Traffic Safety Facts 2023

A Compilation of Motor Vehicle Traffic Crash Data

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

NHTSA

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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A Compilation of Motor Vehicle Traffic Crash Data

National Highway Traffic Safety Administration
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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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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.

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.

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 GWVR 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.

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.

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

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. NCSA 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

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

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

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.

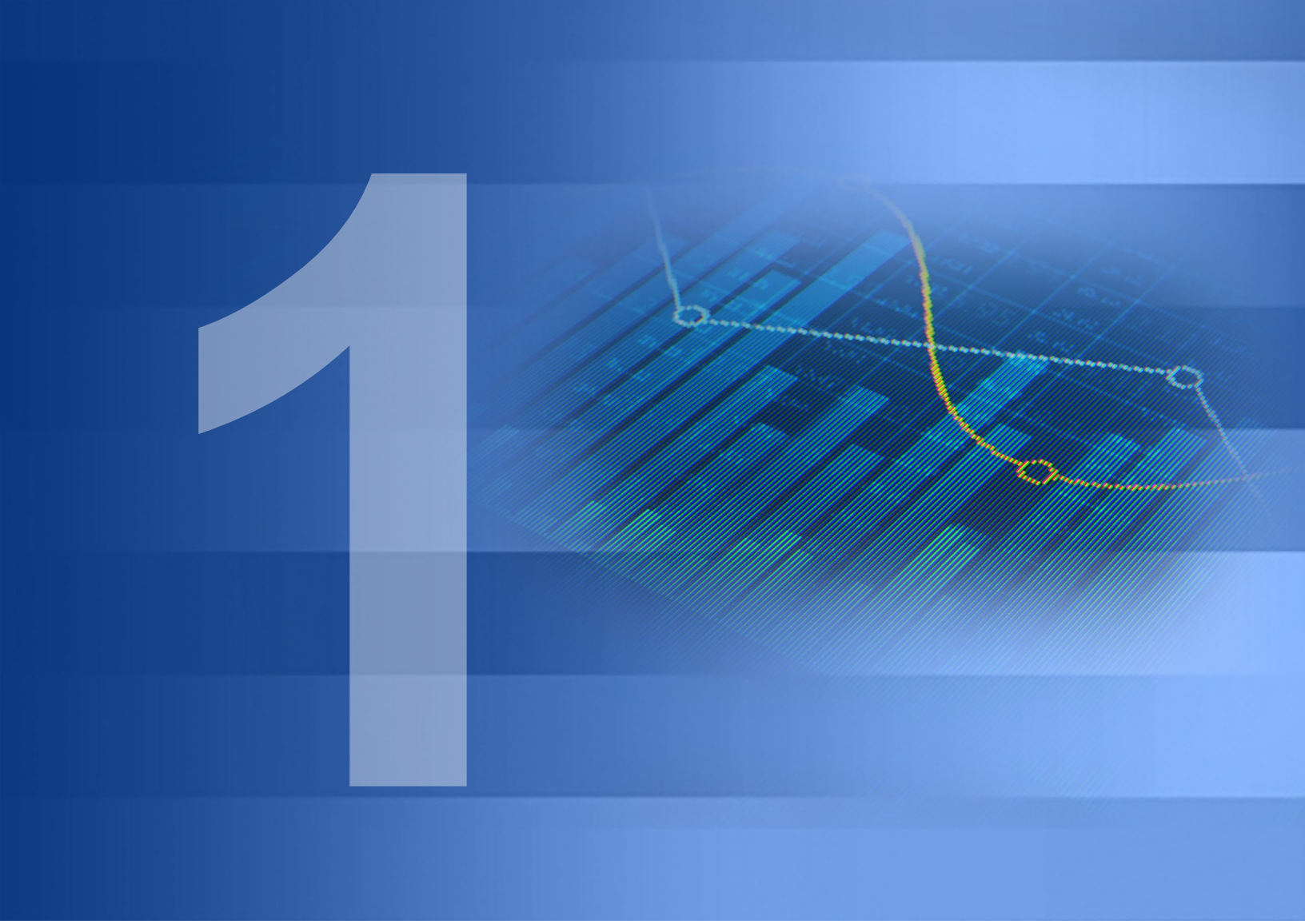
Requests for more information from FARS, NASS GES, or CRSS should be directed to:

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

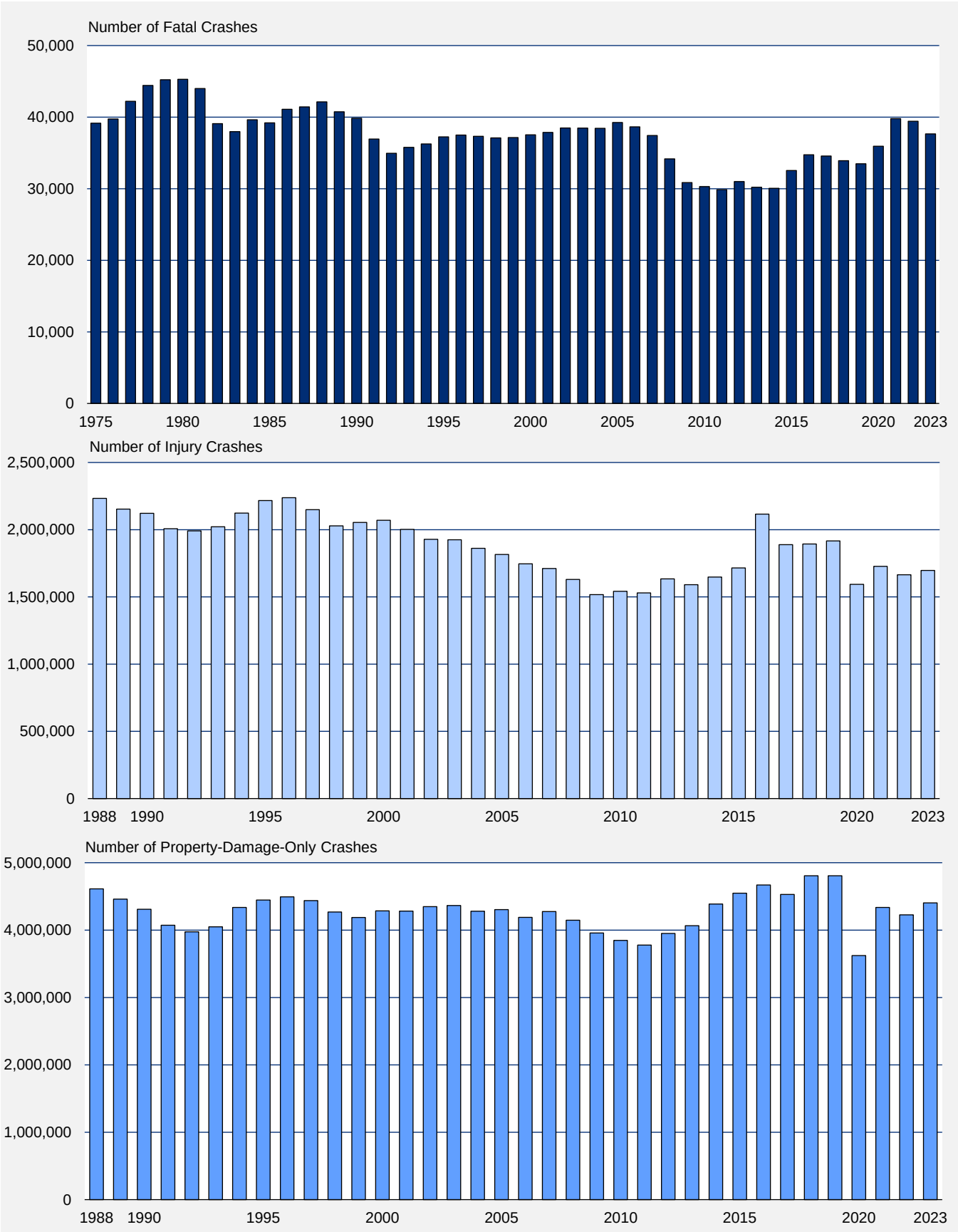
1. Trends

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.

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.

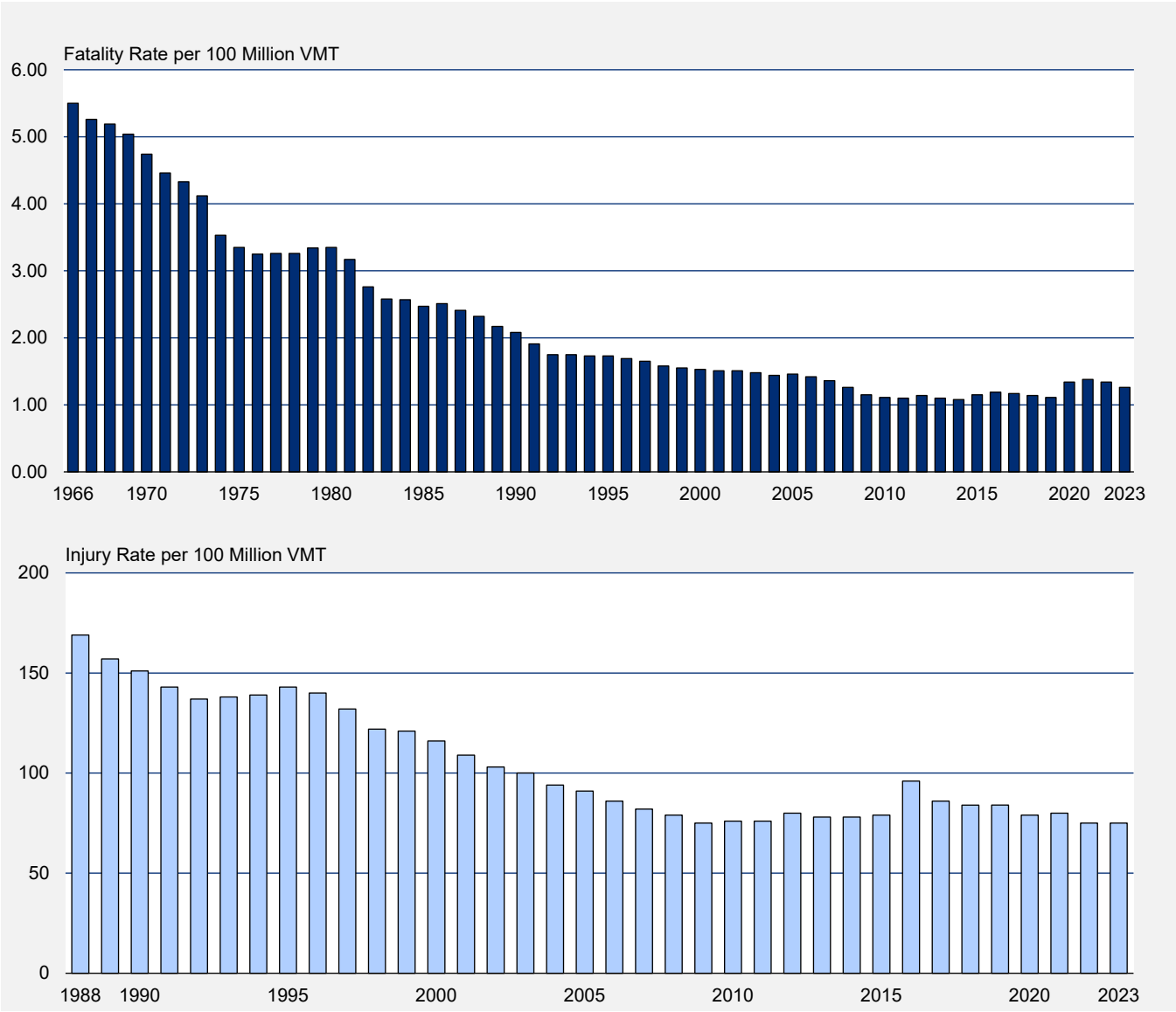
Table 2. People Killed and Injured; Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2023 (Continued)

	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.

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

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.

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.

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.

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

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	
	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.

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

Year	Person Type											
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				Total
	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.

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.

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.

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

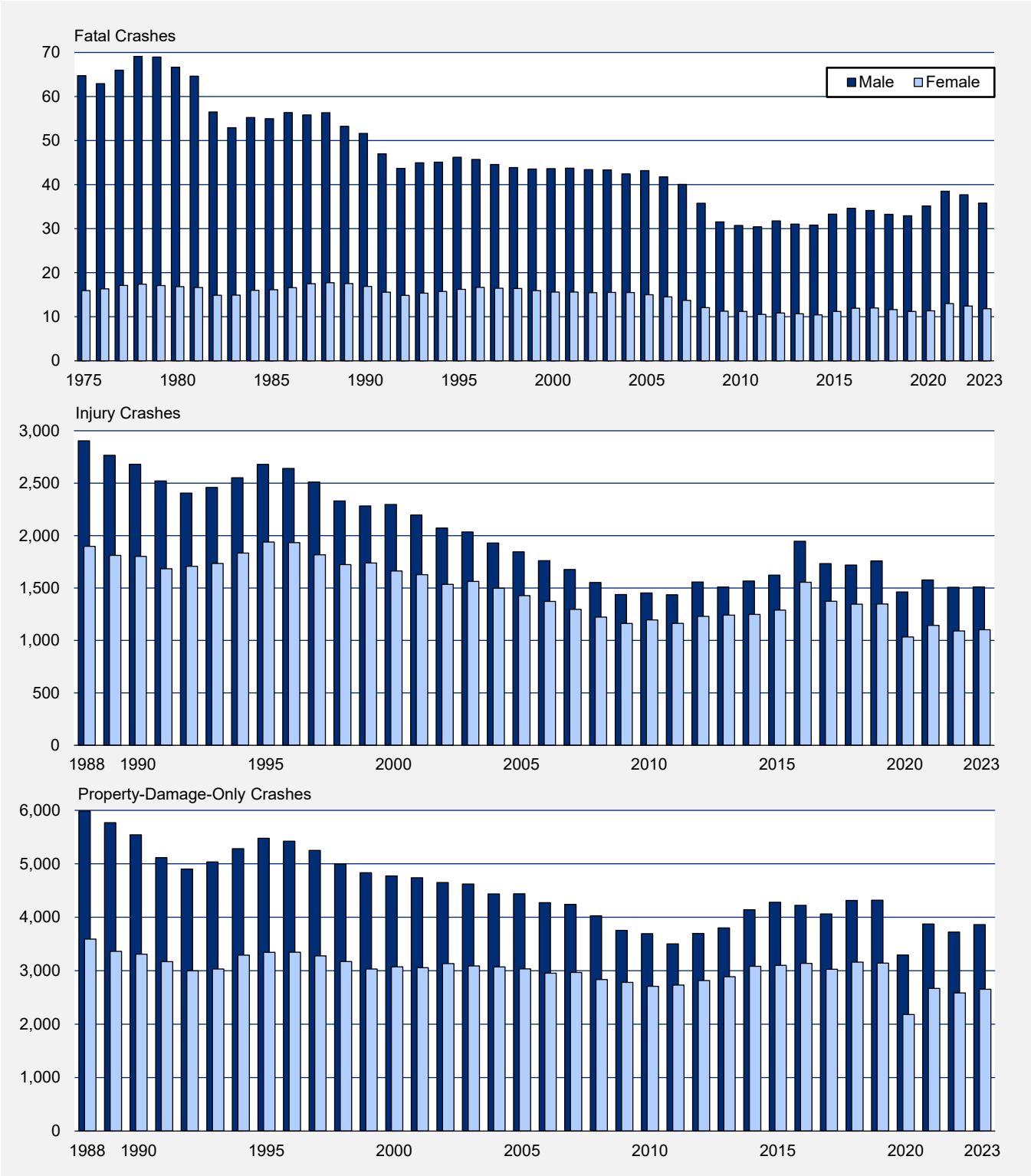
Year	Sex						Total		
	Male			Female					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed 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

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.

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.

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

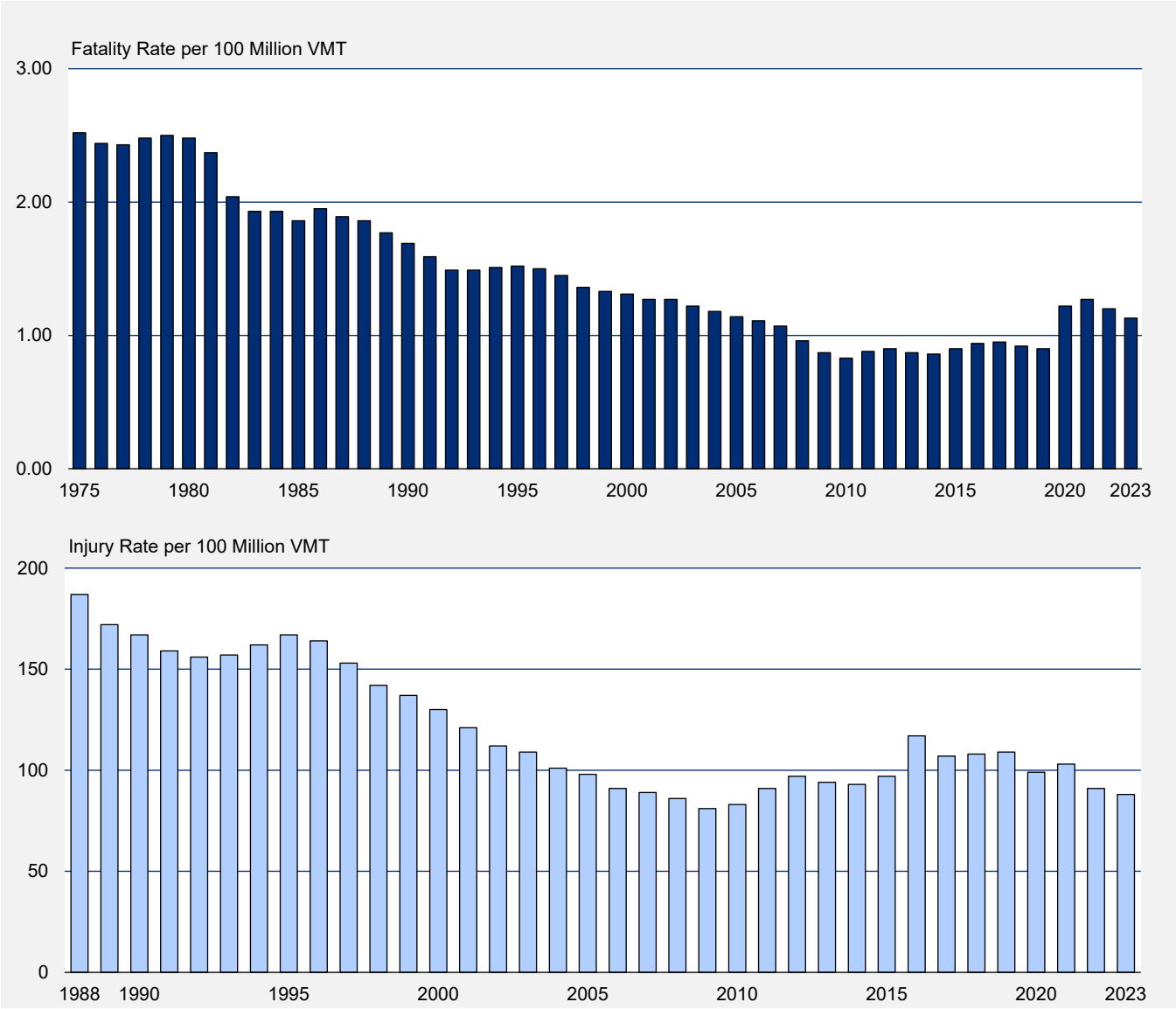
Year	Registered Passenger Cars	Passenger Car VMT (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Passenger Car VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million 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.

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



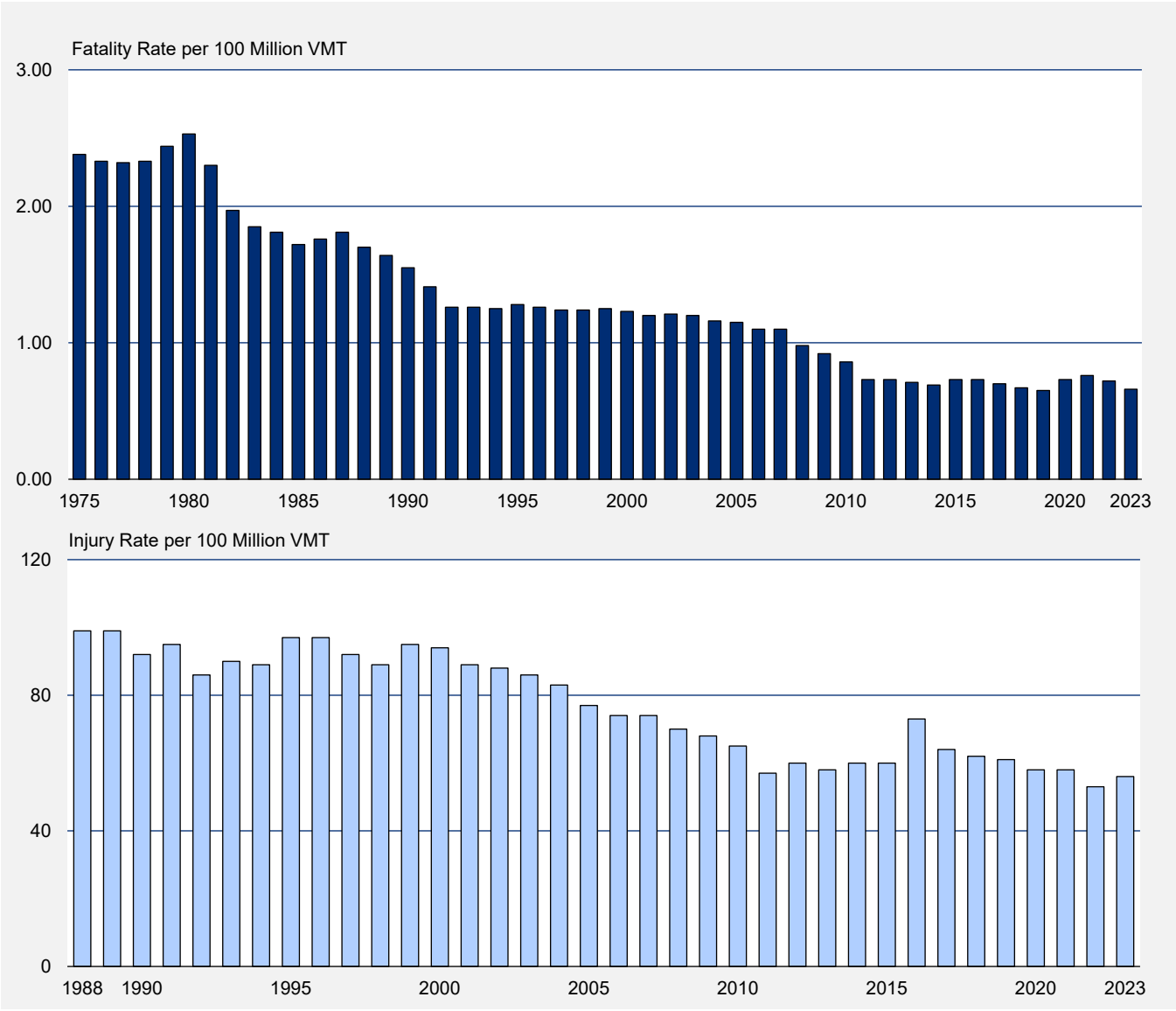
Sources: VMT—FHWA, revised by NHTSA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see About This Report.

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.

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.

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

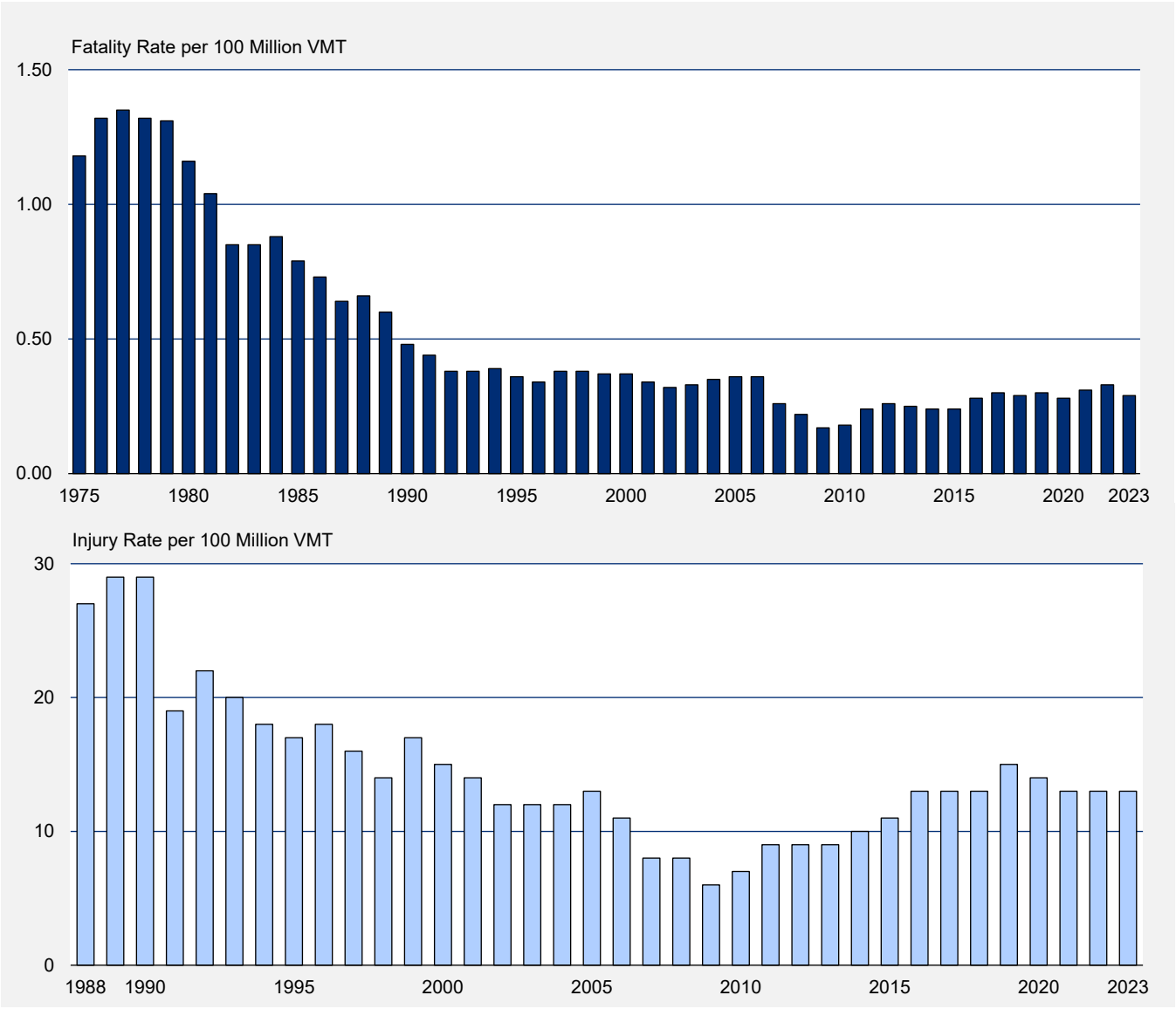
Year	Registered Large Trucks	Large-Truck VMT (millions)	Large-Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Large-Truck VMT	Large-Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Large-Truck VMT
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.

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.

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

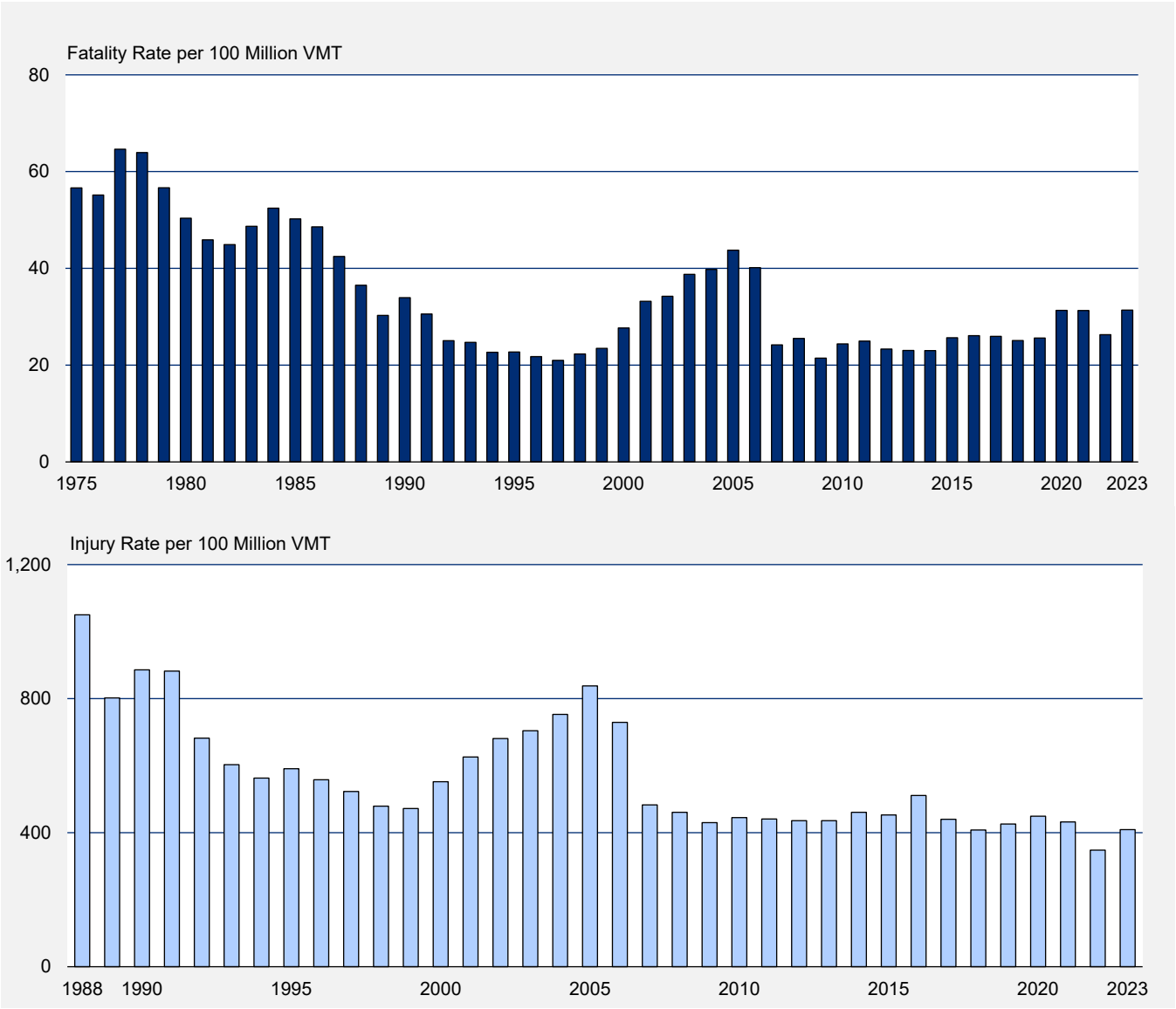
Year	Registered Motorcycles	Motorcycle VMT (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Motorcycle VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Motorcycle VMT
1975	4,964,070	5,629	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.

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.

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**

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

Year	Person Type					
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	Total
	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.

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.

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.

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

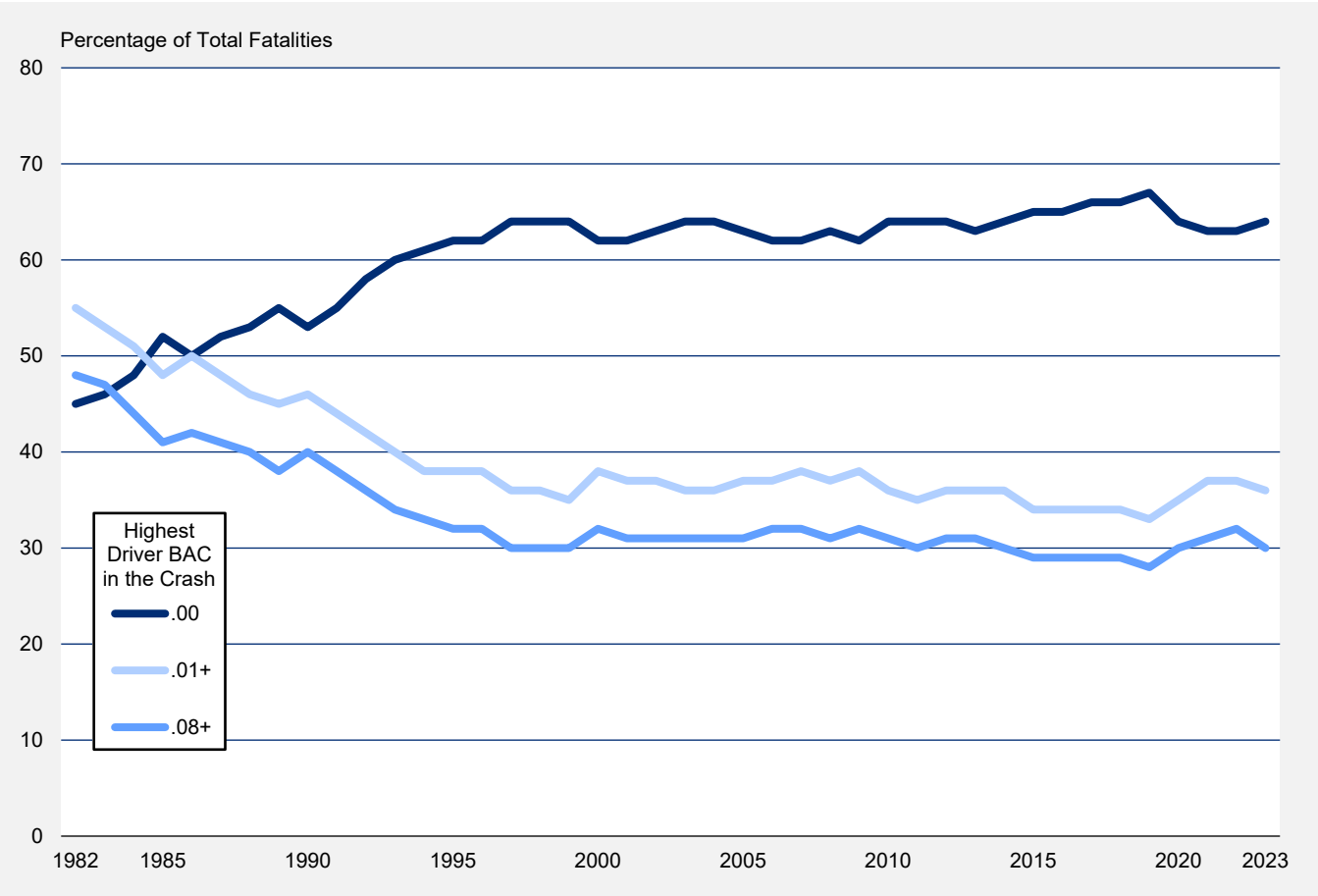


Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2023

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.

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.

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.

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.

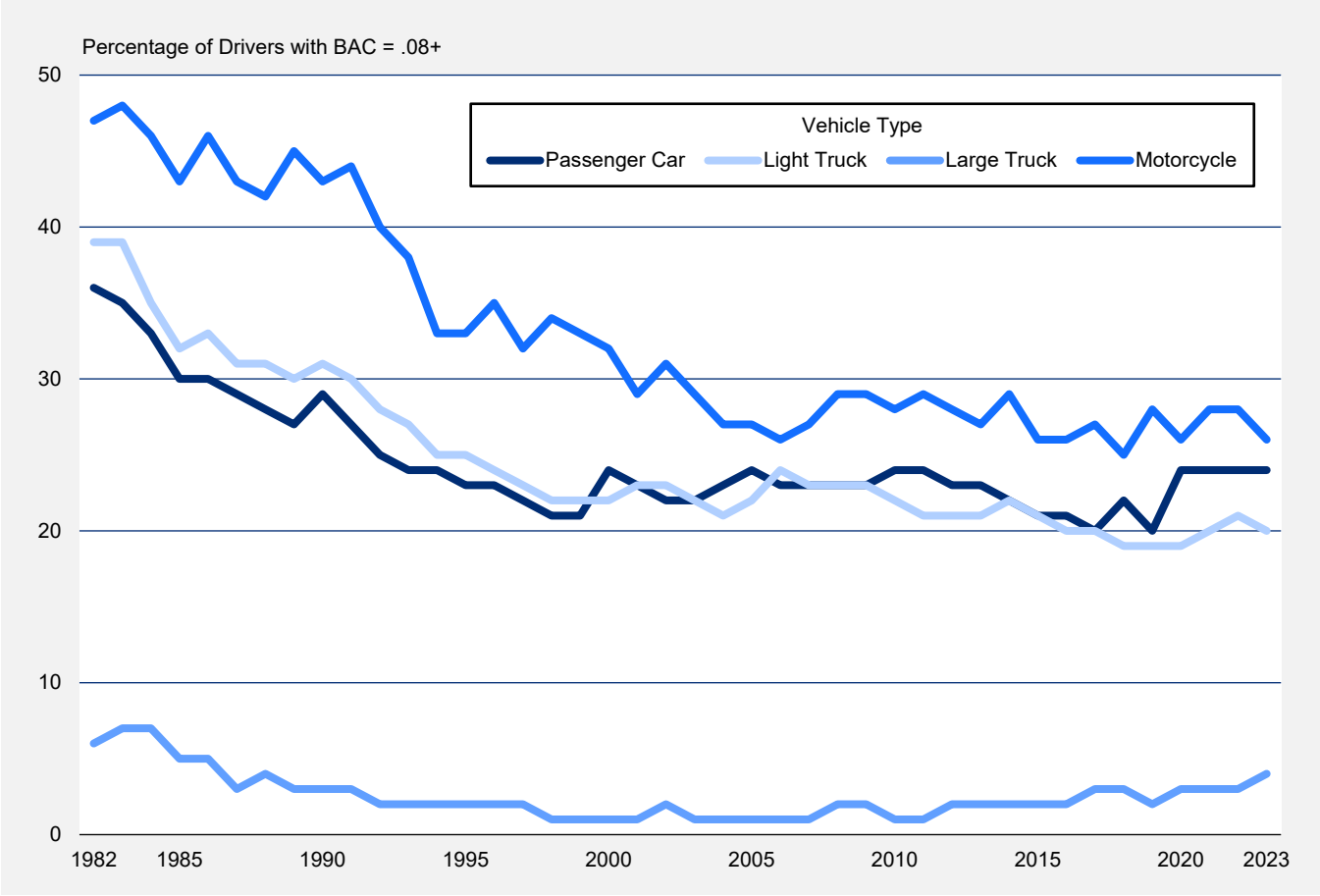
Table 17. Drivers in Fatal Crashes, by Their BACs and Vehicle Type, 1982-2023

Year	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
		Percent			Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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.

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		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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.

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		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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.

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		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	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

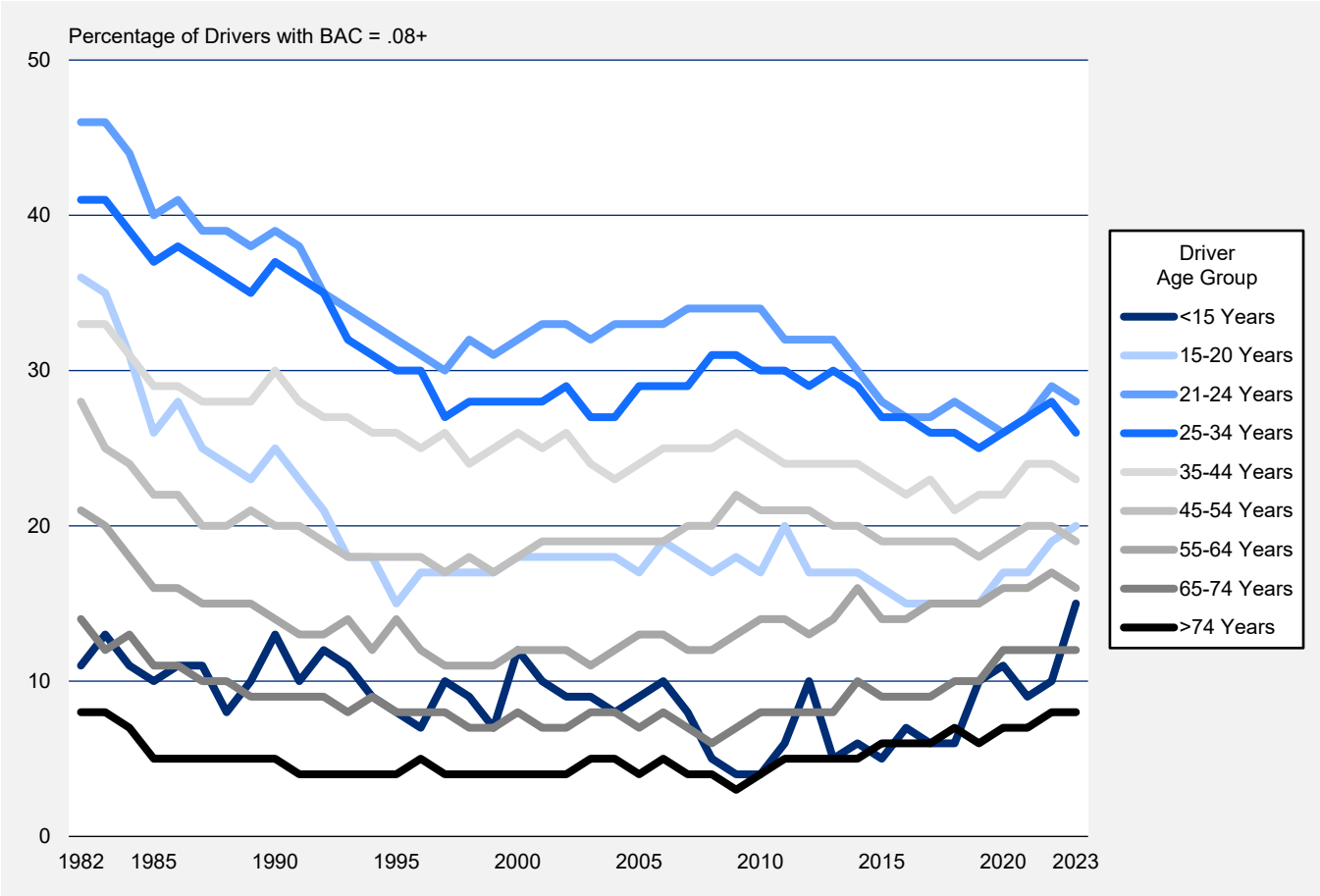


Table 19. Drivers in Fatal Crashes, by Their BACs and Survival Status, 1982-2023

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.

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.

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.

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.

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.

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.

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.

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	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		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.

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.

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.

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

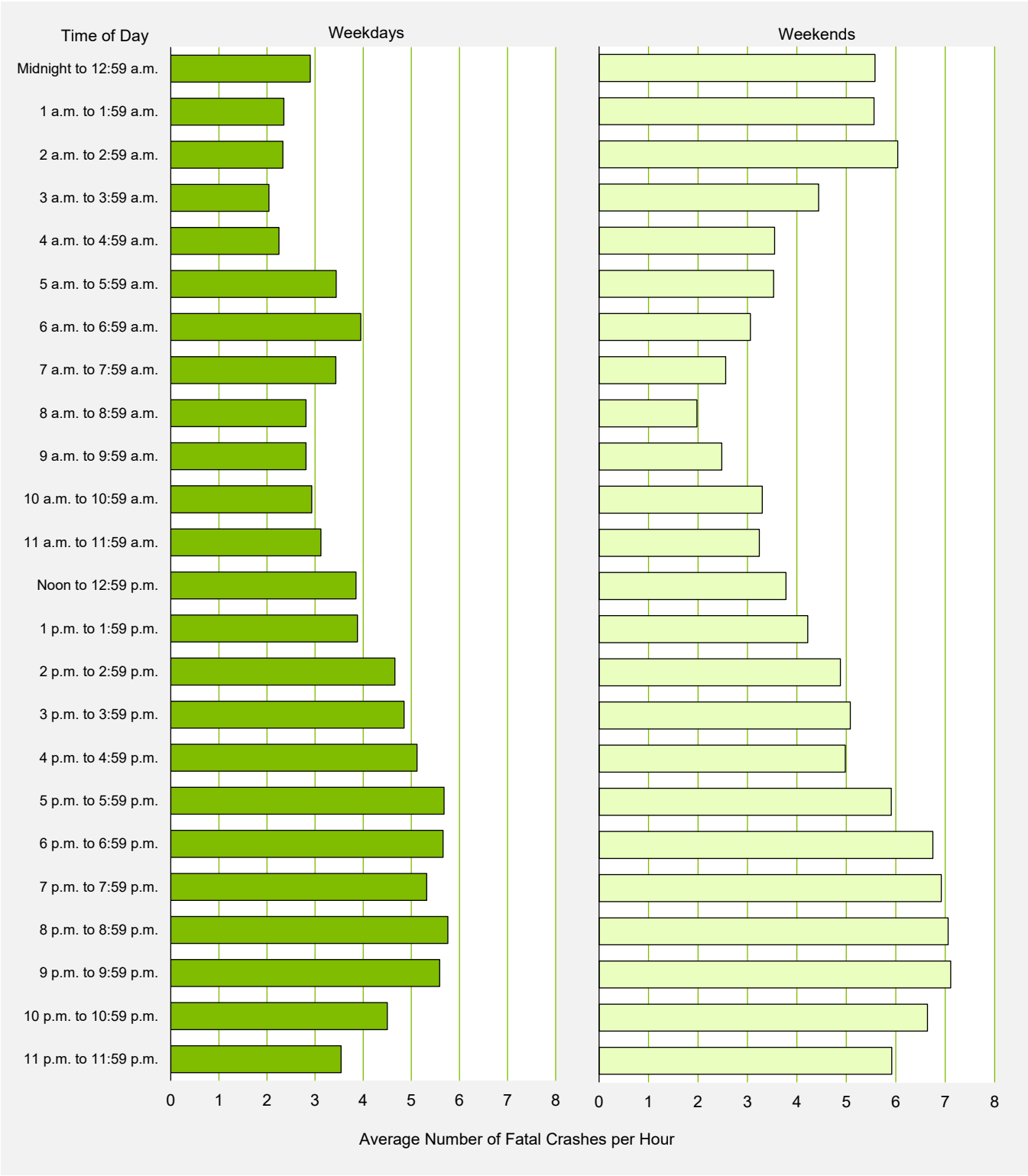


Table 26. Crashes, by Weather Condition, Light Condition, and Crash Severity

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.

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.

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

Crash Type	Relation to Roadway						Total
		Off Roadway					
	On Roadway	Roadside	Shoulder	Median	Other/Unknown Location*	Unknown	
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.

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**
Subtotal	*15,117*	*40.1*	*1,180,091*	*69.5*	*3,089,495*	*70.2*	***4,284,704***	***69.8***
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**
Subtotal	*10,371*	*27.5*	*256,302*	*15.1*	*601,935*	*13.7*	***868,608***	***14.2***
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**
Subtotal	*9,236*	*24.5*	*209,370*	*12.3*	*657,517*	*14.9*	***876,123***	***14.3***
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**
Subtotal	*2,883*	*7.7*	*51,488*	*3.0*	*54,507*	*1.2*	***108,877***	***1.8***
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.

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

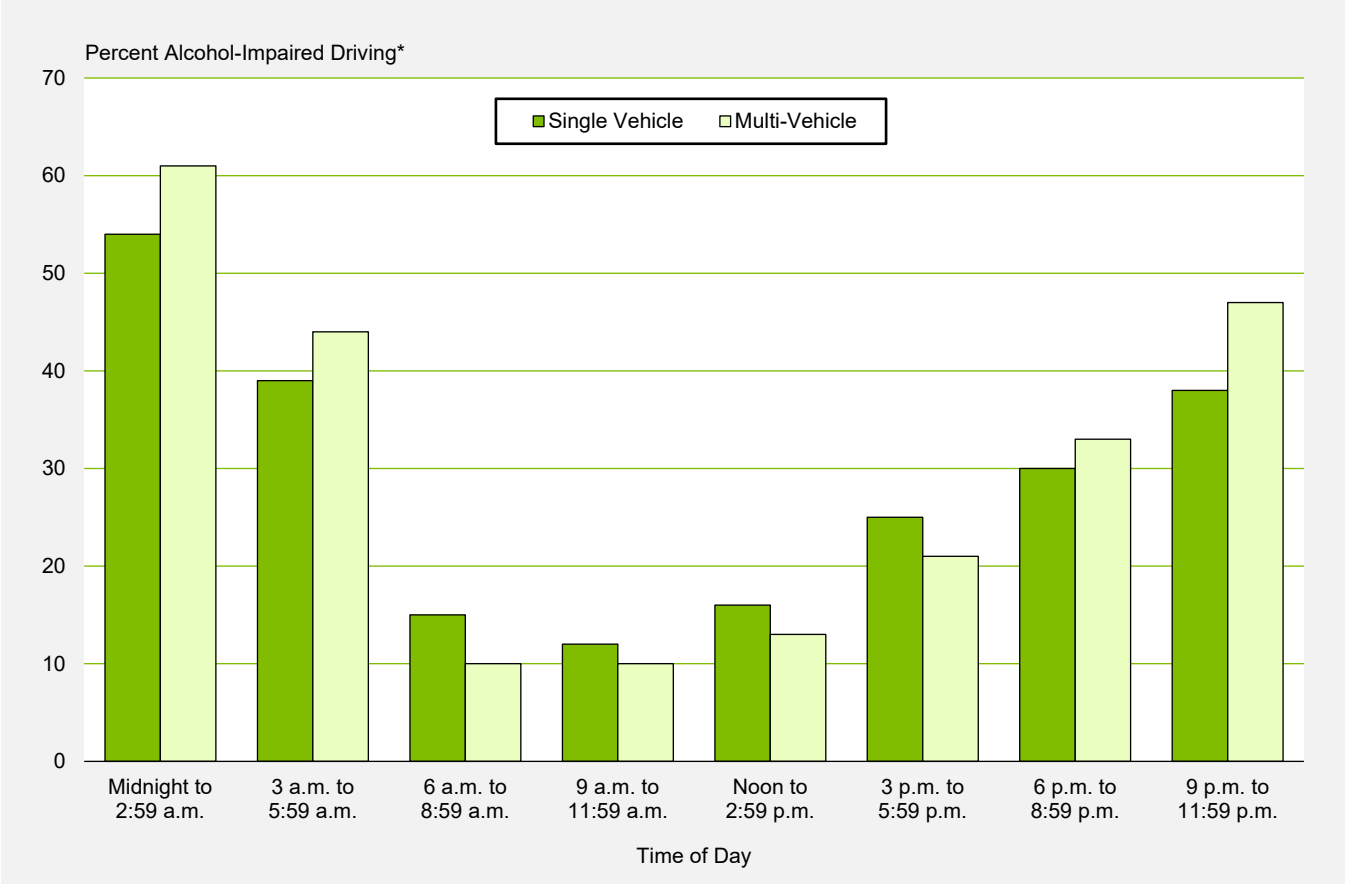
Notes: Totals may not equal sum of components due to independent rounding. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see About This Report.

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.

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%).

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.

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.

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

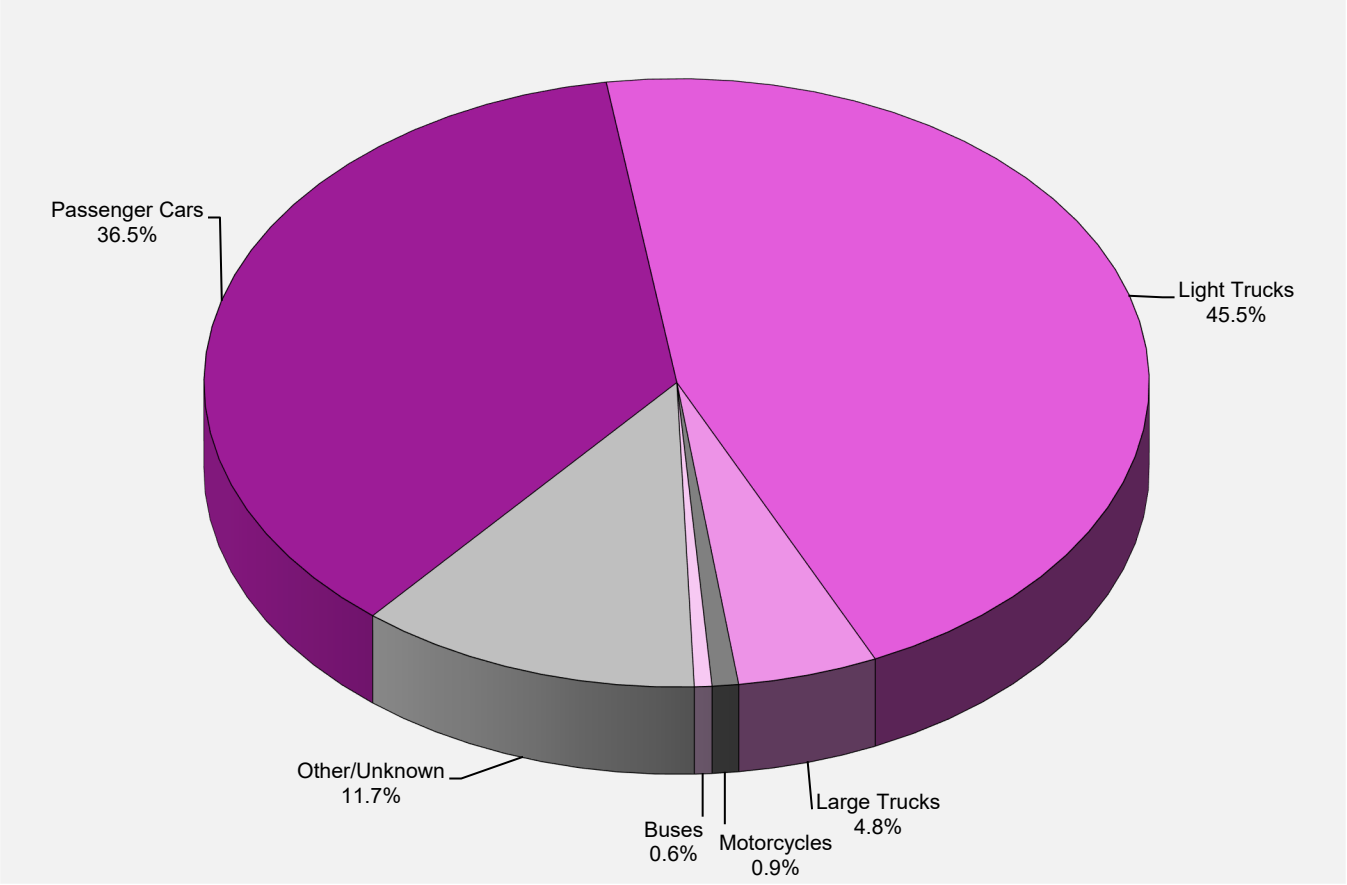


Table 37. Vehicles Involved in Fatal Crashes, by Vehicle Body Class

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.

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.

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

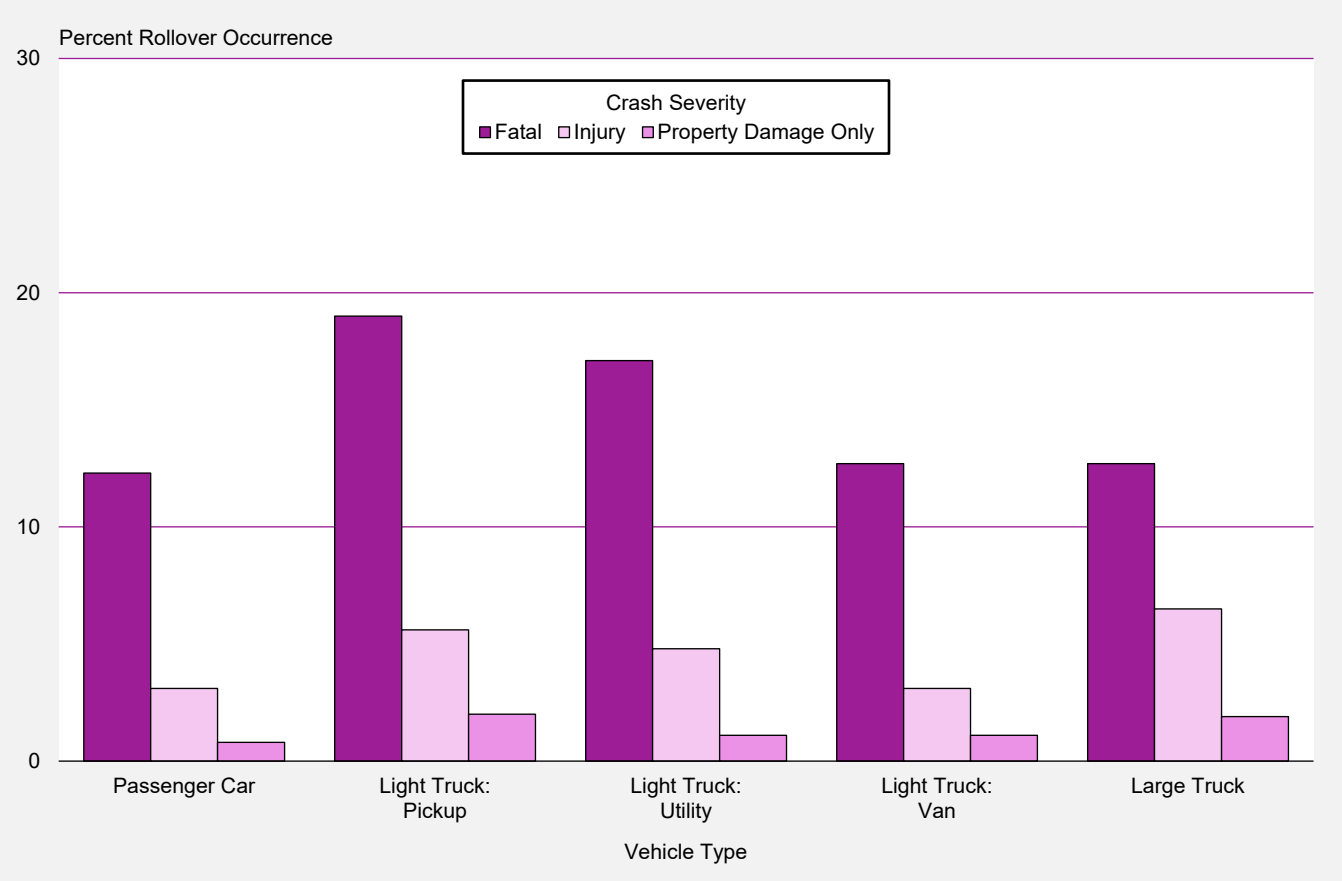


Table 39. Vehicles Involved in Crashes, by Vehicle Type, Fire Occurrence, and Crash Severity

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.

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**

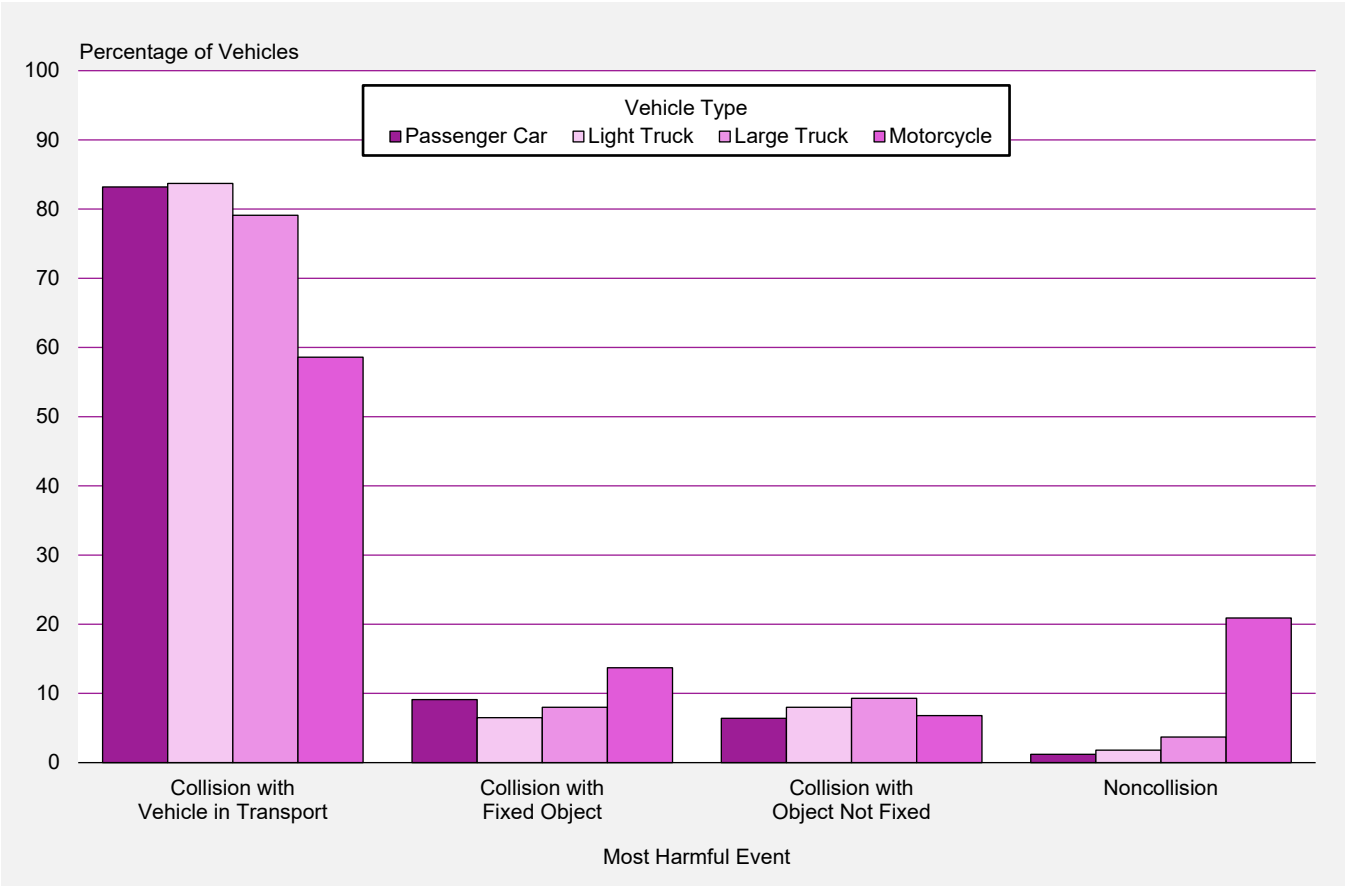
*Includes vehicles involved in fatal crashes with unknown vehicle maneuver.
Note: Totals may not equal sum of components due to independent rounding.

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

Functional System	Crash Type				Total	
	Single Vehicle		Multi-Vehicle			
	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**

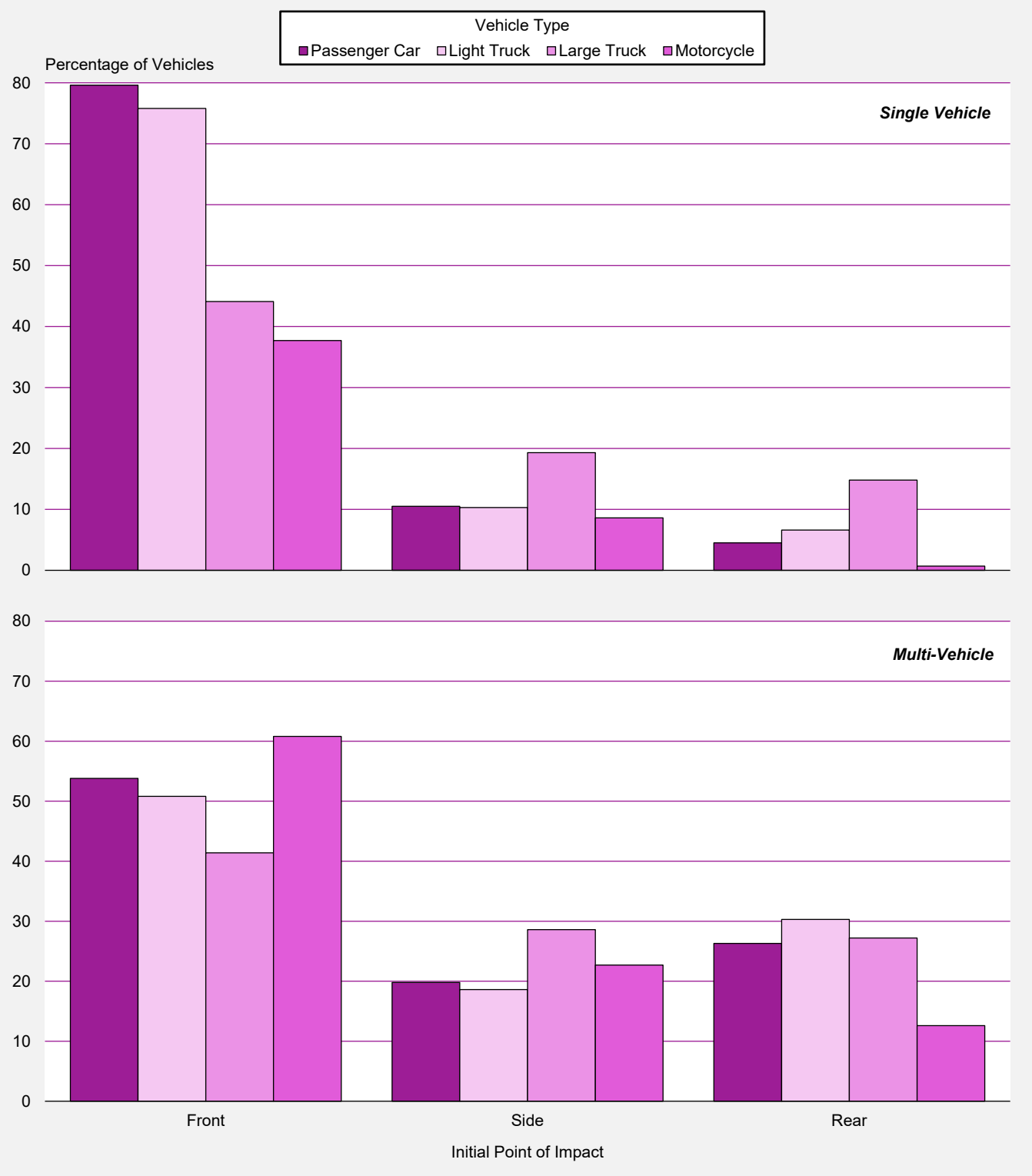
*Includes unknown rural or urban.

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.

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.

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**
Subtotal	*10,563*	*56.3*	*957,250*	*83.0*	*2,340,815*	*83.5*	***3,308,628***	***83.2***
Collision With Fixed Object	*3,037*	*16.2*	*102,459*	*8.9*	*255,395*	*9.1*	***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**
Subtotal	*3,489*	*18.6*	*68,878*	*6.0*	*183,941*	*6.6*	***256,308***	***6.4***
Noncollision	*1,687*	*9.0*	*25,217*	*2.2*	*22,534*	*0.8*	***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.

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.

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**
Subtotal	*14,310*	*56.5*	*1,175,183*	*84.0*	*2,967,387*	*83.8*	***4,156,880***	***83.7***
Collision With Fixed Object	*2,990*	*11.8*	*91,068*	*6.5*	*229,154*	*6.5*	***323,212***	***6.5***
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**
Subtotal	*4,941*	*19.5*	*90,070*	*6.4*	*301,187*	*8.5*	***396,198***	***8.0***
Noncollision	*3,091*	*12.2*	*43,131*	*3.1*	*44,172*	*1.2*	***90,394***	***1.8***
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.

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.

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**
Subtotal	*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**
Subtotal	*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.

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.

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.

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.

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**
Subtotal	*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**
Subtotal	*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.

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.

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**
Subtotal	*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**
Subtotal	*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.

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.

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**
Subtotal	*25,746*	*132,349*	*761,718*	*1,329,668*	*2,223,735*	***2,249,481***
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**
Subtotal	*8,820*	*26,499*	*62,802*	*46,980*	*136,281*	***145,101***
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.

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

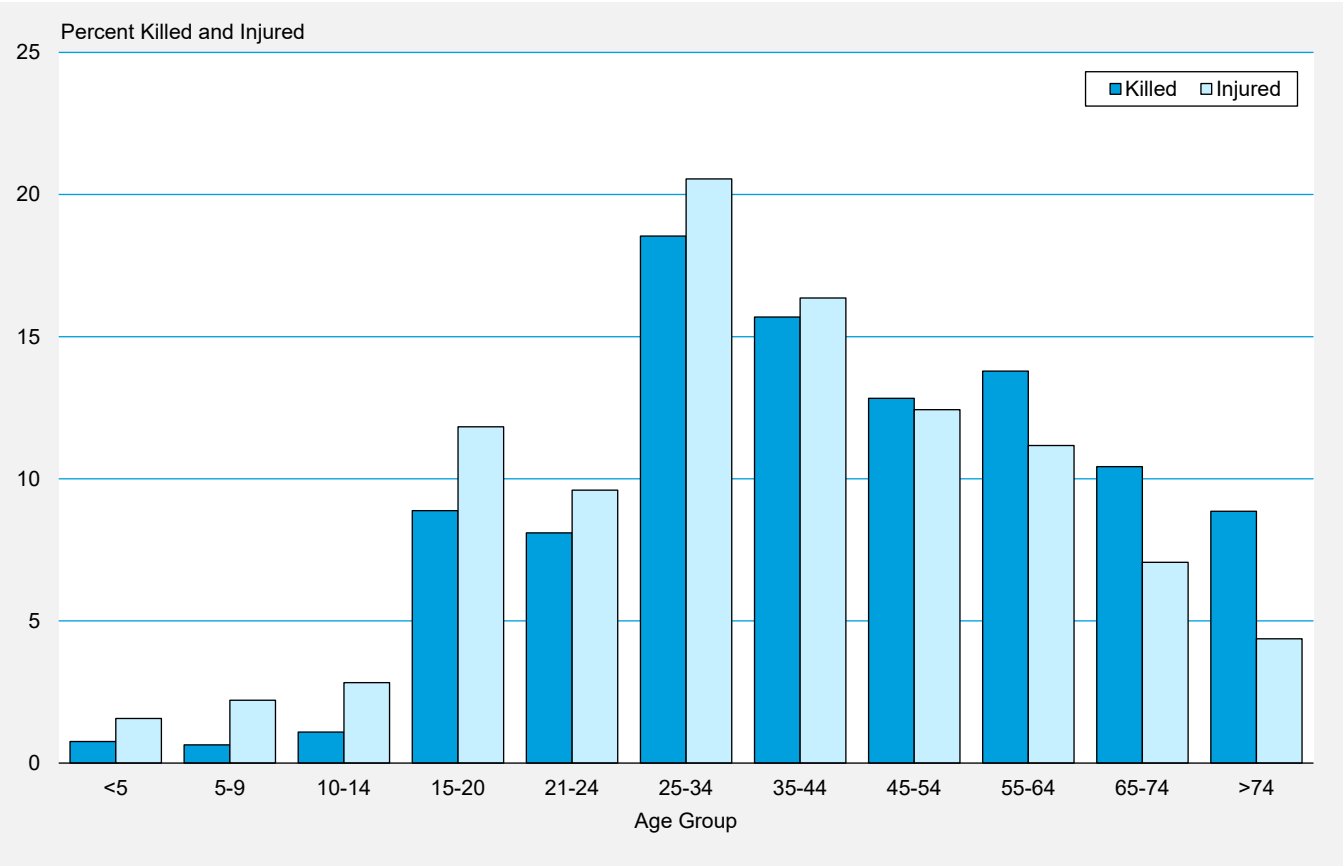


Table 57. People Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	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**

	Male			Female			Total*		
Age Group	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.

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

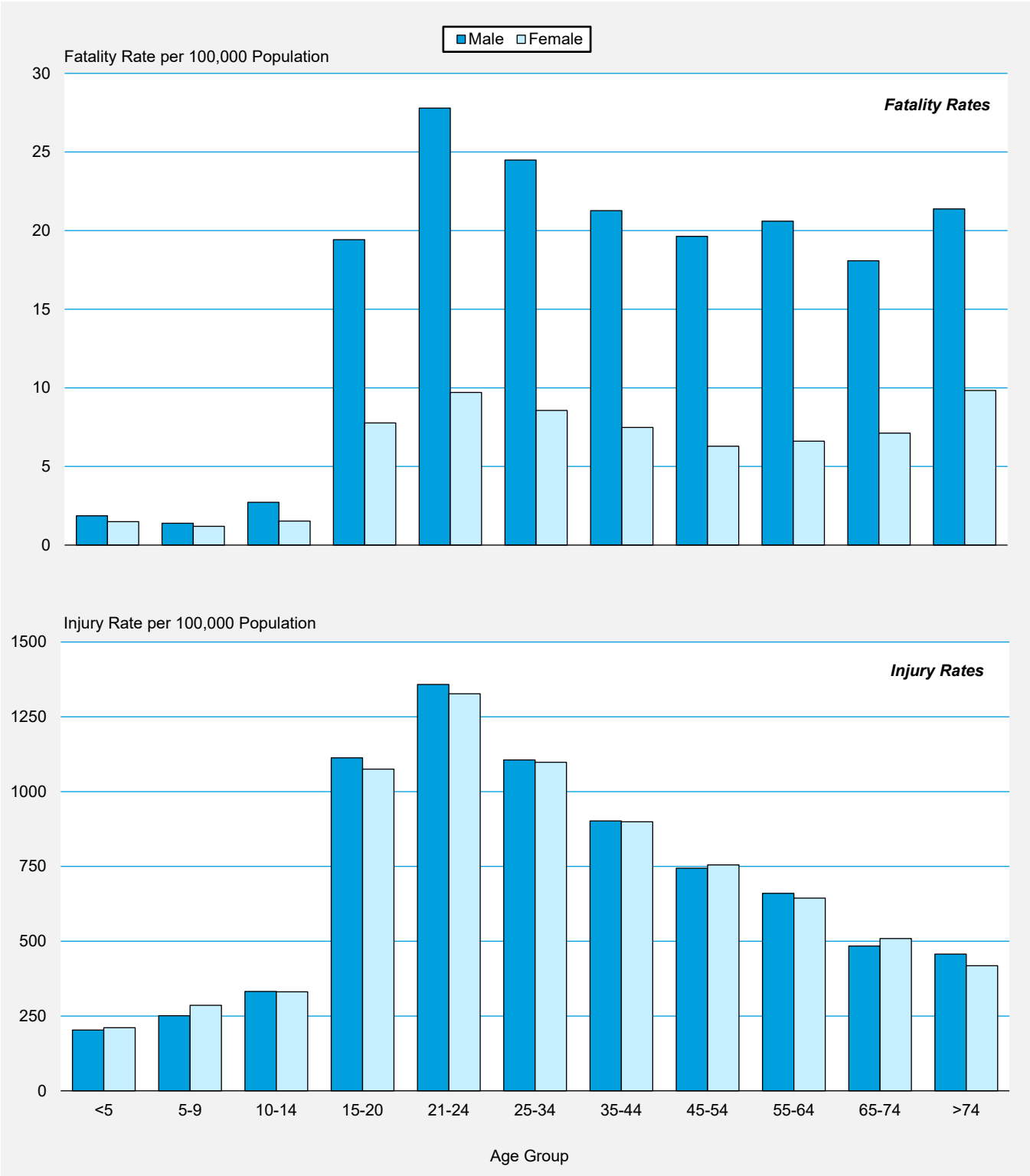


Table 58. People Killed and Injured in Crashes, by Weather Condition and Light Condition

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					
	Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*	
		Number	Percent		Number	Percent		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.

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

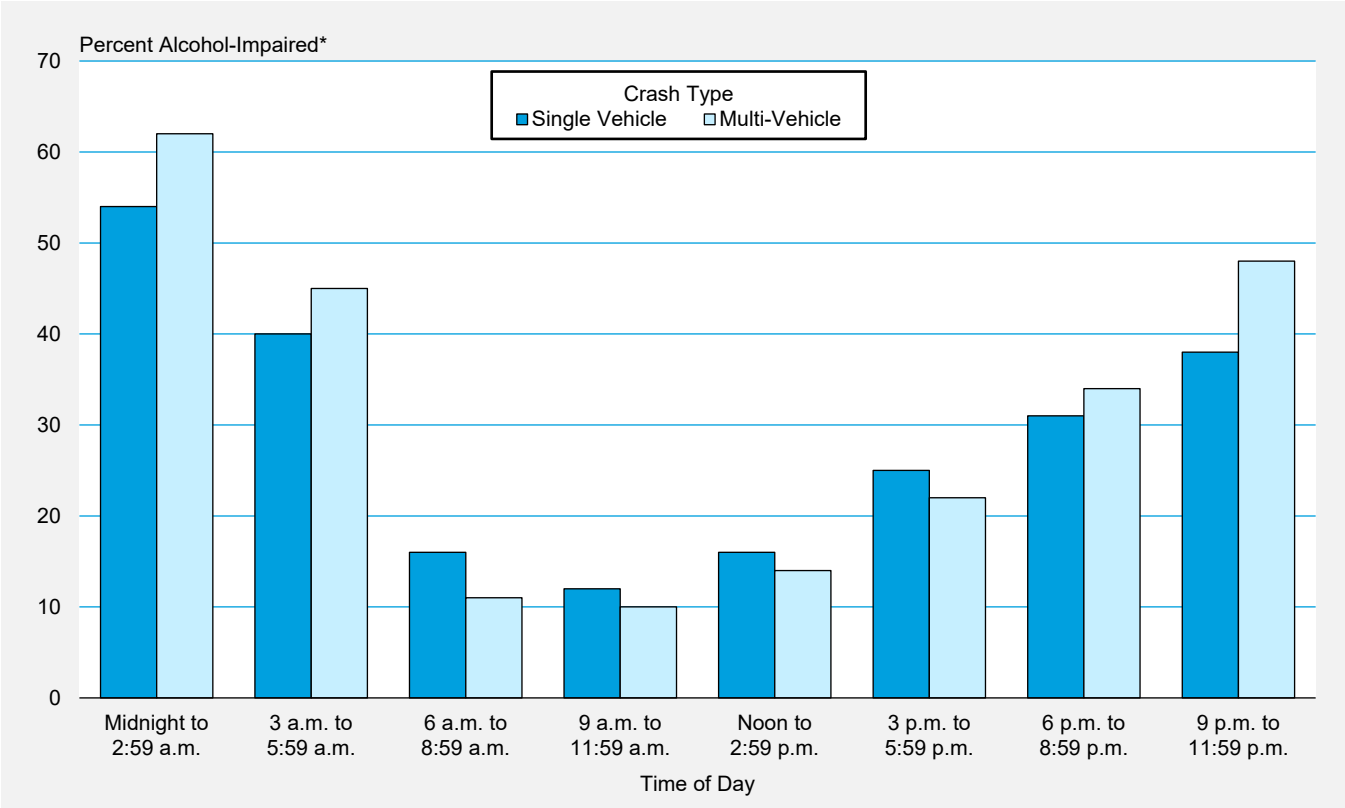


Table 60. People Killed in Work Zones, by Functional System and Person Type

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	73	21	21	5	3	**123**
Collector	45	10	16	1	0	**72**
Local	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.).

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

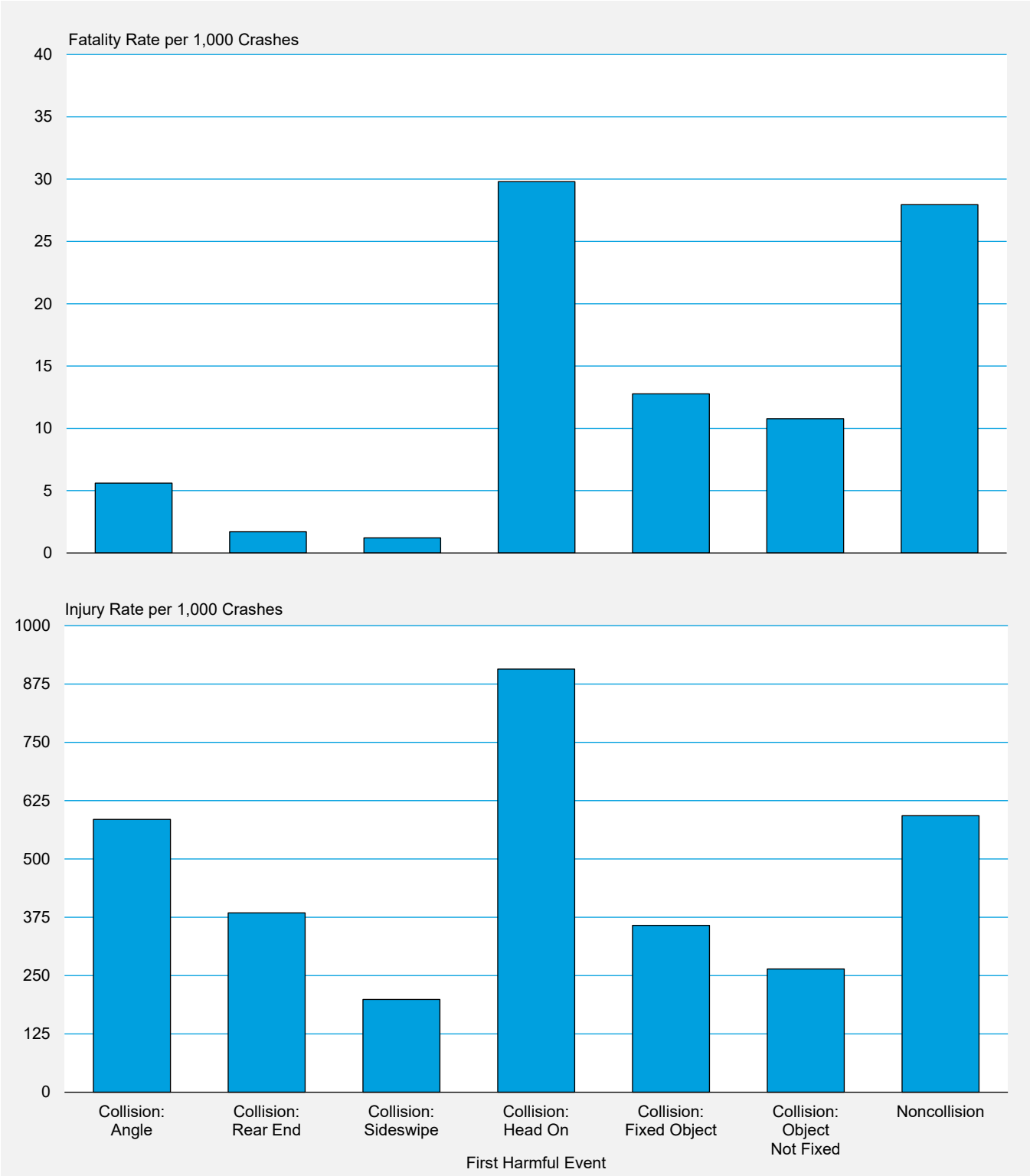


Figure 21. Fatality and Injury Rates per 1,000 Crashes, by Time of Day

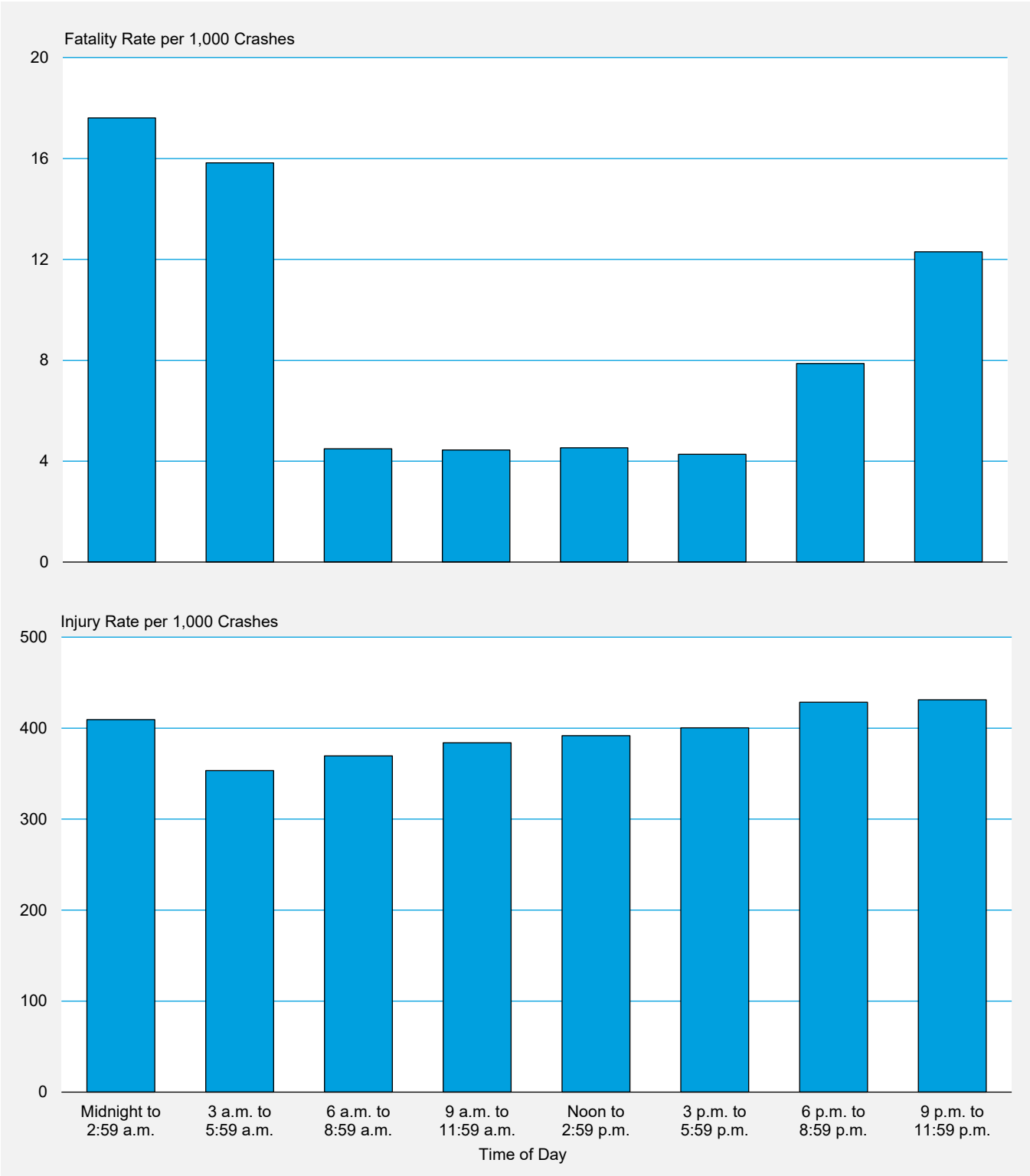
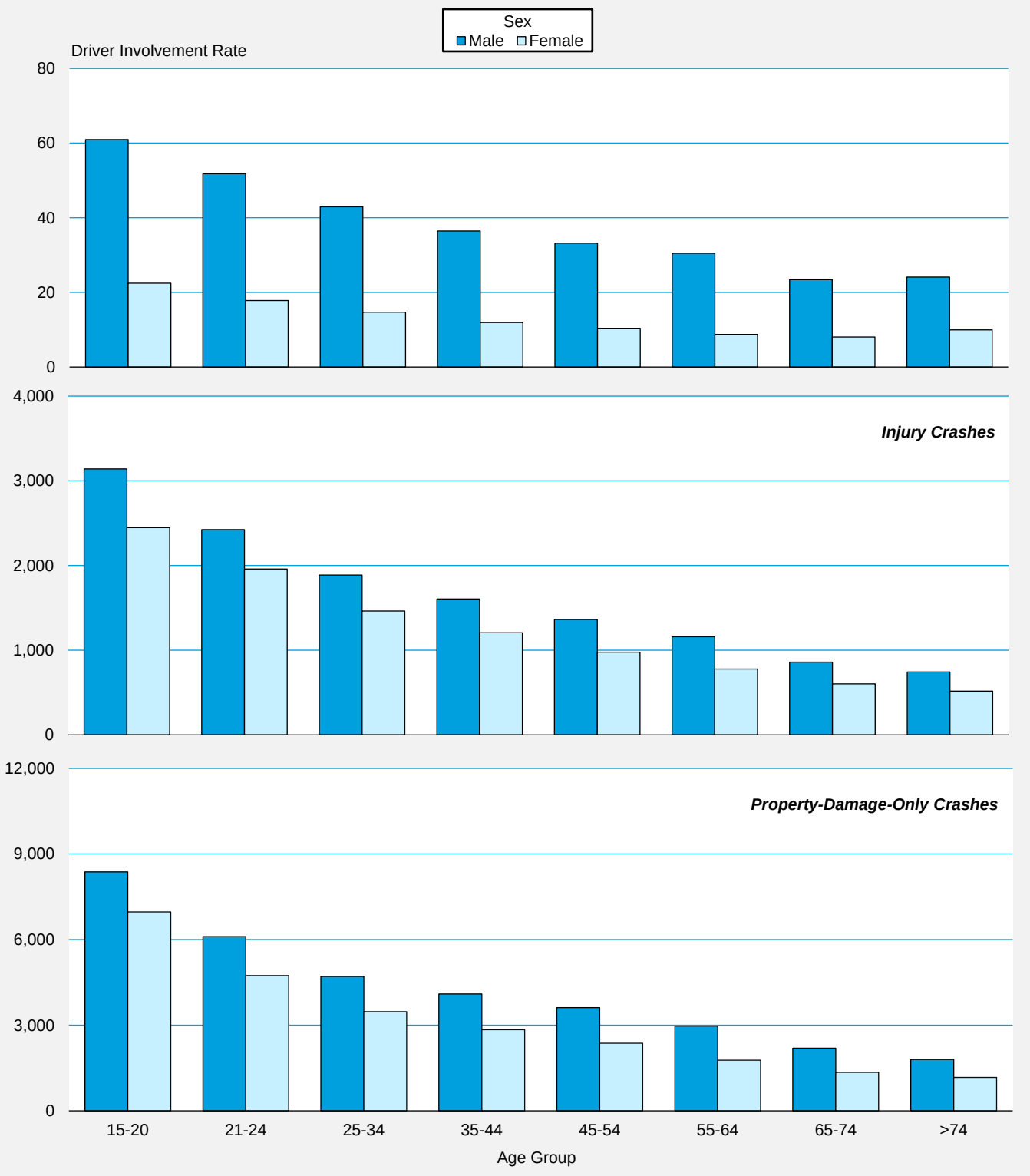


Table 62. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

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.

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.

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.

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**
Subtotal	*11,792*	*55,317*	*331,287*	*532,431*	*919,035*	***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**
Subtotal	*12,167*	*61,468*	*365,259*	*601,536*	*1,028,263*	***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**
Subtotal	*961*	*2,601*	*18,225*	*20,908*	*41,733*	***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**
Subtotal	*32*	*312*	*2,362*	*9,995*	*12,669*	***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**
Subtotal	*794*	*12,651*	*44,585*	*164,799*	*222,035*	***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.

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.

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

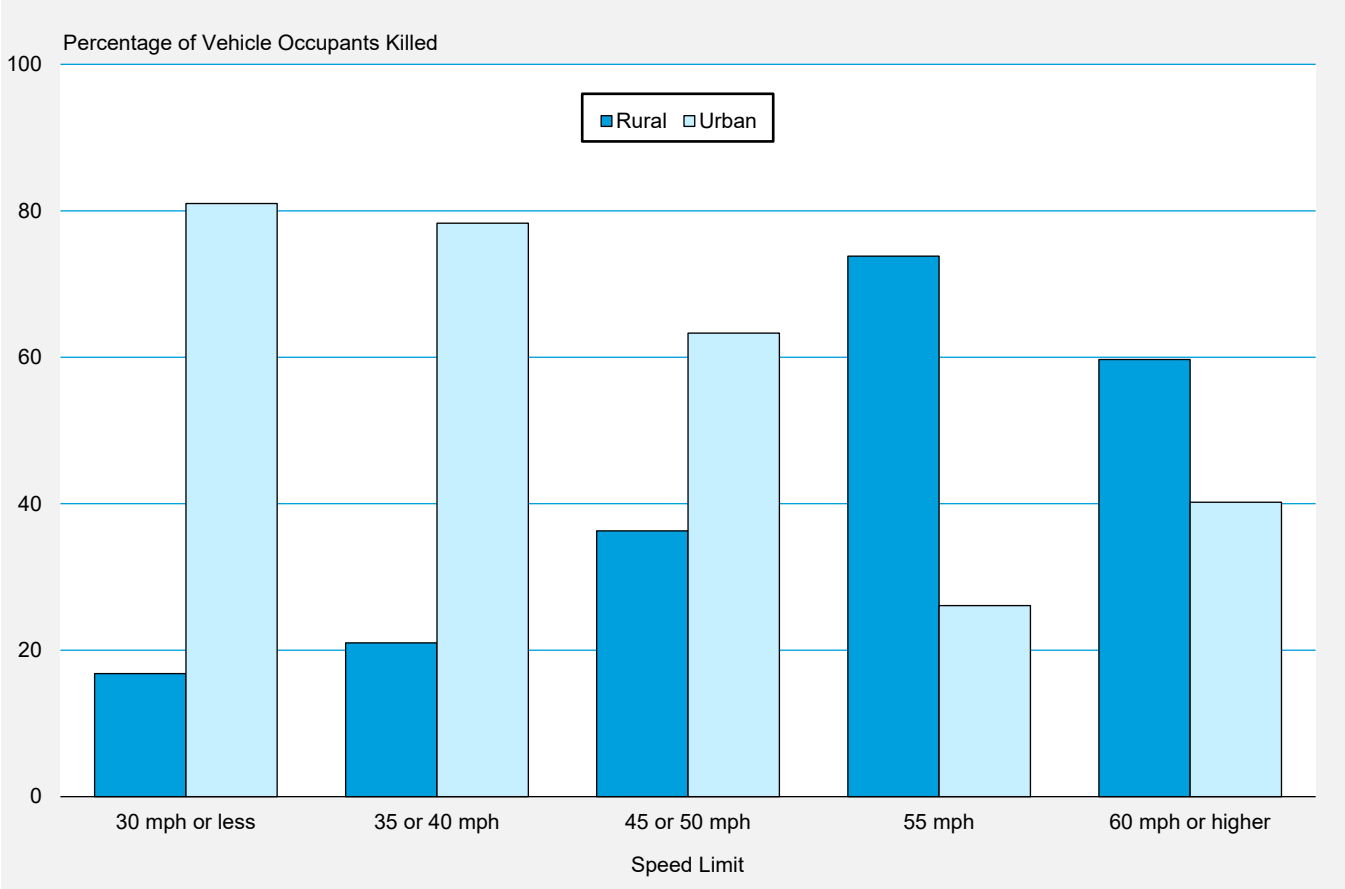


Table 68. Vehicle Occupants Killed and Injured, by Sex and Vehicle Type

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.

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.

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.

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**
Subtotal	*12,573*	*48.8*	*648*	*2.5*	*6,657*	*25.9*	*5,839*	*22.7*	***25,746***	***100.0***
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**
Subtotal	*1,769,579*	*79.6*	*95,405*	*4.3*	*256,190*	*11.5*	*102,553*	*4.6*	***2,223,735***	***100.0***
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.

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.

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.

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.

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.

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.

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
Subtotal	*25,746*	*9,047*	*35*
Motorcyclists	*6,335*	*1,999*	*32*
Nonoccupants			
Pedestrians	7,314	1,157	16
Pedalcyclists	1,166	163	14
Other/Unknown	340	63	19
Subtotal	*8,820*	*1,384*	*16*
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.

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

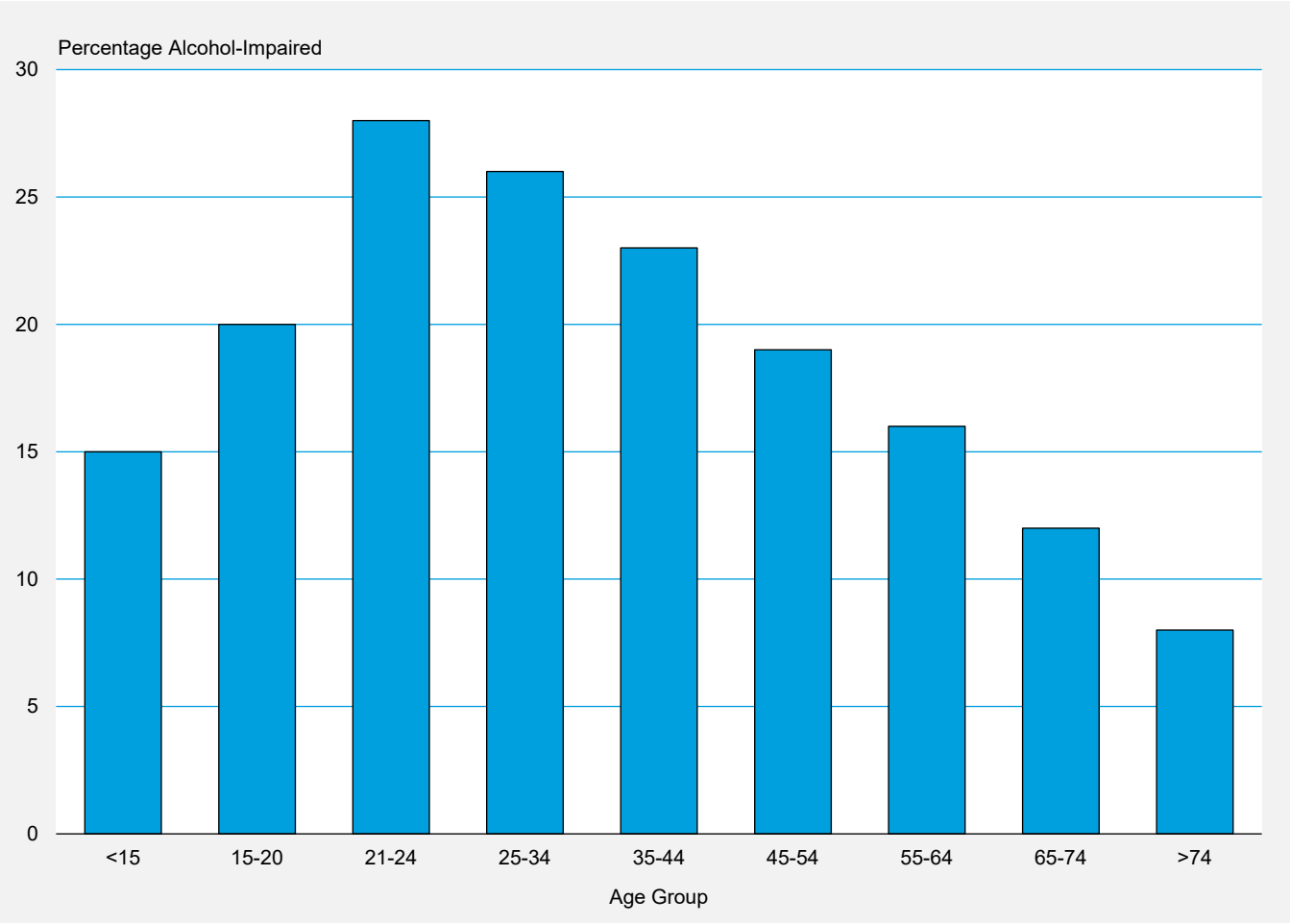


Table 79. Drivers Killed in Crashes, by Time of Day, Day of Week, Age Group, Alcohol Impairment, and Crash Type

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.

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

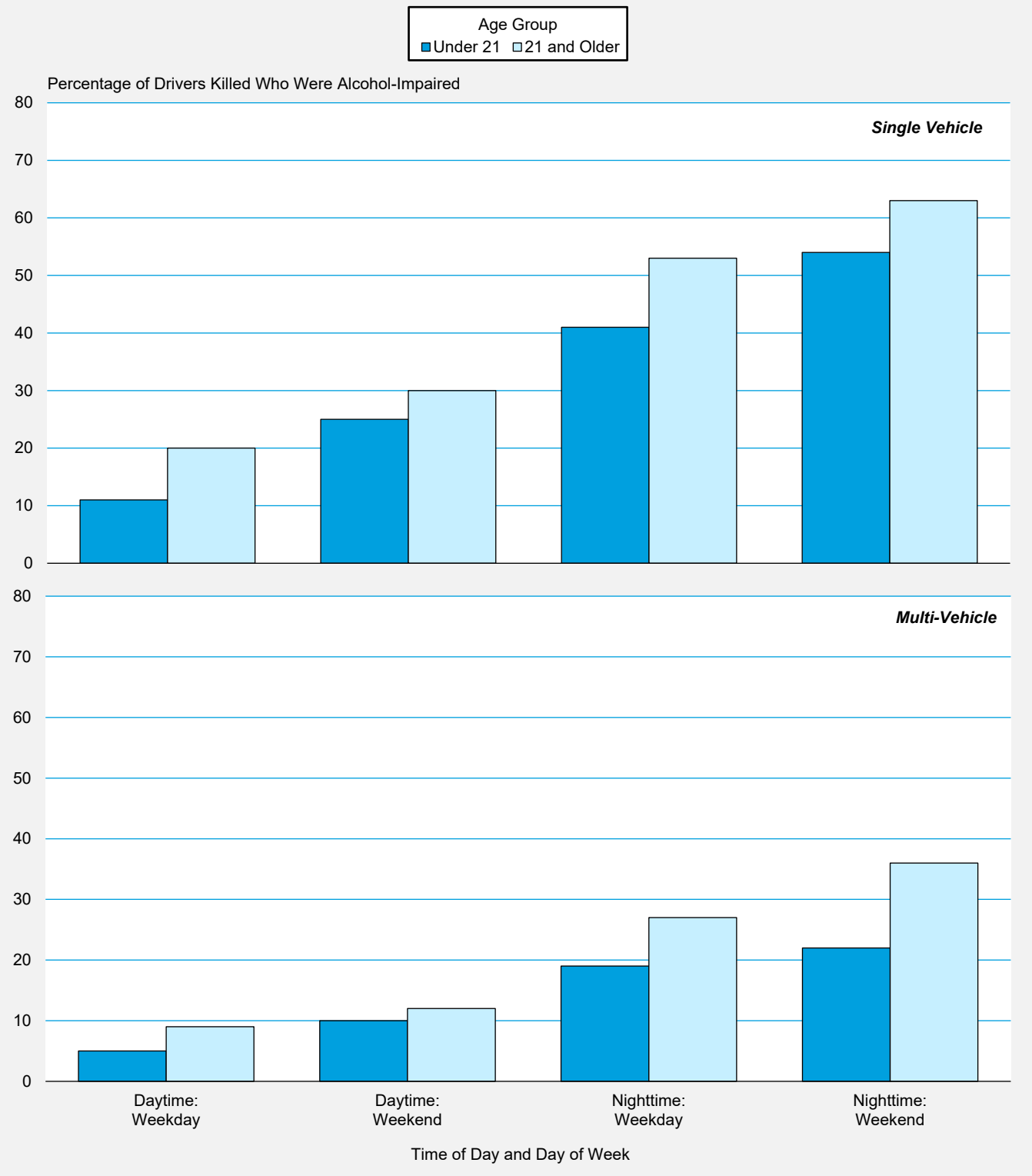


Table 81. Drivers Involved in Fatal Crashes, by Vehicle Type and Their BACs

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**
Subtotal	*39,603*	*77*	*1,795*	*3*	*10,112*	*20*	*11,907*	*23*	*51,510*	***100***
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.

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.

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.

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

	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
Age Group	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.

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.

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.

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
Subtotal	*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
Subtotal	*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.

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

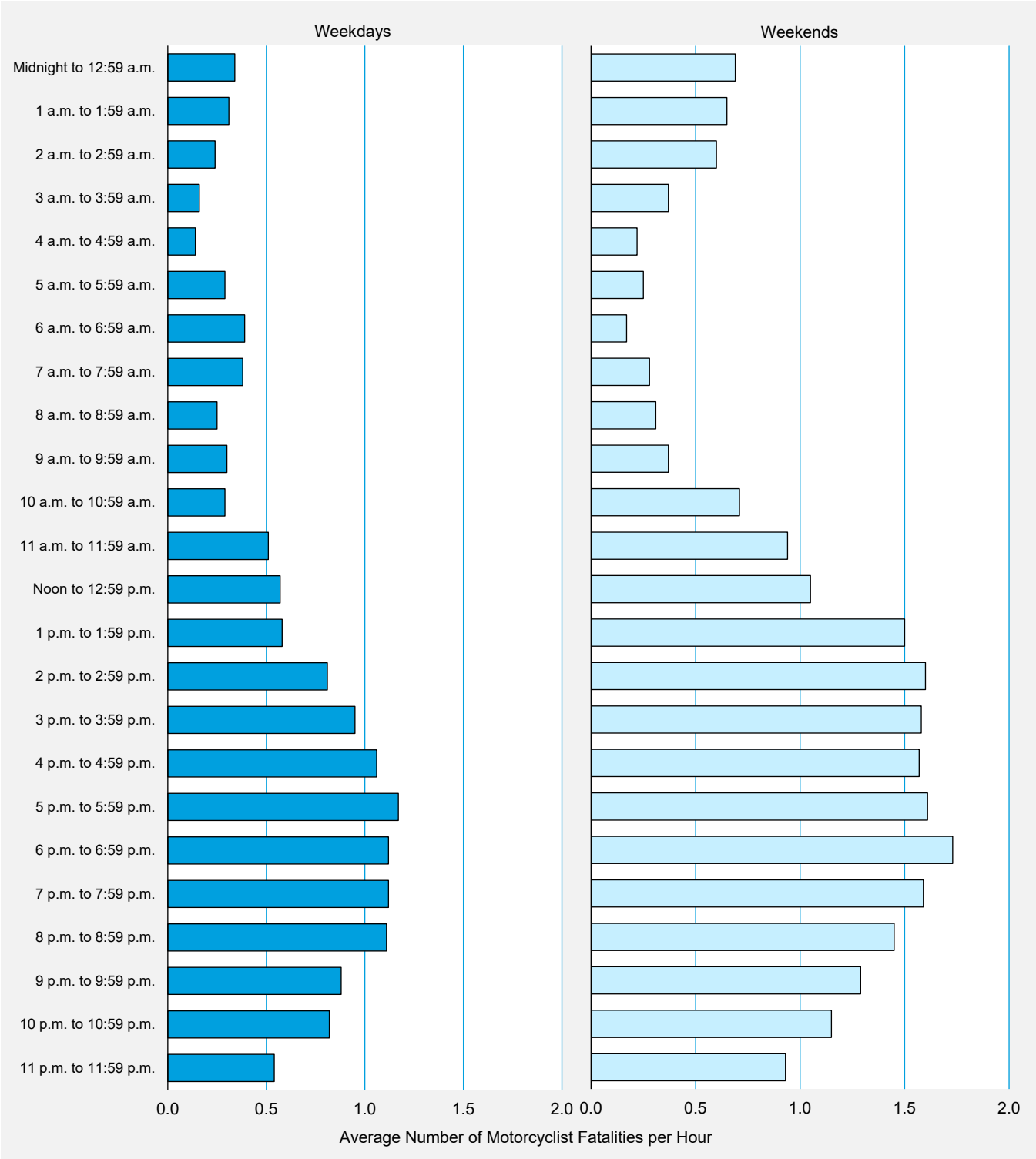
Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Cars	1,901	39.6	2,900	60.4	**4,801**	**100.0**
Light Trucks						
Pickup	1,230	52.4	1,119	47.6	**2,349**	**100.0**
Utility	1,637	52.2	1,499	47.8	**3,136**	**100.0**
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**

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.

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.

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.

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.

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.

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

	Male			Female			Total*		
Age Group	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**

	Male			Female			Total*		
Age Group	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.

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.

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

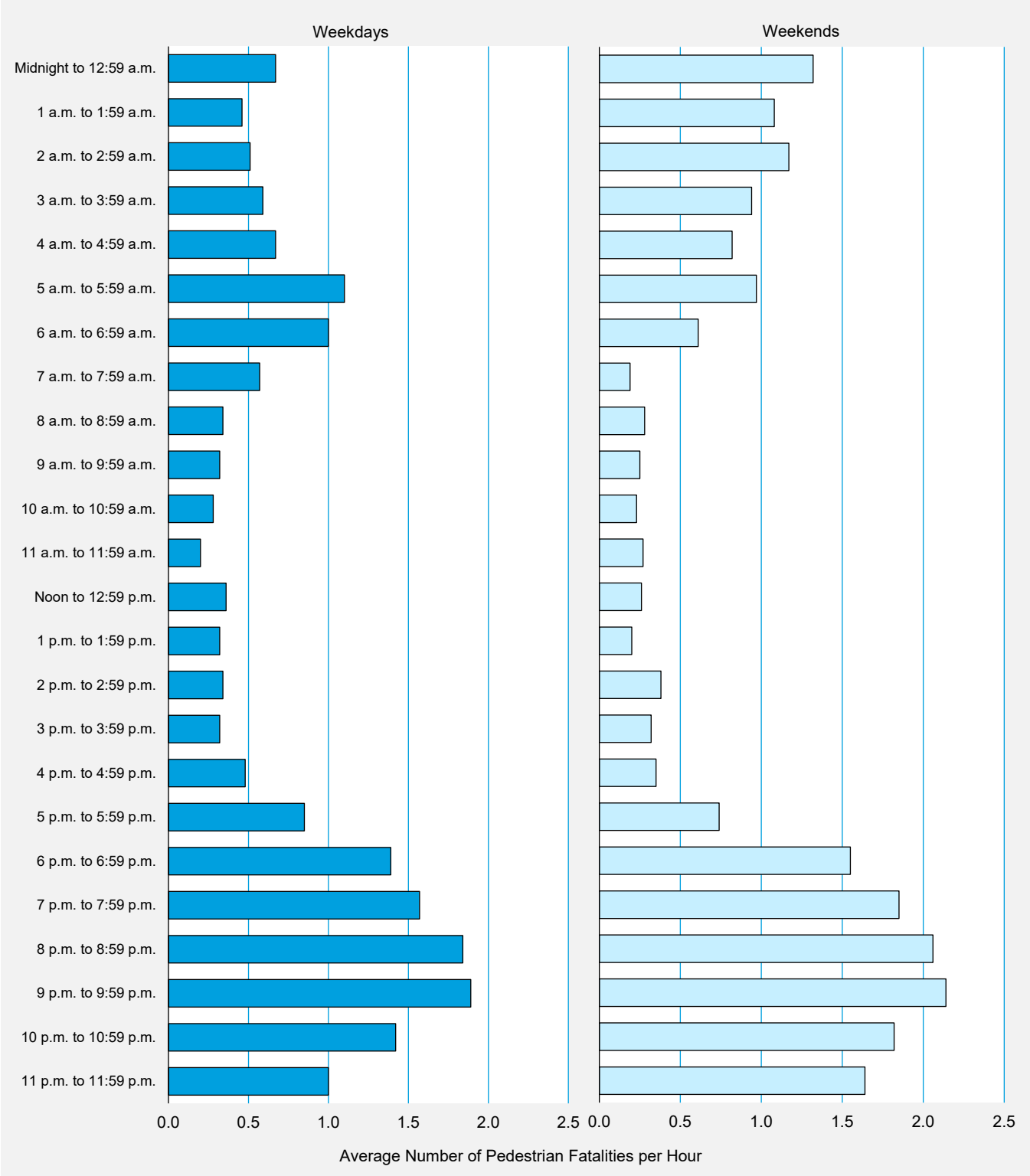


Table 99. Pedestrians Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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.

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.

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

	Male			Female			Total*		
Age Group	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**

	Male			Female			Total*		
Age Group	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.

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.

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.

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.


MISSOURI
ARKANSAS
KENTUCKY
ALABAMA
INDIANA
Springfield
Indianapolis
Jefferson City
Nashville
Memphis
Birmingham
Montgomery
Jackson
Little Rock
Atlanta
Chicago
Columbus
Poplar Bluff
Shreveport

5

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				
MT	215	208	-3	PR	271	307	+13

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

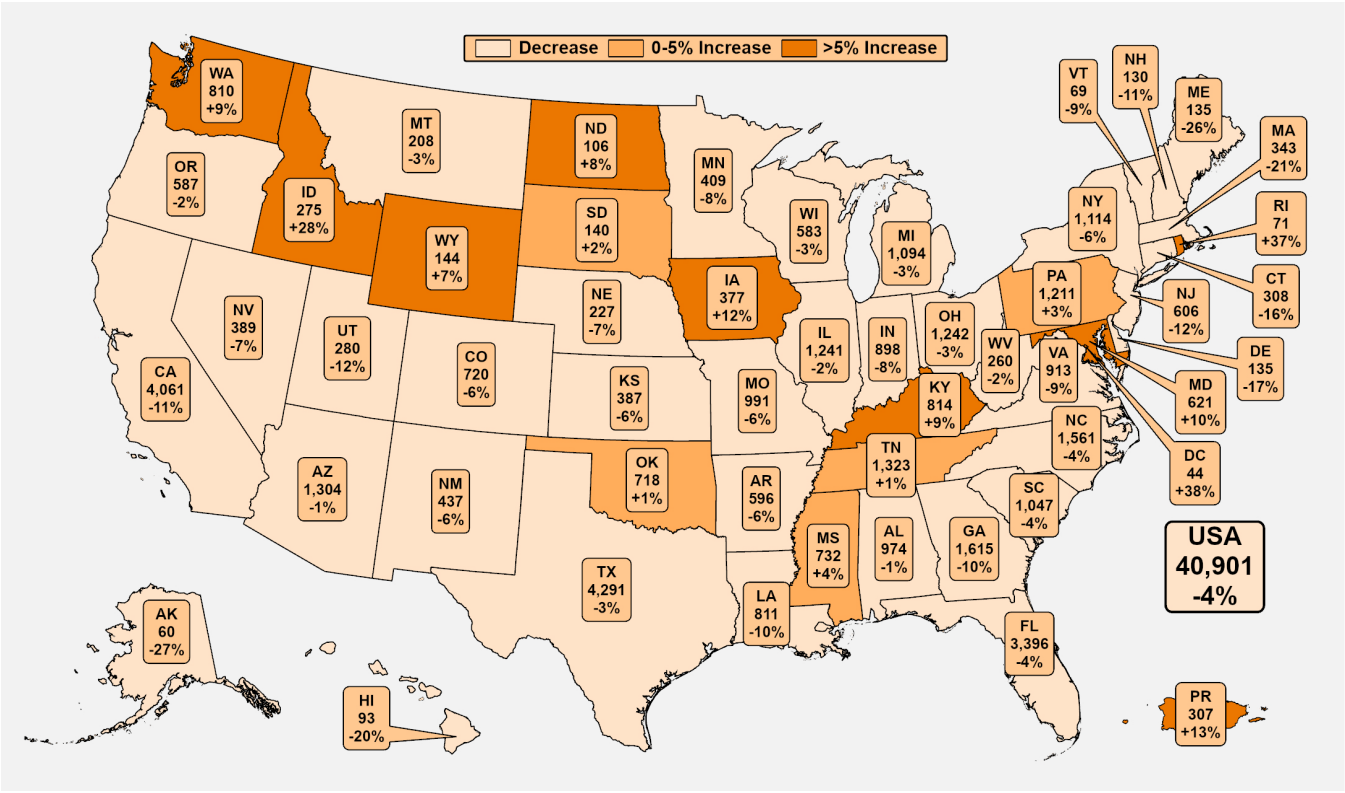


Table 107. Fatal Crashes, by State and First Harmful Event

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	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**

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	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.

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.	%	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**

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**

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.	%	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

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**	**303,528,576**	**13.48**	**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.

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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**

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.

5. States

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**

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**

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**

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**

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**

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

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		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**

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

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
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

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

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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**

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**

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**

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**

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.

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Functional System							
			Interstate		Non-Interstate				
		Total*	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

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Functional System							
			Interstate		Non-Interstate				
		Total*	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.

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**

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.

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**

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.

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				
			Number	Percentage of Total Killed		Total	Pedestrian
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

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				
			Number	Percentage of Total Killed		Total	Pedestrian
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

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				
			Number	Percentage of Total Killed		Total	Pedestrian
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

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				
			Number	Percentage of Total Killed		Total	Pedestrian
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

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				
			Number	Percentage of Total Killed		Total	Pedestrian
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%**

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

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

Vehicle Level

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

Appendix A: FARS Data Elements

Driver Level

Commercial Motor Vehicle License Status
Compliance With Commercial Driver's License (CDL) Endorsements
Compliance With License Restrictions
Condition (Impairment) at Time of Crash
Date of Oldest Crash, Suspension, Conviction
Date of Most Recent Crash, Suspension, Conviction
Driver Distracted By
Driver Height
Driver Maneuvered to Avoid
Driver Presence
Driver Weight
Driver's License State
Driver's Vision Obscured By
Driver's ZIP Code
License Compliance With Class of Vehicle
Non-CDL License Type/Status
Previous DWI Convictions
Previous Other Moving Violation Convictions
Previous Recorded Crashes
Previous Recorded Suspensions, Revocations, and Withdrawals
Previous Speeding Convictions
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
Death Date
Death Time
Died at Scene/En Route
Drug Toxicology Results
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Helmet Use
Injury Severity
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race/Hispanic Origin
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System
Seating Position
Sex
Transported to First Medical Facility By

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Death Date
Death Time
Died at Scene/En Route
Drug Toxicology Results
Fatal Injury at Work
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
Race/Hispanic Origin
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 B: CRSS Data Elements

2023 Crash Report Sampling System Data Elements

Crash Level

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

Vehicle Level

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

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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Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2023

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.

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