CRASHES BY SEVERITY

| Date Range: Location: | 9/1/2019 -9/30/2019 | Private Property: | Included |
|--------------------------|---------------------|-------------------|----------|
| Classificatio | n | | |

| Value | # | Percent |
|----------------------|----|-----------------|
| Fatal | 0 | 0.000% |
| Injury* | 13 | 18.841 % |
| Property Damage Only | 56 | 81.159 % |
| Total | 69 | 100.000% |

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

Number of Injuries and Deaths

| Value | # |
|----------|----|
| Injuries | 14 |
| Deaths | 0 |

Economic Loss to Community Due to Crashes

| Value | # | x | Cost |
|--------------------------------|----|--------------|----------------|
| Number of Fatalities | 0 | 1,210,000.00 | \$0.00 |
| Number of Injuries | 14 | 62,500.00 | \$875,000.00 |
| Number of Property Damage Only | 56 | 8,200.00 | \$459,200.00 |
| Total | | | \$1,334,200.00 |

*Economic costs may be used by a community to state or estimate the economic impact of motor vehicle crashes that occured 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