

Quick Facts 2022

General Statistics

Fatal Crashes	
2022	39,221
2021	39,785
2020	35,935

Source: FARS

Fatalities	
2022	42,514
2021	43,230
2020	39,007

Source: FARS

Police-Reported Crashes	
2022	5,930,496
2021	6,103,213
2020	5,251,006

Sources: FARS/CRSS

People Injured	
2022	2,382,771
2021	2,497,869
2020	2,282,209

Sources: FARS/CRSS

Fatality Rate per 100 Million VMT	
2022	1.33
2021	1.38
2020	1.34

Sources: FARS/FHWA

Fatality Rate per 100,000 Population	
2022	12.76
2021	13.02
2020	11.77

Sources: FARS/Census Bureau

Injury Rate per 100 Million VMT	
2022	75
2021	80
2020	79

Sources: FARS/CRSS/FHWA

Injury Rate per 100,000 Population	
2022	715
2021	752
2020	688

Sources: FARS/CRSS/Census Bureau

Occupant Fatality Rate per 100 Million Vehicle Miles Traveled by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2022	1.20	0.72	0.33	26.16
2021	1.27	0.76	0.31	31.27
2020	1.22	0.73	0.28	31.31

Sources: FARS/FHWA

Urban Versus Rural Fatalities*		
	Rural	Urban
2022	17,283 (41%)	25,023 (59%)
2021	17,339 (40%)	25,749 (60%)
2020	16,340 (42%)	22,513 (58%)

Source: FARS

*Percentage based on known land use.

Exposure Data

Vehicle Miles Traveled (Millions) by Vehicle Type					
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2022	1,059,950	1,762,714	331,272	23,765	3,196,191
2021	1,074,905	1,694,094	327,026	19,642	3,132,411
2020	1,035,519	1,537,469	297,649	17,947	2,903,622

Source: FHWA. Passenger car and light-truck VMT revised by NHTSA. *Total includes buses.

Registered Vehicles by Vehicle Type					
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2022	104,645,629	174,027,343	14,333,821	9,567,664	303,528,576
2021	107,934,093	170,108,546	13,856,404	9,795,491	302,633,657
2020	110,612,958	164,230,764	12,899,372	8,347,435	297,100,833

Sources: Registered Passenger Cars and Light Trucks—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Registered Large Trucks and Motorcycles—FHWA; Total Registered—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co. and FHWA.

*Total includes buses.



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Clock Facts

Fatalities per Day	
2022	116
2021	118
2020	107

Source: FARS

Alcohol-Impaired-Driving Fatalities per Day	
2022	37
2021	37
2020	32

Source: FARS

Pedestrian Fatalities per Day	
2022	21
2021	20
2020	18

Source: FARS

People Injured per Day	
2022	6,528
2021	6,843
2020	6,236

Sources: FARS/CRSS

Pedestrians Injured per Day	
2022	184
2021	166
2020	150

Sources: FARS/CRSS

Alcohol

Alcohol-Impaired-Driving Fatal Crashes	
2022	12,270
2021	12,382
2020	10,671

Source: FARS

Alcohol-Impaired-Driving Fatalities and Fatality Rate per 100 Million VMT		
	Fatalities	Fatality Rate
2022	13,524	0.42
2021	13,617	0.43
2020	11,727	0.40

Sources: FARS/FHWA

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 g/dL or Higher, by Vehicle Type

	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2022	25%	21%	3%	28%
2021	24%	20%	3%	28%
2020	24%	19%	3%	26%

Source: FARS

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 or Higher, by Age Group

	15–20 Years	21–24 Years	25–34 Years	35–44 Years	45–54 Years	55–64 Years	65–74 Years	75+	Total
2022	19%	29%	28%	24%	20%	17%	12%	8%	22%
2021	17%	27%	27%	24%	20%	16%	12%	7%	21%
2020	17%	26%	26%	22%	19%	16%	12%	7%	21%

Source: FARS



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Occupant Protection

Nationwide Seat Belt Use Rate	
2022	91.6%
2021	90.4%
2020	90.3%

Source: NOPUS [Research Note DOT HS 813 543](#)

Child Restraint Use by Age Group				
	<1 Year	1–3 Years	4–7 Years	8–12 Years
2022*	--	--	--	--
2021	99.8%	93.7%	89.4%	86.8%
2020*	--	--	--	--

Source: NSUBS [Report 2021 DOT HS 813 396](#) *Data Not Collected.

Percentage of Passenger Vehicle Occupant Fatalities Who Were Unrestrained*, by Age Group													
	<4 Years	4–7 Years	8–12 Years	13–14 Years	15–20 Years	21–24 Years	25–34 Years	35–44 Years	45–54 Years	55–64 Years	65–74 Years	75+	Total**
2022	50 (27%)	51 (34%)	88 (43%)	77 (58%)	1,347 (58%)	1,147 (60%)	2,623 (61%)	1,862 (58%)	1,339 (51%)	1,212 (44%)	789 (35%)	703 (27%)	11,302 (50%)
2021	64 (30%)	89 (41%)	78 (36%)	85 (60%)	1,387 (56%)	1,256 (57%)	2,866 (61%)	1,972 (58%)	1,400 (51%)	1,235 (44%)	765 (35%)	654 (26%)	11,877 (50%)
2020	53 (32%)	80 (43%)	79 (40%)	75 (57%)	1,337 (57%)	1,217 (60%)	2,572 (61%)	1,755 (58%)	1,234 (51%)	1,194 (46%)	703 (36%)	601 (28%)	10,925 (51%)

Source: FARS *Where restraint use was known. **Includes unknown age.

Children

Children (<15 Years Old) Fatalities by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2022	1,129	856	756	273
2021	1,200	960	874	240
2020	1,101	852	763	249

Source: FARS *Subset of Total Occupants.

Children (<15 Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2022	156,502	140,344	124,172	16,157
2021	162,314	150,411	136,498	11,904
2020	139,058	127,490	119,571	11,569

Sources: FARS/CRSS *Subset of Total Occupants.



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Older Population

Older Population (65+ Years Old) Fatalities by Person Type

	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2022	7,971	6,195	5,244	1,776
2021	7,530	5,885	4,994	1,645
2020	6,582	5,139	4,374	1,443

Source: FARS *Subset of Total Occupants.

Older Population (65+ Years Old) Injured by Person Type

	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2022	268,622	254,091	221,881	14,531
2021	266,075	252,978	229,711	13,098
2020	233,249	221,832	198,662	11,418

Sources: FARS/CRSS *Subset of Total Occupants.

School Bus

Total School Bus Occupant Fatalities* (All Ages)

	School Bus	Special-Use School Bus
2022	6	6
2021	6	5
2020	2	1

Source: FARS *In school-bus-related crashes.

Young School Bus Occupant Fatalities* (18 and Younger)

	School Bus	Special-Use School Bus
2022	0	1
2021	1	0
2020	1	0

Source: FARS *In school-bus-related crashes.

Pedestrian Fatalities (18 and Younger) Struck by School Bus*

	School Bus	Special-Use School Bus
2022	5	0
2021	3	1
2020	2	0

Source: FARS *In school-bus-related crashes.



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Motorcycles

Motorcyclist Fatalities	
2022	6,218
2021	6,143
2020	5,620

Source: FARS

Unhelmeted* Motorcyclist Fatalities	
2022	2,244 (37%)
2021	2,374 (40%)
2020	2,155 (40%)

Source: FARS

*Percentage where helmet use was known.

Motorcyclists Injured	
2022	82,687
2021	84,898
2020	80,662

Sources: FARS/CRSS

Speeding

Speeding-Related Fatalities*	
2022	12,151 (29%)
2021	12,498 (29%)
2020	11,428 (29%)

Source: FARS *Percentage of Total Fatalities.

Large Trucks

Fatalities in Crashes Involving Large Trucks*	
2022	5,936
2021	5,821
2020	4,945

Source: FARS

People Injured in Crashes Involving Large Trucks*	
2022	160,608
2021	154,813
2020	141,613

Sources: FARS/CRSS

*Includes commercial and non-commercial vehicles with a gross vehicle weight rating (GVWR) of 10,000 lbs or more.

Percentage of Fatalities in Crashes Involving Large Trucks by Person Type

	Truck Occupants	Occupants of Other Vehicles	Nonoccupants
2022	18%	70%	11%
2021	17%	72%	11%
2020	17%	71%	13%

Source: FARS



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Pedestrians

Pedestrian Fatalities	
2022	7,522
2021	7,470
2020	6,565

Source: FARS

Pedestrian Fatalities* Who Had BACs of .01 g/dL or Higher and BACs of .08 or Higher		
	BAC= .01+ g/dL	BAC= .08+ g/dL
2022	2,482 (34%)	2,166 (30%)
2021	2,533 (35%)	2,193 (30%)
2020	2,231 (35%)	1,932 (31%)

Source: FARS *Age 14 and older.

Pedestrians Injured	
2022	67,336
2021	60,579
2020	54,771

Sources: FARS/CRSS

Pedalcyclists

Pedalcyclist Fatalities	
2022	1,105
2021	976
2020	948

Source: FARS

Pedalcyclists Injured	
2022	46,195
2021	41,615
2020	38,886

Sources: FARS/CRSS

Leading Cause of Death

Motor vehicle traffic crashes are the leading cause of death for people 4 to 7 and 16 to 20 years old. For each individual age, MV traffic crashes were the leading cause of death for ages 4 through 8, 17 through 19, and 21 in 2021.

Sources: Centers for Disease Control and Prevention (2021), Mortality Multiple Cause-of-Death, FARS

Economic and Comprehensive Costs to Society by Type of Crash 2019 Costs in Billions

Crash Type	Economic Cost	Comprehensive Cost*
All	\$340	\$1,365
Alcohol-Impaired	\$58	\$296
Speeding	\$46	\$225

Source: [The Economic and Societal Impact of Motor Vehicle Crashes, 2019 \(Revised\) DOT HS 813 403](#)

*Previous issues of Quick Facts contained only the economic costs. The total value of societal harm includes economic costs as well as quality of life lost, such as lost market and household productivity. These costs are for reported and unreported crashes.



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