

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2014 through 2018. The total number of traffic crashes in 2018 increased by 7.0% from 2017. Fatal crashes decreased by 4.0%, while injury crashes increased by 3.0%. Total fatalities decreased by 4.5% from the previous year, while the number of injuries increased by 2.6%. The number of property damage crashes decreased by 12.4%.

	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Total Crashes	22,134	24,018	25,328	25,851	24,031	-7.0%	5.3%
Fatal Crashes	175	198	232	224	215	-4.0%	9.0%
Persons Killed (Fatalities)	186	216	253	245	234	-4.5%	10.0%
Injury Crashes	8,217	9,050	9,327	8,818	9,083	3.0%	2.6%
Persons Injured	11,768	13,207	13,664	12,969	13,301	2.6%	3.5%
Property-Damage-Only Crashes (>\$1,500 after 2005)	13,742	14,770	15,769	16,809	14,733	-12.4%	6.9%
Idaho Population (thousands)	1,634	1,655	1,683	1,717	1,754	2.2%	1.7%
Licensed Drivers (thousands)	1,128	1,144	1,165	1,208	1,255	3.9%	3.6%
Vehicle Miles of Travel (millions)	16,145	16,662	17,152	17,301	17,709	2.4%	2.3%
Urban VMT (millions)	6,764	7,124	7,272	7,344	7,529	2.5%	2.8%
Rural VMT (millions)	9,381	9,537	9,880	9,956	10,180	2.2%	2.0%
Registered Vehicles (thousands)	1,475	1,481	1,492	1,577	1,634	3.6%	2.3%

There were 9 fewer fatal crashes in 2018 than in 2017, and 11 fewer people killed. Most (200) of the fatal crashes (93.0%) resulted in just one fatality; there were 13 fatal crashes (56.0%) that resulted in two fatalities and 2 fatal crashes resulting in four fatalities in 2018.

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 2018, the number of licensed drivers increased by 3.9%, the population grew by 2.2%, and the number of registered motor vehicles increased by 3.6%.

The statewide AVMT increased by 2.4% in 2018. Commercial vehicles accounted for 18% of the statewide AVMT in 2018.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2014-2018.

	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatality Rate	1.15	1.30	1.48	1.42	1.32	-6.7%	7.4%
Injury Rate	72.89	79.26	79.67	74.96	75.11	0.2%	1.1%

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.: 2009-2018

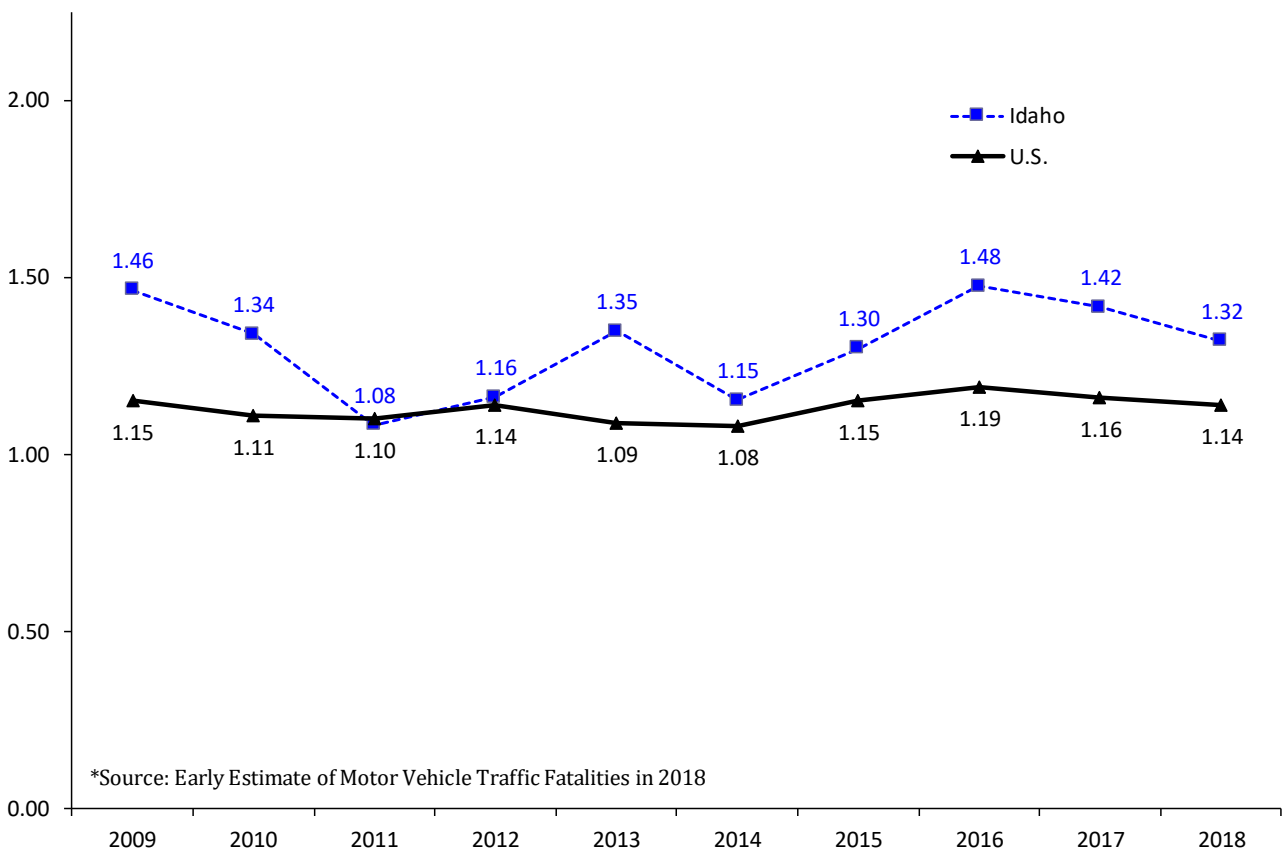
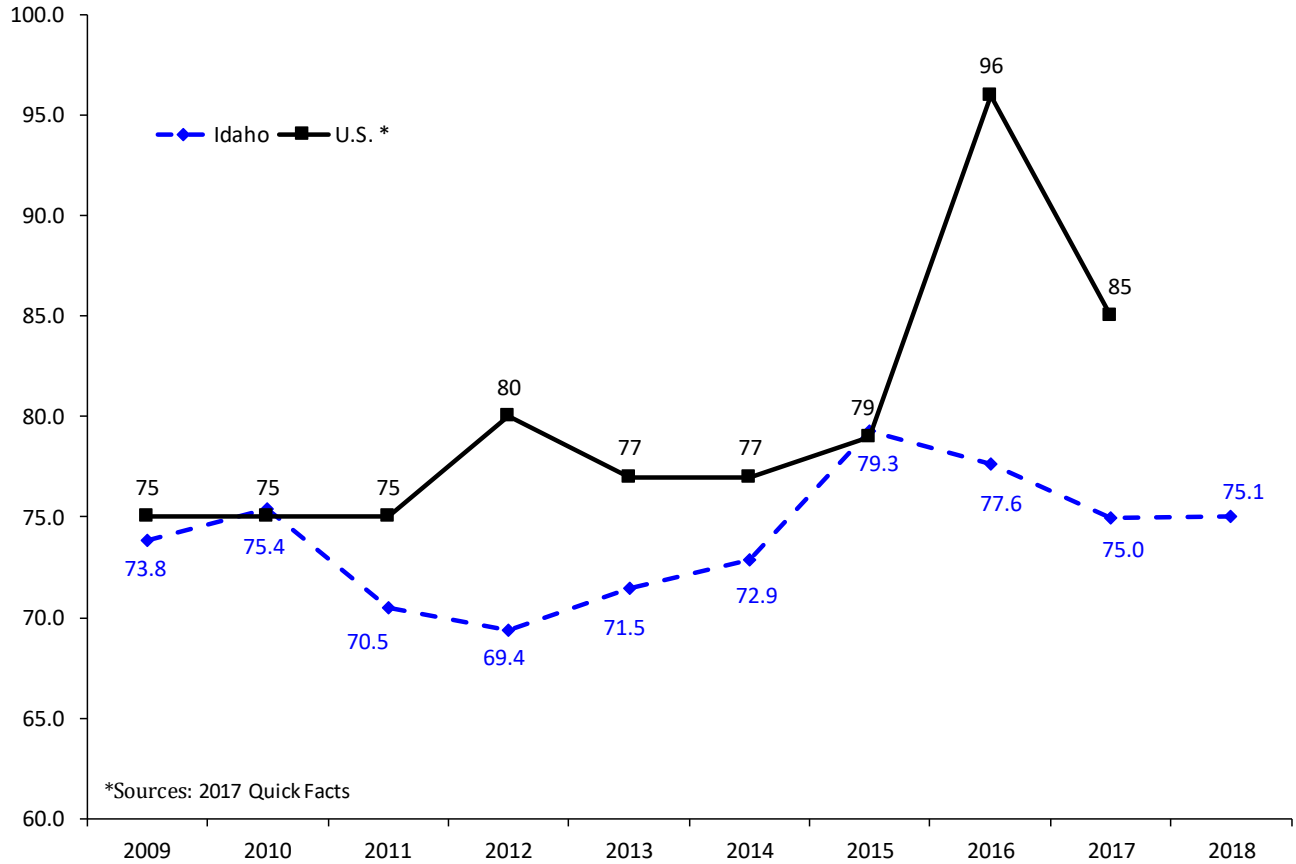


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2009-2018



The 2018 U.S. injury rates were not available at the time of publication. There was a change in the determination of the number of injuries and injury rate in 2016. A direct comparisons of the national 2016 and later data cannot be made with any previous year. The sampling system used to estimate the national numbers was redesigned in 2016.

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 2014 through 2018. The number of fatalities decreased to 234 in 2018.

	2014	2015	2016	2017	2018	Change 2017-2018	Avg. Change 2014-2018
Fatalities	186	216	253	245	234	-4.5%	10.0%
Suspected Serious Injury	1,273	1,351	1,332	1,246	1,250	0.3%	-0.6%
Suspected Minor Injury	3,689	4,146	4,251	3,861	3,984	3.2%	1.9%
Possible Injuries	6,806	7,710	8,081	7,862	8,067	2.6%	5.1%
No Injuries	42,993	46,642	49,005	50,730	46,662	-8.0%	5.7%
Unknown / Missing	392	519	595	612	536	-12.4%	16.6%
Total Persons in Crashes	55,339	60,584	63,517	64,556	60,733	-5.9%	5.3%

In 2018, 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 2018. There was 1 person killed every 37 hours and 1 person injured every 40 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2018. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ in August 2016. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2018 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2018 was nearly \$4.2 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	234	\$10,019,679	\$2,344,604,837
Suspected Serious Injury	1,250	\$479,191	\$598,989,298
Suspected Minor Injury	3,984	\$130,517	\$519,978,280
Possible Injuries	8,067	\$66,646	\$537,633,231
No Injuries	46,662	\$3,376	\$157,541,689
Total Estimate of Economic Cost			\$4,158,747,336

The cost of traffic crashes in 2018 amounts to \$2,371 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 2018

