

## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2010 through 2014. The total number of traffic crashes in 2014 decreased by 1.0% from 2013. Fatal crashes decreased by 12.5%, and injury crashes increased by 4.7%. Total fatalities decreased by 13.1% from the previous year, while the number of injuries increased by 3.7%. The number of property damage crashes decreased by 3.9%.

	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Change 2013-2014</b>	<b>Avg. Change 2010-2013</b>
Total Crashes	22,555	20,833	21,402	22,348	22,134	-1.0%	-0.2%
Fatal Crashes	185	152	169	200	175	-12.5%	3.9%
Persons Killed (Fatalities)	209	167	184	214	186	-13.1%	2.1%
Injury Crashes	7,939	7,492	7,630	7,850	8,217	4.7%	-0.3%
Persons Injured	11,725	10,866	10,988	11,344	11,768	3.7%	-1.0%
Property-Damage-Only Crashes ( >\$1,500 after 2005)	14,431	13,189	13,603	14,298	13,742	-3.9%	-0.1%
Idaho Population (thousands)	1,560	1,585	1,596	1,612	1,634	1.4%	1.1%
Licensed Drivers (thousands)	1,070	1,084	1,093	1,111	1,128	1.5%	1.8%
Vehicle Miles of Travel (millions)	15,555	15,416	15,838	15,877	16,145	1.7%	0.7%
Urban VMT (millions)	6,528	6,462	6,638	6,650	6,764	1.7%	0.6%
Rural VMT (millions)	9,028	8,954	9,200	9,227	9,381	1.7%	0.7%
Registered Vehicles (thousands)	1,413	1,417	1,555	1,445	1,480	2.4%	1.0%

There were 25 fewer fatal crashes in 2014 than in 2013, and 28 fewer people killed. Most (165) of the fatal crashes (94.3%) resulted in just one fatality; there were 9 fatal crashes (5.1%) that resulted in two fatalities and 1 fatal crash resulting in three fatalities in 2014.

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 2014, the number of licensed drivers increased by 1.5% and the population grew by 1.4%, and the number of registered motor vehicles increased by 2.4%.

The statewide AVMT increased by 1.7% in 2014. Commercial vehicles accounted for 18% of the statewide AVMT in 2014.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2010-2014.

	2010	2011	2012	2013	2014	Change 2013-2014	Avg. Change 2010-2013
Fatality Rate	1.34	1.08	1.16	1.35	1.15	-14.5%	1.3%
Injury Rate	75.38	70.48	69.38	71.45	72.89	2.0%	-1.7%

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.: 2005-2014

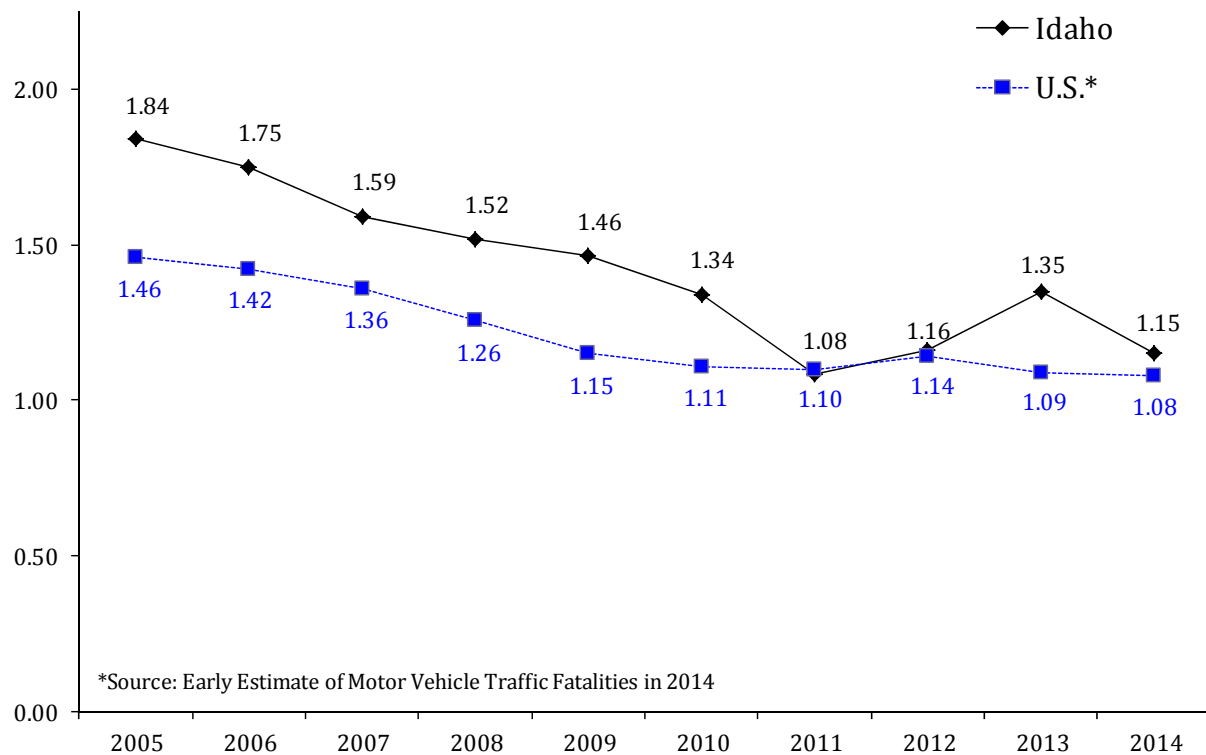
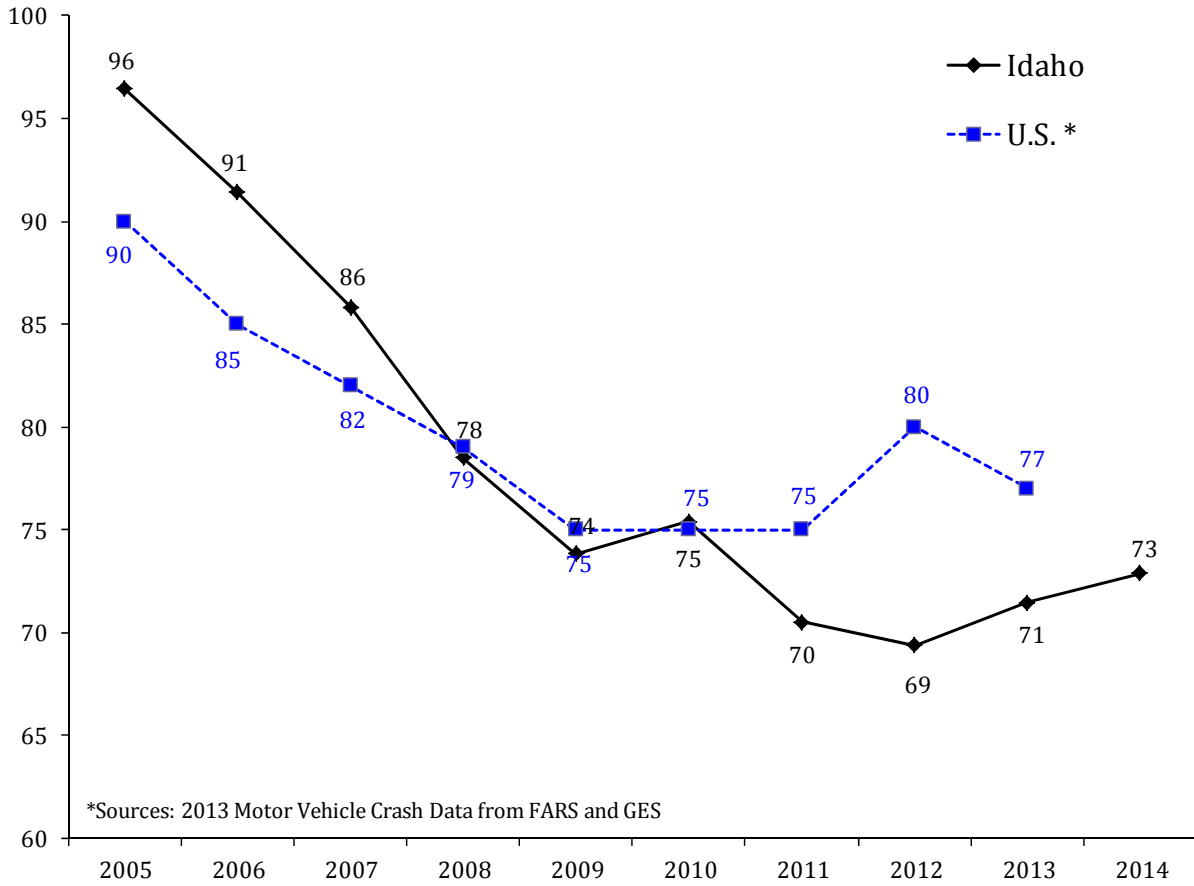


Figure 2  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2005-2014**



The 2014 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 2010 through 2014. The number of fatalities decreased to 186 in 2014.

	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Change 2013-2014</b>	<b>Avg. Change 2010-2013</b>
Fatalities	209	167	184	214	186	-13.1%	2.1%
Serious Injuries	1,396	1,293	1,287	1,262	1,273	0.9%	-3.3%
Visible Injuries	3,565	3,354	3,428	3,549	3,689	3.9%	-0.1%
Possible Injuries	6,764	6,219	6,273	6,533	6,806	4.2%	-1.0%
No Injuries	44,239	40,920	42,620	44,051	42,993	-2.4%	0.0%
Unknown / Missing	818	706	333	344	392	14.0%	-21.1%
<b>Total Persons in Crashes</b>	<b>56,991</b>	<b>53,899</b>	<b>54,125</b>	<b>55,952</b>	<b>55,339</b>	<b>-1.1%</b>	<b>-0.5%</b>

In 2014, 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 2014. There was 1 person killed every 47 hours and 1 person injured every 45 minutes.

## Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2014. 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 2014 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2014 was nearly \$2.5 billion.

<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	186	\$6,493,502	\$1,207,791,342
Serious Injuries	1,273	\$323,382	\$411,665,088
Visible Injuries	3,689	\$90,577	\$334,140,238
Possible Injuries	6,806	\$60,040	\$408,633,680
Property Damage Only	13,742	\$6,951	\$95,520,433
<b>Total Estimate of Economic Cost</b>			<b>\$2,457,750,780</b>

The cost of traffic crashes in 2014 amounts to \$1,504 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"<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>Federal</b>	<b>State</b>	<b>Unspecified Government</b>	<b>Total Government</b>	<b>Private Insurer</b>	<b>Other</b>	<b>Self</b>	<b>Total</b>
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%
<b>Percentage of Total Costs</b>	<b>4.94%</b>	<b>2.70%</b>	<b>1.07%</b>	<b>8.71%</b>	<b>52.19%</b>	<b>13.94%</b>	<b>25.16%</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 Most Prevalent Contributing Circumstances Cited for Traffic Crashes in 2014**

