

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2019 through 2023. The total number of traffic crashes in 2023 increased by less than 1% from 2022. Fatal crashes increased by 25%, while injury crashes decreased by 2%. Total fatalities increased by 28% from the previous year, while the number of injuries decreased by 2%. The number of property damage crashes increased by 1%. Much of the increases in 2023 are due to the decreases that occurred in 2022. The last 4 years have had great variability from year to year with regard to the number of fatalities.

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Total Crashes	27,015	22,528	27,549	27,661	27,679	0.1%	2.0%
Fatal Crashes	202	188	246	194	242	24.7%	0.9%
Persons Killed (Fatalities)	224	215	273	215	275	27.9%	0.6%
Injury Crashes	9,153	7,922	8,665	8,443	8,261	-2.2%	-2.2%
Persons Injured	13,331	11,455	12,616	12,155	11,859	-2.4%	-2.5%
Property-Damage-Only Crashes (>\$1,500 after 2005)	17,661	14,418	18,638	19,024	19,176	0.8%	4.3%
Idaho Population (thousands)	1,787	1,827	1,901	1,939	1,965	1.3%	2.8%
Licensed Drivers (thousands)	1,283	1,316	1,362	1,398	1,424	1.8%	3.5%
Vehicle Miles of Travel (millions)	18,058	17,359	19,308	19,154	19,680	2.7%	2.2%
Urban VMT (millions)	7,949	7,369	8,084	8,089	8,262	2.1%	0.8%
Rural VMT (millions)	10,109	9,990	11,224	11,066	11,419	3.2%	3.3%
Registered Vehicles (thousands)	1,639	1,278	1,446	1,511	1,850	22.5%	-1.5%

There were 48 more fatal crashes in 2023 than in 2022, and 60 more people killed. Most (218) of the fatal crashes (90%) resulted in just one fatality; there were 18 fatal crashes (7%) that resulted in two fatalities, 3 fatal crashes resulting in three fatalities, and 3 fatal crash that resulted in four fatalities in 2023.

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 2023, the number of licensed drivers increased by 2% and the population grew by 1%, while the number of registered motor vehicles increased by 23%.

The statewide AVMT increased by 3% in 2023. Commercial vehicles accounted for 19% of the statewide AVMT in 2023.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2019-2023.

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatality Rate	1.24	1.23	1.41	1.12	1.40	24.5%	-2.2%
Injury Rate	73.82	65.99	65.34	63.46	60.26	-5.0%	-4.8%

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.: 2014-2023

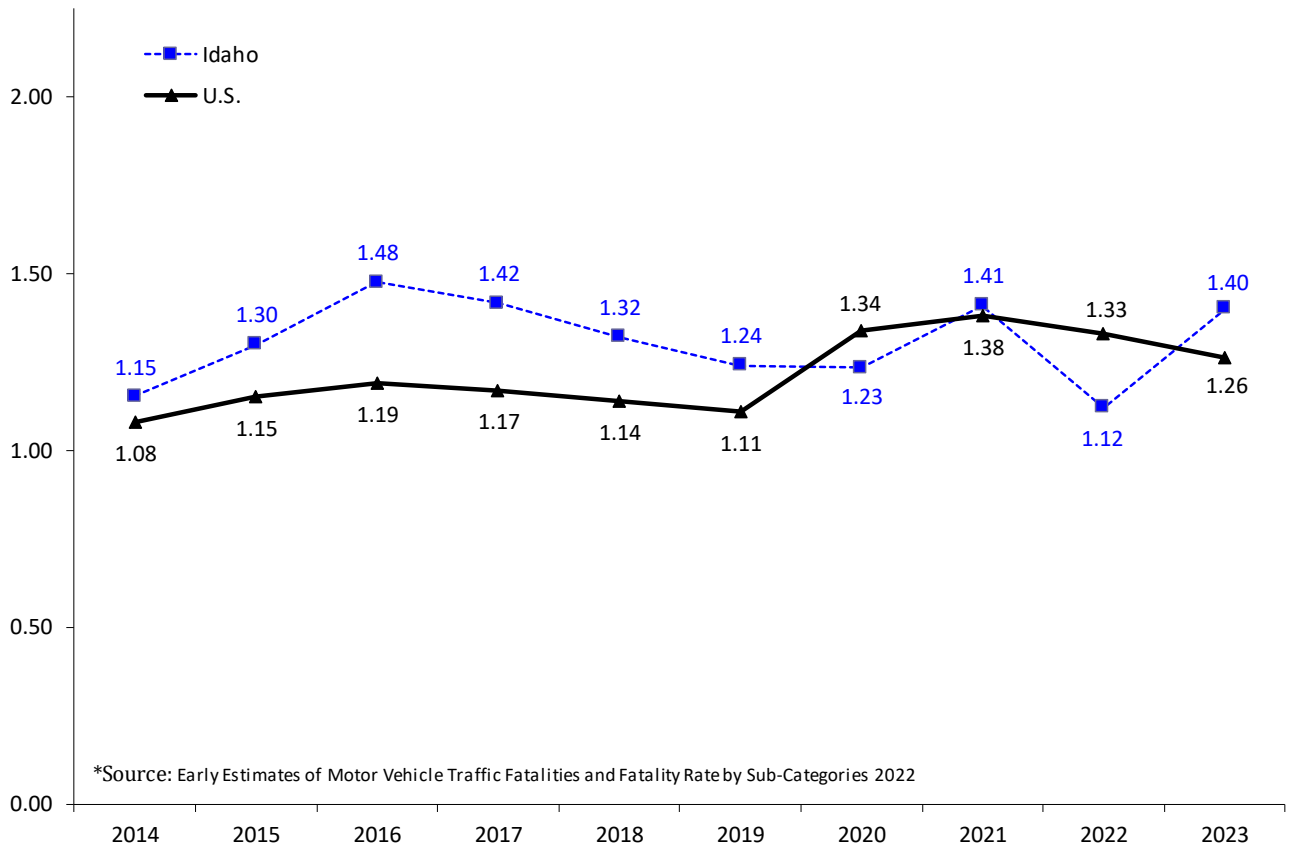
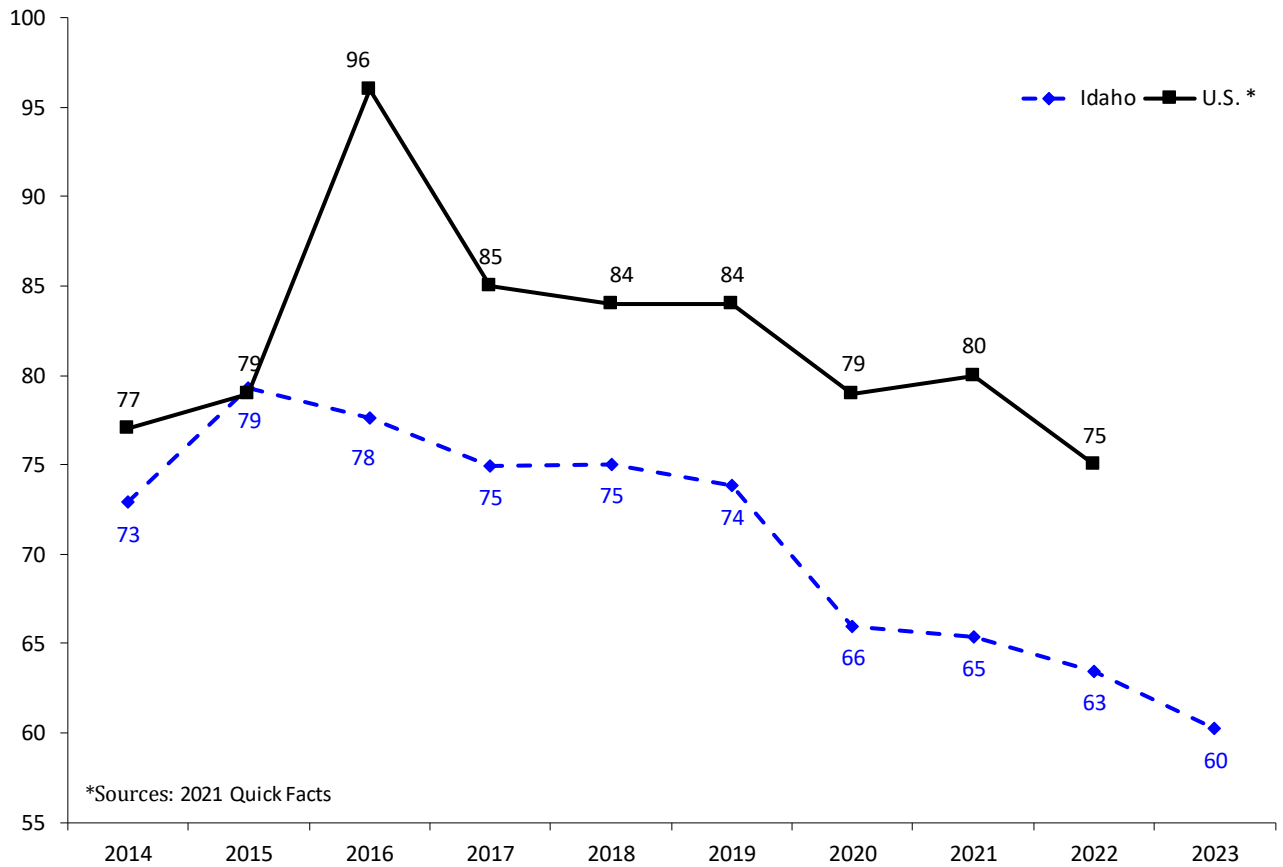


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2014-2023



The 2023 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. 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.

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 2019 through 2023. The number of fatalities increased to 275 in 2023.

	2019	2020	2021	2022	2023	Change 2022-2023	Avg. Change 2019-2022
Fatalities	224	215	273	215	275	27.9%	0.6%
Suspected Serious Injury	1,154	1,102	1,367	1,336	1,228	-8.1%	5.8%
Suspected Minor Injury	3,889	3,637	4,393	4,604	4,611	0.2%	6.4%
Possible Injuries	8,288	6,716	6,856	6,215	6,020	-3.1%	-8.7%
No Injuries	53,251	42,205	53,591	53,667	54,218	1.0%	2.1%
Unknown / Missing	600	546	712	835	848	1.6%	12.9%
Total Persons in Crashes	67,406	54,420	67,190	66,872	67,200	0.5%	1.2%

In 2023, there were 4 serious injuries for every person killed in motor vehicle crashes. On average, more than four people were killed or seriously injured every day in 2023. There was 1 person killed every 32 hours and 1 person injured every 44 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2023. Each injury type cost was determined using AIS to KABCO conversion scales in the TIGER Benefit Cost Analysis Resource Guide. The 2023 costs have been updated based on the Departmental Guidance on the Valuation of a Statistical Life in Economic Analysis value published by the U.S. DOT¹. The estimated cost of Idaho crashes in 2023 was nearly \$6 billion dollars.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	275	\$13,200,000	\$3,630,000,000
Suspected Serious Injury	1,228	\$631,290	\$775,224,606
Suspected Minor Injury	4,611	\$171,944	\$792,831,921
Possible Injuries	6,020	\$87,800	\$528,555,591
No Injuries	54,218	\$4,448	\$241,154,724
Total Estimate of Economic Cost			\$5,967,766,842

The cost of traffic crashes in 2023 amounts to \$3,037 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 2023

