## **CRASHES BY SEVERITY**

Date Range: 8/1/2023 -8/31/2023 Private Property: Included

Location:

## Classification

| Value                | #  | Percent         |
|----------------------|----|-----------------|
| Fatal                | 0  | 0.000%          |
| Injury*              | 12 | 17.391%         |
| Property Damage Only | 57 | 82.609 <b>%</b> |
| Total                | 69 | 100.000%        |

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

## **Number of Injuries and Deaths**

|          | Value | #  |
|----------|-------|----|
| Injuries |       | 12 |
| 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             | 12 | 98,400.00    | \$1,180,800.00 |
| Number of Property Damage Only | 57 | 4,600.00     | \$262,200.00   |
| Total                          |    |              | \$1,443,000.00 |

<sup>\*</sup>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", 2019