U.S. Department of Transportation
National Highway Traffic Safety Administration

TRAFFIC SAFETY FACTS
Research Note

NHTSA

DOT HS 812 696 | Summary of Statistical Findings | April 2019 (Updated July 2019)[1]

Police-Reported Motor Vehicle Traffic Crashes in 2017

Summary

In 2017 there were an estimated 6,452,000 police-reported motor vehicle crashes in the United States, resulting in 37,133 fatalities and 2,746,000 people injured. Among these crashes, less than 1 percent (34,247) were fatal crashes, close to 30 percent (1,889,000) were injury crashes, and almost 70 percent (4,530,000) were property-damage-only crashes (Table 1). The estimated 6,452,000 crashes in 2017 represents a 5.4-percent decline from the 6,821,000[2] police-reported crashes from the revised estimates to have occurred in 2016. This was not a statistically significant change.

Introduction

The year 2017 is the second year of data released by the National Highway Traffic Safety Administration from the recently modernized Crash Report Sampling System (CRSS) – a replacement of the National Automotive Sampling System General Estimates System (NASS GES). NHTSA designed CRSS to replace GES to select a more efficient and flexible sample using updated traffic and demographic information to better meet data users' needs. In 2017, police crash reports were sampled and coded at 60 selected sites across the Nation. Weighting procedures were applied to generate nationally representative estimates of police-reported crashes. For more information, see *Crash Report Sampling System: Sample Design and Weighting*.

This Note presents an overall summary of motor vehicle crashes in 2017 and compares them with the corresponding revised estimates from 2016. For a more detailed explanation of the sample design, estimation protocols, and guidance on how to analyze the new data, please refer to the companion technical report, *Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs.* Fatal crash data presented in this Research Note comes from th Fatality Analysis Reporting System (FARS) – a nationwide census of fatal motor vehicle traffic crashes. For more information, see www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars. Injury and property damage crash estimates are derived from CRSS.

2016 CRSS Revisions

The estimates from 2016 CRSS presented in this Research Note are different from those presented previously in March 2018. The 2016 CRSS was revised due to site-specific police crash report listing issues discovered as a result of enhanced quality assurance protocols implemented in the system. This resulted in the deletion of approximately 1,000 sampled crashes that should not have been within the scope of the CRSS sample. In addition, NHTSA has refined weighting procedures to correct potential bias due to the seven non-responding sites which also played a role in the revision of estimates. The revisions resulted in approximately 460,000 fewer motor vehicle traffic crashes in 2016 than originally estimated.

Table 1
Motor Vehicle Traffic Crashes in 2016 and 2017, by Crash Severity

Crash Severity	2016		2017		Change (2016-2017)
	Estimates [Unrounded Estimates/Standard Error]	Percent of Total Crashes	Estimates [Unrounded Estimates/Standard Error]	Percent of Total Crashes	[95% Lower Confidence Limit: 95% Upper Confidence Limit]
Fatal Crashes	34,748 [N/A]	0.5%	34,247 [N/A]	0.5%	-501 [N/A]
Injury Crashes	2,116,000 [2,116,308/116,882]	31.0%	1,889,000 [1,888,525/90,982]	29.3%	-227,783 [-497,610: 42,044]
PDO Crashes	4,670,000 [4,670,073/292,144]	68.5%	4,530,000 [4,529,513/279,166]	70.2%	-140,560 [-753,637:472,517]
Total	6,821,000 [6,821,129/377,401]	100%	6,452,000 [6,452,285/354,567]	100%	-368,844 [-1,230,844:494,158]

Sources: 2016 FARS Final File, 2017 Annual Report File (ARF); 2016-2017 CRSS Files. CRSS estimates have been rounded to nearest thousand. Percentages have been computed based on unrounded estimates.

[1] This updated Research Note reflects recently released vehicle registration figures and rates derived from those that were not available when the publication was released.

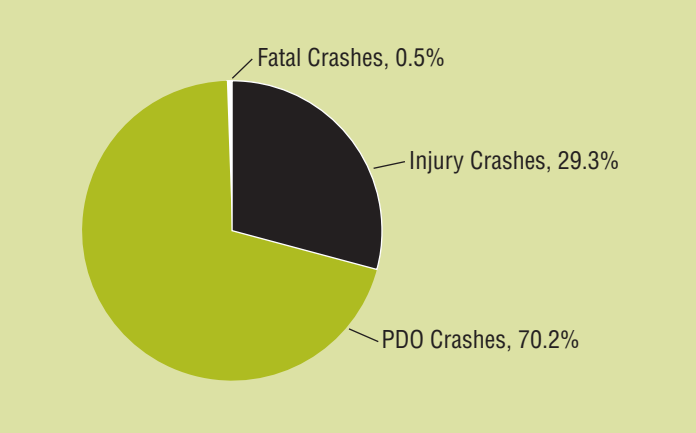
[2] Reflects 2016 estimates revised from those presented in *Police Reported Motor Vehicle Traffic Crashes in 2016* (DOT HS 812 501). For details, see section on 2016 revisions.

Results

Crashes: As shown in Table 1, there were an estimated 6,452,000 police-reported crashes in 2017. A large portion (~70%) were PDO crashes (Figure 1). There were an estimated 1,889,000 crashes that resulted in injuries. Data from NHTSA's FARS reported 34,247 fatal crashes in 2017 in the United States. While NHTSA usually reports estimates on police-reported non-fatal crashes rounded to the nearest thousand, unrounded estimates and the associated standard errors are also presented in Table 1. Crash Severity is the maximum injury severity among all people involved in the crash.

People Involved: As shown in Table 2, there were an estimated 15.759 million people involved in motor vehicle traffic crashes in 2017, a 5.2-percent decrease from the estimated 16.618 million people involved in 2016. Among the 15.759 million people involved in 2017 crashes, 8.457 million people (53.7%) were occupants of passenger cars; 6.319 million (40.1%) were occupants of light trucks (including pickup trucks, vans and SUVs); 552,000 (3.5%) were occupants of large trucks; 126,000 (0.8%) were motorcyclists; and 79,000 (0.5%) were pedestrians. Among the 15.759 million people involved in 2017 crashes, 12.975 million (82.3%) did not suffer any injury, 2.746 million (17.4%) suffered injuries, and 37,133 (0.2%) were fatally injured.

Figure 1
Motor Vehicle Traffic Crashes in 2017, by Crash Severity



Source: 2017 FARS ARF and CRSS

Table 2
People Involved in Police-Reported Crashes in 2016 and 2017, by Vehicle Type and Injury Severity

	Fatalities			Injuries			No Injury (PDO Crashes)			Total		
Vehicle Type	**2016**	**2017**	**% Change**	**2016**	**2017**	**% Change**	**2016**	**2017**	**% Change**	**2016**	**2017**	**% Change**
Passenger Cars	13,508	13,363	-1.1%	1,690,000	1,529,000	-9.5%	7,331,000	6,914,000	-5.7%	9,035,000	8,457,000	-6.4%
Light Trucks	10,369	10,188	-1.7%	1,035,000	937,000	-9.4%	5,511,000	5,372,000	-2.5%	6,557,000	6,319,000	-3.6%
Large Trucks	725	841	+16.0%	37,000	40,000	+9.0%	498,000	511,000	+2.7%	535,000	552,000	+3.2%
Motorcyclists	5,337	5,172	-3.1%	104,000	89,000	-15.1%	34,000	32,000	-6.2%	144,000	126,000	-12.5%
Pedestrians	6,080	5,977	-1.7%	***87,000***	***71,000***	***-17.9%***	3,000	2,000	-12.6%	***95,000***	***79,000***	***-16.7%***
Pedalcyclists	852	783	-8.1%	***64,000***	***50,000***	***-22.6%***	5,000	5,000	-9.9%	***70,000***	***55,000***	***-21.5%***
Others*	935	809	-13.5%	45,000	30,000	-32.4%	137,000	140,000	1.6%	182,000	170,000	-6.8%
Total	37,806	37,133	-1.8%	3,061,000	2,746,000	-10.3%	13,519,000	12,975,000	-4.0%	16,618,000	15,759,000	-5.2%

*Others include occupants of buses/other/unknown vehicles and other/unknown nonoccupants.
Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files. CRSS estimates have been rounded to nearest thousand. Percentages have been computed based on unrounded estimates. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Components may not add to totals due to independent rounding.

Table 3 shows the fatality rate and estimated injury rate of people per 100,000 resident population, per 100,000 licensed drivers, per 100,000 registered vehicles, and per 100 million vehicle miles traveled (VMT). In 2017 the fatality rate was 11.40 per 100,000 resident population, 16.48 per 100,000 licensed drivers, 12.79 per 100,000 registered vehicles, and 1.16 per 100 million VMT. The corresponding 2017 injury rates were 843 per 100,000 resident population, 1,219 per 100,000 licensed drivers, 946 per 100,000 registered vehicles, and 85 per 100 million VMT.

Table 3
Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT in 2016 and 2017

Injury Severity	Number	Resident Population (Thousands)	Rate per 100,000 Population	Licensed Drivers (Thousands)	Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Rate per 100 Million VMT
2016									
Fatalities	37,806	323,406	11.69	221,712	17.05	288,034	13.13	3,174	1.19
Injuries	3,061,000		946		1,380		1,063		96
2017									
Fatalities	37,133	325,719	11.40	225,346	16.48	290,387	12.79	3,212	1.16
Injuries	2,746,000		843		1,219		946		85

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files; VMT and Licensed Drivers – Federal Highway Administration; Registered Vehicles – R. L. Polk & Co. and Federal Highway Administration; Population – U.S. Bureau of the Census. Injury rate estimates have been rounded to 1 and fatality rates rounded to the hundredths. CRSS estimates have been rounded to nearest thousand.

Table 4 shows the estimated number of people killed or injured by person type occupants — (people in motor vehicles or on motorcycles) and nonoccupants — (pedestrians, pedalcyclists, etc.) by age group.

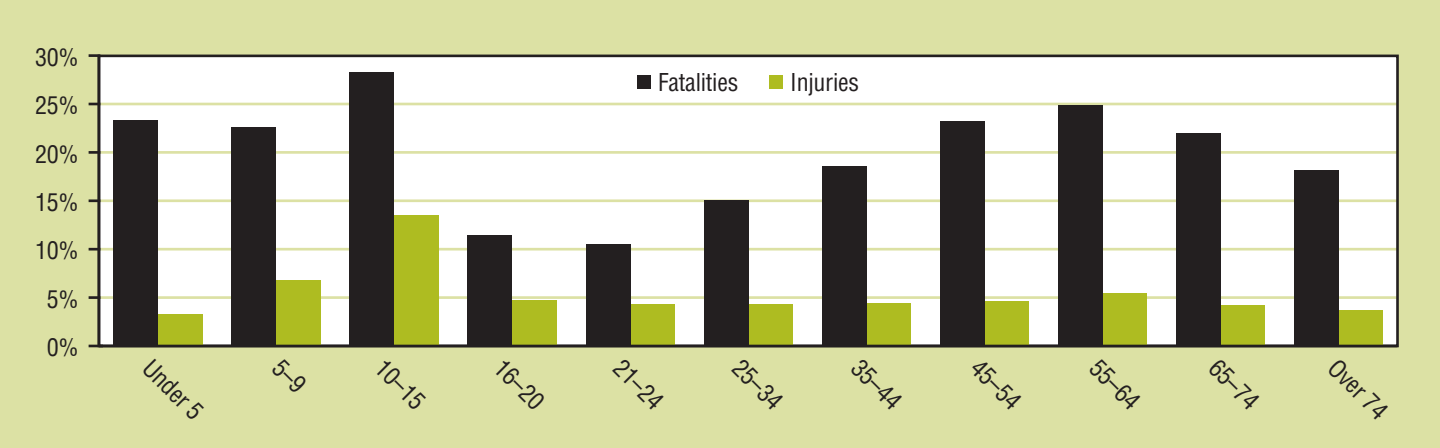
Table 4
People Killed or Injured in 2016 and 2017, by Age Group and Person Type

Injury Severity	Age Group												
	Person Type	<5	5–9	10–15	16–20	21–24	25–34	35–44	45–54	55–64	65–74	>74	Total
2016													
Fatalities	Occupant	308	291	464	2,851	3,205	5,925	4,080	4,099	3,908	2,686	2,758	30,613
	Nonoccupant	92	93	195	374	424	1,016	941	1,261	1,314	764	638	7,193
Injuries	Occupant	61,000	70,000	96,000	356,000	302,000	594,000	427,000	405,000	313,000	169,000	102,000	2,895,000
	Nonoccupant	3,000	6,000	***16,000***	20,000	***14,000***	***31,000***	22,000	22,000	19,000	9,000	4,000	***166,000***
2017													
Fatalities	Occupant	306	247	441	2,747	2,963	5,736	4,119	4,089	4,015	2,555	2,875	30,145
	Nonoccupant	93	72	174	353	349	1,009	937	1,234	1,326	719	635	6,988
Injuries	Occupant	52,000	61,000	83,000	317,000	263,000	528,000	387,000	358,000	294,000	172,000	99,000	2,613,000
	Nonoccupant	2,000	4,000	***13,000***	16,000	***12,000***	***24,000***	18,000	17,000	17,000	7,000	4,000	***133,000***

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files. CRSS estimates have been rounded to nearest thousand. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Components may not add to totals due to independent rounding and unknown ages not displayed.

Figure 2 depicts the estimated percentage of nonoccupants killed or injured in crashes, by their age group. In every age group, the percentage of nonoccupants was higher for those who were killed than the percentage of nonoccupants who were injured. Among all age groups, 10- to 15-year-olds had the highest percentage of nonoccupants, both for people killed (28%) and people injured (13.5%).

Figure 2
Percentage of Nonoccupants Killed or Injured in Crashes in 2017, by Age Group



Source: 2017 FARS ARF and CRSS

Vehicles Involved: As shown in Table 5, in 2017 an estimated 11.547 million vehicles were involved in police-reported motor vehicle traffic crashes of which 6.331 million (54.8%) were passenger cars, 4.542 million (39.3%) were light trucks, 475,000 (4.1%) were large trucks, 116,000 (1%) were motorcycles, and 67,000 (0.6%) were buses. An estimated 7.992 million vehicles were involved in a crash that resulted in no injuries (PDO crashes), 3.502 million were involved in injury crashes, and 52,645 were involved in fatal crashes.

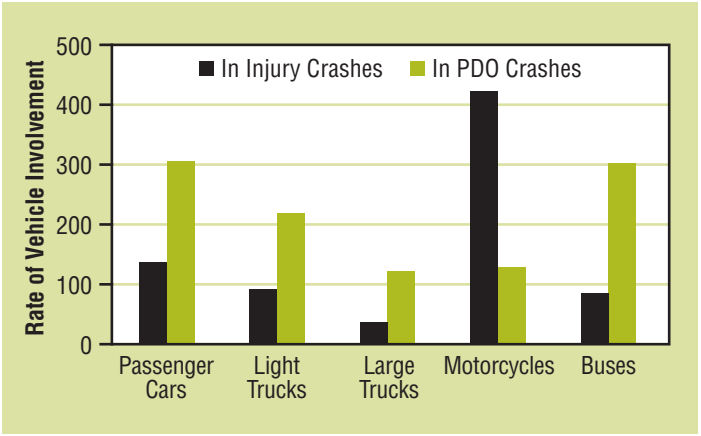
Table 5
Vehicles Involved in Crashes in 2016 and 2017, by Vehicle Type and Crash Severity

Crash Severity	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other / Unknown Vehicles	Total
2016							
Fatal (FARS)	21,077	20,231	4,251	5,467	234	1,454	52,714
Injury	2,187,000	1,469,000	102,000	100,000	17,000	6,000	3,880,000
PDO	4,535,000	3,181,000	351,000	28,000	51,000	14,000	8,161,000
Total (% of Total)	6,743,000 (55.8%)	4,670,000 (38.6%)	457,000 (3.8%)	134,000 (1.1%)	68,000 (0.6%)	21,000 (0.2%)	12,094,000 (100%)
2017							
Fatal (FARS)	21,031	19,986	4,657	5,326	232	1,413	52,645
Injury	1,956,000	1,334,000	107,000	85,000	15,000	6,000	3,502,000
PDO	4,354,000	3,188,000	363,000	26,000	52,000	9,000	7,992,000
Total (% of Total)	6,331,000 (54.8%)	4,542,000 (39.3%)	475,000 (4.1%)	116,000 (1.0%)	67,000 (0.6%)	16,000 (0.1%)	11,547,000 (100%)

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files. CRSS estimates have been rounded to nearest thousand. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Components may not add to totals due to independent rounding. Percentages have been computed based on unrounded estimates.

Figure 3 and Table 6 show the estimated rate of vehicles involved in injury and PDO crashes per 100 million VMT. Table 6 also shows the estimated rate of vehicles involved in fatal, injury, and PDO crashes per 100,000 registered vehicles. In 2017 the vehicle involvement rate for passenger cars in injury crashes was 1,472 per 100,000 registered vehicles. The corresponding rate in PDO crashes for passenger cars was 3,276 per 100,000 registered vehicles.

Figure 3
Vehicle Involvement Rates in Injury and PDO Crashes per 100 Million VMT in 2017



Sources: 2017 FARS ARF and CRSS; VMT – Federal Highway Administration

Table 6
Vehicle Involvement Rates per VMT or Registered Vehicles in 2016 and 2017, by Crash Severity and Vehicle Type

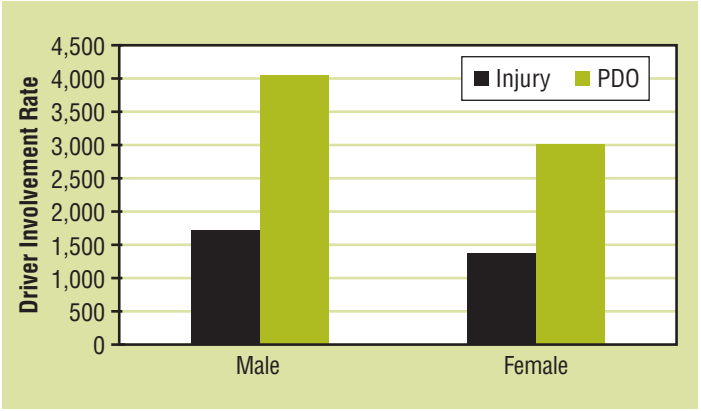
Crash Severity	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
2016									
	Passenger Cars			**Light Trucks**			**Large Trucks**		
Fatal	21,077	1.46	15.63	20,231	1.43	15.32	4,251	1.48	36.97
Injury	2,187,000	152	1,622	1,469,000	104	1,112	102,000	35	888
PDO	4,535,000	315	3,363	3,181,000	226	2,409	351,000	122	3,054
	Motorcycles			**Buses**			**Other/Unknown Vehicles**		
Fatal	5,467	26.74	62.99	234	1.43	23.97	1,454	–	–
Injury	100,000	491	1,158	17,000	102	1,706	6,000	–	–
PDO	28,000	139	327	51,000	313	5,249	14,000	–	–
2017									
	Passenger Cars			**Light Trucks**			**Large Trucks**		
Fatal	21,031	1.48	15.82	19,986	1.38	14.75	4,657	1.56	38.08
Injury	1,956,000	137	1,472	1,334,000	92	984	107,000	36	873
PDO	4,354,000	306	3,276	3,188,000	219	2,352	363,000	122	2,971
	Motorcycles			**Buses**			**Other/Unknown Vehicles**		
Fatal	5,326	26.43	61.11	232	1.35	23.60	1,413	–	–
Injury	85,000	423	977	15,000	85	1,483	6,000	–	–
PDO	26,000	128	296	52,000	302	5,288	9,000	–	–

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files; VMT – Federal Highway Administration; Registered Vehicles – R.L. Polk & Co. and Federal Highway Administration, CRSS estimates have been rounded to nearest thousand. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Vehicle involvement rates in fatal crashes have been rounded to the hundredths, and involvement rates in injury and PDO-crashes have been rounded to 1.

Driver Involvement Rates: Figure 4 and Table 7 show the estimated rate of drivers 16 and older involved in crashes per 100,000 licensed drivers by crash severity and driver's gender. Rates were higher for male drivers in crashes of all severities. The overall crash involvement rate per 100,000 licensed drivers was 5,805 for male drivers (16 and older) and 4,397 for female drivers (16 and older). The corresponding rates of driver involvement in injury crashes were 1,727 and 1,369 for male and female drivers, respectively. Finally, the driver involvement rates in fatal crashes were 33.65 per 100,000 licensed male drivers and 11.85 per 100,000 licensed female drivers.

Figure 4

Driver (≥16 Years of Age) Involvement Rate per 100,000 Licensed Drivers in 2017, by Crash Severity and Gender



Sources: 2017 CRSS; Licensed Drivers – Federal Highway Administration

Table 7

Drivers Involved in Crashes and Involvement Rates per 100,000 Licensed Drivers in 2016 and 2017, by Crash Severity and Gender

Crash Severity	Male (≥16 Years Old)			Female (≥16 Years Old)			Total (≥16 Years Old)		
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
2016									
Fatal	37,731	109,556	34.44	13,306	112,093	11.87	51,058	221,649	23.04
Injury	2,124,000		1,939	1,737,000		1,550	3,862,000		1,742
PDO	4,612,000		4,209	3,508,000		3,130	8,120,000		3,664
Total	6,774,000		6,183	5,259,000		4,692	12,033,000		5,429
2017									
Fatal	37,477	111,363	33.65	13,502	113,907	11.85	50,994	225,270	22.64
Injury	1,923,000		1,727	1,560,000		1,369	3,483,000		1,546
PDO	4,504,000		4,045	3,435,000		3,016	7,940,000		3,525
Total	6,465,000		5,805	5,009,000		4,397	11,474,000		5,093

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files; Licensed Drivers – Federal Highway Administration. CRSS estimates have been rounded to nearest thousand. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Components may not add to totals due to independent rounding. Vehicle involvement rates in fatal crashes have been rounded to the hundredths and involvement rates in injury and PDO-crashes have been rounded to 1.

Restraint Use Among Passenger Vehicle Occupants: Table 8 shows the estimated numbers of passenger vehicle occupants (people in passenger cars or light trucks) by restraint use and their injury severity. In 2017, among the injured passenger vehicle occupants, about 5 percent were known to have not used a restraint as compared to 43 percent of occupants not wearing restraints who were killed.

Table 8
Restraint Use Among Occupants of Passenger Vehicles in 2016 and 2017, by Injury Severity

	Restraint Used		No Restraint Used		Restraint Use Unknown		Total	
Injury Severity	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2016								
Fatalities	11,376	47.6%	10,514	44.0%	1,987	8.3%	23,877	100%
Injuries	2,323,000	85.3%	119,000	4.4%	282,000	10.4%	2,724,000	100%
2017								
Fatalities	11,388	48.4%	10,076	42.8%	2,087	8.9%	23,551	100%
Injuries	2,136,000	86.6%	116,000	4.7%	215,000	8.7%	2,467,000	100%

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files. CRSS estimates have been rounded to nearest thousand. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Components may not add to totals due to independent rounding. Percentages have been computed based on unrounded estimates.

Driver's Restraint Use: Table 9 shows the restraint use among drivers of passenger vehicles, by crash severity. In 2017, among drivers involved in injury crashes, about 2.6 percent of passenger vehicle drivers did not use a restraint as compared to about 23.4 percent of passenger vehicle drivers involved in fatal crashes.

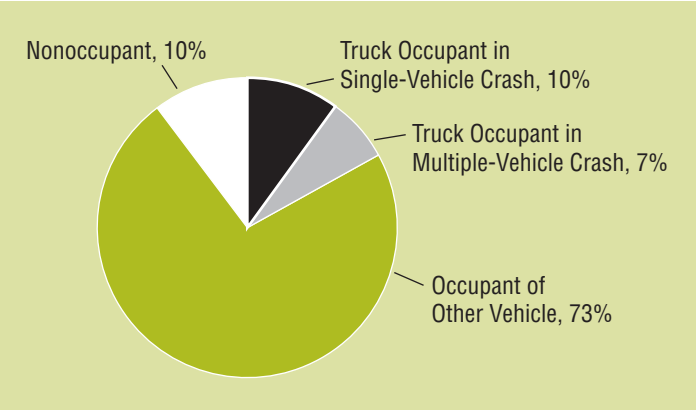
Table 9
Restraint Use Among Drivers of Passenger Vehicles in 2016 and 2017, by Crash Severity

	Restraint Used		No Restraint Used		Restraint Use Unknown		Total	
Crash Severity	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2016								
Fatal	27,912	68.0%	9,724	23.7%	3,441	8.4%	41,077	100%
Injury	3,184,000	87.2%	89,000	2.4%	379,000	10.4%	3,651,000	100%
PDO	6,884,000	89.4%	72,000	0.9%	748,000	9.7%	7,703,000	100%
2017								
Fatal	27,794	68.2%	9,535	23.4%	3,413	8.4%	40,742	100%
Injury	2,895,000	88.1%	85,000	2.6%	306,000	9.3%	3,285,000	100%
PDO	6,721,000	89.3%	66,000	0.9%	740,000	9.8%	7,526,000	100%

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files. CRSS estimates have been rounded to nearest thousand. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Components may not add to totals due to independent rounding. Percentages have been computed based on unrounded estimates.

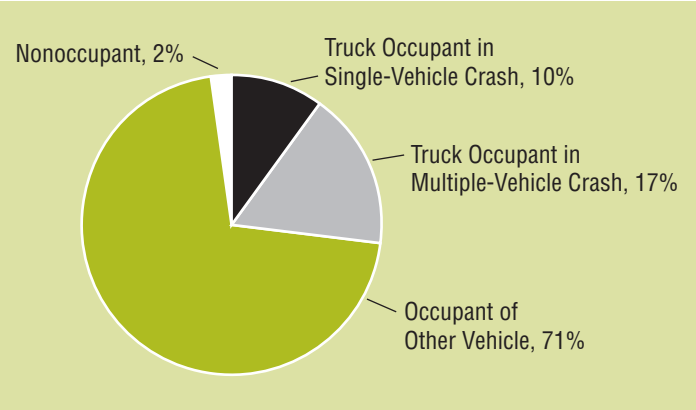
People in Large-Truck Crashes: Figures 5 and 6, as well as Table 10, show the number of people killed and the estimated number of people injured in large-truck-related crashes – crashes involving at least one large truck (over 10,000 pounds gross vehicle weight rating). In 2017, among the estimated 148,000 people injured in large-truck-related crashes, about three-quarters (71%) were occupants of other vehicles (other than the large truck) involved in the crash. Similarly, among the 4,761 people killed in large truck-related crashes, about 73 percent were occupants of other vehicles.

Figure 5
Fatalities in Large-Truck Crashes in 2017, By Person Type



Source: 2017 FARS ARF

Figure 6
People Injured in Large-Truck Crashes In 2017, By Person Type



Source: 2017 CRSS

Table 10
People Involved in Large-Truck Crashes in 2016 and 2017, by Injury Severity, Crash Type, and Person Type

Injury Severity	Truck Occupants by Crash Type			Other People			Total
	Single-Vehicle	Multiple-Vehicle	Total	Occupants of Other Vehicles	Nonoccupants	Total	
2016							
Fatalities	458	267	725	3,170	474	3,644	4,369
Injuries	13,000	24,000	37,000	94,000	4,000	98,000	134,000
2017							
Fatalities	498	343	841	3,450	470	3,920	4,761
Injuries	14,000	25,000	40,000	105,000	3,000	108,000	148,000

Sources: 2016 FARS Final File, 2017 ARF; 2016-2017 CRSS Files. CRSS estimates have been rounded to nearest thousand. ***Cells that are highlighted in bold and italics indicate a statistically significant year-to-year difference at the α=.05 level.*** Components may not add to totals due to independent rounding.

Comparisons of CRSS With FARS and GES

Comparisons of CRSS estimates with GES estimates should be performed with caution. Estimates of fatal crashes from the GES have been consistently and significantly lower than the totals reported from FARS. However, comparisons among GES estimates are less likely confounded by this issue. For a broader discussion of this and guidance on how to analyze the new data, please refer to the companion technical report, *Crash Report Sampling System: Design Overview, Analytic Guidance and FAQs*.

FARS[3] is a national collection of all fatal motor vehicle crashes. FARS totals do not have probability sampling errors. Fatal crash estimates from CRSS, taking into account their sampling errors, are comparable to the corresponding totals from FARS. However, NHTSA will continue to calculate fatal crash counts from FARS.

[3] FARS contains data on every fatal traffic crash 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 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 in the Final version of the FARS data file.

The 2017 CRSS Sample

The map on the next page shows the 60 data collection sites selected for CRSS.

In 2017 the CRSS sample comprised 55,274 police crash reports, out of which 54,969 were eligible to be included in the final analytic file for weighting and estimation. These police crash reports were collected from 393 police jurisdictions in 60 responding sites across the country. In 2016 NHTSA collected data from 53 sites.

Downloading and Analyzing 2016 and 2017 CRSS Data

The 2016 CRSS data can be downloaded at:
ftp://ftp.nhtsa.dot.gov/CRSS/2016/

The 2017 CRSS data can be downloaded at:
ftp://ftp.nhtsa.dot.gov/CRSS/2017/

The analytic user's manual can be found at:
https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812702

Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs can be found at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812688

Crash Report Sampling System: Sample Design and Weighting can be found at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812706.

References

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For questions regarding the information presented in this report, please contact NCSARequests@dot.gov. Access this Crash•Stats and other general information on traffic safety at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation
National Highway Traffic Safety Administration

Figure 7
CRSS Data Collection Sites