

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2012 through 2016. The total number of traffic crashes in 2016 increased by 5.5% from 2015. Fatal crashes increased by 17.2%, while injury crashes increased by just 3.1%. Total fatalities increased by 17.1% from the previous year, while the number of injuries increased by 3.5%. The number of property damage crashes increased by 6.8%.

	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
Total Crashes	21,402	22,348	22,134	24,018	25,328	5.5%	4.0%
Fatal Crashes	169	200	175	198	232	17.2%	6.3%
Persons Killed (Fatalities)	184	214	186	216	253	17.1%	6.4%
Injury Crashes	7,630	7,850	8,217	9,050	9,327	3.1%	5.9%
Persons Injured	10,988	11,344	11,768	13,207	13,664	3.5%	6.4%
Property-Damage-Only Crashes (>\$1,500 after 2005)	13,603	14,298	13,742	14,770	15,769	6.8%	2.9%
Idaho Population (thousands)	1,596	1,612	1,634	1,655	1,683	1.7%	1.2%
Licensed Drivers (thousands)	1,093	1,111	1,128	1,144	1,165	1.8%	2.2%
Vehicle Miles of Travel (millions)	15,838	15,877	16,145	16,662	17,152	2.9%	1.7%
Urban VMT (millions)	6,638	6,650	6,764	7,124	7,272	2.1%	2.4%
Rural VMT (millions)	9,200	9,227	9,381	9,537	9,880	3.6%	1.2%
Registered Vehicles (thousands)	1,555	1,445	1,480	1,489	1,491	0.1%	-1.4%

There were 34 more fatal crashes in 2016 than in 2015, and 37 more people killed. Most (212) of the fatal crashes (91.4%) resulted in just one fatality; there were 19 fatal crashes (8.2%) that resulted in two fatalities and 1 fatal crashes resulting in three fatalities in 2016.

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 2016, the number of licensed drivers increased by 1.8% and the population grew by 1.7%, and the number of registered motor vehicles increased by 0.1%.

The statewide AVMT increased by 2.9% in 2016. Commercial vehicles accounted for 18% of the statewide AVMT in 2016.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2012-2016.

	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
Fatality Rate	1.16	1.35	1.15	1.30	1.48	13.8%	4.7%
Injury Rate	69.38	71.45	72.89	79.26	79.67	0.5%	4.6%

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.: 2007-2016

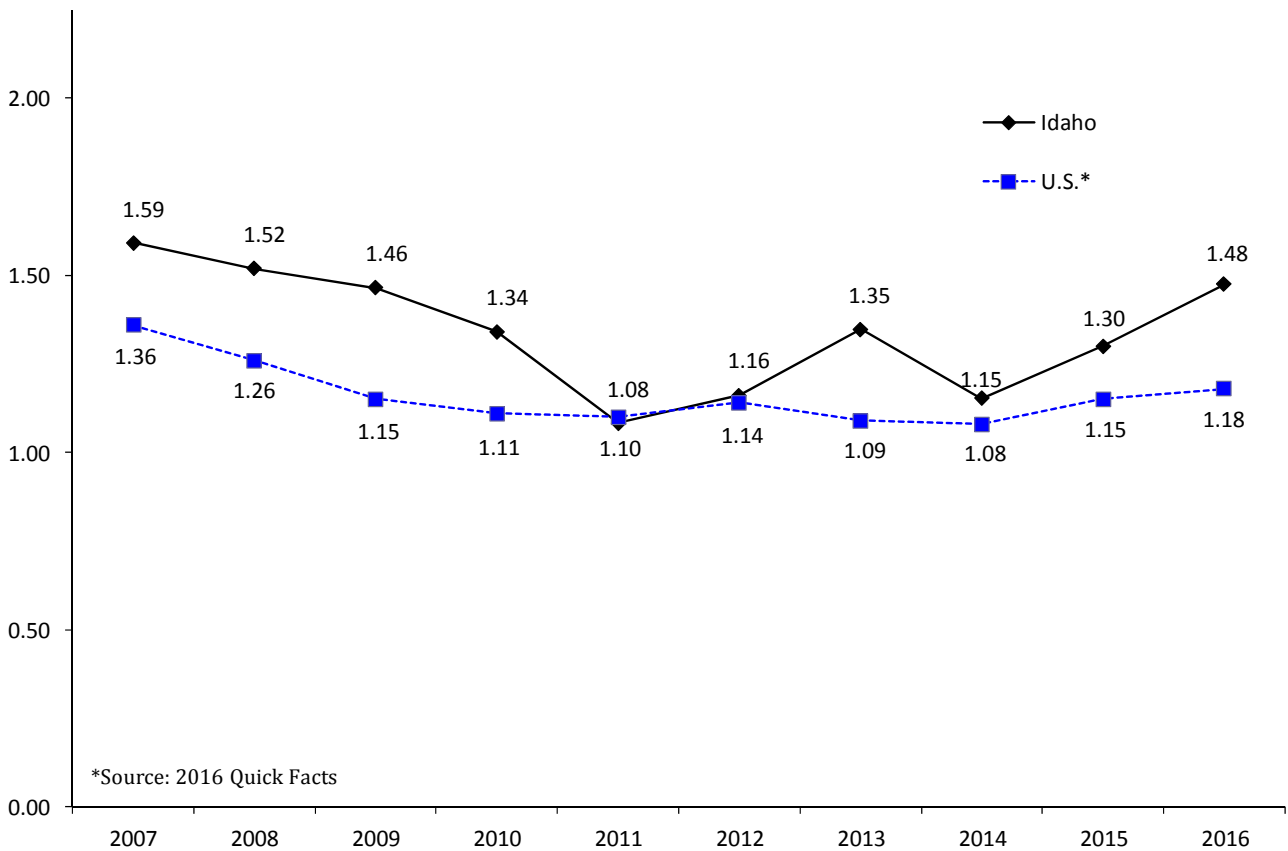
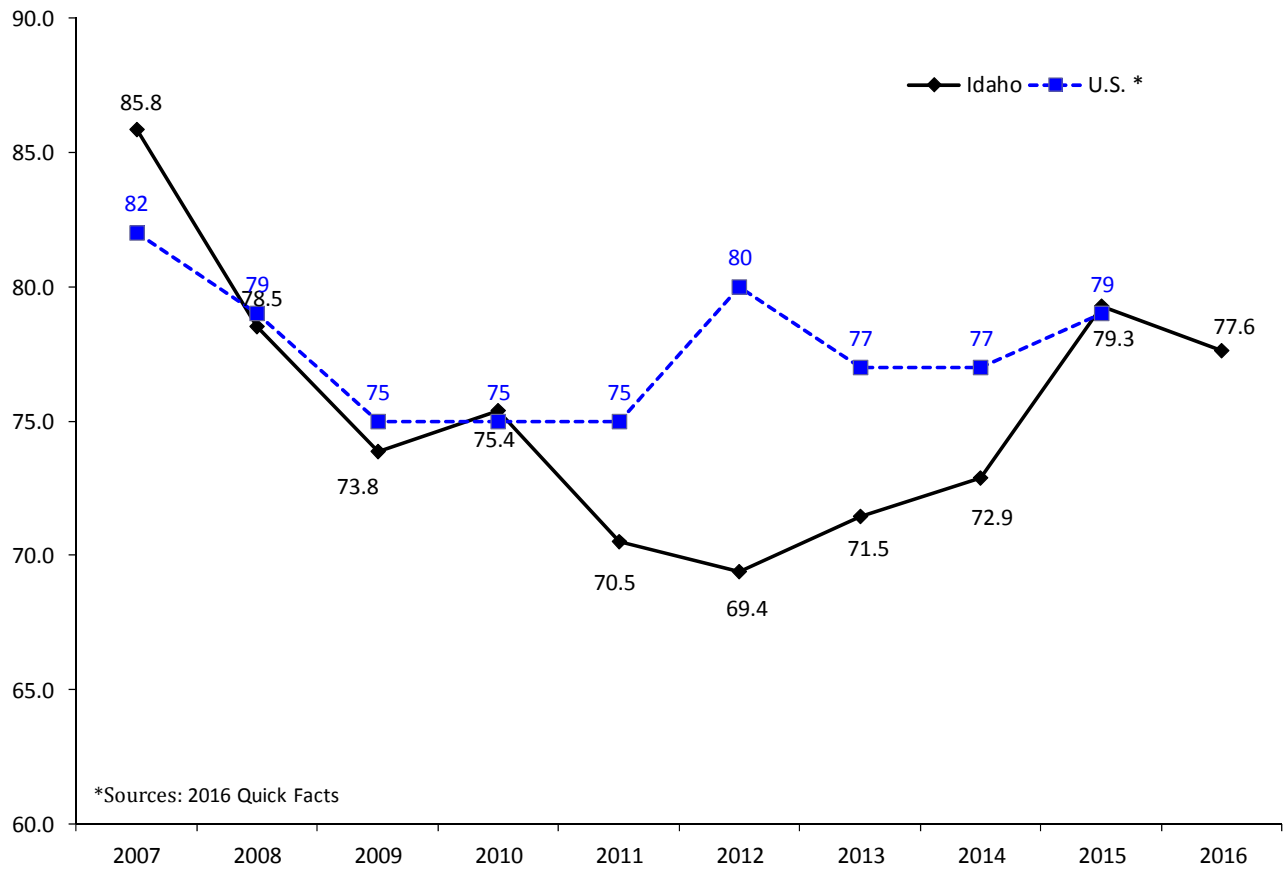


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2007-2016



The 2016 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 2012 through 2016. The number of fatalities increased to 253 in 2016.

	2012	2013	2014	2015	2016	Change 2015-2016	Avg. Change 2012-2015
Fatalities	184	214	186	216	253	17.1%	6.4%
Serious Injuries	1,287	1,262	1,273	1,351	1,332	-1.4%	1.7%
Visible Injuries	3,428	3,549	3,689	4,146	4,251	2.5%	6.6%
Possible Injuries	6,273	6,533	6,806	7,710	8,081	4.8%	7.2%
No Injuries	42,620	44,051	42,993	46,642	49,005	5.1%	3.1%
Unknown / Missing	333	344	392	519	595	14.6%	16.6%
Total Persons in Crashes	54,125	55,952	55,339	60,584	63,517	4.8%	3.9%

In 2016, 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 2016. There was 1 person killed every 35 hours and 1 person injured every 40 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2016. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ in June 2014. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. This was a substantial increase over the previous cost estimate adjusted for inflation. The 2016 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2016 was nearly \$4.3 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	253	\$9,623,771	\$2,434,814,073
Serious Injuries	1,332	\$460,257	\$613,062,509
Visible Injuries	4,251	\$125,360	\$532,903,363
Possible Injuries	8,081	\$64,013	\$517,285,896
No Injuries	49,005	\$3,243	\$158,914,683
Total Estimate of Economic Cost			\$4,256,980,523

The cost of traffic crashes in 2016 amounts to \$2,529 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

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 2016

