

Quick Facts 2016

General Statistics

Fatal Crashes	
2016	34,439
2015	32,539
2014	30,056

Source: FARS

Fatalities	
2016	37,461
2015	35,485
2014	32,744

Source: FARS

Police-Reported Crashes	
2016	N/A [†]
2015	6,296,000
2014	6,064,000

Source: GES

People Injured	
2016	N/A [†]
2015	2,443,000
2014	2,338,000

Source: GES

Fatality Rate per 100 Million VMT	
2016	1.18
2015	1.15
2014	1.08

Source: FARS/FHWA

Fatality Rate per 100,000 Population	
2016	11.59
2015	11.06
2014	10.28

Source: FARS/Census

Injury Rate per 100 Million VMT	
2016	N/A [†]
2015	79
2014	77

Source: GES/FHWA

Injury Rate per 100,000 Population	
2016	N/A [†]
2015	761
2014	734

Source: GES/Census

Occupant Fatality Rate per 100 Million VMT by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2016	N/A	N/A	N/A	N/A
2015	0.90	0.73	0.24	25.65
2014	0.86	0.69	0.24	23.00

Source: FARS/FHWA

Rural Versus Urban Fatalities*		
	Rural	Urban
2016	18,590 (51%)	17,656 (49%)
2015	17,572 (51%)	16,830 (49%)
2014	16,791 (51%)	15,917 (49%)

Source: FARS *Percent based on known land use.

Exposure Data

Vehicle Miles of Travel (Millions) by Vehicle Type					
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2016	1,440,228	1,409,490	287,895	20,445	3,174,408
2015	1,420,869	1,358,824	279,844	19,606	3,095,373
2014	1,396,098	1,314,458	279,132	19,970	3,025,656

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*
2016	134,879,198	132,000,600	11,498,561	8,679,380	288,033,900
2015	133,218,366	127,401,053	11,203,184	8,600,936	281,312,446
2014	131,138,925	123,470,278	10,905,956	8,417,718	274,804,904

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	
2016	102
2015	97
2014	90

Source: FARS

Alcohol-Impaired Driving Fatalities per Day	
2016	29
2015	28
2014	27

Source: FARS

Pedestrian Fatalities per Day	
2016	16
2015	15
2014	13

Source: FARS

People Injured per Day	
2016	N/A [†]
2015	6,693
2014	6,405

Source: GES

Pedestrians Injured per Day	
2016	N/A [†]
2015	192
2014	178

Source: GES

Alcohol

Alcohol-Impaired Driving Fatal Crashes	
2016	9,477
2015	9,350
2014	9,049

Source: FARS

Alcohol-Impaired Driving Fatalities and Fatality Rate per 100 Million VMT		
	Fatalities	Fatality Rate
2016	10,497	0.33
2015	10,320	0.33
2014	9,943	0.33

Source: FARS/FHWA

Percent of Drivers Involved in Fatal Crashes Who Had a BAC of .08 or Higher, by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2016	21%	20%	2%	25%
2015	21%	21%	1%	26%
2014	22%	22%	2%	29%

Source: FARS

Percent of Drivers Involved in Fatal Crashes Who Had a BAC of .08 or Higher, by Age									
	16-20	21-24	25-34	35-44	45-54	55-64	65-74	75+	Total
2016	15%	26%	27%	22%	19%	14%	9%	5%	19%
2015	16%	28%	27%	23%	19%	14%	9%	6%	20%
2014	17%	30%	29%	24%	20%	16%	10%	5%	21%

Source: FARS

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Occupant Protection

Nationwide Seat Belt Use Rate		Child Restraint Use by Age			
		<1 Year	1-3 Years	4-7 Years	8-12 Years
2016	90.1%	—	—	—	—
2015	88.5%	97%	94%	88%	84%
2014	86.7%	—	—	—	—

Source: NOPUS Research Note DOT HS 812 351 Source: NSUBS

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
2016	45 (21%)	67 (33%)	116 (48%)	128 (62%)	1,211 (53%)	8,851 (48%)	10,428 (48%)
2015	54 (26%)	71 (37%)	93 (42%)	128 (57%)	1,169 (52%)	8,445 (48%)	9,968 (48%)
2014	35 (21%)	66 (33%)	92 (47%)	126 (59%)	1,145 (53%)	7,938 (48%)	9,410 (49%)

Source: FARS *Where restraint use was known.

Children

Children (<5 Years Old) Fatalities by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants	Nonoccupants
2016	394	304	297	90
2015	378	282	276	96
2014	339	247	239	92

Source: FARS

Children (<5 Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants	Nonoccupants
2016	N/A [†]	N/A [†]	N/A [†]	N/A [†]
2015	49,000	47,000	46,000	2,000
2014	47,000	45,000	45,000	2,000

Source: GES

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School Bus

Total School Bus Occupant Fatalities*		
	School Bus	Special-Use School Bus
2016	9	4
2015	9	4
2014	10	1

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

School Bus Occupant (Age 18 and Younger) Fatalities*		
	School Bus	Special-Use School Bus
2016	7	1
2015	4	1
2014	3	0

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

Pedestrian Fatalities (Age 18 and Younger) Struck by School Bus*		
	School Bus	Special-Use School Bus
2016	5	0
2015	5	0
2014	7	0

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

Motorcycles

Motorcyclist Fatalities	
2016	5,286
2015	5,029
2014	4,594

Source: FARS

Motorcyclist Fatalities Unhelmeted*	
2016	2,089 (41%)
2015	1,946 (40%)
2014	1,717 (39%)

Source: FARS

*Percent where helmet use was known.

Motorcyclists Injured	
2016	N/A†
2015	88,000
2014	92,000

Source: GES

Speeding

Speeding-Related Fatalities	
2016	10,111 (27%)
2015	9,723 (27%)
2014	9,283 (28%)

Source: FARS

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Large Trucks

Fatalities in Crashes Involving Large Trucks	
2016	4,317
2015	4,094
2014	3,908

Source: FARS

People Injured in Crashes Involving Large Trucks	
2016	N/A [†]
2015	116,000
2014	111,000

Source: GES

Percent of Fatalities in Crashes Involving Large Trucks by Person Type

	Truck Occupants	Occupants of Other Vehicles	Nonoccupants
2016	17%	72%	11%
2015	16%	74%	10%
2014	17%	73%	10%

Source: FARS

Pedestrians

Pedestrian Fatalities	
2016	5,987
2015	5,495
2014	4,910

Source: FARS

Fatally Injured Pedestrians* Who Had a BAC of .01 or Higher	
2016	2,222 (39%)
2015	2,020 (39%)
2014	1,799 (38%)

Source: FARS *Age 14 and older.

Pedestrians Injured	
2016	N/A [†]
2015	70,000
2014	65,000

Source: GES

Pedalcyclists

Pedalcyclist Fatalities	
2016	840
2015	829
2014	729

Source: FARS

Pedalcyclists Injured	
2016	N/A [†]
2015	45,000
2014	50,000

Source: GES

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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
2016	14,668	2,756	328	552	1,859
2015	14,067	2,596	272	542	1,800
2014	12,801	2,400	253	486	1,673

Source: NCSA

Additional Lives Savable by Seat Belts at Higher Use Rates*

For a 1% Increase	At 95% Use	At 100% Use
240	1,194	2,456

Source: NCSA *Compared with 2016 national seat belt use rate of 90.1%.

Leading Cause of Death

Motor vehicle crashes were the leading cause of death for age 10 and every age 16 through 23 in 2015.

Source: Centers for Disease Control and Prevention, (2015) Leading Cause of Death

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: www-nrd.nhtsa.dot.gov/Pubs/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) 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 the Crash Report Sampling System (CRSS), replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. However, the 2016 estimates are not currently available. NHTSA is currently processing the file to ensure the data is accurate and complete, and is finalizing the new weighting and calibration procedures to produce national estimates. Once completed, NHTSA will release the data and publish the estimated number of police-reported injury and property-damage-only crashes that occurred during 2016.

