

## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2016 through 2020. The total number of traffic crashes in 2020 decreased by 16.6% from 2019. Fatal crashes decreased by 6.5%, while injury crashes decreased by 13.4%. Total fatalities decreased by 4.5% from the previous year, while the number of injuries decreased by 14.1%. The number of property damage crashes decreased by 18.4%. Much of the decreases in 2020 may be due to the COVID-19 pandemic resulting in people traveling less.

	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Change 2019-2020</b>	<b>Avg. Change 2016-2019</b>
Total Crashes	25,328	25,851	24,031	27,015	22,528	-16.6%	2.5%
Fatal Crashes	232	224	215	201	188	-6.5%	-4.7%
Persons Killed (Fatalities)	253	245	234	224	214	-4.5%	-4.0%
Injury Crashes	9,327	8,818	9,083	9,153	7,922	-13.4%	-0.6%
Persons Injured	13,664	12,969	13,301	13,331	11,455	-14.1%	-0.8%
Property-Damage-Only Crashes ( >\$1,500 after 2005)	15,769	16,809	14,733	17,661	14,418	-18.4%	4.7%
Idaho Population (thousands)	1,683	1,717	1,754	1,787	1,827	2.2%	2.0%
Licensed Drivers (thousands)	1,165	1,208	1,255	1,283	1,316	2.6%	4.2%
Vehicle Miles of Travel (millions)	17,152	17,301	17,709	18,058	17,359	-3.9%	1.7%
Urban VMT (millions)	7,272	7,344	7,529	7,949	7,369	-7.3%	3.0%
Rural VMT (millions)	9,880	9,956	10,180	10,109	9,990	-1.2%	0.8%
Registered Vehicles (thousands)	1,492	1,577	1,634	1,639	1,278	-22.0%	3.2%

There were 13 fewer fatal crashes in 2020 than in 2019, and 10 fewer people killed. Most (165) of the fatal crashes (87.8%) resulted in just one fatality; there were 20 fatal crashes (10.6%) that resulted in two fatalities, and 3 fatal crashes resulting in three fatalities in 2020.

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 2020, the number of licensed drivers increased by 2.6% and the population grew by 2.9%, while the number of registered motor vehicles decreased by 22.0%.

The statewide AVMT decreased by 3.9% in 2020. Commercial vehicles accounted for 20% of the statewide AVMT in 2020.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2016-2020.

	2016	2017	2018	2019	2020	Change 2019-2020	Avg. Change 2016-2019
Fatality Rate	1.48	1.42	1.32	1.24	1.23	-0.6%	-5.6%
Injury Rate	79.67	74.96	75.11	73.82	65.99	-10.6%	-2.5%

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.: 2011-2020

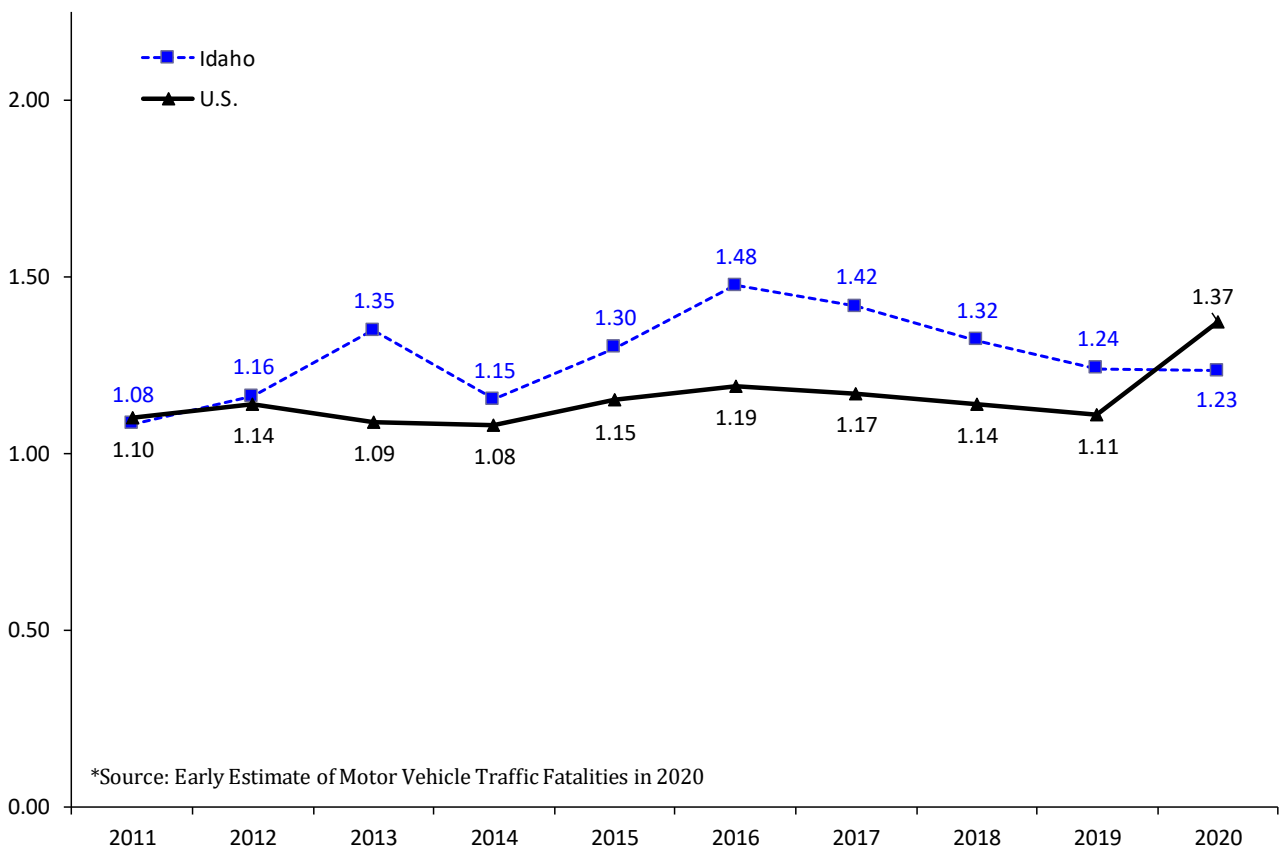
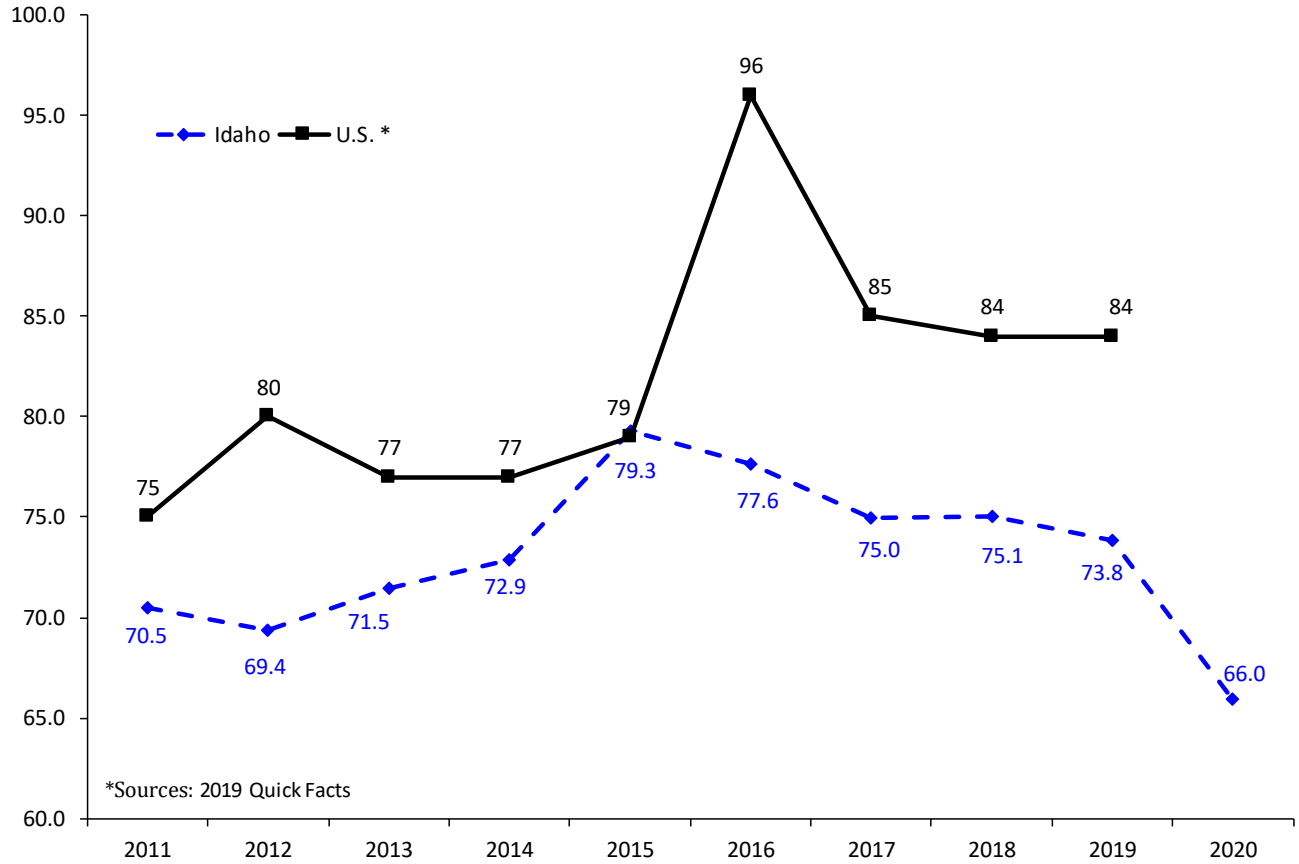


Figure 2  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2011-2020**



The 2020 U.S. injury rate was not available at the time of publication. There was a change in the determination of the U.S. 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 remained fairly flat. 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 2016 through 2020. The number of fatalities decreased to 214 in 2020.

	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Change 2019-2020</b>	<b>Avg. Change 2016-2019</b>
Fatalities	253	245	234	224	214	-4.5%	-4.0%
Suspected Serious Injury	1,332	1,246	1,250	1,154	1,102	-4.5%	-4.6%
Suspected Minor Injury	4,251	3,861	3,984	3,889	3,637	-6.5%	-2.8%
Possible Injuries	8,081	7,862	8,067	8,288	6,716	-19.0%	0.9%
No Injuries	49,005	50,730	46,662	53,251	42,205	-20.7%	3.2%
Unknown / Missing	595	612	536	600	546	-9.0%	0.8%
<b>Total Persons in Crashes</b>	<b>63,517</b>	<b>64,556</b>	<b>60,733</b>	<b>67,406</b>	<b>54,420</b>	<b>-19.3%</b>	<b>2.2%</b>

In 2020, there were 5 serious injuries for every person killed in motor vehicle crashes. On average, nearly four people were killed or seriously injured every day in 2020. 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 2020. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)<sup>1</sup> in August 2016. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2020 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2020 was nearly \$3.85 billion.

<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	214	\$10,322,433	\$2,209,000,749
Suspected Serious Injury	1,102	\$493,671	\$544,025,097
Suspected Minor Injury	3,637	\$134,460	\$489,032,210
Possible Injuries	6,716	\$68,660	\$461,119,009
No Injuries	42,205	\$3,478	\$146,799,421
<b>Total Estimate of Economic Cost</b>			<b>\$3,849,976,486</b>

The cost of traffic crashes in 2020 amounts to \$2,093 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>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>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 2020**

