

Quick Facts 2023

General Statistics

Fatal Crashes	
2023	37,654
2022	39,422
2021	39,785

Source: FARS

Fatalities	
2023	40,901
2022	42,721
2021	43,230

Source: FARS

Police-Reported Crashes	
2023	6,138,359
2022	5,930,697
2021	6,103,213

Sources: FARS/CRSS

People Injured	
2023	2,442,581
2022	2,382,833
2021	2,497,869

Sources: FARS/CRSS

Fatality Rate per 100 Million VMT	
2023	1.26
2022	1.34
2021	1.38

Sources: FARS/FHWA

Fatality Rate per 100,000 Population	
2023	12.21
2022	12.82
2021	13.02

Sources: FARS/Census Bureau

Injury Rate per 100 Million VMT	
2023	75
2022	75
2021	80

Sources: FARS/CRSS/FHWA

Injury Rate per 100,000 Population	
2023	729
2022	715
2021	752

Sources: FARS/CRSS/
Census Bureau

Occupant Fatality Rate per 100 Million Vehicle Miles Traveled by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2023	1.13	0.66	0.29	31.39
2022	1.20	0.72	0.33	26.30
2021	1.27	0.76	0.31	31.28

Sources: FARS/FHWA

Urban Versus Rural Fatalities*		
	Rural	Urban
2023	16,656 (41%)	23,921 (59%)
2022	17,299 (41%)	25,292 (59%)
2021	17,339 (40%)	25,749 (60%)

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*
2023	1,043,259	1,835,817	329,858	20,181	3,246,817
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

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*
2023	101,583,847	178,756,476	14,891,540	9,516,910	305,716,298
2022	104,645,629	174,027,343	14,289,238	9,186,256	303,106,521
2021	107,934,093	170,108,546	13,822,575	9,424,769	302,233,539

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	
2023	112
2022	117
2021	118

Source: FARS

Alcohol-Impaired-Driving Fatalities per Day	
2023	34
2022	37
2021	37

Source: FARS

Pedestrian Fatalities per Day	
2023	20
2022	21
2021	20

Source: FARS

People Injured per Day	
2023	6,692
2022	6,528
2021	6,843

Sources: FARS/CRSS

Pedestrians Injured per Day	
2023	187
2022	184
2021	166

Sources: FARS/CRSS

Alcohol

Alcohol-Impaired-Driving Fatal Crashes	
2023	11,222
2022	12,217
2021	12,362

Source: FARS

Alcohol-Impaired-Driving Fatalities and Fatality Rate per 100 Million VMT		
	Fatalities	Fatality Rate
2023	12,429	0.38
2022	13,458	0.42
2021	13,599	0.43

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
2023	24%	20%	4%	26%
2022	24%	21%	3%	28%
2021	24%	20%	3%	28%

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
2023	20%	28%	26%	23%	19%	16%	12%	8%	20%
2022	19%	29%	28%	24%	20%	17%	12%	8%	21%
2021	17%	27%	27%	24%	20%	16%	12%	7%	21%

Source: FARS



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Occupant Protection

Nationwide Seat Belt Use Rate	
2023	91.9%
2022	91.6%
2021	90.4%

Source: NOPUS [Research Note DOT HS 813 682](#)

Child Restraint Use by Age Group				
	<1 Year	1–3 Years	4–7 Years	8–12 Years
2023	95.9%	93.6%	86.8%	83.8%
2022*	--	--	--	--
2021	99.8%	93.7%	89.4%	86.8%

Source: NSUBS [Report 2023 DOT HS 813 668](#) *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**
2023	49 (27%)	50 (37%)	92 (50%)	73 (61%)	1,282 (57%)	1,104 (59%)	2,399 (61%)	1,701 (57%)	1,171 (50%)	1,093 (43%)	765 (34%)	696 (27%)	10,484 (49%)
2022	50 (27%)	51 (34%)	88 (43%)	78 (59%)	1,351 (58%)	1,155 (60%)	2,643 (61%)	1,873 (58%)	1,343 (51%)	1,217 (44%)	792 (35%)	704 (27%)	11,359 (50%)
2021	64 (30%)	89 (41%)	78 (36%)	85 (60%)	1,387 (56%)	1,256 (57%)	2,866 (61%)	1,972 (58%)	1,401 (51%)	1,235 (44%)	765 (35%)	654 (26%)	11,878 (50%)

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
2023	1,019	770	700	249
2022	1,130	857	757	273
2021	1,200	960	874	240

Source: FARS *Subset of Total Occupants.

Children (<15 Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2023	161,478	145,110	125,803	16,369
2022	156,502	140,345	124,174	16,156
2021	162,314	150,411	136,498	11,904

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
2023	7,891	6,057	5,160	1,834
2022	8,022	6,223	5,263	1,799
2021	7,530	5,885	4,994	1,645

Source: FARS *Subset of Total Occupants.

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

	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2023	279,225	265,394	234,518	13,832
2022	268,630	254,099	221,888	14,531
2021	266,075	252,978	229,711	13,098

Sources: FARS/CRSS *Subset of Total Occupants.

School Bus

Total School Bus Occupant Fatalities* (All Ages)

	School Bus	Special-Use School Bus
2023	6	7
2022	6	6
2021	6	5

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

Young School Bus Occupant Fatalities* (18 and Younger)

	School Bus	Special-Use School Bus
2023	2	5
2022	0	1
2021	1	0

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

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

	School Bus	Special-Use School Bus
2023	5	2
2022	5	0
2021	3	1

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



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Motorcycles

Motorcyclist Fatalities	
2023	6,335
2022	6,251
2021	6,144

Source: FARS

Unhelmeted* Motorcyclist Fatalities	
2023	2,162 (35%)
2022	2,257 (37%)
2021	2,375 (40%)

Source: FARS

*Percentage where helmet use was known.

Motorcyclists Injured	
2023	82,564
2022	82,690
2021	84,898

Sources: FARS/CRSS

Speeding

Speeding-Related Fatalities*	
2023	11,775 (29%)
2022	12,157 (28%)
2021	12,498 (29%)

Source: FARS *Percentage of Total Fatalities.

Large Trucks

Fatalities in Crashes Involving Large Trucks*	
2023	5,472
2022	5,969
2021	5,821

Source: FARS

People Injured in Crashes Involving Large Trucks*	
2023	153,452
2022	160,619
2021	154,813

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
2023	18%	70%	12%
2022	18%	70%	11%
2021	17%	72%	11%

Source: FARS



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Pedestrians

Pedestrian Fatalities	
2023	7,314
2022	7,593
2021	7,470

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
2023	2,429 (34%)	2,148 (30%)
2022	2,462 (34%)	2,125 (29%)
2021	2,533 (35%)	2,193 (30%)

Source: FARS *Age 14 and older.

Pedestrians Injured	
2023	68,244
2022	67,341
2021	60,579

Sources: FARS/CRSS

Pedalcyclists

Pedalcyclist Fatalities	
2023	1,166
2022	1,117
2021	976

Source: FARS

Pedalcyclists Injured	
2023	49,989
2022	46,195
2021	41,615

Sources: FARS/CRSS

Leading Cause of Death

Motor vehicle traffic crashes are the leading cause of death for people 19 to 21 years old. For each individual age, MV traffic crashes were the leading cause of death for ages 4, 16, and 19 to 21 in 2022.

Sources: Centers for Disease Control and Prevention's National Center for Health Statistics, Mortality Data 2022; FARS 2022 ARF

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.



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

DOT HS 813 720
May 2025

