

Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2005 through 2009. 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 2009 decreased by 8.0% from 2008. Fatal crashes decreased by 6.1% and injury crashes decreased by 4.4%. Total fatalities decreased 2.6% from the previous year, while the number of injuries decreased by 5.0%. The number of property damage crashes decreased by 9.8%.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Total Crashes	28,238	24,225	26,452	25,002	22,992	-8.0%	-3.5%
Fatal Crashes	243	239	218	212	199	-6.1%	-4.4%
Persons Killed (Fatalities)	275	267	252	232	226	-2.6%	-5.5%
Injury Crashes	9,810	9,536	9,234	8,227	7,861	-4.4%	-5.6%
Persons Injured	14,436	13,950	13,594	11,995	11,393	-5.0%	-5.9%
Property-Damage-Only Crashes (>\$1,500 after 2005)	18,185	14,450	17,000	16,563	14,932	-9.8%	-1.8%
Idaho Population (thousands)	1,429	1,466	1,499	1,524	1,546	1.4%	2.2%
Licensed Drivers (thousands)	983	1,008	1,028	1,038	1,055	1.6%	2.4%
Vehicle Miles of Travel (millions)	14,969	15,259	15,837	15,281	15,430	1.0%	0.7%
Urban VMT (millions)	5,980	6,188	6,467	6,359	6,431	1.1%	2.1%
Rural VMT (millions)	8,988	9,072	9,371	8,922	8,999	0.9%	-0.2%
Registered Vehicles (thousands)	1,421	1,436	1,594	1,453	1,401	-3.6%	1.1%

While there were 13 fewer fatal crashes in 2009 than in 2008, there were only 6 fewer people killed. This means there were more fatal crashes in 2009 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 2009, the number of licensed drivers increased by 1.6%, the population grew by 1.4 %, and the number of registered motor vehicles decreased by 3.6%.

The statewide AVMT increased by 1.0% in 2009, but was still less than its value in 2007. Commercial vehicles accounted for 17% of the statewide AVMT in 2009.

Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2005-2009.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatality Rate	1.84	1.75	1.59	1.52	1.46	-3.5%	-6.1%
Injury Rate	96.44	91.42	85.84	78.49	73.84	-5.9%	-6.6%

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.: 2000-2009

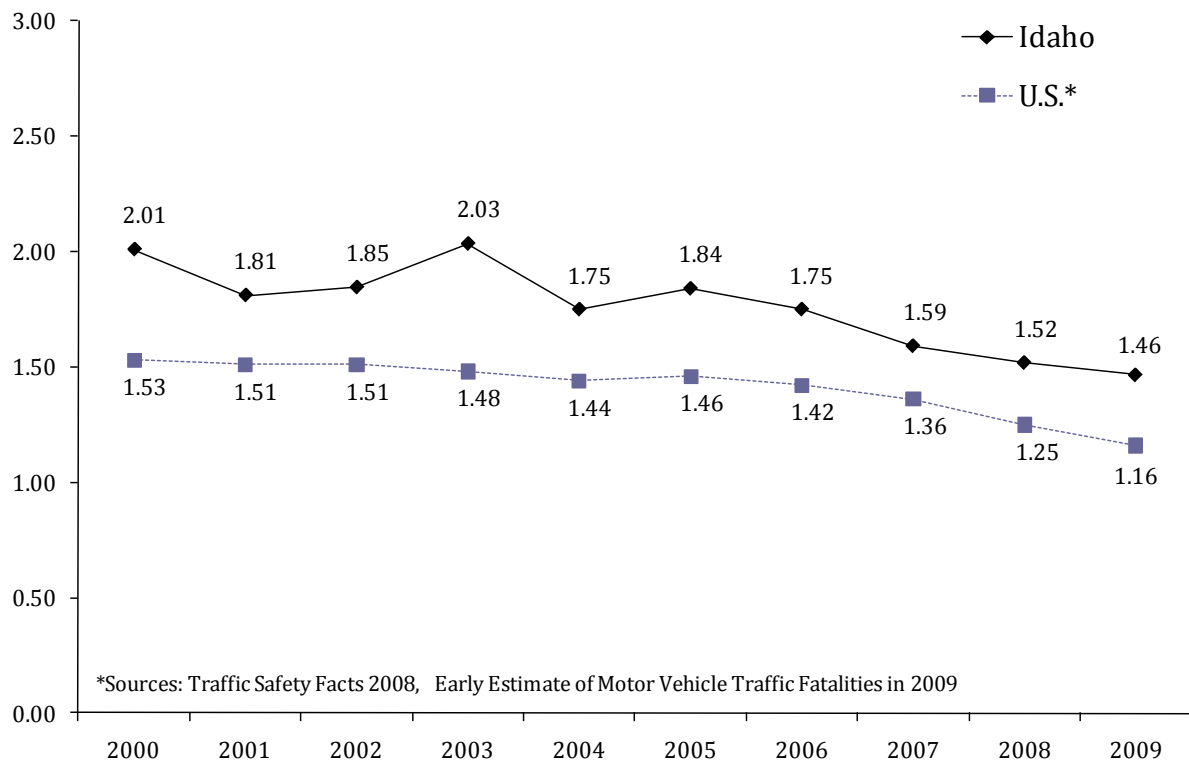
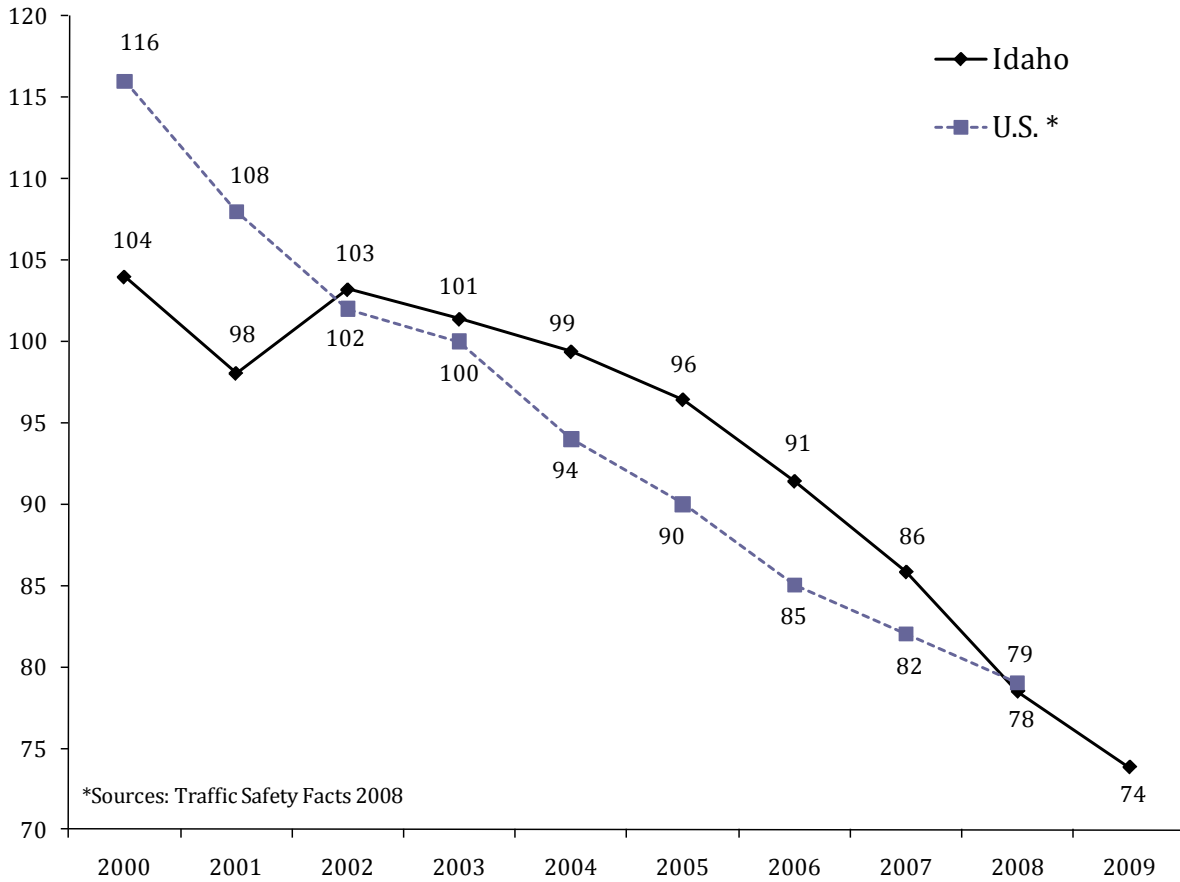


Figure 2
Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2000-2009



The 2009 U.S. injury rates were not available at the time of publication

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 2005 through 2009. The number of fatalities decreased to 226 in 2009.

	2005	2006	2007	2008	2009	Change 2008-2009	Avg. Change 2005-2008
Fatalities	275	267	252	232	226	-2.6%	-5.5%
Serious Injuries	1,812	1,689	1,806	1,503	1,399	-6.9%	-5.5%
Visible Injuries	4,318	4,287	4,049	3,396	3,353	-1.3%	-7.5%
Possible Injuries	8,306	7,974	7,739	7,096	6,641	-6.4%	-5.1%
No Injuries	55,638	46,325	52,932	48,865	45,465	-7.0%	-3.4%
Unknown / Missing	932	696	797	775	725	-6.5%	-4.5%
Total Persons in Crashes	71,281	61,238	67,575	61,867	57,809	-6.6%	-4.1%

In 2009, there were 6 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2009. There was 1 person killed every 39 hours and 1 person injured every 46 minutes.

Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2009. 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 2009 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2009 was more than \$2.5 billion.

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	226	\$5,996,456	\$1,355,198,972
Serious Injuries	1,399	\$298,629	\$417,781,308
Visible Injuries	3,353	\$83,644	\$280,458,968
Possible Injuries	6,641	\$55,444	\$368,206,415
Property Damage Only	14,932	\$6,419	\$95,847,320
Total Estimate of Economic Cost			\$2,517,492,984

The cost of traffic crashes in 2009 amounts to \$1,629 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 Government	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 2009

