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

Traffic Safety Facts
RESEARCH NOTE

DOT HS 813 705 April 2025

Overview of Motor Vehicle Traffic Crashes In 2023

There were 1,820 fewer people killed in motor vehicle traffic crashes on U.S. roadways during 2023, a 4.3-percent decrease from 42,721 in 2022 to 40,901 in 2023. It represents the second year-to-year decrease since 2021. The fatality rate per 100 million vehicle miles traveled (VMT) decreased by 6.0 percent from 1.34 in 2022 to 1.26 in 2023.

The estimated number of people injured on our roadways increased in 2023 to 2.44 million, rising 2.5 percent from 2.38 million in 2022. This increase was not statistically significant. The injury rate per 100 million VMT remained the same at 75 in 2022 and 2023.

The estimated number of police-reported traffic crashes increased from 5.93 million in 2022 to 6.14 million in 2023, a 3.5-percent increase which was not statistically significant. VMT for 2023, reported through the Federal Highway Administration (FHWA), increased by 1.6 percent from 3,196 billion in 2022 to 3,247 billion in 2023.

- Traffic fatalities **decreased** in 2023 compared to 2022 in the following categories.
  - Passenger vehicle[1] occupant fatalities (1,541 fewer fatalities, 6.0% decrease)
    - Passenger car occupant fatalities (945 fewer fatalities, 7.4% decrease)
    - Light-truck[2] occupant fatalities (596 fewer fatalities, 4.7% decrease)
  - Passenger vehicle occupant fatalities in vehicles that rolled over (745 fewer fatalities, 10% decrease)
  - Passenger vehicle occupant fatalities who were ejected (500 fewer fatalities, 9.1% decrease)
  - Passenger vehicle occupant fatalities who were unrestrained (875 fewer fatalities, 7.7% decrease)
  - Fatalities in large-truck[3] crashes (497 fewer fatalities, 8.3% decrease)
    - Large-truck[3] occupant fatalities (137 fewer fatalities, 12% decrease)
  - Pedestrian fatalities (279 fewer fatalities, 3.7% decrease)
  - Urban fatalities (1,371 fewer fatalities, 5.4% decrease)
  - Rural fatalities (643 fewer fatalities, 3.7% decrease)
  - Fatalities in traffic crashes involving older drivers[4] (119 fewer fatalities, 1.4% decrease)
  - Speeding-related fatalities (382 fewer fatalities, 3.1% decrease)
  - Alcohol-impaired-driving fatalities (1,029 fewer fatalities, 7.6% decrease)
  - Fatalities in distraction-affected crashes (40 fewer fatalities, 1.2% decrease)

[1] Includes passenger cars and light trucks.

[2] Includes SUVs, pickups, vans, and other/unknown light trucks with gross vehicle weight ratings (GVWR) of 10,000 pounds or less.

[3] Includes commercial and non-commercial trucks with GVWRs over 10,000 pounds. This definition applies to any mention of "large trucks" throughout this report.

[4] Refers to people 65 and older operating a motor vehicle.

  - Fatalities in hit-and-run crashes (100 fewer fatalities, 3.4% decrease)
  - Pedestrian fatalities in hit-and-run crashes (121 fewer fatalities, 6.2% decrease)
- Traffic fatalities **increased** in 2023 compared to 2022 in the following categories.
  - Motorcyclist[5] fatalities (84 more fatalities, 1.3% increase)[6]
  - Pedalcyclist fatalities (49 more fatalities, 4.4% increase)[6]
  - Pedalcyclist fatalities in hit-and-run crashes (5 more fatalities, 1.9% increase)[6]
  - Fatalities in traffic crashes involving young drivers[7] (227 more fatalities, 4.2% increase)
    - Motorcyclist[5] fatalities 15 to 20 years old in traffic crashes involving young drivers increased by 43 percent (+149), from 343 in 2022 to 492 in 2023.
    - Motorcyclist[5] fatalities 15 to 20 years old in traffic crashes involving young drivers accounted for 66 percent (149 out of 227) of the increase.
- The estimated number of people injured in traffic crashes **increased** in most person-type categories from 2022 to 2023, except for passenger car occupants, large-truck occupants, and motorcyclists. Light-truck occupants injured (+10%) and pedalcyclists injured (+8.2%) were statistically significant increases among the person-type categories.

Information in this research note is presented in the following sections.

Important Change for Motorized Bicycles: Prior to 2022, motorized bicycles were collected as motor vehicles in Fatality Analysis Reporting System (FARS) and Crash Report Sampling System (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. Refer to the end of the document for more information about FARS and CRSS.

[5] Motorcyclists include operators (riders) or passengers.

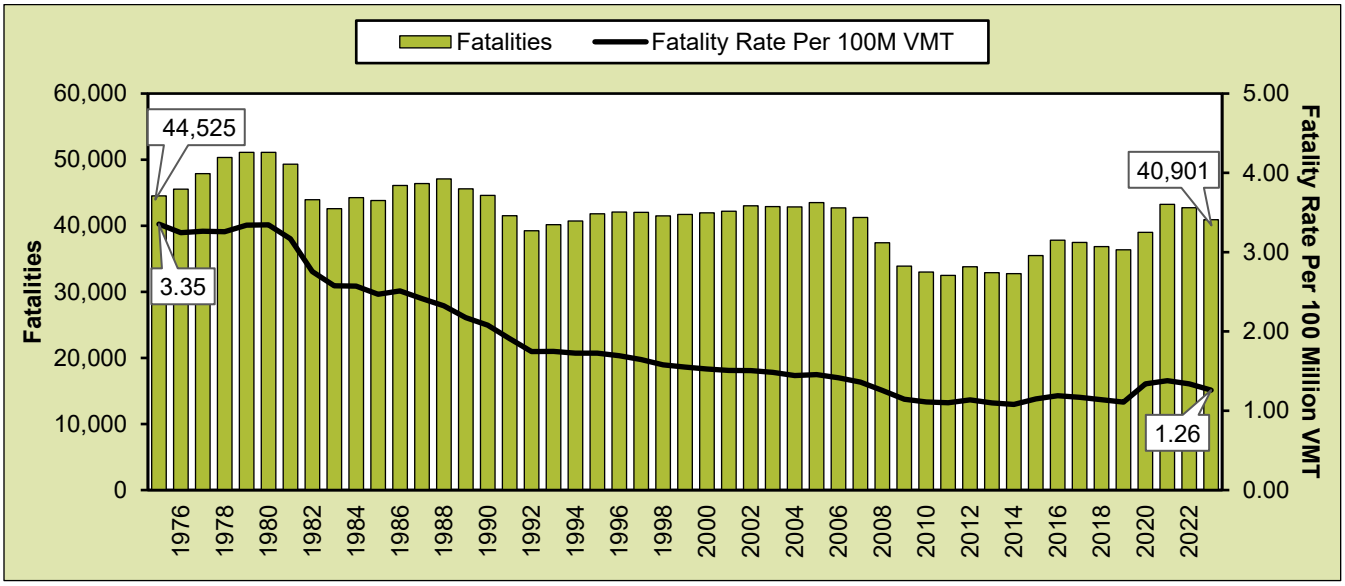
[6] Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. Consider this when comparing the 2022 and later pedalcyclist, motorcyclist, and nonoccupant data with earlier data.

[7] Refers to people 15 to 20 years old operating a motor vehicle.

Overall Trends

In 2023 there were 40,901 motor vehicle traffic fatalities in the United States, a 4.3-percent decrease from 42,721 traffic fatalities in 2022, as shown in Figure 1. The 2023 fatality rate per 100 million VMT (1.26) is down from 1.34 in 2022.

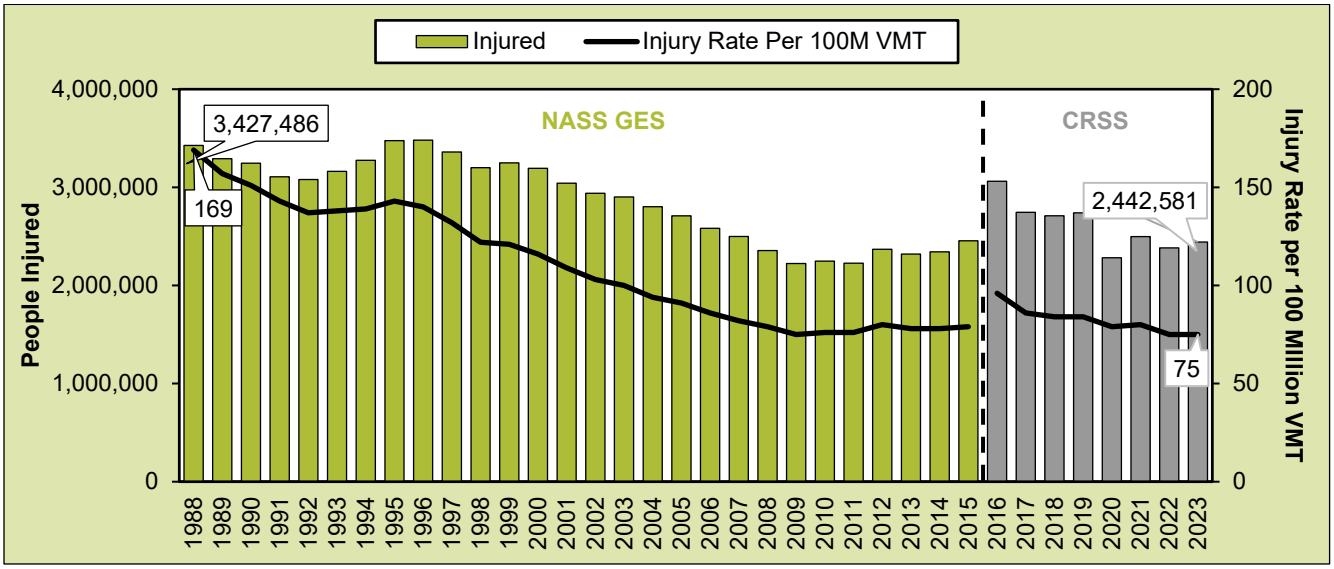
Figure 1. Traffic Fatalities and Fatality Rate per 100 Million VMT, 1975-2023



Sources: FARS 1975-2022 Final File, 2023 ARF; 1975-2023 VMT – FHWA's Annual Highway Statistics

In 2023 an estimated 2.44 million people were injured in motor vehicle traffic crashes, compared to 2.38 million in 2022 as shown in Figure 2, an increase of 2.5 percent that was not statistically significant.

Figure 2. People Injured in Traffic Crashes and Injury Rate per 100 Million VMT, 1988-2023



Sources: FARS 1988-2022 Final File, 2023 ARF; NASS GES 1988-2015; CRSS 2016-2023; 1988-2023 VMT – FHWA's Annual Highway Statistics
Note: NASS GES and CRSS estimates are not comparable due to different sample designs.

Table 1 summarizes the changes in fatality and injury rates per 100 million VMT from 2022 to 2023 as well as VMT changes.

Table 1. Traffic Fatality/Injury Rates per 100 Million VMT and VMT, 2022-2023

	2022	2023	Change	% Change
Fatality Rate	1.34	1.26	-0.08	-6.0%
Injury Rate	75	75	0	0.0%
VMT (millions)	3,196,191	3,246,817	+50,626	+1.6%

Sources: FARS 2022 Final File, 2023 ARF; CRSS 2022-2023; 2022-2023 VMT – FHWA's Annual Highway Statistics

The estimated number of police-reported motor vehicle traffic crashes increased by 3.5 percent from 5,930,697 in 2022 to 6,138,359 in 2023, as presented in Table 2. Property-damage-only crashes—in which there were no injuries to involved occupants or nonoccupants—increased by 4.2 percent from 2022 to 2023. These increases were not statistically significant. Fatal traffic crashes decreased from 39,422 in 2022 to 37,654 in 2023, a 4.5-percent decrease. Fatal crash counts are not tested for statistical significance because they are a census.

Table 2. Police-Reported Traffic Crashes, by Crash Severity, 2022-2023

Crash Severity	2022	2023	Change	% Change
Total Crashes	**5,930,697**	**6,138,359**	**+207,662**	**+3.5%**
Fatal Crashes	39,422	37,654	-1,768	-4.5%
Non-Fatal Crashes	5,891,275	6,100,705	+209,430	+3.6%
Injury Crashes	1,664,598	1,697,252	+32,654	+2.0%
Property-Damage-Only Crashes	4,226,677	4,403,453	+176,776	+4.2%

Sources: FARS 2022 Final File, 2023 ARF; CRSS 2022-2023
Notes: For injured estimates, the number changes are based on rounded estimates, but the percentage changes are based on unrounded estimates. Changes from 2022 to 2023 were not statistically significant.

People Killed and Injured in Traffic Crashes, by Person Type

Table 3 presents the change from 2022 and 2023 in the number of occupant and nonoccupant fatalities as well as the estimated number of occupants and nonoccupants injured.

Overall, most categories of occupant and nonoccupant fatalities decreased from 2022 to 2023 except for motorcyclist fatalities and pedalcyclist fatalities. In summary for 2023:

- The number of passenger vehicle occupant fatalities decreased by 1,541, a 6.0-percent decrease from 2022.
  - Passenger car occupant fatalities decreased by 945, a 7.4-percent decrease from 2022.
  - Light-truck occupant fatalities decreased by 596, a 4.7-percent decrease from 2022. Of the light-truck categories (SUVs, pickups, and vans):
    - SUV occupant fatalities decreased by 233, a 3.3-percent decrease from 2022;
    - Pickup occupant fatalities decreased by 275, a 6.0-percent decrease from 2022; and
    - Van occupant fatalities decreased by 83, a 7.9-percent decrease from 2022.
- Large-truck occupant fatalities decreased by 137, a 12-percent decrease from 2022.
- Motorcyclist fatalities increased by 84, a 1.3-percent increase from 2022.
- Pedestrian fatalities decreased by 279, a 3.7-percent decrease from 2022.
- Pedalcyclist fatalities increased by 49, a 4.4-percent increase from 2022.

The estimated number of people injured in 2023 increased by 59,748 to 2.44 million, a 2.5-percent increase from the 2.38 million people injured in 2022. Most categories of people injured increased from 2022 to 2023 except for passenger car occupants, large-truck occupants, and motorcyclists. In summary for 2023:

- Passenger vehicle occupants injured increased by 46,671, a 2.5-percent increase from 2022.
  - Passenger car occupants injured decreased by 50,803, a 5.2-percent decrease from 2022.
  - Light-truck occupants injured increased by 97,474, a statistically significant 10-percent increase from 2022. Of the light-truck categories:
    - SUV occupants injured increased by 70,011, a statistically significant 11-percent increase from 2022;
    - Pickup occupants injured increased by 21,329, a statistically significant 9.7-percent increase from 2022; and
    - Van occupants injured increased by 6,190, a 7.1-percent increase from 2022.
- Large-truck occupants injured decreased by 168, a 0.4-percent decrease from 2022.
- Motorcyclists injured decreased by 126, a 0.2-percent decrease from 2022.
- Pedestrians injured increased by 903, a 1.3-percent increase from 2022.
- Pedalcyclists injured increased by 3,794, a statistically significant 8.2-percent increase from 2022.

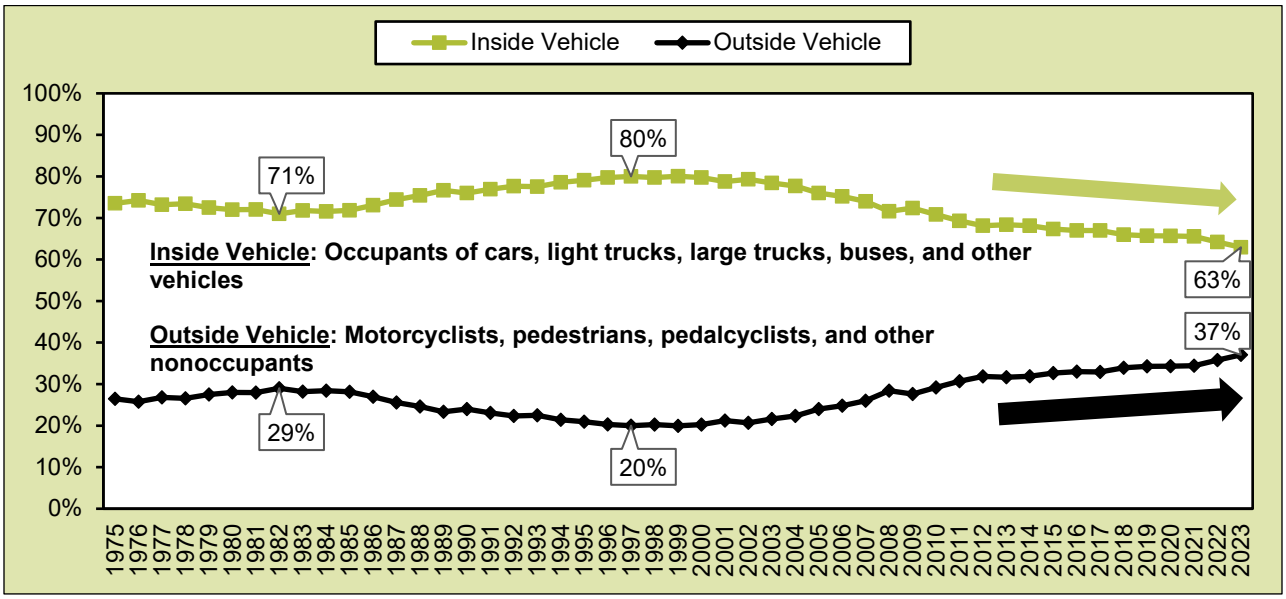
Table 3. Occupants and Nonoccupants Killed and Injured in Traffic Crashes, 2022-2023

Description	Killed				Injured			
	2022	2023	Change	% Change	2022	2023	Change	% Change
Total	**42,721**	**40,901**	**-1,820**	**-4.3%**	**2,382,833**	**2,442,581**	**+59,748**	**+2.5%**
Occupants								
Total Occupants**	**27,428**	**25,746**	**-1,682**	**-6.1%**	**2,169,176**	**2,223,735**	**+54,559**	**+2.5%**
Passenger Vehicles	25,500	23,959	-1,541	-6.0%	1,900,627	1,947,298	+46,671	+2.5%
Passenger Cars	12,737	11,792	-945	-7.4%	969,838	919,035	-50,803	-5.2%
Light Trucks***	12,763	12,167	-596	-4.7%	930,789	1,028,263	+97,474	+10%*
SUVs	7,121	6,888	-233	-3.3%	624,248	694,259	+70,011	+11%*
Pickups	4,586	4,311	-275	-6.0%	218,988	240,317	+21,329	+9.7%*
Vans	1,049	966	-83	-7.9%	87,359	93,549	+6,190	+7.1%
Large Trucks	1,098	961	-137	-12%	41,901	41,733	-168	-0.4%
Motorcyclists								
Motorcyclists	6,251	6,335	+84	+1.3%	82,690	82,564	-126	-0.2%
Nonoccupants								
Total Nonoccupants****	**9,042**	**8,820**	**-222**	**-2.5%**	**130,967**	**136,281**	**+5,314**	**+4.1%**
Pedestrians	7,593	7,314	-279	-3.7%	67,341	68,244	+903	+1.3%
Pedalcyclists	1,117	1,166	+49	+4.4%	46,195	49,989	+3,794	+8.2%*

Sources: FARS 2022 Final File, 2023 ARF; CRSS 2022-2023
*These estimated changes are statistically significant at the α=.05 level of significance.
**Includes occupants of buses and other/unknown vehicle types.
***Includes occupants of other/unknown light-truck vehicle types.
****Includes other/unknown nonoccupants.
Notes: Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. Changes in fatalities are not tested for statistical significance because they are from a census.

The proportion of people killed "inside the vehicle" (occupants of passenger cars, light trucks, large trucks, buses, and other vehicles) has declined from a high of 80 percent in 1996 to a low of 63 percent in 2023, as seen in Figure 3. Correspondingly, the proportion of people killed "outside the vehicle" (motorcyclists, pedestrians, pedalcyclists, and other nonoccupants) has increased from a low of 20 percent in 1996 to a high of 37 percent in 2023.

Figure 3. Proportion of Traffic Fatalities Inside/Outside Vehicles, 1975-2023



Source: FARS 1975-2022 Final File, 2023 ARF

People Killed and Injured in Traffic Crashes Involving Large Trucks

Table 4 displays the number of people killed and the estimated number of people injured in traffic crashes involving large trucks from 2022 to 2023. Large trucks include commercial and non-commercial trucks with GVWRs of over 10,000 pounds.

The number of people killed in traffic crashes involving large trucks decreased by 8.3 percent from 2022 to 2023. Among fatalities in traffic crashes involving large trucks in 2023:

- Large-truck occupant fatalities in single-vehicle crashes decreased by 19, a 3.1-percent decrease from 2022.
- Large-truck occupant fatalities in multi-vehicle crashes decreased by 118, a 24-percent decrease from 2022.
- Occupants of other vehicles killed decreased by 350, an 8.4-percent decrease from 2022.
- Nonoccupants killed decreased by 10, a 1.5-percent decrease from 2022.

The estimated number of people injured in crashes involving large trucks decreased by 4.5 percent from 2022 to 2023. Changes from 2022 to 2023 in traffic crashes involving large trucks were not statistically significant. Among the estimated number of people injured in crashes involving large trucks in 2023:

- Large-truck occupants injured in single-vehicle crashes decreased by 4,029, a 23-percent decrease from 2022.
- Large-truck occupants injured in multi-vehicle crashes increased by 3,861, a 16-percent increase from 2022.
- Occupants of other vehicles who were injured decreased by 7,545, a 6.6-percent decrease from 2022.
- Nonoccupants injured increased by 545, a 15-percent increase from 2022.

Table 4. People Killed and Injured in Traffic Crashes Involving Large Trucks, by Person Type, 2022-2023

Person Type	Killed				Injured			
	2022	2023	Change	% Change	2022	2023	Change	% Change
Total	**5,969**	**5,472**	**-497**	**-8.3%**	**160,619**	**153,452**	**-7,167**	**-4.5%**
Large-Truck Occupants	**1,098**	**961**	**-137**	**-12%**	**41,901**	**41,733**	**-168**	**-0.4%**
In Single-Vehicle Crashes	615	596	-19	-3.1%	17,167	13,138	-4,029	-23%
In Multi-Vehicle Crashes	483	365	-118	-24%	24,734	28,595	+3,861	+16%
Other People	**4,871**	**4,511**	**-360**	**-7.4%**	**118,719**	**111,719**	**-7,000**	**-5.9%**
Other Vehicle Occupants	4,187	3,837	-350	-8.4%	115,181	107,636	-7,545	-6.6%
Nonoccupants	684	674	-10	-1.5%	3,538	4,083	+545	+15%

Sources: FARS 2022 Final File, 2023 ARF; CRSS 2022-2023
Notes: For injured estimates, the number changes are based on rounded estimates, but the percentage changes are based on unrounded estimates. Changes from 2022 to 2023 were not statistically significant.

Three Major Behavioral Factors: Alcohol-Impaired Driving, Speeding Involvement, and Restraint Use

NHTSA's three major behavioral focus areas are alcohol-impaired driving, speeding involvement, and restraint use.

Alcohol-Impaired Driving

Drivers or motorcycle riders (operators) are alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal traffic crash involving a driver/rider with a BAC of .08 g/dL or higher is an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities. Estimates of alcohol-impaired driving are generated using BAC values reported to FARS and BAC values imputed when they are not reported.

Alcohol-impaired-driving fatalities decreased by 7.6 percent from 2022 to 2023 (Table 5), accounting for 30 percent of overall traffic fatalities in 2023. The alcohol-impaired-driving fatality rate per 100 million VMT decreased by 9.5 percent from 0.42 in 2022 to 0.38 in 2023.

Table 5. Total and Alcohol-Impaired-Driving Traffic Fatalities, and Alcohol-Impaired-Driving Fatality Rates per 100 Million VMT, 2022-2023

	2022	2023	Change	% Change
Total Fatalities	**42,721**	**40,901**	**-1,820**	**-4.3%**
Alcohol-Impaired-Driving Fatalities	13,458	12,429	-1,029	-7.6%
Percentage of Total Fatalities	32%	30%		
Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT	0.42	0.38	-0.04	-9.5%

Sources: FARS 2022 Final File, 2023 ARF; 2022-2023 VMT – FHWA's Annual Highway Statistics
Note: NHTSA estimates BACs when alcohol test results are unknown.

As shown in Table 6, drivers of all vehicle types saw decreases in the number of alcohol-impaired drivers involved in fatal crashes from 2022 to 2023, except for large-truck drivers which increased by 19 percent. Light-truck drivers had the largest number decrease (-554) in alcohol-impaired drivers involved in fatal crashes from 2022 to 2023. Passenger car drivers had the next largest number decrease (-358) in alcohol-impaired drivers.

Table 6. Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2022-2023

Vehicle Type	2022	2023	Change	% Change
Passenger Cars	4,863	4,505	-358	-7.4%
Light Trucks*	5,500	4,946	-554	-10%
Light Truck – SUVs	2,886	2,634	-252	-8.7%
Light Truck – Pickups	2,343	2,068	-275	-12%
Light Truck – Vans	269	243	-26	-9.7%
Motorcycles	1,772	1,668	-104	-5.9%
Large Trucks	157	187	+30	+19%

Source: FARS 2022 Final File, 2023 ARF
*Includes other/unknown light-truck vehicle types.
Notes: Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. NHTSA estimates BACs when alcohol test results are unknown.

Speeding Involvement

NHTSA considers a traffic crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash.

From 2022 to 2023 speeding-related fatalities decreased by 3.1 percent, from 12,157 in 2022 to 11,775 in 2023 (Table 7). Nineteen percent of all drivers involved in fatal traffic crashes were speeding at the time of the crashes, and 29 percent of all those killed in traffic crashes were in speeding-related traffic crashes.

Table 7. Total and Speeding-Related Traffic Fatalities, 2022-2023

	2022	2023	Change	% Change
Total Fatalities	**42,721**	**40,901**	**-1,820**	**-4.3%**
Speeding-Related Fatalities	12,157	11,775	-382	-3.1%
Percentage of Total Fatalities	28%	29%		

Source: FARS 2022 Final File, 2023 ARF

Restraint Use

Not using a seat belt or child restraint indicates the passenger vehicle occupant was unrestrained.

According to NHTSA's National Occupant Protection Use Survey (NOPUS),[8] the estimated passenger vehicle front-seat belt use for adults increased from 91.6 percent in 2022 to 91.9 percent in 2023, but the change was not statistically significant at the .05 level.

The percentages reported in this section are all based on known restraint use (restraint use was unknown for 11 percent of passenger vehicle occupant fatalities in 2023). Among passenger vehicle occupants killed in 2023, a little less than half (49%) were unrestrained (Table 8). Fifty-six percent of those killed during the nighttime in 2023 were unrestrained as compared to 42 percent during the daytime.

[8] National Center for Statistics and Analysis. (2024, February). *Seat belt use in 2023 – overall results* (Report No. DOT HS 813 543). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813543

For those passenger vehicle occupants who survived fatal crashes in 2023, only 14 percent were unrestrained compared to 49 percent of those who died. During the nighttime, 16 percent of passenger vehicle occupants who survived fatal crashes were unrestrained as compared to 13 percent during the daytime.

Table 8. Passenger Vehicle Occupants Killed in Traffic Crashes, by Restraint Use, 2022-2023

	2022	2023	Change	% Change	Percent Based on Known Restraint Use	
					2022	2023
Total	**25,500**	**23,959**	**-1,541**	**-6.0%**		
Restrained	11,436	10,816	-620	-5.4%	50%	51%
Unrestrained	11,359	10,484	-875	-7.7%	50%	49%
Unknown	2,705	2,659	-46	-1.7%		

Source: FARS 2022 Final File, 2023 ARF

Three Behavioral Factors Combined

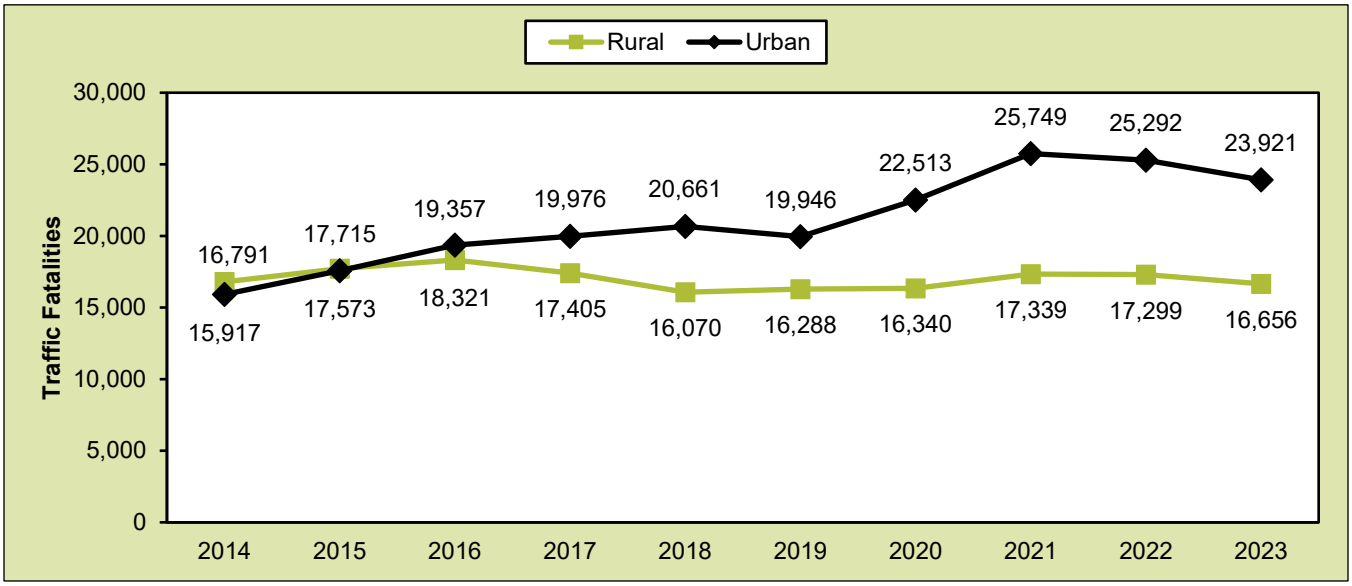
Of the 43,813 passenger vehicle drivers involved in 2023:

- 18,842 had at least one of the three behavioral factors (43%), while 24,971 (57%) did not have any of the three behavioral factors;
  - 2,186 were both alcohol-impaired and unrestrained (5.0%);
  - 1,754 were both speeding and unrestrained (4.0%);
  - 1,514 were both speeding and alcohol-impaired (3.5%);
  - 1,671 were exhibiting all three behavioral factors simultaneously (3.8%).

Traffic Fatalities, by Rural/Urban Classification

As shown in Figure 4, the number of traffic fatalities on urban roadways has been larger than the number of traffic fatalities on rural roadways since 2016. As a longer-term trend from 2014 to 2023 urban traffic fatalities increased by 50 percent and rural traffic fatalities decreased by 0.8 percent. From 2022 to 2023 urban traffic fatalities decreased by 5.4 percent and rural traffic fatalities decreased by 3.7 percent.

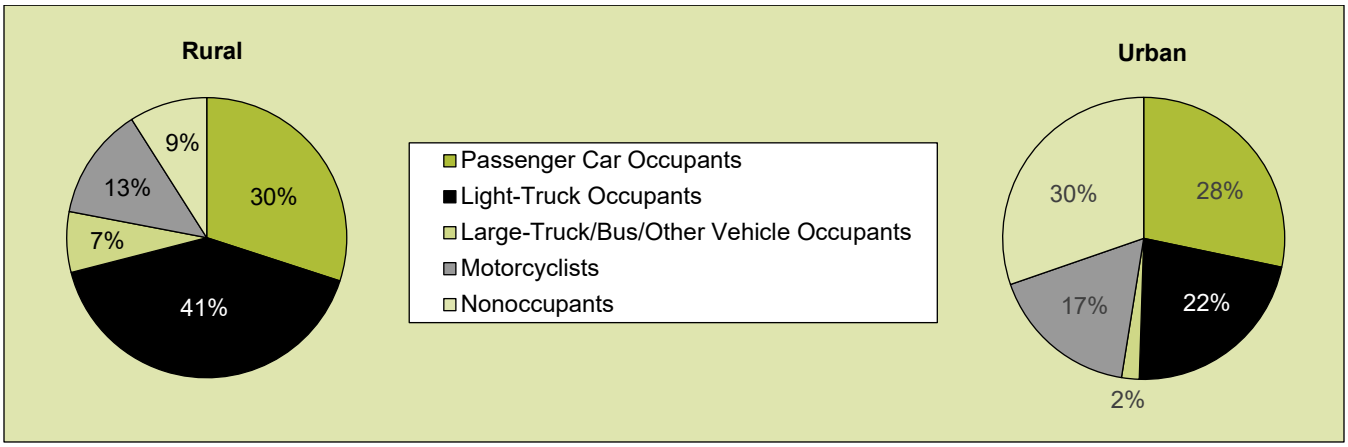
Figure 4. Traffic Fatalities, by Rural/Urban Classification, 2014-2023



Source: FARS 2014-2022 Final File, 2023 ARF
Note: Excludes unknown rural/urban classification.

Figure 5 highlights the proportion of fatalities between urban and rural areas. Urban areas have larger proportions of motorcyclist fatalities (17% versus 13%) and nonoccupant fatalities (30% versus 9%) than rural areas. Conversely, rural areas have larger proportions of passenger car occupant fatalities (30% versus 28%), light-truck occupant fatalities (41% versus 22%), and large-truck, bus, and other vehicle occupant fatalities (7% versus 2%) than urban areas.

Figure 5. Composition of Motor Vehicle Traffic Fatalities, by Rural/Urban Classification, 2023



Source: FARS 2023 ARF
Note: Nonoccupants include pedestrians, pedalcyclists, and other nonoccupants.

Additional Facts

Time of Day and Day of Week

- Nighttime (6 p.m. to 5:59 a.m.) fatalities decreased by 4.0 percent (23,038 in 2022 to 22,114 in 2023). In comparison, daytime (6 a.m. to 5:59 p.m.) traffic fatalities decreased by 4.5 percent (19,365 in 2022 to 18,495 in 2023).
- Weekend (Friday 6 p.m. to Monday 5:59 a.m.) fatalities decreased by 2.6 percent (17,725 in 2022 to 17,262 in 2023). In comparison, weekday (Monday 6 a.m. to Friday 5:59 p.m.) fatalities decreased by 5.4 percent (24,920 in 2022 to 23,562 in 2023).

Demographics

- Male fatalities decreased by 4.0 percent (30,831 in 2022 to 29,584 in 2023), and female fatalities decreased by 4.7 percent (11,787 in 2022 to 11,229 in 2023).
- There were more fatalities among people 15 to 20 years old (3,448 in 2022 to 3,632 in 2023, or a 5.3-percent increase) from 2022 to 2023. All other age groups decreased with the largest decrease in the 25-to-34 age group (8,132 in 2022 to 7,583 in 2023).
- Fatal traffic crashes involving young drivers 15 to 20 years old increased by 4.5 percent from 4,719 in 2022 to 4,933 in 2023.
  - Fatalities in crashes involving young drivers increased by 4.2 percent (+227) from 5,361 in 2022 to 5,588 in 2023.
  - Motorcyclist fatalities 15 to 20 years old in traffic crashes involving young drivers increased by 43 percent (+149), from 343 in 2022 to 492 in 2023.
  - Motorcyclist fatalities 15 to 20 years old in traffic crashes involving young drivers accounted for 66 percent (149 out of 227) of the increase.
- Fatal traffic crashes involving older drivers 65+ years old decreased by 1.2 percent from 7,906 in 2022 to 7,810 in 2023.

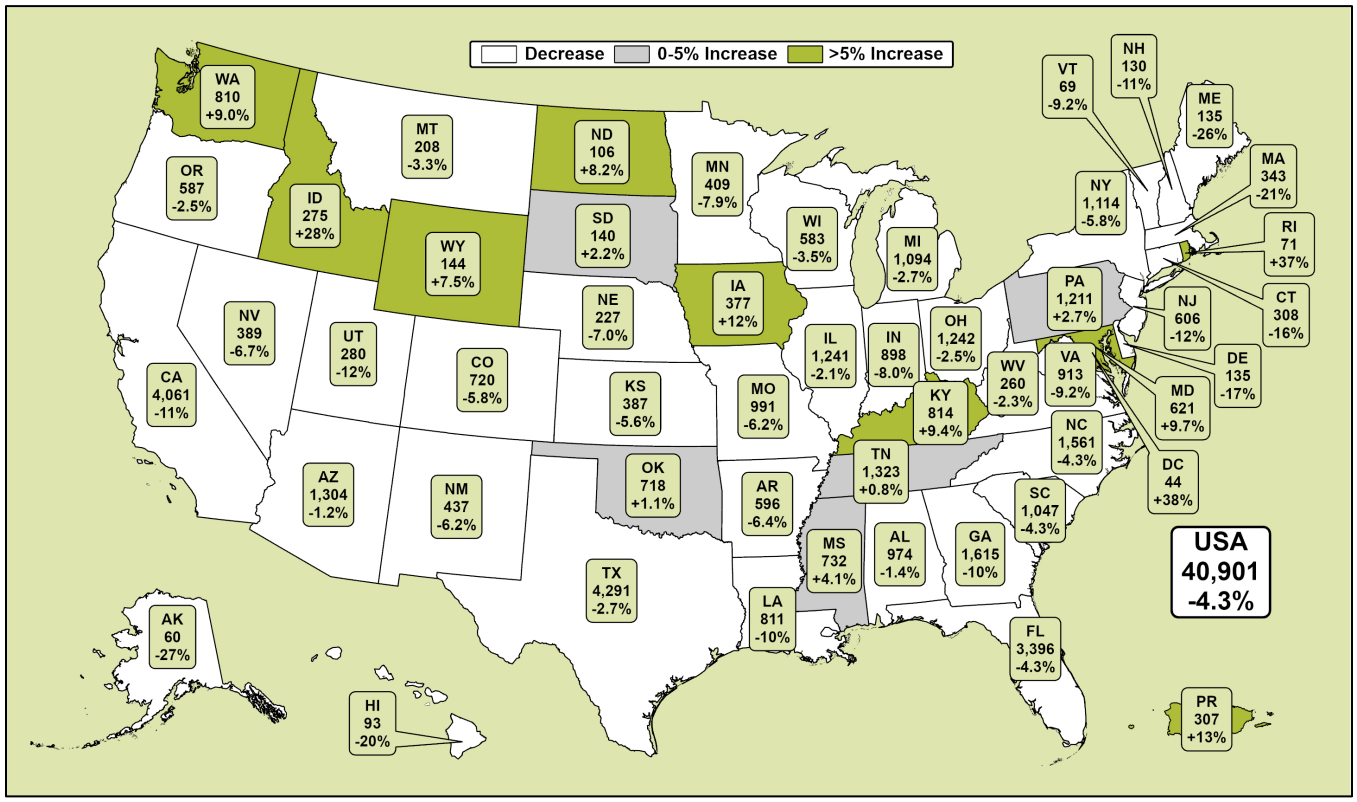
Other Characteristics

- Traffic fatalities in single-vehicle crashes decreased by 6.1 percent (23,320 in 2022 to 21,902 in 2023). In comparison, fatalities in multi-vehicle crashes decreased by 2.1 percent (19,401 in 2022 to 18,999 in 2023).
- Passenger vehicle occupants killed in vehicles that rolled over decreased by 10 percent (7,341 in 2022 to 6,596 in 2023).
- In 2023, of the 23,959 passenger vehicle occupants killed, 21 percent (4,975) were ejected from the vehicles, a 9.1-percent decrease from 5,475 occupants ejected and killed in 2022.
- The number of passenger vehicle occupants killed decreased by 5.6 percent in vehicles 10 years and older (15,591 in 2022 to 14,724 in 2023). In comparison, those killed in vehicles 9 years and newer decreased by 7.0 percent (9,881 in 2022 to 9,193 in 2023).
- There were 2,872 fatalities in traffic crashes involving hit-and-run drivers in 2023, a decrease of 3.4 percent from 2,972 in 2022.
  - Of the 7,314 pedestrian fatalities, 1,818 (25%) were involved in hit-and-run crashes in 2023.
  - Of the 1,166 pedalcyclist fatalities, 274 (23%) were involved in hit-and-run crashes in 2023.
- Fatalities in school-transportation-related traffic crashes increased by 23 percent from 104 in 2022 to 128 in 2023.
- The number of fatalities in distraction-affected crashes, i.e., a crash involving at least one driver who was distracted, was 3,275, or 8.0 percent of total traffic fatalities in 2023. This represents a 1.2-percent decrease from 3,315 in 2022.
- The number of fatalities involving drowsy drivers was 633 or 1.5 percent of total traffic fatalities in 2023. This represents a 9.6-percent decrease from 700 in 2022.

State Data

Figure 6 displays a map of 2023 traffic fatalities by State and the percentage changes from 2022.

Figure 6. Traffic Fatalities, by State and Percentage Change, 2022-2023



Source: FARS 2022 Final File, 2023 ARF
Note: Puerto Rico is not included in the U.S. total.

Table 9 shows the total number of motor vehicle traffic crash fatalities and the number of alcohol-impaired-driving fatalities for 2022 and 2023, the changes in the number of fatalities, and the percentage change for each State, the District of Columbia, and Puerto Rico. Thirty-seven States had reductions in the number of traffic fatalities. In 2023 the largest reduction was in California, with 478 fewer fatalities. Thirteen States, the District of Columbia, and Puerto Rico had more fatalities in 2023 than in 2022. Kentucky had the largest increase with 70 additional fatalities.

Nationwide, 30 percent of the total traffic fatalities were in alcohol-impaired-driving crashes in 2023. Twelve States, the District of Columbia, and Puerto Rico saw increases in the number of alcohol-impaired-driving fatalities from 2022 to 2023, with the largest increases of 28 fatalities each in Iowa and Washington followed by 22 in Kentucky. Thirty-seven States saw declines in the number of alcohol-impaired-driving fatalities from 2022 to 2023. Texas had the largest decrease, with 182 fewer lives lost in alcohol-impaired-driving crashes in 2023. West Virginia was the only State with no change in the number of alcohol-impaired-driving fatalities from 2022 to 2023.

Table 9. Total and Alcohol-Impaired-Driving Traffic Fatalities, by State, 2022 and 2023

State	2022			2023			2022 to 2023 Change			
		Alcohol-Impaired-Driving Fatalities			Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
	Total Fatalities	Number	Percent	Total Fatalities	Number	Percent	Change	% Change	Change	% Change
Alabama	988	276	28%	974	283	29%	-14	-1.4%	+7	+2.5%
Alaska	82	20	24%	60	15	25%	-22	-27%	-5	-25%
Arizona	1,320	455	34%	1,304	429	33%	-16	-1.2%	-26	-5.7%
Arkansas	637	150	23%	596	157	26%	-41	-6.4%	+7	+4.7%
California	4,539	1,419	31%	4,061	1,355	33%	-478	-11%	-64	-4.5%
Colorado	764	259	34%	720	214	30%	-44	-5.8%	-45	-17%
Connecticut	366	129	35%	308	113	37%	-58	-16%	-16	-12%
Delaware	162	51	32%	135	39	29%	-27	-17%	-12	-24%
Dist of Columbia	32	10	31%	44	14	32%	+12	+38%	+4	+40%
Florida	3,548	932	26%	3,396	839	25%	-152	-4.3%	-93	-10%
Georgia	1,796	509	28%	1,615	433	27%	-181	-10%	-76	-15%
Hawaii	116	36	31%	93	39	42%	-23	-20%	+3	+8.3%
Idaho	215	69	32%	275	60	22%	+60	+28%	-9	-13%
Illinois	1,268	422	33%	1,241	399	32%	-27	-2.1%	-23	-5.5%
Indiana	976	285	29%	898	251	28%	-78	-8.0%	-34	-12%
Iowa	336	113	34%	377	141	37%	+41	+12%	+28	+25%
Kansas	410	136	33%	387	125	32%	-23	-5.6%	-11	-8.1%
Kentucky	744	176	24%	814	198	24%	+70	+9.4%	+22	+13%
Louisiana	906	271	30%	811	232	29%	-95	-10%	-39	-14%
Maine	182	64	35%	135	37	27%	-47	-26%	-27	-42%
Maryland	566	199	35%	621	173	28%	+55	+9.7%	-26	-13%
Massachusetts	435	122	28%	343	116	34%	-92	-21%	-6	-4.9%
Michigan	1,124	294	26%	1,094	286	26%	-30	-2.7%	-8	-2.7%
Minnesota	444	136	31%	409	100	24%	-35	-7.9%	-36	-26%
Mississippi	703	156	22%	732	155	21%	+29	+4.1%	-1	-0.6%
Missouri	1,057	290	27%	991	283	29%	-66	-6.2%	-7	-2.4%
Montana	215	70	33%	208	71	34%	-7	-3.3%	+1	+1.4%
Nebraska	244	68	28%	227	70	31%	-17	-7.0%	+2	+2.9%
Nevada	417	141	34%	389	121	31%	-28	-6.7%	-20	-14%
New Hampshire	146	52	36%	130	36	27%	-16	-11%	-16	-31%
New Jersey	689	180	26%	606	142	23%	-83	-12%	-38	-21%
New Mexico	466	148	32%	437	119	27%	-29	-6.2%	-29	-20%
New York	1,182	383	32%	1,114	325	29%	-68	-5.8%	-58	-15%
North Carolina	1,631	453	28%	1,561	415	27%	-70	-4.3%	-38	-8.4%
North Dakota	98	33	34%	106	38	36%	+8	+8.2%	+5	+15%
Ohio	1,274	479	38%	1,242	455	37%	-32	-2.5%	-24	-5.0%
Oklahoma	710	189	27%	718	179	25%	+8	+1.1%	-10	-5.3%
Oregon	602	236	39%	587	200	34%	-15	-2.5%	-36	-15%
Pennsylvania	1,179	345	29%	1,211	321	27%	+32	+2.7%	-24	-7.0%
Rhode Island	52	23	44%	71	24	33%	+19	+37%	+1	+4.3%
South Carolina	1,094	471	43%	1,047	413	39%	-47	-4.3%	-58	-12%
South Dakota	137	45	33%	140	38	27%	+3	+2.2%	-7	-16%
Tennessee	1,313	361	28%	1,323	371	28%	+10	+0.8%	+10	+2.8%
Texas	4,408	1,881	43%	4,291	1,699	40%	-117	-2.7%	-182	-9.7%
Utah	319	73	23%	280	59	21%	-39	-12%	-14	-19%
Vermont	76	26	34%	69	18	26%	-7	-9.2%	-8	-31%
Virginia	1,006	289	29%	913	261	29%	-93	-9.2%	-28	-9.7%
Washington	743	266	36%	810	294	36%	+67	+9.0%	+28	+11%
West Virginia	266	58	22%	260	58	22%	-6	-2.3%	0	0.0%
Wisconsin	604	172	28%	583	182	31%	-21	-3.5%	+10	+5.8%
Wyoming	134	39	29%	144	36	25%	+10	+7.5%	-3	-7.7%
National	**42,721**	**13,458**	**32%**	**40,901**	**12,429**	**30%**	**-1,820**	**-4.3%**	**-1,029**	**-7.6%**
Puerto Rico	271	90	33%	307	96	31%	+36	+13%	+6	+6.7%

Source: FARS 2022 Final File, 2023 ARF

Notes: Puerto Rico is not included in the U.S. total. Percentages of alcohol-impaired-driving fatalities are computed based on unrounded estimates. Year-to-year percentage changes in alcohol-impaired-driving fatalities are based on rounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 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. The new system, called 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/.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis, 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.dot.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Traffic Crash Databook
- Leading Cause of Death Reports
- 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.

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/.

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

This research note and other general information on highway traffic safety may be found at: https://crashstats.nhtsa.dot.gov/.