

## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2008 through 2012. The total number of traffic crashes in 2012 increased by 2.7% from 2011. Fatal crashes increased by 11.2%, and injury crashes increased by 1.8%. Total fatalities increased by 10.2% from the previous year, while the number of injuries increased by 1.1%. The number of property damage crashes increased by 3.1%.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Total Crashes	25,002	22,992	22,555	20,833	21,402	2.7%	-5.9%
Fatal Crashes	212	199	185	152	169	11.2%	-10.3%
Persons Killed (Fatalities)	232	226	209	167	184	10.2%	-10.1%
Injury Crashes	8,227	7,861	7,939	7,492	7,630	1.8%	-3.0%
Persons Injured	11,995	11,393	11,725	10,866	10,988	1.1%	-3.1%
Property-Damage-Only Crashes (>\$1,500 after 2005)	16,563	14,932	14,431	13,189	13,603	3.1%	-7.3%
Idaho Population (thousands)	1,524	1,546	1,560	1,585	1,596	0.7%	1.3%
Licensed Drivers (thousands)	1,038	1,055	1,070	1,084	1,093	0.8%	1.7%
Vehicle Miles of Travel (millions)	15,281	15,430	15,555	15,416	15,838	2.7%	0.3%
Urban VMT (millions)	6,359	6,431	6,528	6,462	6,638	2.7%	0.5%
Rural VMT (millions)	8,922	8,999	9,028	8,954	9,200	2.7%	0.1%
Registered Vehicles (thousands)	1,453	1,401	1,413	1,417	1,555	9.8%	-0.8%

There were 17 more fatal crashes in 2012 than in 2011, and 17 more people killed. Most (140) of the fatal crashes (91.1%) resulted in just one fatality; there were 15 fatal crashes (8.9%) that resulted in two fatalities. There were no fatal crashes resulting in more than 2 fatalities in 2012.

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 2012, the number of licensed drivers increased by 0.8%, the population grew by 0.7%, and the number of registered motor vehicles increased by 9.8%.

The statewide AVMT increased by 2.7% in 2012. Commercial vehicles accounted for 17% of the statewide AVMT in 2012.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2008-2012.

	2008	2009	2010	2011	2012	Change 2011-2012	Avg. Change 2008-2011
Fatality Rate	1.52	1.46	1.34	1.08	1.16	7.2%	-10.4%
Injury Rate	78.49	73.84	75.38	70.48	69.38	-1.6%	-3.4%

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

**Figure 1  
Fatality Rates per 100 Million Annual Vehicle Miles of Travel  
For Idaho and the U.S.: 2003-2012**

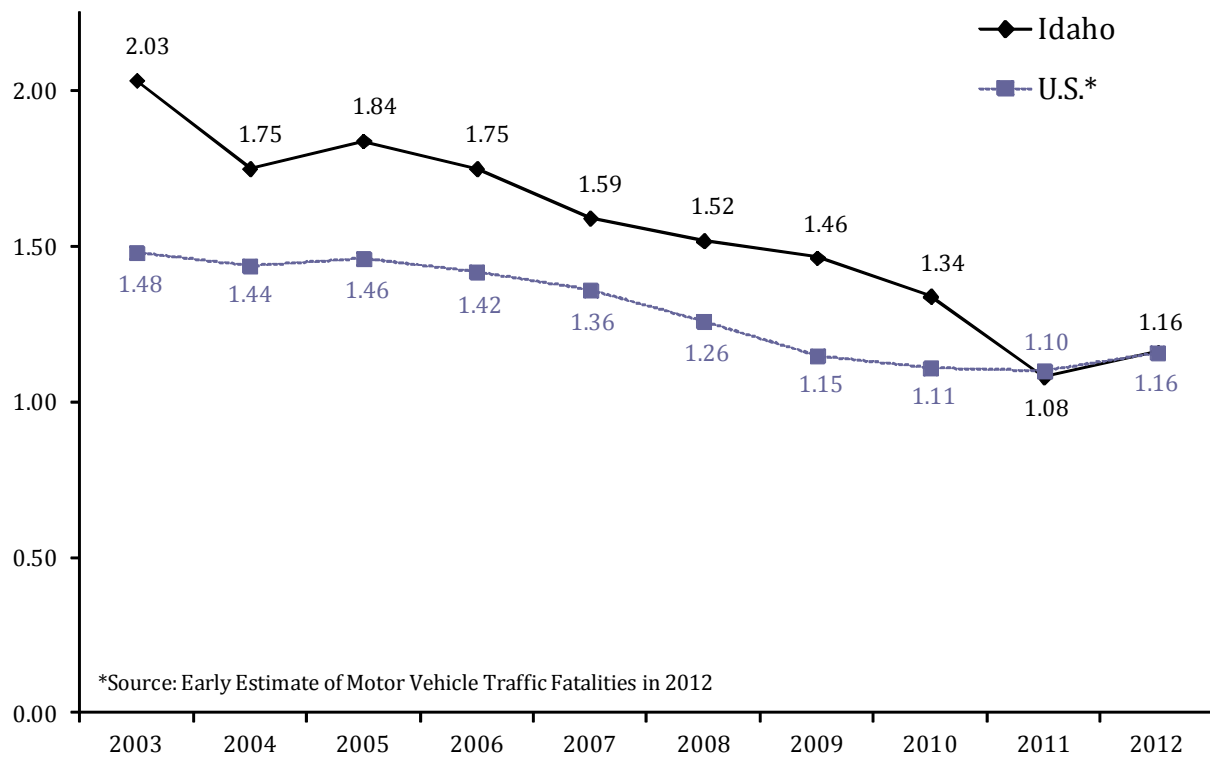
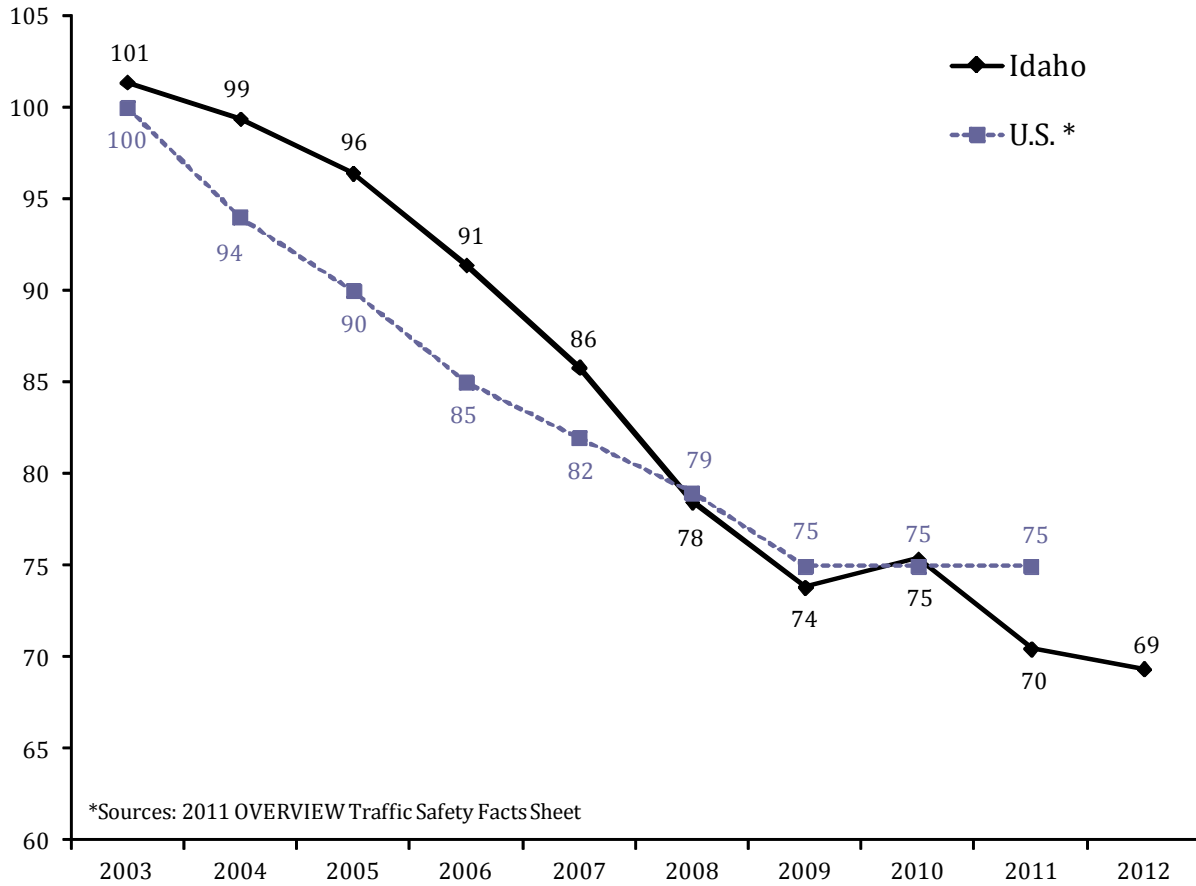


Figure 2  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2003-2012**



The 2012 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 2008 through 2012. The number of fatalities increased to 184 in 2012.

	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>Change 2011-2012</b>	<b>Avg. Change 2008-2011</b>
Fatalities	232	226	209	167	184	10.2%	-10.1%
Serious Injuries	1,503	1,399	1,396	1,293	1,287	-0.5%	-4.8%
Visible Injuries	3,396	3,353	3,565	3,354	3,428	2.2%	-0.3%
Possible Injuries	7,096	6,641	6,764	6,219	6,273	0.9%	-4.2%
No Injuries	48,865	45,465	44,239	40,920	42,620	4.2%	-5.7%
Unknown / Missing	775	725	818	706	333	-52.8%	-2.4%
<b>Total Persons in Crashes</b>	<b>61,867</b>	<b>57,809</b>	<b>56,991</b>	<b>53,899</b>	<b>54,125</b>	<b>0.4%</b>	<b>-4.5%</b>

In 2012, there were 7 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2012. There was 1 person killed every 48 hours and 1 person injured every 48 minutes.

## Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2012. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)<sup>1</sup> 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 2012 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2012 was over \$2.3 billion.

<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	184	\$6,295,406	\$1,158,354,665
Serious Injuries	1,287	\$313,516	\$403,495,729
Visible Injuries	3,428	\$87,814	\$301,027,171
Possible Injuries	6,273	\$58,209	\$365,142,397
Property Damage Only	13,603	\$6,739	\$91,669,697
<b>Total Estimate of Economic Cost</b>			<b>\$2,319,689,659</b>

The cost of traffic crashes in 2012 amounts to \$1,454 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"<sup>2</sup> 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.

<b>Table 5</b>							
<b>Estimated Source of Payment for Each Motor Vehicle Crash Cost Component<sup>2</sup></b>							
	<b>Federal</b>	<b>State</b>	<b>Total Government</b>	<b>Insurer</b>	<b>Other</b>	<b>Self</b>	<b>Total</b>
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%
<b>Percentage of Total Costs</b>	<b>6.41%</b>	<b>2.70%</b>	<b>9.11%</b>	<b>50.26%</b>	<b>14.48%</b>	<b>26.15%</b>	<b>100.00%</b>

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.<sup>2</sup>

## 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 2012**

