

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2009 through 2013. The total number of traffic crashes in 2013 increased by 4.4% from 2012. Fatal crashes increased by 17.8%, and injury crashes increased by 2.9%. Total fatalities increased by 15.8% from the previous year, while the number of injuries increased by 3.2%. The number of property damage crashes increased by 5.1%.

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Total Crashes	22,992	22,555	20,833	21,402	22,347	4.4%	-2.3%
Fatal Crashes	199	185	152	169	199	17.8%	-4.6%
Persons Killed (Fatalities)	226	209	167	184	213	15.8%	-5.8%
Injury Crashes	7,861	7,939	7,492	7,630	7,850	2.9%	-0.9%
Persons Injured	11,393	11,725	10,866	10,988	11,344	3.2%	-1.1%
Property-Damage-Only Crashes (>\$1,500 after 2005)	14,932	14,431	13,189	13,603	14,298	5.1%	-2.9%
Idaho Population (thousands)	1,546	1,560	1,585	1,596	1,612	1.0%	1.1%
Licensed Drivers (thousands)	1,055	1,070	1,084	1,093	1,111	1.7%	1.7%
Vehicle Miles of Travel (millions)	15,430	15,555	15,416	15,838	15,877	0.2%	0.9%
Urban VMT (millions)	6,431	6,528	6,462	6,638	6,650	0.2%	1.1%
Rural VMT (millions)	8,999	9,028	8,954	9,200	9,227	0.3%	0.7%
Registered Vehicles (thousands)	1,401	1,413	1,417	1,555	1,445	-7.1%	3.6%

There were 30 more fatal crashes in 2013 than in 2012, and 29 more people killed. Most (186) of the fatal crashes (93.5%) resulted in just one fatality; there were 12 fatal crashes (6.0%) that resulted in two fatalities and 1 fatal crash resulting in three fatalities in 2013.

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 2013, the number of licensed drivers increased by 1.7% and the population grew by 1.0%, but the number of registered motor vehicles decreased by 7.1%.

The statewide AVMT increased by 0.2% in 2013. Commercial vehicles accounted for 18% of the statewide AVMT in 2013.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2009-2013.

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatality Rate	1.46	1.34	1.08	1.16	1.34	15.5%	-6.8%
Injury Rate	73.84	75.38	70.48	69.38	71.45	3.0%	-2.0%

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.: 2004-2013

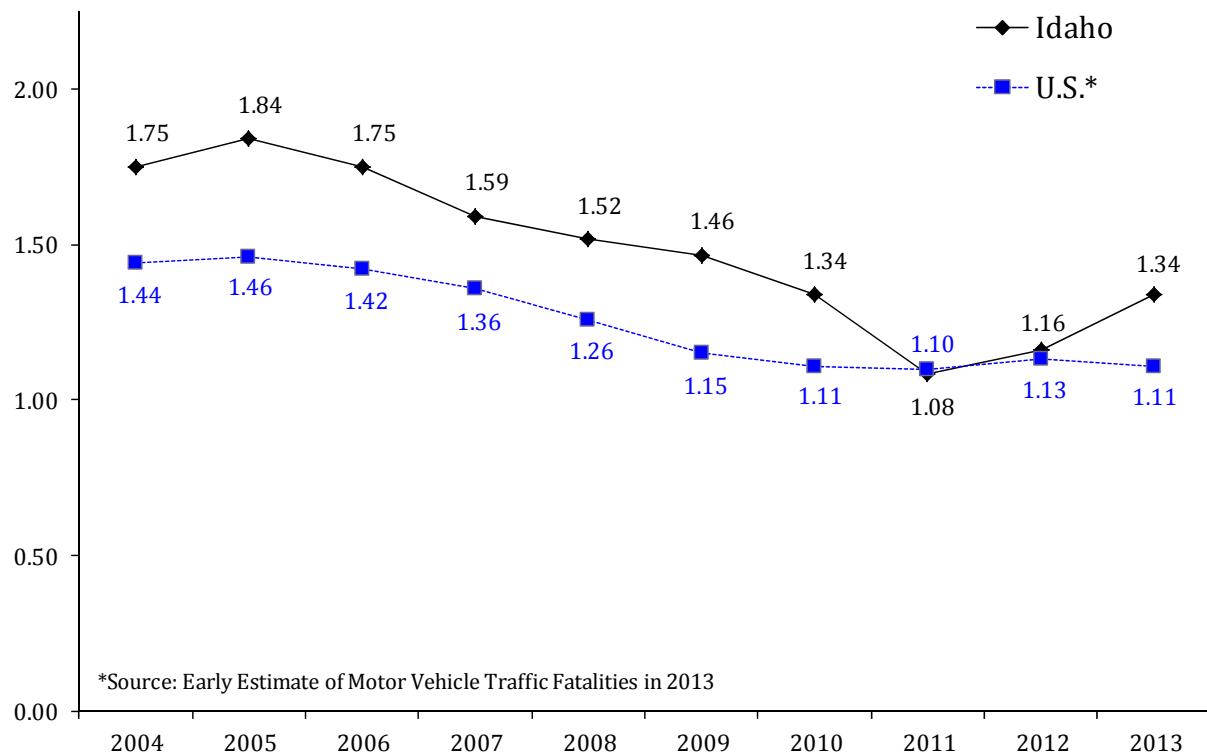
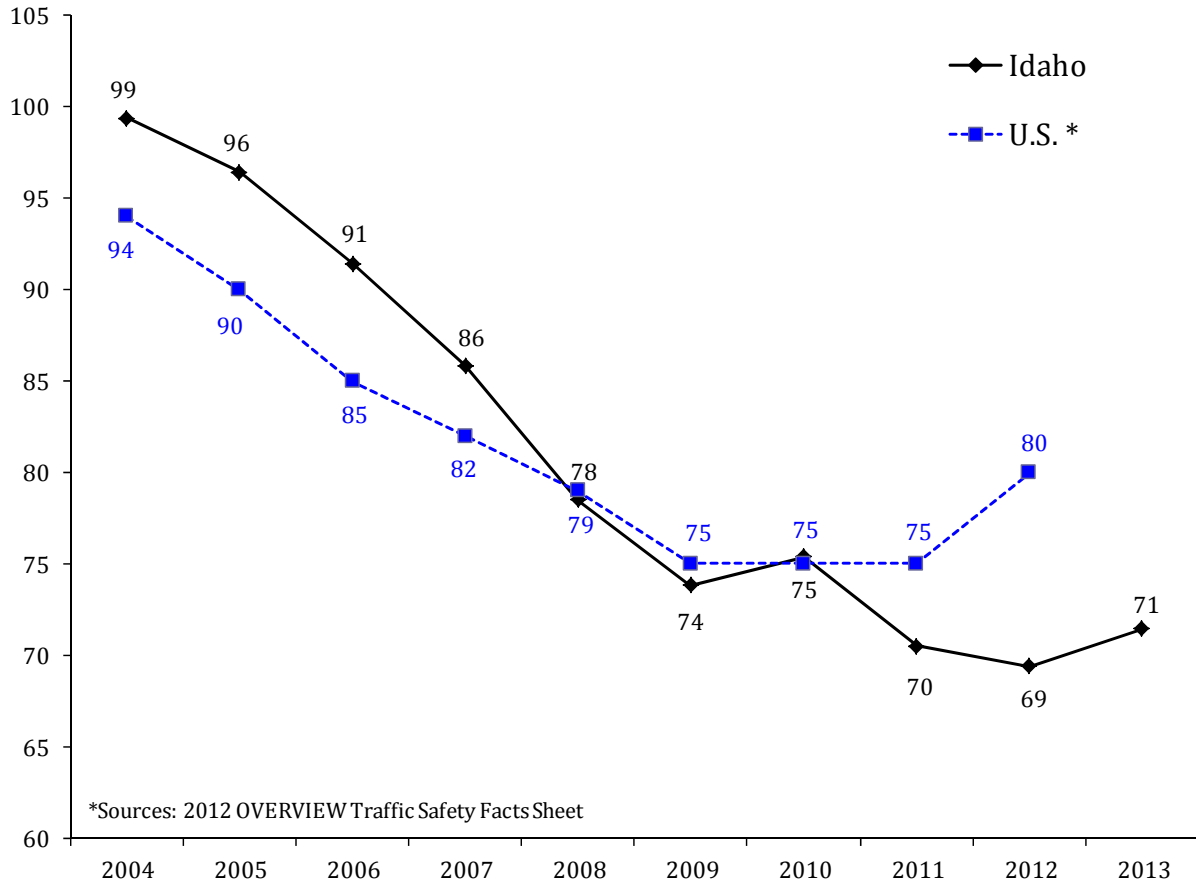


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2004-2013



The 2013 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 distribution among persons involved in crashes from 2009 through 2013. The number of fatalities increased to 213 in 2013.

	2009	2010	2011	2012	2013	Change 2012-2013	Avg. Change 2009-2012
Fatalities	226	209	167	184	213	15.8%	-5.8%
Serious Injuries	1,399	1,396	1,293	1,287	1,262	-1.9%	-2.7%
Visible Injuries	3,353	3,565	3,354	3,428	3,549	3.5%	0.9%
Possible Injuries	6,641	6,764	6,219	6,273	6,533	4.1%	-1.8%
No Injuries	45,465	44,239	40,920	42,620	44,051	3.4%	-2.0%
Unknown / Missing	725	818	706	333	344	3.3%	-17.9%
Total Persons in Crashes	57,809	56,991	53,899	54,125	55,952	3.4%	-2.1%

In 2013, there were 6 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2013. There was 1 person killed every 41 hours and 1 person injured every 46 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2013. 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 2013 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2013 was nearly \$2.6 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	213	\$6,391,502	\$1,361,389,953
Serious Injuries	1,262	\$318,302	\$401,697,343
Visible Injuries	3,549	\$89,155	\$316,409,920
Possible Injuries	6,533	\$59,097	\$386,081,367
Property Damage Only	14,298	\$6,842	\$97,824,041
Total Estimate of Economic Cost			\$2,563,402,624

The cost of traffic crashes in 2013 amounts to \$1,590 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 Most Prevalent Contributing Circumstances Cited for Traffic Crashes in 2013

