Quick Facts 2018

General Statistics

Fatal Crashes	
2018	33,654
2017	34,560
2016	34,748

Source: FARS

Fatalities	
2018	36,560
2017	37,473
2016	37,806

Source: FARS

Police-Reported Crashes	
2018	6,734,000
2017	6,453,000
2016	6,821,000

Sources: FARS/CRSS†

People Injured	
2018	2,710,000
2017	2,745,000
2016	3,062,000

Sources: FARS/CRSS†

Fatality Rate per 100 Million VMT	
2018	1.13
2017	1.17
2016	1.19

Sources: FARS/FHWA

Fatality Rate per 100,000 Population	
2018	11.17
2017	11.52
2016	11.70

Sources: FARS/Census Bureau

Injury Rate per 100 Million VMT	
2018	84
2017	85
2016	96

Sources: FARS/CRSS†/ FHWA

Injury Rate per 100,000 Population	
2018	828
2017	844
2016	948

Sources: FARS/CRSS†/ Census Bureau

Occupant Fatality Rate per 100 Million Vehicle Miles Traveled by Vehicle Type

	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles
2018	0.91	0.66	0.29	24.83
2017	0.95	0.70	0.30	25.95
2016	0.94	0.73	0.28	26.10

Sources: FARS/FHWA

Rural Versus Urban Fatalities*

	Rural	Urban
2018	16,411 (46%)	19,498 (54%)
2017	17,405 (47%)	19,976 (53%)
2016	18,321 (49%)	19,357 (51%)

Source: FARS
*Percentage based on known land use.

Exposure Data

Vehicle Miles Traveled (Millions) by Vehicle Type

	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2018	1,404,507	1,492,576	304,864	20,076	3,240,327
2017	1,424,056	1,453,322	297,593	20,149	3,212,347
2016	1,439,678	1,410,040	287,895	20,445	3,174,408

Source: FHWA. Passenger car and light truck VMT revised by NHTSA. *Total includes buses.

Registered Vehicles by Vehicle Type

	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2018	132,908,249	141,242,162	13,233,910	8,666,185	297,042,658
2017	132,864,363	135,594,973	12,229,216	8,715,204	290,386,987
2016	134,827,696	132,052,102	11,498,561	8,679,380	288,033,900

Sources: Registered Passenger Cars and Light Trucks—Polk data from R.L. Polk & Co., a foundation of IHS Markit automotive solutions; Registered Large Trucks and Motorcycles—FHWA; Total Registered—Polk data and FHWA.
*Total includes buses.

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Clock Facts

Fatalities per Day	
2018	100
2017	103
2016	103

Source: FARS

Alcohol-Impaired-Driving Fatalities per Day	
2018	29
2017	30
2016	30

Source: FARS

Pedestrian Fatalities per Day	
2018	17
2017	17
2016	17

Source: FARS

People Injured per Day	
2018	7,425
2017	7,521
2016	8,366

Sources: FARS/CRSS†

Pedestrians Injured per Day	
2018	205
2017	195
2016	235

Sources: FARS/CRSS†

Alcohol

Alcohol-Impaired-Driving Fatal Crashes	
2018	9,557
2017	9,949
2016	9,911

Source: FARS

Alcohol-Impaired-Driving Fatalities and Fatality Rate per 100 Million VMT		
	Fatalities	Fatality Rate
2018	10,511	0.32
2017	10,908	0.34
2016	10,967	0.35

Sources: FARS/FHWA

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 or Higher, by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2018	21%	19%	3%	25%
2017	20%	20%	3%	27%
2016	21%	20%	2%	26%

Source: FARS

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 or Higher, by Age Group									
	16–20	21–24	25–34	35–44	45–54	55–64	65–74	75+	Total
2018	15%	27%	25%	21%	19%	15%	10%	7%	19%
2017	15%	27%	26%	23%	19%	15%	9%	6%	20%
2016	15%	27%	27%	22%	19%	14%	9%	6%	20%

Source: FARS

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Occupant Protection

Nationwide Seat Belt Use Rate	
2018	89.6%
2017	89.7%
2016	90.1%

Source: NOPUS Research Note DOT HS 812 662

Child Restraint Use by Age				
	<1 Year	1–3 Years	4–7 Years	8–12 Years
2018*	--	--	--	--
2017	97.9%	95.3%	89.4%	86.5%
2016*	--	--	--	--

Source: NSUBS Report 2017 DOT HS 812 617 * Data Not Collected.

Passenger Vehicle Occupant Fatalities Who Were Unrestrained*, by Age Group							
	<4 Years	4–7 Years	8–12 Years	13–15 Years	16–20 Years	21+	Total
2018	47 (23%)	55 (32%)	89 (43%)	93 (51%)	1,064 (53%)	8,419 (47%)	9,778 (47%)
2017	50 (21%)	64 (36%)	103 (49%)	120 (55%)	1,106 (51%)	8,665 (47%)	10,116 (47%)
2016	45 (21%)	68 (32%)	114 (48%)	128 (61%)	1,227 (54%)	8,872 (48%)	10,463 (48%)

Source: FARS *Where restraint use was known.

Children

Children (<5 Years Old) Fatalities by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2018	344	270	265	74
2017	404	308	303	96
2016	400	308	301	92

Source: FARS *Subset of Total Occupants.

Children (<5 Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2018	50,000	48,000	48,000	2,000
2017	54,000	52,000	52,000	2,000
2016	63,000	61,000	60,000	3,000

Sources: FARS/CRSS† *Subset of Total Occupants.

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School Bus

Total School Bus Occupant Fatalities*		
	School Bus	Special-Use School Bus
2018	11	3
2017	9	3
2016	10	4

Source: FARS *In school-bus-related crashes.

School Bus Occupant (Age 18 and Younger) Fatalities*		
	School Bus	Special-Use School Bus
2018	5	0
2017	4	0
2016	7	1

Source: FARS *In school-bus-related crashes.

Pedestrian Fatalities (Age 18 and Younger) Struck by School Bus*		
	School Bus	Special-Use School Bus
2018	2	0
2017	1	0
2016	5	0

Source: FARS *In school-bus-related crashes.

Motorcycles

Motorcyclist Fatalities	
2018	4,985
2017	5,229
2016	5,337

Source: FARS

Motorcyclist Fatalities Unhelmeted*	
2018	1,847 (38%)
2017	1,961 (39%)
2016	2,098 (40%)

Source: FARS
*Percentage where helmet use was known.

Motorcyclists Injured	
2018	82,000
2017	89,000
2016	104,000

Sources: FARS/CRSS†

Speeding

Speeding-Related Fatalities*	
2018	9,378 (26%)
2017	9,947 (27%)
2016	10,291 (27%)

Source: FARS * Percentage of Total Fatalities

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Large Trucks

Fatalities in Crashes Involving Large Trucks	
2018	4,951
2017	4,905
2016	4,678

Source: FARS

People Injured in Crashes Involving Large Trucks	
2018	151,000
2017	148,000
2016	135,000

Sources: FARS/CRSS†

Percentage of Fatalities in Crashes Involving Large Trucks by Person Type			
	Truck Occupants	Occupants of Other Vehicles	Nonoccupants
2018	18%	71%	11%
2017	18%	72%	10%
2016	17%	72%	11%

Source: FARS

Pedestrians

Pedestrian Fatalities	
2018	6,283
2017	6,075
2016	6,080

Source: FARS

Fatally Injured Pedestrians* Who Had BACs of .01 g/dL or Higher	
2018	2,283 (38%)
2017	2,152 (37%)
2016	2,267 (39%)

Source: FARS *Age 14 and older.

Pedestrians Injured	
2018	75,000
2017	71,000
2016	86,000

Sources: FARS/CRSS†

Pedalcyclists

Pedalcyclist Fatalities	
2018	857
2017	806
2016	853

Source: FARS

Pedalcyclists Injured	
2018	47,000
2017	50,000
2016	64,000

Sources: FARS/CRSS†

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Lives Saved

Lives Saved by Age					
	Seat Belts 5 & Older	Frontal Air Bags 13 & Older	Child Restraints 4 & Younger	Minimum Drinking Age Laws	Motorcycle Helmets
2018	N/A	N/A	N/A	N/A	N/A
2017	14,955	2,790	325	538	1,872
2016	14,753	2,774	334	556	1,885

Source: NCSA

Additional Lives Savable by Seat Belts at Higher Use Rates*		
For a 1% Increase	At 95% Use	At 100% Use
239	1,288	2,549

Source: NCSA *Compared with 2017 national seat belt use rate of 89.7%.

Leading Cause of Death

Motor vehicle traffic crashes are the leading cause of death for youth (16-20) and young adults (21-24). For each individual age, MV traffic crashes are the leading cause of death for ages: 5, 6, 8, 10, 11, and 17 to 23 in 2018.

Source: Centers for Disease Control and Prevention (2019), Leading Cause of Death, WISQARS

Economic and Comprehensive Costs to Society by Type of Crash
2010 Costs (in Billions)

Crash Type	Economic Cost	Comprehensive Cost*
All	$242	$836
Alcohol-Impaired	$44	$201
Speeding	$52	$203

Source: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013.pdf

*Previous issues of Quick Facts contained only the economic costs. The total value of societal harm includes economic costs as well as quality of life lost, such as lost market and household productivity. These costs are for reported and unreported crashes.

†NHTSA's National Center for Statistics and Analysis (NCSA) 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 CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from CRSS. The old approach was to extract people injured from only 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.

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