Traffic Safety Facts

2019 Data

November 2021

DOT HS 813 209

NHTSA

In this fact sheet for 2019 the information is presented as follows.

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE
Washington, DC 20590

Summary of Motor Vehicle Crashes

Key Findings

- In 2019 there were an estimated 6,756,000 police-reported traffic crashes in which 36,096 people were killed and an estimated 2,740,000 people were injured.
- On average, one person was killed every 15 minutes and an estimated 5 people were injured every minute in traffic crashes in 2019.
- The fatality rate per 100 million vehicle miles traveled (VMT) decreased from 1.14 in 2018 to 1.11 in 2019.
- In 2019 there were 10,142 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 52 minutes.
- In 2017 seat belts saved an estimated 14,955 lives among passenger vehicle occupants 5 and older (latest data available).
- On average, a pedestrian was killed every 85 minutes and injured every 7 minutes in traffic crashes in 2019.
- Of the 1,053 children killed in traffic crashes, 204 (19%) were killed in alcohol-impaired-driving crashes in 2019.
- In 2019 there were 7,214 people 65 and older killed in traffic crashes in the United States, accounting for 20 percent of all traffic fatalities.
- Young drivers (15 to 20 years old) accounted for 7.8 percent of all drivers involved in fatal crashes in 2019. However, young drivers were only 5.3 percent of all licensed drivers in 2019.
- Forty-two percent of motorcycle riders who died in single-vehicle crashes in 2019 were alcohol-impaired.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

Overview

Motor vehicle travel is a major means of transportation in the United States, providing an unparalleled degree of mobility. Yet for all its advantages, traffic crashes took the lives of 36,096 people in 2019. The mission of the National Highway Traffic Safety Administration is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement.

10-Year Trend: 2010 to 2019

The number of police-reported traffic crashes, by crash severity, is presented in Table 1 for the 10-year period 2010 to 2019. From 2010 to 2019 the number of fatal crashes has increased 9.7 percent. Recently, the number of fatal crashes has decreased by 2.0 percent from 2018 to 2019.

Table 1
Police-Reported Crashes, by Crash Severity, 2010–2019

Year	Crash Severity						Total	
	Fatal		Injury		Property-Damage-Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2010	30,296	0.6%	1,542,000	28.5%	3,847,000	71.0%	5,419,000	100.0%
2011	29,867	0.6%	1,530,000	28.7%	3,778,000	70.8%	5,338,000	100.0%
2012	31,006	0.6%	1,634,000	29.1%	3,950,000	70.3%	5,615,000	100.0%
2013	30,202	0.5%	1,591,000	28.0%	4,066,000	71.5%	5,687,000	100.0%
2014	30,056	0.5%	1,648,000	27.2%	4,387,000	72.3%	6,064,000	100.0%
2015	32,538	0.5%	1,715,000	27.2%	4,548,000	72.2%	6,296,000	100.0%
2016*	34,748	0.5%	2,116,000	31.0%	4,670,000	68.5%	6,821,000	100.0%
2017*	34,560	0.5%	1,889,000	29.3%	4,530,000	70.2%	6,453,000	100.0%
2018*	33,919	0.5%	1,894,000	28.1%	4,807,000	71.4%	6,735,000	100.0%
2019*	33,244	0.5%	1,916,000	28.4%	4,806,000	71.1%	6,756,000	100.0%

Sources: FARS 2010–2018 Final File, 2019 ARF; NASS GES 2010–2015; CRSS 2016–2019
*CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

While Table 1 presents data on crashes, Table 2 presents data on people killed and injured in traffic crashes in the 10-year period 2010 to 2019. Also presented are the fatality and injury rates based on population, licensed drivers, registered vehicles, and VMT. Figure 1 shows a map of the fatality rate per 100 million VMT for each State, the District of Columbia, and Puerto Rico.

In 2019 there were 36,096 people killed in traffic crashes. Compared to 2018, this was a 2.0-percent decrease in the number of fatalities. Over the decade 2010 to 2019, there was a 9.4-percent increase in the number of those killed in traffic crashes. On average in 2019 there were 99 people who died each day and more than an estimated 7,500 people who were injured in traffic crashes. This translates to one person killed every 15 minutes and an estimated 5 people injured every minute in traffic crashes in 2019.

There was a yearly decrease in the number of deaths on our Nation's highways from 2016 to 2019. The fatality rate per 100 million VMT decreased from 1.14 in 2018 to 1.11 in 2019. In the last 10 years (2010-2019) the fatality rate per 100 million VMT fluctuated from a low of 1.08 in 2014 to a high of 1.19 in 2016. The fatality rates based on population, licensed drivers, and registered vehicles also decreased from 2018 to 2019. The injury rate per 100 million VMT was 84 in 2019, the same as it was in 2018.

Table 2

People Killed and Injured, and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 2010–2019

Year	Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
					Killed				
2010	32,999	309,321,666	10.67	210,114,939	15.71	257,312,235	12.82	2,967,266	1.11
2011	32,479	311,556,874	10.42	211,874,649	15.33	265,043,362	12.25	2,945,194	1.10
2012	33,782	313,830,990	10.76	211,814,830	15.95	265,647,194	12.72	2,963,497	1.14
2013	32,893	315,993,715	10.41	212,159,728	15.50	269,294,302	12.21	2,982,941	1.10
2014	32,744	318,301,008	10.29	214,092,472	15.29	274,804,904	11.92	3,020,377	1.08
2015	35,484	320,635,163	11.07	218,084,465	16.27	281,312,446	12.61	3,089,841	1.15
2016	37,806	322,941,311	11.71	221,711,918	17.05	288,033,900	13.13	3,173,815	1.19
2017	37,473	324,985,539	11.53	225,346,257	16.63	290,335,891	12.91	3,210,248	1.17
2018	36,835	326,687,501	11.28	227,558,385	16.19	297,036,214	12.40	3,240,327	1.14
2019	36,096	328,239,523	11.00	228,679,719	15.78	299,267,114	12.06	3,261,772	1.11

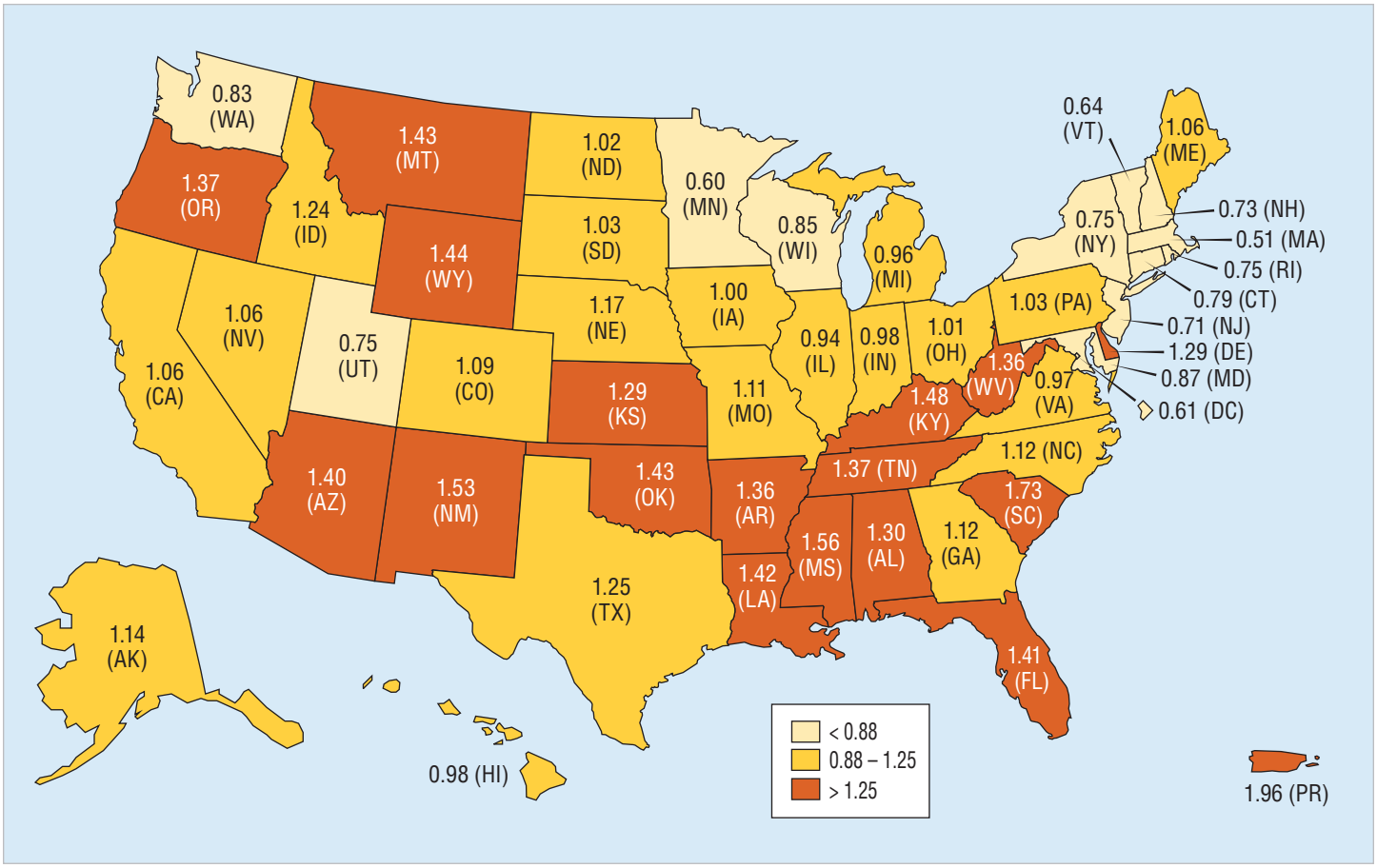
Year	Injured	Population	Injury Rate per 100,000 Population	Licensed Drivers	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Injury Rate per 100,000 Registered Vehicles	VMT (millions)	Injury Rate per 100 Million VMT
					Injured				
2010	2,248,000	309,321,666	727	210,114,939	1,070	257,312,235	874	2,967,266	76
2011	2,227,000	311,556,874	715	211,874,649	1,051	265,043,362	840	2,945,194	76
2012	2,369,000	313,830,990	755	211,814,830	1,118	265,647,194	892	2,963,497	80
2013	2,319,000	315,993,715	734	212,159,728	1,093	269,294,302	861	2,982,941	78
2014	2,343,000	318,301,008	736	214,092,472	1,094	274,804,904	852	3,020,377	78
2015	2,455,000	320,635,163	766	218,084,465	1,126	281,312,446	873	3,089,841	79
2016*	3,062,000	322,941,311	948	221,711,918	1,381	288,033,900	1,063	3,173,815	96
2017*	2,745,000	324,985,539	845	225,346,257	1,218	290,335,891	946	3,210,248	86
2018*	2,710,000	326,687,501	830	227,558,385	1,191	297,036,214	912	3,240,327	84
2019*	2,740,000	328,239,523	835	228,679,719	1,198	299,267,114	916	3,261,772	84

Sources: FARS 2010–2018 Final File, 2019 ARF; NASS GES 2010–2015; CRSS 2016–2019; VMT and Licensed Drivers — Federal Highway Administration (FHWA); Registered Vehicles — R. L. Polk & Co., and FHWA; Population — Census Bureau

*CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

In 2019 the highest fatality rate per 100 million VMT in the United States (50 States and the District of Columbia, excluding Puerto Rico) was in South Carolina followed by Mississippi (1.73 and 1.56). The lowest was in Massachusetts followed by Minnesota (0.51 and 0.60).

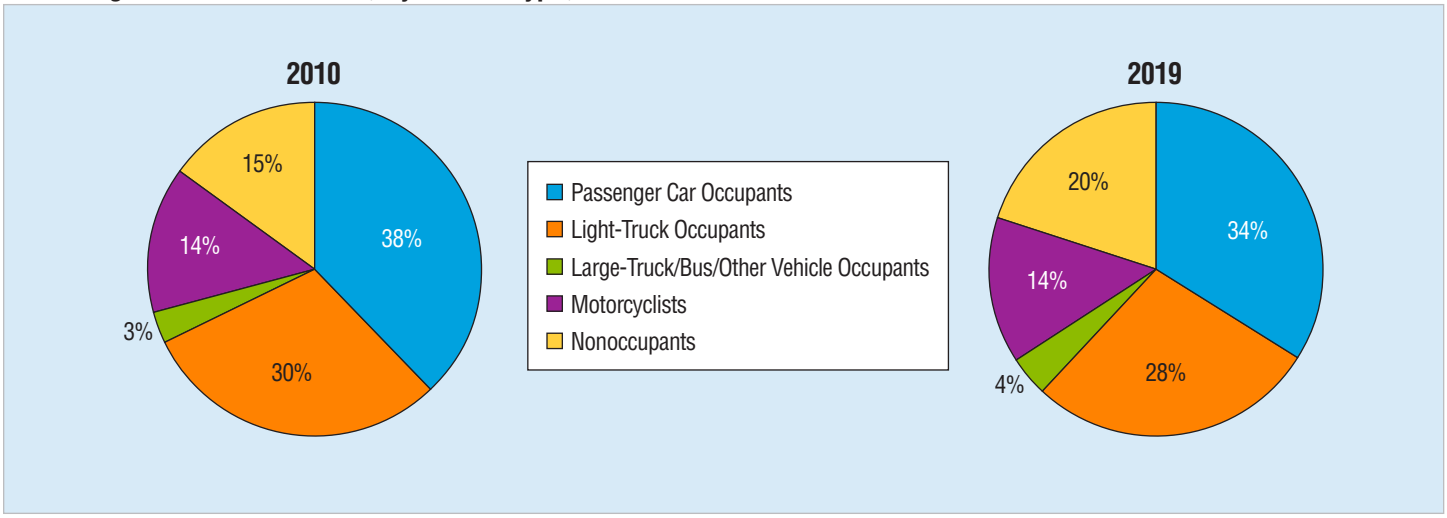
Figure 1
Fatality Rates per 100 Million VMT, by State, 2019



Sources: FARS 2019 ARF; VMT — FHWA

Fatalities by person type in 2010 and 2019 are shown in Figure 2. The portion of nonoccupant (pedestrians, bicyclists, other cyclists, and other nonoccupants) fatalities increased from 15 percent to 20 percent, which was the largest percentage-point increase from 2010 to 2019. The passenger car occupant fatalities decreased from 38 percent of the fatalities in 2010 to 34 percent in 2019, light-truck occupant fatalities decreased from 30 percent to 28 percent of fatalities, and motorcyclist fatalities were unchanged at 14 percent of total traffic fatalities.

Figure 2
Percentage of Traffic Fatalities, by Person Type, 2010 and 2019



Source: FARS 2010 Final File, 2019 ARF

Traffic Safety Fact Sheets

The National Center for Statistics and Analysis (NCSA) annually publishes a series of Traffic Safety Fact Sheets, brief reports on subjects of interest to the traffic safety community. Currently 16 fact sheets are available. There are two fact sheets that focus on State data only. Some cover driver or occupant behavior such as alcohol-impaired driving, speeding, and occupant protection. Others focus on populations of interest, such as pedestrians, bicyclists and other cyclists, children, young drivers, and older population. Specific vehicle types are the emphasis in fact sheets on passenger vehicles, large trucks, motorcycles, and school transportation. The Rural/ Urban Comparison fact sheet focuses on the locations of the crashes. Finally, this fact sheet, 2019 Summary of Motor Vehicle Crashes provides a brief summary for each of these fact sheets, along with links and references for further information.

State

The two fact sheets that primarily cover State data are the 2019 State Traffic Data Fact Sheet, and the 2019 State Alcohol-Impaired-Driving Estimates Fact Sheet.

The 2019 State Traffic Data Fact Sheet includes a range of topics such as fatality rates, speeding-related crashes, and crash types. The 2019 State Alcohol-Impaired-Driving Estimates Fact Sheet focuses on alcohol at the State level and includes the range of known alcohol test results for drivers involved in fatal crashes.

For more detailed information, view the 2019 State Traffic Data Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813183.pdf.

For more detailed information, view the 2019 State Alcohol-Impaired-Driving Estimates Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813106.pdf.

Behavior

Driver behavior such as driving while impaired and speeding, as well as whether vehicle occupants are wearing seat belts, are important areas of interest. These behaviors are the subjects of this set of traffic safety fact sheets.

Alcohol-Impaired Driving

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. In 2019 there were 10,142 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 52 minutes. These alcohol-impaired-driving fatalities accounted for 28 percent of the total traffic fatalities in the United States.

In 2019, among the 10,142 alcohol impaired-driving fatalities, 68 percent (6,872) were in crashes in which at least one driver had a BAC of .15 g/dL or higher.

The percentage of alcohol-impaired drivers involved in fatal crashes in 2019 was the highest for motorcycle riders (29%), compared to drivers of passenger cars (20%), light trucks (19%), and large trucks (2%).

For more detailed information, view the 2019 Alcohol-Impaired-Driving Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813120.pdf.

Speeding

In 2019 there were 9,478 fatalities in crashes where at least one driver was speeding, 26 percent of total traffic fatalities for the year. There were an estimated 326,000 people injured (12% of total people injured) in speeding-related crashes that same year.

Thirty-one percent of male drivers in the 15- to 20-year-old age group and 18 percent of female drivers in the 21- to 24-year-old age group involved in fatal crashes in 2019 were speeding, the highest among the age groups.

Drivers who were speeding when involved in fatal crashes in 2019 were found to have BACs of .08 g/dL or greater (37% versus 15%)—or even higher BACs of .15 g/dL or greater (26% versus 10%)—than those drivers who were not speeding.

For more detailed information, view the 2019 Speeding Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813194.pdf.

Occupant Protection

According to NHTSA's National Occupant Protection Use Survey (NOPUS)[1] for 2019 (Report No. DOT HS 812 875), the estimated seat belt use rate in 2019 was 90.7 percent, as compared to 85.1 percent in 2010.

In 2019 there were 22,215 passenger vehicle occupants who died in traffic crashes. Of those 22,215 killed, there were 10,815 (49%) who were restrained and 9,466 (43%) who were unrestrained at the time of the crashes. Considering only passenger vehicle occupant fatalities whose restraint use was known, 53 percent were restrained, and 47 percent were unrestrained in 2019.

In traffic crashes in 2019, considering known driver restraint use by passenger vehicle type, 57 percent of pickup truck drivers who were killed were unrestrained, compared to 47 percent of SUV drivers, 42 percent of passenger car drivers, and 38 percent of van drivers.

In 2017 seat belts saved an estimated 14,955 lives among passenger vehicle occupants 5 and older (latest data available).

For more detailed information, view the 2019 Occupant Protection Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813176.pdf.

People

Another interest area regarding crash data is the various populations involved. NHTSA publishes fact sheets on crash data specific to pedestrians, bicyclists and other cyclists, children, young drivers, and older population.

Pedestrians

In 2019 there were 6,205 pedestrians killed, and an estimated 76,000 injured in traffic crashes. This was a 2.7-percent decrease from the 6,374 pedestrian fatalities, and a 1-percent increase from an estimated 75,000 pedestrians injured in 2018. Pedestrian deaths accounted for 17 percent of all traffic fatalities and 3 percent of all people injured in traffic crashes in 2019.

On average, a pedestrian was killed every 85 minutes and injured every 7 minutes in traffic crashes in 2019.

In 2019 seventy percent of the pedestrians killed in traffic crashes were male.

[1] National Center for Statistics and Analysis. (2019, December). *Seat belt use in 2019 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 875). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812875

For more detailed information, view the 2019 Pedestrians Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813079.pdf.

Bicyclists and Other Cyclists

In 2019 there were 846 pedalcyclist fatalities, which accounted for 2.3 percent of all traffic fatalities during the year.

Seventy-eight percent of all pedalcyclists who died in traffic crashes in 2019 were in urban areas.

Over the 10-year period from 2010 to 2019, the average age of pedalcyclists killed in traffic crashes has steadily increased from 42 in 2010 to 48 in 2019.

For more detailed information, view the 2019 Bicyclists and Other Cyclists Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813197.pdf.

Children

In 2019 there were 1,053 (3%) children 14 and younger killed in traffic crashes. Child traffic fatalities stayed roughly the same from 2018 (1,049) to 2019 (1,053). An estimated 183,000 children were injured in traffic crashes in 2019, a 3-percent decrease from 190,000 in 2018.

On average, 3 children were killed and an estimated 502 children were injured every day in traffic crashes in 2019.

In 2019, based on known restraint use, 67 percent of the children riding with unrestrained passenger vehicle drivers were also unrestrained.

Of the 1,053 children killed in traffic crashes, 204 (19%) were killed in alcohol-impaired-driving crashes in 2019.

For more detailed information, view the 2019 Children Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813122.pdf.

Young Drivers

In 2019 there were 1,603 young drivers 15 to 20 years old who died in traffic crashes, a 7-percent decrease from 1,729 in 2018. There were an estimated 205,000 young drivers injured in traffic crashes in 2019.

Young drivers accounted for 7.8 percent of all drivers involved in fatal crashes in 2019. However, young drivers were only 5.3 percent of all licensed drivers in 2019.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 19.81 in 2019. For young male drivers in 2019 the involvement rate was 45.70, more than twice that of young female drivers.

For more detailed information, view the 2019 Young Drivers Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813130.pdf.

Older Population

In 2019 there were 7,214 people 65 and older killed and an estimated 286,000 injured in traffic crashes. Older people made up 20 percent of all traffic fatalities and 10 percent of all people injured during the year. Compared to 2018 there was a 3-percent increase in the number of fatalities and a 4-percent increase in the number of those injured in the older age group. Older drivers made up 20 percent of all licensed drivers in 2019 and 15 percent of drivers involved in fatal crashes in 2019.

In 2019 there were 54.1 million people—16 percent of the total U.S. population—who were 65 and older. The population of people 65 and older increased by 34 percent from 2010 to 2019. Traffic fatalities in this age group increased by 31 percent over this period.

For more detailed information, view the 2019 Older Population Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813121.pdf.

Vehicles

In addition to different populations of traffic fatalities, information regarding vehicles used at the time of travel is of importance in research, program development, and rulemaking. Traffic crashes related to passenger vehicles, large trucks, motorcycles, and vehicles used for school transportation are each discussed in separate NHTSA fact sheets.

Passenger Vehicles

Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings (GVWR) of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).

Passenger vehicles made up 92 percent of registered vehicles and accounted for 90 percent of total VMT in 2019. There were 51,247 vehicles involved in fatal crashes of which 77 percent (39,412) were passenger vehicles.

In 2019 there were 22,215 passenger vehicle occupants who died in traffic crashes and an estimated 2,448,000 passenger vehicle occupants who were injured.

Among the passenger vehicle occupants killed in 2019 in traffic crashes, 55 percent were passenger car occupants and 45 percent were light truck occupants.

For more detailed information, view the 2019 Passenger Vehicles Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813152.pdf.

Large Trucks

A large truck as defined in this fact sheet is any medium or heavy truck, excluding buses and motor homes, with a GVWR greater than 10,000 pounds. These large trucks include both commercial and non-commercial vehicles. In 2019 seventy-five percent of the large trucks involved in fatal crashes were heavy large trucks (GVWR > 26,000 lbs.).

In 2019 there were 5,005 people killed in crashes involving large trucks. This number was almost the same as in 2018 (5,006). Seventy-one percent (3,544) of these fatalities were occupants of other vehicles, 18 percent (892) were occupants of large trucks, and 11 percent (569) were nonoccupants (pedestrians, pedalcyclists, etc.).

In 2019 there were an estimated 159,000 people injured in crashes involving large trucks—an increase of 5 percent from an estimated 151,000 in 2018. Sixty-nine percent (110,000) of the people injured were occupants of other vehicles, 29 percent (46,000) were occupants of large trucks, and 3 percent (4,000) were nonoccupants in 2019.

From 2018 to 2019 there was a 1-percent decrease in the number of occupants of other vehicles killed, and a 3-percent increase in the number of nonoccupants killed. From 2018 to 2019 there was a 17-percent increase in the number of injured large-truck occupants, and a 19-percent increase in the number of nonoccupants injured.

For more detailed information, view the 2019 Large Trucks Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813110.pdf.

Motorcycles

Motorcycles include two- and three-wheeled motorcycles, off-road motorcycles, mopeds, scooters, mini bikes, and pocket bikes. The motorcycle rider is the person operating the motorcycle; the passenger is a person seated on, but not operating, the motorcycle; the motorcyclist is a general term referring to either the rider or passenger.

In 2019 there were 5,014 motorcyclists killed, which accounted for 14 percent of traffic fatalities. The number of motorcyclist fatalities in 2019 decreased from 2018, from 5,038 to 5,014. An estimated 84,000 motorcyclists were injured in 2019, a 2-percent increase from 82,000 motorcyclists injured in 2018.

Per VMT in 2019, motorcyclist fatalities occurred nearly 29 times more frequently than passenger car occupant fatalities in traffic crashes.

Forty-two percent of motorcycle riders who died in single-vehicle crashes in 2019 were alcohol-impaired. Motorcycle riders involved in fatal crashes had higher percentages (29%) of alcohol impairment than drivers of any other type of motor vehicle (20% for passenger cars, 19% for light trucks, and 2% for large trucks).

For more detailed information, view the 2019 Motorcycles Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813112.pdf.

School Transportation

From 2010 to 2019 there were 1,080 school-transportation-related crashes and 1,199 people of all ages killed in those crashes—an average of 120 fatalities per year.

From 2010 to 2019 there were 126 occupants killed in school transportation vehicles; 58 were drivers and 68 were passengers. Most (69%) of the people killed in school-transportation-related crashes were occupants of other vehicles involved in the crashes.

From 2010 to 2019 more school-age pedestrians were killed from 3 p.m. to 3:59 p.m. and from 7 a.m. to 7:59 a.m. than any other hours of the day.

For more detailed information, view the 2019 School-Transportation-Related Crashes Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813105.pdf.

Crash Location

Data relating to crash location in this report pertains to whether a crash was in a rural location or an urban location, as defined by the Federal Highway Administration.

Rural/Urban Comparison

In 2019 there were 16,340 (45%) traffic fatalities that occurred in rural areas, 19,595 (54%) in urban areas, and 161 (less than 0.5%) in areas of unknown land use.

According to the Census Bureau's 2019 American Community Survey, an estimated 19 percent of the U.S. population lived in rural areas, and according to FHWA only 30 percent of the total vehicle miles traveled in 2019 were in rural areas. However, rural areas accounted for 45 percent of all traffic fatalities in 2019.

Rural traffic fatalities decreased by 10 percent from 18,089 in 2010 to 16,340 in 2019, whereas urban traffic fatalities increased by 34 percent from 14,659 in 2010 to 19,595 in 2019.

For more detailed information, view the 2019 Rural/Urban Comparison of Traffic Fatalities Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813206.pdf.

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results 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 the following year to the final version 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. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

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 the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

Economic Cost for All Traffic Crashes

The estimated economic cost of all traffic crashes in the United States in 2010 (the most recent year for which cost data is available) was $242 billion. Included in the economic costs are the following:

- lost productivity
- workplace losses
- legal and court expenses
- medical costs
- emergency medical services
- insurance administration costs
- congestion costs
- property damage costs

These costs represent the tangible losses that result from traffic crashes. However, in cases of serious injury or death, such costs fail to capture the rather intangible value of lost quality-of-life that results from these injuries. When quality of life valuations are considered, the total value of societal harm from traffic crashes in the United States in 2010 was an estimated $836 billion.

The costs related to specific types of crashes have also been estimated. Table 3 presents the economic and comprehensive costs of crash topics discussed in this fact sheet.

Table 3
Economic and Comprehensive Cost Estimates for All Traffic Crashes, 2010

Type of Crashes	Economic Cost (billions)	Comprehensive Cost (billions)
Speeding	$52.0	$203.2
Alcohol-Impaired	$44.0	$201.1
Motorcycle	$12.9	$65.7
Pedestrian	$11.5	$65.0
Unrestrained	$10.4	$68.6
Bicyclist and Other Cyclist	$4.4	$21.7
Unhelmeted	$1.2	$7.6
Total	**$242.0**	**$835.8**

Source: Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May). The economic and societal impact of motor vehicle crashes, 2010 (Revised) (Report No. DOT HS 812 013). National Highway Traffic Safety Administration.
Available at www-nrd.nhtsa.dot.gov/pubs/812013.pdf.

Each fatality resulted in an average discounted lifetime economic cost of $1.4 million, and an average comprehensive cost of $9.1 million. For further information on cost estimates, see The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised) at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2021, November). *Summary of motor vehicle crashes: 2019 data.* (Traffic Safety Facts. Report No. DOT HS 813 209). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs and data can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

Other fact sheets available from NCSA 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 Estimates, State Traffic Data,* and *Young Drivers.* 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/.

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