Quick Facts 2019

General Statistics

Fatal Crashes	
2019	33,244
2018	33,919
2017	34,560

Source: FARS

Fatalities	
2019	36,096
2018	36,835
2017	37,473

Source: FARS

Police-Reported Crashes	
2019	6,756,000
2018	6,735,000
2017	6,453,000

Sources: FARS/CRSS†

People Injured	
2019	2,740,000
2018	2,710,000
2017	2,745,000

Sources: FARS/CRSS†

Fatality Rate per 100 Million VMT	
2019	1.11
2018	1.14
2017	1.17

Sources: FARS/FHWA

Fatality Rate per 100,000 Population	
2019	11.00
2018	11.28
2017	11.53

Sources: FARS/Census Bureau

Injury Rate per 100 Million VMT	
2019	84
2018	84
2017	86

Sources: FARS/CRSS†/FHWA

Injury Rate per 100,000 Population	
2019	835
2018	830
2017	845

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
2019	0.89	0.64	0.30	25.47
2018	0.92	0.67	0.29	25.09
2017	0.95	0.70	0.30	25.94

Sources: FARS/FHWA

Rural Versus Urban Fatalities*

	Rural	Urban
2019	16,340 (45%)	19,595 (55%)
2018	16,323 (44%)	20,408 (56%)
2017	17,405 (47%)	19,976 (53%)

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*
2019	1,374,234	1,549,819	300,050	19,688	3,261,772
2018	1,403,760	1,493,323	304,864	20,076	3,240,327
2017	1,424,056	1,453,322	297,593	20,149	3,210,248

Source: FHWA. Passenger car and light-truck VMT revised by NHTSA. *Includes buses.

Registered Vehicles by Vehicle Type

	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2019	129,990,647	146,599,477	13,085,643	8,596,314	299,267,114
2018	132,837,515	141,312,896	13,233,910	8,659,741	297,036,214
2017	132,864,363	135,594,973	12,229,216	8,664,108	290,335,891

Sources: Registered Passenger Cars and Light Trucks—Polk data from R.L. Polk & Co.; Registered Large Trucks and Motorcycles—FHWA; Total Registered—Polk data and FHWA.

*Includes buses.

Quick Facts 2019

Clock Facts

Fatalities per Day	
2019	99
2018	101
2017	103

Source: FARS

Alcohol-Impaired-Driving Fatalities per Day	
2019	28
2018	29
2017	30

Source: FARS

Pedestrian Fatalities per Day	
2019	17
2018	17
2017	17

Source: FARS

People Injured per Day	
2019	7,507
2018	7,425
2017	7,521

Sources: FARS/CRSS†

Pedestrians Injured per Day	
2019	208
2018	205
2017	195

Sources: FARS/CRSS†

Alcohol

Alcohol-Impaired-Driving Fatal Crashes	
2019	9,236
2018	9,741
2017	9,917

Source: FARS

Alcohol-Impaired-Driving Fatalities and Fatality Rate per 100 Million VMT		
	Fatalities	**Fatality Rate**
2019	10,142	0.31
2018	10,710	0.33
2017	10,880	0.34

Sources: FARS/FHWA

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 g/dL or Higher, by Vehicle Type				
	Passenger Cars	**LightTrucks**	**LargeTrucks**	**Motorcycles**
2019	20%	19%	2%	29%
2018	22%	19%	3%	25%
2017	20%	20%	3%	27%

Source: FARS

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 g/dL or Higher, by Age Group									
	15–20	**21–24**	**25–34**	**35–44**	**45–54**	**55–64**	**65–74**	**75+**	**Total***
2019	15%	27%	25%	22%	18%	15%	10%	6%	19%
2018	15%	28%	26%	21%	19%	15%	10%	7%	20%
2017	15%	27%	26%	23%	19%	15%	9%	6%	20%

Source: FARS *Includes unknown age.

Quick Facts 2019

Occupant Protection

Nationwide Seat Belt Use Rate	
2019	90.7%
2018	89.6%
2017	89.7%

Source: NOPUS Research Note DOT HS 812 875

Child Restraint Use by Age Group				
	<1 Year	1–3 Years	4–7 Years	8–12Years
2019	97.5%	94.3%	86.2%	87.2%
2018*	--	--	--	--
2017	97.9%	95.3%	89.4%	86.5%

Source: NSUBS Report 2019 DOT HS 813 033 * Data Not Collected.

Passenger Vehicle Occupant Fatalities Who Were Unrestrained* by Age Group							
	<4Years	4–7 Years	8–12 Years	13–14Years	15–20 Years	21+	Total**
2019	44 (27%)	73 (41%)	89 (43%)	60 (55%)	1,047 (53%)	8,148 (46%)	9,466 (47%)
2018	50 (24%)	55 (32%)	89 (43%)	45 (51%)	1,121 (53%)	8,475 (47%)	9,845 (47%)
2017	50 (21%)	64 (36%)	103 (49%)	51 (49%)	1,175 (52%)	8,665 (47%)	10,116 (47%)

Source: FARS *Where restraint use was known. **Includes unknown age.

Children

Children (<15 Years Old) Fatalities by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2019	1,053	798	731	255
2018	1,049	799	739	250
2017	1,158	857	801	301

Source: FARS *Subset of Total Occupants.

Children (<15 Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2019	183,000	167,000	163,000	16,000
2018	190,000	175,000	172,000	15,000
2017	191,000	175,000	172,000	16,000

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

Quick Facts 2019

School Bus

Total School Bus Occupant (All Ages) Fatalities*		
	School Bus	Special-Use School Bus
2019	9	1
2018	10	4
2017	9	3

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

School Bus Occupant (18 and Younger) Fatalities*		
	School Bus	Special-Use School Bus
2019	3	0
2018	5	0
2017	4	0

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

Pedestrian Fatalities (18 and Younger) Struck by School Bus*		
	School Bus	Special-Use School Bus
2019	5	0
2018	2	0
2017	1	0

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

Motorcycles

Motorcyclist Fatalities	
2019	5,014
2018	5,038
2017	5,226

Source: FARS

Motorcyclist Fatalities Unhelmeted*	
2019	1,862 (39%)
2018	1,859 (38%)
2017	1,961 (39%)

Source: FARS
*Percentage where helmet use was known.

Motorcyclists Injured	
2019	84,000
2018	82,000
2017	89,000

Sources: FARS/CRSS†

Speeding

Speeding-Related Fatalities*	
2019	9,478 (26%)
2018	9,579 (26%)
2017	9,947 (27%)

Source: FARS * Percentage of Total Fatalities.

Quick Facts 2019

Large Trucks

Fatalities in Crashes Involving Large Trucks*	
2019	5,005
2018	5,006
2017	4,906

Source: FARS

People Injured in Crashes Involving Large Trucks*	
2019	159,000
2018	151,000
2017	148,000

Sources: FARS/CRSS†

Percentage of Fatalities in Crashes Involving Large Trucks* by Person Type			
	Truck Occupants	Occupants of Other Vehicles	Nonoccupants
2019	18%	71%	11%
2018	18%	71%	11%
2017	18%	72%	10%

Source: FARS *Include commercial and non-commercial vehicles with a gross vehicle weight rating (GVWR) of 10,001 lbs or more.

Pedestrians

Pedestrian Fatalities	
2019	6,205
2018	6,374
2017	6,075

Source: FARS

Pedestrians* Killed Who Had BACs of .01 g/dL or Higher and BACs of .08 g/dL or Higher		
	BAC= .01+ g/dL	BAC= .08+ g/dL
2019	2,236 (37%)	1,923 (32%)
2018	2,329 (38%)	2,025 (33%)
2017	2,152 (37%)	1,884 (32%)

Source: FARS *Age 14 and older.

Pedestrians Injured	
2019	76,000
2018	75,000
2017	71,000

Sources: FARS/CRSS†

Pedalcyclists

Pedalcyclist Fatalities	
2019	846
2018	871
2017	806

Source: FARS

Pedalcyclists Injured	
2019	49,000
2018	47,000
2017	50,000

Sources: FARS/CRSS†

Quick Facts 2019

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
2019	N/A	N/A	N/A	N/A	N/A
2018	N/A	N/A	N/A	N/A	N/A
2017	14,955	2,790	325	538	1,872

Source: NCSA

Additional Lives Savable by Seat Belts at Higher Use Rates*		
For a 1% Increase	At 95%Use	At 100% Use
N/A	N/A	N/A

Source: NCSA *Compared with 2019 national seat belt use rate of 90.7%.

Leading Cause of Death

Motor vehicle traffic crashes are the leading cause of death for youth (16 to 20 years old). For each individual age, MV traffic crashes are the leading cause of death for ages from 6, 9, and 18 to 21 in 2019.

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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