Idaho Traffic Crashes

2022

Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2022

Prepared by the Idaho Office of Highway Safety

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Introduction

Idaho Traffic Crashes 2022 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 2022 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 2022*, 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 2022 are listed below:

- The number of motor vehicle crashes increased by 0.4 percent, from 27,547 in 2021 to 27,661 in 2022. The number of fatalities resulting from motor vehicle crashes decreased from 273 in 2021 to 215 in 2022, a 21 percent decrease. The number of fatal crashes decreased from 246 in 2021 to 194 in 2022. The number of suspected serious injuries decreased from 1,367 in 2021 to 1,336 in 2022, a 3 percent decrease.

- Idaho's fatality rate per 100 million vehicle miles traveled was 1.12 in 2022, down from1.40 in 2021.

- While 64 percent of all motor vehicle crashes occurred on urban roadways, 75 percent of the fatal motor vehicle crashes occurred on rural roadways in 2022.

- Fatalities resulting from impaired driving crashes increased in 2022 by 2 percent and 51 percent of all fatalities resulted from impaired driving. Of the 110 people killed in impaired driving crashes, 93 (85 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.

- Idaho's observed seat belt was 87.6 percent in 2022, up from 82.9% in 2021. Only 34 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 42 of the 84 unbelted motor vehicle occupants killed, may have been survived.

- Aggressive driving was a contributing factor in 51 percent of motor vehicle crashes and 81 people were killed in aggressive driving crashes in 2022.

- Distracted driving was a factor in 17 percent of the motor vehicle crashes in 2022 and 34 people were killed in distracted driving crashes.

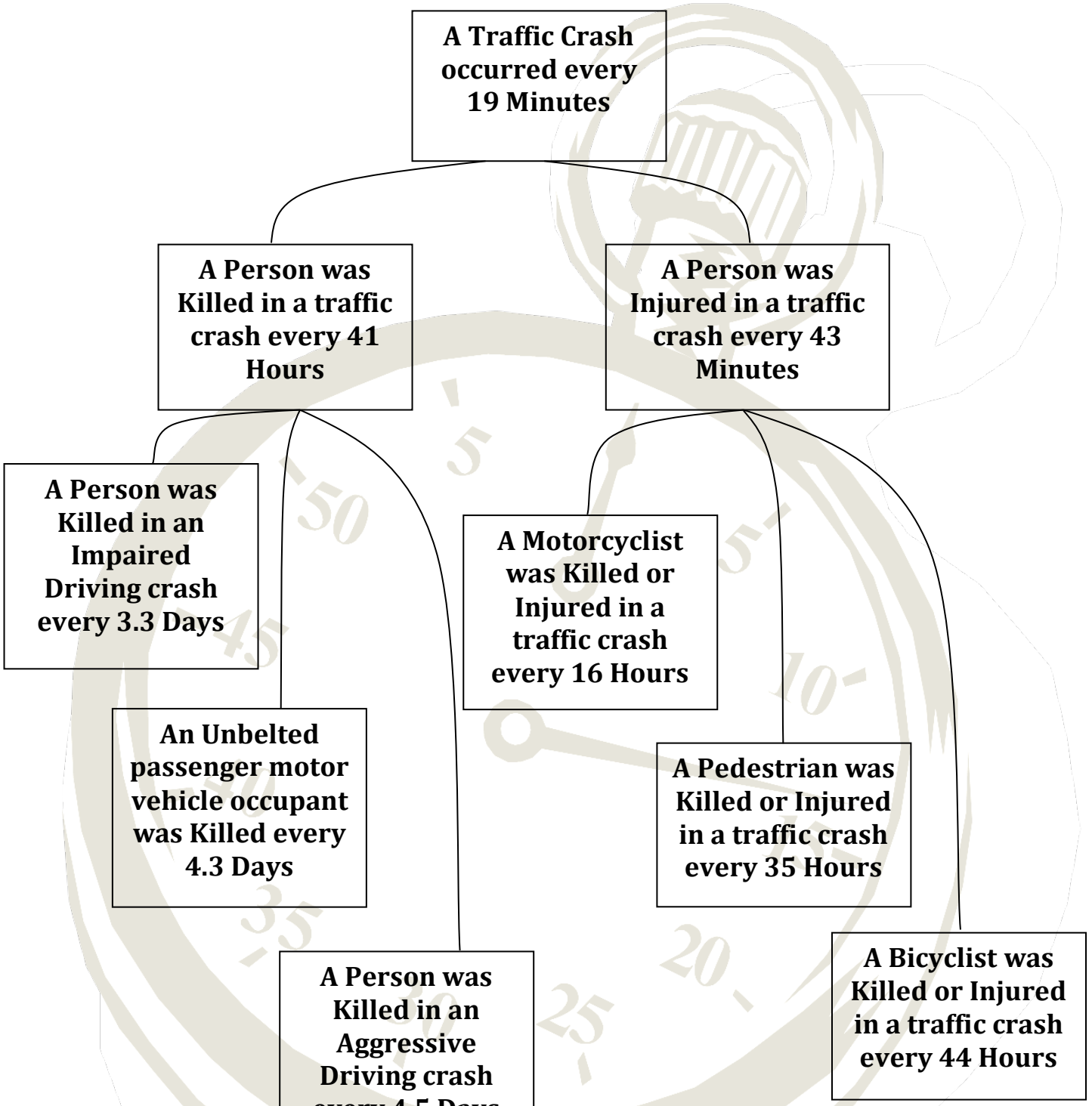
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2022, youthful drivers were 2.4 times as likely as all other drivers to be involved in a fatal or injury crash. There were 25 people killed in crashes involving youthful drivers in 2022.

- The number of motorcyclists killed in motor vehicle crashes decreased slightly to 29 in 2022. Almost half (44 percent) of fatal motorcycle crashes in 2022 involved just the motorcycle and just over a third (36 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.

- There were 16 pedestrians and 4 bicyclists killed in motor vehicle crashes in 2022.

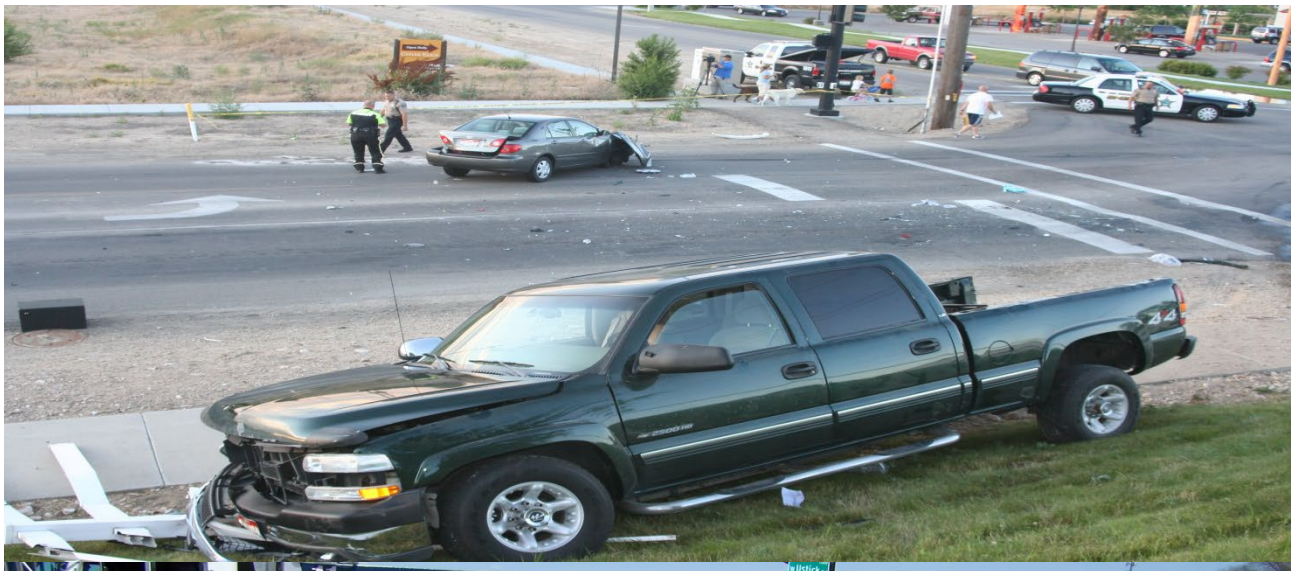
- Fatal crashes involving commercial motor vehicles decreased from 38 in 2021 to 27 in 2022. The number of injury crashes involving commercial motor vehicles decreased by 7 percent. There were 27 people killed and 1,093 people injured in commercial motor vehicle crashes in 2022.

Idaho's Traffic Crash Clock: 2022



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2018 through 2022. The total number of traffic crashes in 2022 increased by less than 1% from 2021. Fatal crashes decreased by 21%, while injury crashes decreased by 3%. Total fatalities decreased by 21% from the previous year, while the number of injuries increased by 4%. The number of property damage crashes increased by 2%. Much of the increases in 2021 are due to the decreases that resulted in 2020 due to the COVID-19 pandemic.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Total Crashes	24,031	27,015	22,528	27,549	27,661	0.4%	6.0%
Fatal Crashes	215	202	188	246	194	-21.1%	6.0%
Persons Killed (Fatalities)	234	224	215	273	215	-21.2%	6.2%
Injury Crashes	9,083	9,153	7,922	8,665	8,443	-2.6%	-1.1%
Persons Injured	13,301	13,331	11,455	12,616	12,155	-3.7%	-1.2%
Property-Damage-Only Crashes (>$1,500 after 2005)	14,733	17,661	14,418	18,638	19,024	2.1%	10.3%
Idaho Population (thousands)	1,754	1,787	1,827	1,901	1,939	2.0%	2.7%
Licensed Drivers (thousands)	1,255	1,283	1,316	1,362	1,398	2.6%	3.7%
Vehicle Miles of Travel (millions)	17,709	18,058	17,359	19,308	19,154	-0.8%	3.1%
Urban VMT (millions)	7,529	7,949	7,369	8,084	8,089	0.1%	2.7%
Rural VMT (millions)	10,180	10,109	9,990	11,224	11,066	-1.4%	3.5%
Registered Vehicles (thousands)	1,634	1,639	1,278	1,446	1,511	4.5%	-2.9%

There were 52 fewer fatal crashes in 2022 than in 2021, and 56 fewer people killed. Most (177) of the fatal crashes (91%) resulted in just one fatality; there were 14 fatal crashes (7%) that resulted in two fatalities, 2 fatal crashes resulting in three fatalities, and 1 fatal crash that resulted in four fatalities in 2022.

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 2021, the number of licensed drivers increased by 3% and the population grew by 2%, while the number of registered motor vehicles increased by 4.5%.

The statewide AVMT decreased by 1% in 2022. Commercial vehicles accounted for 18% of the statewide AVMT in 2022.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2018-2022.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatality Rate	1.32	1.24	1.23	1.41	1.12	-20.6%	2.7%
Injury Rate	75.11	73.82	65.99	65.34	63.46	-2.9%	-4.4%

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.: 2013-2022

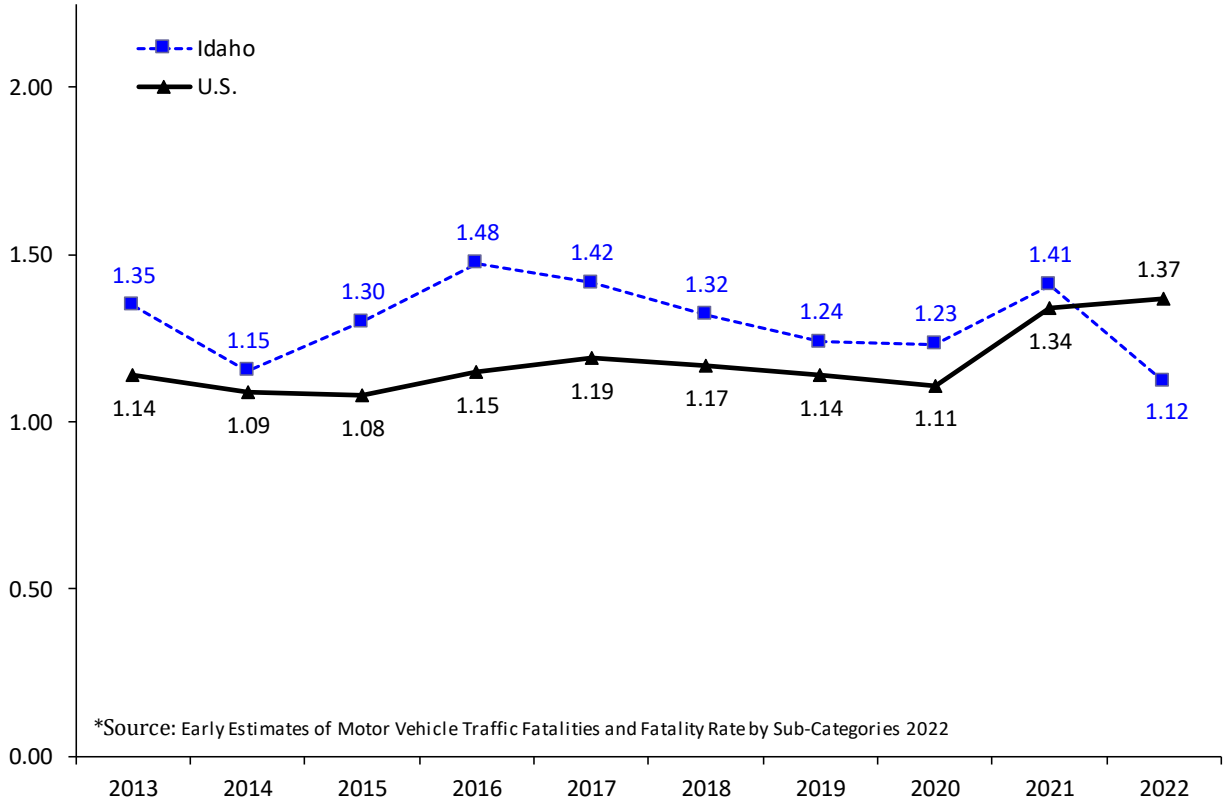
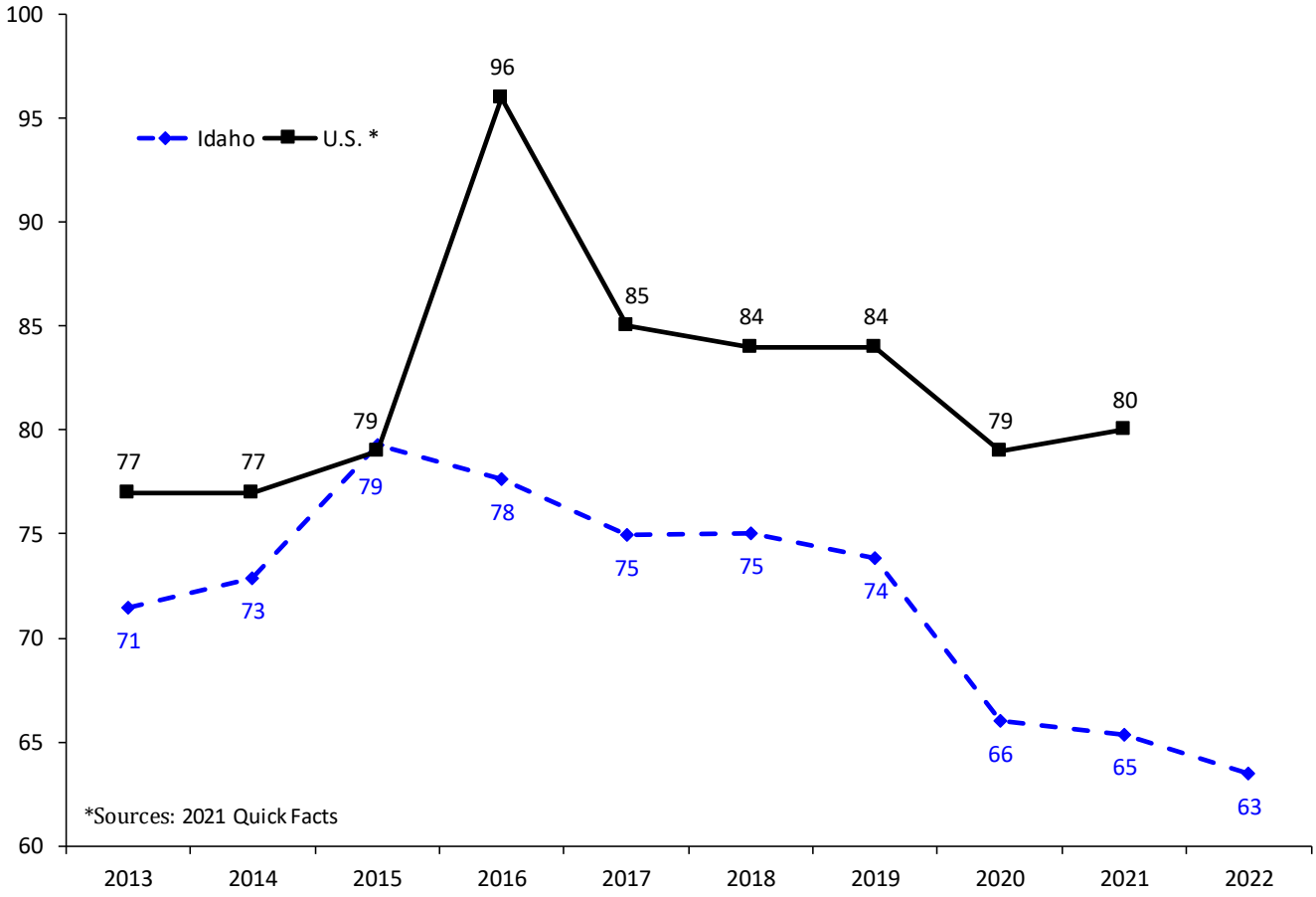


Figure 2

Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2013-2022



The 2022 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 2018 through 2022. The number of fatalities decreased to 215 in 2022.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatalities	234	224	215	273	215	-21.2%	6.2%
Suspected Serious Injury	1,250	1,154	1,102	1,367	1,336	-2.3%	4.0%
Suspected Minor Injury	3,984	3,889	3,637	4,393	4,604	4.8%	4.0%
Possible Injuries	8,067	8,288	6,716	6,856	6,215	-9.3%	-4.7%
No Injuries	46,662	53,251	42,205	53,591	53,667	0.1%	6.8%
Unknown / Missing	536	600	546	712	835	17.3%	11.1%
Total Persons in Crashes	60,733	67,406	54,420	67,190	66,872	-0.5%	5.1%

In 2022, there were 6 serious injuries for every person killed in motor vehicle crashes. On average, more than four people were killed or seriously injured every day in 2022. There was 1 person killed every 41 hours and 1 person injured every 43 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2022. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2022 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2022 was over $4.7 billion.

Table 4
Economic Cost of Idaho Crashes: 2022 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	215	$12,626,000	$2,714,590,000
Suspected Serious Injury	1,336	$528,228	$705,712,121
Suspected Minor Injury	4,604	$143,873	$662,389,221
Possible Injuries	6,215	$73,466	$456,590,897
No Injuries	53,667	$3,722	$199,733,787
Total Estimate of Economic Cost			**$4,739,016,025**

The cost of traffic crashes in 2022 amounts to $2,444 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 1.9 times as likely to result in a fatality as multiple-vehicle crashes were in 2022. 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: 2022

	Single Vehicle		Multiple Vehicles	
Type of Crash	Crashes	Injuries	Crashes	Injuries
Fatal	87	93	107	122
Suspected Serious Injury	451	537	618	799
Suspected Minor Injury	1,066	1,285	2,366	3,319
Possible Injury	924	1,223	3,018	4,992
Property Damage	5,876		13,148	
Total	**8,404**	**3,138**	**19,257**	**9,232**

In 2022, single-vehicle crashes represented only 30% of all crashes, yet accounted for 45% of all fatal crashes. Of the 87 fatal single-vehicle crashes, 72 (83%) occurred on rural roadways.

Of the 107 multiple-vehicle fatal crashes, 16 involved a pedestrian and 3 involved a bicycle. The other 88 (82%) involved two or more motor vehicles. Of the 107 fatal multiple-vehicle crashes, 73 (or 68%) 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 22% of single-vehicle crashes and contributed to 6% of multiple-vehicle crashes. Animal(s) in the Roadway was the second most prevalent contributing circumstance for single-vehicle crashes at 18%. Fail to Maintain Lane was the third most prevalent contributing circumstance for single-vehicle crashes at 15%, as well as contributing to 4% of multiple vehicle crashes.

Fail to Yield was the most prevalent contributing circumstance for multiple vehicle crashes, followed closely by Inattention/Distraction and Follow Too Close. Inattention/Distraction also contributed to 9% 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: 2022

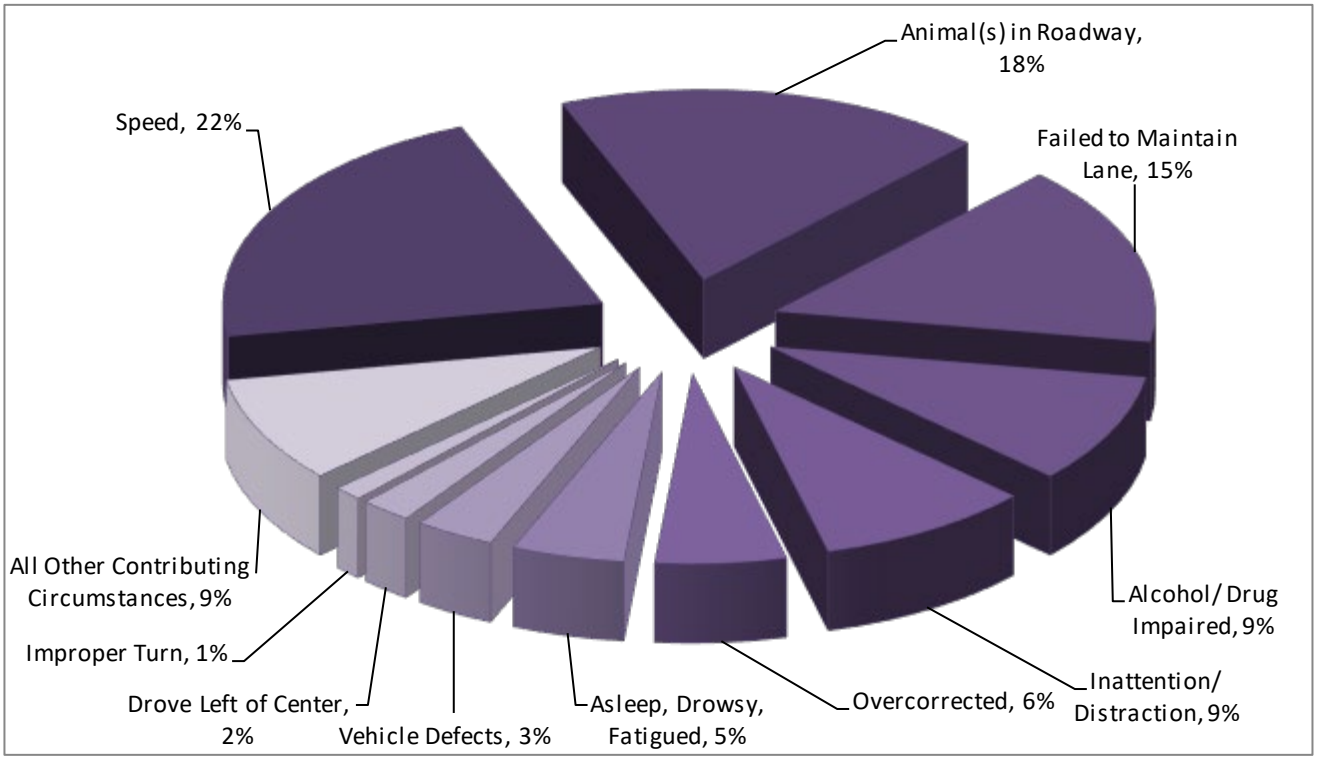


Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2022

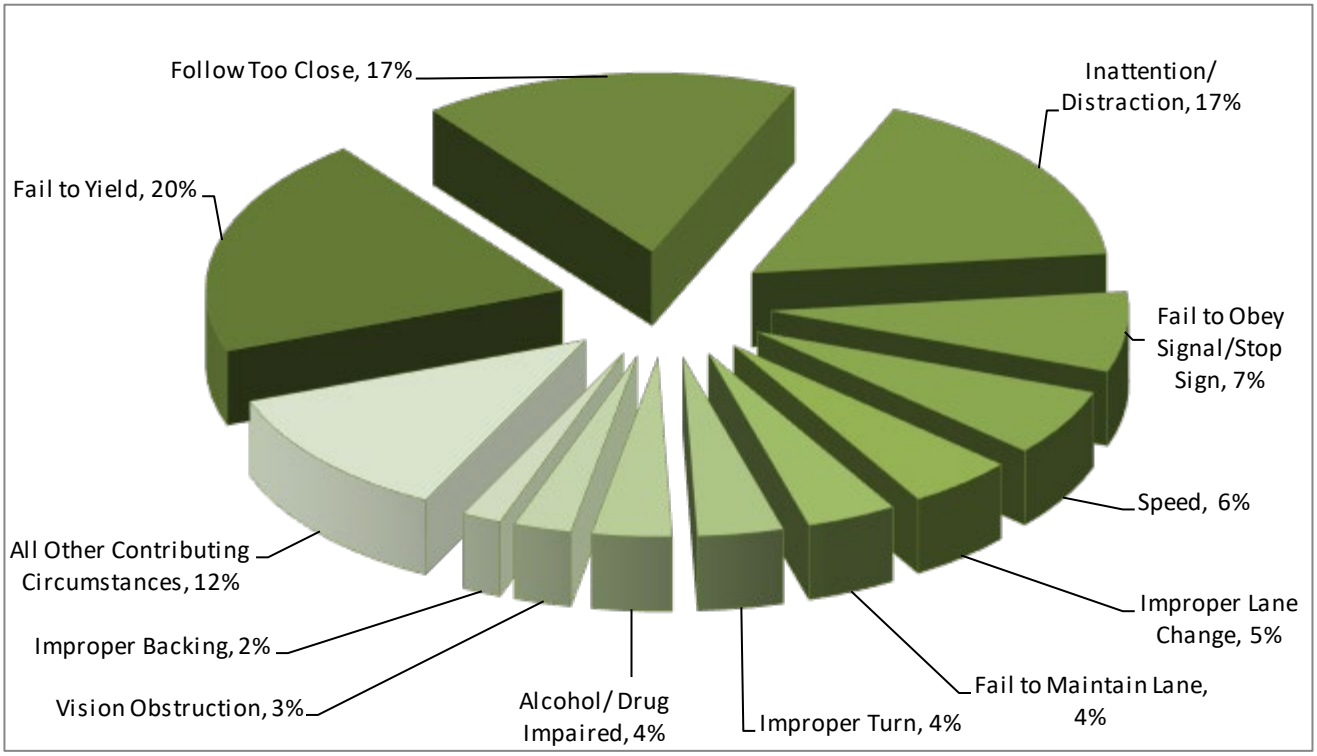


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2022

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (55.2%)	Head On (25.4%)
Tree (9.2%)	Angle (16.4%)
Ditch (6.9%)	Pedestrian (14.3%)
Immersion (5.7%)	Rear-End (13.9%)
Embankment (3.4%)	Angle - Turning (5.7%)
Other Post, Pole or Support (3.4%)	Overturn (4.1%)
Utility/Light Support (3.4%)	Head On - Turning (2.9%)
Other Object Not Fixed (2.3%)	Same Direction Turning (2.9%)
Traffic Sign Support (2.3%)	Pedalcycle (2.5%)
Bridge/Pier Abutment (1.1%)	Side Swiped Opposite (2.0%)
Culvert (1.1%)	Side Swiped - Same Direction (2.0%)
Curb (1.1%)	Fire / Explosion (1.2%)
Fire/Explosion (1.1%)	Parked Car (1.2%)
Non-Contact Unit (1.1%)	Other Object Not Fixed (0.8%)
Other (1.1%)	Rear-End Turning (0.8%)
Other Fixed Object (1.1%)	Struck by Falling/Shifting Cargo (0.8%)
	Ditch (0.4%)
	Embankment (0.4%)
	Guardrail Face (0.4%)
	Immersion (0.4%)
	Jackknifed (0.4%)
	Non-Contact Unit (0.4%)
	Tree (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 2022, there were 244 units involved in the 107 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 54% of the single vehicle fatalities and 23% of all fatalities in 2022.

Of the 45 passenger motor vehicle occupants killed in single-vehicle rollovers, 8 (or 18%) were wearing seat belts or were in a child safety seat. Of the 33 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 30 (or 91%) 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, 26 of the 45 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: 2022

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Suspected Serious Injuries	Suspected Minor Injuries	Possible Injuries
January	9	553	2,233	9	60	277	426
February	10	542	1,934	10	79	257	395
March	13	564	1,882	13	100	279	429
April	15	673	2,053	17	102	365	517
May	8	661	2,043	8	113	349	519
June	17	762	2,251	22	116	428	548
July	32	794	2,308	35	160	490	562
August	21	818	2,265	21	146	461	552
September	22	735	2,368	26	104	470	464
October	20	850	2,548	23	138	472	640
November	18	743	2,802	22	117	395	566
December	9	748	2,974	9	101	361	597
Totals	**194**	**8,443**	**27,661**	**215**	**1,336**	**4,604**	**6,215**

In 2022, July had the highest number of fatal crashes, followed by August, September, and October. November and December had the highest number of total crashes. Usually the winter months have the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes usually tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Crashes by Day of the Week

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

Figure 5
Fatal Crashes by Day of the Week: 2022

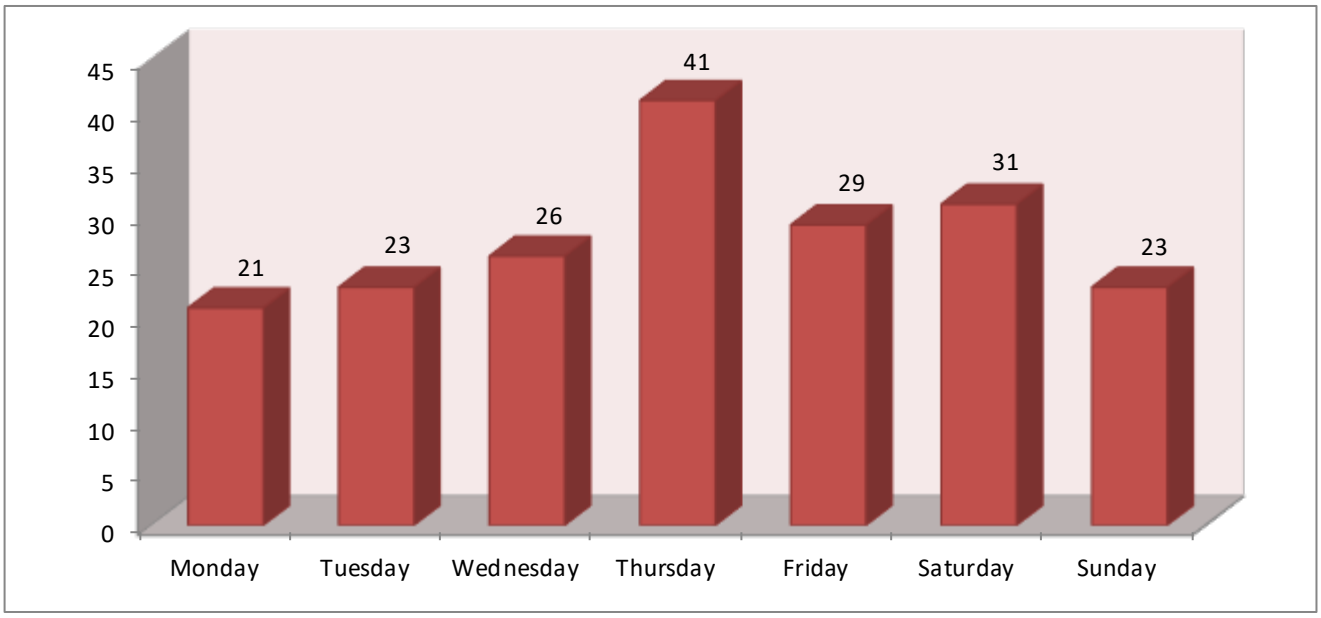
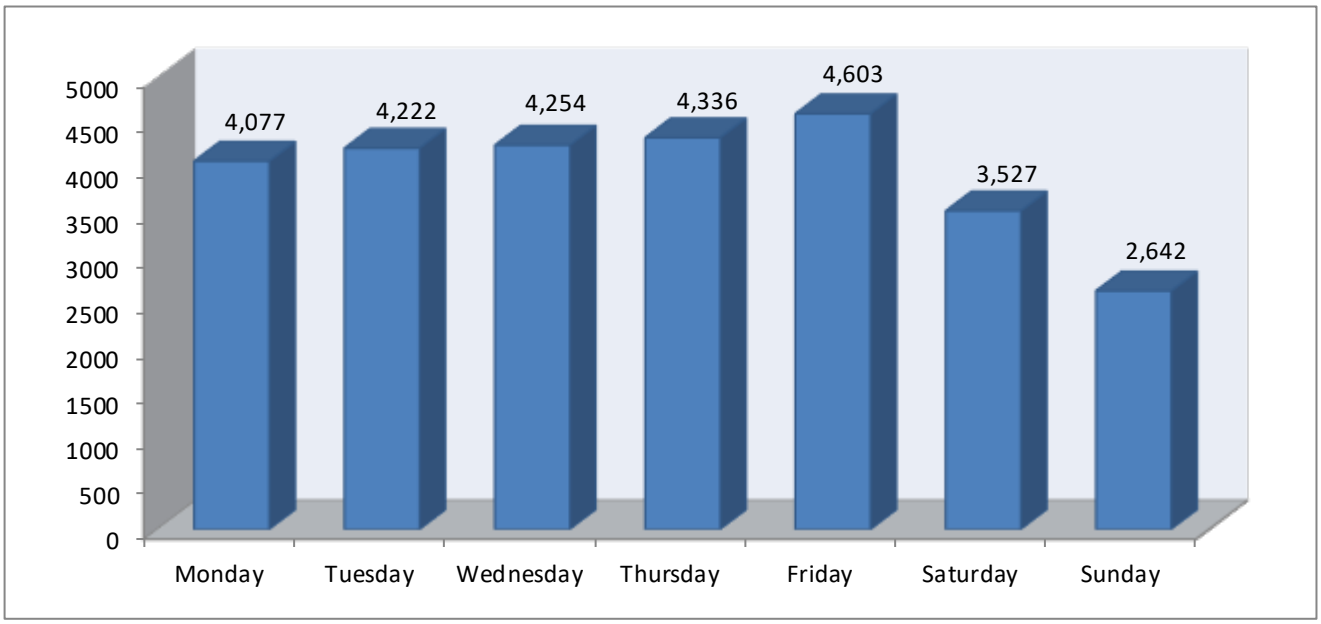


Figure 6
Total Crashes by Day of the Week: 2022



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: 2022

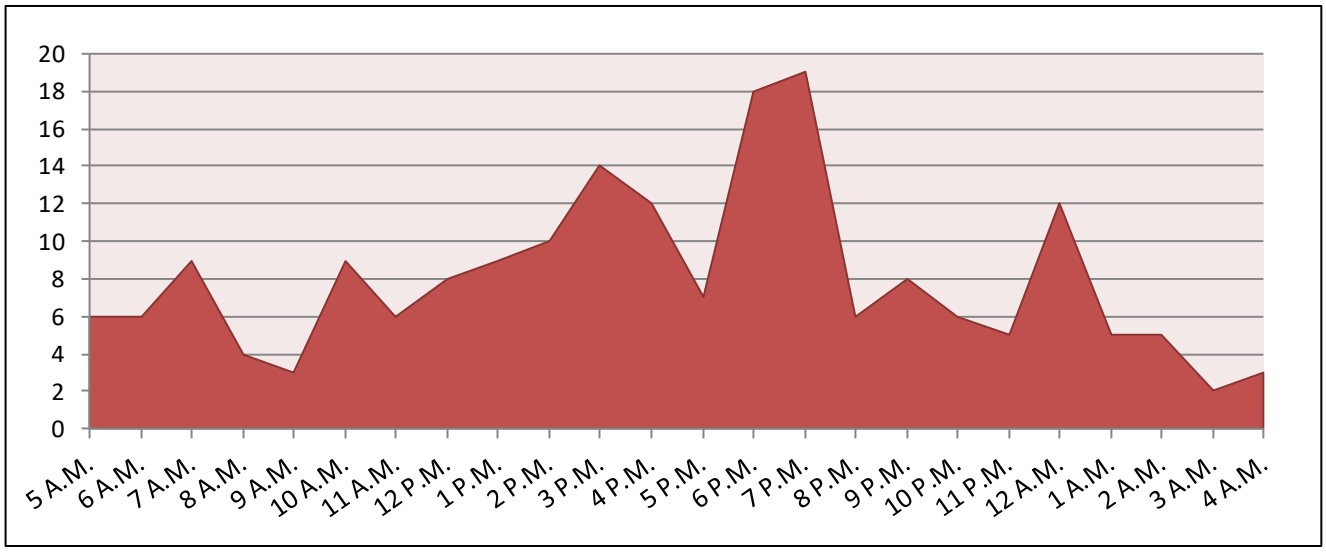
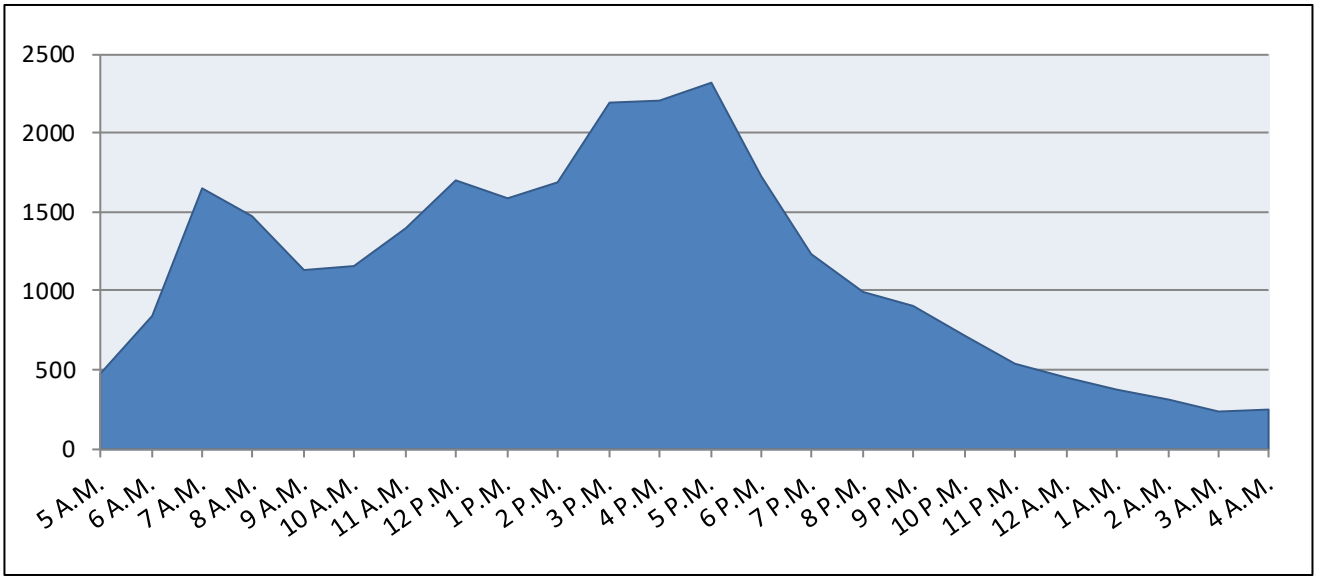


Figure 8
Total Crashes by Time of Day: 2022



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: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatal Crashes	215	201	188	246	194	-21.1%	6.0%
Urban	59	52	44	78	49	-37.2%	16.7%
Rural	156	149	144	168	145	-13.7%	2.9%
Injury Crashes:	9,083	9,153	7,922	8,665	8,443	-2.6%	-1.1%
Urban	6,118	6,285	5,124	5,582	5,342	-4.3%	-2.3%
Rural	2,965	2,868	2,798	3,083	3,101	0.6%	1.5%
Total Crashes:	24,031	27,015	22,528	27,549	27,661	0.4%	6.0%
Urban	16,217	18,478	14,653	17,877	17,770	-0.6%	5.1%
Rural	7,814	8,537	7,875	9,672	9,891	2.3%	8.1%

In 2022, 75% of fatal crashes occurred on rural roads, whereas 36% of all crashes occurred on rural roads. In Idaho in 2022, 85% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.[3]

Table 10
Comparison of Crash Rates per 100 Million AVMT by Roadway Classification: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatal Crash Rate	1.21	1.11	1.08	1.27	1.01	-20.5%	2.2%
Urban Fatal Crash Rate	0.78	0.65	0.60	0.96	0.61	-37.2%	12.1%
Rural Fatal Crash Rate	1.53	1.47	1.44	1.50	1.31	-12.5%	-0.7%
Injury Crash Rate	51.29	50.69	45.64	44.88	44.08	-1.8%	-4.3%
Urban Injury Crash Rate	81.26	79.07	69.54	69.05	66.04	-4.4%	-5.1%
Rural Injury Crash Rate	29.13	28.37	28.01	27.47	28.02	2.0%	-1.9%
Total Crash Rate	135.70	149.60	129.78	142.67	144.41	1.2%	2.3%
Urban Total Crash Rate	215.39	232.47	198.86	221.14	219.69	-0.7%	1.6%
Rural Total Crash Rate	76.76	84.45	78.83	86.15	89.38	3.7%	4.2%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2018-2022, 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: 2018-2022

Roadway Information	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Local Roads:							
VMT (100 millions)	77.2	79.4	76.4	83.9	83.6	-0.4%	3.0%
Fatal Crashes	81	82	75	94	75	-20.2%	6.0%
Injury Crashes	5,223	5,372	4,548	4,859	4,770	-1.8%	-1.9%
Total Crashes	14,185	16,083	12,632	15,414	15,422	0.1%	4.6%
Fatal Crash Rate	1.0	1.0	1.0	1.1	0.9	-19.9%	2.5%
Injury Crash Rate	67.6	67.7	59.5	57.9	57.1	-1.4%	-4.9%
Total Crash Rate	183.6	202.6	165.3	183.7	184.5	0.5%	1.0%
U.S. and State Highways:							
VMT (100 millions)	55.0	56.0	55.1	61.2	60.0	-2.0%	3.7%
Fatal Crashes	95	88	91	115	90	-21.7%	7.5%
Injury Crashes	2,927	2,727	2,530	2,715	2,720	0.2%	-2.2%
Total Crashes	7,630	7,813	7,216	8,697	8,769	0.8%	5.1%
Fatal Crash Rate	1.7	1.6	1.7	1.9	1.5	-20.2%	3.3%
Injury Crash Rate	53.2	48.7	45.9	44.4	45.4	2.2%	-5.8%
Total Crash Rate	138.6	139.4	130.9	142.2	146.3	2.8%	1.0%
Interstate Highways:							
VMT (100 millions)	44.8	45.2	42.0	48.0	48.0	0.1%	2.7%
Fatal Crashes	39	31	22	37	29	-21.6%	6.2%
Injury Crashes	933	1,054	844	1,091	953	-12.6%	7.4%
Total Crashes	2,216	3,119	2,680	3,436	3,470	1.0%	18.3%
Fatal Crash Rate	0.9	0.7	0.5	0.8	0.6	-21.7%	0.8%
Injury Crash Rate	20.8	23.3	20.1	22.7	19.8	-12.7%	3.8%
Total Crash Rate	49.5	69.1	63.8	71.6	72.3	0.9%	14.7%
Statewide Totals:							
VMT (100 millions)	177.1	180.6	173.6	193.1	191.5	-0.8%	3.1%
Fatal Crashes	215	201	188	246	194	-21.1%	6.0%
Injury Crashes	9,083	9,153	7,922	8,665	8,443	-2.6%	-1.1%
Total Crashes	24,031	27,015	22,528	27,549	27,661	0.4%	6.0%
Fatal Crash Rate	1.2	1.1	1.1	1.3	1.0	-20.5%	2.2%
Injury Crash Rate	51.3	50.7	45.6	44.9	44.1	-1.8%	-4.3%
Total Crash Rate	135.7	149.6	129.8	142.7	144.4	1.2%	2.3%

Crashes by Idaho Counties and Cities

Table 12
Crash History of Idaho Counties: 2020-2022

	Fatal Crashes			Injury Crashes			Total Crashes		
County	**2020**	**2021**	**2022**	**2020**	**2021**	**2022**	**2020**	**2021**	**2022**
Ada	17	21	19	2,119	2,355	2,285	5,530	6,769	6,681
Adams	3	1	0	25	22	11	53	56	53
Bannock	8	11	8	361	434	390	1,173	1,481	1,535
Bear Lake	1	0	0	40	26	28	98	105	105
Benewah	0	2	2	52	41	53	168	200	193
Bingham	2	11	10	176	208	204	540	699	735
Blaine	2	6	2	62	70	64	222	345	317
Boise	7	9	5	61	78	64	168	207	159
Bonner	5	9	11	156	168	189	505	604	710
Bonneville	11	20	10	508	414	382	1,360	1,174	1,175
Boundary	4	1	1	49	47	50	141	138	191
Butte	3	2	2	15	15	20	40	65	55
Camas	0	1	0	3	4	9	8	27	31
Canyon	22	26	16	1,200	1,426	1,328	3,244	4,293	4,231
Caribou	1	2	1	36	30	30	88	112	124
Cassia	2	7	8	141	160	149	440	524	654
Clark	1	1	1	17	20	26	51	68	82
Clearwater	1	1	0	28	21	19	93	77	77
Custer	1	3	1	19	20	15	50	51	38
Elmore	7	14	8	161	185	156	382	538	469
Franklin	1	0	1	29	24	39	74	53	107
Fremont	7	3	4	65	82	86	216	311	300
Gem	4	3	5	60	59	74	132	170	190
Gooding	8	4	2	57	65	71	154	205	232
Idaho	6	5	8	77	92	84	226	300	242
Jefferson	2	2	4	83	74	80	290	323	269
Jerome	4	13	6	165	187	203	441	541	611
Kootenai	13	20	9	649	692	705	2,166	2,568	2,474
Latah	1	6	0	122	112	130	399	493	423
Lemhi	3	6	1	46	51	57	112	152	158
Lewis	1	1	1	24	22	18	54	58	57
Lincoln	3	2	1	24	24	37	62	89	117
Madison	2	4	2	156	173	164	491	651	592
Minidoka	1	2	5	89	106	103	255	374	351
Nez Perce	7	8	9	193	225	199	598	784	731
Oneida	1	2	0	35	36	37	94	142	135
Owyhee	2	4	4	54	39	38	135	103	103
Payette	3	4	2	103	125	124	277	336	380
Power	2	0	2	51	61	52	152	192	186
Shoshone	2	0	2	38	54	54	159	175	256
Teton	1	1	3	24	19	33	77	87	122
Twin Falls	10	4	14	474	513	489	1,334	1,577	1,666
Valley	4	3	3	47	52	62	169	209	208
Washington	2	1	1	28	34	32	107	123	136
TOTALS	**188**	**246**	**194**	**7,922**	**8,665**	**8,443**	**22,528**	**27,549**	**27,661**

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2020-2022 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2022.

Table 13
Crash History of Idaho Cities: 2020-2022

	Fatal Crashes			Injury Crashes			Total Crashes		
City by Population Size	**2020**	**2021**	**2022**	**2020**	**2021**	**2022**	**2020**	**2021**	**2022**
40,000 and over									
Boise	7	7	3	991	1,109	1,005	2,788	3,426	3,210
Caldwell	4	9	3	309	365	339	753	1,087	1,011
Coeur d'Alene	2	0	1	190	209	211	689	844	821
Idaho Falls	1	8	6	280	188	154	767	485	377
Meridian	1	4	4	719	810	827	1,640	1,916	2,018
Nampa	4	4	4	586	720	645	1,675	2,183	2,152
Pocatello	1	5	4	261	295	286	803	1,059	1,077
Post Falls	2	3	2	120	148	145	383	484	490
Rexburg	0	2	1	84	113	124	296	459	425
Twin Falls	1	0	4	302	332	296	871	998	1,067
15,000 - 39,999									
Ammon	0	0	0	37	32	27	75	90	89
Chubbuck	0	0	0	45	56	34	125	169	148
Eagle	1	2	1	74	83	91	230	338	286
Hayden	1	2	0	52	63	63	202	243	230
Kuna	0	2	3	47	57	61	124	182	221
Lewiston	4	3	2	101	125	118	360	521	489
Moscow	0	1	0	57	51	54	181	239	206
Mountain Home	0	0	2	26	38	30	82	143	114
5,000 - 14,999									
Blackfoot	0	1	0	36	49	54	137	184	210
Burley	0	2	0	58	62	60	214	303	356
Emmett	0	0	3	15	16	15	34	45	48
Fruitland	0	0	0	15	9	25	37	51	87
Garden City	0	2	2	64	67	82	196	242	264
Hailey	0	0	0	15	10	13	69	102	82
Jerome	1	2	0	27	35	29	85	125	114
Kimberly	0	0	0	2	3	4	15	22	14
Middleton	0	0	0	6	8	9	32	59	67
Payette	0	0	0	14	14	8	51	49	49
Preston	0	0	1	5	1	15	14	9	46
Rathdrum	0	1	0	35	30	35	79	89	93
Rigby	0	0	0	15	15	16	56	82	58
Rupert	0	0	0	7	10	11	26	50	38
Sandpoint	0	1	1	19	15	22	91	89	128
Shelley	0	0	0	3	14	8	22	30	37
Star	0	0	0	25	33	20	59	90	79
Weiser	0	0	0	6	4	6	28	32	48

Table 13 (Continued)
Crash History of Idaho Cities: 2020-2022

City by Population Size	Fatal Crashes 2020	Fatal Crashes 2021	Fatal Crashes 2022	Injury Crashes 2020	Injury Crashes 2021	Injury Crashes 2022	Total Crashes 2020	Total Crashes 2021	Total Crashes 2022
2,000 - 4,999									
American Falls	0	0	1	4	8	9	25	38	40
Bellevue	0	0	0	1	5	0	2	18	4
Bonners Ferry	0	0	0	7	5	9	20	25	33
Buhl	0	0	0	7	3	4	24	15	34
Dalton Gardens	0	0	0	3	2	5	10	16	17
Driggs	0	0	0	2	2	5	8	9	24
Filer	0	0	0	2	0	1	9	9	9
Gooding	0	0	0	2	7	4	19	30	30
Grangeville	0	1	0	2	0	4	16	19	18
Heyburn	0	0	0	13	14	16	37	45	58
Homedale	0	0	0	5	1	4	9	8	10
Iona	0	0	0	0	1	1	0	3	7
Kellogg	0	0	0	2	6	1	15	33	31
Ketchum	0	0	0	11	7	7	22	35	38
Malad	0	0	0	1	3	2	4	15	15
McCall	0	0	0	6	8	4	32	32	34
Montpelier	0	0	0	4	4	5	12	17	19
Orofino	0	0	0	6	5	6	30	26	21
Parma	0	0	0	1	0	2	1	7	5
St. Anthony	0	1	0	2	1	5	10	11	29
St. Maries	0	0	0	3	5	5	36	31	25
Salmon	0	0	0	1	4	10	15	32	29
Soda Springs	0	1	0	2	2	5	13	17	12
Spirit Lake	1	0	0	4	1	4	15	3	9
Sugar City	0	0	0	4	2	1	9	8	6
Victor	0	0	1	3	0	3	9	13	14
Wendell	0	0	0	5	1	8	10	8	18

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 2022 U. S. Census Bureau estimates for counties.

Table 14
Fatal and Injury Crash Rates by County - 2022

	2022 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	518.9	6,681	19	2,285	21	3,241	4.4
Bannock	89.5	1,535	8	390	12	567	4.4
Bonneville	129.5	1,175	10	382	10	570	3.0
Canyon	251.1	4,231	16	1,328	16	1,938	5.4
Kootenai	183.6	2,474	9	705	12	949	3.9
Madison	55.0	592	2	164	2	271	3.0
Twin Falls	93.7	1,666	14	489	15	708	5.4
Mean Crash Rate							**4.4**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2022

	2022 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	49.9	735	10	204	12	322	4.3
Blaine	24.9	317	2	64	3	106	2.7
Bonner	51.4	710	11	189	13	269	3.9
Cassia	25.7	654	8	149	8	233	6.1
Elmore	29.4	469	8	156	8	229	5.6
Jefferson	33.4	269	4	80	5	120	2.5
Jerome	25.3	611	6	203	6	312	8.3
Latah	41.0	423	0	130	0	160	3.2
Minidoka	22.2	351	5	103	5	153	4.9
Nez Perce	43.0	731	9	199	12	264	4.8
Payette	27.0	380	2	124	2	168	4.7
Mean Crash Rate							**4.5**
10,000 - 19,999							
Benewah	10.4	193	2	53	2	64	5.3
Boundary	13.3	191	1	50	1	68	3.8
Franklin	15.2	107	1	39	1	78	2.6
Fremont	14.0	300	4	86	4	147	6.4
Gem	20.4	190	5	74	5	102	3.9
Gooding	15.7	232	2	71	2	93	4.6
Idaho	17.6	242	8	84	9	108	5.2
Owyhee	12.6	103	4	38	4	58	3.3
Shoshone	14.0	256	2	54	2	87	4.0
Teton	12.5	122	3	33	3	65	2.9
Valley	12.5	208	3	62	4	91	5.2
Washington	11.1	136	1	32	1	49	3.0
Mean Crash Rate							**4.1**
5,000 - 9,999							
Bear Lake	6.7	105	0	28	0	35	4.2
Boise	8.3	159	5	64	5	77	8.3
Caribou	7.2	124	1	30	1	46	4.3
Clearwater	9.0	77	0	19	0	24	2.1
Lemhi	8.2	158	1	57	1	74	7.0
Lincoln	5.3	117	1	37	1	51	7.1
Power	8.1	186	2	52	2	76	6.7
Mean Crash Rate							**5.6**

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2022

	2022 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	4.8	53	0	11	0	18	2.3
Butte	2.7	55	2	20	2	34	8.2
Camas	1.2	31	0	9	0	12	7.8
Clark	0.8	82	1	26	1	32	33.5
Custer	4.5	38	1	15	1	17	3.6
Lewis	3.8	57	1	18	1	24	5.0
Oneida	4.7	135	0	37	0	45	7.9
Mean Crash Rate							**6.3**
Statewide Totals	**1,928.7**	**27,661**	**194**	**8,443**	**215**	**12,155**	**4.5**

Table 15 lists fatal and injury crash data and rates for Idaho cities with populations over 2,000 by population groupings. Population figures are from the U. S. Census Bureau estimates for cities for 2022.

Table 15
Fatal and Injury Crash Rates by City – 2022

	2022 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	236.6	3,210	3	1,005	4	1,347	4.3
Caldwell	65.9	1,011	3	339	3	534	5.2
Coeur d'Alene	56.7	821	1	211	2	296	3.7
Idaho Falls	67.7	377	6	154	6	219	2.4
Meridian	129.7	2,018	4	827	4	1,260	6.4
Nampa	111.0	2,152	4	645	4	885	5.8
Pocatello	57.7	1,077	4	286	4	415	5.0
Post Falls	44.2	490	2	145	2	187	3.3
Rexburg	40.5	425	1	124	1	202	3.1
Twin Falls	54.3	1,067	4	296	4	410	5.5
Mean Crash Rate							**4.7**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2022

	2022 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
15,000 - 39,999							
Ammon	19.0	89	0	27	0	33	1.4
Chubbuck	16.2	148	0	34	0	42	2.1
Eagle	32.4	286	1	91	1	138	2.8
Hayden	16.5	230	0	63	0	83	3.8
Kuna	27.2	221	3	61	4	85	2.4
Lewiston	34.9	489	2	118	3	154	3.4
Moscow	26.2	206	0	54	0	64	2.1
Mountain Home	16.5	114	2	30	2	44	1.9
Mean Crash Rate							**2.6**
5,000 - 14,999							
Blackfoot	12.7	210	0	54	0	76	4.3
Burley	12.1	356	0	60	0	82	4.9
Emmett	8.2	48	3	15	3	21	2.2
Fruitland	6.7	87	0	25	0	32	3.7
Garden City	12.9	264	2	82	2	110	6.5
Hailey	9.6	82	0	13	0	21	1.3
Jerome	13.0	114	0	29	0	43	2.2
Kimberly	5.1	14	0	4	0	7	0.8
Middleton	10.7	67	0	9	0	10	0.8
Payette	8.6	49	0	8	0	13	0.9
Preston	6.0	46	1	15	1	26	2.7
Rathdrum	10.7	93	0	35	0	43	3.3
Rigby	5.5	58	0	16	0	22	2.9
Rupert	6.2	38	0	11	0	15	1.8
Sandpoint	9.8	128	1	22	1	27	2.4
Shelley	5.1	37	0	8	0	13	1.6
Star	14.6	79	0	20	0	27	1.4
Weiser	5.9	48	0	6	0	8	1.0
Mean Crash Rate							**2.7**

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2022

	2022 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	4.7	40	1	9	1	18	2.1
Bellevue	2.6	4	0	0	0	0	0.0
Bonners Ferry	2.7	33	0	9	0	11	3.3
Buhl	4.7	34	0	4	0	6	0.9
Dalton Gardens	2.5	17	0	5	0	6	2.0
Driggs	2.3	0	0	0	0	5	0.0
Filer	2.9	9	0	1	0	1	0.3
Gooding	3.7	30	0	4	0	8	1.1
Grangeville	3.6	18	0	4	0	5	1.1
Heyburn	3.6	58	0	16	0	31	4.4
Homedale	3.1	10	0	4	0	5	1.3
Iona	3.0	7	0	1	0	1	0.3
Kellogg	2.5	31	0	1	0	5	0.4
Ketchum	3.6	38	0	7	0	8	2.0
Malad	2.3	15	0	2	0	6	0.9
McCall	4.0	34	0	4	0	5	1.0
Montpelier	2.7	19	0	5	0	6	1.8
Orofino	3.3	21	0	6	0	9	1.8
Parma	2.1	5	0	2	0	2	0.9
St. Anthony	3.2	29	0	5	0	7	1.6
St. Maries	3.2	25	0	5	0	6	1.6
Salmon	2.5	29	0	10	0	12	4.0
Soda Springs	3.9	12	0	5	0	7	1.3
Spirit Lake	2.5	9	0	4	0	4	1.6
Sugar City	2.0	0	0	0	0	1	0.0
Victor	2.2	14	1	3	1	7	1.8
Wendell	2.9	18	0	8	0	10	2.7
Mean Crash Rate							**1.5**

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, 2022

Age	2010	2015	2020	2022	Change 2010-2020	Change 2015-2020
15*	2,592	3,443	3,447	4,692	81.0%	36.3%
(%)	0.2%	0.3%	0.3%	0.3%		
16-24	153,891	160,140	176,921	189,644	23.2%	18.4%
(%)	14.4%	14.0%	13.4%	13.6%		
25-34	191,583	196,056	217,998	230,349	20.2%	17.5%
(%)	17.9%	17.1%	16.6%	16.5%		
35-44	177,226	186,231	220,029	233,277	31.6%	25.3%
(%)	16.6%	16.3%	16.7%	16.7%		
45-54	195,441	186,222	194,912	206,617	5.7%	11.0%
(%)	18.3%	16.3%	14.8%	14.8%		
55-64	177,521	195,777	212,609	212,866	19.9%	8.7%
(%)	16.6%	17.1%	16.2%	15.2%		
65+	171,288	216,423	290,484	320,561	87.1%	48.1%
(%)	16.0%	18.9%	22.1%	22.9%		
TOTALS	1,069,542	1,144,292	1,316,400	1,398,006	30.7%	22.2%

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

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 6 months after completing a driver's training course; during the 6 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 6 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present. Another amendment, taking effect July 1, 2007, increased the number of months for the supervised driving period to 6 months and restricted the number of passengers not related to the driver to no more than one for drivers under the age of 17.

Also of note is the increase in the driving population over the age of 65 since 2010. That segment of drivers has increased from 16% of all licensed drivers in 2010 to 23% of licensed drivers in 2022. This is why we are seeing increased numbers of drivers over 65 in crashes. While being the safest drivers, there are more of them.

Driver Age and Crash Involvement

Table 17
Driver Age as a Factor in Crashes: 2022

	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
Age	**Number**	**%**	**Number**	**%**	**Involvement***	**Number**	**%**	**Involvement***
15	4,692	0.3%	514	1.1%	3.2	138	0.9%	2.7
16	13,210	0.9%	1,289	2.7%	2.9	396	2.6%	2.7
17	18,075	1.3%	1,559	3.3%	2.5	460	3.0%	2.3
18	19,970	1.4%	1,622	3.4%	2.4	510	3.3%	2.3
19	22,734	1.6%	1,412	3.0%	1.8	423	2.8%	1.7
20	23,040	1.6%	1,348	2.8%	1.7	418	2.7%	1.7
21	21,504	1.5%	1,309	2.8%	1.8	412	2.7%	1.8
22	23,199	1.7%	1,290	2.7%	1.6	397	2.6%	1.6
23	23,928	1.7%	1,223	2.6%	1.5	360	2.4%	1.4
24	23,984	1.7%	1,124	2.4%	1.4	344	2.3%	1.3
25-34	230,349	16.5%	9,200	19.4%	1.2	3,045	20.0%	1.2
35-44	233,277	16.7%	7,843	16.6%	1.0	2,613	17.1%	1.0
45-54	206,617	14.8%	5,963	12.6%	0.9	1,992	13.1%	0.9
55-64	212,866	15.2%	4,891	10.3%	0.7	1,635	10.7%	0.7
65-74	196,294	14.0%	3,454	7.3%	0.5	1,179	7.7%	0.6
75+	124,267	8.9%	1,898	4.0%	0.5	619	4.1%	0.5
Not Stated or Other			1,392	2.9%		308	2.0%	
TOTALS	**1,398,006**		**47,331**			**15,249**		

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

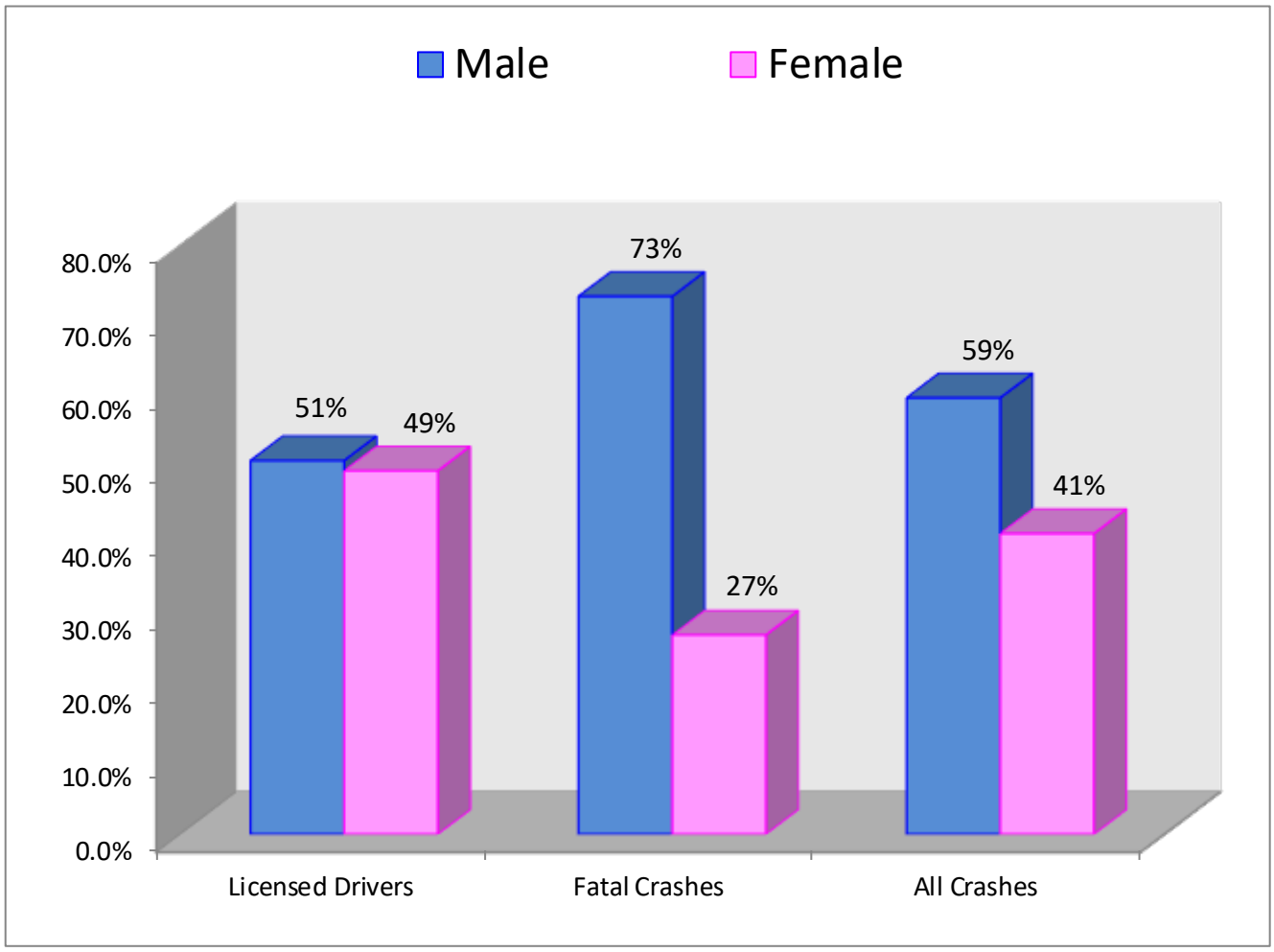
Drivers, ages 19 and under, were involved in 2.2 times as many fatal or injury traffic crashes as expected. This age group comprised 5.6% of all licensed drivers and accounted for 12.6% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.5 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

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

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 59% of the drivers in all crashes and 73% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2022



In 2022, males were 1.4 times more likely than females to be involved in any crash but were 2.6 times as likely as females to be involved in a fatal crash.

Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 11), 15 year-old male drivers were involved in 2.8 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 2.7 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2022

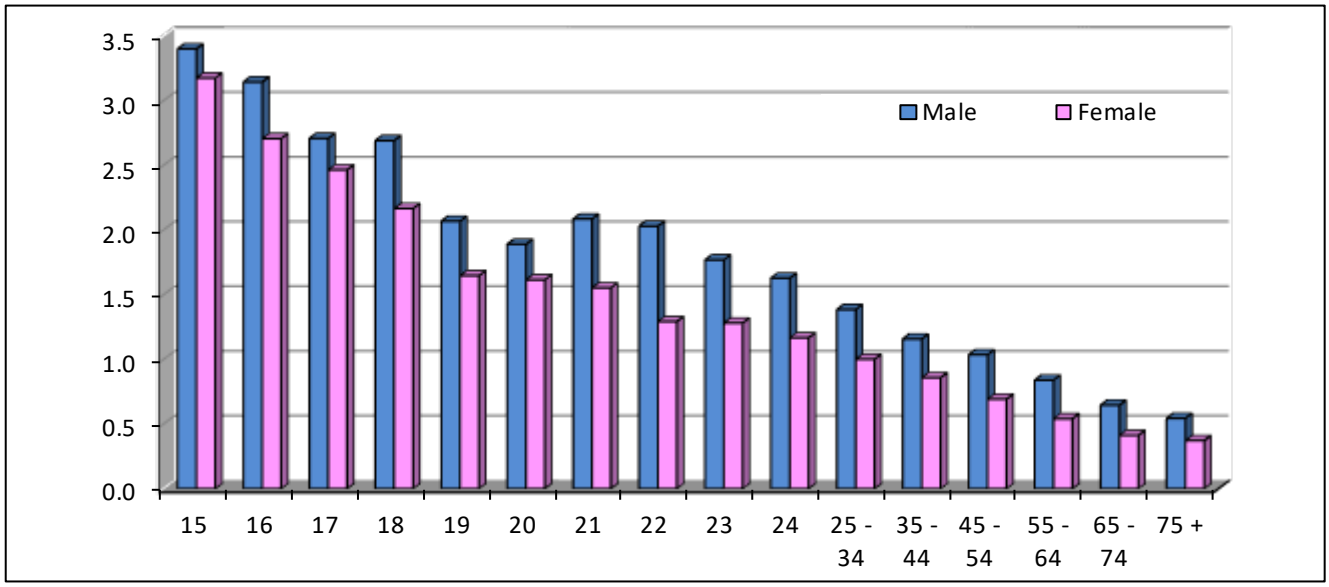
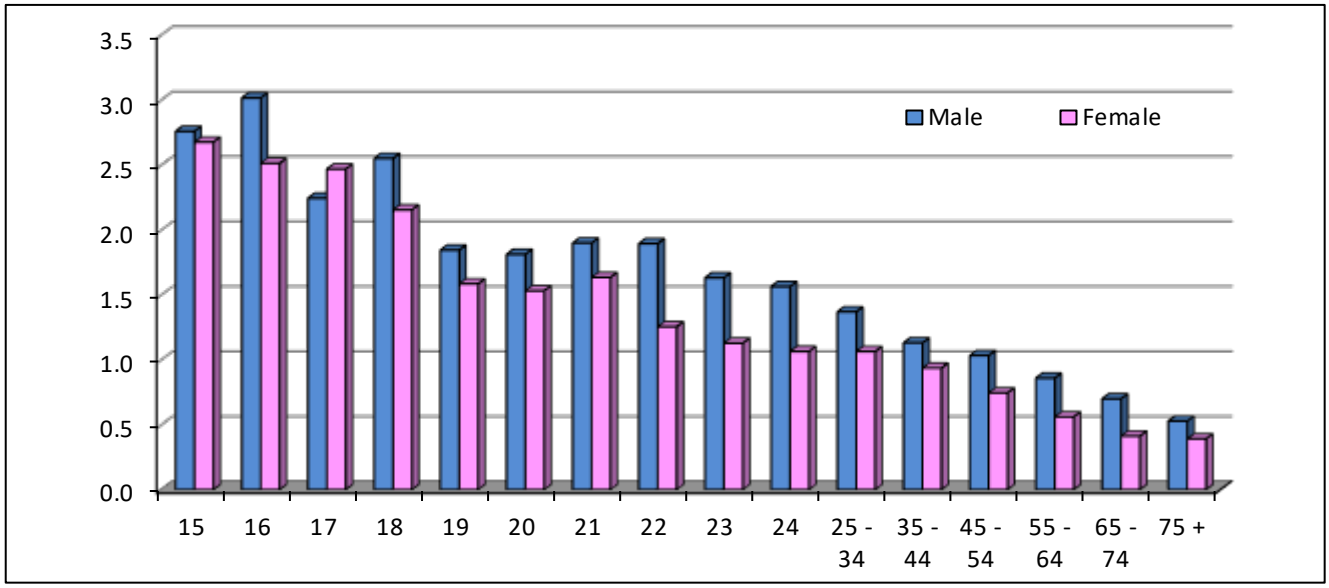


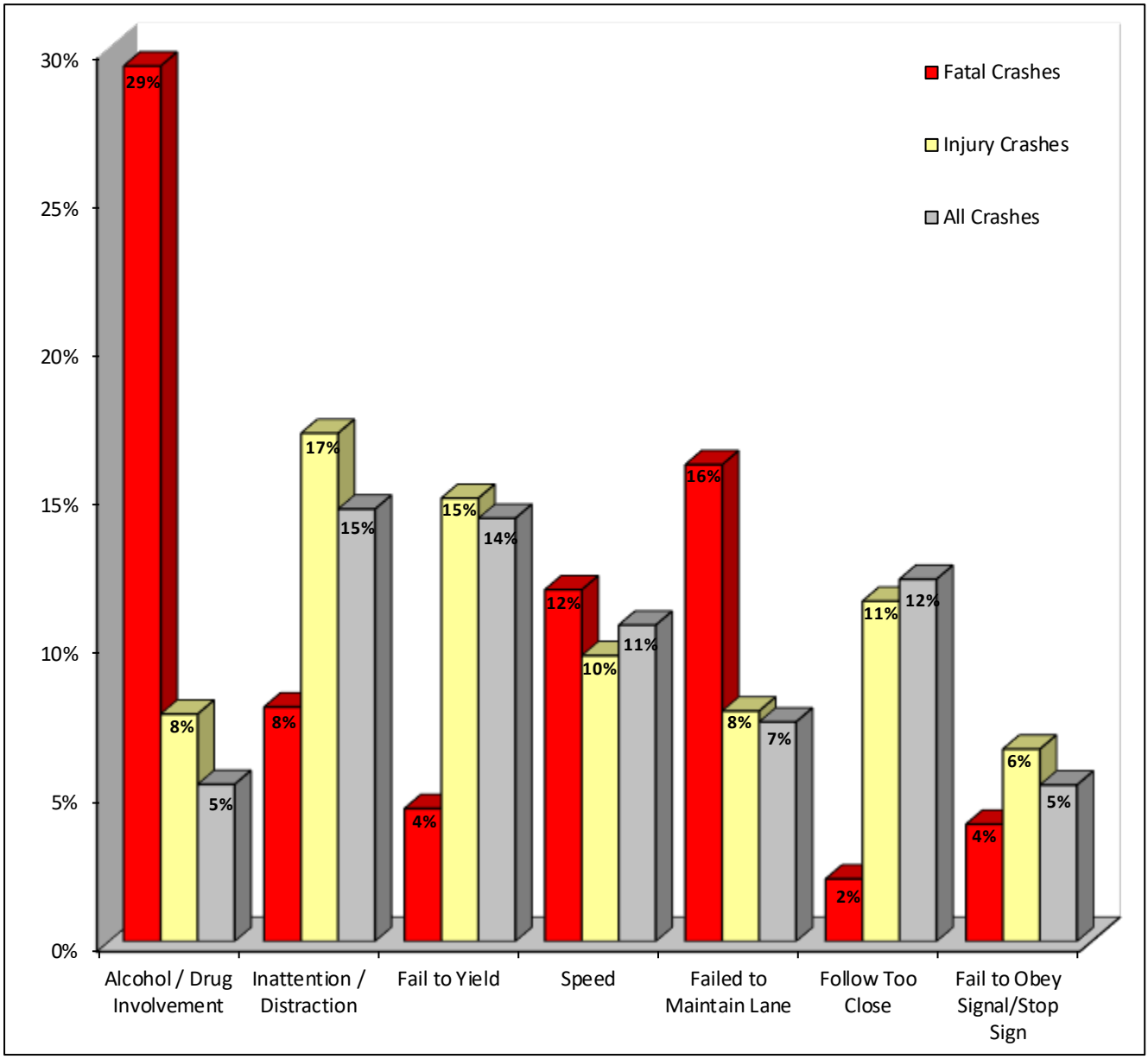
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2022



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 2022



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2022 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: 2022

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	45,464	42.2%
2. Insurance Violations	10,850	10.1%
3. Seat Belt Violations	7,609	7.1%
4. Failure to Obey Traffic Control Devices	7,213	6.7%
5. Driving Under the Influence	5,981	5.5%
6. Following Too Close	4,114	3.8%
7. Failure to Yield Right of Way	2,937	2.7%
8. Reckless or Inattentive Driving	2,529	2.3%
9. Lane Change Violations	2,074	1.9%
10. Driving Without Privileges - Suspended License	2,013	1.9%
All Other	17,068	15.8%
TOTAL	**107,852**	

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 61% of all violations for 2022. 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: 2022
(Per 100 Licensed Drivers)

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Following Too Close	Reckless or Inattentive
to 15	4,692	3.8	1.4	0.1	1.0	0.2
16-19	73,989	9.1	1.4	0.3	1.1	0.4
20-24	115,655	7.0	0.9	0.9	0.6	0.4
25-34	230,349	4.5	0.6	0.8	0.4	0.3
35-44	233,277	3.5	0.5	0.6	0.3	0.2
45-54	206,617	2.8	0.4	0.4	0.2	0.1
55-64	212,866	1.9	0.3	0.2	0.1	0.1
65-74	196,294	1.1	0.3	0.1	0.1	0.1
75+	124,267	0.6	0.2	0.0	0.1	0.0
Mean		3.3	0.5	0.4	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: 2022

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	17,381	40.1%
Driving Under the Influence	7,061	16.3%
Administrative License Suspension (ALS)*	7,043	16.3%
Unable to Pass DL Test or Meet Qualifications	3,023	7.0%
Family Responsibility Law	1,988	4.6%
Points	1,019	2.4%
Reckless/Inattentive Driving	1,056	2.4%
Refused Evidentiary BAC Test	658	1.5%
Driving Without Privileges	480	1.1%
Unsatisfied Judgement	509	1.2%
Fleeing or Evading Police	305	0.7%
Failure to Pay Fine	51	0.1%
All Others	2,751	6.3%
TOTALS	**43,325**	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 56% of all license suspensions. Driving under the influence accounted for 16% 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: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Impaired Driving Crashes	1,456	1,501	1,513	1,729	1,799	4.0%	6.1%
Fatalities	78	99	92	108	110	1.9%	12.4%
Suspected Serious Injury	212	217	234	272	291	7.0%	8.8%
Suspected Minor Injury	334	329	385	437	455	4.1%	9.7%
Possible Injuries	523	525	548	496	551	11.1%	-1.6%
Impaired Driving Crashes as a % of All Crashes	6.1%	5.6%	6.7%	6.3%	6.5%	3.6%	2.0%
Impaired Driving Fatalities as a % of All Fatalities	33.3%	44.2%	43.0%	39.9%	51.2%	28.4%	7.5%
Impaired Driving Injuries as a % of All Injuries	8.0%	8.0%	10.2%	9.6%	10.7%	11.7%	6.8%
All Fatal and Injury Crashes	9,298	9,354	8,110	8,909	8,637	-3.1%	-0.9%
Impaired Fatal/Injury Crashes	808	789	831	904	947	4.8%	3.9%
% Impaired Driving	8.7%	8.4%	10.2%	10.1%	11.0%	8.1%	5.9%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	1.64	1.75	1.88	1.97	2.09	6.4%	6.3%
Annual DUI Arrests by Agency*							
Idaho State Police	1,518	1,555	1,410	1,497	1,378	-7.9%	-0.2%
Local Agencies	6,412	6,529	5,529	5,951	6,403	7.6%	-2.0%
Total Arrests	7,930	8,084	6,939	7,448	7,781	4.5%	-1.6%
DUI Enforcement Rate**	0.63	0.63	0.53	0.55	0.56	1.8%	-4.3%

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

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

In 2022, impaired driving crashes increased by 4%, while fatalities resulting from impaired driving crashes increased by 2%. Eleven percent of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. In 2022, 51% of all fatalities were the result of an impaired driving crash. Only 23% of the passenger motor vehicle occupants killed in impaired driving crashes were wearing a seatbelt.

Table 21 also presents a five-year summary of annual DUI arrests by the Idaho State Police (ISP) and local agencies. Local agency DUI arrests increased in 2022 while ISP DUI arrests decreased in 2022. Overall, DUI arrests increased by 4.5% from 2021 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2022. The estimated cost of Idaho impaired driving crashes in 2022 was more than $1.65 billion dollars. This estimate represents 35% of the total cost of Idaho crashes (as shown in Table 4).

Table 22
Economic Costs of Impaired Driving Crashes: 2022 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	110	$12,626,000	$1,388,860,000
Suspected Serious Injury	291	$528,228	$153,714,242
Suspected Minor Injury	455	$143,873	$65,462,010
Possible Injuries	551	$73,466	$40,479,740
No Injuries	2,003	$3,722	$7,454,614
Total Estimate of Economic Cost			**$1,655,970,606**

Victims of Fatal Crashes Involving Impaired Drivers

Table 23
Persons Killed in Impaired Driving Crashes: 2022
by Vehicle Type, Seating Position, and Impaired Status

	Passenger Vehicles		Motorcycle				Other
Impaired Status*	Driver	Passenger	Driver	Passenger	Pedestrian	Bicyclist	Passenger
Impaired	64	14	9	0	5	0	1
Not Impaired	9	0	2	1	3	2	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 110 people killed in impaired driving crashes, 93 (or 85%) 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 2022. They are involved in 2.1 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 2022, 10% of the impaired drivers involved in crashes were under 21 years of age.

Table 24
DUI Arrests and Impaired Driving Crashes by Driver Age: 2022

	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
Age	Number	Percent	Number	Percent	Number	Percent
0 to 15	4,692	0.3%	9	0.1%	3	0.2%
16-20	97,029	6.9%	560	7.2%	182	10.2%
21-25	114,298	8.2%	1,348	17.3%	309	17.3%
26-30	114,708	8.2%	1,213	15.6%	269	15.0%
31-35	116,929	8.4%	1,033	13.3%	198	11.1%
36-40	116,992	8.4%	983	12.6%	188	10.5%
41-45	115,392	8.3%	753	9.7%	162	9.1%
46-50	101,447	7.3%	537	6.9%	114	6.4%
51-55	102,486	7.3%	478	6.1%	107	6.0%
56-60	103,723	7.4%	380	4.9%	80	4.5%
61-65	112,135	8.0%	255	3.3%	70	3.9%
66 +	298,175	21.3%	232	3.0%	70	3.9%
Missing or Unknown				0.0%	38	2.1%
TOTALS	1,398,006		7,781		1,790	

Males comprised 71% of the drivers involved in impaired driving crashes in 2022.

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 2022 U.S. Census estimates for counties.

Table 25
Impaired Driving Crashes by County: 2022

	2022 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	518.9	442	12	230	13	340	0.5
Bannock	89.5	92	4	37	4	57	0.5
Bonneville	129.5	82	7	40	7	65	0.4
Canyon	251.1	236	8	104	8	154	0.4
Kootenai	183.6	170	3	71	3	96	0.4
Madison	55.0	13	1	9	1	13	0.2
Twin Falls	93.7	114	8	46	9	84	0.6
Mean Crash Rate							**0.4**
20,000 - 49,999							
Bingham	49.9	51	6	20	8	38	0.5
Blaine	24.9	22	1	12	2	23	0.5
Bonner	51.4	58	8	26	9	51	0.7
Cassia	25.7	44	3	19	3	25	0.9
Elmore	29.4	37	4	14	4	25	0.6
Jefferson	33.4	19	4	6	5	10	0.3
Jerome	25.3	36	1	22	1	32	0.9
Latah	41.0	19	0	9	0	12	0.2
Minidoka	22.2	23	1	13	1	19	0.6
Nez Perce	43.0	66	5	27	7	43	0.7
Payette	27.0	21	1	7	1	9	0.3
Mean Crash Rate							**0.6**
10,000 - 19,999							
Benewah	10.4	14	0	6	0	12	0.6
Boundary	13.3	10	1	6	1	9	0.5
Franklin	15.2	2	0	2	0	2	0.1
Fremont	14.0	20	3	13	3	21	1.1
Gem	20.4	23	1	13	1	20	0.7
Gooding	15.7	15	0	9	0	13	0.6
Idaho	17.6	28	7	12	8	22	1.1
Owyhee	12.6	10	2	7	2	12	0.7
Shoshone	14.0	18	0	9	0	14	0.6
Teton	12.5	7	2	3	2	7	0.4
Valley	12.5	12	1	5	1	7	0.5
Washington	11.1	6	0	1	0	2	0.1
Mean Crash Rate							**0.6**

Table 25 (Continued)
Impaired Driving Crashes by County: 2022

	2022 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	6.7	7	0	5	0	5	0.7
Boise	8.3	16	0	5	0	9	0.6
Caribou	7.2	1	1	0	1	0	0.1
Clearwater	9.0	6	0	4	0	5	0.4
Lemhi	8.2	11	0	9	0	9	1.1
Lincoln	5.3	9	1	3	1	3	0.8
Power	8.1	14	0	11	0	15	1.4
Mean Crash Rate							**0.7**
0 - 4,999							
Adams	4.8	1	0	0	0	0	0.0
Butte	2.7	4	2	1	2	2	1.1
Camas	1.2	0	0	0	0	0	0.0
Clark	0.8	8	1	5	1	5	7.4
Custer	4.5	1	0	1	0	1	0.2
Lewis	3.8	6	1	3	1	4	1.1
Oneida	4.7	5	0	2	0	2	0.4
Mean Crash Rate							**0.7**
Statewide Totals	**1,939.0**	**1,799**	**100**	**847**	**110**	**1,297**	**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 2022.

Table 26
Impaired Driving Crashes by City: 2022

	2022 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	236.6	201	2	104	2	144	0.4
Caldwell	65.9	48	0	20	0	31	0.3
Coeur d'Alene	56.7	42	0	17	0	20	0.3
Idaho Falls	67.7	42	4	21	4	34	0.4
Meridian	129.7	115	4	64	4	107	0.5
Nampa	111.0	122	3	52	3	68	0.5
Pocatello	57.7	73	3	30	3	39	0.6
Post Falls	44.2	34	2	13	2	19	0.3
Rexburg	40.5	7	1	5	1	8	0.1
Twin Falls	54.3	56	2	23	2	46	0.5
Mean Crash Rate							**0.4**

Table 26 (Continued)
Impaired Driving Crashes by City: 2022

	2022 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
15,000 - 39,999							
Ammon	19.0	4	0	2	0	2	0.1
Chubbuck	16.2	10	0	4	0	8	0.2
Eagle	32.4	26	0	11	0	14	0.3
Hayden	16.5	10	0	5	0	9	0.3
Kuna	27.2	13	1	6	2	9	0.3
Lewiston	34.9	30	0	11	0	14	0.3
Moscow	26.2	11	0	4	0	6	0.2
Mountain Home	16.5	13	1	5	1	6	0.4
Mean Crash Rate							**0.1**
5,000 - 14,999							
Blackfoot	12.7	14	0	6	0	7	0.5
Burley	12.1	27	0	7	0	10	0.6
Emmett	8.2	4	1	2	1	4	0.4
Fruitland	6.7	3	0	2	0	2	0.3
Garden City	12.9	15	1	8	1	14	0.7
Hailey	9.6	5	0	4	0	5	0.4
Jerome	13.0	6	0	1	0	1	0.1
Kimberly	5.1	0	0	0	0	0	0.0
Middleton	10.7	0	0	0	0	0	0.0
Payette	8.6	3	0	1	0	2	0.1
Preston	6.0	0	0	0	0	0	0.0
Rathdrum	10.7	5	0	3	0	3	0.3
Rigby	5.5	2	0	1	0	1	0.2
Rupert	6.2	2	0	1	0	1	0.2
Sandpoint	9.8	7	0	6	0	9	0.6
Shelley	5.1	1	0	0	0	0	0.0
Star	14.6	7	0	4	0	5	0.3
Weiser	5.9	2	0	0	0	0	0.0
Mean Crash Rate							**0.3**

Table 26 (Continued)
Impaired Driving Crashes by City: 2022

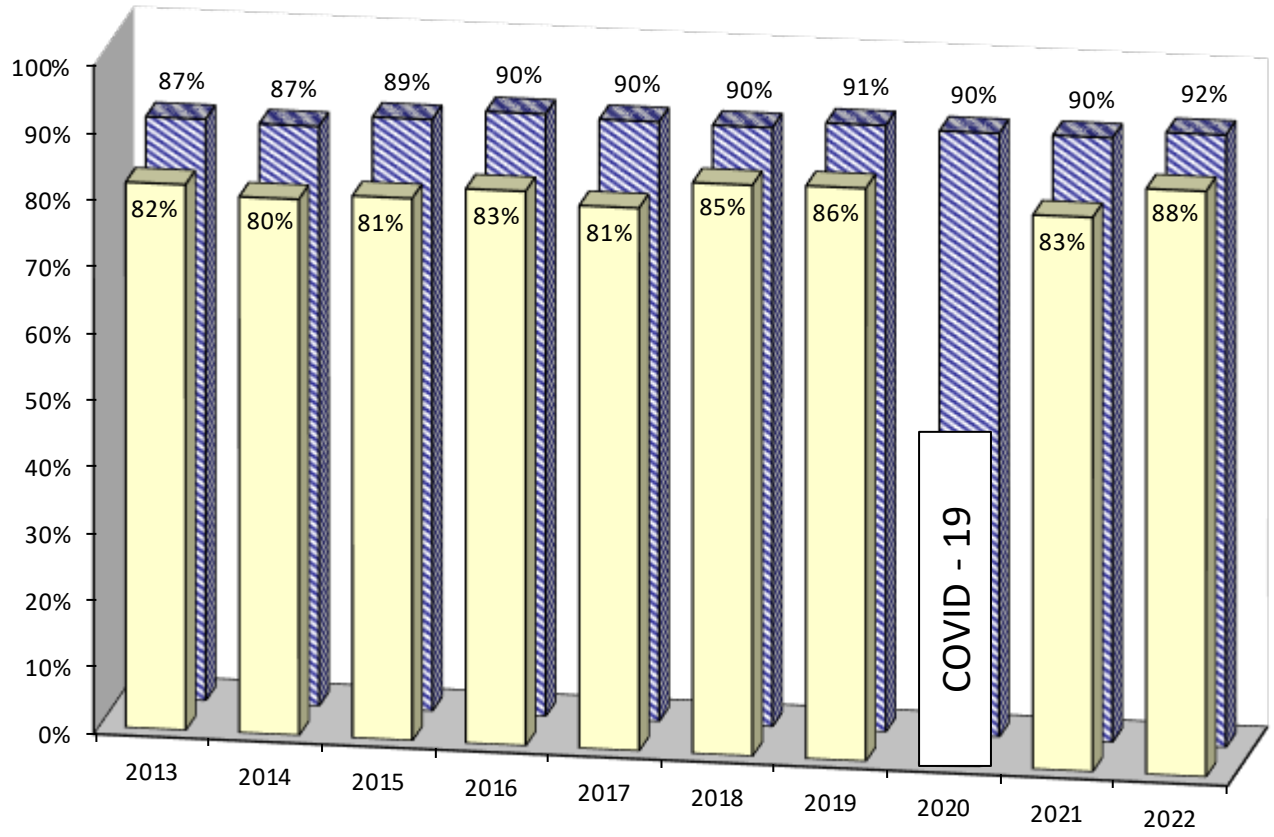
	2022 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.7	3	0	1	0	1	0.2
Bellevue	2.6	0	0	0	0	0	0.0
Bonners Ferry	2.7	1	0	1	0	1	0.4
Buhl	4.7	6	0	1	0	1	0.2
Dalton Gardens	2.5	2	0	1	0	2	0.4
Driggs	2.3	1	0	1	0	1	0.4
Filer	2.9	0	0	0	0	0	0.0
Gooding	3.7	0	0	0	0	0	0.0
Grangeville	3.6	3	0	2	0	3	0.6
Heyburn	3.6	3	0	2	0	6	0.5
Homedale	3.1	0	0	0	0	0	0.0
Iona	3.0	0	0	0	0	0	0.0
Kellogg	2.5	3	0	1	0	5	0.4
Ketchum	3.6	2	0	0	0	0	0.0
Malad	2.3	1	0	0	0	0	0.0
McCall	4.0	2	0	0	0	0	0.0
Montpelier	2.7	2	0	1	0	1	0.4
Orofino	3.3	2	0	2	0	3	0.6
Parma	2.1	0	0	0	0	0	0.0
St. Anthony	3.2	2	0	1	0	1	0.3
St. Maries	3.2	0	0	0	0	0	0.0
Salmon	2.5	0	0	0	0	0	0.0
Soda Springs	3.9	3	0	2	0	3	0.5
Spirit Lake	2.5	3	0	1	0	1	0.4
Sugar City	2.0	0	0	0	0	0	0.0
Victor	2.2	0	0	0	0	0	0.0
Wendell	2.9	3	0	3	0	4	1.0
Mean Crash Rate							**0.2**

Safety Restraint Usage

Idaho's seat belt use law, effective July 1, 1986, requires seat belt use for front seat passengers and drivers, regardless of residency, in vehicles with a gross vehicle weight of 8,000 pounds or less that were manufactured with safety belts. The law is a "secondary" law and can only be enforced when someone is stopped for another traffic violation. The law was updated July 1, 2003. It now covers all seating positions and has enhanced penalties for drivers less than 18 years of age. Drivers and occupants, 18 years of age and older, receive separate tickets.

Figure 13 depicts observed seat belt use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which made up 92% of the vehicles involved in motor vehicle crashes in 2022. 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.: 2013 - 2022



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

Observational Seat Belt Survey Results

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

Table 27
Observed Seat Belt Use by County: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Ada	95.9%	95.1%	////	89.4%	97.4%	9.0%	-3.4%
Bannock	75.4%	85.4%	////	83.3%	76.0%	-8.8%	5.4%
Bonner	85.1%	83.1%	////	82.5%	89.2%	8.0%	-1.5%
Bonneville	75.1%	75.5%	////	81.3%	79.1%	-2.7%	4.1%
Canyon	82.6%	81.3%	////	78.0%	80.3%	2.9%	-2.8%
Cassia	64.9%	68.7%	////	60.3%	75.0%	24.3%	-3.2%
Elmore	88.7%	91.7%	////	88.2%	93.6%	6.1%	-0.2%
Franklin	67.4%	82.3%	////	66.2%	70.7%	6.9%	1.2%
Fremont	69.3%	82.0%	////	73.4%	77.8%	6.0%	4.0%
Jerome	75.1%	70.4%	////	73.8%	81.6%	10.6%	-0.8%
Kootenai	85.0%	89.1%	////	85.4%	88.0%	3.0%	0.3%
Latah	84.6%	82.2%	////	86.9%	87.8%	1.1%	1.4%
Nez Perce	87.5%	85.6%	////	91.9%	82.9%	-9.8%	2.6%
Twin Falls	71.3%	77.8%	////	73.7%	74.9%	1.6%	1.9%
Washington	93.0%	79.6%	////	78.4%	74.3%	-5.2%	-8.0%
Statewide	**85.4%**	**85.7%**	**////**	**82.9%**	**87.6%**	5.6%	-1.5%

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 2022. A map of the transportation districts can be found in Appendix A. District 3 (south-west Idaho) had the highest overall usage at 93.5%, while district 5 (south-east Idaho) had the overall lowest usage at 74.4%.

Table 28
Idaho Safety Belt Observation Survey: 2022 – Usage by Vehicle Type

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	89.5%	84.5%	88.1%
2	85.6%	79.5%	83.7%
3	94.7%	90.3%	93.5%
4	80.5%	68.1%	76.2%
5	78.6%	62.6%	74.4%
6	83.2%	66.5%	79.1%
Statewide	**89.6%**	**82.3%**	**87.6%**

Usage rates for the occupants of pickup trucks continue to be lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2021 ranged from a high of 94.7% in District 3 (south-west Idaho) to a low of 62.6% in District 5 (south-east Idaho).

Self-Reported Seat Belt Usage Results

Table 29 shows the self-reported seat belt use for people, ages 7 and older, in passenger cars, pickups, sport utility vehicles, and vans that were killed or seriously injured. The child passenger safety seat law was upgraded in 2005 to include children age 6 and younger. Research has indicated there is a tendency for persons involved in crashes to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use[5]. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

Table 29
Self-Reported Seat Belt Use: 2018-2022
Age 7 and Older in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatalities -Restraints Used	36.8%	43.6%	34.8%	36.4%	33.8%	-7.1%	0.9%
Suspected Serious Injuries - Restraints Used	65.3%	67.6%	57.7%	55.7%	57.7%	3.6%	-4.8%

Of the 157 passenger motor vehicle occupants over the age of 7 killed in 2022, only 53 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 53 lives saved in 2022 by seat belt usage and an additional 42 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Table 30
2022 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	53	84	20	$669,178,000	$1,060,584,000	$252,520,000
Suspected Serious Injury	567	303	117	$299,505,069	$160,052,974	$61,802,633
Suspected Minor Injury	3,226	426	358	$464,132,847	$61,289,706	$51,506,373
Possible Injury	5,097	366	434	$374,455,962	$26,888,539	$31,884,224
No Injury	44,259	1,667	4,197	$164,719,803	$6,204,115	$15,620,078
Total				**$1,971,991,681**	**$1,315,019,333**	**$413,333,307**

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 2018 through 2022. 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: 2018-2022
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
50,000 and over							
Ada	85.6%	86.4%	77.5%	79.9%	79.9%	0.0%	-2.1%
Bannock	69.4%	76.6%	50.0%	57.8%	64.1%	10.9%	-2.9%
Bonneville	66.7%	81.1%	60.8%	63.7%	68.5%	7.5%	0.5%
Canyon	77.6%	83.5%	73.1%	71.3%	77.5%	8.7%	-2.5%
Kootenai	74.4%	79.5%	77.7%	81.5%	69.1%	-15.3%	3.2%
Twin Falls	69.8%	64.3%	66.9%	55.7%	63.5%	14.0%	-6.9%
20,000 - 49,999							
Bingham	68.3%	77.6%	55.6%	54.6%	48.8%	-10.8%	-5.5%
Blaine	75.0%	78.1%	66.7%	74.4%	40.9%	-45.0%	0.4%
Bonner	68.1%	70.8%	53.4%	70.8%	59.3%	-16.3%	4.0%
Cassia	67.7%	71.7%	87.2%	62.5%	67.2%	7.5%	-0.3%
Elmore	58.1%	75.9%	49.2%	70.7%	57.0%	-19.4%	13.0%
Jefferson	72.2%	45.5%	50.0%	25.0%	57.6%	130.3%	-25.7%
Jerome	70.8%	66.2%	59.1%	64.6%	63.3%	-2.0%	-2.6%
Latah	74.3%	66.7%	54.2%	66.7%	69.6%	4.3%	-2.0%
Madison	87.0%	64.9%	71.9%	56.0%	73.9%	32.0%	-12.2%
Minidoka	50.0%	13.3%	45.5%	46.3%	69.8%	50.6%	56.5%
Nez Perce	61.4%	62.7%	47.2%	54.1%	35.3%	-34.8%	-2.7%
Payette	65.9%	74.2%	55.2%	82.0%	77.4%	-5.6%	11.9%
10,000 - 19,999							
Benewah	14.3%	92.3%	20.0%	44.4%	44.4%	0.0%	196.7%
Boundary	81.8%	81.8%	100.0%	41.7%	88.9%	113.3%	-12.0%
Franklin	66.7%	33.3%	80.0%	72.7%	45.5%	-37.5%	27.0%
Fremont	66.7%	57.1%	60.8%	67.4%	80.4%	19.2%	1.0%
Gem	57.1%	52.6%	72.2%	52.9%	89.5%	69.0%	0.9%
Gooding	75.0%	65.4%	34.6%	55.0%	47.1%	-14.4%	-0.3%
Idaho	33.3%	63.3%	22.2%	64.7%	38.5%	-40.6%	72.1%
Owyhee	0.0%	51.9%	39.3%	40.9%	56.7%	38.5%	10.6%
Shoshone	42.9%	50.0%	70.6%	42.9%	39.1%	-8.7%	6.2%
Teton	100.0%	80.0%	80.0%	85.7%	83.3%	-2.8%	35.7%
Valley	83.3%	60.0%	65.8%	73.9%	68.4%	-7.4%	-2.0%
Washington	50.0%	66.7%	25.0%	20.0%	83.3%	316.7%	-16.4%

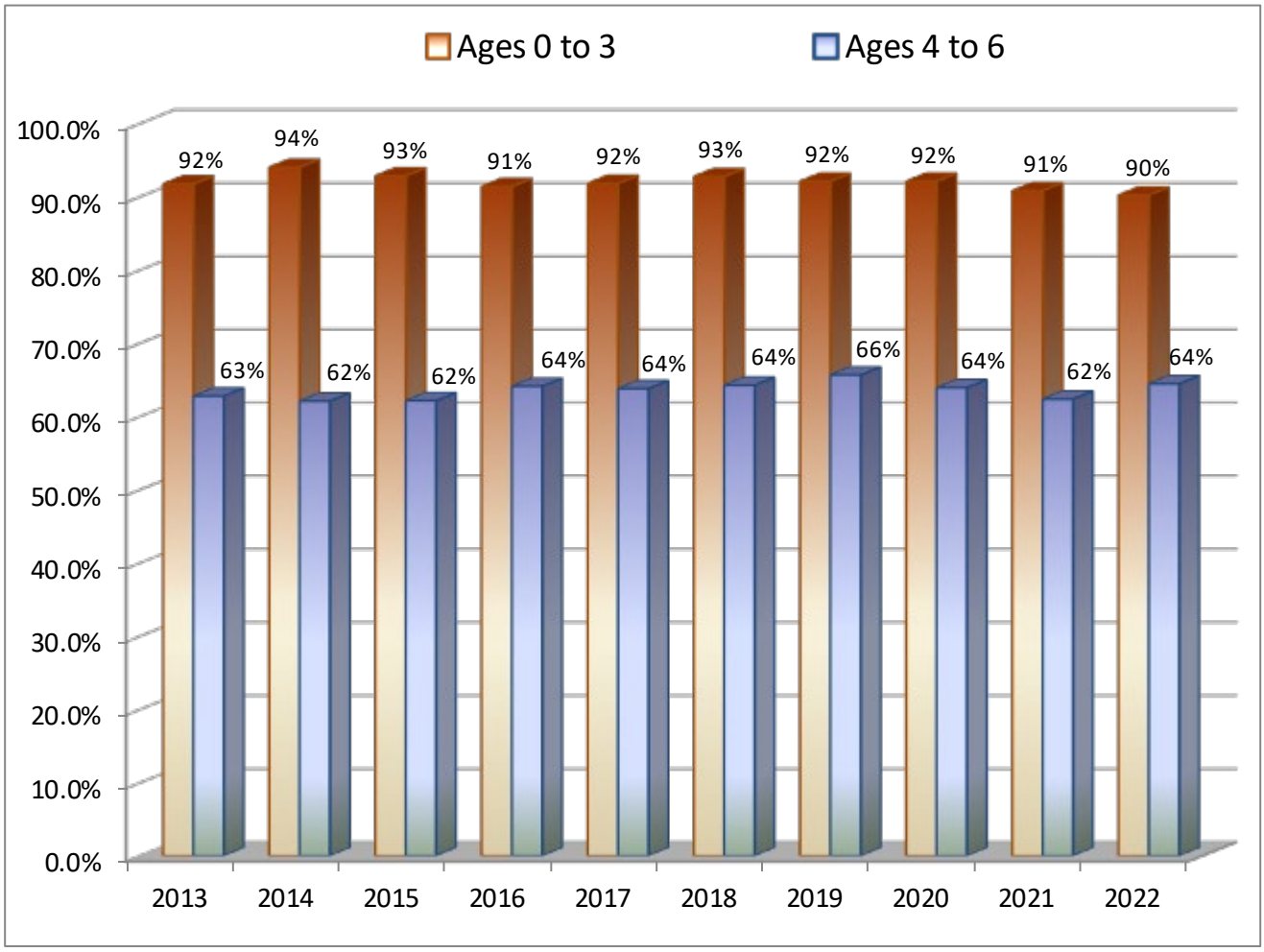
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2018-2022
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
5,000 - 9,999							
Bear Lake	33.3%	66.7%	36.8%	33.3%	20.0%	-40.0%	15.2%
Boise	69.0%	87.1%	88.9%	41.4%	30.0%	-27.5%	-8.4%
Caribou	70.0%	0.0%	60.0%	71.4%	25.0%	-65.0%	-7.0%
Clearwater	0.0%	33.3%	88.9%	41.7%	77.8%	86.7%	48.9%
Lemhi	72.7%	54.5%	46.7%	26.3%	40.0%	52.0%	-27.7%
Lincoln	40.0%	37.5%	69.2%	20.0%	44.0%	120.0%	2.4%
Power	55.6%	50.0%	0.0%	34.5%	33.3%	-3.3%	-98.5%
0 - 4,999							
Adams	28.6%	66.7%	33.3%	50.0%	----	----	33.3%
Butte	100.0%	27.3%	62.5%	85.7%	60.0%	-30.0%	31.2%
Camas	75.0%	0.0%	----	62.5%	----	----	----
Clark	100.0%	0.0%	85.7%	33.3%	33.3%	0.0%	-33.7%
Custer	50.0%	22.2%	22.2%	10.0%	25.0%	150.0%	-36.9%
Lewis	42.9%	66.7%	40.9%	78.6%	50.0%	-36.4%	36.3%
Oneida	50.0%	62.5%	74.2%	72.7%	75.0%	3.1%	13.9%
Statewide Average	**74.4%**	**74.7%**	**66.0%**	**66.9%**	**67.6%**	**1.1%**	**-3.3%**

Child Safety Seat Usage by Age Groups

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

Figure 14
Child Safety Seat Usage by Age Group in Crashes: 2013 - 2022



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (90%), 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: 2018-2022
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatalities							
Restrained	0	5	1	1	0	-100.0%	140.0%
Unrestrained	1	0	0	4	0	-100.0%	100.0%
Suspected Serious Injuries							
Restrained	12	6	5	5	5	0.0%	-22.2%
Unrestrained	2	4	2	4	8	100.0%	50.0%
Suspected Minor Injuries							
Restrained	77	63	42	48	55	14.6%	-12.4%
Unrestrained	24	22	23	31	36	16.1%	10.3%
Possible Injuries							
Restrained	248	223	190	194	154	-20.6%	-7.6%
Unrestrained	49	60	47	56	41	-26.8%	6.6%
No Injuries							
Restrained	1,984	2,201	1,582	2,042	1,868	-8.5%	4.0%
Unrestrained	411	514	381	436	460	5.5%	4.5%
Total Restrained	2,322	2,499	1,820	2,290	2,082	-9.1%	2.1%
Total Unrestrained	487	600	453	622	548	-11.9%	12.0%
% of Children Restrained	80.6%	80.6%	80.1%	78.6%	79.2%	0.7%	-0.8%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate 11 serious injuries were prevented and 6 unrestrained serious injuries may have been prevented if they had all been properly restrained.

Aggressive Driving

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

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

Table 33
Aggressive Driving Crashes: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Total Aggressive Driving Crashes	11,985	13,638	10,742	13,633	14,036	3.0%	6.5%
Fatalities	75	66	78	94	81	-13.8%	8.9%
Suspected Serious Injury	516	547	481	626	602	-3.8%	8.0%
Suspected Minor Injury	2,166	2,126	1,868	2,391	2,558	7.0%	4.7%
Possible Injuries	4,596	4,887	3,835	4,063	3,720	-8.4%	-3.1%
Number of Traffic Fatalities and Suspected Serious Injuries Involving:*							
Fail to Yield Right of Way	261	258	183	279	235	-15.8%	7.4%
Driving Too Fast for Conditions	113	161	183	221	220	-0.5%	25.6%
Fail to Obey Stop Sign	82	77	61	88	84	-4.5%	5.8%
Exceeded Posted Speed	69	59	63	87	79	-9.2%	10.1%
Following Too Close	71	71	72	79	69	-12.7%	3.7%
Fail to Obey Signal	63	51	40	51	53	3.9%	-4.4%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	3.84	3.34	3.39	3.22	3.57	10.7%	-5.5%

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

In 2022, aggressive driving was a contributing factor in 51% of all crashes in Idaho. While 73% of all aggressive driving crashes occur in urban areas, 74% of the fatal aggressive driving crashes occur in rural areas.

Only 16% of all aggressive driving crashes involved a single vehicle, while 39% of fatal aggressive driving crashes involved only one vehicle. Of the 27 fatal aggressive driving crashes that involved a single vehicle, 21 (or 78%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly $2.1 billion dollars in 2022. This represents 44% of the total costs of Idaho crashes (as shown in Table 4).

Involvement in Aggressive Driving Crashes by Driver Age

Drivers ages 19 and younger were 4.0 times as likely to be involved in aggressive driving crashes as all other drivers, while drivers ages 20 to 24 are 2.1 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: 2022

	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%	28	0.2%		20	0.4%	
15	4,692	0.3%	240	1.7%	5.0	60	1.3%	3.7
16	13,210	0.9%	586	4.1%	4.3	196	4.1%	4.3
17	18,075	1.3%	693	4.8%	3.7	204	4.3%	3.3
18	19,970	1.4%	697	4.8%	3.4	230	4.8%	3.4
19	22,734	1.6%	585	4.1%	2.5	180	3.8%	2.3
20	23,040	1.6%	530	3.7%	2.2	152	3.2%	1.9
21	21,504	1.5%	499	3.5%	2.3	168	3.5%	2.3
22	23,199	1.7%	440	3.1%	1.8	139	2.9%	1.8
23	23,928	1.7%	414	2.9%	1.7	122	2.6%	1.5
24	23,984	1.7%	379	2.6%	1.5	121	2.5%	1.5
25-34	230,349	16.5%	2,712	18.8%	1.1	927	19.4%	1.2
35-44	233,277	16.7%	2,044	14.2%	0.9	689	14.4%	0.9
45-54	206,617	14.8%	1,411	9.8%	0.7	485	10.1%	0.7
55-64	212,866	15.2%	1,187	8.2%	0.5	443	9.3%	0.6
65-74	196,294	14.0%	951	6.6%	0.5	323	6.8%	0.5
75+	124,267	8.9%	700	4.9%	0.5	239	5.0%	0.6
Not Stated or Other			302	2.1%		86	1.8%	
TOTALS	**1,398,006**		**14,398**			**4,784**		

** 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: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Total Distracted Driving Crashes	4,750	5,066	4,253	5,003	4,736	-5.3%	2.7%
Fatalities	48	36	22	30	34	13.3%	-9.2%
Suspected Serious Injury	343	250	237	284	300	5.6%	-4.2%
Suspected Minor Injury	1,028	903	863	1,007	1,023	1.6%	0.0%
Possible Injuries	2,081	2,112	1,637	1,677	1,491	-11.1%	-6.2%
Distracted Driving Crashes as a % of All Crashes	19.8%	18.8%	18.9%	18.2%	17.1%	-5.7%	-2.8%
Distracted Driving Fatalities as a % of All Fatalities	20.5%	16.1%	10.3%	11.1%	15.8%	42.9%	-16.7%
Distracted Driving Injuries as a % of All Injuries	26.0%	24.5%	23.9%	23.5%	23.2%	-1.6%	-3.2%
All Fatal and Injury Crashes	9,298	9,354	8,110	8,909	8,637	-3.1%	-0.9%
Distracted Fatal/Injury Crashes	2,244	2,131	1,852	1,964	1,854	-5.6%	-4.0%
% DistractedDriving	24.1%	22.8%	22.8%	22.0%	21.5%	-2.6%	-2.9%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.21	1.58	1.49	1.63	1.74	7.2%	-8.4%

Distracted driving crashes made up 17% of all crashes in 2022 and were responsible for 16% of all fatalities. While 72% of all distracted driving crashes occurred on urban roadways, 83% of the fatal distracted driving crashes occurred on rural roadways.

While only 19% of all distracted driving crashes involved a single vehicle, 34% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was more than $880 million dollars in 2022. This represents 19% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes were the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 4 fatal and 1,163 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: 2022

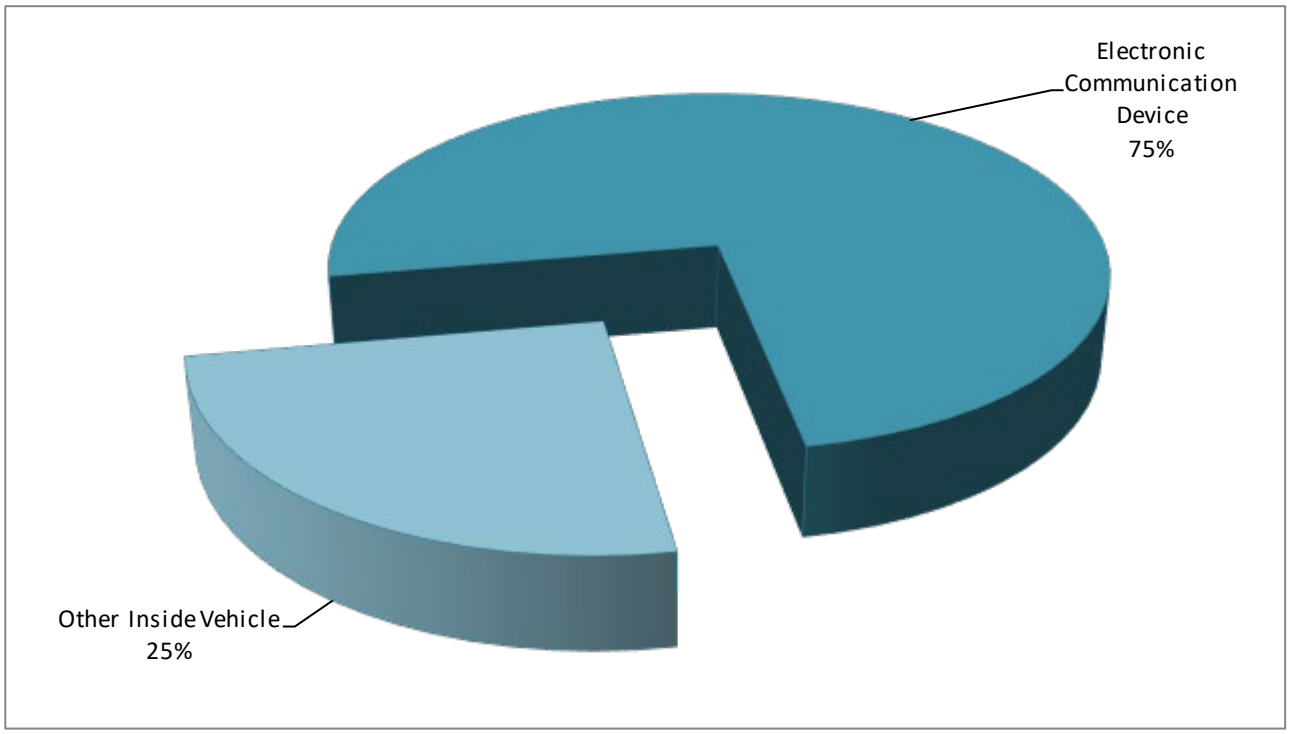
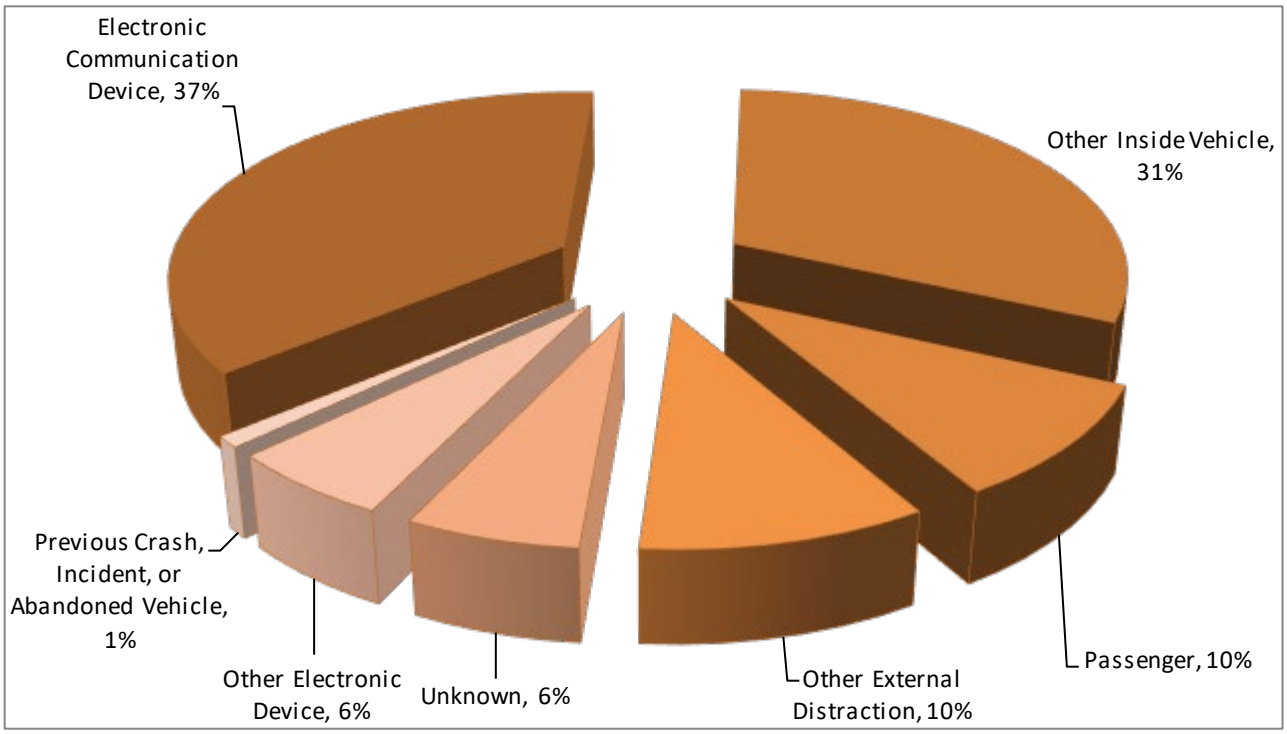


Figure 16

Percentage of Distracted In or On Vehicle Total Crashes by Type of Distraction: 2022



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2022, more than one out of every five crashes involved a youthful driver. In 2022, 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): 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Total Crashes	5,244	5,826	4,689	5,961	5,898	-1.1%	6.2%
Fatalities	36	18	32	34	25	-26.5%	11.3%
Suspected Serious Injury	230	184	195	229	244	6.6%	1.1%
Suspected Minor Injury	976	880	826	978	1,051	7.5%	0.8%
Possible Injuries	1,991	2,079	1,532	1,556	1,370	-12.0%	-6.8%
Drivers 15-19 in Fatal & Suspected Serious Injury Crashes	213	170	180	220	207	-5.9%	2.6%
% of all Drivers in Fatal & Suspected Serious Injury Crashes	11.1%	8.8%	10.7%	13.0%	12.3%	-5.9%	7.6%
Licensed Drivers 15-19	69,727	71,063	71,209	75,620	78,681	4.0%	2.8%
% of Total Licensed Drivers	5.6%	5.5%	5.4%	5.6%	5.6%	1.4%	0.0%
Driver Involvement Rate*	1.99	1.60	1.97	2.35	2.18	-7.2%	7.6%
Teen Drivers in Fatal Crashes	29	18	25	31	20	-35.5%	8.3%
Impaired Teen Drivers in Fatal Crashes	2	3	8	5	5	0.0%	59.7%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	6.9%	16.7%	32.0%	16.1%	25.0%	55.0%	61.4%

**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 25 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 25 people killed in youthful driver crashes, 8 were the youthful drivers. Of the 7 youthful drivers of passenger motor vehicles, only 3 (43%) were wearing a seat belt. The other youthful driver killed was on a motorcycle.

Additionally, there were 5 teen passengers killed in motor vehicle crashes (3 of them were killed in crashes involving a youthful driver). Of the 5 teen passenger motor vehicle passengers killed in crashes, only 2 of them (40%) were wearing a seat belt.

While 71% of all crashes involving youthful drivers occurred in urban areas, 75% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2022, the economic cost of crashes involving youthful drivers was just over $746 million dollars. This represents 16% 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: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Total Crashes	24,031	27,015	22,528	27,547	27,661	0.4%	6.0%
Fatal & Injury Crashes With EMS Response	6,213	6,272	5,598	6,254	5,981	-4.4%	0.6%
% with EMS Response	66.8%	67.1%	69.0%	70.2%	69.2%	-1.4%	1.7%
Persons Killed or Injured in Crashes	13,535	13,555	11,669	12,887	12,370	-4.0%	-1.1%
Transported from Urban Areas	2,565	2,437	2,035	2,252	2,173	-3.5%	-3.6%
Transported from Rural Areas	2,288	2,182	2,073	2,307	2,310	0.1%	0.6%
Total Transported by EMS	4,853	4,619	4,108	4,559	4,483	-1.7%	-1.6%
% of Killed/Injured Transported	35.9%	34.1%	35.2%	35.4%	36.2%	2.4%	-0.4%
Trapped and Extricated	523	523	444	504	504	0.0%	-0.5%
Fatal/Serious Injuries Transported by Helicopter	155	149	166	233	182	-21.9%	16.0%

The availability and quality of services provided by local EMS may mean the difference between life and death for someone injured in a traffic crash. Improved post-crash victim care works to reduce the severity of trauma incurred by crash victims. The sooner someone receives appropriate medical care, the better their chances of recovery. This care is especially critical in rural areas because of the time needed to transport a victim to a trauma hospital.

Pedestrians in Crashes

Crashes involving pedestrians increased by 5% in 2022, but the number of pedestrians killed in motor vehicle crashes decreased by 27%. Of all pedestrians involved in crashes in 2022, 96% received some degree of injury.

Table 38
Pedestrians in Crashes: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Pedestrian Crashes	244	237	187	218	229	5.0%	-2.5%
Fatalities	19	14	14	22	16	-27.3%	10.3%
Suspected Serious Injury	71	64	60	61	62	1.6%	-4.8%
Suspected Minor Injury	88	91	68	107	117	9.3%	11.8%
Possible Injuries	83	83	65	46	57	23.9%	-17.0%
Pedestrians in Crashes	253	249	200	233	239	2.6%	-1.6%
Pedestrian Fatal and Serious Injuries	89	77	71	82	75	-8.5%	-1.9%
% of All Fatal and Serious Injuries	6.0%	5.6%	5.4%	5.0%	4.8%	-3.4%	-5.8%
Impaired Fatal and Serious Injuries*	16	9	13	8	9	12.5%	-12.6%
% of Ped Fatal & Serious Injuries	18.0%	11.7%	18.3%	9.8%	12.0%	23.0%	-8.3%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	3	1	1	2	4	100.0%	66.7%
4 to 14	39	40	22	30	23	-23.3%	-2.0%
15 to 19	32	31	33	24	33	37.5%	-8.0%
20 to 24	34	19	19	25	23	-8.0%	-4.2%
25 to 34	31	38	29	33	32	-3.0%	4.2%
35 to 44	28	30	20	32	34	6.3%	11.3%
45 to 54	16	21	20	21	25	19.0%	10.5%
55 to 64	29	23	20	22	22	0.0%	-7.9%
65 and Older	26	36	25	30	29	-3.3%	9.3%
Missing/Unknown Age	10	2	5	8	5	-37.5%	476.7%

** 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 2022, 94% were 25 years of age or older and 75% were over the age of 40. Impaired pedestrians were involved in 5% of all pedestrian crashes and 31% of fatal pedestrian crashes.

In 2022, the economic cost of crashes involving pedestrians was nearly $257 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 increased by 12% in 2022 and there were four bicyclists killed. Of the bicyclists involved in crashes in 2022, 96% received some degree of injury. Of all bicyclists involved in crashes in 2022, 15% were between the ages of 4 and 14.

Table 39
Bicyclists in Crashes: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Bicycle Crashes	302	265	149	173	194	12.1%	-13.3%
Fatalities	2	4	3	3	4	33.3%	25.0%
Suspected Serious Injury	50	30	15	25	35	40.0%	-7.8%
Suspected Minor Injury	132	129	77	88	123	39.8%	-9.4%
Possible Injuries	110	113	52	54	36	-33.3%	-15.8%
Bicyclists in Crashes	302	268	152	174	201	15.5%	-13.4%
Bicyclist Fatal and Serious Injuries	52	34	18	28	38	35.7%	-8.7%
% of All Fatal and Serious Injuries	3.5%	2.5%	1.4%	1.7%	2.5%	43.3%	-16.4%
Bicyclists in Crashes Wearing Helmets	69	69	46	46	53	15.2%	-11.1%
% of Bicyclists Wearing Helmets	22.8%	25.7%	30.3%	26.4%	26.4%	-0.3%	5.9%
Impaired Fatal and Serious Injuries*	1	1	1	1	2	100.0%	0.0%
% of Bicycle Fatal & Serious Injuries	1.9%	2.9%	5.6%	3.6%	5.3%	47.4%	35.4%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	0	0	1	0	4	100.0%	33.3%
4 to 14	57	52	36	31	31	0.0%	-17.8%
15 to 19	38	50	24	28	41	46.4%	-1.3%
20 to 24	32	26	13	14	14	0.0%	-20.4%
25 to 34	49	32	19	24	23	-4.2%	-16.3%
35 to 44	35	23	15	23	28	21.7%	-5.2%
45 to 54	26	26	12	10	14	40.0%	-23.5%
55 to 64	26	28	16	23	20	-13.0%	2.9%
65 and Older	24	20	9	16	11	-31.3%	2.0%
Missing/Unknown Age	3	3	0	0	7	100.0%	-33.3%

** 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 26%. However, 50% of bicyclists ages 25-34 were wearing helmets and 35% of bicyclists over the age of 35 involved in crashes were wearing helmets while only 5% of bicyclists ages 15-19 were wearing helmets.

In 2022, the economic cost of crashes involving bicyclists was over $90 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Motorcyclists in Crashes

The number of motorcycle crashes decreased slightly in 2022 by 0.5% and the number of motorcycle fatalities decreased 9%. Of all motorcyclists involved in crashes in 2022, 86% received some degree of injury. Of all motorcycle crashes, 8% involved impaired motorcyclists, while 36% of fatal motorcycle crashes involved impaired motorcyclists. Almost half of all motorcycle crashes (44%) were single-vehicle crashes and 44% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2022, 89% were 33 years of age or older and 59% were over the age of 50.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 73% of those riders involved in crashes in 2022 were wearing a helmet while 60% of riders 18 and older involved in crashes were wearing helmets.

Table 40
Motorcyclists in Crashes: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Motorcycle Crashes	510	490	470	554	551	-0.5%	3.3%
Fatalities	38	25	27	32	29	-9.4%	-2.6%
Suspected Serious Injury	143	153	154	200	188	-6.0%	12.5%
Suspected Minor Injury	194	196	182	216	230	6.5%	4.2%
Possible Injuries	145	122	107	113	110	-2.7%	-7.5%
Motorcyclists in Crashes	563	552	516	603	606	0.5%	2.8%
Registered Motorcycles*	59,688	56,442	48,690	51,224	56,012	9.3%	-4.7%
Motorcyclists Wearing Helmets	319	360	290	347	365	5.2%	4.4%
% Motorcyclists Wearing Helmets	56.7%	65.2%	56.2%	57.5%	60.2%	4.7%	1.2%
Motorcycle Drivers in Crashes by Age							
0 to 14	3	4	4	11	6	-45.5%	69.4%
15 to 20	39	36	27	28	47	67.9%	-9.7%
21 to 24	47	48	52	52	57	9.6%	3.5%
25 to 34	115	103	95	112	101	-9.8%	-0.1%
35 to 44	88	85	74	105	100	-4.8%	8.5%
45 to 54	74	87	102	96	101	5.2%	9.6%
55 to 64	91	80	67	89	69	-22.5%	1.5%
65 and up	50	53	46	59	74	25.4%	7.0%
Missing/Unknown	8	9	11	9	10	11.1%	5.5%

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

In 2022, the economic cost of crashes involving motorcyclists was over $508 million dollars. This represents 11% 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 : 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatal Crashes	44	34	37	38	27	-28.9%	-3.7%
Injury Crashes	708	687	715	813	758	-6.8%	4.9%
Total Crashes	2,286	2,437	2,579	2,942	3,088	5.0%	8.8%
Commercial VMT (100 millions)	32.0	33.1	33.5	36.1	34.1	-5.3%	4.1%
Fatal Crash Rate	1.4	1.0	1.1	1.1	0.8	-24.9%	-7.4%
Injury Crash Rate	22.1	20.7	21.3	22.5	22.2	-1.5%	0.8%
Total Crash Rate	71.3	73.6	77.0	81.6	90.4	10.9%	4.6%

Table 42 presents the location of CMV crashes by severity and roadway type. While 49% of all CMV crashes occurred on rural roadways, 85% of fatal CMV crashes took place on rural roadways.

Table 42
Location of Commercial Motor Vehicle Crashes by Roadway Type: 2022

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	0	0.0%	68	9.0%	236	10.2%	304	9.8%
Rural	5	18.5%	128	16.9%	335	14.5%	468	15.2%
U.S. or State Highway								
Urban	3	11.1%	106	14.0%	318	13.8%	427	13.8%
Rural	15	55.6%	166	21.9%	399	17.3%	580	18.8%
Local								
Urban	1	3.7%	154	20.3%	680	29.5%	835	27.0%
Rural	3	11.1%	136	17.9%	335	14.5%	474	15.3%
Total	**27**	**0.9%**	**758**	**24.5%**	**2,303**	**74.6%**	**3,088**	

The largest percentage of all CMV crashes (42%) occurred on local roads, while the largest percentage of fatal CMV crashes (67%) 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 2018 to 2022.

Table 43
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Bus							
Fatal Crashes	0	0	0	1	0	-100.0%	33.3%
Injury Crashes	52	24	23	29	31	6.9%	-10.6%
Property Damage Crashes	89	103	53	95	113	18.9%	15.5%
Single Unit Truck							
Fatal Crashes	11	4	11	7	5	-28.6%	25.0%
Injury Crashes	190	163	159	166	161	-3.0%	-4.1%
Property Damage Crashes	366	375	377	400	444	11.0%	3.0%
Single Unit Truck with Trailer							
Fatal Crashes	1	0	1	0	0	0.0%	-33.3%
Injury Crashes	24	38	28	32	25	-21.9%	15.4%
Property Damage Crashes	58	71	73	82	97	18.3%	12.5%
Truck Tractor Only (Bobtail)							
Fatal Crashes	1	0	0	1	1	0.0%	0.0%
Injury Crashes	6	5	12	20	13	-35.0%	63.3%
Property Damage Crashes	25	32	26	23	27	17.4%	-0.8%
Semi with Single-Trailer Configurations							
Fatal Crashes	20	17	20	21	19	-9.5%	2.5%
Injury Crashes	220	250	268	299	308	3.0%	10.8%
Property Damage Crashes	559	648	685	772	892	15.5%	11.4%
Semi with Double-Trailer Configurations							
Fatal Crashes	5	4	5	4	1	-75.0%	-5.0%
Injury Crashes	36	36	31	24	27	12.5%	-12.2%
Property Damage Crashes	72	91	96	98	100	2.0%	11.3%
Semi with Triple-Trailer Configurations							
Fatal Crashes	1	1	1	1	0	-100.0%	0.0%
Injury Crashes	3	4	3	2	8	300.0%	-8.3%
Property Damage Crashes	12	16	17	11	16	45.5%	1.4%

*** 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: 2018-2022

Vehicle Type	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Passenger Cars	18,688	20,222	15,576	19,192	18,589	-3.1%	2.8%
%	42.6%	41.2%	39.0%	39.0%	37.8%	-3.2%	-2.9%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	21,834	25,402	21,069	26,301	26,699	1.5%	8.0%
%	49.8%	51.8%	52.8%	53.4%	54.2%	1.5%	2.4%
Medium Trucks*	661	661	666	698	749	7.3%	1.9%
%	1.5%	1.3%	1.7%	1.4%	1.5%	7.3%	-0.6%
Large Trucks**	998	1,147	1,215	1,353	1,496	10.6%	10.7%
%	2.3%	2.3%	3.0%	2.7%	3.0%	10.5%	7.8%
Buses	142	127	76	126	144	14.3%	5.0%
%	0.3%	0.3%	0.2%	0.3%	0.3%	14.2%	-4.0%
Motorcycles/Mopeds/Scooters	520	507	482	568	570	0.4%	3.5%
%	1.2%	1.0%	1.2%	1.2%	1.2%	0.3%	-0.1%
All Other***	1,038	985	822	969	982	1.3%	-1.3%
%	2.4%	2.0%	2.1%	2.0%	2.0%	1.3%	-5.6%
TOTALS	43,881	49,051	39,906	49,207	49,229	0.0%	5.5%

**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 2022, there were 8,042 people with known injury types involved in CMV crashes. Occupants of passenger vehicles comprised 56% of the people involved in CMV crashes. Of the 34 fatalities that occurred in CMV crashes, 88% were occupants of passenger cars, pickups, vans, or other vehicles while 6% were occupants of CMV's.

Table 45
Comparison of Injury Severity for Persons in Commercial Motor Vehicle Crashes: 2022

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	2	15	15	2	34
% of Fatalities	5.9%	44.1%	44.1%	5.9%	0.4%
Suspected Serious Injury	26	38	64	8	136
% of Serious Injuries	19.1%	27.9%	47.1%	5.9%	1.7%
Suspected Minor Injury	102	108	194	20	424
% of Minor Injuries	24.1%	25.5%	45.8%	4.7%	5.3%
Possible Injuries	109	139	276	9	533
% of Possible Injuries	20.5%	26.1%	51.8%	1.7%	6.6%
Non-Injury	3,186	1,014	2,675	40	6,915
% of Non- Injury	46.1%	14.7%	38.7%	0.6%	86.0%
Column Totals	3,425	1,314	3,224	79	8,042
(% OF TOTAL)	42.6%	16.3%	40.1%	1.0%	

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

In 2022, the economic cost of crashes involving commercial motor vehicles was over $627 million dollars. This represents 13% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

Table 46
Crashes in Work Zones: 2018-2022

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Work Zone Crashes	630	590	753	693	649	-6.3%	4.4%
Fatalities	10	7	5	5	5	0.0%	-19.5%
Suspected Serious Injury	34	18	26	28	23	-17.9%	1.7%
Suspected Minor Injury	100	66	99	112	87	-22.3%	9.7%
Possible Injuries	197	203	277	225	212	-5.8%	6.9%
% All Crashes	2.6%	2.2%	3.3%	2.5%	2.3%	-6.7%	3.9%
Workers Injured	1	1	0	1	0	-100.0%	0.0%

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. A flagger was struck in 2021 in Twin Falls County.

Single-vehicle crashes comprised 18% of the crashes in work zones in 2022. Other Object – Not Fixed (18%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Overturn (17%), Concrete Traffic Barrier (16%), Embankment (9%), and Guardrail Face (8%).

The majority of work zone crashes involve multiple vehicles and Rear End (58%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (15%), Parked Car (4%), Angle (4%), Angle Turning (3%), Same Direction Turning (3%), Head-On Turning (2%),and Side-Swipe – Opposite Direction (2%).

Table 47 shows work zone crashes by road type.

Table 47
Work Zone Crashes by Roadway Type: 2022

	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes	
Interstate								
Urban	0	0.0%	87	41.4%	171	39.2%	258	39.8%
Rural	1	33.3%	16	7.6%	55	12.6%	72	11.1%
U.S. or State Highway								
Urban	0	0.0%	37	17.6%	77	17.7%	114	17.6%
Rural	2	66.7%	28	13.3%	46	10.6%	76	11.7%
Local								
Urban	0	0.0%	33	15.7%	63	14.4%	96	14.8%
Rural	0	0.0%	9	4.3%	24	5.5%	33	5.1%
Total	**3**	**0.5%**	**210**	**32.4%**	**436**	**67.2%**	**649**	

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: 2022

	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	2	32	80	114
District 2	0	6	15	21
District 3	0	131	232	363
District 4	0	19	38	57
District 5	1	13	49	63
District 6	0	9	22	31
Statewide	**3**	**210**	**436**	**649**

In 2022, the economic cost of crashes in work zones was nearly $109 million dollars. This represents 2% of the total cost of Idaho crashes (as shown in Table 4).

Glossary of Terms

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

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

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

CRASH (TRAFFIC): An unintended event that causes a death, injury, or damage and involves a motor vehicle on a public roadway.

DRIVER (OPERATOR): Every person who is in actual physical control of a motor vehicle upon a highway.

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

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

HEAVY TRUCK: A motor vehicle exceeding 8,000 pounds gross weight; has two or more wheels per axle or has more than two axles; and is designed, used, or maintained primarily for the transportation of property.

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

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

INJURY SEVERITY:

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

Suspected Serious Injury (Incapacitating Injury) - Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

Suspected Minor Injury (Visible Injury) (Non-incapacitating, Evident Injury) - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.

Possible Injury - Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.

LICENSED DRIVER: A person who is licensed by a State to operate a motor vehicle on public highways. In Idaho, a person who has reached the age of 15 years, and who has successfully completed an approved driver's training course, may apply for a class "D" license. Driving privileges are restricted to daylight hours only until the age of 16.

LOCAL ROAD: Any road other than an Interstate, U.S., or State Highway.

MOTOR VEHICLE: Every motorized vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires but not operated upon rails except motorized wheelchairs.

Glossary of Terms (Continued)

OCCUPANT: A person who is in or on a motor vehicle.

PASSENGER: Any occupant of a vehicle other than its driver.

PEDESTRIAN: Any person afoot and any person operating a wheelchair or motorized wheelchair.

PROPERTY DAMAGE ONLY: Any crash in which there was property damage of $751 or more to any one person but no injuries or fatalities prior to 2006. The threshold was increased to $1,501 or more in 2006 and later.

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

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

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

TRACTOR/BOBTAIL: A motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than part of the weight of the vehicle and load so drawn.

URBAN: Any incorporated area with a population of 5,000 or more.

VEHICLE: Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks.

VIOLATION: A conviction of a misdemeanor charge involving a moving traffic violation, or an admission or judicial determination of the commission of an infraction involving a moving traffic infraction, except bicycle infractions.

References and Notes

1. U.S. Department of Transportation, 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).

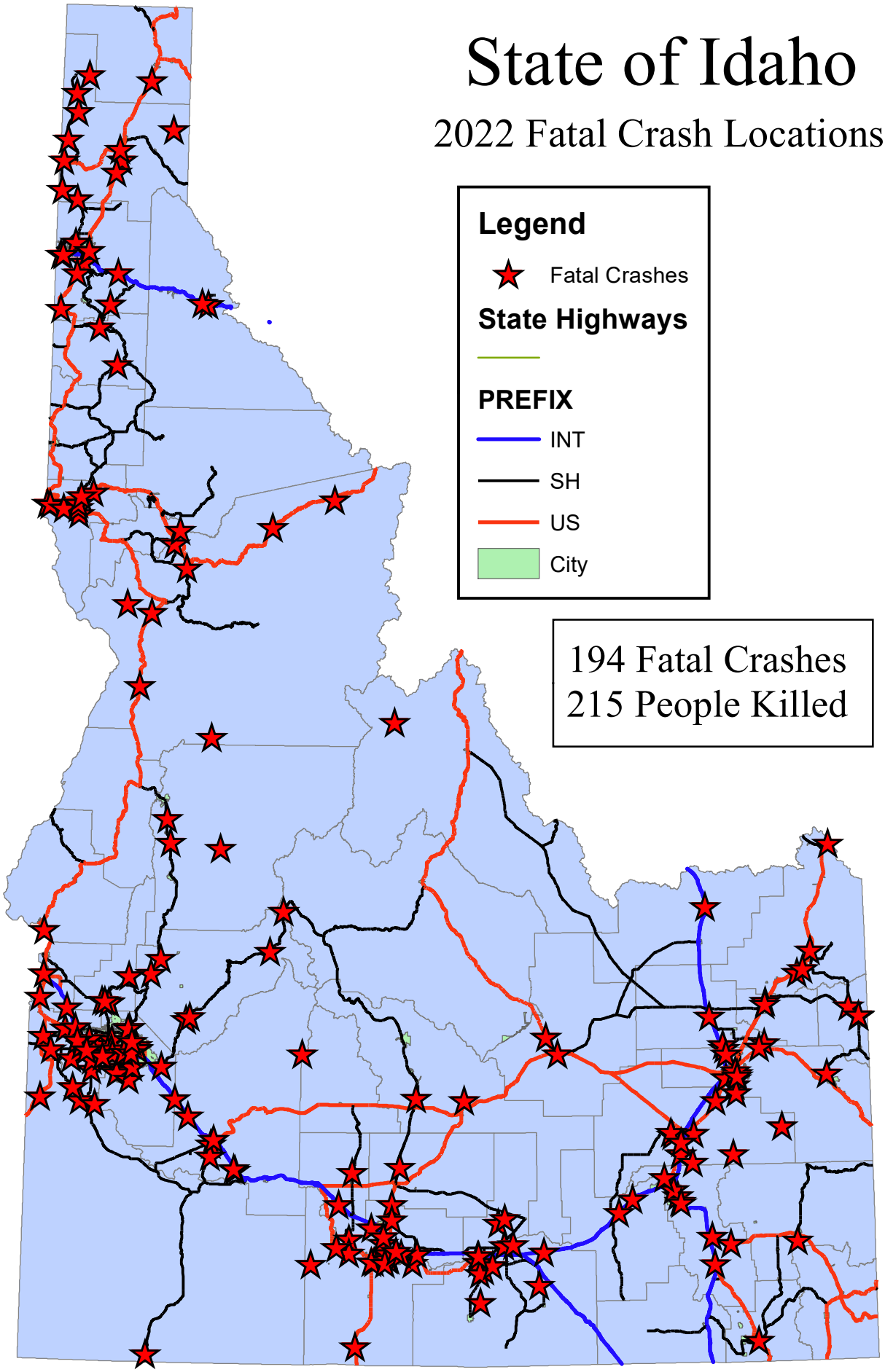
6. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

APPENDIX A: Maps of Fatal Crash Locations in 2022

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

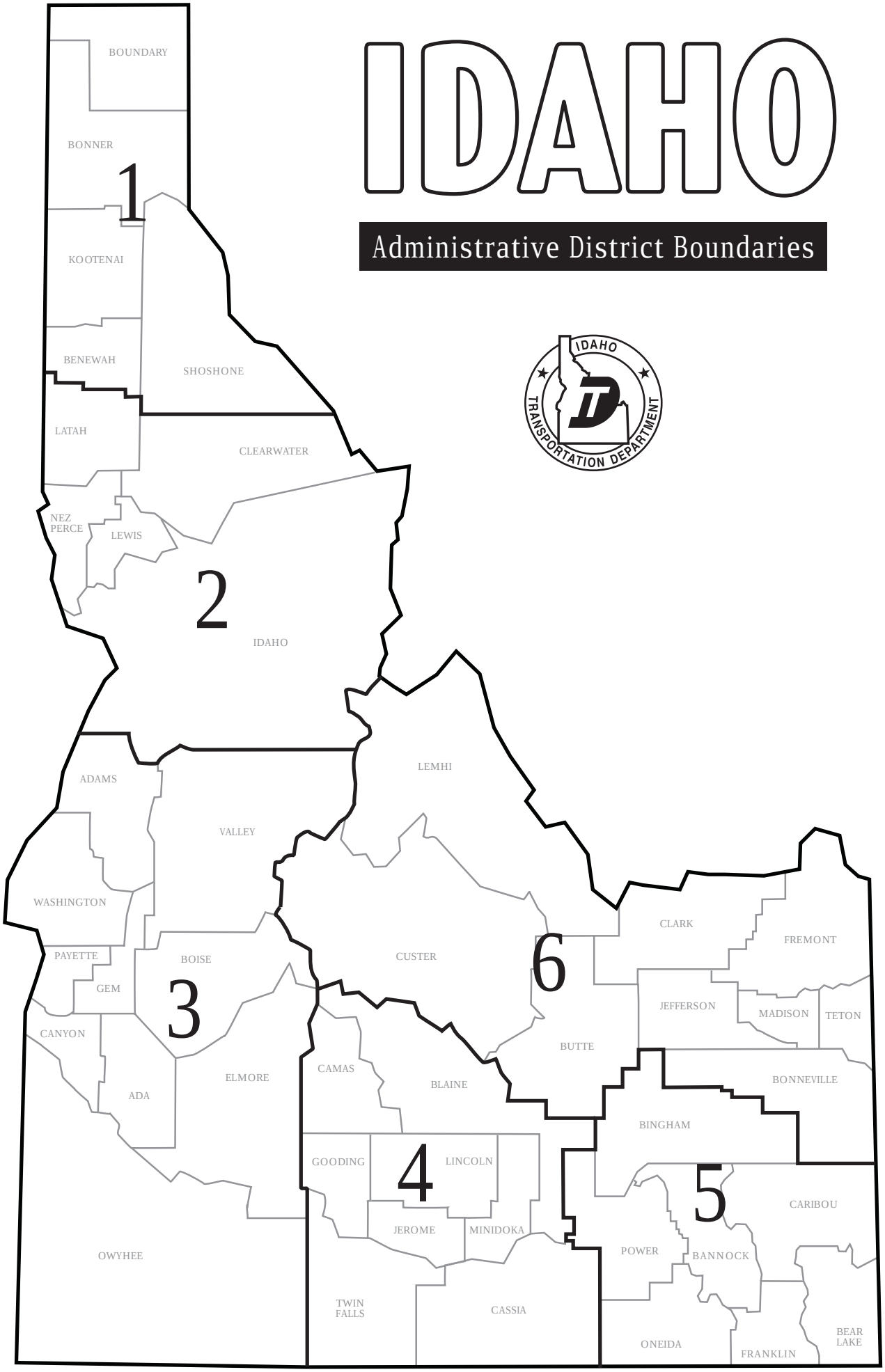
State of Idaho

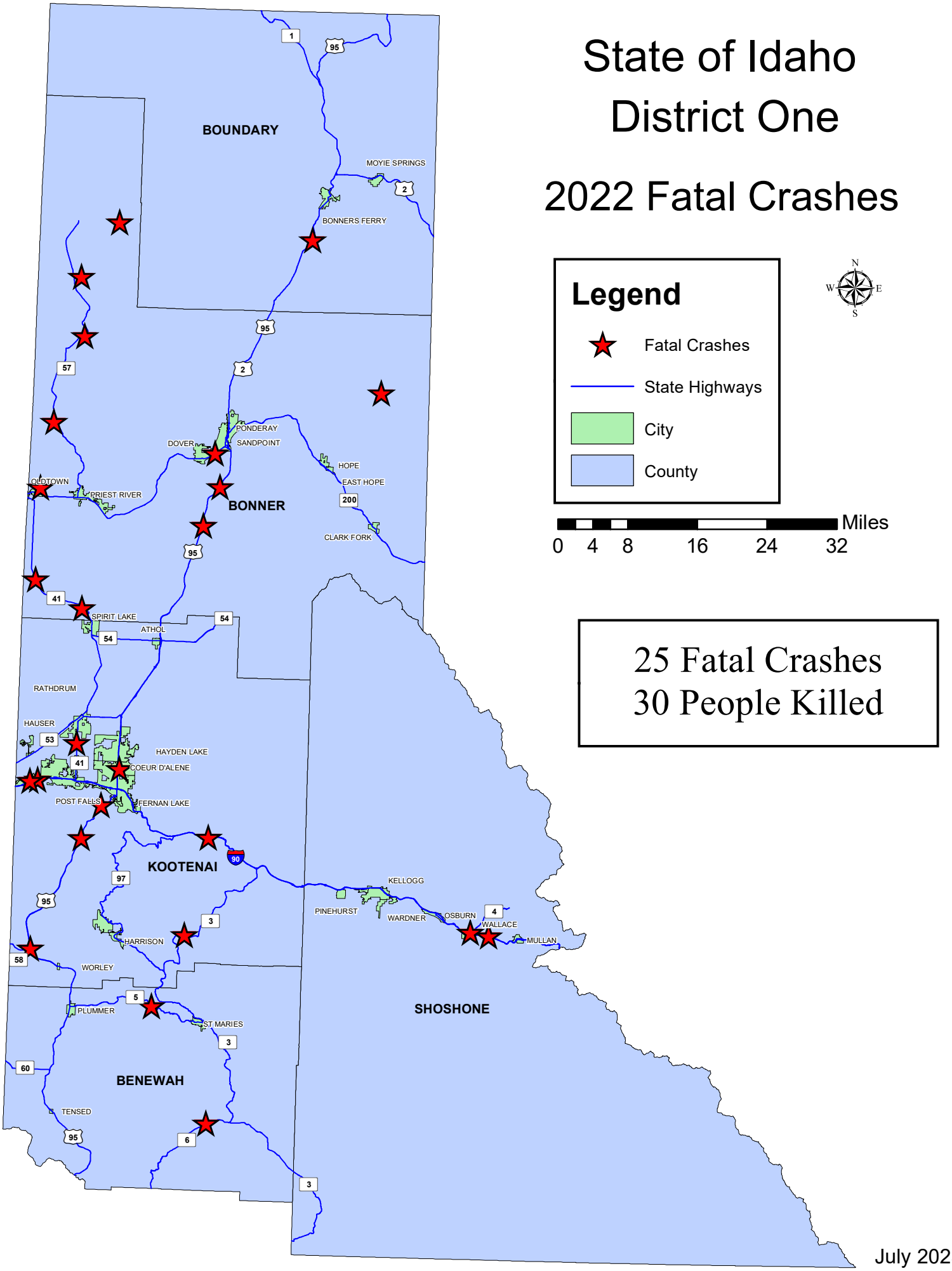
2022 Fatal Crash Locations



IDAHO

Administrative District Boundaries





State of Idaho
District One

2022 Fatal Crashes

Legend

- Fatal Crashes
- State Highways
- City
- County

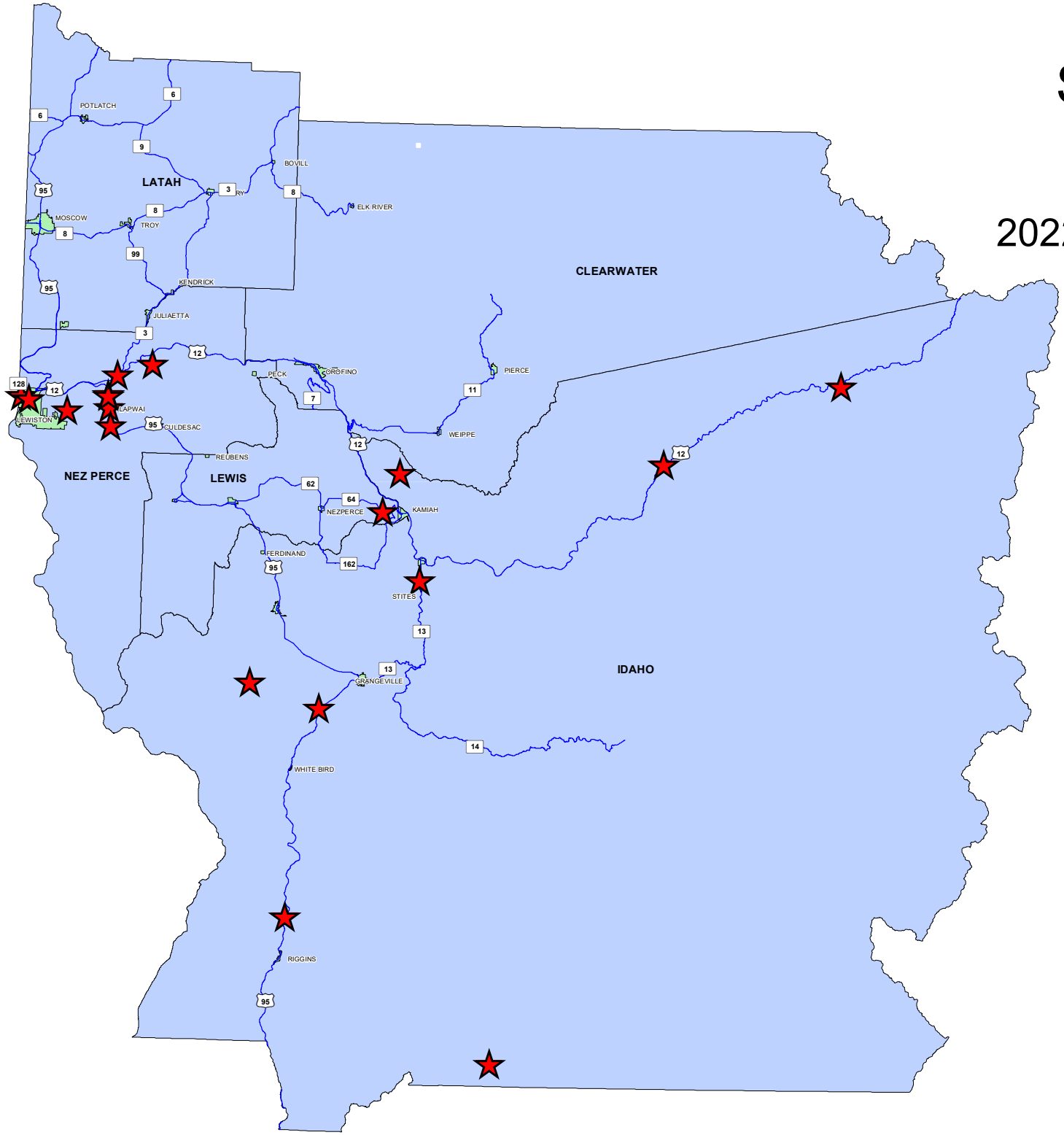
N
W E
S

Miles
0 4 8 16 24 32

25 Fatal Crashes
30 People Killed

July 2023

State of Idaho
District Two
2022 Fatal Crash Locations



Legend

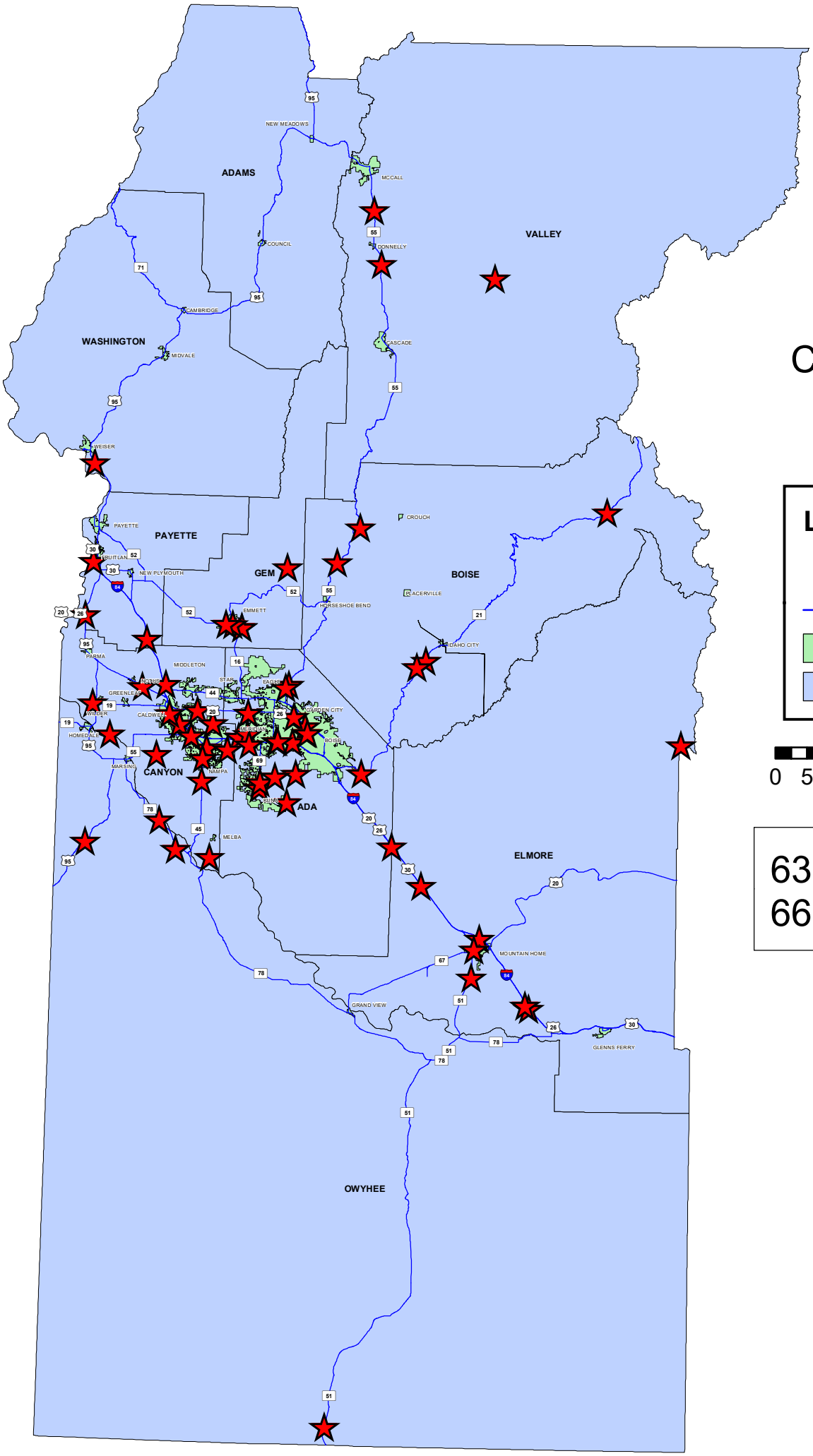
- Fatal Crashes
- State Highways
- City
- County

N W E S

0 4 8 16 24 32 Miles

18 Fatal Crashes
22 People Killed

July 2023



State of Idaho
District Three

2022 Fatal Crash Locations

Legend

- Fatal Crashes
- State Highways
- Cities
- Counties

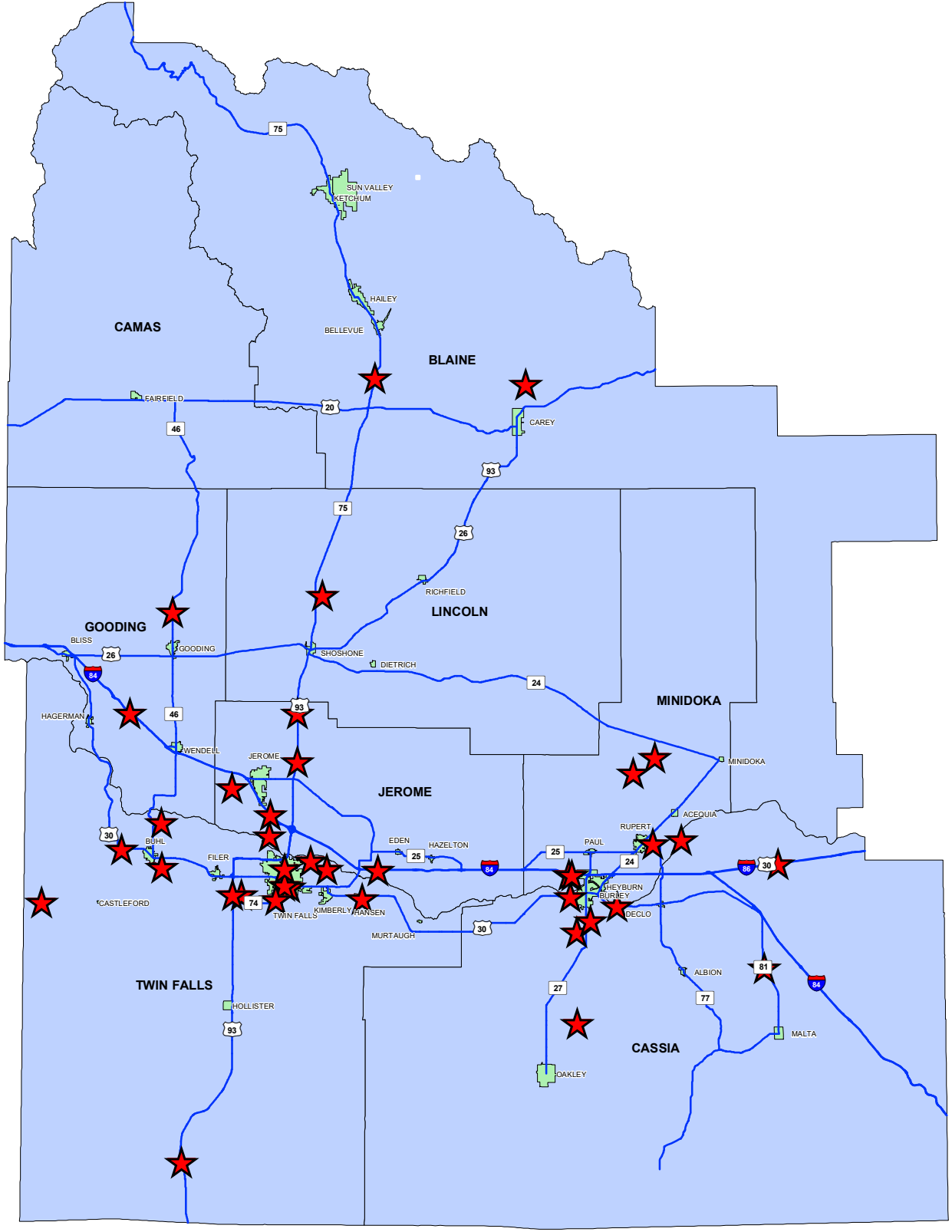
N W E S

0 5 10 20 30 40 Miles

63 Fatal Crashes
66 People Killed

July 2023

State of Idaho
District Four
2022 Fatal Crash Locations



Legend

- Fatal Crashes
- State Highways
- City
- County

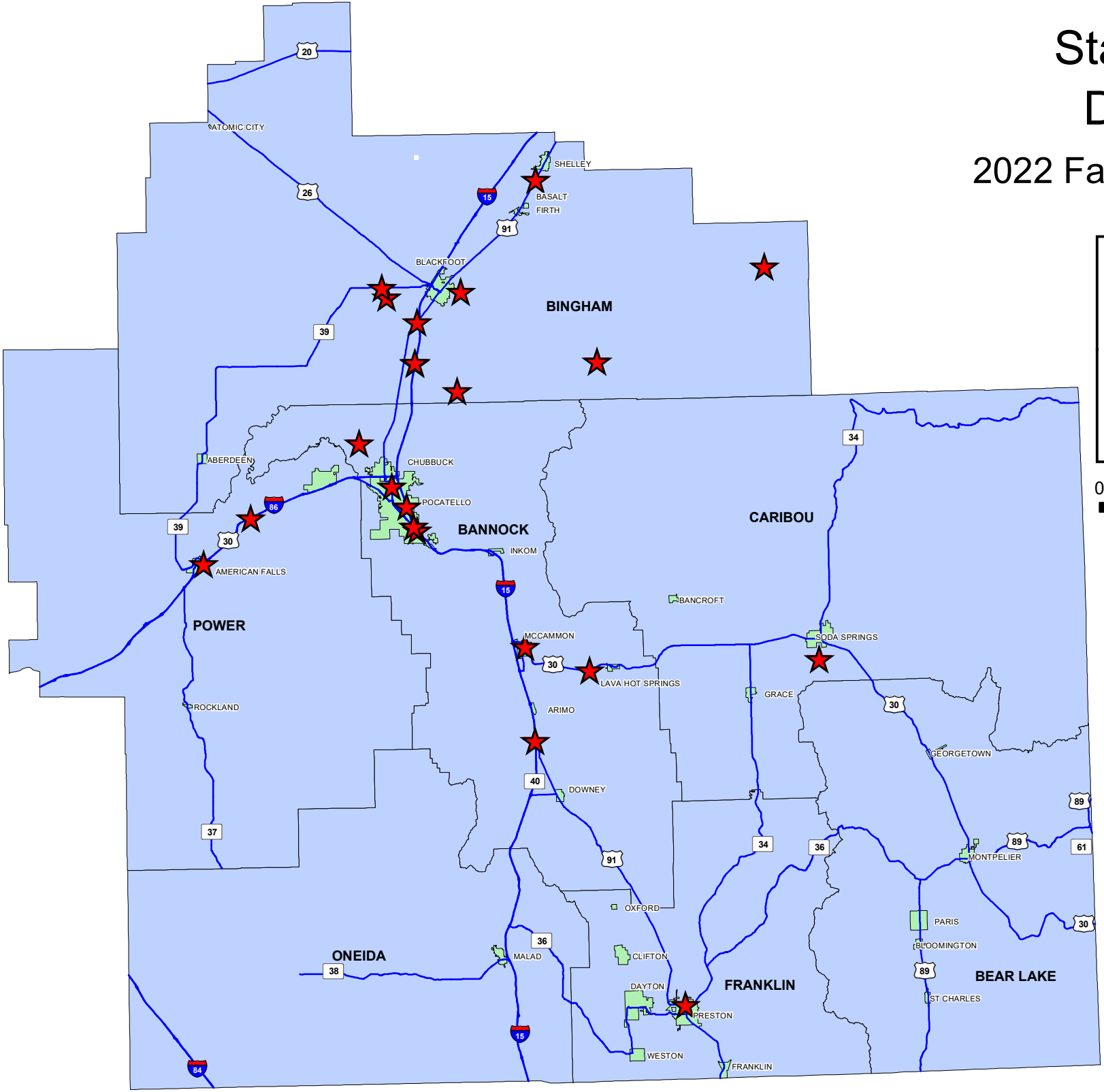
N W E S

Miles
0 3.75 7.5 15 22.5 30

38 Fatal Crashes
40 People Killed

July 2023

State of Idaho
District Five
2022 Fatal Crash Locations



Legend

- Fatal Crashes
- State Highways
- City
- County

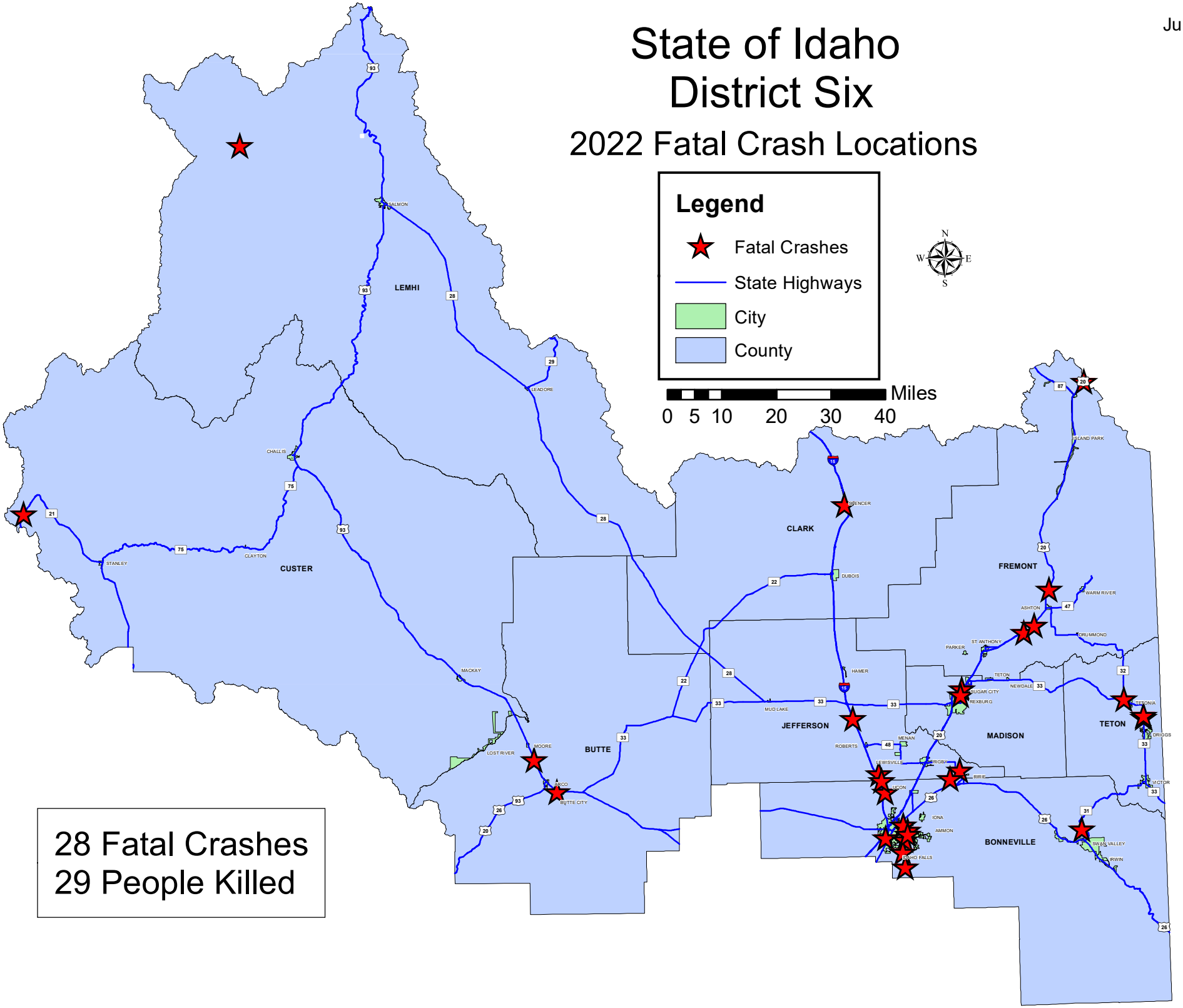
0 3.256.5 13 19.5 26 Miles

22 Fatal Crashes
28 People Killed

July 2023

July 2023

State of Idaho
District Six
2022 Fatal Crash Locations



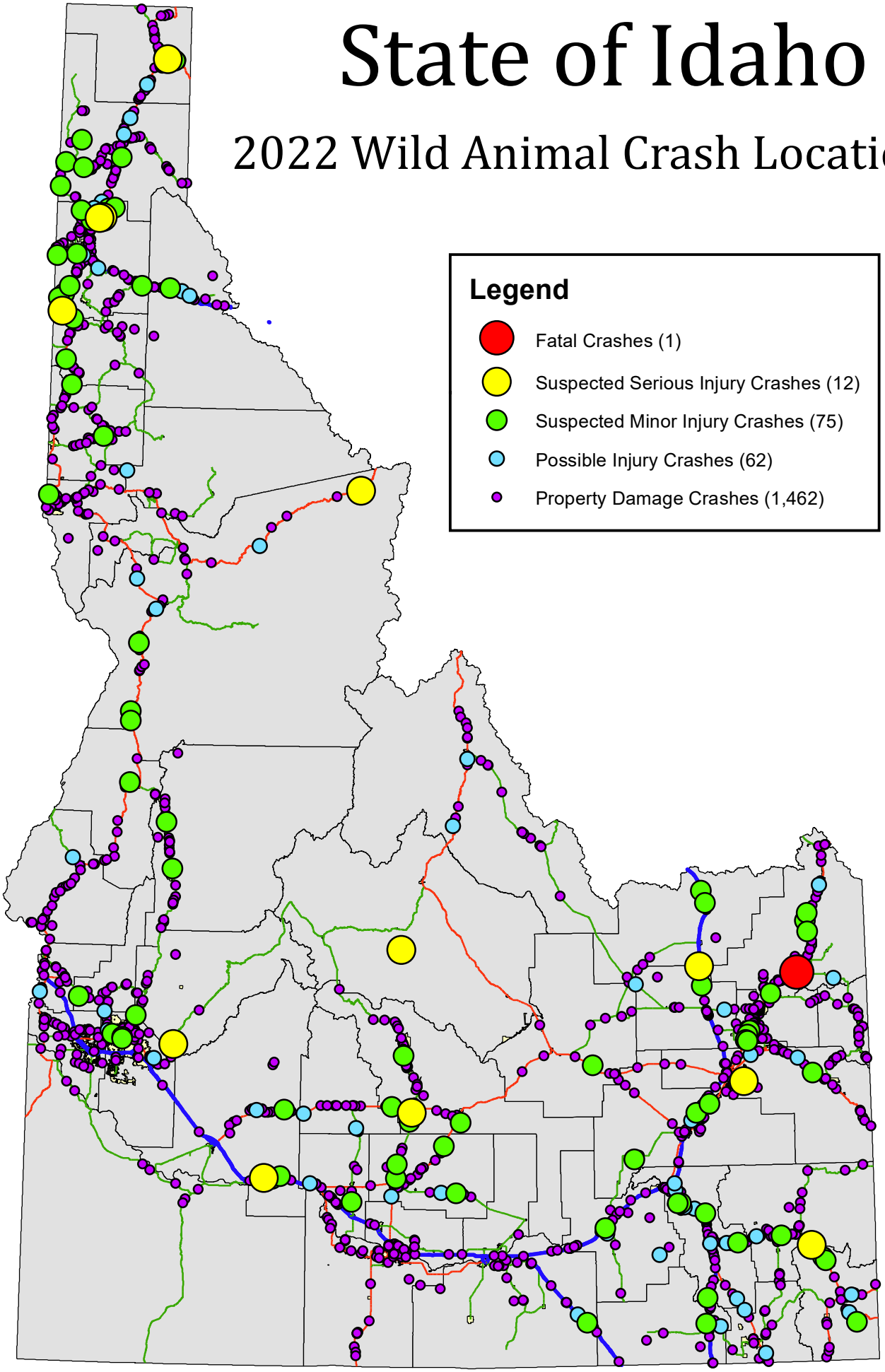
28 Fatal Crashes
29 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2022

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

State of Idaho

2022 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: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

I-15

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	7	8	10	8	7	13	10	4	11	6
Fatalities	9	10	10	8	7	13	11	5	13	6
Total Crashes	365	263	359	488	583	397	632	483	584	578
Average Daily Traffic	10,710	11,110	11,870	12,380	14,348	14,348	12,652	12,040	13,553	13,509
Fatal Crash Rate	0.91	1.01	1.18	0.90	0.71	1.27	0.98	0.46	1.14	0.62
Total Crash Rate	47.64	33.09	42.28	55.10	58.95	38.68	62.17	56.14	60.30	59.87

I-84

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	15	11	16	30	22	21	13	13	20	13
Fatalities	15	11	19	31	24	26	14	15	21	13
Total Crashes	927	799	883	947	928	972	1,526	1,221	1,767	1,776
Average Daily Traffic	20,780	21,740	23,010	24,580	27,498	27,498	25,303	24,971	29,107	29,095
Fatal Crash Rate	0.72	0.50	0.69	1.21	0.82	0.76	0.46	0.52	0.68	0.45
Total Crash Rate	44.34	36.53	38.14	38.29	34.50	35.13	53.86	48.45	60.48	60.81

I-86

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	2	2	1	0	2	0	1	0	3
Fatalities	2	2	2	1	0	2	0	1	0	3
Total Crashes	110	76	84	128	124	96	77	113	121	122
Average Daily Traffic	8,240	8,430	9,030	9,430	10,432	10,432	9,608	9,073	10,223	9,806
Fatal Crash Rate	1.06	1.03	0.97	0.46	0.00	0.84	0.00	0.48	0.00	1.33
Total Crash Rate	58.19	39.30	40.55	59.17	55.12	40.12	32.01	54.06	51.37	54.00

I-90

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	3	3	4	6	1	3	3	5	4
Fatalities	2	4	3	4	7	1	3	4	5	4
Total Crashes	318	281	326	345	411	365	373	347	428	489
Average Daily Traffic	17,640	18,320	19,270	20,500	21,607	21,607	19,623	19,876	21,776	21,975
Fatal Crash Rate	0.42	1.49	0.21	0.21	0.61	0.57	0.72	1.09	0.17	0.68
Total Crash Rate	66.84	56.87	62.45	62.40	72.42	62.64	65.59	64.86	73.02	82.68

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

I-184

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	0	1	0	0	0	0	1
Fatalities	0	0	0	0	1	0	0	0	0	1
Total Crashes	44	49	35	49	45	56	111	91	94	100
Average Daily Traffic	57,880	58,300	60,790	64,930	74,232	74,232	55,133	59,216	65,721	67,860
Fatal Crash Rate	0.00	0.00	0.00	0.00	1.06	0.00	0.00	0.00	0.00	1.13
Total Crash Rate	57.53	63.61	43.57	57.11	47.66	57.09	112.33	117.94	109.77	113.10

US 2

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	3	1	1	0	0	0	0	1	1
Fatalities	2	3	1	1	0	0	0	0	1	1
Total Crashes	65	76	105	94	96	78	79	90	110	138
Average Daily Traffic	4,860	4,630	4,640	4,720	4,796	4,796	4,882	4,689	5,375	5,595
Fatal Crash Rate	2.44	3.84	1.28	1.25	0.00	0.00	0.00	0.00	1.10	1.06
Total Crash Rate	79.23	97.19	134.05	117.92	117.98	96.31	95.35	113.79	121.33	146.22

US 12

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	10	3	5	2	4	3	3	7	4
Fatalities	0	11	3	5	2	4	3	3	8	4
Total Crashes	166	162	192	141	159	159	158	149	179	173
Average Daily Traffic	1,960	2,000	2,040	2,110	2,098	2,098	2,085	1,996	2,187	2,090
Fatal Crash Rate	0.00	8.15	2.39	3.85	1.58	3.10	2.34	2.44	5.20	3.11
Total Crash Rate	137.51	132.02	152.81	108.49	125.37	123.03	123.01	121.19	132.93	134.36

US 20

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	9	7	9	6	5	9	15	10	10	10
Fatalities	9	8	9	6	6	10	18	12	11	10
Total Crashes	748	777	928	876	1,147	1,060	1,223	901	1,147	1,053
Average Daily Traffic	5,880	6,090	6,640	6,760	7,471	7,471	7,532	7,177	8,104	8,124
Fatal Crash Rate	1.35	1.02	1.23	0.78	0.61	1.06	1.72	1.24	1.10	1.10
Total Crash Rate	112.36	113.53	126.93	114.36	139.54	125.21	140.39	111.37	126.17	115.58

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

US 26

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	3	2	6	2	3	2	6	7	0
Fatalities	2	3	2	6	2	3	2	7	8	0
Total Crashes	132	105	149	154	171	158	151	211	203	219
Average Daily Traffic	2,920	2,950	2,940	3,250	3,334	3,334	3,290	4,027	4,455	4,356
Fatal Crash Rate	1.46	2.17	1.45	3.93	1.29	1.92	1.26	3.17	3.35	0.00
Total Crash Rate	96.26	75.79	107.92	100.90	110.58	100.91	95.42	111.63	97.07	107.12

US 30

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	4	5	4	6	7	3	4	6	3	5
Fatalities	4	7	5	8	11	3	4	8	3	6
Total Crashes	244	238	276	278	374	287	259	359	390	443
Average Daily Traffic	3,580	3,510	3,570	3,640	3,544	3,544	3,796	3,536	3,968	3,978
Fatal Crash Rate	1.59	2.04	1.59	2.34	2.91	1.20	1.60	2.58	1.15	1.91
Total Crash Rate	96.94	97.13	109.96	108.61	155.54	115.15	103.41	154.29	149.40	169.24

US 89

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	0	2	1	1	0	1	0	0
Fatalities	1	0	0	2	1	1	0	2	0	0
Total Crashes	24	31	32	30	38	20	24	39	38	34
Average Daily Traffic	1,510	1,480	1,660	1,730	1,839	1,839	1,805	1,882	1,651	1,636
Fatal Crash Rate	4.18	0.00	0.00	7.24	3.66	3.40	0.00	3.35	0.00	0.00
Total Crash Rate	100.21	131.13	121.54	108.56	139.16	68.08	83.89	130.71	145.18	131.11

US 91

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	4	0	0	6	2	2	4	1	1	4
Fatalities	5	0	0	6	2	3	5	2	2	4
Total Crashes	294	235	270	310	283	255	250	273	275	294
Average Daily Traffic	4,410	4,410	4,570	4,610	4,868	4,868	5,040	4,852	5,358	5,213
Fatal Crash Rate	2.90	0.00	0.00	4.14	1.35	1.31	2.53	0.66	0.59	2.44
Total Crash Rate	213.06	169.40	187.81	213.77	191.72	166.53	157.98	179.18	163.45	179.61

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

US 93

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	4	3	6	5	9	6	9	5	9	5
Fatalities	4	3	6	5	9	8	10	5	10	6
Total Crashes	221	190	257	261	251	216	481	315	596	445
Average Daily Traffic	1,930	2,000	2,170	2,180	2,308	2,308	2,801	2,430	2,725	2,657
Fatal Crash Rate	1.34	0.97	1.79	1.48	2.55	1.68	2.51	1.66	2.66	1.52
Total Crash Rate	73.98	61.37	76.51	77.34	71.20	60.46	134.39	104.47	176.31	135.04

US 95

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	14	15	17	16	23	16	18	19	15	15
Fatalities	16	15	20	18	26	17	20	21	20	18
Total Crashes	929	967	1,111	1,079	1,048	959	965	979	1,154	1,170
Average Daily Traffic	4,730	4,920	5,170	5,260	5,355	5,355	5,480	5,294	6,034	5,825
Fatal Crash Rate	1.55	1.57	1.69	1.56	2.25	1.53	1.68	1.87	1.30	1.34
Total Crash Rate	102.62	100.99	110.19	105.08	102.53	91.74	89.93	96.25	99.75	104.57

SH 1

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	6	3	1	6	4	4	3	4	2
Average Daily Traffic	810	810	810	860	846	846	805	767	834	672
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	82.64	165.28	82.64	26.13	159.14	106.25	110.85	86.32	108.04	67.06

SH 3

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	4	1	2	2	2	0	0	2	1
Fatalities	2	4	1	2	2	2	0	0	2	1
Total Crashes	79	82	94	92	103	92	77	89	112	82
Average Daily Traffic	1,430	1,560	1,550	1,560	1,543	1,543	1,585	1,548	1,707	1,557
Fatal Crash Rate	3.57	6.55	1.65	3.27	3.28	3.31	0.00	0.00	3.00	1.64
Total Crash Rate	141.14	134.27	154.96	150.64	168.74	152.28	124.21	147.25	168.09	134.78

Crash Information for Selected Routes on the State Highway System: 2012-2021

Rates are per 100 Million Vehicle Miles Traveled

SH 5	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	0	0	1	0	1	0	0	0	1
Fatalities	2	0	0	1	0	2	0	0	0	1
Total Crashes	24	22	17	29	31	25	39	26	35	31
Average Daily Traffic	2,680	2,610	2,610	2,610	2,774	2,774	2,795	3,103	3,525	3,545
Fatal Crash Rate	10.70	0.00	0.00	5.48	0.00	5.16	0.00	0.00	0.00	4.06
Total Crash Rate	128.40	120.73	93.23	159.05	169.64	129.01	200.63	120.47	142.76	125.73

SH 6	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	1	1	0	0	0	0	0	1	1
Fatalities	0	2	1	0	0	0	0	0	1	1
Total Crashes	18	24	21	28	24	16	26	22	32	20
Average Daily Traffic	1,100	1,160	1,180	1,180	1,154	1,154	1,116	1,196	1,254	1,255
Fatal Crash Rate	0.00	5.98	5.88	0.00	0.00	0.00	0.00	0.00	6.40	6.25
Total Crash Rate	113.57	143.59	123.52	164.69	142.18	96.22	162.04	144.15	204.70	124.93

SH 7	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	5	8	8	2	4	6	5	6	5	0
Average Daily Traffic	780	750	750	620	670	670	629	693	778	781
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	27.00	0.00	0.00	0.00
Total Crash Rate	108.81	181.06	181.06	54.76	108.58	152.00	134.99	146.98	109.07	0.00

SH 8	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	4	0	0	0	3	1	0	0	1	0
Fatalities	4	0	0	0	3	1	0	0	1	0
Total Crashes	108	126	105	100	127	86	98	77	92	94
Average Daily Traffic	2,600	2,520	2,520	2,560	2,626	2,626	2,624	2,442	2,933	2,716
Fatal Crash Rate	7.93	0.00	0.00	0.00	5.99	1.96	0.00	0.00	1.76	0.00
Total Crash Rate	214.02	257.61	214.68	201.26	253.53	168.71	192.86	162.77	161.97	178.69

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 9

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	0	0	0	0	1	0	0	0
Fatalities	1	0	0	0	0	0	1	0	0	0
Total Crashes	5	6	3	6	8	2	9	5	8	13
Average Daily Traffic	830	1,030	1,030	1,030	909	909	917	876	1,062	1,037
Fatal Crash Rate	24.41	0.00	0.00	0.00	0.00	0.00	22.30	0.00	0.00	0.00
Total Crash Rate	122.06	118.03	59.01	118.03	158.17	44.57	200.74	116.84	154.08	256.37

SH 11

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	1	0	0	0	0	0	1	0
Fatalities	0	0	1	0	0	0	0	0	2	0
Total Crashes	7	13	11	11	6	14	13	19	20	14
Average Daily Traffic	870	670	680	680	682	682	673	639	760	740
Fatal Crash Rate	0.00	0.00	9.47	0.00	0.00	0.00	0.00	0.00	8.52	0.00
Total Crash Rate	51.82	124.96	104.18	104.18	57.38	132.24	125.18	192.65	170.40	122.59

SH 13

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	1	2	1	0	0	1	1	1
Fatalities	1	0	1	2	1	0	0	1	1	2
Total Crashes	23	10	17	11	20	17	20	15	20	20
Average Daily Traffic	1,690	1,720	1,650	1,650	1,684	1,684	1,656	1,558	1,707	1,681
Fatal Crash Rate	6.14	0.00	6.29	12.58	6.17	0.00	0.00	6.68	6.10	6.19
Total Crash Rate	141.29	60.36	106.96	69.21	123.35	104.83	121.93	100.16	121.94	123.81

SH 14

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	1	0	0	1	1	0	0
Fatalities	0	0	0	1	0	0	1	1	0	0
Total Crashes	3	9	0	5	5	3	6	7	9	6
Average Daily Traffic	340	280	280	280	282	282	203	143	154	155
Fatal Crash Rate	0.00	0.00	0.00	19.76	0.00	0.00	27.24	38.56	0.00	0.00
Total Crash Rate	48.82	177.85	0.00	98.81	99.43	58.80	163.43	269.89	323.56	213.93

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 16

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	1	1	3	0	2	1	4	0	3
Fatalities	0	1	1	3	0	2	1	5	0	3
Total Crashes	34	47	58	37	58	44	78	51	73	76
Average Daily Traffic	8,060	7,730	8,110	8,810	11,148	11,148	11,583	11,164	12,649	11,821
Fatal Crash Rate	0.00	2.21	2.11	5.83	0.00	3.07	1.48	6.13	0.00	4.34
Total Crash Rate	83.10	104.08	122.42	71.89	105.04	67.56	115.27	78.20	98.79	110.05

SH 19

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	1	1	0	2	0	1	2	1	0
Fatalities	3	1	1	0	2	0	1	2	1	0
Total Crashes	36	49	64	64	60	61	80	56	59	104
Average Daily Traffic	5,190	5,780	5,840	6,250	8,056	8,056	7,449	7,388	8,330	8,265
Fatal Crash Rate	6.55	2.94	2.91	0.00	5.06	0.00	2.12	4.30	1.90	0.00
Total Crash Rate	117.93	144.13	186.31	174.09	151.91	128.73	169.69	120.27	112.39	199.67

SH 21

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	2	4	2	3	3	3	2	2	5
Fatalities	1	2	4	2	3	3	5	2	2	5
Total Crashes	55	46	60	67	65	60	55	59	90	83
Average Daily Traffic	1,050	1,090	1,110	1,160	1,290	1,290	1,309	1,398	1,560	1,482
Fatal Crash Rate	2.07	3.98	7.82	3.74	5.31	5.05	4.98	3.11	2.79	7.33
Total Crash Rate	113.72	91.62	117.35	125.39	115.01	101.00	91.34	91.73	125.41	121.73

SH 22

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	1	0	0	0	0	0	0	0
Fatalities	1	0	1	0	0	0	0	0	0	0
Total Crashes	7	3	2	5	4	8	6	6	5	9
Average Daily Traffic	300	450	440	460	478	478	508	590	556	542
Fatal Crash Rate	20.79	0.00	14.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	145.50	41.57	28.34	67.78	52.22	104.34	73.76	63.48	56.21	103.65

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 24

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	1	1	1	2	0	0	1	0
Fatalities	0	0	1	1	1	2	0	0	1	0
Total Crashes	35	36	31	45	34	28	31	29	32	56
Average Daily Traffic	1,410	1,530	1,530	1,520	1,578	1,578	1,630	1,598	1,820	1,806
Fatal Crash Rate	0.00	0.00	2.66	2.68	2.63	5.17	0.00	0.00	2.25	0.00
Total Crash Rate	101.19	95.92	82.60	120.69	89.50	72.35	77.69	74.12	71.84	126.66

SH 25

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	3	0	2	0	1	0	1	1	2	1
Fatalities	3	0	2	0	1	0	1	1	2	1
Total Crashes	58	37	46	52	58	56	63	59	83	80
Average Daily Traffic	2,070	2,150	2,150	2,200	2,323	2,323	2,312	2,298	2,581	2,497
Fatal Crash Rate	8.01	0.00	5.14	0.00	2.52	0.00	2.40	2.41	4.29	2.22
Total Crash Rate	154.94	95.16	118.31	130.70	145.95	133.31	150.90	142.19	178.13	177.41

SH 27

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	1	1	0	0	0	1	1	0
Fatalities	0	0	1	1	0	0	0	2	2	0
Total Crashes	43	32	58	60	41	32	29	49	75	52
Average Daily Traffic	2,790	2,750	3,160	3,070	3,124	3,124	3,121	2,968	3,483	3,694
Fatal Crash Rate	0.00	0.00	3.57	3.68	0.00	0.00	0.00	3.81	3.25	0.00
Total Crash Rate	174.04	131.34	207.16	220.59	150.80	115.61	105.10	186.72	243.55	159.22

SH 28

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	1	1	0	0	0	0	0	0	0
Fatalities	1	2	1	0	0	0	0	0	0	0
Total Crashes	41	23	25	29	48	30	55	35	36	50
Average Daily Traffic	660	600	590	600	609	609	792	831	928	868
Fatal Crash Rate	3.45	3.79	3.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	141.25	87.16	96.34	109.90	179.34	112.06	158.28	95.96	88.39	131.23

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 31

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	0	0	2	1	0	0	0
Fatalities	0	0	0	0	0	2	1	0	0	0
Total Crashes	16	17	25	12	23	24	19	20	22	28
Average Daily Traffic	1,940	2,010	2,190	2,190	2,250	2,250	2,314	2,380	2,972	2,875
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	11.58	5.65	0.00	0.00	0.00
Total Crash Rate	107.51	110.21	148.80	71.40	137.41	139.00	107.41	109.95	96.85	127.41

SH 32

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	3	8	7	8	18	6	11	6	5	17
Average Daily Traffic	740	670	680	710	748	748	799	866	1,096	1,054
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.16	0.00	0.00
Total Crash Rate	39.13	115.24	99.36	108.75	234.75	77.40	132.98	66.95	44.05	155.74

SH 33

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	0	1	2	3	4	1	0
Fatalities	0	0	0	0	1	2	4	4	1	0
Total Crashes	161	161	202	251	232	237	206	214	213	248
Average Daily Traffic	2,370	2,390	2,590	2,680	2,908	2,908	3,110	3,000	3,346	3,198
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.70	1.35	1.89	2.74	0.62	0.00
Total Crash Rate	133.00	131.89	152.70	183.37	162.61	159.59	129.47	146.36	131.25	159.88

SH 34

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	2	0	1	1	1	1	1	2	0
Fatalities	3	2	0	1	1	2	1	1	2	0
Total Crashes	49	41	80	65	54	44	47	49	57	54
Average Daily Traffic	920	880	880	900	1,117	1,117	1,079	1,148	1,267	1,223
Fatal Crash Rate	6.03	6.31	0.00	3.08	2.97	2.48	2.58	2.42	4.39	0.00
Total Crash Rate	147.75	129.33	252.19	200.35	160.44	109.29	121.24	118.81	125.17	122.94

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 36

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	2	0	1	0	0	0	1	0	0
Fatalities	2	2	0	2	0	0	0	1	0	0
Total Crashes	36	33	44	32	29	27	19	32	36	22
Average Daily Traffic	620	590	660	660	663	663	734	744	934	919
Fatal Crash Rate	13.19	13.86	0.00	6.20	0.00	0.00	0.00	5.50	0.00	0.00
Total Crash Rate	237.43	228.71	272.61	198.26	172.43	166.60	105.88	176.02	157.67	97.86

SH 37

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	0	0	0	0	0	0	0	0
Fatalities	1	0	0	0	0	0	0	0	0	0
Total Crashes	6	2	3	9	3	1	8	4	8	7
Average Daily Traffic	400	400	400	400	404	404	420	422	547	546
Fatal Crash Rate	21.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	131.59	43.86	65.79	197.38	66.49	21.74	166.92	83.09	128.13	112.41

SH 38

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	8	8	13	7	8	11	6	3	9	9
Average Daily Traffic	470	450	450	450	463	463	452	434	524	545
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	199.20	207.81	338.09	181.83	202.60	277.73	155.65	81.02	201.56	193.62

SH 39

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	3	0	2	2	2	2	1	0	1	1
Fatalities	3	0	2	2	2	2	1	0	1	3
Total Crashes	63	43	65	65	42	65	47	46	44	59
Average Daily Traffic	2,330	2,400	2,330	2,340	2,758	2,758	2,824	3,208	3,396	3,243
Fatal Crash Rate	6.74	0.00	4.49	4.47	4.39	3.80	1.85	0.00	1.58	1.65
Total Crash Rate	141.53	95.87	146.02	145.40	92.12	123.35	87.10	75.06	69.33	97.33

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 41

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	2	0	0	1	0	1	1	1	0	3
Fatalities	2	0	0	1	0	1	1	1	0	4
Total Crashes	145	111	138	152	156	148	134	179	188	154
Average Daily Traffic	6,370	6,350	6,550	6,660	7,205	7,205	7,389	7,276	7,589	7,600
Fatal Crash Rate	2.20	0.00	0.00	1.05	0.00	0.97	0.95	0.96	0.00	3.09
Total Crash Rate	159.30	122.32	147.75	160.05	157.32	144.04	127.24	172.62	193.67	158.42

SH 44

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	2	3	2	3	0	0	0	2	0
Fatalities	1	2	3	2	3	0	0	0	3	0
Total Crashes	181	249	240	245	290	248	264	219	250	260
Average Daily Traffic	15,960	14,850	16,700	16,810	19,539	19,539	18,276	18,839	20,747	21,006
Fatal Crash Rate	0.74	1.69	2.13	1.41	2.10	0.00	0.00	0.00	1.15	0.00
Total Crash Rate	134.42	210.93	170.34	172.75	202.93	150.44	171.59	138.09	143.14	147.03

SH 45

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	2	1	0	0	0	0	1	2
Fatalities	0	0	4	1	0	0	0	0	1	2
Total Crashes	127	125	200	203	160	152	137	137	193	183
Average Daily Traffic	7,360	7,060	7,110	7,150	7,159	7,159	7,132	7,147	7,904	8,020
Fatal Crash Rate	0.00	0.00	4.27	2.12	0.00	0.00	0.00	0.00	1.92	3.79
Total Crash Rate	261.84	269.71	426.84	430.82	343.28	322.18	291.89	291.28	371.04	346.69

SH 46

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	3	0	0	1	2	0	2	3	0	1
Fatalities	3	0	0	1	2	0	3	3	0	1
Total Crashes	40	41	39	46	47	42	55	54	73	65
Average Daily Traffic	2,240	2,470	2,460	2,480	2,699	2,699	2,682	2,644	2,947	2,879
Fatal Crash Rate	6.41	0.00	0.00	1.93	3.57	0.00	3.50	5.44	0.00	1.63
Total Crash Rate	85.50	79.48	75.99	88.91	83.96	74.59	96.33	97.91	116.34	106.03

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 47

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	7	5	2	8	8	4	3	5	8	9
Average Daily Traffic	830	880	830	860	892	892	929	1,102	1,376	1,341
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.02	0.00
Total Crash Rate	186.04	125.34	53.15	205.20	196.17	98.93	71.21	100.05	128.15	147.94

SH 48

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	2	2	0	0	1	0	0	0	1
Fatalities	1	2	2	0	0	1	0	0	0	1
Total Crashes	42	34	11	53	49	29	40	31	55	43
Average Daily Traffic	2,290	2,440	2,360	2,360	2,806	2,806	2,902	2,996	3,125	2,729
Fatal Crash Rate	4.90	9.20	9.51	0.00	0.00	4.00	0.00	0.00	0.00	4.12
Total Crash Rate	205.86	156.40	52.32	252.07	230.43	115.99	154.81	116.20	197.63	176.99

SH 50

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	1	0	0	0	1	0	0
Fatalities	0	0	0	1	0	0	0	1	0	0
Total Crashes	27	20	18	19	21	20	25	23	21	27
Average Daily Traffic	3,410	4,040	4,040	4,090	4,177	4,177	4,273	4,335	4,789	4,728
Fatal Crash Rate	0.00	0.00	0.00	8.28	0.00	0.00	0.00	7.83	0.00	0.00
Total Crash Rate	268.08	167.61	150.85	157.28	172.22	162.10	198.61	180.10	148.84	193.83

SH 51

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	1	0	1	1	1	1	2	2
Fatalities	1	0	1	0	1	1	1	1	4	2
Total Crashes	45	43	30	34	41	45	45	64	45	45
Average Daily Traffic	790	750	780	780	812	812	786	903	987	946
Fatal Crash Rate	3.75	0.00	3.79	0.00	3.69	3.65	3.76	3.28	6.01	6.27
Total Crash Rate	168.57	170.29	113.82	129.00	151.31	164.06	169.24	209.70	135.26	141.17

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 52

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	1	0	1	1	0	2	2	1
Fatalities	1	0	1	0	1	1	0	2	3	1
Total Crashes	60	67	56	68	67	68	75	59	78	93
Average Daily Traffic	2,150	2,180	2,200	2,200	2,418	2,418	2,363	2,510	2,869	2,766
Fatal Crash Rate	2.35	0.00	2.30	0.00	2.22	2.09	0.00	4.04	3.53	1.83
Total Crash Rate	141.26	155.57	128.84	156.45	148.72	142.32	160.90	119.16	137.81	170.41

SH 53

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	0	2	5	1	1	1	0
Fatalities	0	0	0	0	2	5	1	1	1	0
Total Crashes	51	50	73	67	71	89	72	75	81	76
Average Daily Traffic	7,870	8,220	8,320	8,460	9,347	9,347	9,656	9,477	11,071	11,053
Fatal Crash Rate	0.00	0.00	0.00	0.00	4.60	10.43	2.02	2.06	1.88	0.00
Total Crash Rate	126.32	118.57	171.03	154.38	163.40	185.60	145.48	154.40	152.31	136.81

SH 54

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	14	18	20	24	16	26	24	19	23	31
Average Daily Traffic	2,260	2,260	2,350	2,430	2,854	2,854	4,555	4,051	4,489	4,333
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	6.22	0.00	4.38	0.00	0.00
Total Crash Rate	109.92	141.33	151.02	175.25	114.49	161.66	93.49	83.22	90.91	126.94

SH 55

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	4	3	4	5	8	9	2	11	12	6
Fatalities	4	5	4	6	9	9	2	12	13	7
Total Crashes	640	743	803	813	769	697	753	674	781	674
Average Daily Traffic	6,630	6,850	7,160	7,560	8,096	8,096	8,225	8,291	9,073	9,370
Fatal Crash Rate	1.23	0.89	1.14	1.35	2.14	2.27	0.50	2.71	2.71	1.31
Total Crash Rate	196.71	221.03	228.59	219.19	205.70	175.48	187.27	165.96	176.18	146.85

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 57

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	1	2	0	0	2	0	0	0	2
Fatalities	0	1	2	0	0	2	0	0	0	3
Total Crashes	24	25	22	25	18	13	8	20	23	14
Average Daily Traffic	1,810	1,810	1,850	1,880	1,861	1,861	2,029	1,992	2,059	2,025
Fatal Crash Rate	0.00	4.07	7.96	0.00	0.00	7.91	0.00	0.00	0.00	7.27
Total Crash Rate	120.97	101.64	87.51	97.86	70.63	51.40	29.02	73.93	82.22	50.89

SH 62

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	6	4	0	0	6	5	1	4	3
Average Daily Traffic	420	420	420	440	448	448	285	270	294	293
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	127.16	254.31	169.54	0.00	0.00	238.35	311.30	65.80	241.19	181.52

SH 64

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	1	0	0	1	0	0	0	1
Fatalities	0	0	1	0	0	1	0	0	0	1
Total Crashes	3	3	7	3	0	2	5	3	4	6
Average Daily Traffic	440	130	120	150	154	154	154	143	155	154
Fatal Crash Rate	0.00	0.00	148.17	0.00	0.00	115.40	0.00	0.00	0.00	115.37
Total Crash Rate	121.23	410.31	1037.17	355.60	0.00	230.80	578.62	373.21	457.87	692.24

SH 67

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	13	1	4	7	6	14	7	7	9
Average Daily Traffic	6,910	6,910	6,910	6,910	6,660	6,660	6,409	6,284	6,734	6,551
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	13.29	57.60	4.43	17.72	32.18	27.58	66.88	34.10	31.82	42.06

Crash Information for Selected Routes on the State Highway System: 2012-2021

Rates are per 100 Million Vehicle Miles Traveled

SH 69	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	2	0	0	0	0	0	0	3	1
Fatalities	0	2	0	0	0	0	0	0	3	2
Total Crashes	60	73	92	83	82	132	125	123	116	159
Average Daily Traffic	15,040	16,630	17,210	17,430	19,897	19,897	22,861	21,840	23,628	24,398
Fatal Crash Rate	0.00	4.11	0.00	0.00	0.00	0.00	0.00	0.00	4.34	1.40
Total Crash Rate	136.42	150.11	182.62	162.67	155.68	226.64	186.75	192.35	167.68	222.58

SH 71	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	0	0	0	0	0	0	0	0
Fatalities	1	0	0	0	0	0	0	0	0	0
Total Crashes	1	0	4	5	1	4	4	3	3	2
Average Daily Traffic	330	280	290	300	355	355	336	342	382	379
Fatal Crash Rate	28.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	28.90	0.00	131.53	158.94	27.07	107.34	113.62	83.50	74.83	50.34

SH 75	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	0	2	4	2	3	3	2	7	1
Fatalities	1	0	3	4	2	3	5	2	8	1
Total Crashes	131	150	172	190	158	144	171	142	221	200
Average Daily Traffic	2,710	2,630	2,740	2,790	3,034	3,034	3,005	3,007	3,315	2,500
Fatal Crash Rate	0.59	0.00	1.17	2.30	1.08	1.59	1.57	1.07	3.32	0.50
Total Crash Rate	77.60	91.56	100.77	109.32	85.65	76.19	89.59	75.91	104.96	99.30

SH 77	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	1	0	0	0	0	0	0
Fatalities	0	0	0	1	0	0	0	0	0	0
Total Crashes	12	13	21	31	16	18	29	13	21	17
Average Daily Traffic	910	1,020	1,010	1,020	1,314	1,314	851	1,096	889	829
Fatal Crash Rate	0.00	0.00	0.00	8.76	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	118.79	113.83	187.30	271.44	121.76	122.33	198.62	107.01	137.65	119.46

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 78	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	1	0	1	2	0	1	0	3	2
Fatalities	1	1	0	1	2	0	1	0	3	2
Total Crashes	37	41	35	40	32	41	29	35	30	26
Average Daily Traffic	790	720	740	740	776	776	759	755	845	841
Fatal Crash Rate	3.77	4.14	0.00	4.03	7.76	0.00	3.93	0.00	10.58	7.09
Total Crash Rate	139.53	169.64	140.90	161.03	124.22	157.50	113.83	138.11	105.77	92.20

SH 81	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	1	0	2	1	0	1	0	0	1
Fatalities	0	1	0	4	1	0	1	0	0	1
Total Crashes	23	21	20	29	22	21	19	20	20	31
Average Daily Traffic	1,390	1,470	1,470	1,470	1,637	1,637	1,717	1,684	1,935	1,893
Fatal Crash Rate	0.00	5.49	0.00	10.97	5.30	0.00	4.65	0.00	0.00	4.26
Total Crash Rate	133.42	115.19	109.70	159.07	116.67	103.42	88.40	95.81	83.36	132.13

SH 87	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	2	9	10	5	3	3	3	6	8	4
Average Daily Traffic	1,000	1,040	1,040	1,040	1,066	1,066	1,121	1,723	2,003	2,003
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	28.14	0.00	0.00	0.00	0.00
Total Crash Rate	60.00	259.60	288.44	144.22	86.19	84.43	80.26	104.44	119.84	59.92

SH 97	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	0	0	0	0	0	3	0
Fatalities	0	0	0	0	0	0	0	0	3	0
Total Crashes	24	23	31	36	24	28	23	23	38	21
Average Daily Traffic	920	920	960	960	977	977	934	878	1,376	1,645
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.72	0.00
Total Crash Rate	199.95	191.62	247.50	287.42	191.56	219.77	188.75	200.77	211.74	97.83

Crash Information for Selected Routes on the State Highway System: 2012-2021
Rates are per 100 Million Vehicle Miles Traveled

SH 99	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	0	1	0	1	0	0	0	0
Fatalities	0	0	0	1	0	1	0	0	0	0
Total Crashes	2	5	12	9	10	10	10	4	11	4
Average Daily Traffic	770	610	610	610	850	850	649	672	763	744
Fatal Crash Rate	0.00	0.00	0.00	38.43	0.00	27.57	0.00	0.00	0.00	0.00
Total Crash Rate	60.89	192.17	461.20	345.90	381.17	275.73	360.16	139.17	337.33	125.76

SH 162	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
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	11	7	15	12	8	3	8	7	8	8
Average Daily Traffic	770	780	780	780	807	807	1,028	879	1,023	955
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	167.81	105.42	225.90	180.72	119.46	43.65	91.61	93.74	92.05	98.55

SH 167	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	0	0	1	0	1	0	1	0	0	0
Fatalities	0	0	1	0	1	0	1	0	0	0
Total Crashes	6	5	11	3	5	4	11	9	6	9
Average Daily Traffic	1,080	1,300	1,280	1,300	1,444	1,444	1,406	1,406	1,522	1,513
Fatal Crash Rate	0.00	0.00	13.93	0.00	11.96	0.00	12.02	0.00	0.00	0.00
Total Crash Rate	93.89	65.00	153.28	39.00	59.81	46.80	132.26	108.21	66.62	100.49

SH 200	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes	1	1	0	0	0	1	1	1	2	0
Fatalities	1	1	0	0	0	1	1	3	2	0
Total Crashes	58	37	42	46	39	51	39	47	66	63
Average Daily Traffic	2,960	2,980	3,030	3,110	3,229	3,229	3,052	3,194	3,498	3,456
Fatal Crash Rate	2.79	2.77	0.00	0.00	0.00	2.56	2.58	2.59	4.51	0.00
Total Crash Rate	161.85	102.56	114.49	122.17	101.53	130.48	100.70	121.56	148.71	143.67

APPENDIX D: Five-Year Crash History

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

Table D-1

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatal Crashes	215	201	188	244	194	-20.5%	5.6%
Injury Crashes	9,083	9,153	7,922	8,665	8,443	-2.6%	-1.1%
Total Crashes	24,031	27,015	22,528	27,547	27,661	0.4%	6.0%
Total Persons - Fatal & Injury Crashes	25,616	25,686	21,261	23,682	22,612	-4.5%	-1.9%
Drivers	16,700	16,940	14,182	15,800	15,248	-3.5%	-1.1%
Passengers	8,354	8,214	6,719	7,451	6,884	-7.6%	-3.0%
Total Fatalities	234	224	215	273	215	-21.2%	6.2%
Fatality Rate per 100 Million AVMT	1.32	1.24	1.23	1.40	1.12	-20.0%	2.4%
Total Injuries	13,301	13,331	11,455	12,616	12,155	-3.7%	-1.2%
Injury Rate per 100 Million AVMT	75.1	73.8	66.0	65.3	63.5	-2.9%	-4.4%
Impaired Drivers - Fatal/Injury Crashes	789	771	820	887	941	6.1%	4.1%
% of All Drivers-Fatal/Injury Crashes	4.7%	4.6%	5.8%	5.6%	6.2%	9.9%	6.8%
Alcohol/Drug Test Given - Fatal/Injury Crashes	637	622	606	680	726	6.8%	2.4%
% of Impaired Drivers Given Test - F&I Crashes	80.7%	80.7%	73.9%	76.7%	77.2%	0.6%	-1.6%

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

Table D-2

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Total Units - Fatal/Injury Crashes	17,522	17,734	14,792	16,483	15,944	-3.3%	-1.3%
Passenger Cars - Fatal/Injury Crashes	7,376	7,167	5,662	6,361	5,835	-8.3%	-3.8%
% of Vehicles	42.1%	40.4%	38.3%	38.6%	36.6%	-5.2%	-2.8%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	8,398	8,910	7,616	8,402	8,386	-0.2%	0.6%
% of Vehicles	47.9%	50.2%	51.5%	51.0%	52.6%	3.2%	2.1%
Commercial Motor Vehicles - Fatal/Injury Crashes	582	563	579	632	631	-0.2%	2.9%
% of Vehicles	3.3%	3.2%	3.9%	3.8%	4.0%	3.2%	5.6%
Motorcycles - Fatal/Injury Crashes	465	440	422	506	510	0.8%	3.5%
% of Vehicles	2.7%	2.5%	2.9%	3.1%	3.2%	4.2%	5.4%
Bicycles - Fatal/Injury Crashes	291	262	146	168	189	12.5%	-13.1%
% of Vehicles	1.7%	1.5%	1.0%	1.0%	1.2%	16.3%	-13.7%
Pedestrians - Fatal/Injury Crashes	252	244	198	228	234	2.6%	-2.3%
% of Vehicles	1.4%	1.4%	1.3%	1.4%	1.5%	6.1%	-1.2%
All Terrain Vehicles - Fatal/Injury Crashes	71	70	80	94	63	-33.0%	10.1%
% of Vehicles	0.4%	0.4%	0.5%	0.6%	0.4%	-30.7%	13.3%
Motor Homes - Fatal/Injury Crashes	15	13	22	17	16	-5.9%	11.1%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-2.7%	19.3%
Farm Equipment - Fatal/Injury Crashes	13	20	16	19	20	5.3%	17.5%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	8.8%	18.2%
Trains - Fatal/Injury Crashes	4	4	6	8	9	12.5%	27.8%
% of Vehicles	0.0%	0.0%	0.0%	0.0%	0.1%	16.3%	32.8%

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

Table D-3

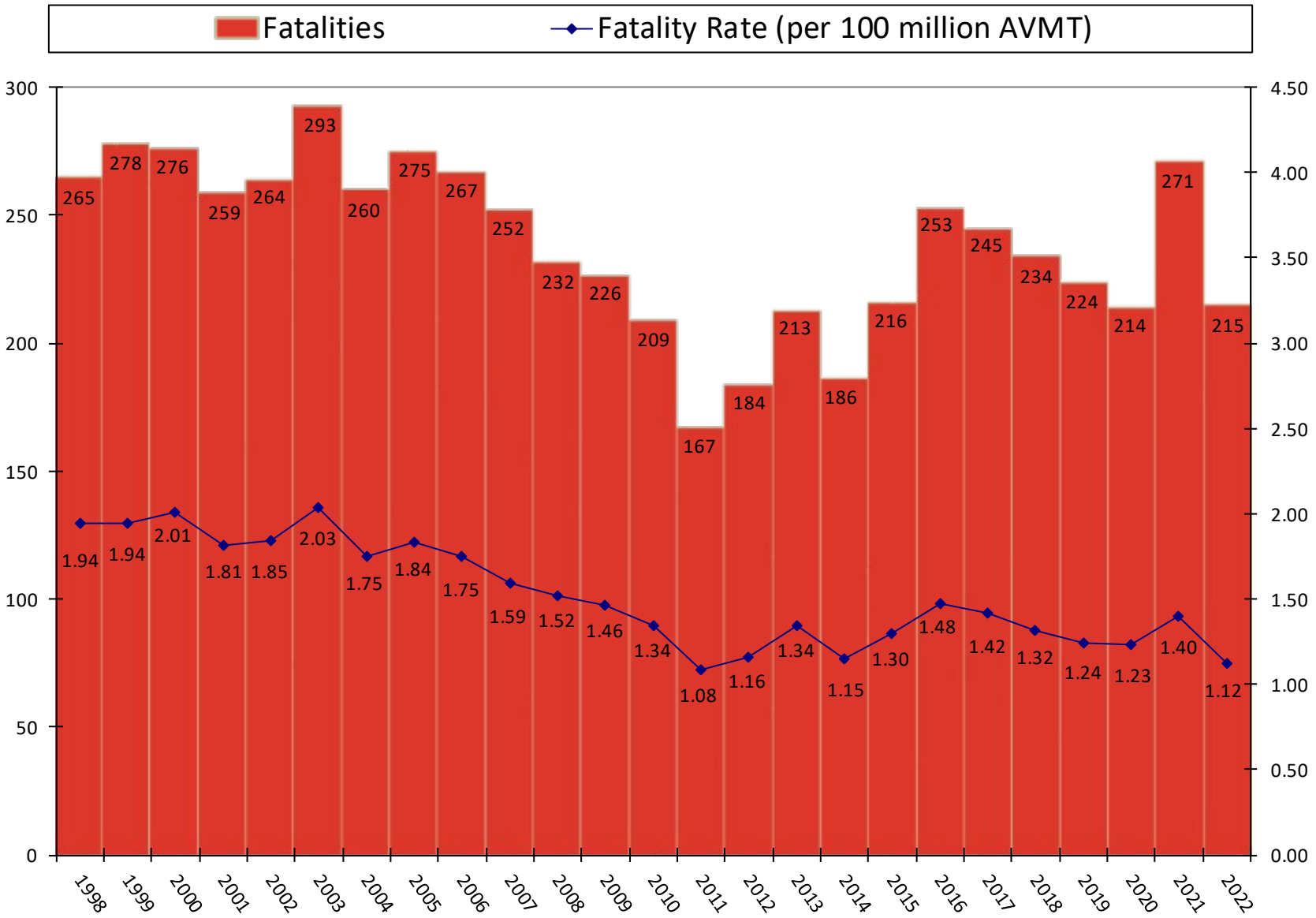
	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Roadside Obstacles- Fatal/Injury Crashes	2,089	2,102	2,053	2,233	2,254	0.9%	2.4%
% of Crashes	22.5%	22.5%	25.3%	25.1%	26.1%	4.1%	3.9%
Roadway Defects- Fatal/Injury Crashes	222	251	271	288	252	-12.5%	9.1%
% of Crashes	2.4%	2.7%	3.3%	3.2%	2.9%	-9.7%	11.2%
Vehicle Defects- Fatal/Injury Crashes	235	201	195	241	205	-14.9%	2.0%
% of Vehicles	1.3%	1.1%	1.3%	1.5%	1.3%	-12.1%	3.9%
Self-Reported Restraint Use*- Fatal/Injury Crashes	18,822	19,317	15,390	16,891	16,334	-3.3%	-2.6%
% Usage	86.0%	86.4%	83.3%	83.2%	84.0%	1.0%	-1.1%
Self-Reported Child Restraint Use** Fatal/Injury Crashes	1,067	1,035	765	792	766	-3.3%	-8.5%
% Usage	80.7%	80.2%	80.5%	75.3%	79.7%	5.9%	-2.2%
Helmet Use- Fatal/Injury Crashes	284	319	261	313	331	5.8%	4.7%
% of Motorcycle Operators	56.0%	65.8%	57.1%	57.2%	60.5%	5.8%	1.5%
Emergency Medical Service Response to Fatal/Injury Crashes	6,213	6,272	5,598	6,254	5,981	-4.4%	0.6%
% of Fatal & Injury Crashes	66.8%	67.1%	69.0%	70.2%	69.2%	-1.4%	1.7%

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

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

APPENDIX E: 25 Year History

Fatalities & Fatality Rate


Fatalities
Fatality Rate (per 100 million AVMT)
300
250
200
150
100
50
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