Idaho Traffic Crashes

2023

Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2023

Prepared by the Idaho Office of Highway Safety

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

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Introduction

Idaho Traffic Crashes 2023 provides an annual description of motor vehicle crash characteristics for crashes that have occurred on public roads within the State of 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 crashes. Agencies use the data to identify traffic safety problems and target areas for the development of crash reduction and injury prevention programs.

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

This document is divided into two major sections: a statewide crash summary and a breakdown of crashes by identified problem areas. Maps displaying the approximate location of each fatal crash by transportation district are found in Appendix A. Precise locations of fatal crashes cannot be determined from the maps. Appendix B is a map of crashes with wild animals. Information regarding crashes on the State Highway System is available in Appendix C. A five-year fatal and injury crash history is contained in three tables in Appendix D. A twenty-five year history of fatalities and the fatality rate per 100 million annual vehicle miles traveled is provided in Appendix E.

Idaho Traffic Crashes 2023 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, Distracted Driving, Emergency Medical Services, Pedestrians, Bicyclists, and Motorcyclists. These focus areas align with Idaho's Strategic Highway Safety Plan.

Explanation of Data

The source for crash information is the Idaho Transportation Department Statewide Crash Database. The database consists of crash reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard crash reporting software program to enter the data and electronically submit the data to the Department, as designated in Idaho Code 49-1307. The resulting numbers are conservative since the database consists of only crashes investigated by law enforcement officers. Prior to 2006, only crashes resulting in injury or death of any person, or damage to the property of any one person in excess of $750 were included. The law was amended in 2006 to crashes resulting in excess of $1,500 property damage to any one person. Crashes resulting in injury or death remained unchanged. Crashes that are excluded include those that do not occur on a public roadway, occur on a roadway on private property, or are intentional acts.

When examining any of the statistics herein, it is important to distinguish between the three different levels of crash data: the crash level, the unit level, and the person level. For example, location, date, time, severity, and weather conditions are specific to the entire crash; vehicle type, extent of deformity, contributing circumstances, and events are specific to each unit in the crash; and lastly, age, gender, injury type, and protective device use are specific to each person involved in the crash. Each crash must involve at least one motor vehicle and each motor vehicle contains any number of people, including zero. Each crash is classified by the most severe injury that resulted from the crash. Therefore, each fatal crash 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 (Idaho Transportation Department) provides information on licensed drivers, registered motor vehicles, driver's license suspensions, and driver's license convictions. The Traffic Survey Section (Idaho Transportation Department) provides the annual vehicle miles of travel. The Bureau of Criminal Identification (Idaho State Police) provides information regarding DUI arrests. Other sources of information that support this document are referenced.

Current year data is compared to data from the prior year to identify simple percentage changes either upward or downward. The average change over the prior four years is given to provide an additional perspective.

If you have any questions or suggestions concerning *Idaho Traffic Crashes 2023*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2023 are listed below:

- The number of motor vehicle crashes increased by 0.1 percent, from 27, 661 in 2022 to 27, 679 in 2023. The number of fatalities resulting from motor vehicle crashes increased from 215 in 2022 to 275 in 2023, a 28 percent increase. The number of fatal crashes increased from 194 in 2022 to 242 in 2023. The number of suspected serious injuries decreased from 1,336 in 2022 to 1,228 in 2023, an 8 percent decrease.

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.40 in 2023, up from 1.12 in 2022.

- While 66 percent of all motor vehicle crashes occurred on urban roadways, 69 percent of the fatal motor vehicle crashes occurred on rural roadways in 2023.

- Fatalities resulting from impaired driving crashes decreased in 2023 by 5 percent and 38 percent of all fatalities resulted from impaired driving. Of the 105 people killed in impaired driving crashes, 90 (86 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.

- Idaho's observed seat belt was 87.5 percent in 2023, down, just slightly from 87.6% in 2022. Only 42 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 43 of the 85 unbelted motor vehicle occupants killed, may have been survived.

- Aggressive driving was a contributing factor in 50 percent of motor vehicle crashes and 103 people were killed in aggressive driving crashes in 2023.

- Distracted driving was a factor in 17 percent of the motor vehicle crashes in 2023 and 48 people were killed in distracted driving crashes, with failing to yield being the largest contributing circumstance to the aggressive fatal crashes.

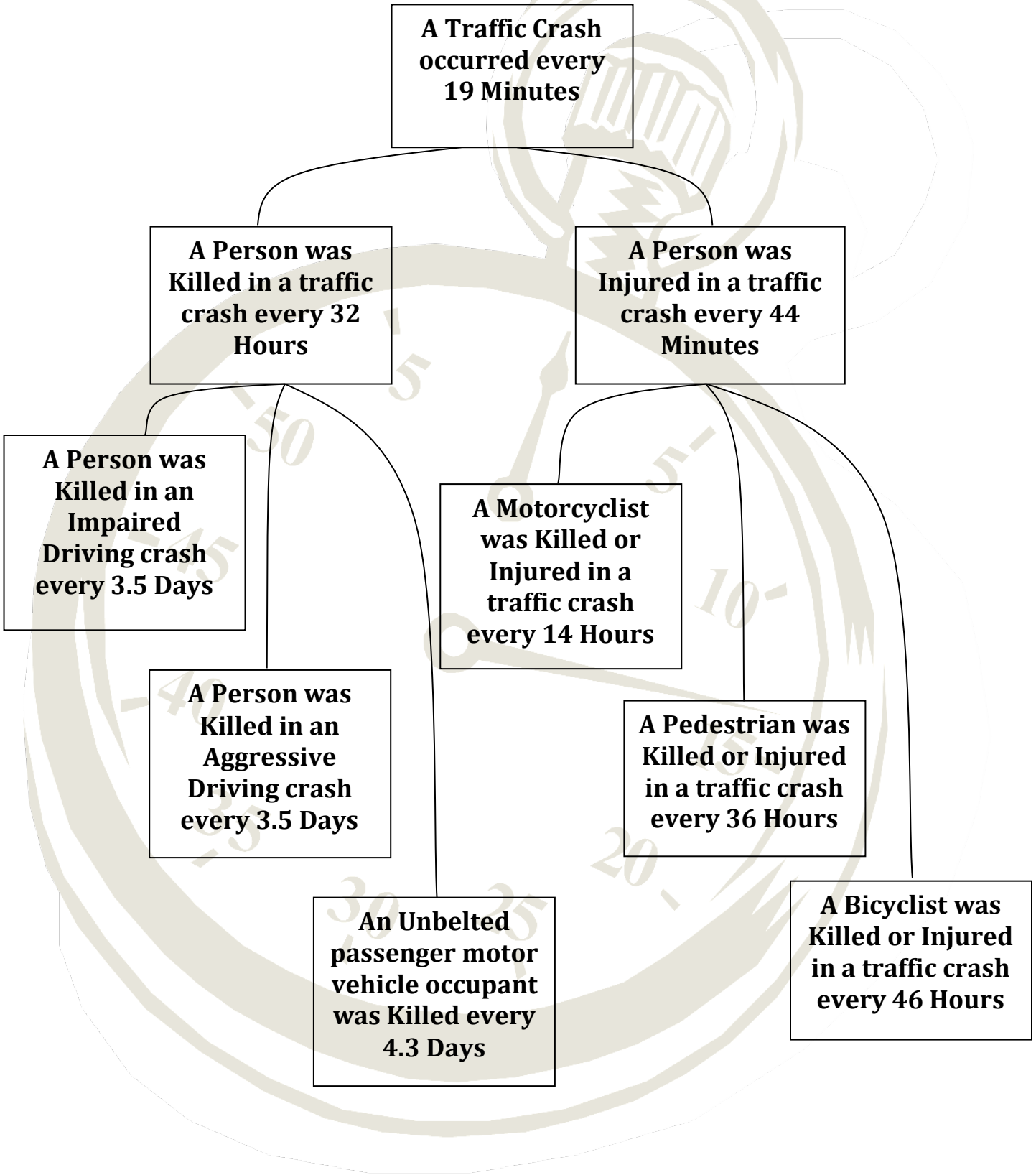
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2023, youthful drivers were 2.4 times as likely as all other drivers to be involved in a fatal or injury crash. There were 40 people killed in crashes involving youthful drivers in 2022.

- The number of motorcyclists killed in motor vehicle crashes increased to 39 in 2023. Almost half (44 percent) of fatal motorcycle crashes in 2023 involved just the motorcycle and just over a fifth (21 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.

- There were 31 pedestrians and 8 bicyclists killed in motor vehicle crashes in 2023, roughly a 100% increase for both.

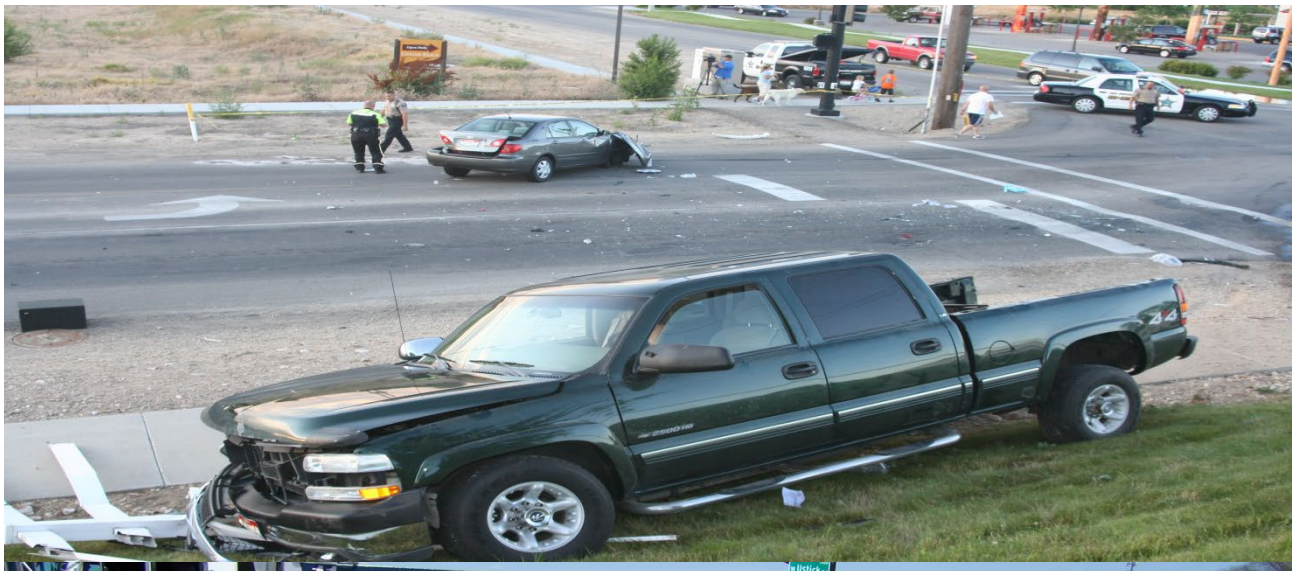
- Fatal crashes involving commercial motor vehicles increased from 27 in 2022 to 46 in 2023. The number of injury crashes involving commercial motor vehicles decreased by 9 percent. There were 59 people killed and 1,066 people injured in commercial motor vehicle crashes in 2023.

Idaho's Traffic Crash Clock: 2023



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2019 through 2023. The total number of traffic crashes in 2023 increased by less than 1% from 2022. Fatal crashes increased by 25%, while injury crashes decreased by 2%. Total fatalities increased by 28% from the previous year, while the number of injuries decreased by 2%. The number of property damage crashes increased by 1%. Much of the increases in 2023 are due to the decreases that occurred in 2022. The last 4 years have had great variability from year to year with regard to the number of fatalities.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Total Crashes	27,015	22,528	27,549	27,661	27,679	0.1%	2.0%
Fatal Crashes	202	188	246	194	242	24.7%	0.9%
Persons Killed (Fatalities)	224	215	273	215	275	27.9%	0.6%
Injury Crashes	9,153	7,922	8,665	8,443	8,261	-2.2%	-2.2%
Persons Injured	13,331	11,455	12,616	12,155	11,859	-2.4%	-2.5%
Property-Damage-Only Crashes (>$1,500 after 2005)	17,661	14,418	18,638	19,024	19,176	0.8%	4.3%
Idaho Population (thousands)	1,787	1,827	1,901	1,939	1,965	1.3%	2.8%
Licensed Drivers (thousands)	1,283	1,316	1,362	1,398	1,424	1.8%	3.5%
Vehicle Miles of Travel (millions)	18,058	17,359	19,308	19,154	19,680	2.7%	2.2%
Urban VMT (millions)	7,949	7,369	8,084	8,089	8,262	2.1%	0.8%
Rural VMT (millions)	10,109	9,990	11,224	11,066	11,419	3.2%	3.3%
Registered Vehicles (thousands)	1,639	1,278	1,446	1,511	1,850	22.5%	-1.5%

There were 48 more fatal crashes in 2023 than in 2022, and 60 more people killed. Most (218) of the fatal crashes (90%) resulted in just one fatality; there were 18 fatal crashes (7%) that resulted in two fatalities, 3 fatal crashes resulting in three fatalities, and 3 fatal crash that resulted in four fatalities in 2023.

Changes in the number of crashes 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 2023, the number of licensed drivers increased by 2% and the population grew by 1%, while the number of registered motor vehicles increased by 23%.

The statewide AVMT increased by 3% in 2023. Commercial vehicles accounted for 19% of the statewide AVMT in 2023.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2019-2023.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatality Rate	1.24	1.23	1.41	1.12	1.40	24.5%	-2.2%
Injury Rate	73.82	65.99	65.34	63.46	60.26	-5.0%	-4.8%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho.

Figure 1
Fatality Rates per 100 Million Annual Vehicle Miles of Travel
For Idaho and the U.S.: 2014-2023

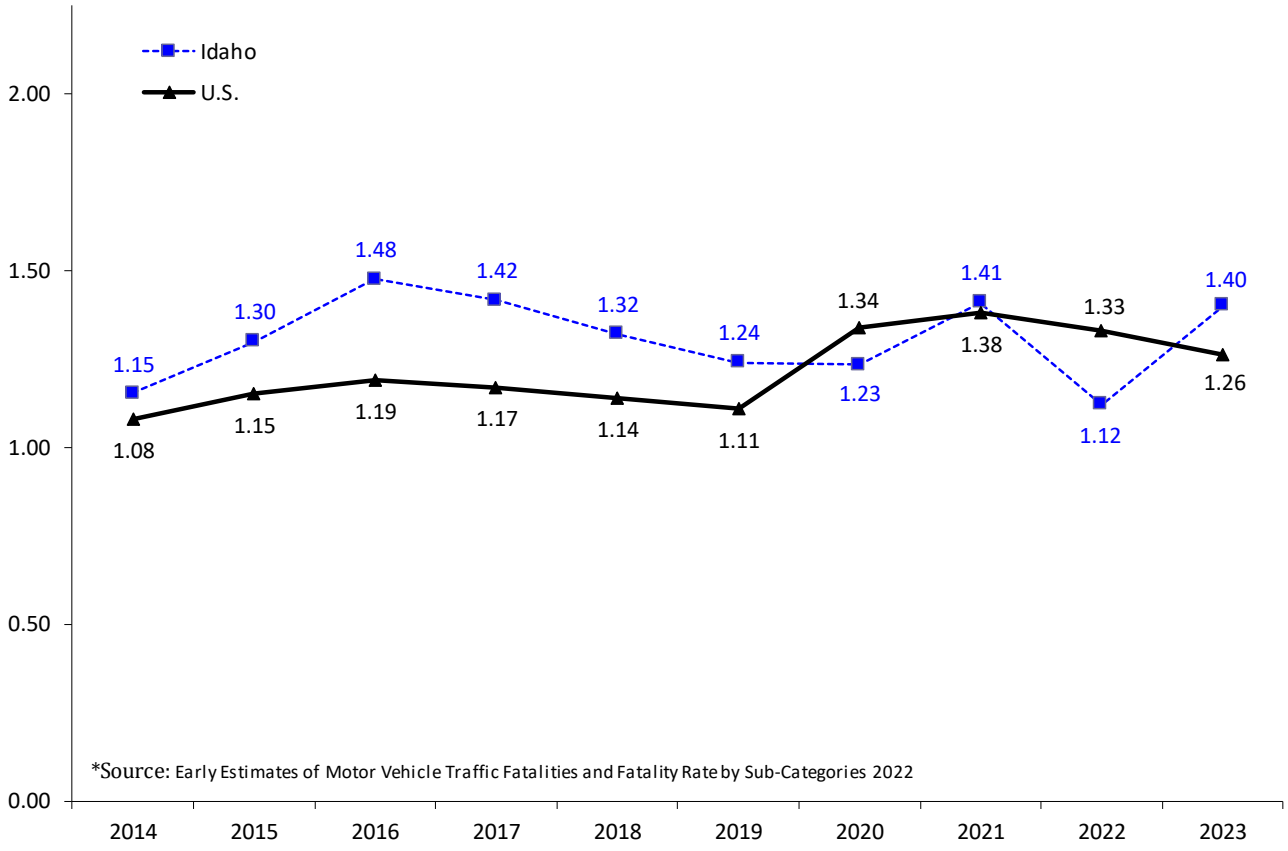
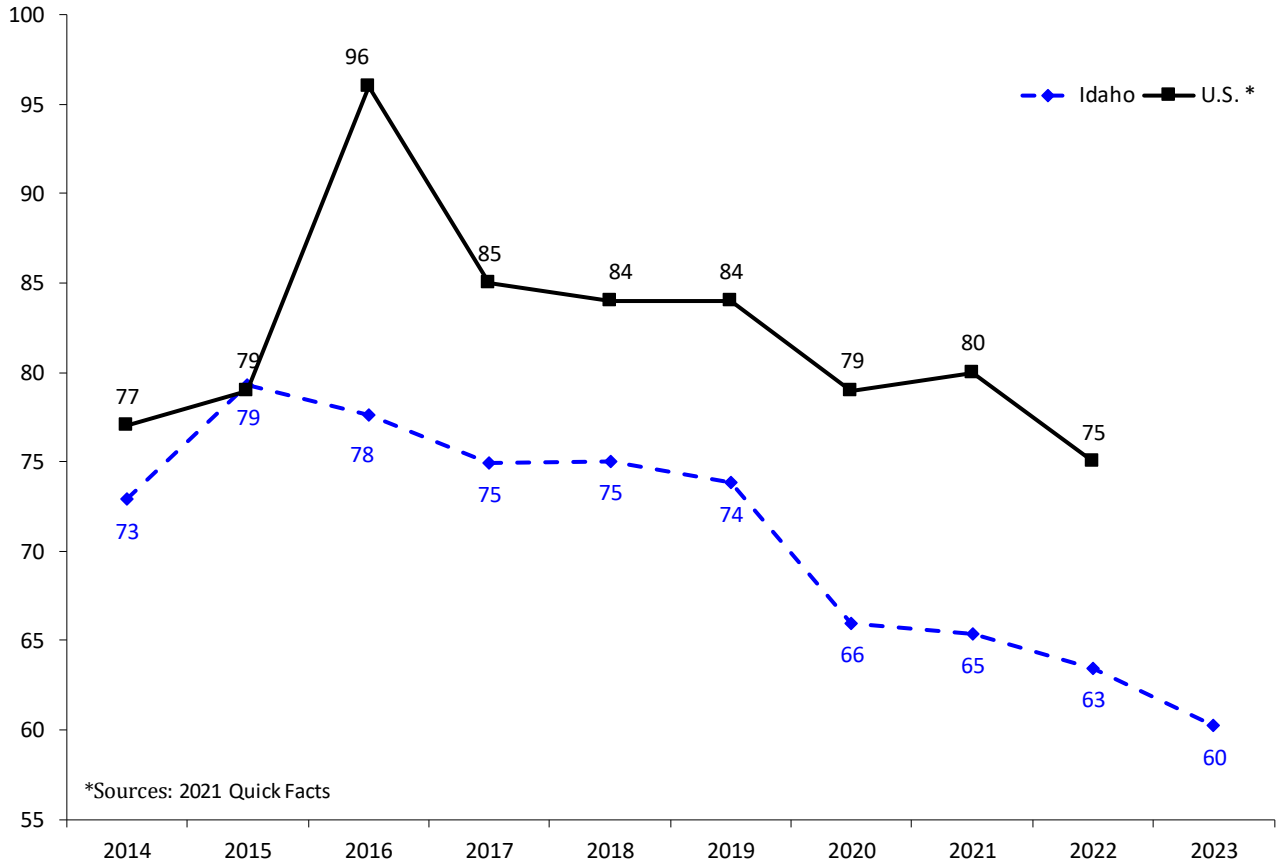


Figure 2

Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2014-2023



The 2023 U.S. injury rate was not available at the time of publication. There was a change in the determination of the U.S. number of injuries and injury rate in 2016. Direct comparisons of the national 2016 and later data cannot be made with any previous year. The sampling system used to estimate the national numbers was redesigned in 2016.

Factors such as vehicle safety features, limited access highways, engineering improvements, occupant restraint usage, demographic changes, and reduction in driving under the influence tend to reduce fatalities and injuries. Increases in AVMT, licensed drivers, registered vehicles, changes in reporting, and higher average speeds tend to increase the number of fatalities and injuries.

Injury Severity

Table 3 presents the injury distribution among persons involved in crashes from 2019 through 2023. The number of fatalities increased to 275 in 2023.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatalities	224	215	273	215	275	27.9%	0.6%
Suspected Serious Injury	1,154	1,102	1,367	1,336	1,228	-8.1%	5.8%
Suspected Minor Injury	3,889	3,637	4,393	4,604	4,611	0.2%	6.4%
Possible Injuries	8,288	6,716	6,856	6,215	6,020	-3.1%	-8.7%
No Injuries	53,251	42,205	53,591	53,667	54,218	1.0%	2.1%
Unknown / Missing	600	546	712	835	848	1.6%	12.9%
Total Persons in Crashes	67,406	54,420	67,190	66,872	67,200	0.5%	1.2%

In 2023, there were 4 serious injuries for every person killed in motor vehicle crashes. On average, more than four people were killed or seriously injured every day in 2023. There was 1 person killed every 32 hours and 1 person injured every 44 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2023. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2023 costs have been updated based on the Departmental Guidance on the Valuation of a Statistical Life in Economic Analysis value published by the U.S. DOT[1]. The estimated cost of Idaho crashes in 2023 was nearly $6 billion dollars.

Table 4
Economic Cost of Idaho Crashes: 2023 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	275	$13,200,000	$3,630,000,000
Suspected Serious Injury	1,228	$631,290	$775,224,606
Suspected Minor Injury	4,611	$171,944	$792,831,921
Possible Injuries	6,020	$87,800	$528,555,591
No Injuries	54,218	$4,448	$241,154,724
Total Estimate of Economic Cost			**$5,967,766,842**

The cost of traffic crashes in 2023 amounts to $3,037 for every person in Idaho.

In addition to the FHWA's study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of crashes. The NHTSA study not only concentrated on the costs of crashes, but also who pays the costs. Table 5 is a combination of Table 14-3 and Table 14-4 from the NHTSA study, "The Economic and Societal Impact of Motor Vehicle Crashes, 2010"[2] and shows the source of payment distribution of crash costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

Table 5
Estimated Source of Payment for Each Motor Vehicle Crash Cost Component[2]

	Federal	State	Unspecified Government	Total Government	Privite Insurer	Other	Self	Total
Medical	17.54%	5.56%	8.50%	31.60%	56.10%	1.20%	11.10%	100.00%
Emergency Service	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Market Productivity	10.44%	6.18%	0.00%	16.62%	35.95%	7.98%	39.45%	100.00%
Household Productivity	0.00%	0.00%	0.00%	0.00%	33.14%	0.00%	66.86%	100.00%
Insurance Administration	0.89%	0.51%	0.00%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	0.00%	70.31%	0.00%	29.69%	100.00%
Percentage of Total Costs	**4.94%**	**2.70%**	**1.07%**	**8.71%**	**52.19%**	**13.94%**	**25.16%**	**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]

Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 1.5 times as likely to result in a fatality as multiple-vehicle crashes were in 2023. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Table 6
Crashes and Injuries by Number of Vehicles Involved: 2023

	Single Vehicle		Multiple Vehicles	
Type of Crash	**Crashes**	**Injuries**	**Crashes**	**Injuries**
Fatal	91	99	151	176
Suspected Serious Injury	414	502	594	726
Suspected Minor Injury	1,037	1,267	2,404	3,344
Possible Injury	817	1,086	2,995	4,934
Property Damage/No Injuries	5,513	7,715	13,663	46,503
Total	**7,872**	**10,669**	**19,807**	**9,180**

In 2023, single-vehicle crashes represented only 28% of all crashes yet accounted for 38% of all fatal crashes. Of the 91 fatal single-vehicle crashes, 74 (81%) occurred on rural roadways.

Of the 151 multiple-vehicle fatal crashes, 31 involved a pedestrian, 8 involved a bicycle 5 involved a train, and 1 involved an equestrian. The other 107 (71%) involved two or more motor vehicles. Of the 151 fatal multiple-vehicle crashes, 92 (or 61%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle crashes. 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 in the percentage calculation.

Speed played the biggest role in single-vehicle crashes, contributing to 21% of single-vehicle crashes and contributed to 6% of multiple-vehicle crashes. Animal(s) in the Roadway was the second most prevalent contributing circumstance for single-vehicle crashes at 18%. Fail to Maintain Lane was the third most prevalent contributing circumstance for single-vehicle crashes at 16%, as well as contributing to 4% of multiple vehicle crashes.

Fail to Yield was the most prevalent contributing circumstance for multiple vehicle crashes, followed closely by Follow Too Close and Inattention/Distraction. Inattention/Distraction also contributed to 9% of single vehicle crashes.

Impaired driving contributed to 10% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2023

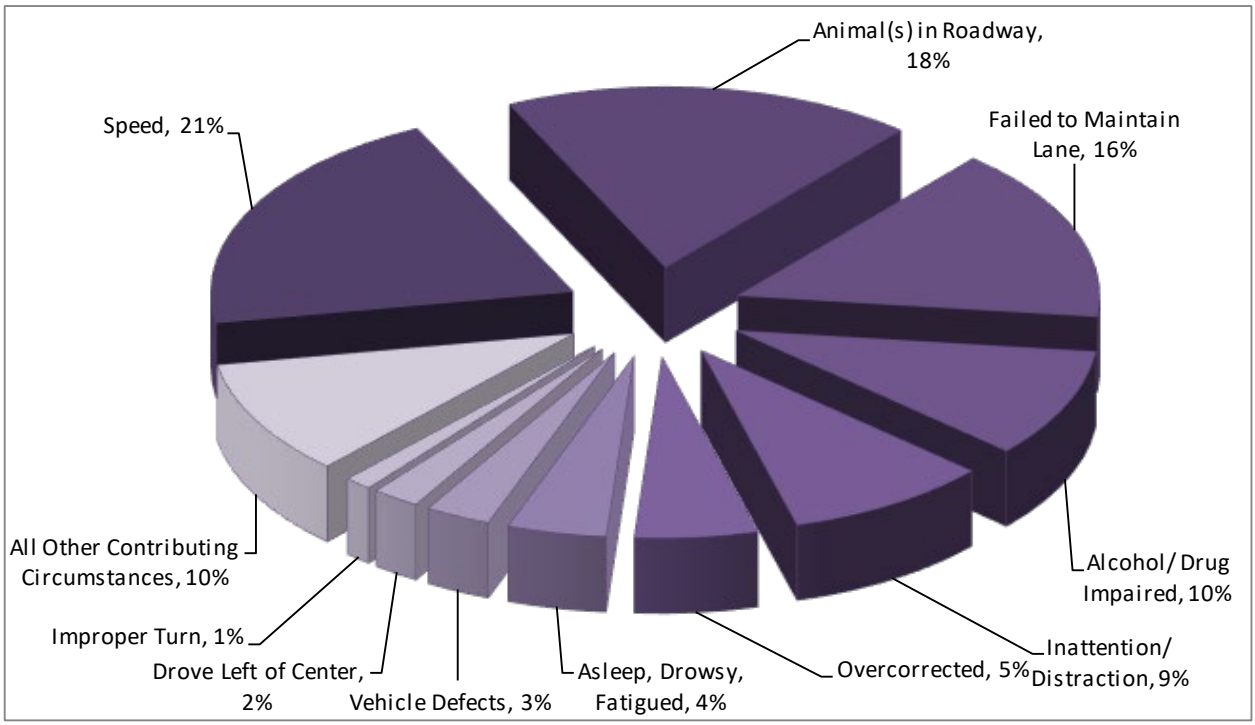


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2023

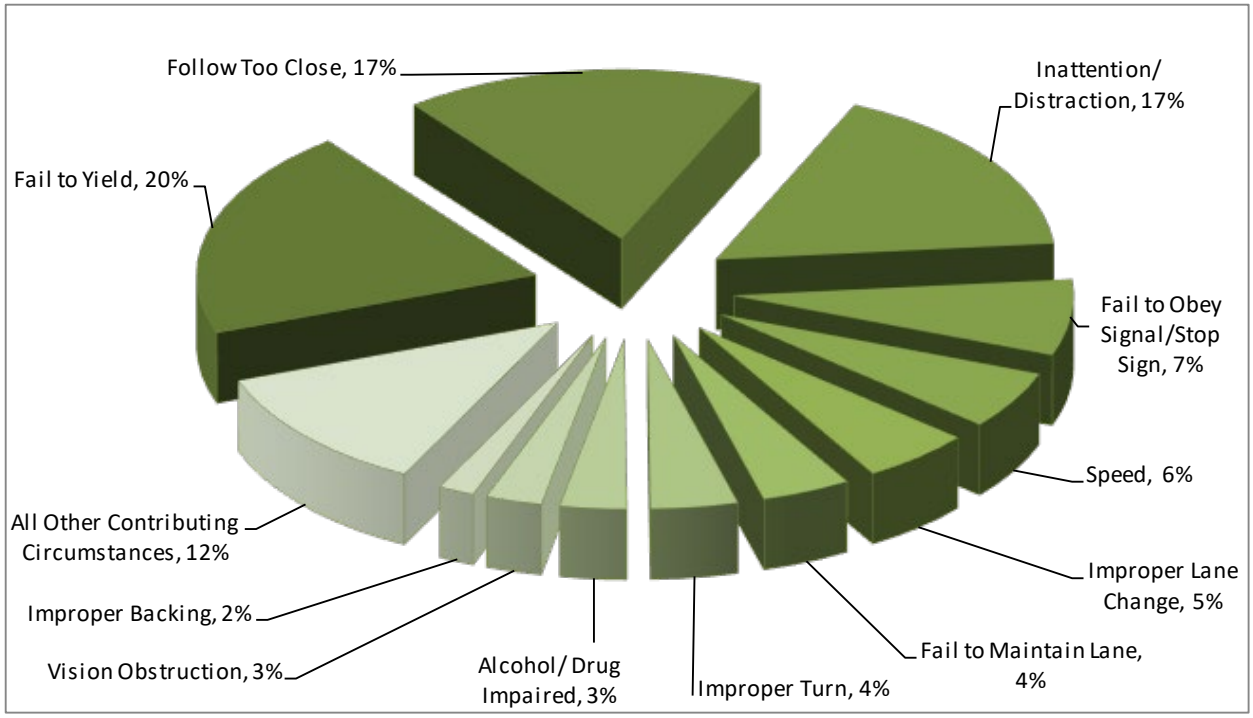


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2023

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (62.6%)	Head On (22.0%)
Tree (12.1%)	Pedestrian (17.4%)
Embankment (6.6%)	Angle (14.7%)
Other Fixed Object (3.3%)	Rear-End (12.0%)
Utility/Light Support (3.3%)	Angle - Turning (5.4%)
Concrete Traffic Barrier (2.2%)	Side Swiped Opposite (5.4%)
Immersion (2.2%)	Side Swiped - Same Direction (4.6%)
Fire/Explosion (1.1%)	Head On - Turning (4.3%)
Guardrail End (1.1%)	Pedalcycle (3.8%)
Guardrail Face (1.1%)	Railroad Train (2.7%)
Non-Contact Unit (1.1%)	Overturn (1.6%)
Other (1.1%)	Parked Car (1.4%)
Traffic Sign Support (1.1%)	Fire / Explosion (1.1%)
Vehicle Equipment Failure (1.1%)	Non-Contact Unit (1.1%)
	Same Direction Turning (1.1%)
	Other (0.5%)
	Concrete Traffic Barrier (0.3%)
	Embankment (0.3%)
	Other Post, Pole, or Support (0.3%)

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple units involved in a single crash may not have the same most harmful event. In 2023, there were 368 units involved in the 151 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 64% of the single vehicle fatalities and 23% of all fatalities in 2023.

Of the 50 passenger motor vehicle occupants killed in single-vehicle rollovers, 18 (or 36%) were wearing seat belts or were in a child safety seat. Of the 32 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 24 (or 75%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks[3]. By these estimates, 25 of the 32 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.

Crashes and Injuries by Month

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

Table 8
Severity of Crashes and Type of Injury by Month: 2023

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Suspected Serious Injuries	Suspected Minor Injuries	Possible Injuries
January	10	626	2,394	10	73	321	464
February	11	559	2,129	12	65	311	391
March	17	599	2,191	19	84	348	454
April	15	598	1,866	15	89	314	449
May	15	679	2,159	19	85	384	479
June	15	706	2,147	19	120	421	480
July	34	814	2,324	37	140	486	575
August	27	752	2,362	29	151	447	496
September	25	773	2,343	31	121	441	515
October	31	733	2,557	37	115	417	525
November	19	694	2,406	21	94	370	567
December	23	728	2,801	26	91	351	625
Totals	**242**	**8,261**	**27,679**	**275**	**1,228**	**4,611**	**6,020**

In 2023, July had the highest number of fatal crashes, followed by October, August, and September. October and December had the highest number of total crashes. Usually the winter months have the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes usually tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Crashes by Day of the Week

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

Figure 5
Fatal Crashes by Day of the Week: 2023

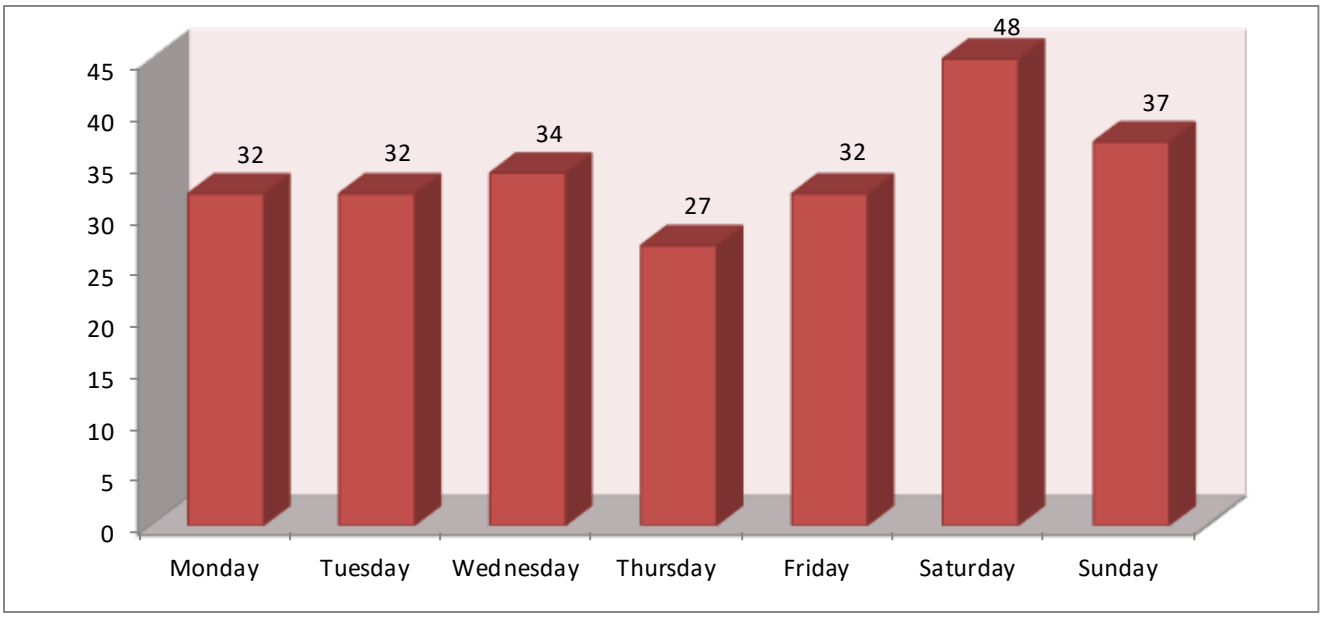
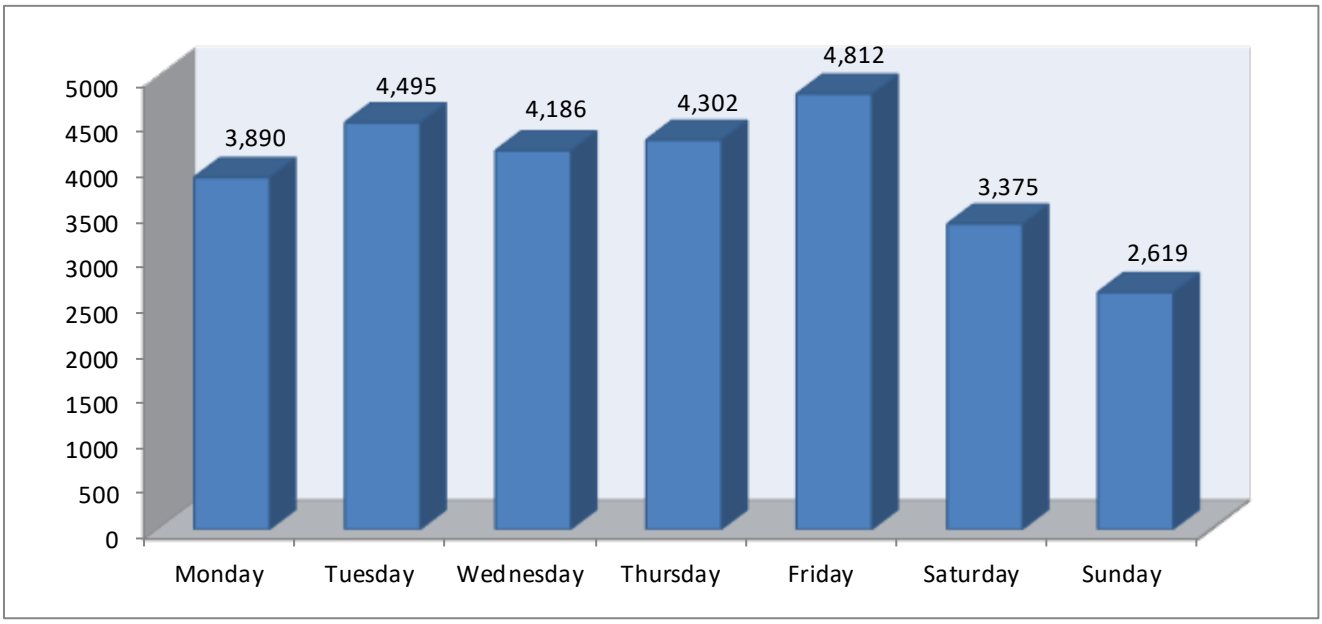


Figure 6
Total Crashes by Day of the Week: 2023



Crashes by Time of Day

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

Figure 7
Fatal Crashes by Time of Day: 2023

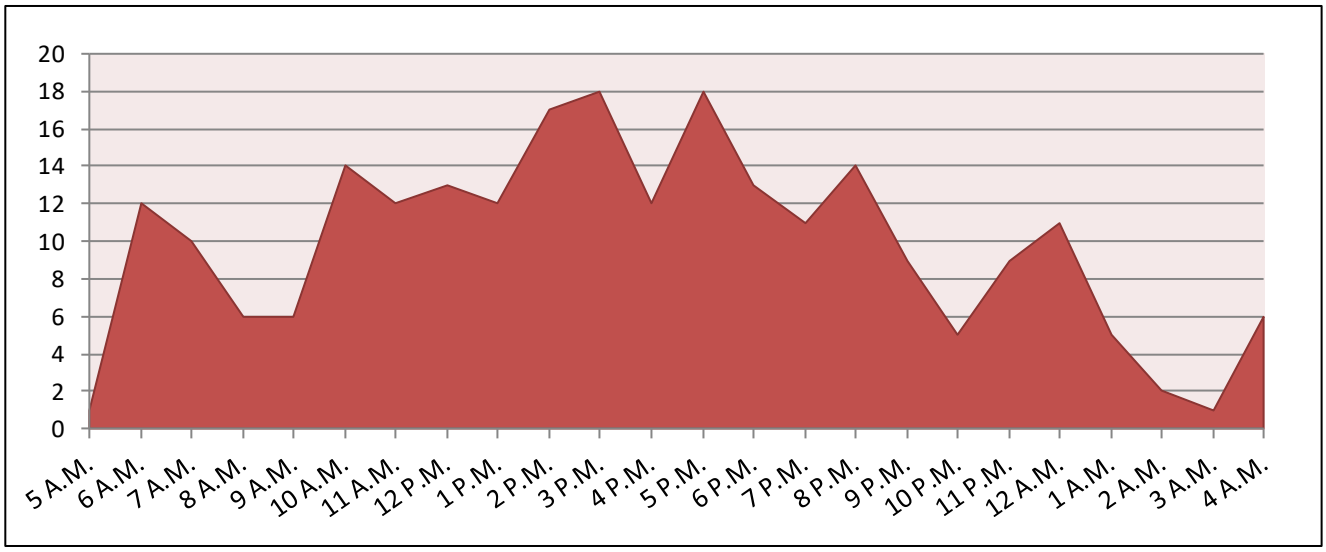
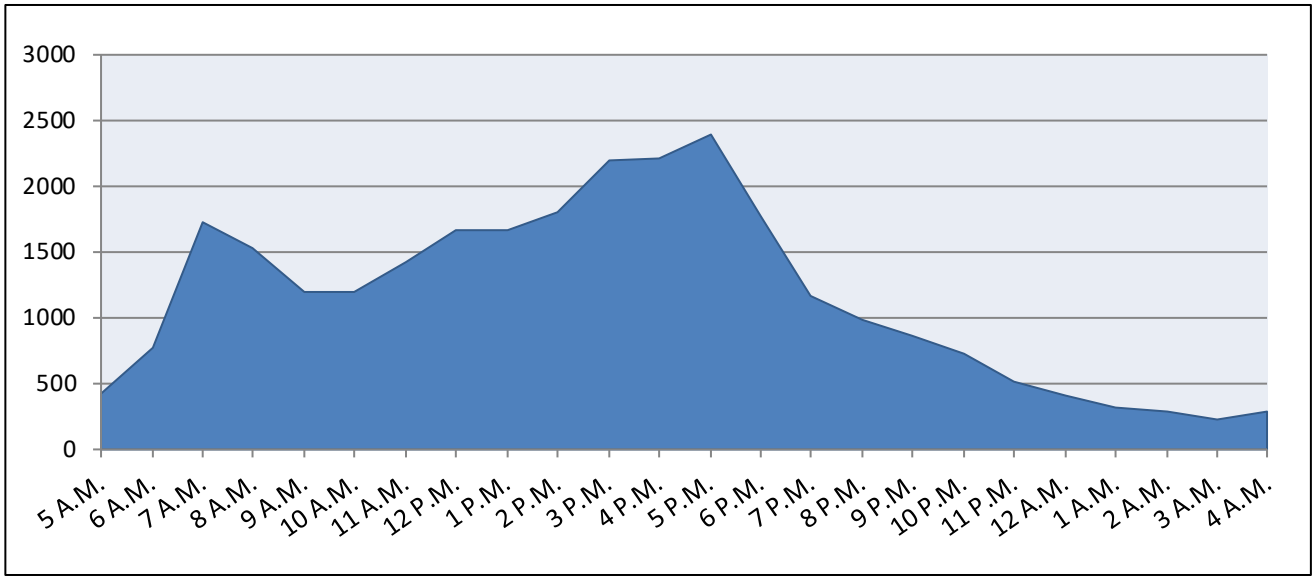


Figure 8
Total Crashes by Time of Day: 2023



Crashes by Roadway Classification

Table 9 compares the number of fatal, injury, and total crashes 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 Crashes by Roadway Classification: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatal Crashes	201	188	246	194	242	24.7%	1.1%
Urban	52	44	78	49	76	55.1%	8.2%
Rural	149	144	168	145	166	14.5%	-0.1%
Injury Crashes:	9,153	7,922	8,665	8,443	8,261	-2.2%	-2.2%
Urban	6,285	5,124	5,582	5,342	5,376	0.6%	-4.6%
Rural	2,868	2,798	3,083	3,101	2,885	-7.0%	2.8%
Total Crashes:	27,015	22,528	27,549	27,661	27,679	0.1%	2.0%
Urban	18,478	14,653	17,877	17,770	18,195	2.4%	0.2%
Rural	8,537	7,875	9,672	9,891	9,484	-4.1%	5.8%

In 2023, 69% of fatal crashes occurred on rural roads, whereas 34% of all crashes occurred on rural roads. In Idaho in 2023, 85% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.[3]

Table 10
Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatal Crash Rate	1.21	1.11	1.08	1.27	1.23	-3.5%	2.2%
Urban Fatal Crash Rate	0.78	0.65	0.60	0.96	0.92	-4.7%	12.1%
Rural Fatal Crash Rate	1.53	1.47	1.44	1.50	1.45	-2.9%	-0.7%
Injury Crash Rate	51.29	50.69	45.64	44.88	41.98	-6.5%	-4.3%
Urban Injury Crash Rate	81.26	79.07	69.54	69.05	65.07	-5.8%	-5.1%
Rural Injury Crash Rate	29.13	28.37	28.01	27.47	25.27	-8.0%	-1.9%
Total Crash Rate	135.70	149.60	129.78	142.67	140.64	-1.4%	2.3%
Urban Total Crash Rate	215.39	232.47	198.86	221.14	220.23	-0.4%	1.6%
Rural Total Crash Rate	76.76	84.45	78.83	86.15	83.06	-3.6%	4.2%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2019-2023, and the number of crashes and crash rates statewide. Crash rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may result from a single crash.

Table 11
Crash Rates for Local and State System Roadways: 2019-2023

Roadway Information	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Local Roads:							
VMT (100 millions)	79.4	76.4	83.9	83.6	88.8	6.3%	1.9%
Fatal Crashes	82	75	94	75	99	32.0%	-1.1%
Injury Crashes	5,372	4,548	4,859	4,770	4,670	-2.1%	-3.4%
Total Crashes	16,083	12,632	15,414	15,422	15,702	1.8%	0.2%
Fatal Crash Rate	1.0	1.0	1.1	0.9	1.1	24.2%	-3.6%
Injury Crash Rate	67.7	59.5	57.9	57.1	52.6	-7.9%	-5.4%
Total Crash Rate	202.6	165.3	183.7	184.5	176.8	-4.2%	-2.3%
U.S. and State Highways:							
VMT (100 millions)	56.0	55.1	61.2	60.0	60.0	0.0%	2.5%
Fatal Crashes	88	91	115	90	111	23.3%	2.7%
Injury Crashes	2,727	2,530	2,715	2,720	2,720	0.0%	0.1%
Total Crashes	7,813	7,216	8,697	8,769	8,669	-1.1%	4.6%
Fatal Crash Rate	1.6	1.7	1.9	1.5	1.9	23.3%	-0.4%
Injury Crash Rate	48.7	45.9	44.4	45.4	45.4	0.0%	-2.3%
Total Crash Rate	139.4	130.9	142.2	146.3	144.6	-1.1%	1.8%
Interstate Highways:							
VMT (100 millions)	45.2	42.0	48.0	48.0	48.0	0.0%	2.4%
Fatal Crashes	31	22	37	29	32	10.3%	5.8%
Injury Crashes	1,054	844	1,091	953	871	-8.6%	-1.1%
Total Crashes	3,119	2,680	3,436	3,470	3,308	-4.7%	5.0%
Fatal Crash Rate	0.7	0.5	0.8	0.6	0.7	10.3%	0.6%
Injury Crash Rate	23.3	20.1	22.7	19.8	18.1	-8.6%	-4.5%
Total Crash Rate	69.1	63.8	71.6	72.3	68.9	-4.7%	1.8%
Statewide Totals:							
VMT (100 millions)	180.6	173.6	193.1	191.5	196.8	2.7%	2.2%
Fatal Crashes	201	188	246	194	242	24.7%	1.1%
Injury Crashes	9,153	7,922	8,665	8,443	8,261	-2.2%	-2.2%
Total Crashes	27,015	22,528	27,549	27,661	27,679	0.1%	2.0%
Fatal Crash Rate	1.1	1.1	1.3	1.0	1.2	21.4%	-1.9%
Injury Crash Rate	50.7	45.6	44.9	44.1	42.0	-4.8%	-4.5%
Total Crash Rate	149.6	129.8	142.7	144.4	140.6	-2.6%	-0.7%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2021-2023

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2021**	**2022**	**2023**	**2021**	**2022**	**2023**	**2021**	**2022**	**2023**
Ada	21	19	31	2,355	2,285	2,267	6,769	6,681	7,081
Adams	1	0	1	22	11	15	56	53	45
Bannock	11	8	7	434	390	416	1,481	1,535	1,639
Bear Lake	0	0	3	26	28	27	105	105	119
Benewah	2	2	3	41	53	53	200	193	178
Bingham	11	10	7	208	204	218	699	735	758
Blaine	6	2	4	70	64	79	345	317	418
Boise	9	5	7	78	64	84	207	159	199
Bonner	9	11	5	168	189	189	604	710	661
Bonneville	20	10	15	414	382	394	1,174	1,175	1,129
Boundary	1	1	1	47	50	48	138	191	164
Butte	2	2	2	15	20	15	65	55	48
Camas	1	0	0	4	9	14	27	31	35
Canyon	26	16	29	1,426	1,328	1,334	4,293	4,231	4,268
Caribou	2	1	1	30	30	10	112	124	70
Cassia	7	8	7	160	149	163	524	654	565
Clark	1	1	0	20	26	11	68	82	43
Clearwater	1	0	4	21	19	21	77	77	48
Custer	3	1	1	20	15	14	51	38	39
Elmore	14	8	8	185	156	124	538	469	461
Franklin	0	1	1	24	39	23	53	107	89
Fremont	3	4	3	82	86	64	311	300	252
Gem	3	5	2	59	74	72	170	190	192
Gooding	4	2	3	65	71	64	205	232	175
Idaho	5	8	5	92	84	86	300	242	271
Jefferson	2	4	7	74	80	70	323	269	285
Jerome	13	6	14	187	203	199	541	611	606
Kootenai	20	9	17	692	705	622	2,568	2,474	2,294
Latah	6	0	2	112	130	106	493	423	412
Lemhi	6	1	3	51	57	38	152	158	114
Lewis	1	1	0	22	18	15	58	57	58
Lincoln	2	1	2	24	37	22	89	117	88
Madison	4	2	2	173	164	192	651	592	705
Minidoka	2	5	5	106	103	101	374	351	400
Nez Perce	8	9	7	225	199	198	784	731	692
Oneida	2	0	0	36	37	33	142	135	136
Owyhee	4	4	2	39	38	32	103	103	116
Payette	4	2	8	125	124	118	336	380	340
Power	0	2	1	61	52	63	192	186	206
Shoshone	0	2	2	54	54	44	175	256	165
Teton	1	3	2	19	33	24	87	122	82
Twin Falls	4	14	12	513	489	487	1,577	1,666	1,708
Valley	3	3	3	52	62	71	209	208	237
Washington	1	1	3	34	32	21	123	136	88
TOTALS	**246**	**194**	**242**	**8,665**	**8,443**	**8,261**	**27,549**	**27,661**	**27,679**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2021-2023 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2023.

Table 13
Crash History of Idaho Cities: 2021-2023

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2021	2022	2023	2021	2022	2023	2021	2022	2023
40,000 and over									
Boise	7	3	15	1,109	1,005	988	3,426	3,210	3,411
Caldwell	9	3	6	365	339	396	1,087	1,011	1,176
Coeur d'Alene	0	1	2	209	211	210	844	821	779
Idaho Falls	8	6	5	188	154	172	485	377	389
Meridian	4	4	6	810	827	829	1,916	2,018	2,218
Nampa	4	4	8	720	645	612	2,183	2,152	2,090
Pocatello	5	4	1	295	286	276	1,059	1,077	1,089
Post Falls	3	2	2	148	145	122	484	490	429
Rexburg	2	1	0	113	124	140	459	425	501
Twin Falls	0	4	3	332	296	295	998	1,067	1,060
15,000 - 39,999									
Ammon	0	0	1	32	27	41	90	89	112
Chubbuck	0	0	2	56	34	65	169	148	218
Eagle	2	1	3	83	91	97	338	286	291
Hayden	2	0	3	63	63	60	243	230	251
Kuna	2	3	0	57	61	69	182	221	220
Lewiston	3	2	3	125	118	113	521	489	468
Moscow	1	0	0	51	54	39	239	206	180
Mountain Home	0	2	0	38	30	28	143	114	142
Star	0	0	0	33	20	24	90	79	94
5,000 - 14,999									
Blackfoot	1	0	2	49	54	59	184	210	228
Burley	2	0	0	62	60	61	303	356	303
Emmett	0	3	0	16	15	13	45	48	53
Fruitland	0	0	2	9	25	18	51	87	82
Garden City	2	2	0	67	82	81	242	264	246
Hailey	0	0	0	10	13	22	102	82	140
Jerome	2	0	1	35	29	31	125	114	117
Kimberly	0	0	0	3	4	2	22	14	9
Middleton	0	0	0	8	9	23	59	67	69
Payette	0	0	1	14	8	21	49	49	59
Preston	0	1	0	1	15	14	9	46	47
Rathdrum	1	0	1	30	35	27	89	93	78
Rigby	0	0	0	15	16	24	82	58	95
Rupert	0	0	0	10	11	18	50	38	62
Sandpoint	1	1	0	15	22	20	89	128	93
Shelley	0	0	0	14	8	6	30	37	28
Weiser	0	0	0	4	6	12	32	48	33

Table 13 (Continued)
Crash History of Idaho Cities: 2021-2023

City by Population Size	Fatal Crashes 2021	Fatal Crashes 2022	Fatal Crashes 2023	Injury Crashes 2021	Injury Crashes 2022	Injury Crashes 2023	Total Crashes 2021	Total Crashes 2022	Total Crashes 2023
2,000 - 4,999									
American Falls	0	1	0	8	9	11	38	40	44
Bellevue	0	0	0	5	0	2	18	4	29
Bonners Ferry	0	0	0	5	9	7	25	33	25
Buhl	0	0	0	3	4	11	15	34	36
Dalton Gardens	0	0	0	2	5	1	16	17	8
Driggs	0	0	0	2	5	1	9	24	17
Filer	0	0	0	0	1	2	9	9	13
Gooding	0	0	0	7	4	12	30	30	30
Grangeville	1	0	0	0	4	2	19	18	13
Heyburn	0	0	1	14	16	18	45	58	64
Homedale	0	0	0	1	4	2	8	10	14
Iona	0	0	0	1	1	2	3	7	7
Kellogg	0	0	0	6	1	5	33	31	23
Ketchum	0	0	0	7	7	9	35	38	43
Malad	0	0	0	3	2	4	15	15	17
McCall	0	0	1	8	4	13	32	34	55
Montpelier	0	0	0	4	5	3	17	19	16
Orofino	0	0	0	5	6	1	26	21	2
Parma	0	0	0	0	2	0	7	5	4
St. Anthony	1	0	0	1	5	7	11	29	27
St. Maries	0	0	1	5	5	1	31	25	20
Salmon	0	0	0	4	10	6	32	29	21
Soda Springs	1	0	0	2	5	0	17	12	1
Spirit Lake	0	0	0	1	4	3	3	9	13
Sugar City	0	0	2	2	1	6	8	6	22
Victor	0	1	0	0	3	3	13	14	14
Wendell	0	0	0	1	8	5	8	18	16

Table 14 lists fatal and injury crash data and crash rates for the 44 counties in Idaho by population groupings. Population figures are based on 2023 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2023

	2023 Population (in 1,000s)	Number of Crashes Total	Number of Crashes Fatal	Number of Crashes Injury	Number of Persons Killed	Number of Persons Injured	Fatal and Injury Crash Rate Per 1,000 Population
50,000 and over							
Ada	524.7	7,081	31	2,267	31	3,134	4.4
Bannock	90.4	1,639	7	416	8	610	4.7
Bingham	50.4	758	7	218	9	337	4.5
Bonner	52.5	661	5	189	7	252	3.7
Bonneville	131.4	1,129	15	394	18	568	3.1
Canyon	257.7	4,268	29	1,334	30	1,956	5.3
Kootenai	185.0	2,294	17	622	19	826	3.5
Madison	54.5	705	2	192	2	315	3.6
Twin Falls	95.2	1,708	12	487	12	727	5.2
Mean Crash Rate							**4.3**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
20,000 - 49,999							
Blaine	25.0	418	4	79	5	106	3.3
Cassia	25.7	565	7	163	8	235	6.6
Elmore	29.7	461	8	124	11	195	4.4
Gem	21.1	192	2	72	4	102	3.5
Jefferson	34.2	285	7	70	8	105	2.3
Jerome	25.5	606	14	199	18	286	8.4
Latah	41.3	412	2	106	2	141	2.6
Minidoka	22.5	400	5	101	5	178	4.7
Nez Perce	43.0	692	7	198	7	267	4.8
Payette	27.3	340	8	118	9	168	4.6
Mean Crash Rate							**1.5**
10,000 - 19,999							
Benewah	10.4	178	3	53	3	74	5.4
Boundary	13.6	164	1	48	1	69	3.6
Franklin	15.5	89	1	23	1	44	1.5
Fremont	14.2	252	3	64	4	96	4.7
Gooding	16.1	175	3	64	4	86	4.2
Idaho	17.9	271	5	86	8	115	5.1
Owyhee	12.7	116	2	32	2	51	2.7
Shoshone	14.0	165	2	44	2	69	3.3
Teton	12.5	82	2	24	5	33	2.1
Valley	12.6	237	3	71	3	102	5.9
Washington	11.4	88	3	21	3	33	2.1
Mean Crash Rate							**3.6**
5,000 - 9,999							
Bear Lake	6.8	119	3	27	3	45	4.4
Boise	8.5	199	7	84	7	135	10.7
Caribou	7.2	70	1	10	2	12	1.5
Clearwater	9.2	48	4	21	4	28	2.7
Lemhi	8.4	114	3	38	3	51	4.9
Lincoln	5.5	88	2	22	2	32	4.4
Power	8.3	206	1	63	1	117	7.8
Mean Crash Rate							**5.3**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
0 - 4,999							
Adams	4.9	45	1	15	1	16	3.3
Butte	2.8	48	2	15	2	19	6.2
Camas	1.2	35	0	14	0	21	11.4
Clark	0.8	43	0	11	0	15	13.7
Custer	4.5	39	1	14	1	24	3.3
Lewis	3.7	58	0	15	0	21	4.0
Oneida	5.0	136	0	33	0	51	6.7
Mean Crash Rate							**5.3**
Statewide Totals	**4,804.1**	**39,202**	**329**	**11,697**	**372**	**16,848**	**2.5**

Table 15 lists fatal and injury crash data and rates for Idaho cities with populations over 2,000 by population groupings. Population figures are from the U. S. Census Bureau estimates for cities for 2023.

Table 15
Fatal and Injury Crash Rates by City – 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	235.4	3,411	15	988	15	1,317	4.3
Caldwell	68.3	1,176	6	396	6	612	5.9
Coeur d'Alene	56.9	779	2	210	3	283	3.7
Idaho Falls	68.0	389	5	172	6	247	2.6
Meridian	134.8	2,218	6	829	6	1,198	6.2
Nampa	114.3	2,090	8	612	8	843	5.4
Pocatello	58.1	1,089	1	276	1	416	4.8
Post Falls	44.8	429	2	122	2	158	2.8
Rexburg	40.0	501	0	140	0	226	3.5
Twin Falls	54.9	1,060	3	295	3	429	5.4
Mean Crash Rate							**4.7**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
15,000 - 39,999							
Ammon	19.6	112	1	41	1	51	2.1
Chubbuck	16.4	218	2	65	2	88	4.1
Eagle	32.3	291	3	97	3	138	3.1
Hayden	16.4	251	3	60	3	86	3.8
Kuna	28.1	220	0	69	0	91	2.5
Lewiston	34.8	468	3	113	3	145	3.3
Moscow	26.4	180	0	39	0	46	1.5
Mountain Home	16.7	142	0	28	0	32	1.7
Star	16.3	94	0	24	0	38	1.5
Mean Crash Rate							**2.6**
5,000 - 14,999							
Blackfoot	13.0	228	2	59	3	94	4.7
Burley	12.1	303	0	61	0	82	5.0
Emmett	8.5	53	0	13	0	20	1.5
Fruitland	6.9	82	2	18	3	34	2.9
Garden City	12.8	246	0	81	0	117	6.3
Hailey	9.8	140	0	22	0	27	2.2
Jerome	13.1	117	1	31	1	39	2.4
Kimberly	5.4	9	0	2	0	4	0.4
Middleton	11.0	69	0	23	0	31	2.1
Payette	8.6	59	1	21	1	25	2.5
Preston	6.1	47	0	14	0	25	2.3
Rathdrum	11.6	78	1	27	1	35	2.4
Rigby	5.6	95	0	24	0	37	4.3
Rupert	6.3	62	0	18	0	29	2.8
Sandpoint	10.0	93	0	20	0	24	2.0
Shelley	5.2	28	0	6	0	10	1.2
Weiser	6.1	33	0	12	0	15	2.0
Mean Crash Rate							**3.0**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.8	44	0	11	0	17	2.3
Bellevue	2.6	29	0	2	0	2	0.8
Bonners Ferry	2.7	25	0	7	0	9	2.6
Buhl	4.7	36	0	11	0	17	2.3
Dalton Gardens	2.5	8	0	1	0	2	0.4
Driggs	2.3	0	0	0	0	1	0.0
Filer	3.0	13	0	2	0	2	0.7
Gooding	3.8	30	0	12	0	13	3.2
Grangeville	3.6	13	0	2	0	2	0.6
Heyburn	3.7	64	1	18	1	42	5.1
Homedale	3.1	14	0	2	0	3	0.6
Iona	3.1	7	0	2	0	2	0.6
Kellogg	2.5	23	0	5	0	7	2.0
Ketchum	3.6	43	0	9	0	10	2.5
Malad	2.3	17	0	4	0	7	1.7
McCall	4.1	55	1	13	1	19	3.4
Montpelier	2.7	16	0	3	0	3	1.1
Orofino	3.3	2	0	1	0	1	0.3
Parma	2.1	4	0	0	0	0	0.0
St. Anthony	4.0	27	0	7	0	9	1.7
St. Maries	2.5	20	1	1	1	2	0.8
Salmon	3.3	21	0	6	0	7	1.8
Soda Springs	3.2	1	0	0	0	0	0.0
Spirit Lake	2.5	13	0	3	0	3	1.2
Sugar City	2.1	0	0	2	2	14	0.9
Victor	2.3	14	0	3	0	5	1.3
Wendell	3.0	16	0	5	0	7	1.7
Mean Crash Rate							**1.6**

Driver Age Distribution

Table 16 shows the changes in the number of licensed drivers in Idaho since 2010.

Table 16
Age Distribution of Licensed Drivers: 2010, 2015, 2023

Age	2010	2015	2020	2023	Change 2010-2020	Change 2015-2020
15*	2,592	3,443	3,447	4,892	88.7%	42.1%
(%)	0.2%	0.3%	0.3%	0.3%		
16-24	153,891	160,140	176,921	195,302	26.9%	22.0%
(%)	14.4%	14.0%	13.4%	13.7%		
25-34	191,583	196,056	217,998	234,190	22.2%	19.5%
(%)	17.9%	17.1%	16.6%	16.4%		
35-44	177,226	186,231	220,029	237,511	34.0%	27.5%
(%)	16.6%	16.3%	16.7%	16.7%		
45-54	195,441	186,222	194,912	210,073	7.5%	12.8%
(%)	18.3%	16.3%	14.8%	14.8%		
55-64	177,521	195,777	212,609	212,630	19.8%	8.6%
(%)	16.6%	17.1%	16.2%	14.9%		
65+	171,288	216,423	290,484	329,066	92.1%	52.0%
(%)	16.0%	18.9%	22.1%	23.1%		
TOTALS	1,069,542	1,144,292	1,316,400	1,423,664	33.1%	24.4%

**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 6 months after completing a driver's training course; during the 6 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 6 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. Another amendment, taking effect July 1, 2007, increased the number of months for the supervised driving period to 6 months and restricted the number of passengers not related to the driver to no more than one for drivers under the age of 17.

Also of note is the increase in the driving population over the age of 65 since 2010. That segment of drivers has increased from 16% of all licensed drivers in 2010 to 23% of licensed drivers in 2023. This is why we are seeing increased numbers of drivers over 65 in crashes. While being the safest drivers, there are more of them.

Driver Age and Crash Involvement

Table 17
Driver Age as a Factor in Crashes: 2023

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	4,892	0.3%	547	1.1%	3.3	144	0.9%	2.8
16	13,849	1.0%	1,325	2.8%	2.8	382	2.5%	2.6
17	19,405	1.4%	1,569	3.3%	2.4	443	2.9%	2.1
18	20,233	1.4%	1,686	3.5%	2.5	487	3.2%	2.3
19	23,407	1.6%	1,497	3.1%	1.9	474	3.1%	1.9
20	23,770	1.7%	1,370	2.9%	1.7	394	2.6%	1.6
21	22,041	1.5%	1,298	2.7%	1.7	389	2.6%	1.7
22	23,624	1.7%	1,228	2.6%	1.5	367	2.4%	1.5
23	24,208	1.7%	1,141	2.4%	1.4	350	2.3%	1.4
24	24,765	1.7%	1,026	2.1%	1.2	312	2.1%	1.2
25-34	234,190	16.4%	9,369	19.5%	1.2	3,020	19.9%	1.2
35-44	237,511	16.7%	7,853	16.4%	1.0	2,628	17.3%	1.0
45-54	210,073	14.8%	5,964	12.4%	0.8	1,956	12.9%	0.9
55-64	212,630	14.9%	5,062	10.5%	0.7	1,674	11.0%	0.7
65-74	199,291	14.0%	3,575	7.4%	0.5	1,164	7.7%	0.5
75+	129,775	9.1%	2,063	4.3%	0.5	673	4.4%	0.5
Not Stated or Other			1,438	3.0%		336	2.2%	
TOTALS	**1,423,664**		**48,011**			**15,193**		

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

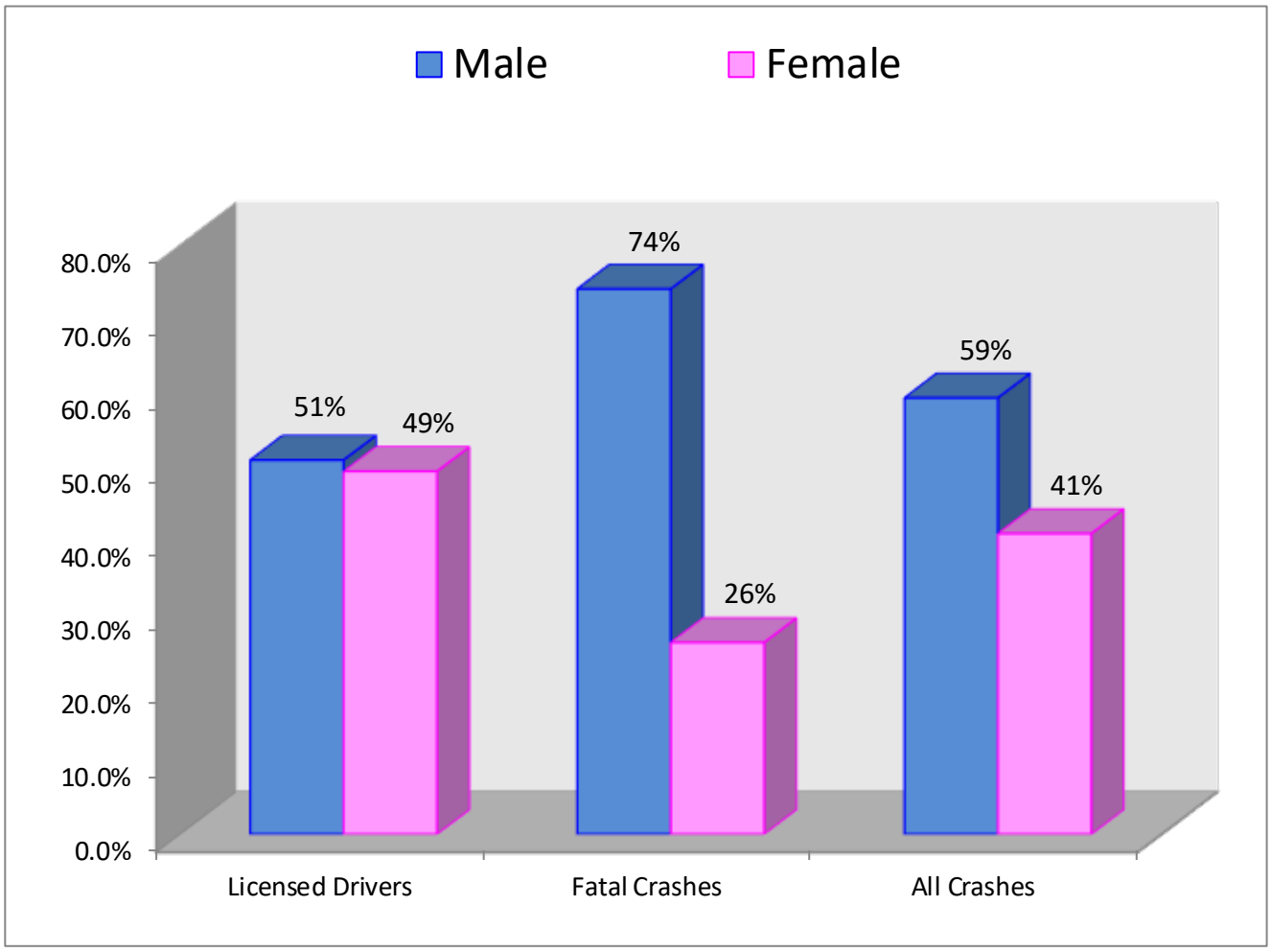
Drivers, ages 19 and under, were involved in 2.2 times as many fatal or injury traffic crashes as expected. This age group comprised 5.7% of all licensed drivers and accounted for 12.7% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.4 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

Drivers 65 and older continue to be involved in half as many crashes as you would expect them to be.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 59% of the drivers in all crashes and 74% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2023



In 2023, males were 1.4 times more likely than females to be involved in any crash but were 2.8 times as likely as females to be involved in a fatal crash.

Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 11), 15-year-old male drivers were involved in 2.7 times as many fatal and injury crashes as expected, while female 15-year-old drivers were involved in 2.9 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2023

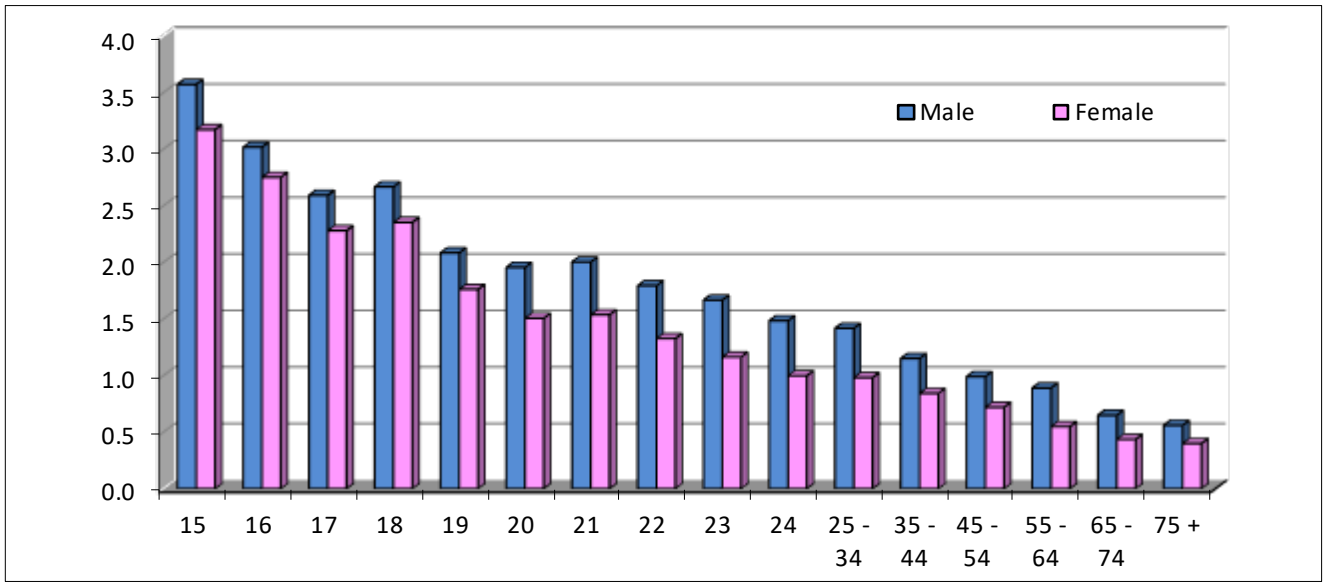
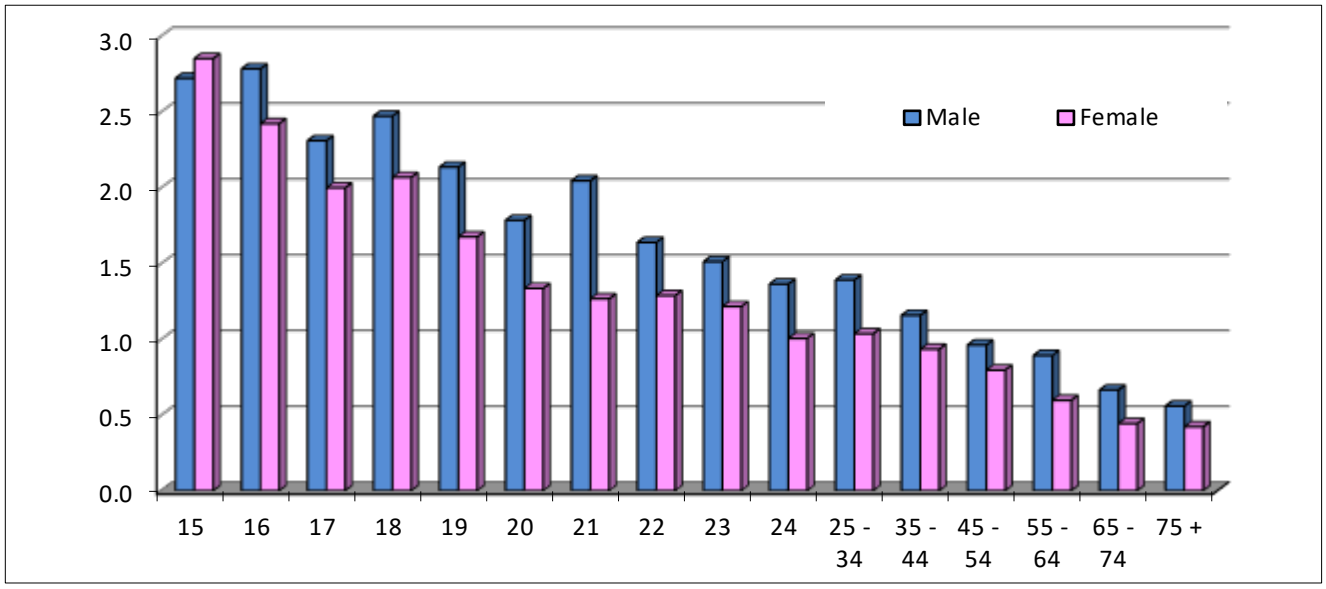


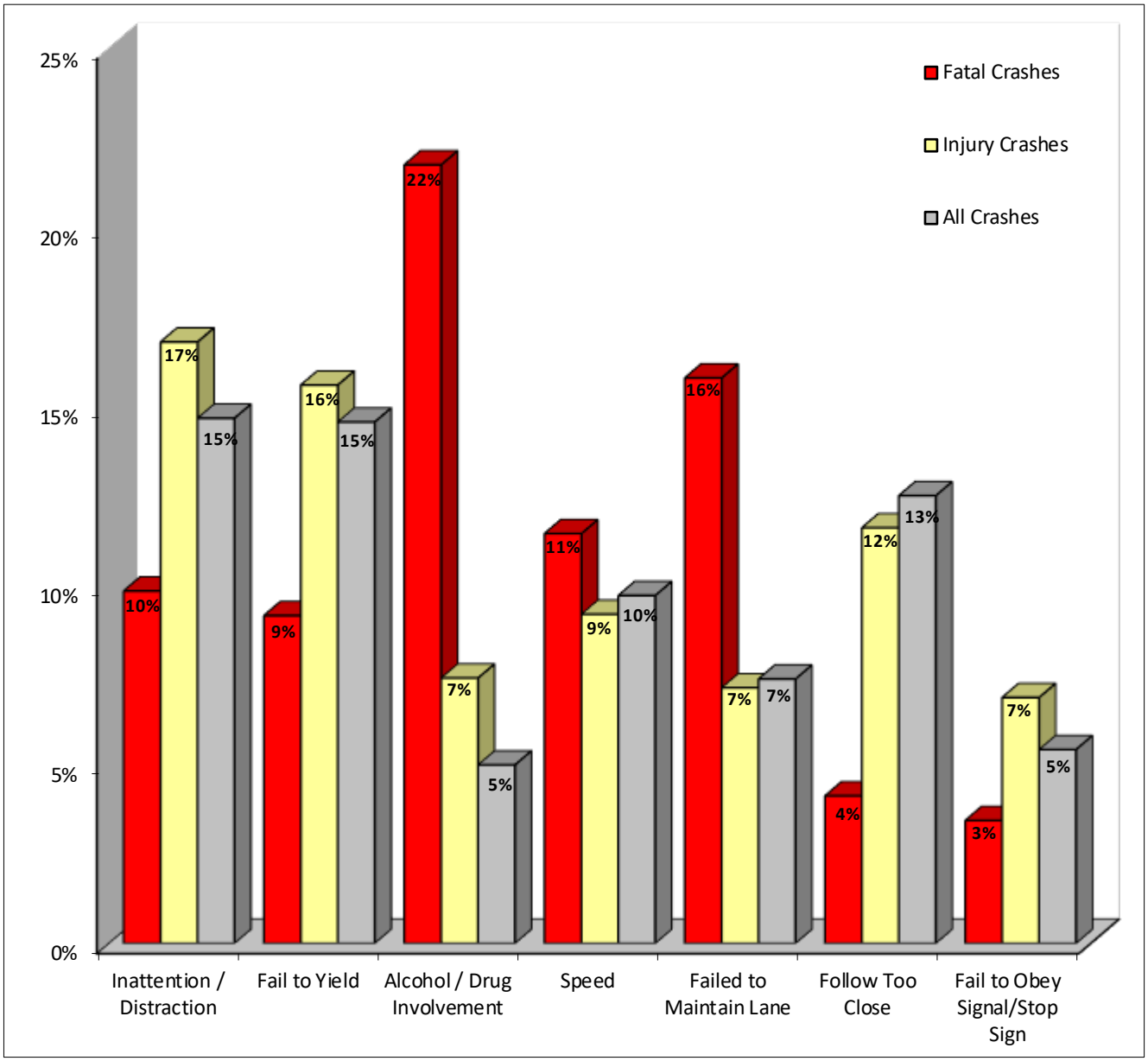
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2023



Contributing Circumstances in Crashes

Figure 12 portrays the seven most prevalent contributing circumstances recorded for fatal crashes, injury crashes, and all crashes. For every vehicle involved in a crash, the investigating officer may indicate up to three circumstances that may have contributed to the occurrence of the crash.

Figure 12
Top Seven Most Prevalent Contributing Circumstances Cited for Traffic Crashes in 2023



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2023 are presented in Table 18. 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 18
Top Ten Traffic Violations for Idaho Drivers: 2023

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	46,213	45.4%
2. Insurance Violations	10,519	10.3%
3. Seat Belt Violations	7,893	7.8%
4. Failure to Obey Traffic Control Devices	7,639	7.5%
5. Driving Under the Influence	6,369	6.3%
6. Texting, Inattentive, or Reckless Driving	6,174	6.1%
7. Following Too Close	3,933	3.9%
8. Failure to Yield Right of Way	2,941	2.9%
9. Lane Change Violations	2,328	2.3%
10. Driving Without Privileges - Suspended License	2,218	2.2%
All Other	5,548	5.5%
TOTAL	**101,775**	

Information from the driving record is provided by the Division of Motor Vehicles within the Idaho Transportation Department.

Table 19 is a breakdown by age groups for selected traffic violations. The five violations shown comprise 69% of all violations for 2023. 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 19
Selected Traffic Violation Rates for Idaho Licensed Drivers: 2023
(Per 100 Licensed Drivers)

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Following Too Close	Reckless or Inattentive
to 15	4,892	4.5	1.5	0.4	1.2	0.1
16-19	76,894	9.5	1.4	0.7	1.2	0.4
20-24	118,408	7.6	0.8	1.8	0.6	0.4
25-34	234,190	4.9	0.6	1.6	0.4	0.3
35-44	237,511	3.6	0.5	1.0	0.2	0.2
45-54	210,073	2.9	0.4	0.7	0.2	0.1
55-64	212,630	2.1	0.4	0.5	0.2	0.1
65-74	199,291	1.2	0.2	0.1	0.1	0.0
75+	129,775	0.6	0.2	0.0	0.1	0.0
Mean		3.5	0.5	0.8	0.3	0.2

Younger drivers, especially those 19 years of age and younger, had violation rates well above the mean in areas shown to be major contributing factors in crashes, i.e., speeding, inattention, following too close, and failing to stop at stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

Table 20
Driver's License Suspensions by Violation Type: 2023

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	14,969	36.6%
Administrative License Suspension (ALS)*	7,200	17.6%
Driving Under the Influence	7,098	17.4%
Unable to Pass DL Test or Meet Qualifications	2,983	7.3%
Family Responsibility Law	1,965	4.8%
Points	1,016	2.5%
Reckless/Inattentive Driving	1,153	2.8%
Refused Evidentiary BAC Test	617	1.5%
Driving Without Privileges	454	1.1%
Unsatisfied Judgement	367	0.9%
Fleeing or Evading Police	295	0.7%
Failure to Pay Fine	39	0.1%
All Others	2,705	6.6%
TOTALS	**40,861**	100.0%

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

The two largest categories of driver's license suspensions are failure to maintain insurance and administrative license suspension. These two suspensions accounted for 54% of all license suspensions. Driving under the influence accounted for 17% of all license suspensions.

The Division of Motor Vehicles of the Idaho Transportation Department provides the information concerning driver's license suspensions.

SECTION II
Idaho Focus Areas

Impaired Driving

An impaired driving crash is identified by information provided on the crash report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the crash, regardless of whether a Blood Alcohol Content (BAC) test was given or not. Crashes where a sober driver collided with an impaired pedestrian or bicyclist are also included.

Table 21
Impaired Driving Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Impaired Driving Crashes	1,501	1,513	1,729	1,799	1,708	-5.1%	6.4%
Fatalities	99	92	108	110	105	-4.5%	4.1%
Suspected Serious Injury	217	234	272	291	246	-15.5%	10.4%
Suspected Minor Injury	329	385	437	455	487	7.0%	11.5%
Possible Injuries	525	548	496	551	445	-19.2%	2.0%
Impaired Driving Crashes as a % of All Crashes	5.6%	6.7%	6.3%	6.5%	6.2%	-5.1%	6.0%
Impaired Driving Fatalities as a % of All Fatalities	44.2%	43.0%	39.9%	51.2%	38.2%	-25.4%	6.1%
Impaired Driving Injuries as a % of All Injuries	8.0%	10.2%	9.6%	10.7%	9.9%	-6.9%	10.8%
All Fatal and Injury Crashes	9,354	8,110	8,909	8,637	8,503	-1.6%	-2.2%
Impaired Fatal/Injury Crashes	789	831	904	947	906	-4.3%	6.3%
% Impaired Driving	8.4%	10.2%	10.1%	11.0%	10.7%	-2.8%	9.5%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	1.75	1.88	1.97	2.09	1.78	-14.8%	6.2%
Annual DUI Arrests by Agency*							
Idaho State Police	1,555	1,410	1,498	1,378	1,205	-12.6%	-3.7%
Local Agencies	6,529	5,509	5,904	6,350	6,440	1.4%	-0.3%
Total Arrests	8,084	6,919	7,402	7,728	7,645	-1.1%	-1.0%
DUI Enforcement Rate**	0.63	0.53	0.55	0.56	0.54	-3.5%	-3.6%

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

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

In 2023, impaired driving crashes decreased by 5%, and fatalities resulting from impaired driving crashes decreased by almost 5%. Eleven percent of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. In 2023, 38% of all fatalities were the result of an impaired driving crash. Only 29% of the passenger motor vehicle occupants killed in impaired driving crashes were wearing a seatbelt.

Table 21 also presents a five-year summary of annual DUI arrests by the Idaho State Police (ISP) and local agencies. Local agency DUI arrests increased in 2023 while ISP DUI arrests decreased in 2023. Overall, DUI arrests decreased by 1.1% from 2022 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2023. The estimated cost of Idaho impaired driving crashes in 2023 was more than $1.67 billion dollars. This estimate represents 28% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2023 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	105	$13,200,000	$1,386,000,000
Suspected Serious Injury	246	$631,290	$155,297,437
Suspected Minor Injury	487	$171,944	$83,736,531
Possible Injuries	445	$87,800	$39,070,970
No Injuries	1,908	$4,448	$8,486,540
Total Estimate of Economic Cost			**$1,672,591,478**

Victims of Fatal Crashes Involving Impaired Drivers

Table 23
Persons Killed in Impaired Driving Crashes: 2023
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles		Commercial Vehicle	Motorcycle		ATV	Other
Impaired Status*	Driver	Passenger	Driver	Driver	Pedestrian	Driver	Driver
Impaired	46	19	4	8	11	1	1
Not Impaired	8	2	0	2	3	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.*

Of the 105 people killed in impaired driving crashes, 90 (or 86%) were impaired drivers, impaired pedestrians, or passengers of a motor vehicle riding with an impaired driver.

Impaired Driving by Age

Table 24 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in crashes by age. Drivers, ages 21 to 25, were the most over-represented in impaired driving crashes in 2023. They are involved in 2.3 times as many impaired driving crashes as you would expect them to be. Drivers, ages 26 to 30 years-old, were the next most over-represented ages. They are involved in 1.8 times as many impaired driving crashes as you would expect them to be. In 2023, 11% of the impaired drivers involved in crashes were under 21 years of age.

Table 24
Impaired Driving Crashes and Involvement by Driver Age: 2023

	Licensed Drivers		Impaired Drivers in Crashes		Crash
Age	Number	Percent	Number	Percent	Involvement
0 to 15	4,892	0.3%	4	0.2%	0.69
16-20	100,664	7.1%	181	10.8%	1.52
21-25	117,093	8.2%	315	18.7%	2.28
26-30	116,010	8.1%	248	14.7%	1.81
31-35	119,421	8.4%	225	13.4%	1.59
36-40	118,197	8.3%	187	11.1%	1.34
41-45	118,350	8.3%	127	7.6%	0.91
46-50	104,169	7.3%	84	5.0%	0.68
51-55	103,363	7.3%	116	6.9%	0.95
56-60	102,040	7.2%	70	4.2%	0.58
61-65	112,550	7.9%	43	2.6%	0.32
66 +	306,915	21.6%	63	3.7%	0.17
Missing or Unknown			19	1.1%	
TOTALS	1,423,664		1,682		

Males comprised 74% of the drivers involved in impaired driving crashes in 2023.

Impaired Driving by Counties and Cities

Table 25 presents information on impaired driving crashes for Idaho counties by population groupings. Population numbers are based on 2023 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
50,000 and over							
Ada	524.673	422	16	190	16	262	0.4
Bannock	90.400	93	4	45	4	68	0.5
Bingham	50.395	57	4	30	6	42	0.7
Bonner	52.547	38	1	20	1	22	0.4
Bonneville	131.366	81	10	44	12	69	0.4
Canyon	257.674	228	7	109	7	168	0.5
Kootenai	185.010	161	7	62	7	93	0.4
Madison	54.547	11	0	6	0	11	0.1
Twin Falls	95.156	123	6	49	6	76	0.6
Mean Crash Rate							**0.4**
20,000 - 49,999							
Blaine	25.041	26	2	8	2	19	0.4
Cassia	25.696	38	4	18	4	28	0.9
Elmore	29.724	30	3	13	5	17	0.5
Gem	21.071	17	1	10	1	12	0.5
Jefferson	34.198	10	1	6	1	8	0.2
Jerome	25.479	49	8	23	12	37	1.2
Latah	41.301	20	1	12	1	13	0.3
Minidoka	22.480	28	3	16	3	23	0.8
Nez Perce	42.987	49	4	26	4	43	0.7
Payette	27.279	26	2	14	2	20	0.6
Mean Crash Rate							**0.5**
10,000 - 19,999							
Benewah	10.369	11	0	8	0	12	0.8
Boundary	13.557	14	0	7	0	8	0.5
Franklin	15.494	3	1	1	1	6	0.1
Fremont	14.196	14	0	6	0	6	0.4
Gooding	16.061	13	1	8	1	9	0.6
Idaho	17.890	17	0	13	0	14	0.7
Owyhee	12.722	13	0	7	0	7	0.6
Shoshone	14.026	18	0	13	0	14	0.9
Teton	12.549	5	0	0	0	0	0.0
Valley	12.644	14	2	8	2	11	0.8
Washington	11.425	3	0	0	0	0	0.0
Mean Crash Rate							**0.5**

Table 25 (Continued)
Impaired Driving Crashes by County: 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
5,000 - 9,999							
Bear Lake	6.766	6	0	4	0	6	0.6
Boise	8.517	21	1	15	1	21	1.9
Caribou	7.219	2	0	1	0	1	0.1
Clearwater	9.214	7	2	4	2	7	0.7
Lemhi	8.441	10	1	3	1	5	0.5
Lincoln	5.450	8	2	2	2	9	0.7
Power	8.253	6	0	2	0	2	0.2
Mean Crash Rate							**0.7**
0 - 4,999							
Adams	4.903	2	0	2	0	3	0.4
Butte	2.758	2	0	1	0	1	0.4
Camas	1.232	0	0	0	0	0	0.0
Clark	0.801	1	0	1	0	1	1.2
Custer	4.523	1	1	0	1	0	0.2
Lewis	3.739	2	0	1	0	1	0.3
Oneida	4.953	8	0	3	0	3	0.6
Mean Crash Rate							**0.4**
Statewide Totals	**1,964.7**	**1,708**	**95**	**811**	**105**	**1,178**	**0.5**

Table 26 presents information on impaired driving crashes for cities with populations exceeding 2,000 people by population groupings. Population figures are from the U. S. Census Bureau's estimates for cities for 2023.

Table 26
Impaired Driving Crashes by City: 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
40,000 and over							
Boise	235.4	207	8	90	8	117	0.4
Caldwell	68.3	69	2	32	2	49	0.5
Coeur d'Alene	56.9	52	0	19	0	32	0.3
Idaho Falls	68.0	37	3	24	4	34	0.4
Meridian	134.8	109	1	56	1	87	0.4
Nampa	114.3	93	3	42	3	64	0.4
Pocatello	58.1	66	1	32	1	49	0.6
Post Falls	44.8	32	2	15	2	21	0.4
Rexburg	40.0	9	0	4	0	4	0.1
Twin Falls	54.9	40	1	13	1	16	0.3
Mean Crash Rate							**0.4**

Table 26 (Continued)
Impaired Driving Crashes by City: 2023

	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
15,000 - 39,999							
Ammon	19.6	2	0	1	0	2	0.1
Chubbuck	16.4	9	1	7	1	8	0.5
Eagle	32.3	21	2	10	2	12	0.4
Hayden	16.4	11	2	1	2	1	0.2
Kuna	28.1	18	0	8	0	8	0.3
Lewiston	34.8	24	1	9	1	14	0.3
Moscow	26.4	9	0	4	0	4	0.2
Mountain Home	16.7	10	0	3	0	3	0.2
Star	16.3	4	0	1	0	1	0.1
Mean Crash Rate							**0.1**
5,000 - 14,999							
Blackfoot	13.0	18	1	9	2	14	0.8
Burley	12.1	16	0	6	0	9	0.5
Emmett	8.5	4	0	2	0	2	0.2
Fruitland	6.9	2	0	0	0	0	0.0
Garden City	12.8	7	0	1	0	2	0.1
Hailey	9.8	5	0	3	0	6	0.3
Jerome	13.1	2	0	0	0	0	0.0
Kimberly	5.4	1	0	1	0	2	0.2
Middleton	11.0	3	0	1	0	1	0.1
Payette	8.6	3	1	2	1	2	0.3
Preston	6.1	2	0	1	0	2	0.2
Rathdrum	11.6	2	0	1	0	1	0.1
Rigby	5.6	2	0	1	0	1	0.2
Rupert	6.3	2	0	2	0	3	0.3
Sandpoint	10.0	4	0	2	0	2	0.2
Shelley	5.2	2	0	2	0	2	0.4
Weiser	6.1	1	0	0	0	0	0.0
Mean Crash Rate							**0.2**

Table 26 (Continued)
Impaired Driving Crashes by City: 2023

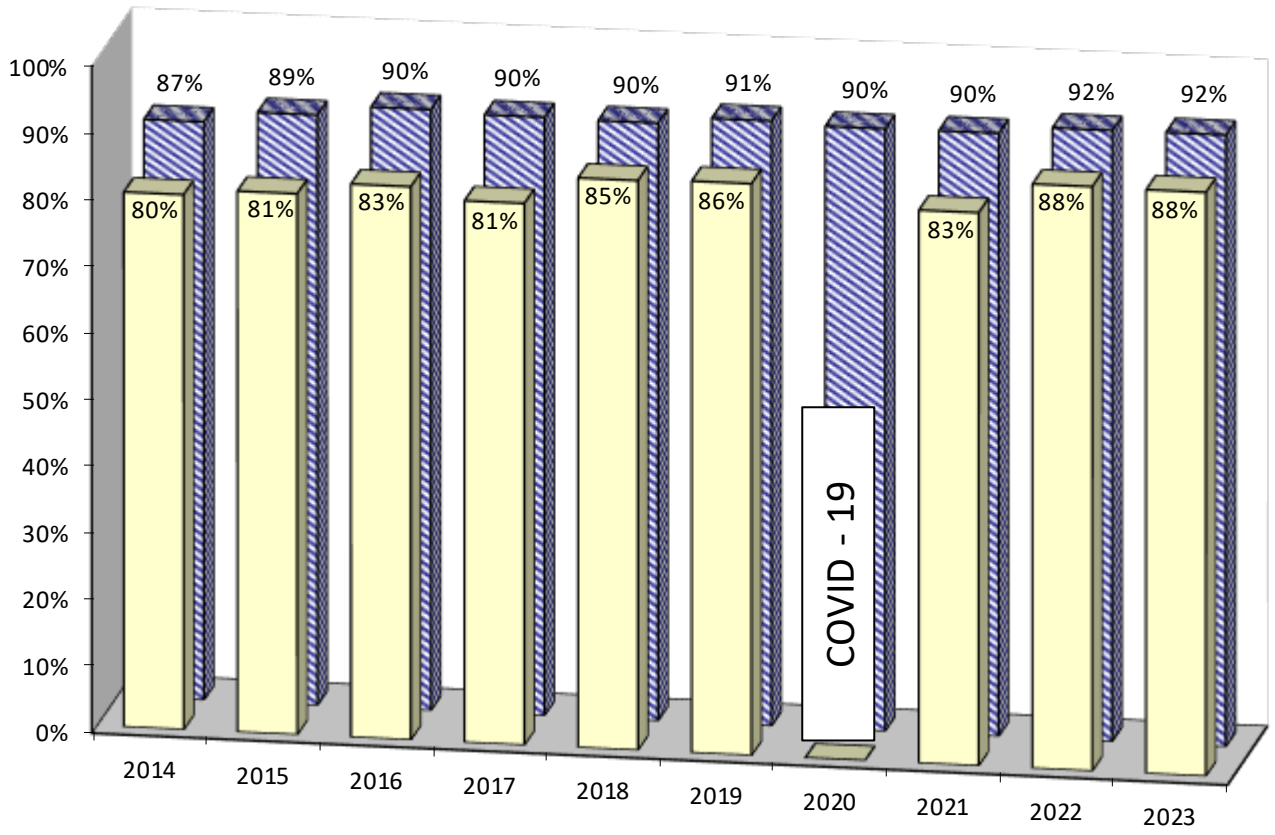
	2023 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.8	4	0	1	0	1	0.2
Bellevue	2.6	1	0	0	0	0	0.0
Bonners Ferry	2.7	3	0	0	0	0	0.0
Buhl	4.7	1	0	0	0	0	0.0
Dalton Gardens	2.5	0	0	0	0	0	0.0
Driggs	2.3	4	0	0	0	0	0.0
Filer	3.0	3	0	0	0	0	0.0
Gooding	3.8	3	0	2	0	2	0.5
Grangeville	3.6	1	0	1	0	1	0.3
Heyburn	3.7	7	1	4	1	7	1.3
Homedale	3.1	0	0	0	0	0	0.0
Iona	3.1	0	0	0	0	0	0.0
Kellogg	2.5	2	0	1	0	1	0.4
Ketchum	3.6	3	0	1	0	1	0.3
Malad	2.3	3	0	0	0	0	0.0
McCall	4.1	3	1	1	1	4	0.5
Montpelier	2.7	0	0	0	0	0	0.0
Orofino	3.3	0	0	0	0	0	0.0
Parma	2.1	0	0	0	0	0	0.0
St. Anthony	4.0	3	0	2	0	2	0.5
St. Maries	2.5	1	0	0	0	0	0.0
Salmon	3.3	1	0	0	0	0	0.0
Soda Springs	3.2	0	0	0	0	0	0.0
Spirit Lake	2.5	1	0	1	0	1	0.4
Sugar City	2.1	0	0	0	0	0	0.0
Victor	2.3	1	0	0	0	0	0.0
Wendell	3.0	1	0	1	0	1	0.3
Mean Crash 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. 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 made up 92% of the vehicles involved in motor vehicle crashes in 2023. 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.: 2014 - 2023



No observational seat belt survey was done in 2020 because of the pandemic. The methodology for national seat belt surveys differs from that of Idaho.

Observational Seat Belt Survey Results

Table 27 shows the observed shoulder harness seat belt use by county. The sample for the observational seat belt survey is required to be updated every 5 years. The revisions have been implemented in 2013, 2018 and in 2023. A new set of counties and observation sites are selected for the sample. There was no survey done in 2020 because of COVID-19.

Table 27
Observed Seat Belt Use by County: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Ada	95.1%	////	89.4%	97.4%	97.8%	0.4%	1.5%
Bannock	85.4%	////	83.3%	76.0%	80.0%	5.3%	-5.6%
Bingham	----	----	----	----	79.6%	----	----
Bonner	83.1%	////	82.5%	89.2%	80.4%	-9.9%	3.7%
Bonneville	75.5%	////	81.3%	79.1%	81.2%	2.6%	2.5%
Canyon	81.3%	////	78.0%	80.3%	88.2%	9.9%	-0.6%
Cassia	68.7%	////	60.3%	75.0%	74.4%	-0.8%	6.1%
Elmore	91.7%	////	88.2%	93.6%	94.4%	0.8%	1.2%
Franklin	82.3%	////	66.2%	70.7%	----	----	-6.3%
Fremont	82.0%	////	73.4%	77.8%	67.0%	-13.8%	-2.3%
Jerome	70.4%	////	73.8%	81.6%	72.7%	-11.0%	7.7%
Kootenai	89.1%	////	85.4%	88.0%	91.2%	3.6%	-0.5%
Latah	82.2%	////	86.9%	87.8%	88.2%	0.5%	3.4%
Nez Perce	85.6%	////	91.9%	82.9%	91.5%	10.3%	-1.2%
Payette	----	----	----	----	87.8%	----	----
Twin Falls	77.8%	////	73.7%	74.9%	80.7%	7.7%	-1.9%
Washington	79.6%	////	78.4%	74.3%	----	----	-3.3%
Statewide	**85.7%**	**////**	**82.9%**	**87.6%**	**87.5%**	**-0.1%**	**1.2%**

The Office of Highway Safety evaluates compliance rates through analysis of crash 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 28 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts[4] by vehicle type for 2023. A map of the transportation districts can be found in Appendix A. District 3 (south-west Idaho) had the highest overall usage at 91.9%, while district 4 (south-central Idaho) had the overall lowest usage at 78.6%.

Table 28
Idaho Safety Belt Observation Survey: 2023 – Usage by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	93.4%	85.3%	91.0%
2	91.7%	88.4%	90.3%
3	93.9%	87.0%	91.9%
4	81.3%	73.8%	78.6%
5	86.0%	64.0%	79.9%
6	84.4%	69.9%	80.8%
Statewide	**90.1%**	**80.9%**	**87.5%**

Usage rates for the occupants of pickup trucks continue to be lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2021 ranged from a high of 87.0% in District 3 (south-west Idaho) to a low of 64.0% in District 5 (south-east Idaho).

Self-Reported Seat Belt Usage Results

Table 29 shows the self-reported seat belt use for people, ages 7 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes 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 29
Self-Reported Seat Belt Use: 2019-2023
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatalities -Restraints Used	43.6%	34.8%	36.4%	33.8%	42.1%	24.6%	-7.6%
Suspected Serious Injuries - Restraints Used	67.6%	57.7%	55.7%	57.7%	61.1%	5.9%	-4.8%

Of the 178 passenger motor vehicle occupants over the age of 7 killed in 2023, only 75 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, there were 75 lives saved in 2023 by seat belt usage and an additional 43 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2023 Costs of Injuries
Persons Using Safety Restraints versus Persons Not Using Safety Restraints
Age 7 & Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

	Safety Restraints			Costs of Injuries		
Injury Type	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	75	85	18	$990,000,000	$1,122,000,000	$237,600,000
Suspected Serious Injury	509	211	113	$321,326,812	$133,202,274	$71,335,815
Suspected Minor Injury	3,119	403	380	$536,292,076	$69,293,269	$65,338,566
Possible Injury	4,703	330	475	$412,923,080	$28,973,978	$41,704,968
No Injury	42,320	1,601	4,706	$188,233,943	$7,121,043	$20,931,686
Total				**$2,448,775,911**	**$1,360,590,563**	**$436,911,035**

Self-reported seat belt use can be biased because of the penalties involved for not wearing a seat belt (meaning people misrepresent their belt use to avoid a ticket). The number of people using seat belts is higher for the less severe injury categories because of this bias, but also because seat belts lessen the severity of injuries sustained in crashes.

Local Safety Restraint Usage

Table 31 presents self-reported restraint use rates for all motor vehicle occupants, 7 years old and older, involved in fatal and serious injury crashes for each county, for 2019 through 2023. Crash data provides an analysis of the restraint use at the local level. This information is self-reported to the investigating officer after a crash. The self-reported use is for all occupants, regardless of injury type, involved in fatal and serious injury crashes. Values of "---" indicate there were no fatal or serious injury crashes.

Table 31
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2019-2023
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
50,000 and over							
Ada	86.4%	77.5%	79.9%	79.9%	78.2%	-2.1%	-2.4%
Bannock	76.6%	50.0%	57.8%	64.1%	66.7%	4.0%	-2.7%
Bingham	77.6%	55.6%	54.6%	48.8%	57.0%	16.9%	-13.6%
Bonner	70.8%	53.4%	70.8%	59.3%	63.6%	7.3%	-2.8%
Bonneville	81.1%	60.8%	63.7%	68.5%	72.6%	6.0%	-4.3%
Canyon	83.5%	73.1%	71.3%	77.5%	72.3%	-6.7%	-2.1%
Kootenai	79.5%	77.7%	81.5%	69.1%	79.2%	14.7%	-4.2%
Madison	64.9%	71.9%	56.0%	73.9%	75.7%	2.4%	6.9%
Twin Falls	64.3%	66.9%	55.7%	63.5%	74.4%	17.2%	0.4%
20,000 - 49,999							
Blaine	78.1%	66.7%	74.4%	40.9%	59.0%	44.2%	-16.0%
Cassia	71.7%	87.2%	62.5%	67.2%	67.1%	-0.1%	0.2%
Elmore	75.9%	49.2%	70.7%	57.0%	40.7%	-28.6%	-3.7%
Gem	52.6%	72.2%	52.9%	89.5%	70.6%	-21.1%	26.5%
Jefferson	45.5%	50.0%	25.0%	57.6%	65.9%	14.4%	30.1%
Jerome	66.2%	59.1%	64.6%	63.3%	58.0%	-8.4%	-1.2%
Latah	66.7%	54.2%	66.7%	69.6%	57.9%	-16.8%	2.9%
Minidoka	13.3%	45.5%	46.3%	69.8%	69.8%	0.1%	97.8%
Nez Perce	62.7%	47.2%	54.1%	35.3%	51.0%	44.6%	-14.9%
Payette	74.2%	55.2%	82.0%	77.4%	77.3%	-0.2%	5.8%
10,000 - 19,999							
Benewah	92.3%	20.0%	44.4%	44.4%	52.6%	18.4%	14.6%
Boundary	81.8%	100.0%	41.7%	88.9%	68.2%	-23.3%	25.7%
Franklin	33.3%	80.0%	72.7%	45.5%	33.3%	-26.7%	31.1%
Fremont	57.1%	60.8%	67.4%	80.4%	47.4%	-41.1%	12.2%
Gooding	65.4%	34.6%	55.0%	47.1%	66.7%	41.7%	-0.9%
Idaho	63.3%	22.2%	64.7%	38.5%	65.5%	70.3%	28.6%
Owyhee	51.9%	39.3%	40.9%	56.7%	72.7%	28.3%	31.5%
Shoshone	50.0%	70.6%	42.9%	39.1%	60.0%	53.3%	-2.3%
Teton	80.0%	80.0%	85.7%	83.3%	85.7%	2.9%	34.8%
Valley	60.0%	65.8%	73.9%	68.4%	57.9%	-15.4%	4.9%
Washington	66.7%	25.0%	20.0%	83.3%	63.6%	-23.6%	78.1%

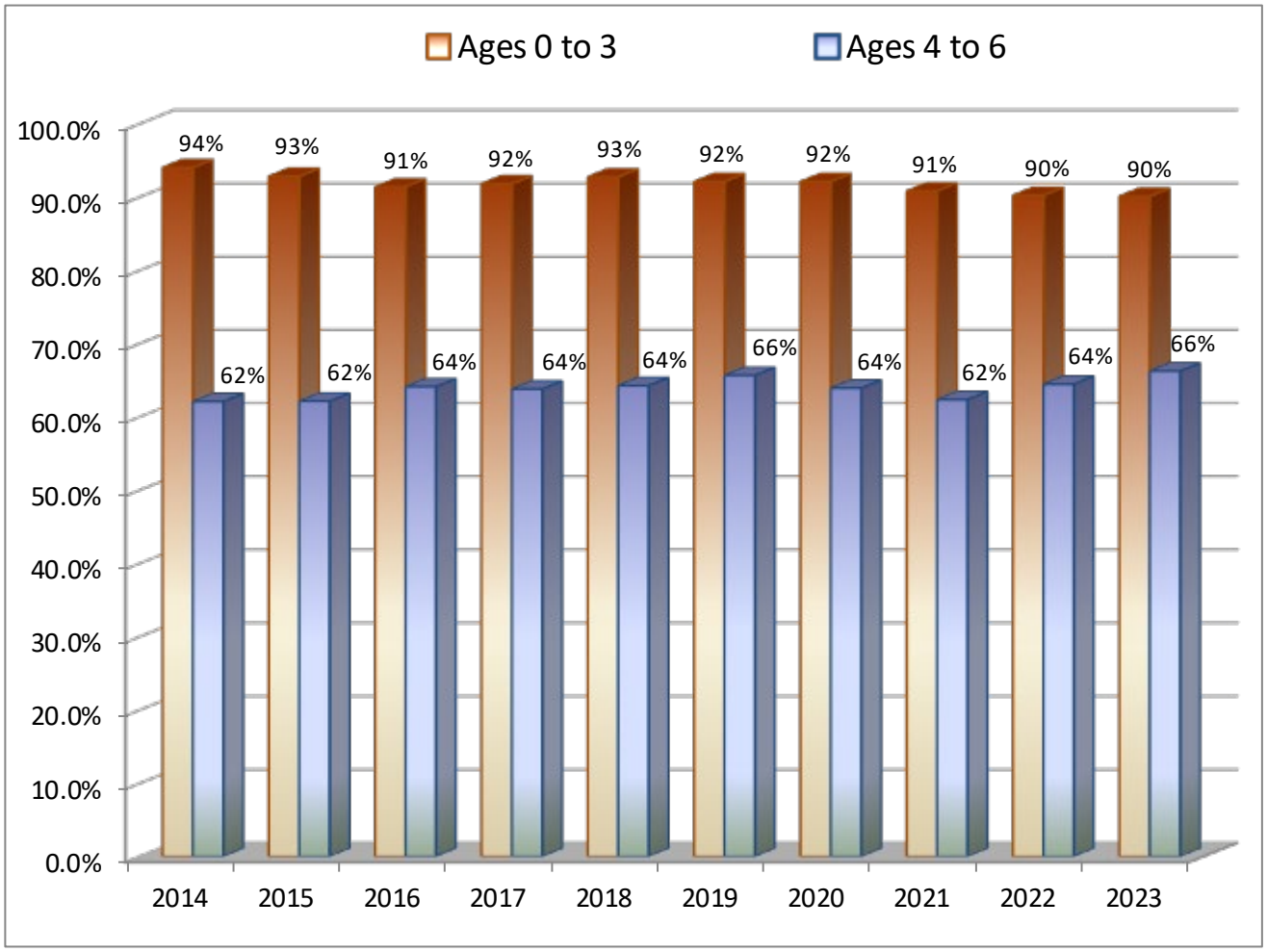
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2019-2023
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
5,000 - 9,999							
Bear Lake	66.7%	36.8%	33.3%	20.0%	53.8%	169.2%	-31.4%
Boise	87.1%	88.9%	41.4%	30.0%	67.7%	125.8%	-26.3%
Caribou	0.0%	60.0%	71.4%	25.0%	80.0%	220.0%	4.7%
Clearwater	33.3%	88.9%	41.7%	77.8%	87.5%	12.5%	22.3%
Lemhi	54.5%	46.7%	26.3%	40.0%	25.0%	-37.5%	-2.0%
Lincoln	37.5%	69.2%	20.0%	44.0%	75.0%	70.5%	44.5%
Power	50.0%	0.0%	34.5%	33.3%	79.7%	139.0%	-91.8%
0 - 4,999							
Adams	66.7%	33.3%	50.0%	----	33.3%	----	33.3%
Butte	27.3%	62.5%	85.7%	60.0%	85.7%	42.9%	45.4%
Camas	0.0%	----	62.5%	----	0.0%	----	----
Clark	0.0%	85.7%	33.3%	33.3%	100.0%	200.0%	-0.4%
Custer	22.2%	22.2%	10.0%	25.0%	63.6%	154.5%	31.7%
Lewis	66.7%	40.9%	78.6%	50.0%	66.7%	33.3%	5.7%
Oneida	62.5%	74.2%	72.7%	75.0%	94.4%	25.9%	6.6%
Statewide Average	**74.4%**	**74.7%**	**66.0%**	**66.9%**	**69.9%**	**4.5%**	**-3.3%**

Child Safety Seat Usage by Age Groups

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

Figure 14
Child Safety Seat Usage by Age Group in Crashes: 2014 - 2023



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (90%), while only 66% placed their toddlers (ages 4-6) in child safety seats or booster seats, even though they are too small for seat belts to fit them correctly.

Child Safety Seat – Self-Reported Usage

Table 32
Self-Reported Child Safety Seat Use by Injury Type: 2019-2023
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatalities							
Restrained	5	1	1	0	1	100.0%	-60.0%
Unrestrained	0	0	4	0	1	100.0%	100.0%
Suspected Serious Injuries							
Restrained	6	5	5	5	8	60.0%	-5.6%
Unrestrained	4	2	4	8	10	25.0%	50.0%
Suspected Minor Injuries							
Restrained	63	42	48	55	64	16.4%	-1.5%
Unrestrained	22	23	31	36	33	-8.3%	18.5%
Possible Injuries							
Restrained	223	190	194	154	155	0.6%	-11.1%
Unrestrained	60	47	56	41	40	-2.4%	-9.8%
No Injuries							
Restrained	2,201	1,582	2,042	1,868	1,794	-4.0%	-2.5%
Unrestrained	514	381	436	460	428	-7.0%	-2.0%
Total Restrained	2,499	1,820	2,290	2,082	2,023	-2.8%	-3.5%
Total Unrestrained	600	453	622	548	515	-6.0%	0.3%
% of Children Restrained	80.6%	80.1%	78.6%	79.2%	79.7%	0.7%	-0.6%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate 2 lives were saved and another life may have been saved if all of these children had been properly restrained. Additionally, 18 serious injuries were prevented and 7 unrestrained serious injuries may have been prevented if they had all been properly restrained.

Aggressive Driving

Aggressive driving behaviors include: failure to yield right of way, fail to obey stop sign, exceeded posted speed, driving too fast for conditions, following too close, and fail to obey signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver or individual and is a criminal offense.

An officer may indicate up to three contributing circumstances for each vehicle in a crash. 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 33
Aggressive Driving Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Total Aggressive Driving Crashes	13,638	10,742	13,633	14,036	13,948	-0.6%	2.9%
Fatalities	66	78	94	81	103	27.2%	8.3%
Suspected Serious Injury	547	481	626	602	577	-4.2%	4.7%
Suspected Minor Injury	2,126	1,868	2,391	2,558	2,573	0.6%	7.6%
Possible Injuries	4,887	3,835	4,063	3,720	3,674	-1.2%	-8.0%
Number of Traffic Fatalities and Suspected Serious Injuries Involving:*							
Fail to Yield Right of Way	258	183	279	235	268	14.0%	2.5%
Driving Too Fast for Conditions	161	183	221	220	191	-13.2%	11.3%
Fail to Obey Stop Sign	77	61	88	84	73	-13.1%	6.3%
Exceeded Posted Speed	59	63	87	79	96	21.5%	11.9%
Following Too Close	71	72	79	69	59	-14.5%	-0.5%
Fail to Obey Signal	51	40	51	53	53	0.0%	3.3%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	3.34	3.39	3.22	3.57	3.46	-3.1%	2.4%

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

In 2023, aggressive driving was a contributing factor in 50% of all crashes in Idaho. While 74% of all aggressive driving crashes occurred in urban areas, 61% of the fatal aggressive driving crashes occur in rural areas.

Only 15% of all aggressive driving crashes involved a single vehicle, while 31% of fatal aggressive driving crashes involved only one vehicle. Of the 27 fatal aggressive driving crashes that involved a single vehicle, 18 (or 67%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was over $2.6 billion dollars in 2023. This represents 44% of the total costs of Idaho crashes (as shown in Table 4).

Involvement in Aggressive Driving Crashes by Driver Age

Drivers ages 19 and younger were 43.9 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 1.9 times as likely as all other drivers to be involved in aggressive driving crashes. (Note: the odds ratios above compare the involvement of a group of drivers to the involvement of all other drivers combined.) Drivers under the age of 25 represent more than one-third (34%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2023

	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
0-14	0	0.0%	26	0.2%		14	0.3%	
15	4,892	0.3%	249	1.7%	5.1	77	1.6%	4.6
16	13,849	1.0%	602	4.2%	4.3	173	3.6%	3.7
17	19,405	1.4%	648	4.5%	3.3	193	4.0%	2.9
18	20,233	1.4%	679	4.7%	3.3	196	4.1%	2.9
19	23,407	1.6%	576	4.0%	2.4	207	4.3%	2.6
20	23,770	1.7%	492	3.4%	2.1	156	3.2%	1.9
21	22,041	1.5%	491	3.4%	2.2	151	3.1%	2.0
22	23,624	1.7%	410	2.9%	1.7	136	2.8%	1.7
23	24,208	1.7%	393	2.7%	1.6	114	2.4%	1.4
24	24,765	1.7%	335	2.3%	1.3	107	2.2%	1.3
25-34	234,190	16.4%	2,768	19.3%	1.2	923	19.1%	1.2
35-44	237,511	16.7%	2,091	14.6%	0.9	762	15.8%	0.9
45-54	210,073	14.8%	1,379	9.6%	0.7	476	9.9%	0.7
55-64	212,630	14.9%	1,178	8.2%	0.6	426	8.8%	0.6
65-74	199,291	14.0%	946	6.6%	0.5	342	7.1%	0.5
75+	129,775	9.1%	737	5.1%	0.6	269	5.6%	0.6
Not Stated or Other			324	2.3%		99	2.1%	
TOTALS	**1,423,664**		**14,324**			**4,821**		

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

Distracted Driving

Distracted driving crashes are those where investigating law enforcement officer indicates that either inattention or a distraction in or on the vehicle was a contributing factor in the crash. Distraction is defined by the National Highway Traffic Safety Administration as a specific type of inattention that occurs when drivers divert their attention away from the task of driving to focus on another activity. Distraction is categorized into the three following types: visual (taking your eyes off the road), manual (taking your hands off the wheel), and cognitive (taking your mind off the road).

Table 35
Distracted Driving Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Total Distracted Driving Crashes	5,066	4,253	5,003	4,736	4,757	0.4%	-1.3%
Fatalities	36	22	30	34	48	41.2%	3.6%
Suspected Serious Injury	250	237	284	300	229	-23.7%	6.8%
Suspected Minor Injury	903	863	1,007	1,023	987	-3.5%	4.6%
Possible Injuries	2,112	1,637	1,677	1,491	1,454	-2.5%	-10.4%
Distracted Driving Crashes as a % of All Crashes	18.8%	18.9%	18.2%	17.1%	17.2%	0.4%	-3.0%
Distracted Driving Fatalities as a % of All Fatalities	16.1%	10.3%	11.1%	15.8%	17.5%	10.4%	4.8%
Distracted Driving Injuries as a % of All Injuries	24.5%	23.9%	23.5%	23.2%	22.5%	-2.7%	-1.9%
All Fatal and Injury Crashes	9,354	8,110	8,909	8,637	8,503	-1.6%	-2.2%
Distracted Fatal/Injury Crashes	2,131	1,852	1,964	1,854	1,787	-3.6%	-4.2%
% DistractedDriving	22.8%	22.8%	22.0%	21.5%	21.0%	-2.1%	-2.0%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	1.58	1.49	1.63	1.74	1.41	-19.3%	3.5%

Distracted driving crashes made up 17% of all crashes in 2023 and were responsible for 17% of all fatalities. While 72% of all distracted driving crashes occurred on urban roadways, 61% of the fatal distracted driving crashes occurred on rural roadways.

While only 18% of all distracted driving crashes involved a single vehicle, 24% of fatal distracted driving crashes involved a single vehicle and all of them occurred on rural roadways.

The economic cost of crashes involving distracted driving was more than $1.1 billion dollars in 2023. This represents 19% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes were the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 7 fatal and 1,285 total crashes that involved Distracted in or on Vehicle. Inattention makes up a larger portion of the distracted driving crashes. Of course, both Inattention and Distracted in or on Vehicle could be contributing circumstances in a single crash.

Figure 15

Percentage of Distracted In or On Vehicle Fatal Crashes by Type of Distraction: 2023

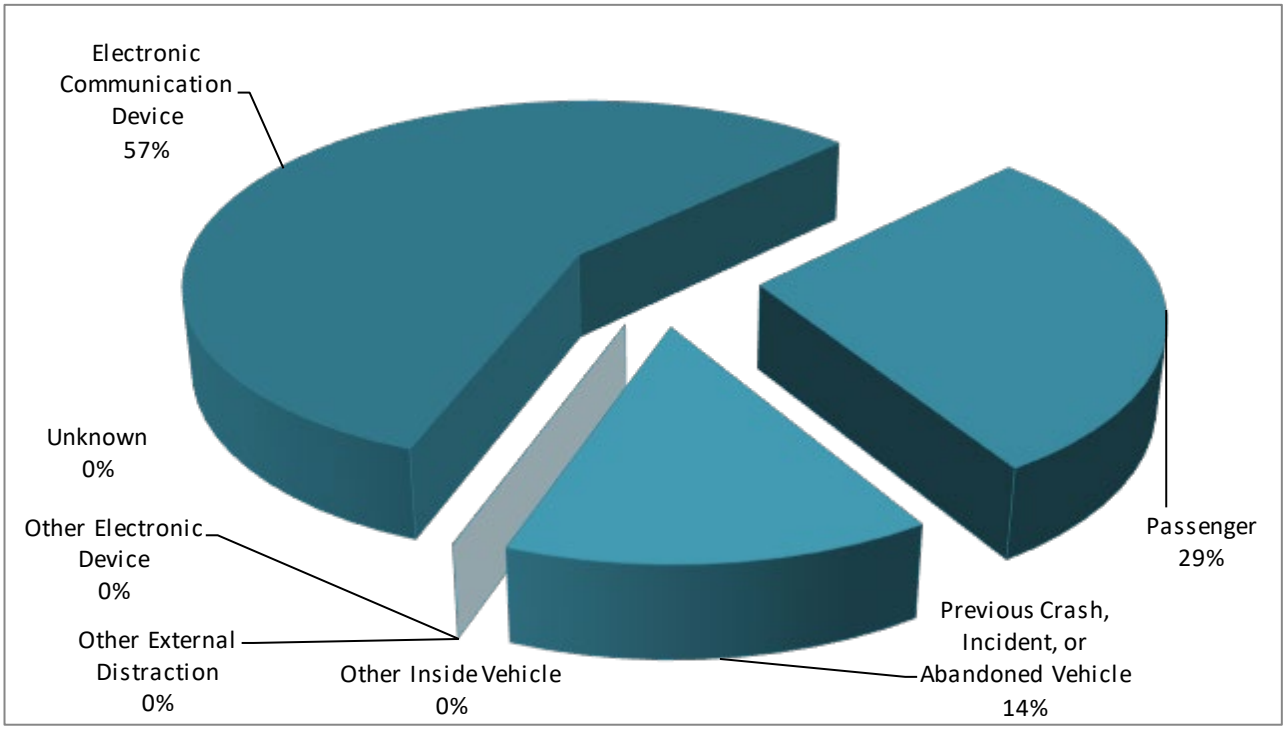
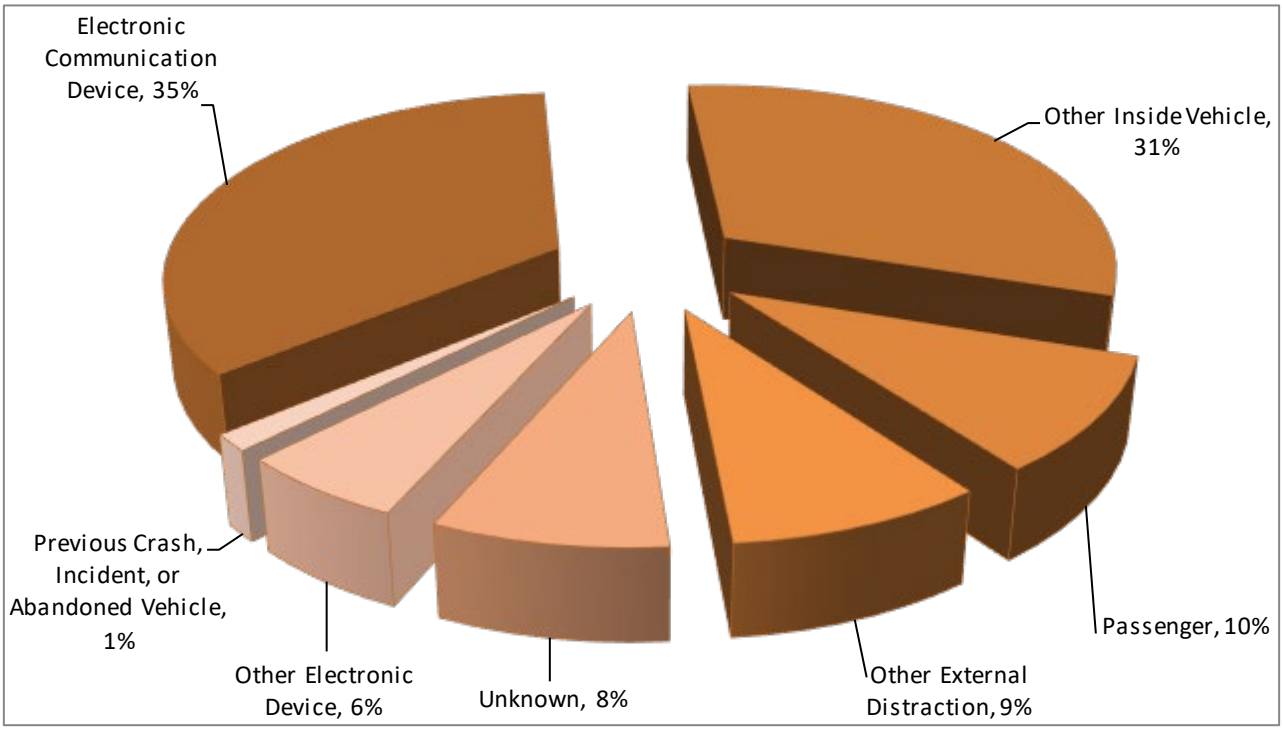


Figure 16

Percentage of Distracted In or On Vehicle Total Crashes by Type of Distraction: 2023



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2023, more than one out of every five crashes involved a youthful driver. In 2023, youthful drivers were involved in 2.4 times as many crashes as you would expect them to be and were 2.6 times as likely as all other drivers to be involved in a crash.

Table 36
Crashes Involving Youthful Drivers (15 to 19 Years Old): 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Total Crashes	5,826	4,689	5,961	5,898	6,062	2.8%	2.2%
Fatalities	18	32	34	25	40	60.0%	19.2%
Suspected Serious Injury	184	195	229	244	208	-14.8%	10.0%
Suspected Minor Injury	880	826	978	1,051	1,070	1.8%	6.6%
Possible Injuries	2,079	1,532	1,556	1,370	1,395	1.8%	-12.2%
Drivers 15-19 in Fatal & Suspected Serious Injury Crashes	170	180	220	207	210	1.4%	7.4%
% of all Drivers in Fatal & Suspected Serious Injury Crashes	8.8%	10.7%	13.0%	12.3%	12.4%	1.4%	12.3%
Licensed Drivers 15-19	71,063	71,209	75,620	78,681	81,786	3.9%	3.5%
% of Total Licensed Drivers	5.5%	5.4%	5.6%	5.6%	5.7%	2.1%	0.5%
Driver Involvement Rate*	1.60	1.97	2.35	2.18	2.17	-0.6%	11.8%
Teen Drivers in Fatal Crashes	18	25	31	20	33	65.0%	9.1%
Impaired Teen Drivers in Fatal Crashes	3	8	5	5	11	120.0%	43.1%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	16.7%	32.0%	16.1%	25.0%	33.3%	33.3%	32.5%

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

The 40 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 40 people killed in youthful driver crashes, 12 were the youthful drivers. Of the 11 youthful drivers of passenger motor vehicles, only 6 (55%) were wearing a seat belt. The other youthful driver killed was on an ATV.

Additionally, there were 10 teen passengers killed in motor vehicle crashes (7 of them were killed in crashes involving a youthful driver). Of the 10 teen passenger motor vehicle passengers killed in crashes, 2 of them (20%) were wearing a seat belt.

While 73% of all crashes involving youthful drivers occurred in urban areas, 70% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2023, the economic cost of crashes involving youthful drivers was just over $1 billion dollars. This represents 17% of the total cost of crashes (as shown in Table 4).

Emergency Medical Services

Table 37 shows Emergency Medical Services (EMS) response to crashes in Idaho. EMS response to crashes indicates the number of crashes where an EMS unit responded and transported persons to medical facilities.

Table 37
Emergency Medical Services Response to Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Total Crashes	27,015	22,528	27,547	27,661	27,679	0.1%	2.0%
Fatal & Injury Crashes With EMS Response	6,272	5,598	6,254	5,981	6,034	0.9%	-1.1%
% with EMS Response	67.1%	69.0%	70.2%	69.2%	71.0%	2.5%	1.1%
Persons Killed or Injured in Crashes	13,555	11,669	12,887	12,370	12,134	-1.9%	-2.5%
Transported from Urban Areas	2,437	2,035	2,252	2,173	2,306	6.1%	-3.1%
Transported from Rural Areas	2,182	2,073	2,307	2,310	2,138	-7.4%	2.1%
Total Transported by EMS	4,619	4,108	4,559	4,483	4,444	-0.9%	-0.6%
% of Killed/Injured Transported	34.1%	35.2%	35.4%	36.2%	36.6%	1.1%	2.1%
Trapped and Extricated	523	444	504	504	501	-0.6%	-0.5%
Fatal/Serious Injuries Transported by Helicopter	149	166	233	182	184	1.1%	10.0%

The availability and quality of services provided by local EMS may mean the difference between life and death for someone injured in a traffic crash. Improved post-crash victim care works to reduce the severity of trauma incurred by crash 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 Crashes

Crashes involving pedestrians decreased by 1% in 2023, but the number of pedestrians killed in motor vehicle crashes almost doubled. Of all pedestrians involved in crashes in 2023, 98% received some degree of injury.

Table 38
Pedestrians in Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Pedestrian Crashes	237	187	218	229	226	-1.3%	0.2%
Fatalities	14	14	22	16	31	93.8%	10.0%
Suspected Serious Injury	64	60	61	62	65	4.8%	-1.0%
Suspected Minor Injury	91	68	107	117	95	-18.8%	13.8%
Possible Injuries	83	65	46	57	51	-10.5%	-9.0%
Pedestrians in Crashes	249	200	233	239	236	-1.3%	-0.2%
Pedestrian Fatal and Serious Injuries	77	71	82	75	96	28.0%	-0.3%
% of All Fatal and Serious Injuries	5.6%	5.4%	5.0%	4.8%	6.4%	32.1%	-4.7%
Impaired Fatal and Serious Injuries*	9	13	8	9	24	166.7%	6.2%
% of Ped Fatal & Serious Injuries	11.7%	18.3%	9.8%	12.0%	25.0%	108.3%	11.0%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	1	1	2	4	4	0.0%	100.0%
4 to 14	40	22	30	23	28	21.7%	-10.7%
15 to 19	31	33	24	33	30	-9.1%	5.6%
20 to 24	19	19	25	23	22	-4.3%	7.9%
25 to 34	38	29	33	32	35	9.4%	-4.3%
35 to 44	30	20	32	34	27	-20.6%	11.0%
45 to 54	21	20	21	25	23	-8.0%	6.4%
55 to 64	23	20	22	22	22	0.0%	-1.0%
65 and Older	36	25	30	29	37	27.6%	-4.6%
Missing/Unknown Age	2	5	8	5	4	-20.0%	289.2%

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

Of the pedestrians killed in motor vehicle crashes in 2023, 87% were 20 years of age or older and 61% were over the age of 40. Impaired pedestrians were involved in 13% of all pedestrian crashes and 35% of fatal pedestrian crashes.

In 2023, the economic cost of crashes involving pedestrians was over $471 million dollars. This represents 8% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

The number of bicycle crashes stayed level in 2023, but the number of bicyclists killed almost doubled to 7. One of the fatalities resulting from crashes involving a bicyclist in 2023, was a motorcyclist. Of the bicyclists involved in crashes in 2023, 97% received some degree of injury. Of all bicyclists involved in crashes in 2023, 11% were between the ages of 4 and 14.

Table 39
Bicyclists in Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Bicycle Crashes	265	149	173	194	195	0.5%	-5.2%
Fatalities	4	3	3	4	8	100.0%	2.8%
Suspected Serious Injury	30	15	25	35	24	-31.4%	18.9%
Suspected Minor Injury	129	77	88	123	125	1.6%	4.6%
Possible Injuries	113	52	54	36	35	-2.8%	-27.8%
Bicyclists in Crashes	268	152	174	201	195	-3.0%	-4.4%
Bicyclist Fatal and Serious Injuries	34	18	28	38	31	-18.4%	14.7%
% of All Fatal and Serious Injuries	2.5%	1.4%	1.7%	2.5%	2.1%	-15.8%	7.9%
Bicyclists in Crashes Wearing Helmets	69	46	46	53	48	-9.4%	-6.0%
% of Bicyclists Wearing Helmets	25.7%	30.3%	26.4%	26.4%	24.6%	-6.6%	1.5%
Impaired Fatal and Serious Injuries*	1	1	1	2	2	0.0%	33.3%
% of Bicycle Fatal & Serious Injuries	2.9%	5.6%	3.6%	5.3%	6.5%	22.6%	33.5%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	0	1	0	4	0	-100.0%	0.0%
4 to 14	52	36	31	31	21	-32.3%	-14.9%
15 to 19	50	24	28	41	35	-14.6%	3.7%
20 to 24	26	13	14	14	19	35.7%	-14.1%
25 to 34	32	19	24	23	40	73.9%	-6.2%
35 to 44	23	15	23	28	24	-14.3%	13.4%
45 to 54	26	12	10	14	14	0.0%	-10.2%
55 to 64	28	16	23	20	15	-25.0%	-4.1%
65 and Older	20	9	16	11	20	81.8%	-2.8%
Missing/Unknown Age	3	0	0	7	2	-71.4%	44.4%

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

The percentage of bicyclists involved in crashes that were wearing helmets continues to remain very low at 25%. However, 50% of bicyclists over the age of 65 involved in crashes were wearing helmets while only 14% of bicyclists ages 19 & under were wearing helmets.

In 2023, the economic cost of crashes involving bicyclists was over $145 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Motorcycle Crashes

The number of motorcycle crashes increased in 2023 by 11% and the number of motorcycle fatalities increased 44%. One of the fatalities resulting from crashes with a motorcyclist in 2023, was a bicyclist and two of the fatalities in 2022 were passenger motor vehicle occupants. Of all motorcyclists involved in crashes in 2023, 86% received some degree of injury. Of all motorcycle crashes, 5% involved impaired motorcyclists, while 21% of fatal motorcycle crashes involved impaired motorcyclists. Almost half of all motorcycle crashes (44%) were single-vehicle crashes and 44% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2023, 82% were 30 years of age or older and 51% were over the age of 50.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 82% of those riders involved in crashes in 2023 were wearing a helmet while 66% of riders 18 and older involved in crashes were wearing helmets.

Table 40
Motorcyclists in Crashes: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Motorcycle Crashes	490	470	554	551	609	10.5%	4.4%
Fatalities	25	27	32	29	40	37.9%	5.7%
Suspected Serious Injury	153	154	200	188	213	13.3%	8.2%
Suspected Minor Injury	196	182	216	230	249	8.3%	6.0%
Possible Injuries	122	107	113	110	107	-2.7%	-3.1%
Motorcyclists in Crashes	552	516	603	606	667	10.1%	3.6%
Registered Motorcycles*	56,442	48,690	51,224	56,012	53,152	-5.1%	0.3%
Motorcyclists Wearing Helmets	360	290	347	365	446	22.2%	1.8%
% Motorcyclists Wearing Helmets	65.2%	56.2%	57.5%	60.2%	66.9%	11.0%	-2.3%
Motorcycle Drivers in Crashes by Age							
0 to 14	4	4	11	6	9	50.0%	43.2%
15 to 20	36	27	28	47	73	55.3%	15.5%
21 to 24	48	52	52	57	62	8.8%	6.0%
25 to 34	103	95	112	101	129	27.7%	0.1%
35 to 44	85	74	105	100	121	21.0%	8.1%
45 to 54	87	102	96	101	82	-18.8%	5.5%
55 to 64	80	67	89	69	71	2.9%	-2.0%
65 and up	53	46	59	74	62	-16.2%	13.5%
Missing/Unknown	9	11	9	10	13	30.0%	5.1%

* Obtained from Division of Motor Vehicles, Idaho Transportation Department - Units Registered by Registration Type

In 2023, the economic cost of crashes involving motorcyclists was nearly $717 million dollars. This represents 12% of the total cost of Idaho crashes (as shown in Table 4).

Commercial Motor Vehicles in Crashes

For the purposes of crash 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 10,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels and smaller vehicles that are carrying hazardous materials.

Table 41
Commercial Motor Vehicle Crash Rates: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatal Crashes	34	37	38	27	46	70.4%	-5.8%
Injury Crashes	687	715	813	758	689	-9.1%	3.7%
Total Crashes	2,437	2,579	2,942	3,088	2,876	-6.9%	8.3%
Commercial VMT (100 millions)	33.1	33.5	36.1	34.1	37.6	10.2%	1.2%
Fatal Crash Rate	1.0	1.1	1.1	0.8	1.2	54.6%	-7.3%
Injury Crash Rate	20.7	21.3	22.5	22.2	18.3	-17.5%	2.3%
Total Crash Rate	73.6	77.0	81.6	90.4	76.4	-15.5%	7.2%

Table 42 presents the location of CMV crashes by severity and roadway type. While 48% of all CMV crashes occurred on rural roadways, 83% of fatal CMV crashes took place on rural roadways.

Table 42
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2023

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	3	6.5%	52	7.5%	227	10.6%	282	9.8%
Rural	8	17.4%	115	16.7%	328	15.3%	451	15.7%
U.S. or State Highway								
Urban	3	6.5%	119	17.3%	285	13.3%	407	14.2%
Rural	25	54.3%	163	23.7%	375	17.5%	563	19.6%
Local								
Urban	2	4.3%	145	21.0%	647	30.2%	794	27.6%
Rural	5	10.9%	95	13.8%	279	13.0%	379	13.2%
Total	**46**	**1.6%**	**689**	**24.0%**	**2,141**	**74.4%**	**2,876**	

The largest percentage of all CMV crashes (41%) occurred on local roads, while the largest percentage of fatal CMV crashes (61%) took place on US and State highways.

Table 43 shows the number of crashes by severity that each type of commercial motor vehicle was involved in for 2019 to 2023.

Table 43
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Bus							
Fatal Crashes	0	0	1	0	0	0.0%	0.0%
Injury Crashes	24	23	29	31	24	-22.6%	9.6%
Property Damage Crashes	103	53	95	113	95	-15.9%	16.5%
Single Unit Truck							
Fatal Crashes	4	11	7	5	11	120.0%	36.7%
Injury Crashes	163	159	166	161	152	-5.6%	-0.4%
Property Damage Crashes	375	377	400	444	461	3.8%	5.9%
Single Unit Truck with Trailer							
Fatal Crashes	0	1	0	0	1	100.0%	0.0%
Injury Crashes	38	28	32	25	15	-40.0%	-11.3%
Property Damage Crashes	71	73	82	97	75	-22.7%	11.1%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	0	1	1	0	-100.0%	33.3%
Injury Crashes	5	12	20	13	11	-15.4%	57.2%
Property Damage Crashes	32	26	23	27	33	22.2%	-4.3%
Semi with Single-Trailer Configurations							
Fatal Crashes	17	20	21	19	25	31.6%	4.4%
Injury Crashes	250	268	299	308	291	-5.5%	7.3%
Property Damage Crashes	648	685	772	892	891	-0.1%	11.3%
Semi with Double-Trailer Configurations							
Fatal Crashes	4	5	4	1	12	1100.0%	-23.3%
Injury Crashes	36	31	24	27	33	22.2%	-8.0%
Property Damage Crashes	91	96	98	100	95	-5.0%	3.2%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	1	1	0	1	100.0%	-33.3%
Injury Crashes	4	3	2	8	4	-50.0%	80.6%
Property Damage Crashes	16	17	11	16	15	-6.3%	5.5%

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

Table 44 shows different vehicle types as a percent of all vehicles in crashes.

Table 44
Vehicles in All Crashes by Vehicle Type: 2019-2023

Vehicle Type	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Passenger Cars	20,222	15,576	19,192	18,589	18,505	-0.5%	-1.0%
%	41.2%	39.0%	39.0%	37.8%	37.1%	-1.8%	-2.9%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	25,402	21,069	26,301	26,699	27,405	2.6%	3.1%
%	51.8%	52.8%	53.4%	54.2%	54.9%	1.3%	1.6%
Medium Trucks*	661	666	698	749	730	-2.5%	4.3%
%	1.3%	1.7%	1.4%	1.5%	1.5%	-3.8%	5.4%
Large Trucks**	1,147	1,215	1,353	1,496	1,486	-0.7%	9.3%
%	2.3%	3.0%	2.7%	3.0%	3.0%	-2.0%	10.3%
Buses	127	76	126	144	123	-14.6%	13.3%
%	0.3%	0.2%	0.3%	0.3%	0.2%	-15.7%	7.4%
Motorcycles/Mopeds/Scooters	507	482	568	570	628	10.2%	4.4%
%	1.0%	1.2%	1.2%	1.2%	1.3%	8.7%	4.2%
All Other***	985	822	969	982	1,008	2.6%	0.9%
%	2.0%	2.1%	2.0%	2.0%	2.0%	1.3%	-0.2%
TOTALS	49,051	39,906	49,207	49,229	49,885	1.3%	1.6%

**Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.*
***Large trucks include bobtail tractors and tractor-semitrailer combinations.*
****Includes Pedestrians,Bicyclists, Equestrians, Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other, Hit and Run Vehicles, and Unknown or Missing data.*

Table 45 presents injury severity comparisons by vehicle type for all persons in CMV crashes. In 2023, there were 7,466 people with known injury types involved in CMV crashes. Occupants of passenger vehicles comprised 56% of the people involved in CMV crashes. Of the 59 fatalities that occurred in CMV crashes, 76% were occupants of passenger cars, pickups, vans, or other vehicles while 24% were occupants of CMV's.

Table 45
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2023

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	14	14	24	7	59
% of Fatalities	23.7%	23.7%	40.7%	11.9%	0.8%
Suspected Serious Injury	33	36	48	10	127
% of Serious Injuries	26.0%	28.3%	37.8%	7.9%	1.7%
Suspected Minor Injury	115	98	158	7	378
% of Minor Injuries	30.4%	25.9%	41.8%	1.9%	5.1%
Possible Injuries	114	172	270	5	561
% of Possible Injuries	20.3%	30.7%	48.1%	0.9%	7.5%
Non-Injury	2,967	917	2,408	49	6,341
% of Non- Injury	46.8%	14.5%	38.0%	0.8%	84.9%
Column Totals	3,243	1,237	2,908	78	7,466
(% OF TOTAL)	43.4%	16.6%	38.9%	1.0%	

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

In 2023, the economic cost of crashes involving commercial motor vehicles was over $1 billion dollars. This represents 17% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2019-2023

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Work Zone Crashes	590	753	693	649	757	16.6%	4.4%
Fatalities	7	5	5	5	8	60.0%	-9.5%
Suspected Serious Injury	18	26	28	23	44	91.3%	11.4%
Suspected Minor Injury	66	99	112	87	123	41.4%	13.6%
Possible Injuries	203	277	225	212	157	-25.9%	4.0%
% All Crashes	2.2%	3.3%	2.5%	2.3%	2.7%	16.6%	7.2%
Workers Injured	1	0	1	0	1	-100.0%	-33.3%

Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by. While most crashes occurring in work zones do not involve a worker, there have been a few crashes that have involved workers.

A worker was struck while standing next to traffic cones in a lane closure in 2019. A flagger was struck in 2021 in Twin Falls County. A worker was struck in Blaine County in 2023.

Single-vehicle crashes comprised 23% of the crashes in work zones in 2023. Concrete traffic barrier (17%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Overturn (16%), Other Object – Not Fixed (14%), Wild Animal (7%), and Embankment (6%).

The majority of work zone crashes involve multiple vehicles and Rear End (48%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (23%), Angle Turning (7%), Angle (4%), Same Direction Turning (3%), Head-On Turning (2%), Side-Swipe – Opposite Direction (2%), and Parked Car (2%).

Table 47 shows work zone crashes by road type.

Table 47
Work Zone Crashes by Roadway Type: 2023

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	1	14.3%	65	29.4%	166	31.4%	232	30.6%
Rural	4	57.1%	47	21.3%	109	20.6%	160	21.1%
U.S. or State Highway								
Urban	0	0.0%	29	13.1%	66	12.5%	95	12.5%
Rural	1	14.3%	30	13.6%	75	14.2%	106	14.0%
Local								
Urban	1	14.3%	44	19.9%	99	18.7%	144	19.0%
Rural	0	0.0%	6	2.7%	14	2.6%	20	2.6%
Total	**7**	**0.9%**	**221**	**29.2%**	**529**	**69.9%**	**757**	

Table 48 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

Table 48
Crashes in Work Zones by Transportation District: 2023

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	1	32	101	134
District 2	1	7	20	28
District 3	1	109	215	325
District 4	3	36	88	127
District 5	1	25	89	115
District 6	0	12	16	28
Statewide	**7**	**221**	**529**	**757**

In 2023, the economic cost of crashes in work zones was nearly $175 million dollars. This represents 3% of the total cost of Idaho crashes (as shown in Table 4).

Glossary of Terms

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

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

CHILD SAFETY SEAT: A car safety seat that meets the requirements of Federal Motor Vehicle Standard 213. As of July 1, 2005, every child under the age of seven that is transported in a motor vehicle must be properly restrained in such a seat.

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

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

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

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

INJURY SEVERITY:

Fatal Injury (Death) - Any injury that results in the death of a person within 30 days of the crash in which the injury was sustained.

Suspected 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.

Suspected Minor Injury (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 crash 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 a State to operate a motor vehicle on public highways. In Idaho, 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 crash in which there was property damage of $751 or more to any one person but no injuries or fatalities prior to 2006. The threshold was increased to $1,501 or more in 2006 and later.

RURAL: All areas, incorporated and unincorporated, with a population of less than 5,000 people.

SEAT BELT: A device designed to hold the occupant of a motor vehicle in the seat of a vehicle that was manufactured with safety belts in compliance with Federal Motor Vehicle safety standard number 208. Each occupant of a motor vehicle which has a gross vehicle weight of not more than 8,000 pounds, and so manufactured, shall have a seat belt properly fastened about his body at all times when the vehicle is in motion.

STATE HIGHWAY SYSTEM: Includes all Interstate, U.S. and State highways (i.e. I-84, US 95, SH 75)

TRACTOR/BOBTAIL: 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, https://www.transportation.gov/office-policy/transportation-policy/revised-departmental-guidance-on-valuation-of-a-statistical-life-in-economic-analysis .

2. Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May (Revised)). The economic and societal impact of motor vehicle crashes, 2010. (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration.

3. Kahane, Charels J., Fatality Reduction by Safety Belts for Front-Seat Occupants of Cars and Light Trucks, December 2000, Washington D.C.: U.S Department of Transportation, National Highway Traffic Safety Administration, DOT HS 809 199.

4. 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.

5. 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).

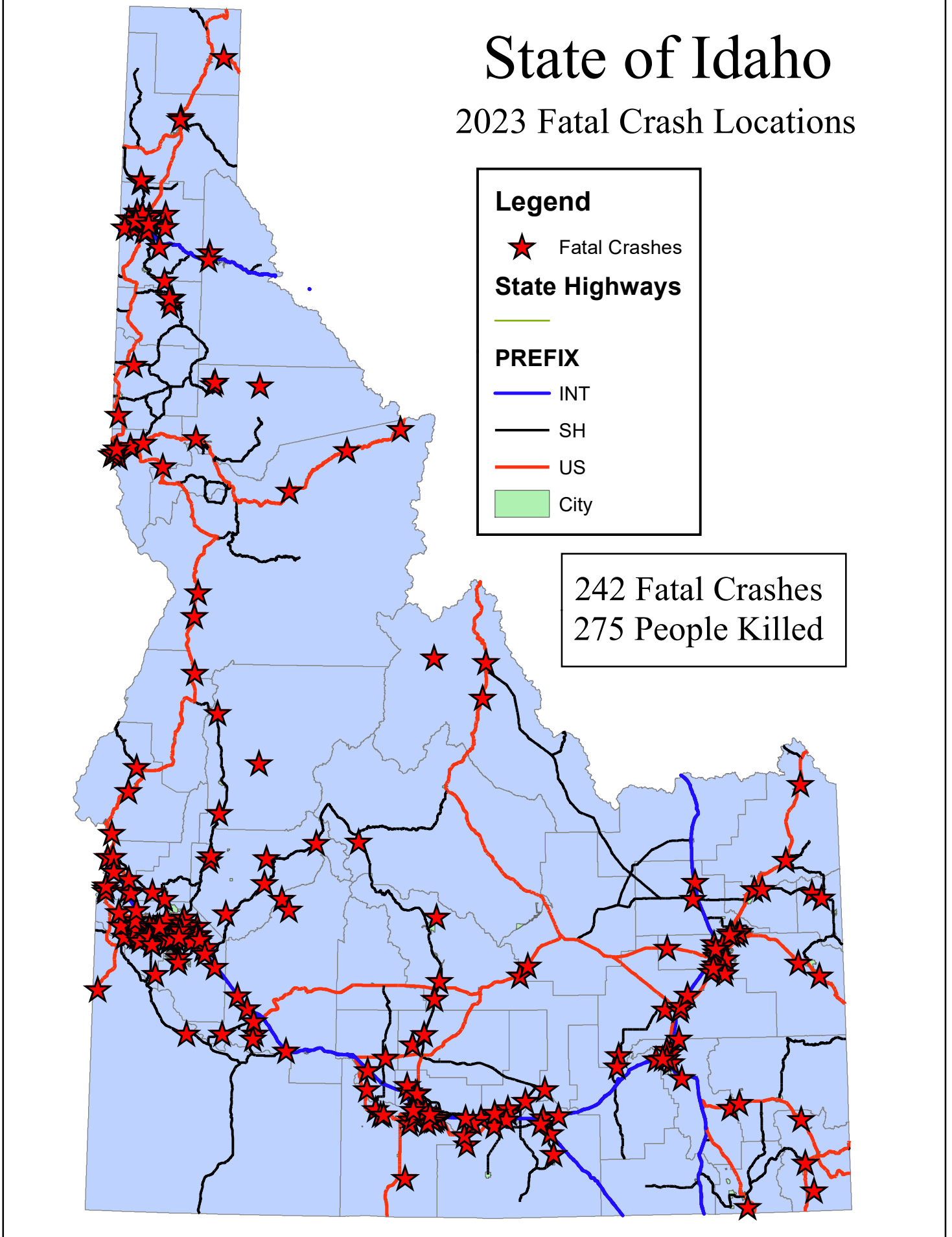
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

APPENDIX A: Maps of Fatal Crash Locations in 2022

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

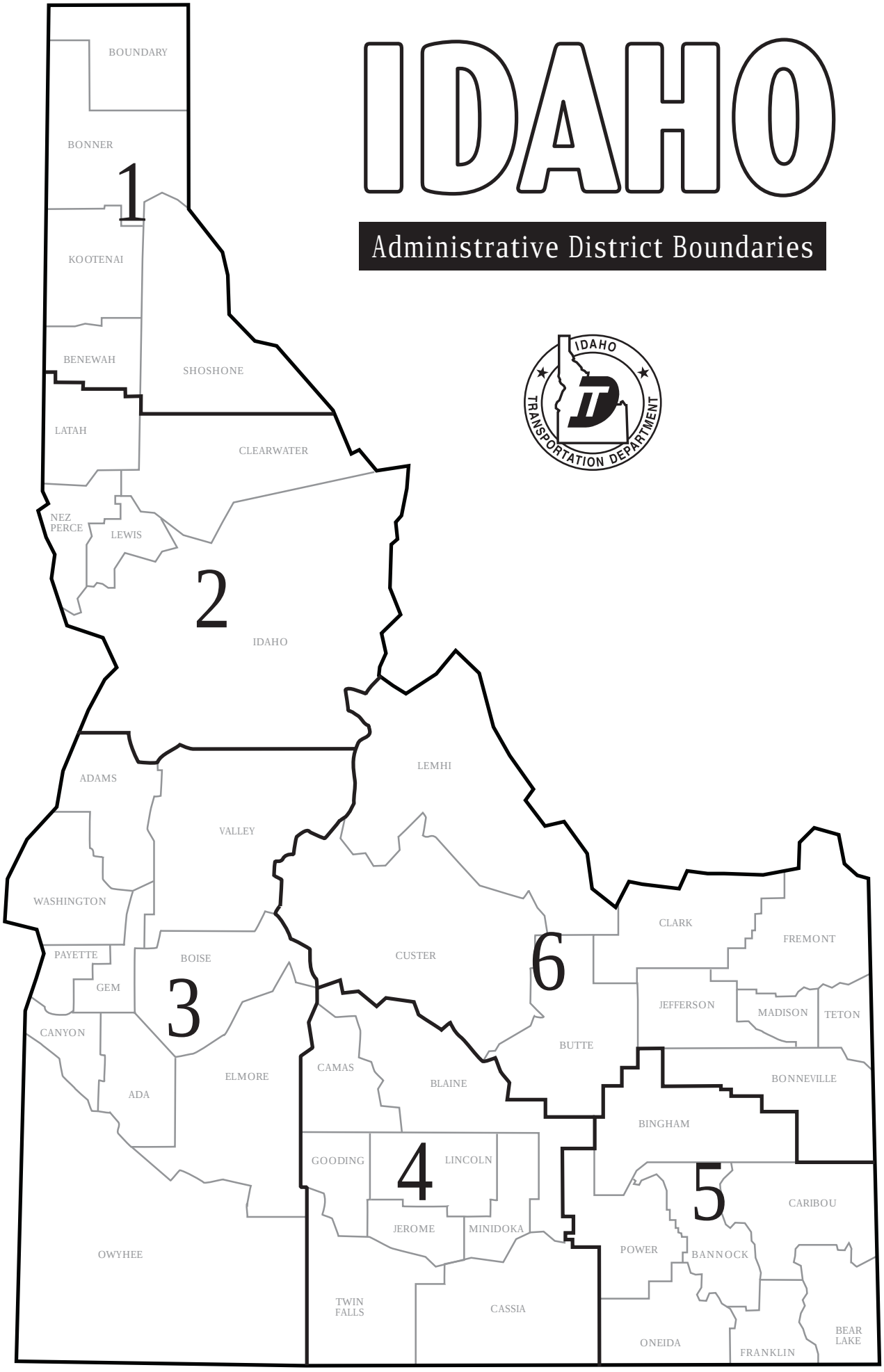
State of Idaho

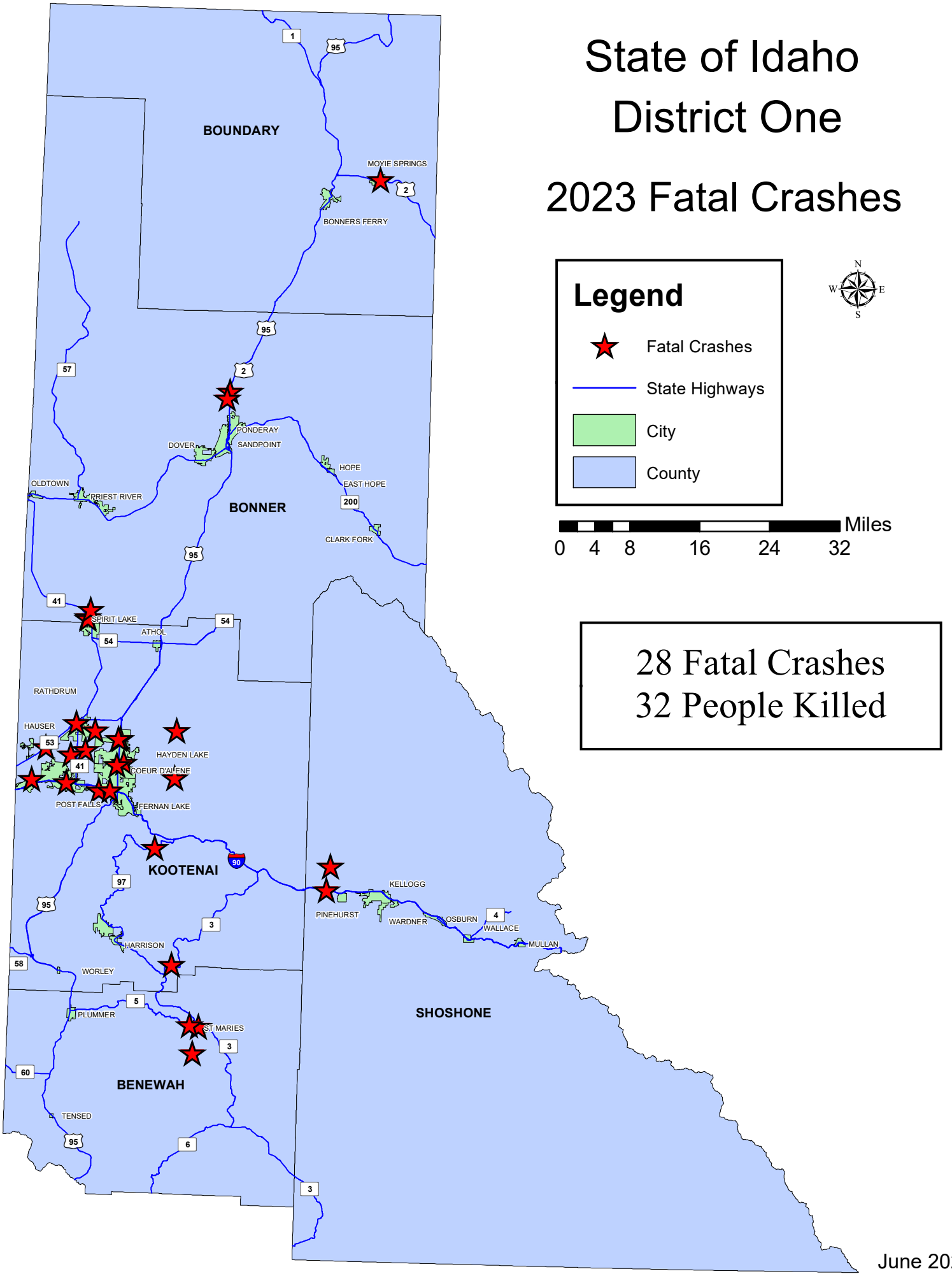
2023 Fatal Crash Locations



IDAHO

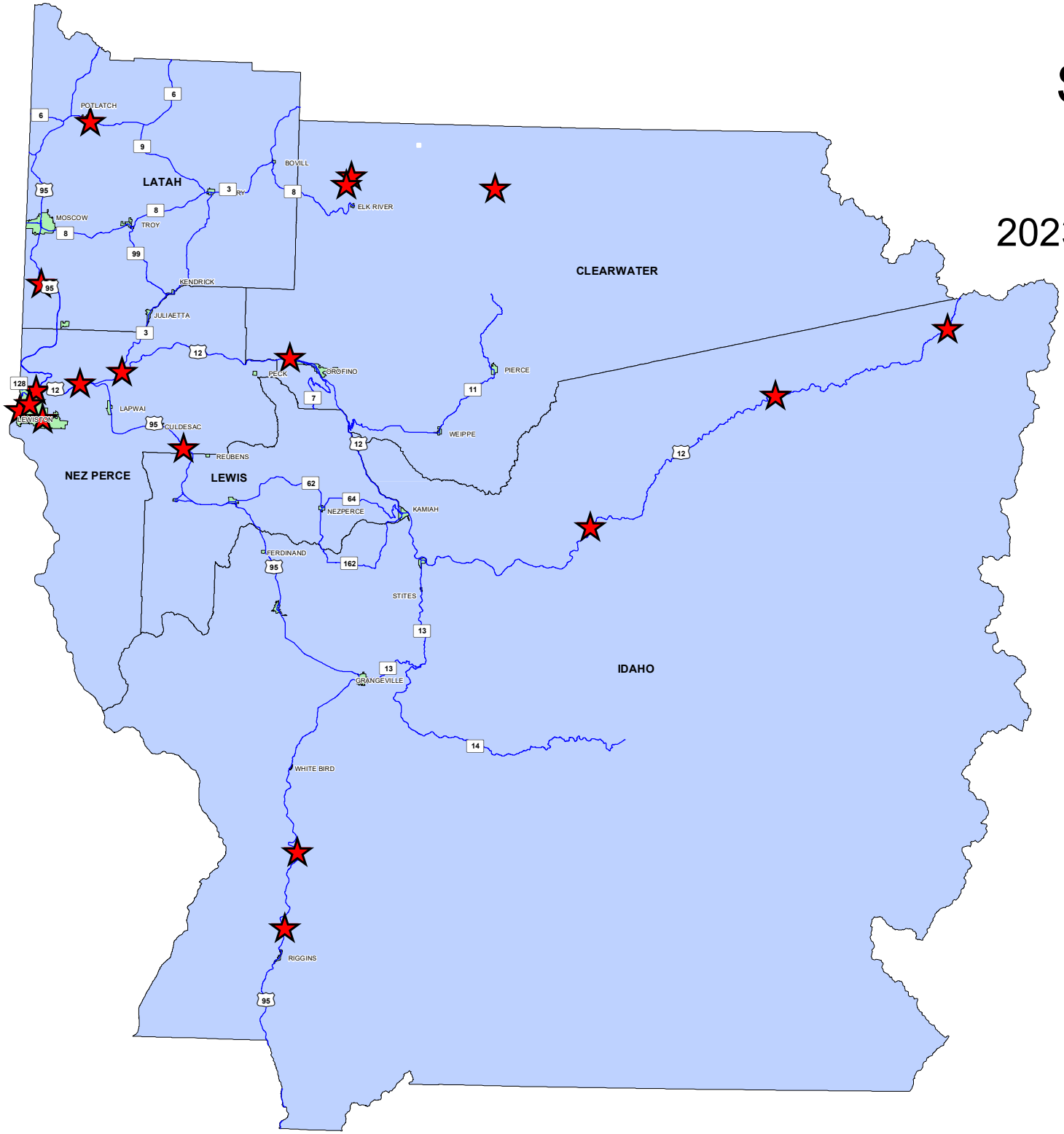
Administrative District Boundaries




State of Idaho
District One
2023 Fatal Crashes
Legend
Fatal Crashes
State Highways
City
County
N
W
E
S
Miles
0 4 8 16 24 32
28 Fatal Crashes
32 People Killed
BOUNDARY
BONNER
KOOTENAI
SHOSHONE
BENEWAH
MOYIE SPRINGS
BONNERS FERRY
DOVER
PONDERAY
SANDPOINT
HOPE
EAST HOPE
CLARK FORK
OLDTOWN
PRIEST RIVER
SPIRIT LAKE
ATHOL
RATHDRUM
HAUSER
HAYDEN LAKE
COEUR D'ALENE
POST FALLS
FERNAN LAKE
KELLOGG
PINEHURST
WARDNER
OSBURN
WALLACE
MULLAN
HARRISON
WORLEY
PLUMMER
ST MARIES
TENSED
1
95
2
57
200
41
54
53
90
97
3
4
58
5
60
6

June 2024

State of Idaho
District Two
2023 Fatal Crash Locations



Legend

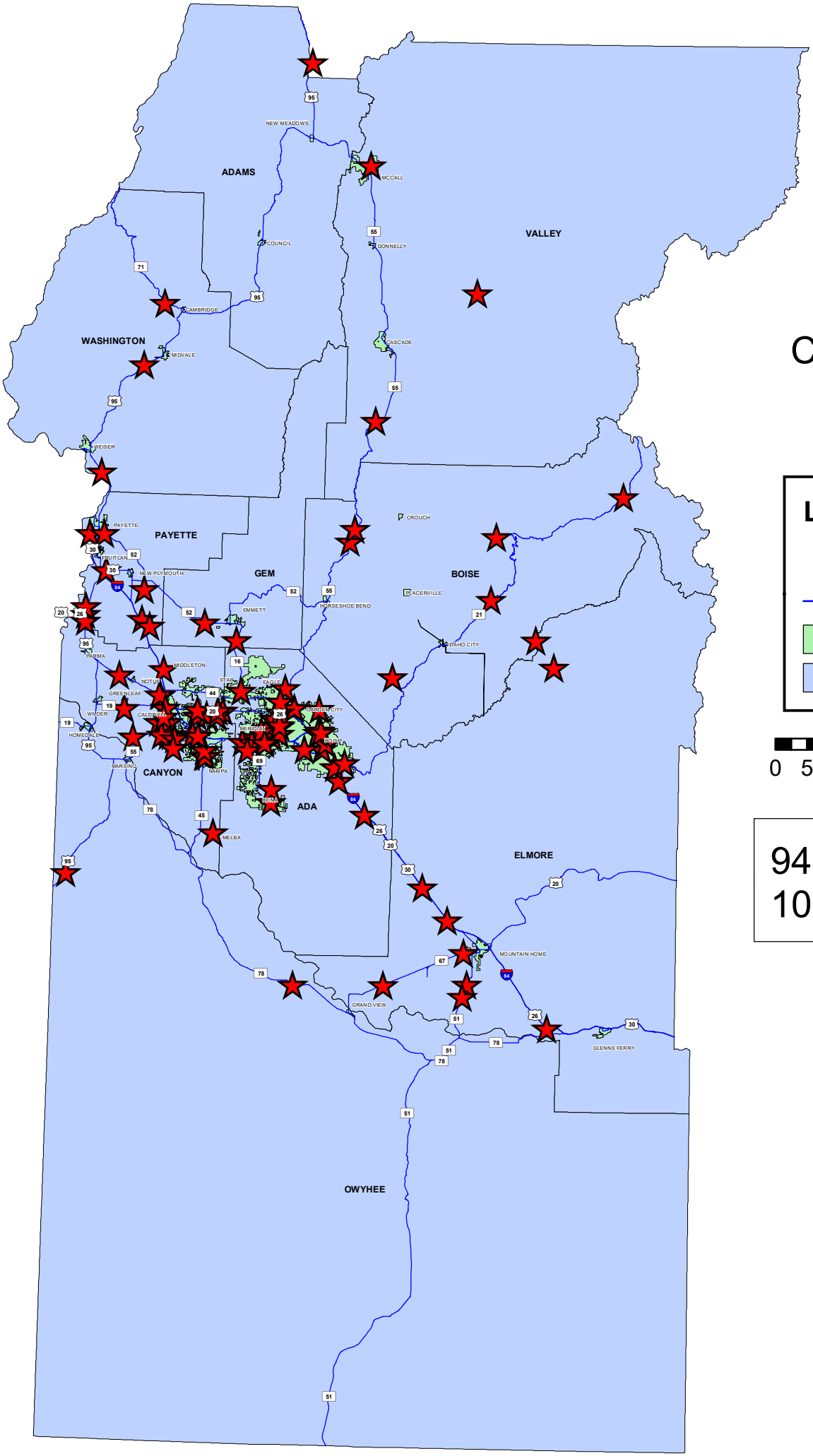
- Fatal Crashes
- State Highways
- City
- County

N W E S

0 4 8 16 24 32 Miles

18 Fatal Crashes
21 People Killed

June 2024



State of Idaho
District Three

2023 Fatal Crash Locations

Legend

- Fatal Crashes
- State Highways
- Cities
- Counties

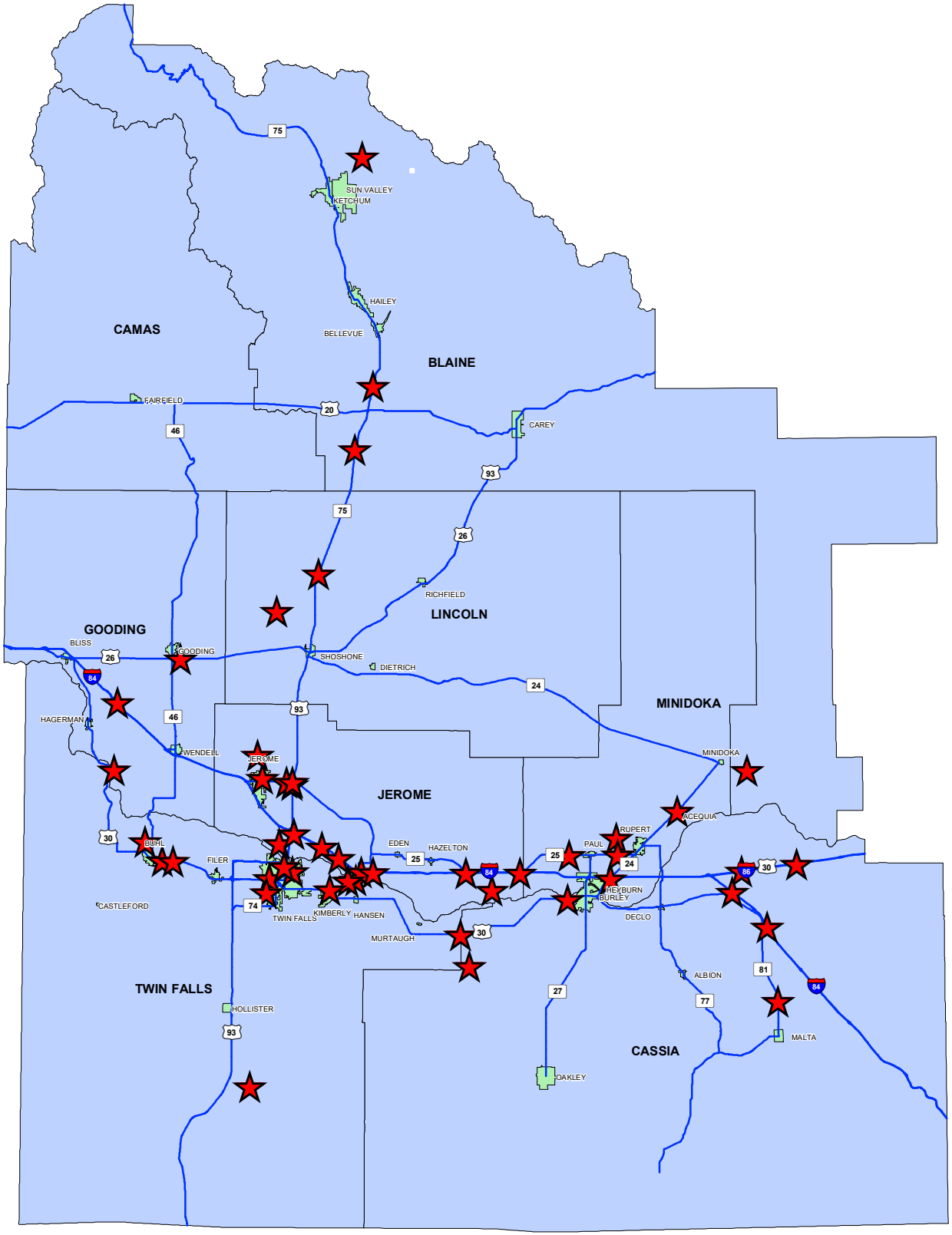
Miles

0 5 10 20 30 40

94 Fatal Crashes
101 People Killed

June 2024

State of Idaho
District Four
2023 Fatal Crash Locations



Legend

- Fatal Crashes
- State Highways
- City
- County

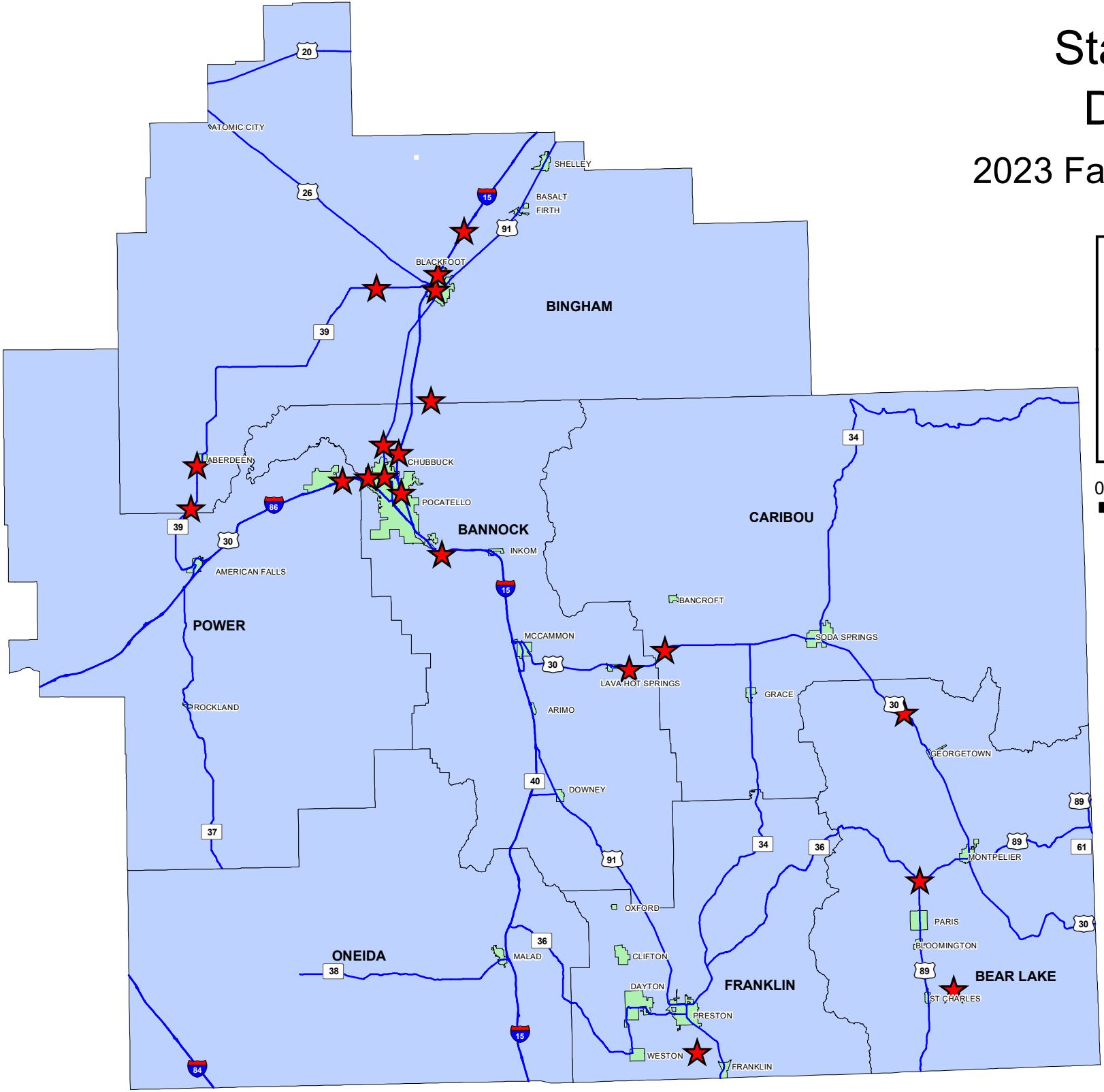
N W E S

0 3.75 7.5 15 22.5 30 Miles

47 Fatal Crashes
54 People Killed

June 2024

State of Idaho
District Five
2023 Fatal Crash Locations



Legend

- Fatal Crashes
- State Highways
- City
- County

N W E S

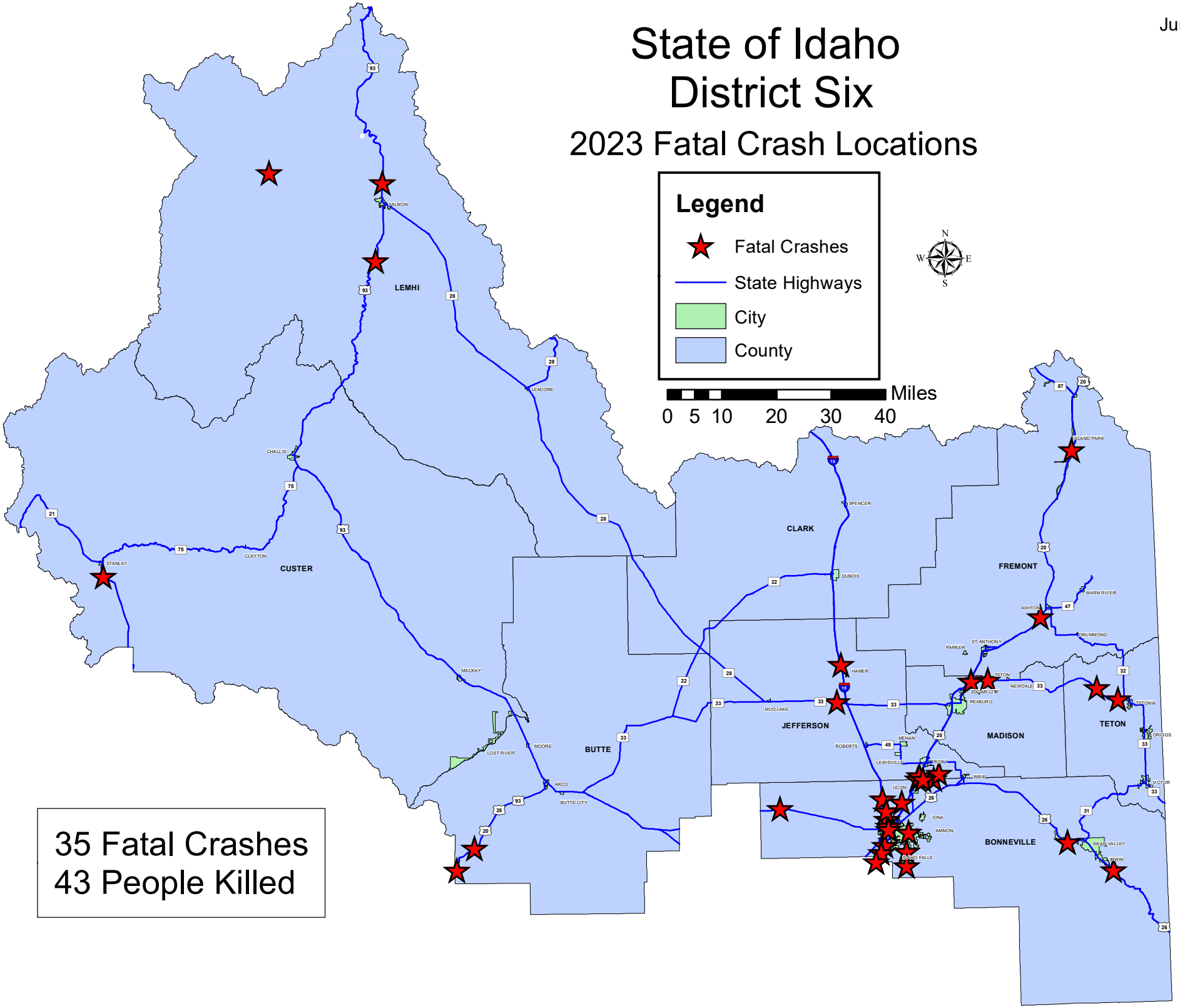
0 3.256.5 13 19.5 26 Miles

20 Fatal Crashes
24 People Killed

June 2024

June 2024

State of Idaho
District Six
2023 Fatal Crash Locations



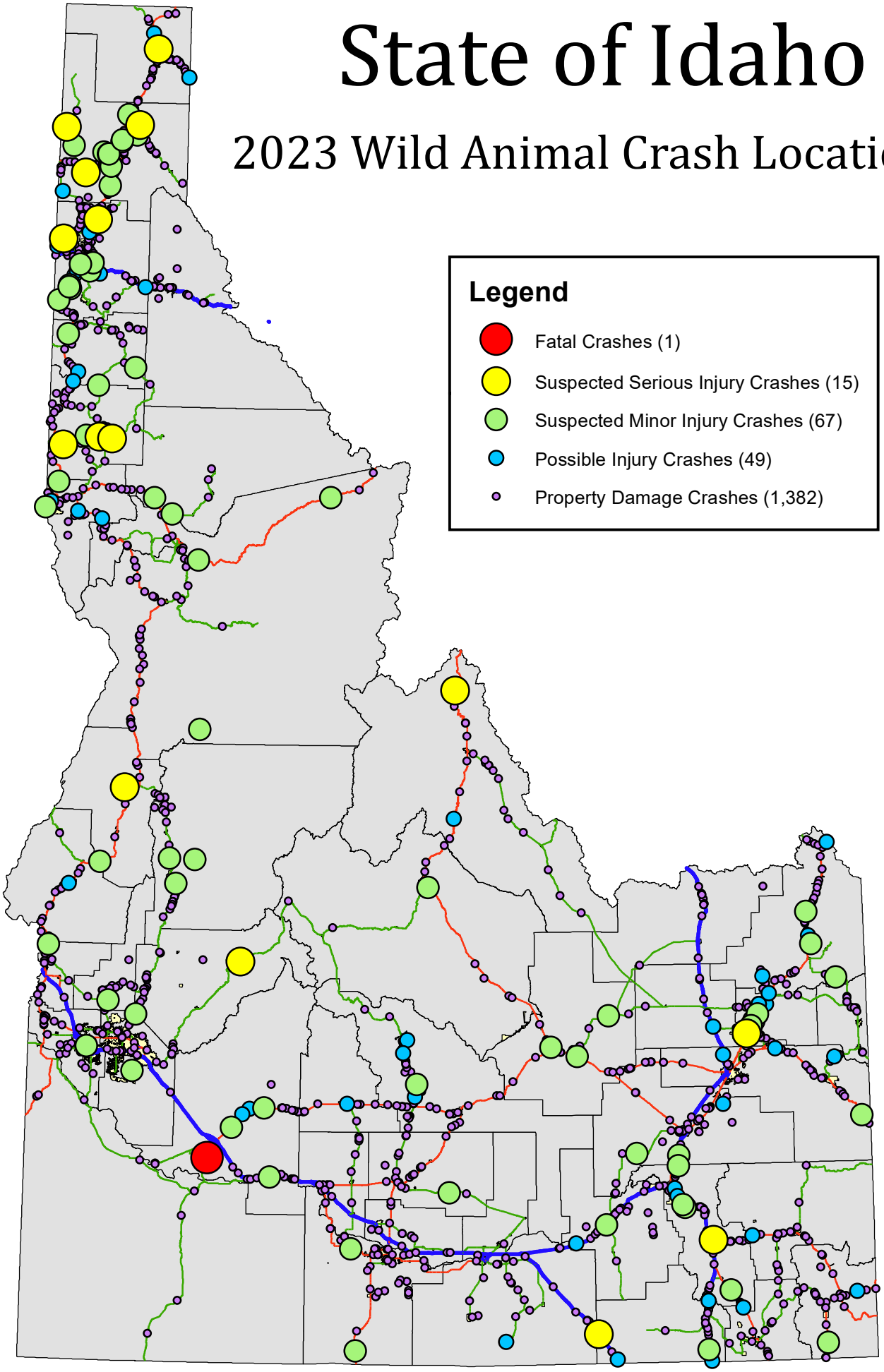
35 Fatal Crashes
43 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2022

Each spot indicates the location of a crash with an animal by severity of the crash. The maps are intended to give general locations of crashes; the precise location cannot be determined from maps. For precise locations or for the number of crashes on a given roadway, please contact the Office of Highway Safety.

State of Idaho

2023 Wild Animal Crash Locations



APPENDIX C: 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.

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

I-15

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	8	10	8	7	13	10	4	11	6	6
Fatalities	10	10	8	7	13	11	5	13	6	9
Total Crashes	263	359	488	583	397	632	483	584	578	614
Average Daily Traffic	11,110	11,870	12,380	14,348	14,348	12,652	12,040	13,553	13,509	13,887
Fatal Crash Rate	1.01	1.18	0.90	0.71	1.27	0.98	0.46	1.14	0.62	0.60
Total Crash Rate	33.09	42.28	55.10	58.95	38.68	62.17	56.14	60.30	59.87	61.87

I-84

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	11	16	30	22	21	13	13	20	13	18
Fatalities	11	19	31	24	26	14	15	21	13	19
Total Crashes	799	883	947	928	972	1,526	1,221	1,767	1,776	1,621
Average Daily Traffic	21,740	23,010	24,580	27,498	27,498	25,303	24,971	29,107	29,095	29,513
Fatal Crash Rate	0.50	0.69	1.21	0.82	0.76	0.46	0.52	0.68	0.45	0.61
Total Crash Rate	36.53	38.14	38.29	34.50	35.13	53.86	48.45	60.48	60.81	54.61

I-86

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	2	2	1	0	2	0	1	0	3	4
Fatalities	2	2	1	0	2	0	1	0	3	5
Total Crashes	76	84	128	124	96	77	113	121	122	158
Average Daily Traffic	8,430	9,030	9,430	10,432	10,432	9,608	9,073	10,223	9,806	10,226
Fatal Crash Rate	1.03	0.97	0.46	0.00	0.84	0.00	0.48	0.00	1.33	1.70
Total Crash Rate	39.30	40.55	59.17	55.12	40.12	32.01	54.06	51.37	54.00	67.07

I-90

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	3	3	4	6	1	3	3	5	4	1
Fatalities	4	3	4	7	1	3	4	5	4	1
Total Crashes	281	326	345	411	365	373	347	428	489	361
Average Daily Traffic	18,320	19,270	20,500	21,607	21,607	19,623	19,876	21,776	21,975	22,258
Fatal Crash Rate	0.42	1.49	0.21	0.21	0.61	0.57	0.72	1.09	0.17	0.17
Total Crash Rate	56.87	62.45	62.40	72.42	62.64	65.59	64.86	73.02	82.68	60.26

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

I-184

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	1	0	0	0	0	1	0
Fatalities	0	0	0	1	0	0	0	0	1	0
Total Crashes	49	35	49	45	56	111	91	94	100	111
Average Daily Traffic	58,300	60,790	64,930	74,232	74,232	55,133	59,216	65,721	67,860	70,390
Fatal Crash Rate	0.00	0.00	0.00	1.06	0.00	0.00	0.00	0.00	1.13	0.00
Total Crash Rate	63.61	43.57	57.11	47.66	57.09	112.33	117.94	109.77	113.10	121.03

US 2

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	3	1	1	0	0	0	0	1	1	0
Fatalities	3	1	1	0	0	0	0	1	1	0
Total Crashes	76	105	94	96	78	79	90	110	138	114
Average Daily Traffic	4,630	4,640	4,720	4,796	4,796	4,882	4,689	5,375	5,595	5,688
Fatal Crash Rate	3.84	1.28	1.25	0.00	0.00	0.00	0.00	1.10	1.06	0.00
Total Crash Rate	97.19	134.05	117.92	117.98	96.31	95.35	113.79	121.33	146.22	121.27

US 12

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	10	3	5	2	4	3	3	7	4	4
Fatalities	11	3	5	2	4	3	3	8	4	4
Total Crashes	162	192	141	159	159	158	149	179	173	177
Average Daily Traffic	2,000	2,040	2,110	2,098	2,098	2,085	1,996	2,187	2,090	2,129
Fatal Crash Rate	8.15	2.39	3.85	1.58	3.10	2.34	2.44	5.20	3.11	3.05
Total Crash Rate	132.02	152.81	108.49	125.37	123.03	123.01	121.19	132.93	134.36	134.98

US 20

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	7	9	6	5	9	15	10	10	10	13
Fatalities	8	9	6	6	10	18	12	11	10	17
Total Crashes	777	928	876	1,147	1,060	1,223	901	1,147	1,053	1,114
Average Daily Traffic	6,090	6,640	6,760	7,471	7,471	7,532	7,177	8,104	8,124	8,458
Fatal Crash Rate	1.02	1.23	0.78	0.61	1.06	1.72	1.24	1.10	1.10	1.36
Total Crash Rate	113.53	126.93	114.36	139.54	125.21	140.39	111.37	126.17	115.58	116.94

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

US 26

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	3	2	6	2	3	2	6	7	0	3
Fatalities	3	2	6	2	3	2	7	8	0	4
Total Crashes	105	149	154	171	158	151	211	203	219	185
Average Daily Traffic	2,950	2,940	3,250	3,334	3,334	3,290	4,027	4,455	4,356	4,284
Fatal Crash Rate	2.17	1.45	3.93	1.29	1.92	1.26	3.17	3.35	0.00	1.49
Total Crash Rate	75.79	107.92	100.90	110.58	100.91	95.42	111.63	97.07	107.12	92.04

US 30

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	5	4	6	7	3	4	6	3	5	7
Fatalities	7	5	8	11	3	4	8	3	6	8
Total Crashes	238	276	278	374	287	259	359	390	443	347
Average Daily Traffic	3,510	3,570	3,640	3,544	3,544	3,796	3,536	3,968	3,978	4,142
Fatal Crash Rate	2.04	1.59	2.34	2.91	1.20	1.60	2.58	1.15	1.91	2.57
Total Crash Rate	97.13	109.96	108.61	155.54	115.15	103.41	154.29	149.40	169.24	127.35

US 89

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	2	1	1	0	1	0	0	1
Fatalities	0	0	2	1	1	0	2	0	0	1
Total Crashes	31	32	30	38	20	24	39	38	34	52
Average Daily Traffic	1,480	1,660	1,730	1,839	1,839	1,805	1,882	1,651	1,636	1,643
Fatal Crash Rate	0.00	0.00	7.24	3.66	3.40	0.00	3.35	0.00	0.00	3.84
Total Crash Rate	131.13	121.54	108.56	139.16	68.08	83.89	130.71	145.18	131.11	199.72

US 91

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	6	2	2	4	1	1	4	4
Fatalities	0	0	6	2	3	5	2	2	4	4
Total Crashes	235	270	310	283	255	250	273	275	294	279
Average Daily Traffic	4,410	4,570	4,610	4,868	4,868	5,040	4,852	5,358	5,213	5,381
Fatal Crash Rate	0.00	0.00	4.14	1.35	1.31	2.53	0.66	0.59	2.44	2.37
Total Crash Rate	169.40	187.81	213.77	191.72	166.53	157.98	179.18	163.45	179.61	165.11

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

US 93	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	3	6	5	9	6	9	5	9	5	5
Fatalities	3	6	5	9	8	10	5	10	6	5
Total Crashes	190	257	261	251	216	481	315	596	445	375
Average Daily Traffic	2,000	2,170	2,180	2,308	2,308	2,801	2,430	2,725	2,657	2,809
Fatal Crash Rate	0.97	1.79	1.48	2.55	1.68	2.51	1.66	2.66	1.52	1.44
Total Crash Rate	61.37	76.51	77.34	71.20	60.46	134.39	104.47	176.31	135.04	107.66

US 95	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	15	17	16	23	16	18	19	15	15	14
Fatalities	15	20	18	26	17	20	21	20	18	18
Total Crashes	967	1,111	1,079	1,048	959	965	979	1,154	1,170	1,086
Average Daily Traffic	4,920	5,170	5,260	5,355	5,355	5,480	5,294	6,034	5,825	6,103
Fatal Crash Rate	1.57	1.69	1.56	2.25	1.53	1.68	1.87	1.30	1.34	1.19
Total Crash Rate	100.99	110.19	105.08	102.53	91.74	89.93	96.25	99.75	104.57	92.46

SH 1	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	6	3	1	6	4	4	3	4	2	2
Average Daily Traffic	810	810	860	846	846	805	767	834	672	512
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	165.28	82.64	26.13	159.14	106.25	110.85	86.32	108.04	67.06	88.07

SH 3	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	4	1	2	2	2	0	0	2	1	1
Fatalities	4	1	2	2	2	0	0	2	1	1
Total Crashes	82	94	92	103	92	77	89	112	82	84
Average Daily Traffic	1,560	1,550	1,560	1,543	1,543	1,585	1,548	1,707	1,557	1,579
Fatal Crash Rate	6.55	1.65	3.27	3.28	3.31	0.00	0.00	3.00	1.64	1.62
Total Crash Rate	134.27	154.96	150.64	168.74	152.28	124.21	147.25	168.09	134.78	136.22

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 5	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	1	0	1	0	0	0	1	2
Fatalities	0	0	1	0	2	0	0	0	1	2
Total Crashes	22	17	29	31	25	39	26	35	31	35
Average Daily Traffic	2,610	2,610	2,610	2,774	2,774	2,795	3,103	3,525	3,545	3,074
Fatal Crash Rate	0.00	0.00	5.48	0.00	5.16	0.00	0.00	0.00	4.06	9.35
Total Crash Rate	120.73	93.23	159.05	169.64	129.01	200.63	120.47	142.76	125.73	163.70

SH 6	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	1	0	0	0	0	0	1	1	1
Fatalities	2	1	0	0	0	0	0	1	1	1
Total Crashes	24	21	28	24	16	26	22	32	20	29
Average Daily Traffic	1,160	1,180	1,180	1,154	1,154	1,116	1,196	1,254	1,255	1,431
Fatal Crash Rate	5.98	5.88	0.00	0.00	0.00	0.00	0.00	6.40	6.25	5.51
Total Crash Rate	143.59	123.52	164.69	142.18	96.22	162.04	144.15	204.70	124.93	159.66

SH 7	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	1	0	0	0	0
Fatalities	0	0	0	0	0	1	0	0	0	0
Total Crashes	8	8	2	4	6	5	6	5	1	1
Average Daily Traffic	750	750	620	670	670	629	693	778	781	812
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	27.00	0.00	0.00	0.00	0.00
Total Crash Rate	181.06	181.06	54.76	108.58	152.00	134.99	146.98	109.07	21.75	20.92

SH 8	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	3	1	0	0	1	0	0
Fatalities	0	0	0	3	1	0	0	1	0	0
Total Crashes	126	105	100	127	86	98	77	92	94	80
Average Daily Traffic	2,520	2,520	2,560	2,626	2,626	2,624	2,442	2,933	2,716	2,834
Fatal Crash Rate	0.00	0.00	0.00	5.99	1.96	0.00	0.00	1.76	0.00	0.00
Total Crash Rate	257.61	214.68	201.26	253.53	168.71	192.86	162.77	161.97	178.69	145.73

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 9

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	1	0	0	0	0
Fatalities	0	0	0	0	0	1	0	0	0	0
Total Crashes	6	3	6	8	2	9	5	8	13	10
Average Daily Traffic	1,030	1,030	1,030	909	909	917	876	1,062	1,037	1,071
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	22.30	0.00	0.00	0.00	0.00
Total Crash Rate	118.03	59.01	118.03	158.17	44.57	200.74	116.84	154.08	256.37	191.11

SH 11

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	0	0	0	0	0	1	0	0
Fatalities	0	1	0	0	0	0	0	2	0	0
Total Crashes	13	11	11	6	14	13	19	20	14	6
Average Daily Traffic	670	680	680	682	682	673	639	760	740	765
Fatal Crash Rate	0.00	9.47	0.00	0.00	0.00	0.00	0.00	8.52	0.00	0.00
Total Crash Rate	124.96	104.18	104.18	57.38	132.24	125.18	192.65	170.40	122.59	50.77

SH 13

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	2	1	0	0	1	1	1	0
Fatalities	0	1	2	1	0	0	1	1	2	0
Total Crashes	10	17	11	20	17	20	15	20	20	19
Average Daily Traffic	1,720	1,650	1,650	1,684	1,684	1,656	1,558	1,707	1,681	1,626
Fatal Crash Rate	0.00	6.29	12.58	6.17	0.00	0.00	6.68	6.10	6.19	0.00
Total Crash Rate	60.36	106.96	69.21	123.35	104.83	121.93	100.16	121.94	123.81	121.59

SH 14

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	1	0	0	1	1	0	0	0
Fatalities	0	0	1	0	0	1	1	0	0	0
Total Crashes	9	0	5	5	3	6	7	9	6	10
Average Daily Traffic	280	280	280	282	282	203	143	154	155	155
Fatal Crash Rate	0.00	0.00	19.76	0.00	0.00	27.24	38.56	0.00	0.00	0.00
Total Crash Rate	177.85	0.00	98.81	99.43	58.80	163.43	269.89	323.56	213.93	356.10

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 16

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	1	3	0	2	1	4	0	3	2
Fatalities	1	1	3	0	2	1	5	0	3	2
Total Crashes	47	58	37	58	44	78	51	73	76	73
Average Daily Traffic	7,730	8,110	8,810	11,148	11,148	11,583	11,164	12,649	11,821	12,680
Fatal Crash Rate	2.21	2.11	5.83	0.00	3.07	1.48	6.13	0.00	4.34	2.70
Total Crash Rate	104.08	122.42	71.89	105.04	67.56	115.27	78.20	98.79	110.05	98.55

SH 19

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	1	0	2	0	1	2	1	0	0
Fatalities	1	1	0	2	0	1	2	1	0	0
Total Crashes	49	64	64	60	61	80	56	59	104	78
Average Daily Traffic	5,780	5,840	6,250	8,056	8,056	7,449	7,388	8,330	8,265	7,758
Fatal Crash Rate	2.94	2.91	0.00	5.06	0.00	2.12	4.30	1.90	0.00	0.00
Total Crash Rate	144.13	186.31	174.09	151.91	128.73	169.69	120.27	112.39	199.67	172.94

SH 21

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	2	4	2	3	3	3	2	2	5	3
Fatalities	2	4	2	3	3	5	2	2	5	3
Total Crashes	46	60	67	65	60	55	59	90	83	91
Average Daily Traffic	1,090	1,110	1,160	1,290	1,290	1,309	1,398	1,560	1,482	1,561
Fatal Crash Rate	3.98	7.82	3.74	5.31	5.05	4.98	3.11	2.79	7.33	4.18
Total Crash Rate	91.62	117.35	125.39	115.01	101.00	91.34	91.73	125.41	121.73	126.74

SH 22

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	0	0	0	0	0	0	0	0
Fatalities	0	1	0	0	0	0	0	0	0	0
Total Crashes	3	2	5	4	8	6	6	5	9	3
Average Daily Traffic	450	440	460	478	478	508	590	556	542	580
Fatal Crash Rate	0.00	14.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	41.57	28.34	67.78	52.22	104.34	73.76	63.48	56.21	103.65	32.32

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 24

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	1	1	2	0	0	1	0	0
Fatalities	0	1	1	1	2	0	0	1	0	0
Total Crashes	36	31	45	34	28	31	29	32	56	46
Average Daily Traffic	1,530	1,530	1,520	1,578	1,578	1,630	1,598	1,820	1,806	1,691
Fatal Crash Rate	0.00	2.66	2.68	2.63	5.17	0.00	0.00	2.25	0.00	0.00
Total Crash Rate	95.92	82.60	120.69	89.50	72.35	77.69	74.12	71.84	126.66	113.73

SH 25

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	2	0	1	0	1	1	2	1	4
Fatalities	0	2	0	1	0	1	1	2	1	7
Total Crashes	37	46	52	58	56	63	59	83	80	96
Average Daily Traffic	2,150	2,150	2,200	2,323	2,323	2,312	2,298	2,581	2,497	2,662
Fatal Crash Rate	0.00	5.14	0.00	2.52	0.00	2.40	2.41	4.29	2.22	8.32
Total Crash Rate	95.16	118.31	130.70	145.95	133.31	150.90	142.19	178.13	177.41	199.71

SH 27

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	1	0	0	0	1	1	0	0
Fatalities	0	1	1	0	0	0	2	2	0	0
Total Crashes	32	58	60	41	32	29	49	75	52	49
Average Daily Traffic	2,750	3,160	3,070	3,124	3,124	3,121	2,968	3,483	3,694	4,006
Fatal Crash Rate	0.00	3.57	3.68	0.00	0.00	0.00	3.81	3.25	0.00	0.00
Total Crash Rate	131.34	207.16	220.59	150.80	115.61	105.10	186.72	243.55	159.22	138.36

SH 28

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	1	0	0	0	0	0	0	0	0
Fatalities	2	1	0	0	0	0	0	0	0	0
Total Crashes	23	25	29	48	30	55	35	36	50	37
Average Daily Traffic	600	590	600	609	609	792	831	928	868	900
Fatal Crash Rate	3.79	3.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	87.16	96.34	109.90	179.34	112.06	158.28	95.96	88.39	131.23	93.60

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 31	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	2	1	0	0	0	0
Fatalities	0	0	0	0	2	1	0	0	0	0
Total Crashes	17	25	12	23	24	19	20	22	28	25
Average Daily Traffic	2,010	2,190	2,190	2,250	2,250	2,314	2,380	2,972	2,875	2,961
Fatal Crash Rate	0.00	0.00	0.00	0.00	11.58	5.65	0.00	0.00	0.00	0.00
Total Crash Rate	110.21	148.80	71.40	137.41	139.00	107.41	109.95	96.85	127.41	110.45

SH 32	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	1	0	0	0
Fatalities	0	0	0	0	0	0	1	0	0	0
Total Crashes	8	7	8	18	6	11	6	5	17	21
Average Daily Traffic	670	680	710	748	748	799	866	1,096	1,054	1,363
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	11.16	0.00	0.00	0.00
Total Crash Rate	115.24	99.36	108.75	234.75	77.40	132.98	66.95	44.05	155.74	148.81

SH 33	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	1	2	3	4	1	6	0
Fatalities	0	0	0	1	2	4	4	1	9	0
Total Crashes	161	202	251	232	237	206	214	213	248	259
Average Daily Traffic	2,390	2,590	2,680	2,908	2,908	3,110	3,000	3,346	3,198	3,314
Fatal Crash Rate	0.00	0.00	0.00	0.70	1.35	1.89	2.74	0.62	3.87	0.00
Total Crash Rate	131.89	152.70	183.37	162.61	159.59	129.47	146.36	131.25	159.88	161.16

SH 34	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	2	0	1	1	1	1	1	2	0	0
Fatalities	2	0	1	1	2	1	1	2	0	0
Total Crashes	41	80	65	54	44	47	49	57	54	30
Average Daily Traffic	880	880	900	1,117	1,117	1,079	1,148	1,267	1,223	1,293
Fatal Crash Rate	6.31	0.00	3.08	2.97	2.48	2.58	2.42	4.39	0.00	0.00
Total Crash Rate	129.33	252.19	200.35	160.44	109.29	121.24	118.81	125.17	122.94	64.56

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 36

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	2	0	1	0	0	0	1	0	0	0
Fatalities	2	0	2	0	0	0	1	0	0	0
Total Crashes	33	44	32	29	27	19	32	36	22	26
Average Daily Traffic	590	660	660	663	663	734	744	934	919	967
Fatal Crash Rate	13.86	0.00	6.20	0.00	0.00	0.00	5.50	0.00	0.00	0.00
Total Crash Rate	228.71	272.61	198.26	172.43	166.60	105.88	176.02	157.67	97.86	109.91

SH 37

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	3	9	3	1	8	4	8	7	7
Average Daily Traffic	400	400	400	404	404	420	422	547	546	577
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	43.86	65.79	197.38	66.49	21.74	166.92	83.09	128.13	112.41	106.36

SH 38

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	8	13	7	8	11	6	3	9	9	6
Average Daily Traffic	450	450	450	463	463	452	434	524	545	580
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	207.81	338.09	181.83	202.60	277.73	155.65	81.02	201.56	193.62	121.30

SH 39

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	2	2	2	2	1	0	1	1	3
Fatalities	0	2	2	2	2	1	0	1	3	3
Total Crashes	43	65	65	42	65	47	46	44	59	69
Average Daily Traffic	2,400	2,330	2,340	2,758	2,758	2,824	3,208	3,396	3,243	3,053
Fatal Crash Rate	0.00	4.49	4.47	4.39	3.80	1.85	0.00	1.58	1.65	5.26
Total Crash Rate	95.87	146.02	145.40	92.12	123.35	87.10	75.06	69.33	97.33	120.91

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 41

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	1	0	1	1	1	0	3	2
Fatalities	0	0	1	0	1	1	1	0	4	2
Total Crashes	111	138	152	156	148	134	179	188	154	138
Average Daily Traffic	6,350	6,550	6,660	7,205	7,205	7,389	7,276	7,589	7,600	7,392
Fatal Crash Rate	0.00	0.00	1.05	0.00	0.97	0.95	0.96	0.00	3.09	2.24
Total Crash Rate	122.32	147.75	160.05	157.32	144.04	127.24	172.62	193.67	158.42	154.25

SH 44

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	2	3	2	3	0	0	0	2	0	2
Fatalities	2	3	2	3	0	0	0	3	0	2
Total Crashes	249	240	245	290	248	264	219	250	260	307
Average Daily Traffic	14,850	16,700	16,810	19,539	19,539	18,276	18,839	20,747	21,006	22,935
Fatal Crash Rate	1.69	2.13	1.41	2.10	0.00	0.00	0.00	1.15	0.00	1.04
Total Crash Rate	210.93	170.34	172.75	202.93	150.44	171.59	138.09	143.14	147.03	159.01

SH 45

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	2	1	0	0	0	0	1	2	1
Fatalities	0	4	1	0	0	0	0	1	2	1
Total Crashes	125	200	203	160	152	137	137	193	183	187
Average Daily Traffic	7,060	7,110	7,150	7,159	7,159	7,132	7,147	7,904	8,020	7,916
Fatal Crash Rate	0.00	4.27	2.12	0.00	0.00	0.00	0.00	1.92	3.79	1.92
Total Crash Rate	269.71	426.84	430.82	343.28	322.18	291.89	291.28	371.04	346.69	358.95

SH 46

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	1	2	0	2	3	0	1	0
Fatalities	0	0	1	2	0	3	3	0	1	0
Total Crashes	41	39	46	47	42	55	54	73	65	72
Average Daily Traffic	2,470	2,460	2,480	2,699	2,699	2,682	2,644	2,947	2,879	3,179
Fatal Crash Rate	0.00	0.00	1.93	3.57	0.00	3.50	5.44	0.00	1.63	0.00
Total Crash Rate	79.48	75.99	88.91	83.96	74.59	96.33	97.91	116.34	106.03	108.58

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Rates are per 100 Million Vehicle Miles Traveled

SH 47

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	1	0	0
Fatalities	0	0	0	0	0	0	0	1	0	0
Total Crashes	5	2	8	8	4	3	5	8	9	6
Average Daily Traffic	880	830	860	892	892	929	1,102	1,376	1,341	1,359
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.02	0.00	0.00
Total Crash Rate	125.34	53.15	205.20	196.17	98.93	71.21	100.05	128.15	147.94	97.29

SH 48

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	2	2	0	0	1	0	0	0	1	0
Fatalities	2	2	0	0	1	0	0	0	1	0
Total Crashes	34	11	53	49	29	40	31	55	43	47
Average Daily Traffic	2,440	2,360	2,360	2,806	2,806	2,902	2,996	3,125	2,729	2,909
Fatal Crash Rate	9.20	9.51	0.00	0.00	4.00	0.00	0.00	0.00	4.12	0.00
Total Crash Rate	156.40	52.32	252.07	230.43	115.99	154.81	116.20	197.63	176.99	181.44

SH 50

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	1	0	0	0	1	0	0	2
Fatalities	0	0	1	0	0	0	1	0	0	2
Total Crashes	20	18	19	21	20	25	23	21	27	56
Average Daily Traffic	4,040	4,040	4,090	4,177	4,177	4,273	4,335	4,789	4,728	4,923
Fatal Crash Rate	0.00	0.00	8.28	0.00	0.00	0.00	7.83	0.00	0.00	13.79
Total Crash Rate	167.61	150.85	157.28	172.22	162.10	198.61	180.10	148.84	193.83	386.09

SH 51

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	0	1	1	1	1	2	2	2
Fatalities	0	1	0	1	1	1	1	4	2	2
Total Crashes	43	30	34	41	45	45	64	45	45	49
Average Daily Traffic	750	780	780	812	812	786	903	987	946	874
Fatal Crash Rate	0.00	3.79	0.00	3.69	3.65	3.76	3.28	6.01	6.27	6.79
Total Crash Rate	170.29	113.82	129.00	151.31	164.06	169.24	209.70	135.26	141.17	166.34

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 52

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	0	1	1	0	2	2	1	2
Fatalities	0	1	0	1	1	0	2	3	1	4
Total Crashes	67	56	68	67	68	75	59	78	93	91
Average Daily Traffic	2,180	2,200	2,200	2,418	2,418	2,363	2,510	2,869	2,766	2,987
Fatal Crash Rate	0.00	2.30	0.00	2.22	2.09	0.00	4.04	3.53	1.83	3.40
Total Crash Rate	155.57	128.84	156.45	148.72	142.32	160.90	119.16	137.81	170.41	154.51

SH 53

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	2	5	1	1	1	0	2
Fatalities	0	0	0	2	5	1	1	1	0	3
Total Crashes	50	73	67	71	89	72	75	81	76	77
Average Daily Traffic	8,220	8,320	8,460	9,347	9,347	9,656	9,477	11,071	11,053	11,123
Fatal Crash Rate	0.00	0.00	0.00	4.60	10.43	2.02	2.06	1.88	0.00	3.58
Total Crash Rate	118.57	171.03	154.38	163.40	185.60	145.48	154.40	152.31	136.81	137.98

SH 54

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	1	0	1	0	0	0
Fatalities	0	0	0	0	1	0	1	0	0	0
Total Crashes	18	20	24	16	26	24	19	23	31	30
Average Daily Traffic	2,260	2,350	2,430	2,854	2,854	4,555	4,051	4,489	4,333	4,419
Fatal Crash Rate	0.00	0.00	0.00	0.00	6.22	0.00	4.38	0.00	0.00	0.00
Total Crash Rate	141.33	151.02	175.25	114.49	161.66	93.49	83.22	90.91	126.94	122.96

SH 55

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	3	4	5	8	9	2	11	12	6	10
Fatalities	5	4	6	9	9	2	12	13	7	10
Total Crashes	743	803	813	769	697	753	674	781	674	802
Average Daily Traffic	6,850	7,160	7,560	8,096	8,096	8,225	8,291	9,073	9,370	9,474
Fatal Crash Rate	0.89	1.14	1.35	2.14	2.27	0.50	2.71	2.71	1.31	2.16
Total Crash Rate	221.03	228.59	219.19	205.70	175.48	187.27	165.96	176.18	146.85	173.38

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 57

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	2	0	0	2	0	0	0	2	0
Fatalities	1	2	0	0	2	0	0	0	3	0
Total Crashes	25	22	25	18	13	8	20	23	14	25
Average Daily Traffic	1,810	1,850	1,880	1,861	1,861	2,029	1,992	2,059	2,025	2,106
Fatal Crash Rate	4.07	7.96	0.00	0.00	7.91	0.00	0.00	0.00	7.27	0.00
Total Crash Rate	101.64	87.51	97.86	70.63	51.40	29.02	73.93	82.22	50.89	87.41

SH 62

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	6	4	0	0	6	5	1	4	3	1
Average Daily Traffic	420	420	440	448	448	285	270	294	293	296
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	254.31	169.54	0.00	0.00	238.35	311.30	65.80	241.19	181.52	59.91

SH 64

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	0	0	1	0	0	0	1	0
Fatalities	0	1	0	0	1	0	0	0	1	0
Total Crashes	3	7	3	0	2	5	3	4	6	4
Average Daily Traffic	130	120	150	154	154	154	143	155	154	166
Fatal Crash Rate	0.00	148.17	0.00	0.00	115.40	0.00	0.00	0.00	115.37	0.00
Total Crash Rate	410.31	1037.17	355.60	0.00	230.80	578.62	373.21	457.87	692.24	427.88

SH 67

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	0	0	1
Fatalities	0	0	0	0	0	0	0	0	0	1
Total Crashes	13	1	4	7	6	14	7	7	9	9
Average Daily Traffic	6,910	6,910	6,910	6,660	6,660	6,409	6,284	6,734	6,551	7,561
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.05
Total Crash Rate	57.60	4.43	17.72	32.18	27.58	66.88	34.10	31.82	42.06	36.44

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 69

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	2	0	0	0	0	0	0	3	1	0
Fatalities	2	0	0	0	0	0	0	3	2	0
Total Crashes	73	92	83	82	132	125	123	116	159	134
Average Daily Traffic	16,630	17,210	17,430	19,897	19,897	22,861	21,840	23,628	24,398	25,224
Fatal Crash Rate	4.11	0.00	0.00	0.00	0.00	0.00	0.00	4.34	1.40	0.00
Total Crash Rate	150.11	182.62	162.67	155.68	226.64	186.75	192.35	167.68	222.58	181.44

SH 71

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	0	0	1
Fatalities	0	0	0	0	0	0	0	0	0	1
Total Crashes	0	4	5	1	4	4	3	3	2	7
Average Daily Traffic	280	290	300	355	355	336	342	382	379	383
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.90
Total Crash Rate	0.00	131.53	158.94	27.07	107.34	113.62	83.50	74.83	50.34	174.28

SH 75

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	2	4	2	3	3	2	7	1	4
Fatalities	0	3	4	2	3	5	2	8	1	4
Total Crashes	150	172	190	158	144	171	142	221	200	253
Average Daily Traffic	2,630	2,740	2,790	3,034	3,034	3,005	3,007	3,315	2,500	3,275
Fatal Crash Rate	0.00	1.17	2.30	1.08	1.59	1.57	1.07	3.32	0.50	1.96
Total Crash Rate	91.56	100.77	109.32	85.65	76.19	89.59	75.91	104.96	99.30	124.18

SH 77

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	1	0	0	0	0	0	0	0
Fatalities	0	0	1	0	0	0	0	0	0	0
Total Crashes	13	21	31	16	18	29	13	21	17	17
Average Daily Traffic	1,020	1,010	1,020	1,314	1,314	851	1,096	889	829	1,290
Fatal Crash Rate	0.00	0.00	8.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	113.83	187.30	271.44	121.76	122.33	198.62	107.01	137.65	119.46	118.98

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 78

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	0	1	2	0	1	0	3	2	1
Fatalities	1	0	1	2	0	1	0	3	2	1
Total Crashes	41	35	40	32	41	29	35	30	26	28
Average Daily Traffic	720	740	740	776	776	759	755	845	841	848
Fatal Crash Rate	4.14	0.00	4.03	7.76	0.00	3.93	0.00	10.58	7.09	3.52
Total Crash Rate	169.64	140.90	161.03	124.22	157.50	113.83	138.11	105.77	92.20	98.43

SH 81

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	0	2	1	0	1	0	0	1	1
Fatalities	1	0	4	1	0	1	0	0	1	1
Total Crashes	21	20	29	22	21	19	20	20	31	29
Average Daily Traffic	1,470	1,470	1,470	1,637	1,637	1,717	1,684	1,935	1,893	2,064
Fatal Crash Rate	5.49	0.00	10.97	5.30	0.00	4.65	0.00	0.00	4.26	3.91
Total Crash Rate	115.19	109.70	159.07	116.67	103.42	88.40	95.81	83.36	132.13	113.33

SH 87

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	1	0	0	0	0	0
Fatalities	0	0	0	0	1	0	0	0	0	0
Total Crashes	9	10	5	3	3	3	6	8	4	7
Average Daily Traffic	1,040	1,040	1,040	1,066	1,066	1,121	1,723	2,003	2,003	2,003
Fatal Crash Rate	0.00	0.00	0.00	0.00	28.14	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	259.60	288.44	144.22	86.19	84.43	80.26	104.44	119.84	59.92	104.89

SH 97

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	3	0	1
Fatalities	0	0	0	0	0	0	0	3	0	1
Total Crashes	23	31	36	24	28	23	23	38	21	26
Average Daily Traffic	920	960	960	977	977	934	878	1,376	1,645	1,701
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.72	0.00	4.51
Total Crash Rate	191.62	247.50	287.42	191.56	219.77	188.75	200.77	211.74	97.83	117.15

Crash Information for Selected Routes on the State Highway System: 2014-2023
Rates are per 100 Million Vehicle Miles Traveled

SH 99

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	1	0	1	0	0	0	0	0
Fatalities	0	0	1	0	1	0	0	0	0	0
Total Crashes	5	12	9	10	10	10	4	11	4	4
Average Daily Traffic	610	610	610	850	850	649	672	763	744	883
Fatal Crash Rate	0.00	0.00	38.43	0.00	27.57	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	192.17	461.20	345.90	381.17	275.73	360.16	139.17	337.33	125.76	106.33

SH 162

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	7	15	12	8	3	8	7	8	8	11
Average Daily Traffic	780	780	780	807	807	1,028	879	1,023	955	1,058
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	105.42	225.90	180.72	119.46	43.65	91.61	93.74	92.05	98.55	122.34

SH 167

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	0	1	0	1	0	1	0	0	0	1
Fatalities	0	1	0	1	0	1	0	0	0	3
Total Crashes	5	11	3	5	4	11	9	6	9	6
Average Daily Traffic	1,300	1,280	1,300	1,444	1,444	1,406	1,406	1,522	1,513	1,609
Fatal Crash Rate	0.00	13.93	0.00	11.96	0.00	12.02	0.00	0.00	0.00	10.50
Total Crash Rate	65.00	153.28	39.00	59.81	46.80	132.26	108.21	66.62	100.49	63.02

SH 200

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes	1	0	0	0	1	1	1	2	0	0
Fatalities	1	0	0	0	1	1	3	2	0	0
Total Crashes	37	42	46	39	51	39	47	66	63	73
Average Daily Traffic	2,980	3,030	3,110	3,229	3,229	3,052	3,194	3,498	3,456	3,837
Fatal Crash Rate	2.77	0.00	0.00	0.00	2.56	2.58	2.59	4.51	0.00	0.00
Total Crash Rate	102.56	114.49	122.17	101.53	130.48	100.70	121.56	148.71	143.67	157.18

APPENDIX D: Five-Year Crash History

Appendix D: Idaho Fatal and Injury Crash Data, Five-Year History

Table D-1

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatal Crashes	201	188	244	194	242	24.7%	0.9%
Injury Crashes	9,153	7,922	8,665	8,443	8,261	-2.2%	-2.2%
Total Crashes	27,015	22,528	27,547	27,661	27,679	0.1%	2.0%
Total Persons - Fatal & Injury Crashes	25,686	21,261	23,682	22,612	22,612	0.0%	-3.5%
Drivers	16,940	14,182	15,800	15,248	15,248	0.0%	-2.8%
Passengers	8,214	6,719	7,451	6,884	6,884	0.0%	-5.0%
Total Fatalities	224	215	273	215	275	27.9%	0.6%
Fatality Rate per 100 Million AVMT	1.24	1.23	1.40	1.12	1.40	24.5%	-2.3%
Total Injuries	13,331	11,455	12,616	12,155	11,859	-2.4%	-2.5%
Injury Rate per 100 Million AVMT	73.8	66.0	65.3	63.5	60.3	-5.0%	-4.8%
Impaired Drivers - Fatal/Injury Crashes	771	820	887	941	941	0.0%	6.9%
% of All Drivers-Fatal/Injury Crashes	4.6%	5.8%	5.6%	6.2%	6.2%	0.0%	11.4%
Alcohol/Drug Test Given - Fatal/Injury Crashes	622	606	680	726	726	0.0%	5.5%
% of Impaired Drivers Given Test - F&I Crashes	80.7%	73.9%	76.7%	77.2%	77.2%	0.0%	-1.3%

Appendix D: Idaho Fatal and Injury Crash Data, Five-Year History

Table D-2

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Total Units - Fatal/Injury Crashes	17,734	14,792	16,483	15,944	15,903	-0.3%	-2.8%
Passenger Cars - Fatal/Injury Crashes	7,167	5,662	6,361	5,835	5,678	-2.7%	-5.6%
% of Vehicles	40.4%	38.3%	38.6%	36.6%	35.7%	-2.4%	-3.2%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	8,910	7,616	8,402	8,386	8,458	0.9%	-1.5%
% of Vehicles	50.2%	51.5%	51.0%	52.6%	53.2%	1.1%	1.6%
Commercial Motor Vehicles - Fatal/Injury Crashes	563	579	632	631	613	-2.9%	3.9%
% of Vehicles	3.2%	3.9%	3.8%	4.0%	3.9%	-2.6%	8.2%
Motorcycles - Fatal/Injury Crashes	440	422	506	510	553	8.4%	5.5%
% of Vehicles	2.5%	2.9%	3.1%	3.2%	3.5%	8.7%	8.9%
Bicycles - Fatal/Injury Crashes	262	146	168	189	191	1.1%	-5.6%
% of Vehicles	1.5%	1.0%	1.0%	1.2%	1.2%	1.3%	-4.5%
Pedestrians - Fatal/Injury Crashes	244	198	228	234	232	-0.9%	-0.4%
% of Vehicles	1.4%	1.3%	1.4%	1.5%	1.5%	-0.6%	2.2%
All Terrain Vehicles - Fatal/Injury Crashes	70	80	94	63	62	-1.6%	-0.4%
% of Vehicles	0.4%	0.5%	0.6%	0.4%	0.4%	-1.3%	3.9%
Motor Homes - Fatal/Injury Crashes	13	22	17	16	10	-37.5%	13.5%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-37.3%	23.2%
Farm Equipment - Fatal/Injury Crashes	20	16	19	20	24	20.0%	1.3%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.2%	20.3%	3.8%
Trains - Fatal/Injury Crashes	4	6	8	9	13	44.4%	31.9%
% of Vehicles	0.0%	0.0%	0.0%	0.1%	0.1%	44.8%	38.6%

Appendix D: Idaho Fatal and Injury Crash Data, Five-Year History

Table D-3

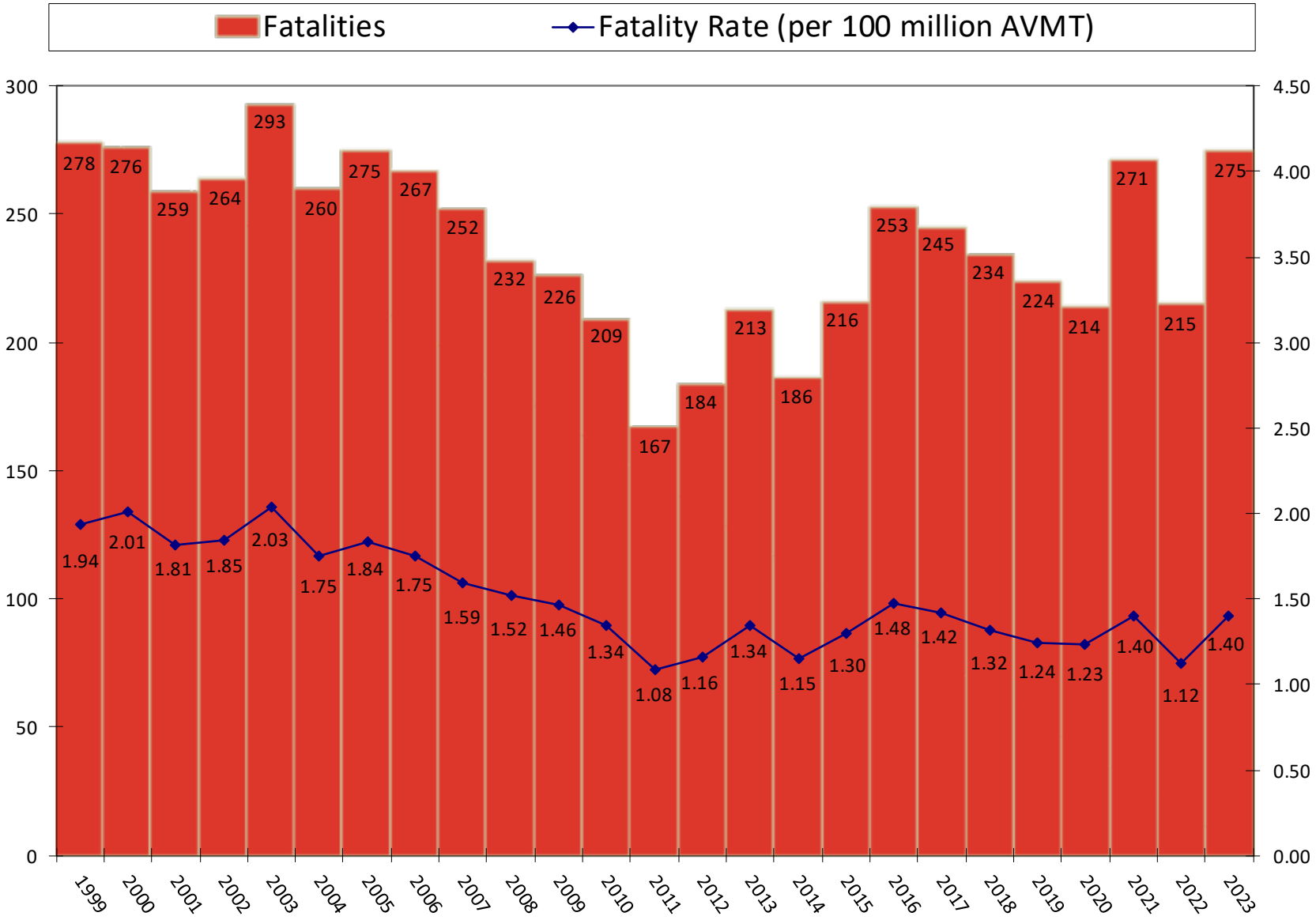
	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Roadside Obstacles- Fatal/Injury Crashes	2,102	2,053	2,233	2,254	2,088	-7.4%	2.5%
% of Crashes	22.5%	25.3%	25.1%	26.1%	24.6%	-5.9%	5.3%
Roadway Defects- Fatal/Injury Crashes	251	271	288	252		-100.0%	0.6%
% of Crashes	2.7%	3.3%	3.2%	2.9%	0.0%	-100.0%	3.8%
Vehicle Defects- Fatal/Injury Crashes	201	195	241	205	233	13.7%	1.9%
% of Vehicles	1.1%	1.3%	1.5%	1.3%	1.5%	14.0%	5.3%
Self-Reported Restraint Use*- Fatal/Injury Crashes	19,317	15,390	16,891	16,334	16,208	-0.8%	-4.6%
% Usage	86.4%	83.3%	83.2%	84.0%	83.7%	-0.3%	-0.9%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	1,035	765	792	766	773	0.9%	-8.6%
% Usage	80.2%	80.5%	75.3%	79.7%	79.9%	0.2%	-0.1%
Helmet Use- Fatal/Injury Crashes	319	261	313	331	402	21.5%	2.5%
% of Motorcycle Operators	65.8%	57.1%	57.2%	60.5%	67.4%	11.5%	-2.4%
Emergency Medical Service Response to Fatal/Injury Crashes	6,272	5,598	6,254	5,981	6,034	0.9%	-1.1%
% of Fatal & Injury Crashes	67.1%	69.0%	70.2%	69.2%	71.0%	2.5%	1.1%

** All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.*

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

APPENDIX E: 25 Year History

Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million AVMT)
300
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