63.84	95.77	85.12	86.79	**81.18**

SH 16	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	0	0	2	1	**4**
Fatalities	2	0	0	2	1	**5**
Total Collisions	38	48	39	56	37	**218**
Average Daily Traffic	7,890	8,210	8,300	8,170	8,300	**40,870**
Fatal Collision Rate	2.49	0.00	0.00	4.82	2.37	**1.93**
Total Collision Rate	94.74	115.01	92.43	134.84	87.69	**104.93**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 19	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	1	1	1	0	**4**
Fatalities	1	1	1	1	0	**4**
Total Collisions	38	47	47	38	33	**203**
Average Daily Traffic	4,634	4,749	4,661	4,691	4,749	**23,485**
Fatal Collision Rate	3.67	3.58	3.65	3.62	0.00	**2.90**
Total Collision Rate	139.40	168.26	171.42	137.71	118.14	**146.96**

SH 21	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	4	1	5	1	**12**
Fatalities	2	5	1	5	1	**14**
Total Collisions	102	88	81	86	89	**446**
Average Daily Traffic	1,188	1,159	1,166	1,191	1,154	**5,858**
Fatal Collision Rate	1.83	7.49	1.86	9.11	1.88	**4.45**
Total Collision Rate	186.41	164.87	150.79	156.76	167.45	**165.29**

SH 22	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	5	1	4	4	5	**19**
Average Daily Traffic	280	270	270	260	260	**1,340**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	111.35	23.10	92.38	95.93	119.92	**88.42**

SH 24	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	2	2	2	**6**
Fatalities	0	0	2	2	2	**6**
Total Collisions	46	65	51	55	43	**260**
Average Daily Traffic	1,497	1,461	1,480	1,493	1,476	**7,407**
Fatal Collision Rate	0.00	0.00	5.51	5.46	5.52	**3.30**
Total Collision Rate	125.25	181.37	140.52	150.18	118.78	**143.11**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 25	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	2	1	**3**
Fatalities	0	0	0	3	1	**4**
Total Collisions	64	42	50	52	63	**271**
Average Daily Traffic	2,047	2,075	2,060	2,113	2,113	**10,368**
Fatal Collision Rate	0.00	0.00	0.00	5.19	2.62	**1.60**
Total Collision Rate	171.55	111.07	133.17	134.99	164.78	**144.48**

SH 27	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	1	**1**
Fatalities	0	0	0	0	1	**1**
Total Collisions	68	67	84	49	49	**317**
Average Daily Traffic	2,559	2,546	2,557	2,565	2,547	**12,775**
Fatal Collision Rate	0.00	0.00	0.00	0.00	4.43	**0.88**
Total Collision Rate	300.11	297.13	370.92	215.69	217.21	**280.20**

SH 28	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	2	2	1	0	**6**
Fatalities	1	2	2	1	0	**6**
Total Collisions	33	42	27	29	27	**158**
Average Daily Traffic	700	730	750	760	800	**3,740**
Fatal Collision Rate	3.25	6.23	6.06	2.99	0.00	**3.65**
Total Collision Rate	107.19	130.82	81.85	86.76	76.74	**96.06**

SH 33	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	2	2	3	6	2	**15**
Fatalities	2	2	3	6	2	**15**
Total Collisions	224	269	295	292	277	**1,357**
Average Daily Traffic	2,073	2,170	2,234	2,253	2,281	**11,011**
Fatal Collision Rate	1.89	1.80	2.63	5.21	1.72	**2.67**
Total Collision Rate	211.52	242.75	258.49	253.71	237.79	**241.28**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 34	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	1	1	0	**2**
Fatalities	0	0	1	1	0	**2**
Total Collisions	66	62	69	65	41	**303**
Average Daily Traffic	903	914	914	914	918	**4,564**
Fatal Collision Rate	0.00	0.00	3.04	3.04	0.00	**1.22**
Total Collision Rate	202.85	188.28	209.54	197.39	123.92	**184.29**

SH 36	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	2	0	1	0	**4**
Fatalities	1	2	0	1	0	**4**
Total Collisions	55	55	53	60	53	**276**
Average Daily Traffic	543	664	674	669	649	**3,200**
Fatal Collision Rate	7.53	12.31	0.00	6.11	0.00	**5.11**
Total Collision Rate	413.90	338.39	321.25	366.43	333.59	**352.48**

SH 37	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	11	2	7	6	9	**35**
Average Daily Traffic	370	370	360	360	360	**1,820**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	260.80	47.42	170.58	146.21	219.31	**168.70**

SH 39	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	1	1	1	1	**4**
Fatalities	0	1	1	1	1	**4**
Total Collisions	67	76	74	97	90	**404**
Average Daily Traffic	2,465	2,504	2,524	2,543	2,532	**12,568**
Fatal Collision Rate	0.00	2.09	2.07	2.05	2.06	**1.66**
Total Collision Rate	141.92	158.47	153.04	199.11	185.55	**167.81**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 41	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	1	2	1	0	**5**
Fatalities	1	1	2	1	0	**5**
Total Collisions	105	146	140	155	162	**708**
Average Daily Traffic	5,707	5,665	5,712	5,822	5,920	**28,827**
Fatal Collision Rate	1.23	1.24	2.45	1.20	0.00	**1.21**
Total Collision Rate	128.75	180.36	171.53	186.31	191.52	**171.88**

SH 44	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	2	0	1	2	2	**7**
Fatalities	2	0	1	2	2	**7**
Total Collisions	190	200	203	228	287	**1,108**
Average Daily Traffic	11,991	12,407	13,731	13,592	14,324	**65,953**
Fatal Collision Rate	1.98	0.00	0.86	1.74	1.66	**1.27**
Total Collision Rate	187.73	190.99	175.15	198.74	238.87	**200.28**

SH 45	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	3	3	0	**6**
Fatalities	0	0	3	3	0	**6**
Total Collisions	168	130	179	168	170	**815**
Average Daily Traffic	5,659	5,698	5,718	6,057	6,416	**29,548**
Fatal Collision Rate	0.00	0.00	7.96	7.52	0.00	**3.08**
Total Collision Rate	450.52	346.18	475.00	420.88	402.09	**418.54**

SH 46	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	1	1	0	0	**3**
Fatalities	1	1	1	0	0	**3**
Total Collisions	40	32	46	60	50	**228**
Average Daily Traffic	1,992	2,120	2,111	2,123	2,152	**10,498**
Fatal Collision Rate	3.19	3.00	3.01	0.00	0.00	**1.82**
Total Collision Rate	127.76	96.07	138.66	179.84	147.86	**138.21**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 48	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	1	1	1	**3**
Fatalities	0	0	2	1	1	**4**
Total Collisions	16	14	19	19	46	**114**
Average Daily Traffic	1,920	1,920	1,960	1,960	1,960	**9,720**
Fatal Collision Rate	0.00	0.00	5.73	5.73	5.73	**3.46**
Total Collision Rate	93.54	81.84	108.81	108.81	263.43	**131.64**

SH 51	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	1	3	2	3	**9**
Fatalities	0	1	4	2	3	**10**
Total Collisions	46	54	40	66	77	**283**
Average Daily Traffic	832	813	820	824	825	**4,114**
Fatal Collision Rate	0.00	3.64	10.81	7.18	10.75	**6.47**
Total Collision Rate	163.39	196.46	144.14	236.90	276.03	**203.38**

SH 52	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	0	0	0	2	**3**
Fatalities	1	0	0	0	2	**3**
Total Collisions	69	79	86	81	84	**399**
Average Daily Traffic	2,100	2,130	2,090	2,060	2,130	**10,510**
Fatal Collision Rate	2.41	0.00	0.00	0.00	4.75	**1.44**
Total Collision Rate	166.31	187.74	208.28	199.03	199.62	**192.16**

SH 53	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	1	0	**1**
Fatalities	0	0	0	1	0	**1**
Total Collisions	40	51	45	54	59	**249**
Average Daily Traffic	6,547	6,569	6,370	6,585	6,925	**32,997**
Fatal Collision Rate	0.00	0.00	0.00	2.96	0.00	**0.59**
Total Collision Rate	119.22	151.49	137.85	160.02	166.24	**147.25**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 54	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	1	0	0	1	**3**
Fatalities	2	1	0	0	2	**5**
Total Collisions	14	19	12	20	25	**90**
Average Daily Traffic	1,790	1,840	2,270	2,440	2,520	**10,860**
Fatal Collision Rate	9.87	9.60	0.00	0.00	7.01	**4.88**
Total Collision Rate	138.16	182.40	93.38	144.79	175.24	**146.39**

SH 55	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	3	2	3	2	10	**20**
Fatalities	3	2	4	2	14	**25**
Total Collisions	555	611	657	783	790	**3,396**
Average Daily Traffic	5,689	5,897	6,077	6,182	6,466	**30,310**
Fatal Collision Rate	1.06	0.68	1.00	0.65	3.12	**1.33**
Total Collision Rate	197.01	209.22	218.33	255.78	246.73	**226.25**

SH 57	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	0	1	0	0	**2**
Fatalities	1	0	1	0	0	**2**
Total Collisions	24	28	23	27	30	**132**
Average Daily Traffic	1,350	1,370	1,380	1,370	1,370	**6,840**
Fatal Collision Rate	5.45	0.00	5.33	0.00	0.00	**2.15**
Total Collision Rate	130.83	150.40	122.65	145.03	161.14	**142.01**

SH 67	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	2	1	2	0	0	**5**
Fatalities	3	1	2	0	0	**6**
Total Collisions	27	34	23	27	19	**130**
Average Daily Traffic	3,898	4,051	4,367	4,367	4,419	**21,101**
Fatal Collision Rate	5.94	2.86	5.30	0.00	0.00	**2.74**
Total Collision Rate	80.15	97.12	60.94	71.54	49.75	**71.29**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 69	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	1	**1**
Fatalities	0	0	0	0	1	**1**
Total Collisions	60	62	88	94	102	**406**
Average Daily Traffic	8,702	11,054	12,985	14,554	14,358	**61,653**
Fatal Collision Rate	0.00	0.00	0.00	0.00	2.37	**0.00**
Total Collision Rate	234.13	190.46	230.13	219.33	241.24	**223.62**

SH 71	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	5	9	5	5	7	**31**
Average Daily Traffic	290	290	300	310	410	**1,600**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	164.42	295.95	158.94	153.81	162.81	**184.76**

SH 75	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	6	4	8	3	5	**26**
Fatalities	6	5	11	3	7	**32**
Total Collisions	170	161	185	235	160	**911**
Average Daily Traffic	2,720	2,810	2,820	2,890	3,030	**14,270**
Fatal Collision Rate	3.54	2.29	4.55	1.67	2.65	**2.92**
Total Collision Rate	100.33	91.98	105.31	130.54	84.77	**102.48**

SH 77	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	1	0	0	0	**1**
Fatalities	0	1	0	0	0	**1**
Total Collisions	25	24	24	24	22	**119**
Average Daily Traffic	670	690	690	700	760	**3,510**
Fatal Collision Rate	0.00	12.94	0.00	0.00	0.00	**2.54**
Total Collision Rate	333.25	310.65	310.65	306.21	258.53	**302.79**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 78	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	2	1	1	5	0	**9**
Fatalities	2	1	1	5	0	**9**
Total Collisions	35	45	26	36	36	**178**
Average Daily Traffic	617	614	638	648	746	**3,263**
Fatal Collision Rate	9.66	4.86	4.67	22.97	0.00	**8.22**
Total Collision Rate	168.99	218.50	121.34	165.42	143.73	**162.49**

SH 81	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	1	3	0	0	0	**4**
Fatalities	1	4	0	0	0	**5**
Total Collisions	26	44	19	39	21	**149**
Average Daily Traffic	1,250	1,250	1,220	1,230	1,230	**6,180**
Fatal Collision Rate	6.45	19.35	0.00	0.00	0.00	**5.22**
Total Collision Rate	167.72	283.83	125.57	255.66	137.66	**194.40**

SH 97	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	24	17	21	32	31	**125**
Average Daily Traffic	610	680	750	790	800	**3,630**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	301.09	191.32	214.27	309.98	296.54	**263.52**

SH 162	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	12	17	14	11	11	**65**
Average Daily Traffic	739	730	769	779	779	**3,796**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	190.74	273.67	213.79	165.84	165.84	**201.13**

Collision Information for Selected Routes on the State Highway System: 2001-2005

SH 200	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	0	0	**0**
Fatalities	0	0	0	0	0	**0**
Total Collisions	36	54	53	62	52	**257**
Average Daily Traffic	3,200	3,250	3,230	3,260	3,350	**16,290**
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.00**
Total Collision Rate	92.34	136.38	134.69	156.11	127.41	**129.50**

I-15	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	10	6	12	11	9	**48**
Fatalities	14	6	12	12	11	**55**
Total Collisions	540	497	515	652	582	**2,786**
Average Daily Traffic	9,570	9,820	9,960	10,060	9,990	**49,400**
Fatal Collision Rate	1.46	0.85	1.68	1.53	1.26	**1.36**
Total Collision Rate	78.87	70.75	72.28	90.59	81.43	**78.83**

I-84	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	25	20	30	32	23	**130**
Fatalities	29	22	32	39	25	**147**
Total Collisions	1,291	1,143	1,138	1,439	1,265	**6,276**
Average Daily Traffic	18,040	18,820	18,780	18,940	19,420	**94,000**
Fatal Collision Rate	1.38	1.06	1.59	1.68	1.18	**1.37**
Total Collision Rate	71.13	60.36	60.23	75.51	64.74	**66.36**

I-86	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	2	5	8	4	2	**21**
Fatalities	2	6	10	5	2	**25**
Total Collisions	161	142	144	212	151	**810**
Average Daily Traffic	7,870	8,100	8,000	8,020	7,950	**39,940**
Fatal Collision Rate	1.11	2.69	4.36	2.17	1.10	**2.29**
Total Collision Rate	89.18	76.42	78.46	115.23	82.80	**88.41**

Collision Information for Selected Routes on the State Highway System: 2001-2005

I-90	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	5	2	0	4	2	**13**
Fatalities	5	3	0	4	3	**15**
Total Collisions	425	491	443	418	345	**2,122**
Average Daily Traffic	16,647	17,103	17,212	17,438	17,760	**86,159**
Fatal Collision Rate	1.11	0.43	0.00	0.85	0.42	**0.56**
Total Collision Rate	94.73	106.52	95.50	88.94	72.08	**91.38**

I-184	2001	2002	2003	2004	2005	2001-2005 Totals
Fatal Collisions	0	0	0	1	0	**1**
Fatalities	0	0	0	1	0	**1**
Total Collisions	53	52	69	58	32	**264**
Average Daily Traffic	55,290	54,270	52,670	52,870	52,940	**268,040**
Fatal Collision Rate	0.00	0.00	0.00	1.43	0.00	**0.28**
Total Collision Rate	72.55	72.52	99.15	83.03	45.75	**74.54**

State Highway Information by Roadway Classification and Speed Limit: 2005

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	69,949,330				0	12	33	0.00	17.16	47.18
	65	42.80	7	796,370,688	66.0	22.7%	5.4%	3	238	640	0.38	29.89	80.36
	70	10.93	2	187,644,675	69.0	14.9%	1.9%	2	34	92	1.07	18.12	49.03
	75	33.19	2	207,766,943	70.0	11.6%	2.0%	1	71	174	0.48	34.17	83.75
Urban Interstate Total		**90.54**	**11**	**1,261,731,636**				**6**	**355**	**939**	**0.48**	**28.14**	**74.42**
Rural Interstate	55	4.09	0	9,549,568				0	3	17	0.00	31.42	178.02
	60	5.36	1	14,376,620	63.9	51.3%	27.4%	0	1	12	0.00	6.96	83.47
	65	22.20	0	101,098,065				0	37	77	0.00	36.60	76.16
	75	489.58	18	2,012,119,221	73.1	17.0%	3.4%	30	509	1,334	1.49	25.30	66.30
Rural Interstate Total		**521.23**	**19**	**2,137,143,474**				**30**	**550**	**1,440**	**1.40**	**25.74**	**67.38**
Non-Interstate	25	81.31	0	143,868,389				1	225	723	0.70	156.39	502.54
	30	2.65	0	5,501,536				0	17	45	0.00	309.00	817.95
	35	231.60	0	653,065,574				5	885	2,452	0.77	135.51	375.46
	40	14.04	0	8,224,304				0	5	16	0.00	60.80	194.55
	45	326.54	3	552,328,410	46.2	14.4%	3.8%	10	467	1,209	1.81	84.55	218.89
	50	157.03	2	91,357,792	52.4	38.4%	15.6%	3	124	327	3.28	135.73	357.93
	55	1,158.04	23	1,252,792,146	56.0	22.0%	4.8%	33	685	1,879	2.63	54.68	149.98
	60	450.24	15	494,242,970	57.8	11.0%	2.2%	12	226	642	2.43	45.73	129.90
	65	1,883.17	34	1,538,070,631	63.0	13.0%	2.5%	43	558	1,509	2.80	36.28	98.11
Non-Interstate Total		**4,304.62**	**77**	**4,739,451,752**				**107**	**3,192**	**8,802**	**2.26**	**67.35**	**185.72**
Grand Total		**4,916.39**	**107**	**8,138,326,862**				**143**	**4,097**	**11,181**	**1.76**	**50.34**	**137.39**

APPENDIX C: Five-Year Collision History

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

Table C-1

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Fatal Collisions	225	230	261	240	243	1.3%	2.6%
Injury Collisions	9,231	9,688	9,661	9,843	9,810	-0.3%	2.2%
Total Collisions	26,090	26,477	26,700	28,332	28,238	-0.3%	2.8%
Total Persons - Fatal & Injury Collisions	26,809	28,386	28,096	28,508	27,731	-2.7%	2.1%
Drivers	16,219	17,061	16,925	17,229	17,131	-0.6%	2.1%
Passengers	9,832	10,287	10,070	10,161	9,526	-6.2%	1.1%
Total Fatalities	259	264	293	260	275	5.8%	0.6%
Fatality Rate per 100 Million AVMT	1.8	1.8	2.0	1.8	1.8	4.8%	-0.6%
Total Injuries	14,021	14,762	14,601	14,734	14,436	-2.0%	1.7%
Injury Rate per 100 Million AVMT	98.1	103.2	101.4	99.4	96.4	-3.0%	0.5%
Impaired Drivers - Fatal/Injury Collisions	952	1,102	1,123	1,100	1,077	-2.1%	5.2%
% of All Drivers-Fatal/Injury Collisions	5.9%	6.5%	6.6%	6.4%	6.3%	-1.5%	3.0%
Alcohol/Drug Test Given - Fatal/Injury Collisions	690	734	741	737	721	-2.2%	2.3%
% of Impaired Drivers Given Test - F&I Collision	72.5%	66.6%	66.0%	67.0%	66.9%	-0.1%	-2.5%

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

Table C-2

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Total Vehicles - Fatal/Injury Collisions	16,932	17,825	17,736	18,020	17,933	-0.5%	2.1%
Passenger Cars - Fatal/Injury Collisions	8,433	8,839	8,819	8,645	8,661	0.2%	0.9%
% of Vehicles	49.8%	49.6%	49.7%	48.0%	48.3%	0.7%	-1.2%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Collisions	6,930	7,343	7,262	7,633	7,487	-1.9%	3.3%
% of Vehicles	40.9%	41.2%	40.9%	42.4%	41.7%	-1.4%	1.2%
Commercial Motor Vehicles - Fatal/Injury Collisions	611	590	558	593	601	1.3%	-0.9%
% of Vehicles	3.6%	3.3%	3.1%	3.3%	3.4%	1.8%	-2.9%
Motorcycles - Fatal/Injury Collisions	354	365	404	471	507	7.6%	10.1%
% of Vehicles	2.1%	2.0%	2.3%	2.6%	2.8%	8.2%	8.0%
Bicycles - Fatal/Injury Collisions	275	316	316	272	318	16.9%	0.3%
% of Vehicles	1.6%	1.8%	1.8%	1.5%	1.8%	17.5%	-1.9%
Pedestrians - Fatal/Injury Collisions	190	206	221	248	216	-12.9%	9.3%
% of Vehicles	1.1%	1.2%	1.2%	1.4%	1.2%	-12.5%	7.1%
All Terrain Vehicles - Fatal/Injury Collisions	32	43	68	55	57	3.6%	24.5%
% of Vehicles	0.2%	0.2%	0.4%	0.3%	0.3%	4.1%	22.1%
Motor Homes - Fatal/Injury Collisions	20	19	17	19	19	0.0%	-1.3%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	0.5%	-3.3%
Farm Equipment - Fatal/Injury Collisions	18	25	19	18	13	-27.8%	3.2%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-27.4%	0.5%
Trains - Fatal/Injury Collisions	12	5	6	11	10	-9.1%	15.0%
% of Vehicles	0.1%	0.0%	0.0%	0.1%	0.1%	-8.6%	13.5%

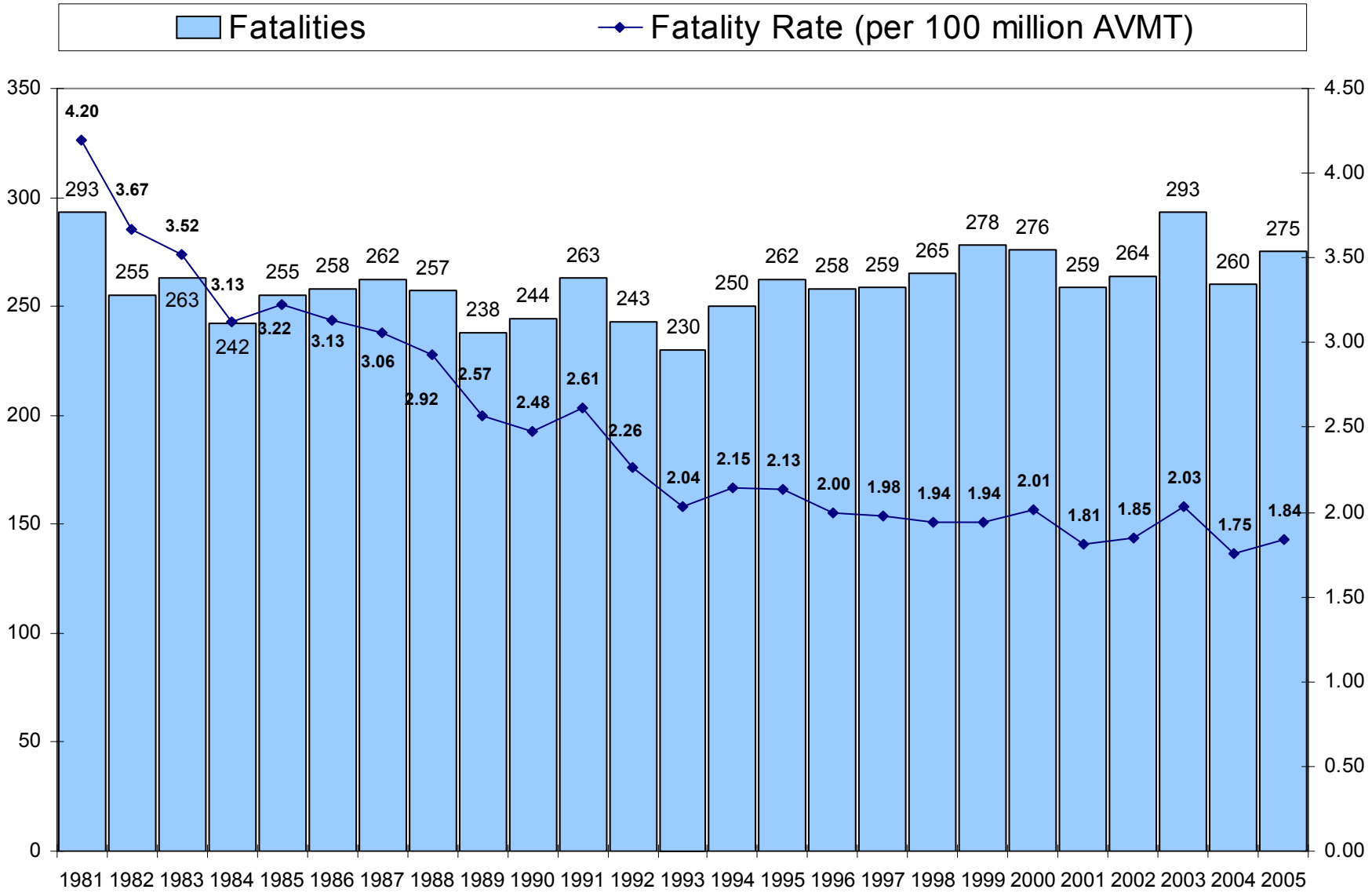
Appendix C: Idaho Fatal and Injury Collision Data, Five-Year History

Table C-3

	2001	2002	2003	2004	2005	Change 2004-2005	Avg. Change 2001-2004
Roadside Obstacles- Fatal/Injury Collisions	1,932	1,885	1,892	1,845	1,918	4.0%	-1.5%
% of Collisions	20.4%	19.0%	19.1%	18.3%	19.1%	4.3%	-3.6%
Roadway Defects- Fatal/Injury Collisions	303	296	240	232	240	3.4%	-8.2%
% of Collisions	3.2%	3.0%	2.4%	2.3%	2.4%	3.8%	-10.2%
Vehicle Defects- Fatal/Injury Collisions	243	267	231	232	197	-15.1%	-1.1%
% of Vehicles	1.4%	1.5%	1.3%	1.3%	1.1%	-14.7%	-3.3%
Self-Reported Restraint Use*- Fatal/Injury Collisions	18,156	19,821	20,250	21,169	20,020	-5.4%	5.3%
% Usage	75.0%	78.4%	81.4%	84.8%	85.1%	0.3%	4.2%
Self-Reported Child Restraint Use** Fatal/Injury Collisions	635	702	796	862	1,054	22.3%	10.7%
% Usage	78.9%	84.1%	84.1%	86.7%	67.7%	-21.9%	3.2%
Helmet Use- Fatal/Injury Collisions	147	158	175	214	243	13.6%	13.5%
% of Motorcycle Operators	35.1%	38.2%	38.7%	41.6%	42.3%	1.7%	5.9%
Emergency Medical Service Response to Fatal/Injury Collisions	4,142	4,842	6,282	6,624	6,550	-1.1%	17.4%
% of Fatal & Injury Collisions	41.8%	48.8%	63.3%	65.7%	65.2%	-0.8%	16.8%

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

APPENDIX D: 25 Year History - Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million AVMT)
350
300
250
200
150
100
50
0
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
293 255 263 242 255 258 262 257 238 244 263 243 230 250 262 258 259 265 278 276 259 264 293 260 275
4.20 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
1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005