



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



Traffic Safety Facts

RESEARCH NOTE

DOT HS 813 791

April 2026

Overview of Motor Vehicle Traffic Crashes In 2024

There were 1,771 fewer people killed in motor vehicle traffic crashes on U.S. roadways during 2024, a 4.3-percent decrease from 41,025 in 2023 to 39,254 in 2024. The fatality rate per 100 million vehicle miles traveled (VMT) decreased 5.6 percent from 1.26 in 2023 to 1.19 in 2024. It represents the third year-to-year decrease in both fatalities and fatality rate since 2021.

The estimated number of people injured on our roadways decreased in 2024 to 2.42 million, falling 0.8 percent from 2.44 million in 2023. This decrease was not statistically significant. The injury rate per 100 million VMT decreased 1.3 percent from 75 in 2023 to 74 in 2024.

The estimated number of police-reported traffic crashes increased from 6.14 million in 2023 to 6.18 million in 2024, a 0.7-percent increase which was not statistically significant. VMT for 2024, reported by the Federal Highway Administration (FHWA), increased 1.5 percent from 3,247 billion in 2023 to 3,294 billion in 2024.

- Traffic fatalities **decreased** in 2024 compared to 2023 in the following categories.
 - Passenger vehicle¹ occupant fatalities (1,304 fewer fatalities, 5.4% decrease)
 - Passenger car occupant fatalities (1,153 fewer fatalities, 9.7% decrease)
 - Light-truck² occupant fatalities (151 fewer fatalities, 1.2% decrease)
 - Passenger vehicle occupant fatalities in vehicles that rolled over (380 fewer fatalities, 5.7% decrease)
 - Passenger vehicle occupant fatalities who were ejected (537 fewer fatalities, 11% decrease)
 - Passenger vehicle occupant fatalities who were unrestrained (775 fewer fatalities, 7.4% decrease)
 - Fatalities in large-truck³ crashes (138 fewer fatalities, 2.5% decrease)
 - Large-truck³ occupant fatalities (42 fewer fatalities, 4.4% decrease)
 - Motorcyclist⁴ fatalities (138 fewer fatalities, 2.2% decrease)
 - Pedestrian fatalities (287 fewer fatalities, 3.9% decrease)
 - Pedalcyclist⁵ fatalities (70 fewer fatalities, 6.0% decrease)
 - Urban fatalities (1,131 fewer fatalities, 4.7% decrease)
 - Rural fatalities (790 fewer fatalities, 4.7% decrease)

¹ Includes passenger cars and light trucks with gross vehicle weight ratings (GVWR) of 10,000 pounds or less.

² Includes SUVs, pickups, vans, and other/unknown light trucks with GVWR of 10,000 pounds or less.

³ Includes commercial and non-commercial trucks with GVWRs over 10,000 pounds. This definition applies to any mention of “large trucks” throughout this report.

⁴ Motorcyclists include operators (riders) or passengers.

⁵ Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. Consider this when comparing the 2022 and later pedalcyclist, motorcyclist, and nonoccupant data with earlier data.

- Speeding-related fatalities (625 fewer fatalities, 5.2% decrease)
- Alcohol-impaired-driving fatalities (478 fewer fatalities, 3.9% decrease)
- Fatalities in traffic crashes involving young drivers⁶ (370 fewer fatalities, 6.6% decrease)
- Fatalities in distraction-affected crashes (75 fewer fatalities, 2.3% decrease)
- Fatalities in hit-and-run crashes (153 fewer fatalities, 5.3% decrease)
 - Pedestrian fatalities in hit-and-run crashes (95 fewer fatalities, 5.2% decrease)
 - Pedalcyclist fatalities in hit-and-run crashes (45 fewer fatalities, 16% decrease)
- Traffic fatalities **increased** in 2024 compared to 2023 in the following categories.
 - Fatalities in traffic crashes involving older drivers⁷ (115 more fatalities, 1.4% increase)
 - SUV occupant fatalities (112 more fatalities, 1.6% increase)
- The estimated number of people injured in traffic crashes **decreased** in some person-type categories from 2023 to 2024, except for light-truck occupants (specifically SUV occupants), motorcyclists, and nonoccupants (pedestrians and pedalcyclists). Motorcyclists injured (+5.2%) and nonoccupants injured (+5.7%) were statistically significant increases, and passenger car occupants injured (-4.6%) and pickup occupants injured (-9.2%) were statistically significant decreases among the person-type categories.

Information in this research note is presented in the following sections.

- [Overall Trends](#)
- [People Killed and Injured in Traffic Crashes, by Person Type](#)
- [People Killed and Injured in Traffic Crashes Involving Large Trucks](#)
- [Three Major Behavioral Factors: Alcohol-Impaired Driving, Speeding Involvement, and Restraint Use](#)
 - [Alcohol-Impaired Driving](#)
 - [Speeding Involvement](#)
 - [Restraint Use](#)
 - [Three Behavioral Factors Combined](#)
- [Traffic Fatalities, by Rural/Urban Classification](#)
- [Additional Facts](#)
 - [Time of Day and Day of Week](#)
 - [Demographics](#)
 - [Other Characteristics](#)
- [State Data](#)

Important Change for Motorized Bicycles: Prior to 2022, motorized bicycles were collected as motor vehicles in Fatality Analysis Reporting System (FARS) and Crash Report Sampling System (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 bicycles will no longer be captured in FARS or CRSS. Refer to the end of this publication for more information about FARS and CRSS.

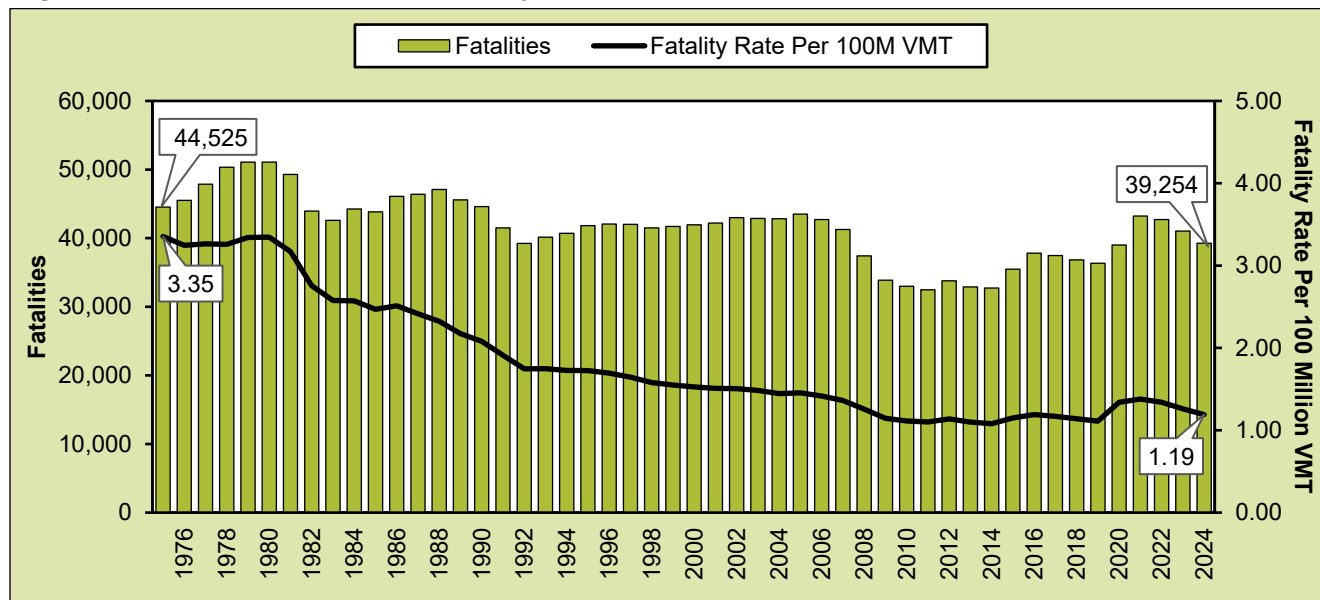
⁶ Refers to people 15 to 20 years old operating motor vehicles.

⁷ Refers to people 65 or older operating motor vehicles.

Overall Trends

In 2024 there were 39,254 motor vehicle traffic fatalities in the United States, a 4.3-percent decrease from 41,025 traffic fatalities in 2023, as shown in Figure 1. The 2024 fatality rate of 1.19 fatalities per 100 million VMT is down from 1.26 in 2023.

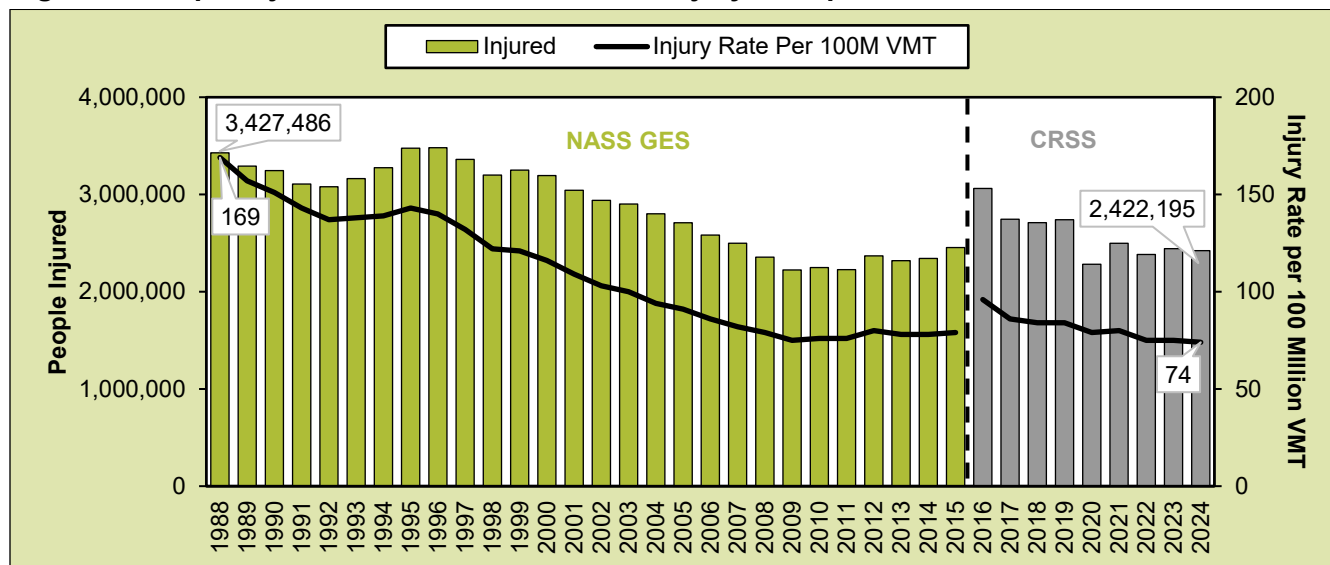
Figure 1. Traffic Fatalities and Fatality Rate per 100 Million VMT, 1975-2024



Sources: FARS 1975-2023 Final File, 2024 ARF; 1975-2024 VMT – FHWA’s Annual Highway Statistics

In 2024 an estimated 2.42 million people were injured in motor vehicle traffic crashes, compared to 2.44 million in 2023 as shown in Figure 2, a decrease of 0.8 percent that was not statistically significant.

Figure 2. People Injured in Traffic Crashes and Injury Rate per 100 Million VMT, 1988-2024



Sources: FARS 1988-2023 Final File, 2024 ARF; NASS GES 1988-2015; CRSS 2016-2024; 1988-2024 VMT – FHWA’s Annual Highway Statistics

Note: NASS GES and CRSS estimates are not comparable due to different sample designs.

Table 1 summarizes the changes in fatality and injury rates per 100 million VMT from 2023 to 2024 as well as VMT changes.

Table 1. Traffic Fatality/Injury Rates per 100 Million VMT and VMT, 2023-2024

	2023	2024	Change	% Change
Fatality Rate	1.26	1.19	-0.07	-5.6%
Injury Rate	75	74	-1	-1.3%
VMT (millions)	3,246,817	3,294,031	+47,214	+1.5%

Sources: FARS 2023 Final File, 2024 ARF; CRSS 2023-2024; 2023-2024 VMT – FHWA’s Annual Highway Statistics

The estimated number of police-reported motor vehicle traffic crashes increased 0.7 percent from 6,138,474 in 2023 to 6,180,241 in 2024, as presented in Table 2. Property-damage-only crashes—in which there were no injuries to involved occupants or nonoccupants—increased 1.4 percent from 2023 to 2024. These increases were not statistically significant. Fatal traffic crashes decreased from 37,769 in 2023 to 36,297 in 2024, a 3.9-percent decrease. Fatal crash counts are not tested for statistical significance because they are a census.

Table 2. Police-Reported Traffic Crashes, by Crash Severity, 2023-2024

Crash Severity	2023	2024	Change	% Change
Total Crashes	6,138,474	6,180,241	+41,767	+0.7%
Fatal Crashes	37,769	36,297	-1,472	-3.9%
Non-Fatal Crashes	6,100,705	6,143,944	+43,239	+0.7%
Injury Crashes	1,697,252	1,676,700	-20,552	-1.2%
Property-Damage-Only Crashes	4,403,453	4,467,244	+63,791	+1.4%

Sources: FARS 2023 Final File, 2024 ARF; CRSS 2023-2024

Note: Changes from 2023 to 2024 were not statistically significant.

People Killed and Injured in Traffic Crashes, by Person Type

Table 3 presents the change from 2023 to 2024 in the number of occupant and nonoccupant fatalities as well as the estimated number of occupants and nonoccupants injured.

Overall, most categories of occupant and nonoccupant fatalities decreased from 2023 to 2024 except for SUV occupant fatalities. In summary for 2024:

- The number of passenger vehicle occupant fatalities decreased by 1,304, a 5.4-percent decrease from 2023.
 - Passenger car occupant fatalities decreased by 1,153, a 9.7-percent decrease from 2023.
 - Light-truck occupant fatalities decreased by 151, a 1.2-percent decrease from 2023. Of the light-truck categories (SUVs, pickups, and vans):
 - SUV occupant fatalities increased by 112, a 1.6-percent increase from 2023;
 - Pickup occupant fatalities decreased by 210, a 4.9-percent decrease from 2023; and
 - Van occupant fatalities decreased by 55, a 5.7-percent decrease from 2023.
- Large-truck occupant fatalities decreased by 42, a 4.4-percent decrease from 2023.
- Motorcyclist fatalities decreased by 138, a 2.2-percent decrease from 2023.
- Pedestrian fatalities decreased by 287, a 3.9-percent decrease from 2023.
- Pedalcyclist fatalities decreased by 70, a 6.0-percent decrease from 2023.

The estimated number of people injured in 2024 decreased by 20,499 to 2.42 million, a 0.8-percent decrease from the 2.44 million people injured in 2023. Some categories of people injured decreased from 2023 to 2024 except for light-truck occupants (SUV occupants), motorcyclists, and nonoccupants (pedestrians and pedalcyclists). In summary for 2024:

- Passenger vehicle occupants injured decreased by 39,092, a 2.0-percent decrease from 2023.
 - Passenger car occupants injured decreased by 41,839, a statistically significant 4.6-percent decrease from 2023.
 - Light-truck occupants injured increased by 2,747, a 0.3-percent increase from 2023. Of the light-truck categories:
 - SUV occupants injured increased by 28,952, a 4.2-percent increase from 2023;
 - Pickup occupants injured decreased by 22,092, a statistically significant 9.2-percent decrease from 2023; and
 - Van occupants injured decreased by 4,063, a 4.3-percent decrease from 2023.
- Large-truck occupants injured decreased by 284, a 0.7-percent decrease from 2023.
- Motorcyclists injured increased by 4,320, a statistically significant 5.2-percent increase from 2023.
- Pedestrians injured increased by 3,394, a 5.0-percent increase from 2023.
- Pedalcyclists injured increased by 2,898, a 5.8-percent increase from 2023.

Table 3. Occupants and Nonoccupants Killed and Injured in Traffic Crashes, 2023-2024

Description	Killed				Injured			
	2023	2024	Change	% Change	2023	2024	Change	% Change
Total	41,025	39,254	-1,771	-4.3%	2,442,694	2,422,195	-20,499	-0.8%
Occupants								
Total Occupants**	25,774	24,473	-1,301	-5.0%	2,223,842	2,191,258	-32,584	-1.5%
Passenger Vehicles	24,017	22,713	-1,304	-5.4%	1,947,393	1,908,301	-39,092	-2.0%
Passenger Cars	11,828	10,675	-1,153	-9.7%	919,091	877,252	-41,839	-4.6%*
Light Trucks***	12,189	12,038	-151	-1.2%	1,028,302	1,031,049	+2,747	+0.3%
SUVs	6,901	7,013	+112	+1.6%	694,288	723,240	+28,952	+4.2%
Pickups	4,321	4,111	-210	-4.9%	240,323	218,231	-22,092	-9.2%*
Vans	965	910	-55	-5.7%	93,553	89,490	-4,063	-4.3%
Large Trucks	962	920	-42	-4.4%	41,738	41,454	-284	-0.7%
Motorcyclists								
Motorcyclists	6,366	6,228	-138	-2.2%	82,567	86,887	+4,320	+5.2%*
Nonoccupants								
Total Nonoccupants****	8,885	8,553	-332	-3.7%	136,284	144,050	+7,766	+5.7%*
Pedestrians	7,367	7,080	-287	-3.9%	68,241	71,635	+3,394	+5.0%
Pedalcyclists	1,173	1,103	-70	-6.0%	49,989	52,887	+2,898	+5.8%

Sources: FARS 2023 Final File, 2024 ARF; CRSS 2023-2024

*These estimated changes are statistically significant at the $\alpha=.05$ level of significance.

**Includes occupants of buses and other/unknown vehicle types.

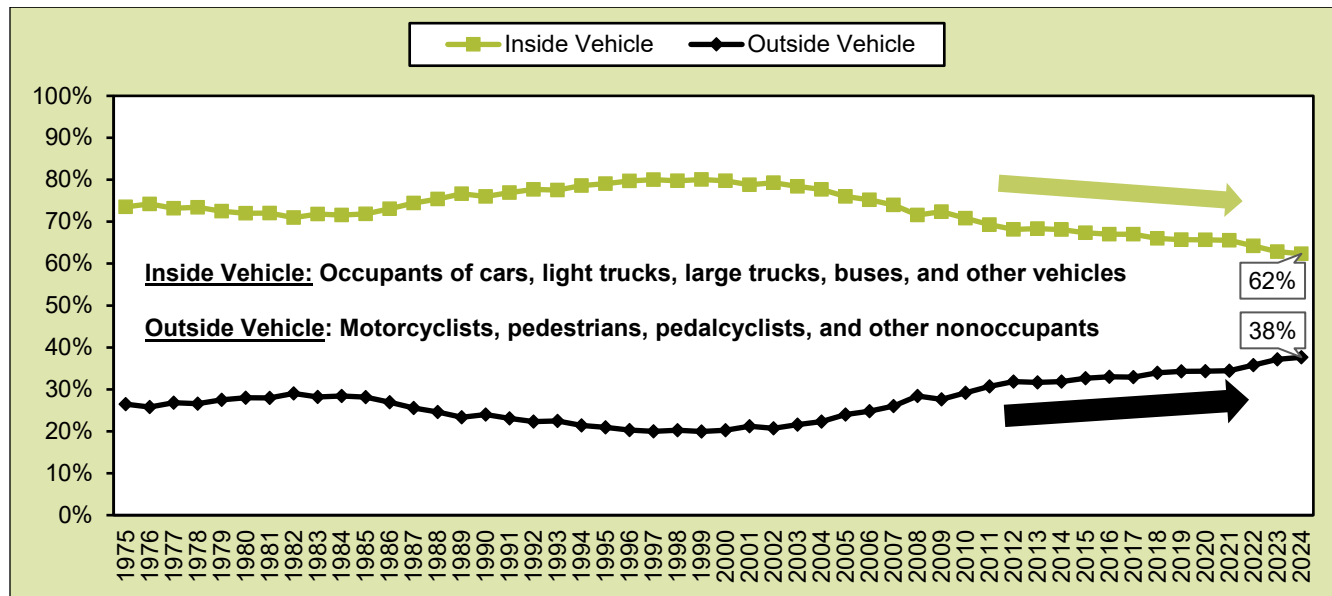
***Includes occupants of other/unknown light-truck vehicle types.

****Includes other/unknown nonoccupants.

Notes: Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. Changes in fatalities are not tested for statistical significance because they are from a census.

The proportion of people killed “inside the vehicle” (occupants of passenger cars, light trucks, large trucks, buses, and other vehicles) has declined from a high of 80 percent in 1996 to a low of 62 percent in 2024, as seen in Figure 3. Correspondingly, the proportion of people killed “outside the vehicle” (motorcyclists, pedestrians, pedalcyclists, and other nonoccupants) has increased from a low of 20 percent in 1996 to a high of 38 percent in 2024.

Figure 3. Proportion of Traffic Fatalities Inside/Outside Vehicles, 1975-2024



Source: FARS 1975-2023 Final File, 2024 ARF

People Killed and Injured in Traffic Crashes Involving Large Trucks

Table 4 displays the number of people killed and the estimated number of people injured in traffic crashes involving large trucks from 2023 to 2024. Large trucks include commercial and non-commercial trucks with GVWRs of over 10,000 pounds.

The number of people killed in traffic crashes involving large trucks decreased 2.5 percent from 2023 to 2024. Among fatalities in traffic crashes involving large trucks in 2024:

- Large-truck occupant fatalities in single-vehicle crashes decreased by 35, a 5.9-percent decrease from 2023.
- Large-truck occupant fatalities in multivehicle crashes decreased by 7, a 1.9-percent decrease from 2023.
- Occupants of other vehicles killed decreased by 90, a 2.3-percent decrease from 2023.
- Nonoccupants killed decreased by 6, a 0.9-percent decrease from 2023.

The estimated number of people injured in crashes involving large trucks increased 5.0 percent from 2023 to 2024. Changes from 2023 to 2024 in traffic crashes involving large trucks were not statistically significant. Among the estimated number of people injured in crashes involving large trucks in 2024:

- Large-truck occupants injured in single-vehicle crashes increased by 1,515, a 12-percent increase from 2023.
- Large-truck occupants injured in multivehicle crashes decreased by 1,799, a 6.3-percent decrease from 2023.
- Occupants of other vehicles who were injured increased by 8,809, an 8.2-percent increase from 2023.
- Nonoccupants who were injured decreased by 809, a 20-percent decrease from 2023.

Table 4. People Killed and Injured in Traffic Crashes Involving Large Trucks, by Person Type, 2023-2024

Person Type	Killed				Injured			
	2023	2024	Change	% Change	2023	2024	Change	% Change
Total	5,478	5,340	-138	-2.5%	153,486	161,201	+7,715	+5.0%
Large-Truck Occupants	962	920	-42	-4.4%	41,738	41,454	-284	-0.7%
In Single-Vehicle Crashes	595	560	-35	-5.9%	13,137	14,652	+1,515	+12%
In Multivehicle Crashes	367	360	-7	-1.9%	28,601	26,802	-1,799	-6.3%
Other People	4,516	4,420	-96	-2.1%	111,748	119,748	+8,000	+7.2%
Other Vehicle Occupants	3,843	3,753	-90	-2.3%	107,666	116,475	+8,809	+8.2%
Nonoccupants	673	667	-6	-0.9%	4,082	3,273	-809	-20%

Sources: FARS 2023 Final File, 2024 ARF; CRSS 2023-2024

Note: Changes from 2023 to 2024 were not statistically significant.

Three Major Behavioral Factors: Alcohol-Impaired Driving, Speeding Involvement, and Restraint Use

NHTSA’s three major behavioral focus areas are alcohol-impaired driving, speeding involvement, and restraint use.

Alcohol-Impaired Driving

Drivers or motorcycle riders (operators) are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal traffic crash involving a driver/rider with a BAC of .08 g/dL or higher is an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities. Estimates of alcohol-impaired driving are generated using BAC values reported to FARS and BAC values imputed when they are not reported.

Alcohol-impaired-driving fatalities decreased 3.9 percent from 2023 to 2024 (Table 5), accounting for 30 percent of overall traffic fatalities in 2024. The alcohol-impaired-driving fatality rate per 100 million VMT decreased 5.3 percent from 0.38 in 2023 to 0.36 in 2024.

Table 5. Total and Alcohol-Impaired-Driving Traffic Fatalities, and Alcohol-Impaired-Driving Fatality Rates per 100 Million VMT, 2023-2024

	2023	2024	Change	% Change
Total Fatalities	41,025	39,254	-1,771	-4.3%
Alcohol-Impaired-Driving Fatalities	12,382	11,904	-478	-3.9%
Percentage of Total Fatalities	30%	30%		
Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT	0.38	0.36	-0.02	-5.3%

Sources: FARS 2023 Final File, 2024 ARF; 2023-2024 VMT – FHWA’s Annual Highway Statistics

Note: NHTSA estimates BACs when alcohol test results are unknown.

As shown in Table 6, drivers of all vehicle types saw decreases in the number of alcohol-impaired drivers involved in fatal crashes from 2023 to 2024, except for large-truck drivers which increased 26 percent. Passenger car drivers had the largest number decrease (-223) in alcohol-impaired drivers involved in fatal crashes from 2023 to 2024. Light-truck drivers had the next largest number decrease (-89) in alcohol-impaired drivers.

Table 6. Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes and Percentage Who Were Alcohol-Impaired, by Vehicle Type, 2023-2024

Vehicle Type	2023	2024	Change	% Change
Passenger Cars	4,462 (24%)	4,239 (25%)	-223	-5.0%
Light Trucks*	4,928 (20%)	4,839 (19%)	-89	-1.8%
Light Truck – SUVs	2,641 (19%)	2,624 (19%)	-17	-0.6%
Light Truck – Pickups	2,048 (22%)	1,994 (22%)	-54	-2.6%
Light Truck – Vans	238 (12%)	221 (12%)	-17	-7.1%
Motorcycles	1,656 (26%)	1,606 (25%)	-50	-3.0%
Large Trucks	178 (3%)	224 (4%)	+46	+26%
Total Drivers**	11,724 (20%)	11,367 (20%)	-357	-3.0%

Source: FARS 2023 Final File, 2024 ARF

*Includes other/unknown light-truck vehicle types.

**Includes drivers of buses and other/unknown vehicle types.

Notes: Starting in 2022, people on motorized bicycles are classified as pedalcyclists instead of motorcyclists. NHTSA estimates BACs when alcohol test results are unknown.

Speeding Involvement

NHTSA considers a traffic crash to be speeding-related if any driver in the crash was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash.

From 2023 to 2024 speeding-related fatalities decreased 5.2 percent, from 11,913 in 2023 to 11,288 in 2024 (Table 7). Nineteen percent of all drivers involved in fatal traffic crashes were speeding at the time of the crashes, and 29 percent of all those killed in traffic crashes were in speeding-related traffic crashes.

Table 7. Total and Speeding-Related Traffic Fatalities, 2023-2024

	2023	2024	Change	% Change
Total Fatalities	41,025	39,254	-1,771	-4.3%
Speeding-Related Fatalities	11,913	11,288	-625	-5.2%
Percentage of Total Fatalities	29%	29%		

Source: FARS 2023 Final File, 2024 ARF

Restraint Use

Not using a seat belt or child restraint indicates the passenger vehicle occupant was unrestrained.

According to NHTSA's National Occupant Protection Use Survey (NOPUS),⁸ the estimated passenger vehicle front-seat belt use for adults decreased from 91.9 percent in 2023 to 91.2 percent in 2024, but the change was not statistically significant at the .05 level.

The percentages reported in this section are all based on known restraint use (restraint use was unknown for 11% of passenger vehicle occupant fatalities in 2024). Among passenger vehicle occupants killed in 2024, a little less

⁸ National Center for Statistics and Analysis. (2025, October, Revised). *Seat belt use in 2024 – overall results* (Report No. DOT HS 813 682). National Highway Traffic Safety Administration. <https://doi.org/10.21949/t29h-qq38>

than half (48%) were unrestrained (Table 8). Fifty-six percent of those killed during the nighttime in 2024 were unrestrained as compared to 41 percent during the daytime.

For those passenger vehicle occupants who survived fatal crashes in 2024, only 13 percent were unrestrained compared to 48 percent of those who died. During the nighttime, 15 percent of passenger vehicle occupants who survived fatal crashes were unrestrained as compared to 12 percent during the daytime.

Table 8. Passenger Vehicle Occupants Killed in Traffic Crashes, by Restraint Use, 2023-2024

	2023	2024	Change	% Change	Percent Based on Known Restraint Use	
					2023	2024
Total	24,017	22,713	-1,304	-5.4%		
Restrained	10,833	10,402	-431	-4.0%	51%	52%
Unrestrained	10,533	9,758	-775	-7.4%	49%	48%
Unknown	2,651	2,553	-98	-3.7%		

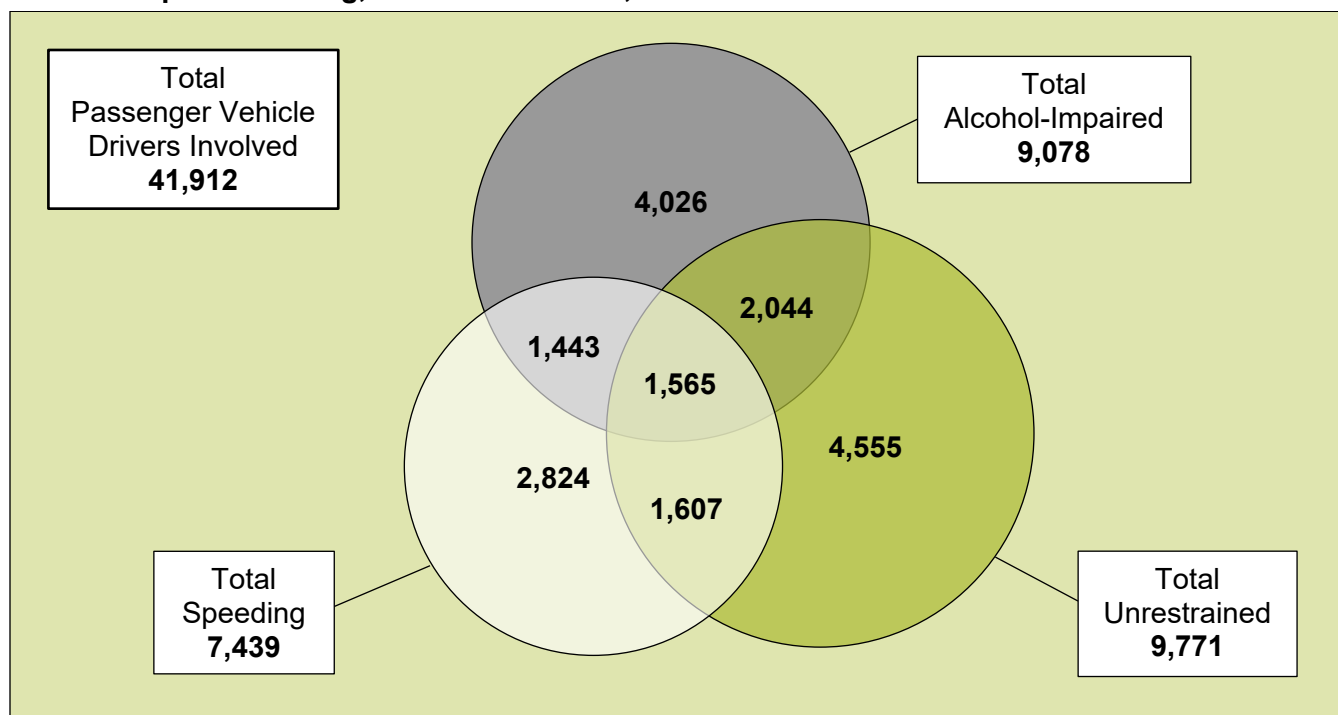
Source: FARS 2023 Final File, 2024 ARF

Three Behavioral Factors Combined

Figure 4 shows a Venn diagram of passenger vehicle drivers in fatal traffic crashes in 2024 by the three behavioral factors. Of the 41,912 passenger vehicle drivers in 2024:

- 18,064 had at least one of the three behavioral factors (43%), while 23,848 (57%) did not have any of the three behavioral factors;
 - 2,044 were both alcohol-impaired and unrestrained (4.9%);
 - 1,607 were both speeding and unrestrained (3.8%);
 - 1,443 were both speeding and alcohol-impaired (3.4%); and
 - 1,565 were exhibiting all three behavioral factors simultaneously (3.7%).

Figure 4. Passenger Vehicle Drivers in Fatal Traffic Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use, 2024

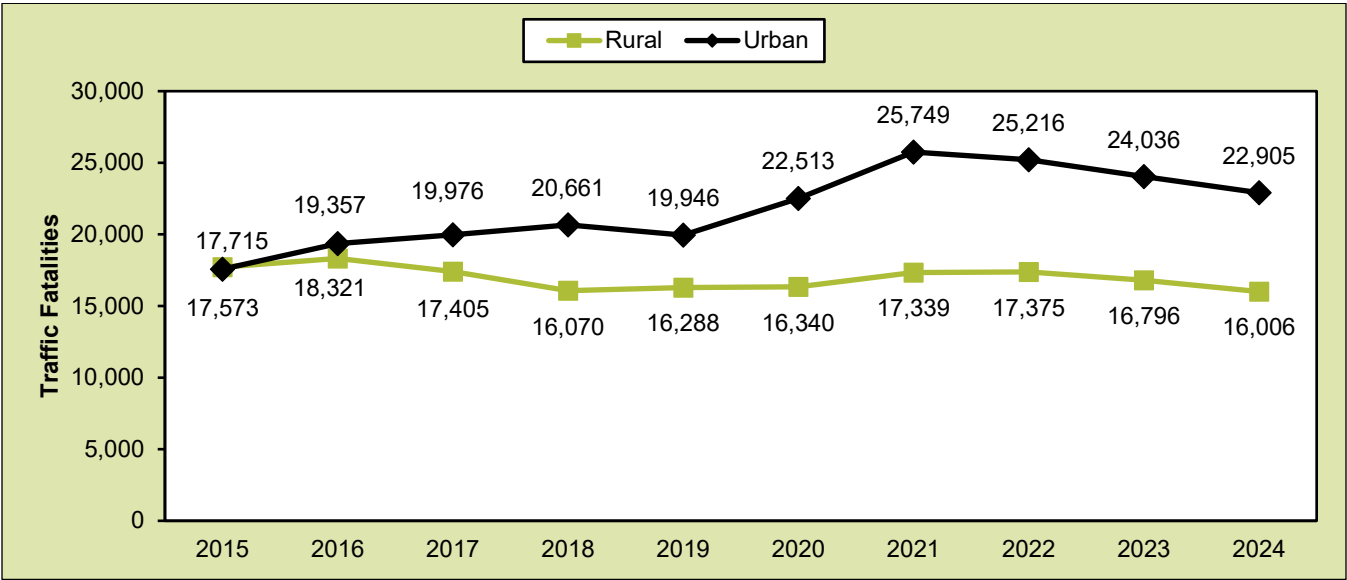


Source: FARS 2024 ARF

Traffic Fatalities, by Rural/Urban Classification

As shown in Figure 5, the number of traffic fatalities on urban roadways has been larger than the number of traffic fatalities on rural roadways since 2016. As a longer-term trend from 2015 to 2024 urban traffic fatalities increased 30 percent and rural traffic fatalities decreased 9.6 percent. From 2023 to 2024 both urban and rural traffic fatalities decreased 4.7 percent.

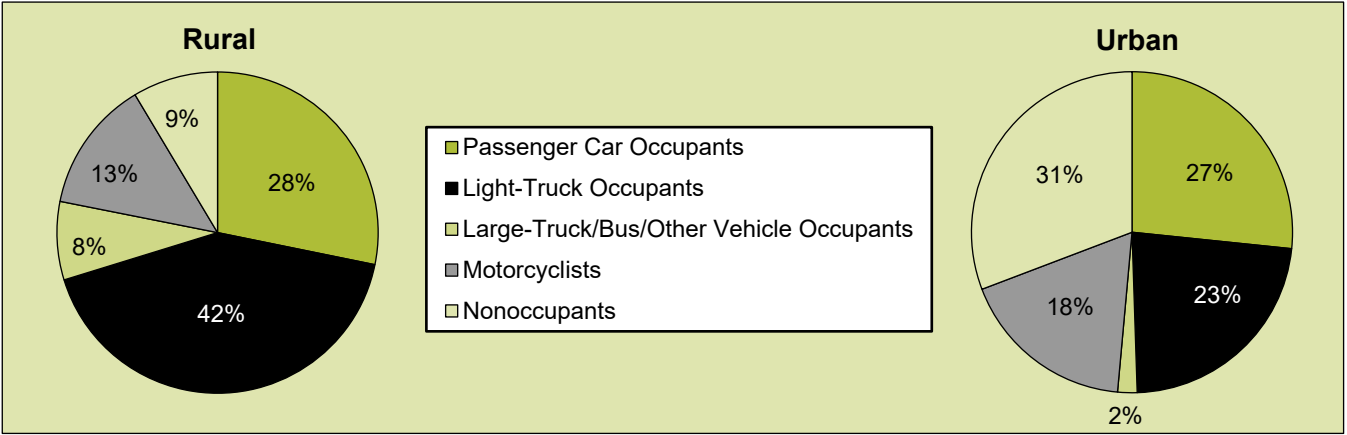
Figure 5. Traffic Fatalities, by Rural/Urban Classification, 2015-2024



Source: FARS 2015-2023 Final File, 2024 ARF
Notes: Excludes unknown rural/urban classification. Updates were made to rural/urban classifications in 2022 FARS, resulting in changes from previously reported figures. For more information refer to the end of this report about FARS.

Figure 6 highlights the proportion of fatalities between urban and rural areas. Urban areas have larger proportions of motorcyclist fatalities (18% versus 13%) and nonoccupant fatalities (31% versus 9%) than rural areas. Conversely, rural areas have larger proportions of passenger car occupant fatalities (28% versus 27%), light-truck occupant fatalities (42% versus 23%), and large-truck, bus, and other vehicle occupant fatalities (8% versus 2%) than urban areas.

Figure 6. Composition of Motor Vehicle Traffic Fatalities, by Rural/Urban Classification, 2024



Source: FARS 2024 ARF
Notes: Nonoccupants include pedestrians, pedalcyclists, and other nonoccupants. Percentages may not add up to 100 percent due to individual rounding.

Additional Facts

Time of Day and Day of Week

- Nighttime (6 p.m. to 5:59 a.m.) fatalities decreased 5.6 percent (22,219 in 2023 to 20,971 in 2024). In comparison, daytime (6 a.m. to 5:59 p.m.) traffic fatalities decreased 2.7 percent (18,525 in 2023 to 18,017 in 2024).
- Weekend (Friday 6 p.m. to Monday 5:59 a.m.) fatalities decreased 6.9 percent (17,321 in 2023 to 16,128 in 2024). In comparison, weekday (Monday 6 a.m. to Friday 5:59 p.m.) fatalities decreased 2.4 percent (23,630 in 2023 to 23,059 in 2024).

Demographics

- Male fatalities decreased 4.3 percent (29,671 in 2023 to 28,385 in 2024), and female fatalities decreased 4.5 percent (11,267 in 2023 to 10,764 in 2024).
- There were more fatalities among people over 75 years old (3,633 in 2023 to 3,891 in 2024, or a 7.1% increase) and people 5 to 9 years old (265 in 2023 to 304 in 2024, or a 15% increase) from 2023 to 2024. All other age groups decreased with the largest decrease in the 25-to-34 age group (7,614 in 2023 to 6,921 in 2024, or a 9.1% decrease).
- Fatal traffic crashes involving young drivers 15 to 20 years old decreased 5.1 percent from 4,957 in 2023 to 4,703 in 2024.
- Fatal traffic crashes involving older drivers 65+ years old increased 0.9 percent from 7,826 in 2023 to 7,894 in 2024.

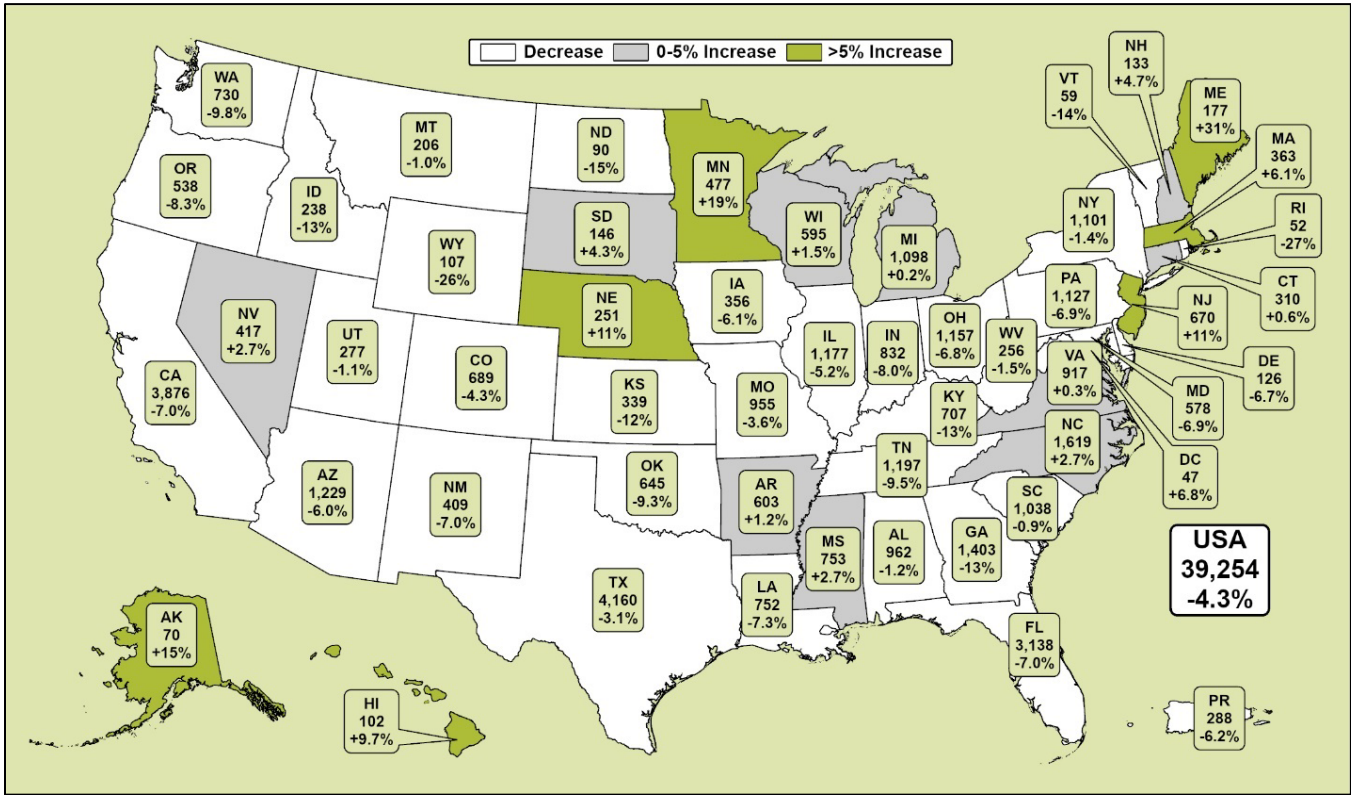
Other Characteristics

- Traffic fatalities in single-vehicle crashes decreased 3.4 percent (21,974 in 2023 to 21,224 in 2024). In comparison, fatalities in multivehicle crashes decreased 5.4 percent (19,051 in 2023 to 18,030 in 2024).
- Passenger vehicle occupants killed in vehicles that rolled over decreased 5.7 percent (6,630 in 2023 to 6,250 in 2024).
- In 2024, of the 22,713 passenger vehicle occupants killed, 20 percent (4,456) were ejected from the vehicles, an 11-percent decrease from 4,993 passenger vehicle occupants ejected and killed in 2023.
- The number of passenger vehicle occupants killed decreased 3.9 percent in vehicles 10 years and older (14,757 in 2023 to 14,183 in 2024). In comparison, those killed in vehicles 9 years and newer decreased 7.7 percent (9,217 in 2023 to 8,506 in 2024).
- There were 2,758 fatalities in traffic crashes involving hit-and-run drivers in 2024, a decrease of 5.3 percent from 2,911 in 2023.
 - Of the 7,080 pedestrian fatalities, 1,749 (25%) were involved in hit-and-run crashes in 2024.
 - Of the 1,103 pedalcyclist fatalities, 230 (21%) were involved in hit-and-run crashes in 2024.
- Fatalities in school-transportation-related traffic crashes decreased 14 percent from 128 in 2023 to 110 in 2024.
- The number of fatalities in distraction-affected crashes, i.e., a crash involving at least one driver who was distracted, was 3,208, or 8.2 percent of total traffic fatalities in 2024. This represents a 2.3-percent decrease from 3,283 in 2023.
- The number of fatalities involving drowsy drivers was 644 or 1.6 percent of total traffic fatalities in 2024. This represents a 1.1-percent increase from 637 in 2023.

State Data

Figure 7 displays a map of 2024 traffic fatalities by State and the percentage changes from 2023.

Figure 7. Traffic Fatalities, by State and Percentage Change, 2023-2024



Source: FARS 2023 Final File, 2024 ARF
Note: Puerto Rico is not included in the U.S. total.

Table 9 shows the total number of motor vehicle traffic crash fatalities and the number of alcohol-impaired-driving fatalities for 2023 and 2024, the changes in the number of fatalities, and the percentage change for each State, the District of Columbia, and Puerto Rico. Thirty-three States and Puerto Rico had reductions in the number of traffic fatalities. In 2024 the largest reduction was in California, with 293 fewer fatalities. Seventeen States and the District of Columbia had more fatalities in 2024 than in 2023. Minnesota had the largest increase with 75 additional fatalities.

Nationwide, 30 percent of the total traffic fatalities were in alcohol-impaired-driving crashes in 2024. Nineteen States saw increases in the number of alcohol-impaired-driving fatalities from 2023 to 2024, with the largest increase of 48 fatalities in Oklahoma. Thirty States, the District of Columbia, and Puerto Rico saw declines in the number of alcohol-impaired-driving fatalities from 2023 to 2024. Georgia had the largest decrease, with 102 fewer lives lost in alcohol-impaired-driving crashes in 2024. Texas was the only State with no change in the number of alcohol-impaired-driving fatalities from 2023 to 2024.

Table 9. Total and Alcohol-Impaired-Driving Traffic Fatalities, by State, 2023 and 2024

State	2023			2024			2023 to 2024 Change			
	Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities	Alcohol-Impaired-Driving Fatalities		Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		Number	Percent		Number	Percent	Change	% Change	Change	% Change
Alabama	974	274	28%	962	277	29%	-12	-1.2%	+3	+1.1%
Alaska	61	16	26%	70	13	19%	+9	+15%	-3	-19%
Arizona	1,308	437	33%	1,229	419	34%	-79	-6.0%	-18	-4.1%
Arkansas	596	157	26%	603	154	26%	+7	+1.2%	-3	-1.9%
California	4,169	1,316	32%	3,876	1,311	34%	-293	-7.0%	-5	-0.4%
Colorado	720	214	30%	689	204	30%	-31	-4.3%	-10	-4.7%
Connecticut	308	113	37%	310	105	34%	+2	+0.6%	-8	-7.1%
Delaware	135	38	28%	126	32	26%	-9	-6.7%	-6	-16%
Dist. of Columbia	44	15	34%	47	14	29%	+3	+6.8%	-1	-6.7%
Florida	3,375	848	25%	3,138	769	24%	-237	-7.0%	-79	-9.3%
Georgia	1,610	427	27%	1,403	325	23%	-207	-13%	-102	-24%
Hawaii	93	38	41%	102	34	34%	+9	+9.7%	-4	-11%
Idaho	275	62	23%	238	72	30%	-37	-13%	+10	+16%
Illinois	1,241	402	32%	1,177	338	29%	-64	-5.2%	-64	-16%
Indiana	904	248	27%	832	209	25%	-72	-8.0%	-39	-16%
Iowa	379	137	36%	356	119	33%	-23	-6.1%	-18	-13%
Kansas	387	108	28%	339	117	35%	-48	-12%	+9	+8.3%
Kentucky	814	192	24%	707	169	24%	-107	-13%	-23	-12%
Louisiana	811	231	28%	752	192	25%	-59	-7.3%	-39	-17%
Maine	135	39	29%	177	49	28%	+42	+31%	+10	+26%
Maryland	621	170	27%	578	167	29%	-43	-6.9%	-3	-1.8%
Massachusetts	342	112	33%	363	100	27%	+21	+6.1%	-12	-11%
Michigan	1,096	286	26%	1,098	306	28%	+2	+0.2%	+20	+7.0%
Minnesota	402	99	25%	477	109	23%	+75	+19%	+10	+10%
Mississippi	733	158	22%	753	171	23%	+20	+2.7%	+13	+8.2%
Missouri	991	285	29%	955	263	27%	-36	-3.6%	-22	-7.7%
Montana	208	71	34%	206	75	37%	-2	-1.0%	+4	+5.6%
Nebraska	227	69	30%	251	75	30%	+24	+11%	+6	+8.7%
Nevada	406	127	31%	417	138	33%	+11	+2.7%	+11	+8.7%
New Hampshire	127	34	27%	133	39	29%	+6	+4.7%	+5	+15%
New Jersey	605	141	23%	670	150	22%	+65	+11%	+9	+6.4%
New Mexico	440	120	27%	409	115	28%	-31	-7.0%	-5	-4.2%
New York	1,117	337	30%	1,101	300	27%	-16	-1.4%	-37	-11%
North Carolina	1,577	423	27%	1,619	449	28%	+42	+2.7%	+26	+6.1%
North Dakota	106	38	36%	90	27	30%	-16	-15%	-11	-29%
Ohio	1,242	454	37%	1,157	424	37%	-85	-6.8%	-30	-6.6%
Oklahoma	711	177	25%	645	225	35%	-66	-9.3%	+48	+27%
Oregon	587	197	34%	538	178	33%	-49	-8.3%	-19	-9.6%
Pennsylvania	1,211	323	27%	1,127	290	26%	-84	-6.9%	-33	-10%
Rhode Island	71	25	35%	52	19	37%	-19	-27%	-6	-24%
South Carolina	1,047	428	41%	1,038	417	40%	-9	-0.9%	-11	-2.6%
South Dakota	140	38	27%	146	43	30%	+6	+4.3%	+5	+13%
Tennessee	1,323	370	28%	1,197	332	28%	-126	-9.5%	-38	-10%
Texas	4,294	1,676	39%	4,160	1,676	40%	-134	-3.1%	0	0.0%
Utah	280	63	23%	277	73	26%	-3	-1.1%	+10	+16%
Vermont	69	17	25%	59	24	41%	-10	-14%	+7	+41%
Virginia	914	264	29%	917	252	27%	+3	+0.3%	-12	-4.5%
Washington	809	290	36%	730	239	33%	-79	-9.8%	-51	-18%
West Virginia	260	59	23%	256	78	30%	-4	-1.5%	+19	+32%
Wisconsin	586	187	32%	595	197	33%	+9	+1.5%	+10	+5.3%
Wyoming	144	35	24%	107	34	32%	-37	-26%	-1	-2.9%
National	41,025	12,382	30%	39,254	11,904	30%	-1,771	-4.3%	-478	-3.9%
Puerto Rico	307	97	32%	288	83	29%	-19	-6.2%	-14	-14%

Source: FARS 2023 Final File, 2024 ARF

Notes: Puerto Rico is not included in the U.S. total. Percentages of alcohol-impaired-driving fatalities are computed based on unrounded estimates. Year-to-year percentage changes in alcohol-impaired-driving fatalities are based on rounded estimates. NHTSA estimates BACs when alcohol test results are unknown.

Fatality Analysis Reporting System

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

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF.

The FARS 2022 Final File was amended with revisions to rural and urban classifications. Due to amendments, the 2022 fatalities in rural areas changed from 17,299 to 17,375 and in urban areas changed from 25,292 to 25,216. Overall fatalities for 2022 remained the same.

Crash Report Sampling System

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

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (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 to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at <https://vpic.nhtsa.dot.gov>.

For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327- 4236 or www.nhtsa.gov/report-a-safety-problem.

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

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

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

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This research note and other general information
on highway traffic safety may be found at:
<https://crashstats.nhtsa.dot.gov>.