Idaho Traffic Crashes

2020

Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2020

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

Table of Contents

Introduction

Idaho Traffic Crashes 2020 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 2020 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 2020*, 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 2020 are listed below:

- The number of motor vehicle crashes decreased by 16.6 percent, from 27,015 in 2019 to 22,528 in 2020. The number of fatalities resulting from motor vehicle crashes decreased from 224 in 2019 to 214 in 2020, a 6.5 percent decrease. The number of fatal crashes decreased from 201 in 2019 to 188 in 2020. The number of suspected serious injuries decreased from 1,154 in 2019 to 1,102 in 2020, a 4.5 percent decrease.

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.23 in 2020, down slightly from 1.24 in 2019.

- While 65 percent of all motor vehicle crashes occurred on urban roadways, 77 percent of the fatal motor vehicle crashes occurred on rural roadways in 2020.

- Fatalities resulting from impaired driving crashes decreased in 2020 by 7 percent and 43 percent of all fatalities resulted from impaired driving. Of the 92 people killed in impaired driving crashes, 77 (84 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.

- Idaho's observed seat belt was 85.7 percent in 2019. No observational survey was done in 2020 due to COVID-19. Only 35 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 43 of the 86 unbelted motor vehicle occupants may have been saved.

- Aggressive driving was a contributing factor in 48 percent of the motor vehicle crashes and 78 people were killed in aggressive driving crashes in 2020.

- Distracted driving was a factor in 19 percent of the motor vehicle crashes in 2020 and 22 people were killed in distracted driving crashes.

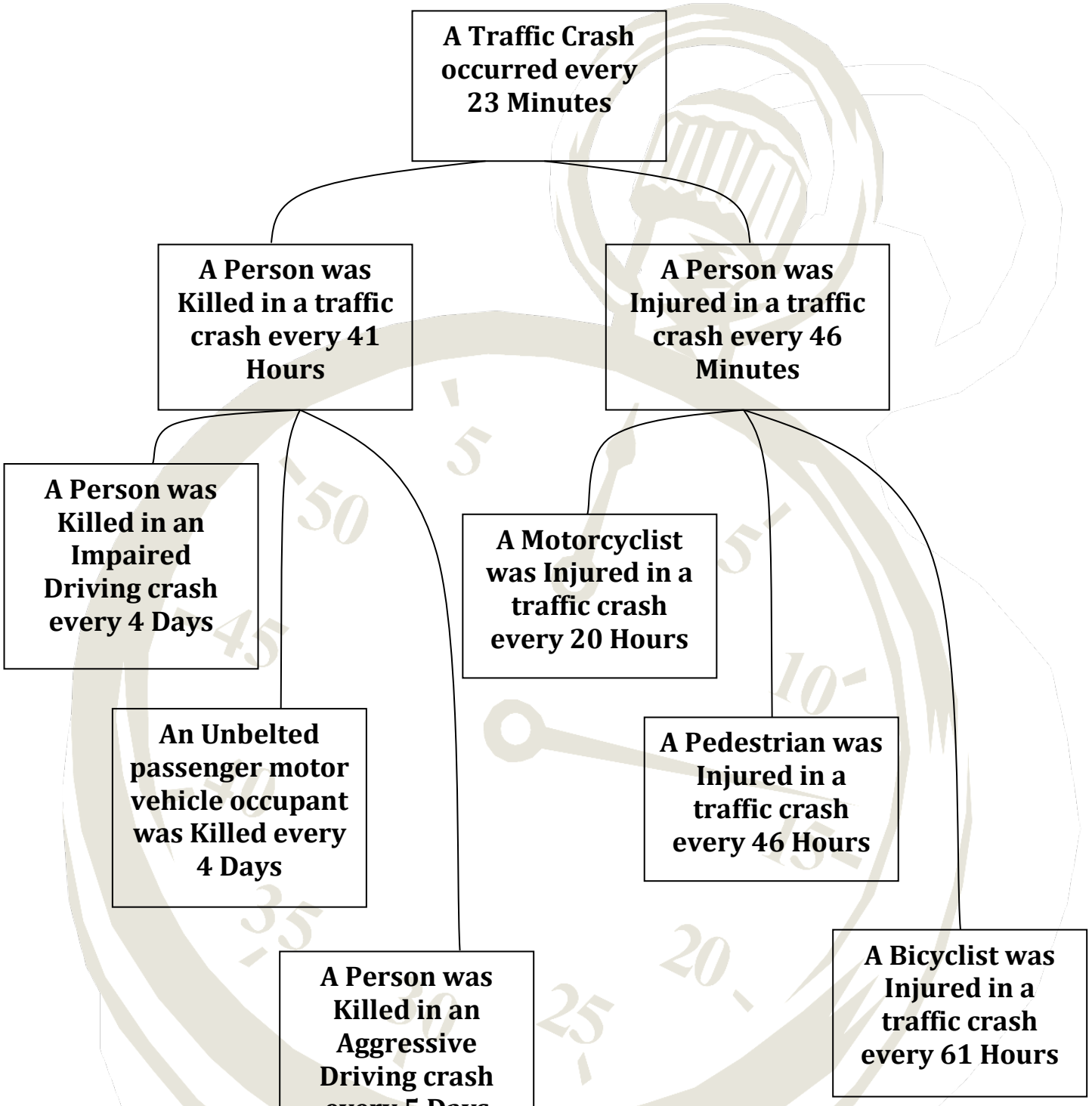
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2020, youthful drivers were 2.6 times as likely as all other drivers to be involved in a fatal or injury crash. There were 32 people killed in crashes involving youthful drivers in 2020.

- The number of motorcyclists killed in motor vehicle crashes increased to 27 in 2020. Just over half (52 percent) of fatal motorcycle crashes in 2020 involved just the motorcycle and more than a third (41 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.

- There were 14 pedestrians and 3 bicyclists killed in motor vehicle crashes in 2020.

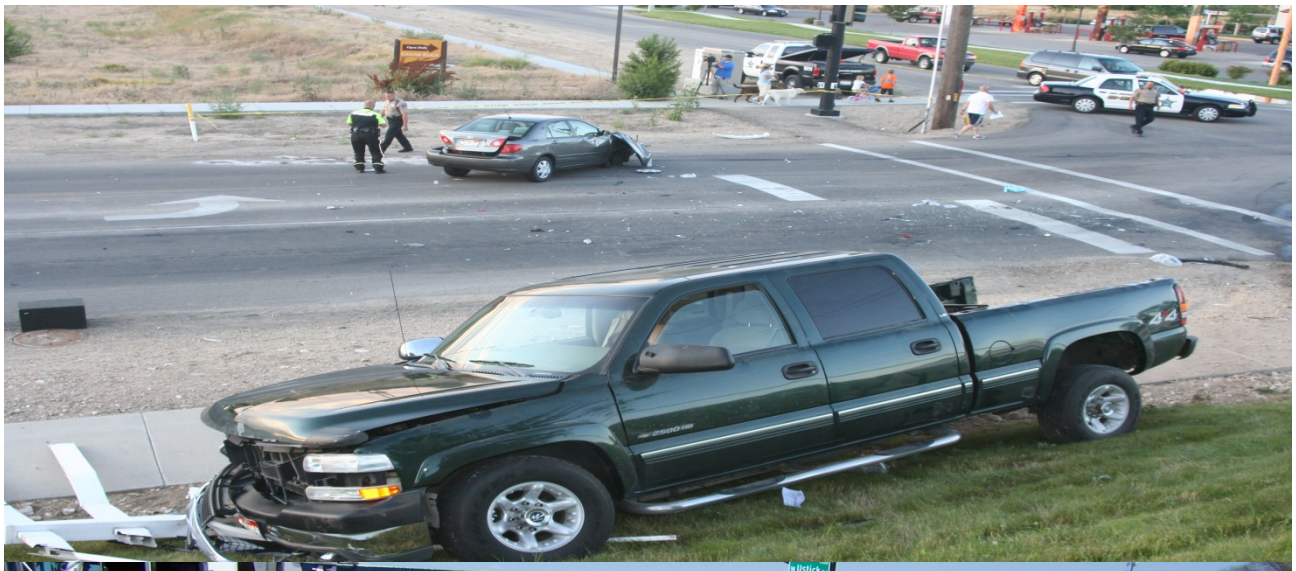
- Fatal crashes involving commercial motor vehicles increased from 34 in 2019 to 37 in 2020. The number of injury crashes involving commercial motor vehicles increased by 4 percent. There were 42 people killed and 1,024 people injured in commercial motor vehicle crashes in 2020.

Idaho's Traffic Crash Clock: 2020



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2016 through 2020. The total number of traffic crashes in 2020 decreased by 16.6% from 2019. Fatal crashes decreased by 6.5%, while injury crashes decreased by 13.4%. Total fatalities decreased by 4.5% from the previous year, while the number of injuries decreased by 14.1%. The number of property damage crashes decreased by 18.4%. Much of the decreases in 2020 may be due to the COVID-19 pandemic resulting in people traveling less.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Total Crashes	25,328	25,851	24,031	27,015	22,528	-16.6%	2.5%
Fatal Crashes	232	224	215	201	188	-6.5%	-4.7%
Persons Killed (Fatalities)	253	245	234	224	214	-4.5%	-4.0%
Injury Crashes	9,327	8,818	9,083	9,153	7,922	-13.4%	-0.6%
Persons Injured	13,664	12,969	13,301	13,331	11,455	-14.1%	-0.8%
Property-Damage-Only Crashes (>$1,500 after 2005)	15,769	16,809	14,733	17,661	14,418	-18.4%	4.7%
Idaho Population (thousands)	1,683	1,717	1,754	1,787	1,827	2.2%	2.0%
Licensed Drivers (thousands)	1,165	1,208	1,255	1,283	1,316	2.6%	4.2%
Vehicle Miles of Travel (millions)	17,152	17,301	17,709	18,058	17,359	-3.9%	1.7%
Urban VMT (millions)	7,272	7,344	7,529	7,949	7,369	-7.3%	3.0%
Rural VMT (millions)	9,880	9,956	10,180	10,109	9,990	-1.2%	0.8%
Registered Vehicles (thousands)	1,492	1,577	1,634	1,639	1,278	-22.0%	3.2%

There were 13 fewer fatal crashes in 2020 than in 2019, and 10 fewer people killed. Most (165) of the fatal crashes (87.8%) resulted in just one fatality; there were 20 fatal crashes (10.6%) that resulted in two fatalities, and 3 fatal crashes resulting in three fatalities in 2020.

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 2020, the number of licensed drivers increased by 2.6%and the population grew by 2.9%, while the number of registered motor vehicles decreased by 22.0%.

The statewide AVMT decreased by 3.9% in 2020. Commercial vehicles accounted for 20% of the statewide AVMT in 2020.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2016-2020.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatality Rate	1.48	1.42	1.32	1.24	1.23	-0.6%	-5.6%
Injury Rate	79.67	74.96	75.11	73.82	65.99	-10.6%	-2.5%

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.: 2011-2020

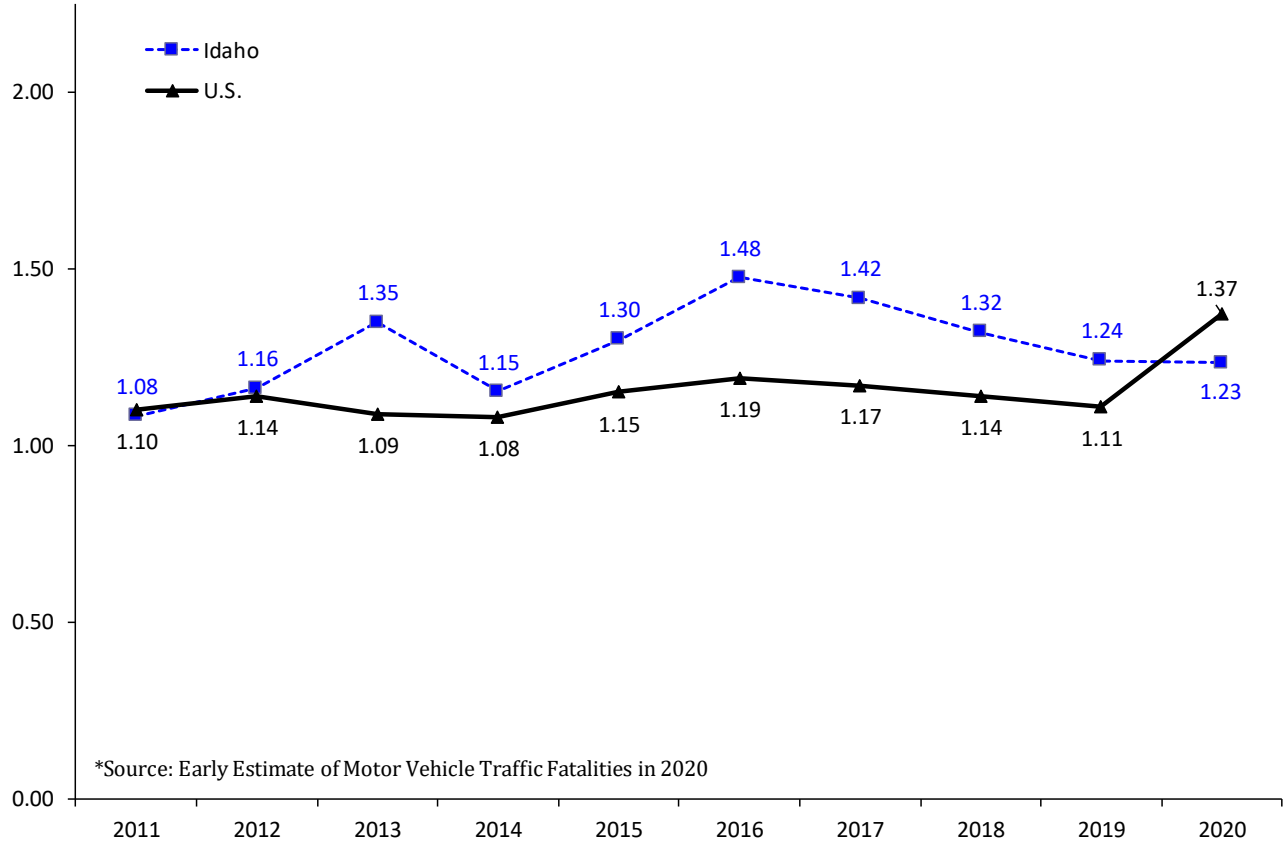
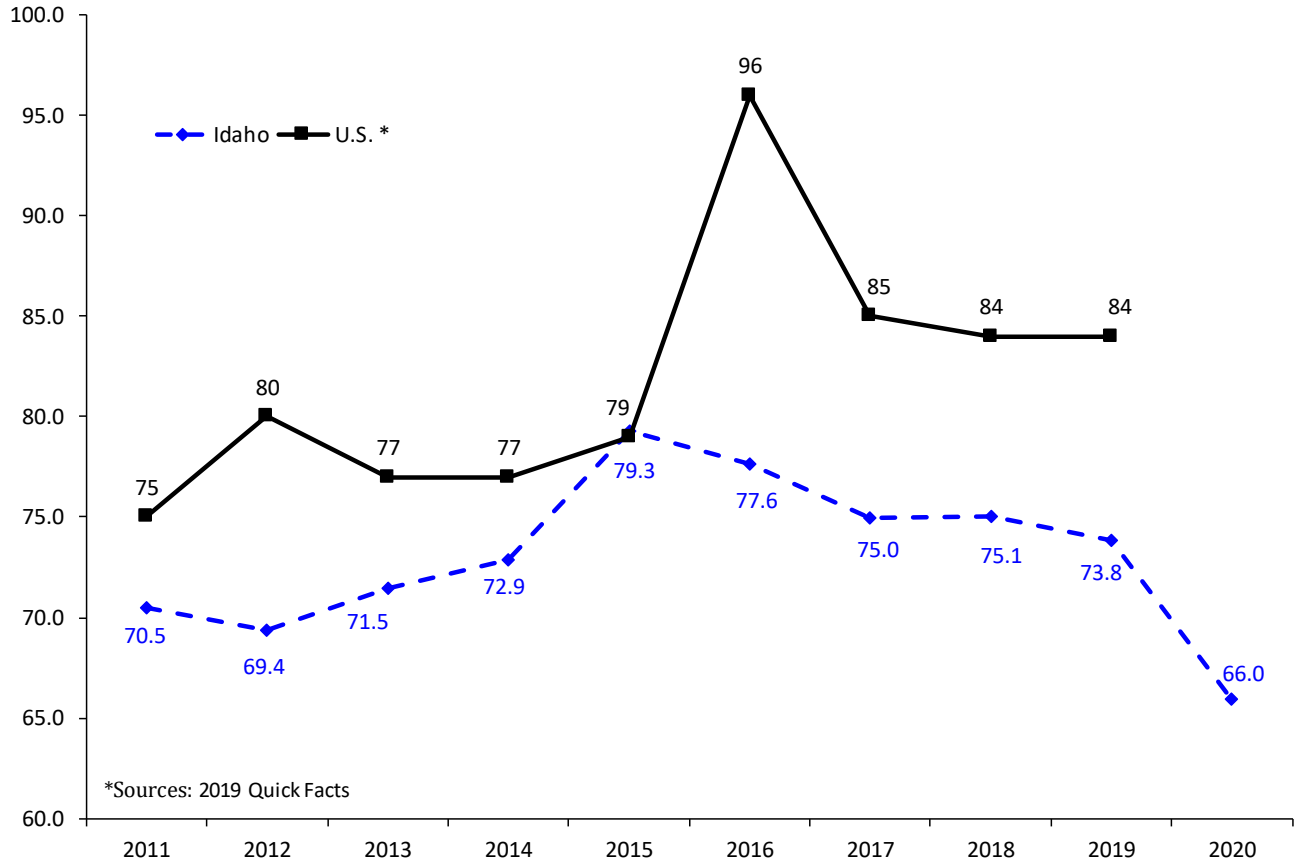


Figure 2

Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2011-2020



The 2020 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. A 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.

Fatality and injury rates have varied over the past decade, but have generally remained fairly flat. 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 2016 through 2020. The number of fatalities decreased to 214 in 2020.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatalities	253	245	234	224	214	-4.5%	-4.0%
Suspected Serious Injury	1,332	1,246	1,250	1,154	1,102	-4.5%	-4.6%
Suspected Minor Injury	4,251	3,861	3,984	3,889	3,637	-6.5%	-2.8%
Possible Injuries	8,081	7,862	8,067	8,288	6,716	-19.0%	0.9%
No Injuries	49,005	50,730	46,662	53,251	42,205	-20.7%	3.2%
Unknown / Missing	595	612	536	600	546	-9.0%	0.8%
Total Persons in Crashes	63,517	64,556	60,733	67,406	54,420	-19.3%	2.2%

In 2020, there were 5 serious injuries for every person killed in motor vehicle crashes. On average, nearly four people were killed or seriously injured every day in 2020. There was 1 person killed every 41 hours and 1 person injured every 46 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2020. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)[1] in August 2016. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2020 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2020 was nearly $3.85 billion.

Table 4
Economic Cost of Idaho Crashes: 2020 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	214	$10,322,433	$2,209,000,749
Suspected Serious Injury	1,102	$493,671	$544,025,097
Suspected Minor Injury	3,637	$134,460	$489,032,210
Possible Injuries	6,716	$68,660	$461,119,009
No Injuries	42,205	$3,478	$146,799,421
Total Estimate of Economic Cost			**$3,849,976,486**

The cost of traffic crashes in 2020 amounts to $2,093 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 1.7 times as likely to result in a fatality as multiple-vehicle crashes were in 2020. 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: 2020

	Single Vehicle		Multiple Vehicles	
Type of Crash	Crashes	Injuries	Crashes	Injuries
Fatal	83	94	105	120
Suspected Serious Injury	392	457	503	645
Suspected Minor Injury	877	1,096	1,841	2,541
Possible Injury	1,113	1,444	3,196	5,272
Property Damage	4,559		9,859	
Total	**7,024**	**3,091**	**15,504**	**8,578**

In 2020, single-vehicle crashes represented only 31% of all crashes, yet accounted for 44% of all fatal crashes. Of the 83 fatal single-vehicle crashes, 71 (86%) occurred on rural roadways.

Of the 105 multiple-vehicle fatal crashes, 14 involved a pedestrian and 3 involved a bicycle. The other 88 (85%) involved two or more motor vehicles. Of the 105 fatal multiple-vehicle crashes, 73 (or 70%) 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 5% of multiple-vehicle crashes. Animal(s) in the Roadway was the second most prevalent contributing circumstance for single-vehicle crashes at 17%. 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.

Inattention/Distraction was the most prevalent contributing circumstance for multiple vehicle crashes, followed closely by Fail to Yield and Follow Too Close. Inattention/Distraction also contributed to 11% of single vehicle crashes.

Impaired driving contributed to 9% of single vehicle crashes and 4% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2020

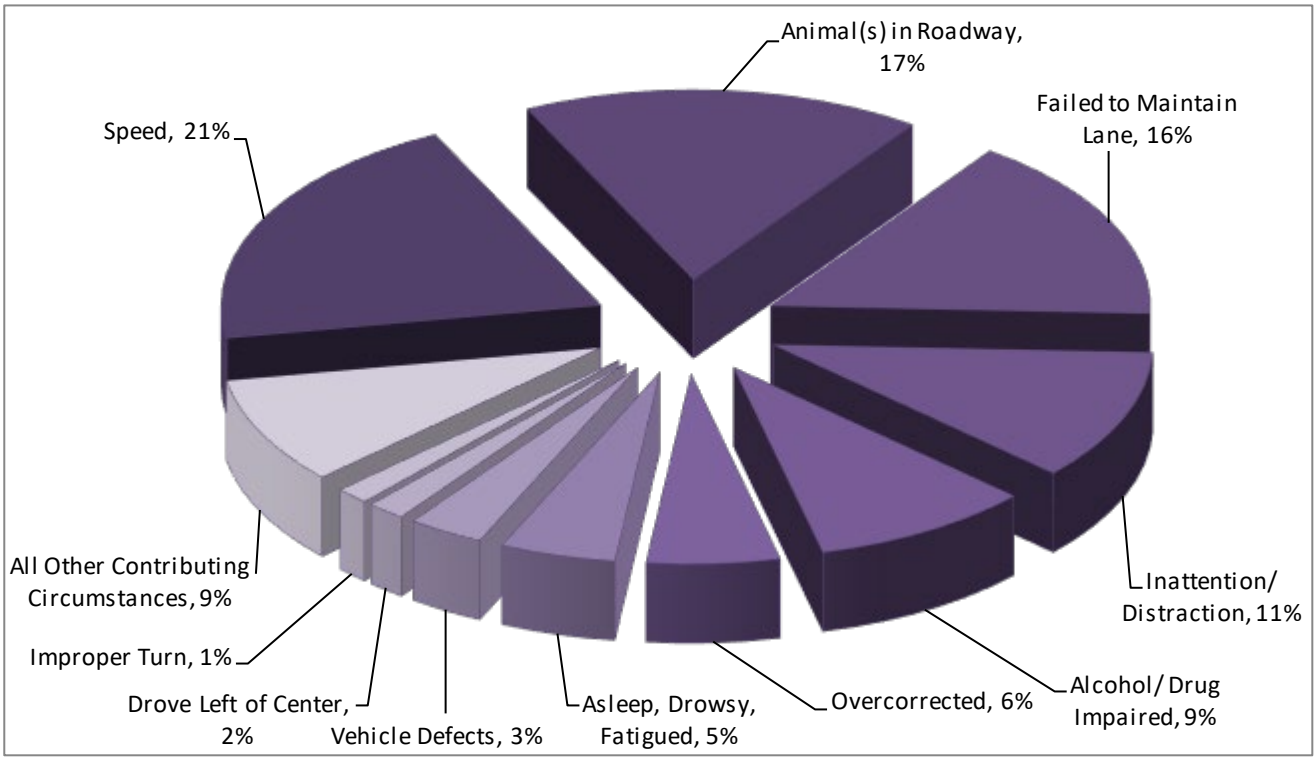


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2020

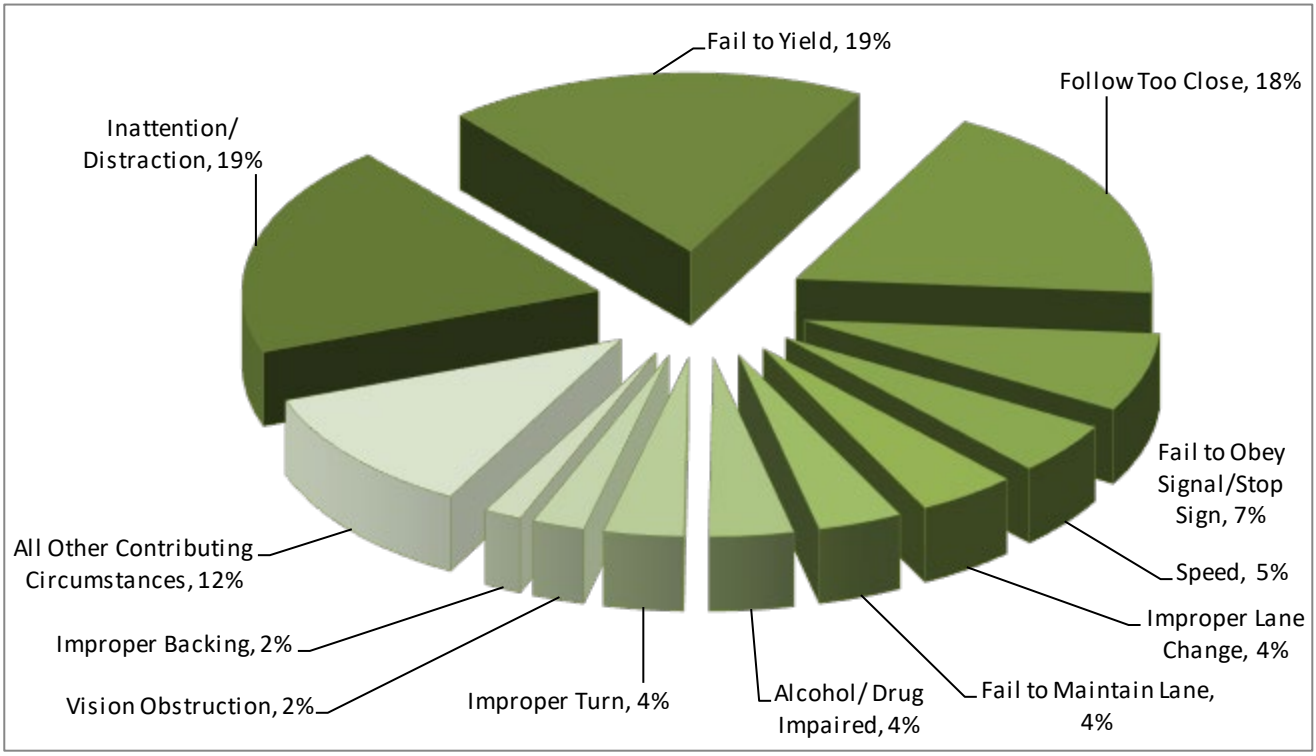


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2020

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (68.7%)	Head On (32.1%)
Tree (9.6%)	Angle (15.4%)
Embankment (8.4%)	Pedestrian (11.7%)
Immersion (4.8%)	Angle - Turning (7.1%)
Ditch (3.6%)	Rear-End (5.8%)
Building Wall (1.2%)	Side Swiped Opposite (5.8%)
Guardrail Face (1.2%)	Overturn (4.6%)
Other Fixed Object (1.2%)	Side Swiped - Same Direction (3.8%)
Vehicle Equipment Failure (1.2%)	Head On - Turning (3.3%)
	Pedalcycle (2.5%)
	Fire / Explosion (2.1%)
	Delineator Post (0.8%)
	Non-Contact Unit (0.8%)
	Other (0.8%)
	Same Direction Turning (0.8%)
	Struck by Falling/Shifting Cargo (0.8%)
	Backed Into (0.4%)
	Other Non-Collision (0.4%)
	Other Object Not Fixed (0.4%)
	Utility / Light Support (0.4%)

*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 2020, there were 240 units involved in the 105 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 66% of the single vehicle fatalities and 29% of all fatalities in 2020.

Of the 46 passenger motor vehicle occupants killed in single-vehicle rollovers, 8 (or 17%) were wearing seat belts or were in a child safety seat. Of the 38 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 36 (or 95%) 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, 30 of the 38 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: 2020

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Suspected Serious Injuries	Suspected Minor Injuries	Possible Injuries
January	6	690	1,658	6	70	261	651
February	15	657	1,466	15	68	264	627
March	8	489	1,159	8	63	185	449
April	9	404	1,129	9	53	199	321
May	18	623	1,710	21	110	291	488
June	19	705	1,928	22	93	341	586
July	24	751	2,067	26	138	395	637
August	25	785	2,178	29	133	396	623
September	16	754	2,221	18	129	352	613
October	15	769	2,343	19	86	361	665
November	12	630	2,250	14	84	283	503
December	21	665	2,419	27	75	309	553
Totals	**188**	**7,922**	**22,528**	**214**	**1,102**	**3,637**	**6,716**

In 2020, July and August had the highest number of fatal crashes. December and October 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: 2020

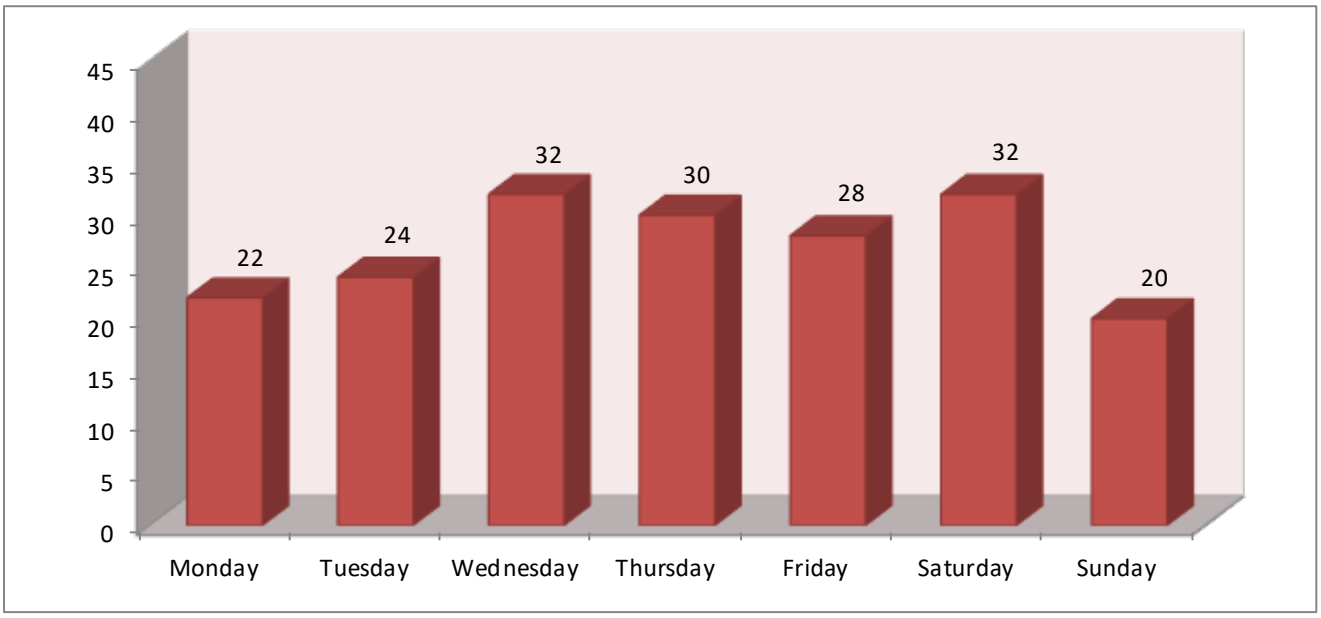
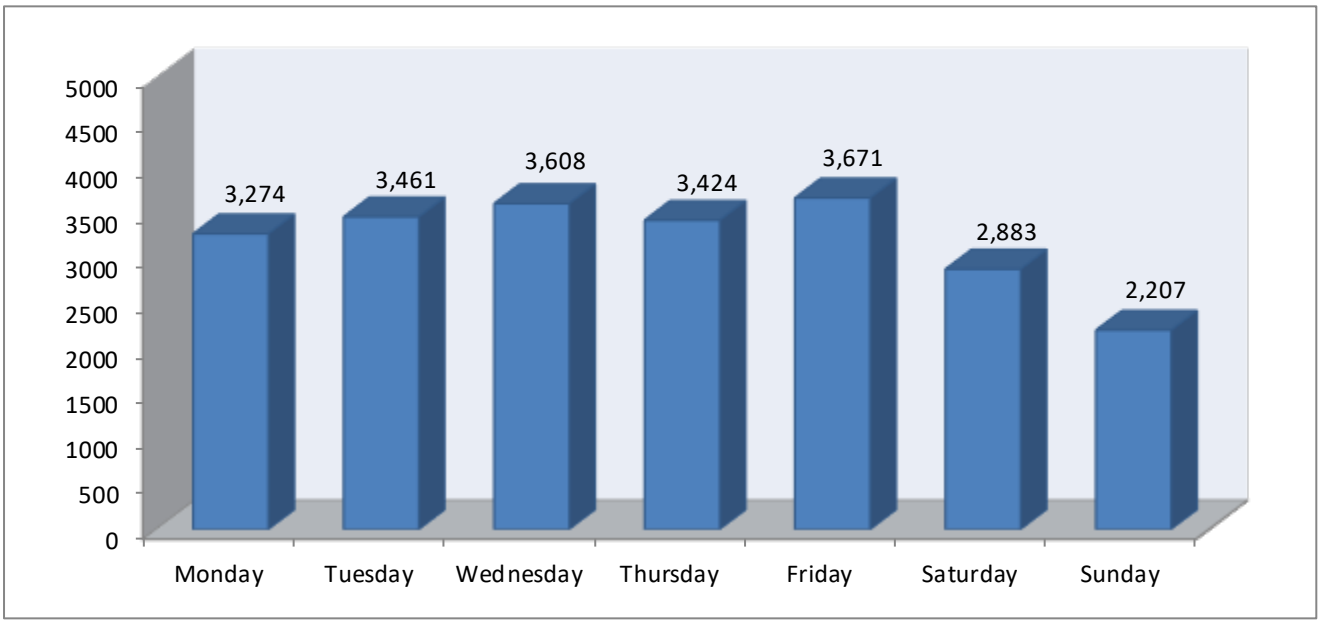


Figure 6
Total Crashes by Day of the Week: 2020



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: 2020

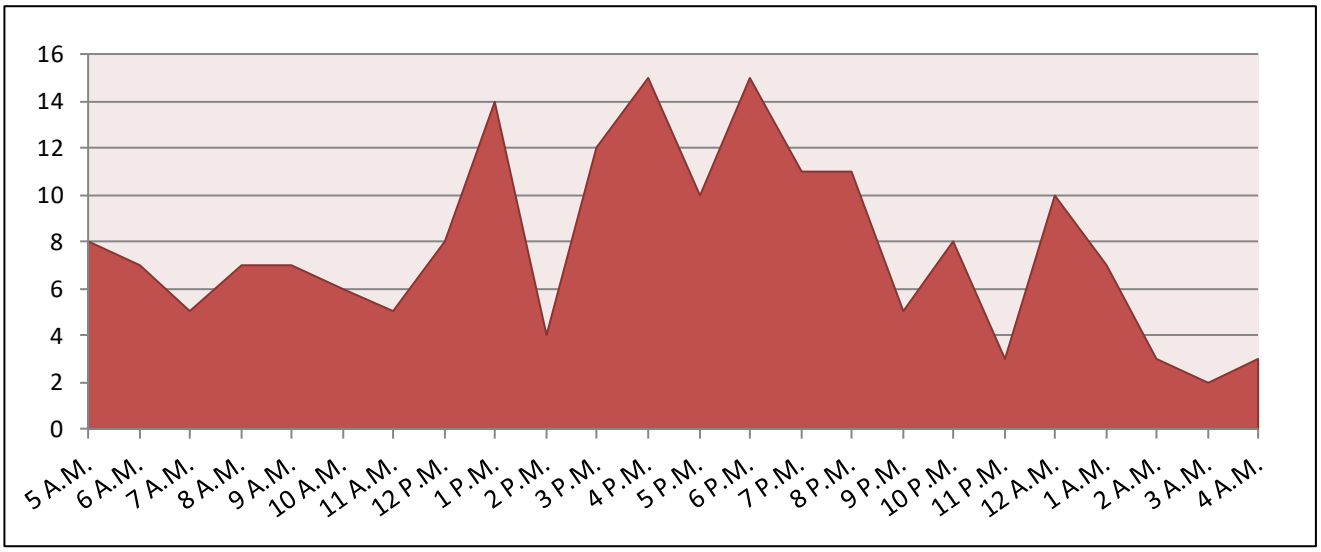
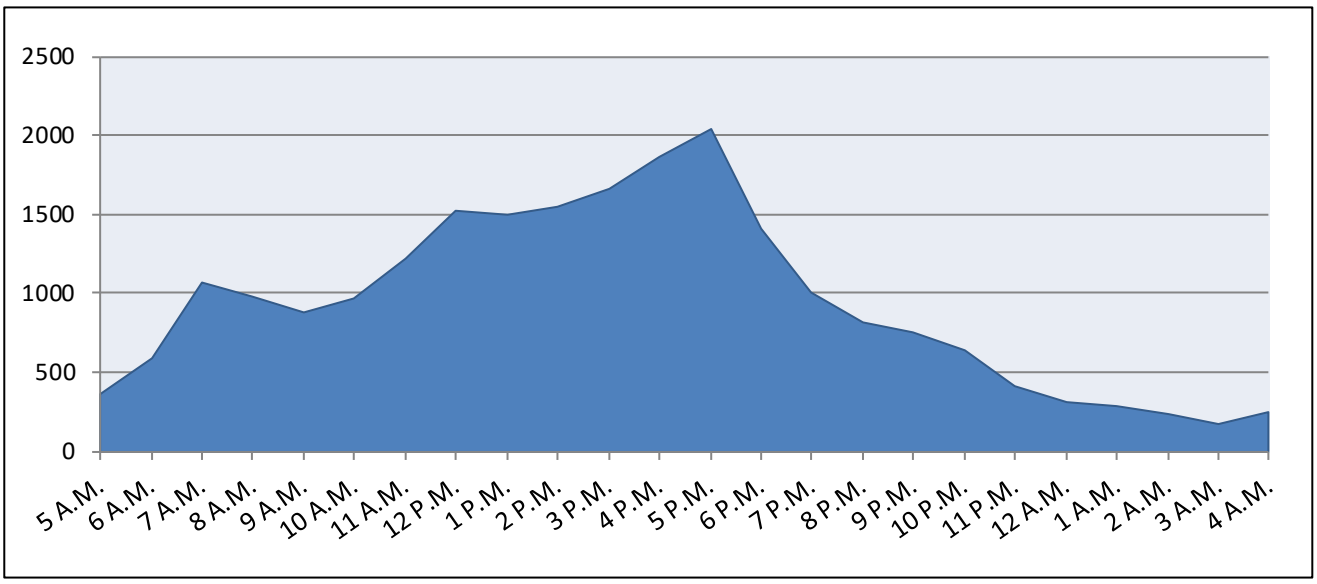


Figure 8
Total Crashes by Time of Day: 2020



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: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatal Crashes	232	224	215	201	188	-6.5%	-4.7%
Urban	50	54	59	52	44	-15.4%	1.8%
Rural	182	170	156	149	144	-3.4%	-6.4%
Injury Crashes:	9,327	8,818	9,083	9,153	7,922	-13.4%	-0.6%
Urban	6,209	5,957	6,118	6,285	5,124	-18.5%	0.5%
Rural	3,118	2,861	2,965	2,868	2,798	-2.4%	-2.6%
Total Crashes:	25,328	25,851	24,031	27,015	22,528	-16.6%	2.5%
Urban	16,492	17,153	16,217	18,478	14,653	-20.7%	4.2%
Rural	8,836	8,698	7,814	8,537	7,875	-7.8%	-0.8%

In 2020, 77% of fatal crashes occurred on rural roads, whereas 35% of all crashes occurred on rural roads. In Idaho in 2020, 87% 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: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatal Crash Rate	1.19	1.35	1.21	1.11	1.08	-2.7%	-1.6%
Urban Fatal Crash Rate	0.60	0.69	0.78	0.65	0.60	-8.7%	3.8%
Rural Fatal Crash Rate	1.63	1.84	1.53	1.47	1.44	-2.2%	-2.4%
Injury Crash Rate	54.32	54.38	51.29	50.69	45.64	-10.0%	-2.2%
Urban Injury Crash Rate	82.78	85.39	81.26	79.07	69.54	-12.1%	-1.5%
Rural Injury Crash Rate	33.05	31.56	29.13	28.37	28.01	-1.3%	-4.9%
Total Crash Rate	144.15	147.67	135.70	149.60	129.78	-13.3%	1.5%
Urban Total Crash Rate	216.46	226.80	215.39	232.47	198.86	-14.5%	2.6%
Rural Total Crash Rate	90.13	89.43	76.76	84.45	78.83	-6.7%	-1.6%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2016-2020, 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: 2016-2020

Roadway Information	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Local Roads:							
VMT (100 millions)	77.3	76.6	77.2	79.4	76.4	-3.8%	0.9%
Fatal Crashes	92	92	81	82	75	-8.5%	-3.6%
Injury Crashes	5,318	4,958	5,223	5,372	4,548	-15.3%	0.5%
Total Crashes	15,067	15,256	14,185	16,083	12,632	-21.5%	2.5%
Fatal Crash Rate	1.2	1.2	1.0	1.0	1.0	-5.0%	-4.4%
Injury Crash Rate	68.8	64.7	67.6	67.7	59.5	-12.0%	-0.5%
Total Crash Rate	195.0	199.1	183.6	202.6	165.3	-18.4%	1.6%
U.S. and State Highways:							
VMT (100 millions)	52.1	53.1	55.0	56.0	55.1	-1.6%	2.4%
Fatal Crashes	94	93	95	88	91	3.4%	-2.1%
Injury Crashes	3,002	2,838	2,927	2,727	2,530	-7.2%	-3.1%
Total Crashes	8,055	8,210	7,630	7,813	7,216	-7.6%	-0.9%
Fatal Crash Rate	1.8	1.7	1.7	1.6	1.7	5.1%	-4.5%
Injury Crash Rate	57.6	53.4	53.2	48.7	45.9	-5.7%	-5.4%
Total Crash Rate	154.6	154.5	138.6	139.4	130.9	-6.1%	-3.2%
Interstate Highways:							
VMT (100 millions)	42.1	43.2	44.8	45.2	42.0	-6.9%	2.4%
Fatal Crashes	46	39	39	31	22	-29.0%	-11.9%
Injury Crashes	1,007	1,022	933	1,054	844	-19.9%	1.9%
Total Crashes	2,206	2,385	2,216	3,119	2,680	-14.1%	13.9%
Fatal Crash Rate	1.1	0.9	0.9	0.7	0.5	-23.8%	-14.0%
Injury Crash Rate	23.9	23.6	20.8	23.3	20.1	-14.0%	-0.3%
Total Crash Rate	52.4	55.1	49.5	69.1	63.8	-7.7%	11.5%
Statewide Totals:							
VMT (100 millions)	171.5	173.0	177.1	180.6	173.6	-3.9%	1.7%
Fatal Crashes	232	224	215	201	188	-6.5%	-4.7%
Injury Crashes	9,327	8,818	9,083	9,153	7,922	-13.4%	-0.6%
Total Crashes	25,328	25,851	24,031	27,015	22,528	-16.6%	2.5%
Fatal Crash Rate	1.4	1.3	1.2	1.1	1.1	-2.7%	-6.3%
Injury Crash Rate	54.4	51.0	51.3	50.7	45.6	-10.0%	-2.3%
Total Crash Rate	147.7	149.4	135.7	149.6	129.8	-13.3%	0.7%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2018-2020

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2018**	**2019**	**2020**	**2018**	**2019**	**2020**	**2018**	**2019**	**2020**
Ada	28	21	17	2,772	2,776	2,119	7,012	7,231	5,530
Adams	3	3	3	11	23	25	21	54	53
Bannock	8	8	8	408	475	361	1,296	1,586	1,173
Bear Lake	1	0	1	24	17	40	66	67	98
Benewah	4	2	0	40	49	52	182	188	168
Bingham	7	7	2	197	216	176	586	715	540
Blaine	2	9	2	78	77	62	256	346	222
Boise	6	6	7	63	58	61	142	163	168
Bonner	7	8	5	169	166	156	456	475	505
Bonneville	11	11	11	554	539	508	1,375	1,562	1,360
Boundary	1	1	4	28	43	49	82	133	141
Butte	0	1	3	10	10	15	36	33	40
Camas	0	0	0	11	5	3	24	27	8
Canyon	25	21	22	1,324	1,340	1,200	3,115	3,826	3,244
Caribou	3	1	1	39	54	36	90	140	88
Cassia	1	5	2	173	166	141	471	473	440
Clark	1	0	1	13	18	17	45	70	51
Clearwater	0	1	1	22	34	28	52	89	93
Custer	0	3	1	17	13	19	44	29	50
Elmore	7	6	7	176	160	161	368	471	382
Franklin	1	3	1	31	25	29	98	76	74
Fremont	5	4	7	65	61	65	220	262	216
Gem	2	2	4	68	66	60	142	188	132
Gooding	1	4	8	53	86	57	143	203	154
Idaho	5	3	6	86	88	77	218	228	226
Jefferson	4	2	2	76	96	83	202	346	290
Jerome	8	10	4	168	166	165	453	470	441
Kootenai	18	15	13	776	733	649	2,290	2,381	2,166
Latah	4	2	1	141	140	122	423	489	399
Lemhi	1	2	3	43	46	46	114	119	112
Lewis	2	2	1	32	18	24	58	71	54
Lincoln	4	1	3	17	31	24	47	94	62
Madison	1	2	2	177	165	156	546	657	491
Minidoka	6	3	1	110	63	89	266	234	255
Nez Perce	9	6	7	239	241	193	670	768	598
Oneida	5	1	1	31	36	35	111	127	94
Owyhee	1	2	2	39	48	54	104	127	135
Payette	4	3	3	113	103	103	238	277	277
Power	3	0	2	58	69	51	150	192	152
Shoshone	1	5	2	42	54	38	145	195	159
Teton	2	1	1	30	16	24	99	70	77
Twin Falls	9	6	10	439	454	474	1,224	1,406	1,334
Valley	2	4	4	81	84	47	247	271	169
Washington	2	4	2	39	25	28	104	86	107
TOTALS	**215**	**201**	**188**	**9,083**	**9,153**	**7,922**	**24,031**	**27,015**	**22,528**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2018-2020 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2020.

Table 13
Crash History of Idaho Cities: 2018-2020

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2018	2019	2020	2018	2019	2020	2018	2019	2020
40,000 and over									
Boise	9	7	7	1,409	1,369	991	3,974	3,852	2,788
Caldwell	4	2	4	289	303	309	775	886	753
Coeur d'Alene	1	2	2	317	232	190	907	884	689
Idaho Falls	4	3	1	301	305	280	690	839	767
Meridian	8	4	1	865	947	719	1,809	1,948	1,640
Nampa	7	4	4	688	703	586	1,542	1,955	1,675
Pocatello	2	1	1	285	317	261	922	1,058	803
Twin Falls	2	1	1	283	282	302	791	897	871
15,000 - 39,999									
Ammon	0	0	0	51	39	37	122	129	75
Chubbuck	1	0	0	62	77	45	176	229	125
Eagle	3	1	1	79	80	74	256	306	230
Hayden	1	0	1	55	64	52	167	188	202
Kuna	0	0	0	46	45	47	107	143	124
Lewiston	1	2	4	158	156	101	447	534	360
Moscow	0	1	0	75	68	57	218	264	181
Post Falls	0	3	2	124	135	120	362	390	383
Rexburg	1	0	0	127	99	84	382	427	296
5,000 - 14,999									
Blackfoot	1	0	0	49	55	36	164	221	137
Burley	0	0	0	96	62	58	237	252	214
Emmett	1	1	0	18	19	15	36	55	34
Fruitland	0	0	0	15	24	15	39	52	37
Garden City	1	1	0	99	95	64	299	301	196
Hailey	0	0	0	18	15	15	75	137	69
Jerome	0	0	1	35	35	27	98	118	85
Middleton	0	0	0	3	8	6	5	47	32
Mountain Home	0	0	0	46	28	26	97	97	82
Payette	1	0	0	17	10	14	38	44	51
Preston	0	0	0	5	1	5	25	4	14
Rathdrum	0	1	0	24	26	35	70	70	79
Rupert	0	0	0	3	7	7	11	36	26
Sandpoint	0	0	0	27	34	19	111	122	91
Star	0	0	0	8	20	25	26	58	59
Weiser	0	0	0	7	3	6	20	18	28

Table 13 (Continued)
Crash History of Idaho Cities: 2018-2020

City by Population Size	Fatal Crashes 2018	Fatal Crashes 2019	Fatal Crashes 2020	Injury Crashes 2018	Injury Crashes 2019	Injury Crashes 2020	Total Crashes 2018	Total Crashes 2019	Total Crashes 2020
2,000 - 4,999									
American Falls	0	0	0	8	13	4	36	45	25
Bellevue	0	0	0	2	0	1	4	2	2
Bonners Ferry	0	0	0	2	13	7	13	31	20
Buhl	0	0	0	0	7	7	2	24	24
Dalton Gardens	0	0	0	4	4	3	17	13	10
Filer	0	0	0	2	1	2	13	13	9
Gooding	0	0	0	5	13	2	26	31	19
Grangeville	0	1	0	1	6	2	8	19	16
Heyburn	1	0	0	10	1	13	40	8	37
Homedale	0	0	0	0	4	5	3	9	9
Iona	0	0	0	0	1	0	1	3	0
Kellogg	1	1	0	3	4	2	27	30	15
Ketchum	0	0	0	9	7	11	39	29	22
Kimberly	0	0	0	5	4	2	11	14	15
Malad	0	0	0	2	0	1	12	13	4
McCall	1	0	0	19	15	6	44	49	32
Montpelier	0	0	0	1	2	4	7	15	12
Orofino	0	0	0	7	5	6	15	18	30
Parma	1	0	0	0	0	1	5	0	1
Rigby	0	0	0	12	21	15	29	67	56
St. Anthony	0	0	0	4	6	2	23	31	10
St. Maries	0	0	0	6	6	3	37	34	36
Salmon	0	0	0	6	7	1	23	22	15
Shelley	0	0	0	5	8	3	19	21	22
Soda Springs	0	0	0	1	2	2	3	15	13
Spirit Lake	0	0	1	2	5	4	10	12	15
Victor	0	0	0	3	3	3	13	9	9
Wendell	0	0	0	2	5	5	5	10	10

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 2020 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2020

	2020 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	494.4	5,530	17	2,119	20	3,065	4.3
Bannock	88.8	1,173	8	361	9	520	4.2
Bonneville	122.1	1,360	11	508	13	729	4.2
Canyon	237.1	3,244	22	1,200	25	1,775	5.2
Kootenai	170.6	2,166	13	649	13	910	3.9
Twin Falls	88.4	1,334	10	474	12	675	5.5
Mean Crash Rate							**4.5**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2020

	2020 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							
Bingham	47.2	540	2	176	4	244	3.8
Blaine	23.4	222	2	62	2	83	2.7
Bonner	46.8	505	5	156	7	217	3.4
Cassia	24.3	440	2	141	3	219	5.9
Elmore	27.4	382	7	161	8	223	6.1
Jefferson	30.6	290	2	83	2	113	2.8
Jerome	24.6	441	4	165	4	251	6.9
Latah	40.8	399	1	122	1	150	3.0
Madison	40.3	491	2	156	2	245	3.9
Minidoka	21.2	255	1	89	1	155	4.2
Nez Perce	40.8	598	7	193	7	255	4.9
Payette	24.8	277	3	103	5	165	4.3
Mean Crash Rate							**4.2**
10,000 - 19,999							
Boundary	12.7	141	4	49	5	61	4.2
Franklin	14.2	74	1	29	1	37	2.1
Fremont	13.2	216	7	65	9	125	5.4
Gem	18.7	132	4	60	4	80	3.4
Gooding	15.6	154	8	57	8	98	4.2
Idaho	16.8	226	6	77	6	100	4.9
Owyhee	12.1	135	2	54	2	74	4.6
Shoshone	12.9	159	2	38	3	57	3.1
Teton	12.5	77	1	24	1	38	2.0
Valley	11.8	169	4	47	4	72	4.3
Washington	10.4	107	2	28	2	37	2.9
Mean Crash Rate							**3.8**
5,000 - 9,999							
Bear Lake	6.1	98	1	40	2	62	6.7
Benewah	9.4	168	0	52	0	64	5.5
Boise	8.1	168	7	61	8	89	8.4
Caribou	7.1	88	1	36	1	49	5.2
Clearwater	8.8	93	1	28	1	32	3.3
Lemhi	8.1	112	3	46	3	66	6.1
Lincoln	5.4	62	3	24	4	38	5.0
Power	7.6	152	2	51	2	70	6.9
Mean Crash Rate							**5.9**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2020

	2020 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	4.4	53	3	25	3	29	6.3
Butte	2.6	40	3	15	3	24	6.8
Camas	1.1	8	0	3	0	4	2.7
Clark	0.9	51	1	17	1	33	21.1
Custer	4.2	50	1	19	1	23	4.7
Lewis	3.8	54	1	24	1	43	6.5
Oneida	4.5	94	1	35	1	56	8.0
Mean Crash Rate							**6.8**
Statewide Totals	**1,827.0**	**22,528**	**188**	**7,922**	**214**	**11,455**	**4.4**

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 2020.

Table 15
Fatal and Injury Crash Rates by City – 2020

	2020 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	229.8	2,788	7	991	9	1,354	4.3
Caldwell	121.2	753	4	309	4	479	2.6
Coeur d'Alene	103.2	689	2	190	2	255	1.9
Idaho Falls	64.1	767	1	280	1	380	4.4
Meridian	60.7	1,640	1	719	1	1,121	11.9
Nampa	57.0	1,675	4	586	4	855	10.3
Pocatello	53.4	803	1	261	1	369	4.9
Twin Falls	51.4	871	1	302	1	412	5.9
Mean Crash Rate							**4.9**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2020

	2020 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	17.7	75	0	37	0	55	2.1
Chubbuck	16.0	125	0	45	0	78	2.8
Eagle	31.7	230	1	74	1	106	2.4
Hayden	15.7	202	1	52	1	73	3.4
Kuna	23.9	124	0	47	0	65	2.0
Lewiston	33.0	360	4	101	4	123	3.2
Moscow	26.1	181	0	57	0	69	2.2
Post Falls	38.9	383	2	120	2	172	3.1
Rexburg	29.7	296	0	84	0	129	2.8
Mean Crash Rate							**2.7**
5,000 - 14,999							
Blackfoot	12.0	137	0	36	0	50	3.0
Burley	10.7	214	0	58	0	81	5.4
Emmett	7.3	34	0	15	0	21	2.1
Fruitland	5.6	37	0	15	0	24	2.7
Garden City	11.9	196	0	64	0	83	5.4
Hailey	8.9	69	0	15	0	24	1.7
Jerome	12.1	85	1	27	1	38	2.3
Middleton	8.9	32	0	6	0	6	0.7
Mountain Home	14.5	82	0	26	0	37	1.8
Payette	8.0	51	0	14	0	24	1.7
Preston	5.7	14	0	5	0	6	0.9
Rathdrum	9.4	79	0	35	0	52	3.7
Rupert	5.9	26	0	7	0	12	1.2
Sandpoint	9.3	91	0	19	0	21	2.0
Star	11.3	59	0	25	0	38	2.2
Weiser	5.5	28	0	6	0	6	1.1
Mean Crash Rate							**2.5**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2020

	2020 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	4.3	25	0	4	0	6	0.9
Bellevue	2.5	2	0	1	0	2	0.4
Bonners Ferry	2.7	20	0	7	0	7	2.6
Buhl	4.5	24	0	7	0	7	1.5
Dalton Gardens	2.4	10	0	3	0	4	1.2
Filer	2.9	9	0	2	0	2	0.7
Gooding	3.5	19	0	2	0	8	0.6
Grangeville	3.3	16	0	2	0	2	0.6
Heyburn	3.5	37	0	13	0	24	3.8
Homedale	2.8	9	0	5	0	5	1.8
Iona	2.4				0	0	
Kellogg	2.1	15	0	2	0	2	0.9
Ketchum	2.9	22	0	11	0	12	3.8
Kimberly	4.2	15	0	2	0	3	0.5
Malad	2.1	4	0	1	0	1	0.5
McCall	3.8	32	0	6	0	6	1.6
Montpelier	2.5	12	0	4	0	6	1.6
Orofino	3.1	30	0	6	0	7	1.9
Parma	2.1	1	0	1	0	1	0.5
Rigby	4.4	56	0	15	0	16	3.4
St. Anthony	3.2	10	0	2	0	3	0.6
St. Maries	4.7	36	0	3	0	3	0.6
Salmon	3.0	15	0	1	0	1	0.3
Shelley	2.6	22	0	3	0	3	1.2
Soda Springs	3.6	13	0	2	0	2	0.6
Spirit Lake	2.5	15	1	4	1	4	2.0
Victor	2.6	9	0	3	0	4	1.2
Wendell	2.8	10	0	5	0	5	1.8
Mean Crash Rate							**1.4**

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, 2020

Age	2010	2015	2020	Change 2010-2020	Change 2015-2020
15*	2,592	3,443	3,447	33.0%	0.1%
(%)	0.2%	0.3%	0.3%		
16-24	153,891	160,140	176,921	15.0%	10.5%
(%)	14.4%	14.0%	13.4%		
25-34	191,583	196,056	217,998	13.8%	11.2%
(%)	17.9%	17.1%	16.6%		
35-44	177,226	186,231	220,029	24.2%	18.1%
(%)	16.6%	16.3%	16.7%		
45-54	195,441	186,222	194,912	-0.3%	4.7%
(%)	18.3%	16.3%	14.8%		
55-64	177,521	195,777	212,609	19.8%	8.6%
(%)	16.6%	17.1%	16.2%		
65+	171,288	216,423	290,484	69.6%	34.2%
(%)	16.0%	18.9%	22.1%		
TOTALS	1,069,542	1,144,292	1,316,400	23.1%	15.0%

**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.

Driver Age and Crash Involvement

Table 17
Driver Age as a Factor in Crashes: 2020

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	3,447	0.3%	336	0.9%	3.4	145	1.0%	3.9
16	11,395	0.9%	893	2.3%	2.7	293	2.1%	2.4
17	16,925	1.3%	1,117	2.9%	2.3	404	2.8%	2.2
18	18,178	1.4%	1,347	3.5%	2.5	490	3.5%	2.5
19	21,264	1.6%	1,311	3.4%	2.1	472	3.3%	2.1
20	22,176	1.7%	1,166	3.0%	1.8	445	3.1%	1.9
21	20,056	1.5%	1,127	2.9%	1.9	393	2.8%	1.8
22	21,819	1.7%	1,089	2.8%	1.7	404	2.8%	1.7
23	22,182	1.7%	988	2.6%	1.5	359	2.5%	1.5
24	22,926	1.7%	946	2.5%	1.4	341	2.4%	1.4
25-34	217,998	16.6%	7,796	20.4%	1.2	2,927	20.6%	1.2
35-44	220,029	16.7%	6,075	15.9%	0.9	2,287	16.1%	1.0
45-54	194,912	14.8%	4,714	12.3%	0.8	1,821	12.8%	0.9
55-64	212,609	16.2%	4,318	11.3%	0.7	1,588	11.2%	0.7
65-74	184,195	14.0%	2,716	7.1%	0.5	1,039	7.3%	0.5
75+	106,289	8.1%	1,359	3.5%	0.4	531	3.7%	0.5
Not Stated or Other			986	2.6%		242	1.7%	
TOTALS	**1,316,400**		**38,284**			**14,181**		

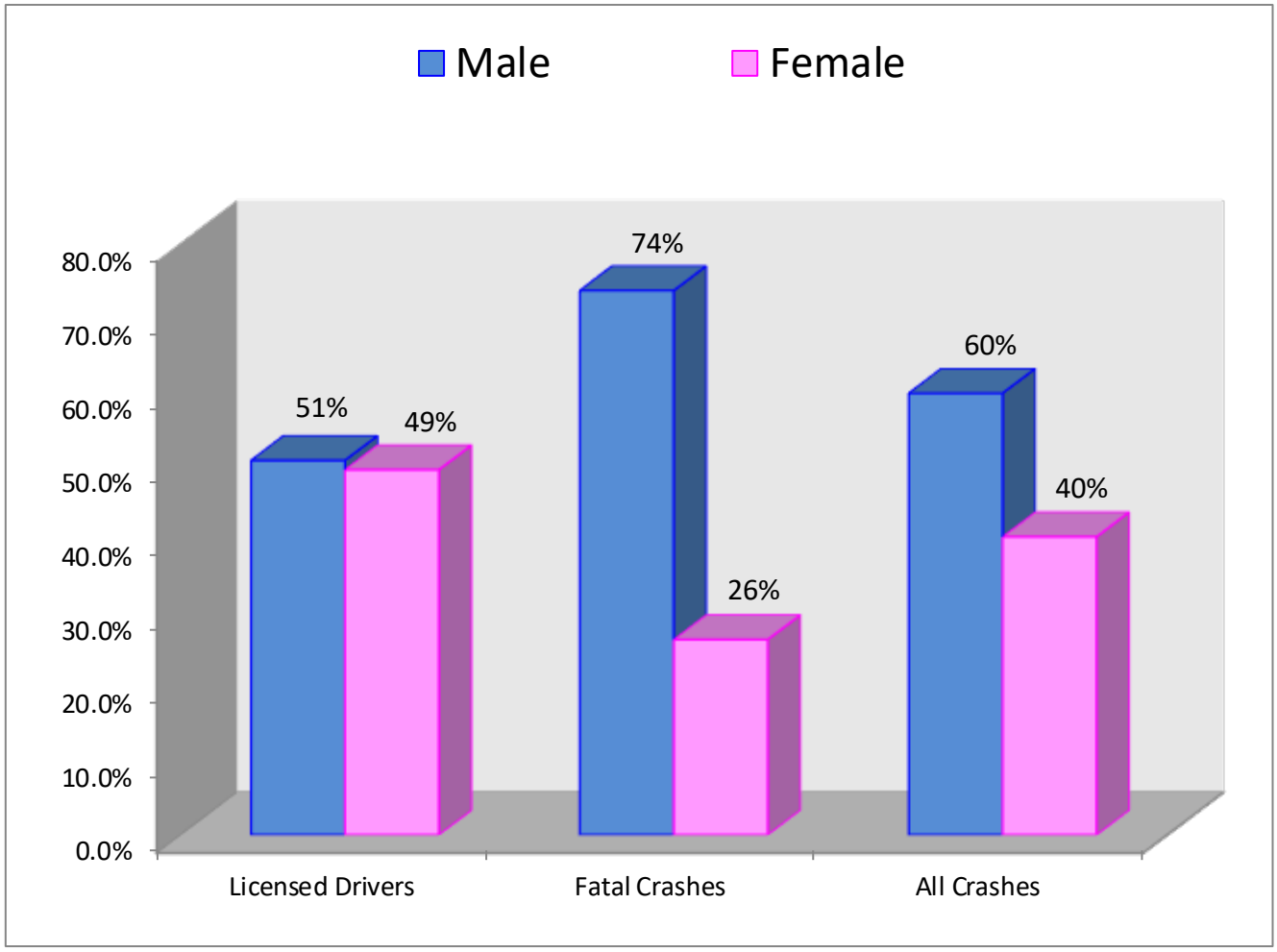
** Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.4% of all licensed drivers and accounted for 12.7% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.7 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

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 60% 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: 2020



In 2020, males were 1.4 times more likely than females to be involved in any crash but were 2.7 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 3.6 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 4.3 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2020

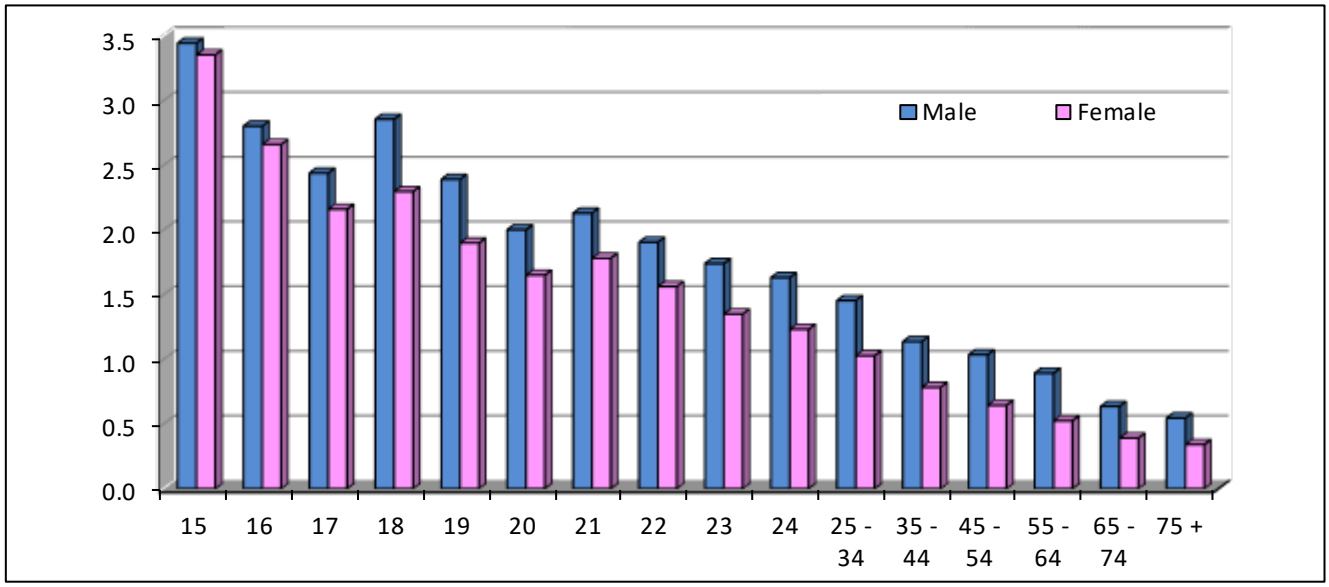
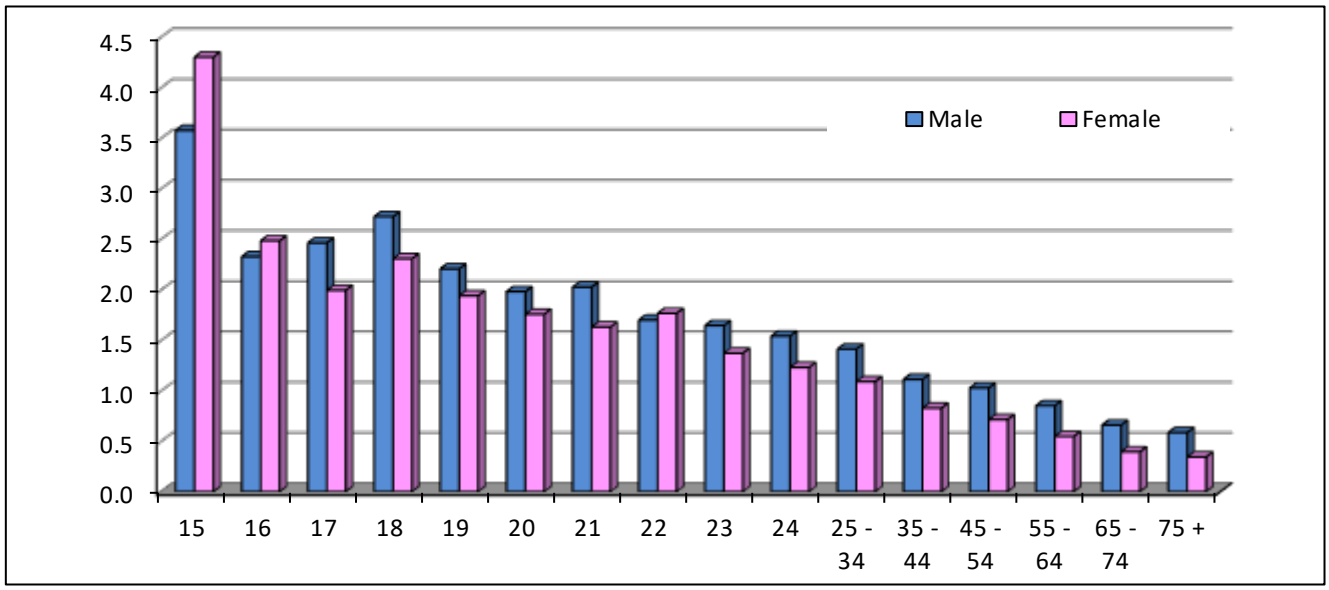


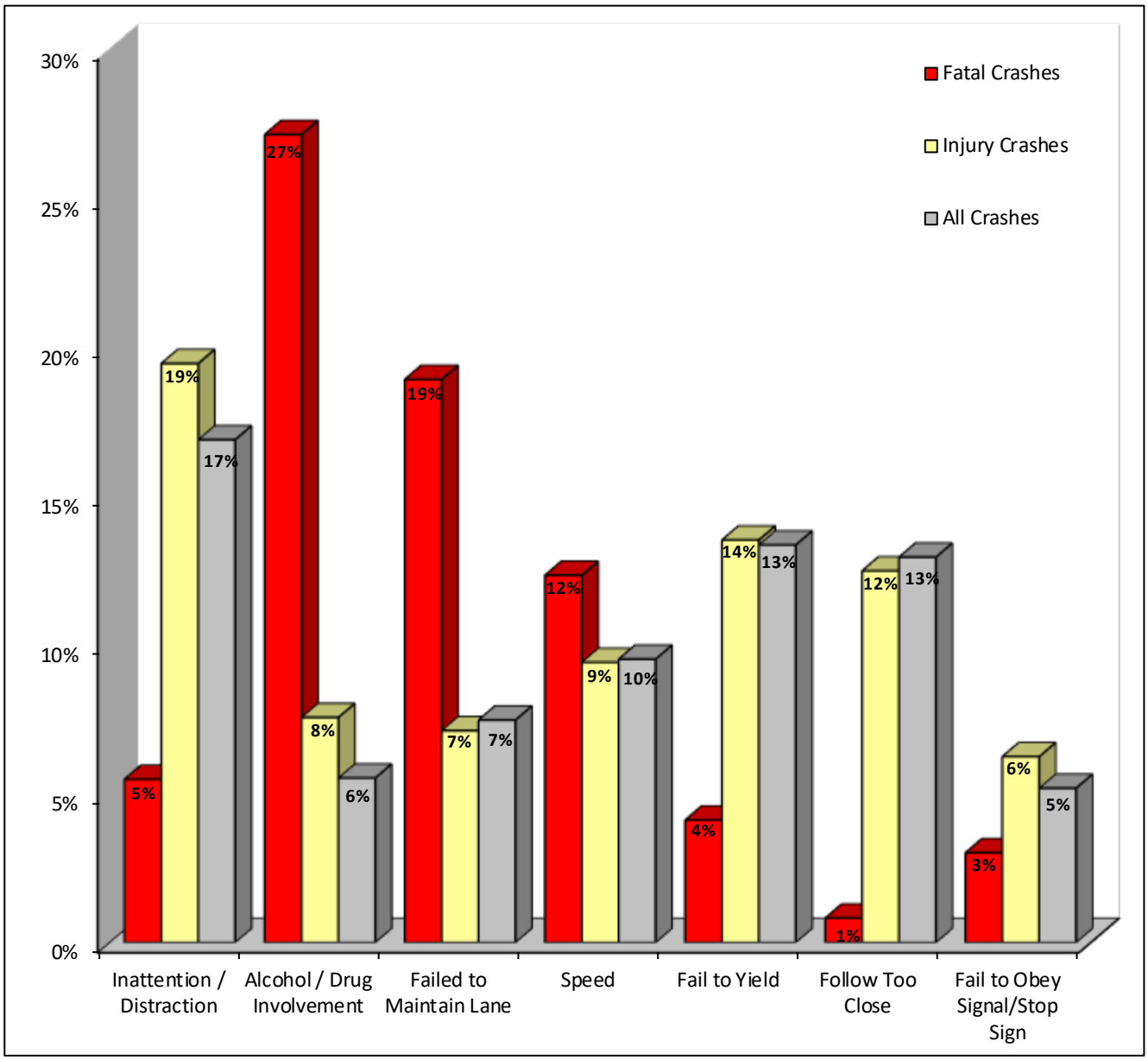
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2020



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 2020



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2020 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: 2020

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	49,040	55.0%
2. Insurance Violations	12,050	13.5%
3. Failure to Obey Traffic Control Devices	6,570	7.4%
4. Driving Under the Influence	4,149	4.7%
5. Following Too Close	3,779	4.2%
6. Failure to Yield Right of Way	2,434	2.7%
7. Reckless or Inattentive Driving	2,322	2.6%
8. Lane Change Violations	1,944	2.2%
9. Driving Without Privileges - Suspended License	1,920	2.2%
10. Improper Signal or Turn	1,340	1.5%
All Other	3,677	4.1%
TOTAL	**89,225**	

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 74% of all violations for 2020. 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: 2020
(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	3,447	5.5	1.3	0.1	1.1	0.3
16-19	67,762	10.0	1.3	0.3	1.1	0.4
20-24	109,159	8.3	0.9	0.7	0.6	0.4
25-34	217,998	5.1	0.6	0.6	0.4	0.3
35-44	220,029	3.8	0.5	0.4	0.2	0.2
45-54	194,912	3.2	0.4	0.3	0.2	0.1
55-64	212,609	2.2	0.3	0.2	0.1	0.1
65-74	184,195	1.2	0.2	0.1	0.1	0.0
75+	106,289	0.6	0.2	0.0	0.1	0.0
Mean		3.7	0.5	0.3	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: 2020

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	18,578	45.1%
Administrative License Suspension (ALS)*	6,682	16.2%
Driving Under the Influence	6,046	14.7%
Family Responsibility Law	1,047	2.5%
Points	976	2.4%
Reckless/Inattentive Driving	842	2.0%
Refused Evidentiary BAC Test	682	1.7%
Driving Without Privileges	498	1.2%
Failure to Pay Fine	278	0.7%
Unsatisfied Judgement	266	0.6%
Fleeing or Evading Police	228	0.6%
All Others	5,089	12.3%
TOTALS	**41,212**	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 61% of all license suspensions. Driving under the influence accounted for 15% 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: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Impaired Driving Crashes	1,535	1,529	1,456	1,501	1,513	0.8%	-0.7%
Fatalities	88	80	78	99	92	-7.1%	5.1%
Suspected Serious Injury	223	218	212	217	234	7.8%	-0.9%
Suspected Minor Injury	397	338	334	329	385	17.0%	-5.8%
Possible Injuries	482	489	523	525	548	4.4%	2.9%
Impaired Driving Crashes as a % of All Crashes	6.1%	5.9%	6.1%	5.6%	6.7%	20.9%	-2.8%
Impaired Driving Fatalities as a % of All Fatalities	34.8%	32.7%	33.3%	44.2%	43.0%	-2.7%	9.5%
Impaired Driving Injuries as a % of All Injuries	8.1%	8.1%	8.0%	8.0%	10.2%	26.8%	-0.1%
All Fatal and Injury Crashes	9,559	9,042	9,298	9,354	8,110	-13.3%	-0.7%
Impaired Fatal/Injury Crashes	821	764	808	789	831	5.3%	-1.2%
% Impaired Driving	8.6%	8.4%	8.7%	8.4%	10.2%	21.5%	-0.6%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	1.81	1.72	1.64	1.75	1.88	7.3%	-1.0%
Annual DUI Arrests by Agency*							
Idaho State Police	1,305	1,400	1,518	1,555	1,410	-9.3%	6.0%
Local Agencies	6,015	5,927	6,412	6,529	5,529	-15.3%	2.8%
Total Arrests	7,320	7,327	7,930	8,084	6,939	-14.2%	3.4%
DUI Enforcement Rate**	0.63	0.61	0.63	0.63	0.53	-16.4%	0.2%

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

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

In 2020, while total crashes decreased substantially from 2019, the number of impaired driving crashes actually increased slightly. While fatalities resulting from impaired driving crashes decreased by 7%. More than 10% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. In 2020, 43% 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. Both local agency DUI arrests and ISP DUI arrests decreased in 2020. Overall, DUI arrests decreased by 9% from 2019 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2020. The estimated cost of Idaho impaired driving crashes in 2020 was nearly $1.2 billion dollars. This estimate represents 30% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2020 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	92	$10,322,433	$949,663,873
Suspected Serious Injury	234	$493,671	$115,518,941
Suspected Minor Injury	385	$134,460	$51,767,226
Possible Injuries	548	$68,660	$37,625,553
No Injuries	1,645	$3,478	$5,721,717
Total Estimate of Economic Cost			**$1,160,297,310**

Victims of Fatal Crashes Involving Impaired Drivers

Table 23
Persons Killed in Impaired Driving Crashes: 2020
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles		Commercial Vehicle	Motorcycle			ATV	
Impaired Status*	Driver	Passenger	Driver	Driver	Passenger	Pedestrian	Driver	Other
Impaired	45	14	0	10	1	5	1	1
Not Impaired	10	3	1	0	0	1	0	0

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

Of the 92 people killed in impaired driving crashes, 77 (or 84%) 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 2020. They are involved in 2.4 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 2020, 11% of the impaired drivers involved in crashes were under 21 years of age.

Table 24
DUI Arrests and Impaired Driving Crashes by Driver Age: 2020

	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 15	3,447	0.3%	10	0.1%	5	0.3%
16-20	89,938	6.8%	556	8.0%	159	10.6%
21-25	107,243	8.1%	1,243	17.9%	290	19.3%
26-30	110,794	8.4%	1,058	15.2%	228	15.2%
31-35	109,411	8.3%	935	13.5%	180	12.0%
36-40	112,313	8.5%	825	11.9%	154	10.3%
41-45	104,929	8.0%	589	8.5%	106	7.1%
46-50	98,311	7.5%	529	7.6%	104	6.9%
51-55	96,217	7.3%	383	5.5%	73	4.9%
56-60	106,636	8.1%	393	5.7%	81	5.4%
61-65	107,870	8.2%	223	3.2%	40	2.7%
66 +	269,291	20.5%	195	2.8%	51	3.4%
Missing or Unknown				0.0%	30	2.0%
TOTALS	1,316,400		6,939		1,501	

Males comprised 72% of the drivers involved in impaired driving crashes in 2020.

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 2020 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2020

	2020 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	494.4	359	11	175	14	267	0.4
Bannock	88.8	91	4	43	4	63	0.5
Bonneville	122.1	92	7	40	9	58	0.4
Canyon	237.1	206	6	103	7	151	0.5
Kootenai	170.6	140	7	67	7	105	0.4
Twin Falls	88.4	89	2	48	3	75	0.6
Mean Crash Rate							**0.4**
20,000 - 49,999							
Bingham	47.2	36	1	19	2	26	0.4
Blaine	23.4	12	0	7	0	10	0.3
Bonner	46.8	28	5	15	7	23	0.4
Cassia	24.3	34	0	14	0	16	0.6
Elmore	27.4	30	2	21	2	36	0.8
Jefferson	30.6	15	0	8	0	11	0.3
Jerome	24.6	30	1	18	1	24	0.8
Latah	40.8	19	1	12	1	19	0.3
Madison	40.3	22	1	9	1	20	0.2
Minidoka	21.2	14	0	7	0	13	0.3
Nez Perce	40.8	53	2	29	2	43	0.8
Payette	24.8	17	2	6	4	10	0.3
Mean Crash Rate							**0.5**
10,000 - 19,999							
Boundary	12.7	6	1	4	1	5	0.4
Franklin	14.2	2	0	1	0	1	0.1
Fremont	13.2	13	3	7	3	22	0.8
Gem	18.7	9	2	3	2	4	0.3
Gooding	15.6	17	3	6	3	18	0.6
Idaho	16.8	24	3	14	3	19	1.0
Owyhee	12.1	13	1	7	1	11	0.7
Shoshone	12.9	16	1	5	2	8	0.5
Teton	12.5	7	0	2	0	3	0.2
Valley	11.8	21	2	9	2	20	0.9
Washington	10.4	7	1	6	1	7	0.7
Mean Crash Rate							**0.5**

Table 25 (Continued)
Impaired Driving Crashes by County: 2020

	2020 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	6.1	9	0	8	0	11	1.3
Benewah	9.4	10	0	4	0	6	0.4
Boise	8.1	9	3	3	3	4	0.7
Caribou	7.1	6	0	4	0	4	0.6
Clearwater	8.8	5	0	4	0	4	0.5
Lemhi	8.1	9	2	2	2	4	0.5
Lincoln	5.4	9	1	5	1	16	1.1
Power	7.6	8	1	5	1	8	0.8
Mean Crash Rate							**0.7**
0 - 4,999							
Adams	4.4	2	0	2	0	3	0.4
Butte	2.6	3	1	1	1	2	0.8
Camas	1.1	0	0	0	0	0	0.0
Clark	0.9	1	1	0	1	0	1.2
Custer	4.2	8	0	2	0	4	0.5
Lewis	3.8	6	1	3	1	4	1.0
Oneida	4.5	6	0	4	0	9	0.9
Mean Crash Rate							**0.7**
Statewide Totals	**1,826.9**	**1,513**	**79**	**752**	**92**	**1,167**	**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 2020.

Table 26
Impaired Driving Crashes by City: 2020

	2020 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	229.8	193	6	82	8	113	0.4
Caldwell	121.2	60	2	33	2	51	0.3
Coeur d'Alene	103.2	46	2	23	2	34	0.2
Idaho Falls	64.1	50	1	24	1	31	0.4
Meridian	60.7	87	1	44	1	72	0.7
Nampa	57.0	88	2	43	2	66	0.8
Pocatello	53.4	62	0	29	0	44	0.5
Twin Falls	51.4	43	0	20	0	41	0.4
Mean Crash Rate							**0.4**

Table 26 (Continued)
Impaired Driving Crashes by City: 2020

	2020 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	17.7	2	0	2	0	2	0.1
Chubbuck	16.0	8	0	4	0	5	0.3
Eagle	31.7	14	1	12	1	22	0.4
Hayden	15.7	10	1	2	1	4	0.2
Kuna	23.9	9	0	6	0	8	0.3
Lewiston	33.0	28	1	14	1	17	0.5
Moscow	26.1	9	0	7	0	8	0.3
Post Falls	38.9	18	1	7	1	13	0.2
Rexburg	29.7	5	0	1	0	1	0.0
Mean Crash Rate							**0.1**
5,000 - 14,999							
Blackfoot	12.0	10	0	4	0	5	0.3
Burley	10.7	19	0	7	0	8	0.7
Emmett	7.3	3	0	2	0	3	0.3
Fruitland	5.6	0	0	0	0	0	0.0
Garden City	11.9	11	0	4	0	5	0.3
Hailey	8.9	3	0	2	0	2	0.2
Jerome	12.1	10	0	6	0	7	0.5
Middleton	8.9	0	0	0	0	0	0.0
Mountain Home	14.5	6	0	4	0	8	0.3
Payette	8.0	5	0	2	0	2	0.2
Preston	5.7	1	0	1	0	1	0.2
Rathdrum	9.4	9	0	6	0	10	
Rupert	5.9	1	0	1	0	1	0.2
Sandpoint	9.3	4	0	1	0	1	0.1
Star	11.3	2	0	0	0	0	0.0
Weiser	5.5	1	0	1	0	1	0.2
Mean Crash Rate							**0.3**

Table 26 (Continued)
Impaired Driving Crashes by City: 2020

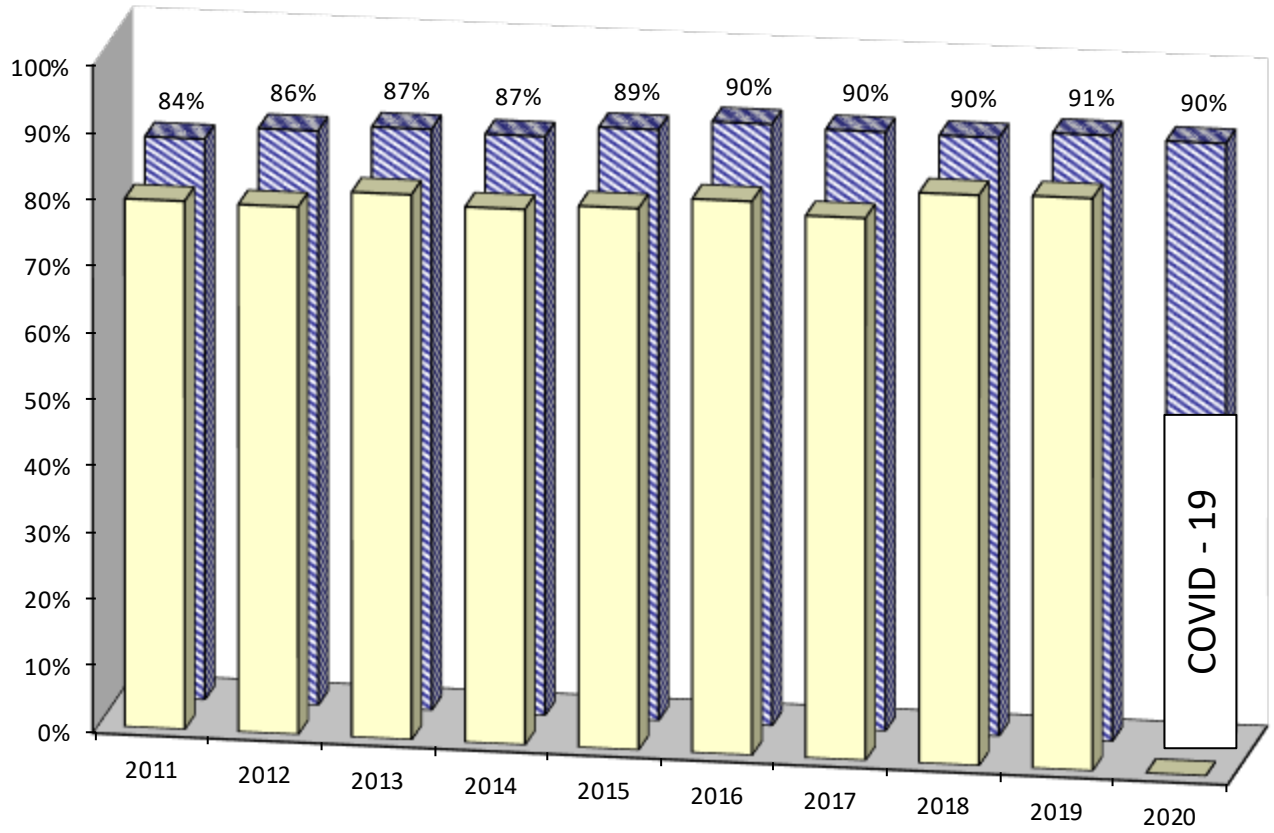
	2020 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.3	1	0	0	0	0	0.0
Bellevue	2.5	0	0	0	0	0	0.0
Bonners Ferry	2.7	0	0	0	0	0	0.0
Buhl	4.5	4	0	0	0	0	0.0
Dalton Gardens	2.4	1	0	0	0	0	0.0
Filer	2.9	0	0	0	0	0	0.0
Gooding	3.5	4	0	1	0	2	0.3
Grangeville	3.3	2	0	1	0	1	0.3
Heyburn	3.5	1	0	0	0	0	0.0
Homedale	2.8	0	0	0	0	0	0.0
Iona	2.4	0	0	0	0	0	0.0
Kellogg	2.1	2	0	0	0	0	0.0
Ketchum	2.9	1	0	0	0	0	0.0
Kimberly	4.2	1	0	0	0	0	0.0
Malad	2.1	0	0	0	0	0	0.0
McCall	3.8	3	0	0	0	0	0.0
Montpelier	2.5	0	0	0	0	0	0.0
Orofino	3.1	2	0	1	0	1	0.3
Parma	2.1	0	0	0	0	0	0.0
Rigby	4.4	4	0	2	0	2	0.5
St. Anthony	3.2	2	0	0	0	0	0.0
St. Maries	4.7	1	0	0	0	0	0.0
Salmon	3.0	0	0	0	0	0	0.0
Shelley	2.6	2	1	1	1	1	0.8
Soda Springs	3.6	0	0	0	0	0	0.0
Spirit Lake	2.5	3	0	0	0	0	0.0
Victor	2.6	1	0	0	0	0	0.0
Wendell	2.8	2	0	1	0	1	0.4
Mean Crash Rate							**0.1**

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 2020. 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.: 2011 - 2020



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 and does not include any observation sites in Idaho.

Observational Seat Belt Survey Results

Table 27 shows the observed shoulder harness seat belt use by county. The methodology for the observational seat belt survey has been revised in 2013 and 2018. A new set of counties and observation sites were selected for the sample. There was no survey done in 2020 because of COVID-19.

Table 27
Observed Seat Belt Use by County: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2020
Ada	91.7%	88.8%	95.9%	95.1%	****	****	1.3%
Bannock	85.9%	89.4%	75.4%	85.4%	****	****	0.5%
Bingham	87.2%	82.4%	----	----	----	----	----
Bonner	77.1%	78.6%	85.1%	83.1%	****	****	2.6%
Bonneville	66.0%	74.0%	75.1%	75.5%	****	****	4.7%
Canyon	90.2%	91.5%	82.6%	81.3%	****	****	-3.3%
Cassia	----	----	64.9%	68.7%	****	****	
Elmore	90.1%	89.0%	88.7%	91.7%	****	****	0.6%
Franklin	----	----	67.4%	82.3%	****	****	----
Fremont	----	----	69.3%	82.0%	****	****	----
Gem	76.2%	55.3%	----	----	----	----	----
Gooding	69.3%	72.4%	----	----	----	----	----
Jerome	----	----	75.1%	70.4%	****	****	----
Kootenai	76.8%	76.0%	85.0%	89.1%	****	****	5.2%
Latah	84.4%	83.4%	84.6%	82.2%	****	****	-0.9%
Madison	71.2%	74.0%	----	----	----	----	----
Minidoka	61.9%	72.6%	----	----	----	----	----
Nez Perce	77.4%	84.3%	87.5%	85.6%	****	****	3.5%
Payette	86.3%	85.1%	----	----	----	----	----
Twin Falls	68.4%	72.7%	71.3%	77.8%	****	****	4.5%
Washington	----	----	93.0%	79.6%	****	****	----
Statewide	**82.9%**	**81.2%**	**85.4%**	**85.7%**	****	****	**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 2019. No observational survey was done in 2020 because of COVID-19. A map of the transportation districts can be found in Appendix A. District 3 (south-western Idaho) had the highest overall usage at 89.6%, while district 4 (south-central Idaho) had the overall lowest usage at 73.9%.

Table 28
Idaho Safety Belt Observation Survey: 2019 – Usage by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	90.7%	82.9%	88.6%
2	86.6%	81.5%	85.0%
3	93.1%	80.9%	89.6%
4	78.4%	65.2%	73.9%
5	86.6%	75.7%	83.8%
6	80.3%	57.6%	75.6%
Statewide	**88.9%**	**77.2%**	**85.7%**

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 2019 ranged from a high of 82.9% in District 1 (northern Idaho) to a low of 57.6% in District 6 (north-eastern 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: 2016-2020
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatalities -Restraints Used	34.6%	34.7%	36.8%	43.6%	34.8%	-20.1%	8.3%
Suspected Serious Injuries - Restraints Used	69.3%	65.4%	65.3%	67.6%	57.7%	-14.7%	-0.8%

Of the 158 passenger motor vehicle occupants over the age of 7 killed in 2020, only 55 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 55 lives saved in 2020 by seat belt usage and an additional 43 lives (half of those killed and unbelted) could have been saved if <u>everyone</u> had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2020 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	55	86	17	$567,733,837	$887,729,273	$175,481,368
Suspected Serious Injury	455	227	107	$224,620,163	$112,063,246	$52,822,764
Suspected Minor Injury	2,414	397	323	$324,587,230	$53,380,750	$43,430,686
Possible Injury	5,201	427	498	$357,099,459	$29,317,721	$34,192,565
No Injury	33,108	1,315	3,217	$115,157,807	$4,573,895	$11,189,521
Total				**$1,589,198,495**	**$1,087,064,885**	**$317,116,903**

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 2016 through 2020. 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: 2016-2020
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
50,000 and over							
Ada	89.0%	83.4%	85.6%	86.4%	77.5%	-10.3%	-0.9%
Bannock	60.9%	56.3%	69.4%	76.6%	50.0%	-34.7%	8.7%
Bonneville	75.8%	68.1%	66.7%	81.1%	60.8%	-25.0%	3.1%
Canyon	78.8%	77.9%	77.6%	83.5%	73.1%	-12.4%	2.0%
Kootenai	75.1%	73.2%	74.4%	79.5%	77.7%	-2.3%	2.0%
Twin Falls	79.0%	74.5%	69.8%	64.3%	66.9%	4.0%	-6.6%
20,000 - 49,999							
Bingham	63.3%	66.7%	68.3%	77.6%	55.6%	-28.4%	7.1%
Blaine	71.4%	83.3%	75.0%	78.1%	66.7%	-14.7%	3.6%
Bonner	56.9%	70.6%	68.1%	70.8%	53.4%	-24.5%	8.2%
Cassia	37.5%	36.0%	67.7%	71.7%	87.2%	21.6%	30.0%
Elmore	65.7%	57.7%	58.1%	75.9%	49.2%	-35.2%	6.4%
Jefferson	66.7%	61.8%	72.2%	45.5%	50.0%	10.0%	-9.2%
Jerome	62.5%	66.7%	70.8%	66.2%	59.1%	-10.8%	2.1%
Latah	70.0%	67.7%	74.3%	66.7%	54.2%	-18.8%	-1.3%
Madison	39.1%	61.1%	87.0%	64.9%	71.9%	10.8%	24.4%
Minidoka	66.7%	58.8%	50.0%	13.3%	45.5%	240.9%	-33.4%
Nez Perce	69.7%	66.7%	61.4%	62.7%	47.2%	-24.8%	-3.4%
Payette	42.1%	47.6%	65.9%	74.2%	55.2%	-25.6%	21.4%
10,000 - 19,999							
Boundary	33.3%	65.2%	81.8%	81.8%	100.0%	22.2%	40.4%
Franklin	76.5%	33.3%	66.7%	33.3%	80.0%	140.0%	-2.1%
Fremont	20.0%	51.9%	66.7%	57.1%	60.8%	6.4%	57.8%
Gem	66.7%	50.0%	57.1%	52.6%	72.2%	37.2%	-6.2%
Gooding	42.9%	38.1%	75.0%	65.4%	34.6%	-47.1%	24.3%
Idaho	36.1%	35.0%	33.3%	63.3%	22.2%	-64.9%	27.4%
Owyhee	53.8%	33.3%	0.0%	51.9%	39.3%	-24.2%	-44.2%
Shoshone	52.4%	71.4%	42.9%	50.0%	70.6%	41.2%	4.3%
Teton	58.3%	50.0%	100.0%	80.0%	80.0%	0.0%	60.0%
Valley	83.3%	64.5%	83.3%	60.0%	65.8%	9.6%	-7.1%
Washington	62.5%	69.2%	50.0%	66.7%	25.0%	-62.5%	5.4%

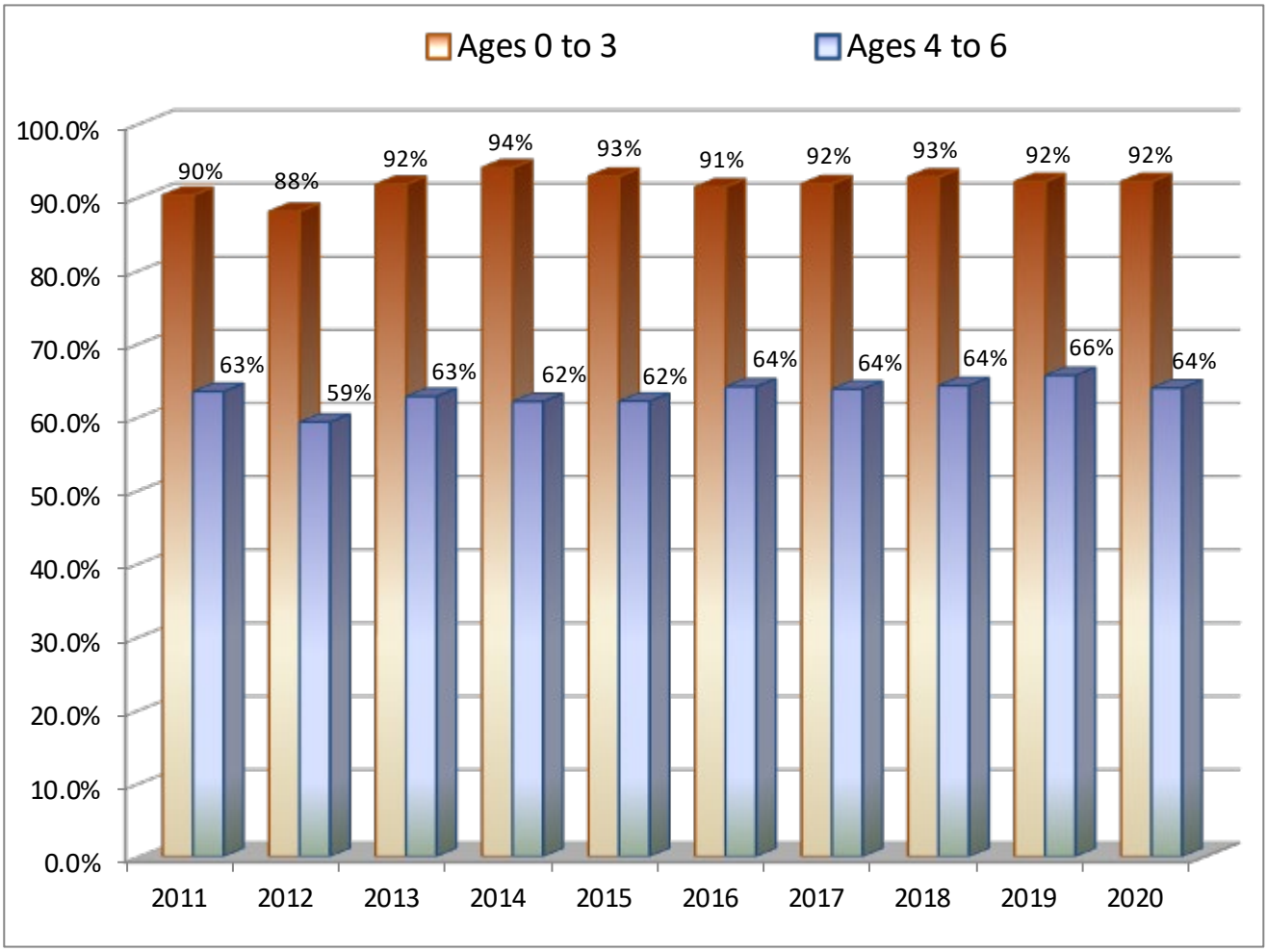
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2016-2020
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
5,000 - 9,999							
Bear Lake	64.3%	100.0%	33.3%	66.7%	36.8%	-44.7%	29.6%
Benewah	75.0%	28.6%	14.3%	92.3%	20.0%	-78.3%	144.7%
Boise	87.1%	88.9%	69.0%	87.1%	88.9%	2.1%	2.0%
Caribou	66.7%	100.0%	70.0%	0.0%	60.0%	60.0%	-26.7%
Clearwater	62.5%	0.0%	0.0%	33.3%	88.9%	166.7%	-22.3%
Lemhi	42.9%	25.0%	72.7%	54.5%	46.7%	-14.4%	41.4%
Lincoln	50.0%	57.1%	40.0%	37.5%	69.2%	84.6%	-7.3%
Power	58.3%	34.8%	55.6%	50.0%	0.0%	-100.0%	3.1%
0 - 4,999							
Adams	20.0%	76.9%	28.6%	66.7%	33.3%	-50.0%	103.8%
Butte	91.7%	50.0%	100.0%	27.3%	62.5%	129.2%	-6.1%
Camas	33.3%	100.0%	75.0%	0.0%	----	----	25.0%
Clark	66.7%	50.0%	100.0%	0.0%	85.7%	100.0%	-8.3%
Custer	22.2%	54.5%	50.0%	22.2%	22.2%	0.0%	27.2%
Lewis	75.0%	100.0%	42.9%	66.7%	40.9%	-38.6%	10.6%
Oneida	75.0%	50.0%	50.0%	62.5%	74.2%	18.7%	-2.8%
Statewide Average	**75.0%**	**74.0%**	**74.4%**	**74.7%**	**66.0%**	**-11.6%**	**-0.1%**

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: 2011 - 2020



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (92%), while only 64% 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: 2016-2020
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatalities							
Restrained	1	1	0	5	1	100.0%	#DIV/0!
Unrestrained	3	2	1	0	0	0.0%	-61.1%
Suspected Serious Injuries							
Restrained	11	5	12	6	6	0.0%	11.8%
Unrestrained	5	2	2	4	1	-75.0%	13.3%
Suspected Minor Injuries							
Restrained	82	57	77	63	58	-7.9%	-4.5%
Unrestrained	5	23	24	22	7	-68.2%	118.7%
Possible Injuries							
Restrained	315	214	248	223	225	0.9%	-8.8%
Unrestrained	14	46	49	60	12	-80.0%	85.8%
No Injuries							
Restrained	2,634	2,142	1,984	2,201	1,875	-14.8%	-5.0%
Unrestrained	86	539	411	514	88	-82.9%	176.0%
Total Restrained	3,043	2,419	2,322	2,499	2,165	-13.4%	-5.6%
Total Unrestrained	113	612	487	600	108	-82.0%	148.1%
% of Children Restrained	96.4%	79.8%	80.6%	80.6%	95.2%	18.1%	-5.4%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that 2 lives were saved by child safety seats. Additionally, 13 serious injuries were prevented and 1 unrestrained serious injury 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: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Total Aggressive Driving Crashes	12,793	13,149	11,985	13,638	10,742	-21.2%	2.6%
Fatalities	83	82	75	66	78	18.2%	-7.2%
Suspected Serious Injury	612	582	516	547	481	-12.1%	-3.4%
Suspected Minor Injury	2,164	2,064	2,166	2,126	1,868	-12.1%	-0.5%
Possible Injuries	4,706	4,627	4,596	4,887	3,835	-21.5%	1.3%
Number of Traffic Fatalities and Suspected Serious Injuries Involving:*							
Fail to Yield Right of Way	266	259	261	258	183	-29.1%	-1.0%
Driving Too Fast for Conditions	174	148	113	161	183	13.7%	1.3%
Following Too Close	93	95	71	71	72	1.4%	-7.7%
Fail to Obey Stop Sign	89	75	82	77	61	-20.8%	-4.2%
Exceeded Posted Speed	69	78	69	59	63	6.8%	-4.3%
Fail to Obey Signal	67	61	63	51	40	-21.6%	-8.2%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	4.05	3.84	3.34	3.39	3.22	-5.1%	-5.5%

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

In 2020, aggressive driving was a contributing factor in 48% of all crashes in Idaho. While 75% of all aggressive driving crashes occur in urban areas, 71% of the fatal aggressive driving crashes occur in rural areas.

Only 16% of all aggressive driving crashes involved a single vehicle, while 40% of fatal aggressive driving crashes involved only one vehicle. Of the 26 fatal aggressive driving crashes that involved a single vehicle, 21 (or 81%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was over $1.6 billion dollars in 2020. This represents 43% 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 4 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.2 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 (35%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2020

	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%	20	0.2%		14	0.3%	
15	3,447	0.3%	143	1.3%	5.0	64	1.5%	5.8
16	11,395	0.9%	396	3.6%	4.2	124	2.9%	3.4
17	16,925	1.3%	466	4.3%	3.3	153	3.6%	2.8
18	18,178	1.4%	542	4.9%	3.6	205	4.8%	3.5
19	21,264	1.6%	477	4.4%	2.7	188	4.4%	2.8
20	22,176	1.7%	442	4.0%	2.4	184	4.4%	2.6
21	20,056	1.5%	362	3.3%	2.2	132	3.1%	2.0
22	21,819	1.7%	369	3.4%	2.0	149	3.5%	2.1
23	22,182	1.7%	351	3.2%	1.9	140	3.3%	2.0
24	22,926	1.7%	303	2.8%	1.6	117	2.8%	1.6
25-34	217,998	16.6%	2,225	20.3%	1.2	842	19.9%	1.2
35-44	220,029	16.7%	1,452	13.3%	0.8	569	13.5%	0.8
45-54	194,912	14.8%	1,085	9.9%	0.7	441	10.4%	0.7
55-64	212,609	16.2%	980	8.9%	0.6	376	8.9%	0.6
65-74	184,195	14.0%	704	6.4%	0.5	289	6.8%	0.5
75+	106,289	8.1%	444	4.1%	0.5	185	4.4%	0.5
Not Stated or Other			194	1.8%		57	1.3%	
TOTALS	**1,316,400**		**10,955**			**4,229**		

** 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: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Total Distracted Driving Crashes	4,973	4,808	4,750	5,066	4,253	-16.0%	0.7%
Fatalities	64	39	48	36	22	-38.9%	-13.7%
Suspected Serious Injury	367	318	343	250	237	-5.2%	-10.9%
Suspected Minor Injury	1,193	989	1,028	903	863	-4.4%	-8.4%
Possible Injuries	2,121	2,020	2,081	2,112	1,637	-22.5%	-0.1%
Distracted Driving Crashes as a % of All Crashes	19.6%	18.6%	19.8%	18.8%	18.9%	0.7%	-1.4%
Distracted Driving Fatalities as a % of All Fatalities	25.3%	15.9%	20.5%	16.1%	10.3%	-36.0%	-10.0%
Distracted Driving Injuries as a % of All Injuries	26.9%	25.7%	26.0%	24.5%	23.9%	-2.4%	-3.1%
All Fatal and Injury Crashes	9,559	9,042	9,298	9,354	8,110	-13.3%	-0.7%
Distracted Fatal/Injury Crashes	2,355	2,151	2,244	2,131	1,852	-13.1%	-3.1%
% DistractedDriving	24.6%	23.8%	24.1%	22.8%	22.8%	0.2%	-2.5%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.51	2.06	2.21	1.58	1.49	-5.8%	-13.1%

Distracted driving crashes made up 19% of all crashes in 2020 and were responsible for 10% of all fatalities. While 71% of all distracted driving crashes occurred on urban roadways, 85% of the fatal distracted driving crashes occurred on rural roadways.

While only 21% of all distracted driving crashes involved a single vehicle, 25% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was over $601 million dollars in 2020. This represents 16% 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 where the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 4 fatal and 995 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: 2020

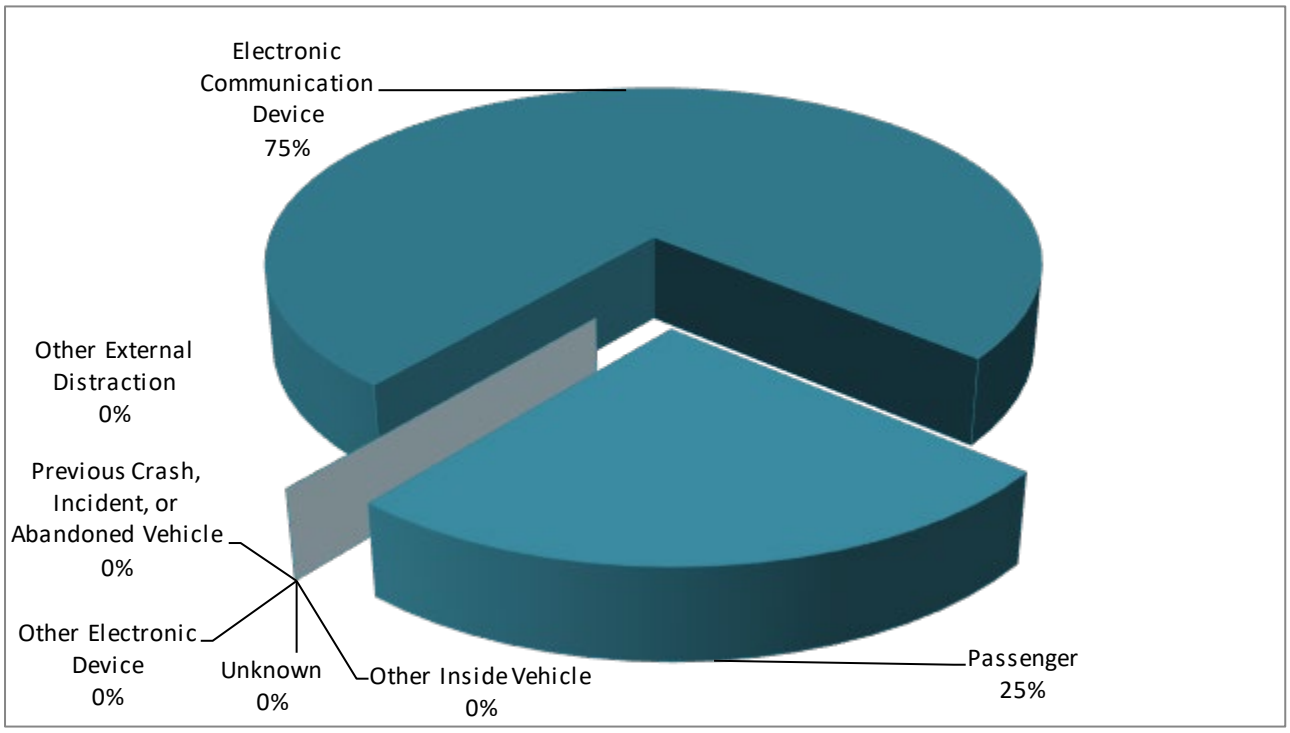
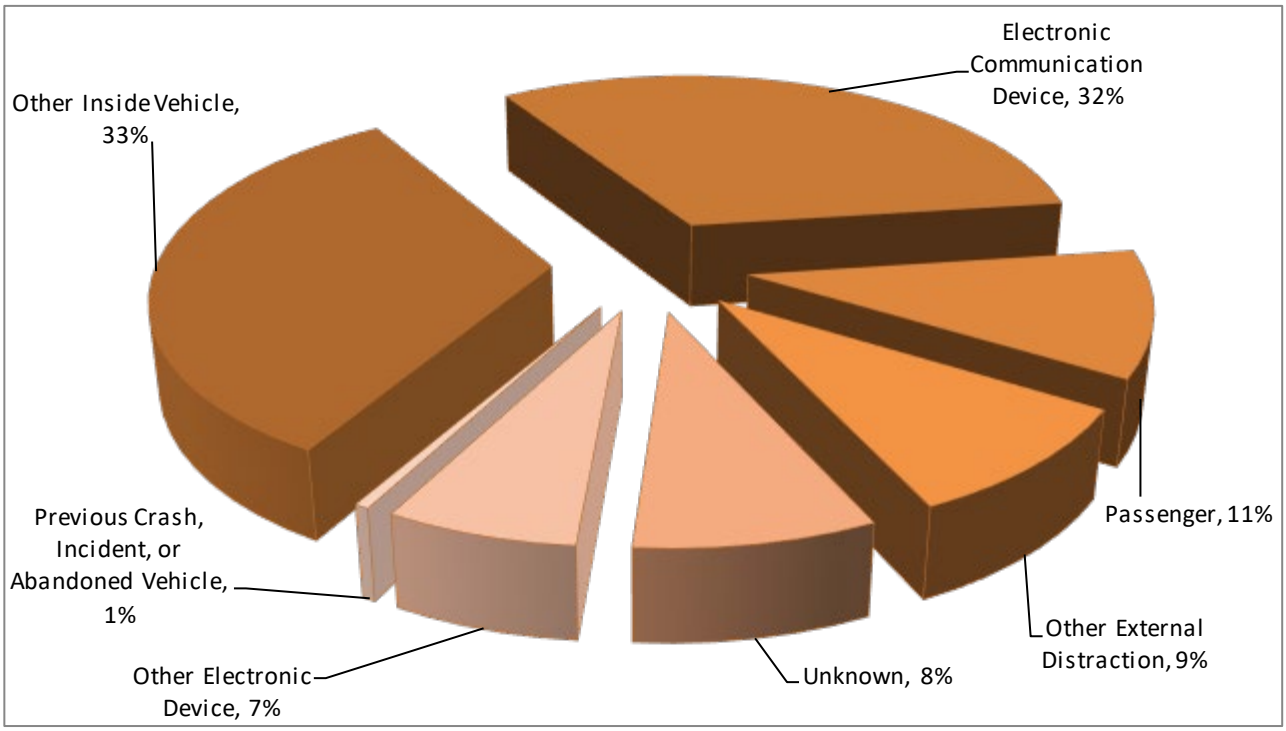


Figure 16

Percentage of Distracted In or On Vehicle Total Crashes by Type of Distraction: 2020



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2020, more than one out of every five crashes involved a youthful driver. In 2020, 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): 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Total Crashes	5,622	5,464	5,244	5,826	4,689	-19.5%	1.4%
Fatalities	27	31	36	18	32	77.8%	-6.4%
Suspected Serious Injury	238	225	230	184	195	6.0%	-7.7%
Suspected Minor Injury	1,011	886	976	880	826	-6.1%	-4.0%
Possible Injuries	1,986	1,795	1,991	2,079	1,532	-26.3%	1.9%
Drivers 15-19 in Fatal & Suspected Serious Injury Crashes	232	206	213	170	180	5.9%	-9.3%
% of all Drivers in Fatal & Suspected Serious Injury Crashes	12.0%	10.7%	11.1%	8.8%	10.7%	20.7%	-9.2%
Licensed Drivers 15-19	65,940	71,523	69,727	71,063	71,209	0.2%	2.6%
% of Total Licensed Drivers	5.7%	5.9%	5.6%	5.5%	5.4%	-2.4%	-0.6%
Driver Involvement Rate*	2.13	1.81	1.99	1.60	1.97	23.6%	-8.2%
Teen Drivers in Fatal Crashes	25	27	29	18	25	38.9%	-7.5%
Impaired Teen Drivers in Fatal Crashes	4	2	2	3	8	166.7%	0.0%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	16.0%	7.4%	6.9%	16.7%	32.0%	92.0%	27.0%

**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 32 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 32 people killed in youthful driver crashes, 14 were the youthful drivers. Of the 14 youthful drivers of passenger motor vehicles, only 4 (29%) was wearing a seat belt.

Additionally, there were 8 teen passengers killed in motor vehicle crashes (5 of them were killed in crashes involving a youthful driver). Of the 8 teen passenger motor vehicle passengers killed in crashes, only 2 of them (25%) was wearing a seat belt.

While 72% of all crashes involving youthful drivers occurred in urban areas, 71% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2020, the economic cost of crashes involving youthful drivers was just nearly $678 million dollars. This represents 18% 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: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Total Crashes	25,328	25,851	24,031	27,015	22,528	-16.6%	2.5%
Fatal & Injury Crashes With EMS Response	6,476	6,024	6,213	6,272	5,598	-10.7%	-1.0%
% with EMS Response	67.7%	66.6%	66.8%	67.1%	69.0%	2.9%	-0.3%
Persons Killed or Injured in Crashes	13,917	13,214	13,535	13,555	11,669	-13.9%	-0.8%
Transported from Urban Areas	2,755	2,561	2,565	2,437	2,035	-16.5%	-4.0%
Transported from Rural Areas	2,503	2,273	2,288	2,182	2,073	-5.0%	-4.4%
Total Transported by EMS	5,258	4,834	4,853	4,619	4,108	-11.1%	-4.2%
% of Killed/Injured Transported	37.8%	36.6%	35.9%	34.1%	35.2%	3.3%	-3.4%
Trapped and Extricated	491	480	523	523	444	-15.1%	2.2%
Fatal/Serious Injuries Transported by Helicopter	178	154	155	149	166	11.4%	-5.6%

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 21% in 2020, but the number of pedestrians killed in motor vehicle crashes didn't change at all. Of all pedestrians involved in crashes in 2020, 97% received some degree of injury.

Table 38
Pedestrians in Crashes: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Pedestrian Crashes	236	219	244	237	187	-21.1%	0.4%
Fatalities	18	17	19	14	14	0.0%	-6.7%
Suspected Serious Injury	66	79	71	64	60	-6.3%	-0.1%
Suspected Minor Injury	102	75	88	91	68	-25.3%	-1.9%
Possible Injuries	80	78	83	83	65	-21.7%	1.3%
Pedestrians in Crashes	249	247	253	249	200	-19.7%	0.0%
Pedestrian Fatal and Serious Injuries	81	95	89	77	71	-7.8%	-0.8%
% of All Fatal and Serious Injuries	5.1%	6.4%	6.0%	5.6%	5.4%	-3.4%	4.0%
Impaired Fatal and Serious Injuries*	17	14	16	9	13	44.4%	-15.7%
% of Ped Fatal & Serious Injuries	21.0%	14.7%	18.0%	11.7%	18.3%	56.7%	-14.3%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	4	0	3	1	1	0.0%	44.4%
4 to 14	29	28	39	40	22	-45.0%	12.8%
15 to 19	41	40	32	31	33	6.5%	-8.5%
20 to 24	34	28	34	19	19	0.0%	-13.4%
25 to 34	27	33	31	38	29	-23.7%	12.9%
35 to 44	29	25	28	30	20	-33.3%	1.8%
45 to 54	30	34	16	21	20	-4.8%	-2.8%
55 to 64	31	21	29	23	20	-13.0%	-5.0%
65 and Older	22	22	26	36	25	-30.6%	18.9%
Missing/Unknown Age	0	8	10	2	5	150.0%	211.7%

** 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 2020, 86% were 22 years of age or older. Impaired pedestrians were involved in 11% of all pedestrian crashes and 36% of fatal pedestrian crashes.

In 2020, the economic cost of crashes involving pedestrians was nearly $189 million dollars. This represents 5% of the total cost of Idaho crashes (as shown in Table 4).

Bicyclists in Crashes

The number of bicycle crashes decreased by 44% in 2020 and there were three bicyclists killed. Of the bicyclists involved in crashes in 2020, 95% received some degree of injury. Of all bicyclists involved in crashes in 2020, 25% were between the ages of 4 and 14.

Table 39
Bicyclists in Crashes: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Bicycle Crashes	319	223	302	265	149	-43.8%	-2.3%
Fatalities	6	3	2	4	3	-25.0%	5.6%
Suspected Serious Injury	52	29	50	30	15	-50.0%	-3.9%
Suspected Minor Injury	158	128	132	129	77	-40.3%	-6.0%
Possible Injuries	109	62	110	113	52	-54.0%	12.3%
Bicyclists in Crashes	322	224	302	268	152	-43.3%	-2.3%
Bicyclist Fatal and Serious Injuries	57	31	52	34	18	-47.1%	-4.2%
% of All Fatal and Serious Injuries	3.6%	2.1%	3.5%	2.5%	1.4%	-44.6%	-1.1%
Bicyclists in Crashes Wearing Helmets	76	45	69	69	46	-33.3%	4.2%
% of Bicyclists Wearing Helmets	23.6%	20.1%	22.8%	25.7%	30.3%	17.5%	3.8%
Impaired Fatal and Serious Injuries*	2	5	1	1	1	0.0%	23.3%
% of Bicycle Fatal & Serious Injuries	3.5%	16.1%	1.9%	2.9%	5.6%	88.9%	108.2%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	1	0	0	0	1	0.0%	-33.3%
4 to 14	77	55	57	52	36	-30.8%	-11.2%
15 to 19	60	36	38	50	24	-52.0%	-1.0%
20 to 24	41	21	32	26	13	-50.0%	-5.0%
25 to 34	42	33	49	32	19	-40.6%	-2.5%
35 to 44	34	13	35	23	15	-34.8%	24.4%
45 to 54	30	26	26	26	12	-53.8%	-4.4%
55 to 64	14	21	26	28	16	-42.9%	27.2%
65 and Older	10	6	24	20	9	-55.0%	81.1%
Missing/Unknown Age	3	3	3	3	0	-100.0%	0.0%

** 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 30%. However, 60% of bicyclists over the age of 64 involved in crashes were wearing helmets while only 26% of bicyclists the bicyclists ages 4-19 were wearing helmets and 29% of bicyclists ages 20 to 44 were wearing helmets.

In 2020, the economic cost of crashes involving bicyclists was nearly $53 million dollars. This represents 1% of the total cost of Idaho crashes (as shown in Table 4).

Motorcyclists in Crashes

The number of motorcycle crashes decreased in 2020 by 4% but the number of motorcycle fatalities increased 8%. Of all motorcyclists involved in crashes in 2020, 86% received some degree of injury. Of all motorcycle crashes, 10% involved impaired motorcyclists, while 41% of fatal motorcycle crashes involved impaired motorcyclists. Almost half of all motorcycle crashes (45%) were single-vehicle crashes and 52% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2020, all were 29 years of age or older and 78% were 45 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 71% of those riders involved in crashes in 2020 were wearing a helmet while 56% of riders 18 and older involved in crashes were wearing helmets.

Table 40
Motorcyclists in Crashes: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Motorcycle Crashes	528	507	510	490	470	-4.1%	-2.4%
Fatalities	22	26	38	25	27	8.0%	10.0%
Suspected Serious Injury	164	139	143	153	154	0.7%	-1.8%
Suspected Minor Injury	223	230	194	196	182	-7.1%	-3.8%
Possible Injuries	123	123	145	122	107	-12.3%	0.7%
Motorcyclists in Crashes	591	574	563	552	516	-6.5%	-2.2%
Registered Motorcycles*	55,865	55,806	59,688	56,442	48,690	-13.7%	0.5%
Motorcyclists Wearing Helmets	329	341	319	360	290	-19.4%	3.3%
% Motorcyclists Wearing Helmets	55.7%	59.4%	56.7%	65.2%	56.2%	-13.8%	5.7%
Motorcycle Drivers in Crashes by Age							
0 to 14	3	3	3	4	4	0.0%	11.1%
15 to 20	39	45	39	36	27	-25.0%	-1.9%
21 to 24	49	54	47	48	52	8.3%	-0.2%
25 to 34	105	104	115	103	95	-7.8%	-0.3%
35 to 44	73	84	88	85	74	-12.9%	5.5%
45 to 54	125	103	74	87	102	17.2%	-9.4%
55 to 64	100	84	91	80	67	-16.3%	-6.6%
65 and up	37	49	50	53	46	-13.2%	13.5%
Missing/Unknown	5	3	8	9	11	22.2%	46.4%

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

In 2020, the economic cost of crashes involving motorcyclists was over $388 million dollars. This represents 10% 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 : 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatal Crashes	35	42	44	34	37	8.8%	0.7%
Injury Crashes	612	729	708	687	715	4.1%	4.4%
Total Crashes	2,009	2,468	2,286	2,437	2,579	5.8%	7.4%
Commercial VMT (100 millions)	30.8	31.5	32.0	33.1	34.4	3.9%	2.5%
Fatal Crash Rate	1.1	1.3	1.4	1.0	1.1	4.7%	-1.7%
Injury Crash Rate	19.9	23.1	22.1	20.7	20.8	0.2%	1.9%
Total Crash Rate	65.2	78.2	71.3	73.6	74.9	1.9%	4.8%

Table 42 presents the location of CMV crashes by severity and roadway type. While 48% of all CMV crashes occurred on rural roadways, 81% of fatal CMV crashes took place on rural roadways.

Table 42
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2020

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	2	5.4%	68	9.5%	173	9.5%	243	9.4%
Rural	7	18.9%	101	14.1%	248	13.6%	356	13.8%
U.S. or State Highway								
Urban	2	5.4%	99	13.8%	275	15.1%	376	14.6%
Rural	18	48.6%	157	22.0%	297	16.3%	472	18.3%
Local								
Urban	3	8.1%	171	23.9%	554	30.3%	728	28.2%
Rural	5	13.5%	119	16.6%	280	15.3%	404	15.7%
Total	**37**	**1.4%**	**715**	**27.7%**	**1,827**	**70.8%**	**2,579**	

The largest percentage of all CMV crashes (44%) occurred on local roads, while the largest percentage of fatal CMV crashes (54%) 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 2016 to 2020.

Table 43
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Bus							
Fatal Crashes	0	0	0	0	0	0.0%	0.0%
Injury Crashes	34	52	52	24	23	-4.2%	-0.3%
Property Damage Crashes	88	102	89	103	53	-48.5%	6.3%
Single Unit Truck							
Fatal Crashes	6	9	11	4	11	175.0%	2.9%
Injury Crashes	160	167	190	163	159	-2.5%	1.3%
Property Damage Crashes	299	384	366	375	377	0.5%	8.7%
Single Unit Truck with Trailer							
Fatal Crashes	1	0	1	0	1	100.0%	-33.3%
Injury Crashes	16	20	24	38	28	-26.3%	34.4%
Property Damage Crashes	41	65	58	71	73	2.8%	23.4%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	0	1	0	0	0.0%	0.0%
Injury Crashes	7	12	6	5	12	140.0%	1.6%
Property Damage Crashes	21	27	25	32	26	-18.8%	16.4%
Semi with Single-Trailer Configurations							
Fatal Crashes	24	27	20	17	20	17.6%	-9.5%
Injury Crashes	221	257	220	250	268	7.2%	5.2%
Property Damage Crashes	511	589	559	648	685	5.7%	8.7%
Semi with Double-Trailer Configurations							
Fatal Crashes	3	3	5	4	5	25.0%	15.6%
Injury Crashes	34	31	36	36	31	-13.9%	2.4%
Property Damage Crashes	58	88	72	91	96	5.5%	20.0%
Semi with Triple-Trailer Configurations							
Fatal Crashes	0	3	1	1	1	0.0%	11.1%
Injury Crashes	2	4	3	4	3	-25.0%	36.1%
Property Damage Crashes	6	5	12	16	17	6.3%	52.2%

*** 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: 2016-2020

Vehicle Type	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Passenger Cars	20,461	19,820	18,688	20,222	15,576	-23.0%	-0.2%
%	45.0%	42.6%	42.6%	41.2%	39.0%	-5.3%	-2.8%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	21,861	23,292	21,834	25,402	21,069	-17.1%	5.5%
%	48.0%	50.0%	49.8%	51.8%	52.8%	1.9%	2.6%
Medium Trucks*	532	654	661	661	666	0.8%	8.0%
%	1.2%	1.4%	1.5%	1.3%	1.7%	23.8%	5.6%
Large Trucks**	921	1,095	998	1,147	1,215	5.9%	8.3%
%	2.0%	2.4%	2.3%	2.3%	3.0%	30.2%	5.2%
Buses	122	155	142	127	76	-40.2%	2.7%
%	0.3%	0.3%	0.3%	0.3%	0.2%	-26.4%	0.5%
Motorcycles	546	533	520	507	482	-4.9%	-2.4%
%	1.2%	1.1%	1.2%	1.0%	1.2%	16.9%	-4.6%
All Other***	1,057	1,000	1,038	985	822	-16.5%	-2.2%
%	2.3%	2.1%	2.4%	2.0%	2.1%	2.6%	-4.2%
TOTALS	45,500	46,549	43,881	49,051	39,906	-18.6%	2.8%

**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 2020, there were 6,431 people involved in CMV crashes. Occupants of passenger vehicles comprised 61% of the people involved in CMV crashes. Of the 42 fatalities that occurred in CMV crashes, 71% were occupants of passenger cars, pickups, vans, or other vehicles while 19% were occupants of CMV's.

Table 45
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2020

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	8	16	14	4	42
% of Fatalities	19.0%	38.1%	33.3%	9.5%	0.7%
Suspected Serious Injury	26	38	59	5	128
% of Serious Injuries	20.3%	29.7%	46.1%	3.9%	2.0%
Suspected Minor Injury	86	70	168	5	329
% of Minor Injuries	26.1%	21.3%	51.1%	1.5%	5.1%
Possible Injuries	120	158	278	11	567
% of Possible Injuries	21.2%	27.9%	49.0%	1.9%	8.8%
Non-Injury	2,197	883	2,236	49	5,365
% of Non- Injury	41.0%	16.5%	41.7%	0.9%	83.4%
Column Totals	2,437	1,165	2,755	74	6,431
(% OF TOTAL)	37.9%	18.1%	42.8%	1.2%	

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

In 2020, the economic cost of crashes involving commercial motor vehicles was nearly $599 million dollars. This represents 16% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2016-2020

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Work Zone Crashes	324	453	630	590	753	27.6%	24.2%
Fatalities	0	9	10	7	5	-28.6%	281.1%
Suspected Serious Injury	19	16	34	18	26	44.4%	16.6%
Suspected Minor Injury	59	73	100	66	99	50.0%	8.9%
Possible Injuries	96	166	197	203	277	36.5%	31.5%
% All Crashes	1.3%	1.8%	2.6%	2.2%	3.3%	53.0%	23.3%
Workers Injured	0	1	1	1	0	-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 setting up a flashing arrow-board trailer in Ada County in 2017. A flagger was struck in 2018 in Canyon County. A worker was struck while standing next to traffic cones in a lane closure in 2019.

Single-vehicle crashes comprised 15% of the crashes in work zones in 2020. Overturn (22%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Other Object – Not Fixed (14%), Concrete Traffic Barrier (10%), Animal-Wild (8%), Embankment (8%), Other Fixed Object (5%), and Traffic Sign Support (5%).

The majority of work zone crashes involve multiple vehicles and Rear End (65%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (15%), Angle Turning (6%), and Angle (3%).

Table 47 shows work zone crashes by road type.

Table 47
Work Zone Crashes by Roadway Type: 2020

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	0	0.0%	109	42.1%	200	40.8%	309	41.0%
Rural	3	75.0%	38	14.7%	97	19.8%	138	18.3%
U.S. or State Highway								
Urban	0	0.0%	33	12.7%	52	10.6%	85	11.3%
Rural	1	25.0%	25	9.7%	24	4.9%	50	6.6%
Local								
Urban	0	0.0%	50	19.3%	108	22.0%	158	21.0%
Rural	0	0.0%	4	1.5%	9	1.8%	13	1.7%
Total	**4**	**0.5%**	**259**	**34.4%**	**490**	**65.1%**	**753**	

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: 2020

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	15	41	56
District 2	1	9	14	24
District 3	2	188	303	493
District 4	1	29	71	101
District 5	0	9	33	42
District 6	0	9	28	37
Statewide	**4**	**259**	**490**	**753**

In 2020, the economic cost of crashes in work zones was nearly $97 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.

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, Federal Highway Administration, Memorandum: Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2014 Adjustment, June 13, 2014.

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).

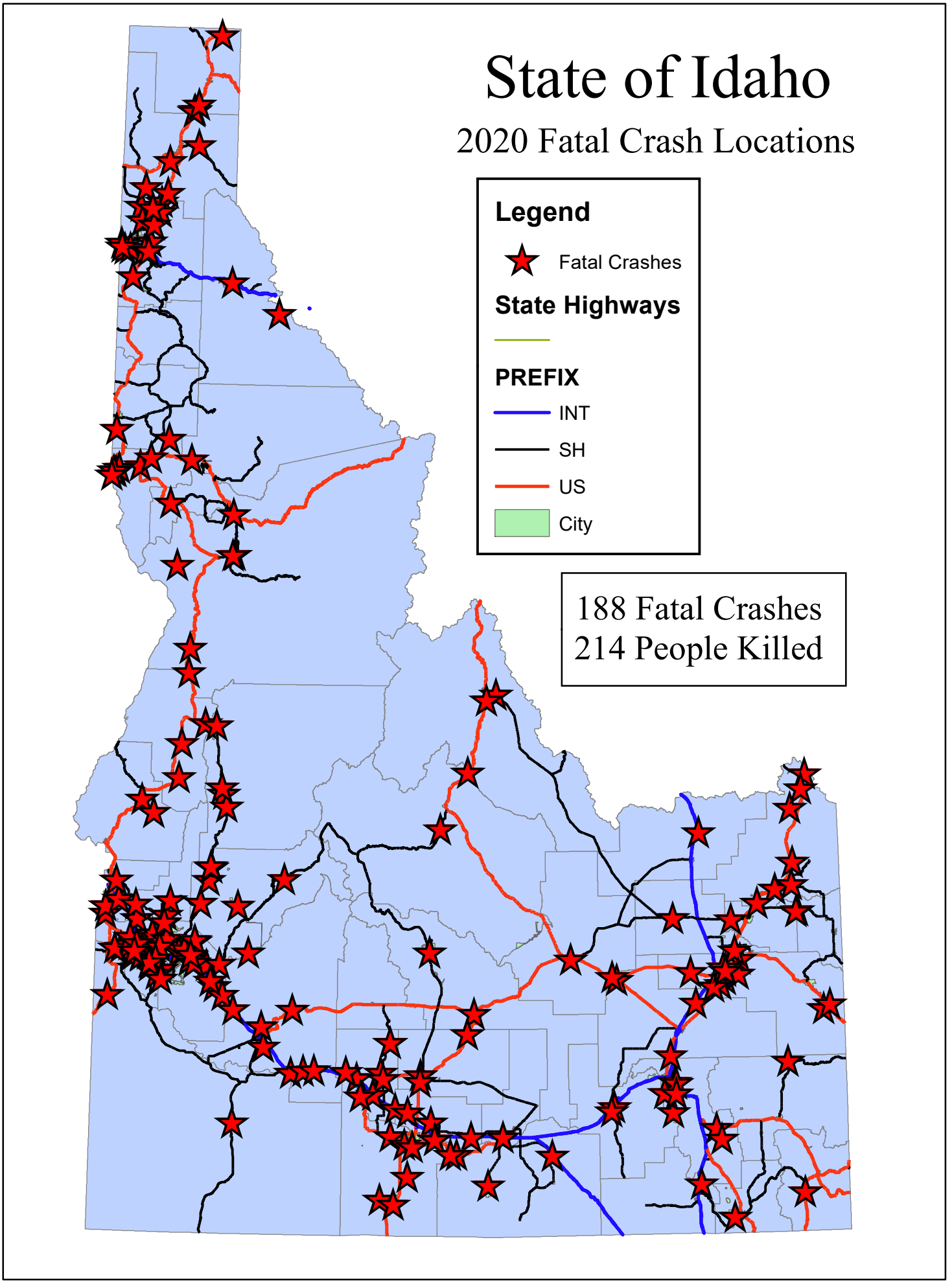
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

APPENDIX A: Maps of Fatal Crash Locations in 2020

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.

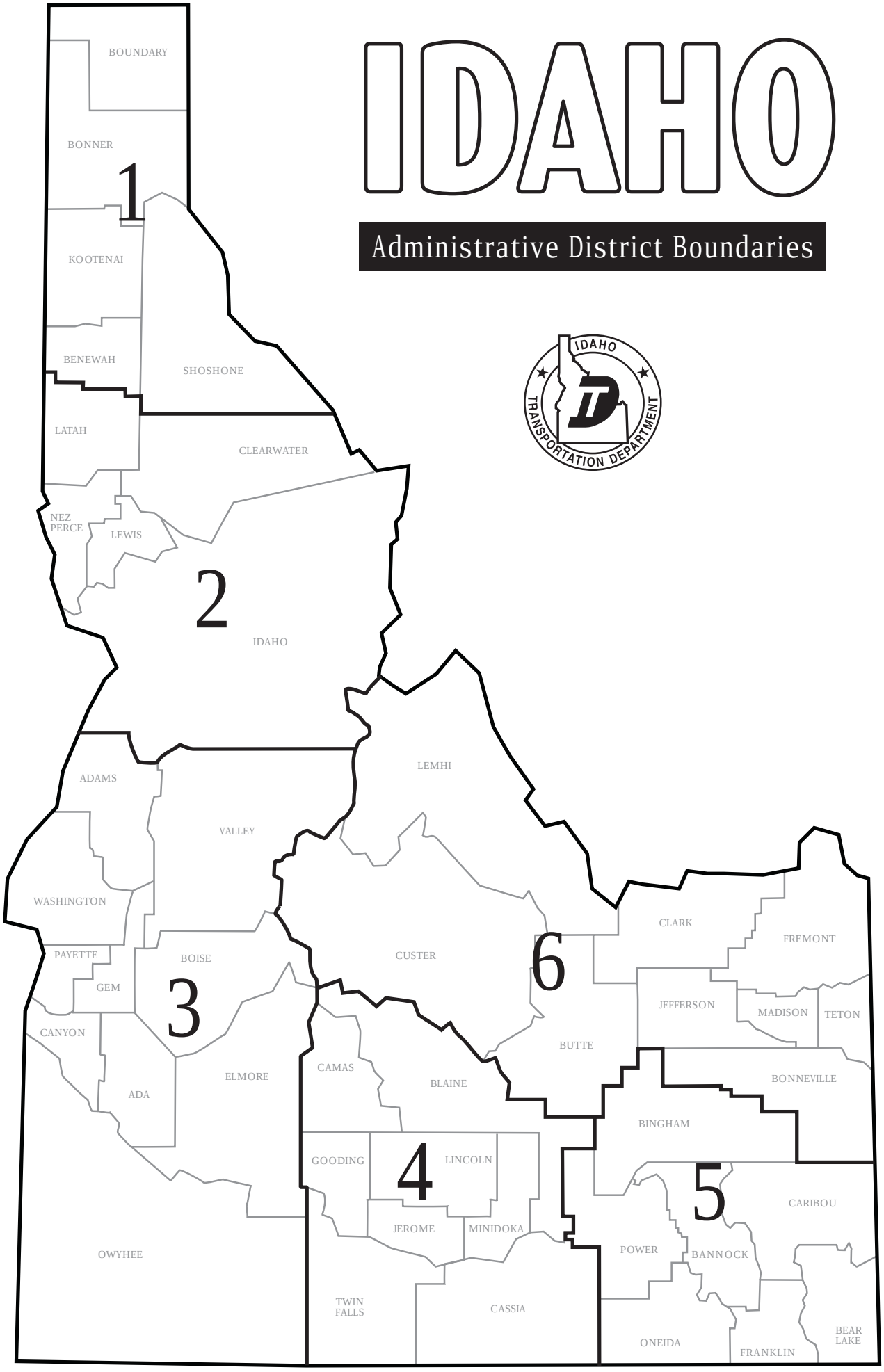
State of Idaho

2020 Fatal Crash Locations

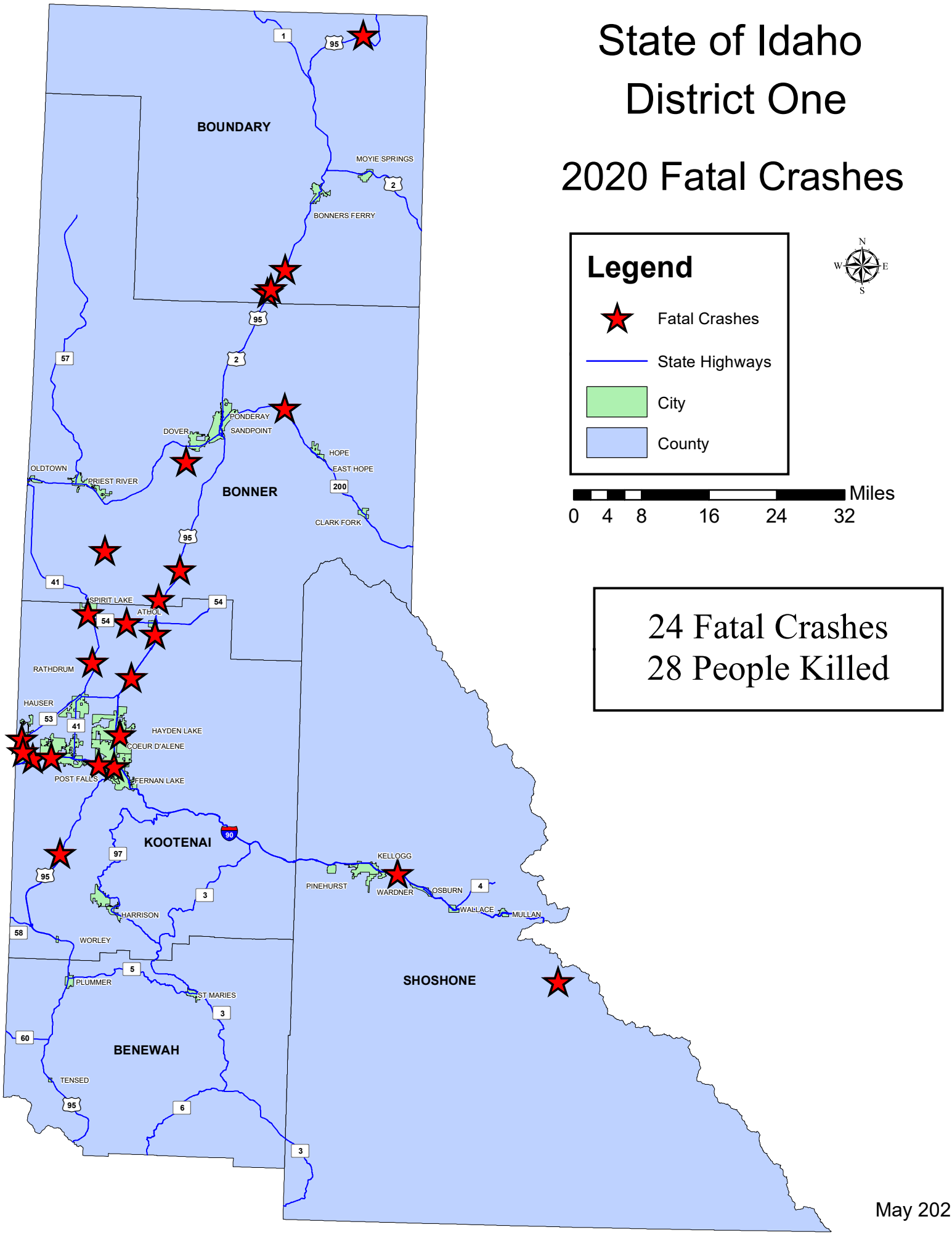


IDAHO

Administrative District Boundaries

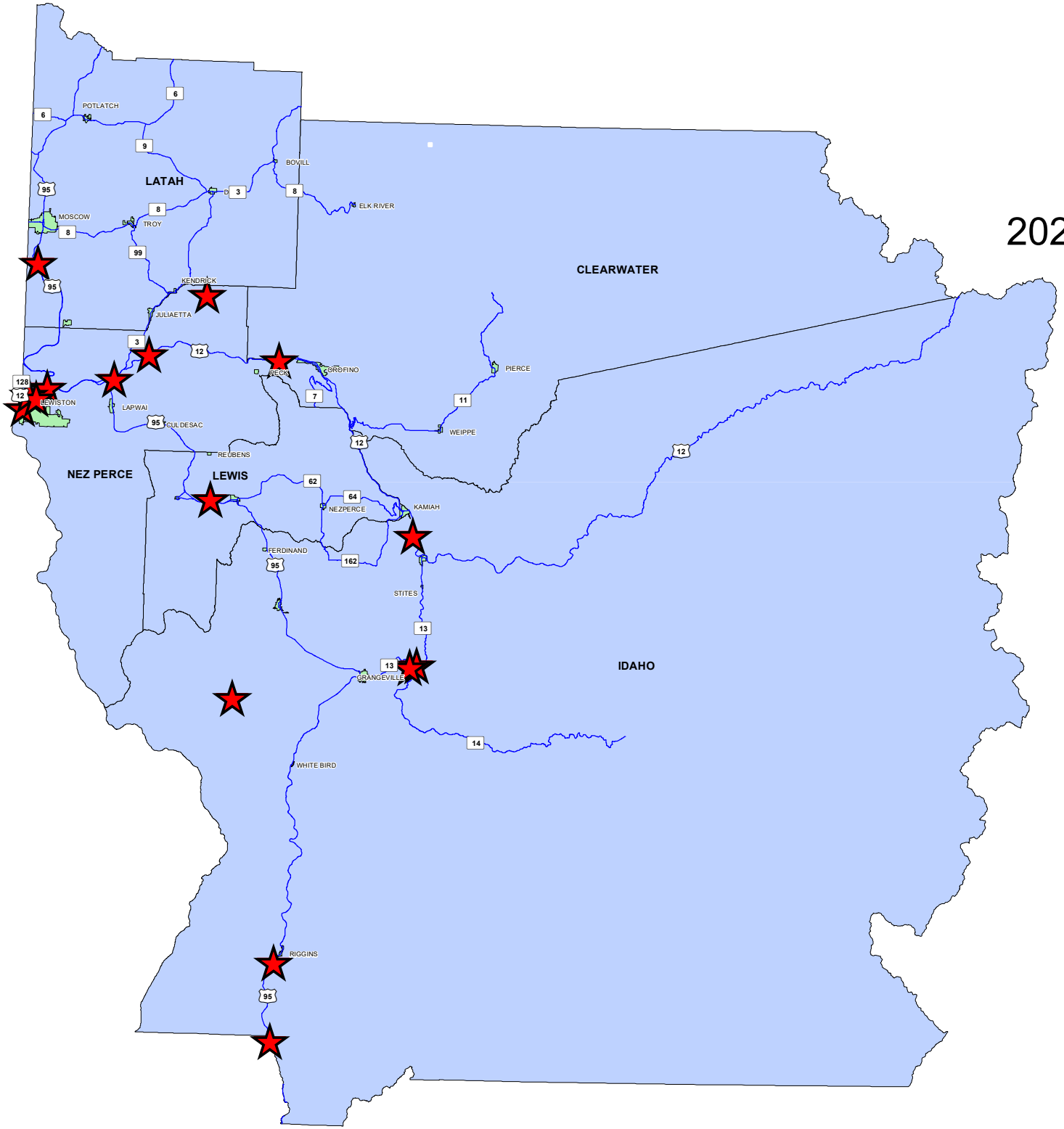


State of Idaho
District One
2020 Fatal Crashes



24 Fatal Crashes
28 People Killed

May 2021



State of Idaho
District Two
2020 Fatal Crash Locations

Legend

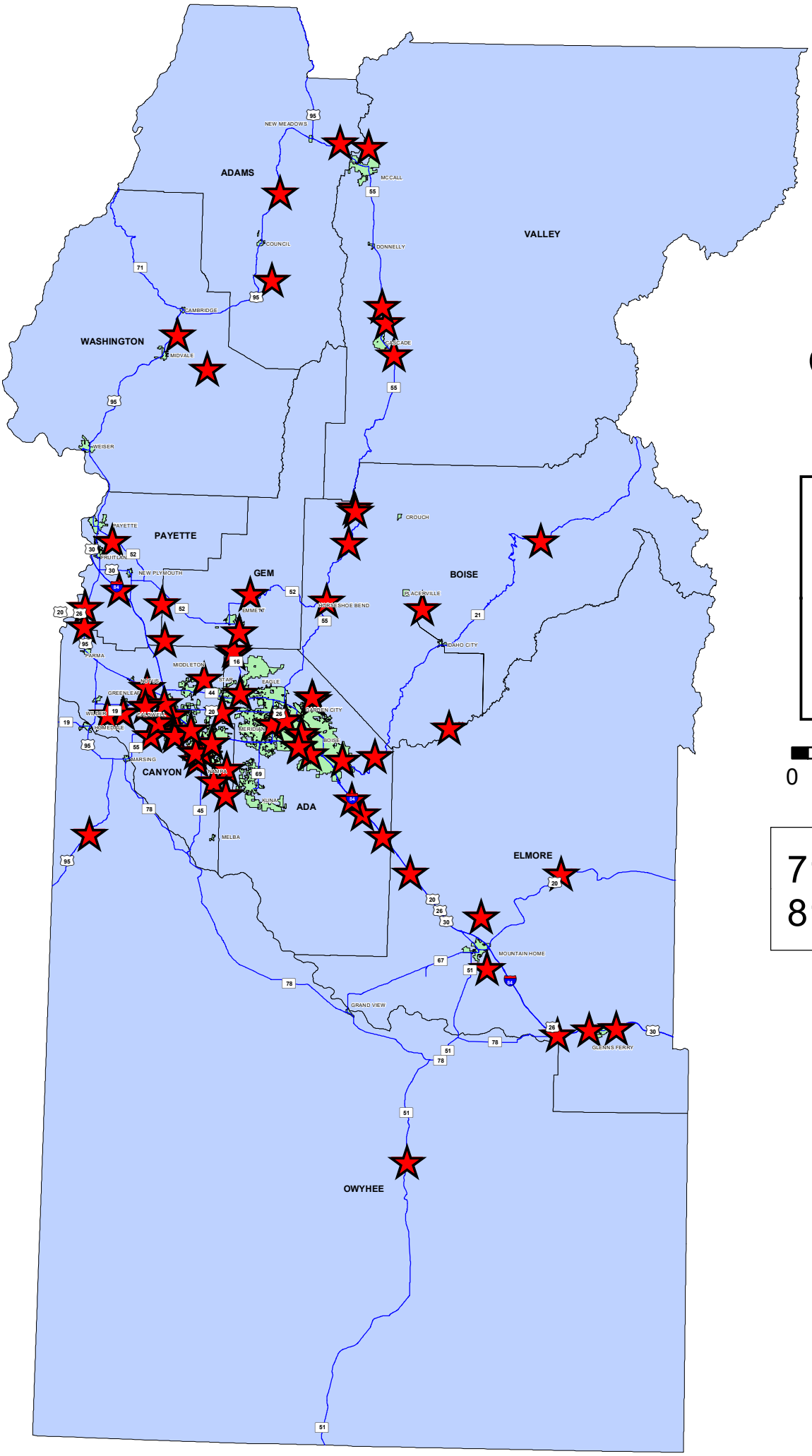
- Fatal Crashes
- State Highways
- City
- County

N
W E
S

Miles
0 4 8 16 24 32

16 Fatal Crashes
16 People Killed

May 2021



State of Idaho
District Three

2020 Fatal Crash Locations

Legend

- Fatal Crashes
- State Highways
- Cities
- Counties

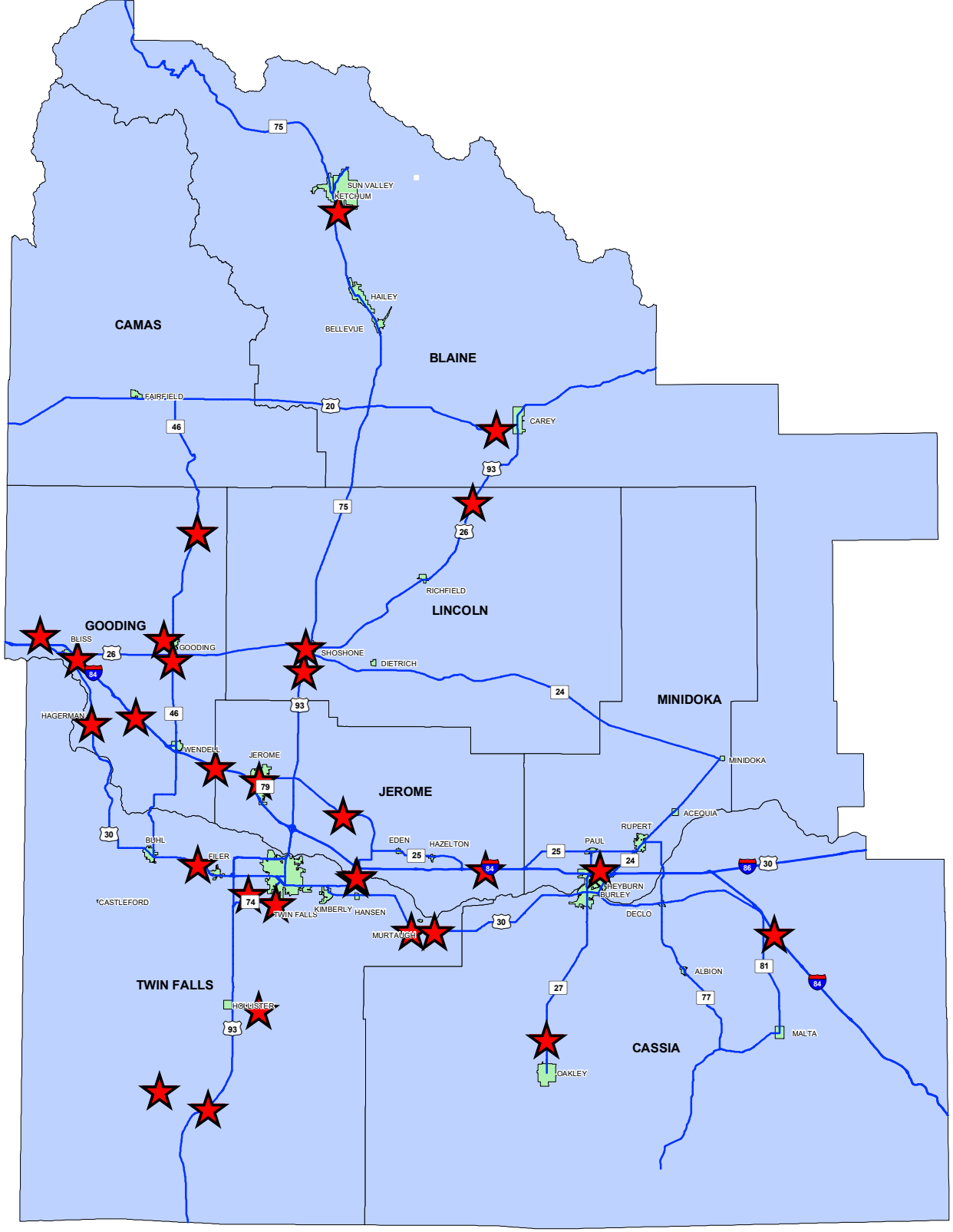
N W E S

0 5 10 20 30 40 Miles

71 Fatal Crashes
81 People Killed

May 2021

State of Idaho
District Four
2020 Fatal Crash Locations



Legend

- Fatal Crashes
- State Highways
- City
- County

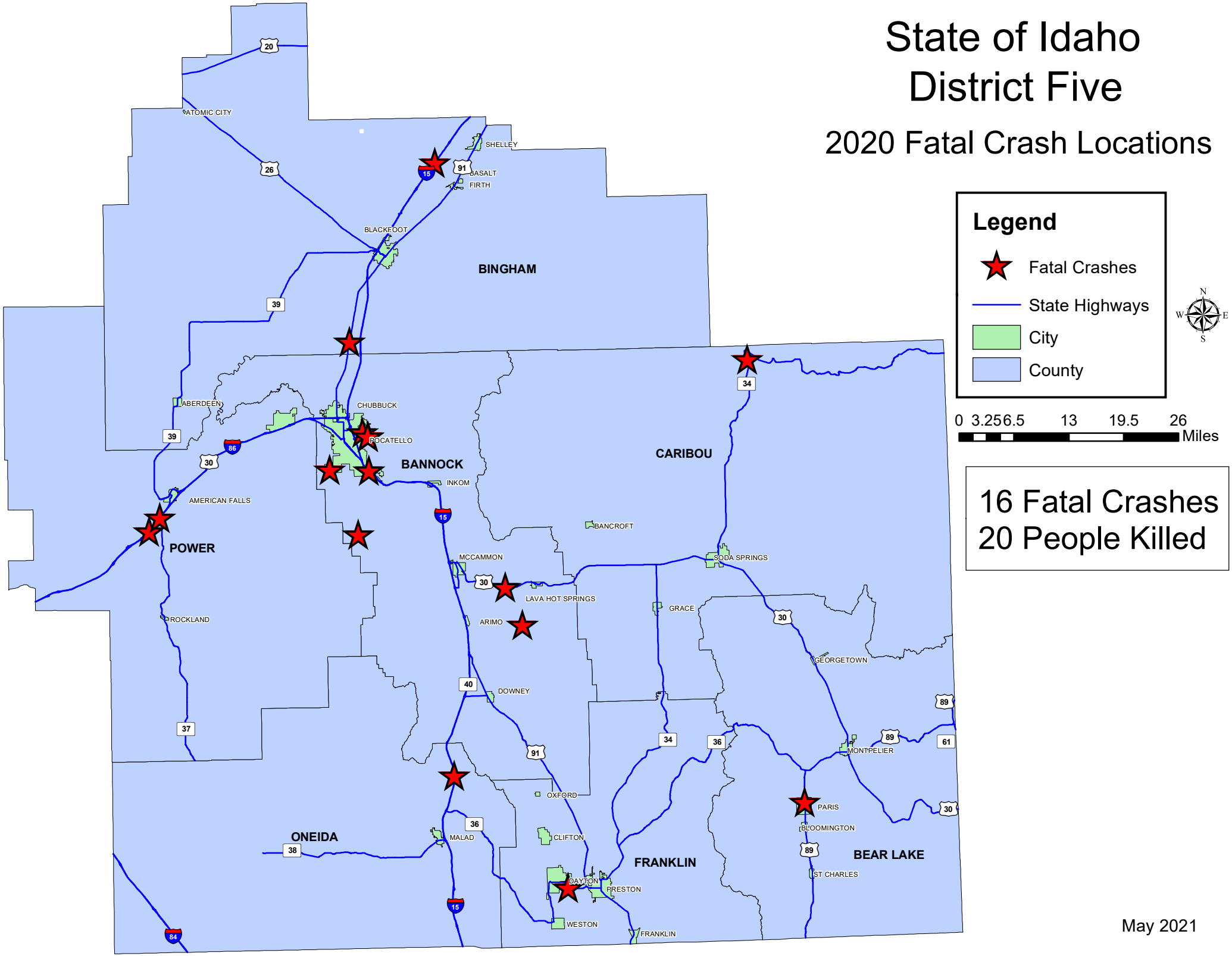
N W E S

Miles
0 3.75 7.5 15 22.5 30

30 Fatal Crashes
34 People Killed

May 2021

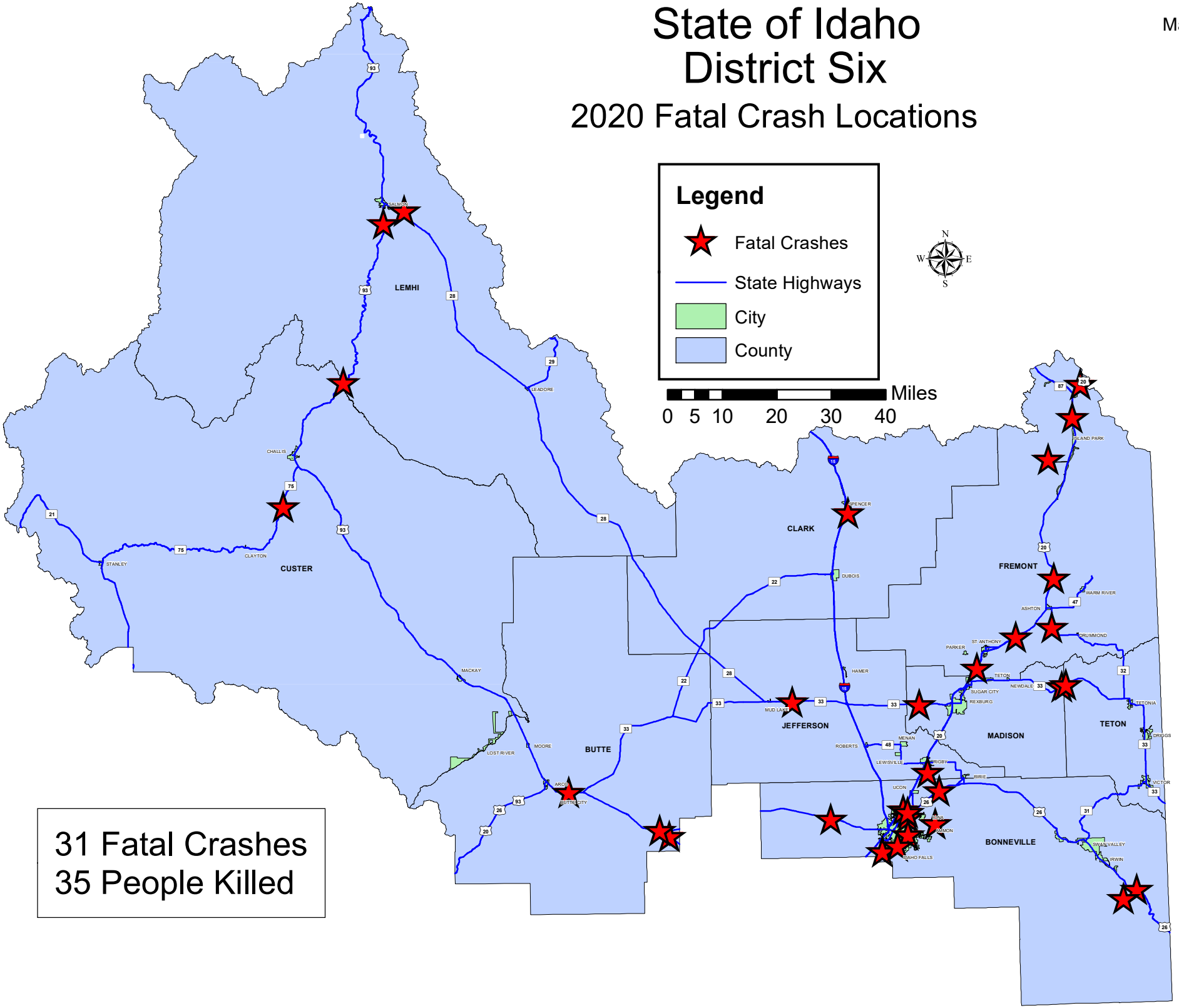
State of Idaho
District Five
2020 Fatal Crash Locations



May 2021

State of Idaho
District Six
2020 Fatal Crash Locations

May 2021



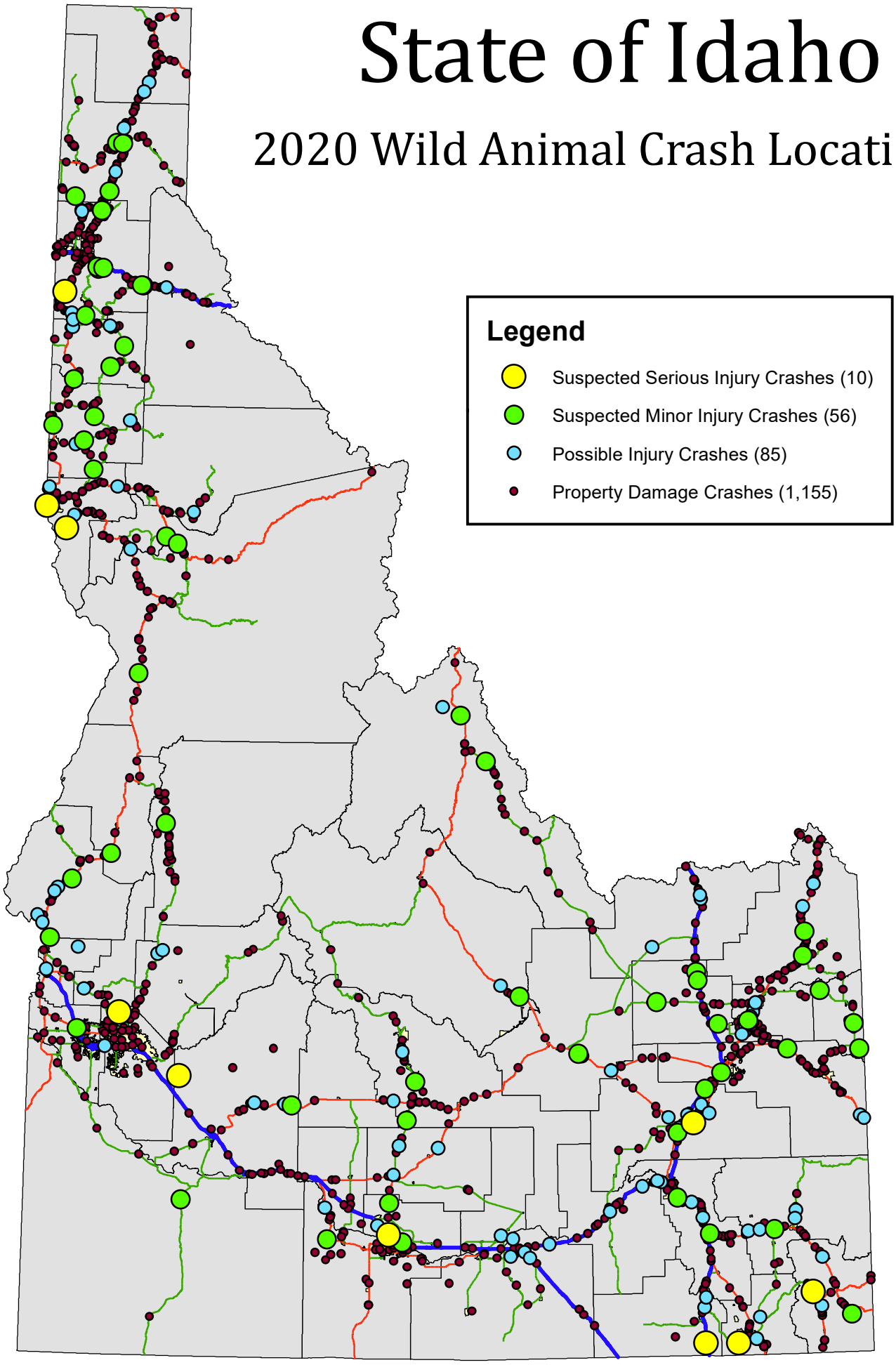
31 Fatal Crashes
35 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2020

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

2020 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: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

I-15

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	3	4	7	8	10	8	7	13	10	4
Fatalities	4	4	9	10	10	8	7	13	11	5
Total Crashes	386	357	365	263	359	488	583	397	632	483
Average Daily Traffic	10,590	10,710	10,710	11,110	11,870	12,380	14,348	14,348	12,652	12,040
Fatal Crash Rate	0.40	0.52	0.91	1.01	1.18	0.90	0.71	1.27	0.98	0.46
Total Crash Rate	50.95	46.59	47.64	33.09	42.28	55.10	58.95	38.68	62.17	56.14

I-84

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	4	17	15	11	16	30	22	21	13	13
Fatalities	5	20	15	11	19	31	24	26	14	15
Total Crashes	873	884	927	799	883	947	928	972	1,526	1,221
Average Daily Traffic	19,810	20,780	20,780	21,740	23,010	24,580	27,498	27,498	25,303	24,971
Fatal Crash Rate	0.20	0.81	0.72	0.50	0.69	1.21	0.82	0.76	0.46	0.52
Total Crash Rate	43.80	42.28	44.34	36.53	38.14	38.29	34.50	35.13	53.86	48.45

I-86

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	3	2	2	2	2	1	0	2	0	1
Fatalities	6	2	2	2	2	1	0	2	0	1
Total Crashes	72	78	110	76	84	128	124	96	77	113
Average Daily Traffic	8,190	8,240	8,240	8,430	9,030	9,430	10,432	10,432	9,608	9,073
Fatal Crash Rate	1.60	1.06	1.06	1.03	0.97	0.46	0.00	0.84	0.00	0.48
Total Crash Rate	38.32	41.26	58.19	39.30	40.55	59.17	55.12	40.12	32.01	54.06

I-90

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	7	1	1	3	3	4	6	1	3	3
Fatalities	7	1	2	4	3	4	7	1	3	4
Total Crashes	312	297	318	281	326	345	411	365	373	347
Average Daily Traffic	17,476	17,643	17,640	18,320	19,270	20,500	21,607	21,607	19,623	19,876
Fatal Crash Rate	0.42	1.49	0.21	0.21	0.61	0.57	0.72	1.09	0.17	0.56
Total Crash Rate	66.20	62.42	66.84	56.87	62.45	62.40	72.42	62.64	65.59	64.86

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

I-184

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	34	46	44	49	35	49	45	56	111	91
Average Daily Traffic	56,600	57,880	57,880	58,300	60,790	64,930	74,232	74,232	55,133	59,216
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	1.06	0.00	0.00	0.00
Total Crash Rate	44.46	60.15	57.53	63.61	43.57	57.11	47.66	57.09	112.33	117.94

US 2

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	4	2	2	3	1	1	0	0	0	0
Fatalities	4	2	2	3	1	1	0	0	0	0
Total Crashes	73	66	65	76	105	94	96	78	79	90
Average Daily Traffic	4,452	4,382	4,860	4,630	4,640	4,720	4,796	4,796	4,882	4,689
Fatal Crash Rate	5.41	2.44	2.44	3.84	1.28	1.25	0.00	0.00	0.00	0.00
Total Crash Rate	98.68	80.44	79.23	97.19	134.05	117.92	117.98	96.31	95.35	113.79

US 12

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	3	4	0	10	3	5	2	4	3	3
Fatalities	4	4	0	11	3	5	2	4	3	3
Total Crashes	168	146	166	162	192	141	159	159	158	149
Average Daily Traffic	1,990	1,959	1,960	2,000	2,040	2,110	2,098	2,098	2,085	1,996
Fatal Crash Rate	2.49	3.31	0.00	8.15	2.39	3.85	1.58	3.10	2.34	2.44
Total Crash Rate	139.23	120.94	137.51	132.02	152.81	108.49	125.37	123.03	123.01	121.19

US 20

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	4	4	9	7	9	6	5	9	15	10
Fatalities	4	4	9	8	9	6	6	10	18	12
Total Crashes	786	733	748	777	928	876	1,147	1,060	1,223	901
Average Daily Traffic	5,767	5,830	5,880	6,090	6,640	6,760	7,471	7,471	7,532	7,177
Fatal Crash Rate	0.62	0.61	1.35	1.02	1.23	0.78	0.61	1.06	1.72	1.24
Total Crash Rate	121.89	112.44	112.36	113.53	126.93	114.36	139.54	125.21	140.39	111.37

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

US 26

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	3	2	3	2	6	2	3	2	6
Fatalities	1	3	2	3	2	6	2	3	2	7
Total Crashes	126	116	132	105	149	154	171	158	151	211
Average Daily Traffic	2,906	2,917	2,920	2,950	2,940	3,250	3,334	3,334	3,290	4,027
Fatal Crash Rate	0.73	2.19	1.46	2.17	1.45	3.93	1.29	1.92	1.26	3.17
Total Crash Rate	91.96	84.68	96.26	75.79	107.92	100.90	110.58	100.91	95.42	111.63

US 30

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	2	4	4	5	4	6	7	3	4	6
Fatalities	2	4	4	7	5	8	11	3	4	8
Total Crashes	249	285	244	238	276	278	374	287	259	359
Average Daily Traffic	3,569	3,587	3,580	3,510	3,570	3,640	3,544	3,544	3,796	3,536
Fatal Crash Rate	0.80	1.59	1.59	2.04	1.59	2.34	2.91	1.20	1.60	2.58
Total Crash Rate	99.20	112.98	96.94	97.13	109.96	108.61	155.54	115.15	103.41	154.29

US 89

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	1	0	0	2	1	1	0	1
Fatalities	0	0	1	0	0	2	1	1	0	2
Total Crashes	34	39	24	31	32	30	38	20	24	39
Average Daily Traffic	1,509	1,506	1,510	1,480	1,660	1,730	1,839	1,839	1,805	1,882
Fatal Crash Rate	0.00	0.00	4.18	0.00	0.00	7.24	3.66	3.40	0.00	3.35
Total Crash Rate	141.09	162.07	100.21	131.13	121.54	108.56	139.16	68.08	83.89	130.71

US 91

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	4	4	0	0	6	2	2	4	1
Fatalities	1	4	5	0	0	6	2	3	5	2
Total Crashes	273	270	294	235	270	310	283	255	250	273
Average Daily Traffic	4,466	4,466	4,410	4,410	4,570	4,610	4,868	4,868	5,040	4,852
Fatal Crash Rate	0.71	2.85	2.90	0.00	0.00	4.14	1.35	1.31	2.53	0.66
Total Crash Rate	194.80	192.68	213.06	169.40	187.81	213.77	191.72	166.53	157.98	179.18

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

US 93

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	4	9	4	3	6	5	9	6	9	5
Fatalities	4	9	4	3	6	5	9	8	10	5
Total Crashes	240	204	221	190	257	261	251	216	481	315
Average Daily Traffic	1,797	1,792	1,930	2,000	2,170	2,180	2,308	2,308	2,801	2,430
Fatal Crash Rate	1.45	3.27	1.34	0.97	1.79	1.48	2.55	1.68	2.51	1.66
Total Crash Rate	86.84	74.03	73.98	61.37	76.51	77.34	71.20	60.46	134.39	104.47

US 95

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	13	6	14	15	17	16	23	16	18	19
Fatalities	16	8	16	15	20	18	26	17	20	21
Total Crashes	1,045	1,018	929	967	1,111	1,079	1,048	959	965	979
Average Daily Traffic	4,815	4,760	4,730	4,920	5,170	5,260	5,355	5,355	5,480	5,294
Fatal Crash Rate	1.37	0.65	1.55	1.57	1.69	1.56	2.25	1.53	1.68	1.87
Total Crash Rate	110.28	109.72	102.62	100.99	110.19	105.08	102.53	91.74	89.93	96.25

SH 1

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	12	5	3	6	3	1	6	4	4	3
Average Daily Traffic	780	810	810	810	810	860	846	846	805	767
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	330.55	137.73	82.64	165.28	82.64	26.13	159.14	106.25	110.85	86.32

SH 3

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	1	2	4	1	2	2	2	0	0
Fatalities	1	1	2	4	1	2	2	2	0	0
Total Crashes	100	97	79	82	94	92	103	92	77	89
Average Daily Traffic	1,476	1,437	1,430	1,560	1,550	1,560	1,543	1,543	1,585	1,548
Fatal Crash Rate	1.73	1.78	3.57	6.55	1.65	3.27	3.28	3.31	0.00	0.00
Total Crash Rate	172.98	172.42	141.14	134.27	154.96	150.64	168.74	152.28	124.21	147.25

Crash Information for Selected Routes on the State Highway System: 2011-2020

Rates are per 100 Million Vehicle Miles Traveled

SH 5

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	2	0	0	1	0	1	0	0
Fatalities	0	0	2	0	0	1	0	2	0	0
Total Crashes	23	33	24	22	17	29	31	25	39	26
Average Daily Traffic	2,340	2,530	2,680	2,610	2,610	2,610	2,774	2,774	2,795	3,103
Fatal Crash Rate	0.00	0.00	10.70	0.00	0.00	5.48	0.00	5.16	0.00	0.00
Total Crash Rate	38.82	187.14	128.40	120.73	93.23	159.05	169.64	129.01	200.63	120.47

SH 6

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	0	1	1	0	0	0	0	0
Fatalities	0	2	0	2	1	0	0	0	0	0
Total Crashes	24	23	18	24	21	28	24	16	26	22
Average Daily Traffic	1,141	1,105	1,100	1,160	1,180	1,180	1,154	1,154	1,116	1,196
Fatal Crash Rate	0.00	6.28	0.00	5.98	5.88	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	146.01	144.42	113.57	143.59	123.52	164.69	142.18	96.22	162.04	144.15

SH 7

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	0	0	0	0	0	0	1	0
Fatalities	0	0	0	0	0	0	0	0	1	0
Total Crashes	3	7	5	8	8	2	4	6	5	6
Average Daily Traffic	940	780	780	750	750	620	670	670	629	693
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.00	0.00
Total Crash Rate	65.29	152.34	108.81	181.06	181.06	54.76	108.58	152.00	134.99	146.98

SH 8

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	0	4	0	0	0	3	1	0	0
Fatalities	1	0	4	0	0	0	3	1	0	0
Total Crashes	109	91	108	126	105	100	127	86	98	77
Average Daily Traffic	2,522	2,601	2,600	2,520	2,520	2,560	2,626	2,626	2,624	2,442
Fatal Crash Rate	2.04	0.00	7.93	0.00	0.00	0.00	5.99	1.96	0.00	0.00
Total Crash Rate	222.64	180.29	214.02	257.61	214.68	201.26	253.53	168.71	192.86	162.77

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 9

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	1	0	0	0	0	0	1	0
Fatalities	0	0	1	0	0	0	0	0	1	0
Total Crashes	4	3	5	6	3	6	8	2	9	0
Average Daily Traffic	850	830	830	1,030	1,030	1,030	909	909	917	876
Fatal Crash Rate	0.00	0.00	24.41	0.00	0.00	0.00	0.00	0.00	22.30	0.00
Total Crash Rate	97.64	73.23	122.06	118.03	59.01	118.03	158.17	44.57	200.74	0.00

SH 11

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	10	14	7	13	11	11	6	14	13	19
Average Daily Traffic	790	870	870	670	680	680	682	682	673	639
Fatal Crash Rate	0.00	0.00	0.00	0.00	9.47	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	81.52	103.64	51.82	124.96	104.18	104.18	57.38	132.24	125.18	192.65

SH 13

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	1	0	1	2	1	0	0	1
Fatalities	0	1	1	0	1	2	1	0	0	1
Total Crashes	16	18	23	10	17	11	20	17	20	15
Average Daily Traffic	1,330	1,690	1,690	1,720	1,650	1,650	1,684	1,684	1,656	1,558
Fatal Crash Rate	0.00	6.14	6.14	0.00	6.29	12.58	6.17	0.00	0.00	6.68
Total Crash Rate	124.89	110.57	141.29	60.36	106.96	69.21	123.35	104.83	121.93	100.16

SH 14

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	0	0	0	1	0	0	1	1
Fatalities	0	0	0	0	0	1	0	0	1	1
Total Crashes	7	3	3	9	0	5	5	3	6	7
Average Daily Traffic	340	340	340	280	280	280	282	282	203	143
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	19.76	0.00	0.00	27.24	38.56
Total Crash Rate	113.92	48.82	48.82	177.85	0.00	98.81	99.43	58.80	163.43	269.89

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 16

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	2	0	1	1	3	0	2	1	4
Fatalities	1	2	0	1	1	3	0	2	1	5
Total Crashes	32	38	34	47	58	37	58	44	78	51
Average Daily Traffic	7,840	7,660	8,060	7,730	8,110	8,810	11,148	11,148	11,583	11,164
Fatal Crash Rate	2.51	4.47	0.00	2.21	2.11	5.83	0.00	3.07	1.48	6.13
Total Crash Rate	80.29	84.92	83.10	104.08	122.42	71.89	105.04	67.56	115.27	78.20

SH 19

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	2	1	1	0	2	0	1	2
Fatalities	0	0	3	1	1	0	2	0	1	2
Total Crashes	33	28	36	49	64	64	60	45	80	56
Average Daily Traffic	5,205	5,192	5,190	5,780	5,840	6,250	8,056	8,056	7,449	7,388
Fatal Crash Rate	0.00	0.00	6.55	2.94	2.91	0.00	5.06	0.00	2.12	4.30
Total Crash Rate	107.78	91.69	117.93	144.13	186.31	174.09	151.91	94.96	169.69	120.27

SH 21

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	3	2	1	2	4	2	3	3	3	2
Fatalities	3	2	1	2	4	2	3	3	5	2
Total Crashes	54	37	55	46	60	67	65	60	55	59
Average Daily Traffic	1,006	1,043	1,050	1,090	1,110	1,160	1,290	1,290	1,309	1,398
Fatal Crash Rate	6.47	4.16	2.07	3.98	7.82	3.74	5.31	5.05	4.98	3.11
Total Crash Rate	116.51	77.05	113.72	91.62	117.35	125.39	115.01	101.00	91.34	91.73

SH 22

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	1	4	7	3	2	5	4	8	6	6
Average Daily Traffic	300	300	300	450	440	460	478	478	508	590
Fatal Crash Rate	0.00	0.00	20.79	0.00	14.17	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	20.79	83.14	145.50	41.57	28.34	67.78	52.22	104.34	73.76	63.48

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 24

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	1	0	0	1	1	1	2	0	0
Fatalities	1	2	0	0	1	1	1	2	0	0
Total Crashes	32	30	35	36	31	45	34	28	31	29
Average Daily Traffic	1,388	1,414	1,410	1,530	1,530	1,520	1,578	1,578	1,630	1,598
Fatal Crash Rate	2.94	2.88	0.00	0.00	2.66	2.68	2.63	5.17	0.00	0.00
Total Crash Rate	93.99	86.46	101.19	95.92	82.60	120.69	89.50	72.35	77.69	74.12

SH 25

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	1	3	0	2	0	1	0	1	1
Fatalities	1	1	3	0	2	0	1	0	1	1
Total Crashes	52	56	58	37	46	52	58	56	63	59
Average Daily Traffic	2,004	2,067	2,070	2,150	2,150	2,200	2,323	2,323	2,312	2,298
Fatal Crash Rate	2.76	2.67	8.01	0.00	5.14	0.00	2.52	0.00	2.40	2.41
Total Crash Rate	143.41	149.73	154.94	95.16	118.31	130.70	145.95	133.31	150.90	142.19

SH 27

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	1	0	0	1	1	0	0	0	0
Fatalities	1	1	0	0	1	1	0	0	0	0
Total Crashes	42	50	43	32	58	60	41	32	29	49
Average Daily Traffic	2,797	2,788	2,790	2,750	3,160	3,070	3,124	3,124	3,121	2,968
Fatal Crash Rate	4.04	4.05	0.00	0.00	3.57	3.68	0.00	0.00	0.00	0.00
Total Crash Rate	169.55	202.50	174.04	131.34	207.16	220.59	150.80	115.61	105.10	186.72

SH 28

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	1	1	1	0	0	0	0	0
Fatalities	0	1	1	2	1	0	0	0	0	0
Total Crashes	38	35	41	23	25	29	48	30	55	35
Average Daily Traffic	660	660	660	600	590	600	609	609	792	831
Fatal Crash Rate	0.00	3.45	3.45	3.79	3.85	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	130.91	120.58	141.25	87.16	96.34	109.90	179.34	112.06	158.28	95.96

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 31

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	0	0	0	0	0	2	1	0
Fatalities	0	1	0	0	0	0	0	2	1	0
Total Crashes	15	22	16	17	25	12	23	24	19	20
Average Daily Traffic	1,950	1,880	1,940	2,010	2,190	2,190	2,250	2,250	2,314	2,380
Fatal Crash Rate	0.00	6.72	0.00	0.00	0.00	0.00	0.00	11.58	5.65	0.00
Total Crash Rate	104.00	147.82	107.51	110.21	148.80	71.40	137.41	139.00	107.41	109.95

SH 32

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	10	8	3	8	7	8	18	6	11	6
Average Daily Traffic	830	820	740	670	680	710	748	748	799	866
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.16
Total Crash Rate	117.70	104.34	39.13	115.24	99.36	108.75	234.75	77.40	132.98	66.95

SH 33

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	0	0	0	0	0	1	2	3	4
Fatalities	1	0	0	0	0	0	1	2	4	4
Total Crashes	218	196	161	161	202	251	232	237	206	214
Average Daily Traffic	2,572	2,372	2,370	2,390	2,590	2,680	2,908	2,908	3,110	3,000
Fatal Crash Rate	0.76	0.00	0.00	0.00	0.00	0.00	0.70	1.35	1.89	2.74
Total Crash Rate	165.97	161.75	133.00	131.89	152.70	183.37	162.61	159.59	129.47	146.36

SH 34

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	2	2	2	0	1	1	1	1	1
Fatalities	0	2	3	2	0	1	1	2	1	1
Total Crashes	59	64	49	41	80	65	54	44	47	49
Average Daily Traffic	922	922	920	880	880	900	1,117	1,117	1,079	1,148
Fatal Crash Rate	0.00	6.02	6.03	6.31	0.00	3.08	2.97	2.48	2.58	2.42
Total Crash Rate	177.58	192.63	147.75	129.33	252.19	200.35	160.44	109.29	121.24	118.81

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 36

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	2	2	0	1	0	0	0	1
Fatalities	0	2	2	2	0	2	0	0	0	1
Total Crashes	34	35	36	33	44	32	29	27	19	32
Average Daily Traffic	619	624	620	590	660	660	663	663	734	744
Fatal Crash Rate	0.00	6.55	13.19	13.86	0.00	6.20	0.00	0.00	0.00	5.50
Total Crash Rate	224.52	229.29	237.43	228.71	272.61	198.26	172.43	166.60	105.88	176.02

SH 37

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	1	0	0	0	0	0	0	0
Fatalities	0	2	1	0	0	0	0	0	0	0
Total Crashes	7	5	6	2	3	9	3	1	8	4
Average Daily Traffic	400	400	400	400	400	400	404	404	420	422
Fatal Crash Rate	0.00	21.93	21.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	153.52	109.66	131.59	43.86	65.79	197.38	66.49	21.74	166.92	83.09

SH 38

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	5	3	8	8	13	7	8	11	6	3
Average Daily Traffic	470	470	470	450	450	450	463	463	452	434
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	124.50	74.70	199.20	207.81	338.09	181.83	202.60	277.73	155.65	81.02

SH 39

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	4	3	0	2	2	2	2	1	0
Fatalities	0	5	3	0	2	2	2	2	1	0
Total Crashes	58	47	63	43	65	65	42	65	47	46
Average Daily Traffic	2,339	2,329	2,330	2,400	2,330	2,340	2,758	2,758	2,824	3,208
Fatal Crash Rate	0.00	8.99	6.74	0.00	4.49	4.47	4.39	3.80	1.85	0.00
Total Crash Rate	129.81	105.62	141.53	95.87	146.02	145.40	92.12	123.35	87.10	75.06

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 41

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	2	1	2	0	0	1	0	1	1	1
Fatalities	2	1	2	0	0	1	0	1	1	1
Total Crashes	125	115	145	111	138	152	156	148	134	179
Average Daily Traffic	6,377	6,377	6,370	6,350	6,550	6,660	7,205	7,205	7,389	7,276
Fatal Crash Rate	2.20	1.10	2.20	0.00	0.00	1.05	0.00	0.97	0.95	0.96
Total Crash Rate	137.19	126.21	159.30	122.32	147.75	160.05	157.32	144.04	127.24	172.62

SH 44

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	2	1	2	3	2	3	0	0	0
Fatalities	0	2	1	2	3	2	3	0	0	0
Total Crashes	211	174	181	249	240	245	290	248	264	219
Average Daily Traffic	15,281	15,979	15,960	14,850	16,700	16,810	19,539	19,539	18,276	18,839
Fatal Crash Rate	0.00	1.48	0.74	1.69	2.13	1.41	2.10	0.00	0.00	0.00
Total Crash Rate	163.41	128.87	134.42	210.93	170.34	172.75	202.93	150.44	171.59	138.09

SH 45

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	0	0	2	1	0	0	0	0
Fatalities	0	1	0	0	4	1	0	0	0	0
Total Crashes	101	127	127	125	200	203	160	152	137	137
Average Daily Traffic	7,360	7,360	7,360	7,060	7,110	7,150	7,159	7,159	7,132	7,147
Fatal Crash Rate	0.00	2.06	0.00	0.00	4.27	2.12	0.00	0.00	0.00	0.00
Total Crash Rate	208.24	261.85	261.84	269.71	426.84	430.82	343.28	322.18	291.89	291.28

SH 46

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	3	0	0	1	2	0	2	3
Fatalities	0	0	3	0	0	1	2	0	3	3
Total Crashes	21	37	40	41	39	46	47	42	55	54
Average Daily Traffic	2,086	1,864	2,240	2,470	2,460	2,480	2,699	2,699	2,682	2,644
Fatal Crash Rate	0.00	0.00	6.41	0.00	0.00	1.93	3.57	0.00	3.50	5.44
Total Crash Rate	47.72	96.23	85.50	79.48	75.99	88.91	83.96	74.59	96.33	97.91

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 47

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	3	1	7	5	2	8	8	4	3	5
Average Daily Traffic	830	830	830	880	830	860	892	892	929	1,102
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	79.73	26.58	186.04	125.34	53.15	205.20	196.17	98.93	71.21	100.05

SH 48

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	1	2	2	0	0	1	0	0
Fatalities	0	0	1	2	2	0	0	1	0	0
Total Crashes	38	35	42	34	11	53	49	29	40	31
Average Daily Traffic	2,290	2,290	2,290	2,440	2,360	2,360	2,806	2,806	2,902	2,996
Fatal Crash Rate	0.00	0.00	4.90	9.20	9.51	0.00	0.00	4.00	0.00	0.00
Total Crash Rate	186.25	171.55	205.86	156.40	52.32	252.07	230.43	115.99	154.81	116.20

SH 50

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	1	0	0	0	1	0	0	0	1
Fatalities	0	1	0	0	0	1	0	0	0	1
Total Crashes	14	20	27	20	18	19	21	20	25	23
Average Daily Traffic	3,270	3,410	3,410	4,040	4,040	4,090	4,177	4,177	4,273	4,335
Fatal Crash Rate	0.00	9.93	0.00	0.00	0.00	8.28	0.00	0.00	0.00	7.83
Total Crash Rate	139.00	198.58	268.08	167.61	150.85	157.28	172.22	162.10	198.61	180.10

SH 51

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	0	1	0	1	0	1	1	1	1
Fatalities	1	0	1	0	1	0	1	1	1	1
Total Crashes	50	51	45	43	30	34	41	45	45	64
Average Daily Traffic	799	789	790	750	780	780	812	812	786	903
Fatal Crash Rate	3.70	0.00	3.75	0.00	3.79	0.00	3.69	3.65	3.76	3.28
Total Crash Rate	185.09	191.17	168.57	170.29	113.82	129.00	151.31	164.06	169.24	209.70

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 52

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	1	0	1	0	1	1	0	2
Fatalities	0	0	1	0	1	0	1	1	0	2
Total Crashes	62	65	60	67	56	68	67	68	75	59
Average Daily Traffic	2,150	2,150	2,150	2,180	2,200	2,200	2,418	2,418	2,363	2,510
Fatal Crash Rate	0.00	0.00	2.35	0.00	2.30	0.00	2.22	2.09	0.00	4.04
Total Crash Rate	145.97	153.03	141.26	155.57	128.84	156.45	148.72	142.32	160.90	119.16

SH 53

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	2	0	0	0	0	2	5	1	1
Fatalities	0	2	0	0	0	0	2	5	1	1
Total Crashes	48	59	51	50	73	67	71	89	72	75
Average Daily Traffic	7,823	7,870	7,870	8,220	8,320	8,460	9,347	9,347	9,656	9,477
Fatal Crash Rate	0.00	4.95	0.00	0.00	0.00	0.00	4.60	10.43	2.02	2.06
Total Crash Rate	119.60	146.13	126.32	118.57	171.03	154.38	163.40	185.60	145.48	154.40

SH 54

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	0	0	0	0	0	0	1	0	1
Fatalities	1	0	0	0	0	0	0	1	0	1
Total Crashes	20	16	14	18	20	24	16	26	24	14
Average Daily Traffic	2,220	2,260	2,260	2,260	2,350	2,430	2,854	2,854	4,555	4,051
Fatal Crash Rate	7.99	0.00	0.00	0.00	0.00	0.00	0.00	6.22	0.00	4.38
Total Crash Rate	159.86	125.62	109.92	141.33	151.02	175.25	114.49	161.66	93.49	61.32

SH 55

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	5	4	4	3	4	5	8	9	2	11
Fatalities	6	5	4	5	4	6	9	9	2	12
Total Crashes	693	744	640	743	803	813	769	697	753	674
Average Daily Traffic	6,248	6,444	6,630	6,850	7,160	7,560	8,096	8,096	8,225	8,291
Fatal Crash Rate	1.62	1.26	1.23	0.89	1.14	1.35	2.14	2.27	0.50	2.71
Total Crash Rate	225.20	234.41	196.71	221.03	228.59	219.19	205.70	175.48	187.27	165.96

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 57

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	0	1	2	0	0	2	0	0
Fatalities	0	0	0	1	2	0	0	2	0	0
Total Crashes	13	13	24	25	22	25	18	13	8	20
Average Daily Traffic	1,540	1,470	1,810	1,810	1,850	1,880	1,861	1,861	2,029	1,992
Fatal Crash Rate	0.00	0.00	0.00	4.07	7.96	0.00	0.00	7.91	0.00	0.00
Total Crash Rate	62.12	65.08	120.97	101.64	87.51	97.86	70.63	51.40	29.02	73.93

SH 62

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	4	1	3	6	4	0	0	6	5	1
Average Daily Traffic	430	430	420	420	420	440	448	448	285	270
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	165.60	42.39	127.16	254.31	169.54	0.00	0.00	238.35	311.30	65.80

SH 64

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	0	0	1	0	0	1	0	0
Fatalities	0	0	0	0	1	0	0	1	0	0
Total Crashes	3	3	3	3	7	3	0	2	5	3
Average Daily Traffic	440	440	440	130	120	150	154	154	154	143
Fatal Crash Rate	0.00	0.00	0.00	0.00	148.17	0.00	0.00	115.40	0.00	0.00
Total Crash Rate	121.23	121.23	121.23	410.31	1037.17	355.60	0.00	230.80	578.62	373.21

SH 67

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	9	3	13	1	4	7	6	14	7
Average Daily Traffic	8,000	6,910	6,910	6,910	6,910	6,910	6,660	6,660	6,409	6,284
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	22.96	39.88	13.29	57.60	4.43	17.72	32.18	27.58	66.88	34.10

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 69

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	0	0	2	0	0	0	0	0	0
Fatalities	1	0	0	2	0	0	0	0	0	0
Total Crashes	52	68	60	73	92	83	82	132	125	123
Average Daily Traffic	15,448	15,047	15,040	16,630	17,210	17,430	19,897	19,897	22,861	21,840
Fatal Crash Rate	2.21	0.00	0.00	4.11	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	115.10	154.54	136.42	150.11	182.62	162.67	155.68	226.64	186.75	192.35

SH 71

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	3	1	1	0	4	5	1	4	4	3
Average Daily Traffic	380	330	330	280	290	300	355	355	336	342
Fatal Crash Rate	0.00	0.00	28.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	75.29	28.90	28.90	0.00	131.53	158.94	27.07	107.34	113.62	83.50

SH 75

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	1	0	1	0	2	4	2	3	3	2
Fatalities	1	0	1	0	3	4	2	3	5	2
Total Crashes	138	115	131	150	172	190	158	144	171	142
Average Daily Traffic	2,770	2,710	2,710	2,630	2,740	2,790	3,034	3,034	3,005	3,007
Fatal Crash Rate	0.58	0.00	0.59	0.00	1.17	2.30	1.08	1.59	1.57	1.07
Total Crash Rate	79.98	68.12	77.60	91.56	100.77	109.32	85.65	76.19	89.59	75.91

SH 77

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	14	15	12	13	21	31	16	18	29	13
Average Daily Traffic	930	910	910	1,020	1,010	1,020	1,314	1,314	851	1,096
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	8.76	0.00	0.00	0.00	0.00
Total Crash Rate	134.45	147.22	118.79	113.83	187.30	271.44	121.76	122.33	198.62	107.01

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 78

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	3	0	1	1	0	1	2	0	1	0
Fatalities	3	0	1	1	0	1	2	0	1	0
Total Crashes	29	42	37	41	35	40	32	41	29	35
Average Daily Traffic	854	790	790	720	740	740	776	776	759	755
Fatal Crash Rate	10.46	0.00	3.77	4.14	0.00	4.03	7.76	0.00	3.93	0.00
Total Crash Rate	101.12	158.35	139.53	169.64	140.90	161.03	124.22	157.50	113.83	138.11

SH 81

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	2	0	0	1	0	2	1	0	1	0
Fatalities	3	0	0	1	0	4	1	0	1	0
Total Crashes	24	35	23	21	20	29	22	21	19	20
Average Daily Traffic	1,400	1,390	1,390	1,470	1,470	1,470	1,637	1,637	1,717	1,684
Fatal Crash Rate	11.52	0.00	0.00	5.49	0.00	10.97	5.30	0.00	4.65	0.00
Total Crash Rate	138.23	203.03	133.42	115.19	109.70	159.07	116.67	103.42	88.40	95.81

SH 87

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	11	13	2	9	10	5	3	3	3	6
Average Daily Traffic	1,060	1,000	1,000	1,040	1,040	1,040	1,066	1,066	1,121	1,723
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.14	0.00	0.00
Total Crash Rate	311.30	389.98	60.00	259.60	288.44	144.22	86.19	84.43	80.26	104.44

SH 97

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	23	26	24	23	31	36	24	28	23	23
Average Daily Traffic	1,030	920	920	920	960	960	977	977	934	878
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	171.15	216.61	199.95	191.62	247.50	287.42	191.56	219.77	188.75	200.77

Crash Information for Selected Routes on the State Highway System: 2011-2020
Rates are per 100 Million Vehicle Miles Traveled

SH 99

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	0	0	0	1	0	1	0	0
Fatalities	0	0	0	0	0	1	0	1	0	0
Total Crashes	7	5	2	5	12	9	10	10	10	4
Average Daily Traffic	770	770	770	610	610	610	850	850	649	672
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	38.43	0.00	27.57	0.00	0.00
Total Crash Rate	213.13	152.24	60.89	192.17	461.20	345.90	381.17	275.73	360.16	139.17

SH 162

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
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	12	9	11	7	15	12	8	3	8	7
Average Daily Traffic	750	770	770	780	780	780	807	807	1,028	879
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	187.92	137.32	167.81	105.42	225.90	180.72	119.46	43.65	91.61	93.74

SH 167

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	0	0	0	1	0	1	0	1	0
Fatalities	0	0	0	0	1	0	1	0	1	0
Total Crashes	1	6	6	5	11	3	5	4	11	9
Average Daily Traffic	1,158	1,085	1,080	1,300	1,280	1,300	1,444	1,444	1,406	1,406
Fatal Crash Rate	0.00	0.00	0.00	0.00	13.93	0.00	11.96	0.00	12.02	0.00
Total Crash Rate	14.60	93.46	93.89	65.00	153.28	39.00	59.81	46.80	132.26	108.21

SH 200

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fatal Crashes	0	2	1	1	0	0	0	1	1	1
Fatalities	0	2	1	1	0	0	0	1	1	3
Total Crashes	61	47	58	37	42	46	39	51	39	47
Average Daily Traffic	3,090	2,980	2,960	2,980	3,030	3,110	3,229	3,229	3,052	3,194
Fatal Crash Rate	0.00	5.53	2.79	2.77	0.00	0.00	0.00	2.56	2.58	2.59
Total Crash Rate	162.74	130.01	161.85	102.56	114.49	122.17	101.53	130.48	100.70	121.56

APPENDIX D: Five-Year Crash History

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

Table D-1

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatal Crashes	232	224	215	201	188	-6.5%	-4.7%
Injury Crashes	9,327	8,818	9,083	9,153	7,922	-13.4%	-0.6%
Total Crashes	25,328	25,851	24,031	27,015	22,528	-16.6%	2.5%
Total Persons - Fatal & Injury Crashes	26,238	25,043	25,616	25,686	21,261	-17.2%	-0.7%
Drivers	16,905	16,078	16,700	16,940	14,182	-16.3%	0.1%
Passengers	8,761	8,500	8,354	8,214	6,719	-18.2%	-2.1%
Total Fatalities	253	245	234	224	214	-4.5%	-4.0%
Fatality Rate per 100 Million AVMT	1.48	1.42	1.32	1.24	1.23	-0.6%	-5.6%
Total Injuries	13,664	12,969	13,301	13,331	11,455	-14.1%	-0.8%
Injury Rate per 100 Million AVMT	79.7	75.0	75.1	73.8	66.0	-10.6%	-2.5%
Impaired Drivers - Fatal/Injury Crashes	799	741	789	771	820	6.4%	-1.0%
% of All Drivers-Fatal/Injury Crashes	4.7%	4.6%	4.7%	4.6%	5.8%	27.0%	-1.2%
Alcohol/Drug Test Given - Fatal/Injury Crashes	640	590	637	622	606	-2.6%	-0.7%
% of Impaired Drivers Given Test - F&I Crashes	80.1%	79.6%	80.7%	80.7%	73.9%	-8.4%	0.2%

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

Table D-2

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Total Units - Fatal/Injury Crashes	17,818	16,895	17,522	17,734	14,792	-16.6%	-0.1%
Passenger Cars - Fatal/Injury Crashes	7,946	7,082	7,376	7,167	5,662	-21.0%	-3.2%
% of Vehicles	44.6%	41.9%	42.1%	40.4%	38.3%	-5.3%	-3.2%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	8,156	8,113	8,398	8,910	7,616	-14.5%	3.0%
% of Vehicles	45.8%	48.0%	47.9%	50.2%	51.5%	2.5%	3.2%
Commercial Motor Vehicles - Fatal/Injury Crashes	525	605	582	563	579	2.8%	2.7%
% of Vehicles	2.9%	3.6%	3.3%	3.2%	3.9%	23.3%	3.3%
Motorcycles - Fatal/Injury Crashes	474	478	465	440	422	-4.1%	-2.4%
% of Vehicles	2.7%	2.8%	2.7%	2.5%	2.9%	15.0%	-2.1%
Bicycles - Fatal/Injury Crashes	312	218	291	262	146	-44.3%	-2.2%
% of Vehicles	1.8%	1.3%	1.7%	1.5%	1.0%	-33.2%	-2.9%
Pedestrians - Fatal/Injury Crashes	250	242	252	244	198	-18.9%	-0.7%
% of Vehicles	1.4%	1.4%	1.4%	1.4%	1.3%	-2.7%	-0.6%
All Terrain Vehicles - Fatal/Injury Crashes	73	62	71	70	80	14.3%	-0.7%
% of Vehicles	0.4%	0.4%	0.4%	0.4%	0.5%	37.0%	-0.9%
Motor Homes - Fatal/Injury Crashes	11	17	15	13	22	69.2%	9.8%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	102.9%	11.2%
Farm Equipment - Fatal/Injury Crashes	24	21	13	20	16	-20.0%	1.1%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-4.1%	1.3%
Trains - Fatal/Injury Crashes	5	7	4	4	6	50.0%	-1.0%
% of Vehicles	0.0%	0.0%	0.0%	0.0%	0.0%	79.8%	0.5%

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

Table D-3

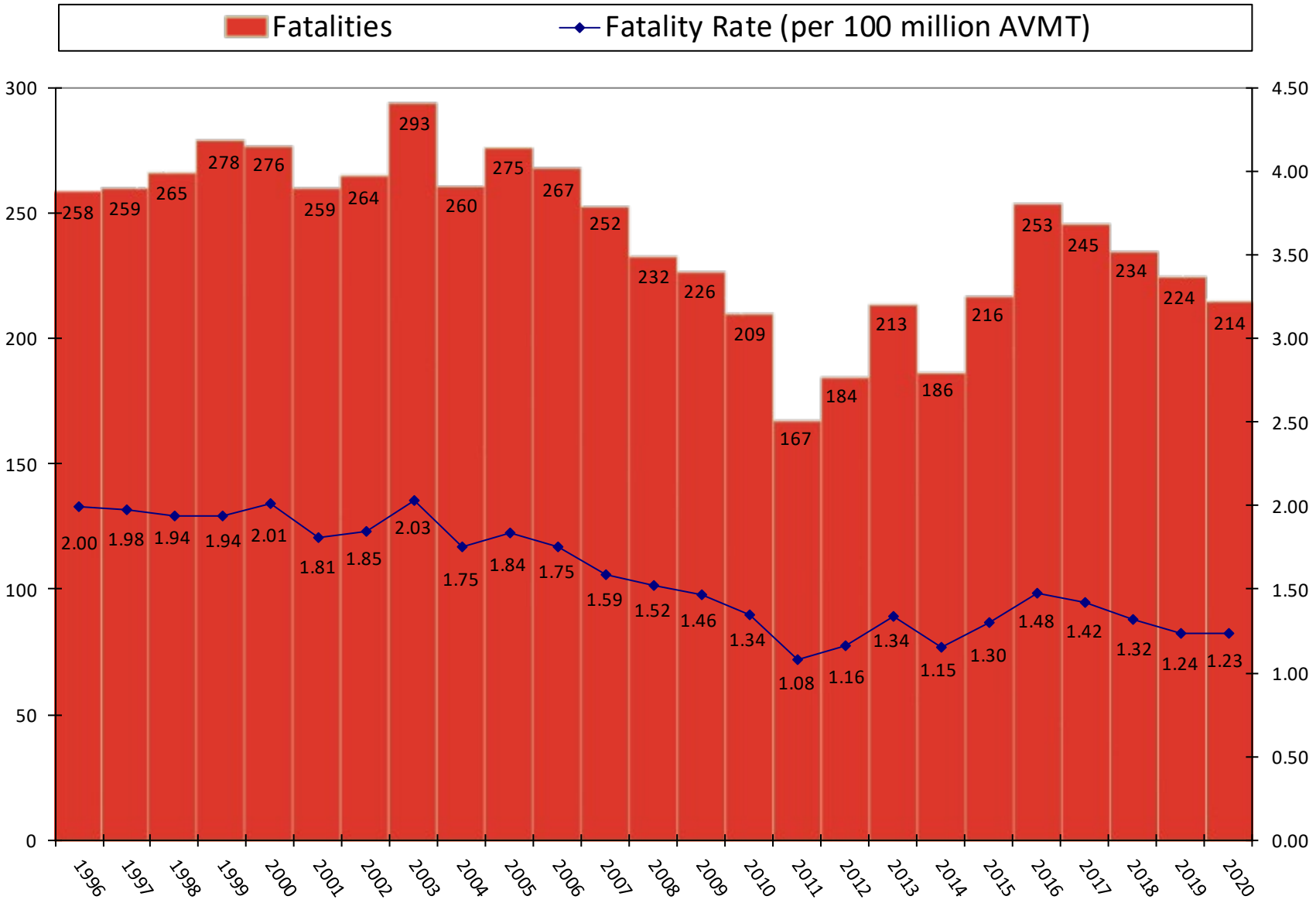
	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Roadside Obstacles- Fatal/Injury Crashes	2,207	2,056	2,089	2,102	2,053	-2.3%	-1.5%
% of Crashes	23.1%	22.7%	22.5%	22.5%	25.3%	12.7%	-0.9%
Roadway Defects- Fatal/Injury Crashes	221	244	222	251	271	8.0%	4.8%
% of Crashes	2.3%	2.7%	2.4%	2.7%	3.3%	24.5%	5.9%
Vehicle Defects- Fatal/Injury Crashes	214	219	235	201	195	-3.0%	-1.6%
% of Vehicles	1.2%	1.3%	1.3%	1.1%	1.3%	16.3%	-1.4%
Self-Reported Restraint Use*- Fatal/Injury Crashes	19,303	18,146	18,822	19,317	15,390	-20.3%	0.1%
% Usage	85.3%	85.5%	86.0%	86.4%	83.3%	-3.6%	0.4%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	1,104	1,025	1,067	1,035	765	-26.1%	-2.0%
% Usage	79.7%	80.5%	80.7%	80.2%	80.5%	0.4%	0.2%
Helmet Use- Fatal/Injury Crashes	286	304	284	319	261	-18.2%	4.0%
% of Motorcycle Operators	55.0%	58.7%	56.0%	65.8%	57.1%	-13.2%	6.5%
Emergency Medical Service Response to Fatal/Injury Crashes	6,476	6,024	6,213	6,272	5,598	-10.7%	-1.0%
% of Fatal & Injury Crashes	67.7%	66.6%	66.8%	67.1%	69.0%	2.9%	-0.3%

** 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)
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