

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2004 through 2008. The bulk of the decrease in 2006 was due to the change in the property damage reporting threshold from \$750 to \$1,500. The total number of traffic crashes in 2008 decreased by 5.5% from 2007. Fatal crashes decreased by 2.8% and injury crashes decreased by 10.9%. Total fatalities decreased 7.9% from the previous year, while the number of injuries decreased by 11.8%. The number of property damage crashes increased by 2.6%.

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Total Crashes	28,332	28,238	24,225	26,452	25,002	-5.5%	-1.8%
Fatal Crashes	240	243	239	218	212	-2.8%	-3.1%
Persons Killed (Fatalities)	260	275	267	252	232	-7.9%	-0.9%
Injury Crashes	9,843	9,810	9,536	9,234	8,227	-10.9%	-2.1%
Persons Injured	14,734	14,436	13,950	13,594	11,995	-11.8%	-2.6%
Property-Damage-Only Crashes (>\$1,500 after 2005)	18,249	18,185	14,450	17,000	16,563	-2.6%	-1.1%
Idaho Population (thousands)	1,393	1,429	1,466	1,499	1,524	1.6%	2.5%
Licensed Drivers (thousands)	948	983	1,008	1,028	1,038	1.1%	3.1%
Vehicle Miles of Travel (millions)	14,825	14,969	15,259	15,837	15,281	-3.5%	2.2%
Urban VMT (millions)	5,705	5,980	6,188	6,467	6,359	-1.7%	4.3%
Rural VMT (millions)	9,120	8,988	9,072	9,371	8,922	-4.8%	0.9%
Registered Vehicles (thousands)	1,386	1,421	1,436	1,594	1,453	-8.9%	4.9%

While there were 20 fewer people killed in 2008 than in 2007, there were only 6 fewer fatal crashes. This means there were fewer fatal crashes in 2008 that resulted in multiple fatalities.

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 2008, the number of licensed drivers increased by 1.1%, the population grew by 1.6%, and the number of registered motor vehicles decreased by 8.9%.

The statewide AVMT decreased by 3.5% in 2008. Commercial vehicles accounted for 18% of the statewide AVMT in 2008.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2004-2008.

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatality Rate	1.75	1.84	1.75	1.59	1.52	-4.6%	-3.0%
Injury Rate	99.39	96.44	91.42	85.84	78.49	-8.6%	-4.8%

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2008 U.S. injury rates were not available at the time of publication

**Figure 1
Traffic Fatality Rates per 100 Million Annual Vehicle Miles of Travel
For Idaho and the U.S.: 1999-2008**

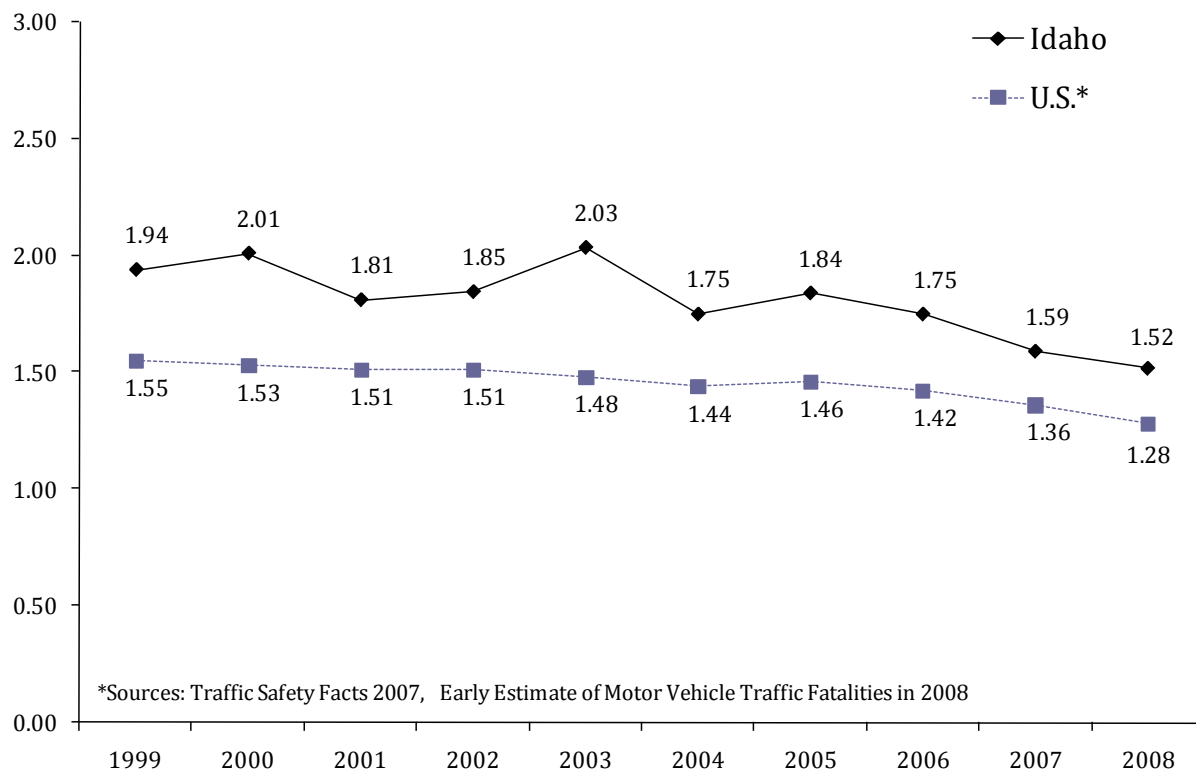
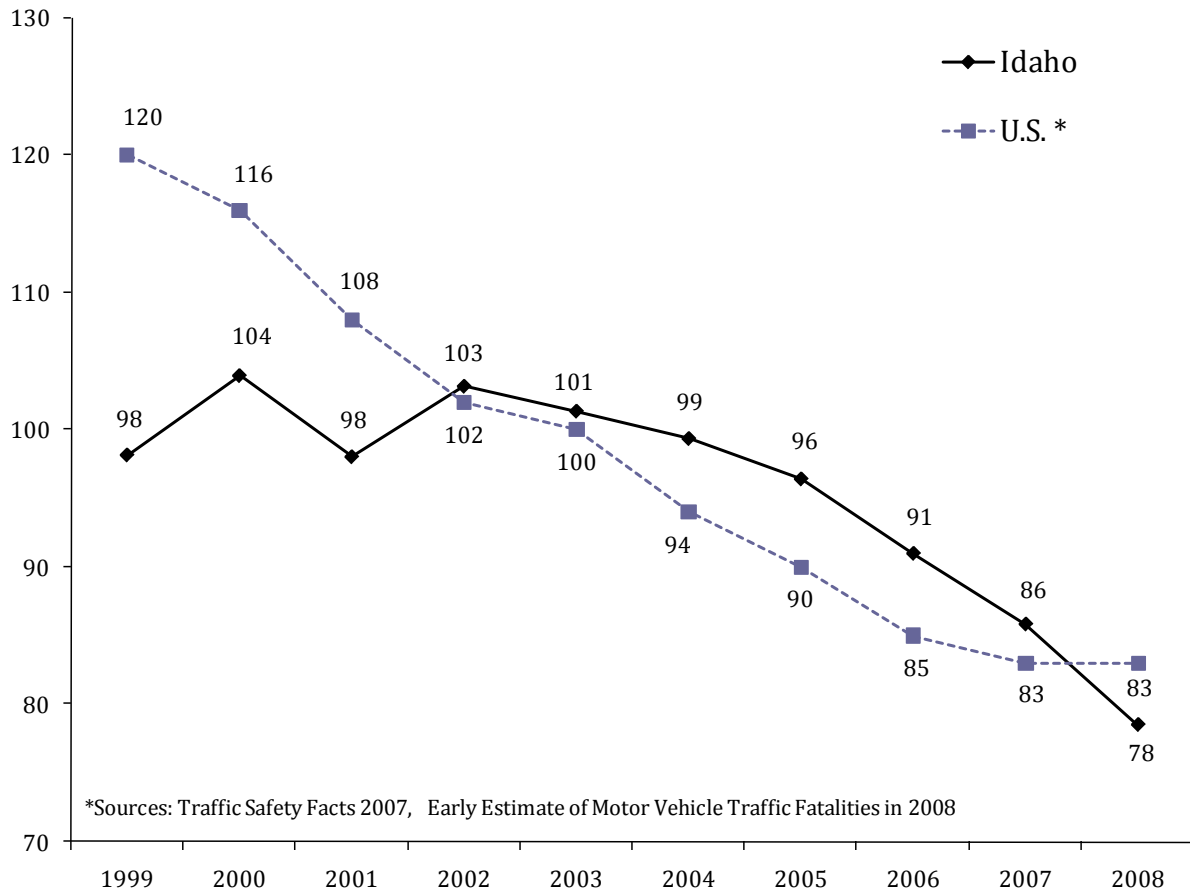


Figure 2
Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1999-2008



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 severity distribution among persons involved in crashes from 2004 through 2008. The number of fatalities decreased to 232 in 2008.

	2004	2005	2006	2007	2008	Change 2007-2008	Avg. Change 2004-2007
Fatalities	260	275	267	252	232	-7.9%	-0.9%
Serious Injuries	1,667	1,812	1,689	1,806	1,503	-16.8%	2.9%
Visible Injuries	4,526	4,318	4,287	4,049	3,396	-16.1%	-3.6%
Possible Injuries	8,541	8,306	7,974	7,739	7,096	-8.3%	-3.2%
No Injuries	56,884	55,638	46,325	52,932	48,865	-7.7%	-1.6%
Unknown / Missing	808	932	696	797	775	-2.8%	1.5%
Total Persons in Crashes	72,686	71,281	61,238	67,575	61,867	-8.4%	-1.9%

In 2008, there were 6.5 serious injuries for every person killed in motor vehicle crashes. There was 1 person killed every 38 hours and 1 person seriously injured every 44 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2008. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)¹ in February 2008. Each injury type cost was established by determining the percentage the injury cost was in relation to the cost of a fatality. This was a substantial increase over the previous cost estimate adjusted for inflation. The 2008 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2008 was nearly \$2.6 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	232	\$5,926,150	\$1,374,866,822
Serious Injuries	1,503	\$295,127	\$443,576,259
Visible Injuries	3,396	\$82,664	\$280,725,254
Possible Injuries	7,096	\$54,794	\$388,820,809
Property Damage Only	16,563	\$6,344	\$105,070,069
Total Estimate of Economic Cost			\$2,593,059,214

The cost of traffic crashes in 2008 amounts to \$1,700 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 22 and Table 23 from the NHTSA study, "The Economic Impact of Motor Vehicle Crashes, 2000"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	Total Governme nt	Insurer	Other	Self	Total
Medical	14.40%	9.76%	24.16%	54.85%	6.36%	14.62%	100.00%
Emergency Service	3.87%	75.75%	79.62%	14.74%	1.71%	3.93%	100.00%
Market Productivity	16.20%	3.06%	19.26%	41.09%	1.55%	38.10%	100.00%
Household Productivity	0.00%	0.00%	0.00%	41.09%	1.55%	57.36%	100.00%
Insurance Administration	0.89%	0.51%	1.40%	98.60%	0.00%	0.00%	100.00%
Workplace Costs	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Legal / Court	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Travel Delay	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Property Damage	0.00%	0.00%	0.00%	65.00%	0.00%	35.00%	100.00%
Percentage of Total Costs	6.41%	2.70%	9.11%	50.26%	14.48%	26.15%	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 Primary Contributing Circumstances Cited for Traffic Crashes in 2008

