Traffic Safety Facts

2017 Data

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NHTSA

In this fact sheet for 2017 the information on passenger vehicles is presented as follows:

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE
Washington, DC 20590

Summary of Motor Vehicle Crashes

Key Findings

- In 2017, there were an estimated 6,452,000 police-reported traffic crashes, in which 37,133 people were killed and an estimated 2,746,000 people were injured.
- One person was killed every 14 minutes and an estimated 5 people were injured every minute in motor vehicle crashes in 2017.
- Fatality rates per 100,000 population (11.40) and per 100 million vehicle miles traveled (VMT, 1.16) in 2017 have both decreased compared to 2016 (11.69 and 1.19, respectively).
- In 2017, there were 10,874 alcohol-impaired-driving fatalities, representing an average of one alcohol-impaired-driving fatality every 48 minutes.
- Forty-three percent of motorcycle riders who died in single-vehicle crashes in 2017 were alcohol-impaired.
- In 2017, seat belts saved an estimated 14,955 lives among passenger vehicle occupants 5 and older.
- On average, a pedestrian was killed every 88 minutes in traffic crashes in 2017.
- Eight percent of all drivers involved in 2017 fatal crashes were 15 to 20 years old. Young drivers accounted for 5.4 percent of the total number of licensed drivers in the United States in 2017.
- Fifty-four percent of the 220 children 14 and younger who died in alcohol-impaired-driving crashes in 2017 were occupants of vehicles where the drivers had blood alcohol concentrations (BACs) of .08 g/dL or higher.
- In 2017, there were 6,784 people 65 and older killed in motor vehicle traffic crashes in the United States, 18 percent of all traffic fatalities.

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). Refer to page 4 for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes. For more information, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** on page 4.

Overview

Motor vehicle travel is a major means of transportation in the United States, providing an unparalleled degree of mobility. Yet for all its advantages, motor vehicle crashes were a leading cause of death for children in 2017.[1] The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

Trends: 2008 to 2017

The number of police-reported motor vehicle crashes, by crash severity, is presented in Table 1 for the 10-year period 2008 to 2017. The number of fatal crashes has roughly stayed the same from 2008 to 2017. However, the number of fatal crashes has decreased by over a percent from 2016 to 2017.

Table 1
Police-Reported Crashes by Crash Severity and Year, 2008–2017

Year	Crash Severity							
	Fatal		Injury		Property Damage Only		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2008	34,172	0.6%	1,630,000	28.1%	4,146,000	71.4%	5,811,000	100.0%
2009	30,862	0.6%	1,517,000	27.6%	3,957,000	71.9%	5,505,000	100.0%
2010	30,296	0.6%	1,542,000	28.5%	3,847,000	71.0%	5,419,000	100.0%
2011	29,867	0.6%	1,530,000	28.7%	3,778,000	70.8%	5,338,000	100.0%
2012	31,006	0.6%	1,634,000	29.1%	3,950,000	70.3%	5,615,000	100.0%
2013	30,202	0.5%	1,591,000	28.0%	4,066,000	71.5%	5,687,000	100.0%
2014	30,056	0.5%	1,648,000	27.2%	4,387,000	72.3%	6,064,000	100.0%
2015	32,538	0.5%	1,715,000	27.2%	4,548,000	72.2%	6,296,000	100.0%
2016*	34,748	0.5%	2,116,000	31.0%	4,670,000	68.5%	6,821,000	100.0%
2017*	34,247	0.5%	1,889,000	29.3%	4,530,000	70.2%	6,452,000	100.0%

*A direct comparison of the 2016 and 2017 injury, and property-damage-only crash estimates cannot be made with any previous year.
Source: FARS 2008–2016 (Final File) and 2017 Annual Report File (ARF); NASS GES 2008–2015; CRSS 2016–2017

While Table 1 presented data on crashes, Table 2 presents data on people killed and injured in motor vehicle crashes for the 10-year period for which the most recent data is available. Also presented are the fatality and injury rates based on population, licensed drivers, registered vehicles, and vehicle miles traveled (VMT). Figure 1 shows the fatality rate per 100 million VMT for each State, the District of Columbia, and Puerto Rico.

In 2017, there were 37,133 people killed in motor vehicle traffic crashes. Compared to 2016, this was a 1.8-percent decrease in the number of fatalities. Over the decade there was a 0.8-percent decrease in the number of those killed in motor vehicle crashes. On average, in 2017, there were 102 people who died each day and more than an estimated 7,500 people who were injured in crashes. One person was killed every 14 minutes and an estimated 5 people were injured every minute in motor vehicle crashes in 2017.

After a two-year increase in the number of deaths on our nation's highways, there was a decrease in 2017. The fatality rate per 100 million VMT decreased to 1.16 in 2017 from 1.19 in 2016. Overall, there has been a 7.9-percent decline from 2008, when the rate was 1.26 per 100 million VMT. The fatality rates based on population, licensed drivers, and registered vehicles have also decreased from 2016 to 2017.

In 2017, the highest fatality rate per 100 million VMT in the United States (50 States and the District of Columbia, excluding Puerto Rico) was in South Carolina and Mississippi (1.78 and 1.69, respectively). The lowest was in Massachusetts and Minnesota (0.56 and 0.60, respectively).

Table 2

People Killed and Injured, and Fatality and Injury Rates, 2008–2017

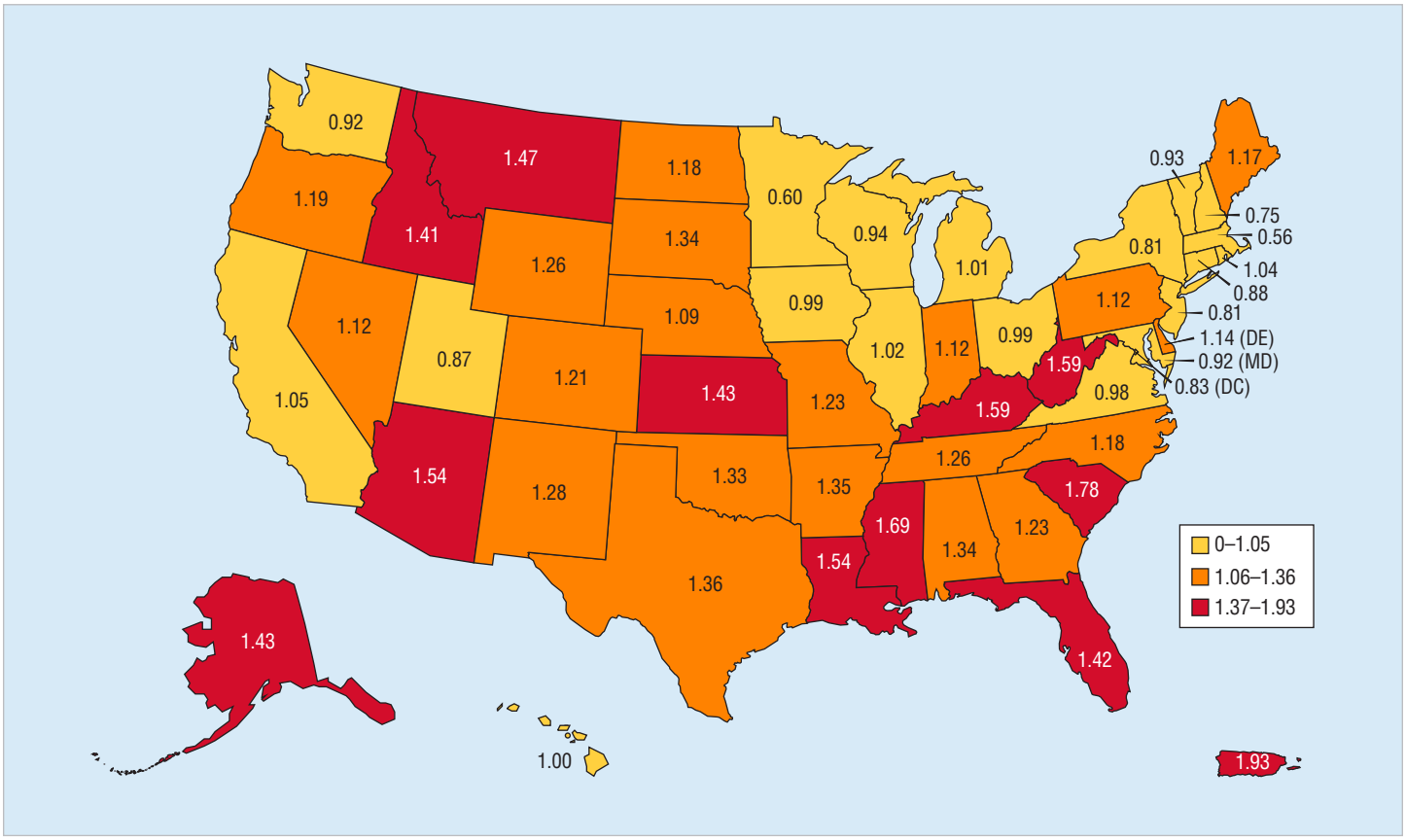
Year	Killed	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
				Killed					
2008	37,423	304,094	12.31	208,321	17.96	259,360	14.43	2,977	1.26
2009	33,883	306,772	11.05	209,618	16.16	258,958	13.08	2,957	1.15
2010	32,999	309,338	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,644	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,782	313,993	10.76	211,815	15.95	265,647	12.72	2,969	1.14
2013	32,893	316,235	10.40	212,160	15.50	269,294	12.21	2,988	1.10
2014	32,744	318,623	10.28	214,092	15.29	274,805	11.92	3,026	1.08
2015	35,484	321,040	11.05	218,084	16.27	281,312	12.61	3,095	1.15
2016	37,806	323,406	11.69	221,712	17.05	288,034	13.13	3,174	1.19
2017	37,133	325,719	11.40	225,346	16.48	290,387	12.79	3,212	1.16

Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
				Injured					
2008	2,346,000	304,094	771	208,321	1,126	259,360	904	2,977	79
2009	2,217,000	306,772	723	209,618	1,058	258,958	856	2,957	75
2010	2,239,000	309,338	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,644	711	211,875	1,046	265,043	836	2,950	75
2012	2,362,000	313,993	752	211,815	1,115	265,647	889	2,969	80
2013	2,313,000	316,235	731	212,160	1,090	269,294	859	2,988	77
2014	2,338,000	318,623	734	214,092	1,092	274,805	851	3,026	77
2015	2,443,000	321,040	761	218,084	1,120	281,312	869	3,095	79
2016*	3,061,000	323,406	946	221,712	1,380	288,034	1,063	3,174	96
2017*	2,746,000	325,719	843	225,346	1,219	290,387	946	3,212	85

*A direct comparison of the 2016 and 2017 injury estimates cannot be made with any previous year.

Source: FARS 2008–2016 Final File and 2017 ARF; NASS GES 2008–2015; CRSS 2016–2017; Vehicle Miles Traveled and Licensed Drivers — Federal Highway Administration; Registered Vehicles — R. L. Polk & Co., and Federal Highway Administration; Population — Census Bureau.

Figure 1
Fatality Rates per 100 Million VMT, by State



Source: FARS 2008–2016 Final File and 2017; Vehicle Miles Traveled—Federal Highway Administration

Fatality Analysis Reporting System (FARS)

The Fatality Analysis Reporting System (FARS) contains data on every fatal traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized about a year later. The updated version of the file is aptly known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2017 ARF, the 2016 Final File was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF.

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016. For more information on CRSS, see the Additional Resources section of the CRSS web page at www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss.

Fatalities by person type in 2008 and 2017 are shown in Figure 2. The most obvious shift is in the percentage of passenger car occupant fatalities—changing from 39 percent of the fatalities in 2008 to 36 percent in 2017. This is the result of 1,283 fewer passenger car occupant fatalities over that 10-year period. A reduction of 628 light-truck occupant fatalities led to a slight decrease in that portion of the fatalities (29% to 27%). Motorcyclist fatalities make up 14 percent of total fatalities which remains unchanged from 10 years ago. Finally, the portion of nonoccupant (pedestrians, bicyclists, and other cyclists) fatalities increased from 14 percent to 19 percent over the 10-year period. The nonoccupant fatalities are the largest percentage of increase from 2008 to 2017.

Figure 2
Fatality by Person Type, 2008 and 2017

Source: FARS 2008 Final File and 2017 ARF.

Economic Cost for All Traffic Crashes

The estimated economic cost of all motor vehicle traffic crashes in the United States in 2010 (the most recent year for which cost data is available) was $242 billion. Included in the economic costs are the following:

- lost productivity,
- workplace losses,
- legal and court expenses,
- medical costs,
- emergency medical services (EMS),
- insurance administration costs,
- congestion costs, and
- property damage costs.

These costs represent the tangible losses that result from motor vehicle crashes. However, in cases of serious injury or death, such costs fail to capture the rather intangible value of lost quality-of-life that results from these injuries. When quality of life valuations are considered, the total value of societal harm from motor vehicle crashes in the United States in 2010 was an estimated $836 billion.

The costs related to specific types of crashes have also been estimated. Table 3 presents the economic and comprehensive costs of crash topics discussed in this fact sheet.

Table 3
Economic and Comprehensive Cost Estimates in Billions, 2010

Type of Crashes	Economic Cost	Comprehensive Cost
Total	$242.0	$835.8
Alcohol-Impaired	$44.0	$201.1
Speeding	$52.0	$203.2
Motorcycle Crashes	$12.9	$65.7
Helmet Nonuse	$1.2	$7.6
Seat Belt Nonuse	$10.4	$68.6
Pedestrian Crashes	$11.5	$65.0
Bicyclist and Other Cyclist Crashes	$4.4	$21.7

Source: Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May). *The economic and societal impact of motor vehicle crashes, 2010* (Revised) (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration. Available at www-nrd.nhtsa.dot.gov/pubs/812013.pdf.

Each fatality resulted in an average discounted lifetime economic cost of $1.4 million, and an average comprehensive cost of $9.1 million. For further information on cost estimates, see *The Economic and Societal Impact of Motor Vehicle Crashes, 2010* (Revised) at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013.

Traffic Safety Fact Sheets

The National Center for Statistics and Analysis (NCSA) annually publishes a series of Traffic Safety Fact Sheets, brief reports on subjects of interest to the traffic safety community. Currently 16 fact sheets are available. Some cover driver or occupant behavior such as alcohol-impaired driving, occupant protection, and speeding. Others focus on populations of interest, such as children, bicyclists and other cyclists, the older population, pedestrians, and young drivers. Specific vehicle types are the emphasis in fact sheets on large trucks, motorcycles, passenger vehicles, and school transportation. The Rural/ Urban Comparison fact sheet focuses on the locations of the crashes. Finally, this fact sheet, *Summary of Motor Vehicle Crashes,* is available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812794.pdf and provides a brief summary for each of these fact sheets, along with links and references for further information.

Most of these fact sheets contain tables with data by State. One additional fact sheet covers a variety of traffic safety subject areas, all at the State level. Some topics included are alcohol involvement, speeding-related crashes, and crash type. For more detailed information, use this link to view the State Traffic Data fact sheet: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812780.

Behavior

Driver behavior, such as driving while impaired and speeding, as well as whether vehicle occupants are wearing seat belts, are important areas of interest. These behaviors are the subjects of this set of traffic safety fact sheets.

Alcohol-Impaired Driving

In 2017, there were 10,874 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 48 minutes. These alcohol-impaired-driving fatalities accounted for 29 percent of the total motor vehicle traffic fatalities in the United States.

Of the 10,874 people who died in alcohol-impaired-driving crashes, 61 percent (6,618) were drivers with BACs of .08 g/dL or higher. The remaining fatalities consisted of 3,075 motor vehicle occupants (28%) and 1,181 nonoccupants (11%).

For more detailed information, use the links below to view the alcohol-impaired driving fact sheets.

Alcohol-Impaired-Driving fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812630

State Alcohol-Impaired-Driving Estimates fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812724

Occupant Protection

According to the National Occupant Protection Use Survey (NOPUS)[2] for 2017, estimated belt use increased from 83.1 percent in 2008 to 89.7 percent in 2017.

In 2017, there were 23,551 occupants of passenger vehicles who died in motor vehicle traffic crashes. Of those 23,551 killed, there were 11,388 (48%) who were restrained and 10,076 (43%) who were unrestrained at the time of the crashes.

The proportion of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes has decreased from 2008 to 2017. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 8 percentage points from 55 percent in 2008 to 47 percent in 2017.

In 2017, seat belts saved an estimated 14,955 lives among passenger vehicle occupants 5 and older.

For more detailed information, use the link below to the Occupant Protection fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812691.

Speeding

There were 37,133 traffic fatalities in 2017. Among them were 9,717 (26%) in crashes where at least one driver was speeding.

Thirty-one percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding in 2017, the highest among all age groups.

Thirty-seven percent of all speeding drivers in fatal crashes had been drinking in 2017, compared to 16 percent of non-speeding drivers in fatal crashes.

For more detailed information view the Speeding fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812687.

Crash Location

Data relating to crash location in this report pertains to whether a crash was in a rural location or an urban location, as defined by the Federal Highway Administration.

Rural/Urban Comparison

Of the 37,133 motor vehicle traffic fatalities in 2017, there were 17,216 (46%) that occurred in rural areas, 19,038 (51%) that occurred in urban areas, and 879 (2%) that occurred in unknown areas.

According to the 2017 American Community Survey from the U.S. Census Bureau, an estimated 19 percent of the U.S. population lived in rural areas. However, rural fatalities accounted for 46 percent of all traffic fatalities in 2017.

Rural traffic fatalities decreased by 18 percent from 20,987 in 2008 to 17,216 in 2017. Urban traffic fatalities increased by 17 percent, from 16,218 in 2008 to 19,038 in 2017.

For more detailed information view the Rural Urban comparison fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812741.

People

Another area of interest regarding crash data are the various populations involved. NHTSA publishes fact sheets on crash data specific to children, bicyclists, the older population, pedestrians, and young drivers.

Bicyclists and Other Cyclists

There were 783 pedalcyclist deaths in 2017, which accounted for 2.1 percent of all traffic fatalities during the year.

Seventy-five percent of all pedalcyclists who died in motor vehicle crashes in 2017 died in crashes in urban areas.

Over the 10-year period from 2008 to 2017, the average age of pedalcyclists killed in motor vehicle crashes increased from 41 to 47.

For more detailed information view the Bicyclists and Other Cyclists fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812765.

Children

Of the 37,133 motor vehicle traffic fatalities in 2017 in the United States, 1,147 (3%) were children 14 and younger. This was an 8-percent decrease from 1,244 in 2016, and a 15-percent decrease from 1,350 in 2008.

On average, 3 children were killed every day in traffic crashes in 2017.

Based on known restraint use, when the drivers involved in fatal crashes were unrestrained, 71 percent of the children were also unrestrained in 2017.

Fifty-four percent of the 220 children 14 and younger who died in alcohol-impaired-driving crashes in 2017 were occupants of vehicles where the drivers had blood alcohol concentrations (BACs) of .08 g/dL or higher.

For more detailed information view the Children fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812719.

Older Population

In 2017, there were 6,784 people 65 and older killed in motor vehicle traffic crashes in the United States, 18 percent of all traffic fatalities.

Older drivers made up 19 percent of all licensed drivers involved in fatal traffic crashes in 2017.

The population of people 65 and older increased by 31 percent from 2008 to 2017. Traffic crash fatalities in the age group increased by 22 percent over this period.

For more detailed information view the Older Population fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812684.

Pedestrians

In 2017, there were 5,977 pedestrians killed in traffic crashes – a 1.7-percent decrease from 6,080 pedestrian fatalities in 2016. Pedestrian deaths accounted for 16 percent of all traffic fatalities in motor vehicle traffic crashes.

On average, a pedestrian was killed every 88 minutes in traffic crashes in 2017.

More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2017 were males.

For more detailed information view the Pedestrians fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812681.

Young Drivers

In 2017, there were 1,830 young drivers who died in motor vehicle crashes.

Eight percent of all drivers involved in 2017 fatal crashes were 15 to 20 years old. Young drivers accounted for 5.4 percent of the total number of licensed drivers in the United States in 2017.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 21.99 in 2017. For young male drivers the involvement rate was 49.62, about 2.3 times that of young female drivers.

For more detailed information view the Young Driver fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812753.

Vehicles

In addition to different populations of crash fatalities, information regarding the vehicle used at the time of travel is of importance in research, program development, and rulemaking. Crashes related to large trucks, motorcycles, passenger vehicles, and vehicles used for school transportation are each discussed in separate NHTSA fact sheets.

Large Trucks

In 2017, there were 4,761 people killed in crashes involving large trucks.

Fatalities in crashes involving large trucks increased by 9.0 percent, from 4,369 in 2016 to 4,761 in 2017. Seventy-two percent of the fatalities in 2017 were occupants of other vehicles, 18 percent were occupants of large trucks, and 10 percent were nonoccupants (pedestrians, pedalcyclist, etc.).

For more detailed information view the Large Trucks fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812663.

Motorcycles

In 2017, there were 5,172 motorcyclists killed—a 3-percent decrease from the 5,337 motorcyclists killed in 2016.

Per vehicle miles traveled in 2017, motorcyclist fatalities occurred nearly 27 times more frequently than passenger car occupant fatalities in traffic crashes.

In 2017, motorcycle riders involved in fatal crashes were found to have the highest percentage of alcohol-impaired drivers than any other vehicle type.

Forty-three percent of motorcycle riders who died in single-vehicle crashes in 2017 were alcohol-impaired.

For more detailed information view the Motorcycles fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812785.

Passenger Vehicles

Passenger vehicles made up 92 percent of registered vehicles and accounted for 90 percent of total vehicle miles traveled in 2017. There were 52,645 vehicles involved in fatal crashes in 2017, of which 78 percent (41,017) were passenger vehicles.

In 2017, there were 23,551 passenger vehicle occupants who died in motor vehicle traffic crashes.

Occupant fatality rates per 100,000 registered vehicles from 2016 to 2017 remained roughly the same for passenger cars and decreased by 4 percent for light trucks. Among light-truck categories, occupant fatality rates decreased by 6 percent for pickup trucks, decreased by 3 percent for vans, and decreased by 2 percent for SUVs.

For more detailed information view the Passenger Vehicles fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812805.

School Transportation

From 2008 to 2017, there were 1,241 people of all ages killed in school-transportation-related crashes — an average of 124 fatalities per year.

From 2008 to 2017, there were 264 school-age children who died in school-transportation-related crashes: 61 were occupants of school transportation vehicles, 100 were occupants of other vehicles, 97 were pedestrians, 5 were pedalcyclists, and 1 was another nonoccupant.

More school-age pedestrians were killed from 7 a.m. to 7:59 a.m., and from 3 p.m. to 3:59 p.m. than any other hours of the day.

For more detailed information view the School-Transportation-Related Crashes fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812712.

References

[1] Centers for Disease Control and Prevention. (n.d.) Web-Based Injury Statistics Query and Reporting System (WISQARS) database. (Web page). Atlanta: Author. Available at www.cdc.gov/injury/wisqars/leading_causes_death.html

[2] Pickrell, T. M., & Li, H. (2018, April). Seat belt use in 2017—Overall results (Traffic Safety Facts Research Note. Report No. DOT HS 812 465). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812465

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For More Information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE, Washington, DC 20590. NCSA can be contacted at 800-934-8517, or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/

U.S. Department of Transportation

National Highway Traffic Safety Administration