

CRASHES BY SEVERITY

Date Range: 8/1/2022 -8/31/2022

Private Property: Included

Location:

Classification

| Value | # | Percent |
|----------------------|-----------|------------------|
| Fatal | 0 | 0.000 % |
| Injury* | 20 | 25.974 % |
| Property Damage Only | 57 | 74.026 % |
| Total | 77 | 100.000 % |

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

Number of Injuries and Deaths

| Value | # |
|----------|----|
| Injuries | 24 |
| Deaths | 0 |

Economic Loss to Community Due to Crashes

| Value | # | x | Cost |
|--------------------------------|----|--------------|-----------------------|
| Number of Fatalities | 0 | 1,704,000.00 | \$0.00 |
| Number of Injuries | 24 | 98,400.00 | \$2,361,600.00 |
| Number of Property Damage Only | 57 | 4,600.00 | \$262,200.00 |
| Total | | | \$2,623,800.00 |

*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", 2019