Traffic Safety Facts

2018 Data

November 2020

DOT HS 812 961

NHTSA

In this fact sheet for 2018 the information 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 2018 there were an estimated 6,734,000 police-reported traffic crashes in which 36,560 people were killed and an estimated 2,710,000 people were injured.
- One person was killed every 14 minutes and an estimated 5 people were injured every minute in motor vehicle crashes in 2018.
- The fatality rate per 100 million vehicle miles traveled (VMT) decreased from 1.17 in 2017 to 1.13 in 2018.
- In 2018 there were 10,511 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 50 minutes.
- Thirty-nine percent of motorcycle riders who died in single-vehicle crashes in 2018 were alcohol-impaired.
- In 2017 seat belts saved an estimated 14,955 lives among passenger vehicle occupants 5 and older (latest data available).
- On average a pedestrian was killed every 84 minutes in traffic crashes in 2018.
- Eight percent of all drivers involved in fatal crashes in 2018 were 15 to 20 years old. Young drivers accounted for 5.3 percent of the total number of licensed drivers in the United States in 2018.
- Fifty-five percent of the 231 children 14 and younger who died in alcohol-impaired-driving crashes in 2018 were passengers of vehicles where the drivers had blood alcohol concentrations (BACs) of .08 g/dL or higher.
- In 2018 there were 6,907 people 65 and older killed in motor vehicle traffic crashes in the United States, 19 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 the end of this publication for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes from the Crash Report Sampling System. In addition, the methodology for estimating people injured has changed. For more information, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

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 2018.[1] The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

Trends: 2009 to 2018

The number of police-reported motor vehicle crashes, by crash severity, is presented in Table 1 for the 10-year period 2009 to 2018. As a longer-term trend the number of fatal crashes has increased 9.0 percent from 2009 to 2018. However, for the most recent 2-year comparison the number of fatal crashes has decreased by 2.6 percent from 2017 to 2018.

Table 1
Police-Reported Crashes, by Crash Severity, 2009–2018

Year	Crash Severity						Total	
	Fatal		Injury		Property-Damage-Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
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*	34,560	0.5%	**1,889,000**	**29.3%**	**4,530,000**	**70.2%**	**6,453,000**	**100.0%**
2018*	33,654	0.5%	**1,894,000**	**28.1%**	**4,807,000**	**71.4%**	**6,734,000**	**100.0%**

Sources: FARS 2009–2017 Final File, 2018 ARF; NASS GES 2009–2015; CRSS 2016–2018
*CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

While Table 1 presented data on crashes, Table 2 presents data on people killed and injured in motor vehicle crashes in the past 10 years (2009-2018). Also presented are the fatality and injury rates based on population, licensed drivers, registered vehicles, and vehicle miles traveled (VMT). Figure 1 shows a map of the fatality rate per 100 million VMT for each State, the District of Columbia, and Puerto Rico.

In 2018 there were 36,560 people killed in motor vehicle traffic crashes. Compared to 2017, this was a 2.4-percent decrease in the number of fatalities. Over the last decade (2009–2018) there was a 7.9-percent increase in the number of those killed in motor vehicle crashes. On average in 2018 there were 100 people who died each day and more than an estimated 7,400 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 2018.

There has been a yearly decrease in the number of deaths on our Nation's highways since 2016. The fatality rate per 100 million VMT decreased from 1.17 in 2017 to 1.13 in 2018. Overall, there has been a 1.7-percent decline from 2009, when the rate was 1.15 per 100 million VMT. The fatality rates based on population, licensed drivers, and registered vehicles have also decreased from 2017 to 2018.

In 2018 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 (1.83 and 1.63, respectively). The lowest were in Massachusetts and Minnesota (0.54 and 0.63, respectively).

Table 2

People Killed and Injured, and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 2009–2018

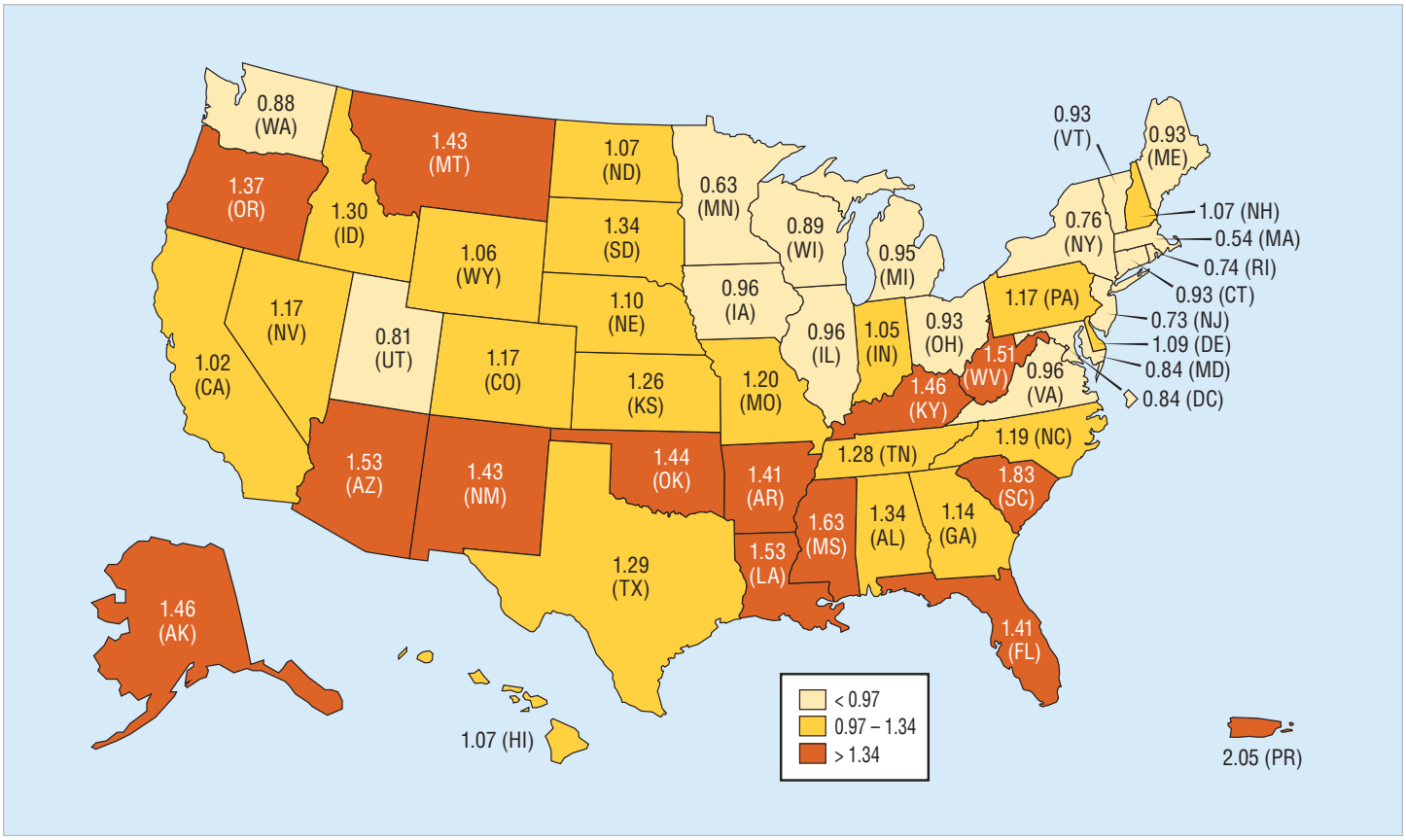
Year	Killed	Population (thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles (thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (billions)	Fatality Rate per 100 Million VMT
				Killed					
2009	33,883	306,772	11.05	209,618	16.16	258,958	13.08	2,957	1.15
2010	32,999	309,326	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,580	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,782	313,874	10.76	211,815	15.95	265,647	12.72	2,969	1.14
2013	32,893	316,058	10.41	212,160	15.50	269,294	12.21	2,988	1.10
2014	32,744	318,386	10.28	214,092	15.29	274,805	11.92	3,026	1.08
2015	35,484	320,743	11.06	218,084	16.27	281,312	12.61	3,095	1.15
2016	37,806	323,071	11.70	221,712	17.05	288,034	13.13	3,174	1.19
2017	37,473	325,147	11.52	225,346	16.63	290,387	12.90	3,212	1.17
2018	36,560	327,167	11.17	227,558	16.07	297,043	12.31	3,240	1.13

Year	Injured	Population (thousands)	Injury Rate per 100,000 Population	Licensed Drivers (thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Vehicles (thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (billions)	Injury Rate per 100 Million VMT
				Injured					
2009	2,224,000	306,772	725	209,618	1,061	258,958	859	2,957	75
2010	2,248,000	309,326	727	210,115	1,070	257,312	874	2,967	76
2011	2,227,000	311,580	715	211,875	1,051	265,043	840	2,950	75
2012	2,369,000	313,874	755	211,815	1,118	265,647	892	2,969	80
2013	2,319,000	316,058	734	212,160	1,093	269,294	861	2,988	78
2014	2,343,000	318,386	736	214,092	1,094	274,805	852	3,026	77
2015	2,455,000	320,743	765	218,084	1,126	281,312	873	3,095	79
2016*	**3,062,000**	**323,071**	**948**	**221,712**	**1,381**	**288,034**	**1,063**	**3,174**	**96**
2017*	**2,745,000**	**325,147**	**844**	**225,346**	**1,218**	**290,387**	**945**	**3,212**	**85**
2018*	**2,710,000**	**327,167**	**828**	**227,558**	**1,191**	**297,043**	**912**	**3,240**	**84**

Sources: FARS 2009–2017 Final File, 2018 ARF; NASS GES 2009–2015; CRSS 2016–2018; Vehicle Miles Traveled and Licensed Drivers — Federal Highway Administration; Registered Vehicles — R. L. Polk & Co., a foundation of IHS Markit automotive solutions, and Federal Highway Administration; Population — Census Bureau
*CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Figure 1

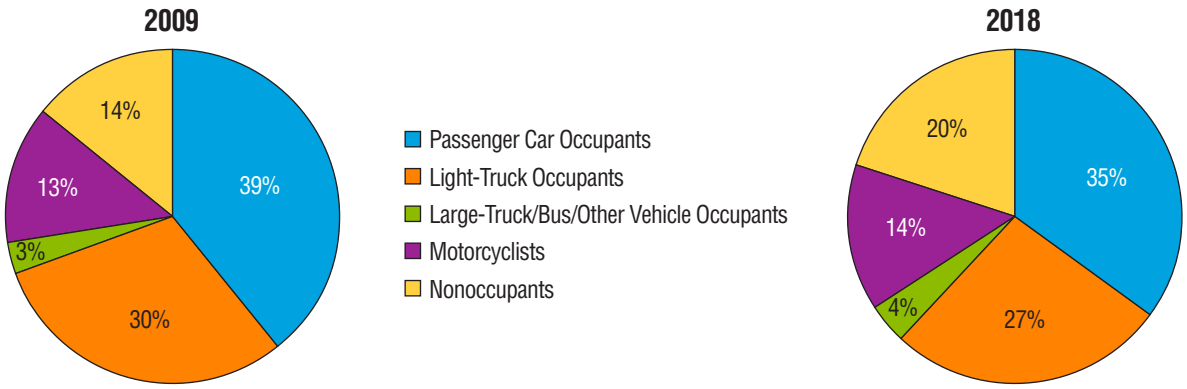
Fatality Rates per 100 Million Vehicle Miles Traveled (VMT), by State, 2018



Sources: FARS 2018 ARF; VMT— Federal Highway Administration

Fatalities by person type in 2009 and 2018 are shown in Figure 2. The most obvious shift is in the percentage of passenger car occupant fatalities—decreasing from 39 percent of the fatalities in 2009 to 35 percent in 2018. Light-truck occupant fatalities decreased from 30 percent to 27 percent of fatalities in that same time frame. Motorcyclist fatalities made up 13 percent of total fatalities in 2009, up to 14 percent in 2018. Finally, the portion of nonoccupant (pedestrians, bicyclists, other cyclists, and other nonoccupants) fatalities increased from 14 percent to 20 percent over the 10-year period. The nonoccupant fatalities are the largest percentage of increase from 2009 to 2018.

Figure 2
Percentage of Traffic Fatalities, by Person Type, 2009 and 2018



Source: FARS 2009 Final File, 2018 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:

- lost productivity
- workplace losses
- legal and court expenses
- medical costs
- emergency medical services
- insurance administration cost
- congestion costs
- 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 for All Traffic Crashes, 2010

Category	Economic Cost (billions)	Comprehensive Cost (billions)
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). 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.pdf.

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/812961.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 at the State level. Some topics included are alcohol involvement, speeding-related crashes, and crash type. For more detailed information, view the 2018 State Traffic Data fact sheet at: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812948.pdf.

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 2018 there were 10,511 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 50 minutes. These alcohol-impaired-driving fatalities accounted for 29 percent of the total motor vehicle traffic fatalities in the United States.

Of the 10,511 people who died in alcohol-impaired-driving crashes, 61 percent (6,364) were drivers with BACs of .08 g/dL or higher. The remaining fatalities consisted of 2,969 motor vehicle occupants (28%) and 1,178 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/812864.pdf.

State Alcohol-Impaired-Driving Estimates fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812917.pdf.

Occupant Protection

According to the National Occupant Protection Use Survey (NOPUS)[2] for 2018, estimated belt use increased from 84.1 percent in 2009 to 89.6 percent in 2018.

In 2018 there were 22,697 occupants of passenger vehicles who died in motor vehicle traffic crashes. Of those 22,697 killed, there were 10,978 (48%) who were restrained and 9,778 (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 2009 to 2018. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 6 percentage points from 53 percent in 2009 to 47 percent in 2018.

In 2017 seat belts saved an estimated 14,955 lives among passenger vehicle occupants 5 and older (latest data available).

For more detailed information, view the 2018 Occupant Protection Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812967.pdf.

Speeding

There were 36,560 traffic fatalities in 2018. Among them were 9,378 (26%) killed in crashes where at least one driver was speeding.

Thirty percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding in 2018, the highest among all age groups.

Thirty-seven percent of all speeding drivers in fatal crashes in 2018 were alcohol-impaired, compared to 16 percent of non-speeding drivers in fatal crashes.

For more detailed information, view the 2018 Speeding Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812932.pdf.

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 36,560 motor vehicle traffic fatalities in 2018, there were 16,411 (45%) that occurred in rural areas, 19,498 (53%) that occurred in urban areas, and 651 (2%) that occurred in unknown areas.

According to the 2018 American Community Survey from the Census Bureau, an estimated 19 percent of the U.S. population lived in rural areas. However, rural fatalities accounted for 45 percent of all traffic fatalities in 2018.

Rural traffic fatalities decreased by 15 percent from 19,323 in 2009 to 16,411 in 2018. Urban traffic fatalities increased by 34 percent, from 14,501 in 2009 to 19,498 in 2018.

For more detailed information, view the 2018 Rural Urban comparison Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812957.pdf.

People

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

Bicyclists and Other Cyclists

There were 857 pedalcyclist deaths in 2018, which accounted for 2.3 percent of all traffic fatalities during the year.

Seventy-nine percent of all pedalcyclists who died in motor vehicle crashes in 2018 died in crashes in urban areas.

Over the 10-year period from 2009 to 2018, the average age of pedalcyclists killed in motor vehicle crashes increased from 41 to 47.

For more detailed information, view the 2018 Bicyclists and Other Cyclists Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812884.pdf.

Children

Of the 36,560 motor vehicle traffic fatalities in 2018 in the United States, 1,038 (3%) were children 14 and younger. This was a 10-percent decrease from 1,158 in 2017, and a 21-percent decrease from 1,320 in 2009.

On average, 3 children were killed and 520 children were injured every day in traffic crashes in 2018.

Based on known restraint use in 2018, when the drivers involved in fatal crashes were unrestrained 63 percent of the children were also unrestrained.

Fifty-five percent of the 231 children 14 and younger who died in alcohol-impaired-driving crashes in 2018 were occupants of vehicles where the drivers had BACs of .08 g/dL or higher.

For more detailed information, view the 2018 Children Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812887.pdf.

Older Population

In 2018 there were 6,907 people 65 and older killed in motor vehicle traffic crashes in the United States, 19 percent of all traffic fatalities.

Older drivers made up 20 percent of all licensed drivers in 2018 and 14 percent of drivers involved in fatal traffic crashes in 2018.

The population of people 65 and older increased by 32 percent from 2009 to 2018. Traffic crash fatalities in the age group increased by 30 percent over this period.

For more detailed information, view the 2018 Older Population Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812928.pdf.

Pedestrians

In 2018 there were 6,283 pedestrians killed in traffic crashes, a 3.4-percent increase from 6,075 pedestrian fatalities in 2017. Pedestrian deaths accounted for 17 percent of all traffic fatalities in motor vehicle traffic crashes.

On average, a pedestrian was killed every 84 minutes in a traffic crash in 2018.

More than two-thirds (69%) of the pedestrians killed in traffic crashes in 2018 were males.

For more detailed information, view the 2018 Pedestrians Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812850.pdf.

Young Drivers

In 2018 there were 1,719 young drivers who died and an estimated 199,000 young drivers who were injured in motor vehicle crashes.

Eight percent of all drivers involved in 2018 fatal crashes were 15 to 20 years old. Young drivers accounted for 5.3 percent of the total number of licensed drivers in the United States in 2018.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 22.65 in 2018. For young male drivers the involvement rate was 46.08, more than 2 times that of young female drivers.

For more detailed information, view the 2018 Young Driver Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812968.pdf.

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 2018 there were 4,951 people killed in crashes involving large trucks. A large truck as is any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Fatalities in crashes involving large trucks increased by 1 percent, from 4,905 in 2017 to 4,951 in 2018. Seventy-one percent of these fatalities in 2018 were occupants of other vehicles, 18 percent were occupants of large trucks, and 11 percent were nonoccupants (pedestrians, pedalcyclists, etc.).

From 2017 to 2018 there was a 2-percent decrease in the number of injured large-truck occupants in large-truck traffic crashes, while there was a 3-percent increase in the number of "other people" injured in those same crashes.

For more detailed information, view the 2018 Large Trucks Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812891.pdf.

Motorcycles

In 2018 there were 4,985 motorcyclists killed—a decrease of 5 percent from the 5,229 motorcyclists killed in 2017.

Per vehicle miles traveled in 2018, motorcyclist fatalities occurred nearly 27 times more frequently than passenger car occupant fatalities in traffic crashes.

In 2018 motorcycle riders involved in fatal crashes were found to have the highest percentage of alcohol-impaired drivers than any other vehicle types.

Thirty-nine percent of motorcycle riders who died in single-vehicle crashes in 2018 were alcohol-impaired.

For more detailed information, view the 2018 Motorcycles Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812979.pdf.

Passenger Vehicles

Passenger vehicles made up 92 percent of registered vehicles and accounted for 89 percent of total vehicle miles traveled in 2018. There were 51,872 vehicles involved in fatal crashes of which 77 percent (40,108) were passenger vehicles.

In 2018 there were 22,697 passenger vehicle occupants who died in motor vehicle traffic crashes and an estimated 2.43 million passenger vehicle occupants who were injured.

Occupant fatality rates per 100,000 registered vehicles from 2017 to 2018 decreased by 5 percent for passenger cars and decreased by 7 percent for light trucks. Among light-truck categories, occupant fatality rates decreased by 4 percent for pickups, decreased by 7 percent for vans, and decreased by 8 percent for SUVs.

For more detailed information, view the 2018 Passenger Vehicles Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812962.pdf.

School Transportation

From 2009 to 2018 there were 1,207 people of all ages killed in school-transportation-related crashes — an average of 121 fatalities per year.

From 2009 to 2018 there were 249 school-age children killed in school-transportation-related crashes; 52 were occupants of school transportation vehicles, 92 were occupants of other vehicles, 100 were pedestrians, 4 were pedalcyclists, and 1 was another nonoccupant.

More school-age pedestrians were killed from 6 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 2018 School-Transportation-Related Crashes Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812944.pdf.

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 2018 ARF, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count in motor vehicle crashes for 2017 was 37,473, which was updated from 37,133 from the 2017 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.

Methodology Change for Estimating People Injured

NCSA has changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach is to combine people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

References

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

[2] National Center for Statistics and Analysis. (2019, July). *Seat belt use in 2018— Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 720). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812720.pdf

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2020, November). *Summary of motor vehicle crashes: 2018 data.* (Traffic Safety Facts. Report No. DOT HS 812 961). National Highway Traffic Safety Administration.

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 email at NCSARequests@dot.gov. General information on highway traffic safety can found at www.nhtsa.gov/data. 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-Impaired-Driving 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/

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