Traffic Safety Facts
2017 Data

May 2019

DOT HS 812 753

NHTSA

Young Drivers

Key Findings

- In the 15- to 20-year-old age group, driver fatalities declined by 33 percent in the 10-year period from 2008 to 2017, including a 4-percent decrease from 2016 to 2017.
- The number of licensed young drivers decreased by 9.0 percent in the 10-year period from 2008 to 2017 but increased by 0.3 percent from 2016 to 2017.
- In 2017 there were 1,830 young drivers killed in motor vehicle crashes.
- Eight percent of all drivers involved in fatal crashes in 2017 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 in 2017, the involvement rate was 49.62, about 2.3 times that of young female drivers.
- During 2017 there were 282 motorcycle riders 15 to 20 years old killed in crashes.
- Of the young drivers killed with known restraint use, 47 percent were unrestrained at the time of the crashes in 2017.
- Twenty-four percent of young drivers 15 to 20 years old who were killed in crashes in 2017 had blood alcohol concentrations (BACs) of .01 g/dL or higher; 82 percent of those young drivers also had BACs of .08 g/dL or higher.
- NHTSA estimates that minimum-drinking-age laws (21 years old) have saved 31,959 lives since 1975.

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The term *young driver* refers to a person 15 to 20 years old operating a motor vehicle. People in this age group generally obtain their licenses for the first time and many are under a graduated driver licensing program as they learn driving skills. Young, inexperienced drivers have higher crash rates than older, more experienced drivers in the United States.

In this fact sheet for 2017, information on young drivers is presented as follows:

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, but at the time of publication, estimates for 2016 and 2017 were not available. 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

In 2017 there were 1,830 young drivers 15 to 20 years old who died in motor vehicle crashes, a 4-percent decrease from the 1,916 young drivers who died in 2016.

Motor vehicle crashes are a leading cause of death for 15- to 20-year-olds, according to the National Center for Health Statistics.[1]

There were 225.3 million licensed drivers in the United States in 2017. Young drivers accounted for 5.4 percent (12.1 million) of the total in 2017, an 9.0-percent decrease from the 13.3 million young drivers in 2008, but a 0.3-percent increase from the 12.1 million young drivers in 2016. Population for this age group decreased by 4.2 percent from 2008 to 2017.[2]

[1] Centers for Disease Control and Prevention's web-based Injury Statistics Query and Reporting System, available at www.cdc.gov/injury/wisqars/fatal.html

[2] Licensed drivers – Federal Highway Administration, Population – Census Bureau.

Fatalities

Total fatalities in crashes with young drivers decreased steadily over the 10-year period from 6,452 in 2008 to 4,750 in 2017, resulting in a 26-percent decrease in fatalities during that time, as seen in Table 1. In fatal crashes involving young drivers for the 10-year period from 2008 to 2017:

- Fatalities among young drivers decreased by 33 percent.
- Fatalities among the passengers of young drivers decreased by 41 percent.
- Occupant fatalities in other vehicles decreased by 10 percent.
- Nonoccupant fatalities—pedestrians, bicyclists, or other nonoccupants—increased by 8 percent.

In fatal crashes involving young drivers in the most recent year from 2016 to 2017:

- Fatalities among young drivers decreased by 4 percent.
- Fatalities among the passenger of young drivers decreased by 5 percent.
- Occupant fatalities in other vehicles increased by 2 percent.
- Nonoccupant fatalities decreased by 6 percent.

Figure 1 displays the percentage of fatalities in crashes involving young drivers by person type and year.

In 2017:

- Young drivers who were involved in fatal crashes made up 39 percent of the fatalities in those crashes.
- There were more fatalities of occupants in other vehicles than there were passenger fatalities of young drivers; this has been the trend since 2012.
- Of those passengers who died in crashes with young people who were driving, 66 percent (646 of 979 from Table 1) were also 15 to 20 years old.

Table 1

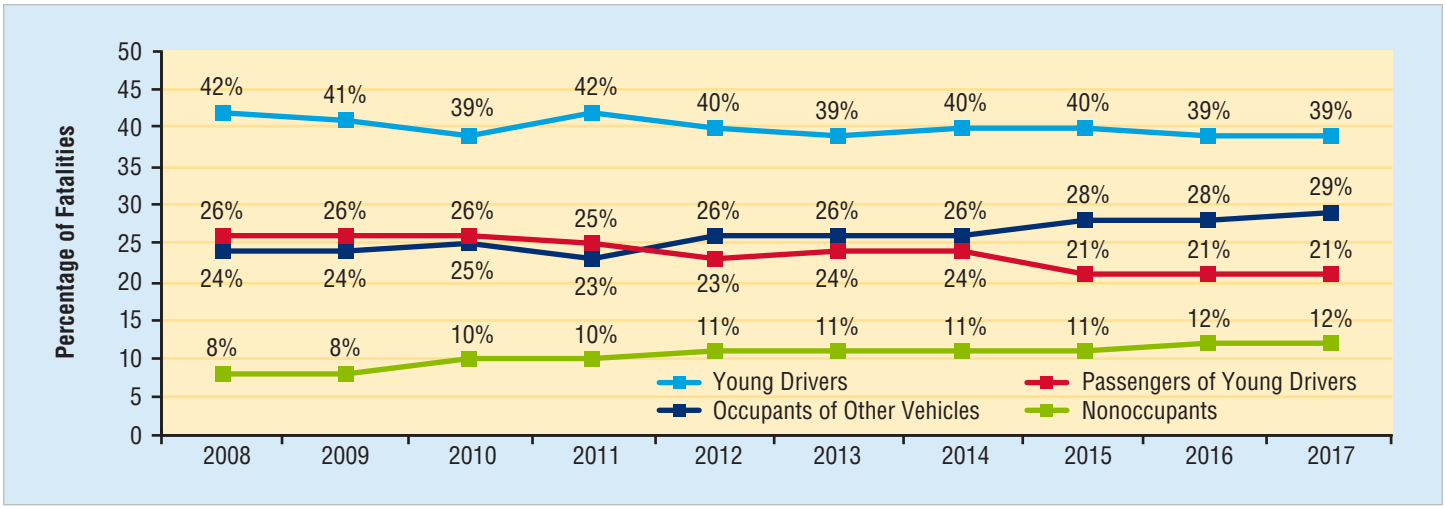
Fatalities in Crashes Involving Young Drivers, by Person Type and Year, 2008–2017

Year	Young Drivers (15–20)	Passengers of Young Drivers by Age					Occupants of Other Vehicles	Nonoccupants	Total
		<15	15–20	21+	Unknown	Total			
2008	2,742	170	1,067	421	4	1,662	1,527	521	6,452
2009	2,343	145	958	351	2	1,456	1,381	469	5,649
2010	1,965	130	845	356	2	1,333	1,250	493	5,041
2011	1,993	118	777	298	1	1,194	1,122	473	4,782
2012	1,880	88	682	286	4	1,060	1,230	502	4,672
2013	1,696	120	633	313	3	1,069	1,133	469	4,367
2014	1,723	75	671	268	1	1,015	1,093	454	4,285
2015	1,903	101	622	258	1	982	1,326	533	4,744
2016	1,916	94	665	270	4	1,033	1,348	598	4,895
2017	1,830	96	646	236	1	979	1,378	563	4,750

Source: FARS 2008–2016 Final File, 2017 Annual Report File (ARF)

Figure 1

Percentage of Fatalities in Crashes Involving Young Drivers, by Person Type and Year, 2008–2017



Source: FARS 2008–2016 Final File, 2017 ARF

Driver Involvement

There were 4,361 young drivers involved in fatal crashes in 2017 – a 26-percent decrease from the 5,886 involved in 2008. This 26-percent decrease is different from the 4-percent increase for all drivers involved in fatal crashes in the same time period. Table 2 shows both involvement of young drivers in fatal crashes as well as young driver fatalities in fatal crashes from 2008 to 2017.

In 2017:

- Young drivers involved in fatal crashes decreased from 2008 for both young male and female drivers (27% and 23%, respectively).
- The 2-year comparison of total driver involvement in fatal crashes remained roughly the same from 52,399 in 2016 to 52,274 in 2017. During this same period, young-driver involvement decreased by 4 percent from 4,555 in 2016 to 4,361 in 2017.
- Eight percent (8.3%) of all drivers involved in fatal crashes were young drivers. However, young drivers were only 5.4 percent of all licensed drivers in 2017.

Table 2
Involvement of 15- to 20-Year-Old and All Drivers in Fatal Crashes, by Gender, 2008 and 2017

Gender	2008			2017			Percentage Change, 2008–2017	
	Total	Ages 15–20	Percentage of Total	Total	Ages 15–20	Percentage of Total	Total	Ages 15–20
Drivers Involved in Fatal Crashes								
Male	37,061	4,192	11.3%	37,654	3,049	8.1%	+2%	-27%
Female	12,627	1,692	13.4%	13,555	1,309	9.7%	+7%	-23%
Total*	50,416	5,886	11.7%	52,274	4,361	8.3%	+4%	-26%
Driver Fatalities								
Male	18,764	2,013	10.7%	18,197	1,341	7.4%	-3%	-33%
Female	5,483	727	13.3%	5,397	487	9.0%	-2%	-33%
Total*	24,254	2,742	11.3%	23,611	1,830	7.8%	-3%	-33%

Source: FARS 2008 Final File, 2017 ARF
*Total includes unknown gender.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers was higher for young male drivers compared to older male drivers. For young male drivers 15 to 20 years old the driver involvement rate was 49.62 young male drivers involved in fatal crashes in 2017 per 100,000 licensed young male drivers. For female drivers of all ages, the highest involvement rate was 21.99 young female drivers 15 to 20 years old involved in fatal crashes in 2017 per 100,000 licensed young female drivers.

The 15- to 20-year-old age group accounted for 9.8 percent of all drivers involved in single-vehicle fatal crashes in 2017, compared to 7.8 percent in multiple-vehicle fatal crashes, as shown in Table 3.

Table 3
Percentage of Population and Drivers Involved in Fatal Crashes, by Age Group, 2017

	Age Group								
	<15	15–20	21–24	25–34	35–44	45–54	55–64	65–69	70+
Population	18.7%	7.8%	5.5%	13.9%	12.5%	13.0%	12.9%	5.2%	10.4%
Drivers Involved in Fatal Crashes - All Fatal Crashes	0.1%	8.5%	9.8%	21.3%	16.1%	15.9%	14.2%	4.5%	9.6%
- Single-Vehicle	0.2%	9.8%	10.9%	22.1%	15.7%	15.1%	13.7%	4.2%	8.4%
- Multi-Vehicle	0.1%	7.8%	9.1%	20.8%	16.3%	16.3%	14.5%	4.7%	10.3%
2017 Licensed Drivers	0.0%	5.4%	6.4%	17.7%	16.5%	17.4%	17.4%	6.9%	12.4%

Source: FARS 2017 ARF; Population – Census Bureau; Licensed Data – Federal Highway Administration
Note: Individuals with unknown age were removed before calculating percentages.

Among young drivers involved in fatal crashes, 22 percent (157 out of 730) of those who did not have valid operator licenses also had previous license suspensions or revocations at the time of the crashes in 2017 (Table 4).

Table 4
15- to 20-Year-Old Drivers Involved in Fatal Crashes, by Previous 5-Year Driving Record and License Compliance, 2017

	License Compliance					
	Valid		Invalid		Total*	
Driving Record	Number	Percent**	Number	Percent**	Number	Percent**
Total Drivers Involved	3,607	100.0%	730	100.0%	4,361	100.0%
No Previous Driving Record	2,106	58.4%	406	55.6%	2,512	57.6%
Previous Recorded Crashes	501	13.9%	76	10.4%	577	13.2%
Previous Recorded Suspensions or Revocations	203	5.6%	157	21.5%	360	8.3%
Previous DWI Convictions	22	0.6%	22	3.0%	44	1.0%
Previous Speeding Convictions	621	17.2%	99	13.6%	721	16.5%
Previous Other Harmful or Moving Convictions	533	14.8%	136	18.6%	669	15.3%

Source: FARS 2017 ARF
*Total includes drivers with unknown previous records.
**A driver can have multiple driving records of different types.

Motorcycles

The term motorcycle *rider* refers to the operator of the motorcycle only and the term *passenger* refers to any occupant not including the rider. The term *motorcyclist* refers to any occupant of a motorcycle, either the rider or the passenger.

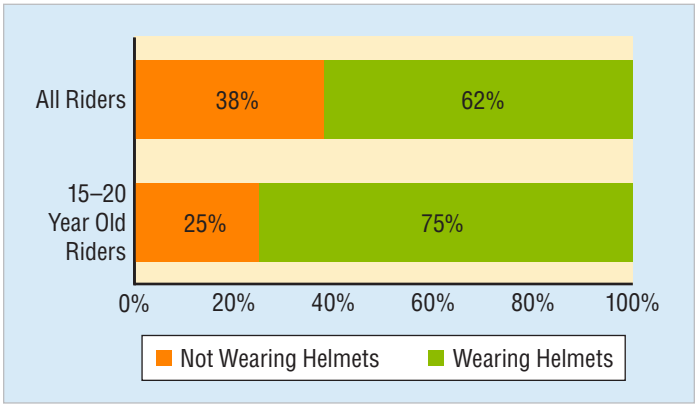
In 2017 there were 282 young motorcycle riders 15 to 20 years old killed in crashes, an increase of 11 percent from 255 young motorcycle riders killed in 2016.

Helmets are estimated to be 37-percent effective in preventing fatalities among motorcycle riders and 41-percent effective among motorcycle passengers. NHTSA estimates that helmets saved the lives of 1,872 motorcyclists of all ages in 2017, and that if all motorcyclists had worn helmets, an additional 749 lives could have been saved.[3]

[3] National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). Washington, DC: National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

Twenty-five percent of the motorcycle riders 15 to 20 years old who were killed in crashes were not wearing helmets (based on known helmet use) compared to 38 percent of all motorcycle riders who were killed in 2017 as shown in Figure 2.

Figure 2
Helmet Use* of Motorcycle Riders Killed in Fatal Crashes, by Age, 2017



Source: FARS 2017 ARF
*Based on known helmet use.

Of the young motorcycle riders involved in fatal crashes, 41 percent were either unlicensed or driving with invalid licenses compared to 29 percent of all motorcycle riders involved in 2017.

Restraint Use

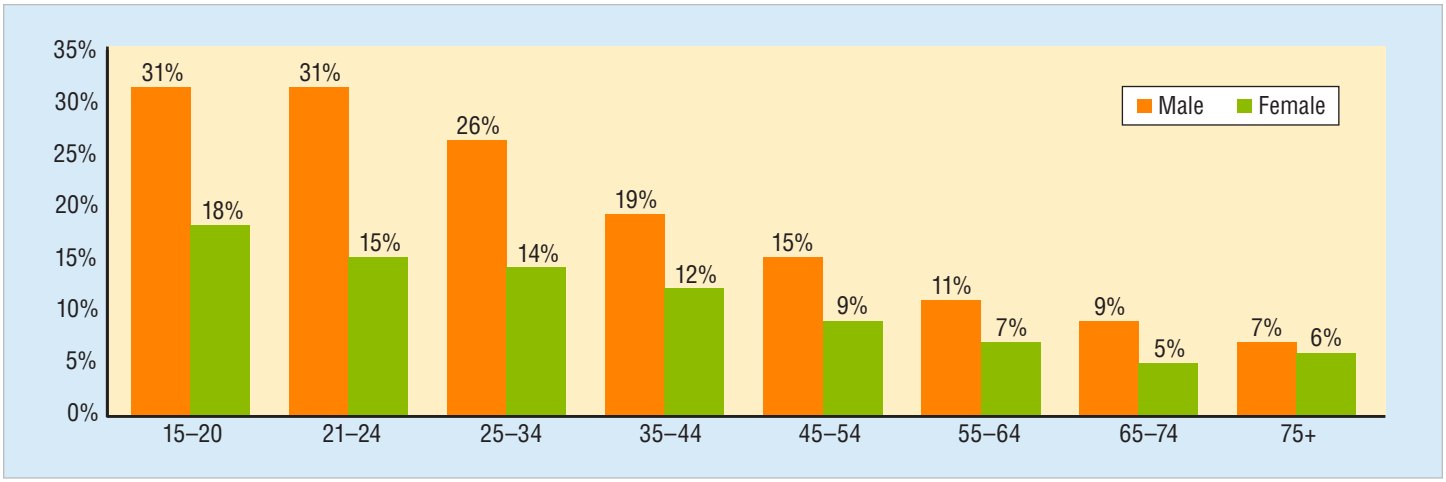
Of the 3,940 young passenger vehicle drivers involved in fatal crashes in 2017, the restraint use of those drivers is known for all but 333 drivers. Passenger vehicles include passenger cars and light trucks such as pickups, SUVs, and vans. Of the young passenger vehicle drivers involved in fatal crashes in 2017 with known restraint use:

- Forty-seven percent of those who died were unrestrained, which is the same percentage for all drivers who died in fatal crashes.
- Thirteen percent of those who survived were unrestrained compared to 9 percent of all drivers who survived fatal crashes.

Speeding

NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In 2017 young drivers, male and female, were speeding at the time of the fatal crashes more than the other age groups as shown in Figure 3. Males in general were more likely to be associated with speeding than females in these crashes.

Figure 3
Percentage of Speeding Drivers in Fatal Crashes, by Age Group and Gender, 2017



Source: FARS 2017 ARF

Alcohol

All States and the District of Columbia have 21-year-old minimum-drinking-age laws. Alcohol involvement includes a fatal crash in which a driver had a BAC of .01 g/dL or higher. A driver is considered to be alcohol-impaired when the driver's BAC is .08 g/dL or higher.

In 2017:

- Twenty-four percent of the young drivers 15 to 20 years old who were killed in crashes had BACs of .01 g/dL or higher; 20 percent had BACs of .08 g/dL or higher, as shown in Table 5.
- Of the 440 young drivers killed who had alcohol in their systems, 362 (82%) were at .08 g/dL or higher (past the legal driving limit for those *legally permitted* to consume alcohol).

Table 5

Alcohol Involvement Among Young Drivers Age 15 to 20 Involved in Fatal Crashes, by Year and Driver Status, 2008 and 2017

Driver Status	Number of Drivers	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		BAC=.08+ g/dL	
		Number	Percent	Number	Percent	Number	Percent
2008							
Survived	3,144	2,669	85%	475	15%	320	10%
Killed	2,742	1,906	70%	836	30%	690	25%
Total	5,886	4,575	78%	1,312	22%	1,010	17%
2017							
Survived	2,531	2,158	85%	373	15%	293	12%
Killed	1,830	1,390	76%	440	24%	362	20%
Total	4,361	3,548	81%	813	19%	655	15%

Source: FARS 2008 Final File, 2017 ARF

The number of young drivers involved in fatal crashes who had BACs of .01 g/dL or higher dropped by 38 percent, from 1,312 in 2008 to 813 in 2017. However, 19 percent of these drivers had alcohol (BACs of .01 g/dL or higher) in their systems in 2017 as compared to 22 percent in 2008.

Table 6 shows alcohol involvement for young drivers who were killed according to their age. Among young drivers killed in fatal crashes in 2017, there were 487 killed at the age of 20—highest among the young drivers; 32 percent of these drivers had alcohol in their systems at the time of the fatal crashes. The table also shows that of those young drivers killed, the percentage that involved alcohol generally increases as age increases (except for 15-year-old drivers).

Table 6

Young Drivers Killed, by Age and Percentage With BAC=.01 g/dL or Higher, 2017

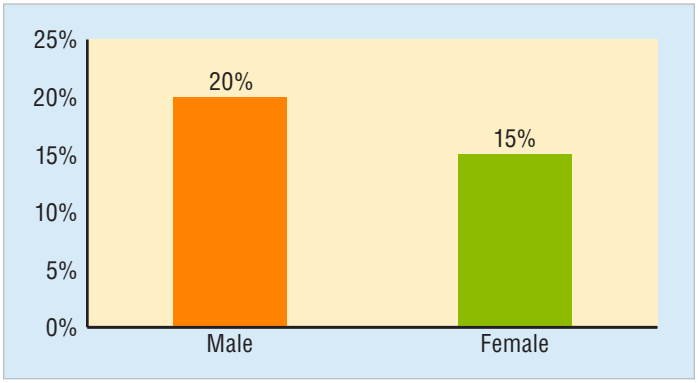
Age (Years)	Total Number of Drivers Killed	Percentage of Drivers With BAC=.01+ g/dL		Percentage of Drivers With BAC=.08+ g/dL	
		Number	Percent	Number	Percent
15	33	5	15%	2	6%
16	185	20	11%	17	9%
17	235	41	17%	34	15%
18	423	94	22%	71	17%
19	467	123	26%	102	22%
20	487	158	32%	136	28%

Source: FARS 2017 ARF

For young drivers in fatal crashes, alcohol involvement is higher among males than among females. Twenty percent of the young male drivers involved in fatal crashes in 2017 had some alcohol at the time of the crashes (BACs of .01 g/dL or higher), compared with 15 percent of the young female drivers involved in fatal crashes as shown in Figure 4.

Figure 4

Percentage of Young Drivers Involved in Fatal Crashes With BACs of .01 g/dL or Higher, by Gender, 2017



Source: FARS 2017 ARF

Drivers involved in fatal crashes are less likely to use restraints when they have been drinking. Forty-two percent of the young drivers of passenger vehicles involved in fatal crashes in 2017 who had been drinking were unrestrained (based on known restraint use). Of the young drivers who had been drinking and were killed in crashes, 58 percent were unrestrained (based on known restraint use). In comparison, of the non-drinking young drivers killed, 43 percent were unrestrained, as seen in Table 7.

Table 7
Young Drivers of Passenger Vehicles in Fatal Crashes, by Restraint Use* and Alcohol, 2017

Restraint Use*	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL	
	Number	Percent	Number	Percent
Drivers Involved in Fatal Crashes				
Restraint Used	2,275	78%	391	58%
Restraint Not Used	657	22%	284	42%
Driver Fatalities				
Restraint Used	569	57%	151	42%
Restraint Not Used	438	43%	205	58%

Source: FARS 2017 ARF
*Based on known restraint use.

NHTSA estimates that the 21-year-old minimum-drinking-age laws have helped reduce alcohol-related traffic fatalities and have saved 31,959 lives since 1975, as shown in Figure 5. In 2017 an estimated 538 lives were saved by minimum-drinking-age laws.[4]

Figure 5
Cumulative Estimated Number of Lives Saved by Minimum-Drinking-Age Laws,[4] 1975-2017

[4] National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). Washington, DC: National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

Fatalities by State

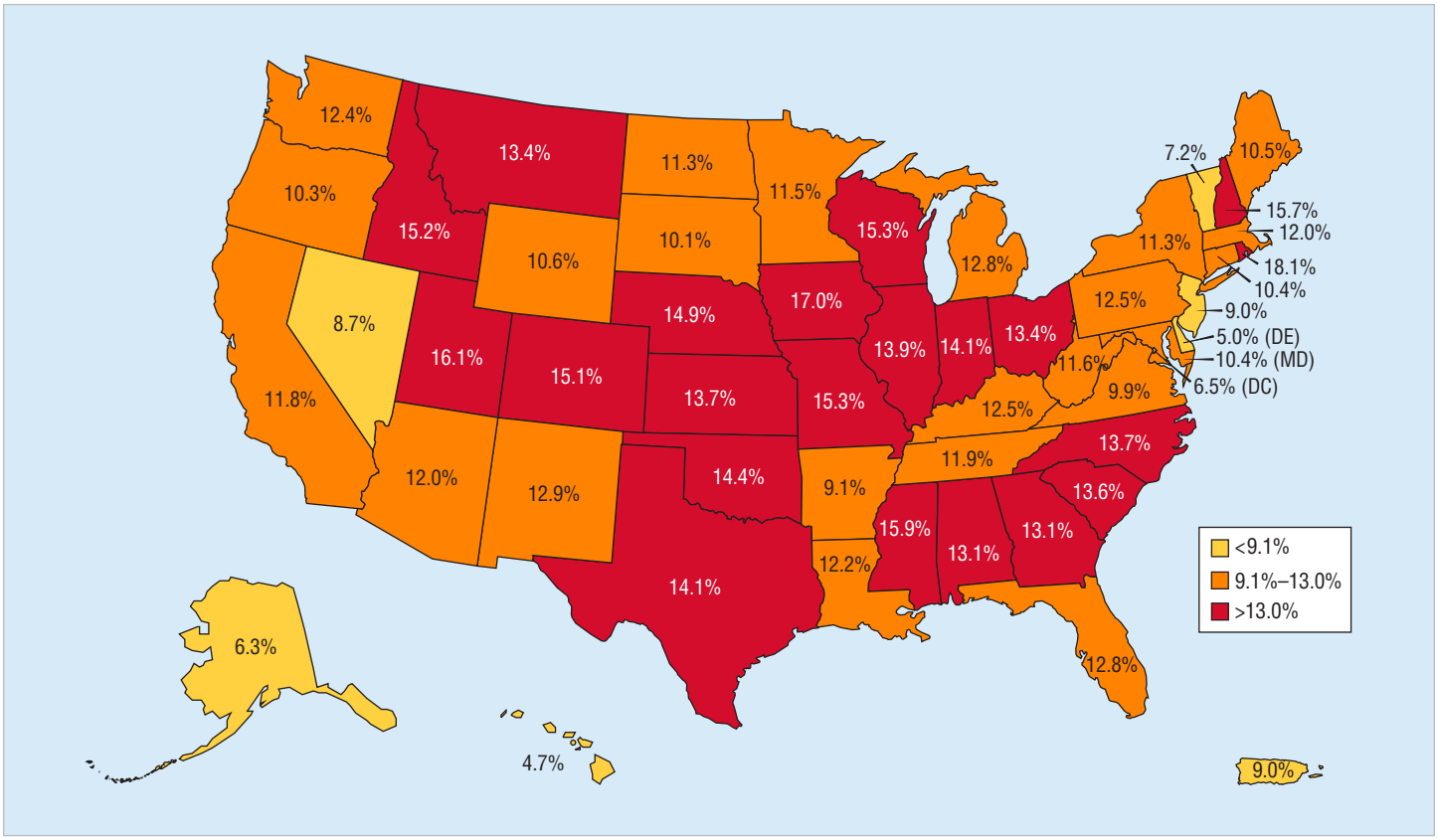
Table 8 presents the number of young drivers killed, as well as the numbers of passengers of young drivers, occupants of other vehicles, and nonoccupants killed in young-driver crashes for each State and the District of Columbia in 2017. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total. Figure 6 shows a heat map of the percentage of fatalities in crashes involving young drivers compared to total fatalities within the State.

In 2017:

- Traffic fatalities in crashes involving young drivers ranged from 2 in the District of Columbia to 523 in Texas.
- The number of young drivers who died in crashes ranged from 1 in the District of Columbia and Alaska to 201 in Texas.
- The percentages of fatalities in crashes involving young drivers (of State traffic fatalities) in States ranged from a low of 4.7 percent (Hawaii) to 18.1 percent (Rhode Island), compared to the national average of 12.8 percent as shown in Figure 6.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm

Figure 6
Percentage of State Traffic Fatalities Who Were Killed in Crashes Involving Young Drivers, 2017



Source: FARS 2017 ARF

Table 8

Fatalities in Crashes Involving Young Drivers Age 15 to 20, by State and Person Type, 2017

State	Young Drivers	Passengers in Young Drivers' Vehicles	Occupants of Other Vehicles	Nonoccupants	Total Fatalities in Crashes Involving Young Drivers	Percentage of State Traffic Fatalities Who Were Killed in Crashes Involving Young Drivers
Alabama	57	21	34	12	124	13.1%
Alaska	1	1	3	0	5	6.3%
Arizona	30	21	43	26	120	12.0%
Arkansas	21	9	10	5	45	9.1%
California	143	96	103	84	426	11.8%
Colorado	37	21	28	12	98	15.1%
Connecticut	7	10	4	8	29	10.4%
Delaware	4	0	2	0	6	5.0%
District of Columbia	1	0	0	1	2	6.5%
Florida	148	61	135	55	399	12.8%
Georgia	71	41	66	24	202	13.1%
Hawaii	3	1	1	0	5	4.7%
Idaho	13	9	10	5	37	15.2%
Illinois	61	28	47	17	153	13.9%
Indiana	47	25	44	13	129	14.1%
Iowa	20	17	15	4	56	17.0%
Kansas	28	19	15	1	63	13.7%
Kentucky	38	24	28	8	98	12.5%
Louisiana	49	16	18	10	93	12.2%
Maine	12	3	1	2	18	10.5%
Maryland	26	10	16	5	57	10.4%
Massachusetts	19	11	7	5	42	12.0%
Michigan	45	24	49	14	132	12.8%
Minnesota	16	10	12	3	41	11.5%
Mississippi	51	19	30	10	110	15.9%
Missouri	54	39	40	9	142	15.3%
Montana	14	7	3	1	25	13.4%
Nebraska	16	11	6	1	34	14.9%
Nevada	8	4	9	6	27	8.7%
New Hampshire	8	4	3	1	16	15.7%
New Jersey	18	7	19	12	56	9.0%
New Mexico	18	5	15	11	49	12.9%
New York	43	27	21	22	113	11.3%
North Carolina	56	43	75	19	193	13.7%
North Dakota	6	4	2	1	13	11.3%
Ohio	74	43	31	10	158	13.4%
Oklahoma	41	22	26	5	94	14.4%
Oregon	19	8	14	4	45	10.3%
Pennsylvania	56	27	46	13	142	12.5%
Rhode Island	5	2	6	2	15	18.1%
South Carolina	37	22	53	22	134	13.6%
South Dakota	4	7	2	0	13	10.1%
Tennessee	45	30	40	9	124	11.9%
Texas	201	108	154	60	523	14.1%
Utah	13	9	14	8	44	16.1%
Vermont	2	1	2	0	5	7.2%
Virginia	40	9	26	8	83	9.9%
Washington	34	16	13	7	70	12.4%
West Virginia	22	6	4	3	35	11.6%
Wisconsin	44	17	29	4	94	15.3%
Wyoming	4	4	4	1	13	10.6%
U.S. Total	**1,830**	**979**	**1,378**	**563**	**4,750**	**12.8%**
Puerto Rico	13	6	3	4	26	9.0%

Source: FARS 2017 ARF

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 final 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. The number of fatalities in motor vehicle crashes involving young drivers from the 2016 Final file was 4,895, which was updated from 4,853 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 (NCSA) 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. NCSA released the 2016 CRSS data in March 2018, but is currently reassessing this data, which is subject to change. NCSA plans to release the updated 2016 and new 2017 CRSS files in 2019. Thus, no CRSS estimates will be presented in this fact sheet. 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.

The suggested APA format citation for this document is:

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For More Information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, 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 be found at www.nhtsa.gov/research-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 *Summary of Motor Vehicle Crashes.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data.* The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

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