Traffic Safety Facts

2014 Data

Updated September 2016

DOT HS 812 263

NHTSA

Key Findings

- In 2014 there were an estimated 6,064,000 police-reported traffic crashes in which 32,675 people were killed and an estimated 2,318,000 people were injured.
- An average of 90 people died each day in motor vehicle crashes in 2014, one fatality every 16 minutes.
- Fatality rates per 100,000 population (10.25) and per 100 million VMT (1.07) are at historic lows since NHTSA began collecting data on traffic fatalities in 1975.
- In 2014 there were 9,967 alcohol-impaired-driving fatalities, representing an average of one alcohol-impaired-driving fatality every 53 minutes.
- Thirty-three percent of all motorcycle riders involved in fatal crashes were speeding in 2014, the highest of any vehicle type.
- NHTSA estimates that 12,802 lives were saved in 2014 by the use of seat belts.
- On average, a pedestrian is killed in a motor vehicle crash every 108 minutes, and one is injured about every 8 minutes.
- Drivers 15 to 20 years old made up 9 percent of drivers in fatal crashes, and 12 percent of those in all police-reported crashes. Nine percent of the U.S. population is in this age group.
- Of the 209 children 14 and younger who died in alcohol-impaired-driving crashes, 56 percent were occupants of vehicles where the drivers had blood alcohol concentrations (BACs) of .08 g/dL or higher.
- In 2014 about 13 percent of the U.S. population was 65 or older. They accounted for 17.5 percent of all those killed and 9.5 percent of all those injured in traffic crashes.

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE.
Washington, DC 20590

Summary of Motor Vehicle Crashes (Final)

In this fact sheet, the overview of 2014 data is presented as follows:

Overview

Motor vehicle travel is a major means of transportation in the United States, providing an unparalleled degree of mobility. Yet for all its advantages, motor vehicle crashes were the leading cause of death for age 11 and every age 16 through 24 in 2014.[1] The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes.

Trends: 2005 to 2014

The number of police-reported motor vehicle crashes, by crash severity, is presented in Table 1 for the 10-year period 2005 to 2014. A downward trend is most pronounced with respect to crashes of the highest severity—fatal crashes declined by 24 percent over that decade. However, the total number of police-reported traffic crashes increased from 2011 to 2012, from 2012 to 2013, and by 6.6 percent from 2013 to 2014. This latest increase is driven by the 7.9-percent increase in property-damage-only crashes—crashes in which there were no injuries to occupants or nonoccupants during the crash. The number of non-fatal injury crashes increased from 2013 to 2014 by 3.6 percent.

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

Table 1
Police-Reported Crashes by Crash Severity and Year, 2005–2014

Year	Crash Severity							
	Fatal		Injury		Property Damage Only		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2005	39,252	0.6%	1,816,000	29.5%	4,304,000	69.9%	6,159,000	100%
2006	38,648	0.6%	1,746,000	29.2%	4,189,000	70.1%	5,973,000	100%
2007	37,435	0.6%	1,711,000	28.4%	4,275,000	71.0%	6,024,000	100%
2008	34,172	0.6%	1,630,000	28.1%	4,146,000	71.4%	5,811,000	100%
2009	30,862	0.6%	1,517,000	27.6%	3,957,000	71.9%	5,505,000	100%
2010	30,296	0.6%	1,542,000	28.5%	3,847,000	71.0%	5,419,000	100%
2011	29,867	0.6%	1,530,000	28.7%	3,778,000	70.8%	5,338,000	100%
2012	31,006	0.6%	1,634,000	29.1%	3,950,000	70.3%	5,615,000	100%
2013	30,203	0.5%	1,591,000	28.0%	4,066,000	71.5%	5,687,000	100%
2014	29,989	0.5%	1,648,000	27.2%	4,387,000	72.3%	6,064,000	100%

Source: Fatality Analysis Reporting System (FARS) 2005–2013 (Final File) and 2014 Annual Report File (ARF); National Automotive Sampling System (NASS) General Estimates System (GES) 2005–2014

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

In 2014 there were 32,675 people killed and an estimated 2,338,000 people injured in police-reported motor vehicle traffic crashes. Compared to 2013 this is a 0.7-percent decrease in the number of fatalities and a 1.1-percent increase in the number of people injured. Over the decade there was a 25-percent decrease in the number of those killed in motor vehicle crashes and a 13-percent decrease in those injured. On average 90 people died each day and one person was killed every 16 minutes in motor vehicle crashes in 2014.

Fortunately, much progress has been made in reducing the number of deaths and injuries on our Nation's highways. In 2014 the fatality rate per 100 million VMT decreased to 1.08, a 26-percent decline from 2005 (based on unrounded rates), when the rate was 1.46 per 100 million VMT. The fatality rates based on population and VMT are at historic lows since NHTSA began collecting data on traffic fatalities in 1975.

The injury rate per 100 million VMT remained at 77 in 2014, the same as 2013. The injury rate based on population increased slightly, from 731 in 2013 to 733 in 2014 as did the injury rate based on licensed drivers. The injury rate based on registered vehicles declined from 2013.

Table 2

People Killed and Injured, and Fatality and Injury Rates, 2005–2014

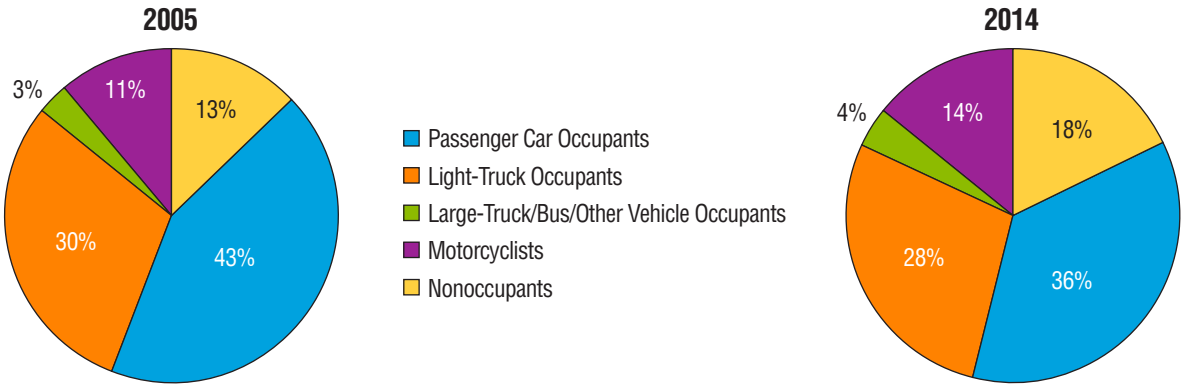
Year	Killed	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
					Killed				
2005	43,510	295,517	14.72	200,549	21.70	245,628	17.71	2,989	1.46
2006	42,708	298,380	14.31	202,810	21.06	251,415	16.99	3,014	1.42
2007	41,259	301,231	13.70	205,742	20.05	257,472	16.02	3,031	1.36
2008	37,423	304,094	12.31	208,321	17.96	259,360	14.43	2,977	1.26
2009	33,883	306,772	11.05	209,618	16.16	258,958	13.08	2,957	1.15
2010	32,999	309,347	10.67	210,115	15.71	257,312	12.82	2,967	1.11
2011	32,479	311,722	10.42	211,875	15.33	265,043	12.25	2,950	1.10
2012	33,782	314,112	10.75	211,815	15.95	265,647	12.72	2,969	1.14
2013	32,894	316,498	10.39	212,160	15.50	269,294	12.21	2,988	1.10
2014	32,675	318,857	10.25	214,092	15.26	274,805	11.89	3,026	1.08

Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
					Injured				
2005	2,699,000	295,517	913	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	298,380	863	202,810	1,269	251,415	1,024	3,014	85
2007	2,491,000	301,231	827	205,742	1,211	257,472	967	3,031	82
2008	2,346,000	304,094	771	208,321	1,126	259,360	904	2,977	79
2009	2,217,000	306,772	723	209,618	1,058	258,958	856	2,957	75
2010	2,239,000	309,347	724	210,115	1,066	257,312	870	2,967	75
2011	2,217,000	311,722	711	211,875	1,046	265,043	836	2,950	75
2012	2,362,000	314,112	752	211,815	1,115	265,647	889	2,969	80
2013	2,313,000	316,498	731	212,160	1,090	269,294	859	2,988	77
2014	2,338,000	318,857	733	214,092	1,092	274,805	851	3,026	77

Source: Fatality Analysis Reporting System (FARS) 2005–2013 (Final File) and 2014 Annual Report File (ARF); National Automotive Sampling System (NASS) General Estimates System (GES) 2005–2014; Vehicle Miles of Travel and Licensed Drivers — Federal Highway Administration (VMT FHWA's Traffic Volume Trends, September 2015); Registered Vehicles — R. L. Polk & Co. (2005–2010 Old NVPP and 2011–2014 New NVPP) and Federal Highway Administration; Population — U.S. Bureau of the Census.

Fatalities by person type in 2005 and 2014 are shown in Figure 1. 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 in the 10-year period. A reduction of 3,941 light-truck occupant fatalities led to a slight decrease in that portion of the fatalities (30% to 28%). Motorcyclist fatalities made up 14 percent of total fatalities in 2014 compared to 11 percent 10 years earlier. Finally, the portion of nonoccupant (pedestrian, bicyclists, and other cyclists) fatalities increased from 13 percent to 18 percent over the 10-year period.

Figure 1
Fatalities by Person Type, 2005 and 2014



Source: FARS 2005 Final File and 2014 ARF.

Economic Cost

The estimated economic cost of all motor vehicle traffic crashes in the United States in 2010 (the most recent year for which cost data is available) was $242 billion. Included in the economic costs are:

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

These costs represent the tangible losses that result from motor vehicle crashes. However, in cases of serious injury or death such costs fail to capture the rather intangible value of lost quality-of-life that results from these injuries. When quality of life valuations are considered the total value of societal harm from motor vehicle crashes in the United States in 2010 was an estimated $836 billion.

The costs related to specific types of crashes have also been estimated. Table 3 presents the economic and comprehensive costs of crash topics discussed in this fact sheet.

Table 3
Economic and Comprehensive Cost Estimates in Billions, 2010

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

Source: Blincoe, Miller, Zaloshnja & Lawrence, 2015.

Each fatality resulted in an average discounted lifetime economic cost of $1.4 million, and an average comprehensive cost of $9.1 million. For further information on cost estimates, see *The Economic and Societal Impact of Motor Vehicle Crashes, 2010 (Revised).*[2]

[2] Blincoe, L. J., Miller, T. R., Zaloshnja, E., & Lawrence, B. A. (2015, May). *The economic and societal impact of motor vehicle crashes, 2010* (Revised) (Report No. DOT HS 812 013). Washington, DC: National Highway Traffic Safety Administration.

Traffic Safety Fact Sheets

NCSA annually publishes a series of Traffic Safety Fact Sheets, brief publications on subjects of particular interest to the traffic safety community. Currently 16 fact sheets are produced. Some, such as those covering alcohol-impaired driving, occupant protection, and speeding, cover driver or occupant behavior. Others focus on populations of interest, such as children, bicyclists and other cyclists, older population, pedestrians, and young drivers. Specific vehicle types are the emphasis in fact sheets on large trucks, motorcycles, passenger vehicles, and school transportation. The Rural/Urban Comparison fact sheet focuses on the location of the crash. This Summary fact sheet, available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812263, provides a bit of information from each of these fact sheets, along with links and references for further information.

Most of these fact sheets contain tables with data by State. One additional fact sheet covers a variety of traffic safety subject areas, all at the State level. Some topics included are alcohol-involvement, speeding-related crashes, and crash type. For more detailed information use this link to view the State Traffic Data fact sheet: https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812293.

Behavior

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

Alcohol-Impaired Driving

In 2014 there were 9,967 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 53 minutes. These alcohol-impaired-driving fatalities accounted for 31 percent of the total motor vehicle traffic fatalities in the United States.

Of the 9,967 people who died in alcohol-impaired-driving crashes in 2014 there were 6,391 drivers (64%) with BACs of .08 g/dL or higher. The remaining fatalities consisted of 2,752 motor vehicle occupants (28%) and 824 nonoccupants (8%).

For more detailed information use the link below to view the alcohol-impaired driving fact sheets:

Alcohol-Impaired Driving fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812231.

State Alcohol-Impaired Driving fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812264.

Occupant Protection

The national seat belt use rate in 2014 was 87 percent, unchanged from 2013, and an increase from 82 percent in 2005. This information comes from the National Occupant Protection Use Survey (NOPUS), which is the only survey that provides nationwide probability-based observed data on seat belt use in the United States.[3]

In 2014 there were 21,022 occupants of passenger vehicles who died in motor vehicle traffic crashes. Of these 21,022 occupants 9,958 (51%) were known to be restrained. Restraint use was not known for 1,679 of the occupants. Looking at only occupants where the restraint status was known, 49 percent were unrestrained at the time of the crash.

The proportion of unrestrained passenger vehicle occupants killed in motor vehicle traffic crashes has decreased from 2005 to 2014. Among passenger vehicle occupants killed, when restraint use was known, the percentage of unrestrained deaths decreased by 6 percentage points from 55 percent in 2005 to 49 percent in 2014.

For more detailed information use the link below to Occupant Protection fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812262.

Speeding

There were 32,675 traffic fatalities in 2014, among them 9,262 (28%) in speeding-related crashes.

In 2014 about 36 percent of 15- to 20-year-old male drivers involved in fatal crashes were speeding, the highest among all age groups.

In 2014 about 41 percent of all speeding drivers in fatal crashes had BACs of .08 or higher, compared to 17 percent of non-speeding drivers involved in fatal crashes.

For more detailed information view the Speeding fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812265.

[3] Pickrell, T. M., & Liu, C. (2015, January). Occupant restraint use in 2013: results from the NOPUS controlled intersection study. (Report No. DOT HS 812 080). Washington, DC: National Highway Traffic Safety Administration.

Crash Location

Data relating to crash location in this document pertain to whether a crash was in a rural location or an urban location, as defined by the Federal Highway Administration.

Rural/Urban Comparison

Of the 32,675 motor vehicle traffic fatalities in 2014 there were 16,710 (51%) that occurred in rural areas, 15,487 (47%) that occurred in urban areas, and 478 (1%) that occurred in unknown areas.

According to the 2014 American Community Survey from the U.S. Census Bureau an estimated 19 percent of the U.S. population lived in rural areas. However, rural fatalities accounted for 51 percent of all traffic fatalities in 2014.

Rural traffic fatalities decreased by 34 percent from 24,587 in 2005 to 16,710 in 2014. Urban traffic fatalities decreased by 17 percent from 18,627 in 2005 to 15,487 in 2014.

For more detailed information view the Rural Urban comparison fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812301.

People

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

Bicyclists and Other Cyclists

The 726 pedalcyclist deaths in 2014 accounted for 2 percent of all traffic fatalities during the year.

Seventy-one percent of all pedalcyclists who died in motor vehicle crashes in 2014 died in crashes in urban areas.

Over the 10 years from 2005 to 2014, the average age of pedalcyclists killed in motor vehicle crashes has steadily increased from 39 to 45.

For more detailed view the Bicyclists and Other Cyclists fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812282.

Children

Of the 32,675 motor vehicle traffic fatalities in 2014 in the United States 1,070 (3%) were children 14 and younger. This was a 7-percent decrease from 1,152 in 2013, and a 45-percent decrease from 1,955 in 2005.

On average, 3 children were killed and an estimated 458 children were injured every day in traffic crashes in 2014.

Based on known restraint use, when the drivers were unrestrained 70 percent of the children were also unrestrained in 2014.

For more detailed information view the Children fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812271.

Older Population

In 2014 there were 5,709 people 65 and older killed in traffic crashes in the United States, 17 percent of all traffic fatalities.

Older drivers made up 18 percent of all licensed drivers in 2014, compared to 15 percent in 2005.

The population of people 65 and older increased by 26 percent from 2005 to 2014; however, driver fatalities in crashes involving older drivers declined by 10 percent over this period.

For more detailed information view the Older Population fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812273.pdf.

Pedestrians

In 2014 there were 4,884 pedestrians killed in traffic crashes – a 2-percent increase from 4,779 pedestrian fatalities in 2013. Pedestrian deaths accounted for 15 percent of all traffic fatalities in motor vehicle traffic crashes.

On average, a pedestrian was killed every 2 hours and injured every 8 minutes in traffic crashes in 2014.

More than two-thirds (70%) of the pedestrians killed in traffic crashes in 2014 were males.

For more detailed information view the Pedestrians fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812270.

Young Drivers

In 2014 there were 1,717 young drivers who died and an estimated 170,000 who were injured in motor vehicle crashes.

In 2014 about 9 percent of all drivers involved in fatal crashes were 15 to 20 years old. Young drivers accounted for 6 percent of the total number of licensed drivers in the United States in 2014.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 19.85 in 2014. For young male drivers the involvement rate was 45.91, about 2.3 times that of young female drivers.

For more detailed information view the Young Driver fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812278.

Vehicles

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

Large Trucks

In 2014 there were 3,903 people killed and an estimated 111,000 people injured in crashes involving large trucks. In the United States an estimated 438,000 large trucks were involved in police-reported traffic crashes during 2014.

Fatalities in crashes involving large trucks declined by 2 percent, from 3,981 in 2013 to 3,903 in 2014. Of the fatalities in 2014, about 73 percent were occupants of other vehicles, 17 percent were occupants of large trucks, and 10 percent were nonoccupants (pedestrians, pedalcyclist, etc.).

For more detailed information view the Large Trucks fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812279.

Motorcycles

In 2014 there were 4,586 motorcyclists killed—a 2-percent decrease from the 4,692 motorcyclists killed in 2013. There were an estimated 92,000 motorcyclists injured during 2014, a 5-percent increase from 88,000 motorcyclist injured in 2013.

Per vehicle mile traveled, motorcyclist fatalities occurred 27 times more frequently than passenger car occupant fatalities in traffic crashes.

In 2014 motorcycle riders involved in fatal crashes were found to have the highest percentage of alcohol-impaired drivers than any other vehicle type.

For more detailed information view the Motorcycles fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812292.

Passenger Vehicles

Passenger vehicles made up 93 percent of registered vehicles and accounted for nearly 90 percent of total vehicle miles traveled in 2014. There were 44,820 vehicles involved in fatal crashes in 2014, of which 78 percent (34,984) were passenger vehicles.

In 2014 there were 21,022 passenger vehicle occupants who lost their lives in motor vehicle traffic crashes and an estimated 2.07 million passenger vehicle occupants who were injured.

Fatality rates per 100,000 registered vehicles from 2013 to 2014 decreased for both passenger cars and light trucks (3% for both). Among light-truck categories, fatality rates decreased for vans and SUVs (9% and 6%, respectively) and increased for pickup trucks (1%).

For more detailed information view the Passenger Vehicles fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812302.

School Transportation

From 2005 to 2014 there were 1,332 people of all ages killed in school-transportation-related crashes — an average of 133 fatalities per year.

From 2005 to 2014 there were 304 school-age children who died in school-transportation-related crashes: 53 were occupants of school transportation vehicles, 130 were occupants of other vehicles, 111 were pedestrians, 9 were pedalcyclists, and 1 was another nonoccupant.

More school-age pedestrians were killed from 7 to 8 a.m. and from 3 to 4 p.m. than any other hours of the day.

For more detailed information view the School-Transportation-Related Crashes fact sheet at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812272.

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2016, September). *Summary of motor vehicle crashes (Final): 2014 data.* (Traffic Safety Facts. Report No. DOT HS 812 263). Washington, DC: National Highway Traffic Safety Administration.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation

National Highway Traffic Safety Administration