



# **Preliminary 2024 Fatal Crash Trends**

---

Update to PBTSAC – January 23, 2025

# About Preliminary Fatal Data

1

# What can change between the preliminary and final fatality data?

**Data such as impairment and Office of the Medical Examiner findings can lag.**

Data presented tonight are *preliminary* and subject to change. Here is what can change before the final numbers are reported to NHTSA:

- **Prior serious injury results in fatality:** New fatal crashes are added if the person died of crash related injuries within 30 days of the crash.
- **Change in cause of death:** Crashes are removed if the Office of the Medical Examiner determines that the fatal injury was not due to the crash. Other rulings can include homicide, suicide, medical emergency that would remove a crash from the fatal totals.
- **Investigation conclusions updated:** Additional information is added to the crash report currently marked as unknown or pending. Data on impairment, particularly for a deceased person, can lag 6-12 months.

# **Fatal Collision Trends on All Roadways**

**2**

# What fatal crashes are included in the following slides?

**Main exclusion are fatal crashes in parking lots to match NHTSA data.**

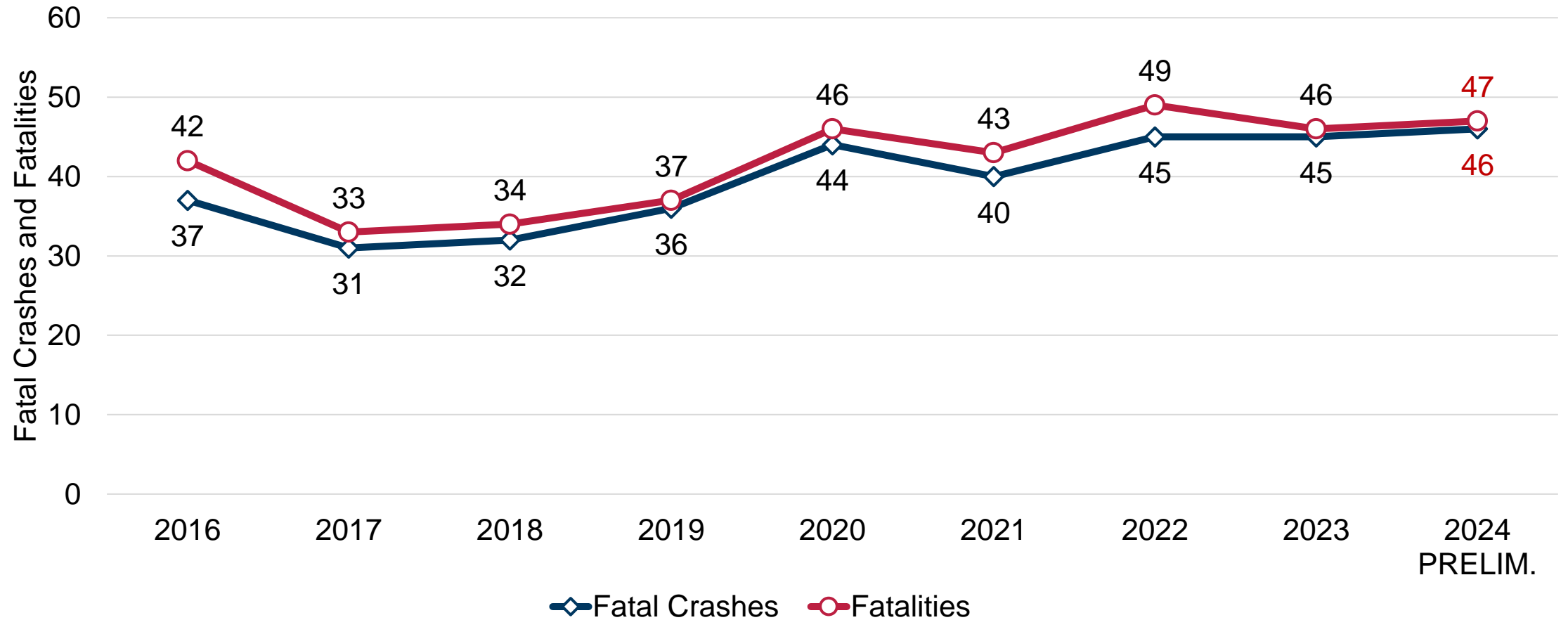
Fatality data shown on the following slides come from the [NHTSA Fatality Analysis Reporting System \(FARS\)](#) for the years 2016 to 2022. For 2023 and 2024, data come from the [MHSO Fatal Crash Dashboard](#) and the County's Vision Zero Coordinator's internal tracking. To allow for comparisons across datasets, the following fatal crashes are removed:

- Fatal crashes where the victim died more than 30 days after the crash
- Fatal crashes occurring off the roadway (i.e., in parking lots and garages).

Data on parking lot fatalities remains available on [dataMontgomery](#) and are included in the County Police's annual report and the annual Vision Zero annual report.

# Total Fatal Crashes

More than 40 fatal crashes each year since 2020.

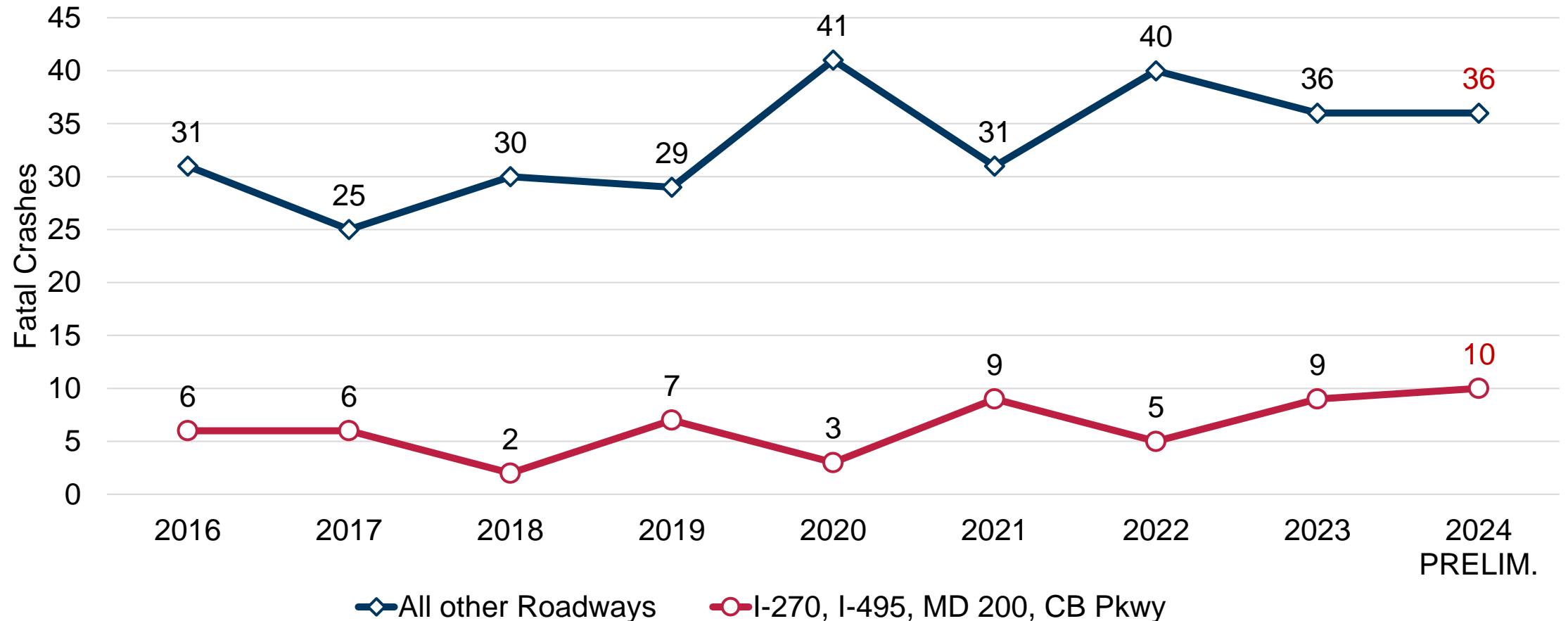


Sources: FARS: 2016-2021 Final File and 2022 Annual Report File.

2023-2024: Vision Zero Coordinator Fatal Tracking. Data as of 1/23/25. 2024 data are preliminary and subject to change.

# Collisions on Freeways vs Other

Increasing fatal crashes on freeway and non-freeway network since 2020.



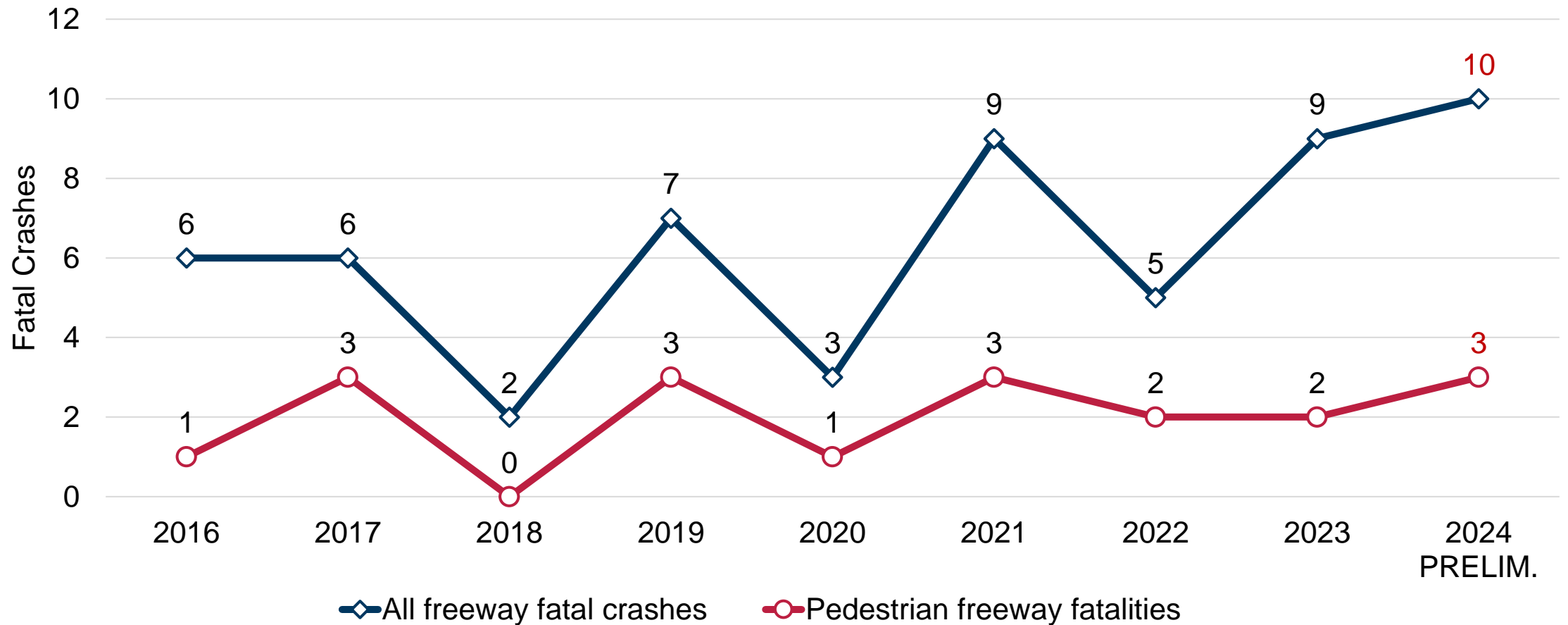
Sources: FARS: 2016-2021 Final File and 2022 Annual Report File.

2023-2024: Vision Zero Coordinator Fatal Tracking. Data as of 1/23/25. 2024 data are preliminary and subject to change.



# Pedestrian Fatalities on Interstates, MD 200 (ICC), and Clara Barton Pkwy

Typically, pedestrians fatally struck on freeways are vehicle occupants that are outside their vehicle or working on/near the road.



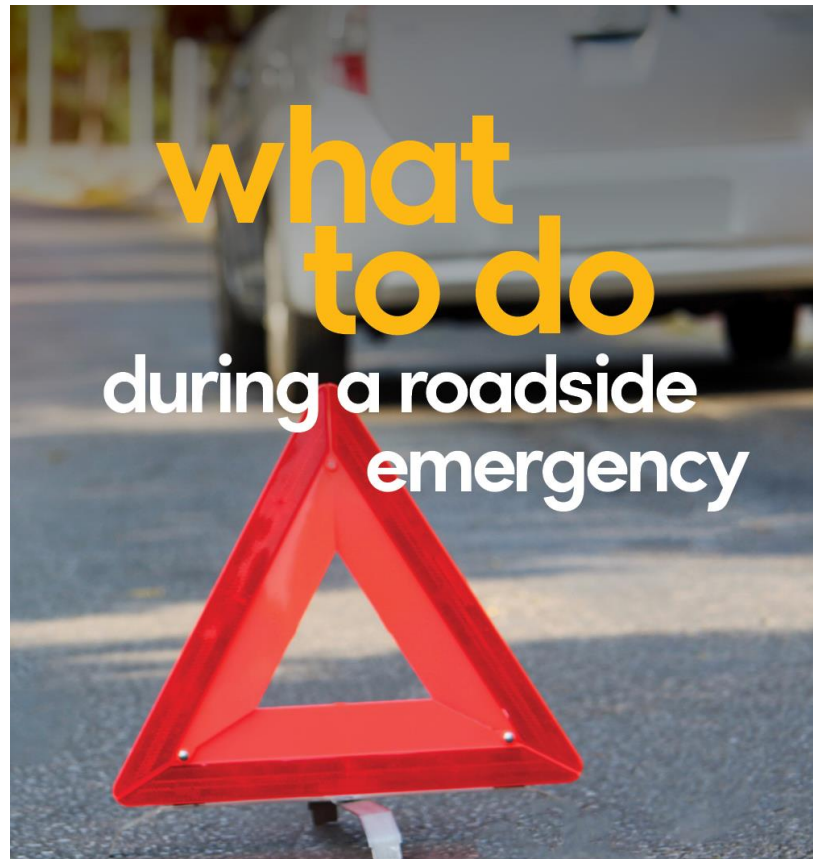
Sources: FARS: 2016-2021 Final File and 2022 Annual Report File.

2023-2024: Vision Zero Coordinator Fatal Tracking. Data as of 1/23/25. 2024 data are preliminary and subject to change.



# What to do in a roadside emergency?

CHART is available on I-495, I-270 by calling #77.



what  
to do  
during a roadside  
emergency

every situation is different

› prepare › assess › use good judgment › stay vigilant

## IF THERE IS NOT AN IMMEDIATE EMERGENCY

› Do everything you can to get your vehicle off the highway

## IF YOU ARE **ABLE** TO REMAIN IN YOUR VEHICLE

› Remain buckled and facing forward

## IF YOU ARE **UNABLE** TO REMAIN IN YOUR VEHICLE

› Do not stand near the vehicle

› Move to higher ground, or behind a guardrail/embankment

If you need help, contact roadside assistance. If you're on an interstate call #77 or 9-1-1 if it is an emergency and wait until help arrives.



# Fatal Crashes by Roadway Functional Classification

Increase in fatalities concentrated on faster, wider roads post-COVID.

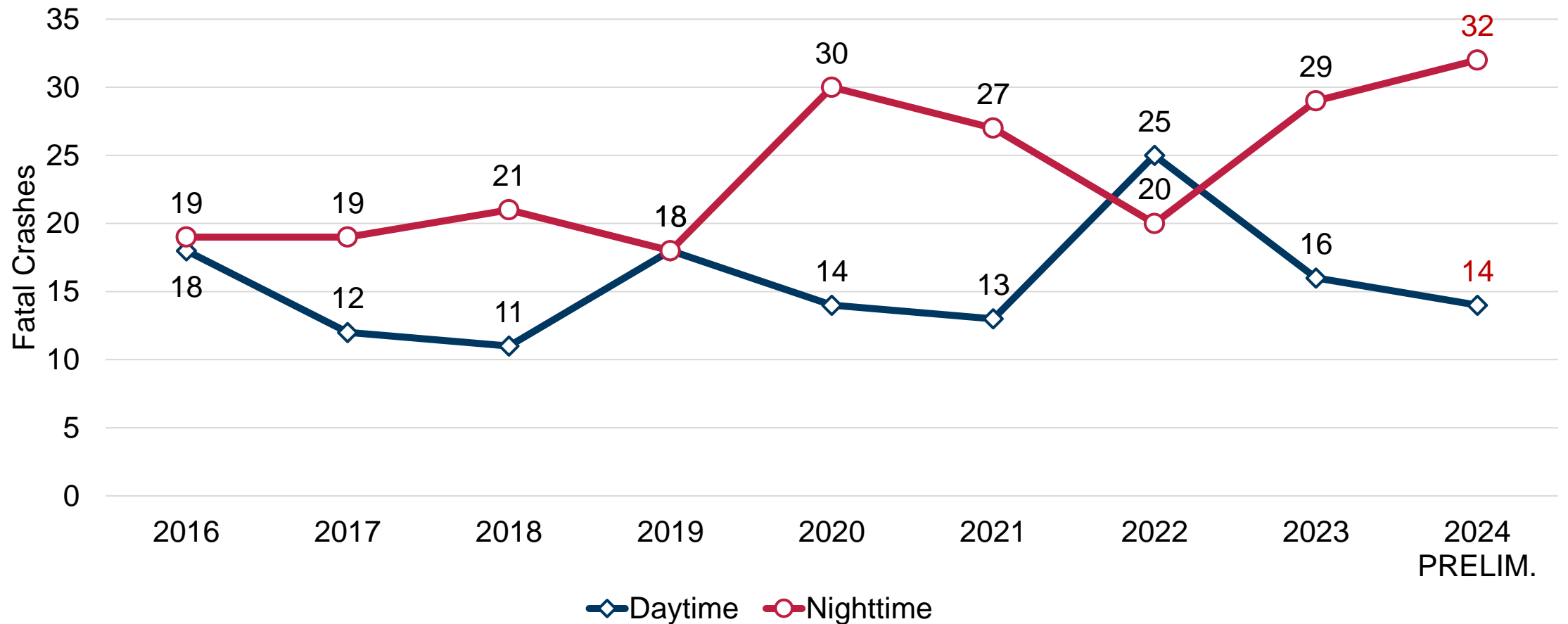
Functional Classification	2015-2019 Average	2023	2024 PRELIM.	Change 2024 PRELIM. to Pre-COVID Average
Interstate, principal arterial	5	9	9	+4
Freeway and expressway, principal arterial	1	4	2	+1
Principal arterial, other	14	17	23	+9
Minor arterial	8	9	6	-2
Collector	4	5	4	0
Local	4	1	2	-2
<b>TOTAL</b>	<b>36</b>	<b>45</b>	<b>46</b>	<b>+10</b>

Sources: FARS: 2016-2021 Final File and 2022 Annual Report File.

2023-2024: Vision Zero Coordinator Fatal Tracking. Data as of 1/23/25. 2024 data are preliminary and subject to change.

# Fatal Crashes by Lighting

70% of 2024 fatal crashes occurred at night. Highest day to night ratio since 2020.

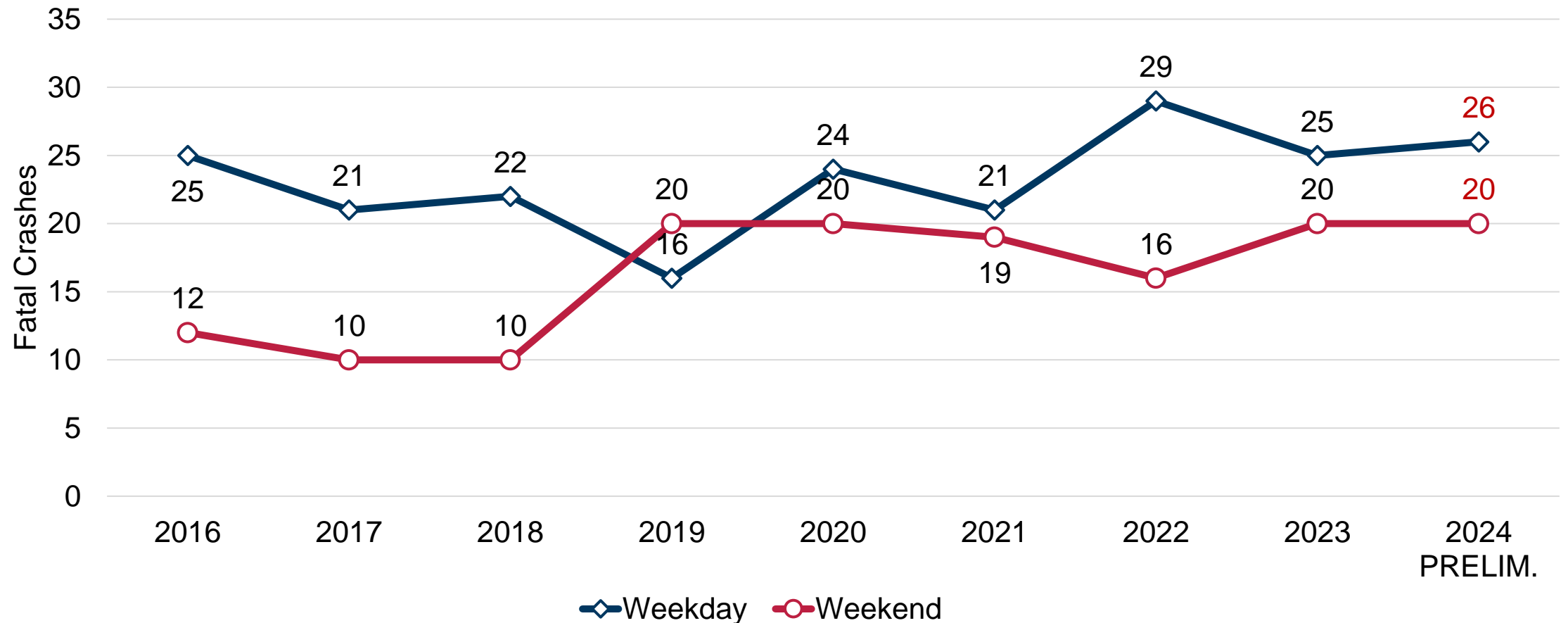


Sources: FARS: 2016-2021 Final File and 2022 Annual Report File.

2023-2024: Vision Zero Coordinator Fatal Tracking. Data as of 1/23/25. 2024 data are preliminary and subject to change.

# Fatal Crashes Weekday vs. Weekend

Before 2019, 1/3 of crashes were on weekends. 44% of fatal crashes were on weekends for 2023 to 2024.

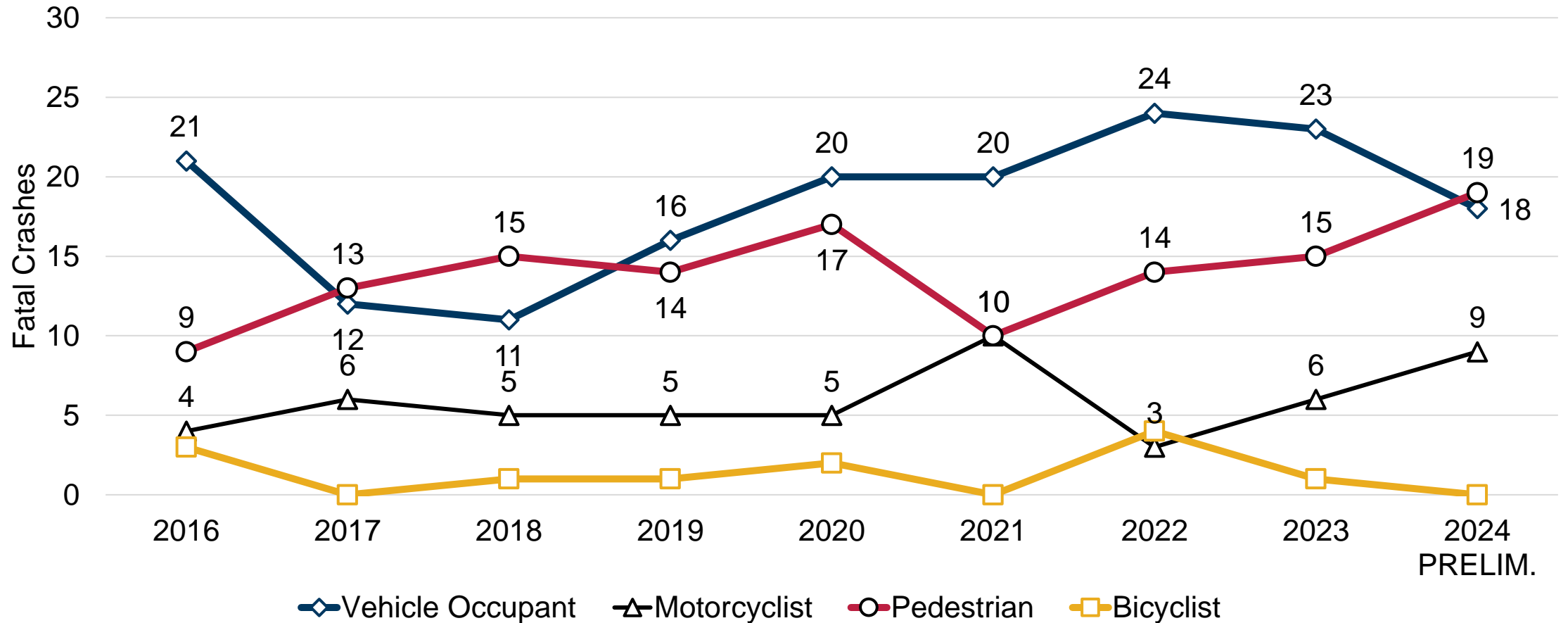


Sources: FARS: 2016-2021 Final File and 2022 Annual Report File.

2023-2024: Vision Zero Coordinator Fatal Tracking. Data as of 1/23/25. 2024 data are preliminary and subject to change.

# Fatal Collisions by Roadway User

Increases for pedestrian and motorcyclists, decreases for vehicle occupants and cyclists between 2023 and 2024.



Sources: FARS: 2016-2021 Final File and 2022 Annual Report File.

2023-2024: Vision Zero Coordinator Fatal Tracking. Data as of 1/23/25. 2024 data are preliminary and subject to change.

# Fatal Collisions by Emphasis Area

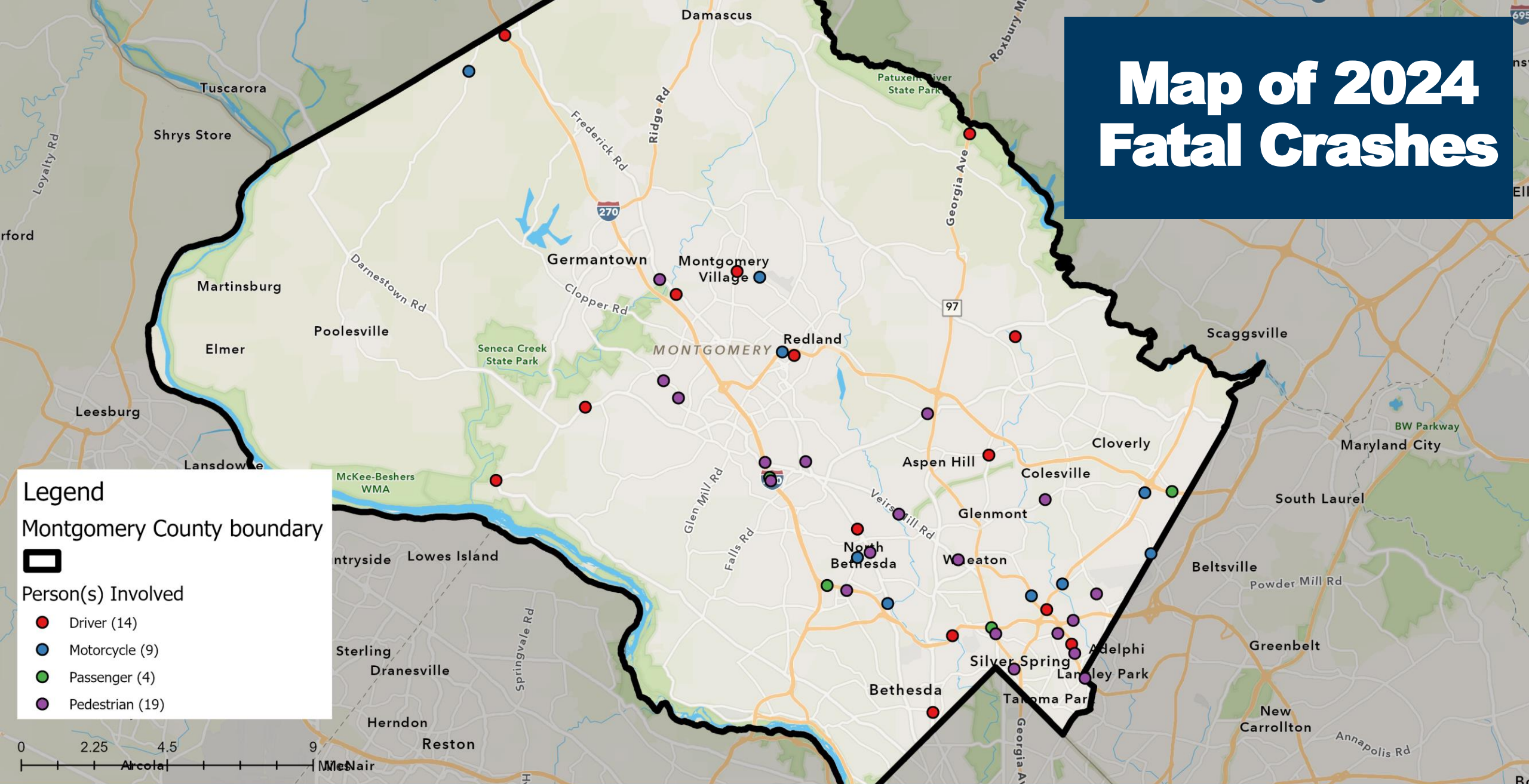
Preliminary 2024 data show impaired driving involved fatal crashes matching the recent high seen in 2020.

Emphasis Area	2020	2021	2022	2023	2024 PRELIM.
Speed Related	13	13	19	21	7
Aggressive Driving	0	3	7	4	3
Impaired Driver	18	12	15	15	18
Distracted Driver	4	5	6	6	0
Unrestrained Occ.	7	9	12	12	3
Pedestrians	15	10	15	15	16
Bicyclists	2	0	4	1	0
Intersection Related	22	22	21	9	15
Work Zone	2	1	0	1	3
Roadway Departure	15	12	12	18	4

Source: MHSO Fatal Crash Dashboard. Data as of 1/23/25. 2024 data are preliminary and subject to change. In 2024, MSP started using ACRS 2.0 with a new data schema.



# Map of 2024 Fatal Crashes



Basemap credits: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community