

## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2013 through 2017. The total number of traffic crashes in 2017 increased by 2.1% from 2016. Fatal crashes decreased by 3.4%, while injury crashes decreased by 5.5%. Total fatalities decreased by 3.2% from the previous year, while the number of injuries decreased by 5.1%. The number of property damage crashes increased by 6.6%.

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Change 2016-2017</b>	<b>Avg. Change 2013-2016</b>
Total Crashes	22,348	22,134	24,018	25,328	25,851	2.1%	4.3%
Fatal Crashes	200	175	198	232	224	-3.4%	5.9%
Persons Killed (Fatalities)	214	186	216	253	245	-3.2%	6.7%
Injury Crashes	7,850	8,217	9,050	9,327	8,818	-5.5%	6.0%
Persons Injured	11,344	11,768	13,207	13,664	12,969	-5.1%	6.5%
Property-Damage-Only Crashes ( >\$1,500 after 2005)	14,298	13,742	14,770	15,769	16,809	6.6%	3.5%
Idaho Population (thousands)	1,612	1,634	1,655	1,683	1,717	2.0%	1.4%
Licensed Drivers (thousands)	1,111	1,128	1,144	1,165	1,208	3.7%	2.8%
Vehicle Miles of Travel (millions)	15,877	16,145	16,662	17,152	17,301	0.9%	2.6%
Urban VMT (millions)	6,650	6,764	7,124	7,272	7,344	1.0%	3.0%
Rural VMT (millions)	9,227	9,381	9,537	9,880	9,956	0.8%	2.3%
Registered Vehicles (thousands)	1,445	1,480	1,489	1,491	1,575	5.6%	1.1%

There were 8 fewer fatal crashes in 2017 than in 2016, and 8 fewer people killed. Most (207) of the fatal crashes (92.4%) resulted in just one fatality; there were 13 fatal crashes (5.8%) that resulted in two fatalities and 4 fatal crashes resulting in three fatalities in 2017.

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 2017, the number of licensed drivers increased by 3.7%, the population grew by 2.0%, and the number of registered motor vehicles increased by 5.6%.

The statewide AVMT increased by 0.9% in 2017. Commercial vehicles accounted for 18% of the statewide AVMT in 2017.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2013-2017.

	2013	2014	2015	2016	2017	Change 2016-2017	Avg. Change 2013-2016
Fatality Rate	1.35	1.15	1.30	1.48	1.42	-4.0%	3.9%
Injury Rate	71.45	72.89	79.26	79.67	74.96	-5.9%	3.8%

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.: 2008-2017

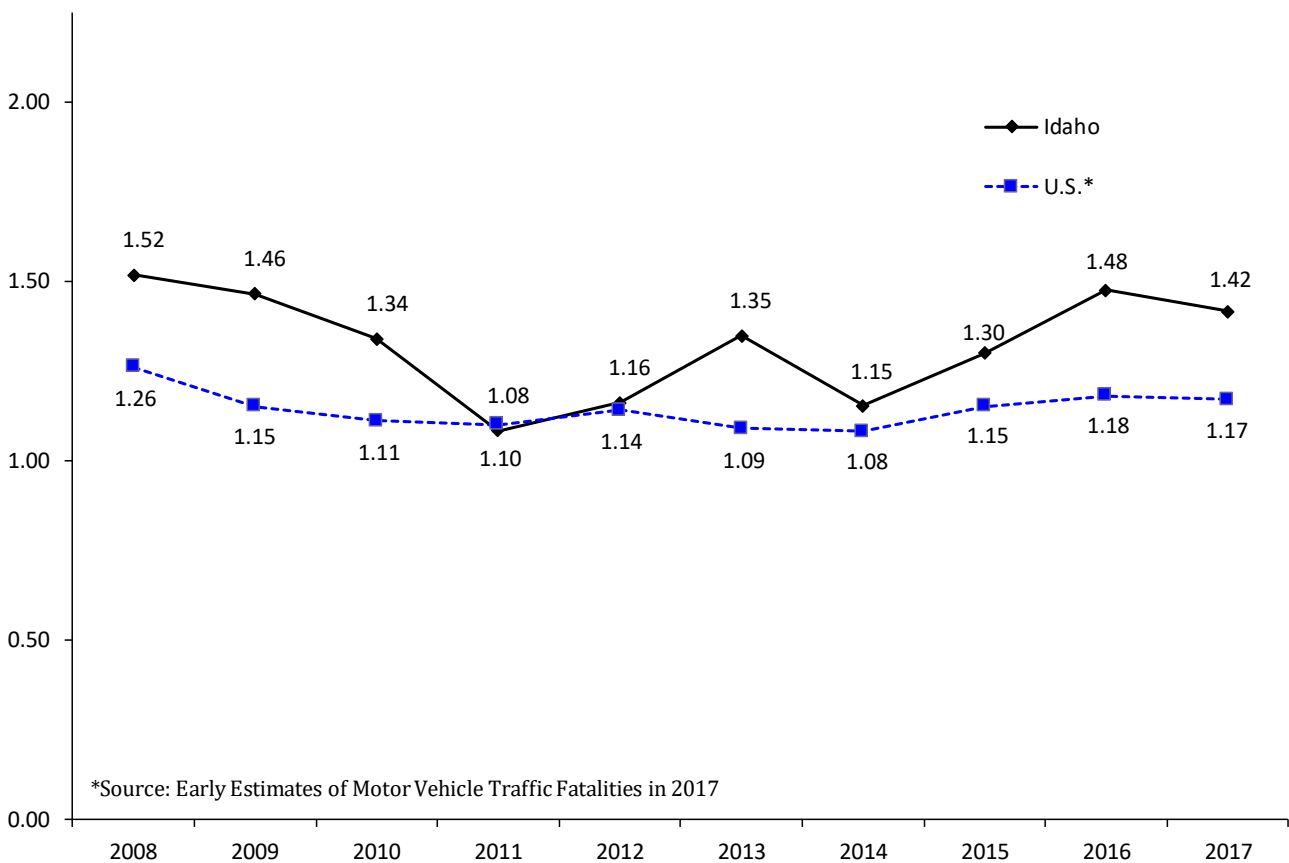
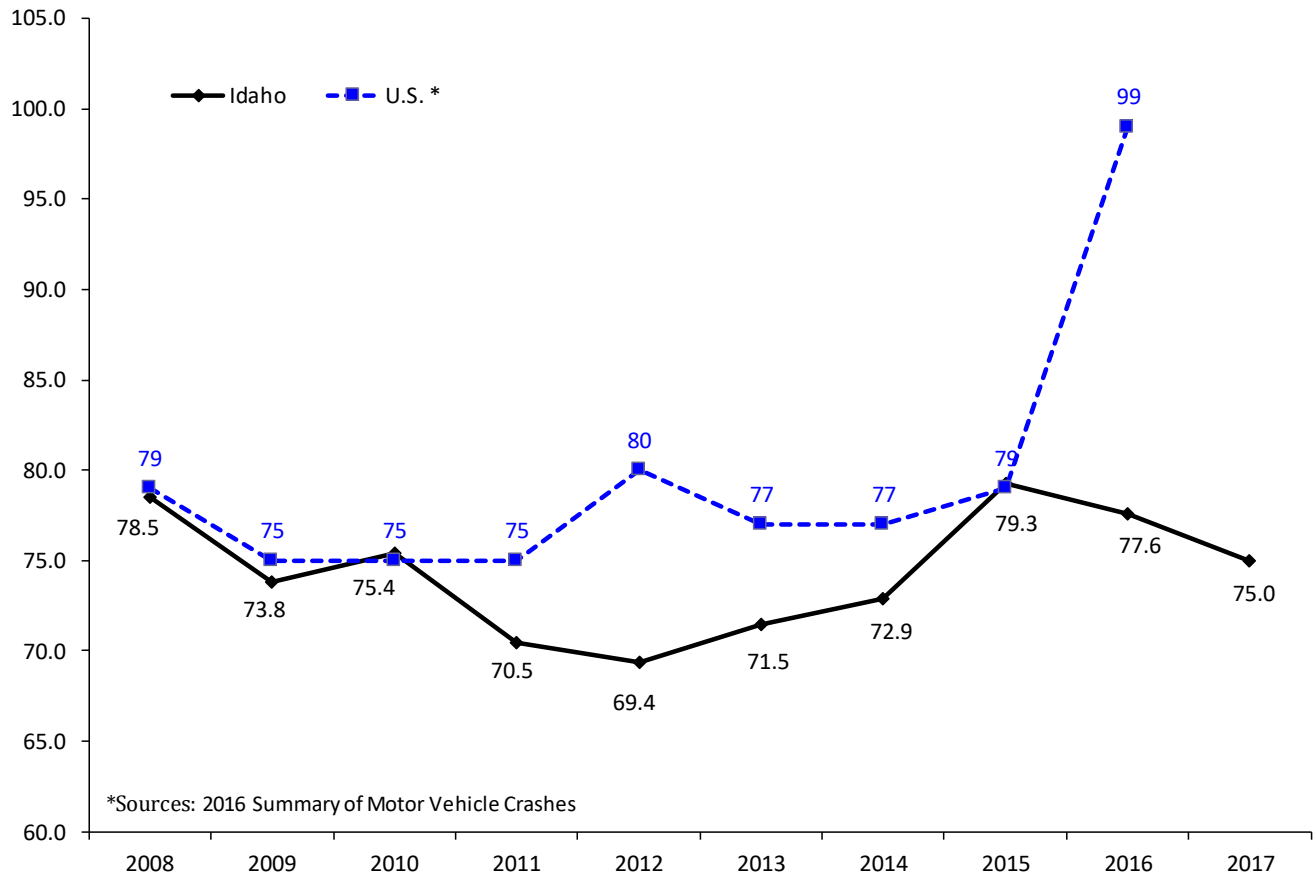


Figure 2  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2008-2017**



The 2017 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 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 2013 through 2017. The number of fatalities decreased to 245 in 2017.

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Change 2016-2017</b>	<b>Avg. Change 2013-2016</b>
Fatalities	214	186	216	253	245	-3.2%	6.7%
Serious Injuries	1,262	1,273	1,351	1,332	1,246	-6.5%	1.9%
Visible Injuries	3,549	3,689	4,146	4,251	3,861	-9.2%	6.3%
Possible Injuries	6,533	6,806	7,710	8,081	7,862	-2.7%	7.4%
No Injuries	44,051	42,993	46,642	49,005	50,730	3.5%	3.7%
Unknown / Missing	344	392	519	595	612	2.9%	20.3%
<b>Total Persons in Crashes</b>	<b>55,952</b>	<b>55,339</b>	<b>60,584</b>	<b>63,517</b>	<b>64,556</b>	<b>1.6%</b>	<b>4.4%</b>

In 2017, 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 2017. There was 1 person killed every 36 hours and 1 person injured every 41 minutes.

## Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2017. 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 2017 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2017 was nearly \$4.2 billion.

<b>Incident Description</b>	<b>Total Occurrences</b>	<b>Cost Per Occurrence</b>	<b>Cost Per Category</b>
Fatalities	245	\$9,794,407	\$2,399,629,818
Serious Injuries	1,246	\$468,418	\$583,648,615
Visible Injuries	3,861	\$127,582	\$492,595,047
Possible Injuries	7,862	\$65,148	\$512,190,423
No Injuries	50,730	\$3,300	\$167,425,412
<b>Total Estimate of Economic Cost</b>			<b>\$4,155,489,315</b>

The cost of traffic crashes in 2017 amounts to \$2,420 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 2017

