Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2017 through 2021. The total number of traffic crashes in 2021 increased by 22% from 2020. Fatal crashes increased by 30%, while injury crashes increased by 9%. Total fatalities increased by 27% from the previous year, while the number of injuries increased by 10%. The number of property damage crashes increased by 29%. Much of the increases in 2021 are due to the decreases that resulted in 2020 due to the COVID-19 pandemic.

Table 1
Idaho Traffic Crash Data and Measures of Exposure: 2017-2021

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Total Crashes	25,851	24,031	27,015	22,528	27,547	22.3%	-3.7%
Fatal Crashes	224	215	201	188	244	29.8%	-5.7%
Persons Killed (Fatalities)	245	234	224	214	271	26.6%	-4.4%
Injury Crashes	8,818	9,083	9,153	7,922	8,665	9.4%	-3.2%
Persons Injured	12,969	13,301	13,331	11,455	12,616	10.1%	-3.8%
Property-Damage-Only Crashes (>$1,500 after 2005)	16,809	14,733	17,661	14,418	18,638	29.3%	-3.6%
Idaho Population (thousands)	1,717	1,754	1,787	1,827	1,901	4.1%	2.1%
Licensed Drivers (thousands)	1,208	1,255	1,283	1,316	1,362	3.5%	4.1%
Vehicle Miles of Travel (millions)	17,301	17,709	18,058	17,359	19,308	11.2%	0.2%
Urban VMT (millions)	7,344	7,529	7,949	7,369	8,084	9.7%	0.3%
Rural VMT (millions)	9,956	10,180	10,109	9,990	11,224	12.3%	0.1%
Registered Vehicles (thousands)	1,577	1,634	1,639	1,278	1,446	13.1%	-6.0%

There were 56 more fatal crashes in 2021 than in 2020, and 57 more people killed. Most (223) of the fatal crashes (91%) resulted in just one fatality; there were 16 fatal crashes (7%) that resulted in two fatalities, 4 fatal crashes resulting in three fatalities, and 1 fatal crash that resulted in four fatalities in 2021.

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 2021, the number of licensed drivers increased by 4% and the population grew by 4%, while the number of registered motor vehicles increased by 13%.

The statewide AVMT increased by 11% in 2021. Commercial vehicles accounted for 19% of the statewide AVMT in 2021.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2017-2021.

Table 2
Fatality and Injury Rates per 100 Million AVMT: 2017-2021

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatality Rate	1.42	1.32	1.24	1.23	1.40	13.9%	-4.5%
Injury Rate	74.96	75.11	73.82	65.99	65.34	-1.0%	-4.0%

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.: 2012-2021

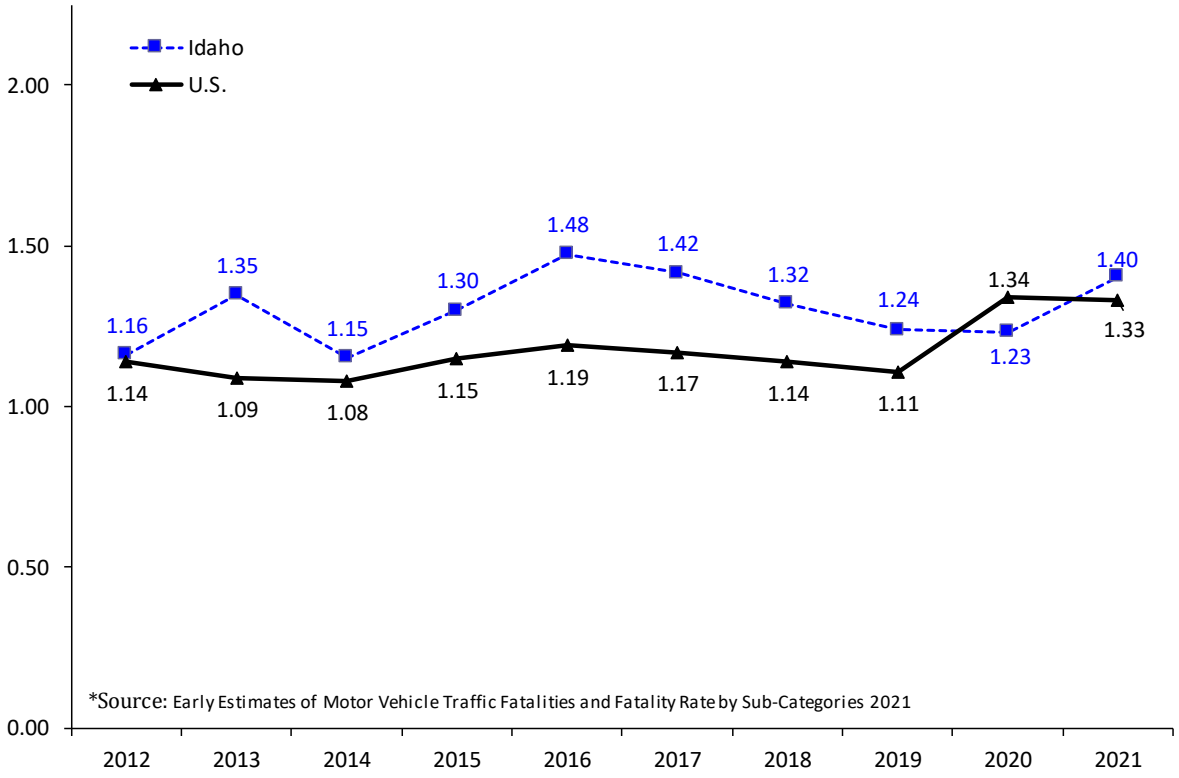
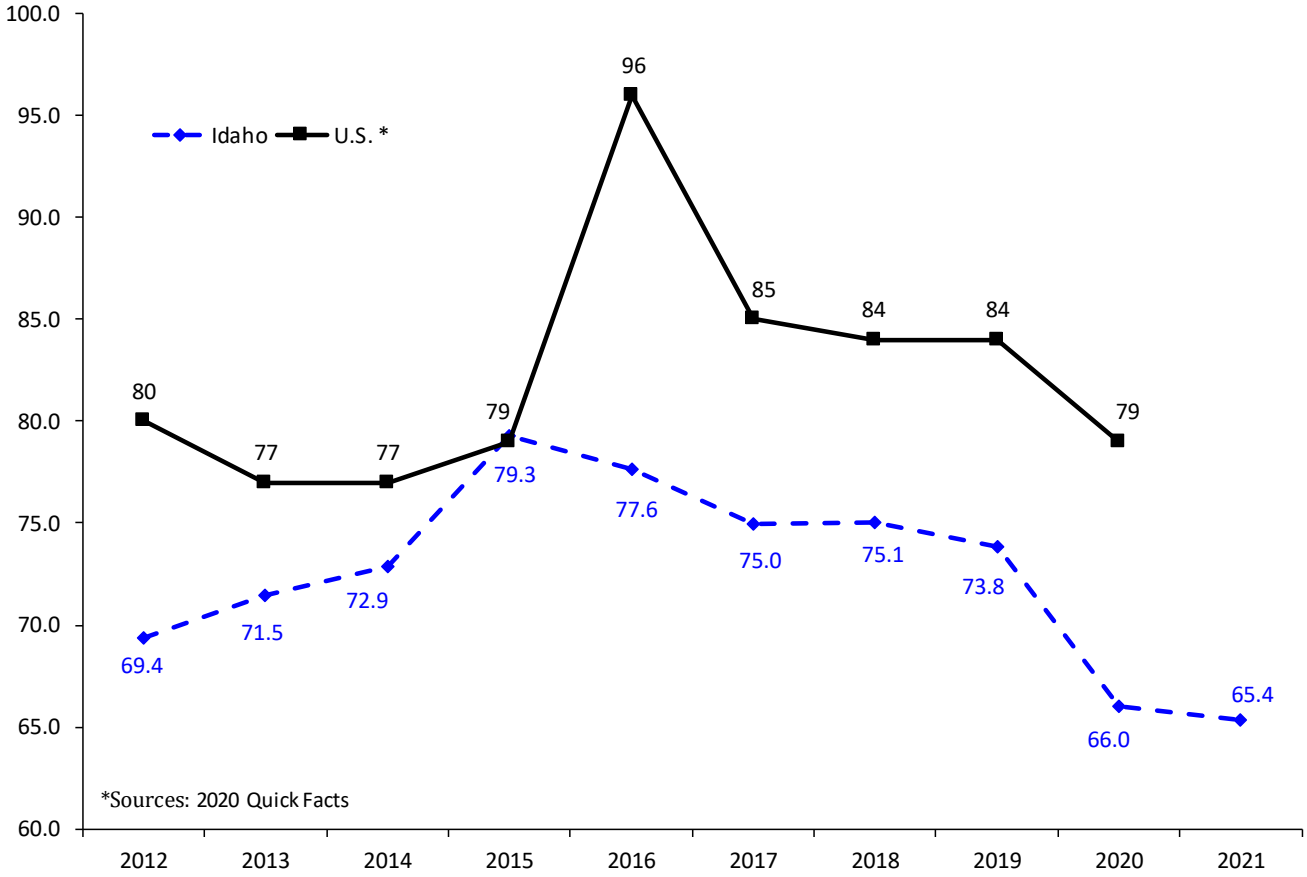


Figure 2

Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2012-2021



The 2021 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 2017 through 2021. The number of fatalities increased to 271 in 2021.

Table 3
Injury Severity of Persons Involved in Traffic Crashes: 2017-2021

	2017	2018	2019	2020	2021	Change 2020-2021	Avg. Change 2017-2020
Fatalities	245	234	224	214	271	26.6%	-4.4%
Suspected Serious Injury	1,246	1,250	1,154	1,102	1,367	24.0%	-4.0%
Suspected Minor Injury	3,861	3,984	3,889	3,637	4,393	20.8%	-1.9%
Possible Injuries	7,862	8,067	8,288	6,716	6,856	2.1%	-4.5%
No Injuries	50,730	46,662	53,251	42,205	53,591	27.0%	-4.9%
Unknown / Missing	612	536	600	546	712	30.4%	-3.2%
Total Persons in Crashes	64,556	60,733	67,406	54,420	67,190	23.5%	-4.7%

In 2021, 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 2021. There was 1 person killed every 32 hours and 1 person injured every 42 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2021. 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 2021 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2021 was nearly $5.4 billion.

Table 4
Economic Cost of Idaho Crashes: 2021 Estimates

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	271	$11,800,000	$3,197,800,000
Suspected Serious Injury	1,367	$564,335	$771,446,429
Suspected Minor Injury	4,393	$153,707	$675,235,528
Possible Injuries	6,856	$78,488	$538,112,480
No Injuries	53,591	$3,976	$213,084,676
Total Estimate of Economic Cost			**$5,395,679,112**

The cost of traffic crashes in 2021 amounts to $2,838 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 Component[2]

	Federal	State	Unspecified Government	Total Government	Privite 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 2021