



# 2022

## Traffic Safety Facts 2022

A Compilation of Motor Vehicle Traffic Crash Data



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



## 2022 National Statistics

### Police-Reported Motor Vehicle Traffic Crashes

|                            |                  |
|----------------------------|------------------|
| Fatal.....                 | 39,221           |
| Injury .....               | 1,664,598        |
| Property-Damage-Only ..... | 4,226,677        |
| <b>Total .....</b>         | <b>5,930,496</b> |

### Traffic Crash Victims

|                           | <b>Killed</b> | <b>Injured</b>   |
|---------------------------|---------------|------------------|
| <b>Occupants .....</b>    | <b>27,344</b> | <b>2,169,123</b> |
| Drivers .....             | 20,908        | 1,620,915        |
| Passengers .....          | 6,393         | 547,538          |
| Unknown .....             | 43            | 670              |
| <b>Motorcyclists.....</b> | <b>6,218</b>  | <b>82,687</b>    |
| <b>Nonoccupants .....</b> | <b>8,952</b>  | <b>130,961</b>   |
| Pedestrians.....          | 7,522         | 67,336           |
| Pedalcyclists .....       | 1,105         | 46,195           |
| Other/Unknown .....       | 325           | 17,430           |
| <b>Total.....</b>         | <b>42,514</b> | <b>2,382,771</b> |

### Other National Statistics

|                                                                                                 |                   |
|-------------------------------------------------------------------------------------------------|-------------------|
| Vehicle Miles Traveled.....                                                                     | 3,196,191,000,000 |
| Population .....                                                                                | 333,287,557       |
| Registered Vehicles.....                                                                        | 303,528,576       |
| Licensed Drivers .....                                                                          | 235,086,153       |
| Economic Cost of Traffic Crashes (2019)<br>(Estimate for Reported and Unreported Crashes) ..... | \$340 billion     |

### National Rates: Fatalities

|                                                         |       |
|---------------------------------------------------------|-------|
| Fatalities per 100 Million Vehicle Miles Traveled ..... | 1.33  |
| Fatalities per 100,000 Population.....                  | 12.76 |
| Fatalities per 100,000 Registered Vehicles.....         | 14.01 |
| Fatalities per 100,000 Licensed Drivers.....            | 18.08 |

### National Rates: People Injured

|                                                             |       |
|-------------------------------------------------------------|-------|
| People Injured per 100 Million Vehicle Miles Traveled ..... | 75    |
| People Injured per 100,000 Population.....                  | 715   |
| People Injured per 100,000 Registered Vehicles .....        | 785   |
| People Injured per 100,000 Licensed Drivers.....            | 1,014 |

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.



DOT HS 813 656  
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# Traffic Safety Facts 2022

## A Compilation of Motor Vehicle Traffic Crash Data

**National Highway Traffic Safety Administration**  
National Center for Statistics and Analysis  
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### For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at [NCSARequests@dot.gov](mailto:NCSARequests@dot.gov) or 800-934-8517. NCSA programs can be found at [www.nhtsa.gov/data](http://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](http://www.nhtsa.gov/report-a-safety-problem).

Fact sheets available from NCSA are Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Race and Ethnicity, Rural/Urban Traffic Fatalities, School-Transportation-Related Traffic Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Traffic Crashes, and Young Drivers. The fact sheets and annual Traffic Safety Facts reports can be found at <https://crashstats.nhtsa.dot.gov/>.

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# Glossary

## alcohol involvement

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

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

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

## alcohol-impaired-driving crashes

Crashes that involve 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

Detailed type of motor vehicle within a vehicle type.

## bus

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

## combination truck

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

## crash

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

## crash severity

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

## crash type

Single-vehicle or multi-vehicle crash.

## day

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

## Glossary

### driver

An occupant of a vehicle who is in physical control of a motor vehicle in-transport, or for an out-of-control vehicle, an 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.

### 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 (occupant, pedestrian, or pedalcyclist).

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.

### land use

The crash location (urban or rural).

### large trucks

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

### light trucks

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

### manner of collision

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

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

*head-on.* A collision where the front of one vehicle collides with the front of another vehicle while the two are traveling in opposite directions.

*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.

## **Glossary**

### **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 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, pedalcyclists, 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 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.

## Glossary

### 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.

### roadway function class

The classification describing the character of service the street or highway. Includes the following:

***interstates.*** Limited access divided facilities of at least four lanes designated by the FHWA as part of the Interstate System.

***other freeways and expressways.*** All urban principal arterials with limited control of access not on the Interstate System.

***other principal arterials.*** Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

***minor arterials.*** Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

***collectors.*** In rural areas, routes serving intra-county, rather than statewide travel. In urban areas streets providing direct access to neighborhoods as well as direct access to arterials.

***local streets and roads.*** Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic.

### 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.

### 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.

## **Glossary**

### **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 within 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 2022: 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 primary 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 (FARS) 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 traffic 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 System, Office of Data Acquisition. Trained State employees, called FARS analysts, are responsible for gathering, translating, and transmitting their State’s data to NCSA’s standard format. The number of analysts varies by State, depending on the number of fatal crashes and the ease of obtaining data.

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

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

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

Each FARS analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA’s central computer database. 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 2022 FARS data file used for the statistics in this report was created in February 2024; however, the 2022 FARS file will officially close later in 2024. 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 2021 are reflected in this report. The updated final counts for 2022 will be reflected in the 2023 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 the motor vehicle crash experience in the United States. In 1988 NHTSA split the NASS into two surveys, the GES and the Crashworthiness Data System (CDS). Since then, the same data collection sites have been used for GES data collection. Given the shifts in population and the vehicle fleet, and the changing analytic needs of the safety community, Congress authorized NHTSA to modernize its crash data collection system. NHTSA redesigned the nationally representative sample of police-reported traffic crashes in the United States. The new system, the Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

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

These crash reports are chosen from 60 selected sites across the United States that reflect the geography, population, miles driven, and crashes in the United States. CRSS data collectors review crash reports from hundreds of law enforcement agencies within 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. 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 2022), GES (1988 to 2015), and CRSS (2016 to 2022). The remaining chapters present data only from 2022. 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 2021* 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 manufacturer authoritative data 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

## **About This Report**

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.).

### ***Vehicle Type Revisions***

The 2021 data definitions for vehicle type classifications were reviewed resulting in revisions. The revised vehicle type data definitions were applied to 2020 and later data. The motorcycle category was most effected, as some qualifying body classes were not previously included in this category, but instead were classified as “Other” vehicle type. Consequently, motorcycles were previously underreported.

### ***2020 Imputed Alcohol Data Updates***

Blood alcohol concentration 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 2020 FARS file was already final, due to the “Vehicle Type Revisions,” the 2020 imputed alcohol files were regenerated. Consequently, there were minor changes to alcohol-related estimates for 2020 shown in the 2021 annual report. For example, Table 13 titled “People Killed, by Highest Driver BAC in the Crash, 1982-2021” showed 11,718 alcohol-impaired-driving fatalities in 2020. The updated estimate for alcohol-impaired-driving-fatalities in 2020 is 11,727.

### ***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.

### ***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 to 2021 is not strictly comparable with the data for all prior years, which was based on Polk’s old NVPP.

## About This Report

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<br>(Polk) | Light Trucks<br>(Polk) | Motorcycles<br>(FHWA) | Buses<br>(FHWA) | Large Trucks<br>(FHWA) | NCSA Revised<br>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            | 9,795,491             | 939,123         | 13,856,404             | 302,633,657           |
| 2022 (New NVPP) | 104,645,629              | 174,027,343            | 9,567,664             | 954,119         | 14,333,821             | 303,528,576           |

### VMT: Polk and FHWA

| Year            | Passenger Cars<br>(Revised FHWA<br>Using Polk) | Light Trucks<br>(Revised FHWA<br>Using Polk) | Motorcycles<br>(FHWA) | Buses<br>(FHWA) | Large Trucks<br>(FHWA) | Total<br>(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       |

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 2022), NASS GES (1988 to 2015), and CRSS (2016 to 2022) 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 2021 and earlier year FARS data are final. Although the 2022 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](http://www-fars.nhtsa.dot.gov/Main/index.aspx). This website provides instant access to the 1994 to 2022 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>.
- FARS, NASS GES, and CRSS data can be obtained by downloading published files from [www.nhtsa.gov/file-downloads?p=nhtsa/downloads/FARS/](http://www.nhtsa.gov/file-downloads?p=nhtsa/downloads/FARS/) (FARS), [www.nhtsa.gov/file-downloads?p=nhtsa/downloads/GES/](http://www.nhtsa.gov/file-downloads?p=nhtsa/downloads/GES/) (NASS GES), or [www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CRSS/](http://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. This will enable you to process the data using your own computer system.
- 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  
800-934-8517  
Email: [NCSARequests@dot.gov](mailto: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](http://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](mailto: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](http://www.nhtsa.gov/report-a-safety-problem).



# Trends

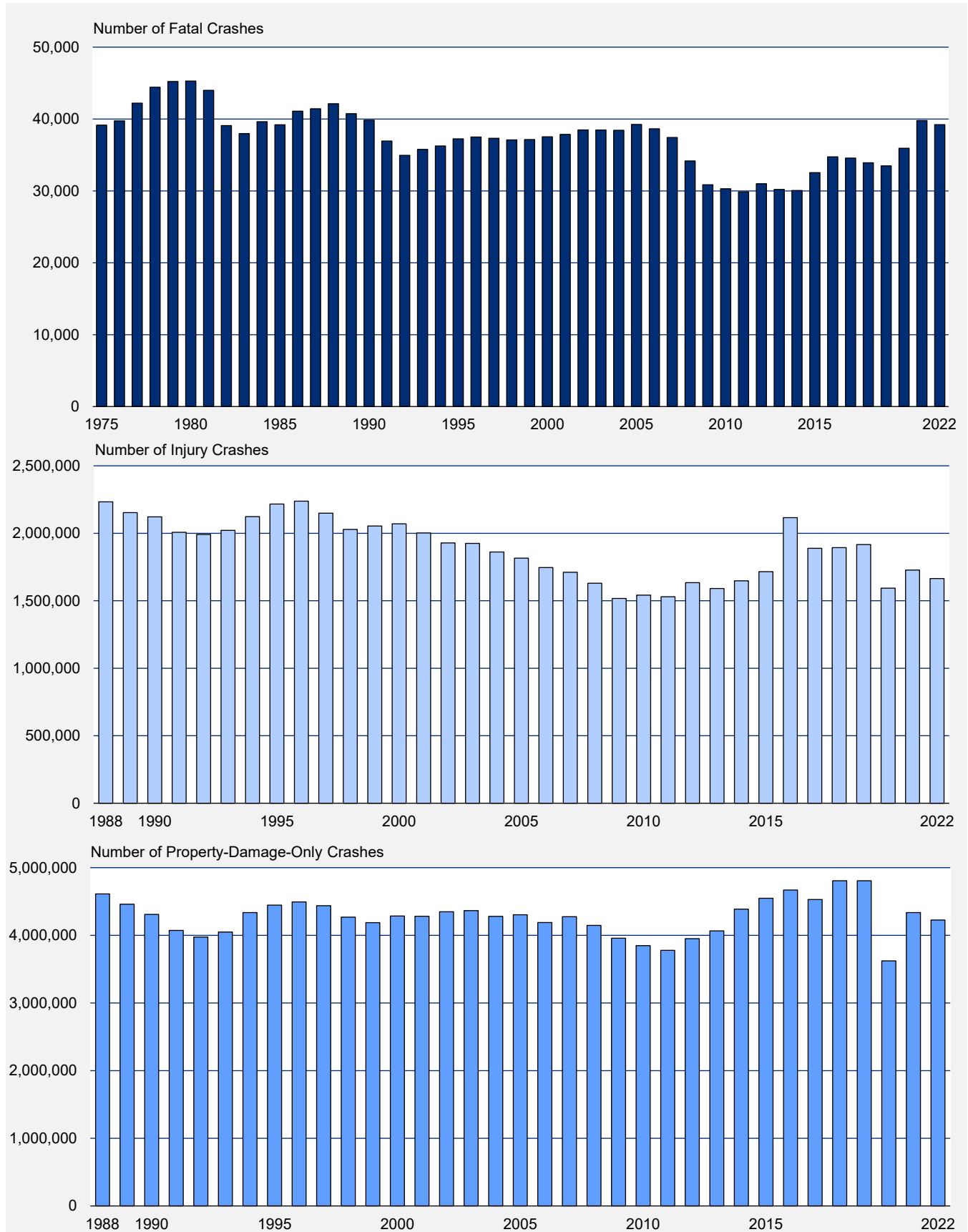
## 1. Trends

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 2022; however, tables with alcohol data from FARS show data only for the years this data are available: 1982 to 2022. Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2022). Trends for people injured are presented from FARS (1988 to 2022) and NASS GES (1988 to 2015) or CRSS (2016 to 2022). **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 you will find in this chapter.

- Fatal traffic crashes decreased by 1.4 percent from 2021 to 2022, and the traffic fatality rate decreased to 1.33 fatalities per 100 million VMT in 2022.
- The injury rate decreased by 6.3 percent from 2021 to 2022, to 75 people injured per 100 million VMT.
- The occupant fatality rate (including motorcyclists) per 100,000 population has declined by 39 percent from 1975 to 2022.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45 percent from 1988 to 2015, decreased by 25 percent from 2016 to 2022.
- The nonoccupant fatality rate per 100,000 population has declined by 32 percent from 1975 to 2022.
- The nonoccupant injury rate per 100,000 population, which declined by 51 percent from 1988 to 2015, decreased by 24 percent from 2016 to 2022.
- The percent of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 32 percent in 2022.

## 1. Trends

**Figure 1. Crashes, by Crash Severity, 1975-2022**



## 1. Trends

**Table 1. Crashes, by Crash Severity, 1988-2022**

| 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 | 39,221         | 0.7     | 1,664,598 | 28.1    | 4,226,677            | 71.3    | 5,930,496     | 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 page 5 of this report.

## 1. Trends

**Table 2. People Killed and Injured; Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2022**

| 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     | 331,511,512 | 11.77                                | 228,195,802      | 17.09                                      | 297,100,833               | 13.13                                         | 2,903,622      | 1.34                              |
| 2021   | 43,230     | 332,031,554 | 13.02                                | 232,781,797      | 18.57                                      | 302,633,657               | 14.28                                         | 3,132,411      | 1.38                              |
| 2022   | 42,514     | 333,287,557 | 12.76                                | 235,086,153      | 18.08                                      | 303,528,576               | 14.01                                         | 3,196,191      | 1.33                              |

Note: See footnotes at the end of Table 2.

## 1. Trends

**Table 2. People Killed and Injured; Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2022 (Continued)**

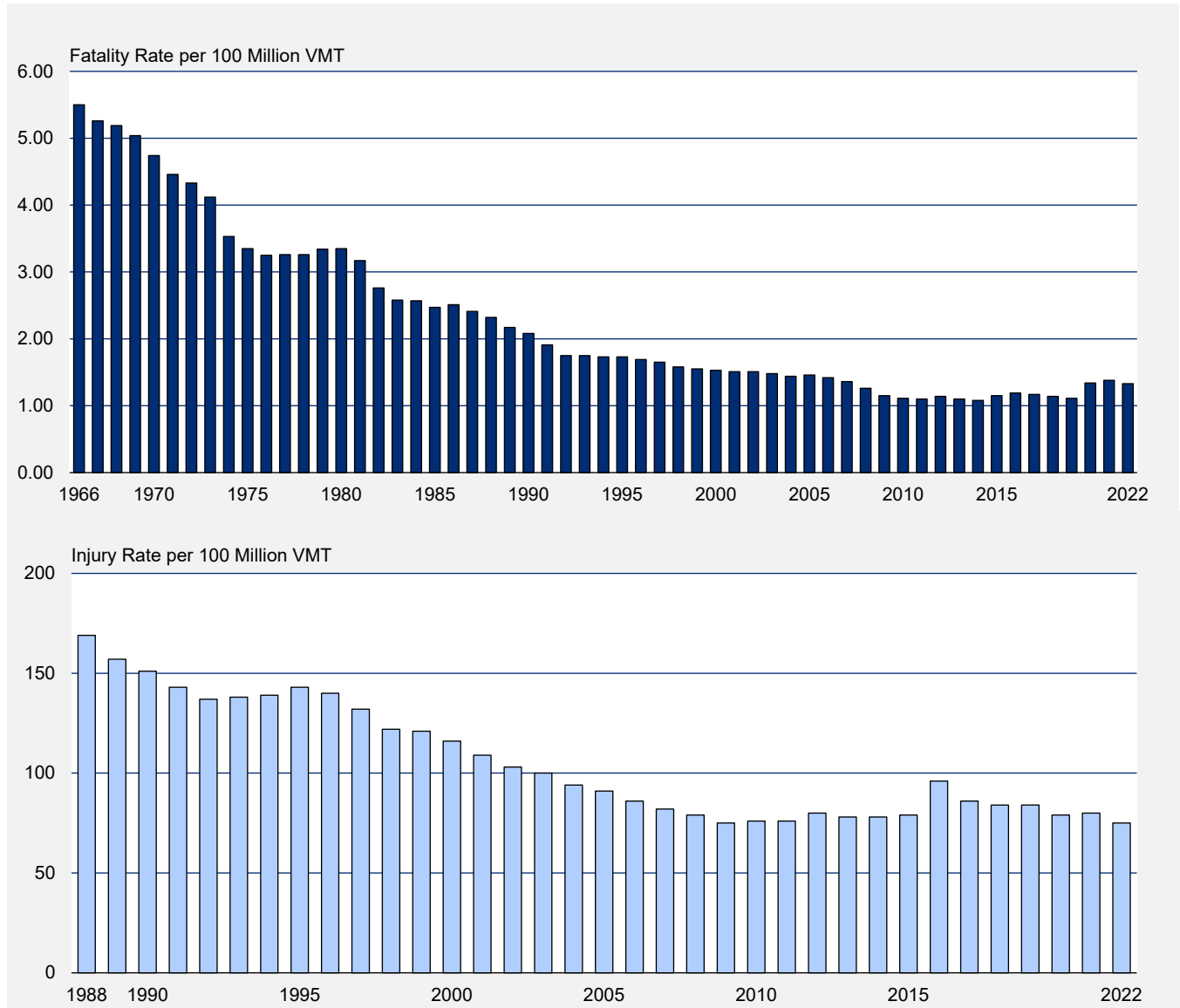
| Injured |           |             |                                    |                  |                                          |                           |                                             |                |                                 |
|---------|-----------|-------------|------------------------------------|------------------|------------------------------------------|---------------------------|---------------------------------------------|----------------|---------------------------------|
| 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 | 331,511,512 | 688                                | 228,195,802      | 1,000                                    | 297,100,833               | 768                                         | 2,903,622      | 79                              |
| 2021    | 2,497,869 | 332,031,554 | 752                                | 232,781,797      | 1,073                                    | 302,633,657               | 825                                         | 3,132,411      | 80                              |
| 2022    | 2,382,771 | 333,287,557 | 715                                | 235,086,153      | 1,014                                    | 303,528,576               | 785                                         | 3,196,191      | 75                              |

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2022—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, 1975-2022—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. For more details, see pages 6-7 of this report. 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 page 5 of this report.

## 1. Trends

**Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million VMT, 1966-2022**



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

## 1. Trends

**Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2022**

| 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 |
| <b>Fatal Crashes</b> |                |                                      |                                                  |              |                                      |                                                  |              |                                      |                                                  |             |                                      |                                                  |
| 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                 | 21,331         | 1.98                                 | 19.76                                            | 25,871       | 1.53                                 | 15.21                                            | 5,733        | 1.75                                 | 41.37                                            | 6,300       | 32.07                                | 64.32                                            |
| 2022                 | 20,049         | 1.89                                 | 19.16                                            | 25,807       | 1.46                                 | 14.83                                            | 5,837        | 1.76                                 | 40.72                                            | 6,359       | 26.76                                | 66.46                                            |

Note: See footnotes at the end of Table 3.

## 1. Trends

**Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2022 (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 |
| <b>Injury Crashes</b> |                |                                      |                                                  |              |                                      |                                                  |              |                                      |                                                  |             |                                      |                                                  |
| 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                                   | 846                                              | 81,308      | 414                                  | 830                                              |
| 2022                  | 1,207,127      | 114                                  | 1,154                                            | 1,289,765    | 73                                   | 741                                              | 120,190      | 36                                   | 839                                              | 79,073      | 333                                  | 826                                              |

Note: See footnotes at the end of Table 3.

## 1. Trends

**Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2022 (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                                  | 2,892                                            | 19,704      | 100                                  | 201                                              |
| 2022                         | 2,788,643      | 263                                  | 2,665                                            | 3,233,284    | 183                                  | 1,858                                            | 410,397      | 124                                  | 2,863                                            | 17,289      | 73                                   | 181                                              |

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. For more details, see pages 6-7 of this report. 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. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcycles exclude motorized bicycles. For more details, see page 6 of this report.

## 1. Trends

**Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2022**

| Year   | Person Type               |              |              |       |               |        |               |              |               |               |       | Total   |
|--------|---------------------------|--------------|--------------|-------|---------------|--------|---------------|--------------|---------------|---------------|-------|---------|
|        | Occupants by Vehicle Type |              |              |       |               |        | Motorcyclists | Nonoccupants |               |               |       |         |
|        | Passenger Cars            | Light Trucks | Large Trucks | Buses | Other/Unknown | Total  |               | Pedestrians  | Pedalcyclists | Other/Unknown | Total |         |
| Killed |                           |              |              |       |               |        |               |              |               |               |       |         |
| 1975   | 25,929                    | 4,856        | 961          | 53    | 937           | 32,736 | 3,189         | 7,516        | 1,003         | 81            | 8,600 | 44,525  |
| 1976   | 26,166                    | 5,438        | 1,132        | 73    | 981           | 33,790 | 3,312         | 7,427        | 914           | 80            | 8,421 | 45,523  |
| 1977   | 26,782                    | 5,976        | 1,287        | 42    | 959           | 35,046 | 4,104         | 7,732        | 922           | 74            | 8,728 | 47,878  |
| 1978   | 28,153                    | 6,745        | 1,395        | 41    | 622           | 36,956 | 4,577         | 7,795        | 892           | 111           | 8,798 | 50,331  |
| 1979   | 27,808                    | 7,178        | 1,432        | 39    | 579           | 37,036 | 4,894         | 8,096        | 932           | 135           | 9,163 | 51,093  |
| 1980   | 27,449                    | 7,486        | 1,262        | 46    | 540           | 36,783 | 5,144         | 8,070        | 965           | 129           | 9,164 | 51,091  |
| 1981   | 26,645                    | 7,081        | 1,133        | 56    | 603           | 35,518 | 4,906         | 7,837        | 936           | 104           | 8,877 | 49,301  |
| 1982   | 23,330                    | 6,359        | 944          | 35    | 525           | 31,193 | 4,453         | 7,331        | 883           | 85            | 8,299 | 43,945  |
| 1983   | 22,979                    | 6,202        | 982          | 53    | 362           | 30,578 | 4,265         | 6,826        | 839           | 81            | 7,746 | 42,589  |
| 1984   | 23,620                    | 6,496        | 1,074        | 46    | 440           | 31,676 | 4,608         | 7,025        | 849           | 99            | 7,973 | 44,257  |
| 1985   | 23,212                    | 6,689        | 977          | 57    | 544           | 31,479 | 4,564         | 6,808        | 890           | 84            | 7,782 | 43,825  |
| 1986   | 24,944                    | 7,317        | 926          | 39    | 442           | 33,668 | 4,566         | 6,779        | 941           | 133           | 7,853 | 46,087  |
| 1987   | 25,132                    | 8,058        | 852          | 51    | 436           | 34,529 | 4,036         | 6,745        | 948           | 132           | 7,825 | 46,390  |
| 1988   | 25,808                    | 8,306        | 911          | 54    | 429           | 35,508 | 3,662         | 6,870        | 911           | 136           | 7,917 | 47,087  |
| 1989   | 25,063                    | 8,551        | 858          | 50    | 424           | 34,946 | 3,141         | 6,556        | 832           | 107           | 7,495 | 45,582  |
| 1990   | 24,092                    | 8,601        | 705          | 32    | 460           | 33,890 | 3,244         | 6,482        | 859           | 124           | 7,465 | 44,599  |
| 1991   | 22,385                    | 8,391        | 661          | 31    | 466           | 31,934 | 2,806         | 5,801        | 843           | 124           | 6,768 | 41,508  |
| 1992   | 21,387                    | 8,098        | 585          | 28    | 387           | 30,485 | 2,395         | 5,549        | 723           | 98            | 6,370 | 39,250  |
| 1993   | 21,566                    | 8,511        | 605          | 18    | 425           | 31,125 | 2,449         | 5,649        | 816           | 111           | 6,576 | 40,150  |
| 1994   | 21,997                    | 8,904        | 670          | 18    | 409           | 31,998 | 2,320         | 5,489        | 802           | 107           | 6,398 | 40,716  |
| 1995   | 22,423                    | 9,568        | 648          | 33    | 392           | 33,064 | 2,227         | 5,584        | 833           | 109           | 6,526 | 41,817  |
| 1996   | 22,505                    | 9,932        | 621          | 21    | 455           | 33,534 | 2,161         | 5,449        | 765           | 154           | 6,368 | 42,065* |
| 1997   | 22,199                    | 10,249       | 723          | 18    | 420           | 33,609 | 2,116         | 5,321        | 814           | 153           | 6,288 | 42,013  |
| 1998   | 21,194                    | 10,705       | 742          | 38    | 409           | 33,088 | 2,294         | 5,228        | 760           | 131           | 6,119 | 41,501  |
| 1999   | 20,862                    | 11,265       | 759          | 59    | 447           | 33,392 | 2,483         | 4,939        | 754           | 149           | 5,842 | 41,717  |
| 2000   | 20,699                    | 11,526       | 754          | 22    | 450           | 33,451 | 2,897         | 4,763        | 693           | 141           | 5,597 | 41,945  |
| 2001   | 20,320                    | 11,723       | 708          | 34    | 458           | 33,243 | 3,197         | 4,901        | 732           | 123           | 5,756 | 42,196  |
| 2002   | 20,569                    | 12,274       | 689          | 45    | 528           | 34,105 | 3,270         | 4,851        | 665           | 114           | 5,630 | 43,005  |
| 2003   | 19,725                    | 12,546       | 726          | 41    | 589           | 33,627 | 3,714         | 4,774        | 629           | 140           | 5,543 | 42,884  |
| 2004   | 19,192                    | 12,674       | 766          | 42    | 602           | 33,276 | 4,028         | 4,675        | 727           | 130           | 5,532 | 42,836  |
| 2005   | 18,512                    | 13,037       | 804          | 58    | 659           | 33,070 | 4,576         | 4,892        | 786           | 186           | 5,864 | 43,510  |
| 2006   | 17,925                    | 12,761       | 805          | 27    | 601           | 32,119 | 4,837         | 4,795        | 772           | 185           | 5,752 | 42,708  |
| 2007   | 16,614                    | 12,458       | 805          | 36    | 614           | 30,527 | 5,174         | 4,699        | 701           | 158           | 5,558 | 41,259  |
| 2008   | 14,646                    | 10,816       | 682          | 67    | 580           | 26,791 | 5,312         | 4,414        | 718           | 188           | 5,320 | 37,423  |
| 2009   | 13,135                    | 10,312       | 499          | 26    | 554           | 24,526 | 4,469         | 4,109        | 628           | 151           | 4,888 | 33,883  |
| 2010   | 12,491                    | 9,782        | 530          | 44    | 524           | 23,371 | 4,518         | 4,302        | 623           | 185           | 5,110 | 32,999  |
| 2011   | 12,014                    | 9,302        | 640          | 55    | 499           | 22,510 | 4,630         | 4,457        | 682           | 200           | 5,339 | 32,479  |
| 2012   | 12,361                    | 9,418        | 697          | 39    | 502           | 23,017 | 4,986         | 4,818        | 734           | 227           | 5,779 | 33,782  |
| 2013   | 12,037                    | 9,186        | 695          | 54    | 511           | 22,483 | 4,692         | 4,779        | 749           | 190           | 5,718 | 32,893  |
| 2014   | 11,947                    | 9,103        | 656          | 44    | 557           | 22,307 | 4,594         | 4,910        | 729           | 204           | 5,843 | 32,744  |
| 2015   | 12,763                    | 9,878        | 665          | 49    | 544           | 23,899 | 5,029         | 5,494        | 829           | 233           | 6,556 | 35,484  |
| 2016   | 13,508                    | 10,279       | 815          | 64    | 610           | 25,276 | 5,337         | 6,080        | 853           | 260           | 7,193 | 37,806  |
| 2017   | 13,477                    | 10,186       | 878          | 43    | 546           | 25,130 | 5,226         | 6,075        | 806           | 236           | 7,117 | 37,473  |
| 2018   | 12,888                    | 9,957        | 890          | 44    | 553           | 24,332 | 5,038         | 6,374        | 871           | 220           | 7,465 | 36,835  |
| 2019   | 12,355                    | 10,017       | 893          | 35    | 591           | 23,891 | 5,044         | 6,272        | 859           | 289           | 7,420 | 36,355  |
| 2020   | 12,628                    | 11,286       | 822          | 19    | 862           | 25,617 | 5,620         | 6,565        | 948           | 257           | 7,770 | 39,007  |
| 2021   | 13,618                    | 12,847       | 1,011        | 15    | 848           | 28,339 | 6,143         | 7,470        | 976           | 302           | 8,748 | 43,230  |
| 2022   | 12,691                    | 12,729       | 1,097        | 26    | 801           | 27,344 | 6,218         | 7,522        | 1,105         | 325           | 8,952 | 42,514  |

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

Notes: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see page 6 of this report.

## 1. Trends

**Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2022  
(Continued)**

| Year    | Person Type               |                 |                 |        |                   |           |                    |              |               |                   |         | Total     |
|---------|---------------------------|-----------------|-----------------|--------|-------------------|-----------|--------------------|--------------|---------------|-------------------|---------|-----------|
|         | Occupants by Vehicle Type |                 |                 |        |                   |           | Motor-<br>cyclists | Nonoccupants |               |                   |         |           |
|         | Passenger<br>Cars         | Light<br>Trucks | Large<br>Trucks | Buses  | Other/<br>Unknown | Total     |                    | Pedestrians  | Pedalcyclists | Other/<br>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    | 969,791                   | 930,748         | 41,874          | 10,556 | 216,155           | 2,169,123 | 82,687             | 67,336       | 46,195        | 17,430            | 130,961 | 2,382,771 |

Notes: 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. For more details, see page 6 of this report.

## 1. Trends

**Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2022**

| 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                     | 43,582                     | 116,121,874      | 37.53                                         | 14,719                     | 118,964,279      | 12.37                                         | 60,048                     | 235,086,153      | 25.54                                         |

Source: Licensed Drivers—FHWA

\*Includes drivers of unknown sex.

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.

## 1. Trends

**Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2022 (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                                         |

Source: Licensed Drivers—FHWA

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. 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 page 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

## 1. Trends

**Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2022 (Continued)**

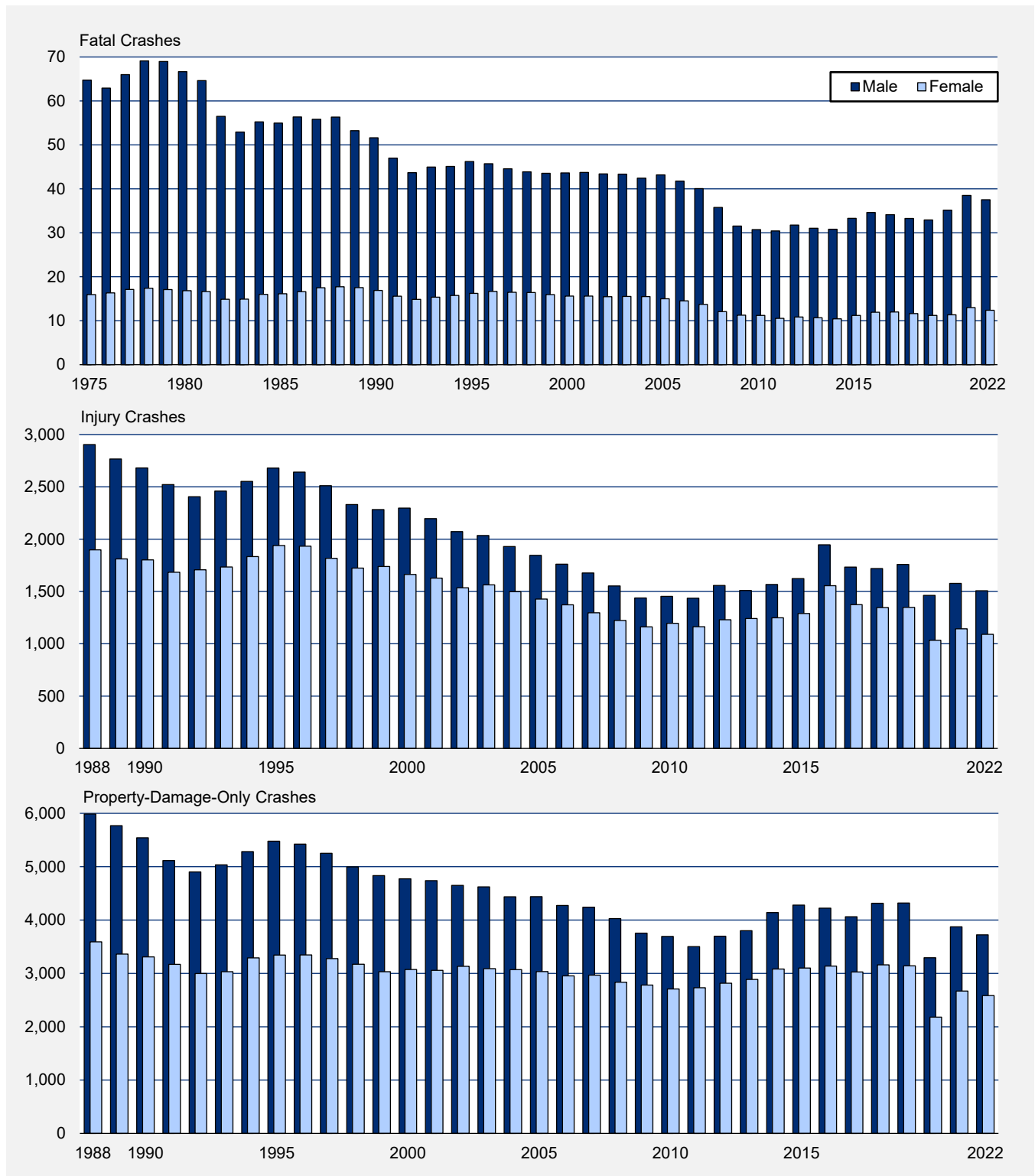
| Year                                    | Sex                        |                  |                                               |                            |                  |                                               | Total                      |                  |                                               |
|-----------------------------------------|----------------------------|------------------|-----------------------------------------------|----------------------------|------------------|-----------------------------------------------|----------------------------|------------------|-----------------------------------------------|
|                                         | 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                                    | 4,321,554                  | 116,121,874      | 3,722                                         | 3,075,610                  | 118,964,279      | 2,585                                         | 7,397,414                  | 235,086,153      | 3,147                                         |

Source: Licensed Drivers—FHWA

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. 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 page 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

## 1. Trends

**Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers, by Sex and Crash Severity, 1975-2022**



Source: Licensed Drivers—FHWA

## 1. Trends

**Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2022**

| 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                                 | 1.26      | 1.22 | 1.70  | 11.33 | 17.00 | 14.29 | 10.79 | 9.75  | 9.53  | 8.30  | 10.92 | 9.42  |
| 2021                                 | 1.55      | 1.52 | 1.73  | 12.45 | 17.30 | 15.52 | 12.15 | 11.14 | 10.28 | 9.07  | 12.51 | 10.39 |
| 2022                                 | 1.47      | 1.20 | 1.64  | 11.85 | 15.92 | 14.63 | 11.76 | 10.74 | 10.22 | 9.45  | 12.50 | 10.07 |

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

## 1. Trends

**Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2022 (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                               | 189       | 203 | 236   | 1,084 | 1,270 | 1,031 | 759   | 683   | 567   | 438   | 356 | 656   |
| 2021                               | 234       | 239 | 278   | 1,179 | 1,327 | 1,081 | 875   | 734   | 620   | 475   | 413 | 717   |
| 2022                               | 207       | 245 | 254   | 1,030 | 1,200 | 1,010 | 831   | 715   | 613   | 481   | 381 | 676   |

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 page 5 of this report.

## 1. Trends

**Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022**

| 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                    | 13,618                         | 12.62                                               | 1.27                                            | 1,108,839                       | 1,027                                             | 103                                           |
| 2022 | 104,645,629               | 1,059,950                    | 12,691                         | 12.13                                               | 1.20                                            | 969,791                         | 927                                               | 91                                            |

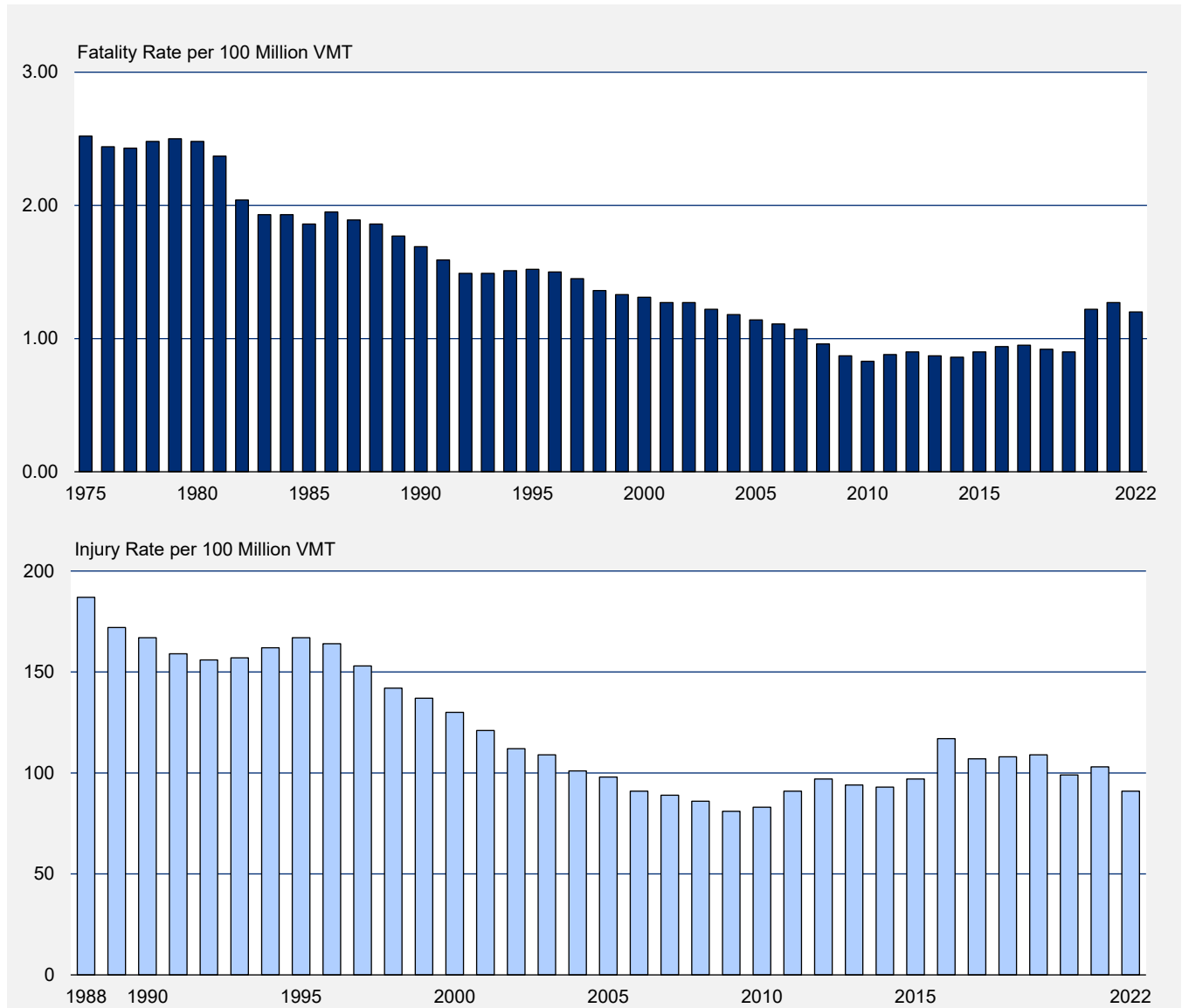
Sources: VMT—FHWA, revised by NHTSA; Registered Passenger Cars—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

\*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. For more details, see pages 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

## 1. Trends

**Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2022**



Sources: VMT—FHWA, revised by NHTSA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

## 1. Trends

**Table 8. Light-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022**

| 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                  | 12,729                       | 7.31                                              | 0.72                                          | 930,748                       | 535                                             | 53                                          |

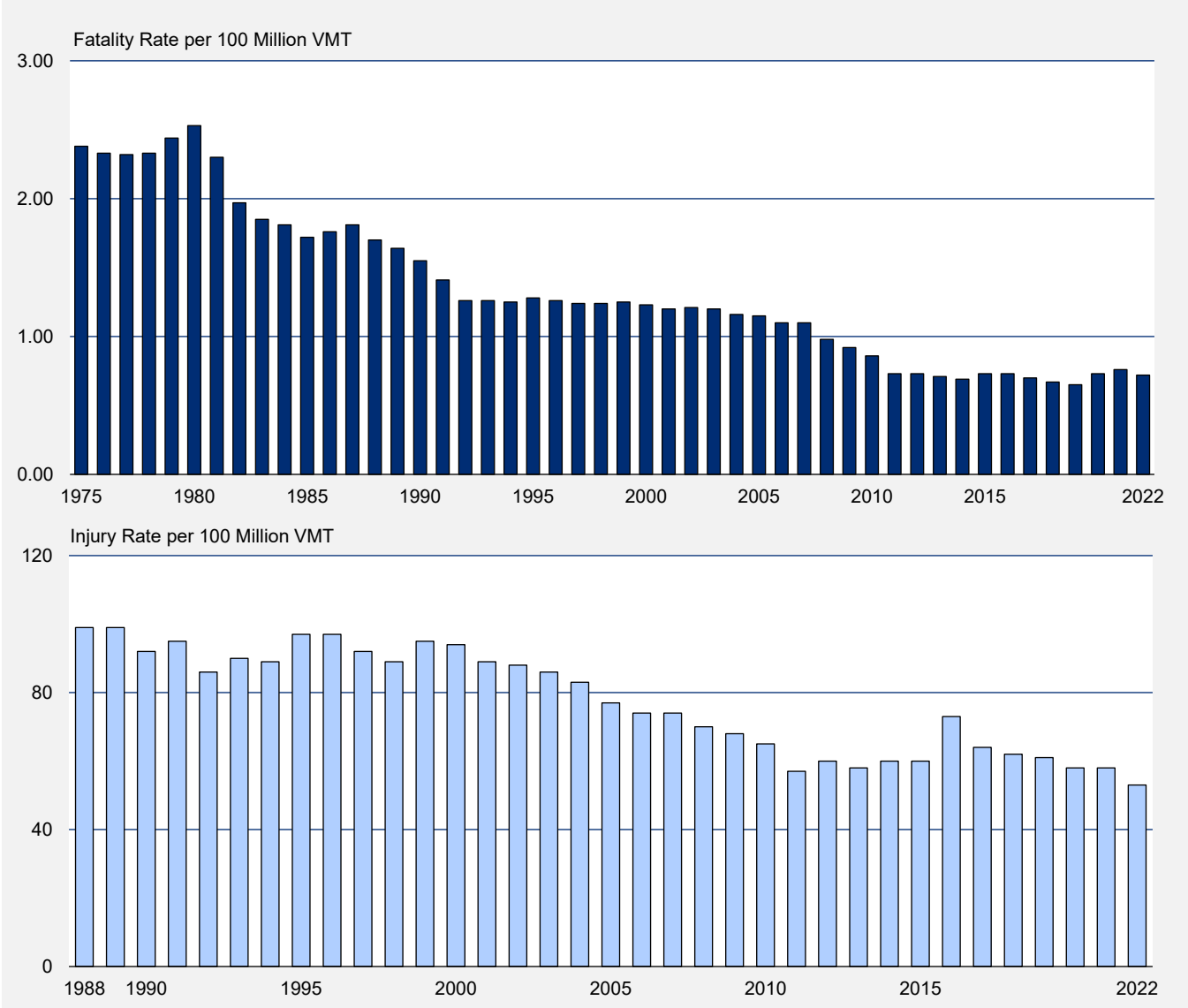
Sources: VMT—FHWA, revised by NHTSA; Registered Light Trucks— Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

\*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. For more details, see pages 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Figure 5. Light-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2022



Sources: VMT—FHWA, revised by NHTSA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

## 1. Trends

**Table 9. Large-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022**

| 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 | 13,856,404              | 327,026                    | 1,011                        | 7.30                                              | 0.31                                          | 42,169                        | 304                                             | 13                                          |
| 2022 | 14,333,821              | 331,272                    | 1,097                        | 7.65                                              | 0.33                                          | 41,874                        | 292                                             | 13                                          |

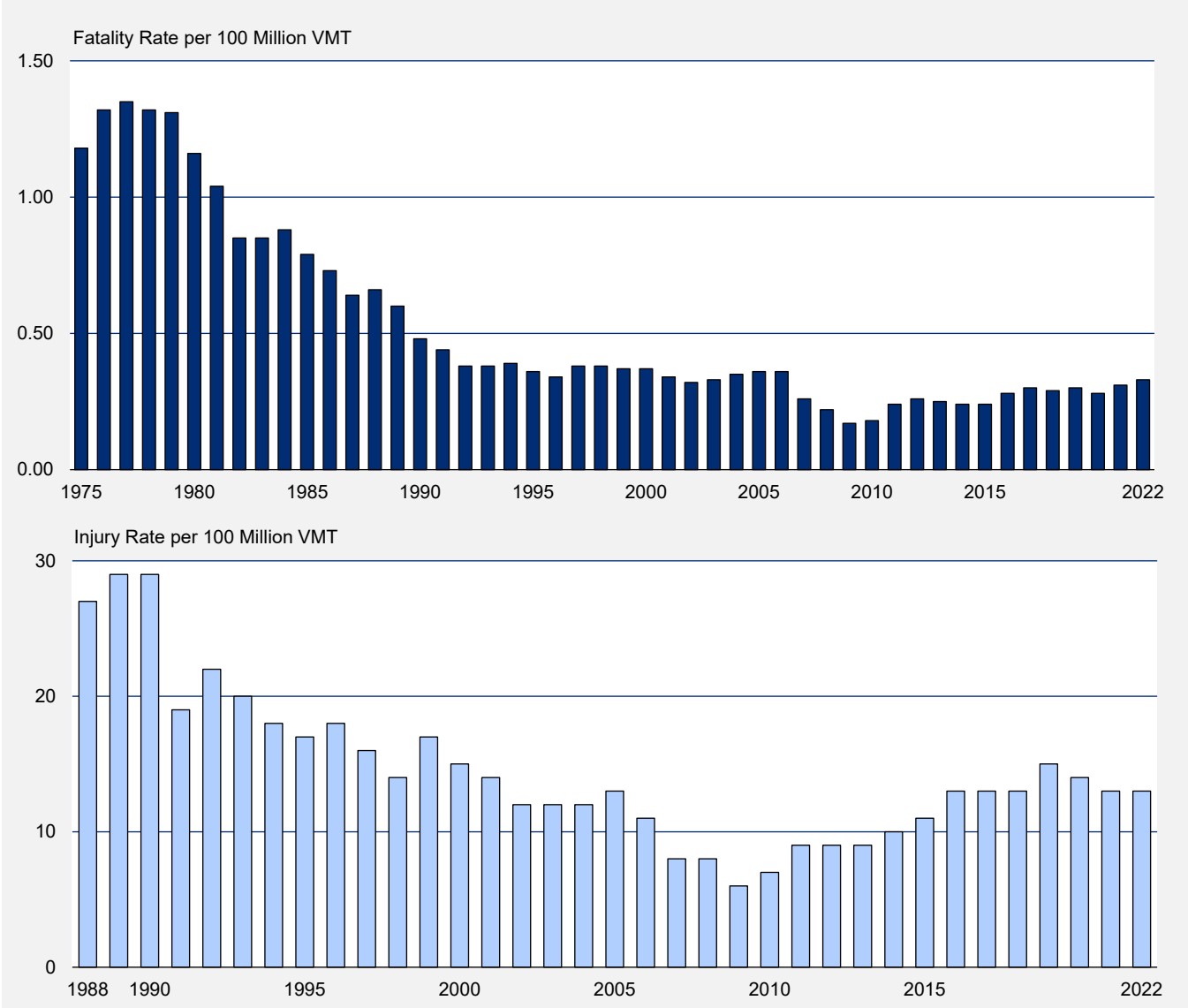
Source: Registered Large Trucks and VMT—FHWA

\*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. For more details, see pages 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Figure 6. Large-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2022



Sources: VMT—FHWA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

## 1. Trends

**Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2022**

| 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 | 9,795,491              | 19,642                    | 6,143                | 62.71                                            | 31.27                                        | 84,898                | 867                                            | 432                                        |
| 2022 | 9,567,664              | 23,765                    | 6,218                | 64.99                                            | 26.16                                        | 82,687                | 864                                            | 348                                        |

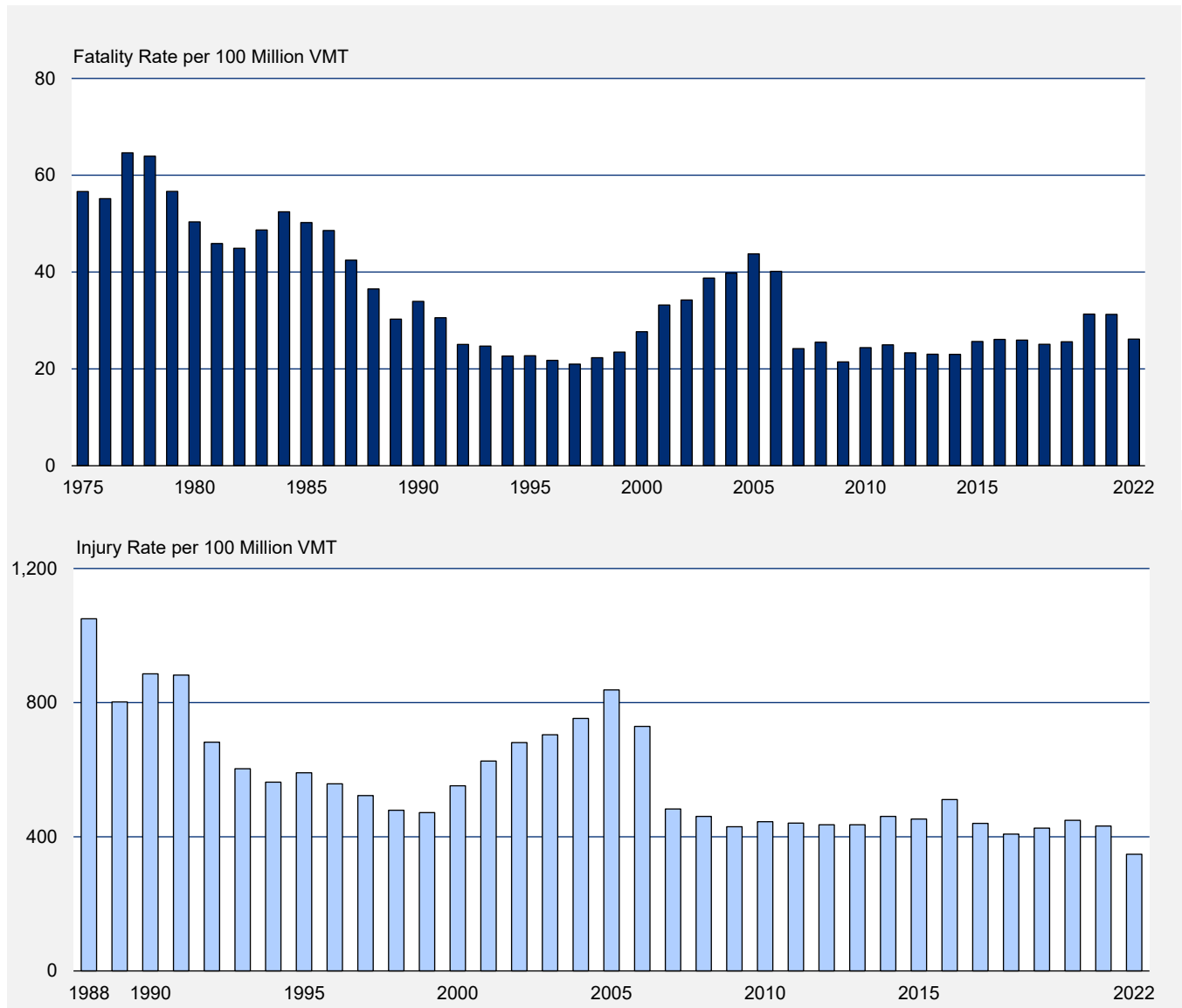
Source: Registered Motorcycles and VMT—FHWA

\*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. For more details, see pages 6-7 of this report. 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

## 1. Trends

**Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million VMT, 1975-2022**



Source: VMT—FHWA

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

## 1. Trends

**Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2022**

| 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   | 613                           | 484           | 1,097 | 4,167                       | 672          | 5,936 |

## 1. Trends

**Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2022 (Continued)**

| Year    | Person Type                   |               |        |                             |              | Total   |
|---------|-------------------------------|---------------|--------|-----------------------------|--------------|---------|
|         | Truck Occupants by Crash Type |               |        | Occupants of Other Vehicles | Nonoccupants |         |
|         | Single Vehicle                | Multi-Vehicle | Total  |                             |              |         |
| Injured |                               |               |        |                             |              |         |
| 1988    | 17,135                        | 20,749        | 37,884 | 89,845                      | 4,266        | 131,995 |
| 1989    | 20,301                        | 21,715        | 42,016 | 111,233                     | 1,969        | 155,219 |
| 1990    | 15,951                        | 25,978        | 41,929 | 106,554                     | 2,325        | 150,808 |
| 1991    | 13,066                        | 15,502        | 28,568 | 80,593                      | 2,496        | 111,656 |
| 1992    | 13,517                        | 20,136        | 33,653 | 102,345                     | 3,364        | 139,362 |
| 1993    | 12,979                        | 18,977        | 31,956 | 95,857                      | 5,873        | 133,686 |
| 1994    | 10,680                        | 19,644        | 30,324 | 99,081                      | 3,387        | 132,792 |
| 1995    | 14,768                        | 15,845        | 30,613 | 85,426                      | 2,504        | 118,543 |
| 1996    | 15,239                        | 17,568        | 32,807 | 95,894                      | 2,574        | 131,276 |
| 1997    | 13,919                        | 17,643        | 31,561 | 99,346                      | 2,048        | 132,955 |
| 1998    | 13,608                        | 14,633        | 28,241 | 97,149                      | 2,050        | 127,440 |
| 1999    | 15,156                        | 18,579        | 33,736 | 105,703                     | 4,376        | 143,815 |
| 2000    | 16,475                        | 14,185        | 30,659 | 105,963                     | 3,146        | 139,768 |
| 2001    | 13,419                        | 16,280        | 29,699 | 99,418                      | 2,566        | 131,684 |
| 2002    | 12,319                        | 14,423        | 26,741 | 100,326                     | 3,838        | 130,905 |
| 2003    | 10,783                        | 15,550        | 26,333 | 91,621                      | 3,185        | 121,139 |
| 2004    | 13,264                        | 14,330        | 27,594 | 86,447                      | 3,709        | 117,750 |
| 2005    | 10,410                        | 17,516        | 27,926 | 85,225                      | 2,176        | 115,326 |
| 2006    | 10,625                        | 12,789        | 23,414 | 81,684                      | 2,253        | 107,351 |
| 2007    | 9,931                         | 13,429        | 23,360 | 76,400                      | 2,303        | 102,063 |
| 2008    | 9,991                         | 13,654        | 23,645 | 64,882                      | 2,866        | 91,393  |
| 2009    | 7,392                         | 9,026         | 16,419 | 56,278                      | 1,379        | 74,076  |
| 2010    | 9,106                         | 10,830        | 19,937 | 58,948                      | 2,010        | 80,894  |
| 2011    | 7,425                         | 15,511        | 22,936 | 64,412                      | 1,674        | 89,021  |
| 2012    | 8,893                         | 16,478        | 25,372 | 76,342                      | 2,740        | 104,454 |
| 2013    | 8,949                         | 15,673        | 24,621 | 69,221                      | 2,254        | 96,097  |
| 2014    | 10,280                        | 16,865        | 27,146 | 82,282                      | 2,389        | 111,817 |
| 2015    | 10,175                        | 19,927        | 30,102 | 85,172                      | 2,561        | 117,835 |
| 2016    | 12,941                        | 23,241        | 36,183 | 94,958                      | 3,587        | 134,727 |
| 2017    | 14,550                        | 25,442        | 39,992 | 105,509                     | 2,808        | 148,309 |
| 2018    | 13,480                        | 25,719        | 39,200 | 108,490                     | 3,480        | 151,170 |
| 2019    | 15,199                        | 30,490        | 45,688 | 109,515                     | 4,156        | 159,359 |
| 2020    | 14,969                        | 26,597        | 41,566 | 97,595                      | 2,452        | 141,613 |
| 2021    | 13,823                        | 28,346        | 42,169 | 109,795                     | 2,849        | 154,813 |
| 2022    | 17,161                        | 24,713        | 41,874 | 115,201                     | 3,534        | 160,608 |

Notes: 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 page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

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**Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2022**

| 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      | 0.32 | 0.52  | 1.29  | 2.10  | 2.70  | 2.93  | 3.05  | 3.61  | 2.66  | 2.59  | 2.34  |
| 2021                                 | 0.36      | 0.32 | 0.51  | 1.38  | 2.43  | 3.21  | 3.49  | 3.20  | 3.93  | 3.13  | 2.63  | 2.63  |
| 2022                                 | 0.44      | 0.36 | 0.57  | 1.32  | 2.25  | 3.18  | 3.58  | 3.33  | 3.96  | 3.25  | 2.83  | 2.69  |

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

## 1. Trends

**Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2022 (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    | 40    | 45    | 44    | 40    | 34    | 32    | 25    | 15  | 32    |
| 2021                               | 7         | 16  | 35    | 50    | 52    | 45    | 41    | 37    | 38    | 27    | 19  | 35    |
| 2022                               | 7         | 20  | 52    | 61    | 51    | 51    | 42    | 42    | 39    | 30    | 19  | 39    |

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 page 5 of this report.

## 1. Trends

**Table 13. People Killed, by Highest Driver BAC in the Crash, 1982-2022**

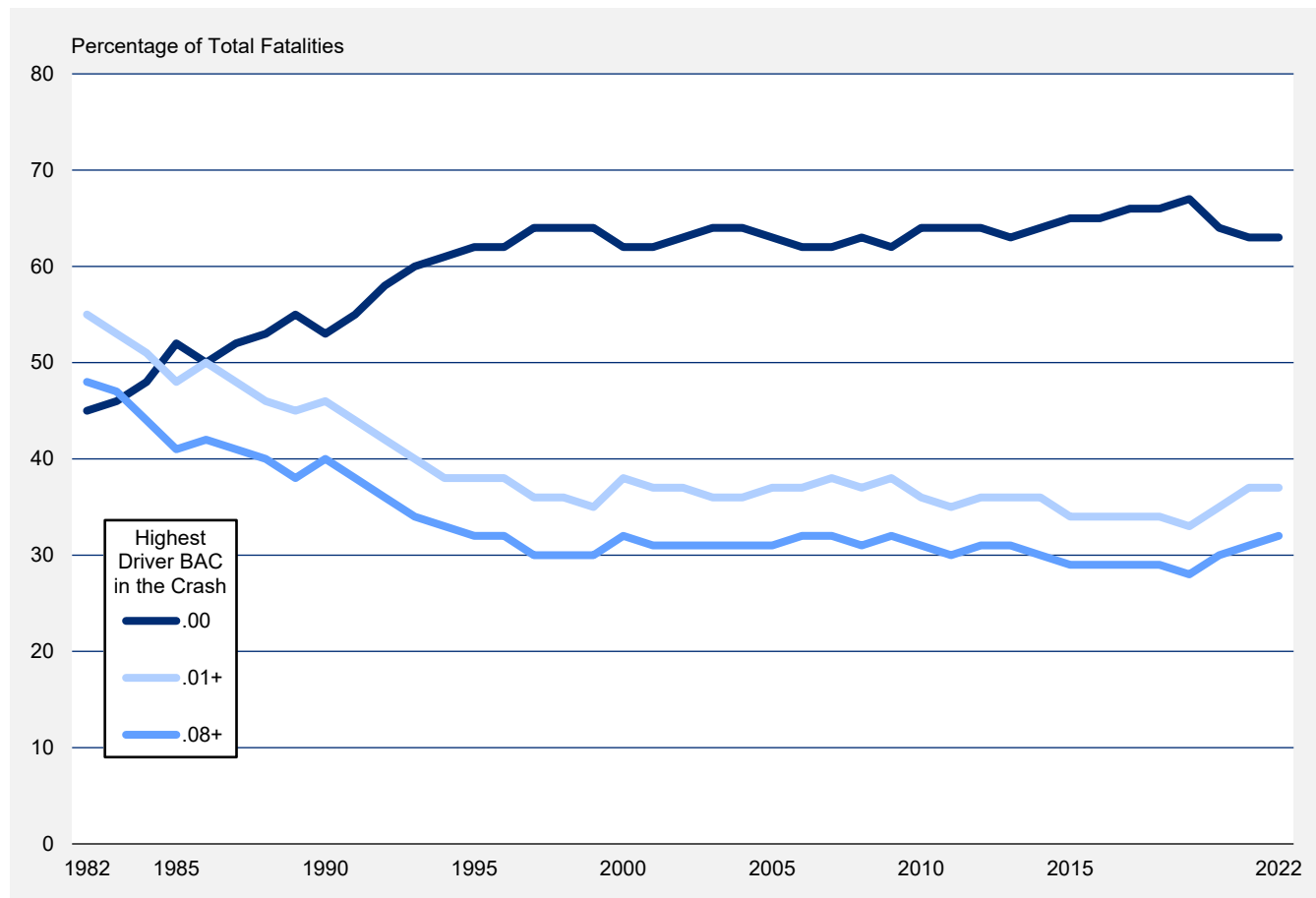
| Year | BAC = .00 |         | BAC = .01-.07 |         | Alcohol-Impaired-Driving Fatalities<br>(BAC = .08+) |         | BAC = .01+ |         | Total Killed* |         |
|------|-----------|---------|---------------|---------|-----------------------------------------------------|---------|------------|---------|---------------|---------|
|      | 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 | 27,229    | 63      | 2,324         | 5       | 13,617                                              | 31      | 15,941     | 37      | 43,230        | 100     |
| 2022 | 26,580    | 63      | 2,337         | 5       | 13,524                                              | 32      | 15,861     | 37      | 42,514        | 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 page 5 of this report.

## 1. Trends

**Figure 8. Proportion of People Killed, by Highest Driver BAC in the Crash, 1982-2022**



## 1. Trends

**Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2022**

| 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)      | 41                                   | 537 (3)        | 41                                   |
| 2022 | 420 (3)          | 37                                   | 502 (3)      | 43                                   | 487 (3)        | 40                                   |

\*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 page 5 of this report.

## 1. Trends

**Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2022 (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)          | 42                                   | 539 (4)      | 37                                   | 402 (3)   | 36                                   |
| 2022 | 490 (3)          | 39                                   | 528 (4)      | 35                                   | 331 (3)   | 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 page 5 of this report.

## 1. Trends

**Table 15. Drivers in Fatal Crashes, by Their BACs and Time of Day, 1982-2022**

| 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 | 29,780 | 13         | 11         | 29,928 | 38         | 32         | 60,048         | 26         | 22         |

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 page 5 of this report.

## 1. Trends

**Table 16. Drivers in Fatal Crashes, by Their BACs and Sex, 1982-2022**

| 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 | 43,582 | 27         | 23         | 14,719 | 21         | 17         |

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

## 1. Trends

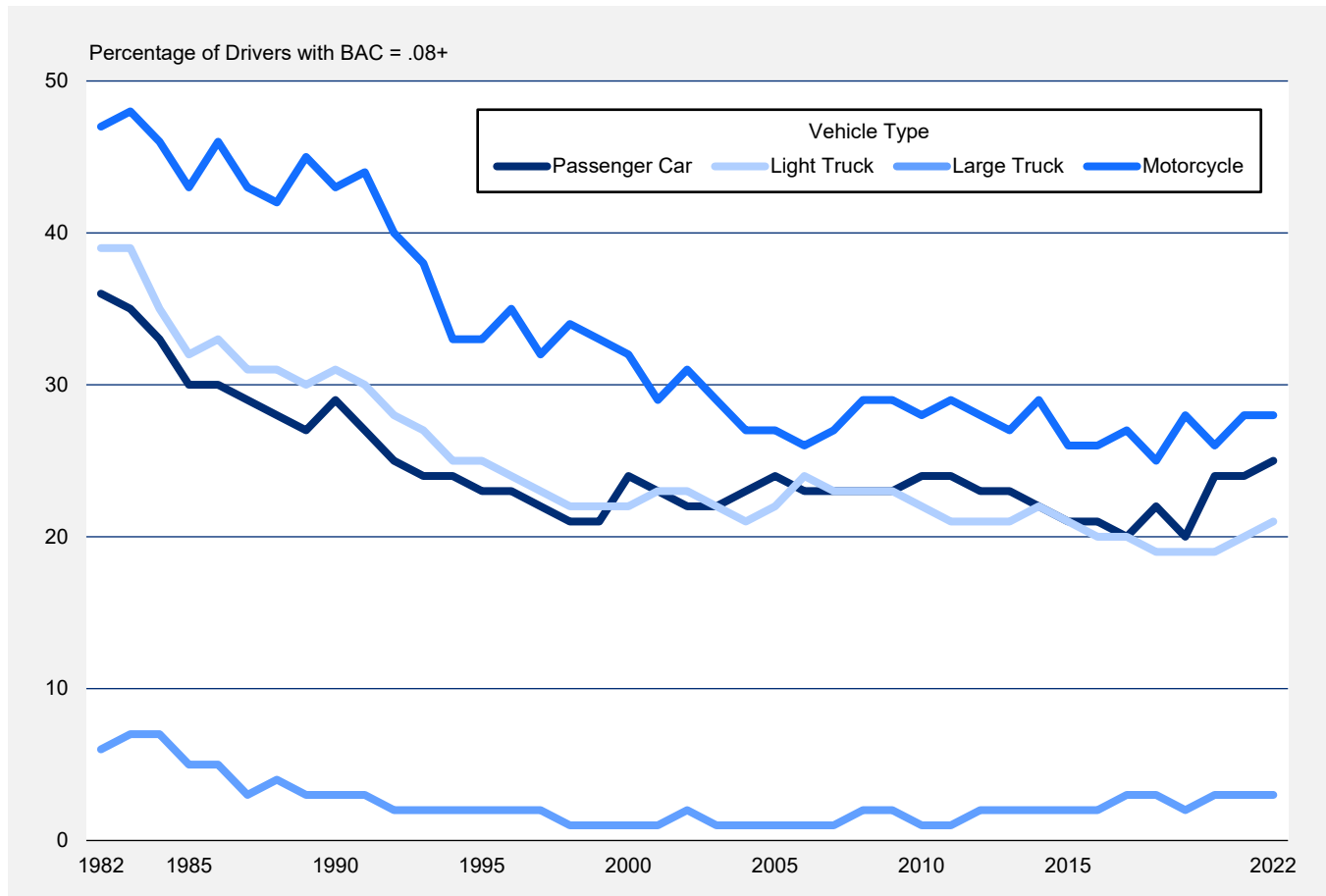
**Table 17. Drivers in Fatal Crashes, by Their BACs and Vehicle Type, 1982-2022**

| Year | Passenger Cars |            |            | Light Trucks |            |            | Large Trucks |            |            | Motorcycles |            |            |
|------|----------------|------------|------------|--------------|------------|------------|--------------|------------|------------|-------------|------------|------------|
|      | Total          | Percent    |            | Total        | Percent    |            | Total        | Percent    |            | Total       | Percent    |            |
|      |                | BAC = .01+ | BAC = .08+ |              | BAC = .01+ | BAC = .08+ |              | BAC = .01+ | BAC = .08+ |             | BAC = .01+ | BAC = .08+ |
| 1982 | 34,121         | 42         | 36         | 11,199       | 44         | 39         | 4,582        | 10         | 6          | 4,490       | 55         | 47         |
| 1983 | 33,069         | 40         | 35         | 11,017       | 43         | 39         | 4,790        | 10         | 7          | 4,288       | 57         | 48         |
| 1984 | 34,395         | 39         | 33         | 11,866       | 41         | 35         | 5,056        | 9          | 7          | 4,650       | 55         | 46         |
| 1985 | 34,071         | 36         | 30         | 12,372       | 37         | 32         | 5,091        | 7          | 5          | 4,598       | 53         | 43         |
| 1986 | 35,959         | 36         | 30         | 13,208       | 38         | 33         | 5,015        | 7          | 5          | 4,558       | 56         | 46         |
| 1987 | 36,371         | 35         | 29         | 14,407       | 37         | 31         | 5,046        | 5          | 3          | 4,061       | 51         | 43         |
| 1988 | 36,769         | 34         | 28         | 15,167       | 37         | 31         | 5,141        | 6          | 4          | 3,704       | 51         | 42         |
| 1989 | 35,204         | 32         | 27         | 15,579       | 35         | 30         | 4,903        | 4          | 3          | 3,182       | 53         | 45         |
| 1990 | 33,893         | 34         | 29         | 15,501       | 36         | 31         | 4,709        | 5          | 3          | 3,269       | 52         | 43         |
| 1991 | 31,102         | 31         | 27         | 14,702       | 35         | 30         | 4,291        | 4          | 3          | 2,816       | 52         | 44         |
| 1992 | 29,670         | 30         | 25         | 14,540       | 33         | 28         | 3,980        | 3          | 2          | 2,435       | 49         | 40         |
| 1993 | 30,060         | 28         | 24         | 15,207       | 31         | 27         | 4,271        | 4          | 2          | 2,471       | 45         | 38         |
| 1994 | 30,103         | 28         | 24         | 16,235       | 29         | 25         | 4,592        | 3          | 2          | 2,330       | 41         | 33         |
| 1995 | 30,773         | 27         | 23         | 17,483       | 29         | 25         | 4,410        | 4          | 2          | 2,262       | 42         | 33         |
| 1996 | 30,595         | 27         | 23         | 18,118       | 28         | 24         | 4,703        | 3          | 2          | 2,175       | 43         | 35         |
| 1997 | 29,896         | 26         | 22         | 18,502       | 26         | 23         | 4,859        | 3          | 2          | 2,159       | 41         | 32         |
| 1998 | 28,907         | 26         | 21         | 19,247       | 26         | 22         | 4,905        | 2          | 1          | 2,333       | 41         | 34         |
| 1999 | 27,878         | 25         | 21         | 19,865       | 26         | 22         | 4,868        | 3          | 1          | 2,528       | 40         | 33         |
| 2000 | 27,661         | 28         | 24         | 20,393       | 26         | 22         | 4,948        | 3          | 1          | 2,971       | 40         | 32         |
| 2001 | 27,444         | 27         | 23         | 20,704       | 27         | 23         | 4,779        | 2          | 1          | 3,261       | 37         | 29         |
| 2002 | 27,236         | 27         | 22         | 21,562       | 27         | 23         | 4,550        | 3          | 2          | 3,363       | 39         | 31         |
| 2003 | 26,422         | 26         | 22         | 22,172       | 25         | 22         | 4,658        | 2          | 1          | 3,800       | 36         | 29         |
| 2004 | 25,568         | 27         | 23         | 22,367       | 25         | 21         | 4,837        | 2          | 1          | 4,116       | 34         | 27         |
| 2005 | 25,046         | 28         | 24         | 22,879       | 25         | 22         | 4,900        | 3          | 1          | 4,679       | 34         | 27         |
| 2006 | 24,162         | 27         | 23         | 22,307       | 28         | 24         | 4,729        | 2          | 1          | 4,961       | 34         | 26         |
| 2007 | 22,765         | 27         | 23         | 21,719       | 27         | 23         | 4,601        | 2          | 1          | 5,306       | 35         | 27         |
| 2008 | 20,379         | 27         | 23         | 19,095       | 26         | 23         | 4,040        | 3          | 2          | 5,405       | 36         | 29         |
| 2009 | 18,344         | 27         | 23         | 17,878       | 27         | 23         | 3,182        | 3          | 2          | 4,601       | 36         | 29         |
| 2010 | 17,710         | 27         | 24         | 17,385       | 25         | 22         | 3,456        | 2          | 1          | 4,647       | 36         | 28         |
| 2011 | 17,401         | 27         | 24         | 16,706       | 25         | 21         | 3,594        | 3          | 1          | 4,761       | 37         | 29         |
| 2012 | 18,171         | 26         | 23         | 17,230       | 25         | 21         | 3,774        | 3          | 2          | 5,108       | 35         | 28         |
| 2013 | 17,850         | 27         | 23         | 16,810       | 25         | 21         | 3,872        | 4          | 2          | 4,795       | 35         | 27         |
| 2014 | 17,802         | 26         | 22         | 17,040       | 25         | 22         | 3,702        | 3          | 2          | 4,703       | 37         | 29         |
| 2015 | 19,689         | 25         | 21         | 18,762       | 24         | 21         | 4,020        | 2          | 2          | 5,126       | 34         | 26         |
| 2016 | 20,965         | 25         | 21         | 19,802       | 23         | 20         | 4,503        | 4          | 2          | 5,460       | 33         | 26         |
| 2017 | 21,133         | 24         | 20         | 19,878       | 23         | 20         | 4,746        | 4          | 3          | 5,372       | 34         | 27         |
| 2018 | 20,433         | 25         | 22         | 19,789       | 22         | 19         | 4,832        | 4          | 3          | 5,164       | 33         | 25         |
| 2019 | 19,689         | 24         | 20         | 19,817       | 22         | 19         | 4,977        | 3          | 2          | 5,143       | 36         | 28         |
| 2020 | 19,063         | 28         | 24         | 22,266       | 22         | 19         | 4,755        | 4          | 3          | 5,754       | 33         | 26         |
| 2021 | 21,172         | 28         | 24         | 25,689       | 23         | 20         | 5,668        | 5          | 3          | 6,297       | 35         | 28         |
| 2022 | 19,889         | 29         | 25         | 25,613       | 25         | 21         | 5,760        | 5          | 3          | 6,349       | 36         | 28         |

Notes: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

## 1. Trends

**Figure 9. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Vehicle Type, 1982-2022**



Notes: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

## 1. Trends

**Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2022**

| Year | Age Group |            |            |             |            |            |             |            |            |
|------|-----------|------------|------------|-------------|------------|------------|-------------|------------|------------|
|      | <15 Years |            |            | 15-20 Years |            |            | 21-24 Years |            |            |
|      | Total     | Percent    |            | Total       | Percent    |            | Total       | Percent    |            |
|      |           | BAC = .01+ | BAC = .08+ |             | BAC = .01+ | BAC = .08+ |             | BAC = .01+ | BAC = .08+ |
| 1982 | 190       | 14         | 11         | 10,080      | 44         | 36         | 9,018       | 53         | 46         |
| 1983 | 203       | 16         | 13         | 9,547       | 42         | 35         | 8,432       | 53         | 46         |
| 1984 | 204       | 16         | 11         | 10,046      | 40         | 31         | 8,963       | 52         | 44         |
| 1985 | 206       | 14         | 10         | 9,659       | 34         | 26         | 9,046       | 47         | 40         |
| 1986 | 197       | 16         | 11         | 10,470      | 37         | 28         | 9,129       | 49         | 41         |
| 1987 | 186       | 15         | 11         | 10,193      | 33         | 25         | 8,808       | 47         | 39         |
| 1988 | 204       | 11         | 8          | 10,415      | 32         | 24         | 8,555       | 47         | 39         |
| 1989 | 173       | 12         | 10         | 9,671       | 30         | 23         | 7,723       | 45         | 38         |
| 1990 | 178       | 15         | 13         | 9,052       | 32         | 25         | 7,195       | 46         | 39         |
| 1991 | 146       | 16         | 10         | 8,220       | 30         | 23         | 6,748       | 45         | 38         |
| 1992 | 139       | 19         | 12         | 7,403       | 27         | 21         | 6,323       | 42         | 35         |
| 1993 | 155       | 15         | 11         | 7,484       | 24         | 18         | 6,406       | 40         | 34         |
| 1994 | 152       | 13         | 9          | 7,968       | 24         | 18         | 6,291       | 39         | 33         |
| 1995 | 156       | 12         | 8          | 7,979       | 21         | 15         | 6,263       | 38         | 32         |
| 1996 | 163       | 10         | 7          | 8,074       | 22         | 17         | 6,205       | 38         | 31         |
| 1997 | 128       | 13         | 10         | 7,936       | 22         | 17         | 5,705       | 36         | 30         |
| 1998 | 141       | 13         | 9          | 7,987       | 22         | 17         | 5,613       | 37         | 32         |
| 1999 | 131       | 10         | 7          | 8,187       | 22         | 17         | 5,639       | 38         | 31         |
| 2000 | 120       | 16         | 12         | 8,224       | 23         | 18         | 5,950       | 38         | 32         |
| 2001 | 119       | 13         | 10         | 8,166       | 23         | 18         | 6,037       | 39         | 33         |
| 2002 | 138       | 13         | 9          | 8,325       | 23         | 18         | 6,316       | 39         | 33         |
| 2003 | 152       | 12         | 9          | 7,937       | 23         | 18         | 6,276       | 38         | 32         |
| 2004 | 158       | 12         | 8          | 7,942       | 23         | 18         | 6,413       | 39         | 33         |
| 2005 | 138       | 16         | 9          | 7,500       | 22         | 17         | 6,585       | 39         | 33         |
| 2006 | 99        | 13         | 10         | 7,493       | 24         | 19         | 6,480       | 39         | 33         |
| 2007 | 107       | 13         | 8          | 7,026       | 23         | 18         | 6,287       | 41         | 34         |
| 2008 | 79        | 8          | 5          | 5,886       | 22         | 17         | 5,342       | 40         | 34         |
| 2009 | 84        | 12         | 4          | 5,170       | 24         | 18         | 4,612       | 41         | 34         |
| 2010 | 61        | 5          | 4          | 4,603       | 22         | 17         | 4,608       | 40         | 34         |
| 2011 | 60        | 8          | 6          | 4,362       | 24         | 20         | 4,488       | 37         | 32         |
| 2012 | 49        | 15         | 10         | 4,313       | 22         | 17         | 4,765       | 38         | 32         |
| 2013 | 56        | 8          | 5          | 3,991       | 21         | 17         | 4,630       | 38         | 32         |
| 2014 | 55        | 7          | 6          | 3,897       | 22         | 17         | 4,664       | 36         | 30         |
| 2015 | 61        | 6          | 5          | 4,352       | 20         | 16         | 5,014       | 33         | 28         |
| 2016 | 76        | 8          | 7          | 4,555       | 19         | 15         | 5,284       | 32         | 27         |
| 2017 | 62        | 6          | 6          | 4,410       | 18         | 15         | 5,070       | 31         | 27         |
| 2018 | 43        | 7          | 6          | 4,176       | 18         | 15         | 4,832       | 33         | 28         |
| 2019 | 61        | 15         | 10         | 3,999       | 18         | 15         | 4,636       | 31         | 27         |
| 2020 | 88        | 13         | 11         | 4,588       | 22         | 17         | 4,911       | 31         | 26         |
| 2021 | 96        | 11         | 9          | 5,137       | 21         | 17         | 5,568       | 32         | 27         |
| 2022 | 87        | 14         | 11         | 4,856       | 24         | 19         | 5,279       | 34         | 29         |

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

## 1. Trends

**Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2022  
(Continued)**

| Year | Age Group   |            |            |             |            |            |             |            |            |
|------|-------------|------------|------------|-------------|------------|------------|-------------|------------|------------|
|      | 25-34 Years |            |            | 35-44 Years |            |            | 45-54 Years |            |            |
|      | Total       | Percent    |            | Total       | Percent    |            | Total       | Percent    |            |
|      |             | BAC = .01+ | BAC = .08+ |             | BAC = .01+ | BAC = .08+ |             | BAC = .01+ | BAC = .08+ |
| 1982 | 14,787      | 46         | 41         | 7,984       | 38         | 33         | 4,980       | 32         | 28         |
| 1983 | 14,470      | 46         | 41         | 8,068       | 37         | 33         | 4,992       | 29         | 25         |
| 1984 | 15,233      | 44         | 39         | 8,563       | 35         | 31         | 5,084       | 28         | 24         |
| 1985 | 15,257      | 42         | 37         | 8,892       | 32         | 29         | 5,150       | 26         | 22         |
| 1986 | 16,179      | 43         | 38         | 9,240       | 33         | 29         | 5,077       | 26         | 22         |
| 1987 | 16,562      | 43         | 37         | 9,778       | 32         | 28         | 5,470       | 23         | 20         |
| 1988 | 16,398      | 42         | 36         | 10,077      | 32         | 28         | 5,761       | 23         | 20         |
| 1989 | 15,928      | 40         | 35         | 10,106      | 32         | 28         | 6,038       | 24         | 21         |
| 1990 | 15,764      | 43         | 37         | 10,177      | 33         | 30         | 5,867       | 24         | 20         |
| 1991 | 14,151      | 41         | 36         | 9,482       | 32         | 28         | 5,458       | 23         | 20         |
| 1992 | 13,049      | 40         | 35         | 9,284       | 31         | 27         | 5,672       | 22         | 19         |
| 1993 | 13,038      | 37         | 32         | 9,738       | 30         | 27         | 5,970       | 21         | 18         |
| 1994 | 12,891      | 36         | 31         | 9,951       | 29         | 26         | 6,493       | 21         | 18         |
| 1995 | 13,048      | 35         | 30         | 10,677      | 30         | 26         | 6,815       | 21         | 18         |
| 1996 | 12,889      | 34         | 30         | 10,955      | 29         | 25         | 7,127       | 21         | 18         |
| 1997 | 12,453      | 32         | 27         | 10,904      | 29         | 26         | 7,522       | 20         | 17         |
| 1998 | 11,925      | 32         | 28         | 11,241      | 28         | 24         | 7,690       | 21         | 18         |
| 1999 | 11,763      | 32         | 28         | 11,059      | 28         | 25         | 7,708       | 20         | 17         |
| 2000 | 11,739      | 33         | 28         | 11,132      | 30         | 26         | 8,234       | 22         | 18         |
| 2001 | 11,584      | 32         | 28         | 11,261      | 29         | 25         | 8,346       | 22         | 19         |
| 2002 | 11,483      | 33         | 29         | 10,973      | 29         | 26         | 8,558       | 22         | 19         |
| 2003 | 11,288      | 31         | 27         | 11,053      | 28         | 24         | 9,024       | 22         | 19         |
| 2004 | 11,242      | 32         | 27         | 10,743      | 27         | 23         | 9,148       | 22         | 19         |
| 2005 | 11,467      | 33         | 29         | 10,793      | 28         | 24         | 9,434       | 23         | 19         |
| 2006 | 11,279      | 34         | 29         | 10,379      | 29         | 25         | 9,234       | 23         | 19         |
| 2007 | 10,773      | 34         | 29         | 9,936       | 28         | 25         | 9,028       | 24         | 20         |
| 2008 | 9,800       | 36         | 31         | 8,806       | 29         | 25         | 8,355       | 24         | 20         |
| 2009 | 8,630       | 36         | 31         | 7,779       | 30         | 26         | 7,686       | 26         | 22         |
| 2010 | 8,567       | 35         | 30         | 7,333       | 29         | 25         | 7,517       | 25         | 21         |
| 2011 | 8,549       | 34         | 30         | 7,084       | 28         | 24         | 7,513       | 24         | 21         |
| 2012 | 9,019       | 34         | 29         | 7,365       | 28         | 24         | 7,660       | 24         | 21         |
| 2013 | 8,808       | 35         | 30         | 7,220       | 28         | 24         | 7,376       | 24         | 20         |
| 2014 | 8,992       | 33         | 29         | 6,910       | 28         | 24         | 7,370       | 24         | 20         |
| 2015 | 9,994       | 31         | 27         | 7,768       | 27         | 23         | 7,915       | 23         | 19         |
| 2016 | 10,913      | 32         | 27         | 8,179       | 26         | 22         | 8,023       | 23         | 19         |
| 2017 | 11,006      | 30         | 26         | 8,284       | 26         | 23         | 8,186       | 23         | 19         |
| 2018 | 10,853      | 31         | 26         | 8,188       | 25         | 21         | 7,939       | 22         | 19         |
| 2019 | 10,592      | 30         | 25         | 8,382       | 25         | 22         | 7,581       | 21         | 18         |
| 2020 | 12,011      | 31         | 26         | 8,956       | 26         | 22         | 7,778       | 23         | 19         |
| 2021 | 13,309      | 31         | 27         | 10,370      | 28         | 24         | 8,828       | 24         | 20         |
| 2022 | 12,611      | 32         | 28         | 10,344      | 28         | 24         | 8,619       | 24         | 20         |

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

## 1. Trends

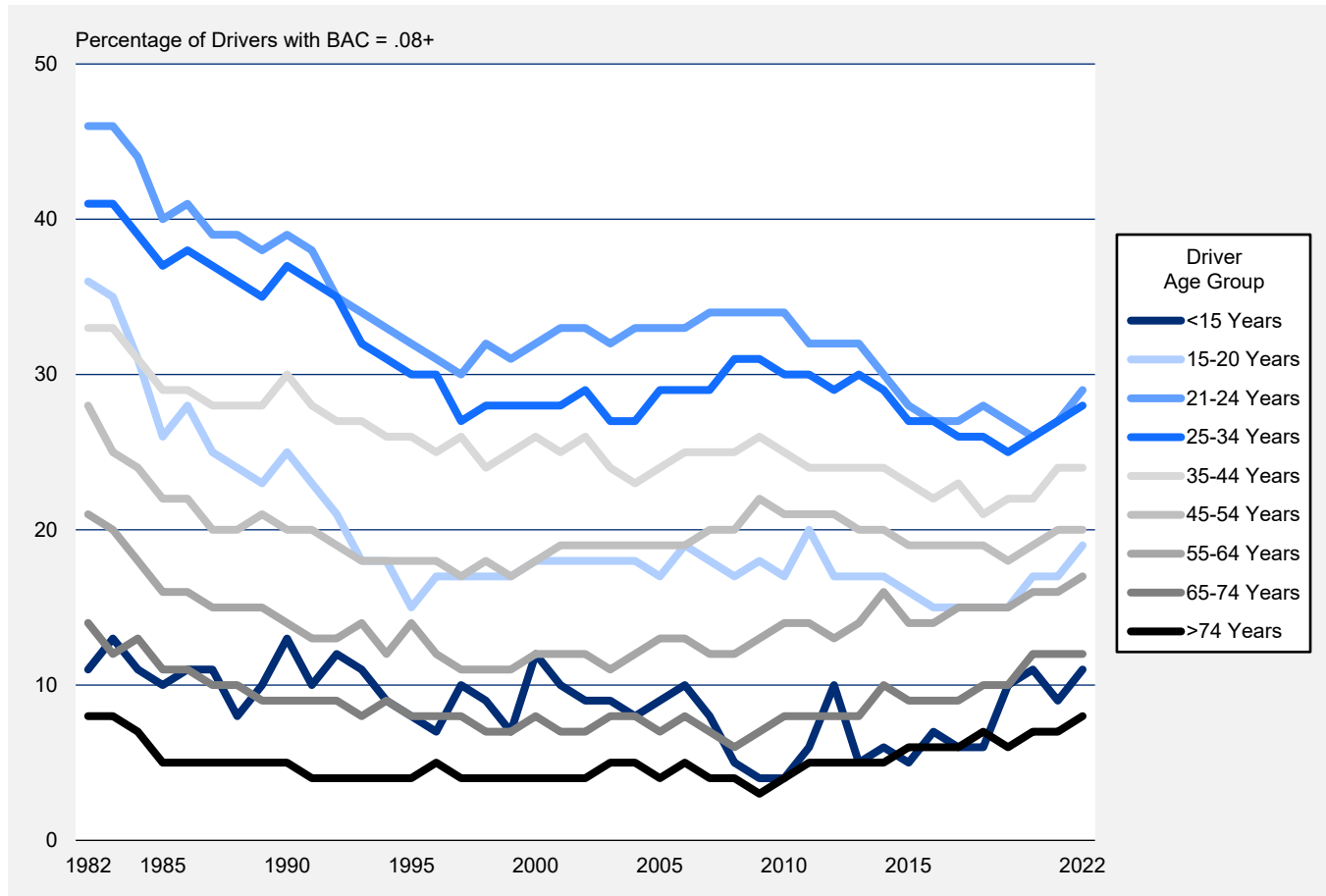
**Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2022  
(Continued)**

| Year | Age Group   |            |            |             |            |            |            |            |            |
|------|-------------|------------|------------|-------------|------------|------------|------------|------------|------------|
|      | 55-64 Years |            |            | 65-74 Years |            |            | > 74 Years |            |            |
|      | Total       | Percent    |            | Total       | Percent    |            | Total      | Percent    |            |
|      |             | BAC = .01+ | BAC = .08+ |             | BAC = .01+ | BAC = .08+ |            | BAC = .01+ | BAC = .08+ |
| 1982 | 3,941       | 25         | 21         | 2,343       | 17         | 14         | 1,551      | 11         | 8          |
| 1983 | 3,862       | 23         | 20         | 2,434       | 14         | 12         | 1,592      | 10         | 8          |
| 1984 | 4,059       | 22         | 18         | 2,620       | 16         | 13         | 1,696      | 10         | 7          |
| 1985 | 4,112       | 19         | 16         | 2,650       | 14         | 11         | 1,829      | 8          | 5          |
| 1986 | 4,019       | 20         | 16         | 2,844       | 14         | 11         | 2,037      | 8          | 5          |
| 1987 | 4,223       | 18         | 15         | 2,987       | 13         | 10         | 2,091      | 7          | 5          |
| 1988 | 4,320       | 18         | 15         | 3,079       | 14         | 10         | 2,297      | 8          | 5          |
| 1989 | 4,202       | 17         | 15         | 3,107       | 12         | 9          | 2,324      | 7          | 5          |
| 1990 | 4,068       | 17         | 14         | 3,161       | 12         | 9          | 2,340      | 8          | 5          |
| 1991 | 3,695       | 16         | 13         | 3,017       | 12         | 9          | 2,454      | 7          | 4          |
| 1992 | 3,688       | 16         | 13         | 3,024       | 12         | 9          | 2,450      | 6          | 4          |
| 1993 | 3,824       | 17         | 14         | 3,031       | 10         | 8          | 2,817      | 7          | 4          |
| 1994 | 3,828       | 15         | 12         | 3,194       | 11         | 9          | 2,867      | 6          | 4          |
| 1995 | 4,079       | 16         | 14         | 3,251       | 10         | 8          | 2,989      | 6          | 4          |
| 1996 | 4,237       | 15         | 12         | 3,319       | 11         | 8          | 3,068      | 6          | 5          |
| 1997 | 4,394       | 14         | 11         | 3,401       | 10         | 8          | 3,314      | 6          | 4          |
| 1998 | 4,478       | 14         | 11         | 3,399       | 9          | 7          | 3,291      | 6          | 4          |
| 1999 | 4,608       | 14         | 11         | 3,251       | 10         | 7          | 3,346      | 6          | 4          |
| 2000 | 4,766       | 15         | 12         | 3,134       | 11         | 8          | 3,147      | 6          | 4          |
| 2001 | 4,714       | 14         | 12         | 3,156       | 9          | 7          | 3,290      | 6          | 4          |
| 2002 | 5,093       | 14         | 12         | 3,100       | 9          | 7          | 3,223      | 6          | 4          |
| 2003 | 5,455       | 14         | 11         | 3,116       | 10         | 8          | 3,329      | 6          | 5          |
| 2004 | 5,612       | 15         | 12         | 3,070       | 10         | 8          | 3,169      | 7          | 5          |
| 2005 | 6,075       | 16         | 13         | 3,217       | 10         | 7          | 3,016      | 6          | 4          |
| 2006 | 5,894       | 17         | 13         | 3,029       | 11         | 8          | 2,967      | 7          | 5          |
| 2007 | 6,037       | 15         | 12         | 3,038       | 10         | 7          | 2,879      | 6          | 4          |
| 2008 | 5,717       | 16         | 12         | 2,927       | 9          | 6          | 2,672      | 6          | 4          |
| 2009 | 5,276       | 15         | 13         | 2,876       | 9          | 7          | 2,560      | 5          | 3          |
| 2010 | 5,577       | 17         | 14         | 2,902       | 10         | 8          | 2,688      | 6          | 4          |
| 2011 | 5,572       | 17         | 14         | 2,960       | 10         | 8          | 2,528      | 7          | 5          |
| 2012 | 5,930       | 16         | 13         | 3,239       | 11         | 8          | 2,554      | 7          | 5          |
| 2013 | 5,947       | 17         | 14         | 3,373       | 11         | 8          | 2,586      | 7          | 5          |
| 2014 | 6,004       | 19         | 16         | 3,316       | 12         | 10         | 2,650      | 7          | 5          |
| 2015 | 6,525       | 18         | 14         | 3,794       | 12         | 9          | 2,762      | 8          | 6          |
| 2016 | 7,037       | 18         | 14         | 4,155       | 12         | 9          | 3,014      | 7          | 6          |
| 2017 | 7,316       | 19         | 15         | 4,148       | 12         | 9          | 3,151      | 7          | 6          |
| 2018 | 7,319       | 19         | 15         | 4,250       | 13         | 10         | 3,120      | 9          | 7          |
| 2019 | 7,216       | 19         | 15         | 4,425       | 14         | 10         | 3,252      | 8          | 6          |
| 2020 | 7,316       | 19         | 16         | 4,129       | 15         | 12         | 2,824      | 9          | 7          |
| 2021 | 8,146       | 19         | 16         | 4,785       | 15         | 12         | 3,280      | 9          | 7          |
| 2022 | 7,899       | 21         | 17         | 5,053       | 15         | 12         | 3,445      | 10         | 8          |

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

## 1. Trends

**Figure 10. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Age Group, 1982-2022**



## 1. Trends

**Table 19. Drivers in Fatal Crashes, by Their BACs and Survival Status, 1982-2022**

| Year | Driver Survival Status |                  |               |        |                |                  |               |        | All Drivers in Fatal Crashes |                  |               |        |
|------|------------------------|------------------|---------------|--------|----------------|------------------|---------------|--------|------------------------------|------------------|---------------|--------|
|      | Surviving Drivers      |                  |               |        | Killed Drivers |                  |               |        |                              |                  |               |        |
|      | BAC =<br>.00           | BAC =<br>.01-.07 | BAC =<br>.08+ | Total  | BAC =<br>.00   | BAC =<br>.01-.07 | BAC =<br>.08+ | Total  | BAC =<br>.00                 | BAC =<br>.01-.07 | BAC =<br>.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                 | 1,116            | 4,822         | 33,824 | 18,043         | 1,323            | 8,189         | 27,555 | 45,930                       | 2,439            | 13,011        | 61,379 |
| 2022 | 27,126                 | 1,137            | 4,943         | 33,206 | 17,498         | 1,332            | 8,012         | 26,842 | 44,624                       | 2,469            | 12,955        | 60,048 |

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

## 1. Trends

**Table 20. Pedestrians Killed, 15 and Older, by Their BACs, 1982-2022**

| 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 | 4,753     | 66      | 316           | 4       | 2,164      | 30      | 7,233  | 100     |

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

## 1. Trends

**Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2022**

| 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    | 11,878       | 25.3    | 4,554   | 9.7     | 46,861 | 100.0   |
| 2022                     | 29,608        | 65.1    | 11,188       | 24.6    | 4,706   | 10.3    | 45,502 | 100.0   |

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

## 1. Trends

**Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2022 (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   |

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 page 5 of this report.

## 1. Trends

**Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2022 (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   |

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 page 5 of this report.

## 1. Trends

**Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2022**

| 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    | 11,877       | 44.9    | 2,689   | 10.2    | 26,465 | 100.0   |
| 2022             | 11,410        | 44.9    | 11,302       | 44.5    | 2,708   | 10.7    | 25,420 | 100.0   |

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

## 1. Trends

**Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2022 (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              | 1,610,752     | 84.8    | 100,070      | 5.3     | 189,717 | 10.0    | 1,900,539 | 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 page 5 of this report.

## 1. Trends

**Table 23. Passenger Car and Light-Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2022**

| Year | Passenger Cars |          |         | Light Trucks |          |         |              |          |         |              |          |         | Total* |        |      |
|------|----------------|----------|---------|--------------|----------|---------|--------------|----------|---------|--------------|----------|---------|--------|--------|------|
|      |                |          |         | Pickup       |          |         | Utility      |          |         | Van          |          |         |        |        |      |
|      | Total Killed   | Rollover |         | Total Killed | Rollover |         | Total Killed | Rollover |         | Total Killed | Rollover |         |        |        |      |
|      |                | 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 | 13,618         | 2,812    | 20.6    | 4,770        | 1,945    | 40.8    | 6,990        | 2,579    | 36.9    | 1,084        | 276      | 25.5    | 26,465 | 7,612  | 28.8 |
| 2022 | 12,691         | 2,690    | 21.2    | 4,572        | 1,797    | 39.3    | 7,103        | 2,587    | 36.4    | 1,047        | 236      | 22.5    | 25,420 | 7,312  | 28.8 |

\*Includes occupants of other and unknown light trucks.

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of 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 you will find in this section.

- More than 5.9 million police-reported motor vehicle traffic crashes occurred in the United States in 2022. Twenty-eight percent of those crashes (1.7 million) resulted in injury, and fewer than 1 percent (39,221) resulted in death.
- Nine p.m. to 11:59 p.m. on Saturdays proved to be the deadliest 3-hour periods throughout 2022 with 1,263 fatal crashes, followed by midnight to 2:59 a.m. on Sundays with 1,239 fatal crashes.
- Fifty-seven percent of fatal traffic crashes involved only one vehicle, as compared with 30 percent of injury crashes and 30 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. Collisions with fixed objects and noncollisions accounted for only 17 percent of all crashes, but they accounted for 37 percent of fatal crashes.
- Thirty-one percent of all fatal traffic crashes 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., 55 percent involved alcohol-impaired driving.

## 2. Crashes

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

| Month     | Crash Severity |       |           |       |                      |        | Total Crashes |        |
|-----------|----------------|-------|-----------|-------|----------------------|--------|---------------|--------|
|           | Fatal          |       | Injury    |       | Property Damage Only |        |               |        |
|           | Number         | Rate* | Number    | Rate* | Number               | Rate*  | Number        | Rate*  |
| January   | 2,946          | 1.25  | 121,469   | 51.00 | 343,490              | 146.00 | 467,905       | 198.00 |
| February  | 2,748          | 1.19  | 122,263   | 53.00 | 334,240              | 145.00 | 459,251       | 199.00 |
| March     | 3,050          | 1.12  | 142,261   | 52.00 | 352,250              | 130.00 | 497,562       | 183.00 |
| April     | 2,951          | 1.14  | 139,202   | 54.00 | 327,936              | 127.00 | 470,089       | 182.00 |
| May       | 3,376          | 1.19  | 145,904   | 52.00 | 345,171              | 122.00 | 494,450       | 175.00 |
| June      | 3,359          | 1.21  | 138,703   | 50.00 | 329,446              | 119.00 | 471,508       | 170.00 |
| July      | 3,558          | 1.26  | 138,509   | 49.00 | 321,769              | 114.00 | 463,836       | 164.00 |
| August    | 3,554          | 1.25  | 148,734   | 52.00 | 341,622              | 120.00 | 493,910       | 174.00 |
| September | 3,587          | 1.30  | 142,675   | 52.00 | 352,084              | 128.00 | 498,346       | 181.00 |
| October   | 3,674          | 1.31  | 151,770   | 54.00 | 388,356              | 138.00 | 543,801       | 194.00 |
| November  | 3,200          | 1.24  | 139,452   | 54.00 | 391,080              | 151.00 | 533,732       | 206.00 |
| December  | 3,218          | 1.25  | 133,655   | 52.00 | 399,233              | 155.00 | 536,105       | 208.00 |
| Total     | 39,221         | 1.23  | 1,664,598 | 52.00 | 4,226,677            | 132.00 | 5,930,496     | 186.00 |

Source: VMT—FHWA, Traffic Volume Trends, December 2023 (monthly), and 2022 Highway Statistics (VM-1) (annual)

\*Crashes per 100 million VMT.

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

## 2. Crashes

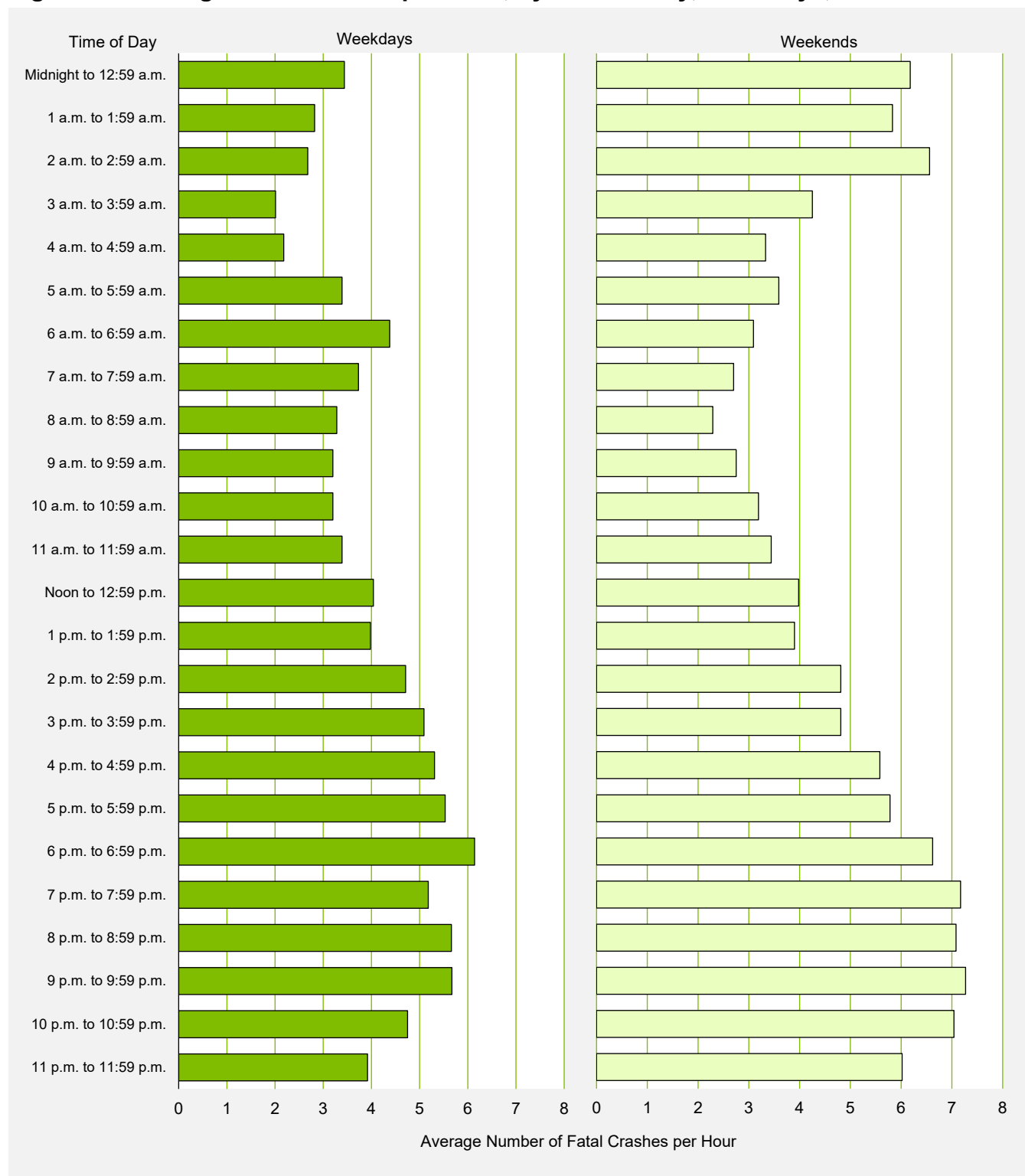
**Table 25. Crashes, by Time of Day, Day of Week, and Crash Severity**

| Time of Day                  | Day of Week |         |         |           |          |           |          | Total     |
|------------------------------|-------------|---------|---------|-----------|----------|-----------|----------|-----------|
|                              | Sunday      | Monday  | Tuesday | Wednesday | Thursday | Friday    | Saturday |           |
| Fatal Crashes                |             |         |         |           |          |           |          |           |
| Midnight to 2:59 a.m.        | 1,239       | 488     | 372     | 416       | 470      | 601       | 1,188    | 4,774     |
| 3 a.m. to 5:59 a.m.          | 684         | 402     | 351     | 389       | 393      | 445       | 669      | 3,333     |
| 6 a.m. to 8:59 a.m.          | 400         | 526     | 625     | 619       | 626      | 568       | 448      | 3,812     |
| 9 a.m. to 11:59 a.m.         | 448         | 501     | 477     | 500       | 521      | 547       | 537      | 3,531     |
| Noon to 2:59 p.m.            | 589         | 672     | 631     | 655       | 626      | 727       | 744      | 4,644     |
| 3 p.m. to 5:59 p.m.          | 779         | 780     | 850     | 815       | 811      | 885       | 919      | 5,839     |
| 6 p.m. to 8:59 p.m.          | 1,017       | 851     | 834     | 918       | 930      | 1,079     | 1,181    | 6,810     |
| 9 p.m. to 11:59 p.m.         | 823         | 722     | 709     | 729       | 822      | 1,107     | 1,263    | 6,175     |
| Unknown                      | 62          | 38      | 38      | 32        | 39       | 37        | 57       | 303       |
| Total                        | 6,041       | 4,980   | 4,887   | 5,073     | 5,238    | 5,996     | 7,006    | 39,221    |
| Injury Crashes               |             |         |         |           |          |           |          |           |
| Midnight to 2:59 a.m.        | 20,511      | 9,811   | 6,350   | 6,938     | 8,075    | 10,656    | 18,337   | 80,676    |
| 3 a.m. to 5:59 a.m.          | 12,144      | 9,074   | 5,121   | 8,934     | 7,857    | 10,133    | 12,634   | 65,897    |
| 6 a.m. to 8:59 a.m.          | 12,612      | 35,439  | 34,965  | 37,997    | 39,608   | 37,124    | 14,518   | 212,265   |
| 9 a.m. to 11:59 a.m.         | 22,684      | 31,167  | 31,433  | 32,289    | 30,977   | 32,307    | 28,217   | 209,075   |
| Noon to 2:59 p.m.            | 37,757      | 44,147  | 45,399  | 39,779    | 45,301   | 53,822    | 42,408   | 308,613   |
| 3 p.m. to 5:59 p.m.          | 35,021      | 59,904  | 60,645  | 62,450    | 62,979   | 65,521    | 40,807   | 387,326   |
| 6 p.m. to 8:59 p.m.          | 31,431      | 34,689  | 32,464  | 33,721    | 37,258   | 44,372    | 38,756   | 252,690   |
| 9 p.m. to 11:59 p.m.         | 18,598      | 16,942  | 18,688  | 19,033    | 21,083   | 26,035    | 27,677   | 148,055   |
| Total                        | 190,757     | 241,172 | 235,067 | 241,142   | 253,138  | 279,969   | 223,353  | 1,664,598 |
| Property-Damage-Only Crashes |             |         |         |           |          |           |          |           |
| Midnight to 2:59 a.m.        | 47,816      | 18,570  | 17,252  | 13,127    | 18,057   | 21,729    | 40,755   | 177,307   |
| 3 a.m. to 5:59 a.m.          | 28,888      | 21,369  | 21,970  | 19,259    | 21,426   | 23,576    | 26,929   | 163,418   |
| 6 a.m. to 8:59 a.m.          | 25,869      | 93,861  | 109,148 | 101,837   | 99,026   | 98,009    | 35,367   | 563,118   |
| 9 a.m. to 11:59 a.m.         | 53,164      | 79,150  | 89,149  | 83,170    | 80,611   | 95,237    | 78,715   | 559,197   |
| Noon to 2:59 p.m.            | 83,131      | 114,486 | 100,015 | 113,946   | 114,961  | 130,532   | 105,269  | 762,340   |
| 3 p.m. to 5:59 p.m.          | 87,069      | 167,711 | 170,656 | 172,873   | 168,089  | 175,417   | 100,210  | 1,042,027 |
| 6 p.m. to 8:59 p.m.          | 74,754      | 76,320  | 84,149  | 92,350    | 100,160  | 106,357   | 85,693   | 619,783   |
| 9 p.m. to 11:59 p.m.         | 49,614      | 36,863  | 36,769  | 37,986    | 45,617   | 64,261    | 68,377   | 339,489   |
| Total                        | 450,306     | 608,330 | 629,108 | 634,550   | 647,947  | 715,118   | 541,317  | 4,226,677 |
| All Crashes                  |             |         |         |           |          |           |          |           |
| Midnight to 2:59 a.m.        | 69,566      | 28,868  | 23,974  | 20,481    | 26,602   | 32,986    | 60,280   | 262,757   |
| 3 a.m. to 5:59 a.m.          | 41,716      | 30,844  | 27,442  | 28,582    | 29,676   | 34,155    | 40,232   | 232,647   |
| 6 a.m. to 8:59 a.m.          | 38,882      | 129,826 | 144,738 | 140,454   | 139,260  | 135,701   | 50,333   | 779,195   |
| 9 a.m. to 11:59 a.m.         | 76,296      | 110,819 | 121,059 | 115,960   | 112,109  | 128,092   | 107,468  | 771,803   |
| Noon to 2:59 p.m.            | 121,476     | 159,305 | 146,045 | 154,380   | 160,888  | 185,081   | 148,422  | 1,075,597 |
| 3 p.m. to 5:59 p.m.          | 122,869     | 228,395 | 232,152 | 236,138   | 231,879  | 241,823   | 141,936  | 1,435,192 |
| 6 p.m. to 8:59 p.m.          | 107,202     | 111,860 | 117,448 | 126,988   | 138,348  | 151,807   | 125,630  | 879,283   |
| 9 p.m. to 11:59 p.m.         | 69,035      | 54,527  | 56,166  | 57,748    | 67,522   | 91,402    | 97,317   | 493,719   |
| Unknown                      | 62          | 38      | 38      | 32        | 39       | 37        | 57       | 303       |
| Total                        | 647,105     | 854,483 | 869,062 | 880,764   | 906,323  | 1,001,083 | 771,676  | 5,930,496 |

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

## 2. Crashes

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



## 2. Crashes

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

| Weather Condition            | Light Condition |                   |         |              |       | Total*    |
|------------------------------|-----------------|-------------------|---------|--------------|-------|-----------|
|                              | Daylight        | Dark, but Lighted | Dark    | Dawn or Dusk | Other |           |
| Fatal Crashes                |                 |                   |         |              |       |           |
| Normal                       | 15,786          | 7,536             | 9,438   | 1,397        | 12    | 34,244    |
| Rain                         | 925             | 594               | 787     | 102          | 4     | 2,421     |
| Snow/Sleet                   | 213             | 98                | 160     | 27           | 0     | 498       |
| Other                        | 127             | 83                | 257     | 44           | 1     | 523       |
| Unknown                      | 623             | 213               | 438     | 62           | 2     | 1,535     |
| Total                        | 17,674          | 8,524             | 11,080  | 1,632        | 19    | 39,221    |
| Injury Crashes               |                 |                   |         |              |       |           |
| Normal                       | 1,037,849       | 252,628           | 151,461 | 54,297       | 65    | 1,496,300 |
| Rain                         | 77,438          | 27,364            | 16,333  | 6,794        | 145   | 128,075   |
| Snow/Sleet                   | 18,183          | 6,368             | 6,579   | 1,060        | 23    | 32,213    |
| Other                        | 4,235           | 642               | 2,478   | 655          | 0     | 8,010     |
| Total                        | 1,137,704       | 287,003           | 176,851 | 62,806       | 233   | 1,664,598 |
| Property-Damage-Only Crashes |                 |                   |         |              |       |           |
| Normal                       | 2,597,705       | 556,533           | 415,993 | 157,317      | 121   | 3,727,669 |
| Rain                         | 210,646         | 73,352            | 55,332  | 17,420       | 0     | 356,750   |
| Snow/Sleet                   | 64,669          | 29,142            | 20,844  | 6,253        | 0     | 120,909   |
| Other                        | 9,579           | 3,961             | 5,463   | 2,346        | 0     | 21,349    |
| Total                        | 2,882,599       | 662,988           | 497,632 | 183,336      | 121   | 4,226,677 |
| All Crashes                  |                 |                   |         |              |       |           |
| Normal                       | 3,651,339       | 816,697           | 576,892 | 213,011      | 199   | 5,258,213 |
| Rain                         | 289,009         | 101,310           | 72,452  | 24,316       | 149   | 487,246   |
| Snow/Sleet                   | 83,065          | 35,608            | 27,583  | 7,341        | 23    | 153,620   |
| Other                        | 13,941          | 4,686             | 8,198   | 3,045        | 1     | 29,882    |
| Unknown                      | 623             | 213               | 438     | 62           | 2     | 1,535     |
| Total                        | 4,037,978       | 958,515           | 685,564 | 247,774      | 374   | 5,930,496 |

\*Includes fatal crashes for which light conditions were unknown.

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

## 2. Crashes

**Table 27. Fatal Crashes, by Emergency Medical Services Response Times Within Designated Minutes and Land Use**

| 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      |
| <b>Rural Fatal Crashes</b> |                                   |              |                                          |              |                                          |              |                                   |              |
| 0 to 10                    | 5,022                             | 87.2         | 3,238                                    | 47.7         | 91                                       | 3.1          | 20                                | 0.7          |
| 11 to 20                   | 432                               | 7.5          | 2,527                                    | 37.3         | 340                                      | 11.7         | 88                                | 3.2          |
| 21 to 30                   | 114                               | 2.0          | 689                                      | 10.2         | 593                                      | 20.4         | 223                               | 8.0          |
| 31 to 40                   | 51                                | 0.9          | 183                                      | 2.7          | 613                                      | 21.1         | 469                               | 16.8         |
| 41 to 50                   | 37                                | 0.6          | 72                                       | 1.1          | 485                                      | 16.7         | 516                               | 18.5         |
| 51 to 60                   | 27                                | 0.5          | 31                                       | 0.5          | 329                                      | 11.3         | 418                               | 15.0         |
| 61 to 120                  | 73                                | 1.3          | 43                                       | 0.6          | 460                                      | 15.8         | 1,057                             | 37.9         |
| <b>Total*</b>              | <b>5,756</b>                      | <b>100.0</b> | <b>6,783</b>                             | <b>100.0</b> | <b>2,911</b>                             | <b>100.0</b> | <b>2,791</b>                      | <b>100.0</b> |
| <b>Urban Fatal Crashes</b> |                                   |              |                                          |              |                                          |              |                                   |              |
| 0 to 10                    | 7,779                             | 93.5         | 7,203                                    | 81.8         | 353                                      | 7.6          | 66                                | 1.4          |
| 11 to 20                   | 316                               | 3.8          | 1,313                                    | 14.9         | 1,408                                    | 30.1         | 586                               | 12.7         |
| 21 to 30                   | 85                                | 1.0          | 163                                      | 1.9          | 1,432                                    | 30.7         | 1,327                             | 28.8         |
| 31 to 40                   | 41                                | 0.5          | 55                                       | 0.6          | 780                                      | 16.7         | 1,129                             | 24.5         |
| 41 to 50                   | 20                                | 0.2          | 22                                       | 0.2          | 361                                      | 7.7          | 706                               | 15.3         |
| 51 to 60                   | 24                                | 0.3          | 17                                       | 0.2          | 180                                      | 3.9          | 353                               | 7.7          |
| 61 to 120                  | 55                                | 0.7          | 34                                       | 0.4          | 156                                      | 3.3          | 435                               | 9.5          |
| <b>Total*</b>              | <b>8,320</b>                      | <b>100.0</b> | <b>8,807</b>                             | <b>100.0</b> | <b>4,670</b>                             | <b>100.0</b> | <b>4,602</b>                      | <b>100.0</b> |

\*Includes fatal crashes for which both times were known.

## 2. Crashes

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

| Crash Type                   | Relation to Roadway |             |          |         |                         | Unknown | Total     |
|------------------------------|---------------------|-------------|----------|---------|-------------------------|---------|-----------|
|                              | On Roadway          | Off Roadway |          |         |                         |         |           |
|                              |                     | Roadside    | Shoulder | Median  | Other/Unknown Location* |         |           |
| Fatal Crashes                |                     |             |          |         |                         |         |           |
| Single Vehicle               | 8,575               | 10,761      | 492      | 1,173   | 1,053                   | 124     | 22,178    |
| Multi-Vehicle                | 16,348              | 321         | 109      | 209     | 46                      | 10      | 17,043    |
| Total                        | 24,923              | 11,082      | 601      | 1,382   | 1,099                   | 134     | 39,221    |
| Injury Crashes               |                     |             |          |         |                         |         |           |
| Single Vehicle               | 200,911             | 232,714     | 7,334    | 36,674  | 19,720                  | 376     | 497,729   |
| Multi-Vehicle                | 1,155,620           | 4,435       | 1,347    | 4,733   | 733                     | 0       | 1,166,868 |
| Total                        | 1,356,531           | 237,149     | 8,681    | 41,408  | 20,454                  | 376     | 1,664,598 |
| Property-Damage-Only Crashes |                     |             |          |         |                         |         |           |
| Single Vehicle               | 595,804             | 500,195     | 13,569   | 85,808  | 53,982                  | 324     | 1,249,681 |
| Multi-Vehicle                | 2,961,861           | 6,037       | 2,406    | 6,087   | 605                     | 0       | 2,976,996 |
| Total                        | 3,557,665           | 506,232     | 15,975   | 91,894  | 54,587                  | 324     | 4,226,677 |
| All Crashes                  |                     |             |          |         |                         |         |           |
| Single Vehicle               | 805,290             | 743,670     | 21,395   | 123,655 | 74,756                  | 823     | 1,769,589 |
| Multi-Vehicle                | 4,133,829           | 10,793      | 3,862    | 11,029  | 1,384                   | 10      | 4,160,907 |
| Total                        | 4,939,119           | 754,463     | 25,257   | 134,684 | 76,140                  | 833     | 5,930,496 |

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

## 2. Crashes

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

| First Harmful Event                        | Crash Severity |         |           |         |                      |         | Total     |         |
|--------------------------------------------|----------------|---------|-----------|---------|----------------------|---------|-----------|---------|
|                                            | Fatal          |         | Injury    |         | Property-Damage-Only |         |           |         |
|                                            | Number         | Percent | Number    | Percent | Number               | Percent | Number    | Percent |
| Collision With Motor Vehicle in-Transport: |                |         |           |         |                      |         |           |         |
| Angle                                      | 7,168          | 18.3    | 480,976   | 28.9    | 855,168              | 20.2    | 1,343,312 | 22.7    |
| Rear End                                   | 2,817          | 7.2     | 455,743   | 27.4    | 1,227,522            | 29.0    | 1,686,082 | 28.4    |
| Sideswipe                                  | 1,067          | 2.7     | 120,224   | 7.2     | 714,252              | 16.9    | 835,543   | 14.1    |
| Head On                                    | 4,253          | 10.8    | 88,746    | 5.3     | 89,106               | 2.1     | 182,105   | 3.1     |
| Other/Unknown                              | 156            | 0.4     | 5,073     | 0.3     | 49,112               | 1.2     | 54,341    | 0.9     |
| Subtotal                                   | 15,461         | 39.4    | 1,150,762 | 69.1    | 2,935,160            | 69.4    | 4,101,383 | 69.2    |
| Collision With Fixed Object:               |                |         |           |         |                      |         |           |         |
| Pole/Post                                  | 1,632          | 4.2     | 48,061    | 2.9     | 140,080              | 3.3     | 189,773   | 3.2     |
| Culvert/Curb/Ditch                         | 2,815          | 7.2     | 67,176    | 4.0     | 139,875              | 3.3     | 209,866   | 3.5     |
| Shrubbery/Tree                             | 2,601          | 6.6     | 40,814    | 2.5     | 57,011               | 1.3     | 100,425   | 1.7     |
| Guard Rail                                 | 977            | 2.5     | 22,335    | 1.3     | 66,370               | 1.6     | 89,682    | 1.5     |
| Embankment                                 | 889            | 2.3     | 16,011    | 1.0     | 20,799               | 0.5     | 37,699    | 0.6     |
| Bridge                                     | 228            | 0.6     | 2,971     | 0.2     | 9,140                | 0.2     | 12,339    | 0.2     |
| Other/Unknown                              | 2,055          | 5.2     | 61,575    | 3.7     | 172,039              | 4.1     | 235,669   | 4.0     |
| Subtotal                                   | 11,197         | 28.5    | 258,942   | 15.6    | 605,314              | 14.3    | 875,453   | 14.8    |
| Collision With Object Not Fixed:           |                |         |           |         |                      |         |           |         |
| Parked Motor Vehicle                       | 497            | 1.3     | 40,606    | 2.4     | 284,974              | 6.7     | 326,077   | 5.5     |
| Animal                                     | 173            | 0.4     | 33,761    | 2.0     | 273,198              | 6.5     | 307,133   | 5.2     |
| Pedestrian                                 | 6,931          | 17.7    | 60,496    | 3.6     | 1,459                | 0.0     | 68,886    | 1.2     |
| Pedalcyclist                               | 1,082          | 2.8     | 45,814    | 2.8     | 3,189                | 0.1     | 50,085    | 0.8     |
| Train                                      | 120            | 0.3     | 348       | 0.0     | 823                  | 0.0     | 1,291     | 0.0     |
| Other/Unknown                              | 524            | 1.3     | 17,161    | 1.0     | 70,681               | 1.7     | 88,366    | 1.5     |
| Subtotal                                   | 9,327          | 23.8    | 198,186   | 11.9    | 634,324              | 15.0    | 841,837   | 14.2    |
| Noncollision:                              |                |         |           |         |                      |         |           |         |
| Rollover                                   | 2,735          | 7.0     | 50,327    | 3.0     | 28,534               | 0.7     | 81,596    | 1.4     |
| Other/Unknown                              | 407            | 1.0     | 6,380     | 0.4     | 23,346               | 0.6     | 30,133    | 0.5     |
| Subtotal                                   | 3,142          | 8.0     | 56,707    | 3.4     | 51,879               | 1.2     | 111,729   | 1.9     |
| Total*                                     | 39,221         | 100.0   | 1,664,598 | 100.0   | 4,226,677            | 100.0   | 5,930,496 | 100.0   |

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

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

## 2. Crashes

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

| Vehicle Type                        | Vehicle Type  |             |             |            |        |               |
|-------------------------------------|---------------|-------------|-------------|------------|--------|---------------|
|                                     | Passenger Car | Light Truck | Large Truck | Motorcycle | Bus    | Other/Unknown |
| <b>Fatal Crashes</b>                |               |             |             |            |        |               |
| <b>(Total = 14,132)</b>             |               |             |             |            |        |               |
| Passenger Car.....                  | 1,496         | 3,743       | 1,216       | 1,061      | 38     | 162           |
| Light Truck.....                    |               | 2,105       | 1,471       | 1,795      | 56     | 233           |
| Large Truck .....                   |               |             | 174         | 333        | 8      | 46            |
| Motorcycle .....                    |               |             |             | 71         | 20     | 59            |
| Bus .....                           |               |             |             |            | 0      | 2             |
| Other/Unknown.....                  |               |             |             |            |        | 43            |
| <b>Injury Crashes</b>               |               |             |             |            |        |               |
| <b>(Total = 994,543)</b>            |               |             |             |            |        |               |
| Passenger Car.....                  | 175,941       | 365,507     | 32,865      | 16,522     | 2,645  | 34,900        |
| Light Truck.....                    |               | 194,725     | 34,592      | 15,955     | 3,356  | 31,459        |
| Large Truck .....                   |               |             | 3,280       | 1,190      | 262    | 3,823         |
| Motorcycle .....                    |               |             |             | 936        | 157    | 6,453         |
| Bus .....                           |               |             |             |            | 268    | 662           |
| Other/Unknown.....                  |               |             |             |            |        | 69,045        |
| <b>Property-Damage-Only Crashes</b> |               |             |             |            |        |               |
| <b>(Total = 2,791,038)</b>          |               |             |             |            |        |               |
| Passenger Car.....                  | 425,824       | 1,010,137   | 109,599     | 5,225      | 9,682  | 115,273       |
| Light Truck.....                    |               | 610,346     | 123,750     | 5,322      | 15,342 | 100,513       |
| Large Truck .....                   |               |             | 22,579      | 145        | 2,145  | 25,004        |
| Motorcycle .....                    |               |             |             | 0          | 0      | 3,184         |
| Bus .....                           |               |             |             |            | 133    | 4,839         |
| Other/Unknown.....                  |               |             |             |            |        | 201,994       |

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 page 6 of this report.

## 2. Crashes

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

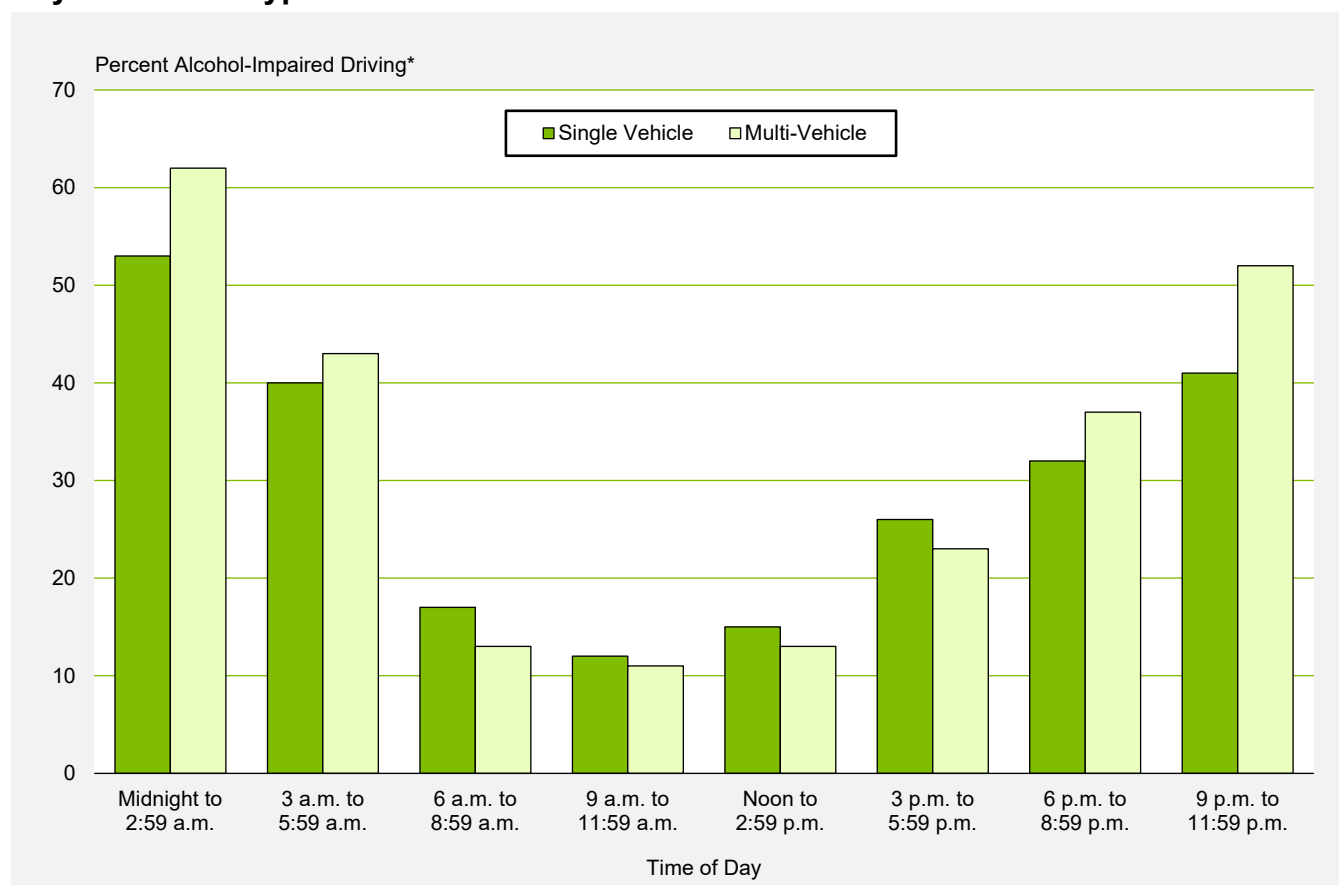
| Time of Day           | Crash Type     |                           |                                      |               |                           |                                      | Total  |                           |                                      |
|-----------------------|----------------|---------------------------|--------------------------------------|---------------|---------------------------|--------------------------------------|--------|---------------------------|--------------------------------------|
|                       | Single Vehicle |                           |                                      | Multi-Vehicle |                           |                                      |        |                           |                                      |
|                       | Number         | Alcohol-Impaired Driving* | Percentage Alcohol-Impaired Driving* | Number        | Alcohol-Impaired Driving* | Percentage Alcohol-Impaired Driving* | Number | Alcohol-Impaired Driving* | Percentage Alcohol-Impaired Driving* |
| Midnight to 2:59 a.m. | 3,335          | 1,752                     | 53                                   | 1,439         | 893                       | 62                                   | 4,774  | 2,645                     | 55                                   |
| 3 a.m. to 5:59 a.m.   | 2,173          | 870                       | 40                                   | 1,160         | 503                       | 43                                   | 3,333  | 1,373                     | 41                                   |
| 6 a.m. to 8:59 a.m.   | 1,962          | 337                       | 17                                   | 1,850         | 239                       | 13                                   | 3,812  | 576                       | 15                                   |
| 9 a.m. to 11:59 a.m.  | 1,618          | 202                       | 12                                   | 1,913         | 214                       | 11                                   | 3,531  | 416                       | 12                                   |
| Noon to 2:59 p.m.     | 2,051          | 304                       | 15                                   | 2,593         | 350                       | 13                                   | 4,644  | 654                       | 14                                   |
| 3 p.m. to 5:59 p.m.   | 2,702          | 691                       | 26                                   | 3,137         | 710                       | 23                                   | 5,839  | 1,401                     | 24                                   |
| 6 p.m. to 8:59 p.m.   | 4,004          | 1,262                     | 32                                   | 2,806         | 1,050                     | 37                                   | 6,810  | 2,312                     | 34                                   |
| 9 p.m. to 11:59 p.m.  | 4,062          | 1,667                     | 41                                   | 2,113         | 1,097                     | 52                                   | 6,175  | 2,764                     | 45                                   |
| Unknown               | 271            | 119                       | 44                                   | 32            | 10                        | 31                                   | 303    | 129                       | 43                                   |
| Total                 | 22,178         | 7,204                     | 32                                   | 17,043        | 5,066                     | 30                                   | 39,221 | 12,270                    | 31                                   |

\*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 page 5 of this report.

## 2. Crashes

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



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

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of 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 you will find in this section.

- Eighty-one percent of the 10.5 million vehicles involved in motor vehicle traffic crashes in 2022 were passenger cars or light trucks.
- Large trucks accounted for 9.6 percent of the vehicles in fatal traffic crashes, but only 3.9 percent of the vehicles involved in injury crashes and 5.5 percent of the vehicles involved in property-damage-only crashes. Of the 5,837 large trucks involved in fatal crashes, 64.4 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal traffic crashes (15.9%) was more than 3 times as high as the proportion in injury crashes (4.3%) and more than 14 times as high as the proportion in property-damage-only crashes (1.1%).
- Compared with passenger cars, utility vehicles, vans, large trucks, and buses, pickup trucks experienced the highest rollover rate in fatal traffic crashes (20.8%). Large trucks experienced the highest rollover rate in injury crashes (9.2%) and property-damage-only crashes (2.2%).
- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2022. For fatal traffic crashes, however, fires occurred in 3.7 percent of the vehicles involved.
- Regardless of crash severity, most vehicles in single- and two-vehicle crashes were going straight prior to the crashes. 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 (13.2%), and buses in fatal traffic crashes had the lowest proportion (4.8%).

### 3. Vehicles

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

| Relation to Junction         | Traffic Control Device |                |           |               | Total      |
|------------------------------|------------------------|----------------|-----------|---------------|------------|
|                              | None                   | Traffic Signal | Stop Sign | Other/Unknown |            |
| Fatal Crashes                |                        |                |           |               |            |
| Nonjunction                  | 27,668                 | 122            | 26        | 9,039         | 36,855     |
| Junction:                    |                        |                |           |               |            |
| Intersection                 | 4,385                  | 5,088          | 2,513     | 1,116         | 13,102     |
| Intersection-Related         | 1,475                  | 2,195          | 541       | 501           | 4,712      |
| Other/Unknown                | 3,929                  | 117            | 83        | 1,703         | 5,832      |
| Total                        | 37,457                 | 7,522          | 3,163     | 12,359        | 60,501     |
| Injury Crashes               |                        |                |           |               |            |
| Nonjunction                  | 736,992                | 10,961         | 1,511     | 266,656       | 1,016,121  |
| Junction:                    |                        |                |           |               |            |
| Intersection                 | 231,438                | 476,159        | 180,236   | 118,968       | 1,006,800  |
| Intersection-Related         | 140,584                | 376,432        | 55,168    | 80,925        | 653,109    |
| Other/Unknown                | 262,383                | 8,967          | 8,460     | 96,446        | 376,256    |
| Total                        | 1,371,398              | 872,519        | 245,375   | 562,995       | 3,052,287  |
| Property-Damage-Only Crashes |                        |                |           |               |            |
| Nonjunction                  | 2,243,598              | 23,138         | 3,609     | 624,915       | 2,895,260  |
| Junction:                    |                        |                |           |               |            |
| Intersection                 | 421,284                | 674,674        | 336,786   | 228,650       | 1,661,394  |
| Intersection-Related         | 400,541                | 1,010,610      | 195,158   | 232,892       | 1,839,202  |
| Other/Unknown                | 744,641                | 33,127         | 21,628    | 220,809       | 1,020,205  |
| Total                        | 3,810,064              | 1,741,550      | 557,182   | 1,307,266     | 7,416,061  |
| All Crashes                  |                        |                |           |               |            |
| Nonjunction                  | 3,008,259              | 34,221         | 5,146     | 900,610       | 3,948,235  |
| Junction:                    |                        |                |           |               |            |
| Intersection                 | 657,107                | 1,155,921      | 519,535   | 348,734       | 2,681,297  |
| Intersection-Related         | 542,601                | 1,389,237      | 250,868   | 314,318       | 2,497,024  |
| Other/Unknown                | 1,010,953              | 42,211         | 30,171    | 318,958       | 1,402,293  |
| Total                        | 5,218,919              | 2,621,590      | 805,720   | 1,882,620     | 10,528,849 |

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

### 3. Vehicles

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

| Speed Limit                  | Crash Type     |         |               |         | Total      |         |
|------------------------------|----------------|---------|---------------|---------|------------|---------|
|                              | Single Vehicle |         | Multi-Vehicle |         |            |         |
|                              | Number         | Percent | Number        | Percent | Number     | Percent |
| Fatal Crashes                |                |         |               |         |            |         |
| 30 mph or less               | 2,976          | 13.4    | 2,735         | 7.1     | 5,711      | 9.4     |
| 35 or 40 mph                 | 4,790          | 21.6    | 6,297         | 16.4    | 11,087     | 18.3    |
| 45 or 50 mph                 | 4,352          | 19.6    | 8,032         | 21.0    | 12,384     | 20.5    |
| 55 mph                       | 4,797          | 21.6    | 9,766         | 25.5    | 14,563     | 24.1    |
| 60 mph or higher             | 4,134          | 18.6    | 9,621         | 25.1    | 13,755     | 22.7    |
| No Statutory Limit           | 99             | 0.4     | 488           | 1.3     | 587        | 1.0     |
| Unknown                      | 1,030          | 4.6     | 1,384         | 3.6     | 2,414      | 4.0     |
| Total                        | 22,178         | 100.0   | 38,323        | 100.0   | 60,501     | 100.0   |
| Injury Crashes               |                |         |               |         |            |         |
| 30 mph or less               | 100,976        | 20.3    | 319,383       | 12.5    | 420,359    | 13.8    |
| 35 or 40 mph                 | 90,803         | 18.2    | 682,240       | 26.7    | 773,043    | 25.3    |
| 45 or 50 mph                 | 69,707         | 14.0    | 614,896       | 24.1    | 684,602    | 22.4    |
| 55 mph                       | 68,727         | 13.8    | 228,369       | 8.9     | 297,096    | 9.7     |
| 60 mph or higher             | 67,670         | 13.6    | 280,151       | 11.0    | 347,821    | 11.4    |
| No Statutory Limit           | 7,910          | 1.6     | 54,539        | 2.1     | 62,450     | 2.0     |
| Unknown                      | 91,936         | 18.5    | 374,980       | 14.7    | 466,916    | 15.3    |
| Total                        | 497,729        | 100.0   | 2,554,558     | 100.0   | 3,052,287  | 100.0   |
| Property-Damage-Only Crashes |                |         |               |         |            |         |
| 30 mph or less               | 286,723        | 22.9    | 981,359       | 15.9    | 1,268,082  | 17.1    |
| 35 or 40 mph                 | 185,776        | 14.9    | 1,623,966     | 26.3    | 1,809,742  | 24.4    |
| 45 or 50 mph                 | 139,019        | 11.1    | 1,378,843     | 22.4    | 1,517,861  | 20.5    |
| 55 mph                       | 189,794        | 15.2    | 483,861       | 7.8     | 673,655    | 9.1     |
| 60 mph or higher             | 167,259        | 13.4    | 640,468       | 10.4    | 807,727    | 10.9    |
| No Statutory Limit           | 33,237         | 2.7     | 181,958       | 3.0     | 215,195    | 2.9     |
| Unknown                      | 247,872        | 19.8    | 875,926       | 14.2    | 1,123,799  | 15.2    |
| Total                        | 1,249,681      | 100.0   | 6,166,380     | 100.0   | 7,416,061  | 100.0   |
| All Crashes                  |                |         |               |         |            |         |
| 30 mph or less               | 390,675        | 22.1    | 1,303,476     | 14.9    | 1,694,152  | 16.1    |
| 35 or 40 mph                 | 281,369        | 15.9    | 2,312,503     | 26.4    | 2,593,871  | 24.6    |
| 45 or 50 mph                 | 213,077        | 12.0    | 2,001,770     | 22.9    | 2,214,848  | 21.0    |
| 55 mph                       | 263,318        | 14.9    | 721,996       | 8.2     | 985,314    | 9.4     |
| 60 mph or higher             | 239,064        | 13.5    | 930,240       | 10.6    | 1,169,303  | 11.1    |
| No Statutory Limit           | 41,246         | 2.3     | 236,985       | 2.7     | 278,232    | 2.6     |
| Unknown                      | 340,839        | 19.3    | 1,252,290     | 14.3    | 1,593,129  | 15.1    |
| Total                        | 1,769,589      | 100.0   | 8,759,260     | 100.0   | 10,528,849 | 100.0   |

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

### 3. Vehicles

**Table 34. Vehicles Involved in Fatal Crashes, by Speed Limit and Land Use**

| Speed Limit        | Land Use |         |        |         |         |         | Total  |         |
|--------------------|----------|---------|--------|---------|---------|---------|--------|---------|
|                    | Rural    |         | Urban  |         | Unknown |         |        |         |
|                    | Number   | Percent | Number | Percent | Number  | Percent | Number | Percent |
| 30 mph or less     | 701      | 12.3    | 4,937  | 86.4    | 73      | 1.3     | 5,711  | 100.0   |
| 35 or 40 mph       | 1,610    | 14.5    | 9,464  | 85.4    | 13      | 0.1     | 11,087 | 100.0   |
| 45 or 50 mph       | 3,500    | 28.3    | 8,868  | 71.6    | 16      | 0.1     | 12,384 | 100.0   |
| 55 mph             | 9,783    | 67.2    | 4,773  | 32.8    | 7       | 0.0     | 14,563 | 100.0   |
| 60 mph or higher   | 7,314    | 53.2    | 6,437  | 46.8    | 4       | 0.0     | 13,755 | 100.0   |
| No Statutory Limit | 167      | 28.4    | 401    | 68.3    | 19      | 3.2     | 587    | 100.0   |
| Unknown            | 608      | 25.2    | 1,720  | 71.3    | 86      | 3.6     | 2,414  | 100.0   |
| Total              | 23,683   | 39.1    | 36,600 | 60.5    | 218     | 0.4     | 60,501 | 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                     | 37              | 239       | 160     | 550                 | 16        | 1,002      |
| Two Lanes                    | 26,053          | 9,284     | 284     | 395                 | 45        | 36,061     |
| Three Lanes                  | 2,226           | 5,739     | 230     | 88                  | 9         | 8,292      |
| Four Lanes                   | 2,495           | 3,979     | 75      | 18                  | 13        | 6,580      |
| More Than Four               | 5,063           | 2,151     | 28      | 5                   | 19        | 7,266      |
| Unknown                      | 250             | 145       | 3       | 16                  | 329       | 743        |
| Total*                       | 36,124          | 21,537    | 780     | 1,072               | 431       | 60,501     |
| Injury Crashes               |                 |           |         |                     |           |            |
| One Lane                     | 4,692           | 20,165    | 7,109   | 22,620              | 1,951     | 56,537     |
| Two Lanes                    | 640,569         | 239,237   | 18,607  | 19,011              | 65,825    | 983,249    |
| Three Lanes                  | 125,939         | 305,925   | 10,540  | 6,219               | 9,488     | 458,111    |
| Four Lanes                   | 133,687         | 205,124   | 3,887   | 2,971               | 6,688     | 352,358    |
| More Than Four               | 280,901         | 141,721   | 1,026   | 550                 | 2,649     | 426,847    |
| Unknown                      | 179,979         | 162,540   | 5,890   | 13,964              | 350,504   | 712,876    |
| Total*                       | 1,365,766       | 1,074,711 | 47,060  | 65,335              | 437,105   | 3,052,287  |
| Property-Damage-Only Crashes |                 |           |         |                     |           |            |
| One Lane                     | 19,011          | 58,088    | 18,459  | 65,750              | 2,282     | 163,591    |
| Two Lanes                    | 1,503,300       | 558,914   | 51,437  | 49,225              | 150,080   | 2,312,956  |
| Three Lanes                  | 268,479         | 605,117   | 29,422  | 17,909              | 19,095    | 940,022    |
| Four Lanes                   | 290,351         | 385,569   | 12,025  | 10,465              | 11,010    | 709,419    |
| More Than Four               | 540,757         | 270,969   | 4,389   | 285                 | 2,757     | 819,157    |
| Unknown                      | 542,142         | 671,007   | 36,213  | 54,513              | 952,344   | 2,256,219  |
| Total*                       | 3,164,041       | 2,549,664 | 151,945 | 198,146             | 1,137,569 | 7,416,061  |
| All Crashes                  |                 |           |         |                     |           |            |
| One Lane                     | 23,740          | 78,492    | 25,728  | 88,920              | 4,249     | 221,129    |
| Two Lanes                    | 2,169,922       | 807,434   | 70,329  | 68,631              | 215,950   | 3,332,266  |
| Three Lanes                  | 396,644         | 916,781   | 40,192  | 24,216              | 28,592    | 1,406,425  |
| Four Lanes                   | 426,533         | 594,672   | 15,987  | 13,454              | 17,711    | 1,068,357  |
| More Than Four               | 826,721         | 414,841   | 5,443   | 839                 | 5,425     | 1,253,271  |
| Unknown                      | 722,371         | 833,691   | 42,106  | 68,493              | 1,303,178 | 2,969,838  |
| Total*                       | 4,565,931       | 3,645,912 | 199,785 | 264,553             | 1,575,105 | 10,528,849 |

\*Includes vehicles in non-trafficway areas.

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

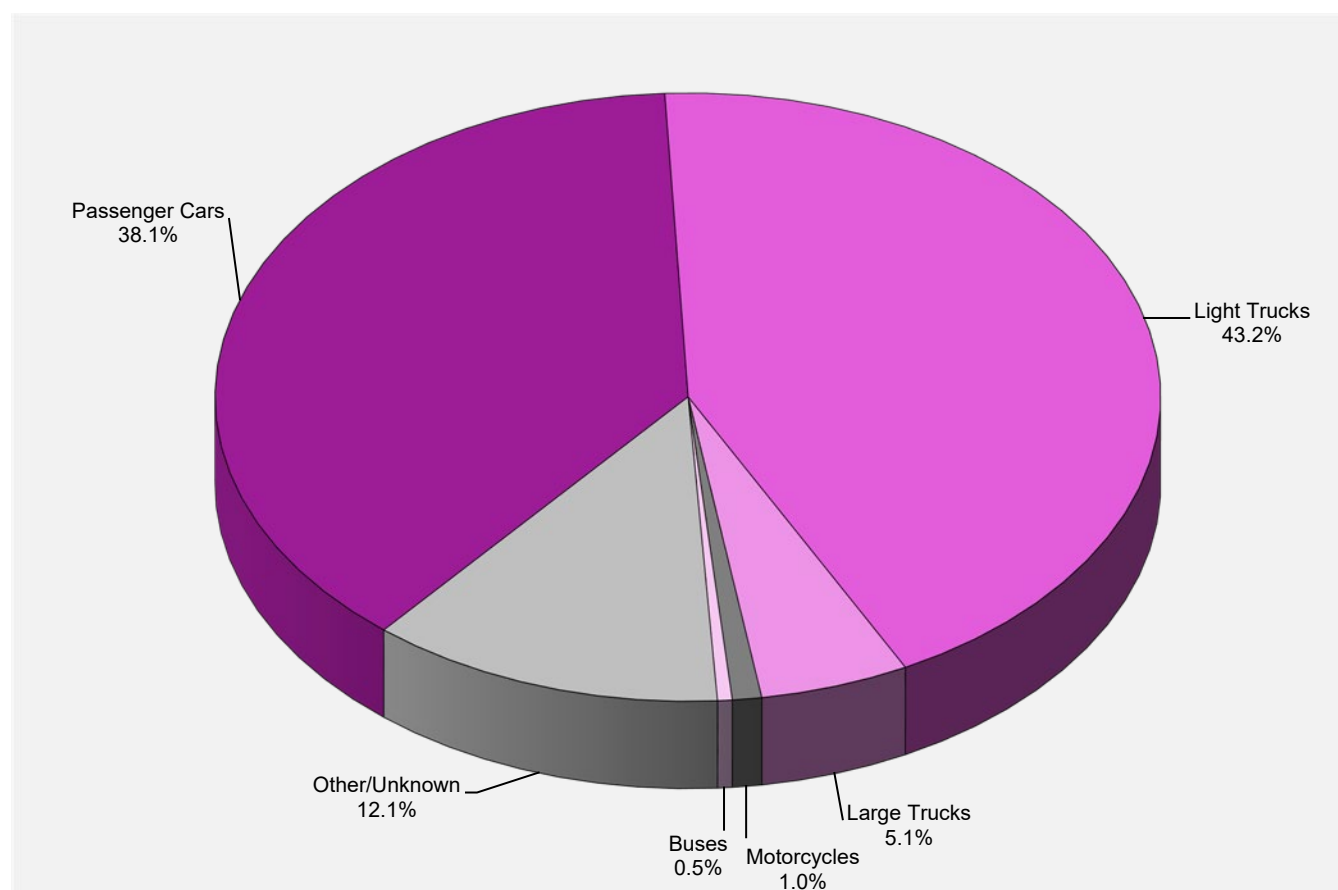
### 3. Vehicles

**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 | 20,049         | 33.1    | 1,207,127 | 39.5    | 2,788,643            | 37.6    | 4,015,818  | 38.1    |
| Light Trucks   | 25,807         | 42.7    | 1,289,765 | 42.3    | 3,233,284            | 43.6    | 4,548,856  | 43.2    |
| Large Trucks   | 5,837          | 9.6     | 120,190   | 3.9     | 410,397              | 5.5     | 536,424    | 5.1     |
| Motorcycles    | 6,359          | 10.5    | 79,073    | 2.6     | 17,289               | 0.2     | 102,721    | 1.0     |
| Buses          | 213            | 0.4     | 10,398    | 0.3     | 42,619               | 0.6     | 53,230     | 0.5     |
| Other/Unknown  | 2,236          | 3.7     | 345,733   | 11.3    | 923,830              | 12.5    | 1,271,799  | 12.1    |
| Total          | 60,501         | 100.0   | 3,052,287 | 100.0   | 7,416,061            | 100.0   | 10,528,849 | 100.0   |

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

**Figure 13. Proportion of Vehicles Involved in Traffic Crashes**



### 3. Vehicles

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

| Vehicle Body Class                                                | Number        | Percent      |
|-------------------------------------------------------------------|---------------|--------------|
| <b>Passenger Cars</b>                                             | <b>20,049</b> | <b>33.1</b>  |
| Convertible                                                       | 427           | 0.7          |
| Sedan                                                             | 15,757        | 26.0         |
| Coupe                                                             | 1,777         | 2.9          |
| Hatchback                                                         | 1,782         | 2.9          |
| Wagon                                                             | 306           | 0.5          |
| <b>Light Trucks</b>                                               | <b>25,807</b> | <b>42.7</b>  |
| Utility                                                           | 14,117        | 23.3         |
| Minivan                                                           | 1,160         | 1.9          |
| Cargo Van                                                         | 522           | 0.9          |
| Step Van                                                          | 2             | 0.0          |
| Other Van Type                                                    | 364           | 0.6          |
| Light Pickup                                                      | 9,627         | 15.9         |
| Other Light Truck                                                 | 15            | 0.0          |
| <b>Large Trucks</b>                                               | <b>5,837</b>  | <b>9.6</b>   |
| Utility                                                           | 1             | 0.0          |
| Cargo Van                                                         | 29            | 0.0          |
| Step Van                                                          | 32            | 0.1          |
| Other Van Type                                                    | 35            | 0.1          |
| Large Pickup                                                      | 764           | 1.3          |
| Single-Unit Truck                                                 | 1,476         | 2.4          |
| Truck Tractor                                                     | 3,444         | 5.7          |
| Other Large Truck                                                 | 56            | 0.1          |
| <b>Motorcycles</b>                                                | <b>6,359</b>  | <b>10.5</b>  |
| 2-Wheel Motorcycle (excluding Motor Scooters)                     | 5,692         | 9.4          |
| Moped                                                             | 41            | 0.1          |
| 3-Wheel Motorcycle (2 Rear Wheels)                                | 81            | 0.1          |
| Off-Road Motorcycle                                               | 140           | 0.2          |
| Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel) | 40            | 0.1          |
| Motor Scooter                                                     | 242           | 0.4          |
| Other Motored Cycle Type (Minibikes, Pocket Bikes)                | 20            | 0.0          |
| Unknown Motored Cycle Type                                        | 103           | 0.2          |
| <b>Buses</b>                                                      | <b>213</b>    | <b>0.4</b>   |
| School Bus                                                        | 91            | 0.2          |
| Intercity Bus                                                     | 14            | 0.0          |
| Transit Bus                                                       | 74            | 0.1          |
| Other Bus                                                         | 34            | 0.1          |
| <b>Other Vehicle Types</b>                                        | <b>2,236</b>  | <b>3.7</b>   |
| Motorhome                                                         | 51            | 0.1          |
| All-Terrain Vehicle                                               | 257           | 0.4          |
| Recreational Off-Road Vehicle                                     | 209           | 0.3          |
| Snowmobile                                                        | 14            | 0.0          |
| Farm Equipment                                                    | 90            | 0.1          |
| Construction Equipment                                            | 13            | 0.0          |
| Low-Speed Vehicle                                                 | 5             | 0.0          |
| Golf Cart                                                         | 23            | 0.0          |
| Street Sweeper                                                    | 3             | 0.0          |
| Other Vehicle                                                     | 111           | 0.2          |
| <b>Unknown Vehicle Types</b>                                      | <b>1,460</b>  | <b>2.4</b>   |
| <b>Total</b>                                                      | <b>60,501</b> | <b>100.0</b> |

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

### 3. Vehicles

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

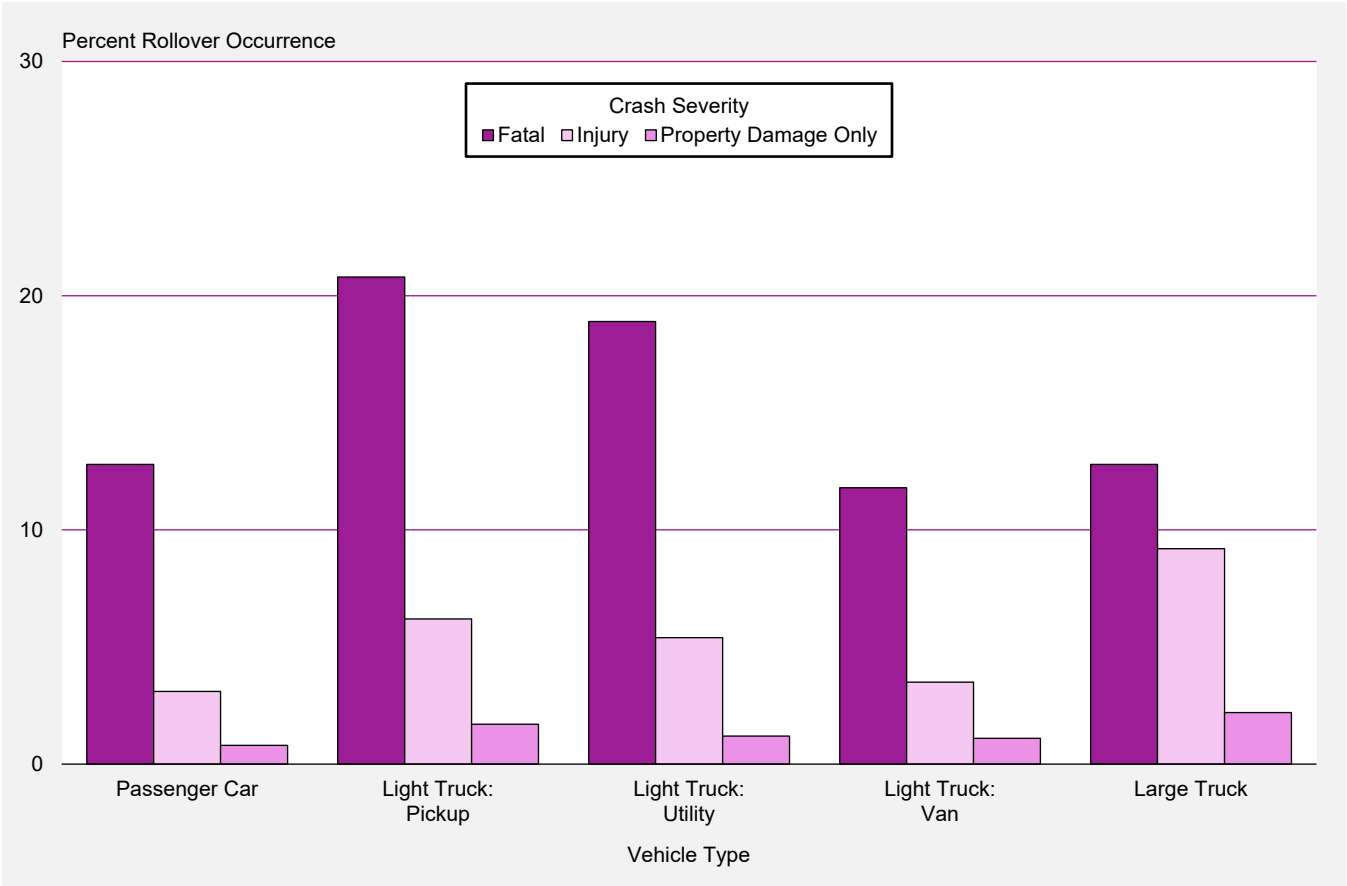
| Vehicle Type                 | Rollover Occurrence |         |            |         | Total      |         |
|------------------------------|---------------------|---------|------------|---------|------------|---------|
|                              | Yes                 |         | No         |         |            |         |
|                              | Number              | Percent | Number     | Percent | Number     | Percent |
| Fatal Crashes                |                     |         |            |         |            |         |
| Passenger Cars               | 2,567               | 12.8    | 17,482     | 87.2    | 20,049     | 100.0   |
| Light Trucks                 |                     |         |            |         |            |         |
| Pickup                       | 2,006               | 20.8    | 7,621      | 79.2    | 9,627      | 100.0   |
| Utility                      | 2,671               | 18.9    | 11,446     | 81.1    | 14,117     | 100.0   |
| Van                          | 242                 | 11.8    | 1,806      | 88.2    | 2,048      | 100.0   |
| Other                        | 3                   | 20.0    | 12         | 80.0    | 15         | 100.0   |
| Large Trucks                 | 749                 | 12.8    | 5,088      | 87.2    | 5,837      | 100.0   |
| Buses                        | 5                   | 2.3     | 208        | 97.7    | 213        | 100.0   |
| Other/Unknown                | 382                 | 17.1    | 1,854      | 82.9    | 2,236      | 100.0   |
| Total*                       | 8,625               | 15.9    | 45,517     | 84.1    | 54,142     | 100.0   |
| Injury Crashes               |                     |         |            |         |            |         |
| Passenger Cars               | 37,242              | 3.1     | 1,169,885  | 96.9    | 1,207,127  | 100.0   |
| Light Trucks                 |                     |         |            |         |            |         |
| Pickup                       | 21,925              | 6.2     | 329,812    | 93.8    | 351,737    | 100.0   |
| Utility                      | 44,577              | 5.4     | 775,809    | 94.6    | 820,386    | 100.0   |
| Van                          | 4,065               | 3.5     | 113,387    | 96.5    | 117,452    | 100.0   |
| Other                        | 0                   | 0.0     | 191        | 100.0   | 191        | 100.0   |
| Large Trucks                 | 11,116              | 9.2     | 109,074    | 90.8    | 120,190    | 100.0   |
| Buses                        | 0                   | 0.0     | 10,398     | 100.0   | 10,398     | 100.0   |
| Other/Unknown                | 7,802               | 2.3     | 337,932    | 97.7    | 345,733    | 100.0   |
| Total*                       | 126,726             | 4.3     | 2,846,488  | 95.7    | 2,973,214  | 100.0   |
| Property-Damage-Only Crashes |                     |         |            |         |            |         |
| Passenger Cars               | 22,008              | 0.8     | 2,766,634  | 99.2    | 2,788,643  | 100.0   |
| Light Trucks                 |                     |         |            |         |            |         |
| Pickup                       | 15,707              | 1.7     | 921,776    | 98.3    | 937,483    | 100.0   |
| Utility                      | 23,267              | 1.2     | 1,980,231  | 98.8    | 2,003,498  | 100.0   |
| Van                          | 3,291               | 1.1     | 288,401    | 98.9    | 291,692    | 100.0   |
| Other                        | 0                   | 0.0     | 611        | 100.0   | 611        | 100.0   |
| Large Trucks                 | 9,166               | 2.2     | 401,231    | 97.8    | 410,397    | 100.0   |
| Buses                        | 0                   | 0.0     | 42,619     | 100.0   | 42,619     | 100.0   |
| Other/Unknown                | 5,050               | 0.5     | 918,780    | 99.5    | 923,830    | 100.0   |
| Total*                       | 78,489              | 1.1     | 7,320,283  | 98.9    | 7,398,772  | 100.0   |
| All Crashes                  |                     |         |            |         |            |         |
| Passenger Cars               | 61,817              | 1.5     | 3,954,001  | 98.5    | 4,015,818  | 100.0   |
| Light Trucks                 |                     |         |            |         |            |         |
| Pickup                       | 39,637              | 3.1     | 1,259,209  | 96.9    | 1,298,847  | 100.0   |
| Utility                      | 70,515              | 2.5     | 2,767,486  | 97.5    | 2,838,001  | 100.0   |
| Van                          | 7,597               | 1.8     | 403,594    | 98.2    | 411,191    | 100.0   |
| Other                        | 3                   | 0.4     | 814        | 99.6    | 817        | 100.0   |
| Large Trucks                 | 21,031              | 3.9     | 515,393    | 96.1    | 536,424    | 100.0   |
| Buses                        | 5                   | 0.0     | 53,225     | 100.0   | 53,230     | 100.0   |
| Other/Unknown                | 13,234              | 1.0     | 1,258,565  | 99.0    | 1,271,799  | 100.0   |
| Total*                       | 213,840             | 2.1     | 10,212,288 | 97.9    | 10,426,128 | 100.0   |

\*Excludes motorcycles.

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

3. Vehicles

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



### 3. Vehicles

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

| Vehicle Type                 | Fire Occurrence |         |            |         | Total      |         |
|------------------------------|-----------------|---------|------------|---------|------------|---------|
|                              | Yes             |         | No         |         |            |         |
|                              | Number          | Percent | Number     | Percent | Number     | Percent |
| Fatal Crashes                |                 |         |            |         |            |         |
| Passenger Cars               | 819             | 4.1     | 19,230     | 95.9    | 20,049     | 100.0   |
| Light Trucks                 | 925             | 3.6     | 24,882     | 96.4    | 25,807     | 100.0   |
| Large Trucks                 | 344             | 5.9     | 5,493      | 94.1    | 5,837      | 100.0   |
| Motorcycles                  | 104             | 1.6     | 6,255      | 98.4    | 6,359      | 100.0   |
| Buses                        | 3               | 1.4     | 210        | 98.6    | 213        | 100.0   |
| Other/Unknown                | 21              | 0.9     | 2,215      | 99.1    | 2,236      | 100.0   |
| Total                        | 2,216           | 3.7     | 58,285     | 96.3    | 60,501     | 100.0   |
| Injury Crashes               |                 |         |            |         |            |         |
| Passenger Cars               | 2,673           | 0.2     | 1,204,453  | 99.8    | 1,207,127  | 100.0   |
| Light Trucks                 | 2,169           | 0.2     | 1,287,597  | 99.8    | 1,289,765  | 100.0   |
| Large Trucks                 | 549             | 0.5     | 119,641    | 99.5    | 120,190    | 100.0   |
| Motorcycles                  | 200             | 0.3     | 78,873     | 99.7    | 79,073     | 100.0   |
| Buses                        | 0               | 0.0     | 10,398     | 100.0   | 10,398     | 100.0   |
| Other/Unknown                | 426             | 0.1     | 345,307    | 99.9    | 345,733    | 100.0   |
| Total                        | 6,018           | 0.2     | 3,046,269  | 99.8    | 3,052,287  | 100.0   |
| Property-Damage-Only Crashes |                 |         |            |         |            |         |
| Passenger Cars               | 4,880           | 0.2     | 2,783,762  | 99.8    | 2,788,643  | 100.0   |
| Light Trucks                 | 3,662           | 0.1     | 3,229,622  | 99.9    | 3,233,284  | 100.0   |
| Large Trucks                 | 1,832           | 0.4     | 408,565    | 99.6    | 410,397    | 100.0   |
| Motorcycles                  | 0               | 0.0     | 17,289     | 100.0   | 17,289     | 100.0   |
| Buses                        | 0               | 0.0     | 42,619     | 100.0   | 42,619     | 100.0   |
| Other/Unknown                | 0               | 0.0     | 923,830    | 100.0   | 923,830    | 100.0   |
| Total                        | 10,374          | 0.1     | 7,405,687  | 99.9    | 7,416,061  | 100.0   |
| All Crashes                  |                 |         |            |         |            |         |
| Passenger Cars               | 8,373           | 0.2     | 4,007,446  | 99.8    | 4,015,818  | 100.0   |
| Light Trucks                 | 6,756           | 0.1     | 4,542,101  | 99.9    | 4,548,856  | 100.0   |
| Large Trucks                 | 2,725           | 0.5     | 533,699    | 99.5    | 536,424    | 100.0   |
| Motorcycles                  | 304             | 0.3     | 102,417    | 99.7    | 102,721    | 100.0   |
| Buses                        | 3               | 0.0     | 53,227     | 100.0   | 53,230     | 100.0   |
| Other/Unknown                | 447             | 0.0     | 1,271,352  | 100.0   | 1,271,799  | 100.0   |
| Total                        | 18,607          | 0.2     | 10,510,242 | 99.8    | 10,528,849 | 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 page 6 of this report.

### 3. Vehicles

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

| Vehicle Maneuver                                | Crash Severity |         |           |         |                      |         | Total     |         |
|-------------------------------------------------|----------------|---------|-----------|---------|----------------------|---------|-----------|---------|
|                                                 | Fatal          |         | Injury    |         | Property Damage Only |         |           |         |
|                                                 | Number         | Percent | Number    | Percent | Number               | Percent | Number    | Percent |
| Going Straight                                  | 31,563         | 62.9    | 1,417,099 | 57.1    | 3,537,272            | 51.9    | 4,985,934 | 53.3    |
| Turning Left                                    | 4,057          | 8.1     | 339,126   | 13.7    | 663,194              | 9.7     | 1,006,376 | 10.8    |
| Stopped in Roadway                              | 746            | 1.5     | 232,220   | 9.4     | 786,989              | 11.5    | 1,019,955 | 10.9    |
| Turning Right                                   | 482            | 1.0     | 86,649    | 3.5     | 318,584              | 4.7     | 405,715   | 4.3     |
| Decelerating in Road                            | 422            | 0.8     | 86,633    | 3.5     | 298,869              | 4.4     | 385,924   | 4.1     |
| Merging/Changing Lanes                          | 878            | 1.8     | 73,194    | 2.9     | 435,650              | 6.4     | 509,722   | 5.5     |
| Negotiating a Curve                             | 9,327          | 18.6    | 151,657   | 6.1     | 364,464              | 5.3     | 525,448   | 5.6     |
| Backing Up (Other Than for<br>Parking Position) | 111            | 0.2     | 14,678    | 0.6     | 154,129              | 2.3     | 168,918   | 1.8     |
| Passing or Overtaking Another<br>Vehicle        | 924            | 1.8     | 20,215    | 0.8     | 84,487               | 1.2     | 105,626   | 1.1     |
| Starting in Road                                | 236            | 0.5     | 26,562    | 1.1     | 66,318               | 1.0     | 93,116    | 1.0     |
| Leaving a Parking Position                      | 32             | 0.1     | 3,799     | 0.2     | 27,019               | 0.4     | 30,849    | 0.3     |
| Making a U-Turn                                 | 253            | 0.5     | 18,561    | 0.7     | 41,404               | 0.6     | 60,219    | 0.6     |
| Entering a Parking Position                     | 12             | 0.0     | 2,177     | 0.1     | 14,989               | 0.2     | 17,178    | 0.2     |
| Disabled or "Parked" in Travel<br>Lane          | 85             | 0.2     | 1,887     | 0.1     | 2,981                | 0.0     | 4,953     | 0.1     |
| Other Maneuver                                  | 371            | 0.7     | 7,297     | 0.3     | 17,923               | 0.3     | 25,591    | 0.3     |
| Total*                                          | 50,157         | 100.0   | 2,481,754 | 100.0   | 6,814,272            | 100.0   | 9,346,183 | 100.0   |

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

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

### 3. Vehicles

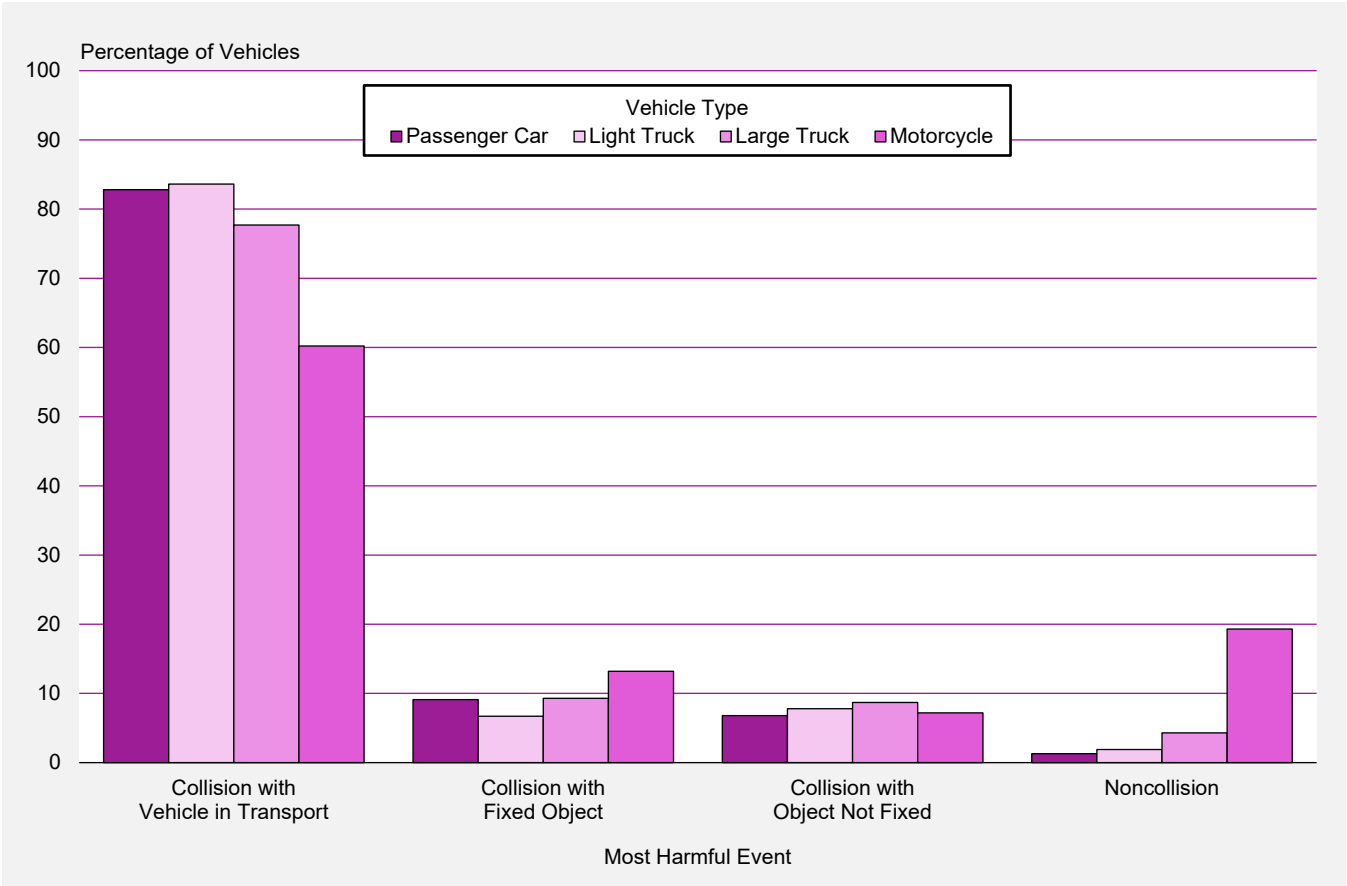
**Table 41. Vehicles Involved in Fatal Crashes, by Roadway Function Class, Crash Type, and Hazardous Cargo**

| Roadway Function Class | Crash Type      |        |                 |        | Total           |        |
|------------------------|-----------------|--------|-----------------|--------|-----------------|--------|
|                        | Single Vehicle  |        | Multi-Vehicle   |        |                 |        |
|                        | Hazardous Cargo | Total  | Hazardous Cargo | Total  | Hazardous Cargo | Total  |
| Rural Fatal Crashes    |                 |        |                 |        |                 |        |
| Principal Arterial     |                 |        |                 |        |                 |        |
| Interstate             | 4               | 973    | 18              | 2,038  | 22              | 3,011  |
| Freeway/Expressway     | 0               | 149    | 1               | 288    | 1               | 437    |
| Other                  | 4               | 1,395  | 37              | 4,778  | 41              | 6,173  |
| Minor Arterial         | 1               | 1,338  | 9               | 3,602  | 10              | 4,940  |
| Major Collector        | 2               | 2,396  | 21              | 2,888  | 23              | 5,284  |
| Minor Collector        | 1               | 701    | 0               | 493    | 1               | 1,194  |
| Local Road or Street   | 2               | 1,714  | 0               | 793    | 2               | 2,507  |
| Unknown                | 0               | 95     | 0               | 42     | 0               | 137    |
| Total                  | 14              | 8,761  | 86              | 14,922 | 100             | 23,683 |
| Urban Fatal Crashes    |                 |        |                 |        |                 |        |
| Principal Arterial     |                 |        |                 |        |                 |        |
| Interstate             | 4               | 1,747  | 14              | 3,723  | 18              | 5,470  |
| Freeway/Expressway     | 3               | 842    | 8               | 1,625  | 11              | 2,467  |
| Other                  | 2               | 3,998  | 19              | 8,976  | 21              | 12,974 |
| Minor Arterial         | 0               | 3,196  | 3               | 5,786  | 3               | 8,982  |
| Major Collector        | 0               | 1,605  | 3               | 2,018  | 3               | 3,623  |
| Minor Collector        | 0               | 217    | 0               | 215    | 0               | 432    |
| Local Road or Street   | 0               | 1,606  | 0               | 996    | 0               | 2,602  |
| Unknown                | 0               | 26     | 0               | 24     | 0               | 50     |
| Total                  | 9               | 13,237 | 47              | 23,363 | 56              | 36,600 |
| All Fatal Crashes*     |                 |        |                 |        |                 |        |
| Principal Arterial     |                 |        |                 |        |                 |        |
| Interstate             | 8               | 2,721  | 32              | 5,763  | 40              | 8,484  |
| Freeway/Expressway     | 3               | 991    | 9               | 1,915  | 12              | 2,906  |
| Other                  | 6               | 5,395  | 56              | 13,754 | 62              | 19,149 |
| Minor Arterial         | 1               | 4,534  | 12              | 9,388  | 13              | 13,922 |
| Major Collector        | 2               | 4,001  | 24              | 4,906  | 26              | 8,907  |
| Minor Collector        | 1               | 918    | 0               | 708    | 1               | 1,626  |
| Local Road or Street   | 2               | 3,332  | 0               | 1,795  | 2               | 5,127  |
| Unknown                | 0               | 286    | 0               | 94     | 0               | 380    |
| Total                  | 23              | 22,178 | 133             | 38,323 | 156             | 60,501 |

\*Includes unknown rural or urban.

3. Vehicles

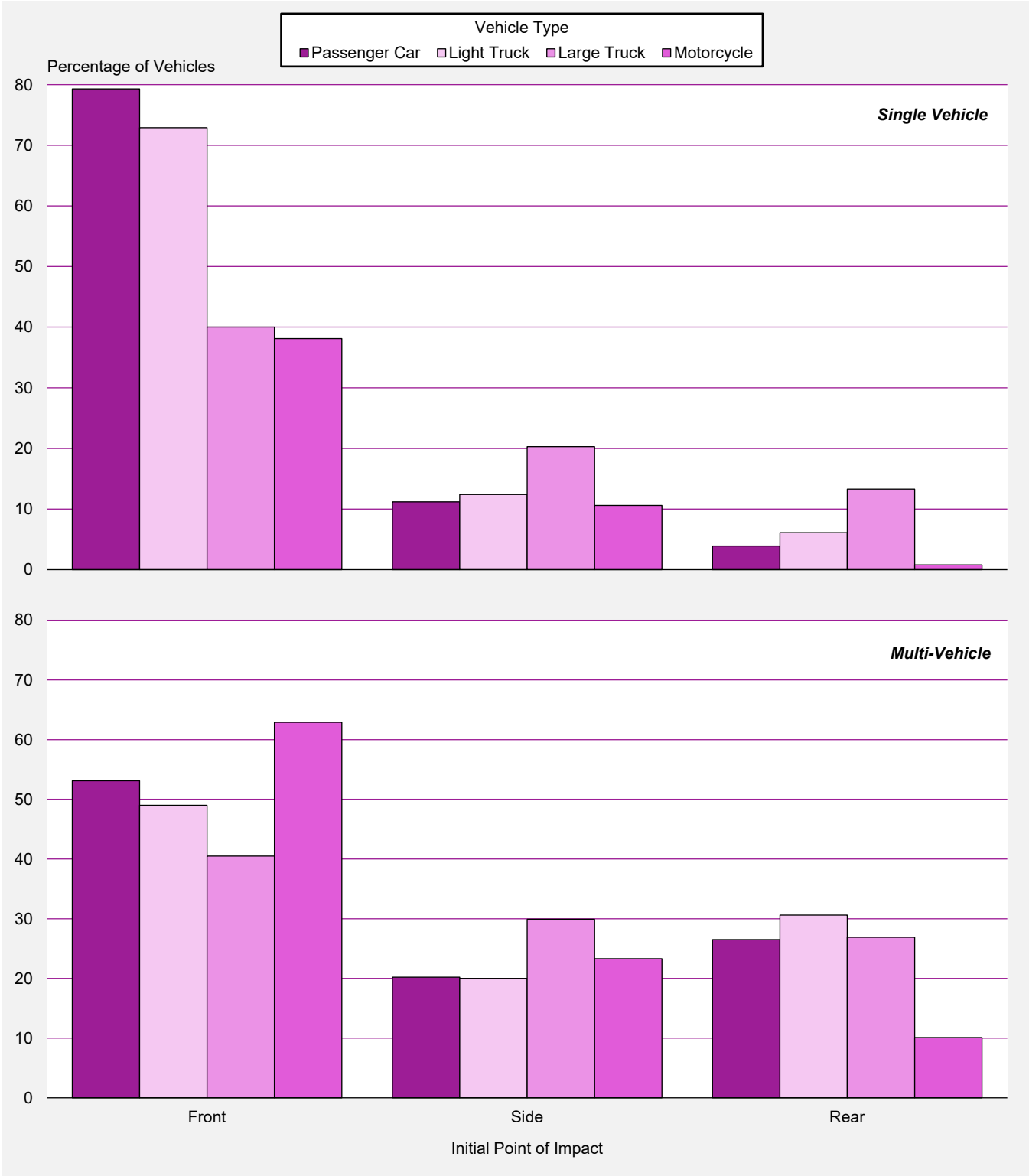
Figure 15. Percentage of Vehicles in Crashes, by Most Harmful Event and Vehicle Type



Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

3. Vehicles

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



Notes: Excludes other or unknown points of impact and noncollisions. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

### 3. Vehicles

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

| Most Harmful Event                                                    | Crash Severity |         |           |         |                      |         | Total     |         |
|-----------------------------------------------------------------------|----------------|---------|-----------|---------|----------------------|---------|-----------|---------|
|                                                                       | Fatal          |         | Injury    |         | Property Damage Only |         |           |         |
|                                                                       | Number         | Percent | Number    | Percent | Number               | Percent | Number    | Percent |
| Collision With Motor Vehicle in-Transport by Initial Point of Impact: |                |         |           |         |                      |         |           |         |
| Front                                                                 | 6,759          | 33.7    | 565,271   | 46.8    | 1,194,492            | 42.8    | 1,766,522 | 44.0    |
| Left Side                                                             | 1,708          | 8.5     | 100,986   | 8.4     | 258,562              | 9.3     | 361,256   | 9.0     |
| Right Side                                                            | 1,323          | 6.6     | 86,756    | 7.2     | 221,521              | 7.9     | 309,601   | 7.7     |
| Rear                                                                  | 1,228          | 6.1     | 254,542   | 21.1    | 630,782              | 22.6    | 886,552   | 22.1    |
| Other/Unknown                                                         | 194            | 1.0     | 487       | 0.0     | 306                  | 0.0     | 987       | 0.0     |
| Subtotal                                                              | 11,212         | 55.9    | 1,008,043 | 83.5    | 2,305,663            | 82.7    | 3,324,918 | 82.8    |
| Collision With Fixed Object                                           |                |         |           |         |                      |         |           |         |
|                                                                       | 3,261          | 16.3    | 104,913   | 8.7     | 257,887              | 9.2     | 366,061   | 9.1     |
| Collision With Object Not Fixed:                                      |                |         |           |         |                      |         |           |         |
| Nonoccupant                                                           | 3,148          | 15.7    | 36,173    | 3.0     | 2,112                | 0.1     | 41,433    | 1.0     |
| Other                                                                 | 566            | 2.8     | 31,922    | 2.6     | 197,503              | 7.1     | 229,991   | 5.7     |
| Subtotal                                                              | 3,714          | 18.5    | 68,095    | 5.6     | 199,615              | 7.2     | 271,424   | 6.8     |
| Noncollision                                                          | 1,853          | 9.2     | 26,075    | 2.2     | 25,478               | 0.9     | 53,406    | 1.3     |
| Total*                                                                | 20,049         | 100.0   | 1,207,127 | 100.0   | 2,788,643            | 100.0   | 4,015,818 | 100.0   |

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

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

### 3. Vehicles

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

| Initial Point of Impact | Crash Severity |         |           |         |                      |         | Total     |         |
|-------------------------|----------------|---------|-----------|---------|----------------------|---------|-----------|---------|
|                         | Fatal          |         | Injury    |         | Property Damage Only |         |           |         |
|                         | Number         | Percent | Number    | Percent | Number               | Percent | Number    | Percent |
| Single-Vehicle Crashes  |                |         |           |         |                      |         |           |         |
| Front                   | 5,264          | 70.2    | 148,521   | 80.9    | 360,063              | 78.8    | 513,848   | 79.3    |
| Left Side               | 436            | 5.8     | 9,254     | 5.0     | 23,574               | 5.2     | 33,264    | 5.1     |
| Right Side              | 475            | 6.3     | 11,839    | 6.4     | 27,145               | 5.9     | 39,458    | 6.1     |
| Rear                    | 84             | 1.1     | 3,922     | 2.1     | 21,389               | 4.7     | 25,395    | 3.9     |
| Noncollision            | 445            | 5.9     | 8,160     | 4.4     | 15,522               | 3.4     | 24,126    | 3.7     |
| Other/Unknown           | 798            | 10.6    | 1,930     | 1.1     | 9,224                | 2.0     | 11,952    | 1.8     |
| Total                   | 7,502          | 100.0   | 183,625   | 100.0   | 456,917              | 100.0   | 648,043   | 100.0   |
| Multi-Vehicle Crashes   |                |         |           |         |                      |         |           |         |
| Front                   | 7,553          | 60.2    | 572,835   | 56.0    | 1,209,407            | 51.9    | 1,789,795 | 53.1    |
| Left Side               | 1,832          | 14.6    | 103,025   | 10.1    | 260,715              | 11.2    | 365,572   | 10.9    |
| Right Side              | 1,416          | 11.3    | 88,384    | 8.6     | 224,195              | 9.6     | 313,994   | 9.3     |
| Rear                    | 1,326          | 10.6    | 257,725   | 25.2    | 632,840              | 27.1    | 891,891   | 26.5    |
| Noncollision            | 31             | 0.2     | 341       | 0.0     | 194                  | 0.0     | 566       | 0.0     |
| Other/Unknown           | 389            | 3.1     | 1,192     | 0.1     | 4,376                | 0.2     | 5,957     | 0.2     |
| Total                   | 12,547         | 100.0   | 1,023,502 | 100.0   | 2,331,726            | 100.0   | 3,367,775 | 100.0   |
| All Crashes             |                |         |           |         |                      |         |           |         |
| Front                   | 12,817         | 63.9    | 721,356   | 59.8    | 1,569,470            | 56.3    | 2,303,643 | 57.4    |
| Left Side               | 2,268          | 11.3    | 112,279   | 9.3     | 284,289              | 10.2    | 398,836   | 9.9     |
| Right Side              | 1,891          | 9.4     | 100,222   | 8.3     | 251,339              | 9.0     | 353,453   | 8.8     |
| Rear                    | 1,410          | 7.0     | 261,647   | 21.7    | 654,229              | 23.5    | 917,286   | 22.8    |
| Noncollision            | 476            | 2.4     | 8,501     | 0.7     | 15,716               | 0.6     | 24,693    | 0.6     |
| Other/Unknown           | 1,187          | 5.9     | 3,121     | 0.3     | 13,600               | 0.5     | 17,909    | 0.4     |
| Total                   | 20,049         | 100.0   | 1,207,127 | 100.0   | 2,788,643            | 100.0   | 4,015,818 | 100.0   |

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

### 3. Vehicles

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

| Most Harmful Event                                                    | Crash Severity |         |           |         |                      |         | Total     |         |
|-----------------------------------------------------------------------|----------------|---------|-----------|---------|----------------------|---------|-----------|---------|
|                                                                       | Fatal          |         | Injury    |         | Property Damage Only |         |           |         |
|                                                                       | Number         | Percent | Number    | Percent | Number               | Percent | Number    | Percent |
| Collision With Motor Vehicle in-Transport by Initial Point of Impact: |                |         |           |         |                      |         |           |         |
| Front                                                                 | 9,369          | 36.3    | 588,234   | 45.6    | 1,268,959            | 39.2    | 1,866,563 | 41.0    |
| Left Side                                                             | 1,675          | 6.5     | 102,554   | 8.0     | 286,125              | 8.8     | 390,354   | 8.6     |
| Right Side                                                            | 1,333          | 5.2     | 86,052    | 6.7     | 282,253              | 8.7     | 369,638   | 8.1     |
| Rear                                                                  | 1,702          | 6.6     | 301,486   | 23.4    | 871,825              | 27.0    | 1,175,013 | 25.8    |
| Other/Unknown                                                         | 230            | 0.9     | 46        | 0.0     | 681                  | 0.0     | 956       | 0.0     |
| Subtotal                                                              | 14,309         | 55.4    | 1,078,371 | 83.6    | 2,709,843            | 83.8    | 3,802,524 | 83.6    |
| Collision With Fixed Object                                           |                |         |           |         |                      |         |           |         |
|                                                                       | 3,228          | 12.5    | 89,961    | 7.0     | 210,853              | 6.5     | 304,042   | 6.7     |
| Collision With Object Not Fixed:                                      |                |         |           |         |                      |         |           |         |
| Nonoccupant                                                           | 4,152          | 16.1    | 40,979    | 3.2     | 2,025                | 0.1     | 47,156    | 1.0     |
| Other                                                                 | 690            | 2.7     | 35,720    | 2.8     | 271,425              | 8.4     | 307,836   | 6.8     |
| Subtotal                                                              | 4,842          | 18.8    | 76,699    | 5.9     | 273,451              | 8.5     | 354,992   | 7.8     |
| Noncollision                                                          | 3,424          | 13.3    | 44,734    | 3.5     | 39,137               | 1.2     | 87,294    | 1.9     |
| Total*                                                                | 25,807         | 100.0   | 1,289,765 | 100.0   | 3,233,284            | 100.0   | 4,548,856 | 100.0   |

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

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

### 3. Vehicles

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

| Initial Point<br>of Impact | Crash Severity |         |           |         |                      |         | Total     |         |
|----------------------------|----------------|---------|-----------|---------|----------------------|---------|-----------|---------|
|                            | Fatal          |         | Injury    |         | Property Damage Only |         |           |         |
|                            | Number         | Percent | Number    | Percent | Number               | Percent | Number    | Percent |
| Single-Vehicle Crashes     |                |         |           |         |                      |         |           |         |
| Front                      | 6,781          | 70.0    | 143,595   | 75.2    | 351,727              | 72.1    | 502,103   | 72.9    |
| Left Side                  | 380            | 3.9     | 9,199     | 4.8     | 22,120               | 4.5     | 31,699    | 4.6     |
| Right Side                 | 411            | 4.2     | 11,626    | 6.1     | 41,300               | 8.5     | 53,337    | 7.7     |
| Rear                       | 89             | 0.9     | 4,094     | 2.1     | 37,919               | 7.8     | 42,102    | 6.1     |
| Noncollision               | 1,210          | 12.5    | 18,964    | 9.9     | 22,710               | 4.7     | 42,884    | 6.2     |
| Other/Unknown              | 815            | 8.4     | 3,593     | 1.9     | 11,861               | 2.4     | 16,270    | 2.4     |
| Total                      | 9,686          | 100.0   | 191,070   | 100.0   | 487,638              | 100.0   | 688,394   | 100.0   |
| Multi-Vehicle Crashes      |                |         |           |         |                      |         |           |         |
| Front                      | 10,323         | 64.0    | 597,255   | 54.4    | 1,282,585            | 46.7    | 1,890,163 | 49.0    |
| Left Side                  | 1,870          | 11.6    | 105,637   | 9.6     | 289,485              | 10.5    | 396,991   | 10.3    |
| Right Side                 | 1,491          | 9.2     | 88,927    | 8.1     | 286,208              | 10.4    | 376,626   | 9.8     |
| Rear                       | 1,917          | 11.9    | 304,939   | 27.8    | 873,821              | 31.8    | 1,180,677 | 30.6    |
| Noncollision               | 46             | 0.3     | 484       | 0.0     | 1,009                | 0.0     | 1,539     | 0.0     |
| Other/Unknown              | 474            | 2.9     | 1,453     | 0.1     | 12,538               | 0.5     | 14,465    | 0.4     |
| Total                      | 16,121         | 100.0   | 1,098,695 | 100.0   | 2,745,646            | 100.0   | 3,860,462 | 100.0   |
| All Crashes                |                |         |           |         |                      |         |           |         |
| Front                      | 17,104         | 66.3    | 740,850   | 57.4    | 1,634,313            | 50.5    | 2,392,267 | 52.6    |
| Left Side                  | 2,250          | 8.7     | 114,835   | 8.9     | 311,605              | 9.6     | 428,690   | 9.4     |
| Right Side                 | 1,902          | 7.4     | 100,553   | 7.8     | 327,508              | 10.1    | 429,963   | 9.5     |
| Rear                       | 2,006          | 7.8     | 309,033   | 24.0    | 911,740              | 28.2    | 1,222,779 | 26.9    |
| Noncollision               | 1,256          | 4.9     | 19,447    | 1.5     | 23,719               | 0.7     | 44,423    | 1.0     |
| Other/Unknown              | 1,289          | 5.0     | 5,046     | 0.4     | 24,399               | 0.8     | 30,734    | 0.7     |
| Total                      | 25,807         | 100.0   | 1,289,765 | 100.0   | 3,233,284            | 100.0   | 4,548,856 | 100.0   |

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

### 3. Vehicles

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

| Most Harmful Event                                                    | Crash Severity |         |         |         |                      |         | Total   |         |
|-----------------------------------------------------------------------|----------------|---------|---------|---------|----------------------|---------|---------|---------|
|                                                                       | Fatal          |         | Injury  |         | Property Damage Only |         |         |         |
|                                                                       | Number         | Percent | Number  | Percent | Number               | Percent | Number  | Percent |
| Collision With Motor Vehicle in-Transport by Initial Point of Impact: |                |         |         |         |                      |         |         |         |
| Front                                                                 | 2,494          | 42.7    | 46,894  | 39.0    | 122,397              | 29.8    | 171,784 | 32.0    |
| Left Side                                                             | 470            | 8.1     | 14,197  | 11.8    | 52,327               | 12.8    | 66,995  | 12.5    |
| Right Side                                                            | 260            | 4.5     | 12,155  | 10.1    | 48,578               | 11.8    | 60,993  | 11.4    |
| Rear                                                                  | 954            | 16.3    | 25,453  | 21.2    | 89,346               | 21.8    | 115,753 | 21.6    |
| Other/Unknown                                                         | 83             | 1.4     | 864     | 0.7     | 277                  | 0.1     | 1,224   | 0.2     |
| Subtotal                                                              | 4,261          | 73.0    | 99,564  | 82.8    | 312,925              | 76.2    | 416,750 | 77.7    |
| Collision With Fixed Object                                           |                |         |         |         |                      |         |         |         |
|                                                                       | 282            | 4.8     | 6,357   | 5.3     | 43,395               | 10.6    | 50,034  | 9.3     |
| Collision With Object Not Fixed:                                      |                |         |         |         |                      |         |         |         |
| Nonoccupant                                                           | 595            | 10.2    | 1,943   | 1.6     | 133                  | 0.0     | 2,671   | 0.5     |
| Other                                                                 | 149            | 2.6     | 3,012   | 2.5     | 40,601               | 9.9     | 43,761  | 8.2     |
| Subtotal                                                              | 744            | 12.7    | 4,955   | 4.1     | 40,734               | 9.9     | 46,432  | 8.7     |
| Noncollision                                                          | 549            | 9.4     | 9,314   | 7.7     | 13,343               | 3.3     | 23,207  | 4.3     |
| Total*                                                                | 5,837          | 100.0   | 120,190 | 100.0   | 410,397              | 100.0   | 536,424 | 100.0   |

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

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

### 3. Vehicles

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

| Initial Point of Impact | Crash Severity |         |         |         |                      |         | Total   |         |
|-------------------------|----------------|---------|---------|---------|----------------------|---------|---------|---------|
|                         | Fatal          |         | Injury  |         | Property Damage Only |         |         |         |
|                         | Number         | Percent | Number  | Percent | Number               | Percent | Number  | Percent |
| Single-Vehicle Crashes  |                |         |         |         |                      |         |         |         |
| Front                   | 663            | 59.3    | 8,348   | 45.2    | 32,569               | 38.5    | 41,580  | 40.0    |
| Left Side               | 45             | 4.0     | 178     | 1.0     | 4,118                | 4.9     | 4,341   | 4.2     |
| Right Side              | 84             | 7.5     | 2,024   | 11.0    | 14,670               | 17.4    | 16,777  | 16.1    |
| Rear                    | 27             | 2.4     | 545     | 3.0     | 13,223               | 15.6    | 13,794  | 13.3    |
| Noncollision            | 191            | 17.1    | 6,581   | 35.7    | 10,014               | 11.9    | 16,786  | 16.1    |
| Other/Unknown           | 108            | 9.7     | 783     | 4.2     | 9,900                | 11.7    | 10,790  | 10.4    |
| Total                   | 1,118          | 100.0   | 18,459  | 100.0   | 84,492               | 100.0   | 104,069 | 100.0   |
| Multi-Vehicle Crashes   |                |         |         |         |                      |         |         |         |
| Front                   | 2,752          | 58.3    | 47,654  | 46.8    | 124,692              | 38.3    | 175,098 | 40.5    |
| Left Side               | 510            | 10.8    | 14,373  | 14.1    | 52,471               | 16.1    | 67,353  | 15.6    |
| Right Side              | 302            | 6.4     | 12,442  | 12.2    | 48,972               | 15.0    | 61,716  | 14.3    |
| Rear                    | 988            | 20.9    | 25,641  | 25.2    | 89,632               | 27.5    | 116,261 | 26.9    |
| Noncollision            | 29             | 0.6     | 614     | 0.6     | 152                  | 0.0     | 795     | 0.2     |
| Other/Unknown           | 138            | 2.9     | 1,008   | 1.0     | 9,986                | 3.1     | 11,131  | 2.6     |
| Total                   | 4,719          | 100.0   | 101,731 | 100.0   | 325,904              | 100.0   | 432,354 | 100.0   |
| All Crashes             |                |         |         |         |                      |         |         |         |
| Front                   | 3,415          | 58.5    | 56,002  | 46.6    | 157,261              | 38.3    | 216,678 | 40.4    |
| Left Side               | 555            | 9.5     | 14,551  | 12.1    | 56,588               | 13.8    | 71,695  | 13.4    |
| Right Side              | 386            | 6.6     | 14,465  | 12.0    | 63,642               | 15.5    | 78,493  | 14.6    |
| Rear                    | 1,015          | 17.4    | 26,186  | 21.8    | 102,854              | 25.1    | 130,055 | 24.2    |
| Noncollision            | 220            | 3.8     | 7,195   | 6.0     | 10,166               | 2.5     | 17,581  | 3.3     |
| Other/Unknown           | 246            | 4.2     | 1,791   | 1.5     | 19,885               | 4.8     | 21,922  | 4.1     |
| Total                   | 5,837          | 100.0   | 120,190 | 100.0   | 410,397              | 100.0   | 536,424 | 100.0   |

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

### 3. Vehicles

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

| Truck Type                   | Rollover Occurrence |         |         |         | Total   |         |
|------------------------------|---------------------|---------|---------|---------|---------|---------|
|                              | Yes                 |         | No      |         |         |         |
|                              | Number              | Percent | Number  | Percent | Number  | Percent |
| Fatal Crashes                |                     |         |         |         |         |         |
| Single-Unit Truck            | 339                 | 16.3    | 1,738   | 83.7    | 2,077   | 100.0   |
| Combination Truck            | 410                 | 10.9    | 3,350   | 89.1    | 3,760   | 100.0   |
| Total                        | 749                 | 12.8    | 5,088   | 87.2    | 5,837   | 100.0   |
| Injury Crashes               |                     |         |         |         |         |         |
| Single-Unit Truck            | 4,100               | 7.1     | 53,889  | 92.9    | 57,989  | 100.0   |
| Combination Truck            | 7,016               | 11.3    | 55,185  | 88.7    | 62,201  | 100.0   |
| Total                        | 11,116              | 9.2     | 109,074 | 90.8    | 120,190 | 100.0   |
| Property-Damage-Only Crashes |                     |         |         |         |         |         |
| Single-Unit Truck            | 2,800               | 1.4     | 194,049 | 98.6    | 196,849 | 100.0   |
| Combination Truck            | 6,366               | 3.0     | 207,182 | 97.0    | 213,548 | 100.0   |
| Total                        | 9,166               | 2.2     | 401,231 | 97.8    | 410,397 | 100.0   |
| All Crashes                  |                     |         |         |         |         |         |
| Single-Unit Truck            | 7,239               | 2.8     | 249,677 | 97.2    | 256,915 | 100.0   |
| Combination Truck            | 13,792              | 4.9     | 265,716 | 95.1    | 279,509 | 100.0   |
| Total                        | 21,031              | 3.9     | 515,393 | 96.1    | 536,424 | 100.0   |

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

### 3. Vehicles

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

| Number of Trailers           | Jackknife Occurrence |         |         |         | Total   |         |
|------------------------------|----------------------|---------|---------|---------|---------|---------|
|                              | Yes                  |         | No      |         |         |         |
|                              | Number               | Percent | Number  | Percent | Number  | Percent |
| Fatal Crashes                |                      |         |         |         |         |         |
| One                          | 132                  | 4.2     | 3,017   | 95.8    | 3,149   | 100.0   |
| Two or More                  | 10                   | 8.1     | 113     | 91.9    | 123     | 100.0   |
| Unknown Number               | 0                    | 0.0     | 4       | 100.0   | 4       | 100.0   |
| Total                        | 142                  | 4.3     | 3,134   | 95.7    | 3,276   | 100.0   |
| Injury Crashes               |                      |         |         |         |         |         |
| One                          | 781                  | 1.6     | 48,731  | 98.4    | 49,512  | 100.0   |
| Two or More                  | 23                   | 1.6     | 1,404   | 98.4    | 1,427   | 100.0   |
| Unknown Number               | 0                    | 0.0     | 133     | 100.0   | 133     | 100.0   |
| Total                        | 804                  | 1.6     | 50,267  | 98.4    | 51,072  | 100.0   |
| Property-Damage-Only Crashes |                      |         |         |         |         |         |
| One                          | 3,543                | 2.2     | 160,028 | 97.8    | 163,571 | 100.0   |
| Two or More                  | 409                  | 6.7     | 5,720   | 93.3    | 6,129   | 100.0   |
| Unknown Number               | 0                    | 0.0     | 0       | 0.0     | 0       | 100.0   |
| Total                        | 3,952                | 2.3     | 165,748 | 97.7    | 169,699 | 100.0   |
| All Crashes                  |                      |         |         |         |         |         |
| One                          | 4,456                | 2.1     | 211,776 | 97.9    | 216,232 | 100.0   |
| Two or More                  | 442                  | 5.8     | 7,236   | 94.2    | 7,678   | 100.0   |
| Unknown Number               | 0                    | 0.0     | 137     | 100.0   | 137     | 100.0   |
| Total                        | 4,898                | 2.2     | 219,149 | 97.8    | 224,047 | 100.0   |

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

### 3. Vehicles

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

| Most Harmful Event                                                    | Crash Severity |         |        |         |                      |         | Total   |         |
|-----------------------------------------------------------------------|----------------|---------|--------|---------|----------------------|---------|---------|---------|
|                                                                       | Fatal          |         | Injury |         | Property Damage Only |         |         |         |
|                                                                       | Number         | Percent | Number | Percent | Number               | Percent | Number  | Percent |
| Collision With Motor Vehicle in-Transport by Initial Point of Impact: |                |         |        |         |                      |         |         |         |
| Front                                                                 | 2,765          | 43.5    | 28,076 | 35.5    | 8,809                | 51.0    | 39,651  | 38.6    |
| Left Side                                                             | 240            | 3.8     | 5,996  | 7.6     | 1,810                | 10.5    | 8,046   | 7.8     |
| Right Side                                                            | 165            | 2.6     | 4,795  | 6.1     | 1,736                | 10.0    | 6,696   | 6.5     |
| Rear                                                                  | 274            | 4.3     | 4,640  | 5.9     | 1,482                | 8.6     | 6,396   | 6.2     |
| Other/Unknown                                                         | 243            | 3.8     | 729    | 0.9     | 117                  | 0.7     | 1,090   | 1.1     |
| Subtotal                                                              | 3,687          | 58.0    | 44,237 | 55.9    | 13,954               | 80.7    | 61,878  | 60.2    |
| Collision With Fixed Object                                           |                |         |        |         |                      |         |         |         |
|                                                                       | 1,548          | 24.3    | 10,855 | 13.7    | 1,197                | 6.9     | 13,600  | 13.2    |
| Collision With Object Not Fixed:                                      |                |         |        |         |                      |         |         |         |
| Nonoccupant                                                           | 60             | 0.9     | 1,485  | 1.9     | 188                  | 1.1     | 1,733   | 1.7     |
| Other                                                                 | 273            | 4.3     | 4,162  | 5.3     | 1,183                | 6.8     | 5,618   | 5.5     |
| Subtotal                                                              | 333            | 5.2     | 5,647  | 7.1     | 1,371                | 7.9     | 7,351   | 7.2     |
| Noncollision                                                          | 766            | 12.0    | 18,335 | 23.2    | 767                  | 4.4     | 19,867  | 19.3    |
| Total*                                                                | 6,359          | 100.0   | 79,073 | 100.0   | 17,289               | 100.0   | 102,721 | 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 page 6 of this report.

### 3. Vehicles

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

| Initial Point<br>of Impact | Crash Severity |         |        |         |                      |         | Total   |         |
|----------------------------|----------------|---------|--------|---------|----------------------|---------|---------|---------|
|                            | Fatal          |         | Injury |         | Property Damage Only |         |         |         |
|                            | Number         | Percent | Number | Percent | Number               | Percent | Number  | Percent |
| Single-Vehicle Crashes     |                |         |        |         |                      |         |         |         |
| Front                      | 1,070          | 45.0    | 11,257 | 33.5    | 2,573                | 81.8    | 14,900  | 38.1    |
| Left Side                  | 95             | 4.0     | 1,645  | 4.9     | 188                  | 6.0     | 1,927   | 4.9     |
| Right Side                 | 135            | 5.7     | 2,093  | 6.2     | 0                    | 0.0     | 2,228   | 5.7     |
| Rear                       | 11             | 0.5     | 285    | 0.8     | 0                    | 0.0     | 296     | 0.8     |
| Noncollision               | 710            | 29.8    | 18,211 | 54.3    | 385                  | 12.2    | 19,305  | 49.4    |
| Other/Unknown              | 358            | 15.0    | 71     | 0.2     | 0                    | 0.0     | 429     | 1.1     |
| Total                      | 2,379          | 100.0   | 33,560 | 100.0   | 3,146                | 100.0   | 39,085  | 100.0   |
| Multi-Vehicle Crashes      |                |         |        |         |                      |         |         |         |
| Front                      | 2,844          | 71.5    | 28,369 | 62.3    | 8,809                | 62.3    | 40,022  | 62.9    |
| Left Side                  | 260            | 6.5     | 6,046  | 13.3    | 1,810                | 12.8    | 8,116   | 12.8    |
| Right Side                 | 177            | 4.4     | 4,818  | 10.6    | 1,736                | 12.3    | 6,730   | 10.6    |
| Rear                       | 279            | 7.0     | 4,640  | 10.2    | 1,482                | 10.5    | 6,401   | 10.1    |
| Noncollision               | 291            | 7.3     | 1,609  | 3.5     | 306                  | 2.2     | 2,206   | 3.5     |
| Other/Unknown              | 129            | 3.2     | 32     | 0.1     | 0                    | 0.0     | 161     | 0.3     |
| Total                      | 3,980          | 100.0   | 45,513 | 100.0   | 14,143               | 100.0   | 63,636  | 100.0   |
| All Crashes                |                |         |        |         |                      |         |         |         |
| Front                      | 3,914          | 61.6    | 39,625 | 50.1    | 11,383               | 65.8    | 54,922  | 53.5    |
| Left Side                  | 355            | 5.6     | 7,690  | 9.7     | 1,998                | 11.6    | 10,043  | 9.8     |
| Right Side                 | 312            | 4.9     | 6,911  | 8.7     | 1,736                | 10.0    | 8,958   | 8.7     |
| Rear                       | 290            | 4.6     | 4,925  | 6.2     | 1,482                | 8.6     | 6,697   | 6.5     |
| Noncollision               | 1,001          | 15.7    | 19,820 | 25.1    | 691                  | 4.0     | 21,512  | 20.9    |
| Other/Unknown              | 487            | 7.7     | 102    | 0.1     | 0                    | 0.0     | 589     | 0.6     |
| Total                      | 6,359          | 100.0   | 79,073 | 100.0   | 17,289               | 100.0   | 102,721 | 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 page 6 of this report.

### 3. Vehicles

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

| Most Harmful Event                                                    | Crash Severity |         |        |         |                      |         | Total  |         |
|-----------------------------------------------------------------------|----------------|---------|--------|---------|----------------------|---------|--------|---------|
|                                                                       | Fatal          |         | Injury |         | Property Damage Only |         |        |         |
|                                                                       | Number         | Percent | Number | Percent | Number               | Percent | Number | Percent |
| Collision With Motor Vehicle in-Transport by Initial Point of Impact: |                |         |        |         |                      |         |        |         |
| Front                                                                 | 74             | 34.7    | 4,056  | 39.0    | 12,030               | 28.2    | 16,160 | 30.4    |
| Left Side                                                             | 17             | 8.0     | 468    | 4.5     | 5,253                | 12.3    | 5,738  | 10.8    |
| Right Side                                                            | 12             | 5.6     | 959    | 9.2     | 4,184                | 9.8     | 5,155  | 9.7     |
| Rear                                                                  | 42             | 19.7    | 3,275  | 31.5    | 11,804               | 27.7    | 15,121 | 28.4    |
| Other/Unknown                                                         | 3              | 1.4     | 0      | 0.0     | 0                    | 0.0     | 3      | 0.0     |
| Subtotal                                                              | 148            | 69.5    | 8,758  | 84.2    | 33,272               | 78.1    | 42,178 | 79.2    |
| Collision With Fixed Object                                           |                |         |        |         |                      |         |        |         |
|                                                                       | 7              | 3.3     | 129    | 1.2     | 2,434                | 5.7     | 2,570  | 4.8     |
| Collision With Object Not Fixed:                                      |                |         |        |         |                      |         |        |         |
| Nonoccupant                                                           | 49             | 23.0    | 1,231  | 11.8    | 0                    | 0.0     | 1,280  | 2.4     |
| Other                                                                 | 4              | 1.9     | 135    | 1.3     | 6,774                | 15.9    | 6,913  | 13.0    |
| Subtotal                                                              | 53             | 24.9    | 1,366  | 13.1    | 6,774                | 15.9    | 8,193  | 15.4    |
| Noncollision                                                          | 5              | 2.3     | 145    | 1.4     | 139                  | 0.3     | 289    | 0.5     |
| Total                                                                 | 213            | 100.0   | 10,398 | 100.0   | 42,619               | 100.0   | 53,230 | 100.0   |

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

### 3. Vehicles

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

| Initial Point of Impact | Crash Severity |         |        |         |                      |         | Total  |         |
|-------------------------|----------------|---------|--------|---------|----------------------|---------|--------|---------|
|                         | Fatal          |         | Injury |         | Property Damage Only |         |        |         |
|                         | Number         | Percent | Number | Percent | Number               | Percent | Number | Percent |
| Single-Vehicle Crashes  |                |         |        |         |                      |         |        |         |
| Front                   | 35             | 66.0    | 896    | 54.6    | 1,405                | 15.2    | 2,336  | 21.4    |
| Left Side               | 1              | 1.9     | 73     | 4.4     | 706                  | 7.7     | 780    | 7.2     |
| Right Side              | 4              | 7.5     | 409    | 25.0    | 2,827                | 30.7    | 3,240  | 29.7    |
| Rear                    | 2              | 3.8     | 117    | 7.1     | 4,142                | 44.9    | 4,261  | 39.0    |
| Noncollision            | 1              | 1.9     | 145    | 8.8     | 139                  | 1.5     | 285    | 2.6     |
| Other/Unknown           | 10             | 18.9    | 0      | 0.0     | 0                    | 0.0     | 10     | 0.1     |
| Total                   | 53             | 100.0   | 1,640  | 100.0   | 9,219                | 100.0   | 10,912 | 100.0   |
| Multi-Vehicle Crashes   |                |         |        |         |                      |         |        |         |
| Front                   | 77             | 48.1    | 4,056  | 46.3    | 12,030               | 36.0    | 16,163 | 38.2    |
| Left Side               | 19             | 11.9    | 468    | 5.3     | 5,253                | 15.7    | 5,740  | 13.6    |
| Right Side              | 13             | 8.1     | 959    | 11.0    | 4,184                | 12.5    | 5,156  | 12.2    |
| Rear                    | 44             | 27.5    | 3,275  | 37.4    | 11,804               | 35.3    | 15,123 | 35.7    |
| Noncollision            | 2              | 1.3     | 0      | 0.0     | 0                    | 0.0     | 2      | 0.0     |
| Other/Unknown           | 5              | 3.1     | 0      | 0.0     | 128                  | 0.4     | 133    | 0.3     |
| Total                   | 160            | 100.0   | 8,758  | 100.0   | 33,400               | 100.0   | 42,318 | 100.0   |
| All Crashes             |                |         |        |         |                      |         |        |         |
| Front                   | 112            | 52.6    | 4,952  | 47.6    | 13,435               | 31.5    | 18,499 | 34.8    |
| Left Side               | 20             | 9.4     | 541    | 5.2     | 5,960                | 14.0    | 6,521  | 12.2    |
| Right Side              | 17             | 8.0     | 1,369  | 13.2    | 7,011                | 16.4    | 8,396  | 15.8    |
| Rear                    | 46             | 21.6    | 3,392  | 32.6    | 15,946               | 37.4    | 19,384 | 36.4    |
| Noncollision            | 3              | 1.4     | 145    | 1.4     | 139                  | 0.3     | 287    | 0.5     |
| Other/Unknown           | 15             | 7.0     | 0      | 0.0     | 128                  | 0.3     | 143    | 0.3     |
| Total                   | 213            | 100.0   | 10,398 | 100.0%  | 42,619               | 100.0   | 53,230 | 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 2021. 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 you will find in this section.

- A total of 42,514 people lost their lives in motor vehicle traffic crashes in 2022. Another 2.4 million people were injured.
- Most people killed and injured in traffic crashes were drivers (68%), followed by passengers (23%), 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.
- The fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was nearly the same for females and males.
- Of the people who were killed in 2022 in traffic crashes, 32 percent died in alcohol-impaired-driving crashes.

## 4. People

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

| Person Type       | People Killed | People Injured by Injury Severity |                   |           |               | Total Killed and Injured |
|-------------------|---------------|-----------------------------------|-------------------|-----------|---------------|--------------------------|
|                   |               | Incapacitating                    | Nonincapacitating | Other     | Total Injured |                          |
| Vehicle Occupants |               |                                   |                   |           |               |                          |
| Drivers           | 20,908        | 104,128                           | 533,120           | 983,667   | 1,620,915     | 1,641,823                |
| Passengers        | 6,393         | 34,630                            | 163,395           | 349,514   | 547,538       | 553,931                  |
| Unknown           | 43            | 55                                | 348               | 267       | 670           | 713                      |
| Subtotal          | 27,344        | 138,812                           | 696,863           | 1,333,448 | 2,169,123     | 2,196,467                |
| Motorcyclists     | 6,218         | 26,971                            | 36,923            | 18,793    | 82,687        | 88,905                   |
| Nonoccupants      |               |                                   |                   |           |               |                          |
| Pedestrians       | 7,522         | 15,082                            | 27,545            | 24,709    | 67,336        | 74,858                   |
| Pedalcyclists     | 1,105         | 5,875                             | 23,411            | 16,909    | 46,195        | 47,300                   |
| Other/Unknown     | 325           | 1,143                             | 7,721             | 8,566     | 17,430        | 17,755                   |
| Subtotal          | 8,952         | 22,100                            | 58,676            | 50,184    | 130,961       | 139,913                  |
| Total             | 42,514        | 187,884                           | 792,462           | 1,402,425 | 2,382,771     | 2,425,285                |

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 page 6 of 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            | 355           | 1,705                             | 10,715            | 27,274           | 39,693           | <b>40,048</b>            |
| 5-9           | 312           | 2,491                             | 16,762            | 33,682           | 52,935           | <b>53,247</b>            |
| 10-14         | 462           | 4,608                             | 20,582            | 38,684           | 63,874           | <b>64,336</b>            |
| 15-20         | 3,434         | 20,010                            | 103,255           | 161,317          | 284,582          | <b>288,016</b>           |
| 21-24         | 3,319         | 18,082                            | 76,842            | 133,612          | 228,536          | <b>231,855</b>           |
| 25-34         | 8,104         | 38,489                            | 160,985           | 282,956          | 482,430          | <b>490,534</b>           |
| 35-44         | 6,702         | 29,884                            | 125,630           | 226,129          | 381,642          | <b>388,344</b>           |
| 45-54         | 5,688         | 25,429                            | 99,557            | 181,029          | 306,015          | <b>311,703</b>           |
| 55-64         | 5,967         | 23,787                            | 86,644            | 163,794          | 274,225          | <b>280,192</b>           |
| 65-74         | 4,291         | 14,878                            | 57,745            | 100,011          | 172,635          | <b>176,926</b>           |
| >74           | 3,680         | 8,430                             | 33,683            | 53,873           | 95,987           | <b>99,667</b>            |
| <b>Total*</b> | <b>42,514</b> | <b>187,884</b>                    | <b>792,462</b>    | <b>1,402,425</b> | <b>2,382,771</b> | <b>2,425,285</b>         |

\*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**

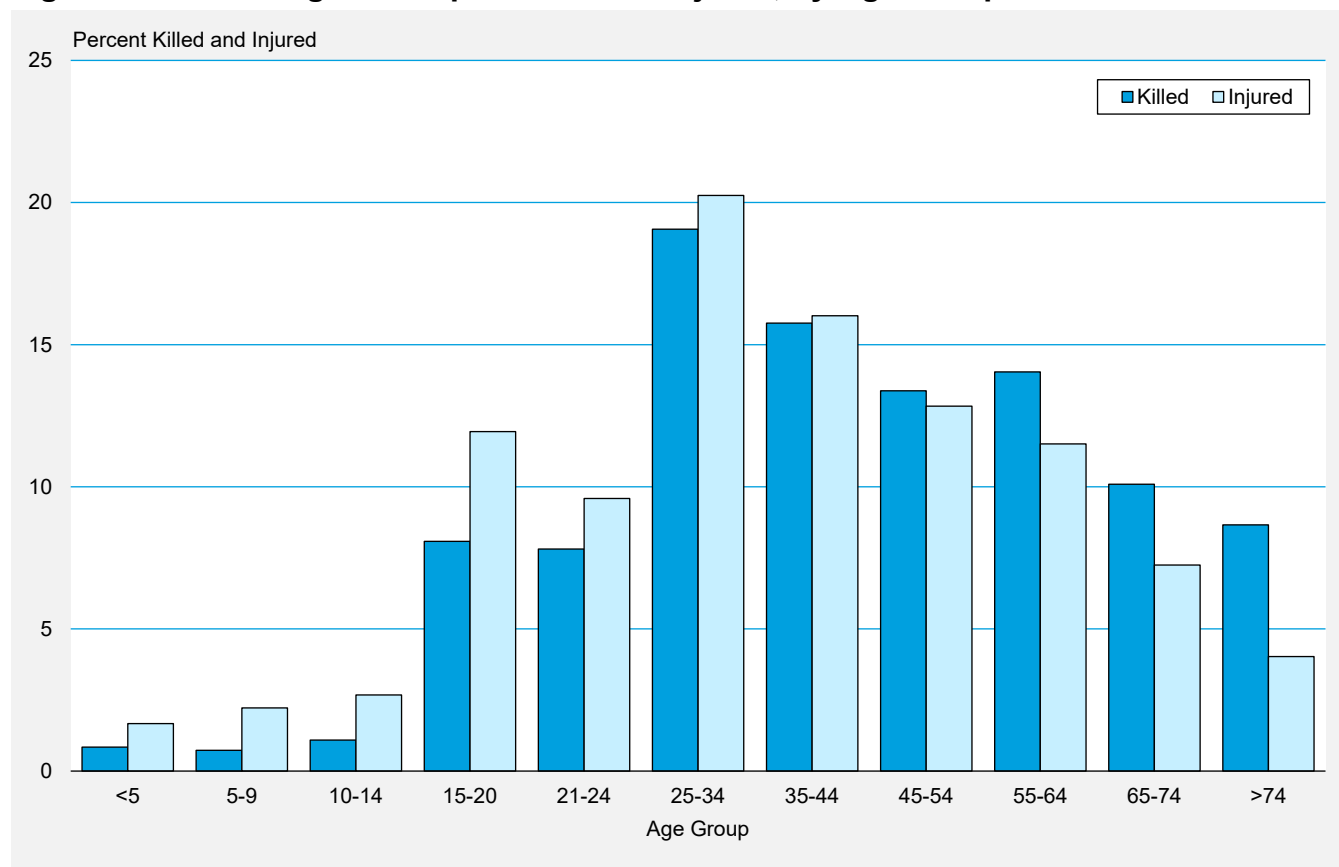
| Sex           | People Killed | People Injured by Injury Severity |                   |                  |                  | Total Killed and Injured |
|---------------|---------------|-----------------------------------|-------------------|------------------|------------------|--------------------------|
|               |               | Incapacitating                    | Nonincapacitating | Other            | Total Injured    |                          |
| Male          | 30,669        | 116,851                           | 421,606           | 650,538          | 1,188,995        | <b>1,219,664</b>         |
| Female        | 11,737        | 71,001                            | 370,781           | 751,844          | 1,193,627        | <b>1,205,364</b>         |
| <b>Total*</b> | <b>42,514</b> | <b>187,884</b>                    | <b>792,462</b>    | <b>1,402,425</b> | <b>2,382,771</b> | <b>2,425,285</b>         |

\*Includes people killed and injured of unknown sex.

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

## 4. People

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



#### 4. People

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

| Age Group    | Male          |                    |              | Female        |                    |             | Total*        |                    |              |
|--------------|---------------|--------------------|--------------|---------------|--------------------|-------------|---------------|--------------------|--------------|
|              | Killed        | Population         | Rate         | Killed        | Population         | Rate        | Killed        | Population         | Rate         |
| <5           | 188           | 9,475,095          | 1.98         | 167           | 9,063,258          | 1.84        | 355           | 18,538,353         | 1.91         |
| 5-9          | 174           | 10,231,946         | 1.70         | 138           | 9,777,249          | 1.41        | 312           | 20,009,195         | 1.56         |
| 10-14        | 264           | 10,701,853         | 2.47         | 197           | 10,187,986         | 1.93        | 462           | 20,889,839         | 2.21         |
| 15-20        | 2,408         | 13,340,726         | 18.05        | 1,020         | 12,733,072         | 8.01        | 3,434         | 26,073,798         | 13.17        |
| 21-24        | 2,448         | 9,343,305          | 26.20        | 867           | 8,924,468          | 9.71        | 3,319         | 18,267,773         | 18.17        |
| 25-34        | 5,999         | 23,189,562         | 25.87        | 2,094         | 22,311,738         | 9.39        | 8,104         | 45,501,300         | 17.81        |
| 35-44        | 5,048         | 22,120,189         | 22.82        | 1,650         | 21,575,176         | 7.65        | 6,702         | 43,695,365         | 15.34        |
| 45-54        | 4,233         | 20,279,630         | 20.87        | 1,451         | 20,152,015         | 7.20        | 5,688         | 40,431,645         | 14.07        |
| 55-64        | 4,463         | 20,671,903         | 21.59        | 1,495         | 21,413,534         | 6.98        | 5,967         | 42,085,437         | 14.18        |
| 65-74        | 3,055         | 15,910,672         | 19.20        | 1,232         | 17,877,767         | 6.89        | 4,291         | 33,788,439         | 12.70        |
| >74          | 2,289         | 10,018,672         | 22.85        | 1,380         | 13,987,741         | 9.87        | 3,680         | 24,006,413         | 15.33        |
| Unknown      | 100           | **                 | **           | 46            | **                 | **          | 200           | **                 | **           |
| <b>Total</b> | <b>30,669</b> | <b>165,283,553</b> | <b>18.56</b> | <b>11,737</b> | <b>168,004,004</b> | <b>6.99</b> | <b>42,514</b> | <b>333,287,557</b> | <b>12.76</b> |

| Age Group       | Male             |                    |            | Female           |                    |            | Total*           |                    |            |
|-----------------|------------------|--------------------|------------|------------------|--------------------|------------|------------------|--------------------|------------|
|                 | Injured          | Population         | Rate       | Injured          | Population         | Rate       | Injured          | Population         | Rate       |
| <5              | 19,129           | 9,475,095          | 202        | 20,559           | 9,063,258          | 227        | 39,693           | 18,538,353         | 214        |
| 5-9             | 25,604           | 10,231,946         | 250        | 27,322           | 9,777,249          | 279        | 52,935           | 20,009,195         | 265        |
| 10-14           | 31,502           | 10,701,853         | 294        | 32,330           | 10,187,986         | 317        | 63,874           | 20,889,839         | 306        |
| 15-20           | 139,030          | 13,340,726         | 1,042      | 145,541          | 12,733,072         | 1,143      | 284,582          | 26,073,798         | 1,091      |
| 21-24           | 117,912          | 9,343,305          | 1,262      | 110,620          | 8,924,468          | 1,240      | 228,536          | 18,267,773         | 1,251      |
| 25-34           | 250,779          | 23,189,562         | 1,081      | 231,644          | 22,311,738         | 1,038      | 482,430          | 45,501,300         | 1,060      |
| 35-44           | 192,118          | 22,120,189         | 869        | 189,515          | 21,575,176         | 878        | 381,642          | 43,695,365         | 873        |
| 45-54           | 146,500          | 20,279,630         | 722        | 159,514          | 20,152,015         | 792        | 306,015          | 40,431,645         | 757        |
| 55-64           | 134,882          | 20,671,903         | 652        | 139,339          | 21,413,534         | 651        | 274,225          | 42,085,437         | 652        |
| 65-74           | 87,141           | 15,910,672         | 548        | 85,488           | 17,877,767         | 478        | 172,635          | 33,788,439         | 511        |
| >74             | 44,299           | 10,018,672         | 442        | 51,685           | 13,987,741         | 370        | 95,987           | 24,006,413         | 400        |
| <b>Total***</b> | <b>1,188,995</b> | <b>165,283,553</b> | <b>719</b> | <b>1,193,627</b> | <b>168,004,004</b> | <b>710</b> | <b>2,382,771</b> | <b>333,287,557</b> | <b>715</b> |

Source: Population—Census Bureau

\*Includes people killed and injured of unknown sex.

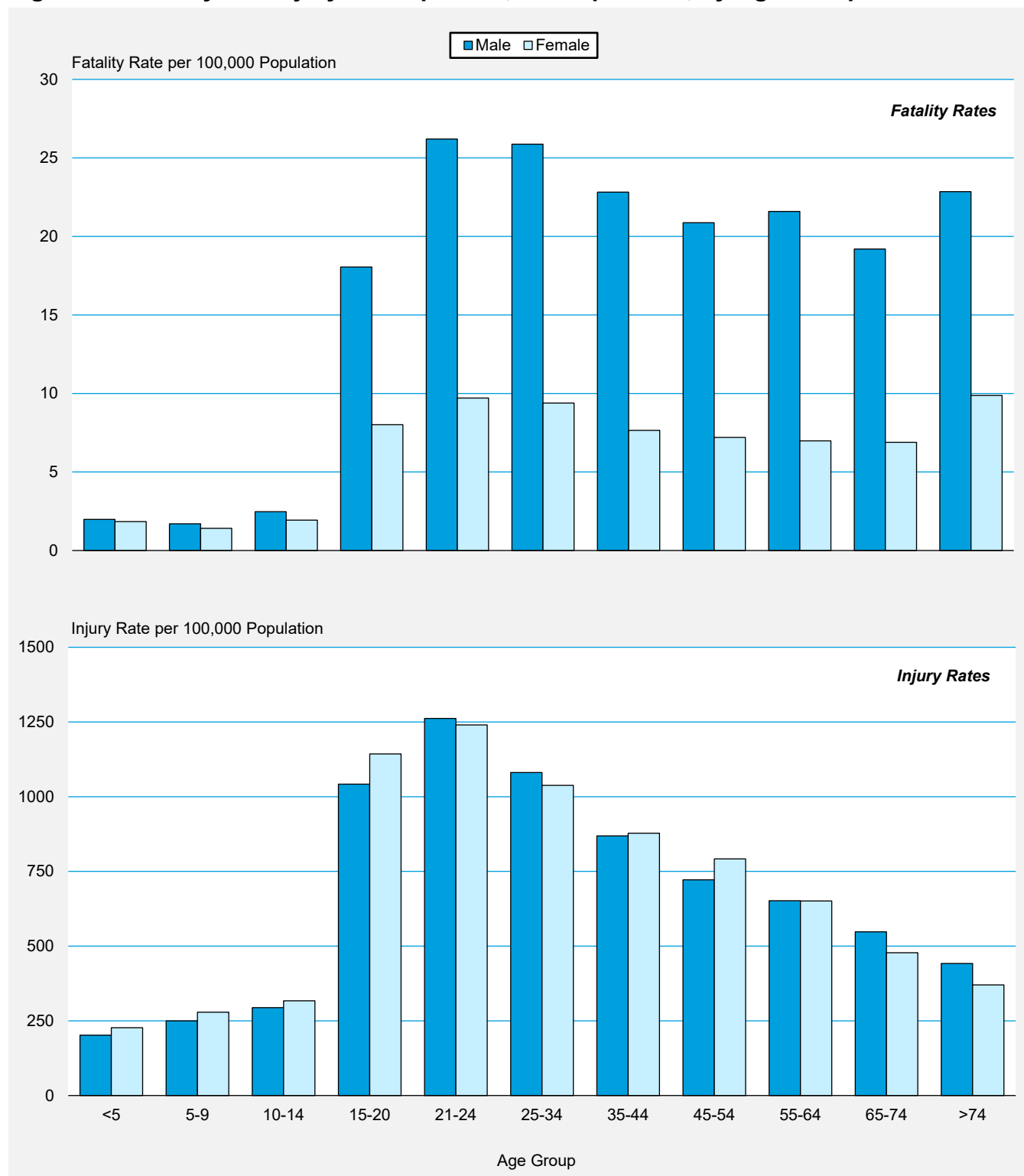
\*\*Not applicable.

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

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

## 4. People

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



#### 4. People

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

| Weather Condition | Light Condition |                   |         |              |       | Total*    |
|-------------------|-----------------|-------------------|---------|--------------|-------|-----------|
|                   | Daylight        | Dark, but Lighted | Dark    | Dawn or Dusk | Other |           |
| People Killed     |                 |                   |         |              |       |           |
| Normal            | 17,108          | 8,118             | 10,350  | 1,496        | 12    | 37,164    |
| Rain              | 1,008           | 624               | 846     | 109          | 5     | 2,601     |
| Snow/Sleet        | 230             | 102               | 174     | 27           | 0     | 533       |
| Other             | 151             | 86                | 280     | 46           | 1     | 575       |
| Unknown           | 678             | 222               | 459     | 65           | 2     | 1,641     |
| Total             | 19,175          | 9,152             | 12,109  | 1,743        | 20    | 42,514    |
| People Injured    |                 |                   |         |              |       |           |
| Normal            | 1,484,746       | 372,726           | 209,914 | 78,001       | 91    | 2,145,483 |
| Rain              | 111,659         | 37,202            | 24,721  | 8,963        | 145   | 182,695   |
| Snow/Sleet        | 23,902          | 8,470             | 9,522   | 1,436        | 23    | 43,353    |
| Other             | 5,596           | 1,082             | 3,023   | 755          | 0     | 10,458    |
| Total**           | 1,626,349       | 419,583           | 247,379 | 89,173       | 259   | 2,382,771 |

\*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.

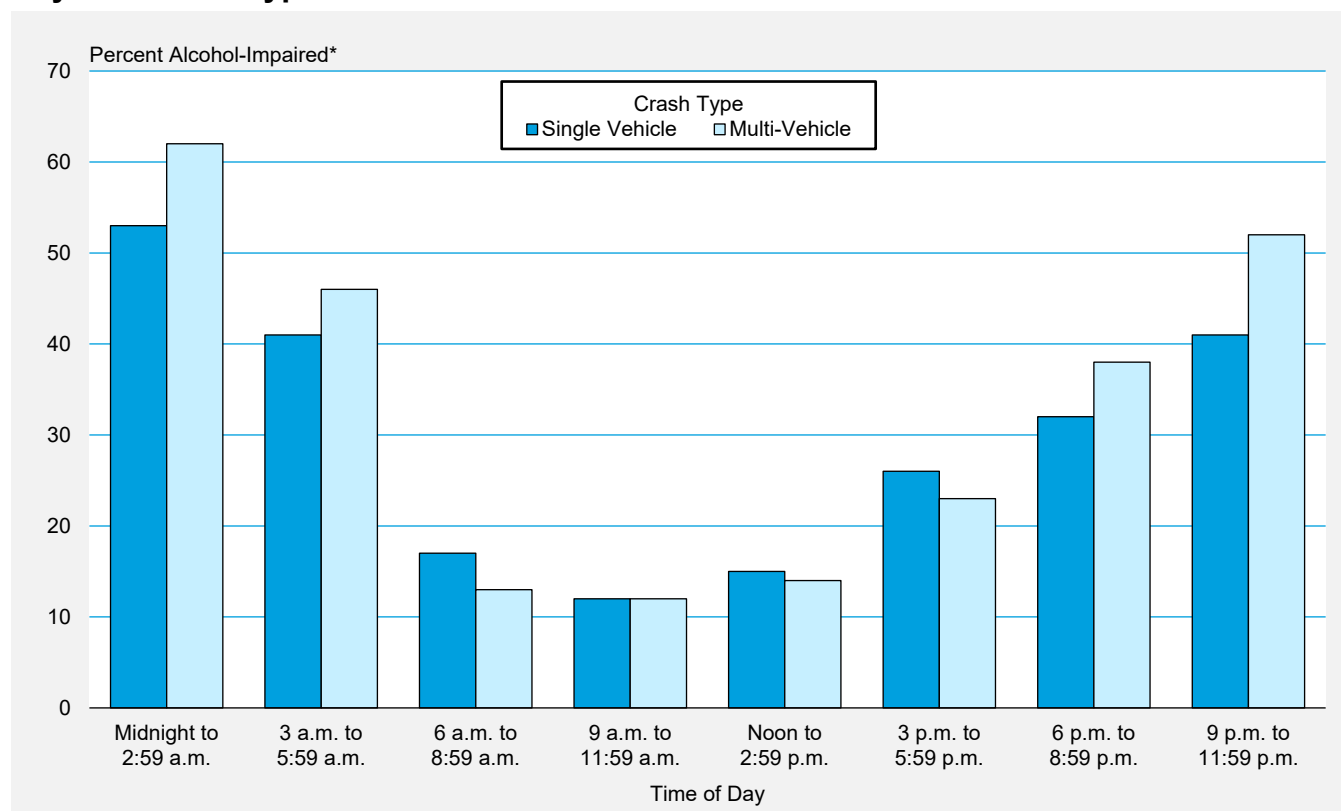
**Table 59. People Killed in Crashes and Percentage Alcohol-Impaired-Driving Fatalities, by Time of Day and Crash Type**

| 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. | 3,555          | 1,877                     | 53        | 1,706         | 1,063                     | 62        | <b>5,261</b>  | <b>2,941</b>              | <b>56</b> |
| 3 a.m. to 5:59 a.m.   | 2,285          | 928                       | 41        | 1,342         | 614                       | 46        | <b>3,627</b>  | <b>1,541</b>              | <b>42</b> |
| 6 a.m. to 8:59 a.m.   | 2,032          | 353                       | 17        | 2,027         | 265                       | 13        | <b>4,059</b>  | <b>618</b>                | <b>15</b> |
| 9 a.m. to 11:59 a.m.  | 1,697          | 212                       | 12        | 2,111         | 248                       | 12        | <b>3,808</b>  | <b>460</b>                | <b>12</b> |
| Noon to 2:59 p.m.     | 2,158          | 320                       | 15        | 2,931         | 406                       | 14        | <b>5,089</b>  | <b>726</b>                | <b>14</b> |
| 3 p.m. to 5:59 p.m.   | 2,807          | 721                       | 26        | 3,530         | 816                       | 23        | <b>6,337</b>  | <b>1,538</b>              | <b>24</b> |
| 6 p.m. to 8:59 p.m.   | 4,135          | 1,308                     | 32        | 3,194         | 1,219                     | 38        | <b>7,329</b>  | <b>2,527</b>              | <b>34</b> |
| 9 p.m. to 11:59 p.m.  | 4,214          | 1,738                     | 41        | 2,464         | 1,293                     | 52        | <b>6,678</b>  | <b>3,030</b>              | <b>45</b> |
| Unknown               | 287            | 128                       | 45        | 39            | 15                        | 37        | <b>326</b>    | <b>143</b>                | <b>44</b> |
| <b>Total</b>          | <b>23,170</b>  | <b>7,586</b>              | <b>33</b> | <b>19,344</b> | <b>5,938</b>              | <b>31</b> | <b>42,514</b> | <b>13,524</b>             | <b>32</b> |

\*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 page 5 of this report.

## 4. People

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



#### 4. People

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

| Functional System    | Person Type |            |             |               |                    | Total      |
|----------------------|-------------|------------|-------------|---------------|--------------------|------------|
|                      | Drivers     | Passengers | Pedestrians | Pedalcyclists | Other Nonoccupants |            |
| Principal Arterial   |             |            |             |               |                    |            |
| Interstate           | 235         | 73         | 40          | 0             | 3                  | 351        |
| Freeway/Expressway   | 43          | 16         | 16          | 0             | 1                  | 76         |
| Other                | 152         | 37         | 35          | 3             | 0                  | 227        |
| Minor Arterial       | 90          | 19         | 26          | 4             | 0                  | 139        |
| Collector            | 45          | 7          | 11          | 1             | 0                  | 64         |
| Local Road or Street | 19          | 6          | 8           | 1             | 0                  | 34         |
| Unknown              | 0           | 0          | 0           | 0             | 0                  | 0          |
| <b>Total</b>         | <b>584</b>  | <b>158</b> | <b>136</b>  | <b>9</b>      | <b>4</b>           | <b>891</b> |

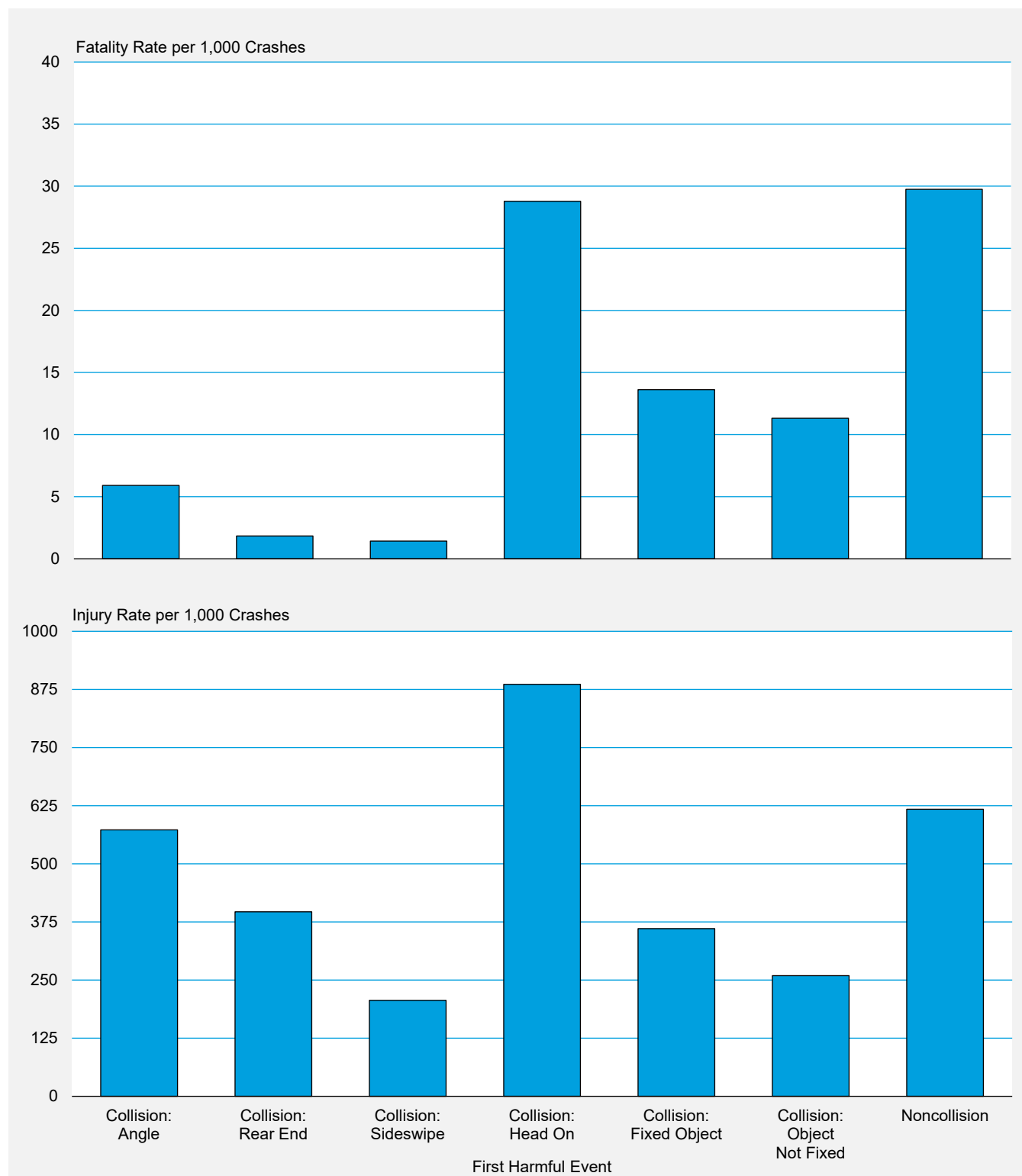
**Table 61. People Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type**

| 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             | 3                 | 5     | 3                 |
| Ambulance Passengers       | 6              | 1                 | 5             | 2                 | 11    | 3                 |
| Occupants of Other Vehicle | 0              | 0                 | 19            | 6                 | 19    | 6                 |
| Pedestrians                | 3              | 2                 | 1             | 1                 | 4     | 3                 |
| Pedalcyclists              | 1              | 0                 | 0             | 0                 | 1     | 0                 |
| Other Nonoccupants         | 0              | 0                 | 0             | 0                 | 0     | 0                 |
| Total                      | 11             | 3                 | 29            | 12                | 40    | 15                |
| Fire Truck                 |                |                   |               |                   |       |                   |
| Fire Truck Drivers         | 1              | 1                 | 4             | 3                 | 5     | 4                 |
| Fire Truck Passengers      | 0              | 0                 | 2             | 2                 | 2     | 2                 |
| Occupants of Other Vehicle | 0              | 0                 | 23            | 18                | 23    | 18                |
| Pedestrians                | 3              | 1                 | 0             | 0                 | 3     | 1                 |
| Pedalcyclists              | 1              | 0                 | 0             | 0                 | 1     | 0                 |
| Other Nonoccupants         | 0              | 0                 | 0             | 0                 | 0     | 0                 |
| Total                      | 5              | 2                 | 29            | 23                | 34    | 25                |
| Police Vehicle             |                |                   |               |                   |       |                   |
| Police Vehicle Drivers     | 3              | 1                 | 24            | 9                 | 27    | 10                |
| Police Vehicle Passengers  | 2              | 0                 | 1             | 1                 | 3     | 1                 |
| Occupants of Other Vehicle | 0              | 0                 | 67            | 31                | 67    | 31                |
| Pedestrians                | 30             | 12                | 12            | 8                 | 42    | 20                |
| Pedalcyclists              | 3              | 1                 | 0             | 0                 | 3     | 1                 |
| Other Nonoccupants         | 3              | 3                 | 0             | 0                 | 3     | 3                 |
| Total                      | 41             | 17                | 104           | 49                | 145   | 66                |

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

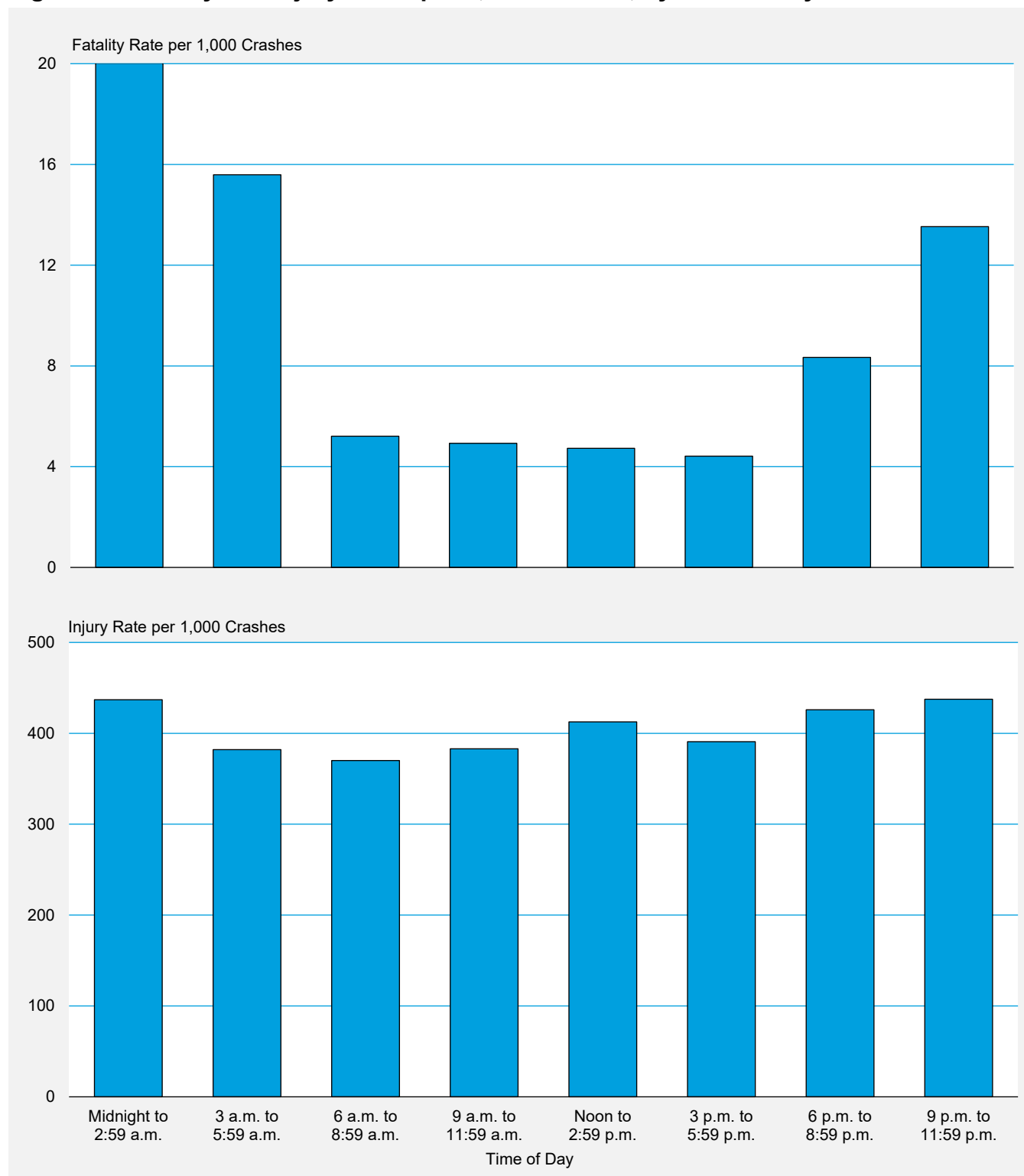
## 4. People

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



## 4. People

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



## 4. People

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

| Age Group                               | Sex       |                  |           |                  | Total*     |                  |
|-----------------------------------------|-----------|------------------|-----------|------------------|------------|------------------|
|                                         | Male      |                  | Female    |                  |            |                  |
|                                         | Drivers   | Involvement Rate | Drivers   | Involvement Rate | Drivers    | Involvement Rate |
| Drivers in Fatal Crashes                |           |                  |           |                  |            |                  |
| <15                                     | 66        | **               | 21        | **               | 87         | **               |
| 15-20                                   | 3,545     | 58.73            | 1,306     | 22.74            | 4,856      | 41.22            |
| 21-24                                   | 3,906     | 53.41            | 1,367     | 19.60            | 5,279      | 36.95            |
| 25-34                                   | 9,369     | 45.71            | 3,222     | 15.86            | 12,611     | 30.90            |
| 35-44                                   | 7,834     | 39.31            | 2,498     | 12.38            | 10,344     | 25.79            |
| 45-54                                   | 6,574     | 35.51            | 2,042     | 10.83            | 8,619      | 23.07            |
| 55-64                                   | 6,029     | 31.32            | 1,866     | 9.34             | 7,899      | 20.14            |
| 65-74                                   | 3,745     | 24.67            | 1,301     | 7.94             | 5,053      | 16.01            |
| >74                                     | 2,376     | 25.25            | 1,063     | 10.07            | 3,445      | 17.26            |
| Unknown                                 | 138       | **               | 33        | **               | 1,855      | **               |
| Total                                   | 43,582    | 37.53            | 14,719    | 12.37            | 60,048     | 25.54            |
| Drivers in Injury Crashes               |           |                  |           |                  |            |                  |
| <15                                     | 2,409     | **               | 1,080     | **               | 3,489      | **               |
| 15-20                                   | 188,506   | 3,123            | 150,638   | 2,623            | 339,144    | 2,879            |
| 21-24                                   | 177,489   | 2,427            | 136,744   | 1,960            | 314,233    | 2,199            |
| 25-34                                   | 394,628   | 1,925            | 288,853   | 1,421            | 683,481    | 1,674            |
| 35-44                                   | 321,192   | 1,612            | 232,985   | 1,155            | 554,178    | 1,382            |
| 45-54                                   | 244,270   | 1,320            | 191,377   | 1,015            | 435,647    | 1,166            |
| 55-64                                   | 223,390   | 1,161            | 149,011   | 746              | 372,401    | 950              |
| 65-74                                   | 134,544   | 886              | 93,331    | 570              | 227,876    | 722              |
| >74                                     | 63,401    | 674              | 52,152    | 494              | 115,552    | 579              |
| Total                                   | 1,749,828 | 1,507            | 1,296,172 | 1,090            | 3,046,000  | 1,296            |
| Drivers in Property-Damage-Only Crashes |           |                  |           |                  |            |                  |
| <15                                     | 3,828     | **               | 3,433     | **               | 7,260      | **               |
| 15-20                                   | 510,143   | 8,451            | 413,227   | 7,195            | 923,370    | 7,839            |
| 21-24                                   | 449,442   | 6,146            | 331,619   | 4,754            | 781,061    | 5,466            |
| 25-34                                   | 938,837   | 4,581            | 676,249   | 3,328            | 1,615,086  | 3,957            |
| 35-44                                   | 777,737   | 3,903            | 557,764   | 2,765            | 1,335,501  | 3,330            |
| 45-54                                   | 623,056   | 3,366            | 423,420   | 2,247            | 1,046,476  | 2,801            |
| 55-64                                   | 556,031   | 2,889            | 345,384   | 1,730            | 901,665    | 2,299            |
| 65-74                                   | 310,505   | 2,046            | 203,639   | 1,243            | 514,143    | 1,629            |
| >74                                     | 151,975   | 1,615            | 120,877   | 1,145            | 272,852    | 1,367            |
| Total                                   | 4,321,554 | 3,722            | 3,075,610 | 2,585            | 7,397,414  | 3,147            |
| Drivers in All Crashes                  |           |                  |           |                  |            |                  |
| <15                                     | 6,303     | **               | 4,533     | **               | 10,836     | **               |
| 15-20                                   | 702,193   | 11,633           | 565,171   | 9,841            | 1,267,369  | 10,759           |
| 21-24                                   | 630,837   | 8,627            | 469,730   | 6,733            | 1,100,573  | 7,702            |
| 25-34                                   | 1,342,834 | 6,552            | 968,324   | 4,765            | 2,311,178  | 5,662            |
| 35-44                                   | 1,106,764 | 5,554            | 793,247   | 3,932            | 1,900,023  | 4,738            |
| 45-54                                   | 873,900   | 4,721            | 616,839   | 3,273            | 1,490,742  | 3,990            |
| 55-64                                   | 785,450   | 4,081            | 496,261   | 2,485            | 1,281,965  | 3,269            |
| 65-74                                   | 448,794   | 2,957            | 298,271   | 1,821            | 747,072    | 2,367            |
| >74                                     | 217,752   | 2,314            | 174,091   | 1,649            | 391,849    | 1,963            |
| Unknown                                 | 138       | **               | 33        | **               | 1,855      | **               |
| Total                                   | 6,114,964 | 5,266            | 4,386,501 | 3,687            | 10,503,462 | 4,468            |

Source: Licensed Drivers—FHWA

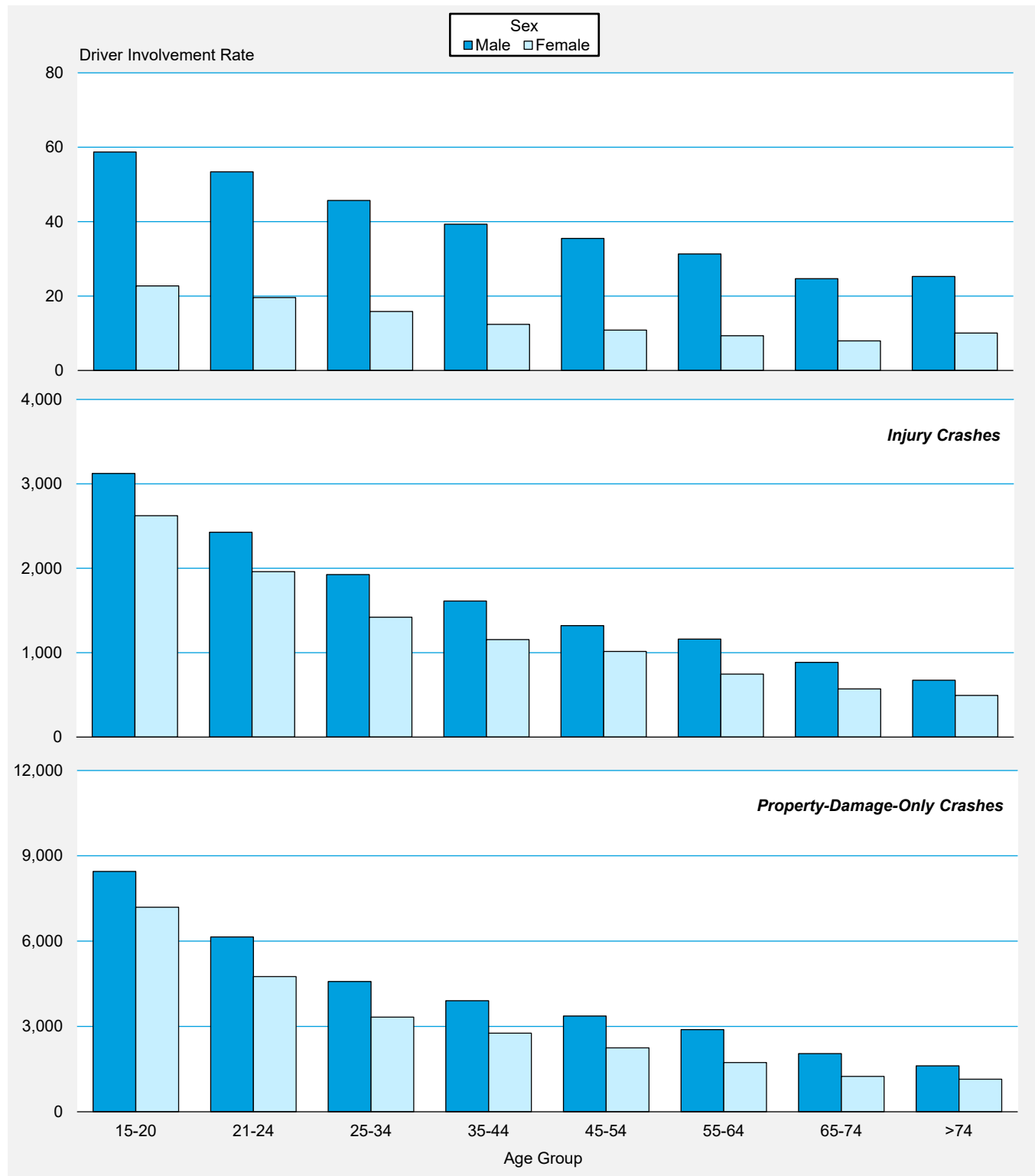
\*Includes drivers in fatal crashes of unknown sex.

\*\*Not applicable.

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

## 4. People

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



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

## 4. People

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

| Previous Convictions                         | Valid License (47,548) |         | Invalid License (9,958) |         | Total (57,506) |             |
|----------------------------------------------|------------------------|---------|-------------------------|---------|----------------|-------------|
|                                              | Number                 | Percent | Number                  | Percent | Number         | Percent     |
| Previous Recorded Crashes                    | 7,852                  | 16.5    | 1,565                   | 15.7    | <b>9,417</b>   | <b>16.4</b> |
| Previous Recorded Suspensions or Revocations | 3,450                  | 7.3     | 3,013                   | 30.3    | <b>6,463</b>   | <b>11.2</b> |
| Previous DWI Convictions                     | 755                    | 1.6     | 820                     | 8.2     | <b>1,575</b>   | <b>2.7</b>  |
| Previous Speeding Convictions                | 8,051                  | 16.9    | 1,630                   | 16.4    | <b>9,681</b>   | <b>16.8</b> |
| Previous Other Harmful Moving Convictions    | 7,192                  | 15.1    | 2,289                   | 23.0    | <b>9,481</b>   | <b>16.5</b> |
| Drivers with No Previous Convictions         | 27,550                 | 57.9    | 4,503                   | 45.2    | <b>32,053</b>  | <b>55.7</b> |

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 .....                       | 11,103        | 18.5         |
| Under the influence of alcohol, drugs, or medication .....                                              | 6,594         | 11.0         |
| Operating vehicle in a careless manner .....                                                            | 5,319         | 8.9          |
| Failure to yield right-of-way .....                                                                     | 4,432         | 7.4          |
| Failure to keep in proper lane.....                                                                     | 3,420         | 5.7          |
| Distracted (phone, talking, eating, object, etc.) .....                                                 | 3,124         | 5.2          |
| Failure to obey traffic signs, signals, or officer .....                                                | 2,541         | 4.2          |
| Operating vehicle in erratic, reckless, or negligent manner .....                                       | 2,251         | 3.7          |
| Overcorrecting/oversteering .....                                                                       | 1,708         | 2.8          |
| Vision obscured (rain, snow, glare, lights, building, trees, etc.) .....                                | 1,542         | 2.6          |
| Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc. .... | 1,334         | 2.2          |
| Driving wrong way on one-way trafficway or wrong side of road .....                                     | 1,282         | 2.1          |
| Drowsy, asleep, fatigued, ill, or blackout .....                                                        | 1,264         | 2.1          |
| Making improper turn .....                                                                              | 485           | 0.8          |
| Other factors.....                                                                                      | 6,017         | 10.0         |
| None reported.....                                                                                      | 8,492         | 14.1         |
| Unknown.....                                                                                            | 20,263        | 33.7         |
| <b>Total Drivers.....</b>                                                                               | <b>60,048</b> | <b>100.0</b> |

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

## 4. People

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

| Vehicle and Person Type | Occupants Killed | Occupants Injured by Injury Severity |                   |           |               | Total Killed and Injured |
|-------------------------|------------------|--------------------------------------|-------------------|-----------|---------------|--------------------------|
|                         |                  | Incapacitating                       | Nonincapacitating | Other     | Total Injured |                          |
| Passenger Car           |                  |                                      |                   |           |               |                          |
| Drivers                 | 9,698            | 44,972                               | 246,616           | 447,116   | 738,704       | 748,402                  |
| Passengers              | 2,976            | 15,119                               | 70,091            | 145,527   | 230,736       | 233,712                  |
| Unknown                 | 17               | 4                                    | 344               | 3         | 351           | 368                      |
| Subtotal                | 12,691           | 60,095                               | 317,051           | 592,645   | 969,791       | 982,482                  |
| Light Truck             |                  |                                      |                   |           |               |                          |
| Drivers                 | 9,664            | 44,769                               | 236,749           | 400,395   | 681,913       | 691,577                  |
| Passengers              | 3,043            | 16,345                               | 78,760            | 153,412   | 248,517       | 251,560                  |
| Unknown                 | 22               | 51                                   | 4                 | 263       | 318           | 340                      |
| Subtotal                | 12,729           | 61,164                               | 315,513           | 554,070   | 930,748       | 943,477                  |
| Large Truck             |                  |                                      |                   |           |               |                          |
| Drivers                 | 914              | 4,232                                | 13,953            | 17,493    | 35,678        | 36,592                   |
| Passengers              | 183              | 269                                  | 2,377             | 3,550     | 6,196         | 6,379                    |
| Unknown                 | 0                | 0                                    | 0                 | 0         | 0             | 0                        |
| Subtotal                | 1,097            | 4,501                                | 16,330            | 21,043    | 41,874        | 42,971                   |
| Bus                     |                  |                                      |                   |           |               |                          |
| Drivers                 | 9                | 312                                  | 748               | 1,012     | 2,073         | 2,082                    |
| Passengers              | 17               | 49                                   | 3,489             | 4,945     | 8,483         | 8,500                    |
| Unknown                 | 0                | 0                                    | 0                 | 0         | 0             | 0                        |
| Subtotal                | 26               | 361                                  | 4,237             | 5,957     | 10,556        | 10,582                   |
| Other/Unknown           |                  |                                      |                   |           |               |                          |
| Drivers                 | 623              | 9,843                                | 35,054            | 117,651   | 162,547       | 163,170                  |
| Passengers              | 174              | 2,848                                | 8,678             | 42,081    | 53,606        | 53,780                   |
| Unknown                 | 4                | 0                                    | 0                 | 1         | 1             | 5                        |
| Subtotal                | 801              | 12,691                               | 43,732            | 159,732   | 216,155       | 216,956                  |
| Subtotal*               | 27,344           | 138,813                              | 696,863           | 1,333,448 | 2,169,123     | 2,196,467                |
| Motorcycle              |                  |                                      |                   |           |               |                          |
| Riders                  | 5,934            | 24,829                               | 34,456            | 17,213    | 76,498        | 82,432                   |
| Passengers              | 280              | 2,142                                | 2,467             | 1,580     | 6,189         | 6,469                    |
| Unknown                 | 4                | 0                                    | 0                 | 0         | 0             | 4                        |
| Subtotal                | 6,218            | 26,971                               | 36,923            | 18,793    | 82,687        | 88,905                   |
| Total                   | 33,562           | 165,784                              | 733,786           | 1,352,241 | 2,251,810     | 2,285,372                |

\*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 page 6 of this report.

#### 4. People

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

| Speed Limit        | Crash Type     |         |               |         | Total     |         |
|--------------------|----------------|---------|---------------|---------|-----------|---------|
|                    | Single Vehicle |         | Multi-Vehicle |         |           |         |
|                    | Number         | Percent | Number        | Percent | Number    | Percent |
| Occupants Killed   |                |         |               |         |           |         |
| 30 mph or less     | 1,705          | 11.2    | 1,321         | 7.2     | 3,026     | 9.0     |
| 35 or 40 mph       | 2,580          | 17.0    | 2,881         | 15.7    | 5,461     | 16.3    |
| 45 or 50 mph       | 2,753          | 18.1    | 3,813         | 20.7    | 6,566     | 19.6    |
| 55 mph             | 4,129          | 27.2    | 4,919         | 26.8    | 9,048     | 27.0    |
| 60 mph or higher   | 3,371          | 22.2    | 4,475         | 24.3    | 7,846     | 23.4    |
| No Statutory Limit | 29             | 0.2     | 256           | 1.4     | 285       | 0.8     |
| Unknown            | 613            | 4.0     | 717           | 3.9     | 1,330     | 4.0     |
| Total              | 15,180         | 100.0   | 18,382        | 100.0   | 33,562    | 100.0   |
| Occupants Injured  |                |         |               |         |           |         |
| 30 mph or less     | 74,612         | 16.5    | 221,563       | 12.3    | 296,175   | 13.2    |
| 35 or 40 mph       | 80,725         | 17.9    | 491,974       | 27.3    | 572,699   | 25.4    |
| 45 or 50 mph       | 69,741         | 15.4    | 443,412       | 24.6    | 513,153   | 22.8    |
| 55 mph             | 81,883         | 18.1    | 172,666       | 9.6     | 254,549   | 11.3    |
| 60 mph or higher   | 81,971         | 18.1    | 181,805       | 10.1    | 263,777   | 11.7    |
| No Statutory Limit | 1,265          | 0.3     | 27,266        | 1.5     | 28,531    | 1.3     |
| Unknown            | 61,624         | 13.6    | 261,303       | 14.5    | 322,926   | 14.3    |
| Total              | 451,822        | 100.0   | 1,799,989     | 100.0   | 2,251,810 | 100.0   |

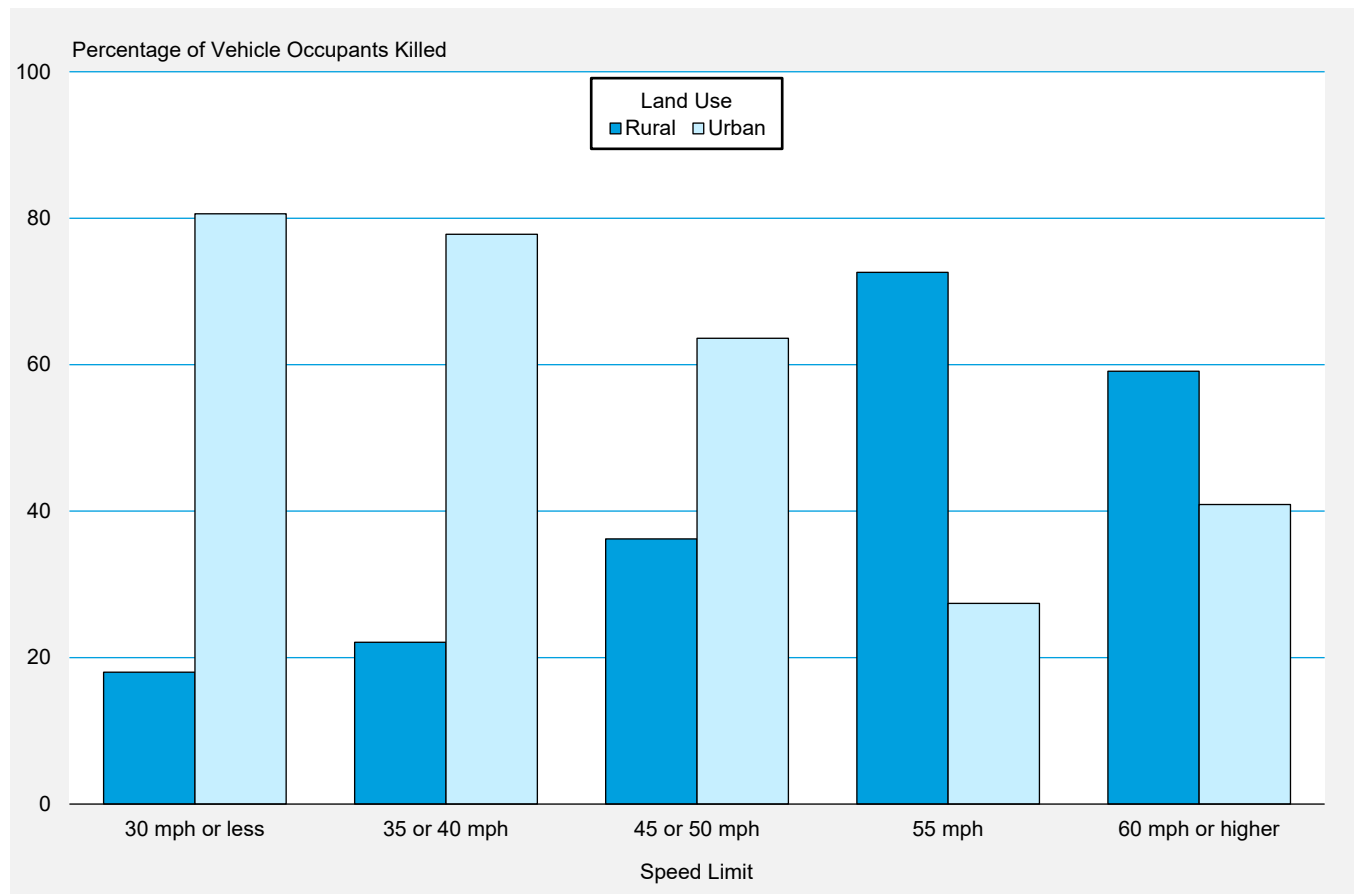
Note: Totals may not equal sum of components due to independent rounding.

## 4. People

**Table 67. Vehicle Occupants Killed in Crashes, by Speed Limit and Land Use**

| Speed Limit        | Land Use |         |        |         |         |         | Total  |         |
|--------------------|----------|---------|--------|---------|---------|---------|--------|---------|
|                    | Rural    |         | Urban  |         | Unknown |         |        |         |
|                    | Number   | Percent | Number | Percent | Number  | Percent | Number | Percent |
| 30 mph or less     | 544      | 18.0    | 2,438  | 80.6    | 44      | 1.5     | 3,026  | 100.0   |
| 35 or 40 mph       | 1,205    | 22.1    | 4,249  | 77.8    | 7       | 0.1     | 5,461  | 100.0   |
| 45 or 50 mph       | 2,379    | 36.2    | 4,176  | 63.6    | 11      | 0.2     | 6,566  | 100.0   |
| 55 mph             | 6,568    | 72.6    | 2,475  | 27.4    | 5       | 0.1     | 9,048  | 100.0   |
| 60 mph or higher   | 4,634    | 59.1    | 3,208  | 40.9    | 4       | 0.1     | 7,846  | 100.0   |
| No Statutory Limit | 109      | 38.2    | 166    | 58.2    | 10      | 3.5     | 285    | 100.0   |
| Unknown            | 469      | 35.3    | 805    | 60.5    | 56      | 4.2     | 1,330  | 100.0   |
| Total              | 15,908   | 47.4    | 17,517 | 52.2    | 137     | 0.4     | 33,562 | 100.0   |

**Figure 23. Percentage of Vehicle Occupants Killed, by Speed Limit and Land Use**



## 4. People

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

| Sex               | Vehicle Type   |              |              |        |                |           |             | Total     |
|-------------------|----------------|--------------|--------------|--------|----------------|-----------|-------------|-----------|
|                   | Passenger Cars | Light Trucks | Large Trucks | Buses  | Other/ Unknown | Subtotal  | Motorcycles |           |
| Occupants Killed  |                |              |              |        |                |           |             |           |
| Male              | 8,100          | 8,729        | 992          | 16     | 630            | 18,467    | 5,734       | 24,201    |
| Female            | 4,577          | 3,986        | 105          | 10     | 166            | 8,844     | 478         | 9,322     |
| Unknown           | 14             | 14           | 0            | 0      | 5              | 33        | 6           | 39        |
| Total             | 12,691         | 12,729       | 1,097        | 26     | 801            | 27,344    | 6,218       | 33,562    |
| Occupants Injured |                |              |              |        |                |           |             |           |
| Male              | 439,259        | 443,438      | 37,510       | 4,548  | 102,497        | 1,027,252 | 72,555      | 1,099,806 |
| Female            | 530,507        | 487,261      | 4,363        | 5,999  | 113,646        | 1,141,775 | 10,131      | 1,151,906 |
| Total*            | 969,791        | 930,748      | 41,874       | 10,556 | 216,155        | 2,169,123 | 82,687      | 2,251,810 |

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

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

## 4. People

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

| Age Group         | Vehicle Type   |              |              |        |                |           |             | Total     |
|-------------------|----------------|--------------|--------------|--------|----------------|-----------|-------------|-----------|
|                   | Passenger Cars | Light Trucks | Large Trucks | Buses  | Other/ Unknown | Subtotal  | Motorcycles |           |
| Occupants Killed  |                |              |              |        |                |           |             |           |
| <5                | 113            | 141          | 4            | 0      | 14             | 272       | 1           | 273       |
| 5-9               | 103            | 112          | 6            | 0      | 18             | 239       | 1           | 240       |
| 10-14             | 125            | 162          | 4            | 0      | 36             | 327       | 16          | 343       |
| 15-20             | 1,657          | 967          | 31           | 2      | 84             | 2,741     | 350         | 3,091     |
| 21-24             | 1,462          | 766          | 53           | 1      | 54             | 2,336     | 572         | 2,908     |
| 25-34             | 2,831          | 2,075        | 160          | 5      | 107            | 5,178     | 1,478       | 6,656     |
| 35-44             | 1,764          | 1,907        | 202          | 3      | 117            | 3,993     | 1,144       | 5,137     |
| 45-54             | 1,252          | 1,692        | 236          | 1      | 97             | 3,278     | 1,063       | 4,341     |
| 55-64             | 1,206          | 1,778        | 244          | 5      | 116            | 3,349     | 952         | 4,301     |
| 65-74             | 931            | 1,544        | 121          | 7      | 84             | 2,687     | 507         | 3,194     |
| >74               | 1,211          | 1,558        | 35           | 2      | 69             | 2,875     | 126         | 3,001     |
| Unknown           | 36             | 27           | 1            | 0      | 5              | 69        | 8           | 77        |
| Total             | 12,691         | 12,729       | 1,097        | 26     | 801            | 27,344    | 6,218       | 33,562    |
| Occupants Injured |                |              |              |        |                |           |             |           |
| <5                | 17,610         | 18,262       | 145          | 9      | 2,303          | 38,330    | 51          | 38,381    |
| 5-9               | 18,648         | 24,558       | 32           | 966    | 4,545          | 48,749    | 177         | 48,927    |
| 10-14             | 20,210         | 24,882       | 477          | 2,663  | 4,010          | 52,242    | 795         | 53,037    |
| 15-20             | 153,316        | 83,690       | 1,223        | 2,009  | 21,259         | 261,499   | 7,131       | 268,629   |
| 21-24             | 119,533        | 64,882       | 2,705        | 56     | 22,622         | 209,798   | 9,350       | 219,148   |
| 25-34             | 216,124        | 167,165      | 8,833        | 775    | 46,203         | 439,100   | 20,313      | 459,413   |
| 35-44             | 137,878        | 162,522      | 8,919        | 852    | 38,136         | 348,306   | 14,787      | 363,092   |
| 45-54             | 102,054        | 134,354      | 7,970        | 1,079  | 30,332         | 275,789   | 13,207      | 288,996   |
| 55-64             | 90,051         | 122,751      | 9,136        | 1,194  | 24,314         | 247,445   | 10,452      | 257,897   |
| 65-74             | 56,716         | 84,590       | 1,810        | 777    | 13,329         | 157,222   | 5,353       | 162,575   |
| >74               | 37,581         | 42,994       | 620          | 169    | 9,085          | 90,449    | 1,066       | 91,516    |
| Total*            | 969,791        | 930,748      | 41,874       | 10,556 | 216,155        | 2,169,123 | 82,687      | 2,251,810 |

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

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

#### 4. People

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

| Age Group         | Person Type |         |         |         |           |         |            |         |         |         |         |         |
|-------------------|-------------|---------|---------|---------|-----------|---------|------------|---------|---------|---------|---------|---------|
|                   | Drivers     |         |         |         |           |         | Passengers |         |         |         |         |         |
|                   | Sex         |         |         |         | Total*    |         | Sex        |         |         |         | Total** |         |
|                   | Male        |         | Female  |         |           |         | Male       |         | Female  |         |         |         |
|                   | Number      | Percent | Number  | Percent | Number    | Percent | Number     | Percent | Number  | Percent | Number  | Percent |
| Occupants Killed  |             |         |         |         |           |         |            |         |         |         |         |         |
| <5                | 1           | 100.0   | 0       | 0.0     | 1         | 100.0   | 144        | 52.9    | 128     | 47.1    | 272     | 100.0   |
| 5-9               | 2           | 100.0   | 0       | 0.0     | 2         | 100.0   | 122        | 51.3    | 116     | 48.7    | 238     | 100.0   |
| 10-14             | 36          | 83.7    | 7       | 16.3    | 43        | 100.0   | 148        | 49.3    | 151     | 50.3    | 300     | 100.0   |
| 15-20             | 1,576       | 77.5    | 456     | 22.4    | 2,034     | 100.0   | 609        | 57.6    | 445     | 42.1    | 1,057   | 100.0   |
| 21-24             | 1,820       | 79.0    | 484     | 21.0    | 2,305     | 100.0   | 339        | 56.2    | 263     | 43.6    | 603     | 100.0   |
| 25-34             | 4,391       | 78.9    | 1,168   | 21.0    | 5,565     | 100.0   | 588        | 53.9    | 502     | 46.0    | 1,091   | 100.0   |
| 35-44             | 3,511       | 80.9    | 825     | 19.0    | 4,338     | 100.0   | 379        | 47.4    | 420     | 52.6    | 799     | 100.0   |
| 45-54             | 3,003       | 79.5    | 776     | 20.5    | 3,779     | 100.0   | 239        | 42.5    | 322     | 57.3    | 562     | 100.0   |
| 55-64             | 2,929       | 78.9    | 784     | 21.1    | 3,714     | 100.0   | 249        | 42.4    | 338     | 57.6    | 587     | 100.0   |
| 65-74             | 2,087       | 76.9    | 624     | 23.0    | 2,713     | 100.0   | 161        | 33.5    | 320     | 66.5    | 481     | 100.0   |
| >74               | 1,616       | 69.9    | 693     | 30.0    | 2,311     | 100.0   | 210        | 30.4    | 478     | 69.3    | 690     | 100.0   |
| Unknown           | 26          | 70.3    | 4       | 10.8    | 37        | 100.0   | 15         | 37.5    | 18      | 45.0    | 40      | 100.0   |
| Total             | 20,998      | 78.2    | 5,821   | 21.7    | 26,842    | 100.0   | 3,203      | 47.7    | 3,501   | 52.1    | 6,720   | 100.0   |
| Occupants Injured |             |         |         |         |           |         |            |         |         |         |         |         |
| <5                | 28          | 100.0   | 0       | 0.0     | 28        | 100.0   | 18,204     | 47.5    | 20,144  | 52.5    | 38,353  | 100.0   |
| 5-9               | 73          | 75.5    | 24      | 24.5    | 96        | 100.0   | 22,643     | 46.4    | 26,180  | 53.6    | 48,830  | 100.0   |
| 10-14             | 1,723       | 72.3    | 661     | 27.7    | 2,383     | 100.0   | 22,019     | 43.5    | 28,632  | 56.5    | 50,654  | 100.0   |
| 15-20             | 93,631      | 51.9    | 86,720  | 48.1    | 180,353   | 100.0   | 34,564     | 39.2    | 53,702  | 60.8    | 88,276  | 100.0   |
| 21-24             | 92,582      | 53.5    | 80,405  | 46.5    | 172,988   | 100.0   | 19,308     | 41.8    | 26,848  | 58.2    | 46,160  | 100.0   |
| 25-34             | 202,927     | 53.5    | 176,629 | 46.5    | 379,558   | 100.0   | 31,838     | 39.9    | 48,014  | 60.1    | 79,855  | 100.0   |
| 35-44             | 157,504     | 51.8    | 146,690 | 48.2    | 304,197   | 100.0   | 21,637     | 36.7    | 37,255  | 63.3    | 58,895  | 100.0   |
| 45-54             | 120,848     | 49.6    | 122,578 | 50.4    | 243,426   | 100.0   | 14,052     | 30.8    | 31,518  | 69.2    | 45,570  | 100.0   |
| 55-64             | 110,672     | 52.1    | 101,573 | 47.9    | 212,244   | 100.0   | 13,429     | 29.4    | 32,223  | 70.6    | 45,653  | 100.0   |
| 65-74             | 71,445      | 54.0    | 60,973  | 46.0    | 132,423   | 100.0   | 9,168      | 30.4    | 20,984  | 69.6    | 30,152  | 100.0   |
| >74               | 35,050      | 50.3    | 34,623  | 49.7    | 69,676    | 100.0   | 6,368      | 29.2    | 15,471  | 70.8    | 21,840  | 100.0   |
| Unknown           | 19          | 47.5    | 3       | 7.5     | 40        | 100.0   | 76         | 47.5    | 58      | 36.3    | 160     | 100.0   |
| Total             | 886,501     | 52.2    | 810,879 | 47.8    | 1,697,413 | 100.0   | 213,305    | 38.5    | 341,027 | 61.5    | 554,397 | 100.0   |

\*Includes drivers of unknown sex.

\*\*Includes passengers of unknown sex.

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

## 4. People

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

| Vehicle Type      | Most Harmful Event         |         |                  |         |              |         |         |         | Total*    |         |
|-------------------|----------------------------|---------|------------------|---------|--------------|---------|---------|---------|-----------|---------|
|                   | Collision With             |         |                  |         |              |         |         |         |           |         |
|                   | Motor Vehicle In-Transport |         | Object Not Fixed |         | Fixed Object |         |         |         |           |         |
|                   | Number                     | Percent | Number           | Percent | Number       | Percent | Number  | Percent | Number    | Percent |
| Occupants Killed  |                            |         |                  |         |              |         |         |         |           |         |
| Passenger Car     | 6,904                      | 54.4    | 308              | 2.4     | 3,464        | 27.3    | 2,008   | 15.8    | 12,691    | 100.0   |
| Light Truck       | 5,537                      | 43.5    | 326              | 2.6     | 3,328        | 26.1    | 3,535   | 27.8    | 12,729    | 100.0   |
| Large Truck       | 336                        | 30.6    | 35               | 3.2     | 266          | 24.2    | 460     | 41.9    | 1,097     | 100.0   |
| Bus               | 15                         | 57.7    | 0                | 0.0     | 6            | 23.1    | 5       | 19.2    | 26        | 100.0   |
| Other/Unknown     | 245                        | 30.6    | 16               | 2.0     | 139          | 17.4    | 349     | 43.6    | 801       | 100.0   |
| Subtotal          | 13,037                     | 47.7    | 685              | 2.5     | 7,203        | 26.3    | 6,357   | 23.2    | 27,344    | 100.0   |
| Motorcycle        | 3,606                      | 58.0    | 271              | 4.4     | 1,566        | 25.2    | 750     | 12.1    | 6,218     | 100.0   |
| Total             | 16,643                     | 49.6    | 956              | 2.8     | 8,769        | 26.1    | 7,107   | 21.2    | 33,562    | 100.0   |
| Occupants Injured |                            |         |                  |         |              |         |         |         |           |         |
| Passenger Car     | 779,764                    | 80.4    | 33,458           | 3.5     | 123,652      | 12.8    | 32,913  | 3.4     | 969,791   | 100.0   |
| Light Truck       | 733,014                    | 78.8    | 35,379           | 3.8     | 105,493      | 11.3    | 56,860  | 6.1     | 930,748   | 100.0   |
| Large Truck       | 23,719                     | 56.6    | 1,940            | 4.6     | 6,610        | 15.8    | 9,605   | 22.9    | 41,874    | 100.0   |
| Bus               | 8,550                      | 81.0    | 430              | 4.1     | 833          | 7.9     | 743     | 7.0     | 10,556    | 100.0   |
| Other/Unknown     | 173,024                    | 80.0    | 13,788           | 6.4     | 21,953       | 10.2    | 7,386   | 3.4     | 216,155   | 100.0   |
| Subtotal          | 1,718,072                  | 79.2    | 84,995           | 3.9     | 258,541      | 11.9    | 107,507 | 5.0     | 2,169,123 | 100.0   |
| Motorcycle        | 45,920                     | 55.5    | 5,646            | 6.8     | 11,444       | 13.8    | 19,676  | 23.8    | 82,687    | 100.0   |
| Total             | 1,763,992                  | 78.3    | 90,641           | 4.0     | 269,985      | 12.0    | 127,183 | 5.6     | 2,251,810 | 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 page 6 of this report.

## 4. People

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

| Initial Point of Impact | Vehicle Type   |              |              |        |                |           |             | Total     |
|-------------------------|----------------|--------------|--------------|--------|----------------|-----------|-------------|-----------|
|                         | Passenger Cars | Light Trucks | Large Trucks | Buses  | Other/ Unknown | Subtotal  | Motorcycles |           |
| Occupants Killed        |                |              |              |        |                |           |             |           |
| Front                   | 7,389          | 7,613        | 657          | 9      | 278            | 15,946    | 3,883       | 19,829    |
| Left Side               | 1,739          | 1,307        | 74           | 1      | 58             | 3,179     | 339         | 3,518     |
| Right Side              | 1,526          | 1,071        | 68           | 3      | 39             | 2,707     | 295         | 3,002     |
| Rear                    | 683            | 648          | 32           | 5      | 63             | 1,431     | 252         | 1,683     |
| Other                   | 104            | 135          | 11           | 1      | 8              | 259       | 29          | 288       |
| Noncollision            | 510            | 1,333        | 208          | 6      | 244            | 2,301     | 980         | 3,281     |
| Unknown                 | 740            | 622          | 47           | 1      | 111            | 1,521     | 440         | 1,961     |
| Total                   | 12,691         | 12,729       | 1,097        | 26     | 801            | 27,344    | 6,218       | 33,562    |
| Occupants Injured       |                |              |              |        |                |           |             |           |
| Front                   | 554,184        | 498,716      | 19,247       | 3,823  | 115,870        | 1,191,841 | 40,868      | 1,232,709 |
| Left Side               | 100,695        | 91,966       | 3,222        | 494    | 19,474         | 215,850   | 8,093       | 223,943   |
| Right Side              | 79,376         | 78,874       | 4,419        | 1,691  | 19,279         | 183,639   | 7,168       | 190,807   |
| Rear                    | 221,302        | 230,640      | 6,695        | 3,789  | 57,449         | 519,874   | 5,179       | 525,053   |
| Other                   | 3,224          | 3,923        | 1,192        | 30     | 837            | 9,206     | 83          | 9,289     |
| Noncollision            | 10,679         | 26,216       | 7,068        | 729    | 3,223          | 47,915    | 21,260      | 69,175    |
| Unknown                 | 332            | 413          | 31           | 0      | 22             | 798       | 36          | 834       |
| Total                   | 969,791        | 930,748      | 41,874       | 10,556 | 216,155        | 2,169,123 | 82,687      | 2,251,810 |

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 page 6 of this report.

## 4. People

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

| Vehicle Type             | Ejected*      |             | Not Ejected      |             | Unknown    |            | Total            |              |
|--------------------------|---------------|-------------|------------------|-------------|------------|------------|------------------|--------------|
|                          | Number        | Percent     | Number           | Percent     | Number     | Percent    | Number           | Percent      |
| <b>Occupants Killed</b>  |               |             |                  |             |            |            |                  |              |
| Passenger Car            | 2,119         | 16.7        | 10,499           | 82.7        | 73         | 0.6        | <b>12,691</b>    | <b>100.0</b> |
| Light Truck              | 3,326         | 26.1        | 9,309            | 73.1        | 94         | 0.7        | <b>12,729</b>    | <b>100.0</b> |
| Large Truck              | 283           | 25.8        | 804              | 73.3        | 10         | 0.9        | <b>1,097</b>     | <b>100.0</b> |
| Bus                      | 11            | 42.3        | 15               | 57.7        | 0          | 0.0        | <b>26</b>        | <b>100.0</b> |
| Other/Unknown            | 381           | 47.6        | 335              | 41.8        | 85         | 10.6       | <b>801</b>       | <b>100.0</b> |
| <b>Total**</b>           | <b>6,120</b>  | <b>22.4</b> | <b>20,962</b>    | <b>76.7</b> | <b>262</b> | <b>1.0</b> | <b>27,344</b>    | <b>100.0</b> |
| <b>Occupants Injured</b> |               |             |                  |             |            |            |                  |              |
| Passenger Car            | 3,706         | 0.4         | 966,025          | 99.6        | 60         | 0.0        | <b>969,791</b>   | <b>100.0</b> |
| Light Truck              | 7,024         | 0.8         | 923,634          | 99.2        | 90         | 0.0        | <b>930,748</b>   | <b>100.0</b> |
| Large Truck              | 1,073         | 2.6         | 40,793           | 97.4        | 8          | 0.0        | <b>41,874</b>    | <b>100.0</b> |
| Bus                      | 669           | 6.3         | 9,887            | 93.7        | 0          | 0.0        | <b>10,556</b>    | <b>100.0</b> |
| Other/Unknown            | 2,505         | 1.2         | 213,637          | 98.8        | 12         | 0.0        | <b>216,155</b>   | <b>100.0</b> |
| <b>Total**</b>           | <b>14,977</b> | <b>0.7</b>  | <b>2,153,976</b> | <b>99.3</b> | <b>170</b> | <b>0.0</b> | <b>2,169,123</b> | <b>100.0</b> |

\*Includes total and partial ejection.

\*\*Excludes motorcyclists.

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

#### 4. People

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

| Vehicle Type                         | Occupants Killed  | Vehicle Type  | Occupants Killed  | Total Occupants Killed  |
|--------------------------------------|-------------------|---------------|-------------------|-------------------------|
| Passenger Car                        | —                 | Passenger Car | —                 | 1,670                   |
| Passenger Car                        | 2,978             | Light Truck   | 1,087             | 4,065                   |
| Passenger Car                        | 1,308             | Large Truck   | 58                | 1,366                   |
| Passenger Car                        | 12                | Motorcycle    | 1,076             | 1,088                   |
| Passenger Car                        | 37                | Bus           | 1                 | 38                      |
| Passenger Car                        | 61                | Other/Unknown | 61                | 122                     |
| Light Truck                          | —                 | Light Truck   | —                 | 2,347                   |
| Light Truck                          | 1,543             | Large Truck   | 86                | 1,629                   |
| Light Truck                          | 14                | Motorcycle    | 1,834             | 1,848                   |
| Light Truck                          | 51                | Bus           | 5                 | 56                      |
| Light Truck                          | 76                | Other/Unknown | 114               | 190                     |
| Large Truck                          | —                 | Large Truck   | —                 | 204                     |
| Large Truck                          | 0                 | Motorcycle    | 340               | 340                     |
| Large Truck                          | 2                 | Bus           | 11                | 13                      |
| Large Truck                          | 7                 | Other/Unknown | 41                | 48                      |
| Motorcycle                           | —                 | Motorcycle    | —                 | 77                      |
| Motorcycle                           | 20                | Bus           | 0                 | 20                      |
| Motorcycle                           | 57                | Other/Unknown | 3                 | 60                      |
| Bus                                  | —                 | Bus           | —                 | 0                       |
| Bus                                  | 0                 | Other/Unknown | 1                 | 1                       |
| Other/Unknown                        | —                 | Other/Unknown | —                 | 33                      |
| <b>Total Occupants Killed.....</b>   |                   |               |                   | <b>15,215</b>           |
| Vehicle Type                         | Occupants Injured | Vehicle Type  | Occupants Injured | Total Occupants Injured |
| Passenger Car                        | —                 | Passenger Car | —                 | 268,240                 |
| Passenger Car                        | 312,861           | Light Truck   | 246,335           | 559,196                 |
| Passenger Car                        | 36,164            | Large Truck   | 6,332             | 42,497                  |
| Passenger Car                        | 3,132             | Motorcycle    | 17,645            | 20,778                  |
| Passenger Car                        | 2,336             | Bus           | 2,756             | 5,092                   |
| Passenger Car                        | 29,233            | Other/Unknown | 21,171            | 50,404                  |
| Light Truck                          | —                 | Light Truck   | —                 | 292,656                 |
| Light Truck                          | 39,148            | Large Truck   | 9,599             | 48,747                  |
| Light Truck                          | 2,069             | Motorcycle    | 16,990            | 19,059                  |
| Light Truck                          | 1,929             | Bus           | 2,957             | 4,886                   |
| Light Truck                          | 22,887            | Other/Unknown | 21,767            | 44,655                  |
| Large Truck                          | —                 | Large Truck   | —                 | 4,052                   |
| Large Truck                          | 43                | Motorcycle    | 1,266             | 1,309                   |
| Large Truck                          | 135               | Bus           | 550               | 684                     |
| Large Truck                          | 823               | Other/Unknown | 3,766             | 4,589                   |
| <b>Total Occupants Injured .....</b> |                   |               |                   | <b>1,366,844</b>        |

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 page 6 of this report.

## 4. People

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

| Vehicle Body Class                                                | Occupants Involved |              | Occupants Killed |              |
|-------------------------------------------------------------------|--------------------|--------------|------------------|--------------|
|                                                                   | Number             | Percent      | Number           | Percent      |
| <b>Passenger Cars</b>                                             | <b>29,021</b>      | <b>33.8</b>  | <b>12,691</b>    | <b>37.8</b>  |
| Convertible                                                       | 578                | 0.7          | 323              | 1.0          |
| Sedan                                                             | 22,998             | 26.8         | 9,846            | 29.3         |
| Coupe                                                             | 2,504              | 2.9          | 1,208            | 3.6          |
| Hatchback                                                         | 2,525              | 2.9          | 1,103            | 3.3          |
| Wagon                                                             | 416                | 0.5          | 211              | 0.6          |
| <b>Light Trucks</b>                                               | <b>39,427</b>      | <b>45.9</b>  | <b>12,729</b>    | <b>37.9</b>  |
| Utility                                                           | 22,213             | 25.9         | 7,103            | 21.2         |
| Minivan                                                           | 2,244              | 2.6          | 627              | 1.9          |
| Cargo Van                                                         | 669                | 0.8          | 180              | 0.5          |
| Step Van                                                          | 2                  | 0.0          | 0                | 0.0          |
| Other Van Type                                                    | 831                | 1.0          | 240              | 0.7          |
| Light Pickup                                                      | 13,449             | 15.7         | 4,572            | 13.6         |
| Other Light Truck                                                 | 19                 | 0.0          | 7                | 0.0          |
| <b>Large Trucks</b>                                               | <b>7,050</b>       | <b>8.2</b>   | <b>1,097</b>     | <b>3.3</b>   |
| Utility                                                           | 2                  | 0.0          | 0                | 0.0          |
| Cargo Van                                                         | 34                 | 0.0          | 6                | 0.0          |
| Step Van                                                          | 34                 | 0.0          | 8                | 0.0          |
| Other Van Type                                                    | 98                 | 0.1          | 15               | 0.0          |
| Large Pickup                                                      | 1,137              | 1.3          | 184              | 0.5          |
| Single-Unit Truck                                                 | 1,799              | 2.1          | 321              | 1.0          |
| Truck Tractor                                                     | 3,804              | 4.4          | 548              | 1.6          |
| Other Large Truck                                                 | 142                | 0.2          | 15               | 0.0          |
| <b>Motorcycles</b>                                                | <b>6,888</b>       | <b>8.0</b>   | <b>6,218</b>     | <b>18.5</b>  |
| 2-Wheel Motorcycle (excluding Motor Scooters)                     | 6,151              | 7.2          | 5,557            | 16.6         |
| Moped                                                             | 44                 | 0.1          | 42               | 0.1          |
| 3-Wheel Motorcycle (2 Rear Wheels)                                | 94                 | 0.1          | 83               | 0.2          |
| Off-Road Motorcycle                                               | 149                | 0.2          | 133              | 0.4          |
| Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel) | 56                 | 0.1          | 41               | 0.1          |
| Motor Scooter                                                     | 261                | 0.3          | 242              | 0.7          |
| Other Motored Cycle Type (Minibikes, Pocket Bikes)                | 22                 | 0.0          | 19               | 0.1          |
| Unknown Motored Cycle Type                                        | 111                | 0.1          | 101              | 0.3          |
| <b>Buses*</b>                                                     | <b>695</b>         | <b>0.8</b>   | <b>26</b>        | <b>0.1</b>   |
| School Bus                                                        | 286                | 0.3          | 10               | 0.0          |
| Intercity Bus                                                     | 82                 | 0.1          | 0                | 0.0          |
| Transit Bus                                                       | 159                | 0.2          | 2                | 0.0          |
| Other Bus                                                         | 168                | 0.2          | 14               | 0.0          |
| <b>Other Vehicle Types</b>                                        | <b>2,742</b>       | <b>3.2</b>   | <b>801</b>       | <b>2.4</b>   |
| Motorhome                                                         | 112                | 0.1          | 24               | 0.1          |
| All-Terrain Vehicle                                               | 329                | 0.4          | 254              | 0.8          |
| Recreational Off-Road Vehicle                                     | 411                | 0.5          | 216              | 0.6          |
| Snowmobile                                                        | 16                 | 0.0          | 15               | 0.0          |
| Farm Equipment                                                    | 124                | 0.1          | 49               | 0.1          |
| Construction Equipment                                            | 14                 | 0.0          | 3                | 0.0          |
| Low-Speed Vehicle                                                 | 11                 | 0.0          | 5                | 0.0          |
| Golf Cart                                                         | 44                 | 0.1          | 26               | 0.1          |
| Street Sweeper                                                    | 3                  | 0.0          | 1                | 0.0          |
| Other Vehicle                                                     | 147                | 0.2          | 51               | 0.2          |
| <b>Unknown Vehicle Types</b>                                      | <b>1,531</b>       | <b>1.8</b>   | <b>157</b>       | <b>0.5</b>   |
| <b>Total</b>                                                      | <b>85,823</b>      | <b>100.0</b> | <b>33,562</b>    | <b>100.0</b> |

\*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 page 6 of this report.

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**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                 | 3,582              | 1,316            | 36.74        | 1,920              | 425              | 22.14        | 4,878              | 1,256            | 25.75        | 582                | 127              | 21.82        |
| 4-7                 | 6,392              | 2,407            | 37.66        | 2,389              | 527              | 22.06        | 5,355              | 1,468            | 27.41        | 750                | 164              | 21.87        |
| 8-11                | 6,159              | 2,405            | 39.05        | 1,810              | 473              | 26.13        | 3,641              | 1,078            | 29.61        | 659                | 141              | 21.40        |
| 12-15               | 5,259              | 2,441            | 46.42        | 1,745              | 595              | 34.10        | 2,819              | 922              | 32.71        | 580                | 163              | 28.10        |
| 16-19               | 4,269              | 2,236            | 52.38        | 2,441              | 1,020            | 41.79        | 3,302              | 1,339            | 40.55        | 707                | 249              | 35.22        |
| 20+                 | 3,262              | 1,871            | 57.36        | 3,144              | 1,529            | 48.63        | 2,209              | 1,042            | 47.17        | 474                | 202              | 42.62        |
| Unknown             | 98                 | 15               | 15.31        | 43                 | 7                | 16.28        | 63                 | 5                | 7.94         | 10                 | 1                | 10.00        |
| <b>Total</b>        | <b>29,021</b>      | <b>12,691</b>    | <b>43.73</b> | <b>13,492</b>      | <b>4,576</b>     | <b>33.92</b> | <b>22,267</b>      | <b>7,110</b>     | <b>31.93</b> | <b>3,762</b>       | <b>1,047</b>     | <b>27.83</b> |

Notes: Vehicle age = crash year – model year. Vehicle age 0 includes model years 2022 and newer.

## 4. People

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

| Person Type       | Total Killed | Alcohol-Impaired-Driving Fatalities* |         |
|-------------------|--------------|--------------------------------------|---------|
|                   |              | Number                               | Percent |
| Vehicle Occupants |              |                                      |         |
| Drivers           | 20,908       | 7,580                                | 36      |
| Passengers        | 6,393        | 2,144                                | 34      |
| Unknown           | 43           | 4                                    | 10      |
| Subtotal          | 27,344       | 9,729                                | 36      |
| Motorcyclists     | 6,218        | 2,160                                | 35      |
| Nonoccupants      |              |                                      |         |
| Pedestrians       | 7,522        | 1,394                                | 19      |
| Pedalcyclists     | 1,105        | 177                                  | 16      |
| Other/Unknown     | 325          | 64                                   | 20      |
| Subtotal          | 8,952        | 1,635                                | 18      |
| Total             | 42,514       | 13,524                               | 32      |

\*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 page 5 of this report.

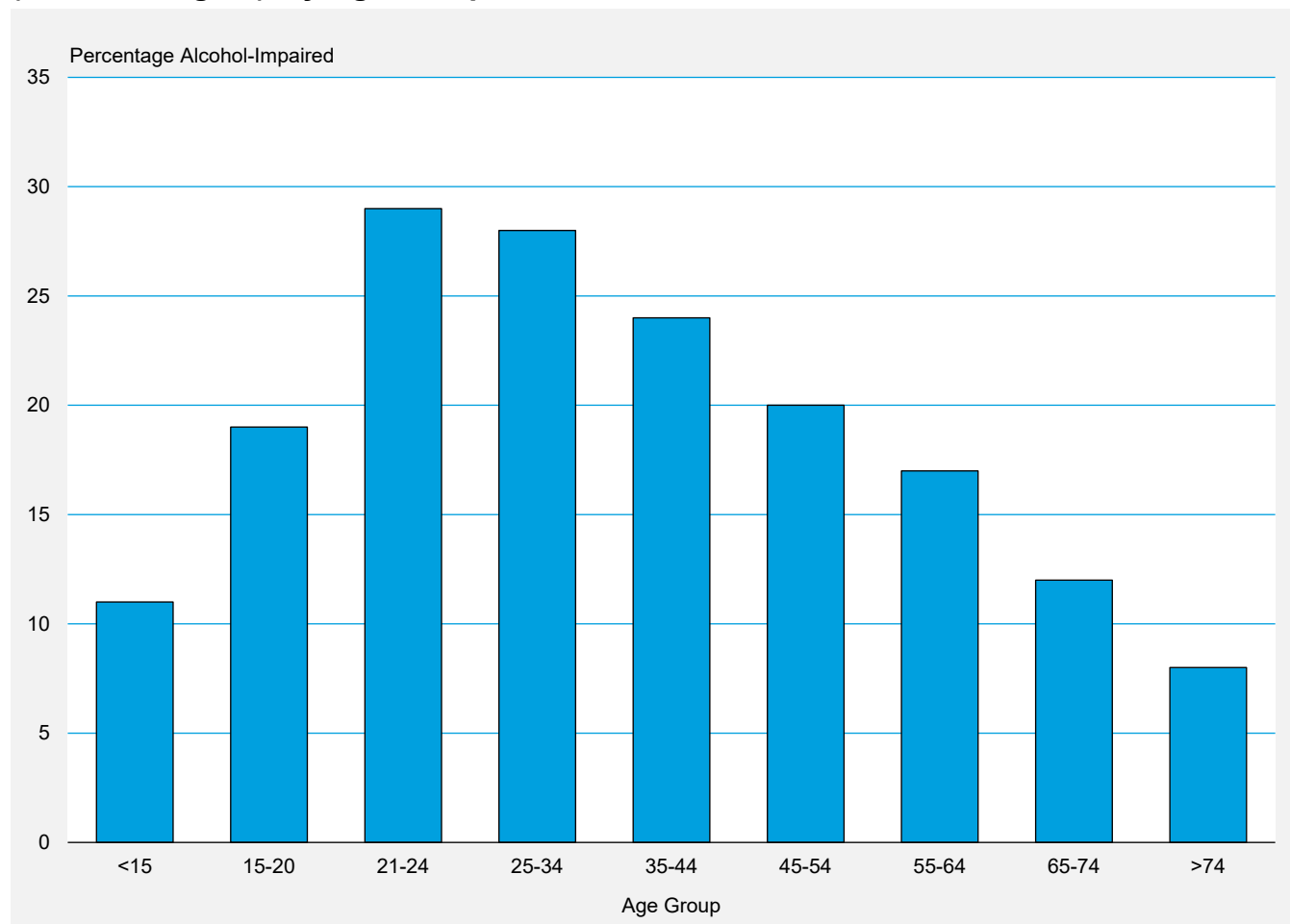
**Table 78. Drivers Involved in Fatal Crashes, by Age Group and Their BACs**

| Age Group    | BAC = .00     |           | BAC = .01-.07 |          | BAC = .08+    |           | BAC = .01+    |           | Total         |            |
|--------------|---------------|-----------|---------------|----------|---------------|-----------|---------------|-----------|---------------|------------|
|              | Number        | Percent   | Number        | Percent  | Number        | Percent   | Number        | Percent   | Number        | Percent    |
| <15          | 74            | 86        | 3             | 3        | 10            | 11        | 13            | 14        | 87            | 100        |
| 15-20        | 3,714         | 76        | 195           | 4        | 947           | 19        | 1,142         | 24        | 4,856         | 100        |
| 21-24        | 3,485         | 66        | 248           | 5        | 1,546         | 29        | 1,794         | 34        | 5,279         | 100        |
| 25-34        | 8,559         | 68        | 567           | 4        | 3,485         | 28        | 4,052         | 32        | 12,611        | 100        |
| 35-44        | 7,403         | 72        | 465           | 4        | 2,476         | 24        | 2,941         | 28        | 10,344        | 100        |
| 45-54        | 6,561         | 76        | 314           | 4        | 1,744         | 20        | 2,058         | 24        | 8,619         | 100        |
| 55-64        | 6,258         | 79        | 294           | 4        | 1,347         | 17        | 1,641         | 21        | 7,899         | 100        |
| 65-74        | 4,282         | 85        | 144           | 3        | 627           | 12        | 771           | 15        | 5,053         | 100        |
| >74          | 3,106         | 90        | 74            | 2        | 265           | 8         | 339           | 10        | 3,445         | 100        |
| Unknown      | 1,181         | 64        | 166           | 9        | 508           | 27        | 674           | 36        | 1,855         | 100        |
| <b>Total</b> | <b>44,624</b> | <b>74</b> | <b>2,469</b>  | <b>4</b> | <b>12,955</b> | <b>22</b> | <b>15,425</b> | <b>26</b> | <b>60,048</b> | <b>100</b> |

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

#### 4. People

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



## 4. People

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

| Time of Day<br>and<br>Day of Week | Under 21      |                              | 21 and Older  |                              |
|-----------------------------------|---------------|------------------------------|---------------|------------------------------|
|                                   | Number Killed | Percent<br>Alcohol-Impaired* | Number Killed | Percent<br>Alcohol-Impaired* |
| <b>Single-Vehicle Crashes</b>     |               |                              |               |                              |
| <b>Daytime</b>                    | 389           | 16                           | 4,938         | 24                           |
| Weekday                           | 252           | 14                           | 3,267         | 21                           |
| Weekend                           | 137           | 19                           | 1,671         | 29                           |
| <b>Nighttime</b>                  | 694           | 44                           | 6,078         | 59                           |
| Weekday                           | 310           | 38                           | 2,772         | 53                           |
| Weekend                           | 384           | 50                           | 3,306         | 63                           |
| <b>Multi-Vehicle Crashes</b>      |               |                              |               |                              |
| <b>Daytime</b>                    | 493           | 6                            | 7,867         | 10                           |
| Weekday                           | 360           | 5                            | 6,042         | 9                            |
| Weekend                           | 133           | 9                            | 1,825         | 14                           |
| <b>Nighttime</b>                  | 480           | 20                           | 5,620         | 34                           |
| Weekday                           | 227           | 17                           | 2,699         | 29                           |
| Weekend                           | 253           | 22                           | 2,921         | 38                           |

\*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 page 5 of this report.

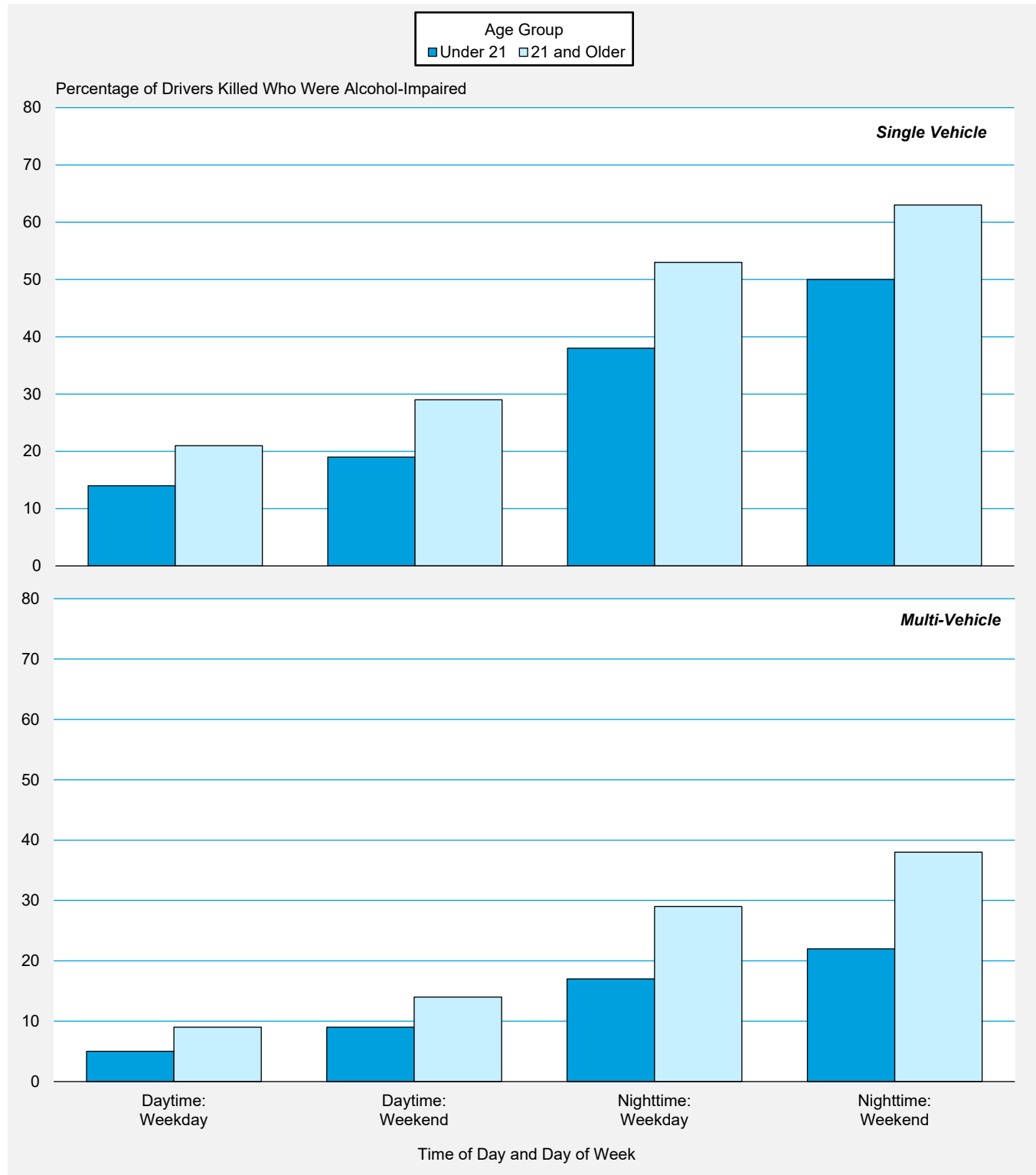
**Table 80. Drivers Killed in Crashes, by Age Group and Their BACs**

| Age Group    | BAC = .00     |           | BAC = .01-.07 |          | BAC = .08+   |           | BAC = .01+   |           | Total         |            |
|--------------|---------------|-----------|---------------|----------|--------------|-----------|--------------|-----------|---------------|------------|
|              | Number        | Percent   | Number        | Percent  | Number       | Percent   | Number       | Percent   | Number        | Percent    |
| <15          | 41            | 88        | 2             | 4        | 3            | 7         | 5            | 12        | 46            | 100        |
| 15-20        | 1,430         | 70        | 98            | 5        | 506          | 25        | 604          | 30        | 2,034         | 100        |
| 21-24        | 1,258         | 55        | 130           | 6        | 918          | 40        | 1,047        | 45        | 2,305         | 100        |
| 25-34        | 3,031         | 54        | 314           | 6        | 2,221        | 40        | 2,534        | 46        | 5,565         | 100        |
| 35-44        | 2,504         | 58        | 265           | 6        | 1,569        | 36        | 1,835        | 42        | 4,338         | 100        |
| 45-54        | 2,398         | 63        | 183           | 5        | 1,198        | 32        | 1,381        | 37        | 3,779         | 100        |
| 55-64        | 2,571         | 69        | 193           | 5        | 950          | 26        | 1,143        | 31        | 3,714         | 100        |
| 65-74        | 2,174         | 80        | 95            | 3        | 444          | 16        | 539          | 20        | 2,713         | 100        |
| >74          | 2,070         | 90        | 51            | 2        | 190          | 8         | 241          | 10        | 2,311         | 100        |
| Unknown      | 21            | 58        | 3             | 8        | 13           | 35        | 16           | 42        | 37            | 100        |
| <b>Total</b> | <b>17,498</b> | <b>65</b> | <b>1,332</b>  | <b>5</b> | <b>8,012</b> | <b>30</b> | <b>9,344</b> | <b>35</b> | <b>26,842</b> | <b>100</b> |

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

#### 4. People

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



## 4. People

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

| Vehicle Type    | BAC = .00     |           | BAC = .01-.07 |          | BAC = .08+    |           | BAC = .01+    |           | Total         |            |
|-----------------|---------------|-----------|---------------|----------|---------------|-----------|---------------|-----------|---------------|------------|
|                 | Number        | Percent   | Number        | Percent  | Number        | Percent   | Number        | Percent   | Number        | Percent    |
| Passenger Car   | 14,210        | 71        | 768           | 4        | 4,911         | 25        | 5,679         | 29        | 19,889        | 100        |
| Light Truck     | 19,303        | 75        | 904           | 4        | 5,406         | 21        | 6,310         | 25        | 25,613        | 100        |
| Large Truck     | 5,465         | 95        | 132           | 2        | 163           | 3         | 296           | 5         | 5,760         | 100        |
| Bus             | 186           | 88        | 6             | 3        | 19            | 9         | 25            | 12        | 211           | 100        |
| Other/Unknown   | 1,367         | 61        | 210           | 9        | 649           | 29        | 859           | 39        | 2,226         | 100        |
| <i>Subtotal</i> | <i>40,531</i> | <i>75</i> | <i>2,021</i>  | <i>4</i> | <i>11,148</i> | <i>21</i> | <i>13,168</i> | <i>25</i> | <i>53,699</i> | <i>100</i> |
| Motorcycle      | 4,093         | 64        | 449           | 7        | 1,808         | 28        | 2,256         | 36        | 6,349         | 100        |
| <b>Total</b>    | <b>44,624</b> | <b>74</b> | <b>2,469</b>  | <b>4</b> | <b>12,955</b> | <b>22</b> | <b>15,425</b> | <b>26</b> | <b>60,048</b> | <b>100</b> |

Notes: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report. Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of 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           | 237           | 67        | 15            | 4        | 102                                              | 29        | 117           | 33        | 355           | 100        |
| 5-9          | 218           | 70        | 19            | 6        | 75                                               | 24        | 94            | 30        | 312           | 100        |
| 10-14        | 329           | 71        | 25            | 5        | 107                                              | 23        | 132           | 28        | 462           | 100        |
| 15-20        | 2,153         | 63        | 214           | 6        | 1,062                                            | 31        | 1,276         | 37        | 3,434         | 100        |
| 21-24        | 1,660         | 50        | 202           | 6        | 1,452                                            | 44        | 1,654         | 50        | 3,319         | 100        |
| 25-34        | 4,224         | 52        | 505           | 6        | 3,362                                            | 41        | 3,867         | 48        | 8,104         | 100        |
| 35-44        | 3,824         | 57        | 426           | 6        | 2,443                                            | 36        | 2,869         | 43        | 6,702         | 100        |
| 45-54        | 3,477         | 61        | 295           | 5        | 1,910                                            | 34        | 2,205         | 39        | 5,688         | 100        |
| 55-64        | 4,014         | 67        | 323           | 5        | 1,622                                            | 27        | 1,945         | 33        | 5,967         | 100        |
| 65-74        | 3,245         | 76        | 190           | 4        | 849                                              | 20        | 1,039         | 24        | 4,291         | 100        |
| >74          | 3,061         | 83        | 115           | 3        | 488                                              | 13        | 604           | 16        | 3,680         | 100        |
| Unknown      | 138           | 69        | 8             | 4        | 52                                               | 26        | 60            | 30        | 200           | 100        |
| <b>Total</b> | <b>26,580</b> | <b>63</b> | <b>2,337</b>  | <b>5</b> | <b>13,524</b>                                    | <b>32</b> | <b>15,861</b> | <b>37</b> | <b>42,514</b> | <b>100</b> |

\*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 page 5 of this report.

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

| Pedestrian's<br>BAC | Driver's BAC |         |         |         |        |         | Total  |         |
|---------------------|--------------|---------|---------|---------|--------|---------|--------|---------|
|                     | .00          |         | .01-.07 |         | .08+   |         |        |         |
|                     | Number       | Percent | Number  | Percent | Number | Percent | Number | Percent |
| .00                 | 3,957        | 53      | 189     | 3       | 798    | 11      | 4,944  | 66      |
| .01-.07             | 235          | 3       | 17      | 0       | 64     | 1       | 317    | 4       |
| .08+                | 1,646        | 22      | 111     | 1       | 418    | 6       | 2,175  | 29      |
| Total*              | 5,839        | 79      | 316     | 4       | 1,281  | 17      | 7,436  | 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 page 5 of this report.

## 4. People

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

| Vehicle Type                            | Restraint Use |         |              |         |           |         | Total      |         |
|-----------------------------------------|---------------|---------|--------------|---------|-----------|---------|------------|---------|
|                                         | Restrained    |         | Unrestrained |         | Unknown   |         |            |         |
|                                         | Number        | Percent | Number       | Percent | Number    | Percent | Number     | Percent |
| Drivers in Fatal Crashes                |               |         |              |         |           |         |            |         |
| Passenger Car                           | 12,636        | 63.5    | 5,087        | 25.6    | 2,166     | 10.9    | 19,889     | 100.0   |
| Light Truck                             | 16,972        | 66.3    | 6,101        | 23.8    | 2,540     | 9.9     | 25,613     | 100.0   |
| Large Truck                             | 4,693         | 81.5    | 635          | 11.0    | 432       | 7.5     | 5,760      | 100.0   |
| Bus                                     | 177           | 83.9    | 17           | 8.1     | 17        | 8.1     | 211        | 100.0   |
| Other/Unknown                           | 177           | 8.0     | 715          | 32.1    | 1,334     | 59.9    | 2,226      | 100.0   |
| Total*                                  | 34,655        | 64.5    | 12,555       | 23.4    | 6,489     | 12.1    | 53,699     | 100.0   |
| Drivers in Injury Crashes               |               |         |              |         |           |         |            |         |
| Passenger Car                           | 1,046,864     | 86.8    | 40,111       | 3.3     | 118,577   | 9.8     | 1,205,553  | 100.0   |
| Light Truck                             | 1,121,951     | 87.2    | 43,786       | 3.4     | 121,140   | 9.4     | 1,286,878  | 100.0   |
| Large Truck                             | 102,690       | 86.1    | 3,197        | 2.7     | 13,323    | 11.2    | 119,211    | 100.0   |
| Bus                                     | 9,181         | 88.3    | 153          | 1.5     | 1,064     | 10.2    | 10,398     | 100.0   |
| Other/Unknown                           | 238,805       | 69.2    | 11,708       | 3.4     | 94,375    | 27.4    | 344,888    | 100.0   |
| Total*                                  | 2,519,491     | 84.9    | 98,956       | 3.3     | 348,480   | 11.7    | 2,966,927  | 100.0   |
| Drivers in Property-Damage-Only Crashes |               |         |              |         |           |         |            |         |
| Passenger Car                           | 2,500,796     | 89.9    | 35,930       | 1.3     | 246,089   | 8.8     | 2,782,815  | 100.0   |
| Light Truck                             | 2,900,110     | 89.9    | 42,625       | 1.3     | 282,812   | 8.8     | 3,225,547  | 100.0   |
| Large Truck                             | 357,190       | 87.5    | 5,247        | 1.3     | 45,558    | 11.2    | 407,995    | 100.0   |
| Bus                                     | 37,791        | 89.3    | 135          | 0.3     | 4,414     | 10.4    | 42,340     | 100.0   |
| Other/Unknown                           | 597,278       | 64.8    | 14,604       | 1.6     | 309,546   | 33.6    | 921,428    | 100.0   |
| Total*                                  | 6,393,165     | 86.6    | 98,541       | 1.3     | 888,419   | 12.0    | 7,380,125  | 100.0   |
| All Crashes                             |               |         |              |         |           |         |            |         |
| Passenger Car                           | 3,560,296     | 88.8    | 81,128       | 2.0     | 366,832   | 9.2     | 4,008,256  | 100.0   |
| Light Truck                             | 4,039,033     | 89.0    | 92,513       | 2.0     | 406,492   | 9.0     | 4,538,038  | 100.0   |
| Large Truck                             | 464,572       | 87.2    | 9,080        | 1.7     | 59,313    | 11.1    | 532,965    | 100.0   |
| Bus                                     | 47,150        | 89.0    | 304          | 0.6     | 5,495     | 10.4    | 52,949     | 100.0   |
| Other/Unknown                           | 836,260       | 65.9    | 27,027       | 2.1     | 405,255   | 31.9    | 1,268,543  | 100.0   |
| Total*                                  | 8,947,311     | 86.0    | 210,052      | 2.0     | 1,243,388 | 12.0    | 10,400,751 | 100.0   |

\*Excludes motorcycle riders.

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

#### 4. People

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

| Age Group         | Restraint Use |         |              |         |         |         | Total     |         |
|-------------------|---------------|---------|--------------|---------|---------|---------|-----------|---------|
|                   | Restrained    |         | Unrestrained |         | Unknown |         |           |         |
|                   | Number        | Percent | Number       | Percent | Number  | Percent | Number    | Percent |
| Occupants Killed  |               |         |              |         |         |         |           |         |
| <5                | 169           | 66.5    | 66           | 26.0    | 19      | 7.5     | 254       | 100.0   |
| 5-9               | 122           | 56.7    | 70           | 32.6    | 23      | 10.7    | 215       | 100.0   |
| 10-14             | 118           | 41.1    | 130          | 45.3    | 39      | 13.6    | 287       | 100.0   |
| 15-20             | 974           | 37.1    | 1,347        | 51.3    | 303     | 11.5    | 2,624     | 100.0   |
| 21-24             | 780           | 35.0    | 1,147        | 51.5    | 301     | 13.5    | 2,228     | 100.0   |
| 25-34             | 1,677         | 34.2    | 2,623        | 53.5    | 606     | 12.4    | 4,906     | 100.0   |
| 35-44             | 1,374         | 37.4    | 1,862        | 50.7    | 435     | 11.8    | 3,671     | 100.0   |
| 45-54             | 1,280         | 43.5    | 1,339        | 45.5    | 325     | 11.0    | 2,944     | 100.0   |
| 55-64             | 1,514         | 50.7    | 1,212        | 40.6    | 258     | 8.6     | 2,984     | 100.0   |
| 65-74             | 1,483         | 59.9    | 789          | 31.9    | 203     | 8.2     | 2,475     | 100.0   |
| >74               | 1,893         | 68.4    | 703          | 25.4    | 173     | 6.2     | 2,769     | 100.0   |
| Unknown           | 26            | 41.3    | 14           | 22.2    | 23      | 36.5    | 63        | 100.0   |
| Total             | 11,410        | 44.9    | 11,302       | 44.5    | 2,708   | 10.7    | 25,420    | 100.0   |
| Occupants Injured |               |         |              |         |         |         |           |         |
| <5                | 32,848        | 91.6    | 1,315        | 3.7     | 1,710   | 4.8     | 35,873    | 100.0   |
| 5-9               | 37,855        | 87.6    | 1,913        | 4.4     | 3,439   | 8.0     | 43,206    | 100.0   |
| 10-14             | 38,163        | 84.6    | 3,044        | 6.7     | 3,885   | 8.6     | 45,092    | 100.0   |
| 15-20             | 191,928       | 81.0    | 18,774       | 7.9     | 26,304  | 11.1    | 237,007   | 100.0   |
| 21-24             | 152,136       | 82.5    | 11,275       | 6.1     | 21,003  | 11.4    | 184,414   | 100.0   |
| 25-34             | 320,937       | 83.7    | 25,715       | 6.7     | 36,638  | 9.6     | 383,289   | 100.0   |
| 35-44             | 254,019       | 84.6    | 16,423       | 5.5     | 29,957  | 10.0    | 300,399   | 100.0   |
| 45-54             | 202,631       | 85.7    | 9,379        | 4.0     | 24,398  | 10.3    | 236,408   | 100.0   |
| 55-64             | 184,751       | 86.8    | 6,436        | 3.0     | 21,614  | 10.2    | 212,801   | 100.0   |
| 65-74             | 123,510       | 87.4    | 4,136        | 2.9     | 13,660  | 9.7     | 141,306   | 100.0   |
| >74               | 71,887        | 89.2    | 1,621        | 2.0     | 7,067   | 8.8     | 80,575    | 100.0   |
| Total*            | 1,610,752     | 84.8    | 100,070      | 5.3     | 189,717 | 10.0    | 1,900,539 | 100.0   |

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

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

#### 4. People

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

| Age Group | Restraint Use |         |              |         |         |         | Total  |         |
|-----------|---------------|---------|--------------|---------|---------|---------|--------|---------|
|           | Restrained    |         | Unrestrained |         | Unknown |         |        |         |
|           | Number        | Percent | Number       | Percent | Number  | Percent | Number | Percent |
| <5        | 1,229         | 86.4    | 127          | 8.9     | 67      | 4.7     | 1,423  | 100.0   |
| 5-9       | 1,152         | 80.8    | 175          | 12.3    | 99      | 6.9     | 1,426  | 100.0   |
| 10-14     | 1,178         | 76.1    | 242          | 15.6    | 128     | 8.3     | 1,548  | 100.0   |
| 15-20     | 3,990         | 68.9    | 1,166        | 20.1    | 633     | 10.9    | 5,789  | 100.0   |
| 21-24     | 2,993         | 70.4    | 741          | 17.4    | 518     | 12.2    | 4,252  | 100.0   |
| 25-34     | 6,137         | 73.5    | 1,350        | 16.2    | 857     | 10.3    | 8,344  | 100.0   |
| 35-44     | 5,003         | 78.0    | 786          | 12.2    | 628     | 9.8     | 6,417  | 100.0   |
| 45-54     | 3,923         | 84.7    | 352          | 7.6     | 358     | 7.7     | 4,633  | 100.0   |
| 55-64     | 3,336         | 86.1    | 273          | 7.0     | 267     | 6.9     | 3,876  | 100.0   |
| 65-74     | 2,341         | 88.1    | 157          | 5.9     | 158     | 5.9     | 2,656  | 100.0   |
| >74       | 1,345         | 89.4    | 75           | 5.0     | 85      | 5.6     | 1,505  | 100.0   |
| Unknown   | 205           | 17.7    | 105          | 9.1     | 849     | 73.3    | 1,159  | 100.0   |
| Total     | 32,832        | 76.3    | 5,549        | 12.9    | 4,647   | 10.8    | 43,028 | 100.0   |

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

#### 4. People

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

| Seating<br>Position             | Restraint Use |         |              |         |         |         | Total   |         |
|---------------------------------|---------------|---------|--------------|---------|---------|---------|---------|---------|
|                                 | Restrained    |         | Unrestrained |         | Unknown |         |         |         |
|                                 | Number        | Percent | Number       | Percent | Number  | Percent | Number  | Percent |
| Passenger Car Occupants Killed  |               |         |              |         |         |         |         |         |
| Front Seat                      | 5,656         | 48.5    | 4,772        | 40.9    | 1,229   | 10.5    | 11,657  | 100.0   |
| Left                            | 4,650         | 47.9    | 4,036        | 41.6    | 1,015   | 10.5    | 9,701   | 100.0   |
| Middle                          | 3             | 42.9    | 1            | 14.3    | 3       | 42.9    | 7       | 100.0   |
| Right                           | 1,002         | 51.5    | 732          | 37.6    | 211     | 10.8    | 1,945   | 100.0   |
| Other/Unknown                   | 1             | 25.0    | 3            | 75.0    | 0       | 0.0     | 4       | 100.0   |
| Second Seat                     | 303           | 32.7    | 502          | 54.1    | 123     | 13.3    | 928     | 100.0   |
| Left                            | 119           | 35.7    | 171          | 51.4    | 43      | 12.9    | 333     | 100.0   |
| Middle                          | 20            | 19.4    | 69           | 67.0    | 14      | 13.6    | 103     | 100.0   |
| Right                           | 160           | 34.8    | 241          | 52.4    | 59      | 12.8    | 460     | 100.0   |
| Other/Unknown                   | 4             | 12.5    | 21           | 65.6    | 7       | 21.9    | 32      | 100.0   |
| Other                           | 2             | 11.8    | 14           | 82.4    | 1       | 5.9     | 17      | 100.0   |
| Unknown                         | 5             | 5.6     | 48           | 53.9    | 36      | 40.4    | 89      | 100.0   |
| Total                           | 5,966         | 47.0    | 5,336        | 42.0    | 1,389   | 10.9    | 12,691  | 100.0   |
| Passenger Car Occupants Injured |               |         |              |         |         |         |         |         |
| Front Seat                      | 761,312       | 85.7    | 40,935       | 4.6     | 86,580  | 9.7     | 888,827 | 100.0   |
| Left                            | 632,875       | 85.6    | 33,716       | 4.6     | 72,348  | 9.8     | 738,939 | 100.0   |
| Middle                          | 1,158         | 86.0    | 118          | 8.8     | 71      | 5.3     | 1,347   | 100.0   |
| Right                           | 127,277       | 85.7    | 7,098        | 4.8     | 14,161  | 9.5     | 148,537 | 100.0   |
| Other/Unknown                   | 2             | 50.0    | 2            | 50.0    | 0       | 0.0     | 4       | 100.0   |
| Second Seat                     | 65,899        | 81.6    | 7,145        | 8.8     | 7,742   | 9.6     | 80,785  | 100.0   |
| Left                            | 26,216        | 81.1    | 3,155        | 9.8     | 2,935   | 9.1     | 32,306  | 100.0   |
| Middle                          | 6,597         | 74.3    | 1,387        | 15.6    | 892     | 10.0    | 8,875   | 100.0   |
| Right                           | 32,962        | 83.6    | 2,578        | 6.5     | 3,904   | 9.9     | 39,444  | 100.0   |
| Other/Unknown                   | 123           | 77.4    | 25           | 15.7    | 11      | 6.9     | 159     | 100.0   |
| Other                           | 3             | 4.0     | 71           | 94.7    | 1       | 1.3     | 75      | 100.0   |
| Total*                          | 827,237       | 85.3    | 48,185       | 5.0     | 94,370  | 9.7     | 969,791 | 100.0   |

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

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

#### 4. People

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

| Seating<br>Position           | Restraint Use |         |              |         |         |         | Total   |         |
|-------------------------------|---------------|---------|--------------|---------|---------|---------|---------|---------|
|                               | Restrained    |         | Unrestrained |         | Unknown |         |         |         |
|                               | Number        | Percent | Number       | Percent | Number  | Percent | Number  | Percent |
| Light-Truck Occupants Killed  |               |         |              |         |         |         |         |         |
| Front Seat                    | 5,055         | 43.9    | 5,298        | 46.0    | 1,160   | 10.1    | 11,513  | 100.0   |
| Left                          | 4,119         | 42.6    | 4,575        | 47.4    | 968     | 10.0    | 9,662   | 100.0   |
| Middle                        | 5             | 20.0    | 18           | 72.0    | 2       | 8.0     | 25      | 100.0   |
| Right                         | 930           | 51.1    | 701          | 38.5    | 188     | 10.3    | 1,819   | 100.0   |
| Other/Unknown                 | 1             | 14.3    | 4            | 57.1    | 2       | 28.6    | 7       | 100.0   |
| Second Seat                   | 341           | 39.3    | 449          | 51.7    | 78      | 9.0     | 868     | 100.0   |
| Left                          | 143           | 41.9    | 171          | 50.1    | 27      | 7.9     | 341     | 100.0   |
| Middle                        | 25            | 23.8    | 65           | 61.9    | 15      | 14.3    | 105     | 100.0   |
| Right                         | 171           | 42.5    | 200          | 49.8    | 31      | 7.7     | 402     | 100.0   |
| Other/Unknown                 | 2             | 10.0    | 13           | 65.0    | 5       | 25.0    | 20      | 100.0   |
| Other                         | 28            | 17.1    | 123          | 75.0    | 13      | 7.9     | 164     | 100.0   |
| Unknown                       | 20            | 10.9    | 96           | 52.2    | 68      | 37.0    | 184     | 100.0   |
| Total                         | 5,444         | 42.8    | 5,966        | 46.9    | 1,319   | 10.4    | 12,729  | 100.0   |
| Light-Truck Occupants Injured |               |         |              |         |         |         |         |         |
| Front Seat                    | 701,719       | 84.3    | 43,227       | 5.2     | 87,680  | 10.5    | 832,626 | 100.0   |
| Left                          | 573,640       | 84.2    | 34,923       | 5.1     | 72,503  | 10.6    | 681,065 | 100.0   |
| Middle                        | 1,366         | 70.1    | 101          | 5.2     | 480     | 24.7    | 1,947   | 100.0   |
| Right                         | 126,708       | 84.7    | 8,198        | 5.5     | 14,696  | 9.8     | 149,603 | 100.0   |
| Other/Unknown                 | 5             | 45.5    | 5            | 45.5    | 1       | 9.1     | 11      | 100.0   |
| Second Seat                   | 75,669        | 85.1    | 6,749        | 7.6     | 6,464   | 7.3     | 88,883  | 100.0   |
| Left                          | 29,680        | 86.9    | 2,225        | 6.5     | 2,236   | 6.6     | 34,142  | 100.0   |
| Middle                        | 8,628         | 80.7    | 1,163        | 10.9    | 906     | 8.5     | 10,697  | 100.0   |
| Right                         | 37,278        | 85.3    | 3,233        | 7.4     | 3,183   | 7.3     | 43,695  | 100.0   |
| Other/Unknown                 | 83            | 23.8    | 128          | 36.7    | 138     | 39.5    | 350     | 100.0   |
| Other                         | 6,105         | 67.7    | 1,799        | 19.9    | 1,114   | 12.4    | 9,018   | 100.0   |
| Total*                        | 783,515       | 84.2    | 51,885       | 5.6     | 95,348  | 10.2    | 930,748 | 100.0   |

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

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

#### 4. People

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

| Restraint Use and Type of Restraint | Vehicle Type   |              |                |              |
|-------------------------------------|----------------|--------------|----------------|--------------|
|                                     | Passenger Cars |              | Light Trucks   |              |
|                                     | Number         | Percent      | Number         | Percent      |
| <b>Occupants Killed</b>             |                |              |                |              |
| Restraint Used                      |                |              |                |              |
| Lap/Shoulder Belt                   | 1,104          | 8.7          | 1,250          | 9.8          |
| Lap Belt                            | 18             | 0.1          | 21             | 0.2          |
| Shoulder Belt                       | 15             | 0.1          | 10             | 0.1          |
| Child Safety Seat                   | 34             | 0.3          | 47             | 0.4          |
| Other/Type Unknown                  | 20             | 0.2          | 26             | 0.2          |
| Restraint Used, Air Bag Deployed    | 4,682          | 36.9         | 4,006          | 31.5         |
| Safety Belt Used Improperly         | 77             | 0.6          | 70             | 0.5          |
| Child Safety Seat Used Improperly   | 16             | 0.1          | 14             | 0.1          |
| <i>Subtotal</i>                     | <i>5,966</i>   | <i>47.0</i>  | <i>5,444</i>   | <i>42.8</i>  |
| No Restraint Used                   | 1,380          | 10.9         | 2,563          | 20.1         |
| No Restraint Used, Air Bag Deployed | 3,956          | 31.2         | 3,403          | 26.7         |
| Restraint Use Unknown               | 1,389          | 10.9         | 1,319          | 10.4         |
| <b>Total</b>                        | <b>12,691</b>  | <b>100.0</b> | <b>12,729</b>  | <b>100.0</b> |
| <b>Occupants Injured</b>            |                |              |                |              |
| Restraint Used                      |                |              |                |              |
| Lap/Shoulder Belt                   | 405,200        | 41.8         | 414,483        | 44.5         |
| Lap Belt                            | 3,129          | 0.3          | 2,533          | 0.3          |
| Shoulder Belt                       | 2,983          | 0.3          | 2,282          | 0.2          |
| Child Safety Seat                   | 14,250         | 1.5          | 17,290         | 1.9          |
| Other/Type Unknown                  | 818            | 0.1          | 1,854          | 0.2          |
| Restraint Used, Air Bag Deployed    | 392,915        | 40.5         | 335,422        | 36.0         |
| Safety Belt Used Improperly         | 6,991          | 0.7          | 8,856          | 1.0          |
| Child Safety Seat Used Improperly   | 949            | 0.1          | 795            | 0.1          |
| <i>Subtotal</i>                     | <i>827,237</i> | <i>85.3</i>  | <i>783,515</i> | <i>84.2</i>  |
| No Restraint Used                   | 17,766         | 1.8          | 26,318         | 2.8          |
| No Restraint Used, Air Bag Deployed | 30,418         | 3.1          | 25,568         | 2.7          |
| Restraint Use Unknown               | 94,370         | 9.7          | 95,348         | 10.2         |
| <b>Total</b>                        | <b>969,791</b> | <b>100.0</b> | <b>930,748</b> | <b>100.0</b> |

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

#### 4. People

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

| Vehicle Type           | Rollover Occurrence |         |        |         | Total  |         |
|------------------------|---------------------|---------|--------|---------|--------|---------|
|                        | Yes                 |         | No     |         |        |         |
|                        | Number              | Percent | Number | Percent | Number | Percent |
| Single-Vehicle Crashes |                     |         |        |         |        |         |
| Passenger Cars         | 2,145               | 40.8    | 3,110  | 59.2    | 5,255  | 100.0   |
| Light Trucks           |                     |         |        |         |        |         |
| Pickup                 | 1,416               | 54.0    | 1,207  | 46.0    | 2,623  | 100.0   |
| Utility                | 1,845               | 54.1    | 1,565  | 45.9    | 3,410  | 100.0   |
| Van                    | 142                 | 37.4    | 238    | 62.6    | 380    | 100.0   |
| Other                  | 1                   | 16.7    | 5      | 83.3    | 6      | 100.0   |
| Total                  | 5,549               | 47.5    | 6,125  | 52.5    | 11,674 | 100.0   |
| Multi-Vehicle Crashes  |                     |         |        |         |        |         |
| Passenger Cars         | 545                 | 7.3     | 6,891  | 92.7    | 7,436  | 100.0   |
| Light Trucks           |                     |         |        |         |        |         |
| Pickup                 | 381                 | 19.5    | 1,568  | 80.5    | 1,949  | 100.0   |
| Utility                | 742                 | 20.1    | 2,951  | 79.9    | 3,693  | 100.0   |
| Van                    | 94                  | 14.1    | 573    | 85.9    | 667    | 100.0   |
| Other                  | 1                   | 100.0   | 0      | 0.0     | 1      | 100.0   |
| Total                  | 1,763               | 12.8    | 11,983 | 87.2    | 13,746 | 100.0   |
| All Crashes            |                     |         |        |         |        |         |
| Passenger Cars         | 2,690               | 21.2    | 10,001 | 78.8    | 12,691 | 100.0   |
| Light Trucks           |                     |         |        |         |        |         |
| Pickup                 | 1,797               | 39.3    | 2,775  | 60.7    | 4,572  | 100.0   |
| Utility                | 2,587               | 36.4    | 4,516  | 63.6    | 7,103  | 100.0   |
| Van                    | 236                 | 22.5    | 811    | 77.5    | 1,047  | 100.0   |
| Other                  | 2                   | 28.6    | 5      | 71.4    | 7      | 100.0   |
| Total                  | 7,312               | 28.8    | 18,108 | 71.2    | 25,420 | 100.0   |

## 4. People

**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. | 216         | 6.5     | 317     | 11.1    | 533    | 8.6     |
| 3 a.m. to 5:59 a.m.   | 121         | 3.6     | 110     | 3.8     | 231    | 3.7     |
| 6 a.m. to 8:59 a.m.   | 290         | 8.7     | 81      | 2.8     | 371    | 6.0     |
| 9 a.m. to 11:59 a.m.  | 311         | 9.3     | 202     | 7.0     | 513    | 8.3     |
| Noon to 2:59 p.m.     | 538         | 16.1    | 405     | 14.1    | 943    | 15.2    |
| 3 p.m. to 5:59 p.m.   | 794         | 23.7    | 495     | 17.3    | 1,289  | 20.7    |
| 6 p.m. to 8:59 p.m.   | 626         | 18.7    | 740     | 25.8    | 1,366  | 22.0    |
| 9 p.m. to 11:59 p.m.  | 431         | 12.9    | 499     | 17.4    | 930    | 15.0    |
| Unknown               | 18          | 0.5     | 17      | 0.6     | 42     | 0.7     |
| Total                 | 3,345       | 100.0   | 2,866   | 100.0   | 6,218  | 100.0   |
| Motorcyclists Injured |             |         |         |         |        |         |
| Midnight to 2:59 a.m. | 1,588       | 3.2     | 2,959   | 8.8     | 4,547  | 5.5     |
| 3 a.m. to 5:59 a.m.   | 1,324       | 2.7     | 833     | 2.5     | 2,158  | 2.6     |
| 6 a.m. to 8:59 a.m.   | 5,430       | 11.0    | 912     | 2.7     | 6,343  | 7.7     |
| 9 a.m. to 11:59 a.m.  | 4,792       | 9.7     | 3,526   | 10.5    | 8,319  | 10.1    |
| Noon to 2:59 p.m.     | 10,272      | 20.9    | 6,528   | 19.5    | 16,800 | 20.3    |
| 3 p.m. to 5:59 p.m.   | 14,304      | 29.1    | 6,642   | 19.8    | 20,946 | 25.3    |
| 6 p.m. to 8:59 p.m.   | 7,345       | 14.9    | 7,610   | 22.7    | 14,955 | 18.1    |
| 9 p.m. to 11:59 p.m.  | 4,113       | 8.4     | 4,505   | 13.4    | 8,619  | 10.4    |
| Total**               | 49,170      | 100.0   | 33,517  | 100.0   | 82,687 | 100.0   |

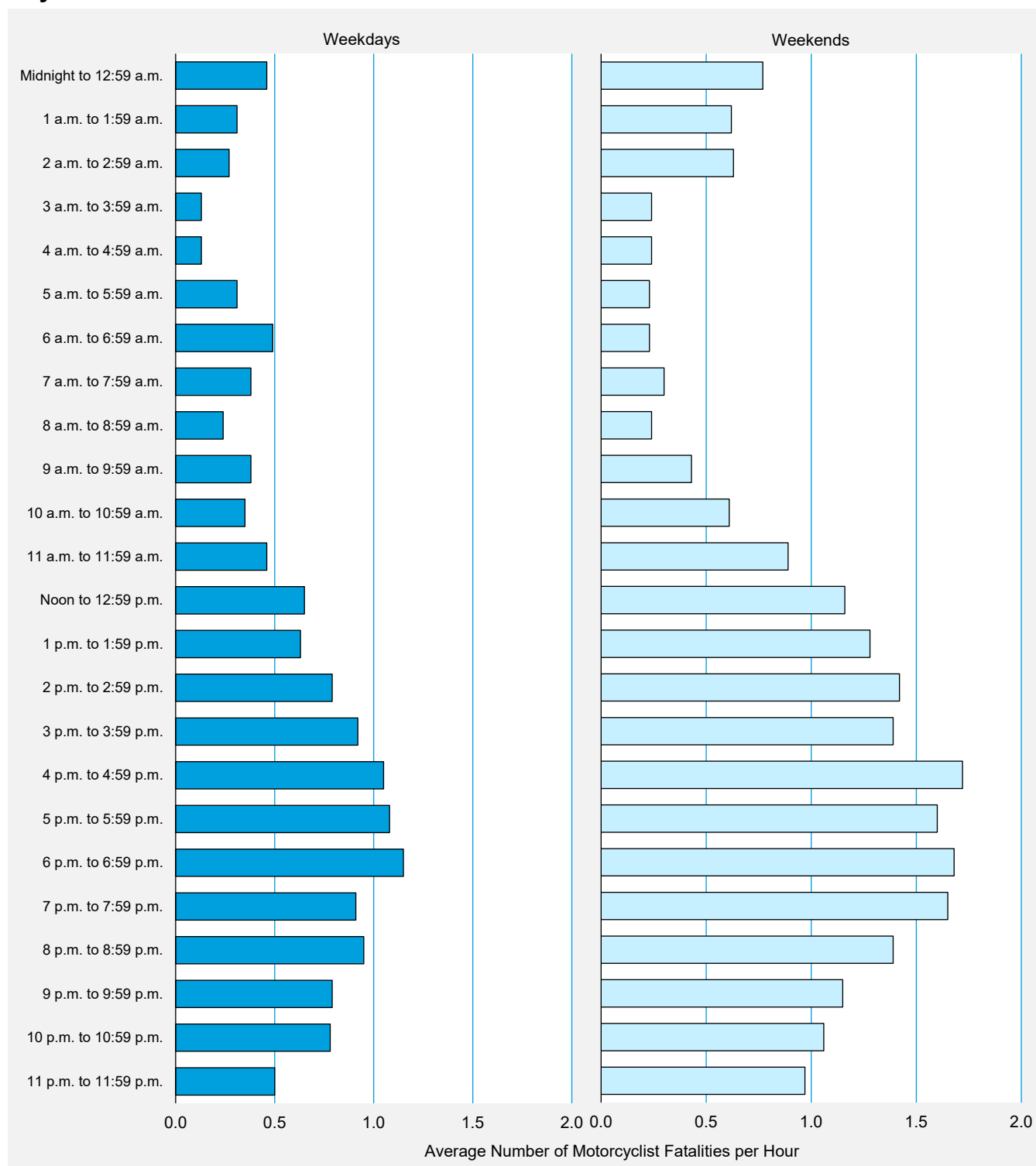
\*Includes motorcyclists killed on unknown day of week.

\*\*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 page 6 of this report.

## 4. People

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



Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

## 4. People

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

| Person Type | Helmet Use |         |          |         |         |         | Total  |         |
|-------------|------------|---------|----------|---------|---------|---------|--------|---------|
|             | Used       |         | Not Used |         | Unknown |         |        |         |
|             | Number     | Percent | Number   | Percent | Number  | Percent | Number | Percent |
| Riders      | 3,629      | 61.2    | 2,091    | 35.2    | 214     | 3.6     | 5,934  | 100.0   |
| Passengers  | 118        | 41.5    | 153      | 53.9    | 13      | 4.6     | 284    | 100.0   |
| Total       | 3,747      | 60.3    | 2,244    | 36.1    | 227     | 3.7     | 6,218  | 100.0   |

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of 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          | 14                 | 1                              | 0                           | 0                        | 0         | 15           |
| 15-20        | 58                 | 6                              | 106                         | 180                      | 8         | 358          |
| 21-24        | 37                 | 4                              | 223                         | 314                      | 5         | 583          |
| 25-34        | 129                | 12                             | 543                         | 812                      | 13        | 1,509        |
| 35-44        | 77                 | 7                              | 383                         | 680                      | 13        | 1,160        |
| 45-54        | 53                 | 5                              | 293                         | 735                      | 10        | 1,096        |
| 55-64        | 34                 | 6                              | 208                         | 715                      | 6         | 969          |
| 65-74        | 7                  | 4                              | 73                          | 431                      | 7         | 522          |
| >74          | 3                  | 0                              | 9                           | 115                      | 0         | 127          |
| Unknown      | 0                  | 0                              | 1                           | 1                        | 8         | 10           |
| <b>Total</b> | <b>412</b>         | <b>45</b>                      | <b>1,839</b>                | <b>3,983</b>             | <b>70</b> | <b>6,349</b> |

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of this report.

#### 4. People

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

| Age Group    | Vehicle Type |               | Total     |
|--------------|--------------|---------------|-----------|
|              | Bus          | Other Vehicle |           |
| <5           | 1            | 0             | 1         |
| 5-9          | 2            | 0             | 2         |
| 10-14        | 1            | 1             | 2         |
| 15-18        | 1            | 1             | 2         |
| >18          | 5            | 1             | 6         |
| <b>Total</b> | <b>10</b>    | <b>3</b>      | <b>13</b> |

**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         | 4          | 3.8          | 877           | 7.0          |
| School Bus Passengers      | 8          | 7.7          | 5,950         | 47.6         |
| Pedestrians                | 13         | 12.5         | 478           | 3.8          |
| Pedalcyclists              | 2          | 1.9          | 164           | 1.3          |
| Occupants of Other Vehicle | 76         | 73.1         | 5,021         | 40.2         |
| Other Nonoccupants         | 1          | 1.0          | 13            | 0.1          |
| <b>Total</b>               | <b>104</b> | <b>100.0</b> | <b>12,502</b> | <b>100.0</b> |

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 page 6 of this report.

#### 4. People

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

| Age Group           | Location        |         |                     |         |        |         | Total** |         |
|---------------------|-----------------|---------|---------------------|---------|--------|---------|---------|---------|
|                     | At Intersection |         | Not At Intersection |         | Other* |         |         |         |
|                     | Number          | Percent | Number              | Percent | Number | Percent | Number  | Percent |
| Pedestrians Killed  |                 |         |                     |         |        |         |         |         |
| <5                  | 8               | 12.1    | 43                  | 65.2    | 14     | 21.2    | 66      | 100.0   |
| 5-9                 | 8               | 15.7    | 34                  | 66.7    | 9      | 17.6    | 51      | 100.0   |
| 10-14               | 13              | 18.3    | 39                  | 54.9    | 18     | 25.4    | 71      | 100.0   |
| 15-20               | 43              | 15.5    | 189                 | 68.2    | 39     | 14.1    | 277     | 100.0   |
| 21-24               | 40              | 11.3    | 259                 | 73.2    | 48     | 13.6    | 354     | 100.0   |
| 25-34               | 108             | 8.5     | 1,026               | 80.3    | 124    | 9.7     | 1,277   | 100.0   |
| 35-44               | 168             | 12.4    | 1,050               | 77.7    | 115    | 8.5     | 1,351   | 100.0   |
| 45-54               | 180             | 16.0    | 820                 | 72.8    | 108    | 9.6     | 1,126   | 100.0   |
| 55-64               | 217             | 16.1    | 1,012               | 74.9    | 99     | 7.3     | 1,351   | 100.0   |
| 65-74               | 204             | 22.6    | 622                 | 69.0    | 69     | 7.6     | 902     | 100.0   |
| >74                 | 162             | 27.2    | 375                 | 63.0    | 49     | 8.2     | 595     | 100.0   |
| Unknown             | 15              | 14.9    | 78                  | 77.2    | 3      | 3.0     | 101     | 100.0   |
| Total               | 1,166           | 15.5    | 5,547               | 73.7    | 695    | 9.2     | 7,522   | 100.0   |
| Pedestrians Injured |                 |         |                     |         |        |         |         |         |
| <5                  | 96              | 11.3    | 661                 | 77.7    | 93     | 10.9    | 850     | 100.0   |
| 5-9                 | 405             | 18.0    | 1,611               | 71.6    | 164    | 7.3     | 2,250   | 100.0   |
| 10-14               | 1,918           | 49.9    | 1,547               | 40.2    | 381    | 9.9     | 3,846   | 100.0   |
| 15-20               | 2,566           | 43.2    | 2,622               | 44.1    | 757    | 12.7    | 5,946   | 100.0   |
| 21-24               | 2,527           | 52.8    | 1,965               | 41.1    | 175    | 3.7     | 4,786   | 100.0   |
| 25-34               | 3,919           | 33.2    | 6,050               | 51.3    | 1,611  | 13.7    | 11,796  | 100.0   |
| 35-44               | 3,913           | 39.1    | 4,671               | 46.7    | 1,331  | 13.3    | 10,006  | 100.0   |
| 45-54               | 3,489           | 36.6    | 4,469               | 46.9    | 1,470  | 15.4    | 9,526   | 100.0   |
| 55-64               | 3,273           | 37.0    | 4,268               | 48.2    | 1,095  | 12.4    | 8,854   | 100.0   |
| 65-74               | 3,362           | 52.5    | 2,265               | 35.4    | 664    | 10.4    | 6,398   | 100.0   |
| >74                 | 1,674           | 54.6    | 995                 | 32.5    | 372    | 12.1    | 3,065   | 100.0   |
| Total***            | 27,144          | 40.3    | 31,131              | 46.2    | 8,117  | 12.1    | 67,336  | 100.0   |

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

\*\*Includes pedestrians killed and injured at unknown locations.

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

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

#### 4. People

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

| Age Group    | Male         |                    |             | Female       |                    |             | Total*       |                    |             |
|--------------|--------------|--------------------|-------------|--------------|--------------------|-------------|--------------|--------------------|-------------|
|              | Killed       | Population         | Rate        | Killed       | Population         | Rate        | Killed       | Population         | Rate        |
| <5           | 35           | 9,475,095          | 0.37        | 31           | 9,063,258          | 0.34        | 66           | 18,538,353         | 0.36        |
| 5-9          | 33           | 10,231,946         | 0.32        | 18           | 9,777,249          | 0.18        | 51           | 20,009,195         | 0.25        |
| 10-14        | 39           | 10,701,853         | 0.36        | 32           | 10,187,986         | 0.31        | 71           | 20,889,839         | 0.34        |
| 15-20        | 166          | 13,340,726         | 1.24        | 111          | 12,733,072         | 0.87        | 277          | 26,073,798         | 1.06        |
| 21-24        | 243          | 9,343,305          | 2.60        | 110          | 8,924,468          | 1.23        | 354          | 18,267,773         | 1.94        |
| 25-34        | 880          | 23,189,562         | 3.79        | 393          | 22,311,738         | 1.76        | 1,277        | 45,501,300         | 2.81        |
| 35-44        | 986          | 22,120,189         | 4.46        | 364          | 21,575,176         | 1.69        | 1,351        | 43,695,365         | 3.09        |
| 45-54        | 809          | 20,279,630         | 3.99        | 314          | 20,152,015         | 1.56        | 1,126        | 40,431,645         | 2.78        |
| 55-64        | 1,009        | 20,671,903         | 4.88        | 335          | 21,413,534         | 1.56        | 1,351        | 42,085,437         | 3.21        |
| 65-74        | 637          | 15,910,672         | 4.00        | 263          | 17,877,767         | 1.47        | 902          | 33,788,439         | 2.67        |
| >74          | 393          | 10,018,672         | 3.92        | 198          | 13,987,741         | 1.42        | 595          | 24,006,413         | 2.48        |
| Unknown      | 44           | **                 | **          | 24           | **                 | **          | 101          | **                 | **          |
| <b>Total</b> | <b>5,274</b> | <b>165,283,553</b> | <b>3.19</b> | <b>2,193</b> | <b>168,004,004</b> | <b>1.31</b> | <b>7,522</b> | <b>333,287,557</b> | <b>2.26</b> |

| Age Group       | Male          |                    |           | Female        |                    |           | Total*        |                    |           |
|-----------------|---------------|--------------------|-----------|---------------|--------------------|-----------|---------------|--------------------|-----------|
|                 | Injured       | Population         | Rate      | Injured       | Population         | Rate      | Injured       | Population         | Rate      |
| <5              | 615           | 9,475,095          | 6         | 235           | 9,063,258          | 3         | 850           | 18,538,353         | 5         |
| 5-9             | 1,524         | 10,231,946         | 15        | 726           | 9,777,249          | 7         | 2,250         | 20,009,195         | 11        |
| 10-14           | 1,949         | 10,701,853         | 18        | 1,896         | 10,187,986         | 19        | 3,846         | 20,889,839         | 18        |
| 15-20           | 3,127         | 13,340,726         | 23        | 2,820         | 12,733,072         | 22        | 5,946         | 26,073,798         | 23        |
| 21-24           | 2,676         | 9,343,305          | 29        | 2,110         | 8,924,468          | 24        | 4,786         | 18,267,773         | 26        |
| 25-34           | 7,327         | 23,189,562         | 32        | 4,467         | 22,311,738         | 20        | 11,796        | 45,501,300         | 26        |
| 35-44           | 6,204         | 22,120,189         | 28        | 3,801         | 21,575,176         | 18        | 10,006        | 43,695,365         | 23        |
| 45-54           | 5,726         | 20,279,630         | 28        | 3,799         | 20,152,015         | 19        | 9,526         | 40,431,645         | 24        |
| 55-64           | 5,117         | 20,671,903         | 25        | 3,737         | 21,413,534         | 17        | 8,854         | 42,085,437         | 21        |
| 65-74           | 3,350         | 15,910,672         | 21        | 3,049         | 17,877,767         | 17        | 6,398         | 33,788,439         | 19        |
| >74             | 1,692         | 10,018,672         | 17        | 1,373         | 13,987,741         | 10        | 3,065         | 24,006,413         | 13        |
| <b>Total***</b> | <b>39,310</b> | <b>165,283,553</b> | <b>24</b> | <b>28,018</b> | <b>168,004,004</b> | <b>17</b> | <b>67,336</b> | <b>333,287,557</b> | <b>20</b> |

Source: Population—Census Bureau

\*Includes pedestrians killed and injured of unknown sex.

\*\*Not applicable.

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

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

## 4. People

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

| Time of Day           | Day of Week |         |         |         | Total* |         |
|-----------------------|-------------|---------|---------|---------|--------|---------|
|                       | Weekday     |         | Weekend |         |        |         |
|                       | Number      | Percent | Number  | Percent | Number | Percent |
| Pedestrians Killed    |             |         |         |         |        |         |
| Midnight to 2:59 a.m. | 428         | 10.0    | 650     | 20.2    | 1,078  | 14.3    |
| 3 a.m. to 5:59 a.m.   | 424         | 9.9     | 398     | 12.4    | 822    | 10.9    |
| 6 a.m. to 8:59 a.m.   | 533         | 12.4    | 102     | 3.2     | 635    | 8.4     |
| 9 a.m. to 11:59 a.m.  | 218         | 5.1     | 69      | 2.1     | 287    | 3.8     |
| Noon to 2:59 p.m.     | 232         | 5.4     | 86      | 2.7     | 318    | 4.2     |
| 3 p.m. to 5:59 p.m.   | 426         | 9.9     | 129     | 4.0     | 555    | 7.4     |
| 6 p.m. to 8:59 p.m.   | 1,077       | 25.1    | 869     | 27.0    | 1,946  | 25.9    |
| 9 p.m. to 11:59 p.m.  | 944         | 22.0    | 898     | 27.9    | 1,842  | 24.5    |
| Unknown               | 12          | 0.3     | 14      | 0.4     | 39     | 0.5     |
| Total                 | 4,294       | 100.0   | 3,215   | 100.0   | 7,522  | 100.0   |
| Pedestrians Injured   |             |         |         |         |        |         |
| Midnight to 2:59 a.m. | 1,403       | 3.1     | 2,276   | 10.3    | 3,679  | 5.5     |
| 3 a.m. to 5:59 a.m.   | 1,183       | 2.6     | 1,042   | 4.7     | 2,224  | 3.3     |
| 6 a.m. to 8:59 a.m.   | 6,818       | 15.1    | 638     | 2.9     | 7,457  | 11.1    |
| 9 a.m. to 11:59 a.m.  | 5,835       | 12.9    | 1,841   | 8.3     | 7,676  | 11.4    |
| Noon to 2:59 p.m.     | 7,001       | 15.5    | 1,641   | 7.4     | 8,643  | 12.8    |
| 3 p.m. to 5:59 p.m.   | 10,454      | 23.2    | 3,037   | 13.7    | 13,491 | 20.0    |
| 6 p.m. to 8:59 p.m.   | 8,642       | 19.1    | 6,721   | 30.3    | 15,363 | 22.8    |
| 9 p.m. to 11:59 p.m.  | 3,803       | 8.4     | 4,999   | 22.5    | 8,803  | 13.1    |
| Total**               | 45,140      | 100.0   | 22,196  | 100.0   | 67,336 | 100.0   |

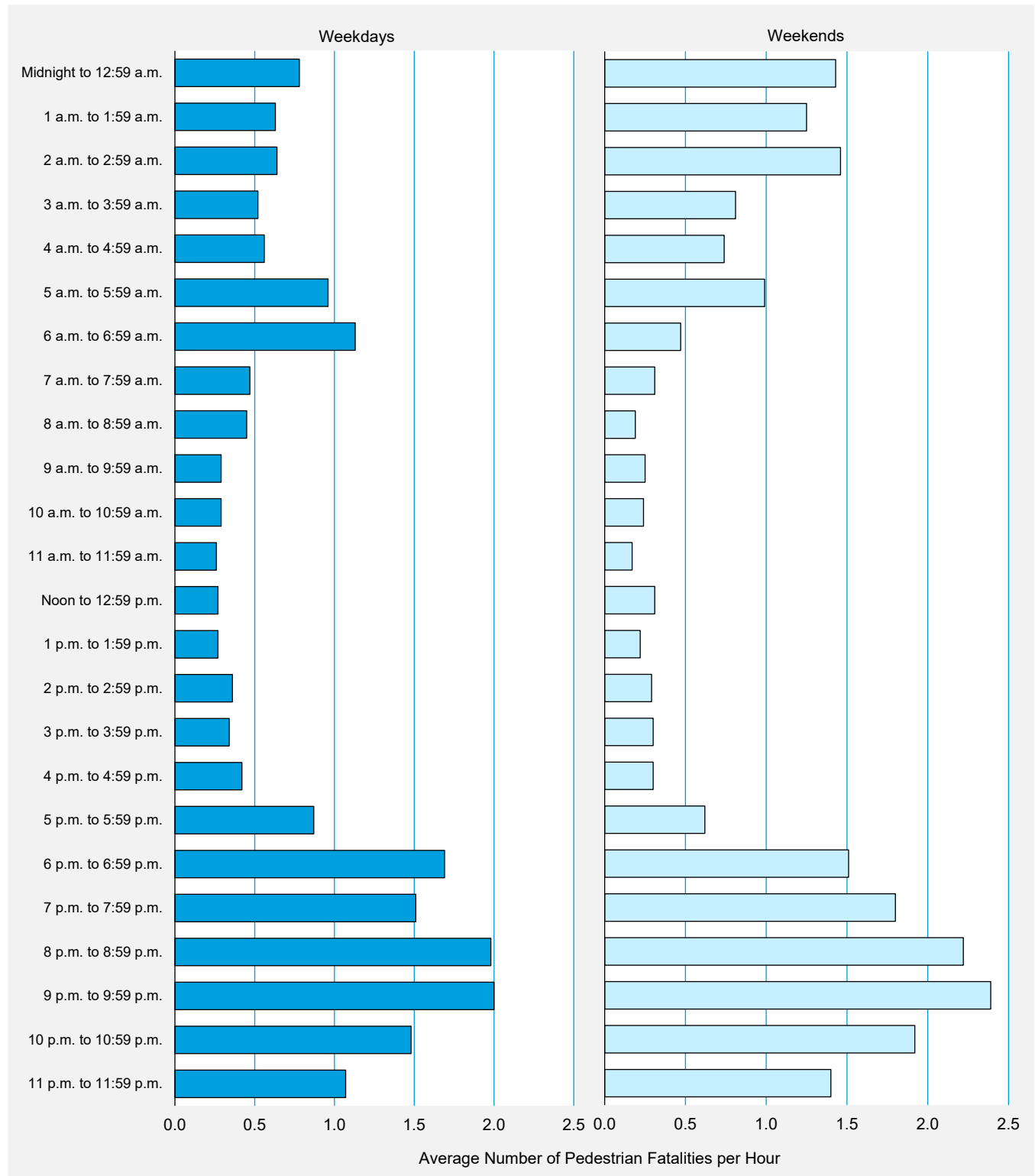
\*Includes pedestrians killed at unknown time of day and day of week.

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

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

## 4. People

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



## 4. People

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

| Vehicle Type        | Initial Point of Impact |         |            |         |           |         |        |         |               |         | Total  |         |
|---------------------|-------------------------|---------|------------|---------|-----------|---------|--------|---------|---------------|---------|--------|---------|
|                     | Front                   |         | Right Side |         | Left Side |         | Rear   |         | Other/Unknown |         |        |         |
|                     | Number                  | Percent | Number     | Percent | Number    | Percent | Number | Percent | Number        | Percent | Number | Percent |
| Pedestrians Killed  |                         |         |            |         |           |         |        |         |               |         |        |         |
| Passenger Car       | 1,999                   | 91.0    | 39         | 1.8     | 28        | 1.3     | 12     | 0.5     | 118           | 5.4     | 2,196  | 100.0   |
| Light Truck         | 2,665                   | 90.5    | 65         | 2.2     | 35        | 1.2     | 27     | 0.9     | 153           | 5.2     | 2,945  | 100.0   |
| Large Truck         | 291                     | 74.6    | 32         | 8.2     | 11        | 2.8     | 13     | 3.3     | 43            | 11.0    | 390    | 100.0   |
| Bus                 | 29                      | 70.7    | 2          | 4.9     | 1         | 2.4     | 2      | 4.9     | 7             | 17.1    | 41     | 100.0   |
| Other/Unknown       | 429                     | 51.3    | 7          | 0.8     | 5         | 0.6     | 5      | 0.6     | 390           | 46.7    | 836    | 100.0   |
| Total               | 5,413                   | 84.5    | 145        | 2.3     | 80        | 1.2     | 59     | 0.9     | 711           | 11.1    | 6,408  | 100.0   |
| Pedestrians Injured |                         |         |            |         |           |         |        |         |               |         |        |         |
| Passenger Car       | 16,385                  | 84.8    | 1,573      | 8.1     | 784       | 4.1     | 485    | 2.5     | 91            | 0.5     | 19,318 | 100.0   |
| Light Truck         | 16,678                  | 76.6    | 1,874      | 8.6     | 1,346     | 6.2     | 1,498  | 6.9     | 388           | 1.8     | 21,783 | 100.0   |
| Large Truck         | 824                     | 67.7    | 190        | 15.6    | 45        | 3.7     | 158    | 12.9    | 0             | 0.0     | 1,217  | 100.0   |
| Bus                 | 416                     | 58.8    | 172        | 24.3    | 47        | 6.7     | 73     | 10.3    | 0             | 0.0     | 707    | 100.0   |
| Other/Unknown       | 15,744                  | 79.9    | 1,591      | 8.1     | 1,151     | 5.8     | 1,083  | 5.5     | 132           | 0.7     | 19,701 | 100.0   |
| Total               | 50,046                  | 79.8    | 5,400      | 8.6     | 3,373     | 5.4     | 3,296  | 5.3     | 612           | 1.0     | 62,727 | 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 .....                              | 3,973        | 52.8         |
| Improper crossing of roadway or intersection .....               | 1,570        | 20.9         |
| In roadway improperly (standing, lying, working, playing).....   | 854          | 11.4         |
| Not visible (dark clothing, no lighting, etc.).....              | 845          | 11.2         |
| Under the influence of alcohol, drugs, or medication .....       | 697          | 9.3          |
| Darting or running into road.....                                | 650          | 8.6          |
| Wrong-way walking .....                                          | 621          | 8.3          |
| Traveling on prohibited trafficway.....                          | 265          | 3.5          |
| Distracted (phone, talking, eating, object, etc.) .....          | 257          | 3.4          |
| Failure to obey traffic signs, signals, or officer .....         | 234          | 3.1          |
| Physical impairment .....                                        | 163          | 2.2          |
| Entering/exiting parked or stopped vehicle .....                 | 49           | 0.7          |
| Emotional (e.g., depression, angry, disturbed).....              | 41           | 0.5          |
| Vision obscured (by rain, snow, parked vehicle, sign, etc.)..... | 19           | 0.3          |
| Ill, blackout.....                                               | 13           | 0.2          |
| Asleep or fatigued .....                                         | 10           | 0.1          |
| Non-motorist pushing vehicle .....                               | 7            | 0.1          |
| Other factors.....                                               | 249          | 3.3          |
| None reported.....                                               | 114          | 1.5          |
| Unknown.....                                                     | 1,451        | 19.3         |
| <b>Total Pedestrians .....</b>                                   | <b>7,522</b> | <b>100.0</b> |

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

## 4. People

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

| Age Group             | Location        |         |                     |         |        |         | Total** |         |
|-----------------------|-----------------|---------|---------------------|---------|--------|---------|---------|---------|
|                       | At Intersection |         | Not At Intersection |         | Other* |         |         |         |
|                       | Number          | Percent | Number              | Percent | Number | Percent | Number  | Percent |
| Pedalcyclists Killed  |                 |         |                     |         |        |         |         |         |
| <5                    | 0               | 0.0     | 5                   | 100.0   | 0      | 0.0     | 5       | 100.0   |
| 5-9                   | 6               | 42.9    | 5                   | 35.7    | 2      | 14.3    | 14      | 100.0   |
| 10-14                 | 23              | 62.2    | 8                   | 21.6    | 5      | 13.5    | 37      | 100.0   |
| 15-20                 | 12              | 26.1    | 26                  | 56.5    | 7      | 15.2    | 46      | 100.0   |
| 21-24                 | 12              | 36.4    | 17                  | 51.5    | 4      | 12.1    | 33      | 100.0   |
| 25-34                 | 36              | 25.9    | 88                  | 63.3    | 13     | 9.4     | 139     | 100.0   |
| 35-44                 | 45              | 25.9    | 109                 | 62.6    | 19     | 10.9    | 174     | 100.0   |
| 45-54                 | 38              | 21.5    | 108                 | 61.0    | 27     | 15.3    | 177     | 100.0   |
| 55-64                 | 60              | 23.7    | 161                 | 63.6    | 30     | 11.9    | 253     | 100.0   |
| 65-74                 | 47              | 32.0    | 77                  | 52.4    | 23     | 15.6    | 147     | 100.0   |
| >74                   | 26              | 44.1    | 29                  | 49.2    | 4      | 6.8     | 59      | 100.0   |
| Unknown               | 9               | 42.9    | 10                  | 47.6    | 2      | 9.5     | 21      | 100.0   |
| Total                 | 314             | 28.4    | 643                 | 58.2    | 136    | 12.3    | 1,105   | 100.0   |
| Pedalcyclists Injured |                 |         |                     |         |        |         |         |         |
| <5                    | 106             | 68.7    | 48                  | 31.3    | 0      | 0.0     | 154     | 100.0   |
| 5-9                   | 869             | 65.9    | 429                 | 32.5    | 21     | 1.6     | 1,319   | 100.0   |
| 10-14                 | 3,851           | 71.5    | 1,082               | 20.1    | 451    | 8.4     | 5,385   | 100.0   |
| 15-20                 | 4,968           | 64.6    | 1,857               | 24.2    | 865    | 11.2    | 7,690   | 100.0   |
| 21-24                 | 1,684           | 57.5    | 872                 | 29.8    | 374    | 12.8    | 2,930   | 100.0   |
| 25-34                 | 4,451           | 56.6    | 2,274               | 28.9    | 1,120  | 14.2    | 7,871   | 100.0   |
| 35-44                 | 3,554           | 56.0    | 1,846               | 29.1    | 920    | 14.5    | 6,346   | 100.0   |
| 45-54                 | 3,044           | 57.7    | 1,635               | 31.0    | 599    | 11.4    | 5,278   | 100.0   |
| 55-64                 | 2,885           | 57.4    | 1,381               | 27.5    | 737    | 14.7    | 5,025   | 100.0   |
| 65-74                 | 1,698           | 55.0    | 831                 | 26.9    | 561    | 18.2    | 3,090   | 100.0   |
| >74                   | 744             | 67.2    | 264                 | 23.8    | 100    | 9.0     | 1,108   | 100.0   |
| Total***              | 27,853          | 60.3    | 12,520              | 27.1    | 5,749  | 12.4    | 46,195  | 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 page 6 of this report.

## 4. People

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

| Age Group    | Male       |                    |             | Female     |                    |             | Total*       |                    |             |
|--------------|------------|--------------------|-------------|------------|--------------------|-------------|--------------|--------------------|-------------|
|              | Killed     | Population         | Rate        | Killed     | Population         | Rate        | Killed       | Population         | Rate        |
| <5           | 2          | 9,475,095          | 0.02        | 3          | 9,063,258          | 0.03        | 5            | 18,538,353         | 0.03        |
| 5-9          | 12         | 10,231,946         | 0.12        | 2          | 9,777,249          | 0.02        | 14           | 20,009,195         | 0.07        |
| 10-14        | 31         | 10,701,853         | 0.29        | 6          | 10,187,986         | 0.06        | 37           | 20,889,839         | 0.18        |
| 15-20        | 41         | 13,340,726         | 0.31        | 4          | 12,733,072         | 0.03        | 46           | 26,073,798         | 0.18        |
| 21-24        | 29         | 9,343,305          | 0.31        | 4          | 8,924,468          | 0.04        | 33           | 18,267,773         | 0.18        |
| 25-34        | 114        | 23,189,562         | 0.49        | 25         | 22,311,738         | 0.11        | 139          | 45,501,300         | 0.31        |
| 35-44        | 140        | 22,120,189         | 0.63        | 33         | 21,575,176         | 0.15        | 174          | 43,695,365         | 0.40        |
| 45-54        | 150        | 20,279,630         | 0.74        | 27         | 20,152,015         | 0.13        | 177          | 40,431,645         | 0.44        |
| 55-64        | 229        | 20,671,903         | 1.11        | 23         | 21,413,534         | 0.11        | 253          | 42,085,437         | 0.60        |
| 65-74        | 132        | 15,910,672         | 0.83        | 15         | 17,877,767         | 0.08        | 147          | 33,788,439         | 0.44        |
| >74          | 52         | 10,018,672         | 0.52        | 4          | 13,987,741         | 0.03        | 59           | 24,006,413         | 0.25        |
| Unknown      | 14         | **                 | **          | 0          | **                 | **          | 21           | **                 | **          |
| <b>Total</b> | <b>946</b> | <b>165,283,553</b> | <b>0.57</b> | <b>146</b> | <b>168,004,004</b> | <b>0.09</b> | <b>1,105</b> | <b>333,287,557</b> | <b>0.33</b> |

| Age Group       | Male          |                    |           | Female       |                    |          | Total*        |                    |           |
|-----------------|---------------|--------------------|-----------|--------------|--------------------|----------|---------------|--------------------|-----------|
|                 | Injured       | Population         | Rate      | Injured      | Population         | Rate     | Injured       | Population         | Rate      |
| <5              | 131           | 9,475,095          | 1         | 22           | 9,063,258          | 0        | 154           | 18,538,353         | 1         |
| 5-9             | 976           | 10,231,946         | 10        | 344          | 9,777,249          | 4        | 1,319         | 20,009,195         | 7         |
| 10-14           | 4,649         | 10,701,853         | 43        | 696          | 10,187,986         | 7        | 5,385         | 20,889,839         | 26        |
| 15-20           | 6,143         | 13,340,726         | 46        | 1,547        | 12,733,072         | 12       | 7,690         | 26,073,798         | 29        |
| 21-24           | 2,136         | 9,343,305          | 23        | 794          | 8,924,468          | 9        | 2,930         | 18,267,773         | 16        |
| 25-34           | 6,226         | 23,189,562         | 27        | 1,645        | 22,311,738         | 7        | 7,871         | 45,501,300         | 17        |
| 35-44           | 5,254         | 22,120,189         | 24        | 1,092        | 21,575,176         | 5        | 6,346         | 43,695,365         | 15        |
| 45-54           | 4,447         | 20,279,630         | 22        | 831          | 20,152,015         | 4        | 5,278         | 40,431,645         | 13        |
| 55-64           | 4,078         | 20,671,903         | 20        | 947          | 21,413,534         | 4        | 5,025         | 42,085,437         | 12        |
| 65-74           | 2,681         | 15,910,672         | 17        | 409          | 17,877,767         | 2        | 3,090         | 33,788,439         | 9         |
| >74             | 1,064         | 10,018,672         | 11        | 43           | 13,987,741         | 0        | 1,108         | 24,006,413         | 5         |
| <b>Total***</b> | <b>37,787</b> | <b>165,283,553</b> | <b>23</b> | <b>8,369</b> | <b>168,004,004</b> | <b>5</b> | <b>46,195</b> | <b>333,287,557</b> | <b>14</b> |

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 page 6 of this report.

## 4. People

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

| Time of Day           | Day of Week |         |         |         | Total* |         |
|-----------------------|-------------|---------|---------|---------|--------|---------|
|                       | Weekday     |         | Weekend |         |        |         |
|                       | Number      | Percent | Number  | Percent | Number | Percent |
| Pedalcyclists Killed  |             |         |         |         |        |         |
| Midnight to 2:59 a.m. | 38          | 5.5     | 51      | 12.5    | 89     | 8.1     |
| 3 a.m. to 5:59 a.m.   | 51          | 7.3     | 35      | 8.6     | 86     | 7.8     |
| 6 a.m. to 8:59 a.m.   | 97          | 14.0    | 21      | 5.1     | 118    | 10.7    |
| 9 a.m. to 11:59 a.m.  | 67          | 9.6     | 36      | 8.8     | 103    | 9.3     |
| Noon to 2:59 p.m.     | 74          | 10.6    | 28      | 6.9     | 102    | 9.2     |
| 3 p.m. to 5:59 p.m.   | 140         | 20.1    | 43      | 10.5    | 183    | 16.6    |
| 6 p.m. to 8:59 p.m.   | 132         | 19.0    | 95      | 23.3    | 227    | 20.5    |
| 9 p.m. to 11:59 p.m.  | 95          | 13.7    | 99      | 24.3    | 194    | 17.6    |
| Unknown               | 1           | 0.1     | 0       | 0.0     | 3      | 0.3     |
| Total                 | 695         | 100.0   | 408     | 100.0   | 1,105  | 100.0   |
| Pedalcyclists Injured |             |         |         |         |        |         |
| Midnight to 2:59 a.m. | 541         | 1.6     | 471     | 4.1     | 1,011  | 2.2     |
| 3 a.m. to 5:59 a.m.   | 524         | 1.5     | 205     | 1.8     | 729    | 1.6     |
| 6 a.m. to 8:59 a.m.   | 5,701       | 16.4    | 540     | 4.7     | 6,240  | 13.5    |
| 9 a.m. to 11:59 a.m.  | 4,541       | 13.1    | 1,407   | 12.2    | 5,948  | 12.9    |
| Noon to 2:59 p.m.     | 5,962       | 17.2    | 1,763   | 15.3    | 7,725  | 16.7    |
| 3 p.m. to 5:59 p.m.   | 10,417      | 30.0    | 2,475   | 21.5    | 12,891 | 27.9    |
| 6 p.m. to 8:59 p.m.   | 5,289       | 15.2    | 2,971   | 25.8    | 8,260  | 17.9    |
| 9 p.m. to 11:59 p.m.  | 1,717       | 4.9     | 1,673   | 14.5    | 3,390  | 7.3     |
| Total                 | 34,690      | 100.0   | 11,505  | 100.0   | 46,195 | 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 page 6 of this report.

## 4. People

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

| Vehicle Type          | Initial Point of Impact |         |            |         |           |         |        |         |               |         | Total  |         |
|-----------------------|-------------------------|---------|------------|---------|-----------|---------|--------|---------|---------------|---------|--------|---------|
|                       | Front                   |         | Right Side |         | Left Side |         | Rear   |         | Other/Unknown |         |        |         |
|                       | Number                  | Percent | Number     | Percent | Number    | Percent | Number | Percent | Number        | Percent | Number | Percent |
| Pedalcyclists Killed  |                         |         |            |         |           |         |        |         |               |         |        |         |
| Passenger Car         | 284                     | 88.8    | 16         | 5.0     | 6         | 1.9     | 2      | 0.6     | 12            | 3.8     | 320    | 100.0   |
| Light Truck           | 439                     | 88.0    | 25         | 5.0     | 14        | 2.8     | 3      | 0.6     | 18            | 3.6     | 499    | 100.0   |
| Large Truck           | 58                      | 54.2    | 16         | 15.0    | 8         | 7.5     | 9      | 8.4     | 16            | 15.0    | 107    | 100.0   |
| Bus                   | 2                       | 40.0    | 2          | 40.0    | 0         | 0.0     | 0      | 0.0     | 1             | 20.0    | 5      | 100.0   |
| Other/Unknown         | 70                      | 67.3    | 5          | 4.8     | 0         | 0.0     | 0      | 0.0     | 29            | 27.9    | 104    | 100.0   |
| Total                 | 853                     | 82.4    | 64         | 6.2     | 28        | 2.7     | 14     | 1.4     | 76            | 7.3     | 1,035  | 100.0   |
| Pedalcyclists Injured |                         |         |            |         |           |         |        |         |               |         |        |         |
| Passenger Car         | 10,794                  | 75.7    | 1,948      | 13.7    | 983       | 6.9     | 510    | 3.6     | 21            | 0.1     | 14,256 | 100.0   |
| Light Truck           | 12,461                  | 76.1    | 2,183      | 13.3    | 1,106     | 6.8     | 517    | 3.2     | 103           | 0.6     | 16,370 | 100.0   |
| Large Truck           | 281                     | 42.2    | 315        | 47.3    | 0         | 0.0     | 70     | 10.5    | 0             | 0.0     | 666    | 100.0   |
| Bus                   | 192                     | 51.9    | 108        | 29.2    | 26        | 6.9     | 44     | 12.0    | 0             | 0.0     | 371    | 100.0   |
| Other/Unknown         | 9,974                   | 70.5    | 2,378      | 16.8    | 1,001     | 7.1     | 711    | 5.0     | 90            | 0.6     | 14,153 | 100.0   |
| Total                 | 33,702                  | 73.6    | 6,933      | 15.1    | 3,115     | 6.8     | 1,853  | 4.0     | 214           | 0.5     | 45,816 | 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 page 6 of this report.

## 4. People

**Table 105. Pedalcyclists Killed, by Related Factors**

| Factors                                                                | Number       | Percent      |
|------------------------------------------------------------------------|--------------|--------------|
| Failure to yield right-of-way .....                                    | 310          | 28.1         |
| Not visible (dark clothing, no lighting, etc.) .....                   | 131          | 11.9         |
| Wrong-way riding.....                                                  | 129          | 11.7         |
| Failure to obey traffic signs, signals, or officer .....               | 114          | 10.3         |
| Under the influence of alcohol, drugs, or medication .....             | 68           | 6.2          |
| Making improper turn .....                                             | 63           | 5.7          |
| Operating without required equipment .....                             | 47           | 4.3          |
| Riding on wrong side of the road.....                                  | 43           | 3.9          |
| Failing to have lights on when required .....                          | 29           | 2.6          |
| Distracted (phone, talking, eating, object, etc.) .....                | 28           | 2.5          |
| Improper lane usage.....                                               | 19           | 1.7          |
| Improper or erratic lane changing .....                                | 15           | 1.4          |
| Physical impairment .....                                              | 14           | 1.3          |
| Making improper entry or exit from trafficway .....                    | 12           | 1.1          |
| Traveling on prohibited trafficways .....                              | 11           | 1.0          |
| Vision obscured (by reflected glare, parked vehicle, sign, etc.) ..... | 9            | 0.8          |
| Improper passing.....                                                  | 7            | 0.6          |
| Erratic, reckless, careless, or negligent operation.....               | 7            | 0.6          |
| Darting into road .....                                                | 4            | 0.4          |
| In roadway improperly (standing, lying, working, playing).....         | 3            | 0.3          |
| Ill, blackout.....                                                     | 2            | 0.2          |
| Emotional (e.g., depression, angry, disturbed).....                    | 2            | 0.2          |
| Passing with insufficient distance .....                               | 1            | 0.1          |
| Other factors .....                                                    | 33           | 3.0          |
| None reported.....                                                     | 33           | 3.0          |
| Unknown.....                                                           | 374          | 33.8         |
| <b>Total Pedalcyclists .....</b>                                       | <b>1,105</b> | <b>100.0</b> |

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 page 6 of this report.

# 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 you will find in this chapter.

- Traffic fatalities decreased by 2 percent from 2021 to 2022 for the Nation as a whole. Twenty-nine States showed decreases, ranging from 1 percent to as much as 22 percent.
- About 2.6 percent of all traffic crash fatalities in 2022 were pedalcyclists. Nebraska and Rhode Island reported no pedalcyclists killed.
- The pedestrian fatality rate per 100,000 population was 2.26 for the Nation. New Mexico had the highest rate (4.40), and Iowa had the lowest rate (0.50).
- In 2022 there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect and 15 States had secondary seat belt laws. Only one State (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 2022. 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 2022 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.

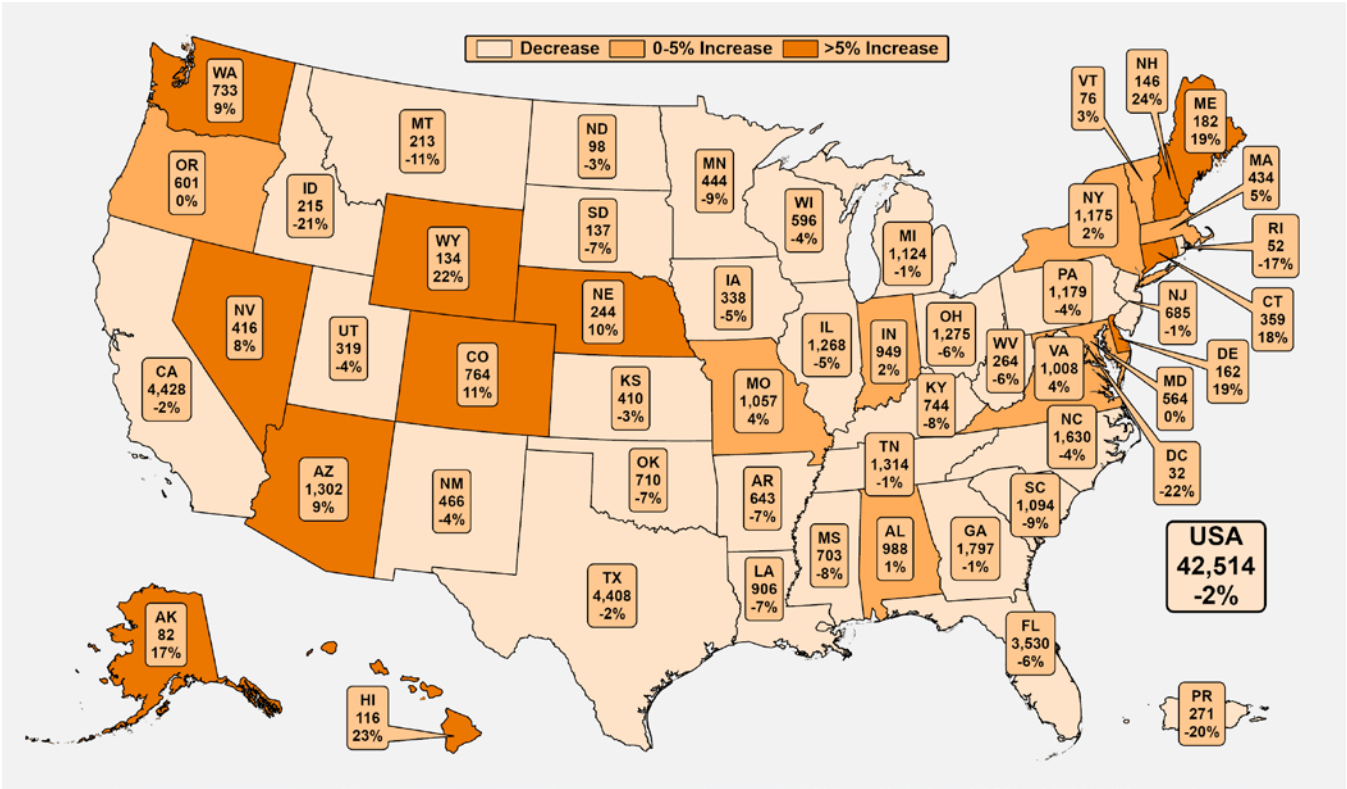
## 5. States

**Table 106. Traffic Fatalities, by State and Percentage Change, 2021-2022**

| State | Fatalities |       |                   | State      | Fatalities    |               |                   |
|-------|------------|-------|-------------------|------------|---------------|---------------|-------------------|
|       | 2021       | 2022  | Percentage Change |            | 2021          | 2022          | Percentage Change |
| AL    | 983        | 988   | +1                | NE         | 221           | 244           | +10               |
| AK    | 70         | 82    | +17               | NV         | 385           | 416           | +8                |
| AZ    | 1,192      | 1,302 | +9                | NH         | 118           | 146           | +24               |
| AR    | 692        | 643   | -7                | NJ         | 692           | 685           | -1                |
| CA    | 4,513      | 4,428 | -2                | NM         | 483           | 466           | -4                |
| CO    | 691        | 764   | +11               | NY         | 1,156         | 1,175         | +2                |
| CT    | 303        | 359   | +18               | NC         | 1,693         | 1,630         | -4                |
| DE    | 136        | 162   | +19               | ND         | 101           | 98            | -3                |
| DC    | 41         | 32    | -22               | OH         | 1,354         | 1,275         | -6                |
| FL    | 3,741      | 3,530 | -6                | OK         | 762           | 710           | -7                |
| GA    | 1,809      | 1,797 | -1                | OR         | 599           | 601           | +0                |
| HI    | 94         | 116   | +23               | PA         | 1,230         | 1,179         | -4                |
| ID    | 273        | 215   | -21               | RI         | 63            | 52            | -17               |
| IL    | 1,334      | 1,268 | -5                | SC         | 1,198         | 1,094         | -9                |
| IN    | 932        | 949   | +2                | SD         | 148           | 137           | -7                |
| IA    | 356        | 338   | -5                | TN         | 1,327         | 1,314         | -1                |
| KS    | 423        | 410   | -3                | TX         | 4,500         | 4,408         | -2                |
| KY    | 806        | 744   | -8                | UT         | 332           | 319           | -4                |
| LA    | 971        | 906   | -7                | VT         | 74            | 76            | +3                |
| ME    | 153        | 182   | +19               | VA         | 973           | 1,008         | +4                |
| MD    | 563        | 564   | +0                | WA         | 674           | 733           | +9                |
| MA    | 413        | 434   | +5                | WV         | 282           | 264           | -6                |
| MI    | 1,137      | 1,124 | -1                | WI         | 620           | 596           | -4                |
| MN    | 488        | 444   | -9                | WY         | 110           | 134           | +22               |
| MS    | 766        | 703   | -8                | <b>USA</b> | <b>43,230</b> | <b>42,514</b> | <b>-2</b>         |
| MO    | 1,016      | 1,057 | +4                | PR         | 337           | 271           | -20               |
| MT    | 239        | 213   | -11               |            |               |               |                   |

5. States

Figure 28. Traffic Fatalities, by State and Percentage Change, 2021-2022



## 5. States

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

| State | First Harmful Event        |         |             |         |              |         |                  |         |               |         |        |         | Total Fatal Crashes* |         |
|-------|----------------------------|---------|-------------|---------|--------------|---------|------------------|---------|---------------|---------|--------|---------|----------------------|---------|
|       | Collision With             |         |             |         |              |         |                  |         | Non-Collision |         |        |         |                      |         |
|       | Motor Vehicle In-Transport |         | Nonoccupant |         | Fixed Object |         | Object Not Fixed |         | Overturn      |         | Other  |         |                      |         |
|       | Number                     | Percent | Number      | Percent | Number       | Percent | Number           | Percent | Number        | Percent | Number | Percent | Number               | Percent |
| AL    | 365                        | 40.0    | 117         | 12.8    | 346          | 37.9    | 28               | 3.1     | 52            | 5.7     | 5      | 0.5     | 913                  | 100.0   |
| AK    | 33                         | 44.0    | 15          | 20.0    | 15           | 20.0    | 5                | 6.7     | 6             | 8.0     | 1      | 1.3     | 75                   | 100.0   |
| AZ    | 464                        | 39.2    | 336         | 28.4    | 184          | 15.6    | 28               | 2.4     | 101           | 8.5     | 6      | 0.5     | 1,183                | 100.0   |
| AR    | 243                        | 41.7    | 82          | 14.1    | 193          | 33.1    | 10               | 1.7     | 48            | 8.2     | 6      | 1.0     | 583                  | 100.0   |
| CA    | 1,393                      | 33.9    | 1,290       | 31.4    | 1,013        | 24.7    | 127              | 3.1     | 249           | 6.1     | 34     | 0.8     | 4,109                | 100.0   |
| CO    | 274                        | 39.2    | 121         | 17.3    | 177          | 25.3    | 19               | 2.7     | 104           | 14.9    | 4      | 0.6     | 699                  | 100.0   |
| CT    | 131                        | 40.3    | 65          | 20.0    | 105          | 32.3    | 5                | 1.5     | 17            | 5.2     | 2      | 0.6     | 325                  | 100.0   |
| DE    | 68                         | 47.6    | 34          | 23.8    | 30           | 21.0    | 5                | 3.5     | 5             | 3.5     | 1      | 0.7     | 143                  | 100.0   |
| DC    | 9                          | 32.1    | 16          | 57.1    | 1            | 3.6     | 1                | 3.6     | 0             | 0.0     | 1      | 3.6     | 28                   | 100.0   |
| FL    | 1,374                      | 41.7    | 951         | 28.8    | 711          | 21.6    | 71               | 2.2     | 162           | 4.9     | 28     | 0.8     | 3,298                | 100.0   |
| GA    | 632                        | 37.7    | 355         | 21.2    | 530          | 31.6    | 31               | 1.8     | 104           | 6.2     | 26     | 1.5     | 1,678                | 100.0   |
| HI    | 39                         | 35.1    | 35          | 31.5    | 23           | 20.7    | 4                | 3.6     | 5             | 4.5     | 5      | 4.5     | 111                  | 100.0   |
| ID    | 86                         | 44.3    | 18          | 9.3     | 47           | 24.2    | 3                | 1.5     | 36            | 18.6    | 4      | 2.1     | 194                  | 100.0   |
| IL    | 505                        | 44.0    | 217         | 18.9    | 319          | 27.8    | 37               | 3.2     | 46            | 4.0     | 22     | 1.9     | 1,147                | 100.0   |
| IN    | 402                        | 45.5    | 129         | 14.6    | 255          | 28.8    | 32               | 3.6     | 59            | 6.7     | 7      | 0.8     | 884                  | 100.0   |
| IA    | 135                        | 44.0    | 21          | 6.8     | 106          | 34.5    | 12               | 3.9     | 28            | 9.1     | 5      | 1.6     | 307                  | 100.0   |
| KS    | 144                        | 39.6    | 38          | 10.4    | 115          | 31.6    | 14               | 3.8     | 48            | 13.2    | 4      | 1.1     | 364                  | 100.0   |
| KY    | 270                        | 39.0    | 103         | 14.9    | 249          | 35.9    | 18               | 2.6     | 47            | 6.8     | 6      | 0.9     | 693                  | 100.0   |
| LA    | 309                        | 36.3    | 210         | 24.6    | 259          | 30.4    | 25               | 2.9     | 33            | 3.9     | 14     | 1.6     | 852                  | 100.0   |
| ME    | 63                         | 36.8    | 21          | 12.3    | 65           | 38.0    | 1                | 0.6     | 18            | 10.5    | 3      | 1.8     | 171                  | 100.0   |
| MD    | 206                        | 38.7    | 137         | 25.8    | 159          | 29.9    | 16               | 3.0     | 10            | 1.9     | 4      | 0.8     | 532                  | 100.0   |
| MA    | 133                        | 32.3    | 102         | 24.8    | 140          | 34.0    | 14               | 3.4     | 16            | 3.9     | 7      | 1.7     | 412                  | 100.0   |
| MI    | 448                        | 42.5    | 196         | 18.6    | 287          | 27.2    | 31               | 2.9     | 77            | 7.3     | 15     | 1.4     | 1,054                | 100.0   |
| MN    | 191                        | 45.7    | 49          | 11.7    | 105          | 25.1    | 16               | 3.8     | 55            | 13.2    | 1      | 0.2     | 418                  | 100.0   |
| MS    | 245                        | 37.9    | 96          | 14.9    | 241          | 37.3    | 15               | 2.3     | 45            | 7.0     | 4      | 0.6     | 646                  | 100.0   |
| MO    | 389                        | 40.4    | 134         | 13.9    | 289          | 30.0    | 26               | 2.7     | 111           | 11.5    | 13     | 1.4     | 962                  | 100.0   |
| MT    | 54                         | 29.3    | 17          | 9.2     | 64           | 34.8    | 5                | 2.7     | 42            | 22.8    | 2      | 1.1     | 184                  | 100.0   |

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**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 |         | Overturn      |         | Other  |         |                      |         |
|       | Number                     | Percent | Number      | Percent | Number       | Percent | Number           | Percent | Number        | Percent | Number | Percent | Number               | Percent |
| NE    | 119                        | 55.6    | 21          | 9.8     | 32           | 15.0    | 9                | 4.2     | 31            | 14.5    | 2      | 0.9     | 214                  | 100.0   |
| NV    | 124                        | 32.4    | 97          | 25.3    | 111          | 29.0    | 11               | 2.9     | 38            | 9.9     | 2      | 0.5     | 383                  | 100.0   |
| NH    | 52                         | 38.0    | 19          | 13.9    | 53           | 38.7    | 1                | 0.7     | 11            | 8.0     | 1      | 0.7     | 137                  | 100.0   |
| NJ    | 256                        | 39.9    | 186         | 29.0    | 161          | 25.1    | 13               | 2.0     | 20            | 3.1     | 6      | 0.9     | 642                  | 100.0   |
| NM    | 164                        | 39.1    | 95          | 22.7    | 69           | 16.5    | 13               | 3.1     | 73            | 17.4    | 4      | 1.0     | 419                  | 100.0   |
| NY    | 366                        | 33.1    | 342         | 31.0    | 327          | 29.6    | 30               | 2.7     | 31            | 2.8     | 8      | 0.7     | 1,105                | 100.0   |
| NC    | 595                        | 39.7    | 269         | 17.9    | 548          | 36.5    | 18               | 1.2     | 67            | 4.5     | 3      | 0.2     | 1,500                | 100.0   |
| ND    | 51                         | 53.1    | 6           | 6.3     | 10           | 10.4    | 3                | 3.1     | 21            | 21.9    | 5      | 5.2     | 96                   | 100.0   |
| OH    | 500                        | 42.4    | 153         | 13.0    | 419          | 35.5    | 44               | 3.7     | 52            | 4.4     | 11     | 0.9     | 1,180                | 100.0   |
| OK    | 267                        | 41.5    | 103         | 16.0    | 166          | 25.8    | 27               | 4.2     | 67            | 10.4    | 6      | 0.9     | 643                  | 100.0   |
| OR    | 212                        | 38.3    | 130         | 23.5    | 179          | 32.4    | 6                | 1.1     | 17            | 3.1     | 7      | 1.3     | 553                  | 100.0   |
| PA    | 449                        | 41.1    | 183         | 16.8    | 339          | 31.0    | 43               | 3.9     | 59            | 5.4     | 19     | 1.7     | 1,092                | 100.0   |
| RI    | 14                         | 27.5    | 7           | 13.7    | 25           | 49.0    | 2                | 3.9     | 3             | 5.9     | 0      | 0.0     | 51                   | 100.0   |
| SC    | 397                        | 39.0    | 190         | 18.6    | 356          | 34.9    | 23               | 2.3     | 48            | 4.7     | 5      | 0.5     | 1,019                | 100.0   |
| SD    | 51                         | 42.1    | 16          | 13.2    | 21           | 17.4    | 4                | 3.3     | 27            | 22.3    | 2      | 1.7     | 121                  | 100.0   |
| TN    | 475                        | 39.1    | 210         | 17.3    | 410          | 33.7    | 38               | 3.1     | 66            | 5.4     | 16     | 1.3     | 1,215                | 100.0   |
| TX    | 1,678                      | 42.3    | 839         | 21.2    | 973          | 24.5    | 103              | 2.6     | 326           | 8.2     | 40     | 1.0     | 3,966                | 100.0   |
| UT    | 105                        | 35.5    | 61          | 20.6    | 64           | 21.6    | 12               | 4.1     | 46            | 15.5    | 8      | 2.7     | 296                  | 100.0   |
| VT    | 29                         | 39.7    | 7           | 9.6     | 28           | 38.4    | 1                | 1.4     | 6             | 8.2     | 2      | 2.7     | 73                   | 100.0   |
| VA    | 335                        | 35.4    | 170         | 18.0    | 368          | 38.9    | 21               | 2.2     | 40            | 4.2     | 11     | 1.2     | 946                  | 100.0   |
| WA    | 272                        | 39.4    | 132         | 19.1    | 186          | 26.9    | 23               | 3.3     | 71            | 10.3    | 7      | 1.0     | 691                  | 100.0   |
| WV    | 85                         | 34.3    | 22          | 8.9     | 107          | 43.1    | 11               | 4.4     | 22            | 8.9     | 1      | 0.4     | 248                  | 100.0   |
| WI    | 223                        | 40.7    | 81          | 14.8    | 184          | 33.6    | 17               | 3.1     | 35            | 6.4     | 8      | 1.5     | 548                  | 100.0   |
| WY    | 37                         | 31.4    | 7           | 5.9     | 33           | 28.0    | 4                | 3.4     | 34            | 28.8    | 3      | 2.5     | 118                  | 100.0   |
| USA   | 15,461                     | 39.4    | 8,251       | 21.0    | 11,197       | 28.5    | 1,076            | 2.7     | 2,735         | 7.0     | 407    | 1.0     | 39,221               | 100.0   |
| PR    | 87                         | 33.6    | 75          | 29.0    | 79           | 30.5    | 7                | 2.7     | 1             | 0.4     | 10     | 3.9     | 259                  | 100.0   |

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

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**Table 108. Fatal Crashes, by State and Roadway Function Class**

| State | Roadway Function Class |      |       |      |                        |      |       |      |                |      |           |      |       |      |         |      | 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    | 58                     | 6.4  | 66    | 7.2  | 3                      | 0.3  | 223   | 24.4 | 220            | 24.1 | 251       | 27.5 | 90    | 9.9  | 2       | 0.2  | 913                 | 100.0 |
| AK    | 20                     | 26.7 | 11    | 14.7 | 0                      | 0.0  | 25    | 33.3 | 4              | 5.3  | 12        | 16.0 | 2     | 2.7  | 1       | 1.3  | 75                  | 100.0 |
| AZ    | 71                     | 6.0  | 65    | 5.5  | 46                     | 3.9  | 293   | 24.8 | 447            | 37.8 | 172       | 14.5 | 27    | 2.3  | 62      | 5.2  | 1,183               | 100.0 |
| AR    | 39                     | 6.7  | 51    | 8.7  | 10                     | 1.7  | 173   | 29.7 | 142            | 24.4 | 102       | 17.5 | 62    | 10.6 | 4       | 0.7  | 583                 | 100.0 |
| CA    | 118                    | 2.9  | 480   | 11.7 | 433                    | 10.5 | 1,194 | 29.1 | 962            | 23.4 | 608       | 14.8 | 304   | 7.4  | 10      | 0.2  | 4,109               | 100.0 |
| CO    | 52                     | 7.4  | 59    | 8.4  | 40                     | 5.7  | 264   | 37.8 | 127            | 18.2 | 94        | 13.4 | 61    | 8.7  | 2       | 0.3  | 699                 | 100.0 |
| CT    | 2                      | 0.6  | 59    | 18.2 | 29                     | 8.9  | 75    | 23.1 | 99             | 30.5 | 34        | 10.5 | 23    | 7.1  | 4       | 1.2  | 325                 | 100.0 |
| DE    | 1                      | 0.7  | 14    | 9.8  | 4                      | 2.8  | 55    | 38.5 | 17             | 11.9 | 35        | 24.5 | 17    | 11.9 | 0       | 0.0  | 143                 | 100.0 |
| DC    | 0                      | 0.0  | 1     | 3.6  | 0                      | 0.0  | 10    | 35.7 | 11             | 39.3 | 6         | 21.4 | 0     | 0.0  | 0       | 0.0  | 28                  | 100.0 |
| FL    | 68                     | 2.1  | 228   | 6.9  | 102                    | 3.1  | 1,320 | 40.0 | 650            | 19.7 | 544       | 16.5 | 377   | 11.4 | 9       | 0.3  | 3,298               | 100.0 |
| GA    | 42                     | 2.5  | 157   | 9.4  | 69                     | 4.1  | 429   | 25.6 | 449            | 26.8 | 314       | 18.7 | 218   | 13.0 | 0       | 0.0  | 1,678               | 100.0 |
| HI    | 0                      | 0.0  | 4     | 3.6  | 0                      | 0.0  | 72    | 64.9 | 32             | 28.8 | 2         | 1.8  | 0     | 0.0  | 1       | 0.9  | 111                 | 100.0 |
| ID    | 21                     | 10.8 | 8     | 4.1  | 5                      | 2.6  | 54    | 27.8 | 40             | 20.6 | 44        | 22.7 | 22    | 11.3 | 0       | 0.0  | 194                 | 100.0 |
| IL    | 44                     | 3.8  | 128   | 11.2 | 12                     | 1.0  | 324   | 28.2 | 289            | 25.2 | 202       | 17.6 | 140   | 12.2 | 8       | 0.7  | 1,147               | 100.0 |
| IN    | 62                     | 7.0  | 48    | 5.4  | 16                     | 1.8  | 283   | 32.0 | 162            | 18.3 | 203       | 23.0 | 109   | 12.3 | 1       | 0.1  | 884                 | 100.0 |
| IA    | 23                     | 7.5  | 15    | 4.9  | 0                      | 0.0  | 89    | 29.0 | 50             | 16.3 | 87        | 28.3 | 41    | 13.4 | 2       | 0.7  | 307                 | 100.0 |
| KS    | 20                     | 5.5  | 32    | 8.8  | 17                     | 4.7  | 50    | 13.7 | 86             | 23.6 | 115       | 31.6 | 43    | 11.8 | 1       | 0.3  | 364                 | 100.0 |
| KY    | 38                     | 5.5  | 32    | 4.6  | 10                     | 1.4  | 158   | 22.8 | 158            | 22.8 | 170       | 24.5 | 126   | 18.2 | 1       | 0.1  | 693                 | 100.0 |
| LA    | 44                     | 5.2  | 83    | 9.7  | 11                     | 1.3  | 175   | 20.5 | 190            | 22.3 | 148       | 17.4 | 189   | 22.2 | 12      | 1.4  | 852                 | 100.0 |
| ME    | 9                      | 5.3  | 5     | 2.9  | 0                      | 0.0  | 36    | 21.1 | 29             | 17.0 | 59        | 34.5 | 31    | 18.1 | 2       | 1.2  | 171                 | 100.0 |
| MD    | 4                      | 0.8  | 74    | 13.9 | 54                     | 10.2 | 175   | 32.9 | 116            | 21.8 | 87        | 16.4 | 16    | 3.0  | 6       | 1.1  | 532                 | 100.0 |
| MA    | 1                      | 0.2  | 66    | 16.0 | 30                     | 7.3  | 119   | 28.9 | 109            | 26.5 | 44        | 10.7 | 39    | 9.5  | 4       | 1.0  | 412                 | 100.0 |
| MI    | 16                     | 1.5  | 73    | 6.9  | 45                     | 4.3  | 293   | 27.8 | 288            | 27.3 | 203       | 19.3 | 125   | 11.9 | 11      | 1.0  | 1,054               | 100.0 |
| MN    | 13                     | 3.1  | 30    | 7.2  | 19                     | 4.5  | 77    | 18.4 | 139            | 33.3 | 93        | 22.2 | 44    | 10.5 | 3       | 0.7  | 418                 | 100.0 |
| MS    | 43                     | 6.7  | 36    | 5.6  | 2                      | 0.3  | 189   | 29.3 | 123            | 19.0 | 146       | 22.6 | 31    | 4.8  | 76      | 11.8 | 646                 | 100.0 |
| MO    | 52                     | 5.4  | 94    | 9.8  | 58                     | 6.0  | 226   | 23.5 | 207            | 21.5 | 204       | 21.2 | 59    | 6.1  | 62      | 6.4  | 962                 | 100.0 |
| MT    | 27                     | 14.7 | 5     | 2.7  | 0                      | 0.0  | 66    | 35.9 | 36             | 19.6 | 27        | 14.7 | 21    | 11.4 | 2       | 1.1  | 184                 | 100.0 |

## 5. States

**Table 108. Fatal Crashes, by State and Roadway Function Class (Continued)**

| State | Roadway Function Class |      |       |      |                        |      |        |      |                |      |           |      |       |      |         |     | 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    | 18                     | 8.4  | 5     | 2.3  | 15                     | 7.0  | 68     | 31.8 | 60             | 28.0 | 23        | 10.7 | 25    | 11.7 | 0       | 0.0 | 214                 | 100.0 |
| NV    | 33                     | 8.6  | 20    | 5.2  | 6                      | 1.6  | 111    | 29.0 | 129            | 33.7 | 52        | 13.6 | 32    | 8.4  | 0       | 0.0 | 383                 | 100.0 |
| NH    | 8                      | 5.8  | 9     | 6.6  | 5                      | 3.6  | 30     | 21.9 | 37             | 27.0 | 29        | 21.2 | 19    | 13.9 | 0       | 0.0 | 137                 | 100.0 |
| NJ    | 6                      | 0.9  | 53    | 8.3  | 85                     | 13.2 | 202    | 31.5 | 137            | 21.3 | 87        | 13.6 | 67    | 10.4 | 5       | 0.8 | 642                 | 100.0 |
| NM    | 64                     | 15.3 | 30    | 7.2  | 2                      | 0.5  | 156    | 37.2 | 57             | 13.6 | 73        | 17.4 | 37    | 8.8  | 0       | 0.0 | 419                 | 100.0 |
| NY    | 9                      | 0.8  | 75    | 6.8  | 101                    | 9.1  | 309    | 28.0 | 235            | 21.3 | 160       | 14.5 | 214   | 19.4 | 2       | 0.2 | 1,105               | 100.0 |
| NC    | 70                     | 4.7  | 71    | 4.7  | 82                     | 5.5  | 292    | 19.5 | 301            | 20.1 | 381       | 25.4 | 302   | 20.1 | 1       | 0.1 | 1,500               | 100.0 |
| ND    | 9                      | 9.4  | 5     | 5.2  | 1                      | 1.0  | 39     | 40.6 | 2              | 2.1  | 23        | 24.0 | 17    | 17.7 | 0       | 0.0 | 96                  | 100.0 |
| OH    | 52                     | 4.4  | 100   | 8.5  | 30                     | 2.5  | 243    | 20.6 | 261            | 22.1 | 319       | 27.0 | 168   | 14.2 | 7       | 0.6 | 1,180               | 100.0 |
| OK    | 41                     | 6.4  | 45    | 7.0  | 5                      | 0.8  | 167    | 26.0 | 144            | 22.4 | 148       | 23.0 | 93    | 14.5 | 0       | 0.0 | 643                 | 100.0 |
| OR    | 25                     | 4.5  | 21    | 3.8  | 2                      | 0.4  | 226    | 40.9 | 128            | 23.1 | 120       | 21.7 | 31    | 5.6  | 0       | 0.0 | 553                 | 100.0 |
| PA    | 57                     | 5.2  | 58    | 5.3  | 39                     | 3.6  | 325    | 29.8 | 222            | 20.3 | 175       | 16.0 | 213   | 19.5 | 3       | 0.3 | 1,092               | 100.0 |
| RI    | 2                      | 3.9  | 8     | 15.7 | 6                      | 11.8 | 19     | 37.3 | 6              | 11.8 | 7         | 13.7 | 2     | 3.9  | 1       | 2.0 | 51                  | 100.0 |
| SC    | 58                     | 5.7  | 38    | 3.7  | 5                      | 0.5  | 348    | 34.2 | 160            | 15.7 | 286       | 28.1 | 124   | 12.2 | 0       | 0.0 | 1,019               | 100.0 |
| SD    | 13                     | 10.7 | 4     | 3.3  | 4                      | 3.3  | 31     | 25.6 | 22             | 18.2 | 29        | 24.0 | 18    | 14.9 | 0       | 0.0 | 121                 | 100.0 |
| TN    | 68                     | 5.6  | 106   | 8.7  | 23                     | 1.9  | 388    | 31.9 | 269            | 22.1 | 231       | 19.0 | 130   | 10.7 | 0       | 0.0 | 1,215               | 100.0 |
| TX    | 162                    | 4.1  | 433   | 10.9 | 245                    | 6.2  | 1,175  | 29.6 | 828            | 20.9 | 858       | 21.6 | 253   | 6.4  | 12      | 0.3 | 3,966               | 100.0 |
| UT    | 23                     | 7.8  | 31    | 10.5 | 2                      | 0.7  | 114    | 38.5 | 50             | 16.9 | 55        | 18.6 | 21    | 7.1  | 0       | 0.0 | 296                 | 100.0 |
| VT    | 7                      | 9.6  | 2     | 2.7  | 0                      | 0.0  | 13     | 17.8 | 21             | 28.8 | 19        | 26.0 | 11    | 15.1 | 0       | 0.0 | 73                  | 100.0 |
| VA    | 52                     | 5.5  | 82    | 8.7  | 28                     | 3.0  | 372    | 39.3 | 191            | 20.2 | 135       | 14.3 | 80    | 8.5  | 6       | 0.6 | 946                 | 100.0 |
| WA    | 28                     | 4.1  | 57    | 8.2  | 61                     | 8.8  | 206    | 29.8 | 162            | 23.4 | 134       | 19.4 | 37    | 5.4  | 6       | 0.9 | 691                 | 100.0 |
| WV    | 21                     | 8.5  | 10    | 4.0  | 0                      | 0.0  | 47     | 19.0 | 57             | 23.0 | 84        | 33.9 | 28    | 11.3 | 1       | 0.4 | 248                 | 100.0 |
| WI    | 22                     | 4.0  | 35    | 6.4  | 20                     | 3.6  | 153    | 27.9 | 140            | 25.5 | 123       | 22.4 | 54    | 9.9  | 1       | 0.2 | 548                 | 100.0 |
| WY    | 25                     | 21.2 | 4     | 3.4  | 0                      | 0.0  | 36     | 30.5 | 17             | 14.4 | 22        | 18.6 | 11    | 9.3  | 3       | 2.5 | 118                 | 100.0 |
| USA   | 1,761                  | 4.5  | 3,226 | 8.2  | 1,782                  | 4.5  | 11,517 | 29.4 | 8,818          | 22.5 | 7,579     | 19.3 | 4,204 | 10.7 | 334     | 0.9 | 39,221              | 100.0 |
| PR    | 19                     | 7.3  | 28    | 10.8 | 0                      | 0.0  | 88     | 34.0 | 69             | 26.6 | 49        | 18.9 | 6     | 2.3  | 0       | 0.0 | 259                 | 100.0 |

## 5. States

**Table 109. People Killed, by State and Roadway Function Class**

| State | Roadway Function Class |      |       |      |                        |      |       |      |                |      |           |      |       |      |         |      | 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    | 67                     | 6.8  | 74    | 7.5  | 3                      | 0.3  | 242   | 24.5 | 239            | 24.2 | 270       | 27.3 | 91    | 9.2  | 2       | 0.2  | 988          | 100.0 |
| AK    | 21                     | 25.6 | 13    | 15.9 | 0                      | 0.0  | 26    | 31.7 | 4              | 4.9  | 14        | 17.1 | 2     | 2.4  | 2       | 2.4  | 82           | 100.0 |
| AZ    | 95                     | 7.3  | 72    | 5.5  | 52                     | 4.0  | 325   | 25.0 | 481            | 36.9 | 181       | 13.9 | 28    | 2.2  | 68      | 5.2  | 1,302        | 100.0 |
| AR    | 44                     | 6.8  | 61    | 9.5  | 11                     | 1.7  | 203   | 31.6 | 149            | 23.2 | 106       | 16.5 | 65    | 10.1 | 4       | 0.6  | 643          | 100.0 |
| CA    | 136                    | 3.1  | 513   | 11.6 | 458                    | 10.3 | 1,283 | 29.0 | 1,038          | 23.4 | 658       | 14.9 | 332   | 7.5  | 10      | 0.2  | 4,428        | 100.0 |
| CO    | 61                     | 8.0  | 65    | 8.5  | 44                     | 5.8  | 287   | 37.6 | 136            | 17.8 | 103       | 13.5 | 66    | 8.6  | 2       | 0.3  | 764          | 100.0 |
| CT    | 2                      | 0.6  | 73    | 20.3 | 32                     | 8.9  | 81    | 22.6 | 104            | 29.0 | 38        | 10.6 | 25    | 7.0  | 4       | 1.1  | 359          | 100.0 |
| DE    | 1                      | 0.6  | 18    | 11.1 | 5                      | 3.1  | 61    | 37.7 | 20             | 12.3 | 38        | 23.5 | 19    | 11.7 | 0       | 0.0  | 162          | 100.0 |
| DC    | 0                      | 0.0  | 2     | 6.3  | 0                      | 0.0  | 11    | 34.4 | 13             | 40.6 | 6         | 18.8 | 0     | 0.0  | 0       | 0.0  | 32           | 100.0 |
| FL    | 81                     | 2.3  | 244   | 6.9  | 115                    | 3.3  | 1,426 | 40.4 | 682            | 19.3 | 580       | 16.4 | 392   | 11.1 | 10      | 0.3  | 3,530        | 100.0 |
| GA    | 50                     | 2.8  | 174   | 9.7  | 77                     | 4.3  | 458   | 25.5 | 476            | 26.5 | 336       | 18.7 | 226   | 12.6 | 0       | 0.0  | 1,797        | 100.0 |
| HI    | 0                      | 0.0  | 4     | 3.4  | 0                      | 0.0  | 76    | 65.5 | 33             | 28.4 | 2         | 1.7  | 0     | 0.0  | 1       | 0.9  | 116          | 100.0 |
| ID    | 21                     | 9.8  | 9     | 4.2  | 5                      | 2.3  | 61    | 28.4 | 45             | 20.9 | 51        | 23.7 | 23    | 10.7 | 0       | 0.0  | 215          | 100.0 |
| IL    | 54                     | 4.3  | 139   | 11.0 | 13                     | 1.0  | 359   | 28.3 | 323            | 25.5 | 224       | 17.7 | 148   | 11.7 | 8       | 0.6  | 1,268        | 100.0 |
| IN    | 70                     | 7.4  | 52    | 5.5  | 17                     | 1.8  | 303   | 31.9 | 173            | 18.2 | 216       | 22.8 | 117   | 12.3 | 1       | 0.1  | 949          | 100.0 |
| IA    | 24                     | 7.1  | 16    | 4.7  | 0                      | 0.0  | 97    | 28.7 | 61             | 18.0 | 94        | 27.8 | 44    | 13.0 | 2       | 0.6  | 338          | 100.0 |
| KS    | 25                     | 6.1  | 35    | 8.5  | 20                     | 4.9  | 60    | 14.6 | 96             | 23.4 | 124       | 30.2 | 49    | 12.0 | 1       | 0.2  | 410          | 100.0 |
| KY    | 41                     | 5.5  | 33    | 4.4  | 11                     | 1.5  | 173   | 23.3 | 167            | 22.4 | 182       | 24.5 | 136   | 18.3 | 1       | 0.1  | 744          | 100.0 |
| LA    | 49                     | 5.4  | 90    | 9.9  | 11                     | 1.2  | 190   | 21.0 | 208            | 23.0 | 153       | 16.9 | 193   | 21.3 | 12      | 1.3  | 906          | 100.0 |
| ME    | 9                      | 4.9  | 5     | 2.7  | 0                      | 0.0  | 39    | 21.4 | 30             | 16.5 | 65        | 35.7 | 32    | 17.6 | 2       | 1.1  | 182          | 100.0 |
| MD    | 4                      | 0.7  | 78    | 13.8 | 57                     | 10.1 | 188   | 33.3 | 124            | 22.0 | 90        | 16.0 | 16    | 2.8  | 7       | 1.2  | 564          | 100.0 |
| MA    | 1                      | 0.2  | 71    | 16.4 | 31                     | 7.1  | 130   | 30.0 | 111            | 25.6 | 47        | 10.8 | 39    | 9.0  | 4       | 0.9  | 434          | 100.0 |
| MI    | 17                     | 1.5  | 86    | 7.7  | 50                     | 4.4  | 303   | 27.0 | 311            | 27.7 | 214       | 19.0 | 131   | 11.7 | 12      | 1.1  | 1,124        | 100.0 |
| MN    | 13                     | 2.9  | 33    | 7.4  | 20                     | 4.5  | 82    | 18.5 | 152            | 34.2 | 96        | 21.6 | 45    | 10.1 | 3       | 0.7  | 444          | 100.0 |
| MS    | 49                     | 7.0  | 39    | 5.5  | 3                      | 0.4  | 207   | 29.4 | 138            | 19.6 | 155       | 22.0 | 31    | 4.4  | 81      | 11.5 | 703          | 100.0 |
| MO    | 58                     | 5.5  | 101   | 9.6  | 66                     | 6.2  | 253   | 23.9 | 231            | 21.9 | 215       | 20.3 | 67    | 6.3  | 66      | 6.2  | 1,057        | 100.0 |
| MT    | 33                     | 15.5 | 5     | 2.3  | 0                      | 0.0  | 83    | 39.0 | 38             | 17.8 | 31        | 14.6 | 21    | 9.9  | 2       | 0.9  | 213          | 100.0 |

## 5. States

**Table 109. People Killed, by State and Roadway Function Class (Continued)**

| State | Roadway Function Class |      |       |      |                        |      |        |      |                |      |           |      |       |      |         |     | 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    | 21                     | 8.6  | 5     | 2.0  | 16                     | 6.6  | 81     | 33.2 | 66             | 27.0 | 29        | 11.9 | 26    | 10.7 | 0       | 0.0 | 244          | 100.0 |
| NV    | 38                     | 9.1  | 22    | 5.3  | 6                      | 1.4  | 118    | 28.4 | 142            | 34.1 | 56        | 13.5 | 34    | 8.2  | 0       | 0.0 | 416          | 100.0 |
| NH    | 8                      | 5.5  | 9     | 6.2  | 5                      | 3.4  | 32     | 21.9 | 43             | 29.5 | 30        | 20.5 | 19    | 13.0 | 0       | 0.0 | 146          | 100.0 |
| NJ    | 7                      | 1.0  | 58    | 8.5  | 95                     | 13.9 | 215    | 31.4 | 144            | 21.0 | 93        | 13.6 | 68    | 9.9  | 5       | 0.7 | 685          | 100.0 |
| NM    | 79                     | 17.0 | 31    | 6.7  | 2                      | 0.4  | 165    | 35.4 | 65             | 13.9 | 79        | 17.0 | 45    | 9.7  | 0       | 0.0 | 466          | 100.0 |
| NY    | 11                     | 0.9  | 81    | 6.9  | 112                    | 9.5  | 333    | 28.3 | 240            | 20.4 | 168       | 14.3 | 228   | 19.4 | 2       | 0.2 | 1,175        | 100.0 |
| NC    | 82                     | 5.0  | 82    | 5.0  | 92                     | 5.6  | 305    | 18.7 | 327            | 20.1 | 409       | 25.1 | 332   | 20.4 | 1       | 0.1 | 1,630        | 100.0 |
| ND    | 9                      | 9.2  | 5     | 5.1  | 1                      | 1.0  | 40     | 40.8 | 2              | 2.0  | 23        | 23.5 | 18    | 18.4 | 0       | 0.0 | 98           | 100.0 |
| OH    | 64                     | 5.0  | 105   | 8.2  | 32                     | 2.5  | 260    | 20.4 | 290            | 22.7 | 341       | 26.7 | 175   | 13.7 | 8       | 0.6 | 1,275        | 100.0 |
| OK    | 50                     | 7.0  | 45    | 6.3  | 5                      | 0.7  | 181    | 25.5 | 164            | 23.1 | 167       | 23.5 | 98    | 13.8 | 0       | 0.0 | 710          | 100.0 |
| OR    | 25                     | 4.2  | 22    | 3.7  | 2                      | 0.3  | 258    | 42.9 | 135            | 22.5 | 127       | 21.1 | 32    | 5.3  | 0       | 0.0 | 601          | 100.0 |
| PA    | 68                     | 5.8  | 63    | 5.3  | 40                     | 3.4  | 355    | 30.1 | 240            | 20.4 | 192       | 16.3 | 218   | 18.5 | 3       | 0.3 | 1,179        | 100.0 |
| RI    | 2                      | 3.8  | 8     | 15.4 | 6                      | 11.5 | 19     | 36.5 | 6              | 11.5 | 7         | 13.5 | 3     | 5.8  | 1       | 1.9 | 52           | 100.0 |
| SC    | 67                     | 6.1  | 39    | 3.6  | 5                      | 0.5  | 376    | 34.4 | 177            | 16.2 | 303       | 27.7 | 127   | 11.6 | 0       | 0.0 | 1,094        | 100.0 |
| SD    | 15                     | 10.9 | 4     | 2.9  | 4                      | 2.9  | 38     | 27.7 | 23             | 16.8 | 34        | 24.8 | 19    | 13.9 | 0       | 0.0 | 137          | 100.0 |
| TN    | 76                     | 5.8  | 112   | 8.5  | 25                     | 1.9  | 412    | 31.4 | 297            | 22.6 | 255       | 19.4 | 137   | 10.4 | 0       | 0.0 | 1,314        | 100.0 |
| TX    | 190                    | 4.3  | 474   | 10.8 | 270                    | 6.1  | 1,329  | 30.1 | 906            | 20.6 | 966       | 21.9 | 260   | 5.9  | 13      | 0.3 | 4,408        | 100.0 |
| UT    | 24                     | 7.5  | 34    | 10.7 | 2                      | 0.6  | 122    | 38.2 | 55             | 17.2 | 60        | 18.8 | 22    | 6.9  | 0       | 0.0 | 319          | 100.0 |
| VT    | 7                      | 9.2  | 2     | 2.6  | 0                      | 0.0  | 14     | 18.4 | 22             | 28.9 | 20        | 26.3 | 11    | 14.5 | 0       | 0.0 | 76           | 100.0 |
| VA    | 58                     | 5.8  | 90    | 8.9  | 30                     | 3.0  | 400    | 39.7 | 202            | 20.0 | 139       | 13.8 | 83    | 8.2  | 6       | 0.6 | 1,008        | 100.0 |
| WA    | 30                     | 4.1  | 60    | 8.2  | 67                     | 9.1  | 214    | 29.2 | 172            | 23.5 | 144       | 19.6 | 40    | 5.5  | 6       | 0.8 | 733          | 100.0 |
| WV    | 23                     | 8.7  | 11    | 4.2  | 0                      | 0.0  | 52     | 19.7 | 59             | 22.3 | 89        | 33.7 | 29    | 11.0 | 1       | 0.4 | 264          | 100.0 |
| WI    | 26                     | 4.4  | 38    | 6.4  | 20                     | 3.4  | 175    | 29.4 | 153            | 25.7 | 128       | 21.5 | 55    | 9.2  | 1       | 0.2 | 596          | 100.0 |
| WY    | 31                     | 23.1 | 5     | 3.7  | 0                      | 0.0  | 41     | 30.6 | 19             | 14.2 | 23        | 17.2 | 12    | 9.0  | 3       | 2.2 | 134          | 100.0 |
| USA   | 2,037                  | 4.8  | 3,510 | 8.3  | 1,938                  | 4.6  | 12,542 | 29.5 | 9,532          | 22.4 | 8,171     | 19.2 | 4,429 | 10.4 | 355     | 0.8 | 42,514       | 100.0 |
| PR    | 21                     | 7.7  | 29    | 10.7 | 0                      | 0.0  | 95     | 35.1 | 71             | 26.2 | 49        | 18.1 | 6     | 2.2  | 0       | 0.0 | 271          | 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    | 988          | 5,074,296  | 19.47                                | 4,087,885        | 24.17                                      | 5,464,382           | 18.08                                         | 71,631         | 1.38                              |
| AK    | 82           | 733,583    | 11.18                                | 521,220          | 15.73                                      | 679,125             | 12.07                                         | 5,478          | 1.50                              |
| AZ    | 1,302        | 7,359,197  | 17.69                                | 5,847,661        | 22.27                                      | 6,090,179           | 21.38                                         | 76,159         | 1.71                              |
| AR    | 643          | 3,045,637  | 21.11                                | 2,306,921        | 27.87                                      | 3,569,698           | 18.01                                         | 38,530         | 1.67                              |
| CA    | 4,428        | 39,029,342 | 11.35                                | 27,632,103       | 16.02                                      | 31,119,113          | 14.23                                         | 315,244        | 1.40                              |
| CO    | 764          | 5,839,926  | 13.08                                | 4,477,447        | 17.06                                      | 5,116,858           | 14.93                                         | 53,935         | 1.42                              |
| CT    | 359          | 3,626,205  | 9.90                                 | 2,628,775        | 13.66                                      | 2,789,423           | 12.87                                         | 29,666         | 1.21                              |
| DE    | 162          | 1,018,396  | 15.91                                | 862,122          | 18.79                                      | 467,268             | 34.67                                         | 9,872          | 1.64                              |
| DC    | 32           | 671,803    | 4.76                                 | 510,985          | 6.26                                       | 380,801             | 8.40                                          | 3,421          | 0.94                              |
| FL    | 3,530        | 22,244,823 | 15.87                                | 16,495,556       | 21.40                                      | 19,663,462          | 17.95                                         | 227,757        | 1.55                              |
| GA    | 1,797        | 10,912,876 | 16.47                                | 7,360,699        | 24.41                                      | 9,153,627           | 19.63                                         | 128,871        | 1.39                              |
| HI    | 116          | 1,440,196  | 8.05                                 | 937,076          | 12.38                                      | 1,243,333           | 9.33                                          | 10,289         | 1.13                              |
| ID    | 215          | 1,939,033  | 11.09                                | 1,392,644        | 15.44                                      | 2,031,332           | 10.58                                         | 19,157         | 1.12                              |
| IL    | 1,268        | 12,582,032 | 10.08                                | 8,509,418        | 14.90                                      | 10,334,435          | 12.27                                         | 103,752        | 1.22                              |
| IN    | 949          | 6,833,037  | 13.89                                | 4,653,808        | 20.39                                      | 6,256,479           | 15.17                                         | 95,684         | 0.99                              |
| IA    | 338          | 3,200,517  | 10.56                                | 2,354,046        | 14.36                                      | 3,779,422           | 8.94                                          | 32,712         | 1.03                              |
| KS    | 410          | 2,937,150  | 13.96                                | 2,052,073        | 19.98                                      | 2,588,185           | 15.84                                         | 31,334         | 1.31                              |
| KY    | 744          | 4,512,310  | 16.49                                | 2,993,550        | 24.85                                      | 4,291,816           | 17.34                                         | 48,047         | 1.55                              |
| LA    | 906          | 4,590,241  | 19.74                                | 3,401,947        | 26.63                                      | 4,593,542           | 19.72                                         | 56,514         | 1.60                              |
| ME    | 182          | 1,385,340  | 13.14                                | 1,060,461        | 17.16                                      | 1,294,286           | 14.06                                         | 14,651         | 1.24                              |
| MD    | 564          | 6,164,660  | 9.15                                 | 4,398,839        | 12.82                                      | 4,919,054           | 11.47                                         | 56,746         | 0.99                              |
| MA    | 434          | 6,981,974  | 6.22                                 | 4,889,069        | 8.88                                       | 5,184,450           | 8.37                                          | 56,949         | 0.76                              |
| MI    | 1,124        | 10,034,113 | 11.20                                | 7,776,994        | 14.45                                      | 9,403,708           | 11.95                                         | 95,901         | 1.17                              |
| MN    | 444          | 5,717,184  | 7.77                                 | 4,117,786        | 10.78                                      | 5,673,333           | 7.83                                          | 57,471         | 0.77                              |
| MS    | 703          | 2,940,057  | 23.91                                | 2,047,069        | 34.34                                      | 2,298,929           | 30.58                                         | 39,952         | 1.76                              |
| MO    | 1,057        | 6,177,957  | 17.11                                | 4,290,391        | 24.64                                      | 5,373,722           | 19.67                                         | 79,431         | 1.33                              |
| MT    | 213          | 1,122,867  | 18.97                                | 870,882          | 24.46                                      | 2,249,485           | 9.47                                          | 13,514         | 1.58                              |

## 5. States

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

| State | Total Killed | Population  | Fatality Rate per 100,000 Population | Licensed Drivers | Fatality Rate per 100,000 Licensed Drivers | Registered Vehicles | Fatality Rate per 100,000 Registered Vehicles | VMT (millions) | Fatality Rate per 100 Million VMT |
|-------|--------------|-------------|--------------------------------------|------------------|--------------------------------------------|---------------------|-----------------------------------------------|----------------|-----------------------------------|
| NE    | 244          | 1,967,923   | 12.40                                | 1,449,818        | 16.83                                      | 1,967,125           | 12.40                                         | 21,270         | 1.15                              |
| NV    | 416          | 3,177,772   | 13.09                                | 2,210,689        | 18.82                                      | 2,672,391           | 15.57                                         | 27,647         | 1.50                              |
| NH    | 146          | 1,395,231   | 10.46                                | 1,174,826        | 12.43                                      | 1,437,151           | 10.16                                         | 13,281         | 1.10                              |
| NJ    | 685          | 9,261,699   | 7.40                                 | 6,633,936        | 10.33                                      | 5,999,667           | 11.42                                         | 75,288         | 0.91                              |
| NM    | 466          | 2,113,344   | 22.05                                | 1,508,575        | 30.89                                      | 1,870,380           | 24.91                                         | 26,831         | 1.74                              |
| NY    | 1,175        | 19,677,151  | 5.97                                 | 12,084,675       | 9.72                                       | 9,111,362           | 12.90                                         | 115,382        | 1.02                              |
| NC    | 1,630        | 10,698,973  | 15.24                                | 7,980,262        | 20.43                                      | 8,995,906           | 18.12                                         | 119,381        | 1.37                              |
| ND    | 98           | 779,261     | 12.58                                | 563,161          | 17.40                                      | 1,093,509           | 8.96                                          | 9,180          | 1.07                              |
| OH    | 1,275        | 11,756,058  | 10.85                                | 8,405,794        | 15.17                                      | 11,028,755          | 11.56                                         | 110,578        | 1.15                              |
| OK    | 710          | 4,019,800   | 17.66                                | 2,556,609        | 27.77                                      | 3,345,331           | 21.22                                         | 44,566         | 1.59                              |
| OR    | 601          | 4,240,137   | 14.17                                | 3,104,916        | 19.36                                      | 4,139,333           | 14.52                                         | 36,576         | 1.64                              |
| PA    | 1,179        | 12,972,008  | 9.09                                 | 9,124,262        | 12.92                                      | 10,868,829          | 10.85                                         | 99,912         | 1.18                              |
| RI    | 52           | 1,093,734   | 4.75                                 | 760,414          | 6.84                                       | 806,142             | 6.45                                          | 7,531          | 0.69                              |
| SC    | 1,094        | 5,282,634   | 20.71                                | 4,091,650        | 26.74                                      | 5,245,829           | 20.85                                         | 58,988         | 1.85                              |
| SD    | 137          | 909,824     | 15.06                                | 679,711          | 20.16                                      | 1,364,513           | 10.04                                         | 10,170         | 1.35                              |
| TN    | 1,314        | 7,051,339   | 18.63                                | 5,061,288        | 25.96                                      | 6,828,011           | 19.24                                         | 83,219         | 1.58                              |
| TX    | 4,408        | 30,029,572  | 14.68                                | 18,738,980       | 23.52                                      | 23,291,638          | 18.93                                         | 290,890        | 1.52                              |
| UT    | 319          | 3,380,800   | 9.44                                 | 2,252,656        | 14.16                                      | 2,876,800           | 11.09                                         | 34,336         | 0.93                              |
| VT    | 76           | 647,064     | 11.75                                | 478,421          | 15.89                                      | 625,664             | 12.15                                         | 7,128          | 1.07                              |
| VA    | 1,008        | 8,683,619   | 11.61                                | 5,837,147        | 17.27                                      | 7,763,287           | 12.98                                         | 82,083         | 1.23                              |
| WA    | 733          | 7,785,786   | 9.41                                 | 5,956,048        | 12.31                                      | 7,835,063           | 9.36                                          | 58,483         | 1.25                              |
| WV    | 264          | 1,775,156   | 14.87                                | 1,148,406        | 22.99                                      | 1,652,896           | 15.97                                         | 15,312         | 1.72                              |
| WI    | 596          | 5,892,539   | 10.11                                | 4,374,582        | 13.62                                      | 5,681,673           | 10.49                                         | 66,167         | 0.90                              |
| WY    | 134          | 581,381     | 23.05                                | 431,900          | 31.03                                      | 890,285             | 15.05                                         | 9,324          | 1.44                              |
| USA   | 42,514       | 333,287,557 | 12.76                                | 235,086,153      | 18.08                                      | 303,528,576         | 14.01                                         | 3,196,191      | 1.33                              |
| PR    | 271          | 3,221,789   | 8.41                                 | NA               | NA                                         | NA                  | NA                                            | 14,929         | 1.82                              |

Sources: Fatalities—FARS; VMT and Licensed Drivers (estimated)—FHWA; Registered Vehicles for States—FHWA; Registered Vehicles for USA—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Population—Census Bureau; NA= not available.

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

## 5. States

**Table 111. People Killed, by State and Person Type**

| State | Person Type |         |            |         |               |         |             |         |               |         |                |         | Total Killed |         |
|-------|-------------|---------|------------|---------|---------------|---------|-------------|---------|---------------|---------|----------------|---------|--------------|---------|
|       | Drivers     |         | Passengers |         | Motorcyclists |         | Pedestrians |         | Pedalcyclists |         | Other/Unknown* |         |              |         |
|       | Number      | Percent | Number     | Percent | Number        | Percent | Number      | Percent | Number        | Percent | Number         | Percent | Number       | Percent |
| AL    | 612         | 61.9    | 147        | 14.9    | 97            | 9.8     | 114         | 11.5    | 14            | 1.4     | 4              | 0.4     | 988          | 100.0   |
| AK    | 45          | 54.9    | 14         | 17.1    | 8             | 9.8     | 13          | 15.9    | 2             | 2.4     | 0              | 0.0     | 82           | 100.0   |
| AZ    | 498         | 38.2    | 214        | 16.4    | 232           | 17.8    | 295         | 22.7    | 50            | 3.8     | 13             | 1.0     | 1,302        | 100.0   |
| AR    | 361         | 56.1    | 102        | 15.9    | 93            | 14.5    | 79          | 12.3    | 6             | 0.9     | 2              | 0.3     | 643          | 100.0   |
| CA    | 1,758       | 39.7    | 624        | 14.1    | 634           | 14.3    | 1,158       | 26.2    | 177           | 4.0     | 77             | 1.7     | 4,428        | 100.0   |
| CO    | 341         | 44.6    | 143        | 18.7    | 149           | 19.5    | 108         | 14.1    | 15            | 2.0     | 8              | 1.0     | 764          | 100.0   |
| CT    | 171         | 47.6    | 48         | 13.4    | 67            | 18.7    | 68          | 18.9    | 3             | 0.8     | 2              | 0.6     | 359          | 100.0   |
| DE    | 66          | 40.7    | 37         | 22.8    | 22            | 13.6    | 31          | 19.1    | 6             | 3.7     | 0              | 0.0     | 162          | 100.0   |
| DC    | 6           | 18.8    | 3          | 9.4     | 4             | 12.5    | 16          | 50.0    | 3             | 9.4     | 0              | 0.0     | 32           | 100.0   |
| FL    | 1,383       | 39.2    | 455        | 12.9    | 668           | 18.9    | 773         | 21.9    | 222           | 6.3     | 29             | 0.8     | 3,530        | 100.0   |
| GA    | 953         | 53.0    | 244        | 13.6    | 221           | 12.3    | 345         | 19.2    | 29            | 1.6     | 5              | 0.3     | 1,797        | 100.0   |
| HI    | 34          | 29.3    | 10         | 8.6     | 33            | 28.4    | 28          | 24.1    | 7             | 6.0     | 4              | 3.4     | 116          | 100.0   |
| ID    | 132         | 61.4    | 36         | 16.7    | 27            | 12.6    | 16          | 7.4     | 4             | 1.9     | 0              | 0.0     | 215          | 100.0   |
| IL    | 655         | 51.7    | 229        | 18.1    | 148           | 11.7    | 191         | 15.1    | 35            | 2.8     | 10             | 0.8     | 1,268        | 100.0   |
| IN    | 540         | 56.9    | 142        | 15.0    | 126           | 13.3    | 114         | 12.0    | 16            | 1.7     | 11             | 1.2     | 949          | 100.0   |
| IA    | 207         | 61.2    | 58         | 17.2    | 50            | 14.8    | 16          | 4.7     | 4             | 1.2     | 3              | 0.9     | 338          | 100.0   |
| KS    | 255         | 62.2    | 61         | 14.9    | 53            | 12.9    | 32          | 7.8     | 7             | 1.7     | 2              | 0.5     | 410          | 100.0   |
| KY    | 415         | 55.8    | 112        | 15.1    | 105           | 14.1    | 93          | 12.5    | 14            | 1.9     | 5              | 0.7     | 744          | 100.0   |
| LA    | 457         | 50.4    | 124        | 13.7    | 91            | 10.0    | 181         | 20.0    | 45            | 5.0     | 8              | 0.9     | 906          | 100.0   |
| ME    | 109         | 59.9    | 18         | 9.9     | 32            | 17.6    | 21          | 11.5    | 2             | 1.1     | 0              | 0.0     | 182          | 100.0   |
| MD    | 271         | 48.0    | 66         | 11.7    | 77            | 13.7    | 128         | 22.7    | 10            | 1.8     | 12             | 2.1     | 564          | 100.0   |
| MA    | 214         | 49.3    | 56         | 12.9    | 57            | 13.1    | 94          | 21.7    | 9             | 2.1     | 4              | 0.9     | 434          | 100.0   |
| MI    | 574         | 51.1    | 157        | 14.0    | 179           | 15.9    | 169         | 15.0    | 36            | 3.2     | 9              | 0.8     | 1,124        | 100.0   |
| MN    | 254         | 57.2    | 57         | 12.8    | 82            | 18.5    | 43          | 9.7     | 6             | 1.4     | 2              | 0.5     | 444          | 100.0   |
| MS    | 434         | 61.7    | 119        | 16.9    | 52            | 7.4     | 81          | 11.5    | 17            | 2.4     | 0              | 0.0     | 703          | 100.0   |
| MO    | 574         | 54.3    | 179        | 16.9    | 157           | 14.9    | 128         | 12.1    | 11            | 1.0     | 8              | 0.8     | 1,057        | 100.0   |
| MT    | 116         | 54.5    | 38         | 17.8    | 37            | 17.4    | 18          | 8.5     | 2             | 0.9     | 2              | 0.9     | 213          | 100.0   |

## 5. States

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

| State | Person Type |         |            |         |               |         |             |         |               |         |                |         | Total Killed |         |
|-------|-------------|---------|------------|---------|---------------|---------|-------------|---------|---------------|---------|----------------|---------|--------------|---------|
|       | Drivers     |         | Passengers |         | Motorcyclists |         | Pedestrians |         | Pedalcyclists |         | Other/Unknown* |         |              |         |
|       | Number      | Percent | Number     | Percent | Number        | Percent | Number      | Percent | Number        | Percent | Number         | Percent | Number       | Percent |
| NE    | 147         | 60.2    | 45         | 18.4    | 29            | 11.9    | 23          | 9.4     | 0             | 0.0     | 0              | 0.0     | 244          | 100.0   |
| NV    | 151         | 36.3    | 69         | 16.6    | 88            | 21.2    | 83          | 20.0    | 15            | 3.6     | 10             | 2.4     | 416          | 100.0   |
| NH    | 75          | 51.4    | 19         | 13.0    | 32            | 21.9    | 16          | 11.0    | 3             | 2.1     | 1              | 0.7     | 146          | 100.0   |
| NJ    | 283         | 41.3    | 99         | 14.5    | 95            | 13.9    | 183         | 26.7    | 18            | 2.6     | 7              | 1.0     | 685          | 100.0   |
| NM    | 222         | 47.6    | 89         | 19.1    | 54            | 11.6    | 93          | 20.0    | 4             | 0.9     | 4              | 0.9     | 466          | 100.0   |
| NY    | 473         | 40.3    | 151        | 12.9    | 185           | 15.7    | 303         | 25.8    | 50            | 4.3     | 13             | 1.1     | 1,175        | 100.0   |
| NC    | 888         | 54.5    | 236        | 14.5    | 220           | 13.5    | 257         | 15.8    | 22            | 1.3     | 7              | 0.4     | 1,630        | 100.0   |
| ND    | 61          | 62.2    | 9          | 9.2     | 21            | 21.4    | 6           | 6.1     | 1             | 1.0     | 0              | 0.0     | 98           | 100.0   |
| OH    | 689         | 54.0    | 183        | 14.4    | 216           | 16.9    | 160         | 12.5    | 8             | 0.6     | 19             | 1.5     | 1,275        | 100.0   |
| OK    | 383         | 53.9    | 117        | 16.5    | 93            | 13.1    | 96          | 13.5    | 15            | 2.1     | 6              | 0.8     | 710          | 100.0   |
| OR    | 285         | 47.4    | 78         | 13.0    | 98            | 16.3    | 123         | 20.5    | 13            | 2.2     | 4              | 0.7     | 601          | 100.0   |
| PA    | 575         | 48.8    | 183        | 15.5    | 217           | 18.4    | 179         | 15.2    | 15            | 1.3     | 10             | 0.8     | 1,179        | 100.0   |
| RI    | 26          | 50.0    | 9          | 17.3    | 10            | 19.2    | 7           | 13.5    | 0             | 0.0     | 0              | 0.0     | 52           | 100.0   |
| SC    | 574         | 52.5    | 151        | 13.8    | 170           | 15.5    | 172         | 15.7    | 25            | 2.3     | 2              | 0.2     | 1,094        | 100.0   |
| SD    | 77          | 56.2    | 31         | 22.6    | 13            | 9.5     | 11          | 8.0     | 3             | 2.2     | 2              | 1.5     | 137          | 100.0   |
| TN    | 716         | 54.5    | 217        | 16.5    | 153           | 11.6    | 210         | 16.0    | 15            | 1.1     | 3              | 0.2     | 1,314        | 100.0   |
| TX    | 2,159       | 49.0    | 759        | 17.2    | 564           | 12.8    | 797         | 18.1    | 91            | 2.1     | 38             | 0.9     | 4,408        | 100.0   |
| UT    | 155         | 48.6    | 45         | 14.1    | 50            | 15.7    | 45          | 14.1    | 15            | 4.7     | 9              | 2.8     | 319          | 100.0   |
| VT    | 46          | 60.5    | 9          | 11.8    | 14            | 18.4    | 6           | 7.9     | 1             | 1.3     | 0              | 0.0     | 76           | 100.0   |
| VA    | 558         | 55.4    | 144        | 14.3    | 118           | 11.7    | 173         | 17.2    | 11            | 1.1     | 4              | 0.4     | 1,008        | 100.0   |
| WA    | 354         | 48.3    | 102        | 13.9    | 133           | 18.1    | 126         | 17.2    | 11            | 1.5     | 7              | 1.0     | 733          | 100.0   |
| WV    | 162         | 61.4    | 36         | 13.6    | 42            | 15.9    | 21          | 8.0     | 2             | 0.8     | 1              | 0.4     | 264          | 100.0   |
| WI    | 335         | 56.2    | 92         | 15.4    | 82            | 13.8    | 72          | 12.1    | 14            | 2.3     | 1              | 0.2     | 596          | 100.0   |
| WY    | 79          | 59.0    | 27         | 20.1    | 20            | 14.9    | 7           | 5.2     | 1             | 0.7     | 0              | 0.0     | 134          | 100.0   |
| USA   | 20,908      | 49.2    | 6,393      | 15.0    | 6,218         | 14.6    | 7,522       | 17.7    | 1,105         | 2.6     | 368            | 0.9     | 42,514       | 100.0   |
| PR    | 115         | 42.4    | 20         | 7.4     | 57            | 21.0    | 67          | 24.7    | 11            | 4.1     | 1              | 0.4     | 271          | 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 page 6 of 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    | 9         | 9   | 9     | 63    | 90    | 193   | 159   | 133   | 145   | 88    | 82  | 8       | 988          |
| AK    | 2         | 0   | 0     | 5     | 7     | 21    | 14    | 9     | 16    | 5     | 3   | 0       | 82           |
| AZ    | 13        | 14  | 17    | 108   | 83    | 229   | 224   | 166   | 188   | 163   | 92  | 5       | 1,302        |
| AR    | 3         | 4   | 4     | 53    | 52    | 103   | 102   | 108   | 95    | 67    | 52  | 0       | 643          |
| CA    | 27        | 26  | 44    | 335   | 381   | 1,010 | 721   | 559   | 636   | 380   | 297 | 12      | 4,428        |
| CO    | 4         | 3   | 8     | 78    | 69    | 169   | 115   | 102   | 101   | 62    | 53  | 0       | 764          |
| CT    | 0         | 0   | 1     | 39    | 35    | 76    | 56    | 40    | 53    | 26    | 33  | 0       | 359          |
| DE    | 0         | 4   | 4     | 19    | 5     | 30    | 24    | 23    | 20    | 22    | 11  | 0       | 162          |
| DC    | 0         | 0   | 1     | 0     | 0     | 11    | 4     | 4     | 4     | 7     | 1   | 0       | 32           |
| FL    | 27        | 24  | 38    | 260   | 244   | 634   | 533   | 453   | 479   | 411   | 361 | 66      | 3,530        |
| GA    | 16        | 13  | 20    | 139   | 135   | 366   | 301   | 264   | 252   | 156   | 124 | 11      | 1,797        |
| HI    | 0         | 2   | 1     | 4     | 6     | 16    | 11    | 21    | 27    | 16    | 12  | 0       | 116          |
| ID    | 1         | 0   | 3     | 18    | 13    | 36    | 37    | 30    | 30    | 23    | 24  | 0       | 215          |
| IL    | 15        | 10  | 15    | 122   | 107   | 228   | 183   | 155   | 165   | 133   | 128 | 7       | 1,268        |
| IN    | 10        | 6   | 10    | 74    | 71    | 170   | 164   | 130   | 134   | 102   | 75  | 3       | 949          |
| IA    | 2         | 3   | 9     | 35    | 25    | 54    | 46    | 40    | 43    | 42    | 35  | 4       | 338          |
| KS    | 0         | 10  | 11    | 34    | 35    | 68    | 70    | 55    | 52    | 44    | 31  | 0       | 410          |
| KY    | 11        | 2   | 8     | 59    | 39    | 114   | 127   | 97    | 121   | 87    | 79  | 0       | 744          |
| LA    | 10        | 6   | 8     | 83    | 64    | 179   | 149   | 132   | 122   | 88    | 61  | 4       | 906          |
| ME    | 0         | 1   | 1     | 18    | 12    | 33    | 21    | 26    | 28    | 20    | 22  | 0       | 182          |
| MD    | 2         | 4   | 5     | 50    | 40    | 124   | 82    | 87    | 82    | 45    | 43  | 0       | 564          |
| MA    | 0         | 0   | 1     | 38    | 36    | 72    | 46    | 58    | 64    | 56    | 63  | 0       | 434          |
| MI    | 6         | 8   | 12    | 74    | 79    | 183   | 174   | 170   | 172   | 133   | 112 | 1       | 1,124        |
| MN    | 7         | 3   | 5     | 35    | 22    | 57    | 74    | 65    | 69    | 46    | 60  | 1       | 444          |
| MS    | 11        | 6   | 7     | 48    | 56    | 141   | 105   | 98    | 112   | 61    | 45  | 13      | 703          |
| MO    | 9         | 8   | 10    | 111   | 69    | 168   | 151   | 143   | 164   | 107   | 116 | 1       | 1,057        |
| MT    | 3         | 1   | 5     | 18    | 14    | 29    | 34    | 29    | 40    | 19    | 21  | 0       | 213          |

## 5. States

**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         | 0          | 0          | 2          | 23           | 31           | 46           | 42           | 24           | 28           | 21           | 23           | 4          | <b>244</b>    |
| NV         | 8          | 4          | 5          | 23           | 43           | 85           | 69           | 57           | 46           | 42           | 28           | 6          | <b>416</b>    |
| NH         | 0          | 2          | 0          | 7            | 15           | 18           | 20           | 17           | 33           | 12           | 22           | 0          | <b>146</b>    |
| NJ         | 3          | 0          | 4          | 44           | 40           | 121          | 96           | 93           | 114          | 72           | 96           | 2          | <b>685</b>    |
| NM         | 3          | 4          | 1          | 47           | 44           | 104          | 87           | 57           | 52           | 35           | 32           | 0          | <b>466</b>    |
| NY         | 11         | 7          | 14         | 97           | 91           | 218          | 157          | 146          | 170          | 134          | 127          | 3          | <b>1,175</b>  |
| NC         | 17         | 14         | 14         | 122          | 146          | 312          | 256          | 217          | 206          | 164          | 143          | 19         | <b>1,630</b>  |
| ND         | 0          | 1          | 0          | 12           | 8            | 13           | 19           | 16           | 10           | 11           | 8            | 0          | <b>98</b>     |
| OH         | 17         | 11         | 14         | 105          | 99           | 230          | 198          | 178          | 172          | 147          | 104          | 0          | <b>1,275</b>  |
| OK         | 7          | 8          | 13         | 65           | 59           | 105          | 107          | 93           | 91           | 90           | 72           | 0          | <b>710</b>    |
| OR         | 3          | 2          | 5          | 43           | 40           | 102          | 92           | 98           | 90           | 72           | 54           | 0          | <b>601</b>    |
| PA         | 10         | 7          | 11         | 80           | 85           | 206          | 183          | 142          | 185          | 130          | 139          | 1          | <b>1,179</b>  |
| RI         | 0          | 0          | 0          | 6            | 4            | 9            | 6            | 8            | 11           | 5            | 3            | 0          | <b>52</b>     |
| SC         | 9          | 8          | 15         | 77           | 88           | 224          | 184          | 163          | 165          | 85           | 73           | 3          | <b>1,094</b>  |
| SD         | 0          | 0          | 6          | 11           | 4            | 23           | 22           | 24           | 17           | 19           | 11           | 0          | <b>137</b>    |
| TN         | 5          | 8          | 10         | 118          | 97           | 251          | 228          | 165          | 172          | 123          | 133          | 4          | <b>1,314</b>  |
| TX         | 51         | 43         | 62         | 395          | 407          | 964          | 733          | 596          | 527          | 353          | 261          | 16         | <b>4,408</b>  |
| UT         | 6          | 6          | 8          | 34           | 27           | 59           | 46           | 42           | 40           | 28           | 23           | 0          | <b>319</b>    |
| VT         | 1          | 0          | 2          | 5            | 7            | 10           | 12           | 4            | 14           | 12           | 9            | 0          | <b>76</b>     |
| VA         | 2          | 6          | 2          | 83           | 62           | 185          | 145          | 132          | 158          | 108          | 120          | 5          | <b>1,008</b>  |
| WA         | 1          | 3          | 8          | 44           | 71           | 149          | 123          | 100          | 105          | 68           | 61           | 0          | <b>733</b>    |
| WV         | 1          | 2          | 3          | 15           | 15           | 36           | 39           | 41           | 35           | 48           | 29           | 0          | <b>264</b>    |
| WI         | 10         | 7          | 6          | 37           | 38           | 106          | 94           | 59           | 86           | 84           | 68           | 1          | <b>596</b>    |
| WY         | 2          | 2          | 0          | 21           | 9            | 14           | 17           | 19           | 26           | 19           | 5            | 0          | <b>134</b>    |
| <b>USA</b> | <b>355</b> | <b>312</b> | <b>462</b> | <b>3,434</b> | <b>3,319</b> | <b>8,104</b> | <b>6,702</b> | <b>5,688</b> | <b>5,967</b> | <b>4,291</b> | <b>3,680</b> | <b>200</b> | <b>42,514</b> |
| PR         | 1          | 1          | 0          | 17           | 23           | 55           | 49           | 32           | 32           | 25           | 25           | 11         | <b>271</b>    |

## 5. States

**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    | 353            | 41.2 | 357          | 41.7 | 32           | 3.7 | 0     | 0.0 | 17                      | 2.0  | 759      | 88.7 | 97          | 11.3 | 856                    | 100.0 |
| AK    | 25             | 37.3 | 31           | 46.3 | 1            | 1.5 | 0     | 0.0 | 2                       | 3.0  | 59       | 88.1 | 8           | 11.9 | 67                     | 100.0 |
| AZ    | 268            | 28.3 | 320          | 33.8 | 28           | 3.0 | 1     | 0.1 | 99                      | 10.4 | 716      | 75.5 | 232         | 24.5 | 948                    | 100.0 |
| AR    | 187            | 33.6 | 228          | 41.0 | 23           | 4.1 | 1     | 0.2 | 24                      | 4.3  | 463      | 83.3 | 93          | 16.7 | 556                    | 100.0 |
| CA    | 1,385          | 45.9 | 921          | 30.5 | 41           | 1.4 | 2     | 0.1 | 37                      | 1.2  | 2,386    | 79.0 | 634         | 21.0 | 3,020                  | 100.0 |
| CO    | 195            | 30.8 | 267          | 42.1 | 20           | 3.2 | 0     | 0.0 | 3                       | 0.5  | 485      | 76.5 | 149         | 23.5 | 634                    | 100.0 |
| CT    | 129            | 45.1 | 82           | 28.7 | 7            | 2.4 | 0     | 0.0 | 1                       | 0.3  | 219      | 76.6 | 67          | 23.4 | 286                    | 100.0 |
| DE    | 50             | 40.0 | 51           | 40.8 | 2            | 1.6 | 0     | 0.0 | 0                       | 0.0  | 103      | 82.4 | 22          | 17.6 | 125                    | 100.0 |
| DC    | 6              | 46.2 | 2            | 15.4 | 1            | 7.7 | 0     | 0.0 | 0                       | 0.0  | 9        | 69.2 | 4           | 30.8 | 13                     | 100.0 |
| FL    | 928            | 37.0 | 820          | 32.7 | 52           | 2.1 | 1     | 0.0 | 40                      | 1.6  | 1,841    | 73.4 | 668         | 26.6 | 2,509                  | 100.0 |
| GA    | 571            | 40.3 | 521          | 36.7 | 64           | 4.5 | 1     | 0.1 | 40                      | 2.8  | 1,197    | 84.4 | 221         | 15.6 | 1,418                  | 100.0 |
| HI    | 14             | 18.2 | 27           | 35.1 | 2            | 2.6 | 0     | 0.0 | 1                       | 1.3  | 44       | 57.1 | 33          | 42.9 | 77                     | 100.0 |
| ID    | 64             | 32.8 | 89           | 45.6 | 6            | 3.1 | 0     | 0.0 | 9                       | 4.6  | 168      | 86.2 | 27          | 13.8 | 195                    | 100.0 |
| IL    | 446            | 43.2 | 378          | 36.6 | 31           | 3.0 | 1     | 0.1 | 29                      | 2.8  | 885      | 85.7 | 148         | 14.3 | 1,033                  | 100.0 |
| IN    | 341            | 42.1 | 308          | 38.0 | 26           | 3.2 | 0     | 0.0 | 9                       | 1.1  | 684      | 84.4 | 126         | 15.6 | 810                    | 100.0 |
| IA    | 96             | 30.3 | 136          | 42.9 | 16           | 5.0 | 1     | 0.3 | 18                      | 5.7  | 267      | 84.2 | 50          | 15.8 | 317                    | 100.0 |
| KS    | 128            | 34.7 | 155          | 42.0 | 23           | 6.2 | 0     | 0.0 | 10                      | 2.7  | 316      | 85.6 | 53          | 14.4 | 369                    | 100.0 |
| KY    | 244            | 38.5 | 240          | 37.9 | 19           | 3.0 | 0     | 0.0 | 25                      | 3.9  | 528      | 83.4 | 105         | 16.6 | 633                    | 100.0 |
| LA    | 258            | 38.2 | 282          | 41.8 | 19           | 2.8 | 0     | 0.0 | 25                      | 3.7  | 584      | 86.5 | 91          | 13.5 | 675                    | 100.0 |
| ME    | 57             | 35.8 | 67           | 42.1 | 1            | 0.6 | 0     | 0.0 | 2                       | 1.3  | 127      | 79.9 | 32          | 20.1 | 159                    | 100.0 |
| MD    | 197            | 47.6 | 131          | 31.6 | 7            | 1.7 | 0     | 0.0 | 2                       | 0.5  | 337      | 81.4 | 77          | 18.6 | 414                    | 100.0 |
| MA    | 152            | 46.5 | 112          | 34.3 | 3            | 0.9 | 1     | 0.3 | 2                       | 0.6  | 270      | 82.6 | 57          | 17.4 | 327                    | 100.0 |
| MI    | 292            | 32.1 | 395          | 43.4 | 11           | 1.2 | 0     | 0.0 | 33                      | 3.6  | 731      | 80.3 | 179         | 19.7 | 910                    | 100.0 |
| MN    | 136            | 34.6 | 147          | 37.4 | 11           | 2.8 | 0     | 0.0 | 17                      | 4.3  | 311      | 79.1 | 82          | 20.9 | 393                    | 100.0 |
| MS    | 256            | 42.3 | 255          | 42.1 | 16           | 2.6 | 1     | 0.2 | 25                      | 4.1  | 553      | 91.4 | 52          | 8.6  | 605                    | 100.0 |
| MO    | 300            | 32.9 | 380          | 41.7 | 35           | 3.8 | 1     | 0.1 | 39                      | 4.3  | 755      | 82.8 | 157         | 17.2 | 912                    | 100.0 |
| MT    | 47             | 24.5 | 91           | 47.4 | 8            | 4.2 | 0     | 0.0 | 9                       | 4.7  | 155      | 80.7 | 37          | 19.3 | 192                    | 100.0 |

## 5. States

**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    | 87             | 39.4 | 84           | 38.0 | 18           | 8.1  | 0     | 0.0 | 3                       | 1.4 | 192      | 86.9 | 29          | 13.1 | 221                    | 100.0 |
| NV    | 105            | 34.1 | 102          | 33.1 | 11           | 3.6  | 0     | 0.0 | 2                       | 0.6 | 220      | 71.4 | 88          | 28.6 | 308                    | 100.0 |
| NH    | 36             | 28.6 | 53           | 42.1 | 4            | 3.2  | 0     | 0.0 | 1                       | 0.8 | 94       | 74.6 | 32          | 25.4 | 126                    | 100.0 |
| NJ    | 203            | 42.5 | 157          | 32.8 | 18           | 3.8  | 4     | 0.8 | 1                       | 0.2 | 383      | 80.1 | 95          | 19.9 | 478                    | 100.0 |
| NM    | 114            | 31.0 | 168          | 45.7 | 20           | 5.4  | 4     | 1.1 | 8                       | 2.2 | 314      | 85.3 | 54          | 14.7 | 368                    | 100.0 |
| NY    | 299            | 37.0 | 283          | 35.0 | 22           | 2.7  | 1     | 0.1 | 19                      | 2.3 | 624      | 77.1 | 185         | 22.9 | 809                    | 100.0 |
| NC    | 593            | 44.1 | 477          | 35.5 | 42           | 3.1  | 0     | 0.0 | 13                      | 1.0 | 1,125    | 83.6 | 220         | 16.4 | 1,345                  | 100.0 |
| ND    | 10             | 11.0 | 46           | 50.5 | 8            | 8.8  | 0     | 0.0 | 6                       | 6.6 | 70       | 76.9 | 21          | 23.1 | 91                     | 100.0 |
| OH    | 420            | 38.4 | 389          | 35.6 | 28           | 2.6  | 0     | 0.0 | 41                      | 3.7 | 878      | 80.3 | 216         | 19.7 | 1,094                  | 100.0 |
| OK    | 179            | 30.2 | 274          | 46.2 | 26           | 4.4  | 0     | 0.0 | 21                      | 3.5 | 500      | 84.3 | 93          | 15.7 | 593                    | 100.0 |
| OR    | 174            | 37.7 | 172          | 37.3 | 11           | 2.4  | 0     | 0.0 | 6                       | 1.3 | 363      | 78.7 | 98          | 21.3 | 461                    | 100.0 |
| PA    | 355            | 36.3 | 334          | 34.2 | 47           | 4.8  | 0     | 0.0 | 25                      | 2.6 | 761      | 77.8 | 217         | 22.2 | 978                    | 100.0 |
| RI    | 17             | 37.8 | 16           | 35.6 | 1            | 2.2  | 0     | 0.0 | 1                       | 2.2 | 35       | 77.8 | 10          | 22.2 | 45                     | 100.0 |
| SC    | 339            | 37.9 | 360          | 40.2 | 18           | 2.0  | 0     | 0.0 | 8                       | 0.9 | 725      | 81.0 | 170         | 19.0 | 895                    | 100.0 |
| SD    | 38             | 31.4 | 54           | 44.6 | 9            | 7.4  | 0     | 0.0 | 7                       | 5.8 | 108      | 89.3 | 13          | 10.7 | 121                    | 100.0 |
| TN    | 433            | 39.9 | 444          | 40.9 | 35           | 3.2  | 0     | 0.0 | 21                      | 1.9 | 933      | 85.9 | 153         | 14.1 | 1,086                  | 100.0 |
| TX    | 1,168          | 33.5 | 1,535        | 44.1 | 173          | 5.0  | 2     | 0.1 | 42                      | 1.2 | 2,920    | 83.8 | 564         | 16.2 | 3,484                  | 100.0 |
| UT    | 98             | 39.2 | 82           | 32.8 | 11           | 4.4  | 0     | 0.0 | 9                       | 3.6 | 200      | 80.0 | 50          | 20.0 | 250                    | 100.0 |
| VT    | 24             | 34.8 | 22           | 31.9 | 5            | 7.2  | 0     | 0.0 | 4                       | 5.8 | 55       | 79.7 | 14          | 20.3 | 69                     | 100.0 |
| VA    | 354            | 43.2 | 312          | 38.0 | 24           | 2.9  | 3     | 0.4 | 9                       | 1.1 | 702      | 85.6 | 118         | 14.4 | 820                    | 100.0 |
| WA    | 222            | 37.5 | 211          | 35.6 | 19           | 3.2  | 0     | 0.0 | 7                       | 1.2 | 459      | 77.5 | 133         | 22.5 | 592                    | 100.0 |
| WV    | 65             | 27.1 | 106          | 44.2 | 9            | 3.8  | 0     | 0.0 | 18                      | 7.5 | 198      | 82.5 | 42          | 17.5 | 240                    | 100.0 |
| WI    | 203            | 39.9 | 197          | 38.7 | 20           | 3.9  | 0     | 0.0 | 7                       | 1.4 | 427      | 83.9 | 82          | 16.1 | 509                    | 100.0 |
| WY    | 30             | 23.8 | 58           | 46.0 | 13           | 10.3 | 1     | 0.8 | 4                       | 3.2 | 106      | 84.1 | 20          | 15.9 | 126                    | 100.0 |
| USA   | 12,691         | 37.8 | 12,729       | 37.9 | 1,097        | 3.3  | 26    | 0.1 | 801                     | 2.4 | 27,344   | 81.5 | 6,218       | 18.5 | 33,562                 | 100.0 |
| PR    | 90             | 46.9 | 40           | 20.8 | 3            | 1.6  | 0     | 0.0 | 2                       | 1.0 | 135      | 70.3 | 57          | 29.7 | 192                    | 100.0 |

Note: Starting in 2022, motorcyclists exclude people on motorized bicycles. For more details, see page 6 of 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    | 282           | 39.7    | 362          | 51.0    | 66      | 9.3     | 710                    | 100.0   |
| AK    | 31            | 55.4    | 17           | 30.4    | 8       | 14.3    | 56                     | 100.0   |
| AZ    | 239           | 40.6    | 268          | 45.6    | 81      | 13.8    | 588                    | 100.0   |
| AR    | 163           | 39.3    | 188          | 45.3    | 64      | 15.4    | 415                    | 100.0   |
| CA    | 1,221         | 52.9    | 842          | 36.5    | 243     | 10.5    | 2,306                  | 100.0   |
| CO    | 222           | 48.1    | 227          | 49.1    | 13      | 2.8     | 462                    | 100.0   |
| CT    | 83            | 39.3    | 74           | 35.1    | 54      | 25.6    | 211                    | 100.0   |
| DE    | 61            | 60.4    | 35           | 34.7    | 5       | 5.0     | 101                    | 100.0   |
| DC    | 3             | 37.5    | 4            | 50.0    | 1       | 12.5    | 8                      | 100.0   |
| FL    | 930           | 53.2    | 777          | 44.5    | 41      | 2.3     | 1,748                  | 100.0   |
| GA    | 456           | 41.8    | 518          | 47.4    | 118     | 10.8    | 1,092                  | 100.0   |
| HI    | 24            | 58.5    | 16           | 39.0    | 1       | 2.4     | 41                     | 100.0   |
| ID    | 52            | 34.0    | 81           | 52.9    | 20      | 13.1    | 153                    | 100.0   |
| IL    | 338           | 41.0    | 274          | 33.3    | 212     | 25.7    | 824                    | 100.0   |
| IN    | 260           | 40.1    | 229          | 35.3    | 160     | 24.7    | 649                    | 100.0   |
| IA    | 107           | 46.1    | 102          | 44.0    | 23      | 9.9     | 232                    | 100.0   |
| KS    | 114           | 40.3    | 142          | 50.2    | 27      | 9.5     | 283                    | 100.0   |
| KY    | 230           | 47.5    | 254          | 52.5    | 0       | 0.0     | 484                    | 100.0   |
| LA    | 204           | 37.8    | 280          | 51.9    | 56      | 10.4    | 540                    | 100.0   |
| ME    | 58            | 46.8    | 65           | 52.4    | 1       | 0.8     | 124                    | 100.0   |
| MD    | 153           | 46.6    | 150          | 45.7    | 25      | 7.6     | 328                    | 100.0   |
| MA    | 96            | 36.4    | 137          | 51.9    | 31      | 11.7    | 264                    | 100.0   |
| MI    | 331           | 48.2    | 230          | 33.5    | 126     | 18.3    | 687                    | 100.0   |
| MN    | 153           | 54.1    | 78           | 27.6    | 52      | 18.4    | 283                    | 100.0   |
| MS    | 226           | 44.2    | 197          | 38.6    | 88      | 17.2    | 511                    | 100.0   |
| MO    | 245           | 36.0    | 363          | 53.4    | 72      | 10.6    | 680                    | 100.0   |
| MT    | 51            | 37.0    | 82           | 59.4    | 5       | 3.6     | 138                    | 100.0   |

## 5. States

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

| State | Restraint Use |         |              |         |         |         | Total Occupants Killed |         |
|-------|---------------|---------|--------------|---------|---------|---------|------------------------|---------|
|       | Restrained    |         | Unrestrained |         | Unknown |         |                        |         |
|       | Number        | Percent | Number       | Percent | Number  | Percent | Number                 | Percent |
| NE    | 57            | 33.3    | 85           | 49.7    | 29      | 17.0    | 171                    | 100.0   |
| NV    | 88            | 42.5    | 82           | 39.6    | 37      | 17.9    | 207                    | 100.0   |
| NH    | 25            | 28.1    | 52           | 58.4    | 12      | 13.5    | 89                     | 100.0   |
| NJ    | 195           | 54.2    | 140          | 38.9    | 25      | 6.9     | 360                    | 100.0   |
| NM    | 118           | 41.8    | 142          | 50.4    | 22      | 7.8     | 282                    | 100.0   |
| NY    | 320           | 55.0    | 203          | 34.9    | 59      | 10.1    | 582                    | 100.0   |
| NC    | 526           | 49.2    | 505          | 47.2    | 39      | 3.6     | 1,070                  | 100.0   |
| ND    | 12            | 21.4    | 39           | 69.6    | 5       | 8.9     | 56                     | 100.0   |
| OH    | 304           | 37.6    | 401          | 49.6    | 104     | 12.9    | 809                    | 100.0   |
| OK    | 192           | 42.4    | 219          | 48.3    | 42      | 9.3     | 453                    | 100.0   |
| OR    | 189           | 54.6    | 108          | 31.2    | 49      | 14.2    | 346                    | 100.0   |
| PA    | 260           | 37.7    | 334          | 48.5    | 95      | 13.8    | 689                    | 100.0   |
| RI    | 14            | 42.4    | 19           | 57.6    | 0       | 0.0     | 33                     | 100.0   |
| SC    | 284           | 40.6    | 375          | 53.6    | 40      | 5.7     | 699                    | 100.0   |
| SD    | 33            | 35.9    | 49           | 53.3    | 10      | 10.9    | 92                     | 100.0   |
| TN    | 376           | 42.9    | 437          | 49.8    | 64      | 7.3     | 877                    | 100.0   |
| TX    | 1,241         | 45.9    | 1,175        | 43.5    | 287     | 10.6    | 2,703                  | 100.0   |
| UT    | 79            | 43.9    | 85           | 47.2    | 16      | 8.9     | 180                    | 100.0   |
| VT    | 18            | 39.1    | 27           | 58.7    | 1       | 2.2     | 46                     | 100.0   |
| VA    | 290           | 43.5    | 373          | 56.0    | 3       | 0.5     | 666                    | 100.0   |
| WA    | 209           | 48.3    | 153          | 35.3    | 71      | 16.4    | 433                    | 100.0   |
| WV    | 57            | 33.3    | 85           | 49.7    | 29      | 17.0    | 171                    | 100.0   |
| WI    | 165           | 41.3    | 161          | 40.3    | 74      | 18.5    | 400                    | 100.0   |
| WY    | 25            | 28.4    | 61           | 69.3    | 2       | 2.3     | 88                     | 100.0   |
| USA   | 11,410        | 44.9    | 11,302       | 44.5    | 2,708   | 10.7    | 25,420                 | 100.0   |
| PR    | 41            | 31.5    | 89           | 68.5    | 0       | 0.0     | 130                    | 100.0   |

## 5. States

**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 |         |        |     |      |
|       |                | Number   | Percent |              | Number   | Percent |              | Number   | Percent |              | Number   | Percent |        |     |      |
| AL    | 353            | 69       | 19.5    | 169          | 73       | 43.2    | 164          | 61       | 37.2    | 24           | 2        | 8.3     | 710    | 205 | 28.9 |
| AK    | 25             | 4        | 16.0    | 13           | 6        | 46.2    | 15           | 7        | 46.7    | 3            | 1        | 33.3    | 56     | 18  | 32.1 |
| AZ    | 268            | 43       | 16.0    | 116          | 60       | 51.7    | 176          | 81       | 46.0    | 28           | 4        | 14.3    | 588    | 188 | 32.0 |
| AR    | 187            | 46       | 24.6    | 98           | 35       | 35.7    | 112          | 31       | 27.7    | 18           | 4        | 22.2    | 415    | 116 | 28.0 |
| CA    | 1,385          | 328      | 23.7    | 294          | 149      | 50.7    | 549          | 242      | 44.1    | 77           | 24       | 31.2    | 2,306  | 744 | 32.3 |
| CO    | 195            | 51       | 26.2    | 83           | 45       | 54.2    | 171          | 83       | 48.5    | 12           | 4        | 33.3    | 462    | 183 | 39.6 |
| CT    | 129            | 28       | 21.7    | 15           | 4        | 26.7    | 62           | 16       | 25.8    | 5            | 2        | 40.0    | 211    | 50  | 23.7 |
| DE    | 50             | 10       | 20.0    | 12           | 2        | 16.7    | 33           | 9        | 27.3    | 6            | 0        | 0.0     | 101    | 21  | 20.8 |
| DC    | 6              | 0        | 0.0     | 0            | 0        | 0.0     | 0            | 0        | 0.0     | 2            | 0        | 0.0     | 8      | 0   | 0.0  |
| FL    | 928            | 143      | 15.4    | 261          | 83       | 31.8    | 488          | 142      | 29.1    | 71           | 14       | 19.7    | 1,748  | 382 | 21.9 |
| GA    | 571            | 149      | 26.1    | 186          | 72       | 38.7    | 297          | 131      | 44.1    | 38           | 7        | 18.4    | 1,092  | 359 | 32.9 |
| HI    | 14             | 1        | 7.1     | 11           | 5        | 45.5    | 14           | 4        | 28.6    | 2            | 0        | 0.0     | 41     | 10  | 24.4 |
| ID    | 64             | 20       | 31.3    | 45           | 23       | 51.1    | 40           | 23       | 57.5    | 4            | 2        | 50.0    | 153    | 68  | 44.4 |
| IL    | 446            | 72       | 16.1    | 103          | 36       | 35.0    | 232          | 58       | 25.0    | 41           | 3        | 7.3     | 824    | 170 | 20.6 |
| IN    | 341            | 62       | 18.2    | 88           | 20       | 22.7    | 189          | 60       | 31.7    | 31           | 8        | 25.8    | 649    | 150 | 23.1 |
| IA    | 96             | 18       | 18.8    | 47           | 20       | 42.6    | 64           | 25       | 39.1    | 25           | 7        | 28.0    | 232    | 70  | 30.2 |
| KS    | 128            | 37       | 28.9    | 75           | 36       | 48.0    | 68           | 33       | 48.5    | 12           | 4        | 33.3    | 283    | 110 | 38.9 |
| KY    | 244            | 50       | 20.5    | 106          | 43       | 40.6    | 121          | 38       | 31.4    | 13           | 4        | 30.8    | 484    | 135 | 27.9 |
| LA    | 258            | 41       | 15.9    | 149          | 63       | 42.3    | 121          | 36       | 29.8    | 12           | 6        | 50.0    | 540    | 146 | 27.0 |
| ME    | 57             | 13       | 22.8    | 21           | 11       | 52.4    | 40           | 9        | 22.5    | 6            | 2        | 33.3    | 124    | 35  | 28.2 |
| MD    | 197            | 34       | 17.3    | 28           | 7        | 25.0    | 91           | 22       | 24.2    | 12           | 1        | 8.3     | 328    | 64  | 19.5 |
| MA    | 152            | 33       | 21.7    | 22           | 7        | 31.8    | 74           | 21       | 28.4    | 16           | 3        | 18.8    | 264    | 64  | 24.2 |
| MI    | 292            | 51       | 17.5    | 117          | 35       | 29.9    | 246          | 69       | 28.0    | 32           | 4        | 12.5    | 687    | 159 | 23.1 |
| MN    | 136            | 23       | 16.9    | 35           | 12       | 34.3    | 103          | 34       | 33.0    | 9            | 2        | 22.2    | 283    | 71  | 25.1 |
| MS    | 256            | 71       | 27.7    | 116          | 37       | 31.9    | 123          | 46       | 37.4    | 16           | 3        | 18.8    | 511    | 157 | 30.7 |
| MO    | 300            | 72       | 24.0    | 143          | 63       | 44.1    | 200          | 77       | 38.5    | 37           | 8        | 21.6    | 680    | 220 | 32.4 |
| MT    | 47             | 16       | 34.0    | 39           | 17       | 43.6    | 43           | 22       | 51.2    | 9            | 2        | 22.2    | 138    | 57  | 41.3 |

## 5. States

**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 |         |        |       |      |
|       |                | Number   | Percent |              | Number   | Percent |              | Number   | Percent |              | Number   | Percent |        |       |      |
| NE    | 87             | 12       | 13.8    | 30           | 13       | 43.3    | 47           | 17       | 36.2    | 7            | 1        | 14.3    | 171    | 43    | 25.1 |
| NV    | 105            | 31       | 29.5    | 45           | 23       | 51.1    | 43           | 23       | 53.5    | 14           | 11       | 78.6    | 207    | 88    | 42.5 |
| NH    | 36             | 6        | 16.7    | 16           | 2        | 12.5    | 32           | 12       | 37.5    | 5            | 0        | 0.0     | 89     | 20    | 22.5 |
| NJ    | 203            | 41       | 20.2    | 25           | 8        | 32.0    | 112          | 25       | 22.3    | 20           | 8        | 40.0    | 360    | 82    | 22.8 |
| NM    | 114            | 28       | 24.6    | 69           | 36       | 52.2    | 90           | 63       | 70.0    | 9            | 1        | 11.1    | 282    | 128   | 45.4 |
| NY    | 299            | 46       | 15.4    | 75           | 19       | 25.3    | 185          | 48       | 25.9    | 23           | 2        | 8.7     | 582    | 115   | 19.8 |
| NC    | 593            | 152      | 25.6    | 172          | 57       | 33.1    | 248          | 85       | 34.3    | 57           | 14       | 24.6    | 1,070  | 308   | 28.8 |
| ND    | 10             | 2        | 20.0    | 29           | 20       | 69.0    | 14           | 8        | 57.1    | 3            | 1        | 33.3    | 56     | 31    | 55.4 |
| OH    | 420            | 88       | 21.0    | 108          | 27       | 25.0    | 242          | 77       | 31.8    | 39           | 6        | 15.4    | 809    | 198   | 24.5 |
| OK    | 179            | 35       | 19.6    | 124          | 55       | 44.4    | 130          | 53       | 40.8    | 20           | 10       | 50.0    | 453    | 153   | 33.8 |
| OR    | 174            | 44       | 25.3    | 59           | 23       | 39.0    | 99           | 41       | 41.4    | 14           | 4        | 28.6    | 346    | 112   | 32.4 |
| PA    | 355            | 66       | 18.6    | 72           | 20       | 27.8    | 229          | 70       | 30.6    | 33           | 1        | 3.0     | 689    | 157   | 22.8 |
| RI    | 17             | 5        | 29.4    | 5            | 2        | 40.0    | 11           | 2        | 18.2    | 0            | 0        | 0.0     | 33     | 9     | 27.3 |
| SC    | 339            | 84       | 24.8    | 130          | 45       | 34.6    | 201          | 79       | 39.3    | 27           | 3        | 11.1    | 699    | 211   | 30.2 |
| SD    | 38             | 18       | 47.4    | 19           | 10       | 52.6    | 30           | 11       | 36.7    | 5            | 0        | 0.0     | 92     | 39    | 42.4 |
| TN    | 433            | 89       | 20.6    | 177          | 50       | 28.2    | 230          | 91       | 39.6    | 37           | 8        | 21.6    | 877    | 238   | 27.1 |
| TX    | 1,168          | 226      | 19.3    | 662          | 277      | 41.8    | 790          | 292      | 37.0    | 83           | 28       | 33.7    | 2,703  | 823   | 30.4 |
| UT    | 98             | 22       | 22.4    | 29           | 17       | 58.6    | 44           | 23       | 52.3    | 9            | 3        | 33.3    | 180    | 65    | 36.1 |
| VT    | 24             | 3        | 12.5    | 8            | 2        | 25.0    | 12           | 4        | 33.3    | 2            | 0        | 0.0     | 46     | 9     | 19.6 |
| VA    | 354            | 73       | 20.6    | 113          | 38       | 33.6    | 168          | 61       | 36.3    | 30           | 6        | 20.0    | 666    | 178   | 26.7 |
| WA    | 222            | 47       | 21.2    | 85           | 33       | 38.8    | 113          | 40       | 35.4    | 13           | 3        | 23.1    | 433    | 123   | 28.4 |
| WV    | 65             | 14       | 21.5    | 46           | 17       | 37.0    | 53           | 21       | 39.6    | 7            | 0        | 0.0     | 171    | 52    | 30.4 |
| WI    | 203            | 53       | 26.1    | 57           | 21       | 36.8    | 112          | 38       | 33.9    | 28           | 5        | 17.9    | 400    | 117   | 29.3 |
| WY    | 30             | 20       | 66.7    | 25           | 18       | 72.0    | 32           | 23       | 71.9    | 1            | 0        | 0.0     | 88     | 61    | 69.3 |
| USA   | 12,691         | 2,690    | 21.2    | 4,572        | 1,797    | 39.3    | 7,103        | 2,587    | 36.4    | 1,047        | 236      | 22.5    | 25,420 | 7,312 | 28.8 |
| PR    | 90             | 8        | 8.9     | 14           | 5        | 35.7    | 26           | 5        | 19.2    | 0            | 0        | 0.0     | 130    | 18    | 13.8 |

\*Includes occupants of other and unknown light trucks.

## 5. States

**Table 116. Ranking of State Pedestrian Fatality Rates**

| Rank | State                | Pedestrians Killed | Population | Pedestrian Fatality Rate<br>per 100,000 Population |
|------|----------------------|--------------------|------------|----------------------------------------------------|
| 1    | New Mexico           | 93                 | 2,113,344  | 4.40                                               |
| 2    | Arizona              | 295                | 7,359,197  | 4.01                                               |
| 3    | Louisiana            | 181                | 4,590,241  | 3.94                                               |
| 4    | Florida              | 773                | 22,244,823 | 3.47                                               |
| 5    | South Carolina       | 172                | 5,282,634  | 3.26                                               |
| 6    | Georgia              | 345                | 10,912,876 | 3.16                                               |
| 7    | Delaware             | 31                 | 1,018,396  | 3.04                                               |
| 8    | Tennessee            | 210                | 7,051,339  | 2.98                                               |
| 9    | California           | 1,158              | 39,029,342 | 2.97                                               |
| 10   | Oregon               | 123                | 4,240,137  | 2.90                                               |
| 11   | Mississippi          | 81                 | 2,940,057  | 2.76                                               |
| 12   | Texas                | 797                | 30,029,572 | 2.65                                               |
| 13   | Nevada               | 83                 | 3,177,772  | 2.61                                               |
| 14   | Arkansas             | 79                 | 3,045,637  | 2.59                                               |
| 15   | North Carolina       | 257                | 10,698,973 | 2.40                                               |
| 16   | Oklahoma             | 96                 | 4,019,800  | 2.39                                               |
| 17   | District of Columbia | 16                 | 671,803    | 2.38                                               |
| 18   | Alabama              | 114                | 5,074,296  | 2.25                                               |
| 19   | Maryland             | 128                | 6,164,660  | 2.08                                               |
| 20   | Missouri             | 128                | 6,177,957  | 2.07                                               |
| 21   | Kentucky             | 93                 | 4,512,310  | 2.06                                               |
| 22   | Virginia             | 173                | 8,683,619  | 1.99                                               |
| 23   | New Jersey           | 183                | 9,261,699  | 1.98                                               |
| 24   | Hawaii               | 28                 | 1,440,196  | 1.94                                               |
| 25   | Connecticut          | 68                 | 3,626,205  | 1.88                                               |
| 26   | Colorado             | 108                | 5,839,926  | 1.85                                               |
| 27   | Alaska               | 13                 | 733,583    | 1.77                                               |

## 5. States

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

| Rank | State           | Pedestrians Killed | Population         | Pedestrian Fatality Rate<br>per 100,000 Population |
|------|-----------------|--------------------|--------------------|----------------------------------------------------|
| 28   | Michigan        | 169                | 10,034,113         | 1.68                                               |
| 29   | Indiana         | 114                | 6,833,037          | 1.67                                               |
| 30   | Washington      | 126                | 7,785,786          | 1.62                                               |
| 31   | Montana         | 18                 | 1,122,867          | 1.60                                               |
| 32   | New York        | 303                | 19,677,151         | 1.54                                               |
| 33   | Illinois        | 191                | 12,582,032         | 1.52                                               |
| 34   | Maine           | 21                 | 1,385,340          | 1.52                                               |
| 35   | Pennsylvania    | 179                | 12,972,008         | 1.38                                               |
| 36   | Ohio            | 160                | 11,756,058         | 1.36                                               |
| 37   | Massachusetts   | 94                 | 6,981,974          | 1.35                                               |
| 38   | Utah            | 45                 | 3,380,800          | 1.33                                               |
| 39   | Wisconsin       | 72                 | 5,892,539          | 1.22                                               |
| 40   | South Dakota    | 11                 | 909,824            | 1.21                                               |
| 41   | Wyoming         | 7                  | 581,381            | 1.20                                               |
| 42   | West Virginia   | 21                 | 1,775,156          | 1.18                                               |
| 43   | Nebraska        | 23                 | 1,967,923          | 1.17                                               |
| 44   | New Hampshire   | 16                 | 1,395,231          | 1.15                                               |
| 45   | Kansas          | 32                 | 2,937,150          | 1.09                                               |
| 46   | Vermont         | 6                  | 647,064            | 0.93                                               |
| 47   | Idaho           | 16                 | 1,939,033          | 0.83                                               |
| 48   | North Dakota    | 6                  | 779,261            | 0.77                                               |
| 49   | Minnesota       | 43                 | 5,717,184          | 0.75                                               |
| 50   | Rhode Island    | 7                  | 1,093,734          | 0.64                                               |
| 51   | Iowa            | 16                 | 3,200,517          | 0.50                                               |
|      | <b>National</b> | <b>7,522</b>       | <b>333,287,557</b> | <b>2.26</b>                                        |
|      | Puerto Rico     | 67                 | 3,221,789          | 2.08                                               |

Source: Population—Census Bureau

## 5. States

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

| State | BAC = .00 |         | BAC = .01-.07 |         | Alcohol-Impaired-<br>Driving Fatalities<br>(BAC = .08+) |         | BAC = .01+ |         | Total Killed* |         |
|-------|-----------|---------|---------------|---------|---------------------------------------------------------|---------|------------|---------|---------------|---------|
|       | Number    | Percent | Number        | Percent | Number                                                  | Percent | Number     | Percent | Number        | Percent |
| AL    | 661       | 67      | 46            | 5       | 281                                                     | 28      | 326        | 33      | 988           | 100     |
| AK    | 61        | 75      | 1             | 2       | 20                                                      | 24      | 21         | 25      | 82            | 100     |
| AZ    | 780       | 60      | 67            | 5       | 450                                                     | 35      | 518        | 40      | 1,302         | 100     |
| AR    | 443       | 69      | 48            | 7       | 153                                                     | 24      | 200        | 31      | 643           | 100     |
| CA    | 2,717     | 61      | 224           | 5       | 1,479                                                   | 33      | 1,703      | 38      | 4,428         | 100     |
| CO    | 447       | 59      | 54            | 7       | 260                                                     | 34      | 314        | 41      | 764           | 100     |
| CT    | 208       | 58      | 24            | 7       | 127                                                     | 35      | 151        | 42      | 359           | 100     |
| DE    | 104       | 64      | 9             | 6       | 49                                                      | 30      | 58         | 36      | 162           | 100     |
| DC    | 18        | 56      | 2             | 5       | 12                                                      | 39      | 14         | 44      | 32            | 100     |
| FL    | 2,430     | 69      | 154           | 4       | 940                                                     | 27      | 1,094      | 31      | 3,530         | 100     |
| GA    | 1,197     | 67      | 92            | 5       | 507                                                     | 28      | 599        | 33      | 1,797         | 100     |
| HI    | 69        | 60      | 10            | 9       | 37                                                      | 31      | 47         | 40      | 116           | 100     |
| ID    | 136       | 63      | 10            | 5       | 69                                                      | 32      | 79         | 37      | 215           | 100     |
| IL    | 716       | 56      | 80            | 6       | 471                                                     | 37      | 551        | 43      | 1,268         | 100     |
| IN    | 624       | 66      | 51            | 5       | 274                                                     | 29      | 325        | 34      | 949           | 100     |
| IA    | 195       | 58      | 22            | 6       | 116                                                     | 34      | 138        | 41      | 338           | 100     |
| KS    | 274       | 67      | 26            | 6       | 109                                                     | 27      | 135        | 33      | 410           | 100     |
| KY    | 539       | 73      | 28            | 4       | 176                                                     | 24      | 204        | 27      | 744           | 100     |
| LA    | 582       | 64      | 57            | 6       | 267                                                     | 29      | 324        | 36      | 906           | 100     |
| ME    | 103       | 56      | 17            | 9       | 62                                                      | 34      | 79         | 43      | 182           | 100     |
| MD    | 337       | 60      | 20            | 3       | 207                                                     | 37      | 227        | 40      | 564           | 100     |
| MA    | 289       | 67      | 22            | 5       | 123                                                     | 28      | 144        | 33      | 434           | 100     |
| MI    | 763       | 68      | 56            | 5       | 305                                                     | 27      | 361        | 32      | 1,124         | 100     |
| MN    | 291       | 66      | 23            | 5       | 130                                                     | 29      | 153        | 34      | 444           | 100     |
| MS    | 512       | 73      | 23            | 3       | 168                                                     | 24      | 191        | 27      | 703           | 100     |
| MO    | 689       | 65      | 77            | 7       | 290                                                     | 27      | 367        | 35      | 1,057         | 100     |
| MT    | 129       | 61      | 11            | 5       | 71                                                      | 34      | 83         | 39      | 213           | 100     |

## 5. States

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

| State      | BAC = .00     |           | BAC = .01-.07 |          | Alcohol-Impaired-<br>Driving Fatalities<br>(BAC = .08+) |           | BAC = .01+    |           | Total Killed* |            |
|------------|---------------|-----------|---------------|----------|---------------------------------------------------------|-----------|---------------|-----------|---------------|------------|
|            | Number        | Percent   | Number        | Percent  | Number                                                  | Percent   | Number        | Percent   | Number        | Percent    |
| NE         | 155           | 64        | 21            | 9        | 67                                                      | 28        | 89            | 36        | 244           | 100        |
| NV         | 246           | 59        | 30            | 7        | 140                                                     | 34        | 170           | 41        | 416           | 100        |
| NH         | 88            | 61        | 6             | 4        | 52                                                      | 36        | 58            | 39        | 146           | 100        |
| NJ         | 470           | 69        | 34            | 5        | 177                                                     | 26        | 211           | 31        | 685           | 100        |
| NM         | 287           | 62        | 27            | 6        | 152                                                     | 33        | 179           | 38        | 466           | 100        |
| NY         | 731           | 62        | 74            | 6        | 371                                                     | 32        | 444           | 38        | 1,175         | 100        |
| NC         | 1,100         | 68        | 68            | 4        | 460                                                     | 28        | 528           | 32        | 1,630         | 100        |
| ND         | 57            | 58        | 8             | 8        | 34                                                      | 34        | 42            | 42        | 98            | 100        |
| OH         | 709           | 56        | 88            | 7        | 471                                                     | 37        | 559           | 44        | 1,275         | 100        |
| OK         | 492           | 69        | 31            | 4        | 186                                                     | 26        | 216           | 30        | 710           | 100        |
| OR         | 330           | 55        | 39            | 6        | 232                                                     | 39        | 271           | 45        | 601           | 100        |
| PA         | 785           | 67        | 53            | 4        | 338                                                     | 29        | 390           | 33        | 1,179         | 100        |
| RI         | 24            | 46        | 6             | 12       | 22                                                      | 43        | 28            | 54        | 52            | 100        |
| SC         | 558           | 51        | 61            | 6        | 474                                                     | 43        | 535           | 49        | 1,094         | 100        |
| SD         | 83            | 61        | 10            | 7        | 44                                                      | 32        | 54            | 39        | 137           | 100        |
| TN         | 878           | 67        | 70            | 5        | 364                                                     | 28        | 435           | 33        | 1,314         | 100        |
| TX         | 2,249         | 51        | 283           | 6        | 1,869                                                   | 42        | 2,152         | 49        | 4,408         | 100        |
| UT         | 231           | 72        | 17            | 5        | 71                                                      | 22        | 88            | 28        | 319           | 100        |
| VT         | 42            | 55        | 9             | 11       | 26                                                      | 34        | 34            | 45        | 76            | 100        |
| VA         | 660           | 65        | 49            | 5        | 298                                                     | 30        | 346           | 34        | 1,008         | 100        |
| WA         | 422           | 58        | 50            | 7        | 256                                                     | 35        | 306           | 42        | 733           | 100        |
| WV         | 184           | 70        | 20            | 7        | 60                                                      | 23        | 80            | 30        | 264           | 100        |
| WI         | 398           | 67        | 26            | 4        | 171                                                     | 29        | 197           | 33        | 596           | 100        |
| WY         | 85            | 64        | 9             | 7        | 40                                                      | 30        | 49            | 36        | 134           | 100        |
| <b>USA</b> | <b>26,580</b> | <b>63</b> | <b>2,337</b>  | <b>5</b> | <b>13,524</b>                                           | <b>32</b> | <b>15,861</b> | <b>37</b> | <b>42,514</b> | <b>100</b> |
| PR         | 161           | 59        | 17            | 6        | 91                                                      | 34        | 108           | 40        | 271           | 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 page 5 of this report.

## 5. States

**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    | 1,077     | 77      | 53            | 4       | 268        | 19      | 320        | 23      | 1,397                                   | 100     |
| AK    | 101       | 84      | 1             | 1       | 18         | 15      | 19         | 16      | 120                                     | 100     |
| AZ    | 1,300     | 72      | 73            | 4       | 434        | 24      | 506        | 28      | 1,806                                   | 100     |
| AR    | 725       | 79      | 46            | 5       | 145        | 16      | 191        | 21      | 916                                     | 100     |
| CA    | 4,501     | 73      | 234           | 4       | 1,418      | 23      | 1,652      | 27      | 6,153                                   | 100     |
| CO    | 795       | 74      | 48            | 4       | 238        | 22      | 286        | 26      | 1,080                                   | 100     |
| CT    | 369       | 73      | 22            | 4       | 114        | 22      | 136        | 27      | 505                                     | 100     |
| DE    | 177       | 76      | 11            | 5       | 46         | 20      | 56         | 24      | 233                                     | 100     |
| DC    | 26        | 67      | 2             | 5       | 11         | 28      | 13         | 33      | 39                                      | 100     |
| FL    | 4,118     | 80      | 161           | 3       | 886        | 17      | 1,047      | 20      | 5,165                                   | 100     |
| GA    | 1,924     | 77      | 98            | 4       | 484        | 19      | 581        | 23      | 2,505                                   | 100     |
| HI    | 119       | 72      | 11            | 6       | 35         | 21      | 46         | 28      | 165                                     | 100     |
| ID    | 229       | 75      | 12            | 4       | 63         | 21      | 75         | 25      | 304                                     | 100     |
| IL    | 1,317     | 71      | 86            | 5       | 444        | 24      | 530        | 29      | 1,847                                   | 100     |
| IN    | 1,091     | 78      | 50            | 4       | 261        | 19      | 311        | 22      | 1,402                                   | 100     |
| IA    | 322       | 70      | 25            | 6       | 112        | 24      | 138        | 30      | 460                                     | 100     |
| KS    | 406       | 76      | 28            | 5       | 102        | 19      | 130        | 24      | 536                                     | 100     |
| KY    | 874       | 82      | 29            | 3       | 164        | 15      | 192        | 18      | 1,066                                   | 100     |
| LA    | 919       | 75      | 58            | 5       | 249        | 20      | 307        | 25      | 1,226                                   | 100     |
| ME    | 177       | 71      | 17            | 7       | 57         | 23      | 74         | 29      | 251                                     | 100     |
| MD    | 599       | 73      | 22            | 3       | 203        | 25      | 225        | 27      | 824                                     | 100     |
| MA    | 450       | 76      | 23            | 4       | 121        | 20      | 144        | 24      | 594                                     | 100     |
| MI    | 1,269     | 78      | 55            | 3       | 297        | 18      | 352        | 22      | 1,621                                   | 100     |
| MN    | 496       | 77      | 24            | 4       | 124        | 19      | 148        | 23      | 644                                     | 100     |
| MS    | 774       | 81      | 23            | 2       | 158        | 17      | 181        | 19      | 955                                     | 100     |
| MO    | 1,130     | 76      | 75            | 5       | 273        | 18      | 348        | 24      | 1,478                                   | 100     |
| MT    | 173       | 68      | 13            | 5       | 67         | 27      | 80         | 32      | 253                                     | 100     |

## 5. States

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

| State      | BAC = .00     |           | BAC = .01-.07 |          | BAC = .08+    |           | BAC = .01+    |           | Total Drivers Involved in Fatal Crashes |            |
|------------|---------------|-----------|---------------|----------|---------------|-----------|---------------|-----------|-----------------------------------------|------------|
|            | Number        | Percent   | Number        | Percent  | Number        | Percent   | Number        | Percent   | Number                                  | Percent    |
| NE         | 287           | 78        | 20            | 6        | 59            | 16        | 79            | 22        | 366                                     | 100        |
| NV         | 426           | 73        | 30            | 5        | 130           | 22        | 159           | 27        | 585                                     | 100        |
| NH         | 148           | 72        | 7             | 4        | 49            | 24        | 56            | 28        | 204                                     | 100        |
| NJ         | 823           | 80        | 35            | 3        | 170           | 17        | 205           | 20        | 1,028                                   | 100        |
| NM         | 486           | 74        | 27            | 4        | 141           | 22        | 168           | 26        | 654                                     | 100        |
| NY         | 1,150         | 72        | 80            | 5        | 362           | 23        | 442           | 28        | 1,592                                   | 100        |
| NC         | 1,755         | 78        | 71            | 3        | 428           | 19        | 499           | 22        | 2,253                                   | 100        |
| ND         | 109           | 71        | 9             | 6        | 34            | 22        | 43            | 29        | 152                                     | 100        |
| OH         | 1,312         | 70        | 96            | 5        | 477           | 25        | 573           | 30        | 1,885                                   | 100        |
| OK         | 785           | 79        | 28            | 3        | 180           | 18        | 208           | 21        | 993                                     | 100        |
| OR         | 548           | 67        | 45            | 5        | 226           | 28        | 271           | 33        | 819                                     | 100        |
| PA         | 1,292         | 78        | 56            | 3        | 318           | 19        | 374           | 22        | 1,666                                   | 100        |
| RI         | 42            | 60        | 7             | 9        | 22            | 31        | 28            | 40        | 70                                      | 100        |
| SC         | 1,002         | 65        | 71            | 5        | 461           | 30        | 532           | 35        | 1,533                                   | 100        |
| SD         | 142           | 75        | 8             | 4        | 39            | 21        | 47            | 25        | 189                                     | 100        |
| TN         | 1,456         | 78        | 71            | 4        | 346           | 18        | 417           | 22        | 1,873                                   | 100        |
| TX         | 4,112         | 65        | 324           | 5        | 1,845         | 29        | 2,169         | 35        | 6,280                                   | 100        |
| UT         | 385           | 82        | 20            | 4        | 66            | 14        | 86            | 18        | 471                                     | 100        |
| VT         | 74            | 69        | 8             | 7        | 25            | 24        | 33            | 31        | 107                                     | 100        |
| VA         | 1,064         | 76        | 50            | 4        | 288           | 21        | 339           | 24        | 1,403                                   | 100        |
| WA         | 738           | 71        | 55            | 5        | 248           | 24        | 303           | 29        | 1,041                                   | 100        |
| WV         | 277           | 78        | 19            | 5        | 57            | 16        | 76            | 22        | 353                                     | 100        |
| WI         | 641           | 78        | 27            | 3        | 159           | 19        | 186           | 22        | 827                                     | 100        |
| WY         | 116           | 73        | 6             | 4        | 37            | 23        | 43            | 27        | 159                                     | 100        |
| <b>USA</b> | <b>44,624</b> | <b>74</b> | <b>2,469</b>  | <b>4</b> | <b>12,955</b> | <b>22</b> | <b>15,425</b> | <b>26</b> | <b>60,048</b>                           | <b>100</b> |
| PR         | 255           | 70        | 18            | 5        | 93            | 25        | 111           | 30        | 366                                     | 100        |

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

## 5. States

**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    | 464       | 66      | 31            | 4       | 204        | 29      | 235        | 34      | 699                  | 100     |
| AK    | 41        | 78      | 0             | 0       | 12         | 22      | 12         | 22      | 53                   | 100     |
| AZ    | 487       | 68      | 26            | 4       | 206        | 29      | 232        | 32      | 719                  | 100     |
| AR    | 322       | 71      | 28            | 6       | 103        | 23      | 131        | 29      | 452                  | 100     |
| CA    | 1,418     | 60      | 113           | 5       | 847        | 36      | 961        | 40      | 2,378                | 100     |
| CO    | 296       | 62      | 35            | 7       | 150        | 31      | 185        | 38      | 481                  | 100     |
| CT    | 151       | 64      | 15            | 6       | 70         | 29      | 85         | 36      | 236                  | 100     |
| DE    | 57        | 66      | 5             | 5       | 25         | 29      | 30         | 34      | 86                   | 100     |
| DC    | 4         | 41      | 1             | 11      | 5          | 48      | 6          | 59      | 10                   | 100     |
| FL    | 1,389     | 69      | 90            | 4       | 544        | 27      | 633        | 31      | 2,022                | 100     |
| GA    | 772       | 66      | 64            | 6       | 331        | 28      | 395        | 34      | 1,167                | 100     |
| HI    | 38        | 58      | 6             | 9       | 22         | 33      | 27         | 42      | 65                   | 100     |
| ID    | 105       | 67      | 8             | 5       | 43         | 28      | 51         | 33      | 156                  | 100     |
| IL    | 501       | 63      | 44            | 5       | 249        | 31      | 292        | 37      | 793                  | 100     |
| IN    | 444       | 67      | 28            | 4       | 186        | 28      | 214        | 33      | 658                  | 100     |
| IA    | 166       | 66      | 13            | 5       | 73         | 29      | 86         | 34      | 252                  | 100     |
| KS    | 211       | 69      | 19            | 6       | 75         | 25      | 94         | 31      | 305                  | 100     |
| KY    | 385       | 75      | 15            | 3       | 116        | 23      | 131        | 25      | 516                  | 100     |
| LA    | 338       | 62      | 37            | 7       | 170        | 31      | 206        | 38      | 544                  | 100     |
| ME    | 81        | 58      | 12            | 8       | 46         | 33      | 58         | 42      | 139                  | 100     |
| MD    | 207       | 60      | 10            | 3       | 130        | 38      | 140        | 40      | 347                  | 100     |
| MA    | 180       | 67      | 15            | 6       | 75         | 28      | 90         | 33      | 270                  | 100     |
| MI    | 529       | 71      | 27            | 4       | 186        | 25      | 213        | 29      | 742                  | 100     |
| MN    | 227       | 68      | 17            | 5       | 88         | 27      | 105        | 32      | 332                  | 100     |
| MS    | 381       | 79      | 11            | 2       | 91         | 19      | 101        | 21      | 482                  | 100     |
| MO    | 487       | 68      | 43            | 6       | 191        | 27      | 234        | 32      | 721                  | 100     |
| MT    | 87        | 57      | 9             | 6       | 56         | 37      | 65         | 43      | 152                  | 100     |

## 5. States

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

| State      | BAC = .00     |           | BAC = .01-.07 |          | BAC = .08+   |           | BAC = .01+   |           | Total Drivers Killed |            |
|------------|---------------|-----------|---------------|----------|--------------|-----------|--------------|-----------|----------------------|------------|
|            | Number        | Percent   | Number        | Percent  | Number       | Percent   | Number       | Percent   | Number               | Percent    |
| NE         | 122           | 70        | 13            | 7        | 41           | 23        | 53           | 30        | 175                  | 100        |
| NV         | 151           | 63        | 15            | 6        | 72           | 30        | 88           | 37        | 238                  | 100        |
| NH         | 61            | 57        | 4             | 4        | 41           | 39        | 45           | 43        | 106                  | 100        |
| NJ         | 254           | 68        | 22            | 6        | 99           | 26        | 121          | 32        | 375                  | 100        |
| NM         | 169           | 61        | 16            | 6        | 92           | 33        | 108          | 39        | 276                  | 100        |
| NY         | 413           | 64        | 41            | 6        | 195          | 30        | 236          | 36        | 649                  | 100        |
| NC         | 780           | 71        | 43            | 4        | 280          | 25        | 323          | 29        | 1,103                | 100        |
| ND         | 48            | 59        | 7             | 8        | 27           | 33        | 33           | 41        | 81                   | 100        |
| OH         | 553           | 62        | 47            | 5        | 287          | 32        | 334          | 38        | 887                  | 100        |
| OK         | 342           | 72        | 12            | 2        | 119          | 25        | 131          | 28        | 472                  | 100        |
| OR         | 233           | 61        | 21            | 5        | 127          | 33        | 148          | 39        | 381                  | 100        |
| PA         | 524           | 67        | 33            | 4        | 225          | 29        | 258          | 33        | 782                  | 100        |
| RI         | 17            | 46        | 4             | 12       | 15           | 42        | 20           | 54        | 36                   | 100        |
| SC         | 421           | 57        | 34            | 5        | 281          | 38        | 315          | 43        | 736                  | 100        |
| SD         | 56            | 64        | 5             | 5        | 27           | 30        | 31           | 36        | 87                   | 100        |
| TN         | 600           | 70        | 40            | 5        | 221          | 26        | 260          | 30        | 860                  | 100        |
| TX         | 1,575         | 58        | 139           | 5        | 983          | 36        | 1,122        | 42        | 2,696                | 100        |
| UT         | 144           | 72        | 13            | 6        | 44           | 22        | 57           | 28        | 201                  | 100        |
| VT         | 34            | 59        | 5             | 9        | 19           | 32        | 24           | 41        | 58                   | 100        |
| VA         | 441           | 66        | 34            | 5        | 198          | 29        | 231          | 34        | 672                  | 100        |
| WA         | 306           | 64        | 33            | 7        | 143          | 30        | 176          | 36        | 482                  | 100        |
| WV         | 143           | 71        | 13            | 7        | 46           | 23        | 59           | 29        | 202                  | 100        |
| WI         | 287           | 69        | 17            | 4        | 110          | 27        | 127          | 31        | 414                  | 100        |
| WY         | 63            | 66        | 3             | 3        | 30           | 31        | 33           | 34        | 96                   | 100        |
| <b>USA</b> | <b>17,498</b> | <b>65</b> | <b>1,332</b>  | <b>5</b> | <b>8,012</b> | <b>30</b> | <b>9,344</b> | <b>35</b> | <b>26,842</b>        | <b>100</b> |
| PR         | 88            | 52        | 12            | 7        | 68           | 40        | 80           | 48        | 168                  | 100        |

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

## 5. States

**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    | 613       | 88      | 22            | 3       | 63         | 9       | 85         | 12      | 698                                      | 100     |
| AK    | 60        | 89      | 1             | 2       | 6          | 9       | 7          | 11      | 67                                       | 100     |
| AZ    | 813       | 75      | 47            | 4       | 228        | 21      | 274        | 25      | 1,087                                    | 100     |
| AR    | 404       | 87      | 18            | 4       | 42         | 9       | 60         | 13      | 464                                      | 100     |
| CA    | 3,084     | 82      | 120           | 3       | 571        | 15      | 691        | 18      | 3,775                                    | 100     |
| CO    | 498       | 83      | 13            | 2       | 88         | 15      | 101        | 17      | 599                                      | 100     |
| CT    | 218       | 81      | 7             | 3       | 44         | 16      | 51         | 19      | 269                                      | 100     |
| DE    | 120       | 82      | 6             | 4       | 21         | 14      | 27         | 18      | 147                                      | 100     |
| DC    | 22        | 76      | 1             | 3       | 6          | 21      | 7          | 24      | 29                                       | 100     |
| FL    | 2,730     | 87      | 71            | 2       | 342        | 11      | 414        | 13      | 3,143                                    | 100     |
| GA    | 1,152     | 86      | 33            | 2       | 153        | 11      | 186        | 14      | 1,338                                    | 100     |
| HI    | 81        | 81      | 5             | 5       | 14         | 14      | 19         | 19      | 100                                      | 100     |
| ID    | 125       | 84      | 4             | 3       | 20         | 13      | 24         | 16      | 148                                      | 100     |
| IL    | 816       | 77      | 43            | 4       | 195        | 18      | 238        | 23      | 1,054                                    | 100     |
| IN    | 647       | 87      | 22            | 3       | 75         | 10      | 97         | 13      | 744                                      | 100     |
| IA    | 156       | 75      | 13            | 6       | 39         | 19      | 52         | 25      | 208                                      | 100     |
| KS    | 195       | 84      | 9             | 4       | 27         | 12      | 36         | 16      | 231                                      | 100     |
| KY    | 489       | 89      | 14            | 3       | 48         | 9       | 62         | 11      | 550                                      | 100     |
| LA    | 581       | 85      | 22            | 3       | 79         | 12      | 101        | 15      | 682                                      | 100     |
| ME    | 96        | 86      | 5             | 5       | 11         | 9       | 16         | 14      | 112                                      | 100     |
| MD    | 392       | 82      | 12            | 2       | 73         | 15      | 85         | 18      | 477                                      | 100     |
| MA    | 270       | 83      | 8             | 3       | 46         | 14      | 54         | 17      | 324                                      | 100     |
| MI    | 740       | 84      | 28            | 3       | 112        | 13      | 139        | 16      | 879                                      | 100     |
| MN    | 269       | 86      | 7             | 2       | 36         | 11      | 43         | 14      | 312                                      | 100     |
| MS    | 394       | 83      | 12            | 3       | 67         | 14      | 80         | 17      | 473                                      | 100     |
| MO    | 643       | 85      | 32            | 4       | 82         | 11      | 114        | 15      | 757                                      | 100     |
| MT    | 86        | 85      | 4             | 4       | 11         | 11      | 15         | 15      | 101                                      | 100     |

## 5. States

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

| State      | BAC = .00     |           | BAC = .01-.07 |          | BAC = .08+   |           | BAC = .01+   |           | Total Surviving Drivers in Fatal Crashes |            |
|------------|---------------|-----------|---------------|----------|--------------|-----------|--------------|-----------|------------------------------------------|------------|
|            | Number        | Percent   | Number        | Percent  | Number       | Percent   | Number       | Percent   | Number                                   | Percent    |
| NE         | 165           | 86        | 8             | 4        | 18           | 9         | 26           | 14        | 191                                      | 100        |
| NV         | 275           | 79        | 14            | 4        | 58           | 17        | 72           | 21        | 347                                      | 100        |
| NH         | 87            | 89        | 3             | 3        | 8            | 8         | 11           | 11        | 98                                       | 100        |
| NJ         | 569           | 87        | 13            | 2        | 71           | 11        | 84           | 13        | 653                                      | 100        |
| NM         | 318           | 84        | 11            | 3        | 49           | 13        | 60           | 16        | 378                                      | 100        |
| NY         | 737           | 78        | 39            | 4        | 167          | 18        | 206          | 22        | 943                                      | 100        |
| NC         | 975           | 85        | 28            | 2        | 148          | 13        | 176          | 15        | 1,150                                    | 100        |
| ND         | 61            | 86        | 3             | 4        | 7            | 10        | 10           | 14        | 71                                       | 100        |
| OH         | 759           | 76        | 48            | 5        | 191          | 19        | 239          | 24        | 998                                      | 100        |
| OK         | 444           | 85        | 17            | 3        | 61           | 12        | 77           | 15        | 521                                      | 100        |
| OR         | 315           | 72        | 24            | 6        | 99           | 23        | 123          | 28        | 438                                      | 100        |
| PA         | 768           | 87        | 23            | 3        | 94           | 11        | 116          | 13        | 884                                      | 100        |
| RI         | 25            | 75        | 2             | 7        | 6            | 19        | 9            | 25        | 34                                       | 100        |
| SC         | 580           | 73        | 37            | 5        | 180          | 23        | 217          | 27        | 797                                      | 100        |
| SD         | 87            | 85        | 3             | 3        | 13           | 12        | 16           | 15        | 102                                      | 100        |
| TN         | 857           | 85        | 31            | 3        | 125          | 12        | 157          | 15        | 1,013                                    | 100        |
| TX         | 2,537         | 71        | 185           | 5        | 862          | 24        | 1,047        | 29        | 3,584                                    | 100        |
| UT         | 240           | 89        | 8             | 3        | 22           | 8         | 30           | 11        | 270                                      | 100        |
| VT         | 40            | 81        | 2             | 5        | 7            | 14        | 9            | 19        | 49                                       | 100        |
| VA         | 624           | 85        | 17            | 2        | 91           | 12        | 107          | 15        | 731                                      | 100        |
| WA         | 432           | 77        | 22            | 4        | 105          | 19        | 128          | 23        | 559                                      | 100        |
| WV         | 134           | 89        | 6             | 4        | 11           | 8         | 17           | 11        | 151                                      | 100        |
| WI         | 354           | 86        | 10            | 2        | 49           | 12        | 59           | 14        | 413                                      | 100        |
| WY         | 53            | 84        | 3             | 5        | 7            | 11        | 10           | 16        | 63                                       | 100        |
| <b>USA</b> | <b>27,126</b> | <b>82</b> | <b>1,137</b>  | <b>3</b> | <b>4,943</b> | <b>15</b> | <b>6,080</b> | <b>18</b> | <b>33,206</b>                            | <b>100</b> |
| PR         | 167           | 84        | 6             | 3        | 25           | 13        | 31           | 16        | 198                                      | 100        |

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

## 5. States

**Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class**

| State | Total Traffic Fatalities | Speeding-Related Fatalities by Roadway Function Class |            |       |                        |                          |                |           |       |
|-------|--------------------------|-------------------------------------------------------|------------|-------|------------------------|--------------------------|----------------|-----------|-------|
|       |                          | Total*                                                | Interstate |       | Non-Interstate         |                          |                |           |       |
|       |                          |                                                       | Rural      | Urban | Freeway and Expressway | Other Principal Arterial | Minor Arterial | Collector | Local |
| AL    | 988                      | 240                                                   | 14         | 11    | 0                      | 35                       | 61             | 83        | 35    |
| AK    | 82                       | 31                                                    | 5          | 5     | 0                      | 10                       | 1              | 9         | 1     |
| AZ    | 1,302                    | 431                                                   | 41         | 40    | 28                     | 93                       | 140            | 62        | 19    |
| AR    | 643                      | 143                                                   | 8          | 15    | 1                      | 29                       | 33             | 37        | 20    |
| CA    | 4,428                    | 1,403                                                 | 44         | 182   | 160                    | 389                      | 316            | 197       | 112   |
| CO    | 764                      | 291                                                   | 17         | 21    | 20                     | 98                       | 59             | 47        | 29    |
| CT    | 359                      | 115                                                   | 0          | 18    | 10                     | 24                       | 36             | 14        | 13    |
| DE    | 162                      | 55                                                    | 0          | 7     | 2                      | 16                       | 6              | 16        | 8     |
| DC    | 32                       | 13                                                    | 0          | 2     | 0                      | 2                        | 8              | 1         | 0     |
| FL    | 3,530                    | 385                                                   | 9          | 18    | 10                     | 133                      | 90             | 73        | 51    |
| GA    | 1,797                    | 422                                                   | 3          | 29    | 15                     | 90                       | 103            | 98        | 84    |
| HI    | 116                      | 48                                                    | 0          | 2     | 0                      | 33                       | 13             | 0         | 0     |
| ID    | 215                      | 47                                                    | 7          | 5     | 0                      | 7                        | 7              | 12        | 9     |
| IL    | 1,268                    | 414                                                   | 11         | 65    | 5                      | 103                      | 104            | 76        | 49    |
| IN    | 949                      | 290                                                   | 19         | 27    | 1                      | 94                       | 41             | 64        | 44    |
| IA    | 338                      | 74                                                    | 3          | 7     | 0                      | 24                       | 12             | 16        | 12    |
| KS    | 410                      | 95                                                    | 3          | 10    | 7                      | 6                        | 27             | 26        | 15    |
| KY    | 744                      | 131                                                   | 6          | 10    | 2                      | 21                       | 20             | 29        | 43    |
| LA    | 906                      | 210                                                   | 9          | 18    | 2                      | 43                       | 62             | 36        | 38    |
| ME    | 182                      | 53                                                    | 3          | 2     | 0                      | 8                        | 7              | 25        | 8     |
| MD    | 564                      | 176                                                   | 2          | 18    | 23                     | 62                       | 26             | 34        | 8     |
| MA    | 434                      | 116                                                   | 0          | 20    | 10                     | 27                       | 26             | 16        | 15    |
| MI    | 1,124                    | 302                                                   | 7          | 23    | 14                     | 80                       | 66             | 71        | 41    |
| MN    | 444                      | 131                                                   | 2          | 7     | 7                      | 21                       | 48             | 26        | 20    |
| MS    | 703                      | 139                                                   | 9          | 7     | 0                      | 41                       | 23             | 31        | 13    |
| MO    | 1,057                    | 375                                                   | 14         | 33    | 23                     | 81                       | 82             | 91        | 28    |
| MT    | 213                      | 69                                                    | 6          | 2     | 0                      | 27                       | 12             | 12        | 8     |

## 5. States

**Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class (Continued)**

| State      | Total Traffic Fatalities | Speeding-Related Fatalities by Roadway Function Class |            |              |                        |                          |                |              |              |
|------------|--------------------------|-------------------------------------------------------|------------|--------------|------------------------|--------------------------|----------------|--------------|--------------|
|            |                          | Total*                                                | Interstate |              | Non-Interstate         |                          |                |              |              |
|            |                          |                                                       | Rural      | Urban        | Freeway and Expressway | Other Principal Arterial | Minor Arterial | Collector    | Local        |
| NE         | 244                      | 48                                                    | 1          | 2            | 2                      | 13                       | 14             | 13           | 3            |
| NV         | 416                      | 105                                                   | 7          | 8            | 3                      | 27                       | 30             | 19           | 11           |
| NH         | 146                      | 53                                                    | 1          | 5            | 2                      | 8                        | 12             | 13           | 12           |
| NJ         | 685                      | 173                                                   | 4          | 5            | 10                     | 71                       | 40             | 27           | 15           |
| NM         | 466                      | 185                                                   | 33         | 7            | 0                      | 41                       | 36             | 40           | 28           |
| NY         | 1,175                    | 402                                                   | 0          | 41           | 59                     | 87                       | 56             | 80           | 79           |
| NC         | 1,630                    | 660                                                   | 29         | 23           | 32                     | 104                      | 132            | 170          | 169          |
| ND         | 98                       | 27                                                    | 3          | 1            | 1                      | 13                       | 0              | 7            | 2            |
| OH         | 1,275                    | 271                                                   | 15         | 20           | 9                      | 52                       | 63             | 67           | 44           |
| OK         | 710                      | 159                                                   | 8          | 12           | 1                      | 37                       | 31             | 44           | 26           |
| OR         | 601                      | 215                                                   | 6          | 6            | 2                      | 81                       | 50             | 58           | 12           |
| PA         | 1,179                    | 457                                                   | 23         | 33           | 20                     | 115                      | 90             | 80           | 95           |
| RI         | 52                       | 25                                                    | 1          | 6            | 4                      | 6                        | 2              | 4            | 2            |
| SC         | 1,094                    | 401                                                   | 28         | 17           | 1                      | 108                      | 48             | 135          | 64           |
| SD         | 137                      | 47                                                    | 6          | 0            | 1                      | 17                       | 8              | 10           | 5            |
| TN         | 1,314                    | 219                                                   | 3          | 12           | 1                      | 61                       | 52             | 53           | 37           |
| TX         | 4,408                    | 1,521                                                 | 60         | 156          | 108                    | 401                      | 297            | 379          | 116          |
| UT         | 319                      | 112                                                   | 9          | 11           | 0                      | 35                       | 20             | 26           | 11           |
| VT         | 76                       | 20                                                    | 0          | 1            | 0                      | 1                        | 5              | 7            | 6            |
| VA         | 1,008                    | 299                                                   | 18         | 31           | 5                      | 120                      | 58             | 32           | 33           |
| WA         | 733                      | 250                                                   | 9          | 23           | 26                     | 55                       | 63             | 57           | 16           |
| WV         | 264                      | 72                                                    | 9          | 1            | 0                      | 11                       | 15             | 25           | 11           |
| WI         | 596                      | 171                                                   | 4          | 13           | 5                      | 41                       | 50             | 41           | 17           |
| WY         | 134                      | 60                                                    | 11         | 4            | 0                      | 12                       | 12             | 12           | 8            |
| <b>USA</b> | <b>42,514</b>            | <b>12,151</b>                                         | <b>530</b> | <b>1,042</b> | <b>632</b>             | <b>3,114</b>             | <b>2,613</b>   | <b>2,601</b> | <b>1,545</b> |
| PR         | 271                      | 88                                                    | 10         | 14           | 0                      | 28                       | 21             | 12           | 3            |

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

## 5. States

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

| State | Average Response Time (Minutes)*  |                    |                                                |                    |                                                |                    |                                   |                    | Total Fatal Crashes |
|-------|-----------------------------------|--------------------|------------------------------------------------|--------------------|------------------------------------------------|--------------------|-----------------------------------|--------------------|---------------------|
|       | Time of Crash to EMS Notification |                    | EMS Notification to EMS Arrival at Crash Scene |                    | EMS Arrival at Crash Scene to Hospital Arrival |                    | Time of Crash to Hospital Arrival |                    |                     |
|       | Average                           | Percentage Unknown | Average                                        | Percentage Unknown | Average                                        | Percentage Unknown | Average                           | Percentage Unknown |                     |
| AL    | 6.18                              | 25.3               | 16.94                                          | 16.2               | 44.05                                          | 63.7               | 69.15                             | 64.7               | 501                 |
| AK    | 3.53                              | 52.8               | 17.79                                          | 47.2               | 52.40                                          | 72.2               | 53.88                             | 77.8               | 36                  |
| AZ    | 4.42                              | 26.6               | 16.92                                          | 19.1               | 49.56                                          | 85.7               | 62.14                             | 86.9               | 335                 |
| AR    | 6.36                              | 16.4               | 14.43                                          | 15.2               | 46.46                                          | 78.8               | 62.33                             | 80.9               | 330                 |
| CA    | 7.34                              | 82.1               | 21.03                                          | 90.6               | NA                                             | NA                 | NA                                | NA                 | 1,037               |
| CO    | 3.94                              | 58.8               | 13.15                                          | 59.2               | 41.73                                          | 80.5               | 54.34                             | 81.3               | 267                 |
| CT    | 2.39                              | 34.3               | 7.72                                           | 17.1               | 39.40                                          | 57.1               | 48.93                             | 57.1               | 35                  |
| DE    | 2.42                              | 41.1               | 8.60                                           | 6.8                | 22.11                                          | 27.4               | 31.28                             | 27.4               | 73                  |
| DC    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | NA                  |
| FL    | 2.68                              | 96.5               | 11.90                                          | 95.8               | NA                                             | NA                 | NA                                | NA                 | 717                 |
| GA    | 6.22                              | 23.2               | 11.18                                          | 5.6                | 42.50                                          | 60.0               | 55.94                             | 60.8               | 587                 |
| HI    | 3.27                              | 8.3                | 15.83                                          | 0.0                | 44.00                                          | 66.7               | 79.00                             | 75.0               | 12                  |
| ID    | 4.01                              | 14.4               | 13.55                                          | 8.9                | 40.00                                          | 97.9               | 52.00                             | 97.9               | 146                 |
| IL    | 3.96                              | 28.5               | 11.16                                          | 25.2               | NA                                             | NA                 | NA                                | NA                 | 337                 |
| IN    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 521                 |
| IA    | 5.30                              | 67.3               | 12.94                                          | 63.6               | 32.95                                          | 71.5               | 51.28                             | 72.0               | 214                 |
| KS    | 8.48                              | 22.7               | 12.01                                          | 14.7               | 38.03                                          | 56.4               | 53.59                             | 58.3               | 211                 |
| KY    | 6.20                              | 20.7               | 11.51                                          | 1.3                | 37.41                                          | 42.2               | 51.96                             | 47.4               | 445                 |
| LA    | 6.38                              | 56.1               | 15.03                                          | 51.1               | 45.23                                          | 72.2               | 61.92                             | 72.5               | 374                 |
| ME    | 4.58                              | 39.9               | 12.49                                          | 26.6               | 43.59                                          | 50.3               | 58.49                             | 51.0               | 143                 |
| MD    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 27                  |
| MA    | 4.05                              | 12.5               | 8.50                                           | 0.0                | 33.31                                          | 45.8               | 46.46                             | 45.8               | 24                  |
| MI    | 4.26                              | 49.5               | 11.63                                          | 46.0               | NA                                             | NA                 | NA                                | NA                 | 396                 |
| MN    | 4.53                              | 10.4               | 10.54                                          | 7.7                | 37.96                                          | 53.6               | 50.64                             | 55.9               | 222                 |
| MS    | 3.82                              | 82.2               | 19.45                                          | 81.9               | 28.50                                          | 83.6               | 47.99                             | 84.0               | 426                 |
| MO    | 8.49                              | 44.2               | 14.96                                          | 35.6               | 45.41                                          | 57.0               | 63.93                             | 60.7               | 491                 |
| MT    | 10.79                             | 16.7               | 13.93                                          | 4.2                | 40.34                                          | 51.4               | 54.25                             | 55.6               | 144                 |

## 5. States

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

| State | Average Response Time (Minutes)*  |                    |                                                |                    |                                                |                    |                                   |                    | Total Fatal Crashes |
|-------|-----------------------------------|--------------------|------------------------------------------------|--------------------|------------------------------------------------|--------------------|-----------------------------------|--------------------|---------------------|
|       | Time of Crash to EMS Notification |                    | EMS Notification to EMS Arrival at Crash Scene |                    | EMS Arrival at Crash Scene to Hospital Arrival |                    | Time of Crash to Hospital Arrival |                    |                     |
|       | Average                           | Percentage Unknown | Average                                        | Percentage Unknown | Average                                        | Percentage Unknown | Average                           | Percentage Unknown |                     |
| NE    | 4.84                              | 30.0               | 11.27                                          | 27.7               | 31.77                                          | 50.0               | 46.28                             | 50.8               | 130                 |
| NV    | 58.00                             | 98.2               | 4.00                                           | 99.1               | 86.00                                          | 99.1               | NA                                | NA                 | 110                 |
| NH    | 2.80                              | 5.4                | 10.11                                          | 16.2               | 43.03                                          | 52.7               | 55.83                             | 52.7               | 74                  |
| NJ    | 5.73                              | 33.9               | 9.78                                           | 12.9               | 40.87                                          | 50.0               | 50.87                             | 51.6               | 62                  |
| NM    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 231                 |
| NY    | 3.12                              | 16.2               | 11.62                                          | 12.7               | 42.12                                          | 70.3               | 55.78                             | 69.9               | 259                 |
| NC    | 12.14                             | 89.0               | 10.70                                          | 56.2               | 40.55                                          | 83.2               | 46.59                             | 84.0               | 882                 |
| ND    | 7.82                              | 30.0               | 16.91                                          | 12.5               | 42.71                                          | 57.5               | 62.90                             | 61.3               | 80                  |
| OH    | 5.97                              | 30.0               | 11.13                                          | 5.2                | 38.51                                          | 44.0               | 53.70                             | 44.6               | 496                 |
| OK    | 13.76                             | 88.5               | 21.97                                          | 80.3               | 51.35                                          | 83.1               | 70.46                             | 84.7               | 366                 |
| OR    | 2.64                              | 24.7               | 12.89                                          | 21.0               | 47.48                                          | 82.1               | 63.98                             | 82.5               | 291                 |
| PA    | 6.39                              | 68.6               | 11.83                                          | 46.2               | 44.51                                          | 73.0               | 56.01                             | 74.4               | 437                 |
| RI    | 3.44                              | 25.0               | 7.00                                           | 0.0                | 33.00                                          | 16.7               | 41.90                             | 16.7               | 12                  |
| SC    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 569                 |
| SD    | 9.68                              | 27.7               | 15.08                                          | 18.1               | 36.59                                          | 51.1               | 53.88                             | 56.4               | 94                  |
| TN    | 5.58                              | 95.1               | 32.71                                          | 92.9               | 21.78                                          | 98.2               | 41.11                             | 98.2               | 492                 |
| TX    | 6.37                              | 97.9               | 15.14                                          | 97.5               | 41.47                                          | 97.8               | 62.39                             | 97.7               | 1,427               |
| UT    | 7.13                              | 19.6               | 17.99                                          | 9.8                | 44.00                                          | 60.8               | 58.41                             | 63.7               | 102                 |
| VT    | 4.10                              | 36.1               | 10.79                                          | 0.0                | 42.77                                          | 49.2               | 55.93                             | 50.8               | 61                  |
| VA    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 475                 |
| WA    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 276                 |
| WV    | 7.61                              | 70.1               | 17.34                                          | 69.5               | 42.00                                          | 86.0               | 65.91                             | 86.0               | 164                 |
| WI    | 5.94                              | 29.3               | 10.60                                          | 30.7               | 39.69                                          | 79.7               | 51.61                             | 77.7               | 300                 |
| WY    | 7.74                              | 30.0               | 19.46                                          | 21.0               | 44.68                                          | 66.0               | 63.03                             | 69.0               | 100                 |
| USA   | 5.90                              | 63.0               | 13.21                                          | 56.4               | 40.82                                          | 81.3               | 55.95                             | 82.0               | 15,541              |
| PR    | 7.08                              | 81.5               | 10.27                                          | 83.7               | NA                                             | NA                 | NA                                | NA                 | 135                 |

\*Includes fatal crashes for which both times were known.

NA = not available or not applicable.

## 5. States

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

| State | Average Response Time (Minutes)*  |                    |                                                |                    |                                                |                    |                                   |                    | Total Fatal Crashes |
|-------|-----------------------------------|--------------------|------------------------------------------------|--------------------|------------------------------------------------|--------------------|-----------------------------------|--------------------|---------------------|
|       | Time of Crash to EMS Notification |                    | EMS Notification to EMS Arrival at Crash Scene |                    | EMS Arrival at Crash Scene to Hospital Arrival |                    | Time of Crash to Hospital Arrival |                    |                     |
|       | Average                           | Percentage Unknown | Average                                        | Percentage Unknown | Average                                        | Percentage Unknown | Average                           | Percentage Unknown |                     |
| AL    | 3.42                              | 17.5               | 11.06                                          | 10.0               | 28.68                                          | 63.7               | 45.66                             | 63.7               | 411                 |
| AK    | 2.24                              | 44.7               | 5.96                                           | 36.8               | 23.93                                          | 60.5               | 32.64                             | 63.2               | 38                  |
| AZ    | 2.35                              | 44.2               | 6.84                                           | 39.8               | 22.66                                          | 66.6               | 29.75                             | 67.5               | 799                 |
| AR    | 3.75                              | 13.4               | 7.74                                           | 12.6               | 31.33                                          | 81.8               | 44.70                             | 81.8               | 253                 |
| CA    | 6.43                              | 86.1               | 18.03                                          | 92.8               | 95.00                                          | 100.0              | 35.00                             | 99.6               | 3,062               |
| CO    | 2.28                              | 24.0               | 5.97                                           | 24.9               | 17.99                                          | 57.7               | 25.37                             | 57.9               | 430                 |
| CT    | 2.33                              | 49.7               | 7.37                                           | 43.7               | 26.47                                          | 64.3               | 35.35                             | 65.4               | 286                 |
| DE    | 3.37                              | 22.9               | 6.84                                           | 18.6               | 15.42                                          | 45.7               | 24.67                             | 48.6               | 70                  |
| DC    | 2.57                              | 25.0               | 4.70                                           | 17.9               | 25.33                                          | 57.1               | 31.82                             | 60.7               | 28                  |
| FL    | 2.38                              | 97.7               | 8.05                                           | 97.2               | NA                                             | NA                 | NA                                | NA                 | 2,570               |
| GA    | 5.69                              | 28.1               | 8.59                                           | 20.1               | 31.11                                          | 56.3               | 43.30                             | 57.2               | 1,090               |
| HI    | 3.61                              | 5.1                | 8.53                                           | 1.0                | 28.86                                          | 33.7               | 40.62                             | 33.7               | 98                  |
| ID    | 2.02                              | 8.3                | 6.71                                           | 0.0                | 53.20                                          | 89.6               | 58.40                             | 89.6               | 48                  |
| IL    | 2.54                              | 36.0               | 6.66                                           | 35.3               | NA                                             | NA                 | NA                                | NA                 | 802                 |
| IN    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 362                 |
| IA    | 1.79                              | 53.8               | 5.79                                           | 47.3               | 23.33                                          | 52.7               | 30.02                             | 53.8               | 91                  |
| KS    | 3.38                              | 14.5               | 6.23                                           | 9.9                | 28.95                                          | 46.1               | 38.19                             | 46.7               | 152                 |
| KY    | 2.93                              | 12.6               | 6.78                                           | 3.2                | 28.53                                          | 33.2               | 36.96                             | 33.2               | 247                 |
| LA    | 4.21                              | 58.6               | 8.72                                           | 54.7               | 31.19                                          | 69.4               | 41.26                             | 69.8               | 464                 |
| ME    | 2.35                              | 23.1               | 6.80                                           | 23.1               | 24.50                                          | 38.5               | 34.81                             | 38.5               | 26                  |
| MD    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 499                 |
| MA    | 3.50                              | 17.4               | 6.27                                           | 1.0                | 29.13                                          | 34.9               | 36.86                             | 36.5               | 384                 |
| MI    | 2.95                              | 57.7               | 6.36                                           | 56.5               | 19.00                                          | 99.8               | 19.00                             | 99.8               | 650                 |
| MN    | 2.22                              | 9.3                | 6.95                                           | 11.9               | 24.95                                          | 38.9               | 31.91                             | 40.4               | 193                 |
| MS    | 3.95                              | 79.2               | 10.90                                          | 79.2               | 28.56                                          | 81.3               | 43.44                             | 81.3               | 192                 |
| MO    | 4.32                              | 34.3               | 7.80                                           | 27.5               | 25.46                                          | 44.8               | 36.76                             | 46.7               | 469                 |
| MT    | 2.23                              | 7.9                | 7.47                                           | 10.5               | 24.60                                          | 47.4               | 33.75                             | 47.4               | 38                  |

## 5. States

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

| State | Average Response Time (Minutes)*  |                    |                                                |                    |                                                |                    |                                   |                    | Total Fatal Crashes |
|-------|-----------------------------------|--------------------|------------------------------------------------|--------------------|------------------------------------------------|--------------------|-----------------------------------|--------------------|---------------------|
|       | Time of Crash to EMS Notification |                    | EMS Notification to EMS Arrival at Crash Scene |                    | EMS Arrival at Crash Scene to Hospital Arrival |                    | Time of Crash to Hospital Arrival |                    |                     |
|       | Average                           | Percentage Unknown | Average                                        | Percentage Unknown | Average                                        | Percentage Unknown | Average                           | Percentage Unknown |                     |
| NE    | 1.92                              | 9.5                | 5.03                                           | 9.5                | 23.41                                          | 25.0               | 29.90                             | 26.2               | 84                  |
| NV    | 3.57                              | 68.5               | 6.75                                           | 67.4               | 21.43                                          | 68.5               | 31.33                             | 68.9               | 273                 |
| NH    | 1.27                              | 12.7               | 7.88                                           | 7.9                | 26.98                                          | 31.7               | 33.81                             | 31.7               | 63                  |
| NJ    | 4.52                              | 25.0               | 7.34                                           | 13.4               | 33.39                                          | 40.5               | 42.93                             | 42.4               | 575                 |
| NM    | NA                                | NA                 | NA                                             | NA                 | 1.00                                           | 99.5               | 42.00                             | 99.5               | 188                 |
| NY    | 2.64                              | 37.1               | 7.21                                           | 43.0               | 27.92                                          | 70.0               | 35.21                             | 70.0               | 844                 |
| NC    | 7.55                              | 71.0               | 7.04                                           | 55.0               | 27.15                                          | 77.8               | 35.29                             | 78.5               | 618                 |
| ND    | 3.42                              | 25.0               | 6.46                                           | 18.8               | 22.83                                          | 25.0               | 32.83                             | 25.0               | 16                  |
| OH    | 4.52                              | 16.2               | 5.92                                           | 4.3                | 22.55                                          | 36.0               | 31.48                             | 36.9               | 677                 |
| OK    | 4.21                              | 79.8               | 11.95                                          | 69.3               | 31.71                                          | 69.3               | 42.74                             | 70.8               | 277                 |
| OR    | 2.97                              | 24.4               | 7.08                                           | 27.5               | 25.34                                          | 69.8               | 36.84                             | 69.8               | 262                 |
| PA    | 3.32                              | 43.9               | 7.05                                           | 29.3               | 28.91                                          | 54.0               | 37.36                             | 54.8               | 652                 |
| RI    | 4.79                              | 23.7               | 6.47                                           | 0.0                | 22.91                                          | 39.5               | 31.87                             | 39.5               | 38                  |
| SC    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 450                 |
| SD    | 2.67                              | 22.2               | 7.45                                           | 18.5               | 27.63                                          | 40.7               | 37.31                             | 40.7               | 27                  |
| TN    | 10.29                             | 96.1               | 22.63                                          | 96.3               | 25.60                                          | 97.9               | 41.64                             | 98.1               | 723                 |
| TX    | 2.94                              | 96.9               | 7.57                                           | 96.6               | 29.15                                          | 97.0               | 37.92                             | 96.9               | 2,533               |
| UT    | 1.99                              | 9.8                | 5.72                                           | 3.6                | 25.05                                          | 36.6               | 32.38                             | 37.6               | 194                 |
| VT    | 3.18                              | 8.3                | 5.83                                           | 0.0                | 33.86                                          | 41.7               | 41.86                             | 41.7               | 12                  |
| VA    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 468                 |
| WA    | NA                                | NA                 | NA                                             | NA                 | NA                                             | NA                 | NA                                | NA                 | 409                 |
| WV    | 7.34                              | 57.8               | 7.00                                           | 65.1               | 30.47                                          | 77.1               | 41.05                             | 77.1               | 83                  |
| WI    | 5.29                              | 46.6               | 6.22                                           | 49.4               | 26.73                                          | 76.1               | 36.16                             | 76.5               | 247                 |
| WY    | 4.31                              | 23.5               | 6.07                                           | 17.6               | 29.78                                          | 47.1               | 38.67                             | 47.1               | 17                  |
| USA   | 3.76                              | 64.6               | 7.59                                           | 62.5               | 27.12                                          | 80.1               | 36.55                             | 80.4               | 23,482              |
| PR    | 7.92                              | 80.6               | 10.38                                          | 80.6               | NA                                             | NA                 | NA                                | NA                 | 124                 |

\*Includes crashes for which both times were known.

NA = not available.

## 5. States

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

| City                     | State | Fatalities   |                    |                            | Population | Fatality Rate per 100,000 Population |            |
|--------------------------|-------|--------------|--------------------|----------------------------|------------|--------------------------------------|------------|
|                          |       | Total Killed | Pedestrians Killed |                            |            | Total                                | Pedestrian |
|                          |       |              | Number             | Percentage of Total Killed |            |                                      |            |
| New York                 | NY    | 238          | 110                | 46.2                       | 8,335,897  | 2.86                                 | 1.32       |
| Los Angeles              | CA    | 354          | 153                | 43.2                       | 3,822,238  | 9.26                                 | 4.00       |
| Chicago                  | IL    | 192          | 54                 | 28.1                       | 2,665,039  | 7.20                                 | 2.03       |
| Houston                  | TX    | 323          | 111                | 34.4                       | 2,302,878  | 14.03                                | 4.82       |
| Phoenix                  | AZ    | 311          | 117                | 37.6                       | 1,644,409  | 18.91                                | 7.12       |
| Philadelphia             | PA    | 142          | 60                 | 42.3                       | 1,567,258  | 9.06                                 | 3.83       |
| San Antonio              | TX    | 203          | 66                 | 32.5                       | 1,472,909  | 13.78                                | 4.48       |
| San Diego                | CA    | 118          | 54                 | 45.8                       | 1,381,162  | 8.54                                 | 3.91       |
| Dallas                   | TX    | 228          | 72                 | 31.6                       | 1,299,544  | 17.54                                | 5.54       |
| Austin                   | TX    | 119          | 47                 | 39.5                       | 974,447    | 12.21                                | 4.82       |
| Jacksonville             | FL    | 149          | 42                 | 28.2                       | 971,319    | 15.34                                | 4.32       |
| San Jose                 | CA    | 63           | 26                 | 41.3                       | 971,233    | 6.49                                 | 2.68       |
| Fort Worth               | TX    | 121          | 31                 | 25.6                       | 956,709    | 12.65                                | 3.24       |
| Columbus                 | OH    | 93           | 26                 | 28.0                       | 907,971    | 10.24                                | 2.86       |
| Charlotte                | NC    | 102          | 24                 | 23.5                       | 897,720    | 11.36                                | 2.67       |
| Indianapolis             | IN    | 134          | 37                 | 27.6                       | 880,621    | 15.22                                | 4.20       |
| San Francisco            | CA    | 42           | 19                 | 45.2                       | 808,437    | 5.20                                 | 2.35       |
| Seattle                  | WA    | 39           | 19                 | 48.7                       | 749,256    | 5.21                                 | 2.54       |
| Denver                   | CO    | 74           | 20                 | 27.0                       | 713,252    | 10.38                                | 2.80       |
| Oklahoma City            | OK    | 88           | 28                 | 31.8                       | 694,800    | 12.67                                | 4.03       |
| Nashville-Davidson       | TN    | 112          | 43                 | 38.4                       | 683,622    | 16.38                                | 6.29       |
| El Paso                  | TX    | 71           | 25                 | 35.2                       | 677,456    | 10.48                                | 3.69       |
| Washington               | DC    | 32           | 16                 | 50.0                       | 671,803    | 4.76                                 | 2.38       |
| Las Vegas                | NV    | 51           | 13                 | 25.5                       | 656,274    | 7.77                                 | 1.98       |
| Boston                   | MA    | 24           | 11                 | 45.8                       | 650,706    | 3.69                                 | 1.69       |
| Portland                 | OR    | 62           | 27                 | 43.5                       | 635,067    | 9.76                                 | 4.25       |
| Louisville-Jefferson Co. | KY    | 119          | 31                 | 26.1                       | 624,444    | 19.06                                | 4.96       |
| Memphis                  | TN    | 228          | 83                 | 36.4                       | 621,056    | 36.71                                | 13.36      |
| Detroit                  | MI    | 121          | 36                 | 29.8                       | 620,376    | 19.50                                | 5.80       |
| Baltimore                | MD    | 46           | 18                 | 39.1                       | 569,931    | 8.07                                 | 3.16       |
| Milwaukee                | WI    | 85           | 24                 | 28.2                       | 563,305    | 15.09                                | 4.26       |
| Albuquerque              | NM    | 101          | 37                 | 36.6                       | 561,008    | 18.00                                | 6.60       |
| Tucson                   | AZ    | 142          | 54                 | 38.0                       | 546,574    | 25.98                                | 9.88       |
| Fresno                   | CA    | 65           | 30                 | 46.2                       | 545,567    | 11.91                                | 5.50       |
| Sacramento               | CA    | 77           | 34                 | 44.2                       | 528,001    | 14.58                                | 6.44       |
| Mesa                     | AZ    | 66           | 20                 | 30.3                       | 512,498    | 12.88                                | 3.90       |
| Kansas City              | MO    | 87           | 18                 | 20.7                       | 509,297    | 17.08                                | 3.53       |
| Atlanta                  | GA    | 101          | 37                 | 36.6                       | 499,127    | 20.24                                | 7.41       |
| Colorado Springs         | CO    | 53           | 7                  | 13.2                       | 486,248    | 10.90                                | 1.44       |

Source: Population—Census Bureau

## 5. States

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

| City              | State | Fatalities   |                    |                            | Population | Fatality Rate per 100,000 Population |            |
|-------------------|-------|--------------|--------------------|----------------------------|------------|--------------------------------------|------------|
|                   |       | Total Killed | Pedestrians Killed |                            |            | Total                                | Pedestrian |
|                   |       |              | Number             | Percentage of Total Killed |            |                                      |            |
| Omaha             | NE    | 34           | 9                  | 26.5                       | 485,153    | 7.01                                 | 1.86       |
| Raleigh           | NC    | 54           | 23                 | 42.6                       | 476,587    | 11.33                                | 4.83       |
| Virginia Beach    | VA    | 30           | 6                  | 20.0                       | 455,618    | 6.58                                 | 1.32       |
| Long Beach        | CA    | 59           | 23                 | 39.0                       | 451,307    | 13.07                                | 5.10       |
| Miami             | FL    | 69           | 22                 | 31.9                       | 449,514    | 15.35                                | 4.89       |
| Oakland           | CA    | 45           | 16                 | 35.6                       | 430,553    | 10.45                                | 3.72       |
| Minneapolis       | MN    | 30           | 7                  | 23.3                       | 425,096    | 7.06                                 | 1.65       |
| Tulsa             | OK    | 66           | 20                 | 30.3                       | 411,867    | 16.02                                | 4.86       |
| Bakersfield       | CA    | 55           | 28                 | 50.9                       | 410,647    | 13.39                                | 6.82       |
| Tampa             | FL    | 67           | 19                 | 28.4                       | 398,173    | 16.83                                | 4.77       |
| Wichita           | KS    | 50           | 15                 | 30.0                       | 396,192    | 12.62                                | 3.79       |
| Arlington         | TX    | 26           | 8                  | 30.8                       | 394,602    | 6.59                                 | 2.03       |
| Aurora            | CO    | 48           | 20                 | 41.7                       | 393,537    | 12.20                                | 5.08       |
| New Orleans       | LA    | 73           | 36                 | 49.3                       | 369,749    | 19.74                                | 9.74       |
| Cleveland         | OH    | 49           | 10                 | 20.4                       | 361,607    | 13.55                                | 2.77       |
| Anaheim           | CA    | 35           | 10                 | 28.6                       | 344,461    | 10.16                                | 2.90       |
| Honolulu          | HI    | 17           | 9                  | 52.9                       | 343,421    | 4.95                                 | 2.62       |
| Henderson         | NV    | 6            | 2                  | 33.3                       | 331,415    | 1.81                                 | 0.60       |
| Stockton          | CA    | 28           | 10                 | 35.7                       | 321,819    | 8.70                                 | 3.11       |
| Riverside         | CA    | 58           | 14                 | 24.1                       | 320,764    | 18.08                                | 4.36       |
| Lexington-Fayette | KY    | 38           | 4                  | 10.5                       | 320,347    | 11.86                                | 1.25       |
| Corpus Christi    | TX    | 32           | 7                  | 21.9                       | 316,239    | 10.12                                | 2.21       |
| Orlando           | FL    | 50           | 17                 | 34.0                       | 316,081    | 15.82                                | 5.38       |
| Irvine            | CA    | 8            | 2                  | 25.0                       | 313,685    | 2.55                                 | 0.64       |
| Cincinnati        | OH    | 40           | 9                  | 22.5                       | 309,513    | 12.92                                | 2.91       |
| Santa Ana         | CA    | 19           | 9                  | 47.4                       | 308,189    | 6.17                                 | 2.92       |
| Newark            | NJ    | 28           | 9                  | 32.1                       | 305,344    | 9.17                                 | 2.95       |
| St. Paul          | MN    | 20           | 5                  | 25.0                       | 303,176    | 6.60                                 | 1.65       |
| Pittsburgh        | PA    | 25           | 5                  | 20.0                       | 302,898    | 8.25                                 | 1.65       |
| Greensboro        | NC    | 42           | 12                 | 28.6                       | 301,115    | 13.95                                | 3.99       |
| Lincoln           | NE    | 27           | 1                  | 3.7                        | 292,627    | 9.23                                 | 0.34       |
| Durham            | NC    | 22           | 2                  | 9.1                        | 291,928    | 7.54                                 | 0.69       |
| Plano             | TX    | 13           | 2                  | 15.4                       | 289,547    | 4.49                                 | 0.69       |
| Anchorage         | AK    | 21           | 6                  | 28.6                       | 287,145    | 7.31                                 | 2.09       |
| Jersey City       | NJ    | 5            | 1                  | 20.0                       | 286,670    | 1.74                                 | 0.35       |
| St. Louis         | MO    | 79           | 20                 | 25.3                       | 286,578    | 27.57                                | 6.98       |
| Chandler          | AZ    | 24           | 4                  | 16.7                       | 280,711    | 8.55                                 | 1.42       |
| North Las Vegas   | NV    | 39           | 3                  | 7.7                        | 280,543    | 13.90                                | 1.07       |
| Chula Vista       | CA    | 18           | 3                  | 16.7                       | 279,170    | 6.45                                 | 1.07       |

Source: Population—Census Bureau

## 5. States

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

| City           | State | Fatalities   |                    |                            | Population | Fatality Rate per 100,000 Population |            |
|----------------|-------|--------------|--------------------|----------------------------|------------|--------------------------------------|------------|
|                |       | Total Killed | Pedestrians Killed |                            |            | Total                                | Pedestrian |
|                |       |              | Number             | Percentage of Total Killed |            |                                      |            |
| Buffalo        | NY    | 28           | 4                  | 14.3                       | 276,486    | 10.13                                | 1.45       |
| Gilbert        | AZ    | 17           | 1                  | 5.9                        | 275,346    | 6.17                                 | 0.36       |
| Reno           | NV    | 21           | 10                 | 47.6                       | 273,448    | 7.68                                 | 3.66       |
| Madison        | WI    | 14           | 2                  | 14.3                       | 272,903    | 5.13                                 | 0.73       |
| Fort Wayne     | IN    | 19           | 1                  | 5.3                        | 267,927    | 7.09                                 | 0.37       |
| Toledo         | OH    | 29           | 2                  | 6.9                        | 266,301    | 10.89                                | 0.75       |
| Lubbock        | TX    | 35           | 9                  | 25.7                       | 263,930    | 13.26                                | 3.41       |
| St. Petersburg | FL    | 40           | 10                 | 25.0                       | 261,256    | 15.31                                | 3.83       |
| Laredo         | TX    | 21           | 3                  | 14.3                       | 256,187    | 8.20                                 | 1.17       |
| Irving         | TX    | 20           | 9                  | 45.0                       | 254,715    | 7.85                                 | 3.53       |
| Chesapeake     | VA    | 14           | 1                  | 7.1                        | 252,488    | 5.54                                 | 0.40       |
| Glendale       | AZ    | 41           | 13                 | 31.7                       | 252,136    | 16.26                                | 5.16       |
| Winston-Salem  | NC    | 24           | 7                  | 29.2                       | 251,350    | 9.55                                 | 2.78       |
| Scottsdale     | AZ    | 19           | 4                  | 21.1                       | 243,050    | 7.82                                 | 1.65       |
| Garland        | TX    | 22           | 4                  | 18.2                       | 240,854    | 9.13                                 | 1.66       |
| Boise City     | ID    | 4            | 0                  | 0.0                        | 236,634    | 1.69                                 | 0.00       |
| Norfolk        | VA    | 23           | 13                 | 56.5                       | 232,995    | 9.87                                 | 5.58       |
| Port St. Lucie | FL    | 13           | 5                  | 38.5                       | 231,790    | 5.61                                 | 2.16       |
| Spokane        | WA    | 15           | 5                  | 33.3                       | 230,160    | 6.52                                 | 2.17       |
| Richmond       | VA    | 34           | 11                 | 32.4                       | 229,395    | 14.82                                | 4.80       |
| Fremont        | CA    | 11           | 5                  | 45.5                       | 223,871    | 4.91                                 | 2.23       |
| Huntsville     | AL    | 26           | 6                  | 23.1                       | 221,933    | 11.72                                | 2.70       |
| Tacoma         | WA    | 25           | 5                  | 20.0                       | 221,776    | 11.27                                | 2.25       |
| Baton Rouge    | LA    | 59           | 19                 | 32.2                       | 221,453    | 26.64                                | 8.58       |
| Santa Clarita  | CA    | 4            | 0                  | 0.0                        | 221,345    | 1.81                                 | 0.00       |
| San Bernardino | CA    | 57           | 20                 | 35.1                       | 220,328    | 25.87                                | 9.08       |
| Hialeah        | FL    | 18           | 4                  | 22.2                       | 220,292    | 8.17                                 | 1.82       |
| Frisco         | TX    | 4            | 0                  | 0.0                        | 219,587    | 1.82                                 | 0.00       |
| Modesto        | CA    | 11           | 1                  | 9.1                        | 218,069    | 5.04                                 | 0.46       |
| Cape Coral     | FL    | 11           | 5                  | 45.5                       | 216,992    | 5.07                                 | 2.30       |
| Fontana        | CA    | 37           | 14                 | 37.8                       | 212,475    | 17.41                                | 6.59       |
| Moreno Valley  | CA    | 20           | 7                  | 35.0                       | 211,924    | 9.44                                 | 3.30       |
| Des Moines     | IA    | 21           | 4                  | 19.0                       | 211,034    | 9.95                                 | 1.90       |
| Rochester      | NY    | 20           | 9                  | 45.0                       | 209,352    | 9.55                                 | 4.30       |
| Fayetteville   | NC    | 8            | 2                  | 25.0                       | 208,873    | 3.83                                 | 0.96       |
| Yonkers        | NY    | 7            | 4                  | 57.1                       | 208,121    | 3.36                                 | 1.92       |
| McKinney       | TX    | 11           | 1                  | 9.1                        | 207,507    | 5.30                                 | 0.48       |
| Worcester      | MA    | 15           | 5                  | 33.3                       | 205,319    | 7.31                                 | 2.44       |
| Salt Lake City | UT    | 36           | 11                 | 30.6                       | 204,657    | 17.59                                | 5.37       |

Source: Population—Census Bureau

## 5. States

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

| City                 | State | Fatalities   |                    |                            | Population | Fatality Rate per 100,000 Population |            |
|----------------------|-------|--------------|--------------------|----------------------------|------------|--------------------------------------|------------|
|                      |       | Total Killed | Pedestrians Killed |                            |            | Total                                | Pedestrian |
|                      |       |              | Number             | Percentage of Total Killed |            |                                      |            |
| Little Rock          | AR    | 49           | 19                 | 38.8                       | 202,864    | 24.15                                | 9.37       |
| Columbus             | GA    | 25           | 8                  | 32.0                       | 202,616    | 12.34                                | 3.95       |
| Augusta-Richmond Co. | GA    | 33           | 6                  | 18.2                       | 202,096    | 16.33                                | 2.97       |
| Sioux Falls          | SD    | 11           | 3                  | 27.3                       | 202,078    | 5.44                                 | 1.48       |
| Grand Prairie        | TX    | 14           | 3                  | 21.4                       | 201,843    | 6.94                                 | 1.49       |
| Tallahassee          | FL    | 19           | 9                  | 47.4                       | 201,731    | 9.42                                 | 4.46       |
| Amarillo             | TX    | 18           | 2                  | 11.1                       | 201,291    | 8.94                                 | 0.99       |
| Oxnard               | CA    | 4            | 1                  | 25.0                       | 200,415    | 2.00                                 | 0.50       |
| Peoria               | AZ    | 26           | 3                  | 11.5                       | 197,866    | 13.14                                | 1.52       |
| Overland Park        | KS    | 6            | 1                  | 16.7                       | 197,726    | 3.03                                 | 0.51       |
| Montgomery           | AL    | 42           | 16                 | 38.1                       | 196,986    | 21.32                                | 8.12       |
| Birmingham           | AL    | 51           | 8                  | 15.7                       | 196,910    | 25.90                                | 4.06       |
| Grand Rapids         | MI    | 12           | 2                  | 16.7                       | 196,908    | 6.09                                 | 1.02       |
| Knoxville            | TN    | 40           | 7                  | 17.5                       | 195,889    | 20.42                                | 3.57       |
| Vancouver            | WA    | 12           | 3                  | 25.0                       | 194,512    | 6.17                                 | 1.54       |
| Huntington Beach     | CA    | 9            | 5                  | 55.6                       | 194,310    | 4.63                                 | 2.57       |
| Providence           | RI    | 11           | 6                  | 54.5                       | 189,563    | 5.80                                 | 3.17       |
| Brownsville          | TX    | 11           | 2                  | 18.2                       | 189,382    | 5.81                                 | 1.06       |
| Glendale             | CA    | 5            | 2                  | 40.0                       | 189,221    | 2.64                                 | 1.06       |
| Akron                | OH    | 20           | 3                  | 15.0                       | 188,509    | 10.61                                | 1.59       |
| Tempe                | AZ    | 19           | 7                  | 36.8                       | 185,950    | 10.22                                | 3.76       |
| Newport News         | VA    | 16           | 4                  | 25.0                       | 184,306    | 8.68                                 | 2.17       |
| Chattanooga          | TN    | 30           | 6                  | 20.0                       | 184,086    | 16.30                                | 3.26       |
| Mobile               | AL    | 29           | 8                  | 27.6                       | 183,289    | 15.82                                | 4.36       |
| Fort Lauderdale      | FL    | 54           | 23                 | 42.6                       | 183,146    | 29.48                                | 12.56      |
| Cary                 | NC    | 0            | 0                  | 0.0                        | 180,388    | 0.00                                 | 0.00       |
| Shreveport           | LA    | 29           | 11                 | 37.9                       | 180,153    | 16.10                                | 6.11       |
| Ontario              | CA    | 19           | 3                  | 15.8                       | 179,061    | 10.61                                | 1.68       |
| Eugene               | OR    | 12           | 3                  | 25.0                       | 177,923    | 6.74                                 | 1.69       |
| Aurora               | IL    | 13           | 2                  | 15.4                       | 177,866    | 7.31                                 | 1.12       |
| Elk Grove            | CA    | 9            | 6                  | 66.7                       | 177,558    | 5.07                                 | 3.38       |
| Salem                | OR    | 18           | 9                  | 50.0                       | 177,487    | 10.14                                | 5.07       |
| Santa Rosa           | CA    | 9            | 3                  | 33.3                       | 177,181    | 5.08                                 | 1.69       |
| Clarksville          | TN    | 23           | 4                  | 17.4                       | 176,974    | 13.00                                | 2.26       |
| Rancho Cucamonga     | CA    | 17           | 3                  | 17.6                       | 176,336    | 9.64                                 | 1.70       |
| Oceanside            | CA    | 10           | 5                  | 50.0                       | 172,199    | 5.81                                 | 2.90       |
| Springfield          | MO    | 26           | 7                  | 26.9                       | 170,067    | 15.29                                | 4.12       |
| Pembroke Pines       | FL    | 9            | 0                  | 0.0                        | 169,876    | 5.30                                 | 0.00       |
| Garden Grove         | CA    | 9            | 3                  | 33.3                       | 169,254    | 5.32                                 | 1.77       |

Source: Population—Census Bureau

## 5. States

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

| City           | State | Fatalities   |                    |                            | Population | Fatality Rate per 100,000 Population |            |
|----------------|-------|--------------|--------------------|----------------------------|------------|--------------------------------------|------------|
|                |       | Total Killed | Pedestrians Killed |                            |            | Total                                | Pedestrian |
|                |       |              | Number             | Percentage of Total Killed |            |                                      |            |
| Fort Collins   | CO    | 5            | 1                  | 20.0                       | 169,249    | 2.95                                 | 0.59       |
| Lancaster      | CA    | 31           | 6                  | 19.4                       | 169,185    | 18.32                                | 3.55       |
| Palmdale       | CA    | 21           | 7                  | 33.3                       | 163,463    | 12.85                                | 4.28       |
| Murfreesboro   | TN    | 11           | 3                  | 27.3                       | 162,398    | 6.77                                 | 1.85       |
| Salinas        | CA    | 2            | 1                  | 50.0                       | 161,020    | 1.24                                 | 0.62       |
| Corona         | CA    | 23           | 2                  | 8.7                        | 159,567    | 14.41                                | 1.25       |
| Killeen        | TX    | 10           | 3                  | 30.0                       | 159,172    | 6.28                                 | 1.88       |
| Hayward        | CA    | 7            | 3                  | 42.9                       | 156,754    | 4.47                                 | 1.91       |
| Paterson       | NJ    | 7            | 2                  | 28.6                       | 156,661    | 4.47                                 | 1.28       |
| Macon-Bibb Co. | GA    | 51           | 15                 | 29.4                       | 156,197    | 32.65                                | 9.60       |
| Lakewood       | CO    | 17           | 4                  | 23.5                       | 156,120    | 10.89                                | 2.56       |
| Alexandria     | VA    | 8            | 2                  | 25.0                       | 155,525    | 5.14                                 | 1.29       |
| Roseville      | CA    | 7            | 3                  | 42.9                       | 154,817    | 4.52                                 | 1.94       |
| Surprise       | AZ    | 19           | 3                  | 15.8                       | 154,198    | 12.32                                | 1.95       |
| Springfield    | MA    | 4            | 2                  | 50.0                       | 154,064    | 2.60                                 | 1.30       |
| Charleston     | SC    | 14           | 4                  | 28.6                       | 153,672    | 9.11                                 | 2.60       |
| Kansas City    | KS    | 22           | 3                  | 13.6                       | 153,345    | 14.35                                | 1.96       |
| Sunnyvale      | CA    | 8            | 4                  | 50.0                       | 153,091    | 5.23                                 | 2.61       |
| Bellevue       | WA    | 3            | 0                  | 0.0                        | 152,767    | 1.96                                 | 0.00       |
| Hollywood      | FL    | 30           | 8                  | 26.7                       | 152,650    | 19.65                                | 5.24       |
| Denton         | TX    | 11           | 2                  | 18.2                       | 150,353    | 7.32                                 | 1.33       |
| Escondido      | CA    | 4            | 1                  | 25.0                       | 150,270    | 2.66                                 | 0.67       |
| Joliet         | IL    | 9            | 1                  | 11.1                       | 150,033    | 6.00                                 | 0.67       |

Source: Population—Census Bureau

## 5. States

**Table 125. Fatalities and Fatality Rates, by State, 1975-2022**

| State | Fatalities |       |       |       |       |       |       |       |                       | Fatality Rate per 100 Million VMT |      |      |      |      |      |      |      |                       |
|-------|------------|-------|-------|-------|-------|-------|-------|-------|-----------------------|-----------------------------------|------|------|------|------|------|------|------|-----------------------|
|       | 1975       | 1985  | 1995  | 2000  | 2005  | 2010  | 2015  | 2022  | Difference, 1975-2022 | 1975                              | 1985 | 1995 | 2000 | 2005 | 2010 | 2015 | 2022 | Difference, 1975-2022 |
| AL    | 902        | 882   | 1,114 | 996   | 1,148 | 862   | 850   | 988   | <b>+10%</b>           | 3.63                              | 2.51 | 2.20 | 1.76 | 1.92 | 1.34 | 1.26 | 1.38 | <b>-62%</b>           |
| AK    | 112        | 127   | 87    | 106   | 73    | 56    | 65    | 82    | <b>-27%</b>           | 4.38                              | 3.17 | 2.11 | 2.30 | 1.45 | 1.17 | 1.29 | 1.50 | <b>-66%</b>           |
| AZ    | 670        | 893   | 1,035 | 1,036 | 1,179 | 759   | 897   | 1,302 | <b>+94%</b>           | 4.19                              | 4.14 | 2.61 | 2.11 | 1.97 | 1.27 | 1.38 | 1.71 | <b>-59%</b>           |
| AR    | 559        | 534   | 631   | 652   | 654   | 571   | 550   | 643   | <b>+15%</b>           | 4.01                              | 3.12 | 2.37 | 2.24 | 2.05 | 1.70 | 1.58 | 1.67 | <b>-58%</b>           |
| CA    | 4,092      | 4,960 | 4,192 | 3,753 | 4,333 | 2,720 | 3,387 | 4,428 | <b>+8%</b>            | 3.09                              | 2.39 | 1.52 | 1.22 | 1.32 | 0.84 | 1.01 | 1.40 | <b>-55%</b>           |
| CO    | 581        | 579   | 645   | 681   | 606   | 450   | 547   | 764   | <b>+31%</b>           | 3.50                              | 2.21 | 1.84 | 1.63 | 1.26 | 0.96 | 1.08 | 1.42 | <b>-59%</b>           |
| CT    | 389        | 448   | 317   | 341   | 278   | 320   | 270   | 359   | <b>-8%</b>            | 2.13                              | 2.00 | 1.13 | 1.11 | 0.88 | 1.02 | 0.85 | 1.21 | <b>-43%</b>           |
| DE    | 122        | 104   | 121   | 123   | 133   | 101   | 131   | 162   | <b>+33%</b>           | 3.37                              | 1.94 | 1.61 | 1.49 | 1.40 | 1.13 | 1.32 | 1.64 | <b>-51%</b>           |
| DC    | 70         | 60    | 58    | 48    | 48    | 24    | 23    | 32    | <b>-54%</b>           | 2.27                              | 1.86 | 1.67 | 1.37 | 1.29 | 0.67 | 0.65 | 0.94 | <b>-59%</b>           |
| FL    | 1,998      | 2,832 | 2,805 | 2,999 | 3,518 | 2,444 | 2,938 | 3,530 | <b>+77%</b>           | 3.24                              | 3.22 | 2.19 | 1.99 | 1.75 | 1.25 | 1.42 | 1.55 | <b>-52%</b>           |
| GA    | 1,360      | 1,361 | 1,488 | 1,541 | 1,729 | 1,247 | 1,432 | 1,797 | <b>+32%</b>           | 3.46                              | 2.53 | 1.74 | 1.47 | 1.52 | 1.12 | 1.21 | 1.39 | <b>-60%</b>           |
| HI    | 144        | 126   | 130   | 132   | 140   | 113   | 93    | 116   | <b>-19%</b>           | 3.47                              | 1.86 | 1.64 | 1.55 | 1.39 | 1.13 | 0.90 | 1.13 | <b>-67%</b>           |
| ID    | 281        | 255   | 262   | 276   | 275   | 209   | 216   | 215   | <b>-23%</b>           | 4.78                              | 3.31 | 2.13 | 2.04 | 1.85 | 1.32 | 1.30 | 1.12 | <b>-77%</b>           |
| IL    | 2,041      | 1,534 | 1,586 | 1,418 | 1,363 | 927   | 998   | 1,268 | <b>-38%</b>           | 3.56                              | 2.17 | 1.68 | 1.38 | 1.27 | 0.88 | 0.95 | 1.22 | <b>-66%</b>           |
| IN    | 1,128      | 974   | 960   | 886   | 938   | 754   | 817   | 949   | <b>-16%</b>           | 3.02                              | 2.39 | 1.49 | 1.25 | 1.31 | 1.00 | 1.04 | 0.99 | <b>-67%</b>           |
| IA    | 670        | 474   | 527   | 445   | 450   | 390   | 320   | 338   | <b>-50%</b>           | 3.75                              | 2.35 | 2.03 | 1.51 | 1.45 | 1.24 | 0.96 | 1.03 | <b>-73%</b>           |
| KS    | 509        | 486   | 442   | 461   | 428   | 431   | 355   | 410   | <b>-19%</b>           | 3.29                              | 2.52 | 1.76 | 1.64 | 1.44 | 1.44 | 1.13 | 1.31 | <b>-60%</b>           |
| KY    | 863        | 712   | 849   | 820   | 985   | 760   | 761   | 744   | <b>-14%</b>           | 3.50                              | 2.50 | 2.07 | 1.75 | 2.08 | 1.58 | 1.56 | 1.55 | <b>-56%</b>           |
| LA    | 934        | 931   | 894   | 938   | 963   | 721   | 752   | 906   | <b>-3%</b>            | 4.60                              | 2.79 | 2.31 | 2.30 | 2.14 | 1.59 | 1.56 | 1.60 | <b>-65%</b>           |
| ME    | 223        | 206   | 187   | 169   | 169   | 161   | 156   | 182   | <b>-18%</b>           | 3.14                              | 2.22 | 1.49 | 1.19 | 1.13 | 1.11 | 1.07 | 1.24 | <b>-61%</b>           |
| MD    | 670        | 729   | 671   | 588   | 614   | 496   | 520   | 564   | <b>-16%</b>           | 2.66                              | 2.19 | 1.50 | 1.17 | 1.09 | 0.88 | 0.90 | 0.99 | <b>-63%</b>           |
| MA    | 864        | 742   | 444   | 433   | 441   | 347   | 344   | 434   | <b>-50%</b>           | 2.75                              | 1.87 | 0.92 | 0.82 | 0.80 | 0.64 | 0.58 | 0.76 | <b>-72%</b>           |
| MI    | 1,779      | 1,545 | 1,530 | 1,382 | 1,129 | 942   | 967   | 1,124 | <b>-37%</b>           | 3.06                              | 2.29 | 1.79 | 1.41 | 1.09 | 0.97 | 0.99 | 1.17 | <b>-62%</b>           |
| MN    | 754        | 608   | 597   | 625   | 559   | 411   | 411   | 444   | <b>-41%</b>           | 2.94                              | 1.86 | 1.35 | 1.19 | 0.98 | 0.73 | 0.72 | 0.77 | <b>-74%</b>           |
| MS    | 546        | 662   | 868   | 949   | 931   | 641   | 677   | 703   | <b>+29%</b>           | 3.80                              | 3.45 | 2.94 | 2.67 | 2.32 | 1.61 | 1.70 | 1.76 | <b>-54%</b>           |
| MO    | 1,045      | 931   | 1,109 | 1,157 | 1,257 | 821   | 870   | 1,057 | <b>+1%</b>            | 3.41                              | 2.37 | 1.87 | 1.72 | 1.83 | 1.16 | 1.21 | 1.33 | <b>-61%</b>           |
| MT    | 291        | 223   | 215   | 237   | 251   | 189   | 224   | 213   | <b>-27%</b>           | 5.08                              | 3.03 | 2.28 | 2.40 | 2.26 | 1.69 | 1.81 | 1.58 | <b>-69%</b>           |

## 5. States

**Table 125. Fatalities and Fatality Rates, by State, 1975-2022 (Continued)**

| State      | Fatalities    |               |               |               |               |               |               |               |                          | Fatality Rate per 100 Million VMT |             |             |             |             |             |             |             |                          |
|------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------------|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------------------|
|            | 1975          | 1985          | 1995          | 2000          | 2005          | 2010          | 2015          | 2021          | Difference,<br>1975-2021 | 1975                              | 1985        | 1995        | 2000        | 2005        | 2010        | 2015        | 2021        | Difference,<br>1975-2021 |
| NE         | 369           | 237           | 254           | 276           | 276           | 190           | 246           | 244           | -34%                     | 3.29                              | 1.97        | 1.61        | 1.53        | 1.43        | 0.98        | 1.22        | 1.15        | -65%                     |
| NV         | 218           | 259           | 313           | 323           | 427           | 257           | 326           | 416           | +91%                     | 4.74                              | 3.42        | 2.24        | 1.83        | 2.06        | 1.16        | 1.26        | 1.50        | -68%                     |
| NH         | 151           | 191           | 118           | 126           | 166           | 128           | 114           | 146           | -3%                      | 2.85                              | 2.53        | 1.11        | 1.05        | 1.24        | 0.98        | 0.87        | 1.10        | -61%                     |
| NJ         | 1,043         | 964           | 774           | 731           | 747           | 556           | 561           | 685           | -34%                     | 2.15                              | 1.83        | 1.27        | 1.08        | 1.01        | 0.76        | 0.74        | 0.91        | -58%                     |
| NM         | 555           | 535           | 485           | 432           | 488           | 349           | 298           | 466           | -16%                     | 5.59                              | 4.03        | 2.29        | 1.90        | 2.04        | 1.38        | 1.09        | 1.74        | -69%                     |
| NY         | 2,366         | 2,006         | 1,679         | 1,460         | 1,434         | 1,201         | 1,136         | 1,175         | -50%                     | 3.63                              | 2.22        | 1.46        | 1.13        | 1.03        | 0.92        | 0.93        | 1.02        | -72%                     |
| NC         | 1,506         | 1,482         | 1,448         | 1,557         | 1,547         | 1,320         | 1,379         | 1,630         | +8%                      | 4.14                              | 2.97        | 1.90        | 1.74        | 1.53        | 1.29        | 1.23        | 1.37        | -67%                     |
| ND         | 167           | 90            | 74            | 86            | 123           | 105           | 131           | 98            | -41%                     | 3.71                              | 1.61        | 1.13        | 1.19        | 1.62        | 1.27        | 1.31        | 1.07        | -71%                     |
| OH         | 1,766         | 1,646         | 1,360         | 1,366         | 1,321         | 1,080         | 1,110         | 1,275         | -28%                     | 2.75                              | 2.18        | 1.35        | 1.29        | 1.20        | 0.97        | 0.98        | 1.15        | -58%                     |
| OK         | 757           | 744           | 669           | 650           | 803           | 668           | 645           | 710           | -6%                      | 3.33                              | 2.39        | 1.74        | 1.50        | 1.71        | 1.40        | 1.35        | 1.59        | -52%                     |
| OR         | 562           | 559           | 574           | 451           | 487           | 317           | 446           | 601           | +7%                      | 3.53                              | 2.61        | 1.91        | 1.33        | 1.38        | 0.94        | 1.24        | 1.64        | -54%                     |
| PA         | 2,078         | 1,771         | 1,480         | 1,520         | 1,616         | 1,324         | 1,200         | 1,179         | -43%                     | 3.26                              | 2.35        | 1.57        | 1.49        | 1.50        | 1.32        | 1.19        | 1.18        | -64%                     |
| RI         | 110           | 109           | 69            | 80            | 87            | 67            | 45            | 52            | -53%                     | 1.94                              | 1.87        | 1.00        | 0.96        | 1.05        | 0.81        | 0.57        | 0.69        | -64%                     |
| SC         | 820           | 951           | 881           | 1,065         | 1,094         | 809           | 979           | 1,094         | +33%                     | 3.98                              | 3.56        | 2.28        | 2.34        | 2.21        | 1.65        | 1.89        | 1.85        | -54%                     |
| SD         | 195           | 130           | 158           | 173           | 186           | 140           | 134           | 137           | -30%                     | 3.76                              | 2.07        | 2.06        | 2.05        | 2.22        | 1.58        | 1.44        | 1.35        | -64%                     |
| TN         | 1,126         | 1,101         | 1,259         | 1,307         | 1,270         | 1,032         | 962           | 1,314         | +17%                     | 3.42                              | 3.03        | 2.24        | 1.99        | 1.79        | 1.47        | 1.25        | 1.58        | -54%                     |
| TX         | 3,372         | 3,678         | 3,183         | 3,779         | 3,536         | 3,023         | 3,582         | 4,408         | +31%                     | 3.99                              | 2.57        | 1.76        | 1.72        | 1.50        | 1.29        | 1.39        | 1.52        | -62%                     |
| UT         | 272           | 303           | 325           | 373           | 282           | 253           | 278           | 319           | +17%                     | 3.42                              | 2.52        | 1.73        | 1.65        | 1.12        | 0.95        | 0.94        | 0.93        | -73%                     |
| VT         | 143           | 115           | 106           | 76            | 73            | 71            | 57            | 76            | -47%                     | 4.32                              | 2.45        | 1.71        | 1.12        | 0.95        | 0.98        | 0.78        | 1.07        | -75%                     |
| VA         | 993           | 976           | 900           | 929           | 947           | 740           | 754           | 1,008         | +2%                      | 2.87                              | 2.04        | 1.29        | 1.24        | 1.18        | 0.90        | 0.91        | 1.23        | -57%                     |
| WA         | 758           | 744           | 653           | 631           | 649           | 460           | 551           | 733           | -3%                      | 3.16                              | 2.16        | 1.33        | 1.18        | 1.17        | 0.80        | 0.92        | 1.25        | -60%                     |
| WV         | 461           | 420           | 376           | 411           | 374           | 315           | 268           | 264           | -43%                     | 4.36                              | 3.32        | 2.16        | 2.14        | 1.82        | 1.64        | 1.35        | 1.72        | -61%                     |
| WI         | 930           | 744           | 745           | 799           | 815           | 572           | 566           | 596           | -36%                     | 3.25                              | 2.03        | 1.45        | 1.40        | 1.36        | 0.96        | 0.91        | 0.90        | -72%                     |
| WY         | 210           | 152           | 170           | 152           | 170           | 155           | 145           | 134           | -36%                     | 5.36                              | 2.81        | 2.41        | 1.88        | 1.88        | 1.66        | 1.51        | 1.44        | -73%                     |
| <b>USA</b> | <b>44,525</b> | <b>43,825</b> | <b>41,817</b> | <b>41,945</b> | <b>43,510</b> | <b>32,999</b> | <b>35,484</b> | <b>42,514</b> | <b>-5%</b>               | <b>3.35</b>                       | <b>2.47</b> | <b>1.73</b> | <b>1.53</b> | <b>1.46</b> | <b>1.11</b> | <b>1.15</b> | <b>1.33</b> | <b>-60%</b>              |
| PR         | 496           | 600           | 595           | 568           | 457           | 340           | 310           | 271           | -45%                     | 7.27                              | 5.74        | 3.83        | 3.23        | 2.35        | 1.83        | 2.13        | 1.82        | -75%                     |

Source: VMT—FHWA

## 5. States

### Restraint Use and Motorcycle Helmet Use Laws

#### ***Restraint Use Laws***

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

In 2022 there were 34 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 15 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 under age 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](http://www.ghsa.org).

- Seat belt laws—[www.ghsa.org/html/stateinfo/laws/seatbelt\\_laws.html](http://www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html)
- Child passenger safety laws—[www.ghsa.org/html/stateinfo/laws/childsafety\\_laws.html](http://www.ghsa.org/html/stateinfo/laws/childsafety_laws.html)

In 2022 seat belt use rates in the United States ranged from 75.6 percent in Virginia to 96.5 percent in Oregon. Twenty-six 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 2022 was 91.6 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 2022 can be found in [Seat Belt Use in 2022—Use Rates in the States and Territories](#) (NCSA, 2023a).

#### ***Motorcycle Helmet Use Laws***

In 2022 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](http://www.ghsa.org/state-laws/issues/motorcyclists).

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 66.5 percent in 2022. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. In 2022 DOT compliant motorcycle helmet use in States requiring all to use helmets was 81.5 percent compared to 56.2 percent in other

## 5. States

States. Information on motorcycle helmet use in 2022 can be found in [\*Motorcycle Helmet Use in 2022—Overall Results\*](#) (NCSA, 2023b).

# Appendix

## Appendix A: FARS Data Elements

### 2022 Fatality Analysis Reporting System Data Elements

#### ***Crash Level***

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

#### ***Vehicle Level***

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

## 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 Test  
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 Test  
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

### 2022 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, 2016-2022](#) (NCSA, 2024).

## 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 2022.

**Table C1. Percentage of Unknowns for 2022 CRSS Data Elements**

| Crash Level                     |       |                                              |       |
|---------------------------------|-------|----------------------------------------------|-------|
| Atmospheric Condition .....     | 3.5%  | Light Condition .....                        | 0.5%  |
| Crash Severity .....            | 3.1%  | Manner of Collision .....                    | 0.2%  |
| 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 .....   | 1.5%  | Speed Limit .....                            | 15.2% |
| Most Harmful Event .....        | <0.1% | Traffic Control Device .....                 | 15.8% |
| Roadway Surface Condition ..... | 9.5%  |                                              |       |
| Person Level                    |       |                                              |       |
| Age .....                       | 7.0%  | Seating Position .....                       | 1.5%  |
| Injury Severity .....           | 4.5%  | Sex .....                                    | 5.6%  |

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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<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812688>

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## Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2022

| 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 | 42,514           | 3,196,191      | 1.33                              |
| 1939 | 30,895           | 285,402        | 10.83                             | 1981 | 49,301           | 1,555,308      | 3.17                              |      |                  |                |                                   |
| 1940 | 32,914           | 302,188        | 10.89                             | 1982 | 43,945           | 1,595,010      | 2.76                              |      |                  |                |                                   |

**Total Traffic Fatalities (1899-2022): 3,955,601**

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2022:** 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,<br>Age 4 and<br>Younger | Lives Saved,<br>Age 5 and Older | Lives Saved,<br>Age 13 and<br>Older | Lives Saved,<br>All Ages | Lives<br>Saved                  | Additional Lives That<br>Would Have Been Saved<br>at 100 Percent Use |                       |
|--------------|--------------------------------------|---------------------------------|-------------------------------------|--------------------------|---------------------------------|----------------------------------------------------------------------|-----------------------|
|              | Child<br>Restraints                  | Seat<br>Belts                   | Frontal<br>Air Bags                 | Motorcycle<br>Helmets    | Minimum<br>Drinking Age<br>Law* | Seat<br>Belts                                                        | Motorcycle<br>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                   |
| <b>Total</b> | <b>11,606</b>                        | <b>374,276</b>                  | <b>50,457</b>                       | <b>45,746</b>            | <b>31,959</b>                   | <b>386,719</b>                                                       | <b>34,044</b>         |

\*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 2022 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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