Traffic Safety Facts

2016 Data

September 2018

DOT HS 812 580

NHTSA

Key Findings

- In 2016 there were an estimated 7,277,000 police-reported traffic crashes, in which 37,461 people were killed and an estimated 3,144,000 people were injured.
- An average of 102 people died each day in motor vehicle crashes in 2016, one fatality every 14 minutes.
- Fatality rates per 100,000 population (11.59) and per 100 million vehicle miles traveled (VMT, 1.18) in 2016 have both increased compared to 2015 (11.06 and 1.15, respectively).
- In 2016 there were 10,497 alcohol-impaired-driving fatalities, representing an average of one alcohol-impaired-driving fatality every 51 minutes.
- Thirty-seven percent of all motorcycle riders involved in fatal crashes were speeding in 2016, the highest percentage of any vehicle type.
- NHTSA estimates that 14,668 lives were saved on the roadways in 2016 by the use of seat belts.
- On average, a pedestrian is killed in a motor vehicle crash every 1.5 hours.
- In 2016 about 9 percent of all drivers involved in fatal crashes 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 2016.
- Of the 214 children 14 and younger who died in alcohol-impaired-driving crashes in 2016, some 54 percent were occupants of vehicles where drivers had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher.
- In 2016 there were 6,764 people 65 and older killed in motor vehicle traffic crashes. Older people made up 18 percent of all traffic fatalities in crashes during that year.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Summary of Motor Vehicle Crashes

In this fact sheet the overview of 2016 data is presented as follows:

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This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Crash and injury estimates prior to 2016 were based on data from the National Automotive Sampling (NASS) System General Estimates System (GES) and for 2016 were based on data from the newly modernized Crash Report Sampling System (CRSS)—the system that replaced the NASS GES. Due to a change in the data collection process, a direct comparison cannot be made between NASS GES estimates and CRSS estimates. For more information, read Crash Report Sampling System Replaces the National Automotive Sampling System General Estimates System at the end of this publication. A Research Note and Sampling Design Overview for CRSS are also available at the following links.

https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812501
https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812509

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, motor vehicle crashes were the leading cause of death for children 10 and 11 years old and young people 16 to 22 years old in 2016.[1] The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

[1] Centers for Disease Control and Prevention. Web-based Injury Statistics Query and Reporting System (WISQARS) database. Available at www.cdc.gov/injury/wisqars/leading_causes_death.html

Trends: 2007 to 2016

The number of police-reported motor vehicle crashes, by crash severity, is presented in Table 1 for the 10-year period 2007 to 2016. A downward trend is most pronounced with respect to crashes of the highest severity; fatal crashes declined by 8 percent from 2007 to 2016. However, the number of fatal crashes increased 5.8 percent from 2015 to 2016.

Table 1
Police-Reported Crashes by Crash Severity and Year, 2007–2016

	Crash Severity							
	Fatal		Injury		Property Damage Only		Total	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2007	37,435	0.6%	1,711,000	28.4%	4,275,000	71.0%	6,024,000	100.0%
2008	34,172	0.6%	1,630,000	28.1%	4,146,000	71.4%	5,811,000	100.0%
2009	30,862	0.6%	1,517,000	27.6%	3,957,000	71.9%	5,505,000	100.0%
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	32,539	0.5%	1,715,000	27.2%	4,548,000	72.2%	6,296,000	100.0%
2016*	34,439	0.5%	2,177,000	29.9%	5,065,000	69.6%	7,277,000	100.0%

*A direct comparison of the 2016 injury, and property-damage-only crash estimates cannot be made with any previous year.
Source: FARS 2007–2015 (Final File) and 2016 Annual Report File (ARF); NASS GES 2007–2015; CRSS 2016

While Table 1 presented data on crashes, Table 2 presents data on people killed and injured in motor vehicle crashes for the 10-year period for which the most recent data is available. Also presented are the fatality and injury rates based on population, licensed drivers, registered vehicles, and vehicle miles traveled (VMT).

In 2016 there were 37,461 people killed in motor vehicle traffic crashes. Compared to 2015, this was a 5.6-percent increase in the number of fatalities. Over the decade, there was a 9.2-percent decrease in the number of those killed in motor vehicle crashes. On average, 102 people died each day in crashes and one person was killed every 14 minutes in a motor vehicle crash in 2016.

Unfortunately, there has been an across-the-board increase in the number of deaths on our Nation's highways. In 2016 the fatality rate per 100 million VMT increased to 1.18, although it is still a 13.2-percent decline from 2007, when the rate was 1.36 per 100 million VMT. The fatality rates based on population, licensed drivers, and VMT are the highest they have been since 2008.

Table 2

People Killed and Injured, and Fatality and Injury Rates, 2007–2016

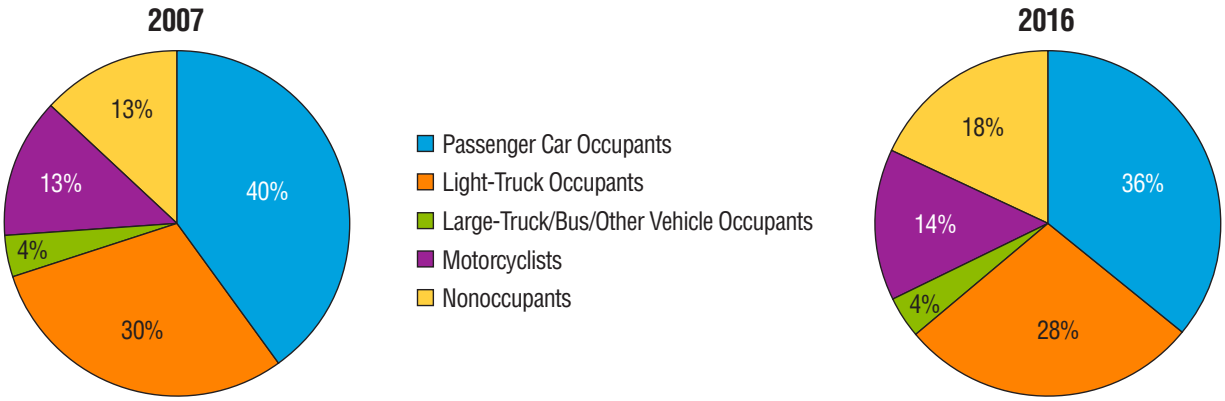
Year	Killed	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
					Killed				
2007	41,259	301,231	13.70	205,742	20.05	257,472	16.02	3,031	1.36
2008	37,423	304,094	12.31	208,321	17.96	259,360	14.43	2,977	1.26
2009	33,883	306,772	11.05	209,618	16.16	258,958	13.08	2,957	1.15
2010	32,999	309,348	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,663	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,782	313,998	10.76	211,815	15.95	265,647	12.72	2,969	1.14
2013	32,893	316,205	10.40	212,160	15.50	269,294	12.21	2,988	1.10
2014	32,744	318,563	10.28	214,092	15.29	274,805	11.92	3,026	1.08
2015	35,485	320,897	11.06	218,084	16.27	281,312	12.61	3,095	1.15
2016	37,461	323,128	11.59	221,712	16.90	288,034	13.01	3,174	1.18

Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
					Injured				
2007	2,491,000	301,231	827	205,742	1,211	257,472	967	3,031	82
2008	2,346,000	304,094	771	208,321	1,126	259,360	904	2,977	79
2009	2,217,000	306,772	723	209,618	1,058	258,958	856	2,957	75
2010	2,239,000	309,348	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,663	711	211,875	1,046	265,043	836	2,950	75
2012	2,362,000	313,998	752	211,815	1,115	265,647	889	2,969	80
2013	2,313,000	316,205	731	212,160	1,090	269,294	859	2,988	77
2014	2,338,000	318,563	734	214,092	1,092	274,805	851	3,026	77
2015	2,443,000	320,897	761	218,084	1,120	281,312	869	3,095	79
2016*	3,144,000	323,128	973	221,712	1,418	288,034	1,091	3,174	99

*A direct comparison of the 2016 injury estimates cannot be made with any previous year.
Source: FARS 2007–2015 Final File and 2016 ARF; NASS GES 2007–2015; CRSS 2016; Vehicle Miles Traveled and Licensed Drivers — Federal Highway Administration; Registered Vehicles — R. L. Polk & Co. and Federal Highway Administration; Population — U.S. Bureau of the Census.

Fatalities by person type in 2007 and 2016 are shown in Figure 1. The most obvious shift is in the percentage of passenger car occupant fatalities—changing from 40 percent of the fatalities in 2007 to 36 percent in 2016. This is the result of 3,202 fewer passenger car occupant fatalities over that 10-year period. A reduction of 2,156 light-truck occupant fatalities led to a slight decrease in that portion of the fatalities (30% to 28%). Motorcyclist fatalities now make up 14 percent of total fatalities compared to 13 percent 10 years ago. Finally, the portion of nonoccupant (pedestrians, bicyclists, and other cyclists) fatalities increased from 13 percent to 19 percent over the 10-year period. The nonoccupant fatalities are the largest percentage increase between 2007 and 2016.

Figure 1
Fatalities by Person Type, 2007 and 2016



Source: FARS 2007 Final File and 2016 ARF.

Economic Cost for All Traffic Crashes

The estimated economic cost of all motor vehicle 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:

- lost productivity,
- workplace losses,
- legal and court expenses,
- medical costs,
- emergency medical services (EMS),
- insurance administration costs,
- congestion costs, and
- property damage costs.

These costs represent the tangible losses that result from motor vehicle 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 motor vehicle 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 in Billions, 2010

Type of Crashes	Economic Cost	Comprehensive Cost
Total	$242.0	$835.8
Alcohol-Impaired	$44.0	$201.1
Speeding	$52.0	$203.2
Motorcycle Crashes	$12.9	$65.7
Helmet Nonuse	$1.2	$7.6
Seat Belt Nonuse	$10.4	$68.6
Pedestrian Crashes	$11.5	$65.0
Bicyclist and Other Cyclist Crashes	$4.4	$21.7

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). Washington, DC: 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 www-nrd.nhtsa.dot.gov/pubs/812013.pdf.

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. Some cover driver or occupant behavior such as alcohol-impaired driving, occupant protection, and speeding. Others focus on populations of interest, such as children, bicyclists and other cyclists, older population, pedestrians, and young drivers. Specific vehicle types are the emphasis in fact sheets on large trucks, motorcycles, passenger vehicles, and school transportation. The Rural/Urban Comparison fact sheet focuses on the locations of the crashes. Finally, this fact sheet, Summary of Motor Vehicle Crashes, is available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812580.pdf and provides a brief summary for each of these fact sheets, along with links and references for further information.

Most of these fact sheets contain tables with data by State. One additional fact sheet covers a variety of traffic safety subject areas, all at the State level. Some topics included are alcohol involvement, speeding-related crashes, and crash type. For more detailed information, use this link to view the State Traffic Data fact sheet: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812581.

At the time of publication for the fact sheets, detailed crash and injury estimates from CRSS were not available.

Behavior

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

Alcohol-Impaired Driving

In 2016 there were 10,497 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 51 minutes. These alcohol-impaired-driving fatalities accounted for 28 percent of the total motor vehicle traffic fatalities in the United States.

Of the 10,497 people who died in alcohol-impaired-driving crashes, 62 percent (6,479) were drivers with BACs of .08 g/dL or higher. The remaining fatalities consisted of 2,908 motor vehicle occupants (29%) and 948 nonoccupants (9%).

For more detailed information, use the links below to view the alcohol-impaired driving fact sheets.

Alcohol-Impaired Driving fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812450.pdf.

State Alcohol-Impaired Driving Estimates fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812483.pdf.

Occupant Protection

According to the National Occupant Protection Use Survey (NOPUS)[2] for 2016, estimated seat belt use increased from 82.5 percent in 2007 to 90.1 percent in 2016.

In 2016 there were 23,714 occupants of passenger vehicles who died in motor vehicle traffic crashes. Of these, 11,282 (48%) were restrained and 10,428 (44%) were unrestrained at the times of the crashes.

The proportion of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes decreased from 2007 to 2016. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths

[2] Pickrell, T. M., & Li, H. (2016, November). *Seat belt use in 2016—Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 351). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats. nhtsa.dot.gov/Api/Public/ViewPublication/812351.pdf.

decreased by 6 percentage points from 54 percent in 2007 to 48 percent in 2016.

In 2016 seat belts saved an estimated 14,668 lives among passenger vehicle occupants 5 and older.

For more detailed information, see the Occupant Protection fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812494.pdf.

Speeding

There were 37,461 traffic fatalities in 2016. Among them 10,111 (27%) were in crashes where at least one driver was speeding.

In 2016 some 32 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding, the highest percentage among all age groups.

In 2016 some 37 percent of all speeding drivers in fatal crashes had been drinking, compared to 15 percent of non-speeding drivers involved in fatal crashes.

For more detailed information view the Speeding fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812480.

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

Of the 37,461 motor vehicle traffic fatalities in 2016 there were 18,590 (50%) that occurred in rural areas, 17,656 (47%) that occurred in urban areas, and 1,215 (3%) that occurred in areas of unknown type.

According to the 2016 American Community Survey from the U.S. Census Bureau, an estimated 19 percent of the U.S. population lived in rural areas. However, rural fatalities accounted for 50 percent of all traffic fatalities in 2016.

Rural traffic fatalities decreased by 20 percent from 23,524 in 2007 to 18,590 in 2016. Urban traffic fatalities decreased by only 1 percent, from 17,908 in 2007 to 17,656 in 2016.

For more detailed information view the Rural Urban comparison fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812521.

People

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

Bicyclists and Other Cyclists

There were 840 pedalcyclist deaths in 2016, which accounted for 2.2 percent of all traffic fatalities during the year.

Seventy-one percent of all pedalcyclists who died in motor vehicle crashes in 2016 died in urban areas.

Over the 10-year period from 2007 to 2016, the average age of pedalcyclists killed in motor vehicle crashes increased from 40 to 46.

For more detailed view the Bicyclists and Other Cyclists fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812507.pdf.

Children

Of the 37,461 motor vehicle traffic fatalities in 2016 in the United States, 1,233 (3%) were children 14 and younger. This was an 8-percent increase from 1,144 in 2015, and a 27-percent decrease from 1,680 in 2007.

On average, 3 children were killed every day in traffic crashes in 2016.

Based on known restraint use, when the drivers were unrestrained, 66 percent of the children were also unrestrained in 2016.

Of the 214 children 14 and younger who died in alcohol-impaired-driving crashes in 2016, some 54 percent were occupants of vehicles where drivers had BACs of .08 g/dL or higher.

For more detailed information view the Children fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812491.pdf.

Older Population

In 2016 there were 6,764 people 65 and older killed in motor vehicle traffic crashes in the United States, 18 percent of all traffic fatalities.

Older drivers made up 19 percent of all licensed drivers in 2016 compared to 15 percent in 2007.

The population of people 65 and older increased by 30 percent from 2007 to 2016. Older driver fatalities in crashes also increased by 14 percent over this period.

For more detailed information view the Older Population fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812500.pdf.

Pedestrians

In 2016 there were 5,987 pedestrians killed in traffic crashes—a 9-percent increase from 5,495 pedestrian fatalities in 2015. Pedestrian deaths accounted for 16 percent of all traffic fatalities in motor vehicle traffic crashes.

On average, a pedestrian was killed every 1.5 hours in traffic crashes in 2016.

More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2016 were males.

For more detailed information view the Pedestrians fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812493.pdf.

Young Drivers

In 2016 there were 1,908 young drivers who died in motor vehicle crashes.

In 2016 about 9 percent of all drivers involved in fatal crashes 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 2016.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 23.28 in 2016. For young male drivers the involvement rate was 51.08, about 2.2 times that of young female drivers.

For more detailed information view the Young Driver fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812498.pdf.

Vehicles

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

Large Trucks

In 2016 there were 4,317 people killed in crashes involving large trucks (defined as any medium or heavy truck, excluding buses and motor homes, with gross vehicle weight ratings 10,000 pounds or heavier).

Fatalities in crashes involving large trucks increased by 5.4 percent, from 4,094 in 2016 to 4,317 in 2016. Of the fatalities in 2016, some 72 percent were occupants of other vehicles, 17 percent were occupants of large trucks, and 11 percent were nonoccupants (pedestrians, pedalcyclist, etc.).

For more detailed information view the Large Trucks fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812497.pdf.

Motorcycles

In 2016 there were 5,286 motorcyclists killed—a 5.1-percent increase from the 5,029 motorcyclists killed in 2015.

Per vehicle mile traveled in 2016, motorcyclist fatalities occurred nearly 28 times more frequently than passenger car occupant fatalities in traffic crashes.

In 2016 motorcycle riders involved in fatal crashes were found to have the highest percentage of alcohol-impaired drivers than any other vehicle type.

Thirty-seven percent of all motorcycle riders involved in fatal crashes were speeding in 2016, the highest of any vehicle type.

For more detailed information view the Motorcycles fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812492.pdf.

Passenger Vehicles

Passenger vehicles made up 93 percent of registered vehicles and accounted for 90 percent of total VMT in 2016. There were 52,190 vehicles involved in fatal crashes in 2016, of which 78 percent (40,908) were passenger vehicles.

In 2016 there were 23,714 passenger vehicle occupants who lost their lives in motor vehicle traffic crashes.

Fatality rates per 100,000 registered vehicles from 2015 to 2016 increased by 4 percent for passenger cars and 1 percent for light trucks. Among light-truck categories, occupant fatality rates increased by 9 percent for vans, decreased by 1 percent for SUVs, and remained roughly the same for pickup trucks.

For more detailed information view the Passenger Vehicles fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812537.pdf.

School Transportation

From 2007 to 2016 there were 1,282 people of all ages killed in school-transportation-related crashes — an average of 128 fatalities per year.

From 2007 to 2016 there were 281 school-age children who died in school-transportation-related crashes: 58 were occupants of school transportation vehicles, 116 were occupants of other vehicles, 98 were pedestrians, and 8 were pedalcyclists.

More school-age pedestrians were killed from 6 a.m. to 6:59 a.m., and from 3 p.m. to 3:59 p.m. than any other hours of the day.

For more detailed information view the School-Transportation-Related Crashes fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812476.pdf.

Crash Report Sampling System Replaces the National Automotive Sampling System General Estimates System

NHTSA's National Center for Statistics and Analysis 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. The 2016 CRSS data was initially released in March 2018 and rereleased with corrections in May 2018. For more information, 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:

National Center for Statistics and Analysis. (2018, September). *Summary of motor vehicle crashes: 2016 data.* (Traffic Safety Facts. Report No. DOT HS 812 580). Washington, DC: National Highway Traffic Safety Administration.

For More Information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. 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, 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 from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

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