Idaho Traffic Collisions

2003

Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC COLLISIONS

2003

Prepared by the Idaho Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise, Idaho 83707-1129
(208) 334-8100
Idaho Office of Highway Safety Web Address:
http://www.itd.idaho.gov/ohs

Table of Contents

Introduction

Idaho Traffic Collisions 2003 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.

Idaho Traffic Collisions 2003 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, license suspensions, and 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 three years is given to provide an additional perspective.

If you have any questions or suggestions concerning *Idaho Traffic Collisions 2003*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

SECTION I
GENERAL COLLISION INFORMATION

Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 1999 through 2003. The total number of traffic collisions in 2003 increased by 0.8% from 2002, while fatal collisions increased 13.5%. Total fatalities increased 11.0% from the previous year, while the number of injuries decreased by 1.1%. The number of property damage collisions increased by 1.3%.

Table 1
Idaho Traffic Collision Data and Measures of Exposure: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Total Collisions	25,076	26,241	26,090	26,477	26,700	0.8%	1.9%
Fatal Collisions	245	241	225	230	261	13.5%	-2.0%
Persons Killed (Fatalities)	278	276	259	264	293	11.0%	-1.6%
Injury Collisions	9,256	9,392	9,231	9,688	9,661	-0.3%	1.6%
Persons Injured	14,069	14,276	14,021	14,762	14,601	-1.1%	1.7%
Property-Damage-Only Collisions (>$750)	15,575	16,608	16,634	16,559	16,778	1.3%	2.1%
Idaho Population (thousands)	1,252	1,294	1,321	1,341	1,366	1.9%	2.3%
Licensed Drivers (thousands)	881	893	901	911	926	1.6%	1.7%
Vehicle Miles of Travel (millions)	14,328	13,728	14,299	14,303	14,400	0.7%	0.0%
Registered Vehicles (thousands)	1,316	1,340	1,247	1,331	1,316	-1.1%	0.5%

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 2003, the number of licensed drivers increased by 1.6%, the population grew by 1.9%, and the number of registered motor vehicles decreased by 1.1%.

The statewide AVMT increased by 0.7% in 2003. Commercial vehicles accounted for 18% of the statewide AVMT in 2003.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 1999-2003.

Table 2
Fatality and Injury Rates per 100 Million AVMT 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatality Rate	1.94	2.01	1.81	1.85	2.03	10.2%	-1.5%
Injury Rate	98.19	103.99	98.06	103.21	101.39	-1.8%	1.8%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2003 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.: 1994-2003

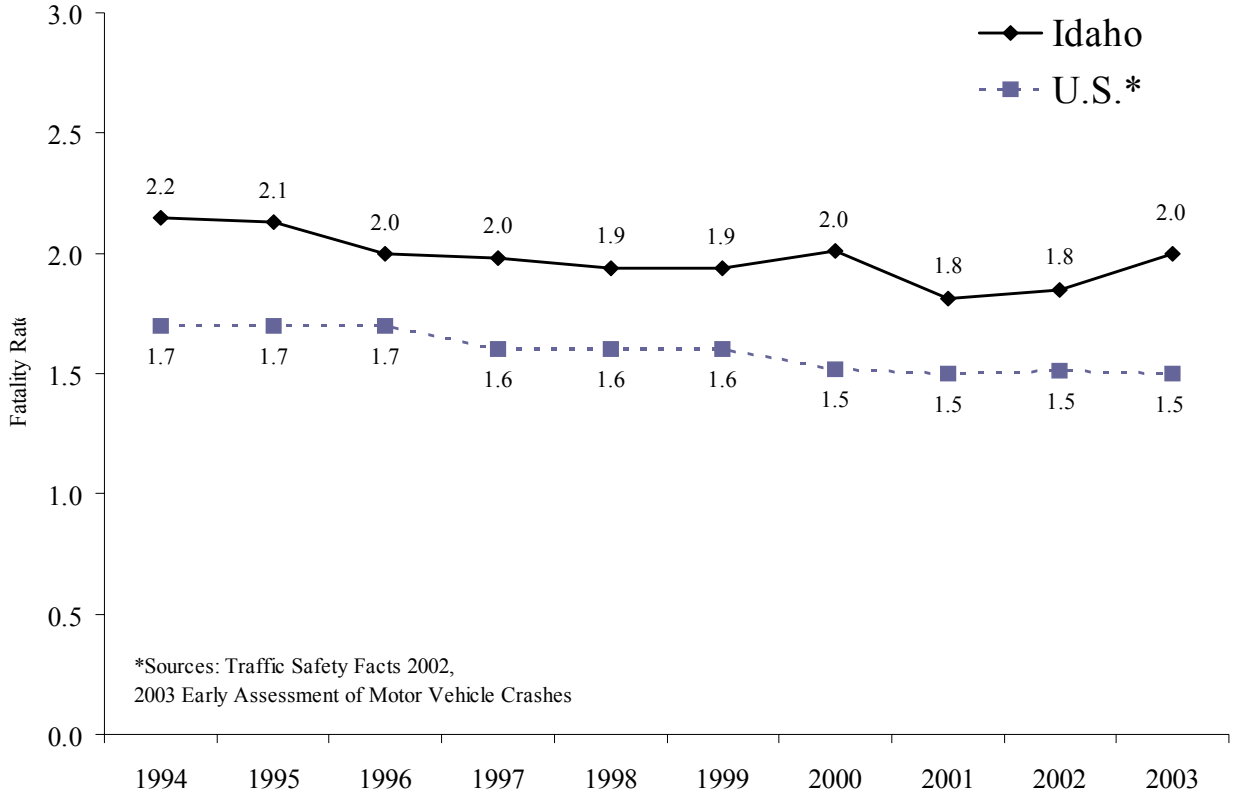
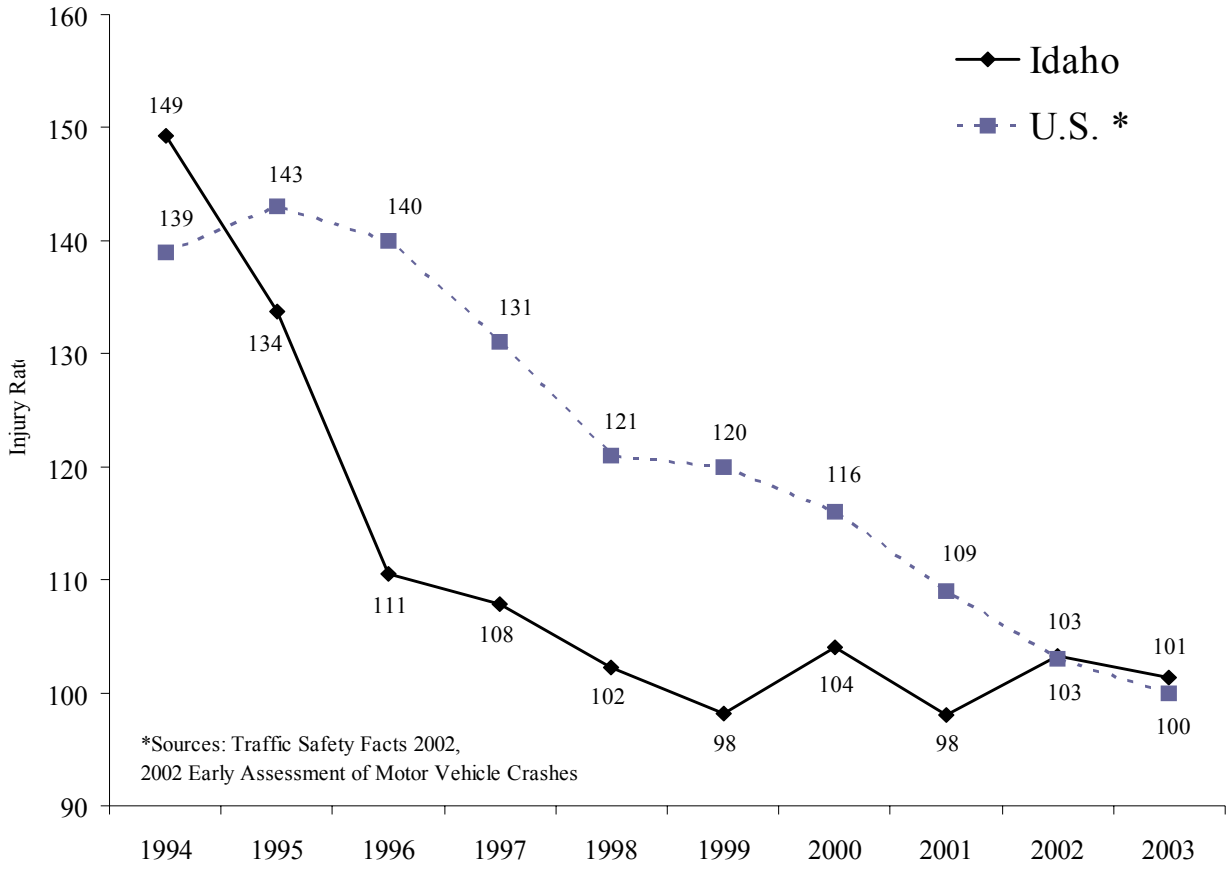


Figure 2

Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1994-2003



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 1994 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 1999 through 2003. The number of fatalities increased to 293 in 2003.

Table 3
Injury Severity of Persons Involved in Collisions: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatalities	278	276	259	264	293	11.0%	-1.6%
Serious Injuries	1,824	1,733	1,615	1,750	1,607	-8.2%	-1.1%
Visible Injuries	5,285	5,390	5,258	5,347	4,922	-7.9%	0.4%
Possible Injuries	6,960	7,153	7,148	7,665	8,072	5.3%	3.3%
No Injuries	51,316	52,482	52,013	52,995	53,613	1.2%	1.1%
Unknown / Missing	426	1,238	1,157	1,156	812	-29.8%	61.3%
Total Persons in Collisions	66,089	68,272	67,450	69,177	69,319	0.2%	1.6%

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. It is important to note that while fatalities were up in 2003, serious injuries decreased by 8.2% from the prior year.

Economic Cost of Collisions

Table 4 gives estimated economic costs for Idaho motor vehicle collisions in 2003. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.[1] The cost estimates are updated to 2003 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 2003 was just over $1.7 billion. The total cost of collisions in 2003 was $87 million dollars more than the estimated cost of collisions in 2002.

Table 4
Economic Cost of Idaho Collisions: 2003 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	293	$3,129,653	$916,988,325
Serious Injuries	1,607	$216,668	$348,185,932
Visible Injuries	4,922	$43,334	$213,288,258
Possible Injuries	8,072	$22,871	$184,611,007
Property Damage Only	16,778	$2,407	$40,391,783
Total Estimate of Economic Cost			**$1,703,465,305**

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" and shows the source of payment distribution of collision costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

Table 5
Estimated Source of Payment for Each Motor Vehicle Crash Cost Component

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

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

Collisions by Number of Units Involved

While collisions involving a single vehicle occur less frequently than collisions involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were 2.8 times as likely to result in a fatality as multiple vehicle collisions were. 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 a motor vehicle and a pedestrian or bicyclist.

Table 6
Collisions and Injuries by Number of Vehicles Involved: 2003

	Single Vehicle		Multiple Vehicles	
Type of Collision	**Collisions**	**Injuries**	**Collisions**	**Injuries**
Fatal	148	161	113	132
Serious Injury	542	684	680	923
Visible Injury	1,302	1,768	2,180	3,154
Possible Injury	1,328	1,959	3,629	6,113
Property Damage	5,207		11,571	
Total	**8,527**	**4,572**	**18,173**	**10,322**

In 2003, single-vehicle collisions represented only 32% of all collisions, yet accounted for 57% of all fatal collisions. Of the 148 fatal single-vehicle collisions, 137 (or 93%) occurred on rural roadways.

Of the 113 multiple-vehicle fatal collisions, 13 involved a pedestrian, 2 involved a bicyclist, 3 involved a train, and 1 involved a non-motor vehicle. Only 36% of all fatal collisions involved two or more motor vehicles. Of the 113 fatal multiple-vehicle collisions, 81 (or 72%) 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 1 out of every 3 collisions. Speed also contributed to 6% of all multiple-vehicle collisions.

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

Figure 3
Single-Vehicle Collisions – Contributing Circumstances: 2003

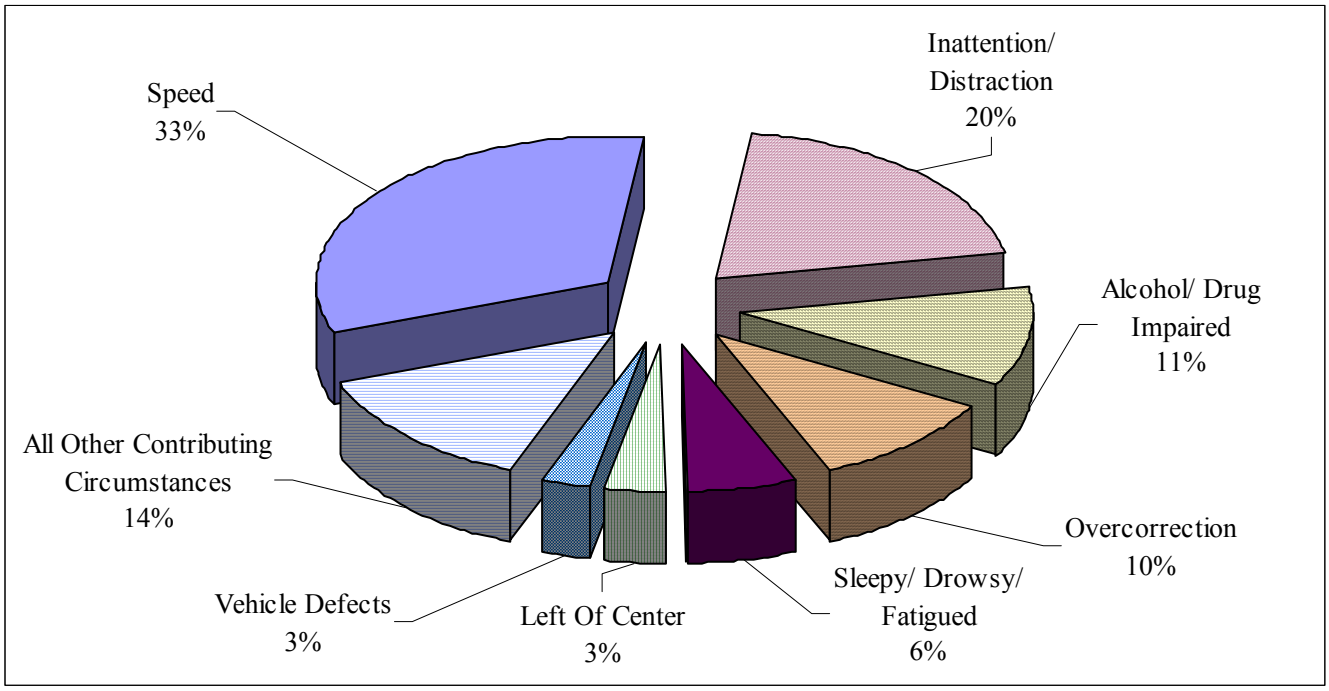


Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2003

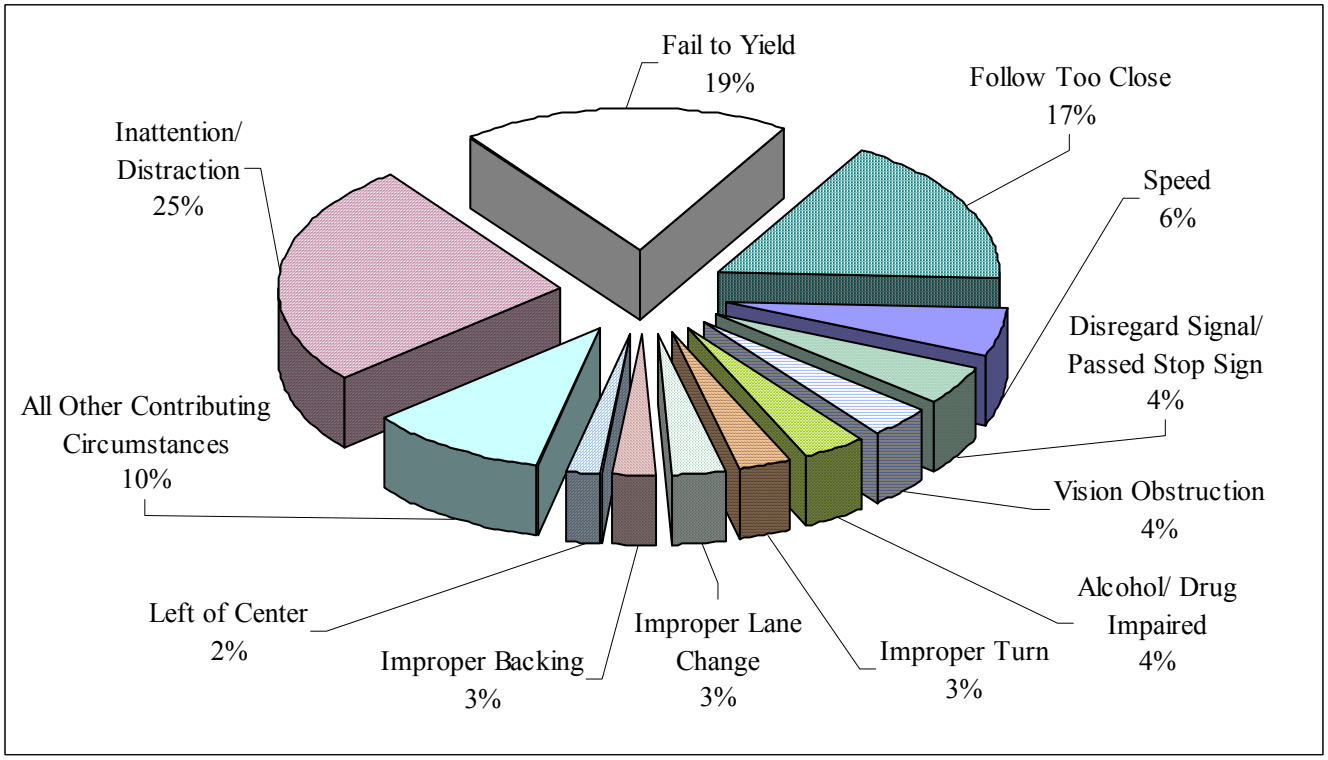


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7
Most Harmful Event for Fatal Single and Fatal Multiple Vehicle Collisions: 2003

Single-Vehicle Collisions	Multiple-Vehicle Collisions
Overturn (73.0%)	Angle (24.3%)
Tree (6.8%)	Head On (17.4%)
Immersion (4.7%)	Pedestrian (11.5%)
Embankment (4.1%)	Side Swiped Opposite (9.4%)
Culvert (1.4%)	Angle - Turning (8.5%)
Fell/Pushed/Jumped (1.4%)	Parked Vehicle (5.1%)
Fence (1.4%)	Head On - Turning (3.8%)
Fire (1.4%)	Rear End (3.8%)
Guardrail Face (1.4%)	Overturn (3.0%)
Utility Pole (1.4%)	Side Swiped - Same Direction (3.0%)
Luminaire/Light Support (0.7%)	Train (2.6%)
Other Object - Fixed (0.7%)	Bicyclist (1.7%)
Other Non-Collision (0.7%)	Rear End - Turning (1.7%)
Other Pole (0.7%)	Same Direction - Turning (1.7%)
Overpass (0.7%)	Other (1.3%)
	Utility Pole (0.9%)
	Bridge Rail (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 2003, there were 235 units involved in the 113 fatal multiple vehicle collisions.

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 66% of the single vehicle fatalities and 37% of all fatalities in 2003.

Of the 107 people killed in single-vehicle rollovers, 23 (or 21%) were wearing seat belts. Of the 84 people who were killed in single-vehicle rollovers and not wearing a seat belt, 74 (or 88%) 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: 2003

	Collisions			Injuries			
	Fatal	Injury	Total	Fatal	Serious	Visible	Possible
January	15	664	2,116	16	95	312	534
February	9	624	1,794	11	89	332	528
March	21	675	1,781	24	92	329	560
April	21	731	1,962	23	150	365	629
May	29	790	2,098	32	131	420	689
June	32	872	2,136	35	143	482	721
July	28	901	2,336	33	181	486	700
August	23	913	2,266	27	174	514	720
September	19	882	2,238	23	160	451	708
October	24	817	2,365	27	137	380	688
November	15	759	2,451	16	102	355	656
December	25	1,033	3,157	26	153	496	939
Totals	**261**	**9,661**	**26,700**	**293**	**1,607**	**4,922**	**8,072**

In 2003, June had the highest number of fatal collisions. October, 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: 2003

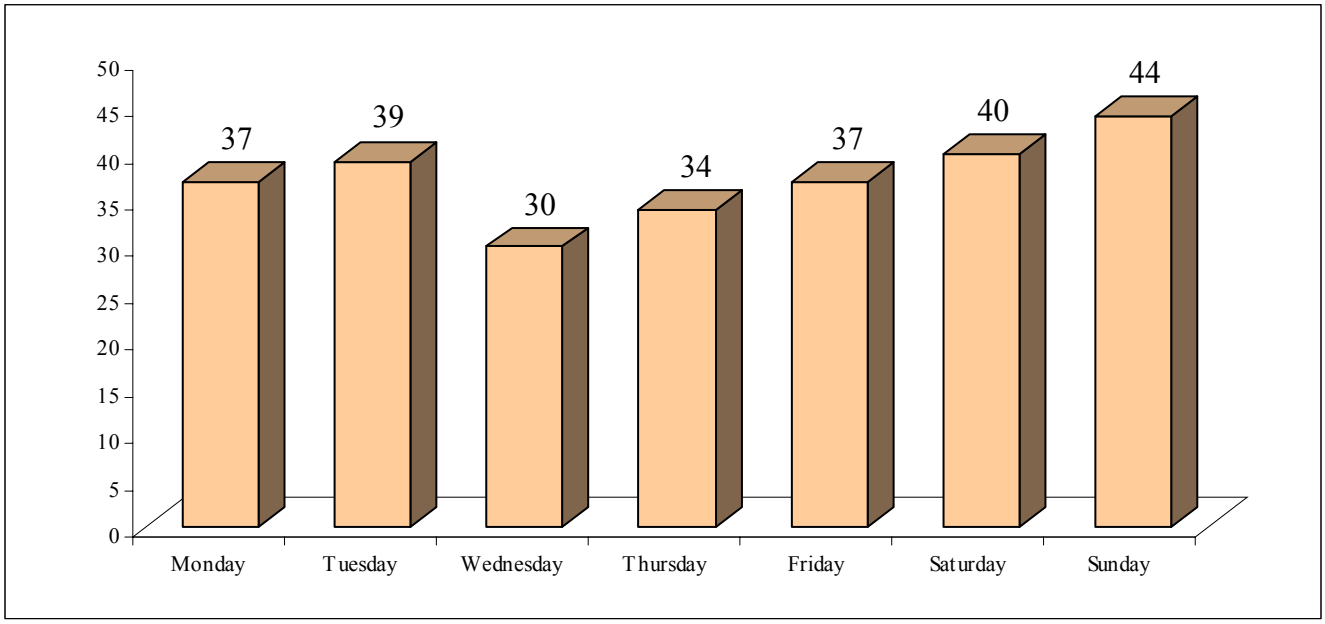
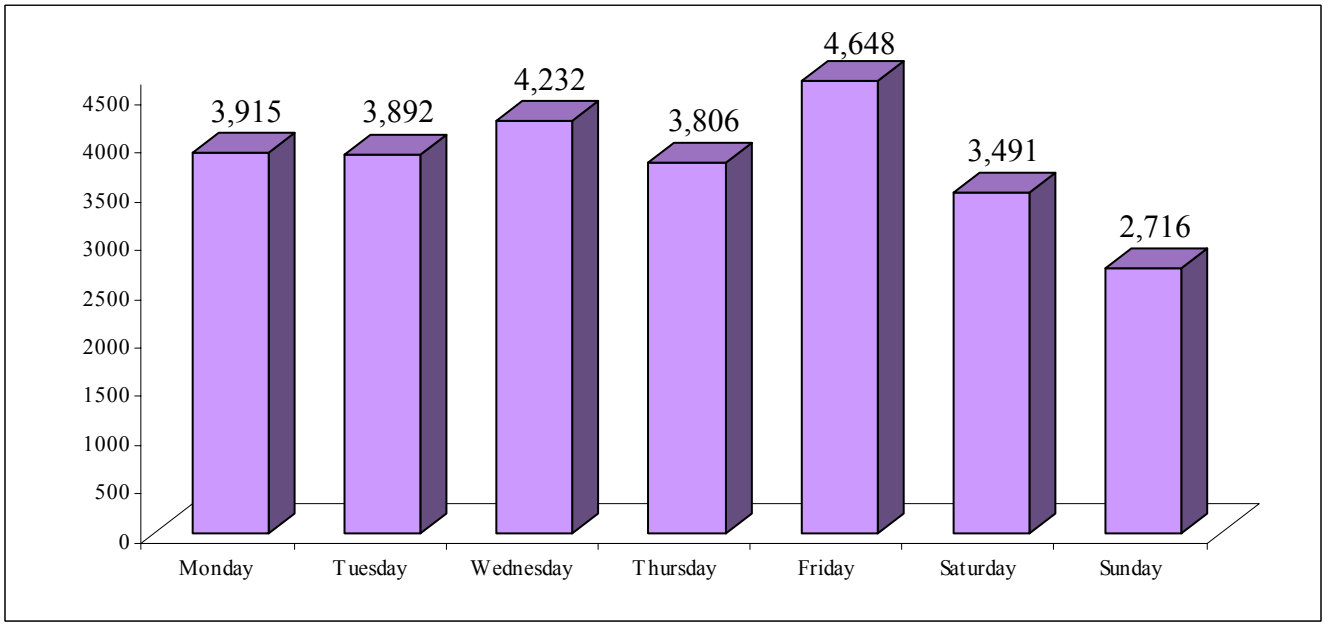


Figure 6
Total Collisions by Day of the Week: 2003



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: 2003

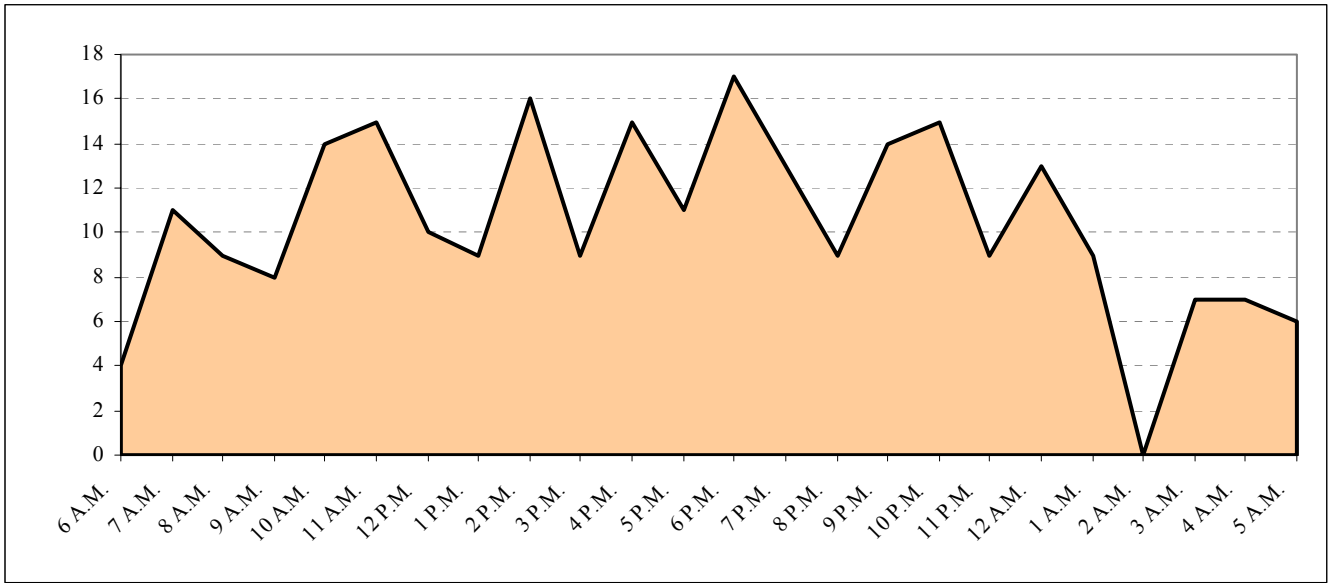
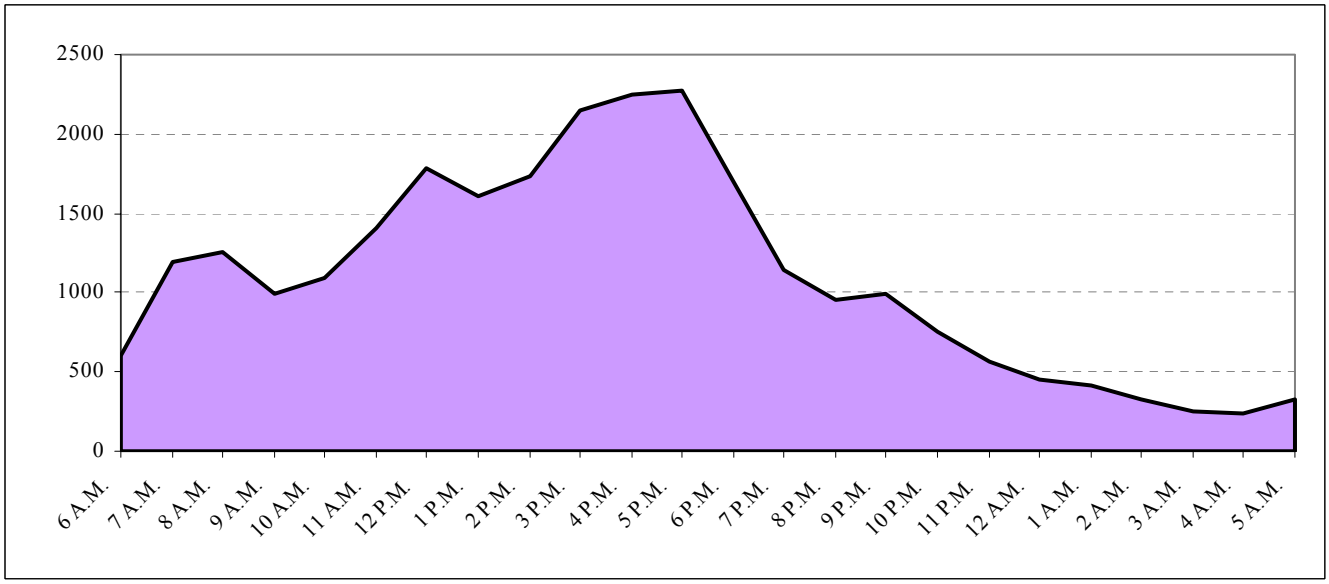


Figure 8
Total Collisions by Time of Day: 2003



Collisions by Roadway Classification

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

Table 9
Comparison of Collisions by Roadway Classification: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatal Collisions	245	241	225	230	261	13.5%	-2.0%
Urban	36	39	40	47	43	-8.5%	9.5%
Rural	209	202	185	183	218	19.1%	-4.3%
Injury Collisions:	9,256	9,392	9,231	9,688	9,661	-0.3%	1.6%
Urban	5,129	5,356	5,329	5,577	5,515	-1.1%	2.9%
Rural	4,127	4,036	3,902	4,111	4,146	0.9%	-0.1%
Total Collisions:	25,076	26,241	26,090	26,477	26,700	0.8%	1.9%
Urban	14,503	15,463	15,752	15,676	15,841	1.1%	2.7%
Rural	10,573	10,778	10,338	10,801	10,859	0.5%	0.8%

In 2003, 84% of fatal collisions occurred on rural roads, whereas 41% of all collisions occurred on rural roads. In Idaho, 91% of the total road mileage is 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 1999-2003, 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 occur in a single collision.

Table 10
Collision Rates for Local and State System Roadways: 1999-2003

Roadway Information	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Local:							
VMT (100 millions)	68.2	61.7	65.9	63.7	64.0	0.5%	-2.0%
Fatal Collisions	87	109	84	88	99	12.5%	2.4%
Injury Collisions	5,211	5,357	5,216	5,424	5,538	2.1%	1.4%
Total Collisions	14,714	15,740	15,343	15,461	15,635	1.1%	1.7%
Fatal Collision Rate	1.3	1.8	1.3	1.4	1.5	12.0%	6.3%
Injury Collision Rate	76.4	86.8	79.2	85.1	86.5	1.6%	4.1%
Total Collision Rate	215.7	255.1	232.9	242.6	244.2	0.7%	4.6%
State System (Non-Interstate):							
VMT (100 millions)	41.0	44.3	45.1	46.2	47.7	3.2%	4.1%
Fatal Collisions	114	85	98	108	112	3.7%	0.0%
Injury Collisions	2,639	2,642	3,014	3,329	3,297	-1.0%	8.2%
Total Collisions	6,897	6,775	8,067	8,477	8,751	3.2%	7.5%
Fatal Collision Rate	2.8	1.9	2.2	2.3	2.4	0.5%	-3.4%
Injury Collision Rate	64.4	59.7	66.9	72.1	69.2	-4.1%	4.2%
Total Collision Rate	168.3	153.1	178.9	183.6	183.6	0.0%	3.5%
Interstate:							
VMT (100 millions)	34.1	31.3	32.0	33.1	32.3	-2.5%	-0.8%
Fatal Collisions	44	47	43	34	50	47.1%	-7.5%
Injury Collisions	1,406	1,393	1,001	935	826	-11.7%	-11.9%
Total Collisions	3,465	3,726	2,680	2,539	2,314	-8.9%	-8.6%
Fatal Collision Rate	1.3	1.5	1.3	1.0	1.5	50.8%	-6.0%
Injury Collision Rate	41.3	44.5	31.3	28.2	25.6	-9.4%	-10.5%
Total Collision Rate	101.7	118.9	83.7	76.6	71.6	-6.6%	-7.0%
Statewide Totals:							
VMT (100 millions)	143.3	137.3	143.0	143.0	144.0	0.7%	0.0%
Fatal Collisions	245	241	225	230	261	13.5%	-2.0%
Injury Collisions	9,256	9,392	9,231	9,688	9,661	-0.3%	1.6%
Total Collisions	25,076	26,241	26,090	26,477	26,700	0.8%	1.9%
Fatal Collision Rate	1.7	1.8	1.6	1.6	1.8	12.7%	-1.8%
Injury Collision Rate	64.6	68.4	64.6	67.7	67.1	-1.0%	1.7%
Total Collision Rate	175.0	191.1	182.5	185.1	185.4	0.2%	2.0%

Collisions by Idaho Counties and Cities

Table 11
Collision History of Idaho Counties: 2001-2003

	Fatal Collisions			Injury Collisions			Total Collisions		
County	**2001**	**2002**	**2003**	**2001**	**2002**	**2003**	**2001**	**2002**	**2003**
Ada	16	20	21	2,372	2,354	2,454	6,416	6,218	6,503
Adams	0	1	1	19	37	38	69	104	107
Bannock	10	9	11	472	501	547	1,570	1,627	1,708
Bear Lake	3	1	4	32	41	37	74	95	108
Benewah	3	8	3	58	50	65	200	201	178
Bingham	8	13	10	248	270	262	711	769	746
Blaine	4	2	9	64	79	101	243	286	327
Boise	5	3	7	92	114	103	204	226	218
Bonner	6	9	8	213	218	229	670	685	712
Bonneville	16	18	12	653	711	740	2,056	2,024	2,040
Boundary	2	3	1	60	53	59	182	162	172
Butte	2	0	1	19	14	24	62	33	47
Camas	0	0	0	12	7	16	22	18	33
Canyon	15	18	16	1,002	1,076	1,048	2,732	2,672	2,809
Caribou	2	0	1	41	49	49	114	124	120
Cassia	9	8	8	186	206	183	589	637	553
Clark	1	1	4	20	18	26	79	67	81
Clearwater	2	1	1	48	44	42	155	167	152
Custer	3	0	4	40	26	36	81	54	58
Elmore	15	7	15	220	215	204	484	474	473
Franklin	1	3	2	76	73	82	220	200	243
Fremont	3	9	2	68	88	90	232	253	276
Gem	3	0	1	66	65	71	167	151	177
Gooding	9	4	4	100	81	87	282	237	241
Idaho	2	5	9	135	130	128	291	351	317
Jefferson	4	7	5	91	90	99	293	306	271
Jerome	3	15	12	199	209	171	538	547	452
Kootenai	13	14	11	832	892	847	2,241	2,306	2,279
Latah	2	5	2	157	202	194	569	629	659
Lemhi	3	5	6	42	53	43	90	114	120
Lewis	2	3	2	24	18	38	98	81	85
Lincoln	3	4	3	22	36	29	69	91	86
Madison	1	2	4	103	142	130	419	480	529
Minidoka	13	3	7	127	126	125	330	333	351
Nez Perce	5	4	8	278	284	251	792	795	760
Oneida	3	1	1	58	39	41	151	119	130
Owyhee	2	3	3	41	46	33	124	146	114
Payette	4	1	4	112	119	107	316	309	270
Power	3	7	10	57	75	77	176	212	209
Shoshone	4	4	2	99	108	96	276	320	290
Teton	2	1	0	56	43	44	118	147	142
Twin Falls	11	7	19	501	528	479	1,287	1,302	1,193
Valley	3	0	3	80	95	86	197	243	231
Washington	4	1	4	36	63	50	101	162	130
TOTALS	**225**	**230**	**261**	**9,231**	**9,688**	**9,661**	**26,090**	**26,477**	**26,700**

Table 12 shows fatal, injury and total collisions for Idaho cities with populations over 2,000 for 2001-2003. Cities are grouped by population size. Population figures are from the 2002 U. S. Census for cities. Population estimates for 2003 were not available at the time of publication.

Table 12
Collision History of Idaho Cities: 2001-2003

	Fatal Collisions			Injury Collisions			Total Collisions		
City by Population Size	**2001**	**2002**	**2003**	**2001**	**2002**	**2003**	**2001**	**2002**	**2003**
40,000 and over									
Boise	9	8	7	1,586	1,604	1,581	4,348	4,240	4,285
Idaho Falls	1	2	3	430	444	434	1,403	1,318	1,234
Nampa	1	6	3	460	510	475	1,269	1,276	1,343
Pocatello	4	3	3	281	327	353	1,058	1,147	1,218
15,000 - 39,999									
Caldwell	2	2	3	185	220	220	568	599	627
Coeur d'Alene	4	1	4	379	367	335	1,006	914	928
Lewiston	2	2	0	195	216	149	594	604	516
Meridian	1	2	4	242	269	320	742	778	877
Moscow	0	0	0	65	97	87	299	364	335
Post Falls	1	3	0	90	108	101	268	298	271
Rexburg	0	0	1	58	61	61	277	291	313
Twin Falls	1	1	2	312	328	278	811	775	657
5,000 - 14,999									
Ammon	0	0	0	20	26	33	74	75	98
Blackfoot	2	0	0	56	69	64	199	251	222
Burley	0	0	0	73	73	63	250	277	253
Chubbuck	0	0	0	43	46	52	132	127	127
Eagle	0	2	0	59	71	70	164	179	190
Emmett	0	0	0	25	20	26	61	57	60
Garden City	2	0	1	94	100	105	307	316	277
Hailey	0	0	1	9	24	16	56	98	62
Hayden	0	0	0	40	56	50	90	121	140
Jerome	0	0	1	41	47	40	135	145	125
Kuna	0	0	0	18	10	10	40	47	38
Mountain Home	0	0	0	39	35	43	125	112	130
Payette	0	1	0	17	22	19	68	73	61
Rathdrum	0	0	0	11	21	15	28	51	55
Rupert	0	0	0	7	23	9	35	64	53
Sandpoint	0	1	0	36	36	42	176	180	173
Weiser	0	0	0	3	17	11	14	48	39
2,000 - 4,999									
American Falls	0	0	0	7	13	13	41	38	34
Bellevue	0	0	0	1	3	4	2	6	16
Bonners Ferry	1	0	0	14	12	10	42	33	38
Buhl	0	0	0	10	6	6	46	42	35
Dalton Gardens	0	0	0	5	12	11	19	29	24
Fruitland	1	0	0	18	15	24	42	46	44
Gooding	1	0	0	5	6	12	24	19	39
Grangeville	1	0	0	14	13	9	32	24	25
Heyburn	1	0	0	2	8	4	10	22	22
Homedale	0	0	0	2	2	4	15	16	19
Kellogg	0	0	0	7	8	6	25	30	30
Ketchum	1	0	0	5	14	13	55	85	93

Table 12 (Continued)
Collision History of Idaho Cities: 2001-2003

City by Population Size	Fatal Collisions 2001	Fatal Collisions 2002	Fatal Collisions 2003	Injury Collisions 2001	Injury Collisions 2002	Injury Collisions 2003	Total Collisions 2001	Total Collisions 2002	Total Collisions 2003
2,000 - 4,999 (Cont.)									
Kimberly	0	0	0	7	2	3	17	9	21
Malad	1	0	0	4	6	2	22	31	18
McCall	0	0	0	4	11	13	28	41	33
Middleton	0	0	0	7	8	9	24	22	22
Montpelier	0	0	0	10	9	8	26	24	29
Orofino	1	0	1	7	9	9	46	42	41
Preston	0	0	1	17	19	21	55	64	70
Rigby	0	0	0	17	11	14	66	48	42
St. Anthony	1	0	0	6	5	8	34	24	20
St. Maries	0	0	0	4	3	6	28	30	36
Salmon	0	1	0	12	12	10	29	33	35
Shelley	0	0	0	8	6	4	30	28	18
Soda Springs	0	0	0	6	11	8	27	32	32
Star	0	0	0	6	7	6	18	15	19
Wendell	0	1	0	6	5	3	26	28	24

Table 13 lists fatal and injury collision data and collision rates for the 44 counties in Idaho. Population figures are based on 2003 U. S. Census estimates for counties.

Table 13
Fatal and Injury Collision Rates by County - 2003

	Population (in 1,000s)	Number of Collisions Total	Fatal	Injury	Number of Persons Killed	Injured	Fatal and Injury Collision Rate Per 1,000 Population
50,000 and over							
Ada	325.2	6,503	21	2,454	22	3,577	7.6
Bannock	75.6	1,708	11	547	12	791	7.4
Bonneville	87.0	2,040	12	740	17	1,189	8.6
Canyon	151.5	2,809	16	1,048	17	1,581	7.0
Kootenai	117.5	2,279	11	847	11	1,237	7.3
Twin Falls	67.1	1,193	19	479	22	724	7.4
Mean Collision Rate							**7.5**
20,000 - 49,999							
Bingham	42.9	746	10	262	10	456	6.3
Blaine	20.8	327	9	101	14	147	5.3
Bonner	39.2	712	8	229	8	350	6.1
Cassia	21.6	553	8	183	9	298	8.8
Elmore	28.9	473	15	204	15	310	7.6
Jefferson	20.2	271	5	99	6	171	5.2
Latah	35.1	659	2	194	3	273	5.6
Madison	29.9	529	4	130	5	188	4.5
Nez Perce	37.7	760	8	251	9	356	6.9
Payette	21.5	270	4	107	4	162	5.2
Mean Collision Rate							**6.2**

Table 13 (Continued)
Fatal and Injury Collision Rates by County – 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	
10,000 - 19,999							
Boundary	10.2	172	1	59	2	83	5.9
Franklin	11.9	243	2	82	2	125	7.1
Fremont	12.1	276	2	90	2	132	7.6
Gem	15.8	177	1	71	1	110	4.6
Gooding	14.3	241	4	87	4	140	6.4
Idaho	15.4	317	9	128	10	175	8.9
Jerome	18.9	452	12	171	12	264	9.7
Minidoka	19.3	351	7	125	9	241	6.8
Owyhee	11.2	114	3	33	4	50	3.2
Shoshone	13.0	290	2	96	2	133	7.5
Mean Collision Rate							**6.9**
5,000 - 9,999							
Bear Lake	6.3	108	4	37	4	67	6.5
Benewah	9.0	178	3	65	4	86	7.5
Boise	7.2	218	7	103	8	158	15.2
Caribou	7.2	120	1	49	1	72	7.0
Clearwater	8.4	152	1	42	1	66	5.1
Lemhi	7.7	120	6	43	6	57	6.3
Power	7.4	209	10	77	12	147	11.8
Teton	7.1	142	0	44	0	67	6.2
Valley	7.7	231	3	86	4	132	11.5
Washington	10.0	130	4	50	4	79	5.4
Mean Collision Rate							**8.1**
0 - 4,999							
Adams	3.5	107	1	38	1	65	11.1
Butte	2.9	47	1	24	1	44	8.7
Camas	1.0	33	0	16	0	24	15.3
Clark	0.9	81	4	26	4	53	33.2
Custer	4.1	58	4	36	5	49	9.8
Lewis	3.7	85	2	38	2	60	10.7
Lincoln	4.3	86	3	29	3	43	7.4
Oneida	4.1	130	1	41	1	69	10.2
Mean Collision Rate							**10.7**
Statewide Totals	**1,366.3**	**26,700**	**261**	**9,661**	**293**	**14,601**	**7.3**

Table 14 lists fatal and injury collision data and rates for Idaho cities with populations over 2,000. Population figures are from the 2002 U. S. Census for cities. Population estimates for 2003 were not available at the time of publication.

Table 14
Fatal and Injury Collision Rates by City – 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	189.8	4,285	7	1,581	7	2,254	8.4
Idaho Falls	51.1	1,234	3	434	3	634	8.6
Nampa	60.3	1,343	3	475	3	672	7.9
Pocatello	51.2	1,218	3	353	4	475	6.9
Mean Collision Rate							**8.1**
15,000 - 39,999							
Caldwell	29.5	627	3	220	4	331	7.6
Coeur d'Alene	36.3	928	4	335	4	461	9.3
Lewiston	30.5	516	0	149	0	204	4.9
Meridian	39.1	877	4	320	5	475	8.3
Moscow	21.7	335	0	87	0	126	4.0
Post Falls	18.7	271	0	101	0	152	5.4
Rexburg	17.6	313	1	61	1	87	3.5
Twin Falls	35.6	657	2	278	2	386	7.9
Mean Collision Rate							**6.8**
5,000 - 14,999							
Ammon	7.8	98	0	33	0	51	4.3
Blackfoot	10.6	222	0	64	0	109	6.1
Burley	9.4	253	0	63	0	100	6.7
Chubbuck	10.0	127	0	52	0	88	5.2
Eagle	13.7	190	0	70	0	115	5.1
Emmett	5.8	60	0	26	0	42	4.5
Garden City	11.0	277	1	105	1	140	9.6
Hailey	7.1	62	1	16	1	26	2.4
Hayden	9.9	140	0	50	0	85	5.1
Jerome	7.9	125	1	40	1	63	5.2
Kuna	7.8	38	0	10	0	14	1.3
Mountain Home	11.5	130	0	43	0	55	3.7
Payette	7.1	61	0	19	0	28	2.7
Rathdrum	5.1	55	0	15	0	23	3.0
Rupert	5.4	53	0	9	0	12	1.7
Sandpoint	7.2	173	0	42	0	54	5.9
Weiser	5.4	39	0	11	0	13	2.0
Mean Collision Rate							**4.7**

Table 14 (Continued)
Fatal and Injury Collision Rate by City - 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	
2,000 - 4,999							
American Falls	4.0	34	0	13	0	22	3.3
Bellevue	2.0	16	0	4	0	5	2.0
Bonners Ferry	2.6	38	0	10	0	16	3.8
Buhl	4.0	35	0	6	0	8	1.5
Dalton Gardens	2.3	24	0	11	0	13	4.8
Fruitland	4.0	44	0	24	0	34	6.0
Gooding	3.3	39	0	12	0	17	3.6
Grangeville	3.2	25	0	9	0	13	2.8
Heyburn	2.8	22	0	4	0	5	1.4
Homedale	2.5	19	0	4	0	6	1.6
Kellogg	2.3	30	0	6	0	8	2.7
Ketchum	3.1	93	0	13	0	15	4.2
Kimberly	2.7	21	0	3	0	4	1.1
Malad	2.1	18	0	2	0	4	0.9
McCall	2.1	33	0	13	0	17	6.2
Middleton	3.3	22	0	9	0	14	2.8
Montpelier	2.7	29	0	8	0	11	3.0
Orofino	3.1	41	1	9	1	17	3.2
Preston	4.8	70	1	21	0	32	4.6
Rigby	3.0	42	0	14	0	26	4.7
St. Anthony	3.0	20	0	8	0	12	2.6
St. Maries	3.8	36	0	6	0	7	1.6
Salmon	3.4	35	0	10	0	13	3.0
Shelley	3.3	18	0	4	0	7	1.2
Soda Springs	2.6	32	0	8	0	11	3.1
Star	2.1	19	0	6	0	7	2.9
Wendell	2.3	24	0	3	0	4	1.3
Mean Collision Rate							**3.0**

Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a large increase in the number and proportion of drivers over the age of 45.

Table 15
Age Distribution of Licensed Drivers: 1990, 2000, 2003

Age	1990	2000	2003	Change 1990-2003	Change 2000-2003
15*	3,478	9,406	4,492	29.2%	-52.2%
(%)	0.5%	1.1%	0.5%		
16-24	123,114	156,485	149,445	21.4%	-4.5%
(%)	17.4%	17.5%	16.1%		
25-34	151,625	154,133	161,222	6.3%	4.6%
(%)	21.4%	17.3%	17.4%		
35-44	153,976	178,401	172,264	11.9%	-3.4%
(%)	21.8%	20.0%	18.6%		
45-54	100,258	167,821	179,543	79.1%	7.0%
(%)	14.2%	18.8%	19.4%		
55-64	76,255	106,190	126,503	65.9%	19.1%
(%)	10.8%	11.9%	13.7%		
65+	98,967	120,516	132,306	33.7%	9.8%
(%)	14.0%	13.5%	14.3%		
TOTALS	707,673	892,952	925,775	30.8%	3.7%

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

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present.

Driver Age and Collision Involvement

Table 16
Driver Age as a Factor in Collisions: 2003

	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
Age	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,492	0.5%	263	0.6%	1.2	94	0.6%	1.1
16	11,345	1.2%	1,199	2.7%	2.2	427	2.5%	2.1
17	15,384	1.7%	1,899	4.2%	2.5	706	4.2%	2.5
18	16,553	1.8%	2,231	5.0%	2.8	803	4.7%	2.7
19	17,831	1.9%	1,869	4.2%	2.2	698	4.1%	2.1
20	17,827	1.9%	1,573	3.5%	1.8	617	3.6%	1.9
21	16,654	1.8%	1,416	3.2%	1.8	584	3.5%	1.9
22	18,193	2.0%	1,413	3.1%	1.6	533	3.1%	1.6
23	18,074	2.0%	1,332	3.0%	1.5	506	3.0%	1.5
24	17,584	1.9%	1,208	2.7%	1.4	454	2.7%	1.4
25-34	161,222	17.4%	8,539	19.0%	1.1	3,249	19.2%	1.1
35-44	172,264	18.6%	7,138	15.9%	0.9	2,711	16.0%	0.9
45-54	179,543	19.4%	6,255	13.9%	0.7	2,458	14.5%	0.7
55-64	126,503	13.7%	3,908	8.7%	0.6	1,464	8.6%	0.6
65-74	76,739	8.3%	1,906	4.2%	0.5	683	4.0%	0.5
75+	55,567	6.0%	1,591	3.5%	0.6	627	3.7%	0.6
Not Stated or Other			1,125	2.5%		311	1.8%	
TOTALS	**925,775**		**44,865**			**16,925**		

** 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.*

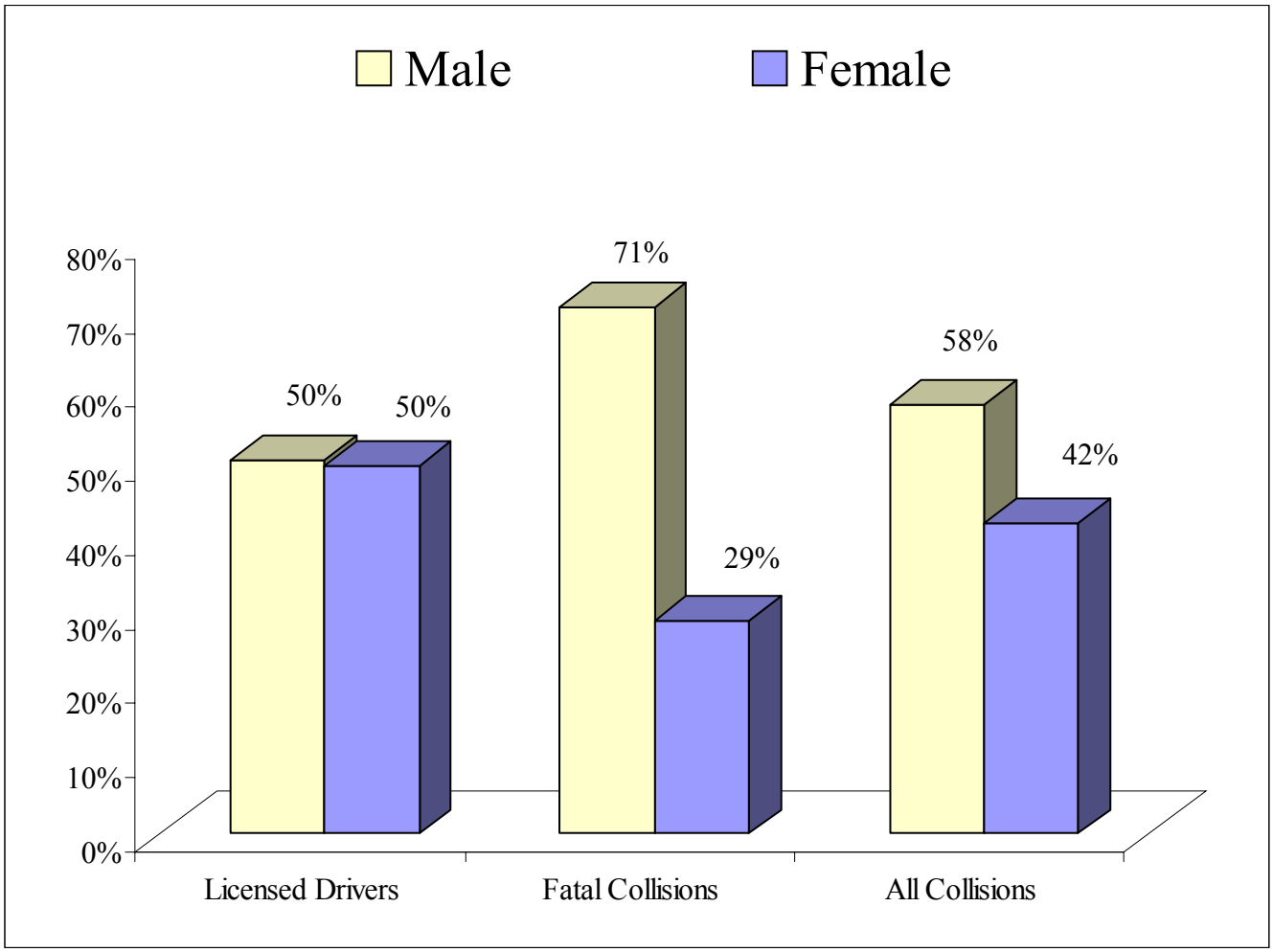
Drivers, ages 19 and under, were involved in 2.3 times as many fatal or injury traffic collisions as expected. This age group comprised 7.1% of all licensed drivers and accounted for 16.6% of drivers in all collisions and 16.1% of drivers in fatal and injury collisions. Drivers, ages 20 to 24, were involved in 1.7 times as many fatal or injury traffic crash as expected.

In 2003, the number of 15 year old drivers in collisions was 79% lower than in 2000 and the number of 15 year old licensed drivers remained 109% lower than 2000 numbers. The number of 16 year old drivers in collisions was 33% lower than in 2000, while the number of 16 year old licensed drivers was 37% lower than 2000 numbers. The number of 17 year drivers in collisions was 11% lower than 2000 numbers and the number of 17 year old licensed drivers was 13% lower than 2000 numbers. These decreases are due, largely, to the graduated driver's license law (Idaho Code 49-307 section 5) that strengthened requirements necessary to obtain a driver's license for new drivers under 17 years of age. Drivers that were 17 years old in 2003 were the first group of drivers subjected to the GDL requirements.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all collisions, and the percentage of drivers involved in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 58% of the drivers in all collisions and 71% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2003



In 2003, males were 1.4 times more likely than females to be involved in any collision and were 2.4 times as likely as females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figures 10 and 11 show driver involvement by age and gender for all collisions and 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 just over 3 times as many collisions as expected, while female 18 year-old drivers were involved in 2.5 times as many collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2003

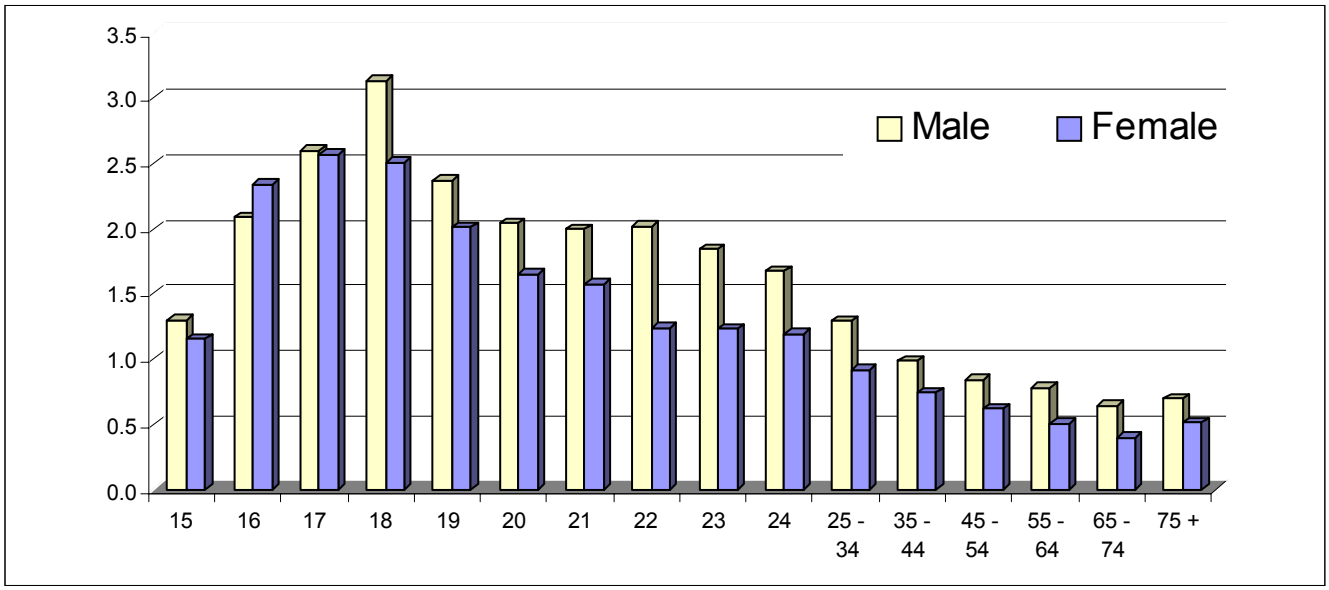
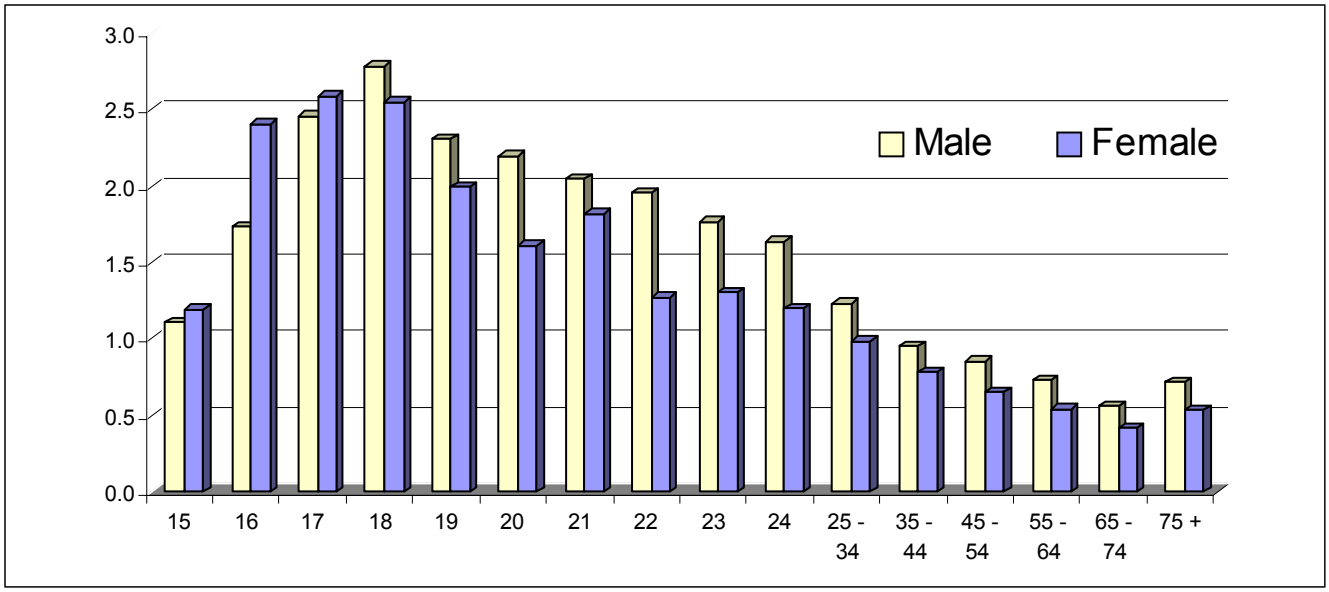


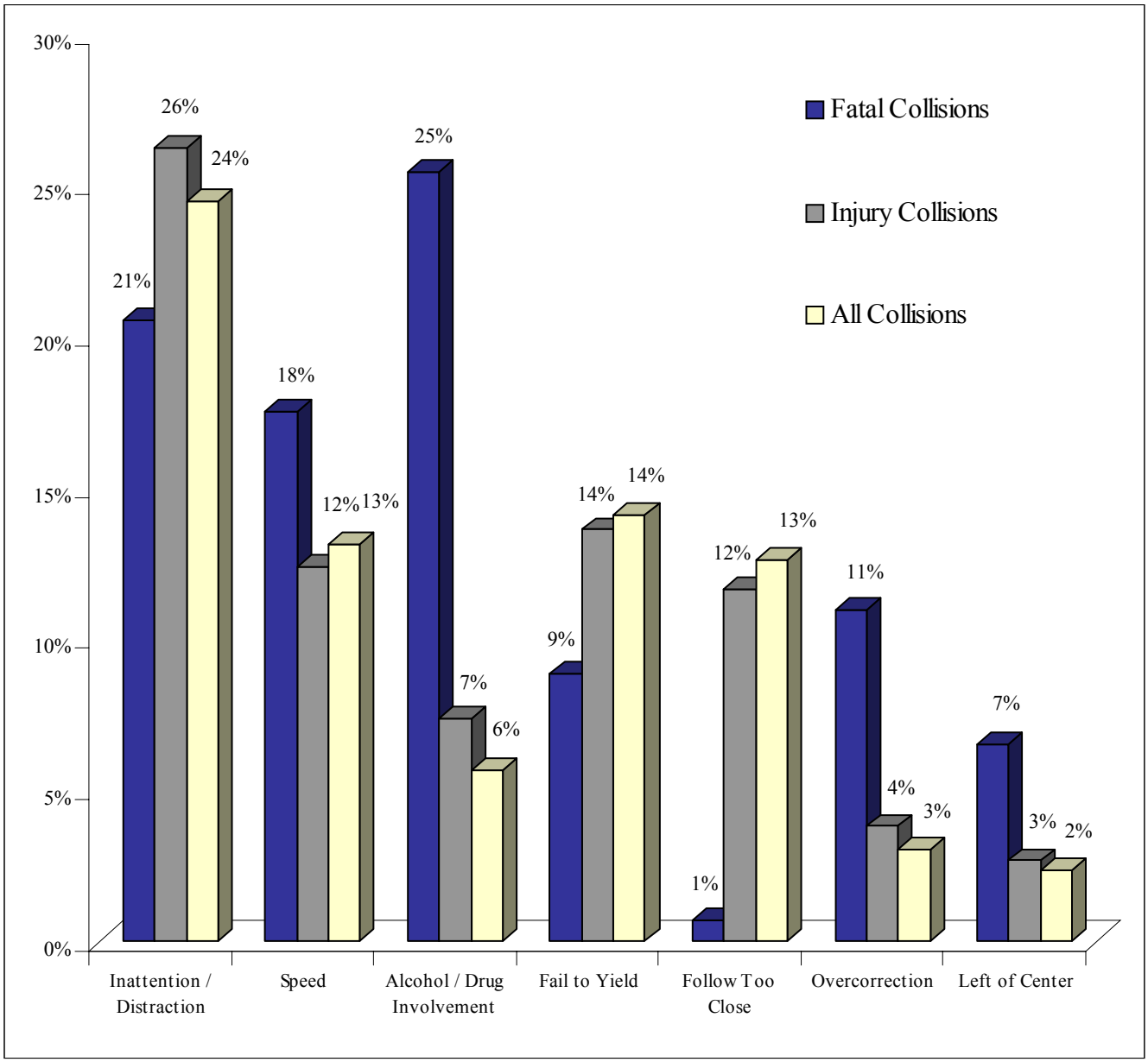
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2003



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 2003



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2003 are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 17
Top Ten Traffic Violations for Idaho Drivers: 2003

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	88,063	47.3%
2. Safety Restraint Violations	30,377	16.3%
3. Insurance Violations	14,355	7.7%
4. Failure to Stop at Traffic Control Devices	11,523	6.2%
5. Driving Under the Influence	7,406	4.0%
6. Driving Without Privileges - Suspended License	4,733	2.5%
7. Following Too Close	4,837	2.6%
8. Reckless or Inattentive Driving	4,616	2.5%
9. Failure to Yield Right of Way	3,654	2.0%
10. Child Safety Seat Violations	1,562	0.8%
All Other	14,969	8.0%
TOTAL	**186,095**	

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 2003. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18
Selected Traffic Violation Rates for Idaho Licensed Drivers: 2003
(Per 100 Licensed Drivers)

Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	10.7	3.0	0.1	1.4	1.4
16-19	23.6	3.8	0.9	1.8	1.9
20-24	17.7	2.1	1.7	1.1	0.9
25-34	11.8	1.4	1.1	0.5	0.6
35-44	8.8	1.0	1.0	0.4	0.4
45-54	6.3	0.7	0.6	0.2	0.3
55-64	4.6	0.6	0.3	0.2	0.2
65-74	2.8	0.5	0.1	0.1	0.2
75+	1.5	0.6	0.0	0.1	0.2
Mean	9.2	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 presents drivers license suspensions in Idaho for 2003.

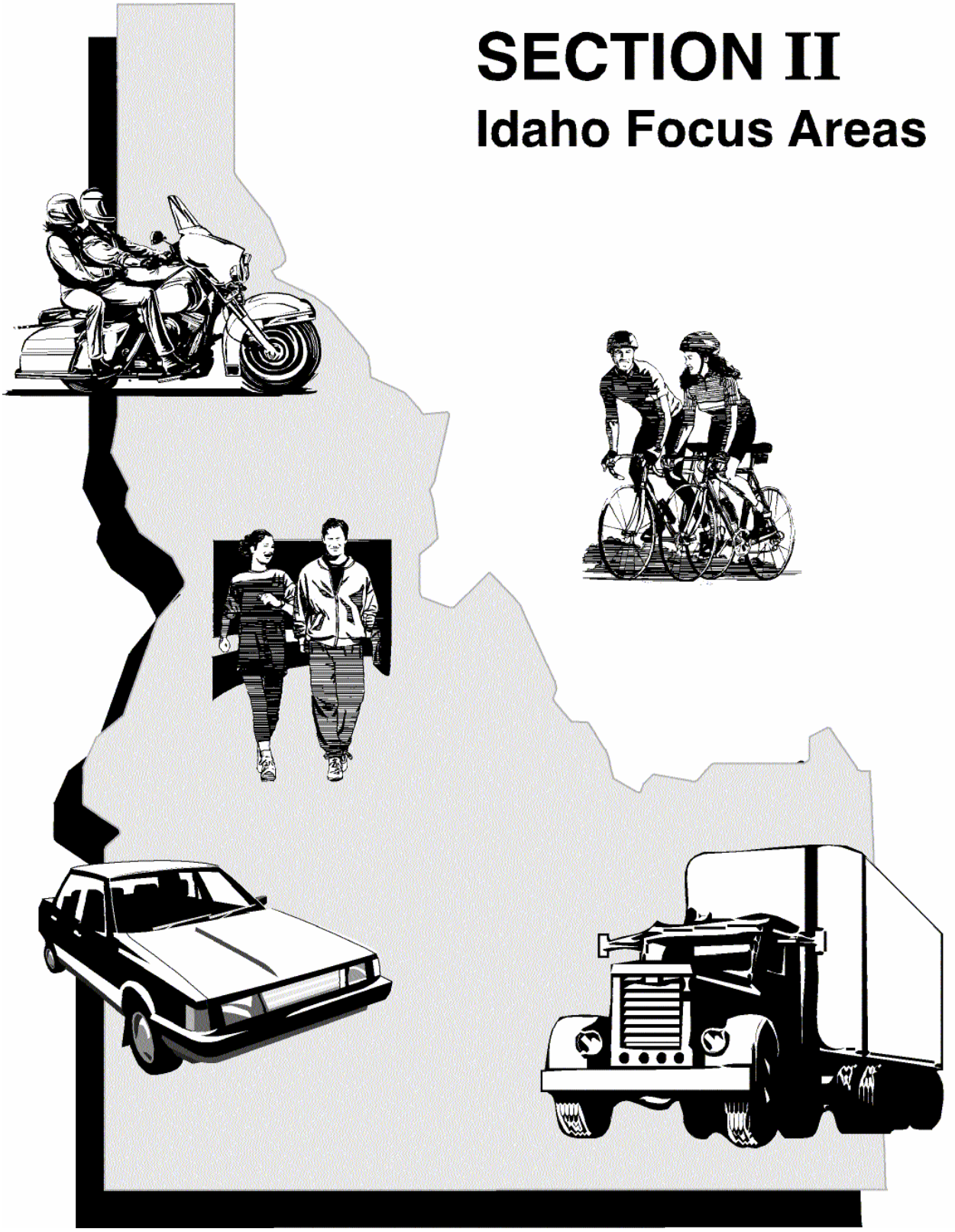
Table 19
Driver's License Suspensions by Violation Type: 2003

Violation	Number	% of All Suspensions
Failure to Pay Fine	20,776	29.2%
Failure to Maintain Insurance	19,102	26.9%
Driving Under the Influence	7,805	11.0%
Administrative License Suspension (ALS)*	6,645	9.3%
Driving Without Privileges	5,463	7.7%
Underage Consumption or Possession of Alcohol or Tobacco	3,245	4.6%
Refused Evidentiary BAC Test	1,735	2.4%
Recurrence of Violation	1,272	1.8%
Family Responsibility Law	1,213	1.7%
Points	799	1.1%
Reckless Driving	598	0.8%
All Others	2,447	3.4%
TOTALS	**71,100**	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 suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 56% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

The ITD Economics and Research Section provide this information concerning driver's license suspensions.



SECTION II
Idaho Focus Areas

Impaired Driving

Table 20 gives details for impaired driving collisions from 1999 through 2003. 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: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Impaired Driving Collisions	1,676	1,790	1,655	1,886	1,973	4.6%	4.4%
Fatalities	86	97	94	97	115	18.6%	4.3%
Serious Injuries	320	350	312	335	315	-6.0%	2.0%
Visible Injuries	695	731	663	715	663	-7.3%	1.2%
Possible Injuries	458	507	440	581	617	6.2%	9.8%
Impaired Driving Collisions as a % of All Collisions	6.7%	6.8%	6.3%	7.1%	7.4%	3.7%	2.4%
Impaired Driving Fatalities as a % of All Fatalities	30.9%	35.1%	36.3%	36.7%	39.2%	6.8%	6.0%
Impaired Driving Injuries as a % of All Injuries	10.5%	11.1%	10.1%	11.0%	10.9%	-1.1%	2.1%
All Fatal and Injury Collisions	9,501	9,633	9,456	9,918	9,922	0.0%	1.5%
Impaired Fatal/Injury Collisions	987	1,050	964	1,125	1,134	0.8%	5.0%
% Impaired Driving	10.4%	10.9%	10.2%	11.3%	11.4%	0.8%	3.2%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.83	3.26	2.84	3.02	2.99	-1.1%	2.8%
Annual DUI Arrests by Agency*							
Idaho State Police	1,835	1,764	1,640	1,723	1,708	-0.9%	-1.9%
Local Agencies	9,001	8,404	8,257	8,302	8,523	2.7%	-2.6%
Total Arrests	10,836	10,168	9,897	10,025	10,231	2.1%	-2.5%
DUI Enforcement Rate**	1.23	1.14	1.10	1.10	1.11	0.5%	-3.6%

**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 2003, just over 11% of all fatal and injury collisions involved an impaired driver, impaired pedestrian or impaired bicyclist. Just over 39% 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 2003. Factors influencing the reduction include Selective Traffic Enforcement Programs (STEP), 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 Idaho State Police (ISP) and local agencies. Local agency DUI arrests were up in 2003 from the prior year, while ISP DUI arrests decreased by 0.9%. Overall, DUI arrests were up by just over 2% from 2002 levels.

Economic Costs of Impaired Driving Collisions

Table 21 contains the estimated economic costs for impaired driving-related motor vehicle collisions in 2003. The estimated cost of Idaho impaired driving collisions in 2003 was $473 million dollars. This estimate represents 28% of the total cost of Idaho collisions (as shown in Table 4).

Table 21
Economic Costs of Impaired Driving Collisions: 2003 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	115	$3,129,653	$359,910,093
Serious Injuries	315	$216,668	$68,250,509
Visible Injuries	663	$43,334	$28,730,214
Possible Injuries	617	$22,871	$14,111,124
Property Damage Only	839	$2,407	$2,019,830
Total Estimate of Economic Cost			**$473,021,771**

Victims of Fatal Collisions Involving Impaired Drivers

Table 22 shows a breakout of impaired driving fatalities. Of the 115 people killed in impaired driving collisions, 107 (or 93%) were impaired drivers, impaired pedestrians, or passengers of a motor vehicle riding with an impaired driver.

Table 22
Persons Killed in Impaired Driving Collisions: 2003
by Vehicle Type, Seating Position and Impaired Status

	Passenger Vehicles		Motorcycles				
Impaired Status*	Driver	Passenger	Driver	Passenger	Pedestrians	ATV	Commercial Driver
Impaired	63	28	6	0	5	4	1
Not Impaired	4	3	0	0	1	0	0

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

Impaired Driving by Age

Table 23 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in collisions by age. Drivers, ages 18 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 2.5 times as many impaired driving collisions as would be expected

Table 23
DUI Arrests and Impaired Driving Collisions by Driver Age: 2003

	Licensed Drivers		DUI Arrests		Impaired Drivers in Collisions	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 14	0	0.0%	6	0.1%	3	0.2%
15	4,492	0.5%	23	0.2%	4	0.2%
16	11,345	1.2%	74	0.7%	13	0.7%
17	15,384	1.7%	128	1.3%	21	1.1%
18	16,553	1.8%			55	2.8%
19	17,831	1.9%	698	6.8%	81	4.1%
20	17,827	1.9%			77	3.9%
21	16,654	1.8%			96	4.9%
22	18,193	2.0%			93	4.7%
23	18,074	2.0%			85	4.3%
24	17,584	1.9%	2,135	20.9%	96	4.9%
25-29	81,588	8.8%	1,507	14.7%	270	13.8%
30-34	79,634	8.6%	1,115	10.9%	188	9.6%
35-39	79,766	8.6%	1,154	11.3%	210	10.7%
40-44	92,498	10.0%	1,248	12.2%	226	11.5%
45-49	93,690	10.1%	899	8.8%	152	7.7%
50-54	85,853	9.3%	608	5.9%	95	4.8%
55-59	71,183	7.7%	329	3.2%	73	3.7%
60+	187,626	20.3%	307	3.0%	87	4.4%
Missing or Unknown			0	0.0%	38	1.9%
TOTALS	925,775		10,231		1,963	

* 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 2003 U.S. Census estimates for counties.

Table 24
Impaired Driving Collisions by County: 2003

	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	325.2	480	9	242	9	356	0.8
Bannock	75.6	123	6	67	7	89	1.0
Bonneville	87.0	124	5	71	5	105	0.9
Canyon	151.5	205	9	109	10	180	0.8
Kootenai	117.5	167	4	85	4	133	0.8
Twin Falls	67.1	115	8	60	9	89	1.0
Mean Collision Rate							**0.8**
20,000 - 49,999							
Bingham	42.9	62	4	33	4	56	0.9
Blaine	20.8	18	3	7	7	13	0.5
Bonner	39.2	51	2	21	2	29	0.6
Cassia	21.6	27	5	12	5	29	0.8
Elmore	28.9	38	3	24	3	43	0.9
Jefferson	20.2	16	1	11	1	25	0.6
Latah	35.1	45	2	22	3	26	0.7
Madison	29.9	10	2	3	3	8	0.2
Nez Perce	37.7	62	3	31	4	44	0.9
Payette	21.5	21	3	7	3	12	0.5
Mean Collision Rate							**0.7**
10,000 - 19,999							
Boundary	10.2	12	1	7	2	11	0.8
Franklin	11.9	10	0	5	0	7	0.4
Fremont	12.1	14	1	9	1	14	0.8
Gem	15.8	14	1	4	1	7	0.3
Gooding	14.3	25	2	12	2	19	1.0
Idaho	15.4	40	6	24	7	40	1.9
Jerome	18.9	33	5	16	5	29	1.1
Minidoka	19.3	26	0	15	0	28	0.8
Owyhee	11.2	12	1	6	1	8	0.6
Shoshone	13.0	27	0	16	0	22	1.2
Mean Collision Rate							**0.9**

Table 24 (Continued)
Impaired Driving Collisions by County: 2003

	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	4	0	3	0	5	0.5
Benewah	9.0	17	1	9	1	10	1.1
Boise	7.2	24	3	14	4	25	2.3
Caribou	7.2	7	0	5	0	9	0.7
Clearwater	8.4	11	0	5	0	9	0.6
Lemhi	7.7	16	2	10	2	13	1.6
Power	7.4	18	2	9	2	14	1.5
Teton	7.1	12	0	7	0	12	1.0
Valley	7.7	25	2	11	2	14	1.7
Washington	10.0	10	1	6	1	9	0.7
Mean Collision Rate							**1.2**
0 - 4,999							
Adams	3.5	8	0	5	0	8	1.4
Butte	2.9	3	0	3	0	6	1.0
Camas	1.0	3	0	2	0	2	1.9
Clark	0.9	4	0	3	0	7	3.3
Custer	4.1	6	1	4	2	4	1.2
Lewis	3.7	9	0	6	0	7	1.6
Lincoln	4.3	7	2	4	2	7	1.4
Oneida	4.1	12	1	8	1	12	2.2
Mean Collision Rate							**1.6**
Statewide Totals	**1,366.3**	**1,973**	**101**	**1,033**	**115**	**1,595**	**0.8**

Table 25 presents information on impaired driving collisions for cities with populations exceeding 2,000 people. Population figures are based on the 2002 U.S. Census estimates for Cities. Population estimates for 2003 were not available at the time of publication.

Table 25
Impaired Driving Collisions by City: 2003

	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	189.8	313	3	151	3	218	0.8
Idaho Falls	51.1	70	1	38	1	59	0.8
Nampa	60.3	82	3	41	3	59	0.7
Pocatello	51.2	82	2	46	3	54	0.9
Mean Collision Rate							**0.8**
15,000 - 39,999							
Caldwell	29.5	31	2	13	3	26	0.5
Coeur d'Alene	36.3	57	1	23	1	33	0.7
Lewiston	30.5	37	0	13	0	17	0.4
Meridian	39.1	48	1	25	1	32	0.7
Moscow	21.7	11	0	5	0	6	0.2
Post Falls	18.7	21	0	10	0	14	0.5
Rexburg	17.6	2	0	1	0	3	0.1
Twin Falls	35.6	65	1	38	1	49	1.1
Mean Collision Rate							**0.6**
5,000 - 14,999							
Ammon	7.8	2	0	1	0	1	0.1
Blackfoot	10.6	16	0	11	0	14	1.0
Burley	9.4	4	0	1	0	2	0.1
Chubbuck	10.0	7	0	3	0	3	0.3
Eagle	13.7	13	0	8	0	16	0.6
Emmett	5.8	2	0	1	0	1	0.2
Garden City	11.0	20	1	10	1	18	1.0
Hailey	7.1	4	1	1	1	1	0.3
Hayden	9.9	4	0	2	0	3	0.2
Jerome	7.9	8	0	3	0	4	0.4
Kuna	7.8	3	0	1	0	1	0.1
Mountain Home	11.5	11	0	6	0	8	0.5
Payette	7.1	6	0	3	0	4	0.4
Rathdrum	5.1	7	0	1	0	1	
Rupert	5.4	2	0	1	0	1	0.2
Sandpoint	7.2	7	0	3	0	4	0.4
Weiser	5.4	2	0	1	0	1	0.2
Mean Collision Rate							**0.4**

Table 25 (Continued)
Impaired Driving Collisions by City: 2003

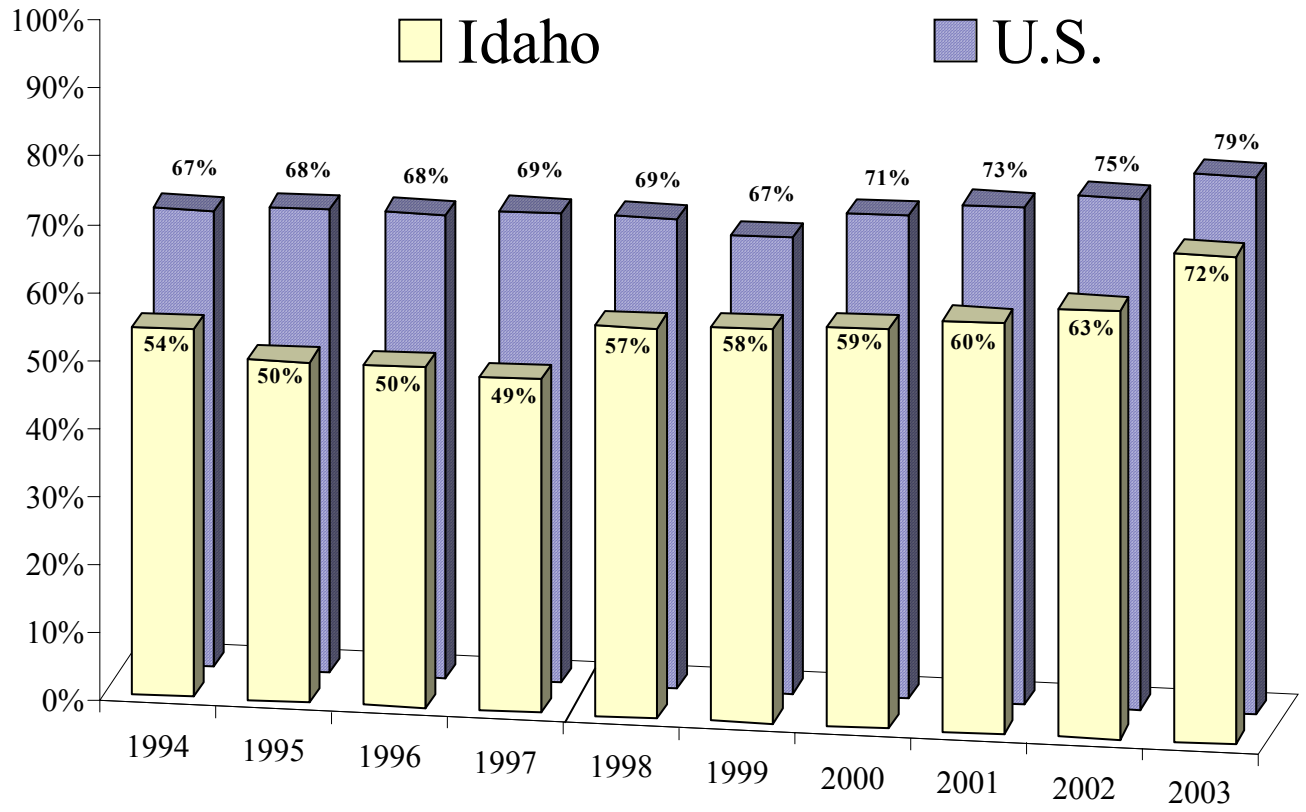
	Population (in 1,000s)	Number of Collisions			Number of Persons		Impaired Driving Fatal and Injury Collision Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.0	2	0	0	0	0	0.0
Bellevue	2.0	0	0	0	0	0	0.0
Bonners Ferry	2.6	1	0	0	0	0	0.0
Buhl	4.0	2	0	1	0	2	0.3
Dalton Gardens	2.3	0	0	0	0	0	0.0
Fruitland	4.0	5	0	3	0	5	0.8
Gooding	3.3	0	0	0	0	0	0.0
Grangeville	3.2	1	0	1	0	1	0.3
Heyburn	2.8	1	0	0	0	0	0.0
Homedale	2.5	1	0	0	0	0	0.0
Kellogg	2.3	5	0	3	0	5	1.3
Ketchum	3.1	3	0	0	0	0	0.0
Kimberly	2.7	0	0	0	0	0	0.0
Malad	2.1	1	0	0	0	0	0.0
McCall	2.1	3	0	0	0	0	0.0
Middleton	3.3	2	0	2	0	3	0.6
Montpelier	2.7	0	0	0	0	0	0.0
Orofino	3.1	1	0	0	0	0	0.0
Preston	4.8	1	0	0	0	0	0.0
Rigby	3.0	2	0	1	0	4	0.3
St. Anthony	3.0	3	0	3	0	5	1.0
St. Maries	3.8	1	0	1	0	1	0.3
Salmon	3.4	2	0	1	0	1	0.3
Shelley	3.3	0	0	0	0	0	0.0
Soda Springs	2.6	1	0	0	0	0	0.0
Star	2.1	3	0	2	0	2	1.0
Wendell	2.3	1	0	0	0	0	0.0
Mean Collision Rate							**0.2**

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. Idaho's child restraint law is a primary enforcement law. The law was updated July 1, 2003. It now covers all seating positions and has enhanced penalties for drivers less than 18 years of age. Drivers and occupants, 18 years of age and older, receive separate tickets.

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up 91% 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.: 1994 - 2003



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: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Ada	65.8%	63.8%	66.8%	64.3%	81.0%	26.0%	-0.7%
Bannock	48.7%	49.5%	56.0%	58.5%	55.7%	-4.7%	6.4%
Bingham	39.7%	39.6%	51.8%	45.2%	47.4%	4.8%	5.9%
Blaine	48.9%	38.9%	52.3%	60.0%	68.7%	14.4%	9.6%
Bonner	48.4%	57.2%	54.4%	70.9%	74.4%	4.9%	14.6%
Bonneville	58.8%	56.6%	63.4%	62.5%	59.4%	-5.0%	2.3%
Canyon	62.9%	58.3%	58.3%	63.2%	75.1%	18.9%	0.3%
Cassia	38.7%	40.5%	49.1%	49.6%	53.9%	8.8%	9.0%
Elmore	47.3%	55.0%	57.7%	52.9%	67.9%	28.5%	4.3%
Kootenai	53.4%	64.6%	59.5%	70.2%	78.6%	12.0%	10.4%
Latah	60.5%	61.5%	57.6%	74.0%	74.2%	0.2%	7.9%
Madison	41.6%	45.1%	49.7%	52.4%	58.8%	12.3%	8.0%
Minidoka	35.6%	44.3%	48.1%	48.5%	55.6%	14.7%	11.3%
Nez Perce	57.0%	52.3%	56.2%	65.4%	74.4%	13.8%	5.2%
Payette	66.6%	59.6%	63.3%	61.2%	71.9%	17.4%	-2.5%
Twin Falls	46.4%	52.6%	54.4%	58.9%	63.0%	6.9%	8.3%
Statewide	**57.9%**	**58.6%**	**60.4%**	**62.9%**	**71.7%**	**14.1%**	**2.8%**

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

Table 27 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts[4] by vehicle type. District 3 (south-western Idaho) had the highest overall usage at 79%, while district 5 (south-eastern Idaho) had the overall lowest usage at 54%.

Table 27
Idaho Safety Belt Observation Survey: 2003 – Usage by Vehicle Type

ITD District	Passenger Cars	Vans and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	83.0%	79.7%	64.3%	76.5%
2	82.2%	79.4%	60.5%	74.3%
3	81.8%	81.6%	69.4%	78.8%
4	63.1%	65.6%	48.5%	59.3%
5	57.5%	64.7%	36.9%	53.5%
6	67.7%	66.9%	37.0%	59.2%
Statewide	**77.0%**	**76.2%**	**58.4%**	**71.7%**

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 69.4% in District 3 (south-western Idaho) to a low of 36.9% 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 86.2% on rural interstates to a low of 48.8% on rural minor collectors. While there was virtually no difference between urban and rural sites, there was a difference of 6 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.

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 use[5]. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Table 28
Self-Reported Seat Belt Use : 1999-2003
(Age 4 and older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans)

Injury Type	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatalities -Restraints Used	22.8%	28.7%	29.7%	37.5%	37.2%	-0.8%	18.5%
Serious Injuries -Restraint Used	50.0%	49.7%	51.0%	57.6%	58.4%	1.4%	5.0%

Of the 239 motor vehicle occupants killed in 2003, only 89 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 89 lives were saved in 2003 by seat belt usage. An additional 75 lives could have been saved if everyone had buckled up.

Costs of Injuries

Table 29 illustrates the costs of injuries sustained by occupants, ages four and older, of passenger vehicles for persons both using and not using safety restraints.

Table 29
2003 Costs of Injuries
Persons Using Safety Restraints versus Persons Not Using Safety Restraints

	Safety Restraints		Costs of Injuries	
Injury Type	Used	Not Used	Used	Not Used
Fatality	89	150	$278,539,116	$469,447,948
Serious Injury	764	545	$165,534,569	$118,084,215
Visible Injury	3,146	1,114	$136,327,684	$48,273,694
Possible Injury	6,170	1,301	$141,111,238	$29,754,574
Total			**$721,512,607**	**$665,560,430**

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 1999 to 2003. Overall, the use rate has increased from 78% in 1999 to 86% in 2003. 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.

Table 30
Self-Reported Child Safety Seat Use by Injury Type: 1999-2003
(under age 4 in passenger cars, pickups, sport utility vehicles and vans)

Injury Type	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatalities							
Restrained	4	1	0	1	3	200.0%	-25.0%
Unrestrained	1	0	3	2	2	0.0%	22.2%
Serious Injuries							
Restrained	3	9	4	7	11	57.1%	73.1%
Unrestrained	9	7	5	6	2	-66.7%	-10.3%
Visible Injuries							
Restrained	51	32	37	37	29	-21.6%	-7.2%
Unrestrained	35	20	24	18	14	-22.2%	-16.0%
Possible Injuries							
Restrained	73	85	103	128	155	21.1%	20.6%
Unrestrained	34	29	31	29	42	44.8%	-4.8%
No Injuries							
Restrained	1,262	1,414	1,367	1,481	1,645	11.1%	5.7%
Unrestrained	317	285	247	225	228	1.3%	-10.8%
Total Restrained	1,396	1,553	1,525	1,654	1,843	11.4%	6.0%
Total Unrestrained	397	348	318	280	296	5.7%	-11.0%
% of Children Restrained	77.9%	81.7%	82.7%	85.5%	86.2%	0.7%	3.2%

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 child safety seats could have saved 1 of the 2 unrestrained children killed in 2003. Additionally, 1 of the 2 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 1999 through 2003. Collision data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a collision. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes.

Table 31
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 1999-2003
(persons in passenger cars, pickups, sport utility vehicles and vans only)

County by Population	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
50,000 and over							
Ada	66.7%	70.4%	70.3%	77.0%	75.5%	-1.9%	5.0%
Bannock	54.2%	57.6%	62.3%	55.6%	72.1%	29.5%	1.3%
Bonneville	52.3%	61.5%	59.2%	63.8%	68.5%	7.4%	7.2%
Canyon	59.7%	60.7%	69.4%	62.2%	69.5%	11.8%	1.9%
Kootenai	69.2%	63.7%	73.9%	77.9%	82.8%	6.3%	4.5%
Twin Falls	50.5%	59.3%	56.9%	81.0%	61.6%	-23.9%	18.5%
20,000 - 49,999							
Bingham	47.3%	32.2%	52.2%	55.1%	61.0%	10.7%	11.9%
Blaine	62.3%	48.4%	83.3%	48.7%	60.5%	24.3%	2.7%
Bonner	59.0%	54.4%	45.1%	62.6%	80.7%	28.9%	4.7%
Cassia	36.3%	53.6%	53.3%	51.0%	37.7%	-26.1%	14.3%
Elmore	59.5%	60.2%	64.4%	66.7%	57.4%	-13.9%	3.9%
Latah	68.2%	57.4%	54.6%	65.2%	69.8%	7.0%	-0.4%
Madison	34.6%	54.6%	33.3%	65.6%	62.5%	-4.8%	38.5%
Nez Perce	59.2%	60.2%	57.4%	80.7%	68.0%	-15.8%	12.6%
Payette	68.2%	59.1%	52.9%	58.2%	67.4%	15.8%	-4.6%
10,000 - 19,999							
Boundary	64.3%	50.0%	55.2%	73.9%	50.0%	-32.4%	7.4%
Franklin	47.2%	30.0%	50.0%	23.3%	56.3%	141.1%	-7.7%
Fremont	46.9%	50.7%	40.6%	57.6%	55.9%	-3.0%	10.0%
Gem	42.4%	34.6%	43.5%	58.3%	71.4%	22.5%	13.8%
Gooding	29.2%	55.7%	38.8%	55.8%	51.0%	-8.7%	34.8%
Idaho	28.8%	61.2%	52.4%	63.4%	43.8%	-31.0%	39.7%
Jefferson	41.3%	59.5%	44.4%	57.1%	59.1%	3.4%	15.8%
Jerome	54.4%	58.8%	48.8%	55.5%	66.7%	20.2%	1.6%
Minidoka	30.9%	42.9%	34.9%	48.3%	62.5%	29.5%	19.5%
Owyhee	38.1%	65.0%	26.7%	46.3%	23.5%	-49.2%	28.5%
Shoshone	48.6%	51.2%	50.0%	59.1%	47.4%	-19.8%	7.1%

Table 31 (Continued)
Self-Reported Restraint Use in Fatal and Serious Injury Crashes by County: 1999-2003
(persons in passenger cars, pickups, sport utility vehicles and vans only)

County by Population	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
5,000 - 9,999							
Bear Lake	72.4%	16.0%	57.1%	66.7%	29.4%	-55.9%	65.3%
Benewah	42.9%	18.8%	40.0%	43.2%	60.0%	39.0%	21.7%
Boise	65.2%	65.9%	72.7%	64.0%	64.1%	0.2%	-0.2%
Caribou	48.0%	66.7%	52.2%	47.5%	21.4%	-54.9%	2.7%
Clearwater	35.7%	21.4%	37.5%	81.8%	44.4%	-45.7%	51.1%
Lemhi	31.8%	15.2%	46.7%	60.5%	53.3%	-11.9%	61.8%
Power	36.7%	31.0%	42.3%	48.0%	65.0%	35.4%	11.4%
Teton	38.9%	37.5%	35.7%	45.5%	81.8%	80.0%	6.3%
Valley	45.5%	41.7%	51.9%	71.4%	62.9%	-12.0%	18.0%
Washington	44.8%	38.5%	54.6%	71.4%	96.2%	34.6%	19.5%
0 - 4,999							
Adams	46.7%	11.1%	33.3%	92.3%	58.3%	-36.8%	100.3%
Butte	20.0%	28.6%	33.3%	88.9%	71.4%	-19.6%	75.4%
Camas	75.0%	33.3%	81.8%	100.0%	50.0%	-50.0%	37.4%
Clark	60.0%	69.2%	75.0%	36.4%	60.0%	65.0%	-9.3%
Custer	50.0%	20.0%	55.0%	45.0%	37.5%	-16.7%	32.3%
Lewis	11.8%	42.3%	80.8%	90.0%	57.1%	-36.5%	120.7%
Lincoln	30.8%	66.7%	18.2%	42.1%	36.4%	-13.7%	58.5%
Oneida	51.6%	60.7%	64.3%	45.5%	64.0%	40.8%	-1.9%
Statewide Average	**55.9%**	**58.3%**	**60.7%**	**65.7%**	**67.6%**	**3.0%**	**5.5%**

Aggressive Driving

Table 32 shows information about collisions in Idaho from 1999 through 2003 involving aggressive driving. The behaviors that define aggressive driving are: failure to yield right of way, passed stop sign, exceeded posted speed, driving too fast for conditions, following too close, and disregarded signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver and is a criminal offense.

An officer may indicate up to three contributing circumstances for each vehicle in a collision. Thus the total number of fatalities and injuries attributed to these behaviors in the top portion of the table do not equal the sum of the fatalities and injuries attributed to individual behaviors in the bottom of the table.

Table 32
Aggressive Driving Collisions: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Total Aggressive Driving Collisions	14,817	15,388	15,398	15,066	14,649	-2.8%	0.6%
Fatalities	147	120	128	138	128	-7.2%	-1.3%
Serious Injuries	1,043	951	949	963	838	-13.0%	-2.5%
Visible Injuries	3,256	3,358	3,254	3,223	2,895	-10.2%	-0.3%
Possible Injuries	4,721	4,807	4,770	5,023	5,065	0.8%	2.1%
Number of Traffic Fatalities and Serious Injuries Involving:*							
Driving Too Fast for Conditions	459	395	359	357	311	-12.9%	-7.9%
Fail to Yield Right of Way	410	344	356	373	353	-5.4%	-2.6%
Exceeded Posted Speed	174	188	202	184	133	-27.7%	2.2%
Passed Stop Sign	130	74	122	127	97	-23.6%	8.6%
Following Too Close	103	104	127	106	95	-10.4%	2.2%
Disregarded Signal	67	75	48	44	53	20.5%	-10.8%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	8.31	7.80	7.53	7.70	6.71	-12.9%	-2.4%

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

In 2003, aggressive driving was a contributing factor in 55% of all collisions in Idaho. While two-thirds of all aggressive driving collisions occur in urban areas, 78% of the fatal aggressive driving collisions occur in rural areas. Only 22% of all aggressive driving collisions involve a single vehicle, while 47% of fatal aggressive driving collisions involve only one vehicle. Of the 55 fatal aggressive driving crashes that involved a single vehicle, 48 (or 87%) occurred in rural areas.

The economic cost of collisions involving aggressive driving was $916.6 million dollars in 2003. This represents 54% 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 3.6 times as likely to be involved in aggressive driving collisions as all other drivers. While drivers ages 20 to 24 are more than 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.

Table 33
Involvement in Aggressive Driving Collisions by Drivers Age: 2003

	Licensed Drivers		Drivers in All Aggressive Driving Collisions			Drivers in Fatal and Injury Aggressive Driving Collisions		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
0-14	0	0.0%	44	0.3%		27	0.5%	
15	4,492	0.5%	134	0.9%	1.8	52	0.9%	1.8
16	11,345	1.2%	573	3.8%	3.1	200	3.5%	2.8
17	15,384	1.7%	859	5.7%	3.5	334	5.8%	3.5
18	16,553	1.8%	974	6.5%	3.6	371	6.4%	3.6
19	17,831	1.9%	811	5.4%	2.8	289	5.0%	2.6
20	17,827	1.9%	649	4.3%	2.3	262	4.5%	2.3
21	16,654	1.8%	591	4.0%	2.2	240	4.1%	2.3
22	18,193	2.0%	534	3.6%	1.8	202	3.5%	1.8
23	18,074	2.0%	488	3.3%	1.7	177	3.1%	1.6
24	17,584	1.9%	418	2.8%	1.5	154	2.7%	1.4
25-34	161,222	17.4%	2,794	18.7%	1.1	1,076	18.6%	1.1
35-44	172,264	18.6%	1,947	13.0%	0.7	769	13.3%	0.7
45-54	179,543	19.4%	1,616	10.8%	0.6	649	11.2%	0.6
55-64	126,503	13.7%	1,045	7.0%	0.5	435	7.5%	0.5
65-74	76,739	8.3%	584	3.9%	0.5	219	3.8%	0.5
75+	55,567	6.0%	652	4.4%	0.7	262	4.5%	0.8
Not Stated or Other			234	1.6%		77	1.3%	
TOTALS	**925,775**		**14,947**			**5,795**		

** 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 2003, one out of every four collisions involved a youthful driver. In 2003, youthful drivers were involved in 2.3 times as many crashes as you would expect them to be and were 2.5 times as likely as all other drivers to be involved in a crash.

Table 34
Collisions Involving Youthful Drivers (15 to 19 Years Old): 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Total Collisions	7,258	7,490	6,910	6,961	6,713	-3.6%	-1.3%
Fatalities	66	48	64	45	37	-17.8%	-7.9%
Serious Injuries	463	437	431	416	328	-21.2%	-3.5%
Visible Injuries	1,632	1,665	1,456	1,564	1,343	-14.1%	-1.0%
Possible Injuries	2,382	2,341	2,164	2,415	2,276	-5.8%	0.8%
Drivers 15-19 in Fatal & Serious Injury Collisions	395	399	368	367	296	-19.3%	-2.3%
% of all Drivers in Fatal & Serious Injury Collisions	15.9%	16.0%	16.1%	14.7%	12.9%	-11.9%	-2.5%
Licensed Drivers 15-19	77,943	79,353	69,812	67,050	65,605	-2.2%	-4.7%
% of Total Licensed Drivers	8.7%	8.9%	7.7%	7.4%	7.1%	-4.2%	-5.1%
Driver Involvement Rate*	1.82	1.81	2.07	1.98	1.82	-8.0%	3.2%
Teen Drivers in Fatal Crashes	64	47	51	40	31	-22.5%	-13.2%
Impaired Teen Drivers in Fatal Crashes	11	8	12	8	6	-25.0%	-3.5%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	17.2%	17.0%	23.5%	20.0%	19.4%	-3.2%	7.4%

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

In 2003, the economic cost of collisions involving youthful drivers was $364.2 million dollars. This represents 21% of the total cost of collisions in 2003 (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: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Total Collisions	25,076	26,241	26,090	26,477	26,700	0.8%	1.9%
Response to Fatal & Injury Collisions	3,972	4,124	4,142	4,842	6,282	29.7%	7.1%
% of Fatal & Injury Collisions	41.8%	42.8%	43.8%	48.8%	63.3%	29.7%	5.4%
Persons Killed or Injured in Collisions	14,347	14,552	14,280	15,026	14,894	-0.9%	1.6%
Transported from Rural Areas	2,401	3,536	3,332	3,596	3,567	-0.8%	16.5%
Transported from Urban Areas	3,739	2,637	2,577	2,732	2,570	-5.9%	-8.6%
Total Transported by EMS	6,140	6,173	5,909	6,328	6,137	-3.0%	1.1%
% of Killed/Injured Transported	42.8%	42.4%	41.4%	42.1%	41.2%	-2.2%	-0.5%
Trapped and Extricated	546	578	576	583	554	-5.0%	2.2%
Fatal/Serious Injuries Transported by Helicopter	148	184	226	243	280	15.2%	18.2%

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 1999 to 2003. Pedestrian collisions increased by 7% in 2003, while the number of pedestrians killed in motor vehicle collisions decreased by 13%. Of all pedestrians involved in collisions in 2003, 99% received some degree of injury. Of those injured or killed in pedestrian collisions, 26% were between the ages of 4 and 14. Of the pedestrians killed in motor vehicle collisions in 2003, 62% were over the age of 40. Impaired pedestrians were involved in 11% of all pedestrian collisions and 38% of fatal pedestrian collisions.

Table 36
Pedestrians in Collisions: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Pedestrian Collisions	181	198	175	199	213	7.0%	3.8%
Fatalities	14	6	12	15	13	-13.3%	22.6%
Serious Injuries	59	60	53	53	51	-3.8%	-3.3%
Visible Injuries	74	77	68	96	91	-5.2%	11.2%
Possible Injuries	38	64	54	41	65	58.5%	9.6%
Pedestrians in Collisions	185	210	190	208	223	7.2%	4.5%
Pedestrian Fatal and Serious Injuries	73	66	65	68	64	-5.9%	-2.2%
% of All Fatal and Serious Injuries	3.6%	3.3%	3.5%	3.4%	3.4%	-0.2%	-2.2%
Impaired Fatal and Serious Injuries*	8	4	15	13	13	0.0%	70.6%
% of Pedestrian Fatal & Serious Injuries	11.0%	6.1%	23.1%	19.1%	20.3%	6.3%	73.0%
Pedestrians in Fatal and Injury Collisions by Age							
0 to 3	5	4	3	7	4	-42.9%	29.4%
4 to 14	53	46	47	37	57	54.1%	-10.8%
15 to 19	30	39	26	29	26	-10.3%	2.7%
20 to 24	14	10	14	23	25	8.7%	25.2%
25 to 34	15	32	25	29	23	-20.7%	35.8%
35 to 44	22	17	25	25	13	-48.0%	8.1%
45 to 54	18	25	21	21	28	33.3%	7.6%
55 to 64	14	12	10	8	12	50.0%	-17.0%
65 and Older	9	15	15	22	29	31.8%	37.8%
Missing/Unknown Age	5	8	4	5	4	-20.0%	11.7%

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

In 2003, the economic cost of collisions involving pedestrians was $63.5 million dollars. This represents 4% of the total cost of Idaho collisions (as shown in Table 4).

Bicyclists in Collisions

Table 37 gives information about bicyclists in collisions from 1999 to 2003. The number of bicycle collisions increased in 2003 by 2%. Of the bicyclists involved in collisions in 2003, 98% received some degree of injury. Of all bicyclists involved in collisions in 2003, 55% were between the ages of 4 and 19. The percentage of bicyclists involved in collisions that were wearing helmets continues to remain very low.

Table 37
Bicyclists in Collisions: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Bicycle Collisions	354	334	274	314	319	1.6%	-3.0%
Fatalities	4	3	2	3	2	-33.3%	-2.8%
Serious Injuries	53	49	44	51	36	-29.4%	-0.6%
Visible Injuries	197	190	161	170	186	9.4%	-4.4%
Possible Injuries	101	93	70	92	92	0.0%	-0.4%
Bicyclists in Collisions	364	338	283	326	324	-0.6%	-2.7%
Bicycle Fatal and Serious Injuries	57	52	46	54	38	-29.6%	-1.0%
% of All Fatal and Serious Injuries	2.8%	2.6%	2.5%	2.7%	2.0%	-25.4%	-1.6%
Bicyclists in Collisions Wearing Helmets	46	49	31	39	49	25.6%	-1.5%
% of Bicyclists Wearing Helmets	12.6%	14.5%	11.0%	12.0%	15.1%	26.4%	-0.2%
Impaired Fatal and Serious Injuries*	3	2	1	3	1	-66.7%	38.9%
% of Bicycle Fatal & Serious Injuries	5.3%	3.8%	2.2%	5.6%	2.6%	-52.6%	28.4%
Bicyclists in Collisions by Age							
0 to 3	2	1	1	0	0	0.0%	-25.0%
4 to 14	140	126	102	127	110	-13.4%	-1.5%
15 to 19	67	67	47	63	68	7.9%	1.4%
20 to 24	38	25	28	39	35	-10.3%	5.7%
25 to 34	36	36	27	24	38	58.3%	-12.0%
35 to 44	28	47	30	32	27	-15.6%	12.8%
45 to 54	23	23	28	21	24	14.3%	-1.1%
55 to 64	8	4	9	7	9	28.6%	17.6%
65 and Older	4	2	3	7	4	-42.9%	44.4%
Missing/Unknown Age	12	7	8	6	9	50.0%	-17.5%

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

In 2003, the economic cost of collisions involving bicyclists was $29.9 million dollars. This represents 2% of the total cost of Idaho collisions (as shown in Table 4).

Motorcyclists in Collisions

Table 38 shows data for motorcyclists involved in collisions from 1999 to 2003. The number of motorcycle collisions increased again in 2003 after a steady decrease over recent years prior to 2000. Of all motorcyclists involved in collisions in 2003, 87% received some degree of injury. Of all motorcycle collisions, 10% involved impaired driving, while 32% of fatal motorcycle collisions involved impaired driving. Just over half (54%) of all motorcycle collisions were single vehicle collisions, while 58% 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 54% of those riders involved in collisions in 2003 were wearing a helmet.

Table 38
Motorcyclists in Collisions: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Motorcycle Collisions	251	363	380	403	437	8.4%	18.5%
Fatalities	12	18	19	11	19	72.7%	4.5%
Serious Injuries	94	117	102	130	139	6.9%	13.0%
Visible Injuries	107	171	207	185	178	-3.8%	23.4%
Possible Injuries	45	57	75	73	99	35.6%	18.5%
Motorcyclists in Collisions	290	422	457	465	500	7.5%	18.5%
Registered Motorcycles	40,968	42,165	39,434	43,245	46,935	8.5%	2.0%
Motorcyclists Wearing Helmets	98	151	162	175	193	10.3%	23.1%
% Motorcyclists Wearing Helmets	33.8%	35.8%	35.4%	37.6%	38.6%	2.6%	3.7%
Motorcycle Drivers in Collisions by Age							
0 to 14	4	6	5	3	8	166.7%	-2.2%
15 to 20	16	28	19	20	42	110.0%	16.0%
21 to 24	47	58	69	67	53	-20.9%	13.2%
25 to 34	53	74	73	70	86	22.9%	11.4%
35 to 44	48	78	76	80	92	15.0%	21.7%
45 to 54	59	78	90	125	99	-20.8%	28.8%
55 to 64	16	31	42	36	44	22.2%	38.3%
65 and up	7	11	12	3	18	500.0%	-2.9%
Missing/Unknown	1	2	3	3	7	133.3%	50.0%

In 2003, the economic cost of collisions involving motorcyclists was $72.4 million dollars. This represents 4% 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 1999 through 2003. For the purposes of collision reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels.

Table 39
Commercial Motor Vehicle Collision Rates : 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatal Collisions	29	27	35	32	40	25.0%	4.7%
Injury Collisions	571	509	542	526	492	-6.5%	-2.4%
Total Collisions	1,868	1,878	1,893	1,766	1,704	-3.5%	-1.8%
Commercial VMT (100 millions)	24.1	23.7	25.2	25.4	25.4	0.0%	1.8%
Fatal Collision Rate	1.2	1.1	1.4	1.3	1.6	25.0%	2.4%
Injury Collision Rate	23.7	21.5	21.5	20.7	19.3	-6.5%	-4.3%
Total Collision Rate	77.5	79.2	75.2	69.4	67.0	-3.5%	-3.5%

Table 40 presents the location of CMV collisions by severity and roadway type. While 57% of all CMV collisions occurred on rural roadways, 85% 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 (53%) took place on US and State highways.

Table 40
Location of Commercial Motor Vehicle Collisions by Roadway Type: 2003

	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	9	22.5%	63	12.8%	135	11.5%	207	12.1%
Urban	3	7.5%	44	8.9%	88	7.5%	135	7.9%
U.S. or State Highway								
Rural	19	47.5%	157	31.9%	255	21.8%	431	25.3%
Urban	2	5.0%	69	14.0%	171	14.6%	242	14.2%
Local								
Rural	6	15.0%	90	18.3%	236	20.1%	332	19.5%
Urban	1	2.5%	69	14.0%	287	24.5%	357	21.0%
Total	**40** **2.3%**		**492** **28.9%**		**1172** **68.8%**		**1704**	

Table 41 shows the number of collisions by severity that each type of commercial motor vehicle was involved in for 1999 to 2003.

Table 41
Collisions Involving Commercial Motor Vehicles by Vehicle Type : 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Bus							
Fatal Collisions	2	0	4	2	1	-50.0%	50.0%
Injury Collisions	41	34	42	42	30	-28.6%	2.2%
Property Damage Collisions	110	93	118	116	90	-22.4%	3.2%
Single Unit Truck							
Fatal Collisions	8	6	11	8	13	62.5%	10.4%
Injury Collisions	210	190	211	175	156	-10.9%	-5.2%
Property Damage Collisions	427	437	417	360	336	-6.7%	-5.3%
Single Unit Truck with Trailer							
Fatal Collisions	3	3	1	0	2	200.0%	-55.6%
Injury Collisions	47	36	20	25	29	16.0%	-14.3%
Property Damage Collisions	116	106	83	72	76	5.6%	-14.5%
Truck Tractor Only (Bobtail)							
Fatal Collisions	0	0	1	1	1	0.0%	33.3%
Injury Collisions	6	7	5	6	13	116.7%	2.7%
Property Damage Collisions	17	16	15	21	30	42.9%	9.3%
Single-Trailer Configurations							
Fatal Collisions	14	14	15	19	20	5.3%	11.3%
Injury Collisions	242	204	248	253	235	-7.1%	2.6%
Property Damage Collisions	513	591	601	559	561	0.4%	3.3%
Double-Trailer Configurations							
Fatal Collisions	2	5	4	3	2	-33.3%	35.0%
Injury Collisions	43	47	32	40	37	-7.5%	0.8%
Property Damage Collisions	112	111	104	108	93	-13.9%	-1.1%
Triple-Trailer Configurations							
Fatal Collisions	0	0	0	0	1	100.0%	0.0%
Injury Collisions	2	4	1	1	0	-100.0%	8.3%
Property Damage Collisions	10	12	14	11	13	18.2%	5.1%

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

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

Table 42
Vehicles in All Collisions by Vehicle Type: 1999-2003

Vehicle Type	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Passenger Cars	22,320	23,149	22,421	23,102	23,363	1.1%	1.2%
%	50.9%	50.6%	49.3%	49.9%	50.4%	0.9%	-0.7%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	18,807	19,790	20,140	20,334	20,346	0.1%	2.7%
%	42.9%	43.2%	44.3%	43.9%	43.9%	-0.1%	0.8%
Medium Trucks*	819	793	770	652	623	-4.4%	-7.1%
%	1.9%	1.7%	1.7%	1.4%	1.3%	-4.6%	-8.8%
Large Trucks**	991	1,032	1,067	1,057	1,034	-2.2%	2.2%
%	2.3%	2.3%	2.3%	2.3%	2.2%	-2.4%	0.4%
Buses	155	127	166	163	122	-25.2%	3.6%
%	0.4%	0.3%	0.4%	0.4%	0.3%	-25.3%	2.1%
Motorcycles	257	373	392	415	452	8.9%	18.7%
%	0.6%	0.8%	0.9%	0.9%	1.0%	8.7%	16.2%
All Other***	472	508	545	577	443	-23.2%	6.9%
%	1.1%	1.1%	1.2%	1.2%	1.0%	-23.4%	5.0%
TOTALS	43,821	45,772	45,501	46,300	46,383	0.2%	1.9%

**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 2003 there were 4,510 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 41% of the persons involved in CMV collisions. Of the 37 fatalities that occurred in CMV collisions, 86% were occupants of passenger cars, pickups, vans, or other vehicles while 16% were occupants of CMV's.

Table 43
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Collisions: 2003

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	6	22	11	4	43
% of Fatalities	14.0%	51.2%	25.6%	9.3%	1.0%
Serious Injuries	30	50	50	4	134
% of Serious Injuries	22.4%	37.3%	37.3%	3.0%	3.0%
Visible Injuries	111	108	78	4	301
% of Visible Injuries	36.9%	35.9%	25.9%	1.3%	6.7%
Possible Injuries	116	128	103	2	349
% of Possible Injuries	33.2%	36.7%	29.5%	0.6%	7.7%
Non-Injury	2,337	722	564	14	3,637
% of Non- Injury	64.3%	19.9%	15.5%	0.4%	80.6%
Unknown	37	6	3	0	46
% of Unknown	80.4%	13.0%	6.5%	0.0%	1.0%
Column Totals	2,637	1,036	809	28	4,510
(% OF TOTAL)	58.5%	23.0%	17.9%	0.6%	

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

In 2003, the economic cost of collisions involving commercial motor vehicles was $187.5 million dollars. This represents 11% 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 1999 through 2003.

Table 44
Collisions in Work Zones: 1999-2003

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Work Zone Collisions	258	309	256	266	357	34.2%	2.2%
Fatalities	1	8	6	2	2	0.0%	202.8%
Serious Injuries	16	25	20	27	21	-22.2%	23.8%
Visible Injuries	45	65	49	49	54	10.2%	6.6%
Possible Injuries	94	89	120	70	132	88.6%	-4.1%
% All Collisions	1.0%	1.2%	1.0%	1.0%	1.3%	33.1%	2.1%
Workers Injured	0	1	9	4	0	-100.0%	#DIV/0!

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. 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 21.6% of the collisions in work zones in 2003, although neither 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.

Table 45
Work Zone Collisions by Roadway Type: 2003

	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	1	0.0%	7	5.3%	17	7.7%	25	7.0%
Urban	0	0.0%	57	42.9%	98	44.1%	155	43.4%
U.S. or State Highway								
Rural	0	0.0%	25	18.8%	24	10.8%	49	13.7%
Urban	0	0.0%	23	17.3%	43	19.4%	66	18.5%
Local								
Rural	0	0.0%	5	3.8%	10	4.5%	15	4.2%
Urban	1	50.0%	16	12.0%	30	13.5%	47	13.2%
Total	**2**	**0.6%**	**133**	**37.3%**	**222**	**62.2%**	**357**	

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: 2003

	Fatal Collisions	Injury Collisions	Property Damage Collisions	Total Collisions
District 1	0	17	23	40
District 2	0	4	6	10
District 3	2	92	160	254
District 4	0	7	13	20
District 5	0	5	9	14
District 6	0	8	11	19
Statewide	**2**	**133**	**222**	**357**

In 2003, the economic cost of collisions in work zones was $16.4 million dollars. This represents 1% of the total cost of Idaho collisions (as shown in Table 4).

Glossary of Terms

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

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

CHILD SAFETY SEAT: A car safety seat that meets the requirements of Federal Motor Vehicle Standard 213. 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 the front seat 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

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

APPENDIX B: State Highway System Crash Data

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

Collision Information for Selected Routes on the State Highway System: 1999-2003

US 2	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	3	1	1	0	0	5
Fatalities	3	1	1	0	0	5
Total Collisions	94	73	85	60	84	396
Average Daily Traffic	4134	4225	4291	4296	4274	21221
Fatal Collision Rate	4.48	1.46	1.44	0.00	0.00	**1.5**
Total Collision Rate	140.46	106.73	122.36	86.27	121.42	**115.3**

US 12	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	2	3	5	3	7	20
Fatalities	2	4	5	3	7	21
Total Collisions	165	168	198	201	205	937
Average Daily Traffic	2167	2201	2144	2135	2145	10792
Fatal Collision Rate	1.50	2.21	3.79	2.28	5.30	**3.0**
Total Collision Rate	123.62	123.91	149.94	152.83	155.13	**140.9**

US 20	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	8	11	12	14	7	52
Fatalities	13	13	14	19	7	66
Total Collisions	877	869	929	955	974	4604
Average Daily Traffic	5072	5129	5179	5452	5524	26356
Fatal Collision Rate	1.39	1.89	2.04	2.26	1.12	**1.7**
Total Collision Rate	152.36	149.29	158.06	154.35	155.36	**153.9**

US 26	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	6	5	7	7	4	29
Fatalities	8	7	8	7	9	39
Total Collisions	160	177	200	205	197	939
Average Daily Traffic	2672	2718	2783	2881	2949	14003
Fatal Collision Rate	4.76	3.90	5.33	5.15	2.88	**4.4**
Total Collision Rate	127.00	138.12	152.38	150.89	141.69	**142.2**

Collision Information for Selected Routes on the State Highway System: 1999-2003

US 30	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	5	7	4	5	8	29
Fatalities	5	9	4	6	9	33
Total Collisions	326	331	329	354	332	1672
Average Daily Traffic	3716	3830	3897	3890	3877	19210
Fatal Collision Rate	1.91	2.60	1.46	1.83	2.93	**2.1**
Total Collision Rate	124.73	122.88	120.06	129.40	121.77	**123.8**

US 89	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	1	2	1	0	4
Fatalities	0	1	2	1	0	4
Total Collisions	17	42	24	32	34	149
Average Daily Traffic	1573	1624	1639	1529	1628	7994
Fatal Collision Rate	0.00	3.86	7.64	4.09	0.00	**3.1**
Total Collision Rate	67.64	161.93	91.67	130.98	130.71	**116.7**

US 91	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	2	1	2	3	5	13
Fatalities	2	1	3	4	5	15
Total Collisions	297	253	252	247	305	1354
Average Daily Traffic	3940	4043	4075	4119	4125	20302
Fatal Collision Rate	1.66	0.81	1.60	2.38	3.96	**2.1**
Total Collision Rate	246.01	204.25	201.85	195.71	241.32	**217.7**

US 93	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	9	1	8	8	14	40
Fatalities	12	5	12	9	17	55
Total Collisions	445	412	483	512	421	2273
Average Daily Traffic	1988	1992	2044	2082	2102	10208
Fatal Collision Rate	2.92	0.32	2.53	2.48	4.30	**2.5**
Total Collision Rate	144.50	133.50	152.52	158.73	129.27	**143.7**

Collision Information for Selected Routes on the State Highway System: 1999-2003

US 95	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	28	21	18	21	23	111
Fatalities	35	28	20	25	26	134
Total Collisions	1338	1183	1237	1278	1355	6391
Average Daily Traffic	4281	4295	4365	4413	4492	21846
Fatal Collision Rate	3.33	2.49	2.10	2.42	2.61	**2.6**
Total Collision Rate	159.06	140.17	144.22	147.40	153.50	**148.9**

SH 3	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	4	1	3	2	0	10
Fatalities	4	1	3	3	0	11
Total Collisions	97	94	101	93	117	502
Average Daily Traffic	1496	1446	1480	1500	1454	7376
Fatal Collision Rate	6.20	1.61	4.70	3.10	0.00	**3.1**
Total Collision Rate	150.47	150.89	158.39	143.93	186.73	**158.0**

SH 6	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	2	0	2
Fatalities	0	0	0	3	0	3
Total Collisions	29	27	18	20	32	126
Average Daily Traffic	1141	1137	1126	1126	1125	5656
Fatal Collision Rate	0.00	0.00	0.00	12.32	0.00	**2.5**
Total Collision Rate	176.43	164.75	110.92	123.24	197.38	**154.6**

SH 8	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	2	0	2	0	5
Fatalities	1	2	0	2	0	5
Total Collisions	129	134	89	125	126	603
Average Daily Traffic	2796	2817	2815	2768	2789	13984
Fatal Collision Rate	2.27	4.50	0.00	4.58	0.00	**2.3**
Total Collision Rate	292.71	301.83	200.63	286.53	286.64	**273.6**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 11	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	1	0	1
Fatalities	0	0	0	1	0	1
Total Collisions	31	20	23	19	25	118
Average Daily Traffic	1030	1040	1040	1040	990	5140
Fatal Collision Rate	0.00	0.00	0.00	6.19	0.00	**1.25**
Total Collision Rate	193.84	123.85	142.43	117.66	162.64	**147.85**

SH 13	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	1	0	0	0	0	1
Total Collisions	29	32	24	26	26	137
Average Daily Traffic	1553	1534	1505	1476	1466	7533
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.0**
Total Collision Rate	188.17	210.27	160.75	177.59	178.76	**183.3**

SH 14	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	11	8	7	6	9	41
Average Daily Traffic	520	520	520	520	520	2600
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.0**
Total Collision Rate	117.05	85.12	74.48	63.84	95.77	**87.3**

SH 16	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	2	0	1	0	0	3
Fatalities	2	0	2	0	0	4
Total Collisions	54	48	38	48	39	227
Average Daily Traffic	6800	6920	7880	8210	8300	38110
Fatal Collision Rate	5.79	0.00	2.50	0.00	0.00	**1.5**
Total Collision Rate	156.22	136.45	94.87	115.01	92.43	**117.2**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 19	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	1	1	1	3
Fatalities	0	0	1	1	1	3
Total Collisions	38	38	38	48	47	209
Average Daily Traffic	4595	4611	4628	4675	4655	23164
Fatal Collision Rate	3.89	0.00	1.83	7.49	1.86	**3.0**
Total Collision Rate	140.20	139.72	139.20	174.07	171.18	**153.0**

SH 21	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	2	0	1	4	1	8
Fatalities	2	0	2	5	1	10
Total Collisions	72	84	102	88	81	427
Average Daily Traffic	1117	1144	1188	1159	1166	5774
Fatal Collision Rate	3.89	0.00	1.83	7.49	1.86	**3.0**
Total Collision Rate	139.97	159.36	186.40	164.86	150.79	**160.5**

SH 22	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	2	8	5	1	4	20
Average Daily Traffic	250	260	280	270	270	1330
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.0**
Total Collision Rate	49.89	191.87	111.35	23.10	92.38	**93.8**

SH 24	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	0	0	0	2	3
Fatalities	1	0	0	0	2	3
Total Collisions	62	41	46	65	51	265
Average Daily Traffic	1436	1466	1499	1462	1481	7343
Fatal Collision Rate	2.84	0.00	0.00	0.00	5.52	**1.7**
Total Collision Rate	176.34	114.24	125.36	181.53	140.64	**147.4**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 25	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	2	0	0	0	3
Fatalities	1	2	0	0	0	3
Total Collisions	79	61	64	42	49	295
Average Daily Traffic	1925	1945	2044	2069	2054	10037
Fatal Collision Rate	2.86	5.66	0.00	0.00	0.00	**1.6**
Total Collision Rate	225.84	172.63	172.37	111.74	131.30	**161.8**

SH 27	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	2	0	0	0	0	2
Fatalities	2	0	0	0	0	2
Total Collisions	179	162	119	121	131	712
Average Daily Traffic	4140	4070	3930	3850	3970	19960
Fatal Collision Rate	4.98	0.00	0.00	0.00	0.00	**1.0**
Total Collision Rate	445.98	410.57	312.33	324.18	340.36	**367.9**

SH 28	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	0	1	2	2	6
Fatalities	1	0	1	2	2	6
Total Collisions	32	30	33	42	27	164
Average Daily Traffic	680	700	700	780	750	3610
Fatal Collision Rate	3.34	0.00	3.25	5.83	6.06	**3.8**
Total Collision Rate	107.00	97.45	107.19	122.43	81.85	**103.3**

SH 33	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	2	2	2	3	10
Fatalities	1	2	2	2	3	10
Total Collisions	231	258	224	269	295	1277
Average Daily Traffic	1951	2034	2074	2170	2234	10464
Fatal Collision Rate	1.00	1.93	1.89	1.80	2.63	**1.9**
Total Collision Rate	231.77	248.35	211.44	242.75	258.49	**238.9**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 34	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	4	0	0	0	1	5
Fatalities	5	0	0	0	1	6
Total Collisions	56	62	66	62	69	315
Average Daily Traffic	879	897	903	914	914	4508
Fatal Collision Rate	12.63	0.00	0.00	0.00	3.04	**3.1**
Total Collision Rate	176.88	191.76	202.85	188.28	209.54	**194.0**

SH 36	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	1	2	0	3
Fatalities	0	0	1	2	0	3
Total Collisions	41	40	55	55	53	244
Average Daily Traffic	464	543	543	664	674	2889
Fatal Collision Rate	0.00	0.00	7.53	12.31	0.00	**4.2**
Total Collision Rate	361.23	301.02	413.90	338.39	321.25	**345.2**

SH 37	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	1	0	0	0	1
Fatalities	0	1	0	0	0	1
Total Collisions	4	8	11	2	7	32
Average Daily Traffic	360	360	370	370	360	1820
Fatal Collision Rate	0.00	24.37	0.00	0.00	0.00	**4.8**
Total Collision Rate	97.47	194.94	260.80	47.42	170.58	**154.2**

SH 39	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	0	0	1	1	3
Fatalities	1	0	0	1	0	2
Total Collisions	63	63	67	76	74	343
Average Daily Traffic	2424	2427	2465	2504	2524	12345
Fatal Collision Rate	2.15	0.00	0.00	2.09	2.07	**1.3**
Total Collision Rate	135.66	135.49	141.92	158.47	153.04	**145.1**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 41	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	2	1	1	2	6
Fatalities	0	2	1	1	2	6
Total Collisions	132	134	105	146	140	657
Average Daily Traffic	5190	5311	5707	5665	5712	27585
Fatal Collision Rate	0.00	2.64	1.23	1.24	2.45	**1.5**
Total Collision Rate	178.01	176.57	128.75	180.36	171.53	**166.7**

SH 44	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	2	2	2	0	1	7
Fatalities	2	2	2	0	1	7
Total Collisions	161	168	190	200	203	922
Average Daily Traffic	10244	10911	11991	12407	13731	59285
Fatal Collision Rate	2.31	2.17	1.98	0.00	0.86	**1.4**
Total Collision Rate	186.21	182.42	187.73	190.99	175.15	**184.3**

SH 45	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	3	0	0	3	6
Fatalities	0	3	0	0	3	6
Total Collisions	160	184	168	130	179	821
Average Daily Traffic	5340	5380	5659	5698	5718	27795
Fatal Collision Rate	0.00	8.46	0.00	0.00	7.96	**3.3**
Total Collision Rate	454.68	519.01	450.52	346.18	475.00	**448.2**

SH 46	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	1	1	1	1	5
Fatalities	1	1	1	1	1	5
Total Collisions	44	57	46	36	53	236
Average Daily Traffic	10244	10911	11991	12407	13731	59285
Fatal Collision Rate	3.16	3.15	3.08	2.90	2.88	**3.0**
Total Collision Rate	139.09	179.56	141.59	104.25	152.58	**142.9**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 48	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	0	0	0	1	10
Fatalities	1	0	0	0	2	3
Total Collisions	49	39	16	14	19	137
Average Daily Traffic	2170	2110	1920	1980	1960	10140
Fatal Collision Rate	5.17	0.00	0.00	0.00	5.73	**11.1**
Total Collision Rate	253.45	207.46	93.54	79.36	108.81	**151.6**

SH 51	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	4	2	0	1	3	10
Fatalities	4	2	0	1	4	11
Total Collisions	60	73	66	65	66	330
Average Daily Traffic	860	880	910	910	900	4460
Fatal Collision Rate	13.59	6.64	0.00	3.21	9.74	**6.6**
Total Collision Rate	203.90	242.44	211.96	208.75	214.32	**216.2**

SH 52	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	1	1	0	0	2
Fatalities	0	1	1	0	0	2
Total Collisions	84	72	69	79	88	392
Average Daily Traffic	2050	2090	2100	2130	2090	10460
Fatal Collision Rate	0.00	2.42	2.41	0.00	0.00	**1.0**
Total Collision Rate	207.41	174.38	166.31	187.74	213.13	**189.7**

SH 53	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	1	0	0	0	1
Fatalities	0	1	0	0	0	1
Total Collisions	28	76	40	51	45	240
Average Daily Traffic	5978	6125	6547	6569	6370	31588
Fatal Collision Rate	0.00	3.19	0.00	0.00	0.00	**0.6**
Total Collision Rate	91.40	242.15	119.22	151.49	137.85	**148.3**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 54	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	0	1	1	0	3
Fatalities	1	0	2	1	0	4
Total Collisions	18	24	14	19	12	87
Average Daily Traffic	1820	1780	1790	1840	2270	9500
Fatal Collision Rate	9.71	0.00	9.87	9.60	0.00	**5.6**
Total Collision Rate	174.70	238.17	138.16	182.40	93.38	**161.8**

SH 55	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	7	2	3	2	3	17
Fatalities	8	2	3	2	4	19
Total Collisions	421	530	551	606	654	2762
Average Daily Traffic	5084	5282	5628	5822	5997	27813
Fatal Collision Rate	2.82	0.78	1.09	0.70	1.02	**1.3**
Total Collision Rate	169.63	205.52	200.55	213.22	223.37	**203.4**

SH 57	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	2	1	0	1	5
Fatalities	1	2	1	0	1	5
Total Collisions	25	25	24	28	23	125
Average Daily Traffic	1330	1350	1350	1370	1380	6780
Fatal Collision Rate	5.53	10.90	5.45	0.00	5.33	**5.4**
Total Collision Rate	138.33	136.28	130.83	150.40	122.65	**135.7**

SH 67	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	3	2	2	1	2	10
Fatalities	3	2	3	1	2	11
Total Collisions	21	26	30	28	25	130
Average Daily Traffic	4111	4289	4244	4315	4756	21715
Fatal Collision Rate	7.95	5.08	5.13	2.52	4.58	**5.0**
Total Collision Rate	55.64	66.03	77.00	70.68	57.26	**65.2**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 69	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	81	63	60	62	88	354
Average Daily Traffic	8562	8595	8702	11054	12985	49899
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.0**
Total Collision Rate	321.24	248.92	234.13	190.46	230.13	**240.9**

SH 71	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	2	3	5	9	5	24
Average Daily Traffic	390	290	290	290	300	1560
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.0**
Total Collision Rate	48.80	98.44	164.07	295.33	158.60	**146.4**

SH 75	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	3	2	6	4	8	23
Fatalities	3	2	6	5	11	27
Total Collisions	181	143	170	161	185	840
Average Daily Traffic	2670	2670	2720	2810	2820	13690
Fatal Collision Rate	1.80	1.20	3.54	2.29	4.55	**2.7**
Total Collision Rate	108.82	85.98	100.33	91.98	105.31	**98.5**

SH 77	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	2	0	0	1	0	3
Fatalities	2	0	0	1	0	3
Total Collisions	28	15	25	24	24	116
Average Daily Traffic	660	660	670	690	690	3370
Fatal Collision Rate	27.06	0.00	0.00	12.94	0.00	**8.0**
Total Collision Rate	378.90	202.98	333.25	310.65	310.65	**307.4**

Collision Information for Selected Routes on the State Highway System: 1999-2003

SH 78	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	2	1	1	4
Fatalities	0	0	2	1	1	4
Total Collisions	25	23	35	45	26	154
Average Daily Traffic	554	579	617	614	638	3002
Fatal Collision Rate	0.00	0.00	9.66	4.86	4.67	**4.0**
Total Collision Rate	134.34	118.31	168.99	218.50	121.34	**152.8**

SH 81	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	0	1	3	0	5
Fatalities	1	0	1	4	0	6
Total Collisions	35	26	26	44	19	150
Average Daily Traffic	1263	1284	1244	1244	1214	6249
Fatal Collision Rate	6.32	0.00	6.42	19.25	0.00	**6.4**
Total Collision Rate	221.17	161.71	166.87	282.40	124.95	**191.6**

SH 97	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0
Total Collisions	24	24	28	20	28	124
Average Daily Traffic	600	615	615	675	720	3225
Fatal Collision Rate	0.00	0.00	0.00	0.00	0.00	**0.0**
Total Collision Rate	230.84	225.18	262.71	170.89	224.22	**221.8**

SH 200	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	3	0	0	0	4
Fatalities	2	3	0	0	0	5
Total Collisions	59	56	36	54	53	258
Average Daily Traffic	2962	3028	3076	3123	3104	15293
Fatal Collision Rate	2.65	7.76	0.00	0.00	0.00	**2.0**
Total Collision Rate	156.13	144.94	91.73	135.49	133.80	**132.2**

Collision Information for Selected Routes on the State Highway System: 1999-2003

I-15	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	13	8	10	6	12	49
Fatalities	14	9	14	6	12	55
Total Collisions	499	464	540	497	515	2515
Average Daily Traffic	9560	9560	9580	9820	9960	48480
Fatal Collision Rate	1.90	1.17	1.46	0.85	1.68	**1.4**
Total Collision Rate	72.96	67.84	78.79	70.75	72.28	**72.5**

I-84	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	19	29	25	20	30	123
Fatalities	20	33	29	22	32	136
Total Collisions	1158	1267	1291	1143	1139	5998
Average Daily Traffic	17460	17500	18040	18820	18760	90580
Fatal Collision Rate	1.08	1.65	1.38	1.06	1.59	**1.3**
Total Collision Rate	65.92	71.96	71.13	60.36	60.34	**65.8**

I-86	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	3	2	2	5	8	20
Fatalities	3	3	2	6	10	24
Total Collisions	123	178	161	142	144	748
Average Daily Traffic	7940	7860	7870	8100	8000	39770
Fatal Collision Rate	1.65	1.11	1.11	2.69	4.36	**2.2**
Total Collision Rate	67.53	98.72	89.18	76.42	78.46	**82.0**

I-90	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	3	5	5	2	0	15
Fatalities	4	5	5	3	0	17
Total Collisions	394	412	432	492	448	2178
Average Daily Traffic	15153	15296	15566	16023	16116	78154
Fatal Collision Rate	0.64	1.06	1.04	0.40	0.00	**0.6**
Total Collision Rate	84.02	87.06	89.69	99.23	89.83	**90.1**

Collision Information for Selected Routes on the State Highway System: 1999-2003

I-184	1999	2000	2001	2002	2003	1999-2003 Totals
Fatal Collisions	1	1	0	0	0	2
Fatalities	1	1	0	0	0	2
Total Collisions	63	73	53	52	69	310
Average Daily Traffic	48150	51830	55290	54290	51600	261160
Fatal Collision Rate	1.57	1.46	0.00	0.00	0.00	**0.6**
Total Collision Rate	99.02	106.60	72.55	72.49	101.20	**89.8**

State Highway Information by Roadway Classification and Speed Limit: 2003

Road Classification	Speed Limit	Miles of Roadway	# of Automatic Traffic Recorders	Vehicle Miles Travelled	Average Speed	% 5 MPH Over Limit	% 10 MPH Over Limit	Fatal Collisions	Injury Collisions	Total Collisions	Fatal Collision Rate per 100 million AVMT	Injury Collision Rate per 100 million AVMT	Total Collision Rate per 100 million AVMT
Urban Interstate	55	3.62	0	68,175,430				0	28	69	0.00	41.07	101.21
	65	41.36	7	707,119,464	66.0	21.7	5.0	6	197	589	0.85	27.86	83.30
	70	10.93	2	174,754,700	69.0	13.6	1.7	0	30	81	0.00	17.17	46.35
	75	29.77	2	186,167,447	70.2	10.8	1.9	3	53	146	1.61	28.47	78.42
Urban Interstate Total		**85.68**	**11**	**1,136,217,041**				**9**	**308**	**885**	**0.79**	**27.11**	**77.89**
Rural Interstate	55	4.09	0	9,549,568				0	4	18	0.00	41.89	188.49
	60	5.36	1	13,706,626	60.9	37.6	16.5	0	3	16	0.00	21.89	116.73
	65	23.64	0	142,562,832				2	57	170	1.40	39.98	119.25
	75	493.00	18	2,012,801,954	72.9	15.4	3.0	39	454	1,223	1.94	22.56	60.76
Rural Interstate Total		**526.09**	**19**	**2,178,620,980**				**41**	**518**	**1,427**	**1.88**	**23.78**	**65.50**
Non-Interstate	25	81.24	0	142,362,888				1	243	801	0.70	170.69	562.65
	30	2.65	0	5,580,704				0	18	42	0.00	322.54	752.59
	35	230.35	1	646,590,390	38.4	33.4	5.9	5	823	2,327	0.77	127.28	359.89
	40	20.25	0	9,876,732				0	13	25	0.00	131.62	253.12
	45	324.80	3	511,322,430	47.3	19.9	5.1	4	418	1,036	0.78	81.75	202.61
	50	157.03	2	90,108,966	52.9	40.2	16.9	5	113	259	5.55	125.40	287.43
	55	1,195.89	24	1,331,188,003	55.2	24.0	5.5	28	774	1,917	2.10	58.14	144.01
	60	488.94	14	586,335,387	57.5	15.9	2.9	15	244	669	2.56	41.61	114.10
	65	1,849.21	32	1,318,994,926	63.1	12.1	2.7	52	606	1,496	3.94	45.94	113.42
Non-Interstate Total		**4,350.36**	**76**	**4,642,360,426**				**110**	**3,252**	**8,572**	**2.37**	**70.05**	**184.65**
Grand Total		**4,962.13**	**106**	**7,957,198,447**				**160**	**4,078**	**10,884**	**2.01**	**51.25**	**136.78**

APPENDIX C: Five-Year Collision History

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

Table C-1

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Fatal Collisions	245	241	225	230	261	13.5%	-2.0%
Injury Collisions	9,256	9,392	9,231	9,688	9,661	-0.3%	1.6%
Total Collisions	25,076	26,241	26,090	26,477	26,700	0.8%	1.9%
Total Persons - Fatal & Injury Collisions	26,808	27,278	26,809	28,386	28,096	-1.0%	2.0%
Drivers	16,184	16,513	16,219	17,061	16,925	-0.8%	1.8%
Passengers	9,747	9,928	9,832	10,287	10,070	-2.1%	1.8%
Total Fatalities	278	276	259	264	293	11.0%	-1.6%
Fatality Rate per 100 Million VMT	1.9	2.0	1.8	1.8	2.0	10.2%	-1.5%
Total Injuries	14,069	14,276	14,021	14,762	14,601	-1.1%	1.7%
Injury Rate per 100 Million VMT	98.2	104.0	98.1	103.2	101.4	-1.8%	1.8%
Impaired Drivers - Fatal/Injury Collisions	982	1,039	952	1,102	1,123	1.9%	4.4%
% of All Drivers-Fatal/Injury Collisions	6.1%	6.3%	5.9%	6.5%	6.6%	2.7%	2.3%
Alcohol/Drug Test Given - Fatal/Injury Collisions	679	725	690	734	741	1.0%	2.8%
% of Impaired Drivers Given Test - F&I Collision	69.1%	69.8%	72.5%	66.6%	66.0%	-0.9%	-1.1%

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

Table C-2

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Total Vehicles - Fatal/Injury Collisions	16,939	17,287	16,932	17,825	17,736	-0.5%	1.8%
Passenger Cars - Fatal/Injury Collisions	8,638	8,820	8,433	8,839	8,819	-0.2%	0.8%
% of Vehicles	51.0%	51.0%	49.8%	49.6%	49.7%	0.3%	-0.9%
Pickups, Sport Utility Vehicles, Vans, and PU's with Campers - Fatal/Injury Collisions	6,774	6,924	6,930	7,343	7,262	-1.1%	2.8%
% of Vehicles	40.0%	40.1%	40.9%	41.2%	40.9%	-0.6%	1.0%
Commercial Motor Vehicles - Fatal/Injury Collisions	630	559	611	590	558	-5.4%	-1.8%
% of Vehicles	3.7%	3.2%	3.6%	3.3%	3.1%	-4.9%	-3.2%
Motorcycles - Fatal/Injury Collisions	231	326	354	365	404	10.7%	17.6%
% of Vehicles	1.4%	1.9%	2.1%	2.0%	2.3%	11.2%	15.7%
Bicycles - Fatal/Injury Collisions	353	335	275	316	316	0.0%	-2.7%
% of Vehicles	2.1%	1.9%	1.6%	1.8%	1.8%	0.5%	-4.7%
Pedestrians - Fatal/Injury Collisions	188	206	190	206	221	7.3%	3.4%

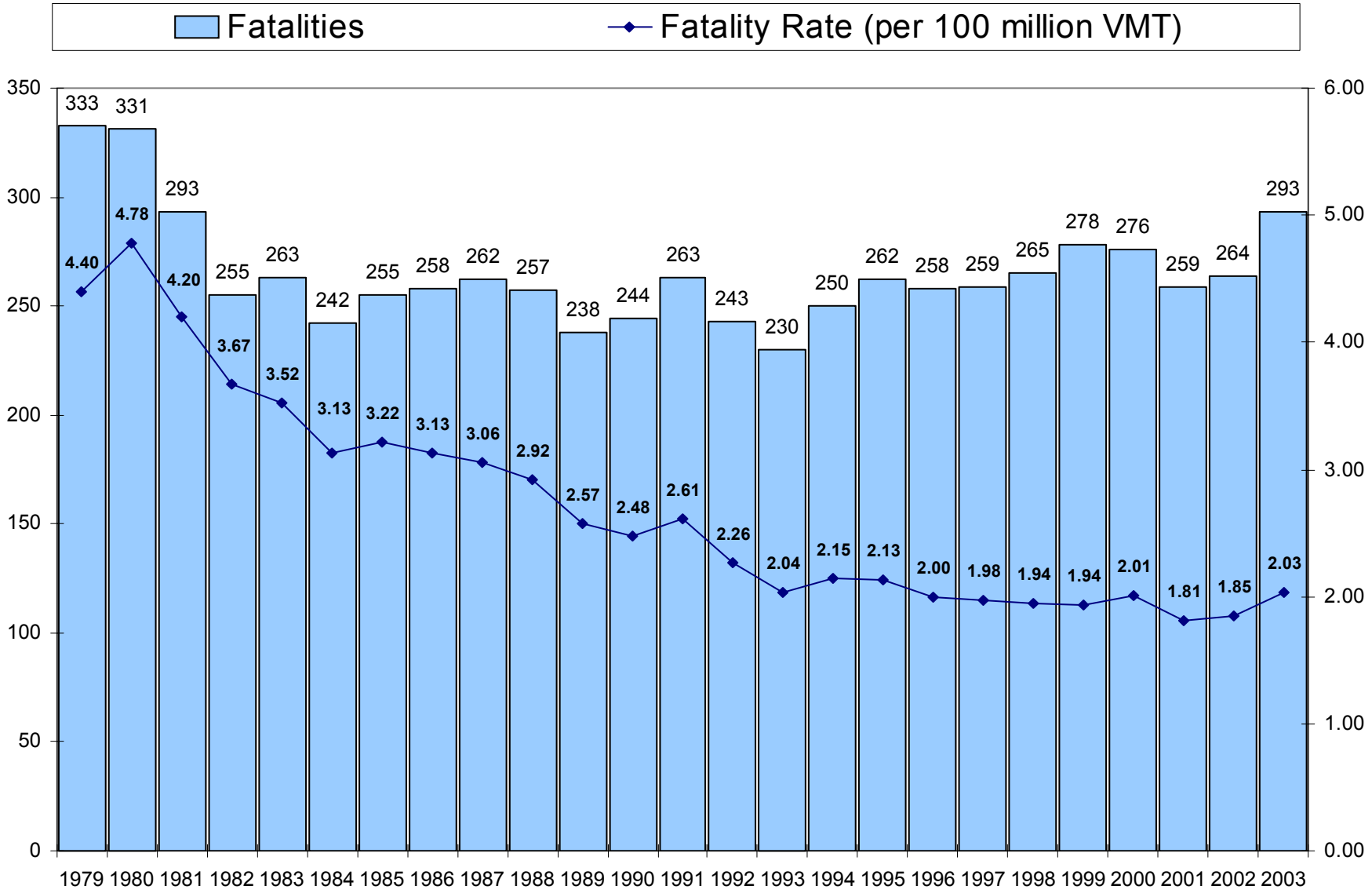
Appendix C: Idaho Fatal and Injury Collision Data, Five-Year History

Table C-3

	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
Roadside Obstacles- Fatal/Injury Collisions	1,973	2,029	1,932	1,885	1,892	0.4%	-1.5%
% of Collisions	20.8%	21.1%	20.4%	19.0%	19.1%	0.3%	-2.8%
Roadway Defects- Fatal/Injury Collisions	340	337	303	296	240	-18.9%	-4.4%
% of Collisions	3.6%	3.5%	3.2%	3.0%	2.4%	-19.0%	-5.8%
Vehicle Defects- Fatal/Injury Collisions	278	235	243	267	231	-13.5%	-0.7%
% of Vehicles	1.6%	1.4%	1.4%	1.5%	1.3%	-13.0%	-2.4%
Self-Reported Restraint Use*- Fatal/Injury Collisions	17,098	17,920	18,156	19,821	20,250	2.2%	5.1%
% Usage	70.4%	72.5%	75.0%	78.4%	81.4%	3.8%	3.7%
Self-Reported Child Restraint Use** Fatal/Injury Collisions	600	618	635	702	796	13.4%	5.4%
% Usage	75.9%	79.0%	78.9%	84.1%	84.1%	0.0%	3.5%
Helmet Use- Fatal/Injury Collisions	86	138	147	158	175	10.8%	24.8%
% of Motorcycle Operators	32.2%	36.7%	35.1%	38.2%	38.7%	1.4%	6.1%
Emergency Medical Service Response to Fatal/Injury Collisions	3,972	4,124	4,142	4,842	6,282	29.7%	7.1%
% of Fatal & Injury Collisions	41.2%	43.6%	41.8%	48.8%	63.3%	29.7%	6.1%

** All Persons 4 years or older in passenger cars, pickups, sport utility vehicles, and vans.*

APPENDIX D:
25 Year History - Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million VMT)
350
300
250
200
150
100
50
0
6.00
5.00
4.00
3.00
2.00
1.00
0.00
333 331 293 255 263 242 255 258 262 257 238 244 263 243 230 250 262 258 259 265 278 276 259 264 293
4.40 4.78 4.20 3.67 3.52 3.13 3.22 3.13 3.06 2.92 2.57 2.48 2.61 2.26 2.04 2.15 2.13 2.00 1.98 1.94 1.94 2.01 1.81 1.85 2.03
1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003