

## Statewide Crash Categories

Table 1 compares major crash categories and measures of exposure for 2006 through 2010. The property damage reporting threshold changed from \$750 to \$1,500 in 2006. The total number of traffic crashes in 2010 decreased by 1.4% from 2009. Fatal crashes decreased by 7.0%, while injury crashes increased by 1.0%. Total fatalities decreased 7.5% from the previous year, while the number of injuries increased by 2.9%. The number of property damage crashes decreased by 3.4%.

|  | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>Change<br/>2009-2010</b> | <b>Avg. Change<br/>2006-2009</b> |
|--|-------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Total Crashes  | 24,225      | 26,452      | 25,002      | 22,992      | 22,555      | -1.9%                       | -1.4%                            |
| Fatal Crashes  | 239         | 218         | 212         | 199         | 185         | -7.0%                       | -5.9%                            |
| Persons Killed (Fatalities)                            | 267         | 252         | 232         | 226         | 209         | -7.5%                       | -5.4%                            |
| Injury Crashes   | 9,536       | 9,234       | 8,227       | 7,861       | 7,939       | 1.0%                        | -6.2%                            |
| Persons Injured  | 13,950      | 13,594      | 11,995      | 11,393      | 11,725      | 2.9%                        | -6.4%                            |
| Property-Damage-Only<br>Crashes ( >\$1,500 after 2005) | 14,450      | 17,000      | 16,563      | 14,932      | 14,431      | -3.4%                       | 1.7%                             |
| Idaho Population (thousands)                           | 1,466       | 1,499       | 1,524       | 1,546       | 1,560       | 0.9%                        | 1.8%                             |
| Licensed Drivers (thousands)                           | 1,008       | 1,028       | 1,038       | 1,055       | 1,070       | 1.4%                        | 2.0%                             |
| Vehicle Miles of Travel (millions)                     | 15,259      | 15,837      | 15,281      | 15,430      | 15,555      | 0.8%                        | 0.4%                             |
| Urban VMT (millions)                                   | 6,188       | 6,467       | 6,359       | 6,431       | 6,528       | 1.5%                        | 1.3%                             |
| Rural VMT (millions)                                   | 9,072       | 9,371       | 8,922       | 8,999       | 9,028       | 0.3%                        | -0.2%                            |
| Registered Vehicles (thousands)                        | 1,436       | 1,594       | 1,453       | 1,401       | 1,413       | 0.9%                        | -0.5%                            |

There were 14 fewer fatal crashes in 2010 than in 2009, and 17 fewer people killed. Most (165) of the fatal crashes (89.2%) resulted in just one fatality; there were 16 (8.6%) fatal crashes that resulted in two fatalities; 3 fatal crashes resulted in three fatalities; and 1 fatal crash resulted in four 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 2010, the number of licensed drivers increased by 1.4%, the population grew by 0.9 %, and the number of registered motor vehicles increased by 0.9%.

The statewide AVMT increased by 0.8% in 2010, but was still less than its value in 2007. Commercial vehicles accounted for 18% of the statewide AVMT in 2010.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 2006-2010.

|               | 2006  | 2007  | 2008  | 2009  | 2010  | Change<br>2009-2010 | Avg. Change<br>2006-2009 |
|---------------|-------|-------|-------|-------|-------|---------------------|--------------------------|
| Fatality Rate | 1.75  | 1.59  | 1.52  | 1.46  | 1.34  | -8.3%               | -5.7%                    |
| Injury Rate   | 91.42 | 85.84 | 78.49 | 73.84 | 75.38 | 2.1%                | -6.9%                    |

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.: 2001-2010

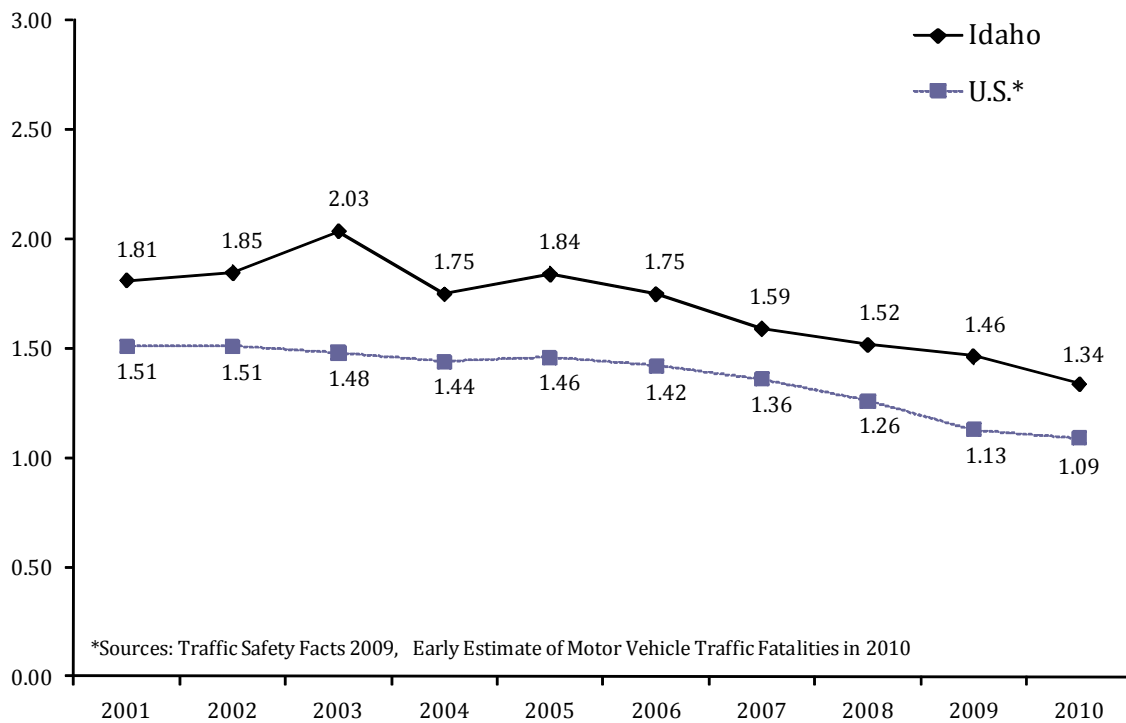
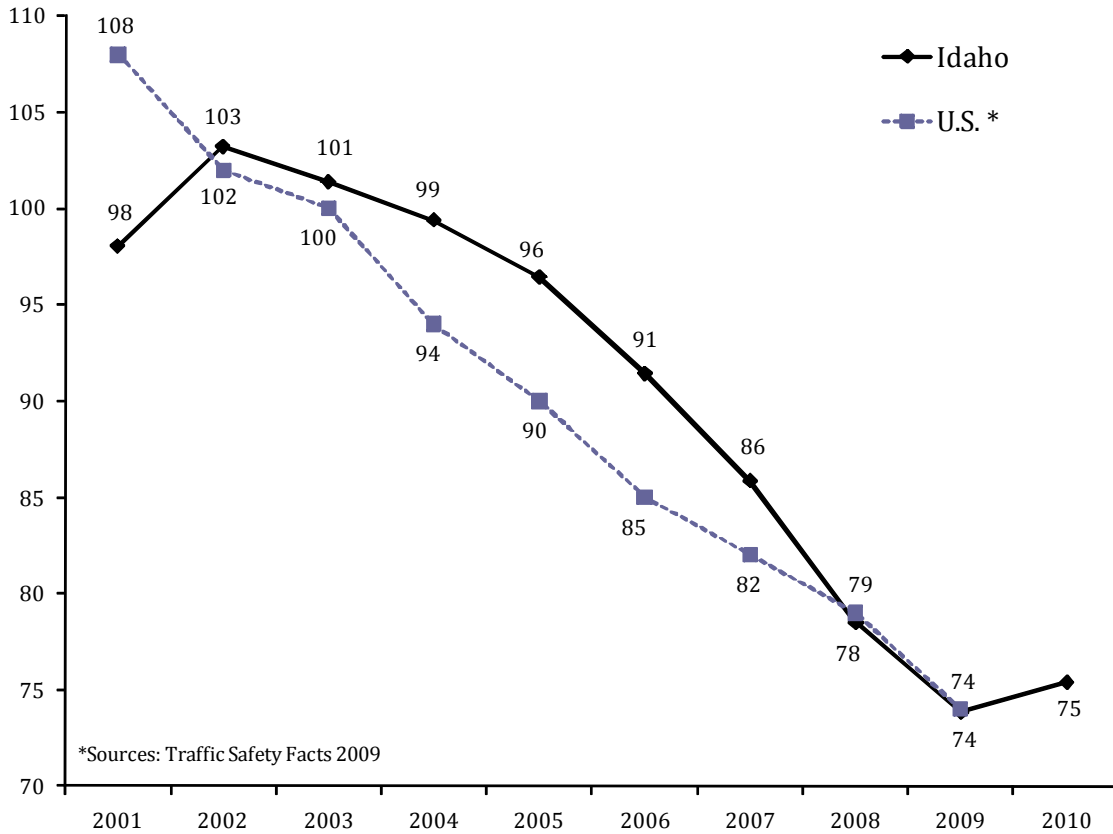


Figure 2  
**Injury Rates per 100 Million Annual Vehicle Miles of Travel: 2001-2010**



The 2010 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 2006 through 2010. The number of fatalities decreased to 209 in 2010.

|                                 | <b>2006</b>   | <b>2007</b>   | <b>2008</b>   | <b>2009</b>   | <b>2010</b>   | <b>Change<br/>2009-2010</b> | <b>Avg. Change<br/>2006-2009</b> |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|-----------------------------|----------------------------------|
| Fatalities                      | 267           | 252           | 232           | 226           | 209           | -7.5%                       | -5.4%                            |
| Serious Injuries                | 1,689         | 1,806         | 1,503         | 1,399         | 1,396         | -0.2%                       | -5.6%                            |
| Visible Injuries                | 4,287         | 4,049         | 3,396         | 3,353         | 3,565         | 6.3%                        | -7.6%                            |
| Possible Injuries               | 7,974         | 7,739         | 7,096         | 6,641         | 6,764         | 1.9%                        | -5.9%                            |
| No Injuries                     | 46,325        | 52,932        | 48,865        | 45,465        | 44,239        | -2.7%                       | -0.1%                            |
| Unknown / Missing               | 696           | 797           | 775           | 725           | 818           | 12.8%                       | 1.8%                             |
| <b>Total Persons in Crashes</b> | <b>61,238</b> | <b>67,575</b> | <b>61,867</b> | <b>57,809</b> | <b>56,991</b> | <b>-1.4%</b>                | <b>-1.6%</b>                     |

In 2010, there were 7 serious injuries for every person killed in motor vehicle crashes. On average, four people were killed or seriously injured every day in 2010. There was 1 person killed every 42 hours and 1 person injured every 45 minutes.

## Economic Cost of Crashes

Table 4 gives estimated economic costs for Idaho motor vehicle crashes in 2010. The cost estimate for preventing a fatality was revised by the Federal Highway Administration (FHWA)<sup>1</sup> 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 2010 costs have been adjusted for inflation using the Gross Domestic Product Implicit Price Deflator. The estimated cost of Idaho crashes in 2009 was just under \$2.5 billion.

| <b>Incident Description</b>            | <b>Total Occurrences</b> | <b>Cost Per Occurrence</b> | <b>Cost Per Category</b> |
|--|--------------------------|----------------------------|--------------------------|
| Fatalities                             | 209                      | \$6,053,567                | \$1,265,195,573          |
| Serious Injuries                       | 1,396                    | \$301,473                  | \$420,855,941            |
| Visible Injuries                       | 3,565                    | \$84,441                   | \$301,031,586            |
| Possible Injuries                      | 6,764                    | \$55,972                   | \$378,597,919            |
| Property Damage Only                   | 14,431                   | \$6,480                    | \$93,513,686             |
| <b>Total Estimate of Economic Cost</b> |                          |                            | <b>\$2,459,194,704</b>   |

The cost of traffic crashes in 2010 amounts to \$1,577 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"<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>Total<br/>Government</b> | <b>Insurer</b> | <b>Other</b>  | <b>Self</b>   | <b>Total</b>   |
| 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%        |
| <b>Percentage of Total Costs</b>   | <b>6.41%</b>   | <b>2.70%</b> | <b>9.11%</b>                | <b>50.26%</b>  | <b>14.48%</b> | <b>26.15%</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 Primary Contributing Circumstances Cited for Traffic Crashes in 2010**

