Traffic Safety Facts 2022

A Compilation of Motor Vehicle Traffic Crash Data

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

NHTSA

2022 National Statistics

Police-Reported Motor Vehicle Traffic Crashes

Fatal	39,221
Injury	1,664,598
Property-Damage-Only	4,226,677
Total	**5,930,496**

Traffic Crash Victims	Killed	Injured
Occupants	**27,344**	**2,169,123**
Drivers	20,908	1,620,915
Passengers	6,393	547,538
Unknown	43	670
Motorcyclists	**6,218**	**82,687**
Nonoccupants	**8,952**	**130,961**
Pedestrians	7,522	67,336
Pedalcyclists	1,105	46,195
Other/Unknown	325	17,430
Total	**42,514**	**2,382,771**

Other National Statistics

Vehicle Miles Traveled	3,196,191,000,000
Population	333,287,557
Registered Vehicles	303,528,576
Licensed Drivers	235,086,153
Economic Cost of Traffic Crashes (2019) (Estimate for Reported and Unreported Crashes)	$340 billion

National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled	1.33
Fatalities per 100,000 Population	12.76
Fatalities per 100,000 Registered Vehicles	14.01
Fatalities per 100,000 Licensed Drivers	18.08

National Rates: People Injured

People Injured per 100 Million Vehicle Miles Traveled	75
People Injured per 100,000 Population	715
People Injured per 100,000 Registered Vehicles	785
People Injured per 100,000 Licensed Drivers	1,014

Sources: Crashes, Fatalities, Injuries, and Costs – National Highway Traffic Safety Administration
Population – Census Bureau
Vehicle Miles Traveled (VMT) – Federal Highway Administration
Registered Vehicles – FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

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Traffic Safety Facts 2022

A Compilation of Motor Vehicle Traffic Crash Data

National Highway Traffic Safety Administration
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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 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), fact sheet data visualizations, and more can be found at https://cdan.dot.gov/. To report a vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

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, Race and Ethnicity, Rural/Urban Traffic Fatalities, School-Transportation-Related Traffic Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Traffic Crashes, and Young Drivers. The fact sheets and annual Traffic Safety Facts reports can be found at https://crashstats.nhtsa.dot.gov/.

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Glossary

alcohol involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a blood alcohol concentration (BAC) of .01 grams per deciliter (g/dL) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police crash report that there is evidence of alcohol present. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

The terms "alcohol-related" and "alcohol-involved" do not indicate that a crash or fatality was caused by the presence of alcohol.

alcohol-impaired-driving crashes

Crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered an alcohol-impaired-driving crash.

alcohol-impaired-driving fatalities

Fatalities in crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered an alcohol-impaired-driving fatality.

blood alcohol concentration

BAC is measured as the weight of alcohol in a volume of blood (g/dL). A positive BAC level (.01 g/dL or higher) indicates that alcohol was consumed by the person tested; a BAC level of .08 g/dL or more indicates that the person was alcohol-impaired.

body type

Detailed type of motor vehicle within a vehicle type.

bus

Any motor vehicle designed primarily to transport large groups of nine or more people, including the driver. Includes school buses, inter-city buses, and transit buses.

combination truck

A truck tractor not pulling a trailer; a tractor pulling at least one full- or semi-trailer; or a single-unit truck pulling at least one trailer.

crash

An event that produces injury and/or property damage, involves a motor vehicle in-transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

crash severity

1. ***fatal crash***. A police-reported crash involving a motor vehicle in-transport on a trafficway in which at least one person dies within 30 days of the crash.
2. ***injury crash***. A police-reported crash that involves a motor vehicle in-transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. ***property-damage-only crash***. A police-reported crash involving a motor vehicle in-transport on a trafficway in which no one involved in the crash suffered any injuries.

crash type

Single-vehicle or multi-vehicle crash.

day

From 6 a.m. to 5:59 p.m.

Glossary

driver

An occupant of a vehicle who is in physical control of a motor vehicle in-transport, or for an out-of-control vehicle, an occupant who was in control until control was lost.

ejection

Refers to an occupant being totally or partially thrown from the vehicle because of an impact or rollover.

First Harmful Event

The first event during a crash that caused injury or property damage.

fixed object

Stationary structures or substantial vegetation attached to the terrain.

gross vehicle weight rating

The GVWR is the maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

impact point

The first impact point that produced personal injury or property damage, regardless of First or Most Harmful Event.

injury severity

The police-reported injury severity of the person (occupant, pedestrian, or pedalcyclist).

1. Killed (Fatal)
2. Injured (Incapacitating injury, evident injury but not incapacitating, complaint of injury, or injured, severity unknown)
3. No injury

jackknife

Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to a truck tractor pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

junction

Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

land use

The crash location (urban or rural).

large trucks

Trucks over 10,000 pounds GVWR, including single-unit trucks and truck tractors.

light trucks

Trucks of 10,000 pounds GWVR or less, including pickups, vans, truck-based station wagons, and SUVs.

manner of collision

A classification for crashes in which the First Harmful Event was a collision between two motor vehicles in-transport and is described as one of the following:

angle. Collisions that are not head-on, rear-end, rear-to-rear, or sideswipe.

head-on. A collision where the front of one vehicle collides with the front of another vehicle while the two are traveling in opposite directions.

rear-end. A collision in which one vehicle collides with the rear of another vehicle.

sideswipe. A collision in which the sides of both vehicles sustain minimal engagements.

Most Harmful Event

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

motor vehicle in-transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

motorcycle

A 2- or 3-wheeled motor vehicle designed to transport one or two people, including motor-scooters, minibikes, and mopeds.

motorcycle rider

The operator (driver) of a motorcycle.

motorcyclist

Any person riding on a motorcycle, including the motorcycle rider (operator) and any passenger (a person riding on, but not in control of, the motorcycle).

night

From 6 p.m. to 5:59 a.m.

noncollision

A class of crash in which the First Harmful Event does not involve a collision with a fixed object, nonfixed object, or a motor vehicle. This includes overturn, fire/explosion, fall from a vehicle, and injuries in a vehicle.

nonoccupant

Any person who is not an occupant of a motor vehicle in-transport and includes the following.

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as joggers, skateboard riders, people riding on animals, and people riding in animal-drawn conveyances

nonoccupant location

The location of nonoccupants at time of impact. Intersection locations are coded only if nonoccupants were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonoccupants struck on a junction of a driveway/alley access and a named trafficway. Nonoccupants who are occupants of motor vehicles not in-transport are coded with respect to the location of the vehicle.

objects not fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedal-cyclists, animals, or trains (e.g., spilled cargo in roadway).

occupant

Any person who is in or on a motor vehicle in-transport. Includes the driver, passengers, and any person riding on the exterior of a motor vehicle.

other vehicle

Consists of the following types of vehicles.

1. Large limousine (more than 4 side doors or stretched chassis)
2. 3-wheel automobile or automobile derivative
3. Van-based motorhome
4. Light-truck-based motorhome (chassis-mounted)
5. Large-truck-based motorhome
6. ATV (all-terrain vehicle, including dune/swamp buggy) and ATC (all-terrain cycle)
7. Snowmobile
8. Farm equipment other than trucks
9. Construction equipment other than trucks (includes graders)
10. Other type vehicle (includes go-cart, forklift, city streetsweeper).

passenger

Any occupant of a motor vehicle who is not a driver.

passenger car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

pedalcyclist

A person on a vehicle powered solely by pedals. Starting in 2022, pedalcyclists also include a person on a vehicle powered by a combination of pedals and motors.

pedestrian

Any person not in or upon a motor vehicle or other vehicle.

restraint use

The occupant's use of available vehicle restraints, including lap belt, shoulder belt, or automatic belt.

roadway

That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

roadway function class

The classification describing the character of service the street or highway is intended to provide. Includes the following:

interstates. Limited access divided facilities of at least four lanes designated by the FHWA as part of the Interstate System.

other freeways and expressways. All urban principal arterials with limited control of access not on the Interstate System.

other principal arterials. Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

minor arterials. Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

collectors. In rural areas, routes serving intra-county, rather than statewide travel. In urban areas streets providing direct access to neighborhoods as well as direct access to arterials.

local streets and roads. Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic.

rollover

Any vehicle rotation of 90° or more about any true longitudinal or lateral axis. Includes rollovers occurring as a First Harmful Event or subsequent event.

seating position

The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

school-bus-related crash

Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle.

single-unit truck

A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis.

trafficway

Any road, street, or highway open to the public as a matter of right or custom for moving people or property from one place to another.

vehicle

See *motor vehicle in-transport*.

vehicle identification number

VIN is a unique combination of 17 alphanumeric characters assigned to a specific motor vehicle designated by the manufacturer.

vehicle miles traveled

VMT is a measurement of the total distance traveled by vehicles on a specific segment of roadway within a specific time frame. Annual VMT is calculated by multiplying the estimated mean traffic volume (Annual Average Daily Traffic) for a roadway segment by the roadway segment length in miles and the number of days in the year.

vehicle type

A series of motor vehicle body types that have been grouped together because of their design similarities. The principal vehicle types used in this report are passenger car, light truck, large truck, motorcycle, bus, and other vehicle. See the definition of each of the vehicle types in this glossary.

vPIC

The NHTSA Product Information Catalog and Vehicle Listing (vPIC) is a consolidated platform that presents data collected within the manufacturer reported data from 49 CFR Parts 512 – 595 for use in a variety of modern tools. NHTSA's vPIC platform is intended to serve as a centralized source for basic VIN decoding, Manufacturer Information Database (MID), Manufacturer Equipment Plant Identification and associated data.

weekday

From 6 a.m. Monday to 5:59 p.m. Friday.

weekend

From 6 p.m. Friday to 5:59 a.m. Monday.

Introduction

In this annual report, *Traffic Safety Facts 2022: A Compilation of Motor Vehicle Traffic Crash Data*, the National Highway Traffic Safety Administration presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Information from three of NHTSA's primary data systems has been combined to create a single source for motor vehicle traffic crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the three sources. Established in 1975, FARS contains data on the most severe traffic crashes, those in which someone was killed. The second source is the National Automotive Sampling System General Estimates System (NASS GES), which began operation in 1988 and ended in 2015. NASS GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that resulted in death, injury, or property damage. The third source is the Crash Report Sampling System (CRSS), which replaced NASS GES in 2016. CRSS is the redesigned nationally representative sample of police-reported traffic crashes.

FARS, GES, and CRSS were designed and developed by NHTSA's National Center for Statistics and Analysis (NCSA) to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis on which to evaluate the effectiveness of motor vehicle safety standards and highway safety initiatives. Data from these systems is used to answer requests for information from the international and national highway traffic safety communities, including State and local governments, Congress, Federal agencies, research organizations, industry, the media, and the public.

FARS Operations

The Fatality Analysis Reporting System (FARS) became operational in 1975 and contains data on a census of fatal motor vehicle traffic crashes in 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 trafficway customarily open to the public and must result in the death of an occupant of a vehicle or a nonoccupant within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal traffic crashes in the State. These agreements are managed by the NCSA State Data System, Office of Data Acquisition. Trained State employees, called FARS analysts, are responsible for gathering, translating, and transmitting their State's data to NCSA's standard format. The number of analysts varies by State, depending on the number of fatal crashes and the ease of obtaining data.

FARS data are obtained solely from the States' existing documents.

- Police Crash Reports (PCRs)
- State Vehicle Registration Files
- State Driver Licensing Files
- State Highway Department Data
- Vital Statistics
- Death Certificates
- Coroner/Medical Examiner Reports
- Emergency Medical Service Reports
- Other State Records

From these documents FARS analysts code more than 140 FARS data elements. The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected in FARS does not include any personal identifying information such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conforms to the Privacy Act.

Each FARS analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2022 FARS data file used for the statistics in this report was created in February 2024; however, the 2022 FARS file will officially close later in 2024. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2021 are reflected in this report. The updated final counts for 2022 will be reflected in the 2023 annual report.

GES Operations

Data from the National Automotive Sampling System (NASS) General Estimates System (GES) was obtained from a nationally representative probability sample selected from all police-reported crashes. The NASS GES began operation in 1988 and ended in 2015. For a crash to be eligible for the GES sample, a PCR must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and must result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, most of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrated on those crashes of greatest concern to the highway safety community and the public.

GES data collectors made weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sampled about 55,000 PCRs per year. The collectors obtained copies of the PCRs and sent them to the NASS quality control centers for coding. No other data was collected beyond the selected PCRs—no driver license, vehicle registration, or medical information was obtained.

Trained data entry personnel interpreted and coded data directly from the PCRs into an electronic data file. Approximately 90 data elements were coded into a common format. Some elements were modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) was coded. During data coding, the data was checked electronically for validity and consistency. After the data file was created, further quality checks were performed on the data through computer processing and by the data coding supervisors.

CRSS Operations

NHTSA developed and implemented the NASS in the 1970s to make estimates of the motor vehicle crash experience in the United States. In 1988 NHTSA split the NASS into two surveys, the GES and the Crashworthiness Data System (CDS). Since then, the same data collection sites have been used for GES data collection. Given the shifts in population and the vehicle fleet, and the changing analytic needs of the safety community, Congress authorized NHTSA to modernize its crash data collection system. NCSA redesigned the nationally representative sample of police-reported traffic crashes in the United States. The new system, the Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

The CRSS was designed independent of other NHTSA surveys. The target population for the CRSS is the same as that for the NASS GES: all police-reported motor vehicle crashes on trafficways. The CRSS obtains its data from a nationally representative probability sample selected from the more than 7 million police-reported crashes that occur annually. For a crash to be eligible for the CRSS sample, a crash report must be completed by the police; it must involve at least one motor vehicle traveling on a trafficway; and the crash must result in property damage, injury, or death.

These crash reports are chosen from 60 selected sites across the United States that reflect the geography, population, miles driven, and crashes in the United States. CRSS data collectors review crash reports from hundreds of law enforcement agencies within the sites, systematically sampling tens of thousands of PCRs each year. The collectors obtain copies of the selected PCRs and send them to a central location for coding. No other data are collected beyond that in the selected crash reports.

Trained personnel interpret and code data directly from the PCRs into an electronic data file. Approximately 120 data elements are coded into a common format. After coding, quality checks are performed on the data to ensure validity and consistency. When these are completed, CRSS data files and coding documentation become publicly available.

About This Report

Fatal traffic crash data from FARS and nonfatal crash data from GES and CRSS are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 to 2022), GES (1988 to 2015), and CRSS (2016 to 2022). The remaining chapters present data only from 2022. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crashes. Chapter 3, "Vehicles," concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, "People," is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter, "States," contains information about crashes for each State, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury or property-damage-only crashes have been derived from GES (or CRSS) and statistics describing nonfatal injuries have been derived from both FARS and GES (or CRSS). The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES and CRSS numbers are estimates of counts of crashes and people injured and are subject to sampling and non-sampling errors. (See Appendix C for more information on these errors.) **The 2016 and later year estimates from CRSS are not comparable to 2015 and earlier year estimates from NASS GES because of different sampling designs.** For more information on CRSS, refer to *Crash Report Sampling System: Sample Design and Weighting* (Zhang, Noh, et al., 2019a) or *Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs* (Zhang, Subramanian, et al., 2019b).

The reader may also notice that many tables have rows or footnotes for "unknowns" for FARS data, but not for GES or CRSS data. The reason for this difference is that almost all the GES or CRSS unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of BAC test results. When the alcohol test results are unknown, BAC values in g/dL have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of multiple imputation revised in 2001. More information on the multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in a NHTSA technical report, *Multiple Imputation of Missing Blood Alcohol Concentration (BAC) Values in FARS* (Rubin et al., 1998).

Changes From the *Traffic Safety Facts 2021* Report

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a vPIC dataset that is being used to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type

classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/ (NHTSA, n.d.).

Vehicle Type Revisions

The 2021 data definitions for vehicle type classifications were reviewed resulting in revisions. The revised vehicle type data definitions were applied to 2020 and later data. The motorcycle category was most effected, as some qualifying body classes were not previously included in this category, but instead were classified as "Other" vehicle type. Consequently, motorcycles were previously underreported.

2020 Imputed Alcohol Data Updates

Blood alcohol concentration test results are not reported for many drivers and nonoccupants involved in fatal traffic crashes. BAC can be missing due to several reasons, the most frequent being that drivers and nonoccupants are not always tested for alcohol. To address the missing data issue, NHTSA uses a statistical model, multiple imputation, to estimate the missing BAC of these people. This statistical model is based on important characteristics of the crash including the type of vehicle driven. Though the 2020 FARS file was already final, due to the "Vehicle Type Revisions," the 2020 imputed alcohol files were regenerated. Consequently, there were minor changes to alcohol-related estimates for 2020 shown in the 2021 annual report. For example, Table 13 titled "People Killed, by Highest Driver BAC in the Crash, 1982-2021" showed 11,718 alcohol-impaired-driving fatalities in 2020. The updated estimate for alcohol-impaired-driving-fatalities in 2020 is 11,727.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

Registered Vehicles and VMT by Vehicle Type

Vehicle registration data for passenger vehicles (passenger cars and light trucks) was obtained from R. L. Polk's National Vehicle Population Profile (NVPP), which is a compilation of all passenger vehicles that have been registered in compliance with State requirements (Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.). Subsequently, overall registrations and passenger car and light-truck VMT were revised by NHTSA, using a combination of Polk and FHWA exposure data.

Polk enhanced the data quality of its NVPP, resulting in a complete rewrite of the data due to (1) enhanced business rules for vehicles on the road, (2) more consistent reporting/processing across States, and (3) upgraded basis for vehicle coding. A comparison of Polk's "old" NVPP and "new" NVPP for 2011 shows that the enhancements resulted in an increase of more than 3 percent in NHTSA's passenger vehicle registration counts, consisting of a 5.6-percent decrease in the 2011 passenger car count and a 14.6-percent increase in the 2011 light-truck count from the old NVPP to the new NVPP, as shown in the table below. Consequently, the data in this report for vehicle registrations and VMT from 2011 to 2022 is not strictly comparable with the data for all prior years, which was based on Polk's old NVPP.

About This Report

Starting with 2020 data, passenger car and light-truck registrations were revised by NHTSA's NCSA to align with vPIC, which is manufacturer-based data. Prior year data were revised to align with NHTSA's NCSA body type, which is analyst-based data. Several vehicles previously classified as passenger cars are now classified as light trucks, with the vast majority as SUVs. Thus, 2020 and later year passenger car and light-truck registration counts are not comparable to prior year data.

Registered Vehicles: NCSA Revised Using Polk and FHWA Data

Year	Passenger Cars (Polk)	Light Trucks (Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	NCSA Revised Total
2009 (Old NVPP)	137,203,972	102,008,600	7,929,724	841,993	10,973,214	258,957,503
2010 (Old NVPP)	135,310,480	102,376,147	8,009,503	846,051	10,770,054	257,312,235
2011 (Old NVPP)	134,543,655	103,594,529	8,437,502	666,064	10,270,693	257,512,443
2011 (New NVPP)	126,966,714	118,702,389	8,437,502	666,064	10,270,693	265,043,362
2012 (New NVPP)	127,077,676	118,690,690	8,454,939	764,509	10,659,380	265,647,194
2013 (New NVPP)	128,936,225	120,491,485	8,404,687	864,549	10,597,356	269,294,302
2014 (New NVPP)	131,138,925	123,470,278	8,417,718	872,027	10,905,956	274,804,904
2015 (New NVPP)	133,218,366	127,401,053	8,600,936	888,907	11,203,184	281,312,446
2016 (New NVPP)	134,827,696	132,052,102	8,679,380	976,161	11,498,561	288,033,900
2017 (New NVPP)	132,864,363	135,594,973	8,664,108	983,231	12,229,216	290,335,891
2018 (New NVPP)	132,837,515	141,312,896	8,659,741	992,152	13,233,910	297,036,214
2019 (New NVPP)	129,838,156	146,751,968	8,596,314	995,033	13,085,643	299,267,114
2020 (New NVPP)	110,612,958	164,230,764	8,347,435	1,010,304	12,899,372	297,100,833
2021 (New NVPP)	107,934,093	170,108,546	9,795,491	939,123	13,856,404	302,633,657
2022 (New NVPP)	104,645,629	174,027,343	9,567,664	954,119	14,333,821	303,528,576

VMT: Polk and FHWA

Year	Passenger Cars (Revised FHWA Using Polk)	Light Trucks (Revised FHWA Using Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	Total (FHWA)
2009 (Old NVPP)	1,510,339	1,122,909	20,822	14,387	288,306	2,956,764
2010 (Old NVPP)	1,507,716	1,140,740	18,513	13,770	286,527	2,967,266
2011 (Old NVPP)	1,497,460	1,152,998	18,542	13,807	267,594	2,950,402
2011 (New NVPP)	1,369,810	1,280,648	18,542	13,807	267,594	2,945,194
2012 (New NVPP)	1,377,486	1,286,574	21,385	14,781	269,207	2,963,497
2013 (New NVPP)	1,384,194	1,293,536	20,366	15,167	275,017	2,982,941
2014 (New NVPP)	1,396,098	1,314,458	19,970	15,999	279,132	3,020,377
2015 (New NVPP)	1,420,869	1,358,824	19,606	16,230	279,844	3,089,841
2016 (New NVPP)	1,439,678	1,410,040	20,445	16,350	287,895	3,173,815
2017 (New NVPP)	1,424,056	1,453,322	20,149	17,227	297,593	3,210,248
2018 (New NVPP)	1,403,760	1,493,323	20,076	18,303	304,864	3,240,327
2019 (New NVPP)	1,372,622	1,551,431	19,688	17,980	300,050	3,261,772
2020 (New NVPP)	1,035,519	1,537,469	17,947	15,037	297,649	2,903,622
2021 (New NVPP)	1,074,905	1,694,094	19,642	16,744	327,026	3,132,411
2022 (New NVPP)	1,059,950	1,762,714	23,765	18,490	331,272	3,196,191

Notes: NCSA revises FHWA's passenger car and light-truck VMT using Polk's registration counts. Starting with 2020 data, passenger car and light-truck revisions were based on vPIC vehicle classifications. As a result, the 2020 and later year passenger car and light-truck counts are not comparable to 2019 and earlier years.

Data Availability

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS, NASS GES, and CRSS. Additional data from FARS (1975 to 2022), NASS GES (1988 to 2015), and CRSS (2016 to 2022) are available in several ways, including the following.

- Traffic Safety Facts Annual Report Tables can be obtained from the online portal at https://cdan.dot.gov/tsftables/tsfar.htm, which contains the most current data available, unlike the Traffic Safety Facts Annual Report publication. The 2021 and earlier year FARS data are final. Although the 2022 data file is a full year's worth of data, it is subject to change when it is finalized. Tables in this report can be rendered using the latest FARS and NASS GES (or CRSS) data available.
- FARS data can also be accessed at www-fars.nhtsa.dot.gov/Main/index.aspx. This website provides instant access to the 1994 to 2022 FARS data via reports, which is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of State, and for State reports, county tabulation may be selected.
- Data visualization tools for Traffic Safety fact sheets can be found at https://cdan.dot.gov/Data-Visualization/DataVisualization.htm.
- FARS and GES/CRSS data can be queried using the Fatality and Injury Reporting System Tool (FIRST) at https://cdan.dot.gov/query.
- FARS, NASS GES, and CRSS data can be obtained by downloading published files from www.nhtsa.gov/file-downloads?p=nhtsa/downloads/FARS/ (FARS), www.nhtsa.gov/file-downloads?p=nhtsa/downloads/GES/ (NASS GES), or www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CRSS/ (CRSS). The files are available in Statistical Analysis System (SAS) or comma separated values (CSV) file formats. This will enable you to process the data using your own computer system.
- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.

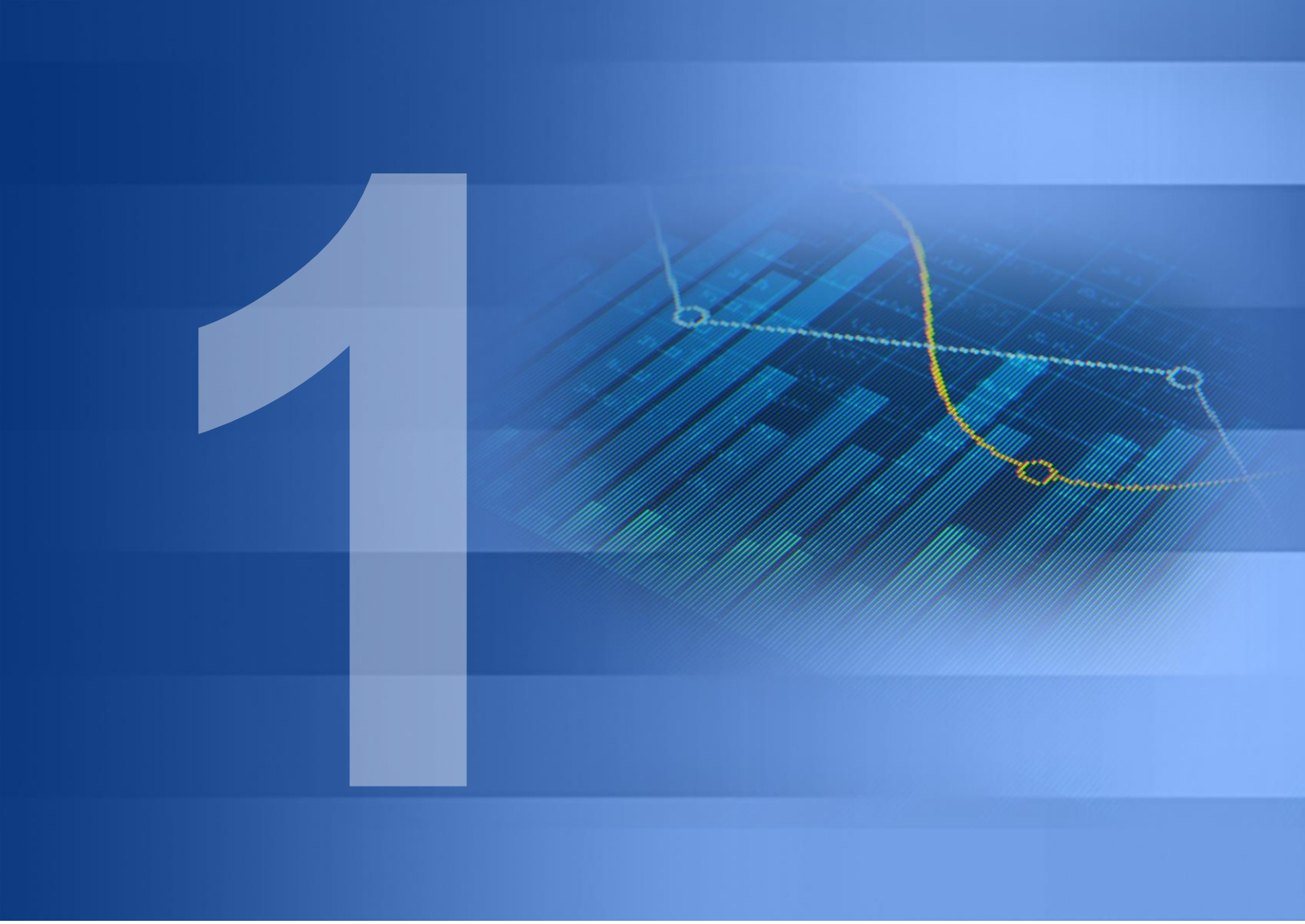
Requests for more information from FARS, NASS GES, or CRSS should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis, NSA-230
1200 New Jersey Avenue SE
Washington, DC 20590
800-934-8517
Email: NCSARequests@dot.gov

Additional information on all NHTSA's data files, including FARS, NASS GES, and CRSS can be found on the NCSA website at www.nhtsa.gov/data. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in PDF format. Comments and suggestions about the NCSA website can be emailed to NCSARequests@dot.gov.

Vehicle Safety Hotline

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.nhtsa.gov/report-a-safety-problem.



1 Trends

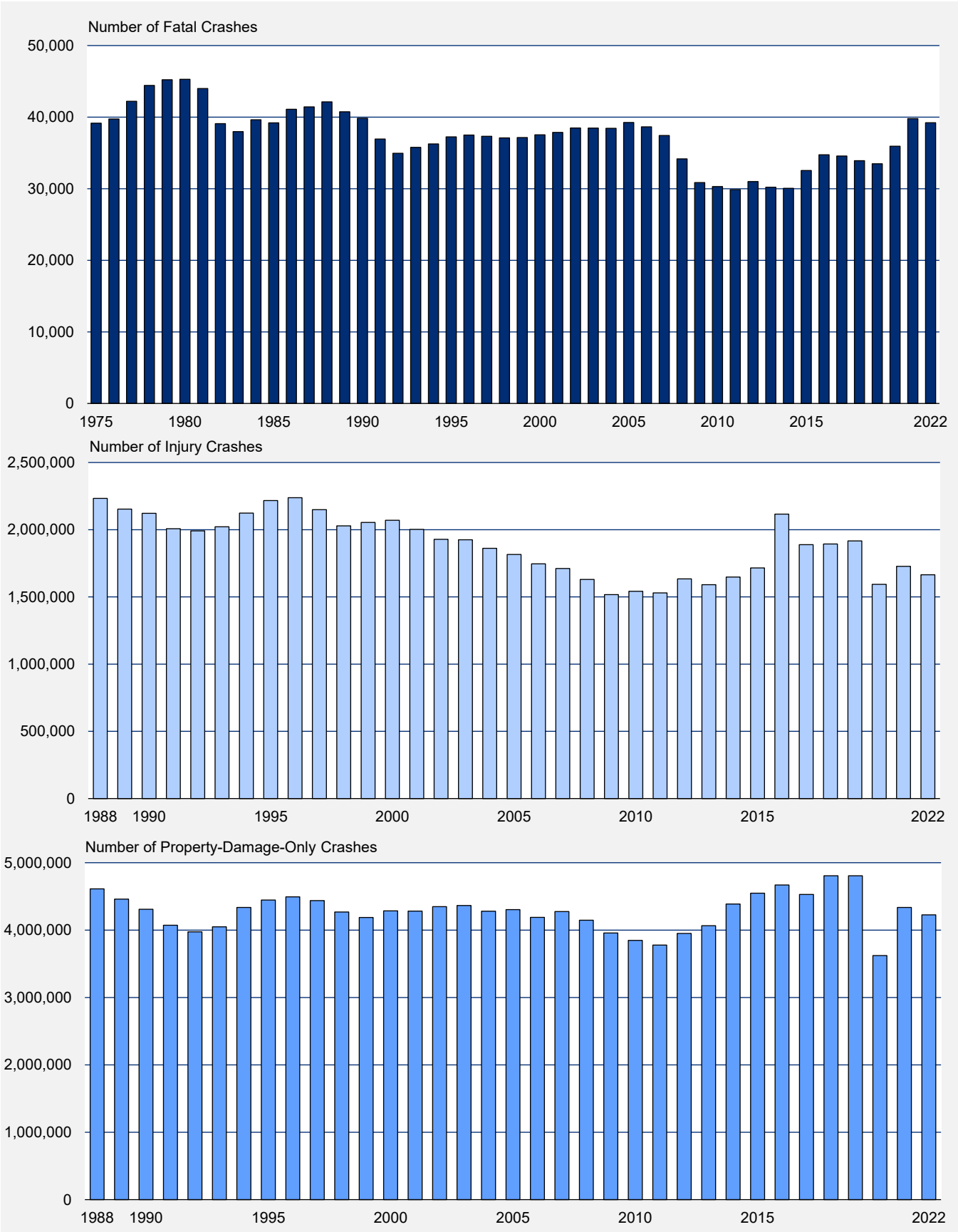
1. Trends

The tables in this chapter present statistics about police-reported motor vehicle traffic crashes over time. Trends for fatal traffic crashes and traffic fatalities generally are presented from 1975 (when FARS began operation) to 2022; however, tables with alcohol data from FARS show data only for the years this data are available: 1982 to 2022. Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2022). Trends for people injured are presented from FARS (1988 to 2022) and NASS GES (1988 to 2015) or CRSS (2016 to 2022). **NASS GES data should not be compared to CRSS data.** Furthermore, care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from NASS GES and CRSS data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using NASS GES or CRSS data (for more information on sampling error, see Appendix C). Below are some of the statistics you will find in this chapter.

- Fatal traffic crashes decreased by 1.4 percent from 2021 to 2022, and the traffic fatality rate decreased to 1.33 fatalities per 100 million VMT in 2022.
- The injury rate decreased by 6.3 percent from 2021 to 2022, to 75 people injured per 100 million VMT.
- The occupant fatality rate (including motorcyclists) per 100,000 population has declined by 39 percent from 1975 to 2022.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45 percent from 1988 to 2015, decreased by 25 percent from 2016 to 2022.
- The nonoccupant fatality rate per 100,000 population has declined by 32 percent from 1975 to 2022.
- The nonoccupant injury rate per 100,000 population, which declined by 51 percent from 1988 to 2015, decreased by 24 percent from 2016 to 2022.
- The percent of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 32 percent in 2022.

1. Trends

Figure 1. Crashes, by Crash Severity, 1975-2022



1. Trends

Table 1. Crashes, by Crash Severity, 1988-2022

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,321	32.4	4,611,349	67.0	**6,886,800**	**100.0**
1989	40,741	0.6	2,153,095	32.4	4,458,979	67.0	**6,652,815**	**100.0**
1990	39,836	0.6	2,121,921	32.8	4,309,446	66.6	**6,471,202**	**100.0**
1991	36,937	0.6	2,007,635	32.8	4,072,787	66.6	**6,117,359**	**100.0**
1992	34,942	0.6	1,991,178	33.2	3,974,190	66.2	**6,000,310**	**100.0**
1993	35,780	0.6	2,021,945	33.1	4,048,190	66.3	**6,105,915**	**100.0**
1994	36,254	0.6	2,123,257	32.7	4,336,477	66.8	**6,495,988**	**100.0**
1995	37,241	0.6	2,216,670	33.1	4,445,504	66.4	**6,699,415**	**100.0**
1996	37,494	0.6	2,238,065	33.1	4,494,024	66.4	**6,769,583**	**100.0**
1997	37,324	0.6	2,148,985	32.4	4,437,840	67.0	**6,624,149**	**100.0**
1998	37,107	0.6	2,028,941	32.0	4,268,525	67.4	**6,334,573**	**100.0**
1999	37,140	0.6	2,054,256	32.7	4,187,640	66.7	**6,279,036**	**100.0**
2000	37,526	0.6	2,069,905	32.4	4,286,194	67.0	**6,393,624**	**100.0**
2001	37,862	0.6	2,002,710	31.7	4,282,391	67.7	**6,322,963**	**100.0**
2002	38,491	0.6	1,928,984	30.5	4,348,233	68.8	**6,315,708**	**100.0**
2003	38,477	0.6	1,924,912	30.4	4,364,566	69.0	**6,327,955**	**100.0**
2004	38,444	0.6	1,861,617	30.1	4,280,966	69.3	**6,181,027**	**100.0**
2005	39,252	0.6	1,816,105	29.5	4,303,993	69.9	**6,159,350**	**100.0**
2006	38,648	0.6	1,745,924	29.2	4,188,641	70.1	**5,973,213**	**100.0**
2007	37,435	0.6	1,711,304	28.4	4,275,269	71.0	**6,024,008**	**100.0**
2008	34,172	0.6	1,630,420	28.1	4,146,254	71.4	**5,810,846**	**100.0**
2009	30,862	0.6	1,517,075	27.6	3,957,243	71.9	**5,505,180**	**100.0**
2010	30,296	0.6	1,542,104	28.5	3,847,045	71.0	**5,419,445**	**100.0**
2011	29,867	0.6	1,529,968	28.7	3,777,994	70.8	**5,337,829**	**100.0**
2012	31,006	0.6	1,634,180	29.1	3,949,858	70.3	**5,615,045**	**100.0**
2013	30,202	0.5	1,591,016	28.0	4,065,673	71.5	**5,686,891**	**100.0**
2014	30,056	0.5	1,647,726	27.2	4,386,502	72.3	**6,064,284**	**100.0**
2015	32,538	0.5	1,715,394	27.2	4,548,203	72.2	**6,296,134**	**100.0**
2016	34,748	0.5	2,116,308	31.0	4,670,073	68.5	**6,821,129**	**100.0**
2017	34,560	0.5	1,888,525	29.3	4,529,513	70.2	**6,452,598**	**100.0**
2018	33,919	0.5	1,893,704	28.1	4,807,058	71.4	**6,734,681**	**100.0**
2019	33,487	0.5	1,916,344	28.4	4,806,253	71.1	**6,756,084**	**100.0**
2020	35,935	0.7	1,593,390	30.3	3,621,681	69.0	**5,251,006**	**100.0**
2021	39,785	0.7	1,727,608	28.3	4,335,820	71.0	**6,103,213**	**100.0**
2022	39,221	0.7	1,664,598	28.1	4,226,677	71.3	**5,930,496**	**100.0**

Note: Injury and property-damage-only crash estimates from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

Table 2. People Killed and Injured; Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2022

Killed									
Year	Fatalities	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
1966	50,894	196,560,338	25.89	100,998,000	50.39	95,703,030	53.18	925,899	5.50
1967	50,724	198,712,056	25.53	103,172,000	49.16	98,858,898	51.31	964,005	5.26
1968	52,725	200,706,052	26.27	105,410,000	50.02	102,987,134	51.20	1,015,869	5.19
1969	53,543	202,676,946	26.42	108,306,000	49.44	107,412,077	49.85	1,061,791	5.04
1970	52,627	205,052,174	25.67	111,543,000	47.18	111,242,295	47.31	1,109,724	4.74
1971	52,542	207,660,677	25.30	114,426,000	45.92	116,330,037	45.17	1,178,811	4.46
1972	54,589	209,896,021	26.01	118,414,000	46.10	122,556,550	44.54	1,259,786	4.33
1973	54,052	211,908,788	25.51	121,546,000	44.47	130,024,945	41.57	1,313,110	4.12
1974	45,196	213,853,928	21.13	125,427,000	36.03	134,899,955	33.50	1,280,544	3.53
1975	44,525	215,973,199	20.62	129,791,000	34.31	126,153,304	35.29	1,327,664	3.35
1976	45,523	218,035,164	20.88	134,036,000	33.96	130,793,242	34.81	1,402,380	3.25
1977	47,878	220,239,425	21.74	138,121,000	34.66	134,514,286	35.59	1,467,027	3.26
1978	50,331	222,584,545	22.61	140,844,000	35.74	140,374,064	35.85	1,544,704	3.26
1979	51,093	225,055,487	22.70	143,284,000	35.66	144,317,076	35.40	1,529,133	3.34
1980	51,091	227,224,681	22.48	145,295,000	35.16	146,845,134	34.79	1,527,295	3.35
1981	49,301	229,465,714	21.49	147,075,000	33.52	149,330,311	33.01	1,555,308	3.17
1982	43,945	231,664,458	18.97	150,234,000	29.25	151,147,755	29.07	1,595,010	2.76
1983	42,589	233,791,994	18.22	154,389,000	27.59	153,829,970	27.69	1,652,788	2.58
1984	44,257	235,824,902	18.77	155,424,000	28.48	158,899,717	27.85	1,720,269	2.57
1985	43,825	237,923,795	18.42	156,868,000	27.94	166,047,491	26.39	1,774,826	2.47
1986	46,087	240,132,887	19.19	159,486,000	28.90	168,545,286	27.34	1,834,872	2.51
1987	46,390	242,288,918	19.15	161,816,000	28.67	172,749,894	26.85	1,921,204	2.41
1988	47,087	244,498,982	19.26	162,854,000	28.91	177,455,476	26.53	2,025,962	2.32
1989	45,582	246,819,230	18.47	165,554,000	27.53	181,164,568	25.16	2,096,487	2.17
1990	44,599	249,464,396	17.88	167,015,000	26.70	184,275,422	24.20	2,144,362	2.08
1991	41,508	252,153,092	16.46	168,995,000	24.56	186,370,190	22.27	2,172,050	1.91
1992	39,250	255,029,699	15.39	173,125,000	22.67	184,937,848	21.22	2,247,151	1.75
1993	40,150	257,782,608	15.58	173,149,000	23.19	188,349,676	21.32	2,296,378	1.75
1994	40,716	260,327,021	15.64	175,403,000	23.21	192,497,438	21.15	2,357,588	1.73
1995	41,817	262,803,276	15.91	176,628,482	23.68	197,064,868	21.22	2,422,823	1.73
1996	42,065	265,228,572	15.86	179,539,340	23.43	201,630,659	20.86	2,484,080	1.69
1997	42,013	267,783,607	15.69	182,709,204	22.99	203,567,637	20.64	2,552,233	1.65
1998	41,501	270,248,003	15.36	184,860,969	22.45	208,076,469	19.95	2,628,148	1.58
1999	41,717	272,690,813	15.30	187,170,420	22.29	212,685,157	19.61	2,690,241	1.55
2000	41,945	282,162,411	14.87	190,625,023	22.00	217,028,324	19.33	2,746,925	1.53
2001	42,196	284,968,955	14.81	191,275,719	22.06	221,230,149	19.07	2,795,610	1.51
2002	43,005	287,625,193	14.95	194,602,202	22.10	225,684,815	19.06	2,855,508	1.51
2003	42,884	290,107,933	14.78	196,165,667	21.86	230,633,079	18.59	2,890,221	1.48
2004	42,836	292,805,298	14.63	198,888,912	21.54	237,948,530	18.00	2,964,788	1.44
2005	43,510	295,516,599	14.72	200,548,972	21.70	245,628,199	17.71	2,989,430	1.46
2006	42,708	298,379,912	14.31	202,810,438	21.06	251,415,320	16.99	3,014,371	1.42
2007	41,259	301,231,207	13.70	205,741,845	20.05	257,472,378	16.02	3,031,124	1.36
2008	37,423	304,093,966	12.31	208,320,601	17.96	259,360,494	14.43	2,976,528	1.26
2009	33,883	306,771,529	11.05	209,618,386	16.16	258,957,503	13.08	2,956,764	1.15
2010	32,999	309,327,143	10.67	210,114,939	15.71	257,312,235	12.82	2,967,266	1.11
2011	32,479	311,583,481	10.42	211,874,649	15.33	265,043,362	12.25	2,945,194	1.10
2012	33,782	313,877,662	10.76	211,814,830	15.95	265,647,194	12.72	2,963,497	1.14
2013	32,893	316,059,947	10.41	212,159,728	15.50	269,294,302	12.21	2,982,941	1.10
2014	32,744	318,386,329	10.28	214,092,472	15.29	274,804,904	11.92	3,020,377	1.08
2015	35,484	320,738,994	11.06	218,084,465	16.27	281,312,446	12.61	3,089,841	1.15
2016	37,806	323,071,755	11.70	221,711,918	17.05	288,033,900	13.13	3,173,815	1.19
2017	37,473	325,122,128	11.53	225,346,257	16.63	290,335,891	12.91	3,210,248	1.17
2018	36,835	326,838,199	11.27	227,558,385	16.19	297,036,214	12.40	3,240,327	1.14
2019	36,355	328,329,953	11.07	228,915,520	15.88	299,267,114	12.15	3,261,772	1.11
2020	39,007	331,511,512	11.77	228,195,802	17.09	297,100,833	13.13	2,903,622	1.34
2021	43,230	332,031,554	13.02	232,781,797	18.57	302,633,657	14.28	3,132,411	1.38
2022	42,514	333,287,557	12.76	235,086,153	18.08	303,528,576	14.01	3,196,191	1.33

Note: See footnotes at the end of Table 2.

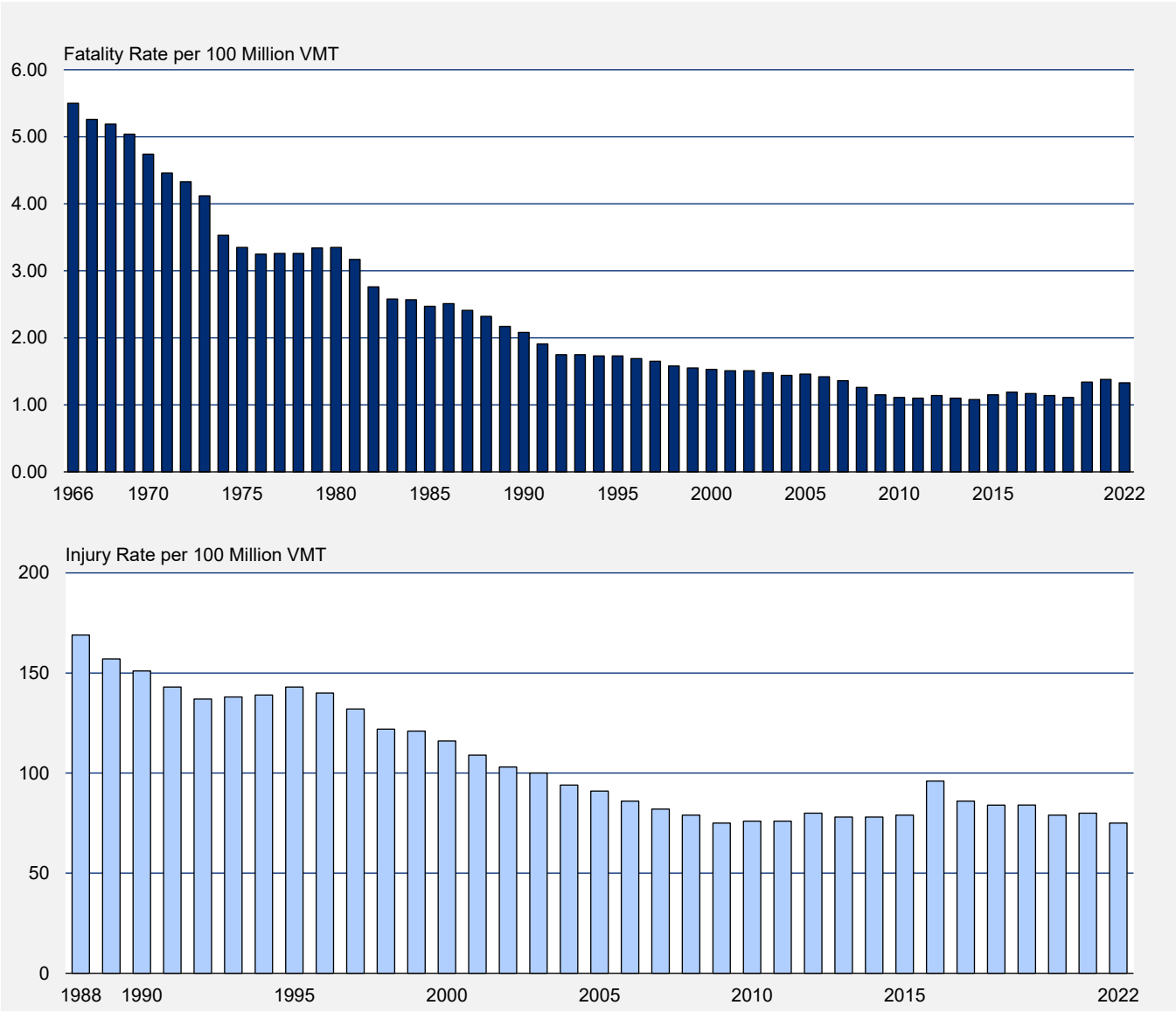
Table 2. People Killed and Injured; Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2022 (Continued)

Injured									
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
1988	3,427,486	244,498,982	1,402	162,854,000	2,105	177,455,476	1,931	2,025,962	169
1989	3,292,053	246,819,230	1,334	165,554,000	1,989	181,164,568	1,817	2,096,487	157
1990	3,246,271	249,464,396	1,301	167,015,000	1,944	184,275,422	1,762	2,144,362	151
1991	3,106,984	252,153,092	1,232	168,995,000	1,839	186,370,190	1,667	2,172,050	143
1992	3,079,446	255,029,699	1,207	173,125,000	1,779	184,937,848	1,665	2,247,151	137
1993	3,163,411	257,782,608	1,227	173,149,000	1,827	188,349,676	1,680	2,296,378	138
1994	3,274,962	260,327,021	1,258	175,403,000	1,867	192,497,438	1,701	2,357,588	139
1995	3,476,261	262,803,276	1,323	176,628,482	1,968	197,064,868	1,764	2,422,823	143
1996	3,479,974	265,228,572	1,312	179,539,340	1,938	201,630,659	1,726	2,484,080	140
1997	3,360,383	267,783,607	1,255	182,709,204	1,839	203,567,637	1,651	2,552,233	132
1998	3,199,472	270,248,003	1,184	184,860,969	1,731	208,076,469	1,538	2,628,148	122
1999	3,249,784	272,690,813	1,192	187,170,420	1,736	212,685,157	1,528	2,690,241	121
2000	3,193,759	282,162,411	1,132	190,625,023	1,675	217,028,324	1,472	2,746,925	116
2001	3,042,284	284,968,955	1,068	191,275,719	1,591	221,230,149	1,375	2,795,610	109
2002	2,939,143	287,625,193	1,022	194,602,202	1,510	225,684,815	1,302	2,855,508	103
2003	2,901,753	290,107,933	1,000	196,165,667	1,479	230,633,079	1,258	2,890,221	100
2004	2,801,646	292,805,298	957	198,888,912	1,409	237,948,530	1,177	2,964,788	94
2005	2,709,099	295,516,599	917	200,548,972	1,351	245,628,199	1,103	2,989,430	91
2006	2,583,068	298,379,912	866	202,810,438	1,274	251,415,320	1,027	3,014,371	86
2007	2,498,785	301,231,207	830	205,741,845	1,215	257,472,378	971	3,031,124	82
2008	2,355,972	304,093,966	775	208,320,601	1,131	259,360,494	908	2,976,528	79
2009	2,223,537	306,771,529	725	209,618,386	1,061	258,957,503	859	2,956,764	75
2010	2,247,988	309,327,143	727	210,114,939	1,070	257,312,235	874	2,967,266	76
2011	2,227,209	311,583,481	715	211,874,649	1,051	265,043,362	840	2,945,194	76
2012	2,369,083	313,877,662	755	211,814,830	1,118	265,647,194	892	2,963,497	80
2013	2,318,992	316,059,947	734	212,159,728	1,093	269,294,302	861	2,982,941	78
2014	2,342,621	318,386,329	736	214,092,472	1,094	274,804,904	852	3,020,377	78
2015	2,454,778	320,738,994	765	218,084,465	1,126	281,312,446	873	3,089,841	79
2016	3,061,885	323,071,755	948	221,711,918	1,381	288,033,900	1,063	3,173,815	96
2017	2,745,268	325,122,128	844	225,346,257	1,218	290,335,891	946	3,210,248	86
2018	2,710,059	326,838,199	829	227,558,385	1,191	297,036,214	912	3,240,327	84
2019	2,740,141	328,329,953	835	228,915,520	1,197	299,267,114	916	3,261,772	84
2020	2,282,209	331,511,512	688	228,195,802	1,000	297,100,833	768	2,903,622	79
2021	2,497,869	332,031,554	752	232,781,797	1,073	302,633,657	825	3,132,411	80
2022	2,382,771	333,287,557	715	235,086,153	1,014	303,528,576	785	3,196,191	75

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2022—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Population—Census Bureau; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2022—FARS, NHTSA, 30-day traffic deaths; People Injured—FARS and NASS GES/CRSS

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see pages 6-7 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million VMT, 1966-2022



Source: VMT—FHWA, revised by NHTSA for passenger cars and light trucks

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2022

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.05	19,959	2.22	27.37	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.73	20,498	2.18	26.98	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.38	20,831	2.14	26.48	4,823	2.31	61.38	3,265	33.89	66.59
2002	27,374	1.70	21.00	21,668	2.14	26.54	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.17	22,299	2.14	26.21	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.25	22,486	2.05	25.04	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.60	22,964	2.03	24.23	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.70	22,411	1.94	22.85	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.47	16.57	21,810	1.92	21.63	4,633	1.52	43.09	5,306	24.80	74.33
2008	20,474	1.34	14.73	19,179	1.73	19.01	4,089	1.32	37.61	5,409	25.99	69.77
2009	18,413	1.22	13.42	17,958	1.60	17.60	3,211	1.11	29.26	4,603	22.11	58.05
2010	17,804	1.18	13.16	17,491	1.53	17.09	3,494	1.22	32.44	4,651	25.12	58.07
2011	17,508	1.28	13.79	16,806	1.31	14.16	3,633	1.36	35.37	4,769	25.72	56.52
2012	18,269	1.33	14.38	17,350	1.35	14.62	3,825	1.42	35.88	5,113	23.91	60.47
2013	17,957	1.30	13.93	16,928	1.31	14.05	3,921	1.43	37.00	4,800	23.57	57.11
2014	17,895	1.28	13.65	17,160	1.31	13.90	3,749	1.34	34.38	4,705	23.56	55.89
2015	19,810	1.39	14.87	18,869	1.39	14.81	4,075	1.46	36.37	5,131	26.17	59.66
2016	21,077	1.46	15.63	19,920	1.41	15.08	4,562	1.58	39.67	5,467	26.74	62.99
2017	21,273	1.49	16.01	20,015	1.38	14.76	4,805	1.61	39.29	5,381	26.71	62.11
2018	20,594	1.47	15.50	19,902	1.33	14.08	4,909	1.61	37.09	5,172	25.76	59.72
2019	19,804	1.44	15.25	19,945	1.29	13.59	5,033	1.68	38.46	5,146	26.14	59.86
2020	19,186	1.85	17.35	22,440	1.46	13.66	4,821	1.62	37.37	5,758	32.08	68.98
2021	21,331	1.98	19.76	25,871	1.53	15.21	5,733	1.75	41.37	6,300	32.07	64.32
2022	20,049	1.89	19.16	25,807	1.46	14.83	5,837	1.76	40.72	6,359	26.76	66.46

Note: See footnotes at the end of Table 3.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2022 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
						Injury Crashes						
1988	3,073,018	222	2,529	682,594	140	1,530	95,853	69	1,562	97,602	974	2,129
1989	2,891,518	204	2,355	727,055	139	1,543	110,195	77	1,770	75,911	732	1,717
1990	2,838,171	199	2,302	728,651	131	1,460	107,160	73	1,730	81,606	854	1,916
1991	2,614,871	185	2,120	788,695	132	1,515	77,999	52	1,264	78,605	856	1,882
1992	2,640,258	184	2,194	758,443	118	1,409	94,725	62	1,567	61,347	642	1,509
1993	2,631,176	182	2,174	842,671	125	1,490	96,522	60	1,585	55,970	565	1,407
1994	2,784,727	191	2,283	912,066	128	1,533	95,631	56	1,452	53,839	526	1,433
1995	2,914,074	197	2,365	1,024,272	137	1,638	83,594	47	1,244	51,888	530	1,331
1996	2,883,910	192	2,314	1,070,503	136	1,636	93,887	51	1,339	50,812	512	1,312
1997	2,736,459	179	2,195	1,064,246	129	1,582	95,545	50	1,349	50,535	501	1,321
1998	2,545,063	164	2,020	1,058,930	123	1,517	88,624	45	1,146	44,536	433	1,148
1999	2,437,505	155	1,918	1,165,266	129	1,598	100,630	50	1,292	46,116	436	1,111
2000	2,396,276	151	1,873	1,209,169	129	1,591	100,521	49	1,253	53,277	509	1,226
2001	2,278,583	143	1,766	1,217,799	125	1,548	89,824	43	1,143	56,628	588	1,155
2002	2,136,278	132	1,639	1,209,943	120	1,482	94,274	44	1,189	58,422	612	1,167
2003	2,129,232	132	1,617	1,232,615	118	1,449	88,797	41	1,145	63,644	665	1,185
2004	1,989,822	122	1,491	1,245,877	114	1,387	86,769	39	1,062	70,224	694	1,217
2005	1,893,402	117	1,399	1,208,917	107	1,275	82,388	37	971	80,363	769	1,291
2006	1,793,504	111	1,309	1,201,551	104	1,225	80,333	36	911	83,567	694	1,251
2007	1,708,363	110	1,239	1,162,733	102	1,153	75,749	25	705	98,061	458	1,374
2008	1,623,535	107	1,168	1,095,252	99	1,086	66,151	21	608	90,080	433	1,162
2009	1,506,595	100	1,098	1,066,231	95	1,045	53,411	19	487	84,420	405	1,065
2010	1,578,724	105	1,167	1,053,326	92	1,029	58,268	20	541	77,565	419	968
2011	1,571,452	115	1,238	1,025,935	80	864	62,534	23	609	76,545	413	907
2012	1,683,457	122	1,325	1,087,044	84	916	76,621	28	719	88,920	416	1,052
2013	1,662,150	120	1,289	1,076,076	83	893	73,089	27	690	84,099	413	1,001
2014	1,684,885	121	1,285	1,138,419	87	922	88,473	32	811	86,945	435	1,033
2015	1,784,972	126	1,340	1,198,413	88	941	87,307	31	779	84,309	430	980
2016	2,186,867	152	1,622	1,468,661	104	1,112	102,080	35	888	100,470	491	1,158
2017	1,956,133	137	1,472	1,334,165	92	984	106,733	36	873	85,165	423	983
2018	1,960,292	140	1,476	1,315,057	88	931	112,253	37	848	78,946	393	912
2019	1,958,397	143	1,508	1,376,632	89	938	118,527	40	906	80,541	409	937
2020	1,256,865	121	1,136	1,196,821	78	729	104,741	35	812	76,863	428	921
2021	1,371,340	128	1,271	1,345,007	79	791	117,210	36	846	81,308	414	830
2022	1,207,127	114	1,154	1,289,765	73	741	120,190	36	839	79,073	333	826

Note: See footnotes at the end of Table 3.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2022 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Property-Damage-Only Crashes												
1988	6,050,002	437	4,979	1,542,468	316	3,458	296,969	215	4,839	20,756	207	453
1989	5,677,937	401	4,625	1,612,600	309	3,421	300,452	210	4,825	19,508	188	441
1990	5,485,396	384	4,450	1,654,283	298	3,314	273,299	187	4,411	19,896	208	467
1991	5,084,089	360	4,122	1,675,088	281	3,217	248,271	166	4,022	24,588	268	589
1992	4,851,763	338	4,031	1,703,913	265	3,165	277,243	181	4,586	9,574	100	236
1993	4,788,724	331	3,956	1,884,378	279	3,331	295,917	185	4,861	16,702	169	420
1994	5,126,409	351	4,202	2,022,852	284	3,401	360,135	212	5,467	13,097	128	349
1995	5,334,994	361	4,329	2,148,728	287	3,437	289,386	162	4,307	12,838	131	329
1996	5,280,700	352	4,238	2,273,930	289	3,475	295,154	161	4,209	13,728	138	355
1997	5,116,422	335	4,104	2,313,969	281	3,439	337,207	176	4,761	10,261	102	268
1998	4,895,876	315	3,887	2,314,874	269	3,317	318,073	162	4,114	8,612	84	222
1999	4,469,348	285	3,517	2,491,389	277	3,416	369,209	182	4,739	10,213	96	246
2000	4,466,805	282	3,491	2,621,407	279	3,450	351,159	171	4,377	13,937	133	321
2001	4,399,079	276	3,409	2,679,499	275	3,406	334,850	160	4,261	14,468	150	295
2002	4,442,683	275	3,408	2,756,622	273	3,376	335,517	156	4,232	16,518	173	330
2003	4,355,703	270	3,308	2,804,228	269	3,297	363,111	167	4,681	13,575	142	253
2004	4,216,289	259	3,160	2,885,596	263	3,213	324,369	147	3,970	13,334	132	231
2005	4,168,818	258	3,081	2,919,414	258	3,080	354,213	159	4,176	18,140	174	291
2006	4,046,479	250	2,953	2,932,390	254	2,990	299,707	135	3,398	15,371	128	230
2007	4,014,368	258	2,910	3,007,245	265	2,983	333,110	110	3,098	19,874	93	278
2008	3,930,970	258	2,827	2,848,471	258	2,824	309,368	100	2,845	18,244	88	235
2009	3,686,062	244	2,687	2,865,941	255	2,810	239,298	83	2,181	16,709	80	211
2010	3,753,670	249	2,774	2,704,499	237	2,642	213,940	75	1,986	14,241	77	178
2011	3,739,513	273	2,945	2,581,846	202	2,175	221,225	83	2,154	18,206	98	216
2012	3,875,068	281	3,049	2,705,815	210	2,280	252,837	94	2,372	17,863	84	211
2013	3,989,038	288	3,094	2,776,111	215	2,304	264,904	96	2,500	17,609	86	210
2014	4,278,990	306	3,263	3,028,097	230	2,452	345,873	124	3,171	18,836	94	224
2015	4,438,039	312	3,331	3,196,668	235	2,509	341,548	122	3,049	12,906	66	150
2016	4,534,775	315	3,363	3,181,475	226	2,409	351,138	122	3,054	28,353	139	327
2017	4,354,283	306	3,277	3,188,013	219	2,351	363,372	122	2,971	25,754	128	297
2018	4,677,339	333	3,521	3,335,291	223	2,360	413,805	136	3,127	24,949	124	288
2019	4,582,701	334	3,530	3,450,412	222	2,351	413,972	138	3,164	24,876	126	289
2020	2,705,586	261	2,446	2,799,961	182	1,705	321,859	108	2,495	15,744	88	189
2021	3,150,971	293	2,919	3,378,008	199	1,986	400,784	123	2,892	19,704	100	201
2022	2,788,643	263	2,665	3,233,284	183	1,858	410,397	124	2,863	17,289	73	181

Sources: VMT—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Registered Large Trucks and Motorcycles—FHWA

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light-truck registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see pages 6-7 of this report. Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcycles exclude motorized bicycles. For more details, see page 6 of this report.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2022

Year	Person Type											Total
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrians	Pedalcyclists	Other/ Unknown	Total	
	Killed											
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	73	981	*33,790*	*3,312*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	42	959	*35,046*	*4,104*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	41	622	*36,956*	*4,577*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	39	579	*37,036*	*4,894*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	56	603	*35,518*	*4,906*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	35	525	*31,193*	*4,453*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065***
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,512	13,037	804	58	659	*33,070*	*4,576*	4,892	786	186	*5,864*	**43,510**
2006	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,614	12,458	805	36	614	*30,527*	*5,174*	4,699	701	158	*5,558*	**41,259**
2008	14,646	10,816	682	67	580	*26,791*	*5,312*	4,414	718	188	*5,320*	**37,423**
2009	13,135	10,312	499	26	554	*24,526*	*4,469*	4,109	628	151	*4,888*	**33,883**
2010	12,491	9,782	530	44	524	*23,371*	*4,518*	4,302	623	185	*5,110*	**32,999**
2011	12,014	9,302	640	55	499	*22,510*	*4,630*	4,457	682	200	*5,339*	**32,479**
2012	12,361	9,418	697	39	502	*23,017*	*4,986*	4,818	734	227	*5,779*	**33,782**
2013	12,037	9,186	695	54	511	*22,483*	*4,692*	4,779	749	190	*5,718*	**32,893**
2014	11,947	9,103	656	44	557	*22,307*	*4,594*	4,910	729	204	*5,843*	**32,744**
2015	12,763	9,878	665	49	544	*23,899*	*5,029*	5,494	829	233	*6,556*	**35,484**
2016	13,508	10,279	815	64	610	*25,276*	*5,337*	6,080	853	260	*7,193*	**37,806**
2017	13,477	10,186	878	43	546	*25,130*	*5,226*	6,075	806	236	*7,117*	**37,473**
2018	12,888	9,957	890	44	553	*24,332*	*5,038*	6,374	871	220	*7,465*	**36,835**
2019	12,355	10,017	893	35	591	*23,891*	*5,044*	6,272	859	289	*7,420*	**36,355**
2020	12,628	11,286	822	19	862	*25,617*	*5,620*	6,565	948	257	*7,770*	**39,007**
2021	13,618	12,847	1,011	15	848	*28,339*	*6,143*	7,470	976	302	*8,748*	**43,230**
2022	12,691	12,729	1,097	26	801	*27,344*	*6,218*	7,522	1,105	325	*8,952*	**42,514**

*Includes two fatalities of unknown person type. This attribute was only available in 1996.

Notes: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see page 6 of this report.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2022 (Continued)

Year	Person Type											
	Occupants by Vehicle Type							Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motor-cyclists	Pedestrians	Pedalcyclists	Other/ Unknown	Total	Total
	Injured											
1988	2,589,729	482,033	37,884	15,441	4,463	*3,129,550*	*105,257*	110,398	74,560	7,721	*192,679*	**3,427,486**
1989	2,432,460	516,898	42,016	15,744	5,286	*3,012,405*	*83,181*	112,056	72,971	11,441	*196,468*	**3,292,053**
1990	2,384,199	510,956	41,929	33,508	3,950	*2,974,542*	*84,635*	105,198	74,829	7,067	*187,093*	**3,246,271**
1991	2,239,505	565,376	28,568	21,676	4,343	*2,859,468*	*80,909*	88,594	67,128	10,885	*166,607*	**3,106,984**
1992	2,235,970	549,417	33,653	20,904	12,642	*2,852,586*	*65,166*	88,923	62,720	10,052	*161,695*	**3,079,446**
1993	2,272,964	605,501	31,956	17,694	4,352	*2,932,468*	*59,731*	94,189	67,919	9,105	*171,213*	**3,163,411**
1994	2,368,302	634,089	30,324	16,436	3,806	*3,052,956*	*57,629*	92,298	62,519	9,559	*164,377*	**3,274,962**
1995	2,474,585	727,054	30,613	19,570	4,702	*3,256,524*	*57,878*	85,983	66,609	9,266	*161,859*	**3,476,261**
1996	2,453,195	762,572	32,807	20,800	4,393	*3,273,767*	*55,385*	81,877	57,765	11,179	*150,821*	**3,479,974**
1997	2,345,425	761,511	31,561	17,427	5,731	*3,161,656*	*52,734*	77,146	57,834	11,013	*145,993*	**3,360,383**
1998	2,205,226	765,412	28,241	15,997	4,440	*3,019,315*	*49,218*	69,150	53,413	8,375	*130,939*	**3,199,472**
1999	2,143,002	853,022	33,736	22,884	7,293	*3,059,938*	*49,913*	85,346	51,187	3,399	*139,933*	**3,249,784**
2000	2,057,089	886,198	30,659	17,462	9,874	*3,001,281*	*57,792*	77,941	51,184	5,560	*134,685*	**3,193,759**
2001	1,929,996	865,888	29,699	15,525	9,426	*2,850,533*	*60,296*	77,704	45,292	8,459	*131,455*	**3,042,284**
2002	1,810,510	885,373	26,741	19,437	6,143	*2,748,204*	*65,005*	70,888	47,939	7,107	*125,934*	**2,939,143**
2003	1,762,001	895,774	26,333	18,731	6,916	*2,709,756*	*67,413*	70,292	46,309	7,985	*124,585*	**2,901,753**
2004	1,649,483	905,696	27,594	17,008	7,119	*2,606,901*	*76,239*	68,146	41,063	9,298	*118,507*	**2,801,646**
2005	1,579,857	874,137	27,926	11,727	10,039	*2,503,686*	*87,564*	64,578	45,443	7,827	*117,848*	**2,709,099**
2006	1,478,909	859,687	23,414	10,376	11,066	*2,383,452*	*87,866*	61,107	43,724	6,919	*111,750*	**2,583,068**
2007	1,382,640	844,990	23,360	12,833	7,774	*2,271,597*	*103,301*	70,298	43,487	10,102	*123,887*	**2,498,785**
2008	1,307,512	773,276	23,645	15,801	9,400	*2,129,634*	*96,041*	68,988	52,428	8,882	*130,298*	**2,355,972**
2009	1,219,183	762,172	16,419	12,509	7,212	*2,017,495*	*89,498*	58,871	50,719	6,954	*116,544*	**2,223,537**
2010	1,256,101	737,152	19,937	17,586	4,794	*2,035,571*	*82,300*	70,267	51,688	8,162	*130,117*	**2,247,988**
2011	1,243,706	732,764	22,936	13,807	6,047	*2,019,259*	*81,706*	69,036	48,134	9,073	*126,243*	**2,227,209**
2012	1,330,250	766,295	25,372	12,410	5,846	*2,140,173*	*93,251*	76,129	49,300	10,231	*135,659*	**2,369,083**
2013	1,298,569	752,585	24,621	23,954	5,098	*2,104,828*	*88,760*	65,929	48,088	11,387	*125,404*	**2,318,992**
2014	1,294,030	783,906	27,146	13,697	6,359	*2,125,137*	*91,987*	65,072	50,414	10,010	*125,497*	**2,342,621**
2015	1,382,271	808,707	30,102	11,942	7,555	*2,240,578*	*88,738*	70,077	45,066	10,319	*125,463*	**2,454,778**
2016	1,690,359	1,034,963	36,183	24,562	5,133	*2,791,199*	*104,442*	86,399	64,218	15,628	*166,245*	**3,061,885**
2017	1,528,666	937,147	39,992	12,484	4,986	*2,523,274*	*88,592*	71,290	49,698	12,414	*133,401*	**2,745,268**
2018	1,510,852	921,272	39,200	15,011	5,295	*2,491,630*	*81,859*	75,157	46,536	14,877	*136,570*	**2,710,059**
2019	1,498,083	949,902	45,688	15,255	7,075	*2,516,003*	*83,814*	75,650	49,057	15,617	*140,324*	**2,740,141**
2020	1,022,587	884,424	41,566	7,985	138,740	*2,095,303*	*80,662*	54,771	38,886	12,587	*106,244*	**2,282,209**
2021	1,108,839	983,904	42,169	11,663	149,309	*2,295,884*	*84,898*	60,579	41,615	14,893	*117,087*	**2,497,869**
2022	969,791	930,748	41,874	10,556	216,155	*2,169,123*	*82,687*	67,336	46,195	17,430	*130,961*	**2,382,771**

Notes: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see page 6 of this report.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2022

Year	Sex						Total*		
	Male			Female					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,651	70,505,000	64.75	9,457	59,286,000	15.95	**55,142**	**129,791,000**	**42.49**
1976	45,633	72,523,000	62.92	10,044	61,513,000	16.33	**55,697**	**134,036,000**	**41.55**
1977	49,134	74,467,000	65.98	10,892	63,654,000	17.11	**60,049**	**138,121,000**	**43.48**
1978	52,235	75,594,000	69.10	11,338	65,250,000	17.38	**63,600**	**140,844,000**	**45.16**
1979	52,783	76,532,000	68.97	11,409	66,753,000	17.09	**64,231**	**143,284,000**	**44.83**
1980	51,463	77,187,000	66.67	11,466	68,108,000	16.84	**62,957**	**145,295,000**	**43.33**
1981	50,336	77,888,000	64.63	11,509	69,187,000	16.63	**62,154**	**147,075,000**	**42.26**
1982	44,370	78,553,000	56.48	10,675	71,681,000	14.89	**56,029**	**150,234,000**	**37.29**
1983	42,812	80,894,000	52.92	10,958	73,495,000	14.91	**54,656**	**154,389,000**	**35.40**
1984	44,723	80,977,000	55.23	11,907	74,447,000	15.99	**57,512**	**155,424,000**	**37.00**
1985	44,846	81,592,000	54.96	12,142	75,276,000	16.13	**57,883**	**156,868,000**	**36.90**
1986	46,653	82,792,000	56.35	12,744	76,694,000	16.62	**60,335**	**159,486,000**	**37.83**
1987	46,884	83,987,000	55.82	13,614	77,829,000	17.49	**61,442**	**161,816,000**	**37.97**
1988	47,402	84,150,000	56.33	13,951	78,704,000	17.73	**62,253**	**162,854,000**	**38.23**
1989	45,448	85,377,000	53.23	14,054	80,177,000	17.53	**60,435**	**165,554,000**	**36.50**
1990	44,281	85,792,000	51.61	13,726	81,223,000	16.90	**58,893**	**167,015,000**	**35.26**
1991	40,731	86,665,000	47.00	12,825	82,330,000	15.58	**54,391**	**168,995,000**	**32.18**
1992	38,598	88,387,000	43.67	12,596	84,738,000	14.86	**51,901**	**173,125,000**	**29.98**
1993	39,556	87,993,000	44.95	13,082	85,156,000	15.36	**53,401**	**173,149,000**	**30.84**
1994	40,233	89,194,000	45.11	13,567	86,210,000	15.74	**54,549**	**175,403,000**	**31.10**
1995	41,235	89,214,367	46.22	14,184	87,414,115	16.23	**56,164**	**176,628,482**	**31.80**
1996	41,376	90,518,656	45.71	14,850	89,020,684	16.68	**57,001**	**179,539,340**	**31.75**
1997	40,954	91,905,105	44.56	14,954	90,804,099	16.47	**56,688**	**182,709,204**	**31.03**
1998	40,816	93,040,202	43.87	15,089	91,820,767	16.43	**56,604**	**184,860,969**	**30.62**
1999	41,012	94,166,321	43.55	14,835	93,004,099	15.95	**56,502**	**187,170,420**	**30.19**
2000	41,795	95,796,069	43.63	14,790	94,828,953	15.60	**57,280**	**190,625,023**	**30.05**
2001	41,901	95,792,245	43.74	14,919	95,483,474	15.62	**57,586**	**191,275,719**	**30.11**
2002	42,377	97,610,009	43.41	14,999	96,992,193	15.46	**58,113**	**194,602,202**	**29.86**
2003	42,586	98,228,365	43.35	15,211	97,937,302	15.53	**58,517**	**196,165,667**	**29.83**
2004	42,250	99,571,391	42.43	15,384	99,317,521	15.49	**58,395**	**198,888,912**	**29.36**
2005	43,282	100,252,145	43.17	15,059	100,296,827	15.01	**59,220**	**200,548,972**	**29.53**
2006	42,223	101,116,282	41.76	14,753	101,694,156	14.51	**57,846**	**202,810,438**	**28.52**
2007	41,053	102,464,936	40.07	14,184	103,276,909	13.73	**56,019**	**205,741,845**	**27.23**
2008	37,061	103,618,162	35.77	12,627	104,702,439	12.06	**50,416**	**208,320,601**	**24.20**
2009	32,882	104,261,813	31.54	11,864	105,356,573	11.26	**45,337**	**209,618,386**	**21.63**
2010	32,079	104,374,496	30.73	11,859	105,740,443	11.22	**44,599**	**210,114,939**	**21.23**
2011	31,918	104,899,893	30.43	11,265	106,974,756	10.53	**43,840**	**211,874,649**	**20.69**
2012	33,351	104,985,117	31.77	11,604	106,829,713	10.86	**45,664**	**211,814,830**	**21.56**
2013	32,608	105,007,670	31.05	11,429	107,152,058	10.67	**44,803**	**212,159,728**	**21.12**
2014	32,630	105,907,684	30.81	11,293	108,184,788	10.44	**44,671**	**214,092,472**	**20.87**
2015	35,850	107,649,686	33.30	12,382	110,434,779	11.21	**49,163**	**218,084,465**	**22.54**
2016	37,941	109,587,219	34.62	13,376	112,124,699	11.93	**52,399**	**221,711,918**	**23.63**
2017	38,028	111,401,056	34.14	13,673	113,945,201	12.00	**52,752**	**225,346,257**	**23.41**
2018	37,406	112,479,825	33.26	13,379	115,078,560	11.63	**51,905**	**227,558,385**	**22.81**
2019	37,196	112,961,761	32.93	13,000	115,953,759	11.21	**51,302**	**228,915,520**	**22.41**
2020	39,594	112,595,057	35.16	13,111	115,600,745	11.34	**54,165**	**228,195,802**	**23.74**
2021	44,359	115,215,219	38.50	15,260	117,566,578	12.98	**61,379**	**232,781,797**	**26.37**
2022	43,582	116,121,874	37.53	14,719	118,964,279	12.37	**60,048**	**235,086,153**	**25.54**

Source: Licensed Drivers—FHWA

*Includes drivers of unknown sex.

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2022 (Continued)

Year	Sex						Total		
	Male			Female					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Injury Crashes									
1988	2,443,929	84,150,000	2,904	1,494,115	78,704,000	1,898	**3,938,044**	**162,854,000**	**2,418**
1989	2,361,116	85,377,000	2,766	1,451,637	80,177,000	1,811	**3,812,753**	**165,554,000**	**2,303**
1990	2,299,781	85,792,000	2,681	1,463,294	81,223,000	1,802	**3,763,075**	**167,015,000**	**2,253**
1991	2,185,035	86,665,000	2,521	1,386,733	82,330,000	1,684	**3,571,769**	**168,995,000**	**2,114**
1992	2,125,994	88,387,000	2,405	1,446,570	84,738,000	1,707	**3,572,563**	**173,125,000**	**2,064**
1993	2,163,313	87,993,000	2,459	1,476,209	85,156,000	1,734	**3,639,522**	**173,149,000**	**2,102**
1994	2,276,186	89,194,000	2,552	1,580,905	86,210,000	1,834	**3,857,091**	**175,403,000**	**2,199**
1995	2,390,345	89,214,367	2,679	1,695,265	87,414,115	1,939	**4,085,610**	**176,628,482**	**2,313**
1996	2,390,306	90,518,656	2,641	1,721,196	89,020,684	1,933	**4,111,502**	**179,539,340**	**2,290**
1997	2,307,805	91,905,105	2,511	1,650,100	90,804,099	1,817	**3,957,906**	**182,709,204**	**2,166**
1998	2,168,679	93,040,202	2,331	1,582,754	91,820,767	1,724	**3,751,433**	**184,860,969**	**2,029**
1999	2,149,752	94,166,321	2,283	1,617,632	93,004,099	1,739	**3,767,384**	**187,170,420**	**2,013**
2000	2,200,227	95,796,069	2,297	1,576,933	94,828,953	1,663	**3,777,160**	**190,625,023**	**1,981**
2001	2,103,874	95,792,245	2,196	1,554,117	95,483,474	1,628	**3,657,991**	**191,275,719**	**1,912**
2002	2,022,375	97,610,009	2,072	1,488,510	96,992,193	1,535	**3,510,885**	**194,602,202**	**1,804**
2003	1,998,931	98,228,365	2,035	1,530,821	97,937,302	1,563	**3,529,753**	**196,165,667**	**1,799**
2004	1,920,355	99,571,391	1,929	1,487,779	99,317,521	1,498	**3,408,134**	**198,888,912**	**1,714**
2005	1,849,874	100,252,145	1,845	1,431,646	100,296,827	1,427	**3,281,520**	**200,548,972**	**1,636**
2006	1,780,412	101,116,282	1,761	1,395,653	101,694,156	1,372	**3,176,066**	**202,810,438**	**1,566**
2007	1,718,661	102,464,936	1,677	1,338,596	103,276,909	1,296	**3,057,257**	**205,741,845**	**1,486**
2008	1,609,058	103,618,162	1,553	1,280,485	104,702,439	1,223	**2,889,542**	**208,320,601**	**1,387**
2009	1,499,561	104,261,813	1,438	1,224,613	105,356,573	1,162	**2,724,173**	**209,618,386**	**1,300**
2010	1,516,323	104,374,496	1,453	1,265,053	105,740,443	1,196	**2,781,377**	**210,114,939**	**1,324**
2011	1,506,566	104,899,893	1,436	1,243,895	106,974,756	1,163	**2,750,461**	**211,874,649**	**1,298**
2012	1,634,884	104,985,117	1,557	1,314,534	106,829,713	1,230	**2,949,419**	**211,814,830**	**1,392**
2013	1,584,385	105,007,670	1,509	1,330,703	107,152,058	1,242	**2,915,088**	**212,159,728**	**1,374**
2014	1,659,476	105,907,684	1,567	1,351,171	108,184,788	1,249	**3,010,648**	**214,092,472**	**1,406**
2015	1,746,936	107,649,686	1,623	1,423,809	110,434,779	1,289	**3,170,745**	**218,084,465**	**1,454**
2016	2,132,182	109,587,219	1,946	1,743,694	112,124,699	1,555	**3,875,876**	**221,711,918**	**1,748**
2017	1,930,570	111,401,056	1,733	1,565,831	113,945,201	1,374	**3,496,402**	**225,346,257**	**1,552**
2018	1,933,093	112,479,825	1,719	1,548,752	115,078,560	1,346	**3,481,844**	**227,558,385**	**1,530**
2019	1,985,748	112,961,761	1,758	1,563,264	115,953,759	1,348	**3,549,012**	**228,915,520**	**1,550**
2020	1,646,716	112,595,057	1,463	1,194,171	115,600,745	1,033	**2,840,887**	**228,195,802**	**1,245**
2021	1,816,518	115,215,219	1,577	1,344,159	117,566,578	1,143	**3,160,677**	**232,781,797**	**1,358**
2022	1,749,828	116,121,874	1,507	1,296,172	118,964,279	1,090	**3,046,000**	**235,086,153**	**1,296**

Source: Licensed Drivers—FHWA

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2022 (Continued)

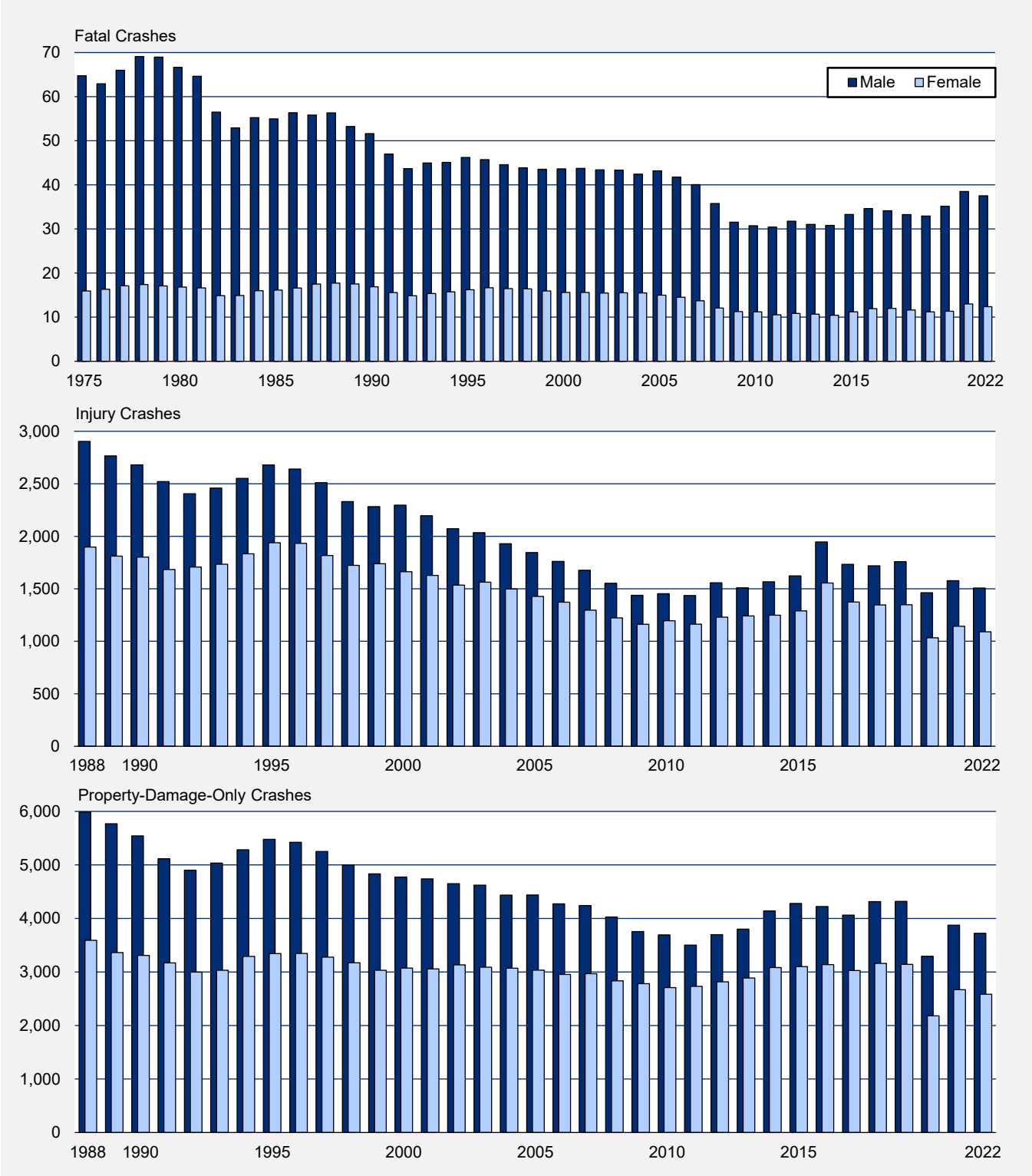
Year	Sex						Total		
	Male			Female					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Property-Damage-Only Crashes									
1988	5,037,817	84,150,000	5,987	2,826,460	78,704,000	3,591	**7,864,278**	**162,854,000**	**4,829**
1989	4,926,029	85,377,000	5,770	2,694,771	80,177,000	3,361	**7,620,801**	**165,554,000**	**4,603**
1990	4,754,327	85,792,000	5,542	2,688,243	81,223,000	3,310	**7,442,570**	**167,015,000**	**4,456**
1991	4,433,701	86,665,000	5,116	2,609,840	82,330,000	3,170	**7,043,541**	**168,995,000**	**4,168**
1992	4,331,666	88,387,000	4,901	2,539,281	84,738,000	2,997	**6,870,947**	**173,125,000**	**3,969**
1993	4,429,731	87,993,000	5,034	2,581,163	85,156,000	3,031	**7,010,895**	**173,149,000**	**4,049**
1994	4,711,549	89,194,000	5,282	2,836,707	86,210,000	3,290	**7,548,255**	**175,403,000**	**4,303**
1995	4,888,163	89,214,367	5,479	2,922,081	87,414,115	3,343	**7,810,244**	**176,628,482**	**4,422**
1996	4,908,177	90,518,656	5,422	2,979,585	89,020,684	3,347	**7,887,762**	**179,539,340**	**4,393**
1997	4,825,853	91,905,105	5,251	2,976,456	90,804,099	3,278	**7,802,309**	**182,709,204**	**4,270**
1998	4,647,499	93,040,202	4,995	2,912,226	91,820,767	3,172	**7,559,725**	**184,860,969**	**4,089**
1999	4,550,405	94,166,321	4,832	2,819,411	93,004,099	3,031	**7,369,816**	**187,170,420**	**3,937**
2000	4,573,480	95,796,069	4,774	2,914,402	94,828,953	3,073	**7,487,882**	**190,625,023**	**3,928**
2001	4,539,479	95,792,245	4,739	2,917,870	95,483,474	3,056	**7,457,350**	**191,275,719**	**3,899**
2002	4,539,100	97,610,009	4,650	3,038,019	96,992,193	3,132	**7,577,119**	**194,602,202**	**3,894**
2003	4,540,831	98,228,365	4,623	3,026,397	97,937,302	3,090	**7,567,228**	**196,165,667**	**3,858**
2004	4,418,147	99,571,391	4,437	3,048,966	99,317,521	3,070	**7,467,113**	**198,888,912**	**3,754**
2005	4,448,934	100,252,145	4,438	3,042,729	100,296,827	3,034	**7,491,663**	**200,548,972**	**3,736**
2006	4,321,276	101,116,282	4,274	3,003,348	101,694,156	2,953	**7,324,624**	**202,810,438**	**3,612**
2007	4,345,252	102,464,936	4,241	3,065,666	103,276,909	2,968	**7,410,919**	**205,741,845**	**3,602**
2008	4,173,812	103,618,162	4,028	2,967,421	104,702,439	2,834	**7,141,233**	**208,320,601**	**3,428**
2009	3,913,473	104,261,813	3,754	2,931,260	105,356,573	2,782	**6,844,733**	**209,618,386**	**3,265**
2010	3,854,175	104,374,496	3,693	2,862,460	105,740,443	2,707	**6,716,635**	**210,114,939**	**3,197**
2011	3,674,834	104,899,893	3,503	2,920,843	106,974,756	2,730	**6,595,677**	**211,874,649**	**3,113**
2012	3,880,163	104,985,117	3,696	3,006,762	106,829,713	2,815	**6,886,925**	**211,814,830**	**3,251**
2013	3,990,473	105,007,670	3,800	3,092,383	107,152,058	2,886	**7,082,856**	**212,159,728**	**3,338**
2014	4,383,009	105,907,684	4,139	3,334,784	108,184,788	3,082	**7,717,793**	**214,092,472**	**3,605**
2015	4,607,504	107,649,686	4,280	3,424,586	110,434,779	3,101	**8,032,090**	**218,084,465**	**3,683**
2016	4,627,656	109,587,219	4,223	3,517,731	112,124,699	3,137	**8,145,386**	**221,711,918**	**3,674**
2017	4,523,758	111,401,056	4,061	3,449,884	113,945,201	3,028	**7,973,642**	**225,346,257**	**3,538**
2018	4,853,366	112,479,825	4,315	3,638,194	115,078,560	3,161	**8,491,561**	**227,558,385**	**3,732**
2019	4,877,680	112,961,761	4,318	3,641,617	115,953,759	3,141	**8,519,297**	**228,915,520**	**3,722**
2020	3,709,088	112,595,057	3,294	2,521,591	115,600,745	2,181	**6,230,679**	**228,195,802**	**2,730**
2021	4,463,098	115,215,219	3,874	3,136,348	117,566,578	2,668	**7,599,446**	**232,781,797**	**3,265**
2022	4,321,554	116,121,874	3,722	3,075,610	118,964,279	2,585	**7,397,414**	**235,086,153**	**3,147**

Source: Licensed Drivers—FHWA

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

1. Trends

Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers, by Sex and Crash Severity, 1975-2022



Source: Licensed Drivers—FHWA

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2022

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	4.50	2.71	4.09	34.36	34.55	21.46	15.62	13.41	13.29	14.72	16.98	**16.63**
1976	4.50	2.56	4.44	36.25	34.69	21.17	15.22	13.71	13.58	14.92	17.26	**17.02**
1977	4.68	2.83	4.54	38.11	38.40	22.17	15.57	13.90	13.55	14.03	16.13	**17.78**
1978	4.61	2.66	4.70	39.50	40.39	24.15	16.67	14.07	13.44	14.79	16.36	**18.66**
1979	4.35	2.84	4.22	39.37	39.71	24.85	17.07	14.02	13.24	13.59	15.51	**18.63**
1980	4.24	2.67	4.13	38.48	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	3.76	34.61	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	3.65	30.92	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	3.32	29.80	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	3.72	31.36	32.89	20.26	13.91	11.86	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	4.15	30.11	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	4.21	34.10	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	4.11	33.23	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	4.30	34.20	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	4.02	31.50	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	3.73	30.91	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	3.54	28.69	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	3.36	25.67	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	3.34	26.10	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	3.70	27.35	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	3.81	26.48	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	3.72	26.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	3.73	25.42	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	3.55	24.64	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	3.40	25.19	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	3.15	24.79	25.29	15.55	12.81	11.51	11.38	12.88	19.51	**12.88**
2001	2.68	2.27	2.92	24.50	24.94	15.67	12.93	11.35	11.01	12.76	19.35	**12.79**
2002	2.44	2.13	3.06	25.60	25.88	15.75	13.03	11.85	11.10	12.61	18.81	**12.99**
2003	2.48	2.14	3.23	24.16	24.87	15.54	13.07	12.02	11.24	12.45	19.27	**12.87**
2004	2.57	2.28	3.26	23.75	24.94	15.82	12.48	12.07	11.05	12.30	18.16	**12.74**
2005	2.35	2.24	2.64	22.19	25.71	16.33	12.92	11.99	11.60	12.46	17.29	**12.74**
2006	2.32	1.85	2.45	21.69	26.07	16.37	12.68	11.80	10.95	11.31	15.73	**12.39**
2007	1.98	1.78	2.46	20.16	25.02	15.40	12.20	11.52	10.58	10.93	15.41	**11.85**
2008	1.50	1.44	1.83	16.52	21.56	14.28	11.03	10.54	9.82	10.02	14.16	**10.56**
2009	1.62	1.40	1.76	14.46	17.62	12.45	9.90	9.89	8.78	9.18	13.42	**9.45**
2010	1.48	1.26	1.54	12.34	17.60	11.84	9.46	9.15	8.88	8.95	14.01	**9.02**
2011	1.38	1.22	1.43	12.37	16.67	11.50	9.05	8.97	8.36	9.11	12.62	**8.71**
2012	1.54	1.17	1.33	11.72	16.94	12.19	9.54	9.27	8.87	9.12	12.17	**8.92**
2013	1.44	1.19	1.48	10.88	16.08	11.65	9.09	8.87	8.63	8.81	12.46	**8.60**
2014	1.24	1.23	1.34	10.99	15.90	11.53	8.70	9.00	8.40	8.23	12.17	**8.45**
2015	1.42	1.29	1.37	11.63	16.74	12.40	9.41	9.46	8.96	9.10	12.64	**9.02**
2016	1.54	1.42	1.53	11.80	17.72	13.23	10.08	9.60	9.44	9.39	13.38	**9.48**
2017	1.55	1.22	1.44	11.49	16.81	12.79	10.16	9.74	9.61	8.66	13.76	**9.34**
2018	1.38	1.25	1.31	10.57	16.06	12.48	9.60	9.47	9.46	8.94	12.52	**8.99**
2019	1.25	1.27	1.46	10.04	15.15	11.83	9.74	9.31	9.25	8.87	12.91	**8.81**
2020	1.26	1.22	1.70	11.33	17.00	14.29	10.79	9.75	9.53	8.30	10.92	**9.42**
2021	1.55	1.52	1.73	12.45	17.30	15.52	12.15	11.14	10.28	9.07	12.51	**10.39**
2022	1.47	1.20	1.64	11.85	15.92	14.63	11.76	10.74	10.22	9.45	12.50	**10.07**

Source: Population—Census Bureau
Note: Population estimates for historical years are revised periodically.

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2022 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	418	447	612	3,002	2,674	1,807	1,312	1,036	878	709	659	**1,323**
1989	373	471	580	2,969	2,468	1,675	1,285	987	801	712	613	**1,254**
1990	334	432	583	2,828	2,512	1,681	1,230	992	847	748	517	**1,226**
1991	388	470	602	2,681	2,331	1,579	1,147	981	797	726	523	**1,166**
1992	327	435	557	2,735	2,265	1,575	1,104	974	785	725	587	**1,144**
1993	373	475	540	2,632	2,320	1,611	1,199	957	825	710	595	**1,161**
1994	412	470	577	2,703	2,376	1,673	1,225	990	857	755	600	**1,195**
1995	420	486	628	2,880	2,465	1,728	1,295	1,134	928	756	625	**1,261**
1996	421	528	627	2,821	2,440	1,762	1,291	1,073	906	789	657	**1,255**
1997	403	467	576	2,689	2,412	1,695	1,261	1,014	823	762	641	**1,200**
1998	405	441	569	2,529	2,131	1,590	1,157	1,031	872	698	589	**1,135**
1999	389	479	534	2,596	2,181	1,603	1,138	1,029	802	762	616	**1,140**
2000	352	406	473	2,403	2,100	1,453	1,160	948	828	720	668	**1,084**
2001	313	373	449	2,193	2,028	1,393	1,098	935	755	671	581	**1,021**
2002	305	383	439	2,138	1,911	1,323	1,037	877	766	618	552	**978**
2003	307	379	411	2,018	1,862	1,341	1,026	876	731	609	524	**957**
2004	288	354	418	1,899	1,721	1,218	1,012	879	727	601	498	**916**
2005	269	324	415	1,760	1,724	1,228	954	833	683	541	467	**877**
2006	271	288	353	1,637	1,588	1,159	925	764	662	556	491	**828**
2007	268	290	306	1,537	1,529	1,136	843	753	628	550	432	**788**
2008	244	267	321	1,375	1,396	1,041	800	721	600	491	405	**732**
2009	220	263	287	1,213	1,382	967	736	697	566	504	398	**687**
2010	192	252	278	1,191	1,338	939	807	706	571	463	419	**685**
2011	232	245	273	1,128	1,260	961	789	692	585	459	387	**674**
2012	196	267	256	1,161	1,356	1,023	828	742	620	515	424	**712**
2013	230	264	271	1,107	1,347	976	778	720	627	504	439	**694**
2014	229	241	280	1,061	1,275	1,009	819	761	623	493	404	**696**
2015	237	282	288	1,188	1,386	1,026	850	746	646	533	407	**726**
2016	305	342	339	1,507	1,670	1,327	1,055	948	757	591	494	**896**
2017	263	304	293	1,337	1,471	1,164	949	845	703	577	468	**803**
2018	243	296	320	1,188	1,475	1,158	951	852	709	560	425	**787**
2019	223	293	308	1,249	1,413	1,157	964	877	721	547	443	**792**
2020	189	203	236	1,084	1,270	1,031	759	683	567	438	356	**656**
2021	234	239	278	1,179	1,327	1,081	875	734	620	475	413	**717**
2022	207	245	254	1,030	1,200	1,010	831	715	613	481	381	**676**

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022

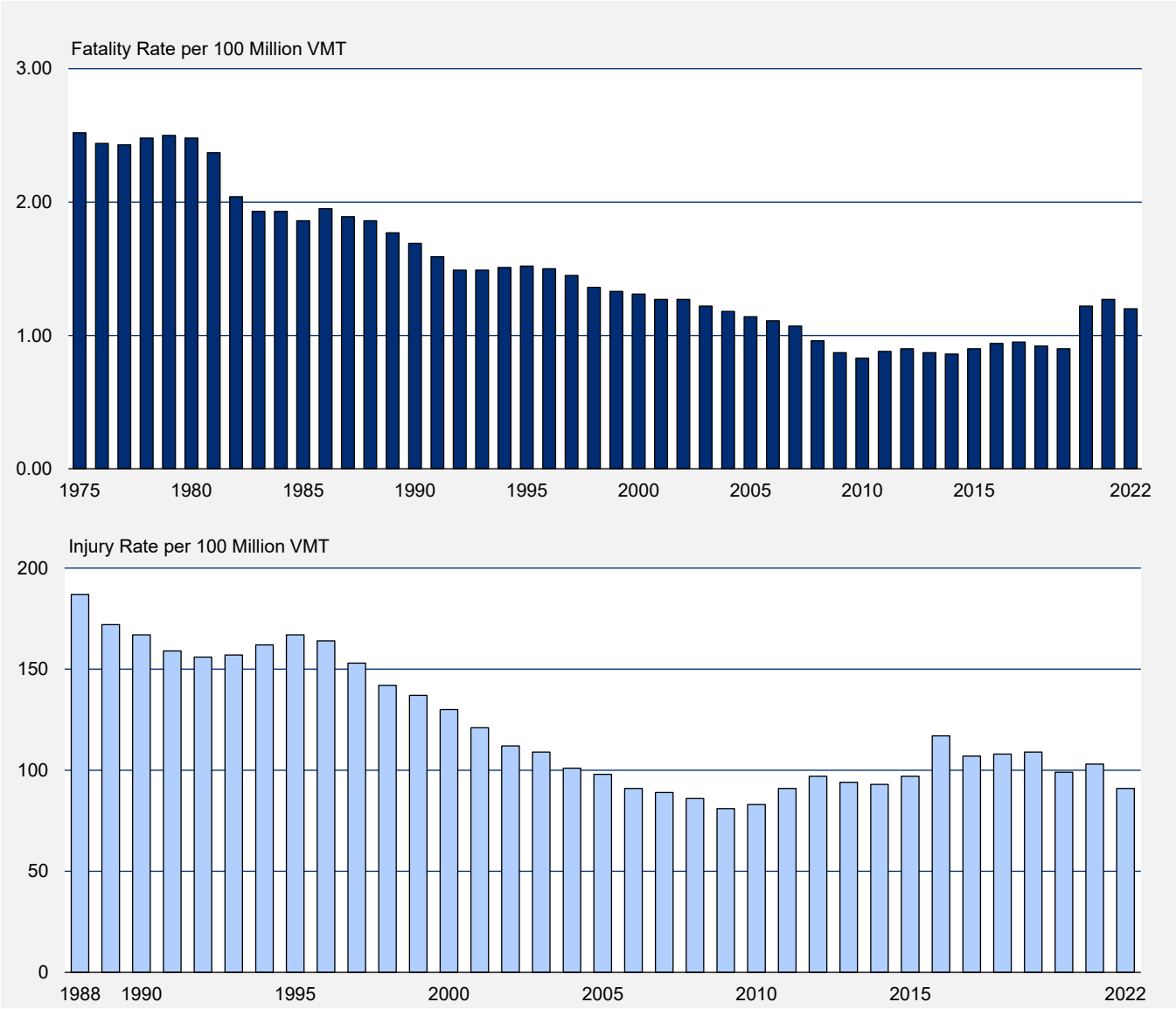
Year	Registered Passenger Cars	Passenger Car VMT (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Passenger Car VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Passenger Car VMT
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,589,729	2,131	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,432,460	1,982	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,384,199	1,934	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,239,505	1,816	159
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,235,970	1,858	156
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,272,964	1,878	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,368,302	1,941	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,474,585	2,008	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,453,195	1,969	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,345,425	1,881	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,205,226	1,751	142
1999	127,083,019	1,569,455	20,862	16.42	1.33	2,143,002	1,686	137
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,057,089	1,608	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,929,996	1,496	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,810,510	1,389	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,762,001	1,338	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,649,483	1,236	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,579,857	1,167	98
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,478,909	1,079	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,382,640	1,002	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,307,512	940	86
2009	137,203,972	1,510,339	13,135	9.57	0.87	1,219,183	889	81
2010	135,310,480	1,507,716	12,491	9.23	0.83	1,256,101	928	83
2011	126,966,714	1,369,810	12,014	9.46	0.88	1,243,706	980	91
2012	127,077,676	1,377,486	12,361	9.73	0.90	1,330,250	1,047	97
2013	128,936,225	1,384,194	12,037	9.34	0.87	1,298,569	1,007	94
2014	131,138,925	1,396,098	11,947	9.11	0.86	1,294,030	987	93
2015	133,218,366	1,420,869	12,763	9.58	0.90	1,382,271	1,038	97
2016	134,827,696	1,439,678	13,508	10.02	0.94	1,690,359	1,254	117
2017	132,864,363	1,424,056	13,477	10.14	0.95	1,528,666	1,151	107
2018	132,837,515	1,403,760	12,888	9.70	0.92	1,510,852	1,137	108
2019	129,838,156	1,372,622	12,355	9.52	0.90	1,498,083	1,154	109
2020	110,612,958	1,035,519	12,628	11.42	1.22	1,022,587	924	99
2021	107,934,093	1,074,905	13,618	12.62	1.27	1,108,839	1,027	103
2022	104,645,629	1,059,950	12,691	12.13	1.20	969,791	927	91

Sources: VMT—FHWA, revised by NHTSA; Registered Passenger Cars—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details, see pages 6-7 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2022



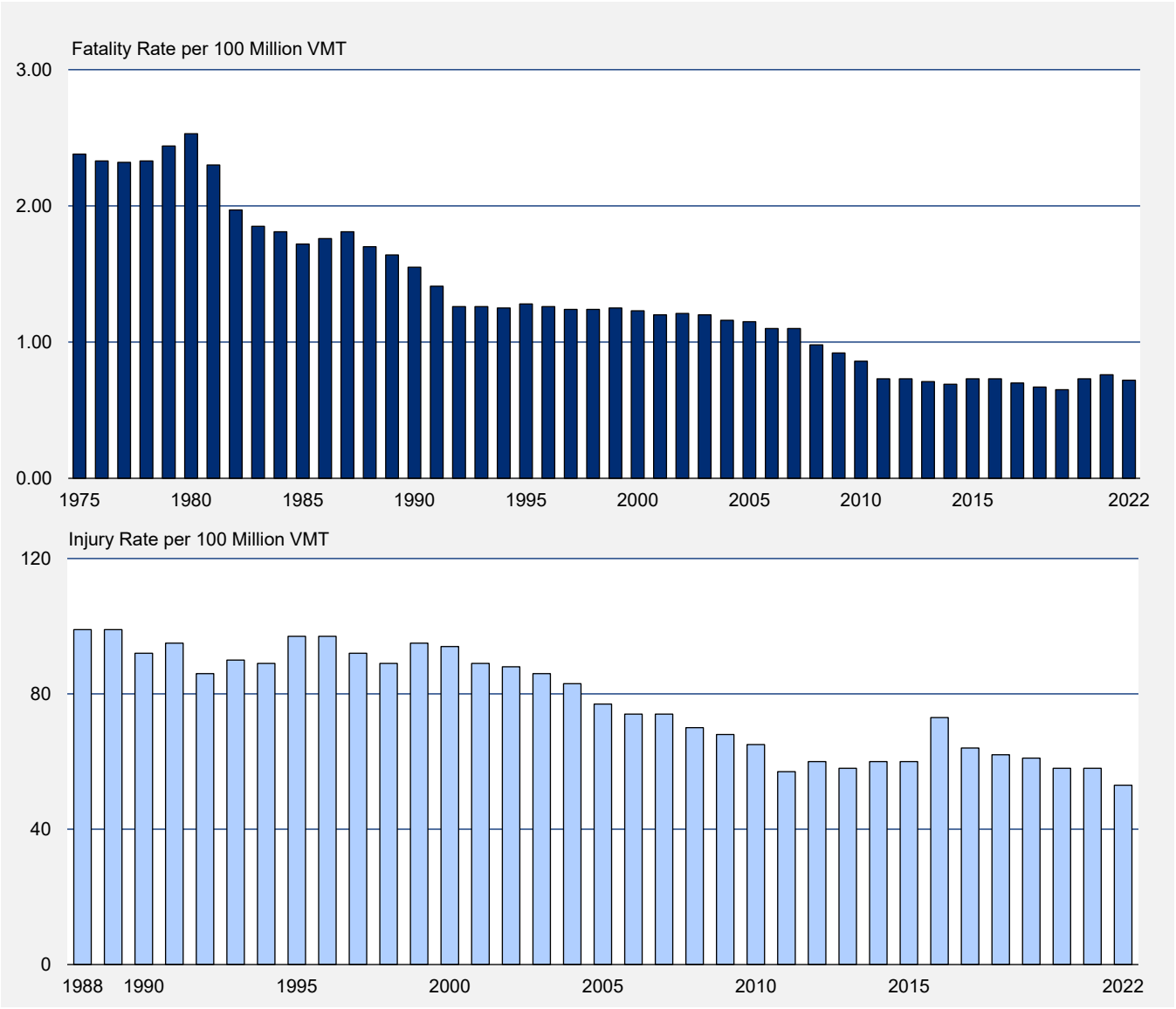
Sources: VMT—FHWA, revised by NHTSA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 8. Light-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022

Year	Registered Light Trucks	Light-Truck VMT (millions)	Light-Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Light-Truck VMT	Light-Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Light-Truck VMT
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	482,033	1,081	99
1989	47,134,148	522,483	8,551	18.14	1.64	516,898	1,097	99
1990	49,916,497	555,659	8,601	17.23	1.55	510,956	1,024	92
1991	52,062,064	595,924	8,391	16.12	1.41	565,376	1,086	95
1992	53,836,046	642,397	8,098	15.04	1.26	549,417	1,021	86
1993	56,573,835	675,353	8,511	15.04	1.26	605,501	1,070	90
1994	59,485,995	711,515	8,904	14.97	1.25	634,089	1,066	89
1995	62,520,872	749,971	9,568	15.30	1.28	727,054	1,163	97
1996	65,438,877	787,255	9,932	15.18	1.26	762,572	1,165	97
1997	67,287,470	824,896	10,249	15.23	1.24	761,511	1,132	92
1998	69,783,500	861,951	10,705	15.34	1.24	765,412	1,097	89
1999	72,929,502	900,667	11,265	15.45	1.25	853,022	1,170	95
2000	75,979,775	940,219	11,526	15.17	1.23	886,198	1,166	94
2001	78,675,630	973,401	11,723	14.90	1.20	865,888	1,101	89
2002	81,643,269	1,010,759	12,274	15.03	1.21	885,373	1,084	88
2003	85,063,823	1,042,444	12,546	14.75	1.20	895,774	1,053	86
2004	89,799,406	1,097,099	12,674	14.11	1.16	905,696	1,009	83
2005	94,787,880	1,132,564	13,037	13.75	1.15	874,137	922	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	859,687	877	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	844,990	838	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	773,276	767	70
2009	102,008,600	1,122,909	10,312	10.11	0.92	762,172	747	68
2010	102,376,147	1,140,740	9,782	9.55	0.86	737,152	720	65
2011	118,702,389	1,280,648	9,302	7.84	0.73	732,764	617	57
2012	118,690,690	1,286,574	9,418	7.93	0.73	766,295	646	60
2013	120,491,485	1,293,536	9,186	7.62	0.71	752,585	625	58
2014	123,470,278	1,314,458	9,103	7.37	0.69	783,906	635	60
2015	127,401,053	1,358,824	9,878	7.75	0.73	808,707	635	60
2016	132,052,102	1,410,040	10,279	7.78	0.73	1,034,963	784	73
2017	135,594,973	1,453,322	10,186	7.51	0.70	937,147	691	64
2018	141,312,896	1,493,323	9,957	7.05	0.67	921,272	652	62
2019	146,751,968	1,551,431	10,017	6.83	0.65	949,902	647	61
2020	164,230,764	1,537,469	11,286	6.87	0.73	884,424	539	58
2021	170,108,546	1,694,094	12,847	7.55	0.76	983,904	578	58
2022	174,027,343	1,762,714	12,729	7.31	0.72	930,748	535	53

Sources: VMT—FHWA, revised by NHTSA; Registered Light Trucks— Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.
*Injury data not available before 1988.
Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details, see pages 6-7 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 5. Light-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2022



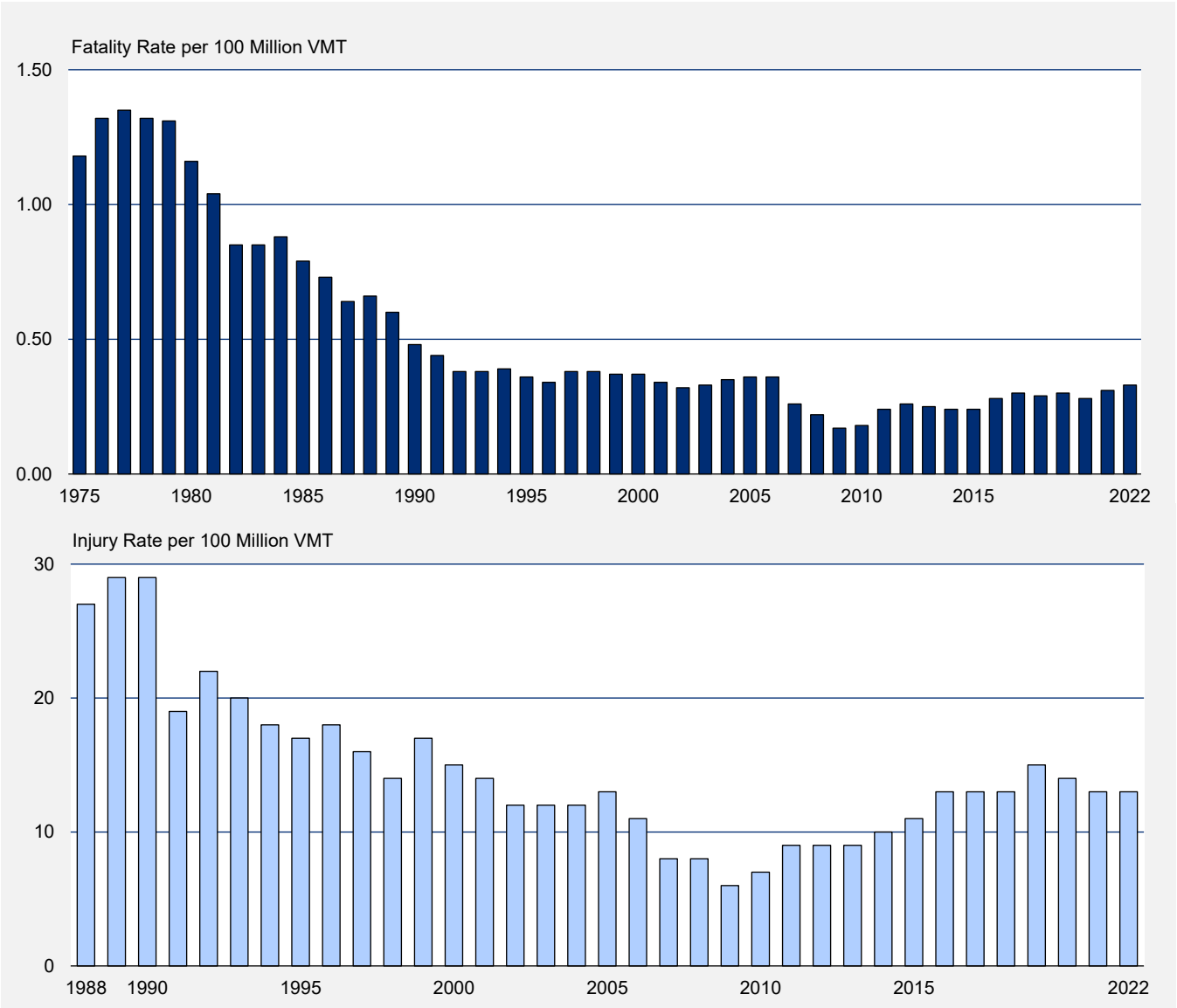
Sources: VMT—FHWA, revised by NHTSA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 9. Large-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022

Year	Registered Large Trucks	Large-Truck VMT (millions)	Large-Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Large-Truck VMT	Large-Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Large-Truck VMT
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,884	617	27
1989	6,226,482	142,749	858	13.78	0.60	42,016	675	29
1990	6,195,876	146,242	705	11.38	0.48	41,929	677	29
1991	6,172,146	149,543	661	10.71	0.44	28,568	463	19
1992	6,045,205	153,384	585	9.68	0.38	33,653	557	22
1993	6,088,155	159,888	605	9.94	0.38	31,956	525	20
1994	6,587,885	170,216	670	10.17	0.39	30,324	460	18
1995	6,719,421	178,156	648	9.64	0.36	30,613	456	17
1996	7,012,615	182,971	621	8.86	0.34	32,807	468	18
1997	7,083,326	191,477	723	10.21	0.38	31,561	446	16
1998	7,732,270	196,380	742	9.60	0.38	28,241	365	14
1999	7,791,426	202,688	759	9.74	0.37	33,736	433	17
2000	8,022,649	205,520	754	9.40	0.37	30,659	382	15
2001	7,857,675	208,928	708	9.01	0.34	29,699	378	14
2002	7,927,280	214,603	689	8.69	0.32	26,741	337	12
2003	7,756,888	217,876	726	9.36	0.33	26,333	339	12
2004	8,171,364	220,811	766	9.37	0.35	27,594	338	12
2005	8,481,999	222,523	804	9.48	0.36	27,926	329	13
2006	8,819,007	222,513	805	9.13	0.36	23,414	265	11
2007	10,752,019	304,178	805	7.49	0.26	23,360	217	8
2008	10,873,275	310,680	682	6.27	0.22	23,645	217	8
2009	10,973,214	288,306	499	4.55	0.17	16,419	150	6
2010	10,770,054	286,527	530	4.92	0.18	19,937	185	7
2011	10,270,693	267,594	640	6.23	0.24	22,936	223	9
2012	10,659,380	269,207	697	6.54	0.26	25,372	238	9
2013	10,597,356	275,017	695	6.56	0.25	24,621	232	9
2014	10,905,956	279,132	656	6.02	0.24	27,146	249	10
2015	11,203,184	279,844	665	5.94	0.24	30,102	269	11
2016	11,498,561	287,895	815	7.09	0.28	36,183	315	13
2017	12,229,216	297,593	878	7.18	0.30	39,992	327	13
2018	13,233,910	304,864	890	6.73	0.29	39,200	296	13
2019	13,085,643	300,050	893	6.82	0.30	45,688	349	15
2020	12,899,372	297,649	822	6.37	0.28	41,566	322	14
2021	13,856,404	327,026	1,011	7.30	0.31	42,169	304	13
2022	14,333,821	331,272	1,097	7.65	0.33	41,874	292	13

Source: Registered Large Trucks and VMT—FHWA
*Injury data not available before 1988.
Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details, see pages 6-7 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 6. Large-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2022



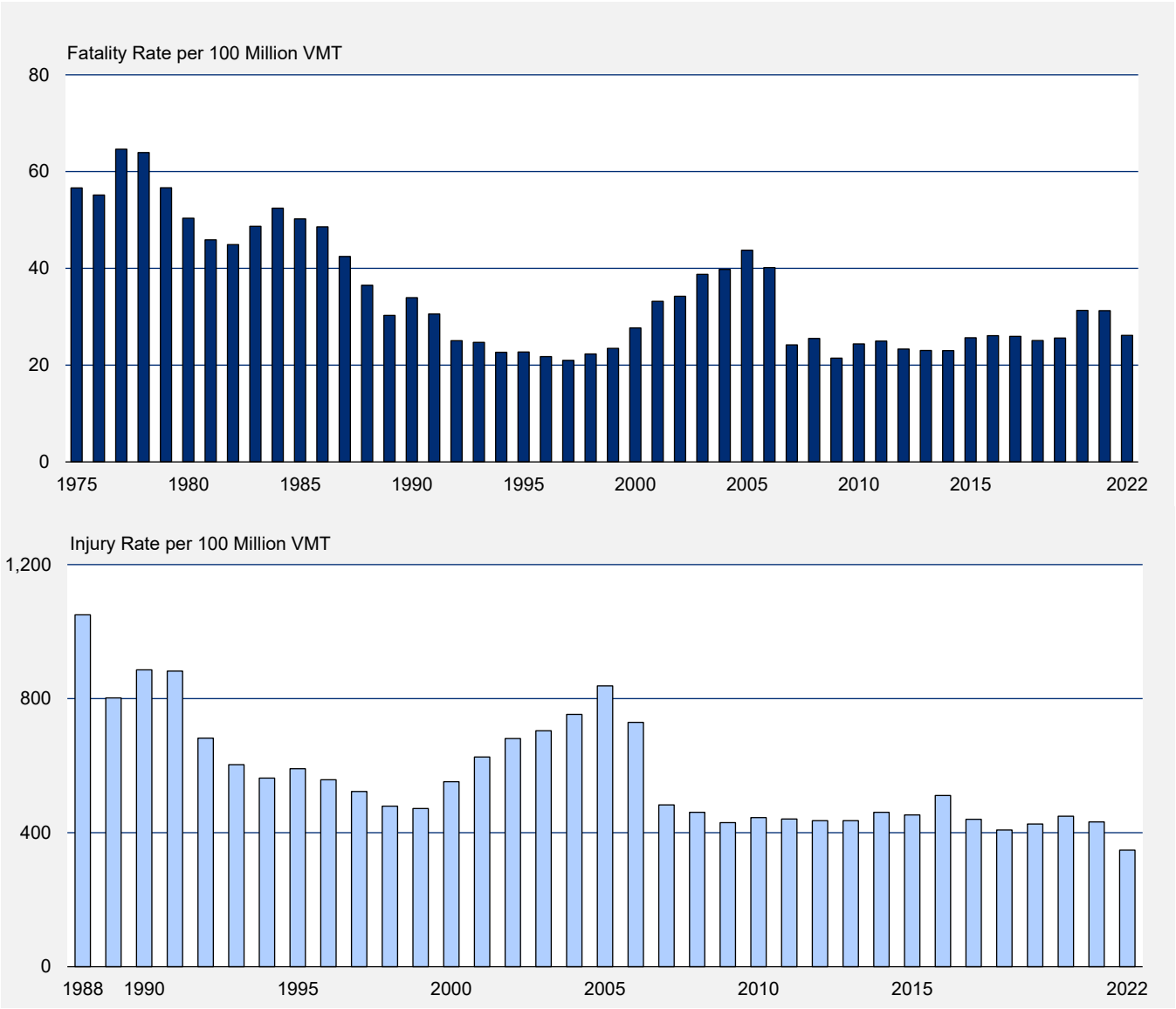
Sources: VMT—FHWA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022

Year	Registered Motorcycles	Motorcycle VMT (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Motorcycle VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Motorcycle VMT
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,257	2,296	1,050
1989	4,420,420	10,371	3,141	71.06	30.29	83,181	1,882	802
1990	4,259,462	9,557	3,244	76.16	33.94	84,635	1,987	886
1991	4,177,365	9,178	2,806	67.17	30.57	80,909	1,937	882
1992	4,065,118	9,557	2,395	58.92	25.06	65,166	1,603	682
1993	3,977,856	9,906	2,449	61.57	24.72	59,731	1,502	603
1994	3,756,555	10,240	2,320	61.76	22.66	57,629	1,534	563
1995	3,897,191	9,797	2,227	57.14	22.73	57,878	1,485	591
1996	3,871,599	9,920	2,161	55.82	21.78	55,385	1,431	558
1997	3,826,373	10,081	2,116	55.30	20.99	52,734	1,378	523
1998	3,879,450	10,283	2,294	59.13	22.31	49,218	1,269	479
1999	4,152,433	10,584	2,483	59.80	23.46	49,913	1,202	472
2000	4,346,068	10,469	2,897	66.66	27.67	57,792	1,330	552
2001	4,903,056	9,633	3,197	65.20	33.19	60,296	1,230	626
2002	5,004,156	9,552	3,270	65.35	34.23	65,005	1,299	681
2003	5,370,035	9,576	3,714	69.16	38.78	67,413	1,255	704
2004	5,767,934	10,122	4,028	69.83	39.79	76,239	1,322	753
2005	6,227,146	10,454	4,576	73.48	43.77	87,564	1,406	838
2006	6,678,958	12,049	4,837	72.42	40.14	87,866	1,316	729
2007	7,138,476	21,396	5,174	72.48	24.18	103,301	1,447	483
2008	7,752,926	20,811	5,312	68.52	25.52	96,041	1,239	461
2009	7,929,724	20,822	4,469	56.36	21.46	89,498	1,129	430
2010	8,009,503	18,513	4,518	56.41	24.40	82,300	1,028	445
2011	8,437,502	18,542	4,630	54.87	24.97	81,706	968	441
2012	8,454,939	21,385	4,986	58.97	23.32	93,251	1,103	436
2013	8,404,687	20,366	4,692	55.83	23.04	88,760	1,056	436
2014	8,417,718	19,970	4,594	54.58	23.00	91,987	1,093	461
2015	8,600,936	19,606	5,029	58.47	25.65	88,738	1,032	453
2016	8,679,380	20,445	5,337	61.49	26.10	104,442	1,203	511
2017	8,664,108	20,149	5,226	60.32	25.94	88,592	1,023	440
2018	8,659,741	20,076	5,038	58.18	25.09	81,859	945	408
2019	8,596,314	19,688	5,044	58.68	25.62	83,814	975	426
2020	8,347,435	17,947	5,620	67.33	31.31	80,662	966	449
2021	9,795,491	19,642	6,143	62.71	31.27	84,898	867	432
2022	9,567,664	23,765	6,218	64.99	26.16	82,687	864	348

Source: Registered Motorcycles and VMT—FHWA
*Injury data not available before 1988.
Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details, see pages 6-7 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million VMT, 1975-2022



Source: VMT—FHWA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.
Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2022

Year	Person Type					
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	Total
	Single Vehicle	Multi-Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1976	774	358	*1,132*	3,384	492	**5,008**
1977	884	403	*1,287*	3,925	511	**5,723**
1978	929	466	*1,395*	4,354	607	**6,356**
1979	967	465	*1,432*	4,615	655	**6,702**
1980	861	401	*1,262*	4,084	625	**5,971**
1981	785	348	*1,133*	4,126	547	**5,806**
1982	639	305	*944*	3,790	495	**5,229**
1983	676	306	*982*	3,941	568	**5,491**
1984	755	319	*1,074*	4,036	530	**5,640**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	412	209	*621*	4,087	434	**5,142**
1997	499	224	*723*	4,223	452	**5,398**
1998	486	256	*742*	4,215	438	**5,395**
1999	480	279	*759*	4,180	441	**5,380**
2000	484	270	*754*	4,114	414	**5,282**
2001	474	234	*708*	3,962	441	**5,111**
2002	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	469	297	*766*	4,042	427	**5,235**
2005	478	326	*804*	3,971	465	**5,240**
2006	500	305	*805*	3,797	425	**5,027**
2007	502	303	*805*	3,608	409	**4,822**
2008	430	252	*682*	3,151	412	**4,245**
2009	333	166	*499*	2,558	323	**3,380**
2010	339	191	*530*	2,797	359	**3,686**
2011	408	232	*640*	2,713	428	**3,781**
2012	423	274	*697*	2,857	390	**3,944**
2013	431	264	*695*	2,845	441	**3,981**
2014	405	251	*656*	2,859	393	**3,908**
2015	395	270	*665*	3,017	413	**4,095**
2016	520	295	*815*	3,351	512	**4,678**
2017	525	353	*878*	3,535	493	**4,906**
2018	538	352	*890*	3,563	553	**5,006**
2019	494	399	*893*	3,569	570	**5,032**
2020	504	318	*822*	3,501	622	**4,945**
2021	584	427	*1,011*	4,176	634	**5,821**
2022	613	484	*1,097*	4,167	672	**5,936**

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2022 (Continued)

Year	Person Type					
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	Total
	Single Vehicle	Multi-Vehicle	Total			
			Injured			
1988	17,135	20,749	*37,884*	89,845	4,266	**131,995**
1989	20,301	21,715	*42,016*	111,233	1,969	**155,219**
1990	15,951	25,978	*41,929*	106,554	2,325	**150,808**
1991	13,066	15,502	*28,568*	80,593	2,496	**111,656**
1992	13,517	20,136	*33,653*	102,345	3,364	**139,362**
1993	12,979	18,977	*31,956*	95,857	5,873	**133,686**
1994	10,680	19,644	*30,324*	99,081	3,387	**132,792**
1995	14,768	15,845	*30,613*	85,426	2,504	**118,543**
1996	15,239	17,568	*32,807*	95,894	2,574	**131,276**
1997	13,919	17,643	*31,561*	99,346	2,048	**132,955**
1998	13,608	14,633	*28,241*	97,149	2,050	**127,440**
1999	15,156	18,579	*33,736*	105,703	4,376	**143,815**
2000	16,475	14,185	*30,659*	105,963	3,146	**139,768**
2001	13,419	16,280	*29,699*	99,418	2,566	**131,684**
2002	12,319	14,423	*26,741*	100,326	3,838	**130,905**
2003	10,783	15,550	*26,333*	91,621	3,185	**121,139**
2004	13,264	14,330	*27,594*	86,447	3,709	**117,750**
2005	10,410	17,516	*27,926*	85,225	2,176	**115,326**
2006	10,625	12,789	*23,414*	81,684	2,253	**107,351**
2007	9,931	13,429	*23,360*	76,400	2,303	**102,063**
2008	9,991	13,654	*23,645*	64,882	2,866	**91,393**
2009	7,392	9,026	*16,419*	56,278	1,379	**74,076**
2010	9,106	10,830	*19,937*	58,948	2,010	**80,894**
2011	7,425	15,511	*22,936*	64,412	1,674	**89,021**
2012	8,893	16,478	*25,372*	76,342	2,740	**104,454**
2013	8,949	15,673	*24,621*	69,221	2,254	**96,097**
2014	10,280	16,865	*27,146*	82,282	2,389	**111,817**
2015	10,175	19,927	*30,102*	85,172	2,561	**117,835**
2016	12,941	23,241	*36,183*	94,958	3,587	**134,727**
2017	14,550	25,442	*39,992*	105,509	2,808	**148,309**
2018	13,480	25,719	*39,200*	108,490	3,480	**151,170**
2019	15,199	30,490	*45,688*	109,515	4,156	**159,359**
2020	14,969	26,597	*41,566*	97,595	2,452	**141,613**
2021	13,823	28,346	*42,169*	109,795	2,849	**154,813**
2022	17,161	24,713	*41,874*	115,201	3,534	**160,608**

Notes: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2022

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	3.64	5.99	3.91	3.78	2.95	2.38	2.74	3.17	3.66	6.05	10.76	**3.98**
1976	3.52	5.62	3.63	3.77	3.01	2.42	2.62	3.30	3.60	5.58	10.12	**3.86**
1977	2.99	5.35	3.56	4.01	3.15	2.67	2.65	3.20	4.05	5.80	10.57	**3.96**
1978	3.14	5.45	3.68	4.04	3.48	2.89	2.77	3.33	3.77	5.36	8.93	**3.95**
1979	2.87	5.16	3.57	4.44	3.97	3.13	2.98	3.33	3.68	5.50	9.17	**4.07**
1980	2.67	4.68	3.48	4.44	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1981	2.14	4.44	3.27	4.06	4.18	3.36	2.82	3.22	3.42	4.88	8.74	**3.87**
1982	2.15	3.89	2.98	4.03	4.27	3.06	3.00	3.05	3.05	4.45	7.41	**3.58**
1983	2.03	3.69	3.06	3.56	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.09	3.52	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	2.83	3.39	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.11	3.49	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.18	3.18	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.84	2.95	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.55	2.56	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.23	2.59	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.32	2.50	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.02	2.22	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.21	2.10	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.13	1.99	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.04	2.06	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.90	1.99	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.81	2.08	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.63	1.83	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.47	1.78	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.33	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.82	**1.98**
2001	0.70	1.06	1.30	1.73	2.01	1.68	2.36	2.38	2.13	2.44	4.11	**2.02**
2002	0.71	0.94	1.10	1.63	1.71	1.77	2.24	2.37	2.10	2.76	3.68	**1.96**
2003	0.62	0.89	1.16	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	**1.91**
2004	0.63	0.87	1.06	1.51	1.84	1.72	2.15	2.39	2.03	2.41	3.55	**1.89**
2005	0.64	0.78	1.00	1.62	2.11	1.81	2.25	2.58	2.14	2.50	3.57	**1.98**
2006	0.59	0.81	0.88	1.49	1.97	1.87	2.11	2.61	2.19	2.32	3.35	**1.93**
2007	0.56	0.63	0.88	1.58	2.00	1.80	2.09	2.48	1.86	2.32	3.11	**1.85**
2008	0.53	0.55	0.78	1.56	1.94	1.67	1.86	2.47	2.02	2.03	2.76	**1.75**
2009	0.51	0.49	0.71	1.23	1.80	1.53	1.76	2.17	1.89	2.02	2.50	**1.59**
2010	0.52	0.47	0.66	1.47	1.89	1.63	1.64	2.17	2.06	2.01	2.79	**1.65**
2011	0.40	0.47	0.68	1.42	2.09	1.70	1.63	2.43	2.12	2.19	2.65	**1.71**
2012	0.49	0.54	0.70	1.56	2.19	1.85	1.72	2.54	2.36	2.19	2.96	**1.84**
2013	0.54	0.48	0.53	1.41	2.05	1.79	1.79	2.48	2.49	2.13	2.77	**1.81**
2014	0.46	0.49	0.50	1.53	1.94	1.87	1.79	2.34	2.61	2.21	2.86	**1.84**
2015	0.48	0.43	0.63	1.53	2.15	1.99	2.23	2.87	2.96	2.32	2.72	**2.04**
2016	0.46	0.45	0.70	1.67	2.34	2.27	2.33	2.95	3.17	2.67	3.09	**2.23**
2017	0.48	0.35	0.64	1.58	1.99	2.27	2.34	2.98	3.25	2.47	3.07	**2.19**
2018	0.40	0.40	0.43	1.52	2.32	2.42	2.57	3.01	3.42	2.71	3.13	**2.28**
2019	0.38	0.35	0.55	1.26	2.03	2.51	2.63	2.91	3.45	2.81	2.99	**2.26**
2020	0.38	0.32	0.52	1.29	2.10	2.70	2.93	3.05	3.61	2.66	2.59	**2.34**
2021	0.36	0.32	0.51	1.38	2.43	3.21	3.49	3.20	3.93	3.13	2.63	**2.63**
2022	0.44	0.36	0.57	1.32	2.25	3.18	3.58	3.33	3.96	3.25	2.83	**2.69**

Source: Population—Census Bureau
Note: Population estimates for historical years are revised periodically.

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2022 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	35	178	195	129	118	74	46	38	35	25	45	**79**
1989	32	180	190	144	96	69	53	43	43	33	39	**80**
1990	34	139	179	138	109	77	53	37	26	29	38	**75**
1991	27	138	164	101	91	70	41	36	31	31	30	**66**
1992	33	120	171	98	98	57	45	34	29	30	27	**63**
1993	28	117	181	96	94	66	49	45	26	27	38	**66**
1994	24	113	158	118	88	60	47	36	33	24	29	**63**
1995	33	104	159	106	86	62	52	27	21	30	26	**62**
1996	31	91	152	102	80	56	38	36	26	26	22	**57**
1997	25	93	137	80	68	51	51	34	29	29	22	**55**
1998	19	77	119	80	68	50	40	33	25	21	16	**48**
1999	20	85	131	78	57	57	38	38	26	27	22	**51**
2000	18	99	94	67	72	51	41	30	29	21	20	**48**
2001	17	64	108	78	52	46	39	36	30	29	18	**46**
2002	16	60	98	62	37	55	40	29	35	26	21	**44**
2003	15	59	88	71	50	47	42	32	26	24	22	**43**
2004	19	55	80	64	53	42	39	35	21	22	19	**40**
2005	17	62	71	75	58	34	28	34	37	22	16	**40**
2006	11	37	69	70	42	37	35	33	34	23	19	**37**
2007	12	44	73	70	63	48	38	38	24	23	22	**41**
2008	12	36	77	86	65	40	38	40	35	25	24	**43**
2009	14	39	59	66	72	47	23	38	29	20	18	**38**
2010	12	35	73	69	66	49	38	40	30	29	22	**42**
2011	11	31	54	86	64	43	33	39	37	27	21	**41**
2012	11	33	63	71	67	52	45	41	37	28	19	**43**
2013	8	23	49	71	81	53	36	40	29	22	21	**40**
2014	10	21	42	72	70	51	39	36	36	28	19	**39**
2015	9	18	47	66	62	46	38	45	38	31	16	**39**
2016	14	28	57	94	80	69	54	51	47	32	21	**51**
2017	9	22	49	73	65	52	44	41	40	25	18	**41**
2018	8	19	45	66	64	56	43	45	47	28	17	**42**
2019	7	23	48	71	67	54	45	40	48	31	20	**43**
2020	10	15	31	40	45	44	40	34	32	25	15	**32**
2021	7	16	35	50	52	45	41	37	38	27	19	**35**
2022	7	20	52	61	51	51	42	42	39	30	19	**39**

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

Table 13. People Killed, by Highest Driver BAC in the Crash, 1982-2022

Year	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Killed*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	**43,945**	**100**
1983	19,787	46	2,588	6	20,051	47	22,639	53	**42,589**	**100**
1984	21,429	48	3,007	7	19,638	44	22,645	51	**44,257**	**100**
1985	22,589	52	2,974	7	18,125	41	21,098	48	**43,825**	**100**
1986	22,896	50	3,487	8	19,554	42	23,041	50	**46,087**	**100**
1987	24,186	52	3,238	7	18,813	41	22,051	48	**46,390**	**100**
1988	25,164	53	3,156	7	18,611	40	21,767	46	**47,087**	**100**
1989	25,152	55	2,793	6	17,521	38	20,314	45	**45,582**	**100**
1990	23,823	53	2,901	7	17,705	40	20,607	46	**44,599**	**100**
1991	23,025	55	2,480	6	15,827	38	18,307	44	**41,508**	**100**
1992	22,726	58	2,352	6	14,049	36	16,401	42	**39,250**	**100**
1993	23,979	60	2,300	6	13,739	34	16,039	40	**40,150**	**100**
1994	24,948	61	2,236	5	13,390	33	15,626	38	**40,716**	**100**
1995	25,768	62	2,416	6	13,478	32	15,893	38	**41,817**	**100**
1996	26,052	62	2,415	6	13,451	32	15,866	38	**42,065**	**100**
1997	26,902	64	2,216	5	12,757	30	14,973	36	**42,013**	**100**
1998	26,477	64	2,353	6	12,546	30	14,899	36	**41,501**	**100**
1999	26,798	64	2,235	5	12,555	30	14,790	35	**41,717**	**100**
2000	26,082	62	2,422	6	13,324	32	15,746	38	**41,945**	**100**
2001	26,334	62	2,441	6	13,290	31	15,731	37	**42,196**	**100**
2002	27,080	63	2,321	5	13,472	31	15,793	37	**43,005**	**100**
2003	27,328	64	2,327	5	13,096	31	15,423	36	**42,884**	**100**
2004	27,413	64	2,212	5	13,099	31	15,311	36	**42,836**	**100**
2005	27,423	63	2,404	6	13,582	31	15,985	37	**43,510**	**100**
2006	26,633	62	2,479	6	13,491	32	15,970	37	**42,708**	**100**
2007	25,611	62	2,494	6	13,041	32	15,534	38	**41,259**	**100**
2008	23,499	63	2,115	6	11,711	31	13,826	37	**37,423**	**100**
2009	21,051	62	1,972	6	10,759	32	12,731	38	**33,883**	**100**
2010	21,005	64	1,771	5	10,136	31	11,906	36	**32,999**	**100**
2011	20,848	64	1,662	5	9,865	30	11,527	35	**32,479**	**100**
2012	21,563	64	1,782	5	10,336	31	12,118	36	**33,782**	**100**
2013	20,865	63	1,834	6	10,084	31	11,918	36	**32,893**	**100**
2014	20,913	64	1,800	5	9,943	30	11,743	36	**32,744**	**100**
2015	23,165	65	1,930	5	10,280	29	12,210	34	**35,484**	**100**
2016	24,762	65	1,984	5	10,967	29	12,951	34	**37,806**	**100**
2017	24,589	66	1,895	5	10,880	29	12,775	34	**37,473**	**100**
2018	24,186	66	1,850	5	10,710	29	12,560	34	**36,835**	**100**
2019	24,251	67	1,834	5	10,196	28	12,029	33	**36,355**	**100**
2020	25,121	64	2,073	5	11,727	30	13,800	35	**39,007**	**100**
2021	27,229	63	2,324	5	13,617	31	15,941	37	**43,230**	**100**
2022	26,580	63	2,337	5	13,524	32	15,861	37	**42,514**	**100**

*Includes fatalities in crashes in which there was no driver present.
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Figure 8. Proportion of People Killed, by Highest Driver BAC in the Crash, 1982-2022

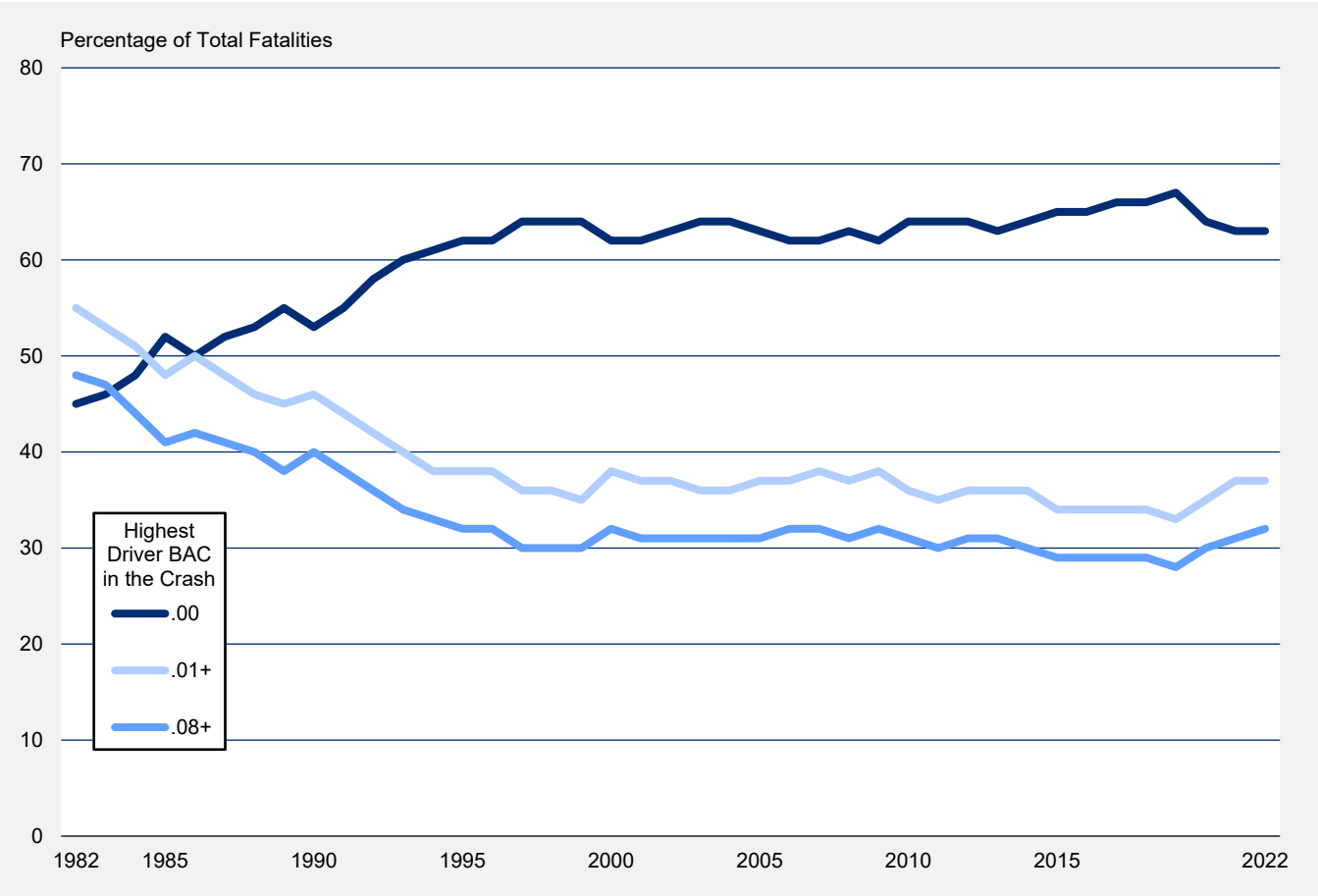


Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2022

Year	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
1982	***	***	498 (3)	58	600 (3)	59
1983	375 (3)	60	539 (3)	55	620 (3)	55
1984	346 (3)	55	527 (3)	57	223 (1)	55
1985	496 (4)	50	557 (3)	51	689 (4)	49
1986	223 (1)	53	616 (3)	52	611 (3)	55
1987	535 (4)	48	519 (3)	51	556 (3)	48
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	424 (4)	41	425 (3)	41	494 (3)	44
2009	467 (4)	40	473 (3)	42	412 (3)	39
2010	297 (3)	48	399 (3)	40	393 (3)	38
2011	318 (3)	43	408 (3)	40	429 (3)	37
2012	356 (3)	39	379 (3)	44	180 (1)	45
2013	366 (4)	44	385 (3)	38	513 (4)	39
2014	153 (1)	51	376 (3)	37	401 (3)	41
2015	391 (4)	36	428 (3)	39	410 (3)	35
2016	332 (3)	37	449 (3)	37	457 (3)	42
2017	375 (3)	37	403 (3)	37	603 (4)	38
2018	331 (3)	39	439 (3)	38	194 (1)	41
2019	438 (4)	36	464 (3)	37	516 (4)	39
2020	153 (1)	52	405 (3)	42	494 (3)	41
2021	405 (3)	42	482 (3)	41	537 (3)	41
2022	420 (3)	37	502 (3)	43	487 (3)	40

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

**The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on Monday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2022 (Continued)

Year	Holiday Period**					
	Labor Day		Thanksgiving		Christmas	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
1982	628 (3)	55	601 (4)	51	458 (3)	50
1983	636 (3)	60	533 (4)	50	352 (3)	54
1984	609 (3)	53	558 (4)	51	643 (4)	54
1985	605 (3)	51	566 (4)	47	152 (1)	47
1986	663 (3)	52	598 (4)	48	508 (4)	48
1987	630 (3)	53	659 (4)	45	409 (3)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	493 (3)	40	507 (4)	35	426 (4)	32
2009	362 (3)	38	413 (4)	34	262 (3)	36
2010	406 (3)	35	431 (4)	40	264 (3)	35
2011	382 (3)	37	384 (4)	32	267 (3)	36
2012	394 (3)	38	421 (4)	41	374 (4)	35
2013	424 (3)	39	411 (4)	34	106 (1)	38
2014	403 (3)	42	467 (4)	34	406 (4)	34
2015	463 (3)	34	455 (4)	35	330 (3)	36
2016	438 (3)	37	497 (4)	36	365 (3)	35
2017	383 (3)	37	536 (4)	36	356 (3)	38
2018	448 (3)	36	442 (4)	31	435 (4)	35
2019	456 (3)	39	424 (4)	29	147 (1)	37
2020	533 (3)	38	523 (4)	36	347 (3)	37
2021	535 (3)	42	539 (4)	37	402 (3)	36
2022	490 (3)	39	528 (4)	35	331 (3)	38

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

**The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on Monday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 15. Drivers in Fatal Crashes, by Their BACs and Time of Day, 1982-2022

Year	Day			Night			Total Drivers*		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	**56,029**	**41**	**35**
1983	24,381	18	15	30,037	57	50	**54,656**	**39**	**34**
1984	26,415	17	14	30,775	55	47	**57,512**	**38**	**32**
1985	27,578	16	12	30,008	52	44	**57,883**	**35**	**29**
1986	28,434	16	13	31,543	53	45	**60,335**	**36**	**30**
1987	29,227	15	12	31,854	51	43	**61,442**	**34**	**28**
1988	30,196	14	11	31,715	50	43	**62,253**	**33**	**28**
1989	29,953	13	11	30,170	49	42	**60,435**	**31**	**27**
1990	28,797	14	11	29,778	51	44	**58,893**	**33**	**28**
1991	26,829	13	10	27,249	49	43	**54,391**	**31**	**27**
1992	26,236	12	10	25,380	47	40	**51,901**	**30**	**25**
1993	27,770	11	9	25,355	46	39	**53,401**	**28**	**24**
1994	29,134	11	9	25,112	44	38	**54,549**	**27**	**23**
1995	30,066	11	9	25,755	43	37	**56,164**	**26**	**22**
1996	30,802	11	8	25,864	43	37	**57,001**	**26**	**22**
1997	30,979	10	8	25,368	41	35	**56,688**	**24**	**20**
1998	31,389	10	8	24,879	42	36	**56,604**	**24**	**20**
1999	31,212	10	8	24,968	41	35	**56,502**	**24**	**20**
2000	31,236	11	8	25,710	43	37	**57,280**	**26**	**21**
2001	31,620	11	8	25,661	43	37	**57,586**	**25**	**21**
2002	31,135	11	8	26,653	42	36	**58,113**	**25**	**21**
2003	31,863	10	8	26,258	41	36	**58,517**	**24**	**21**
2004	31,686	11	8	26,360	41	35	**58,395**	**24**	**21**
2005	31,820	11	9	27,085	41	36	**59,220**	**25**	**21**
2006	30,566	12	9	26,949	42	36	**57,846**	**26**	**22**
2007	29,307	11	9	26,367	42	36	**56,019**	**26**	**22**
2008	26,377	11	9	23,760	42	36	**50,416**	**26**	**22**
2009	23,673	11	9	21,379	43	37	**45,337**	**26**	**22**
2010	23,840	11	9	20,541	42	36	**44,599**	**26**	**22**
2011	23,460	11	8	20,178	41	36	**43,840**	**25**	**21**
2012	24,068	12	9	21,346	40	34	**45,664**	**25**	**21**
2013	23,894	12	9	20,682	41	35	**44,803**	**25**	**21**
2014	23,514	12	9	20,925	40	34	**44,671**	**25**	**21**
2015	25,917	12	9	22,991	37	31	**49,163**	**24**	**20**
2016	27,305	11	9	24,825	37	32	**52,399**	**24**	**20**
2017	27,697	11	9	24,775	36	31	**52,752**	**23**	**20**
2018	27,035	12	9	24,629	36	31	**51,905**	**23**	**20**
2019	26,975	11	9	24,061	35	29	**51,302**	**22**	**19**
2020	27,044	13	10	26,790	36	31	**54,165**	**24**	**21**
2021	30,617	13	10	30,437	37	32	**61,379**	**25**	**21**
2022	29,780	13	11	29,928	38	32	**60,048**	**26**	**22**

Day – 6 a.m. to 5:59 p.m.
Night – 6 p.m. to 5:59 a.m.
*Includes drivers with time of day unknown.
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 16. Drivers in Fatal Crashes, by Their BACs and Sex, 1982-2022

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,882	30	25	11,864	16	13
2010	32,079	28	24	11,859	17	15
2011	31,918	28	24	11,265	16	14
2012	33,351	28	24	11,604	16	14
2013	32,608	28	23	11,429	18	14
2014	32,630	28	23	11,293	18	15
2015	35,850	26	22	12,382	17	14
2016	37,941	26	21	13,376	17	14
2017	38,028	25	21	13,673	17	14
2018	37,406	25	21	13,379	18	15
2019	37,196	24	20	13,000	17	14
2020	39,594	26	21	13,111	19	16
2021	44,359	26	22	15,260	20	17
2022	43,582	27	23	14,719	21	17

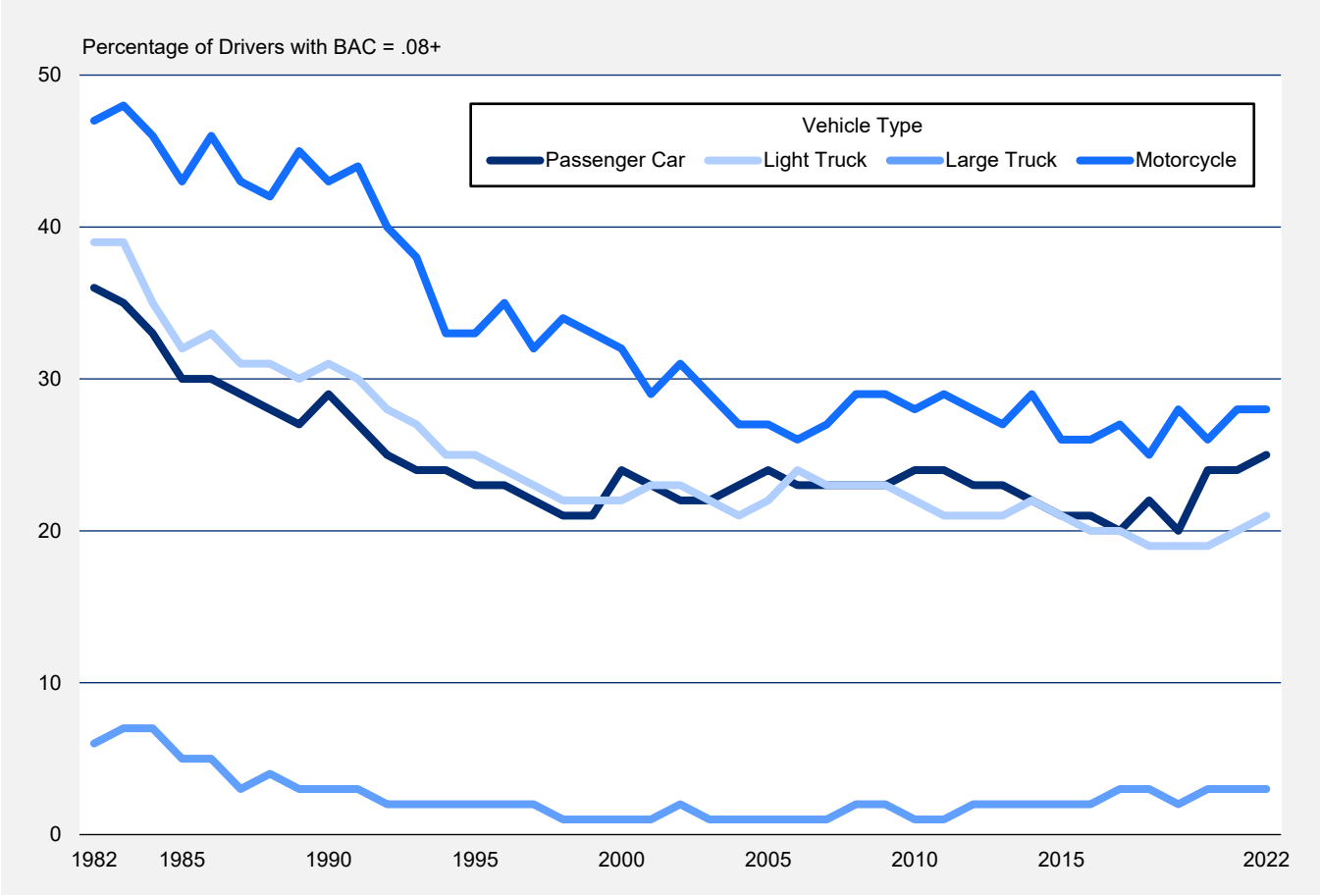
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 17. Drivers in Fatal Crashes, by Their BACs and Vehicle Type, 1982-2022

Year	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
		Percent			Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,379	27	23	19,095	26	23	4,040	3	2	5,405	36	29
2009	18,344	27	23	17,878	27	23	3,182	3	2	4,601	36	29
2010	17,710	27	24	17,385	25	22	3,456	2	1	4,647	36	28
2011	17,401	27	24	16,706	25	21	3,594	3	1	4,761	37	29
2012	18,171	26	23	17,230	25	21	3,774	3	2	5,108	35	28
2013	17,850	27	23	16,810	25	21	3,872	4	2	4,795	35	27
2014	17,802	26	22	17,040	25	22	3,702	3	2	4,703	37	29
2015	19,689	25	21	18,762	24	21	4,020	2	2	5,126	34	26
2016	20,965	25	21	19,802	23	20	4,503	4	2	5,460	33	26
2017	21,133	24	20	19,878	23	20	4,746	4	3	5,372	34	27
2018	20,433	25	22	19,789	22	19	4,832	4	3	5,164	33	25
2019	19,689	24	20	19,817	22	19	4,977	3	2	5,143	36	28
2020	19,063	28	24	22,266	22	19	4,755	4	3	5,754	33	26
2021	21,172	28	24	25,689	23	20	5,668	5	3	6,297	35	28
2022	19,889	29	25	25,613	25	21	5,760	5	3	6,349	36	28

Notes: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Figure 9. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Vehicle Type, 1982-2022



Notes: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2022

Year	Age Group								
	<15 Years			15-20 Years			21-24 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	190	14	11	10,080	44	36	9,018	53	46
1983	203	16	13	9,547	42	35	8,432	53	46
1984	204	16	11	10,046	40	31	8,963	52	44
1985	206	14	10	9,659	34	26	9,046	47	40
1986	197	16	11	10,470	37	28	9,129	49	41
1987	186	15	11	10,193	33	25	8,808	47	39
1988	204	11	8	10,415	32	24	8,555	47	39
1989	173	12	10	9,671	30	23	7,723	45	38
1990	178	15	13	9,052	32	25	7,195	46	39
1991	146	16	10	8,220	30	23	6,748	45	38
1992	139	19	12	7,403	27	21	6,323	42	35
1993	155	15	11	7,484	24	18	6,406	40	34
1994	152	13	9	7,968	24	18	6,291	39	33
1995	156	12	8	7,979	21	15	6,263	38	32
1996	163	10	7	8,074	22	17	6,205	38	31
1997	128	13	10	7,936	22	17	5,705	36	30
1998	141	13	9	7,987	22	17	5,613	37	32
1999	131	10	7	8,187	22	17	5,639	38	31
2000	120	16	12	8,224	23	18	5,950	38	32
2001	119	13	10	8,166	23	18	6,037	39	33
2002	138	13	9	8,325	23	18	6,316	39	33
2003	152	12	9	7,937	23	18	6,276	38	32
2004	158	12	8	7,942	23	18	6,413	39	33
2005	138	16	9	7,500	22	17	6,585	39	33
2006	99	13	10	7,493	24	19	6,480	39	33
2007	107	13	8	7,026	23	18	6,287	41	34
2008	79	8	5	5,886	22	17	5,342	40	34
2009	84	12	4	5,170	24	18	4,612	41	34
2010	61	5	4	4,603	22	17	4,608	40	34
2011	60	8	6	4,362	24	20	4,488	37	32
2012	49	15	10	4,313	22	17	4,765	38	32
2013	56	8	5	3,991	21	17	4,630	38	32
2014	55	7	6	3,897	22	17	4,664	36	30
2015	61	6	5	4,352	20	16	5,014	33	28
2016	76	8	7	4,555	19	15	5,284	32	27
2017	62	6	6	4,410	18	15	5,070	31	27
2018	43	7	6	4,176	18	15	4,832	33	28
2019	61	15	10	3,999	18	15	4,636	31	27
2020	88	13	11	4,588	22	17	4,911	31	26
2021	96	11	9	5,137	21	17	5,568	32	27
2022	87	14	11	4,856	24	19	5,279	34	29

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2022 (Continued)

Year	Age Group								
	25-34 Years			35-44 Years			45-54 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,800	36	31	8,806	29	25	8,355	24	20
2009	8,630	36	31	7,779	30	26	7,686	26	22
2010	8,567	35	30	7,333	29	25	7,517	25	21
2011	8,549	34	30	7,084	28	24	7,513	24	21
2012	9,019	34	29	7,365	28	24	7,660	24	21
2013	8,808	35	30	7,220	28	24	7,376	24	20
2014	8,992	33	29	6,910	28	24	7,370	24	20
2015	9,994	31	27	7,768	27	23	7,915	23	19
2016	10,913	32	27	8,179	26	22	8,023	23	19
2017	11,006	30	26	8,284	26	23	8,186	23	19
2018	10,853	31	26	8,188	25	21	7,939	22	19
2019	10,592	30	25	8,382	25	22	7,581	21	18
2020	12,011	31	26	8,956	26	22	7,778	23	19
2021	13,309	31	27	10,370	28	24	8,828	24	20
2022	12,611	32	28	10,344	28	24	8,619	24	20

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2022 (Continued)

Year	Age Group								
	55-64 Years			65-74 Years			> 74 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,717	16	12	2,927	9	6	2,672	6	4
2009	5,276	15	13	2,876	9	7	2,560	5	3
2010	5,577	17	14	2,902	10	8	2,688	6	4
2011	5,572	17	14	2,960	10	8	2,528	7	5
2012	5,930	16	13	3,239	11	8	2,554	7	5
2013	5,947	17	14	3,373	11	8	2,586	7	5
2014	6,004	19	16	3,316	12	10	2,650	7	5
2015	6,525	18	14	3,794	12	9	2,762	8	6
2016	7,037	18	14	4,155	12	9	3,014	7	6
2017	7,316	19	15	4,148	12	9	3,151	7	6
2018	7,319	19	15	4,250	13	10	3,120	9	7
2019	7,216	19	15	4,425	14	10	3,252	8	6
2020	7,316	19	16	4,129	15	12	2,824	9	7
2021	8,146	19	16	4,785	15	12	3,280	9	7
2022	7,899	21	17	5,053	15	12	3,445	10	8

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Figure 10. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Age Group, 1982-2022

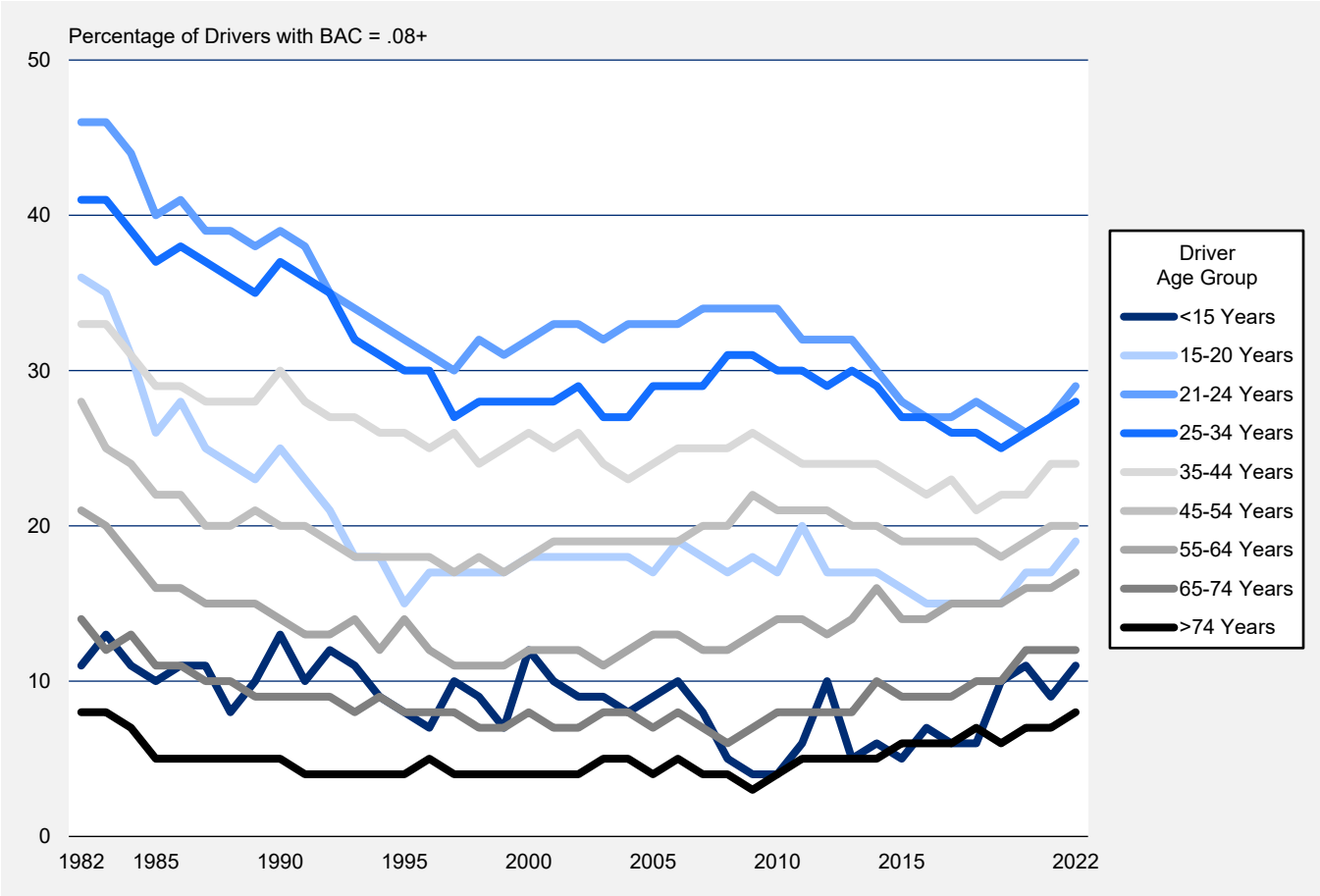


Table 19. Drivers in Fatal Crashes, by Their BACs and Survival Status, 1982-2022

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	*31,339*	11,015	1,537	12,139	*24,690*	33,202	3,152	19,676	**56,029**
1983	21,885	1,410	7,223	*30,518*	11,189	1,406	11,543	*24,138*	33,075	2,816	18,765	**54,656**
1984	23,367	1,620	6,936	*31,923*	12,477	1,614	11,499	*25,589*	35,843	3,234	18,435	**57,512**
1985	24,921	1,451	6,174	*32,546*	12,960	1,692	10,685	*25,337*	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	*33,705*	13,343	1,878	11,409	*26,630*	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	*34,609*	14,054	1,722	11,058	*26,833*	40,624	3,334	17,484	**61,442**
1988	27,270	1,565	6,165	*35,000*	14,418	1,732	11,103	*27,253*	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	*34,046*	14,246	1,507	10,637	*26,389*	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	*33,143*	13,858	1,497	10,395	*25,750*	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	*30,461*	13,138	1,307	9,485	*23,930*	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	*29,317*	12,906	1,226	8,452	*22,584*	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	*30,259*	13,652	1,168	8,322	*23,142*	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	*30,858*	14,612	1,166	7,913	*23,691*	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	*31,774*	14,841	1,242	8,307	*24,390*	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	*32,467*	15,134	1,225	8,175	*24,534*	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	*32,021*	15,670	1,154	7,843	*24,667*	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	*31,861*	15,738	1,171	7,834	*24,743*	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	*31,245*	16,126	1,213	7,918	*25,257*	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	*31,713*	16,116	1,285	8,167	*25,567*	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	*31,717*	16,332	1,285	8,253	*25,869*	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	*31,454*	16,863	1,281	8,515	*26,659*	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	*31,738*	17,107	1,319	8,354	*26,779*	44,187	2,295	12,035	**58,517**
2004	26,661	960	3,903	*31,524*	17,450	1,266	8,155	*26,871*	44,111	2,226	12,057	**58,395**
2005	26,650	998	4,082	*31,729*	17,628	1,374	8,489	*27,491*	44,278	2,371	12,571	**59,220**
2006	25,509	1,016	3,973	*30,498*	17,315	1,455	8,578	*27,348*	42,823	2,472	12,551	**57,846**
2007	24,831	1,136	3,483	*29,449*	16,591	1,361	8,617	*26,570*	41,422	2,497	12,100	**56,019**
2008	22,312	913	2,937	*26,162*	15,067	1,226	7,961	*24,254*	37,379	2,139	10,898	**50,416**
2009	19,803	883	2,816	*23,502*	13,520	1,102	7,213	*21,835*	33,324	1,985	10,029	**45,337**
2010	19,747	761	3,019	*23,527*	13,442	1,051	6,579	*21,072*	33,190	1,812	9,598	**44,599**
2011	19,615	647	2,762	*23,025*	13,290	1,001	6,524	*20,815*	32,906	1,648	9,287	**43,840**
2012	20,519	709	2,946	*24,174*	13,674	1,082	6,735	*21,490*	34,193	1,791	9,680	**45,664**
2013	20,106	825	2,929	*23,860*	13,372	1,025	6,546	*20,943*	33,478	1,850	9,475	**44,803**
2014	20,010	863	3,010	*23,883*	13,428	974	6,387	*20,788*	33,438	1,837	9,396	**44,671**
2015	22,627	877	3,310	*26,813*	14,903	1,087	6,360	*22,350*	37,529	1,964	9,670	**49,163**
2016	24,062	943	3,680	*28,684*	15,943	1,098	6,674	*23,715*	40,005	2,041	10,353	**52,399**
2017	24,521	809	3,665	*28,995*	15,975	1,128	6,654	*23,757*	40,497	1,937	10,318	**52,752**
2018	24,143	808	3,909	*28,860*	15,592	1,103	6,349	*23,045*	39,735	1,911	10,259	**51,905**
2019	24,530	791	3,233	*28,555*	15,232	1,120	6,396	*22,747*	39,762	1,911	9,629	**51,302**
2020	24,480	923	3,902	*29,305*	16,439	1,200	7,221	*24,860*	40,920	2,122	11,123	**54,165**
2021	27,886	1,116	4,822	*33,824*	18,043	1,323	8,189	*27,555*	45,930	2,439	13,011	**61,379**
2022	27,126	1,137	4,943	*33,206*	17,498	1,332	8,012	*26,842*	44,624	2,469	12,955	**60,048**

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 20. Pedestrians Killed, 15 and Older, by Their BACs, 1982-2022

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,077	51	316	5	2,686	44	**6,079**	**100**
1983	2,852	51	295	5	2,498	44	**5,645**	**100**
1984	3,095	53	282	5	2,454	42	**5,830**	**100**
1985	3,017	53	339	6	2,283	40	**5,639**	**100**
1986	3,048	54	330	6	2,258	40	**5,636**	**100**
1987	3,145	56	342	6	2,179	38	**5,667**	**100**
1988	3,312	57	284	5	2,171	38	**5,767**	**100**
1989	3,115	56	299	5	2,190	39	**5,604**	**100**
1990	3,140	57	258	5	2,146	39	**5,544**	**100**
1991	2,810	57	235	5	1,903	38	**4,948**	**100**
1992	2,686	56	231	5	1,866	39	**4,783**	**100**
1993	2,731	57	198	4	1,863	39	**4,792**	**100**
1994	2,733	58	228	5	1,722	37	**4,683**	**100**
1995	2,820	58	225	5	1,797	37	**4,842**	**100**
1996	2,695	57	211	4	1,813	38	**4,719**	**100**
1997	2,852	61	177	4	1,644	35	**4,673**	**100**
1998	2,705	58	248	5	1,686	36	**4,639**	**100**
1999	2,531	58	192	4	1,653	38	**4,375**	**100**
2000	2,491	59	212	5	1,538	36	**4,241**	**100**
2001	2,626	60	220	5	1,563	35	**4,409**	**100**
2002	2,638	60	191	4	1,586	36	**4,415**	**100**
2003	2,593	60	192	4	1,566	36	**4,351**	**100**
2004	2,530	59	206	5	1,532	36	**4,268**	**100**
2005	2,749	61	196	4	1,564	35	**4,508**	**100**
2006	2,542	57	221	5	1,659	38	**4,422**	**100**
2007	2,554	59	207	5	1,593	37	**4,353**	**100**
2008	2,383	58	182	4	1,550	38	**4,115**	**100**
2009	2,265	59	174	5	1,404	37	**3,843**	**100**
2010	2,421	60	192	5	1,413	35	**4,026**	**100**
2011	2,466	59	198	5	1,545	37	**4,209**	**100**
2012	2,689	59	223	5	1,629	36	**4,541**	**100**
2013	2,727	60	193	4	1,590	35	**4,510**	**100**
2014	2,858	61	199	4	1,599	34	**4,655**	**100**
2015	3,211	62	236	5	1,766	34	**5,213**	**100**
2016	3,499	61	282	5	1,982	34	**5,763**	**100**
2017	3,639	63	267	5	1,883	33	**5,789**	**100**
2018	3,816	62	303	5	2,022	33	**6,141**	**100**
2019	3,807	63	331	5	1,920	32	**6,058**	**100**
2020	4,078	65	299	5	1,931	31	**6,309**	**100**
2021	4,659	65	340	5	2,189	30	**7,188**	**100**
2022	4,753	66	316	4	2,164	30	**7,233**	**100**

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2022

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,580	5.6	29,713	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,059	4.5	29,908	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,895	3.9	33,013	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,878	3.6	37,610	72.3	12,510	24.1	**51,998**	**100.0**
1979	1,680	3.2	38,326	73.5	12,123	23.3	**52,129**	**100.0**
1980	1,481	2.9	37,890	73.9	11,935	23.3	**51,306**	**100.0**
1981	1,488	2.9	38,353	75.6	10,905	21.5	**50,746**	**100.0**
1982	1,513	3.3	33,795	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,834	4.2	32,333	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,755	6.0	32,980	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,169	13.3	29,708	64.0	10,566	22.8	**46,443**	**100.0**
1986	10,891	22.2	28,778	58.5	9,498	19.3	**49,167**	**100.0**
1987	14,472	28.5	28,156	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,946	32.6	28,148	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,542	34.5	26,767	52.7	6,474	12.7	**50,783**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,456	40.3	21,844	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,104	43.2	19,838	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,930	46.2	19,141	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,759	49.1	18,950	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,160	50.1	19,433	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,206	51.7	18,760	38.5	4,747	9.7	**48,713**	**100.0**
1997	25,313	52.3	18,286	37.8	4,799	9.9	**48,398**	**100.0**
1998	25,854	53.7	17,601	36.6	4,699	9.8	**48,154**	**100.0**
1999	25,498	53.4	17,693	37.1	4,552	9.5	**47,743**	**100.0**
2000	26,690	55.5	16,995	35.4	4,369	9.1	**48,054**	**100.0**
2001	27,222	56.5	16,528	34.3	4,398	9.1	**48,148**	**100.0**
2002	27,812	57.0	16,711	34.2	4,275	8.8	**48,798**	**100.0**
2003	28,822	59.3	15,491	31.9	4,281	8.8	**48,594**	**100.0**
2004	29,072	60.6	15,120	31.5	3,743	7.8	**47,935**	**100.0**
2005	29,263	61.1	14,985	31.3	3,677	7.7	**47,925**	**100.0**
2006	28,283	60.9	14,436	31.1	3,750	8.1	**46,469**	**100.0**
2007	27,622	62.1	13,215	29.7	3,647	8.2	**44,484**	**100.0**
2008	24,649	62.4	11,770	29.8	3,055	7.7	**39,474**	**100.0**
2009	22,963	63.4	10,486	28.9	2,773	7.7	**36,222**	**100.0**
2010	22,712	64.7	9,598	27.3	2,785	7.9	**35,095**	**100.0**
2011	22,183	65.0	9,321	27.3	2,603	7.6	**34,107**	**100.0**
2012	23,191	65.5	9,431	26.6	2,779	7.9	**35,401**	**100.0**
2013	23,089	66.6	8,729	25.2	2,842	8.2	**34,660**	**100.0**
2014	23,347	67.0	8,636	24.8	2,859	8.2	**34,842**	**100.0**
2015	26,084	67.8	9,162	23.8	3,205	8.3	**38,451**	**100.0**
2016	27,672	67.9	9,670	23.7	3,425	8.4	**40,767**	**100.0**
2017	28,040	68.4	9,567	23.3	3,404	8.3	**41,011**	**100.0**
2018	27,533	68.5	9,297	23.1	3,392	8.4	**40,222**	**100.0**
2019	26,954	68.2	9,112	23.1	3,440	8.7	**39,506**	**100.0**
2020	26,601	64.4	10,704	25.9	4,024	9.7	**41,329**	**100.0**
2021	30,429	64.9	11,878	25.3	4,554	9.7	**46,861**	**100.0**
2022	29,608	65.1	11,188	24.6	4,706	10.3	**45,502**	**100.0**

Note: Restraint use is determined by police and may be overreported for survivors.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2022 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Injury Crashes								
1988	2,311,770	62.1	803,120	21.6	609,451	16.4	**3,724,341**	**100.0**
1989	2,266,079	62.8	749,657	20.8	591,739	16.4	**3,607,475**	**100.0**
1990	2,288,848	64.4	704,281	19.8	563,279	15.8	**3,556,408**	**100.0**
1991	2,302,823	67.8	586,326	17.3	505,231	14.9	**3,394,380**	**100.0**
1992	2,420,476	71.5	475,529	14.0	490,015	14.5	**3,386,020**	**100.0**
1993	2,556,857	73.8	435,400	12.6	474,536	13.7	**3,466,793**	**100.0**
1994	2,855,709	77.4	417,746	11.3	416,072	11.3	**3,689,526**	**100.0**
1995	3,117,826	79.3	387,775	9.9	425,369	10.8	**3,930,969**	**100.0**
1996	3,135,401	79.4	366,251	9.3	445,267	11.3	**3,946,919**	**100.0**
1997	3,002,767	79.1	339,223	8.9	452,258	11.9	**3,794,247**	**100.0**
1998	2,862,534	79.5	308,865	8.6	428,113	11.9	**3,599,512**	**100.0**
1999	2,896,157	80.5	293,005	8.1	408,806	11.4	**3,597,968**	**100.0**
2000	2,958,319	82.2	252,405	7.0	389,594	10.8	**3,600,319**	**100.0**
2001	2,881,534	82.5	234,222	6.7	375,605	10.8	**3,491,361**	**100.0**
2002	2,787,264	83.5	207,536	6.2	343,464	10.3	**3,338,265**	**100.0**
2003	2,843,425	84.7	180,490	5.4	332,221	9.9	**3,356,135**	**100.0**
2004	2,785,384	86.2	138,048	4.3	306,783	9.5	**3,230,216**	**100.0**
2005	2,666,275	86.1	140,967	4.6	290,194	9.4	**3,097,436**	**100.0**
2006	2,577,219	86.2	123,632	4.1	289,629	9.7	**2,990,480**	**100.0**
2007	2,475,044	86.4	115,804	4.0	274,237	9.6	**2,865,085**	**100.0**
2008	2,368,847	87.2	105,125	3.9	241,303	8.9	**2,715,275**	**100.0**
2009	2,257,066	87.8	86,961	3.4	226,324	8.8	**2,570,351**	**100.0**
2010	2,294,206	87.3	84,440	3.2	250,394	9.5	**2,629,040**	**100.0**
2011	2,274,697	87.7	79,664	3.1	238,313	9.2	**2,592,674**	**100.0**
2012	2,427,854	87.8	82,495	3.0	255,077	9.2	**2,765,427**	**100.0**
2013	2,424,714	88.6	71,599	2.6	239,445	8.8	**2,735,758**	**100.0**
2014	2,478,273	87.9	74,823	2.7	266,404	9.4	**2,819,499**	**100.0**
2015	2,633,863	88.4	72,203	2.4	272,809	9.2	**2,978,875**	**100.0**
2016	3,183,995	87.2	88,803	2.4	378,677	10.4	**3,651,474**	**100.0**
2017	2,894,589	88.1	84,620	2.6	306,018	9.3	**3,285,227**	**100.0**
2018	2,847,013	87.1	78,550	2.4	344,077	10.5	**3,269,640**	**100.0**
2019	2,868,031	86.1	81,986	2.5	379,567	11.4	**3,329,583**	**100.0**
2020	2,115,302	86.3	82,654	3.4	252,237	10.3	**2,450,192**	**100.0**
2021	2,366,100	87.2	97,919	3.6	247,852	9.1	**2,711,871**	**100.0**
2022	2,168,815	87.0	83,898	3.4	239,717	9.6	**2,492,430**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2022 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Property-Damage-Only Crashes								
1988	4,516,623	60.4	1,200,873	16.1	1,763,026	23.6	**7,480,522**	**100.0**
1989	4,530,165	62.6	1,015,243	14.0	1,691,491	23.4	**7,236,899**	**100.0**
1990	4,498,734	63.4	978,858	13.8	1,616,178	22.8	**7,093,771**	**100.0**
1991	4,513,490	67.2	714,558	10.6	1,490,369	22.2	**6,718,417**	**100.0**
1992	4,671,068	71.6	507,705	7.8	1,344,388	20.6	**6,523,161**	**100.0**
1993	4,986,437	75.0	450,824	6.8	1,208,528	18.2	**6,645,789**	**100.0**
1994	5,533,563	77.7	392,257	5.5	1,198,393	16.8	**7,124,213**	**100.0**
1995	5,914,114	79.3	355,548	4.8	1,184,200	15.9	**7,453,861**	**100.0**
1996	5,960,441	79.2	328,381	4.4	1,240,504	16.5	**7,529,326**	**100.0**
1997	5,841,056	78.9	310,533	4.2	1,254,544	16.9	**7,406,133**	**100.0**
1998	5,720,270	79.6	267,913	3.7	1,198,676	16.7	**7,186,860**	**100.0**
1999	5,636,080	81.3	237,572	3.4	1,058,407	15.3	**6,932,059**	**100.0**
2000	5,845,874	82.7	173,076	2.4	1,050,074	14.9	**7,069,025**	**100.0**
2001	5,896,967	83.6	161,026	2.3	999,507	14.2	**7,057,500**	**100.0**
2002	6,092,984	84.9	156,903	2.2	922,987	12.9	**7,172,875**	**100.0**
2003	6,042,495	84.7	134,994	1.9	959,518	13.4	**7,137,006**	**100.0**
2004	6,106,246	86.2	106,409	1.5	870,150	12.3	**7,082,804**	**100.0**
2005	6,086,932	86.1	104,241	1.5	879,641	12.4	**7,070,813**	**100.0**
2006	5,939,886	85.3	94,957	1.4	925,363	13.3	**6,960,205**	**100.0**
2007	6,010,985	85.8	91,363	1.3	900,251	12.9	**7,002,599**	**100.0**
2008	5,861,616	86.7	94,770	1.4	801,745	11.9	**6,758,132**	**100.0**
2009	5,708,185	87.4	70,967	1.1	751,413	11.5	**6,530,565**	**100.0**
2010	5,720,070	88.8	75,791	1.2	644,358	10.0	**6,440,219**	**100.0**
2011	5,598,833	88.8	54,880	0.9	652,045	10.3	**6,305,758**	**100.0**
2012	5,831,591	88.8	63,531	1.0	673,285	10.3	**6,568,407**	**100.0**
2013	6,018,170	89.2	56,624	0.8	674,641	10.0	**6,749,435**	**100.0**
2014	6,518,845	89.4	84,679	1.2	685,758	9.4	**7,289,282**	**100.0**
2015	6,842,929	89.8	66,949	0.9	709,909	9.3	**7,619,787**	**100.0**
2016	6,883,658	89.4	71,541	0.9	747,589	9.7	**7,702,787**	**100.0**
2017	6,720,770	89.3	65,549	0.9	739,998	9.8	**7,526,317**	**100.0**
2018	7,138,533	89.3	81,961	1.0	777,274	9.7	**7,997,768**	**100.0**
2019	7,180,783	89.6	86,719	1.1	749,253	9.3	**8,016,755**	**100.0**
2020	4,923,813	89.6	70,847	1.3	498,651	9.1	**5,493,311**	**100.0**
2021	5,821,109	89.3	90,989	1.4	603,917	9.3	**6,516,016**	**100.0**
2022	5,400,906	89.9	78,555	1.3	528,900	8.8	**6,008,362**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2022

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	984	3.2	21,078	68.5	8,723	28.3	**30,785**	**100.0**
1976	793	2.5	21,982	69.6	8,829	27.9	**31,604**	**100.0**
1977	777	2.4	23,594	72.0	8,387	25.6	**32,758**	**100.0**
1978	781	2.2	26,674	76.4	7,443	21.3	**34,898**	**100.0**
1979	683	2.0	27,130	77.5	7,173	20.5	**34,986**	**100.0**
1980	670	1.9	27,484	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	677	2.3	23,560	79.4	5,452	18.4	**29,689**	**100.0**
1983	825	2.8	23,082	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,207	4.0	23,300	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,389	8.0	22,133	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,209	18.2	24,360	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,544	19.5	23,615	70.3	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,331	23.8	20,489	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,698	26.1	19,054	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,677	28.8	18,555	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,641	31.2	18,637	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,152	31.7	19,130	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,713	33.0	18,851	58.1	2,873	8.9	**32,437**	**100.0**
1997	10,995	33.9	18,642	57.5	2,811	8.7	**32,448**	**100.0**
1998	11,213	35.2	18,022	56.5	2,664	8.4	**31,899**	**100.0**
1999	11,174	34.8	18,316	57.0	2,637	8.2	**32,127**	**100.0**
2000	11,787	36.6	17,810	55.3	2,628	8.2	**32,225**	**100.0**
2001	11,946	37.3	17,517	54.7	2,580	8.1	**32,043**	**100.0**
2002	12,532	38.2	17,798	54.2	2,513	7.7	**32,843**	**100.0**
2003	12,967	40.2	16,764	51.9	2,540	7.9	**32,271**	**100.0**
2004	13,250	41.6	16,432	51.6	2,184	6.9	**31,866**	**100.0**
2005	13,063	41.4	16,248	51.5	2,238	7.1	**31,549**	**100.0**
2006	12,710	41.4	15,635	51.0	2,341	7.6	**30,686**	**100.0**
2007	12,322	42.4	14,446	49.7	2,304	7.9	**29,072**	**100.0**
2008	10,691	42.0	12,925	50.8	1,846	7.3	**25,462**	**100.0**
2009	10,190	43.5	11,545	49.2	1,712	7.3	**23,447**	**100.0**
2010	9,969	44.8	10,590	47.5	1,714	7.7	**22,273**	**100.0**
2011	9,471	44.4	10,215	47.9	1,630	7.6	**21,316**	**100.0**
2012	9,746	44.7	10,370	47.6	1,663	7.6	**21,779**	**100.0**
2013	9,840	46.4	9,622	45.3	1,761	8.3	**21,223**	**100.0**
2014	9,961	47.3	9,410	44.7	1,679	8.0	**21,050**	**100.0**
2015	10,763	47.5	9,975	44.1	1,903	8.4	**22,641**	**100.0**
2016	11,343	47.7	10,463	44.0	1,981	8.3	**23,787**	**100.0**
2017	11,488	48.5	10,116	42.8	2,059	8.7	**23,663**	**100.0**
2018	11,055	48.4	9,845	43.1	1,945	8.5	**22,845**	**100.0**
2019	10,891	48.7	9,523	42.6	1,958	8.8	**22,372**	**100.0**
2020	10,532	44.0	10,925	45.7	2,457	10.3	**23,914**	**100.0**
2021	11,899	45.0	11,877	44.9	2,689	10.2	**26,465**	**100.0**
2022	11,410	44.9	11,302	44.5	2,708	10.7	**25,420**	**100.0**

Note: Restraint use is determined by police and may be overreported for survivors.

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2022 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
				Occupants Injured				
1988	1,754,456	57.1	920,389	30.0	396,916	12.9	**3,071,761**	**100.0**
1989	1,721,884	58.4	869,217	29.5	358,257	12.1	**2,949,358**	**100.0**
1990	1,740,366	60.1	830,023	28.7	324,766	11.2	**2,895,155**	**100.0**
1991	1,783,557	63.6	733,264	26.1	288,060	10.3	**2,804,881**	**100.0**
1992	1,857,064	66.7	628,048	22.5	300,276	10.8	**2,785,387**	**100.0**
1993	1,987,166	69.0	596,158	20.7	295,142	10.3	**2,878,465**	**100.0**
1994	2,210,330	73.6	568,661	18.9	223,399	7.4	**3,002,391**	**100.0**
1995	2,417,449	75.5	555,478	17.3	228,711	7.1	**3,201,639**	**100.0**
1996	2,470,618	76.8	524,766	16.3	220,383	6.9	**3,215,766**	**100.0**
1997	2,372,667	76.4	481,888	15.5	252,382	8.1	**3,106,937**	**100.0**
1998	2,300,308	77.4	440,781	14.8	229,548	7.7	**2,970,637**	**100.0**
1999	2,333,453	77.9	424,422	14.2	238,150	7.9	**2,996,025**	**100.0**
2000	2,370,172	80.5	371,545	12.6	201,570	6.8	**2,943,286**	**100.0**
2001	2,253,406	80.6	328,124	11.7	214,354	7.7	**2,795,883**	**100.0**
2002	2,200,921	81.6	288,485	10.7	206,477	7.7	**2,695,883**	**100.0**
2003	2,210,030	83.2	253,299	9.5	194,447	7.3	**2,657,775**	**100.0**
2004	2,163,030	84.7	210,849	8.3	181,300	7.1	**2,555,179**	**100.0**
2005	2,084,187	84.9	208,093	8.5	161,715	6.6	**2,453,994**	**100.0**
2006	1,997,500	85.4	184,808	7.9	156,288	6.7	**2,338,596**	**100.0**
2007	1,898,860	85.2	170,927	7.7	157,843	7.1	**2,227,630**	**100.0**
2008	1,790,626	86.1	143,552	6.9	146,610	7.0	**2,080,788**	**100.0**
2009	1,719,551	86.8	126,314	6.4	135,491	6.8	**1,981,355**	**100.0**
2010	1,703,048	85.4	117,160	5.9	173,046	8.7	**1,993,253**	**100.0**
2011	1,685,439	85.3	115,720	5.9	175,310	8.9	**1,976,469**	**100.0**
2012	1,761,503	84.0	113,980	5.4	221,062	10.5	**2,096,545**	**100.0**
2013	1,728,547	84.3	100,871	4.9	221,736	10.8	**2,051,154**	**100.0**
2014	1,782,049	85.8	105,634	5.1	190,253	9.2	**2,077,936**	**100.0**
2015	1,894,334	86.5	101,140	4.6	195,504	8.9	**2,190,979**	**100.0**
2016	2,323,523	85.3	119,603	4.4	282,195	10.4	**2,725,321**	**100.0**
2017	2,135,549	86.6	115,517	4.7	214,747	8.7	**2,465,813**	**100.0**
2018	2,090,243	85.9	98,086	4.0	243,794	10.0	**2,432,124**	**100.0**
2019	2,055,765	84.0	104,468	4.3	287,751	11.8	**2,447,985**	**100.0**
2020	1,585,644	83.1	103,646	5.4	217,721	11.4	**1,907,011**	**100.0**
2021	1,780,669	85.1	121,102	5.8	190,973	9.1	**2,092,743**	**100.0**
2022	1,610,752	84.8	100,070	5.3	189,717	10.0	**1,900,539**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 5 of this report.

Table 23. Passenger Car and Light-Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2022

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	**29,689**	**8,298**	**27.9**
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	**29,181**	**8,219**	**28.2**
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	**30,116**	**8,497**	**28.2**
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	**29,901**	**8,284**	**27.7**
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	**32,261**	**9,474**	**29.4**
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	**33,190**	**9,801**	**29.5**
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	**34,114**	**10,138**	**29.7**
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	**33,614**	**9,689**	**28.8**
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	**32,693**	**9,619**	**29.4**
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	**30,776**	**9,258**	**30.1**
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	**29,485**	**8,636**	**29.3**
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	**30,077**	**8,561**	**28.5**
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	**30,901**	**8,981**	**29.1**
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	**31,991**	**9,537**	**29.8**
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	**32,437**	**9,624**	**29.7**
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	**32,448**	**9,527**	**29.4**
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	**31,899**	**9,773**	**30.6**
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	**32,127**	**10,140**	**31.6**
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	**32,225**	**9,959**	**30.9**
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	**32,043**	**10,157**	**31.7**
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	**32,843**	**10,729**	**32.7**
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	**32,271**	**10,442**	**32.4**
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	**31,866**	**10,590**	**33.2**
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	**31,549**	**10,870**	**34.5**
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	**30,686**	**10,742**	**35.0**
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	**29,072**	**10,240**	**35.2**
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	**25,462**	**9,043**	**35.5**
2009	13,135	3,230	24.6	4,801	2,295	47.8	4,104	2,303	56.1	1,396	457	32.7	**23,447**	**8,291**	**35.4**
2010	12,491	2,933	23.5	4,486	2,098	46.8	3,942	2,264	57.4	1,346	413	30.7	**22,273**	**7,710**	**34.6**
2011	12,014	2,849	23.7	4,270	1,993	46.7	3,884	2,172	55.9	1,128	375	33.2	**21,316**	**7,400**	**34.7**
2012	12,361	3,025	24.5	4,343	2,012	46.3	3,885	2,161	55.6	1,167	326	27.9	**21,779**	**7,527**	**34.6**
2013	12,037	2,823	23.5	4,175	1,903	45.6	3,831	1,966	51.3	1,142	326	28.5	**21,223**	**7,030**	**33.1**
2014	11,947	2,663	22.3	4,249	1,907	44.9	3,800	1,965	51.7	1,021	305	29.9	**21,050**	**6,849**	**32.5**
2015	12,763	2,878	22.5	4,471	1,942	43.4	4,213	2,073	49.2	1,128	308	27.3	**22,641**	**7,224**	**31.9**
2016	13,508	2,973	22.0	4,470	1,933	43.2	4,462	2,160	48.4	1,240	347	28.0	**23,787**	**7,466**	**31.4**
2017	13,477	2,891	21.5	4,335	1,831	42.2	4,610	2,122	46.0	1,175	326	27.7	**23,663**	**7,195**	**30.4**
2018	12,888	2,607	20.2	4,267	1,701	39.9	4,554	1,965	43.1	1,081	259	24.0	**22,845**	**6,566**	**28.7**
2019	12,355	2,517	20.4	4,213	1,603	38.0	4,727	1,917	40.6	1,025	255	24.9	**22,372**	**6,316**	**28.2**
2020	12,628	2,794	22.1	4,321	1,776	41.1	6,015	2,361	39.3	938	219	23.3	**23,914**	**7,157**	**29.9**
2021	13,618	2,812	20.6	4,770	1,945	40.8	6,990	2,579	36.9	1,084	276	25.5	**26,465**	**7,612**	**28.8**
2022	12,691	2,690	21.2	4,572	1,797	39.3	7,103	2,587	36.4	1,047	236	22.5	**25,420**	**7,312**	**28.8**

*Includes occupants of other and unknown light trucks.

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

2

Crashes

2. Crashes

This chapter presents statistics about police-reported motor vehicle traffic crashes according to the most severe injury in the crash: **Fatal, Injury** (Nonfatal), and **Property Damage** (No Injury). The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics you will find in this section.

- More than 5.9 million police-reported motor vehicle traffic crashes occurred in the United States in 2022. Twenty-eight percent of those crashes (1.7 million) resulted in injury, and fewer than 1 percent (39,221) resulted in death.
- Nine p.m. to 11:59 p.m. on Saturdays proved to be the deadliest 3-hour periods throughout 2022 with 1,263 fatal crashes, followed by midnight to 2:59 a.m. on Sundays with 1,239 fatal crashes.
- Fifty-seven percent of fatal traffic crashes involved only one vehicle, as compared with 30 percent of injury crashes and 30 percent of property-damage-only crashes.
- Collision with another motor vehicle in-transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 17 percent of all crashes, but they accounted for 37 percent of fatal crashes.
- Thirty-one percent of all fatal traffic crashes involved alcohol-impaired driving, where the highest BAC among drivers involved in the crashes was .08 g/dL or higher. For fatal traffic crashes occurring from midnight to 2:59 a.m., 55 percent involved alcohol-impaired driving.

Table 24. Crashes and Crash Rates, by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,946	1.25	121,469	51.00	343,490	146.00	**467,905**	**198.00**
February	2,748	1.19	122,263	53.00	334,240	145.00	**459,251**	**199.00**
March	3,050	1.12	142,261	52.00	352,250	130.00	**497,562**	**183.00**
April	2,951	1.14	139,202	54.00	327,936	127.00	**470,089**	**182.00**
May	3,376	1.19	145,904	52.00	345,171	122.00	**494,450**	**175.00**
June	3,359	1.21	138,703	50.00	329,446	119.00	**471,508**	**170.00**
July	3,558	1.26	138,509	49.00	321,769	114.00	**463,836**	**164.00**
August	3,554	1.25	148,734	52.00	341,622	120.00	**493,910**	**174.00**
September	3,587	1.30	142,675	52.00	352,084	128.00	**498,346**	**181.00**
October	3,674	1.31	151,770	54.00	388,356	138.00	**543,801**	**194.00**
November	3,200	1.24	139,452	54.00	391,080	151.00	**533,732**	**206.00**
December	3,218	1.25	133,655	52.00	399,233	155.00	**536,105**	**208.00**
Total	**39,221**	**1.23**	**1,664,598**	**52.00**	**4,226,677**	**132.00**	**5,930,496**	**186.00**

Source: VMT—FHWA, Traffic Volume Trends, December 2023 (monthly), and 2022 Highway Statistics (VM-1) (annual)
*Crashes per 100 million VMT.
Note: Totals may not equal sum of components due to independent rounding.

Table 25. Crashes, by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 2:59 a.m.	1,239	488	372	416	470	601	1,188	**4,774**
3 a.m. to 5:59 a.m.	684	402	351	389	393	445	669	**3,333**
6 a.m. to 8:59 a.m.	400	526	625	619	626	568	448	**3,812**
9 a.m. to 11:59 a.m.	448	501	477	500	521	547	537	**3,531**
Noon to 2:59 p.m.	589	672	631	655	626	727	744	**4,644**
3 p.m. to 5:59 p.m.	779	780	850	815	811	885	919	**5,839**
6 p.m. to 8:59 p.m.	1,017	851	834	918	930	1,079	1,181	**6,810**
9 p.m. to 11:59 p.m.	823	722	709	729	822	1,107	1,263	**6,175**
Unknown	62	38	38	32	39	37	57	**303**
Total	**6,041**	**4,980**	**4,887**	**5,073**	**5,238**	**5,996**	**7,006**	**39,221**
Injury Crashes								
Midnight to 2:59 a.m.	20,511	9,811	6,350	6,938	8,075	10,656	18,337	**80,676**
3 a.m. to 5:59 a.m.	12,144	9,074	5,121	8,934	7,857	10,133	12,634	**65,897**
6 a.m. to 8:59 a.m.	12,612	35,439	34,965	37,997	39,608	37,124	14,518	**212,265**
9 a.m. to 11:59 a.m.	22,684	31,167	31,433	32,289	30,977	32,307	28,217	**209,075**
Noon to 2:59 p.m.	37,757	44,147	45,399	39,779	45,301	53,822	42,408	**308,613**
3 p.m. to 5:59 p.m.	35,021	59,904	60,645	62,450	62,979	65,521	40,807	**387,326**
6 p.m. to 8:59 p.m.	31,431	34,689	32,464	33,721	37,258	44,372	38,756	**252,690**
9 p.m. to 11:59 p.m.	18,598	16,942	18,688	19,033	21,083	26,035	27,677	**148,055**
Total	**190,757**	**241,172**	**235,067**	**241,142**	**253,138**	**279,969**	**223,353**	**1,664,598**
Property-Damage-Only Crashes								
Midnight to 2:59 a.m.	47,816	18,570	17,252	13,127	18,057	21,729	40,755	**177,307**
3 a.m. to 5:59 a.m.	28,888	21,369	21,970	19,259	21,426	23,576	26,929	**163,418**
6 a.m. to 8:59 a.m.	25,869	93,861	109,148	101,837	99,026	98,009	35,367	**563,118**
9 a.m. to 11:59 a.m.	53,164	79,150	89,149	83,170	80,611	95,237	78,715	**559,197**
Noon to 2:59 p.m.	83,131	114,486	100,015	113,946	114,961	130,532	105,269	**762,340**
3 p.m. to 5:59 p.m.	87,069	167,711	170,656	172,873	168,089	175,417	100,210	**1,042,027**
6 p.m. to 8:59 p.m.	74,754	76,320	84,149	92,350	100,160	106,357	85,693	**619,783**
9 p.m. to 11:59 p.m.	49,614	36,863	36,769	37,986	45,617	64,261	68,377	**339,489**
Total	**450,306**	**608,330**	**629,108**	**634,550**	**647,947**	**715,118**	**541,317**	**4,226,677**
All Crashes								
Midnight to 2:59 a.m.	69,566	28,868	23,974	20,481	26,602	32,986	60,280	**262,757**
3 a.m. to 5:59 a.m.	41,716	30,844	27,442	28,582	29,676	34,155	40,232	**232,647**
6 a.m. to 8:59 a.m.	38,882	129,826	144,738	140,454	139,260	135,701	50,333	**779,195**
9 a.m. to 11:59 a.m.	76,296	110,819	121,059	115,960	112,109	128,092	107,468	**771,803**
Noon to 2:59 p.m.	121,476	159,305	146,045	154,380	160,888	185,081	148,422	**1,075,597**
3 p.m. to 5:59 p.m.	122,869	228,395	232,152	236,138	231,879	241,823	141,936	**1,435,192**
6 p.m. to 8:59 p.m.	107,202	111,860	117,448	126,988	138,348	151,807	125,630	**879,283**
9 p.m. to 11:59 p.m.	69,035	54,527	56,166	57,748	67,522	91,402	97,317	**493,719**
Unknown	62	38	38	32	39	37	57	**303**
Total	**647,105**	**854,483**	**869,062**	**880,764**	**906,323**	**1,001,083**	**771,676**	**5,930,496**

Note: Totals may not equal sum of components due to independent rounding.

Figure 11. Average Fatal Crashes per Hour, by Time of Day, Weekdays, and Weekends

Table 26. Crashes, by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
Fatal Crashes						
Normal	15,786	7,536	9,438	1,397	12	**34,244**
Rain	925	594	787	102	4	**2,421**
Snow/Sleet	213	98	160	27	0	**498**
Other	127	83	257	44	1	**523**
Unknown	623	213	438	62	2	**1,535**
Total	**17,674**	**8,524**	**11,080**	**1,632**	**19**	**39,221**
Injury Crashes						
Normal	1,037,849	252,628	151,461	54,297	65	**1,496,300**
Rain	77,438	27,364	16,333	6,794	145	**128,075**
Snow/Sleet	18,183	6,368	6,579	1,060	23	**32,213**
Other	4,235	642	2,478	655	0	**8,010**
Total	**1,137,704**	**287,003**	**176,851**	**62,806**	**233**	**1,664,598**
Property-Damage-Only Crashes						
Normal	2,597,705	556,533	415,993	157,317	121	**3,727,669**
Rain	210,646	73,352	55,332	17,420	0	**356,750**
Snow/Sleet	64,669	29,142	20,844	6,253	0	**120,909**
Other	9,579	3,961	5,463	2,346	0	**21,349**
Total	**2,882,599**	**662,988**	**497,632**	**183,336**	**121**	**4,226,677**
All Crashes						
Normal	3,651,339	816,697	576,892	213,011	199	**5,258,213**
Rain	289,009	101,310	72,452	24,316	149	**487,246**
Snow/Sleet	83,065	35,608	27,583	7,341	23	**153,620**
Other	13,941	4,686	8,198	3,045	1	**29,882**
Unknown	623	213	438	62	2	**1,535**
Total	**4,037,978**	**958,515**	**685,564**	**247,774**	**374**	**5,930,496**

*Includes fatal crashes for which light conditions were unknown.
Note: Totals may not equal sum of components due to independent rounding.

Table 27. Fatal Crashes, by Emergency Medical Services Response Times Within Designated Minutes and Land Use

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Scene		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	5,022	87.2	3,238	47.7	91	3.1	20	0.7
11 to 20	432	7.5	2,527	37.3	340	11.7	88	3.2
21 to 30	114	2.0	689	10.2	593	20.4	223	8.0
31 to 40	51	0.9	183	2.7	613	21.1	469	16.8
41 to 50	37	0.6	72	1.1	485	16.7	516	18.5
51 to 60	27	0.5	31	0.5	329	11.3	418	15.0
61 to 120	73	1.3	43	0.6	460	15.8	1,057	37.9
Total*	**5,756**	**100.0**	**6,783**	**100.0**	**2,911**	**100.0**	**2,791**	**100.0**
Urban Fatal Crashes								
0 to 10	7,779	93.5	7,203	81.8	353	7.6	66	1.4
11 to 20	316	3.8	1,313	14.9	1,408	30.1	586	12.7
21 to 30	85	1.0	163	1.9	1,432	30.7	1,327	28.8
31 to 40	41	0.5	55	0.6	780	16.7	1,129	24.5
41 to 50	20	0.2	22	0.2	361	7.7	706	15.3
51 to 60	24	0.3	17	0.2	180	3.9	353	7.7
61 to 120	55	0.7	34	0.4	156	3.3	435	9.5
Total*	**8,320**	**100.0**	**8,807**	**100.0**	**4,670**	**100.0**	**4,602**	**100.0**

*Includes fatal crashes for which both times were known.

Table 28. Crashes, by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway					Unknown	Total
		Off Roadway					
	On Roadway	Roadside	Shoulder	Median	Other/Unknown Location*		
Fatal Crashes							
Single Vehicle	8,575	10,761	492	1,173	1,053	124	**22,178**
Multi-Vehicle	16,348	321	109	209	46	10	**17,043**
Total	**24,923**	**11,082**	**601**	**1,382**	**1,099**	**134**	**39,221**
Injury Crashes							
Single Vehicle	200,911	232,714	7,334	36,674	19,720	376	**497,729**
Multi-Vehicle	1,155,620	4,435	1,347	4,733	733	0	**1,166,868**
Total	**1,356,531**	**237,149**	**8,681**	**41,408**	**20,454**	**376**	**1,664,598**
Property-Damage-Only Crashes							
Single Vehicle	595,804	500,195	13,569	85,808	53,982	324	**1,249,681**
Multi-Vehicle	2,961,861	6,037	2,406	6,087	605	0	**2,976,996**
Total	**3,557,665**	**506,232**	**15,975**	**91,894**	**54,587**	**324**	**4,226,677**
All Crashes							
Single Vehicle	805,290	743,670	21,395	123,655	74,756	823	**1,769,589**
Multi-Vehicle	4,133,829	10,793	3,862	11,029	1,384	10	**4,160,907**
Total	**4,939,119**	**754,463**	**25,257**	**134,684**	**76,140**	**833**	**5,930,496**

*Includes outside trafficway, gore, separator, pedestrian refuge island or traffic island, and off roadway - location unknown.
Note: Totals may not equal sum of components due to independent rounding.

Table 29. Crashes, by First Harmful Event, Manner of Collision, and Crash Severity

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property-Damage-Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport:								
Angle	7,168	18.3	480,976	28.9	855,168	20.2	**1,343,312**	**22.7**
Rear End	2,817	7.2	455,743	27.4	1,227,522	29.0	**1,686,082**	**28.4**
Sideswipe	1,067	2.7	120,224	7.2	714,252	16.9	**835,543**	**14.1**
Head On	4,253	10.8	88,746	5.3	89,106	2.1	**182,105**	**3.1**
Other/Unknown	156	0.4	5,073	0.3	49,112	1.2	**54,341**	**0.9**
Subtotal	*15,461*	*39.4*	*1,150,762*	*69.1*	*2,935,160*	*69.4*	***4,101,383***	***69.2***
Collision With Fixed Object:								
Pole/Post	1,632	4.2	48,061	2.9	140,080	3.3	**189,773**	**3.2**
Culvert/Curb/Ditch	2,815	7.2	67,176	4.0	139,875	3.3	**209,866**	**3.5**
Shrubbery/Tree	2,601	6.6	40,814	2.5	57,011	1.3	**100,425**	**1.7**
Guard Rail	977	2.5	22,335	1.3	66,370	1.6	**89,682**	**1.5**
Embankment	889	2.3	16,011	1.0	20,799	0.5	**37,699**	**0.6**
Bridge	228	0.6	2,971	0.2	9,140	0.2	**12,339**	**0.2**
Other/Unknown	2,055	5.2	61,575	3.7	172,039	4.1	**235,669**	**4.0**
Subtotal	*11,197*	*28.5*	*258,942*	*15.6*	*605,314*	*14.3*	***875,453***	***14.8***
Collision With Object Not Fixed:								
Parked Motor Vehicle	497	1.3	40,606	2.4	284,974	6.7	**326,077**	**5.5**
Animal	173	0.4	33,761	2.0	273,198	6.5	**307,133**	**5.2**
Pedestrian	6,931	17.7	60,496	3.6	1,459	0.0	**68,886**	**1.2**
Pedalcyclist	1,082	2.8	45,814	2.8	3,189	0.1	**50,085**	**0.8**
Train	120	0.3	348	0.0	823	0.0	**1,291**	**0.0**
Other/Unknown	524	1.3	17,161	1.0	70,681	1.7	**88,366**	**1.5**
Subtotal	*9,327*	*23.8*	*198,186*	*11.9*	*634,324*	*15.0*	***841,837***	***14.2***
Noncollision:								
Rollover	2,735	7.0	50,327	3.0	28,534	0.7	**81,596**	**1.4**
Other/Unknown	407	1.0	6,380	0.4	23,346	0.6	**30,133**	**0.5**
Subtotal	*3,142*	*8.0*	*56,707*	*3.4*	*51,879*	*1.2*	***111,729***	***1.9***
Total*	**39,221**	**100.0**	**1,664,598**	**100.0**	**4,226,677**	**100.0**	**5,930,496**	**100.0**

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.
Note: Totals may not equal sum of components due to independent rounding.

Table 30. Two-Vehicle Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 14,132)						
Passenger Car	1,496	3,743	1,216	1,061	38	162
Light Truck		2,105	1,471	1,795	56	233
Large Truck			174	333	8	46
Motorcycle				71	20	59
Bus					0	2
Other/Unknown						43
Injury Crashes (Total = 994,543)						
Passenger Car	175,941	365,507	32,865	16,522	2,645	34,900
Light Truck		194,725	34,592	15,955	3,356	31,459
Large Truck			3,280	1,190	262	3,823
Motorcycle				936	157	6,453
Bus					268	662
Other/Unknown						69,045
Property-Damage-Only Crashes (Total = 2,791,038)						
Passenger Car	425,824	1,010,137	109,599	5,225	9,682	115,273
Light Truck		610,346	123,750	5,322	15,342	100,513
Large Truck			22,579	145	2,145	25,004
Motorcycle				0	0	3,184
Bus					133	4,839
Other/Unknown						201,994

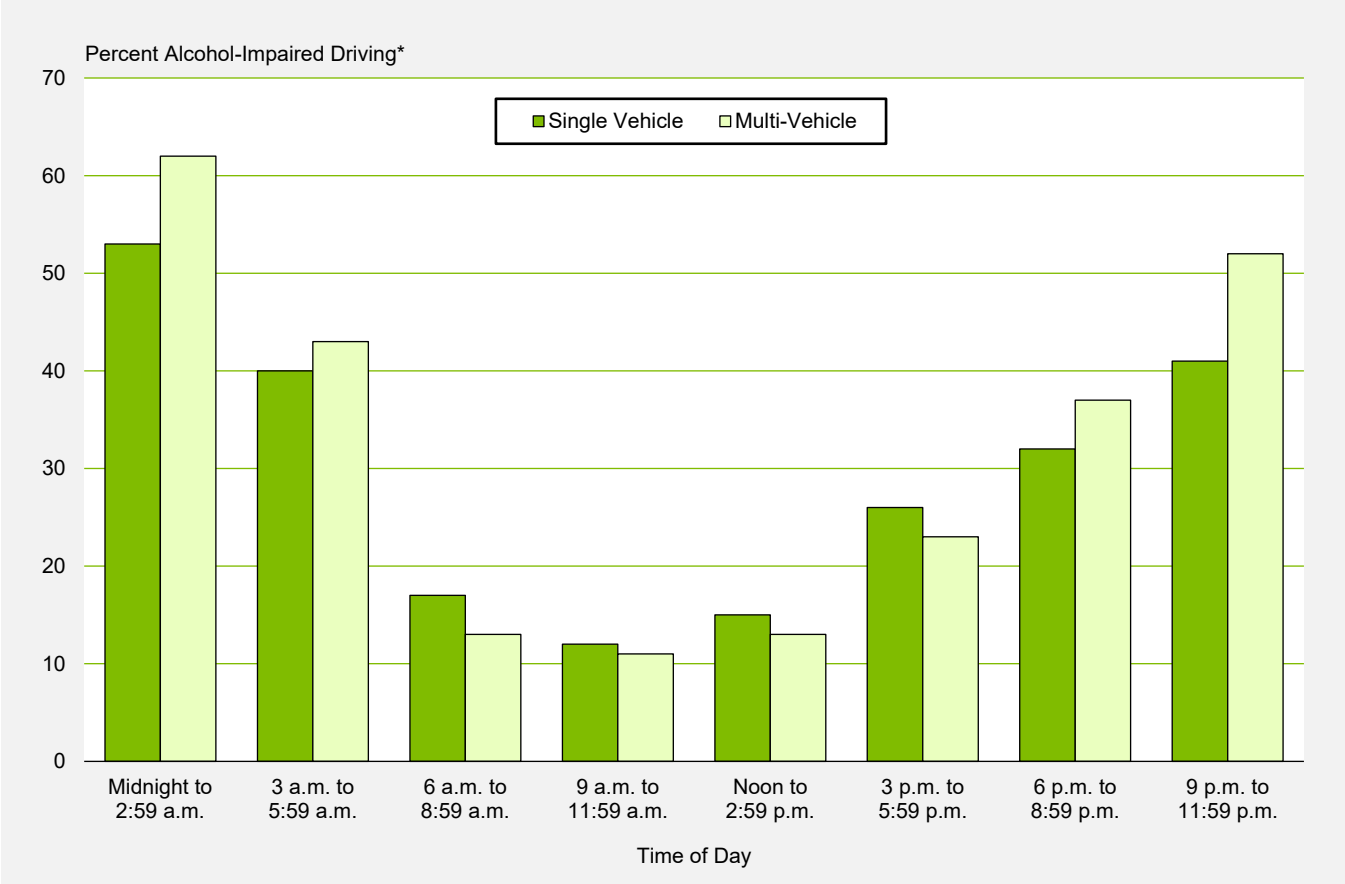
Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 31. Fatal Crashes and Percentage Alcohol-Impaired Driving, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multi-Vehicle					
	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*
Midnight to 2:59 a.m.	3,335	1,752	53	1,439	893	62	**4,774**	**2,645**	**55**
3 a.m. to 5:59 a.m.	2,173	870	40	1,160	503	43	**3,333**	**1,373**	**41**
6 a.m. to 8:59 a.m.	1,962	337	17	1,850	239	13	**3,812**	**576**	**15**
9 a.m. to 11:59 a.m.	1,618	202	12	1,913	214	11	**3,531**	**416**	**12**
Noon to 2:59 p.m.	2,051	304	15	2,593	350	13	**4,644**	**654**	**14**
3 p.m. to 5:59 p.m.	2,702	691	26	3,137	710	23	**5,839**	**1,401**	**24**
6 p.m. to 8:59 p.m.	4,004	1,262	32	2,806	1,050	37	**6,810**	**2,312**	**34**
9 p.m. to 11:59 p.m.	4,062	1,667	41	2,113	1,097	52	**6,175**	**2,764**	**45**
Unknown	271	119	44	32	10	31	**303**	**129**	**43**
Total	**22,178**	**7,204**	**32**	**17,043**	**5,066**	**30**	**39,221**	**12,270**	**31**

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Figure 12. Percentage of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type



*Highest BAC among drivers involved in the crash was .08 g/dL or greater.
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

3 Vehicles

3. Vehicles

Statistics about the vehicles involved in police-reported motor vehicle traffic crashes are presented in this chapter, according to six major vehicle types: passenger cars, light trucks (including pickups, vans, and utility vehicles with a gross vehicle weight rating of 10,000 pounds or less), large trucks (including single-unit trucks and truck tractors with a GVWR of more than 10,000 pounds), motorcycles (including two- and three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes), buses (including school buses and transit buses), and other vehicles (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics you will find in this section.

- Eighty-one percent of the 10.5 million vehicles involved in motor vehicle traffic crashes in 2022 were passenger cars or light trucks.
- Large trucks accounted for 9.6 percent of the vehicles in fatal traffic crashes, but only 3.9 percent of the vehicles involved in injury crashes and 5.5 percent of the vehicles involved in property-damage-only crashes. Of the 5,837 large trucks involved in fatal crashes, 64.4 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal traffic crashes (15.9%) was more than 3 times as high as the proportion in injury crashes (4.3%) and more than 14 times as high as the proportion in property-damage-only crashes (1.1%).
- Compared with passenger cars, utility vehicles, vans, large trucks, and buses, pickup trucks experienced the highest rollover rate in fatal traffic crashes (20.8%). Large trucks experienced the highest rollover rate in injury crashes (9.2%) and property-damage-only crashes (2.2%).
- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2022. For fatal traffic crashes, however, fires occurred in 3.7 percent of the vehicles involved.
- Regardless of crash severity, most vehicles in single- and two-vehicle crashes were going straight prior to the crashes. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal traffic crashes, turning left for injury crashes, and stopped in roadway for property-damage-only crashes.
- Motorcycles in fatal traffic crashes had the highest proportion of collisions with fixed objects (24.3%), and buses in fatal traffic crashes had the lowest proportion (3.3%).

Table 32. Vehicles Involved in Crashes, by Relation to Junction, Traffic Control Device, and Crash Severity

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	27,668	122	26	9,039	**36,855**
Junction:					
Intersection	4,385	5,088	2,513	1,116	**13,102**
Intersection-Related	1,475	2,195	541	501	**4,712**
Other/Unknown	3,929	117	83	1,703	**5,832**
Total	**37,457**	**7,522**	**3,163**	**12,359**	**60,501**
Injury Crashes					
Nonjunction	736,992	10,961	1,511	266,656	**1,016,121**
Junction:					
Intersection	231,438	476,159	180,236	118,968	**1,006,800**
Intersection-Related	140,584	376,432	55,168	80,925	**653,109**
Other/Unknown	262,383	8,967	8,460	96,446	**376,256**
Total	**1,371,398**	**872,519**	**245,375**	**562,995**	**3,052,287**
Property-Damage-Only Crashes					
Nonjunction	2,243,598	23,138	3,609	624,915	**2,895,260**
Junction:					
Intersection	421,284	674,674	336,786	228,650	**1,661,394**
Intersection-Related	400,541	1,010,610	195,158	232,892	**1,839,202**
Other/Unknown	744,641	33,127	21,628	220,809	**1,020,205**
Total	**3,810,064**	**1,741,550**	**557,182**	**1,307,266**	**7,416,061**
All Crashes					
Nonjunction	3,008,259	34,221	5,146	900,610	**3,948,235**
Junction:					
Intersection	657,107	1,155,921	519,535	348,734	**2,681,297**
Intersection-Related	542,601	1,389,237	250,868	314,318	**2,497,024**
Other/Unknown	1,010,953	42,211	30,171	318,958	**1,402,293**
Total	**5,218,919**	**2,621,590**	**805,720**	**1,882,620**	**10,528,849**

Note: Totals may not equal sum of components due to independent rounding.

Table 33. Vehicles Involved in Crashes, by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,976	13.4	2,735	7.1	**5,711**	**9.4**
35 or 40 mph	4,790	21.6	6,297	16.4	**11,087**	**18.3**
45 or 50 mph	4,352	19.6	8,032	21.0	**12,384**	**20.5**
55 mph	4,797	21.6	9,766	25.5	**14,563**	**24.1**
60 mph or higher	4,134	18.6	9,621	25.1	**13,755**	**22.7**
No Statutory Limit	99	0.4	488	1.3	**587**	**1.0**
Unknown	1,030	4.6	1,384	3.6	**2,414**	**4.0**
Total	**22,178**	**100.0**	**38,323**	**100.0**	**60,501**	**100.0**
Injury Crashes						
30 mph or less	100,976	20.3	319,383	12.5	**420,359**	**13.8**
35 or 40 mph	90,803	18.2	682,240	26.7	**773,043**	**25.3**
45 or 50 mph	69,707	14.0	614,896	24.1	**684,602**	**22.4**
55 mph	68,727	13.8	228,369	8.9	**297,096**	**9.7**
60 mph or higher	67,670	13.6	280,151	11.0	**347,821**	**11.4**
No Statutory Limit	7,910	1.6	54,539	2.1	**62,450**	**2.0**
Unknown	91,936	18.5	374,980	14.7	**466,916**	**15.3**
Total	**497,729**	**100.0**	**2,554,558**	**100.0**	**3,052,287**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	286,723	22.9	981,359	15.9	**1,268,082**	**17.1**
35 or 40 mph	185,776	14.9	1,623,966	26.3	**1,809,742**	**24.4**
45 or 50 mph	139,019	11.1	1,378,843	22.4	**1,517,861**	**20.5**
55 mph	189,794	15.2	483,861	7.8	**673,655**	**9.1**
60 mph or higher	167,259	13.4	640,468	10.4	**807,727**	**10.9**
No Statutory Limit	33,237	2.7	181,958	3.0	**215,195**	**2.9**
Unknown	247,872	19.8	875,926	14.2	**1,123,799**	**15.2**
Total	**1,249,681**	**100.0**	**6,166,380**	**100.0**	**7,416,061**	**100.0**
All Crashes						
30 mph or less	390,675	22.1	1,303,476	14.9	**1,694,152**	**16.1**
35 or 40 mph	281,369	15.9	2,312,503	26.4	**2,593,871**	**24.6**
45 or 50 mph	213,077	12.0	2,001,770	22.9	**2,214,848**	**21.0**
55 mph	263,318	14.9	721,996	8.2	**985,314**	**9.4**
60 mph or higher	239,064	13.5	930,240	10.6	**1,169,303**	**11.1**
No Statutory Limit	41,246	2.3	236,985	2.7	**278,232**	**2.6**
Unknown	340,839	19.3	1,252,290	14.3	**1,593,129**	**15.1**
Total	**1,769,589**	**100.0**	**8,759,260**	**100.0**	**10,528,849**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 34. Vehicles Involved in Fatal Crashes, by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	701	12.3	4,937	86.4	73	1.3	**5,711**	**100.0**
35 or 40 mph	1,610	14.5	9,464	85.4	13	0.1	**11,087**	**100.0**
45 or 50 mph	3,500	28.3	8,868	71.6	16	0.1	**12,384**	**100.0**
55 mph	9,783	67.2	4,773	32.8	7	0.0	**14,563**	**100.0**
60 mph or higher	7,314	53.2	6,437	46.8	4	0.0	**13,755**	**100.0**
No Statutory Limit	167	28.4	401	68.3	19	3.2	**587**	**100.0**
Unknown	608	25.2	1,720	71.3	86	3.6	**2,414**	**100.0**
Total	**23,683**	**39.1**	**36,600**	**60.5**	**218**	**0.4**	**60,501**	**100.0**

Table 35. Vehicles Involved in Crashes, by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow					Total
	Not Divided	Divided	One-Way	Entrance/Exit Ramps	Unknown	
Fatal Crashes						
One Lane	37	239	160	550	16	**1,002**
Two Lanes	26,053	9,284	284	395	45	**36,061**
Three Lanes	2,226	5,739	230	88	9	**8,292**
Four Lanes	2,495	3,979	75	18	13	**6,580**
More Than Four	5,063	2,151	28	5	19	**7,266**
Unknown	250	145	3	16	329	**743**
Total*	**36,124**	**21,537**	**780**	**1,072**	**431**	**60,501**
Injury Crashes						
One Lane	4,692	20,165	7,109	22,620	1,951	**56,537**
Two Lanes	640,569	239,237	18,607	19,011	65,825	**983,249**
Three Lanes	125,939	305,925	10,540	6,219	9,488	**458,111**
Four Lanes	133,687	205,124	3,887	2,971	6,688	**352,358**
More Than Four	280,901	141,721	1,026	550	2,649	**426,847**
Unknown	179,979	162,540	5,890	13,964	350,504	**712,876**
Total*	**1,365,766**	**1,074,711**	**47,060**	**65,335**	**437,105**	**3,052,287**
Property-Damage-Only Crashes						
One Lane	19,011	58,088	18,459	65,750	2,282	**163,591**
Two Lanes	1,503,300	558,914	51,437	49,225	150,080	**2,312,956**
Three Lanes	268,479	605,117	29,422	17,909	19,095	**940,022**
Four Lanes	290,351	385,569	12,025	10,465	11,010	**709,419**
More Than Four	540,757	270,969	4,389	285	2,757	**819,157**
Unknown	542,142	671,007	36,213	54,513	952,344	**2,256,219**
Total*	**3,164,041**	**2,549,664**	**151,945**	**198,146**	**1,137,569**	**7,416,061**
All Crashes						
One Lane	23,740	78,492	25,728	88,920	4,249	**221,129**
Two Lanes	2,169,922	807,434	70,329	68,631	215,950	**3,332,266**
Three Lanes	396,644	916,781	40,192	24,216	28,592	**1,406,425**
Four Lanes	426,533	594,672	15,987	13,454	17,711	**1,068,357**
More Than Four	826,721	414,841	5,443	839	5,425	**1,253,271**
Unknown	722,371	833,691	42,106	68,493	1,303,178	**2,969,838**
Total*	**4,565,931**	**3,645,912**	**199,785**	**264,553**	**1,575,105**	**10,528,849**

*Includes vehicles in non-trafficway areas.
Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 36. Vehicles Involved in Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	20,049	33.1	1,207,127	39.5	2,788,643	37.6	**4,015,818**	**38.1**
Light Trucks	25,807	42.7	1,289,765	42.3	3,233,284	43.6	**4,548,856**	**43.2**
Large Trucks	5,837	9.6	120,190	3.9	410,397	5.5	**536,424**	**5.1**
Motorcycles	6,359	10.5	79,073	2.6	17,289	0.2	**102,721**	**1.0**
Buses	213	0.4	10,398	0.3	42,619	0.6	**53,230**	**0.5**
Other/Unknown	2,236	3.7	345,733	11.3	923,830	12.5	**1,271,799**	**12.1**
Total	**60,501**	**100.0**	**3,052,287**	**100.0**	**7,416,061**	**100.0**	**10,528,849**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Figure 13. Proportion of Vehicles Involved in Traffic Crashes

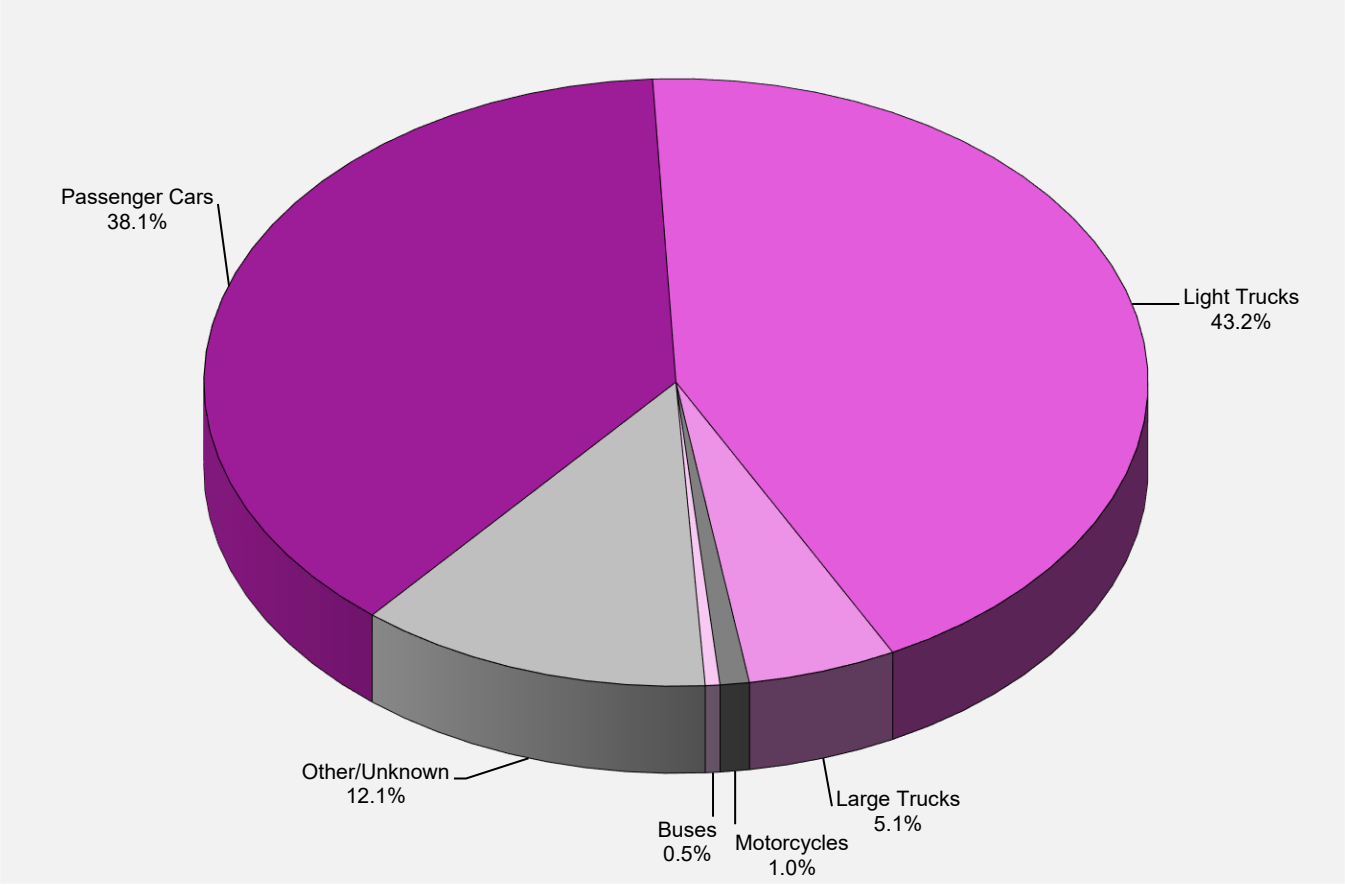


Table 37. Vehicles Involved in Fatal Crashes, by Vehicle Body Class

Vehicle Body Class	Number	Percent
Passenger Cars	**20,049**	**33.1**
Convertible	427	0.7
Sedan	15,757	26.0
Coupe	1,777	2.9
Hatchback	1,782	2.9
Wagon	306	0.5
Light Trucks	**25,807**	**42.7**
Utility	14,117	23.3
Minivan	1,160	1.9
Cargo Van	522	0.9
Step Van	2	0.0
Other Van Type	364	0.6
Light Pickup	9,627	15.9
Other Light Truck	15	0.0
Large Trucks	**5,837**	**9.6**
Utility	1	0.0
Cargo Van	29	0.0
Step Van	32	0.1
Other Van Type	35	0.1
Large Pickup	764	1.3
Single-Unit Truck	1,476	2.4
Truck Tractor	3,444	5.7
Other Large Truck	56	0.1
Motorcycles	**6,359**	**10.5**
2-Wheel Motorcycle (excluding Motor Scooters)	5,692	9.4
Moped	41	0.1
3-Wheel Motorcycle (2 Rear Wheels)	81	0.1
Off-Road Motorcycle	140	0.2
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	40	0.1
Motor Scooter	242	0.4
Other Motored Cycle Type (Minibikes, Pocket Bikes)	20	0.0
Unknown Motored Cycle Type	103	0.2
Buses	**213**	**0.4**
School Bus	91	0.2
Intercity Bus	14	0.0
Transit Bus	74	0.1
Other Bus	34	0.1
Other Vehicle Types	**2,236**	**3.7**
Motorhome	51	0.1
All-Terrain Vehicle	257	0.4
Recreational Off-Road Vehicle	209	0.3
Snowmobile	14	0.0
Farm Equipment	90	0.1
Construction Equipment	13	0.0
Low-Speed Vehicle	5	0.0
Golf Cart	23	0.0
Street Sweeper	3	0.0
Other Vehicle	111	0.2
Unknown Vehicle Types	**1,460**	**2.4**
Total	**60,501**	**100.0**

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 38. Vehicles Involved in Crashes, by Vehicle Type, Rollover Occurrence, and Crash Severity

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	2,567	12.8	17,482	87.2	**20,049**	**100.0**
Light Trucks						
Pickup	2,006	20.8	7,621	79.2	**9,627**	**100.0**
Utility	2,671	18.9	11,446	81.1	**14,117**	**100.0**
Van	242	11.8	1,806	88.2	**2,048**	**100.0**
Other	3	20.0	12	80.0	**15**	**100.0**
Large Trucks	749	12.8	5,088	87.2	**5,837**	**100.0**
Buses	5	2.3	208	97.7	**213**	**100.0**
Other/Unknown	382	17.1	1,854	82.9	**2,236**	**100.0**
Total*	**8,625**	**15.9**	**45,517**	**84.1**	**54,142**	**100.0**
Injury Crashes						
Passenger Cars	37,242	3.1	1,169,885	96.9	**1,207,127**	**100.0**
Light Trucks						
Pickup	21,925	6.2	329,812	93.8	**351,737**	**100.0**
Utility	44,577	5.4	775,809	94.6	**820,386**	**100.0**
Van	4,065	3.5	113,387	96.5	**117,452**	**100.0**
Other	0	0.0	191	100.0	**191**	**100.0**
Large Trucks	11,116	9.2	109,074	90.8	**120,190**	**100.0**
Buses	0	0.0	10,398	100.0	**10,398**	**100.0**
Other/Unknown	7,802	2.3	337,932	97.7	**345,733**	**100.0**
Total*	**126,726**	**4.3**	**2,846,488**	**95.7**	**2,973,214**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	22,008	0.8	2,766,634	99.2	**2,788,643**	**100.0**
Light Trucks						
Pickup	15,707	1.7	921,776	98.3	**937,483**	**100.0**
Utility	23,267	1.2	1,980,231	98.8	**2,003,498**	**100.0**
Van	3,291	1.1	288,401	98.9	**291,692**	**100.0**
Other	0	0.0	611	100.0	**611**	**100.0**
Large Trucks	9,166	2.2	401,231	97.8	**410,397**	**100.0**
Buses	0	0.0	42,619	100.0	**42,619**	**100.0**
Other/Unknown	5,050	0.5	918,780	99.5	**923,830**	**100.0**
Total*	**78,489**	**1.1**	**7,320,283**	**98.9**	**7,398,772**	**100.0**
All Crashes						
Passenger Cars	61,817	1.5	3,954,001	98.5	**4,015,818**	**100.0**
Light Trucks						
Pickup	39,637	3.1	1,259,209	96.9	**1,298,847**	**100.0**
Utility	70,515	2.5	2,767,486	97.5	**2,838,001**	**100.0**
Van	7,597	1.8	403,594	98.2	**411,191**	**100.0**
Other	3	0.4	814	99.6	**817**	**100.0**
Large Trucks	21,031	3.9	515,393	96.1	**536,424**	**100.0**
Buses	5	0.0	53,225	100.0	**53,230**	**100.0**
Other/Unknown	13,234	1.0	1,258,565	99.0	**1,271,799**	**100.0**
Total*	**213,840**	**2.1**	**10,212,288**	**97.9**	**10,426,128**	**100.0**

*Excludes motorcycles.
Note: Totals may not equal sum of components due to independent rounding.

Figure 14. Percentage Rollover Occurrence, by Vehicle Type and Crash Severity

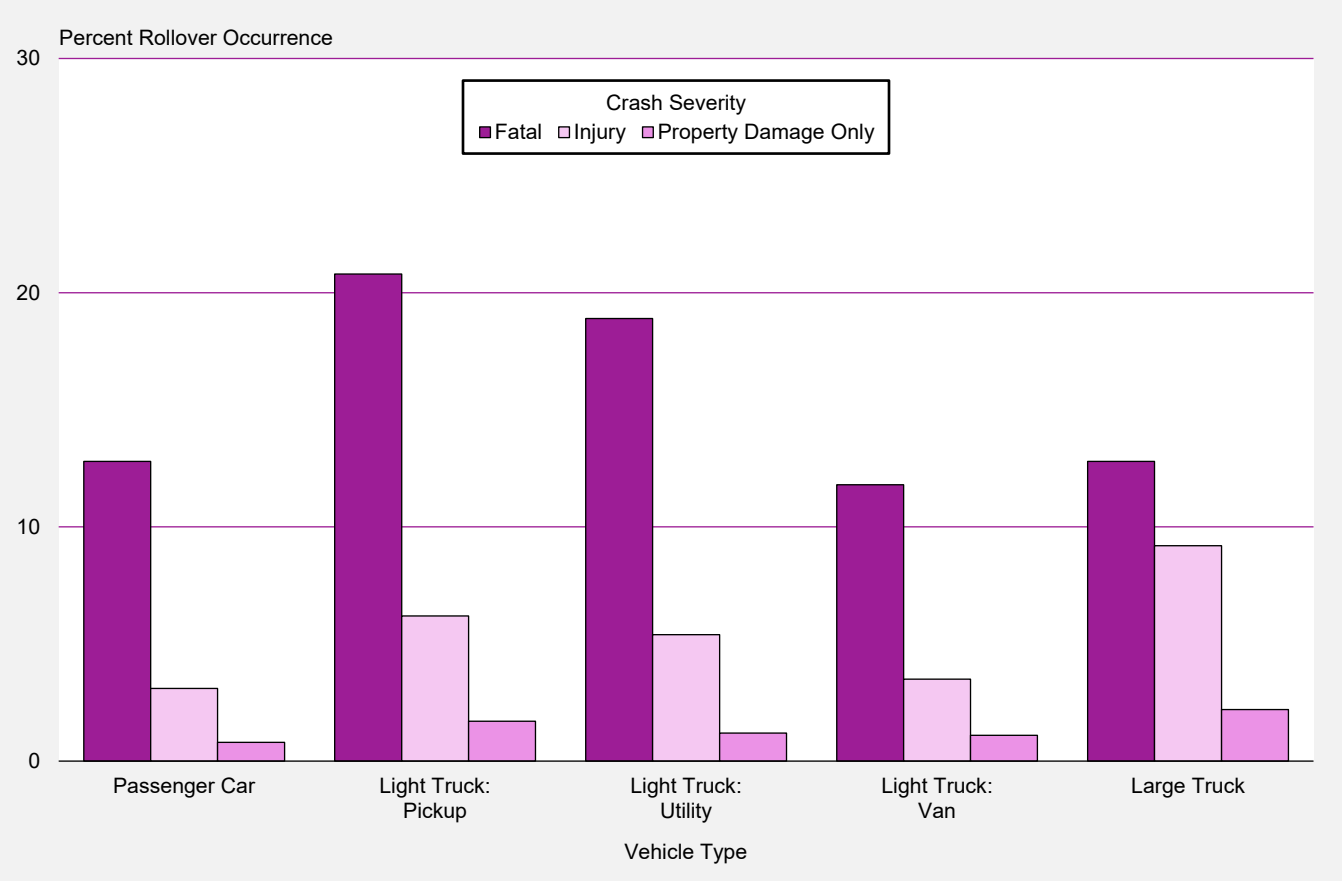


Table 39. Vehicles Involved in Crashes, by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	819	4.1	19,230	95.9	**20,049**	**100.0**
Light Trucks	925	3.6	24,882	96.4	**25,807**	**100.0**
Large Trucks	344	5.9	5,493	94.1	**5,837**	**100.0**
Motorcycles	104	1.6	6,255	98.4	**6,359**	**100.0**
Buses	3	1.4	210	98.6	**213**	**100.0**
Other/Unknown	21	0.9	2,215	99.1	**2,236**	**100.0**
Total	**2,216**	**3.7**	**58,285**	**96.3**	**60,501**	**100.0**
Injury Crashes						
Passenger Cars	2,673	0.2	1,204,453	99.8	**1,207,127**	**100.0**
Light Trucks	2,169	0.2	1,287,597	99.8	**1,289,765**	**100.0**
Large Trucks	549	0.5	119,641	99.5	**120,190**	**100.0**
Motorcycles	200	0.3	78,873	99.7	**79,073**	**100.0**
Buses	0	0.0	10,398	100.0	**10,398**	**100.0**
Other/Unknown	426	0.1	345,307	99.9	**345,733**	**100.0**
Total	**6,018**	**0.2**	**3,046,269**	**99.8**	**3,052,287**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	4,880	0.2	2,783,762	99.8	**2,788,643**	**100.0**
Light Trucks	3,662	0.1	3,229,622	99.9	**3,233,284**	**100.0**
Large Trucks	1,832	0.4	408,565	99.6	**410,397**	**100.0**
Motorcycles	0	0.0	17,289	100.0	**17,289**	**100.0**
Buses	0	0.0	42,619	100.0	**42,619**	**100.0**
Other/Unknown	0	0.0	923,830	100.0	**923,830**	**100.0**
Total	**10,374**	**0.1**	**7,405,687**	**99.9**	**7,416,061**	**100.0**
All Crashes						
Passenger Cars	8,373	0.2	4,007,446	99.8	**4,015,818**	**100.0**
Light Trucks	6,756	0.1	4,542,101	99.9	**4,548,856**	**100.0**
Large Trucks	2,725	0.5	533,699	99.5	**536,424**	**100.0**
Motorcycles	304	0.3	102,417	99.7	**102,721**	**100.0**
Buses	3	0.0	53,227	100.0	**53,230**	**100.0**
Other/Unknown	447	0.0	1,271,352	100.0	**1,271,799**	**100.0**
Total	**18,607**	**0.2**	**10,510,242**	**99.8**	**10,528,849**	**100.0**

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 40. Vehicles Involved in Single-Vehicle and Two-Vehicle Crashes, by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	31,563	62.9	1,417,099	57.1	3,537,272	51.9	**4,985,934**	**53.3**
Turning Left	4,057	8.1	339,126	13.7	663,194	9.7	**1,006,376**	**10.8**
Stopped in Roadway	746	1.5	232,220	9.4	786,989	11.5	**1,019,955**	**10.9**
Turning Right	482	1.0	86,649	3.5	318,584	4.7	**405,715**	**4.3**
Decelerating in Road	422	0.8	86,633	3.5	298,869	4.4	**385,924**	**4.1**
Merging/Changing Lanes	878	1.8	73,194	2.9	435,650	6.4	**509,722**	**5.5**
Negotiating a Curve	9,327	18.6	151,657	6.1	364,464	5.3	**525,448**	**5.6**
Backing Up (Other Than for Parking Position)	111	0.2	14,678	0.6	154,129	2.3	**168,918**	**1.8**
Passing or Overtaking Another Vehicle	924	1.8	20,215	0.8	84,487	1.2	**105,626**	**1.1**
Starting in Road	236	0.5	26,562	1.1	66,318	1.0	**93,116**	**1.0**
Leaving a Parking Position	32	0.1	3,799	0.2	27,019	0.4	**30,849**	**0.3**
Making a U-Turn	253	0.5	18,561	0.7	41,404	0.6	**60,219**	**0.6**
Entering a Parking Position	12	0.0	2,177	0.1	14,989	0.2	**17,178**	**0.2**
Disabled or “Parked” in Travel Lane	85	0.2	1,887	0.1	2,981	0.0	**4,953**	**0.1**
Other Maneuver	371	0.7	7,297	0.3	17,923	0.3	**25,591**	**0.3**
Total*	**50,157**	**100.0**	**2,481,754**	**100.0**	**6,814,272**	**100.0**	**9,346,183**	**100.0**

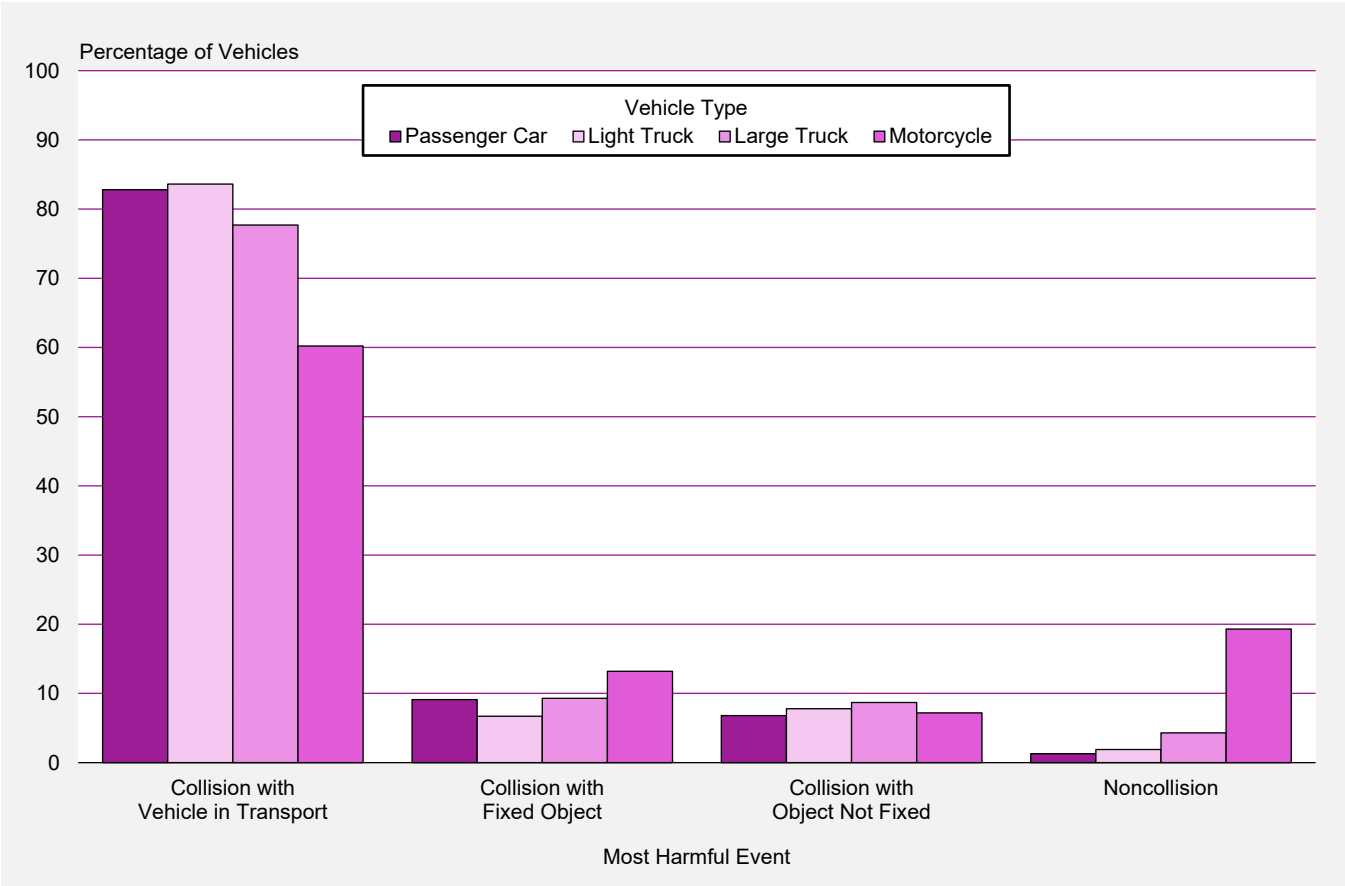
*Includes vehicles involved in fatal crashes with unknown vehicle maneuver.
Note: Totals may not equal sum of components due to independent rounding.

Table 41. Vehicles Involved in Fatal Crashes, by Roadway Function Class, Crash Type, and Hazardous Cargo

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	4	973	18	2,038	**22**	**3,011**
Freeway/Expressway	0	149	1	288	**1**	**437**
Other	4	1,395	37	4,778	**41**	**6,173**
Minor Arterial	1	1,338	9	3,602	**10**	**4,940**
Major Collector	2	2,396	21	2,888	**23**	**5,284**
Minor Collector	1	701	0	493	**1**	**1,194**
Local Road or Street	2	1,714	0	793	**2**	**2,507**
Unknown	0	95	0	42	**0**	**137**
Total	**14**	**8,761**	**86**	**14,922**	**100**	**23,683**
Urban Fatal Crashes						
Principal Arterial						
Interstate	4	1,747	14	3,723	**18**	**5,470**
Freeway/Expressway	3	842	8	1,625	**11**	**2,467**
Other	2	3,998	19	8,976	**21**	**12,974**
Minor Arterial	0	3,196	3	5,786	**3**	**8,982**
Major Collector	0	1,605	3	2,018	**3**	**3,623**
Minor Collector	0	217	0	215	**0**	**432**
Local Road or Street	0	1,606	0	996	**0**	**2,602**
Unknown	0	26	0	24	**0**	**50**
Total	**9**	**13,237**	**47**	**23,363**	**56**	**36,600**
All Fatal Crashes*						
Principal Arterial						
Interstate	8	2,721	32	5,763	**40**	**8,484**
Freeway/Expressway	3	991	9	1,915	**12**	**2,906**
Other	6	5,395	56	13,754	**62**	**19,149**
Minor Arterial	1	4,534	12	9,388	**13**	**13,922**
Major Collector	2	4,001	24	4,906	**26**	**8,907**
Minor Collector	1	918	0	708	**1**	**1,626**
Local Road or Street	2	3,332	0	1,795	**2**	**5,127**
Unknown	0	286	0	94	**0**	**380**
Total	**23**	**22,178**	**133**	**38,323**	**156**	**60,501**

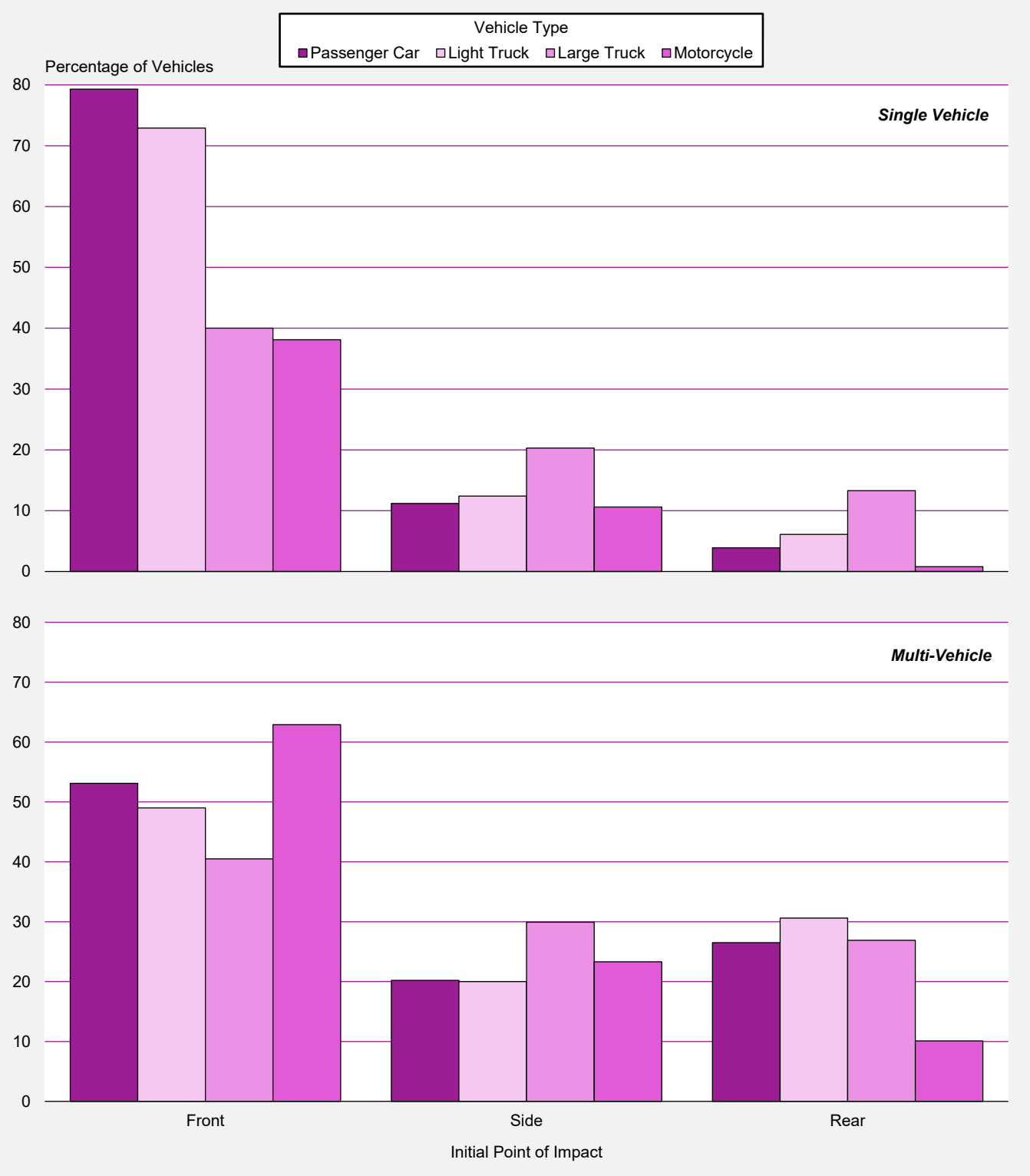
*Includes unknown rural or urban.

Figure 15. Percentage of Vehicles in Crashes, by Most Harmful Event and Vehicle Type



Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Figure 16. Percentage of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type



Notes: Excludes other or unknown points of impact and noncollisions. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 42. Passenger Cars Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	6,759	33.7	565,271	46.8	1,194,492	42.8	**1,766,522**	**44.0**
Left Side	1,708	8.5	100,986	8.4	258,562	9.3	**361,256**	**9.0**
Right Side	1,323	6.6	86,756	7.2	221,521	7.9	**309,601**	**7.7**
Rear	1,228	6.1	254,542	21.1	630,782	22.6	**886,552**	**22.1**
Other/Unknown	194	1.0	487	0.0	306	0.0	**987**	**0.0**
Subtotal	*11,212*	*55.9*	*1,008,043*	*83.5*	*2,305,663*	*82.7*	***3,324,918***	***82.8***
Collision With Fixed Object	*3,261*	*16.3*	*104,913*	*8.7*	*257,887*	*9.2*	***366,061***	***9.1***
Collision With Object Not Fixed:								
Nonoccupant	3,148	15.7	36,173	3.0	2,112	0.1	**41,433**	**1.0**
Other	566	2.8	31,922	2.6	197,503	7.1	**229,991**	**5.7**
Subtotal	*3,714*	*18.5*	*68,095*	*5.6*	*199,615*	*7.2*	***271,424***	***6.8***
Noncollision	*1,853*	*9.2*	*26,075*	*2.2*	*25,478*	*0.9*	***53,406***	***1.3***
Total*	**20,049**	**100.0**	**1,207,127**	**100.0**	**2,788,643**	**100.0**	**4,015,818**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.
Note: Totals may not equal sum of components due to independent rounding.

Table 43. Passenger Cars Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,264	70.2	148,521	80.9	360,063	78.8	**513,848**	**79.3**
Left Side	436	5.8	9,254	5.0	23,574	5.2	**33,264**	**5.1**
Right Side	475	6.3	11,839	6.4	27,145	5.9	**39,458**	**6.1**
Rear	84	1.1	3,922	2.1	21,389	4.7	**25,395**	**3.9**
Noncollision	445	5.9	8,160	4.4	15,522	3.4	**24,126**	**3.7**
Other/Unknown	798	10.6	1,930	1.1	9,224	2.0	**11,952**	**1.8**
Total	**7,502**	**100.0**	**183,625**	**100.0**	**456,917**	**100.0**	**648,043**	**100.0**
Multi-Vehicle Crashes								
Front	7,553	60.2	572,835	56.0	1,209,407	51.9	**1,789,795**	**53.1**
Left Side	1,832	14.6	103,025	10.1	260,715	11.2	**365,572**	**10.9**
Right Side	1,416	11.3	88,384	8.6	224,195	9.6	**313,994**	**9.3**
Rear	1,326	10.6	257,725	25.2	632,840	27.1	**891,891**	**26.5**
Noncollision	31	0.2	341	0.0	194	0.0	**566**	**0.0**
Other/Unknown	389	3.1	1,192	0.1	4,376	0.2	**5,957**	**0.2**
Total	**12,547**	**100.0**	**1,023,502**	**100.0**	**2,331,726**	**100.0**	**3,367,775**	**100.0**
All Crashes								
Front	12,817	63.9	721,356	59.8	1,569,470	56.3	**2,303,643**	**57.4**
Left Side	2,268	11.3	112,279	9.3	284,289	10.2	**398,836**	**9.9**
Right Side	1,891	9.4	100,222	8.3	251,339	9.0	**353,453**	**8.8**
Rear	1,410	7.0	261,647	21.7	654,229	23.5	**917,286**	**22.8**
Noncollision	476	2.4	8,501	0.7	15,716	0.6	**24,693**	**0.6**
Other/Unknown	1,187	5.9	3,121	0.3	13,600	0.5	**17,909**	**0.4**
Total	**20,049**	**100.0**	**1,207,127**	**100.0**	**2,788,643**	**100.0**	**4,015,818**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 44. Light Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	9,369	36.3	588,234	45.6	1,268,959	39.2	**1,866,563**	**41.0**
Left Side	1,675	6.5	102,554	8.0	286,125	8.8	**390,354**	**8.6**
Right Side	1,333	5.2	86,052	6.7	282,253	8.7	**369,638**	**8.1**
Rear	1,702	6.6	301,486	23.4	871,825	27.0	**1,175,013**	**25.8**
Other/Unknown	230	0.9	46	0.0	681	0.0	**956**	**0.0**
Subtotal	*14,309*	*55.4*	*1,078,371*	*83.6*	*2,709,843*	*83.8*	***3,802,524***	***83.6***
Collision With Fixed Object	*3,228*	*12.5*	*89,961*	*7.0*	*210,853*	*6.5*	***304,042***	***6.7***
Collision With Object Not Fixed:								
Nonoccupant	4,152	16.1	40,979	3.2	2,025	0.1	**47,156**	**1.0**
Other	690	2.7	35,720	2.8	271,425	8.4	**307,836**	**6.8**
Subtotal	*4,842*	*18.8*	*76,699*	*5.9*	*273,451*	*8.5*	***354,992***	***7.8***
Noncollision	*3,424*	*13.3*	*44,734*	*3.5*	*39,137*	*1.2*	***87,294***	***1.9***
Total*	**25,807**	**100.0**	**1,289,765**	**100.0**	**3,233,284**	**100.0**	**4,548,856**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.
Note: Totals may not equal sum of components due to independent rounding.

Table 45. Light Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	6,781	70.0	143,595	75.2	351,727	72.1	**502,103**	**72.9**
Left Side	380	3.9	9,199	4.8	22,120	4.5	**31,699**	**4.6**
Right Side	411	4.2	11,626	6.1	41,300	8.5	**53,337**	**7.7**
Rear	89	0.9	4,094	2.1	37,919	7.8	**42,102**	**6.1**
Noncollision	1,210	12.5	18,964	9.9	22,710	4.7	**42,884**	**6.2**
Other/Unknown	815	8.4	3,593	1.9	11,861	2.4	**16,270**	**2.4**
Total	**9,686**	**100.0**	**191,070**	**100.0**	**487,638**	**100.0**	**688,394**	**100.0**
Multi-Vehicle Crashes								
Front	10,323	64.0	597,255	54.4	1,282,585	46.7	**1,890,163**	**49.0**
Left Side	1,870	11.6	105,637	9.6	289,485	10.5	**396,991**	**10.3**
Right Side	1,491	9.2	88,927	8.1	286,208	10.4	**376,626**	**9.8**
Rear	1,917	11.9	304,939	27.8	873,821	31.8	**1,180,677**	**30.6**
Noncollision	46	0.3	484	0.0	1,009	0.0	**1,539**	**0.0**
Other/Unknown	474	2.9	1,453	0.1	12,538	0.5	**14,465**	**0.4**
Total	**16,121**	**100.0**	**1,098,695**	**100.0**	**2,745,646**	**100.0**	**3,860,462**	**100.0**
All Crashes								
Front	17,104	66.3	740,850	57.4	1,634,313	50.5	**2,392,267**	**52.6**
Left Side	2,250	8.7	114,835	8.9	311,605	9.6	**428,690**	**9.4**
Right Side	1,902	7.4	100,553	7.8	327,508	10.1	**429,963**	**9.5**
Rear	2,006	7.8	309,033	24.0	911,740	28.2	**1,222,779**	**26.9**
Noncollision	1,256	4.9	19,447	1.5	23,719	0.7	**44,423**	**1.0**
Other/Unknown	1,289	5.0	5,046	0.4	24,399	0.8	**30,734**	**0.7**
Total	**25,807**	**100.0**	**1,289,765**	**100.0**	**3,233,284**	**100.0**	**4,548,856**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 46. Large Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	2,494	42.7	46,894	39.0	122,397	29.8	**171,784**	**32.0**
Left Side	470	8.1	14,197	11.8	52,327	12.8	**66,995**	**12.5**
Right Side	260	4.5	12,155	10.1	48,578	11.8	**60,993**	**11.4**
Rear	954	16.3	25,453	21.2	89,346	21.8	**115,753**	**21.6**
Other/Unknown	83	1.4	864	0.7	277	0.1	**1,224**	**0.2**
Subtotal	*4,261*	*73.0*	*99,564*	*82.8*	*312,925*	*76.2*	***416,750***	***77.7***
Collision With Fixed Object	*282*	*4.8*	*6,357*	*5.3*	*43,395*	*10.6*	***50,034***	***9.3***
Collision With Object Not Fixed:								
Nonoccupant	595	10.2	1,943	1.6	133	0.0	**2,671**	**0.5**
Other	149	2.6	3,012	2.5	40,601	9.9	**43,761**	**8.2**
Subtotal	*744*	*12.7*	*4,955*	*4.1*	*40,734*	*9.9*	***46,432***	***8.7***
Noncollision	*549*	*9.4*	*9,314*	*7.7*	*13,343*	*3.3*	***23,207***	***4.3***
Total*	**5,837**	**100.0**	**120,190**	**100.0**	**410,397**	**100.0**	**536,424**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.
Note: Totals may not equal sum of components due to independent rounding.

Table 47. Large Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	663	59.3	8,348	45.2	32,569	38.5	**41,580**	**40.0**
Left Side	45	4.0	178	1.0	4,118	4.9	**4,341**	**4.2**
Right Side	84	7.5	2,024	11.0	14,670	17.4	**16,777**	**16.1**
Rear	27	2.4	545	3.0	13,223	15.6	**13,794**	**13.3**
Noncollision	191	17.1	6,581	35.7	10,014	11.9	**16,786**	**16.1**
Other/Unknown	108	9.7	783	4.2	9,900	11.7	**10,790**	**10.4**
Total	**1,118**	**100.0**	**18,459**	**100.0**	**84,492**	**100.0**	**104,069**	**100.0**
Multi-Vehicle Crashes								
Front	2,752	58.3	47,654	46.8	124,692	38.3	**175,098**	**40.5**
Left Side	510	10.8	14,373	14.1	52,471	16.1	**67,353**	**15.6**
Right Side	302	6.4	12,442	12.2	48,972	15.0	**61,716**	**14.3**
Rear	988	20.9	25,641	25.2	89,632	27.5	**116,261**	**26.9**
Noncollision	29	0.6	614	0.6	152	0.0	**795**	**0.2**
Other/Unknown	138	2.9	1,008	1.0	9,986	3.1	**11,131**	**2.6**
Total	**4,719**	**100.0**	**101,731**	**100.0**	**325,904**	**100.0**	**432,354**	**100.0**
All Crashes								
Front	3,415	58.5	56,002	46.6	157,261	38.3	**216,678**	**40.4**
Left Side	555	9.5	14,551	12.1	56,588	13.8	**71,695**	**13.4**
Right Side	386	6.6	14,465	12.0	63,642	15.5	**78,493**	**14.6**
Rear	1,015	17.4	26,186	21.8	102,854	25.1	**130,055**	**24.2**
Noncollision	220	3.8	7,195	6.0	10,166	2.5	**17,581**	**3.3**
Other/Unknown	246	4.2	1,791	1.5	19,885	4.8	**21,922**	**4.1**
Total	**5,837**	**100.0**	**120,190**	**100.0**	**410,397**	**100.0**	**536,424**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 48. Large Trucks Involved in Crashes, by Truck Type, Rollover Occurrence, and Crash Severity

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	339	16.3	1,738	83.7	**2,077**	**100.0**
Combination Truck	410	10.9	3,350	89.1	**3,760**	**100.0**
Total	**749**	**12.8**	**5,088**	**87.2**	**5,837**	**100.0**
Injury Crashes						
Single-Unit Truck	4,100	7.1	53,889	92.9	**57,989**	**100.0**
Combination Truck	7,016	11.3	55,185	88.7	**62,201**	**100.0**
Total	**11,116**	**9.2**	**109,074**	**90.8**	**120,190**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	2,800	1.4	194,049	98.6	**196,849**	**100.0**
Combination Truck	6,366	3.0	207,182	97.0	**213,548**	**100.0**
Total	**9,166**	**2.2**	**401,231**	**97.8**	**410,397**	**100.0**
All Crashes						
Single-Unit Truck	7,239	2.8	249,677	97.2	**256,915**	**100.0**
Combination Truck	13,792	4.9	265,716	95.1	**279,509**	**100.0**
Total	**21,031**	**3.9**	**515,393**	**96.1**	**536,424**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 49. Truck Tractors With Trailers Involved in Crashes, by Number of Trailers, Jackknife Occurrence, and Crash Severity

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	132	4.2	3,017	95.8	**3,149**	**100.0**
Two or More	10	8.1	113	91.9	**123**	**100.0**
Unknown Number	0	0.0	4	100.0	**4**	**100.0**
Total	**142**	**4.3**	**3,134**	**95.7**	**3,276**	**100.0**
Injury Crashes						
One	781	1.6	48,731	98.4	**49,512**	**100.0**
Two or More	23	1.6	1,404	98.4	**1,427**	**100.0**
Unknown Number	0	0.0	133	100.0	**133**	**100.0**
Total	**804**	**1.6**	**50,267**	**98.4**	**51,072**	**100.0**
Property-Damage-Only Crashes						
One	3,543	2.2	160,028	97.8	**163,571**	**100.0**
Two or More	409	6.7	5,720	93.3	**6,129**	**100.0**
Unknown Number	0	0.0	0	0.0	**0**	**100.0**
Total	**3,952**	**2.3**	**165,748**	**97.7**	**169,699**	**100.0**
All Crashes						
One	4,456	2.1	211,776	97.9	**216,232**	**100.0**
Two or More	442	5.8	7,236	94.2	**7,678**	**100.0**
Unknown Number	0	0.0	137	100.0	**137**	**100.0**
Total	**4,898**	**2.2**	**219,149**	**97.8**	**224,047**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 50. Motorcycles Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	2,765	43.5	28,076	35.5	8,809	51.0	**39,651**	**38.6**
Left Side	240	3.8	5,996	7.6	1,810	10.5	**8,046**	**7.8**
Right Side	165	2.6	4,795	6.1	1,736	10.0	**6,696**	**6.5**
Rear	274	4.3	4,640	5.9	1,482	8.6	**6,396**	**6.2**
Other/Unknown	243	3.8	729	0.9	117	0.7	**1,090**	**1.1**
Subtotal	*3,687*	*58.0*	*44,237*	*55.9*	*13,954*	*80.7*	***61,878***	***60.2***
Collision With Fixed Object	*1,548*	*24.3*	*10,855*	*13.7*	*1,197*	*6.9*	***13,600***	***13.2***
Collision With Object Not Fixed:								
Nonoccupant	60	0.9	1,485	1.9	188	1.1	**1,733**	**1.7**
Other	273	4.3	4,162	5.3	1,183	6.8	**5,618**	**5.5**
Subtotal	*333*	*5.2*	*5,647*	*7.1*	*1,371*	*7.9*	***7,351***	***7.2***
Noncollision	*766*	*12.0*	*18,335*	*23.2*	*767*	*4.4*	***19,867***	***19.3***
Total*	**6,359**	**100.0**	**79,073**	**100.0**	**17,289**	**100.0**	**102,721**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 51. Motorcycles Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,070	45.0	11,257	33.5	2,573	81.8	**14,900**	**38.1**
Left Side	95	4.0	1,645	4.9	188	6.0	**1,927**	**4.9**
Right Side	135	5.7	2,093	6.2	0	0.0	**2,228**	**5.7**
Rear	11	0.5	285	0.8	0	0.0	**296**	**0.8**
Noncollision	710	29.8	18,211	54.3	385	12.2	**19,305**	**49.4**
Other/Unknown	358	15.0	71	0.2	0	0.0	**429**	**1.1**
Total	**2,379**	**100.0**	**33,560**	**100.0**	**3,146**	**100.0**	**39,085**	**100.0**
Multi-Vehicle Crashes								
Front	2,844	71.5	28,369	62.3	8,809	62.3	**40,022**	**62.9**
Left Side	260	6.5	6,046	13.3	1,810	12.8	**8,116**	**12.8**
Right Side	177	4.4	4,818	10.6	1,736	12.3	**6,730**	**10.6**
Rear	279	7.0	4,640	10.2	1,482	10.5	**6,401**	**10.1**
Noncollision	291	7.3	1,609	3.5	306	2.2	**2,206**	**3.5**
Other/Unknown	129	3.2	32	0.1	0	0.0	**161**	**0.3**
Total	**3,980**	**100.0**	**45,513**	**100.0**	**14,143**	**100.0**	**63,636**	**100.0**
All Crashes								
Front	3,914	61.6	39,625	50.1	11,383	65.8	**54,922**	**53.5**
Left Side	355	5.6	7,690	9.7	1,998	11.6	**10,043**	**9.8**
Right Side	312	4.9	6,911	8.7	1,736	10.0	**8,958**	**8.7**
Rear	290	4.6	4,925	6.2	1,482	8.6	**6,697**	**6.5**
Noncollision	1,001	15.7	19,820	25.1	691	4.0	**21,512**	**20.9**
Other/Unknown	487	7.7	102	0.1	0	0.0	**589**	**0.6**
Total	**6,359**	**100.0**	**79,073**	**100.0**	**17,289**	**100.0**	**102,721**	**100.0**

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 52. Buses Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	74	34.7	4,056	39.0	12,030	28.2	**16,160**	**30.4**
Left Side	17	8.0	468	4.5	5,253	12.3	**5,738**	**10.8**
Right Side	12	5.6	959	9.2	4,184	9.8	**5,155**	**9.7**
Rear	42	19.7	3,275	31.5	11,804	27.7	**15,121**	**28.4**
Other/Unknown	3	1.4	0	0.0	0	0.0	**3**	**0.0**
Subtotal	*148*	*69.5*	*8,758*	*84.2*	*33,272*	*78.1*	***42,178***	***79.2***
Collision With Fixed Object	*7*	*3.3*	*129*	*1.2*	*2,434*	*5.7*	***2,570***	***4.8***
Collision With Object Not Fixed:								
Nonoccupant	49	23.0	1,231	11.8	0	0.0	**1,280**	**2.4**
Other	4	1.9	135	1.3	6,774	15.9	**6,913**	**13.0**
Subtotal	*53*	*24.9*	*1,366*	*13.1*	*6,774*	*15.9*	***8,193***	***15.4***
Noncollision	*5*	*2.3*	*145*	*1.4*	*139*	*0.3*	***289***	***0.5***
Total	**213**	**100.0**	**10,398**	**100.0**	**42,619**	**100.0**	**53,230**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 53. Buses Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	35	66.0	896	54.6	1,405	15.2	**2,336**	**21.4**
Left Side	1	1.9	73	4.4	706	7.7	**780**	**7.2**
Right Side	4	7.5	409	25.0	2,827	30.7	**3,240**	**29.7**
Rear	2	3.8	117	7.1	4,142	44.9	**4,261**	**39.0**
Noncollision	1	1.9	145	8.8	139	1.5	**285**	**2.6**
Other/Unknown	10	18.9	0	0.0	0	0.0	**10**	**0.1**
Total	**53**	**100.0**	**1,640**	**100.0**	**9,219**	**100.0**	**10,912**	**100.0**
Multi-Vehicle Crashes								
Front	77	48.1	4,056	46.3	12,030	36.0	**16,163**	**38.2**
Left Side	19	11.9	468	5.3	5,253	15.7	**5,740**	**13.6**
Right Side	13	8.1	959	11.0	4,184	12.5	**5,156**	**12.2**
Rear	44	27.5	3,275	37.4	11,804	35.3	**15,123**	**35.7**
Noncollision	2	1.3	0	0.0	0	0.0	**2**	**0.0**
Other/Unknown	5	3.1	0	0.0	128	0.4	**133**	**0.3**
Total	**160**	**100.0**	**8,758**	**100.0**	**33,400**	**100.0**	**42,318**	**100.0**
All Crashes								
Front	112	52.6	4,952	47.6	13,435	31.5	**18,499**	**34.8**
Left Side	20	9.4	541	5.2	5,960	14.0	**6,521**	**12.2**
Right Side	17	8.0	1,369	13.2	7,011	16.4	**8,396**	**15.8**
Rear	46	21.6	3,392	32.6	15,946	37.4	**19,384**	**36.4**
Noncollision	3	1.4	145	1.4	139	0.3	**287**	**0.5**
Other/Unknown	15	7.0	0	0.0	128	0.3	**143**	**0.3**
Total	**213**	**100.0**	**10,398**	**100.0%**	**42,619**	**100.0**	**53,230**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

4

People

4. People

This chapter presents statistics about the drivers, passengers, pedestrians, and pedalcyclists involved in police-reported motor vehicle traffic crashes in 2022. The tables and figures are presented in nine groups: all killed and injured people, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle-related, school-bus-related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section.

- A total of 42,514 people lost their lives in motor vehicle traffic crashes in 2022. Another 2.4 million people were injured.
- Most people killed and injured in traffic crashes were drivers (68%), followed by passengers (23%), motorcyclists (4%), pedestrians (3%), and pedalcyclists (2%).
- Per 100,000 population, people 21 to 24 years old had the highest fatality rate and the highest injury rate. Children 5 to 9 years old had the lowest fatality rate, and children under 5 years old had the lowest injury rate per 100,000 population.
- The fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was nearly the same for females and males.
- Of the people who were killed in 2022 in traffic crashes, 32 percent died in alcohol-impaired-driving crashes.

Table 54. People Killed and Injured, by Person Type and Injury Severity

Person Type	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Vehicle Occupants						
Drivers	20,908	104,128	533,120	983,667	1,620,915	**1,641,823**
Passengers	6,393	34,630	163,395	349,514	547,538	**553,931**
Unknown	43	55	348	267	670	**713**
Subtotal	*27,344*	*138,812*	*696,863*	*1,333,448*	*2,169,123*	***2,196,467***
Motorcyclists	*6,218*	*26,971*	*36,923*	*18,793*	*82,687*	***88,905***
Nonoccupants						
Pedestrians	7,522	15,082	27,545	24,709	67,336	**74,858**
Pedalcyclists	1,105	5,875	23,411	16,909	46,195	**47,300**
Other/Unknown	325	1,143	7,721	8,566	17,430	**17,755**
Subtotal	*8,952*	*22,100*	*58,676*	*50,184*	*130,961*	***139,913***
Total	**42,514**	**187,884**	**792,462**	**1,402,425**	**2,382,771**	**2,425,285**

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see page 6 of this report.

Table 55. People Killed and Injured, by Age Group and Injury Severity

Age Group	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
<5	355	1,705	10,715	27,274	39,693	**40,048**
5-9	312	2,491	16,762	33,682	52,935	**53,247**
10-14	462	4,608	20,582	38,684	63,874	**64,336**
15-20	3,434	20,010	103,255	161,317	284,582	**288,016**
21-24	3,319	18,082	76,842	133,612	228,536	**231,855**
25-34	8,104	38,489	160,985	282,956	482,430	**490,534**
35-44	6,702	29,884	125,630	226,129	381,642	**388,344**
45-54	5,688	25,429	99,557	181,029	306,015	**311,703**
55-64	5,967	23,787	86,644	163,794	274,225	**280,192**
65-74	4,291	14,878	57,745	100,011	172,635	**176,926**
>74	3,680	8,430	33,683	53,873	95,987	**99,667**
Total*	**42,514**	**187,884**	**792,462**	**1,402,425**	**2,382,771**	**2,425,285**

*Includes people killed and injured of unknown age.
Note: Totals may not equal sum of components due to independent rounding.

Table 56. People Killed and Injured, by Sex and Injury Severity

Sex	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Male	30,669	116,851	421,606	650,538	1,188,995	**1,219,664**
Female	11,737	71,001	370,781	751,844	1,193,627	**1,205,364**
Total*	**42,514**	**187,884**	**792,462**	**1,402,425**	**2,382,771**	**2,425,285**

*Includes people killed and injured of unknown sex.
Note: Totals may not equal sum of components due to independent rounding.

Figure 17. Percentage of People Killed and Injured, by Age Group

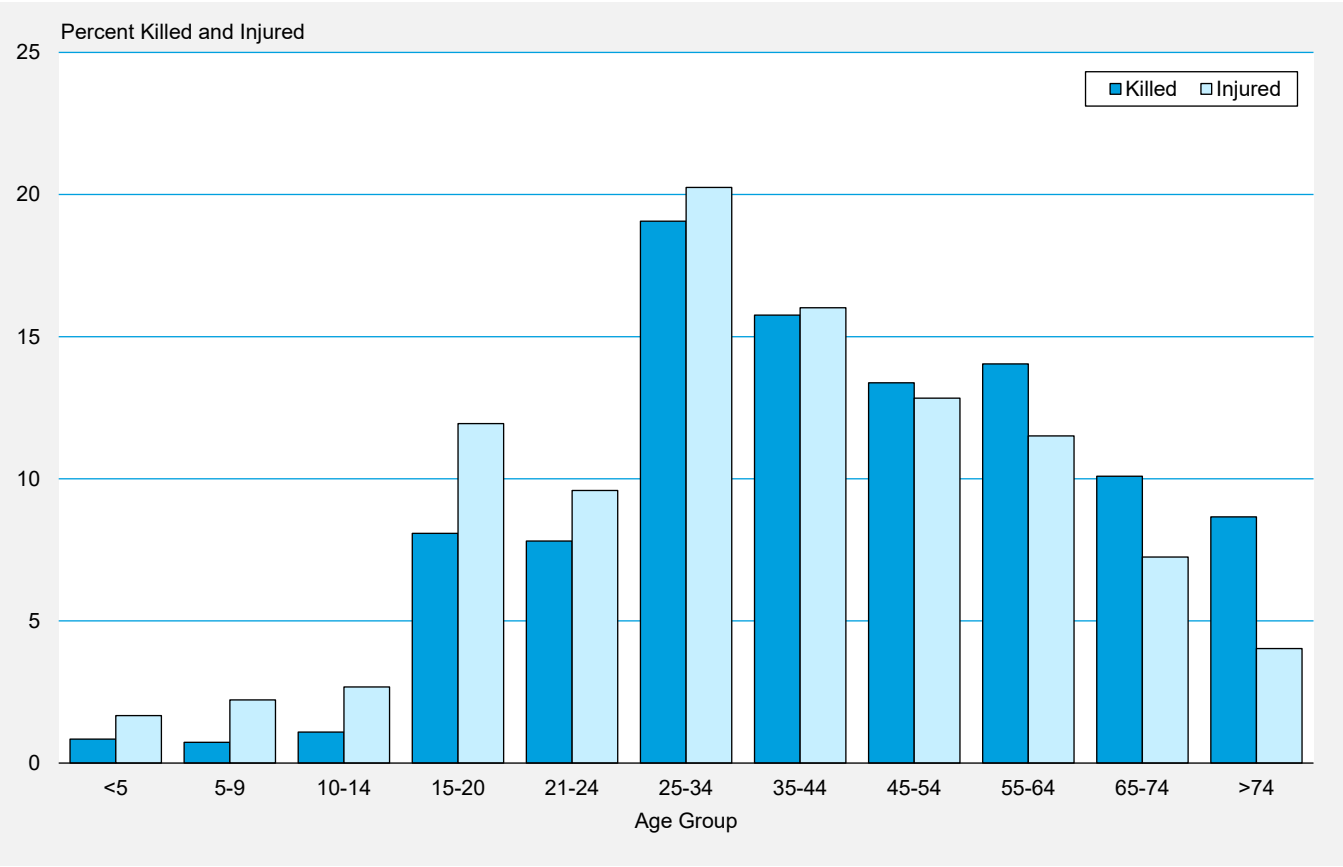


Table 57. People Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	188	9,475,095	1.98	167	9,063,258	1.84	**355**	**18,538,353**	**1.91**
5-9	174	10,231,946	1.70	138	9,777,249	1.41	**312**	**20,009,195**	**1.56**
10-14	264	10,701,853	2.47	197	10,187,986	1.93	**462**	**20,889,839**	**2.21**
15-20	2,408	13,340,726	18.05	1,020	12,733,072	8.01	**3,434**	**26,073,798**	**13.17**
21-24	2,448	9,343,305	26.20	867	8,924,468	9.71	**3,319**	**18,267,773**	**18.17**
25-34	5,999	23,189,562	25.87	2,094	22,311,738	9.39	**8,104**	**45,501,300**	**17.81**
35-44	5,048	22,120,189	22.82	1,650	21,575,176	7.65	**6,702**	**43,695,365**	**15.34**
45-54	4,233	20,279,630	20.87	1,451	20,152,015	7.20	**5,688**	**40,431,645**	**14.07**
55-64	4,463	20,671,903	21.59	1,495	21,413,534	6.98	**5,967**	**42,085,437**	**14.18**
65-74	3,055	15,910,672	19.20	1,232	17,877,767	6.89	**4,291**	**33,788,439**	**12.70**
>74	2,289	10,018,672	22.85	1,380	13,987,741	9.87	**3,680**	**24,006,413**	**15.33**
Unknown	100	**	**	46	**	**	**200**	**	**
Total	**30,669**	**165,283,553**	**18.56**	**11,737**	**168,004,004**	**6.99**	**42,514**	**333,287,557**	**12.76**

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	19,129	9,475,095	202	20,559	9,063,258	227	**39,693**	**18,538,353**	**214**
5-9	25,604	10,231,946	250	27,322	9,777,249	279	**52,935**	**20,009,195**	**265**
10-14	31,502	10,701,853	294	32,330	10,187,986	317	**63,874**	**20,889,839**	**306**
15-20	139,030	13,340,726	1,042	145,541	12,733,072	1,143	**284,582**	**26,073,798**	**1,091**
21-24	117,912	9,343,305	1,262	110,620	8,924,468	1,240	**228,536**	**18,267,773**	**1,251**
25-34	250,779	23,189,562	1,081	231,644	22,311,738	1,038	**482,430**	**45,501,300**	**1,060**
35-44	192,118	22,120,189	869	189,515	21,575,176	878	**381,642**	**43,695,365**	**873**
45-54	146,500	20,279,630	722	159,514	20,152,015	792	**306,015**	**40,431,645**	**757**
55-64	134,882	20,671,903	652	139,339	21,413,534	651	**274,225**	**42,085,437**	**652**
65-74	87,141	15,910,672	548	85,488	17,877,767	478	**172,635**	**33,788,439**	**511**
>74	44,299	10,018,672	442	51,685	13,987,741	370	**95,987**	**24,006,413**	**400**
Total* **	**1,188,995**	**165,283,553**	**719**	**1,193,627**	**168,004,004**	**710**	**2,382,771**	**333,287,557**	**715**

Source: Population—Census Bureau
*Includes people killed and injured of unknown sex.
**Not applicable.
***Includes people injured in fatal crashes from FARS with unknown age.
Note: Totals may not equal sum of components due to independent rounding.

Figure 18. Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

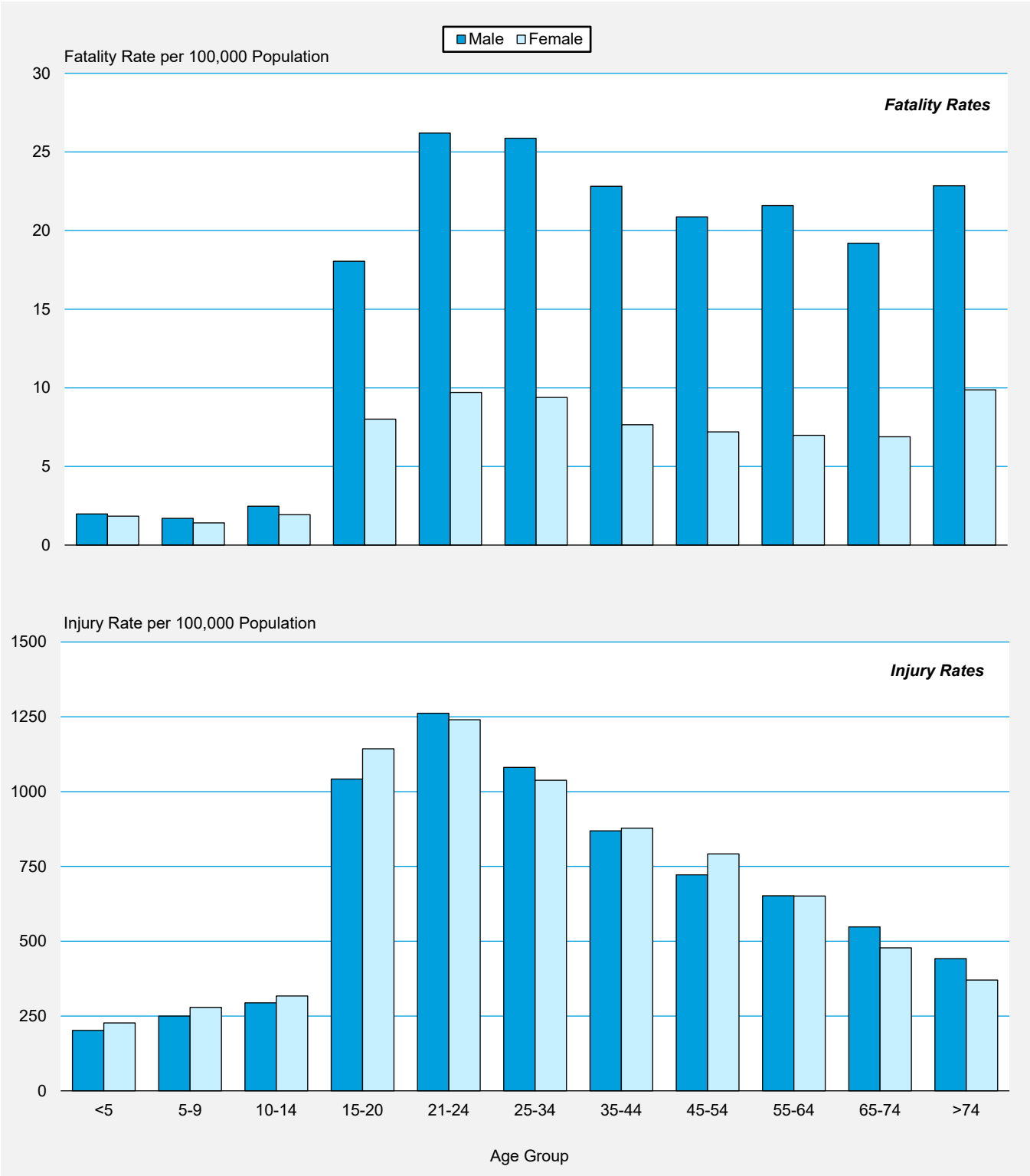


Table 58. People Killed and Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
People Killed						
Normal	17,108	8,118	10,350	1,496	12	**37,164**
Rain	1,008	624	846	109	5	**2,601**
Snow/Sleet	230	102	174	27	0	**533**
Other	151	86	280	46	1	**575**
Unknown	678	222	459	65	2	**1,641**
Total	**19,175**	**9,152**	**12,109**	**1,743**	**20**	**42,514**
People Injured						
Normal	1,484,746	372,726	209,914	78,001	91	**2,145,483**
Rain	111,659	37,202	24,721	8,963	145	**182,695**
Snow/Sleet	23,902	8,470	9,522	1,436	23	**43,353**
Other	5,596	1,082	3,023	755	0	**10,458**
Total**	**1,626,349**	**419,583**	**247,379**	**89,173**	**259**	**2,382,771**

*Includes people killed and injured in crashes with unknown light conditions.
**Includes people injured in fatal crashes from FARS with unknown weather condition.
Note: Totals may not equal sum of components due to independent rounding.

Table 59. People Killed in Crashes and Percentage Alcohol-Impaired-Driving Fatalities, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multi-Vehicle					
		Alcohol-Impaired Driving*			Alcohol-Impaired Driving*			Alcohol-Impaired Driving*	
	Number	Number	Percent	Number	Number	Percent	Number	Number	Percent
Midnight to 2:59 a.m.	3,555	1,877	53	1,706	1,063	62	**5,261**	**2,941**	**56**
3 a.m. to 5:59 a.m.	2,285	928	41	1,342	614	46	**3,627**	**1,541**	**42**
6 a.m. to 8:59 a.m.	2,032	353	17	2,027	265	13	**4,059**	**618**	**15**
9 a.m. to 11:59 a.m.	1,697	212	12	2,111	248	12	**3,808**	**460**	**12**
Noon to 2:59 p.m.	2,158	320	15	2,931	406	14	**5,089**	**726**	**14**
3 p.m. to 5:59 p.m.	2,807	721	26	3,530	816	23	**6,337**	**1,538**	**24**
6 p.m. to 8:59 p.m.	4,135	1,308	32	3,194	1,219	38	**7,329**	**2,527**	**34**
9 p.m. to 11:59 p.m.	4,214	1,738	41	2,464	1,293	52	**6,678**	**3,030**	**45**
Unknown	287	128	45	39	15	37	**326**	**143**	**44**
Total	**23,170**	**7,586**	**33**	**19,344**	**5,938**	**31**	**42,514**	**13,524**	**32**

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Figure 19. Percentage of People Killed in Alcohol-Impaired-Driving Crashes, by Time of Day and Crash Type

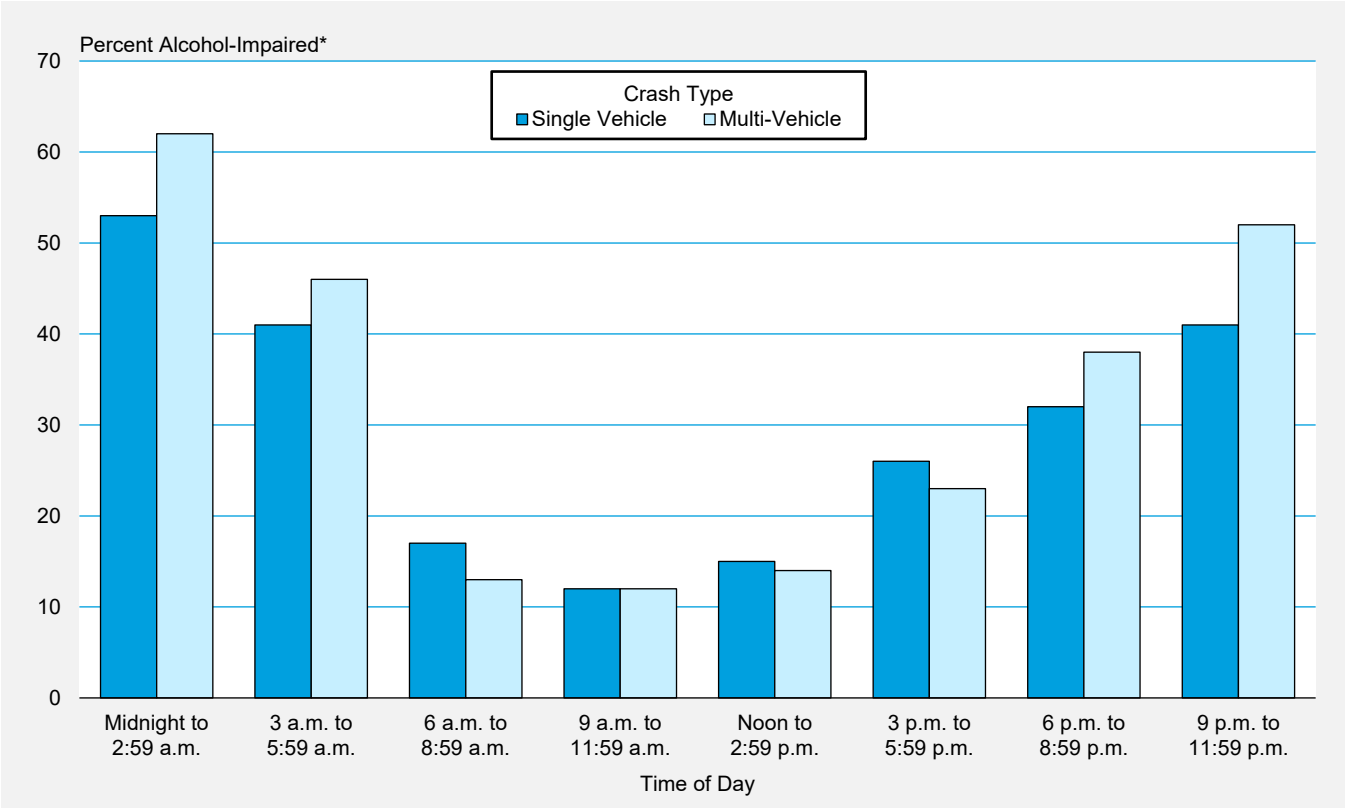


Table 60. People Killed in Work Zones, by Functional System and Person Type

Functional System	Person Type					Total
	Drivers	Passengers	Pedestrians	Pedalcyclists	Other Nonoccupants	
Principal Arterial						
Interstate	235	73	40	0	3	**351**
Freeway/Expressway	43	16	16	0	1	**76**
Other	152	37	35	3	0	**227**
Minor Arterial	90	19	26	4	0	**139**
Collector	45	7	11	1	0	**64**
Local Road or Street	19	6	8	1	0	**34**
Unknown	0	0	0	0	0	**0**
Total	**584**	**158**	**136**	**9**	**4**	**891**

Table 61. People Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Drivers	1	0	4	3	**5**	**3**
Ambulance Passengers	6	1	5	2	**11**	**3**
Occupants of Other Vehicle	0	0	19	6	**19**	**6**
Pedestrians	3	2	1	1	**4**	**3**
Pedalcyclists	1	0	0	0	**1**	**0**
Other Nonoccupants	0	0	0	0	**0**	**0**
Total	**11**	**3**	**29**	**12**	**40**	**15**
Fire Truck						
Fire Truck Drivers	1	1	4	3	**5**	**4**
Fire Truck Passengers	0	0	2	2	**2**	**2**
Occupants of Other Vehicle	0	0	23	18	**23**	**18**
Pedestrians	3	1	0	0	**3**	**1**
Pedalcyclists	1	0	0	0	**1**	**0**
Other Nonoccupants	0	0	0	0	**0**	**0**
Total	**5**	**2**	**29**	**23**	**34**	**25**
Police Vehicle						
Police Vehicle Drivers	3	1	24	9	**27**	**10**
Police Vehicle Passengers	2	0	1	1	**3**	**1**
Occupants of Other Vehicle	0	0	67	31	**67**	**31**
Pedestrians	30	12	12	8	**42**	**20**
Pedalcyclists	3	1	0	0	**3**	**1**
Other Nonoccupants	3	3	0	0	**3**	**3**
Total	**41**	**17**	**104**	**49**	**145**	**66**

*Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).

Figure 20. Fatality and Injury Rates per 1,000 Crashes, by First Harmful Event and Manner of Collision

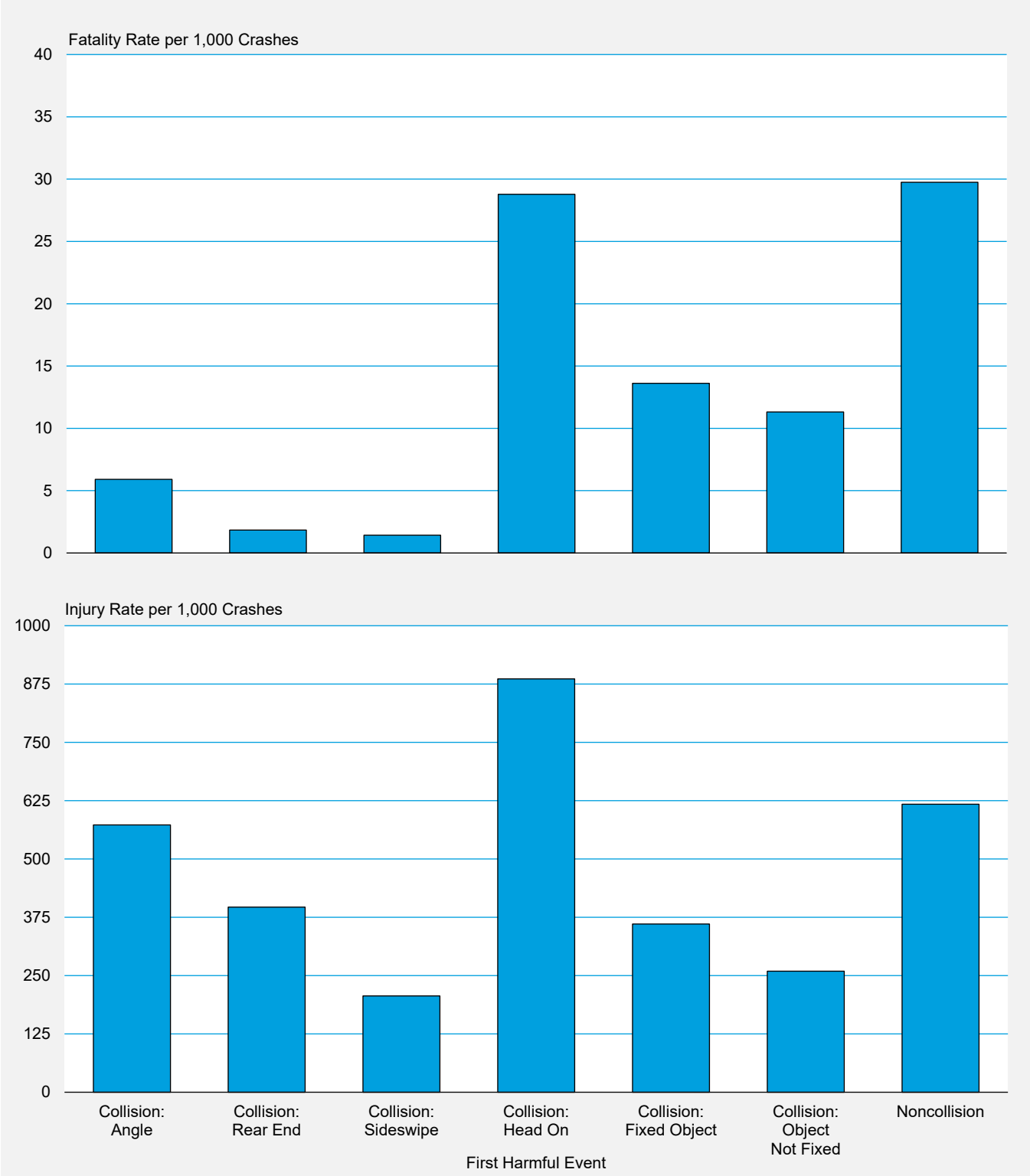


Figure 21. Fatality and Injury Rates per 1,000 Crashes, by Time of Day

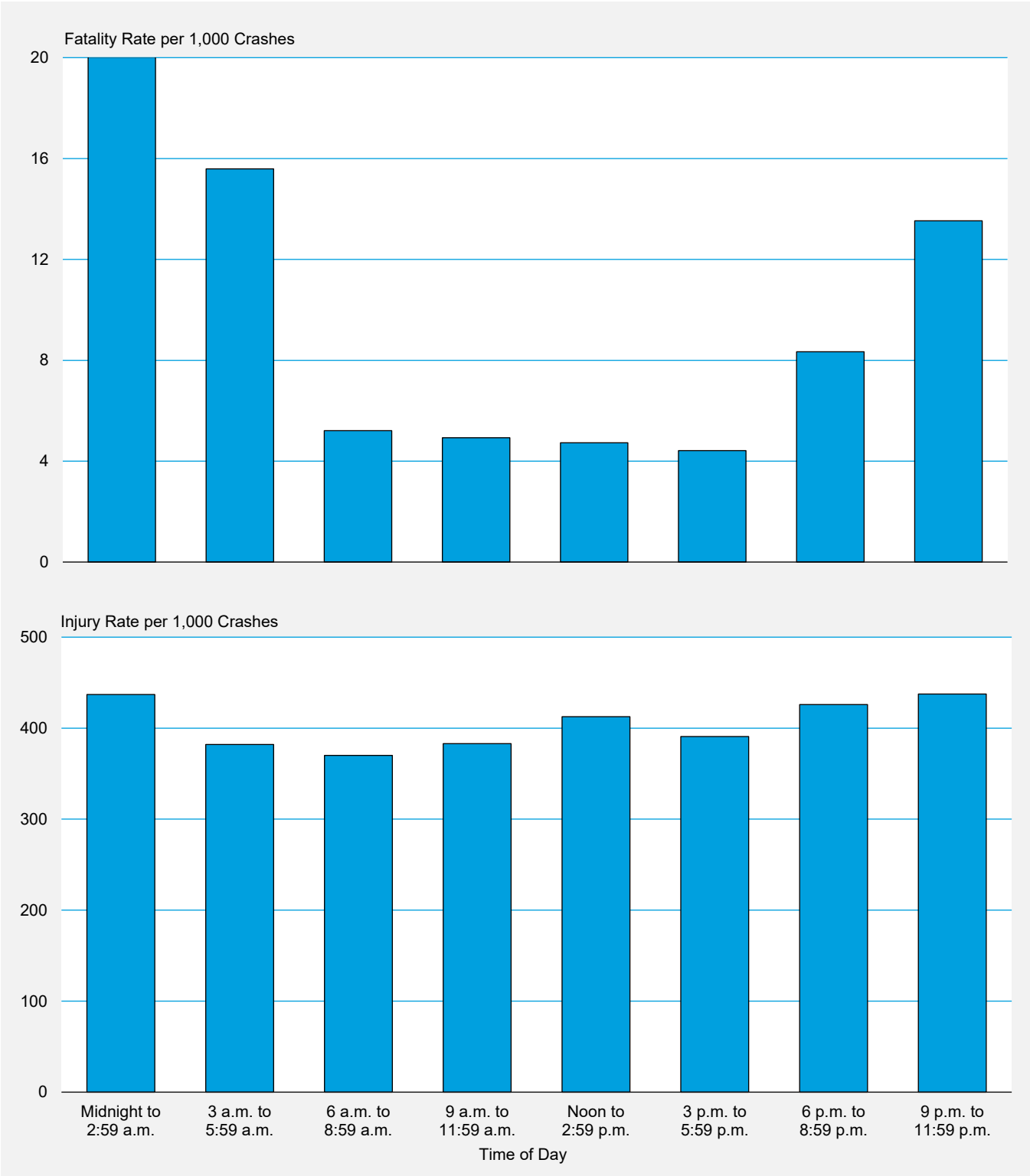
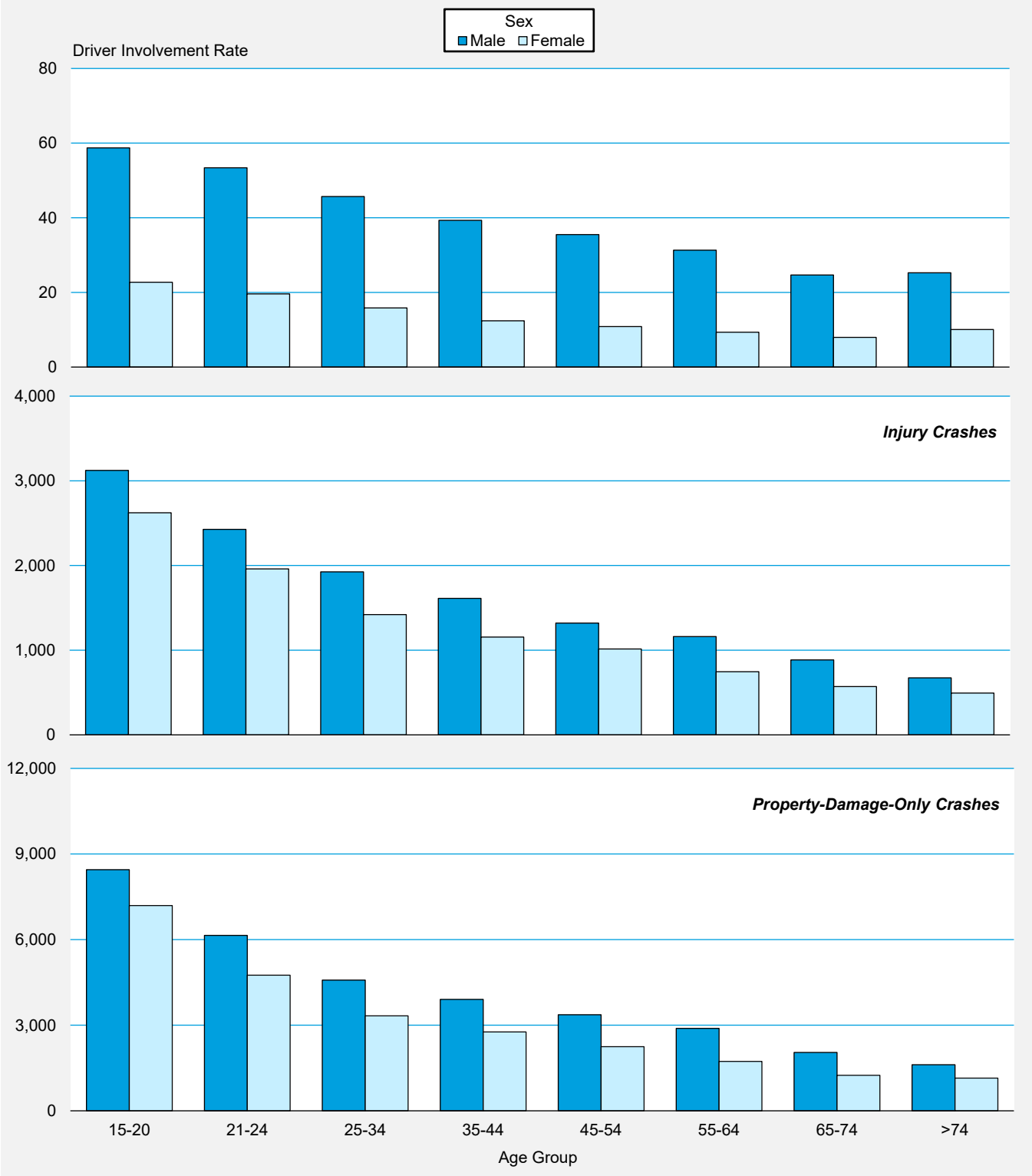


Table 62. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

Age Group	Sex				Total*	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<15	66	**	21	**	**87**	**
15-20	3,545	58.73	1,306	22.74	**4,856**	**41.22**
21-24	3,906	53.41	1,367	19.60	**5,279**	**36.95**
25-34	9,369	45.71	3,222	15.86	**12,611**	**30.90**
35-44	7,834	39.31	2,498	12.38	**10,344**	**25.79**
45-54	6,574	35.51	2,042	10.83	**8,619**	**23.07**
55-64	6,029	31.32	1,866	9.34	**7,899**	**20.14**
65-74	3,745	24.67	1,301	7.94	**5,053**	**16.01**
>74	2,376	25.25	1,063	10.07	**3,445**	**17.26**
Unknown	138	**	33	**	**1,855**	**
Total	**43,582**	**37.53**	**14,719**	**12.37**	**60,048**	**25.54**
Drivers in Injury Crashes						
<15	2,409	**	1,080	**	**3,489**	**
15-20	188,506	3,123	150,638	2,623	**339,144**	**2,879**
21-24	177,489	2,427	136,744	1,960	**314,233**	**2,199**
25-34	394,628	1,925	288,853	1,421	**683,481**	**1,674**
35-44	321,192	1,612	232,985	1,155	**554,178**	**1,382**
45-54	244,270	1,320	191,377	1,015	**435,647**	**1,166**
55-64	223,390	1,161	149,011	746	**372,401**	**950**
65-74	134,544	886	93,331	570	**227,876**	**722**
>74	63,401	674	52,152	494	**115,552**	**579**
Total	**1,749,828**	**1,507**	**1,296,172**	**1,090**	**3,046,000**	**1,296**
Drivers in Property-Damage-Only Crashes						
<15	3,828	**	3,433	**	**7,260**	**
15-20	510,143	8,451	413,227	7,195	**923,370**	**7,839**
21-24	449,442	6,146	331,619	4,754	**781,061**	**5,466**
25-34	938,837	4,581	676,249	3,328	**1,615,086**	**3,957**
35-44	777,737	3,903	557,764	2,765	**1,335,501**	**3,330**
45-54	623,056	3,366	423,420	2,247	**1,046,476**	**2,801**
55-64	556,031	2,889	345,384	1,730	**901,665**	**2,299**
65-74	310,505	2,046	203,639	1,243	**514,143**	**1,629**
>74	151,975	1,615	120,877	1,145	**272,852**	**1,367**
Total	**4,321,554**	**3,722**	**3,075,610**	**2,585**	**7,397,414**	**3,147**
Drivers in All Crashes						
<15	6,303	**	4,533	**	**10,836**	**
15-20	702,193	11,633	565,171	9,841	**1,267,369**	**10,759**
21-24	630,837	8,627	469,730	6,733	**1,100,573**	**7,702**
25-34	1,342,834	6,552	968,324	4,765	**2,311,178**	**5,662**
35-44	1,106,764	5,554	793,247	3,932	**1,900,023**	**4,738**
45-54	873,900	4,721	616,839	3,273	**1,490,742**	**3,990**
55-64	785,450	4,081	496,261	2,485	**1,281,965**	**3,269**
65-74	448,794	2,957	298,271	1,821	**747,072**	**2,367**
>74	217,752	2,314	174,091	1,649	**391,849**	**1,963**
Unknown	138	**	33	**	**1,855**	**
Total	**6,114,964**	**5,266**	**4,386,501**	**3,687**	**10,503,462**	**4,468**

Source: Licensed Drivers—FHWA
*Includes drivers in fatal crashes of unknown sex.
**Not applicable.
Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Totals may not equal sum of components due to independent rounding. Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

Figure 22. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity



Notes: Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

Table 63. Drivers Involved in Fatal Crashes, by Previous Driving Record and License Compliance

Previous Convictions	Valid License (47,548)		Invalid License (9,958)		Total (57,506)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,852	16.5	1,565	15.7	**9,417**	**16.4**
Previous Recorded Suspensions or Revocations	3,450	7.3	3,013	30.3	**6,463**	**11.2**
Previous DWI Convictions	755	1.6	820	8.2	**1,575**	**2.7**
Previous Speeding Convictions	8,051	16.9	1,630	16.4	**9,681**	**16.8**
Previous Other Harmful Moving Convictions	7,192	15.1	2,289	23.0	**9,481**	**16.5**
Drivers with No Previous Convictions	27,550	57.9	4,503	45.2	**32,053**	**55.7**

Notes: Table does not include drivers with unknown license compliance. FARS records prior driving records (convictions only, not violations) for events occurring within 5 years of the date of the crash. The same driver can have one or more of these convictions. License compliance refers to the type of driver license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 64. Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions, in excess of posted speed limit, or racing	11,103	18.5
Under the influence of alcohol, drugs, or medication	6,594	11.0
Operating vehicle in a careless manner	5,319	8.9
Failure to yield right-of-way	4,432	7.4
Failure to keep in proper lane	3,420	5.7
Distracted (phone, talking, eating, object, etc.)	3,124	5.2
Failure to obey traffic signs, signals, or officer	2,541	4.2
Operating vehicle in erratic, reckless, or negligent manner	2,251	3.7
Overcorrecting/oversteering	1,708	2.8
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,542	2.6
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	1,334	2.2
Driving wrong way on one-way trafficway or wrong side of road	1,282	2.1
Drowsy, asleep, fatigued, ill, or blackout	1,264	2.1
Making improper turn	485	0.8
Other factors	6,017	10.0
None reported	8,492	14.1
Unknown	20,263	33.7
Total Drivers	**60,048**	**100.0**

Notes: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

Table 65. Vehicle Occupants Killed and Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Passenger Car						
Drivers	9,698	44,972	246,616	447,116	738,704	**748,402**
Passengers	2,976	15,119	70,091	145,527	230,736	**233,712**
Unknown	17	4	344	3	351	**368**
Subtotal	*12,691*	*60,095*	*317,051*	*592,645*	*969,791*	***982,482***
Light Truck						
Drivers	9,664	44,769	236,749	400,395	681,913	**691,577**
Passengers	3,043	16,345	78,760	153,412	248,517	**251,560**
Unknown	22	51	4	263	318	**340**
Subtotal	*12,729*	*61,164*	*315,513*	*554,070*	*930,748*	***943,477***
Large Truck						
Drivers	914	4,232	13,953	17,493	35,678	**36,592**
Passengers	183	269	2,377	3,550	6,196	**6,379**
Unknown	0	0	0	0	0	**0**
Subtotal	*1,097*	*4,501*	*16,330*	*21,043*	*41,874*	***42,971***
Bus						
Drivers	9	312	748	1,012	2,073	**2,082**
Passengers	17	49	3,489	4,945	8,483	**8,500**
Unknown	0	0	0	0	0	**0**
Subtotal	*26*	*361*	*4,237*	*5,957*	*10,556*	***10,582***
Other/Unknown						
Drivers	623	9,843	35,054	117,651	162,547	**163,170**
Passengers	174	2,848	8,678	42,081	53,606	**53,780**
Unknown	4	0	0	1	1	**5**
Subtotal	801	12,691	43,732	159,732	216,155	**216,956**
Subtotal*	***27,344***	***138,813***	***696,863***	***1,333,448***	***2,169,123***	***2,196,467***
Motorcycle						
Riders	5,934	24,829	34,456	17,213	76,498	**82,432**
Passengers	280	2,142	2,467	1,580	6,189	**6,469**
Unknown	4	0	0	0	0	**4**
Subtotal	***6,218***	***26,971***	***36,923***	***18,793***	***82,687***	***88,905***
Total	**33,562**	**165,784**	**733,786**	**1,352,241**	**2,251,810**	**2,285,372**

*Excludes motorcycles.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 66. Vehicle Occupants Killed and Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Occupants Killed						
30 mph or less	1,705	11.2	1,321	7.2	**3,026**	**9.0**
35 or 40 mph	2,580	17.0	2,881	15.7	**5,461**	**16.3**
45 or 50 mph	2,753	18.1	3,813	20.7	**6,566**	**19.6**
55 mph	4,129	27.2	4,919	26.8	**9,048**	**27.0**
60 mph or higher	3,371	22.2	4,475	24.3	**7,846**	**23.4**
No Statutory Limit	29	0.2	256	1.4	**285**	**0.8**
Unknown	613	4.0	717	3.9	**1,330**	**4.0**
Total	**15,180**	**100.0**	**18,382**	**100.0**	**33,562**	**100.0**
Occupants Injured						
30 mph or less	74,612	16.5	221,563	12.3	**296,175**	**13.2**
35 or 40 mph	80,725	17.9	491,974	27.3	**572,699**	**25.4**
45 or 50 mph	69,741	15.4	443,412	24.6	**513,153**	**22.8**
55 mph	81,883	18.1	172,666	9.6	**254,549**	**11.3**
60 mph or higher	81,971	18.1	181,805	10.1	**263,777**	**11.7**
No Statutory Limit	1,265	0.3	27,266	1.5	**28,531**	**1.3**
Unknown	61,624	13.6	261,303	14.5	**322,926**	**14.3**
Total	**451,822**	**100.0**	**1,799,989**	**100.0**	**2,251,810**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 67. Vehicle Occupants Killed in Crashes, by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	544	18.0	2,438	80.6	44	1.5	**3,026**	**100.0**
35 or 40 mph	1,205	22.1	4,249	77.8	7	0.1	**5,461**	**100.0**
45 or 50 mph	2,379	36.2	4,176	63.6	11	0.2	**6,566**	**100.0**
55 mph	6,568	72.6	2,475	27.4	5	0.1	**9,048**	**100.0**
60 mph or higher	4,634	59.1	3,208	40.9	4	0.1	**7,846**	**100.0**
No Statutory Limit	109	38.2	166	58.2	10	3.5	**285**	**100.0**
Unknown	469	35.3	805	60.5	56	4.2	**1,330**	**100.0**
Total	**15,908**	**47.4**	**17,517**	**52.2**	**137**	**0.4**	33,562	100.0

Figure 23. Percentage of Vehicle Occupants Killed, by Speed Limit and Land Use

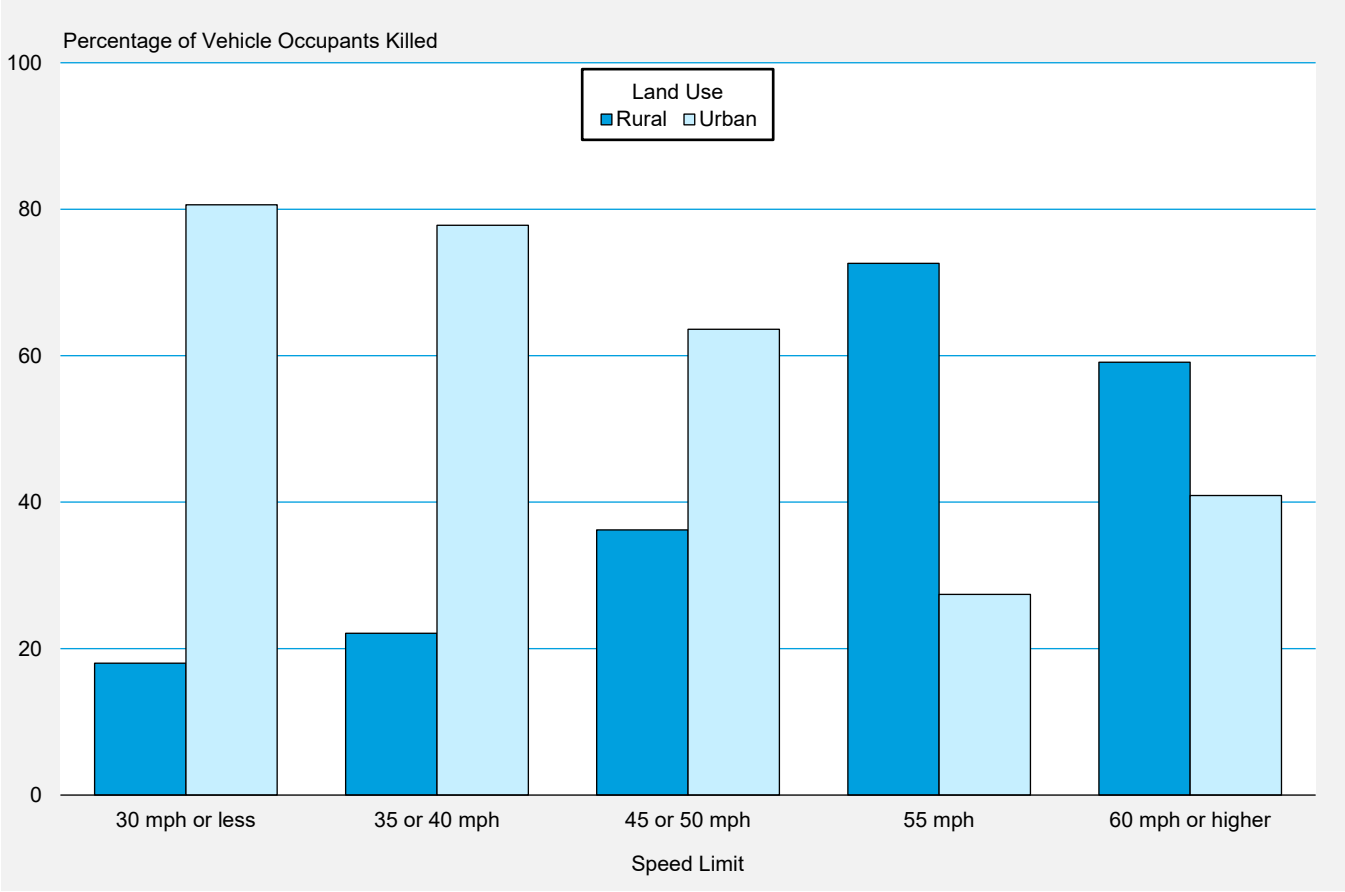


Table 68. Vehicle Occupants Killed and Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Male	8,100	8,729	992	16	630	*18,467*	5,734	**24,201**
Female	4,577	3,986	105	10	166	*8,844*	478	**9,322**
Unknown	14	14	0	0	5	*33*	6	**39**
Total	**12,691**	**12,729**	**1,097**	**26**	**801**	***27,344***	**6,218**	**33,562**
Occupants Injured								
Male	439,259	443,438	37,510	4,548	102,497	*1,027,252*	72,555	**1,099,806**
Female	530,507	487,261	4,363	5,999	113,646	*1,141,775*	10,131	**1,151,906**
Total*	**969,791**	**930,748**	**41,874**	**10,556**	**216,155**	***2,169,123***	**82,687**	**2,251,810**

*Includes people injured in fatal crashes from FARS with unknown sex.
Note: Totals may not equal sum of components due to independent rounding.

Table 69. Vehicle Occupants Killed and Injured, by Age Group and Vehicle Type

Age Group	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
<5	113	141	4	0	14	*272*	1	**273**
5-9	103	112	6	0	18	*239*	1	**240**
10-14	125	162	4	0	36	*327*	16	**343**
15-20	1,657	967	31	2	84	*2,741*	350	**3,091**
21-24	1,462	766	53	1	54	*2,336*	572	**2,908**
25-34	2,831	2,075	160	5	107	*5,178*	1,478	**6,656**
35-44	1,764	1,907	202	3	117	*3,993*	1,144	**5,137**
45-54	1,252	1,692	236	1	97	*3,278*	1,063	**4,341**
55-64	1,206	1,778	244	5	116	*3,349*	952	**4,301**
65-74	931	1,544	121	7	84	*2,687*	507	**3,194**
>74	1,211	1,558	35	2	69	*2,875*	126	**3,001**
Unknown	36	27	1	0	5	*69*	8	**77**
Total	**12,691**	**12,729**	**1,097**	**26**	**801**	***27,344***	**6,218**	**33,562**
Occupants Injured								
<5	17,610	18,262	145	9	2,303	*38,330*	51	**38,381**
5-9	18,648	24,558	32	966	4,545	*48,749*	177	**48,927**
10-14	20,210	24,882	477	2,663	4,010	*52,242*	795	**53,037**
15-20	153,316	83,690	1,223	2,009	21,259	*261,499*	7,131	**268,629**
21-24	119,533	64,882	2,705	56	22,622	*209,798*	9,350	**219,148**
25-34	216,124	167,165	8,833	775	46,203	*439,100*	20,313	**459,413**
35-44	137,878	162,522	8,919	852	38,136	*348,306*	14,787	**363,092**
45-54	102,054	134,354	7,970	1,079	30,332	*275,789*	13,207	**288,996**
55-64	90,051	122,751	9,136	1,194	24,314	*247,445*	10,452	**257,897**
65-74	56,716	84,590	1,810	777	13,329	*157,222*	5,353	**162,575**
>74	37,581	42,994	620	169	9,085	*90,449*	1,066	**91,516**
Total*	**969,791**	**930,748**	**41,874**	**10,556**	**216,155**	***2,169,123***	**82,687**	**2,251,810**

*Includes people injured in fatal crashes from FARS with unknown age.
Note: Totals may not equal sum of components due to independent rounding.

Table 70. Vehicle Occupants Killed and Injured, by Age Group, Person Type, and Sex

Age Group	Person Type											
	Drivers						Passengers					
	Sex				Total*		Sex				Total**	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	1	100.0	0	0.0	**1**	**100.0**	144	52.9	128	47.1	**272**	**100.0**
5-9	2	100.0	0	0.0	**2**	**100.0**	122	51.3	116	48.7	**238**	**100.0**
10-14	36	83.7	7	16.3	**43**	**100.0**	148	49.3	151	50.3	**300**	**100.0**
15-20	1,576	77.5	456	22.4	**2,034**	**100.0**	609	57.6	445	42.1	**1,057**	**100.0**
21-24	1,820	79.0	484	21.0	**2,305**	**100.0**	339	56.2	263	43.6	**603**	**100.0**
25-34	4,391	78.9	1,168	21.0	**5,565**	**100.0**	588	53.9	502	46.0	**1,091**	**100.0**
35-44	3,511	80.9	825	19.0	**4,338**	**100.0**	379	47.4	420	52.6	**799**	**100.0**
45-54	3,003	79.5	776	20.5	**3,779**	**100.0**	239	42.5	322	57.3	**562**	**100.0**
55-64	2,929	78.9	784	21.1	**3,714**	**100.0**	249	42.4	338	57.6	**587**	**100.0**
65-74	2,087	76.9	624	23.0	**2,713**	**100.0**	161	33.5	320	66.5	**481**	**100.0**
>74	1,616	69.9	693	30.0	**2,311**	**100.0**	210	30.4	478	69.3	**690**	**100.0**
Unknown	26	70.3	4	10.8	**37**	**100.0**	15	37.5	18	45.0	**40**	**100.0**
Total	**20,998**	**78.2**	**5,821**	**21.7**	**26,842**	**100.0**	**3,203**	**47.7**	**3,501**	**52.1**	**6,720**	**100.0**
Occupants Injured												
<5	28	100.0	0	0.0	**28**	**100.0**	18,204	47.5	20,144	52.5	**38,353**	**100.0**
5-9	73	75.5	24	24.5	**96**	**100.0**	22,643	46.4	26,180	53.6	**48,830**	**100.0**
10-14	1,723	72.3	661	27.7	**2,383**	**100.0**	22,019	43.5	28,632	56.5	**50,654**	**100.0**
15-20	93,631	51.9	86,720	48.1	**180,353**	**100.0**	34,564	39.2	53,702	60.8	**88,276**	**100.0**
21-24	92,582	53.5	80,405	46.5	**172,988**	**100.0**	19,308	41.8	26,848	58.2	**46,160**	**100.0**
25-34	202,927	53.5	176,629	46.5	**379,558**	**100.0**	31,838	39.9	48,014	60.1	**79,855**	**100.0**
35-44	157,504	51.8	146,690	48.2	**304,197**	**100.0**	21,637	36.7	37,255	63.3	**58,895**	**100.0**
45-54	120,848	49.6	122,578	50.4	**243,426**	**100.0**	14,052	30.8	31,518	69.2	**45,570**	**100.0**
55-64	110,672	52.1	101,573	47.9	**212,244**	**100.0**	13,429	29.4	32,223	70.6	**45,653**	**100.0**
65-74	71,445	54.0	60,973	46.0	**132,423**	**100.0**	9,168	30.4	20,984	69.6	**30,152**	**100.0**
>74	35,050	50.3	34,623	49.7	**69,676**	**100.0**	6,368	29.2	15,471	70.8	**21,840**	**100.0**
Unknown	19	47.5	3	7.5	**40**	**100.0**	76	47.5	58	36.3	**160**	**100.0**
Total	**886,501**	**52.2**	**810,879**	**47.8**	**1,697,413**	**100.0**	**213,305**	**38.5**	**341,027**	**61.5**	**554,397**	**100.0**

*Includes drivers of unknown sex.
**Includes passengers of unknown sex.
Note: Totals may not equal sum of components due to independent rounding.

Table 71. Vehicle Occupants Killed and Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event								Total*	
	Collision With						Noncollision			
	Motor Vehicle In-Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	6,904	54.4	308	2.4	3,464	27.3	2,008	15.8	**12,691**	**100.0**
Light Truck	5,537	43.5	326	2.6	3,328	26.1	3,535	27.8	**12,729**	**100.0**
Large Truck	336	30.6	35	3.2	266	24.2	460	41.9	**1,097**	**100.0**
Bus	15	57.7	0	0.0	6	23.1	5	19.2	**26**	**100.0**
Other/Unknown	245	30.6	16	2.0	139	17.4	349	43.6	**801**	**100.0**
Subtotal	*13,037*	*47.7*	*685*	*2.5*	*7,203*	*26.3*	*6,357*	*23.2*	***27,344***	***100.0***
Motorcycle	3,606	58.0	271	4.4	1,566	25.2	750	12.1	**6,218**	**100.0**
Total	**16,643**	**49.6**	**956**	**2.8**	**8,769**	**26.1**	**7,107**	**21.2**	**33,562**	**100.0**
Occupants Injured										
Passenger Car	779,764	80.4	33,458	3.5	123,652	12.8	32,913	3.4	**969,791**	**100.0**
Light Truck	733,014	78.8	35,379	3.8	105,493	11.3	56,860	6.1	**930,748**	**100.0**
Large Truck	23,719	56.6	1,940	4.6	6,610	15.8	9,605	22.9	**41,874**	**100.0**
Bus	8,550	81.0	430	4.1	833	7.9	743	7.0	**10,556**	**100.0**
Other/Unknown	173,024	80.0	13,788	6.4	21,953	10.2	7,386	3.4	**216,155**	**100.0**
Subtotal	*1,718,072*	*79.2*	*84,995*	*3.9*	*258,541*	*11.9*	*107,507*	*5.0*	***2,169,123***	***100.0***
Motorcycle	45,920	55.5	5,646	6.8	11,444	13.8	19,676	23.8	**82,687**	**100.0**
Total	**1,763,992**	**78.3**	**90,641**	**4.0**	**269,985**	**12.0**	**127,183**	**5.6**	**2,251,810**	**100.0**

*Includes people killed and injured where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 72. Vehicle Occupants Killed and Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Front	7,389	7,613	657	9	278	*15,946*	3,883	**19,829**
Left Side	1,739	1,307	74	1	58	*3,179*	339	**3,518**
Right Side	1,526	1,071	68	3	39	*2,707*	295	**3,002**
Rear	683	648	32	5	63	*1,431*	252	**1,683**
Other	104	135	11	1	8	*259*	29	**288**
Noncollision	510	1,333	208	6	244	*2,301*	980	**3,281**
Unknown	740	622	47	1	111	*1,521*	440	**1,961**
Total	**12,691**	**12,729**	**1,097**	**26**	**801**	***27,344***	**6,218**	**33,562**
Occupants Injured								
Front	554,184	498,716	19,247	3,823	115,870	*1,191,841*	40,868	**1,232,709**
Left Side	100,695	91,966	3,222	494	19,474	*215,850*	8,093	**223,943**
Right Side	79,376	78,874	4,419	1,691	19,279	*183,639*	7,168	**190,807**
Rear	221,302	230,640	6,695	3,789	57,449	*519,874*	5,179	**525,053**
Other	3,224	3,923	1,192	30	837	*9,206*	83	**9,289**
Noncollision	10,679	26,216	7,068	729	3,223	*47,915*	21,260	**69,175**
Unknown	332	413	31	0	22	*798*	36	**834**
Total	**969,791**	**930,748**	**41,874**	**10,556**	**216,155**	***2,169,123***	**82,687**	**2,251,810**

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 73. Vehicle Occupants Killed and Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	2,119	16.7	10,499	82.7	73	0.6	**12,691**	**100.0**
Light Truck	3,326	26.1	9,309	73.1	94	0.7	**12,729**	**100.0**
Large Truck	283	25.8	804	73.3	10	0.9	**1,097**	**100.0**
Bus	11	42.3	15	57.7	0	0.0	**26**	**100.0**
Other/Unknown	381	47.6	335	41.8	85	10.6	**801**	**100.0**
Total**	**6,120**	**22.4**	**20,962**	**76.7**	**262**	**1.0**	**27,344**	**100.0**
Occupants Injured								
Passenger Car	3,706	0.4	966,025	99.6	60	0.0	**969,791**	**100.0**
Light Truck	7,024	0.8	923,634	99.2	90	0.0	**930,748**	**100.0**
Large Truck	1,073	2.6	40,793	97.4	8	0.0	**41,874**	**100.0**
Bus	669	6.3	9,887	93.7	0	0.0	**10,556**	**100.0**
Other/Unknown	2,505	1.2	213,637	98.8	12	0.0	**216,155**	**100.0**
Total**	**14,977**	**0.7**	**2,153,976**	**99.3**	**170**	**0.0**	**2,169,123**	**100.0**

*Includes total and partial ejection.
**Excludes motorcyclists.
Note: Totals may not equal sum of components due to independent rounding.

Table 74. Vehicle Occupants Killed and Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**1,670**
Passenger Car	2,978	Light Truck	1,087	**4,065**
Passenger Car	1,308	Large Truck	58	**1,366**
Passenger Car	12	Motorcycle	1,076	**1,088**
Passenger Car	37	Bus	1	**38**
Passenger Car	61	Other/Unknown	61	**122**
Light Truck	—	Light Truck	—	**2,347**
Light Truck	1,543	Large Truck	86	**1,629**
Light Truck	14	Motorcycle	1,834	**1,848**
Light Truck	51	Bus	5	**56**
Light Truck	76	Other/Unknown	114	**190**
Large Truck	—	Large Truck	—	**204**
Large Truck	0	Motorcycle	340	**340**
Large Truck	2	Bus	11	**13**
Large Truck	7	Other/Unknown	41	**48**
Motorcycle	—	Motorcycle	—	**77**
Motorcycle	20	Bus	0	**20**
Motorcycle	57	Other/Unknown	3	**60**
Bus	—	Bus	—	**0**
Bus	0	Other/Unknown	1	**1**
Other/Unknown	—	Other/Unknown	—	**33**
Total Occupants Killed				**15,215**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**268,240**
Passenger Car	312,861	Light Truck	246,335	**559,196**
Passenger Car	36,164	Large Truck	6,332	**42,497**
Passenger Car	3,132	Motorcycle	17,645	**20,778**
Passenger Car	2,336	Bus	2,756	**5,092**
Passenger Car	29,233	Other/Unknown	21,171	**50,404**
Light Truck	—	Light Truck	—	**292,656**
Light Truck	39,148	Large Truck	9,599	**48,747**
Light Truck	2,069	Motorcycle	16,990	**19,059**
Light Truck	1,929	Bus	2,957	**4,886**
Light Truck	22,887	Other/Unknown	21,767	**44,655**
Large Truck	—	Large Truck	—	**4,052**
Large Truck	43	Motorcycle	1,266	**1,309**
Large Truck	135	Bus	550	**684**
Large Truck	823	Other/Unknown	3,766	**4,589**
Total Occupants Injured				**1,366,844**

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 75. Vehicle Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Class

Vehicle Body Class	Occupants Involved		Occupants Killed	
	Number	Percent	Number	Percent
Passenger Cars	**29,021**	**33.8**	**12,691**	**37.8**
Convertible	578	0.7	323	1.0
Sedan	22,998	26.8	9,846	29.3
Coupe	2,504	2.9	1,208	3.6
Hatchback	2,525	2.9	1,103	3.3
Wagon	416	0.5	211	0.6
Light Trucks	**39,427**	**45.9**	**12,729**	**37.9**
Utility	22,213	25.9	7,103	21.2
Minivan	2,244	2.6	627	1.9
Cargo Van	669	0.8	180	0.5
Step Van	2	0.0	0	0.0
Other Van Type	831	1.0	240	0.7
Light Pickup	13,449	15.7	4,572	13.6
Other Light Truck	19	0.0	7	0.0
Large Trucks	**7,050**	**8.2**	**1,097**	**3.3**
Utility	2	0.0	0	0.0
Cargo Van	34	0.0	6	0.0
Step Van	34	0.0	8	0.0
Other Van Type	98	0.1	15	0.0
Large Pickup	1,137	1.3	184	0.5
Single-Unit Truck	1,799	2.1	321	1.0
Truck Tractor	3,804	4.4	548	1.6
Other Large Truck	142	0.2	15	0.0
Motorcycles	**6,888**	**8.0**	**6,218**	**18.5**
2-Wheel Motorcycle (excluding Motor Scooters)	6,151	7.2	5,557	16.6
Moped	44	0.1	42	0.1
3-Wheel Motorcycle (2 Rear Wheels)	94	0.1	83	0.2
Off-Road Motorcycle	149	0.2	133	0.4
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	56	0.1	41	0.1
Motor Scooter	261	0.3	242	0.7
Other Motored Cycle Type (Minibikes, Pocket Bikes)	22	0.0	19	0.1
Unknown Motored Cycle Type	111	0.1	101	0.3
Buses*	**695**	**0.8**	**26**	**0.1**
School Bus	286	0.3	10	0.0
Intercity Bus	82	0.1	0	0.0
Transit Bus	159	0.2	2	0.0
Other Bus	168	0.2	14	0.0
Other Vehicle Types	**2,742**	**3.2**	**801**	**2.4**
Motorhome	112	0.1	24	0.1
All-Terrain Vehicle	329	0.4	254	0.8
Recreational Off-Road Vehicle	411	0.5	216	0.6
Snowmobile	16	0.0	15	0.0
Farm Equipment	124	0.1	49	0.1
Construction Equipment	14	0.0	3	0.0
Low-Speed Vehicle	11	0.0	5	0.0
Golf Cart	44	0.1	26	0.1
Street Sweeper	3	0.0	1	0.0
Other Vehicle	147	0.2	51	0.2
Unknown Vehicle Types	**1,531**	**1.8**	**157**	**0.5**
Total	**85,823**	**100.0**	**33,562**	**100.0**

*Noninjured passengers are not included in this bus occupant count. All bus drivers are included, regardless of injury severity.
Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 76. Passenger Car and Light-Truck Occupants Involved in Fatal Crashes and Occupants Killed, by Vehicle Age and Vehicle Type

Vehicle Age (Years)	Passenger Cars			Light Trucks								
				Pickup			Utility			Van		
	Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent
0-3	3,582	1,316	36.74	1,911	425	22.24	4,868	1,256	25.80	579	127	21.93
4-7	6,392	2,407	37.66	2,380	526	22.10	5,336	1,465	27.46	744	164	22.04
8-11	6,159	2,405	39.05	1,803	473	26.23	3,635	1,076	29.60	659	141	21.40
12-15	5,259	2,441	46.42	1,744	595	34.12	2,809	920	32.75	580	163	28.10
16-19	4,269	2,236	52.38	2,428	1,018	41.93	3,295	1,339	40.64	702	249	35.47
20+	3,262	1,871	57.36	3,140	1,528	48.66	2,207	1,042	47.21	472	202	42.80
Unknown	98	15	15.31	43	7	16.28	63	5	7.94	10	1	10.00
Total	**29,021**	**12,691**	**43.73**	**13,449**	**4,572**	**34.00**	**22,213**	**7,103**	**31.98**	**3,746**	**1,047**	**27.95**

Notes: Vehicle age = crash year – model year. Vehicle age 0 includes model years 2022 and newer.

Table 77. People Killed and Alcohol-Impaired-Driving Fatalities, by Person Type

Person Type	Total Killed	Alcohol-Impaired-Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Drivers	20,908	7,580	36
Passengers	6,393	2,144	34
Unknown	43	4	10
Subtotal	*27,344*	*9,729*	*36*
Motorcyclists	*6,218*	*2,160*	*35*
Nonoccupants			
Pedestrians	7,522	1,394	19
Pedalcyclists	1,105	177	16
Other/Unknown	325	64	20
Subtotal	*8,952*	*1,635*	*18*
Total	**42,514**	**13,524**	**32**

*Fatalities in crashes involving a driver with a BAC of .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Table 78. Drivers Involved in Fatal Crashes, by Age Group and Their BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	74	86	3	3	10	11	13	14	**87**	**100**
15-20	3,714	76	195	4	947	19	1,142	24	**4,856**	**100**
21-24	3,485	66	248	5	1,546	29	1,794	34	**5,279**	**100**
25-34	8,559	68	567	4	3,485	28	4,052	32	**12,611**	**100**
35-44	7,403	72	465	4	2,476	24	2,941	28	**10,344**	**100**
45-54	6,561	76	314	4	1,744	20	2,058	24	**8,619**	**100**
55-64	6,258	79	294	4	1,347	17	1,641	21	**7,899**	**100**
65-74	4,282	85	144	3	627	12	771	15	**5,053**	**100**
>74	3,106	90	74	2	265	8	339	10	**3,445**	**100**
Unknown	1,181	64	166	9	508	27	674	36	**1,855**	**100**
Total	**44,624**	**74**	**2,469**	**4**	**12,955**	**22**	**15,425**	**26**	**60,048**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Figure 24. Percentage of Drivers Involved in Fatal Crashes Who Were Alcohol-Impaired (BAC = .08+ g/dL), by Age Group

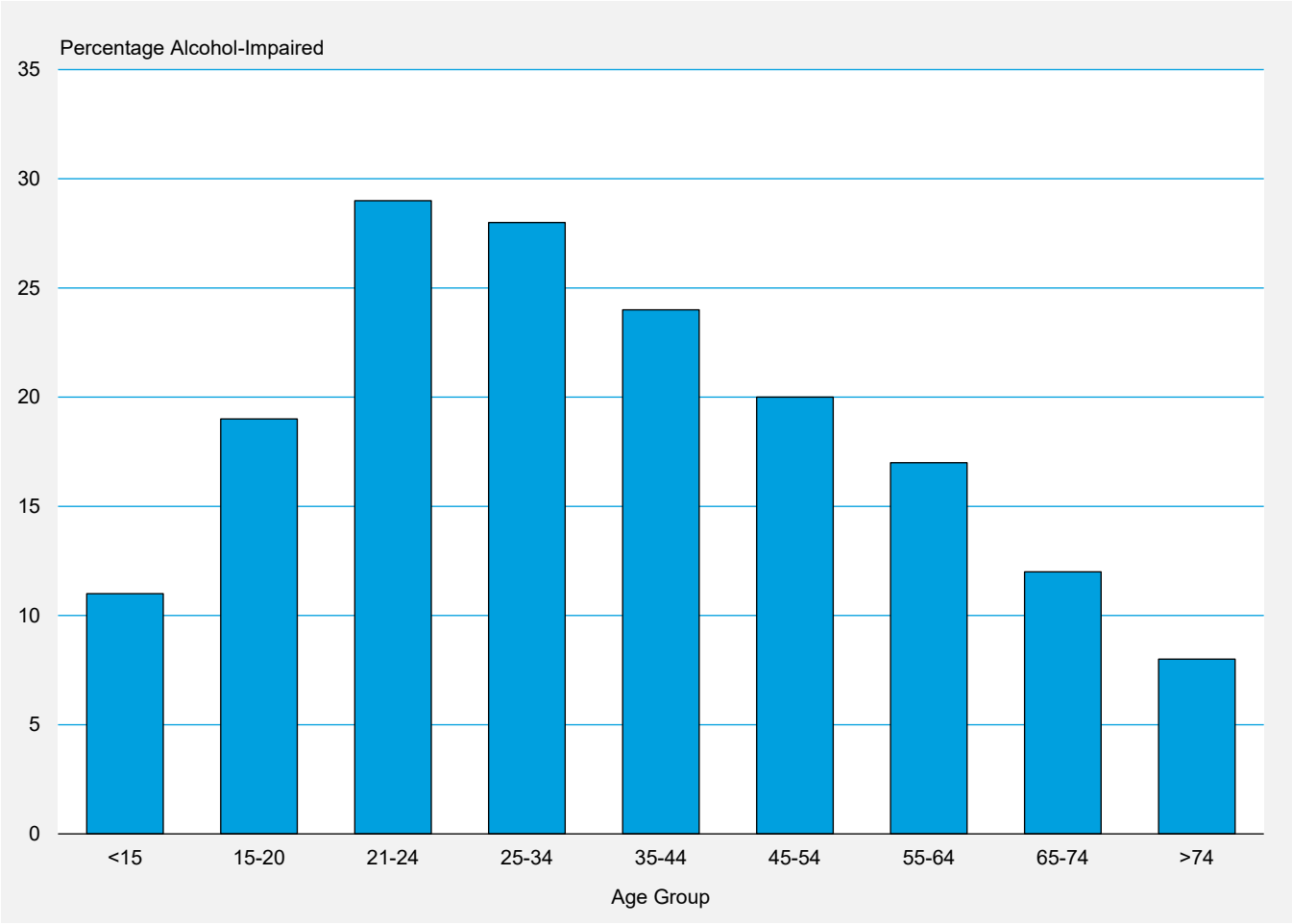


Table 79. Drivers Killed in Crashes, by Time of Day, Day of Week, Age Group, Alcohol Impairment, and Crash Type

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
Single-Vehicle Crashes				
Daytime	389	16	4,938	24
Weekday	252	14	3,267	21
Weekend	137	19	1,671	29
Nighttime	694	44	6,078	59
Weekday	310	38	2,772	53
Weekend	384	50	3,306	63
Multi-Vehicle Crashes				
Daytime	493	6	7,867	10
Weekday	360	5	6,042	9
Weekend	133	9	1,825	14
Nighttime	480	20	5,620	34
Weekday	227	17	2,699	29
Weekend	253	22	2,921	38

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Table 80. Drivers Killed in Crashes, by Age Group and Their BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	41	88	2	4	3	7	5	12	**46**	**100**
15-20	1,430	70	98	5	506	25	604	30	**2,034**	**100**
21-24	1,258	55	130	6	918	40	1,047	45	**2,305**	**100**
25-34	3,031	54	314	6	2,221	40	2,534	46	**5,565**	**100**
35-44	2,504	58	265	6	1,569	36	1,835	42	**4,338**	**100**
45-54	2,398	63	183	5	1,198	32	1,381	37	**3,779**	**100**
55-64	2,571	69	193	5	950	26	1,143	31	**3,714**	**100**
65-74	2,174	80	95	3	444	16	539	20	**2,713**	**100**
>74	2,070	90	51	2	190	8	241	10	**2,311**	**100**
Unknown	21	58	3	8	13	35	16	42	**37**	**100**
Total	**17,498**	**65**	**1,332**	**5**	**8,012**	**30**	**9,344**	**35**	**26,842**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Figure 25. Percentage of Drivers Killed Who Were Alcohol-Impaired (BAC = .08+ g/dL), by Age Group, Crash Type, Time of Day, and Day of Week

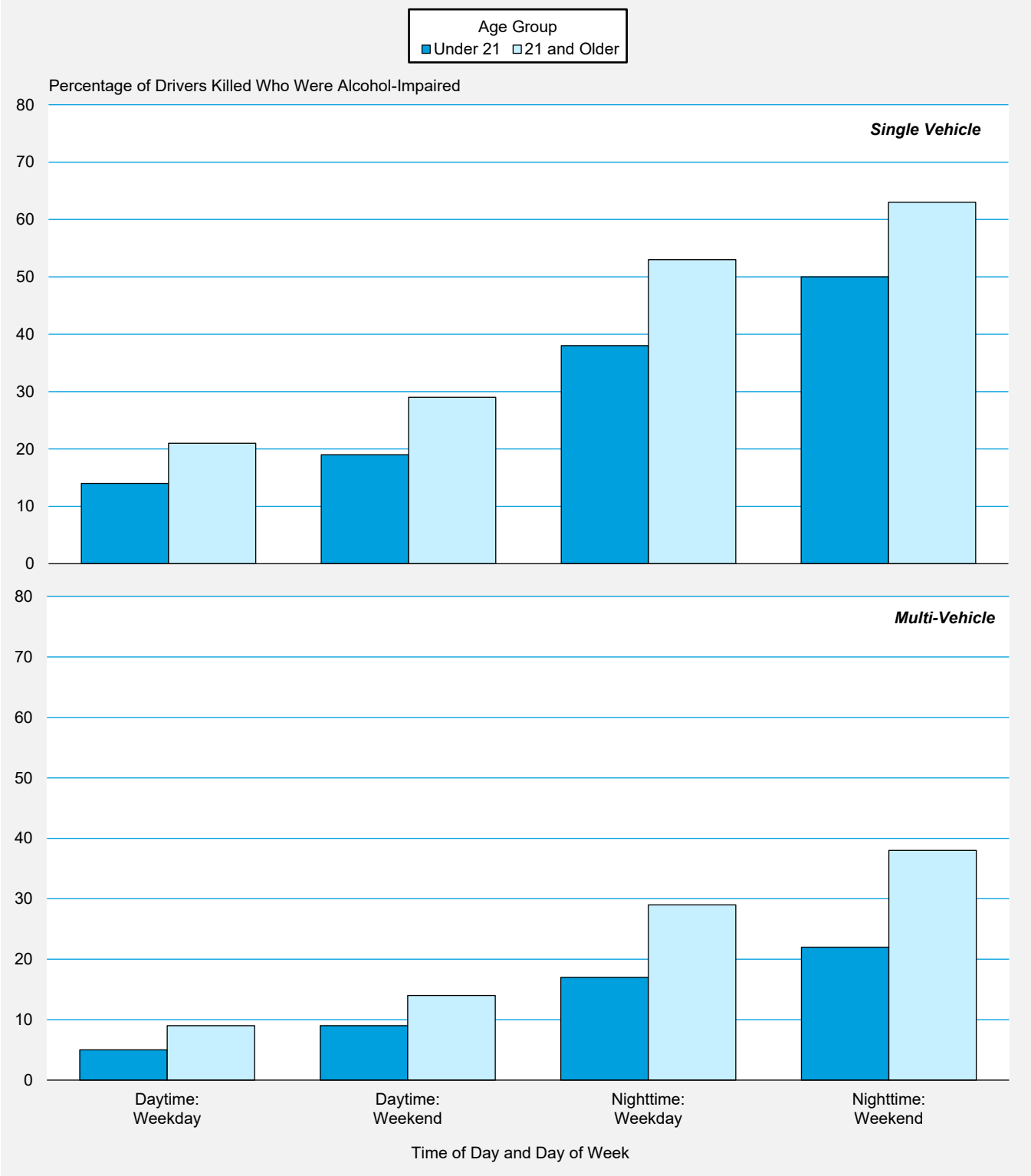


Table 81. Drivers Involved in Fatal Crashes, by Vehicle Type and Their BACs

Vehicle Type	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	14,210	71	768	4	4,911	25	5,679	29	**19,889**	**100**
Light Truck	19,303	75	904	4	5,406	21	6,310	25	**25,613**	**100**
Large Truck	5,465	95	132	2	163	3	296	5	**5,760**	**100**
Bus	186	88	6	3	19	9	25	12	**211**	**100**
Other/Unknown	1,367	61	210	9	649	29	859	39	**2,226**	**100**
Subtotal	*40,531*	*75*	*2,021*	*4*	*11,148*	*21*	*13,168*	*25*	***53,699***	***100***
Motorcycle	4,093	64	449	7	1,808	28	2,256	36	**6,349**	**100**
Total	**44,624**	**74**	**2,469**	**4**	**12,955**	**22**	**15,425**	**26**	**60,048**	**100**

Notes: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 82. People Killed, by Age Group and Highest Driver BAC in the Crash

Age Group	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	237	67	15	4	102	29	117	33	**355**	**100**
5-9	218	70	19	6	75	24	94	30	**312**	**100**
10-14	329	71	25	5	107	23	132	28	**462**	**100**
15-20	2,153	63	214	6	1,062	31	1,276	37	**3,434**	**100**
21-24	1,660	50	202	6	1,452	44	1,654	50	**3,319**	**100**
25-34	4,224	52	505	6	3,362	41	3,867	48	**8,104**	**100**
35-44	3,824	57	426	6	2,443	36	2,869	43	**6,702**	**100**
45-54	3,477	61	295	5	1,910	34	2,205	39	**5,688**	**100**
55-64	4,014	67	323	5	1,622	27	1,945	33	**5,967**	**100**
65-74	3,245	76	190	4	849	20	1,039	24	**4,291**	**100**
>74	3,061	83	115	3	488	13	604	16	**3,680**	**100**
Unknown	138	69	8	4	52	26	60	30	**200**	**100**
Total	**26,580**	**63**	**2,337**	**5**	**13,524**	**32**	**15,861**	**37**	**42,514**	**100**

*Includes people killed in crashes in which there was no driver present.
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Table 83. Pedestrians Killed, by Pedestrian's and Driver's BAC

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	3,957	53	189	3	798	11	**4,944**	**66**
.01-.07	235	3	17	0	64	1	**317**	**4**
.08+	1,646	22	111	1	418	6	**2,175**	**29**
Total*	**5,839**	**79**	**316**	**4**	**1,281**	**17**	**7,436**	**100**

*Includes pedestrians struck by motorcycles. Does not include pedestrians killed in hit-and-run crashes.
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Table 84. Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	12,636	63.5	5,087	25.6	2,166	10.9	**19,889**	**100.0**
Light Truck	16,972	66.3	6,101	23.8	2,540	9.9	**25,613**	**100.0**
Large Truck	4,693	81.5	635	11.0	432	7.5	**5,760**	**100.0**
Bus	177	83.9	17	8.1	17	8.1	**211**	**100.0**
Other/Unknown	177	8.0	715	32.1	1,334	59.9	**2,226**	**100.0**
Total*	**34,655**	**64.5**	**12,555**	**23.4**	**6,489**	**12.1**	**53,699**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,046,864	86.8	40,111	3.3	118,577	9.8	**1,205,553**	**100.0**
Light Truck	1,121,951	87.2	43,786	3.4	121,140	9.4	**1,286,878**	**100.0**
Large Truck	102,690	86.1	3,197	2.7	13,323	11.2	**119,211**	**100.0**
Bus	9,181	88.3	153	1.5	1,064	10.2	**10,398**	**100.0**
Other/Unknown	238,805	69.2	11,708	3.4	94,375	27.4	**344,888**	**100.0**
Total*	**2,519,491**	**84.9**	**98,956**	**3.3**	**348,480**	**11.7**	**2,966,927**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	2,500,796	89.9	35,930	1.3	246,089	8.8	**2,782,815**	**100.0**
Light Truck	2,900,110	89.9	42,625	1.3	282,812	8.8	**3,225,547**	**100.0**
Large Truck	357,190	87.5	5,247	1.3	45,558	11.2	**407,995**	**100.0**
Bus	37,791	89.3	135	0.3	4,414	10.4	**42,340**	**100.0**
Other/Unknown	597,278	64.8	14,604	1.6	309,546	33.6	**921,428**	**100.0**
Total*	**6,393,165**	**86.6**	**98,541**	**1.3**	**888,419**	**12.0**	**7,380,125**	**100.0**
All Crashes								
Passenger Car	3,560,296	88.8	81,128	2.0	366,832	9.2	**4,008,256**	**100.0**
Light Truck	4,039,033	89.0	92,513	2.0	406,492	9.0	**4,538,038**	**100.0**
Large Truck	464,572	87.2	9,080	1.7	59,313	11.1	**532,965**	**100.0**
Bus	47,150	89.0	304	0.6	5,495	10.4	**52,949**	**100.0**
Other/Unknown	836,260	65.9	27,027	2.1	405,255	31.9	**1,268,543**	**100.0**
Total*	**8,947,311**	**86.0**	**210,052**	**2.0**	**1,243,388**	**12.0**	**10,400,751**	**100.0**

*Excludes motorcycle riders.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 85. Passenger Car and Light-Truck Occupants Killed and Injured, by Age Group and Restraint Use

Age Group	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	169	66.5	66	26.0	19	7.5	**254**	**100.0**
5-9	122	56.7	70	32.6	23	10.7	**215**	**100.0**
10-14	118	41.1	130	45.3	39	13.6	**287**	**100.0**
15-20	974	37.1	1,347	51.3	303	11.5	**2,624**	**100.0**
21-24	780	35.0	1,147	51.5	301	13.5	**2,228**	**100.0**
25-34	1,677	34.2	2,623	53.5	606	12.4	**4,906**	**100.0**
35-44	1,374	37.4	1,862	50.7	435	11.8	**3,671**	**100.0**
45-54	1,280	43.5	1,339	45.5	325	11.0	**2,944**	**100.0**
55-64	1,514	50.7	1,212	40.6	258	8.6	**2,984**	**100.0**
65-74	1,483	59.9	789	31.9	203	8.2	**2,475**	**100.0**
>74	1,893	68.4	703	25.4	173	6.2	**2,769**	**100.0**
Unknown	26	41.3	14	22.2	23	36.5	**63**	**100.0**
Total	**11,410**	**44.9**	**11,302**	**44.5**	**2,708**	**10.7**	**25,420**	**100.0**
Occupants Injured								
<5	32,848	91.6	1,315	3.7	1,710	4.8	**35,873**	**100.0**
5-9	37,855	87.6	1,913	4.4	3,439	8.0	**43,206**	**100.0**
10-14	38,163	84.6	3,044	6.7	3,885	8.6	**45,092**	**100.0**
15-20	191,928	81.0	18,774	7.9	26,304	11.1	**237,007**	**100.0**
21-24	152,136	82.5	11,275	6.1	21,003	11.4	**184,414**	**100.0**
25-34	320,937	83.7	25,715	6.7	36,638	9.6	**383,289**	**100.0**
35-44	254,019	84.6	16,423	5.5	29,957	10.0	**300,399**	**100.0**
45-54	202,631	85.7	9,379	4.0	24,398	10.3	**236,408**	**100.0**
55-64	184,751	86.8	6,436	3.0	21,614	10.2	**212,801**	**100.0**
65-74	123,510	87.4	4,136	2.9	13,660	9.7	**141,306**	**100.0**
>74	71,887	89.2	1,621	2.0	7,067	8.8	**80,575**	**100.0**
Total*	**1,610,752**	**84.8**	**100,070**	**5.3**	**189,717**	**10.0**	**1,900,539**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown age.
Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 86. Passenger Car and Light-Truck Occupant Survivors of Fatal Crashes, by Age Group and Restraint Use

	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
Age Group	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,229	86.4	127	8.9	67	4.7	**1,423**	**100.0**
5-9	1,152	80.8	175	12.3	99	6.9	**1,426**	**100.0**
10-14	1,178	76.1	242	15.6	128	8.3	**1,548**	**100.0**
15-20	3,990	68.9	1,166	20.1	633	10.9	**5,789**	**100.0**
21-24	2,993	70.4	741	17.4	518	12.2	**4,252**	**100.0**
25-34	6,137	73.5	1,350	16.2	857	10.3	**8,344**	**100.0**
35-44	5,003	78.0	786	12.2	628	9.8	**6,417**	**100.0**
45-54	3,923	84.7	352	7.6	358	7.7	**4,633**	**100.0**
55-64	3,336	86.1	273	7.0	267	6.9	**3,876**	**100.0**
65-74	2,341	88.1	157	5.9	158	5.9	**2,656**	**100.0**
>74	1,345	89.4	75	5.0	85	5.6	**1,505**	**100.0**
Unknown	205	17.7	105	9.1	849	73.3	**1,159**	**100.0**
Total	**32,832**	**76.3**	**5,549**	**12.9**	**4,647**	**10.8**	**43,028**	**100.0**

Note: Restraint use is determined by police and may be overreported for survivors.

Table 87. Passenger Car Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	***5,656***	***48.5***	***4,772***	***40.9***	***1,229***	***10.5***	***11,657***	***100.0***
Left	4,650	47.9	4,036	41.6	1,015	10.5	**9,701**	**100.0**
Middle	3	42.9	1	14.3	3	42.9	**7**	**100.0**
Right	1,002	51.5	732	37.6	211	10.8	**1,945**	**100.0**
Other/Unknown	1	25.0	3	75.0	0	0.0	**4**	**100.0**
Second Seat	***303***	***32.7***	***502***	***54.1***	***123***	***13.3***	***928***	***100.0***
Left	119	35.7	171	51.4	43	12.9	**333**	**100.0**
Middle	20	19.4	69	67.0	14	13.6	**103**	**100.0**
Right	160	34.8	241	52.4	59	12.8	**460**	**100.0**
Other/Unknown	4	12.5	21	65.6	7	21.9	**32**	**100.0**
Other	***2***	***11.8***	***14***	***82.4***	***1***	***5.9***	***17***	***100.0***
Unknown	***5***	***5.6***	***48***	***53.9***	***36***	***40.4***	***89***	***100.0***
Total	**5,966**	**47.0**	**5,336**	**42.0**	**1,389**	**10.9**	**12,691**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***761,312***	***85.7***	***40,935***	***4.6***	***86,580***	***9.7***	***888,827***	***100.0***
Left	632,875	85.6	33,716	4.6	72,348	9.8	**738,939**	**100.0**
Middle	1,158	86.0	118	8.8	71	5.3	**1,347**	**100.0**
Right	127,277	85.7	7,098	4.8	14,161	9.5	**148,537**	**100.0**
Other/Unknown	2	50.0	2	50.0	0	0.0	**4**	**100.0**
Second Seat	***65,899***	***81.6***	***7,145***	***8.8***	***7,742***	***9.6***	***80,785***	***100.0***
Left	26,216	81.1	3,155	9.8	2,935	9.1	**32,306**	**100.0**
Middle	6,597	74.3	1,387	15.6	892	10.0	**8,875**	**100.0**
Right	32,962	83.6	2,578	6.5	3,904	9.9	**39,444**	**100.0**
Other/Unknown	123	77.4	25	15.7	11	6.9	**159**	**100.0**
Other	***3***	***4.0***	***71***	***94.7***	***1***	***1.3***	***75***	***100.0***
Total*	**827,237**	**85.3**	**48,185**	**5.0**	**94,370**	**9.7**	**969,791**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown seating position.
Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 88. Light-Truck Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light-Truck Occupants Killed								
Front Seat	***5,055***	***43.9***	***5,298***	***46.0***	***1,160***	***10.1***	***11,513***	***100.0***
Left	4,119	42.6	4,575	47.4	968	10.0	**9,662**	**100.0**
Middle	5	20.0	18	72.0	2	8.0	**25**	**100.0**
Right	930	51.1	701	38.5	188	10.3	**1,819**	**100.0**
Other/Unknown	1	14.3	4	57.1	2	28.6	**7**	**100.0**
Second Seat	***341***	***39.3***	***449***	***51.7***	***78***	***9.0***	***868***	***100.0***
Left	143	41.9	171	50.1	27	7.9	**341**	**100.0**
Middle	25	23.8	65	61.9	15	14.3	**105**	**100.0**
Right	171	42.5	200	49.8	31	7.7	**402**	**100.0**
Other/Unknown	2	10.0	13	65.0	5	25.0	**20**	**100.0**
Other	***28***	***17.1***	***123***	***75.0***	***13***	***7.9***	***164***	***100.0***
Unknown	***20***	***10.9***	***96***	***52.2***	***68***	***37.0***	***184***	***100.0***
Total	**5,444**	**42.8**	**5,966**	**46.9**	**1,319**	**10.4**	**12,729**	**100.0**
Light-Truck Occupants Injured								
Front Seat	***701,719***	***84.3***	***43,227***	***5.2***	***87,680***	***10.5***	***832,626***	***100.0***
Left	573,640	84.2	34,923	5.1	72,503	10.6	**681,065**	**100.0**
Middle	1,366	70.1	101	5.2	480	24.7	**1,947**	**100.0**
Right	126,708	84.7	8,198	5.5	14,696	9.8	**149,603**	**100.0**
Other/Unknown	5	45.5	5	45.5	1	9.1	**11**	**100.0**
Second Seat	***75,669***	***85.1***	***6,749***	***7.6***	***6,464***	***7.3***	***88,883***	***100.0***
Left	29,680	86.9	2,225	6.5	2,236	6.6	**34,142**	**100.0**
Middle	8,628	80.7	1,163	10.9	906	8.5	**10,697**	**100.0**
Right	37,278	85.3	3,233	7.4	3,183	7.3	**43,695**	**100.0**
Other/Unknown	83	23.8	128	36.7	138	39.5	**350**	**100.0**
Other	***6,105***	***67.7***	***1,799***	***19.9***	***1,114***	***12.4***	***9,018***	***100.0***
Total*	**783,515**	**84.2**	**51,885**	**5.6**	**95,348**	**10.2**	**930,748**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown seating position.
Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 89. Passenger Car and Light-Truck Occupants Killed and Injured, by Restraint Use and Type of Restraint

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Cars		Light Trucks	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	1,104	8.7	1,250	9.8
Lap Belt	18	0.1	21	0.2
Shoulder Belt	15	0.1	10	0.1
Child Safety Seat	34	0.3	47	0.4
Other/Type Unknown	20	0.2	26	0.2
Restraint Used, Air Bag Deployed	4,682	36.9	4,006	31.5
Safety Belt Used Improperly	77	0.6	70	0.5
Child Safety Seat Used Improperly	16	0.1	14	0.1
Subtotal	*5,966*	*47.0*	*5,444*	*42.8*
No Restraint Used	1,380	10.9	2,563	20.1
No Restraint Used, Air Bag Deployed	3,956	31.2	3,403	26.7
Restraint Use Unknown	1,389	10.9	1,319	10.4
Total	**12,691**	**100.0**	**12,729**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	405,200	41.8	414,483	44.5
Lap Belt	3,129	0.3	2,533	0.3
Shoulder Belt	2,983	0.3	2,282	0.2
Child Safety Seat	14,250	1.5	17,290	1.9
Other/Type Unknown	818	0.1	1,854	0.2
Restraint Used, Air Bag Deployed	392,915	40.5	335,422	36.0
Safety Belt Used Improperly	6,991	0.7	8,856	1.0
Child Safety Seat Used Improperly	949	0.1	795	0.1
Subtotal	*827,237*	*85.3*	*783,515*	*84.2*
No Restraint Used	17,766	1.8	26,318	2.8
No Restraint Used, Air Bag Deployed	30,418	3.1	25,568	2.7
Restraint Use Unknown	94,370	9.7	95,348	10.2
Total	**969,791**	**100.0**	**930,748**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 90. Passenger Car and Light-Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence

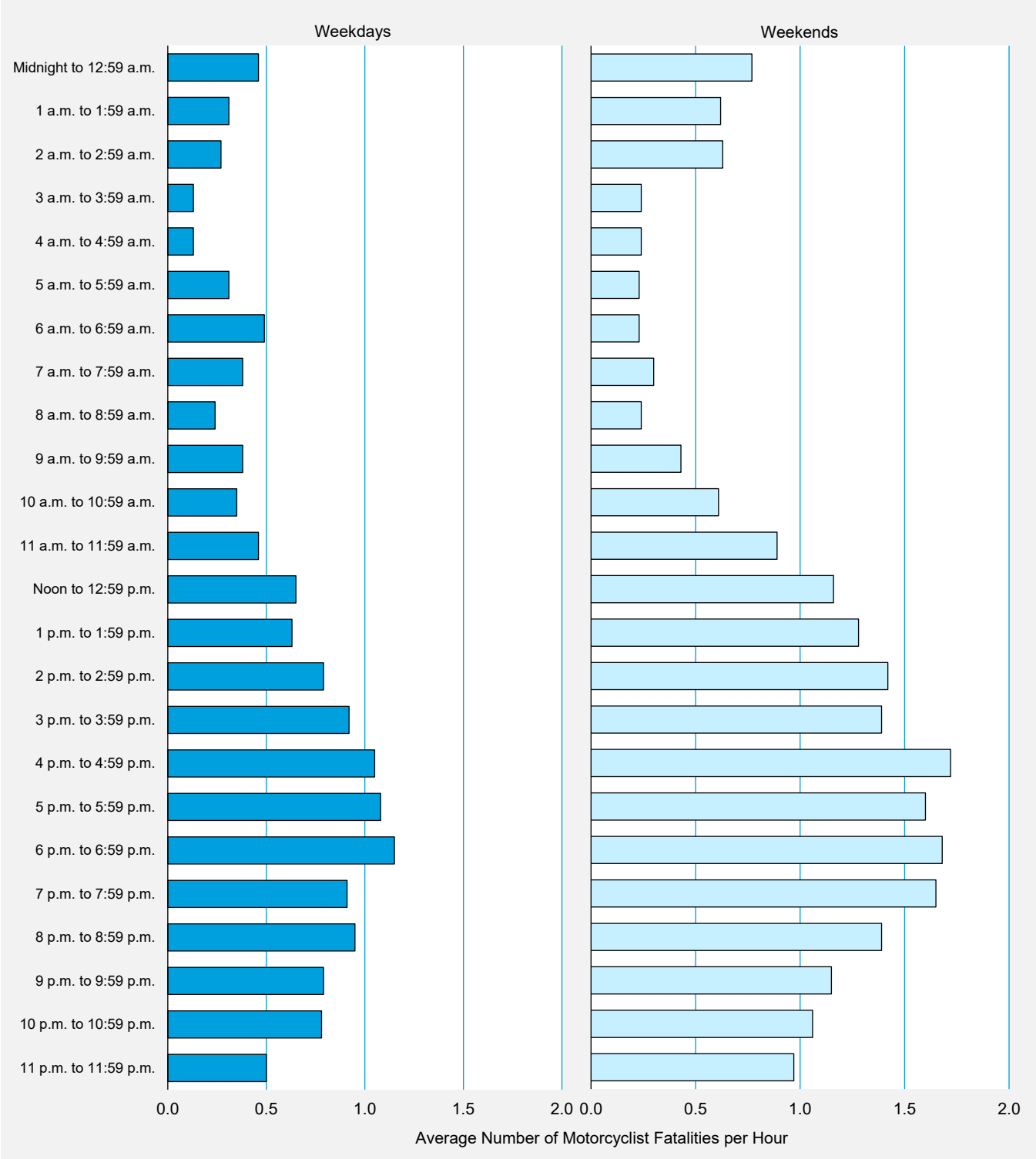
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Cars	2,145	40.8	3,110	59.2	**5,255**	**100.0**
Light Trucks						
Pickup	1,416	54.0	1,207	46.0	**2,623**	**100.0**
Utility	1,845	54.1	1,565	45.9	**3,410**	**100.0**
Van	142	37.4	238	62.6	**380**	**100.0**
Other	1	16.7	5	83.3	**6**	**100.0**
Total	**5,549**	**47.5**	**6,125**	**52.5**	**11,674**	**100.0**
Multi-Vehicle Crashes						
Passenger Cars	545	7.3	6,891	92.7	**7,436**	**100.0**
Light Trucks						
Pickup	381	19.5	1,568	80.5	**1,949**	**100.0**
Utility	742	20.1	2,951	79.9	**3,693**	**100.0**
Van	94	14.1	573	85.9	**667**	**100.0**
Other	1	100.0	0	0.0	**1**	**100.0**
Total	**1,763**	**12.8**	**11,983**	**87.2**	**13,746**	**100.0**
All Crashes						
Passenger Cars	2,690	21.2	10,001	78.8	**12,691**	**100.0**
Light Trucks						
Pickup	1,797	39.3	2,775	60.7	**4,572**	**100.0**
Utility	2,587	36.4	4,516	63.6	**7,103**	**100.0**
Van	236	22.5	811	77.5	**1,047**	**100.0**
Other	2	28.6	5	71.4	**7**	**100.0**
Total	**7,312**	**28.8**	**18,108**	**71.2**	**25,420**	**100.0**

Table 91. Motorcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 2:59 a.m.	216	6.5	317	11.1	**533**	**8.6**
3 a.m. to 5:59 a.m.	121	3.6	110	3.8	**231**	**3.7**
6 a.m. to 8:59 a.m.	290	8.7	81	2.8	**371**	**6.0**
9 a.m. to 11:59 a.m.	311	9.3	202	7.0	**513**	**8.3**
Noon to 2:59 p.m.	538	16.1	405	14.1	**943**	**15.2**
3 p.m. to 5:59 p.m.	794	23.7	495	17.3	**1,289**	**20.7**
6 p.m. to 8:59 p.m.	626	18.7	740	25.8	**1,366**	**22.0**
9 p.m. to 11:59 p.m.	431	12.9	499	17.4	**930**	**15.0**
Unknown	18	0.5	17	0.6	**42**	**0.7**
Total	**3,345**	**100.0**	**2,866**	**100.0**	**6,218**	**100.0**
Motorcyclists Injured						
Midnight to 2:59 a.m.	1,588	3.2	2,959	8.8	**4,547**	**5.5**
3 a.m. to 5:59 a.m.	1,324	2.7	833	2.5	**2,158**	**2.6**
6 a.m. to 8:59 a.m.	5,430	11.0	912	2.7	**6,343**	**7.7**
9 a.m. to 11:59 a.m.	4,792	9.7	3,526	10.5	**8,319**	**10.1**
Noon to 2:59 p.m.	10,272	20.9	6,528	19.5	**16,800**	**20.3**
3 p.m. to 5:59 p.m.	14,304	29.1	6,642	19.8	**20,946**	**25.3**
6 p.m. to 8:59 p.m.	7,345	14.9	7,610	22.7	**14,955**	**18.1**
9 p.m. to 11:59 p.m.	4,113	8.4	4,505	13.4	**8,619**	**10.4**
Total**	**49,170**	**100.0**	**33,517**	**100.0**	**82,687**	**100.0**

*Includes motorcyclists killed on unknown day of week.
**Includes motorcyclists injured in fatal crashes from FARS with unknown time of day.
Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Figure 26. Average Number of Motorcyclists Killed per Hour, by Time of Day and Day of Week



Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 92. Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	3,629	61.2	2,091	35.2	214	3.6	**5,934**	**100.0**
Passengers	118	41.5	153	53.9	13	4.6	**284**	**100.0**
Total	**3,747**	**60.3**	**2,244**	**36.1**	**227**	**3.7**	**6,218**	**100.0**

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 93. Motorcycle Riders Involved in Fatal Crashes, by Age Group and License Compliance

Age Group	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<15	14	1	0	0	0	**15**
15-20	58	6	106	180	8	**358**
21-24	37	4	223	314	5	**583**
25-34	129	12	543	812	13	**1,509**
35-44	77	7	383	680	13	**1,160**
45-54	53	5	293	735	10	**1,096**
55-64	34	6	208	715	6	**969**
65-74	7	4	73	431	7	**522**
>74	3	0	9	115	0	**127**
Unknown	0	0	1	1	8	**10**
Total	**412**	**45**	**1,839**	**3,983**	**70**	**6,349**

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

Table 94. Pedestrians Killed in School-Bus-Related Crashes, by Age Group and Striking Vehicle

Age Group	Vehicle Type		Total
	Bus	Other Vehicle	
<5	1	0	**1**
5-9	2	0	**2**
10-14	1	1	**2**
15-18	1	1	**2**
>18	5	1	**6**
Total	**10**	**3**	**13**

Table 95. People Killed and Injured in School-Bus-Related Crashes, by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Drivers	4	3.8	877	7.0
School Bus Passengers	8	7.7	5,950	47.6
Pedestrians	13	12.5	478	3.8
Pedalcyclists	2	1.9	164	1.3
Occupants of Other Vehicle	76	73.1	5,021	40.2
Other Nonoccupants	1	1.0	13	0.1
Total	**104**	**100.0**	**12,502**	**100.0**

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see page 6 of this report.

Table 96. Pedestrians Killed and Injured, by Age Group and Location

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed								
<5	8	12.1	43	65.2	14	21.2	**66**	**100.0**
5-9	8	15.7	34	66.7	9	17.6	**51**	**100.0**
10-14	13	18.3	39	54.9	18	25.4	**71**	**100.0**
15-20	43	15.5	189	68.2	39	14.1	**277**	**100.0**
21-24	40	11.3	259	73.2	48	13.6	**354**	**100.0**
25-34	108	8.5	1,026	80.3	124	9.7	**1,277**	**100.0**
35-44	168	12.4	1,050	77.7	115	8.5	**1,351**	**100.0**
45-54	180	16.0	820	72.8	108	9.6	**1,126**	**100.0**
55-64	217	16.1	1,012	74.9	99	7.3	**1,351**	**100.0**
65-74	204	22.6	622	69.0	69	7.6	**902**	**100.0**
>74	162	27.2	375	63.0	49	8.2	**595**	**100.0**
Unknown	15	14.9	78	77.2	3	3.0	**101**	**100.0**
Total	**1,166**	**15.5**	**5,547**	**73.7**	**695**	**9.2**	**7,522**	**100.0**
Pedestrians Injured								
<5	96	11.3	661	77.7	93	10.9	**850**	**100.0**
5-9	405	18.0	1,611	71.6	164	7.3	**2,250**	**100.0**
10-14	1,918	49.9	1,547	40.2	381	9.9	**3,846**	**100.0**
15-20	2,566	43.2	2,622	44.1	757	12.7	**5,946**	**100.0**
21-24	2,527	52.8	1,965	41.1	175	3.7	**4,786**	**100.0**
25-34	3,919	33.2	6,050	51.3	1,611	13.7	**11,796**	**100.0**
35-44	3,913	39.1	4,671	46.7	1,331	13.3	**10,006**	**100.0**
45-54	3,489	36.6	4,469	46.9	1,470	15.4	**9,526**	**100.0**
55-64	3,273	37.0	4,268	48.2	1,095	12.4	**8,854**	**100.0**
65-74	3,362	52.5	2,265	35.4	664	10.4	**6,398**	**100.0**
>74	1,674	54.6	995	32.5	372	12.1	**3,065**	**100.0**
Total* **	**27,144**	**40.3**	**31,131**	**46.2**	**8,117**	**12.1**	**67,336**	**100.0**

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, “At Intersection” and “Not At Intersection” do not include those in the “Other” category that were at intersection or not at intersection.
**Includes pedestrians killed and injured at unknown locations.
***Includes pedestrians injured in fatal crashes from FARS with unknown age.
Note: Totals may not equal sum of components due to independent rounding.

Table 97. Pedestrians Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	35	9,475,095	0.37	31	9,063,258	0.34	**66**	**18,538,353**	**0.36**
5-9	33	10,231,946	0.32	18	9,777,249	0.18	**51**	**20,009,195**	**0.25**
10-14	39	10,701,853	0.36	32	10,187,986	0.31	**71**	**20,889,839**	**0.34**
15-20	166	13,340,726	1.24	111	12,733,072	0.87	**277**	**26,073,798**	**1.06**
21-24	243	9,343,305	2.60	110	8,924,468	1.23	**354**	**18,267,773**	**1.94**
25-34	880	23,189,562	3.79	393	22,311,738	1.76	**1,277**	**45,501,300**	**2.81**
35-44	986	22,120,189	4.46	364	21,575,176	1.69	**1,351**	**43,695,365**	**3.09**
45-54	809	20,279,630	3.99	314	20,152,015	1.56	**1,126**	**40,431,645**	**2.78**
55-64	1,009	20,671,903	4.88	335	21,413,534	1.56	**1,351**	**42,085,437**	**3.21**
65-74	637	15,910,672	4.00	263	17,877,767	1.47	**902**	**33,788,439**	**2.67**
>74	393	10,018,672	3.92	198	13,987,741	1.42	**595**	**24,006,413**	**2.48**
Unknown	44	**	**	24	**	**	**101**	**	**
Total	**5,274**	**165,283,553**	**3.19**	**2,193**	**168,004,004**	**1.31**	**7,522**	**333,287,557**	**2.26**

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	615	9,475,095	6	235	9,063,258	3	**850**	**18,538,353**	**5**
5-9	1,524	10,231,946	15	726	9,777,249	7	**2,250**	**20,009,195**	**11**
10-14	1,949	10,701,853	18	1,896	10,187,986	19	**3,846**	**20,889,839**	**18**
15-20	3,127	13,340,726	23	2,820	12,733,072	22	**5,946**	**26,073,798**	**23**
21-24	2,676	9,343,305	29	2,110	8,924,468	24	**4,786**	**18,267,773**	**26**
25-34	7,327	23,189,562	32	4,467	22,311,738	20	**11,796**	**45,501,300**	**26**
35-44	6,204	22,120,189	28	3,801	21,575,176	18	**10,006**	**43,695,365**	**23**
45-54	5,726	20,279,630	28	3,799	20,152,015	19	**9,526**	**40,431,645**	**24**
55-64	5,117	20,671,903	25	3,737	21,413,534	17	**8,854**	**42,085,437**	**21**
65-74	3,350	15,910,672	21	3,049	17,877,767	17	**6,398**	**33,788,439**	**19**
>74	1,692	10,018,672	17	1,373	13,987,741	10	**3,065**	**24,006,413**	**13**
Total* **	**39,310**	**165,283,553**	**24**	**28,018**	**168,004,004**	**17**	**67,336**	**333,287,557**	**20**

Source: Population—Census Bureau
*Includes pedestrians killed and injured of unknown sex.
**Not applicable.
***Includes pedestrians injured in fatal crashes from FARS with unknown age.
Note: Totals may not equal sum of components due to independent rounding.

Table 98. Pedestrians Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 2:59 a.m.	428	10.0	650	20.2	**1,078**	**14.3**
3 a.m. to 5:59 a.m.	424	9.9	398	12.4	**822**	**10.9**
6 a.m. to 8:59 a.m.	533	12.4	102	3.2	**635**	**8.4**
9 a.m. to 11:59 a.m.	218	5.1	69	2.1	**287**	**3.8**
Noon to 2:59 p.m.	232	5.4	86	2.7	**318**	**4.2**
3 p.m. to 5:59 p.m.	426	9.9	129	4.0	**555**	**7.4**
6 p.m. to 8:59 p.m.	1,077	25.1	869	27.0	**1,946**	**25.9**
9 p.m. to 11:59 p.m.	944	22.0	898	27.9	**1,842**	**24.5**
Unknown	12	0.3	14	0.4	**39**	**0.5**
Total	**4,294**	**100.0**	**3,215**	**100.0**	**7,522**	**100.0**
Pedestrians Injured						
Midnight to 2:59 a.m.	1,403	3.1	2,276	10.3	**3,679**	**5.5**
3 a.m. to 5:59 a.m.	1,183	2.6	1,042	4.7	**2,224**	**3.3**
6 a.m. to 8:59 a.m.	6,818	15.1	638	2.9	**7,457**	**11.1**
9 a.m. to 11:59 a.m.	5,835	12.9	1,841	8.3	**7,676**	**11.4**
Noon to 2:59 p.m.	7,001	15.5	1,641	7.4	**8,643**	**12.8**
3 p.m. to 5:59 p.m.	10,454	23.2	3,037	13.7	**13,491**	**20.0**
6 p.m. to 8:59 p.m.	8,642	19.1	6,721	30.3	**15,363**	**22.8**
9 p.m. to 11:59 p.m.	3,803	8.4	4,999	22.5	**8,803**	**13.1**
Total**	**45,140**	**100.0**	**22,196**	**100.0**	**67,336**	**100.0**

*Includes pedestrians killed at unknown time of day and day of week.
**Includes pedestrians injured in fatal crashes from FARS with unknown time of day.
Note: Totals may not equal sum of components due to independent rounding.

Figure 27. Average Number of Pedestrians Killed per Hour, by Time of Day and Day of Week

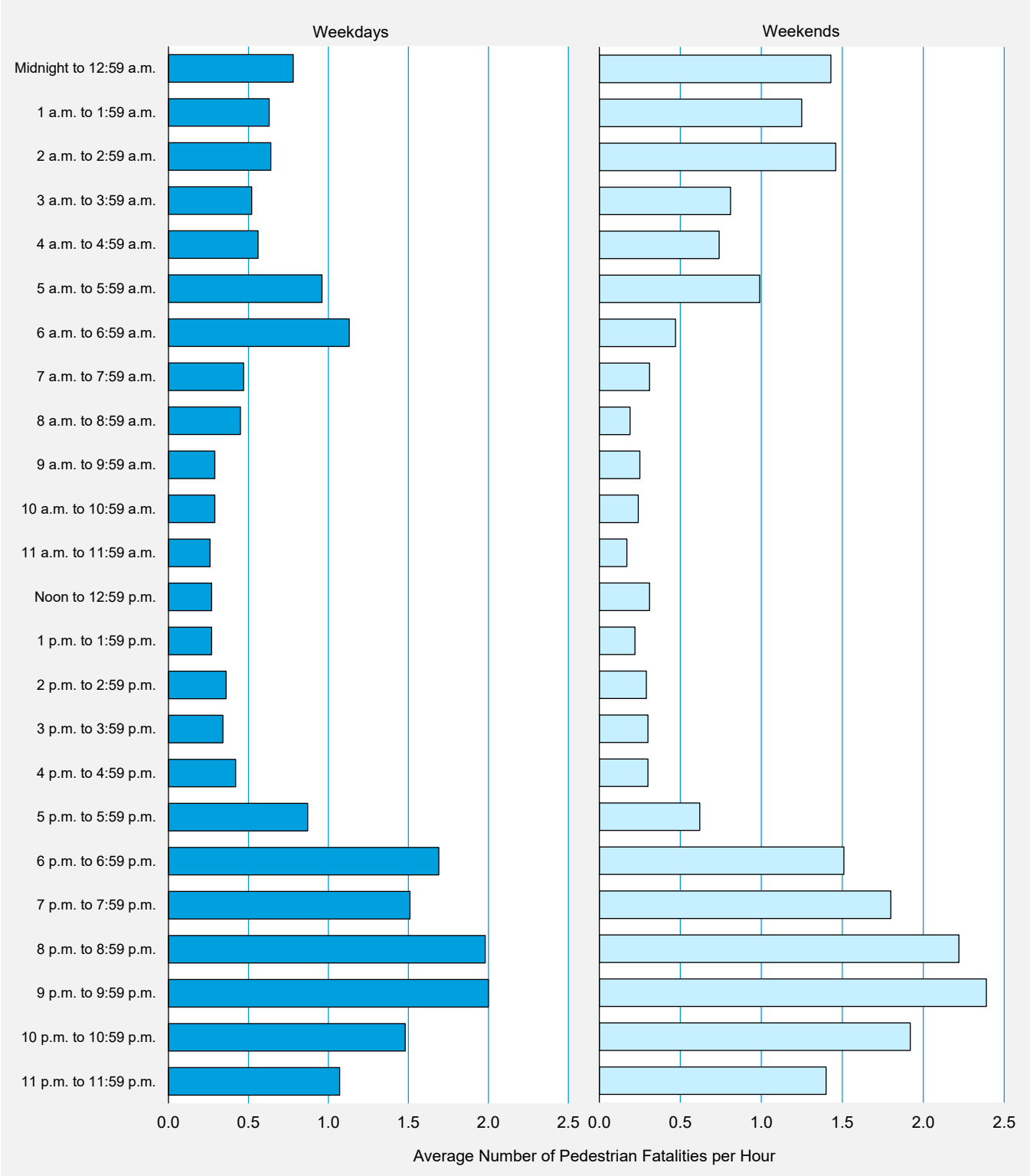


Table 99. Pedestrians Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	1,999	91.0	39	1.8	28	1.3	12	0.5	118	5.4	**2,196**	**100.0**
Light Truck	2,665	90.5	65	2.2	35	1.2	27	0.9	153	5.2	**2,945**	**100.0**
Large Truck	291	74.6	32	8.2	11	2.8	13	3.3	43	11.0	**390**	**100.0**
Bus	29	70.7	2	4.9	1	2.4	2	4.9	7	17.1	**41**	**100.0**
Other/Unknown	429	51.3	7	0.8	5	0.6	5	0.6	390	46.7	**836**	**100.0**
Total	**5,413**	**84.5**	**145**	**2.3**	**80**	**1.2**	**59**	**0.9**	**711**	**11.1**	**6,408**	**100.0**
Pedestrians Injured												
Passenger Car	16,385	84.8	1,573	8.1	784	4.1	485	2.5	91	0.5	**19,318**	**100.0**
Light Truck	16,678	76.6	1,874	8.6	1,346	6.2	1,498	6.9	388	1.8	**21,783**	**100.0**
Large Truck	824	67.7	190	15.6	45	3.7	158	12.9	0	0.0	**1,217**	**100.0**
Bus	416	58.8	172	24.3	47	6.7	73	10.3	0	0.0	**707**	**100.0**
Other/Unknown	15,744	79.9	1,591	8.1	1,151	5.8	1,083	5.5	132	0.7	**19,701**	**100.0**
Total	**50,046**	**79.8**	**5,400**	**8.6**	**3,373**	**5.4**	**3,296**	**5.3**	**612**	**1.0**	**62,727**	**100.0**

Notes: Only includes crashes where the first harmful event was a collision with a pedestrian. Totals may not equal sum of components due to independent rounding.

Table 100. Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right-of-way	3,973	52.8
Improper crossing of roadway or intersection	1,570	20.9
In roadway improperly (standing, lying, working, playing)	854	11.4
Not visible (dark clothing, no lighting, etc.)	845	11.2
Under the influence of alcohol, drugs, or medication	697	9.3
Darting or running into road	650	8.6
Wrong-way walking	621	8.3
Traveling on prohibited trafficway	265	3.5
Distracted (phone, talking, eating, object, etc.)	257	3.4
Failure to obey traffic signs, signals, or officer	234	3.1
Physical impairment	163	2.2
Entering/exiting parked or stopped vehicle	49	0.7
Emotional (e.g., depression, angry, disturbed)	41	0.5
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	19	0.3
Ill, blackout	13	0.2
Asleep or fatigued	10	0.1
Non-motorist pushing vehicle	7	0.1
Other factors	249	3.3
None reported	114	1.5
Unknown	1,451	19.3
Total Pedestrians	**7,522**	**100.0**

Note: The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

Table 101. Pedalcyclists Killed and Injured, by Age Group and Location

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed								
<5	0	0.0	5	100.0	0	0.0	**5**	**100.0**
5-9	6	42.9	5	35.7	2	14.3	**14**	**100.0**
10-14	23	62.2	8	21.6	5	13.5	**37**	**100.0**
15-20	12	26.1	26	56.5	7	15.2	**46**	**100.0**
21-24	12	36.4	17	51.5	4	12.1	**33**	**100.0**
25-34	36	25.9	88	63.3	13	9.4	**139**	**100.0**
35-44	45	25.9	109	62.6	19	10.9	**174**	**100.0**
45-54	38	21.5	108	61.0	27	15.3	**177**	**100.0**
55-64	60	23.7	161	63.6	30	11.9	**253**	**100.0**
65-74	47	32.0	77	52.4	23	15.6	**147**	**100.0**
>74	26	44.1	29	49.2	4	6.8	**59**	**100.0**
Unknown	9	42.9	10	47.6	2	9.5	**21**	**100.0**
Total	**314**	**28.4**	**643**	**58.2**	**136**	**12.3**	**1,105**	**100.0**
Pedalcyclists Injured								
<5	106	68.7	48	31.3	0	0.0	**154**	**100.0**
5-9	869	65.9	429	32.5	21	1.6	**1,319**	**100.0**
10-14	3,851	71.5	1,082	20.1	451	8.4	**5,385**	**100.0**
15-20	4,968	64.6	1,857	24.2	865	11.2	**7,690**	**100.0**
21-24	1,684	57.5	872	29.8	374	12.8	**2,930**	**100.0**
25-34	4,451	56.6	2,274	28.9	1,120	14.2	**7,871**	**100.0**
35-44	3,554	56.0	1,846	29.1	920	14.5	**6,346**	**100.0**
45-54	3,044	57.7	1,635	31.0	599	11.4	**5,278**	**100.0**
55-64	2,885	57.4	1,381	27.5	737	14.7	**5,025**	**100.0**
65-74	1,698	55.0	831	26.9	561	18.2	**3,090**	**100.0**
>74	744	67.2	264	23.8	100	9.0	**1,108**	**100.0**
Total* **	**27,853**	**60.3**	**12,520**	**27.1**	**5,749**	**12.4**	**46,195**	**100.0**

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, “At Intersection” and “Not At Intersection” do not include those in the “Other” category that were at intersection or not at intersection.

**Includes pedalcyclists killed and injured at unknown locations.

***Includes pedalcyclists injured in fatal crashes from FARS with unknown age.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see page 6 of this report.

Table 102. Pedalcyclists Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	2	9,475,095	0.02	3	9,063,258	0.03	**5**	**18,538,353**	**0.03**
5-9	12	10,231,946	0.12	2	9,777,249	0.02	**14**	**20,009,195**	**0.07**
10-14	31	10,701,853	0.29	6	10,187,986	0.06	**37**	**20,889,839**	**0.18**
15-20	41	13,340,726	0.31	4	12,733,072	0.03	**46**	**26,073,798**	**0.18**
21-24	29	9,343,305	0.31	4	8,924,468	0.04	**33**	**18,267,773**	**0.18**
25-34	114	23,189,562	0.49	25	22,311,738	0.11	**139**	**45,501,300**	**0.31**
35-44	140	22,120,189	0.63	33	21,575,176	0.15	**174**	**43,695,365**	**0.40**
45-54	150	20,279,630	0.74	27	20,152,015	0.13	**177**	**40,431,645**	**0.44**
55-64	229	20,671,903	1.11	23	21,413,534	0.11	**253**	**42,085,437**	**0.60**
65-74	132	15,910,672	0.83	15	17,877,767	0.08	**147**	**33,788,439**	**0.44**
>74	52	10,018,672	0.52	4	13,987,741	0.03	**59**	**24,006,413**	**0.25**
Unknown	14	**	**	0	**	**	**21**	**	**
Total	**946**	**165,283,553**	**0.57**	**146**	**168,004,004**	**0.09**	**1,105**	**333,287,557**	**0.33**

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	131	9,475,095	1	22	9,063,258	0	**154**	**18,538,353**	**1**
5-9	976	10,231,946	10	344	9,777,249	4	**1,319**	**20,009,195**	**7**
10-14	4,649	10,701,853	43	696	10,187,986	7	**5,385**	**20,889,839**	**26**
15-20	6,143	13,340,726	46	1,547	12,733,072	12	**7,690**	**26,073,798**	**29**
21-24	2,136	9,343,305	23	794	8,924,468	9	**2,930**	**18,267,773**	**16**
25-34	6,226	23,189,562	27	1,645	22,311,738	7	**7,871**	**45,501,300**	**17**
35-44	5,254	22,120,189	24	1,092	21,575,176	5	**6,346**	**43,695,365**	**15**
45-54	4,447	20,279,630	22	831	20,152,015	4	**5,278**	**40,431,645**	**13**
55-64	4,078	20,671,903	20	947	21,413,534	4	**5,025**	**42,085,437**	**12**
65-74	2,681	15,910,672	17	409	17,877,767	2	**3,090**	**33,788,439**	**9**
>74	1,064	10,018,672	11	43	13,987,741	0	**1,108**	**24,006,413**	**5**
Total* **	**37,787**	**165,283,553**	**23**	**8,369**	**168,004,004**	**5**	**46,195**	**333,287,557**	**14**

Source: Population—Census Bureau
*Includes pedalcyclists killed and injured of unknown sex.
**Not applicable.
***Includes pedalcyclists injured in fatal crashes from FARS with unknown age.
Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see page 6 of this report.

Table 103. Pedalcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 2:59 a.m.	38	5.5	51	12.5	**89**	**8.1**
3 a.m. to 5:59 a.m.	51	7.3	35	8.6	**86**	**7.8**
6 a.m. to 8:59 a.m.	97	14.0	21	5.1	**118**	**10.7**
9 a.m. to 11:59 a.m.	67	9.6	36	8.8	**103**	**9.3**
Noon to 2:59 p.m.	74	10.6	28	6.9	**102**	**9.2**
3 p.m. to 5:59 p.m.	140	20.1	43	10.5	**183**	**16.6**
6 p.m. to 8:59 p.m.	132	19.0	95	23.3	**227**	**20.5**
9 p.m. to 11:59 p.m.	95	13.7	99	24.3	**194**	**17.6**
Unknown	1	0.1	0	0.0	**3**	**0.3**
Total	**695**	**100.0**	**408**	**100.0**	**1,105**	**100.0**
Pedalcyclists Injured						
Midnight to 2:59 a.m.	541	1.6	471	4.1	**1,011**	**2.2**
3 a.m. to 5:59 a.m.	524	1.5	205	1.8	**729**	**1.6**
6 a.m. to 8:59 a.m.	5,701	16.4	540	4.7	**6,240**	**13.5**
9 a.m. to 11:59 a.m.	4,541	13.1	1,407	12.2	**5,948**	**12.9**
Noon to 2:59 p.m.	5,962	17.2	1,763	15.3	**7,725**	**16.7**
3 p.m. to 5:59 p.m.	10,417	30.0	2,475	21.5	**12,891**	**27.9**
6 p.m. to 8:59 p.m.	5,289	15.2	2,971	25.8	**8,260**	**17.9**
9 p.m. to 11:59 p.m.	1,717	4.9	1,673	14.5	**3,390**	**7.3**
Total	**34,690**	**100.0**	**11,505**	**100.0**	**46,195**	**100.0**

*Includes pedalcyclists killed of unknown day of week.
Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see page 6 of this report.

Table 104. Pedalcyclists Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	284	88.8	16	5.0	6	1.9	2	0.6	12	3.8	**320**	**100.0**
Light Truck	439	88.0	25	5.0	14	2.8	3	0.6	18	3.6	**499**	**100.0**
Large Truck	58	54.2	16	15.0	8	7.5	9	8.4	16	15.0	**107**	**100.0**
Bus	2	40.0	2	40.0	0	0.0	0	0.0	1	20.0	**5**	**100.0**
Other/Unknown	70	67.3	5	4.8	0	0.0	0	0.0	29	27.9	**104**	**100.0**
Total	**853**	**82.4**	**64**	**6.2**	**28**	**2.7**	**14**	**1.4**	**76**	**7.3**	**1,035**	**100.0**
Pedalcyclists Injured												
Passenger Car	10,794	75.7	1,948	13.7	983	6.9	510	3.6	21	0.1	**14,256**	**100.0**
Light Truck	12,461	76.1	2,183	13.3	1,106	6.8	517	3.2	103	0.6	**16,370**	**100.0**
Large Truck	281	42.2	315	47.3	0	0.0	70	10.5	0	0.0	**666**	**100.0**
Bus	192	51.9	108	29.2	26	6.9	44	12.0	0	0.0	**371**	**100.0**
Other/Unknown	9,974	70.5	2,378	16.8	1,001	7.1	711	5.0	90	0.6	**14,153**	**100.0**
Total	**33,702**	**73.6**	**6,933**	**15.1**	**3,115**	**6.8**	**1,853**	**4.0**	**214**	**0.5**	**45,816**	**100.0**

Notes: Only includes crashes where the first harmful event was a collision with a pedalcyclist. Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see page 6 of this report.

Table 105. Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right-of-way	310	28.1
Not visible (dark clothing, no lighting, etc.)	131	11.9
Wrong-way riding	129	11.7
Failure to obey traffic signs, signals, or officer	114	10.3
Under the influence of alcohol, drugs, or medication	68	6.2
Making improper turn	63	5.7
Operating without required equipment	47	4.3
Riding on wrong side of the road	43	3.9
Failing to have lights on when required	29	2.6
Distracted (phone, talking, eating, object, etc.)	28	2.5
Improper lane usage	19	1.7
Improper or erratic lane changing	15	1.4
Physical impairment	14	1.3
Making improper entry or exit from trafficway	12	1.1
Traveling on prohibited trafficways	11	1.0
Vision obscured (by reflected glare, parked vehicle, sign, etc.)	9	0.8
Improper passing	7	0.6
Erratic, reckless, careless, or negligent operation	7	0.6
Darting into road	4	0.4
In roadway improperly (standing, lying, working, playing)	3	0.3
Ill, blackout	2	0.2
Emotional (e.g., depression, angry, disturbed)	2	0.2
Passing with insufficient distance	1	0.1
Other factors	33	3.0
None reported	33	3.0
Unknown	374	33.8
Total Pedalcyclists	**1,105**	**100.0**

Notes: The sums of the numbers and percentages are greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see page 6 of this report.

5

Chicago
Bloomington
Springfield
ILLINOIS
Indianapolis
INDIANA
Cincinnati
Columbus
Topeka
Kansas City
Jefferson City
St. Louis
Louisville
Frankfort
Owensboro
KENTUCKY
MISSOURI
Poplar Bluff
Tulsa
Fayetteville
ARKANSAS
Nashville
Knoxville
TENNESSEE
Chattanooga
Oklahoma City
Little Rock
Memphis
Huntsville
Hot Springs
Pine Bluff
Birmingham
Atlanta
Texarkana
Greenville
MISSISSIPPI
ALABAMA
Montgomery
Shreveport
LOUISIANA
Jackson
Baton Rouge

States

5. States

Fatal traffic crash and traffic fatality statistics for each of the 50 States, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display State fatality rates based on population, licensed drivers, and registered vehicles. The last page describes the States' occupant restraint and motorcycle helmet laws. Below are some of the State statistics you will find in this chapter.

- Traffic fatalities decreased by 2 percent from 2021 to 2022 for the Nation as a whole. Twenty-nine States showed decreases, ranging from 1 percent to as much as 22 percent.
- About 2.6 percent of all traffic crash fatalities in 2022 were pedalcyclists. Nebraska and Rhode Island reported no pedalcyclists killed.
- The pedestrian fatality rate per 100,000 population was 2.26 for the Nation. New Mexico had the highest rate (4.40), and Iowa had the lowest rate (0.50).
- In 2022 there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect and 15 States had secondary seat belt laws. Only one State (New Hampshire) has no seat belt law for adults.
- All 50 States, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 18 States, the District of Columbia, and Puerto Rico in 2022. Twenty-nine States had helmet requirements with exceptions (age, rider type, roadway type), and 3 States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2022 it was a criminal offense to operate a motor vehicle at a BAC of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.

5. States

Table 106. Traffic Fatalities, by State and Percentage Change, 2021-2022

State	Fatalities			State	Fatalities		
	2021	2022	Percentage Change		2021	2022	Percentage Change
AL	983	988	+1	NE	221	244	+10
AK	70	82	+17	NV	385	416	+8
AZ	1,192	1,302	+9	NH	118	146	+24
AR	692	643	-7	NJ	692	685	-1
CA	4,513	4,428	-2	NM	483	466	-4
CO	691	764	+11	NY	1,156	1,175	+2
CT	303	359	+18	NC	1,693	1,630	-4
DE	136	162	+19	ND	101	98	-3
DC	41	32	-22	OH	1,354	1,275	-6
FL	3,741	3,530	-6	OK	762	710	-7
GA	1,809	1,797	-1	OR	599	601	+0
HI	94	116	+23	PA	1,230	1,179	-4
ID	273	215	-21	RI	63	52	-17
IL	1,334	1,268	-5	SC	1,198	1,094	-9
IN	932	949	+2	SD	148	137	-7
IA	356	338	-5	TN	1,327	1,314	-1
KS	423	410	-3	TX	4,500	4,408	-2
KY	806	744	-8	UT	332	319	-4
LA	971	906	-7	VT	74	76	+3
ME	153	182	+19	VA	973	1,008	+4
MD	563	564	+0	WA	674	733	+9
MA	413	434	+5	WV	282	264	-6
MI	1,137	1,124	-1	WI	620	596	-4
MN	488	444	-9	WY	110	134	+22
MS	766	703	-8	**USA**	**43,230**	**42,514**	**-2**
MO	1,016	1,057	+4				
MT	239	213	-11	PR	337	271	-20

Figure 28. Traffic Fatalities, by State and Percentage Change, 2021-2022

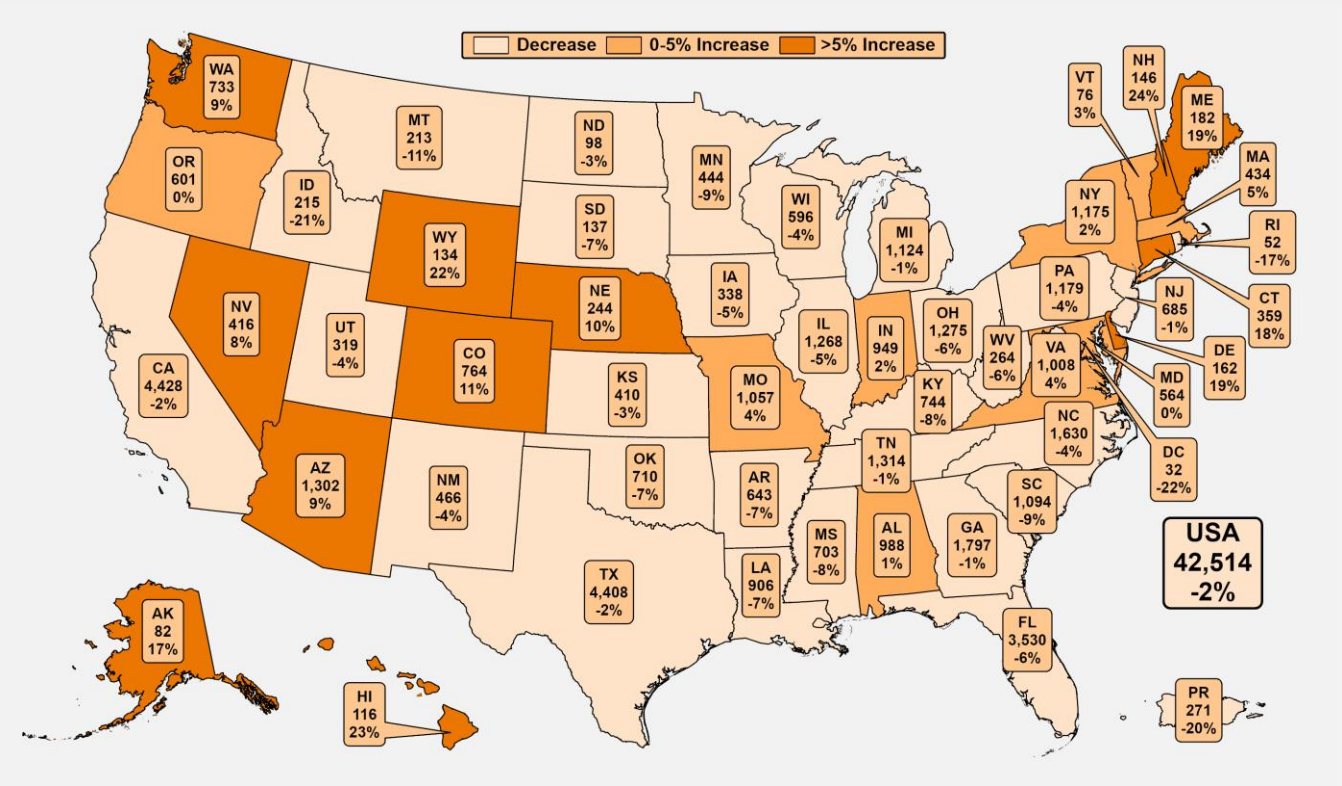


Table 107. Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes*	
	Collision With								Non-Collision					
	Motor Vehicle In-Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	365	40.0	117	12.8	346	37.9	28	3.1	52	5.7	5	0.5	**913**	**100.0**
AK	33	44.0	15	20.0	15	20.0	5	6.7	6	8.0	1	1.3	**75**	**100.0**
AZ	464	39.2	336	28.4	184	15.6	28	2.4	101	8.5	6	0.5	**1,183**	**100.0**
AR	243	41.7	82	14.1	193	33.1	10	1.7	48	8.2	6	1.0	**583**	**100.0**
CA	1,393	33.9	1,290	31.4	1,013	24.7	127	3.1	249	6.1	34	0.8	**4,109**	**100.0**
CO	274	39.2	121	17.3	177	25.3	19	2.7	104	14.9	4	0.6	**699**	**100.0**
CT	131	40.3	65	20.0	105	32.3	5	1.5	17	5.2	2	0.6	**325**	**100.0**
DE	68	47.6	34	23.8	30	21.0	5	3.5	5	3.5	1	0.7	**143**	**100.0**
DC	9	32.1	16	57.1	1	3.6	1	3.6	0	0.0	1	3.6	**28**	**100.0**
FL	1,374	41.7	951	28.8	711	21.6	71	2.2	162	4.9	28	0.8	**3,298**	**100.0**
GA	632	37.7	355	21.2	530	31.6	31	1.8	104	6.2	26	1.5	**1,678**	**100.0**
HI	39	35.1	35	31.5	23	20.7	4	3.6	5	4.5	5	4.5	**111**	**100.0**
ID	86	44.3	18	9.3	47	24.2	3	1.5	36	18.6	4	2.1	**194**	**100.0**
IL	505	44.0	217	18.9	319	27.8	37	3.2	46	4.0	22	1.9	**1,147**	**100.0**
IN	402	45.5	129	14.6	255	28.8	32	3.6	59	6.7	7	0.8	**884**	**100.0**
IA	135	44.0	21	6.8	106	34.5	12	3.9	28	9.1	5	1.6	**307**	**100.0**
KS	144	39.6	38	10.4	115	31.6	14	3.8	48	13.2	4	1.1	**364**	**100.0**
KY	270	39.0	103	14.9	249	35.9	18	2.6	47	6.8	6	0.9	**693**	**100.0**
LA	309	36.3	210	24.6	259	30.4	25	2.9	33	3.9	14	1.6	**852**	**100.0**
ME	63	36.8	21	12.3	65	38.0	1	0.6	18	10.5	3	1.8	**171**	**100.0**
MD	206	38.7	137	25.8	159	29.9	16	3.0	10	1.9	4	0.8	**532**	**100.0**
MA	133	32.3	102	24.8	140	34.0	14	3.4	16	3.9	7	1.7	**412**	**100.0**
MI	448	42.5	196	18.6	287	27.2	31	2.9	77	7.3	15	1.4	**1,054**	**100.0**
MN	191	45.7	49	11.7	105	25.1	16	3.8	55	13.2	1	0.2	**418**	**100.0**
MS	245	37.9	96	14.9	241	37.3	15	2.3	45	7.0	4	0.6	**646**	**100.0**
MO	389	40.4	134	13.9	289	30.0	26	2.7	111	11.5	13	1.4	**962**	**100.0**
MT	54	29.3	17	9.2	64	34.8	5	2.7	42	22.8	2	1.1	**184**	**100.0**

Table 107. Fatal Crashes, by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes*	
	Collision With								Non-Collision					
	Motor Vehicle In-Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	119	55.6	21	9.8	32	15.0	9	4.2	31	14.5	2	0.9	**214**	**100.0**
NV	124	32.4	97	25.3	111	29.0	11	2.9	38	9.9	2	0.5	**383**	**100.0**
NH	52	38.0	19	13.9	53	38.7	1	0.7	11	8.0	1	0.7	**137**	**100.0**
NJ	256	39.9	186	29.0	161	25.1	13	2.0	20	3.1	6	0.9	**642**	**100.0**
NM	164	39.1	95	22.7	69	16.5	13	3.1	73	17.4	4	1.0	**419**	**100.0**
NY	366	33.1	342	31.0	327	29.6	30	2.7	31	2.8	8	0.7	**1,105**	**100.0**
NC	595	39.7	269	17.9	548	36.5	18	1.2	67	4.5	3	0.2	**1,500**	**100.0**
ND	51	53.1	6	6.3	10	10.4	3	3.1	21	21.9	5	5.2	**96**	**100.0**
OH	500	42.4	153	13.0	419	35.5	44	3.7	52	4.4	11	0.9	**1,180**	**100.0**
OK	267	41.5	103	16.0	166	25.8	27	4.2	67	10.4	6	0.9	**643**	**100.0**
OR	212	38.3	130	23.5	179	32.4	6	1.1	17	3.1	7	1.3	**553**	**100.0**
PA	449	41.1	183	16.8	339	31.0	43	3.9	59	5.4	19	1.7	**1,092**	**100.0**
RI	14	27.5	7	13.7	25	49.0	2	3.9	3	5.9	0	0.0	**51**	**100.0**
SC	397	39.0	190	18.6	356	34.9	23	2.3	48	4.7	5	0.5	**1,019**	**100.0**
SD	51	42.1	16	13.2	21	17.4	4	3.3	27	22.3	2	1.7	**121**	**100.0**
TN	475	39.1	210	17.3	410	33.7	38	3.1	66	5.4	16	1.3	**1,215**	**100.0**
TX	1,678	42.3	839	21.2	973	24.5	103	2.6	326	8.2	40	1.0	**3,966**	**100.0**
UT	105	35.5	61	20.6	64	21.6	12	4.1	46	15.5	8	2.7	**296**	**100.0**
VT	29	39.7	7	9.6	28	38.4	1	1.4	6	8.2	2	2.7	**73**	**100.0**
VA	335	35.4	170	18.0	368	38.9	21	2.2	40	4.2	11	1.2	**946**	**100.0**
WA	272	39.4	132	19.1	186	26.9	23	3.3	71	10.3	7	1.0	**691**	**100.0**
WV	85	34.3	22	8.9	107	43.1	11	4.4	22	8.9	1	0.4	**248**	**100.0**
WI	223	40.7	81	14.8	184	33.6	17	3.1	35	6.4	8	1.5	**548**	**100.0**
WY	37	31.4	7	5.9	33	28.0	4	3.4	34	28.8	3	2.5	**118**	**100.0**
USA	**15,461**	**39.4**	**8,251**	**21.0**	**11,197**	**28.5**	**1,076**	**2.7**	**2,735**	**7.0**	**407**	**1.0**	**39,221**	**100.0**
PR	87	33.6	75	29.0	79	30.5	7	2.7	1	0.4	10	3.9	**259**	**100.0**

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

5. States

Table 108. Fatal Crashes, by State and Roadway Function Class

State	Roadway Function Class																Total Fatal Crashes	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	58	6.4	66	7.2	3	0.3	223	24.4	220	24.1	251	27.5	90	9.9	2	0.2	**913**	**100.0**
AK	20	26.7	11	14.7	0	0.0	25	33.3	4	5.3	12	16.0	2	2.7	1	1.3	**75**	**100.0**
AZ	71	6.0	65	5.5	46	3.9	293	24.8	447	37.8	172	14.5	27	2.3	62	5.2	**1,183**	**100.0**
AR	39	6.7	51	8.7	10	1.7	173	29.7	142	24.4	102	17.5	62	10.6	4	0.7	**583**	**100.0**
CA	118	2.9	480	11.7	433	10.5	1,194	29.1	962	23.4	608	14.8	304	7.4	10	0.2	**4,109**	**100.0**
CO	52	7.4	59	8.4	40	5.7	264	37.8	127	18.2	94	13.4	61	8.7	2	0.3	**699**	**100.0**
CT	2	0.6	59	18.2	29	8.9	75	23.1	99	30.5	34	10.5	23	7.1	4	1.2	**325**	**100.0**
DE	1	0.7	14	9.8	4	2.8	55	38.5	17	11.9	35	24.5	17	11.9	0	0.0	**143**	**100.0**
DC	0	0.0	1	3.6	0	0.0	10	35.7	11	39.3	6	21.4	0	0.0	0	0.0	**28**	**100.0**
FL	68	2.1	228	6.9	102	3.1	1,320	40.0	650	19.7	544	16.5	377	11.4	9	0.3	**3,298**	**100.0**
GA	42	2.5	157	9.4	69	4.1	429	25.6	449	26.8	314	18.7	218	13.0	0	0.0	**1,678**	**100.0**
HI	0	0.0	4	3.6	0	0.0	72	64.9	32	28.8	2	1.8	0	0.0	1	0.9	**111**	**100.0**
ID	21	10.8	8	4.1	5	2.6	54	27.8	40	20.6	44	22.7	22	11.3	0	0.0	**194**	**100.0**
IL	44	3.8	128	11.2	12	1.0	324	28.2	289	25.2	202	17.6	140	12.2	8	0.7	**1,147**	**100.0**
IN	62	7.0	48	5.4	16	1.8	283	32.0	162	18.3	203	23.0	109	12.3	1	0.1	**884**	**100.0**
IA	23	7.5	15	4.9	0	0.0	89	29.0	50	16.3	87	28.3	41	13.4	2	0.7	**307**	**100.0**
KS	20	5.5	32	8.8	17	4.7	50	13.7	86	23.6	115	31.6	43	11.8	1	0.3	**364**	**100.0**
KY	38	5.5	32	4.6	10	1.4	158	22.8	158	22.8	170	24.5	126	18.2	1	0.1	**693**	**100.0**
LA	44	5.2	83	9.7	11	1.3	175	20.5	190	22.3	148	17.4	189	22.2	12	1.4	**852**	**100.0**
ME	9	5.3	5	2.9	0	0.0	36	21.1	29	17.0	59	34.5	31	18.1	2	1.2	**171**	**100.0**
MD	4	0.8	74	13.9	54	10.2	175	32.9	116	21.8	87	16.4	16	3.0	6	1.1	**532**	**100.0**
MA	1	0.2	66	16.0	30	7.3	119	28.9	109	26.5	44	10.7	39	9.5	4	1.0	**412**	**100.0**
MI	16	1.5	73	6.9	45	4.3	293	27.8	288	27.3	203	19.3	125	11.9	11	1.0	**1,054**	**100.0**
MN	13	3.1	30	7.2	19	4.5	77	18.4	139	33.3	93	22.2	44	10.5	3	0.7	**418**	**100.0**
MS	43	6.7	36	5.6	2	0.3	189	29.3	123	19.0	146	22.6	31	4.8	76	11.8	**646**	**100.0**
MO	52	5.4	94	9.8	58	6.0	226	23.5	207	21.5	204	21.2	59	6.1	62	6.4	**962**	**100.0**
MT	27	14.7	5	2.7	0	0.0	66	35.9	36	19.6	27	14.7	21	11.4	2	1.1	**184**	**100.0**

Table 108. Fatal Crashes, by State and Roadway Function Class (Continued)

State	Roadway Function Class																Total Fatal Crashes	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	18	8.4	5	2.3	15	7.0	68	31.8	60	28.0	23	10.7	25	11.7	0	0.0	**214**	**100.0**
NV	33	8.6	20	5.2	6	1.6	111	29.0	129	33.7	52	13.6	32	8.4	0	0.0	**383**	**100.0**
NH	8	5.8	9	6.6	5	3.6	30	21.9	37	27.0	29	21.2	19	13.9	0	0.0	**137**	**100.0**
NJ	6	0.9	53	8.3	85	13.2	202	31.5	137	21.3	87	13.6	67	10.4	5	0.8	**642**	**100.0**
NM	64	15.3	30	7.2	2	0.5	156	37.2	57	13.6	73	17.4	37	8.8	0	0.0	**419**	**100.0**
NY	9	0.8	75	6.8	101	9.1	309	28.0	235	21.3	160	14.5	214	19.4	2	0.2	**1,105**	**100.0**
NC	70	4.7	71	4.7	82	5.5	292	19.5	301	20.1	381	25.4	302	20.1	1	0.1	**1,500**	**100.0**
ND	9	9.4	5	5.2	1	1.0	39	40.6	2	2.1	23	24.0	17	17.7	0	0.0	**96**	**100.0**
OH	52	4.4	100	8.5	30	2.5	243	20.6	261	22.1	319	27.0	168	14.2	7	0.6	**1,180**	**100.0**
OK	41	6.4	45	7.0	5	0.8	167	26.0	144	22.4	148	23.0	93	14.5	0	0.0	**643**	**100.0**
OR	25	4.5	21	3.8	2	0.4	226	40.9	128	23.1	120	21.7	31	5.6	0	0.0	**553**	**100.0**
PA	57	5.2	58	5.3	39	3.6	325	29.8	222	20.3	175	16.0	213	19.5	3	0.3	**1,092**	**100.0**
RI	2	3.9	8	15.7	6	11.8	19	37.3	6	11.8	7	13.7	2	3.9	1	2.0	**51**	**100.0**
SC	58	5.7	38	3.7	5	0.5	348	34.2	160	15.7	286	28.1	124	12.2	0	0.0	**1,019**	**100.0**
SD	13	10.7	4	3.3	4	3.3	31	25.6	22	18.2	29	24.0	18	14.9	0	0.0	**121**	**100.0**
TN	68	5.6	106	8.7	23	1.9	388	31.9	269	22.1	231	19.0	130	10.7	0	0.0	**1,215**	**100.0**
TX	162	4.1	433	10.9	245	6.2	1,175	29.6	828	20.9	858	21.6	253	6.4	12	0.3	**3,966**	**100.0**
UT	23	7.8	31	10.5	2	0.7	114	38.5	50	16.9	55	18.6	21	7.1	0	0.0	**296**	**100.0**
VT	7	9.6	2	2.7	0	0.0	13	17.8	21	28.8	19	26.0	11	15.1	0	0.0	**73**	**100.0**
VA	52	5.5	82	8.7	28	3.0	372	39.3	191	20.2	135	14.3	80	8.5	6	0.6	**946**	**100.0**
WA	28	4.1	57	8.2	61	8.8	206	29.8	162	23.4	134	19.4	37	5.4	6	0.9	**691**	**100.0**
WV	21	8.5	10	4.0	0	0.0	47	19.0	57	23.0	84	33.9	28	11.3	1	0.4	**248**	**100.0**
WI	22	4.0	35	6.4	20	3.6	153	27.9	140	25.5	123	22.4	54	9.9	1	0.2	**548**	**100.0**
WY	25	21.2	4	3.4	0	0.0	36	30.5	17	14.4	22	18.6	11	9.3	3	2.5	**118**	**100.0**
USA	**1,761**	**4.5**	**3,226**	**8.2**	**1,782**	**4.5**	**11,517**	**29.4**	**8,818**	**22.5**	**7,579**	**19.3**	**4,204**	**10.7**	**334**	**0.9**	**39,221**	**100.0**
PR	19	7.3	28	10.8	0	0.0	88	34.0	69	26.6	49	18.9	6	2.3	0	0.0	**259**	**100.0**

5. States

Table 109. People Killed, by State and Roadway Function Class

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	67	6.8	74	7.5	3	0.3	242	24.5	239	24.2	270	27.3	91	9.2	2	0.2	**988**	**100.0**
AK	21	25.6	13	15.9	0	0.0	26	31.7	4	4.9	14	17.1	2	2.4	2	2.4	**82**	**100.0**
AZ	95	7.3	72	5.5	52	4.0	325	25.0	481	36.9	181	13.9	28	2.2	68	5.2	**1,302**	**100.0**
AR	44	6.8	61	9.5	11	1.7	203	31.6	149	23.2	106	16.5	65	10.1	4	0.6	**643**	**100.0**
CA	136	3.1	513	11.6	458	10.3	1,283	29.0	1,038	23.4	658	14.9	332	7.5	10	0.2	**4,428**	**100.0**
CO	61	8.0	65	8.5	44	5.8	287	37.6	136	17.8	103	13.5	66	8.6	2	0.3	**764**	**100.0**
CT	2	0.6	73	20.3	32	8.9	81	22.6	104	29.0	38	10.6	25	7.0	4	1.1	**359**	**100.0**
DE	1	0.6	18	11.1	5	3.1	61	37.7	20	12.3	38	23.5	19	11.7	0	0.0	**162**	**100.0**
DC	0	0.0	2	6.3	0	0.0	11	34.4	13	40.6	6	18.8	0	0.0	0	0.0	**32**	**100.0**
FL	81	2.3	244	6.9	115	3.3	1,426	40.4	682	19.3	580	16.4	392	11.1	10	0.3	**3,530**	**100.0**
GA	50	2.8	174	9.7	77	4.3	458	25.5	476	26.5	336	18.7	226	12.6	0	0.0	**1,797**	**100.0**
HI	0	0.0	4	3.4	0	0.0	76	65.5	33	28.4	2	1.7	0	0.0	1	0.9	**116**	**100.0**
ID	21	9.8	9	4.2	5	2.3	61	28.4	45	20.9	51	23.7	23	10.7	0	0.0	**215**	**100.0**
IL	54	4.3	139	11.0	13	1.0	359	28.3	323	25.5	224	17.7	148	11.7	8	0.6	**1,268**	**100.0**
IN	70	7.4	52	5.5	17	1.8	303	31.9	173	18.2	216	22.8	117	12.3	1	0.1	**949**	**100.0**
IA	24	7.1	16	4.7	0	0.0	97	28.7	61	18.0	94	27.8	44	13.0	2	0.6	**338**	**100.0**
KS	25	6.1	35	8.5	20	4.9	60	14.6	96	23.4	124	30.2	49	12.0	1	0.2	**410**	**100.0**
KY	41	5.5	33	4.4	11	1.5	173	23.3	167	22.4	182	24.5	136	18.3	1	0.1	**744**	**100.0**
LA	49	5.4	90	9.9	11	1.2	190	21.0	208	23.0	153	16.9	193	21.3	12	1.3	**906**	**100.0**
ME	9	4.9	5	2.7	0	0.0	39	21.4	30	16.5	65	35.7	32	17.6	2	1.1	**182**	**100.0**
MD	4	0.7	78	13.8	57	10.1	188	33.3	124	22.0	90	16.0	16	2.8	7	1.2	**564**	**100.0**
MA	1	0.2	71	16.4	31	7.1	130	30.0	111	25.6	47	10.8	39	9.0	4	0.9	**434**	**100.0**
MI	17	1.5	86	7.7	50	4.4	303	27.0	311	27.7	214	19.0	131	11.7	12	1.1	**1,124**	**100.0**
MN	13	2.9	33	7.4	20	4.5	82	18.5	152	34.2	96	21.6	45	10.1	3	0.7	**444**	**100.0**
MS	49	7.0	39	5.5	3	0.4	207	29.4	138	19.6	155	22.0	31	4.4	81	11.5	**703**	**100.0**
MO	58	5.5	101	9.6	66	6.2	253	23.9	231	21.9	215	20.3	67	6.3	66	6.2	**1,057**	**100.0**
MT	33	15.5	5	2.3	0	0.0	83	39.0	38	17.8	31	14.6	21	9.9	2	0.9	**213**	**100.0**

Table 109. People Killed, by State and Roadway Function Class (Continued)

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	21	8.6	5	2.0	16	6.6	81	33.2	66	27.0	29	11.9	26	10.7	0	0.0	**244**	**100.0**
NV	38	9.1	22	5.3	6	1.4	118	28.4	142	34.1	56	13.5	34	8.2	0	0.0	**416**	**100.0**
NH	8	5.5	9	6.2	5	3.4	32	21.9	43	29.5	30	20.5	19	13.0	0	0.0	**146**	**100.0**
NJ	7	1.0	58	8.5	95	13.9	215	31.4	144	21.0	93	13.6	68	9.9	5	0.7	**685**	**100.0**
NM	79	17.0	31	6.7	2	0.4	165	35.4	65	13.9	79	17.0	45	9.7	0	0.0	**466**	**100.0**
NY	11	0.9	81	6.9	112	9.5	333	28.3	240	20.4	168	14.3	228	19.4	2	0.2	**1,175**	**100.0**
NC	82	5.0	82	5.0	92	5.6	305	18.7	327	20.1	409	25.1	332	20.4	1	0.1	**1,630**	**100.0**
ND	9	9.2	5	5.1	1	1.0	40	40.8	2	2.0	23	23.5	18	18.4	0	0.0	**98**	**100.0**
OH	64	5.0	105	8.2	32	2.5	260	20.4	290	22.7	341	26.7	175	13.7	8	0.6	**1,275**	**100.0**
OK	50	7.0	45	6.3	5	0.7	181	25.5	164	23.1	167	23.5	98	13.8	0	0.0	**710**	**100.0**
OR	25	4.2	22	3.7	2	0.3	258	42.9	135	22.5	127	21.1	32	5.3	0	0.0	**601**	**100.0**
PA	68	5.8	63	5.3	40	3.4	355	30.1	240	20.4	192	16.3	218	18.5	3	0.3	**1,179**	**100.0**
RI	2	3.8	8	15.4	6	11.5	19	36.5	6	11.5	7	13.5	3	5.8	1	1.9	**52**	**100.0**
SC	67	6.1	39	3.6	5	0.5	376	34.4	177	16.2	303	27.7	127	11.6	0	0.0	**1,094**	**100.0**
SD	15	10.9	4	2.9	4	2.9	38	27.7	23	16.8	34	24.8	19	13.9	0	0.0	**137**	**100.0**
TN	76	5.8	112	8.5	25	1.9	412	31.4	297	22.6	255	19.4	137	10.4	0	0.0	**1,314**	**100.0**
TX	190	4.3	474	10.8	270	6.1	1,329	30.1	906	20.6	966	21.9	260	5.9	13	0.3	**4,408**	**100.0**
UT	24	7.5	34	10.7	2	0.6	122	38.2	55	17.2	60	18.8	22	6.9	0	0.0	**319**	**100.0**
VT	7	9.2	2	2.6	0	0.0	14	18.4	22	28.9	20	26.3	11	14.5	0	0.0	**76**	**100.0**
VA	58	5.8	90	8.9	30	3.0	400	39.7	202	20.0	139	13.8	83	8.2	6	0.6	**1,008**	**100.0**
WA	30	4.1	60	8.2	67	9.1	214	29.2	172	23.5	144	19.6	40	5.5	6	0.8	**733**	**100.0**
WV	23	8.7	11	4.2	0	0.0	52	19.7	59	22.3	89	33.7	29	11.0	1	0.4	**264**	**100.0**
WI	26	4.4	38	6.4	20	3.4	175	29.4	153	25.7	128	21.5	55	9.2	1	0.2	**596**	**100.0**
WY	31	23.1	5	3.7	0	0.0	41	30.6	19	14.2	23	17.2	12	9.0	3	2.2	**134**	**100.0**
USA	**2,037**	**4.8**	**3,510**	**8.3**	**1,938**	**4.6**	**12,542**	**29.5**	**9,532**	**22.4**	**8,171**	**19.2**	**4,429**	**10.4**	**355**	**0.8**	**42,514**	**100.0**
PR	21	7.7	29	10.7	0	0.0	95	35.1	71	26.2	49	18.1	6	2.2	0	0.0	**271**	**100.0**

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, and Fatality Rates, by State

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
AL	**988**	5,074,296	19.47	4,087,885	24.17	5,464,382	18.08	71,631	1.38
AK	**82**	733,583	11.18	521,220	15.73	679,125	12.07	5,478	1.50
AZ	**1,302**	7,359,197	17.69	5,847,661	22.27	6,090,179	21.38	76,159	1.71
AR	**643**	3,045,637	21.11	2,306,921	27.87	3,569,698	18.01	38,530	1.67
CA	**4,428**	39,029,342	11.35	27,632,103	16.02	31,119,113	14.23	315,244	1.40
CO	**764**	5,839,926	13.08	4,477,447	17.06	5,116,858	14.93	53,935	1.42
CT	**359**	3,626,205	9.90	2,628,775	13.66	2,789,423	12.87	29,666	1.21
DE	**162**	1,018,396	15.91	862,122	18.79	467,268	34.67	9,872	1.64
DC	**32**	671,803	4.76	510,985	6.26	380,801	8.40	3,421	0.94
FL	**3,530**	22,244,823	15.87	16,495,556	21.40	19,663,462	17.95	227,757	1.55
GA	**1,797**	10,912,876	16.47	7,360,699	24.41	9,153,627	19.63	128,871	1.39
HI	**116**	1,440,196	8.05	937,076	12.38	1,243,333	9.33	10,289	1.13
ID	**215**	1,939,033	11.09	1,392,644	15.44	2,031,332	10.58	19,157	1.12
IL	**1,268**	12,582,032	10.08	8,509,418	14.90	10,334,435	12.27	103,752	1.22
IN	**949**	6,833,037	13.89	4,653,808	20.39	6,256,479	15.17	95,684	0.99
IA	**338**	3,200,517	10.56	2,354,046	14.36	3,779,422	8.94	32,712	1.03
KS	**410**	2,937,150	13.96	2,052,073	19.98	2,588,185	15.84	31,334	1.31
KY	**744**	4,512,310	16.49	2,993,550	24.85	4,291,816	17.34	48,047	1.55
LA	**906**	4,590,241	19.74	3,401,947	26.63	4,593,542	19.72	56,514	1.60
ME	**182**	1,385,340	13.14	1,060,461	17.16	1,294,286	14.06	14,651	1.24
MD	**564**	6,164,660	9.15	4,398,839	12.82	4,919,054	11.47	56,746	0.99
MA	**434**	6,981,974	6.22	4,889,069	8.88	5,184,450	8.37	56,949	0.76
MI	**1,124**	10,034,113	11.20	7,776,994	14.45	9,403,708	11.95	95,901	1.17
MN	**444**	5,717,184	7.77	4,117,786	10.78	5,673,333	7.83	57,471	0.77
MS	**703**	2,940,057	23.91	2,047,069	34.34	2,298,929	30.58	39,952	1.76
MO	**1,057**	6,177,957	17.11	4,290,391	24.64	5,373,722	19.67	79,431	1.33
MT	**213**	1,122,867	18.97	870,882	24.46	2,249,485	9.47	13,514	1.58

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, and Fatality Rates, by State (Continued)

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
NE	**244**	1,967,923	12.40	1,449,818	16.83	1,967,125	12.40	21,270	1.15
NV	**416**	3,177,772	13.09	2,210,689	18.82	2,672,391	15.57	27,647	1.50
NH	**146**	1,395,231	10.46	1,174,826	12.43	1,437,151	10.16	13,281	1.10
NJ	**685**	9,261,699	7.40	6,633,936	10.33	5,999,667	11.42	75,288	0.91
NM	**466**	2,113,344	22.05	1,508,575	30.89	1,870,380	24.91	26,831	1.74
NY	**1,175**	19,677,151	5.97	12,084,675	9.72	9,111,362	12.90	115,382	1.02
NC	**1,630**	10,698,973	15.24	7,980,262	20.43	8,995,906	18.12	119,381	1.37
ND	**98**	779,261	12.58	563,161	17.40	1,093,509	8.96	9,180	1.07
OH	**1,275**	11,756,058	10.85	8,405,794	15.17	11,028,755	11.56	110,578	1.15
OK	**710**	4,019,800	17.66	2,556,609	27.77	3,345,331	21.22	44,566	1.59
OR	**601**	4,240,137	14.17	3,104,916	19.36	4,139,333	14.52	36,576	1.64
PA	**1,179**	12,972,008	9.09	9,124,262	12.92	10,868,829	10.85	99,912	1.18
RI	**52**	1,093,734	4.75	760,414	6.84	806,142	6.45	7,531	0.69
SC	**1,094**	5,282,634	20.71	4,091,650	26.74	5,245,829	20.85	58,988	1.85
SD	**137**	909,824	15.06	679,711	20.16	1,364,513	10.04	10,170	1.35
TN	**1,314**	7,051,339	18.63	5,061,288	25.96	6,828,011	19.24	83,219	1.58
TX	**4,408**	30,029,572	14.68	18,738,980	23.52	23,291,638	18.93	290,890	1.52
UT	**319**	3,380,800	9.44	2,252,656	14.16	2,876,800	11.09	34,336	0.93
VT	**76**	647,064	11.75	478,421	15.89	625,664	12.15	7,128	1.07
VA	**1,008**	8,683,619	11.61	5,837,147	17.27	7,763,287	12.98	82,083	1.23
WA	**733**	7,785,786	9.41	5,956,048	12.31	7,835,063	9.36	58,483	1.25
WV	**264**	1,775,156	14.87	1,148,406	22.99	1,652,896	15.97	15,312	1.72
WI	**596**	5,892,539	10.11	4,374,582	13.62	5,681,673	10.49	66,167	0.90
WY	**134**	581,381	23.05	431,900	31.03	890,285	15.05	9,324	1.44
USA	**42,514**	**333,287,557**	**12.76**	**235,086,153**	**18.08**	**303,528,576**	**14.01**	**3,196,191**	**1.33**
PR	**271**	3,221,789	8.41	NA	NA	NA	NA	14,929	1.82

Sources: Fatalities—FARS; VMT and Licensed Drivers (estimated)—FHWA; Registered Vehicles for States—FHWA; Registered Vehicles for USA—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Population—Census Bureau;
NA= not available.
Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

5. States

Table 111. People Killed, by State and Person Type

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	612	61.9	147	14.9	97	9.8	114	11.5	14	1.4	4	0.4	**988**	**100.0**
AK	45	54.9	14	17.1	8	9.8	13	15.9	2	2.4	0	0.0	**82**	**100.0**
AZ	498	38.2	214	16.4	232	17.8	295	22.7	50	3.8	13	1.0	**1,302**	**100.0**
AR	361	56.1	102	15.9	93	14.5	79	12.3	6	0.9	2	0.3	**643**	**100.0**
CA	1,758	39.7	624	14.1	634	14.3	1,158	26.2	177	4.0	77	1.7	**4,428**	**100.0**
CO	341	44.6	143	18.7	149	19.5	108	14.1	15	2.0	8	1.0	**764**	**100.0**
CT	171	47.6	48	13.4	67	18.7	68	18.9	3	0.8	2	0.6	**359**	**100.0**
DE	66	40.7	37	22.8	22	13.6	31	19.1	6	3.7	0	0.0	**162**	**100.0**
DC	6	18.8	3	9.4	4	12.5	16	50.0	3	9.4	0	0.0	**32**	**100.0**
FL	1,383	39.2	455	12.9	668	18.9	773	21.9	222	6.3	29	0.8	**3,530**	**100.0**
GA	953	53.0	244	13.6	221	12.3	345	19.2	29	1.6	5	0.3	**1,797**	**100.0**
HI	34	29.3	10	8.6	33	28.4	28	24.1	7	6.0	4	3.4	**116**	**100.0**
ID	132	61.4	36	16.7	27	12.6	16	7.4	4	1.9	0	0.0	**215**	**100.0**
IL	655	51.7	229	18.1	148	11.7	191	15.1	35	2.8	10	0.8	**1,268**	**100.0**
IN	540	56.9	142	15.0	126	13.3	114	12.0	16	1.7	11	1.2	**949**	**100.0**
IA	207	61.2	58	17.2	50	14.8	16	4.7	4	1.2	3	0.9	**338**	**100.0**
KS	255	62.2	61	14.9	53	12.9	32	7.8	7	1.7	2	0.5	**410**	**100.0**
KY	415	55.8	112	15.1	105	14.1	93	12.5	14	1.9	5	0.7	**744**	**100.0**
LA	457	50.4	124	13.7	91	10.0	181	20.0	45	5.0	8	0.9	**906**	**100.0**
ME	109	59.9	18	9.9	32	17.6	21	11.5	2	1.1	0	0.0	**182**	**100.0**
MD	271	48.0	66	11.7	77	13.7	128	22.7	10	1.8	12	2.1	**564**	**100.0**
MA	214	49.3	56	12.9	57	13.1	94	21.7	9	2.1	4	0.9	**434**	**100.0**
MI	574	51.1	157	14.0	179	15.9	169	15.0	36	3.2	9	0.8	**1,124**	**100.0**
MN	254	57.2	57	12.8	82	18.5	43	9.7	6	1.4	2	0.5	**444**	**100.0**
MS	434	61.7	119	16.9	52	7.4	81	11.5	17	2.4	0	0.0	**703**	**100.0**
MO	574	54.3	179	16.9	157	14.9	128	12.1	11	1.0	8	0.8	**1,057**	**100.0**
MT	116	54.5	38	17.8	37	17.4	18	8.5	2	0.9	2	0.9	**213**	**100.0**

Table 111. People Killed, by State and Person Type (Continued)

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	147	60.2	45	18.4	29	11.9	23	9.4	0	0.0	0	0.0	**244**	**100.0**
NV	151	36.3	69	16.6	88	21.2	83	20.0	15	3.6	10	2.4	**416**	**100.0**
NH	75	51.4	19	13.0	32	21.9	16	11.0	3	2.1	1	0.7	**146**	**100.0**
NJ	283	41.3	99	14.5	95	13.9	183	26.7	18	2.6	7	1.0	**685**	**100.0**
NM	222	47.6	89	19.1	54	11.6	93	20.0	4	0.9	4	0.9	**466**	**100.0**
NY	473	40.3	151	12.9	185	15.7	303	25.8	50	4.3	13	1.1	**1,175**	**100.0**
NC	888	54.5	236	14.5	220	13.5	257	15.8	22	1.3	7	0.4	**1,630**	**100.0**
ND	61	62.2	9	9.2	21	21.4	6	6.1	1	1.0	0	0.0	**98**	**100.0**
OH	689	54.0	183	14.4	216	16.9	160	12.5	8	0.6	19	1.5	**1,275**	**100.0**
OK	383	53.9	117	16.5	93	13.1	96	13.5	15	2.1	6	0.8	**710**	**100.0**
OR	285	47.4	78	13.0	98	16.3	123	20.5	13	2.2	4	0.7	**601**	**100.0**
PA	575	48.8	183	15.5	217	18.4	179	15.2	15	1.3	10	0.8	**1,179**	**100.0**
RI	26	50.0	9	17.3	10	19.2	7	13.5	0	0.0	0	0.0	**52**	**100.0**
SC	574	52.5	151	13.8	170	15.5	172	15.7	25	2.3	2	0.2	**1,094**	**100.0**
SD	77	56.2	31	22.6	13	9.5	11	8.0	3	2.2	2	1.5	**137**	**100.0**
TN	716	54.5	217	16.5	153	11.6	210	16.0	15	1.1	3	0.2	**1,314**	**100.0**
TX	2,159	49.0	759	17.2	564	12.8	797	18.1	91	2.1	38	0.9	**4,408**	**100.0**
UT	155	48.6	45	14.1	50	15.7	45	14.1	15	4.7	9	2.8	**319**	**100.0**
VT	46	60.5	9	11.8	14	18.4	6	7.9	1	1.3	0	0.0	**76**	**100.0**
VA	558	55.4	144	14.3	118	11.7	173	17.2	11	1.1	4	0.4	**1,008**	**100.0**
WA	354	48.3	102	13.9	133	18.1	126	17.2	11	1.5	7	1.0	**733**	**100.0**
WV	162	61.4	36	13.6	42	15.9	21	8.0	2	0.8	1	0.4	**264**	**100.0**
WI	335	56.2	92	15.4	82	13.8	72	12.1	14	2.3	1	0.2	**596**	**100.0**
WY	79	59.0	27	20.1	20	14.9	7	5.2	1	0.7	0	0.0	**134**	**100.0**
USA	**20,908**	**49.2**	**6,393**	**15.0**	**6,218**	**14.6**	**7,522**	**17.7**	**1,105**	**2.6**	**368**	**0.9**	**42,514**	**100.0**
PR	115	42.4	20	7.4	57	21.0	67	24.7	11	4.1	1	0.4	**271**	**100.0**

*Includes unknown occupants and other/unknown nonoccupants.
Note: Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see page 6 of this report.

5. States

Table 112. People Killed, by State and Age Group

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
AL	9	9	9	63	90	193	159	133	145	88	82	8	**988**
AK	2	0	0	5	7	21	14	9	16	5	3	0	**82**
AZ	13	14	17	108	83	229	224	166	188	163	92	5	**1,302**
AR	3	4	4	53	52	103	102	108	95	67	52	0	**643**
CA	27	26	44	335	381	1,010	721	559	636	380	297	12	**4,428**
CO	4	3	8	78	69	169	115	102	101	62	53	0	**764**
CT	0	0	1	39	35	76	56	40	53	26	33	0	**359**
DE	0	4	4	19	5	30	24	23	20	22	11	0	**162**
DC	0	0	1	0	0	11	4	4	4	7	1	0	**32**
FL	27	24	38	260	244	634	533	453	479	411	361	66	**3,530**
GA	16	13	20	139	135	366	301	264	252	156	124	11	**1,797**
HI	0	2	1	4	6	16	11	21	27	16	12	0	**116**
ID	1	0	3	18	13	36	37	30	30	23	24	0	**215**
IL	15	10	15	122	107	228	183	155	165	133	128	7	**1,268**
IN	10	6	10	74	71	170	164	130	134	102	75	3	**949**
IA	2	3	9	35	25	54	46	40	43	42	35	4	**338**
KS	0	10	11	34	35	68	70	55	52	44	31	0	**410**
KY	11	2	8	59	39	114	127	97	121	87	79	0	**744**
LA	10	6	8	83	64	179	149	132	122	88	61	4	**906**
ME	0	1	1	18	12	33	21	26	28	20	22	0	**182**
MD	2	4	5	50	40	124	82	87	82	45	43	0	**564**
MA	0	0	1	38	36	72	46	58	64	56	63	0	**434**
MI	6	8	12	74	79	183	174	170	172	133	112	1	**1,124**
MN	7	3	5	35	22	57	74	65	69	46	60	1	**444**
MS	11	6	7	48	56	141	105	98	112	61	45	13	**703**
MO	9	8	10	111	69	168	151	143	164	107	116	1	**1,057**
MT	3	1	5	18	14	29	34	29	40	19	21	0	**213**

Table 112. People Killed, by State and Age Group (Continued)

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
NE	0	0	2	23	31	46	42	24	28	21	23	4	**244**
NV	8	4	5	23	43	85	69	57	46	42	28	6	**416**
NH	0	2	0	7	15	18	20	17	33	12	22	0	**146**
NJ	3	0	4	44	40	121	96	93	114	72	96	2	**685**
NM	3	4	1	47	44	104	87	57	52	35	32	0	**466**
NY	11	7	14	97	91	218	157	146	170	134	127	3	**1,175**
NC	17	14	14	122	146	312	256	217	206	164	143	19	**1,630**
ND	0	1	0	12	8	13	19	16	10	11	8	0	**98**
OH	17	11	14	105	99	230	198	178	172	147	104	0	**1,275**
OK	7	8	13	65	59	105	107	93	91	90	72	0	**710**
OR	3	2	5	43	40	102	92	98	90	72	54	0	**601**
PA	10	7	11	80	85	206	183	142	185	130	139	1	**1,179**
RI	0	0	0	6	4	9	6	8	11	5	3	0	**52**
SC	9	8	15	77	88	224	184	163	165	85	73	3	**1,094**
SD	0	0	6	11	4	23	22	24	17	19	11	0	**137**
TN	5	8	10	118	97	251	228	165	172	123	133	4	**1,314**
TX	51	43	62	395	407	964	733	596	527	353	261	16	**4,408**
UT	6	6	8	34	27	59	46	42	40	28	23	0	**319**
VT	1	0	2	5	7	10	12	4	14	12	9	0	**76**
VA	2	6	2	83	62	185	145	132	158	108	120	5	**1,008**
WA	1	3	8	44	71	149	123	100	105	68	61	0	**733**
WV	1	2	3	15	15	36	39	41	35	48	29	0	**264**
WI	10	7	6	37	38	106	94	59	86	84	68	1	**596**
WY	2	2	0	21	9	14	17	19	26	19	5	0	**134**
USA	**355**	**312**	**462**	**3,434**	**3,319**	**8,104**	**6,702**	**5,688**	**5,967**	**4,291**	**3,680**	**200**	**42,514**
PR	1	1	0	17	23	55	49	32	32	25	25	11	**271**

Table 113. Vehicle Occupants Killed, by State and Vehicle Type

State	Vehicle Type												Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other/ Unknown Vehicles		*Subtotal*					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	353	41.2	357	41.7	32	3.7	0	0.0	17	2.0	*759*	*88.7*	97	11.3	**856**	**100.0**
AK	25	37.3	31	46.3	1	1.5	0	0.0	2	3.0	*59*	*88.1*	8	11.9	**67**	**100.0**
AZ	268	28.3	320	33.8	28	3.0	1	0.1	99	10.4	*716*	*75.5*	232	24.5	**948**	**100.0**
AR	187	33.6	228	41.0	23	4.1	1	0.2	24	4.3	*463*	*83.3*	93	16.7	**556**	**100.0**
CA	1,385	45.9	921	30.5	41	1.4	2	0.1	37	1.2	*2,386*	*79.0*	634	21.0	**3,020**	**100.0**
CO	195	30.8	267	42.1	20	3.2	0	0.0	3	0.5	*485*	*76.5*	149	23.5	**634**	**100.0**
CT	129	45.1	82	28.7	7	2.4	0	0.0	1	0.3	*219*	*76.6*	67	23.4	**286**	**100.0**
DE	50	40.0	51	40.8	2	1.6	0	0.0	0	0.0	*103*	*82.4*	22	17.6	**125**	**100.0**
DC	6	46.2	2	15.4	1	7.7	0	0.0	0	0.0	*9*	*69.2*	4	30.8	**13**	**100.0**
FL	928	37.0	820	32.7	52	2.1	1	0.0	40	1.6	*1,841*	*73.4*	668	26.6	**2,509**	**100.0**
GA	571	40.3	521	36.7	64	4.5	1	0.1	40	2.8	*1,197*	*84.4*	221	15.6	**1,418**	**100.0**
HI	14	18.2	27	35.1	2	2.6	0	0.0	1	1.3	*44*	*57.1*	33	42.9	**77**	**100.0**
ID	64	32.8	89	45.6	6	3.1	0	0.0	9	4.6	*168*	*86.2*	27	13.8	**195**	**100.0**
IL	446	43.2	378	36.6	31	3.0	1	0.1	29	2.8	*885*	*85.7*	148	14.3	**1,033**	**100.0**
IN	341	42.1	308	38.0	26	3.2	0	0.0	9	1.1	*684*	*84.4*	126	15.6	**810**	**100.0**
IA	96	30.3	136	42.9	16	5.0	1	0.3	18	5.7	*267*	*84.2*	50	15.8	**317**	**100.0**
KS	128	34.7	155	42.0	23	6.2	0	0.0	10	2.7	*316*	*85.6*	53	14.4	**369**	**100.0**
KY	244	38.5	240	37.9	19	3.0	0	0.0	25	3.9	*528*	*83.4*	105	16.6	**633**	**100.0**
LA	258	38.2	282	41.8	19	2.8	0	0.0	25	3.7	*584*	*86.5*	91	13.5	**675**	**100.0**
ME	57	35.8	67	42.1	1	0.6	0	0.0	2	1.3	*127*	*79.9*	32	20.1	**159**	**100.0**
MD	197	47.6	131	31.6	7	1.7	0	0.0	2	0.5	*337*	*81.4*	77	18.6	**414**	**100.0**
MA	152	46.5	112	34.3	3	0.9	1	0.3	2	0.6	*270*	*82.6*	57	17.4	**327**	**100.0**
MI	292	32.1	395	43.4	11	1.2	0	0.0	33	3.6	*731*	*80.3*	179	19.7	**910**	**100.0**
MN	136	34.6	147	37.4	11	2.8	0	0.0	17	4.3	*311*	*79.1*	82	20.9	**393**	**100.0**
MS	256	42.3	255	42.1	16	2.6	1	0.2	25	4.1	*553*	*91.4*	52	8.6	**605**	**100.0**
MO	300	32.9	380	41.7	35	3.8	1	0.1	39	4.3	*755*	*82.8*	157	17.2	**912**	**100.0**
MT	47	24.5	91	47.4	8	4.2	0	0.0	9	4.7	*155*	*80.7*	37	19.3	**192**	**100.0**

Table 113. Vehicle Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type												Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other/ Unknown Vehicles		*Subtotal*					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	87	39.4	84	38.0	18	8.1	0	0.0	3	1.4	*192*	*86.9*	29	13.1	**221**	**100.0**
NV	105	34.1	102	33.1	11	3.6	0	0.0	2	0.6	*220*	*71.4*	88	28.6	**308**	**100.0**
NH	36	28.6	53	42.1	4	3.2	0	0.0	1	0.8	*94*	*74.6*	32	25.4	**126**	**100.0**
NJ	203	42.5	157	32.8	18	3.8	4	0.8	1	0.2	*383*	*80.1*	95	19.9	**478**	**100.0**
NM	114	31.0	168	45.7	20	5.4	4	1.1	8	2.2	*314*	*85.3*	54	14.7	**368**	**100.0**
NY	299	37.0	283	35.0	22	2.7	1	0.1	19	2.3	*624*	*77.1*	185	22.9	**809**	**100.0**
NC	593	44.1	477	35.5	42	3.1	0	0.0	13	1.0	*1,125*	*83.6*	220	16.4	**1,345**	**100.0**
ND	10	11.0	46	50.5	8	8.8	0	0.0	6	6.6	*70*	*76.9*	21	23.1	**91**	**100.0**
OH	420	38.4	389	35.6	28	2.6	0	0.0	41	3.7	*878*	*80.3*	216	19.7	**1,094**	**100.0**
OK	179	30.2	274	46.2	26	4.4	0	0.0	21	3.5	*500*	*84.3*	93	15.7	**593**	**100.0**
OR	174	37.7	172	37.3	11	2.4	0	0.0	6	1.3	*363*	*78.7*	98	21.3	**461**	**100.0**
PA	355	36.3	334	34.2	47	4.8	0	0.0	25	2.6	*761*	*77.8*	217	22.2	**978**	**100.0**
RI	17	37.8	16	35.6	1	2.2	0	0.0	1	2.2	*35*	*77.8*	10	22.2	**45**	**100.0**
SC	339	37.9	360	40.2	18	2.0	0	0.0	8	0.9	*725*	*81.0*	170	19.0	**895**	**100.0**
SD	38	31.4	54	44.6	9	7.4	0	0.0	7	5.8	*108*	*89.3*	13	10.7	**121**	**100.0**
TN	433	39.9	444	40.9	35	3.2	0	0.0	21	1.9	*933*	*85.9*	153	14.1	**1,086**	**100.0**
TX	1,168	33.5	1,535	44.1	173	5.0	2	0.1	42	1.2	*2,920*	*83.8*	564	16.2	**3,484**	**100.0**
UT	98	39.2	82	32.8	11	4.4	0	0.0	9	3.6	*200*	*80.0*	50	20.0	**250**	**100.0**
VT	24	34.8	22	31.9	5	7.2	0	0.0	4	5.8	*55*	*79.7*	14	20.3	**69**	**100.0**
VA	354	43.2	312	38.0	24	2.9	3	0.4	9	1.1	*702*	*85.6*	118	14.4	**820**	**100.0**
WA	222	37.5	211	35.6	19	3.2	0	0.0	7	1.2	*459*	*77.5*	133	22.5	**592**	**100.0**
WV	65	27.1	106	44.2	9	3.8	0	0.0	18	7.5	*198*	*82.5*	42	17.5	**240**	**100.0**
WI	203	39.9	197	38.7	20	3.9	0	0.0	7	1.4	*427*	*83.9*	82	16.1	**509**	**100.0**
WY	30	23.8	58	46.0	13	10.3	1	0.8	4	3.2	*106*	*84.1*	20	15.9	**126**	**100.0**
USA	**12,691**	**37.8**	**12,729**	**37.9**	**1,097**	**3.3**	**26**	**0.1**	**801**	**2.4**	***27,344***	***81.5***	**6,218**	**18.5**	**33,562**	**100.0**
PR	90	46.9	40	20.8	3	1.6	0	0.0	2	1.0	*135*	*70.3*	57	29.7	**192**	**100.0**

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

5. States

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	282	39.7	362	51.0	66	9.3	**710**	**100.0**
AK	31	55.4	17	30.4	8	14.3	**56**	**100.0**
AZ	239	40.6	268	45.6	81	13.8	**588**	**100.0**
AR	163	39.3	188	45.3	64	15.4	**415**	**100.0**
CA	1,221	52.9	842	36.5	243	10.5	**2,306**	**100.0**
CO	222	48.1	227	49.1	13	2.8	**462**	**100.0**
CT	83	39.3	74	35.1	54	25.6	**211**	**100.0**
DE	61	60.4	35	34.7	5	5.0	**101**	**100.0**
DC	3	37.5	4	50.0	1	12.5	**8**	**100.0**
FL	930	53.2	777	44.5	41	2.3	**1,748**	**100.0**
GA	456	41.8	518	47.4	118	10.8	**1,092**	**100.0**
HI	24	58.5	16	39.0	1	2.4	**41**	**100.0**
ID	52	34.0	81	52.9	20	13.1	**153**	**100.0**
IL	338	41.0	274	33.3	212	25.7	**824**	**100.0**
IN	260	40.1	229	35.3	160	24.7	**649**	**100.0**
IA	107	46.1	102	44.0	23	9.9	**232**	**100.0**
KS	114	40.3	142	50.2	27	9.5	**283**	**100.0**
KY	230	47.5	254	52.5	0	0.0	**484**	**100.0**
LA	204	37.8	280	51.9	56	10.4	**540**	**100.0**
ME	58	46.8	65	52.4	1	0.8	**124**	**100.0**
MD	153	46.6	150	45.7	25	7.6	**328**	**100.0**
MA	96	36.4	137	51.9	31	11.7	**264**	**100.0**
MI	331	48.2	230	33.5	126	18.3	**687**	**100.0**
MN	153	54.1	78	27.6	52	18.4	**283**	**100.0**
MS	226	44.2	197	38.6	88	17.2	**511**	**100.0**
MO	245	36.0	363	53.4	72	10.6	**680**	**100.0**
MT	51	37.0	82	59.4	5	3.6	**138**	**100.0**

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	57	33.3	85	49.7	29	17.0	**171**	**100.0**
NV	88	42.5	82	39.6	37	17.9	**207**	**100.0**
NH	25	28.1	52	58.4	12	13.5	**89**	**100.0**
NJ	195	54.2	140	38.9	25	6.9	**360**	**100.0**
NM	118	41.8	142	50.4	22	7.8	**282**	**100.0**
NY	320	55.0	203	34.9	59	10.1	**582**	**100.0**
NC	526	49.2	505	47.2	39	3.6	**1,070**	**100.0**
ND	12	21.4	39	69.6	5	8.9	**56**	**100.0**
OH	304	37.6	401	49.6	104	12.9	**809**	**100.0**
OK	192	42.4	219	48.3	42	9.3	**453**	**100.0**
OR	189	54.6	108	31.2	49	14.2	**346**	**100.0**
PA	260	37.7	334	48.5	95	13.8	**689**	**100.0**
RI	14	42.4	19	57.6	0	0.0	**33**	**100.0**
SC	284	40.6	375	53.6	40	5.7	**699**	**100.0**
SD	33	35.9	49	53.3	10	10.9	**92**	**100.0**
TN	376	42.9	437	49.8	64	7.3	**877**	**100.0**
TX	1,241	45.9	1,175	43.5	287	10.6	**2,703**	**100.0**
UT	79	43.9	85	47.2	16	8.9	**180**	**100.0**
VT	18	39.1	27	58.7	1	2.2	**46**	**100.0**
VA	290	43.5	373	56.0	3	0.5	**666**	**100.0**
WA	209	48.3	153	35.3	71	16.4	**433**	**100.0**
WV	57	33.3	85	49.7	29	17.0	**171**	**100.0**
WI	165	41.3	161	40.3	74	18.5	**400**	**100.0**
WY	25	28.4	61	69.3	2	2.3	**88**	**100.0**
USA	**11,410**	**44.9**	**11,302**	**44.5**	**2,708**	**10.7**	**25,420**	**100.0**
PR	41	31.5	89	68.5	0	0.0	**130**	**100.0**

Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
AL	353	69	19.5	169	73	43.2	164	61	37.2	24	2	8.3	**710**	**205**	**28.9**
AK	25	4	16.0	13	6	46.2	15	7	46.7	3	1	33.3	**56**	**18**	**32.1**
AZ	268	43	16.0	116	60	51.7	176	81	46.0	28	4	14.3	**588**	**188**	**32.0**
AR	187	46	24.6	98	35	35.7	112	31	27.7	18	4	22.2	**415**	**116**	**28.0**
CA	1,385	328	23.7	294	149	50.7	549	242	44.1	77	24	31.2	**2,306**	**744**	**32.3**
CO	195	51	26.2	83	45	54.2	171	83	48.5	12	4	33.3	**462**	**183**	**39.6**
CT	129	28	21.7	15	4	26.7	62	16	25.8	5	2	40.0	**211**	**50**	**23.7**
DE	50	10	20.0	12	2	16.7	33	9	27.3	6	0	0.0	**101**	**21**	**20.8**
DC	6	0	0.0	0	0	0.0	0	0	0.0	2	0	0.0	**8**	**0**	**0.0**
FL	928	143	15.4	261	83	31.8	488	142	29.1	71	14	19.7	**1,748**	**382**	**21.9**
GA	571	149	26.1	186	72	38.7	297	131	44.1	38	7	18.4	**1,092**	**359**	**32.9**
HI	14	1	7.1	11	5	45.5	14	4	28.6	2	0	0.0	**41**	**10**	**24.4**
ID	64	20	31.3	45	23	51.1	40	23	57.5	4	2	50.0	**153**	**68**	**44.4**
IL	446	72	16.1	103	36	35.0	232	58	25.0	41	3	7.3	**824**	**170**	**20.6**
IN	341	62	18.2	88	20	22.7	189	60	31.7	31	8	25.8	**649**	**150**	**23.1**
IA	96	18	18.8	47	20	42.6	64	25	39.1	25	7	28.0	**232**	**70**	**30.2**
KS	128	37	28.9	75	36	48.0	68	33	48.5	12	4	33.3	**283**	**110**	**38.9**
KY	244	50	20.5	106	43	40.6	121	38	31.4	13	4	30.8	**484**	**135**	**27.9**
LA	258	41	15.9	149	63	42.3	121	36	29.8	12	6	50.0	**540**	**146**	**27.0**
ME	57	13	22.8	21	11	52.4	40	9	22.5	6	2	33.3	**124**	**35**	**28.2**
MD	197	34	17.3	28	7	25.0	91	22	24.2	12	1	8.3	**328**	**64**	**19.5**
MA	152	33	21.7	22	7	31.8	74	21	28.4	16	3	18.8	**264**	**64**	**24.2**
MI	292	51	17.5	117	35	29.9	246	69	28.0	32	4	12.5	**687**	**159**	**23.1**
MN	136	23	16.9	35	12	34.3	103	34	33.0	9	2	22.2	**283**	**71**	**25.1**
MS	256	71	27.7	116	37	31.9	123	46	37.4	16	3	18.8	**511**	**157**	**30.7**
MO	300	72	24.0	143	63	44.1	200	77	38.5	37	8	21.6	**680**	**220**	**32.4**
MT	47	16	34.0	39	17	43.6	43	22	51.2	9	2	22.2	**138**	**57**	**41.3**

Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (Continued)

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
NE	87	12	13.8	30	13	43.3	47	17	36.2	7	1	14.3	**171**	**43**	**25.1**
NV	105	31	29.5	45	23	51.1	43	23	53.5	14	11	78.6	**207**	**88**	**42.5**
NH	36	6	16.7	16	2	12.5	32	12	37.5	5	0	0.0	**89**	**20**	**22.5**
NJ	203	41	20.2	25	8	32.0	112	25	22.3	20	8	40.0	**360**	**82**	**22.8**
NM	114	28	24.6	69	36	52.2	90	63	70.0	9	1	11.1	**282**	**128**	**45.4**
NY	299	46	15.4	75	19	25.3	185	48	25.9	23	2	8.7	**582**	**115**	**19.8**
NC	593	152	25.6	172	57	33.1	248	85	34.3	57	14	24.6	**1,070**	**308**	**28.8**
ND	10	2	20.0	29	20	69.0	14	8	57.1	3	1	33.3	**56**	**31**	**55.4**
OH	420	88	21.0	108	27	25.0	242	77	31.8	39	6	15.4	**809**	**198**	**24.5**
OK	179	35	19.6	124	55	44.4	130	53	40.8	20	10	50.0	**453**	**153**	**33.8**
OR	174	44	25.3	59	23	39.0	99	41	41.4	14	4	28.6	**346**	**112**	**32.4**
PA	355	66	18.6	72	20	27.8	229	70	30.6	33	1	3.0	**689**	**157**	**22.8**
RI	17	5	29.4	5	2	40.0	11	2	18.2	0	0	0.0	**33**	**9**	**27.3**
SC	339	84	24.8	130	45	34.6	201	79	39.3	27	3	11.1	**699**	**211**	**30.2**
SD	38	18	47.4	19	10	52.6	30	11	36.7	5	0	0.0	**92**	**39**	**42.4**
TN	433	89	20.6	177	50	28.2	230	91	39.6	37	8	21.6	**877**	**238**	**27.1**
TX	1,168	226	19.3	662	277	41.8	790	292	37.0	83	28	33.7	**2,703**	**823**	**30.4**
UT	98	22	22.4	29	17	58.6	44	23	52.3	9	3	33.3	**180**	**65**	**36.1**
VT	24	3	12.5	8	2	25.0	12	4	33.3	2	0	0.0	**46**	**9**	**19.6**
VA	354	73	20.6	113	38	33.6	168	61	36.3	30	6	20.0	**666**	**178**	**26.7**
WA	222	47	21.2	85	33	38.8	113	40	35.4	13	3	23.1	**433**	**123**	**28.4**
WV	65	14	21.5	46	17	37.0	53	21	39.6	7	0	0.0	**171**	**52**	**30.4**
WI	203	53	26.1	57	21	36.8	112	38	33.9	28	5	17.9	**400**	**117**	**29.3**
WY	30	20	66.7	25	18	72.0	32	23	71.9	1	0	0.0	**88**	**61**	**69.3**
USA	**12,691**	**2,690**	**21.2**	**4,572**	**1,797**	**39.3**	**7,103**	**2,587**	**36.4**	**1,047**	**236**	**22.5**	**25,420**	**7,312**	**28.8**
PR	90	8	8.9	14	5	35.7	26	5	19.2	0	0	0.0	**130**	**18**	**13.8**

*Includes occupants of other and unknown light trucks.

5. States

Table 116. Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	93	2,113,344	4.40
2	Arizona	295	7,359,197	4.01
3	Louisiana	181	4,590,241	3.94
4	Florida	773	22,244,823	3.47
5	South Carolina	172	5,282,634	3.26
6	Georgia	345	10,912,876	3.16
7	Delaware	31	1,018,396	3.04
8	Tennessee	210	7,051,339	2.98
9	California	1,158	39,029,342	2.97
10	Oregon	123	4,240,137	2.90
11	Mississippi	81	2,940,057	2.76
12	Texas	797	30,029,572	2.65
13	Nevada	83	3,177,772	2.61
14	Arkansas	79	3,045,637	2.59
15	North Carolina	257	10,698,973	2.40
16	Oklahoma	96	4,019,800	2.39
17	District of Columbia	16	671,803	2.38
18	Alabama	114	5,074,296	2.25
19	Maryland	128	6,164,660	2.08
20	Missouri	128	6,177,957	2.07
21	Kentucky	93	4,512,310	2.06
22	Virginia	173	8,683,619	1.99
23	New Jersey	183	9,261,699	1.98
24	Hawaii	28	1,440,196	1.94
25	Connecticut	68	3,626,205	1.88
26	Colorado	108	5,839,926	1.85
27	Alaska	13	733,583	1.77

Table 116. Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
28	Michigan	169	10,034,113	1.68
29	Indiana	114	6,833,037	1.67
30	Washington	126	7,785,786	1.62
31	Montana	18	1,122,867	1.60
32	New York	303	19,677,151	1.54
33	Illinois	191	12,582,032	1.52
34	Maine	21	1,385,340	1.52
35	Pennsylvania	179	12,972,008	1.38
36	Ohio	160	11,756,058	1.36
37	Massachusetts	94	6,981,974	1.35
38	Utah	45	3,380,800	1.33
39	Wisconsin	72	5,892,539	1.22
40	South Dakota	11	909,824	1.21
41	Wyoming	7	581,381	1.20
42	West Virginia	21	1,775,156	1.18
43	Nebraska	23	1,967,923	1.17
44	New Hampshire	16	1,395,231	1.15
45	Kansas	32	2,937,150	1.09
46	Vermont	6	647,064	0.93
47	Idaho	16	1,939,033	0.83
48	North Dakota	6	779,261	0.77
49	Minnesota	43	5,717,184	0.75
50	Rhode Island	7	1,093,734	0.64
51	Iowa	16	3,200,517	0.50
	National	**7,522**	**333,287,557**	**2.26**
	Puerto Rico	67	3,221,789	2.08

Source: Population—Census Bureau

5. States

Table 117. People Killed, by State and Highest Driver BAC in the Crash

State	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Killed*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	661	67	46	5	281	28	326	33	**988**	**100**
AK	61	75	1	2	20	24	21	25	**82**	**100**
AZ	780	60	67	5	450	35	518	40	**1,302**	**100**
AR	443	69	48	7	153	24	200	31	**643**	**100**
CA	2,717	61	224	5	1,479	33	1,703	38	**4,428**	**100**
CO	447	59	54	7	260	34	314	41	**764**	**100**
CT	208	58	24	7	127	35	151	42	**359**	**100**
DE	104	64	9	6	49	30	58	36	**162**	**100**
DC	18	56	2	5	12	39	14	44	**32**	**100**
FL	2,430	69	154	4	940	27	1,094	31	**3,530**	**100**
GA	1,197	67	92	5	507	28	599	33	**1,797**	**100**
HI	69	60	10	9	37	31	47	40	**116**	**100**
ID	136	63	10	5	69	32	79	37	**215**	**100**
IL	716	56	80	6	471	37	551	43	**1,268**	**100**
IN	624	66	51	5	274	29	325	34	**949**	**100**
IA	195	58	22	6	116	34	138	41	**338**	**100**
KS	274	67	26	6	109	27	135	33	**410**	**100**
KY	539	73	28	4	176	24	204	27	**744**	**100**
LA	582	64	57	6	267	29	324	36	**906**	**100**
ME	103	56	17	9	62	34	79	43	**182**	**100**
MD	337	60	20	3	207	37	227	40	**564**	**100**
MA	289	67	22	5	123	28	144	33	**434**	**100**
MI	763	68	56	5	305	27	361	32	**1,124**	**100**
MN	291	66	23	5	130	29	153	34	**444**	**100**
MS	512	73	23	3	168	24	191	27	**703**	**100**
MO	689	65	77	7	290	27	367	35	**1,057**	**100**
MT	129	61	11	5	71	34	83	39	**213**	**100**

Table 117. People Killed, by State and Highest Driver BAC in the Crash (Continued)

State	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Killed*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	155	64	21	9	67	28	89	36	**244**	**100**
NV	246	59	30	7	140	34	170	41	**416**	**100**
NH	88	61	6	4	52	36	58	39	**146**	**100**
NJ	470	69	34	5	177	26	211	31	**685**	**100**
NM	287	62	27	6	152	33	179	38	**466**	**100**
NY	731	62	74	6	371	32	444	38	**1,175**	**100**
NC	1,100	68	68	4	460	28	528	32	**1,630**	**100**
ND	57	58	8	8	34	34	42	42	**98**	**100**
OH	709	56	88	7	471	37	559	44	**1,275**	**100**
OK	492	69	31	4	186	26	216	30	**710**	**100**
OR	330	55	39	6	232	39	271	45	**601**	**100**
PA	785	67	53	4	338	29	390	33	**1,179**	**100**
RI	24	46	6	12	22	43	28	54	**52**	**100**
SC	558	51	61	6	474	43	535	49	**1,094**	**100**
SD	83	61	10	7	44	32	54	39	**137**	**100**
TN	878	67	70	5	364	28	435	33	**1,314**	**100**
TX	2,249	51	283	6	1,869	42	2,152	49	**4,408**	**100**
UT	231	72	17	5	71	22	88	28	**319**	**100**
VT	42	55	9	11	26	34	34	45	**76**	**100**
VA	660	65	49	5	298	30	346	34	**1,008**	**100**
WA	422	58	50	7	256	35	306	42	**733**	**100**
WV	184	70	20	7	60	23	80	30	**264**	**100**
WI	398	67	26	4	171	29	197	33	**596**	**100**
WY	85	64	9	7	40	30	49	36	**134**	**100**
USA	**26,580**	**63**	**2,337**	**5**	**13,524**	**32**	**15,861**	**37**	**42,514**	**100**
PR	161	59	17	6	91	34	108	40	**271**	**100**

*Includes people killed in crashes in which there was no driver present.
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

5. States

Table 118. Drivers Involved in Fatal Crashes, by State and Their BACs

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Involved in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,077	77	53	4	268	19	320	23	**1,397**	**100**
AK	101	84	1	1	18	15	19	16	**120**	**100**
AZ	1,300	72	73	4	434	24	506	28	**1,806**	**100**
AR	725	79	46	5	145	16	191	21	**916**	**100**
CA	4,501	73	234	4	1,418	23	1,652	27	**6,153**	**100**
CO	795	74	48	4	238	22	286	26	**1,080**	**100**
CT	369	73	22	4	114	22	136	27	**505**	**100**
DE	177	76	11	5	46	20	56	24	**233**	**100**
DC	26	67	2	5	11	28	13	33	**39**	**100**
FL	4,118	80	161	3	886	17	1,047	20	**5,165**	**100**
GA	1,924	77	98	4	484	19	581	23	**2,505**	**100**
HI	119	72	11	6	35	21	46	28	**165**	**100**
ID	229	75	12	4	63	21	75	25	**304**	**100**
IL	1,317	71	86	5	444	24	530	29	**1,847**	**100**
IN	1,091	78	50	4	261	19	311	22	**1,402**	**100**
IA	322	70	25	6	112	24	138	30	**460**	**100**
KS	406	76	28	5	102	19	130	24	**536**	**100**
KY	874	82	29	3	164	15	192	18	**1,066**	**100**
LA	919	75	58	5	249	20	307	25	**1,226**	**100**
ME	177	71	17	7	57	23	74	29	**251**	**100**
MD	599	73	22	3	203	25	225	27	**824**	**100**
MA	450	76	23	4	121	20	144	24	**594**	**100**
MI	1,269	78	55	3	297	18	352	22	**1,621**	**100**
MN	496	77	24	4	124	19	148	23	**644**	**100**
MS	774	81	23	2	158	17	181	19	**955**	**100**
MO	1,130	76	75	5	273	18	348	24	**1,478**	**100**
MT	173	68	13	5	67	27	80	32	**253**	**100**

Table 118. Drivers Involved in Fatal Crashes, by State and Their BACs (Continued)

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Involved in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	287	78	20	6	59	16	79	22	**366**	**100**
NV	426	73	30	5	130	22	159	27	**585**	**100**
NH	148	72	7	4	49	24	56	28	**204**	**100**
NJ	823	80	35	3	170	17	205	20	**1,028**	**100**
NM	486	74	27	4	141	22	168	26	**654**	**100**
NY	1,150	72	80	5	362	23	442	28	**1,592**	**100**
NC	1,755	78	71	3	428	19	499	22	**2,253**	**100**
ND	109	71	9	6	34	22	43	29	**152**	**100**
OH	1,312	70	96	5	477	25	573	30	**1,885**	**100**
OK	785	79	28	3	180	18	208	21	**993**	**100**
OR	548	67	45	5	226	28	271	33	**819**	**100**
PA	1,292	78	56	3	318	19	374	22	**1,666**	**100**
RI	42	60	7	9	22	31	28	40	**70**	**100**
SC	1,002	65	71	5	461	30	532	35	**1,533**	**100**
SD	142	75	8	4	39	21	47	25	**189**	**100**
TN	1,456	78	71	4	346	18	417	22	**1,873**	**100**
TX	4,112	65	324	5	1,845	29	2,169	35	**6,280**	**100**
UT	385	82	20	4	66	14	86	18	**471**	**100**
VT	74	69	8	7	25	24	33	31	**107**	**100**
VA	1,064	76	50	4	288	21	339	24	**1,403**	**100**
WA	738	71	55	5	248	24	303	29	**1,041**	**100**
WV	277	78	19	5	57	16	76	22	**353**	**100**
WI	641	78	27	3	159	19	186	22	**827**	**100**
WY	116	73	6	4	37	23	43	27	**159**	**100**
USA	**44,624**	**74**	**2,469**	**4**	**12,955**	**22**	**15,425**	**26**	60,048	**100**
PR	255	70	18	5	93	25	111	30	**366**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

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Table 119. Drivers Killed in Crashes, by State and Their BACs

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	464	66	31	4	204	29	235	34	**699**	**100**
AK	41	78	0	0	12	22	12	22	**53**	**100**
AZ	487	68	26	4	206	29	232	32	**719**	**100**
AR	322	71	28	6	103	23	131	29	**452**	**100**
CA	1,418	60	113	5	847	36	961	40	**2,378**	**100**
CO	296	62	35	7	150	31	185	38	**481**	**100**
CT	151	64	15	6	70	29	85	36	**236**	**100**
DE	57	66	5	5	25	29	30	34	**86**	**100**
DC	4	41	1	11	5	48	6	59	**10**	**100**
FL	1,389	69	90	4	544	27	633	31	**2,022**	**100**
GA	772	66	64	6	331	28	395	34	**1,167**	**100**
HI	38	58	6	9	22	33	27	42	**65**	**100**
ID	105	67	8	5	43	28	51	33	**156**	**100**
IL	501	63	44	5	249	31	292	37	**793**	**100**
IN	444	67	28	4	186	28	214	33	**658**	**100**
IA	166	66	13	5	73	29	86	34	**252**	**100**
KS	211	69	19	6	75	25	94	31	**305**	**100**
KY	385	75	15	3	116	23	131	25	**516**	**100**
LA	338	62	37	7	170	31	206	38	**544**	**100**
ME	81	58	12	8	46	33	58	42	**139**	**100**
MD	207	60	10	3	130	38	140	40	**347**	**100**
MA	180	67	15	6	75	28	90	33	**270**	**100**
MI	529	71	27	4	186	25	213	29	**742**	**100**
MN	227	68	17	5	88	27	105	32	**332**	**100**
MS	381	79	11	2	91	19	101	21	**482**	**100**
MO	487	68	43	6	191	27	234	32	**721**	**100**
MT	87	57	9	6	56	37	65	43	**152**	**100**

Table 119. Drivers Killed in Crashes, by State and Their BACs (Continued)

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	122	70	13	7	41	23	53	30	**175**	**100**
NV	151	63	15	6	72	30	88	37	**238**	**100**
NH	61	57	4	4	41	39	45	43	**106**	**100**
NJ	254	68	22	6	99	26	121	32	**375**	**100**
NM	169	61	16	6	92	33	108	39	**276**	**100**
NY	413	64	41	6	195	30	236	36	**649**	**100**
NC	780	71	43	4	280	25	323	29	**1,103**	**100**
ND	48	59	7	8	27	33	33	41	**81**	**100**
OH	553	62	47	5	287	32	334	38	**887**	**100**
OK	342	72	12	2	119	25	131	28	**472**	**100**
OR	233	61	21	5	127	33	148	39	**381**	**100**
PA	524	67	33	4	225	29	258	33	**782**	**100**
RI	17	46	4	12	15	42	20	54	**36**	**100**
SC	421	57	34	5	281	38	315	43	**736**	**100**
SD	56	64	5	5	27	30	31	36	**87**	**100**
TN	600	70	40	5	221	26	260	30	**860**	**100**
TX	1,575	58	139	5	983	36	1,122	42	**2,696**	**100**
UT	144	72	13	6	44	22	57	28	**201**	**100**
VT	34	59	5	9	19	32	24	41	**58**	**100**
VA	441	66	34	5	198	29	231	34	**672**	**100**
WA	306	64	33	7	143	30	176	36	**482**	**100**
WV	143	71	13	7	46	23	59	29	**202**	**100**
WI	287	69	17	4	110	27	127	31	**414**	**100**
WY	63	66	3	3	30	31	33	34	**96**	**100**
USA	**17,498**	**65**	**1,332**	**5**	**8,012**	**30**	**9,344**	**35**	**26,842**	**100**
PR	88	52	12	7	68	40	80	48	**168**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

5. States

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their BACs

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Surviving Drivers in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	613	88	22	3	63	9	85	12	**698**	**100**
AK	60	89	1	2	6	9	7	11	**67**	**100**
AZ	813	75	47	4	228	21	274	25	**1,087**	**100**
AR	404	87	18	4	42	9	60	13	**464**	**100**
CA	3,084	82	120	3	571	15	691	18	**3,775**	**100**
CO	498	83	13	2	88	15	101	17	**599**	**100**
CT	218	81	7	3	44	16	51	19	**269**	**100**
DE	120	82	6	4	21	14	27	18	**147**	**100**
DC	22	76	1	3	6	21	7	24	**29**	**100**
FL	2,730	87	71	2	342	11	414	13	**3,143**	**100**
GA	1,152	86	33	2	153	11	186	14	**1,338**	**100**
HI	81	81	5	5	14	14	19	19	**100**	**100**
ID	125	84	4	3	20	13	24	16	**148**	**100**
IL	816	77	43	4	195	18	238	23	**1,054**	**100**
IN	647	87	22	3	75	10	97	13	**744**	**100**
IA	156	75	13	6	39	19	52	25	**208**	**100**
KS	195	84	9	4	27	12	36	16	**231**	**100**
KY	489	89	14	3	48	9	62	11	**550**	**100**
LA	581	85	22	3	79	12	101	15	**682**	**100**
ME	96	86	5	5	11	9	16	14	**112**	**100**
MD	392	82	12	2	73	15	85	18	**477**	**100**
MA	270	83	8	3	46	14	54	17	**324**	**100**
MI	740	84	28	3	112	13	139	16	**879**	**100**
MN	269	86	7	2	36	11	43	14	**312**	**100**
MS	394	83	12	3	67	14	80	17	**473**	**100**
MO	643	85	32	4	82	11	114	15	**757**	**100**
MT	86	85	4	4	11	11	15	15	**101**	**100**

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their BACs (Continued)

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Surviving Drivers in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	165	86	8	4	18	9	26	14	**191**	**100**
NV	275	79	14	4	58	17	72	21	**347**	**100**
NH	87	89	3	3	8	8	11	11	**98**	**100**
NJ	569	87	13	2	71	11	84	13	**653**	**100**
NM	318	84	11	3	49	13	60	16	**378**	**100**
NY	737	78	39	4	167	18	206	22	**943**	**100**
NC	975	85	28	2	148	13	176	15	**1,150**	**100**
ND	61	86	3	4	7	10	10	14	**71**	**100**
OH	759	76	48	5	191	19	239	24	**998**	**100**
OK	444	85	17	3	61	12	77	15	**521**	**100**
OR	315	72	24	6	99	23	123	28	**438**	**100**
PA	768	87	23	3	94	11	116	13	**884**	**100**
RI	25	75	2	7	6	19	9	25	**34**	**100**
SC	580	73	37	5	180	23	217	27	**797**	**100**
SD	87	85	3	3	13	12	16	15	**102**	**100**
TN	857	85	31	3	125	12	157	15	**1,013**	**100**
TX	2,537	71	185	5	862	24	1,047	29	**3,584**	**100**
UT	240	89	8	3	22	8	30	11	**270**	**100**
VT	40	81	2	5	7	14	9	19	**49**	**100**
VA	624	85	17	2	91	12	107	15	**731**	**100**
WA	432	77	22	4	105	19	128	23	**559**	**100**
WV	134	89	6	4	11	8	17	11	**151**	**100**
WI	354	86	10	2	49	12	59	14	**413**	**100**
WY	53	84	3	5	7	11	10	16	**63**	**100**
USA	**27,126**	**82**	**1,137**	**3**	**4,943**	**15**	**6,080**	**18**	33,206	**100**
PR	167	84	6	3	25	13	31	16	**198**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total*	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	988	**240**	14	11	0	35	61	83	35
AK	82	**31**	5	5	0	10	1	9	1
AZ	1,302	**431**	41	40	28	93	140	62	19
AR	643	**143**	8	15	1	29	33	37	20
CA	4,428	**1,403**	44	182	160	389	316	197	112
CO	764	**291**	17	21	20	98	59	47	29
CT	359	**115**	0	18	10	24	36	14	13
DE	162	**55**	0	7	2	16	6	16	8
DC	32	**13**	0	2	0	2	8	1	0
FL	3,530	**385**	9	18	10	133	90	73	51
GA	1,797	**422**	3	29	15	90	103	98	84
HI	116	**48**	0	2	0	33	13	0	0
ID	215	**47**	7	5	0	7	7	12	9
IL	1,268	**414**	11	65	5	103	104	76	49
IN	949	**290**	19	27	1	94	41	64	44
IA	338	**74**	3	7	0	24	12	16	12
KS	410	**95**	3	10	7	6	27	26	15
KY	744	**131**	6	10	2	21	20	29	43
LA	906	**210**	9	18	2	43	62	36	38
ME	182	**53**	3	2	0	8	7	25	8
MD	564	**176**	2	18	23	62	26	34	8
MA	434	**116**	0	20	10	27	26	16	15
MI	1,124	**302**	7	23	14	80	66	71	41
MN	444	**131**	2	7	7	21	48	26	20
MS	703	**139**	9	7	0	41	23	31	13
MO	1,057	**375**	14	33	23	81	82	91	28
MT	213	**69**	6	2	0	27	12	12	8

Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total*	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NE	244	**48**	1	2	2	13	14	13	3
NV	416	**105**	7	8	3	27	30	19	11
NH	146	**53**	1	5	2	8	12	13	12
NJ	685	**173**	4	5	10	71	40	27	15
NM	466	**185**	33	7	0	41	36	40	28
NY	1,175	**402**	0	41	59	87	56	80	79
NC	1,630	**660**	29	23	32	104	132	170	169
ND	98	**27**	3	1	1	13	0	7	2
OH	1,275	**271**	15	20	9	52	63	67	44
OK	710	**159**	8	12	1	37	31	44	26
OR	601	**215**	6	6	2	81	50	58	12
PA	1,179	**457**	23	33	20	115	90	80	95
RI	52	**25**	1	6	4	6	2	4	2
SC	1,094	**401**	28	17	1	108	48	135	64
SD	137	**47**	6	0	1	17	8	10	5
TN	1,314	**219**	3	12	1	61	52	53	37
TX	4,408	**1,521**	60	156	108	401	297	379	116
UT	319	**112**	9	11	0	35	20	26	11
VT	76	**20**	0	1	0	1	5	7	6
VA	1,008	**299**	18	31	5	120	58	32	33
WA	733	**250**	9	23	26	55	63	57	16
WV	264	**72**	9	1	0	11	15	25	11
WI	596	**171**	4	13	5	41	50	41	17
WY	134	**60**	11	4	0	12	12	12	8
USA	**42,514**	**12,151**	**530**	**1,042**	**632**	**3,114**	**2,613**	**2,601**	**1,545**
PR	271	**88**	10	14	0	28	21	12	3

*Includes speeding-related fatalities that occurred on roadways for which the function class was unknown or unknown whether rural or urban interstate.

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	6.18	25.3	16.94	16.2	44.05	63.7	69.15	64.7	**501**
AK	3.53	52.8	17.79	47.2	52.40	72.2	53.88	77.8	**36**
AZ	4.42	26.6	16.92	19.1	49.56	85.7	62.14	86.9	**335**
AR	6.36	16.4	14.43	15.2	46.46	78.8	62.33	80.9	**330**
CA	7.34	82.1	21.03	90.6	NA	NA	NA	NA	**1,037**
CO	3.94	58.8	13.15	59.2	41.73	80.5	54.34	81.3	**267**
CT	2.39	34.3	7.72	17.1	39.40	57.1	48.93	57.1	**35**
DE	2.42	41.1	8.60	6.8	22.11	27.4	31.28	27.4	**73**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**NA**
FL	2.68	96.5	11.90	95.8	NA	NA	NA	NA	**717**
GA	6.22	23.2	11.18	5.6	42.50	60.0	55.94	60.8	**587**
HI	3.27	8.3	15.83	0.0	44.00	66.7	79.00	75.0	**12**
ID	4.01	14.4	13.55	8.9	40.00	97.9	52.00	97.9	**146**
IL	3.96	28.5	11.16	25.2	NA	NA	NA	NA	**337**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**521**
IA	5.30	67.3	12.94	63.6	32.95	71.5	51.28	72.0	**214**
KS	8.48	22.7	12.01	14.7	38.03	56.4	53.59	58.3	**211**
KY	6.20	20.7	11.51	1.3	37.41	42.2	51.96	47.4	**445**
LA	6.38	56.1	15.03	51.1	45.23	72.2	61.92	72.5	**374**
ME	4.58	39.9	12.49	26.6	43.59	50.3	58.49	51.0	**143**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**27**
MA	4.05	12.5	8.50	0.0	33.31	45.8	46.46	45.8	**24**
MI	4.26	49.5	11.63	46.0	NA	NA	NA	NA	**396**
MN	4.53	10.4	10.54	7.7	37.96	53.6	50.64	55.9	**222**
MS	3.82	82.2	19.45	81.9	28.50	83.6	47.99	84.0	**426**
MO	8.49	44.2	14.96	35.6	45.41	57.0	63.93	60.7	**491**
MT	10.79	16.7	13.93	4.2	40.34	51.4	54.25	55.6	**144**

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	4.84	30.0	11.27	27.7	31.77	50.0	46.28	50.8	**130**
NV	58.00	98.2	4.00	99.1	86.00	99.1	NA	NA	**110**
NH	2.80	5.4	10.11	16.2	43.03	52.7	55.83	52.7	**74**
NJ	5.73	33.9	9.78	12.9	40.87	50.0	50.87	51.6	**62**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**231**
NY	3.12	16.2	11.62	12.7	42.12	70.3	55.78	69.9	**259**
NC	12.14	89.0	10.70	56.2	40.55	83.2	46.59	84.0	**882**
ND	7.82	30.0	16.91	12.5	42.71	57.5	62.90	61.3	**80**
OH	5.97	30.0	11.13	5.2	38.51	44.0	53.70	44.6	**496**
OK	13.76	88.5	21.97	80.3	51.35	83.1	70.46	84.7	**366**
OR	2.64	24.7	12.89	21.0	47.48	82.1	63.98	82.5	**291**
PA	6.39	68.6	11.83	46.2	44.51	73.0	56.01	74.4	**437**
RI	3.44	25.0	7.00	0.0	33.00	16.7	41.90	16.7	**12**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**569**
SD	9.68	27.7	15.08	18.1	36.59	51.1	53.88	56.4	**94**
TN	5.58	95.1	32.71	92.9	21.78	98.2	41.11	98.2	**492**
TX	6.37	97.9	15.14	97.5	41.47	97.8	62.39	97.7	**1,427**
UT	7.13	19.6	17.99	9.8	44.00	60.8	58.41	63.7	**102**
VT	4.10	36.1	10.79	0.0	42.77	49.2	55.93	50.8	**61**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**475**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**276**
WV	7.61	70.1	17.34	69.5	42.00	86.0	65.91	86.0	**164**
WI	5.94	29.3	10.60	30.7	39.69	79.7	51.61	77.7	**300**
WY	7.74	30.0	19.46	21.0	44.68	66.0	63.03	69.0	**100**
USA	**5.90**	**63.0**	**13.21**	**56.4**	**40.82**	**81.3**	**55.95**	**82.0**	**15,541**
PR	7.08	81.5	10.27	83.7	NA	NA	NA	NA	**135**

*Includes fatal crashes for which both times were known.
NA = not available or not applicable.

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	3.42	17.5	11.06	10.0	28.68	63.7	45.66	63.7	**411**
AK	2.24	44.7	5.96	36.8	23.93	60.5	32.64	63.2	**38**
AZ	2.35	44.2	6.84	39.8	22.66	66.6	29.75	67.5	**799**
AR	3.75	13.4	7.74	12.6	31.33	81.8	44.70	81.8	**253**
CA	6.43	86.1	18.03	92.8	95.00	100.0	35.00	99.6	**3,062**
CO	2.28	24.0	5.97	24.9	17.99	57.7	25.37	57.9	**430**
CT	2.33	49.7	7.37	43.7	26.47	64.3	35.35	65.4	**286**
DE	3.37	22.9	6.84	18.6	15.42	45.7	24.67	48.6	**70**
DC	2.57	25.0	4.70	17.9	25.33	57.1	31.82	60.7	**28**
FL	2.38	97.7	8.05	97.2	NA	NA	NA	NA	**2,570**
GA	5.69	28.1	8.59	20.1	31.11	56.3	43.30	57.2	**1,090**
HI	3.61	5.1	8.53	1.0	28.86	33.7	40.62	33.7	**98**
ID	2.02	8.3	6.71	0.0	53.20	89.6	58.40	89.6	**48**
IL	2.54	36.0	6.66	35.3	NA	NA	NA	NA	**802**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**362**
IA	1.79	53.8	5.79	47.3	23.33	52.7	30.02	53.8	**91**
KS	3.38	14.5	6.23	9.9	28.95	46.1	38.19	46.7	**152**
KY	2.93	12.6	6.78	3.2	28.53	33.2	36.96	33.2	**247**
LA	4.21	58.6	8.72	54.7	31.19	69.4	41.26	69.8	**464**
ME	2.35	23.1	6.80	23.1	24.50	38.5	34.81	38.5	**26**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**499**
MA	3.50	17.4	6.27	1.0	29.13	34.9	36.86	36.5	**384**
MI	2.95	57.7	6.36	56.5	19.00	99.8	19.00	99.8	**650**
MN	2.22	9.3	6.95	11.9	24.95	38.9	31.91	40.4	**193**
MS	3.95	79.2	10.90	79.2	28.56	81.3	43.44	81.3	**192**
MO	4.32	34.3	7.80	27.5	25.46	44.8	36.76	46.7	**469**
MT	2.23	7.9	7.47	10.5	24.60	47.4	33.75	47.4	**38**

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	1.92	9.5	5.03	9.5	23.41	25.0	29.90	26.2	**84**
NV	3.57	68.5	6.75	67.4	21.43	68.5	31.33	68.9	**273**
NH	1.27	12.7	7.88	7.9	26.98	31.7	33.81	31.7	**63**
NJ	4.52	25.0	7.34	13.4	33.39	40.5	42.93	42.4	**575**
NM	NA	NA	NA	NA	1.00	99.5	42.00	99.5	**188**
NY	2.64	37.1	7.21	43.0	27.92	70.0	35.21	70.0	**844**
NC	7.55	71.0	7.04	55.0	27.15	77.8	35.29	78.5	**618**
ND	3.42	25.0	6.46	18.8	22.83	25.0	32.83	25.0	**16**
OH	4.52	16.2	5.92	4.3	22.55	36.0	31.48	36.9	**677**
OK	4.21	79.8	11.95	69.3	31.71	69.3	42.74	70.8	**277**
OR	2.97	24.4	7.08	27.5	25.34	69.8	36.84	69.8	**262**
PA	3.32	43.9	7.05	29.3	28.91	54.0	37.36	54.8	**652**
RI	4.79	23.7	6.47	0.0	22.91	39.5	31.87	39.5	**38**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**450**
SD	2.67	22.2	7.45	18.5	27.63	40.7	37.31	40.7	**27**
TN	10.29	96.1	22.63	96.3	25.60	97.9	41.64	98.1	**723**
TX	2.94	96.9	7.57	96.6	29.15	97.0	37.92	96.9	**2,533**
UT	1.99	9.8	5.72	3.6	25.05	36.6	32.38	37.6	**194**
VT	3.18	8.3	5.83	0.0	33.86	41.7	41.86	41.7	**12**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**468**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**409**
WV	7.34	57.8	7.00	65.1	30.47	77.1	41.05	77.1	**83**
WI	5.29	46.6	6.22	49.4	26.73	76.1	36.16	76.5	**247**
WY	4.31	23.5	6.07	17.6	29.78	47.1	38.67	47.1	**17**
USA	**3.76**	**64.6**	**7.59**	**62.5**	**27.12**	**80.1**	**36.55**	**80.4**	**23,482**
PR	7.92	80.6	10.38	80.6	NA	NA	NA	NA	**124**

*Includes crashes for which both times were known.
NA = not available.

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
New York	NY	238	110	46.2	8,335,897	2.86	1.32
Los Angeles	CA	354	153	43.2	3,822,238	9.26	4.00
Chicago	IL	192	54	28.1	2,665,039	7.20	2.03
Houston	TX	323	111	34.4	2,302,878	14.03	4.82
Phoenix	AZ	311	117	37.6	1,644,409	18.91	7.12
Philadelphia	PA	142	60	42.3	1,567,258	9.06	3.83
San Antonio	TX	203	66	32.5	1,472,909	13.78	4.48
San Diego	CA	118	54	45.8	1,381,162	8.54	3.91
Dallas	TX	228	72	31.6	1,299,544	17.54	5.54
Austin	TX	119	47	39.5	974,447	12.21	4.82
Jacksonville	FL	149	42	28.2	971,319	15.34	4.32
San Jose	CA	63	26	41.3	971,233	6.49	2.68
Fort Worth	TX	121	31	25.6	956,709	12.65	3.24
Columbus	OH	93	26	28.0	907,971	10.24	2.86
Charlotte	NC	102	24	23.5	897,720	11.36	2.67
Indianapolis	IN	134	37	27.6	880,621	15.22	4.20
San Francisco	CA	42	19	45.2	808,437	5.20	2.35
Seattle	WA	39	19	48.7	749,256	5.21	2.54
Denver	CO	74	20	27.0	713,252	10.38	2.80
Oklahoma City	OK	88	28	31.8	694,800	12.67	4.03
Nashville-Davidson	TN	112	43	38.4	683,622	16.38	6.29
El Paso	TX	71	25	35.2	677,456	10.48	3.69
Washington	DC	32	16	50.0	671,803	4.76	2.38
Las Vegas	NV	51	13	25.5	656,274	7.77	1.98
Boston	MA	24	11	45.8	650,706	3.69	1.69
Portland	OR	62	27	43.5	635,067	9.76	4.25
Louisville-Jefferson Co.	KY	119	31	26.1	624,444	19.06	4.96
Memphis	TN	228	83	36.4	621,056	36.71	13.36
Detroit	MI	121	36	29.8	620,376	19.50	5.80
Baltimore	MD	46	18	39.1	569,931	8.07	3.16
Milwaukee	WI	85	24	28.2	563,305	15.09	4.26
Albuquerque	NM	101	37	36.6	561,008	18.00	6.60
Tucson	AZ	142	54	38.0	546,574	25.98	9.88
Fresno	CA	65	30	46.2	545,567	11.91	5.50
Sacramento	CA	77	34	44.2	528,001	14.58	6.44
Mesa	AZ	66	20	30.3	512,498	12.88	3.90
Kansas City	MO	87	18	20.7	509,297	17.08	3.53
Atlanta	GA	101	37	36.6	499,127	20.24	7.41
Colorado Springs	CO	53	7	13.2	486,248	10.90	1.44

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Omaha	NE	34	9	26.5	485,153	7.01	1.86
Raleigh	NC	54	23	42.6	476,587	11.33	4.83
Virginia Beach	VA	30	6	20.0	455,618	6.58	1.32
Long Beach	CA	59	23	39.0	451,307	13.07	5.10
Miami	FL	69	22	31.9	449,514	15.35	4.89
Oakland	CA	45	16	35.6	430,553	10.45	3.72
Minneapolis	MN	30	7	23.3	425,096	7.06	1.65
Tulsa	OK	66	20	30.3	411,867	16.02	4.86
Bakersfield	CA	55	28	50.9	410,647	13.39	6.82
Tampa	FL	67	19	28.4	398,173	16.83	4.77
Wichita	KS	50	15	30.0	396,192	12.62	3.79
Arlington	TX	26	8	30.8	394,602	6.59	2.03
Aurora	CO	48	20	41.7	393,537	12.20	5.08
New Orleans	LA	73	36	49.3	369,749	19.74	9.74
Cleveland	OH	49	10	20.4	361,607	13.55	2.77
Anaheim	CA	35	10	28.6	344,461	10.16	2.90
Honolulu	HI	17	9	52.9	343,421	4.95	2.62
Henderson	NV	6	2	33.3	331,415	1.81	0.60
Stockton	CA	28	10	35.7	321,819	8.70	3.11
Riverside	CA	58	14	24.1	320,764	18.08	4.36
Lexington-Fayette	KY	38	4	10.5	320,347	11.86	1.25
Corpus Christi	TX	32	7	21.9	316,239	10.12	2.21
Orlando	FL	50	17	34.0	316,081	15.82	5.38
Irvine	CA	8	2	25.0	313,685	2.55	0.64
Cincinnati	OH	40	9	22.5	309,513	12.92	2.91
Santa Ana	CA	19	9	47.4	308,189	6.17	2.92
Newark	NJ	28	9	32.1	305,344	9.17	2.95
St. Paul	MN	20	5	25.0	303,176	6.60	1.65
Pittsburgh	PA	25	5	20.0	302,898	8.25	1.65
Greensboro	NC	42	12	28.6	301,115	13.95	3.99
Lincoln	NE	27	1	3.7	292,627	9.23	0.34
Durham	NC	22	2	9.1	291,928	7.54	0.69
Plano	TX	13	2	15.4	289,547	4.49	0.69
Anchorage	AK	21	6	28.6	287,145	7.31	2.09
Jersey City	NJ	5	1	20.0	286,670	1.74	0.35
St. Louis	MO	79	20	25.3	286,578	27.57	6.98
Chandler	AZ	24	4	16.7	280,711	8.55	1.42
North Las Vegas	NV	39	3	7.7	280,543	13.90	1.07
Chula Vista	CA	18	3	16.7	279,170	6.45	1.07

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Buffalo	NY	28	4	14.3	276,486	10.13	1.45
Gilbert	AZ	17	1	5.9	275,346	6.17	0.36
Reno	NV	21	10	47.6	273,448	7.68	3.66
Madison	WI	14	2	14.3	272,903	5.13	0.73
Fort Wayne	IN	19	1	5.3	267,927	7.09	0.37
Toledo	OH	29	2	6.9	266,301	10.89	0.75
Lubbock	TX	35	9	25.7	263,930	13.26	3.41
St. Petersburg	FL	40	10	25.0	261,256	15.31	3.83
Laredo	TX	21	3	14.3	256,187	8.20	1.17
Irving	TX	20	9	45.0	254,715	7.85	3.53
Chesapeake	VA	14	1	7.1	252,488	5.54	0.40
Glendale	AZ	41	13	31.7	252,136	16.26	5.16
Winston-Salem	NC	24	7	29.2	251,350	9.55	2.78
Scottsdale	AZ	19	4	21.1	243,050	7.82	1.65
Garland	TX	22	4	18.2	240,854	9.13	1.66
Boise City	ID	4	0	0.0	236,634	1.69	0.00
Norfolk	VA	23	13	56.5	232,995	9.87	5.58
Port St. Lucie	FL	13	5	38.5	231,790	5.61	2.16
Spokane	WA	15	5	33.3	230,160	6.52	2.17
Richmond	VA	34	11	32.4	229,395	14.82	4.80
Fremont	CA	11	5	45.5	223,871	4.91	2.23
Huntsville	AL	26	6	23.1	221,933	11.72	2.70
Tacoma	WA	25	5	20.0	221,776	11.27	2.25
Baton Rouge	LA	59	19	32.2	221,453	26.64	8.58
Santa Clarita	CA	4	0	0.0	221,345	1.81	0.00
San Bernardino	CA	57	20	35.1	220,328	25.87	9.08
Hialeah	FL	18	4	22.2	220,292	8.17	1.82
Frisco	TX	4	0	0.0	219,587	1.82	0.00
Modesto	CA	11	1	9.1	218,069	5.04	0.46
Cape Coral	FL	11	5	45.5	216,992	5.07	2.30
Fontana	CA	37	14	37.8	212,475	17.41	6.59
Moreno Valley	CA	20	7	35.0	211,924	9.44	3.30
Des Moines	IA	21	4	19.0	211,034	9.95	1.90
Rochester	NY	20	9	45.0	209,352	9.55	4.30
Fayetteville	NC	8	2	25.0	208,873	3.83	0.96
Yonkers	NY	7	4	57.1	208,121	3.36	1.92
McKinney	TX	11	1	9.1	207,507	5.30	0.48
Worcester	MA	15	5	33.3	205,319	7.31	2.44
Salt Lake City	UT	36	11	30.6	204,657	17.59	5.37

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Little Rock	AR	49	19	38.8	202,864	24.15	9.37
Columbus	GA	25	8	32.0	202,616	12.34	3.95
Augusta-Richmond Co.	GA	33	6	18.2	202,096	16.33	2.97
Sioux Falls	SD	11	3	27.3	202,078	5.44	1.48
Grand Prairie	TX	14	3	21.4	201,843	6.94	1.49
Tallahassee	FL	19	9	47.4	201,731	9.42	4.46
Amarillo	TX	18	2	11.1	201,291	8.94	0.99
Oxnard	CA	4	1	25.0	200,415	2.00	0.50
Peoria	AZ	26	3	11.5	197,866	13.14	1.52
Overland Park	KS	6	1	16.7	197,726	3.03	0.51
Montgomery	AL	42	16	38.1	196,986	21.32	8.12
Birmingham	AL	51	8	15.7	196,910	25.90	4.06
Grand Rapids	MI	12	2	16.7	196,908	6.09	1.02
Knoxville	TN	40	7	17.5	195,889	20.42	3.57
Vancouver	WA	12	3	25.0	194,512	6.17	1.54
Huntington Beach	CA	9	5	55.6	194,310	4.63	2.57
Providence	RI	11	6	54.5	189,563	5.80	3.17
Brownsville	TX	11	2	18.2	189,382	5.81	1.06
Glendale	CA	5	2	40.0	189,221	2.64	1.06
Akron	OH	20	3	15.0	188,509	10.61	1.59
Tempe	AZ	19	7	36.8	185,950	10.22	3.76
Newport News	VA	16	4	25.0	184,306	8.68	2.17
Chattanooga	TN	30	6	20.0	184,086	16.30	3.26
Mobile	AL	29	8	27.6	183,289	15.82	4.36
Fort Lauderdale	FL	54	23	42.6	183,146	29.48	12.56
Cary	NC	0	0	0.0	180,388	0.00	0.00
Shreveport	LA	29	11	37.9	180,153	16.10	6.11
Ontario	CA	19	3	15.8	179,061	10.61	1.68
Eugene	OR	12	3	25.0	177,923	6.74	1.69
Aurora	IL	13	2	15.4	177,866	7.31	1.12
Elk Grove	CA	9	6	66.7	177,558	5.07	3.38
Salem	OR	18	9	50.0	177,487	10.14	5.07
Santa Rosa	CA	9	3	33.3	177,181	5.08	1.69
Clarksville	TN	23	4	17.4	176,974	13.00	2.26
Rancho Cucamonga	CA	17	3	17.6	176,336	9.64	1.70
Oceanside	CA	10	5	50.0	172,199	5.81	2.90
Springfield	MO	26	7	26.9	170,067	15.29	4.12
Pembroke Pines	FL	9	0	0.0	169,876	5.30	0.00
Garden Grove	CA	9	3	33.3	169,254	5.32	1.77

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Fort Collins	CO	5	1	20.0	169,249	2.95	0.59
Lancaster	CA	31	6	19.4	169,185	18.32	3.55
Palmdale	CA	21	7	33.3	163,463	12.85	4.28
Murfreesboro	TN	11	3	27.3	162,398	6.77	1.85
Salinas	CA	2	1	50.0	161,020	1.24	0.62
Corona	CA	23	2	8.7	159,567	14.41	1.25
Killeen	TX	10	3	30.0	159,172	6.28	1.88
Hayward	CA	7	3	42.9	156,754	4.47	1.91
Paterson	NJ	7	2	28.6	156,661	4.47	1.28
Macon-Bibb Co.	GA	51	15	29.4	156,197	32.65	9.60
Lakewood	CO	17	4	23.5	156,120	10.89	2.56
Alexandria	VA	8	2	25.0	155,525	5.14	1.29
Roseville	CA	7	3	42.9	154,817	4.52	1.94
Surprise	AZ	19	3	15.8	154,198	12.32	1.95
Springfield	MA	4	2	50.0	154,064	2.60	1.30
Charleston	SC	14	4	28.6	153,672	9.11	2.60
Kansas City	KS	22	3	13.6	153,345	14.35	1.96
Sunnyvale	CA	8	4	50.0	153,091	5.23	2.61
Bellevue	WA	3	0	0.0	152,767	1.96	0.00
Hollywood	FL	30	8	26.7	152,650	19.65	5.24
Denton	TX	11	2	18.2	150,353	7.32	1.33
Escondido	CA	4	1	25.0	150,270	2.66	0.67
Joliet	IL	9	1	11.1	150,033	6.00	0.67

Source: Population—Census Bureau

5. States

Table 125. Fatalities and Fatality Rates, by State, 1975-2022

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2022	Difference, 1975-2022	1975	1985	1995	2000	2005	2010	2015	2022	Difference, 1975-2022
AL	902	882	1,114	996	1,148	862	850	988	**+10%**	3.63	2.51	2.20	1.76	1.92	1.34	1.26	1.38	**-62%**
AK	112	127	87	106	73	56	65	82	**-27%**	4.38	3.17	2.11	2.30	1.45	1.17	1.29	1.50	**-66%**
AZ	670	893	1,035	1,036	1,179	759	897	1,302	**+94%**	4.19	4.14	2.61	2.11	1.97	1.27	1.38	1.71	**-59%**
AR	559	534	631	652	654	571	550	643	**+15%**	4.01	3.12	2.37	2.24	2.05	1.70	1.58	1.67	**-58%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,387	4,428	**+8%**	3.09	2.39	1.52	1.22	1.32	0.84	1.01	1.40	**-55%**
CO	581	579	645	681	606	450	547	764	**+31%**	3.50	2.21	1.84	1.63	1.26	0.96	1.08	1.42	**-59%**
CT	389	448	317	341	278	320	270	359	**-8%**	2.13	2.00	1.13	1.11	0.88	1.02	0.85	1.21	**-43%**
DE	122	104	121	123	133	101	131	162	**+33%**	3.37	1.94	1.61	1.49	1.40	1.13	1.32	1.64	**-51%**
DC	70	60	58	48	48	24	23	32	**-54%**	2.27	1.86	1.67	1.37	1.29	0.67	0.65	0.94	**-59%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,938	3,530	**+77%**	3.24	3.22	2.19	1.99	1.75	1.25	1.42	1.55	**-52%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,432	1,797	**+32%**	3.46	2.53	1.74	1.47	1.52	1.12	1.21	1.39	**-60%**
HI	144	126	130	132	140	113	93	116	**-19%**	3.47	1.86	1.64	1.55	1.39	1.13	0.90	1.13	**-67%**
ID	281	255	262	276	275	209	216	215	**-23%**	4.78	3.31	2.13	2.04	1.85	1.32	1.30	1.12	**-77%**
IL	2,041	1,534	1,586	1,418	1,363	927	998	1,268	**-38%**	3.56	2.17	1.68	1.38	1.27	0.88	0.95	1.22	**-66%**
IN	1,128	974	960	886	938	754	817	949	**-16%**	3.02	2.39	1.49	1.25	1.31	1.00	1.04	0.99	**-67%**
IA	670	474	527	445	450	390	320	338	**-50%**	3.75	2.35	2.03	1.51	1.45	1.24	0.96	1.03	**-73%**
KS	509	486	442	461	428	431	355	410	**-19%**	3.29	2.52	1.76	1.64	1.44	1.44	1.13	1.31	**-60%**
KY	863	712	849	820	985	760	761	744	**-14%**	3.50	2.50	2.07	1.75	2.08	1.58	1.56	1.55	**-56%**
LA	934	931	894	938	963	721	752	906	**-3%**	4.60	2.79	2.31	2.30	2.14	1.59	1.56	1.60	**-65%**
ME	223	206	187	169	169	161	156	182	**-18%**	3.14	2.22	1.49	1.19	1.13	1.11	1.07	1.24	**-61%**
MD	670	729	671	588	614	496	520	564	**-16%**	2.66	2.19	1.50	1.17	1.09	0.88	0.90	0.99	**-63%**
MA	864	742	444	433	441	347	344	434	**-50%**	2.75	1.87	0.92	0.82	0.80	0.64	0.58	0.76	**-72%**
MI	1,779	1,545	1,530	1,382	1,129	942	967	1,124	**-37%**	3.06	2.29	1.79	1.41	1.09	0.97	0.99	1.17	**-62%**
MN	754	608	597	625	559	411	411	444	**-41%**	2.94	1.86	1.35	1.19	0.98	0.73	0.72	0.77	**-74%**
MS	546	662	868	949	931	641	677	703	**+29%**	3.80	3.45	2.94	2.67	2.32	1.61	1.70	1.76	**-54%**
MO	1,045	931	1,109	1,157	1,257	821	870	1,057	**+1%**	3.41	2.37	1.87	1.72	1.83	1.16	1.21	1.33	**-61%**
MT	291	223	215	237	251	189	224	213	**-27%**	5.08	3.03	2.28	2.40	2.26	1.69	1.81	1.58	**-69%**

Table 125. Fatalities and Fatality Rates, by State, 1975-2022 (Continued)

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2022	Difference, 1975-2022	1975	1985	1995	2000	2005	2010	2015	2022	Difference, 1975-2022
NE	369	237	254	276	276	190	246	244	**-34%**	3.29	1.97	1.61	1.53	1.43	0.98	1.22	1.15	**-65%**
NV	218	259	313	323	427	257	326	416	**+91%**	4.74	3.42	2.24	1.83	2.06	1.16	1.26	1.50	**-68%**
NH	151	191	118	126	166	128	114	146	**-3%**	2.85	2.53	1.11	1.05	1.24	0.98	0.87	1.10	**-61%**
NJ	1,043	964	774	731	747	556	561	685	**-34%**	2.15	1.83	1.27	1.08	1.01	0.76	0.74	0.91	**-58%**
NM	555	535	485	432	488	349	298	466	**-16%**	5.59	4.03	2.29	1.90	2.04	1.38	1.09	1.74	**-69%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,136	1,175	**-50%**	3.63	2.22	1.46	1.13	1.03	0.92	0.93	1.02	**-72%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,379	1,630	**+8%**	4.14	2.97	1.90	1.74	1.53	1.29	1.23	1.37	**-67%**
ND	167	90	74	86	123	105	131	98	**-41%**	3.71	1.61	1.13	1.19	1.62	1.27	1.31	1.07	**-71%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,110	1,275	**-28%**	2.75	2.18	1.35	1.29	1.20	0.97	0.98	1.15	**-58%**
OK	757	744	669	650	803	668	645	710	**-6%**	3.33	2.39	1.74	1.50	1.71	1.40	1.35	1.59	**-52%**
OR	562	559	574	451	487	317	446	601	**+7%**	3.53	2.61	1.91	1.33	1.38	0.94	1.24	1.64	**-54%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,200	1,179	**-43%**	3.26	2.35	1.57	1.49	1.50	1.32	1.19	1.18	**-64%**
RI	110	109	69	80	87	67	45	52	**-53%**	1.94	1.87	1.00	0.96	1.05	0.81	0.57	0.69	**-64%**
SC	820	951	881	1,065	1,094	809	979	1,094	**+33%**	3.98	3.56	2.28	2.34	2.21	1.65	1.89	1.85	**-54%**
SD	195	130	158	173	186	140	134	137	**-30%**	3.76	2.07	2.06	2.05	2.22	1.58	1.44	1.35	**-64%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	1,314	**+17%**	3.42	3.03	2.24	1.99	1.79	1.47	1.25	1.58	**-54%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,582	4,408	**+31%**	3.99	2.57	1.76	1.72	1.50	1.29	1.39	1.52	**-62%**
UT	272	303	325	373	282	253	278	319	**+17%**	3.42	2.52	1.73	1.65	1.12	0.95	0.94	0.93	**-73%**
VT	143	115	106	76	73	71	57	76	**-47%**	4.32	2.45	1.71	1.12	0.95	0.98	0.78	1.07	**-75%**
VA	993	976	900	929	947	740	754	1,008	**+2%**	2.87	2.04	1.29	1.24	1.18	0.90	0.91	1.23	**-57%**
WA	758	744	653	631	649	460	551	733	**-3%**	3.16	2.16	1.33	1.18	1.17	0.80	0.92	1.25	**-60%**
WV	461	420	376	411	374	315	268	264	**-43%**	4.36	3.32	2.16	2.14	1.82	1.64	1.35	1.72	**-61%**
WI	930	744	745	799	815	572	566	596	**-36%**	3.25	2.03	1.45	1.40	1.36	0.96	0.91	0.90	**-72%**
WY	210	152	170	152	170	155	145	134	**-36%**	5.36	2.81	2.41	1.88	1.88	1.66	1.51	1.44	**-73%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**35,484**	**42,514**	**-5%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.15**	**1.33**	**-60%**
PR	496	600	595	568	457	340	310	271	**-45%**	7.27	5.74	3.83	3.23	2.35	1.83	2.13	1.82	**-75%**

Source: VMT—FHWA

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory seat belt use law was enacted in New York in 1984. Adult seat belt use laws are now in effect in 49 States, the District of Columbia, and Puerto Rico. The laws differ from State to State, according to the type and age of the vehicle, occupant age and seating position, etc. The goal of these laws is to promote seat belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2022 there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect, enabling law enforcement officers to stop vehicles and write citations when they observed violations of the seat belt law. In 15 States the laws specified secondary enforcement, meaning that law enforcement officers were permitted to write citations only after a vehicle was stopped for some other traffic infraction. New Hampshire is the only State without a seat belt law for adults, although it does have a primary child passenger safety law that covers all drivers and passengers under age 18.

The first mandatory child restraint use law was implemented in Tennessee in 1978. Since 1985 all 50 States and the District of Columbia have had child restraint use laws in effect. Child restraint use laws differ from State to State, in terms of the ages of children covered and in other important ways, including height and weight limits, seating position requirements, and various exemptions and exceptions.

The most current information on seat belt laws and child passenger safety laws is available on the website of the Governors Highway Safety Association (GHSA) at www.ghsa.org.

- Seat belt laws—www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html
- Child passenger safety laws—www.ghsa.org/html/stateinfo/laws/childsafety_laws.html

In 2022 seat belt use rates in the United States ranged from 75.6 percent in Virginia to 96.5 percent in Oregon. Twenty-six States and the District of Columbia achieved belt use rates of 90.0 percent or higher. These results are from probability-based observational surveys conducted by 50 States, the District of Columbia, and U.S. Territories. The nationwide seat belt use rate in 2022 was 91.6 percent, as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey, which is independent from State belt use surveys. Observed seat belt use rates for the States and the Nation in 2022 can be found in *Seat Belt Use in 2022—Use Rates in the States and Territories* (NCSA, 2023a).

Motorcycle Helmet Use Laws

In 2022 there were 18 States, the District of Columbia, and Puerto Rico that required helmet use by all motorcyclists. In 29 States helmet use was required for only a subset of motorcyclists (typically, motorcyclists under age 18), and three States (Illinois, Iowa, and New Hampshire) do not require helmet use for motorcyclists of any age.

The most current information on helmet use laws is available on the GHSA website at www.ghsa.org/state-laws/issues/motorcyclists.

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 66.5 percent in 2022. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. In 2022 DOT compliant motorcycle helmet use in States requiring all to use helmets was 81.5 percent compared to 56.2 percent in other

5. States

States. Information on motorcycle helmet use in 2022 can be found in *Motorcycle Helmet Use in 2022—Overall Results* (NCSA, 2023b).

Appendix

Appendix A: FARS Data Elements

2022 Fatality Analysis Reporting System Data Elements

Crash Level

Arrival Time EMS
Atmospheric Conditions
City
County
Crash Date
Crash Events
Crash Time
EMS Time at Hospital
First Harmful Event
Global Position
Land Use and Functional System
Light Condition
Manner of Collision
Milepoint
National Highway System
Notification Time EMS
Number of Forms Submitted for Persons Not in Motor Vehicles
Number of Motor Vehicle Occupant Forms Submitted
Number of Vehicle Forms Submitted
Rail Grade Crossing Identifier
Related Factors—Crash Level
Relation to Junction
Relation to Trafficway
Road Ownership
Route Signing
School-Bus-Related
Special Jurisdiction
State
Trafficway Identifier
Type of Intersection
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Class
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle Use
Extent of Damage
Final Stage Body Class
Fire Occurrence
Gross Vehicle Weight Rating, Power Unit
Gross Vehicle Weight Rating, Trailer
Hazardous Material Involvement/Placard
Hit-and-Run
Jackknife
Location of Rollover
Most Harmful Event
Motor Carrier Identification Number
Number of Occupants
Pre-Event Movement (Prior to Recognition of Critical Event)
Pre-Impact Location
Pre-Impact Stability
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Roadway Alignment
Roadway Grade
Roadway Surface Conditions
Roadway Surface Type
Rollover
Sequence of Events
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Trailer Vehicle Identification Number
Travel Speed
Underride/Override
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

Appendix A: FARS Data Elements

Driver Level

Commercial Motor Vehicle License Status
Compliance with Commercial Driver's License (CDL) Endorsements
Compliance with License Restrictions
Condition (Impairment) at Time of Crash
Date of Oldest Crash, Suspension, Conviction
Date of Most Recent Crash, Suspension, Conviction
Driver Distracted By
Driver Height
Driver Maneuvered to Avoid
Driver Presence
Driver Weight
Driver's License State
Driver's Vision Obscured By
Driver's ZIP Code
License Compliance with Class of Vehicle
Non-CDL License Type/Status
Previous DWI Convictions
Previous Other Moving Violation Convictions
Previous Recorded Crashes
Previous Recorded Suspensions, Revocations, and Withdrawals
Previous Speeding Convictions
Related Factors—Driver Level
Speeding-Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/ Helmet Use
Death Date
Death Time
Died at Scene/En Route
Drug Test
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Helmet Use
Injury Severity
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race/Hispanic Origin
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System
Seating Position
Sex
Transported to First Medical Facility By

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Death Date
Death Time
Died at Scene/En Route
Drug Test
Fatal Injury at Work
Injury Severity
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Device Type
Non-Motorist Device Motorization
Non-Motorist Distracted By
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race/Hispanic Origin
Related Factors—Person (Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

Appendix B: CRSS Data Elements

2022 Crash Report Sampling System Data Elements

Crash Level

Atmospheric Conditions
Crash Events
Crash Month
Crash Time
First Harmful Event
Interstate Highway
Light Condition
Manner of Collision
Number of Non-Motorists
Number of Vehicle Forms Submitted
Related Factors—Crash Level
Relation to Junction
(Non-Interchange vs. Interchange)
Relation to Junction (Specific Location)
Relation to Trafficway
School-Bus-Related
Type of Intersection
Urbanicity
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Class
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Corrective Action Attempted
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle Use
Extent of Damage
Final Stage Body Class
Fire Occurrence
Gross Vehicle Weight Rating, Power Unit
Gross Vehicle Weight Rating, Trailer
Hazardous Material Involvement/Placard
Hit-and-Run
Jackknife
Location of Rollover
Most Harmful Event
Motor Carrier Identification Number
Number of Occupants
Number of Occupants Coded
Pre-Event Movement
(Prior to Recognition of Critical Event)
Pre-Impact Location
Pre-Impact Stability
Related Factors—Vehicle Level
Roadway Alignment
Roadway Grade
Roadway Surface Conditions
Rollover
Sequence of Events
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Travel Speed
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

Appendix B: CRSS Data Elements

Driver Level

Condition (Impairment) at Time of Crash
Driver Distracted By
Driver Maneuvered to Avoid
Driver Presence
Driver's Vision Obscured By
Driver's ZIP Code
Related Factors—Driver Level
Speeding-Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/ Helmet Use
Ejection
Helmet Use
Injury Severity
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System
Seating Position
Sex
Transported to First Medical Facility By
Vehicle Number

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Injury Severity
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Device Type
Non-Motorist Device Motorization
Non-Motorist Distracted By
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

Appendix C: CRSS Technical Notes

Standard Errors

The estimates generated using CRSS data are subject to sampling errors, because they are based on a probability sample of crashes instead of all crashes. The sampling error is a measure of the variability of an estimator from its mean under repeated sample selections. The magnitude of the sampling error depends on the study variable, the estimator used, and the CRSS sample design.

The CRSS sample was selected with design features such as stratification, clustering, and unequal selection probabilities (see *Crash Report Sampling System: Sample Design and Weighting* (Zhang, Noh, et al., 2019a) for more details). As a result, the CRSS sample is not a simple random sample. Failing to consider these design features in the estimation can cause bias in both the CRSS point estimates and the associated standard error estimates.

Estimation methods and computer software have been developed to make estimates from complex survey data like CRSS. Specialized procedures for analysis of complex survey data, such as SAS PROC SURVEY procedures and SUDAAN procedures, should be used for CRSS data analysis, along with proper design statements. See *Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs* (Zhang, Subramanian, et al., 2019b) for some basic concepts of complex survey data analysis and examples.

For readers who do not have access to the specialized software, the generalized variance function (GVF) method can be used to generate ballpark standard error estimates for a large quantity of estimates in a simpler way. With the GVF, readers can plug in the point estimate and calculate its estimated standard error directly. In Traffic Safety Facts annual reports for prior years, NHTSA published separate GVF estimates for the NASS GES crash, vehicle, and people characteristics. For more information see Appendix C of *National Automotive Sampling System (NASS) General Estimates System (GES) Analytical User's Manual 1988-2015* (NHTSA, 2019). Information on the GVFs for CRSS, which replaced NASS GES in 2016, can be found in Appendix C of *Crash Report Sampling System: Generalized Variance Functions* (Zhang & Diaz, 2020) and Appendix F of *Crash Report Sampling System Analytical User's Manual, 2016-2022* (NCSA, 2024).

Unknowns

CRSS data are obtained either directly from an item on the PCR or by interpreting the information provided in the report through reviewing the crash diagram, the officer's written summary of the crash, or combinations of variables on the PCR. Because of this interpretation, and because the police officer may not have entered some item of information or provided complete information, data can be missing. Prior to 2010 data, two different statistical procedures were used on NASS GES data to complete values for unknown data. These procedures, univariate and hot-deck imputation, are described in a technical report available from NCSA, *Imputation in the NASS General Estimates System* (Shelton, 1993).

Starting with 2010 data and continuing when CRSS replaced NASS GES, a different statistical procedure called imputation by sequential regression replaced the univariate and hot-deck imputation procedures. Imputation by sequential regression uses a software package called IVEware that was developed by the University of Michigan. In this procedure, covariates are selected automatically using the stepwise regression method before the unknown values are imputed. The only exception is vehicle body type, where its unknown values have been imputed by the univariate and hot-deck imputation procedures. As of 2020, vehicle body type is no longer being imputed. Table C1 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values for 2022.

Table C1. Percentage of Unknowns for 2022 CRSS Data Elements

Crash Level			
Atmospheric Condition	3.5%	Light Condition	0.5%
Crash Severity	3.1%	Manner of Collision	0.2%
Day of Week	0.0%	Minute of Crash	0.9%
First Harmful Event	<0.1%	Relation to Junction—Specific Location	<0.1%
Hour of Crash	0.9%	Relation to Trafficway	<0.1%
Vehicle/Driver Level			
Initial Point of Impact	1.5%	Speed Limit	15.2%
Most Harmful Event	<0.1%	Traffic Control Device	15.8%
Roadway Surface Condition	9.5%		
Person Level			
Age	7.0%	Seating Position	1.5%
Injury Severity	4.5%	Sex	5.6%

Note: For some data elements, counts for the CRSS category "Not Reported" were combined with counts for "Unknown" in the frequencies above.

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Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2022

Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT
1899	26	—	—	1941	38,142	333,612	11.43	1983	42,589	1,652,788	2.58
1900	36	—	—	1942	27,007	268,224	10.07	1984	44,257	1,720,269	2.57
1901	54	—	—	1943	22,727	208,192	10.92	1985	43,825	1,774,826	2.47
1902	79	—	—	1944	23,165	212,713	10.89	1986	46,087	1,834,872	2.51
1903	117	—	—	1945	26,785	250,173	10.71	1987	46,390	1,921,204	2.41
1904	172	—	—	1946	31,874	340,880	9.35	1988	47,087	2,025,962	2.32
1905	252	—	—	1947	31,193	370,894	8.41	1989	45,582	2,096,487	2.17
1906	338	—	—	1948	30,775	397,957	7.73	1990	44,599	2,144,362	2.08
1907	581	—	—	1949	30,246	424,461	7.13	1991	41,508	2,172,050	1.91
1908	751	—	—	1950	33,186	458,246	7.24	1992	39,250	2,247,151	1.75
1909	1,174	—	—	1951	35,309	491,093	7.19	1993	40,150	2,296,378	1.75
1910	1,599	—	—	1952	36,088	513,581	7.03	1994	40,716	2,357,588	1.73
1911	2,043	—	—	1953	36,190	544,433	6.65	1995	41,817	2,422,823	1.73
1912	2,968	—	—	1954	33,890	561,963	6.03	1996	42,065	2,484,080	1.69
1913	4,079	—	—	1955	36,688	605,646	6.06	1997	42,013	2,552,233	1.65
1914	4,468	—	—	1956	37,965	627,843	6.05	1998	41,501	2,628,148	1.58
1915	6,779	—	—	1957	36,932	647,004	5.71	1999	41,717	2,690,241	1.55
1916	7,766	—	—	1958	35,331	664,653	5.32	2000	41,945	2,746,925	1.53
1917	9,630	—	—	1959	36,223	700,480	5.17	2001	42,196	2,795,610	1.51
1918	10,390	—	—	1960	36,399	718,762	5.06	2002	43,005	2,855,508	1.51
1919	10,896	—	—	1961	36,285	737,421	4.92	2003	42,884	2,890,221	1.48
1920	12,155	—	—	1962	38,980	766,734	5.08	2004	42,836	2,964,788	1.44
1921	13,253	55,027	24.08	1963	41,723	805,249	5.18	2005	43,510	2,989,430	1.46
1922	14,859	67,697	21.95	1964	45,645	846,298	5.39	2006	42,708	3,014,371	1.42
1923	17,870	84,995	21.02	1965	47,089	887,812	5.30	2007	41,259	3,031,124	1.36
1924	18,400	104,838	17.55	1966	50,894	925,899	5.50	2008	37,423	2,976,528	1.26
1925	20,771	122,346	16.98	1967	50,724	964,005	5.26	2009	33,883	2,956,764	1.15
1926	22,194	140,735	15.77	1968	52,725	1,015,869	5.19	2010	32,999	2,967,266	1.11
1927	24,470	158,453	15.44	1969	53,543	1,061,791	5.04	2011	32,479	2,945,194	1.10
1928	26,557	172,856	15.36	1970	52,627	1,109,724	4.74	2012	33,782	2,963,497	1.14
1929	29,592	197,720	14.97	1971	52,542	1,178,811	4.46	2013	32,893	2,982,941	1.10
1930	31,204	206,320	15.12	1972	54,589	1,259,786	4.33	2014	32,744	3,020,377	1.08
1931	31,963	216,151	14.79	1973	54,052	1,313,110	4.12	2015	35,484	3,089,841	1.15
1932	27,979	200,517	13.95	1974	45,196	1,280,544	3.53	2016	37,806	3,173,815	1.19
1933	29,746	200,642	14.83	1975	44,525	1,327,664	3.35	2017	37,473	3,210,248	1.17
1934	34,240	215,563	15.88	1976	45,523	1,402,380	3.25	2018	36,835	3,240,327	1.14
1935	34,494	228,568	15.09	1977	47,878	1,467,027	3.26	2019	36,355	3,261,772	1.11
1936	36,126	252,128	14.33	1978	50,331	1,544,704	3.26	2020	39,007	2,903,622	1.34
1937	37,819	270,110	14.00	1979	51,093	1,529,133	3.34	2021	43,230	3,132,411	1.38
1938	31,083	271,177	11.46	1980	51,091	1,527,295	3.35	2022	42,514	3,196,191	1.33
1939	30,895	285,402	10.83	1981	49,301	1,555,308	3.17				
1940	32,914	302,188	10.89	1982	43,945	1,595,010	2.76				
Total Traffic Fatalities (1899-2022): 3,955,601											

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2022:** NHTSA, FARS; VMT—FHWA - Not Available for Years 1899-1920.
Note: A traffic fatality is defined as a death that occurs within 30 days after a traffic crash.

Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100-Percent Seat Belt and Motorcycle Helmet Use, 1975-2017

Year	Lives Saved, Age 4 and Younger	Lives Saved, Age 5 and Older	Lives Saved, Age 13 and Older	Lives Saved, All Ages	Lives Saved	Additional Lives That Would Have Been Saved at 100 Percent Use	
	Child Restraints	Seat Belts	Frontal Air Bags	Motorcycle Helmets	Minimum Drinking Age Law*	Seat Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	307	12,757	2,481	1,486	636	3,690	733
2010	303	12,670	2,403	1,551	560	3,356	711
2011	262	12,071	2,341	1,622	543	3,396	707
2012	285	12,386	2,422	1,715	537	3,030	782
2013	263	12,644	2,398	1,640	507	2,771	717
2014	253	12,801	2,400	1,673	486	2,877	661
2015	273	14,062	2,597	1,800	542	2,715	742
2016	334	14,753	2,774	1,885	556	2,471	805
2017	325	14,955	2,790	1,872	538	2,549	749
Total	**11,606**	**374,276**	**50,457**	**45,746**	**31,959**	**386,719**	**34,044**

*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.

The table above presents estimates of the lives saved in 2017 and previous years (2018 to 2022 not available) by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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NHTSA

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