

Idaho Traffic Collisions 2004



Idaho Transportation Department
Office of Traffic & Highway Safety

IDAHO TRAFFIC COLLISIONS

2004

Prepared by the Idaho Office of Traffic & Highway Safety

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Introduction

Idaho Traffic Collisions 2004 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 2004 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 make up the three different levels. 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 2004*, 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 2004*, the Idaho Transportation Department, Office of Traffic and Highway Safety presents descriptive statistics about reportable traffic crashes, from those that result in property damage of at least \$751 to any one single piece of property to those that result in the loss of human life.

A summary of findings for 2004 are listed below:

- Idaho's fatality rate per 100 million vehicle miles traveled reached an all time low of 1.75. Idaho's rate is still significantly higher than the National fatality rate per 100 million vehicle miles traveled, which was estimated to be 1.48 in 2004.
- While the number of motor vehicle collisions increased by 6.1 percent to 28,332 in 2004, the number of fatalities resulting from motor vehicle collisions decreased to 260 from 293 in 2003, an 11 percent decrease.
- Almost 40 percent of the motor vehicle fatalities were the result of impaired driving. Of the 103 persons killed in impaired driving crashes, 87 percent were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.
- Idaho's observed seat belt use reached an all time high of 74 percent in 2004. While the observed rate was 74 percent, only 42 percent of the motor vehicle occupants killed in collisions were wearing seat belts. If everyone had been wearing seat belts, 53 lives may have been saved.
- Aggressive driving was a contributing factor in 56 percent of the motor vehicle collisions in 2004 and was a factor in 45 percent of the resulting fatalities.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2004, youthful drivers were involved in 2.4 times as many fatal and injury collisions as you would expect them to be and were 2.7 times as likely as all other drivers to be involved in a fatal and injury crash.
- There were 18 pedestrians and 3 bicyclists killed in motor vehicle crashes in 2004.
- Collisions involving motorcycles continued to rise in 2004. Half of all motorcycle collisions involved a single motorcycle. There were 24 motorcyclists killed in motor vehicle collisions in 2004.
- While the number of collisions involving commercial motor vehicles increased 13 percent to 1,918 in 2004, the number of fatalities resulting from collisions with commercial motor vehicles decreased from 40 in 2003 to 31 in 2004.

SECTION I

GENERAL COLLISION INFORMATION



Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 2000 through 2004. The total number of traffic collisions in 2004 increased by 6.1% from 2003, while fatal collisions decreased 8%. Total fatalities decreased 11.3% from the previous year, while the number of injuries increased by 1.9%. The number of property damage collisions increased by 8.8%.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Total Collisions	26,241	26,090	26,477	26,700	28,332	6.1%	0.6%
Fatal Collisions	241	225	230	261	240	-8.0%	3.0%
Persons Killed (Fatalities)	276	259	264	293	260	-11.3%	2.3%
Injury Collisions	9,392	9,231	9,688	9,661	9,843	1.9%	1.0%
Persons Injured	14,276	14,021	14,762	14,601	14,734	0.9%	0.8%
Property-Damage-Only Collisions (>\$750)	16,608	16,634	16,559	16,778	18,249	8.8%	0.3%
Idaho Population (thousands)	1,294	1,321	1,341	1,366	1,393	2.0%	1.8%
Licensed Drivers (thousands)	893	901	911	926	948	2.4%	2.0%
Vehicle Miles of Travel (millions)	13,728	14,299	14,303	14,400	14,825	2.9%	1.6%
Registered Vehicles (thousands)	1,340	1,247	1,331	1,316	1,386	5.3%	-0.4%

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 2004, the number of licensed drivers increased by 2.4%, the population grew by 2%, and the number of registered motor vehicles increased by 5.3%.

The statewide AVMT increased by 2.9% in 2004. Commercial vehicles accounted for 18% of the statewide AVMT in 2004.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2000-2004.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Fatality Rate	2.01	1.81	1.85	2.03	1.75	-13.8%	0.7%
Injury Rate	103.99	98.06	103.21	101.39	99.39	-2.0%	-0.7%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2004 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.: 1995-2004**

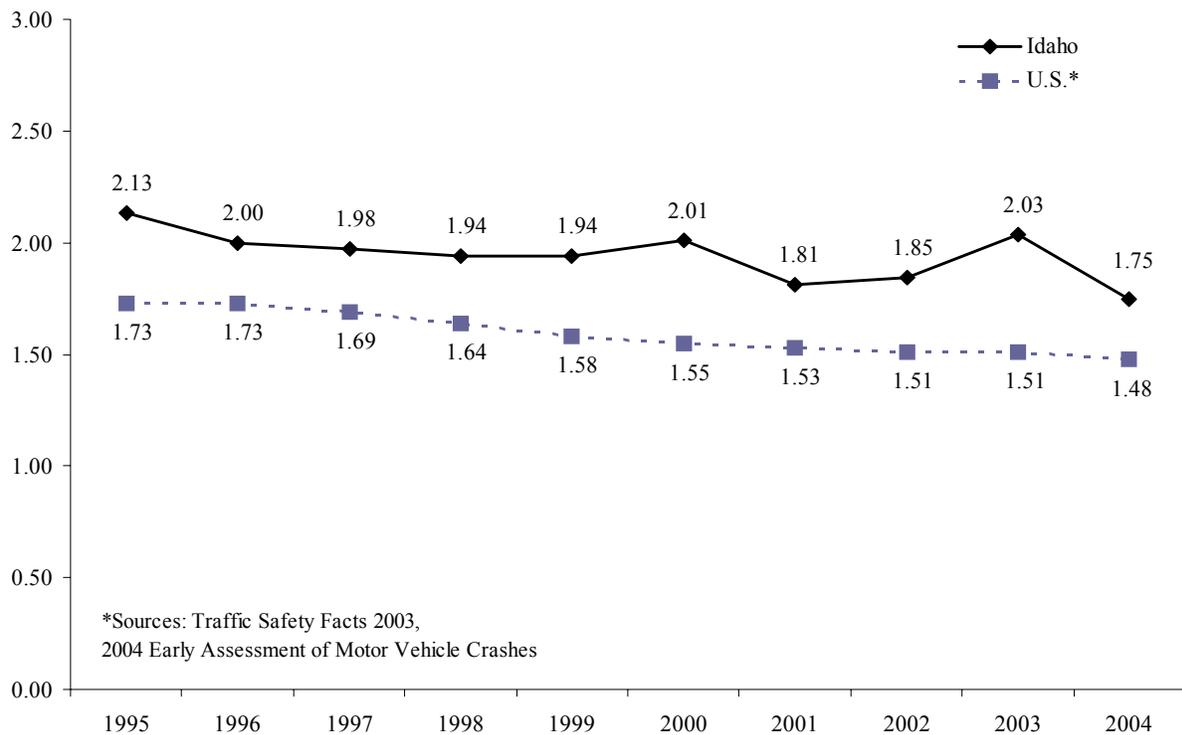
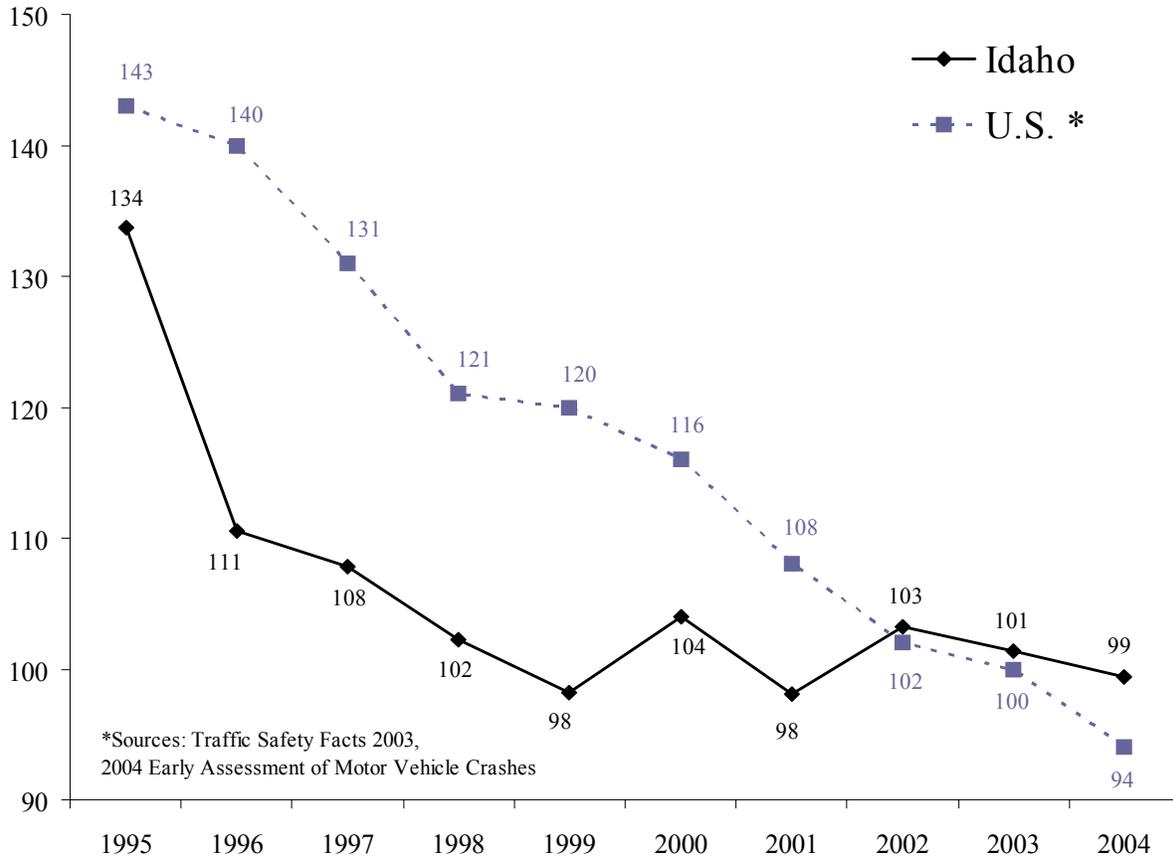


Figure 2
Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1995-2004



Fatality and injury rates have varied over the past decade. 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. The higher injury rate in 1995 corresponds with better identification of injuries after statewide training for law enforcement officers with the introduction of a new collision report form in 1994.

Injury Severity

Table 3 presents the injury severity distribution among persons involved in collisions from 2000 through 2004. The number of fatalities decreased to 260 in 2004.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Fatalities	276	259	264	293	260	-11.3%	2.3%
Serious Injuries	1,733	1,615	1,750	1,607	1,667	3.7%	-2.2%
Visible Injuries	5,390	5,258	5,347	4,922	4,526	-8.0%	-2.9%
Possible Injuries	7,153	7,148	7,665	8,072	8,541	5.8%	4.2%
No Injuries	52,482	52,013	52,995	53,613	56,884	6.1%	0.7%
Unknown / Missing	1238	1,157	1,156	812	808	-0.5%	-12.1%
Total Persons in Collisions	68,272	67,450	69,177	69,319	72,686	4.9%	0.5%

There was no single reason why fatalities increased in 2003. Increases were seen in just about all areas that contribute to crashes. Traffic crashes 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 2004. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.¹ The cost estimates are updated to 2004 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 2004 was just under \$1.7 billion. The total cost of collisions in 2004 was \$54 million dollars less than the estimated cost of collisions in 2003.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	260	\$3,205,589	\$833,453,248
Serious Injuries	1,667	\$221,925	\$369,949,677
Visible Injuries	4,526	\$44,385	\$200,886,891
Possible Injuries	8,541	\$23,425	\$200,076,863
Property Damage Only	18,249	\$2,466	\$44,999,078
Total Estimate of Economic Cost			\$1,649,365,757

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 Component²							
	Federal	State	Total Government	Insurer	Other	Self	Total
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Market Productivity	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Productivity	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
Percentage of Total Costs	6.41%	2.70%	9.11%	50.26%	14.48%	26.15%	100.00%

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

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 2.5 times as likely to result in a fatality as multiple vehicle collisions were in 2004. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions 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.

Type of Collision	Single Vehicle		Multiple Vehicles	
	Collisions	Injuries	Collisions	Injuries
Fatal	130	137	110	123
Serious Injury	539	681	745	986
Visible Injury	1,245	1,670	1,968	2,856
Possible Injury	1,464	2,081	3,882	6,460
Property Damage	5,704		12,545	
Total	9,082	4,569	19,250	10,425

In 2004, single-vehicle collisions represented only 32% of all collisions, yet accounted for 54% of all fatal collisions. Of the 130 fatal single-vehicle collisions, 112 (or 86%) occurred on rural roadways.

Of the 110 multiple-vehicle fatal collisions, 18 involved a pedestrian, 3 involved a bicyclist, and 2 involved a train. Only 36% of all fatal collisions involved two or more motor vehicles. Of the 110 fatal multiple-vehicle collisions, 81 (or 74%) 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 7% of all multiple-vehicle collisions.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/distraction contributed to 1 out of every 4 collisions involving two or more vehicles and 1 out of every 5 collisions involving a single vehicle. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle collisions, contributing to 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: 2004

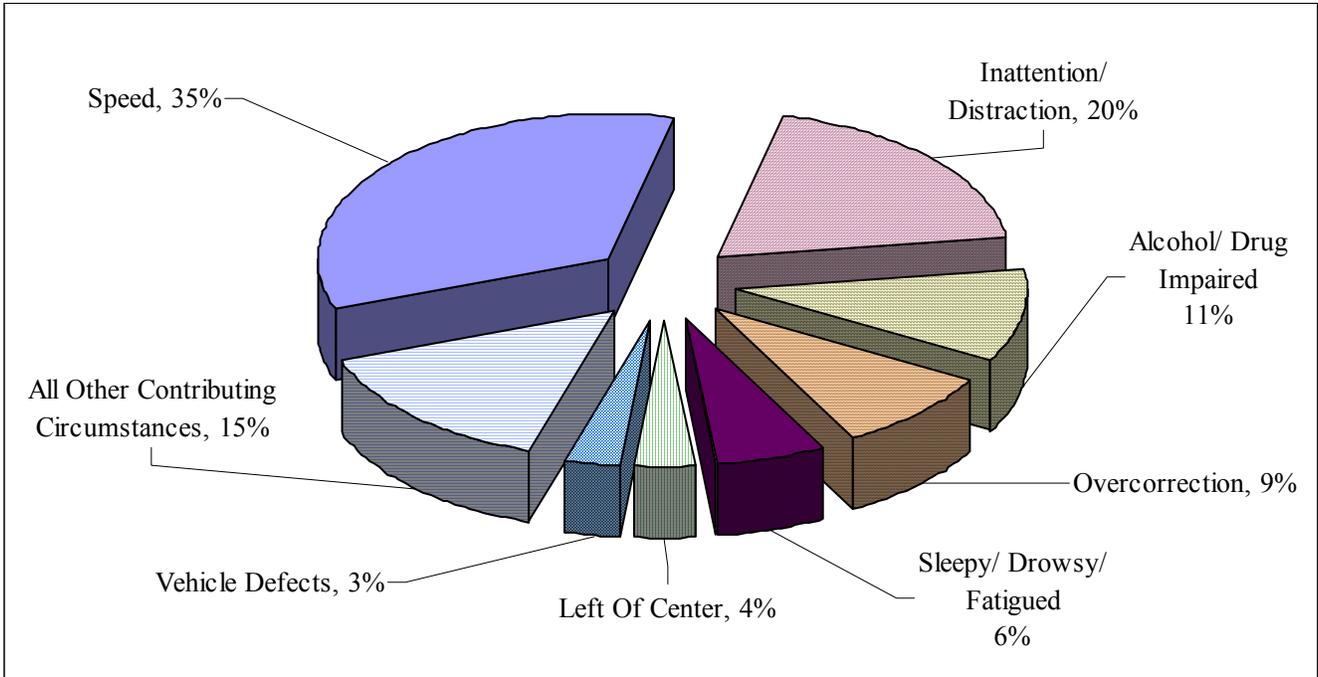


Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2004

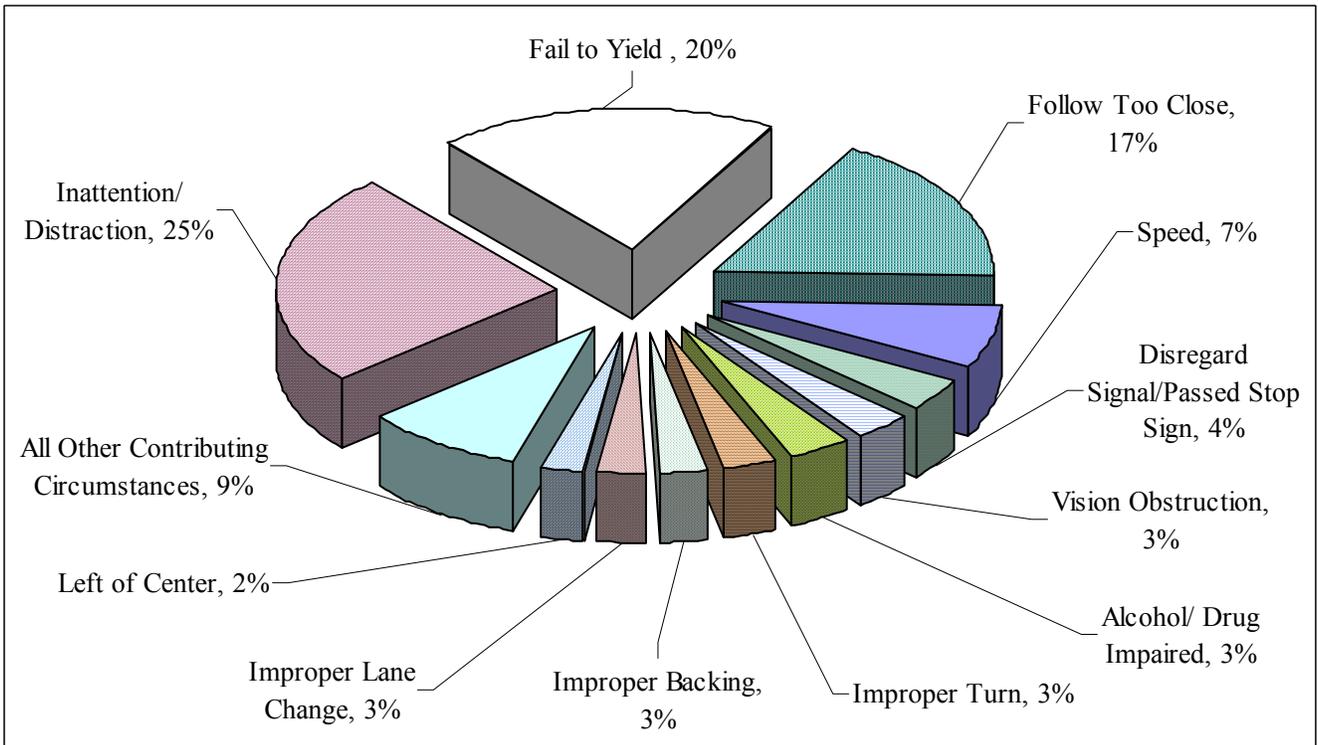


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7
Most Harmful Event for Fatal Single and Fatal Multiple Vehicle Collisions: 2004

Single-Vehicle Collisions	Multiple-Vehicle Collisions
Overturn (72.3%)	Head On (20.3%)
Embankment (5.4%)	Angle (14.9%)
Immersion (5.4%)	Pedestrian (14.9%)
Tree (4.6%)	Side Swiped Opposite (9.1%)
Ditch (3.1%)	Angle - Turning (6.2%)
Luminaire/Light Support (2.3%)	Parked Vehicle (5.8%)
Domestic Animal (1.5%)	Side Swiped - Same Direction (5.4%)
Fence (1.5%)	Head On - Turning (5.0%)
Other Object - Not Fixed (1.5%)	Rear End (4.1%)
Bridge Pier (0.8%)	Overturn (2.5%)
Guardrail End (0.8%)	Bicyclist (2.5%)
Other Object - Fixed (0.8%)	Fire (1.7%)
	Same Direction - Turning (1.7%)
	Train (1.7%)
	Other (1.2%)
	Rear End - Turning (0.8%)
	Utility Pole (0.8%)
	Embankment (0.4%)
	Other Object - Fixed (0.4%)
	Other Non-Collision (0.4%)

*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 2004, there were 241 units involved in the 110 fatal multiple vehicle collisions.

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 72% of the single vehicle fatalities and 37% of all fatalities in 2004.

Of the 97 people killed in single-vehicle rollovers, 29 (or 30%) were wearing seat belts. Of the 68 people who were killed in single-vehicle rollovers and not wearing a seat belt, 63 (or 93%) were totally or partially ejected from their vehicle.

Collisions and Injuries by Month

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

Table 8							
Severity of Collisions and Type of Injury by Month: 2004							
	Collisions			Injuries			
	Fatal	Injury	Total	Fatal	Serious	Visible	Possible
January	15	766	3,021	15	101	338	702
February	11	712	2,447	11	97	325	619
March	16	692	1,950	16	125	321	578
April	16	755	1,991	16	135	386	633
May	17	785	2,037	19	125	340	663
June	21	873	2,160	24	172	430	717
July	31	901	2,397	38	191	476	749
August	27	901	2,385	30	150	463	768
September	25	833	2,207	28	163	374	709
October	19	933	2,463	19	139	388	837
November	25	804	2,538	27	124	313	736
December	17	888	2,736	17	145	372	830
Totals	240	9,843	28,332	260	1,667	4,526	8,541

In 2004, 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: 2004

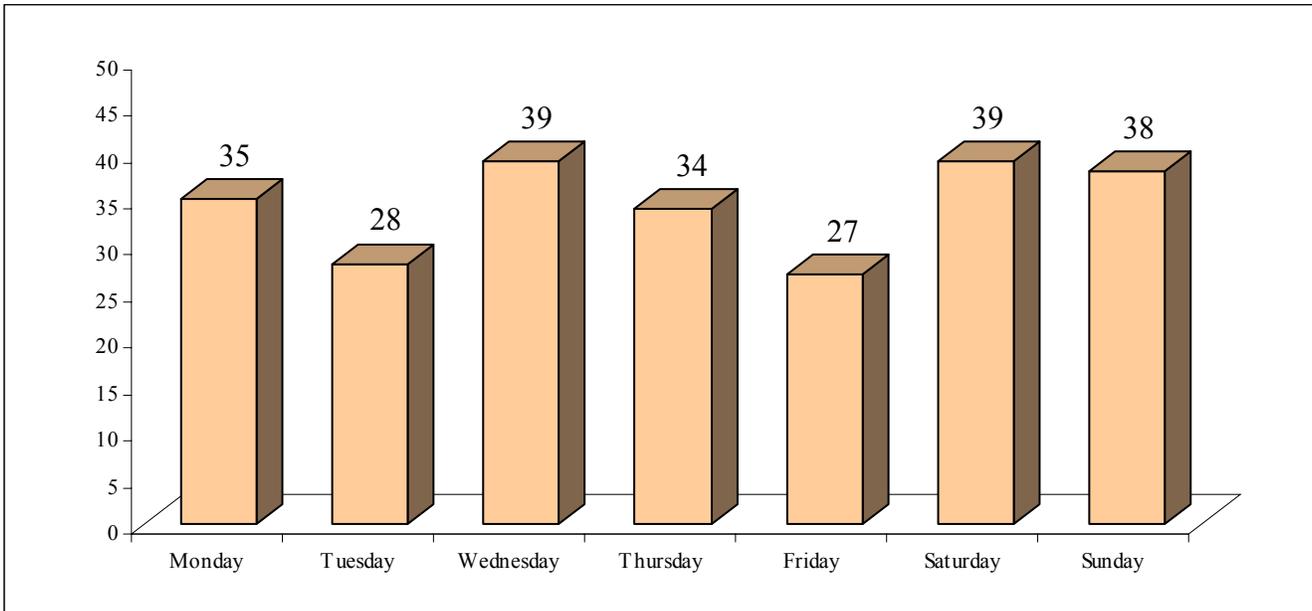
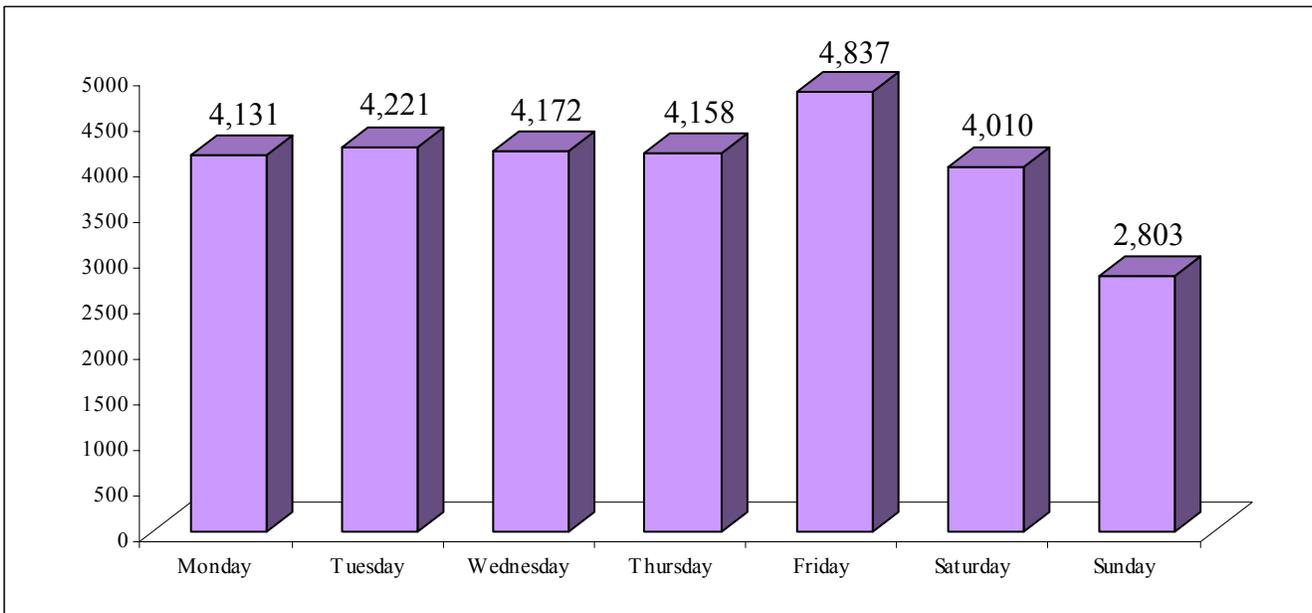


Figure 6
Total Collisions by Day of the Week: 2004



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: 2004

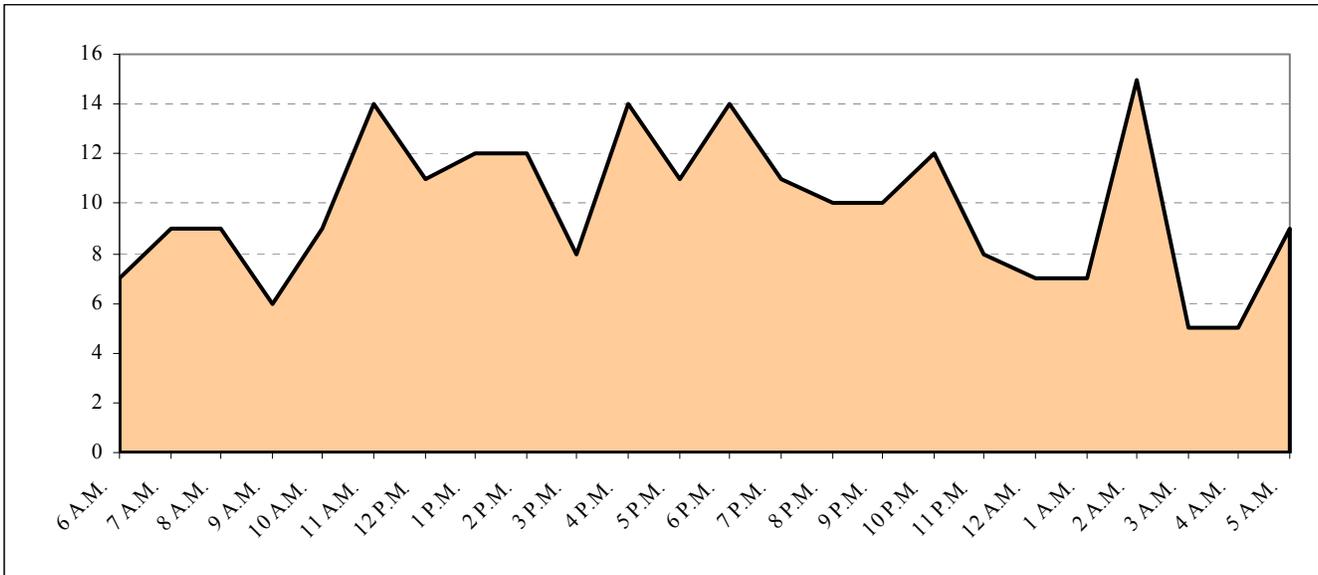
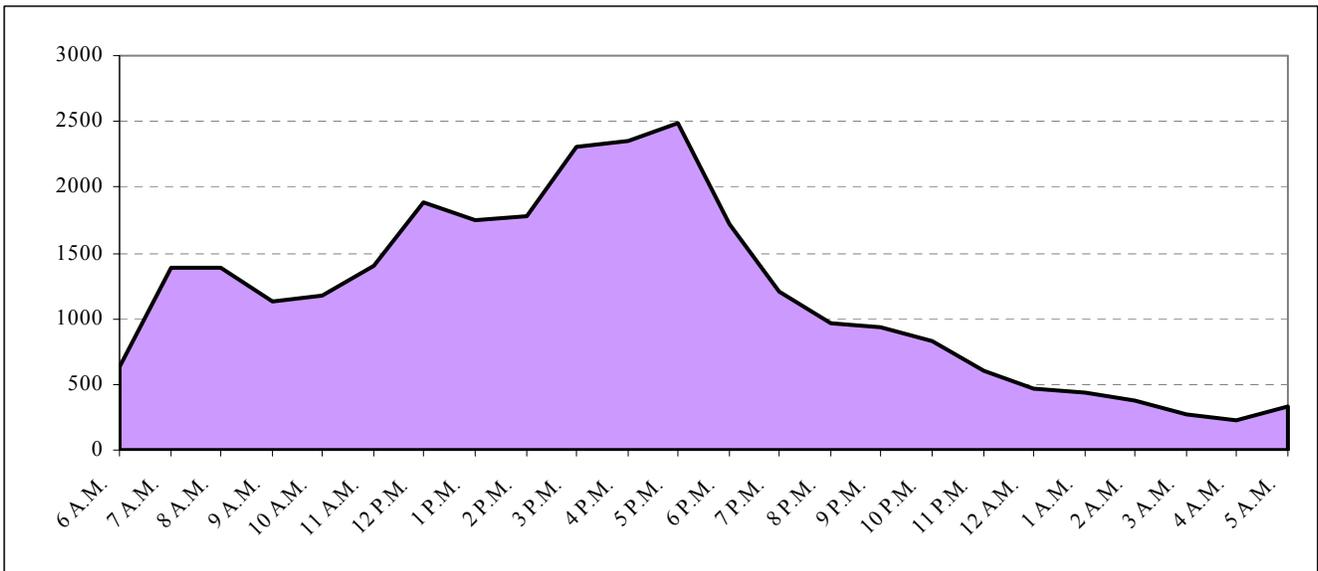


Figure 8
Total Collisions by Time of Day: 2004



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.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Fatal Collisions	225	230	261	261	240	-8.0%	5.2%
Urban	39	40	47	43	47	9.3%	3.9%
Rural	202	185	183	218	193	-11.5%	3.2%
Injury Collisions:	9,231	9,688	9,661	9,661	9,843	1.9%	1.6%
Urban	5,356	5,329	5,577	5,515	5,738	4.0%	1.0%
Rural	4,036	3,902	4,111	4,146	4,105	-1.0%	1.0%
Total Collisions:	26,090	26,477	26,700	26,700	28,332	6.1%	0.8%
Urban	15,463	15,752	15,676	15,841	17,101	8.0%	0.8%
Rural	10,778	10,338	10,801	10,859	11,231	3.4%	0.3%

In 2004, 80% of fatal collisions occurred on rural roads, whereas 40% of all collisions occurred on rural roads. In Idaho in 2004, 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 2000-2004, 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: 2000-2004

Roadway Information	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Local:							
VM T (100 millions)	61.7	65.9	63.7	64.0	67.3	5.1%	1.3%
Fatal Collisions	109	84	88	99	75	-24.2%	-1.9%
Injury Collisions	5,357	5,216	5,424	5,538	5,465	-1.3%	1.2%
Total Collisions	15,740	15,343	15,461	15,635	16,508	5.6%	-0.2%
Fatal Collision Rate	1.8	1.3	1.4	1.5	1.1	-28.0%	-2.5%
Injury Collision Rate	86.8	79.2	85.1	86.5	81.2	-6.2%	0.1%
Total Collision Rate	255.1	232.9	242.6	244.2	245.2	0.4%	-1.3%
State System (Non-Interstate):							
VM T (100 millions)	44.3	45.1	46.2	47.7	47.4	-0.5%	2.5%
Fatal Collisions	85	98	108	112	112	0.0%	9.7%
Injury Collisions	2,642	3,014	3,329	3,297	3,333	1.1%	7.9%
Total Collisions	6,775	8,067	8,477	8,751	8,824	0.8%	9.1%
Fatal Collision Rate	1.9	2.2	2.3	2.4	2.4	0.5%	7.1%
Injury Collision Rate	59.7	66.9	72.1	69.2	70.3	1.6%	5.3%
Total Collision Rate	153.1	178.9	183.6	183.6	186.0	1.3%	6.5%
Interstate:							
VM T (100 millions)	31.3	32.0	33.1	32.3	33.5	3.6%	1.1%
Fatal Collisions	47	43	34	50	53	6.0%	5.9%
Injury Collisions	1,393	1,001	935	826	1,045	26.5%	-15.5%
Total Collisions	3,726	2,680	2,539	2,314	3,000	29.6%	-14.1%
Fatal Collision Rate	1.5	1.3	1.0	1.5	1.6	2.3%	5.6%
Injury Collision Rate	44.5	31.3	28.2	25.6	31.2	22.1%	-16.3%
Total Collision Rate	118.9	83.7	76.6	71.6	89.6	25.1%	-14.9%
Statewide Totals:							
VM T (100 millions)	137.3	143.0	143.0	144.0	148.2	2.9%	1.6%
Fatal Collisions	241	225	230	261	240	-8.0%	3.0%
Injury Collisions	9,392	9,231	9,688	9,661	9,843	1.9%	1.0%
Total Collisions	26,241	26,090	26,477	26,700	28,332	6.1%	0.6%
Fatal Collision Rate	1.8	1.6	1.6	1.8	1.6	-10.7%	1.5%
Injury Collision Rate	68.4	64.6	67.7	67.1	66.4	-1.0%	-0.6%
Total Collision Rate	191.1	182.5	185.1	185.4	191.1	3.1%	-1.0%

Collisions by Idaho Counties and Cities

County	Fatal Collisions			Injury Collisions			Total Collisions		
	2002	2003	2004	2002	2003	2004	2002	2003	2004
Ada	20	21	22	2,354	2,454	2,502	6,218	6,503	7,007
Adams	1	1	1	37	38	28	104	107	81
Bannock	9	11	8	501	547	578	1,627	1,708	1,995
Bear Lake	1	4	2	41	37	33	95	108	102
Benewah	8	3	1	50	65	62	201	178	180
Bingham	13	10	9	270	262	290	769	746	797
Blaine	2	9	3	79	101	110	286	327	384
Boise	3	7	5	114	103	103	226	218	242
Bonner	9	8	7	218	229	202	685	712	738
Bonneville	18	12	9	711	740	679	2,024	2,040	1,981
Boundary	3	1	5	53	59	69	162	172	198
Butte	0	1	1	14	24	13	33	47	40
Camas	0	0	1	7	16	11	18	33	23
Canyon	18	16	22	1,076	1,048	1,063	2,672	2,809	2,915
Caribou	0	1	1	49	49	48	124	120	120
Cassia	8	8	10	206	183	216	637	553	629
Clark	1	4	0	18	26	12	67	81	54
Clearwater	1	1	3	44	42	67	167	152	214
Custer	0	4	1	26	36	28	54	58	53
Elmore	7	15	14	215	204	203	474	473	528
Franklin	3	2	3	73	82	69	200	243	248
Fremont	9	2	9	88	90	84	253	276	261
Gem	0	1	1	65	71	78	151	177	182
Gooding	4	4	3	81	87	112	237	241	299
Idaho	5	9	8	130	128	96	351	317	263
Jefferson	7	5	3	90	99	100	306	271	282
Jerome	15	12	4	209	171	165	547	452	493
Kootenai	14	11	11	892	847	903	2,306	2,279	2,433
Latah	5	2	3	202	194	194	629	659	629
Lemhi	5	6	1	53	43	47	114	120	107
Lewis	3	2	2	18	38	24	81	85	63
Lincoln	4	3	3	36	29	25	91	86	89
Madison	2	4	7	142	130	137	480	529	537
Minidoka	3	7	5	126	125	155	333	351	352
Nez Perce	4	8	9	284	251	272	795	760	883
Oneida	1	1	7	39	41	39	119	130	167
Owyhee	3	3	8	46	33	45	146	114	128
Payette	1	4	3	119	107	126	309	270	335
Power	7	10	4	75	77	77	212	209	258
Shoshone	4	2	2	108	96	81	320	290	253
Teton	1	0	0	43	44	27	147	142	123
Twin Falls	7	19	16	528	479	506	1,302	1,193	1,255
Valley	0	3	1	95	86	118	243	231	278
Washington	1	4	2	63	50	46	162	130	133
TOTALS	230	261	240	9,688	9,661	9,843	26,477	26,700	28,332

Table 12 shows fatal, injury and total collisions for Idaho cities with populations over 2,000 for 2002-2004. Cities are grouped by population size. Population figures are from the U. S. Census Bureau's estimates for cities for 2003. Population estimates for 2004 were not available at the time of publication.

Table 12									
Collision History of Idaho Cities: 2002-2004									
City by Population Size	Fatal Collisions			Injury Collisions			Total Collisions		
	2002	2003	2004	2002	2003	2004	2002	2003	2004
40,000 and over									
Boise	8	7	7	1,604	1,581	1,539	4,240	4,285	4,403
Idaho Falls	2	3	4	444	434	412	1,318	1,234	1,167
Meridian	2	4	0	269	320	399	778	877	1,125
Nampa	6	3	9	510	475	489	1,276	1,343	1,411
Pocatello	3	3	2	327	353	338	1,147	1,218	1,375
15,000 - 39,999									
Caldwell	2	3	2	220	220	224	599	627	630
Coeur d'Alene	1	4	0	367	335	379	914	928	997
Eagle	2	0	0	71	70	69	179	190	195
Lewiston	2	0	3	216	149	196	604	516	642
Moscow	0	0	2	97	87	90	364	335	322
Post Falls	3	0	1	108	101	118	298	271	318
Rexburg	0	1	0	61	61	70	291	313	349
Twin Falls	1	2	1	328	278	275	775	657	675
5,000 - 14,999									
Ammon	0	0	0	26	33	39	75	98	102
Blackfoot	0	0	0	69	64	70	251	222	224
Burley	0	0	0	73	63	80	277	253	254
Chubbuck	0	0	1	46	52	62	127	127	150
Emmett	0	0	0	20	26	24	57	60	52
Garden City	0	1	1	100	105	113	316	277	336
Hailey	0	1	1	24	16	15	98	62	93
Hayden	0	0	0	56	50	54	121	140	157
Jerome	0	1	0	47	40	26	145	125	100
Kuna	0	0	1	10	10	22	47	38	47
Mountain Home	0	0	1	35	43	34	112	130	115
Payette	1	0	1	22	19	14	73	61	65
Rathdrum	0	0	1	21	15	23	51	55	53
Rupert	0	0	0	23	9	13	64	53	60
Sandpoint	1	0	0	36	42	39	180	173	211
Weiser	0	0	0	17	11	13	48	39	51
2,000 - 4,999									
American Falls	0	0	0	13	13	6	38	34	24
Bellevue	0	0	0	3	4	6	6	16	29
Bonnars Ferry	0	0	0	12	10	10	33	38	38
Buhl	0	0	0	6	6	11	42	35	36
Dalton Gardens	0	0	0	12	11	13	29	24	22
Fruitland	0	0	0	15	24	21	46	44	51
Gooding	0	0	0	6	12	5	19	39	26
Grangeville	0	0	0	13	9	8	24	25	34
Heyburn	0	0	0	8	4	7	22	22	15
Homedale	0	0	0	2	4	0	16	19	2
Kellogg	0	0	0	8	6	6	30	30	25
Ketchum	0	0	0	14	13	22	85	93	108

Table 12 (Continued)
Collision History of Idaho Cities: 2002-2004

City by Population Size	Fatal Collisions			Injury Collisions			Total Collisions		
	2002	2003	2004	2002	2003	2004	2002	2003	2004
2,000 - 4,999 (Cont.)									
Kimberly	0	0	0	2	3	5	9	21	15
Malad	0	0	0	6	2	2	31	18	59
McCall	0	0	0	11	13	23	41	33	19
Middleton	0	0	0	8	9	12	22	22	35
Montpelier	0	0	0	9	8	6	24	29	24
Orofino	0	1	0	9	9	11	42	41	57
Preston	0	1	0	19	21	18	64	70	68
Rigby	0	0	0	11	14	14	48	42	41
St. Anthony	0	0	0	5	8	6	24	20	38
St. Maries	0	0	0	3	6	12	30	36	43
Salmon	1	0	0	12	10	6	33	35	28
Shelley	0	0	0	6	4	10	28	18	32
Soda Springs	0	0	0	11	8	8	32	32	26
Star	0	0	0	7	6	3	15	19	14
Wendell	1	0	0	5	3	4	28	24	27

Table 13 lists fatal and injury collision data and collision rates for the 44 counties in Idaho. Population figures are based on 2004 U. S. Census Bureau's estimates for counties.

Table 13
Fatal and Injury Collision Rates by County - 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	
50,000 and over							
Ada	332.5	7,007	22	2,502	23	3,658	7.6
Bannock	75.7	1,995	8	578	8	870	7.7
Bonneville	89.7	1,981	9	679	9	1,027	7.7
Canyon	158.0	2,915	22	1,063	24	1,504	6.9
Kootenai	122.4	2,433	11	903	13	1,297	7.5
Twin Falls	67.9	1,255	16	506	16	766	7.7
Mean Collision Rate							7.5
20,000 - 49,999							
Bingham	43.2	797	9	290	9	497	6.9
Blaine	21.1	384	3	110	3	140	5.4
Bonner	39.9	738	7	202	8	287	5.2
Cassia	21.4	629	10	216	10	322	10.6
Elmore	28.9	528	14	203	16	341	7.5
Jefferson	20.8	282	3	100	3	149	5.0
Latah	35.2	629	3	194	4	253	5.6
Madison	30.8	537	7	137	8	206	4.7
Nez Perce	37.8	883	9	272	9	430	7.4
Payette	21.6	335	3	126	3	200	6.0
Mean Collision Rate							6.4

Table 13 (Continued)
Fatal and Injury Collision Rates by County – 2004

	Population (in 1,000s)	Number of Collisions Total	Fatal	Injury	Number of Persons Killed	Injured	Fatal and Injury Collision Rate Per 1,000 Population
10,000 - 19,999							
Boundary	10.4	198	5	69	6	100	7.1
Franklin	12.2	248	3	69	3	97	5.9
Fremont	12.3	261	9	84	11	163	7.6
Gem	16.0	182	1	78	1	120	4.9
Gooding	14.3	299	3	112	5	178	8.0
Idaho	15.6	263	8	96	8	156	6.7
Jerome	19.3	493	4	165	5	256	8.8
Minidoka	19.2	352	5	155	6	275	8.3
Owyhee	11.0	128	8	45	8	70	4.8
Shoshone	12.8	253	2	81	3	119	6.5
Washington	10.1	133	2	46	2	71	4.8
Mean Collision Rate							6.9
5,000 - 9,999							
Bear Lake	6.3	102	2	33	2	46	5.5
Benewah	9.0	180	1	62	1	84	7.0
Boise	7.4	242	5	103	5	164	14.7
Caribou	7.2	120	1	48	1	71	6.8
Clearwater	8.4	214	3	67	3	95	8.3
Lemhi	7.8	107	1	47	1	62	6.1
Power	7.5	258	4	77	5	122	10.8
Teton	7.3	123	0	27	0	49	3.7
Valley	8.0	278	1	118	1	211	14.9
Mean Collision Rate							8.7
0 - 4,999							
Adams	3.5	81	1	28	1	35	8.4
Butte	2.8	40	1	13	1	24	4.9
Camas	1.0	23	1	11	1	16	11.8
Clark	0.9	54	0	12	0	22	13.2
Custer	4.1	53	1	28	1	38	7.0
Lewis	3.8	63	2	24	2	30	6.9
Lincoln	4.3	89	3	25	3	36	6.5
Oneida	4.1	167	7	39	8	77	11.1
Mean Collision Rate							8.0
Statewide Totals	1,393.3	28,332	240	9,843	260	14,734	7.2

Table 14 lists fatal and injury collision data and rates for Idaho cities with populations over 2,000. Population figures are from the U. S. Census Bureau's estimates for cities for 2003. Population estimates for 2004 were not available at the time of publication.

Table 14							
Fatal and Injury Collision Rates by City – 2004							
	2003 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	4,403	7	1,539	7	2,248	8.1
Idaho Falls	51.5	1,167	4	412	4	593	8.1
Meridian	41.1	1,125	0	399	0	573	9.7
Nampa	64.3	1,411	9	489	10	683	7.7
Pocatello	51.0	1,375	2	338	2	491	6.7
Mean Collision Rate							8.0
15,000 - 39,999							
Caldwell	31.0	630	2	224	2	312	7.3
Coeur d'Alene	37.3	997	0	379	0	525	10.2
Eagle	15.3	195	0	69	0	99	4.5
Lewiston	30.9	642	3	196	3	295	6.4
Moscow	21.7	322	2	90	3	117	4.2
Post Falls	20.0	318	1	118	1	204	6.0
Rexburg	21.9	349	0	70	0	93	3.2
Twin Falls	36.7	675	1	275	1	393	7.5
Mean Collision Rate							6.7
5,000 - 14,999							
Ammon	8.6	102	0	39	0	69	4.5
Blackfoot	10.6	224	0	70	0	126	6.6
Burley	9.3	254	0	80	0	106	8.6
Chubbuck	10.2	150	1	62	1	90	6.2
Emmett	5.9	52	0	24	0	37	4.0
Garden City	11.1	336	1	113	1	155	10.3
Hailey	7.3	93	1	15	1	17	2.2
Hayden	10.4	157	0	54	0	77	5.2
Jerome	8.0	100	0	26	0	43	3.2
Kuna	8.8	47	1	22	1	31	2.6
Mountain Home	11.4	115	1	34	1	49	3.1
Payette	7.3	65	1	14	1	21	2.1
Rathdrum	5.3	53	1	23	1	27	4.5
Rupert	5.4	60	0	13	0	23	2.4
Sandpoint	7.4	211	0	39	0	46	5.3
Weiser	5.4	51	0	13	0	22	2.4
Mean Collision Rate							4.9

Table 14 (Continued)
Fatal and Injury Collision Rate by City - 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	24	0	6	0	10	1.5
Bellevue	2.1	29	0	6	0	6	2.8
Bonnars Ferry	2.6	38	0	10	0	15	3.8
Buhl	4.0	36	0	11	0	14	2.7
Dalton Gardens	2.3	22	0	13	0	14	5.6
Fruitland	4.1	51	0	21	0	32	5.1
Gooding	3.3	26	0	5	0	8	1.5
Grangeville	3.1	34	0	8	0	14	2.5
Heyburn	2.8	15	0	7	0	8	2.5
Homedale	2.6	2	0	0	0	0	0.0
Kellogg	2.2	25	0	6	0	10	2.7
Ketchum	3.1	108	0	22	0	27	7.0
Kimberly	2.7	15	0	5	0	5	1.9
Malad	2.1	59	0	2	0	40	0.9
McCall	2.2	19	0	23	0	2	10.4
Middleton	3.7	35	0	12	0	16	3.3
Montpelier	2.6	24	0	6	0	8	2.3
Orofino	3.2	57	0	11	0	11	3.5
Preston	4.8	68	0	18	0	23	3.7
Rigby	3.0	41	0	14	0	16	4.6
St. Anthony	3.4	38	0	6	0	6	1.8
St. Maries	2.6	43	0	12	0	14	4.6
Salmon	3.0	28	0	6	0	10	2.0
Shelley	3.9	32	0	10	0	18	2.6
Soda Springs	3.3	26	0	8	0	9	2.4
Star	2.2	14	0	3	0	4	1.4
Wendell	2.3	27	0	4	0	5	1.7
Mean Collision Rate							3.1

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 large increase in the number and proportion of drivers over the age of 45.

Age	1990	2000	2004	Change 1990-2003	Change 2000-2003
15* (%)	3,478 0.5%	9,406 1.1%	4,586 0.5%	31.9%	-51.2%
16-24 (%)	123,114 17.4%	156,485 17.5%	149,670 15.8%	21.6%	-4.4%
25-34 (%)	151,625 21.4%	154,133 17.3%	166,071 17.5%	9.5%	7.7%
35-44 (%)	153,976 21.8%	178,401 20.0%	173,216 18.3%	12.5%	-2.9%
45-54 (%)	100,258 14.2%	167,821 18.8%	184,481 19.5%	84.0%	9.9%
55-64 (%)	76,255 10.8%	106,190 11.9%	134,711 14.2%	76.7%	26.9%
65+ (%)	98,967 14.0%	120,516 13.5%	134,849 14.2%	36.3%	11.9%
TOTALS	707,673	892,952	947,584	33.9%	6.1%

**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

In 2004, a problem was found with the age calculation in the Statewide Collision Database. The ages were re-calculated and the data in this edition reflects the changes.

Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,586	0.5%	641	1.3%	2.8	229	1.3%	2.7
16	11,689	1.2%	1,638	3.4%	2.8	527	3.1%	2.5
17	15,276	1.6%	2,033	4.3%	2.7	704	4.1%	2.5
18	16,095	1.7%	2,094	4.4%	2.6	766	4.4%	2.6
19	17,745	1.9%	1,782	3.8%	2.0	627	3.6%	1.9
20	17,774	1.9%	1,507	3.2%	1.7	527	3.1%	1.6
21	16,629	1.8%	1,554	3.3%	1.9	585	3.4%	1.9
22	18,046	1.9%	1,460	3.1%	1.6	540	3.1%	1.6
23	18,202	1.9%	1,385	2.9%	1.5	471	2.7%	1.4
24	18,214	1.9%	1,233	2.6%	1.4	454	2.6%	1.4
25-34	166,071	17.5%	9,097	19.1%	1.1	3,365	19.5%	1.1
35-44	173,216	18.3%	7,578	16.0%	0.9	2,882	16.7%	0.9
45-54	184,481	19.5%	6,580	13.9%	0.7	2,463	14.3%	0.7
55-64	134,711	14.2%	4,027	8.5%	0.6	1,462	8.5%	0.6
65-74	79,417	8.4%	2,026	4.3%	0.5	736	4.3%	0.5
75+	55,432	5.8%	1,542	3.2%	0.6	561	3.3%	0.6
Not Stated or Other			1,329	2.8%		330	1.9%	
TOTALS	947,584		47,506			17,229		

** 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 2.4 times as many fatal or injury traffic collisions as expected. This age group comprised 6.9% of all licensed drivers and accounted for 17.2% of drivers in all collisions and 16.6% 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.

In 2004, the number of 15 year old drivers in collisions was 33% lower than in 2000 and the number of 15 year old licensed drivers remained 51% lower than 2000 numbers. The number of 16 year old drivers in collisions was 20% lower than in 2000, while the number of 16 year old licensed drivers was 25% lower than 2000 numbers. The number of 17 year old drivers in collisions was 8% lower than 2000 numbers and the number of 17 year old licensed drivers was 12% lower than 2000 numbers. The number of 18 year old drivers in collisions was 6% lower than 2000 numbers and the number of 18 year old licensed drivers was 14% lower than 2000 numbers. Drivers that were 18 years old in 2004 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

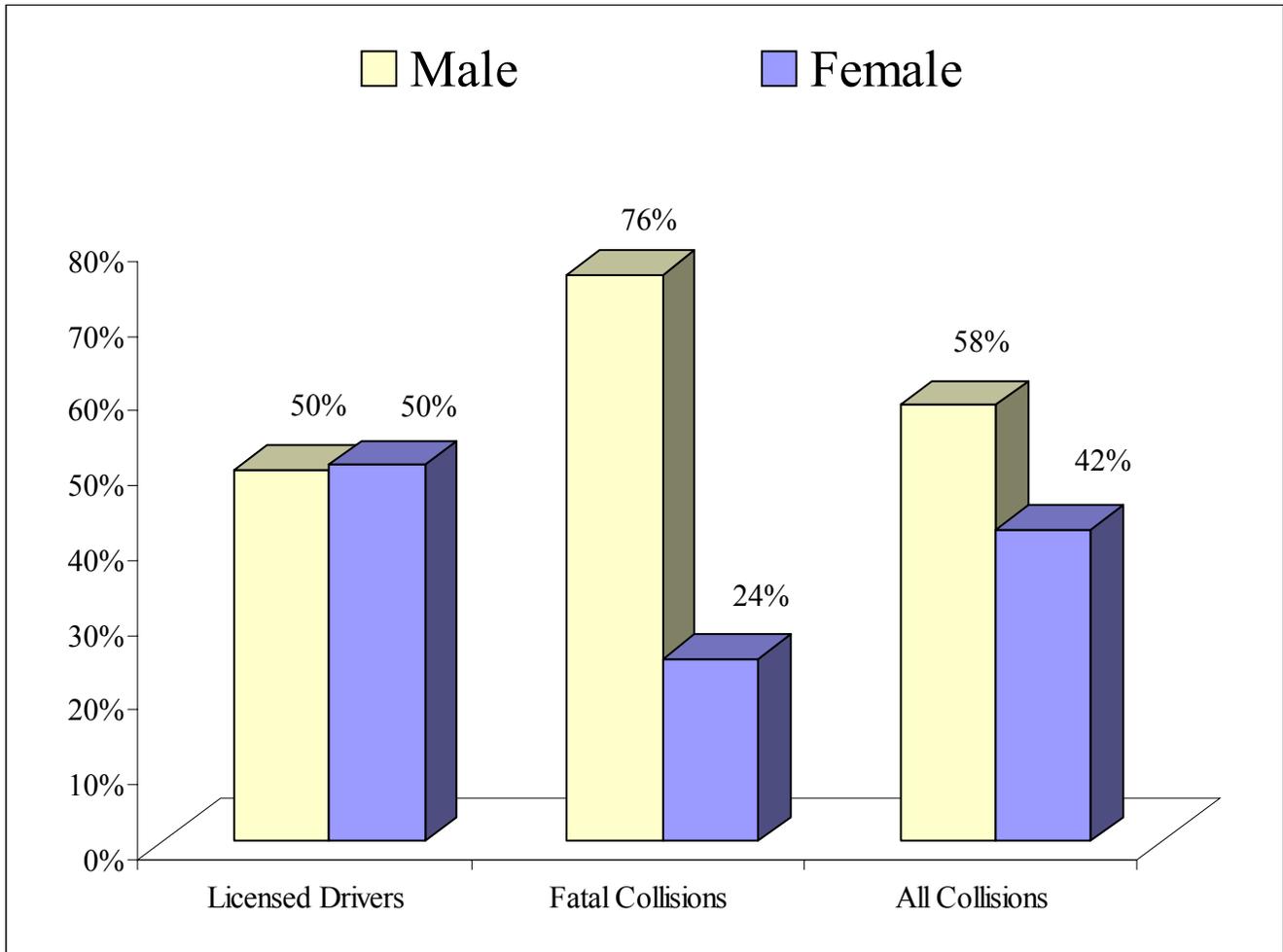
While the number of drivers in crashes has decreased, the number of licensed drivers has decreased by larger percentages. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect

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 fewer than 50% of the licensed drivers, but accounted for 58% of the drivers in all collisions and 76% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2004



In 2004, males were 1.4 times more likely than females to be involved in any collision and were 3.2 times as likely as females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all collisions and Figure 11 shows driver involvement by age and gender for fatal and injury collisions. Figure 11 corresponds with the involvement numbers in Table 16 and shows how the involvement numbers breakdown by gender. For example (in Figure 10), 18 year-old male drivers were involved in 3 times as many collisions as expected, while female 18 year-old drivers were involved in 2.2 times as many collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2004

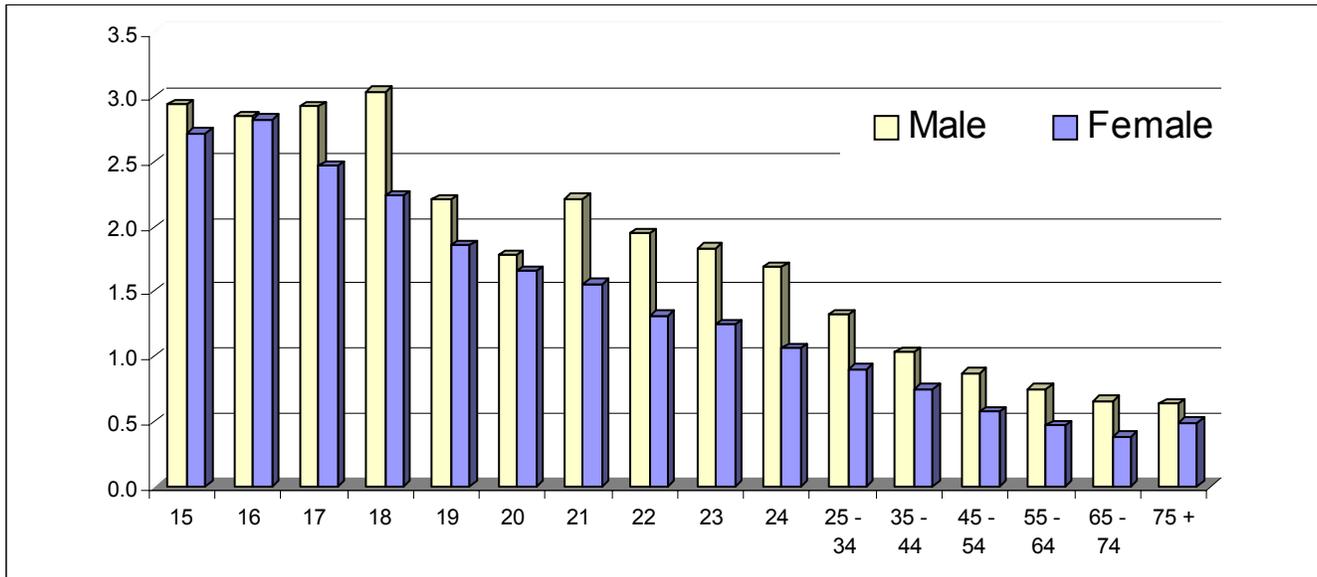
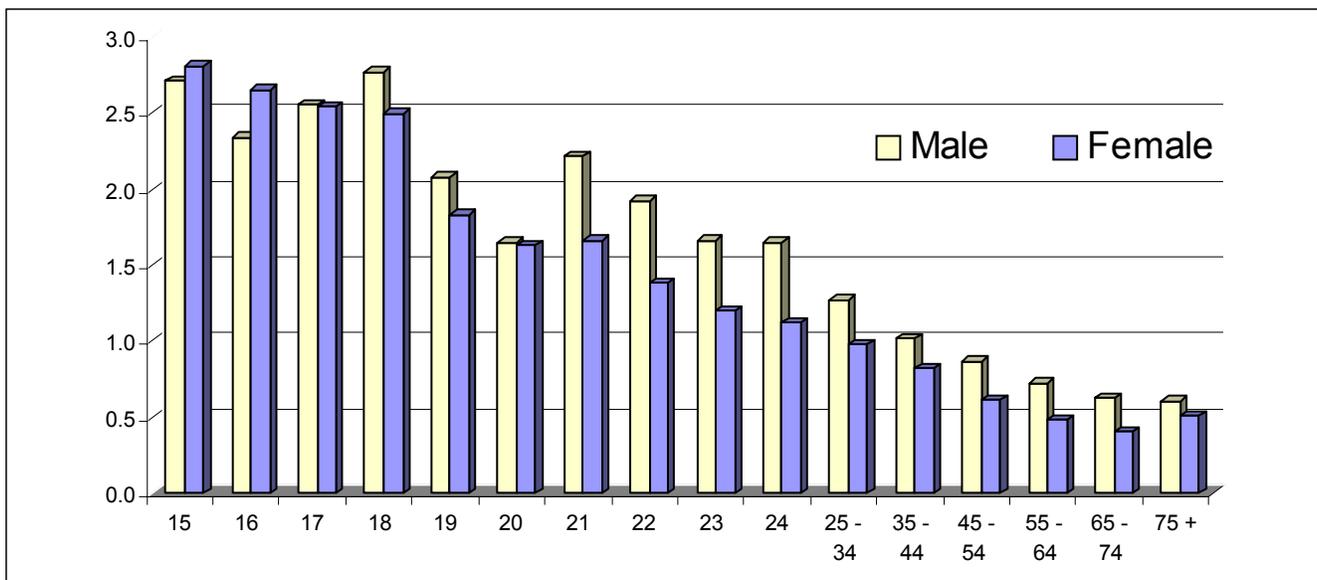


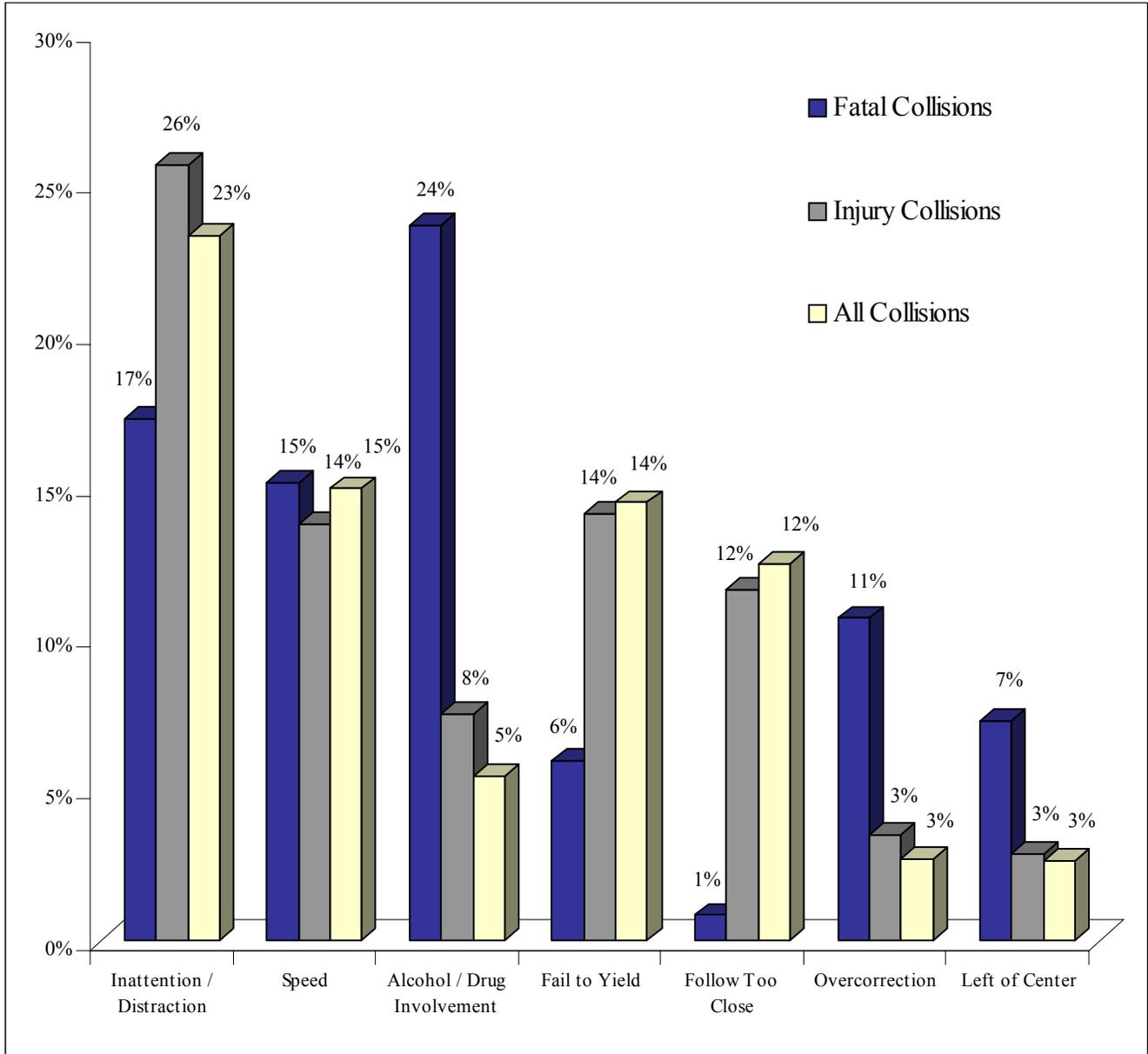
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2004



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 2004



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2004 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.

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	83,522	45.3%
2. Safety Restraint Violations	31,078	16.9%
3. Insurance Violations	17,047	9.2%
4. Failure to Stop at Traffic Control Devices	11,860	6.4%
5. Driving Under the Influence	7,966	4.3%
6. Driving Without Privileges - Suspended License	4,648	2.5%
7. Following Too Close	4,980	2.7%
8. Reckless or Inattentive Driving	4,639	2.5%
9. Failure to Yield Right of Way	3,622	2.0%
10. Child Safety Seat Violations	1,605	0.9%
All Other	13,369	7.3%
TOTAL	184,336	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 64% of all violations for 2004. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	10.1	3.2	0.2	1.2	1.6
16-19	22.1	3.8	0.9	1.9	1.9
20-24	16.7	2.2	1.8	1.1	1.0
25-34	11.1	1.4	1.2	0.5	0.6
35-44	8.3	1.1	1.0	0.4	0.4
45-54	5.7	0.8	0.6	0.2	0.3
55-64	4.2	0.6	0.3	0.2	0.2
65-74	2.5	0.4	0.1	0.1	0.2
75+	1.5	0.6	0.0	0.1	0.2
Mean	8.5	1.2	0.8	0.5	0.5

Younger drivers, especially those 16 to 19 years old, 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: 2004**

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	24,587	31.9%
Failure to Pay Fine	20,965	27.2%
Driving Under the Influence	7,486	9.7%
Administrative License Suspension (ALS)*	6,522	8.5%
Driving Without Privileges	5,789	7.5%
Underage Consumption or Possession of Alcohol or Tobacco	3,171	4.1%
Family Responsibility Law	1,843	2.4%
Refused Evidentiary BAC Test	1,709	2.2%
Recurrence of Violation	1,228	1.6%
Points	725	0.9%
Reckless/Inattentive Driving	558	0.7%
All Others	2,564	3.3%
TOTALS	77,147	100.0%

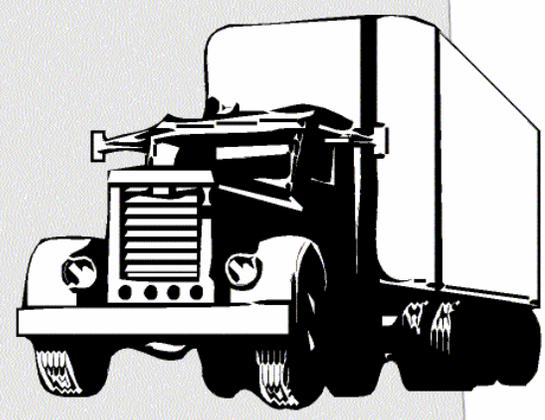
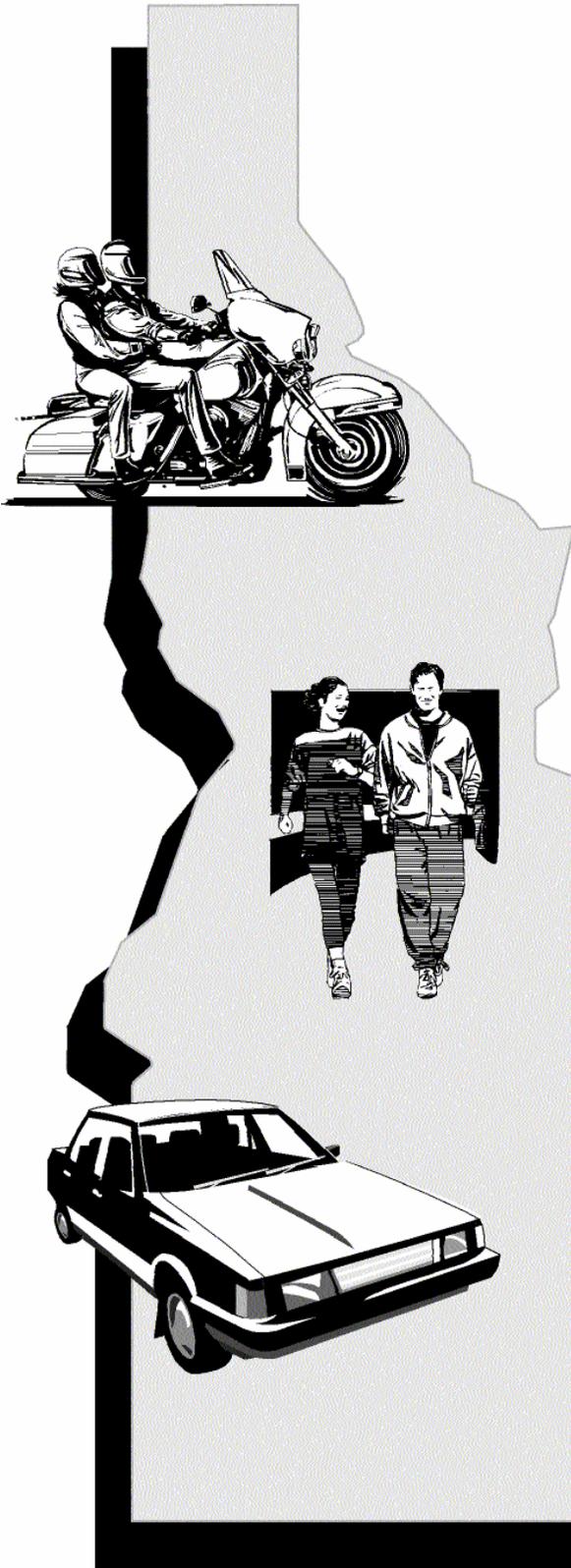
**On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.*

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 2000 through 2004. 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: 2000-2004							
	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Impaired Driving Collisions	1,790	1,655	1,886	1,973	1,944	-1.5%	3.7%
Fatalities	97	94	97	115	103	-10.4%	6.2%
Serious Injuries	350	312	335	315	331	5.1%	-3.2%
Visible Injuries	731	663	715	663	559	-15.7%	-2.9%
Possible Injuries	507	440	581	617	603	-2.3%	8.3%
Impaired Driving Collisions as a % of All Collisions	6.9%	6.3%	7.1%	7.4%	6.9%	-7.1%	2.8%
Impaired Driving Fatalities as a % of All Fatalities	37.5%	36.3%	33.1%	39.2%	39.6%	0.9%	2.2%
Impaired Driving Injuries as a % of All Injuries	11.3%	10.1%	11.2%	10.9%	10.1%	-7.2%	-0.8%
All Fatal and Injury Collisions	9,456	9,456	9,922	9,922	10,083	1.6%	1.6%
Impaired Fatal/Injury Collisions	1,050	964	1,125	1,134	1,117	-1.5%	3.1%
% Impaired Driving	11.1%	10.2%	11.3%	11.4%	11.1%	-3.1%	1.3%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	3.13	2.84	3.00	2.99	2.93	-2.0%	-1.3%
Annual DUI Arrests by Agency*							
Idaho State Police	1,764	1,640	1,723	1,708	1,461	-14.5%	-0.9%
Local Agencies	8,404	8,257	8,302	8,523	8,674	1.8%	0.5%
Total Arrests	10,168	9,897	10,025	10,231	10,135	-0.9%	0.2%
DUI Enforcement Rate**	1.13	1.10	1.08	1.11	1.07	-3.2%	-0.7%

*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 2004, just over 11% of all fatal and injury collisions involved an impaired driver, impaired pedestrian, or impaired bicyclist. Almost 40% 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 2004. Factors influencing the reduction include Selective Traffic Enforcement Programs (STEP), special DUI specific saturation patrols, stiffer penalties for DUI violations, increased publicity about and concern over the impaired driving problem, and increasing the legal drinking age to 21.

Table 20 also presents a four-year summary of annual DUI arrests by the Idaho State Police (ISP) and local agencies. Local agency DUI arrests were up in 2004 from the prior year, while ISP DUI arrests decreased by 14.5%. Overall, DUI arrests were down by just under 1% from 2003 levels.

Economic Costs of Impaired Driving Collisions

Table 21 contains the estimated economic costs for impaired driving-related motor vehicle collisions in 2004. The estimated cost of Idaho impaired driving collisions in 2004 was almost \$445 million dollars. This estimate represents 27% of the total cost of Idaho collisions (as shown in Table 4).

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	103	\$3,205,589	\$330,175,710
Serious Injuries	331	\$221,925	\$73,457,314
Visible Injuries	559	\$44,385	\$24,811,262
Possible Injuries	603	\$23,425	\$14,125,553
Property Damage Only	827	\$2,466	\$2,039,248
Total Estimate of Economic Cost			\$444,609,087

Victims of Fatal Collisions Involving Impaired Drivers

Table 22 shows a breakout of impaired driving fatalities. Of the 103 people killed in impaired driving collisions, 90 (or 87%) were impaired drivers, impaired pedestrians, or passengers of a motor vehicle riding with an impaired driver.

Impaired Status*	Passenger Vehicles		Motorcycles		Pedestrians
	Driver	Passenger	Driver	Passenger	
Impaired	54	18	11	1	6
Not Impaired	6	6	0	0	1

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

Impaired Driving by Age

Table 23 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in collisions by age. Drivers, ages 17 to 44, are over-represented in impaired driving collisions. The most over-represented age group is the 21 to 24 year-old drivers. Drivers in this age group were involved in 2.6 times as many impaired driving collisions as would be expected

Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Collisions	
	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	5	0.0%	2	0.1%
15	4,586	0.5%	8	0.1%	2	0.1%
16	11,689	1.2%	62	0.6%	17	0.9%
17	15,276	1.6%	134	1.3%	40	2.1%
18	16,095	1.7%			61	3.1%
19	17,745	1.9%	653*	6.4%	62	3.2%
20	17,774	1.9%			56	2.9%
21	16,629	1.8%			129	6.7%
22	18,046	1.9%			86	4.4%
23	18,202	1.9%			83	4.3%
24	18,214	1.9%	2,127**	21.0%	86	4.4%
25-29	85,242	9.0%	1,517	15.0%	291	15.0%
30-34	80,829	8.5%	1,132	11.2%	196	10.1%
35-39	80,767	8.5%	1,085	10.7%	172	8.9%
40-44	92,449	9.8%	1,205	11.9%	207	10.7%
45-49	95,219	10.0%	943	9.3%	180	9.3%
50-54	89,262	9.4%	606	6.0%	97	5.0%
55-59	75,880	8.0%	345	3.4%	72	3.7%
60+	193,680	20.4%	313	3.1%	63	3.2%
Missing or Unknown					37	1.9%
TOTALS	947,584		10,135		1,939	

* 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. Population numbers are based on 2004 U.S. Census estimates for counties.

Table 24 Impaired Driving Collisions by County: 2004							
	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	332.5	424	11	197	12	282	0.6
Bannock	75.7	136	2	77	2	105	1.0
Bonneville	89.7	110	3	57	3	89	0.7
Canyon	158.0	217	10	126	11	188	0.9
Kootenai	122.4	196	5	95	6	136	0.8
Twin Falls	67.9	105	4	58	4	83	0.9
Mean Collision Rate							0.8
20,000 - 49,999							
Bingham	43.2	65	4	40	4	68	1.0
Blaine	21.1	28	1	18	1	22	0.9
Bonner	39.9	52	3	24	3	33	0.7
Cassia	21.4	32	4	20	4	33	1.1
Elmore	28.9	28	2	13	2	22	0.5
Jefferson	20.8	14	1	5	1	11	0.3
Latah	35.2	33	2	15	3	16	0.5
Madison	30.8	19	3	8	4	20	0.4
Nez Perce	37.8	61	3	26	3	36	0.8
Payette	21.6	31	3	14	3	23	0.8
Mean Collision Rate							0.7
10,000 - 19,999							
Boundary	10.4	27	3	18	4	24	2.0
Franklin	12.2	10	3	4	3	5	0.6
Fremont	12.3	16	1	8	1	11	0.7
Gem	16.0	19	1	12	1	18	0.8
Gooding	14.3	31	3	15	5	23	1.3
Idaho	15.6	24	1	18	1	28	1.2
Jerome	19.3	29	2	19	3	27	1.1
Minidoka	19.2	37	3	16	4	24	1.0
Owyhee	11.0	15	4	7	4	8	1.0
Shoshone	12.8	15	1	10	2	11	0.9
Washington	10.1	9	0	6	0	8	0.6
Mean Collision Rate							1.0

Table 24 (Continued)
Impaired Driving Collisions by County: 2004

	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	6.3	7	0	4	0	5	0.6
Benewah	9.0	18	0	11	0	12	1.2
Boise	7.4	16	1	10	1	16	1.5
Caribou	7.2	8	1	5	1	8	0.8
Clearwater	8.4	14	0	10	0	13	1.2
Lemhi	7.8	11	0	7	0	12	0.9
Power	7.5	16	1	11	1	17	1.6
Teton	7.3	9	0	6	0	10	0.8
Valley	8.0	25	0	18	0	23	2.3
Mean Collision Rate							1.2
0 - 4,999							
Adams	3.5	4	1	0	1	0	0.3
Butte	2.8	2	0	1	0	2	0.4
Camas	1.0	6	1	3	1	6	3.9
Clark	0.9	1	0	0	0	0	0.0
Custer	4.1	3	1	2	1	2	0.7
Lewis	3.8	5	0	4	0	4	1.1
Lincoln	4.3	8	1	4	1	4	1.2
Oneida	4.1	8	2	3	2	5	1.2
Mean Collision Rate							0.9
Statewide Totals	1,383.2	1,935	92	1,019	103	1,485	0.8

Table 25 presents information on impaired driving collisions for cities with populations exceeding 2,000 people. Population figures are from the U. S. Census Bureau's estimates for cities for 2003. Population estimates for 2004 were not available at the time of publication.

Table 25							
Impaired Driving Collisions by City: 2004							
	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	283	3	127	3	176	0.7
Idaho Falls	51.5	62	1	32	1	50	0.6
Meridian	41.1	35	0	13	0	20	0.3
Nampa	64.3	97	6	50	7	73	0.9
Pocatello	51.0	87	0	42	0	57	0.8
Mean Collision Rate							0.7
15,000 - 39,999							
Caldwell	31.0	43	1	25	1	40	0.8
Coeur d'Alene	37.3	82	0	35	0	51	0.9
Eagle	15.3	6	0	3	0	4	0.2
Lewiston	30.9	45	2	22	2	29	0.8
Moscow	21.7	16	2	6	3	7	0.4
Post Falls	20.0	20	0	9	0	14	0.5
Rexburg	21.9	6	0	2	0	6	0.1
Twin Falls	36.7	46	1	28	1	41	0.8
Mean Collision Rate							0.6
5,000 - 14,999							
Ammon	8.6	5	0	2	0	2	0.2
Blackfoot	10.6	16	0	6	0	9	0.6
Burley	9.3	13	0	8	0	9	0.9
Chubbuck	10.2	12	0	8	0	13	0.8
Emmett	5.9	7	0	5	0	5	0.8
Garden City	11.1	21	1	11	1	16	1.1
Hailey	7.3	3	0	1	0	1	0.1
Hayden	10.4	9	0	4	0	4	0.4
Jerome	8.0	6	0	5	0	5	0.6
Kuna	8.8	4	0	2	0	2	0.2
Mountain Home	11.4	12	0	4	0	5	0.4
Payette	7.3	8	1	2	1	6	0.4
Rathdrum	5.3	5	1	2	1	2	
Rupert	5.4	7	0	3	0	3	0.6
Sandpoint	7.4	6	0	1	0	1	0.1
Weiser	5.4	5	0	2	0	3	0.4
Mean Collision Rate							0.5

Table 25 (Continued)
Impaired Driving Collisions by City: 2004

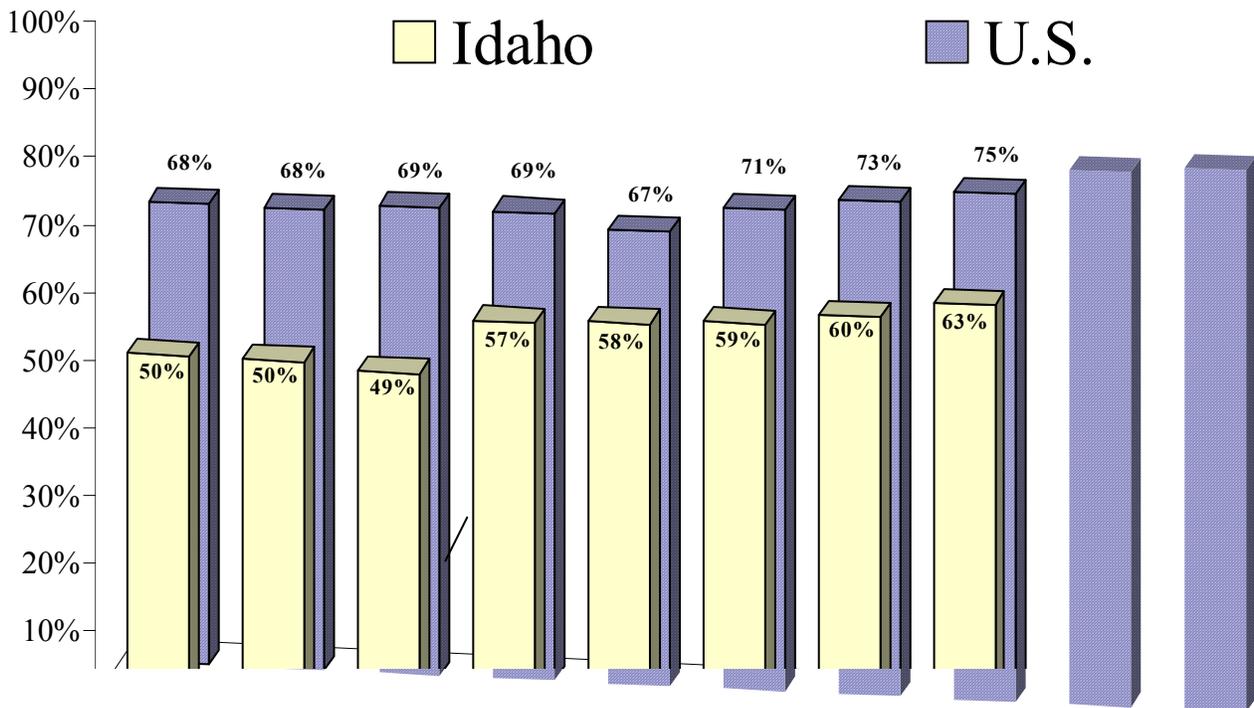
	Population (in 1,000s)	Number of Collisions			Number of Persons		Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.0	4	0	3	0	7	0.8
Bellevue	2.1	2	0	1	0	1	0.5
Bonnars Ferry	2.6	3	0	2	0	3	0.8
Buhl	4.0	2	0	1	0	1	0.2
Dalton Gardens	2.3	0	0	0	0	0	0.0
Fruitland	4.1	1	0	0	0	0	0.0
Gooding	3.3	1	0	0	0	0	0.0
Grangeville	3.1	1	0	0	0	0	0.0
Heyburn	2.8	4	0	1	0	2	0.4
Homedale	2.6	0	0	0	0	0	0.0
Kellogg	2.2	0	0	0	0	0	0.0
Ketchum	3.1	3	0	2	0	3	0.6
Kimberly	2.7	3	0	2	0	2	0.7
Malad	2.1	1	0	0	0	0	0.0
McCall	2.2	5	0	4	0	6	1.8
Middleton	3.7	1	0	0	0	0	0.0
Montpelier	2.6	1	0	0	0	0	0.0
Orofino	3.2	4	0	1	0	1	0.3
Preston	4.8	1	0	1	0	1	0.2
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	2	0	2	0.8
Salmon	3.0	5	0	2	0	4	0.7
Shelley	3.9	2	0	2	0	3	0.5
Soda Springs	3.3	2	0	1	0	2	0.3
Star	2.2	2	0	1	0	1	0.5
Wendell	2.3	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. Idaho's child restraint law is a primary enforcement law.

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 93% 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.: 1995 - 2004



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: 2000-2004							
	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Ada	63.8%	66.8%	64.3%	81.0%	85.3%	5.3%	9.0%
Bannock	49.5%	56.0%	58.5%	55.7%	61.2%	9.7%	4.3%
Bingham	39.6%	51.8%	45.2%	47.4%	45.2%	-4.6%	7.6%
Blaine	38.9%	52.3%	60.0%	68.7%	68.6%	-0.1%	21.2%
Bonner	57.2%	54.4%	70.9%	74.4%	75.3%	1.2%	10.1%
Bonneville	56.6%	63.4%	62.5%	59.4%	72.4%	21.8%	1.9%
Canyon	58.3%	58.3%	63.2%	75.1%	77.9%	3.7%	9.1%
Cassia	40.5%	49.1%	49.6%	53.9%	41.8%	-22.5%	10.3%
Elmore	55.0%	57.7%	52.9%	67.9%	70.2%	3.3%	8.3%
Kootenai	64.6%	59.5%	70.2%	78.6%	76.8%	-2.3%	7.4%
Latah	61.5%	57.6%	74.0%	74.2%	71.9%	-3.1%	7.5%
Madison	45.1%	49.7%	52.4%	58.8%	58.0%	-1.4%	9.3%
Minidoka	44.3%	48.1%	48.5%	55.6%	54.2%	-2.6%	8.0%
Nez Perce	52.3%	56.2%	65.4%	74.4%	77.6%	4.3%	12.5%
Payette	59.6%	63.3%	61.2%	71.9%	76.1%	5.9%	6.8%
Twin Falls	52.6%	54.4%	58.9%	63.0%	73.2%	16.2%	6.2%
Statewide	58.6%	60.4%	62.9%	71.7%	74.0%	3.2%	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) districts⁴ by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 82.4%, while district 5 (south-eastern Idaho) had the overall lowest usage at 57.1%.

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	81.3%	79.3%	63.0%	76.2%
2	80.5%	79.6%	65.5%	75.4%
3	84.7%	85.9%	75.5%	82.4%
4	69.1%	69.0%	42.2%	59.6%
5	62.3%	67.7%	38.1%	57.1%
6	73.1%	72.4%	47.8%	66.3%
Statewide	78.5%	79.1%	61.9%	74.0%

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 2003 ranged from a high of 75.5% in District 3 (south-western Idaho) to a low of 38.1% 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 91.8% on urban interstates to a low of 37.5% on rural minor collectors.

While there was virtually no difference between urban and rural sites, there was a difference of almost 11 percentage points between major and minor roads. The difference was not statistically significant. Major roads were defined as interstates and principal arterials. Minor roads were comprised of the rest of the roadway functional classifications.

Seat belt use was statistically significantly higher on rural major roads than on both rural minor roads and urban minor roads.

Self-Reported Seat Belt Usage Results

Table 28 shows the self-reported seat belt use for people, ages 4 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. 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 use⁵. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Injury Type	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Fatalities -Restrained Used	28.7%	29.7%	37.5%	37.2%	42.4%	13.8%	9.6%
Serious Injuries -Restraint Used	49.7%	51.0%	57.6%	58.4%	64.7%	10.8%	5.6%

Of the 189 motor vehicle occupants killed in 2004, only 83 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 83 lives were saved in 2003 by seat belt usage. An additional 53 lives could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Injury Type	Safety Restraints			Costs of Injuries		
	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	83	106	7	\$266,063,921	\$339,792,478	\$22,439,126
Serious Injury	873	446	30	\$193,740,893	\$98,978,738	\$6,657,763
Visible Injury	2,950	854	66	\$130,935,998	\$37,904,862	\$2,929,416
Possible Injury	6,867	852	193	\$160,862,641	\$19,958,493	\$4,521,114
Total				\$751,603,454	\$496,634,571	\$36,547,418

Self-reported seat belt use is biased because of the penalties involved for not wearing a seat belt (meaning people misrepresent their belt use to avoid a ticket). While 81% of the motor vehicle occupants in crashes said they were wearing seat belts, the observational surveys show only 74% 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.

Child Safety Seat – Self-Reported Usage

Table 30 shows self-reported child safety seat use for children, under age 4, in passenger cars, pickups, sport utility vehicles, and vans from 2000 to 2004. Overall, the use rate has increased from 82% in 2000 to 87% in 2004. Idaho Code requires 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.

Injury Type	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Fatalities							
Restrained	1	1	1	3	6	100.0%	66.7%
Unrestrained	0	3	3	2	1	-50.0%	88.9%
Serious Injuries							
Restrained	9	5	9	13	3	-76.9%	26.7%
Unrestrained	8	5	7	3	5	66.7%	-18.2%
Visible Injuries							
Restrained	35	39	37	30	39	30.0%	-4.2%
Unrestrained	28	29	22	19	12	-36.8%	-11.4%
Possible Injuries							
Restrained	91	113	139	162	182	12.3%	21.2%
Unrestrained	42	39	36	49	30	-38.8%	7.1%
No Injuries							
Restrained	1,509	1,486	1,620	1,777	1,889	6.3%	5.7%
Unrestrained	383	338	301	283	259	-8.5%	-9.6%
Total Restrained	1,553	1,525	1,654	1,843	2,119	15.0%	6.0%
Total Unrestrained	348	318	280	296	319	7.8%	-5.0%
% of Children Restrained	81.7%	82.7%	85.5%	86.2%	86.9%	0.9%	1.8%

The National Highway Traffic Safety Administration estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that a child safety seats may have saved the unrestrained child killed in 2004. Additionally, 3 of the 5 unrestrained serious injuries may have been prevented if they had all been properly restrained.

Local Safety Restraint Usage

Table 31 presents self-reported restraint use rates for all motor vehicle occupants over the age of 4 involved in fatal and serious injury collisions for each county, comparing 2000 through 2004. 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.

County by Population	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
50,000 and over							
Ada	70.4%	70.3%	77.0%	75.5%	83.2%	10.2%	2.5%
Bannock	57.6%	62.3%	55.6%	72.1%	66.7%	-7.5%	9.0%
Bonneville	61.5%	59.2%	63.8%	68.5%	73.9%	8.0%	3.8%
Canyon	60.7%	69.4%	62.2%	69.5%	73.5%	5.7%	5.3%
Kootenai	63.7%	73.9%	77.9%	82.8%	80.4%	-2.9%	9.2%
Twin Falls	59.3%	56.9%	81.0%	61.6%	73.1%	18.7%	4.8%
20,000 - 49,999							
Bingham	32.2%	52.2%	55.1%	61.0%	61.2%	0.3%	26.1%
Blaine	48.4%	83.3%	48.7%	60.5%	60.7%	0.4%	18.3%
Bonner	54.4%	45.1%	62.6%	80.7%	64.8%	-19.7%	16.9%
Cassia	53.6%	53.3%	51.0%	37.7%	71.1%	88.5%	-10.3%
Elmore	60.2%	64.4%	66.7%	57.4%	65.4%	13.9%	-1.1%
Latah	57.4%	54.6%	65.2%	69.8%	59.2%	-15.2%	7.2%
Madison	54.6%	33.3%	65.6%	62.5%	44.0%	-29.6%	17.7%
Nez Perce	60.2%	57.4%	80.7%	68.0%	83.1%	22.2%	6.7%
Payette	59.1%	52.9%	58.2%	67.4%	74.5%	10.6%	5.1%
10,000 - 19,999							
Boundary	50.0%	55.2%	73.9%	50.0%	85.7%	71.4%	4.0%
Franklin	30.0%	50.0%	23.3%	56.3%	47.8%	-15.0%	51.5%
Fremont	50.7%	40.6%	57.6%	55.9%	73.0%	30.7%	6.3%
Gem	34.6%	43.5%	58.3%	71.4%	72.7%	1.8%	27.4%
Gooding	55.7%	38.8%	55.8%	51.0%	55.9%	9.6%	1.6%
Idaho	61.2%	52.4%	63.4%	43.8%	53.2%	21.7%	-8.1%
Jefferson	59.5%	44.4%	57.1%	59.1%	56.8%	-3.9%	2.2%
Jerome	58.8%	48.8%	55.5%	66.7%	73.6%	10.4%	5.6%
Minidoka	42.9%	34.9%	48.3%	62.5%	66.2%	6.0%	16.4%
Owyhee	65.0%	26.7%	46.3%	23.5%	53.1%	125.8%	-11.5%
Shoshone	51.2%	50.0%	59.1%	47.4%	76.5%	61.4%	-1.3%

Table 31 (Continued)
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 2000-2004
(persons in passenger cars, pickups, sport utility vehicles and vans only)

County by Population	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
5,000 - 9,999							
Bear Lake	16.0%	57.1%	66.7%	29.4%	72.7%	147.3%	72.6%
Benewah	18.8%	40.0%	43.2%	60.0%	63.2%	5.3%	53.4%
Boise	65.9%	72.7%	64.0%	64.1%	61.4%	-4.3%	-0.5%
Caribou	66.7%	52.2%	47.5%	21.4%	50.0%	133.3%	-28.5%
Clearwater	21.4%	37.5%	81.8%	44.4%	78.6%	76.8%	49.2%
Lemhi	15.2%	46.7%	60.5%	53.3%	83.3%	56.3%	75.3%
Power	31.0%	42.3%	48.0%	65.0%	56.3%	-13.5%	28.4%
Teton	37.5%	35.7%	45.5%	81.8%	0.0%	-100.0%	34.2%
Valley	41.7%	51.9%	71.4%	62.9%	60.0%	-4.5%	16.7%
Washington	38.5%	54.6%	71.4%	96.2%	33.3%	-65.3%	35.8%
0 - 4,999							
Adams	11.1%	33.3%	92.3%	58.3%	40.0%	-31.4%	113.4%
Butte	28.6%	33.3%	88.9%	71.4%	50.0%	-30.0%	54.6%
Camas	33.3%	81.8%	100.0%	50.0%	20.0%	-60.0%	39.2%
Clark	69.2%	75.0%	36.4%	60.0%	100.0%	66.7%	7.3%
Custer	20.0%	55.0%	45.0%	37.5%	52.6%	40.3%	46.7%
Lewis	42.3%	80.8%	90.0%	57.1%	62.5%	9.4%	21.9%
Lincoln	66.7%	18.2%	42.1%	36.4%	90.9%	150.0%	15.1%
Oneida	60.7%	64.3%	45.5%	64.0%	55.2%	-13.8%	5.8%
Statewide Average	58.3%	60.7%	65.7%	67.6%	72.1%	6.6%	5.1%

Aggressive Driving

Table 32 shows information about collisions in Idaho from 2000 through 2004 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.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Total Aggressive Driving Collisions	15,388	15,398	15,066	14,649	15,934	8.8%	-1.6%
Fatalities	120	128	138	128	116	-9.4%	2.4%
Serious Injuries	951	949	963	838	867	3.5%	-3.9%
Visible Injuries	3,358	3,254	3,223	2,895	2,614	-9.7%	-4.7%
Possible Injuries	4,807	4,770	5,023	5,065	5,519	9.0%	1.8%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Driving Too Fast for Conditions	395	359	357	311	334	7.4%	-7.5%
Fail to Yield Right of Way	344	356	373	353	356	0.8%	1.0%
Exceeded Posted Speed	188	202	184	133	129	-3.0%	-9.7%
Passed Stop Sign	74	122	127	97	65	-33.0%	15.1%
Following Too Close	104	127	106	95	122	28.4%	-1.6%
Disregarded Signal	75	48	44	53	44	-17.0%	-8.0%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVM T	7.80	7.53	7.70	6.71	6.63	-1.2%	-4.7%

* Three contributing circumstances possible per unit involved in each collision

In 2004, aggressive driving was a contributing factor in 56% of all collisions in Idaho. While 67% of all aggressive driving collisions occur in urban areas, 76% of the fatal aggressive driving collisions occur in rural areas. Only 23% of all aggressive driving collisions involve a single vehicle, while 43% of fatal aggressive driving collisions involve only one vehicle. Of the 45 fatal aggressive driving crashes that involved a single vehicle, 37 (or 82%) occurred in rural areas.

The economic cost of collisions involving aggressive driving was \$834.2 million dollars in 2004. This represents 51% 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 twice as likely as all other drivers to be involved in aggressive driving collisions. (Note: odds ratios are different than the involvement rates in the table below) Drivers between the ages of 15 and 22 represent more than one-third of the drivers involved in aggressive driving collisions.

Age	Licensed Drivers		Drivers in All Aggressive Driving Collisions			Drivers in Fatal and Injury Aggressive Driving Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	48	0.3%		25	0.4%	
15	4,586	0.5%	317	1.9%	4.0	115	1.9%	3.9
16	11,689	1.2%	776	4.8%	3.9	242	4.0%	3.3
17	15,276	1.6%	956	5.9%	3.6	327	5.4%	3.4
18	16,095	1.7%	948	5.8%	3.4	351	5.8%	3.4
19	17,745	1.9%	822	5.1%	2.7	316	5.3%	2.8
20	17,774	1.9%	615	3.8%	2.0	210	3.5%	1.9
21	16,629	1.8%	617	3.8%	2.2	228	3.8%	2.2
22	18,046	1.9%	546	3.4%	1.8	199	3.3%	1.7
23	18,202	1.9%	546	3.4%	1.7	180	3.0%	1.6
24	18,214	1.9%	470	2.9%	1.5	180	3.0%	1.6
25-34	166,071	17.5%	3,039	18.7%	1.1	1,118	18.6%	1.1
35-44	173,216	18.3%	2,190	13.5%	0.7	891	14.8%	0.8
45-54	184,481	19.5%	1,768	10.9%	0.6	665	11.0%	0.6
55-64	134,711	14.2%	1,080	6.6%	0.5	398	6.6%	0.5
65-74	79,417	8.4%	607	3.7%	0.4	242	4.0%	0.5
75+	55,432	5.8%	632	3.9%	0.7	244	4.1%	0.7
Not Stated or Other			283	1.7%		88	1.5%	
TOTALS	947,584		16,260			6,019		

* 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 2004, more than one out of every four collisions involved a youthful driver. In 2004, 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. In 2004, we found a problem with the age calculation in the Statewide Database. The ages were re-calculated and the data in this edition reflects the changes.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Total Collisions	8,175	7,586	7,720	7,368	7,408	0.5%	-3.3%
Fatalities	55	68	50	45	39	-13.3%	-4.3%
Serious Injuries	478	477	454	354	376	6.2%	-9.0%
Visible Injuries	1,821	1,601	1,709	1,478	1,258	-14.9%	-6.3%
Possible Injuries	2,545	2,360	2,658	2,498	2,479	-0.8%	-0.2%
Drivers 15-19 in Fatal & Serious Injury Collisions	444	405	408	328	335	2.1%	-9.2%
% of all Drivers in Fatal & Serious Injury Collisions	16.0%	16.1%	16.3%	14.3%	13.8%	-3.4%	-3.5%
Licensed Drivers 15-19	79,353	69,812	67,050	65,605	65,391	-0.3%	-6.0%
% of Total Licensed Drivers	8.9%	7.7%	7.4%	7.1%	6.9%	-2.8%	-7.1%
Driver Involvement Rate*	1.81	2.07	2.20	2.02	2.01	-0.6%	4.2%
Teen Drivers in Fatal Crashes	53	54	46	38	36	-5.3%	-10.1%
Impaired Teen Drivers in Fatal Crashes	10	14	8	10	8	-20.0%	7.4%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	17.0%	23.5%	17.4%	26.3%	22.2%	-15.6%	21.2%
<i>*The Driver Involvement Rate is the percent of drivers involved in fatal and serious injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>							

In 2004, the economic cost of collisions involving youthful drivers was \$334.2 million dollars. This represents 20% 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: 2000-2004							
	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Total Collisions	26,241	26,090	26,477	26,700	28,332	6.1%	0.6%
Response to Fatal & Injury Collisions	4,124	4,142	4,842	6,282	6,624	5.4%	15.7%
% of Fatal & Injury Collisions	42.8%	43.8%	48.8%	63.3%	65.7%	3.8%	14.5%
Persons Killed or Injured in Collisions	14,552	14,280	15,026	14,894	14,994	0.7%	0.8%
Transported from Rural Areas	3,536	3,332	3,596	3,567	3,549	-0.5%	0.4%
Transported from Urban Areas	2,637	2,577	2,732	2,570	2,643	2.8%	-0.7%
Total Transported by EMS	6,173	5,909	6,328	6,137	6,192	0.9%	-0.1%
% of Killed/Injured Transported	42.4%	41.4%	42.1%	41.2%	41.3%	0.2%	-0.9%
Trapped and Extricated	578	576	583	554	568	2.5%	-1.4%
Fatal/Serious Injuries Transported by Helicopter	184	226	243	280	271	-3.2%	15.2%

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 2000 to 2004. Pedestrian collisions increased by 10% in 2004, while the number of pedestrians killed in motor vehicle collisions increased by 39%. Of all pedestrians involved in collisions in 2004, 99% received some degree of injury. Of those injured or killed in pedestrian collisions, 31% were between the ages of 4 and 14. Of the pedestrians killed in motor vehicle collisions in 2004, 67% were over the age of 40. Impaired pedestrians were involved in 14% of all pedestrian collisions and 33% of fatal pedestrian collisions.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Pedestrian Collisions	198	175	199	213	235	10.3%	3.0%
Fatalities	6	12	15	13	18	38.5%	37.2%
Serious Injuries	60	53	53	51	64	25.5%	-5.1%
Visible Injuries	77	68	96	91	97	6.6%	8.1%
Possible Injuries	64	54	41	65	67	3.1%	6.3%
Pedestrians in Collisions	210	190	208	223	249	11.7%	2.4%
Pedestrian Fatal and Serious Injuries	66	65	68	64	82	28.1%	-0.9%
% of All Fatal and Serious Injuries	3.3%	3.5%	3.4%	3.4%	4.3%	26.3%	0.7%
Impaired Fatal and Serious Injuries*	4	15	13	13	19	46.2%	87.2%
% of Pedestrian Fatal & Serious Injuries	6.1%	23.1%	19.1%	20.3%	23.2%	14.1%	90.0%
Pedestrians in Fatal and Injury Collisions by Age							
0 to 3	6	3	8	5	0	-100.0%	26.4%
4 to 14	46	49	44	58	76	31.0%	9.4%
15 to 19	38	26	24	27	31	14.8%	-8.9%
20 to 24	11	15	25	23	29	26.1%	31.7%
25 to 34	30	22	26	22	27	22.7%	-8.0%
35 to 44	17	28	27	14	18	28.6%	4.3%
45 to 54	26	18	19	27	32	18.5%	5.6%
55 to 64	13	10	8	12	16	33.3%	2.3%
65 and Older	13	15	22	29	16	-44.8%	31.3%
Missing/Unknown Age	8	4	5	4	3	-25.0%	-15.0%
<i>* Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account.</i>							

In 2004, the economic cost of collisions involving pedestrians was \$77.8 million dollars. This represents 5% of the total cost of Idaho collisions (as shown in Table 4).

Bicyclists in Collisions

Table 37 gives information about bicyclists in collisions from 2000 to 2004. The number of bicycle collisions decreased in 2004 by 14%. Of the bicyclists involved in collisions in 2004, 96% received some degree of injury. Of all bicyclists involved in collisions in 2004, 38% were between the ages of 4 and 14.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Bicycle Collisions	334	274	314	319	276	-13.5%	-0.6%
Fatalities	3	2	3	2	3	50.0%	-5.6%
Serious Injuries	49	44	51	36	28	-22.2%	-7.9%
Visible Injuries	190	161	170	186	142	-23.7%	-0.1%
Possible Injuries	93	70	92	92	96	4.3%	2.2%
Bicyclists in Collisions	339	285	327	326	279	-14.4%	-0.5%
Bicycle Fatal and Serious Injuries	52	46	54	38	31	-18.4%	-7.9%
% of All Fatal and Serious Injuries	2.6%	2.5%	2.7%	2.0%	1.6%	-19.6%	-7.3%
Bicyclists in Collisions Wearing Helmets	49	31	39	49	35	-28.6%	4.9%
% of Bicyclists Wearing Helmets	14.5%	11.0%	11.9%	15.0%	12.5%	-16.5%	3.5%
Impaired Fatal and Serious Injuries*	2	1	3	1	0	-100.0%	27.8%
% of Bicycle Fatal & Serious Injuries	3.8%	2.2%	5.6%	2.6%	0.0%	-100.0%	19.8%
Bicyclists in Collisions by Age							
0 to 3	1	1	0	0	1	0.0%	-25.0%
4 to 14	134	109	134	123	105	-14.6%	-1.3%
15 to 19	63	46	58	62	44	-29.0%	2.0%
20 to 24	25	24	39	31	38	22.6%	12.7%
25 to 34	37	29	26	38	30	-21.1%	4.7%
35 to 44	44	30	29	29	22	-24.1%	-11.7%
45 to 54	22	27	22	21	17	-19.0%	-0.1%
55 to 64	4	8	5	9	9	0.0%	47.5%
65 and Older	2	3	8	4	6	50.0%	55.6%
Missing/Unknown Age	7	8	6	9	7	-22.2%	13.1%

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

The percentage of bicyclists involved in collisions that were wearing helmets continues to remain very low. However, 33% of bicyclists, ages 35 to 54, involved in crashes were wearing helmets while only 9% of bicyclists under age 35 were wearing helmets. Only 13% of bicyclists age 55 or older involved in crashes were wearing helmets.

In 2004, the economic cost of collisions involving bicyclists was \$24.4 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 2000 to 2004. The number of motorcycle collisions increased again in 2004 after a steady decrease over recent years prior to 2000. Of all motorcyclists involved in collisions in 2004, 86% received some degree of injury. Of all motorcycle collisions, 11% involved impaired driving, while 48% of fatal motorcycle collisions involved impaired driving. Half (50%) of all motorcycle collisions were single vehicle collisions, while 48% 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, just 48% of those riders involved in collisions in 2004 were wearing a helmet.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Motorcycle Collisions	363	380	403	437	508	16.2%	6.4%
Fatalities	18	19	11	19	24	26.3%	12.1%
Serious Injuries	117	102	130	139	145	4.3%	7.2%
Visible Injuries	171	207	185	178	216	21.3%	2.2%
Possible Injuries	57	75	73	99	110	11.1%	21.5%
Motorcyclists in Collisions	422	457	465	500	578	15.6%	5.9%
Registered Motorcycles	42,165	39,434	43,245	46,935	52,614	12.1%	3.9%
Motorcyclists Wearing Helmets	151	162	175	193	246	27.5%	8.5%
% Motorcyclists Wearing Helmets	35.8%	35.4%	37.6%	38.6%	42.6%	10.3%	2.6%
Motorcycle Drivers in Collisions by Age							
0 to 14	6	5	5	7	9	28.6%	7.8%
15 to 20	47	47	32	48	54	12.5%	6.0%
21 to 24	42	45	59	52	66	26.9%	8.8%
25 to 34	73	71	67	83	102	22.9%	5.2%
35 to 44	80	79	86	96	101	5.2%	6.4%
45 to 54	76	87	119	95	119	25.3%	10.4%
55 to 64	29	40	36	44	52	18.2%	16.7%
65 and up	11	12	3	17	18	5.9%	133.6%
Missing/Unknown	2	3	4	9	8	-11.1%	69.4%

Of the motorcyclists killed in 2004, 65% were 35 years old or older.

In 2004, the economic cost of collisions involving motorcyclists was \$121.4 million dollars. This represents 7% 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 2000 through 2004. 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.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Fatal Collisions	27	35	32	40	31	-22.5%	15.4%
Injury Collisions	509	542	526	492	536	8.9%	-1.0%
Total Collisions	1,878	1,893	1,766	1,704	1,918	12.6%	-3.1%
Commercial VMT (100 millions)	23.7	25.2	25.4	25.4	26.4	3.8%	2.4%
Fatal Collision Rate	1.1	1.4	1.3	1.6	1.2	-25.4%	12.6%
Injury Collision Rate	21.5	21.5	20.7	19.3	20.3	4.9%	-3.3%
Total Collision Rate	79.2	75.2	69.4	67.0	72.6	8.4%	-5.4%

Table 40 presents the location of CMV collisions by severity and roadway type. While 59% of all CMV collisions occurred on rural roadways, 84% of fatal CMV collisions took place on rural roadways.

The largest percentage of all CMV collisions (40%) occurred on local roads, while the largest percentage of fatal CMV collisions (61%) took place on US and State highways.

	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	3	9.7%	77	14.4%	216	16.0%	296	15.4%
Urban	3	9.7%	43	8.0%	82	6.1%	128	6.7%
U.S. or State Highway								
Rural	17	54.8%	181	33.8%	303	22.4%	501	26.1%
Urban	2	6.5%	58	10.8%	157	11.6%	217	11.3%
Local								
Rural	6	19.4%	90	16.8%	246	18.2%	342	17.8%
Urban	0	0.0%	87	16.2%	347	25.7%	434	22.6%
Total	31	1.6%	536	27.9%	1,351	70.4%	1,918	

Table 41 shows the number of collisions by severity that each type of commercial motor vehicle was involved in for 2000 to 2004.

Table 41 Collisions Involving Commercial Motor Vehicles by Vehicle Type : 2000-2004							
	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Bus							
Fatal Collisions	0	4	2	1	0	-100.0%	100.0%
Injury Collisions	34	42	42	30	37	23.3%	-1.7%
Property Damage Collisions	93	118	116	90	105	16.7%	0.9%
Single Unit Truck							
Fatal Collisions	6	11	8	13	12	-7.7%	39.5%
Injury Collisions	190	211	175	156	195	25.0%	-5.6%
Property Damage Collisions	437	417	360	336	402	19.6%	-8.3%
Single Unit Truck with Trailer							
Fatal Collisions	3	1	0	2	2	0.0%	11.1%
Injury Collisions	36	20	25	29	28	-3.4%	-1.1%
Property Damage Collisions	106	83	72	76	90	18.4%	-9.8%
Truck Tractor Only (Bobtail)							
Fatal Collisions	0	1	1	1	1	0.0%	33.3%
Injury Collisions	7	5	6	13	14	7.7%	36.0%
Property Damage Collisions	16	15	21	30	35	16.7%	25.5%
Semi with Single-Trailer Configurations							
Fatal Collisions	14	15	19	20	16	-20.0%	13.0%
Injury Collisions	204	248	253	235	239	1.7%	5.5%
Property Damage Collisions	591	601	559	561	629	12.1%	-1.6%
Semi with Double-Trailer Configurations							
Fatal Collisions	5	4	3	2	2	0.0%	-26.1%
Injury Collisions	47	32	40	37	35	-5.4%	-4.8%
Property Damage Collisions	111	104	108	93	113	21.5%	-5.4%
Semi with Triple-Trailer Configurations							
Fatal Collisions	0	0	0	1	0	-100.0%	33.3%
Injury Collisions	4	1	1	0	2	200.0%	-58.3%
Property Damage Collisions	12	14	11	13	9	-30.8%	4.5%

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

Table 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: 2000-2004

Vehicle Type	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Passenger Cars	23,149	22,421	23,102	23,363	23,780	1.8%	0.3%
%	50.6%	49.3%	49.9%	50.4%	48.4%	-3.9%	-0.1%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	19,790	20,140	20,334	20,346	22,357	9.9%	0.9%
%	43.2%	44.3%	43.9%	43.9%	45.5%	3.7%	0.5%
Medium Trucks*	793	770	652	623	743	19.3%	-7.6%
%	1.7%	1.7%	1.4%	1.3%	1.5%	12.6%	-7.9%
Large Trucks**	1,032	1,067	1,057	1,034	1,124	8.7%	0.1%
%	2.3%	2.3%	2.3%	2.2%	2.3%	2.6%	-0.3%
Buses	127	166	163	122	143	17.2%	1.2%
%	0.3%	0.4%	0.4%	0.3%	0.3%	10.6%	0.9%
Motorcycles	373	392	415	452	533	17.9%	6.6%
%	0.8%	0.9%	0.9%	1.0%	1.1%	11.3%	6.2%
All Other***	508	545	577	443	458	3.4%	-3.4%
%	1.1%	1.2%	1.2%	1.0%	0.9%	-2.4%	-3.8%
TOTALS	45,772	45,501	46,300	46,383	49,138	5.9%	0.4%

*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 2004 there were 4,924 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 40% of the persons involved in CMV collisions. Of the 32 fatalities that occurred in CMV collisions, 75% were occupants of passenger cars, pickups, vans, or other vehicles while 25% were occupants of CMV's.

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	8	13	6	5	32
% of Fatalities	25.0%	40.6%	18.8%	15.6%	0.6%
Serious Injuries	34	56	37	5	132
% of Serious Injuries	25.8%	42.4%	28.0%	3.8%	2.7%
Visible Injuries	115	97	74	7	293
% of Visible Injuries	39.2%	33.1%	25.3%	2.4%	6.0%
Possible Injuries	103	137	138	1	379
% of Possible Injuries	27.2%	36.1%	36.4%	0.3%	7.7%
Non-Injury	2,646	649	740	13	4,048
% of Non- Injury	65.4%	16.0%	18.3%	0.3%	82.2%
Unknown	30	3	4	3	40
% of Unknown	75.0%	7.5%	10.0%	7.5%	0.8%
Column Totals	2,936	955	999	34	4,924
(% OF TOTAL)	59.6%	19.4%	20.3%	0.7%	

**SUV is an acronym for Sport Utility Vehicles.*

***Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2004, the economic cost of collisions involving commercial motor vehicles was \$157.1 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 2000 through 2004.

	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Work Zone Collisions	309	256	266	357	265	-25.8%	7.0%
Fatalities	8	6	2	2	8	300.0%	-30.6%
Serious Injuries	25	20	27	21	23	9.5%	-2.4%
Visible Injuries	65	49	49	54	42	-22.2%	-4.8%
Possible Injuries	89	120	70	132	85	-35.6%	27.2%
% All Collisions	1.2%	1.0%	1.0%	1.3%	0.9%	-30.0%	5.7%
Workers Injured	1	9	4	0	1	100.0%	214.8%

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. 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 25% of the collisions in work zones in 2004, and 1 of the fatal collisions was a single vehicle collision. 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.

	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	4	0.0%	9	8.9%	12	7.5%	25	9.4%
Urban	1	0.0%	32	31.7%	58	36.5%	91	34.3%
U.S. or State Highway								
Rural	0	0.0%	27	26.7%	22	13.8%	49	18.5%
Urban	0	0.0%	15	14.9%	31	19.5%	46	17.4%
Local								
Rural	0	0.0%	3	3.0%	4	2.5%	7	2.6%
Urban	0	0.0%	15	14.9%	32	20.1%	47	17.7%
Total	5	1.9%	101	38.1%	159	60.0%	265	

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: 2004				
	Fatal Collisions	Injury Collisions	Property Damage Collisions	Total Collisions
District 1	0	12	12	24
District 2	0	6	11	17
District 3	3	64	109	176
District 4	1	6	14	21
District 5	1	5	7	13
District 6	0	8	6	14
Statewide	5	101	159	265

In 2004, the economic cost of collisions in work zones was \$35.0 million dollars. This represents 2% 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. Every child under the age of four and weighing less than 40 pounds and 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

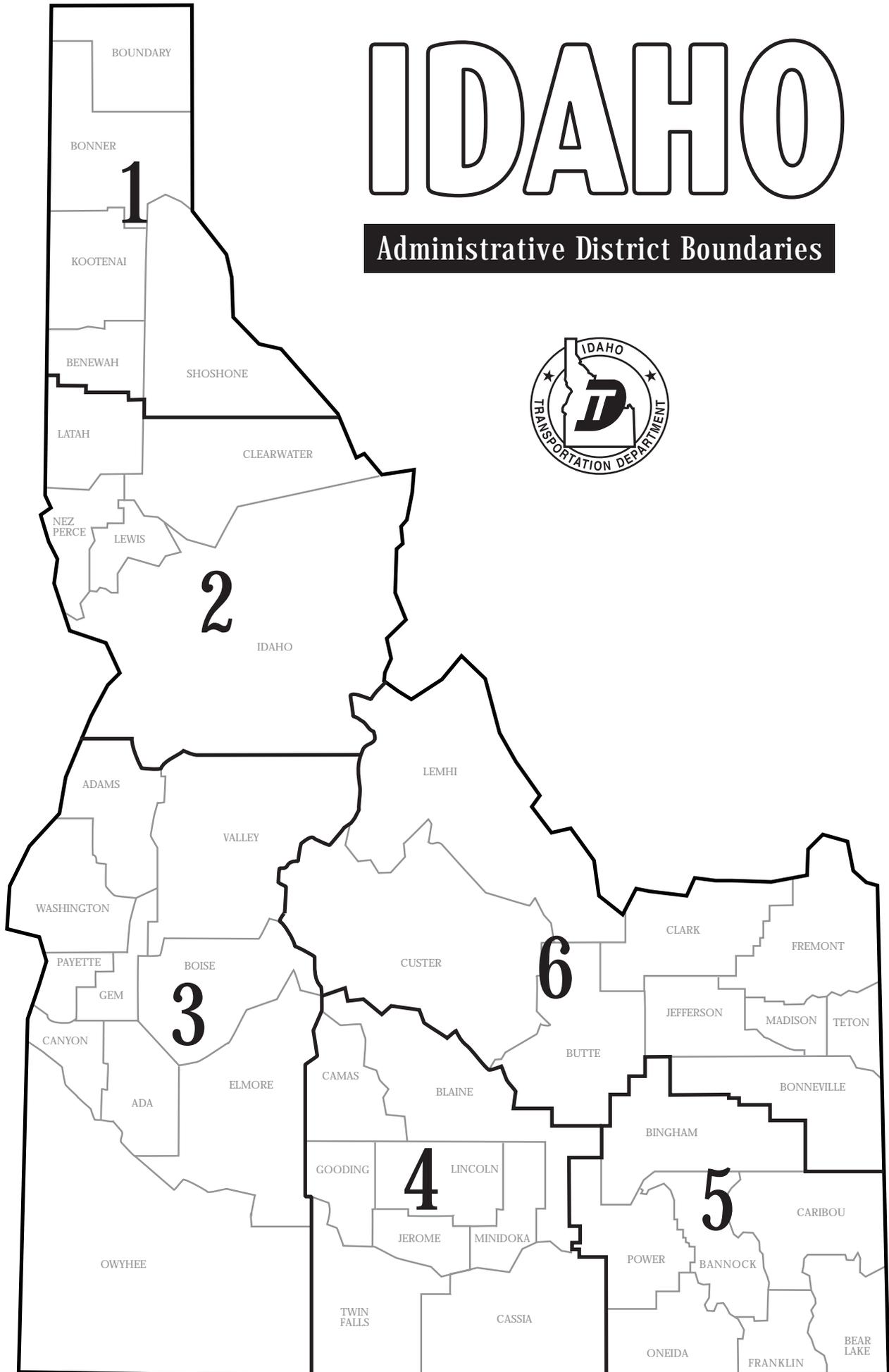
1. U.S. Department of Transportation, Federal Highway Administration, Technical Advisory: Motor Vehicle Accident Costs, T 7570.2, October 31, 1994.
2. Blincoe, L.J., et al, The Economic Cost of Motor Vehicle Crashes, 2000, May, 2002. Washington, DC: U.S. Department of Transportation, National Highway 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 2004

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.

IDAHO

Administrative District Boundaries

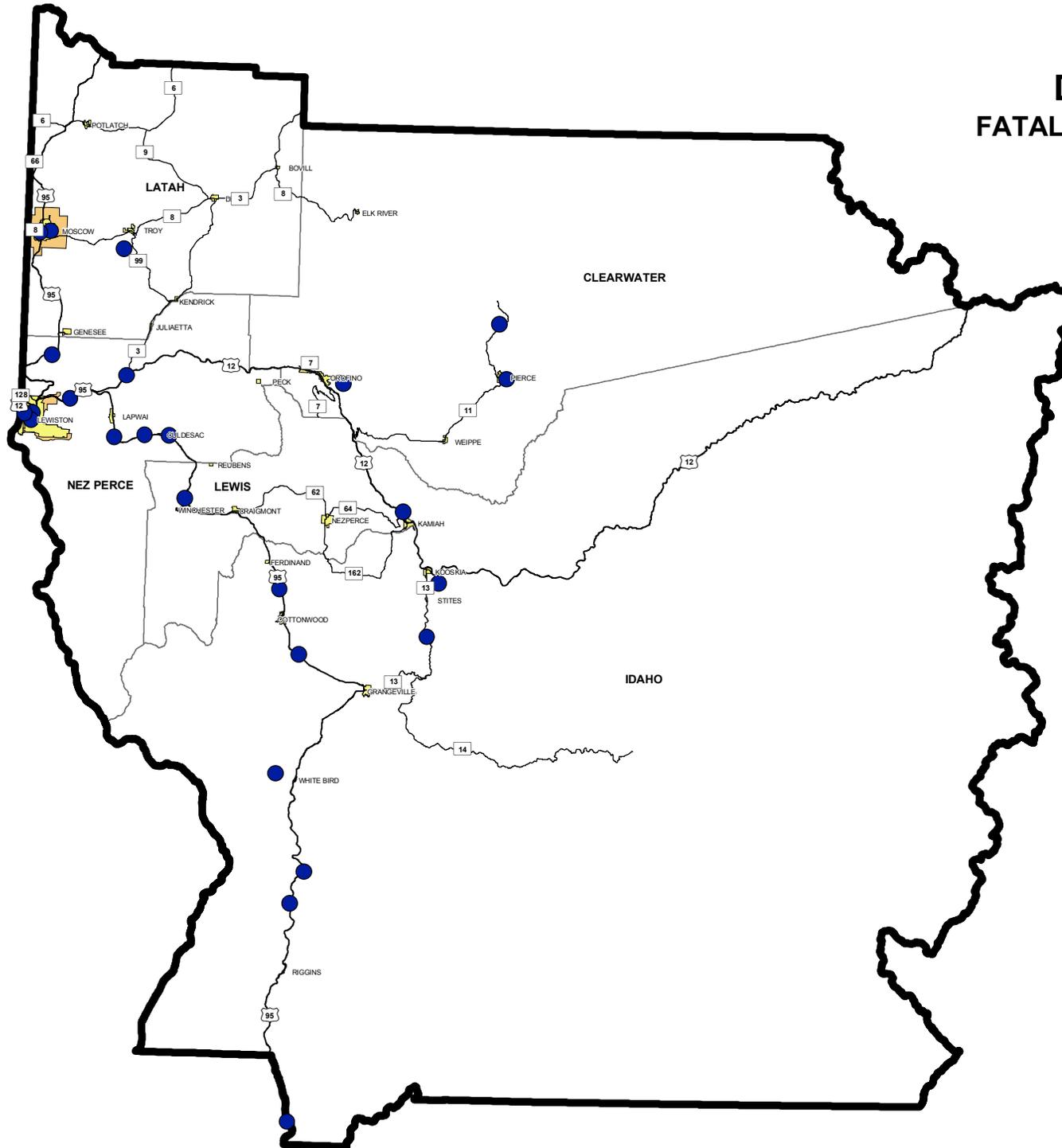




State of Idaho

DISTRICT TWO

FATAL COLLISION LOCATIONS



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

0 3 6 12 Miles

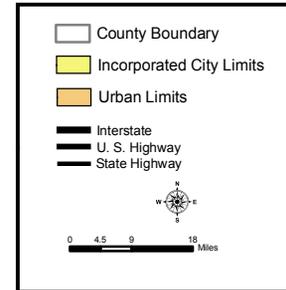
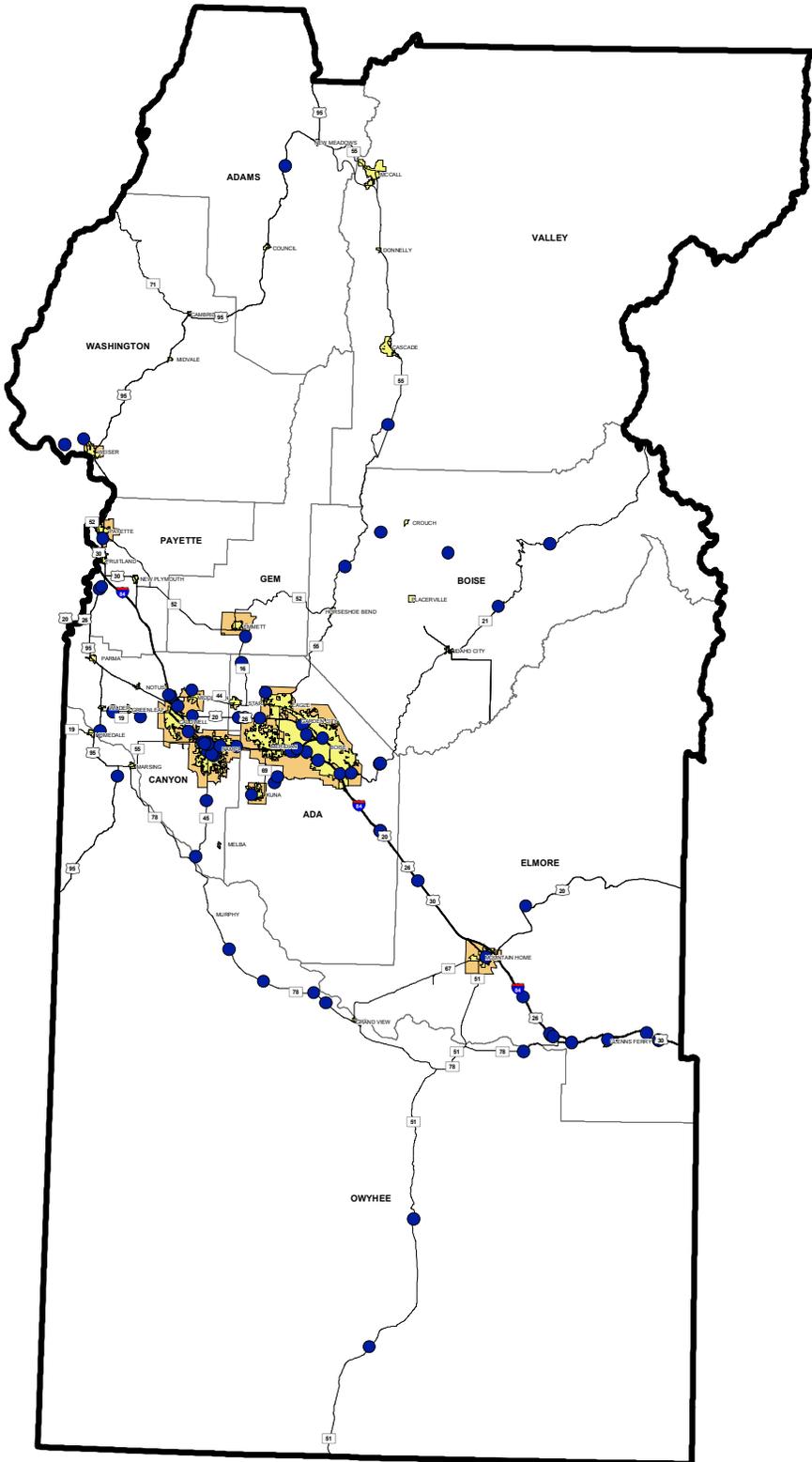
25 FATAL COLLISIONS
26 FATALITIES



State of Idaho

DISTRICT THREE

FATAL COLLISION LOCATIONS



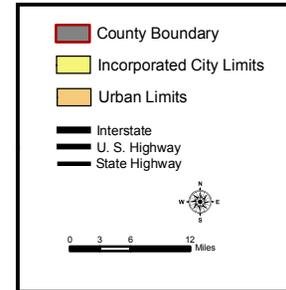
79 FATAL COLLISIONS
84 FATALITIES



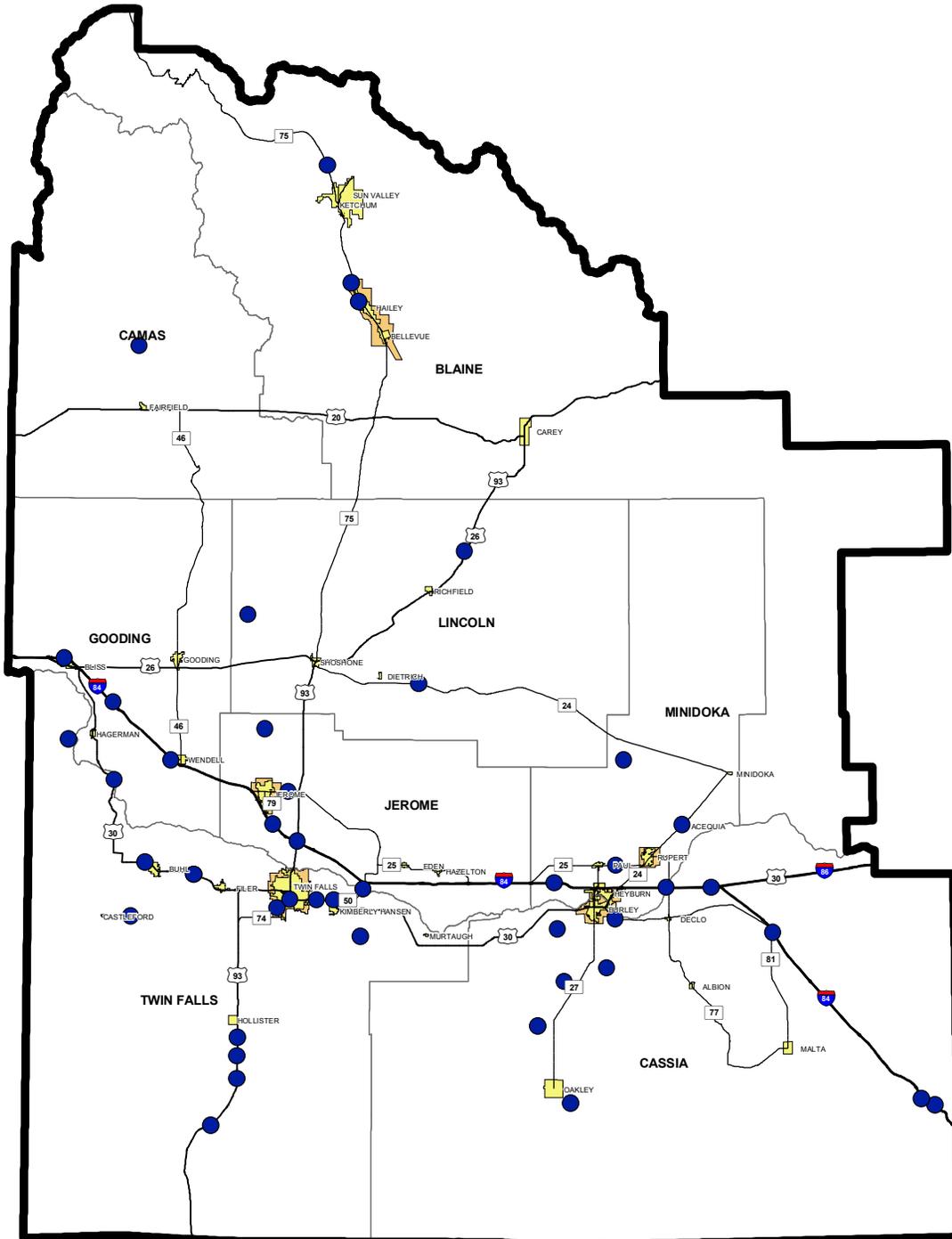
State of Idaho

DISTRICT FOUR

FATAL COLLISION LOCATIONS



45 FATAL COLLISIONS
49 FATALITIES

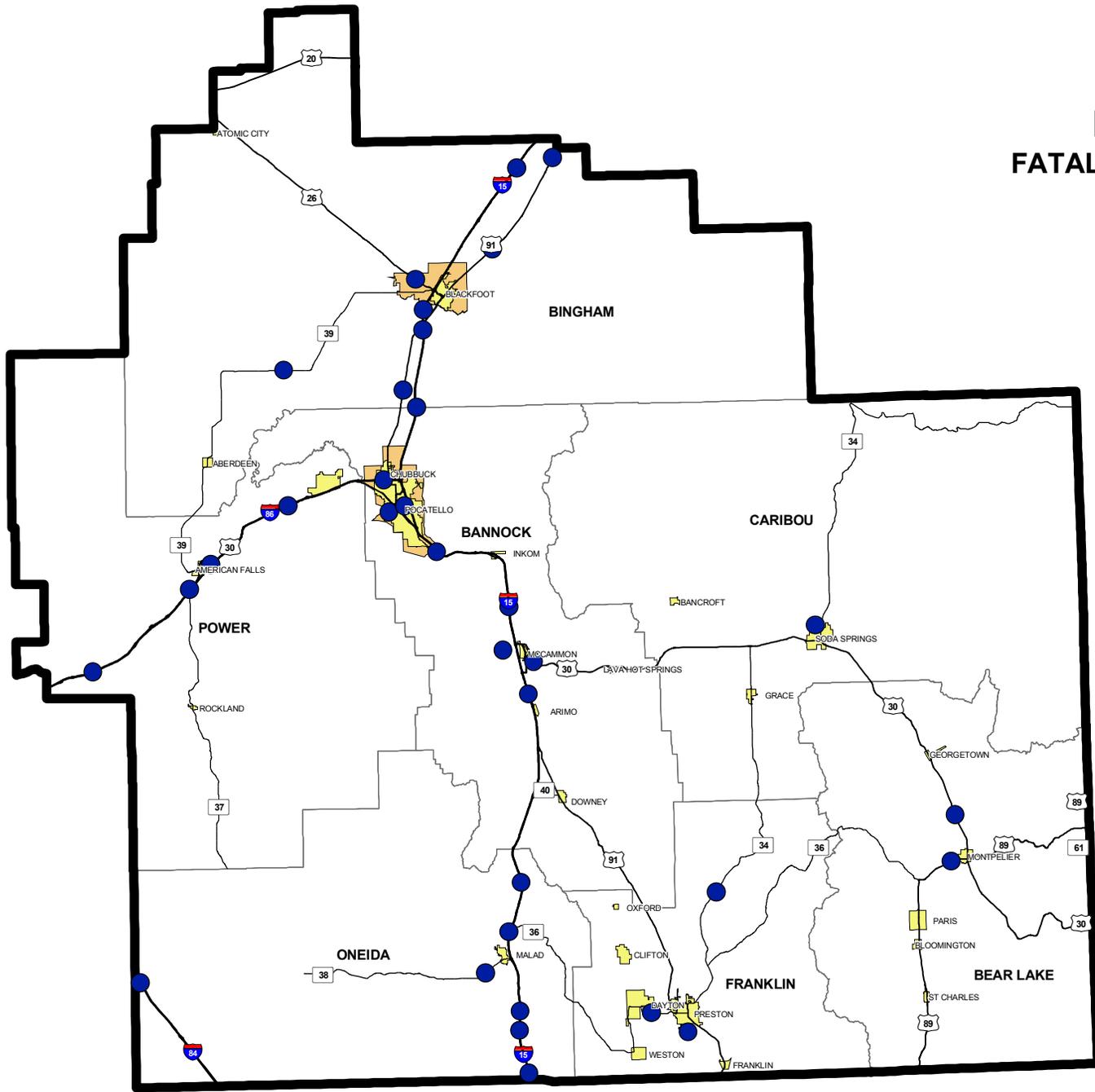




State of Idaho

DISTRICT FIVE

FATAL COLLISION LOCATIONS



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

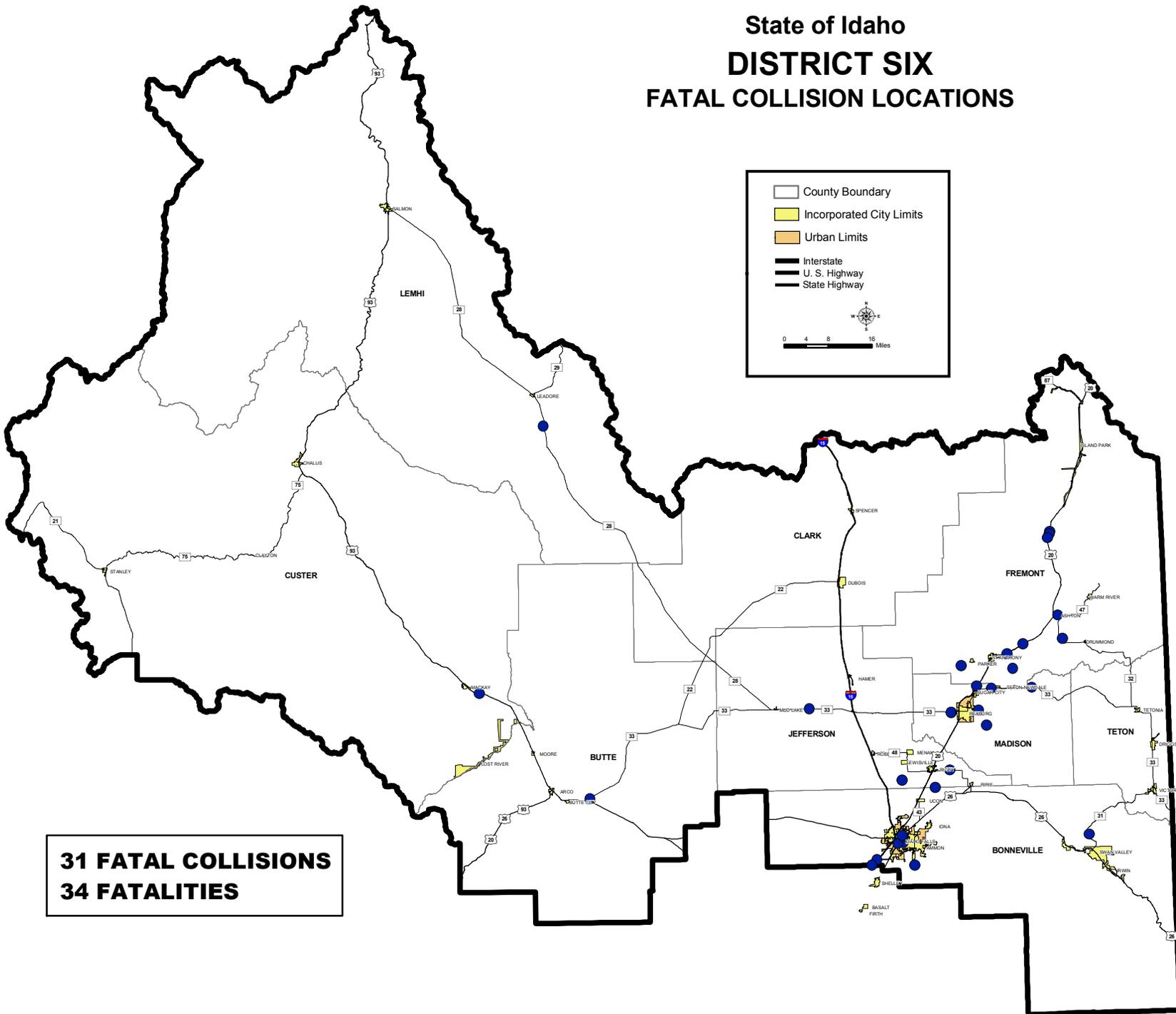
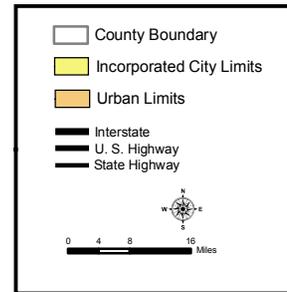
34 FATAL COLLISIONS
36 FATALITIES



State of Idaho

DISTRICT SIX

FATAL COLLISION LOCATIONS



31 FATAL COLLISIONS
34 FATALITIES

APPENDIX B: State Highway System Crash Data

The Idaho Transportation Department is responsible for building and maintaining the State Highway System. The State Highway System includes the Interstate highways, US highways, and State highways. All other roads fall under the jurisdiction of counties, cities, or local highway districts.

Collision Information for Selected Routes on the State Highway System: 2000-2004

US 2	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	1	0	0	0	2
Fatalities	1	1	0	0	0	2
Total Collisions	75	85	60	84	95	399
Average Daily Traffic	4,225	4,291	4,296	4,274	4,207	21,294
Fatal Collision Rate	1.46	1.44	0.00	0.00	0.00	0.58
Total Collision Rate	109.66	122.36	86.27	121.42	139.50	115.76

US 12	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	3	5	3	7	1	19
Fatalities	4	5	3	7	1	20
Total Collisions	168	198	201	205	222	994
Average Daily Traffic	2,201	2,144	2,135	2,145	2,081	10,705
Fatal Collision Rate	2.21	3.79	2.28	5.30	0.78	2.88
Total Collision Rate	123.91	149.95	152.83	155.13	173.22	150.73

US 20	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	11	12	14	7	11	55
Fatalities	13	14	19	7	14	67
Total Collisions	858	924	950	973	1,011	4,716
Average Daily Traffic	5,120	5,163	5,456	5,523	5,629	26,890
Fatal Collision Rate	1.90	2.05	2.27	1.12	1.73	1.81
Total Collision Rate	147.93	157.99	153.71	155.51	158.56	154.82

US 26	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	5	7	7	4	1	24
Fatalities	7	8	7	9	1	32
Total Collisions	178	200	204	197	198	977
Average Daily Traffic	2,715	2,782	2,880	2,948	2,975	14,300
Fatal Collision Rate	3.92	5.36	5.17	2.89	0.72	3.57
Total Collision Rate	139.61	153.07	150.81	142.29	141.73	145.48

Collision Information for Selected Routes on the State Highway System: 2000-2004

US 30	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	7	4	5	8	9	33
Fatalities	9	4	6	9	9	37
Total Collisions	333	328	353	330	347	1,691
Average Daily Traffic	3,818	3,896	3,890	3,876	3,831	19,311
Fatal Collision Rate	2.61	1.46	1.83	2.93	3.34	2.43
Total Collision Rate	124.02	119.70	129.03	121.05	128.79	124.51

US 89	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	2	1	0	1	5
Fatalities	1	2	1	0	1	5
Total Collisions	42	24	32	31	38	167
Average Daily Traffic	1,624	1,639	1,529	1,632	1,640	8,064
Fatal Collision Rate	3.86	7.64	4.09	0.00	3.82	3.88
Total Collision Rate	161.93	91.67	130.98	118.93	145.07	129.65

US 91	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	2	3	5	3	14
Fatalities	1	3	4	5	3	16
Total Collisions	248	252	244	305	307	1,356
Average Daily Traffic	4,042	4,074	4,119	4,124	4,791	21,150
Fatal Collision Rate	0.81	1.60	2.38	3.96	2.05	2.16
Total Collision Rate	200.40	202.03	193.50	241.53	209.30	209.41

US 93	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	8	8	14	7	38
Fatalities	5	12	9	17	7	50
Total Collisions	412	482	511	420	447	2,272
Average Daily Traffic	1,996	2,046	2,090	2,102	2,108	10,343
Fatal Collision Rate	0.32	2.52	2.47	4.30	2.14	2.37
Total Collision Rate	133.26	152.09	157.85	129.04	136.90	141.84

Collision Information for Selected Routes on the State Highway System: 2000-2004

US 95	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	21	18	21	23	26	109
Fatalities	28	20	25	26	28	127
Total Collisions	1,158	1,214	1,251	1,334	1,289	6,246
Average Daily Traffic	4,322	4,412	4,460	4,520	4,573	22,287
Fatal Collision Rate	2.52	2.11	2.44	2.64	2.95	2.54
Total Collision Rate	138.93	142.64	145.44	153.06	146.24	145.33

SH 3	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	3	2	0	2	8
Fatalities	1	3	3	0	2	9
Total Collisions	94	101	93	116	111	515
Average Daily Traffic	1,449	1,484	1,503	1,458	1,500	7,394
Fatal Collision Rate	1.61	4.71	3.10	0.00	3.10	2.52
Total Collision Rate	151.02	158.51	144.04	185.28	172.28	162.17

SH 6	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	2	0	0	2
Fatalities	0	0	3	0	0	3
Total Collisions	27	18	20	32	27	124
Average Daily Traffic	1,137	1,126	1,126	1,125	1,125	5,641
Fatal Collision Rate	0.00	0.00	12.32	0.00	0.00	2.46
Total Collision Rate	164.75	110.92	123.24	197.38	166.54	152.58

SH 8	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	0	2	0	0	4
Fatalities	2	0	2	0	0	4
Total Collisions	134	89	125	126	104	578
Average Daily Traffic	2,817	2,815	2,790	2,789	2,772	13,982
Fatal Collision Rate	4.50	0.00	4.55	0.00	0.00	1.82
Total Collision Rate	301.83	200.63	284.25	286.64	238.03	262.27

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 11	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	1	0	0	1
Fatalities	0	0	1	0	0	1
Total Collisions	20	23	19	25	26	113
Average Daily Traffic	1,040	1,040	1,040	990	990	5,100
Fatal Collision Rate	0.00	0.00	6.19	0.00	0.00	1.26
Total Collision Rate	123.85	142.43	117.66	162.64	169.14	142.70

SH 13	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	1	1
Fatalities	0	0	0	0	1	1
Total Collisions	30	23	26	25	27	131
Average Daily Traffic	1,530	1,500	1,470	1,460	1,520	7,480
Fatal Collision Rate	0.00	0.00	0.00	0.00	6.83	1.39
Total Collision Rate	203.56	159.19	183.62	177.77	184.41	181.82

SH 14	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	8	7	6	9	8	38
Average Daily Traffic	520	520	520	520	520	2,600
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Collision Rate	85.12	74.48	63.84	95.77	85.12	80.87

SH 16	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	1	0	0	2	3
Fatalities	0	2	0	0	2	4
Total Collisions	48	38	48	39	56	229
Average Daily Traffic	6,920	7,890	8,210	8,300	8,170	39,490
Fatal Collision Rate	0.00	2.49	0.00	0.00	4.82	1.49
Total Collision Rate	136.45	94.74	115.01	92.43	134.84	114.08

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 19	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	1	1	1	1	4
Fatalities	0	1	1	1	1	4
Total Collisions	37	38	47	47	38	207
Average Daily Traffic	4,617	4,634	4,749	4,661	4,691	23,353
Fatal Collision Rate	0.00	3.67	3.58	3.65	3.62	2.91
Total Collision Rate	136.25	139.40	168.26	171.42	137.71	150.70

SH 21	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	1	4	1	5	11
Fatalities	0	2	5	1	5	13
Total Collisions	84	102	88	81	86	441
Average Daily Traffic	1,144	1,188	1,159	1,166	1,191	5,848
Fatal Collision Rate	0.00	1.83	7.49	1.86	9.11	4.08
Total Collision Rate	159.36	186.41	164.87	150.79	156.76	163.71

SH 22	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	8	5	1	4	4	22
Average Daily Traffic	260	280	270	270	260	1,340
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Collision Rate	191.87	111.35	23.10	92.38	95.93	102.38

SH 24	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	2	2	4
Fatalities	0	0	0	2	2	4
Total Collisions	41	46	65	51	55	258
Average Daily Traffic	1,464	1,497	1,461	1,480	1,493	7,395
Fatal Collision Rate	0.00	0.00	0.00	5.51	5.46	2.21
Total Collision Rate	114.14	125.25	181.37	140.52	150.18	142.22

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 25	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	0	0	0	2	4
Fatalities	2	0	0	0	3	5
Total Collisions	59	64	42	50	52	267
Average Daily Traffic	1,947	2,047	2,075	2,060	2,113	10,242
Fatal Collision Rate	5.64	0.00	0.00	0.00	5.19	2.14
Total Collision Rate	166.28	171.55	111.07	133.17	134.99	143.03

SH 27	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	77	68	67	84	49	345
Average Daily Traffic	2,760	2,559	2,546	2,557	2,565	12,988
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Collision Rate	314.99	300.11	297.13	370.92	215.69	299.95

SH 28	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	1	2	2	1	6
Fatalities	0	1	2	2	1	6
Total Collisions	30	33	42	27	29	161
Average Daily Traffic	700	700	730	750	760	3,640
Fatal Collision Rate	0.00	3.25	6.23	6.06	2.99	3.75
Total Collision Rate	97.45	107.19	130.82	81.85	86.76	100.57

SH 33	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	2	2	3	6	15
Fatalities	2	2	2	3	6	15
Total Collisions	261	224	269	295	292	1,341
Average Daily Traffic	2,034	2,073	2,170	2,234	2,253	10,765
Fatal Collision Rate	1.93	1.89	1.80	2.63	5.21	2.73
Total Collision Rate	251.24	211.52	242.75	258.49	253.71	243.90

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 34	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	1	1	2
Fatalities	0	0	0	1	1	2
Total Collisions	62	66	62	69	65	324
Average Daily Traffic	897	903	914	914	914	4,543
Fatal Collision Rate	0.00	0.00	0.00	3.04	3.04	1.22
Total Collision Rate	191.76	202.85	188.28	209.54	197.39	197.97

SH 36	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	1	2	0	1	4
Fatalities	0	1	2	0	1	4
Total Collisions	40	55	55	53	60	263
Average Daily Traffic	543	543	664	674	669	3,094
Fatal Collision Rate	0.00	7.53	12.31	0.00	6.11	5.28
Total Collision Rate	301.02	413.90	338.39	321.25	366.43	347.42

SH 37	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	0	0	0	0	1
Fatalities	1	0	0	0	0	1
Total Collisions	8	11	2	7	6	34
Average Daily Traffic	360	370	370	360	360	1,820
Fatal Collision Rate	24.37	0.00	0.00	0.00	0.00	4.82
Total Collision Rate	194.94	260.80	47.42	170.58	146.21	163.88

SH 39	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	1	1	1	3
Fatalities	0	0	1	1	1	3
Total Collisions	63	67	76	74	97	377
Average Daily Traffic	2,427	2,465	2,504	2,524	2,543	12,464
Fatal Collision Rate	0.00	0.00	2.09	2.07	2.05	1.26
Total Collision Rate	135.49	141.92	158.47	153.04	199.11	157.92

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 41	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	1	1	2	1	7
Fatalities	2	1	1	2	1	7
Total Collisions	134	105	146	140	155	680
Average Daily Traffic	5,311	5,707	5,665	5,712	5,822	28,218
Fatal Collision Rate	2.64	1.23	1.24	2.45	1.20	1.74
Total Collision Rate	176.57	128.75	180.36	171.53	186.31	168.65

SH 44	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	2	0	1	2	7
Fatalities	2	2	0	1	2	7
Total Collisions	165	190	200	203	228	986
Average Daily Traffic	10,911	11,991	12,407	13,731	13,592	62,633
Fatal Collision Rate	2.17	1.98	0.00	0.86	1.74	1.32
Total Collision Rate	179.16	187.73	190.99	175.15	198.74	186.52

SH 45	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	3	0	0	3	3	9
Fatalities	3	0	0	3	3	9
Total Collisions	184	168	130	179	168	829
Average Daily Traffic	5,380	5,659	5,698	5,718	6,057	28,512
Fatal Collision Rate	8.46	0.00	0.00	7.96	7.52	4.79
Total Collision Rate	519.01	450.52	346.18	475.00	420.88	441.20

SH 46	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	1	1	1	0	4
Fatalities	1	1	1	1	0	4
Total Collisions	49	40	32	46	60	227
Average Daily Traffic	1,940	1,992	2,120	2,111	2,123	10,287
Fatal Collision Rate	3.28	3.19	3.00	3.01	0.00	2.47
Total Collision Rate	160.71	127.76	96.07	138.66	179.84	140.43

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 48	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	1	1	2
Fatalities	0	0	0	2	1	3
Total Collisions	39	16	14	19	19	107
Average Daily Traffic	2,110	1,920	1,920	1,960	1,960	9,870
Fatal Collision Rate	0.00	0.00	0.00	5.73	5.73	2.27
Total Collision Rate	207.46	93.54	81.84	108.81	108.81	121.68

SH 51	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	0	1	3	2	8
Fatalities	2	0	1	4	2	9
Total Collisions	65	46	54	40	66	271
Average Daily Traffic	813	832	813	820	824	4,102
Fatal Collision Rate	7.28	0.00	3.64	10.81	7.18	5.77
Total Collision Rate	236.44	163.39	196.46	144.14	236.90	195.33

SH 52	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	1	0	0	0	2
Fatalities	1	1	0	0	0	2
Total Collisions	72	69	79	86	81	387
Average Daily Traffic	2,090	2,100	2,130	2,090	2,060	10,470
Fatal Collision Rate	2.42	2.41	0.00	0.00	0.00	0.97
Total Collision Rate	174.38	166.31	187.74	208.28	199.03	187.10

SH 53	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	0	0	0	1	2
Fatalities	1	0	0	0	1	2
Total Collisions	76	40	51	45	54	266
Average Daily Traffic	6,125	6,547	6,569	6,370	6,585	32,196
Fatal Collision Rate	3.19	0.00	0.00	0.00	2.96	1.21
Total Collision Rate	242.15	119.22	151.49	137.85	160.02	161.22

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 54	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	1	1	0	0	2
Fatalities	0	2	1	0	0	3
Total Collisions	24	14	19	12	20	89
Average Daily Traffic	1,780	1,790	1,840	2,270	2,440	10,120
Fatal Collision Rate	0.00	9.87	9.60	0.00	0.00	3.49
Total Collision Rate	238.17	138.16	182.40	93.38	144.79	155.35

SH 55	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	3	2	3	2	12
Fatalities	2	3	2	4	2	13
Total Collisions	537	555	611	657	783	3,143
Average Daily Traffic	5,354	5,689	5,897	6,077	6,182	29,198
Fatal Collision Rate	0.75	1.06	0.68	1.00	0.65	0.83
Total Collision Rate	202.53	197.01	209.22	218.33	255.78	217.37

SH 57	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	1	0	1	0	4
Fatalities	2	1	0	1	0	4
Total Collisions	25	24	28	23	27	127
Average Daily Traffic	1,350	1,350	1,370	1,380	1,370	6,820
Fatal Collision Rate	10.90	5.45	0.00	5.33	0.00	4.32
Total Collision Rate	136.28	130.83	150.40	122.65	145.03	137.04

SH 67	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	2	1	2	0	6
Fatalities	1	3	1	2	0	7
Total Collisions	23	27	34	23	27	134
Average Daily Traffic	3,940	3,898	4,051	4,367	4,367	20,622
Fatal Collision Rate	2.94	5.94	2.86	5.30	0.00	3.37
Total Collision Rate	67.55	80.15	97.12	60.94	71.54	75.19

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 69	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	63	60	62	88	94	367
Average Daily Traffic	8,595	8,702	11,054	12,985	14,554	55,890
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Collision Rate	248.92	234.13	190.46	230.13	219.33	222.98

SH 71	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	3	5	9	5	5	27
Average Daily Traffic	290	290	290	300	310	1,480
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Collision Rate	98.65	164.42	295.95	158.94	153.81	173.97

SH 75	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	6	4	8	3	23
Fatalities	2	6	5	11	3	27
Total Collisions	143	170	161	185	235	894
Average Daily Traffic	2,670	2,720	2,810	2,820	2,890	13,910
Fatal Collision Rate	1.20	3.54	2.29	4.55	1.67	2.65
Total Collision Rate	85.98	100.33	91.98	105.31	130.54	103.17

SH 77	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	1	0	0	1
Fatalities	0	0	1	0	0	1
Total Collisions	15	25	24	24	24	112
Average Daily Traffic	660	670	690	690	700	3,410
Fatal Collision Rate	0.00	0.00	12.94	0.00	0.00	2.62
Total Collision Rate	202.98	333.25	310.65	310.65	306.21	293.34

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 78	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	2	1	1	5	9
Fatalities	0	2	1	1	5	9
Total Collisions	23	35	45	26	36	165
Average Daily Traffic	579	617	614	638	648	3,096
Fatal Collision Rate	0.00	9.66	4.86	4.67	22.97	8.66
Total Collision Rate	118.31	168.99	218.50	121.34	165.42	158.75

SH 81	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	1	3	0	0	4
Fatalities	0	1	4	0	0	5
Total Collisions	26	26	44	19	39	154
Average Daily Traffic	1,290	1,250	1,250	1,220	1,230	6,240
Fatal Collision Rate	0.00	6.45	19.35	0.00	0.00	5.17
Total Collision Rate	162.51	167.72	283.83	125.57	255.66	199.00

SH 97	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	19	24	17	21	32	113
Average Daily Traffic	610	610	680	750	790	3,440
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Collision Rate	238.36	301.09	191.32	214.27	309.98	251.38

SH 162	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	6	12	17	14	11	60
Average Daily Traffic	202	187	185	195	198	967
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	0.00
Total Collision Rate	88.64	190.74	273.67	213.79	165.84	184.88

Collision Information for Selected Routes on the State Highway System: 2000-2004

SH 200	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	3	0	0	0	0	3
Fatalities	3	0	0	0	0	3
Total Collisions	56	36	54	53	62	261
Average Daily Traffic	3,150	3,200	3,250	3,230	3,260	16,090
Fatal Collision Rate	7.82	0.00	0.00	0.00	0.00	1.53
Total Collision Rate	145.92	92.34	136.38	134.69	156.11	133.15

I-15	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	8	10	6	12	11	47
Fatalities	9	14	6	12	12	53
Total Collisions	463	540	497	515	652	2,667
Average Daily Traffic	9,560	9,570	9,820	9,960	10,060	48,970
Fatal Collision Rate	1.17	1.46	0.85	1.68	1.53	1.34
Total Collision Rate	67.70	78.87	70.75	72.28	90.59	76.13

I-84	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	29	25	20	30	32	136
Fatalities	33	29	22	32	39	155
Total Collisions	1,267	1,291	1,143	1,138	1,439	6,278
Average Daily Traffic	17,500	18,040	18,820	18,780	18,940	92,080
Fatal Collision Rate	1.65	1.38	1.06	1.59	1.68	1.47
Total Collision Rate	71.96	71.13	60.36	60.23	75.51	67.76

I-86	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	2	2	5	8	4	21
Fatalities	3	2	6	10	5	26
Total Collisions	178	161	142	144	212	837
Average Daily Traffic	7,860	7,870	8,100	8,000	8,020	39,850
Fatal Collision Rate	1.11	1.11	2.69	4.36	2.17	2.30
Total Collision Rate	98.72	89.18	76.42	78.46	115.23	91.56

Collision Information for Selected Routes on the State Highway System: 2000-2004

I-90	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	5	5	2	0	4	16
Fatalities	5	5	3	0	4	17
Total Collisions	404	425	491	443	418	2,181
Average Daily Traffic	13,039	13,264	13,627	13,714	13,894	67,538
Fatal Collision Rate	1.13	1.11	0.43	0.00	0.85	0.70
Total Collision Rate	91.60	94.73	106.52	95.50	88.94	95.47

I-184	2000	2001	2002	2003	2004	2000-2004 Totals
Fatal Collisions	1	0	0	0	1	2
Fatalities	1	0	0	0	1	2
Total Collisions	73	53	52	69	58	305
Average Daily Traffic	51,830	55,290	54,270	52,670	52,870	266,930
Fatal Collision Rate	1.46	0.00	0.00	0.00	1.43	0.57
Total Collision Rate	106.60	72.55	72.52	99.15	83.03	86.48

State Highway Information by Roadway Classification and Speed Limit: 2004

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	Injury	Total
											Collision Rate per 100 million AVMT	Collision Rate per 100 million AVMT	Collision Rate per 100 million AVMT
Urban Interstate	55	3.62	0	70,042,884				1	21	58	1.43	29.98	82.81
	65	43.10	7	764,669,343	65.8	21.8	5.0	7	222	664	0.92	29.03	86.83
	70	10.93	2	180,853,410	69.1	14.3	1.9	2	31	82	1.11	17.14	45.34
	75	33.19	2	208,777,380	69.1	9.0	1.3	1	65	164	0.48	31.13	78.55
Urban Interstate Total		90.84	11	1,224,343,017				11	339	968	0.90	27.69	79.06
Rural Interstate	55	4.09	0	9,575,731				1	4	17	10.44	41.77	177.53
	60	5.36	1	13,744,178	63.6	50.2	26.2	0	4	15	0.00	29.10	109.14
	65	21.90	0	99,036,709				0	39	146	0.00	39.38	147.42
	75	489.58	18	2,010,340,022	73.0	16.9	3.4	40	580	1,631	1.99	28.85	81.13
Rural Interstate Total		520.93	19	2,132,696,640				41	627	1,809	1.92	29.40	84.82
Non-Interstate	20	0.47	0	971,254				0	0	2	0.00	0.00	205.92
	25	86.46	0	155,838,009				2	200	692	1.28	128.34	444.05
	30	2.94	0	6,016,528				0	14	39	0.00	232.69	648.21
	35	236.88	0	671,465,254				5	930	2,476	0.74	138.50	368.75
	40	14.04	0	7,768,840				0	6	19	0.00	77.23	244.57
	45	324.89	3	517,153,451	46.6	16.0	4.1	7	431	1,064	1.35	83.34	205.74
	50	157.03	2	87,328,120	52.4	39.6	16.6	2	130	331	2.29	148.86	379.03
	55	1,167.56	24	1,267,441,713	55.2	21.4	5.5	31	769	1,911	2.45	60.67	150.78
	60	456.43	15	495,383,888	57.6	11.0	2.2	15	262	702	3.03	52.89	141.71
65	1,883.67	33	1,534,658,456	62.9	12.6	2.6	51	587	1,575	3.32	38.25	102.63	
Non-Interstate Total		4,330.37	77	4,744,025,513				113	3,329	8,811	2.38	70.17	185.73
Grand Total		4,942.14	107	8,101,065,170				165	4,295	11,588	2.04	53.02	143.04

APPENDIX C: Five-Year Collision History

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

Table C-1							
	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Fatal Collisions	241	225	230	261	240	-8.0%	3.0%
Injury Collisions	9,392	9,231	9,688	9,661	9,843	1.9%	1.0%
Total Collisions	26,241	26,090	26,477	26,700	28,332	6.1%	0.6%
Total Persons - Fatal & Injury Collisions	27,278	26,809	28,386	28,096	28,508	1.5%	1.0%
Drivers	16,513	16,219	17,061	16,925	17,229	1.8%	0.9%
Passengers	9,928	9,832	10,287	10,070	10,161	0.9%	0.5%
Total Fatalities	276	259	264	293	260	-11.3%	2.3%
	137	143	143	144	148		
Fatality Rate per 100 Million VMT	2.0	1.8	1.8	2.0	1.8	-13.8%	0.7%
Total Injuries	14,276	14,021	14,762	14,601	14,734	0.9%	0.8%
Injury Rate per 100 Million VMT	104.0	98.1	103.2	101.4	99.4	-2.0%	-0.7%
Impaired Drivers - Fatal/Injury Collisions	1,039	952	1,102	1,123	1,100	-2.0%	3.1%
% of All Drivers-Fatal/Injury Collisions	6.3%	5.9%	6.5%	6.6%	6.4%	-3.8%	2.0%
Alcohol/Drug Test Given - Fatal/Injury Collisions	725	690	734	741	737	-0.5%	0.8%
% of Impaired Drivers Given Test - F&I Collision:	69.8%	72.5%	66.6%	66.0%	67.0%	1.5%	-1.7%

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

Table C-2							
	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Total Vehicles - Fatal/Injury Collisions	17,287	16,932	17,825	17,736	18,020	1.6%	0.9%
Passenger Cars - Fatal/Injury Collisions	8,820	8,433	8,839	8,819	8,645	-2.0%	0.1%
% of Vehicles	51.0%	49.8%	49.6%	49.7%	48.0%	-3.5%	-0.8%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Collisions	6,924	6,930	7,343	7,262	7,633	5.1%	1.6%
% of Vehicles	40.1%	40.9%	41.2%	40.9%	42.4%	3.5%	0.7%
Commercial Motor Vehicles - Fatal/Injury Collisions	559	611	590	558	593	6.3%	0.1%
% of Vehicles	3.2%	3.6%	3.3%	3.1%	3.3%	4.6%	-0.5%
Motorcycles - Fatal/Injury Collisions	326	354	365	404	471	16.6%	7.5%
% of Vehicles	1.9%	2.1%	2.0%	2.3%	2.6%	14.7%	6.7%
Bicycles - Fatal/Injury Collisions	335	275	316	316	272	-13.9%	-1.0%
% of Vehicles	1.9%	1.6%	1.8%	1.8%	1.5%	-15.3%	-2.2%
Pedestrians - Fatal/Injury Collisions	206	190	206	221	248	12.2%	2.6%
% of Vehicles	1.2%	1.1%	1.2%	1.2%	1.4%	10.4%	1.7%

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

Table C-3							
	2000	2001	2002	2003	2004	Change 2003-2004	Avg. Change 2000-2003
Roadside Obstacles- Fatal/Injury Collisions	2,029	1,932	1,885	1,892	1,845	-2.5%	-2.3%
% of Collisions	21.1%	20.4%	19.0%	19.1%	18.3%	-4.0%	-3.2%
Roadway Defects- Fatal/Injury Collisions	337	303	296	240	232	-3.3%	-10.4%
% of Collisions	3.5%	3.2%	3.0%	2.4%	2.3%	-4.9%	-11.4%
Vehicle Defects- Fatal/Injury Collisions	235	243	267	231	232	0.4%	-0.1%
% of Vehicles	1.4%	1.4%	1.5%	1.3%	1.3%	-1.1%	-1.0%
Self-Reported Restraint Use*- Fatal/Injury Collisions	17,920	18,156	19,821	20,250	21,169	4.5%	4.2%
% Usage	72.5%	75.0%	78.4%	81.4%	84.8%	4.2%	4.0%
Self-Reported Child Restraint Use**							
Fatal/Injury Collisions	618	635	702	796	862	8.3%	8.9%
% Usage	79.0%	78.9%	84.1%	84.1%	86.7%	3.2%	2.1%
Helmet Use- Fatal/Injury Collisions	138	147	158	175	214	22.3%	8.3%
% of Motorcycle Operators	36.7%	35.1%	38.2%	38.7%	41.6%	7.3%	1.9%
Emergency Medical Service Response to Fatal/Injury Collisions	4,124	4,142	4,842	6,282	6,624	5.4%	15.7%
% of Fatal & Injury Collisions	43.6%	41.8%	48.8%	63.3%	65.7%	3.8%	14.1%
<p>* All Persons 4 years or older in passenger cars, pickups, sport utility vehicles, and vans.</p> <p>** All persons 0-3 years old in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.</p>							

APPENDIX D: 25 Year History - Fatalities & Fatality Rate

