



2023



Traffic Safety Facts 2023

A Compilation of Motor Vehicle Traffic Crash Data



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



2023 National Statistics

Police-Reported Motor Vehicle Traffic Crashes

Fatal.....	37,654
Injury.....	1,697,252
Property-Damage-Only.....	4,403,453
Total.....	6,138,359

Traffic Crash Victims

	Killed	Injured
Occupants	25,746	2,223,735
Drivers.....	19,553	1,631,874
Passengers	6,164	591,287
Unknown.....	29	575
Motorcyclists.....	6,335	82,564
Nonoccupants	8,820	136,281
Pedestrians.....	7,314	68,244
Pedalcyclists.....	1,166	49,989
Other/Unknown.....	340	18,049
Total.....	40,901	2,442,581

Other National Statistics

Vehicle Miles Traveled.....	3,246,817,000,000
Population	334,914,895
Registered Vehicles.....	305,716,298
Licensed Drivers	237,655,885
Economic Cost of Traffic Crashes (2019) (Estimate for Reported and Unreported Crashes).....	\$340 billion

National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled	1.26
Fatalities per 100,000 Population.....	12.21
Fatalities per 100,000 Registered Vehicles.....	13.38
Fatalities per 100,000 Licensed Drivers.....	17.21

National Rates: People Injured

People Injured per 100 Million Vehicle Miles Traveled	75
People Injured per 100,000 Population.....	729
People Injured per 100,000 Registered Vehicles.....	799
People Injured per 100,000 Licensed Drivers.....	1,028

Sources: Crashes, Fatalities, Injuries, and Costs – National Highway Traffic Safety Administration
 Population – Census Bureau
 Vehicle Miles Traveled (VMT) – Federal Highway Administration
 Registered Vehicles – FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.



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August 2025

Traffic Safety Facts 2023

A Compilation of Motor Vehicle Traffic Crash Data

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
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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. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), fact sheet data visualizations, and more can be found at <https://cdan.dot.gov/>. To report a 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.

Fact sheets available from NCSA are 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, Summary of Motor Vehicle Traffic Crashes, and Young Drivers. The fact sheets and annual Traffic Safety Facts reports can be found at <https://crashstats.nhtsa.dot.gov/>.

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Glossary

alcohol involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a blood alcohol concentration (BAC) of .01 grams per deciliter (g/dL) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police crash report that there is evidence of alcohol present. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

The terms “alcohol-related” and “alcohol-involved” do not indicate that a crash or fatality was caused by the presence of alcohol.

alcohol-impaired-driving crash

A crash that involves at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered an alcohol-impaired-driving crash.

alcohol-impaired-driving fatalities

Fatalities in crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered an alcohol-impaired-driving fatality.

blood alcohol concentration

BAC is measured as the weight of alcohol in a volume of blood (g/dL). A positive BAC level (.01 g/dL or higher) indicates that alcohol was consumed by the person tested; a BAC level of .08 g/dL or more indicates that the person was alcohol-impaired.

body type

A classification of a vehicle based on its general body configuration, size, shape, doors, etc.

bus

Any motor vehicle designed primarily to transport large groups of nine or more people, including the driver. Includes school buses, inter-city buses, and transit buses.

combination truck

A truck tractor not pulling a trailer; a tractor pulling at least one full- or semi-trailer; or a single-unit truck pulling at least one trailer.

crash

An event that produces injury and/or property damage, involves a motor vehicle in-transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

crash severity

1. ***fatal crash***. A police-reported crash involving a motor vehicle in-transport on a trafficway in which at least one person dies within 30 days of the crash.
2. ***injury crash***. A police-reported crash that involves a motor vehicle in-transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. ***property-damage-only crash***. A police-reported crash involving a motor vehicle in-transport on a trafficway in which no one involved in the crash suffered any injuries.

crash type

Single-vehicle or multi-vehicle crash.

day

From 6 a.m. to 5:59 p.m.

Glossary

driver

The motor vehicle occupant who is in physical control of a motor vehicle in-transport, or for an out-of-control vehicle, the occupant who was in control until control was lost.

ejection

Refers to an occupant being totally or partially thrown from the vehicle because of an impact or rollover.

First Harmful Event

The first event during a crash that caused injury or property damage.

fixed object

Stationary structures or substantial vegetation attached to the terrain.

functional system

Identifies the functional classification of the segment of the trafficway on which the crash occurred. Includes the following:

interstates. Highest classification of Arterials, Principal Arterials. Interstates are designed and constructed with mobility and long-distance travel in mind. They are typically limited-access, divided highways linking the major urban areas of the United States

other freeways and expressways. Roadways that have directional travel lanes usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. They look very similar to Interstates, and like Interstates are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.

other principal arterials. Roadways that serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include

driveways to specific parcels and at-grade intersections with other roadways.

minor arterials. Roadways that provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts, and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity, and may carry local bus routes.

major collectors. Routes that gather traffic from Local Roads and funnels it to the Arterial network. The distinctions between Major Collectors and Minor Collectors are often subtle. Major Collectors are longer; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.

minor collectors. Routes that gather traffic from Local Roads and funnels it to the Arterial network. The distinctions between Major Collectors and Minor Collectors are often subtle. Minor Collectors are shorter; have higher connecting driveway densities; have lower speed limits; are spaced at smaller intervals; have lower annual average traffic volumes; and may have fewer travel lanes than their Major Collector counterparts.

local. Roadways not intended for use in long-distance travel except at the origin or destination of the trip due to their provision of direct access to abutting land. Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year.

gross vehicle weight rating

The GVWR is the maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

Glossary

impact point

The first impact point that produced personal injury or property damage, regardless of First or Most Harmful Event.

injury severity

The police-reported injury severity of the person in the crash.

1. Killed (Fatal)
2. Injured (Incapacitating injury, evident injury but not incapacitating, complaint of injury, or injured, severity unknown)
3. No injury

jackknife

Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to a truck tractor pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

junction

Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

large trucks

Trucks over 10,000 pounds GVWR, including single-unit trucks and truck tractors.

light trucks

Trucks of 10,000 pounds GVWR or less, including pickups, vans, truck-based station wagons, and SUVs.

manner of collision

A classification for crashes in which the First Harmful Event was a collision between two motor vehicles in-transport and is described as one of the following:

angle. Collisions that are not head-on, rear-end, rear-to-rear, or sideswipe.

head-on. A collision where the front of one vehicle collides with the front of another vehicle.

rear-end. A collision in which one vehicle collides with the rear of another vehicle.

sideswipe. A collision in which the sides of both vehicles sustain minimal engagements.

Most Harmful Event

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

motor vehicle in-transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

motorcycle

A 2- or 3-wheeled motor vehicle designed to transport one or two people, including motor-scooters, minibikes, and mopeds.

motorcycle rider

The operator (driver) of a motorcycle.

motorcyclist

Any person riding on a motorcycle, including the motorcycle rider (operator) and any passenger (a person riding on, but not in control of, the motorcycle).

night

From 6 p.m. to 5:59 a.m.

noncollision

A class of crash in which the First Harmful Event does not involve a collision with a fixed object, nonfixed object, or a motor vehicle. This includes rollover/overturn, fire/explosion, fall from a vehicle, and injuries in a vehicle.

nonoccupant

Any person who is not an occupant of a motor vehicle in-transport and includes the following.

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as joggers, skateboard riders, people riding on animals, and people riding in animal-drawn conveyances.

Glossary

nonoccupant location

The location of nonoccupants at time of impact. Intersection locations are coded only if nonoccupants were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonoccupants struck on a junction of a driveway/alley access and a named trafficway. Nonoccupants who are occupants of motor vehicles not in-transport are coded with respect to the location of the vehicle.

objects not fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedal-cyclists, animals, or trains (e.g., spilled cargo in roadway).

occupant

Any person who is in or on a motor vehicle in-transport. Includes the driver, passengers, and any person riding on the exterior of a motor vehicle.

other vehicle

Consists of the following types of vehicles.

1. Large limousine (more than 4 side doors or stretched chassis)
2. 3-wheel automobile or automobile derivative
3. Van-based motorhome
4. Light-truck-based motorhome (chassis-mounted)
5. Large-truck-based motorhome
6. ATV (all-terrain vehicle, including dune/swamp buggy) and ATC (all-terrain cycle)
7. Snowmobile
8. Farm equipment other than trucks
9. Construction equipment other than trucks (includes graders)
10. Other type vehicle (includes go-cart, forklift, city streetsweeper).

passenger

Any occupant of a motor vehicle in-transport who is not a driver.

passenger car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

pedalcyclist

A person on a vehicle powered solely by pedals. Starting in 2022, pedalcyclists also include a person on a vehicle powered by a combination of pedals and motors.

pedestrian

Any person not in or upon a motor vehicle or other vehicle.

restraint use

The occupant's use of available vehicle restraints, including lap belt, shoulder belt, or automatic belt.

roadway

That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

rollover

Any vehicle rotation of 90° or more about any true longitudinal or lateral axis. Includes rollovers occurring as a First Harmful Event or subsequent event.

rural/urban classification

The crash location (urban or rural).

seating position

The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

school-bus-related crash

Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle.

single-unit truck

A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis.

Glossary

trafficway

Any road, street, or highway open to the public as a matter of right or custom for moving people or property from one place to another.

vehicle

See *motor vehicle in-transport*.

Vehicle Identification Number

VIN is a unique combination of 17 alphanumeric characters assigned to a specific motor vehicle designated by the manufacturer.

vehicle miles traveled

VMT is a measurement of the total distance traveled by vehicles on a specific segment of roadway within a specific time frame. Annual VMT is calculated by multiplying the estimated mean traffic volume (Annual Average Daily Traffic) for a roadway segment by the roadway segment length in miles and the number of days in the year.

vehicle type

A series of motor vehicle body types that have been grouped together because of their design similarities. The principal vehicle types used in this report are passenger car, light truck, large truck, motorcycle, bus, and other vehicle. See the definition of each of the vehicle types in this glossary.

vPIC

The NHTSA Product Information Catalog and Vehicle Listing (vPIC) is a consolidated platform that presents data collected in the manufacturer reported data from 49 CFR Parts 512 – 595 for use in a variety of modern tools. NHTSA's vPIC platform is intended to serve as a centralized source for basic VIN decoding, Manufacturer Information Database (MID), Manufacturer Equipment Plant Identification and associated data.

weekday

From 6 a.m. Monday to 5:59 p.m. Friday.

weekend

From 6 p.m. Friday to 5:59 a.m. Monday.

Introduction

In this annual report, *Traffic Safety Facts 2023: A Compilation of Motor Vehicle Traffic Crash Data*, the National Highway Traffic Safety Administration presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Information from three of NHTSA's data systems has been combined to create a single source for motor vehicle traffic crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the three sources. Established in 1975, FARS contains data on the most severe traffic crashes, those in which someone was killed. The second source is the National Automotive Sampling System General Estimates System (NASS GES), which began operation in 1988 and ended in 2015. NASS GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that resulted in death, injury, or property damage. The third source is the Crash Report Sampling System (CRSS), which replaced NASS GES in 2016. CRSS is the redesigned nationally representative sample of police-reported traffic crashes.

FARS, GES, and CRSS were designed and developed by NHTSA's National Center for Statistics and Analysis (NCSA) to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis on which to evaluate the effectiveness of motor vehicle safety standards and highway safety initiatives. Data from these systems is used to answer requests for information from the international and national highway traffic safety communities, including State and local governments, Congress, Federal agencies, research organizations, industry, the media, and the public.

FARS Operations

The Fatality Analysis Reporting System became operational in 1975 and contains data on a census of fatal motor vehicle traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of an occupant of a vehicle or a nonoccupant within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal traffic crashes in the State. These agreements are managed by the NCSA State Data Reporting Systems Division, Office of Data Acquisition. Trained State employees, called FARS analysts, are responsible for gathering, translating, and transmitting their State's data to NCSA's standard format. The number of analysts varies by State, depending on the number of fatal crashes and the ease of obtaining data.

FARS data are obtained solely from the States' existing documents.

Police Crash Reports (PCRs)	Death Certificates
State Vehicle Registration Files	Coroner/Medical Examiner Reports
State Driver Licensing Files	Emergency Medical Service Reports
State Highway Department Data	Other State Records
Vital Statistics	

From these documents FARS analysts code more than 140 FARS data elements. The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected in FARS does not include any personal identifying information such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conforms to the Privacy Act.

Each FARS analyst enters data into a centralized data system managed by NHTSA. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2023 FARS data file used for the statistics in this report was created in September 2024; however, the 2023 FARS file will officially close later in 2025. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2022 are reflected in this report. The updated final counts for 2023 will be reflected in the 2024 annual report.

GES Operations

Data from the National Automotive Sampling System (NASS) General Estimates System (GES) was obtained from a nationally representative probability sample selected from all police-reported crashes. The NASS GES began operation in 1988 and ended in 2015. For a crash to be eligible for the GES sample, a PCR must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and must result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, most of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrated on those crashes of greatest concern to the highway safety community and the public.

GES data collectors made weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sampled about 55,000 PCRs per year. The collectors obtained copies of the PCRs and sent them to the NASS quality control centers for coding. No other data was collected beyond the selected PCRs—no driver license, vehicle registration, or medical information was obtained.

Trained data entry personnel interpreted and coded data directly from the PCRs into an electronic data file. Approximately 90 data elements were coded into a common format. Some elements were modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) was coded. During data coding, the data was checked electronically for validity and consistency. After the data file was created, further quality checks were performed on the data through computer processing and by the data coding supervisors.

CRSS Operations

NHTSA developed and implemented the NASS in the 1970s to make estimates of motor vehicle crashes in the United States. In 1988 NHTSA split the NASS into two surveys, the GES and the Crashworthiness Data System (CDS). Since then, the same data collection sites have been used for GES data collection. Given the shifts in population and the vehicle fleet, and the changing analytic needs of the safety community, Congress authorized NHTSA to modernize its crash data collection system. NHTSA redesigned the nationally representative sample of police-reported traffic crashes in the United States. The new system, the Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

The CRSS was designed independent of other NHTSA surveys. The target population for the CRSS is the same as that for the NASS GES: all police-reported motor vehicle crashes on trafficways. The CRSS obtains its data from a nationally representative probability sample selected from the more than 7 million police-reported crashes that occur annually. For a crash to be eligible for the CRSS sample, a crash report must be completed by the police; it must involve at least one motor vehicle traveling on a trafficway; and the crash must result in property damage, injury, or death.

These crash reports are chosen from 60 selected sites across the United States that reflect the geography, population, miles driven, and crashes in the United States. CRSS data collectors review crash reports from hundreds of law enforcement agencies in the sites, systematically sampling tens of thousands of PCRs each year. The collectors obtain copies of the selected PCRs and send them to a central location for coding. To protect individual privacy, no personal information (names, addresses, specific crash locations) was coded. No other data are collected beyond that in the selected crash reports.

Trained personnel interpret and code data directly from the PCRs into an electronic data file. Approximately 120 data elements are coded into a common format. After coding, quality checks are performed on the data to ensure validity and consistency. When these are completed, CRSS data files and coding documentation become publicly available.

About This Report

Fatal traffic crash data from FARS and nonfatal crash data from GES and CRSS are presented in this report in five chapters. Chapter 1, Trends, presents data from all years of FARS (1975 to 2023), GES (1988 to 2015), and CRSS (2016 to 2023). The remaining chapters present data only from 2023. Chapter 2, Crashes, describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crashes. Chapter 3, Vehicles, concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, People, is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter, States, contains information about crashes for each State, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury or property-damage-only crashes have been derived from GES (or CRSS) and statistics describing nonfatal injuries have been derived from both FARS and GES (or CRSS). The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES and CRSS numbers are estimates of counts of crashes and people injured and are subject to sampling and non-sampling errors. (See Appendix C for more information on these errors.) **The 2016 and later year estimates from CRSS are not comparable to 2015 and earlier year estimates from NASS GES because of different sampling designs.** For more information on CRSS, refer to [Crash Report Sampling System: Sample Design and Weighting](#) (Zhang, Noh, et al., 2019a) or [Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs](#) (Zhang, Subramanian, et al., 2019b).

The reader may also notice that many tables have rows or footnotes for “unknowns” for FARS data, but not for GES or CRSS data. The reason for this difference is that almost all the GES or CRSS unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of BAC test results. When the alcohol test results are unknown, BAC values in g/dL have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of multiple imputation revised in 2001. More information on the multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in a NHTSA technical report, [Multiple Imputation of Missing Blood Alcohol Concentration \(BAC\) Values in FARS](#) (Rubin et al., 1998).

Changes From the *Traffic Safety Facts 2022* Report

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 authoritative data from manufacturers to assist in vehicle body type coding. NCSA has developed a vPIC dataset that is being used to decode Vehicle Identification Numbers (VINs) 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

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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/> (NHTSA, n.d.).

FARS 2020 Final File Revision

FARS 2020 final file was revised to update vehicle information for one case and non-motorist distracted information for another case.

FARS 2021 Final File Revision

FARS 2021 final file was revised to update vehicle information for a few cases. The updates involved the reassignment of ATVs and ROVs. These revisions resulted in minor changes to motorcycle and light truck counts.

2021 Imputed Alcohol Data Updates

Blood alcohol concentration (BAC) test results are not reported for many drivers and nonoccupants involved in fatal traffic crashes. BAC can be missing due to several reasons, the most frequent being that drivers and nonoccupants are not always tested for alcohol. To address the missing data issue, NHTSA uses a statistical model, multiple imputation, to estimate the missing BAC of these people. This statistical model is based on important characteristics of the crash including the type of vehicle driven. Though the 2021 FARS file was already final, due to Vehicle Type changes in a few cases, the 2021 imputed alcohol files were regenerated. Consequently, there were minor changes to alcohol-related estimates for 2021 shown in the 2022 annual report portal. For example, Table 13 titled People Killed, by Highest Driver BAC in the Crash previously showed 13,617 alcohol-impaired-driving fatalities in 2021. The updated estimate for alcohol-impaired-driving fatalities in 2021 is 13,599.

Important Change for Motorized Bicycles in 2022

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.

Registered Vehicles and VMT by Vehicle Type

Vehicle registration data for passenger vehicles (passenger cars and light trucks) was obtained from R. L. Polk's National Vehicle Population Profile (NVPP), which is a compilation of all passenger vehicles that have been registered in compliance with State requirements (Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.). Subsequently, overall registrations and passenger car and light-truck VMT were revised by NHTSA, using a combination of Polk and FHWA exposure data.

Polk enhanced the data quality of its NVPP, resulting in a complete rewrite of the data due to (1) enhanced business rules for vehicles on the road, (2) more consistent reporting/processing across States, and (3) upgraded basis for vehicle coding. A comparison of Polk's "old" NVPP and "new" NVPP for 2011 shows that the enhancements resulted in an increase of more than 3 percent in NHTSA's passenger vehicle registration counts, consisting of a 5.6-percent decrease in the 2011 passenger car count and a 14.6-percent increase in the 2011 light-truck count from the old NVPP to the new NVPP, as shown in

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the table below. Consequently, the data in this report for vehicle registrations and VMT from 2011 and later is not strictly comparable with the data for all prior years, which was based on Polk’s old NVPP.

Starting with 2020 data, passenger car and light-truck registrations were revised by NHTSA’s NCSA to align with vPIC, which is manufacturer-based data. Prior year data were revised to align with NHTSA’s NCSA body type, which is analyst-based data. Several vehicles previously classified as passenger cars are now classified as light trucks, with the vast majority as SUVs. Thus, 2020 and later year passenger car and light-truck registration counts are not comparable to prior year data.

Registered Vehicles: NCSA Revised Using Polk and FHWA Data

Year	Passenger Cars (Polk)	Light Trucks (Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	NCSA Revised Total
2009 (Old NVPP)	137,203,972	102,008,600	7,929,724	841,993	10,973,214	258,957,503
2010 (Old NVPP)	135,310,480	102,376,147	8,009,503	846,051	10,770,054	257,312,235
2011 (Old NVPP)	134,543,655	103,594,529	8,437,502	666,064	10,270,693	257,512,443
2011 (New NVPP)	126,966,714	118,702,389	8,437,502	666,064	10,270,693	265,043,362
2012 (New NVPP)	127,077,676	118,690,690	8,454,939	764,509	10,659,380	265,647,194
2013 (New NVPP)	128,936,225	120,491,485	8,404,687	864,549	10,597,356	269,294,302
2014 (New NVPP)	131,138,925	123,470,278	8,417,718	872,027	10,905,956	274,804,904
2015 (New NVPP)	133,218,366	127,401,053	8,600,936	888,907	11,203,184	281,312,446
2016 (New NVPP)	134,827,696	132,052,102	8,679,380	976,161	11,498,561	288,033,900
2017 (New NVPP)	132,864,363	135,594,973	8,664,108	983,231	12,229,216	290,335,891
2018 (New NVPP)	132,837,515	141,312,896	8,659,741	992,152	13,233,910	297,036,214
2019 (New NVPP)	129,838,156	146,751,968	8,596,314	995,033	13,085,643	299,267,114
2020 (New NVPP)	110,612,958	164,230,764	8,347,435	1,010,304	12,899,372	297,100,833
2021 (New NVPP)	107,934,093	170,108,546	9,424,769	943,556	13,822,575	302,233,539
2022 (New NVPP)	104,645,629	174,027,343	9,186,256	958,055	14,289,238	303,106,521
2023 (New NVPP)	101,583,847	178,756,476	9,516,910	967,525	14,891,540	305,716,298

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VMT: Polk and FHWA

Year	Passenger Cars (Revised FHWA Using Polk)	Light Trucks (Revised FHWA Using Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	Total (FHWA)
2009 (Old NVPP)	1,510,339	1,122,909	20,822	14,387	288,306	2,956,764
2010 (Old NVPP)	1,507,716	1,140,740	18,513	13,770	286,527	2,967,266
2011 (Old NVPP)	1,497,460	1,152,998	18,542	13,807	267,594	2,950,402
2011 (New NVPP)	1,369,810	1,280,648	18,542	13,807	267,594	2,945,194
2012 (New NVPP)	1,377,486	1,286,574	21,385	14,781	269,207	2,963,497
2013 (New NVPP)	1,384,194	1,293,536	20,366	15,167	275,017	2,982,941
2014 (New NVPP)	1,396,098	1,314,458	19,970	15,999	279,132	3,020,377
2015 (New NVPP)	1,420,869	1,358,824	19,606	16,230	279,844	3,089,841
2016 (New NVPP)	1,439,678	1,410,040	20,445	16,350	287,895	3,173,815
2017 (New NVPP)	1,424,056	1,453,322	20,149	17,227	297,593	3,210,248
2018 (New NVPP)	1,403,760	1,493,323	20,076	18,303	304,864	3,240,327
2019 (New NVPP)	1,372,622	1,551,431	19,688	17,980	300,050	3,261,772
2020 (New NVPP)	1,035,519	1,537,469	17,947	15,037	297,649	2,903,622
2021 (New NVPP)	1,074,905	1,694,094	19,642	16,744	327,026	3,132,411
2022 (New NVPP)	1,059,950	1,762,714	23,765	18,490	331,272	3,196,191
2023 (New NVPP)	1,043,259	1,835,817	20,181	17,701	329,858	3,246,817

Notes: NCSA revises FHWA's passenger car and light-truck VMT using Polk's registration counts. Starting with 2020 data, passenger car and light-truck revisions were based on vPIC vehicle classifications. As a result, the 2020 and later year passenger car and light-truck counts are not comparable to 2019 and earlier years.

Data Availability

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS, NASS GES, and CRSS. Additional data from FARS (1975 to 2023), NASS GES (1988 to 2015), and CRSS (2016 to 2023) are available in several ways, including the following.

- Traffic Safety Facts Annual Report Tables can be obtained from the online portal at <https://cdan.dot.gov/tsftables/tsfar.htm>, which contains the most current data available, unlike the Traffic Safety Facts Annual Report publication. The 2022 and earlier year FARS data are final. Although the 2023 data file is a full year's worth of data, it is subject to change when it is finalized. Tables in this report can be rendered using the latest FARS and NASS GES (or CRSS) data available.
- FARS data can also be accessed at www-fars.nhtsa.dot.gov/Main/index.aspx. This website provides instant access to the 1994 to 2023 FARS data via reports, which is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of State, and for State reports, county tabulation may be selected.
- Data visualization tools for Traffic Safety fact sheets can be found at <https://cdan.dot.gov/Data-Visualization/DataVisualization.htm>.
- FARS and GES/CRSS data can be queried using the Fatality and Injury Reporting System Tool (FIRST) at <https://cdan.dot.gov/query>.
- NHTSA's new Leading Causes of Death application, which allows a user to generate annual reports that rank all deaths in the United States by the underlying cause of death, sex, race, and age can be found at <https://cdan.dot.gov/LeadingCauses/LeadingCauses.htm>.
- FARS, NASS GES, and CRSS data can be obtained by downloading published files from www.nhtsa.gov/file-downloads?p=nhtsa/downloads/FARS/ (FARS), www.nhtsa.gov/file-downloads?p=nhtsa/downloads/GES/ (NASS GES), or www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CRSS/ (CRSS). The files are available in Statistical Analysis System (SAS) or comma-separated values (CSV) file formats.
- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.

Requests for more information from FARS, NASS GES, or CRSS should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis, NSA-230
1200 New Jersey Avenue SE
Washington, DC 20590
Phone: 800-934-8517 Email: NCSARequests@dot.gov

Additional information on all NHTSA's data files, including FARS, NASS GES, and CRSS, can be found on the NCSA website at www.nhtsa.gov/data. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in PDF format. Comments and suggestions about the NCSA website can be emailed to NCSARequests@dot.gov.

Vehicle Safety Hotline

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.

1



Trends

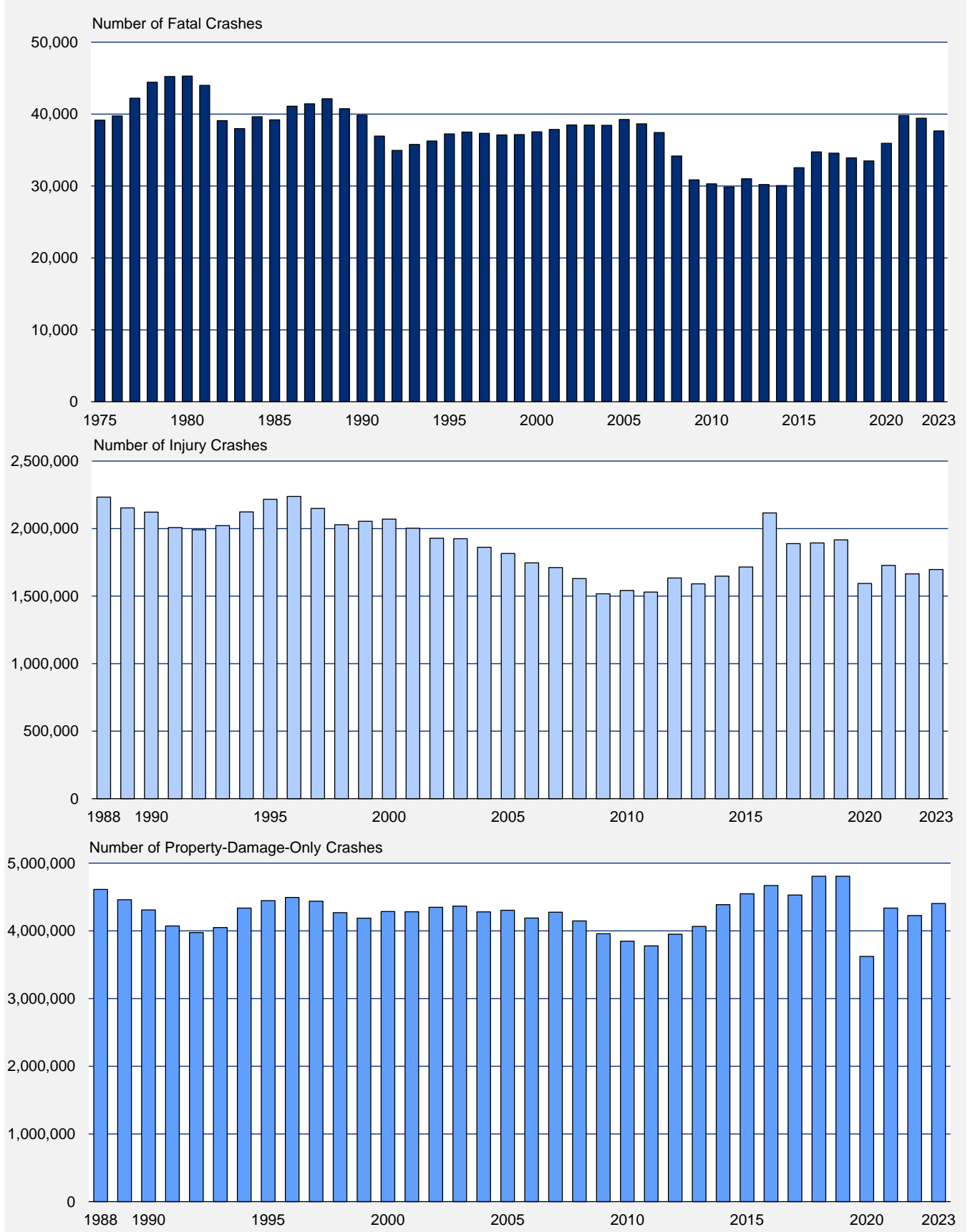
1. Trends

The tables in this chapter present statistics about police-reported motor vehicle traffic crashes over time. Trends for fatal traffic crashes and traffic fatalities generally are presented from 1975 (when FARS began operation) to 2023; however, tables with alcohol data from FARS show data only for the years this data are available: 1982 to 2023. Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2023). Trends for people injured are presented from FARS (1988 to 2023) and NASS GES (1988 to 2015) or CRSS (2016 to 2023). **NASS GES data should not be compared to CRSS data.** Furthermore, care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from NASS GES and CRSS data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using NASS GES or CRSS data (for more information on sampling error, see Appendix C). Below are some of the statistics in this chapter.

- Fatal traffic crashes decreased by 4.5 percent from 2022 to 2023, and the traffic fatality rate decreased to 1.26 fatalities per 100 million VMT in 2023.
- The injury rate remained the same from 2022 to 2023 at 75 people injured per 100 million VMT.
- The occupant fatality rate (including motorcyclists) per 100,000 population declined by 42 percent from 1975 to 2023.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45 percent from 1988 to 2015, decreased by 23 percent from 2016 to 2023.
- The nonoccupant fatality rate per 100,000 population declined by 34 percent from 1975 to 2023.
- The nonoccupant injury rate per 100,000 population, which declined by 51 percent from 1988 to 2015, decreased by 20 percent from 2016 to 2023.
- The percentage of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 30 percent in 2023.

1. Trends

Figure 1. Crashes, by Crash Severity, 1975-2023



1. Trends

Table 1. Crashes, by Crash Severity, 1988-2023

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,321	32.4	4,611,349	67.0	6,886,800	100.0
1989	40,741	0.6	2,153,095	32.4	4,458,979	67.0	6,652,815	100.0
1990	39,836	0.6	2,121,921	32.8	4,309,446	66.6	6,471,202	100.0
1991	36,937	0.6	2,007,635	32.8	4,072,787	66.6	6,117,359	100.0
1992	34,942	0.6	1,991,178	33.2	3,974,190	66.2	6,000,310	100.0
1993	35,780	0.6	2,021,945	33.1	4,048,190	66.3	6,105,915	100.0
1994	36,254	0.6	2,123,257	32.7	4,336,477	66.8	6,495,988	100.0
1995	37,241	0.6	2,216,670	33.1	4,445,504	66.4	6,699,415	100.0
1996	37,494	0.6	2,238,065	33.1	4,494,024	66.4	6,769,583	100.0
1997	37,324	0.6	2,148,985	32.4	4,437,840	67.0	6,624,149	100.0
1998	37,107	0.6	2,028,941	32.0	4,268,525	67.4	6,334,573	100.0
1999	37,140	0.6	2,054,256	32.7	4,187,640	66.7	6,279,036	100.0
2000	37,526	0.6	2,069,905	32.4	4,286,194	67.0	6,393,624	100.0
2001	37,862	0.6	2,002,710	31.7	4,282,391	67.7	6,322,963	100.0
2002	38,491	0.6	1,928,984	30.5	4,348,233	68.8	6,315,708	100.0
2003	38,477	0.6	1,924,912	30.4	4,364,566	69.0	6,327,955	100.0
2004	38,444	0.6	1,861,617	30.1	4,280,966	69.3	6,181,027	100.0
2005	39,252	0.6	1,816,105	29.5	4,303,993	69.9	6,159,350	100.0
2006	38,648	0.6	1,745,924	29.2	4,188,641	70.1	5,973,213	100.0
2007	37,435	0.6	1,711,304	28.4	4,275,269	71.0	6,024,008	100.0
2008	34,172	0.6	1,630,420	28.1	4,146,254	71.4	5,810,846	100.0
2009	30,862	0.6	1,517,075	27.6	3,957,243	71.9	5,505,180	100.0
2010	30,296	0.6	1,542,104	28.5	3,847,045	71.0	5,419,445	100.0
2011	29,867	0.6	1,529,968	28.7	3,777,994	70.8	5,337,829	100.0
2012	31,006	0.6	1,634,180	29.1	3,949,858	70.3	5,615,045	100.0
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	39,422	0.7	1,664,598	28.1	4,226,677	71.3	5,930,697	100.0
2023	37,654	0.6	1,697,252	27.6	4,403,453	71.7	6,138,359	100.0

Note: Injury and property-damage-only crash estimates from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Table 2. People Killed and Injured; Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2023

Killed									
Year	Fatalities	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
1966	50,894	196,560,338	25.89	100,998,000	50.39	95,703,030	53.18	925,899	5.50
1967	50,724	198,712,056	25.53	103,172,000	49.16	98,858,898	51.31	964,005	5.26
1968	52,725	200,706,052	26.27	105,410,000	50.02	102,987,134	51.20	1,015,869	5.19
1969	53,543	202,676,946	26.42	108,306,000	49.44	107,412,077	49.85	1,061,791	5.04
1970	52,627	205,052,174	25.67	111,543,000	47.18	111,242,295	47.31	1,109,724	4.74
1971	52,542	207,660,677	25.30	114,426,000	45.92	116,330,037	45.17	1,178,811	4.46
1972	54,589	209,896,021	26.01	118,414,000	46.10	122,556,550	44.54	1,259,786	4.33
1973	54,052	211,908,788	25.51	121,546,000	44.47	130,024,945	41.57	1,313,110	4.12
1974	45,196	213,853,928	21.13	125,427,000	36.03	134,899,955	33.50	1,280,544	3.53
1975	44,525	215,973,199	20.62	129,791,000	34.31	126,153,304	35.29	1,327,664	3.35
1976	45,523	218,035,164	20.88	134,036,000	33.96	130,793,242	34.81	1,402,380	3.25
1977	47,878	220,239,425	21.74	138,121,000	34.66	134,514,286	35.59	1,467,027	3.26
1978	50,331	222,584,545	22.61	140,844,000	35.74	140,374,064	35.85	1,544,704	3.26
1979	51,093	225,055,487	22.70	143,284,000	35.66	144,317,076	35.40	1,529,133	3.34
1980	51,091	227,224,681	22.48	145,295,000	35.16	146,845,134	34.79	1,527,295	3.35
1981	49,301	229,465,714	21.49	147,075,000	33.52	149,330,311	33.01	1,555,308	3.17
1982	43,945	231,664,458	18.97	150,234,000	29.25	151,147,755	29.07	1,595,010	2.76
1983	42,589	233,791,994	18.22	154,389,000	27.59	153,829,970	27.69	1,652,788	2.58
1984	44,257	235,824,902	18.77	155,424,000	28.48	158,899,717	27.85	1,720,269	2.57
1985	43,825	237,923,795	18.42	156,868,000	27.94	166,047,491	26.39	1,774,826	2.47
1986	46,087	240,132,887	19.19	159,486,000	28.90	168,545,286	27.34	1,834,872	2.51
1987	46,390	242,288,918	19.15	161,816,000	28.67	172,749,894	26.85	1,921,204	2.41
1988	47,087	244,498,982	19.26	162,854,000	28.91	177,455,476	26.53	2,025,962	2.32
1989	45,582	246,819,230	18.47	165,554,000	27.53	181,164,568	25.16	2,096,487	2.17
1990	44,599	249,464,396	17.88	167,015,000	26.70	184,275,422	24.20	2,144,362	2.08
1991	41,508	252,153,092	16.46	168,995,000	24.56	186,370,190	22.27	2,172,050	1.91
1992	39,250	255,029,699	15.39	173,125,000	22.67	184,937,848	21.22	2,247,151	1.75
1993	40,150	257,782,608	15.58	173,149,000	23.19	188,349,676	21.32	2,296,378	1.75
1994	40,716	260,327,021	15.64	175,403,000	23.21	192,497,438	21.15	2,357,588	1.73
1995	41,817	262,803,276	15.91	176,628,482	23.68	197,064,868	21.22	2,422,823	1.73
1996	42,065	265,228,572	15.86	179,539,340	23.43	201,630,659	20.86	2,484,080	1.69
1997	42,013	267,783,607	15.69	182,709,204	22.99	203,567,637	20.64	2,552,233	1.65
1998	41,501	270,248,003	15.36	184,860,969	22.45	208,076,469	19.95	2,628,148	1.58
1999	41,717	272,690,813	15.30	187,170,420	22.29	212,685,157	19.61	2,690,241	1.55
2000	41,945	282,162,411	14.87	190,625,023	22.00	217,028,324	19.33	2,746,925	1.53
2001	42,196	284,968,955	14.81	191,275,719	22.06	221,230,149	19.07	2,795,610	1.51
2002	43,005	287,625,193	14.95	194,602,202	22.10	225,684,815	19.06	2,855,508	1.51
2003	42,884	290,107,933	14.78	196,165,667	21.86	230,633,079	18.59	2,890,221	1.48
2004	42,836	292,805,298	14.63	198,888,912	21.54	237,948,530	18.00	2,964,788	1.44
2005	43,510	295,516,599	14.72	200,548,972	21.70	245,628,199	17.71	2,989,430	1.46
2006	42,708	298,379,912	14.31	202,810,438	21.06	251,415,320	16.99	3,014,371	1.42
2007	41,259	301,231,207	13.70	205,741,845	20.05	257,472,378	16.02	3,031,124	1.36
2008	37,423	304,093,966	12.31	208,320,601	17.96	259,360,494	14.43	2,976,528	1.26
2009	33,883	306,771,529	11.05	209,618,386	16.16	258,957,503	13.08	2,956,764	1.15
2010	32,999	309,327,143	10.67	210,114,939	15.71	257,312,235	12.82	2,967,266	1.11
2011	32,479	311,583,481	10.42	211,874,649	15.33	265,043,362	12.25	2,945,194	1.10
2012	33,782	313,877,662	10.76	211,814,830	15.95	265,647,194	12.72	2,963,497	1.14
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	331,526,933	11.77	228,195,802	17.09	297,100,833	13.13	2,903,622	1.34
2021	43,230	332,048,977	13.02	232,781,797	18.57	302,233,539	14.30	3,132,411	1.38
2022	42,721	333,271,411	12.82	235,086,153	18.17	303,106,521	14.09	3,196,191	1.34
2023	40,901	334,914,895	12.21	237,655,885	17.21	305,716,298	13.38	3,246,817	1.26

Note: See footnotes at the end of Table 2.

1. Trends

Table 2. People Killed and Injured; Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2023 (Continued)

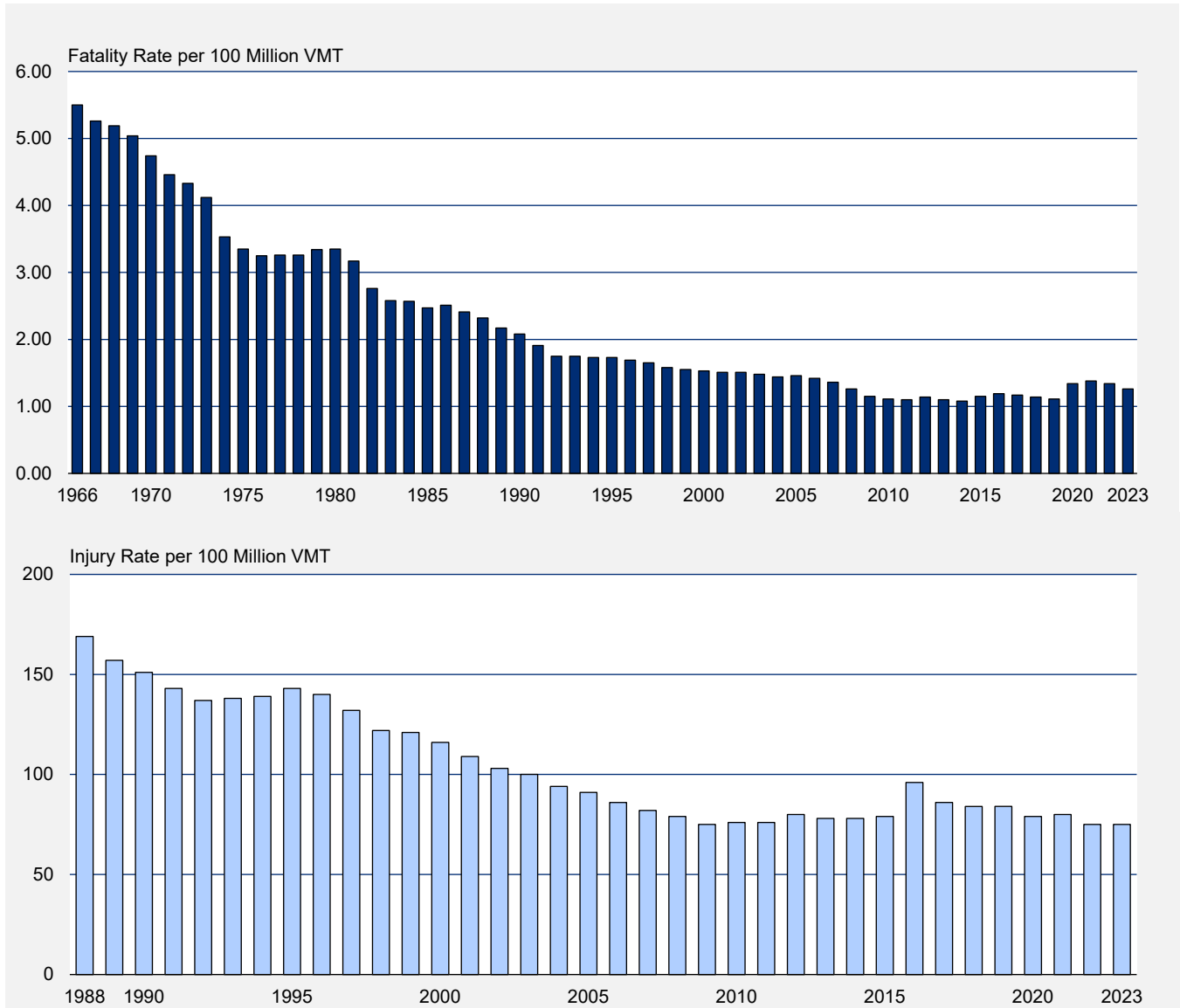
Injured									
Year	Injured	Population	Injury Rate per 100,000 Population	Licensed Drivers	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Injury Rate per 100,000 Registered Vehicles	VMT (millions)	Injury Rate per 100 Million VMT
1988	3,427,486	244,498,982	1,402	162,854,000	2,105	177,455,476	1,931	2,025,962	169
1989	3,292,053	246,819,230	1,334	165,554,000	1,989	181,164,568	1,817	2,096,487	157
1990	3,246,271	249,464,396	1,301	167,015,000	1,944	184,275,422	1,762	2,144,362	151
1991	3,106,984	252,153,092	1,232	168,995,000	1,839	186,370,190	1,667	2,172,050	143
1992	3,079,446	255,029,699	1,207	173,125,000	1,779	184,937,848	1,665	2,247,151	137
1993	3,163,411	257,782,608	1,227	173,149,000	1,827	188,349,676	1,680	2,296,378	138
1994	3,274,962	260,327,021	1,258	175,403,000	1,867	192,497,438	1,701	2,357,588	139
1995	3,476,261	262,803,276	1,323	176,628,482	1,968	197,064,868	1,764	2,422,823	143
1996	3,479,974	265,228,572	1,312	179,539,340	1,938	201,630,659	1,726	2,484,080	140
1997	3,360,383	267,783,607	1,255	182,709,204	1,839	203,567,637	1,651	2,552,233	132
1998	3,199,472	270,248,003	1,184	184,860,969	1,731	208,076,469	1,538	2,628,148	122
1999	3,249,784	272,690,813	1,192	187,170,420	1,736	212,685,157	1,528	2,690,241	121
2000	3,193,759	282,162,411	1,132	190,625,023	1,675	217,028,324	1,472	2,746,925	116
2001	3,042,284	284,968,955	1,068	191,275,719	1,591	221,230,149	1,375	2,795,610	109
2002	2,939,143	287,625,193	1,022	194,602,202	1,510	225,684,815	1,302	2,855,508	103
2003	2,901,753	290,107,933	1,000	196,165,667	1,479	230,633,079	1,258	2,890,221	100
2004	2,801,646	292,805,298	957	198,888,912	1,409	237,948,530	1,177	2,964,788	94
2005	2,709,099	295,516,599	917	200,548,972	1,351	245,628,199	1,103	2,989,430	91
2006	2,583,068	298,379,912	866	202,810,438	1,274	251,415,320	1,027	3,014,371	86
2007	2,498,785	301,231,207	830	205,741,845	1,215	257,472,378	971	3,031,124	82
2008	2,355,972	304,093,966	775	208,320,601	1,131	259,360,494	908	2,976,528	79
2009	2,223,537	306,771,529	725	209,618,386	1,061	258,957,503	859	2,956,764	75
2010	2,247,988	309,327,143	727	210,114,939	1,070	257,312,235	874	2,967,266	76
2011	2,227,209	311,583,481	715	211,874,649	1,051	265,043,362	840	2,945,194	76
2012	2,369,083	313,877,662	755	211,814,830	1,118	265,647,194	892	2,963,497	80
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	331,526,933	688	228,195,802	1,000	297,100,833	768	2,903,622	79
2021	2,497,869	332,048,977	752	232,781,797	1,073	302,233,539	826	3,132,411	80
2022	2,382,833	333,271,411	715	235,086,153	1,014	303,106,521	786	3,196,191	75
2023	2,442,581	334,914,895	729	237,655,885	1,028	305,716,298	799	3,246,817	75

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2023—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Population—Census Bureau; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2023—FARS, NHTSA, 30-day traffic deaths; People Injured—FARS and NASS GES/CRSS

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicle 2010 and earlier years with those for 2011 and later years. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million VMT, 1966-2023



Source: VMT—FHWA, revised by NHTSA for passenger cars and light trucks

1. Trends

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2023

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.05	19,959	2.22	27.37	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.73	20,498	2.18	26.98	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.38	20,831	2.14	26.48	4,823	2.31	61.38	3,265	33.89	66.59
2002	27,374	1.70	21.00	21,668	2.14	26.54	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.17	22,299	2.14	26.21	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.25	22,486	2.05	25.04	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.60	22,964	2.03	24.23	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.70	22,411	1.94	22.85	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.47	16.57	21,810	1.92	21.63	4,633	1.52	43.09	5,306	24.80	74.33
2008	20,474	1.34	14.73	19,179	1.73	19.01	4,089	1.32	37.61	5,409	25.99	69.77
2009	18,413	1.22	13.42	17,958	1.60	17.60	3,211	1.11	29.26	4,603	22.11	58.05
2010	17,804	1.18	13.16	17,491	1.53	17.09	3,494	1.22	32.44	4,651	25.12	58.07
2011	17,508	1.28	13.79	16,806	1.31	14.16	3,633	1.36	35.37	4,769	25.72	56.52
2012	18,269	1.33	14.38	17,350	1.35	14.62	3,825	1.42	35.88	5,113	23.91	60.47
2013	17,957	1.30	13.93	16,928	1.31	14.05	3,921	1.43	37.00	4,800	23.57	57.11
2014	17,895	1.28	13.65	17,160	1.31	13.90	3,749	1.34	34.38	4,705	23.56	55.89
2015	19,810	1.39	14.87	18,869	1.39	14.81	4,075	1.46	36.37	5,131	26.17	59.66
2016	21,077	1.46	15.63	19,920	1.41	15.08	4,562	1.58	39.67	5,467	26.74	62.99
2017	21,273	1.49	16.01	20,015	1.38	14.76	4,805	1.61	39.29	5,381	26.71	62.11
2018	20,594	1.47	15.50	19,902	1.33	14.08	4,909	1.61	37.09	5,172	25.76	59.72
2019	19,804	1.44	15.25	19,945	1.29	13.59	5,033	1.68	38.46	5,146	26.14	59.86
2020	19,186	1.85	17.35	22,440	1.46	13.66	4,821	1.62	37.37	5,758	32.08	68.98
2021	21,333	1.98	19.76	25,871	1.53	15.21	5,733	1.75	41.48	6,301	32.08	66.86
2022	20,172	1.90	19.28	25,911	1.47	14.89	5,873	1.77	41.10	6,392	26.90	69.58
2023	18,778	1.80	18.49	25,336	1.38	14.17	5,375	1.63	36.09	6,432	31.87	67.58

Note: See footnotes at the end of Table 3.

1. Trends

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2023 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Injury Crashes												
1988	3,073,018	222	2,529	682,594	140	1,530	95,853	69	1,562	97,602	974	2,129
1989	2,891,518	204	2,355	727,055	139	1,543	110,195	77	1,770	75,911	732	1,717
1990	2,838,171	199	2,302	728,651	131	1,460	107,160	73	1,730	81,606	854	1,916
1991	2,614,871	185	2,120	788,695	132	1,515	77,999	52	1,264	78,605	856	1,882
1992	2,640,258	184	2,194	758,443	118	1,409	94,725	62	1,567	61,347	642	1,509
1993	2,631,176	182	2,174	842,671	125	1,490	96,522	60	1,585	55,970	565	1,407
1994	2,784,727	191	2,283	912,066	128	1,533	95,631	56	1,452	53,839	526	1,433
1995	2,914,074	197	2,365	1,024,272	137	1,638	83,594	47	1,244	51,888	530	1,331
1996	2,883,910	192	2,314	1,070,503	136	1,636	93,887	51	1,339	50,812	512	1,312
1997	2,736,459	179	2,195	1,064,246	129	1,582	95,545	50	1,349	50,535	501	1,321
1998	2,545,063	164	2,020	1,058,930	123	1,517	88,624	45	1,146	44,536	433	1,148
1999	2,437,505	155	1,918	1,165,266	129	1,598	100,630	50	1,292	46,116	436	1,111
2000	2,396,276	151	1,873	1,209,169	129	1,591	100,521	49	1,253	53,277	509	1,226
2001	2,278,583	143	1,766	1,217,799	125	1,548	89,824	43	1,143	56,628	588	1,155
2002	2,136,278	132	1,639	1,209,943	120	1,482	94,274	44	1,189	58,422	612	1,167
2003	2,129,232	132	1,617	1,232,615	118	1,449	88,797	41	1,145	63,644	665	1,185
2004	1,989,822	122	1,491	1,245,877	114	1,387	86,769	39	1,062	70,224	694	1,217
2005	1,893,402	117	1,399	1,208,917	107	1,275	82,388	37	971	80,363	769	1,291
2006	1,793,504	111	1,309	1,201,551	104	1,225	80,333	36	911	83,567	694	1,251
2007	1,708,363	110	1,239	1,162,733	102	1,153	75,749	25	705	98,061	458	1,374
2008	1,623,535	107	1,168	1,095,252	99	1,086	66,151	21	608	90,080	433	1,162
2009	1,506,595	100	1,098	1,066,231	95	1,045	53,411	19	487	84,420	405	1,065
2010	1,578,724	105	1,167	1,053,326	92	1,029	58,268	20	541	77,565	419	968
2011	1,571,452	115	1,238	1,025,935	80	864	62,534	23	609	76,545	413	907
2012	1,683,457	122	1,325	1,087,044	84	916	76,621	28	719	88,920	416	1,052
2013	1,662,150	120	1,289	1,076,076	83	893	73,089	27	690	84,099	413	1,001
2014	1,684,885	121	1,285	1,138,419	87	922	88,473	32	811	86,945	435	1,033
2015	1,784,972	126	1,340	1,198,413	88	941	87,307	31	779	84,309	430	980
2016	2,186,867	152	1,622	1,468,661	104	1,112	102,080	35	888	100,470	491	1,158
2017	1,956,133	137	1,472	1,334,165	92	984	106,733	36	873	85,165	423	983
2018	1,960,292	140	1,476	1,315,057	88	931	112,253	37	848	78,946	393	912
2019	1,958,397	143	1,508	1,376,632	89	938	118,527	40	906	80,541	409	937
2020	1,256,865	121	1,136	1,196,821	78	729	104,741	35	812	76,863	428	921
2021	1,371,340	128	1,271	1,345,007	79	791	117,210	36	848	81,308	414	863
2022	1,207,127	114	1,154	1,289,765	73	741	120,190	36	841	79,073	333	861
2023	1,153,805	111	1,136	1,399,453	76	783	114,552	35	769	79,532	394	836

Note: See footnotes at the end of Table 3.

1. Trends

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2023 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Property-Damage-Only Crashes												
1988	6,050,002	437	4,979	1,542,468	316	3,458	296,969	215	4,839	20,756	207	453
1989	5,677,937	401	4,625	1,612,600	309	3,421	300,452	210	4,825	19,508	188	441
1990	5,485,396	384	4,450	1,654,283	298	3,314	273,299	187	4,411	19,896	208	467
1991	5,084,089	360	4,122	1,675,088	281	3,217	248,271	166	4,022	24,588	268	589
1992	4,851,763	338	4,031	1,703,913	265	3,165	277,243	181	4,586	9,574	100	236
1993	4,788,724	331	3,956	1,884,378	279	3,331	295,917	185	4,861	16,702	169	420
1994	5,126,409	351	4,202	2,022,852	284	3,401	360,135	212	5,467	13,097	128	349
1995	5,334,994	361	4,329	2,148,728	287	3,437	289,386	162	4,307	12,838	131	329
1996	5,280,700	352	4,238	2,273,930	289	3,475	295,154	161	4,209	13,728	138	355
1997	5,116,422	335	4,104	2,313,969	281	3,439	337,207	176	4,761	10,261	102	268
1998	4,895,876	315	3,887	2,314,874	269	3,317	318,073	162	4,114	8,612	84	222
1999	4,469,348	285	3,517	2,491,389	277	3,416	369,209	182	4,739	10,213	96	246
2000	4,466,805	282	3,491	2,621,407	279	3,450	351,159	171	4,377	13,937	133	321
2001	4,399,079	276	3,409	2,679,499	275	3,406	334,850	160	4,261	14,468	150	295
2002	4,442,683	275	3,408	2,756,622	273	3,376	335,517	156	4,232	16,518	173	330
2003	4,355,703	270	3,308	2,804,228	269	3,297	363,111	167	4,681	13,575	142	253
2004	4,216,289	259	3,160	2,885,596	263	3,213	324,369	147	3,970	13,334	132	231
2005	4,168,818	258	3,081	2,919,414	258	3,080	354,213	159	4,176	18,140	174	291
2006	4,046,479	250	2,953	2,932,390	254	2,990	299,707	135	3,398	15,371	128	230
2007	4,014,368	258	2,910	3,007,245	265	2,983	333,110	110	3,098	19,874	93	278
2008	3,930,970	258	2,827	2,848,471	258	2,824	309,368	100	2,845	18,244	88	235
2009	3,686,062	244	2,687	2,865,941	255	2,810	239,298	83	2,181	16,709	80	211
2010	3,753,670	249	2,774	2,704,499	237	2,642	213,940	75	1,986	14,241	77	178
2011	3,739,513	273	2,945	2,581,846	202	2,175	221,225	83	2,154	18,206	98	216
2012	3,875,068	281	3,049	2,705,815	210	2,280	252,837	94	2,372	17,863	84	211
2013	3,989,038	288	3,094	2,776,111	215	2,304	264,904	96	2,500	17,609	86	210
2014	4,278,990	306	3,263	3,028,097	230	2,452	345,873	124	3,171	18,836	94	224
2015	4,438,039	312	3,331	3,196,668	235	2,509	341,548	122	3,049	12,906	66	150
2016	4,534,775	315	3,363	3,181,475	226	2,409	351,138	122	3,054	28,353	139	327
2017	4,354,283	306	3,277	3,188,013	219	2,351	363,372	122	2,971	25,754	128	297
2018	4,677,339	333	3,521	3,335,291	223	2,360	413,805	136	3,127	24,949	124	288
2019	4,582,701	334	3,530	3,450,412	222	2,351	413,972	138	3,164	24,876	126	289
2020	2,705,586	261	2,446	2,799,961	182	1,705	321,859	108	2,495	15,744	88	189
2021	3,150,971	293	2,919	3,378,008	199	1,986	400,784	123	2,899	19,704	100	209
2022	2,788,643	263	2,665	3,233,284	183	1,858	410,397	124	2,872	17,289	73	188
2023	2,802,684	269	2,759	3,541,899	193	1,981	408,250	124	2,741	15,211	75	160

Sources: VMT—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Registered Large Trucks and Motorcycles—FHWA

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light-truck registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. The methodology for vehicle type classifications changed in 2020. Starting in 2022, motorcycles exclude motorized bicycles. For more details, see About This Report.

1. Trends

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2023

Year	Person Type											Total
	Occupants by Vehicle Type						Motorcyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Total		Pedestrians	Pedalcyclists	Other/Unknown	Total	
Killed												
1975	25,929	4,856	961	53	937	32,736	3,189	7,516	1,003	81	8,600	44,525
1976	26,166	5,438	1,132	73	981	33,790	3,312	7,427	914	80	8,421	45,523
1977	26,782	5,976	1,287	42	959	35,046	4,104	7,732	922	74	8,728	47,878
1978	28,153	6,745	1,395	41	622	36,956	4,577	7,795	892	111	8,798	50,331
1979	27,808	7,178	1,432	39	579	37,036	4,894	8,096	932	135	9,163	51,093
1980	27,449	7,486	1,262	46	540	36,783	5,144	8,070	965	129	9,164	51,091
1981	26,645	7,081	1,133	56	603	35,518	4,906	7,837	936	104	8,877	49,301
1982	23,330	6,359	944	35	525	31,193	4,453	7,331	883	85	8,299	43,945
1983	22,979	6,202	982	53	362	30,578	4,265	6,826	839	81	7,746	42,589
1984	23,620	6,496	1,074	46	440	31,676	4,608	7,025	849	99	7,973	44,257
1985	23,212	6,689	977	57	544	31,479	4,564	6,808	890	84	7,782	43,825
1986	24,944	7,317	926	39	442	33,668	4,566	6,779	941	133	7,853	46,087
1987	25,132	8,058	852	51	436	34,529	4,036	6,745	948	132	7,825	46,390
1988	25,808	8,306	911	54	429	35,508	3,662	6,870	911	136	7,917	47,087
1989	25,063	8,551	858	50	424	34,946	3,141	6,556	832	107	7,495	45,582
1990	24,092	8,601	705	32	460	33,890	3,244	6,482	859	124	7,465	44,599
1991	22,385	8,391	661	31	466	31,934	2,806	5,801	843	124	6,768	41,508
1992	21,387	8,098	585	28	387	30,485	2,395	5,549	723	98	6,370	39,250
1993	21,566	8,511	605	18	425	31,125	2,449	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	18	409	31,998	2,320	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	33	392	33,064	2,227	5,584	833	109	6,526	41,817
1996	22,505	9,932	621	21	455	33,534	2,161	5,449	765	154	6,368	42,065*
1997	22,199	10,249	723	18	420	33,609	2,116	5,321	814	153	6,288	42,013
1998	21,194	10,705	742	38	409	33,088	2,294	5,228	760	131	6,119	41,501
1999	20,862	11,265	759	59	447	33,392	2,483	4,939	754	149	5,842	41,717
2000	20,699	11,526	754	22	450	33,451	2,897	4,763	693	141	5,597	41,945
2001	20,320	11,723	708	34	458	33,243	3,197	4,901	732	123	5,756	42,196
2002	20,569	12,274	689	45	528	34,105	3,270	4,851	665	114	5,630	43,005
2003	19,725	12,546	726	41	589	33,627	3,714	4,774	629	140	5,543	42,884
2004	19,192	12,674	766	42	602	33,276	4,028	4,675	727	130	5,532	42,836
2005	18,512	13,037	804	58	659	33,070	4,576	4,892	786	186	5,864	43,510
2006	17,925	12,761	805	27	601	32,119	4,837	4,795	772	185	5,752	42,708
2007	16,614	12,458	805	36	614	30,527	5,174	4,699	701	158	5,558	41,259
2008	14,646	10,816	682	67	580	26,791	5,312	4,414	718	188	5,320	37,423
2009	13,135	10,312	499	26	554	24,526	4,469	4,109	628	151	4,888	33,883
2010	12,491	9,782	530	44	524	23,371	4,518	4,302	623	185	5,110	32,999
2011	12,014	9,302	640	55	499	22,510	4,630	4,457	682	200	5,339	32,479
2012	12,361	9,418	697	39	502	23,017	4,986	4,818	734	227	5,779	33,782
2013	12,037	9,186	695	54	511	22,483	4,692	4,779	749	190	5,718	32,893
2014	11,947	9,103	656	44	557	22,307	4,594	4,910	729	204	5,843	32,744
2015	12,763	9,878	665	49	544	23,899	5,029	5,494	829	233	6,556	35,484
2016	13,508	10,279	815	64	610	25,276	5,337	6,080	853	260	7,193	37,806
2017	13,477	10,186	878	43	546	25,130	5,226	6,075	806	236	7,117	37,473
2018	12,888	9,957	890	44	553	24,332	5,038	6,374	871	220	7,465	36,835
2019	12,355	10,017	893	35	591	23,891	5,044	6,272	859	289	7,420	36,355
2020	12,628	11,286	822	19	862	25,617	5,620	6,565	948	257	7,770	39,007
2021	13,619	12,847	1,011	15	846	28,338	6,144	7,470	976	302	8,748	43,230
2022	12,737	12,763	1,098	26	804	27,428	6,251	7,593	1,117	332	9,042	42,721
2023	11,792	12,167	961	32	794	25,746	6,335	7,314	1,166	340	8,820	40,901

*Includes two fatalities of unknown person type. This attribute was only available in 1996.

Notes: The methodology for vehicle type classifications changed in 2020. Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see About This Report.

1. Trends

**Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2023
(Continued)**

Year	Person Type											Total
	Occupants by Vehicle Type						Motor- cyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrians	Pedalcyclists	Other/ Unknown	Total	
Injured												
1988	2,589,729	482,033	37,884	15,441	4,463	3,129,550	105,257	110,398	74,560	7,721	192,679	3,427,486
1989	2,432,460	516,898	42,016	15,744	5,286	3,012,405	83,181	112,056	72,971	11,441	196,468	3,292,053
1990	2,384,199	510,956	41,929	33,508	3,950	2,974,542	84,635	105,198	74,829	7,067	187,093	3,246,271
1991	2,239,505	565,376	28,568	21,676	4,343	2,859,468	80,909	88,594	67,128	10,885	166,607	3,106,984
1992	2,235,970	549,417	33,653	20,904	12,642	2,852,586	65,166	88,923	62,720	10,052	161,695	3,079,446
1993	2,272,964	605,501	31,956	17,694	4,352	2,932,468	59,731	94,189	67,919	9,105	171,213	3,163,411
1994	2,368,302	634,089	30,324	16,436	3,806	3,052,956	57,629	92,298	62,519	9,559	164,377	3,274,962
1995	2,474,585	727,054	30,613	19,570	4,702	3,256,524	57,878	85,983	66,609	9,266	161,859	3,476,261
1996	2,453,195	762,572	32,807	20,800	4,393	3,273,767	55,385	81,877	57,765	11,179	150,821	3,479,974
1997	2,345,425	761,511	31,561	17,427	5,731	3,161,656	52,734	77,146	57,834	11,013	145,993	3,360,383
1998	2,205,226	765,412	28,241	15,997	4,440	3,019,315	49,218	69,150	53,413	8,375	130,939	3,199,472
1999	2,143,002	853,022	33,736	22,884	7,293	3,059,938	49,913	85,346	51,187	3,399	139,933	3,249,784
2000	2,057,089	886,198	30,659	17,462	9,874	3,001,281	57,792	77,941	51,184	5,560	134,685	3,193,759
2001	1,929,996	865,888	29,699	15,525	9,426	2,850,533	60,296	77,704	45,292	8,459	131,455	3,042,284
2002	1,810,510	885,373	26,741	19,437	6,143	2,748,204	65,005	70,888	47,939	7,107	125,934	2,939,143
2003	1,762,001	895,774	26,333	18,731	6,916	2,709,756	67,413	70,292	46,309	7,985	124,585	2,901,753
2004	1,649,483	905,696	27,594	17,008	7,119	2,606,901	76,239	68,146	41,063	9,298	118,507	2,801,646
2005	1,579,857	874,137	27,926	11,727	10,039	2,503,686	87,564	64,578	45,443	7,827	117,848	2,709,099
2006	1,478,909	859,687	23,414	10,376	11,066	2,383,452	87,866	61,107	43,724	6,919	111,750	2,583,068
2007	1,382,640	844,990	23,360	12,833	7,774	2,271,597	103,301	70,298	43,487	10,102	123,887	2,498,785
2008	1,307,512	773,276	23,645	15,801	9,400	2,129,634	96,041	68,988	52,428	8,882	130,298	2,355,972
2009	1,219,183	762,172	16,419	12,509	7,212	2,017,495	89,498	58,871	50,719	6,954	116,544	2,223,537
2010	1,256,101	737,152	19,937	17,586	4,794	2,035,571	82,300	70,267	51,688	8,162	130,117	2,247,988
2011	1,243,706	732,764	22,936	13,807	6,047	2,019,259	81,706	69,036	48,134	9,073	126,243	2,227,209
2012	1,330,250	766,295	25,372	12,410	5,846	2,140,173	93,251	76,129	49,300	10,231	135,659	2,369,083
2013	1,298,569	752,585	24,621	23,954	5,098	2,104,828	88,760	65,929	48,088	11,387	125,404	2,318,992
2014	1,294,030	783,906	27,146	13,697	6,359	2,125,137	91,987	65,072	50,414	10,010	125,497	2,342,621
2015	1,382,271	808,707	30,102	11,942	7,555	2,240,578	88,738	70,077	45,066	10,319	125,463	2,454,778
2016	1,690,359	1,034,963	36,183	24,562	5,133	2,791,199	104,442	86,399	64,218	15,628	166,245	3,061,885
2017	1,528,666	937,147	39,992	12,484	4,986	2,523,274	88,592	71,290	49,698	12,414	133,401	2,745,268
2018	1,510,852	921,272	39,200	15,011	5,295	2,491,630	81,859	75,157	46,536	14,877	136,570	2,710,059
2019	1,498,083	949,902	45,688	15,255	7,075	2,516,003	83,814	75,650	49,057	15,617	140,324	2,740,141
2020	1,022,587	884,424	41,566	7,985	138,740	2,095,303	80,662	54,771	38,886	12,587	106,244	2,282,209
2021	1,108,839	983,904	42,169	11,663	149,309	2,295,884	84,898	60,579	41,615	14,893	117,087	2,497,869
2022	969,838	930,789	41,901	10,518	216,131	2,169,176	82,690	67,341	46,195	17,431	130,967	2,382,833
2023	919,035	1,028,263	41,733	12,669	222,035	2,223,735	82,564	68,244	49,989	18,049	136,281	2,442,581

Notes: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. The methodology for vehicle type classifications changed in 2020. Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see About This Report.

1. Trends

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2023

Year	Sex						Total*		
	Male			Female			Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers			
Drivers in Fatal Crashes									
1975	45,651	70,505,000	64.75	9,457	59,286,000	15.95	55,142	129,791,000	42.49
1976	45,633	72,523,000	62.92	10,044	61,513,000	16.33	55,697	134,036,000	41.55
1977	49,134	74,467,000	65.98	10,892	63,654,000	17.11	60,049	138,121,000	43.48
1978	52,235	75,594,000	69.10	11,338	65,250,000	17.38	63,600	140,844,000	45.16
1979	52,783	76,532,000	68.97	11,409	66,753,000	17.09	64,231	143,284,000	44.83
1980	51,463	77,187,000	66.67	11,466	68,108,000	16.84	62,957	145,295,000	43.33
1981	50,336	77,888,000	64.63	11,509	69,187,000	16.63	62,154	147,075,000	42.26
1982	44,370	78,553,000	56.48	10,675	71,681,000	14.89	56,029	150,234,000	37.29
1983	42,812	80,894,000	52.92	10,958	73,495,000	14.91	54,656	154,389,000	35.40
1984	44,723	80,977,000	55.23	11,907	74,447,000	15.99	57,512	155,424,000	37.00
1985	44,846	81,592,000	54.96	12,142	75,276,000	16.13	57,883	156,868,000	36.90
1986	46,653	82,792,000	56.35	12,744	76,694,000	16.62	60,335	159,486,000	37.83
1987	46,884	83,987,000	55.82	13,614	77,829,000	17.49	61,442	161,816,000	37.97
1988	47,402	84,150,000	56.33	13,951	78,704,000	17.73	62,253	162,854,000	38.23
1989	45,448	85,377,000	53.23	14,054	80,177,000	17.53	60,435	165,554,000	36.50
1990	44,281	85,792,000	51.61	13,726	81,223,000	16.90	58,893	167,015,000	35.26
1991	40,731	86,665,000	47.00	12,825	82,330,000	15.58	54,391	168,995,000	32.18
1992	38,598	88,387,000	43.67	12,596	84,738,000	14.86	51,901	173,125,000	29.98
1993	39,556	87,993,000	44.95	13,082	85,156,000	15.36	53,401	173,149,000	30.84
1994	40,233	89,194,000	45.11	13,567	86,210,000	15.74	54,549	175,403,000	31.10
1995	41,235	89,214,367	46.22	14,184	87,414,115	16.23	56,164	176,628,482	31.80
1996	41,376	90,518,656	45.71	14,850	89,020,684	16.68	57,001	179,539,340	31.75
1997	40,954	91,905,105	44.56	14,954	90,804,099	16.47	56,688	182,709,204	31.03
1998	40,816	93,040,202	43.87	15,089	91,820,767	16.43	56,604	184,860,969	30.62
1999	41,012	94,166,321	43.55	14,835	93,004,099	15.95	56,502	187,170,420	30.19
2000	41,795	95,796,069	43.63	14,790	94,828,953	15.60	57,280	190,625,023	30.05
2001	41,901	95,792,245	43.74	14,919	95,483,474	15.62	57,586	191,275,719	30.11
2002	42,377	97,610,009	43.41	14,999	96,992,193	15.46	58,113	194,602,202	29.86
2003	42,586	98,228,365	43.35	15,211	97,937,302	15.53	58,517	196,165,667	29.83
2004	42,250	99,571,391	42.43	15,384	99,317,521	15.49	58,395	198,888,912	29.36
2005	43,282	100,252,145	43.17	15,059	100,296,827	15.01	59,220	200,548,972	29.53
2006	42,223	101,116,282	41.76	14,753	101,694,156	14.51	57,846	202,810,438	28.52
2007	41,053	102,464,936	40.07	14,184	103,276,909	13.73	56,019	205,741,845	27.23
2008	37,061	103,618,162	35.77	12,627	104,702,439	12.06	50,416	208,320,601	24.20
2009	32,882	104,261,813	31.54	11,864	105,356,573	11.26	45,337	209,618,386	21.63
2010	32,079	104,374,496	30.73	11,859	105,740,443	11.22	44,599	210,114,939	21.23
2011	31,918	104,899,893	30.43	11,265	106,974,756	10.53	43,840	211,874,649	20.69
2012	33,351	104,985,117	31.77	11,604	106,829,713	10.86	45,664	211,814,830	21.56
2013	32,608	105,007,670	31.05	11,429	107,152,058	10.67	44,803	212,159,728	21.12
2014	32,630	105,907,684	30.81	11,293	108,184,788	10.44	44,671	214,092,472	20.87
2015	35,850	107,649,686	33.30	12,382	110,434,779	11.21	49,163	218,084,465	22.54
2016	37,941	109,587,219	34.62	13,376	112,124,699	11.93	52,399	221,711,918	23.63
2017	38,028	111,401,056	34.14	13,673	113,945,201	12.00	52,752	225,346,257	23.41
2018	37,406	112,479,825	33.26	13,379	115,078,560	11.63	51,905	227,558,385	22.81
2019	37,196	112,961,761	32.93	13,000	115,953,759	11.21	51,302	228,915,520	22.41
2020	39,594	112,595,057	35.16	13,111	115,600,745	11.34	54,165	228,195,802	23.74
2021	44,359	115,215,219	38.50	15,260	117,566,578	12.98	61,379	232,781,797	26.37
2022	43,770	116,121,874	37.69	14,783	118,964,279	12.43	60,308	235,086,153	25.65
2023	42,101	117,570,346	35.81	14,186	120,085,539	11.81	57,939	237,655,885	24.38

*Includes drivers of unknown sex.

Note: See footnotes at the end of Table 5.

1. Trends

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2023 (Continued)

Year	Sex						Total		
	Male			Female			Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers			
Drivers in Injury Crashes									
1988	2,443,929	84,150,000	2,904	1,494,115	78,704,000	1,898	3,938,044	162,854,000	2,418
1989	2,361,116	85,377,000	2,766	1,451,637	80,177,000	1,811	3,812,753	165,554,000	2,303
1990	2,299,781	85,792,000	2,681	1,463,294	81,223,000	1,802	3,763,075	167,015,000	2,253
1991	2,185,035	86,665,000	2,521	1,386,733	82,330,000	1,684	3,571,769	168,995,000	2,114
1992	2,125,994	88,387,000	2,405	1,446,570	84,738,000	1,707	3,572,563	173,125,000	2,064
1993	2,163,313	87,993,000	2,459	1,476,209	85,156,000	1,734	3,639,522	173,149,000	2,102
1994	2,276,186	89,194,000	2,552	1,580,905	86,210,000	1,834	3,857,091	175,403,000	2,199
1995	2,390,345	89,214,367	2,679	1,695,265	87,414,115	1,939	4,085,610	176,628,482	2,313
1996	2,390,306	90,518,656	2,641	1,721,196	89,020,684	1,933	4,111,502	179,539,340	2,290
1997	2,307,805	91,905,105	2,511	1,650,100	90,804,099	1,817	3,957,906	182,709,204	2,166
1998	2,168,679	93,040,202	2,331	1,582,754	91,820,767	1,724	3,751,433	184,860,969	2,029
1999	2,149,752	94,166,321	2,283	1,617,632	93,004,099	1,739	3,767,384	187,170,420	2,013
2000	2,200,227	95,796,069	2,297	1,576,933	94,828,953	1,663	3,777,160	190,625,023	1,981
2001	2,103,874	95,792,245	2,196	1,554,117	95,483,474	1,628	3,657,991	191,275,719	1,912
2002	2,022,375	97,610,009	2,072	1,488,510	96,992,193	1,535	3,510,885	194,602,202	1,804
2003	1,998,931	98,228,365	2,035	1,530,821	97,937,302	1,563	3,529,753	196,165,667	1,799
2004	1,920,355	99,571,391	1,929	1,487,779	99,317,521	1,498	3,408,134	198,888,912	1,714
2005	1,849,874	100,252,145	1,845	1,431,646	100,296,827	1,427	3,281,520	200,548,972	1,636
2006	1,780,412	101,116,282	1,761	1,395,653	101,694,156	1,372	3,176,066	202,810,438	1,566
2007	1,718,661	102,464,936	1,677	1,338,596	103,276,909	1,296	3,057,257	205,741,845	1,486
2008	1,609,058	103,618,162	1,553	1,280,485	104,702,439	1,223	2,889,542	208,320,601	1,387
2009	1,499,561	104,261,813	1,438	1,224,613	105,356,573	1,162	2,724,173	209,618,386	1,300
2010	1,516,323	104,374,496	1,453	1,265,053	105,740,443	1,196	2,781,377	210,114,939	1,324
2011	1,506,566	104,899,893	1,436	1,243,895	106,974,756	1,163	2,750,461	211,874,649	1,298
2012	1,634,884	104,985,117	1,557	1,314,534	106,829,713	1,230	2,949,419	211,814,830	1,392
2013	1,584,385	105,007,670	1,509	1,330,703	107,152,058	1,242	2,915,088	212,159,728	1,374
2014	1,659,476	105,907,684	1,567	1,351,171	108,184,788	1,249	3,010,648	214,092,472	1,406
2015	1,746,936	107,649,686	1,623	1,423,809	110,434,779	1,289	3,170,745	218,084,465	1,454
2016	2,132,182	109,587,219	1,946	1,743,694	112,124,699	1,555	3,875,876	221,711,918	1,748
2017	1,930,570	111,401,056	1,733	1,565,831	113,945,201	1,374	3,496,402	225,346,257	1,552
2018	1,933,093	112,479,825	1,719	1,548,752	115,078,560	1,346	3,481,844	227,558,385	1,530
2019	1,985,748	112,961,761	1,758	1,563,264	115,953,759	1,348	3,549,012	228,915,520	1,550
2020	1,646,716	112,595,057	1,463	1,194,171	115,600,745	1,033	2,840,887	228,195,802	1,245
2021	1,816,518	115,215,219	1,577	1,344,159	117,566,578	1,143	3,160,677	232,781,797	1,358
2022	1,749,828	116,121,874	1,507	1,296,172	118,964,279	1,090	3,046,000	235,086,153	1,296
2023	1,776,413	117,570,346	1,511	1,323,546	120,085,539	1,102	3,099,959	237,655,885	1,304

Note: See footnotes at the end of Table 5.

1. Trends

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2023 (Continued)

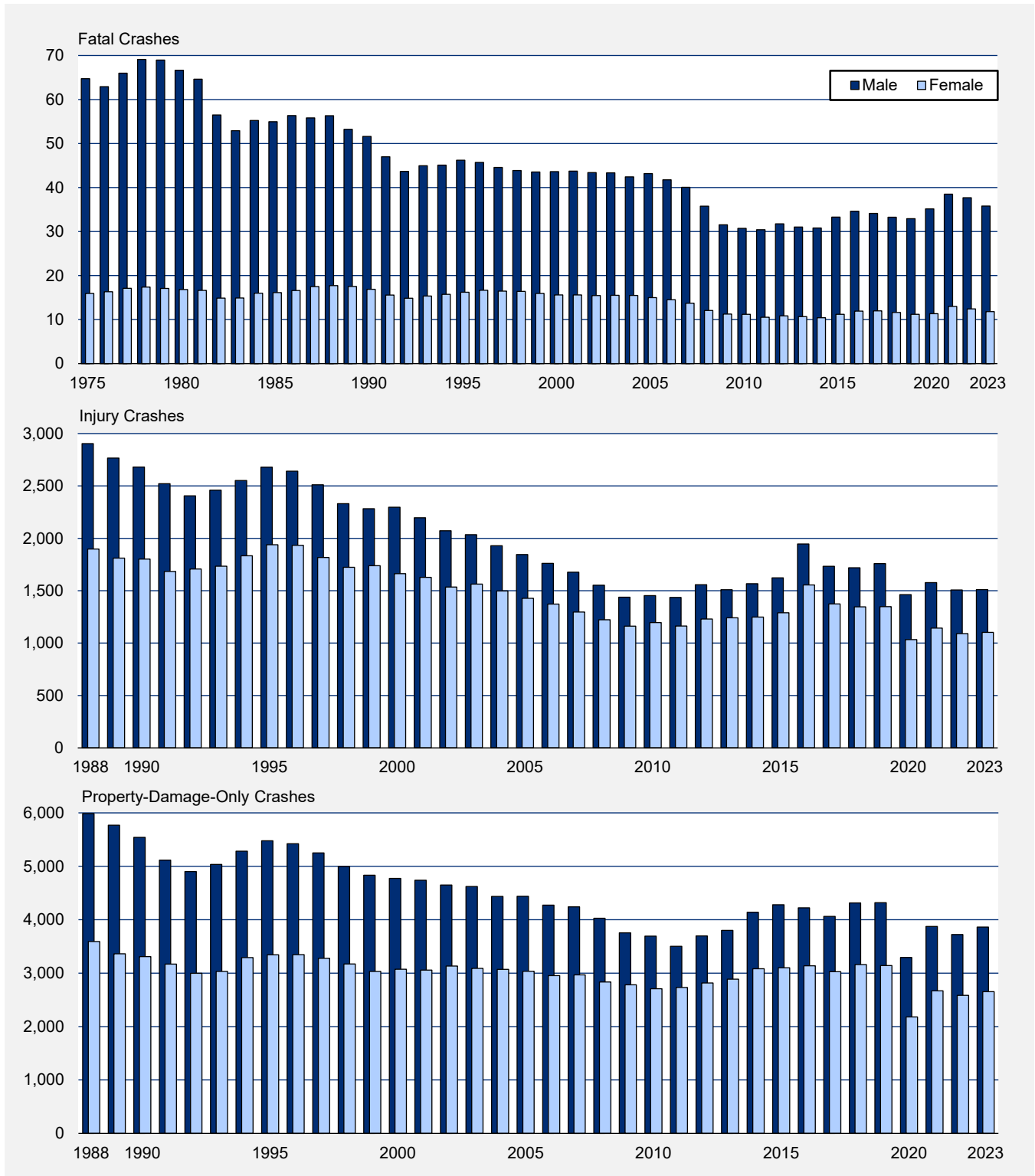
Year	Sex						Total		
	Male			Female			Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers			
Drivers in Property-Damage-Only Crashes									
1988	5,037,817	84,150,000	5,987	2,826,460	78,704,000	3,591	7,864,278	162,854,000	4,829
1989	4,926,029	85,377,000	5,770	2,694,771	80,177,000	3,361	7,620,801	165,554,000	4,603
1990	4,754,327	85,792,000	5,542	2,688,243	81,223,000	3,310	7,442,570	167,015,000	4,456
1991	4,433,701	86,665,000	5,116	2,609,840	82,330,000	3,170	7,043,541	168,995,000	4,168
1992	4,331,666	88,387,000	4,901	2,539,281	84,738,000	2,997	6,870,947	173,125,000	3,969
1993	4,429,731	87,993,000	5,034	2,581,163	85,156,000	3,031	7,010,895	173,149,000	4,049
1994	4,711,549	89,194,000	5,282	2,836,707	86,210,000	3,290	7,548,255	175,403,000	4,303
1995	4,888,163	89,214,367	5,479	2,922,081	87,414,115	3,343	7,810,244	176,628,482	4,422
1996	4,908,177	90,518,656	5,422	2,979,585	89,020,684	3,347	7,887,762	179,539,340	4,393
1997	4,825,853	91,905,105	5,251	2,976,456	90,804,099	3,278	7,802,309	182,709,204	4,270
1998	4,647,499	93,040,202	4,995	2,912,226	91,820,767	3,172	7,559,725	184,860,969	4,089
1999	4,550,405	94,166,321	4,832	2,819,411	93,004,099	3,031	7,369,816	187,170,420	3,937
2000	4,573,480	95,796,069	4,774	2,914,402	94,828,953	3,073	7,487,882	190,625,023	3,928
2001	4,539,479	95,792,245	4,739	2,917,870	95,483,474	3,056	7,457,350	191,275,719	3,899
2002	4,539,100	97,610,009	4,650	3,038,019	96,992,193	3,132	7,577,119	194,602,202	3,894
2003	4,540,831	98,228,365	4,623	3,026,397	97,937,302	3,090	7,567,228	196,165,667	3,858
2004	4,418,147	99,571,391	4,437	3,048,966	99,317,521	3,070	7,467,113	198,888,912	3,754
2005	4,448,934	100,252,145	4,438	3,042,729	100,296,827	3,034	7,491,663	200,548,972	3,736
2006	4,321,276	101,116,282	4,274	3,003,348	101,694,156	2,953	7,324,624	202,810,438	3,612
2007	4,345,252	102,464,936	4,241	3,065,666	103,276,909	2,968	7,410,919	205,741,845	3,602
2008	4,173,812	103,618,162	4,028	2,967,421	104,702,439	2,834	7,141,233	208,320,601	3,428
2009	3,913,473	104,261,813	3,754	2,931,260	105,356,573	2,782	6,844,733	209,618,386	3,265
2010	3,854,175	104,374,496	3,693	2,862,460	105,740,443	2,707	6,716,635	210,114,939	3,197
2011	3,674,834	104,899,893	3,503	2,920,843	106,974,756	2,730	6,595,677	211,874,649	3,113
2012	3,880,163	104,985,117	3,696	3,006,762	106,829,713	2,815	6,886,925	211,814,830	3,251
2013	3,990,473	105,007,670	3,800	3,092,383	107,152,058	2,886	7,082,856	212,159,728	3,338
2014	4,383,009	105,907,684	4,139	3,334,784	108,184,788	3,082	7,717,793	214,092,472	3,605
2015	4,607,504	107,649,686	4,280	3,424,586	110,434,779	3,101	8,032,090	218,084,465	3,683
2016	4,627,656	109,587,219	4,223	3,517,731	112,124,699	3,137	8,145,386	221,711,918	3,674
2017	4,523,758	111,401,056	4,061	3,449,884	113,945,201	3,028	7,973,642	225,346,257	3,538
2018	4,853,366	112,479,825	4,315	3,638,194	115,078,560	3,161	8,491,561	227,558,385	3,732
2019	4,877,680	112,961,761	4,318	3,641,617	115,953,759	3,141	8,519,297	228,915,520	3,722
2020	3,709,088	112,595,057	3,294	2,521,591	115,600,745	2,181	6,230,679	228,195,802	2,730
2021	4,463,098	115,215,219	3,874	3,136,348	117,566,578	2,668	7,599,446	232,781,797	3,265
2022	4,321,804	116,121,874	3,722	3,075,610	118,964,279	2,585	7,397,414	235,086,153	3,147
2023	4,541,308	117,570,346	3,863	3,185,357	120,085,539	2,653	7,726,665	237,655,885	3,251

Source: Licensed Drivers—FHWA

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers, by Sex and Crash Severity, 1975-2023



Source: Licensed Drivers—FHWA

1. Trends

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2023

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	4.09	34.36	34.55	21.46	15.62	13.41	13.29	14.72	16.98	16.63
1976	4.50	2.56	4.44	36.25	34.69	21.17	15.22	13.71	13.58	14.92	17.26	17.02
1977	4.68	2.83	4.54	38.11	38.40	22.17	15.57	13.90	13.55	14.03	16.13	17.78
1978	4.61	2.66	4.70	39.50	40.39	24.15	16.67	14.07	13.44	14.79	16.36	18.66
1979	4.35	2.84	4.22	39.37	39.71	24.85	17.07	14.02	13.24	13.59	15.51	18.63
1980	4.24	2.67	4.13	38.48	39.86	24.82	16.85	14.51	12.83	12.96	15.27	18.45
1981	3.75	2.43	3.76	34.61	37.41	24.22	16.63	13.81	12.68	13.16	14.94	17.62
1982	3.67	2.22	3.65	30.92	32.75	20.45	14.30	11.84	11.24	11.85	14.89	15.39
1983	3.55	2.33	3.32	29.80	30.97	19.86	13.87	11.79	10.92	11.92	15.48	14.90
1984	3.13	2.33	3.72	31.36	32.89	20.26	13.91	11.86	11.16	12.98	16.18	15.39
1985	3.18	2.36	4.15	30.11	32.75	19.50	13.87	11.88	11.33	12.63	16.73	15.15
1986	3.42	2.30	4.21	34.10	33.72	21.04	13.82	11.50	11.38	13.46	17.71	15.92
1987	3.78	2.60	4.11	33.23	32.83	21.05	14.15	12.10	11.93	13.58	18.22	15.92
1988	3.82	2.64	4.30	34.20	33.63	20.50	14.20	12.33	12.15	14.12	19.26	16.02
1989	3.93	2.92	4.02	31.50	30.85	20.10	13.89	12.46	12.18	14.24	19.41	15.43
1990	3.30	2.50	3.73	30.91	30.62	19.81	13.34	12.20	11.91	13.36	18.48	14.89
1991	3.13	2.39	3.54	28.69	28.83	17.79	12.29	11.12	10.75	13.22	19.14	13.78
1992	2.99	2.41	3.36	25.67	25.96	16.54	11.71	10.62	10.53	13.27	18.81	12.89
1993	3.14	2.35	3.34	26.10	26.70	16.47	11.86	10.52	10.86	12.73	20.78	13.02
1994	3.46	2.35	3.70	27.35	26.27	16.07	11.79	11.15	10.71	13.99	20.71	13.18
1995	3.17	2.46	3.81	26.48	27.30	17.03	12.49	11.01	11.42	13.67	20.87	13.43
1996	3.40	2.34	3.72	26.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	13.46
1997	3.16	2.42	3.73	25.42	25.53	16.49	12.23	11.57	11.96	14.46	22.09	13.34
1998	3.03	2.60	3.55	24.64	25.06	15.81	12.60	11.44	11.53	14.31	21.28	13.09
1999	2.94	2.54	3.40	25.19	25.56	16.13	12.62	11.48	11.52	14.17	20.70	13.16
2000	2.82	2.38	3.15	24.79	25.29	15.55	12.81	11.51	11.38	12.88	19.51	12.88
2001	2.68	2.27	2.92	24.50	24.94	15.67	12.93	11.35	11.01	12.76	19.35	12.79
2002	2.44	2.13	3.06	25.60	25.88	15.75	13.03	11.85	11.10	12.61	18.81	12.99
2003	2.48	2.14	3.23	24.16	24.87	15.54	13.07	12.02	11.24	12.45	19.27	12.87
2004	2.57	2.28	3.26	23.75	24.94	15.82	12.48	12.07	11.05	12.30	18.16	12.74
2005	2.35	2.24	2.64	22.19	25.71	16.33	12.92	11.99	11.60	12.46	17.29	12.74
2006	2.32	1.85	2.45	21.69	26.07	16.37	12.68	11.80	10.95	11.31	15.73	12.39
2007	1.98	1.78	2.46	20.16	25.02	15.40	12.20	11.52	10.58	10.93	15.41	11.85
2008	1.50	1.44	1.83	16.52	21.56	14.28	11.03	10.54	9.82	10.02	14.16	10.56
2009	1.62	1.40	1.76	14.46	17.62	12.45	9.90	9.89	8.78	9.18	13.42	9.45
2010	1.48	1.26	1.54	12.34	17.60	11.84	9.46	9.15	8.88	8.95	14.01	9.02
2011	1.38	1.22	1.43	12.37	16.67	11.50	9.05	8.97	8.36	9.11	12.62	8.71
2012	1.54	1.17	1.33	11.72	16.94	12.19	9.54	9.27	8.87	9.12	12.17	8.92
2013	1.44	1.19	1.48	10.88	16.08	11.65	9.09	8.87	8.63	8.81	12.46	8.60
2014	1.24	1.23	1.34	10.99	15.90	11.53	8.70	9.00	8.40	8.23	12.17	8.45
2015	1.42	1.29	1.37	11.63	16.74	12.40	9.41	9.46	8.96	9.10	12.64	9.02
2016	1.54	1.42	1.53	11.80	17.72	13.23	10.08	9.60	9.44	9.39	13.38	9.48
2017	1.55	1.22	1.44	11.49	16.81	12.79	10.16	9.74	9.61	8.66	13.76	9.34
2018	1.38	1.25	1.31	10.57	16.06	12.48	9.60	9.47	9.46	8.94	12.52	8.99
2019	1.25	1.27	1.46	10.04	15.15	11.83	9.74	9.31	9.25	8.87	12.91	8.81
2020	1.25	1.21	1.68	11.62	17.32	14.25	10.75	9.73	9.47	8.25	11.21	9.42
2021	1.54	1.50	1.71	12.61	17.90	15.49	12.10	11.11	10.22	9.01	12.82	10.38
2022	1.46	1.18	1.63	11.86	16.78	14.66	11.78	10.74	10.20	9.42	12.87	10.11
2023	1.30	1.02	1.56	12.38	16.68	13.63	10.91	9.66	9.70	8.97	12.00	9.58

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

1. Trends

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2023 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Injury Rate per 100,000 Population												
1988	418	447	612	3,002	2,674	1,807	1,312	1,036	878	709	659	1,323
1989	373	471	580	2,969	2,468	1,675	1,285	987	801	712	613	1,254
1990	334	432	583	2,828	2,512	1,681	1,230	992	847	748	517	1,226
1991	388	470	602	2,681	2,331	1,579	1,147	981	797	726	523	1,166
1992	327	435	557	2,735	2,265	1,575	1,104	974	785	725	587	1,144
1993	373	475	540	2,632	2,320	1,611	1,199	957	825	710	595	1,161
1994	412	470	577	2,703	2,376	1,673	1,225	990	857	755	600	1,195
1995	420	486	628	2,880	2,465	1,728	1,295	1,134	928	756	625	1,261
1996	421	528	627	2,821	2,440	1,762	1,291	1,073	906	789	657	1,255
1997	403	467	576	2,689	2,412	1,695	1,261	1,014	823	762	641	1,200
1998	405	441	569	2,529	2,131	1,590	1,157	1,031	872	698	589	1,135
1999	389	479	534	2,596	2,181	1,603	1,138	1,029	802	762	616	1,140
2000	352	406	473	2,403	2,100	1,453	1,160	948	828	720	668	1,084
2001	313	373	449	2,193	2,028	1,393	1,098	935	755	671	581	1,021
2002	305	383	439	2,138	1,911	1,323	1,037	877	766	618	552	978
2003	307	379	411	2,018	1,862	1,341	1,026	876	731	609	524	957
2004	288	354	418	1,899	1,721	1,218	1,012	879	727	601	498	916
2005	269	324	415	1,760	1,724	1,228	954	833	683	541	467	877
2006	271	288	353	1,637	1,588	1,159	925	764	662	556	491	828
2007	268	290	306	1,537	1,529	1,136	843	753	628	550	432	788
2008	244	267	321	1,375	1,396	1,041	800	721	600	491	405	732
2009	220	263	287	1,213	1,382	967	736	697	566	504	398	687
2010	192	252	278	1,191	1,338	939	807	706	571	463	419	685
2011	232	245	273	1,128	1,260	961	789	692	585	459	387	674
2012	196	267	256	1,161	1,356	1,023	828	742	620	515	424	712
2013	230	264	271	1,107	1,347	976	778	720	627	504	439	694
2014	229	241	280	1,061	1,275	1,009	819	761	623	493	404	696
2015	237	282	288	1,188	1,386	1,026	850	746	646	533	407	726
2016	305	342	339	1,507	1,670	1,327	1,055	948	757	591	494	896
2017	263	304	293	1,337	1,471	1,164	949	845	703	577	468	803
2018	243	296	320	1,188	1,475	1,158	951	852	709	560	425	787
2019	223	293	308	1,249	1,413	1,157	964	877	721	547	443	792
2020	187	201	233	1,113	1,293	1,029	756	681	564	435	366	656
2021	231	236	274	1,195	1,373	1,079	871	732	617	472	423	717
2022	206	242	251	1,028	1,263	1,009	828	713	610	478	390	676
2023	199	250	278	1,030	1,284	1,045	854	710	613	469	418	689

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2023

Year	Registered Passenger Cars	Passenger Car VMT (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Passenger Car VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Passenger Car VMT
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,589,729	2,131	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,432,460	1,982	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,384,199	1,934	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,239,505	1,816	159
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,235,970	1,858	156
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,272,964	1,878	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,368,302	1,941	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,474,585	2,008	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,453,195	1,969	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,345,425	1,881	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,205,226	1,751	142
1999	127,083,019	1,569,455	20,862	16.42	1.33	2,143,002	1,686	137
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,057,089	1,608	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,929,996	1,496	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,810,510	1,389	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,762,001	1,338	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,649,483	1,236	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,579,857	1,167	98
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,478,909	1,079	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,382,640	1,002	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,307,512	940	86
2009	137,203,972	1,510,339	13,135	9.57	0.87	1,219,183	889	81
2010	135,310,480	1,507,716	12,491	9.23	0.83	1,256,101	928	83
2011	126,966,714	1,369,810	12,014	9.46	0.88	1,243,706	980	91
2012	127,077,676	1,377,486	12,361	9.73	0.90	1,330,250	1,047	97
2013	128,936,225	1,384,194	12,037	9.34	0.87	1,298,569	1,007	94
2014	131,138,925	1,396,098	11,947	9.11	0.86	1,294,030	987	93
2015	133,218,366	1,420,869	12,763	9.58	0.90	1,382,271	1,038	97
2016	134,827,696	1,439,678	13,508	10.02	0.94	1,690,359	1,254	117
2017	132,864,363	1,424,056	13,477	10.14	0.95	1,528,666	1,151	107
2018	132,837,515	1,403,760	12,888	9.70	0.92	1,510,852	1,137	108
2019	129,838,156	1,372,622	12,355	9.52	0.90	1,498,083	1,154	109
2020	110,612,958	1,035,519	12,628	11.42	1.22	1,022,587	924	99
2021	107,934,093	1,074,905	13,619	12.62	1.27	1,108,839	1,027	103
2022	104,645,629	1,059,950	12,737	12.17	1.20	969,838	927	91
2023	101,583,847	1,043,259	11,792	11.61	1.13	919,035	905	88

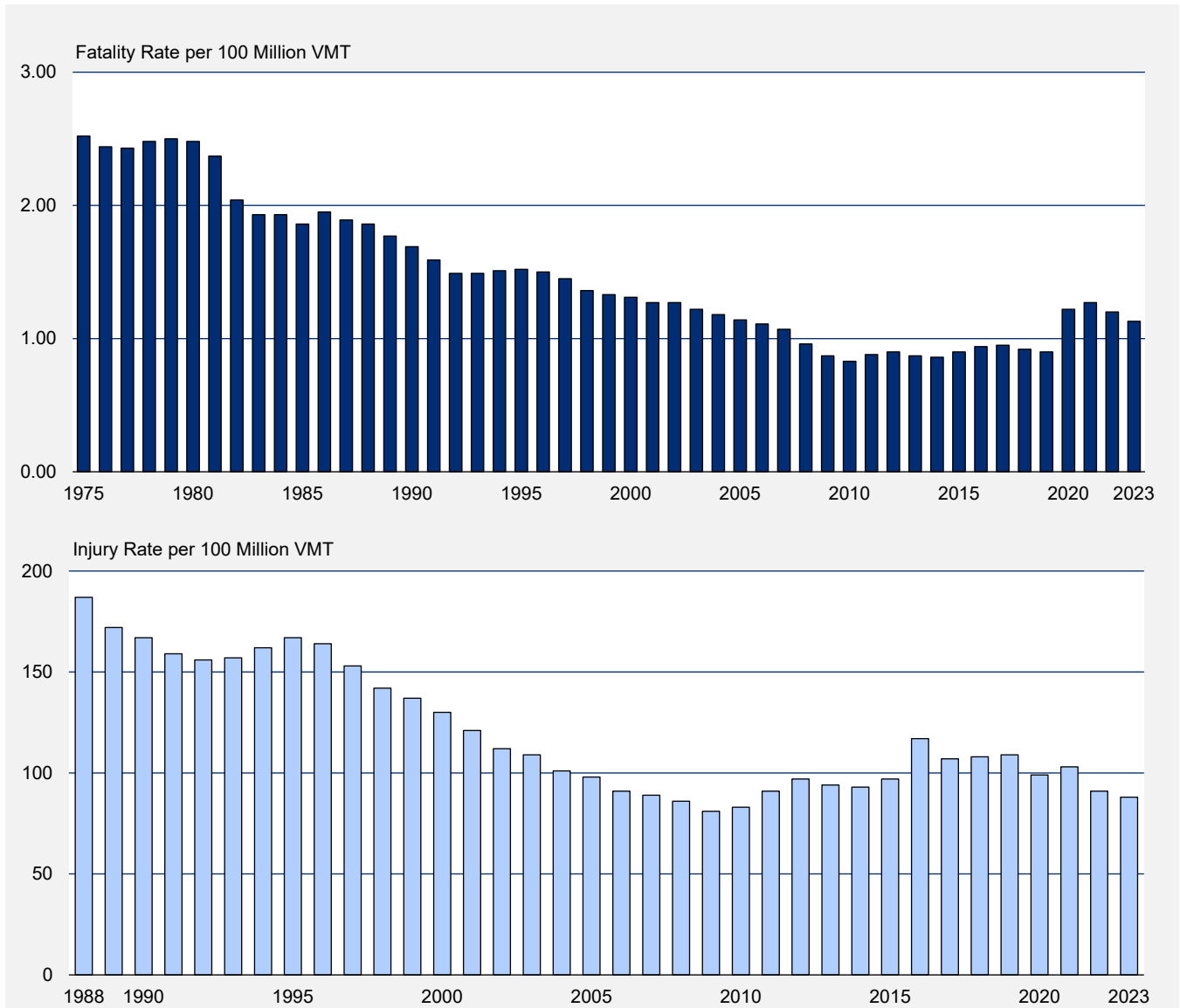
Sources: VMT—FHWA, revised by NHTSA; Registered Passenger Cars—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

1. Trends

Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2023



Sources: VMT—FHWA, revised by NHTSA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

1. Trends

Table 8. Light-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2023

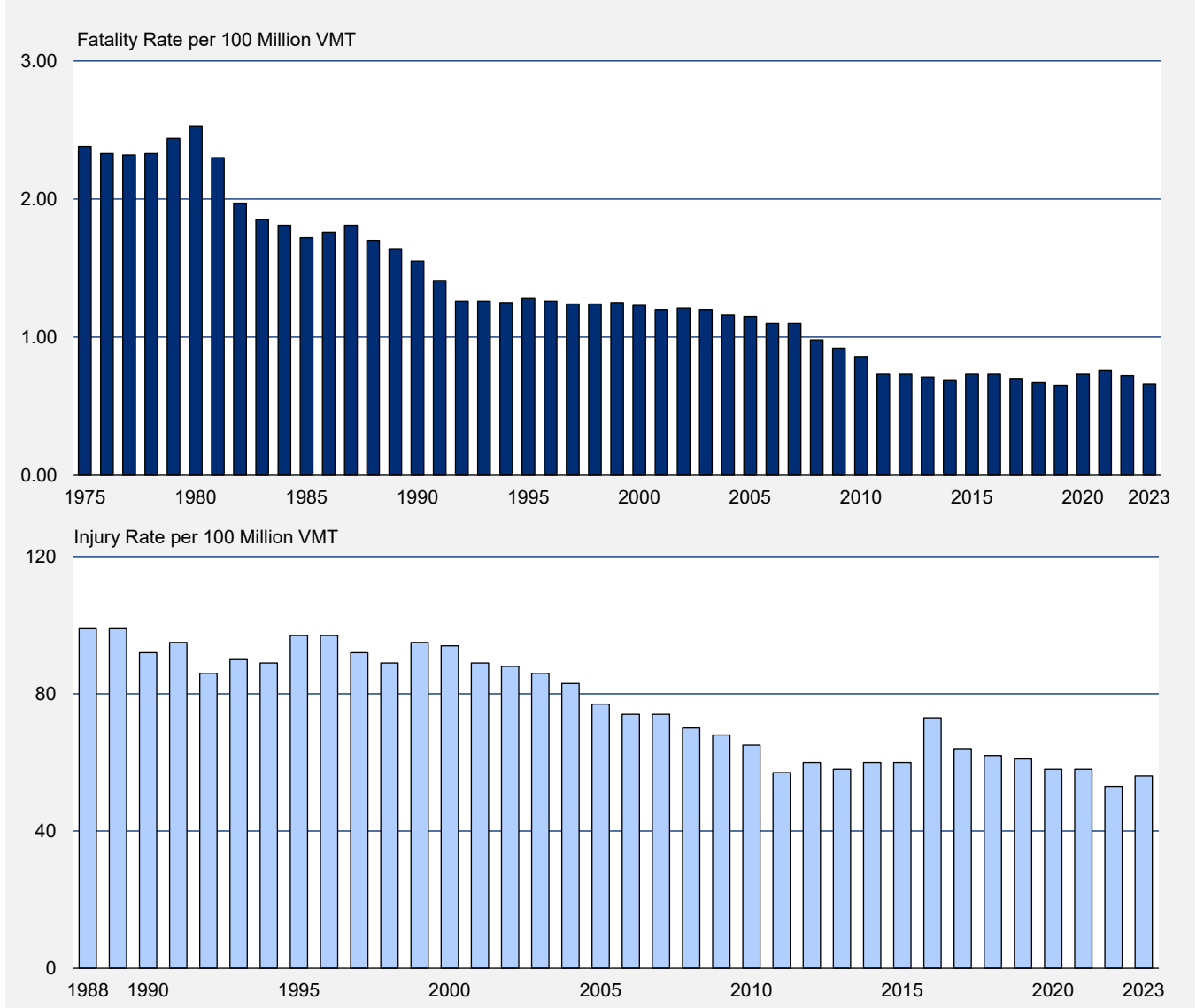
Year	Registered Light Trucks	Light-Truck VMT (millions)	Light-Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Light-Truck VMT	Light-Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Light-Truck VMT
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	482,033	1,081	99
1989	47,134,148	522,483	8,551	18.14	1.64	516,898	1,097	99
1990	49,916,497	555,659	8,601	17.23	1.55	510,956	1,024	92
1991	52,062,064	595,924	8,391	16.12	1.41	565,376	1,086	95
1992	53,836,046	642,397	8,098	15.04	1.26	549,417	1,021	86
1993	56,573,835	675,353	8,511	15.04	1.26	605,501	1,070	90
1994	59,485,995	711,515	8,904	14.97	1.25	634,089	1,066	89
1995	62,520,872	749,971	9,568	15.30	1.28	727,054	1,163	97
1996	65,438,877	787,255	9,932	15.18	1.26	762,572	1,165	97
1997	67,287,470	824,896	10,249	15.23	1.24	761,511	1,132	92
1998	69,783,500	861,951	10,705	15.34	1.24	765,412	1,097	89
1999	72,929,502	900,667	11,265	15.45	1.25	853,022	1,170	95
2000	75,979,775	940,219	11,526	15.17	1.23	886,198	1,166	94
2001	78,675,630	973,401	11,723	14.90	1.20	865,888	1,101	89
2002	81,643,269	1,010,759	12,274	15.03	1.21	885,373	1,084	88
2003	85,063,823	1,042,444	12,546	14.75	1.20	895,774	1,053	86
2004	89,799,406	1,097,099	12,674	14.11	1.16	905,696	1,009	83
2005	94,787,880	1,132,564	13,037	13.75	1.15	874,137	922	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	859,687	877	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	844,990	838	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	773,276	767	70
2009	102,008,600	1,122,909	10,312	10.11	0.92	762,172	747	68
2010	102,376,147	1,140,740	9,782	9.55	0.86	737,152	720	65
2011	118,702,389	1,280,648	9,302	7.84	0.73	732,764	617	57
2012	118,690,690	1,286,574	9,418	7.93	0.73	766,295	646	60
2013	120,491,485	1,293,536	9,186	7.62	0.71	752,585	625	58
2014	123,470,278	1,314,458	9,103	7.37	0.69	783,906	635	60
2015	127,401,053	1,358,824	9,878	7.75	0.73	808,707	635	60
2016	132,052,102	1,410,040	10,279	7.78	0.73	1,034,963	784	73
2017	135,594,973	1,453,322	10,186	7.51	0.70	937,147	691	64
2018	141,312,896	1,493,323	9,957	7.05	0.67	921,272	652	62
2019	146,751,968	1,551,431	10,017	6.83	0.65	949,902	647	61
2020	164,230,764	1,537,469	11,286	6.87	0.73	884,424	539	58
2021	170,108,546	1,694,094	12,847	7.55	0.76	983,904	578	58
2022	174,027,343	1,762,714	12,763	7.33	0.72	930,789	535	53
2023	178,756,476	1,835,817	12,167	6.81	0.66	1,028,263	575	56

Sources: VMT—FHWA, revised by NHTSA; Registered Light Trucks— Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co. *Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by S&P Global Mobility, Copyright © R.L. Polk & Co., for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be considered when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

1. Trends

Figure 5. Light-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2023



Sources: VMT—FHWA, revised by NHTSA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

1. Trends

Table 9. Large-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2023

Year	Registered Large Trucks	Large-Truck VMT (millions)	Large-Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Large-Truck VMT	Large-Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Large-Truck VMT
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,884	617	27
1989	6,226,482	142,749	858	13.78	0.60	42,016	675	29
1990	6,195,876	146,242	705	11.38	0.48	41,929	677	29
1991	6,172,146	149,543	661	10.71	0.44	28,568	463	19
1992	6,045,205	153,384	585	9.68	0.38	33,653	557	22
1993	6,088,155	159,888	605	9.94	0.38	31,956	525	20
1994	6,587,885	170,216	670	10.17	0.39	30,324	460	18
1995	6,719,421	178,156	648	9.64	0.36	30,613	456	17
1996	7,012,615	182,971	621	8.86	0.34	32,807	468	18
1997	7,083,326	191,477	723	10.21	0.38	31,561	446	16
1998	7,732,270	196,380	742	9.60	0.38	28,241	365	14
1999	7,791,426	202,688	759	9.74	0.37	33,736	433	17
2000	8,022,649	205,520	754	9.40	0.37	30,659	382	15
2001	7,857,675	208,928	708	9.01	0.34	29,699	378	14
2002	7,927,280	214,603	689	8.69	0.32	26,741	337	12
2003	7,756,888	217,876	726	9.36	0.33	26,333	339	12
2004	8,171,364	220,811	766	9.37	0.35	27,594	338	12
2005	8,481,999	222,523	804	9.48	0.36	27,926	329	13
2006	8,819,007	222,513	805	9.13	0.36	23,414	265	11
2007	10,752,019	304,178	805	7.49	0.26	23,360	217	8
2008	10,873,275	310,680	682	6.27	0.22	23,645	217	8
2009	10,973,214	288,306	499	4.55	0.17	16,419	150	6
2010	10,770,054	286,527	530	4.92	0.18	19,937	185	7
2011	10,270,693	267,594	640	6.23	0.24	22,936	223	9
2012	10,659,380	269,207	697	6.54	0.26	25,372	238	9
2013	10,597,356	275,017	695	6.56	0.25	24,621	232	9
2014	10,905,956	279,132	656	6.02	0.24	27,146	249	10
2015	11,203,184	279,844	665	5.94	0.24	30,102	269	11
2016	11,498,561	287,895	815	7.09	0.28	36,183	315	13
2017	12,229,216	297,593	878	7.18	0.30	39,992	327	13
2018	13,233,910	304,864	890	6.73	0.29	39,200	296	13
2019	13,085,643	300,050	893	6.82	0.30	45,688	349	15
2020	12,899,372	297,649	822	6.37	0.28	41,566	322	14
2021	13,822,575	327,026	1,011	7.31	0.31	42,169	305	13
2022	14,289,238	331,272	1,098	7.68	0.33	41,901	293	13
2023	14,891,540	329,858	961	6.45	0.29	41,733	280	13

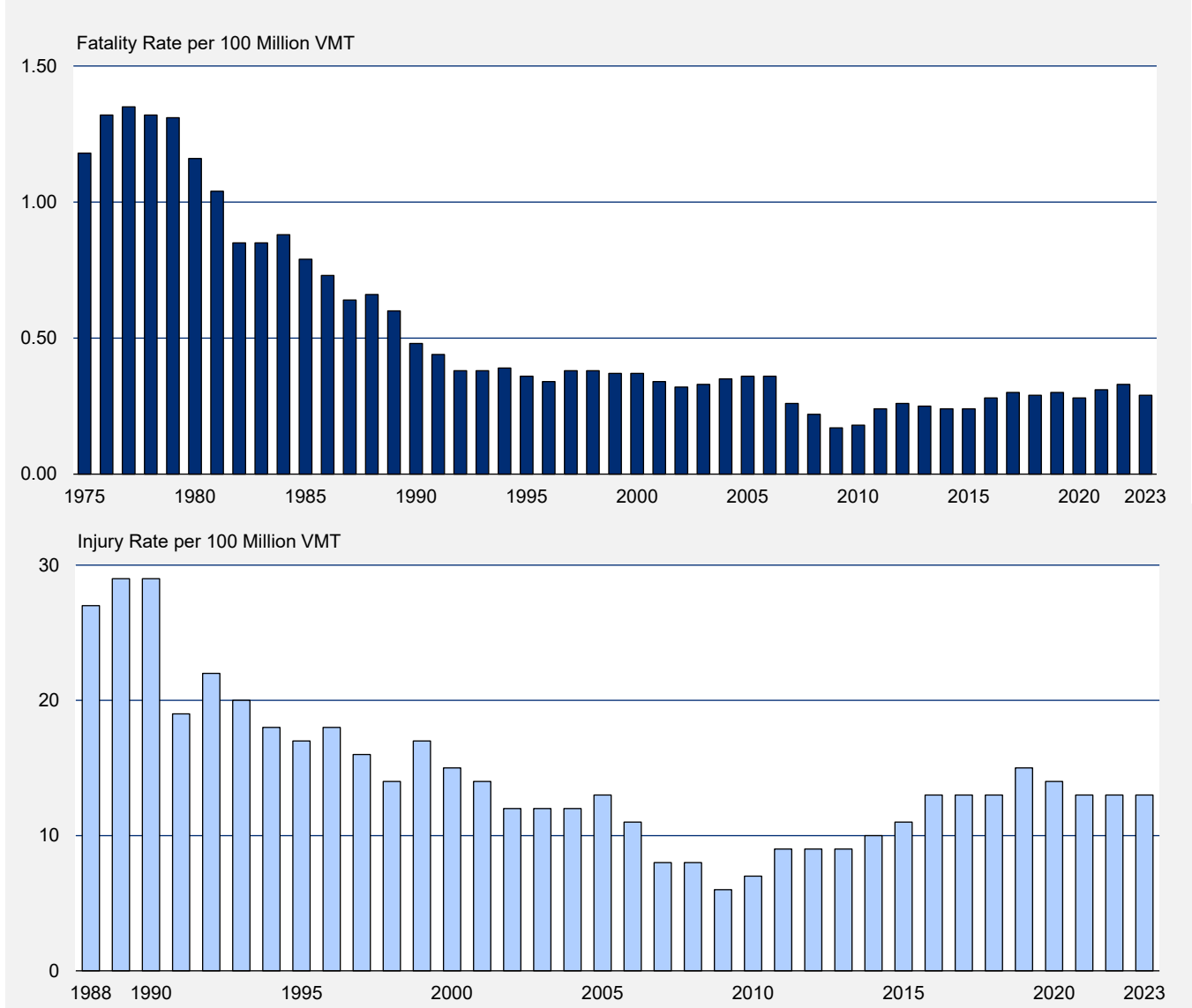
Source: Registered Large Trucks and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

1. Trends

Figure 6. Large-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2023



Sources: VMT—FHWA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

1. Trends

Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2023

Year	Registered Motorcycles	Motorcycle VMT (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Motorcycle VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Motorcycle VMT
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,257	2,296	1,050
1989	4,420,420	10,371	3,141	71.06	30.29	83,181	1,882	802
1990	4,259,462	9,557	3,244	76.16	33.94	84,635	1,987	886
1991	4,177,365	9,178	2,806	67.17	30.57	80,909	1,937	882
1992	4,065,118	9,557	2,395	58.92	25.06	65,166	1,603	682
1993	3,977,856	9,906	2,449	61.57	24.72	59,731	1,502	603
1994	3,756,555	10,240	2,320	61.76	22.66	57,629	1,534	563
1995	3,897,191	9,797	2,227	57.14	22.73	57,878	1,485	591
1996	3,871,599	9,920	2,161	55.82	21.78	55,385	1,431	558
1997	3,826,373	10,081	2,116	55.30	20.99	52,734	1,378	523
1998	3,879,450	10,283	2,294	59.13	22.31	49,218	1,269	479
1999	4,152,433	10,584	2,483	59.80	23.46	49,913	1,202	472
2000	4,346,068	10,469	2,897	66.66	27.67	57,792	1,330	552
2001	4,903,056	9,633	3,197	65.20	33.19	60,296	1,230	626
2002	5,004,156	9,552	3,270	65.35	34.23	65,005	1,299	681
2003	5,370,035	9,576	3,714	69.16	38.78	67,413	1,255	704
2004	5,767,934	10,122	4,028	69.83	39.79	76,239	1,322	753
2005	6,227,146	10,454	4,576	73.48	43.77	87,564	1,406	838
2006	6,678,958	12,049	4,837	72.42	40.14	87,866	1,316	729
2007	7,138,476	21,396	5,174	72.48	24.18	103,301	1,447	483
2008	7,752,926	20,811	5,312	68.52	25.52	96,041	1,239	461
2009	7,929,724	20,822	4,469	56.36	21.46	89,498	1,129	430
2010	8,009,503	18,513	4,518	56.41	24.40	82,300	1,028	445
2011	8,437,502	18,542	4,630	54.87	24.97	81,706	968	441
2012	8,454,939	21,385	4,986	58.97	23.32	93,251	1,103	436
2013	8,404,687	20,366	4,692	55.83	23.04	88,760	1,056	436
2014	8,417,718	19,970	4,594	54.58	23.00	91,987	1,093	461
2015	8,600,936	19,606	5,029	58.47	25.65	88,738	1,032	453
2016	8,679,380	20,445	5,337	61.49	26.10	104,442	1,203	511
2017	8,664,108	20,149	5,226	60.32	25.94	88,592	1,023	440
2018	8,659,741	20,076	5,038	58.18	25.09	81,859	945	408
2019	8,596,314	19,688	5,044	58.68	25.62	83,814	975	426
2020	8,347,435	17,947	5,620	67.33	31.31	80,662	966	449
2021	9,424,769	19,642	6,144	65.19	31.28	84,898	901	432
2022	9,186,256	23,765	6,251	68.05	26.30	82,690	900	348
2023	9,516,910	20,181	6,335	66.57	31.39	82,564	868	409

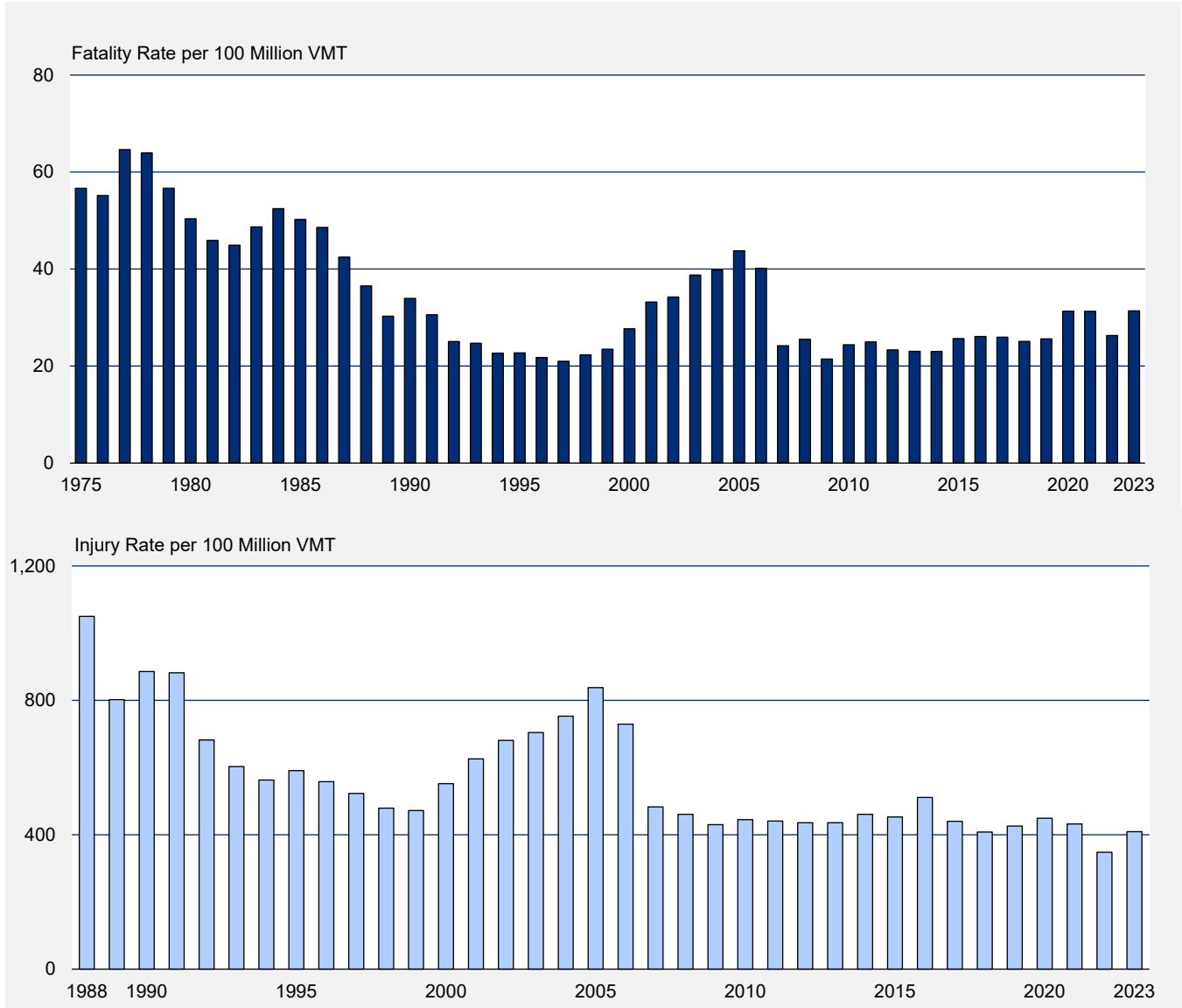
Source: Registered Motorcycles and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be considered when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. The methodology for vehicle type classifications changed in 2020. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

1. Trends

Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million VMT, 1975-2023



Source: VMT—FHWA

Note: The methodology for vehicle type classifications changed in 2020. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

1. Trends

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2023

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	
	Single Vehicle	Multi-Vehicle	Total			
Killed						
1975	643	318	961	3,106	416	4,483
1976	774	358	1,132	3,384	492	5,008
1977	884	403	1,287	3,925	511	5,723
1978	929	466	1,395	4,354	607	6,356
1979	967	465	1,432	4,615	655	6,702
1980	861	401	1,262	4,084	625	5,971
1981	785	348	1,133	4,126	547	5,806
1982	639	305	944	3,790	495	5,229
1983	676	306	982	3,941	568	5,491
1984	755	319	1,074	4,036	530	5,640
1985	634	343	977	4,227	530	5,734
1986	603	323	926	4,088	565	5,579
1987	571	281	852	4,194	552	5,598
1988	585	326	911	4,250	518	5,679
1989	550	308	858	4,142	490	5,490
1990	485	220	705	4,071	496	5,272
1991	448	213	661	3,705	455	4,821
1992	396	189	585	3,460	417	4,462
1993	389	216	605	3,855	396	4,856
1994	451	219	670	4,013	461	5,144
1995	425	223	648	3,846	424	4,918
1996	412	209	621	4,087	434	5,142
1997	499	224	723	4,223	452	5,398
1998	486	256	742	4,215	438	5,395
1999	480	279	759	4,180	441	5,380
2000	484	270	754	4,114	414	5,282
2001	474	234	708	3,962	441	5,111
2002	449	240	689	3,886	364	4,939
2003	457	269	726	3,919	391	5,036
2004	469	297	766	4,042	427	5,235
2005	478	326	804	3,971	465	5,240
2006	500	305	805	3,797	425	5,027
2007	502	303	805	3,608	409	4,822
2008	430	252	682	3,151	412	4,245
2009	333	166	499	2,558	323	3,380
2010	339	191	530	2,797	359	3,686
2011	408	232	640	2,713	428	3,781
2012	423	274	697	2,857	390	3,944
2013	431	264	695	2,845	441	3,981
2014	405	251	656	2,859	393	3,908
2015	395	270	665	3,017	413	4,095
2016	520	295	815	3,351	512	4,678
2017	525	353	878	3,535	493	4,906
2018	538	352	890	3,563	553	5,006
2019	494	399	893	3,569	570	5,032
2020	504	318	822	3,501	622	4,945
2021	584	427	1,011	4,176	634	5,821
2022	615	483	1,098	4,187	684	5,969
2023	596	365	961	3,837	674	5,472

1. Trends

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2023 (Continued)

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	
	Single Vehicle	Multi-Vehicle	Total			
Injured						
1988	17,135	20,749	37,884	89,845	4,266	131,995
1989	20,301	21,715	42,016	111,233	1,969	155,219
1990	15,951	25,978	41,929	106,554	2,325	150,808
1991	13,066	15,502	28,568	80,593	2,496	111,656
1992	13,517	20,136	33,653	102,345	3,364	139,362
1993	12,979	18,977	31,956	95,857	5,873	133,686
1994	10,680	19,644	30,324	99,081	3,387	132,792
1995	14,768	15,845	30,613	85,426	2,504	118,543
1996	15,239	17,568	32,807	95,894	2,574	131,276
1997	13,919	17,643	31,561	99,346	2,048	132,955
1998	13,608	14,633	28,241	97,149	2,050	127,440
1999	15,156	18,579	33,736	105,703	4,376	143,815
2000	16,475	14,185	30,659	105,963	3,146	139,768
2001	13,419	16,280	29,699	99,418	2,566	131,684
2002	12,319	14,423	26,741	100,326	3,838	130,905
2003	10,783	15,550	26,333	91,621	3,185	121,139
2004	13,264	14,330	27,594	86,447	3,709	117,750
2005	10,410	17,516	27,926	85,225	2,176	115,326
2006	10,625	12,789	23,414	81,684	2,253	107,351
2007	9,931	13,429	23,360	76,400	2,303	102,063
2008	9,991	13,654	23,645	64,882	2,866	91,393
2009	7,392	9,026	16,419	56,278	1,379	74,076
2010	9,106	10,830	19,937	58,948	2,010	80,894
2011	7,425	15,511	22,936	64,412	1,674	89,021
2012	8,893	16,478	25,372	76,342	2,740	104,454
2013	8,949	15,673	24,621	69,221	2,254	96,097
2014	10,280	16,865	27,146	82,282	2,389	111,817
2015	10,175	19,927	30,102	85,172	2,561	117,835
2016	12,941	23,241	36,183	94,958	3,587	134,727
2017	14,550	25,442	39,992	105,509	2,808	148,309
2018	13,480	25,719	39,200	108,490	3,480	151,170
2019	15,199	30,490	45,688	109,515	4,156	159,359
2020	14,969	26,597	41,566	97,595	2,452	141,613
2021	13,823	28,346	42,169	109,795	2,849	154,813
2022	17,167	24,734	41,901	115,181	3,538	160,619
2023	13,138	28,595	41,733	107,636	4,083	153,452

Notes: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

1. Trends

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2023

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.91	3.78	2.95	2.38	2.74	3.17	3.66	6.05	10.76	3.98
1976	3.52	5.62	3.63	3.77	3.01	2.42	2.62	3.30	3.60	5.58	10.12	3.86
1977	2.99	5.35	3.56	4.01	3.15	2.67	2.65	3.20	4.05	5.80	10.57	3.96
1978	3.14	5.45	3.68	4.04	3.48	2.89	2.77	3.33	3.77	5.36	8.93	3.95
1979	2.87	5.16	3.57	4.44	3.97	3.13	2.98	3.33	3.68	5.50	9.17	4.07
1980	2.67	4.68	3.48	4.44	4.34	3.17	2.80	3.39	3.69	5.00	9.89	4.03
1981	2.14	4.44	3.27	4.06	4.18	3.36	2.82	3.22	3.42	4.88	8.74	3.87
1982	2.15	3.89	2.98	4.03	4.27	3.06	3.00	3.05	3.05	4.45	7.41	3.58
1983	2.03	3.69	3.06	3.56	3.83	2.91	2.46	2.80	3.12	3.77	7.37	3.31
1984	1.92	3.61	3.09	3.52	3.63	2.95	2.58	2.93	3.34	4.01	7.64	3.38
1985	2.05	3.67	2.83	3.39	3.38	2.71	2.65	2.69	3.36	3.90	7.35	3.27
1986	1.89	3.58	3.11	3.49	3.54	2.93	2.51	2.98	2.86	3.64	7.34	3.27
1987	1.66	3.63	3.18	3.18	3.39	2.83	2.69	2.88	3.14	3.79	7.20	3.23
1988	1.69	3.65	2.84	2.95	3.37	2.94	2.70	2.77	3.04	3.94	7.70	3.24
1989	1.54	3.06	2.55	2.56	2.90	3.00	2.73	2.61	3.18	3.49	7.10	3.04
1990	1.60	2.65	2.23	2.59	2.84	2.97	2.77	2.63	3.09	3.67	6.97	2.99
1991	1.43	2.40	2.32	2.50	2.86	2.65	2.36	2.44	2.67	3.08	5.93	2.68
1992	1.29	2.25	2.02	2.22	2.21	2.38	2.39	2.41	2.56	3.10	5.42	2.50
1993	1.35	2.19	2.21	2.10	2.25	2.63	2.51	2.25	2.52	2.95	5.47	2.55
1994	1.31	2.20	2.13	1.99	2.22	2.34	2.46	2.35	2.41	2.82	5.50	2.46
1995	1.12	2.02	2.04	2.06	2.38	2.41	2.60	2.38	2.50	2.97	5.21	2.48
1996	1.22	1.87	1.90	1.99	2.38	2.17	2.49	2.40	2.63	2.94	4.76	2.40
1997	0.97	1.73	1.81	2.08	2.15	2.22	2.47	2.39	2.53	2.99	4.57	2.35
1998	0.96	1.42	1.63	1.83	2.12	2.06	2.46	2.41	2.61	2.74	4.68	2.26
1999	0.94	1.45	1.47	1.78	2.01	1.88	2.41	2.26	2.35	2.78	4.14	2.14
2000	0.88	1.17	1.33	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.82	1.98
2001	0.70	1.06	1.30	1.73	2.01	1.68	2.36	2.38	2.13	2.44	4.11	2.02
2002	0.71	0.94	1.10	1.63	1.71	1.77	2.24	2.37	2.10	2.76	3.68	1.96
2003	0.62	0.89	1.16	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	1.91
2004	0.63	0.87	1.06	1.51	1.84	1.72	2.15	2.39	2.03	2.41	3.55	1.89
2005	0.64	0.78	1.00	1.62	2.11	1.81	2.25	2.58	2.14	2.50	3.57	1.98
2006	0.59	0.81	0.88	1.49	1.97	1.87	2.11	2.61	2.19	2.32	3.35	1.93
2007	0.56	0.63	0.88	1.58	2.00	1.80	2.09	2.48	1.86	2.32	3.11	1.85
2008	0.53	0.55	0.78	1.56	1.94	1.67	1.86	2.47	2.02	2.03	2.76	1.75
2009	0.51	0.49	0.71	1.23	1.80	1.53	1.76	2.17	1.89	2.02	2.50	1.59
2010	0.52	0.47	0.66	1.47	1.89	1.63	1.64	2.17	2.06	2.01	2.79	1.65
2011	0.40	0.47	0.68	1.42	2.09	1.70	1.63	2.43	2.12	2.19	2.65	1.71
2012	0.49	0.54	0.70	1.56	2.19	1.85	1.72	2.54	2.36	2.19	2.96	1.84
2013	0.54	0.48	0.53	1.41	2.05	1.79	1.79	2.48	2.49	2.13	2.77	1.81
2014	0.46	0.49	0.50	1.53	1.94	1.87	1.79	2.34	2.61	2.21	2.86	1.84
2015	0.48	0.43	0.63	1.53	2.15	1.99	2.23	2.87	2.96	2.32	2.72	2.04
2016	0.46	0.45	0.70	1.67	2.34	2.27	2.33	2.95	3.17	2.67	3.09	2.23
2017	0.48	0.35	0.64	1.58	1.99	2.27	2.34	2.98	3.25	2.47	3.07	2.19
2018	0.40	0.40	0.43	1.52	2.32	2.42	2.57	3.01	3.42	2.71	3.13	2.28
2019	0.38	0.35	0.55	1.26	2.03	2.51	2.63	2.91	3.45	2.81	2.99	2.26
2020	0.38	0.31	0.52	1.33	2.14	2.69	2.92	3.04	3.59	2.64	2.66	2.34
2021	0.36	0.32	0.50	1.40	2.52	3.21	3.48	3.19	3.91	3.11	2.70	2.63
2022	0.44	0.35	0.56	1.33	2.39	3.20	3.63	3.34	3.99	3.27	2.92	2.71
2023	0.38	0.28	0.59	1.37	2.27	3.02	3.54	3.30	3.78	3.34	2.75	2.63

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

1. Trends

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2023 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Injury Rate per 100,000 Population												
1988	35	178	195	129	118	74	46	38	35	25	45	79
1989	32	180	190	144	96	69	53	43	43	33	39	80
1990	34	139	179	138	109	77	53	37	26	29	38	75
1991	27	138	164	101	91	70	41	36	31	31	30	66
1992	33	120	171	98	98	57	45	34	29	30	27	63
1993	28	117	181	96	94	66	49	45	26	27	38	66
1994	24	113	158	118	88	60	47	36	33	24	29	63
1995	33	104	159	106	86	62	52	27	21	30	26	62
1996	31	91	152	102	80	56	38	36	26	26	22	57
1997	25	93	137	80	68	51	51	34	29	29	22	55
1998	19	77	119	80	68	50	40	33	25	21	16	48
1999	20	85	131	78	57	57	38	38	26	27	22	51
2000	18	99	94	67	72	51	41	30	29	21	20	48
2001	17	64	108	78	52	46	39	36	30	29	18	46
2002	16	60	98	62	37	55	40	29	35	26	21	44
2003	15	59	88	71	50	47	42	32	26	24	22	43
2004	19	55	80	64	53	42	39	35	21	22	19	40
2005	17	62	71	75	58	34	28	34	37	22	16	40
2006	11	37	69	70	42	37	35	33	34	23	19	37
2007	12	44	73	70	63	48	38	38	24	23	22	41
2008	12	36	77	86	65	40	38	40	35	25	24	43
2009	14	39	59	66	72	47	23	38	29	20	18	38
2010	12	35	73	69	66	49	38	40	30	29	22	42
2011	11	31	54	86	64	43	33	39	37	27	21	41
2012	11	33	63	71	67	52	45	41	37	28	19	43
2013	8	23	49	71	81	53	36	40	29	22	21	40
2014	10	21	42	72	70	51	39	36	36	28	19	39
2015	9	18	47	66	62	46	38	45	38	31	16	39
2016	14	28	57	94	80	69	54	51	47	32	21	51
2017	9	22	49	73	65	52	44	41	40	25	18	41
2018	8	19	45	66	64	56	43	45	47	28	17	42
2019	7	23	48	71	67	54	45	40	48	31	20	43
2020	10	15	31	41	46	44	39	34	32	25	15	32
2021	7	16	34	51	54	45	41	37	38	26	19	35
2022	7	20	51	61	54	51	42	42	39	30	19	39
2023	8	18	54	65	58	57	47	39	39	28	17	41

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Table 13. People Killed, by Highest Driver BAC in the Crash, 1982-2023

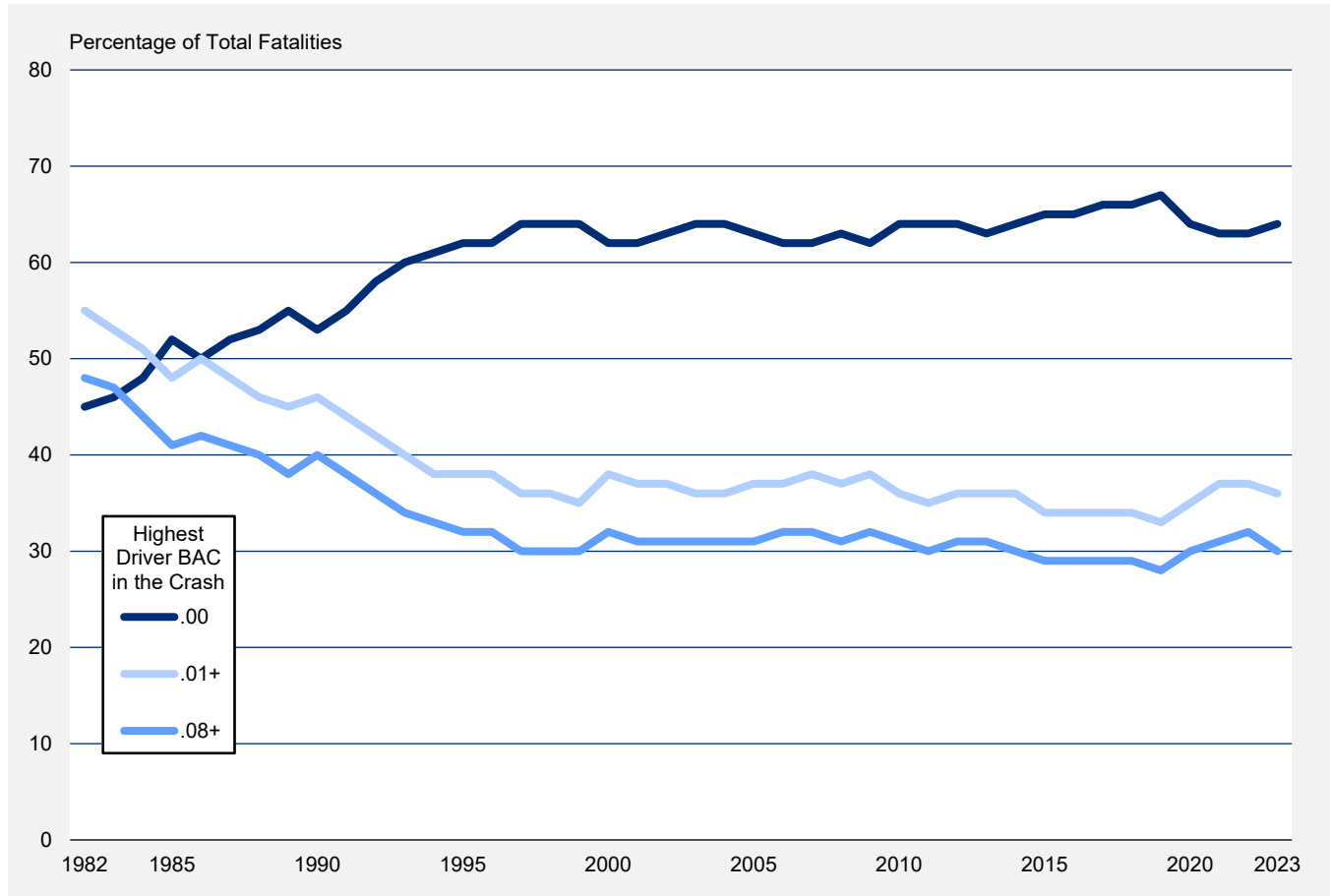
Year	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Killed*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	43,945	100
1983	19,787	46	2,588	6	20,051	47	22,639	53	42,589	100
1984	21,429	48	3,007	7	19,638	44	22,645	51	44,257	100
1985	22,589	52	2,974	7	18,125	41	21,098	48	43,825	100
1986	22,896	50	3,487	8	19,554	42	23,041	50	46,087	100
1987	24,186	52	3,238	7	18,813	41	22,051	48	46,390	100
1988	25,164	53	3,156	7	18,611	40	21,767	46	47,087	100
1989	25,152	55	2,793	6	17,521	38	20,314	45	45,582	100
1990	23,823	53	2,901	7	17,705	40	20,607	46	44,599	100
1991	23,025	55	2,480	6	15,827	38	18,307	44	41,508	100
1992	22,726	58	2,352	6	14,049	36	16,401	42	39,250	100
1993	23,979	60	2,300	6	13,739	34	16,039	40	40,150	100
1994	24,948	61	2,236	5	13,390	33	15,626	38	40,716	100
1995	25,768	62	2,416	6	13,478	32	15,893	38	41,817	100
1996	26,052	62	2,415	6	13,451	32	15,866	38	42,065	100
1997	26,902	64	2,216	5	12,757	30	14,973	36	42,013	100
1998	26,477	64	2,353	6	12,546	30	14,899	36	41,501	100
1999	26,798	64	2,235	5	12,555	30	14,790	35	41,717	100
2000	26,082	62	2,422	6	13,324	32	15,746	38	41,945	100
2001	26,334	62	2,441	6	13,290	31	15,731	37	42,196	100
2002	27,080	63	2,321	5	13,472	31	15,793	37	43,005	100
2003	27,328	64	2,327	5	13,096	31	15,423	36	42,884	100
2004	27,413	64	2,212	5	13,099	31	15,311	36	42,836	100
2005	27,423	63	2,404	6	13,582	31	15,985	37	43,510	100
2006	26,633	62	2,479	6	13,491	32	15,970	37	42,708	100
2007	25,611	62	2,494	6	13,041	32	15,534	38	41,259	100
2008	23,499	63	2,115	6	11,711	31	13,826	37	37,423	100
2009	21,051	62	1,972	6	10,759	32	12,731	38	33,883	100
2010	21,005	64	1,771	5	10,136	31	11,906	36	32,999	100
2011	20,848	64	1,662	5	9,865	30	11,527	35	32,479	100
2012	21,563	64	1,782	5	10,336	31	12,118	36	33,782	100
2013	20,865	63	1,834	6	10,084	31	11,918	36	32,893	100
2014	20,913	64	1,800	5	9,943	30	11,743	36	32,744	100
2015	23,165	65	1,930	5	10,280	29	12,210	34	35,484	100
2016	24,762	65	1,984	5	10,967	29	12,951	34	37,806	100
2017	24,589	66	1,895	5	10,880	29	12,775	34	37,473	100
2018	24,186	66	1,850	5	10,710	29	12,560	34	36,835	100
2019	24,251	67	1,834	5	10,196	28	12,029	33	36,355	100
2020	25,121	64	2,073	5	11,727	30	13,800	35	39,007	100
2021	27,243	63	2,329	5	13,599	31	15,927	37	43,230	100
2022	26,801	63	2,388	6	13,458	32	15,846	37	42,721	100
2023	26,284	64	2,117	5	12,429	30	14,547	36	40,901	100

*Includes fatalities in crashes in which there was no driver present.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

Figure 8. Proportion of People Killed, by Highest Driver BAC in the Crash, 1982-2023



1. Trends

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2023

Year	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
1982	***	***	498 (3)	58	600 (3)	59
1983	375 (3)	60	539 (3)	55	620 (3)	55
1984	346 (3)	55	527 (3)	57	223 (1)	55
1985	496 (4)	50	557 (3)	51	689 (4)	49
1986	223 (1)	53	616 (3)	52	611 (3)	55
1987	535 (4)	48	519 (3)	51	556 (3)	48
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	424 (4)	41	425 (3)	41	494 (3)	44
2009	467 (4)	40	473 (3)	42	412 (3)	39
2010	297 (3)	48	399 (3)	40	393 (3)	38
2011	318 (3)	43	408 (3)	40	429 (3)	37
2012	356 (3)	39	379 (3)	44	180 (1)	45
2013	366 (4)	44	385 (3)	38	513 (4)	39
2014	153 (1)	51	376 (3)	37	401 (3)	41
2015	391 (4)	36	428 (3)	39	410 (3)	35
2016	332 (3)	37	449 (3)	37	457 (3)	42
2017	375 (3)	37	403 (3)	37	603 (4)	38
2018	331 (3)	39	439 (3)	38	194 (1)	41
2019	438 (4)	36	464 (3)	37	516 (4)	39
2020	153 (1)	52	405 (3)	42	494 (3)	41
2021	405 (3)	42	482 (3)	42	537 (3)	40
2022	420 (3)	36	506 (3)	42	489 (3)	41
2023	444 (3)	34	486 (3)	39	617 (4)	38

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

**The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on Monday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2023 (Continued)

Year	Holiday Period**					
	Labor Day		Thanksgiving		Christmas	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
1982	628 (3)	55	601 (4)	51	458 (3)	50
1983	636 (3)	60	533 (4)	50	352 (3)	54
1984	609 (3)	53	558 (4)	51	643 (4)	54
1985	605 (3)	51	566 (4)	47	152 (1)	47
1986	663 (3)	52	598 (4)	48	508 (4)	48
1987	630 (3)	53	659 (4)	45	409 (3)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	493 (3)	40	507 (4)	35	426 (4)	32
2009	362 (3)	38	413 (4)	34	262 (3)	36
2010	406 (3)	35	431 (4)	40	264 (3)	35
2011	382 (3)	37	384 (4)	32	267 (3)	36
2012	394 (3)	38	421 (4)	41	374 (4)	35
2013	424 (3)	39	411 (4)	34	106 (1)	38
2014	403 (3)	42	467 (4)	34	406 (4)	34
2015	463 (3)	34	455 (4)	35	330 (3)	36
2016	438 (3)	37	497 (4)	36	365 (3)	35
2017	383 (3)	37	536 (4)	36	356 (3)	38
2018	448 (3)	36	442 (4)	31	435 (4)	35
2019	456 (3)	39	424 (4)	29	147 (1)	37
2020	533 (3)	38	523 (4)	36	347 (3)	37
2021	535 (3)	41	539 (4)	37	402 (3)	36
2022	496 (3)	38	531 (4)	34	336 (3)	37
2023	511 (3)	36	490 (4)	35	389 (3)	37

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

**The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on Monday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

Table 15. Drivers in Fatal Crashes, by Their BACs and Time of Day, 1982-2023

Year	Day			Night			Total Drivers*		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,820	11	9	27,085	41	36	59,220	25	21
2006	30,566	12	9	26,949	42	36	57,846	26	22
2007	29,307	11	9	26,367	42	36	56,019	26	22
2008	26,377	11	9	23,760	42	36	50,416	26	22
2009	23,673	11	9	21,379	43	37	45,337	26	22
2010	23,840	11	9	20,541	42	36	44,599	26	22
2011	23,460	11	8	20,178	41	36	43,840	25	21
2012	24,068	12	9	21,346	40	34	45,664	25	21
2013	23,894	12	9	20,682	41	35	44,803	25	21
2014	23,514	12	9	20,925	40	34	44,671	25	21
2015	25,917	12	9	22,991	37	31	49,163	24	20
2016	27,305	11	9	24,825	37	32	52,399	24	20
2017	27,697	11	9	24,775	36	31	52,752	23	20
2018	27,035	12	9	24,629	36	31	51,905	23	20
2019	26,975	11	9	24,061	35	29	51,302	22	19
2020	27,044	13	10	26,790	36	31	54,165	24	21
2021	30,617	13	10	30,437	37	32	61,379	25	21
2022	29,871	13	11	30,106	38	32	60,308	26	21
2023	28,506	12	10	29,136	35	30	57,939	24	20

Day – 6 a.m. to 5:59 p.m.

Night – 6 p.m. to 5:59 a.m.

*Includes drivers with time of day unknown.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

Table 16. Drivers in Fatal Crashes, by Their BACs and Sex, 1982-2023

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,882	30	25	11,864	16	13
2010	32,079	28	24	11,859	17	15
2011	31,918	28	24	11,265	16	14
2012	33,351	28	24	11,604	16	14
2013	32,608	28	23	11,429	18	14
2014	32,630	28	23	11,293	18	15
2015	35,850	26	22	12,382	17	14
2016	37,941	26	21	13,376	17	14
2017	38,028	25	21	13,673	17	14
2018	37,406	25	21	13,379	18	15
2019	37,196	24	20	13,000	17	14
2020	39,594	26	21	13,111	19	16
2021	44,359	26	22	15,260	20	17
2022	43,770	27	23	14,783	21	17
2023	42,101	26	22	14,186	20	16

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

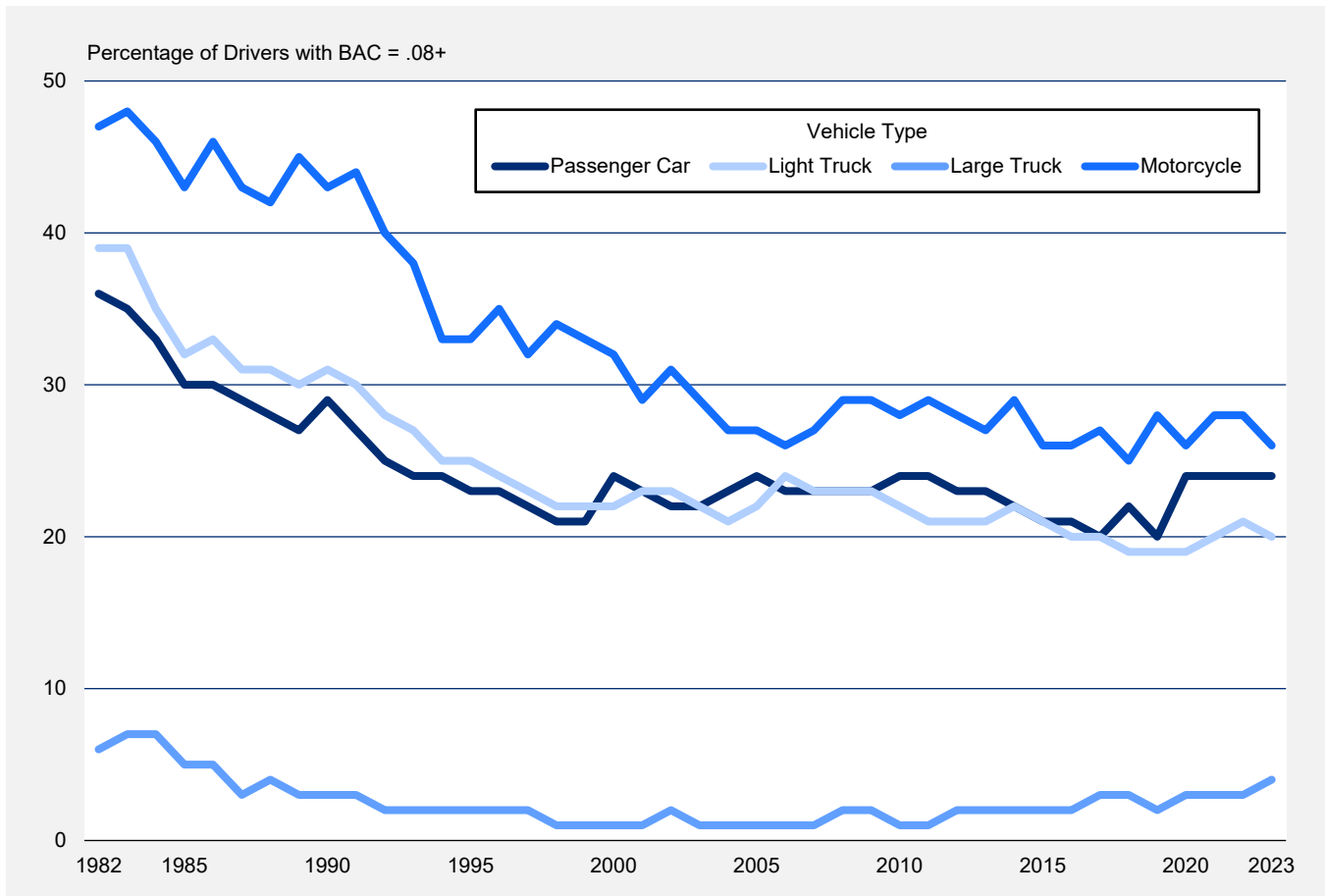
Table 17. Drivers in Fatal Crashes, by Their BACs and Vehicle Type, 1982-2023

Year	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,379	27	23	19,095	26	23	4,040	3	2	5,405	36	29
2009	18,344	27	23	17,878	27	23	3,182	3	2	4,601	36	29
2010	17,710	27	24	17,385	25	22	3,456	2	1	4,647	36	28
2011	17,401	27	24	16,706	25	21	3,594	3	1	4,761	37	29
2012	18,171	26	23	17,230	25	21	3,774	3	2	5,108	35	28
2013	17,850	27	23	16,810	25	21	3,872	4	2	4,795	35	27
2014	17,802	26	22	17,040	25	22	3,702	3	2	4,703	37	29
2015	19,689	25	21	18,762	24	21	4,020	2	2	5,126	34	26
2016	20,965	25	21	19,802	23	20	4,503	4	2	5,460	33	26
2017	21,133	24	20	19,878	23	20	4,746	4	3	5,372	34	27
2018	20,433	25	22	19,789	22	19	4,832	4	3	5,164	33	25
2019	19,689	24	20	19,817	22	19	4,977	3	2	5,143	36	28
2020	19,063	28	24	22,266	22	19	4,755	4	3	5,754	33	26
2021	21,174	28	24	25,689	23	20	5,668	5	3	6,298	35	28
2022	20,011	28	24	25,717	25	21	5,793	5	3	6,382	35	28
2023	18,642	28	24	25,171	23	20	5,317	5	4	6,429	33	26

Notes: NHTSA estimates BACs when alcohol test results are unknown. The methodology for vehicle type classifications changed in 2020. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

1. Trends

Figure 9. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Vehicle Type, 1982-2023



Notes: The methodology for vehicle type classifications changed in 2020. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

1. Trends

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2023

Year	Age Group								
	<15 Years			15-20 Years			21-24 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	190	14	11	10,080	44	36	9,018	53	46
1983	203	16	13	9,547	42	35	8,432	53	46
1984	204	16	11	10,046	40	31	8,963	52	44
1985	206	14	10	9,659	34	26	9,046	47	40
1986	197	16	11	10,470	37	28	9,129	49	41
1987	186	15	11	10,193	33	25	8,808	47	39
1988	204	11	8	10,415	32	24	8,555	47	39
1989	173	12	10	9,671	30	23	7,723	45	38
1990	178	15	13	9,052	32	25	7,195	46	39
1991	146	16	10	8,220	30	23	6,748	45	38
1992	139	19	12	7,403	27	21	6,323	42	35
1993	155	15	11	7,484	24	18	6,406	40	34
1994	152	13	9	7,968	24	18	6,291	39	33
1995	156	12	8	7,979	21	15	6,263	38	32
1996	163	10	7	8,074	22	17	6,205	38	31
1997	128	13	10	7,936	22	17	5,705	36	30
1998	141	13	9	7,987	22	17	5,613	37	32
1999	131	10	7	8,187	22	17	5,639	38	31
2000	120	16	12	8,224	23	18	5,950	38	32
2001	119	13	10	8,166	23	18	6,037	39	33
2002	138	13	9	8,325	23	18	6,316	39	33
2003	152	12	9	7,937	23	18	6,276	38	32
2004	158	12	8	7,942	23	18	6,413	39	33
2005	138	16	9	7,500	22	17	6,585	39	33
2006	99	13	10	7,493	24	19	6,480	39	33
2007	107	13	8	7,026	23	18	6,287	41	34
2008	79	8	5	5,886	22	17	5,342	40	34
2009	84	12	4	5,170	24	18	4,612	41	34
2010	61	5	4	4,603	22	17	4,608	40	34
2011	60	8	6	4,362	24	20	4,488	37	32
2012	49	15	10	4,313	22	17	4,765	38	32
2013	56	8	5	3,991	21	17	4,630	38	32
2014	55	7	6	3,897	22	17	4,664	36	30
2015	61	6	5	4,352	20	16	5,014	33	28
2016	76	8	7	4,555	19	15	5,284	32	27
2017	62	6	6	4,410	18	15	5,070	31	27
2018	43	7	6	4,176	18	15	4,832	33	28
2019	61	15	10	3,999	18	15	4,636	31	27
2020	88	13	11	4,588	22	17	4,911	31	26
2021	96	11	9	5,137	21	17	5,568	32	27
2022	87	13	10	4,876	23	19	5,308	34	29
2023	93	18	15	5,133	24	20	5,101	33	28

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

**Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2023
(Continued)**

Year	Age Group								
	25-34 Years			35-44 Years			45-54 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,800	36	31	8,806	29	25	8,355	24	20
2009	8,630	36	31	7,779	30	26	7,686	26	22
2010	8,567	35	30	7,333	29	25	7,517	25	21
2011	8,549	34	30	7,084	28	24	7,513	24	21
2012	9,019	34	29	7,365	28	24	7,660	24	21
2013	8,808	35	30	7,220	28	24	7,376	24	20
2014	8,992	33	29	6,910	28	24	7,370	24	20
2015	9,994	31	27	7,768	27	23	7,915	23	19
2016	10,913	32	27	8,179	26	22	8,023	23	19
2017	11,006	30	26	8,284	26	23	8,186	23	19
2018	10,853	31	26	8,188	25	21	7,939	22	19
2019	10,592	30	25	8,382	25	22	7,581	21	18
2020	12,011	31	26	8,956	26	22	7,778	23	19
2021	13,309	31	27	10,370	28	24	8,828	24	20
2022	12,661	32	28	10,398	29	24	8,652	24	20
2023	11,916	31	26	9,876	27	23	8,116	23	19

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

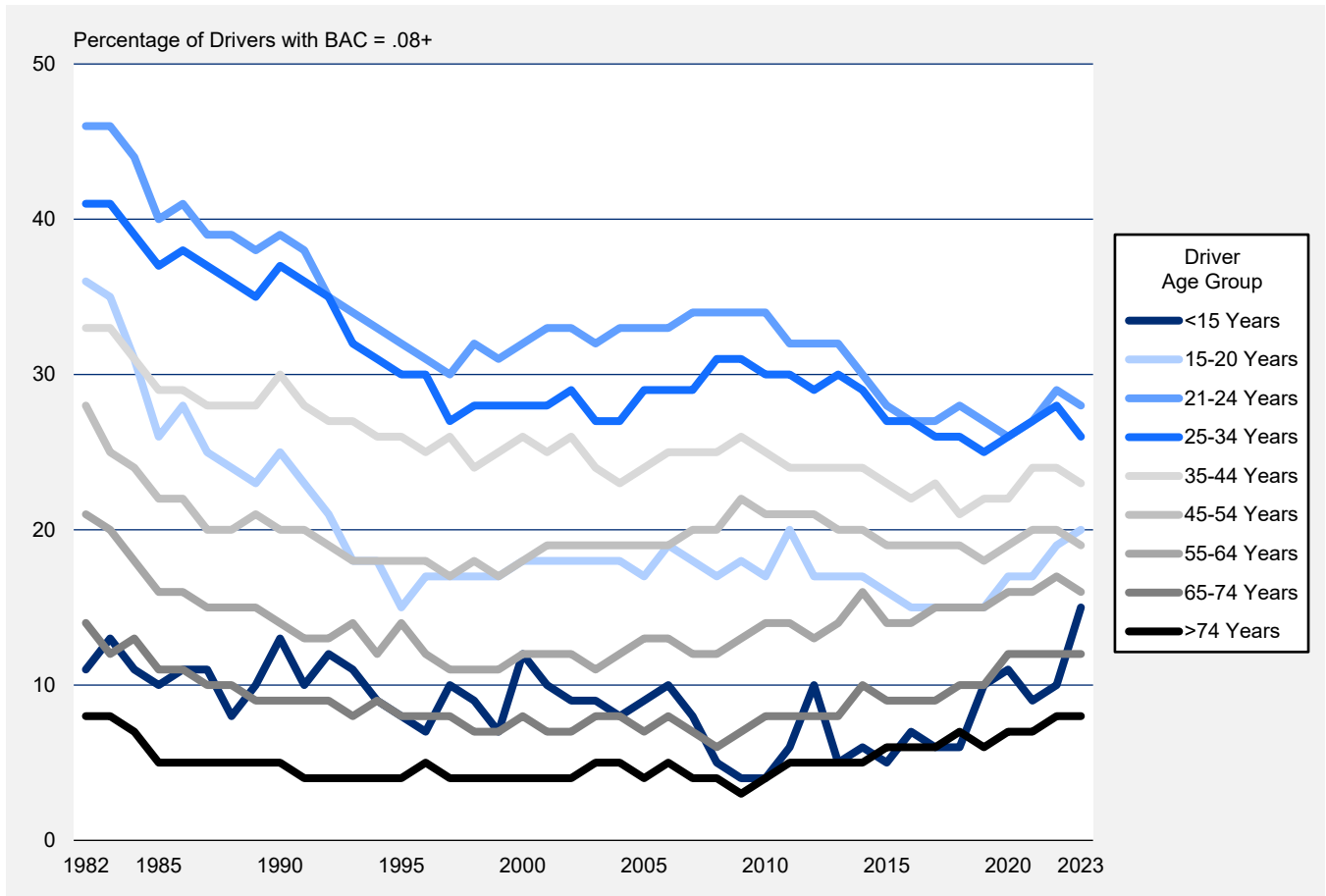
**Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2023
(Continued)**

Year	Age Group								
	55-64 Years			65-74 Years			> 74 Years		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,717	16	12	2,927	9	6	2,672	6	4
2009	5,276	15	13	2,876	9	7	2,560	5	3
2010	5,577	17	14	2,902	10	8	2,688	6	4
2011	5,572	17	14	2,960	10	8	2,528	7	5
2012	5,930	16	13	3,239	11	8	2,554	7	5
2013	5,947	17	14	3,373	11	8	2,586	7	5
2014	6,004	19	16	3,316	12	10	2,650	7	5
2015	6,525	18	14	3,794	12	9	2,762	8	6
2016	7,037	18	14	4,155	12	9	3,014	7	6
2017	7,316	19	15	4,148	12	9	3,151	7	6
2018	7,319	19	15	4,250	13	10	3,120	9	7
2019	7,216	19	15	4,425	14	10	3,252	8	6
2020	7,316	19	16	4,129	15	12	2,824	9	7
2021	8,146	19	16	4,785	15	12	3,280	9	7
2022	7,932	21	17	5,076	15	12	3,460	10	8
2023	7,560	20	16	4,954	15	12	3,458	9	8

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

Figure 10. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Age Group, 1982-2023



1. Trends

Table 19. Drivers in Fatal Crashes, by Their BACs and Survival Status, 1982-2023

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	56,029
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,075	2,816	18,765	54,656
1984	23,367	1,620	6,936	31,923	12,477	1,614	11,499	25,589	35,843	3,234	18,435	57,512
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	57,883
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	60,335
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	61,442
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	62,253
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	60,435
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	58,893
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	54,391
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	51,901
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	53,401
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	54,549
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	56,164
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	57,001
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	56,688
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	56,604
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	56,502
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	57,280
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	57,586
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	58,113
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	58,517
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	58,395
2005	26,650	998	4,082	31,729	17,628	1,374	8,489	27,491	44,278	2,371	12,571	59,220
2006	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	57,846
2007	24,831	1,136	3,483	29,449	16,591	1,361	8,617	26,570	41,422	2,497	12,100	56,019
2008	22,312	913	2,937	26,162	15,067	1,226	7,961	24,254	37,379	2,139	10,898	50,416
2009	19,803	883	2,816	23,502	13,520	1,102	7,213	21,835	33,324	1,985	10,029	45,337
2010	19,747	761	3,019	23,527	13,442	1,051	6,579	21,072	33,190	1,812	9,598	44,599
2011	19,615	647	2,762	23,025	13,290	1,001	6,524	20,815	32,906	1,648	9,287	43,840
2012	20,519	709	2,946	24,174	13,674	1,082	6,735	21,490	34,193	1,791	9,680	45,664
2013	20,106	825	2,929	23,860	13,372	1,025	6,546	20,943	33,478	1,850	9,475	44,803
2014	20,010	863	3,010	23,883	13,428	974	6,387	20,788	33,438	1,837	9,396	44,671
2015	22,627	877	3,310	26,813	14,903	1,087	6,360	22,350	37,529	1,964	9,670	49,163
2016	24,062	943	3,680	28,684	15,943	1,098	6,674	23,715	40,005	2,041	10,353	52,399
2017	24,521	809	3,665	28,995	15,975	1,128	6,654	23,757	40,497	1,937	10,318	52,752
2018	24,143	808	3,909	28,860	15,592	1,103	6,349	23,045	39,735	1,911	10,259	51,905
2019	24,530	791	3,233	28,555	15,232	1,120	6,396	22,747	39,762	1,911	9,629	51,302
2020	24,480	923	3,902	29,305	16,439	1,200	7,221	24,860	40,920	2,122	11,123	54,165
2021	27,886	1,122	4,817	33,824	18,058	1,312	8,185	27,555	45,944	2,434	13,001	61,379
2022	27,249	1,153	4,977	33,379	17,613	1,374	7,942	26,929	44,862	2,527	12,919	60,308
2023	26,984	1,091	4,285	32,361	16,958	1,126	7,494	25,578	43,943	2,217	11,779	57,939

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

Table 20. Pedestrians Killed, 15 and Older, by Their BACs, 1982-2023

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,077	51	316	5	2,686	44	6,079	100
1983	2,852	51	295	5	2,498	44	5,645	100
1984	3,095	53	282	5	2,454	42	5,830	100
1985	3,017	53	339	6	2,283	40	5,639	100
1986	3,048	54	330	6	2,258	40	5,636	100
1987	3,145	56	342	6	2,179	38	5,667	100
1988	3,312	57	284	5	2,171	38	5,767	100
1989	3,115	56	299	5	2,190	39	5,604	100
1990	3,140	57	258	5	2,146	39	5,544	100
1991	2,810	57	235	5	1,903	38	4,948	100
1992	2,686	56	231	5	1,866	39	4,783	100
1993	2,731	57	198	4	1,863	39	4,792	100
1994	2,733	58	228	5	1,722	37	4,683	100
1995	2,820	58	225	5	1,797	37	4,842	100
1996	2,695	57	211	4	1,813	38	4,719	100
1997	2,852	61	177	4	1,644	35	4,673	100
1998	2,705	58	248	5	1,686	36	4,639	100
1999	2,531	58	192	4	1,653	38	4,375	100
2000	2,491	59	212	5	1,538	36	4,241	100
2001	2,626	60	220	5	1,563	35	4,409	100
2002	2,638	60	191	4	1,586	36	4,415	100
2003	2,593	60	192	4	1,566	36	4,351	100
2004	2,530	59	206	5	1,532	36	4,268	100
2005	2,749	61	196	4	1,564	35	4,508	100
2006	2,542	57	221	5	1,659	38	4,422	100
2007	2,554	59	207	5	1,593	37	4,353	100
2008	2,383	58	182	4	1,550	38	4,115	100
2009	2,265	59	174	5	1,404	37	3,843	100
2010	2,421	60	192	5	1,413	35	4,026	100
2011	2,466	59	198	5	1,545	37	4,209	100
2012	2,689	59	223	5	1,629	36	4,541	100
2013	2,727	60	193	4	1,590	35	4,510	100
2014	2,858	61	199	4	1,599	34	4,655	100
2015	3,211	62	236	5	1,766	34	5,213	100
2016	3,499	61	282	5	1,982	34	5,763	100
2017	3,639	63	267	5	1,883	33	5,789	100
2018	3,816	62	303	5	2,022	33	6,141	100
2019	3,807	63	331	5	1,920	32	6,058	100
2020	4,078	65	299	5	1,931	31	6,309	100
2021	4,659	65	340	5	2,189	30	7,188	100
2022	4,847	66	337	5	2,123	29	7,307	100
2023	4,626	66	280	4	2,146	30	7,052	100

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2023

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,580	5.6	29,713	64.3	13,931	30.1	46,224	100.0
1976	2,059	4.5	29,908	64.7	14,239	30.8	46,206	100.0
1977	1,895	3.9	33,013	67.3	14,154	28.8	49,062	100.0
1978	1,878	3.6	37,610	72.3	12,510	24.1	51,998	100.0
1979	1,680	3.2	38,326	73.5	12,123	23.3	52,129	100.0
1980	1,481	2.9	37,890	73.9	11,935	23.3	51,306	100.0
1981	1,488	2.9	38,353	75.6	10,905	21.5	50,746	100.0
1982	1,513	3.3	33,795	74.6	10,012	22.1	45,320	100.0
1983	1,834	4.2	32,333	73.3	9,919	22.5	44,086	100.0
1984	2,755	6.0	32,980	71.3	10,526	22.8	46,261	100.0
1985	6,169	13.3	29,708	64.0	10,566	22.8	46,443	100.0
1986	10,891	22.2	28,778	58.5	9,498	19.3	49,167	100.0
1987	14,472	28.5	28,156	55.4	8,150	16.1	50,778	100.0
1988	16,946	32.6	28,148	54.2	6,842	13.2	51,936	100.0
1989	17,542	34.5	26,767	52.7	6,474	12.7	50,783	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1991	18,456	40.3	21,844	47.7	5,504	12.0	45,804	100.0
1992	19,104	43.2	19,838	44.9	5,268	11.9	44,210	100.0
1993	20,930	46.2	19,141	42.3	5,196	11.5	45,267	100.0
1994	22,759	49.1	18,950	40.9	4,629	10.0	46,338	100.0
1995	24,160	50.1	19,433	40.3	4,663	9.7	48,256	100.0
1996	25,206	51.7	18,760	38.5	4,747	9.7	48,713	100.0
1997	25,313	52.3	18,286	37.8	4,799	9.9	48,398	100.0
1998	25,854	53.7	17,601	36.6	4,699	9.8	48,154	100.0
1999	25,498	53.4	17,693	37.1	4,552	9.5	47,743	100.0
2000	26,690	55.5	16,995	35.4	4,369	9.1	48,054	100.0
2001	27,222	56.5	16,528	34.3	4,398	9.1	48,148	100.0
2002	27,812	57.0	16,711	34.2	4,275	8.8	48,798	100.0
2003	28,822	59.3	15,491	31.9	4,281	8.8	48,594	100.0
2004	29,072	60.6	15,120	31.5	3,743	7.8	47,935	100.0
2005	29,263	61.1	14,985	31.3	3,677	7.7	47,925	100.0
2006	28,283	60.9	14,436	31.1	3,750	8.1	46,469	100.0
2007	27,622	62.1	13,215	29.7	3,647	8.2	44,484	100.0
2008	24,649	62.4	11,770	29.8	3,055	7.7	39,474	100.0
2009	22,963	63.4	10,486	28.9	2,773	7.7	36,222	100.0
2010	22,712	64.7	9,598	27.3	2,785	7.9	35,095	100.0
2011	22,183	65.0	9,321	27.3	2,603	7.6	34,107	100.0
2012	23,191	65.5	9,431	26.6	2,779	7.9	35,401	100.0
2013	23,089	66.6	8,729	25.2	2,842	8.2	34,660	100.0
2014	23,347	67.0	8,636	24.8	2,859	8.2	34,842	100.0
2015	26,084	67.8	9,162	23.8	3,205	8.3	38,451	100.0
2016	27,672	67.9	9,670	23.7	3,425	8.4	40,767	100.0
2017	28,040	68.4	9,567	23.3	3,404	8.3	41,011	100.0
2018	27,533	68.5	9,297	23.1	3,392	8.4	40,222	100.0
2019	26,954	68.2	9,112	23.1	3,440	8.7	39,506	100.0
2020	26,601	64.4	10,704	25.9	4,024	9.7	41,329	100.0
2021	30,429	64.9	11,879	25.3	4,555	9.7	46,863	100.0
2022	29,743	65.0	11,247	24.6	4,738	10.4	45,728	100.0
2023	28,884	65.9	10,386	23.7	4,543	10.4	43,813	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2023 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Injury Crashes								
1988	2,311,770	62.1	803,120	21.6	609,451	16.4	3,724,341	100.0
1989	2,266,079	62.8	749,657	20.8	591,739	16.4	3,607,475	100.0
1990	2,288,848	64.4	704,281	19.8	563,279	15.8	3,556,408	100.0
1991	2,302,823	67.8	586,326	17.3	505,231	14.9	3,394,380	100.0
1992	2,420,476	71.5	475,529	14.0	490,015	14.5	3,386,020	100.0
1993	2,556,857	73.8	435,400	12.6	474,536	13.7	3,466,793	100.0
1994	2,855,709	77.4	417,746	11.3	416,072	11.3	3,689,526	100.0
1995	3,117,826	79.3	387,775	9.9	425,369	10.8	3,930,969	100.0
1996	3,135,401	79.4	366,251	9.3	445,267	11.3	3,946,919	100.0
1997	3,002,767	79.1	339,223	8.9	452,258	11.9	3,794,247	100.0
1998	2,862,534	79.5	308,865	8.6	428,113	11.9	3,599,512	100.0
1999	2,896,157	80.5	293,005	8.1	408,806	11.4	3,597,968	100.0
2000	2,958,319	82.2	252,405	7.0	389,594	10.8	3,600,319	100.0
2001	2,881,534	82.5	234,222	6.7	375,605	10.8	3,491,361	100.0
2002	2,787,264	83.5	207,536	6.2	343,464	10.3	3,338,265	100.0
2003	2,843,425	84.7	180,490	5.4	332,221	9.9	3,356,135	100.0
2004	2,785,384	86.2	138,048	4.3	306,783	9.5	3,230,216	100.0
2005	2,666,275	86.1	140,967	4.6	290,194	9.4	3,097,436	100.0
2006	2,577,219	86.2	123,632	4.1	289,629	9.7	2,990,480	100.0
2007	2,475,044	86.4	115,804	4.0	274,237	9.6	2,865,085	100.0
2008	2,368,847	87.2	105,125	3.9	241,303	8.9	2,715,275	100.0
2009	2,257,066	87.8	86,961	3.4	226,324	8.8	2,570,351	100.0
2010	2,294,206	87.3	84,440	3.2	250,394	9.5	2,629,040	100.0
2011	2,274,697	87.7	79,664	3.1	238,313	9.2	2,592,674	100.0
2012	2,427,854	87.8	82,495	3.0	255,077	9.2	2,765,427	100.0
2013	2,424,714	88.6	71,599	2.6	239,445	8.8	2,735,758	100.0
2014	2,478,273	87.9	74,823	2.7	266,404	9.4	2,819,499	100.0
2015	2,633,863	88.4	72,203	2.4	272,809	9.2	2,978,875	100.0
2016	3,183,995	87.2	88,803	2.4	378,677	10.4	3,651,474	100.0
2017	2,894,589	88.1	84,620	2.6	306,018	9.3	3,285,227	100.0
2018	2,847,013	87.1	78,550	2.4	344,077	10.5	3,269,640	100.0
2019	2,868,031	86.1	81,986	2.5	379,567	11.4	3,329,583	100.0
2020	2,115,302	86.3	82,654	3.4	252,237	10.3	2,450,192	100.0
2021	2,366,100	87.2	97,919	3.6	247,852	9.1	2,711,871	100.0
2022	2,168,815	87.0	83,898	3.4	239,717	9.6	2,492,430	100.0
2023	2,195,255	86.1	84,736	3.3	268,882	10.5	2,548,873	100.0

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2023 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Property-Damage-Only Crashes								
1988	4,516,623	60.4	1,200,873	16.1	1,763,026	23.6	7,480,522	100.0
1989	4,530,165	62.6	1,015,243	14.0	1,691,491	23.4	7,236,899	100.0
1990	4,498,734	63.4	978,858	13.8	1,616,178	22.8	7,093,771	100.0
1991	4,513,490	67.2	714,558	10.6	1,490,369	22.2	6,718,417	100.0
1992	4,671,068	71.6	507,705	7.8	1,344,388	20.6	6,523,161	100.0
1993	4,986,437	75.0	450,824	6.8	1,208,528	18.2	6,645,789	100.0
1994	5,533,563	77.7	392,257	5.5	1,198,393	16.8	7,124,213	100.0
1995	5,914,114	79.3	355,548	4.8	1,184,200	15.9	7,453,861	100.0
1996	5,960,441	79.2	328,381	4.4	1,240,504	16.5	7,529,326	100.0
1997	5,841,056	78.9	310,533	4.2	1,254,544	16.9	7,406,133	100.0
1998	5,720,270	79.6	267,913	3.7	1,198,676	16.7	7,186,860	100.0
1999	5,636,080	81.3	237,572	3.4	1,058,407	15.3	6,932,059	100.0
2000	5,845,874	82.7	173,076	2.4	1,050,074	14.9	7,069,025	100.0
2001	5,896,967	83.6	161,026	2.3	999,507	14.2	7,057,500	100.0
2002	6,092,984	84.9	156,903	2.2	922,987	12.9	7,172,875	100.0
2003	6,042,495	84.7	134,994	1.9	959,518	13.4	7,137,006	100.0
2004	6,106,246	86.2	106,409	1.5	870,150	12.3	7,082,804	100.0
2005	6,086,932	86.1	104,241	1.5	879,641	12.4	7,070,813	100.0
2006	5,939,886	85.3	94,957	1.4	925,363	13.3	6,960,205	100.0
2007	6,010,985	85.8	91,363	1.3	900,251	12.9	7,002,599	100.0
2008	5,861,616	86.7	94,770	1.4	801,745	11.9	6,758,132	100.0
2009	5,708,185	87.4	70,967	1.1	751,413	11.5	6,530,565	100.0
2010	5,720,070	88.8	75,791	1.2	644,358	10.0	6,440,219	100.0
2011	5,598,833	88.8	54,880	0.9	652,045	10.3	6,305,758	100.0
2012	5,831,591	88.8	63,531	1.0	673,285	10.3	6,568,407	100.0
2013	6,018,170	89.2	56,624	0.8	674,641	10.0	6,749,435	100.0
2014	6,518,845	89.4	84,679	1.2	685,758	9.4	7,289,282	100.0
2015	6,842,929	89.8	66,949	0.9	709,909	9.3	7,619,787	100.0
2016	6,883,658	89.4	71,541	0.9	747,589	9.7	7,702,787	100.0
2017	6,720,770	89.3	65,549	0.9	739,998	9.8	7,526,317	100.0
2018	7,138,533	89.3	81,961	1.0	777,274	9.7	7,997,768	100.0
2019	7,180,783	89.6	86,719	1.1	749,253	9.3	8,016,755	100.0
2020	4,923,813	89.6	70,847	1.3	498,651	9.1	5,493,311	100.0
2021	5,821,109	89.3	90,989	1.4	603,917	9.3	6,516,016	100.0
2022	5,400,906	89.9	78,555	1.3	528,900	8.8	6,008,362	100.0
2023	5,611,498	88.6	88,305	1.4	633,382	10.0	6,333,185	100.0

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2023

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	984	3.2	21,078	68.5	8,723	28.3	30,785	100.0
1976	793	2.5	21,982	69.6	8,829	27.9	31,604	100.0
1977	777	2.4	23,594	72.0	8,387	25.6	32,758	100.0
1978	781	2.2	26,674	76.4	7,443	21.3	34,898	100.0
1979	683	2.0	27,130	77.5	7,173	20.5	34,986	100.0
1980	670	1.9	27,484	78.7	6,781	19.4	34,935	100.0
1981	649	1.9	26,974	80.0	6,103	18.1	33,726	100.0
1982	677	2.3	23,560	79.4	5,452	18.4	29,689	100.0
1983	825	2.8	23,082	79.1	5,274	18.1	29,181	100.0
1984	1,207	4.0	23,300	77.4	5,609	18.6	30,116	100.0
1985	2,389	8.0	22,133	74.0	5,379	18.0	29,901	100.0
1986	4,074	12.6	23,420	72.6	4,767	14.8	32,261	100.0
1987	5,249	15.8	23,799	71.7	4,142	12.5	33,190	100.0
1988	6,209	18.2	24,360	71.4	3,545	10.4	34,114	100.0
1989	6,544	19.5	23,615	70.3	3,455	10.3	33,614	100.0
1990	6,775	20.7	22,547	69.0	3,371	10.3	32,693	100.0
1991	7,331	23.8	20,489	66.6	2,956	9.6	30,776	100.0
1992	7,698	26.1	19,054	64.6	2,733	9.3	29,485	100.0
1993	8,677	28.8	18,555	61.7	2,845	9.5	30,077	100.0
1994	9,641	31.2	18,637	60.3	2,623	8.5	30,901	100.0
1995	10,152	31.7	19,130	59.8	2,709	8.5	31,991	100.0
1996	10,713	33.0	18,851	58.1	2,873	8.9	32,437	100.0
1997	10,995	33.9	18,642	57.5	2,811	8.7	32,448	100.0
1998	11,213	35.2	18,022	56.5	2,664	8.4	31,899	100.0
1999	11,174	34.8	18,316	57.0	2,637	8.2	32,127	100.0
2000	11,787	36.6	17,810	55.3	2,628	8.2	32,225	100.0
2001	11,946	37.3	17,517	54.7	2,580	8.1	32,043	100.0
2002	12,532	38.2	17,798	54.2	2,513	7.7	32,843	100.0
2003	12,967	40.2	16,764	51.9	2,540	7.9	32,271	100.0
2004	13,250	41.6	16,432	51.6	2,184	6.9	31,866	100.0
2005	13,063	41.4	16,248	51.5	2,238	7.1	31,549	100.0
2006	12,710	41.4	15,635	51.0	2,341	7.6	30,686	100.0
2007	12,322	42.4	14,446	49.7	2,304	7.9	29,072	100.0
2008	10,691	42.0	12,925	50.8	1,846	7.3	25,462	100.0
2009	10,190	43.5	11,545	49.2	1,712	7.3	23,447	100.0
2010	9,969	44.8	10,590	47.5	1,714	7.7	22,273	100.0
2011	9,471	44.4	10,215	47.9	1,630	7.6	21,316	100.0
2012	9,746	44.7	10,370	47.6	1,663	7.6	21,779	100.0
2013	9,840	46.4	9,622	45.3	1,761	8.3	21,223	100.0
2014	9,961	47.3	9,410	44.7	1,679	8.0	21,050	100.0
2015	10,763	47.5	9,975	44.1	1,903	8.4	22,641	100.0
2016	11,343	47.7	10,463	44.0	1,981	8.3	23,787	100.0
2017	11,488	48.5	10,116	42.8	2,059	8.7	23,663	100.0
2018	11,055	48.4	9,845	43.1	1,945	8.5	22,845	100.0
2019	10,891	48.7	9,523	42.6	1,958	8.8	22,372	100.0
2020	10,532	44.0	10,925	45.7	2,457	10.3	23,914	100.0
2021	11,899	45.0	11,878	44.9	2,689	10.2	26,466	100.0
2022	11,436	44.8	11,359	44.5	2,705	10.6	25,500	100.0
2023	10,816	45.1	10,484	43.8	2,659	11.1	23,959	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

1. Trends

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2023 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Injured								
1988	1,754,456	57.1	920,389	30.0	396,916	12.9	3,071,761	100.0
1989	1,721,884	58.4	869,217	29.5	358,257	12.1	2,949,358	100.0
1990	1,740,366	60.1	830,023	28.7	324,766	11.2	2,895,155	100.0
1991	1,783,557	63.6	733,264	26.1	288,060	10.3	2,804,881	100.0
1992	1,857,064	66.7	628,048	22.5	300,276	10.8	2,785,387	100.0
1993	1,987,166	69.0	596,158	20.7	295,142	10.3	2,878,465	100.0
1994	2,210,330	73.6	568,661	18.9	223,399	7.4	3,002,391	100.0
1995	2,417,449	75.5	555,478	17.3	228,711	7.1	3,201,639	100.0
1996	2,470,618	76.8	524,766	16.3	220,383	6.9	3,215,766	100.0
1997	2,372,667	76.4	481,888	15.5	252,382	8.1	3,106,937	100.0
1998	2,300,308	77.4	440,781	14.8	229,548	7.7	2,970,637	100.0
1999	2,333,453	77.9	424,422	14.2	238,150	7.9	2,996,025	100.0
2000	2,370,172	80.5	371,545	12.6	201,570	6.8	2,943,286	100.0
2001	2,253,406	80.6	328,124	11.7	214,354	7.7	2,795,883	100.0
2002	2,200,921	81.6	288,485	10.7	206,477	7.7	2,695,883	100.0
2003	2,210,030	83.2	253,299	9.5	194,447	7.3	2,657,775	100.0
2004	2,163,030	84.7	210,849	8.3	181,300	7.1	2,555,179	100.0
2005	2,084,187	84.9	208,093	8.5	161,715	6.6	2,453,994	100.0
2006	1,997,500	85.4	184,808	7.9	156,288	6.7	2,338,596	100.0
2007	1,898,860	85.2	170,927	7.7	157,843	7.1	2,227,630	100.0
2008	1,790,626	86.1	143,552	6.9	146,610	7.0	2,080,788	100.0
2009	1,719,551	86.8	126,314	6.4	135,491	6.8	1,981,355	100.0
2010	1,703,048	85.4	117,160	5.9	173,046	8.7	1,993,253	100.0
2011	1,685,439	85.3	115,720	5.9	175,310	8.9	1,976,469	100.0
2012	1,761,503	84.0	113,980	5.4	221,062	10.5	2,096,545	100.0
2013	1,728,547	84.3	100,871	4.9	221,736	10.8	2,051,154	100.0
2014	1,782,049	85.8	105,634	5.1	190,253	9.2	2,077,936	100.0
2015	1,894,334	86.5	101,140	4.6	195,504	8.9	2,190,979	100.0
2016	2,323,523	85.3	119,603	4.4	282,195	10.4	2,725,321	100.0
2017	2,135,549	86.6	115,517	4.7	214,747	8.7	2,465,813	100.0
2018	2,090,243	85.9	98,086	4.0	243,794	10.0	2,432,124	100.0
2019	2,055,765	84.0	104,468	4.3	287,751	11.8	2,447,985	100.0
2020	1,585,644	83.1	103,646	5.4	217,721	11.4	1,907,011	100.0
2021	1,780,669	85.1	121,102	5.8	190,973	9.1	2,092,743	100.0
2022	1,610,817	84.8	100,090	5.3	189,720	10.0	1,900,627	100.0
2023	1,621,115	83.2	104,515	5.4	221,668	11.4	1,947,298	100.0

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see About This Report.

1. Trends

Table 23. Passenger Car and Light-Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2023

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	29,689	8,298	27.9
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	29,181	8,219	28.2
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	30,116	8,497	28.2
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	29,901	8,284	27.7
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	32,261	9,474	29.4
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	33,190	9,801	29.5
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	34,114	10,138	29.7
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	33,614	9,689	28.8
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	32,693	9,619	29.4
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	30,776	9,258	30.1
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	29,485	8,636	29.3
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	30,077	8,561	28.5
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	30,901	8,981	29.1
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	31,991	9,537	29.8
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	32,437	9,624	29.7
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	32,448	9,527	29.4
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	31,899	9,773	30.6
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	32,127	10,140	31.6
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	32,225	9,959	30.9
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	32,043	10,157	31.7
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	32,843	10,729	32.7
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	32,271	10,442	32.4
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	31,866	10,590	33.2
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	31,549	10,870	34.5
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	30,686	10,742	35.0
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	29,072	10,240	35.2
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	25,462	9,043	35.5
2009	13,135	3,230	24.6	4,801	2,295	47.8	4,104	2,303	56.1	1,396	457	32.7	23,447	8,291	35.4
2010	12,491	2,933	23.5	4,486	2,098	46.8	3,942	2,264	57.4	1,346	413	30.7	22,273	7,710	34.6
2011	12,014	2,849	23.7	4,270	1,993	46.7	3,884	2,172	55.9	1,128	375	33.2	21,316	7,400	34.7
2012	12,361	3,025	24.5	4,343	2,012	46.3	3,885	2,161	55.6	1,167	326	27.9	21,779	7,527	34.6
2013	12,037	2,823	23.5	4,175	1,903	45.6	3,831	1,966	51.3	1,142	326	28.5	21,223	7,030	33.1
2014	11,947	2,663	22.3	4,249	1,907	44.9	3,800	1,965	51.7	1,021	305	29.9	21,050	6,849	32.5
2015	12,763	2,878	22.5	4,471	1,942	43.4	4,213	2,073	49.2	1,128	308	27.3	22,641	7,224	31.9
2016	13,508	2,973	22.0	4,470	1,933	43.2	4,462	2,160	48.4	1,240	347	28.0	23,787	7,466	31.4
2017	13,477	2,891	21.5	4,335	1,831	42.2	4,610	2,122	46.0	1,175	326	27.7	23,663	7,195	30.4
2018	12,888	2,607	20.2	4,267	1,701	39.9	4,554	1,965	43.1	1,081	259	24.0	22,845	6,566	28.7
2019	12,355	2,517	20.4	4,213	1,603	38.0	4,727	1,917	40.6	1,025	255	24.9	22,372	6,316	28.2
2020	12,628	2,794	22.1	4,321	1,776	41.1	6,015	2,361	39.3	938	219	23.3	23,914	7,157	29.9
2021	13,619	2,812	20.6	4,770	1,945	40.8	6,990	2,579	36.9	1,084	276	25.5	26,466	7,612	28.8
2022	12,737	2,704	21.2	4,586	1,803	39.3	7,121	2,595	36.4	1,049	238	22.7	25,500	7,341	28.8
2023	11,792	2,405	20.4	4,311	1,640	38.0	6,888	2,307	33.5	966	244	25.3	23,959	6,596	27.5

*Includes occupants of other and unknown light trucks.

Note: The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

2



Crashes

2. Crashes

This chapter presents statistics about police-reported motor vehicle traffic crashes according to the most severe injury in the crash: **Fatal**, **Injury** (Nonfatal), and **Property Damage** (No Injury). The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics in this section.

- More than 6.1 million police-reported motor vehicle traffic crashes occurred in the United States in 2023. Twenty-eight percent of those crashes (1.7 million) resulted in injury, and fewer than 1 percent (37,654) resulted in death.
- Midnight to 2:59 a.m. on Sundays proved to be the deadliest 3-hour periods throughout 2023 with 1,203 fatal traffic crashes, followed by 9 to 11:59 p.m. on Saturdays with 1,176 fatal crashes.
- Fifty-six percent of fatal traffic crashes in 2023 involved only one vehicle, as compared with 29 percent of injury crashes and 29 percent of property-damage-only crashes.
- Collision with another motor vehicle in-transport was the most common first harmful event for fatal, injury, and property-damage-only crashes in 2023. Collisions with fixed objects and noncollisions accounted for only 16 percent of all crashes, but they accounted for 35 percent of fatal crashes.
- Thirty percent of all fatal traffic crashes in 2023 involved alcohol-impaired driving, where the highest BAC among drivers involved in the crashes was .08 g/dL or higher. For fatal traffic crashes occurring from midnight to 2:59 a.m., 56 percent involved alcohol-impaired driving.

2. Crashes

Table 24. Crashes and Crash Rates, by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,777	1.12	133,838	53.81	370,709	149.05	507,324	203.98
February	2,645	1.12	122,204	51.74	347,886	147.30	472,735	200.17
March	2,776	1.02	146,321	53.65	397,420	145.70	546,517	200.37
April	3,065	1.15	137,757	51.53	352,143	131.74	492,965	184.42
May	3,229	1.12	147,260	51.01	364,268	126.19	514,757	178.33
June	3,193	1.12	135,661	47.75	344,213	121.15	483,067	170.02
July	3,401	1.18	138,774	48.26	317,423	110.38	459,598	159.81
August	3,423	1.19	149,931	51.91	368,693	127.64	522,047	180.73
September	3,409	1.25	154,861	56.70	363,860	133.22	522,130	191.17
October	3,505	1.25	158,643	56.55	407,028	145.08	569,176	202.88
November	3,088	1.19	137,508	52.83	400,592	153.90	541,188	207.92
December	3,143	1.22	134,496	51.99	369,217	142.73	506,856	195.94
Total	37,654	1.16	1,697,252	52.27	4,403,453	135.62	6,138,359	189.06

Source: VMT—FHWA, Traffic Volume Trends, December 2024 (monthly), and 2023 Highway Statistics (VM-1) (annual)
 *Crashes per 100 million VMT.

Note: Totals may not equal sum of components due to independent rounding.

2. Crashes

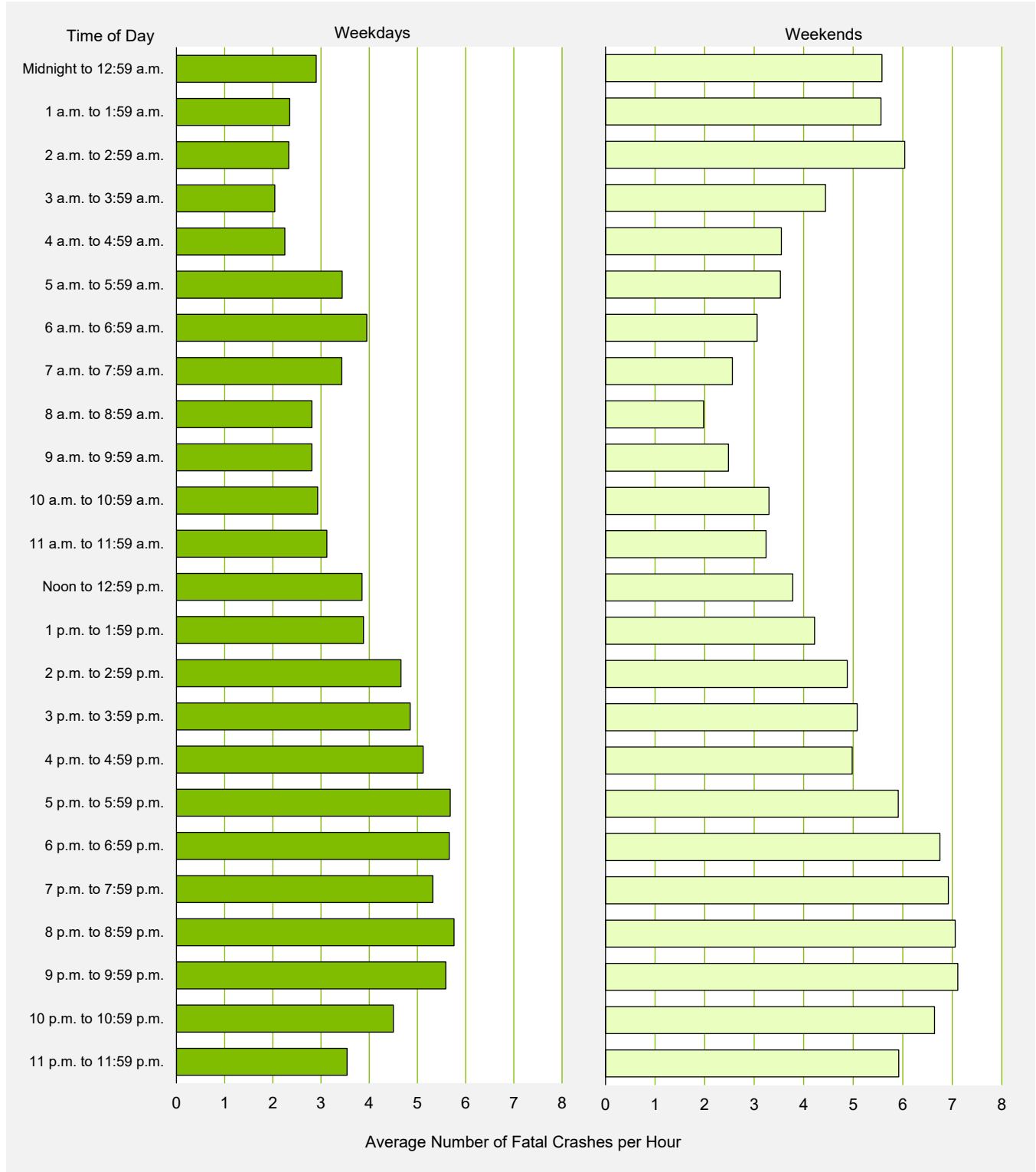
Table 25. Crashes, by Time of Day, Day of Week, and Crash Severity

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 2:59 a.m.	1,203	505	303	367	386	521	990	4,275
3 a.m. to 5:59 a.m.	739	412	368	408	379	452	658	3,416
6 a.m. to 8:59 a.m.	372	550	532	556	498	514	426	3,448
9 a.m. to 11:59 a.m.	441	447	439	434	495	491	505	3,252
Noon to 2:59 p.m.	613	627	622	637	647	687	739	4,572
3 p.m. to 5:59 p.m.	794	759	799	795	826	891	883	5,747
6 p.m. to 8:59 p.m.	1,003	852	815	913	902	1,109	1,144	6,738
9 p.m. to 11:59 p.m.	810	676	673	690	796	1,103	1,176	5,924
Unknown	58	31	33	32	31	42	55	282
Total	6,033	4,859	4,584	4,832	4,960	5,810	6,576	37,654
Injury Crashes								
Midnight to 2:59 a.m.	23,306	9,890	5,804	7,859	7,311	8,695	17,073	79,938
3 a.m. to 5:59 a.m.	12,795	7,771	7,872	6,127	8,361	8,823	10,371	62,120
6 a.m. to 8:59 a.m.	13,664	34,389	40,808	42,765	40,682	33,327	16,447	222,083
9 a.m. to 11:59 a.m.	22,795	28,403	29,243	36,627	31,516	34,483	31,255	214,320
Noon to 2:59 p.m.	35,215	42,582	43,713	43,335	44,316	46,161	45,474	300,796
3 p.m. to 5:59 p.m.	35,558	63,157	64,149	65,695	64,641	65,271	40,747	399,219
6 p.m. to 8:59 p.m.	34,108	38,823	35,055	39,963	37,148	41,294	39,043	265,434
9 p.m. to 11:59 p.m.	21,455	18,982	16,402	15,757	20,982	28,137	31,624	153,341
Total	198,895	243,998	243,048	258,128	254,958	266,190	232,036	1,697,252
Property-Damage-Only Crashes								
Midnight to 2:59 a.m.	43,559	20,970	20,081	14,879	17,821	25,097	41,032	183,439
3 a.m. to 5:59 a.m.	31,587	22,757	22,098	20,393	25,746	20,314	28,097	170,991
6 a.m. to 8:59 a.m.	29,787	99,304	117,218	109,978	109,005	97,869	41,494	604,654
9 a.m. to 11:59 a.m.	59,979	81,954	88,009	94,724	87,562	94,943	73,649	580,820
Noon to 2:59 p.m.	88,090	113,695	113,771	120,240	113,276	135,802	109,731	794,605
3 p.m. to 5:59 p.m.	87,872	154,736	167,034	170,006	185,250	187,313	106,990	1,059,201
6 p.m. to 8:59 p.m.	78,827	86,139	90,864	93,999	93,352	107,946	96,326	647,453
9 p.m. to 11:59 p.m.	45,853	44,321	42,957	44,181	51,659	62,866	70,452	362,290
Total	465,554	623,877	662,032	668,399	683,671	732,150	567,770	4,403,453
All Crashes								
Midnight to 2:59 a.m.	68,068	31,366	26,188	23,105	25,518	34,312	59,095	267,652
3 a.m. to 5:59 a.m.	45,121	30,940	30,338	26,928	34,486	29,588	39,126	236,528
6 a.m. to 8:59 a.m.	43,823	134,243	158,559	153,299	150,185	131,710	58,367	830,186
9 a.m. to 11:59 a.m.	83,215	110,804	117,690	131,785	119,573	129,916	105,409	798,392
Noon to 2:59 p.m.	123,918	156,905	158,107	164,212	158,239	182,650	155,944	1,099,974
3 p.m. to 5:59 p.m.	124,224	218,652	231,982	236,496	250,718	253,475	148,620	1,464,167
6 p.m. to 8:59 p.m.	113,938	125,814	126,734	134,875	131,402	150,349	136,513	919,625
9 p.m. to 11:59 p.m.	68,118	63,980	60,033	60,628	73,437	92,106	103,252	521,554
Unknown	58	31	33	32	31	42	55	282
Total	670,482	872,733	909,664	931,360	943,589	1,004,150	806,381	6,138,359

Note: Totals may not equal sum of components due to independent rounding.

2. Crashes

Figure 11. Average Fatal Crashes per Hour, by Time of Day, Weekdays, and Weekends



2. Crashes

Table 26. Crashes, by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
Fatal Crashes						
Normal	14,999	7,215	8,990	1,448	10	32,740
Rain	976	653	880	127	4	2,650
Snow/Sleet	135	46	123	16	0	320
Other	115	73	242	48	2	487
Unknown	601	189	428	69	1	1,457
Total	16,826	8,176	10,663	1,708	17	37,654
Injury Crashes						
Normal	1,038,333	262,337	157,126	61,769	50	1,519,615
Rain	85,877	33,271	20,914	7,541	153	147,755
Snow/Sleet	11,920	3,210	5,128	2,035	0	22,293
Other	2,979	1,448	1,945	1,217	0	7,588
Total	1,139,108	300,266	185,113	72,562	203	1,697,252
Property-Damage-Only Crashes						
Normal	2,701,376	592,811	427,967	166,640	501	3,889,294
Rain	242,518	81,936	59,140	22,220	526	406,340
Snow/Sleet	43,672	15,119	15,806	4,180	0	78,777
Other	11,750	5,313	9,054	2,925	0	29,042
Total	2,999,315	695,180	511,966	195,965	1,027	4,403,453
All Crashes						
Normal	3,754,708	862,363	594,083	229,856	561	5,441,649
Rain	329,370	115,860	80,933	29,888	683	556,745
Snow/Sleet	55,727	18,375	21,057	6,231	0	101,390
Other	14,844	6,834	11,241	4,189	2	37,117
Unknown	601	189	428	69	1	1,457
Total	4,155,250	1,003,621	707,742	270,234	1,247	6,138,359

*Includes fatal crashes for which light conditions were unknown.

Note: Totals may not equal sum of components due to independent rounding.

2. Crashes

Table 27. Fatal Crashes, by Emergency Medical Services Response Times Within Designated Minutes and Rural/Urban Classification

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Scene		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	5,061	88.4	3,355	48.9	80	2.6	37	1.3
11 to 20	385	6.7	2,500	36.4	317	10.4	96	3.3
21 to 30	123	2.1	666	9.7	680	22.4	259	9.0
31 to 40	50	0.9	197	2.9	629	20.7	473	16.5
41 to 50	27	0.5	71	1.0	496	16.3	506	17.6
51 to 60	29	0.5	41	0.6	366	12.1	443	15.4
61 to 120	53	0.9	29	0.4	468	15.4	1,059	36.9
Total*	5,728	100.0	6,859	100.0	3,036	100.0	2,873	100.0
Urban Fatal Crashes								
0 to 10	7,712	93.2	7,288	82.9	305	6.4	83	1.8
11 to 20	354	4.3	1,250	14.2	1,490	31.3	584	12.6
21 to 30	92	1.1	150	1.7	1,541	32.3	1,304	28.1
31 to 40	36	0.4	45	0.5	789	16.5	1,234	26.6
41 to 50	14	0.2	20	0.2	334	7.0	703	15.1
51 to 60	19	0.2	15	0.2	163	3.4	334	7.2
61 to 120	45	0.5	22	0.3	146	3.1	404	8.7
Total*	8,272	100.0	8,790	100.0	4,768	100.0	4,646	100.0

*Includes fatal crashes for which both times were known.

2. Crashes

Table 28. Crashes, by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway						Total
	On Roadway	Off Roadway				Unknown	
		Roadside	Shoulder	Median	Other/Unknown Location*		
Fatal Crashes							
Single Vehicle	8,482	9,820	465	1,060	1,041	95	20,963
Multi-Vehicle	15,951	331	120	226	52	11	16,691
Total	24,433	10,151	585	1,286	1,093	106	37,654
Injury Crashes							
Single Vehicle	215,327	220,845	6,283	34,763	21,737	485	499,440
Multi-Vehicle	1,185,890	5,422	1,032	4,439	893	135	1,197,812
Total	1,401,217	226,267	7,315	39,203	22,630	620	1,697,252
Property-Damage-Only Crashes							
Single Vehicle	624,355	474,989	18,135	94,354	56,933	2,345	1,271,111
Multi-Vehicle	3,116,315	7,915	1,973	4,850	908	380	3,132,342
Total	3,740,671	482,904	20,108	99,204	57,841	2,726	4,403,453
All Crashes							
Single Vehicle	848,164	705,654	24,883	130,177	79,711	2,926	1,791,514
Multi-Vehicle	4,318,157	13,669	3,125	9,515	1,853	526	4,346,845
Total	5,166,321	719,322	28,008	139,692	81,564	3,452	6,138,359

*Includes outside trafficway, gore, separator, pedestrian refuge island or traffic island, and off roadway - location unknown.
 Note: Totals may not equal sum of components due to independent rounding.

2. Crashes

Table 29. Crashes, by First Harmful Event, Manner of Collision, and Crash Severity

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport:								
Angle	7,044	18.7	498,210	29.4	888,598	20.2	1,393,852	22.7
Rear End	2,701	7.2	461,282	27.2	1,284,498	29.2	1,748,481	28.5
Sideswipe	967	2.6	126,990	7.5	778,869	17.7	906,826	14.8
Head On	4,230	11.2	87,363	5.1	83,248	1.9	174,842	2.8
Other/Unknown	175	0.5	6,246	0.4	54,282	1.2	60,703	1.0
<i>Subtotal</i>	<i>15,117</i>	<i>40.1</i>	<i>1,180,091</i>	<i>69.5</i>	<i>3,089,495</i>	<i>70.2</i>	<i>4,284,704</i>	<i>69.8</i>
Collision With Fixed Object:								
Pole/Post	1,501	4.0	48,446	2.9	137,511	3.1	187,458	3.1
Culvert/Curb/Ditch	2,549	6.8	67,344	4.0	143,206	3.3	213,098	3.5
Shrubbery/Tree	2,535	6.7	37,217	2.2	54,639	1.2	94,391	1.5
Guard Rail	878	2.3	22,057	1.3	64,983	1.5	87,917	1.4
Embankment	800	2.1	13,674	0.8	21,032	0.5	35,506	0.6
Bridge	196	0.5	3,226	0.2	8,900	0.2	12,322	0.2
Other/Unknown	1,912	5.1	64,339	3.8	171,665	3.9	237,916	3.9
<i>Subtotal</i>	<i>10,371</i>	<i>27.5</i>	<i>256,302</i>	<i>15.1</i>	<i>601,935</i>	<i>13.7</i>	<i>868,608</i>	<i>14.2</i>
Collision With Object Not Fixed:								
Parked Motor Vehicle	463	1.2	37,309	2.2	284,941	6.5	322,713	5.3
Live Animal	218	0.6	40,950	2.4	296,478	6.7	337,647	5.5
Pedestrian	6,777	18.0	60,848	3.6	1,416	0.0	69,041	1.1
Pedalcyclist	1,145	3.0	49,361	2.9	5,737	0.1	56,244	0.9
Train	110	0.3	133	0.0	837	0.0	1,080	0.0
Other/Unknown	523	1.4	20,770	1.2	68,107	1.5	89,400	1.5
<i>Subtotal</i>	<i>9,236</i>	<i>24.5</i>	<i>209,370</i>	<i>12.3</i>	<i>657,517</i>	<i>14.9</i>	<i>876,123</i>	<i>14.3</i>
Noncollision:								
Rollover/Overturn	2,515	6.7	45,725	2.7	29,169	0.7	77,408	1.3
Other/Unknown	368	1.0	5,763	0.3	25,338	0.6	31,469	0.5
<i>Subtotal</i>	<i>2,883</i>	<i>7.7</i>	<i>51,488</i>	<i>3.0</i>	<i>54,507</i>	<i>1.2</i>	<i>108,877</i>	<i>1.8</i>
Total*	37,654	100.0	1,697,252	100.0	4,403,453	100.0	6,138,359	100.0

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

2. Crashes

Table 30. Two-Vehicle Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 13,906)						
Passenger Car.....	1,389	3,655	1,036	1,039	43	145
Light Truck.....		2,201	1,408	1,963	55	192
Large Truck.....			160	319	4	45
Motorcycle.....				83	25	73
Bus.....					2	1
Other/Unknown.....						68
Injury Crashes (Total = 1,030,087)						
Passenger Car.....	156,141	380,844	33,540	15,016	2,770	25,215
Light Truck.....		234,327	33,369	18,000	2,623	32,955
Large Truck.....			4,032	869	649	3,244
Motorcycle.....				1,067	162	5,897
Bus.....					323	2,194
Other/Unknown.....						76,850
Property-Damage-Only Crashes (Total = 2,954,274)						
Passenger Car.....	588,662	1,468,627	145,156	20,838	13,679	115,015
Light Truck.....		928,689	165,995	25,082	17,910	152,003
Large Truck.....			26,928	1,529	4,342	22,824
Motorcycle.....				1,635	348	6,277
Bus.....					1,273	7,727
Other/Unknown.....						283,725

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

2. Crashes

Table 31. Fatal Crashes and Percentage Alcohol-Impaired Driving, by Time of Day and Crash Type

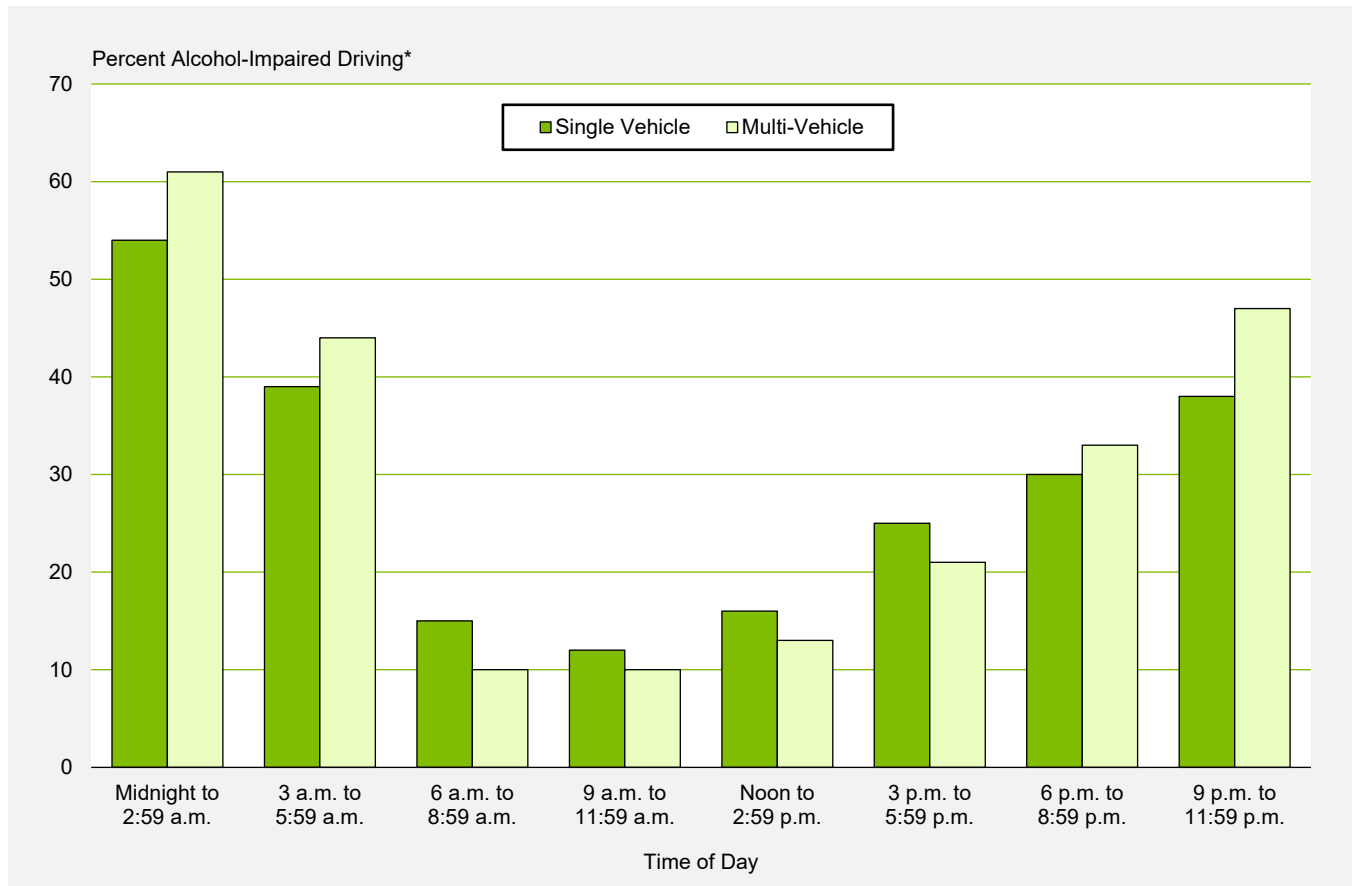
Time of Day	Crash Type						Total		
	Single Vehicle			Multi-Vehicle			Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*
	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*			
Midnight to 2:59 a.m.	3,030	1,636	54	1,245	758	61	4,275	2,394	56
3 a.m. to 5:59 a.m.	2,216	859	39	1,200	525	44	3,416	1,384	41
6 a.m. to 8:59 a.m.	1,781	269	15	1,667	175	10	3,448	444	13
9 a.m. to 11:59 a.m.	1,477	181	12	1,775	179	10	3,252	359	11
Noon to 2:59 p.m.	2,020	313	16	2,552	341	13	4,572	655	14
3 p.m. to 5:59 p.m.	2,541	630	25	3,206	689	21	5,747	1,318	23
6 p.m. to 8:59 p.m.	3,822	1,155	30	2,916	964	33	6,738	2,120	31
9 p.m. to 11:59 p.m.	3,810	1,431	38	2,114	987	47	5,924	2,418	41
Unknown	266	123	46	16	6	40	282	130	46
Total	20,963	6,598	31	16,691	4,623	28	37,654	11,222	30

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

2. Crashes

Figure 12. Percentage of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type



*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see About This Report.

3



Vehicles

3. Vehicles

Statistics about the vehicles involved in police-reported motor vehicle traffic crashes are presented in this chapter, according to six major vehicle types: passenger cars, light trucks (including pickups, vans, and utility vehicles with a gross vehicle weight rating of 10,000 pounds or less), large trucks (including single-unit trucks and truck tractors with a GVWR of more than 10,000 pounds), motorcycles (including two- and three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes), buses (including school buses and transit buses), and other vehicles (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics in this section.

- Eighty-two percent of the 10.9 million vehicles involved in motor vehicle traffic crashes in 2023 were passenger cars or light trucks.
- In 2023 large trucks accounted for 9.2 percent of the vehicles in fatal traffic crashes, but only 3.7 percent of the vehicles involved in injury crashes and 5.3 percent of the vehicles involved in property-damage-only crashes. Of the 5,375 large trucks involved in fatal crashes, 64.6 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal traffic crashes (15.1%) was almost 4 times as high as the proportion in injury crashes (4.0%) and more than 14 times as high as the proportion in property-damage-only crashes (1.1%) in 2023.
- Compared with passenger cars, utility vehicles, vans, large trucks, and buses, pickup trucks experienced the highest rollover rate in fatal traffic crashes (19.0%) in 2023. Large trucks experienced the highest rollover rate in injury crashes (6.5%) and pickup trucks experience the highest rollover rate in property-damage-only crashes (2.0%).
- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2023. For fatal traffic crashes, however, fires occurred in 3.6 percent of the vehicles involved.
- Regardless of crash severity, most vehicles in single- and two-vehicle crashes were going straight prior to the crashes in 2023. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal traffic crashes, turning left for injury crashes, and stopped in roadway for property-damage-only crashes.
- Motorcycles in fatal traffic crashes had the highest proportion of collisions with fixed objects (24.0%) in 2023, and buses in fatal traffic crashes had the lowest proportion (1.2%).

3. Vehicles

Table 32. Vehicles Involved in Crashes, by Relation to Junction, Traffic Control Device, and Crash Severity

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	25,785	130	23	9,365	35,303
Junction:					
Intersection	4,177	4,911	2,540	1,301	12,929
Intersection-Related	1,361	2,172	489	533	4,555
Other/Unknown	3,700	127	96	1,609	5,532
Total	35,023	7,340	3,148	12,808	58,319
Injury Crashes					
Nonjunction	677,781	18,188	3,327	293,276	992,572
Junction:					
Intersection	235,929	492,411	197,397	143,012	1,068,748
Intersection-Related	116,853	376,710	56,359	93,059	642,981
Other/Unknown	276,839	7,325	8,374	108,788	401,326
Total	1,307,402	894,635	265,458	638,134	3,105,628
Property-Damage-Only Crashes					
Nonjunction	2,117,316	42,666	11,339	719,394	2,890,715
Junction:					
Intersection	428,060	714,922	354,041	252,879	1,749,902
Intersection-Related	366,704	1,099,949	211,701	301,656	1,980,010
Other/Unknown	832,396	35,772	21,382	231,896	1,121,445
Total	3,744,476	1,893,309	598,463	1,505,824	7,742,073
All Crashes					
Nonjunction	2,820,882	60,984	14,690	1,022,035	3,918,591
Junction:					
Intersection	668,166	1,212,244	553,978	397,191	2,831,580
Intersection-Related	484,918	1,478,832	268,549	395,247	2,627,546
Other/Unknown	1,112,935	43,224	29,852	342,293	1,528,303
Total	5,086,901	2,795,283	867,069	2,156,766	10,906,020

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 33. Vehicles Involved in Crashes, by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,918	13.9	2,754	7.4	5,672	9.7
35 or 40 mph	4,559	21.7	6,341	17.0	10,900	18.7
45 or 50 mph	4,159	19.8	7,891	21.1	12,050	20.7
55 mph	4,514	21.5	9,289	24.9	13,803	23.7
60 mph or higher	3,819	18.2	9,409	25.2	13,228	22.7
No Statutory Limit	124	0.6	536	1.4	660	1.1
Unknown	870	4.2	1,136	3.0	2,006	3.4
Total	20,963	100.0	37,356	100.0	58,319	100.0
Injury Crashes						
30 mph or less	100,246	20.1	345,786	13.3	446,032	14.4
35 or 40 mph	100,469	20.1	714,441	27.4	814,910	26.2
45 or 50 mph	69,836	14.0	593,899	22.8	663,734	21.4
55 mph	62,536	12.5	233,695	9.0	296,230	9.5
60 mph or higher	59,997	12.0	294,978	11.3	354,975	11.4
No Statutory Limit	10,153	2.0	52,370	2.0	62,522	2.0
Unknown	96,203	19.3	371,021	14.2	467,224	15.0
Total	499,440	100.0	2,606,188	100.0	3,105,628	100.0
Property-Damage-Only Crashes						
30 mph or less	295,426	23.2	1,008,626	15.6	1,304,052	16.8
35 or 40 mph	177,413	14.0	1,727,391	26.7	1,904,804	24.6
45 or 50 mph	146,322	11.5	1,464,810	22.6	1,611,132	20.8
55 mph	205,502	16.2	462,520	7.1	668,022	8.6
60 mph or higher	167,234	13.2	707,831	10.9	875,066	11.3
No Statutory Limit	41,792	3.3	180,902	2.8	222,694	2.9
Unknown	237,421	18.7	918,883	14.2	1,156,303	14.9
Total	1,271,111	100.0	6,470,962	100.0	7,742,073	100.0
All Crashes						
30 mph or less	398,590	22.2	1,357,166	14.9	1,755,756	16.1
35 or 40 mph	282,442	15.8	2,448,173	26.9	2,730,614	25.0
45 or 50 mph	220,317	12.3	2,066,599	22.7	2,286,916	21.0
55 mph	272,552	15.2	705,503	7.7	978,055	9.0
60 mph or higher	231,050	12.9	1,012,219	11.1	1,243,268	11.4
No Statutory Limit	52,069	2.9	233,807	2.6	285,876	2.6
Unknown	334,494	18.7	1,291,039	14.2	1,625,533	14.9
Total	1,791,514	100.0	9,114,506	100.0	10,906,020	100.0

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 34. Vehicles Involved in Fatal Crashes, by Speed Limit and Rural/Urban Classification

Speed Limit	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	686	12.1	4,882	86.1	104	1.8	5,672	100.0
35 or 40 mph	1,522	14.0	9,305	85.4	73	0.7	10,900	100.0
45 or 50 mph	3,431	28.5	8,552	71.0	67	0.6	12,050	100.0
55 mph	9,395	68.1	4,388	31.8	20	0.1	13,803	100.0
60 mph or higher	7,175	54.2	6,037	45.6	16	0.1	13,228	100.0
No Statutory Limit	160	24.2	459	69.5	41	6.2	660	100.0
Unknown	575	28.7	1,359	67.7	72	3.6	2,006	100.0
Total	22,944	39.3	34,982	60.0	393	0.7	58,319	100.0

3. Vehicles

Table 35. Vehicles Involved in Crashes, by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow					Total
	Not Divided	Divided	One-Way	Entrance/Exit Ramps	Unknown	
Fatal Crashes						
One Lane	31	265	164	473	6	939
Two Lanes	25,035	8,934	321	367	59	34,716
Three Lanes	2,182	5,497	209	35	17	7,940
Four Lanes	2,577	3,518	107	16	13	6,231
More Than Four	5,084	2,015	31	8	9	7,147
Unknown	130	164	5	14	414	727
Total*	35,039	20,393	837	913	518	58,319
Injury Crashes						
One Lane	5,714	30,926	8,036	24,608	2,225	71,508
Two Lanes	742,799	269,767	25,836	17,212	35,345	1,090,959
Three Lanes	127,845	327,160	12,858	6,548	4,575	478,986
Four Lanes	135,367	227,933	5,416	3,311	1,387	373,414
More Than Four	300,111	133,543	717	280	2,445	437,097
Unknown	100,603	105,523	4,861	12,516	368,775	592,278
Total*	1,412,438	1,094,852	57,725	64,475	414,752	3,105,628
Property-Damage-Only Crashes						
One Lane	25,611	76,343	25,008	73,051	4,342	204,356
Two Lanes	1,691,670	667,218	64,470	77,093	87,876	2,588,326
Three Lanes	298,128	684,510	36,193	27,710	12,633	1,059,174
Four Lanes	316,230	417,814	12,322	13,310	8,157	767,833
More Than Four	631,748	305,032	5,524	1,396	3,473	947,174
Unknown	421,308	511,906	37,402	63,236	923,926	1,957,778
Total*	3,384,695	2,662,822	180,919	255,797	1,040,408	7,742,073
All Crashes						
One Lane	31,356	107,534	33,208	98,132	6,573	276,803
Two Lanes	2,459,504	945,919	90,627	94,672	123,280	3,714,002
Three Lanes	428,155	1,017,166	49,260	34,294	17,226	1,546,101
Four Lanes	454,173	649,265	17,846	16,637	9,557	1,147,478
More Than Four	936,943	440,591	6,273	1,684	5,927	1,391,418
Unknown	522,041	617,593	42,268	75,765	1,293,115	2,550,782
Total*	4,832,172	3,778,068	239,481	321,184	1,455,678	10,906,020

*Includes vehicles in non-trafficway areas.

Note: Totals may not equal sum of components due to independent rounding.

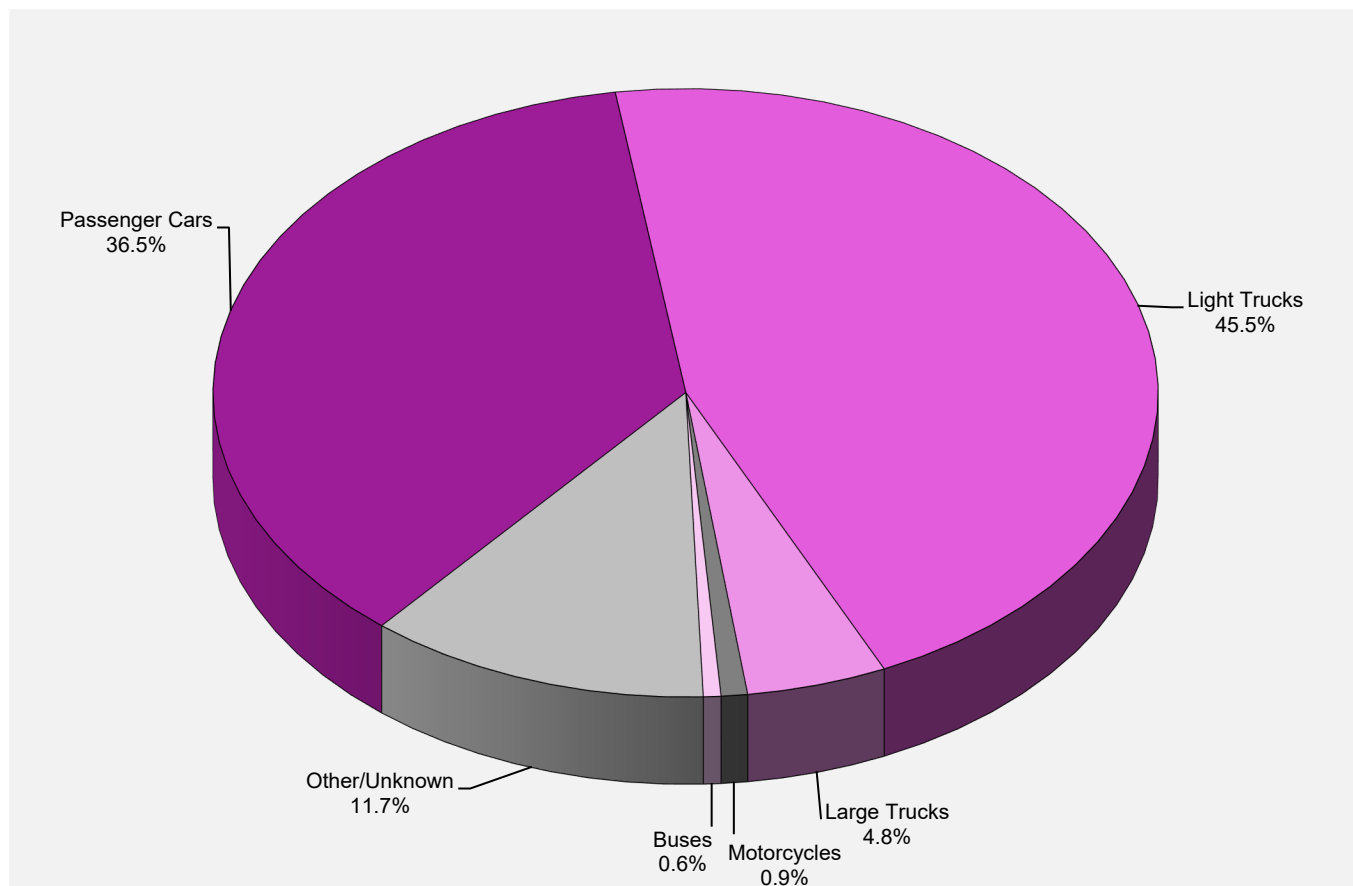
3. Vehicles

Table 36. Vehicles Involved in Crashes, by Vehicle Type and Crash Severity

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	18,778	32.2	1,153,805	37.2	2,802,684	36.2	3,975,267	36.5
Light Trucks	25,336	43.4	1,399,453	45.1	3,541,899	45.7	4,966,688	45.5
Large Trucks	5,375	9.2	114,552	3.7	408,250	5.3	528,177	4.8
Motorcycles	6,432	11.0	79,532	2.6	15,211	0.2	101,176	0.9
Buses	244	0.4	11,599	0.4	49,681	0.6	61,524	0.6
Other/Unknown	2,154	3.7	346,687	11.2	924,348	11.9	1,273,189	11.7
Total	58,319	100.0	3,105,628	100.0	7,742,073	100.0	10,906,020	100.0

Note: Totals may not equal sum of components due to independent rounding.

Figure 13. Proportion of Vehicles Involved in Traffic Crashes



3. Vehicles

Table 37. Vehicles Involved in Fatal Crashes, by Vehicle Body Class

Vehicle Body Class	Number	Percent
Passenger Cars	18,778	32.2
Convertible	430	0.7
Sedan	14,815	25.4
Coupe	1,629	2.8
Hatchback	1,623	2.8
Wagon	281	0.5
Light Trucks	25,336	43.4
Utility	13,996	24.0
Minivan	1,137	1.9
Cargo Van	504	0.9
Step Van	2	0.0
Other Van Type	323	0.6
Light Pickup	9,366	16.1
Other Light Truck	8	0.0
Large Trucks	5,375	9.2
Utility	1	0.0
Cargo Van	25	0.0
Step Van	24	0.0
Other Van Type	42	0.1
Large Pickup	741	1.3
Single-Unit Truck	1,303	2.2
Truck Tractor	3,193	5.5
Other Large Truck	46	0.1
Motorcycles	6,432	11.0
2-Wheel Motorcycle (excluding Motor Scooters)	5,729	9.8
Moped	42	0.1
3-Wheel Motorcycle (2 Rear Wheels)	72	0.1
Off-Road Motorcycle	140	0.2
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	65	0.1
Motor Scooter	254	0.4
Other Motored Cycle Type (Minibikes, Pocket Bikes)	17	0.0
Unknown Motored Cycle Type	113	0.2
Buses	244	0.4
School Bus	97	0.2
Intercity Bus	14	0.0
Transit Bus	100	0.2
Other Bus	33	0.1
Other Vehicle Types	2,154	3.7
Motorhome	47	0.1
All-Terrain Vehicle	239	0.4
Recreational Off-Road Vehicle	236	0.4
Snowmobile	11	0.0
Farm Equipment	76	0.1
Construction Equipment	15	0.0
Low-Speed Vehicle	4	0.0
Golf Cart	33	0.1
Street Sweeper	3	0.0
Other Vehicle	114	0.2
Unknown Vehicle Types	1,376	2.4
Total	58,319	100.0

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

3. Vehicles

Table 38. Vehicles Involved in Crashes, by Vehicle Type, Rollover Occurrence, and Crash Severity

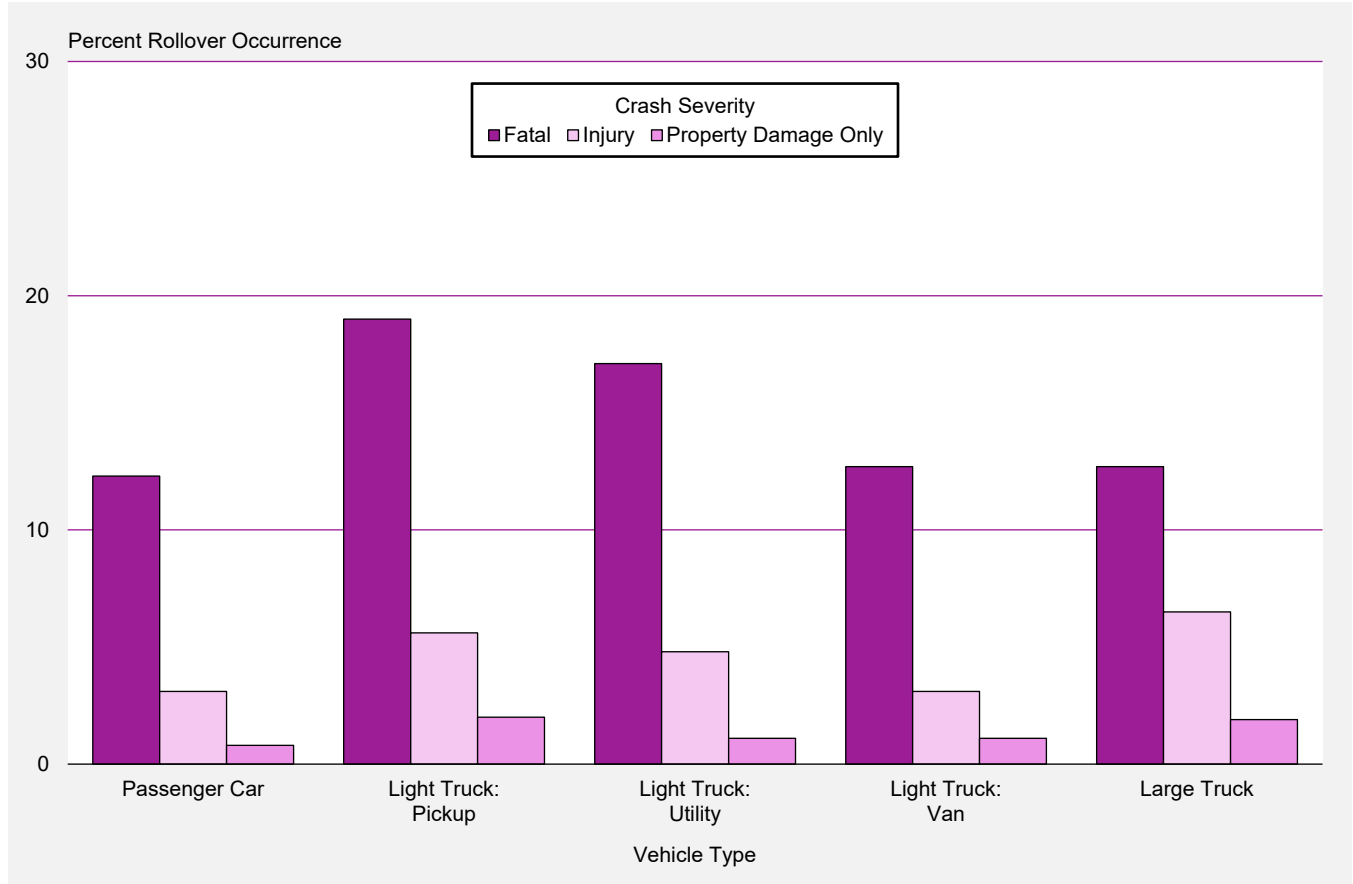
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	2,307	12.3	16,471	87.7	18,778	100.0
Light Trucks						
Pickup	1,778	19.0	7,588	81.0	9,366	100.0
Utility	2,396	17.1	11,600	82.9	13,996	100.0
Van	249	12.7	1,717	87.3	1,966	100.0
Other	0	0.0	8	100.0	8	100.0
Large Trucks	682	12.7	4,693	87.3	5,375	100.0
Buses	10	4.1	234	95.9	244	100.0
Other/Unknown	394	18.3	1,760	81.7	2,154	100.0
Total*	7,816	15.1	44,071	84.9	51,887	100.0
Injury Crashes						
Passenger Cars	36,332	3.1	1,117,472	96.9	1,153,805	100.0
Light Trucks						
Pickup	20,742	5.6	351,428	94.4	372,170	100.0
Utility	43,591	4.8	856,471	95.2	900,062	100.0
Van	3,895	3.1	123,077	96.9	126,972	100.0
Other	134	53.9	115	46.1	249	100.0
Large Trucks	7,485	6.5	107,068	93.5	114,552	100.0
Buses	0	0.0	11,599	100.0	11,599	100.0
Other/Unknown	8,867	2.6	337,820	97.4	346,687	100.0
Total*	121,047	4.0	2,905,049	96.0	3,026,096	100.0
Property-Damage-Only Crashes						
Passenger Cars	23,770	0.8	2,778,914	99.2	2,802,684	100.0
Light Trucks						
Pickup	19,206	2.0	950,376	98.0	969,583	100.0
Utility	25,599	1.1	2,238,589	98.9	2,264,188	100.0
Van	3,373	1.1	304,533	98.9	307,906	100.0
Other	0	0.0	223	100.0	223	100.0
Large Trucks	7,778	1.9	400,471	98.1	408,250	100.0
Buses	0	0.0	49,681	100.0	49,681	100.0
Other/Unknown	3,085	0.3	921,262	99.7	924,348	100.0
Total*	82,813	1.1	7,644,049	98.9	7,726,861	100.0
All Crashes						
Passenger Cars	62,410	1.6	3,912,857	98.4	3,975,267	100.0
Light Trucks						
Pickup	41,726	3.1	1,309,392	96.9	1,351,119	100.0
Utility	71,587	2.3	3,106,659	97.7	3,178,246	100.0
Van	7,517	1.7	429,327	98.3	436,844	100.0
Other	134	28.0	345	72.0	480	100.0
Large Trucks	15,945	3.0	512,232	97.0	528,177	100.0
Buses	10	0.0	61,514	100.0	61,524	100.0
Other/Unknown	12,347	1.0	1,260,842	99.0	1,273,189	100.0
Total*	211,675	2.0	10,593,169	98.0	10,804,844	100.0

*Excludes motorcycles.

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Figure 14. Percentage Rollover Occurrence, by Vehicle Type and Crash Severity



3. Vehicles

Table 39. Vehicles Involved in Crashes, by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	809	4.3	17,969	95.7	18,778	100.0
Light Trucks	864	3.4	24,472	96.6	25,336	100.0
Large Trucks	269	5.0	5,106	95.0	5,375	100.0
Motorcycles	130	2.0	6,302	98.0	6,432	100.0
Buses	6	2.5	238	97.5	244	100.0
Other/Unknown	30	1.4	2,124	98.6	2,154	100.0
Total	2,108	3.6	56,211	96.4	58,319	100.0
Injury Crashes						
Passenger Cars	3,415	0.3	1,150,390	99.7	1,153,805	100.0
Light Trucks	2,599	0.2	1,396,854	99.8	1,399,453	100.0
Large Trucks	589	0.5	113,963	99.5	114,552	100.0
Motorcycles	230	0.3	79,302	99.7	79,532	100.0
Buses	0	0.0	11,599	100.0	11,599	100.0
Other/Unknown	496	0.1	346,191	99.9	346,687	100.0
Total	7,330	0.2	3,098,298	99.8	3,105,628	100.0
Property-Damage-Only Crashes						
Passenger Cars	2,682	0.1	2,800,002	99.9	2,802,684	100.0
Light Trucks	5,362	0.2	3,536,537	99.8	3,541,899	100.0
Large Trucks	1,292	0.3	406,958	99.7	408,250	100.0
Motorcycles	0	0.0	15,211	100.0	15,211	100.0
Buses	0	0.0	49,681	100.0	49,681	100.0
Other/Unknown	905	0.1	923,442	99.9	924,348	100.0
Total	10,241	0.1	7,731,832	99.9	7,742,073	100.0
All Crashes						
Passenger Cars	6,906	0.2	3,968,361	99.8	3,975,267	100.0
Light Trucks	8,825	0.2	4,957,863	99.8	4,966,688	100.0
Large Trucks	2,149	0.4	526,028	99.6	528,177	100.0
Motorcycles	360	0.4	100,816	99.6	101,176	100.0
Buses	6	0.0	61,518	100.0	61,524	100.0
Other/Unknown	1,432	0.1	1,271,757	99.9	1,273,189	100.0
Total	19,678	0.2	10,886,341	99.8	10,906,020	100.0

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

3. Vehicles

Table 40. Vehicles Involved in Single-Vehicle and Two-Vehicle Crashes, by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	30,770	63.4	1,421,505	55.6	3,577,612	49.9	5,029,888	51.5
Turning Left	4,039	8.3	354,528	13.9	720,668	10.1	1,079,235	11.0
Stopped in Roadway	704	1.5	231,524	9.1	823,677	11.5	1,055,905	10.8
Turning Right	469	1.0	86,831	3.4	346,993	4.8	434,294	4.4
Decelerating in Road	370	0.8	98,721	3.9	333,927	4.7	433,018	4.4
Merging/Changing Lanes	838	1.7	80,291	3.1	475,180	6.6	556,309	5.7
Negotiating a Curve	8,677	17.9	173,356	6.8	404,058	5.6	586,091	6.0
Backing Up (Other Than for Parking Position)	119	0.2	14,342	0.6	162,053	2.3	176,514	1.8
Passing or Overtaking Another Vehicle	947	2.0	20,774	0.8	93,545	1.3	115,266	1.2
Starting in Road	252	0.5	30,744	1.2	88,082	1.2	119,079	1.2
Leaving a Parking Position	32	0.1	3,737	0.1	28,916	0.4	32,685	0.3
Making a U-Turn	216	0.4	19,879	0.8	51,179	0.7	71,274	0.7
Entering a Parking Position	11	0.0	1,357	0.1	21,331	0.3	22,699	0.2
Disabled or "Parked" in Travel Lane	68	0.1	1,597	0.1	3,037	0.0	4,702	0.0
Other Maneuver	355	0.7	15,872	0.6	35,159	0.5	51,386	0.5
Total*	48,522	100.0	2,555,059	100.0	7,165,419	100.0	9,768,999	100.0

*Includes vehicles involved in fatal crashes with unknown vehicle maneuver.

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

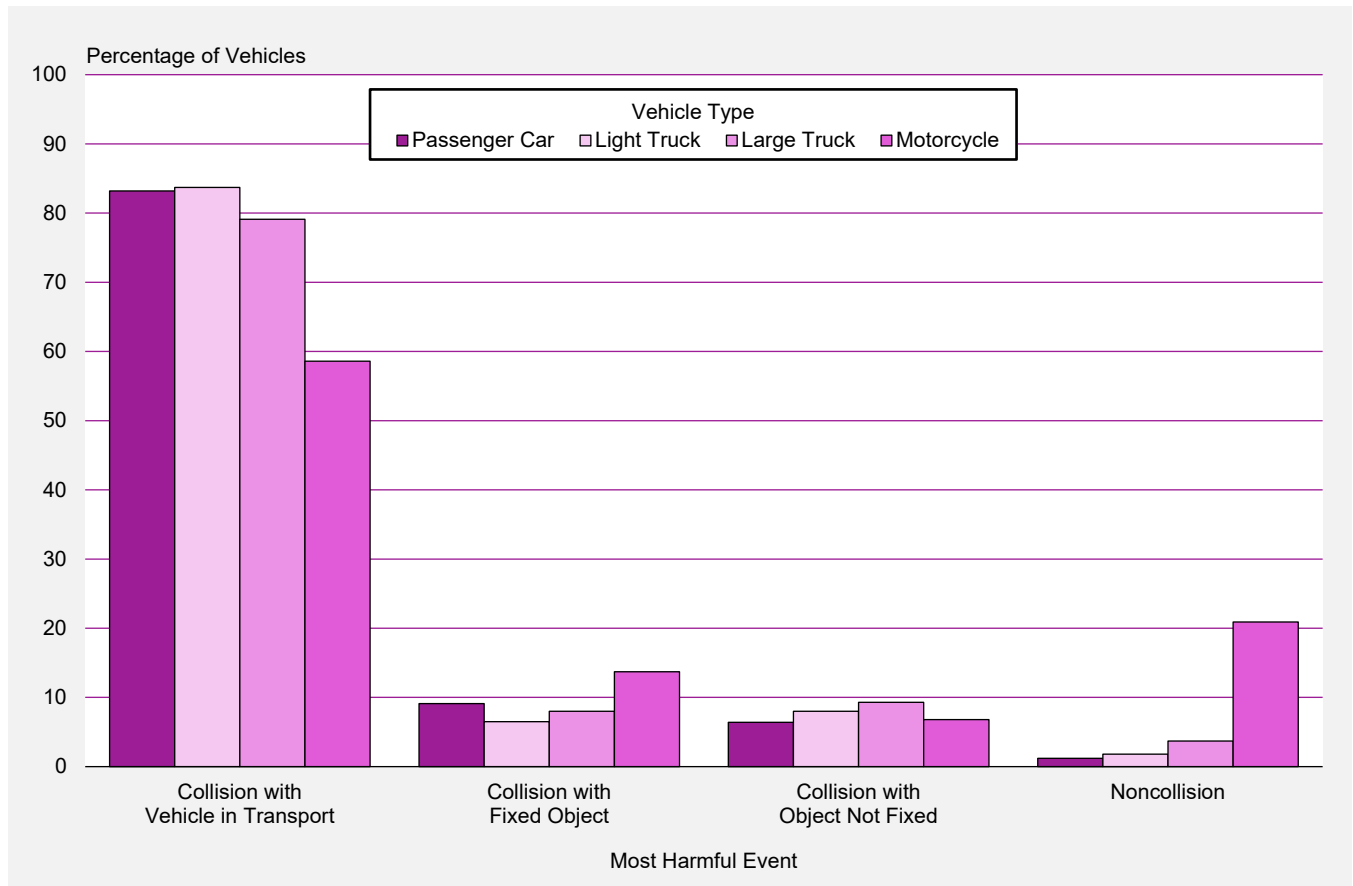
Table 41. Vehicles Involved in Fatal Crashes, by Functional System, Crash Type, and Hazardous Cargo

Functional System	Crash Type				Total	
	Single Vehicle		Multi-Vehicle		Total	
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	2	909	11	1,719	13	2,628
Freeway/Expressway	1	116	2	311	3	427
Other	4	1,223	23	5,016	27	6,239
Minor Arterial	4	1,291	14	3,459	18	4,750
Major Collector	2	2,330	6	2,898	8	5,228
Minor Collector	1	671	0	436	1	1,107
Local	1	1,705	2	785	3	2,490
Unknown	0	63	0	12	0	75
Total	15	8,308	58	14,636	73	22,944
Urban Fatal Crashes						
Principal Arterial						
Interstate	2	1,586	7	3,468	9	5,054
Freeway/Expressway	1	689	3	1,366	4	2,055
Other	6	3,917	15	8,898	21	12,815
Minor Arterial	0	3,060	5	5,873	5	8,933
Major Collector	1	1,536	2	1,957	3	3,493
Minor Collector	0	186	1	192	1	378
Local	0	1,408	1	795	1	2,203
Unknown	0	23	0	28	0	51
Total	10	12,405	34	22,577	44	34,982
All Fatal Crashes*						
Principal Arterial						
Interstate	4	2,495	18	5,191	22	7,686
Freeway/Expressway	2	805	5	1,677	7	2,482
Other	10	5,154	38	13,929	48	19,083
Minor Arterial	4	4,358	19	9,338	23	13,696
Major Collector	3	3,868	8	4,855	11	8,723
Minor Collector	1	858	1	628	2	1,486
Local	1	3,151	3	1,620	4	4,771
Unknown	0	274	0	118	0	392
Total	25	20,963	92	37,356	117	58,319

*Includes unknown rural or urban.

3. Vehicles

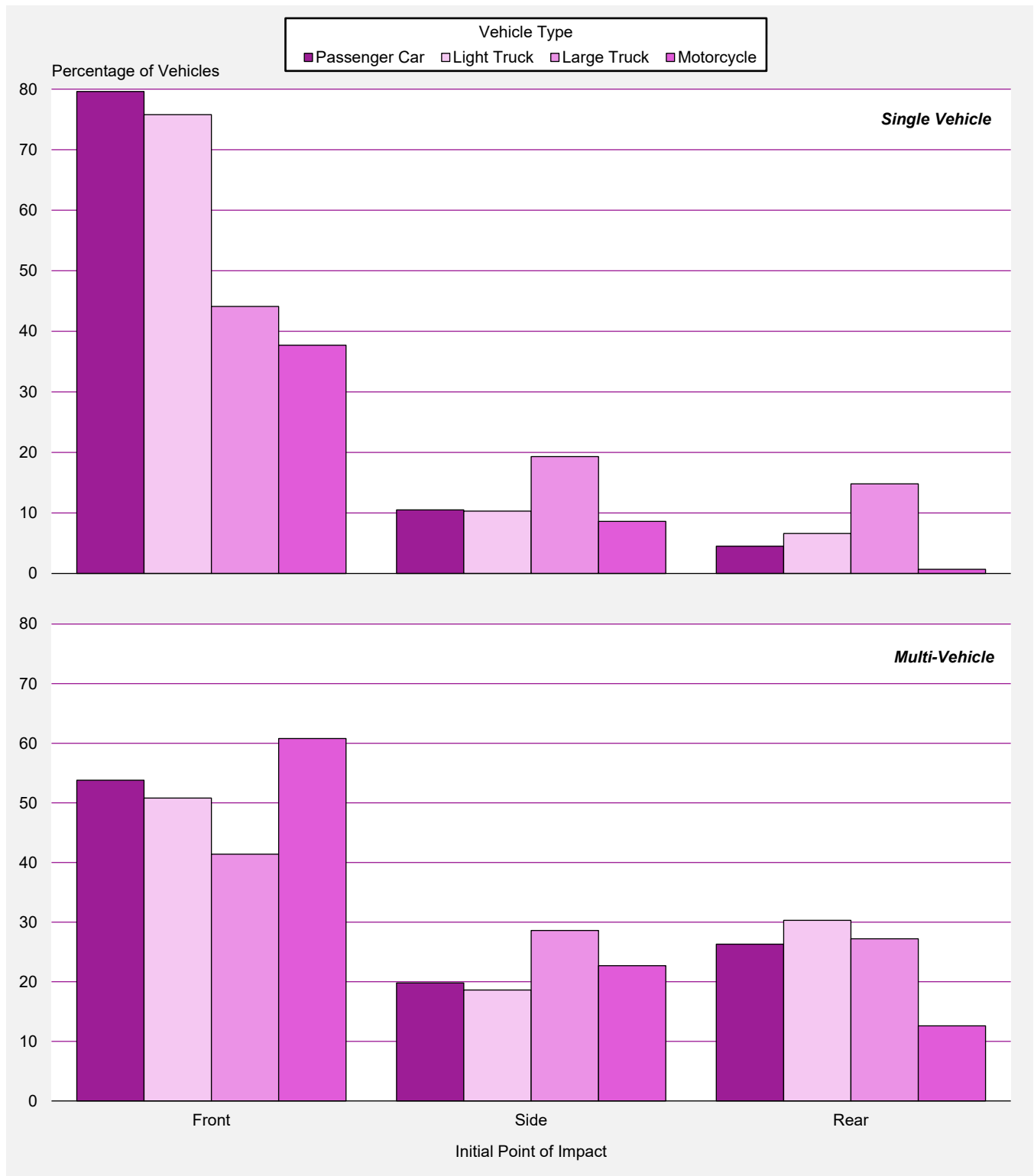
Figure 15. Percentage of Vehicles in Crashes, by Most Harmful Event and Vehicle Type



Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

3. Vehicles

Figure 16. Percentage of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type



Notes: Excludes other or unknown points of impact and noncollisions. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

3. Vehicles

Table 42. Passenger Cars Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	6,365	33.9	551,691	47.8	1,220,038	43.5	1,778,094	44.7
Left Side	1,560	8.3	85,213	7.4	254,074	9.1	340,847	8.6
Right Side	1,289	6.9	80,024	6.9	231,193	8.2	312,506	7.9
Rear	1,178	6.3	240,322	20.8	635,202	22.7	876,702	22.1
Other/Unknown	171	0.9	-	0.0	308	0.0	479	0.0
<i>Subtotal</i>	<i>10,563</i>	<i>56.3</i>	<i>957,250</i>	<i>83.0</i>	<i>2,340,815</i>	<i>83.5</i>	3,308,628	83.2
Collision With Fixed Object								
	<i>3,037</i>	<i>16.2</i>	<i>102,459</i>	<i>8.9</i>	<i>255,395</i>	<i>9.1</i>	360,891	9.1
Collision With Object Not Fixed:								
Nonoccupant	2,936	15.6	34,923	3.0	2,648	0.1	40,506	1.0
Other	553	2.9	33,955	2.9	181,293	6.5	215,801	5.4
<i>Subtotal</i>	<i>3,489</i>	<i>18.6</i>	<i>68,878</i>	<i>6.0</i>	<i>183,941</i>	<i>6.6</i>	256,308	6.4
Noncollision	<i>1,687</i>	<i>9.0</i>	<i>25,217</i>	<i>2.2</i>	<i>22,534</i>	<i>0.8</i>	49,438	1.2
Total*	18,778	100.0	1,153,805	100.0	2,802,684	100.0	3,975,267	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 43. Passenger Cars Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	4,966	72.3	146,003	81.4	345,295	79.0	496,264	79.6
Left Side	400	5.8	7,400	4.1	22,225	5.1	30,024	4.8
Right Side	361	5.3	10,319	5.8	24,770	5.7	35,450	5.7
Rear	85	1.2	5,318	3.0	22,852	5.2	28,255	4.5
Noncollision	424	6.2	8,232	4.6	12,126	2.8	20,782	3.3
Other/Unknown	637	9.3	2,010	1.1	10,083	2.3	12,730	2.0
Total	6,873	100.0	179,281	100.0	437,351	100.0	623,506	100.0
Multi-Vehicle Crashes								
Front	7,127	59.9	561,076	57.6	1,234,125	52.2	1,802,328	53.8
Left Side	1,701	14.3	87,305	9.0	256,040	10.8	345,046	10.3
Right Side	1,405	11.8	82,300	8.4	234,078	9.9	317,783	9.5
Rear	1,269	10.7	242,882	24.9	637,466	27.0	881,618	26.3
Noncollision	25	0.2	171	0.0	142	0.0	338	0.0
Other/Unknown	378	3.2	788	0.1	3,483	0.1	4,649	0.1
Total	11,905	100.0	974,523	100.0	2,365,333	100.0	3,351,761	100.0
All Crashes								
Front	12,093	64.4	707,080	61.3	1,579,419	56.4	2,298,592	57.8
Left Side	2,101	11.2	94,705	8.2	278,265	9.9	375,071	9.4
Right Side	1,766	9.4	92,619	8.0	258,848	9.2	353,233	8.9
Rear	1,354	7.2	248,200	21.5	660,318	23.6	909,873	22.9
Noncollision	449	2.4	8,403	0.7	12,268	0.4	21,120	0.5
Other/Unknown	1,015	5.4	2,798	0.2	13,565	0.5	17,378	0.4
Total	18,778	100.0	1,153,805	100.0	2,802,684	100.0	3,975,267	100.0

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 44. Light Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	9,529	37.6	657,636	47.0	1,446,206	40.8	2,113,371	42.6
Left Side	1,642	6.5	99,029	7.1	284,156	8.0	384,827	7.7
Right Side	1,388	5.5	94,372	6.7	289,640	8.2	385,400	7.8
Rear	1,562	6.2	323,712	23.1	946,953	26.7	1,272,227	25.6
Other/Unknown	189	0.7	435	0.0	431	0.0	1,055	0.0
<i>Subtotal</i>	<i>14,310</i>	<i>56.5</i>	<i>1,175,183</i>	<i>84.0</i>	<i>2,967,387</i>	<i>83.8</i>	<i>4,156,880</i>	<i>83.7</i>
Collision With Fixed Object	<i>2,990</i>	<i>11.8</i>	<i>91,068</i>	<i>6.5</i>	<i>229,154</i>	<i>6.5</i>	<i>323,212</i>	<i>6.5</i>
Collision With Object Not Fixed:								
Nonoccupant	4,264	16.8	45,683	3.3	2,961	0.1	52,909	1.1
Other	677	2.7	44,387	3.2	298,226	8.4	343,289	6.9
<i>Subtotal</i>	<i>4,941</i>	<i>19.5</i>	<i>90,070</i>	<i>6.4</i>	<i>301,187</i>	<i>8.5</i>	<i>396,198</i>	<i>8.0</i>
Noncollision	<i>3,091</i>	<i>12.2</i>	<i>43,131</i>	<i>3.1</i>	<i>44,172</i>	<i>1.2</i>	<i>90,394</i>	<i>1.8</i>
Total*	25,336	100.0	1,399,453	100.0	3,541,899	100.0	4,966,688	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 45. Light Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	6,512	70.5	156,813	77.9	402,222	75.1	565,547	75.8
Left Side	360	3.9	8,788	4.4	21,498	4.0	30,646	4.1
Right Side	406	4.4	12,726	6.3	32,758	6.1	45,890	6.1
Rear	99	1.1	4,658	2.3	44,127	8.2	48,884	6.6
Noncollision	1,114	12.1	14,781	7.3	25,401	4.7	41,296	5.5
Other/Unknown	743	8.0	3,419	1.7	9,849	1.8	14,012	1.9
Total	9,234	100.0	201,184	100.0	535,856	100.0	746,274	100.0
Multi-Vehicle Crashes								
Front	10,510	65.3	668,421	55.8	1,464,492	48.7	2,143,423	50.8
Left Side	1,849	11.5	102,340	8.5	287,714	9.6	391,903	9.3
Right Side	1,536	9.5	97,312	8.1	293,547	9.8	392,395	9.3
Rear	1,737	10.8	327,665	27.3	950,217	31.6	1,279,619	30.3
Noncollision	39	0.2	731	0.1	1,662	0.1	2,432	0.1
Other/Unknown	431	2.7	1,800	0.2	8,412	0.3	10,643	0.3
Total	16,102	100.0	1,198,269	100.0	3,006,044	100.0	4,220,414	100.0
All Crashes								
Front	17,022	67.2	825,234	59.0	1,866,714	52.7	2,708,970	54.5
Left Side	2,209	8.7	111,128	7.9	309,211	8.7	422,548	8.5
Right Side	1,942	7.7	110,038	7.9	326,305	9.2	438,285	8.8
Rear	1,836	7.2	332,323	23.7	994,344	28.1	1,328,503	26.7
Noncollision	1,153	4.6	15,511	1.1	27,064	0.8	43,728	0.9
Other/Unknown	1,174	4.6	5,219	0.4	18,261	0.5	24,654	0.5
Total	25,336	100.0	1,399,453	100.0	3,541,899	100.0	4,966,688	100.0

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 46. Large Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	2,208	41.1	49,183	42.9	125,876	30.8	177,267	33.6
Left Side	463	8.6	10,350	9.0	53,862	13.2	64,675	12.2
Right Side	233	4.3	10,363	9.0	47,474	11.6	58,069	11.0
Rear	919	17.1	26,944	23.5	89,221	21.9	117,084	22.2
Other/Unknown	85	1.6	79	0.1	322	0.1	486	0.1
<i>Subtotal</i>	3,908	72.7	96,919	84.6	316,754	77.6	417,581	79.1
Collision With Fixed Object	227	4.2	5,483	4.8	36,282	8.9	41,992	8.0
Collision With Object Not Fixed:								
Nonoccupant	580	10.8	2,689	2.3	159	0.0	3,428	0.6
Other	142	2.6	3,173	2.8	42,391	10.4	45,706	8.7
<i>Subtotal</i>	722	13.4	5,863	5.1	42,550	10.4	49,135	9.3
Noncollision	516	9.6	6,288	5.5	12,663	3.1	19,467	3.7
Total*	5,375	100.0	114,552	100.0	408,250	100.0	528,177	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 47. Large Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	645	59.2	7,760	52.8	32,803	42.2	41,208	44.1
Left Side	45	4.1	729	5.0	4,421	5.7	5,195	5.6
Right Side	89	8.2	964	6.6	11,816	15.2	12,869	13.8
Rear	26	2.4	1,010	6.9	12,791	16.5	13,827	14.8
Noncollision	181	16.6	4,197	28.5	9,950	12.8	14,329	15.3
Other/Unknown	104	9.5	49	0.3	5,879	7.6	6,032	6.5
Total	1,090	100.0	14,709	100.0	77,660	100.0	93,459	100.0
Multi-Vehicle Crashes								
Front	2,418	56.4	50,003	50.1	127,595	38.6	180,016	41.4
Left Side	500	11.7	10,439	10.5	54,335	16.4	65,274	15.0
Right Side	255	6.0	10,527	10.5	48,270	14.6	59,051	13.6
Rear	936	21.8	27,450	27.5	89,689	27.1	118,075	27.2
Noncollision	31	0.7	463	0.5	1,134	0.3	1,629	0.4
Other/Unknown	145	3.4	961	1.0	9,567	2.9	10,673	2.5
Total	4,285	100.0	99,843	100.0	330,590	100.0	434,718	100.0
All Crashes								
Front	3,063	57.0	57,763	50.4	160,399	39.3	221,225	41.9
Left Side	545	10.1	11,168	9.7	58,756	14.4	70,468	13.3
Right Side	344	6.4	11,491	10.0	60,086	14.7	71,921	13.6
Rear	962	17.9	28,460	24.8	102,480	25.1	131,902	25.0
Noncollision	212	3.9	4,660	4.1	11,085	2.7	15,957	3.0
Other/Unknown	249	4.6	1,010	0.9	15,445	3.8	16,704	3.2
Total	5,375	100.0	114,552	100.0	408,250	100.0	528,177	100.0

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 48. Large Trucks Involved in Crashes, by Truck Type, Rollover Occurrence, and Crash Severity

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	306	16.1	1,596	83.9	1,902	100.0
Combination Truck	376	10.8	3,097	89.2	3,473	100.0
Total	682	12.7	4,693	87.3	5,375	100.0
Injury Crashes						
Single-Unit Truck	3,852	7.2	49,304	92.8	53,155	100.0
Combination Truck	3,633	5.9	57,764	94.1	61,397	100.0
Total	7,485	6.5	107,068	93.5	114,552	100.0
Property-Damage-Only Crashes						
Single-Unit Truck	2,561	1.3	189,868	98.7	192,428	100.0
Combination Truck	5,218	2.4	210,604	97.6	215,822	100.0
Total	7,778	1.9	400,471	98.1	408,250	100.0
All Crashes						
Single-Unit Truck	6,718	2.7	240,767	97.3	247,486	100.0
Combination Truck	9,227	3.3	271,465	96.7	280,691	100.0
Total	15,945	3.0	512,232	97.0	528,177	100.0

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 49. Truck Tractors With Trailers Involved in Crashes, by Number of Trailers, Jackknife Occurrence, and Crash Severity

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	129	4.4	2,786	95.6	2,915	100.0
Two or More	8	7.1	104	92.9	112	100.0
Unknown Number	0	0.0	2	100.0	2	100.0
Total	137	4.5	2,892	95.5	3,029	100.0
Injury Crashes						
One	2,462	5.1	45,911	94.9	48,374	100.0
Two or More	59	4.0	1,421	96.0	1,480	100.0
Unknown Number	0	0.0	0	0.0	0	100.0
Total	2,522	5.1	47,332	94.9	49,854	100.0
Property-Damage-Only Crashes						
One	3,655	2.2	162,569	97.8	166,224	100.0
Two or More	154	3.3	4,549	96.7	4,702	100.0
Unknown Number	0	0.0	0	0.0	0	100.0
Total	3,808	2.2	167,118	97.8	170,926	100.0
All Crashes						
One	6,246	2.9	211,267	97.1	217,513	100.0
Two or More	221	3.5	6,073	96.5	6,295	100.0
Unknown Number	0	0.0	2	100.0	2	100.0
Total	6,467	2.9	217,342	97.1	223,809	100.0

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 50. Motorcycles Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	2,945	45.8	28,517	35.9	5,404	35.5	36,866	36.4
Left Side	222	3.5	5,036	6.3	2,097	13.8	7,355	7.3
Right Side	156	2.4	3,711	4.7	2,503	16.5	6,370	6.3
Rear	281	4.4	5,546	7.0	1,763	11.6	7,590	7.5
Other/Unknown	240	3.7	692	0.9	142	0.9	1,074	1.1
<i>Subtotal</i>	3,844	59.8	43,502	54.7	11,909	78.3	59,255	58.6
Collision With Fixed Object	1,544	24.0	11,262	14.2	1,089	7.2	13,895	13.7
Collision With Object Not Fixed:								
Nonoccupant	51	0.8	1,230	1.5	0	0.0	1,281	1.3
Other	306	4.8	4,307	5.4	1,014	6.7	5,627	5.6
<i>Subtotal</i>	357	5.6	5,537	7.0	1,014	6.7	6,908	6.8
Noncollision	670	10.4	19,231	24.2	1,200	7.9	21,101	20.9
Total*	6,432	100.0	79,532	100.0	15,211	100.0	101,176	100.0

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

3. Vehicles

Table 51. Motorcycles Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,126	49.5	12,308	35.8	1,529	50.6	14,963	37.7
Left Side	106	4.7	1,147	3.3	217	7.2	1,470	3.7
Right Side	116	5.1	1,615	4.7	219	7.2	1,950	4.9
Rear	10	0.4	273	0.8	0	0.0	283	0.7
Noncollision	601	26.4	18,894	55.0	1,059	35.0	20,554	51.9
Other/Unknown	316	13.9	105	0.3	0	0.0	421	1.1
Total	2,275	100.0	34,342	100.0	3,023	100.0	39,641	100.0
Multi-Vehicle Crashes								
Front	3,032	72.9	28,819	63.8	5,542	45.5	37,393	60.8
Left Side	243	5.8	5,184	11.5	2,097	17.2	7,525	12.2
Right Side	174	4.2	3,767	8.3	2,503	20.5	6,443	10.5
Rear	290	7.0	5,707	12.6	1,763	14.5	7,760	12.6
Noncollision	282	6.8	1,688	3.7	283	2.3	2,253	3.7
Other/Unknown	136	3.3	25	0.1	0	0.0	161	0.3
Total	4,157	100.0	45,190	100.0	12,188	100.0	61,535	100.0
All Crashes								
Front	4,158	64.6	41,127	51.7	7,071	46.5	52,356	51.7
Left Side	349	5.4	6,331	8.0	2,314	15.2	8,994	8.9
Right Side	290	4.5	5,382	6.8	2,722	17.9	8,393	8.3
Rear	300	4.7	5,980	7.5	1,763	11.6	8,043	7.9
Noncollision	883	13.7	20,582	25.9	1,342	8.8	22,807	22.5
Other/Unknown	452	7.0	130	0.2	0	0.0	582	0.6
Total	6,432	100.0	79,532	100.0	15,211	100.0	101,176	100.0

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

3. Vehicles

Table 52. Buses Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in-Transport by Initial Point of Impact:								
Front	75	30.7	5,001	43.1	14,260	28.7	19,337	31.4
Left Side	23	9.4	1,433	12.4	7,210	14.5	8,666	14.1
Right Side	23	9.4	411	3.5	4,622	9.3	5,055	8.2
Rear	38	15.6	3,011	26.0	11,947	24.0	14,996	24.4
Other/Unknown	2	0.8	0	0.0	0	0.0	2	0.0
<i>Subtotal</i>	161	66.0	9,856	85.0	38,039	76.6	48,056	78.1
Collision With Fixed Object	3	1.2	0	0.0	1,941	3.9	1,944	3.2
Collision With Object Not Fixed:								
Nonoccupant	67	27.5	1,233	10.6	0	0.0	1,300	2.1
Other	3	1.2	510	4.4	9,544	19.2	10,057	16.3
<i>Subtotal</i>	70	28.7	1,743	15.0	9,544	19.2	11,357	18.5
Noncollision	10	4.1	0	0.0	156	0.3	166	0.3
Total	244	100.0	11,599	100.0	49,681	100.0	61,524	100.0

Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

Table 53. Buses Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	44	61.1	745	47.4	2,164	19.1	2,953	22.8
Left Side	4	5.6	181	11.5	312	2.8	496	3.8
Right Side	14	19.4	470	29.9	4,475	39.5	4,959	38.2
Rear	2	2.8	177	11.2	4,219	37.2	4,397	33.9
Noncollision	4	5.6	0	0.0	156	1.4	160	1.2
Other/Unknown	4	5.6	0	0.0	0	0.0	4	0.0
Total	72	100.0	1,573	100.0	11,325	100.0	12,970	100.0
Multi-Vehicle Crashes								
Front	79	45.9	5,001	49.9	14,420	37.6	19,500	40.2
Left Side	25	14.5	1,433	14.3	7,210	18.8	8,668	17.9
Right Side	24	14.0	411	4.1	4,622	12.0	5,056	10.4
Rear	41	23.8	3,170	31.6	11,947	31.1	15,158	31.2
Noncollision	3	1.7	11	0.1	157	0.4	171	0.4
Other/Unknown	172	100.0	10,026	100.0	38,355	100.0	48,554	100.0
Total	79	45.9	5,001	49.9	14,420	37.6	19,500	40.2
All Crashes								
Front	123	50.4	5,747	49.5	16,584	33.4	22,453	36.5
Left Side	29	11.9	1,614	13.9	7,522	15.1	9,165	14.9
Right Side	38	15.6	880	7.6	9,096	18.3	10,015	16.3
Rear	43	17.6	3,347	28.9	16,165	32.5	19,555	31.8
Noncollision	4	1.6	0	0.0	156	0.3	160	0.3
Other/Unknown	7	2.9	11	0.1	157	0.3	175	0.3
Total	244	100.0	11,599	100.0	49,681	100.0	61,524	100.0

Note: Totals may not equal sum of components due to independent rounding.

4



People

4. People

This chapter presents statistics about the drivers, passengers, pedestrians, and pedalcyclists involved in police-reported motor vehicle traffic crashes in 2023. The tables and figures are presented in nine groups: all killed and injured people, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle-related, school-bus-related, pedestrians, and pedalcyclists. Below are some of the statistics in this section.

- A total of 40,901 people lost their lives in motor vehicle traffic crashes in 2023. Another 2.4 million people were injured.
- Most people killed and injured in traffic crashes in 2023 were drivers (66%), followed by passengers (24%), motorcyclists (4%), pedestrians (3%), and pedalcyclists (2%).
- Per 100,000 population, people 21 to 24 years old had the highest fatality rate and the highest injury rate. Children 5 to 9 years old had the lowest fatality rate, and children under 5 years old had the lowest injury rate per 100,000 population in 2023.
- In 2023 the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was slightly higher for males than for females.
- Of the people who were killed in 2023 in traffic crashes, 30 percent died in alcohol-impaired-driving crashes.

4. People

Table 54. People Killed and Injured, by Person Type and Injury Severity

Person Type	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Vehicle Occupants						
Drivers	19,553	97,292	570,802	963,780	1,631,874	1,651,427
Passengers	6,164	35,049	190,620	365,618	591,287	597,451
Unknown	29	9	295	271	575	604
<i>Subtotal</i>	<i>25,746</i>	<i>132,349</i>	<i>761,718</i>	<i>1,329,668</i>	<i>2,223,735</i>	<i>2,249,481</i>
Motorcyclists	6,335	26,219	37,417	18,929	82,564	88,899
Nonoccupants						
Pedestrians	7,314	16,597	29,085	22,562	68,244	75,558
Pedalcyclists	1,166	7,533	25,533	16,923	49,989	51,155
Other/Unknown	340	2,369	8,185	7,495	18,049	18,389
<i>Subtotal</i>	<i>8,820</i>	<i>26,499</i>	<i>62,802</i>	<i>46,980</i>	<i>136,281</i>	<i>145,101</i>
Total	40,901	185,067	861,937	1,395,577	2,442,581	2,483,482

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see About This Report.

Table 55. People Killed and Injured, by Age Group and Injury Severity

Age Group	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
<5	311	1,381	11,628	25,334	38,343	38,654
5-9	262	2,500	16,729	34,843	54,073	54,335
10-14	446	5,944	25,420	37,699	69,063	69,509
15-20	3,632	19,855	107,643	161,578	289,076	292,708
21-24	3,311	17,213	87,371	129,933	234,517	237,828
25-34	7,583	39,942	179,847	282,223	502,012	509,595
35-44	6,416	30,397	135,160	234,100	399,657	406,073
45-54	5,247	24,656	101,060	177,828	303,545	308,792
55-64	5,641	21,169	94,478	157,166	272,813	278,454
65-74	4,268	13,784	59,896	98,774	172,454	176,722
>74	3,623	8,152	42,630	55,989	106,771	110,394
Total*	40,901	185,067	861,937	1,395,577	2,442,581	2,483,482

*Includes people killed and injured of unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Table 56. People Killed and Injured, by Sex and Injury Severity

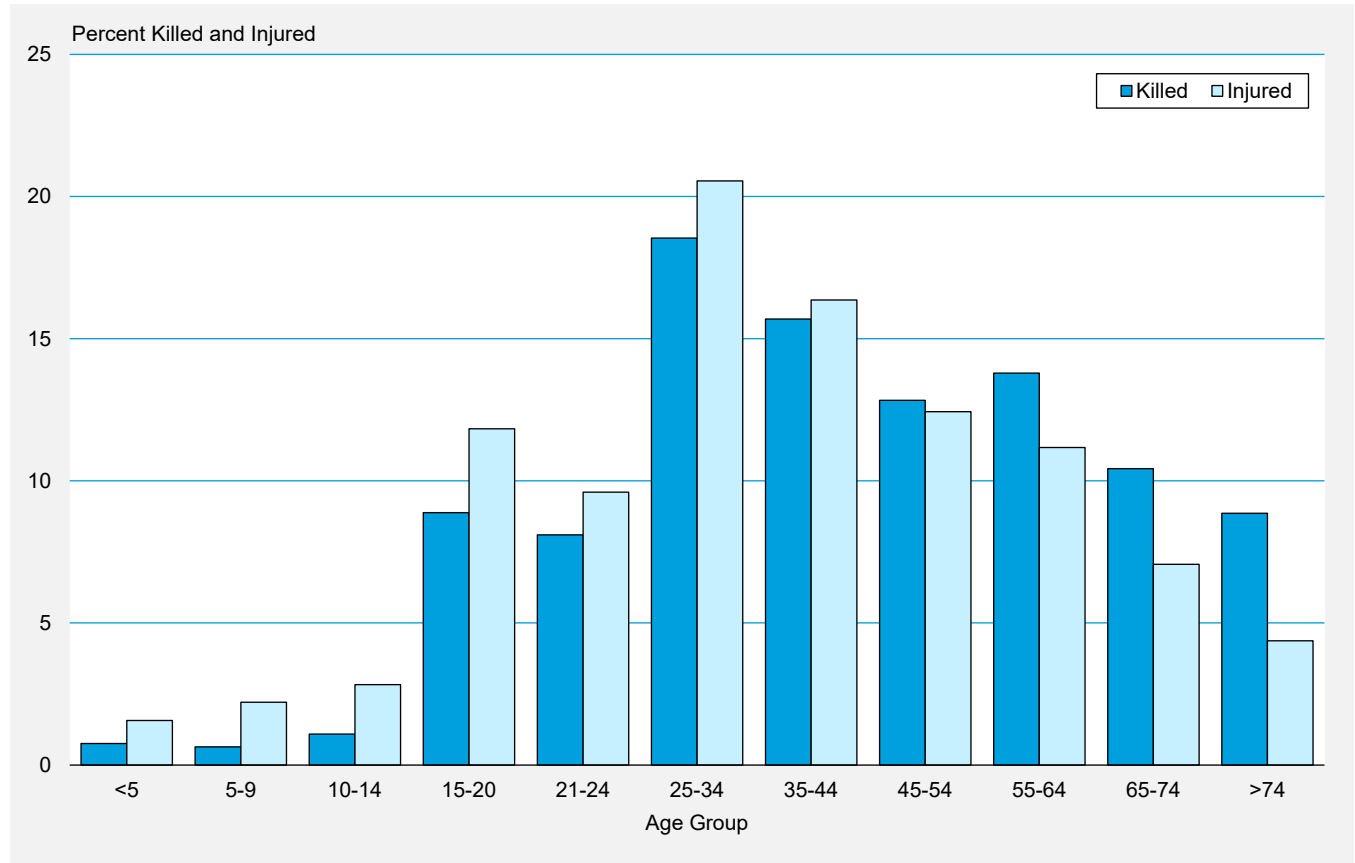
Sex	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Male	29,584	117,271	445,450	658,311	1,221,032	1,250,616
Female	11,229	67,766	416,459	737,189	1,221,414	1,232,643
Total*	40,901	185,067	861,937	1,395,577	2,442,581	2,483,482

*Includes people killed and injured of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Figure 17. Percentage of People Killed and Injured, by Age Group



4. People

Table 57. People Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

Age Group	Male			Female			Total*		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	176	9,459,399	1.86	135	9,051,761	1.49	311	18,511,160	1.68
5-9	143	10,304,720	1.39	117	9,848,037	1.19	262	20,152,757	1.30
10-14	290	10,667,918	2.72	156	10,166,646	1.53	446	20,834,564	2.14
15-20	2,625	13,516,176	19.42	1,003	12,903,196	7.77	3,632	26,419,372	13.75
21-24	2,475	8,907,270	27.79	831	8,560,010	9.71	3,311	17,467,280	18.96
25-34	5,648	23,059,187	24.49	1,924	22,483,329	8.56	7,583	45,542,516	16.65
35-44	4,757	22,362,236	21.27	1,648	22,028,457	7.48	6,416	44,390,693	14.45
45-54	3,962	20,187,109	19.63	1,278	20,306,672	6.29	5,247	40,493,781	12.96
55-64	4,224	20,503,845	20.60	1,412	21,350,566	6.61	5,641	41,854,411	13.48
65-74	2,954	16,335,080	18.08	1,307	18,350,204	7.12	4,268	34,685,284	12.30
>74	2,233	10,446,460	21.38	1,388	14,116,617	9.83	3,623	24,563,077	14.75
Unknown	97	**	**	30	**	**	161	**	**
Total	29,584	165,749,400	17.85	11,229	169,165,495	6.64	40,901	334,914,895	12.21

Age Group	Male			Female			Total*		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	19,209	9,459,399	203	19,127	9,051,761	211	38,343	18,511,160	207
5-9	25,897	10,304,720	251	28,169	9,848,037	286	54,073	20,152,757	268
10-14	35,373	10,667,918	332	33,687	10,166,646	331	69,063	20,834,564	331
15-20	150,418	13,516,176	1,113	138,649	12,903,196	1,075	289,076	26,419,372	1,094
21-24	120,924	8,907,270	1,358	113,583	8,560,010	1,327	234,517	17,467,280	1,343
25-34	255,062	23,059,187	1,106	246,939	22,483,329	1,098	502,012	45,542,516	1,102
35-44	201,644	22,362,236	902	198,007	22,028,457	899	399,657	44,390,693	900
45-54	150,138	20,187,109	744	153,400	20,306,672	755	303,545	40,493,781	750
55-64	135,386	20,503,845	660	137,424	21,350,566	644	272,813	41,854,411	652
65-74	79,135	16,335,080	484	93,319	18,350,204	509	172,454	34,685,284	497
>74	47,737	10,446,460	457	59,032	14,116,617	418	106,771	24,563,077	435
Total***	1,221,032	165,749,400	737	1,221,414	169,165,495	722	2,442,581	334,914,895	729

Source: Population—Census Bureau

*Includes people killed and injured of unknown sex.

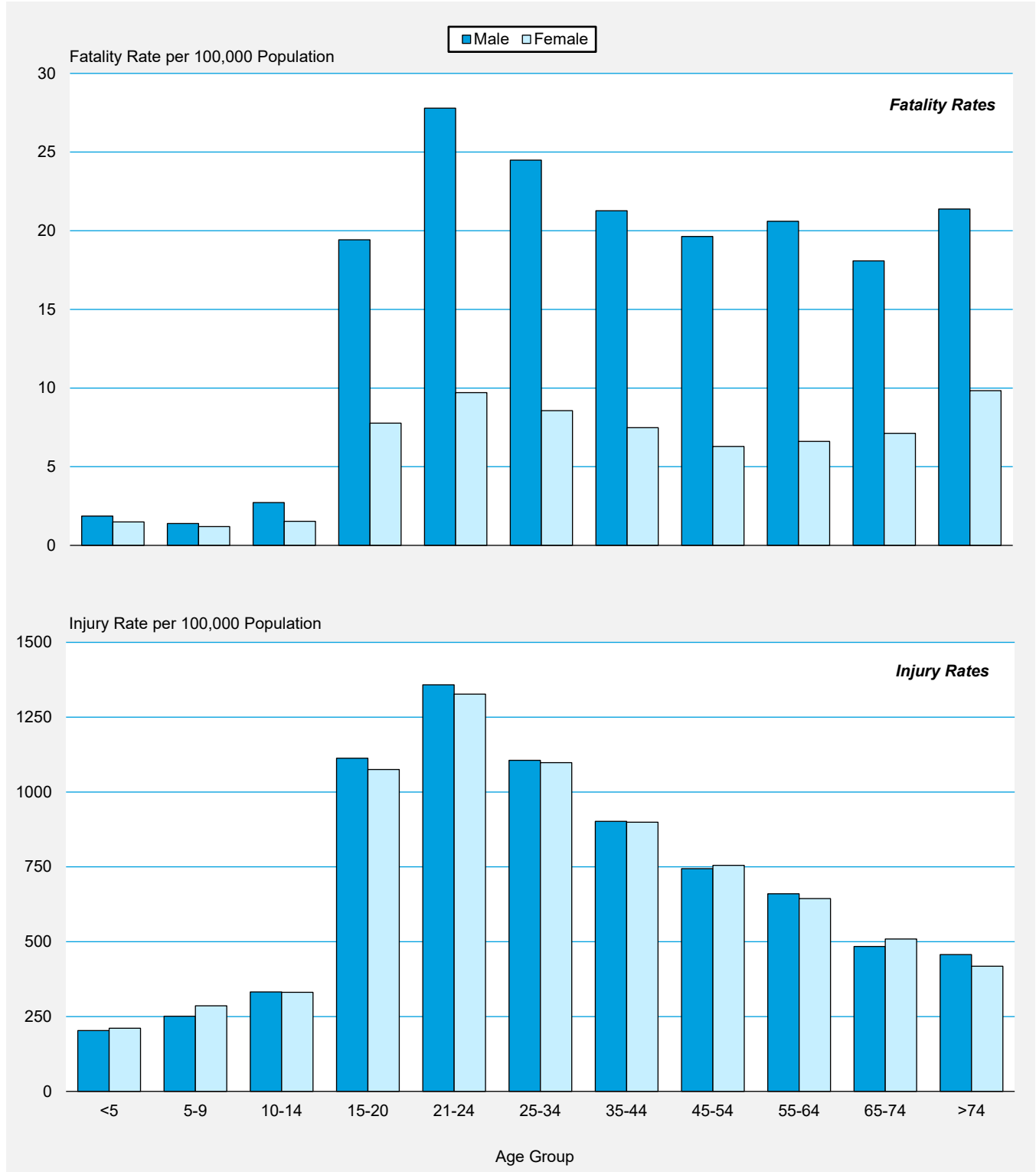
**Not applicable.

***Includes people injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Figure 18. Fatality and Injury Rates per 100,000 Population, by Age Group and Sex



4. People

Table 58. People Killed and Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
People Killed						
Normal	16,290	7,809	9,822	1,571	11	35,585
Rain	1,082	670	950	136	4	2,852
Snow/Sleet	149	55	137	17	0	358
Other	136	77	266	60	2	548
Unknown	641	194	470	71	1	1,558
Total	18,298	8,805	11,645	1,855	18	40,901
People Injured						
Normal	1,502,605	384,680	217,142	88,410	107	2,192,956
Rain	122,456	47,684	29,105	9,952	158	209,355
Snow/Sleet	15,805	3,865	6,739	2,575	0	28,985
Other	4,185	1,926	2,788	1,561	2	10,462
Total**	1,645,461	438,259	256,013	102,543	268	2,442,581

*Includes people killed and injured in crashes with unknown light conditions.

**Includes people injured in fatal crashes from FARS with unknown weather condition.

Note: Totals may not equal sum of components due to independent rounding.

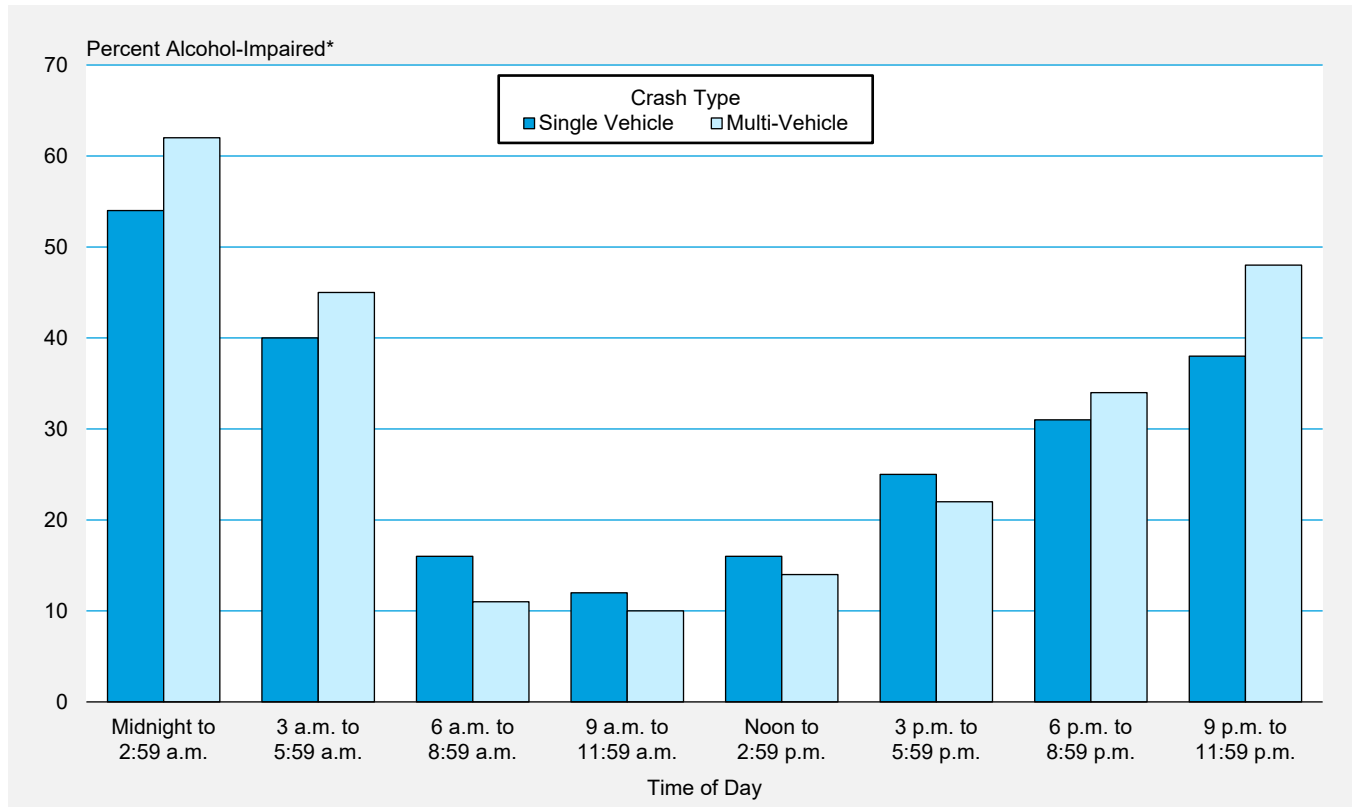
Table 59. People Killed in Crashes and Percentage Alcohol-Impaired-Driving Fatalities, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multi-Vehicle			Alcohol-Impaired Driving*		
	Number	Number	Percent	Number	Number	Percent	Number	Number	Percent
Midnight to 2:59 a.m.	3,229	1,754	54	1,484	922	62	4,713	2,677	57
3 a.m. to 5:59 a.m.	2,345	940	40	1,399	624	45	3,744	1,564	42
6 a.m. to 8:59 a.m.	1,849	287	16	1,877	207	11	3,726	494	13
9 a.m. to 11:59 a.m.	1,539	189	12	2,004	203	10	3,543	393	11
Noon to 2:59 p.m.	2,109	330	16	2,869	395	14	4,978	724	15
3 p.m. to 5:59 p.m.	2,632	663	25	3,616	779	22	6,248	1,441	23
6 p.m. to 8:59 p.m.	3,956	1,207	31	3,286	1,117	34	7,242	2,325	32
9 p.m. to 11:59 p.m.	3,970	1,499	38	2,445	1,179	48	6,415	2,678	42
Unknown	273	127	46	19	8	40	292	134	46
Total	21,902	6,995	32	18,999	5,435	29	40,901	12,429	30

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

4. People

Figure 19. Percentage of People Killed in Alcohol-Impaired-Driving Crashes, by Time of Day and Crash Type



4. People

Table 60. People Killed in Work Zones, by Functional System and Person Type

Functional System	Person Type					Total
	Drivers	Passengers	Pedestrians	Pedalcyclists	Other Nonoccupants	
Principal Arterial						
Interstate	217	63	61	0	3	344
Freeway/Expressway	41	9	13	0	1	64
Other	160	45	56	3	1	265
Minor Arterial						
Collector	73	21	21	5	3	123
Local	45	10	16	1	0	72
Unknown	12	5	6	0	0	23
Unknown	4	0	3	0	0	7
Total	552	153	176	9	8	898

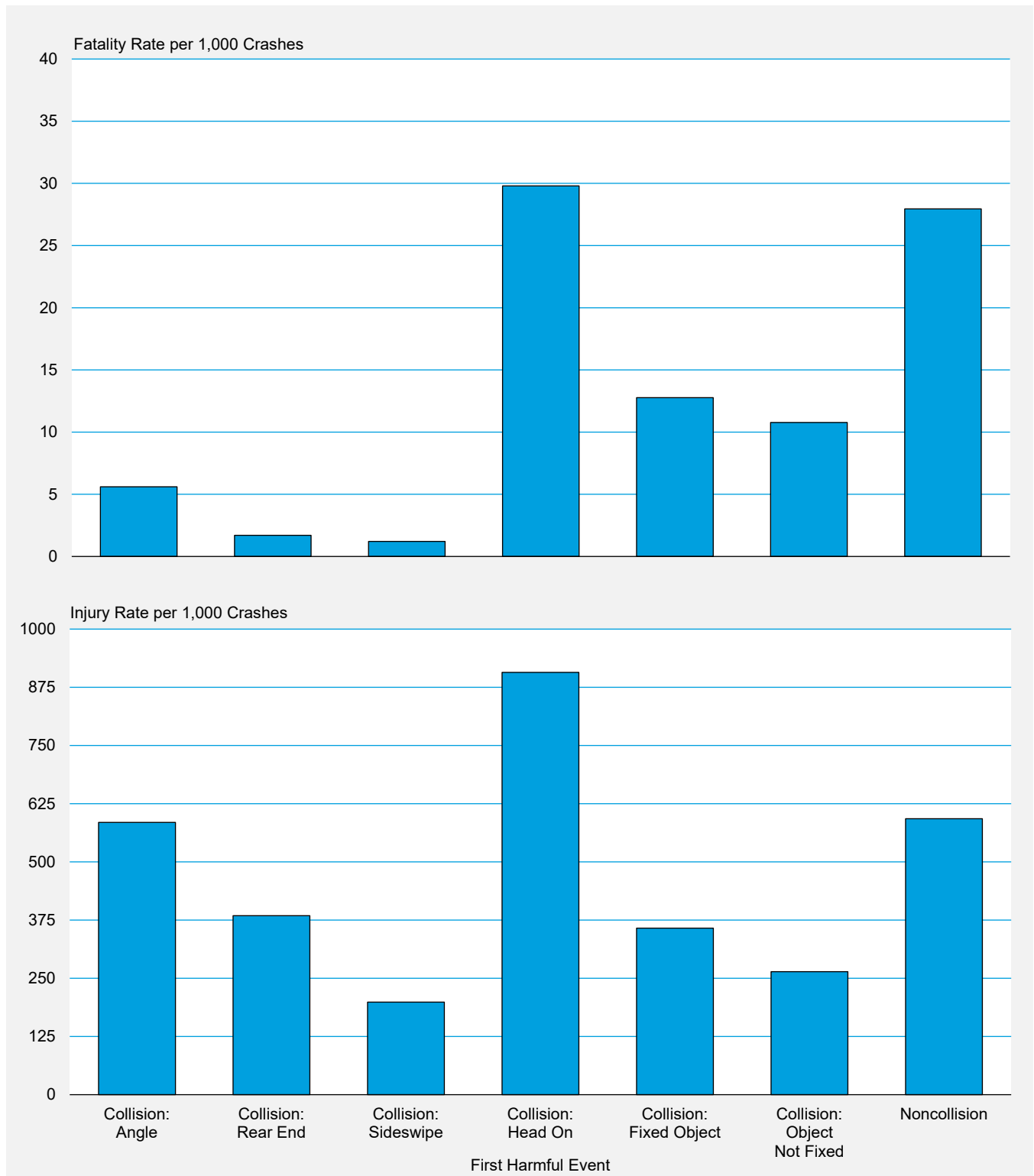
Table 61. People Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Drivers	1	0	4	2	5	2
Ambulance Passengers	1	0	7	0	8	0
Occupants of Other Vehicle	0	0	16	4	16	4
Pedestrians	1	0	0	0	1	0
Pedalcyclists	0	0	0	0	0	0
Other Nonoccupants	1	1	0	0	1	1
Total	4	1	27	6	31	7
Fire Truck						
Fire Truck Drivers	2	2	0	0	2	2
Fire Truck Passengers	3	2	0	0	3	2
Occupants of Other Vehicle	0	0	21	14	21	14
Pedestrians	5	4	1	1	6	5
Pedalcyclists	0	0	0	0	0	0
Other Nonoccupants	0	0	0	0	0	0
Total	10	8	22	15	32	23
Police Vehicle						
Police Vehicle Drivers	5	2	9	3	14	5
Police Vehicle Passengers	2	0	1	1	3	1
Occupants of Other Vehicle	0	0	71	50	71	50
Pedestrians	33	13	5	4	38	17
Pedalcyclists	4	2	0	0	4	2
Other Nonoccupants	0	0	0	0	0	0
Total	44	17	86	58	130	75

*Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).

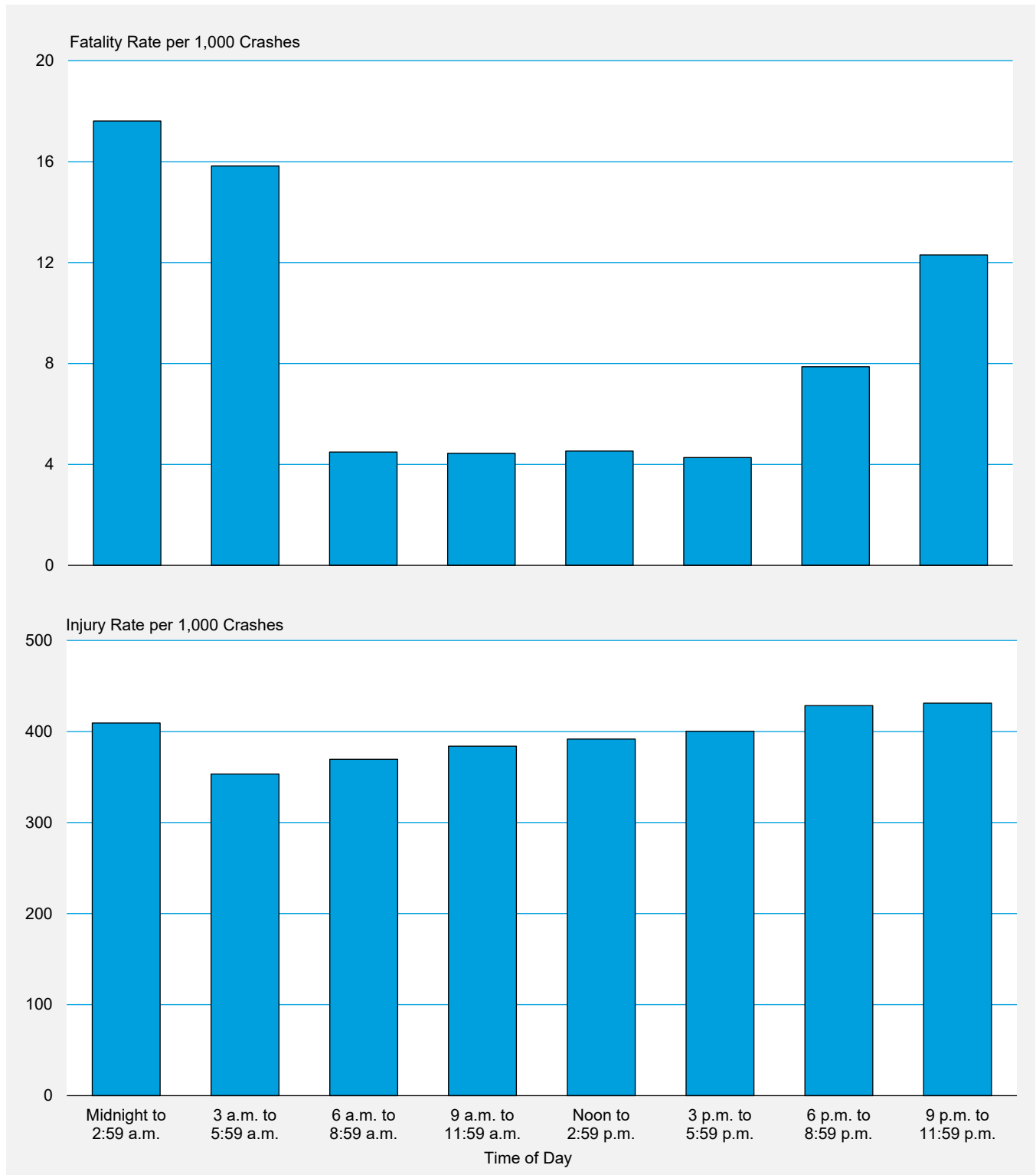
4. People

Figure 20. Fatality and Injury Rates per 1,000 Crashes, by First Harmful Event and Manner of Collision



4. People

Figure 21. Fatality and Injury Rates per 1,000 Crashes, by Time of Day



4. People

Table 62. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

Age Group	Sex				Total*	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<15	73	**	20	**	93	**
15-20	3,814	60.94	1,314	22.47	5,133	42.40
21-24	3,841	51.79	1,251	17.83	5,101	35.34
25-34	8,901	42.93	2,999	14.71	11,916	28.97
35-44	7,418	36.45	2,447	11.94	9,876	24.18
45-54	6,151	33.19	1,958	10.38	8,116	21.70
55-64	5,822	30.50	1,732	8.75	7,560	19.45
65-74	3,610	23.43	1,341	8.05	4,954	15.44
>74	2,359	24.12	1,097	9.96	3,458	16.63
Unknown	112	**	27	**	1,732	**
Total	42,101	35.81	14,186	11.81	57,939	24.38
Drivers in Injury Crashes						
<15	3,079	**	1,642	**	4,721	**
15-20	196,540	3,140	143,156	2,448	339,696	2,806
21-24	179,792	2,424	137,471	1,959	317,263	2,198
25-34	391,507	1,888	298,376	1,463	689,883	1,678
35-44	326,540	1,604	247,167	1,206	573,707	1,404
45-54	252,510	1,363	184,332	977	436,842	1,168
55-64	221,392	1,160	153,916	778	375,308	965
65-74	132,417	859	100,572	603	232,988	726
>74	72,636	743	56,916	517	129,553	623
Total	1,776,413	1,511	1,323,546	1,102	3,099,959	1,304
Drivers in Property-Damage-Only Crashes						
<15	3,189	**	2,367	**	5,556	**
15-20	524,072	8,374	407,525	6,968	931,597	7,695
21-24	452,652	6,103	332,647	4,741	785,299	5,441
25-34	977,093	4,712	708,792	3,476	1,685,885	4,099
35-44	833,220	4,094	582,804	2,843	1,416,025	3,466
45-54	669,925	3,615	446,884	2,369	1,116,809	2,987
55-64	566,779	2,969	351,121	1,775	917,900	2,361
65-74	338,225	2,195	224,312	1,346	562,538	1,754
>74	176,154	1,801	128,903	1,170	305,057	1,467
Total	4,541,308	3,863	3,185,357	2,653	7,726,665	3,251
Drivers in All Crashes						
<15	6,341	**	4,029	**	10,370	**
15-20	724,426	11,575	551,995	9,438	1,276,426	10,543
21-24	636,284	8,579	471,369	6,719	1,107,663	7,675
25-34	1,377,501	6,644	1,010,166	4,954	2,387,683	5,806
35-44	1,167,178	5,735	832,418	4,061	1,999,607	4,895
45-54	928,585	5,011	633,174	3,357	1,561,766	4,177
55-64	793,993	4,159	506,769	2,561	1,300,768	3,346
65-74	474,252	3,078	326,225	1,957	800,480	2,496
>74	251,149	2,568	186,916	1,697	438,067	2,107
Unknown	112	**	27	**	1,732	**
Total	6,359,822	5,409	4,523,089	3,767	10,884,563	4,580

Source: Licensed Drivers—FHWA

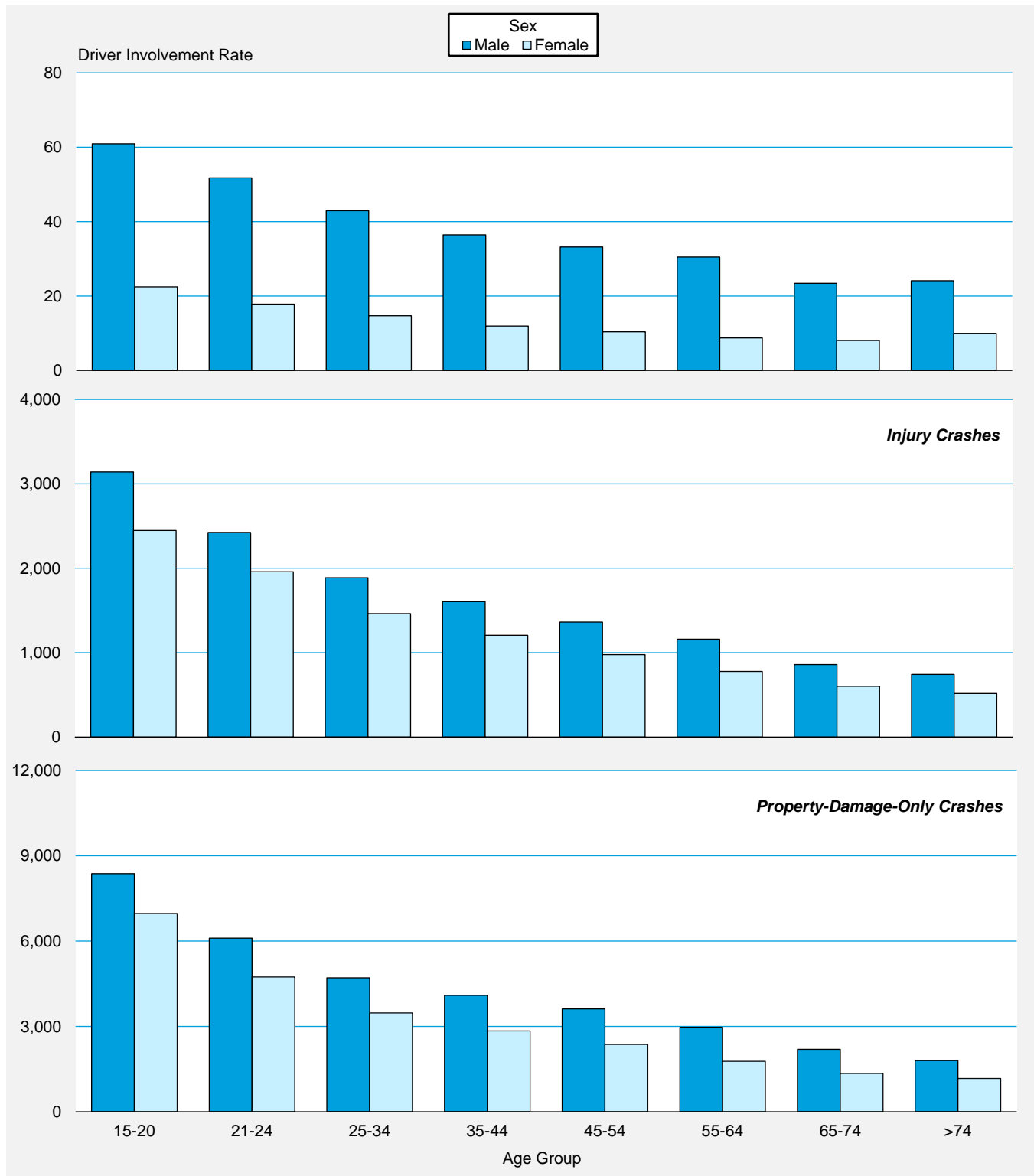
*Includes drivers in fatal crashes of unknown sex.

**Not applicable.

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Totals may not equal sum of components due to independent rounding. Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

4. People

Figure 22. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity



Notes: Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

4. People

Table 63. Drivers Involved in Fatal Crashes, by Previous Driving Record and License Compliance

Previous Convictions	Valid License (46,188)		Invalid License (9,306)		Total (55,494)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,286	15.8	1,531	16.5	8,817	15.9
Previous Recorded Suspensions or Revocations	3,320	7.2	2,721	29.2	6,041	10.9
Previous DWI Convictions	652	1.4	702	7.5	1,354	2.4
Previous Speeding Convictions	7,687	16.6	1,562	16.8	9,249	16.7
Previous Other Harmful Moving Convictions	6,622	14.3	2,048	22.0	8,670	15.6
Drivers With No Previous Convictions	27,337	59.2	4,260	45.8	31,597	56.9

Notes: Table does not include drivers with unknown license compliance. FARS records prior driving records (convictions only, not violations) for events occurring within 5 years of the date of the crash. The same driver can have one or more of these convictions. License compliance refers to the type of driver license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 64. Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions, in excess of posted speed limit, or racing	10,739	18.5
Under the influence of alcohol, drugs, or medication	5,842	10.1
Operating vehicle in a careless manner	4,779	8.2
Failure to yield right-of-way	4,584	7.9
Improper lane usage.....	3,230	5.6
Distracted (phone, talking, eating, object, etc.)	3,143	5.4
Failure to obey traffic signs, signals, or officer	2,522	4.4
Operating vehicle in erratic, reckless, or negligent manner	2,171	3.7
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,587	2.7
Overcorrecting/oversteering	1,584	2.7
Driving wrong way on one-way trafficway or wrong side of road	1,188	2.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	1,100	1.9
Drowsy, asleep, fatigued, ill, or blackout	1,042	1.8
Making improper turn	448	0.8
Other factors.....	5,928	10.2
None reported.....	8,029	13.9
Unknown.....	20,185	34.8
Total Drivers.....	57,939	100.0

Notes: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

4. People

Table 65. Vehicle Occupants Killed and Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Passenger Car						
Drivers	8,945	41,416	254,832	398,816	695,063	704,008
Passengers	2,830	13,896	76,164	133,481	223,541	226,371
Unknown	17	5	291	134	430	447
<i>Subtotal</i>	<i>11,792</i>	<i>55,317</i>	<i>331,287</i>	<i>532,431</i>	<i>919,035</i>	930,827
Light Truck						
Drivers	9,156	44,487	266,976	425,115	736,577	745,733
Passengers	3,003	16,978	98,280	176,284	291,542	294,545
Unknown	8	4	3	136	143	151
<i>Subtotal</i>	<i>12,167</i>	<i>61,468</i>	<i>365,259</i>	<i>601,536</i>	<i>1,028,263</i>	1,040,430
Large Truck						
Drivers	834	2,182	14,689	16,124	32,996	33,830
Passengers	126	418	3,534	4,784	8,736	8,862
Unknown	1	0	1	0	1	2
<i>Subtotal</i>	<i>961</i>	<i>2,601</i>	<i>18,225</i>	<i>20,908</i>	<i>41,733</i>	42,694
Bus						
Drivers	5	204	857	1,754	2,815	2,820
Passengers	27	108	1,505	8,241	9,854	9,881
Unknown	0	0	0	0	0	0
<i>Subtotal</i>	<i>32</i>	<i>312</i>	<i>2,362</i>	<i>9,995</i>	<i>12,669</i>	12,701
Other/Unknown						
Drivers	613	9,003	33,449	121,971	164,422	165,035
Passengers	178	3,648	11,137	42,828	57,613	57,791
Unknown	3	0	0	0	0	3
<i>Subtotal</i>	<i>794</i>	<i>12,651</i>	<i>44,585</i>	<i>164,799</i>	<i>222,035</i>	222,829
Subtotal*	25,746	132,349	761,717	1,329,667	2,223,735	2,249,481
Motorcycle						
Riders	6,025	24,776	34,913	17,407	77,096	83,121
Passengers	310	1,443	2,478	1,522	5,443	5,753
Unknown	0	0	25	0	25	25
Subtotal	6,335	26,219	37,417	18,929	82,564	88,899
Total	32,081	158,568	799,134	1,348,596	2,306,299	2,338,380

*Excludes motorcycles.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Table 66. Vehicle Occupants Killed and Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Occupants Killed						
30 mph or less	1,630	11.6	1,346	7.5	2,976	9.3
35 or 40 mph	2,415	17.2	2,954	16.4	5,369	16.7
45 or 50 mph	2,542	18.1	3,768	20.9	6,310	19.7
55 mph	3,773	26.9	4,738	26.2	8,511	26.5
60 mph or higher	3,091	22.1	4,474	24.8	7,565	23.6
No Statutory Limit	41	0.3	228	1.3	269	0.8
Unknown	525	3.7	556	3.1	1,081	3.4
Total	14,017	100.0	18,064	100.0	32,081	100.0
Occupants Injured						
30 mph or less	75,831	17.0	240,463	12.9	316,294	13.7
35 or 40 mph	85,167	19.1	514,754	27.7	599,921	26.0
45 or 50 mph	69,935	15.7	430,997	23.2	500,932	21.7
55 mph	73,053	16.4	170,596	9.2	243,649	10.6
60 mph or higher	71,856	16.1	198,711	10.7	270,567	11.7
No Statutory Limit	3,776	0.8	30,400	1.6	34,177	1.5
Unknown	66,672	14.9	274,088	14.7	340,759	14.8
Total	446,290	100.0	1,860,009	100.0	2,306,299	100.0

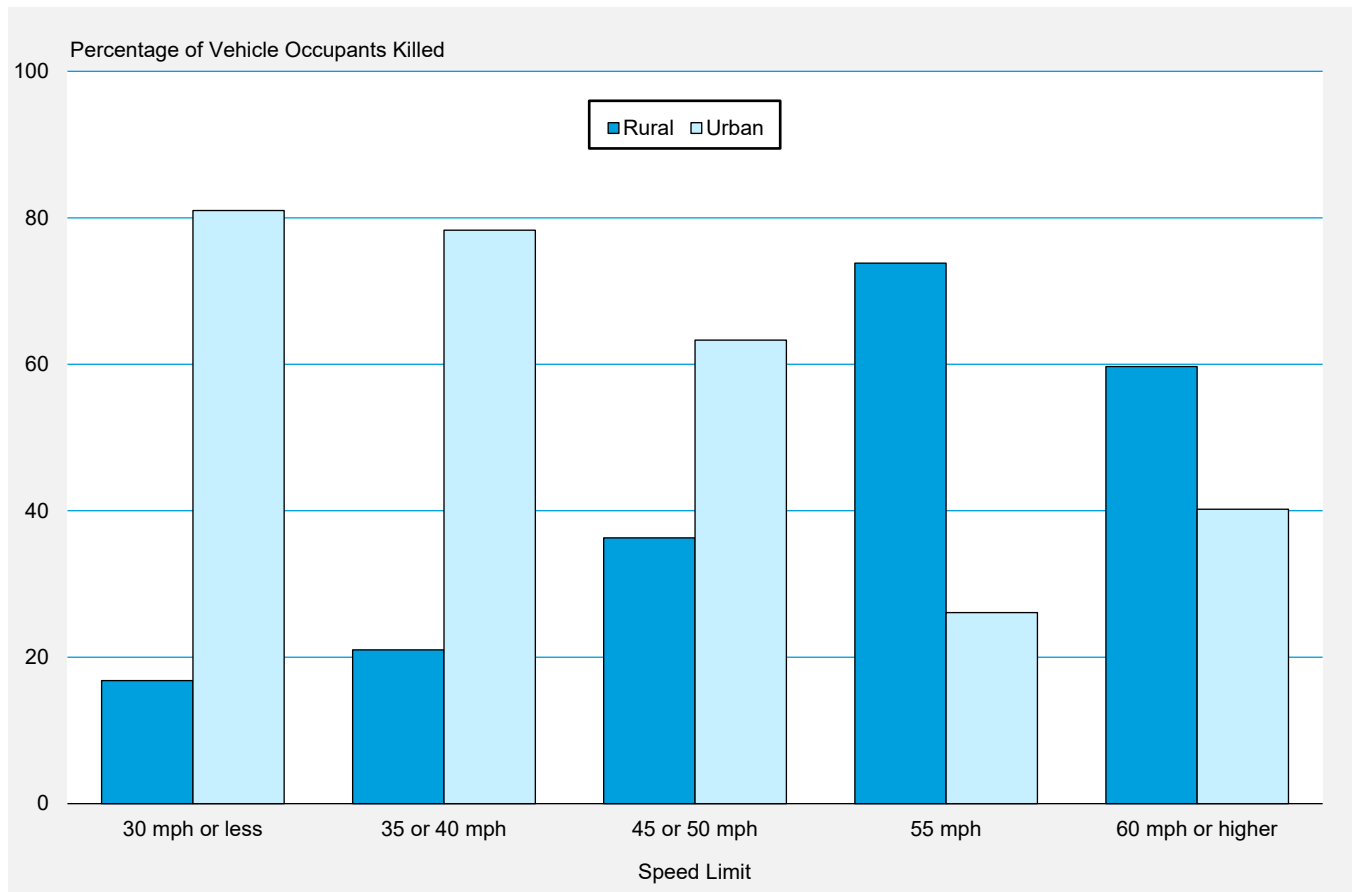
Note: Totals may not equal sum of components due to independent rounding.

4. People

Table 67. Vehicle Occupants Killed in Crashes, by Speed Limit and Rural/Urban Classification

Speed Limit	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	501	16.8	2,412	81.0	63	2.1	2,976	100.0
35 or 40 mph	1,130	21.0	4,205	78.3	34	0.6	5,369	100.0
45 or 50 mph	2,288	36.3	3,993	63.3	29	0.5	6,310	100.0
55 mph	6,277	73.8	2,221	26.1	13	0.2	8,511	100.0
60 mph or higher	4,514	59.7	3,043	40.2	8	0.1	7,565	100.0
No Statutory Limit	81	30.1	173	64.3	15	5.6	269	100.0
Unknown	418	38.7	623	57.6	40	3.7	1,081	100.0
Total	15,209	47.4	16,670	52.0	202	0.6	32,081	100.0

Figure 23. Percentage of Vehicle Occupants Killed, by Speed Limit and Rural/Urban Classification



4. People

Table 68. Vehicle Occupants Killed and Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Male	7,527	8,256	901	19	631	17,334	5,824	23,158
Female	4,246	3,901	59	13	159	8,378	509	8,887
Unknown	19	10	1	0	4	34	2	36
Total	11,792	12,167	961	32	794	25,746	6,335	32,081
Occupants Injured								
Male	421,478	480,351	35,330	6,341	111,220	1,054,719	73,427	1,128,146
Female	497,522	547,876	6,402	6,304	110,788	1,168,892	9,135	1,178,027
Total*	919,035	1,028,263	41,733	12,669	222,035	2,223,735	82,564	2,306,299

*Includes people injured in fatal crashes from FARS with unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Table 69. Vehicle Occupants Killed and Injured, by Age Group and Vehicle Type

Age Group	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
<5	110	126	1	0	3	240	1	241
5-9	78	114	1	0	8	201	4	205
10-14	107	165	1	1	41	315	9	324
15-20	1,647	1,009	22	4	83	2,765	505	3,270
21-24	1,410	779	61	2	51	2,303	611	2,914
25-34	2,432	2,036	174	5	109	4,756	1,452	6,208
35-44	1,632	1,734	197	6	133	3,702	1,142	4,844
45-54	1,102	1,508	175	3	113	2,901	1,009	3,910
55-64	1,118	1,651	198	4	114	3,085	973	4,058
65-74	949	1,496	100	3	61	2,609	501	3,110
>74	1,181	1,534	29	4	75	2,823	124	2,947
Unknown	26	15	2	0	3	46	4	50
Total	11,792	12,167	961	32	794	25,746	6,335	32,081
Occupants Injured								
<5	13,158	20,935	6	313	2,351	36,762	26	36,788
5-9	18,678	25,852	410	366	4,802	50,107	329	50,436
10-14	18,163	29,018	390	2,008	7,297	56,876	1,009	57,885
15-20	139,335	95,965	1,986	1,182	25,930	264,397	7,614	272,012
21-24	122,734	68,537	1,316	195	22,959	215,742	8,616	224,358
25-34	204,097	191,735	7,871	2,719	48,869	455,291	20,750	476,041
35-44	134,270	181,077	8,683	1,452	37,029	362,511	16,375	378,886
45-54	94,289	143,589	8,896	1,871	26,581	275,225	12,395	287,620
55-64	82,350	128,818	9,107	1,727	24,361	246,364	10,275	256,639
65-74	52,303	89,494	2,082	446	14,115	158,440	4,351	162,791
>74	39,581	53,141	984	378	7,700	101,783	820	102,603
Total*	919,035	1,028,263	41,733	12,669	222,035	2,223,735	82,564	2,306,299

*Includes people injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Table 70. Vehicle Occupants Killed and Injured, by Age Group, Person Type, and Sex

Age Group	Person Type											
	Drivers						Passengers					
	Sex				Total*		Sex				Total**	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	0	0.0	131	54.4	110	45.6	241	100.0
5-9	4	80.0	1	20.0	5	100.0	102	51.0	96	48.0	200	100.0
10-14	39	81.3	9	18.8	48	100.0	166	60.1	110	39.9	276	100.0
15-20	1,695	78.9	452	21.0	2,148	100.0	670	59.7	450	40.1	1,122	100.0
21-24	1,807	80.6	432	19.3	2,241	100.0	372	55.3	300	44.6	673	100.0
25-34	4,139	79.5	1,064	20.4	5,206	100.0	526	52.5	474	47.3	1,002	100.0
35-44	3,309	79.3	857	20.5	4,171	100.0	308	45.8	364	54.1	673	100.0
45-54	2,722	80.8	646	19.2	3,368	100.0	233	43.0	308	56.8	542	100.0
55-64	2,820	79.8	714	20.2	3,536	100.0	216	41.4	306	58.6	522	100.0
65-74	1,928	74.7	651	25.2	2,581	100.0	172	32.5	356	67.3	529	100.0
>74	1,547	68.8	701	31.2	2,248	100.0	219	31.3	479	68.5	699	100.0
Unknown	17	65.4	0	0.0	26	100.0	16	66.7	7	29.2	24	100.0
Total	20,027	78.3	5,527	21.6	25,578	100.0	3,131	48.1	3,360	51.7	6,503	100.0
Occupants Injured												
<5	0	0.0	0	0.0	0	0.0	18,199	49.5	18,583	50.5	36,788	100.0
5-9	290	99.7	1	0.3	291	100.0	23,403	46.7	26,737	53.3	50,145	100.0
10-14	2,104	62.9	1,243	37.1	3,347	100.0	24,855	45.6	29,681	54.4	54,539	100.0
15-20	98,177	54.5	82,032	45.5	180,209	100.0	40,776	44.4	51,019	55.6	91,802	100.0
21-24	92,629	53.3	81,182	46.7	173,813	100.0	21,698	42.9	28,839	57.1	50,545	100.0
25-34	200,132	52.4	182,143	47.6	382,279	100.0	37,149	39.6	56,606	60.4	93,762	100.0
35-44	164,358	51.9	152,237	48.1	316,597	100.0	23,275	37.4	39,010	62.6	62,289	100.0
45-54	122,483	51.8	114,065	48.2	236,551	100.0	16,128	31.6	34,938	68.4	51,069	100.0
55-64	109,684	51.9	101,576	48.1	211,262	100.0	14,616	32.2	30,760	67.8	45,377	100.0
65-74	65,394	50.7	63,594	49.3	128,988	100.0	7,450	22.0	26,353	78.0	33,803	100.0
>74	38,846	51.4	36,726	48.6	75,573	100.0	6,401	23.7	20,628	76.3	27,030	100.0
Unknown	18	30.5	3	5.1	59	100.0	82	45.3	72	39.8	181	100.0
Total	894,115	52.3	814,803	47.7	1,708,969	100.0	234,031	39.2	363,225	60.8	597,330	100.0

*Includes drivers of unknown sex.

**Includes passengers of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Table 71. Vehicle Occupants Killed and Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event								Total*	
	Collision With						Noncollision			
	Motor Vehicle In-Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	6,479	54.9	272	2.3	3,213	27.2	1,827	15.5	11,792	100.0
Light Truck	5,567	45.8	303	2.5	3,083	25.3	3,212	26.4	12,167	100.0
Large Truck	277	28.8	42	4.4	220	22.9	421	43.8	961	100.0
Bus	13	40.6	3	9.4	2	6.3	14	43.8	32	100.0
Other/Unknown	237	29.8	28	3.5	139	17.5	365	46.0	794	100.0
<i>Subtotal</i>	<i>12,573</i>	<i>48.8</i>	<i>648</i>	<i>2.5</i>	<i>6,657</i>	<i>25.9</i>	<i>5,839</i>	<i>22.7</i>	<i>25,746</i>	<i>100.0</i>
Motorcycle	3,786	59.8	311	4.9	1,563	24.7	659	10.4	6,335	100.0
Total	16,359	51.0	959	3.0	8,220	25.6	6,498	20.3	32,081	100.0
Occupants Injured										
Passenger Car	734,151	79.9	34,249	3.7	118,521	12.9	32,112	3.5	919,035	100.0
Light Truck	817,624	79.5	46,807	4.6	110,406	10.7	53,422	5.2	1,028,263	100.0
Large Truck	27,045	64.8	1,707	4.1	5,965	14.3	7,016	16.8	41,733	100.0
Bus	12,075	95.3	428	3.4	2	0.0	164	1.3	12,669	100.0
Other/Unknown	178,684	80.5	12,214	5.5	21,296	9.6	9,838	4.4	222,035	100.0
<i>Subtotal</i>	<i>1,769,579</i>	<i>79.6</i>	<i>95,405</i>	<i>4.3</i>	<i>256,190</i>	<i>11.5</i>	<i>102,553</i>	<i>4.6</i>	<i>2,223,735</i>	<i>100.0</i>
Motorcycle	45,113	54.6	5,182	6.3	12,040	14.6	20,228	24.5	82,564	100.0
Total	1,814,693	78.7	100,587	4.4	268,230	11.6	122,781	5.3	2,306,299	100.0

*Includes people killed and injured where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Table 72. Vehicle Occupants Killed and Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Front	6,955	7,344	559	12	285	15,155	4,155	19,310
Left Side	1,597	1,242	63	9	46	2,957	340	3,297
Right Side	1,367	1,099	59	1	55	2,581	270	2,851
Rear	683	558	15	5	69	1,330	256	1,586
Other	112	131	11	0	4	258	32	290
Noncollision	474	1,221	203	5	239	2,142	872	3,014
Unknown	604	572	51	0	96	1,323	410	1,733
Total	11,792	12,167	961	32	794	25,746	6,335	32,081
Occupants Injured								
Front	540,408	573,156	20,614	4,701	116,961	1,255,840	42,187	1,298,027
Left Side	80,351	89,943	4,248	1,212	22,361	198,114	6,916	205,031
Right Side	77,562	82,574	3,253	776	16,964	181,130	5,635	186,766
Rear	207,251	257,966	8,224	5,966	59,651	539,058	5,897	544,955
Other	2,380	4,339	350	4	462	7,536	136	7,672
Noncollision	10,783	19,953	5,015	10	5,602	41,362	21,759	63,121
Unknown	301	331	29	0	34	695	33	728
Total	919,035	1,028,263	41,733	12,669	222,035	2,223,735	82,564	2,306,299

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Table 73. Vehicle Occupants Killed and Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	1,951	16.5	9,740	82.6	101	0.9	11,792	100.0
Light Truck	3,024	24.9	9,065	74.5	78	0.6	12,167	100.0
Large Truck	226	23.5	724	75.3	11	1.1	961	100.0
Bus	8	25.0	24	75.0	0	0.0	32	100.0
Other/Unknown	374	47.1	330	41.6	90	11.3	794	100.0
Total**	5,583	21.7	19,883	77.2	280	1.1	25,746	100.0
Occupants Injured								
Passenger Car	4,624	0.5	914,337	99.5	74	0.0	919,035	100.0
Light Truck	6,444	0.6	1,021,672	99.4	147	0.0	1,028,263	100.0
Large Truck	77	0.2	41,647	99.8	9	0.0	41,733	100.0
Bus	15	0.1	12,654	99.9	0	0.0	12,669	100.0
Other/Unknown	4,143	1.9	217,848	98.1	44	0.0	222,035	100.0
Total**	15,303	0.7	2,208,158	99.3	274	0.0	2,223,735	100.0

*Includes total and partial ejection.

**Excludes motorcyclists.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Table 74. Vehicle Occupants Killed and Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	1,497
Passenger Car	2,979	Light Truck	1,047	4,026
Passenger Car	1,102	Large Truck	28	1,130
Passenger Car	15	Motorcycle	1,056	1,071
Passenger Car	45	Bus	0	45
Passenger Car	50	Other/Unknown	52	102
Light Truck	—	Light Truck	—	2,520
Light Truck	1,500	Large Truck	58	1,558
Light Truck	26	Motorcycle	2,005	2,031
Light Truck	52	Bus	6	58
Light Truck	61	Other/Unknown	93	154
Large Truck	—	Large Truck	—	166
Large Truck	0	Motorcycle	330	330
Large Truck	0	Bus	9	9
Large Truck	4	Other/Unknown	42	46
Motorcycle	—	Motorcycle	—	92
Motorcycle	20	Bus	0	27
Motorcycle	57	Other/Unknown	5	73
Bus	—	Bus	—	1
Bus	0	Other/Unknown	0	0
Other/Unknown	—	Other/Unknown	—	58
Total Occupants Killed.....				14,994
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	242,968
Passenger Car	316,585	Light Truck	260,583	577,168
Passenger Car	36,782	Large Truck	7,735	44,517
Passenger Car	1,960	Motorcycle	16,013	17,974
Passenger Car	1,629	Bus	2,619	4,248
Passenger Car	21,101	Other/Unknown	11,899	33,000
Light Truck	—	Light Truck	—	366,199
Light Truck	37,123	Large Truck	9,421	46,544
Light Truck	2,451	Motorcycle	18,915	21,366
Light Truck	1,323	Bus	5,855	7,177
Light Truck	21,960	Other/Unknown	21,011	42,971
Large Truck	—	Large Truck	—	5,091
Large Truck	54	Motorcycle	914	968
Large Truck	484	Bus	989	1,473
Large Truck	713	Other/Unknown	3,218	3,930
Total Occupants Injured.....				1,415,593

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Table 75. Vehicle Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Class

Vehicle Body Class	Occupants Involved		Occupants Killed	
	Number	Percent	Number	Percent
Passenger Cars	27,233	32.9	11,792	36.8
Convertible	595	0.7	310	1.0
Sedan	21,630	26.2	9,115	28.4
Coupe	2,308	2.8	1,135	3.5
Hatchback	2,311	2.8	1,052	3.3
Wagon	389	0.5	180	0.6
Light Trucks	38,709	46.8	12,167	37.9
Utility	22,166	26.8	6,888	21.5
Minivan	2,204	2.7	610	1.9
Cargo Van	675	0.8	186	0.6
Step Van	2	0.0	0	0.0
Other Van Type	724	0.9	170	0.5
Light Pickup	12,928	15.6	4,311	13.4
Other Light Truck	10	0.0	2	0.0
Large Trucks	6,346	7.7	961	3.0
Utility	1	0.0	0	0.0
Cargo Van	30	0.0	3	0.0
Step Van	23	0.0	4	0.0
Other Van Type	63	0.1	12	0.0
Large Pickup	1,046	1.3	168	0.5
Single-Unit Truck	1,577	1.9	277	0.9
Truck Tractor	3,493	4.2	485	1.5
Other Large Truck	113	0.1	12	0.0
Motorcycles	7,004	8.5	6,335	19.7
2-Wheel Motorcycle (excluding Motor Scooters)	6,210	7.5	5,637	17.6
Moped	45	0.1	39	0.1
3-Wheel Motorcycle (2 Rear Wheels)	90	0.1	79	0.2
Off-Road Motorcycle	160	0.2	138	0.4
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	77	0.1	62	0.2
Motor Scooter	280	0.3	257	0.8
Other Motored Cycle Type (Minibikes, Pocket Bikes)	18	0.0	15	0.0
Unknown Motored Cycle Type	124	0.2	108	0.3
Buses*	744	0.9	32	0.1
School Bus	322	0.4	10	0.0
Intercity Bus	47	0.1	3	0.0
Transit Bus	228	0.3	4	0.0
Other Bus	147	0.2	15	0.0
Other Vehicle Types	2,621	3.2	794	2.5
Motorhome	96	0.1	28	0.1
All-Terrain Vehicle	304	0.4	233	0.7
Recreational Off-Road Vehicle	436	0.5	230	0.7
Snowmobile	11	0.0	11	0.0
Farm Equipment	80	0.1	34	0.1
Construction Equipment	14	0.0	4	0.0
Low-Speed Vehicle	8	0.0	4	0.0
Golf Cart	65	0.1	34	0.1
Street Sweeper	3	0.0	0	0.0
Other Vehicle	134	0.2	53	0.2
Unknown Vehicle Types	1,470	1.8	163	0.5
Total	82,657	100.0	32,081	100.0

*Noninjured passengers are not included in this bus occupant count. All bus drivers are included, regardless of injury severity.
 Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Table 76. Passenger Car and Light-Truck Occupants Involved in Fatal Crashes and Occupants Killed, by Vehicle Age and Vehicle Type

Vehicle Age (Years)	Passenger Cars			Light Trucks								
				Pickup			Utility			Van		
	Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent
0-3	3,213	1,170	36.41	1,706	339	19.87	4,616	1,171	25.37	490	94	19.18
4-7	5,583	2,125	38.06	2,410	563	23.36	5,398	1,479	27.40	746	154	20.64
8-11	6,196	2,377	38.36	1,908	465	24.37	4,045	1,136	28.08	651	159	24.42
12-15	4,576	2,072	45.28	1,396	453	32.45	2,615	836	31.97	538	148	27.51
16-19	4,186	2,116	50.55	2,157	895	41.49	2,995	1,147	38.30	676	222	32.84
20+	3,350	1,906	56.90	3,291	1,587	48.22	2,441	1,112	45.56	497	189	38.03
Unknown	129	26	20.16	60	9	15.00	56	7	12.50	7	0	0.00
Total	27,233	11,792	43.30	12,928	4,311	33.35	22,166	6,888	31.07	3,605	966	26.80

Notes: Vehicle age = crash year – model year. Vehicle age 0 includes model years 2023 and newer.

4. People

Table 77. People Killed and Alcohol-Impaired-Driving Fatalities, by Person Type

Person Type	Total Killed	Alcohol-Impaired-Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Drivers	19,553	7,017	36
Passengers	6,164	2,030	33
Unknown	29	0	1
<i>Subtotal</i>	<i>25,746</i>	<i>9,047</i>	<i>35</i>
Motorcyclists	6,335	1,999	32
Nonoccupants			
Pedestrians	7,314	1,157	16
Pedalcyclists	1,166	163	14
Other/Unknown	340	63	19
<i>Subtotal</i>	<i>8,820</i>	<i>1,384</i>	<i>16</i>
Total	40,901	12,429	30

*Fatalities in crashes involving a driver with a BAC of .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

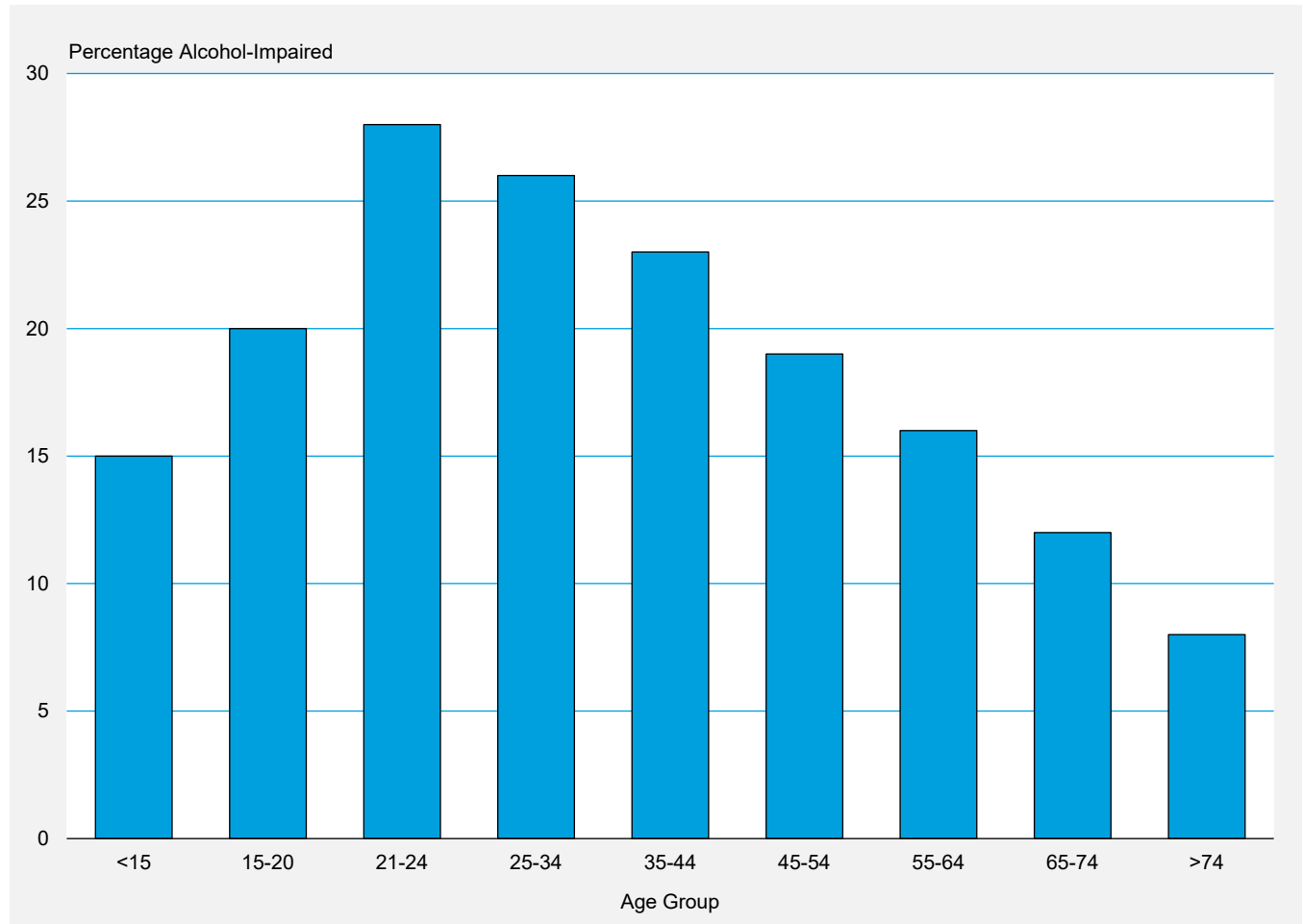
Table 78. Drivers Involved in Fatal Crashes, by Age Group and Their BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	77	82	2	2	14	15	16	18	93	100
15-20	3,902	76	201	4	1,030	20	1,231	24	5,133	100
21-24	3,423	67	265	5	1,413	28	1,679	33	5,101	100
25-34	8,257	69	525	4	3,134	26	3,660	31	11,916	100
35-44	7,226	73	394	4	2,257	23	2,650	27	9,876	100
45-54	6,250	77	303	4	1,562	19	1,866	23	8,116	100
55-64	6,079	80	266	4	1,215	16	1,481	20	7,560	100
65-74	4,219	85	140	3	596	12	735	15	4,954	100
>74	3,145	91	54	2	260	8	313	9	3,458	100
Unknown	1,366	79	68	4	298	17	366	21	1,732	100
Total	43,943	76	2,217	4	11,779	20	13,996	24	57,939	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

4. People

Figure 24. Percentage of Drivers Involved in Fatal Crashes Who Were Alcohol-Impaired (BAC = .08+ g/dL), by Age Group



4. People

Table 79. Drivers Killed in Crashes, by Time of Day, Day of Week, Age Group, Alcohol Impairment, and Crash Type

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
Single-Vehicle Crashes				
Daytime	398	17	4,445	24
Weekday	237	11	2,955	20
Weekend	161	25	1,490	30
Nighttime	718	48	5,583	58
Weekday	293	41	2,485	53
Weekend	425	54	3,098	63
Multi-Vehicle Crashes				
Daytime	522	6	7,531	10
Weekday	399	5	5,665	9
Weekend	123	10	1,866	12
Nighttime	548	21	5,582	32
Weekday	265	19	2,688	27
Weekend	283	22	2,894	36

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

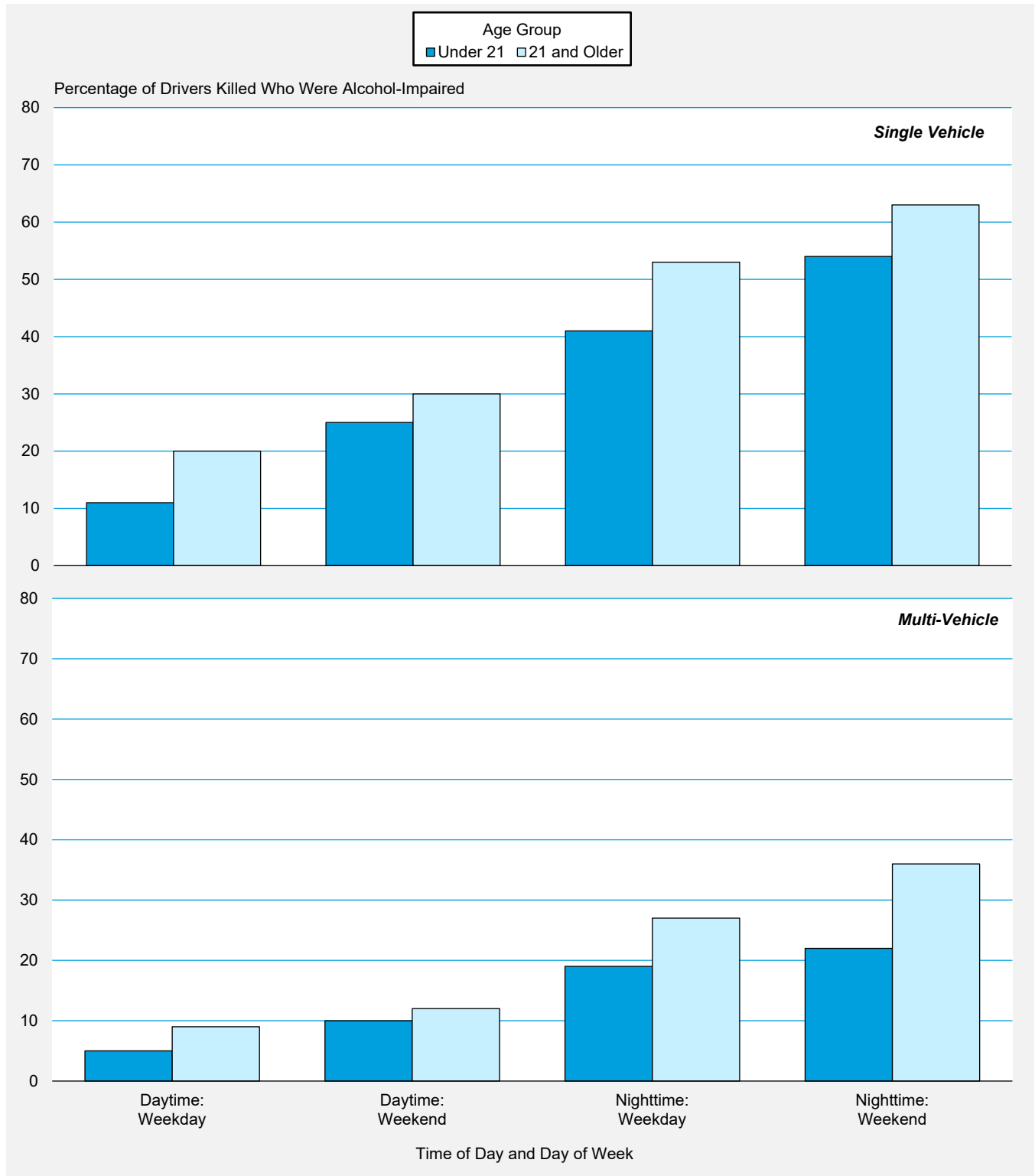
Table 80. Drivers Killed in Crashes, by Age Group and Their BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	45	84	1	2	7	13	8	16	53	100
15-20	1,509	70	80	4	559	26	639	30	2,148	100
21-24	1,236	55	126	6	879	39	1,005	45	2,241	100
25-34	2,907	56	258	5	2,041	39	2,299	44	5,206	100
35-44	2,463	59	205	5	1,503	36	1,708	41	4,171	100
45-54	2,147	64	171	5	1,050	31	1,221	36	3,368	100
55-64	2,505	71	169	5	863	24	1,031	29	3,536	100
65-74	2,099	81	84	3	398	15	482	19	2,581	100
>74	2,031	90	32	1	185	8	217	10	2,248	100
Unknown	16	61	1	2	10	37	10	39	26	100
Total	16,958	66	1,126	4	7,494	29	8,620	34	25,578	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

4. People

Figure 25. Percentage of Drivers Killed Who Were Alcohol-Impaired (BAC = .08+ g/dL), by Age Group, Crash Type, Time of Day, and Day of Week



4. People

Table 81. Drivers Involved in Fatal Crashes, by Vehicle Type and Their BACs

Vehicle Type	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	13,382	72	756	4	4,505	24	5,260	28	18,642	100
Light Truck	19,374	77	851	3	4,946	20	5,797	23	25,171	100
Large Truck	5,026	95	104	2	187	4	291	5	5,317	100
Bus	230	95	3	1	9	4	11	5	241	100
Other/Unknown	1,592	74	81	4	466	22	547	26	2,139	100
<i>Subtotal</i>	<i>39,603</i>	<i>77</i>	<i>1,795</i>	<i>3</i>	<i>10,112</i>	<i>20</i>	<i>11,907</i>	<i>23</i>	<i>51,510</i>	<i>100</i>
Motorcycle	4,339	67	422	7	1,668	26	2,090	33	6,429	100
Total	43,943	76	2,217	4	11,779	20	13,996	24	57,939	100

Notes: NHTSA estimates alcohol involvement when alcohol test results are unknown. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

Table 82. People Killed, by Age Group and Highest Driver BAC in the Crash

Age Group	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	209	67	17	6	83	27	101	32	311	100
5-9	185	71	12	5	65	25	77	29	262	100
10-14	317	71	25	6	105	23	129	29	446	100
15-20	2,286	63	200	6	1,139	31	1,339	37	3,632	100
21-24	1,724	52	210	6	1,370	41	1,580	48	3,311	100
25-34	4,160	55	445	6	2,970	39	3,415	45	7,583	100
35-44	3,807	59	340	5	2,265	35	2,605	41	6,416	100
45-54	3,272	62	300	6	1,666	32	1,966	37	5,247	100
55-64	3,893	69	292	5	1,445	26	1,737	31	5,641	100
65-74	3,287	77	174	4	796	19	970	23	4,268	100
>74	3,024	83	97	3	491	14	588	16	3,623	100
Unknown	120	74	5	3	36	22	40	25	161	100
Total	26,284	64	2,117	5	12,429	30	14,547	36	40,901	100

*Includes people killed in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

Table 83. Pedestrians Killed, by Pedestrian's and Driver's BAC

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	3,969	55	162	2	662	9	4,794	66
.01-.07	222	3	9	0	51	1	282	4
.08+	1,693	23	96	1	368	5	2,156	30
Total*	5,884	81	267	4	1,081	15	7,232	100

*Includes pedestrians struck by motorcycles. Does not include pedestrians killed in hit-and-run crashes.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

4. People

Table 84. Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	11,783	63.2	4,725	25.3	2,134	11.4	18,642	100.0
Light Truck	17,101	67.9	5,661	22.5	2,409	9.6	25,171	100.0
Large Truck	4,374	82.3	531	10.0	412	7.7	5,317	100.0
Bus	211	87.6	10	4.1	20	8.3	241	100.0
Other/Unknown	169	7.9	733	34.3	1,237	57.8	2,139	100.0
Total*	33,638	65.3	11,660	22.6	6,212	12.1	51,510	100.0
Drivers in Injury Crashes								
Passenger Car	993,395	86.2	40,452	3.5	118,315	10.3	1,152,162	100.0
Light Truck	1,201,860	86.0	44,284	3.2	150,567	10.8	1,396,711	100.0
Large Truck	98,442	86.3	2,548	2.2	13,097	11.5	114,087	100.0
Bus	9,575	82.7	410	3.5	1,589	13.7	11,574	100.0
Other/Unknown	249,479	72.1	10,846	3.1	85,593	24.7	345,918	100.0
Total*	2,552,751	84.5	98,540	3.3	369,161	12.2	3,020,452	100.0
Drivers in Property-Damage-Only Crashes								
Passenger Car	2,471,106	88.3	40,499	1.4	287,301	10.3	2,798,906	100.0
Light Truck	3,140,393	88.9	47,806	1.4	346,081	9.8	3,534,279	100.0
Large Truck	356,327	87.9	5,369	1.3	43,859	10.8	405,554	100.0
Bus	45,072	90.7	945	1.9	3,664	7.4	49,681	100.0
Other/Unknown	603,610	65.4	12,970	1.4	306,857	33.2	923,437	100.0
Total*	6,616,507	85.8	107,588	1.4	987,762	12.8	7,711,857	100.0
All Crashes								
Passenger Car	3,476,284	87.6	85,676	2.2	407,750	10.3	3,969,710	100.0
Light Truck	4,359,353	88.0	97,751	2.0	499,056	10.1	4,956,161	100.0
Large Truck	459,142	87.5	8,447	1.6	57,368	10.9	524,958	100.0
Bus	54,858	89.2	1,365	2.2	5,273	8.6	61,496	100.0
Other/Unknown	853,257	67.1	24,549	1.9	393,688	31.0	1,271,494	100.0
Total*	9,202,896	85.3	217,788	2.0	1,363,135	12.6	10,783,819	100.0

*Excludes motorcycle riders.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

4. People

Table 85. Passenger Car and Light-Truck Occupants Killed and Injured, by Age Group and Restraint Use

Age Group	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	156	66.1	62	26.3	18	7.6	236	100.0
5-9	96	50.0	72	37.5	24	12.5	192	100.0
10-14	104	38.2	130	47.8	38	14.0	272	100.0
15-20	955	36.0	1,282	48.3	419	15.8	2,656	100.0
21-24	758	34.6	1,104	50.4	327	14.9	2,189	100.0
25-34	1,523	34.1	2,399	53.7	546	12.2	4,468	100.0
35-44	1,290	38.3	1,701	50.5	375	11.1	3,366	100.0
45-54	1,167	44.7	1,171	44.9	272	10.4	2,610	100.0
55-64	1,422	51.4	1,093	39.5	254	9.2	2,769	100.0
65-74	1,488	60.9	765	31.3	192	7.9	2,445	100.0
>74	1,844	67.9	696	25.6	175	6.4	2,715	100.0
Unknown	13	31.7	9	22.0	19	46.3	41	100.0
Total	10,816	45.1	10,484	43.8	2,659	11.1	23,959	100.0
Occupants Injured								
<5	29,389	86.2	1,794	5.3	2,909	8.5	34,093	100.0
5-9	37,073	83.3	1,811	4.1	5,646	12.7	44,529	100.0
10-14	39,588	83.9	2,890	6.1	4,702	10.0	47,181	100.0
15-20	187,705	79.8	19,139	8.1	28,457	12.1	235,300	100.0
21-24	154,118	80.6	14,396	7.5	22,757	11.9	191,271	100.0
25-34	325,596	82.3	25,465	6.4	44,771	11.3	395,832	100.0
35-44	259,434	82.3	15,569	4.9	40,344	12.8	315,347	100.0
45-54	200,063	84.1	8,820	3.7	28,995	12.2	237,878	100.0
55-64	182,840	86.6	7,657	3.6	20,671	9.8	211,168	100.0
65-74	122,924	86.7	4,040	2.8	14,833	10.5	141,796	100.0
>74	82,298	88.8	2,905	3.1	7,519	8.1	92,722	100.0
Total*	1,621,115	83.2	104,515	5.4	221,668	11.4	1,947,298	100.0

*Includes people injured in fatal crashes from FARS with unknown age.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

4. People

Table 86. Passenger Car and Light-Truck Occupant Survivors of Fatal Crashes, by Age Group and Restraint Use

Age Group	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,244	87.8	107	7.6	66	4.7	1,417	100.0
5-9	1,164	79.0	178	12.1	131	8.9	1,473	100.0
10-14	1,120	73.9	277	18.3	118	7.8	1,515	100.0
15-20	3,961	67.2	1,241	21.0	696	11.8	5,898	100.0
21-24	2,962	71.5	712	17.2	469	11.3	4,143	100.0
25-34	5,995	74.8	1,187	14.8	835	10.4	8,017	100.0
35-44	4,745	78.3	738	12.2	576	9.5	6,059	100.0
45-54	3,804	83.9	392	8.6	336	7.4	4,532	100.0
55-64	3,306	86.6	240	6.3	271	7.1	3,817	100.0
65-74	2,300	87.8	150	5.7	170	6.5	2,620	100.0
>74	1,453	88.7	84	5.1	101	6.2	1,638	100.0
Unknown	207	24.2	60	7.0	587	68.7	854	100.0
Total	32,261	76.8	5,366	12.8	4,356	10.4	41,983	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

4. People

Table 87. Passenger Car Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	5,177	48.1	4,384	40.7	1,204	11.2	10,765	100.0
Left	4,236	47.3	3,730	41.7	983	11.0	8,949	100.0
Middle	2	40.0	2	40.0	1	20.0	5	100.0
Right	939	52.0	651	36.0	217	12.0	1,807	100.0
Other/Unknown	0	0.0	1	25.0	3	75.0	4	100.0
Second Seat	292	33.7	442	51.0	132	15.2	866	100.0
Left	113	34.7	160	49.1	53	16.3	326	100.0
Middle	19	22.1	59	68.6	8	9.3	86	100.0
Right	158	37.4	200	47.4	64	15.2	422	100.0
Other/Unknown	2	6.3	23	71.9	7	21.9	32	100.0
Other	0	0.0	20	87.0	3	13.0	23	100.0
Unknown	20	14.5	51	37.0	67	48.6	138	100.0
Total	5,489	46.5	4,897	41.5	1,406	11.9	11,792	100.0
Passenger Car Occupants Injured								
Front Seat	709,965	84.1	43,169	5.1	91,065	10.8	844,199	100.0
Left	590,978	85.0	34,048	4.9	70,223	10.1	695,249	100.0
Middle	921	65.7	3	0.2	478	34.1	1,402	100.0
Right	118,066	80.0	9,091	6.2	20,362	13.8	147,520	100.0
Other/Unknown	0	0.0	26	96.4	1	3.6	27	100.0
Second Seat	59,625	80.1	6,763	9.1	8,014	10.8	74,403	100.0
Left	22,186	80.8	2,602	9.5	2,679	9.8	27,467	100.0
Middle	5,481	72.0	1,186	15.6	945	12.4	7,612	100.0
Right	31,894	81.4	2,925	7.5	4,378	11.2	39,197	100.0
Other/Unknown	63	49.8	51	40.0	13	10.2	127	100.0
Other	56	19.1	230	79.5	4	1.4	290	100.0
Total*	769,668	83.7	50,210	5.5	99,157	10.8	919,035	100.0

*Includes people injured in fatal crashes from FARS with unknown seating position.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

4. People

Table 88. Light-Truck Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light-Truck Occupants Killed								
Front Seat	4,970	45.3	4,940	45.0	1,073	9.8	10,983	100.0
Left	4,038	44.1	4,232	46.2	883	9.6	9,153	100.0
Middle	5	26.3	13	68.4	1	5.3	19	100.0
Right	926	51.5	685	38.1	188	10.5	1,799	100.0
Other/Unknown	1	8.3	10	83.3	1	8.3	12	100.0
Second Seat	325	36.7	449	50.7	111	12.5	885	100.0
Left	133	37.9	178	50.7	40	11.4	351	100.0
Middle	25	24.3	64	62.1	14	13.6	103	100.0
Right	165	40.8	186	46.0	53	13.1	404	100.0
Other/Unknown	2	7.4	21	77.8	4	14.8	27	100.0
Other	25	14.1	138	78.0	14	7.9	177	100.0
Unknown	7	5.7	60	49.2	55	45.1	122	100.0
Total	5,327	43.8	5,587	45.9	1,253	10.3	12,167	100.0
Light-Truck Occupants Injured								
Front Seat	762,872	83.3	44,481	4.9	108,154	11.8	915,507	100.0
Left	617,212	83.8	34,590	4.7	84,328	11.5	736,130	100.0
Middle	1,693	68.2	134	5.4	654	26.4	2,481	100.0
Right	143,906	81.4	9,753	5.5	23,172	13.1	176,831	100.0
Other/Unknown	61	93.9	4	6.1	0	0.0	65	100.0
Second Seat	80,421	79.9	7,569	7.5	12,640	12.6	100,630	100.0
Left	31,177	80.5	2,626	6.8	4,934	12.7	38,737	100.0
Middle	7,643	74.5	1,463	14.3	1,158	11.3	10,264	100.0
Right	41,548	81.1	3,187	6.2	6,477	12.6	51,213	100.0
Other/Unknown	53	12.6	293	70.3	71	17.1	417	100.0
Other	8,110	68.3	2,152	18.1	1,612	13.6	11,874	100.0
Total*	851,447	82.8	54,305	5.3	122,511	11.9	1,028,263	100.0

*Includes people injured in fatal crashes from FARS with unknown seating position.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

4. People

Table 89. Passenger Car and Light-Truck Occupants Killed and Injured, by Restraint Use and Type of Restraint

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Cars		Light Trucks	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	987	8.4	1,095	9.0
Lap Belt	14	0.1	15	0.1
Shoulder Belt	9	0.1	10	0.1
Child Safety Seat	46	0.4	48	0.4
Other/Type Unknown	15	0.1	17	0.1
Restraint Used, Air Bag Deployed	4,351	36.9	4,039	33.2
Safety Belt Used Improperly	56	0.5	86	0.7
Child Safety Seat Used Improperly	11	0.1	17	0.1
<i>Subtotal</i>	5,489	46.5	5,327	43.8
No Restraint Used	1,212	10.3	2,289	18.8
No Restraint Used, Air Bag Deployed	3,685	31.3	3,298	27.1
Restraint Use Unknown	1,406	11.9	1,253	10.3
Total	11,792	100.0	12,167	100.0
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	357,323	38.9	441,038	42.9
Lap Belt	2,620	0.3	3,585	0.3
Shoulder Belt	1,833	0.2	2,054	0.2
Child Safety Seat	10,792	1.2	14,739	1.4
Other/Type Unknown	1,672	0.2	1,268	0.1
Restraint Used, Air Bag Deployed	386,888	42.1	377,406	36.7
Safety Belt Used Improperly	8,047	0.9	10,508	1.0
Child Safety Seat Used Improperly	492	0.1	850	0.1
<i>Subtotal</i>	769,668	83.7	851,447	82.8
No Restraint Used	19,937	2.2	27,316	2.7
No Restraint Used, Air Bag Deployed	30,273	3.3	26,989	2.6
Restraint Use Unknown	99,157	10.8	122,511	11.9
Total	919,035	100.0	1,028,263	100.0

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

4. People

Table 90. Passenger Car and Light-Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Cars	1,901	39.6	2,900	60.4	4,801	100.0
Light Trucks						
Pickup	1,230	52.4	1,119	47.6	2,349	100.0
Utility	1,637	52.2	1,499	47.8	3,136	100.0
Van	157	48.0	170	52.0	327	100.0
Other	0	0.0	0	0.0	0	100.0
Total	4,925	46.4	5,688	53.6	10,613	100.0
Multi-Vehicle Crashes						
Passenger Cars	504	7.2	6,487	92.8	6,991	100.0
Light Trucks						
Pickup	410	20.9	1,552	79.1	1,962	100.0
Utility	670	17.9	3,082	82.1	3,752	100.0
Van	87	13.6	552	86.4	639	100.0
Other	0	0.0	2	100.0	2	100.0
Total	1,671	12.5	11,675	87.5	13,346	100.0
All Crashes						
Passenger Cars	2,405	20.4	9,387	79.6	11,792	100.0
Light Trucks						
Pickup	1,640	38.0	2,671	62.0	4,311	100.0
Utility	2,307	33.5	4,581	66.5	6,888	100.0
Van	244	25.3	722	74.7	966	100.0
Other	0	0.0	2	100.0	2	100.0
Total	6,596	27.5	17,363	72.5	23,959	100.0

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Table 91. Motorcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 2:59 a.m.	184	5.5	305	10.3	489	7.7
3 a.m. to 5:59 a.m.	124	3.7	132	4.5	256	4.0
6 a.m. to 8:59 a.m.	267	7.9	80	2.7	347	5.5
9 a.m. to 11:59 a.m.	285	8.5	213	7.2	498	7.9
Noon to 2:59 p.m.	510	15.1	435	14.7	945	14.9
3 p.m. to 5:59 p.m.	827	24.5	500	16.9	1,327	20.9
6 p.m. to 8:59 p.m.	695	20.6	749	25.3	1,444	22.8
9 p.m. to 11:59 p.m.	466	13.8	529	17.9	995	15.7
Unknown	13	0.4	15	0.5	34	0.5
Total	3,371	100.0	2,958	100.0	6,335	100.0
Motorcyclists Injured						
Midnight to 2:59 a.m.	2,007	4.1	2,508	7.3	4,516	5.5
3 a.m. to 5:59 a.m.	1,311	2.7	778	2.3	2,090	2.5
6 a.m. to 8:59 a.m.	4,576	9.5	1,012	3.0	5,588	6.8
9 a.m. to 11:59 a.m.	5,066	10.5	3,754	11.0	8,820	10.7
Noon to 2:59 p.m.	8,598	17.8	5,797	17.0	14,395	17.4
3 p.m. to 5:59 p.m.	14,018	29.0	7,298	21.3	21,315	25.8
6 p.m. to 8:59 p.m.	8,551	17.7	8,249	24.1	16,800	20.3
9 p.m. to 11:59 p.m.	4,254	8.8	4,787	14.0	9,040	10.9
Total**	48,381	100.0	34,183	100.0	82,564	100.0

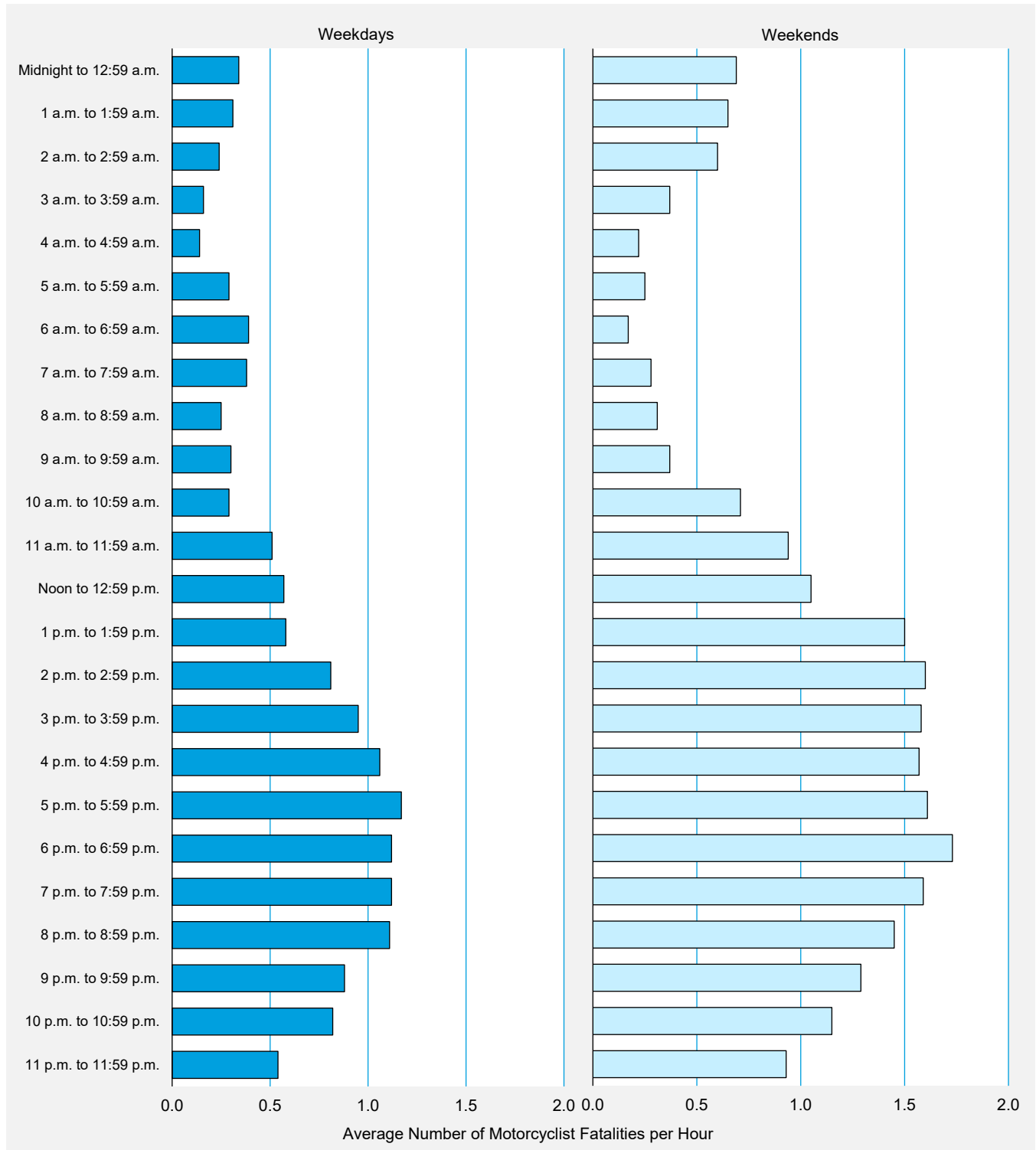
*Includes motorcyclists killed on unknown day of week.

**Includes motorcyclists injured in fatal crashes from FARS with unknown time of day.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Figure 26. Average Number of Motorcyclists Killed per Hour, by Time of Day and Day of Week



Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Table 92. Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	3,797	63.0	2,017	33.5	211	3.5	6,025	100.0
Passengers	152	49.0	145	46.8	13	4.2	310	100.0
Total	3,949	62.3	2,162	34.1	224	3.5	6,335	100.0

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

Table 93. Motorcycle Riders Involved in Fatal Crashes, by Age Group and License Compliance

Age Group	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<15	8	0	0	0	0	8
15-20	64	2	142	295	6	509
21-24	44	2	204	369	7	626
25-34	129	6	502	825	14	1,476
35-44	89	4	374	667	8	1,142
45-54	52	5	254	712	6	1,029
55-64	45	4	217	721	14	1,001
65-74	7	1	61	423	10	502
>74	2	2	8	110	1	123
Unknown	0	0	0	1	12	13
Total	440	26	1,762	4,123	78	6,429

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

4. People

Table 94. Pedestrians Killed in School-Bus-Related Crashes, by Age Group and Striking Vehicle

Age Group	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	0
5-9	3	0	3
10-14	2	3	5
15-18	2	2	4
>18	10	2	12
Total	17	7	24

Table 95. People Killed and Injured in School-Bus-Related Crashes, by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Drivers	3	2.3	1,386	11.7
School Bus Passengers	10	7.8	5,186	43.9
Pedestrians	24	18.8	352	3.0
Pedalcyclists	5	3.9	165	1.4
Occupants of Other Vehicle	85	66.4	4,217	35.7
Other Nonoccupants	1	0.8	496	4.2
Total	128	100.0	11,803	100.0

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see About This Report.

4. People

Table 96. Pedestrians Killed and Injured, by Age Group and Location

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed								
<5	6	11.5	36	69.2	9	17.3	52	100.0
5-9	5	10.9	34	73.9	6	13.0	46	100.0
10-14	16	21.9	47	64.4	9	12.3	73	100.0
15-20	35	12.8	192	70.1	43	15.7	274	100.0
21-24	31	9.1	261	76.5	45	13.2	341	100.0
25-34	119	9.9	974	81.2	94	7.8	1,199	100.0
35-44	140	10.5	1,048	78.9	120	9.0	1,328	100.0
45-54	169	15.3	788	71.4	130	11.8	1,104	100.0
55-64	233	18.3	915	71.9	102	8.0	1,273	100.0
65-74	240	25.5	618	65.6	74	7.9	942	100.0
>74	186	31.5	355	60.1	40	6.8	591	100.0
Unknown	14	15.4	66	72.5	4	4.4	91	100.0
Total	1,194	16.3	5,334	72.9	676	9.2	7,314	100.0
Pedestrians Injured								
<5	182	17.8	789	76.8	30	2.9	1,027	100.0
5-9	437	22.8	1,342	70.1	110	5.8	1,915	100.0
10-14	1,828	44.2	2,055	49.6	256	6.2	4,139	100.0
15-20	3,508	49.1	2,756	38.6	810	11.3	7,146	100.0
21-24	2,127	42.7	1,965	39.5	795	16.0	4,980	100.0
25-34	5,380	43.0	5,341	42.6	1,727	13.8	12,524	100.0
35-44	4,564	43.2	4,405	41.7	1,506	14.2	10,568	100.0
45-54	3,393	39.8	3,850	45.1	1,218	14.3	8,533	100.0
55-64	3,295	35.8	4,156	45.1	1,474	16.0	9,215	100.0
65-74	2,783	50.1	2,144	38.6	626	11.3	5,553	100.0
>74	1,427	54.2	956	36.3	204	7.7	2,636	100.0
Total***	28,927	42.4	29,762	43.6	8,757	12.8	68,244	100.0

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, "At Intersection" and "Not At Intersection" do not include those in the "Other" category that were at intersection or not at intersection.

**Includes pedestrians killed and injured at unknown locations.

***Includes pedestrians injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Table 97. Pedestrians Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

Age Group	Male			Female			Total*		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	33	9,459,399	0.35	19	9,051,761	0.21	52	18,511,160	0.28
5-9	31	10,304,720	0.30	15	9,848,037	0.15	46	20,152,757	0.23
10-14	47	10,667,918	0.44	26	10,166,646	0.26	73	20,834,564	0.35
15-20	182	13,516,176	1.35	91	12,903,196	0.71	274	26,419,372	1.04
21-24	248	8,907,270	2.78	93	8,560,010	1.09	341	17,467,280	1.95
25-34	834	23,059,187	3.62	360	22,483,329	1.60	1,199	45,542,516	2.63
35-44	945	22,362,236	4.23	379	22,028,457	1.72	1,328	44,390,693	2.99
45-54	804	20,187,109	3.98	294	20,306,672	1.45	1,104	40,493,781	2.73
55-64	913	20,503,845	4.45	357	21,350,566	1.67	1,273	41,854,411	3.04
65-74	668	16,335,080	4.09	272	18,350,204	1.48	942	34,685,284	2.72
>74	389	10,446,460	3.72	201	14,116,617	1.42	591	24,563,077	2.41
Unknown	54	**	**	19	**	**	91	**	**
Total	5,148	165,749,400	3.11	2,126	169,165,495	1.26	7,314	334,914,895	2.18

Age Group	Male			Female			Total*		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	606	9,459,399	6	421	9,051,761	5	1,027	18,511,160	6
5-9	1,051	10,304,720	10	864	9,848,037	9	1,915	20,152,757	10
10-14	2,734	10,667,918	26	1,405	10,166,646	14	4,139	20,834,564	20
15-20	3,509	13,516,176	26	3,637	12,903,196	28	7,146	26,419,372	27
21-24	2,706	8,907,270	30	2,275	8,560,010	27	4,980	17,467,280	29
25-34	7,505	23,059,187	33	5,019	22,483,329	22	12,524	45,542,516	27
35-44	5,763	22,362,236	26	4,805	22,028,457	22	10,568	44,390,693	24
45-54	5,291	20,187,109	26	3,242	20,306,672	16	8,533	40,493,781	21
55-64	5,213	20,503,845	25	4,002	21,350,566	19	9,215	41,854,411	22
65-74	3,100	16,335,080	19	2,453	18,350,204	13	5,553	34,685,284	16
>74	1,257	10,446,460	12	1,379	14,116,617	10	2,636	24,563,077	11
Total***	38,739	165,749,400	23	29,504	169,165,495	17	68,244	334,914,895	20

Source: Population—Census Bureau

*Includes pedestrians killed and injured of unknown sex.

**Not applicable.

***Includes pedestrians injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Table 98. Pedestrians Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 2:59 a.m.	341	8.2	560	17.7	901	12.3
3 a.m. to 5:59 a.m.	489	11.8	429	13.6	918	12.6
6 a.m. to 8:59 a.m.	496	12.0	113	3.6	609	8.3
9 a.m. to 11:59 a.m.	208	5.0	78	2.5	286	3.9
Noon to 2:59 p.m.	266	6.4	88	2.8	354	4.8
3 p.m. to 5:59 p.m.	427	10.3	149	4.7	576	7.9
6 p.m. to 8:59 p.m.	998	24.1	858	27.1	1,856	25.4
9 p.m. to 11:59 p.m.	896	21.7	880	27.8	1,776	24.3
Unknown	15	0.4	8	0.3	38	0.5
Total	4,136	100.0	3,163	100.0	7,314	100.0
Pedestrians Injured						
Midnight to 2:59 a.m.	1,258	2.6	2,521	13.2	3,779	5.5
3 a.m. to 5:59 a.m.	1,245	2.5	1,179	6.2	2,423	3.6
6 a.m. to 8:59 a.m.	7,238	14.7	492	2.6	7,730	11.3
9 a.m. to 11:59 a.m.	6,448	13.1	1,255	6.6	7,704	11.3
Noon to 2:59 p.m.	6,844	13.9	1,883	9.9	8,727	12.8
3 p.m. to 5:59 p.m.	12,618	25.7	2,101	11.0	14,720	21.6
6 p.m. to 8:59 p.m.	9,245	18.8	5,870	30.8	15,115	22.1
9 p.m. to 11:59 p.m.	4,271	8.7	3,775	19.8	8,046	11.8
Total**	49,167	100.0	19,077	100.0	68,244	100.0

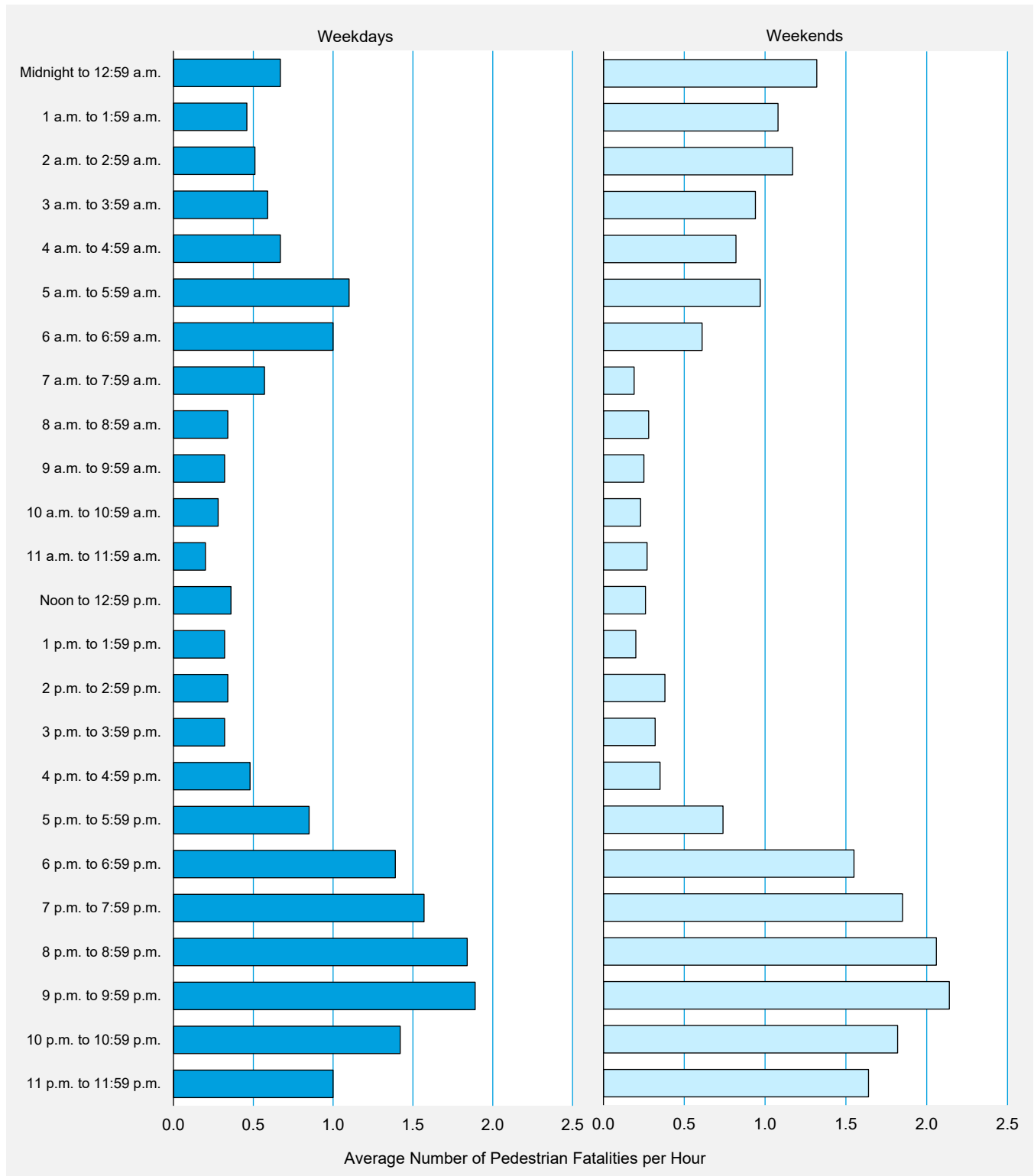
*Includes pedestrians killed at unknown time of day and day of week.

**Includes pedestrians injured in fatal crashes from FARS with unknown time of day.

Note: Totals may not equal sum of components due to independent rounding.

4. People

Figure 27. Average Number of Pedestrians Killed per Hour, by Time of Day and Day of Week



4. People

Table 99. Pedestrians Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	1,868	92.5	30	1.5	24	1.2	9	0.4	89	4.4	2,020	100.0
Light Truck	2,730	90.5	59	2.0	41	1.4	41	1.4	145	4.8	3,016	100.0
Large Truck	271	73.8	27	7.4	13	3.5	17	4.6	39	10.6	367	100.0
Bus	33	67.3	10	20.4	2	4.1	0	0.0	4	8.2	49	100.0
Other/Unknown	447	54.0	17	2.1	3	0.4	1	0.1	360	43.5	828	100.0
Total	5,349	85.2	143	2.3	83	1.3	68	1.1	637	10.1	6,280	100.0
Pedestrians Injured												
Passenger Car	14,551	82.7	1,602	9.1	943	5.4	461	2.6	30	0.2	17,587	100.0
Light Truck	18,144	80.1	2,572	11.4	1,201	5.3	584	2.6	157	0.7	22,657	100.0
Large Truck	775	56.3	267	19.4	94	6.8	193	14.0	49	3.6	1,377	100.0
Bus	371	51.7	273	38.0	0	0.0	74	10.3	0	0.0	718	100.0
Other/Unknown	16,223	81.1	1,637	8.2	1,033	5.2	973	4.9	141	0.7	20,007	100.0
Total	50,064	80.3	6,351	10.2	3,271	5.2	2,284	3.7	376	0.6	62,347	100.0

Notes: Only includes crashes where the first harmful event was a collision with a pedestrian. Totals may not equal sum of components due to independent rounding.

Table 100. Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right-of-way	3,863	52.8
Improper crossing of roadway or intersection	1,587	21.7
In roadway improperly (standing, lying, working, playing).....	901	12.3
Not visible (dark clothing, no lighting, etc.).....	852	11.6
Darting or running into road.....	714	9.8
Under the influence of alcohol, drugs, or medication	646	8.8
Wrong-way walking	577	7.9
Failure to obey traffic signs, signals, or officer	281	3.8
Distracted (phone, talking, eating, object, etc.)	262	3.6
Traveling on prohibited trafficway.....	218	3.0
Physical impairment	136	1.9
Emotional (e.g., depression, angry, disturbed).....	49	0.7
Entering/exiting parked or stopped vehicle	44	0.6
Ill, blackout.....	16	0.2
Vision obscured (by rain, snow, parked vehicle, sign, etc.).....	10	0.1
Non-motorist pushing vehicle	10	0.1
Asleep or fatigued	7	0.1
Other factors.....	249	3.4
None reported.....	97	1.3
Unknown.....	1,321	18.1
Total Pedestrians	7,314	100.0

Note: The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

4. People

Table 101. Pedalcyclists Killed and Injured, by Age Group and Location

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed								
<5	2	50.0	1	25.0	1	25.0	4	100.0
5-9	0	0.0	4	100.0	0	0.0	4	100.0
10-14	14	42.4	15	45.5	4	12.1	33	100.0
15-20	21	32.8	35	54.7	7	10.9	64	100.0
21-24	11	37.9	15	51.7	3	10.3	29	100.0
25-34	32	24.6	88	67.7	9	6.9	130	100.0
35-44	55	26.3	130	62.2	22	10.5	209	100.0
45-54	49	25.7	116	60.7	23	12.0	191	100.0
55-64	62	23.8	165	63.2	30	11.5	261	100.0
65-74	49	31.0	92	58.2	15	9.5	158	100.0
>74	20	30.8	39	60.0	6	9.2	65	100.0
Unknown	6	33.3	9	50.0	2	11.1	18	100.0
Total	321	27.5	709	60.8	122	10.5	1,166	100.0
Pedalcyclists Injured								
<5	72	61.3	23	19.9	22	18.8	118	100.0
5-9	730	65.2	333	29.7	57	5.1	1,120	100.0
10-14	3,837	65.3	1,510	25.7	528	9.0	5,875	100.0
15-20	4,398	63.9	1,867	27.1	590	8.6	6,879	100.0
21-24	1,958	61.5	767	24.1	461	14.5	3,185	100.0
25-34	5,635	58.4	2,491	25.8	1,446	15.0	9,645	100.0
35-44	4,477	59.5	1,937	25.7	1,064	14.1	7,523	100.0
45-54	3,101	52.9	1,780	30.4	958	16.3	5,862	100.0
55-64	3,234	54.6	1,584	26.8	1,055	17.8	5,918	100.0
65-74	1,647	56.0	686	23.3	561	19.1	2,940	100.0
>74	719	78.0	176	19.1	27	2.9	922	100.0
Total***	29,809	59.6	13,154	26.3	6,769	13.5	49,989	100.0

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, “At Intersection” and “Not At Intersection” do not include those in the “Other” category that were at intersection or not at intersection.

**Includes pedalcyclists killed and injured at unknown locations.

***Includes pedalcyclists injured in fatal crashes from FARS with unknown age.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see About This Report.

4. People

Table 102. Pedalcyclists Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

Age Group	Male			Female			Total*		
	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	2	9,459,399	0.02	2	9,051,761	0.02	4	18,511,160	0.02
5-9	3	10,304,720	0.03	1	9,848,037	0.01	4	20,152,757	0.02
10-14	27	10,667,918	0.25	6	10,166,646	0.06	33	20,834,564	0.16
15-20	58	13,516,176	0.43	6	12,903,196	0.05	64	26,419,372	0.24
21-24	23	8,907,270	0.26	4	8,560,010	0.05	29	17,467,280	0.17
25-34	112	23,059,187	0.49	17	22,483,329	0.08	130	45,542,516	0.29
35-44	172	22,362,236	0.77	36	22,028,457	0.16	209	44,390,693	0.47
45-54	173	20,187,109	0.86	18	20,306,672	0.09	191	40,493,781	0.47
55-64	235	20,503,845	1.15	26	21,350,566	0.12	261	41,854,411	0.62
65-74	142	16,335,080	0.87	15	18,350,204	0.08	158	34,685,284	0.46
>74	61	10,446,460	0.58	4	14,116,617	0.03	65	24,563,077	0.26
Unknown	8	**	**	4	**	**	18	**	**
Total	1,016	165,749,400	0.61	139	169,165,495	0.08	1,166	334,914,895	0.35

Age Group	Male			Female			Total*		
	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	73	9,459,399	1	45	9,051,761	0	118	18,511,160	1
5-9	850	10,304,720	8	271	9,848,037	3	1,120	20,152,757	6
10-14	4,939	10,667,918	46	936	10,166,646	9	5,875	20,834,564	28
15-20	5,926	13,516,176	44	953	12,903,196	7	6,879	26,419,372	26
21-24	2,630	8,907,270	30	556	8,560,010	6	3,185	17,467,280	18
25-34	7,763	23,059,187	34	1,881	22,483,329	8	9,645	45,542,516	21
35-44	6,374	22,362,236	29	1,149	22,028,457	5	7,523	44,390,693	17
45-54	4,786	20,187,109	24	1,076	20,306,672	5	5,862	40,493,781	14
55-64	5,161	20,503,845	25	758	21,350,566	4	5,918	41,854,411	14
65-74	2,517	16,335,080	15	423	18,350,204	2	2,940	34,685,284	8
>74	697	10,446,460	7	225	14,116,617	2	922	24,563,077	4
Total***	41,716	165,749,400	25	8,273	169,165,495	5	49,989	334,914,895	15

Source: Population—Census Bureau

*Includes pedalcyclists killed and injured of unknown sex.

**Not applicable.

***Includes pedalcyclists injured in fatal crashes from FARS with unknown age.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see About This Report.

4. People

Table 103. Pedalcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 2:59 a.m.	27	3.7	56	13.1	83	7.1
3 a.m. to 5:59 a.m.	55	7.5	38	8.9	93	8.0
6 a.m. to 8:59 a.m.	100	13.6	27	6.3	127	10.9
9 a.m. to 11:59 a.m.	69	9.4	37	8.6	106	9.1
Noon to 2:59 p.m.	82	11.1	38	8.9	120	10.3
3 p.m. to 5:59 p.m.	127	17.3	34	7.9	161	13.8
6 p.m. to 8:59 p.m.	150	20.4	89	20.7	239	20.5
9 p.m. to 11:59 p.m.	123	16.7	109	25.4	232	19.9
Unknown	3	0.4	1	0.2	5	0.4
Total	736	100.0	429	100.0	1,166	100.0
Pedalcyclists Injured						
Midnight to 2:59 a.m.	536	1.4	615	4.9	1,152	2.3
3 a.m. to 5:59 a.m.	551	1.5	261	2.1	812	1.6
6 a.m. to 8:59 a.m.	5,335	14.3	549	4.4	5,885	11.8
9 a.m. to 11:59 a.m.	4,562	12.2	1,558	12.4	6,120	12.2
Noon to 2:59 p.m.	7,252	19.4	2,238	17.8	9,490	19.0
3 p.m. to 5:59 p.m.	11,301	30.2	2,594	20.6	13,896	27.8
6 p.m. to 8:59 p.m.	5,781	15.5	3,296	26.2	9,077	18.2
9 p.m. to 11:59 p.m.	2,085	5.6	1,474	11.7	3,559	7.1
Total	37,403	100.0	12,586	100.0	49,989	100.0

*Includes pedalcyclists killed of unknown day of week.

Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see About This Report.

4. People

Table 104. Pedalcyclists Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	298	92.3	11	3.4	5	1.5	2	0.6	7	2.2	323	100.0
Light Truck	473	84.9	42	7.5	19	3.4	7	1.3	16	2.9	557	100.0
Large Truck	52	58.4	22	24.7	3	3.4	3	3.4	9	10.1	89	100.0
Bus	6	54.5	3	27.3	0	0.0	2	18.2	0	0.0	11	100.0
Other/Unknown	69	62.2	8	7.2	0	0.0	0	0.0	34	30.6	111	100.0
Total	898	82.3	86	7.9	27	2.5	14	1.3	66	6.0	1,091	100.0
Pedalcyclists Injured												
Passenger Car	10,661	76.3	1,887	13.5	970	6.9	448	3.2	0	0.0	13,965	100.0
Light Truck	14,326	76.0	2,554	13.5	1,082	5.7	844	4.5	54	0.3	18,860	100.0
Large Truck	703	58.0	219	18.1	117	9.7	173	14.3	0	0.0	1,213	100.0
Bus	191	38.9	171	34.9	26	5.3	103	20.9	0	0.0	491	100.0
Other/Unknown	10,282	70.1	2,217	15.1	1,173	8.0	990	6.8	0	0.0	14,661	100.0
Total	36,162	73.5	7,048	14.3	3,368	6.8	2,558	5.2	54	0.1	49,191	100.0

Notes: Only includes crashes where the first harmful event was a collision with a pedalcyclist. Totals may not equal sum of components due to independent rounding. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see About This Report.

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Table 105. Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right-of-way	361	31.0
Not visible (dark clothing, no lighting, etc.).....	136	11.7
Wrong-way riding.....	135	11.6
Failure to obey traffic signs, signals, or officer	118	10.1
Making improper turn	89	7.6
Under the influence of alcohol, drugs, or medication	63	5.4
Distracted (phone, talking, eating, object, etc.)	44	3.8
Operating without required equipment	35	3.0
Riding on wrong side of the road.....	31	2.7
Making improper entry or exit from trafficway	30	2.6
Failing to have lights on when required	26	2.2
Physical impairment	17	1.5
Improper lane usage.....	16	1.4
Traveling on prohibited trafficways	15	1.3
Vision obscured (by reflected glare, parked vehicle, sign, etc.)	8	0.7
Improper or erratic lane changing	7	0.6
In roadway improperly (standing, lying, working, playing).....	3	0.3
Erratic, reckless, careless, or negligent operation.....	3	0.3
Darting into road	2	0.2
Improper passing.....	2	0.2
Passing with insufficient distance	2	0.2
Ill, blackout.....	2	0.2
Emotional (e.g., depression, angry, disturbed).....	1	0.1
Other factors.....	45	3.9
None reported.....	28	2.4
Unknown.....	362	31.0
Total Pedalcyclists	1,166	100.0

Notes: The sums of the numbers and percentages are greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist. Starting in 2022, pedalcyclists include people on motorized bicycles. For more details, see About This Report.

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States

5. States

Fatal traffic crash and traffic fatality statistics for each of the 50 States, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display State fatality rates based on population, licensed drivers, and registered vehicles. The last page describes the States' occupant restraint and motorcycle helmet laws. Below are some of the State statistics in this chapter.

- Traffic fatalities decreased by 4 percent from 2022 to 2023 for the Nation as a whole. Thirty-seven States showed decreases, ranging from 1 percent to as much as 27 percent.
- About 2.9 percent of all traffic crash fatalities in 2023 were pedalcyclists. Alaska, Maine, North Dakota, and South Dakota reported no pedalcyclists killed.
- The pedestrian fatality rate per 100,000 population was 2.18 for the Nation in 2023. New Mexico had the highest rate (4.97), and Nebraska had the lowest rate (0.66).
- In 2023 there were 35 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect and 14 States had secondary seat belt laws. Only New Hampshire has no seat belt law for adults.
- All 50 States, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 18 States, the District of Columbia, and Puerto Rico in 2023. Twenty-nine States had helmet requirements with exceptions (age, rider type, roadway type), and 3 States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2023 it was a criminal offense to operate a motor vehicle at a BAC of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.

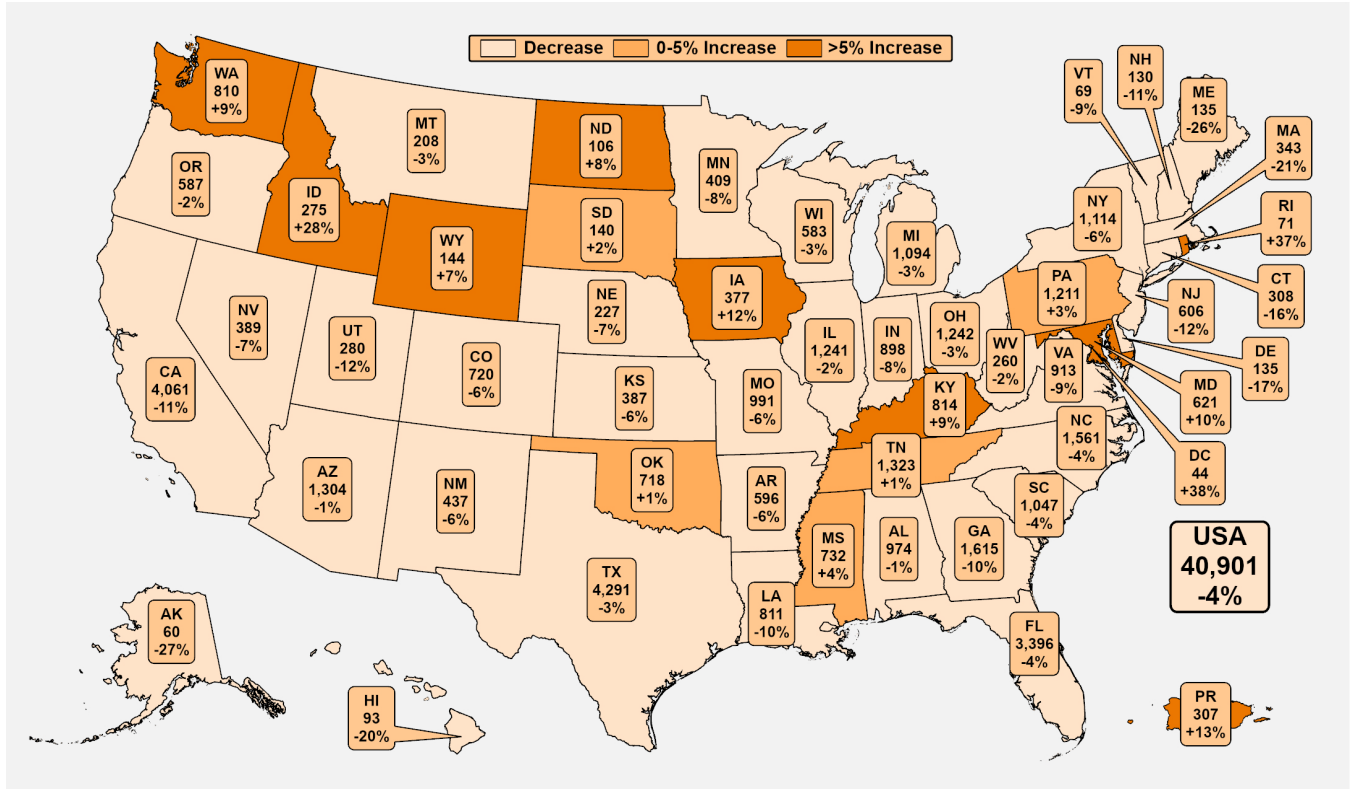
5. States

Table 106. Traffic Fatalities, by State and Percentage Change, 2022-2023

State	Fatalities			State	Fatalities		
	2022	2023	Percentage Change		2022	2023	Percentage Change
AL	988	974	-1	NE	244	227	-7
AK	82	60	-27	NV	417	389	-7
AZ	1,320	1,304	-1	NH	146	130	-11
AR	637	596	-6	NJ	689	606	-12
CA	4,539	4,061	-11	NM	466	437	-6
CO	764	720	-6	NY	1,182	1,114	-6
CT	366	308	-16	NC	1,631	1,561	-4
DE	162	135	-17	ND	98	106	+8
DC	32	44	+38	OH	1,274	1,242	-3
FL	3,548	3,396	-4	OK	710	718	+1
GA	1,796	1,615	-10	OR	602	587	-2
HI	116	93	-20	PA	1,179	1,211	+3
ID	215	275	+28	RI	52	71	+37
IL	1,268	1,241	-2	SC	1,094	1,047	-4
IN	976	898	-8	SD	137	140	+2
IA	336	377	+12	TN	1,313	1,323	+1
KS	410	387	-6	TX	4,408	4,291	-3
KY	744	814	+9	UT	319	280	-12
LA	906	811	-10	VT	76	69	-9
ME	182	135	-26	VA	1,006	913	-9
MD	566	621	+10	WA	743	810	+9
MA	435	343	-21	WV	266	260	-2
MI	1,124	1,094	-3	WI	604	583	-3
MN	444	409	-8	WY	134	144	+7
MS	703	732	+4	U.S.	42,721	40,901	-4
MO	1,057	991	-6	PR	271	307	+13
MT	215	208	-3				

5. States

Figure 28. Traffic Fatalities, by State and Percentage Change, 2022-2023



5. States

Table 107. Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes*	
	Collision With								Non-Collision					
	Motor Vehicle In-Transport		Nonoccupant		Fixed Object		Object Not Fixed		Rollover/Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
AL	366	41.0	121	13.5	323	36.2	27	3.0	56	6.3	0	0.0	893	100.0
AK	23	41.1	12	21.4	16	28.6	1	1.8	2	3.6	1	1.8	56	100.0
AZ	552	46.2	298	24.9	179	15.0	25	2.1	104	8.7	8	0.7	1,195	100.0
AR	216	39.9	84	15.5	181	33.4	12	2.2	46	8.5	3	0.6	542	100.0
CA	1,279	34.3	1,202	32.3	889	23.9	122	3.3	209	5.6	24	0.6	3,727	100.0
CO	256	38.4	151	22.7	156	23.4	16	2.4	85	12.8	2	0.3	666	100.0
CT	121	41.9	46	15.9	101	34.9	7	2.4	7	2.4	7	2.4	289	100.0
DE	48	37.5	34	26.6	37	28.9	1	0.8	7	5.5	1	0.8	128	100.0
DC	12	30.8	16	41.0	7	17.9	2	5.1	1	2.6	1	2.6	39	100.0
FL	1,353	42.5	995	31.3	635	19.9	54	1.7	125	3.9	21	0.7	3,183	100.0
GA	592	39.7	322	21.6	438	29.4	33	2.2	85	5.7	21	1.4	1,491	100.0
HI	19	21.6	29	33.0	32	36.4	2	2.3	3	3.4	3	3.4	88	100.0
ID	98	40.5	37	15.3	54	22.3	10	4.1	39	16.1	4	1.7	242	100.0
IL	508	44.4	233	20.4	276	24.1	38	3.3	74	6.5	11	1.0	1,143	100.0
IN	353	41.9	122	14.5	258	30.6	43	5.1	54	6.4	10	1.2	842	100.0
IA	147	44.8	30	9.1	101	30.8	13	4.0	33	10.1	4	1.2	328	100.0
KS	152	43.1	42	11.9	104	29.5	11	3.1	35	9.9	9	2.5	353	100.0
KY	297	38.7	130	16.9	250	32.6	21	2.7	57	7.4	11	1.4	767	100.0
LA	291	38.5	173	22.9	231	30.6	18	2.4	26	3.4	16	2.1	755	100.0
ME	38	29.9	19	15.0	60	47.2	1	0.8	9	7.1	0	0.0	127	100.0
MD	227	39.3	160	27.7	159	27.6	16	2.8	12	2.1	3	0.5	577	100.0
MA	101	31.1	68	20.9	133	40.9	14	4.3	5	1.5	4	1.2	325	100.0
MI	457	44.8	193	18.9	255	25.0	44	4.3	55	5.4	15	1.5	1,020	100.0
MN	176	47.6	47	12.7	76	20.5	10	2.7	54	14.6	7	1.9	370	100.0
MS	248	37.3	96	14.4	248	37.3	13	2.0	56	8.4	4	0.6	665	100.0
MO	364	40.2	129	14.3	289	31.9	23	2.5	89	9.8	11	1.2	905	100.0
MT	68	34.7	22	11.2	58	29.6	8	4.1	34	17.3	6	3.1	196	100.0

5. States

Table 107. Fatal Crashes, by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes*	
	Collision With								Non-Collision					
	Motor Vehicle In-Transport		Nonoccupant		Fixed Object		Object Not Fixed		Rollover/Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
NE	95	46.1	18	8.7	56	27.2	7	3.4	30	14.6	0	0.0	206	100.0
NV	127	36.2	108	30.8	83	23.6	7	2.0	25	7.1	1	0.3	351	100.0
NH	51	41.8	16	13.1	34	27.9	4	3.3	15	12.3	2	1.6	122	100.0
NJ	193	33.7	190	33.2	151	26.4	13	2.3	20	3.5	6	1.0	573	100.0
NM	155	38.6	113	28.1	52	12.9	10	2.5	70	17.4	1	0.2	402	100.0
NY	354	34.3	330	31.9	266	25.8	29	2.8	41	4.0	13	1.3	1,033	100.0
NC	612	42.2	271	18.7	482	33.3	20	1.4	59	4.1	5	0.3	1,449	100.0
ND	45	46.9	8	8.3	14	14.6	5	5.2	21	21.9	2	2.1	96	100.0
OH	506	44.0	154	13.4	398	34.6	50	4.3	36	3.1	5	0.4	1,150	100.0
OK	280	43.5	97	15.1	175	27.2	21	3.3	60	9.3	8	1.2	643	100.0
OR	200	37.5	120	22.5	166	31.1	9	1.7	33	6.2	4	0.7	534	100.0
PA	440	38.8	204	18.0	373	32.9	54	4.8	49	4.3	13	1.1	1,133	100.0
RI	19	28.4	13	19.4	30	44.8	3	4.5	1	1.5	1	1.5	67	100.0
SC	384	39.3	198	20.3	316	32.4	42	4.3	32	3.3	4	0.4	976	100.0
SD	55	43.0	12	9.4	21	16.4	3	2.3	35	27.3	2	1.6	128	100.0
TN	518	42.5	179	14.7	411	33.7	31	2.5	66	5.4	13	1.1	1,219	100.0
TX	1,633	42.2	854	22.0	936	24.2	97	2.5	313	8.1	41	1.1	3,874	100.0
UT	113	45.0	45	17.9	52	20.7	12	4.8	28	11.2	1	0.4	251	100.0
VT	25	39.7	6	9.5	21	33.3	1	1.6	8	12.7	2	3.2	63	100.0
VA	302	35.3	141	16.5	336	39.3	25	2.9	32	3.7	19	2.2	855	100.0
WA	272	37.1	167	22.8	208	28.4	15	2.0	61	8.3	10	1.4	733	100.0
WV	100	42.9	18	7.7	81	34.8	15	6.4	18	7.7	1	0.4	233	100.0
WI	233	44.0	64	12.1	133	25.1	27	5.1	67	12.6	6	1.1	530	100.0
WY	43	35.5	10	8.3	30	24.8	4	3.3	33	27.3	1	0.8	121	100.0
U.S.	15,117	40.1	8,147	21.6	10,371	27.5	1,089	2.9	2,515	6.7	368	1.0	37,654	100.0
PR	104	35.0	92	31.0	86	29.0	9	3.0	1	0.3	5	1.7	297	100.0

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

5. States

Table 108. Fatal Crashes, by State and Functional System

State	Functional System																Total Fatal Crashes	
	Principal Arterial								Minor Arterial	Collector	Local	Unknown						
	Interstate				Freeway and Expressway		Other											
	Rural		Urban		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%		
AL	68	7.6	54	6.0	4	0.4	247	27.7	200	22.4	200	22.4	117	13.1	3	0.3	893	100.0
AK	14	25.0	6	10.7	0	0.0	10	17.9	9	16.1	14	25.0	2	3.6	1	1.8	56	100.0
AZ	5	0.4	8	0.7	21	1.8	431	36.1	456	38.2	202	16.9	31	2.6	41	3.4	1,195	100.0
AR	52	9.6	42	7.7	13	2.4	138	25.5	129	23.8	114	21.0	53	9.8	1	0.2	542	100.0
CA	93	2.5	407	10.9	385	10.3	1,194	32.0	856	23.0	505	13.5	275	7.4	12	0.3	3,727	100.0
CO	31	4.7	52	7.8	33	5.0	274	41.1	134	20.1	83	12.5	57	8.6	2	0.3	666	100.0
CT	0	0.0	49	17.0	28	9.7	57	19.7	113	39.1	19	6.6	22	7.6	1	0.3	289	100.0
DE	0	0.0	8	6.3	6	4.7	44	34.4	25	19.5	28	21.9	15	11.7	2	1.6	128	100.0
DC	0	0.0	5	12.8	0	0.0	17	43.6	11	28.2	3	7.7	3	7.7	0	0.0	39	100.0
FL	82	2.6	205	6.4	85	2.7	1,240	39.0	693	21.8	525	16.5	307	9.6	46	1.4	3,183	100.0
GA	38	2.5	186	12.5	16	1.1	409	27.4	389	26.1	261	17.5	192	12.9	0	0.0	1,491	100.0
HI	0	0.0	11	12.5	0	0.0	43	48.9	33	37.5	0	0.0	0	0.0	1	1.1	88	100.0
ID	22	9.1	11	4.5	0	0.0	75	31.0	55	22.7	53	21.9	26	10.7	0	0.0	242	100.0
IL	52	4.5	96	8.4	4	0.3	351	30.7	290	25.4	218	19.1	131	11.5	1	0.1	1,143	100.0
IN	50	5.9	42	5.0	13	1.5	230	27.3	167	19.8	221	26.2	119	14.1	0	0.0	842	100.0
IA	26	7.9	25	7.6	1	0.3	96	29.3	53	16.2	82	25.0	45	13.7	0	0.0	328	100.0
KS	16	4.5	26	7.4	24	6.8	63	17.8	85	24.1	104	29.5	33	9.3	2	0.6	353	100.0
KY	35	4.6	35	4.6	10	1.3	185	24.1	165	21.5	208	27.1	128	16.7	1	0.1	767	100.0
LA	57	7.5	74	9.8	7	0.9	166	22.0	144	19.1	168	22.3	105	13.9	34	4.5	755	100.0
ME	5	3.9	6	4.7	0	0.0	16	12.6	24	18.9	45	35.4	31	24.4	0	0.0	127	100.0
MD	1	0.2	73	12.7	50	8.7	203	35.2	126	21.8	96	16.6	19	3.3	9	1.6	577	100.0
MA	2	0.6	48	14.8	19	5.8	91	28.0	93	28.6	40	12.3	32	9.8	0	0.0	325	100.0
MI	28	2.7	72	7.1	45	4.4	278	27.3	261	25.6	198	19.4	129	12.6	9	0.9	1,020	100.0
MN	13	3.5	24	6.5	8	2.2	75	20.3	119	32.2	90	24.3	38	10.3	3	0.8	370	100.0
MS	41	6.2	48	7.2	1	0.2	183	27.5	137	20.6	172	25.9	77	11.6	6	0.9	665	100.0
MO	39	4.3	92	10.2	56	6.2	210	23.2	212	23.4	184	20.3	30	3.3	82	9.1	905	100.0
MT	18	9.2	5	2.6	0	0.0	83	42.3	31	15.8	35	17.9	21	10.7	3	1.5	196	100.0

5. States

Table 108. Fatal Crashes, by State and Functional System (Continued)

State	Functional System																Total Fatal Crashes	
	Principal Arterial								Minor Arterial	Collector	Local	Unknown						
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
NE	11	5.3	8	3.9	8	3.9	59	28.6	51	24.8	36	17.5	32	15.5	1	0.5	206	100.0
NV	17	4.8	19	5.4	13	3.7	108	30.8	119	33.9	48	13.7	21	6.0	6	1.7	351	100.0
NH	8	6.6	7	5.7	1	0.8	26	21.3	39	32.0	22	18.0	19	15.6	0	0.0	122	100.0
NJ	3	0.5	60	10.5	50	8.7	203	35.4	134	23.4	73	12.7	41	7.2	9	1.6	573	100.0
NM	64	15.9	39	9.7	0	0.0	148	36.8	62	15.4	61	15.2	28	7.0	0	0.0	402	100.0
NY	16	1.5	71	6.9	86	8.3	327	31.7	245	23.7	136	13.2	151	14.6	1	0.1	1,033	100.0
NC	79	5.5	71	4.9	66	4.6	315	21.7	265	18.3	373	25.7	280	19.3	0	0.0	1,449	100.0
ND	10	10.4	0	0.0	0	0.0	35	36.5	11	11.5	25	26.0	15	15.6	0	0.0	96	100.0
OH	23	2.0	115	10.0	40	3.5	245	21.3	247	21.5	308	26.8	169	14.7	3	0.3	1,150	100.0
OK	39	6.1	59	9.2	11	1.7	177	27.5	136	21.2	132	20.5	83	12.9	6	0.9	643	100.0
OR	23	4.3	18	3.4	9	1.7	210	39.3	130	24.3	121	22.7	23	4.3	0	0.0	534	100.0
PA	43	3.8	63	5.6	30	2.6	322	28.4	248	21.9	193	17.0	230	20.3	4	0.4	1,133	100.0
RI	0	0.0	6	9.0	6	9.0	26	38.8	16	23.9	10	14.9	2	3.0	1	1.5	67	100.0
SC	51	5.2	52	5.3	3	0.3	339	34.7	197	20.2	224	23.0	110	11.3	0	0.0	976	100.0
SD	17	13.3	5	3.9	2	1.6	27	21.1	30	23.4	32	25.0	15	11.7	0	0.0	128	100.0
TN	50	4.1	114	9.4	15	1.2	398	32.6	266	21.8	222	18.2	153	12.6	1	0.1	1,219	100.0
TX	143	3.7	390	10.1	226	5.8	1,151	29.7	837	21.6	852	22.0	266	6.9	9	0.2	3,874	100.0
UT	19	7.6	25	10.0	0	0.0	106	42.2	35	13.9	46	18.3	20	8.0	0	0.0	251	100.0
VT	5	7.9	1	1.6	0	0.0	16	25.4	15	23.8	14	22.2	11	17.5	1	1.6	63	100.0
VA	51	6.0	71	8.3	18	2.1	234	27.4	193	22.6	207	24.2	70	8.2	11	1.3	855	100.0
WA	26	3.5	52	7.1	65	8.9	222	30.3	151	20.6	151	20.6	55	7.5	11	1.5	733	100.0
WV	10	4.3	13	5.6	0	0.0	64	27.5	59	25.3	63	27.0	24	10.3	0	0.0	233	100.0
WI	27	5.1	12	2.3	21	4.0	167	31.5	125	23.6	101	19.1	74	14.0	3	0.6	530	100.0
WY	34	28.1	8	6.6	0	0.0	38	31.4	11	9.1	19	15.7	6	5.0	5	4.1	121	100.0
U.S.	1,557	4.1	2,989	7.9	1,499	4.0	11,372	30.2	8,632	22.9	7,337	19.5	3,936	10.5	332	0.9	37,654	100.0
PR	18	6.1	30	10.1	0	0.0	87	29.3	76	25.6	68	22.9	18	6.1	0	0.0	297	100.0

5. States

Table 109. People Killed, by State and Functional System

State	Functional System																Total Killed	
	Principal Arterial								Minor Arterial	Collector	Local	Unknown						
	Interstate				Freeway and Expressway		Other											
	Rural		Urban		No.	%	No.	%										
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%				
AL	79	8.1	58	6.0	7	0.7	270	27.7	221	22.7	214	22.0	122	12.5	3	0.3	974	100.0
AK	17	28.3	6	10.0	0	0.0	11	18.3	9	15.0	14	23.3	2	3.3	1	1.7	60	100.0
AZ	10	0.8	8	0.6	22	1.7	477	36.6	492	37.7	218	16.7	34	2.6	43	3.3	1,304	100.0
AR	57	9.6	46	7.7	14	2.3	159	26.7	144	24.2	121	20.3	54	9.1	1	0.2	596	100.0
CA	109	2.7	444	10.9	424	10.4	1,313	32.3	912	22.5	554	13.6	293	7.2	12	0.3	4,061	100.0
CO	37	5.1	58	8.1	34	4.7	295	41.0	145	20.1	89	12.4	60	8.3	2	0.3	720	100.0
CT	0	0.0	56	18.2	29	9.4	60	19.5	120	39.0	20	6.5	22	7.1	1	0.3	308	100.0
DE	0	0.0	9	6.7	6	4.4	47	34.8	26	19.3	30	22.2	15	11.1	2	1.5	135	100.0
DC	0	0.0	5	11.4	0	0.0	19	43.2	12	27.3	3	6.8	5	11.4	0	0.0	44	100.0
FL	92	2.7	218	6.4	91	2.7	1,321	38.9	742	21.8	557	16.4	328	9.7	47	1.4	3,396	100.0
GA	39	2.4	211	13.1	17	1.1	455	28.2	414	25.6	280	17.3	199	12.3	0	0.0	1,615	100.0
HI	0	0.0	12	12.9	0	0.0	47	50.5	33	35.5	0	0.0	0	0.0	1	1.1	93	100.0
ID	25	9.1	13	4.7	0	0.0	85	30.9	65	23.6	58	21.1	29	10.5	0	0.0	275	100.0
IL	64	5.2	104	8.4	4	0.3	380	30.6	315	25.4	233	18.8	140	11.3	1	0.1	1,241	100.0
IN	53	5.9	44	4.9	16	1.8	248	27.6	176	19.6	237	26.4	124	13.8	0	0.0	898	100.0
IA	30	8.0	26	6.9	1	0.3	125	33.2	59	15.6	91	24.1	45	11.9	0	0.0	377	100.0
KS	16	4.1	27	7.0	27	7.0	80	20.7	90	23.3	111	28.7	34	8.8	2	0.5	387	100.0
KY	38	4.7	36	4.4	11	1.4	197	24.2	181	22.2	219	26.9	131	16.1	1	0.1	814	100.0
LA	61	7.5	78	9.6	7	0.9	181	22.3	158	19.5	182	22.4	110	13.6	34	4.2	811	100.0
ME	5	3.7	8	5.9	0	0.0	18	13.3	24	17.8	45	33.3	35	25.9	0	0.0	135	100.0
MD	1	0.2	86	13.8	53	8.5	215	34.6	131	21.1	105	16.9	21	3.4	9	1.4	621	100.0
MA	2	0.6	53	15.5	21	6.1	97	28.3	98	28.6	40	11.7	32	9.3	0	0.0	343	100.0
MI	32	2.9	80	7.3	47	4.3	292	26.7	286	26.1	213	19.5	134	12.2	10	0.9	1,094	100.0
MN	15	3.7	27	6.6	9	2.2	86	21.0	129	31.5	102	24.9	38	9.3	3	0.7	409	100.0
MS	44	6.0	53	7.2	1	0.1	205	28.0	150	20.5	192	26.2	80	10.9	7	1.0	732	100.0
MO	41	4.1	102	10.3	61	6.2	231	23.3	237	23.9	197	19.9	34	3.4	88	8.9	991	100.0
MT	20	9.6	6	2.9	0	0.0	88	42.3	34	16.3	36	17.3	21	10.1	3	1.4	208	100.0

5. States

Table 109. People Killed, by State and Functional System (Continued)

State	Functional System																Total Killed	
	Principal Arterial								Minor Arterial	Collector	Local	Unknown						
	Interstate				Freeway and Expressway		Other											
	Rural		Urban		No.	%	No.	%	No.	%	No.	%	No.	%				
NE	12	5.3	8	3.5	8	3.5	64	28.2	63	27.8	39	17.2	32	14.1	1	0.4	227	100.0
NV	19	4.9	20	5.1	17	4.4	124	31.9	128	32.9	53	13.6	22	5.7	6	1.5	389	100.0
NH	8	6.2	7	5.4	1	0.8	29	22.3	42	32.3	24	18.5	19	14.6	0	0.0	130	100.0
NJ	3	0.5	63	10.4	57	9.4	214	35.3	143	23.6	76	12.5	41	6.8	9	1.5	606	100.0
NM	72	16.5	39	8.9	0	0.0	158	36.2	72	16.5	64	14.6	32	7.3	0	0.0	437	100.0
NY	20	1.8	78	7.0	98	8.8	350	31.4	263	23.6	146	13.1	158	14.2	1	0.1	1,114	100.0
NC	86	5.5	78	5.0	71	4.5	337	21.6	292	18.7	403	25.8	294	18.8	0	0.0	1,561	100.0
ND	10	9.4	0	0.0	0	0.0	43	40.6	11	10.4	26	24.5	16	15.1	0	0.0	106	100.0
OH	23	1.9	133	10.7	44	3.5	263	21.2	263	21.2	332	26.7	181	14.6	3	0.2	1,242	100.0
OK	48	6.7	65	9.1	11	1.5	198	27.6	152	21.2	153	21.3	85	11.8	6	0.8	718	100.0
OR	29	4.9	20	3.4	10	1.7	245	41.7	137	23.3	123	21.0	23	3.9	0	0.0	587	100.0
PA	48	4.0	80	6.6	35	2.9	340	28.1	264	21.8	202	16.7	238	19.7	4	0.3	1,211	100.0
RI	0	0.0	6	8.5	6	8.5	29	40.8	16	22.5	11	15.5	2	2.8	1	1.4	71	100.0
SC	60	5.7	55	5.3	3	0.3	361	34.5	206	19.7	245	23.4	117	11.2	0	0.0	1,047	100.0
SD	20	14.3	5	3.6	3	2.1	27	19.3	33	23.6	37	26.4	15	10.7	0	0.0	140	100.0
TN	62	4.7	130	9.8	16	1.2	429	32.4	289	21.8	238	18.0	158	11.9	1	0.1	1,323	100.0
TX	162	3.8	425	9.9	239	5.6	1,305	30.4	929	21.6	944	22.0	278	6.5	9	0.2	4,291	100.0
UT	21	7.5	29	10.4	0	0.0	122	43.6	37	13.2	51	18.2	20	7.1	0	0.0	280	100.0
VT	6	8.7	1	1.4	0	0.0	17	24.6	17	24.6	16	23.2	11	15.9	1	1.4	69	100.0
VA	62	6.8	74	8.1	21	2.3	243	26.6	210	23.0	222	24.3	70	7.7	11	1.2	913	100.0
WA	34	4.2	65	8.0	81	10.0	236	29.1	160	19.8	163	20.1	57	7.0	14	1.7	810	100.0
WV	13	5.0	14	5.4	0	0.0	70	26.9	66	25.4	71	27.3	26	10.0	0	0.0	260	100.0
WI	33	5.7	13	2.2	23	3.9	189	32.4	136	23.3	109	18.7	77	13.2	3	0.5	583	100.0
WY	40	27.8	12	8.3	0	0.0	47	32.6	11	7.6	23	16.0	6	4.2	5	3.5	144	100.0
U.S.	1,778	4.3	3,294	8.1	1,646	4.0	12,442	30.4	9,343	22.8	7,932	19.4	4,120	10.1	346	0.8	40,901	100.0
PR	19	6.2	30	9.8	0	0.0	89	29.0	79	25.7	72	23.5	18	5.9	0	0.0	307	100.0

5. States

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, and Fatality Rates, by State

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
AL	974	5,108,468	19.07	4,087,885	23.83	5,446,619	17.88	72,289	1.35
AK	60	733,406	8.18	525,195	11.42	680,974	8.81	5,617	1.07
AZ	1,304	7,431,344	17.55	5,849,992	22.29	6,447,062	20.23	75,297	1.73
AR	596	3,067,732	19.43	2,306,921	25.84	3,338,322	17.85	39,101	1.52
CA	4,061	38,965,193	10.42	27,742,348	14.64	31,057,329	13.08	316,612	1.28
CO	720	5,877,610	12.25	4,486,899	16.05	5,211,580	13.82	54,654	1.32
CT	308	3,617,176	8.51	2,632,273	11.70	2,837,111	10.86	30,503	1.01
DE	135	1,031,890	13.08	886,022	15.24	445,240	30.32	9,718	1.39
DC	44	678,972	6.48	521,227	8.44	344,088	12.79	3,481	1.26
FL	3,396	22,610,726	15.02	17,018,351	19.95	19,519,552	17.40	239,188	1.42
GA	1,615	11,029,227	14.64	7,691,537	21.00	9,195,822	17.56	126,339	1.28
HI	93	1,435,138	6.48	943,671	9.86	1,262,693	7.37	10,435	0.89
ID	275	1,964,726	14.00	1,398,007	19.67	2,057,655	13.36	19,718	1.39
IL	1,241	12,549,689	9.89	8,631,485	14.38	10,139,685	12.24	102,871	1.21
IN	898	6,862,199	13.09	4,720,185	19.02	5,775,462	15.55	85,209	1.05
IA	377	3,207,004	11.76	2,379,791	15.84	3,827,780	9.85	33,254	1.13
KS	387	2,940,546	13.16	2,024,483	19.12	2,472,852	15.65	31,828	1.22
KY	814	4,526,154	17.98	3,001,191	27.12	4,551,497	17.88	48,993	1.66
LA	811	4,573,749	17.73	3,404,603	23.82	4,522,457	17.93	55,560	1.46
ME	135	1,395,722	9.67	1,065,361	12.67	1,366,649	9.88	14,888	0.91
MD	621	6,180,253	10.05	4,331,165	14.34	4,935,108	12.58	57,356	1.08
MA	343	7,001,399	4.90	4,867,225	7.05	5,239,321	6.55	60,748	0.56
MI	1,094	10,037,261	10.90	7,715,581	14.18	9,907,454	11.04	98,289	1.11
MN	409	5,737,915	7.13	4,152,710	9.85	5,848,091	6.99	58,046	0.70
MS	732	2,939,690	24.90	2,071,414	35.34	2,228,844	32.84	40,944	1.79
MO	991	6,196,156	15.99	4,308,768	23.00	5,504,704	18.00	80,825	1.23
MT	208	1,132,812	18.36	878,798	23.67	2,357,075	8.82	13,700	1.52

5. States

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, and Fatality Rates, by State (Continued)

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
NE	227	1,978,379	11.47	1,455,283	15.60	1,974,401	11.50	21,275	1.07
NV	389	3,194,176	12.18	2,256,437	17.24	2,681,539	14.51	27,777	1.40
NH	130	1,402,054	9.27	1,090,706	11.92	1,405,435	9.25	13,515	0.96
NJ	606	9,290,841	6.52	6,854,574	8.84	5,991,811	10.11	78,007	0.78
NM	437	2,114,371	20.67	1,540,741	28.36	1,909,072	22.89	28,169	1.55
NY	1,114	19,571,216	5.69	12,314,191	9.05	9,361,933	11.90	120,067	0.93
NC	1,561	10,835,491	14.41	8,078,941	19.32	8,752,729	17.83	122,258	1.28
ND	106	783,926	13.52	580,918	18.25	1,060,838	9.99	9,896	1.07
OH	1,242	11,785,935	10.54	8,436,370	14.72	11,242,160	11.05	113,224	1.10
OK	718	4,053,824	17.71	2,597,517	27.64	3,410,923	21.05	45,760	1.57
OR	587	4,233,358	13.87	3,146,632	18.65	4,230,276	13.88	36,816	1.59
PA	1,211	12,961,683	9.34	9,134,289	13.26	10,866,252	11.14	100,126	1.21
RI	71	1,095,962	6.48	762,276	9.31	822,447	8.63	7,564	0.94
SC	1,047	5,373,555	19.48	4,098,108	25.55	5,283,221	19.82	60,794	1.72
SD	140	919,318	15.23	688,477	20.33	1,384,940	10.11	10,345	1.35
TN	1,323	7,126,489	18.56	5,122,784	25.83	6,950,844	19.03	83,405	1.59
TX	4,291	30,503,301	14.07	19,159,360	22.40	23,477,492	18.28	300,338	1.43
UT	280	3,417,734	8.19	2,299,291	12.18	3,084,536	9.08	34,584	0.81
VT	69	647,464	10.66	480,463	14.36	629,430	10.96	7,172	0.96
VA	913	8,715,698	10.48	5,921,532	15.42	7,922,073	11.52	87,730	1.04
WA	810	7,812,880	10.37	6,009,842	13.48	7,444,189	10.88	59,804	1.35
WV	260	1,770,071	14.69	1,131,688	22.97	1,515,512	17.16	15,962	1.63
WI	583	5,910,955	9.86	4,411,182	13.22	5,800,567	10.05	67,248	0.87
WY	144	584,057	24.66	441,195	32.64	890,622	16.17	9,519	1.51
U.S.	40,901	334,914,895	12.21	237,655,885	17.21	305,716,298	13.38	3,246,817	1.26
PR	307	3,205,691	9.58	NA	NA	NA	NA	14,983	2.05

Sources: Fatalities—FARS; VMT and Licensed Drivers (estimated)—FHWA; Registered Vehicles for States—FHWA; Registered Vehicles for U.S.—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Population—Census Bureau;

NA= not available.

Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

5. States

Table 111. People Killed, by State and Person Type

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	592	60.8	152	15.6	94	9.7	124	12.7	10	1.0	2	0.2	974	100.0
AK	27	45.0	13	21.7	8	13.3	12	20.0	0	0.0	0	0.0	60	100.0
AZ	495	38.0	234	17.9	257	19.7	271	20.8	43	3.3	4	0.3	1,304	100.0
AR	314	52.7	98	16.4	93	15.6	74	12.4	11	1.8	6	1.0	596	100.0
CA	1,576	38.8	591	14.6	583	14.4	1,106	27.2	145	3.6	60	1.5	4,061	100.0
CO	312	43.3	116	16.1	135	18.8	125	17.4	20	2.8	12	1.7	720	100.0
CT	152	49.4	44	14.3	59	19.2	47	15.3	4	1.3	2	0.6	308	100.0
DE	67	49.6	20	14.8	14	10.4	27	20.0	5	3.7	2	1.5	135	100.0
DC	13	29.5	5	11.4	6	13.6	14	31.8	3	6.8	3	6.8	44	100.0
FL	1,274	37.5	413	12.2	668	19.7	771	22.7	234	6.9	36	1.1	3,396	100.0
GA	833	51.6	241	14.9	196	12.1	310	19.2	24	1.5	11	0.7	1,615	100.0
HI	32	34.4	4	4.3	27	29.0	22	23.7	8	8.6	0	0.0	93	100.0
ID	137	49.8	60	21.8	39	14.2	31	11.3	7	2.5	1	0.4	275	100.0
IL	638	51.4	183	14.7	172	13.9	199	16.0	41	3.3	8	0.6	1,241	100.0
IN	470	52.3	149	16.6	145	16.1	96	10.7	31	3.5	7	0.8	898	100.0
IA	209	55.4	70	18.6	62	16.4	29	7.7	5	1.3	2	0.5	377	100.0
KS	235	60.7	65	16.8	42	10.9	38	9.8	6	1.6	1	0.3	387	100.0
KY	450	55.3	117	14.4	106	13.0	121	14.9	16	2.0	4	0.5	814	100.0
LA	411	50.7	119	14.7	97	12.0	145	17.9	35	4.3	4	0.5	811	100.0
ME	76	56.3	23	17.0	16	11.9	19	14.1	0	0.0	1	0.7	135	100.0
MD	263	42.4	87	14.0	89	14.3	160	25.8	15	2.4	7	1.1	621	100.0
MA	166	48.4	38	11.1	60	17.5	67	19.5	9	2.6	3	0.9	343	100.0
MI	539	49.3	167	15.3	180	16.5	175	16.0	24	2.2	9	0.8	1,094	100.0
MN	222	54.3	68	16.6	69	16.9	42	10.3	6	1.5	2	0.5	409	100.0
MS	448	61.2	124	16.9	58	7.9	86	11.7	13	1.8	3	0.4	732	100.0
MO	521	52.6	149	15.0	176	17.8	127	12.8	10	1.0	8	0.8	991	100.0
MT	121	58.2	36	17.3	29	13.9	20	9.6	2	1.0	0	0.0	208	100.0

5. States

Table 111. People Killed, by State and Person Type (Continued)

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	140	61.7	44	19.4	22	9.7	13	5.7	6	2.6	2	0.9	227	100.0
NV	145	37.3	54	13.9	69	17.7	106	27.2	14	3.6	1	0.3	389	100.0
NH	57	43.8	15	11.5	41	31.5	15	11.5	1	0.8	1	0.8	130	100.0
NJ	230	38.0	85	14.0	90	14.9	165	27.2	27	4.5	9	1.5	606	100.0
NM	194	44.4	67	15.3	55	12.6	105	24.0	12	2.7	4	0.9	437	100.0
NY	407	36.5	153	13.7	201	18.0	289	25.9	49	4.4	15	1.3	1,114	100.0
NC	833	53.4	220	14.1	223	14.3	229	14.7	46	2.9	10	0.6	1,561	100.0
ND	62	58.5	18	17.0	16	15.1	10	9.4	0	0.0	0	0.0	106	100.0
OH	655	52.7	166	13.4	239	19.2	145	11.7	22	1.8	15	1.2	1,242	100.0
OK	391	54.5	118	16.4	103	14.3	87	12.1	15	2.1	4	0.6	718	100.0
OR	299	50.9	85	14.5	70	11.9	101	17.2	17	2.9	15	2.6	587	100.0
PA	588	48.6	156	12.9	240	19.8	185	15.3	29	2.4	13	1.1	1,211	100.0
RI	34	47.9	7	9.9	16	22.5	11	15.5	2	2.8	1	1.4	71	100.0
SC	536	51.2	143	13.7	151	14.4	187	17.9	25	2.4	5	0.5	1,047	100.0
SD	70	50.0	24	17.1	29	20.7	15	10.7	0	0.0	2	1.4	140	100.0
TN	699	52.8	215	16.3	203	15.3	186	14.1	11	0.8	9	0.7	1,323	100.0
TX	2,058	48.0	687	16.0	598	13.9	800	18.6	106	2.5	42	1.0	4,291	100.0
UT	141	50.4	47	16.8	42	15.0	38	13.6	9	3.2	3	1.1	280	100.0
VT	35	50.7	10	14.5	18	26.1	5	7.2	1	1.4	0	0.0	69	100.0
VA	511	56.0	123	13.5	130	14.2	129	14.1	15	1.6	5	0.5	913	100.0
WA	325	40.1	164	20.2	143	17.7	150	18.5	18	2.2	10	1.2	810	100.0
WV	154	59.2	49	18.8	38	14.6	15	5.8	4	1.5	0	0.0	260	100.0
WI	311	53.3	98	16.8	103	17.7	59	10.1	8	1.4	4	0.7	583	100.0
WY	85	59.0	30	20.8	15	10.4	11	7.6	2	1.4	1	0.7	144	100.0
U.S.	19,553	47.8	6,164	15.1	6,335	15.5	7,314	17.9	1,166	2.9	369	0.9	40,901	100.0
PR	105	34.2	26	8.5	77	25.1	85	27.7	11	3.6	3	1.0	307	100.0

*Includes unknown occupants and other/unknown nonoccupants.

Note: Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see About This Report.

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Table 112. People Killed, by State and Age Group

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
AL	7	4	11	88	57	199	161	129	156	101	60	1	974
AK	1	0	0	3	7	10	12	9	9	6	3	0	60
AZ	5	6	25	104	99	245	205	162	186	133	132	2	1,304
AR	6	3	11	50	50	96	95	74	95	56	58	2	596
CA	25	30	33	326	358	860	658	562	540	396	251	22	4,061
CO	3	3	11	85	54	146	113	92	85	74	54	0	720
CT	3	0	2	22	39	58	59	41	33	26	25	0	308
DE	4	1	0	10	11	32	19	14	16	11	17	0	135
DC	0	0	0	2	6	13	6	8	5	2	2	0	44
FL	31	29	34	268	218	620	505	415	455	398	358	65	3,396
GA	19	12	17	125	131	300	281	214	250	151	108	7	1,615
HI	0	0	0	5	6	21	11	12	19	9	10	0	93
ID	2	3	7	29	27	43	44	31	35	32	22	0	275
IL	8	9	11	119	96	226	189	144	176	129	133	1	1,241
IN	5	5	3	105	76	151	133	117	120	90	92	1	898
IA	4	2	6	36	31	54	49	55	55	52	33	0	377
KS	5	5	2	60	22	63	45	41	59	55	30	0	387
KY	6	4	10	72	48	140	117	116	115	96	90	0	814
LA	10	12	10	61	60	141	147	121	112	73	63	1	811
ME	1	0	1	15	12	20	23	17	17	18	11	0	135
MD	3	2	4	44	49	136	95	75	101	58	52	2	621
MA	3	1	2	35	39	62	35	46	45	30	45	0	343
MI	5	7	13	78	88	184	168	132	152	148	119	0	1,094
MN	2	4	3	41	19	64	53	47	73	36	67	0	409
MS	4	4	7	92	54	135	110	87	105	75	48	11	732
MO	6	7	9	104	61	186	147	124	147	105	95	0	991
MT	0	1	5	21	18	36	28	26	35	19	19	0	208

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Table 112. People Killed, by State and Age Group (Continued)

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
NE	2	2	3	23	18	37	34	35	31	16	26	0	227
NV	5	3	4	26	33	78	70	41	50	45	24	10	389
NH	0	0	0	6	12	19	16	21	19	23	14	0	130
NJ	3	5	8	41	55	97	86	69	78	78	85	1	606
NM	4	1	2	33	45	83	79	59	55	49	24	3	437
NY	7	8	20	83	92	189	159	139	171	115	127	4	1,114
NC	12	12	17	134	118	288	280	216	221	134	128	1	1,561
ND	0	1	3	7	8	17	15	17	17	13	8	0	106
OH	15	6	11	110	95	212	201	165	163	135	129	0	1,242
OK	3	6	5	68	41	123	127	94	102	91	58	0	718
OR	2	1	7	37	49	100	103	77	76	74	61	0	587
PA	2	3	12	114	93	211	179	126	163	143	165	0	1,211
RI	0	0	0	8	4	14	5	10	7	7	16	0	71
SC	13	5	12	77	87	199	175	133	151	112	82	1	1,047
SD	1	0	1	17	7	26	18	16	23	20	11	0	140
TN	17	1	14	131	118	239	195	190	177	120	118	3	1,323
TX	41	30	49	414	440	853	719	554	515	401	257	18	4,291
UT	1	3	5	41	23	38	38	41	46	21	23	0	280
VT	0	2	0	4	3	10	8	12	8	11	11	0	69
VA	4	5	7	75	65	171	146	107	141	99	92	1	913
WA	3	6	9	85	88	166	116	88	106	76	64	3	810
WV	1	1	3	30	14	51	32	30	41	27	29	1	260
WI	7	7	13	57	53	98	85	74	71	62	56	0	583
WY	0	0	4	11	14	23	22	22	13	17	18	0	144
U.S.	311	262	446	3,632	3,311	7,583	6,416	5,247	5,641	4,268	3,623	161	40,901
PR	0	1	1	20	30	64	42	37	41	43	28	0	307

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Table 113. Vehicle Occupants Killed, by State and Vehicle Type

State	Vehicle Type												Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other/Unknown Vehicles		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	335	40.0	364	43.4	29	3.5	0	0.0	16	1.9	744	88.8	94	11.2	838	100.0
AK	13	27.1	23	47.9	1	2.1	0	0.0	3	6.3	40	83.3	8	16.7	48	100.0
AZ	305	30.9	294	29.8	26	2.6	0	0.0	106	10.7	731	74.0	257	26.0	988	100.0
AR	147	29.1	216	42.8	31	6.1	0	0.0	18	3.6	412	81.6	93	18.4	505	100.0
CA	1,254	45.5	857	31.1	26	0.9	0	0.0	34	1.2	2,171	78.8	583	21.2	2,754	100.0
CO	178	31.6	224	39.8	23	4.1	2	0.4	1	0.2	428	76.0	135	24.0	563	100.0
CT	97	38.0	91	35.7	6	2.4	0	0.0	2	0.8	196	76.9	59	23.1	255	100.0
DE	45	44.6	38	37.6	3	3.0	0	0.0	1	1.0	87	86.1	14	13.9	101	100.0
DC	17	63.0	4	14.8	0	0.0	0	0.0	0	0.0	21	77.8	6	22.2	27	100.0
FL	811	34.4	773	32.8	52	2.2	1	0.0	50	2.1	1,687	71.6	668	28.4	2,355	100.0
GA	466	36.6	535	42.1	29	2.3	0	0.0	46	3.6	1,076	84.6	196	15.4	1,272	100.0
HI	13	20.6	21	33.3	0	0.0	0	0.0	2	3.2	36	57.1	27	42.9	63	100.0
ID	67	28.4	109	46.2	18	7.6	0	0.0	3	1.3	197	83.5	39	16.5	236	100.0
IL	383	38.6	378	38.1	33	3.3	4	0.4	23	2.3	821	82.7	172	17.3	993	100.0
IN	282	36.9	287	37.6	30	3.9	1	0.1	19	2.5	619	81.0	145	19.0	764	100.0
IA	101	29.6	142	41.6	17	5.0	0	0.0	19	5.6	279	81.8	62	18.2	341	100.0
KS	130	38.0	145	42.4	17	5.0	0	0.0	8	2.3	300	87.7	42	12.3	342	100.0
KY	231	34.3	290	43.0	17	2.5	0	0.0	30	4.5	568	84.3	106	15.7	674	100.0
LA	232	36.9	257	40.9	14	2.2	0	0.0	28	4.5	531	84.6	97	15.4	628	100.0
ME	46	40.0	49	42.6	2	1.7	0	0.0	2	1.7	99	86.1	16	13.9	115	100.0
MD	199	45.3	138	31.4	9	2.1	0	0.0	4	0.9	350	79.7	89	20.3	439	100.0
MA	104	39.4	96	36.4	3	1.1	0	0.0	1	0.4	204	77.3	60	22.7	264	100.0
MI	286	32.3	381	43.0	13	1.5	1	0.1	25	2.8	706	79.7	180	20.3	886	100.0
MN	119	33.1	145	40.4	14	3.9	0	0.0	12	3.3	290	80.8	69	19.2	359	100.0
MS	292	46.2	234	37.0	28	4.4	1	0.2	19	3.0	574	90.8	58	9.2	632	100.0
MO	296	34.9	319	37.7	24	2.8	0	0.0	32	3.8	671	79.2	176	20.8	847	100.0
MT	39	21.0	106	57.0	6	3.2	0	0.0	6	3.2	157	84.4	29	15.6	186	100.0

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Table 113. Vehicle Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type												Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other/Unknown Vehicles		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	72	34.8	101	48.8	8	3.9	0	0.0	4	1.9	185	89.4	22	10.6	207	100.0
NV	85	31.7	106	39.6	8	3.0	0	0.0	0	0.0	199	74.3	69	25.7	268	100.0
NH	26	23.0	45	39.8	0	0.0	0	0.0	1	0.9	72	63.7	41	36.3	113	100.0
NJ	176	43.5	127	31.4	11	2.7	0	0.0	1	0.2	315	77.8	90	22.2	405	100.0
NM	91	28.8	141	44.6	28	8.9	0	0.0	1	0.3	261	82.6	55	17.4	316	100.0
NY	265	34.8	254	33.4	14	1.8	10	1.3	17	2.2	560	73.6	201	26.4	761	100.0
NC	548	42.9	465	36.4	24	1.9	1	0.1	16	1.3	1,054	82.5	223	17.5	1,277	100.0
ND	23	24.0	47	49.0	6	6.3	0	0.0	4	4.2	80	83.3	16	16.7	96	100.0
OH	394	37.1	381	35.9	16	1.5	4	0.4	28	2.6	823	77.5	239	22.5	1,062	100.0
OK	178	29.1	278	45.4	34	5.6	0	0.0	19	3.1	509	83.2	103	16.8	612	100.0
OR	169	37.2	196	43.2	15	3.3	1	0.2	3	0.7	384	84.6	70	15.4	454	100.0
PA	345	35.0	342	34.7	25	2.5	4	0.4	29	2.9	745	75.6	240	24.4	985	100.0
RI	23	40.4	17	29.8	0	0.0	0	0.0	1	1.8	41	71.9	16	28.1	57	100.0
SC	345	41.6	307	37.0	20	2.4	0	0.0	7	0.8	679	81.8	151	18.2	830	100.0
SD	34	27.2	46	36.8	6	4.8	0	0.0	10	8.0	96	76.8	29	23.2	125	100.0
TN	454	40.6	404	36.2	29	2.6	0	0.0	27	2.4	914	81.8	203	18.2	1,117	100.0
TX	1,121	33.5	1,433	42.8	153	4.6	1	0.0	43	1.3	2,751	82.1	598	17.9	3,349	100.0
UT	80	34.8	84	36.5	14	6.1	0	0.0	10	4.3	188	81.7	42	18.3	230	100.0
VT	19	30.2	22	34.9	2	3.2	0	0.0	2	3.2	45	71.4	18	28.6	63	100.0
VA	301	39.4	296	38.7	27	3.5	0	0.0	10	1.3	634	83.0	130	17.0	764	100.0
WA	268	42.4	198	31.3	11	1.7	0	0.0	12	1.9	489	77.4	143	22.6	632	100.0
WV	82	34.0	95	39.4	12	5.0	0	0.0	14	5.8	203	84.2	38	15.8	241	100.0
WI	183	35.7	195	38.1	11	2.1	0	0.0	20	3.9	409	79.9	103	20.1	512	100.0
WY	22	16.9	71	54.6	16	12.3	1	0.8	5	3.8	115	88.5	15	11.5	130	100.0
U.S.	11,792	36.8	12,167	37.9	961	3.0	32	0.1	794	2.5	25,746	80.3	6,335	19.7	32,081	100.0
PR	82	39.4	38	18.3	2	1.0	0	0.0	9	4.3	131	63.0	77	37.0	208	100.0

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

5. States

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	260	37.2	381	54.5	58	8.3	699	100.0
AK	14	38.9	14	38.9	8	22.2	36	100.0
AZ	258	43.1	254	42.4	87	14.5	599	100.0
AR	160	44.1	160	44.1	43	11.8	363	100.0
CA	1,111	52.6	780	36.9	220	10.4	2,111	100.0
CO	172	42.8	209	52.0	21	5.2	402	100.0
CT	63	33.5	71	37.8	54	28.7	188	100.0
DE	41	49.4	32	38.6	10	12.0	83	100.0
DC	2	9.5	13	61.9	6	28.6	21	100.0
FL	840	53.0	704	44.4	40	2.5	1,584	100.0
GA	418	41.8	464	46.4	119	11.9	1,001	100.0
HI	17	50.0	15	44.1	2	5.9	34	100.0
ID	76	43.2	83	47.2	17	9.7	176	100.0
IL	302	39.7	255	33.5	204	26.8	761	100.0
IN	228	40.1	222	39.0	119	20.9	569	100.0
IA	106	43.6	107	44.0	30	12.3	243	100.0
KS	119	43.3	132	48.0	24	8.7	275	100.0
KY	261	50.1	260	49.9	0	0.0	521	100.0
LA	174	35.6	268	54.8	47	9.6	489	100.0
ME	31	32.6	63	66.3	1	1.1	95	100.0
MD	162	48.1	128	38.0	47	13.9	337	100.0
MA	82	41.0	94	47.0	24	12.0	200	100.0
MI	338	50.7	216	32.4	113	16.9	667	100.0
MN	149	56.4	80	30.3	35	13.3	264	100.0
MS	221	42.0	216	41.1	89	16.9	526	100.0
MO	207	33.7	354	57.6	54	8.8	615	100.0
MT	52	35.9	84	57.9	9	6.2	145	100.0

5. States

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	45	26.0	99	57.2	29	16.8	173	100.0
NV	98	51.3	61	31.9	32	16.8	191	100.0
NH	19	26.8	42	59.2	10	14.1	71	100.0
NJ	149	49.2	117	38.6	37	12.2	303	100.0
NM	88	37.9	110	47.4	34	14.7	232	100.0
NY	287	55.3	183	35.3	49	9.4	519	100.0
NC	512	50.5	474	46.8	27	2.7	1,013	100.0
ND	23	32.9	33	47.1	14	20.0	70	100.0
OH	317	40.9	350	45.2	108	13.9	775	100.0
OK	209	45.8	201	44.1	46	10.1	456	100.0
OR	202	55.3	111	30.4	52	14.2	365	100.0
PA	278	40.5	314	45.7	95	13.8	687	100.0
RI	15	37.5	20	50.0	5	12.5	40	100.0
SC	278	42.6	341	52.3	33	5.1	652	100.0
SD	23	28.8	50	62.5	7	8.8	80	100.0
TN	405	47.2	345	40.2	108	12.6	858	100.0
TX	1,158	45.3	1,117	43.7	279	10.9	2,554	100.0
UT	84	51.2	67	40.9	13	7.9	164	100.0
VT	12	29.3	25	61.0	4	9.8	41	100.0
VA	260	43.6	337	56.4	0	0.0	597	100.0
WA	206	44.2	171	36.7	89	19.1	466	100.0
WV	76	42.9	71	40.1	30	16.9	177	100.0
WI	168	44.4	138	36.5	72	19.0	378	100.0
WY	40	43.0	48	51.6	5	5.4	93	100.0
U.S.	10,816	45.1	10,484	43.8	2,659	11.1	23,959	100.0
PR	34	28.3	86	71.7	0	0.0	120	100.0

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Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence

State	Passenger Cars			Light Trucks									Total*		
	Total Killed	Rollover		Total Killed	Pickup		Utility			Total Killed	Van		Total Killed	Rollover	
		Number	Percent		Number	Percent	Total Killed	Number	Percent		Number	Percent		Number	Percent
AL	335	80	23.9	148	49	33.1	201	80	39.8	15	4	26.7	699	213	30.5
AK	13	4	30.8	9	4	44.4	14	2	14.3	0	0	0.0	36	10	27.8
AZ	305	48	15.7	107	42	39.3	163	63	38.7	24	11	45.8	599	164	27.4
AR	147	39	26.5	103	33	32.0	90	33	36.7	23	4	17.4	363	109	30.0
CA	1,254	265	21.1	277	119	43.0	495	214	43.2	85	31	36.5	2,111	629	29.8
CO	178	57	32.0	65	33	50.8	147	57	38.8	12	5	41.7	402	152	37.8
CT	97	18	18.6	21	7	33.3	67	18	26.9	3	0	0.0	188	43	22.9
DE	45	11	24.4	14	7	50.0	22	6	27.3	2	0	0.0	83	24	28.9
DC	17	1	5.9	1	0	0.0	3	1	33.3	0	0	0.0	21	2	9.5
FL	811	115	14.2	242	100	41.3	471	138	29.3	60	13	21.7	1,584	366	23.1
GA	466	102	21.9	207	70	33.8	293	92	31.4	35	7	20.0	1,001	271	27.1
HI	13	4	30.8	5	1	20.0	16	3	18.8	0	0	0.0	34	8	23.5
ID	67	22	32.8	48	26	54.2	49	19	38.8	12	3	25.0	176	70	39.8
IL	383	74	19.3	98	24	24.5	245	70	28.6	35	8	22.9	761	176	23.1
IN	282	56	19.9	88	30	34.1	166	45	27.1	32	7	21.9	569	138	24.3
IA	101	18	17.8	57	27	47.4	71	22	31.0	14	7	50.0	243	74	30.5
KS	130	30	23.1	69	28	40.6	64	32	50.0	12	5	41.7	275	95	34.5
KY	231	55	23.8	126	43	34.1	150	49	32.7	14	3	21.4	521	150	28.8
LA	232	49	21.1	128	49	38.3	116	35	30.2	13	1	7.7	489	134	27.4
ME	46	15	32.6	17	6	35.3	30	13	43.3	2	0	0.0	95	34	35.8
MD	199	23	11.6	35	8	22.9	94	24	25.5	9	1	11.1	337	56	16.6
MA	104	17	16.3	20	7	35.0	68	17	25.0	8	2	25.0	200	43	21.5
MI	286	43	15.0	125	28	22.4	230	61	26.5	26	7	26.9	667	139	20.8
MN	119	19	16.0	39	9	23.1	78	24	30.8	28	6	21.4	264	58	22.0
MS	292	70	24.0	99	27	27.3	121	49	40.5	14	6	42.9	526	152	28.9
MO	296	67	22.6	118	56	47.5	173	76	43.9	28	11	39.3	615	210	34.1
MT	39	12	30.8	53	29	54.7	51	27	52.9	2	1	50.0	145	69	47.6

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Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (Continued)

State	Passenger Cars			Light Trucks									Total*		
	Total Killed	Rollover		Pickup			Utility			Van			Total Killed	Rollover	
		Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent		Total Killed	Number
NE	72	12	16.7	44	20	45.5	49	13	26.5	8	1	12.5	173	46	26.6
NV	85	18	21.2	30	20	66.7	66	27	40.9	10	1	10.0	191	66	34.6
NH	26	3	11.5	13	6	46.2	28	7	25.0	4	2	50.0	71	18	25.4
NJ	176	30	17.0	22	4	18.2	89	25	28.1	16	4	25.0	303	63	20.8
NM	91	16	17.6	60	37	61.7	72	51	70.8	9	4	44.4	232	108	46.6
NY	265	32	12.1	48	13	27.1	185	42	22.7	21	5	23.8	519	92	17.7
NC	548	126	23.0	169	62	36.7	250	88	35.2	45	8	17.8	1,013	284	28.0
ND	23	9	39.1	24	14	58.3	21	7	33.3	2	0	0.0	70	30	42.9
OH	394	70	17.8	106	34	32.1	240	59	24.6	35	5	14.3	775	168	21.7
OK	178	34	19.1	105	40	38.1	151	63	41.7	22	4	18.2	456	141	30.9
OR	169	46	27.2	72	34	47.2	108	38	35.2	16	6	37.5	365	124	34.0
PA	345	63	18.3	73	27	37.0	236	62	26.3	33	9	27.3	687	161	23.4
RI	23	3	13.0	3	0	0.0	11	1	9.1	3	1	33.3	40	5	12.5
SC	345	78	22.6	108	47	43.5	173	61	35.3	26	5	19.2	652	191	29.3
SD	34	12	35.3	16	12	75.0	29	12	41.4	1	0	0.0	80	36	45.0
TN	454	90	19.8	133	45	33.8	243	68	28.0	28	5	17.9	858	208	24.2
TX	1,121	251	22.4	624	237	38.0	715	258	36.1	94	21	22.3	2,554	767	30.0
UT	80	13	16.3	27	16	59.3	53	20	37.7	4	2	50.0	164	51	31.1
VT	19	2	10.5	7	3	42.9	13	3	23.1	2	1	50.0	41	9	22.0
VA	301	53	17.6	112	28	25.0	161	40	24.8	23	5	21.7	597	126	21.1
WA	268	70	26.1	76	32	42.1	110	33	30.0	12	2	16.7	466	137	29.4
WV	82	8	9.8	38	10	26.3	55	16	29.1	2	0	0.0	177	34	19.2
WI	183	40	21.9	49	24	49.0	114	32	28.1	32	7	21.9	378	103	27.2
WY	22	12	54.5	33	13	39.4	28	11	39.3	10	3	30.0	93	39	41.9
U.S.	11,792	2,405	20.4	4,311	1,640	38.0	6,888	2,307	33.5	966	244	25.3	23,959	6,596	27.5
PR	82	6	7.3	13	1	7.7	23	5	21.7	2	0	0.0	120	12	10.0

*Includes occupants of other and unknown light trucks.

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Table 116. Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	105	2,114,371	4.97
2	Arizona	271	7,431,344	3.65
3	South Carolina	187	5,373,555	3.48
4	Florida	771	22,610,726	3.41
5	Nevada	106	3,194,176	3.32
6	Louisiana	145	4,573,749	3.17
7	Mississippi	86	2,939,690	2.93
8	California	1,106	38,965,193	2.84
9	Georgia	310	11,029,227	2.81
10	Kentucky	121	4,526,154	2.67
11	Texas	800	30,503,301	2.62
12	Delaware	27	1,031,890	2.62
13	Tennessee	186	7,126,489	2.61
14	Maryland	160	6,180,253	2.59
15	Alabama	124	5,108,468	2.43
16	Arkansas	74	3,067,732	2.41
17	Oregon	101	4,233,358	2.39
18	Oklahoma	87	4,053,824	2.15
19	Colorado	125	5,877,610	2.13
20	North Carolina	229	10,835,491	2.11
21	District of Columbia	14	678,972	2.06
22	Missouri	127	6,196,156	2.05
23	Washington	150	7,812,880	1.92
24	Wyoming	11	584,057	1.88
25	New Jersey	165	9,290,841	1.78
26	Montana	20	1,132,812	1.77
27	Michigan	175	10,037,261	1.74

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Table 116. Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
28	Alaska	12	733,406	1.64
29	South Dakota	15	919,318	1.63
30	Illinois	199	12,549,689	1.59
31	Idaho	31	1,964,726	1.58
32	Hawaii	22	1,435,138	1.53
33	Virginia	129	8,715,698	1.48
34	New York	289	19,571,216	1.48
35	Pennsylvania	185	12,961,683	1.43
36	Indiana	96	6,862,199	1.40
37	Maine	19	1,395,722	1.36
38	Connecticut	47	3,617,176	1.30
39	Kansas	38	2,940,546	1.29
40	North Dakota	10	783,926	1.28
41	Ohio	145	11,785,935	1.23
42	Utah	38	3,417,734	1.11
43	New Hampshire	15	1,402,054	1.07
44	Rhode Island	11	1,095,962	1.00
45	Wisconsin	59	5,910,955	1.00
46	Massachusetts	67	7,001,399	0.96
47	Iowa	29	3,207,004	0.90
48	West Virginia	15	1,770,071	0.85
49	Vermont	5	647,464	0.77
50	Minnesota	42	5,737,915	0.73
51	Nebraska	13	1,978,379	0.66
	National	7,314	334,914,895	2.18
	Puerto Rico	85	3,205,691	2.65

Source: Population—Census Bureau

5. States

Table 117. People Killed, by State and Highest Driver BAC in the Crash

State	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Killed*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	641	66	50	5	283	29	333	34	974	100
AK	42	71	3	5	15	25	18	29	60	100
AZ	787	60	82	6	429	33	511	39	1,304	100
AR	411	69	28	5	157	26	185	31	596	100
CA	2,471	61	226	6	1,355	33	1,581	39	4,061	100
CO	464	65	41	6	214	30	255	35	720	100
CT	173	56	22	7	113	37	135	44	308	100
DE	87	64	9	7	39	29	48	36	135	100
DC	21	48	6	13	14	32	20	45	44	100
FL	2,410	71	145	4	839	25	983	29	3,396	100
GA	1,087	67	94	6	433	27	527	33	1,615	100
HI	50	54	4	5	39	42	43	46	93	100
ID	202	73	14	5	60	22	73	27	275	100
IL	784	63	58	5	399	32	457	37	1,241	100
IN	597	66	50	6	251	28	301	34	898	100
IA	207	55	28	8	141	37	169	45	377	100
KS	241	62	21	5	125	32	146	38	387	100
KY	582	71	33	4	198	24	231	28	814	100
LA	530	65	46	6	232	29	278	34	811	100
ME	85	63	12	9	37	27	49	36	135	100
MD	419	67	29	5	173	28	202	33	621	100
MA	210	61	17	5	116	34	132	39	343	100
MI	752	69	54	5	286	26	340	31	1,094	100
MN	288	70	21	5	100	24	121	30	409	100
MS	555	76	20	3	155	21	175	24	732	100
MO	664	67	43	4	283	29	326	33	991	100
MT	123	59	15	7	71	34	85	41	208	100

5. States

Table 117. People Killed, by State and Highest Driver BAC in the Crash (Continued)

State	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Killed*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	149	65	8	4	70	31	78	35	227	100
NV	246	63	21	6	121	31	143	37	389	100
NH	89	69	5	4	36	27	41	31	130	100
NJ	434	72	30	5	142	23	172	28	606	100
NM	304	70	14	3	119	27	133	30	437	100
NY	734	66	55	5	325	29	380	34	1,114	100
NC	1,076	69	65	4	415	27	480	31	1,561	100
ND	64	60	4	4	38	36	42	40	106	100
OH	711	57	73	6	455	37	528	42	1,242	100
OK	497	69	37	5	179	25	216	30	718	100
OR	349	59	38	6	200	34	238	41	587	100
PA	825	68	60	5	321	27	382	32	1,211	100
RI	44	62	4	5	24	33	27	38	71	100
SC	584	56	50	5	413	39	463	44	1,047	100
SD	88	63	12	9	38	27	50	36	140	100
TN	887	67	63	5	371	28	434	33	1,323	100
TX	2,326	54	258	6	1,699	40	1,957	46	4,291	100
UT	211	75	9	3	59	21	68	24	280	100
VT	48	69	4	5	18	26	21	31	69	100
VA	608	67	43	5	261	29	305	33	913	100
WA	467	58	46	6	294	36	340	42	810	100
WV	184	71	18	7	58	22	76	29	260	100
WI	375	64	26	4	182	31	207	36	583	100
WY	101	70	7	5	36	25	43	30	144	100
U.S.	26,284	64	2,117	5	12,429	30	14,547	36	40,901	100
PR	191	62	20	6	96	31	116	38	307	100

*Includes people killed in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

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Table 118. Drivers Involved in Fatal Crashes, by State and Their BACs

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Involved in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,058	77	49	4	261	19	311	23	1,369	100
AK	69	80	3	3	15	17	18	20	87	100
AZ	1,428	74	88	5	426	22	515	26	1,943	100
AR	661	79	29	3	150	18	179	21	840	100
CA	4,065	73	232	4	1,266	23	1,499	27	5,564	100
CO	768	76	42	4	194	19	236	24	1,004	100
CT	299	69	25	6	112	26	137	31	436	100
DE	151	77	9	4	37	19	46	23	197	100
DC	37	66	7	12	12	22	19	34	56	100
FL	4,082	81	148	3	797	16	945	19	5,027	100
GA	1,767	78	91	4	404	18	495	22	2,261	100
HI	76	65	6	5	36	31	41	35	117	100
ID	334	83	14	3	54	14	68	17	402	100
IL	1,387	76	60	3	367	20	427	24	1,814	100
IN	996	77	50	4	243	19	293	23	1,289	100
IA	350	70	28	6	123	24	151	30	501	100
KS	400	74	21	4	121	22	142	26	542	100
KY	936	81	31	3	185	16	216	19	1,151	100
LA	966	78	56	4	215	17	271	22	1,237	100
ME	128	75	8	5	35	21	43	25	171	100
MD	704	79	27	3	165	18	192	21	896	100
MA	348	73	17	4	111	23	128	27	476	100
MI	1,275	79	55	3	277	17	332	21	1,607	100
MN	469	80	22	4	94	16	115	20	584	100
MS	805	83	19	2	143	15	161	17	966	100
MO	1,095	78	38	3	263	19	300	22	1,395	100
MT	196	70	14	5	69	25	83	30	279	100

5. States

Table 118. Drivers Involved in Fatal Crashes, by State and Their BACs (Continued)

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Involved in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	243	76	9	3	67	21	76	24	319	100
NV	413	75	24	4	115	21	139	25	552	100
NH	150	80	4	2	34	18	39	20	189	100
NJ	689	81	31	4	134	16	165	19	854	100
NM	487	80	14	2	109	18	123	20	610	100
NY	1,156	76	60	4	313	20	373	24	1,529	100
NC	1,746	79	69	3	396	18	465	21	2,211	100
ND	105	73	6	4	34	23	39	27	144	100
OH	1,254	70	84	5	461	26	545	30	1,799	100
OK	845	81	36	3	158	15	194	19	1,039	100
OR	555	70	40	5	196	25	236	30	791	100
PA	1,345	78	60	4	312	18	372	22	1,717	100
RI	63	71	4	5	22	24	26	29	89	100
SC	1,011	69	55	4	404	27	458	31	1,469	100
SD	143	75	11	6	37	19	48	25	191	100
TN	1,504	79	65	3	339	18	404	21	1,908	100
TX	4,179	68	299	5	1,643	27	1,942	32	6,121	100
UT	339	84	10	3	53	13	63	16	402	100
VT	68	75	5	5	18	20	22	25	90	100
VA	962	77	46	4	248	20	294	23	1,256	100
WA	771	71	50	5	271	25	321	29	1,092	100
WV	301	82	16	4	49	13	65	18	366	100
WI	621	76	25	3	167	20	192	24	813	100
WY	140	79	6	4	31	17	37	21	177	100
U.S.	43,943	76	2,217	4	11,779	20	13,996	24	57,939	100
PR	297	71	24	6	96	23	120	29	417	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

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Table 119. Drivers Killed in Crashes, by State and Their BACs

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	458	67	27	4	195	29	222	33	680	100
AK	22	63	2	6	11	31	13	37	35	100
AZ	486	65	36	5	223	30	259	35	745	100
AR	275	69	14	4	111	28	125	31	400	100
CA	1,284	60	107	5	750	35	857	40	2,141	100
CO	279	63	23	5	141	32	164	37	443	100
CT	111	53	16	8	81	39	97	47	208	100
DE	46	58	7	8	27	34	33	42	79	100
DC	10	53	3	14	6	33	9	47	19	100
FL	1,335	70	83	4	488	26	572	30	1,906	100
GA	712	70	57	6	252	25	309	30	1,021	100
HI	28	48	4	6	27	46	31	52	59	100
ID	132	75	8	4	36	21	44	25	175	100
IL	521	65	30	4	249	31	279	35	800	100
IN	405	67	25	4	176	29	201	33	606	100
IA	170	63	17	6	82	31	99	37	269	100
KS	185	68	11	4	76	28	87	32	272	100
KY	413	75	15	3	123	22	138	25	550	100
LA	316	63	32	6	156	31	188	37	504	100
ME	58	63	7	7	27	29	34	37	92	100
MD	238	68	13	4	96	28	110	32	348	100
MA	139	62	10	4	74	33	84	38	223	100
MI	509	71	29	4	174	24	204	29	713	100
MN	202	71	12	4	69	24	81	29	283	100
MS	406	81	8	2	89	18	97	19	503	100
MO	471	69	19	3	196	29	214	31	685	100
MT	87	58	7	4	56	37	62	42	149	100

5. States

Table 119. Drivers Killed in Crashes, by State and Their BACs (Continued)

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Drivers Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	108	67	5	3	50	31	54	33	162	100
NV	138	65	10	5	64	30	74	35	212	100
NH	66	70	1	1	27	29	29	30	95	100
NJ	225	71	14	4	79	25	93	29	318	100
NM	172	70	4	2	71	29	75	30	246	100
NY	402	67	24	4	174	29	197	33	599	100
NC	750	72	34	3	258	25	292	28	1,042	100
ND	49	65	4	5	23	30	27	35	75	100
OH	551	63	40	5	287	33	327	37	878	100
OK	345	71	26	5	115	24	141	29	486	100
OR	221	61	22	6	122	33	144	39	365	100
PA	562	69	36	4	220	27	256	31	818	100
RI	32	64	2	5	15	31	17	36	49	100
SC	406	60	21	3	255	37	276	40	682	100
SD	61	65	6	6	28	30	34	35	95	100
TN	621	69	32	4	245	27	276	31	897	100
TX	1,589	60	136	5	903	34	1,040	40	2,629	100
UT	140	78	4	2	37	20	41	23	180	100
VT	34	66	3	6	15	28	18	34	52	100
VA	423	67	32	5	179	28	210	33	633	100
WA	274	59	23	5	167	36	190	41	464	100
WV	145	77	11	6	31	17	42	23	187	100
WI	279	68	12	3	117	29	129	32	408	100
WY	71	72	5	5	23	23	28	28	98	100
U.S.	16,958	66	1,126	4	7,494	29	8,620	34	25,578	100
PR	98	54	11	6	71	40	82	46	180	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

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Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their BACs

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Surviving Drivers in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	600	87	23	3	67	10	89	13	689	100
AK	47	91	1	2	4	7	5	9	52	100
AZ	943	79	52	4	203	17	255	21	1,198	100
AR	387	88	15	3	38	9	53	12	440	100
CA	2,781	81	125	4	517	15	642	19	3,423	100
CO	489	87	20	4	53	9	73	13	561	100
CT	189	83	9	4	31	14	40	17	228	100
DE	105	89	2	2	11	9	13	11	118	100
DC	27	74	4	11	6	16	10	26	37	100
FL	2,747	88	65	2	309	10	374	12	3,121	100
GA	1,055	85	34	3	152	12	185	15	1,240	100
HI	47	82	2	3	9	15	11	18	58	100
ID	203	89	6	3	18	8	25	11	227	100
IL	866	85	29	3	118	12	148	15	1,014	100
IN	592	87	25	4	67	10	91	13	683	100
IA	181	78	11	5	40	17	51	22	232	100
KS	215	80	10	4	45	17	55	20	270	100
KY	523	87	16	3	62	10	78	13	601	100
LA	650	89	24	3	59	8	83	11	733	100
ME	70	88	1	1	8	10	9	12	79	100
MD	466	85	13	2	69	13	82	15	548	100
MA	209	83	7	3	36	14	44	17	253	100
MI	766	86	26	3	103	11	128	14	894	100
MN	267	89	10	3	24	8	34	11	301	100
MS	399	86	10	2	54	12	65	14	463	100
MO	624	88	19	3	67	9	86	12	710	100
MT	110	84	8	6	13	10	21	16	130	100

5. States

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their BACs (Continued)

State	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total Surviving Drivers in Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	135	86	5	3	17	11	22	14	157	100
NV	276	81	14	4	50	15	64	19	340	100
NH	84	89	3	3	7	7	10	11	94	100
NJ	464	86	18	3	55	10	73	14	536	100
NM	316	87	10	3	38	10	48	13	364	100
NY	754	81	36	4	139	15	176	19	930	100
NC	996	85	36	3	138	12	173	15	1,169	100
ND	56	81	2	2	11	16	13	19	69	100
OH	704	76	44	5	174	19	217	24	921	100
OK	500	90	10	2	43	8	53	10	553	100
OR	334	78	18	4	74	17	92	22	426	100
PA	783	87	25	3	91	10	116	13	899	100
RI	31	78	2	5	7	17	9	22	40	100
SC	604	77	34	4	149	19	183	23	787	100
SD	82	85	5	6	9	9	14	15	96	100
TN	883	87	33	3	95	9	128	13	1,011	100
TX	2,590	74	162	5	740	21	902	26	3,492	100
UT	200	90	6	3	16	7	23	10	222	100
VT	34	88	1	4	3	8	4	12	38	100
VA	539	87	14	2	70	11	84	13	623	100
WA	497	79	27	4	104	17	131	21	628	100
WV	156	87	5	3	18	10	23	13	179	100
WI	342	84	13	3	50	12	63	16	405	100
WY	69	88	2	2	8	10	10	12	79	100
U.S.	26,984	83	1,091	3	4,285	13	5,377	17	32,361	100
PR	199	84	13	5	25	11	38	16	237	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see About This Report.

5. States

Table 121. Speeding-Related Traffic Fatalities, by State and Functional System

State	Total Traffic Fatalities	Speeding-Related Fatalities by Functional System							
		Total*	Interstate		Non-Interstate				
			Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	974	235	7	10	0	48	47	71	52
AK	60	24	6	2	0	5	1	9	1
AZ	1,304	425	1	4	8	172	134	87	10
AR	596	117	13	9	0	26	23	32	14
CA	4,061	1,303	30	156	125	425	279	173	111
CO	720	257	12	22	8	110	47	31	27
CT	308	104	0	14	3	22	49	8	8
DE	135	45	0	2	2	14	6	13	7
DC	44	16	0	2	0	7	5	1	1
FL	3,396	349	7	10	6	118	84	73	46
GA	1,615	349	4	46	5	70	77	78	69
HI	93	54	0	12	0	26	15	0	0
ID	275	60	5	3	0	18	14	14	6
IL	1,241	436	22	57	2	111	105	85	53
IN	898	249	14	12	4	55	44	75	45
IA	377	87	3	9	0	23	11	26	15
KS	387	78	3	9	2	7	20	27	10
KY	814	119	2	8	2	26	23	33	25
LA	811	240	19	22	0	43	43	56	42
ME	135	39	1	1	0	3	2	18	14
MD	621	187	0	34	20	57	38	28	8
MA	343	113	1	16	9	25	30	13	19
MI	1,094	298	9	29	20	67	66	62	45
MN	409	116	5	7	4	25	41	25	9
MS	732	140	4	13	0	31	18	52	19
MO	991	371	10	32	22	69	93	82	19
MT	208	77	7	3	0	26	15	18	8

5. States

Table 121. Speeding-Related Traffic Fatalities, by State and Functional System (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Functional System							
		Total*	Interstate		Non-Interstate				
			Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NE	227	46	6	1	2	11	4	11	11
NV	389	88	4	4	8	19	28	16	7
NH	130	30	0	2	1	5	9	7	6
NJ	606	190	0	11	22	71	45	25	15
NM	437	131	10	7	0	54	15	31	14
NY	1,114	347	4	22	45	88	70	61	56
NC	1,561	632	26	26	37	122	106	170	145
ND	106	24	1	0	0	6	5	8	4
OH	1,242	255	5	26	11	44	62	55	52
OK	718	230	11	27	3	41	40	66	41
OR	587	190	9	4	3	69	50	48	7
PA	1,211	491	15	43	16	117	106	87	106
RI	71	32	0	0	2	14	8	7	0
SC	1,047	408	34	18	2	120	64	115	55
SD	140	34	3	1	3	5	6	10	6
TN	1,323	263	4	21	3	88	63	47	37
TX	4,291	1,484	51	146	79	402	316	350	138
UT	280	93	4	10	0	31	12	23	13
VT	69	19	4	0	0	3	4	3	5
VA	913	321	13	25	7	68	79	97	29
WA	810	252	3	18	21	76	44	64	20
WV	260	85	2	7	0	12	26	30	8
WI	583	185	10	3	9	55	46	30	31
WY	144	57	11	3	0	19	6	11	5
U.S.	40,901	11,775	415	969	516	3,169	2,544	2,562	1,494
PR	307	116	4	12	0	30	30	28	12

*Includes speeding-related fatalities that occurred on roadways for which the function class was unknown or unknown whether rural or urban interstate.

5. States

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	6.16	29.19	17.60	17.89	42.57	65.35	65.98	66.67	531
AK	3.67	90.91	9.00	81.82	51.50	93.94	54.67	90.91	33
AZ	4.19	22.90	16.42	17.74	50.95	80.00	63.73	82.26	310
AR	4.29	19.76	12.83	18.56	42.27	93.41	58.73	93.41	334
CA	5.94	74.06	25.64	96.36	NA	NA	NA	NA	906
CO	4.48	58.37	12.07	54.08	37.06	79.83	49.26	80.26	233
CT	0.39	41.03	9.96	33.33	42.00	64.10	52.93	64.10	39
DE	2.16	30.43	8.54	0.00	37.44	41.30	42.88	43.48	46
DC	NA	NA	NA	NA	NA	NA	NA	NA	NA
FL	1.81	97.54	9.24	97.38	NA	NA	NA	NA	650
GA	5.22	18.00	11.01	3.72	36.66	55.77	50.65	56.36	511
HI	3.00	14.29	19.00	14.29	NA	NA	NA	NA	7
ID	4.15	12.73	13.62	4.85	46.25	97.58	56.25	97.58	165
IL	2.77	22.07	11.38	22.34	NA	NA	NA	NA	367
IN	10.63	93.29	14.38	92.87	37.00	99.79	50.00	99.79	477
IA	8.26	66.23	16.23	64.04	33.90	67.98	56.54	68.42	228
KS	7.07	11.96	11.95	4.78	40.11	47.85	54.69	50.72	209
KY	5.12	24.57	12.00	2.39	38.07	42.61	50.45	46.30	460
LA	10.31	79.52	15.18	64.46	43.16	78.92	53.45	83.43	332
ME	4.87	19.61	10.70	14.71	44.87	53.92	59.37	54.90	102
MD	NA	NA	NA	NA	NA	NA	NA	NA	32
MA	2.64	6.67	10.47	0.00	34.33	40.00	46.67	40.00	15
MI	3.15	43.12	9.96	42.08	NA	NA	NA	NA	385
MN	2.13	6.28	12.31	3.38	44.58	50.72	57.62	52.17	207
MS	1.86	88.84	12.63	88.84	31.26	92.94	46.94	92.94	439
MO	7.96	41.01	14.79	33.33	47.18	54.61	66.52	56.80	456
MT	9.80	12.10	13.96	4.46	45.45	44.59	60.66	47.77	157

5. States

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	4.57	28.37	10.55	21.99	31.06	51.06	44.78	53.90	141
NV	20.50	95.12	16.00	95.12	44.25	95.12	37.67	96.34	82
NH	1.95	4.76	11.46	11.11	47.00	47.62	55.03	50.79	63
NJ	4.44	32.00	11.73	20.00	40.52	54.00	56.70	54.00	50
NM	NA	NA	NA	NA	NA	NA	NA	NA	204
NY	2.73	15.09	11.18	12.45	40.97	71.32	52.55	72.45	265
NC	10.66	87.36	10.52	43.03	40.31	70.48	47.57	71.46	918
ND	6.76	38.75	17.65	11.25	43.14	53.75	61.74	61.25	80
OH	5.48	27.25	11.47	4.39	36.55	42.26	52.02	43.19	433
OK	10.21	95.92	16.97	90.96	47.93	91.55	52.91	93.59	343
OR	2.96	20.59	12.86	17.28	41.74	87.50	61.27	87.87	272
PA	5.70	82.04	12.09	62.24	39.97	81.22	51.55	81.22	490
RI	2.60	44.44	7.13	11.11	40.00	11.11	46.71	22.22	9
SC	NA	NA	NA	NA	NA	NA	NA	NA	518
SD	14.19	49.02	15.46	32.35	38.83	59.80	55.25	64.71	102
TN	8.88	64.50	13.89	30.30	44.42	45.89	54.40	52.38	462
TX	13.96	98.42	13.73	97.73	49.67	97.94	63.77	97.87	1,453
UT	3.61	27.55	18.01	7.14	49.74	60.20	56.53	69.39	98
VT	7.71	35.19	12.20	9.26	42.70	57.41	60.82	59.26	54
VA	NA	NA	NA	NA	NA	NA	NA	NA	428
WA	NA	NA	NA	NA	NA	NA	NA	NA	284
WV	10.04	70.00	15.79	68.00	44.54	82.67	57.88	84.00	150
WI	4.96	27.13	11.89	28.08	41.52	75.08	56.28	74.45	317
WY	5.62	30.77	21.06	20.88	48.44	62.64	63.10	68.13	91
U.S.	5.40	61.65	12.97	54.08	41.18	79.68	54.95	80.77	14,938
PR	5.16	77.04	11.15	75.56	NA	NA	NA	NA	135

*Includes fatal crashes for which both times were known.
 NA = not available or not applicable.

5. States

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	3.91	15.88	10.45	7.80	28.85	57.94	44.71	57.94	359
AK	2.73	52.17	6.92	43.48	22.00	52.17	29.91	52.17	23
AZ	2.52	38.96	6.78	34.47	23.64	65.53	31.16	66.23	847
AR	4.43	19.23	6.18	15.87	27.21	90.87	40.47	90.87	208
CA	6.15	84.06	18.56	94.52	29.00	99.96	21.38	99.72	2,810
CO	1.70	20.65	5.51	19.72	17.51	56.84	24.35	57.08	431
CT	1.70	18.07	6.97	38.96	29.15	65.46	38.91	65.86	249
DE	3.08	25.00	6.26	7.50	26.35	36.25	34.98	37.50	80
DC	6.88	17.95	4.74	10.26	23.53	61.54	29.93	61.54	39
FL	1.54	98.46	7.33	98.34	NA	NA	NA	NA	2,404
GA	4.88	22.86	8.27	13.78	29.08	55.31	40.65	56.94	980
HI	3.47	1.25	8.32	1.25	26.80	43.75	37.84	43.75	80
ID	2.41	7.79	5.86	5.19	25.50	97.40	37.00	97.40	77
IL	2.20	26.97	6.40	28.65	0.00	99.87	4.00	99.87	775
IN	3.67	89.32	7.42	87.67	12.00	99.73	16.00	99.73	365
IA	2.70	40.00	6.95	39.00	21.80	46.00	31.59	46.00	100
KS	3.17	6.29	5.99	3.50	27.06	39.16	35.74	39.16	143
KY	2.74	11.11	7.00	1.63	30.13	29.41	39.07	30.72	306
LA	7.71	81.49	9.31	68.12	32.40	76.35	45.21	84.32	389
ME	2.29	32.00	6.95	24.00	22.86	44.00	32.50	44.00	25
MD	55.00	99.81	0.00	99.81	0.00	99.81	55.00	99.81	538
MA	3.59	15.81	6.16	0.65	29.14	28.71	36.60	29.68	310
MI	2.89	59.58	6.80	57.83	NA	NA	NA	NA	626
MN	2.55	5.59	7.23	3.73	29.67	40.99	38.65	40.99	161
MS	0.97	86.70	11.03	86.70	28.63	91.28	40.37	91.28	218
MO	5.26	38.01	7.27	26.92	24.82	39.82	34.22	40.95	442
MT	8.50	44.44	6.50	38.89	17.90	72.22	29.78	75.00	36

5. States

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	1.83	9.38	5.36	4.69	22.47	23.44	29.88	25.00	64
NV	4.50	74.24	4.88	72.73	20.86	73.86	29.84	73.86	264
NH	2.06	8.47	7.24	6.78	29.18	32.20	38.62	33.90	59
NJ	4.70	21.40	6.83	12.84	31.55	36.77	41.75	37.74	514
NM	NA	NA	NA	NA	NA	NA	NA	NA	198
NY	2.24	40.42	6.70	43.02	27.26	70.93	35.58	70.93	767
NC	4.71	54.61	7.76	31.83	29.07	65.73	37.19	68.55	531
ND	3.07	12.50	8.57	12.50	24.55	31.25	34.64	31.25	16
OH	3.85	15.27	6.36	3.78	23.55	29.69	32.75	30.25	714
OK	2.86	95.24	8.55	92.52	26.27	92.52	35.10	92.86	294
OR	2.20	25.95	6.36	24.43	26.82	70.23	35.19	70.23	262
PA	3.46	63.96	7.43	53.35	25.59	70.05	34.20	70.20	641
RI	4.95	35.09	6.23	0.00	27.24	12.28	34.10	15.79	57
SC	NA	NA	NA	NA	NA	NA	NA	NA	458
SD	2.00	38.46	5.06	38.46	17.36	57.69	24.00	57.69	26
TN	6.02	53.17	8.60	36.38	28.59	46.16	38.00	52.91	756
TX	2.89	98.05	9.28	97.76	26.58	97.81	38.61	96.94	2,415
UT	1.42	11.76	6.51	1.96	25.89	41.18	33.52	41.83	153
VT	3.00	25.00	7.13	0.00	38.75	50.00	45.75	50.00	8
VA	NA	NA	NA	NA	NA	NA	NA	NA	417
WA	NA	NA	NA	NA	NA	NA	NA	NA	439
WV	4.21	71.08	7.44	69.88	29.48	74.70	40.61	72.29	83
WI	4.69	44.60	5.89	49.30	26.17	75.59	33.10	75.59	213
WY	2.61	40.00	7.29	30.00	21.08	56.67	27.92	60.00	30
U.S.	3.65	63.07	7.33	60.76	26.80	78.71	36.06	79.26	22,400
PR	4.68	88.27	14.38	87.04	2.00	99.38	60.00	99.38	162

*Includes crashes for which both times were known.

NA = not available.

5. States

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
New York	NY	204	85	41.7	8,258,035	2.47	1.03
Los Angeles	CA	329	145	44.1	3,820,914	8.61	3.79
Chicago	IL	167	51	30.5	2,664,452	6.27	1.91
Houston	TX	296	98	33.1	2,314,157	12.79	4.23
Phoenix	AZ	308	109	35.4	1,650,070	18.67	6.61
Philadelphia	PA	135	56	41.5	1,550,542	8.71	3.61
San Antonio	TX	178	70	39.3	1,495,295	11.90	4.68
San Diego	CA	94	39	41.5	1,388,320	6.77	2.81
Dallas	TX	207	66	31.9	1,302,868	15.89	5.07
Jacksonville	FL	164	41	25.0	985,843	16.64	4.16
Austin	TX	94	39	41.5	979,882	9.59	3.98
Fort Worth	TX	118	41	34.7	978,468	12.06	4.19
San Jose	CA	61	27	44.3	969,655	6.29	2.78
Columbus	OH	98	24	24.5	913,175	10.73	2.63
Charlotte	NC	89	23	25.8	911,311	9.77	2.52
Indianapolis	IN	120	31	25.8	879,293	13.65	3.53
San Francisco	CA	34	18	52.9	808,988	4.20	2.23
Seattle	WA	35	13	37.1	755,078	4.64	1.72
Denver	CO	76	28	36.8	716,577	10.61	3.91
Oklahoma City	OK	101	26	25.7	702,767	14.37	3.70
Nashville	TN	110	31	28.2	687,788	15.99	4.51
Washington	DC	44	14	31.8	678,972	6.48	2.06
El Paso	TX	84	20	23.8	678,958	12.37	2.95
Las Vegas	NV	42	13	31.0	660,929	6.35	1.97
Boston	MA	18	7	38.9	653,833	2.75	1.07
Detroit	MI	131	36	27.5	633,218	20.69	5.69
Portland	OR	69	23	33.3	630,498	10.94	3.65
Louisville	KY	118	28	23.7	622,981	18.94	4.49
Memphis	TN	244	57	23.4	618,639	39.44	9.21
Baltimore	MD	46	23	50.0	565,239	8.14	4.07
Milwaukee	WI	79	18	22.8	561,385	14.07	3.21
Albuquerque	NM	109	52	47.7	560,274	19.45	9.28
Tucson	AZ	147	35	23.8	547,239	26.86	6.40
Fresno	CA	52	20	38.5	545,716	9.53	3.66
Sacramento	CA	69	26	37.7	526,384	13.11	4.94
Mesa	AZ	69	14	20.3	511,648	13.49	2.74
Atlanta	GA	84	23	27.4	510,823	16.44	4.50
Kansas City	MO	98	15	15.3	510,704	19.19	2.94
Colorado Springs	CO	48	8	16.7	488,664	9.82	1.64

Source: Population—Census Bureau

5. States

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
Omaha	NE	33	3	9.1	483,335	6.83	0.62
Raleigh	NC	43	9	20.9	482,295	8.92	1.87
Miami	FL	67	31	46.3	455,924	14.70	6.80
Virginia Beach	VA	37	9	24.3	453,649	8.16	1.98
Long Beach	CA	40	16	40.0	449,468	8.90	3.56
Oakland	CA	31	13	41.9	436,504	7.10	2.98
Minneapolis	MN	28	7	25.0	425,115	6.59	1.65
Bakersfield	CA	55	19	34.5	413,381	13.30	4.60
Tulsa	OK	78	17	21.8	411,894	18.94	4.13
Tampa	FL	51	19	37.3	403,364	12.64	4.71
Arlington	TX	42	9	21.4	398,431	10.54	2.26
Wichita	KS	40	10	25.0	396,119	10.10	2.52
Aurora	CO	65	17	26.2	395,052	16.45	4.30
New Orleans	LA	60	16	26.7	364,136	16.48	4.39
Cleveland	OH	59	12	20.3	362,656	16.27	3.31
Honolulu	HI	19	7	36.8	341,778	5.56	2.05
Anaheim	CA	26	6	23.1	340,512	7.64	1.76
Henderson	NV	4	2	50.0	337,305	1.19	0.59
Orlando	FL	39	15	38.5	320,742	12.16	4.68
Lexington	KY	49	22	44.9	320,154	15.31	6.87
Stockton	CA	35	11	31.4	319,543	10.95	3.44
Riverside	CA	35	13	37.1	318,858	10.98	4.08
Corpus Christi	TX	37	9	24.3	316,595	11.69	2.84
Irvine	CA	12	2	16.7	314,621	3.81	0.64
Cincinnati	OH	38	10	26.3	311,097	12.21	3.21
Santa Ana	CA	24	15	62.5	310,539	7.73	4.83
Newark	NJ	31	10	32.3	304,960	10.17	3.28
St. Paul	MN	13	2	15.4	303,820	4.28	0.66
Pittsburgh	PA	20	7	35.0	303,255	6.60	2.31
Greensboro	NC	33	11	33.3	302,296	10.92	3.64
Durham	NC	26	7	26.9	296,186	8.78	2.36
Lincoln	NE	12	1	8.3	294,757	4.07	0.34
Jersey City	NJ	12	3	25.0	291,657	4.11	1.03
Plano	TX	17	7	41.2	290,190	5.86	2.41
Anchorage	AK	15	6	40.0	286,075	5.24	2.10
North Las Vegas	NV	24	4	16.7	284,771	8.43	1.40
St. Louis	MO	52	9	17.3	281,754	18.46	3.19
Madison	WI	17	6	35.3	280,305	6.06	2.14
Chandler	AZ	31	5	16.1	280,167	11.06	1.78

Source: Population—Census Bureau

5. States

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
Gilbert	AZ	13	2	15.4	275,411	4.72	0.73
Reno	NV	18	10	55.6	274,915	6.55	3.64
Buffalo	NY	22	8	36.4	274,678	8.01	2.91
Chula Vista	CA	12	2	16.7	274,333	4.37	0.73
Fort Wayne	IN	15	5	33.3	269,994	5.56	1.85
Lubbock	TX	39	9	23.1	266,878	14.61	3.37
Toledo	OH	35	7	20.0	265,304	13.19	2.64
St. Petersburg	FL	26	8	30.8	263,553	9.87	3.04
Laredo	TX	23	6	26.1	257,602	8.93	2.33
Irving	TX	22	4	18.2	254,373	8.65	1.57
Chesapeake	VA	17	2	11.8	253,886	6.70	0.79
Glendale	AZ	46	16	34.8	253,855	18.12	6.30
Winston-Salem	NC	36	6	16.7	252,975	14.23	2.37
Port St. Lucie	FL	14	3	21.4	245,021	5.71	1.22
Scottsdale	AZ	25	4	16.0	244,394	10.23	1.64
Garland	TX	22	5	22.7	243,470	9.04	2.05
Boise City	ID	15	7	46.7	235,421	6.37	2.97
Norfolk	VA	15	2	13.3	230,930	6.50	0.87
Spokane	WA	20	11	55.0	229,447	8.72	4.79
Richmond	VA	29	8	27.6	229,247	12.65	3.49
Fremont	CA	11	4	36.4	226,208	4.86	1.77
Huntsville	AL	29	4	13.8	225,564	12.86	1.77
Frisco	TX	5	2	40.0	225,007	2.22	0.89
Cape Coral	FL	21	3	14.3	224,455	9.36	1.34
Santa Clarita	CA	8	2	25.0	224,028	3.57	0.89
San Bernardino	CA	53	18	34.0	223,728	23.69	8.05
Tacoma	WA	45	7	15.6	222,906	20.19	3.14
Hialeah	FL	22	8	36.4	221,300	9.94	3.62
Baton Rouge	LA	42	16	38.1	219,573	19.13	7.29
Modesto	CA	21	11	52.4	218,915	9.59	5.02
Fontana	CA	29	10	34.5	215,465	13.46	4.64
McKinney	TX	9	3	33.3	213,509	4.22	1.41
Moreno Valley	CA	12	4	33.3	212,392	5.65	1.88
Des Moines	IA	18	2	11.1	210,381	8.56	0.95
Fayetteville	NC	24	5	20.8	209,749	11.44	2.38
Salt Lake City	UT	23	7	30.4	209,593	10.97	3.34
Yonkers	NY	6	1	16.7	207,657	2.89	0.48
Worcester	MA	7	0	0.0	207,621	3.37	0.00
Rochester	NY	18	12	66.7	207,274	8.68	5.79

Source: Population—Census Bureau

5. States

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
Sioux Falls	SD	12	3	25.0	206,410	5.81	1.45
Little Rock	AR	53	21	39.6	203,842	26.00	10.30
Amarillo	TX	24	10	41.7	202,408	11.86	4.94
Tallahassee	FL	21	9	42.9	202,221	10.38	4.45
Grand Prairie	TX	20	3	15.0	202,134	9.89	1.48
Columbus	GA	26	5	19.2	201,877	12.88	2.48
Augusta	GA	45	17	37.8	200,884	22.40	8.46
Peoria	AZ	17	4	23.5	198,750	8.55	2.01
Oxnard	CA	14	1	7.1	198,488	7.05	0.50
Knoxville	TN	61	9	14.8	198,162	30.78	4.54
Overland Park	KS	8	1	12.5	197,089	4.06	0.51
Birmingham	AL	49	13	26.5	196,644	24.92	6.61
Grand Rapids	MI	19	6	31.6	196,608	9.66	3.05
Vancouver	WA	17	2	11.8	196,442	8.65	1.02
Montgomery	AL	28	6	21.4	195,287	14.34	3.07
Huntington Beach	CA	11	2	18.2	192,129	5.73	1.04
Providence	RI	10	4	40.0	190,792	5.24	2.10
Brownsville	TX	18	11	61.1	190,158	9.47	5.78
Tempe	AZ	35	6	17.1	189,834	18.44	3.16
Akron	OH	22	6	27.3	188,701	11.66	3.18
Glendale	CA	6	1	16.7	187,050	3.21	0.53
Chattanooga	TN	37	14	37.8	187,030	19.78	7.49
Fort Lauderdale	FL	33	13	39.4	184,255	17.91	7.06
Newport News	VA	12	3	25.0	183,118	6.55	1.64
Mobile	AL	37	15	40.5	182,595	20.26	8.21
Ontario	CA	20	5	25.0	182,457	10.96	2.74
Clarksville	TN	31	5	16.1	180,716	17.15	2.77
Cary	NC	5	3	60.0	180,010	2.78	1.67
Elk Grove	CA	5	1	20.0	178,444	2.80	0.56
Shreveport	LA	27	4	14.8	177,959	15.17	2.25
Eugene	OR	12	5	41.7	177,899	6.75	2.81
Aurora	IL	9	1	11.1	177,563	5.07	0.56
Salem	OR	14	4	28.6	177,432	7.89	2.25
Santa Rosa	CA	1	1	100.0	175,845	0.57	0.57
Rancho Cucamonga	CA	16	4	25.0	174,405	9.17	2.29
Pembroke Pines	FL	11	3	27.3	171,119	6.43	1.75
Fort Collins	CO	13	2	15.4	170,376	7.63	1.17
Springfield	MO	33	5	15.2	170,188	19.39	2.94
Oceanside	CA	14	2	14.3	170,020	8.23	1.18

Source: Population—Census Bureau

5. States

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed			Total	Pedestrian
			Number	Percentage of Total Killed			
Garden Grove	CA	10	4	40.0	168,234	5.94	2.38
Lancaster	CA	25	4	16.0	166,236	15.04	2.41
Murfreesboro	TN	15	1	6.7	165,430	9.07	0.60
Palmdale	CA	20	3	15.0	161,404	12.39	1.86
Corona	CA	21	7	33.3	160,238	13.11	4.37
Killeen	TX	14	4	28.6	159,643	8.77	2.51
Salinas	CA	2	1	50.0	159,506	1.25	0.63
Roseville	CA	9	0	0.0	159,135	5.66	0.00
Denton	TX	15	2	13.3	158,349	9.47	1.26
Surprise	AZ	17	1	5.9	158,285	10.74	0.63
Macon	GA	37	13	35.1	156,512	23.64	8.31
Paterson	NJ	8	0	0.0	156,452	5.11	0.00
Lakewood	CO	20	5	25.0	155,961	12.82	3.21
Hayward	CA	8	1	12.5	155,675	5.14	0.64
Charleston	SC	23	7	30.4	155,369	14.80	4.51
Alexandria	VA	2	0	0.0	155,230	1.29	0.00
Hollywood	FL	12	4	33.3	153,859	7.80	2.60
Springfield	MA	15	7	46.7	153,672	9.76	4.56
Kansas City	KS	26	7	26.9	152,933	17.00	4.58
Sunnyvale	CA	7	4	57.1	151,967	4.61	2.63
Bellevue	WA	1	0	0.0	151,574	0.66	0.00
Joliet	IL	11	1	9.1	150,489	7.31	0.66
Naperville	IL	3	1	33.3	150,245	2.00	0.67

Source: Population—Census Bureau

5. States

Table 125. Fatalities and Fatality Rates, by State, 1975-2023

State	Fatalities										Fatality Rate per 100 Million VMT									
	1975	1985	1995	2000	2005	2010	2015	2020	2023	Difference, 1975-2023	1975	1985	1995	2000	2005	2010	2015	2020	2023	Difference, 1975-2023
AL	902	882	1,114	996	1,148	862	850	934	974	+8%	3.63	2.51	2.20	1.76	1.92	1.34	1.26	1.26	1.35	-63%
AK	112	127	87	106	73	56	65	64	60	-46%	4.38	3.17	2.11	2.30	1.45	1.17	1.29	1.29	1.07	-76%
AZ	670	893	1,035	1,036	1,179	759	897	1,053	1,304	+95%	4.19	4.14	2.61	2.11	1.97	1.27	1.38	1.38	1.73	-59%
AR	559	534	631	652	654	571	550	651	596	+7%	4.01	3.12	2.37	2.24	2.05	1.70	1.58	1.58	1.52	-62%
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,387	3,980	4,061	-1%	3.09	2.39	1.52	1.22	1.32	0.84	1.01	1.01	1.28	-59%
CO	581	579	645	681	606	450	547	622	720	+24%	3.50	2.21	1.84	1.63	1.26	0.96	1.08	1.08	1.32	-62%
CT	389	448	317	341	278	320	270	299	308	-21%	2.13	2.00	1.13	1.11	0.88	1.02	0.85	0.85	1.01	-53%
DE	122	104	121	123	133	101	131	116	135	+11%	3.37	1.94	1.61	1.49	1.40	1.13	1.32	1.32	1.39	-59%
DC	70	60	58	48	48	24	23	36	44	-37%	2.27	1.86	1.67	1.37	1.29	0.67	0.65	0.65	1.26	-44%
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,938	3,329	3,396	+70%	3.24	3.22	2.19	1.99	1.75	1.25	1.42	1.42	1.42	-56%
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,432	1,658	1,615	+19%	3.46	2.53	1.74	1.47	1.52	1.12	1.21	1.21	1.28	-63%
HI	144	126	130	132	140	113	93	85	93	-35%	3.47	1.86	1.64	1.55	1.39	1.13	0.90	0.90	0.89	-74%
ID	281	255	262	276	275	209	216	214	275	-2%	4.78	3.31	2.13	2.04	1.85	1.32	1.30	1.30	1.39	-71%
IL	2,041	1,534	1,586	1,418	1,363	927	998	1,193	1,241	-39%	3.56	2.17	1.68	1.38	1.27	0.88	0.95	0.95	1.21	-66%
IN	1,128	974	960	886	938	754	817	897	898	-20%	3.02	2.39	1.49	1.25	1.31	1.00	1.04	1.04	1.05	-65%
IA	670	474	527	445	450	390	320	343	377	-44%	3.75	2.35	2.03	1.51	1.45	1.24	0.96	0.96	1.13	-70%
KS	509	486	442	461	428	431	355	426	387	-24%	3.29	2.52	1.76	1.64	1.44	1.44	1.13	1.13	1.22	-63%
KY	863	712	849	820	985	760	761	780	814	-6%	3.50	2.50	2.07	1.75	2.08	1.58	1.56	1.56	1.66	-53%
LA	934	931	894	938	963	721	752	828	811	-13%	4.60	2.79	2.31	2.30	2.14	1.59	1.56	1.56	1.46	-68%
ME	223	206	187	169	169	161	156	164	135	-39%	3.14	2.22	1.49	1.19	1.13	1.11	1.07	1.07	0.91	-71%
MD	670	729	671	588	614	496	520	573	621	-7%	2.66	2.19	1.50	1.17	1.09	0.88	0.90	0.90	1.08	-59%
MA	864	742	444	433	441	347	344	343	343	-60%	2.75	1.87	0.92	0.82	0.80	0.64	0.58	0.58	0.56	-80%
MI	1,779	1,545	1,530	1,382	1,129	942	967	1,086	1,094	-39%	3.06	2.29	1.79	1.41	1.09	0.97	0.99	0.99	1.11	-64%
MN	754	608	597	625	559	411	411	394	409	-46%	2.94	1.86	1.35	1.19	0.98	0.73	0.72	0.72	0.70	-76%
MS	546	662	868	949	931	641	677	748	732	+34%	3.80	3.45	2.94	2.67	2.32	1.61	1.70	1.70	1.79	-53%
MO	1,045	931	1,109	1,157	1,257	821	870	987	991	-5%	3.41	2.37	1.87	1.72	1.83	1.16	1.21	1.21	1.23	-64%
MT	291	223	215	237	251	189	224	213	208	-29%	5.08	3.03	2.28	2.40	2.26	1.69	1.81	1.81	1.52	-70%

5. States

Table 125. Fatalities and Fatality Rates, by State, 1975-2023 (Continued)

State	Fatalities										Fatality Rate per 100 Million VMT									
	1975	1985	1995	2000	2005	2010	2015	2020	2023	Difference, 1975-2023	1975	1985	1995	2000	2005	2010	2015	2020	2023	Difference, 1975-2023
NE	369	237	254	276	276	190	246	233	227	-38%	3.29	1.97	1.61	1.53	1.43	0.98	1.22	1.22	1.07	-67%
NV	218	259	313	323	427	257	326	333	389	+78%	4.74	3.42	2.24	1.83	2.06	1.16	1.26	1.26	1.40	-70%
NH	151	191	118	126	166	128	114	104	130	-14%	2.85	2.53	1.11	1.05	1.24	0.98	0.87	0.87	0.96	-66%
NJ	1,043	964	774	731	747	556	561	586	606	-42%	2.15	1.83	1.27	1.08	1.01	0.76	0.74	0.74	0.78	-64%
NM	555	535	485	432	488	349	298	398	437	-21%	5.59	4.03	2.29	1.90	2.04	1.38	1.09	1.09	1.55	-72%
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,136	1,045	1,114	-53%	3.63	2.22	1.46	1.13	1.03	0.92	0.93	0.93	0.93	-74%
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,379	1,538	1,561	+4%	4.14	2.97	1.90	1.74	1.53	1.29	1.23	1.23	1.28	-69%
ND	167	90	74	86	123	105	131	100	106	-37%	3.71	1.61	1.13	1.19	1.62	1.27	1.31	1.31	1.07	-71%
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,110	1,230	1,242	-30%	2.75	2.18	1.35	1.29	1.20	0.97	0.98	0.98	1.10	-60%
OK	757	744	669	650	803	668	645	653	718	-5%	3.33	2.39	1.74	1.50	1.71	1.40	1.35	1.35	1.57	-53%
OR	562	559	574	451	487	317	446	507	587	+4%	3.53	2.61	1.91	1.33	1.38	0.94	1.24	1.24	1.59	-55%
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,200	1,129	1,211	-42%	3.26	2.35	1.57	1.49	1.50	1.32	1.19	1.19	1.21	-63%
RI	110	109	69	80	87	67	45	67	71	-35%	1.94	1.87	1.00	0.96	1.05	0.81	0.57	0.57	0.94	-52%
SC	820	951	881	1,065	1,094	809	979	1,066	1,047	+28%	3.98	3.56	2.28	2.34	2.21	1.65	1.89	1.89	1.72	-57%
SD	195	130	158	173	186	140	134	141	140	-28%	3.76	2.07	2.06	2.05	2.22	1.58	1.44	1.44	1.35	-64%
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	1,217	1,323	+17%	3.42	3.03	2.24	1.99	1.79	1.47	1.25	1.25	1.59	-54%
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,582	3,876	4,291	+27%	3.99	2.57	1.76	1.72	1.50	1.29	1.39	1.39	1.43	-64%
UT	272	303	325	373	282	253	278	276	280	+3%	3.42	2.52	1.73	1.65	1.12	0.95	0.94	0.94	0.81	-76%
VT	143	115	106	76	73	71	57	62	69	-52%	4.32	2.45	1.71	1.12	0.95	0.98	0.78	0.78	0.96	-78%
VA	993	976	900	929	947	740	754	850	913	-8%	2.87	2.04	1.29	1.24	1.18	0.90	0.91	0.91	1.04	-64%
WA	758	744	653	631	649	460	551	574	810	+7%	3.16	2.16	1.33	1.18	1.17	0.80	0.92	0.92	1.35	-57%
WV	461	420	376	411	374	315	268	267	260	-44%	4.36	3.32	2.16	2.14	1.82	1.64	1.35	1.35	1.63	-63%
WI	930	744	745	799	815	572	566	612	583	-37%	3.25	2.03	1.45	1.40	1.36	0.96	0.91	0.91	0.87	-73%
WY	210	152	170	152	170	155	145	127	144	-31%	5.36	2.81	2.41	1.88	1.88	1.66	1.51	1.51	1.51	-72%
U.S.	44,525	43,825	41,817	41,945	43,510	32,999	35,484	39,007	40,901	-8%	3.35	2.47	1.73	1.53	1.46	1.11	1.15	1.15	1.26	-62%
PR	496	600	595	568	457	340	310	242	307	-38%	7.27	5.74	3.83	3.23	2.35	1.83	2.13	2.13	2.05	-72%

Source: VMT—FHWA

5. States

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory seat belt use law was enacted in New York in 1984. Adult seat belt use laws are now in effect in 49 States, the District of Columbia, and Puerto Rico. The laws differ from State to State, according to the type and age of the vehicle, occupant age and seating position, etc. The goal of these laws is to promote seat belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2023 there were 35 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect, enabling law enforcement officers to stop vehicles and write citations when they observed violations of the seat belt law. In 14 States the laws specified secondary enforcement, meaning that law enforcement officers were permitted to write citations only after a vehicle was stopped for some other traffic infraction. New Hampshire is the only State without a seat belt law for adults, although it does have a primary child passenger safety law that covers all drivers and passengers younger than 18.

The first mandatory child restraint use law was implemented in Tennessee in 1978. Since 1985 all 50 States and the District of Columbia have had child restraint use laws in effect. Child restraint use laws differ from State to State, in terms of the ages of children covered and in other important ways, including height and weight limits, seating position requirements, and various exemptions and exceptions.

The most current information on seat belt laws and child passenger safety laws is available on the website of the Governors Highway Safety Association (GHSA) at www.ghsa.org.

- Seat belt laws—<https://www.ghsa.org/state-laws-issues/seat-belt-use>
- Child passenger safety laws—<https://www.ghsa.org/state-laws-issues/child-passengers>

In 2023 seat belt use rates in the United States ranged from 73.2 percent in Virginia to 98.4 percent in Hawaii. Twenty-seven States and the District of Columbia achieved belt use rates of 90.0 percent or higher. These results are from probability-based observational surveys conducted by 50 States, the District of Columbia, and U.S. Territories. The nationwide seat belt use rate in 2023 was 91.9 percent, as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey, which is independent from State belt use surveys. Observed seat belt use rates for the States and the Nation in 2023 can be found in [Seat Belt Use in 2023—Use Rates in the States and Territories](#) (NCSA, 2023a).

Motorcycle Helmet Use Laws

In 2023 there were 18 States, the District of Columbia, and Puerto Rico that required helmet use by all motorcyclists. In 29 States helmet use was required for only a subset of motorcyclists (typically, motorcyclists under age 18), and three States (Illinois, Iowa, and New Hampshire) do not require helmet use for motorcyclists of any age.

The most current information on helmet use laws is available on the GHSA website at www.ghsa.org/state-laws/issues/motorcyclists.

5. States

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 73.8 percent in 2023. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. In 2023 DOT compliant motorcycle helmet use in States requiring all to use helmets was 82.7 percent compared to 65.9 percent in other States. Information on motorcycle helmet use in 2023 can be found in [Motorcycle Helmet Use in 2023—Overall Results](#) (NCSA, 2023b).

Appendix

Appendix A: FARS Data Elements

2023 Fatality Analysis Reporting System Data Elements

Crash Level

Arrival Time EMS	Number of Motor Vehicle Occupant Forms Submitted
Atmospheric Conditions	Number of Vehicle Forms Submitted
City	Rail Grade Crossing Identifier
County	Related Factors—Crash Level
Crash Date	Relation to Junction
Crash Events	Relation to Trafficway
Crash Time	Road Ownership
EMS Time at Hospital	Route Signing
First Harmful Event	Rural Urban Classification and Functional System
Global Position	School-Bus-Related
Light Condition	Special Jurisdiction
Manner of Collision	State
Milepoint	Trafficway Identifier
National Highway System	Type of Intersection
Notification Time EMS	Work Zone
Number of Forms Submitted for Persons Not in Motor Vehicles	

Vehicle Level

Areas of Impact—Initial Contact Point	Pre-Impact Stability
Areas of Impact—Damaged Areas	Registered Vehicle Owner
Attempted Avoidance Maneuver	Registration State
Body Class	Related Factors—Vehicle Level
Body Type	Roadway Alignment
Bus Use	Roadway Grade
Cargo Body Type	Roadway Surface Conditions
Contributing Circumstances, Motor Vehicle	Roadway Surface Type
Crash Type	Rollover
Critical Event	Sequence of Events
Device Functioning	Special Use
Emergency Motor Vehicle Use	Speed Limit
Extent of Damage	Total Lanes in Roadway
Final Stage Body Class	Traffic Control Device
Fire Occurrence	Trafficway Description
Gross Vehicle Weight Rating, Power Unit	Trailer Vehicle Identification Number
Gross Vehicle Weight Rating, Trailer	Travel Speed
Hazardous Material Involvement/Placard	Underride/Override
Hit-and-Run	Unit Type
Jackknife	Vehicle Configuration
Location of Rollover	Vehicle Identification Number
Most Harmful Event	Vehicle Make
Motor Carrier Identification Number	Vehicle Model
Number of Occupants	Vehicle Model Year
Pre-Event Movement (Prior to Recognition of Critical Event)	Vehicle Number
Pre-Impact Location	Vehicle Removal
	Vehicle Trailing

Appendix A: FARS Data Elements

Driver Level

Commercial Motor Vehicle License Status	Driver's ZIP Code
Compliance With Commercial Driver's License (CDL) Endorsements	License Compliance With Class of Vehicle
Compliance With License Restrictions	Non-CDL License Type/Status
Condition (Impairment) at Time of Crash	Previous DWI Convictions
Date of Oldest Crash, Suspension, Conviction	Previous Other Moving Violation Convictions
Date of Most Recent Crash, Suspension, Conviction	Previous Recorded Crashes
Driver Distracted By	Previous Recorded Suspensions, Revocations, and Withdrawals
Driver Height	Previous Speeding Convictions
Driver Maneuvered to Avoid	Related Factors—Driver Level
Driver Presence	Speeding-Related
Driver Weight	Vehicle Number
Driver's License State	Violations Charged
Driver's Vision Obscured By	

Person (Motor Vehicle Occupant) Level

Age	Helmet Use
Air Bag Deployed	Injury Severity
Alcohol Test	Person Number
Any Indication of Misuse—Restraint System/ Helmet Use	Person Type
Death Date	Police-Reported Alcohol Involvement
Death Time	Police-Reported Drug Involvement
Died at Scene/En Route	Race/Hispanic Origin
Drug Toxicology Results	Related Factors—Person (Motor Vehicle Occupant) Level
Ejection	Restraint System
Ejection Path	Seating Position
Extrication	Sex
Fatal Injury at Work	Transported to First Medical Facility By

Person (Not Motor Vehicle Occupant) Level

Age	Person Type
Alcohol Test	Police-Reported Alcohol Involvement
Condition (Impairment) at Time of Crash	Police-Reported Drug Involvement
Death Date	Race/Hispanic Origin
Death Time	Related Factors—Person (Not a Motor Vehicle Occupant) Level
Died at Scene/En Route	Sex
Drug Toxicology Results	Transported to First Medical Facility By
Fatal Injury at Work	Vehicle Number of Motor Vehicle Striking Non-Motorist
Injury Severity	
Non-Motorist Action/Circumstances at Time of Crash	
Non-Motorist Action/Circumstances Prior to Crash	
Non-Motorist Device Type	
Non-Motorist Device Motorization	
Non-Motorist Distracted By	
Non-Motorist Location at Time of Crash	
Non-Motorist Safety Equipment	
Pedestrian/Bike Typing	
Person Number	

Appendix B: CRSS Data Elements

2023 Crash Report Sampling System Data Elements

Crash Level

Atmospheric Conditions	Related Factors—Crash Level
Crash Events	Relation to Junction
Crash Month	(Non-Interchange vs. Interchange)
Crash Time	Relation to Junction (Specific Location)
First Harmful Event	Relation to Trafficway
Interstate Highway	School-Bus-Related
Light Condition	Type of Intersection
Manner of Collision	Urbanicity
Number of Non-Motorists	Work Zone
Number of Vehicle Forms Submitted	

Vehicle Level

Areas of Impact—Initial Contact Point	Pre-Event Movement
Areas of Impact—Damaged Areas	(Prior to Recognition of Critical Event)
Attempted Avoidance Maneuver	Pre-Impact Location
Body Class	Pre-Impact Stability
Body Type	Related Factors—Vehicle Level
Bus Use	Roadway Alignment
Cargo Body Type	Roadway Grade
Contributing Circumstances, Motor Vehicle	Roadway Surface Conditions
Corrective Action Attempted	Rollover
Crash Type	Sequence of Events
Critical Event	Special Use
Device Functioning	Speed Limit
Emergency Motor Vehicle Use	Total Lanes in Roadway
Extent of Damage	Traffic Control Device
Final Stage Body Class	Trafficway Description
Fire Occurrence	Travel Speed
Gross Vehicle Weight Rating, Power Unit	Unit Type
Gross Vehicle Weight Rating, Trailer	Vehicle Configuration
Hazardous Material Involvement/Placard	Vehicle Identification Number
Hit-and-Run	Vehicle Make
Jackknife	Vehicle Model
Location of Rollover	Vehicle Model Year
Most Harmful Event	Vehicle Number
Motor Carrier Identification Number	Vehicle Removal
Number of Occupants	Vehicle Trailing
Number of Occupants Coded	

Appendix B: CRSS Data Elements

Driver Level

Condition (Impairment) at Time of Crash
Driver Distracted By
Driver Maneuvered to Avoid
Driver Presence
Driver's Vision Obscured By

Driver's ZIP Code
Related Factors—Driver Level
Speeding-Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/
Helmet Use
Ejection
Helmet Use
Injury Severity
Person Number
Person Type

Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person
(Motor Vehicle Occupant) Level
Restraint System
Seating Position
Sex
Transported to First Medical Facility By
Vehicle Number

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Injury Severity
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Device Type
Non-Motorist Device Motorization
Non-Motorist Distracted By
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment

Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person
(Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking
Non-Motorist

Appendix C: CRSS Technical Notes

Standard Errors

The estimates generated using CRSS data are subject to sampling errors, because they are based on a probability sample of crashes instead of all crashes. The sampling error is a measure of the variability of an estimator from its mean under repeated sample selections. The magnitude of the sampling error depends on the study variable, the estimator used, and the CRSS sample design.

The CRSS sample was selected with design features such as stratification, clustering, and unequal selection probabilities (see [Crash Report Sampling System: Sample Design and Weighting](#) (Zhang, Noh, et al., 2019a) for more details). As a result, the CRSS sample is not a simple random sample. Failing to consider these design features in the estimation can cause bias in both the CRSS point estimates and the associated standard error estimates.

Estimation methods and computer software have been developed to make estimates from complex survey data like CRSS. Specialized procedures for analysis of complex survey data, such as SAS PROC SURVEY procedures and SUDAAN procedures, should be used for CRSS data analysis, along with proper design statements. See [Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs](#) (Zhang, Subramanian, et al., 2019b) for some basic concepts of complex survey data analysis and examples.

For readers who do not have access to the specialized software, the generalized variance function (GVF) method can be used to generate ballpark standard error estimates for a large quantity of estimates in a simpler way. With the GVF, readers can plug in the point estimate and calculate its estimated standard error directly. In Traffic Safety Facts annual reports for prior years, NHTSA published separate GVF estimates for the NASS GES crash, vehicle, and people characteristics. For more information see Appendix C of [National Automotive Sampling System \(NASS\) General Estimates System \(GES\) Analytical User's Manual 1988-2015](#) (NHTSA, 2019). Information on the GVFs for CRSS, which replaced NASS GES in 2016, can be found in Appendix C of [Crash Report Sampling System: Generalized Variance Functions](#) (Zhang & Diaz, 2020) and Appendix F of [Crash Report Sampling System Analytical User's Manual, 2016-2023](#) (NCSA, 2025).

Unknowns

CRSS data are obtained either directly from an item on the PCR or by interpreting the information provided in the report through reviewing the crash diagram, the officer’s written summary of the crash, or combinations of variables on the PCR. Because of this interpretation, and because the police officer may not have entered some item of information or provided complete information, data can be missing. Prior to 2010 data, two different statistical procedures were used on NASS GES data to complete values for unknown data. These procedures, univariate and hot-deck imputation, are described in a technical report available from NCSA, *Imputation in the NASS General Estimates System* (Shelton, 1993).

Starting with 2010 data and continuing when CRSS replaced NASS GES, a different statistical procedure called imputation by sequential regression replaced the univariate and hot-deck imputation procedures. Imputation by sequential regression uses a software package called IVEware that was developed by the University of Michigan. In this procedure, covariates are selected automatically using the stepwise regression method before the unknown values are imputed. The only exception is vehicle body type, where its unknown values have been imputed by the univariate and hot-deck imputation procedures. As of 2020, vehicle body type is no longer being imputed. Table C1 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values for 2023.

Table C1. Percentage of Unknowns for 2023 CRSS Data Elements

Crash Level			
Atmospheric Condition	3.9%	Light Condition	0.6%
Crash Severity	3.1%	Manner of Collision	0.3%
Day of Week	0.0%	Minute of Crash.....	0.9%
First Harmful Event.....	<0.1%	Relation to Junction—Specific Location.....	<0.1%
Hour of Crash	0.9%	Relation to Trafficway	<0.1%
Vehicle/Driver Level			
Initial Point of Impact	1.7%	Speed Limit	14.9%
Most Harmful Event.....	<0.1%	Traffic Control Device	17.5%
Roadway Surface Condition	9.3%		
Person Level			
Age	7.2%	Seating Position	1.8%
Injury Severity.....	4.6%	Sex.....	5.7%

Note: For some data elements, counts for the CRSS category “Not Reported” were combined with counts for “Unknown” in the frequencies above.

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Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT
1899	26	—	—	1941	38,142	333,612	11.43	1983	42,589	1,652,788	2.58
1900	36	—	—	1942	27,007	268,224	10.07	1984	44,257	1,720,269	2.57
1901	54	—	—	1943	22,727	208,192	10.92	1985	43,825	1,774,826	2.47
1902	79	—	—	1944	23,165	212,713	10.89	1986	46,087	1,834,872	2.51
1903	117	—	—	1945	26,785	250,173	10.71	1987	46,390	1,921,204	2.41
1904	172	—	—	1946	31,874	340,880	9.35	1988	47,087	2,025,962	2.32
1905	252	—	—	1947	31,193	370,894	8.41	1989	45,582	2,096,487	2.17
1906	338	—	—	1948	30,775	397,957	7.73	1990	44,599	2,144,362	2.08
1907	581	—	—	1949	30,246	424,461	7.13	1991	41,508	2,172,050	1.91
1908	751	—	—	1950	33,186	458,246	7.24	1992	39,250	2,247,151	1.75
1909	1,174	—	—	1951	35,309	491,093	7.19	1993	40,150	2,296,378	1.75
1910	1,599	—	—	1952	36,088	513,581	7.03	1994	40,716	2,357,588	1.73
1911	2,043	—	—	1953	36,190	544,433	6.65	1995	41,817	2,422,823	1.73
1912	2,968	—	—	1954	33,890	561,963	6.03	1996	42,065	2,484,080	1.69
1913	4,079	—	—	1955	36,688	605,646	6.06	1997	42,013	2,552,233	1.65
1914	4,468	—	—	1956	37,965	627,843	6.05	1998	41,501	2,628,148	1.58
1915	6,779	—	—	1957	36,932	647,004	5.71	1999	41,717	2,690,241	1.55
1916	7,766	—	—	1958	35,331	664,653	5.32	2000	41,945	2,746,925	1.53
1917	9,630	—	—	1959	36,223	700,480	5.17	2001	42,196	2,795,610	1.51
1918	10,390	—	—	1960	36,399	718,762	5.06	2002	43,005	2,855,508	1.51
1919	10,896	—	—	1961	36,285	737,421	4.92	2003	42,884	2,890,221	1.48
1920	12,155	—	—	1962	38,980	766,734	5.08	2004	42,836	2,964,788	1.44
1921	13,253	55,027	24.08	1963	41,723	805,249	5.18	2005	43,510	2,989,430	1.46
1922	14,859	67,697	21.95	1964	45,645	846,298	5.39	2006	42,708	3,014,371	1.42
1923	17,870	84,995	21.02	1965	47,089	887,812	5.30	2007	41,259	3,031,124	1.36
1924	18,400	104,838	17.55	1966	50,894	925,899	5.50	2008	37,423	2,976,528	1.26
1925	20,771	122,346	16.98	1967	50,724	964,005	5.26	2009	33,883	2,956,764	1.15
1926	22,194	140,735	15.77	1968	52,725	1,015,869	5.19	2010	32,999	2,967,266	1.11
1927	24,470	158,453	15.44	1969	53,543	1,061,791	5.04	2011	32,479	2,945,194	1.10
1928	26,557	172,856	15.36	1970	52,627	1,109,724	4.74	2012	33,782	2,963,497	1.14
1929	29,592	197,720	14.97	1971	52,542	1,178,811	4.46	2013	32,893	2,982,941	1.10
1930	31,204	206,320	15.12	1972	54,589	1,259,786	4.33	2014	32,744	3,020,377	1.08
1931	31,963	216,151	14.79	1973	54,052	1,313,110	4.12	2015	35,484	3,089,841	1.15
1932	27,979	200,517	13.95	1974	45,196	1,280,544	3.53	2016	37,806	3,173,815	1.19
1933	29,746	200,642	14.83	1975	44,525	1,327,664	3.35	2017	37,473	3,210,248	1.17
1934	34,240	215,563	15.88	1976	45,523	1,402,380	3.25	2018	36,835	3,240,327	1.14
1935	34,494	228,568	15.09	1977	47,878	1,467,027	3.26	2019	36,355	3,261,772	1.11
1936	36,126	252,128	14.33	1978	50,331	1,544,704	3.26	2020	39,007	2,903,622	1.34
1937	37,819	270,110	14.00	1979	51,093	1,529,133	3.34	2021	43,230	3,132,411	1.38
1938	31,083	271,177	11.46	1980	51,091	1,527,295	3.35	2022	42,721	3,196,191	1.34
1939	30,895	285,402	10.83	1981	49,301	1,555,308	3.17	2023	40,901	3,246,817	1.26
1940	32,914	302,188	10.89	1982	43,945	1,595,010	2.76				

Total Traffic Fatalities (1899-2023): 3,996,709

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2023:** NHTSA, FARS; VMT—FHWA - Not Available for Years 1899-1920. Note: A traffic fatality is defined as a death that occurs within 30 days after a traffic crash.

Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100-Percent Seat Belt and Motorcycle Helmet Use, 1975-2017

Year	Lives Saved, Age 4 and Younger	Lives Saved, Age 5 and Older	Lives Saved, Age 13 and Older	Lives Saved, All Ages	Lives Saved	Additional Lives That Would Have Been Saved at 100 Percent Use	
	Child Restraints	Seat Belts	Frontal Air Bags	Motorcycle Helmets	Minimum Drinking Age Law*	Seat Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	307	12,757	2,481	1,486	636	3,690	733
2010	303	12,670	2,403	1,551	560	3,356	711
2011	262	12,071	2,341	1,622	543	3,396	707
2012	285	12,386	2,422	1,715	537	3,030	782
2013	263	12,644	2,398	1,640	507	2,771	717
2014	253	12,801	2,400	1,673	486	2,877	661
2015	273	14,062	2,597	1,800	542	2,715	742
2016	334	14,753	2,774	1,885	556	2,471	805
2017	325	14,955	2,790	1,872	538	2,549	749
Total	11,606	374,276	50,457	45,746	31,959	386,719	34,044

*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.

The table above presents estimates of the lives saved in 2017 and previous years (2018 to 2023 not available) by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

DOT HS 813 738
August 2025



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

