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

Traffic Safety Facts
2022 Data

DOT HS 813 643 September 2024

Summary of Motor Vehicle Traffic Crashes

In this fact sheet for 2022 the information is presented as follows.

Key Findings

- In 2022 there were an estimated 5,930,496 police-reported traffic crashes in which 42,514 people were killed and an estimated 2,382,771 people were injured.
- Compared to 2021 there was a 1.7-percent decrease in the number of traffic fatalities, and a 4.6-percent decrease in the estimated number of people injured in 2022. The estimated number of police-reported traffic crashes decreased by 2.8 percent.
- One person was killed every 12 minutes and an estimated 5 people injured every minute in traffic crashes in 2022.
- The fatality rate per 100 million vehicle miles traveled (VMT) decreased from 1.38 in 2021 to 1.33 in 2022, and the injury rate per 100 million VMT decreased from 80 in 2021 to 75 in 2022.
- In 2022 there were 13,524 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 39 minutes. Fatalities in alcohol-impaired-driving crashes decreased by 0.7 percent (13,617 to 13,524 fatalities) from 2021 to 2022.
- In 2022 there were 12,151 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and a decrease of 3 percent from 12,498 in 2021. There were an estimated 300,595 people injured (13% of total people injured) in speeding-related traffic crashes.
- Of the 1,129 children killed in traffic crashes, an estimated 283 (25%) were killed in alcohol-impaired-driving crashes in 2022.
- In 2022 there were 7,971 people 65 and older killed and an estimated 268,622 injured in motor vehicle traffic crashes. Older people made up 19 percent of all traffic fatalities and 11 percent of all people injured in 2022.
- In 2022 there were 7,522 pedestrians killed, and an estimated 67,336 pedestrians injured in traffic crashes. On average, a pedestrian was killed every 70 minutes and injured every 8 minutes in traffic crashes in 2022.
- Young drivers accounted for 8.1 percent of all drivers involved in fatal traffic crashes in 2022. However, young drivers were only 5.0 percent of all licensed drivers in 2022.
- Forty-two percent of motorcycle riders who died in single-vehicle crashes in 2022 were alcohol-impaired.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, 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. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

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.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

Motor vehicle travel is a major means of transportation in the United States, providing an unparalleled degree of mobility. Traffic crashes took the lives of 42,514 people in 2022. The mission of the National Highway Traffic Safety Administration is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement.

10-Year Trend: 2013 to 2022

The number of police-reported traffic crashes, by crash severity, is presented in Table 1 for the 10-year period 2013 to 2022. From 2013 to 2022 the number of fatal traffic crashes increased by 30 percent. The number of fatal traffic crashes decreased by 1.4 percent from 2021 to 2022, while the estimated number of police-reported traffic crashes decreased by 2.8 percent.

Table 1. Police-Reported Traffic Crashes, by Crash Severity, 2013–2022

Year	Crash Severity						Total	
	Fatal		Injury		Property-Damage-Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
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%

Sources: FARS 2013–2021 Final File, 2022 Annual Report File (ARF); NASS GES 2013–2015; CRSS 2016–2022
*CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

While Table 1 presents data on traffic crashes, Table 2 presents data on people killed and injured in traffic crashes in the 10-year period 2013 to 2022. Also presented are the fatality and injury rates based on population, licensed drivers, registered vehicles, and VMT. Figure 1 shows a map of the fatality rate per 100 million VMT for each State, the District of Columbia, and Puerto Rico.

In 2022 there were 42,514 people killed and an estimated 2,382,771 people injured in traffic crashes. Compared to 2021, this was a 1.7-percent decrease in the number of fatalities, and a 4.6-percent decrease in the estimated number of people injured. Over the decade 2013 to 2022, there was a 29-percent increase in the number of those killed in traffic crashes. On average in 2022 there were 116 people who died each day and an estimated 6,528 people who were injured each day in traffic crashes. This translates to one person killed every 12 minutes and an estimated 5 people injured every minute in traffic crashes in 2022.

After two years of increases in traffic fatalities, this is the first year of a decrease in the number of deaths on our Nation's highways since 2019. The fatality rate per 100 million VMT decreased from 1.38 in 2021 to 1.33 in 2022. In the 10-year period 2013 to 2022 the fatality rate per 100 million VMT fluctuated from a low of 1.08 in 2014 to a high of 1.38 in 2021. The fatality rates based on population, licensed drivers, and registered vehicles also decreased from 2021 to 2022. The injury rate per 100 million VMT was 80 in 2021 and decreased to 75 in 2022.

Table 2. People Killed and Injured, and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 2013–2022

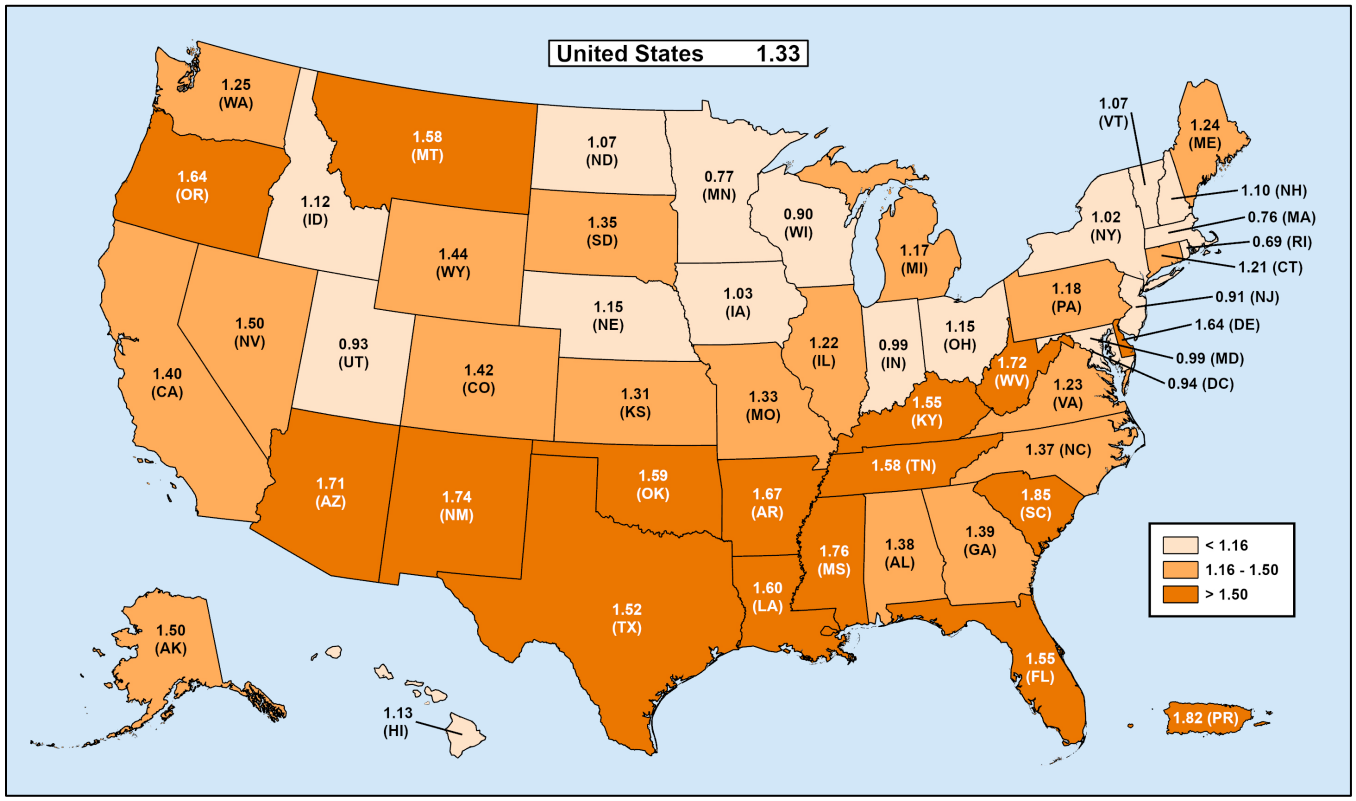
Year	Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
Killed									
2013	32,893	316,059,947	10.41	212,159,728	15.50	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
Year	**Injured**	**Population**	**Injury Rate per 100,000 Population**	**Licensed Drivers**	**Injury Rate per 100,000 Licensed Drivers**	**Registered Motor Vehicles**	**Injury Rate per 100,000 Registered Vehicles**	**VMT (millions)**	**Injury Rate per 100 Million VMT**
Injured									
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: FARS 2013–2021 Final File, 2022 ARF; NASS GES 2013–2015; CRSS 2016–2022; VMT and Licensed Drivers — Federal Highway Administration (FHWA); Registered Vehicles – Polk data from S&P Global Mobility, © R.L. Polk & Co., and FHWA; Population — Census Bureau

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

In 2022 the highest fatality rate per 100 million VMT in the United States (50 States and the District of Columbia, excluding Puerto Rico) was in South Carolina (1.85) followed by Mississippi (1.76) and New Mexico (1.74). The rate for Puerto Rico was 1.82. The lowest was in Rhode Island (0.69) followed by Massachusetts (0.76) and Minnesota (0.77).

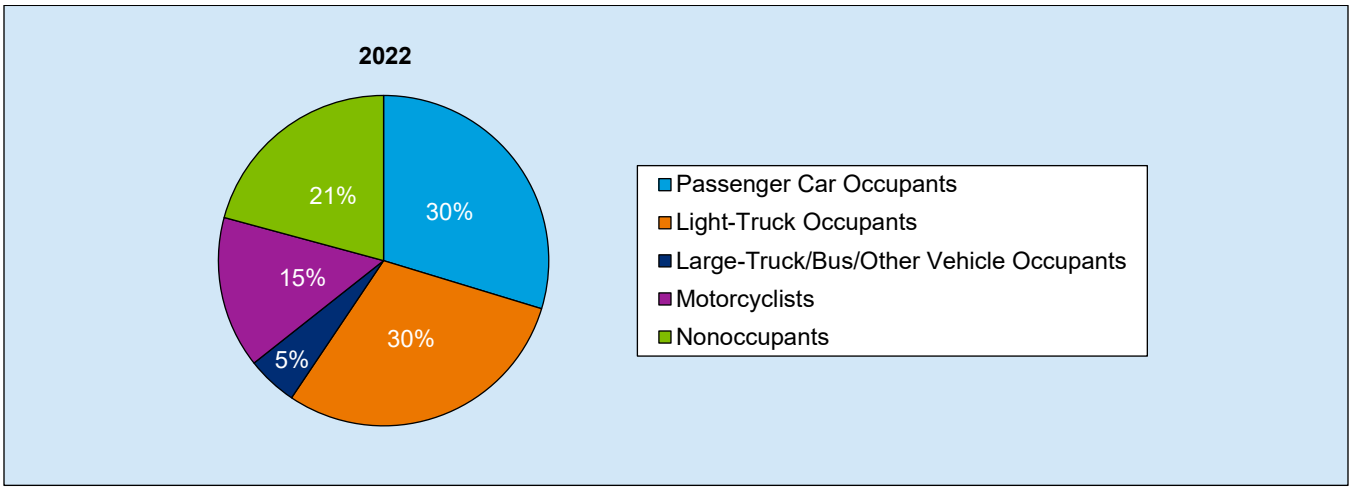
Figure 1. Fatality Rates per 100 Million VMT, by State, 2022



Sources: FARS 2022 ARF; VMT — FHWA

Fatalities by person type in 2022 are shown in Figure 2. In 2022 the largest percentage was passenger car occupant fatalities and light-truck occupants at 30 percent, followed by 21 percent for nonoccupants. The remaining proportions of motorcyclist fatalities and large-truck, bus, and other vehicle occupant fatalities were at 15 percent and 5 percent, respectively.

Figure 2. Percentage of Traffic Fatalities, by Person Type, 2022



Source: FARS 2022 ARF

Note: Percentages may not add up to 100 percent due to independent rounding. Nonoccupants include pedestrians, pedalcyclists, and other nonoccupants. Starting in 2022, pedalcyclists, which are a subset of nonoccupants, include people on motorized bicycles.

Traffic Safety Fact Sheets

The National Center for Statistics and Analysis (NCSA) annually publishes a series of Traffic Safety Fact Sheets, brief reports on subjects of interest to the traffic safety community. Currently 17 fact sheets are available. There are two fact sheets that focus on State data only. Some cover driver or occupant behavior such as alcohol-impaired driving, occupant protection, and speeding. Others focus on populations of interest, such as bicyclists and other cyclists, children, older population, pedestrians, and young drivers. Specific vehicle types are the emphasis in fact sheets on large trucks, motorcycles, passenger vehicles, and school transportation. The Rural/Urban Comparison fact sheet focuses on the locations of the crashes. Finally, this fact sheet, Summary of Motor Vehicle Traffic Crashes provides a brief summary for each of these fact sheets, along with links and references for further information.

State

The 2022 State Traffic Data Fact Sheet includes a range of topics such as fatality rates, speeding-related crashes, and crash types. The 2022 State Alcohol-Impaired-Driving Estimates fact sheet focuses on alcohol at the State level and includes the range of known alcohol test results for drivers involved in fatal crashes.

For more detailed information, view the 2022 State Traffic Data Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813627.pdf.

For more detailed information, view the 2022 State Alcohol-Impaired-Driving Estimates Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813579.pdf.

Behavior

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

Alcohol-Impaired Driving

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. In 2022 there were 13,524 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 39 minutes. These alcohol-impaired-driving fatalities accounted for 32 percent of the total traffic fatalities in the United States.

Traffic fatalities in alcohol-impaired-driving crashes decreased by 0.7 percent (13,617 to 13,524 fatalities) from 2021 to 2022.

The percentage of alcohol-impaired drivers involved in fatal traffic crashes in 2022 was highest for motorcycle riders (28%) compared to drivers of passenger cars (25%), light trucks (21%), and large trucks (3%).

In 2022 among the 13,524 alcohol-impaired-driving fatalities, 67 percent (9,047) were in traffic crashes in which at least one driver had a BAC of .15 g/dL or higher.

For more detailed information, view the 2022 Alcohol-Impaired-Driving Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813578.pdf.

Occupant Protection

According to NHTSA's 2022 National Occupant Protection Use Survey (NOPUS, Report No. DOT HS 813 407), the estimated seat belt use rate over the decade 2013 to 2022 increased from 87.2 percent in 2013 to 91.6 percent in 2022.

There were 42,514 traffic fatalities in the United States in 2022, of which 25,420 (60%) were occupants of passenger vehicles. Of the 25,420 killed in 2022, there were 11,410 (45%) who were restrained and 11,302 (44%) who were unrestrained at the time of the crashes. Restraint use was not known for the remaining 2,708 (11%)

occupants killed. Considering only occupant fatalities whose restraint use was known, 50 percent were restrained and 50 percent were unrestrained.

In traffic crashes in 2022, considering known driver restraint use by passenger vehicle type, 61 percent of pickup drivers who were killed were unrestrained, compared to 48 percent of SUV drivers, 46 percent of passenger car drivers, and 38 percent of van drivers.

For more detailed information, view the 2022 Occupant Protection in Passenger Vehicles Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813573.pdf.

Speeding

In 2022 there were 12,151 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and a decrease of 3 percent from 12,498 in 2021. There were an estimated 300,595 people injured (13% of total people injured) in speeding-related traffic crashes in 2022.

Thirty-five percent of male drivers and 19 percent of female drivers in the 15-to-20 age group involved in fatal traffic crashes in 2022 were speeding, the highest among the age groups.

In 2022 drivers who were speeding when involved in fatal traffic crashes had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or greater (38% versus 18%)—or even higher BACs of .15 g/dL or greater (26% versus 11%)—more frequently than those drivers who were not speeding.

In 2022, among all drivers involved in fatal crashes, 35 percent of motorcycle riders were speeding, compared to 22 percent of passenger car drivers, 15 percent of light-truck drivers, and 6 percent of large-truck drivers.

For more detailed information, view the 2022 Speeding Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813582.pdf.

People

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

Bicyclists and Other Cyclists

Pedalcyclists are riders on bicycles and other cycles (tricycles and unicycles) powered solely by pedals. Starting in 2022, pedalcyclists include riders on bicycles powered by pedals and/or motors.

In 2022 there were 1,105 pedalcyclist fatalities, accounting for 2.6 percent of all traffic fatalities. There was a 13-percent increase in pedalcyclists killed from the 976 pedalcyclists killed in 2021.

Twenty-four percent of the pedalcyclists who died in 2022 had BACs of .01 g/dL or greater.

In 2022, most pedalcyclist fatalities (83%) were in urban areas. Twenty-nine percent of pedalcyclist fatalities occurred at intersections.

For more detailed information, view the 2022 Bicyclists and Other Cyclists Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813591.pdf.

Children

Of the 42,514 traffic fatalities in 2022 in the United States, 1,129 (3%) were children 14 and younger. Child traffic fatalities decreased by 6 percent from 2021 (1,200) to 2022 (1,129). An estimated 156,502 children were injured in traffic crashes in 2022, a 4-percent decrease from 162,314 in 2021.

An average of 3 children were killed and an estimated 429 children were injured every day in traffic crashes in 2022.

In 2022, based on known restraint use, 68 percent of the children who died while riding with unrestrained passenger vehicle drivers were also unrestrained.

According to the latest 2021 National Survey of the Use of Booster Seats (NSUBS) data, restraint use for all children under 13 was 89.8 percent. The 2021 NSUBS found that 31.0 percent of 4- to 7-year-old children were restrained in booster seats.

Of the 1,129 children killed in traffic crashes, an estimated 283 (25%) were killed in alcohol-impaired-driving crashes in 2022.

For more detailed information, view the 2022 Children Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813575.pdf.

Older Population

In 2022 there were 7,971 people 65 and older killed and an estimated 268,622 injured in motor vehicle traffic crashes. This was the highest number of fatalities for this age group recorded since FARS started data collection in 1975. Older people made up 19 percent of all traffic fatalities and 11 percent of all people injured in 2022. Compared to 2021 there was a 6-percent increase in the number of traffic fatalities and a 1-percent increase in the estimated number of those injured in the older age group.

In 2022 there were 57.8 million people—17 percent of the total U.S. population—who were 65 and older. The older population traffic fatality rate per 100,000 population in 2022 was 13.79, an increase of 3 percent from 13.39 in 2021.

For more detailed information, view the 2022 Older Population Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813616.pdf.

Pedestrians

A pedestrian is defined as any person on foot, walking, running, jogging, hiking, sitting, or lying down. These exclude people on personal conveyances like roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities.

In 2022 there were 7,522 pedestrians killed in traffic crashes, a 0.7-percent increase from the 7,470 pedestrian fatalities in 2021. It is the highest since 1981 when 7,837 pedestrians died in traffic crashes. There were also an estimated 67,336 pedestrians injured in traffic crashes, an 11-percent increase from 60,579 pedestrians injured in 2021. Pedestrian deaths accounted for 18 percent of all traffic fatalities and 3 percent of all people injured in traffic crashes in 2022.

On average, a pedestrian was killed every 70 minutes and injured every 8 minutes in traffic crashes in 2022.

Seventeen percent of the children 14 and younger killed in traffic crashes in 2022 were pedestrians.

For more detailed information, view the 2022 Pedestrians Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813590.pdf.

Young Drivers

In 2022 there were 2,034 young drivers (15 to 20 years old) who died in traffic crashes, a 5-percent decrease from 2,133 in 2021. In 2022 there were an estimated 180,353 young drivers injured in traffic crashes, a decrease of 11 percent from 203,276 in 2021.

Young drivers accounted for 8.1 percent of all drivers involved in fatal traffic crashes in 2022. However, young drivers were only 5.0 percent of all licensed drivers in 2022.

The rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers for young female drivers was 22.74 in 2022. For young male drivers in 2022 the involvement rate was 58.73, more than twice that of young female drivers.

For more detailed information, view the 2022 Young Drivers Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813601.pdf.

Vehicles

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

Large Trucks

A large truck is defined as any medium or heavy truck, excluding buses and motor homes, with a GVWR greater than 10,000 pounds. These large trucks include both commercial and non-commercial vehicles. Seventy-one percent of the large trucks involved in fatal crashes were heavy large trucks (GVWR > 26,000 lbs.) in 2022.

In 2022 there were 5,936 people killed in traffic crashes involving large trucks. This was a 2-percent increase from 5,821 in 2021. Seventy percent of people killed in large-truck traffic crashes in 2022 were occupants of other vehicles.

In 2022 there were an estimated 160,608 people injured in traffic crashes involving large trucks—an increase of 4 percent from an estimated 154,813 in 2021. Seventy-two percent (115,201) of people injured in large-truck crashes in 2022 were occupants of other vehicles.

Three percent of drivers of large trucks involved in fatal traffic crashes in 2022 had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, much lower than drivers of other vehicle types (28% for motorcycles, 25% for passenger cars, and 21% for light trucks).

For more detailed information, view the 2022 Large Trucks Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813588.pdf.

Motorcycles

Motorcycles include 2- and 3-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes. The motorcycle rider is the person operating the motorcycle; the passenger is a person seated on, but not operating, the motorcycle; the motorcyclist is a general term referring to either the rider or passenger.

In 2022 there were 6,218 motorcyclists killed, 15 percent of all traffic fatalities. The number of motorcyclist fatalities in 2022 increased by 1 percent from 2021, from 6,143 to 6,218. An estimated 82,687 motorcyclists were injured in 2022, a 3-percent decrease from 84,898 motorcyclists injured in 2021.

Per 100 Million VMT in 2022, the fatality rate for motorcyclists (26.16) was almost 22 times the passenger car occupant fatality rate (1.20).

Forty-two percent of motorcycle riders who died in single-vehicle crashes in 2022 were alcohol-impaired. Motorcycle riders involved in fatal crashes had higher percentages (28%) of alcohol impairment than drivers of any other motor vehicle type (25% for passenger cars, 21% for light trucks, and 3% for large trucks).

In States without universal helmet laws, based on known helmet use, 54 percent of motorcyclists killed in 2022 were not wearing helmets, as compared to 11 percent in States with universal helmet laws

For more detailed information, view the 2022 Motorcycles Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813589.pdf.

Passenger Vehicles

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

In 2022 there were 25,420 passenger vehicle occupants who died in motor vehicle traffic crashes, a 4-percent decrease from 26,465 in 2021. An estimated 1,900,539 passenger vehicle occupants were injured, a 9-percent decrease from 2,092,743 in 2021.

Passenger vehicles made up 92 percent of registered vehicles and accounted for 88 percent of total vehicle miles traveled (VMT) in 2022. There were 60,501 vehicles involved in fatal traffic crashes in 2022, of which 76 percent (45,856) were passenger vehicles.

Among the passenger vehicle occupants killed in 2022 in motor vehicle traffic crashes, 50 percent were passenger car occupants and 50 percent were light-truck occupants.

For more detailed information, view the 2022 Passenger Vehicles Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813592.pdf.

School Transportation

From 2013 to 2022 there were 976 fatal school-transportation-related traffic crashes, and 1,082 people of all ages were killed in those crashes—an average of 108 fatalities per year.

Most (71%) of the people killed in school-transportation-related traffic crashes were occupants of other vehicles involved in the crashes. From 2013 to 2022 there were 111 occupants killed in school transportation vehicles; 50 were drivers, and 61 were passengers.

More school-age pedestrians were killed from 3 p.m. to 3:59 p.m. than during any other hours of the day from 2013 to 2022.

For more detailed information, view the 2013-2022 School-Transportation-Related Traffic Crashes Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813600.pdf.

Crash Location

Data relating to crash location in this report pertain to whether a crash was in a rural location or an urban location, as defined by FHWA.

Rural/Urban Comparison

Of the 42,514 motor vehicle traffic fatalities in 2022, there were 17,283 (41%) that occurred in rural areas, 25,023 (59%) in urban areas, and 208 (less than 1%) in areas that were not reported as rural or urban.

In 2022 traffic fatalities in rural areas decreased slightly from 17,339 in 2021 to 17,283, and in urban areas decreased by 3 percent from 25,749 in 2021 to 25,023.

According to the Census Bureau's 2022 American Community Survey, an estimated 20 percent of the U.S. population lived in rural areas, and according to the FHWA, 32 percent of the total vehicle miles traveled (VMT) in 2022 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2022.

For more detailed information, view the 2022 Rural/Urban Traffic Fatalities Fact Sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813599.pdf.

Economic Cost for All Traffic Crashes

The estimated economic cost of all traffic crashes in the United States in 2019 (the most recent year for which cost data is available) was $340 billion. When quality of life valuations are considered, the total value of societal harm from traffic crashes in the United States in 2019 was an estimated $1.4 trillion. Included in the economic costs are:

- Lost productivity,
- Workplace costs,
- Legal and court costs,
- Medical costs,
- Emergency medical services,
- Insurance administration costs,
- Congestion costs, and
- Property damage.

These costs represent the tangible losses that result from motor vehicle traffic crashes. However, in cases of serious injury or death, such costs fail to capture the relatively intangible value of lost quality-of-life that results from these injuries.

Each fatality resulted in an average discounted lifetime economic cost of $1.6 million, and an average comprehensive cost of $11.3 million. For further information on cost estimates, see *The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised)* at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403.

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. CRSS replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

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 Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) 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/.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2024, September). *Summary of motor vehicle traffic crashes: 2022 data* (Traffic Safety Facts. Report No. DOT HS 813 643). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. 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.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- 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
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

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