

Quick Facts 2024

General Statistics

Fatal Crashes	
2024	36,297
2023	37,769
2022	39,422

Source: FARS

Fatalities	
2024	39,254
2023	41,025
2022	42,721

Source: FARS

Police-Reported Crashes	
2024	6,180,241
2023	6,138,474
2022	5,930,697

Sources: FARS/CRSS

People Injured	
2024	2,422,195
2023	2,442,694
2022	2,382,833

Sources: FARS/CRSS

Fatality Rate per 100 Million VMT	
2024	1.19
2023	1.26
2022	1.34

Sources: FARS/FHWA

Fatality Rate per 100,000 Population	
2024	11.54
2023	12.18
2022	12.79

Sources: FARS/Census Bureau

Injury Rate per 100 Million VMT	
2024	74
2023	75
2022	75

Sources: FARS/CRSS/FHWA

Injury Rate per 100,000 Population	
2024	712
2023	725
2022	713

Sources: FARS/CRSS/
Census Bureau

Occupant Fatality Rate per 100 Million Vehicle Miles Traveled by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2024	1.05	0.63	0.28	28.00
2023	1.13	0.66	0.29	31.54
2022	1.20	0.72	0.33	26.30

Sources: FARS/FHWA

Rural and Urban Fatalities*		
	Rural	Urban
2024	16,006 (41%)	22,905 (59%)
2023	16,796 (41%)	24,036 (59%)
2022	17,375 (41%)	25,216 (59%)

Source: FARS

*Percentage based on known land use.

Exposure Data

Vehicle Miles Traveled (Millions) by Vehicle Type					
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2024	1,020,876	1,903,231	329,600	22,241	3,294,031
2023	1,043,259	1,835,817	329,858	20,181	3,246,817
2022	1,059,950	1,762,714	331,272	23,765	3,196,191

Source: FHWA. Passenger car and light-truck VMT revised by NHTSA. *Total includes buses.

Registered Vehicles by Vehicle Type					
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2024	98,766,175	184,130,937	16,082,510	9,261,249	309,337,206
2023	101,583,847	178,756,476	14,891,540	9,516,910	305,716,298
2022	104,645,629	174,027,343	14,289,238	9,186,256	303,106,521

Sources: Registered Passenger Cars and Light Trucks—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Registered Large Trucks and Motorcycles—FHWA; Total Registered—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co. and FHWA.

*Total includes buses.



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Clock Facts

Fatalities per Day	
2024	107
2023	112
2022	117

Source: FARS

Alcohol-Impaired-Driving Fatalities per Day	
2024	33
2023	34
2022	37

Source: FARS

Pedestrian Fatalities per Day	
2024	19
2023	20
2022	21

Source: FARS

People Injured per Day	
2024	6,618
2023	6,692
2022	6,528

Sources: FARS/CRSS

Pedestrians Injured per Day	
2024	196
2023	187
2022	184

Sources: FARS/CRSS

Alcohol

Alcohol-Impaired-Driving Fatal Crashes	
2024	10,832
2023	11,179
2022	12,217

Source: FARS

Alcohol-Impaired-Driving Fatalities and Fatality Rate per 100 Million VMT		
	Fatalities	Fatality Rate
2024	11,904	0.36
2023	12,382	0.38
2022	13,458	0.42

Sources: FARS/FHWA

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 g/dL or Higher, by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2024	25%	19%	4%	25%
2023	24%	20%	3%	26%
2022	24%	21%	3%	28%

Source: FARS

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 or Higher, by Age Group									
	15–20 Years	21–24 Years	25–34 Years	35–44 Years	45–54 Years	55–64 Years	65–74 Years	75+	Total*
2024	20%	28%	27%	23%	19%	16%	12%	7%	20%
2023	19%	28%	26%	23%	19%	16%	11%	7%	20%
2022	19%	29%	28%	24%	20%	17%	12%	8%	21%

Source: FARS

Percentage of total includes unknown age.



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Occupant Protection

Nationwide Seat Belt Use Rate	
2024	91.2%
2023	91.9%
2022	91.6%

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

Child Restraint Use by Age Group				
	<1 Year	1–3 Years	4–7 Years	8–12 Years
2024*	--	--	--	--
2023	95.9%	93.6%	86.8%	83.8%
2022*	--	--	--	--

Source: NSUBS [Report 2023 DOT HS 813 668](#)

*Data Not Collected.

Percentage of Passenger Vehicle Occupant Fatalities Who Were Unrestrained*, by Age Group													
	<4 Years	4–7 Years	8–12 Years	13–14 Years	15–20 Years	21–24 Years	25–34 Years	35–44 Years	45–54 Years	55–64 Years	65–74 Years	75+	Total**
2024	62 (37%)	50 (34%)	55 (35%)	62 (57%)	1,173 (57%)	1,015 (60%)	2,079 (60%)	1,607 (57%)	1,122 (49%)	1,092 (45%)	741 (35%)	689 (26%)	9,758 (48%)
2023	50 (27%)	53 (38%)	93 (50%)	73 (61%)	1,289 (57%)	1,106 (59%)	2,409 (61%)	1,711 (57%)	1,178 (50%)	1,096 (43%)	767 (34%)	699 (27%)	10,533 (49%)
2022	50 (27%)	51 (34%)	88 (43%)	78 (59%)	1,351 (58%)	1,155 (60%)	2,643 (61%)	1,873 (58%)	1,343 (51%)	1,217 (44%)	792 (35%)	704 (27%)	11,359 (50%)

Source: FARS *Where restraint use was known. **Includes unknown age.

Children

Children (<15 Years Old) Fatalities by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2024	1,032	783	677	249
2023	1,023	775	704	248
2022	1,130	857	757	273

Source: FARS *Subset of Total Occupants.

Children (<15 Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2024	160,850	145,594	127,704	15,256
2023	161,489	145,121	125,809	16,369
2022	156,502	140,345	124,174	16,156

Sources: FARS/CRSS *Subset of Total Occupants.



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Older Population

Older Population (65+ Years Old) Fatalities by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2024	8,019	6,162	5,199	1,857
2023	7,911	6,063	5,170	1,848
2022	8,022	6,223	5,263	1,799

Source: FARS *Subset of Total Occupants.

Older Population (65+ Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2024	284,525	269,579	232,035	14,945
2023	279,233	265,401	234,526	13,833
2022	268,630	254,099	221,888	14,531

Sources: FARS/CRSS *Subset of Total Occupants.

School Bus

Total School Bus Occupant Fatalities* (All Ages)		
	School Bus	Special-Use School Bus
2024	15	2
2023	6	7
2022	6	6

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

Young School Bus Occupant Fatalities* (18 and Younger)		
	School Bus	Special-Use School Bus
2024	4	0
2023	2	5
2022	0	1

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

Pedestrian Fatalities (18 and Younger) Struck by School Bus*		
	School Bus	Special-Use School Bus
2024	8	0
2023	5	2
2022	5	0

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



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Motorcycles

Motorcyclist Fatalities	
2024	6,228
2023	6,366
2022	6,251

Source: FARS

Unhelmeted* Motorcyclist Fatalities	
2024	2,045 (34%)
2023	2,171 (35%)
2022	2,257 (37%)

Source: FARS

*Percentage where helmet use was known.

Motorcyclists Injured	
2024	86,887
2023	82,567
2022	82,690

Sources: FARS/CRSS

Speeding

Speeding-Related Fatalities*	
2024	11,288 (29%)
2023	11,913 (29%)
2022	12,157 (28%)

Source: FARS *Percentage of total fatalities.

Large Trucks

Fatalities in Crashes Involving Large Trucks*	
2024	5,340
2023	5,478
2022	5,969

Source: FARS

People Injured in Crashes Involving Large Trucks*	
2024	161,201
2023	153,486
2022	160,619

Sources: FARS/CRSS

*Includes commercial and non-commercial vehicles with a gross vehicle weight rating (GVWR) of 10,000 lbs or more.

Percentage of Fatalities in Crashes Involving Large Trucks by Person Type			
	Truck Occupants	Occupants of Other Vehicles	Nonoccupants
2024	17%	70%	12%
2023	18%	70%	12%
2022	18%	70%	11%

Source: FARS



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Pedestrians

Pedestrian Fatalities	
2024	7,080
2023	7,367
2022	7,593

Source: FARS

Pedestrian Fatalities* Who Had BACs of .01 g/dL or Higher and BACs of .08 or Higher		
	BAC= .01+ g/dL	BAC= .08+ g/dL
2024	2,111 (31%)	1,841 (27%)
2023	2,414 (34%)	2,111 (30%)
2022	2,462 (34%)	2,125 (29%)

Source: FARS *Age 14 and older.

Pedestrians Injured	
2024	71,635
2023	68,241
2022	67,341

Sources: FARS/CRSS

Pedalcyclists

Pedalcyclist Fatalities	
2024	1,103
2023	1,173
2022	1,117

Source: FARS

Pedalcyclists Injured	
2024	52,887
2023	49,989
2022	46,195

Sources: FARS/CRSS

Leading Cause of Death

Motor vehicle traffic crashes are the leading cause of death for people 15 to 24 years old. For each individual age, MV traffic crashes were the leading cause of death for ages 4, 16, and 19 to 21 in 2022 (latest data available).

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

Economic and Comprehensive Costs to Society by Type of Crash 2019 Costs in Billions

Crash Type	Economic Cost	Comprehensive Cost*
All	\$340	\$1,365
Alcohol-Impaired	\$58	\$296
Speeding	\$46	\$225

Source: The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised) DOT HS 813 403

*The total value of societal harm includes economic costs as well as quality of life lost, such as lost market and household productivity. These costs are for reported and unreported crashes.



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