

Idaho Traffic Crashes

2021



Idaho Transportation Department
Office of Highway Safety

IDAHO TRAFFIC CRASHES

2021

Prepared by the Idaho Office of Highway Safety

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129

Boise, Idaho 83707-1129

(208) 334-8100

Idaho Highway Safety Web Address:

itd.idaho.gov/safety

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Introduction

Idaho Traffic Crashes 2021 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 2021 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.

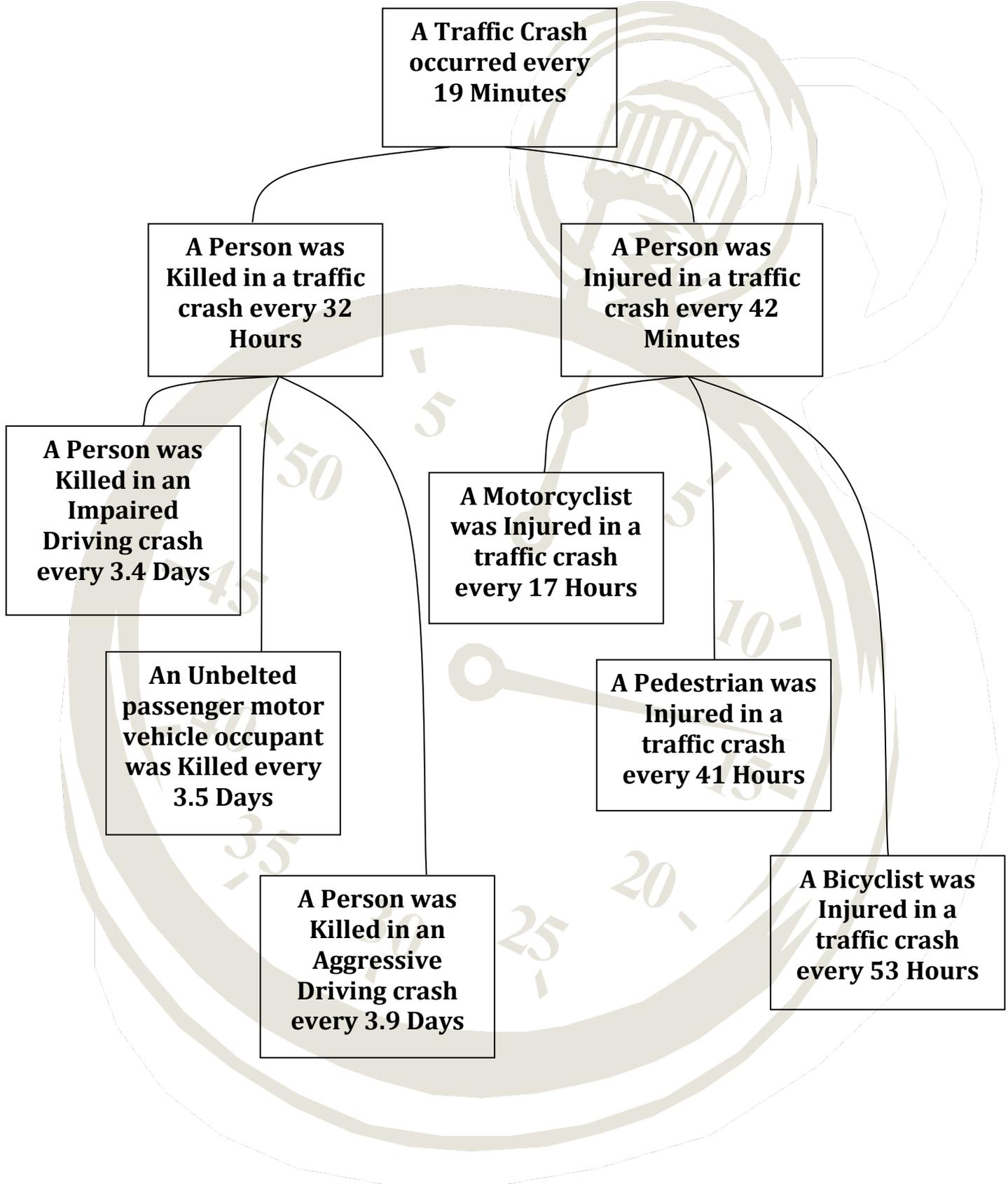
If you have any questions or suggestions concerning *Idaho Traffic Crashes 2021*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Executive Summary

A summary of findings for 2021 are listed below:

- The number of motor vehicle crashes increased by 22 percent, from 22,528 in 2020 to 27,547 in 2021. The number of fatalities resulting from motor vehicle crashes increased from 214 in 2020 to 271 in 2021, a 27 percent increase. The number of fatal crashes increased from 188 in 2020 to 244 in 2021. The number of suspected serious injuries increased from 1,102 in 2020 to 1,367 in 2021, a 24 percent increase.
- Idaho's fatality rate per 100 million vehicle miles traveled was 1.40 in 2021, up from 1.23 in 2020.
- While 65 percent of all motor vehicle crashes occurred on urban roadways, 68 percent of the fatal motor vehicle crashes occurred on rural roadways in 2021.
- Fatalities resulting from impaired driving crashes increased in 2021 by 17 percent and 40 percent of all fatalities resulted from impaired driving. Of the 108 people killed in impaired driving crashes, 91 (84 percent) were either the impaired driver, a person riding with an impaired driver, or an impaired pedestrian.
- Idaho's observed seat belt was 82.9 percent in 2021. No observational survey was done in 2020 due to COVID-19. Only 36 percent of the motor vehicle occupants killed in crashes were wearing seat belts. If everyone had been wearing seat belts, 52 of the 103 unbelted motor vehicle occupants may have been saved.
- Aggressive driving was a contributing factor in 489 percent of the motor vehicle crashes and 94 people were killed in aggressive driving crashes in 2021.
- Distracted driving was a factor in 18 percent of the motor vehicle crashes in 2021 and 30 people were killed in distracted driving crashes.
- Youthful drivers, ages 15 to 19, continue to be over-involved in motor vehicle crashes. In 2021, youthful drivers were 2.4 times as likely as all other drivers to be involved in a fatal or injury crash. There were 34 people killed in crashes involving youthful drivers in 2021.
- The number of motorcyclists killed in motor vehicle crashes increased to 32 in 2021. More than two-thirds (69 percent) of fatal motorcycle crashes in 2021 involved just the motorcycle and just under a third (31 percent) of fatal motorcycle crashes involved an impaired motorcycle driver.
- There were 22 pedestrians and 3 bicyclists killed in motor vehicle crashes in 2021.
- Fatal crashes involving commercial motor vehicles increased from 37 in 2020 to 38 in 2021. The number of injury crashes involving commercial motor vehicles increased by 14 percent. There were 43 people killed and 1,218 people injured in commercial motor vehicle crashes in 2021.

Idaho's Traffic Crash Clock: 2021



SECTION I

GENERAL CRASH INFORMATION



Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2017 through 2021. The total number of traffic crashes in 2021 increased by 22% from 2020. Fatal crashes increased by 30%, while injury crashes increased by 9%. Total fatalities increased by 27% from the previous year, while the number of injuries increased by 10%. The number of property damage crashes increased by 29%. Much of the increases in 2021 are due to the decreases that resulted in 2020 due to the COVID-19 pandemic.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Total Crashes	25,851	24,031	27,015	22,528	27,547	22.3%	-3.7%
Fatal Crashes	224	215	201	188	244	29.8%	-5.7%
Persons Killed (Fatalities)	245	234	224	214	271	26.6%	-4.4%
Injury Crashes	8,818	9,083	9,153	7,922	8,665	9.4%	-3.2%
Persons Injured	12,969	13,301	13,331	11,455	12,616	10.1%	-3.8%
Property-Damage-Only Crashes (>\$1,500 after 2005)	16,809	14,733	17,661	14,418	18,638	29.3%	-3.6%
Idaho Population (thousands)	1,717	1,754	1,787	1,827	1,901	4.1%	2.1%
Licensed Drivers (thousands)	1,208	1,255	1,283	1,316	1,362	3.5%	4.1%
Vehicle Miles of Travel (millions)	17,301	17,709	18,058	17,359	19,308	11.2%	0.2%
Urban VMT (millions)	7,344	7,529	7,949	7,369	8,084	9.7%	0.3%
Rural VMT (millions)	9,956	10,180	10,109	9,990	11,224	12.3%	0.1%
Registered Vehicles (thousands)	1,577	1,634	1,639	1,278	1,446	13.1%	-6.0%

There were 56 more fatal crashes in 2021 than in 2020, and 57 more people killed. Most (223) of the fatal crashes (91%) resulted in just one fatality; there were 16 fatal crashes (7%) that resulted in two fatalities, 4 fatal crashes resulting in three fatalities, and 1 fatal crash that resulted in four fatalities in 2021.

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 4% and the population grew by 4%, while the number of registered motor vehicles increased by 13%.

The statewide AVMT increased by 11% in 2021. Commercial vehicles accounted for 19% of the statewide AVMT in 2021.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2017-2021.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatality Rate	1.42	1.32	1.24	1.23	1.40	13.9%	-4.5%
Injury Rate	74.96	75.11	73.82	65.99	65.34	-1.0%	-4.0%

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.: 2012-2021

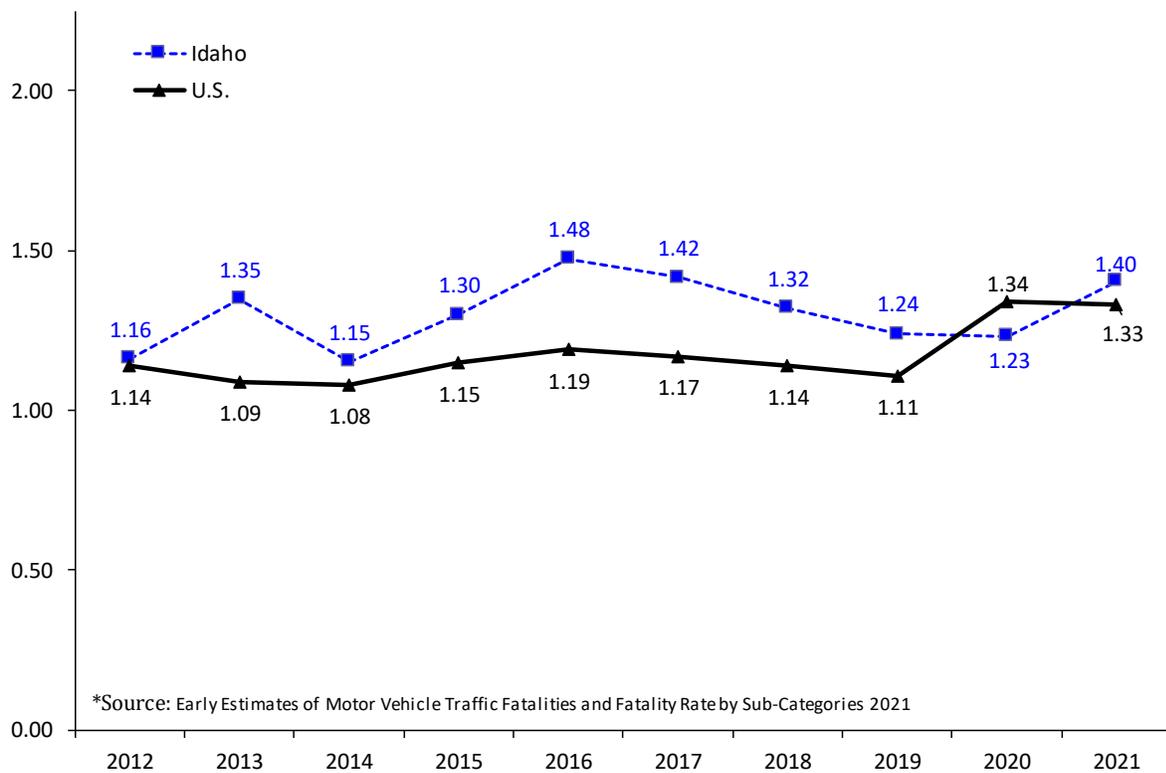
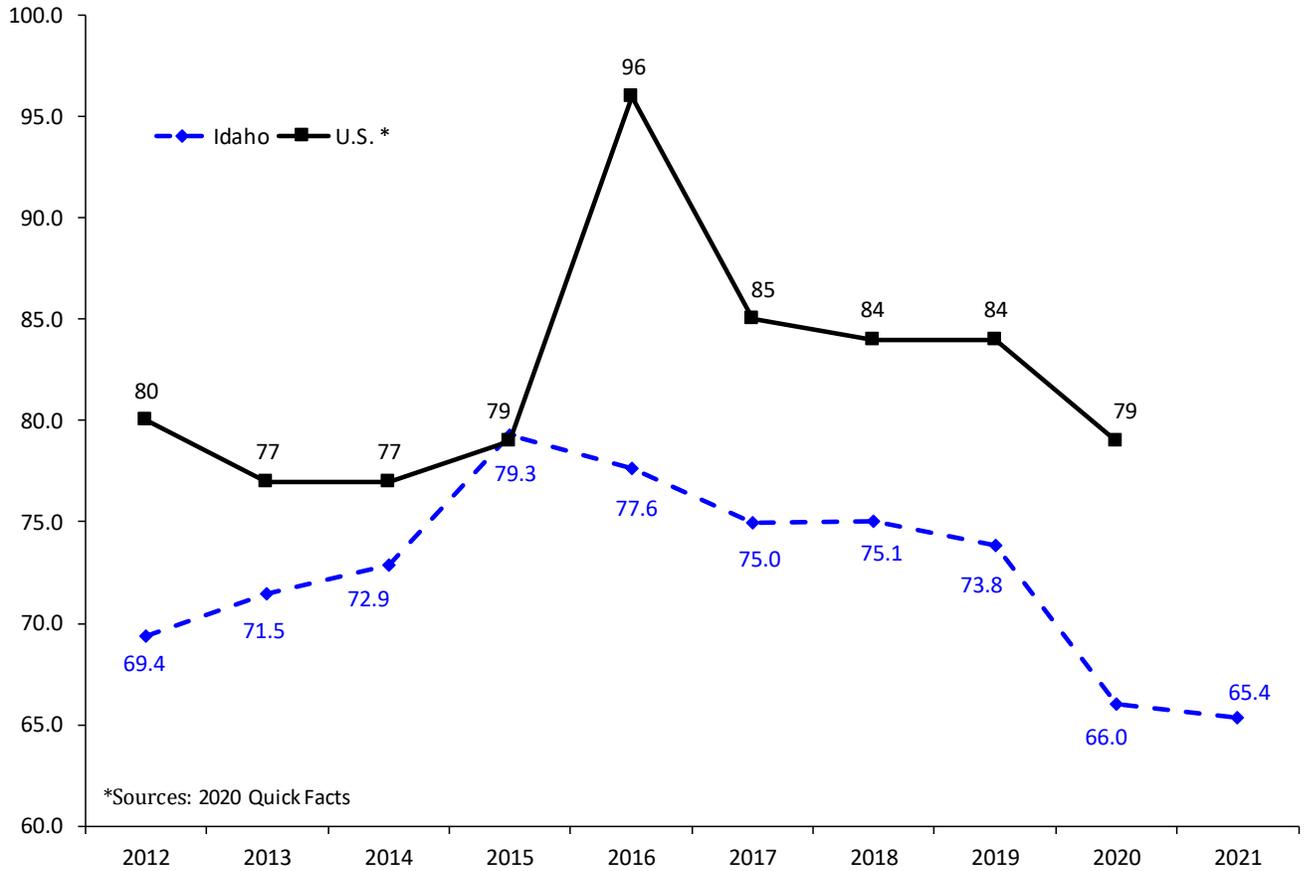


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2012-2021



The 2021 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 2017 through 2021. The number of fatalities increased to 271 in 2021.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatalities	245	234	224	214	271	26.6%	-4.4%
Suspected Serious Injury	1,246	1,250	1,154	1,102	1,367	24.0%	-4.0%
Suspected Minor Injury	3,861	3,984	3,889	3,637	4,393	20.8%	-1.9%
Possible Injuries	7,862	8,067	8,288	6,716	6,856	2.1%	-4.5%
No Injuries	50,730	46,662	53,251	42,205	53,591	27.0%	-4.9%
Unknown / Missing	612	536	600	546	712	30.4%	-3.2%
Total Persons in Crashes	64,556	60,733	67,406	54,420	67,190	23.5%	-4.7%

In 2021, there were 5 serious injuries for every person killed in motor vehicle crashes. On average, more than four people were killed or seriously injured every day in 2021. There was 1 person killed every 32 hours and 1 person injured every 42 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2021. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ in August 2016. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2021 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2021 was nearly \$5.4 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	271	\$11,800,000	\$3,197,800,000
Suspected Serious Injury	1,367	\$564,335	\$771,446,429
Suspected Minor Injury	4,393	\$153,707	\$675,235,528
Possible Injuries	6,856	\$78,488	\$538,112,480
No Injuries	53,591	\$3,976	\$213,084,676
Total Estimate of Economic Cost			\$5,395,679,112

The cost of traffic crashes in 2021 amounts to \$2,838 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 Component²								
	Federal	State	Unspecified Government	Total Government	Private 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 2.1 times as likely to result in a fatality as multiple-vehicle crashes were in 2021. 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.

Type of Crash	Single Vehicle		Multiple Vehicles	
	Crashes	Injuries	Crashes	Injuries
Fatal	116	122	128	149
Suspected Serious Injury	458	535	653	832
Suspected Minor Injury	1,012	1,232	2,227	3,161
Possible Injury	999	1,299	3,316	5,557
Property Damage	5,694		12,944	
Total	8,279	3,188	19,268	9,699

In 2021, single-vehicle crashes represented only 30% of all crashes, yet accounted for nearly 48% of all fatal crashes. Of the 116 fatal single-vehicle crashes, 87 (75%) occurred on rural roadways.

Of the 128 multiple-vehicle fatal crashes, 22 involved a pedestrian, 3 involved a bicycle, and 1 involved a train. The other 102 (80%) involved two or more motor vehicles. Of the 128 fatal multiple-vehicle crashes, 79 (or 62%) 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 5% 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 10% of single vehicle crashes.

Impaired driving contributed to 9% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2021

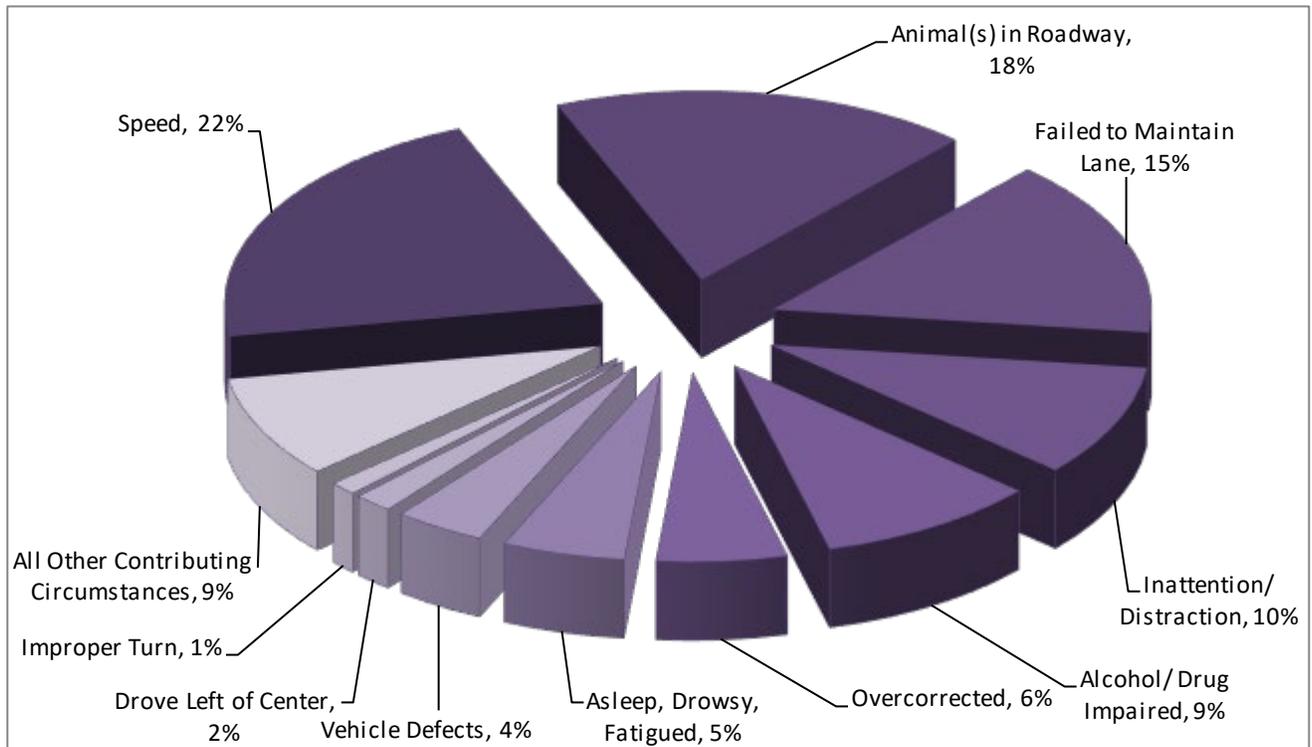


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2021

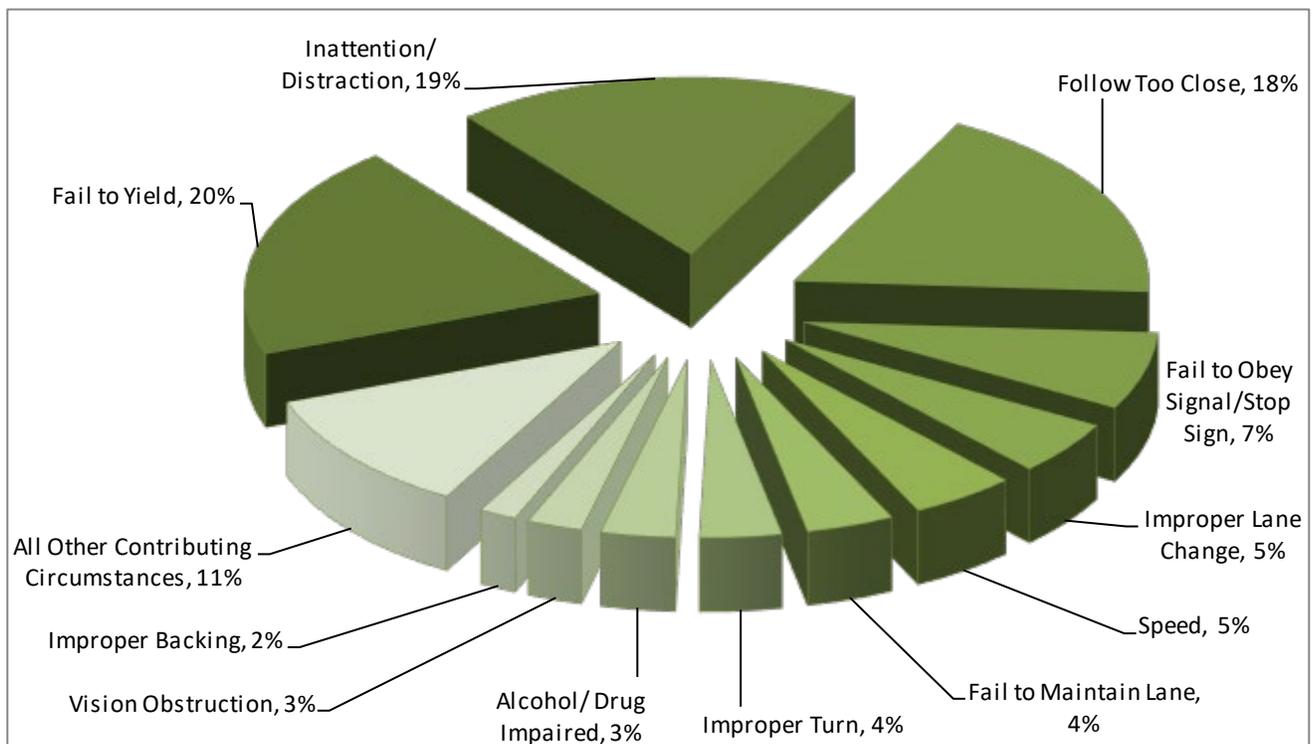


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2021	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (68.1%)	Head On (26.5%)
Tree (11.2%)	Angle (18.0%)
Ditch (3.4%)	Pedestrian (14.6%)
Immersion (2.6%)	Rear-End (11.2%)
Embankment (1.7%)	Angle - Turning (8.8%)
Fire/Explosion (1.7%)	Side Swiped Opposite (4.1%)
Guardrail Face (1.7%)	Overturn (3.1%)
Utility/Light Support (1.7%)	Pedalcycle (2.0%)
Animal - Wild (0.9%)	Side Swiped - Same Direction (2.0%)
Culvert (0.9%)	Other (1.7%)
Curb (0.9%)	Parked Car (1.7%)
Fell/Pushed/Jumped (0.9%)	Struck by Falling/Shifting Cargo (1.7%)
Non-Collision Injury (0.9%)	Fire / Explosion (0.7%)
Other Object Not Fixed (0.9%)	Cargo Loss/Shift (0.3%)
Overpass (0.9%)	Concrete Traffic Barrier (0.3%)
Parked Car (0.9%)	Delineator Post (0.3%)
Traffic Signal Support (0.9%)	Embankment (0.3%)
	Jackknifed (0.3%)
	Non-Contact Unit (0.3%)
	Railroad Train (0.3%)
	Rear-End Turning (0.3%)
	Traffic Sign Support (0.3%)
	Utility / Light Support (0.3%)
	Vehicle Equipment (Blown Tire/Brake Failure) (0.3%)
<p>*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 2021, there were 294 units involved in the 128 fatal multiple vehicle crashes.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 65% of the single vehicle fatalities and 29% of all fatalities in 2021.

Of the 52 passenger motor vehicle occupants killed in single-vehicle rollovers, 6 (or 12%) were wearing seat belts or were in a child safety seat. Of the 46 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 41 (or 89%) 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 trucks³. By these estimates, 36 of the 46 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.

	Fatal Crashes	Injury Crashes	Total Crashes	Fatal Injuries	Suspected Serious Injuries	Suspected Minor Injuries	Possible Injuries
January	17	576	2,060	17	83	261	462
February	9	577	2,109	9	79	255	494
March	15	651	1,838	15	87	295	564
April	12	654	2,016	14	94	338	518
May	34	726	2,176	42	132	372	578
June	25	793	2,164	28	166	435	539
July	18	818	2,346	19	177	429	616
August	24	761	2,275	26	124	421	595
September	24	793	2,471	26	125	447	577
October	27	776	2,556	30	104	413	608
November	24	708	2,365	30	99	352	610
December	15	832	3,171	15	97	375	695
Totals	244	8,665	27,547	271	1,367	4,393	6,856

In 2021, May and October had the highest number of fatal crashes. December and October had the highest number of total crashes. Usually the winter months have the highest number of total crashes. Crashes occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these crashes usually tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

Crashes by Day of the Week

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

Figure 5
Fatal Crashes by Day of the Week: 2021

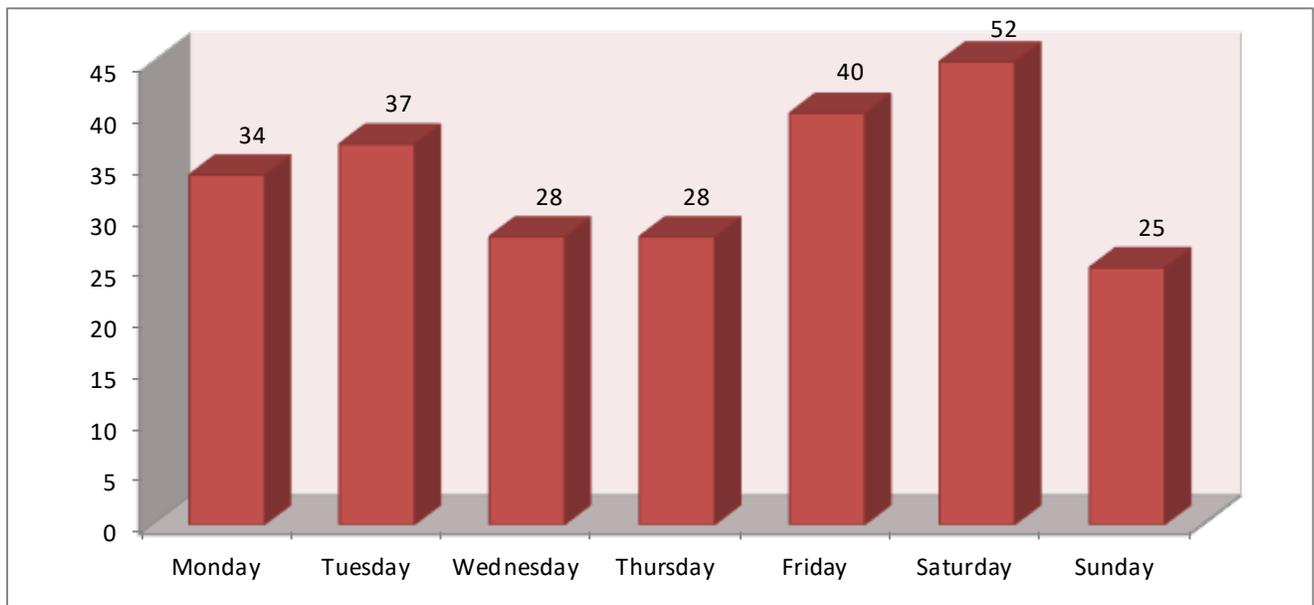
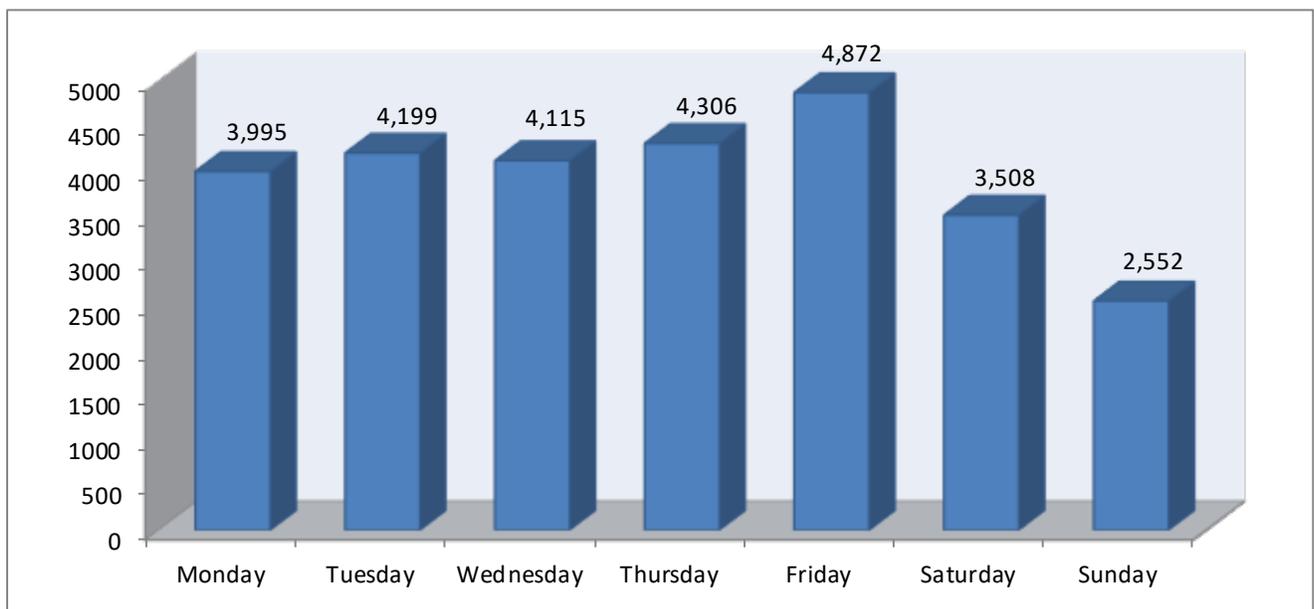


Figure 6
Total Crashes by Day of the Week: 2021



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: 2021

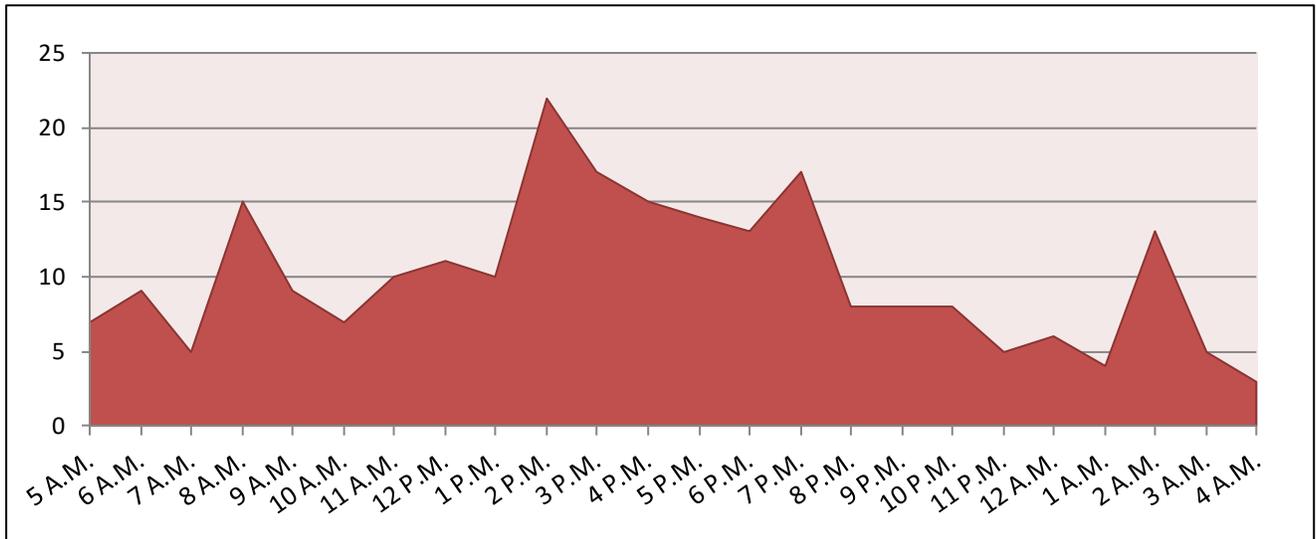
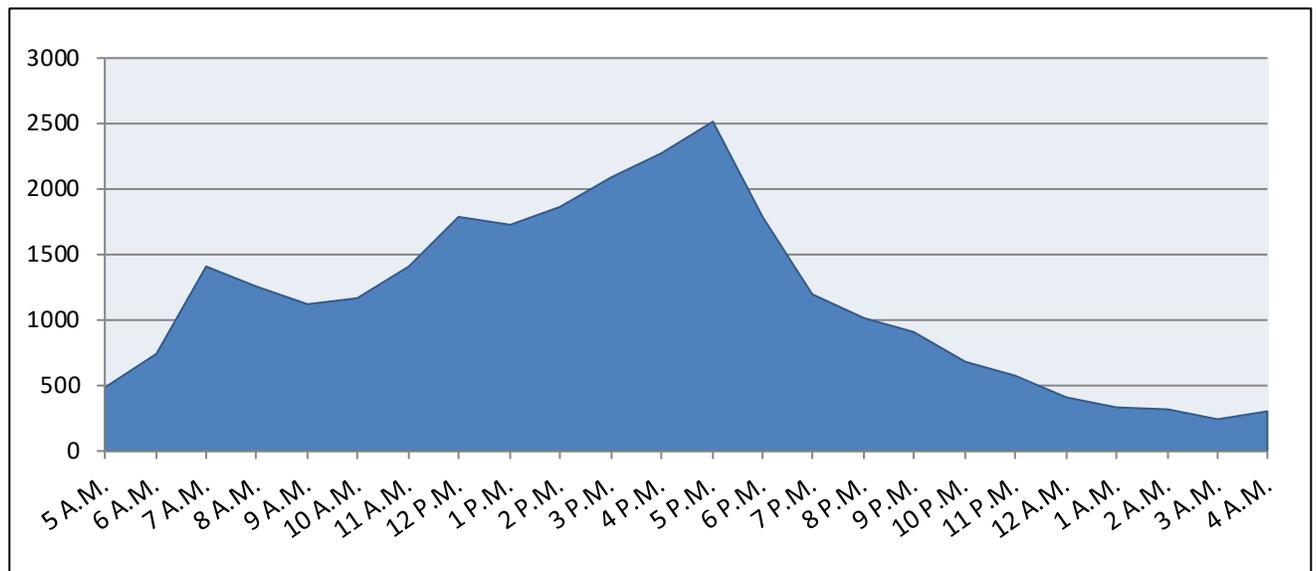


Figure 8
Total Crashes by Time of Day: 2021



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.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatal Crashes	224	215	201	188	244	29.8%	-5.7%
Urban	54	59	52	44	78	77.3%	-6.0%
Rural	170	156	149	144	166	15.3%	-5.4%
Injury Crashes:	8,818	9,083	9,153	7,922	8,665	9.4%	-3.2%
Urban	5,957	6,118	6,285	5,124	5,582	8.9%	-4.3%
Rural	2,861	2,965	2,868	2,798	3,083	10.2%	-0.7%
Total Crashes:	25,851	24,031	27,015	22,528	27,547	22.3%	-3.7%
Urban	17,153	16,217	18,478	14,653	17,877	22.0%	-4.1%
Rural	8,698	7,814	8,537	7,875	9,670	22.8%	-2.9%

In 2021, 68% of fatal crashes occurred on rural roads, whereas 35% of all crashes occurred on rural roads. In Idaho in 2021, 87% of the total road mileage was classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.³

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatal Crash Rate	1.35	1.21	1.11	1.08	1.26	16.7%	-7.1%
Urban Fatal Crash Rate	0.69	0.78	0.65	0.60	0.96	61.6%	-3.8%
Rural Fatal Crash Rate	1.84	1.53	1.47	1.44	1.48	2.6%	-7.6%
Injury Crash Rate	54.38	51.29	50.69	45.64	44.88	-1.7%	-5.6%
Urban Injury Crash Rate	85.39	81.26	79.07	69.54	69.05	-0.7%	-6.5%
Rural Injury Crash Rate	31.56	29.13	28.37	28.01	27.47	-1.9%	-3.9%
Total Crash Rate	147.67	135.70	149.60	129.78	142.67	9.9%	-3.7%
Urban Total Crash Rate	226.80	215.39	232.47	198.86	221.14	11.2%	-3.9%
Rural Total Crash Rate	89.43	76.76	84.45	78.83	86.15	9.3%	-3.6%

Table 11 shows the number of crashes and crash rates on local and state system roadways (both interstate and non-interstate) for 2017-2021, 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: 2017-2021							
Roadway Information	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Local Roads:							
VMT (100 millions)	76.6	77.2	79.4	76.4	83.9	9.8%	0.0%
Fatal Crashes	92	81	82	75	92	22.7%	-6.4%
Injury Crashes	4,958	5,223	5,372	4,548	4,859	6.8%	-2.4%
Total Crashes	15,256	14,185	16,083	12,632	15,414	22.0%	-5.0%
Fatal Crash Rate	1.2	1.0	1.0	1.0	1.1	11.7%	-6.4%
Injury Crash Rate	64.7	67.6	67.7	59.5	57.9	-2.7%	-2.5%
Total Crash Rate	199.1	183.6	202.6	165.3	183.7	11.1%	-5.3%
U.S. and State Highways:							
VMT (100 millions)	53.1	55.0	56.0	55.1	61.2	10.9%	1.3%
Fatal Crashes	93	95	88	91	115	26.4%	-0.6%
Injury Crashes	2,838	2,927	2,727	2,530	2,715	7.3%	-3.6%
Total Crashes	8,210	7,630	7,813	7,216	8,697	20.5%	-4.1%
Fatal Crash Rate	1.7	1.7	1.6	1.7	1.9	13.9%	-1.8%
Injury Crash Rate	53.4	53.2	48.7	45.9	44.4	-3.3%	-4.9%
Total Crash Rate	154.5	138.6	139.4	130.9	142.2	8.7%	-5.3%
Interstate Highways:							
VMT (100 millions)	43.2	44.8	45.2	42.0	48.0	14.2%	-0.8%
Fatal Crashes	39	39	31	22	37	68.2%	-16.5%
Injury Crashes	1,022	933	1,054	844	1,091	29.3%	-5.2%
Total Crashes	2,385	2,216	3,119	2,680	3,436	28.2%	6.5%
Fatal Crash Rate	0.9	0.9	0.7	0.5	0.8	47.3%	-16.1%
Injury Crash Rate	23.6	20.8	23.3	20.1	22.7	13.2%	-4.6%
Total Crash Rate	55.1	49.5	69.1	63.8	71.6	12.3%	7.2%
Statewide Totals:							
VMT (100 millions)	173.0	177.1	180.6	173.6	193.1	11.2%	0.2%
Fatal Crashes	224	215	201	188	244	29.8%	-5.7%
Injury Crashes	8,818	9,083	9,153	7,922	8,665	9.4%	-3.2%
Total Crashes	25,851	24,031	27,015	22,528	27,547	22.3%	-3.7%
Fatal Crash Rate	1.3	1.2	1.1	1.1	1.3	16.7%	-5.8%
Injury Crash Rate	51.0	51.3	50.7	45.6	44.9	-1.7%	-3.5%
Total Crash Rate	149.4	135.7	149.6	129.8	142.7	9.9%	-4.1%

Crashes by Idaho Counties and Cities

County	Fatal Crashes			Injury Crashes			Total Crashes		
	2019	2020	2021	2019	2020	2021	2019	2020	2021
Ada	21	17	21	2,776	2,119	2,355	7,231	5,530	6,769
Adams	3	3	1	23	25	22	54	53	56
Bannock	8	8	11	475	361	434	1,586	1,173	1,481
Bear Lake	0	1	0	17	40	26	67	98	105
Benewah	2	0	2	49	52	41	188	168	200
Bingham	7	2	11	216	176	208	715	540	699
Blaine	9	2	6	77	62	70	346	222	345
Boise	6	7	9	58	61	78	163	168	207
Bonner	8	5	9	166	156	168	475	505	604
Bonneville	11	11	20	539	508	414	1,562	1,360	1,174
Boundary	1	4	1	43	49	47	133	141	138
Butte	1	3	2	10	15	15	33	40	65
Camas	0	0	1	5	3	4	27	8	27
Canyon	21	22	26	1,340	1,200	1,426	3,826	3,244	4,293
Caribou	1	1	2	54	36	30	140	88	112
Cassia	5	2	7	166	141	160	473	440	524
Clark	0	1	1	18	17	20	70	51	68
Clearwater	1	1	1	34	28	21	89	93	77
Custer	3	1	3	13	19	20	29	50	51
Elmore	6	7	14	160	161	185	471	382	538
Franklin	3	1	0	25	29	24	76	74	53
Fremont	4	7	3	61	65	82	262	216	311
Gem	2	4	3	66	60	59	188	132	170
Gooding	4	8	4	86	57	65	203	154	205
Idaho	3	6	5	88	77	92	228	226	300
Jefferson	2	2	2	96	83	74	346	290	323
Jerome	10	4	13	166	165	187	470	441	541
Kootenai	15	13	20	733	649	692	2,381	2,166	2,568
Latah	2	1	6	140	122	112	489	399	493
Lemhi	2	3	6	46	46	51	119	112	152
Lewis	2	1	1	18	24	22	71	54	58
Lincoln	1	3	2	31	24	24	94	62	89
Madison	2	2	3	165	156	173	657	491	650
Minidoka	3	1	2	63	89	106	234	255	374
Nez Perce	6	7	8	241	193	225	768	598	784
Oneida	1	1	1	36	35	36	127	94	141
Owyhee	2	2	4	48	54	39	127	135	103
Payette	3	3	4	103	103	125	277	277	336
Power	0	2	0	69	51	61	192	152	192
Shoshone	5	2	0	54	38	54	195	159	175
Teton	1	1	1	16	24	19	70	77	87
Twin Falls	6	10	4	454	474	513	1,406	1,334	1,577
Valley	4	4	3	84	47	52	271	169	209
Washington	4	2	1	25	28	34	86	107	123
TOTALS	201	188	244	9,153	7,922	8,665	27,015	22,528	27,547

Table 13 shows fatal, injury and total crashes for Idaho cities with populations over 2,000 for 2019-2021 by population groupings. Cities are grouped by population size. Population figures are from the U. S. Census Bureau estimates for cities for 2021.

Table 13									
Crash History of Idaho Cities: 2019-2021									
City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2019	2020	2021	2019	2020	2021	2019	2020	2021
40,000 and over									
Boise	7	7	7	1,369	991	1,109	3,852	2,788	3,426
Caldwell	2	4	9	303	309	365	886	753	1,087
Coeur d'Alene	2	2	0	232	190	209	884	689	844
Idaho Falls	3	1	8	305	280	188	839	767	485
Meridian	4	1	4	947	719	810	1,948	1,640	1,916
Nampa	4	4	4	703	586	720	1,955	1,675	2,183
Pocatello	1	1	5	317	261	295	1,058	803	1,059
Post Falls	3	2	3	135	120	148	390	383	484
Twin Falls	1	1	0	282	302	332	897	871	998
15,000 - 39,999									
Ammon	0	0	0	39	37	32	129	75	90
Chubbuck	0	0	0	77	45	56	229	125	169
Eagle	1	1	2	80	74	83	306	230	338
Hayden	0	1	2	64	52	63	188	202	243
Kuna	0	0	2	45	47	57	143	124	182
Lewiston	2	4	3	156	101	125	534	360	521
Moscow	1	0	1	68	57	51	264	181	239
Mountain Home	0	0	0	28	26	38	97	82	143
Rexburg	0	0	2	99	84	113	427	296	459
5,000 - 14,999									
Blackfoot	0	0	1	55	36	49	221	137	184
Burley	0	0	2	62	58	62	252	214	303
Emmett	1	0	0	19	15	16	55	34	45
Fruitland	0	0	0	24	15	9	52	37	51
Garden City	1	0	2	95	64	67	301	196	242
Hailey	0	0	0	15	15	10	137	69	102
Jerome	0	1	2	35	27	35	118	85	125
Middleton	0	0	0	8	6	8	47	32	59
Payette	0	0	0	10	14	14	44	51	49
Preston	0	0	0	1	5	1	4	14	9
Rathdrum	1	0	1	26	35	30	70	79	89
Rigby	0	0	0	21	15	15	67	56	82
Rupert	0	0	0	7	7	10	36	26	50
Sandpoint	0	0	1	34	19	15	122	91	89
Shelley	0	0	0	8	3	14	21	22	30
Star	0	0	0	20	25	33	58	59	90
Weiser	0	0	0	3	6	4	18	28	32

Table 13 (Continued)
Crash History of Idaho Cities: 2019-2021

City by Population Size	Fatal Crashes			Injury Crashes			Total Crashes		
	2019	2020	2021	2019	2020	2021	2019	2020	2021
2,000 - 4,999									
American Falls	0	0	0	13	4	8	45	25	38
Bellevue	0	0	0	0	1	5	2	2	18
Bonnets Ferry	0	0	0	13	7	5	31	20	25
Buhl	0	0	0	7	7	3	24	24	15
Dalton Gardens	0	0	0	4	3	2	13	10	16
Driggs	0	0	0	2	2	2	12	8	9
Filer	0	0	0	1	2	0	13	9	9
Gooding	0	0	0	13	2	7	31	19	30
Grangeville	1	0	1	6	2	0	19	16	19
Heyburn	0	0	0	1	13	14	8	37	45
Homedale	0	0	0	4	5	1	9	9	8
Iona	0	0	0	1	0	1	3	0	3
Kellogg	1	0	0	4	2	6	30	15	33
Ketchum	0	0	0	7	11	7	29	22	35
Kimberly	0	0	0	4	2	3	14	15	22
Malad	0	0	0	0	1	3	13	4	15
McCall	0	0	0	15	6	8	49	32	32
Montpelier	0	0	0	2	4	4	15	12	17
Orofino	0	0	0	5	6	5	18	30	26
Parma	0	0	0	0	1	0	0	1	7
St. Anthony	0	0	1	6	2	1	31	10	11
St. Maries	0	0	0	6	3	5	34	36	31
Salmon	0	0	0	7	1	4	22	15	32
Soda Springs	0	0	1	2	2	2	15	13	17
Spirit Lake	0	1	0	5	4	1	12	15	3
Sugar City	1	0	0	4	4	2	16	9	8
Victor	0	0	0	3	3	0	9	9	13
Wendell	0	0	0	5	5	1	10	10	8

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 2021 U. S. Census Bureau estimates for counties.

Table 14							
Fatal and Injury Crash Rates by County - 2021							
	2021 Population (in 1,000s)	Number of Crashes			Number of Persons		Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
50,000 and over							
Ada	511.9	6,769	21	2,355	21	3,389	4.6
Bannock	88.3	1,481	11	434	13	671	5.0
Bonneville	127.9	1,174	20	414	21	625	3.4
Canyon	243.1	4,293	26	1,426	29	2,140	6.0
Kootenai	179.8	2,568	20	692	20	931	4.0
Madison	53.9	650	3	173	3	266	3.3
Twin Falls	92.2	1,577	4	513	4	737	5.6
Mean Crash Rate							4.7

Table 14 (Continued)
Fatal and Injury Crash Rates by County - 2021

	2021 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	48.9	699	11	208	16	313	4.5
Blaine	24.8	345	6	70	7	108	3.1
Bonner	49.5	604	9	168	9	228	3.6
Cassia	25.2	524	7	160	9	243	6.6
Elmore	28.8	538	14	185	16	270	6.9
Jefferson	32.2	323	2	74	2	105	2.4
Jerome	24.7	541	13	187	13	314	8.1
Latah	40.3	493	6	112	7	148	2.9
Minidoka	22.0	374	2	106	2	164	4.9
Nez Perce	42.5	784	8	225	9	289	5.5
Payette	26.4	336	4	125	5	194	4.9
Mean Crash Rate							4.7
10,000 - 19,999							
Boundary	12.6	138	1	47	1	66	3.8
Franklin	14.7	53	0	24	0	38	1.6
Fremont	13.6	311	3	82	3	153	6.3
Gem	19.8	170	3	59	4	86	3.1
Gooding	15.8	205	4	65	4	102	4.4
Idaho	17.0	300	5	92	6	120	5.7
Owyhee	12.3	103	4	39	7	61	3.5
Shoshone	13.6	175	0	54	0	67	4.0
Teton	12.3	87	1	19	1	33	1.6
Valley	12.2	209	3	52	3	72	4.5
Washington	10.9	123	1	34	1	42	3.2
Mean Crash Rate							3.8
5,000 - 9,999							
Bear Lake	6.5	105	0	26	0	33	4.0
Benewah	9.9	200	2	41	2	57	4.3
Boise	8.1	207	9	78	9	108	10.7
Caribou	7.1	112	2	30	2	41	4.5
Clearwater	8.9	77	1	21	2	28	2.5
Lemhi	8.2	152	6	51	6	65	7.0
Lincoln	5.3	89	2	24	3	35	4.9
Power	8.0	192	0	61	0	76	7.7
Mean Crash Rate							5.7

Table 14 (Continued)							
Fatal and Injury Crash Rates by County - 2021							
	2021 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	4.6	56	1	22	1	34	5.0
Butte	2.7	65	2	15	2	23	6.4
Camas	1.1	27	1	4	2	7	4.4
Clark	0.8	68	1	20	1	36	26.5
Custer	4.4	51	3	20	3	25	5.2
Lewis	3.7	58	1	22	1	32	6.2
Oneida	4.6	141	1	36	1	48	8.0
Mean Crash Rate							6.8
Statewide Totals	1,901.0	27,547	244	8,665	271	12,623	4.7

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 2021.

Table 15							
Fatal and Injury Crash Rates by City – 2021							
	2021 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	237.4	3,426	7	1,109	7	1,518	4.7
Caldwell	63.6	1,087	9	365	9	553	5.9
Coeur d'Alene	55.9	844	0	209	0	276	3.7
Idaho Falls	66.9	485	8	188	8	277	2.9
Meridian	126.0	1,916	4	810	4	1,263	6.5
Nampa	106.2	2,183	4	720	4	1,034	6.8
Pocatello	57.1	1,059	5	295	5	422	5.3
Post Falls	42.6	484	3	148	3	194	3.5
Twin Falls	53.2	998	0	332	0	477	6.2
Mean Crash Rate							5.2

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2021

	2021 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	18.7	90	0	32	0	48	1.7
Chubbuck	15.8	169	0	56	0	83	3.5
Eagle	32.1	338	2	83	2	111	2.6
Hayden	16.2	243	2	63	2	85	4.0
Kuna	26.7	182	2	57	2	79	2.2
Lewiston	34.4	521	3	125	3	163	3.7
Moscow	25.9	239	1	51	1	65	2.0
Mountain Home	16.2	143	0	38	0	47	2.3
Rexburg	35.3	459	2	113	2	183	3.3
Mean Crash Rate							2.8
5,000 - 14,999							
Blackfoot	12.3	184	1	49	3	73	4.1
Burley	11.9	303	2	62	2	78	5.4
Emmett	7.8	45	0	16	0	18	2.0
Fruitland	6.5	51	0	9	0	12	1.4
Garden City	12.3	242	2	67	2	79	5.6
Hailey	9.5	102	0	10	0	14	1.1
Jerome	12.6	125	2	35	2	49	2.9
Middleton	10.2	59	0	8	0	8	0.8
Payette	8.4	49	0	14	0	20	1.7
Preston	5.8	9	0	1	0	1	0.2
Rathdrum	10.2	89	1	30	1	41	3.0
Rigby	5.2	82	0	15	0	22	2.9
Rupert	6.1	50	0	10	0	17	1.6
Sandpoint	9.0	89	1	15	1	19	1.8
Shelley	5.0	30	0	14	0	23	2.8
Star	12.9	90	0	33	0	47	2.6
Weiser	5.8	32	0	4	0	4	0.7
Mean Crash Rate							2.6

Table 15 (Continued)
Fatal and Injury Crash Rates by City – 2021

	2021 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	4.6	38	0	8	0	8	1.7
Bellevue	2.6	18	0	5	0	5	1.9
Bonnars Ferry	2.6	25	0	5	0	5	2.0
Buhl	4.7	15	0	3	0	7	0.6
Dalton Gardens	2.6	16	0	2	0	3	0.8
Driggs	2.1	0	0	0	0	3	0.0
Filer	2.8	9	0	0	0	0	0.0
Gooding	3.7	30	0	7	0	11	1.9
Grangeville	3.4	19	1	0	1	1	0.3
Heyburn	3.7	45	0	14	0	19	3.8
Homedale	3.0	8	0	1	0	1	0.3
Iona	2.9	3	0	1	0	5	0.3
Kellogg	2.4	33	0	6	0	8	2.5
Ketchum	3.6	35	0	7	0	10	2.0
Kimberly	4.8	22	0	3	0	3	0.6
Malad	2.3	15	0	3	0	5	1.3
McCall	3.8	32	0	8	0	9	2.1
Montpelier	2.7	17	0	4	0	4	1.5
Orofino	3.3	26	0	5	0	7	1.5
Parma	2.1	7	0	0	0	0	0.0
St. Anthony	3.2	11	1	1	1	7	0.6
St. Maries	3.1	31	0	5	0	11	1.6
Salmon	2.5	32	0	4	0	5	1.6
Soda Springs	3.8	17	1	2	1	2	0.8
Spirit Lake	2.4	3	0	1	0	1	0.4
Sugar City	2.6	1	0	0	0	2	0.0
Victor	2.2	13	0	0	0	0	0.0
Wendell	2.9	8	0	1	0	1	0.3
Mean Crash Rate							1.1

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, 2021						
Age	2010	2015	2020	2021	Change 2010-2020	Change 2015-2020
15*	2,592	3,443	3,447	4,231	63.2%	22.9%
(%)	0.2%	0.3%	0.3%	0.3%		
16-24	153,891	160,140	176,921	184,540	19.9%	15.2%
(%)	14.4%	14.0%	13.4%	13.5%		
25-34	191,583	196,056	217,998	225,868	17.9%	15.2%
(%)	17.9%	17.1%	16.6%	16.6%		
35-44	177,226	186,231	220,029	228,266	28.8%	22.6%
(%)	16.6%	16.3%	16.7%	16.8%		
45-54	195,441	186,222	194,912	201,087	2.9%	8.0%
(%)	18.3%	16.3%	14.8%	14.8%		
55-64	177,521	195,777	212,609	214,008	20.6%	9.3%
(%)	16.6%	17.1%	16.2%	15.7%		
65+	171,288	216,423	290,484	304,194	77.6%	40.6%
(%)	16.0%	18.9%	22.1%	22.3%		
TOTALS	1,069,542	1,144,292	1,316,400	1,362,194	27.4%	19.0%

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

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

Driver Age and Crash Involvement

Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,231	0.3%	507	1.1%	3.5	155	1.0%	3.2
16	12,316	0.9%	1,255	2.7%	2.9	366	2.3%	2.6
17	17,777	1.3%	1,510	3.2%	2.4	448	2.8%	2.2
18	19,292	1.4%	1,690	3.6%	2.5	521	3.3%	2.3
19	22,004	1.6%	1,511	3.2%	2.0	456	2.9%	1.8
20	22,817	1.7%	1,429	3.0%	1.8	486	3.1%	1.8
21	21,082	1.5%	1,408	3.0%	1.9	460	2.9%	1.9
22	22,908	1.7%	1,233	2.6%	1.6	411	2.6%	1.5
23	23,088	1.7%	1,188	2.5%	1.5	384	2.4%	1.4
24	23,256	1.7%	1,171	2.5%	1.5	396	2.5%	1.5
25-34	225,868	16.6%	9,530	20.2%	1.2	3,258	20.6%	1.2
35-44	228,266	16.8%	7,620	16.1%	1.0	2,619	16.6%	1.0
45-54	201,087	14.8%	5,663	12.0%	0.8	1,967	12.5%	0.8
55-64	214,008	15.7%	4,932	10.4%	0.7	1,733	11.0%	0.7
65-74	191,462	14.1%	3,409	7.2%	0.5	1,179	7.5%	0.5
75+	112,732	8.3%	1,803	3.8%	0.5	638	4.0%	0.5
Not Stated or Other			1,420	3.0%		317	2.0%	
TOTALS	1,362,194		47,279			15,794		

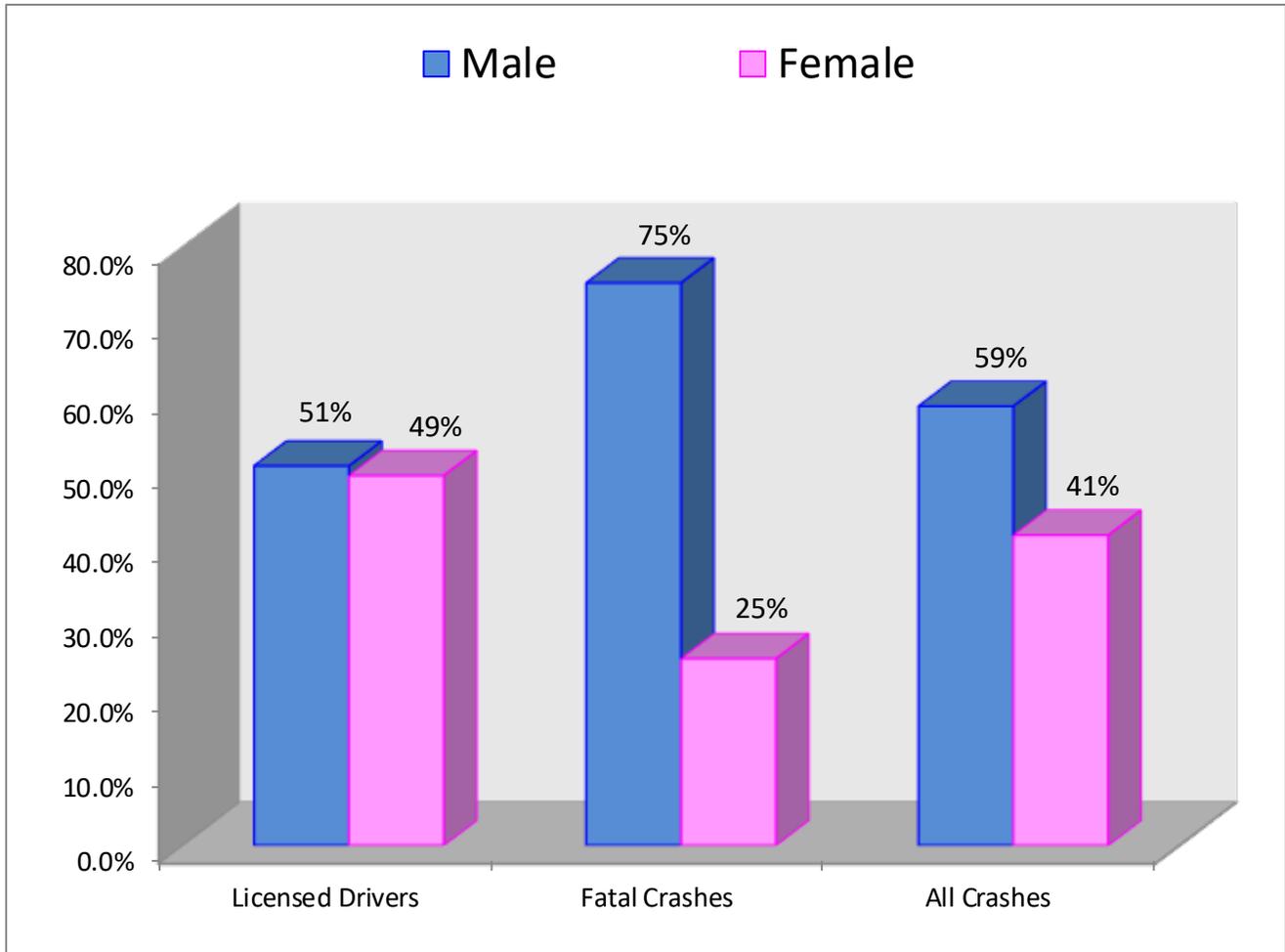
** Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

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 12.3% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 59% of the drivers in all crashes and 75% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2021



In 2021, males were 1.4 times more likely than females to be involved in any crash but were 2.9 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 2.6 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 3.8 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2021

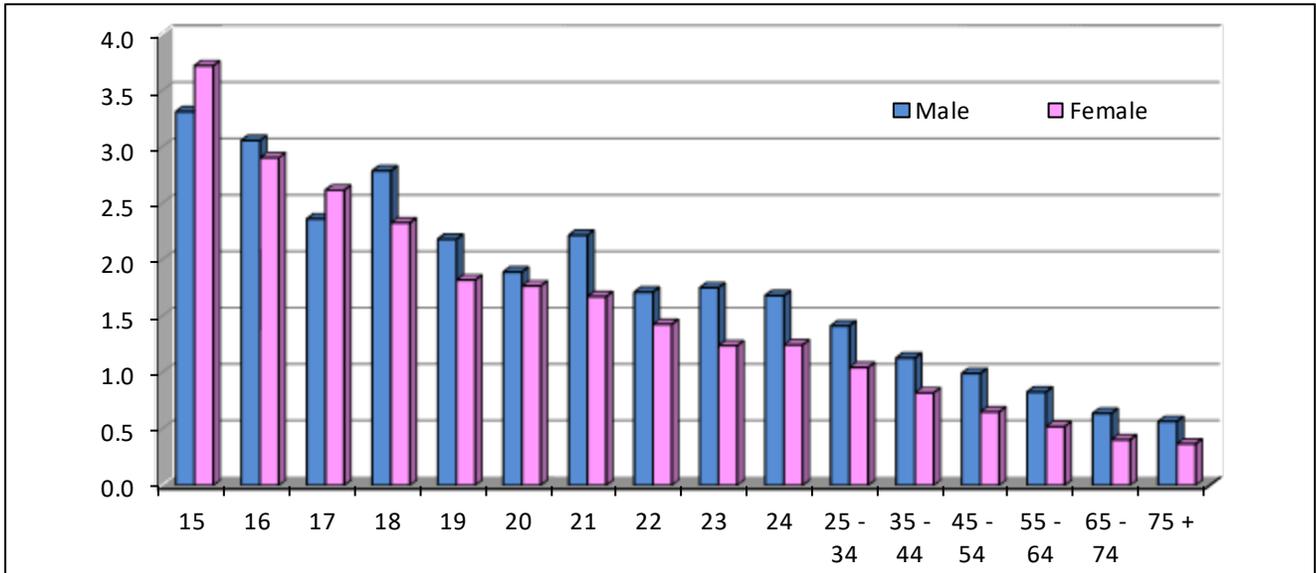
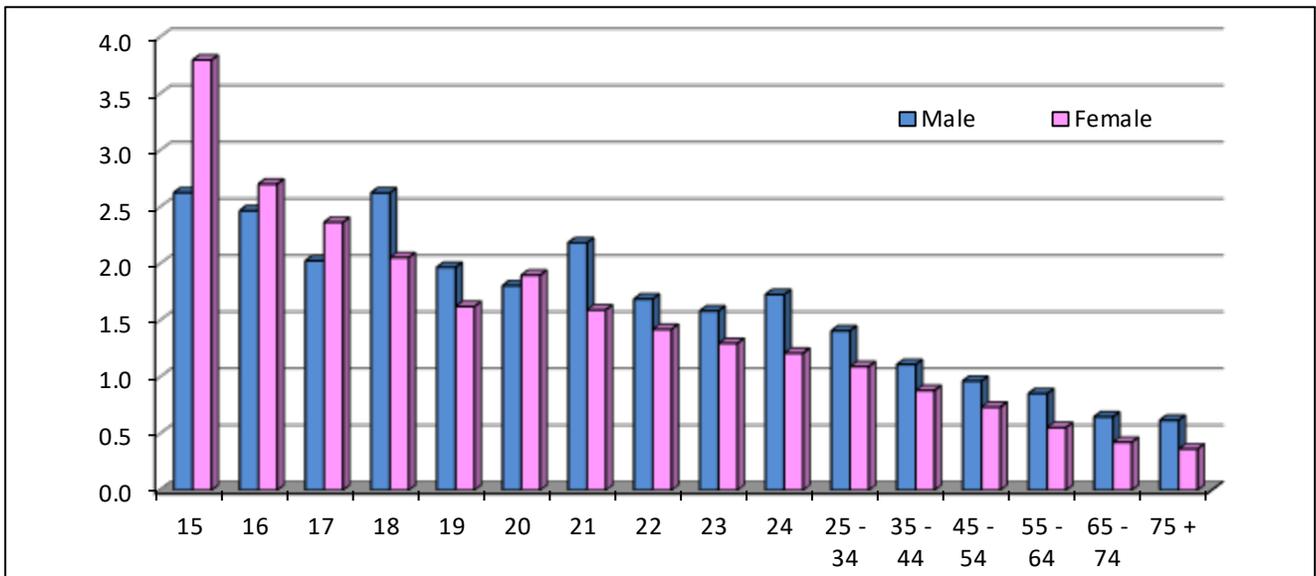


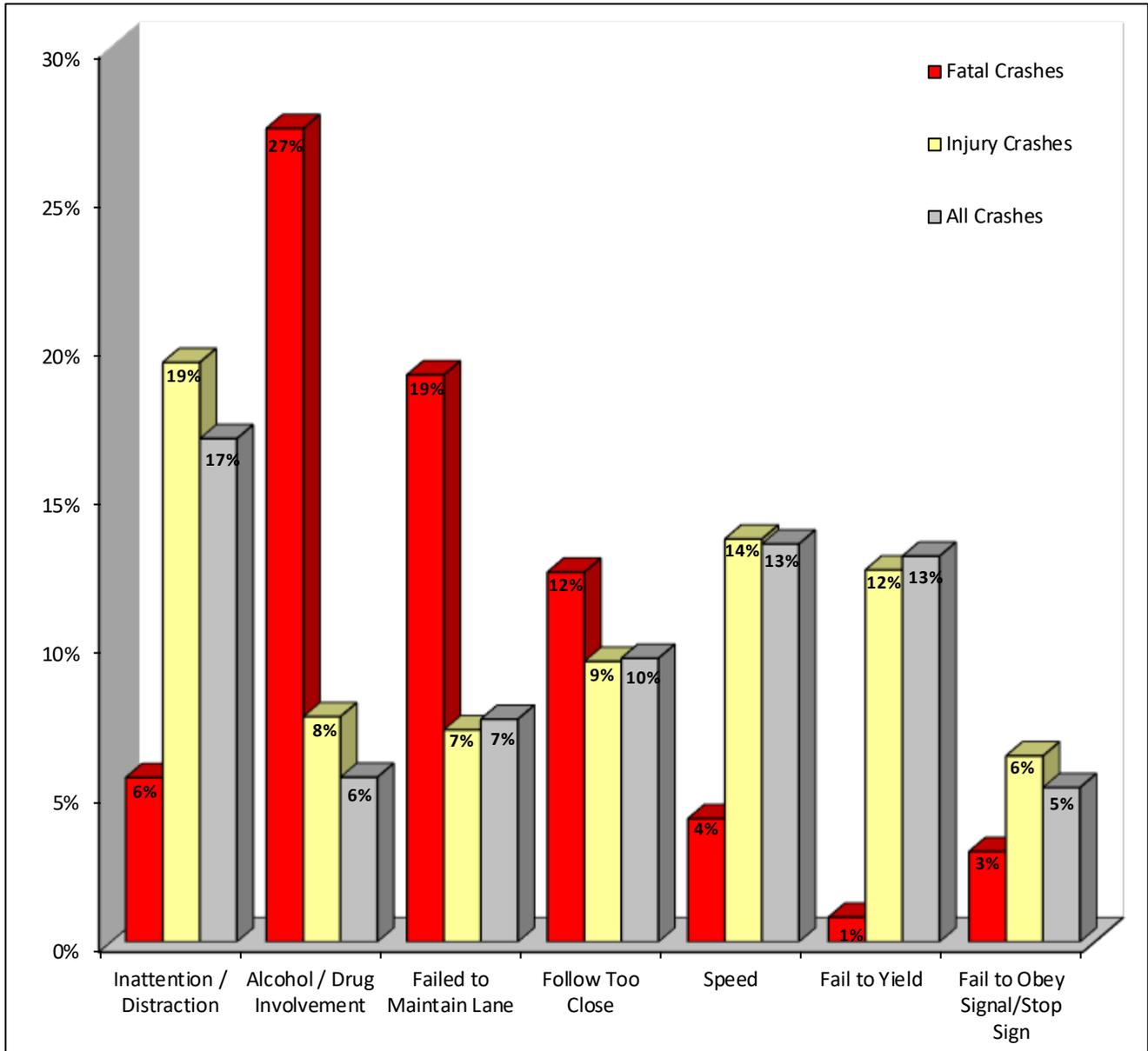
Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2021



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 2021



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2021 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.

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	50,485	46.1%
2. Driving Under the Influence	11,647	10.6%
3. Insurance Violations	11,516	10.5%
4. Seat Belt Violations	9,167	8.4%
5. Failure to Obey Traffic Control Devices	7,231	6.6%
6. Following Too Close	4,334	4.0%
7. Failure to Yield Right of Way	2,981	2.7%
8. Reckless or Inattentive Driving	2,293	2.1%
9. Lane Change Violations	2,177	2.0%
10. Driving Without Privileges - Suspended License	2,112	1.9%
All Other	5,467	5.0%
TOTAL	109,410	

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 75% of all violations for 2021. 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.

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	4,231	5.2	1.7	0.4	1.3	0.2
16-19	71,389	10.2	1.5	0.7	1.3	0.4
20-24	113,151	8.0	0.9	1.9	0.7	0.4
25-34	225,868	5.1	0.6	1.7	0.4	0.3
35-44	228,266	3.8	0.5	1.0	0.2	0.2
45-54	201,087	3.0	0.4	0.7	0.2	0.1
55-64	214,008	2.1	0.4	0.5	0.2	0.1
65-74	191,462	1.2	0.3	0.1	0.1	0.1
75+	112,732	0.6	0.2	0.0	0.1	0.0
Mean		3.7	0.5	0.9	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: 2021

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	18,234	42.6%
Administrative License Suspension (ALS)*	7,755	18.1%
Driving Under the Influence	6,826	15.9%
Unable to Pass DL Test or Meet Qualifications	3,192	7.5%
Family Responsibility Law	2,114	4.9%
Points	1,161	2.7%
Reckless/Inattentive Driving	941	2.2%
Refused Evidentiary BAC Test	650	1.5%
Driving Without Privileges	482	1.1%
Unsatisfied Judgement	394	0.9%
Fleeing or Evading Police	291	0.7%
Failure to Pay Fine	130	0.3%
All Others	666	1.6%
TOTALS	42,836	100.0%

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

The two largest categories of driver's license suspensions are failure to maintain insurance and administrative license suspension. These two suspensions accounted for 61% of all license suspensions. Driving under the influence accounted for 16% of all license suspensions.

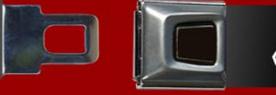
The Division of Motor Vehicles of the Idaho Transportation Department provides the information concerning driver's license suspensions.

SECTION II

Idaho Focus Areas



8 out of 10 Idahoans buckle up.

Do you? 

Idaho Transportation Department



WHAT ARE YOU DRINKING?

RIGHT CHOICE: RIDE SOBER



TOWARD ZERO DEATHS  IDAHO STAR 



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.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Impaired Driving Crashes	1,529	1,456	1,501	1,513	1,729	14.3%	-0.3%
Fatalities	80	78	99	92	108	17.4%	5.8%
Suspected Serious Injury	218	212	217	234	272	16.2%	2.5%
Suspected Minor Injury	338	334	329	385	437	13.5%	4.8%
Possible Injuries	489	523	525	548	496	-9.5%	3.9%
Impaired Driving Crashes as a % of All Crashes	5.9%	6.1%	5.6%	6.7%	6.3%	-6.5%	5.0%
Impaired Driving Fatalities as a % of All Fatalities	32.7%	33.3%	44.2%	43.0%	39.9%	-7.3%	10.6%
Impaired Driving Injuries as a % of All Injuries	8.1%	8.0%	8.0%	10.2%	9.6%	-6.2%	8.8%
All Fatal and Injury Crashes	9,042	9,298	9,354	8,110	8,909	9.9%	-3.3%
Impaired Fatal/Injury Crashes	764	808	789	831	904	8.8%	2.9%
% Impaired Driving	8.4%	8.7%	8.4%	10.2%	10.1%	-1.0%	7.1%
Impaired Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	1.72	1.64	1.75	1.88	1.97	4.8%	3.1%
Annual DUI Arrests by Agency*							
Idaho State Police	1,400	1,518	1,555	1,410	1,497	6.2%	0.5%
Local Agencies	5,927	6,412	6,529	5,529	5,951	7.6%	-1.8%
Total Arrests	7,327	7,930	8,084	6,939	7,448	7.3%	-1.3%
DUI Enforcement Rate**	0.61	0.63	0.63	0.53	0.55	3.7%	-4.1%

*Source: Idaho State Police, Bureau of Criminal Identification

**DUI Arrests per 100 Licensed Drivers per Year.

In 2021, impaired driving crashes increased by 14%, while fatalities resulting from impaired driving crashes decreased by 17%. Just under 10% of all fatal and injury crashes involved an impaired driver, an impaired pedestrian, or an impaired bicyclist. In 2021, 40% of all fatalities were the result of an impaired driving crash. Only 33% of the passenger motor vehicle occupants killed in impaired driving crashes were wearing a seatbelt.

Table 21 also presents a five-year summary of annual DUI arrests by the Idaho State Police (ISP) and local agencies. Both local agency DUI arrests and ISP DUI arrests increased in 2021. Overall, DUI arrests decreased by 7% from 2020 levels.

Economic Costs of Impaired Driving Crashes

Table 22 contains the estimated economic costs for impaired driving-related motor vehicle crashes in 2021. The estimated cost of Idaho impaired driving crashes in 2021 was more than \$1.5 billion dollars. This estimate represents 29% of the total cost of Idaho crashes (as shown in Table 4).

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	108	\$11,800,000	\$1,274,400,000
Suspected Serious Injury	272	\$564,335	\$153,499,216
Suspected Minor Injury	437	\$153,707	\$67,170,026
Possible Injuries	496	\$78,488	\$38,929,958
No Injuries	1,964	\$3,976	\$7,809,115
Total Estimate of Economic Cost			\$1,541,808,316

Victims of Fatal Crashes Involving Impaired Drivers

Impaired Status*	Passenger Vehicles		Commercial Vehic	Motorcycle	Pedestrian	ATV	
	Driver	Passenger	Driver	Driver		Driver	Passenger
Impaired	52	16	2	10	3	5	3
Not Impaired	9	8	0	0	0	0	0

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

Of the 108 people killed in impaired driving crashes, 91 (or 84%) were impaired drivers, impaired pedestrians, or passengers of a motor vehicle riding with an impaired driver.

Impaired Driving by Age

Table 24 shows the number and percent of licensed drivers, DUI arrests, and impaired drivers in crashes by age. Drivers, ages 21 to 25, were the most over-represented in impaired driving crashes in 2021. They are involved in 2.5 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 2021, 9% of the impaired drivers involved in crashes were under 21 years of age.

Age	Licensed Drivers		DUI Arrests		Impaired Drivers in Crashes	
	Number	Percent	Number	Percent	Number	Percent
0 to 15	4,231	0.3%	11	0.1%	7	0.4%
16-20	94,206	6.9%	503	6.8%	147	8.6%
21-25	111,734	8.2%	1,350	18.1%	348	20.4%
26-30	113,630	8.3%	1,192	16.0%	261	15.3%
31-35	113,298	8.3%	1,017	13.7%	188	11.0%
36-40	115,980	8.5%	877	11.8%	183	10.7%
41-45	110,627	8.1%	689	9.2%	146	8.5%
46-50	99,527	7.3%	499	6.7%	100	5.8%
51-55	100,036	7.3%	442	5.9%	89	5.2%
56-60	106,079	7.8%	429	5.8%	82	4.8%
61-65	110,619	8.1%	258	3.5%	57	3.3%
66 +	282,227	20.7%	182	2.4%	72	4.2%
Missing or Unknown				0.0%	30	1.8%
TOTALS	1,362,194		7,449		1,710	

Males comprised 73% of the drivers involved in impaired driving crashes in 2021.

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 2021 U.S. Census estimates for counties.

Table 25							
Impaired Driving Crashes by County: 2021							
	2021 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	511.9	393	11	180	11	254	0.4
Bannock	88.3	113	3	50	5	88	0.6
Bonneville	127.9	92	5	47	5	68	0.4
Canyon	243.1	199	5	94	6	147	0.4
Kootenai	179.8	180	10	76	10	119	0.5
Madison	53.9	15	0	8	0	12	0.1
Twin Falls	92.2	108	1	48	1	63	0.5
Mean Crash Rate							0.4
20,000 - 49,999							
Bingham	48.9	52	3	21	6	26	0.5
Blaine	24.8	19	2	4	2	5	0.2
Bonner	49.5	43	4	20	4	33	0.5
Cassia	25.2	38	3	23	4	34	1.0
Elmore	28.8	40	2	20	4	26	0.8
Jefferson	32.2	11	1	7	1	8	0.2
Jerome	24.7	45	7	23	7	42	1.2
Latah	40.3	28	5	11	6	17	0.4
Minidoka	22.0	18	1	9	1	12	0.5
Nez Perce	42.5	69	4	33	4	44	0.9
Payette	26.4	21	1	11	1	13	0.5
Mean Crash Rate							0.6
10,000 - 19,999							
Boundary	12.6	14	1	8	1	11	0.7
Franklin	14.7	2	0	2	0	2	0.1
Fremont	13.6	13	2	7	2	14	0.7
Gem	19.8	16	2	4	3	5	0.3
Gooding	15.8	17	3	6	3	8	0.6
Idaho	17.0	25	1	12	1	18	0.8
Owyhee	12.3	11	2	7	5	15	0.7
Shoshone	13.6	14	0	10	0	13	0.7
Teton	12.3	3	0	2	0	2	0.2
Valley	12.2	13	0	7	0	10	0.6
Washington	10.9	8	0	3	0	3	0.3
Mean Crash Rate							0.5

Table 25 (Continued)
Impaired Driving Crashes by County: 2021

	2021 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	6.5	5	0	3	0	5	0.5
Benewah	9.9	5	1	3	1	5	0.4
Boise	8.1	19	4	11	4	15	1.9
Caribou	7.1	1	0	1	0	1	0.1
Clearwater	8.9	7	0	5	0	6	0.6
Lemhi	8.2	12	1	3	1	5	0.5
Lincoln	5.3	6	1	4	2	5	0.9
Power	8.0	15	0	11	0	15	1.4
Mean Crash Rate							0.8
0 - 4,999							
Adams	4.6	8	0	4	0	9	0.9
Butte	2.7	4	1	0	1	1	0.4
Camas	1.1	2	1	0	2	3	0.9
Clark	0.8	6	0	4	0	7	5.1
Custer	4.4	10	3	6	3	9	2.0
Lewis	3.7	5	1	2	1	5	0.8
Oneida	4.6	4	0	2	0	2	0.4
Mean Crash Rate							1.1
Statewide Totals	1,900.9	1,729	92	812	108	1,205	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 2021.

Table 26
Impaired Driving Crashes by City: 2021

	2021 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	237.4	215	3	101	3	140	0.4
Caldwell	63.6	55	2	27	2	41	0.5
Coeur d'Alene	55.9	58	0	20	0	29	0.4
Idaho Falls	66.9	51	3	27	3	36	0.4
Meridian	126.0	82	1	38	1	56	0.3
Nampa	106.2	79	0	32	0	43	0.3
Pocatello	57.1	81	1	33	1	56	0.6
Post Falls	42.6	29	2	10	2	12	0.3
Twin Falls	53.2	59	0	24	0	36	0.5
Mean Crash Rate							0.4

Table 26 (Continued)
Impaired Driving Crashes by City: 2021

	2021 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	18.7	3	0	2	0	2	0.1
Chubbuck	15.8	12	0	7	0	7	0.4
Eagle	32.1	18	2	8	2	14	0.3
Hayden	16.2	13	2	2	2	5	0.2
Kuna	26.7	16	2	4	2	6	0.2
Lewiston	34.4	42	2	16	2	23	0.5
Moscow	25.9	12	1	3	1	4	0.2
Mountain Home	16.2	19	0	7	0	8	0.4
Rexburg	35.3	5	0	3	0	4	0.1
Mean Crash Rate							0.1
5,000 - 14,999							
Blackfoot	12.3	20	0	9	0	9	0.7
Burley	11.9	16	1	5	1	6	0.5
Emmett	7.8	4	0	1	0	1	0.1
Fruitland	6.5	4	0	2	0	2	0.3
Garden City	12.3	10	1	3	1	4	0.3
Hailey	9.5	8	0	1	0	1	0.1
Jerome	12.6	8	1	1	1	2	0.2
Middleton	10.2	5	0	1	0	1	0.1
Payette	8.4	3	0	1	0	1	0.1
Preston	5.8	0	0	0	0	0	0.0
Rathdrum	10.2	10	1	0	1	0	0.1
Rigby	5.2	2	0	1	0	1	0.2
Rupert	6.1	5	0	3	0	4	0.5
Sandpoint	9.0	4	1	2	1	2	0.3
Shelley	5.0	1	0	0	0	0	0.0
Star	12.9	13	0	6	0	6	0.5
Weiser	5.8	2	0	1	0	1	0.2
Mean Crash Rate							0.3

Table 26 (Continued)
Impaired Driving Crashes by City: 2021

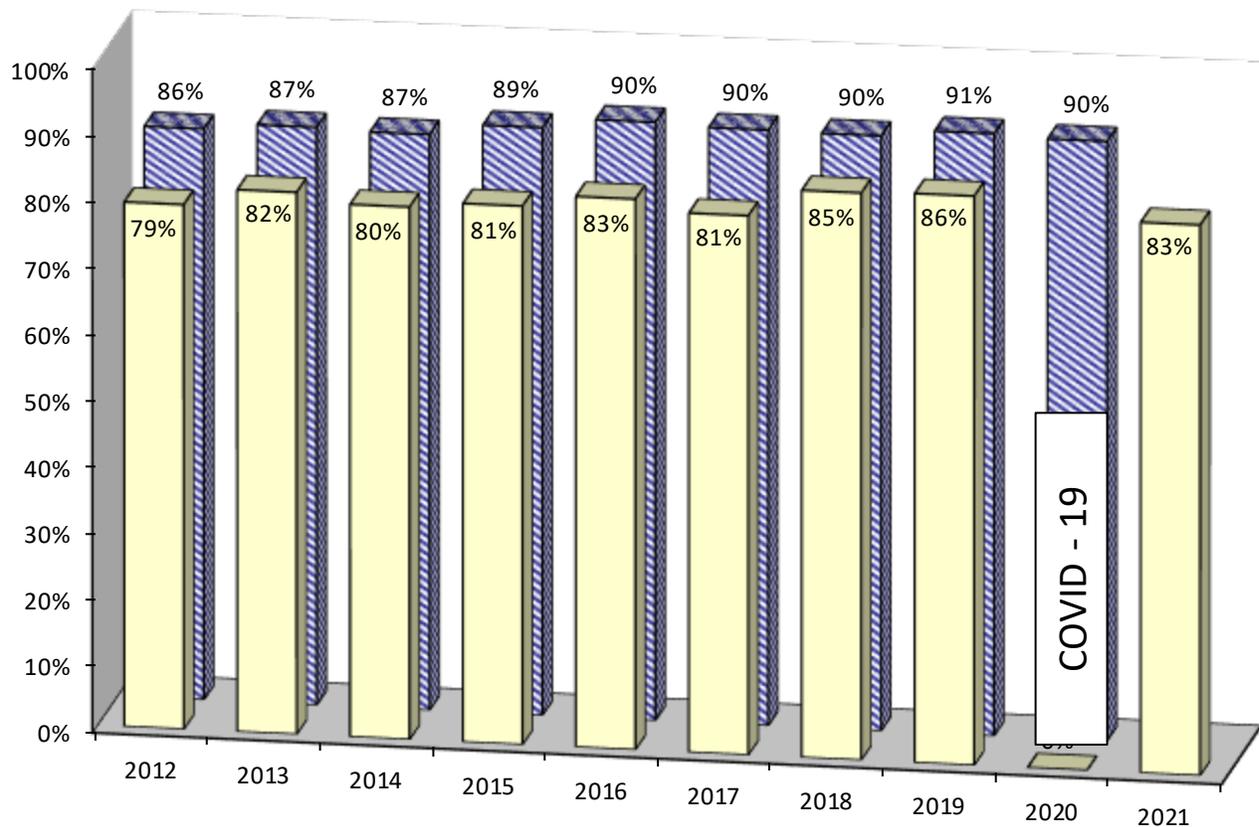
	2021 Population (in 1,000s)	Number of Crashes			Number of Persons		Impaired Driving Fatal and Injury Crash Rate Per 1,000 Population
		Total	Fatal	Injury	Killed	Injured	
2,000 - 4,999							
American Falls	4.6	1	0	0	0	0	0.0
Bellevue	2.6	0	0	0	0	0	0.0
Bonnars Ferry	2.6	0	0	0	0	0	0.0
Buhl	4.7	0	0	0	0	0	0.0
Dalton Gardens	2.6	0	0	0	0	1	0.0
Driggs	2.1	1	0	1	0	0	0.5
Filer	2.8	0	0	0	0	3	0.0
Gooding	3.7	3	0	2	0	0	0.5
Grangeville	3.4	1	0	0	0	2	0.0
Heyburn	3.7	1	0	1	0	0	0.3
Homedale	3.0	0	0	0	0	5	0.0
Iona	2.9	1	0	1	0	2	0.3
Kellogg	2.4	3	0	2	0	0	0.8
Ketchum	3.6	1	0	0	0	0	0.0
Kimberly	4.8	1	0	0	0	0	0.0
Malad	2.3	0	0	0	0	1	0.0
McCall	3.8	1	0	1	0	1	0.3
Montpelier	2.7	1	0	1	0	2	0.4
Orofino	3.3	1	0	1	0	0	0.3
Parma	2.1	1	0	0	1	6	0.0
St. Anthony	3.2	1	1	0	0	2	0.3
St. Maries	3.1	1	0	1	0	0	0.3
Salmon	2.5	4	0	0	0	1	0.0
Soda Springs	3.8	1	0	1	0	0	0.3
Spirit Lake	2.4	0	0	0	0	0	0.0
Sugar City	2.6	0	0	0	0	0	0.0
Victor	2.2	0	0	0	0	0	0.0
Wendell	2.9	0	0	0	0	0	0.0
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 2021. 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.: 2012 - 2021



No observational seat belt survey was done in 2020 because of the pandemic. The methodology for national seat belt surveys differs from that of Idaho and does not include any observation sites in Idaho.

Observational Seat Belt Survey Results

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

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Ada	88.8%	95.9%	95.1%	****	89.4%	****	****
Bannock	89.4%	75.4%	85.4%	****	83.3%	****	****
Bingham	82.4%	----	----	----	----	----	----
Bonner	78.6%	85.1%	83.1%	****	82.5%	****	****
Bonneville	74.0%	75.1%	75.5%	****	81.3%	****	****
Canyon	91.5%	82.6%	81.3%	****	78.0%	****	****
Cassia	----	64.9%	68.7%	****	60.3%	****	****
Elmore	89.0%	88.7%	91.7%	****	88.2%	****	****
Franklin	----	67.4%	82.3%	****	66.2%	****	****
Fremont	----	69.3%	82.0%	****	73.4%	****	****
Gem	55.3%	----	----	----	----	----	----
Gooding	72.4%	----	----	----	----	----	----
Jerome	----	75.1%	70.4%	****	73.8%	****	****
Kootenai	76.0%	85.0%	89.1%	****	85.4%	****	****
Latah	83.4%	84.6%	82.2%	****	86.9%	****	****
Madison	74.0%	----	----	----	----	----	----
Minidoka	72.6%	----	----	----	----	----	----
Nez Perce	84.3%	87.5%	85.6%	****	91.9%	****	****
Payette	85.1%	----	----	----	----	----	----
Twin Falls	72.7%	71.3%	77.8%	****	73.7%	****	****
Washington	----	93.0%	79.6%	****	78.4%	****	****
Statewide	81.2%	85.4%	85.7%	****	82.9%	****	****

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) districts⁴ by vehicle type for 2021. A map of the transportation districts can be found in Appendix A. District 2 (north-central Idaho) had the highest overall usage at 91.2%, while district 4 (south-central Idaho) had the overall lowest usage at 69.8%.

ITD District	Passenger Cars, Vans, and Sport Utility Vehicles	Pickup Trucks	All Vehicles
1	87.2%	80.8%	85.1%
2	92.4%	88.3%	91.2%
3	89.3%	69.9%	83.1%
4	75.7%	60.5%	69.8%
5	83.9%	65.5%	79.1%
6	83.1%	74.9%	81.2%
Statewide	87.4%	72.5%	82.9%

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 88.3% in District 2 (north-central Idaho) to a low of 60.5% in District 4 (south-central 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 use⁵. 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.

Injury Type	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatalities -Restraints Used	34.7%	36.8%	43.6%	34.8%	36.4%	4.6%	1.5%
Suspected Serious Injuries - Restraints Used	65.4%	65.3%	67.6%	57.7%	55.7%	-3.4%	-3.8%

Of the 184 passenger motor vehicle occupants over the age of 7 killed in 2021, only 67 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 67 lives saved in 2021 by seat belt usage and an additional 52 lives (half of those killed and unbelted) could have been saved if everyone had buckled up.

Costs of Injuries by Safety Restraint Use

Injury Type	Safety Restraints			Costs of Injuries		
	Used	Not Used	Unknown	Used	Not Used	Unknown
Fatality	67	103	14	\$790,600,000	\$1,215,400,000	\$165,200,000
Suspected Serious Injury	550	293	144	\$310,384,445	\$165,350,259	\$81,264,291
Suspected Minor Injury	3,016	403	322	\$463,580,776	\$61,943,983	\$49,493,704
Possible Injury	5,262	403	546	\$413,002,898	\$31,630,591	\$42,854,349
No Injury	41,603	1,530	4,544	\$165,418,853	\$6,083,476	\$18,067,526
Total				\$2,142,986,973	\$1,480,408,308	\$356,879,869

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 2017 through 2021. 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.

County by Population	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
50,000 and over							
Ada	83.4%	85.6%	86.4%	77.5%	79.9%	3.1%	-2.3%
Bannock	56.3%	69.4%	76.6%	50.0%	57.8%	15.7%	-0.3%
Bonneville	68.1%	66.7%	81.1%	60.8%	63.7%	4.7%	-1.8%
Canyon	77.9%	77.6%	83.5%	73.1%	71.3%	-2.5%	-1.7%
Kootenai	73.2%	74.4%	79.5%	77.7%	81.5%	4.9%	2.1%
Twin Falls	74.5%	69.8%	64.3%	66.9%	55.7%	-16.8%	-3.4%
20,000 - 49,999							
Bingham	66.7%	68.3%	77.6%	55.6%	54.6%	-1.7%	-4.1%
Blaine	83.3%	75.0%	78.1%	66.7%	74.4%	11.6%	-6.8%
Bonner	70.6%	68.1%	70.8%	53.4%	70.8%	32.5%	-8.0%
Cassia	36.0%	67.7%	71.7%	87.2%	62.5%	-28.4%	38.6%
Elmore	57.7%	58.1%	75.9%	49.2%	70.7%	43.6%	-1.3%
Jefferson	61.8%	72.2%	45.5%	50.0%	25.0%	-50.0%	-3.4%
Jerome	66.7%	70.8%	66.2%	59.1%	64.6%	9.3%	-3.7%
Latah	67.7%	74.3%	66.7%	54.2%	66.7%	23.1%	-6.4%
Madison	61.1%	87.0%	64.9%	71.9%	56.0%	-22.1%	9.2%
Minidoka	58.8%	50.0%	13.3%	45.5%	46.3%	2.0%	50.9%
Nez Perce	66.7%	61.4%	62.7%	47.2%	54.1%	14.7%	-10.2%
Payette	47.6%	65.9%	74.2%	55.2%	82.0%	48.6%	8.4%
10,000 - 19,999							
Boundary	65.2%	81.8%	81.8%	100.0%	41.7%	-58.3%	15.9%
Franklin	33.3%	66.7%	33.3%	80.0%	72.7%	-9.1%	63.3%
Fremont	51.9%	66.7%	57.1%	60.8%	67.4%	11.0%	6.9%
Gem	50.0%	57.1%	52.6%	72.2%	52.9%	-26.7%	14.5%
Gooding	38.1%	75.0%	65.4%	34.6%	55.0%	58.9%	12.3%
Idaho	35.0%	33.3%	63.3%	22.2%	64.7%	191.2%	6.8%
Owyhee	33.3%	0.0%	51.9%	39.3%	40.9%	4.1%	-24.1%
Shoshone	71.4%	42.9%	50.0%	70.6%	42.9%	-39.3%	5.9%
Teton	50.0%	100.0%	80.0%	80.0%	85.7%	7.1%	26.7%
Valley	64.5%	83.3%	60.0%	65.8%	73.9%	12.3%	3.6%
Washington	69.2%	50.0%	66.7%	25.0%	20.0%	-20.0%	-19.0%

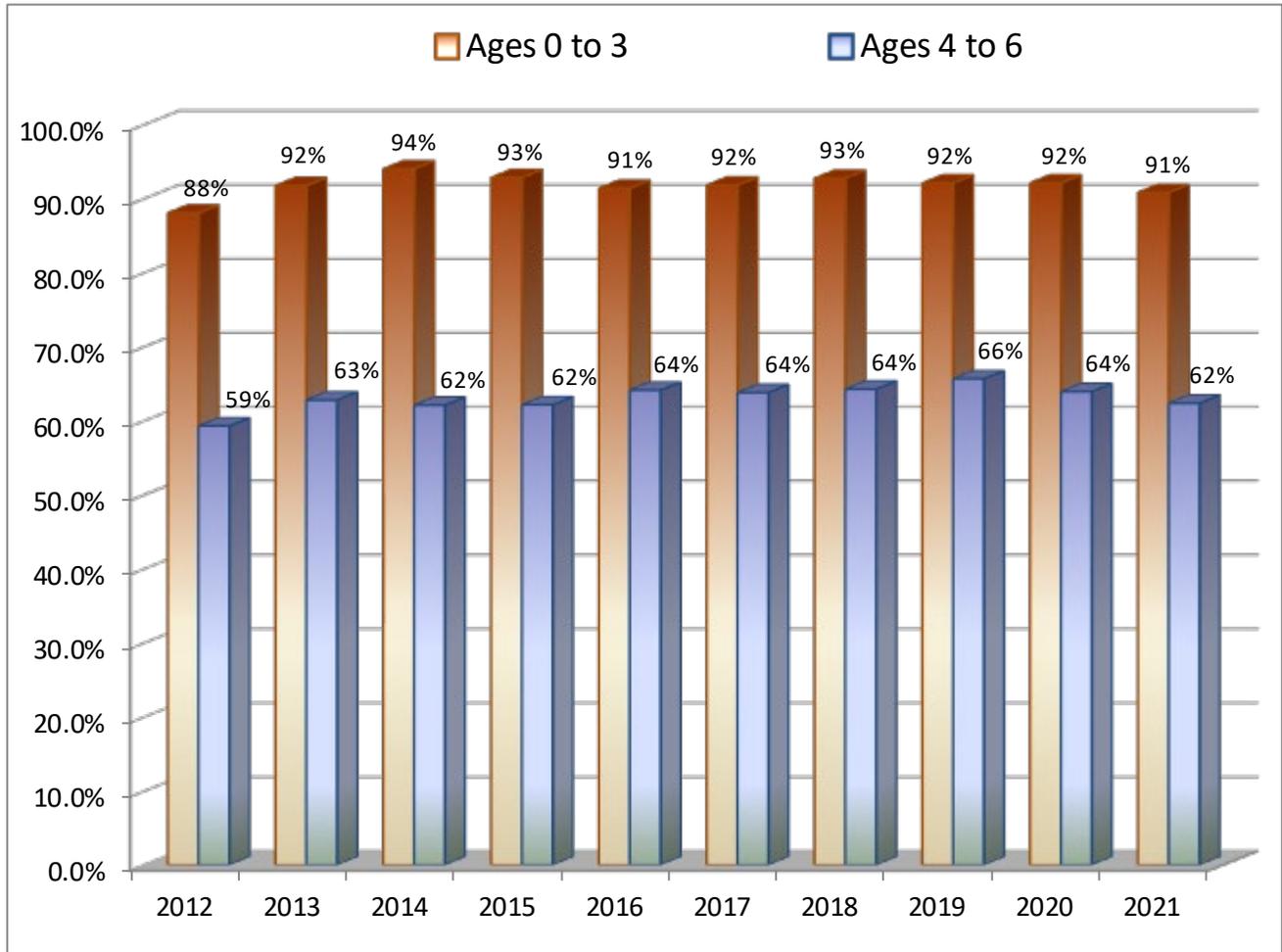
Table 31 (Continued)
Self-Reported Restraint Use of All Occupants in Fatal and Serious Injury Crashes by County: 2017-2021
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

County by Population	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
5,000 - 9,999							
Bear Lake	100.0%	33.3%	66.7%	36.8%	33.3%	-9.5%	-3.8%
Benewah	28.6%	14.3%	92.3%	20.0%	44.4%	122.2%	139.3%
Boise	88.9%	69.0%	87.1%	88.9%	41.4%	-53.4%	2.0%
Caribou	100.0%	70.0%	0.0%	60.0%	71.4%	60.0%	-23.3%
Clearwater	0.0%	0.0%	33.3%	88.9%	41.7%	-53.1%	66.6%
Lemhi	25.0%	72.7%	54.5%	46.7%	26.3%	-43.6%	50.5%
Lincoln	57.1%	40.0%	37.5%	69.2%	20.0%	-71.1%	16.1%
Power	34.8%	55.6%	50.0%	0.0%	34.5%	34.5%	-16.8%
0 - 4,999							
Adams	76.9%	28.6%	66.7%	33.3%	50.0%	50.0%	116.7%
Butte	50.0%	100.0%	27.3%	62.5%	85.7%	37.1%	52.1%
Camas	100.0%	75.0%	0.0%	----	62.5%	----	-41.7%
Clark	50.0%	100.0%	0.0%	85.7%	33.3%	100.0%	28.6%
Custer	54.5%	50.0%	22.2%	22.2%	10.0%	-55.0%	-21.3%
Lewis	100.0%	42.9%	66.7%	40.9%	78.6%	92.1%	-13.4%
Oneida	50.0%	50.0%	62.5%	74.2%	72.7%	-2.0%	14.6%
Statewide Average	74.0%	74.4%	74.7%	66.0%	66.9%	1.4%	-3.6%

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: 2012 - 2021



Parents are continuing to place their very young children (ages 0-3) in a child safety seat at a high rate (91%), while only 62% 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: 2017-2021
Under Age 7
in Passenger Cars, Pickups, Sport Utility Vehicles, and Vans

Injury Type	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatalities							
Restrained	1	0	5	1	1	0.0%	-26.7%
Unrestrained	2	1	0	0	4	100.0%	-50.0%
Suspected Serious Injuries							
Restrained	5	12	6	5	5	0.0%	24.4%
Unrestrained	2	2	4	2	4	100.0%	16.7%
Suspected Minor Injuries							
Restrained	57	77	63	42	48	14.3%	-5.5%
Unrestrained	23	24	22	23	31	34.8%	0.2%
Possible Injuries							
Restrained	214	248	223	190	194	2.1%	-3.0%
Unrestrained	46	49	60	47	56	19.1%	2.4%
No Injuries							
Restrained	2,142	1,984	2,201	1,582	2,042	29.1%	-8.2%
Unrestrained	539	411	514	381	436	14.4%	-8.2%
Total Restrained	2,419	2,322	2,499	1,820	2,290	25.8%	-7.9%
Total Unrestrained	612	487	600	453	622	37.3%	-7.2%
% of Children Restrained	79.8%	80.6%	80.6%	80.1%	78.6%	-1.8%	0.1%

The National Highway Traffic Safety Administration (NHTSA) estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that 2 lives were saved by child safety seats and an additional three lives may have been saved if they had all been properly restrained. Additionally, 11 serious injuries were prevented and 3 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.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Total Aggressive Driving Crashes	13,149	11,985	13,638	10,742	13,633	26.9%	-5.4%
Fatalities	82	75	66	78	94	20.5%	-0.8%
Suspected Serious Injury	582	516	547	481	626	30.1%	-5.8%
Suspected Minor Injury	2,064	2,166	2,126	1,868	2,391	28.0%	-3.0%
Possible Injuries	4,627	4,596	4,887	3,835	4,063	5.9%	-5.3%
Number of Traffic Fatalities and Suspected Serious Injuries Involving:*							
Fail to Yield Right of Way	259	261	258	183	279	52.5%	-9.8%
Driving Too Fast for Conditions	148	113	161	183	221	20.8%	10.8%
Fail to Obey Stop Sign	75	82	77	61	88	44.3%	-5.8%
Exceeded Posted Speed	78	69	59	63	87	38.1%	-6.4%
Following Too Close	95	71	71	72	79	9.7%	-8.0%
Fail to Obey Signal	61	63	51	40	51	27.5%	-12.4%
Aggressive Driving Fatal and Serious Injury Rate per 100 Million AVMT	3.84	3.34	3.39	3.22	3.73	15.8%	-5.5%

* Three contributing circumstances possible per unit involved in each crash

In 2021, aggressive driving was a contributing factor in 49% of all crashes in Idaho. While 74% of all aggressive driving crashes occur in urban areas, 66% of the fatal aggressive driving crashes occur in rural areas.

Only 16% of all aggressive driving crashes involved a single vehicle, while 36% of fatal aggressive driving crashes involved only one vehicle. Of the 31 fatal aggressive driving crashes that involved a single vehicle, 24 (or 77%) occurred in rural areas.

The economic cost of crashes involving aggressive driving was nearly \$2.3 billion dollars in 2021. This represents 42% 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 4.2 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 (36%) of the drivers involved in aggressive driving crashes.

Table 34
Involvement in Aggressive Driving Crashes by Drivers Age: 2021

Age	Licensed Drivers		Drivers in All Aggressive Driving Crashes			Drivers in Fatal and Injury Aggressive Driving Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
0-14	0	0.0%	25	0.2%		15	0.3%	
15	4,231	0.3%	239	1.7%	5.5	69	1.4%	4.5
16	12,316	0.9%	535	3.8%	4.2	178	3.6%	4.0
17	17,777	1.3%	683	4.9%	3.8	215	4.4%	3.4
18	19,292	1.4%	720	5.2%	3.6	219	4.5%	3.2
19	22,004	1.6%	607	4.3%	2.7	197	4.0%	2.5
20	22,817	1.7%	534	3.8%	2.3	175	3.6%	2.1
21	21,082	1.5%	476	3.4%	2.2	181	3.7%	2.4
22	22,908	1.7%	437	3.1%	1.9	148	3.0%	1.8
23	23,088	1.7%	388	2.8%	1.6	124	2.5%	1.5
24	23,256	1.7%	385	2.8%	1.6	134	2.7%	1.6
25-34	225,868	16.6%	2,769	19.8%	1.2	982	20.1%	1.2
35-44	228,266	16.8%	1,861	13.3%	0.8	671	13.7%	0.8
45-54	201,087	14.8%	1,347	9.7%	0.7	506	10.3%	0.7
55-64	214,008	15.7%	1,145	8.2%	0.5	430	8.8%	0.6
65-74	191,462	14.1%	889	6.4%	0.5	335	6.8%	0.5
75+	112,732	8.3%	634	4.5%	0.5	244	5.0%	0.6
Not Stated or Other			282	2.0%		71	1.5%	
TOTALS	1,362,194		13,956			4,894		

* 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).

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Total Distracted Driving Crashes	4,808	4,750	5,066	4,253	5,003	17.6%	-3.5%
Fatalities	39	48	36	22	30	36.4%	-13.6%
Suspected Serious Injury	318	343	250	237	284	19.8%	-8.2%
Suspected Minor Injury	989	1,028	903	863	1,007	16.7%	-4.2%
Possible Injuries	2,020	2,081	2,112	1,637	1,677	2.4%	-6.0%
Distracted Driving Crashes as a % of All Crashes	18.6%	19.8%	18.8%	18.9%	18.2%	-3.8%	0.6%
Distracted Driving Fatalities as a % of All Fatalities	15.9%	20.5%	16.1%	10.3%	11.1%	7.7%	-9.6%
Distracted Driving Injuries as a % of All Injuries	25.7%	26.0%	24.5%	23.9%	23.5%	-1.5%	-2.3%
All Fatal and Injury Crashes	9,042	9,298	9,354	8,110	8,909	9.9%	-3.3%
Distracted Fatal/Injury Crashes	2,151	2,244	2,131	1,852	1,964	6.0%	-4.6%
% Distracted Driving	23.8%	24.1%	22.8%	22.8%	22.0%	-3.5%	-1.3%
Distracted Driving Fatality and Serious Injury Rate per 100 Million Vehicle Miles Of Travel	2.06	2.21	1.58	1.49	1.63	9.0%	-9.0%

Distracted driving crashes made up 18% of all crashes in 2021 and were responsible for 11% of all fatalities. While 74% of all distracted driving crashes occurred on urban roadways, 68% of the fatal distracted driving crashes occurred on rural roadways.

While only 17% of all distracted driving crashes involved a single vehicle, 36% of fatal distracted driving crashes involved a single vehicle.

The economic cost of crashes involving distracted driving was nearly \$842 million dollars in 2021. This represents 16% of the total costs of Idaho crashes (as shown in Table 4).

Figures 15 and 16 on the following page show what the distractions were for crashes where the officer indicated Distracted in or on Vehicle as a contributing circumstance. There were 6 fatal and 1300 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: 2021

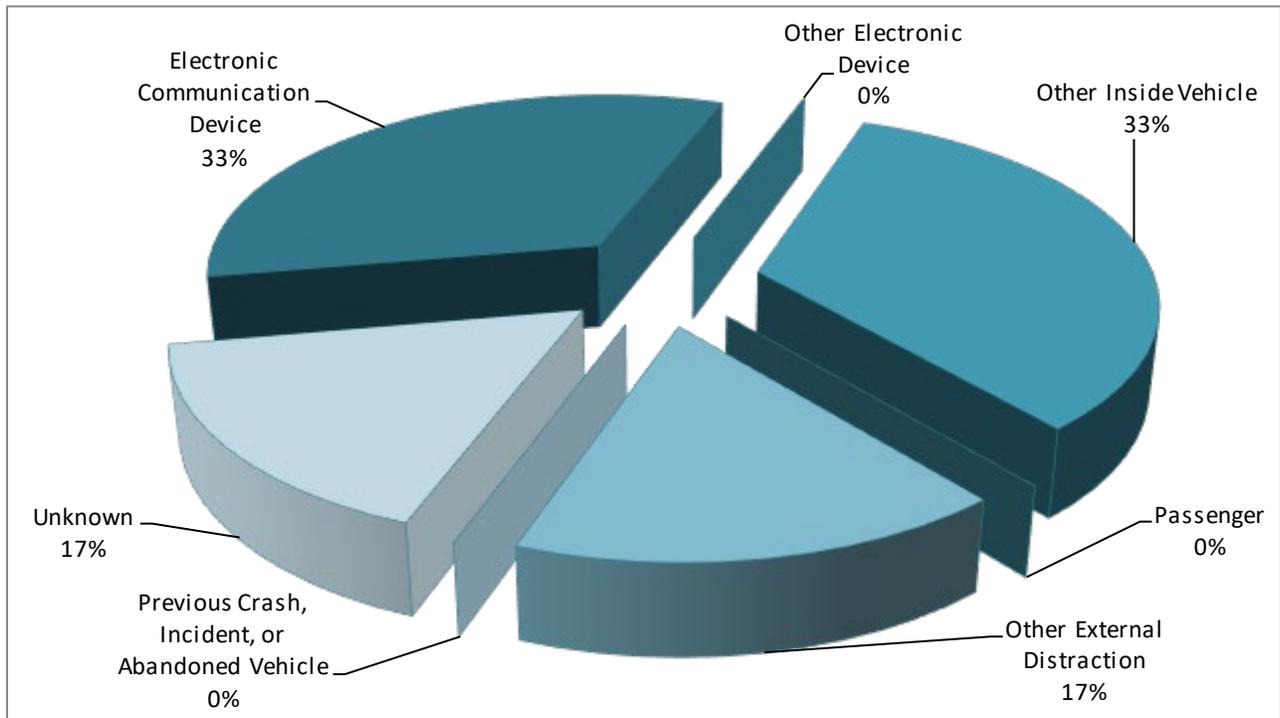
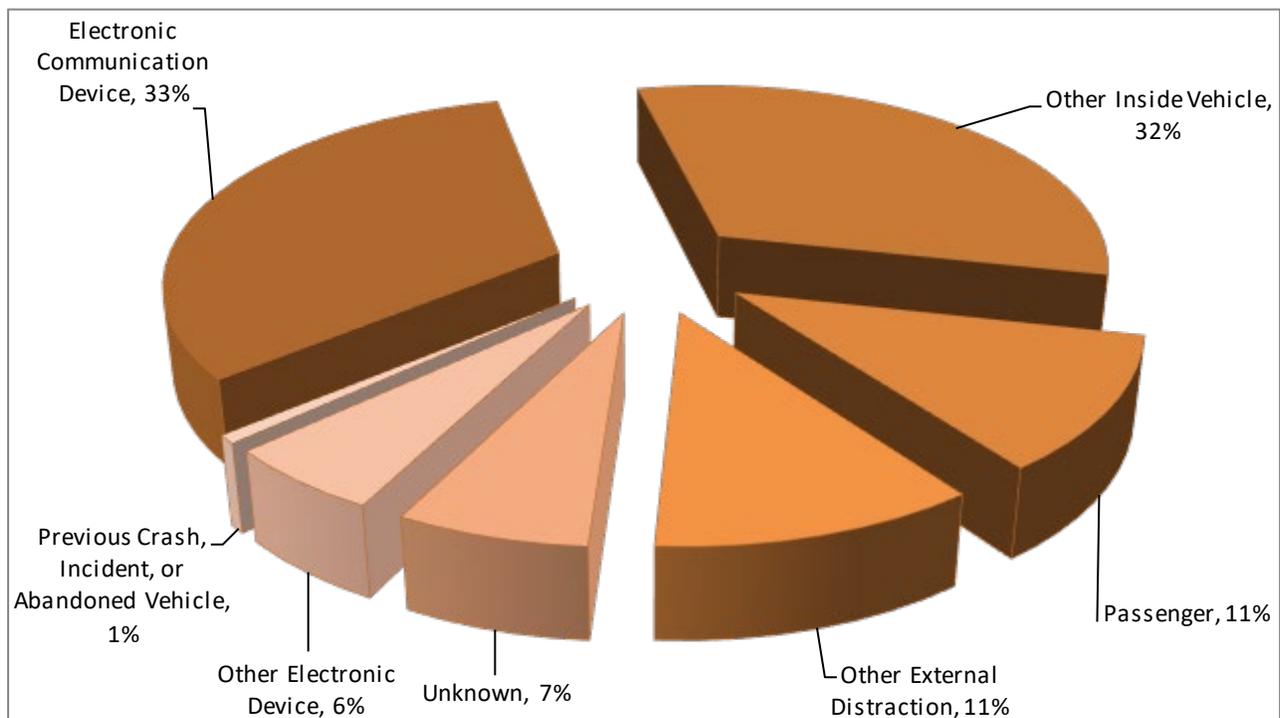


Figure 16
Percentage of Distracted In or On Vehicle Total Crashes by Type of Distraction: 2021



Youthful Drivers

Youthful drivers are drivers ages 15 to 19. In 2021, more than one out of every five crashes involved a youthful driver. In 2021, youthful drivers were involved in 2.5 times as many crashes as you would expect them to be and were 2.7 times as likely as all other drivers to be involved in a crash.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Total Crashes	5,464	5,244	5,826	4,689	5,961	27.1%	-4.1%
Fatalities	31	36	18	32	34	6.3%	14.6%
Suspected Serious Injury	225	230	184	195	229	17.4%	-3.9%
Suspected Minor Injury	886	976	880	826	978	18.4%	-1.9%
Possible Injuries	1,795	1,991	2,079	1,532	1,556	1.6%	-3.7%
Drivers 15-19 in Fatal & Suspected Serious Injury Crashes	206	213	170	180	220	22.2%	-3.6%
% of all Drivers in Fatal & Suspected Serious Injury Crashes	10.7%	11.1%	8.8%	10.7%	13.0%	22.2%	1.3%
Licensed Drivers 15-19	71,523	69,727	71,063	71,209	75,620	6.2%	-0.1%
% of Total Licensed Drivers	5.9%	5.6%	5.5%	5.4%	5.6%	2.6%	-2.9%
Driver Involvement Rate*	1.81	1.99	1.60	1.97	2.35	19.1%	4.6%
Teen Drivers in Fatal Crashes	27	29	18	25	31	24.0%	2.8%
Impaired Teen Drivers in Fatal Crashes	2	2	3	8	5	-37.5%	72.2%
% of Youthful Drivers Involved in Fatal Crashes that were Impaired	7.4%	6.9%	16.7%	32.0%	16.1%	-49.6%	75.6%

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

The 34 people killed in youthful driver crashes were of all ages, not just youthful drivers. Of the 34 people killed in youthful driver crashes, 16 were the youthful drivers. Of the 14 youthful drivers of passenger motor vehicles, only 7 (50%) were wearing a seat belt. The other two youthful drivers killed were on motorcycles.

Additionally, there were 9 teen passengers killed in motor vehicle crashes (6 of them were killed in crashes involving a youthful driver). Of the 9 teen passenger motor vehicle passengers killed in crashes, only 3 of them (33%) were wearing a seat belt.

While 72% of all crashes involving youthful drivers occurred in urban areas, 73% of the fatal crashes involving youthful drivers occurred in rural areas.

In 2021, the economic cost of crashes involving youthful drivers was just over \$857 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.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Total Crashes	25,851	24,031	27,015	22,528	27,547	22.3%	-3.7%
Fatal & Injury Crashes							
With EMS Response	6,024	6,213	6,272	5,598	6,254	11.7%	-2.2%
% with EMS Response	66.6%	66.8%	67.1%	69.0%	70.2%	1.7%	1.2%
Persons Killed or Injured in Crashes	13,214	13,535	13,555	11,669	12,887	10.4%	-3.8%
Transported from Urban Areas	2,561	2,565	2,437	2,035	2,252	10.7%	-7.1%
Transported from Rural Areas	2,273	2,288	2,182	2,073	2,307	11.3%	-3.0%
Total Transported by EMS	4,834	4,853	4,619	4,108	4,559	11.0%	-5.2%
% of Killed/Injured Transported	36.6%	35.9%	34.1%	35.2%	35.4%	0.5%	-1.2%
Trapped and Extricated	480	523	523	444	504	13.5%	-2.0%
Fatal/Serious Injuries Transported by Helicopter	154	155	149	166	233	40.4%	2.7%

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 17% in 2021 and the number of pedestrians killed in motor vehicle crashes increased by 57%. Of all pedestrians involved in crashes in 2021, 97% received some degree of injury.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Pedestrian Crashes	219	244	237	187	218	16.6%	-4.2%
Fatalities	17	19	14	14	22	57.1%	-4.9%
Suspected Serious Injury	79	71	64	60	61	1.7%	-8.7%
Suspected Minor Injury	75	88	91	68	107	57.4%	-1.5%
Possible Injuries	78	83	83	65	46	-29.2%	-5.1%
Pedestrians in Crashes	247	253	249	200	233	16.5%	-6.3%
Pedestrian Fatal and Serious Injuries	95	89	77	71	82	15.5%	-9.2%
% of All Fatal and Serious Injuries	6.4%	6.0%	5.6%	5.4%	5.0%	-7.2%	-5.4%
Impaired Fatal and Serious Injuries*	14	16	9	13	8	-38.5%	5.0%
% of Ped Fatal & Serious Injuries	14.7%	18.0%	11.7%	18.3%	9.8%	-46.7%	14.6%
Pedestrians Killed or Injured in Crashes by Age							
0 to 3	0	3	1	1	2	100.0%	11.1%
4 to 14	28	39	40	22	30	36.4%	-1.1%
15 to 19	40	32	31	33	24	-27.3%	-5.6%
20 to 24	28	34	19	19	25	31.6%	-7.6%
25 to 34	33	31	38	29	33	13.8%	-2.4%
35 to 44	25	28	30	20	32	60.0%	-4.7%
45 to 54	34	16	21	20	21	5.0%	-8.8%
55 to 64	21	29	23	20	22	10.0%	1.5%
65 and Older	22	26	36	25	30	20.0%	8.7%
Missing/Unknown Age	8	10	2	5	8	60.0%	336.7%
* 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 2021, 95% were 22 years of age or older and 59% were over the age of 40. Impaired pedestrians were involved in 6% of all pedestrian crashes and 14% of fatal pedestrian crashes.

In 2021, the economic cost of crashes involving pedestrians was over \$315 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 16% in 2021 and there were three bicyclists killed. Of the bicyclists involved in crashes in 2021, 97% received some degree of injury. Of all bicyclists involved in crashes in 2021, 18% were between the ages of 4 and 14.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Bicycle Crashes	223	302	265	149	173	16.1%	-6.9%
Fatalities	3	2	4	3	3	0.0%	13.9%
Suspected Serious Injury	29	50	30	15	25	66.7%	-5.9%
Suspected Minor Injury	128	132	129	77	88	14.3%	-13.2%
Possible Injuries	62	110	113	52	54	3.8%	8.7%
Bicyclists in Crashes	224	302	268	152	174	14.5%	-6.6%
Bicyclist Fatal and Serious Injuries	31	52	34	18	28	55.6%	-4.6%
% of All Fatal and Serious Injuries	2.1%	3.5%	2.5%	1.4%	1.7%	25.0%	-1.9%
Bicyclists in Crashes Wearing Helmets	45	69	69	46	46	0.0%	6.7%
% of Bicyclists Wearing Helmets	20.1%	22.8%	25.7%	30.3%	26.4%	-12.6%	14.7%
Impaired Fatal and Serious Injuries*	5	1	1	1	1	0.0%	-26.7%
% of Bicycle Fatal & Serious Injuries	16.1%	1.9%	2.9%	5.6%	3.6%	-35.7%	17.9%
Bicyclists Killed or Injured in Crashes by Age							
0 to 3	0	0	0	1	0	-100.0%	33.3%
4 to 14	55	57	52	36	31	-13.9%	-12.0%
15 to 19	36	38	50	24	28	16.7%	-5.0%
20 to 24	21	32	26	13	14	7.7%	-5.5%
25 to 34	33	49	32	19	24	26.3%	-8.9%
35 to 44	13	35	23	15	23	53.3%	33.4%
45 to 54	26	26	26	12	10	-16.7%	-17.9%
55 to 64	21	26	28	16	23	43.8%	-3.8%
65 and Older	6	24	20	9	16	77.8%	76.1%
Missing/Unknown Age	3	3	3	0	0	0.0%	-33.3%
<i>* Implies the bicyclist was impaired, the sobriety of the driver that struck the bicyclist is not taken into account.</i>							

The percentage of bicyclists involved in crashes that were wearing helmets continues to remain very low at 26%. However, 53% of bicyclists over the age of 64 involved in crashes were wearing helmets while only 19% of bicyclists ages 4-19 were wearing helmets and 25% of bicyclists ages 20 to 44 were wearing helmets.

In 2021, the economic cost of crashes involving bicyclists was over \$68 million dollars. This represents 1% of the total cost of Idaho crashes (as shown in Table 4).

Motorcyclists in Crashes

The number of motorcycle crashes increased in 2021 by 18% and the number of motorcycle fatalities increased 19%. Of all motorcyclists involved in crashes in 2020, 86% received some degree of injury. Of all motorcycle crashes, 9% involved impaired motorcyclists, while 31% of fatal motorcycle crashes involved impaired motorcyclists. Almost half of all motorcycle crashes (47%) were single-vehicle crashes and 69% of fatal motorcycle crashes involved only a single motorcycle. Of the motorcyclists killed in 2021, 84% were 37 years of age or older.

Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet; 61% of those riders involved in crashes in 2021 were wearing a helmet while 57% of riders 18 and older involved in crashes were wearing helmets.

Table 40							
Motorcyclists in Crashes: 2017-2021							
	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Motorcycle Crashes	507	510	490	470	554	17.9%	-2.5%
Fatalities	26	38	25	27	32	18.5%	6.6%
Suspected Serious Injury	139	143	153	154	200	29.9%	3.5%
Suspected Minor Injury	230	194	196	182	216	18.7%	-7.3%
Possible Injuries	123	145	122	107	113	5.6%	-3.4%
Motorcyclists in Crashes	574	563	552	516	603	16.9%	-3.5%
Registered Motorcycles*	55,806	59,688	56,442	48,690	51,224	5.2%	-4.1%
Motorcyclists Wearing Helmets	341	319	360	290	347	19.7%	-4.3%
% Motorcyclists Wearing Helmets	59.4%	56.7%	65.2%	56.2%	57.5%	2.4%	-1.1%
Motorcycle Drivers in Crashes by Age							
0 to 14	3	3	4	4	11	175.0%	11.1%
15 to 20	45	39	36	27	28	3.7%	-15.3%
21 to 24	54	47	48	52	52	0.0%	-0.8%
25 to 34	104	115	103	95	112	17.9%	-2.5%
35 to 44	84	88	85	74	105	41.9%	-3.9%
45 to 54	103	74	87	102	96	-5.9%	2.2%
55 to 64	84	91	80	67	89	32.8%	-6.7%
65 and up	49	50	53	46	59	28.3%	-1.7%
Missing/Unknown	3	8	9	11	9	-18.2%	67.1%
* Obtained from Division of Motor Vehicles, Idaho Transportation Department - Units Registered by Registration Type							

In 2021, the economic cost of crashes involving motorcyclists was over \$534 million dollars. This represents 10% of the total cost of Idaho crashes (as shown in Table 4).

Commercial Motor Vehicles in Crashes

For the purposes of crash reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 10,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels and smaller vehicles that are carrying hazardous materials.

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatal Crashes	42	44	34	37	38	2.7%	-3.0%
Injury Crashes	729	708	687	715	813	13.7%	-0.6%
Total Crashes	2,468	2,286	2,437	2,579	2,942	14.1%	1.7%
Commercial VMT (100 millions)	31.5	32.0	33.1	33.5	36.1	7.6%	2.0%
Fatal Crash Rate	1.3	1.4	1.0	1.1	1.1	-4.6%	-4.8%
Injury Crash Rate	23.1	22.1	20.7	21.3	22.5	5.6%	-2.5%
Total Crash Rate	78.2	71.3	73.6	77.0	81.6	6.0%	-0.4%

Table 42 presents the location of CMV crashes by severity and roadway type. While 47% of all CMV crashes occurred on rural roadways, 66% of fatal CMV crashes took place on rural roadways.

	Fatal		Injury		Property Damage		All Crashes	
Interstate								
Urban	4	10.5%	93	11.4%	167	8.0%	264	9.0%
Rural	6	15.8%	117	14.4%	303	14.5%	426	14.5%
U.S. or State Highway								
Urban	4	10.5%	111	13.7%	327	15.6%	442	15.0%
Rural	14	36.8%	182	22.4%	351	16.8%	547	18.6%
Local								
Urban	5	13.2%	199	24.5%	645	30.8%	849	28.9%
Rural	5	13.2%	111	13.7%	298	14.3%	414	14.1%
Total	38	1.3%	813	27.6%	2,091	71.1%	2,942	

The largest percentage of all CMV crashes (43%) occurred on local roads, while the largest percentage of fatal CMV crashes (47%) 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 2017 to 2021.

Table 43							
Crashes Involving Commercial Motor Vehicles by Vehicle Type : 2017-2021							
	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Bus							
Fatal Crashes	0	0	0	0	1	100.0%	0.0%
Injury Crashes	52	52	24	23	29	26.1%	-19.3%
Property Damage Crashes	102	89	103	53	95	79.2%	-15.2%
Single Unit Truck							
Fatal Crashes	9	11	4	11	7	-36.4%	44.5%
Injury Crashes	167	190	163	159	166	4.4%	-1.0%
Property Damage Crashes	384	366	375	377	400	6.1%	-0.6%
Single Unit Truck with Trailer							
Fatal Crashes	0	1	0	1	0	-100.0%	33.3%
Injury Crashes	20	24	38	28	32	14.3%	17.3%
Property Damage Crashes	65	58	71	73	82	12.3%	4.8%
Truck Tractor Only (Bobtail)							
Fatal Crashes	0	1	0	0	1	100.0%	0.0%
Injury Crashes	12	6	5	12	20	66.7%	24.4%
Property Damage Crashes	27	25	32	26	23	-11.5%	0.6%
Semi with Single-Trailer Configurations							
Fatal Crashes	27	20	17	20	21	5.0%	-7.8%
Injury Crashes	257	220	250	268	299	11.6%	2.1%
Property Damage Crashes	589	559	648	685	772	12.7%	5.5%
Semi with Double-Trailer Configurations							
Fatal Crashes	3	5	4	5	4	-20.0%	23.9%
Injury Crashes	31	36	36	31	24	-22.6%	0.7%
Property Damage Crashes	88	72	91	96	98	2.1%	4.6%
Semi with Triple-Trailer Configurations							
Fatal Crashes	3	1	1	1	1	0.0%	-22.2%
Injury Crashes	4	3	4	3	2	-33.3%	-5.6%
Property Damage Crashes	5	12	16	17	11	-35.3%	59.9%

*** 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 categories*

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

Table 44							
Vehicles in All Crashes by Vehicle Type: 2017-2021							
Vehicle Type	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Passenger Cars	19,820	18,688	20,222	15,576	19,192	23.2%	-6.8%
%	42.6%	42.6%	41.2%	39.0%	39.0%	-0.1%	-2.8%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	23,292	21,834	25,402	21,069	26,301	24.8%	-2.3%
%	50.0%	49.8%	51.8%	52.8%	53.4%	1.2%	1.8%
Medium Trucks*	654	661	661	666	698	4.8%	0.6%
%	1.4%	1.5%	1.3%	1.7%	1.4%	-15.0%	6.8%
Large Trucks**	1,095	998	1,147	1,215	1,353	11.4%	4.0%
%	2.4%	2.3%	2.3%	3.0%	2.7%	-9.7%	9.9%
Buses	155	142	127	76	126	65.8%	-19.7%
%	0.3%	0.3%	0.3%	0.2%	0.3%	34.5%	-16.4%
Motorcycles/Mopeds/Scooters	533	520	507	482	568	17.8%	-3.3%
%	1.1%	1.2%	1.0%	1.2%	1.2%	-4.4%	2.5%
All Other***	1,000	1,038	985	822	969	17.9%	-6.0%
%	2.1%	2.4%	2.0%	2.1%	2.0%	-4.4%	-0.8%
TOTALS	46,549	43,881	49,051	39,906	49,207	23.3%	-4.2%

**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 2021, there were 7,711 people with known injury types involved in CMV crashes. Occupants of passenger vehicles comprised 92% of the people involved in CMV crashes. Of the 42 fatalities that occurred in CMV crashes, 70% were occupants of passenger cars, pickups, vans, or other vehicles while 19% were occupants of CMV's.

Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	8	9	21	5	43
% of Fatalities	18.6%	20.9%	48.8%	11.6%	0.6%
Suspected Serious Injury	32	42	62	12	148
% of Serious Injuries	21.6%	28.4%	41.9%	8.1%	1.9%
Suspected Minor Injury	111	109	186	15	421
% of Minor Injuries	26.4%	25.9%	44.2%	3.6%	5.5%
Possible Injuries	161	176	303	9	649
% of Possible Injuries	24.8%	27.1%	46.7%	1.4%	8.4%
Non-Injury	2,830	930	2,642	48	6,450
% of Non- Injury	43.9%	14.4%	41.0%	0.7%	83.6%
Column Totals	3,142	1,266	3,214	89	7,711
(% OF TOTAL)	40.7%	16.4%	41.7%	1.2%	

**SUV is an acronym for Sport Utility Vehicles.*

***Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.*

In 2021, the economic cost of crashes involving commercial motor vehicles was over \$732 million dollars. This represents 14% of the total cost of Idaho crashes (as shown in Table 4).

Motor Vehicle Crashes in Work Zones

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Work Zone Crashes	453	630	590	753	693	-8.0%	20.1%
Fatalities	9	10	7	5	5	0.0%	-15.8%
Suspected Serious Injury	16	34	18	26	28	7.7%	36.6%
Suspected Minor Injury	73	100	66	99	112	13.1%	17.7%
Possible Injuries	166	197	203	277	225	-18.8%	19.4%
% All Crashes	1.8%	2.6%	2.2%	3.3%	2.5%	-24.7%	28.7%
Workers Injured	1	1	1	0	1	100.0%	-33.3%

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

A worker was struck while 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 19% of the crashes in work zones in 2021. Overturn (25%) was the predominant most harmful event in single-vehicle crashes in work zones followed by Concrete Traffic Barrier (19%), Other Object – Not Fixed (16%), Ditch (5%), and Embankment (5%).

The majority of work zone crashes involve multiple vehicles and Rear End (63%) was the predominant most harmful event for multiple-vehicle crashes in work zones followed by Side-Swipe - Same Direction (14%), Angle Turning (4%), Angle (2%), 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: 2021									
	Fatal Crashes		Injury Crashes		Property Damage Crashes		All Crashes		
Interstate									
Urban	1	20.0%	105	44.1%	191	42.4%	297	42.9%	
Rural	3	60.0%	37	15.5%	64	14.2%	104	15.0%	
U.S. or State Highway									
Urban	0	0.0%	18	7.6%	52	11.6%	70	10.1%	
Rural	1	20.0%	28	11.8%	26	5.8%	55	7.9%	
Local									
Urban	0	0.0%	39	16.4%	100	22.2%	139	20.1%	
Rural	0	0.0%	11	4.6%	17	3.8%	28	4.0%	
Total	5	0.7%	238	34.3%	450	64.9%	693		

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: 2021				
	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
District 1	0	23	52	75
District 2	0	4	4	8
District 3	2	176	342	520
District 4	1	18	30	49
District 5	1	7	5	13
District 6	1	10	17	28
Statewide	5	238	450	693

In 2021, the economic cost of crashes in work zones was nearly \$116 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

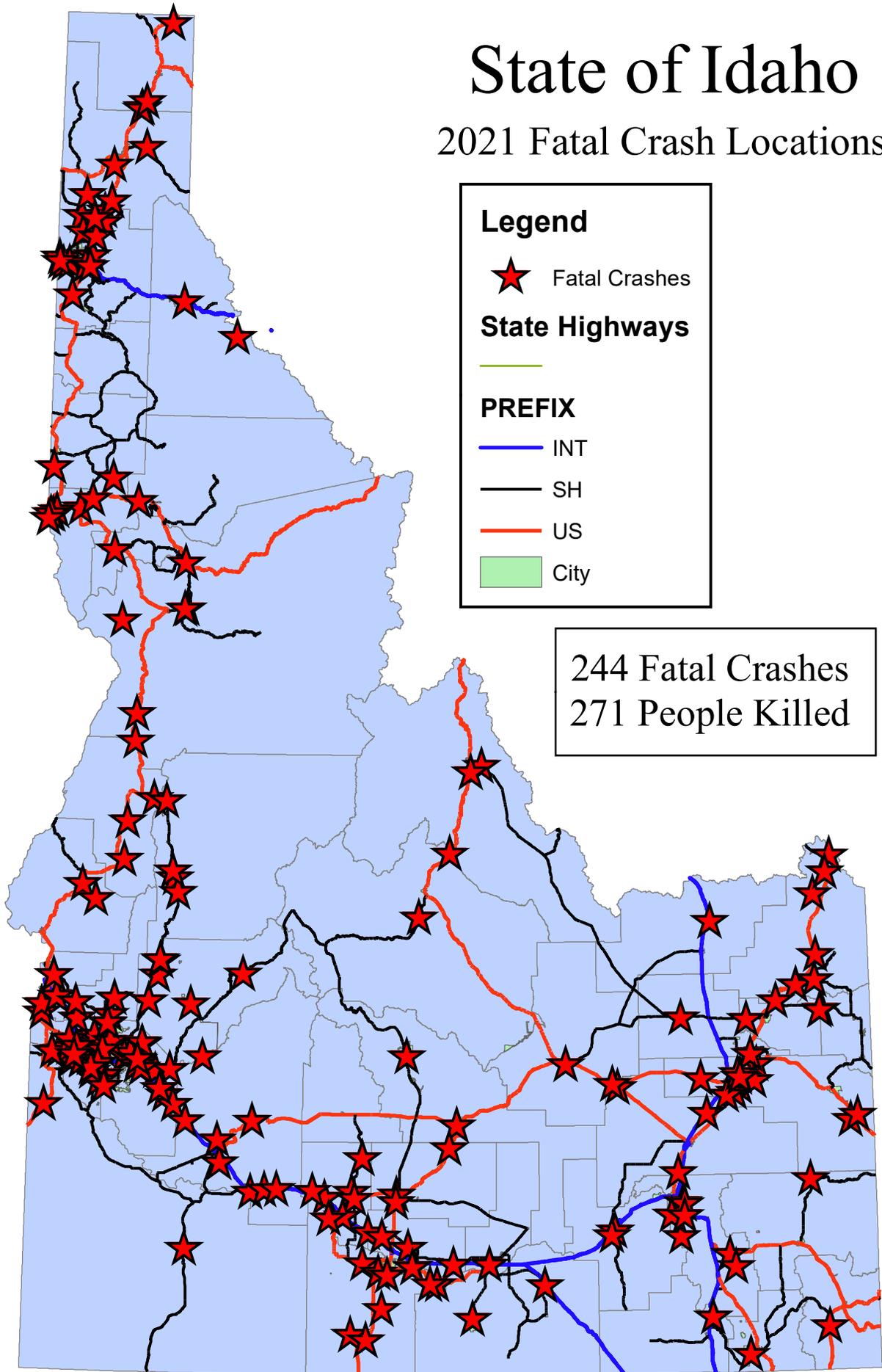
1. U.S. Department of Transportation, Federal Highway Administration, Memorandum: Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses – 2014 Adjustment, June 13, 2014.
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3. Kahane, Charels 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 2021

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

2021 Fatal Crash Locations



Legend

★ Fatal Crashes

State Highways

—

PREFIX

— INT

— SH

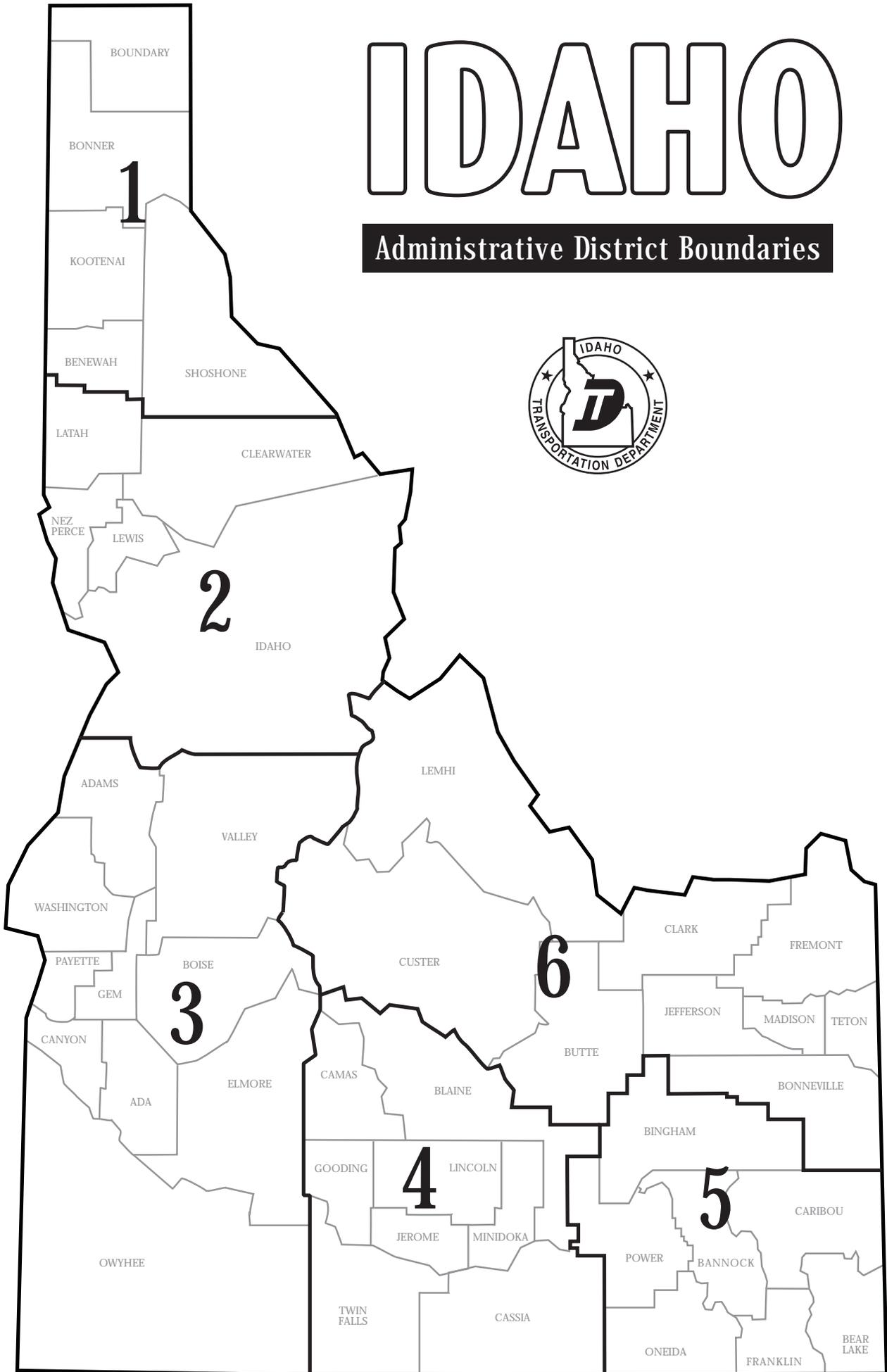
— US

■ City

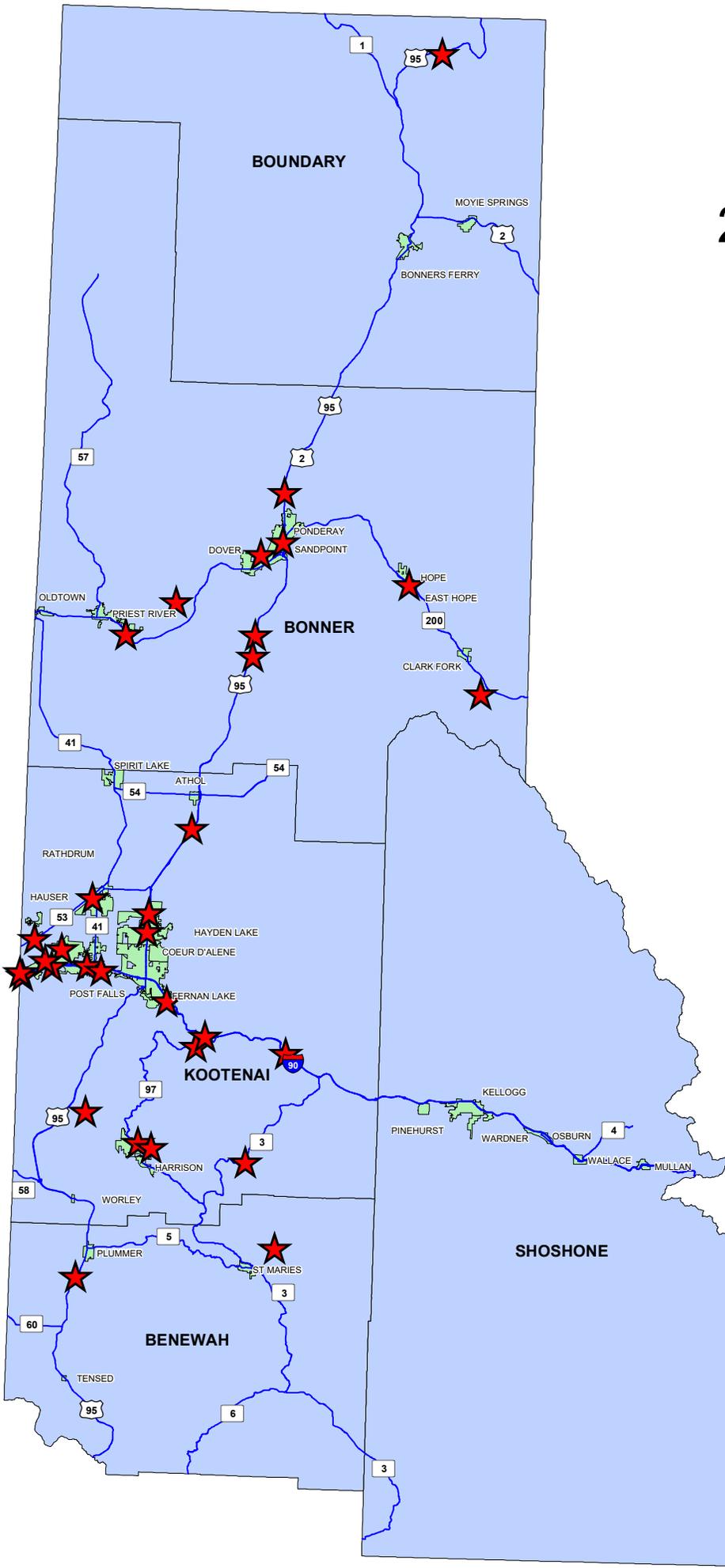
244 Fatal Crashes
271 People Killed

IDAHO

Administrative District Boundaries

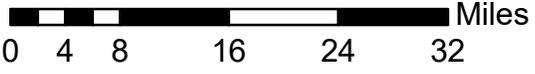


State of Idaho District One 2021 Fatal Crashes



Legend

- Fatal Crashes
- State Highways
- City
- County

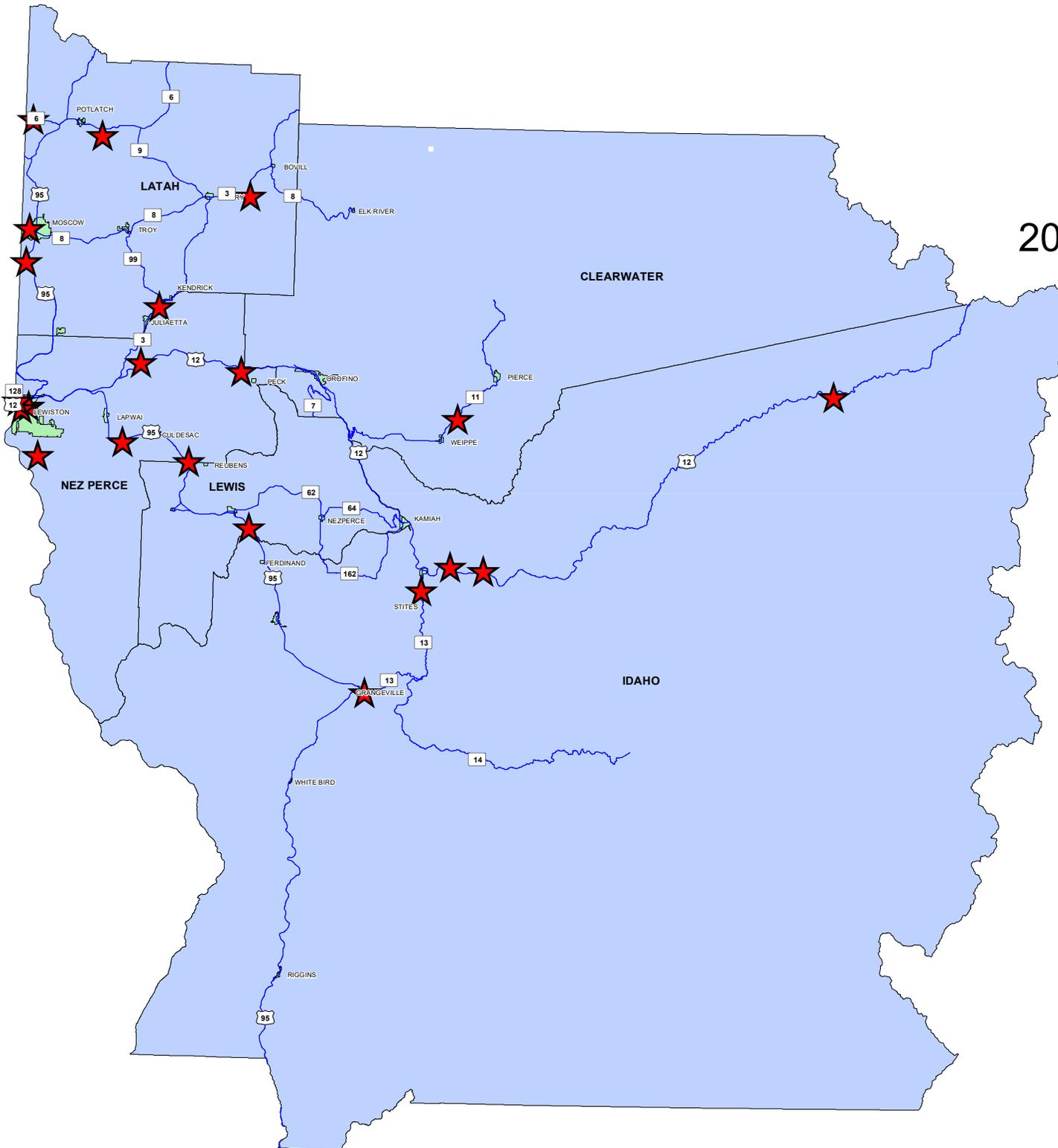


**32 Fatal Crashes
32 People Killed**

State of Idaho

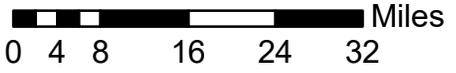
District Two

2021 Fatal Crash Locations



Legend

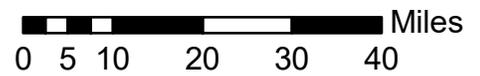
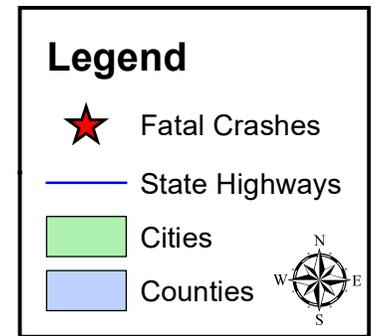
- ★ Fatal Crashes
- State Highways
- City
- County



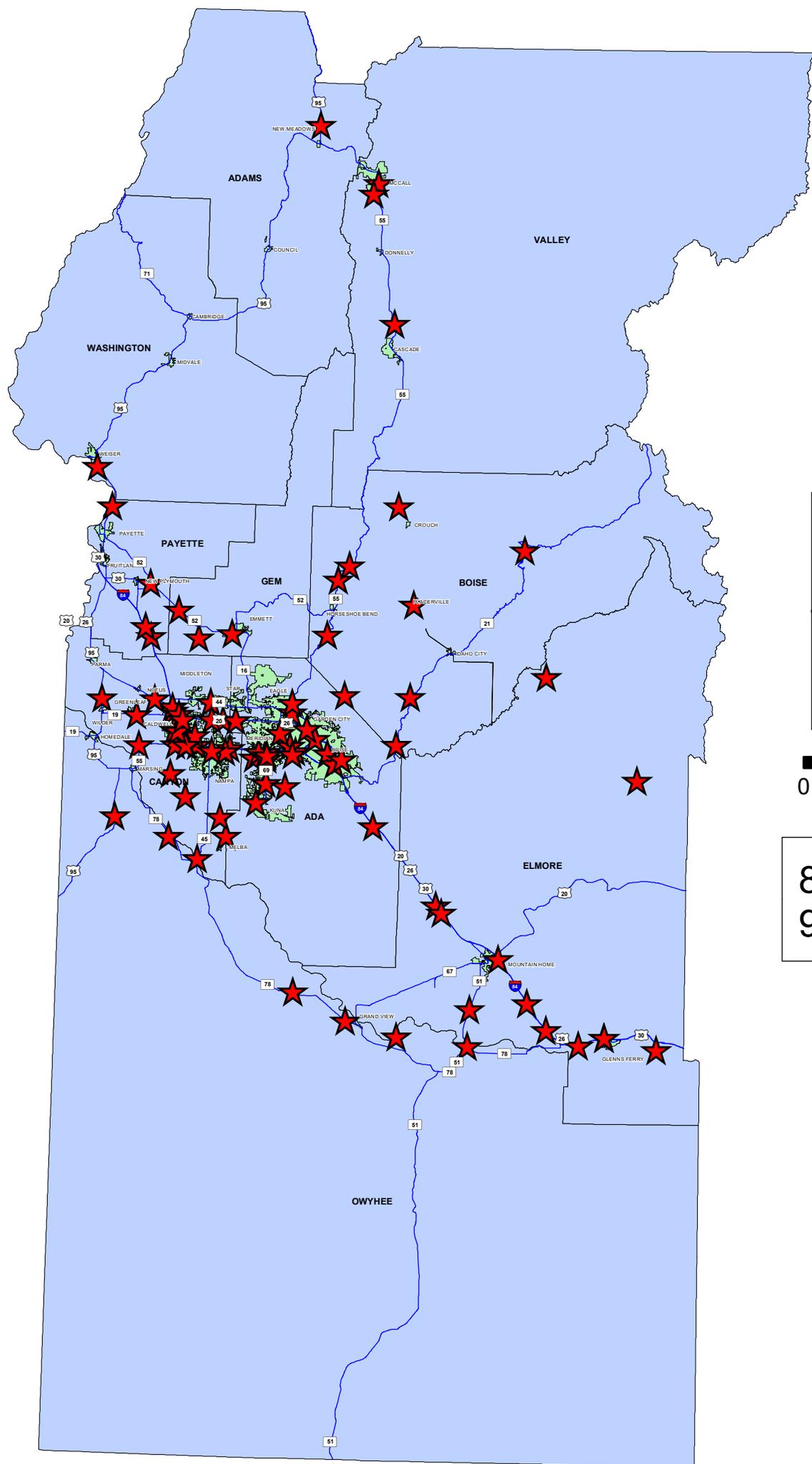
21 Fatal Crashes
25 People Killed

State of Idaho District Three

2021 Fatal Crash Locations

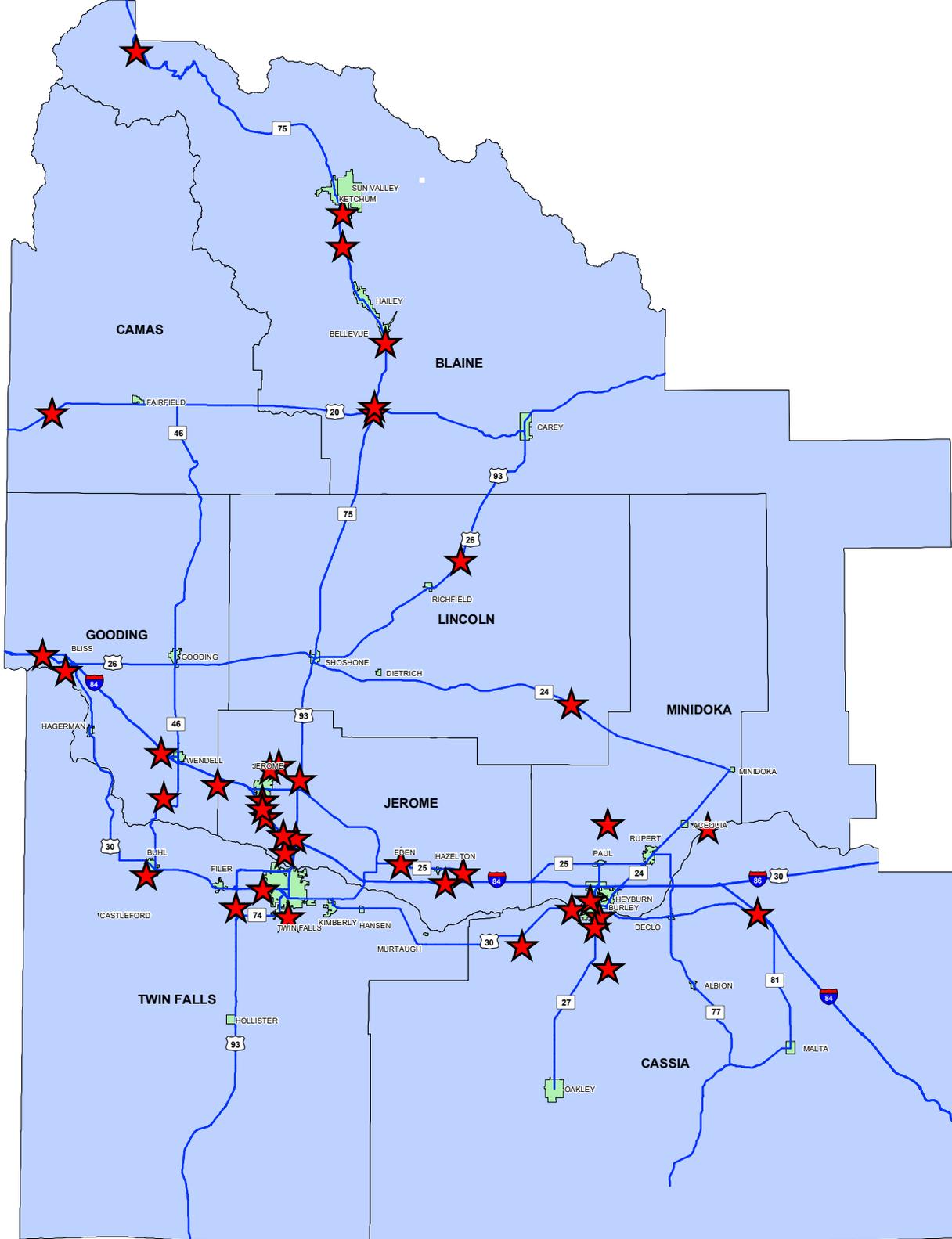


86 Fatal Crashes
96 People Killed



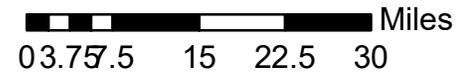
State of Idaho District Four

2021 Fatal Crash Locations



Legend

- ★ Fatal Crashes
- State Highways
- City
- County

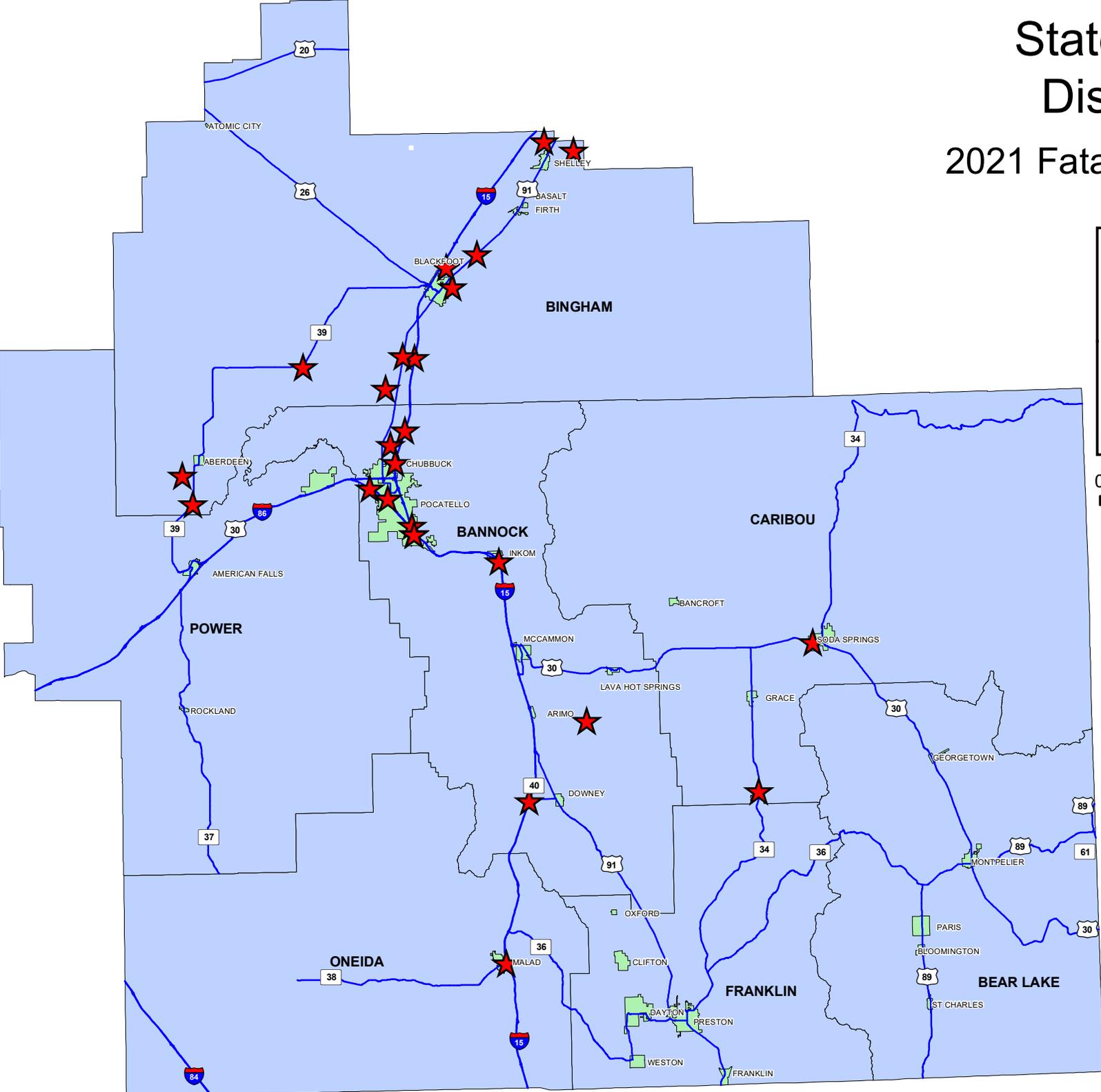


**39 Fatal Crashes
44 People Killed**

State of Idaho

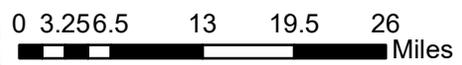
District Five

2021 Fatal Crash Locations



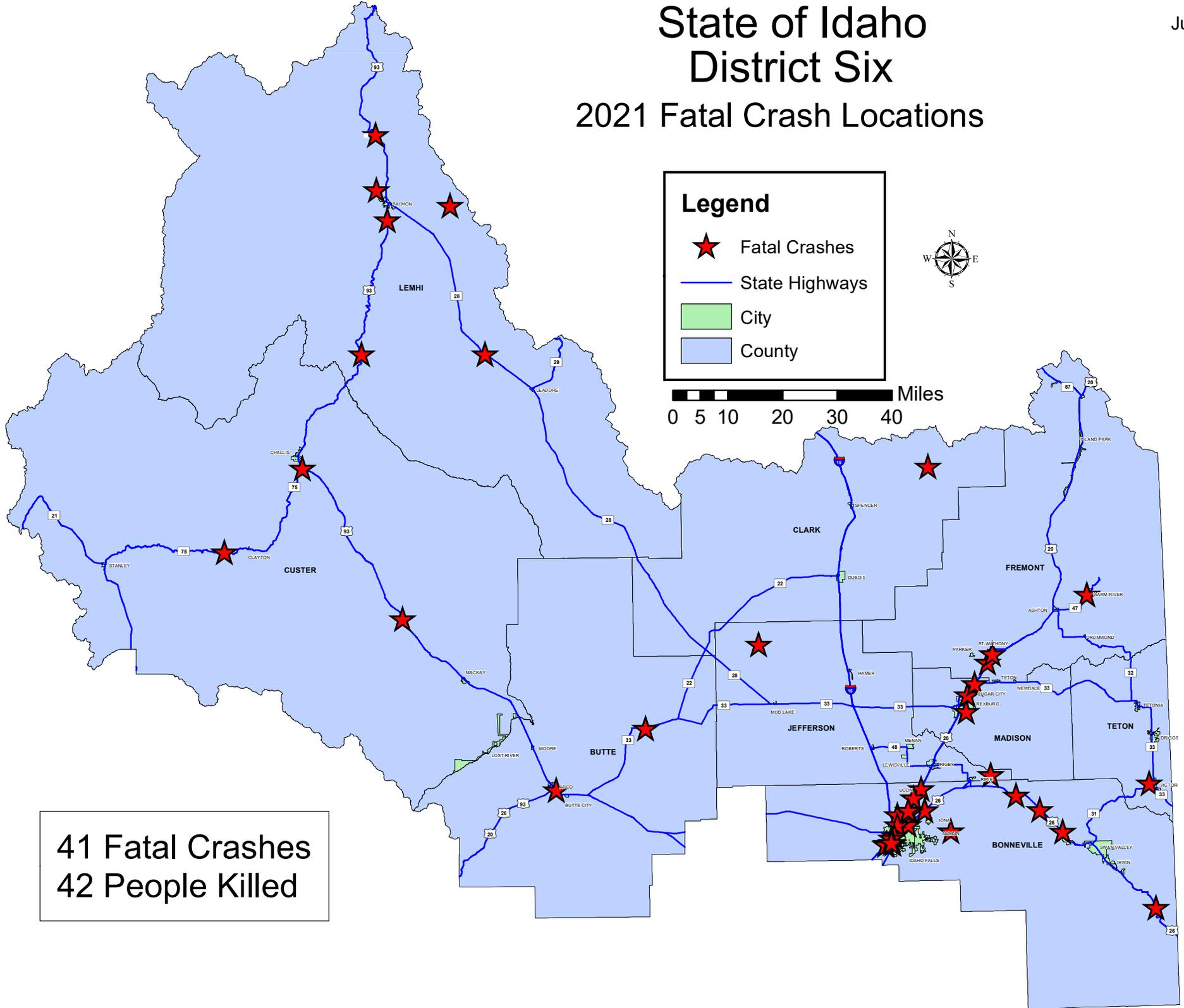
Legend

- ★ 'Dist 5\$' Events
- State Highways
- City
- County



25 Fatal Crashes
32 People Killed

State of Idaho District Six 2021 Fatal Crash Locations



Legend

- ★ Fatal Crashes
- State Highways
- City
- County



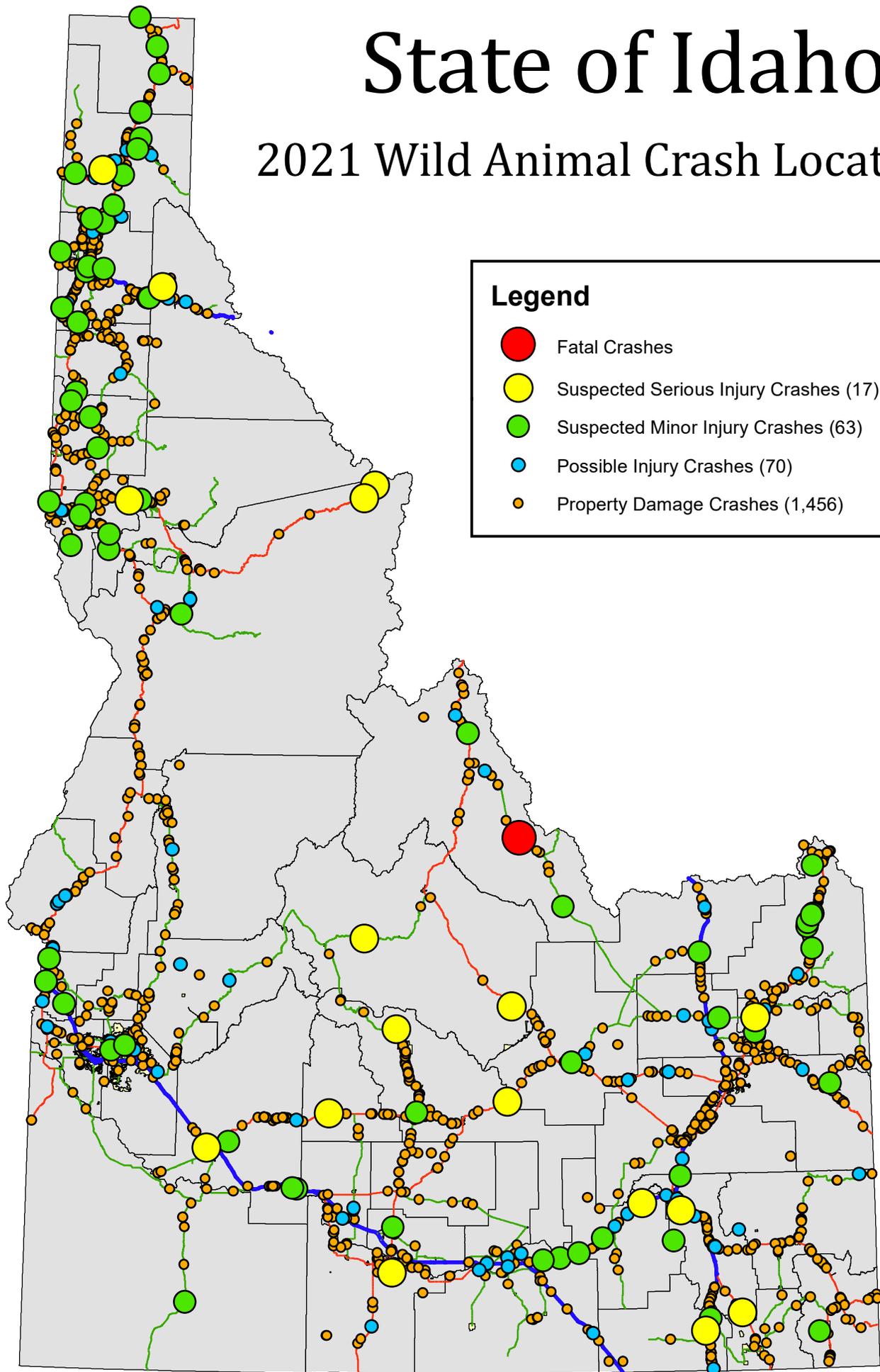
41 Fatal Crashes
42 People Killed

APPENDIX B: Maps of Crashes with Wild Animals in 2021

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

2021 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	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	4	7	8	10	8	7	13	10	4	11
Fatalities	4	9	10	10	8	7	13	11	5	13
Total Crashes	357	365	263	359	488	583	397	632	483	584
Average Daily Traffic	10,710	10,710	11,110	11,870	12,380	14,348	14,348	12,652	12,040	13,553
Fatal Crash Rate	0.52	0.91	1.01	1.18	0.90	0.71	1.27	0.98	0.46	1.14
Total Crash Rate	46.59	47.64	33.09	42.28	55.10	58.95	38.68	62.17	56.14	60.30

I-84	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	17	15	11	16	30	22	21	13	13	20
Fatalities	20	15	11	19	31	24	26	14	15	21
Total Crashes	884	927	799	883	947	928	972	1,526	1,221	1,767
Average Daily Traffic	20,780	20,780	21,740	23,010	24,580	27,498	27,498	25,303	24,971	29,107
Fatal Crash Rate	0.81	0.72	0.50	0.69	1.21	0.82	0.76	0.46	0.52	0.68
Total Crash Rate	42.28	44.34	36.53	38.14	38.29	34.50	35.13	53.86	48.45	60.48

I-86	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	2	2	2	1	0	2	0	1	0
Fatalities	2	2	2	2	1	0	2	0	1	0
Total Crashes	78	110	76	84	128	124	96	77	113	121
Average Daily Traffic	8,240	8,240	8,430	9,030	9,430	10,432	10,432	9,608	9,073	10,223
Fatal Crash Rate	1.06	1.06	1.03	0.97	0.46	0.00	0.84	0.00	0.48	0.00
Total Crash Rate	41.26	58.19	39.30	40.55	59.17	55.12	40.12	32.01	54.06	51.37

I-90	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	1	3	3	4	6	1	3	3	5
Fatalities	1	2	4	3	4	7	1	3	4	5
Total Crashes	297	318	281	326	345	411	365	373	347	428
Average Daily Traffic	17,643	17,640	18,320	19,270	20,500	21,607	21,607	19,623	19,876	21,776
Fatal Crash Rate	0.42	1.49	0.21	0.21	0.61	0.57	0.72	1.09	0.17	0.85
Total Crash Rate	62.42	66.84	56.87	62.45	62.40	72.42	62.64	65.59	64.86	73.02

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

I-184	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	46	44	49	35	49	45	56	111	91	94
Average Daily Traffic	57,880	57,880	58,300	60,790	64,930	74,232	74,232	55,133	59,216	65,721
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	1.06	0.00	0.00	0.00	0.00
Total Crash Rate	60.15	57.53	63.61	43.57	57.11	47.66	57.09	112.33	117.94	109.77

US 2	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	2	3	1	1	0	0	0	0	1
Fatalities	2	2	3	1	1	0	0	0	0	1
Total Crashes	66	65	76	105	94	96	78	79	90	110
Average Daily Traffic	4,382	4,860	4,630	4,640	4,720	4,796	4,796	4,882	4,689	5,375
Fatal Crash Rate	2.44	2.44	3.84	1.28	1.25	0.00	0.00	0.00	0.00	1.10
Total Crash Rate	80.44	79.23	97.19	134.05	117.92	117.98	96.31	95.35	113.79	121.33

US 12	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	4	0	10	3	5	2	4	3	3	7
Fatalities	4	0	11	3	5	2	4	3	3	8
Total Crashes	146	166	162	192	141	159	159	158	149	179
Average Daily Traffic	1,959	1,960	2,000	2,040	2,110	2,098	2,098	2,085	1,996	2,187
Fatal Crash Rate	3.31	0.00	8.15	2.39	3.85	1.58	3.10	2.34	2.44	5.20
Total Crash Rate	120.94	137.51	132.02	152.81	108.49	125.37	123.03	123.01	121.19	132.93

US 20	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	4	9	7	9	6	5	9	15	10	10
Fatalities	4	9	8	9	6	6	10	18	12	11
Total Crashes	733	748	777	928	876	1,147	1,060	1,223	901	1,147
Average Daily Traffic	5,830	5,880	6,090	6,640	6,760	7,471	7,471	7,532	7,177	8,104
Fatal Crash Rate	0.61	1.35	1.02	1.23	0.78	0.61	1.06	1.72	1.24	1.10
Total Crash Rate	112.44	112.36	113.53	126.93	114.36	139.54	125.21	140.39	111.37	126.17

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

US 26	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	3	2	3	2	6	2	3	2	6	7
Fatalities	3	2	3	2	6	2	3	2	7	8
Total Crashes	116	132	105	149	154	171	158	151	211	203
Average Daily Traffic	2,917	2,920	2,950	2,940	3,250	3,334	3,334	3,290	4,027	4,455
Fatal Crash Rate	2.19	1.46	2.17	1.45	3.93	1.29	1.92	1.26	3.17	3.35
Total Crash Rate	84.68	96.26	75.79	107.92	100.90	110.58	100.91	95.42	111.63	97.07

US 30	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	4	4	5	4	6	7	3	4	6	3
Fatalities	4	4	7	5	8	11	3	4	8	3
Total Crashes	285	244	238	276	278	374	287	259	359	390
Average Daily Traffic	3,587	3,580	3,510	3,570	3,640	3,544	3,544	3,796	3,536	3,968
Fatal Crash Rate	1.59	1.59	2.04	1.59	2.34	2.91	1.20	1.60	2.58	1.15
Total Crash Rate	112.98	96.94	97.13	109.96	108.61	155.54	115.15	103.41	154.29	149.40

US 89	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	0	0	2	1	1	0	1	0
Fatalities	0	1	0	0	2	1	1	0	2	0
Total Crashes	39	24	31	32	30	38	20	24	39	38
Average Daily Traffic	1,506	1,510	1,480	1,660	1,730	1,839	1,839	1,805	1,882	1,651
Fatal Crash Rate	0.00	4.18	0.00	0.00	7.24	3.66	3.40	0.00	3.35	0.00
Total Crash Rate	162.07	100.21	131.13	121.54	108.56	139.16	68.08	83.89	130.71	145.18

US 91	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	4	4	0	0	6	2	2	4	1	1
Fatalities	4	5	0	0	6	2	3	5	2	2
Total Crashes	270	294	235	270	310	283	255	250	273	275
Average Daily Traffic	4,466	4,410	4,410	4,570	4,610	4,868	4,868	5,040	4,852	5,358
Fatal Crash Rate	2.85	2.90	0.00	0.00	4.14	1.35	1.31	2.53	0.66	0.59
Total Crash Rate	192.68	213.06	169.40	187.81	213.77	191.72	166.53	157.98	179.18	163.45

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

US 93	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	9	4	3	6	5	9	6	9	5	9
Fatalities	9	4	3	6	5	9	8	10	5	10
Total Crashes	204	221	190	257	261	251	216	481	315	596
Average Daily Traffic	1,792	1,930	2,000	2,170	2,180	2,308	2,308	2,801	2,430	2,725
Fatal Crash Rate	3.27	1.34	0.97	1.79	1.48	2.55	1.68	2.51	1.66	2.66
Total Crash Rate	74.03	73.98	61.37	76.51	77.34	71.20	60.46	134.39	104.47	176.31

US 95	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	6	14	15	17	16	23	16	18	19	15
Fatalities	8	16	15	20	18	26	17	20	21	20
Total Crashes	1,018	929	967	1,111	1,079	1,048	959	965	979	1,154
Average Daily Traffic	4,760	4,730	4,920	5,170	5,260	5,355	5,355	5,480	5,294	6,034
Fatal Crash Rate	0.65	1.55	1.57	1.69	1.56	2.25	1.53	1.68	1.87	1.30
Total Crash Rate	109.72	102.62	100.99	110.19	105.08	102.53	91.74	89.93	96.25	99.75

SH 1	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0	0	0	0	0
Total Crashes	5	3	6	3	1	6	4	4	3	4
Average Daily Traffic	810	810	810	810	860	846	846	805	767	834
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	137.73	82.64	165.28	82.64	26.13	159.14	106.25	110.85	86.32	108.04

SH 3	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	2	4	1	2	2	2	0	0	2
Fatalities	1	2	4	1	2	2	2	0	0	2
Total Crashes	97	79	82	94	92	103	92	77	89	112
Average Daily Traffic	1,437	1,430	1,560	1,550	1,560	1,543	1,543	1,585	1,548	1,707
Fatal Crash Rate	1.78	3.57	6.55	1.65	3.27	3.28	3.31	0.00	0.00	3.00
Total Crash Rate	172.42	141.14	134.27	154.96	150.64	168.74	152.28	124.21	147.25	168.09

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

SH 5	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	2	0	0	1	0	1	0	0	0
Fatalities	0	2	0	0	1	0	2	0	0	0
Total Crashes	33	24	22	17	29	31	25	39	26	35
Average Daily Traffic	2,530	2,680	2,610	2,610	2,610	2,774	2,774	2,795	3,103	3,525
Fatal Crash Rate	0.00	10.70	0.00	0.00	5.48	0.00	5.16	0.00	0.00	0.00
Total Crash Rate	187.14	128.40	120.73	93.23	159.05	169.64	129.01	200.63	120.47	142.76

SH 6	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	0	1	1	0	0	0	0	0	1
Fatalities	2	0	2	1	0	0	0	0	0	1
Total Crashes	23	18	24	21	28	24	16	26	22	32
Average Daily Traffic	1,105	1,100	1,160	1,180	1,180	1,154	1,154	1,116	1,196	1,254
Fatal Crash Rate	6.28	0.00	5.98	5.88	0.00	0.00	0.00	0.00	0.00	6.40
Total Crash Rate	144.42	113.57	143.59	123.52	164.69	142.18	96.22	162.04	144.15	204.70

SH 7	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	7	5	8	8	2	4	6	5	6	5
Average Daily Traffic	780	780	750	750	620	670	670	629	693	778
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.00	0.00	0.00
Total Crash Rate	152.34	108.81	181.06	181.06	54.76	108.58	152.00	134.99	146.98	109.07

SH 8	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	4	0	0	0	3	1	0	0	1
Fatalities	0	4	0	0	0	3	1	0	0	1
Total Crashes	91	108	126	105	100	127	86	98	77	92
Average Daily Traffic	2,601	2,600	2,520	2,520	2,560	2,626	2,626	2,624	2,442	2,933
Fatal Crash Rate	0.00	7.93	0.00	0.00	0.00	5.99	1.96	0.00	0.00	1.76
Total Crash Rate	180.29	214.02	257.61	214.68	201.26	253.53	168.71	192.86	162.77	161.97

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

SH 9	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	0	0	0	0	0	1	0	0
Fatalities	0	1	0	0	0	0	0	1	0	0
Total Crashes	3	5	6	3	6	8	2	9	5	8
Average Daily Traffic	830	830	1,030	1,030	1,030	909	909	917	876	1,062
Fatal Crash Rate	0.00	24.41	0.00	0.00	0.00	0.00	0.00	22.30	0.00	0.00
Total Crash Rate	73.23	122.06	118.03	59.01	118.03	158.17	44.57	200.74	116.84	154.08

SH 11	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	1	0	0	0	0	0	1
Fatalities	0	0	0	1	0	0	0	0	0	2
Total Crashes	14	7	13	11	11	6	14	13	19	20
Average Daily Traffic	870	870	670	680	680	682	682	673	639	760
Fatal Crash Rate	0.00	0.00	0.00	9.47	0.00	0.00	0.00	0.00	0.00	8.52
Total Crash Rate	103.64	51.82	124.96	104.18	104.18	57.38	132.24	125.18	192.65	170.40

SH 13	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	1	0	1	2	1	0	0	1	1
Fatalities	1	1	0	1	2	1	0	0	1	1
Total Crashes	18	23	10	17	11	20	17	20	15	20
Average Daily Traffic	1,690	1,690	1,720	1,650	1,650	1,684	1,684	1,656	1,558	1,707
Fatal Crash Rate	6.14	6.14	0.00	6.29	12.58	6.17	0.00	0.00	6.68	6.10
Total Crash Rate	110.57	141.29	60.36	106.96	69.21	123.35	104.83	121.93	100.16	121.94

SH 14	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	1	0	0	1	1	0
Fatalities	0	0	0	0	1	0	0	1	1	0
Total Crashes	3	3	9	0	5	5	3	6	7	9
Average Daily Traffic	340	340	280	280	280	282	282	203	143	154
Fatal Crash Rate	0.00	0.00	0.00	0.00	19.76	0.00	0.00	27.24	38.56	0.00
Total Crash Rate	48.82	48.82	177.85	0.00	98.81	99.43	58.80	163.43	269.89	323.56

Crash Information for Selected Routes on the State Highway System: 2012-2021
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SH 16	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	0	1	1	3	0	2	1	4	0
Fatalities	2	0	1	1	3	0	2	1	5	0
Total Crashes	38	34	47	58	37	58	44	78	51	73
Average Daily Traffic	7,660	8,060	7,730	8,110	8,810	11,148	11,148	11,583	11,164	12,649
Fatal Crash Rate	4.47	0.00	2.21	2.11	5.83	0.00	3.07	1.48	6.13	0.00
Total Crash Rate	84.92	83.10	104.08	122.42	71.89	105.04	67.56	115.27	78.20	98.79

SH 19	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	2	1	1	0	2	0	1	2	1
Fatalities	0	3	1	1	0	2	0	1	2	1
Total Crashes	28	36	49	64	64	60	45	80	56	47
Average Daily Traffic	5,192	5,190	5,780	5,840	6,250	8,056	8,056	7,449	7,388	8,330
Fatal Crash Rate	0.00	6.55	2.94	2.91	0.00	5.06	0.00	2.12	4.30	1.90
Total Crash Rate	91.69	117.93	144.13	186.31	174.09	151.91	94.96	169.69	120.27	89.53

SH 21	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	1	2	4	2	3	3	3	2	2
Fatalities	2	1	2	4	2	3	3	5	2	2
Total Crashes	37	55	46	60	67	65	60	55	59	90
Average Daily Traffic	1,043	1,050	1,090	1,110	1,160	1,290	1,290	1,309	1,398	1,560
Fatal Crash Rate	4.16	2.07	3.98	7.82	3.74	5.31	5.05	4.98	3.11	2.79
Total Crash Rate	77.05	113.72	91.62	117.35	125.39	115.01	101.00	91.34	91.73	125.41

SH 22	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	0	1	0	0	0	0	0	0
Fatalities	0	1	0	1	0	0	0	0	0	0
Total Crashes	4	7	3	2	5	4	8	6	6	5
Average Daily Traffic	300	300	450	440	460	478	478	508	590	556
Fatal Crash Rate	0.00	20.79	0.00	14.17	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	83.14	145.50	41.57	28.34	67.78	52.22	104.34	73.76	63.48	56.21

Crash Information for Selected Routes on the State Highway System: 2012-2021
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SH 24	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	0	0	1	1	1	2	0	0	1
Fatalities	2	0	0	1	1	1	2	0	0	1
Total Crashes	30	35	36	31	45	34	28	31	29	32
Average Daily Traffic	1,414	1,410	1,530	1,530	1,520	1,578	1,578	1,630	1,598	1,820
Fatal Crash Rate	2.88	0.00	0.00	2.66	2.68	2.63	5.17	0.00	0.00	2.25
Total Crash Rate	86.46	101.19	95.92	82.60	120.69	89.50	72.35	77.69	74.12	71.84

SH 25	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	3	0	2	0	1	0	1	1	2
Fatalities	1	3	0	2	0	1	0	1	1	2
Total Crashes	56	58	37	46	52	58	56	63	59	83
Average Daily Traffic	2,067	2,070	2,150	2,150	2,200	2,323	2,323	2,312	2,298	2,581
Fatal Crash Rate	2.67	8.01	0.00	5.14	0.00	2.52	0.00	2.40	2.41	4.29
Total Crash Rate	149.73	154.94	95.16	118.31	130.70	145.95	133.31	150.90	142.19	178.13

SH 27	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	0	0	1	1	0	0	0	1	1
Fatalities	1	0	0	1	1	0	0	0	2	2
Total Crashes	50	43	32	58	60	41	32	29	49	75
Average Daily Traffic	2,788	2,790	2,750	3,160	3,070	3,124	3,124	3,121	2,968	3,483
Fatal Crash Rate	4.05	0.00	0.00	3.57	3.68	0.00	0.00	0.00	3.81	3.25
Total Crash Rate	202.50	174.04	131.34	207.16	220.59	150.80	115.61	105.10	186.72	243.55

SH 28	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	1	1	1	0	0	0	0	0	0
Fatalities	1	1	2	1	0	0	0	0	0	0
Total Crashes	35	41	23	25	29	48	30	55	35	36
Average Daily Traffic	660	660	600	590	600	609	609	792	831	928
Fatal Crash Rate	3.45	3.45	3.79	3.85	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	120.58	141.25	87.16	96.34	109.90	179.34	112.06	158.28	95.96	88.39

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SH 31	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	0	0	0	0	0	2	1	0	0
Fatalities	1	0	0	0	0	0	2	1	0	0
Total Crashes	22	16	17	25	12	23	24	19	20	22
Average Daily Traffic	1,880	1,940	2,010	2,190	2,190	2,250	2,250	2,314	2,380	2,972
Fatal Crash Rate	6.72	0.00	0.00	0.00	0.00	0.00	11.58	5.65	0.00	0.00
Total Crash Rate	147.82	107.51	110.21	148.80	71.40	137.41	139.00	107.41	109.95	96.85

SH 32	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	8	3	8	7	8	18	6	11	6	5
Average Daily Traffic	820	740	670	680	710	748	748	799	866	1,096
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.16	0.00
Total Crash Rate	104.34	39.13	115.24	99.36	108.75	234.75	77.40	132.98	66.95	44.05

SH 33	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	0	1	2	3	4	1
Fatalities	0	0	0	0	0	1	2	4	4	1
Total Crashes	196	161	161	202	251	232	237	206	214	248
Average Daily Traffic	2,372	2,370	2,390	2,590	2,680	2,908	2,908	3,110	3,000	3,346
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.70	1.35	1.89	2.74	0.62
Total Crash Rate	161.75	133.00	131.89	152.70	183.37	162.61	159.59	129.47	146.36	152.82

SH 34	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	2	2	0	1	1	1	1	1	2
Fatalities	2	3	2	0	1	1	2	1	1	2
Total Crashes	64	49	41	80	65	54	44	47	49	57
Average Daily Traffic	922	920	880	880	900	1,117	1,117	1,079	1,148	1,267
Fatal Crash Rate	6.02	6.03	6.31	0.00	3.08	2.97	2.48	2.58	2.42	4.39
Total Crash Rate	192.63	147.75	129.33	252.19	200.35	160.44	109.29	121.24	118.81	125.17

Crash Information for Selected Routes on the State Highway System: 2012-2021
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SH 36	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	2	2	0	1	0	0	0	1	0
Fatalities	2	2	2	0	2	0	0	0	1	0
Total Crashes	35	36	33	44	32	29	27	19	32	36
Average Daily Traffic	624	620	590	660	660	663	663	734	744	934
Fatal Crash Rate	6.55	13.19	13.86	0.00	6.20	0.00	0.00	0.00	5.50	0.00
Total Crash Rate	229.29	237.43	228.71	272.61	198.26	172.43	166.60	105.88	176.02	157.67

SH 37	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	1	0	0	0	0	0	0	0	0
Fatalities	2	1	0	0	0	0	0	0	0	0
Total Crashes	5	6	2	3	9	3	1	8	4	8
Average Daily Traffic	400	400	400	400	400	404	404	420	422	547
Fatal Crash Rate	21.93	21.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	109.66	131.59	43.86	65.79	197.38	66.49	21.74	166.92	83.09	128.13

SH 38	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	8	8	13	7	8	11	6	3	9
Average Daily Traffic	470	470	450	450	450	463	463	452	434	524
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	74.70	199.20	207.81	338.09	181.83	202.60	277.73	155.65	81.02	201.56

SH 39	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	4	3	0	2	2	2	2	1	0	1
Fatalities	5	3	0	2	2	2	2	1	0	1
Total Crashes	47	63	43	65	65	42	65	47	46	44
Average Daily Traffic	2,329	2,330	2,400	2,330	2,340	2,758	2,758	2,824	3,208	3,396
Fatal Crash Rate	8.99	6.74	0.00	4.49	4.47	4.39	3.80	1.85	0.00	1.58
Total Crash Rate	105.62	141.53	95.87	146.02	145.40	92.12	123.35	87.10	75.06	69.33

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SH 41	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	2	0	0	1	0	1	1	1	0
Fatalities	1	2	0	0	1	0	1	1	1	0
Total Crashes	115	145	111	138	152	156	148	134	179	188
Average Daily Traffic	6,377	6,370	6,350	6,550	6,660	7,205	7,205	7,389	7,276	7,589
Fatal Crash Rate	1.10	2.20	0.00	0.00	1.05	0.00	0.97	0.95	0.96	0.00
Total Crash Rate	126.21	159.30	122.32	147.75	160.05	157.32	144.04	127.24	172.62	193.67

SH 44	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	1	2	3	2	3	0	0	0	2
Fatalities	2	1	2	3	2	3	0	0	0	3
Total Crashes	174	181	249	240	245	290	248	264	219	250
Average Daily Traffic	15,979	15,960	14,850	16,700	16,810	19,539	19,539	18,276	18,839	20,747
Fatal Crash Rate	1.48	0.74	1.69	2.13	1.41	2.10	0.00	0.00	0.00	1.15
Total Crash Rate	128.87	134.42	210.93	170.34	172.75	202.93	150.44	171.59	138.09	143.14

SH 45	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	0	0	2	1	0	0	0	0	1
Fatalities	1	0	0	4	1	0	0	0	0	1
Total Crashes	127	127	125	200	203	160	152	137	137	193
Average Daily Traffic	7,360	7,360	7,060	7,110	7,150	7,159	7,159	7,132	7,147	7,904
Fatal Crash Rate	2.06	0.00	0.00	4.27	2.12	0.00	0.00	0.00	0.00	1.92
Total Crash Rate	261.85	261.84	269.71	426.84	430.82	343.28	322.18	291.89	291.28	371.04

SH 46	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	3	0	0	1	2	0	2	3	0
Fatalities	0	3	0	0	1	2	0	3	3	0
Total Crashes	37	40	41	39	46	47	42	55	54	73
Average Daily Traffic	1,864	2,240	2,470	2,460	2,480	2,699	2,699	2,682	2,644	2,947
Fatal Crash Rate	0.00	6.41	0.00	0.00	1.93	3.57	0.00	3.50	5.44	0.00
Total Crash Rate	96.23	85.50	79.48	75.99	88.91	83.96	74.59	96.33	97.91	116.34

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SH 47	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	0	0	0	0	0	1
Fatalities	0	0	0	0	0	0	0	0	0	1
Total Crashes	1	7	5	2	8	8	4	3	5	8
Average Daily Traffic	830	830	880	830	860	892	892	929	1,102	1,376
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.02
Total Crash Rate	26.58	186.04	125.34	53.15	205.20	196.17	98.93	71.21	100.05	128.15

SH 48	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	2	2	0	0	1	0	0	0
Fatalities	0	1	2	2	0	0	1	0	0	0
Total Crashes	35	42	34	11	53	49	29	40	31	55
Average Daily Traffic	2,290	2,290	2,440	2,360	2,360	2,806	2,806	2,902	2,996	3,125
Fatal Crash Rate	0.00	4.90	9.20	9.51	0.00	0.00	4.00	0.00	0.00	0.00
Total Crash Rate	171.55	205.86	156.40	52.32	252.07	230.43	115.99	154.81	116.20	197.63

SH 50	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	1	0	0	0	1	0	0	0	1	0
Fatalities	1	0	0	0	1	0	0	0	1	0
Total Crashes	20	27	20	18	19	21	20	25	23	21
Average Daily Traffic	3,410	3,410	4,040	4,040	4,090	4,177	4,177	4,273	4,335	4,789
Fatal Crash Rate	9.93	0.00	0.00	0.00	8.28	0.00	0.00	0.00	7.83	0.00
Total Crash Rate	198.58	268.08	167.61	150.85	157.28	172.22	162.10	198.61	180.10	148.84

SH 51	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	0	1	0	1	1	1	1	2
Fatalities	0	1	0	1	0	1	1	1	1	4
Total Crashes	51	45	43	30	34	41	45	45	64	45
Average Daily Traffic	789	790	750	780	780	812	812	786	903	987
Fatal Crash Rate	0.00	3.75	0.00	3.79	0.00	3.69	3.65	3.76	3.28	6.01
Total Crash Rate	191.17	168.57	170.29	113.82	129.00	151.31	164.06	169.24	209.70	135.26

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SH 52	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	0	1	0	1	1	0	2	2
Fatalities	0	1	0	1	0	1	1	0	2	3
Total Crashes	65	60	67	56	68	67	68	75	59	78
Average Daily Traffic	2,150	2,150	2,180	2,200	2,200	2,418	2,418	2,363	2,510	2,869
Fatal Crash Rate	0.00	2.35	0.00	2.30	0.00	2.22	2.09	0.00	4.04	3.53
Total Crash Rate	153.03	141.26	155.57	128.84	156.45	148.72	142.32	160.90	119.16	137.81

SH 53	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	0	0	0	0	2	5	1	1	1
Fatalities	2	0	0	0	0	2	5	1	1	1
Total Crashes	59	51	50	73	67	71	89	72	75	81
Average Daily Traffic	7,870	7,870	8,220	8,320	8,460	9,347	9,347	9,656	9,477	11,071
Fatal Crash Rate	4.95	0.00	0.00	0.00	0.00	4.60	10.43	2.02	2.06	1.88
Total Crash Rate	146.13	126.32	118.57	171.03	154.38	163.40	185.60	145.48	154.40	152.31

SH 54	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	0	0	1	0	1	0
Fatalities	0	0	0	0	0	0	1	0	1	0
Total Crashes	16	14	18	20	24	16	26	24	19	23
Average Daily Traffic	2,260	2,260	2,260	2,350	2,430	2,854	2,854	4,555	4,051	4,489
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	6.22	0.00	4.38	0.00
Total Crash Rate	125.62	109.92	141.33	151.02	175.25	114.49	161.66	93.49	83.22	90.91

SH 55	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	4	4	3	4	5	8	9	2	11	12
Fatalities	5	4	5	4	6	9	9	2	12	13
Total Crashes	744	640	743	803	813	769	697	753	674	781
Average Daily Traffic	6,444	6,630	6,850	7,160	7,560	8,096	8,096	8,225	8,291	9,073
Fatal Crash Rate	1.26	1.23	0.89	1.14	1.35	2.14	2.27	0.50	2.71	2.71
Total Crash Rate	234.41	196.71	221.03	228.59	219.19	205.70	175.48	187.27	165.96	176.18

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SH 57	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	1	2	0	0	2	0	0	0
Fatalities	0	0	1	2	0	0	2	0	0	0
Total Crashes	13	24	25	22	25	18	13	8	20	23
Average Daily Traffic	1,470	1,810	1,810	1,850	1,880	1,861	1,861	2,029	1,992	2,059
Fatal Crash Rate	0.00	0.00	4.07	7.96	0.00	0.00	7.91	0.00	0.00	0.00
Total Crash Rate	65.08	120.97	101.64	87.51	97.86	70.63	51.40	29.02	73.93	82.22

SH 62	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	1	3	6	4	0	0	6	5	1	4
Average Daily Traffic	430	420	420	420	440	448	448	285	270	294
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	42.39	127.16	254.31	169.54	0.00	0.00	238.35	311.30	65.80	241.19

SH 64	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	1	0	0	1	0	0	0
Fatalities	0	0	0	1	0	0	1	0	0	0
Total Crashes	3	3	3	7	3	0	2	5	3	4
Average Daily Traffic	440	440	130	120	150	154	154	154	143	155
Fatal Crash Rate	0.00	0.00	0.00	148.17	0.00	0.00	115.40	0.00	0.00	0.00
Total Crash Rate	121.23	121.23	410.31	1037.17	355.60	0.00	230.80	578.62	373.21	457.87

SH 67	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	9	3	13	1	4	7	6	14	7	7
Average Daily Traffic	6,910	6,910	6,910	6,910	6,910	6,660	6,660	6,409	6,284	6,734
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	39.88	13.29	57.60	4.43	17.72	32.18	27.58	66.88	34.10	31.82

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

SH 69	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	2	0	0	0	0	0	0	3
Fatalities	0	0	2	0	0	0	0	0	0	3
Total Crashes	68	60	73	92	83	82	132	125	123	116
Average Daily Traffic	15,047	15,040	16,630	17,210	17,430	19,897	19,897	22,861	21,840	23,628
Fatal Crash Rate	0.00	0.00	4.11	0.00	0.00	0.00	0.00	0.00	0.00	4.34
Total Crash Rate	154.54	136.42	150.11	182.62	162.67	155.68	226.64	186.75	192.35	167.68

SH 71	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	0	0	0	0	0	0	0	0
Fatalities	0	1	0	0	0	0	0	0	0	0
Total Crashes	1	1	0	4	5	1	4	4	3	3
Average Daily Traffic	330	330	280	290	300	355	355	336	342	382
Fatal Crash Rate	0.00	28.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	28.90	28.90	0.00	131.53	158.94	27.07	107.34	113.62	83.50	74.83

SH 75	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	0	2	4	2	3	3	2	7
Fatalities	0	1	0	3	4	2	3	5	2	8
Total Crashes	115	131	150	172	190	158	144	171	142	221
Average Daily Traffic	2,710	2,710	2,630	2,740	2,790	3,034	3,034	3,005	3,007	3,315
Fatal Crash Rate	0.00	0.59	0.00	1.17	2.30	1.08	1.59	1.57	1.07	3.32
Total Crash Rate	68.12	77.60	91.56	100.77	109.32	85.65	76.19	89.59	75.91	104.96

SH 77	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	1	0	0	0	0	0
Fatalities	0	0	0	0	1	0	0	0	0	0
Total Crashes	15	12	13	21	31	16	18	29	13	21
Average Daily Traffic	910	910	1,020	1,010	1,020	1,314	1,314	851	1,096	889
Fatal Crash Rate	0.00	0.00	0.00	0.00	8.76	0.00	0.00	0.00	0.00	0.00
Total Crash Rate	147.22	118.79	113.83	187.30	271.44	121.76	122.33	198.62	107.01	137.65

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

SH 78	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	1	1	0	1	2	0	1	0	3
Fatalities	0	1	1	0	1	2	0	1	0	3
Total Crashes	42	37	41	35	40	32	41	29	35	30
Average Daily Traffic	790	790	720	740	740	776	776	759	755	845
Fatal Crash Rate	0.00	3.77	4.14	0.00	4.03	7.76	0.00	3.93	0.00	10.58
Total Crash Rate	158.35	139.53	169.64	140.90	161.03	124.22	157.50	113.83	138.11	105.77

SH 81	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	1	0	2	1	0	1	0	0
Fatalities	0	0	1	0	4	1	0	1	0	0
Total Crashes	35	23	21	20	29	22	21	19	20	20
Average Daily Traffic	1,390	1,390	1,470	1,470	1,470	1,637	1,637	1,717	1,684	1,935
Fatal Crash Rate	0.00	0.00	5.49	0.00	10.97	5.30	0.00	4.65	0.00	0.00
Total Crash Rate	203.03	133.42	115.19	109.70	159.07	116.67	103.42	88.40	95.81	83.36

SH 87	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	13	2	9	10	5	3	3	3	6	8
Average Daily Traffic	1,000	1,000	1,040	1,040	1,040	1,066	1,066	1,121	1,723	2,003
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	28.14	0.00	0.00	0.00
Total Crash Rate	389.98	60.00	259.60	288.44	144.22	86.19	84.43	80.26	104.44	119.84

SH 97	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	0	0	0	0	0	3
Fatalities	0	0	0	0	0	0	0	0	0	3
Total Crashes	26	24	23	31	36	24	28	23	23	38
Average Daily Traffic	920	920	920	960	960	977	977	934	878	1,376
Fatal Crash Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.72
Total Crash Rate	216.61	199.95	191.62	247.50	287.42	191.56	219.77	188.75	200.77	211.74

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

SH 99	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	0	1	0	1	0	0	0
Fatalities	0	0	0	0	1	0	1	0	0	0
Total Crashes	5	2	5	12	9	10	10	10	4	11
Average Daily Traffic	770	770	610	610	610	850	850	649	672	763
Fatal Crash Rate	0.00	0.00	0.00	0.00	38.43	0.00	27.57	0.00	0.00	0.00
Total Crash Rate	152.24	60.89	192.17	461.20	345.90	381.17	275.73	360.16	139.17	337.33

SH 162	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
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	9	11	7	15	12	8	3	8	7	8
Average Daily Traffic	770	770	780	780	780	807	807	1,028	879	1,023
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	137.32	167.81	105.42	225.90	180.72	119.46	43.65	91.61	93.74	92.05

SH 167	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	0	0	0	1	0	1	0	1	0	0
Fatalities	0	0	0	1	0	1	0	1	0	0
Total Crashes	6	6	5	11	3	5	4	11	9	6
Average Daily Traffic	1,085	1,080	1,300	1,280	1,300	1,444	1,444	1,406	1,406	1,522
Fatal Crash Rate	0.00	0.00	0.00	13.93	0.00	11.96	0.00	12.02	0.00	0.00
Total Crash Rate	93.46	93.89	65.00	153.28	39.00	59.81	46.80	132.26	108.21	66.62

SH 200	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes	2	1	1	0	0	0	1	1	1	2
Fatalities	2	1	1	0	0	0	1	1	3	2
Total Crashes	47	58	37	42	46	39	51	39	47	66
Average Daily Traffic	2,980	2,960	2,980	3,030	3,110	3,229	3,229	3,052	3,194	3,498
Fatal Crash Rate	5.53	2.79	2.77	0.00	0.00	0.00	2.56	2.58	2.59	4.51
Total Crash Rate	130.01	161.85	102.56	114.49	122.17	101.53	130.48	100.70	121.56	148.71

APPENDIX D: Five-Year Crash History

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

Table D-1							
	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatal Crashes	224	215	201	188	244	29.8%	-5.7%
Injury Crashes	8,818	9,083	9,153	7,922	8,665	9.4%	-3.2%
Total Crashes	25,851	24,031	27,015	22,528	27,547	22.3%	-3.7%
Total Persons - Fatal & Injury Crashes	25,043	25,616	25,686	21,261	23,682	11.4%	-4.9%
Drivers	16,078	16,700	16,940	14,182	15,800	11.4%	-3.7%
Passengers	8,500	8,354	8,214	6,719	7,451	10.9%	-7.2%
Total Fatalities	245	234	224	214	271	26.6%	-4.4%
Fatality Rate per 100 Million AVMT	1.42	1.32	1.24	1.23	1.40	13.9%	-4.5%
Total Injuries	12,969	13,301	13,331	11,455	12,616	10.1%	-3.8%
Injury Rate per 100 Million AVMT	75.0	75.1	73.8	66.0	65.3	-1.0%	-4.0%
Impaired Drivers - Fatal/Injury Crashes	741	789	771	820	887	8.2%	3.5%
% of All Drivers-Fatal/Injury Crashes	4.6%	4.7%	4.6%	5.8%	5.6%	-2.9%	8.6%
Alcohol/Drug Test Given - Fatal/Injury Crashes	590	637	622	606	680	12.2%	1.0%
% of Impaired Drivers Given Test - F&I Crashes	79.6%	80.7%	80.7%	73.9%	76.7%	3.7%	-2.4%

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

Table D-2							
	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Total Units - Fatal/Injury Crashes	16,895	17,522	17,734	14,792	16,483	11.4%	-3.9%
Passenger Cars - Fatal/Injury Crashes	7,082	7,376	7,167	5,662	6,361	12.3%	-6.6%
% of Vehicles	41.9%	42.1%	40.4%	38.3%	38.6%	0.8%	-3.0%
Pickups, Sport Utility Vehicles, & Vans - Fatal/Injury Crashes	8,113	8,398	8,910	7,616	8,402	10.3%	-1.6%
% of Vehicles	48.0%	47.9%	50.2%	51.5%	51.0%	-1.0%	2.4%
Commercial Motor Vehicles - Fatal/Injury Crashes	605	582	563	579	632	9.2%	-1.4%
% of Vehicles	3.6%	3.3%	3.2%	3.9%	3.8%	-2.0%	3.9%
Motorcycles - Fatal/Injury Crashes	478	465	440	422	506	19.9%	-4.1%
% of Vehicles	2.8%	2.7%	2.5%	2.9%	3.1%	7.6%	0.8%
Bicycles - Fatal/Injury Crashes	218	291	262	146	168	15.1%	-6.9%
% of Vehicles	1.3%	1.7%	1.5%	1.0%	1.0%	3.3%	-5.2%
Pedestrians - Fatal/Injury Crashes	242	252	244	198	228	15.2%	-6.0%
% of Vehicles	1.4%	1.4%	1.4%	1.3%	1.4%	3.3%	-2.2%
All Terrain Vehicles - Fatal/Injury Crashes	62	71	70	80	94	17.5%	9.1%
% of Vehicles	0.4%	0.4%	0.4%	0.5%	0.6%	5.4%	14.9%
Motor Homes - Fatal/Injury Crashes	17	15	13	22	17	-22.7%	14.7%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	-30.7%	24.5%
Farm Equipment - Fatal/Injury Crashes	21	13	20	16	19	18.8%	-1.4%
% of Vehicles	0.1%	0.1%	0.1%	0.1%	0.1%	6.6%	2.5%
Trains - Fatal/Injury Crashes	7	4	4	6	8	33.3%	2.4%
% of Vehicles	0.0%	0.0%	0.0%	0.0%	0.0%	19.7%	11.2%

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

Table D-3							
	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Roadside Obstacles- Fatal/Injury Crashes	2,056	2,089	2,102	2,053	2,233	8.8%	0.0%
% of Crashes	22.7%	22.5%	22.5%	25.3%	25.1%	-1.0%	3.8%
Roadway Defects- Fatal/Injury Crashes	244	222	251	271	288	6.3%	4.0%
% of Crashes	2.7%	2.4%	2.7%	3.3%	3.2%	-3.3%	8.5%
Vehicle Defects- Fatal/Injury Crashes	219	235	201	195	241	23.6%	-3.4%
% of Vehicles	1.3%	1.3%	1.1%	1.3%	1.5%	10.9%	1.4%
Self-Reported Restraint Use*- Fatal/Injury Crashes	18,146	18,822	19,317	15,390	16,891	9.8%	-4.7%
% Usage	85.5%	86.0%	86.4%	83.3%	83.2%	-0.1%	-0.8%
Self-Reported Child Restraint Use**							
Fatal/Injury Crashes	1,025	1,067	1,035	765	792	3.5%	-8.3%
% Usage	80.5%	80.7%	80.2%	80.5%	75.3%	-6.5%	0.0%
Helmet Use- Fatal/Injury Crashes	304	284	319	261	313	19.9%	-4.1%
% of Motorcycle Operators	58.7%	56.0%	65.8%	57.1%	57.2%	0.2%	-0.1%
Emergency Medical Service Response to Fatal/Injury Crashes	6,024	6,213	6,272	5,598	6,254	11.7%	-2.2%
% of Fatal & Injury Crashes	66.6%	66.8%	67.1%	69.0%	70.2%	1.7%	1.2%
<p><i>* All Persons 7 years or older (4 or older before 2005) in passenger cars, pickups, sport utility vehicles, and vans.</i></p> <p><i>** All persons 0-6 years old (0-3 before 2005) in passenger cars, pickups, sport utility vehicles, and vans using a child safety seat.</i></p>							

APPENDIX E: 25 Year History

Fatalities & Fatality Rate

