## **ACCIDENTS BY SEVERITY**

Date Range: 6/1/2011 -6/30/2011 Private Property: Included

Location: ALL

## Classification

| Value                | #  | Percent         |
|----------------------|----|-----------------|
| Fatal                | 0  | 0.000%          |
| Injury*              | 17 | 23.611%         |
| Property Damage Only | 55 | 76.389 <b>%</b> |
| Total                | 72 | 100.000%        |

<sup>\*</sup>If an accident has both fatalities AND injuries, it is classified as a Fatal Accident.

## **Number of Injuries and Deaths**

| Val      | ue # |   |
|----------|------|---|
| Injuries | 23   | _ |
| Deaths   | 0    |   |

## **Economic Loss to Community Due to Accidents**

| Value                          | #  | x          | Cost           |
|--------------------------------|----|------------|----------------|
| Number of Fatalities           | 0  | 210,000.00 | \$0.00         |
| Number of Injuries             | 23 | 62,500.00  | \$1,437,500.00 |
| Number of Property Damage Only | 55 | 8,200.00   | \$451,000.00   |
| Total                          |    |            | \$1,888,500.00 |

<sup>\*</sup>Economic costs may be used by a community to state or estimate the economic impact of motor vehicle accidents that occured within it's jurisdiction in a given time period. It is a measure of the productivity lost and expenses incurred because of the accidents. Economic costs, however, should not be used for cost-benefit analysis because they do not reflect what society is willing to pay to prevent a statistical fatality or injury.

National Safety Council "Estimating the Cost of Unintentional Injuries", 1988