



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

TRAFFIC SAFETY FACTS

Crash • Stats



DOT HS 812 490

A Brief Statistical Summary

February 2018

Early Estimate of Motor Vehicle Traffic Fatalities For the First Nine Months (Jan–Sep) of 2017

Summary

A statistical projection of traffic fatalities for the first nine months of 2017 shows that an estimated 27,650 people died in motor vehicle traffic crashes. This represents a marginal increase of about 0.1 percent as compared to the 27,618 fatalities that were reported to have occurred in the first nine months of 2016, as shown in Table 1. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in the first nine months of 2017 increased by about 31.4 billion miles, or about a 1.3-percent increase. Also shown in Table 1 are the

fatality rates per 100 million VMT, by quarter. The fatality rate for the first nine months of 2017 decreased to 1.15 fatalities per 100 million VMT, down from 1.16 fatalities per 100 million VMT in the first nine months of 2016. The actual counts for 2016 and 2017 and the ensuing percentage changes and rates from 2016 to 2017 will be further revised as the final file for 2016 and the annual reporting file for 2017 are available next year. These estimates may be further refined when the projections for the whole of 2017 are released in late March of 2018.

Table 1: Fatalities and Fatality Rate by Quarter, First Nine Months, and the Percentage Change From the Corresponding Quarter or First Nine Months in the Previous Year

| Quarter | 1st Quarter (Jan–Mar) | 2nd Quarter (Apr–Jun) | 3rd Quarter (Jul–Sep) | 4th Quarter (Oct–Dec) | Total (Full Year) | 1st Nine Months (Jan–Sep) |
|--|--------------------------|--------------------------|--------------------------|--------------------------|----------------------|------------------------------|
| Fatalities and Percentage Change in Fatalities for the Corresponding Quarter/Half From the Prior Year | | | | | | |
| 2005 | 9,239 | 11,005 | 11,897 | 11,369 | 43,510 | 32,141 |
| 2006 | 9,558 [+3.5%] | 10,942 [-0.6%] | 11,395 [-4.2%] | 10,813 [-4.9%] | 42,708 [-1.8%] | 31,895 [-0.8%] |
| 2007 | 9,354 [-2.1%] | 10,611 [-3.0%] | 11,056 [-3.0%] | 10,238 [-5.3%] | 41,259 [-3.4%] | 31,021 [-2.7%] |
| 2008 | 8,459 [-9.6%] | 9,435 [-11.1%] | 9,947 [-10.0%] | 9,582 [-6.4%] | 37,423 [-9.3%] | 27,841 [-10.3%] |
| 2009 | 7,552 [-10.7%] | 8,975 [-4.9%] | 9,104 [-8.5%] | 8,252 [-13.9%] | 33,883 [-9.5%] | 25,631 [-7.9%] |
| 2010 | 6,755 [-10.6%] | 8,522 [-5.0%] | 9,226 [+1.3%] | 8,496 [+3.0%] | 32,999 [-2.6%] | 24,503 [-4.4%] |
| 2011 | 6,726 [-0.4%] | 8,227 [-3.5%] | 8,984 [-2.6%] | 8,542 [+0.5%] | 32,479 [-1.6%] | 23,937 [-2.3%] |
| 2012 | 7,521 [+11.8%] | 8,612 [+4.7%] | 9,171 [+2.1%] | 8,478 [-0.7%] | 33,782 [+4.0%] | 25,304 [+5.7%] |
| 2013 | 7,166 [-4.7%] | 8,207 [-4.7%] | 9,024 [-1.6%] | 8,496 [+0.2%] | 32,893 [-2.6%] | 24,397 [-3.6%] |
| 2014 | 6,856 [-4.3%] | 8,179 [-0.3%] | 8,799 [-2.5%] | 8,910 [+4.9%] | 32,744 [-0.5%] | 23,834 [-2.3%] |
| 2015 | 7,370 [+7.5%] | 8,823 [+7.9%] | 9,805 [+11.4%] | 9,487 [+6.5%] | 35,485 [+8.4%] | 25,998 [+9.1%] |
| 2016 | 8,128 [+10.3%] | 9,502 [+7.7%] | 9,988 [+1.9%] | 9,843 [+3.8%] | 37,461 [+5.6%] | 27,618 [+6.2%] |
| 2017 ^a | 8,250 [+1.5%] | 9,350 [-1.6%] | 10,050 [+0.6%] | — | — | 27,650 [+0.1%] |
| Fatality Rate per 100 Million Vehicle Miles Traveled (VMT) | | | | | | |
| 2005 | 1.32 | 1.42 | 1.54 | 1.54 | 1.46 | 1.43 |
| 2006 | 1.35 | 1.41 | 1.47 | 1.44 | 1.42 | 1.41 |
| 2007 | 1.31 | 1.35 | 1.41 | 1.37 | 1.36 | 1.36 |
| 2008 | 1.22 | 1.25 | 1.33 | 1.32 | 1.26 | 1.26 |
| 2009 | 1.09 | 1.16 | 1.17 | 1.12 | 1.15 | 1.14 |
| 2010 | 0.98 | 1.09 | 1.18 | 1.14 | 1.11 | 1.09 |
| 2011 | 0.98 | 1.09 | 1.18 | 1.17 | 1.10 | 1.09 |
| 2012 | 1.08 | 1.12 | 1.21 | 1.16 | 1.14 | 1.14 |
| 2013 | 1.04 | 1.07 | 1.17 | 1.15 | 1.10 | 1.09 |
| 2014 | 0.99 | 1.03 | 1.11 | 1.17 | 1.08 | 1.05 |
| 2015 | 1.03 | 1.08 | 1.20 | 1.21 | 1.15 | 1.11 |
| 2016 | 1.11 | 1.16 | 1.21 | 1.25 | 1.18 | 1.16 |
| 2017 ^a | 1.10 | 1.12 | 1.21 | — | — | 1.15 |

^a2017 statistical projections and rates based on these projections.

Source: Fatalities, 2005–2015 FARS Final File, 2016 FARS Annual Report File

VMT: FHWA June 2017 Traffic Volume Trends

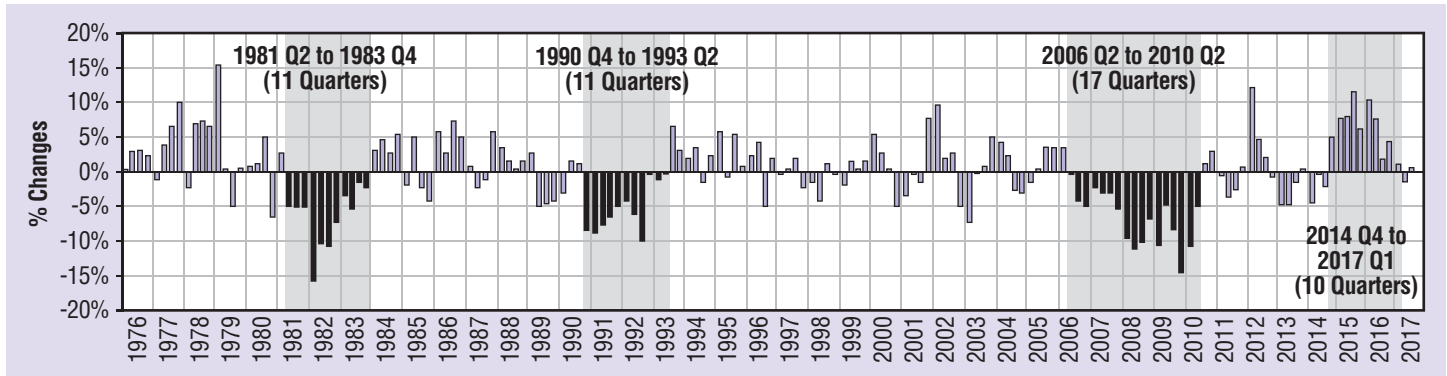
Figure 1 shows the historical trend of the percentage change every quarter from the same quarter in the previous year, going back to 1976. The National Highway Traffic Safety Administration (NHTSA) has fatality data going back to

1975, and the shading in the chart depicts the years during which there were a significant number of consecutive quarters with increases/declines as compared to the corresponding quarters of the previous years. The declines dur-

ing the early 1980s and 1990s lasted 11 consecutive quarters, while the most recent decline occurred over 17 consecutive quarters ending in the second quarter of 2010. Also, more

recently, the significant increase in fatalities occurred over 10 consecutive quarters ending after the first quarter of 2017.

Figure 1: Percentage Change in Fatalities in Every Quarter as Compared to the Fatalities in the Same Quarter During the Previous Year



Discussion

NHTSA is continuing to gather/finalize data on crash fatalities for 2016 and 2017 using information from police crash reports and other sources. It is too soon to attribute contributing factors or potential implications of any changes in deaths on our roadways. The final data for 2016, as well as the annual file for 2017, will be available in late fall of 2018 which usually results in the revision of fatality totals and the ensuing rates and percentage changes. NHTSA recently reported that the significant increase in fatalities in 2016 was primarily driven by increases in pedestrian and motorcyclist fatalities.

In the last few years, since recording a significant increase of 11.8 percent during the first quarter of 2012, the magnitude of the increases steadily declined during each subsequent quarter. Fatalities are reported to have increased by about 4.7 percent in the second quarter, and by about 2.1 percent in the third quarter of 2012. Subsequently, beginning with the fourth quarter of 2012, fatalities have declined in seven out of eight quarters (2013 Q4 was a marginal increase) until the 4.9 percent increase reported for the fourth quarter of 2014. Fatalities have increased ten consecutive quarters beginning with the fourth quarter of 2014, until the 1.6 percent decline seen in the second quarter of 2017. The fatality rates for the first two quarters of 2017 are also projected to be lower than those for the corresponding quarters in 2016, while the rate for the third quarter of 2017 is projected to show no change.

Data

The data used in this analysis comes from several sources: NHTSA's Fatality Analysis Reporting System (FARS), FastFARS (FF), and Monthly Fatality Counts (MFC); and from

FHWA's VMT estimates. FARS is a census of fatal traffic crashes in 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 trafficway and must result in the death of at least one person (occupant of a vehicle or a nonoccupant) within 30 days of the crash. FARS final files from January 2003 to December 2015 and FARS Annual Report file in 2016 are used. The FF program is designed as an Early Fatality Notification System to capture fatality counts from States more rapidly and in real-time. It aims to provide near-real-time notification of fatality counts from all jurisdictions reporting to FARS. The MFC data provides monthly fatality counts by State through sources that are independent from the FastFARS or FARS systems. MFCs from January 2003 up to October 2017 are used. MFCs are reported mid-month for all prior months of the year.

In order to estimate the traffic fatality counts for the first nine months of 2017, time series cross-section regression was applied to analyze the data with both cross-sectional values (by NHTSA Region) and time series (by month), to model the relationship among FARS, MFC, and FF, the details of which are available in a companion Research Note. The methodology used to generate the estimates for the first nine months of 2017 is the same as the one used by NHTSA to project the increase in the fatalities for the whole of 2015 (*Early Estimates of Motor Vehicle Traffic Fatalities in 2015*, Report No. DOT HS 812 269).

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