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

TRAFFIC SAFETY FACTS
Research Note

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2014 Motor Vehicle Crashes: Overview

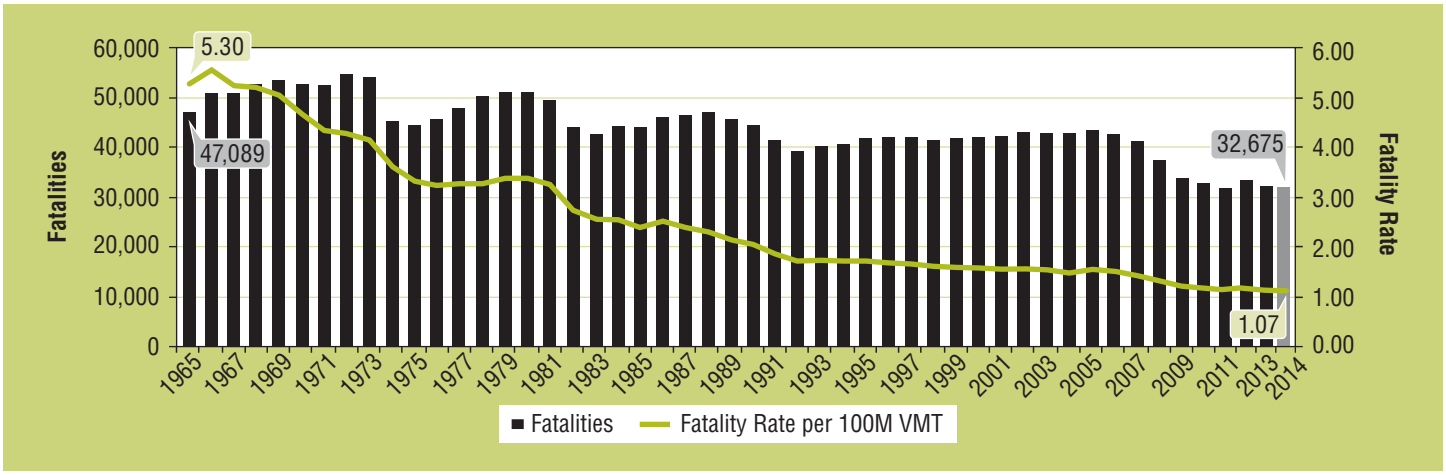
The number of motor vehicle crash fatalities on U.S. roadways in 2014 continued the general decline that started in 2006. The Nation lost 32,675 people in crashes on roadways during 2014, down from 32,894 in 2013. The estimated number of people injured on the Nation's roads increased in 2014, rising from 2.31 to 2.34 million injured people. Fatalities declined from 2013 to 2014 in almost all segments of the population—passenger vehicle occupants, large-truck occupants, pedalcyclists, young drivers, and with alcohol-impaired driving fatalities; only pedestrian fatalities increased by 2.2 percent. Although fatalities decreased from 2013 to 2014, the estimated number of police-reported crashes that occurred on the roads increased—primarily a result of an almost 8-percent increase in crashes that resulted in no injuries, only property damage.

- The Nation saw 219 fewer fatalities from motor vehicle crashes in 2014 than in 2013—a 0.7-percent decrease.
- Over the past 10 years, there has been a reduction of nearly 25 percent in the number of fatalities on the Nation's roadways.
- The estimated number of injured people, which has seen subtle fluctuation in recent years, experienced a slight (and not statistically significant) increase. In 2014, there was an increase of 25,000 people injured in motor vehicle crashes over 2013.
- The fatality rate per 100 million vehicle miles traveled fell to 1.07, the lowest since NHTSA began collecting fatality data through the Fatality Analysis Reporting System in 1975.
- While motor vehicle crash fatalities decreased by 0.7 percent overall from 2013 to 2014, the number of people who died in alcohol-impaired-driving crashes decreased by 1.4 percent. In 2014, there were 9,967 people who lost their lives in alcohol-impaired-driving crashes.

Overall Statistics

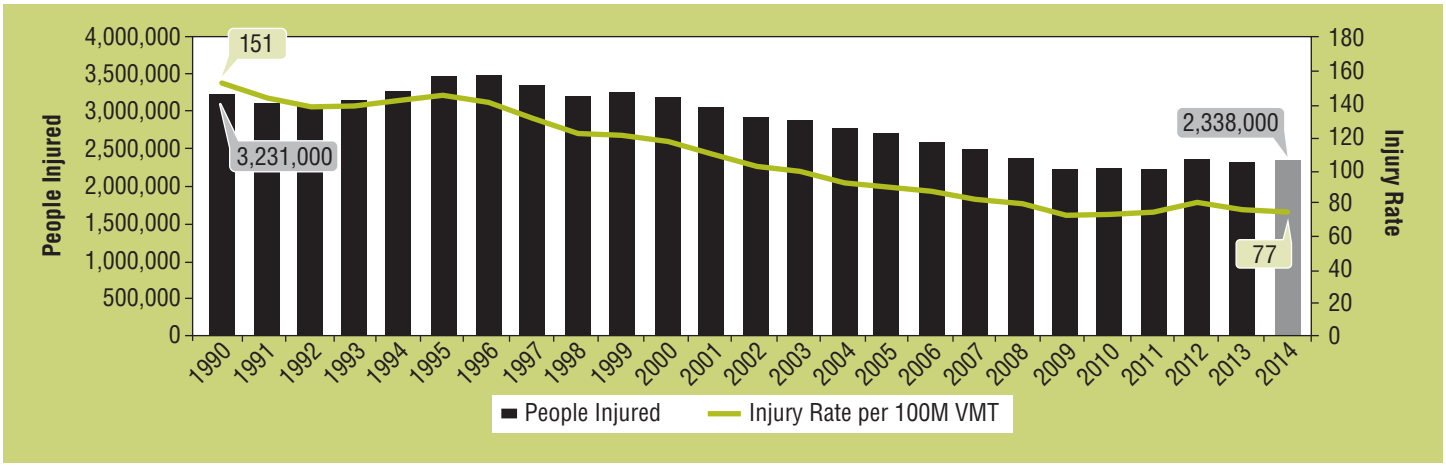
In 2014, there were 32,675 people who died in motor vehicle traffic crashes in the United States, a 0.7-percent decrease from the 32,894 fatalities in 2013 (see Figure 1). This decline shows a continuation in the general decline in fatalities that started in 2006, except for the slight increase in 2012, according to NHTSA's Fatality Analysis Reporting System (FARS). In 2014, an estimated 2.34 million people were injured in motor vehicle traffic crashes, compared to 2.31 million in 2013 according to NHTSA's National Automotive Sampling System (NASS) General Estimates System (GES), an increase of 1.1 percent. The change in the number of injured people from 2013 to 2014 is not statistically significant (Figure 2).

Figure 1
Fatalities and Fatality Rate per 100 Million Vehicle Miles Traveled by Year



Source: 1965–1974: National Center for Health Statistics, HEW, and State Accident Summaries (Adjusted to 30-Day Traffic Deaths by NHTSA); FARS 1975–2013 (Final), 2014 Annual Report File (ARF); Vehicle Miles Traveled (VMT): Federal Highway Administration (FHWA).

Figure 2
People Injured and Injury Rate per 100 Million Vehicle Miles Traveled by Year



Source: NASS GES 1990–2014; VMT: FHWA.

Fatality and Injury Rates

The fatality rate per 100 million vehicle miles traveled (VMT) decreased 2.7 percent from 1.10 in 2013 to 1.07 in 2014 (Table 1). This fatality rate is the lowest fatality rate on record. The overall injury rate remained the same from 2013 to 2014. The 2014 rates are based on VMT estimates from the Federal Highway Administration's (FHWA) September 2015 Traffic Volume Trends (TVT). Overall, 2014 VMT increased by 0.2 percent from 2013 VMT—from 2,988 billion to 3,041 billion. VMT data will be updated when FHWA releases the 2014 Annual Highway Statistics.

Table 1
Fatality and Injury Rates per 100 Million VMT

	2013	2014	Change	% Change
Fatality Rate	1.10	1.07	-0.03	-2.7%
Injury Rate	77	77	0	0.0%

Source: Fatalities—FARS 2013 [Final], 2014 [ARF]; Injured—NASS GES 2013, 2014 Annual Files; VMT—FHWA (September 2015 TVT)

Occupant and Nonoccupant Classification

Table 2 shows how both the number of fatalities and injured people changed between 2013 and 2014. Total fatalities decreased by 0.7 percent and decreased across all person type categories except pedestrians. The estimated number of people injured increased by 1.1 percent, not a statistically significant change from 2013.

At 21,022 fatalities, the number of passenger vehicle (passenger car and light truck) occupants who died in 2014 is the lowest on record. Deaths among passenger vehicle occupants had shown a slight increase in 2012, the first since 2002, but in 2014, the 1.0-percent decrease from 2013 continued the general downward trend in this category. One notable decrease was the 2.3-percent decrease in the number of motorcyclists who lost their lives on the roadways in 2014 – 106 fewer motorcyclists. This was the second year in a row of a decrease in motorcyclist fatalities and the first consecutive decrease since the mid-1990s. Pedestrian fatalities increased by 2.2 percent from 2013 to 2014.

Table 2
Occupants and Nonoccupants Killed and Injured in Traffic Crashes

Description	Killed				Injured			
	2013	2014	Change	% Change	2013	2014	Change	% Change
Total*	32,894	32,675	-219	-0.7%	2,313,000	2,338,000	+25,000	+1.1%
Occupants								
Passenger Vehicles	21,224	21,022	-202	-1.0%	2,046,000	2,074,000	+28,000	+1.4%
Passenger Cars	12,037	11,926	-111	-0.9%	1,296,000	1,292,000	-4,000	-0.3%
Light Trucks	9,187	9,096	-91	-1.0%	750,000	782,000	+32,000	+4.3%
Large Trucks	695	657	-38	-5.5%	24,000	27,000	+3,000	+12.5%
Motorcycles	4,692	4,586	-106	-2.3%	88,000	92,000	+4,000	+4.5%
Nonoccupants								
Pedestrians	4,779	4,884	+105	+2.2%	66,000	65,000	-1,000	-1.5%
Pedalcyclists	749	726	-23	-3.1%	48,000	50,000	+2,000	+4.2%
Other/Unknown	190	203	+13	—	11,000	10,000	-1,000	—

Source: Fatalities—FARS 2013 [Final], 2014 [ARF], Injured - NASS GES 2013, 2014 Annual Files
*Total includes occupants of buses and other/unknown occupants not shown in table.

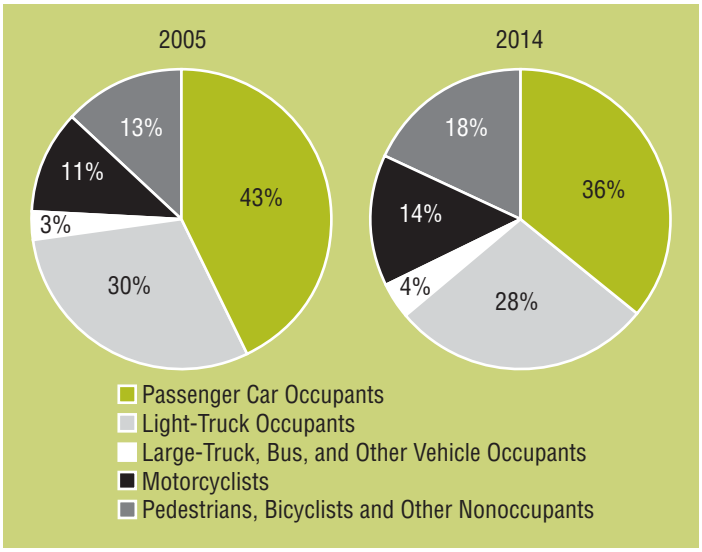
It is the highest number of deaths since 2005 and continues a general increase in pedestrian fatalities starting in 2009.

The number of injured light-truck occupants increased in 2014 by an estimated 32,000 from 2013 (not statistically significant), or 4.3 percent. Among nonoccupants, injured pedalcyclists increased by 4.2 percent – an estimated 2,000 more pedalcyclists were injured in motor vehicle crashes in 2014 than in 2013.

Change in Fatality Composition

The fatality composition in 2005 and 2014 is shown in Figure 3. The most obvious shift is in the percentage of passenger car occupant fatalities – changing from 43 percent of the fatalities to 36 percent. This percentage change is the result of 6,586 fewer passenger car occupant fatalities. A reduction of 3,941 light-truck occupant fatalities led to a slight decrease in that portion of the fatalities. Motorcyclist fatalities now take up 14 percent of total fatalities compared to 11 percent 10 years ago despite a difference of 10 more fatalities in 2014 than in 2005. The portion of nonoccupant fatalities has increased from 13 percent to 18 percent over the 10-year period despite a decrease of 51 fatalities in 2014 over 2005.

Figure 3
Fatality Composition, 2005 and 2014



Source: FARS 2005 [Final] 2014 [ARF]

Alcohol-Impaired-Driving Fatalities and Drivers

Alcohol-impaired-driving fatalities decreased by 1.4 percent from 2013 to 2014 (Table 3), accounting for 31 percent of 2014 overall fatalities. Alcohol-impaired-driving fatalities have accounted for 30 to 32 percent of all crash fatalities since 1995. An alcohol-impaired-driving fatality is defined as a fatality in a crash involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of .08 g/dL or greater. Large-truck drivers showed the greatest decrease in the percent of alcohol-impaired drivers involved in fatal crashes from 2013 to 2014, dropping 24.4 percent or 22 drivers. Light-truck van/utility/pickup drivers and motorcycle riders had increases in the number of alcohol-impaired drivers/riders.

Table 3
Total and Alcohol-Impaired (AI) Driving Fatalities*

	2013	2014	Change	% Change
Total Fatalities	32,894	32,675	-219	-0.7%
AI-Driving Fatalities	10,110	9,967	-143	-1.4%
Alcohol-Impaired Drivers in Fatal Crashes by Vehicle Type				
Passenger Car	4,072	3,922	-150	-3.7%
Light Truck - Van	252	253	+1	+0.4%
Light Truck - Utility	1,425	1,503	+78	+5.5%
Light Truck - Pickup	1,903	1,925	+22	+1.2%
Motorcycles	1,319	1,372	+53	+4.0%
Large Trucks	90	68	-22	-24.4%

Source: FARS 2013 [Final], 2014 [ARF]
*See definition in text.

Crash Type

The estimated number of motor vehicle crashes, by crash type and severity, is presented in Table 4. The total number of police-reported traffic crashes increased by 6.6 percent from 2013 to 2014. This increase is driven by the 7.9-percent increase in property-damage-only crashes—or crashes in which there were no injuries to occupants or nonoccupants during the crash. The number of fatal crashes decreased from 2013 to 2014, but the number of injured increased during the same time period.

Table 4
Number of Crashes, by Crash Type

Crash Type	2013	2014	Change	% Change
Fatal Crashes	30,203	29,989	-214	-0.7%
Non-Fatal Crashes	5,657,000	6,034,000	+377,000	+6.7%
Injury Crashes	1,591,000	1,648,000	+57,000	+3.6%
Property Damage Only	4,066,000	4,387,000	+321,000	+7.9%
Total Crashes	5,687,000	6,064,000	+377,000	+6.6%

Source: FARS 2013 [Final], 2014 [ARF], NASS GES 2013, 2014

Restraint Use and Time of Day

Among fatally injured passenger vehicle occupants with known restraint use, almost half (49%) of those killed in 2014 were unrestrained (Table 5). Noticeable in the table is that there was an increase in the number of restrained occupants killed and a decrease in the number of unrestrained occupants killed. This is perhaps an indication of a general increase in restraint use over time—in particular during the day—as was shown in the seat belt use rate, 87 percent, estimated through the National Occupant Protection Use Survey for 2014 (Report No. DOT HS 812 113), www-nrd.nhtsa.dot.gov/Pubs/812113.pdf. The percentage of unrestrained fatalities during the daytime increased from 40 percent in 2013 to 41 percent in 2014, and 59 percent of those killed in the daytime in 2014 were restrained, down from 60 percent in 2013. While this may, at first glance, seem counterintuitive, we must acknowledge that some motor vehicle crashes are not survivable.

Table 5
Passenger Vehicle Occupants Involved by Restraint Use, Survival Status and Time of Day

	Passenger Vehicle Occupants Killed						Passenger Vehicle Occupants Who Survived					
					Restraint Use Percent Based on Known Use						Restraint Use Percent Based on Known Use	
	2013	2014	Change	% Change	2013	2014	2013	2014	Change	% Change	2013	2014
Total	21,224	21,022	-202	-1.0%			34,272	34,044	-228	-0.7%		
Restraint Used	9,840	9,958	118	1.2%	51%	51%	26,374	26,342	-32	-0.1%	84%	85%
Restraint Not Used	9,622	9,385	-237	-2.5%	49%	49%	4,904	4,732	-172	-3.5%	16%	15%
Unknown	1,762	1,679	-83	-4.7%			2,994	2,970	-24	-0.8%		
Time of Day												
Day	10,845	10,783	-62	-0.6%			17,711	17,321	-390	-2.2%		
Restraint Used	6,022	5,974	-48	-0.8%	60%	59%	14,507	14,118	-389	-2.7%	87%	87%
Restraint Not Used	4,052	4,092	40	1.0%	40%	41%	2,095	2,042	-53	-2.5%	13%	13%
Unknown	771	717	-54	-7.0%			1,109	1,161	52	4.7%		
Night	10,230	10,067	-163	-1.6%			16,519	16,688	169	1.0%		
Restraint Used	3,780	3,931	151	4.0%	41%	43%	11,848	12,209	361	3.0%	81%	82%
Restraint Not Used	5,469	5,195	-274	-5.0%	59%	57%	2,799	2,682	-117	-4.2%	19%	18%
Unknown	981	941	-40	-4.1%			1,872	1,797	-75	-4.0%		

Source: FARS 2013 Final, 2014 ARF

For those passenger vehicle occupants who survived fatal crashes in 2014, only 15 percent were unrestrained. During the daytime, 13 percent of passenger vehicle occupants who survived fatal crashes were unrestrained, thus 87 percent of the survivors were restrained. This compares to the nighttime restraint use among the survivors—18 percent of the night time crash survivors were unrestrained and 82 percent of the nighttime crash survivors were restrained.

Fatal Crashes Involving Large Trucks

There was a 2.0-percent decrease in the number of people killed in crashes involving large trucks from 2013 to 2014 as shown in Table 6. The number of large-truck occupants who were killed decreased by 5.5 percent and occupants of other vehicles involved in the crashes who were killed increased slightly by 0.4 percent. The number of nonoccupants killed from a large truck crash decreased by 11.8 percent (52 people) from 2013 to 2014. Note that the number of fatal crashes involving large trucks is relatively small compared to those involving other vehicles, so even small changes in the numbers of fatalities may result in large percentage changes.

Table 6
People Killed in Large-Truck Crashes

Type	2013	2014	Change	% Change
Truck Occupants	695	657	-38	-5.5%
Single-Vehicle	431	406	-25	-5.8%
Multivehicle	264	251	-13	-4.9%
Other Vehicle Occupants	2,845	2,857	12	+0.4%
Nonoccupants	441	389	-52	-11.8%
Total	3,981	3,903	-78	-2.0%

Source: FARS 2013 [Final], 2014 [ARF]

Crash Location

Fatalities in rural crashes decreased by 5.8 percent from 2013 to 2014 (Table 7) while those in urban crashes increased by 2.4 percent. People killed in roadway departure crashes decreased by 2.8 percent and intersection crashes decreased by 0.2 percent. Following are the definitions used for roadway departure and intersection crashes as defined by FHWA.

Roadway Departure Crash: A crash in which a vehicle crosses an edge line, a center line, or leaves the traveled way. Types of crashes fitting the definition include fatal crashes in which the first event for at least one of the involved vehicles ran off road (right or left), crossed the centerline or median, went airborne, or hit a fixed object.

Intersection: Includes intersection and intersection-related crashes as well as driveway and alley access or related crashes.

Table 7
People Killed in Motor Vehicle Traffic Crashes, by Roadway Function Class, Roadway Departure and Relation to Junction

	2013	2014	Change	% Change
Total	32,894	32,675	-219	-0.7%
Roadway Function Class				
Rural	17,740	16,710	-1,030	-5.8%
Urban	15,119	15,487	+368	+2.4%
Roadway Departure				
Roadway Departure*	18,312	17,791	-521	-2.8%
Relation to Junction				
Intersection*	8,678	8,664	-14	-0.2%

Source: FARS 2013 [Final], 2014 [ARF]
Total includes unknown Roadway Function Class. The 2014 ARF contained a large number of cases with unknown Roadway Function Class.
*See definitions in text.

Additional Facts

- There was a large decrease in motorcyclist fatalities for the 40- to 49-year-old population: 158 fewer fatalities in 2014 than in 2013.
- Passenger vehicle occupants killed in single-vehicle rollovers decreased 4.0 percent from 2013 to 2014. Looking just at passenger cars, that decrease was 8.4 percent.
- There were 10 times as many unhelmeted motorcyclist fatalities in States without universal helmet laws (1,565 unhelmeted fatalities) as in States with universal helmet laws (151 unhelmeted fatalities) in 2014.
- Twenty-four percent of alcohol-impaired drivers in fatal crashes in 2014 had a previous license suspension or revocation (within just the last 3 years, for alcohol-related and non-alcohol-related offenses).
- The decrease in the number of young drivers (16 to 20 years old) involved in fatal crashes (106) from 2013 to 2014 makes up 48 percent of the decrease in all drivers involved during that time (221).
- The number of young drivers involved in fatal crashes decreased from 2013; however, the number of young drivers who died increased by 1.3 percent.
- Sixty-two percent of large-truck occupants killed in 2014 died in single-vehicle crashes.

State-by-State Distribution of Fatalities and Alcohol-Impaired Driving Crash Fatalities

Table 8 presents the total number of motor vehicle crash fatalities and the number of alcohol-impaired-driving fatalities, for 2013 and 2014, the change in the number of fatalities, and the percentage change for each State, the District of Columbia, and Puerto Rico. Twenty-nine States and Puerto Rico had reductions in the number of fatalities. In 2014, the largest reduction was in New York, with 163 fewer fatalities. There were 21 States and the District of Columbia with more motor vehicle fatalities in 2014 than in 2013. Texas had the largest increase, with 149 additional fatalities.

Nationwide, about one-third (31%) of the total fatalities were in alcohol-impaired-driving crashes. Twenty-seven States, the District of Columbia, and Puerto Rico saw declines in the number of alcohol-impaired-driving fatalities. South Carolina had the largest decrease, with 61 fewer lives lost in alcohol-impaired-driving crashes in 2014. Twenty-two States saw increases in alcohol-impaired-driving fatalities, with the largest increase of 112 fatalities in Texas.

Additional State-level data is available at NCSA's State Traffic Safety Information Web site at: www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/stsi/USA web report.htm

Suggested APA format citation for this report:

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NHTSA's Fatality Analysis Reporting System is a census of all crashes of motor vehicles traveling on public roadways in which a person died within 30 days of the crash. Data for the NASS GES comes from a nationally representative sample of police-reported motor vehicle crashes of all types, from property-damage-only to fatal.

The information in this Research Note represents only major findings from the 2014 FARS and NASS GES files. Additional information and details will be available at a later date. Internet users may access this research note and other general information on highway traffic safety may be accessed at: www-nrd.nhtsa.dot.gov/CATS/index.aspx

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Table 8
Total and Alcohol-Impaired-Driving Fatalities, 2013 and 2014, by State

State	2013			2014			2013 to 2014 Change			
	Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		#	%		#	%	Change	% Change	Change	% Change
Alabama	853	261	31%	820	264	32%	-33	-3.9%	+3	+1.1%
Alaska	51	16	31%	73	22	30%	+22	+43.1%	+6	+37.5%
Arizona	849	219	26%	770	199	26%	-79	-9.3%	-20	-9.1%
Arkansas	498	121	24%	466	135	29%	-32	-6.4%	+14	+11.6%
California	3,107	883	28%	3,074	882	29%	-33	-1.1%	-1	-0.1%
Colorado	482	139	29%	488	160	33%	+6	+1.2%	+21	+15.1%
Connecticut	286	126	44%	248	97	39%	-38	-13.3%	-29	-23.0%
Delaware	99	37	38%	121	49	40%	+22	+22.2%	+12	+32.4%
Dist of Columbia	20	7	36%	23	5	21%	+3	+15.0%	-2	-28.6%
Florida	2,403	674	28%	2,494	685	27%	+91	+3.8%	+11	+1.6%
Georgia	1,180	299	25%	1,164	278	24%	-16	-1.4%	-21	-7.0%
Hawaii	102	34	34%	95	32	34%	-7	-6.9%	-2	-5.9%
Idaho	214	58	27%	186	53	28%	-28	-13.1%	-5	-8.6%
Illinois	991	334	34%	924	317	34%	-67	-6.8%	-17	-5.1%
Indiana	784	199	25%	746	205	27%	-38	-4.8%	+6	+3.0%
Iowa	317	102	32%	321	93	29%	+4	+1.3%	-9	-8.8%
Kansas	350	97	28%	385	103	27%	+35	+10.0%	+6	+6.2%
Kentucky	638	166	26%	672	171	25%	+34	+5.3%	+5	+3.0%
Louisiana	703	235	33%	737	253	34%	+34	+4.8%	+18	+7.7%
Maine	144	41	28%	131	44	33%	-13	-9.0%	+3	+7.3%
Maryland	465	135	29%	442	130	29%	-23	-4.9%	-5	-3.7%
Massachusetts	351	127	36%	328	133	41%	-23	-6.6%	+6	+4.7%
Michigan	947	249	26%	901	215	24%	-46	-4.9%	-34	-13.7%
Minnesota	387	94	24%	361	106	29%	-26	-6.7%	+12	+12.8%
Mississippi	613	208	34%	607	178	29%	-6	-1.0%	-30	-14.4%
Missouri	757	246	32%	766	204	27%	+9	+1.2%	-42	-17.1%
Montana	229	93	41%	192	73	38%	-37	-16.2%	-20	-21.5%
Nebraska	211	60	28%	225	60	27%	+14	+6.6%	0	0.0%
Nevada	266	79	30%	290	93	32%	+24	+9.0%	+14	+17.7%
New Hampshire	135	46	34%	95	30	31%	-40	-29.6%	-16	-34.8%
New Jersey	542	148	27%	556	163	29%	+14	+2.6%	+15	+10.1%
New Mexico	311	97	31%	383	116	30%	+72	+23.2%	+19	+19.6%
New York	1,202	370	31%	1,039	317	30%	-163	-13.6%	-53	-14.3%
North Carolina	1,290	371	29%	1,284	378	29%	-6	-0.5%	+7	+1.9%
North Dakota	148	61	41%	135	55	41%	-13	-8.8%	-6	-9.8%
Ohio	989	268	27%	1,006	310	31%	+17	+1.7%	+42	+15.7%
Oklahoma	678	169	25%	669	154	23%	-9	-1.3%	-15	-8.9%
Oregon	313	103	33%	357	100	28%	+44	+14.1%	-3	-2.9%
Pennsylvania	1,210	361	30%	1,195	345	29%	-15	-1.2%	-16	-4.4%
Rhode Island	65	23	36%	52	18	34%	-13	-20.0%	-5	-21.7%
South Carolina	768	340	44%	824	279	34%	+56	+7.3%	-61	-17.9%
South Dakota	135	40	30%	136	46	34%	+1	+0.7%	+6	+15.0%
Tennessee	995	282	28%	962	267	28%	-33	-3.3%	-15	-5.3%
Texas	3,389	1,334	39%	3,538	1,446	41%	+149	+4.4%	+112	+8.4%
Utah	220	37	17%	256	56	22%	+36	+16.4%	+19	+51.4%
Vermont	69	19	27%	44	9	20%	-25	-36.2%	-10	-52.6%
Virginia	740	263	36%	703	214	30%	-37	-5.0%	-49	-18.6%
Washington	436	151	35%	462	134	29%	+26	+6.0%	-17	-11.3%
West Virginia	332	91	27%	272	84	31%	-60	-18.1%	-7	-7.7%
Wisconsin	543	176	32%	507	166	33%	-36	-6.6%	-10	-5.7%
Wyoming	87	24	28%	150	48	32%	+63	+72.4%	+24	+100.0%
National	**32,894**	**10,110**	**31%**	**32,675**	**9,967**	**31%**	**-219**	**-0.7%**	**-143**	**-1.4%**
Puerto Rico	344	123	36%	304	93	31%	-40	-11.6%	-30	-24.4%

Source: FARS 2013 [Final], 2014 Annual Report File [ARF]