

## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2018 through 2022. The total number of traffic crashes in 2022 increased by less than 1% from 2021. Fatal crashes decreased by 21%, while injury crashes decreased by 3%. Total fatalities decreased by 21% from the previous year, while the number of injuries increased by 4%. The number of property damage crashes increased by 2%. Much of the increases in 2021 are due to the decreases that resulted in 2020 due to the COVID-19 pandemic.

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Change 2021-2022</b>	<b>Avg. Change 2018-2021</b>
Total Crashes	24,031	27,015	22,528	27,549	27,661	0.4%	6.0%
Fatal Crashes	215	202	188	246	194	-21.1%	6.0%
Persons Killed (Fatalities)	234	224	215	273	215	-21.2%	6.2%
Injury Crashes	9,083	9,153	7,922	8,665	8,443	-2.6%	-1.1%
Persons Injured	13,301	13,331	11,455	12,616	12,155	-3.7%	-1.2%
Property-Damage-Only Crashes ( >\$1,500 after 2005)	14,733	17,661	14,418	18,638	19,024	2.1%	10.3%
Idaho Population (thousands)	1,754	1,787	1,827	1,901	1,939	2.0%	2.7%
Licensed Drivers (thousands)	1,255	1,283	1,316	1,362	1,398	2.6%	3.7%
Vehicle Miles of Travel (millions)	17,709	18,058	17,359	19,308	19,154	-0.8%	3.1%
Urban VMT (millions)	7,529	7,949	7,369	8,084	8,089	0.1%	2.7%
Rural VMT (millions)	10,180	10,109	9,990	11,224	11,066	-1.4%	3.5%
Registered Vehicles (thousands)	1,634	1,639	1,278	1,446	1,511	4.5%	-2.9%

There were 52 fewer fatal crashes in 2022 than in 2021, and 56 fewer people killed. Most (177) of the fatal crashes (91%) resulted in just one fatality; there were 14 fatal crashes (7%) that resulted in two fatalities, 2 fatal crashes resulting in three fatalities, and 1 fatal crash that resulted in four fatalities in 2022.

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 3% and the population grew by 2%, while the number of registered motor vehicles increased by 4.5%.

The statewide AVMT decreased by 1% in 2022. Commercial vehicles accounted for 18% of the statewide AVMT in 2022.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2018-2022.

	2018	2019	2020	2021	2022	Change 2021-2022	Avg. Change 2018-2021
Fatality Rate	1.32	1.24	1.23	1.41	1.12	-20.6%	2.7%
Injury Rate	75.11	73.82	65.99	65.34	63.46	-2.9%	-4.4%

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.: 2013-2022

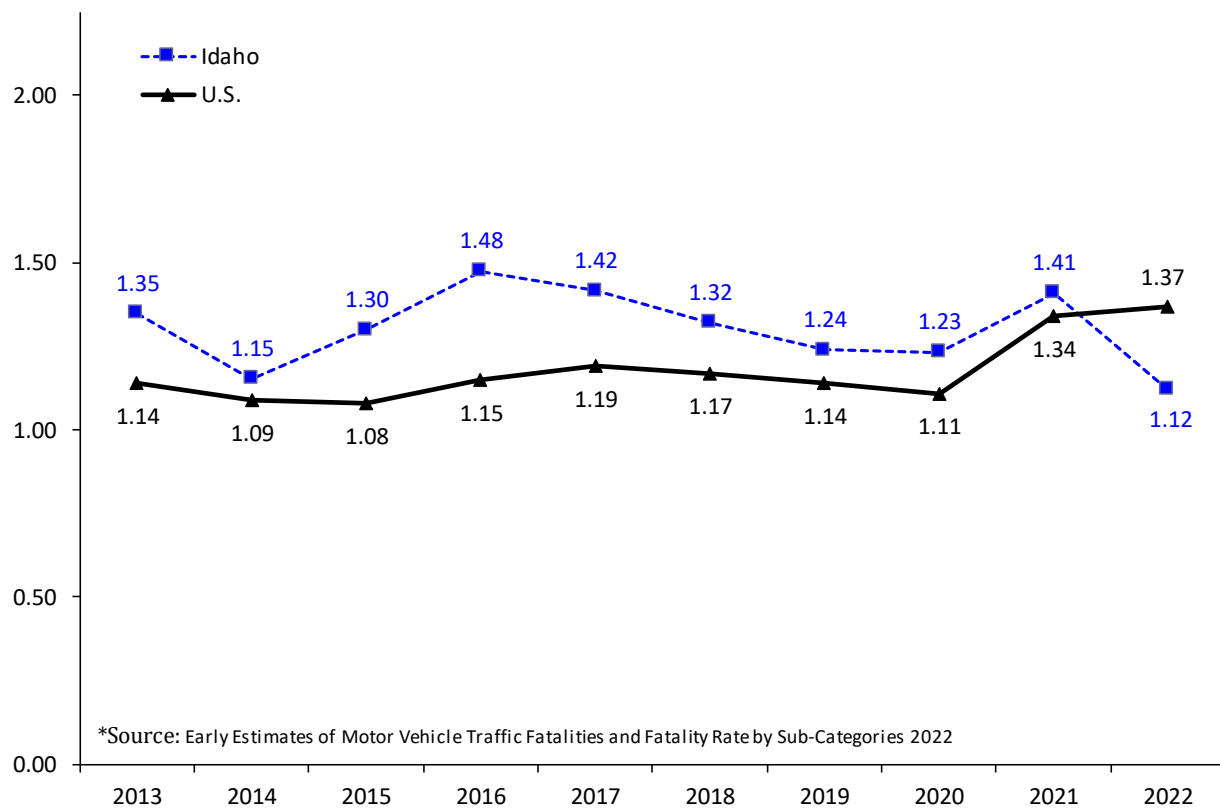
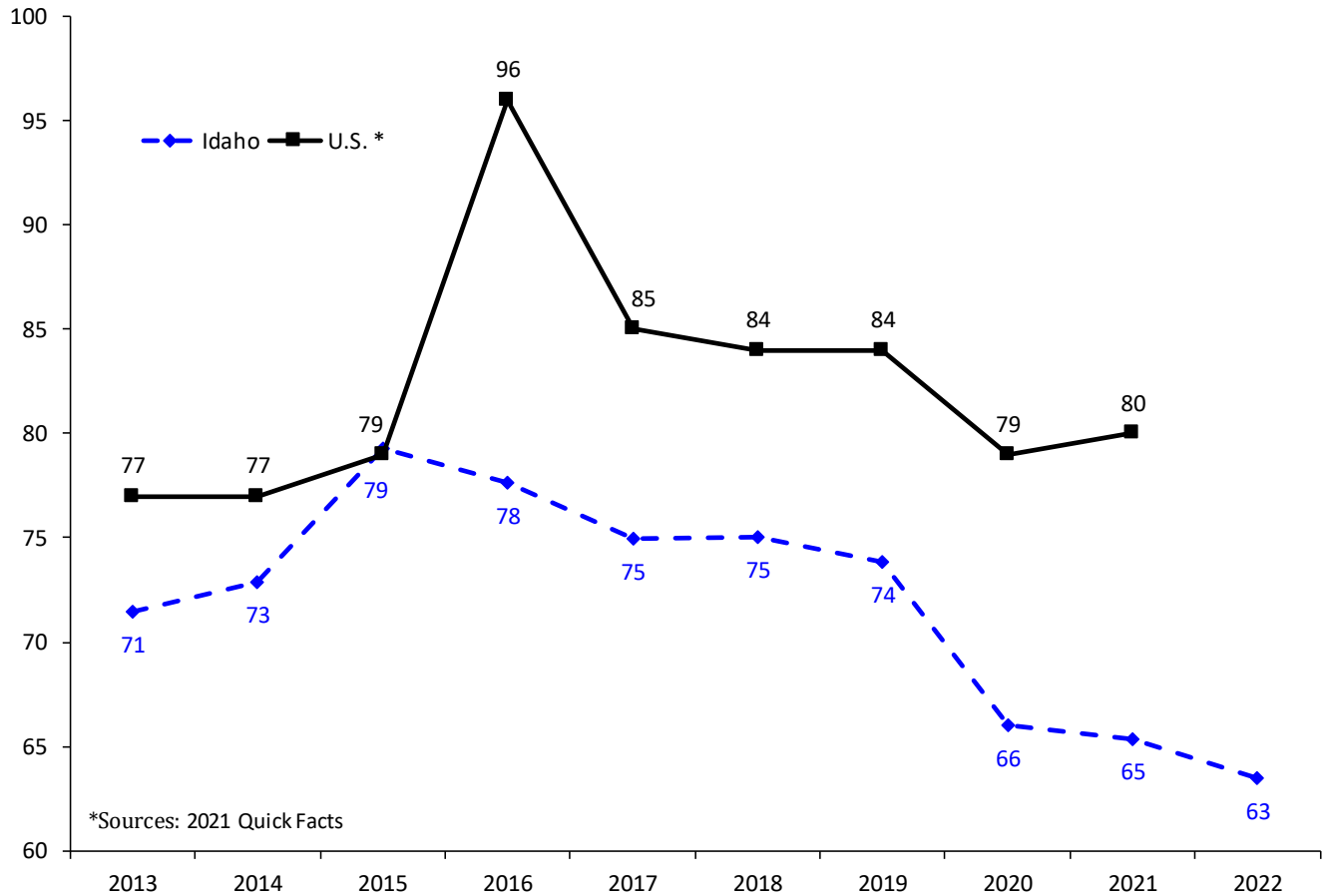


Figure 2  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2013-2022**



The 2022 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 2018 through 2022. The number of fatalities decreased to 215 in 2022.

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Change 2021-2022</b>	<b>Avg. Change 2018-2021</b>
Fatalities	234	224	215	273	215	-21.2%	6.2%
Suspected Serious Injury	1,250	1,154	1,102	1,367	1,336	-2.3%	4.0%
Suspected Minor Injury	3,984	3,889	3,637	4,393	4,604	4.8%	4.0%
Possible Injuries	8,067	8,288	6,716	6,856	6,215	-9.3%	-4.7%
No Injuries	46,662	53,251	42,205	53,591	53,667	0.1%	6.8%
Unknown / Missing	536	600	546	712	835	17.3%	11.1%
<b>Total Persons in Crashes</b>	<b>60,733</b>	<b>67,406</b>	<b>54,420</b>	<b>67,190</b>	<b>66,872</b>	<b>-0.5%</b>	<b>5.1%</b>

In 2022, there were 6 serious injuries for every person killed in motor vehicle crashes. On average, more than four people were killed or seriously injured every day in 2022. There was 1 person killed every 41 hours and 1 person injured every 43 minutes.

## Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2022. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2022 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2022 was over \$4.7 billion.

<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	215	\$12,626,000	\$2,714,590,000
Suspected Serious Injury	1,336	\$528,228	\$705,712,121
Suspected Minor Injury	4,604	\$143,873	\$662,389,221
Possible Injuries	6,215	\$73,466	\$456,590,897
No Injuries	53,667	\$3,722	\$199,733,787
<b>Total Estimate of Economic Cost</b>			<b>\$4,739,016,025</b>

The cost of traffic crashes in 2022 amounts to \$2,444 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 2022

