

**CRASHES BY SEVERITY**

Date Range: 8/1/2012 -8/31/2012

Private Property: Included

Location: ALL

**Classification**

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

\*If a crash has both fatalities AND injuries, it is classified as a Fatal Crash.

**Number of Injuries and Deaths**

| Value    | #  |
|----------|----|
| Injuries | 28 |
| Deaths   | 0  |

**Economic Loss to Community Due to Crashes**

| Value                          | #  | x          | Cost                  |
|--------------------------------|----|------------|-----------------------|
| Number of Fatalities           | 0  | 210,000.00 | \$0.00                |
| Number of Injuries             | 28 | 62,500.00  | \$1,750,000.00        |
| Number of Property Damage Only | 55 | 8,200.00   | \$451,000.00          |
| <b>Total</b>                   |    |            | <b>\$2,201,000.00</b> |

\*Economic costs may be used by a community to state or estimate the economic impact of motor vehicle crashes that occurred within its jurisdiction in a given time period. It is a measure of the productivity lost and expenses incurred because of the crashes. 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