

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2007 through 2011. The total number of traffic crashes in 2011 decreased by 7.6% from 2010. Fatal crashes decreased by 17.8%, and injury crashes increased by 5.6%. Total fatalities decreased 20.1% from the previous year, while the number of injuries decreased by 7.3%. The number of property damage crashes decreased by 8.6%.

	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Total Crashes	26,452	25,002	22,992	22,555	20,833	-7.6%	-5.1%
Fatal Crashes	218	212	199	185	152	-17.8%	-5.3%
Persons Killed (Fatalities)	252	232	226	209	167	-20.1%	-6.0%
Injury Crashes	9,234	8,227	7,861	7,939	7,492	-5.6%	-4.8%
Persons Injured	13,594	11,995	11,393	11,725	10,866	-7.3%	-4.6%
Property-Damage-Only Crashes (>\$1,500 after 2005)	17,000	16,563	14,932	14,431	13,189	-8.6%	-5.3%
Idaho Population (thousands)	1,499	1,524	1,546	1,560	1,585	1.6%	1.3%
Licensed Drivers (thousands)	1,028	1,038	1,055	1,070	1,084	1.4%	1.8%
Vehicle Miles of Travel (millions)	15,837	15,281	15,430	15,555	15,416	-0.9%	-0.6%
Urban VMT (millions)	6,467	6,359	6,431	6,528	6,462	-1.0%	0.3%
Rural VMT (millions)	9,371	8,922	8,999	9,028	8,954	-0.8%	-1.2%
Registered Vehicles (thousands)	1,594	1,453	1,401	1,413	1,417	0.3%	-3.9%

There were 33 fewer fatal crashes in 2011 than in 2010, and 42 fewer people killed. Most (140) of the fatal crashes (92.1%) resulted in just one fatality; there were 10 fatal crashes (6.6%) that resulted in two fatalities; 1 fatal crash resulted in three fatalities; and 1 fatal crash resulted in four fatalities.

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 2011, the number of licensed drivers increased by 1.4%, the population grew by 1.6%, and the number of registered motor vehicles increased by 0.3%.

The statewide AVMT decreased by 0.9% in 2011. This is only the third time ever that AVMT has decreased. Commercial vehicles accounted for 17% of the statewide AVMT in 2011.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2007-2011.

	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Fatality Rate	1.59	1.52	1.46	1.34	1.08	-19.4%	-5.5%
Injury Rate	85.84	78.49	73.84	75.38	70.48	-6.5%	-4.1%

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.: 2002-2011**

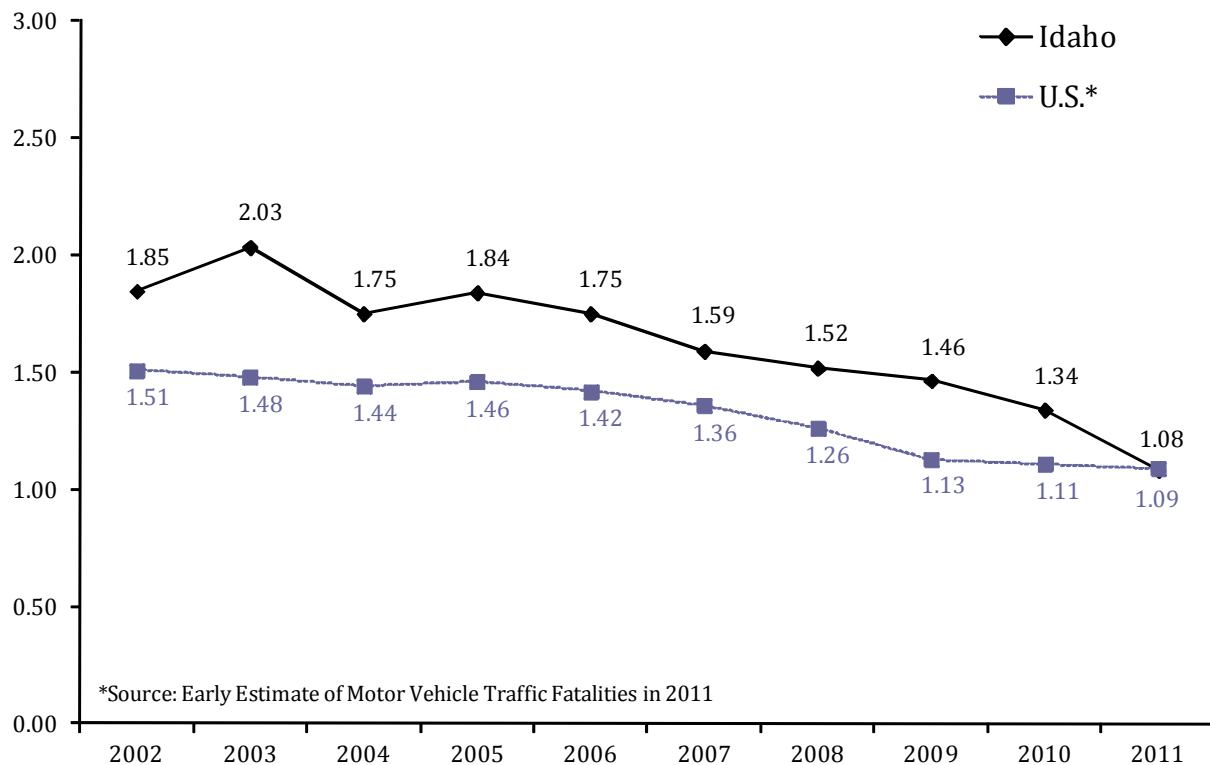
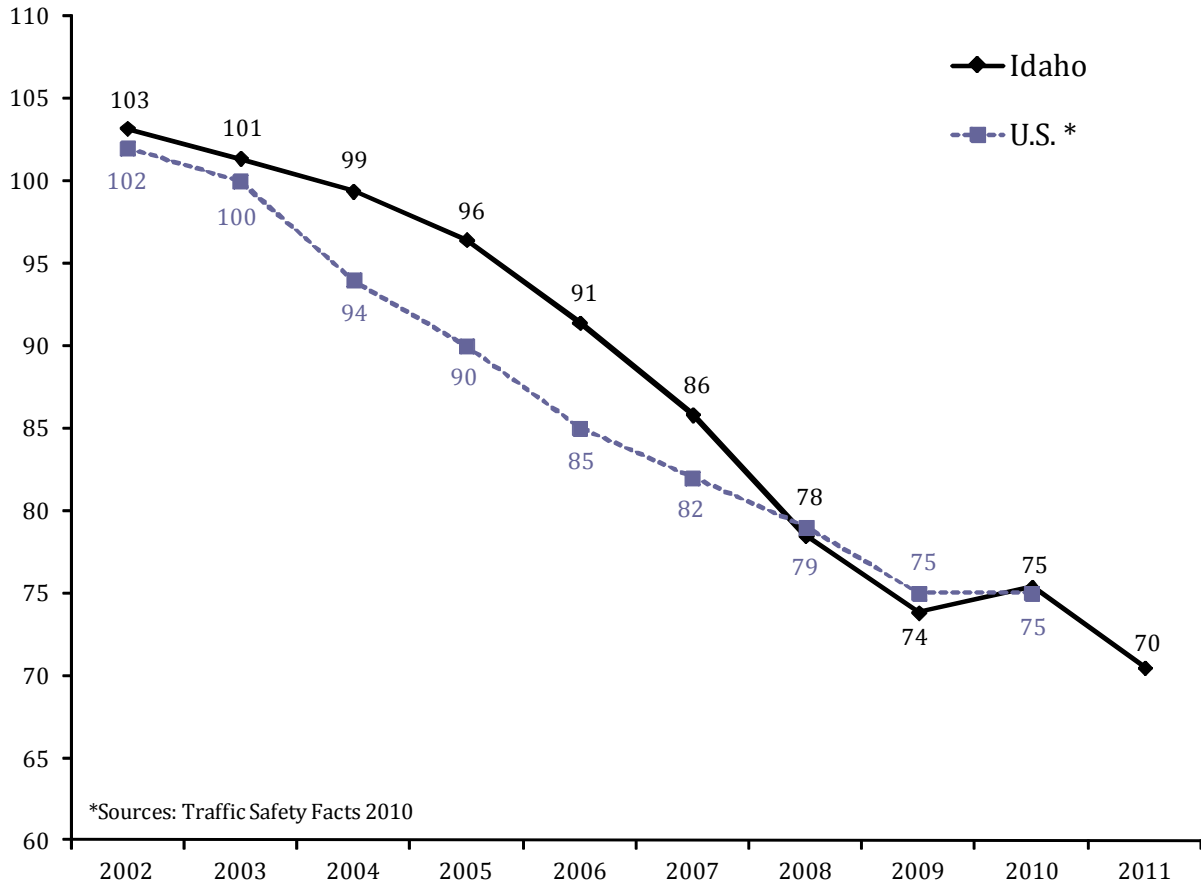


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2002-2011



The 2011 U.S. injury rates were not available at the time of publication.

Fatality and injury rates have varied over the past decade, but have generally decreased. 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 severity distribution among persons involved in crashes from 2007 through 2011. The number of fatalities decreased to 167 in 2011.

	2007	2008	2009	2010	2011	Change 2010-2011	Avg. Change 2007-2010
Fatalities	252	232	226	209	167	-20.1%	-6.0%
Serious Injuries	1,806	1,503	1,399	1,396	1,293	-7.4%	-8.0%
Visible Injuries	4,049	3,396	3,353	3,565	3,354	-5.9%	-3.7%
Possible Injuries	7,739	7,096	6,641	6,764	6,219	-8.1%	-4.3%
No Injuries	52,932	48,865	45,465	44,239	40,920	-7.5%	-5.8%
Unknown / Missing	797	775	725	818	1,946	137.9%	1.2%
Total Persons in Crashes	67,575	61,867	57,809	56,991	53,899	-5.4%	-5.5%

In 2011, there were 8 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2011. There was 1 person killed every 52 hours and 1 person injured every 48 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2011. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ in February 2008. Each injury type cost was established by determining the percentage the injury cost was in relation to the cost of a fatality. This was a substantial increase over the previous cost estimate adjusted for inflation. The 2011 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2011 was nearly \$2.2 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	167	\$6,193,565	\$1,034,325,370
Serious Injuries	1,293	\$308,445	\$398,819,052
Visible Injuries	3,354	\$86,394	\$289,764,327
Possible Injuries	6,219	\$57,267	\$356,143,079
Property Damage Only	13,189	\$6,630	\$87,441,972
Total Estimate of Economic Cost			\$2,166,493,801

The cost of traffic crashes in 2011 amounts to \$1,367 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 22 and Table 23 from the NHTSA study, "The Economic Impact of Motor Vehicle Crashes, 2000"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	Total Government	Insurer	Other	Self	Total
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Market Productivity	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Productivity	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
Percentage of Total Costs	6.41%	2.70%	9.11%	50.26%	14.48%	26.15%	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

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 Primary Contributing Circumstances Cited for Traffic Crashes in 2011

