

## 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.

	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>Change 2002-2003</b>	<b>Avg. Change 1999-2002</b>
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 AVM T	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 \$844.9 million dollars in 2003. This represents 50% 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.

Age	Licensed Drivers		Drivers in All Aggressive Driving Collisions			Drivers in Fatal and Injury Aggressive Driving Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	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%	
<b>TOTALS</b>	<b>925,775</b>		<b>14,947</b>			<b>5,795</b>		

*\* 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.*