



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



Traffic Safety Facts

2023 Data



DOT HS 813 762

October 2025

Summary of Motor Vehicle Traffic Crashes

In this fact sheet for 2023 the information is presented as follows.

- [Overview](#)
- [Ten-Year Trend: 2014 to 2023](#)
- [Traffic Safety Fact Sheets](#)
- [State](#)
- [Behavior](#)
 - [Alcohol-Impaired Driving](#)
 - [Occupant Protection](#)
 - [Speeding](#)
- [People](#)
 - [Bicyclists and Other Cyclists](#)
 - [Children](#)
 - [Older Population](#)
 - [Pedestrians](#)
 - [Young Drivers](#)
- [Vehicles](#)
 - [Large Trucks](#)
 - [Motorcycles](#)
 - [Passenger Vehicles](#)
 - [School Transportation](#)
- [Crash Location](#)
 - [Rural/Urban](#)
- [Economic Cost for All Traffic Crashes](#)

Key Findings

- In 2023 there were an estimated 6,138,359 police-reported traffic crashes in which 40,901 people were killed and an estimated 2,442,581 people were injured.
- Compared to 2022, there was a 4.3-percent decrease in the number of fatalities, and a 2.5-percent increase in the estimated number of people injured. The estimated number of police-reported traffic crashes increased by 3.5 percent.
- One person was killed every 13 minutes and an estimated 5 people injured every minute in traffic crashes in 2023.
- The fatality rate per 100 million vehicle miles traveled (VMT) decreased from 1.34 in 2022 to 1.26 in 2023, and the injury rate per 100 million VMT was 75 in 2022 and remained the same in 2023.
- In 2023 there were 12,429 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 42 minutes. Fatalities in alcohol-impaired-driving crashes decreased by 7.6 percent (13,458 to 12,429 fatalities) from 2022 to 2023.
- In 2023 there were 11,775 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and a decrease of 3 percent from 12,157 in 2022. There were an estimated 332,598 people injured (14% of total people injured) in speeding-related traffic crashes in 2023.
- Of the 1,019 children killed in traffic crashes, an estimated 253 (25%) were killed in alcohol-impaired-driving crashes in 2023.
- In 2023 there were 7,891 people 65 and older killed and an estimated 279,225 injured in motor vehicle traffic crashes. Older people made up 19 percent of all traffic fatalities and 11 percent of all people injured in 2023.
- In 2023 there were 7,314 pedestrians killed in traffic crashes, a 3.7-percent decrease from the 7,593 pedestrian fatalities in 2022. On average, a pedestrian was killed every 72 minutes and injured every 8 minutes in traffic crashes in 2023.
- Young drivers accounted for 8.9 percent of all drivers in fatal traffic crashes in 2023. However, young drivers were only 5.1 percent of all licensed drivers in 2023.
- Forty-one percent of motorcycle riders who died in single-vehicle crashes in 2023 were alcohol-impaired.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, 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. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

Motor vehicle travel is a major means of transportation in the United States, providing an unparalleled degree of mobility. Traffic crashes took the lives of 40,901 people in 2023. The mission of the National Highway Traffic Safety Administration is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement.

Ten-Year Trend: 2014 to 2023

The number of police-reported traffic crashes, by crash severity, is presented in Table 1 for the 10-year period 2014 to 2023. From 2014 to 2023 the number of fatal traffic crashes increased by 25 percent. The number of fatal traffic crashes decreased by 4.5 percent from 2022 to 2023, while the estimated number of police-reported traffic crashes increased by 3.5 percent.

Table 1. Police-Reported Traffic Crashes, by Crash Severity, 2014–2023

Year	Crash Severity						Total	
	Fatal		Injury		Property-Damage-Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
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%

Sources: FARS 2014–2022 Final File, 2023 Annual Report File (ARF); NASS GES 2014–2015; CRSS 2016–2023

*NASS GES and CRSS estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

While Table 1 presents data on traffic crashes, Table 2 presents data on people killed and injured in traffic crashes in the 10-year period 2014 to 2023. Also presented are the fatality and injury rates based on population, licensed drivers, registered vehicles, and VMT. Figure 1 shows a map of the fatality rate per 100 million VMT for each State, the District of Columbia, and Puerto Rico.

In 2023 there were 40,901 people killed and an estimated 2,442,581 people injured in traffic crashes. Compared to 2022, this was a 4.3-percent decrease in the number of fatalities, and a 2.5-percent increase in the estimated number of people injured. Over the decade 2014 to 2023, there was a 25-percent increase in the number of those killed in traffic crashes. On average in 2023 there were 112 people who died each day and an estimated 6,692 people who were injured each day in traffic crashes. This translates to one person killed every 13 minutes and an estimated 5 people injured every minute in traffic crashes in 2023.

This is the second year of decreases in the number of deaths on our Nation's highways since 2022. The fatality rate per 100 million VMT decreased from 1.34 in 2022 to 1.26 in 2023. In the 10-year period 2014 to 2023 the fatality rate per 100 million VMT fluctuated from a low of 1.08 in 2014 to a high of 1.38 in 2021. The fatality rates based on population, licensed drivers, and registered vehicles also decreased from 2022 to 2023. The injury rate per 100 million VMT was 75 in 2022 and remained the same in 2023.

Table 2. People Killed and Injured, and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 2014–2023

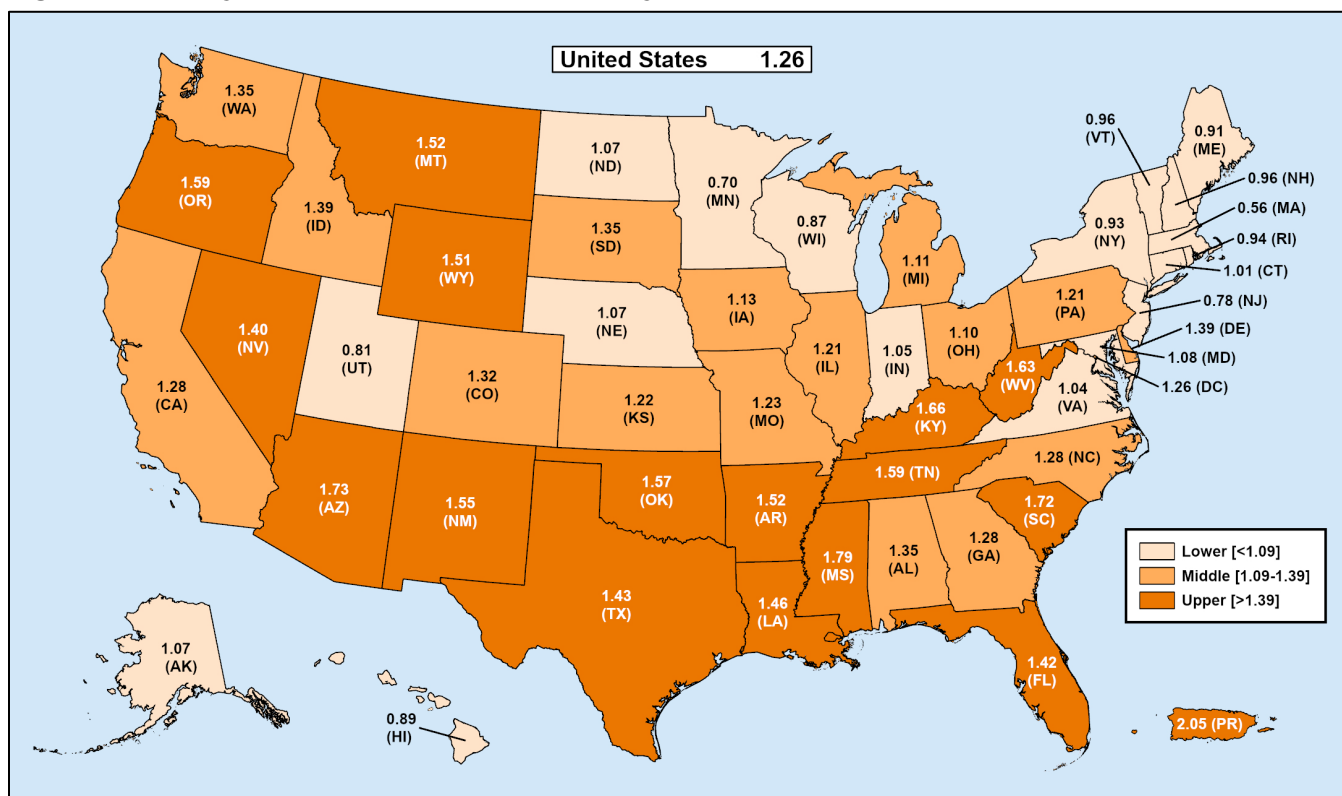
Year	Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
Killed									
2014	32,744	318,386,329	10.28	214,092,472	15.29	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
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
Injured									
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: FARS 2014–2022 Final File, 2023 ARF; NASS GES 2014–2015; CRSS 2016–2023; VMT and Licensed Drivers — Federal Highway Administration (FHWA); Registered Vehicles – Polk data from S&P Global Mobility, © R.L. Polk & Co., and FHWA; Population — Census Bureau

*NASS GES and CRSS estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

In 2023 the highest fatality rate per 100 million VMT in the United States (50 States and the District of Columbia, excluding Puerto Rico) was in Mississippi (1.79) followed by Arizona (1.73) and South Carolina (1.72). The rate for Puerto Rico was 2.05. The lowest was in Massachusetts (0.56) followed by Minnesota (0.70) and New Jersey (0.78).

Figure 1. Fatality Rates per 100 Million VMT, by State, 2023



Traffic Safety Fact Sheets

The National Center for Statistics and Analysis (NCSA) annually publishes a series of Traffic Safety Fact Sheets, brief reports on subjects of interest to the traffic safety community. Currently 16 fact sheets are available. There are two fact sheets that focus on State data only. Some cover driver or occupant behavior such as alcohol-impaired driving, occupant protection, and speeding. Others focus on populations of interest, such as bicyclists and other cyclists, children, older population, pedestrians, and young drivers. Specific vehicle types are the emphasis in fact sheets on large trucks, motorcycles, passenger vehicles, and school transportation. The Rural/Urban fact sheet focuses on the locations of the crashes. Finally, this fact sheet, Summary of Motor Vehicle Traffic Crashes provides a brief summary for each of these fact sheets, along with links and references for further information.

State

The 2023 State Traffic Data Fact Sheet includes a range of topics such as fatality rates, speeding-related crashes, and crash types. The 2023 State Alcohol-Impaired-Driving Estimates fact sheet focuses on alcohol at the State level and includes the range of known alcohol test results for drivers involved in fatal crashes.

For more detailed information, view the 2023 State Traffic Data Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813743.pdf>.

For more detailed information, view the 2023 State Alcohol-Impaired-Driving Estimates Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813726.pdf>.

Behavior

Driver behavior such as driving while alcohol-impaired and speeding, as well as whether passenger vehicle occupants are wearing seat belts, are important areas of interest. These behaviors are the subjects of this set of traffic safety fact sheets.

Alcohol-Impaired Driving

Drivers are alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. In 2023 there were 12,429 people killed in alcohol-impaired-driving crashes, an average of one alcohol-impaired-driving fatality every 42 minutes. These alcohol-impaired-driving fatalities accounted for 30 percent of the total traffic fatalities in the United States.

Traffic fatalities in alcohol-impaired-driving crashes decreased by 7.6 percent (13,458 to 12,429 fatalities) from 2022 to 2023.

The percentages of alcohol-impaired drivers involved in fatal traffic crashes in 2023 was highest for motorcycle riders (26%) compared to drivers of passenger cars (24%), light trucks (20%), and large trucks (4%).

In 2023 among the 12,429 alcohol-impaired-driving fatalities, 67 percent (8,272) were in traffic crashes in which at least one driver had a BAC of .15 g/dL or higher.

For more detailed information, view the 2023 Alcohol-Impaired-Driving Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813713.pdf>.

Occupant Protection

According to NHTSA's 2023 National Occupant Protection Use Survey (NOPUS, Report No. DOT HS 813 543), the estimated seat belt use rate over the decade 2014 to 2023 increased from 86.7 percent in 2014 to 91.9 percent in 2023.

There were 40,901 traffic fatalities in the United States in 2023, of which 23,959 (59%) were occupants of passenger vehicles. Of the 23,959 killed, there were 10,816 who were restrained (45%) and 10,484 who were unrestrained (44%) at the time of the crashes. Restraint use was unknown for the remaining 2,659 occupants

(11%) killed. Considering only passenger vehicle occupant fatalities whose restraint use was known, 51 percent were restrained and 49 percent were unrestrained.

In traffic crashes in 2023, considering known driver restraint use by passenger vehicle type, 59 percent of pickup drivers killed were unrestrained, compared to SUV drivers (47%), passenger car drivers (47%), and van drivers (41%).

For more detailed information, view the 2023 Occupant Protection in Passenger Vehicles Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813730.pdf>.

Speeding

In 2023 there were 11,775 fatalities in speeding-related crashes, 29 percent of total traffic fatalities for the year and a decrease of 3 percent from 12,157 in 2022. There were an estimated 332,598 people injured (14% of total people injured) in speeding-related traffic crashes in 2023.

Thirty-seven percent of male drivers and 18 percent of female drivers in the 15-to-20 age group involved in fatal traffic crashes in 2023 were speeding, the highest among all the age groups.

In 2023 drivers who were speeding when involved in fatal traffic crashes had BACs of .08 g/dL or greater (38% versus 16%)—or even higher BACs of .15 g/dL or greater (25% versus 10%)—more frequently than those drivers who were not speeding.

In 2023, among all drivers involved in fatal crashes, 36 percent of motorcycle riders were speeding, compared to 22 percent of passenger car drivers, 15 percent of light-truck drivers, and 7 percent of large-truck drivers.

For more detailed information, view the 2023 Speeding Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813721.pdf>.

People

Another interest area regarding crash data are the various populations involved. NHTSA publishes fact sheets on crash data specific to pedestrians, bicyclists and other cyclists, children, young drivers, and older population.

Bicyclists and Other Cyclists

Pedalcyclists are riders on bicycles and other cycles (tricycles and unicycles) powered solely by pedals. Starting in 2022, pedalcyclists include riders on bicycles powered by pedals and/or motors.

In 2023 there were 1,166 pedalcyclist fatalities, accounting for 2.9 percent of all traffic fatalities. There was a 4-percent increase in pedalcyclists killed (1,166) from the 1,117 pedalcyclists killed in 2022.

Twenty-two percent of the pedalcyclists who died in 2023 had BACs of .01 g/dL or greater.

In 2023 most pedalcyclist fatalities (81%) were in urban areas. Twenty-eight percent of pedalcyclist fatalities occurred at intersections.

For more detailed information, view the 2023 Bicyclists and Other Cyclists Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813739.pdf>.

Children

Of the 40,901 traffic fatalities in 2023 in the United States, 1,019 (2%) were children 14 and younger. Child traffic fatalities decreased by 10 percent from 2022 (1,130) to 2023 (1,019). An estimated 161,478 children were injured in traffic crashes in 2023, a 3-percent increase from 156,502 in 2022.

An average of 3 children were killed and an estimated 442 children were injured every day in traffic crashes in 2023.

In 2023, based on known restraint use, 64 percent of the children who died while riding with unrestrained passenger vehicle drivers were also unrestrained.

Of the 1,019 children killed in traffic crashes, an estimated 253 (25%) were killed in alcohol-impaired-driving crashes in 2023.

For more detailed information, view the 2023 Children Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813712.pdf>.

Older Population

In 2023 there were 7,891 people 65 and older killed and an estimated 279,225 injured in motor vehicle traffic crashes. Older people made up 19 percent of all traffic fatalities and 11 percent of all people injured in 2023. Compared to 2022 there was a 2-percent decrease in the number of traffic fatalities and a 4-percent increase in the estimated number of those injured in the older age group.

In 2023 there were 59.2 million people—18 percent of the total U.S. population—who were 65 and older. The older population traffic fatality rate per 100,000 population in 2023 was 13.32, a decrease of 5 percent from 13.96 in 2022.

For more detailed information, view the 2023 Older Population Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813719.pdf>.

Pedestrians

A pedestrian is defined as any person on foot, walking, running, jogging, hiking, sitting, or lying down. These exclude people on personal conveyances like roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities.

In 2023 there were 7,314 pedestrians killed in traffic crashes, a 3.7-percent decrease from the 7,593 pedestrian fatalities in 2022. There were an estimated 68,244 pedestrians injured in traffic crashes, a 1.3-percent increase from 67,341 pedestrians injured in 2022. Pedestrian deaths accounted for 18 percent of all traffic fatalities and 3 percent of all people injured in traffic crashes in 2023.

On average, a pedestrian was killed every 72 minutes and injured every 8 minutes in traffic crashes in 2023.

Seventeen percent of the children 14 and younger killed in traffic crashes in 2023 were pedestrians.

For more detailed information, view the 2023 Pedestrians Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813727.pdf>.

Young Drivers

In 2023 there were 2,148 young drivers (15 to 20 years old) who died in traffic crashes, a 5-percent increase from 2,037 in 2022. In 2023 there were an estimated 180,209 young drivers injured in traffic crashes, a slight decrease from 180,360 in 2022.

Young drivers accounted for 8.9 percent of all drivers in fatal traffic crashes in 2023. However, young drivers were only 5.1 percent of all licensed drivers in 2023.

The rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers for young female drivers was 22.47 in 2023. For young male drivers in 2023 the involvement rate was 60.94, almost three times that of young female drivers.

For more detailed information, view the 2023 Young Drivers Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813736.pdf>.

Vehicles

In addition to different populations of traffic fatalities, information regarding vehicles used at the time of travel is of importance in research, program development, and rulemaking. Traffic crashes related to passenger vehicles, large trucks, motorcycles, and vehicles used for school transportation are each discussed in separate NHTSA fact sheets.

Large Trucks

A large truck is defined as any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight ratings (GVWR) greater than 10,000 lb. These large trucks include both commercial and non-commercial vehicles. Seventy-one percent of the large trucks involved in fatal crashes were heavy large trucks (GVWR > 26,000 . lb) in 2023.

In 2023 there were 5,472 people killed in traffic crashes involving large trucks. This was an 8-percent decrease from 5,969 in 2022. Seventy percent of people killed in large-truck traffic crashes in 2023 were occupants of other vehicles.

In 2023 there were an estimated 153,452 people injured in traffic crashes involving large trucks—a decrease of 4 percent from an estimated 160,619 in 2022. Seventy percent (107,636) of people injured in large-truck crashes in 2023 were occupants of other vehicles.

Four percent of drivers of large trucks involved in fatal traffic crashes in 2023 had BACs of .08 g/dL or higher, much lower than drivers of other vehicle types (26% for motorcycles, 24% for passenger cars, and 20% for light trucks).

For more detailed information, view the 2023 Large Trucks Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813717.pdf>.

Motorcycles

Motorcycles include 2- and 3-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes. The motorcycle rider is the person operating the motorcycle; the passenger is a person seated on, but not operating, the motorcycle; the motorcyclist is a general term referring to either the rider or passenger.

In 2023 there were 6,335 motorcyclists killed, 15 percent of all traffic fatalities. The number of motorcyclist fatalities in 2023 increased by 1 percent from 2022, from 6,251 to 6,335. An estimated 82,564 motorcyclists were injured in 2023, a less than 1-percent decrease from 82,690 motorcyclists injured in 2022.

Per 100 million vehicle miles traveled in 2023, the fatality rate for motorcyclists (31.39) was almost 28 times the passenger car occupant fatality rate (1.13).

Forty-one percent of motorcycle riders who died in single-vehicle crashes in 2023 were alcohol-impaired. Motorcycle riders involved in fatal crashes had higher percentages of alcohol impairment than drivers of any other motor vehicle type (26% for motorcycles, 24% for passenger cars, 20% for light trucks, and 4% for large trucks).

In States without universal helmet laws, based on known helmet use, 51 percent of motorcyclists killed in 2023 were not wearing helmets, as compared to 10 percent in States with universal helmet laws

For more detailed information, view the 2023 Motorcycles Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813732.pdf>.

Passenger Vehicles

Passenger vehicles are defined as motor vehicles with GVWR of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).

In 2023 there were 23,959 passenger vehicle occupants who died in motor vehicle traffic crashes, a 6-percent decrease from 25,500 in 2022. An estimated 1,947,298 passenger vehicle occupants were injured, a 2-percent increase from 1,900,627 in 2022.

Passenger vehicles made up 92 percent of registered vehicles and accounted for 89 percent of total VMT in 2023. There were 58,319 vehicles involved in fatal traffic crashes in 2023, of which 76 percent (44,114) were passenger vehicles.

Among the passenger vehicle occupants killed in 2023 in motor vehicle traffic crashes, 49 percent were passenger car occupants and 51 percent were light-truck occupants.

For more detailed information, view the 2023 Passenger Vehicles Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813723.pdf>.

School Transportation

From 2014 to 2023 there were 971 fatal school-transportation-related traffic crashes, and 1,079 people of all ages were killed in those crashes—an average of 108 fatalities per year.

Most (70%) of the people killed in school-transportation-related traffic crashes were occupants of other vehicles involved in the crashes. From 2014 to 2023 there were 113 occupants killed in school transportation vehicles; 48 were drivers, and 65 were passengers.

More school-age pedestrians were killed from 7 to 7:59 a.m. and from 3 to 3:59 p.m. than during any other hours of the day from 2014 to 2023.

For more detailed information, view the 2014-2023 School-Transportation-Related Traffic Crashes Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813731.pdf>.

Crash Location

Data relating to crash location in this report pertain to whether a crash was in a rural location or an urban location, as defined by FHWA.

Rural/Urban

Of the 40,901 traffic fatalities in 2023, there were 16,656 (41%) in rural areas, 23,921 (58%) in urban areas, and 324 (1%) in areas not reported as rural or urban.

In 2023 rural traffic fatalities decreased 4 percent from 17,299 in 2022 to 16,656, and in urban areas decreased 5 percent from 25,292 to 23,921.

According to the Census Bureau's 2023 American Community Survey, an estimated 20 percent of the U.S. population lived in rural areas, and according to the FHWA, 31 percent of the total VMT in 2023 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2023.

For more detailed information, view the 2023 Rural/Urban Traffic Fatalities Fact Sheet at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813728.pdf>.

Economic Cost for All Traffic Crashes

The estimated economic cost of all traffic crashes in the United States in 2019 (the most recent year for which cost data is available) was \$340 billion. When quality of life valuations are considered, the total value of societal harm from traffic crashes in the United States in 2019 was an estimated \$1.4 trillion. Included in the economic costs are:

- Lost productivity,
- Workplace costs,
- Legal and court costs,
- Medical costs,
- Emergency medical services,
- Insurance administration costs,
- Congestion costs, and
- Property damage.

These costs represent the tangible losses that result from motor vehicle traffic crashes. However, in cases of serious injury or death, such costs fail to capture the relatively intangible value of lost quality-of-life that results from these injuries.

Each fatality resulted in an average discounted lifetime economic cost of \$1.6 million, and an average comprehensive cost of \$11.3 million. For further information on cost estimates, see *The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised)* at

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. CRSS replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Important Change for Motorized Bicycles

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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at <https://vpic.nhtsa.dot.gov/>.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2025, October). *Summary of motor vehicle traffic crashes: 2023 data* (Traffic Safety Facts. Report No. DOT HS 813 762). National Highway Traffic Safety Administration. doi: [10.21949/rdm5-2086](https://doi.org/10.21949/rdm5-2086)

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. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at <https://cdan.nhtsa.gov/>.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- 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
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at <https://crashstats.nhtsa.dot.gov/>.



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