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**National Highway  
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# Overview of Motor Vehicle Crashes in 2020

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<b>16. Abstract</b>  This technical report provides an overview of motor vehicle crashes in 2020. There were 38,824 people killed in motor vehicle traffic crashes on U.S. roadways during 2020, a 6.8-percent increase from 36,355 fatalities in 2019, or 2,469 more people killed in traffic crashes in 2020. The estimated number of people injured on our roadways decreased in 2020 to 2.28 million, falling from 2.74 million in 2019, a statistically significant decrease of 17 percent. The estimated number of police-reported crashes decreased from 6.76 million in 2019 to 5.25 million in 2020, a statistically significant 22-percent decrease. This report includes detailed monthly analysis of vehicle miles traveled/fatality/injury trends and analysis of several major behavioral factors such as speeding, alcohol-impaired driving, and seat belt non-use.			
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## Table of Contents

<b>Executive Summary .....</b>	<b>v</b>
<b>Data Sources .....</b>	<b>1</b>
Fatality Analysis Reporting System (FARS).....	1
Crash Report Sampling System (CRSS).....	1
Vehicle Miles Traveled and Population.....	2
<b>Overall Trends .....</b>	<b>3</b>
Fatality and Injury Rates.....	5
Police-Reported Crashes.....	5
<b>People Killed and Injured, by Person Type.....</b>	<b>6</b>
<b>Three Major Behavioral Factors: Speeding, Alcohol-Impaired Driving, and Seat Belt Non-Use.....</b>	<b>9</b>
Alcohol-Impaired Driving .....	12
Restraint Use and Time of Day.....	13
<b>People Killed and Injured in Crashes Involving Large Trucks .....</b>	<b>15</b>
<b>Fatalities by Land Use (Rural/Urban) .....</b>	<b>16</b>
<b>Additional Facts .....</b>	<b>18</b>
<b>State Data.....</b>	<b>20</b>
<b>Appendix A .....</b>	<b>A-1</b>
<b>Appendix B .....</b>	<b>B-1</b>

## List of Tables

Table 1. Fatality and Injury Rates per 100 Million VMT, 2019 and 2020 .....	5
Table 2. Police-Reported Crashes, by Crash Severity, 2019 and 2020 .....	5
Table 3. Occupants and Nonoccupants Killed and Injured in Traffic Crashes, 2019 and 2020 .....	8
Table 4. Monthly Traffic Fatalities, by Speeding Involvement, Alcohol-Impaired Driving, and Passenger Vehicle Occupant Restraint Use, 2019 and 2020 .....	11
Table 5. Total and Alcohol-Impaired-Driving Fatalities, and Alcohol-Impaired-Driving (AI-Driving) Fatality Rates per 100 Million VMT, 2019 and 2020 .....	12
Table 6. Alcohol-Impaired Drivers Involved in Fatal Crashes, by Vehicle Type, 2019 and 2020 .....	13
Table 7. Passenger Vehicle Occupants Involved in Fatal Crashes, by Restraint Use, Survival Status, and Time of Day, 2019 and 2020 .....	14
Table 8. People Killed and Injured in Crashes Involving Large Trucks, by Person Type, 2019 and 2020 .....	15
Table 9. 10-Year (2011 and 2020) and 2-Year (2019 and 2020) Comparison of Land Use Characteristics .....	17
Table 10. Comparison of 2-Year and 10-Year Percentage Change of All Drivers Involved in Fatal Crashes With 10-Year Percentage Change of Population Estimate and 10-Year Percentage Change of Licensed Driver Data, by Age Group .....	19
Table 11. Total and Alcohol-Impaired-Driving Fatalities, by State, 2019 and 2020 .....	22
Table 12. Fatality Rate and Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT, by State, 2019 and 2020 .....	24
Table 13. Total Fatalities, by State and Person Type, 2019 and 2020 .....	A-1
Table 14. Total Fatalities, by State and Speeding Involvement, 2019 and 2020 .....	A-4
Table 15. Monthly Traffic Fatalities, by Subcategories, 2019 and 2020 .....	B-1
Table 16. Monthly Traffic Fatalities, by Age Group, 2019 and 2020 .....	B-3

## List of Figures

Figure 1. VMT and Percentage Change in Fatalities, by Month, 2019 and 2020 .....	3
Figure 2. Fatalities and Fatality Rate per 100 Million VMT, 1975-2020.....	4
Figure 3. People Injured and Injury Rate per 100 Million VMT, 1988-2020 .....	4
Figure 4. Fatality Composition, by Person Type, 2011 and 2020 .....	6
Figure 5. Proportion of Fatalities Inside/Outside Vehicle, 1975-2020.....	7
Figure 6. 2020 Monthly Percentage Change From 2019 for Total Fatalities, Speeding-Related Fatalities, Alcohol-Impaired-Driving Fatalities (AI), and Passenger Vehicle Occupant Fatalities Who Were Unrestrained .....	10
Figure 7. Passenger Vehicle Drivers Involved in Fatal Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use .....	12
Figure 8. Fatalities, by Land Use, 2011-2020.....	16
Figure 9. 2020 Traffic Fatalities and Percentage Changes from 2019, by State .....	20
Figure 10. Alcohol-Impaired-Driving Fatalities as Percentages of Total Fatalities, by State, 2020.....	21
Figure 11. 2020 Number Changes and Percentage Changes in Traffic Fatalities From 2019, by NHTSA Region.....	21

## Executive Summary

There were 38,824 people killed in motor vehicle traffic crashes on U.S. roadways during 2020. This is the largest number of fatalities since 2007. It also represents a 6.8-percent increase from 36,355 fatalities in 2019, or 2,469 more people killed in traffic crashes in 2020. Note that 2020 was a leap year and there were 112 fatalities on February 29, 2020. The fatality rate per 100 million vehicle miles traveled (VMT) increased by 21 percent from 1.11 in 2019 to 1.34 in 2020, which is the largest percentage increase on record. The estimated number of people injured on our roadways decreased in 2020 to 2.28 million, falling from 2.74 million in 2019, a statistically significant decrease of 17 percent. The injury rate per 100 million VMT decreased by 6.0 percent from 84 in 2019 to 79 in 2020. The estimated number of police-reported crashes decreased from 6.76 million in 2019 to 5.25 million in 2020, a statistically significant 22-percent decrease.

Compared to 2019, the monthly 2020 VMT was similar in January and February. As the Nation shut down and vehicular travel declined in response to the Coronavirus Disease 2019 (COVID-19) pandemic, the 2020 VMT started dropping in March and continued to its lowest point in April and then increased in May. By June the monthly 2020 VMT was similar in pattern as in 2019 but below 2019 levels (see Figure 1). Total VMT for 2020 decreased by 11 percent from 2019, from 3,262 billion to 2,904 billion.

Key findings from 2019 to 2020:

- Fatalities increased and injured people decreased in most categories.
- Speeding-related, alcohol-impaired-driving, and seat belt non-use fatalities increased.
- Urban fatalities increased by 8.5 percent; rural fatalities increased by 2.3 percent.
- Older drivers 65 and older involved in fatal crashes decreased by 9.8 percent; drivers under 65 involved increased.
- There were fewer fatalities among people 9 and younger and people 65 and older from 2019 to 2020. Most fatality increases were people 10 to 64, with the 25-34 age group having the largest increase of 1,117 additional fatalities.
- Male fatalities increased by 8.6 percent, and female fatalities increased by 1.9 percent.
- Nighttime (6 p.m. to 5:59 a.m.) fatalities increased by 12 percent; daytime (6 a.m. to 5:59 p.m.) traffic fatalities increased by 1.4 percent.
- Forty-two States and the District of Columbia had increases in the number of fatalities.

Summary of changes from 2019 to 2020 in fatalities, estimated people injured, estimated police-reported non-fatal crashes, and travel pattern are provided in the following graphics.

**38,824** people died on U.S. roads in 2020.

Fatalities compared to 2019:

- ↑6.8% overall
- ↑21% rate per 100 million VMT
- ↑14% in alcohol-impaired-driving crashes
- ↑17% in speeding-related crashes
- ↑11% motorcyclists
- ↑3.9% pedestrians
- ↑14% unrestrained passenger vehicle occupants
- ↑21% ejected passenger vehicle occupants
- ↑9.4% in single-vehicle crashes
- ↑8.5% in urban areas
- ↑12% during nighttime
- ↑9.5% during weekend

Sources: FARS 2019 Final File, 2020 ARF; VMT – FHWA’s Annual Highway Statistics

Estimated **2,282,015** people injured on U.S. roads in 2020.

Injured compared to 2019:

- ↓17% overall
- ↓6.0% rate per 100 million VMT
- ↓17% drivers and passengers
- ↓1.5% motorcyclists
- ↓28% pedestrians
- ↓21% pedalcyclists
- ↓7.8% people in large-truck crashes
- ↑4.1% large-truck occupants in single-vehicle crashes
- ↓10% other people in large-truck crashes
- ↓40% nonoccupants in large-truck crashes

Sources: FARS 2019 Final File, 2020 ARF; CRSS 2019-2020; VMT – FHWA’s Annual Highway Statistics

Estimated **5,215,071** non-fatal crashes on U.S. roads in 2020.

Non-fatal crashes compared to 2019:

- ↓22% overall
- ↓17% injury crashes
- ↓25% property-damage-only (PDO) crashes
- ↓6.8% injury crash rate per 100 million VMT
- ↓15% PDO crash rate per 100 million VMT

Travel patterns compared to 2019:

- ↓11% overall VMT

Sources: FARS 2019 Final File, 2020 ARF; CRSS 2019-2020; VMT – FHWA’s Annual Highway Statistics



## **Data Sources**

This technical report provides data on all police-reported crashes including fatalities and people injured from the 2020 Fatality Analysis Reporting System (FARS) Annual Report File (ARF) and the 2020 Crash Report Sampling System (CRSS). A new change instituted with the release of 2020 data is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury estimates. Below are four data sources for this report.

### **Fatality Analysis Reporting System (FARS)**

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 public trafficway that results in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The 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](http://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 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

### **Crash Report Sampling System (CRSS)**

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 crashes 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](http://www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss). The estimates from CRSS 2016 to 2020 and NASS GES 1988 to 2015 are not comparable as they are based on different sample designs.

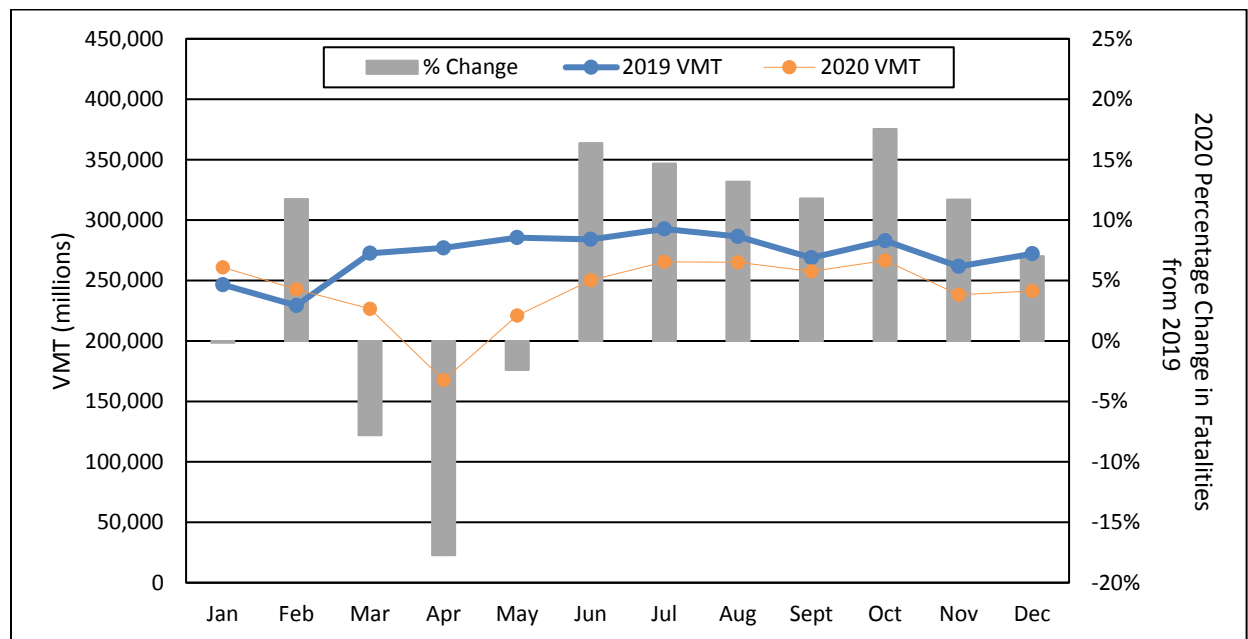
In calendar year 2020 NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

## **Vehicle Miles Traveled and Population**

The monthly VMT was reported through Federal Highway Administration's (FHWA) Traffic Volume Trends (TVT), while the total (annual) VMT was reported through FHWA's Annual Highway Statistics. Monthly VMT for 2020 is from FHWA's December 2021 TVT and 2019 came from FHWA's December 2020 TVT. Population estimates are from the Census Bureau.

## Overall Trends

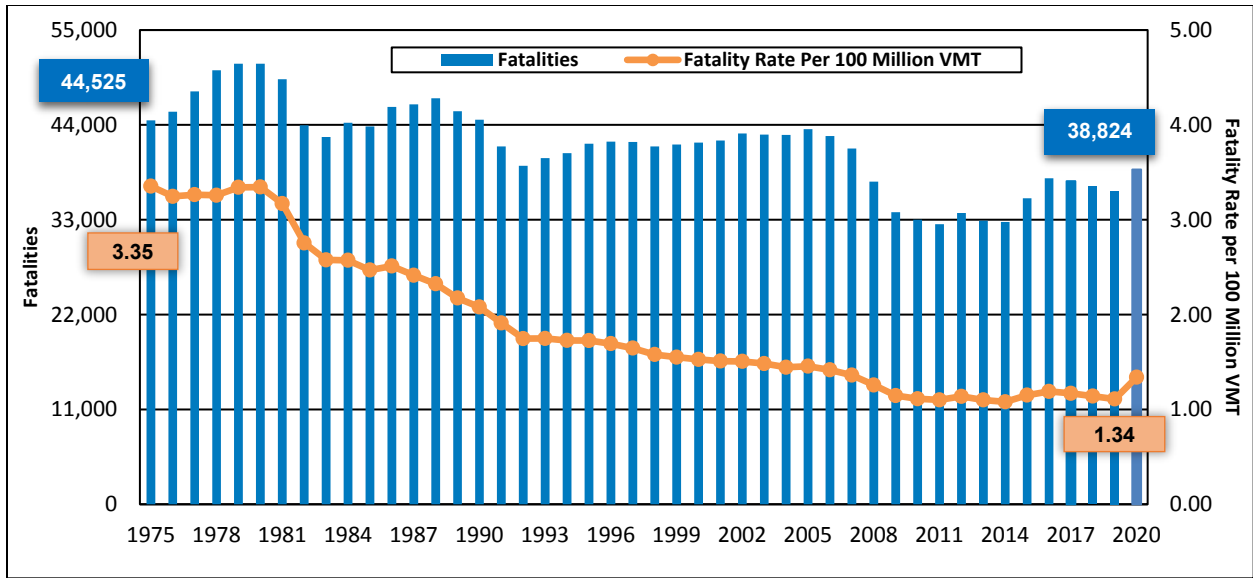
The COVID-19 pandemic drastically changed travel patterns with a large decline of 11 percent in VMT from 2019 to 2020. This year-to-year decline in VMT is the largest decline since the 22-percent decline from 1942 to 1943. When the monthly VMT in 2020 was compared to 2019 we saw a much different pattern as shown in Figure 1. In January and February of 2020, the monthly pattern was the same as in 2019. As the Nation shut down and vehicular travel declined during 2020 in response to the pandemic, the 2020 monthly VMT started dropping in March and continued to its lowest point in April followed by an increase in May as the States began their phased re-opening at different times. By June the monthly 2020 VMT was similar in pattern as in 2019 but still below 2019 levels. Figure 1 also includes the 2020 monthly percentage change in fatalities from 2019 with declines in January and from March to May as well as increases in February and from June to December.



Sources: FARS 2019 Final File, 2020 ARF; 2019 Monthly VMT – FHWA’s December 2020 TVT; 2020 Monthly VMT – FHWA’s December 2021 TVT

Figure 1. VMT and Percentage Change in Fatalities, by Month, 2019 and 2020

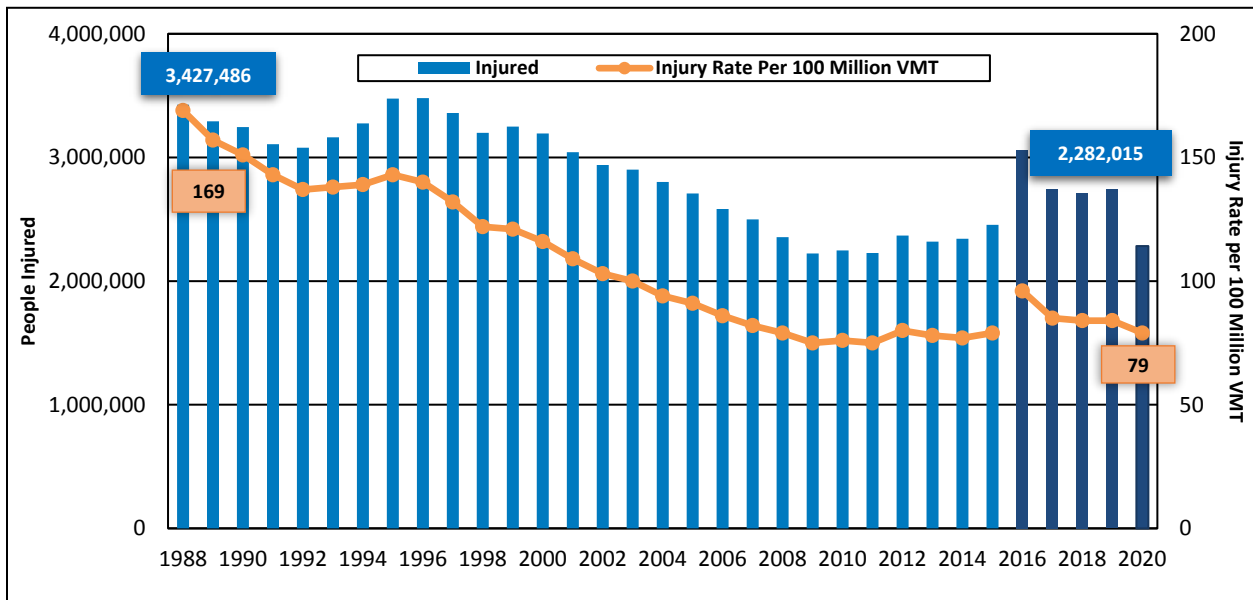
In 2020 there were 38,824 motor vehicle traffic fatalities in the United States, 2,469 more people killed than the 36,355 fatalities in 2019, as shown in Figure 2. The traffic fatality count in 2020 is the highest since 2007 (41,259) and represents an increase after three consecutive years of declines from 37,806 in 2016. The 2020 fatality rate per 100 million VMT (1.34) is the highest since 2007 (1.36) and up from the 1.11 in 2019.



Sources: FARS 1975-2019 Final File, 2020 ARF; VMT – FHWA’s Annual Highway Statistics

Figure 2. Fatalities and Fatality Rate per 100 Million VMT, 1975-2020

In 2020 an estimated 2.28 million people were injured in motor vehicle traffic crashes, compared to 2.74 million in 2019 as shown in Figure 3, a statistically significant decrease of 17 percent.



Sources: FARS 1988-2019 Final File, 2020 ARF; NASS GES 1988-2015; CRSS 2016-2020; VMT – FHWA’s Annual Highway Statistics

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

Figure 3. People Injured and Injury Rate per 100 Million VMT, 1988-2020

## Fatality and Injury Rates

The fatality rate per 100 million VMT increased by 21 percent from 1.11 in 2019 to 1.34 in 2020, as shown in Table 1. This percentage increase is the largest increase on record. The injury rate per 100 million VMT decreased by 6.0 percent from 84 in 2019 to 79 in 2020. Figures 2 and 3 display the fatality and injury rate trends over time.

*Table 1. Fatality and Injury Rates per 100 Million VMT, 2019 and 2020*

Rate	2019	2020	Change	% Change
Fatality Rate	1.11	1.34	+0.23	+21%
Injury Rate	84	79	-5	-6.0%

*Sources: FARS 2019 Final File, 2020 ARF; CRSS 2019-2020; VMT – FHWA’s Annual Highway Statistics.*

## Police-Reported Crashes

The estimated number of police-reported motor vehicle crashes decreased by 22 percent from 2019 to 2020, as presented in Table 2. This decrease is driven by the 22-percent decrease in non-fatal injury crashes. PDO crashes, crashes in which there were no injuries to anyone involved, decreased by 25 percent. These decreases are statistically significant at the .05 level of significance. Only fatal crashes increased by 6.8 percent; fatal crashes are not tested for statistical significance, because they are from a census of fatal motor vehicle traffic crashes. A census is defined as actual counts, not estimates.

*Table 2. Police-Reported Crashes, by Crash Severity, 2019 and 2020*

Crash Severity	2019	2020	Change	% Change
<b>Total Police-Reported Crashes</b>	<b>6,756,084</b>	<b>5,250,837</b>	<b>-1,505,247</b>	<b>-22%*</b>
Fatal Crashes	33,487	35,766	+2,279	+6.8%
Non-Fatal Crashes	6,722,597	5,215,071	-1,507,526	-22%*
Injury Crashes	1,916,344	1,593,390	-322,954	-17%*
Property-Damage-Only Crashes	4,806,253	3,621,681	-1,184,572	-25%*

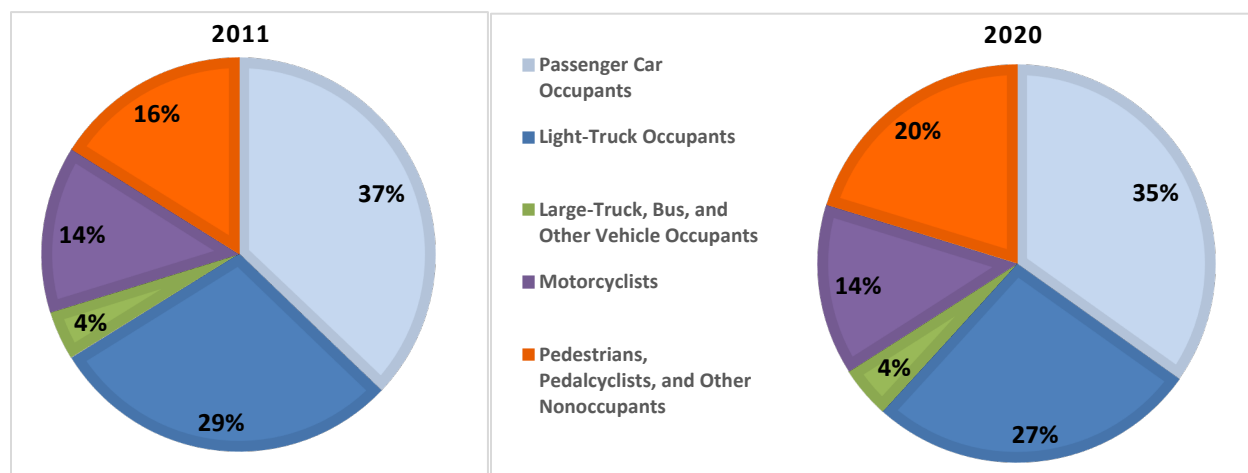
*Sources: FARS 2019 Final File, 2020 ARF; CRSS 2019-2020*

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

*Note: Fatal crash counts are not tested for statistical significance because they are a census.*

## People Killed and Injured, by Person Type

The comparison of fatality composition over the last decade, between 2011 and 2020, is shown in Figure 4. The biggest change is in nonoccupant fatalities, as a proportion of overall traffic fatalities, increasing from 16 percent in 2011 to 20 percent in 2020. Considering the same comparison between 2011 and 2020, the percentage of passenger car occupant fatalities decreased from 37 percent of all fatalities to 35 percent. The percentage of light-truck<sup>1</sup> occupant fatalities decreased from 29 percent in 2011 to 27 percent in 2020. The proportion of motorcyclist fatalities and the proportion of large truck,<sup>2</sup> bus, and other vehicle occupant fatalities remained at 14 percent and 4 percent, respectively, in both years.



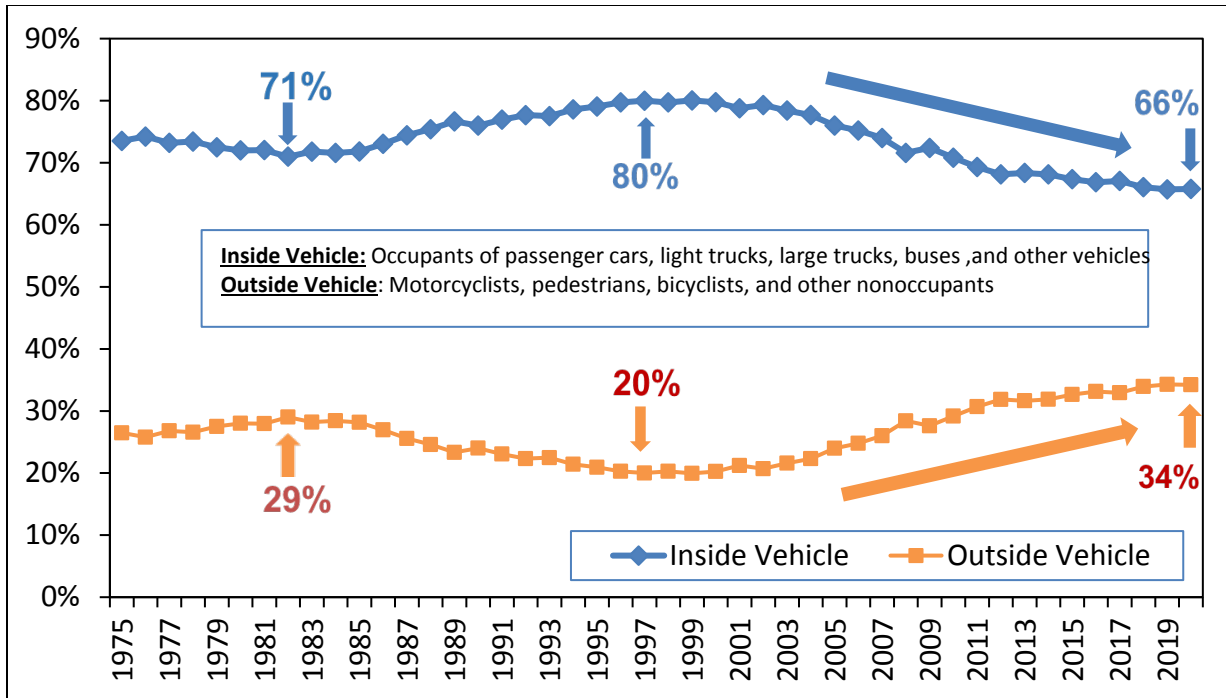
Source: FARS 2011 Final File, 2020 ARF

Figure 4. Fatality Composition, by Person Type, 2011 and 2020

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 66 percent in 2020, as seen in Figure 5. 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 34 percent in 2020.

<sup>1</sup> Includes SUVs, pickups, and vans.

<sup>2</sup> Includes commercial and non-commercial trucks with gross vehicle weight rating (GVWR) of over 10,000 pounds. This definition applies to any mention of "large trucks" throughout this report.



Source: FARS 1975-2019 Final File, 2020 ARF

Figure 5. Proportion of Fatalities Inside/Outside Vehicle, 1975-2020

Table 3 presents the change from 2019 to 2020 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 increased from 2019 to 2020 except for van occupant fatalities and large-truck occupant fatalities. In summary for 2020:

- The number of passenger vehicle occupant fatalities increased by 1,452, a 6.5-percent increase from 2019. Passenger vehicles include passenger cars and light trucks.
  - Passenger car occupant fatalities increased by 1,117, a 9.0-percent increase from 2019.
  - Light-truck occupant fatalities increased by 335, a 3.3-percent increase from 2019.
    - Of the light-truck categories, SUV and pickup occupant fatalities increased by 348 (+7.4%) and 117 (+2.8%) from 2019, respectively.
    - Only van occupant fatalities decreased by 92, a 9.0-percent decrease from 2019.
- Large-truck occupant fatalities decreased by 62, a 6.9-percent decrease from 2019.
- Motorcyclist fatalities increased by 535, an 11-percent increase from 2019.
- Pedestrian fatalities increased by 244, a 3.9-percent increase from 2019.
- Pedalcyclist fatalities increased by 79, a 9.2-percent increase from 2019.

The estimated number of people injured in 2020 declined by 17 percent from 2,740,141 in 2019 to 2,282,015 in 2020. All categories of occupants and nonoccupants injured decreased from 2019 to 2020; most were statistically significant decreases except for large-truck occupants and motorcyclists injured.

In summary for 2020:

- Passenger vehicle occupants injured decreased by 413,141, a 17-percent decrease from 2019.
  - Passenger car occupants injured decreased by 276,748, an 18-percent decrease from 2019.
  - Light-truck occupants injured decreased by 136,393, a 14-percent decrease from 2019. Of the light-truck categories, SUV occupants injured decreased the most by 69,282, a 12-percent decrease from 2019.
- Large-truck occupants injured decreased by 754, a 1.7-percent decrease from 2019.
- Motorcyclists injured decreased by 1,286, a 1.5-percent decrease from 2019.
- Pedestrians injured decreased by 20,881, a 28-percent decrease from 2019.
- Pedalcyclists injured decreased by 10,171, a 21-percent decrease from 2019.

Table 3. Occupants and Nonoccupants Killed and Injured in Traffic Crashes, 2019 and 2020

Description	Killed				Injured			
	2019	2020	Change	% Change	2019	2020	Change	% Change
<b>Total</b>	<b>36,355</b>	<b>38,824</b>	<b>+2,469</b>	<b>+6.8%</b>	<b>2,740,141</b>	<b>2,282,015</b>	<b>-458,126</b>	<b>-17%*</b>
<b>Occupants</b>								
<b>Total Occupants**</b>	<b>23,891</b>	<b>25,536</b>	<b>+1,645</b>	<b>+6.9%</b>	<b>2,516,003</b>	<b>2,093,246</b>	<b>-422,757</b>	<b>-17%*</b>
Passenger Vehicles	22,372	23,824	+1,452	+6.5%	2,447,985	2,034,844	-413,141	-17%*
Passenger Cars	12,355	13,472	+1,117	+9.0%	1,498,083	1,221,335	-276,748	-18%*
Light Trucks***	10,017	10,352	+335	+3.3%	949,902	813,509	-136,393	-14%*
SUVs	4,727	5,075	+348	+7.4%	555,934	486,652	-69,282	-12%*
Pickups	4,213	4,330	+117	+2.8%	266,662	236,264	-30,398	-11%*
Vans	1,025	933	-92	-9.0%	122,928	88,724	-34,204	-28%*
Large Trucks	893	831	-62	-6.9%	45,688	44,934	-754	-1.7%
<b>Motorcyclists</b>								
Motorcyclists	5,044	5,579	+535	+11%	83,814	82,528	-1,286	-1.5%
<b>Nonoccupants</b>								
<b>Total Nonoccupants****</b>	<b>7,420</b>	<b>7,709</b>	<b>+289</b>	<b>+3.9%</b>	<b>140,324</b>	<b>106,241</b>	<b>-34,083</b>	<b>-24%*</b>
Pedestrians	6,272	6,516	+244	+3.9%	75,650	54,769	-20,881	-28%*
Pedalcyclists	859	938	+79	+9.2%	49,057	38,886	-10,171	-21%*

Sources: FARS 2019 Final File, 2020 ARF; CRSS 2019-2020

\*These estimates 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: Changes in fatalities are not tested for statistical significance because they are from a census. The year 2020 was a leap year and there were 112 fatalities on February 29, 2020.



## Three Major Behavioral Factors: Speeding, Alcohol-Impaired Driving, and Seat Belt Non-Use

NHTSA's three major behavioral focus areas are speeding, alcohol-impaired driving, and seat belt non-use. NHTSA considers a crash to be speeding-related if any driver in the crash was charged with a speeding-related offense if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash. An alcohol-impaired-driving fatality is defined as a fatality in a crash involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or greater. Estimates of alcohol-impaired driving are generated using BAC values reported to FARS and BAC values imputed when they are not reported. Seat belt non-use indicates the occupant was unrestrained.

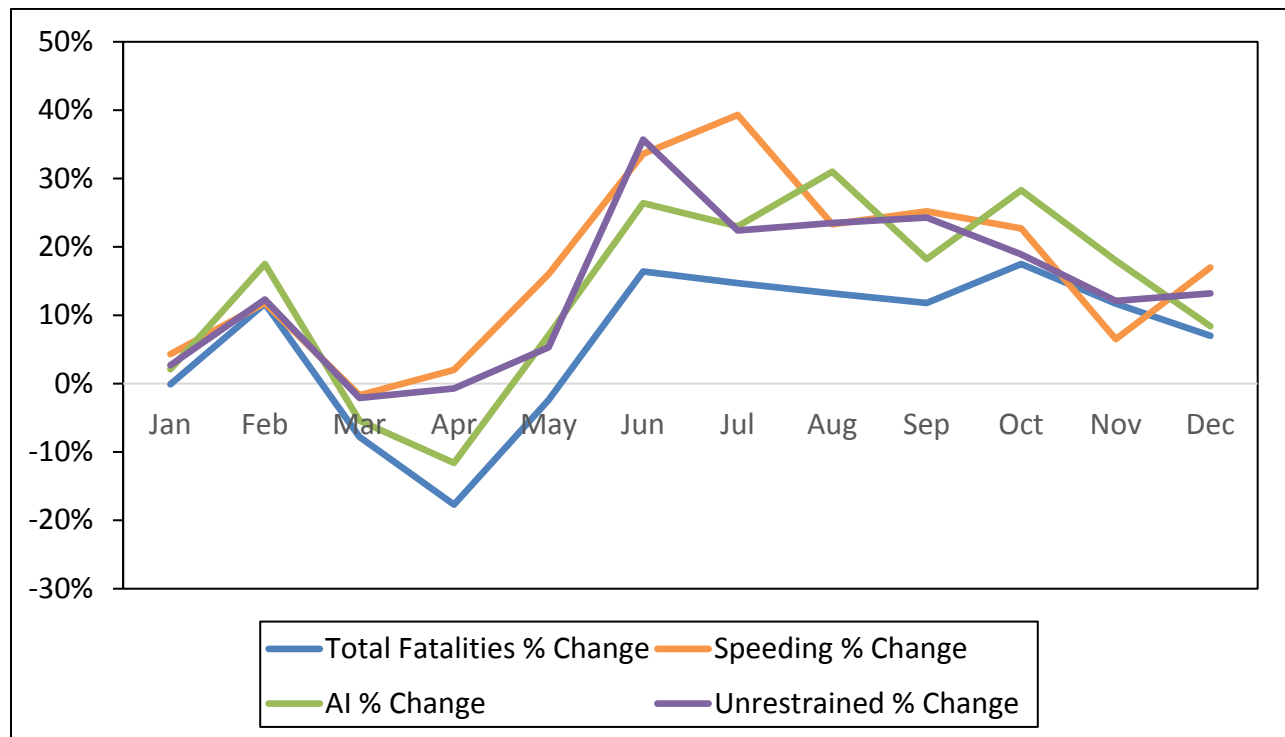
These three major behavioral factors largely explain the fatality increases from 2019 to 2020, although we cannot say that these factors were the only ones contributing to the rise in fatalities. Figure 6 and Table 4 examine the monthly traffic fatalities involving each of the three behavioral factors from 2019 to 2020. In summary for each month from 2019 to 2020 were the following.

- Speeding Involvement
  - The monthly percentage changes for speeding-related fatalities were higher than the monthly percentage changes for total traffic fatalities.
  - Total traffic fatalities dropped in April 2020 (-18%), but speeding-related fatalities actually increased (+2.0%).
- Alcohol-Impaired Driving
  - The monthly percentage changes for alcohol-impaired-driving fatalities were higher than the monthly percentage changes for total traffic fatalities.
- Passenger Vehicle Occupant Fatalities by Restraint Use
  - The monthly percentage change for passenger vehicle occupant fatalities who were unrestrained were higher than the monthly percentage changes for total passenger vehicle occupant fatalities.
    - The only exception was in February, when the percentage change of passenger vehicle occupant fatalities who were unrestrained (+12%) was lower than the percentage change of total passenger vehicle occupant fatalities (+15%).
    - Unrestrained passenger vehicle occupant fatalities were flat in April 2020 (-0.7%) when compared to the drop of total passenger vehicle fatalities (-18%).

Looking at the three major behavioral factors combined.

- In 2020 there were 1,938 unrestrained **passenger vehicle occupant fatalities** in crashes that involved alcohol-impaired driving and speeding, a 23-percent increase from 1,581 for the same metric in 2019.
- In 2020 there were 1,638 passenger vehicle **drivers involved** in fatal crashes who were simultaneously unrestrained, alcohol-impaired, and speeding – a 21-percent increase from 1,357 in 2019.

- Figure 7 provides a Venn diagram of passenger vehicle **drivers involved** in fatal crashes in 2020 by the three behavioral factors. Of the 41,144 passenger vehicle **drivers involved** in 2020:
  - 18,370 had at least one of the three behavioral factors (45%);
    - 10,674 were unrestrained (not excluding other behavioral factors [26%]);
      - 5,023 were only unrestrained (12%);
    - 8,643 were alcohol-impaired (not excluding other behavioral factors [21%]);
      - 3,494 were only alcohol-impaired (8.5%);
    - 7,725 were speeding (not excluding other behavioral factors [19%]);
      - 2,819 were only speeding (6.9%);
    - 2,128 were both alcohol-impaired and unrestrained (5.2%);
    - 1,885 were both speeding and unrestrained (4.6%);
    - 1,383 were both speeding and alcohol-impaired (3.4%);
    - 1,638 were in all three behavioral factors simultaneously (4.0%);
  - 22,774 did not have any of the three factors (55%).



Source: FARS 2019 Final File, 2020 ARF

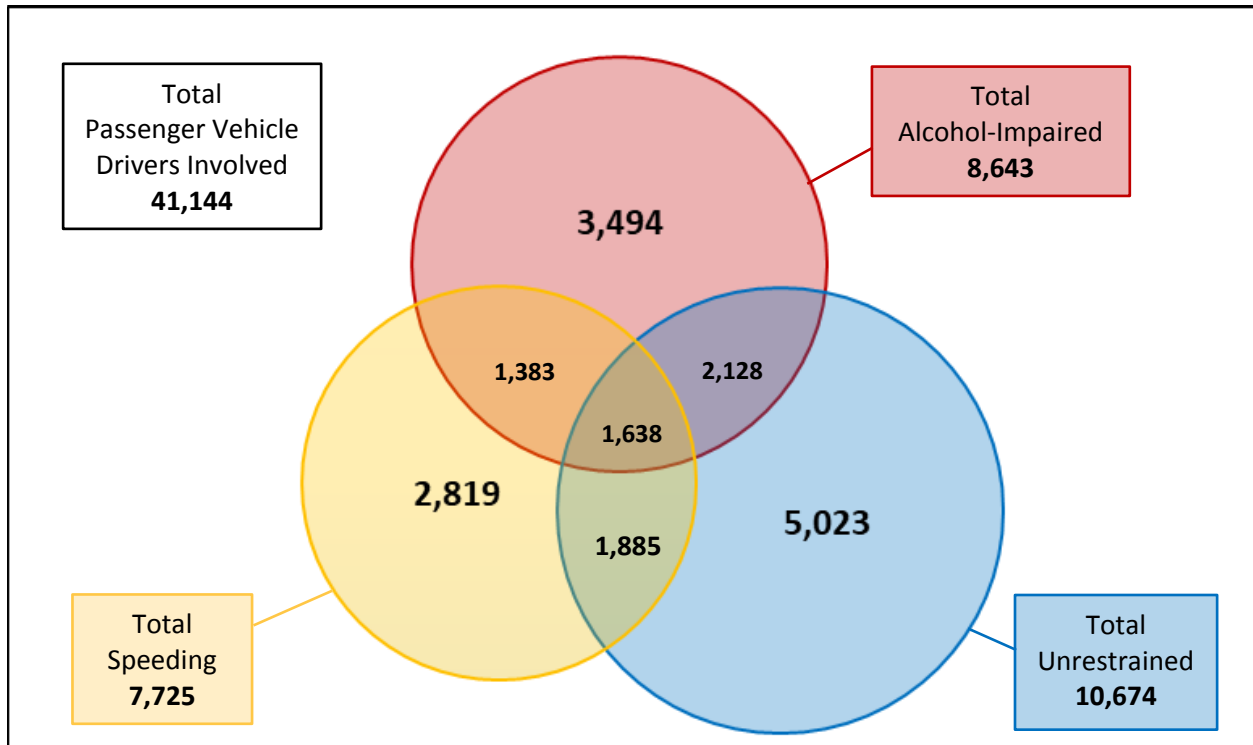
Figure 6. 2020 Monthly Percentage Change From 2019 for Total Fatalities, Speeding-Related Fatalities, Alcohol-Impaired-Driving Fatalities (AI), and Passenger Vehicle Occupant Fatalities Who Were Unrestrained

Table 4. Monthly Traffic Fatalities, by Speeding Involvement, Alcohol-Impaired Driving, and Passenger Vehicle Occupant Restraint Use, 2019 and 2020

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>Total Traffic Fatalities</b>													
2019	2,670	2,393	2,769	2,820	3,172	3,201	3,304	3,359	3,331	3,227	3,084	3,025	<b>36,355</b>
2020	2,666	2,674	2,553	2,320	3,096	3,725	3,789	3,802	3,724	3,793	3,445	3,237	<b>38,824</b>
Change	-4	+281	-216	-500	-76	+524	+485	+443	+393	+566	+361	+212	<b>+2,469</b>
% Change	-0.1%	+12%	-7.8%	-18%	-2.4%	+16%	+15%	+13%	+12%	+18%	+12%	+7.0%	<b>+6.8%</b>
<b>Fatalities by Speeding Involvement</b>													
<b>Speeding-Related</b>													
2019	703	642	748	746	868	890	826	883	862	814	829	781	<b>9,592</b>
2020	733	718	735	761	1,007	1,189	1,151	1,089	1,079	999	883	914	<b>11,258</b>
Change	+30	+76	-13	+15	+139	+299	+325	+206	+217	+185	+54	+133	<b>+1,666</b>
% Change	+4.3%	+12%	-1.7%	+2.0%	+16%	+34%	+39%	+23%	+25%	+23%	+6.5%	+17%	<b>+17%</b>
<b>Non-Speeding-Related</b>													
2019	1,967	1,751	2,021	2,074	2,304	2,311	2,478	2,476	2,469	2,413	2,255	2,244	<b>26,763</b>
2020	1,933	1,956	1,818	1,559	2,089	2,536	2,638	2,713	2,645	2,794	2,562	2,323	<b>27,566</b>
Change	-34	+205	-203	-515	-215	+225	+160	+237	+176	+381	+307	+79	<b>+803</b>
% Change	-1.7%	+12%	-10%	-25%	-9.3%	+9.7%	+6.5%	+9.6%	+7.1%	+16%	+14%	+3.5%	<b>+3.0%</b>
<b>Alcohol-Impaired-Driving Fatalities*</b>													
2019	708	653	812	785	886	932	956	939	939	858	865	864	<b>10,196</b>
2020	723	767	768	694	949	1,178	1,176	1,230	1,110	1,101	1,021	937	<b>11,654</b>
Change	+15	+114	-44	-91	+63	+246	+220	+291	+171	+243	+156	+73	<b>+1,458</b>
% Change	+2.1%	+17%	-5.4%	-12%	+7.1%	+26%	+23%	+31%	+18%	+28%	+18%	+8.4%	<b>+14%</b>
<b>Passenger Vehicle Occupant Fatalities by Restraint Use</b>													
<b>Total (Unknown Restraint Use Included)</b>													
2019	1,762	1,538	1,746	1,772	1,933	1,905	1,891	1,911	1,889	1,977	2,010	2,038	<b>22,372</b>
2020	1,710	1,770	1,586	1,449	1,825	2,300	2,201	2,222	2,133	2,311	2,159	2,158	<b>23,824</b>
Change	-52	+232	-160	-323	-108	+395	+310	+311	+244	+334	+149	+120	<b>+1,452</b>
% Change	-3.0%	+15%	-9.2%	-18%	-5.6%	+21%	+16%	+16%	+13%	+17%	+7.4%	+5.9%	<b>+6.5%</b>
<b>Restrained</b>													
2019	860	736	875	877	980	924	878	938	925	953	951	994	<b>10,891</b>
2020	792	843	753	581	782	968	948	995	896	1,017	972	936	<b>10,483</b>
Change	-68	+107	-122	-296	-198	+44	+70	+57	-29	+64	+21	-58	<b>-408</b>
% Change	-7.9%	+15%	-14%	-34%	-20%	+4.8%	+8.0%	+6.1%	-3.1%	+6.7%	+2.2%	-5.8%	<b>-3.7%</b>
<b>Unrestrained</b>													
2019	750	681	704	722	812	802	843	821	798	854	868	868	<b>9,523</b>
2020	770	765	689	717	855	1,088	1,032	1,014	992	1,015	973	983	<b>10,893</b>
Change	+20	+84	-15	-5	+43	+286	+189	+193	+194	+161	+105	+115	<b>+1,370</b>
% Change	+2.7%	+12%	-2.1%	-0.7%	+5.3%	+36%	+22%	+24%	+24%	+19%	+12%	+13%	<b>+14%</b>

Source: FARS 2019 Final File, 2020 ARF

\*Based on rounded estimates for each month for alcohol-impaired-driving fatalities.



Source: FARS 2020 ARF

Figure 7. Passenger Vehicle Drivers Involved in Fatal Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use

### Alcohol-Impaired Driving

Alcohol-impaired-driving fatalities increased by 14 percent from 2019 to 2020 (Table 5), accounting for 30 percent of 2020 overall fatalities. Alcohol-impaired-driving fatality rate per 100 million VMT increased by 29 percent from 0.31 in 2019 to 0.40 in 2020.

Table 5. Total and Alcohol-Impaired-Driving Fatalities, and Alcohol-Impaired-Driving (AI-Driving) Fatality Rates per 100 Million VMT, 2019 and 2020

	2019	2020	Change	% Change
<b>Total Fatalities</b>	<b>36,355</b>	<b>38,824</b>	<b>+2,469</b>	<b>+6.8%</b>
Alcohol-Impaired-Driving Fatalities	10,196	11,654	+1,458	+14%
AI-Driving Fatality Rate per 100 Million VMT	0.31	0.40	+0.09	+29%

Sources: FARS 2019 Final File, 2020 ARF; VMT – FHWA’s Annual Highway Statistics

As shown in Table 6, drivers of all vehicle types saw increases in the number of alcohol-impaired drivers involved in fatal crashes from 2019 to 2020, except for van drivers, which decreased by 13 percent. Passenger car drivers had the largest number increase (+703) in alcohol-impaired drivers involved in fatal crashes from 2019 to 2020. SUV drivers had the second largest number increase (+176).

Table 6. Alcohol-Impaired Drivers Involved in Fatal Crashes, by Vehicle Type, 2019 and 2020

Vehicle Type	2019	2020	Change	% Change
Passenger Cars	4,023	4,726	+703	+17%
Light Truck – SUVs	1,630	1,806	+176	+11%
Light Truck – Pickups	1,813	1,883	+70	+3.9%
Light Truck – Vans	245	214	-31	-13%
Motorcycles	1,462	1,526	+64	+4.4%
Large Trucks	105	132	+27	+26%

Source: FARS 2019 Final File, 2020 ARF

## Restraint Use and Time of Day

According to NHTSA’s National Occupant Protection Use Survey (NOPUS),<sup>3</sup> the estimated passenger vehicle front-seat belt use for adults decreased from 90.7 percent in 2019 to 90.3 percent in 2020, 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 10% of passenger vehicle occupant fatalities in 2020). Among passenger vehicle occupants killed in 2020, more than half (51%) were unrestrained (Table 7). Fifty-eight percent of those killed during the nighttime in 2020 were unrestrained as compared to 44 percent during the daytime.

For those passenger vehicle occupants who survived in fatal crashes in 2020, only 16 percent were unrestrained compared to 51 percent of those who died. During the nighttime, 18 percent of passenger vehicle occupants who survived in fatal crashes were unrestrained as compared to 14 percent during the daytime.

<sup>3</sup> Enriquez, J. (2021, September). *Occupant restraint use in 2020: Results from the NOPUS controlled intersection study* (Report No. DOT HS 813 186). National Highway Traffic Safety Administration. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813186>

Table 7. Passenger Vehicle Occupants Involved in Fatal Crashes, by Restraint Use, Survival Status and Time of Day, 2019 and 2020

Description	2019	2020	Change	% Change	Restraint Use Percent Based on Known Use	
					2019	2020
<b>Passenger Vehicle Occupants Killed</b>						
<b>Total</b>	<b>22,372</b>	<b>23,824</b>	<b>+1,452</b>	<b>+6.5%</b>		
Restrained	10,891	10,483	-408	-3.7%	53%	49%
Unrestrained	9,523	10,893	+1,370	+14%	47%	51%
Unknown	1,958	2,448	+490	+25%		
<b>Time of Day</b>						
Daytime	11,840	11,787	-53	-0.4%		
Restrained	6,678	6,113	-565	-8.5%	61%	56%
Unrestrained	4,317	4,740	+423	+9.8%	39%	44%
Unknown	845	934	+89	+11%		
Nighttime	10,345	11,846	+1,501	+15%		
Restrained	4,150	4,319	+169	+4.1%	45%	42%
Unrestrained	5,110	6,034	+924	+18%	55%	58%
Unknown	1,085	1,493	+408	+38%		
<b>Passenger Vehicle Occupants Who Survived Fatal Crashes</b>						
<b>Total</b>	<b>38,146</b>	<b>38,419</b>	<b>+273</b>	<b>+0.7%</b>		
Restrained	29,813	29,018	-795	-2.7%	86%	84%
Unrestrained	4,803	5,488	+685	+14%	14%	16%
Unknown	3,530	3,913	+383	+11%		
<b>Time of Day</b>						
Daytime	19,279	18,246	-1,033	-5.4%		
Restrained	15,761	14,464	-1,297	-8.2%	88%	86%
Unrestrained	2,119	2,334	+215	+10%	12%	14%
Unknown	1,399	1,448	+49	+3.5%		
Nighttime	18,804	20,095	+1,291	+6.9%		
Restrained	14,018	14,517	+499	+3.6%	84%	82%
Unrestrained	2,677	3,131	+454	+17%	16%	18%
Unknown	2,109	2,447	+338	+16%		

Source: FARS 2019 Final File, 2020 ARF

Note: Daytime and nighttime totals do not add up to total killed or total survived. Total includes unknown time of day.

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

## People Killed and Injured in Crashes Involving Large Trucks

Table 8 displays the number of people killed and the estimated number of people injured in crashes involving large trucks from 2019 to 2020. Large trucks include commercial and non-commercial trucks with GVWR (gross vehicle weight rating) of over 10,000 pounds.

Among fatalities in crashes involving large trucks in 2020:

- Nonoccupants killed increased by 52, a 9.1-percent increase from 2019.
- Large-truck occupant fatalities in single-vehicle crashes increased by 14, a 2.8-percent increase from 2019.
- Occupants of other vehicles killed decreased by 57, a 1.6-percent decrease from 2019.
- Large-truck occupant fatalities in multiple-vehicle crashes decreased by 76, a 19-percent decrease from 2019.

The estimated number of people injured in crashes involving large trucks decreased by 7.8 percent from 2019 to 2020. Among the estimated number of people injured in crashes involving large trucks in 2020:

- Large-truck occupants injured in single-vehicle crashes increased by 4.1 percent from 2019.
- Large-truck occupants injured in multi-vehicle crashes decreased by 4.5 percent from 2019.
- Occupants of other vehicles who were injured decreased by 9.1 percent from 2019.
- Nonoccupants injured decreased by 40 percent from 2019, the only statistically significant decrease in this table.

Table 8. People Killed and Injured in Crashes Involving Large Trucks, by Person Type, 2019 and 2020

Person Type	Killed				Injured			
	2019	2020	Change	% Change	2019	2020	Change	% Change
<b>Total</b>	<b>5,032</b>	<b>4,965</b>	<b>-67</b>	<b>-1.3%</b>	<b>159,359</b>	<b>146,930</b>	<b>-12,429</b>	<b>-7.8%</b>
<b>Large-Truck Occupants</b>	<b>893</b>	<b>831</b>	<b>-62</b>	<b>-6.9%</b>	<b>45,688</b>	<b>44,934</b>	<b>-754</b>	<b>-1.7%</b>
In Single-Vehicle Crashes	494	508	+14	+2.8%	15,199	15,816	+617	+4.1%
In Multi-Vehicle Crashes	399	323	-76	-19%	30,490	29,118	-1,372	-4.5%
<b>Other People</b>	<b>4,139</b>	<b>4,134</b>	<b>-5</b>	<b>-0.1%</b>	<b>113,670</b>	<b>101,997</b>	<b>-11,673</b>	<b>-10%</b>
Other Vehicle Occupants	3,569	3,512	-57	-1.6%	109,515	99,501	-10,014	-9.1%
Nonoccupants	570	622	+52	+9.1%	4,156	2,496	-1,660	-40%*

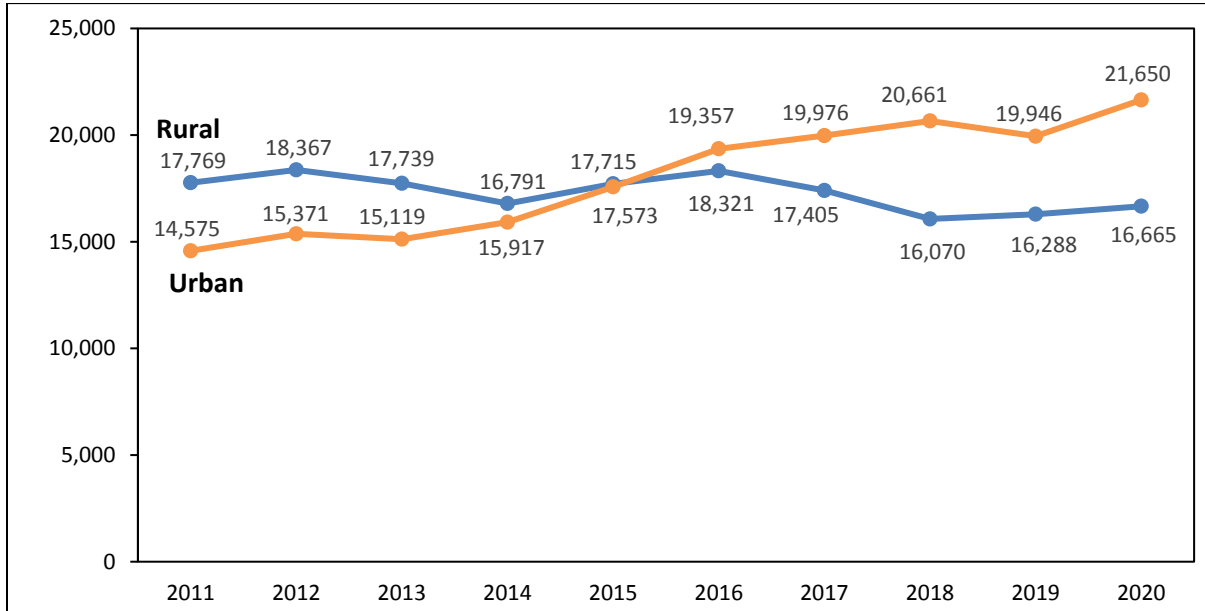
Sources: FARS 2019 Final File, 2020 ARF; CRSS 2019-2020

\*This estimate is statistically significant at the  $\alpha=.05$  level of significance.

Note: Fatalities are not tested for statistical significance because they are a census.

## Fatalities by Land Use (Rural/Urban)

As shown in Figure 8, the number of fatalities on urban roadways has been larger than the number of fatalities on rural roadways since 2016. From 2019 to 2020 urban fatalities increased by 8.5 percent and rural fatalities increased by 2.3 percent. In 2020 of the 2,469 increase in fatalities, 69 percent (1,704) were in urban areas.



Source: FARS 2011-2019 Final File, 2020 ARF

Note: Excludes unknown land use.

Figure 8. Fatalities, by Land Use, 2011-2020

Table 9 compares rural and urban characteristics in two different time periods: 10-year comparison (2011 and 2020) and 2-year comparison (2019 and 2020).

10-year (2011 and 2020) comparison summary:

- According to the Census Bureau, urban population increased by 13 percent from 2010 to 2019 (2020 rural/urban population estimates are not yet available); rural population decreased by 15 percent.
- Urban VMT increased by 1.3 percent since 2011; rural VMT decreased by 6.8 percent.
- Urban fatalities increased by 48 percent since 2011; rural fatalities decreased by 6.2 percent.
- Urban fatality rate per 100 million VMT increased by 46 percent from 0.74 in 2011 to 1.08 in 2020; rural fatality rate increased by 0.5 percent from 1.83 in 2011 to 1.84 in 2020.
- Passenger vehicle occupant fatalities in urban areas increased by 45 percent since 2011; they decreased by 9.4 percent in rural areas.
- Motorcyclist fatalities in urban areas increased by 42 percent since 2011; they decreased by 5.0 percent in rural areas.
- Pedestrian fatalities in urban areas increased by 61 percent since 2011; they decreased by 0.9 percent in rural areas.



- Pedalcyclist fatalities in urban areas increased by 54 percent since 2011; they decreased by 9.1 percent in rural areas.

2-year (2019 and 2020) comparison summary:

- According to the Census Bureau, urban population did not change much from 2018 to 2019 (2020 rural/urban population estimates are not yet available); rural population increased by 1.7 percent.
- Urban VMT decreased by 12 percent since 2019; rural VMT decreased by 8.2 percent.
- Urban fatalities increased by 8.5 percent since 2019; rural fatalities increased by 2.3 percent.
- Urban fatality rate per 100 million VMT increased by 23 percent from 0.88 in 2019 to 1.08 in 2020; rural fatality rate increased by 11 percent from 1.66 in 2019 to 1.84 in 2020.
- Passenger vehicle occupant fatalities in urban areas increased by 13 percent since 2019; they decreased by 0.3 percent in rural areas.
- Motorcyclist fatalities in urban areas increased by 7.8 percent since 2019; they increased by 11 percent in rural areas.
- Pedestrian fatalities in urban areas increased by 1.5 percent since 2019; they increased by 8.0 percent in rural areas.
- Pedalcyclist fatalities in urban areas increased by 5.5 percent since 2019; they increased by 9.2 percent in rural areas.

Table 9. 10-Year (2011 and 2020) and 2-Year (2019 and 2020) Comparison of Land Use Characteristics

Characteristics	Urban Percentage Change	Rural Percentage Change	Urban Percentage Change	Rural Percentage Change
	10-Year Comparison		2-Year Comparison	
Population	+13%*	-15%*	0.0%**	+1.7%**
VMT	+1.3%	-6.8%	-12%	-8.2%
Total Fatalities	+48%	-6.2%	+8.5%	+2.3%
Fatality Rate per 100 Million VMT	+46%	+0.5%	+23%	+11%
Passenger Vehicle Occupant Fatalities	+45%	-9.4%	+13%	-0.3%
Motorcyclist Fatalities	+42%	-5.0%	+7.8%	+11%
Pedestrian Fatalities	+61%	-0.9%	+1.5%	+8.0%
Pedalcyclist Fatalities	+54%	-9.1%	+5.5%	+9.2%

Sources: Population – Census Bureau; VMT – FHWA’s Annual Highway Statistics; FARS 2011 and 2019 Final File, 2020 ARF

\*Population percentage change from 2010 to 2019 as 2020 rural/urban population estimates are not yet available.

\*\*Population percentage change from 2018 to 2019 as 2020 rural/urban population estimates are not yet available.

## Additional Facts

- Nighttime (6 p.m. to 5:59 a.m.) fatalities increased by 12 percent (18,573 in 2019 to 20,729 in 2020). In comparison, daytime (6 a.m. to 5:59 p.m.) traffic fatalities increased by 1.4 percent (17,518 in 2019 to 17,764 in 2020).
- Weekend (Friday 6 p.m. to Monday 5:59 a.m.) fatalities increased by 9.5 percent (14,637 in 2019 to 16,022 in 2020). In comparison, weekday (Monday 6 a.m. to Friday 5:59 p.m.) fatalities increased by 5.0 percent (21,643 in 2019 to 22,718 in 2020).
- Male fatalities increased by 8.6 percent (25,819 in 2019 to 28,033 in 2020), and female fatalities increased by 1.9 percent (10,495 in 2019 to 10,690 in 2020).
- There were fewer fatalities among people 9 and younger and people 65 and older from 2019 to 2020. Most fatality increases were people 10 to 64, with the 25-34 age group having the largest increase of 1,117 additional fatalities (6,596 in 2019 to 7,713 in 2020 or a 17-percent increase).
- Fatal crashes involving young drivers 15 to 20 years old increased by 14 percent from 3,863 in 2019 to 4,405 in 2020.
- Fatalities in single-vehicle crashes increased by 9.4 percent (19,877 in 2019 to 21,741 in 2020). In comparison, fatalities in multi-vehicle crashes increased by 3.7 percent (16,478 in 2019 to 17,083 in 2020).
- Passenger vehicle occupants killed in rollover crashes increased by 13 percent (6,316 in 2019 to 7,107 in 2020).
- In 2020 of the 23,824 passenger vehicle occupants killed, 23 percent (5,419) were ejected from the vehicles, a 21-percent increase from 4,493 occupants ejected and killed in 2019.
- The number of passenger vehicle occupants killed increased by 7.5 percent in vehicles 10 years and older (14,212 in 2019 to 15,284 in 2020). In comparison, those killed in newer vehicles increased by 4.9 percent (8,121 in 2019 to 8,517 in 2020).
- There were 2,564 fatalities in crashes involving hit-and-run drivers in 2020, an increase of 26 percent from 2,037 in 2019.
  - Of the 6,516 pedestrian fatalities, 1,582 (24%) were involved in hit-and-run crashes in 2020.
  - Of the 938 pedalcyclist fatalities, 202 (22%) were involved in hit-and-run crashes in 2020.
- The number of fatalities in distraction-affected crashes, i.e., a crash involving at least one driver who was distracted, was 3,142 or 8.1 percent of all fatalities in 2020. This represents a 0.7-percent increase from 3,119 in 2019.
- The number of fatalities involving drowsy drivers was 633 or 1.6 percent of total fatalities in 2020. This represents a 9.2-percent decrease from 697 in 2019.
- Table 10 below shows the 2-year and 10-year trends of drivers involved in fatal crashes. The most noticeable change is the trends for the older population (65+), a vulnerable age group during the COVID-19 pandemic.
  - From 2019 to 2020, drivers 65+ involved in fatal crashes dropped 9.8 percent; all other age groups increased.
  - Also affected is the 10-year trend of drivers 65+ involved in fatal crashes. From last year's 10-year trend (2010-2019), drivers 65+ involved had the highest percentage change (+37%) compared to the other age group.

- However, from 2011 to 2020 the percentage change for the 25-44 age group (+33%) is higher than the percentage change for the 65+ age group (+26%). These trend changes are expected to be temporary.

*Table 10. Comparison of 2-Year and 10-Year Percentage Change of All Drivers Involved in Fatal Crashes With 10-Year Percentage Change of Population Estimate and 10-Year Percentage Change of Licensed Driver Data, by Age Group*

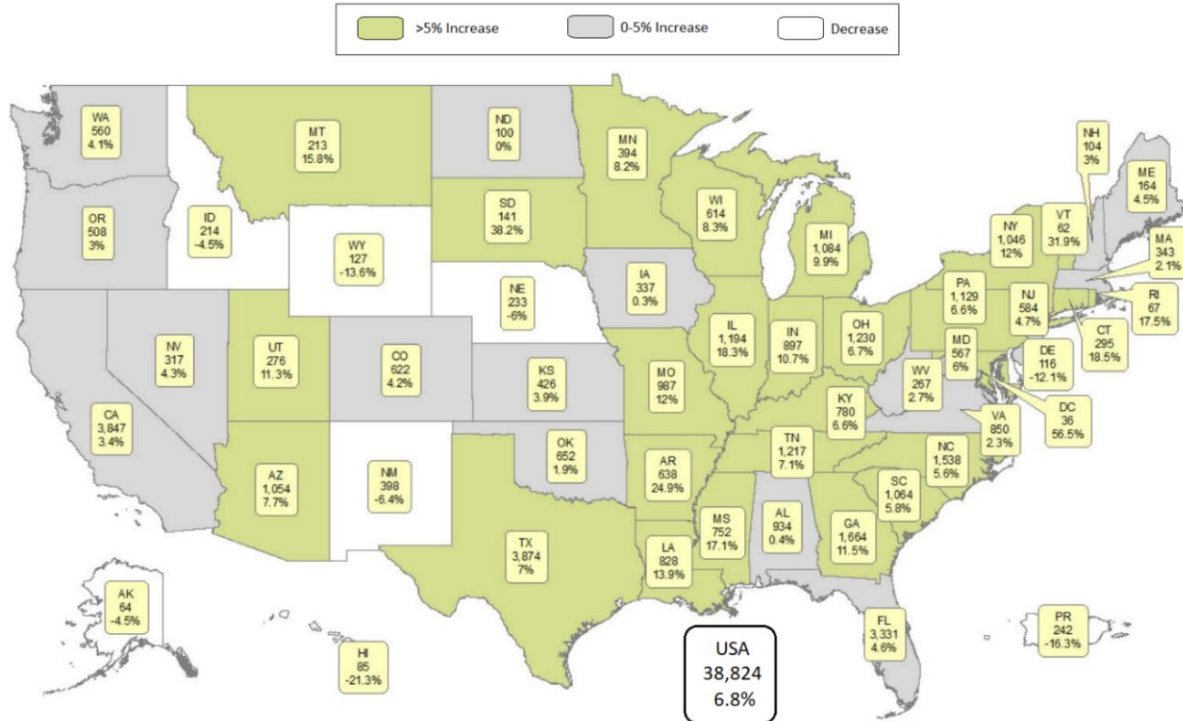
Age Group	Percentage Change of All Drivers Involved in Fatal Crashes		10-Year Percentage Change of Population Estimates (2011 and 2020)	10-Year Percentage Change of Licensed Driver Data (2010 and 2019, 2020 not available)
	2-Year Comparison (2019 and 2020)	10-Year Comparison (2011 and 2020)		
15-24	+9.4%	+6.7%	-2.9%	-2.8%
25-44	+9.8%	+33%	+7.0%	+6.3%
45-64	+1.5%	+15%	0.0%	+2.8%
65+	-9.8%	+26%	+35%	+37%
<b>Total*</b>	<b>+5.0%</b>	<b>+23%</b>	<b>+5.7%</b>	<b>+8.8%</b>

Sources: FARS 2011 and 2019 Final File, 2020 ARF; Population – Census Bureau; and Licensed Drivers – FHWA

\*Includes those who were under 15 years old.

## State Data

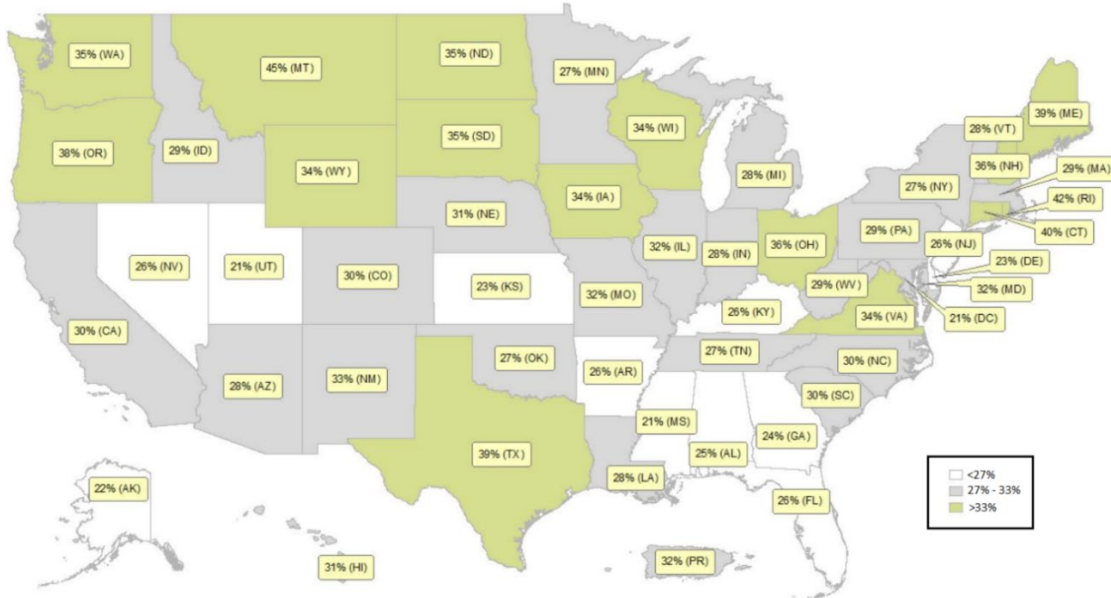
Figure 9 displays a map of 2020 traffic fatalities by State and the percentage changes from 2019. Figure 10 contains a color-coded map of the percentage of alcohol-impaired-driving fatalities by State in 2020.



Source: FARS 2019 Final File, 2020 ARF

Note: Puerto Rico is not included in the U.S. total.

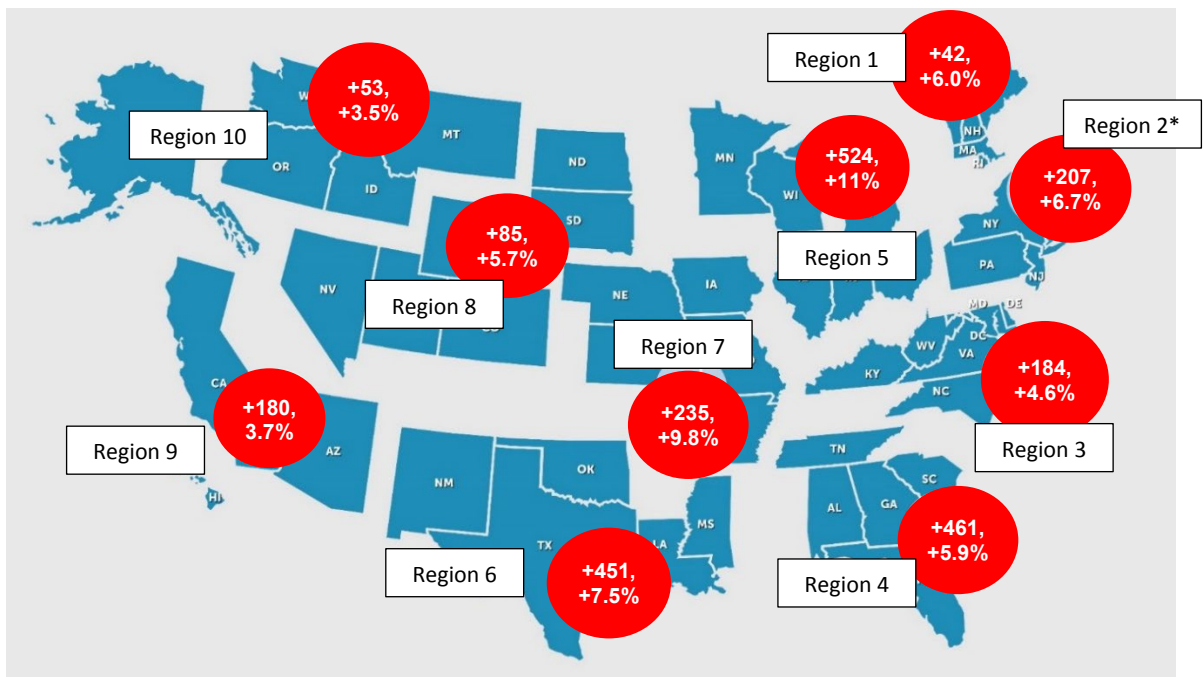
Figure 9. 2020 Traffic Fatalities and Percentage Changes from 2019, by State



Source: FARS 2020 ARF

Figure 10. Alcohol-Impaired-Driving Fatalities as Percentages of Total Fatalities, by State, 2020

Figure 11 shows the 10 NHTSA Regions along with the number changes in traffic fatalities and the percentage changes from 2019 to 2020 for each Region. All NHTSA Regions had increases in fatalities.



Source: FARS 2019 Final File, 2020 ARF

\*Includes Puerto Rico.

Figure 11. 2020 Number Changes and Percentage Changes in Traffic Fatalities From 2019, by NHTSA Region

Table 11 presents the total number of motor vehicle traffic crash fatalities and the number of alcohol-impaired-driving fatalities for 2019 and 2020, the changes in the number of fatalities, and the percentage changes for each State, the District of Columbia, and Puerto Rico. Forty-two States and the District of Columbia had increases in the number of fatalities. In 2020 the largest increase was in Texas, with 255 more fatalities. Seven States and Puerto Rico had fewer fatalities in 2020 than in 2019. Excluding Puerto Rico, New Mexico had the largest reduction with 27 fewer fatalities. Only North Dakota had no change.

Nationwide, 30 percent of the total fatalities were in alcohol-impaired-driving crashes. Forty States saw increases in the number of alcohol-impaired-driving fatalities from 2019 to 2020. California had the largest increase, with 193 more lives lost in alcohol-impaired-driving crashes in 2020. The District of Columbia had no change in the number of alcohol-impaired-driving fatalities from 2019 to 2020. Ten States and Puerto Rico saw decreases in the number of alcohol-impaired-driving fatalities from 2019 to 2020, with 36 fewer fatalities in Alabama.

Table 12 presents the State-level fatality rate per 100 million VMT as well as the alcohol-impaired-driving fatality rate per 100 million VMT for 2019 and 2020. In summary for 2020:

- The total traffic fatality rate per 100 million VMT ranged from a high of 1.97 (South Carolina) to a low of 0.63 (Massachusetts), relative to the U.S. fatality rate of 1.34.
- The alcohol-impaired-driving fatality rate per 100 million VMT ranged from a high of 0.79 (Montana) to a low of 0.18 (Massachusetts), relative to the U.S. fatality rate of 0.40.

For additional information, refer to Appendices A and B.

- Appendix A
  - Table 13 – Total Fatalities, by State and Person Type, 2019 and 2020
  - Table 14 – Total Fatalities, by State and Speeding Involvement, 2019 and 2020
- Appendix B – Subcategories include monthly analysis by person type and various crash characteristics. For most categories, the lowest point was during April, followed by increases during the remainder of the year.
  - Table 15 – Monthly Traffic Fatalities, by Subcategories, 2019 and 2020
  - Table 16 – Monthly Traffic Fatalities, by Age Group, 2019 and 2020

*Table 11. Total and Alcohol-Impaired-Driving Fatalities, by State, 2019 and 2020*

State	2019			2020			2019 to 2020 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	930	272	29%	934	236	25%	+4	+0.4%	-36	-13.2%
Alaska	67	21	32%	64	14	22%	-3	-4.5%	-7	-33.3%
Arizona	979	259	26%	1,054	293	28%	+75	+7.7%	+34	+13.1%
Arkansas	511	131	26%	638	166	26%	+127	+24.9%	+35	+26.7%
California	3,719	966	26%	3,847	1,159	30%	+128	+3.4%	+193	+20.0%
Colorado	597	160	27%	622	186	30%	+25	+4.2%	+26	+16.3%
Connecticut	249	98	39%	295	118	40%	+46	+18.5%	+20	+20.4%

State	2019			2020			2019 to 2020 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
Delaware	132	32	24%	116	27	23%	-16	-12.1%	-5	-15.6%
District of Columbia	23	7	30%	36	7	21%	+13	+56.5%	0	0.0%
Florida	3,185	775	24%	3,331	871	26%	+146	+4.6%	+96	+12.4%
Georgia	1,492	355	24%	1,664	402	24%	+172	+11.5%	+47	+13.2%
Hawaii	108	36	33%	85	27	31%	-23	-21.3%	-9	-25.0%
Idaho	224	69	31%	214	61	29%	-10	-4.5%	-8	-11.6%
Illinois	1,009	311	31%	1,194	379	32%	+185	+18.3%	+68	+21.9%
Indiana	810	200	25%	897	249	28%	+87	+10.7%	+49	+24.5%
Iowa	336	102	30%	337	113	34%	+1	+0.3%	+11	+10.8%
Kansas	410	87	21%	426	96	23%	+16	+3.9%	+9	+10.3%
Kentucky	732	151	21%	780	199	26%	+48	+6.6%	+48	+31.8%
Louisiana	727	214	29%	828	233	28%	+101	+13.9%	+19	+8.9%
Maine	157	49	31%	164	64	39%	+7	+4.5%	+15	+30.6%
Maryland	535	167	31%	567	183	32%	+32	+6.0%	+16	+9.6%
Massachusetts	336	112	33%	343	98	29%	+7	+2.1%	-14	-12.5%
Michigan	986	264	27%	1,084	306	28%	+98	+9.9%	+42	+15.9%
Minnesota	364	85	23%	394	107	27%	+30	+8.2%	+22	+25.9%
Mississippi	642	166	26%	752	162	21%	+110	+17.1%	-4	-2.4%
Missouri	881	236	27%	987	312	32%	+106	+12.0%	+76	+32.2%
Montana	184	66	36%	213	96	45%	+29	+15.8%	+30	+45.5%
Nebraska	248	60	24%	233	73	31%	-15	-6.0%	+13	+21.7%
Nevada	304	89	29%	317	83	26%	+13	+4.3%	-6	-6.7%
New Hampshire	101	38	38%	104	37	36%	+3	+3.0%	-1	-2.6%
New Jersey	558	129	23%	584	151	26%	+26	+4.7%	+22	+17.1%
New Mexico	425	125	29%	398	130	33%	-27	-6.4%	+5	+4.0%
New York	934	256	27%	1,046	286	27%	+112	+12.0%	+30	+11.7%
North Carolina	1,457	386	27%	1,538	454	30%	+81	+5.6%	+68	+17.6%
North Dakota	100	42	42%	100	35	35%	0	0.0%	-7	-16.7%
Ohio	1,153	362	31%	1,230	448	36%	+77	+6.7%	+86	+23.8%
Oklahoma	640	156	24%	652	179	27%	+12	+1.9%	+23	+14.7%
Oregon	493	171	35%	508	191	38%	+15	+3.0%	+20	+11.7%
Pennsylvania	1,059	299	28%	1,129	322	29%	+70	+6.6%	+23	+7.7%
Rhode Island	57	24	41%	67	28	42%	+10	+17.5%	+4	+16.7%
South Carolina	1,006	276	27%	1,064	315	30%	+58	+5.8%	+39	+14.1%
South Dakota	102	28	28%	141	49	35%	+39	+38.2%	+21	+75.0%
Tennessee	1,136	289	25%	1,217	326	27%	+81	+7.1%	+37	+12.8%
Texas	3,619	1,338	37%	3,874	1,495	39%	+255	+7.0%	+157	+11.7%
Utah	248	38	15%	276	58	21%	+28	+11.3%	+20	+52.6%
Vermont	47	9	19%	62	18	28%	+15	+31.9%	+9	+100.0%
Virginia	831	237	29%	850	286	34%	+19	+2.3%	+49	+20.7%
Washington	538	181	34%	560	199	35%	+22	+4.1%	+18	+9.9%
West Virginia	260	56	22%	267	76	29%	+7	+2.7%	+20	+35.7%

State	2019			2020			2019 to 2020 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
Wisconsin	567	186	33%	614	210	34%	+47	+8.3%	+24	+12.9%
Wyoming	147	33	23%	127	44	34%	-20	-13.6%	+11	+33.3%
<b>U.S. Total*</b>	<b>36,355</b>	<b>10,196</b>	<b>28%</b>	<b>38,824</b>	<b>11,654</b>	<b>30%</b>	<b>+2,469</b>	<b>+6.8%</b>	<b>+1,458</b>	<b>+14.3%</b>
Puerto Rico	289	78	27%	242	77	32%	-47	-16.3%	-1	-1.3%

Source: FARS 2019 Final File, 2020 ARF

\*Puerto Rico is not included in the U.S. total.

Notes: 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.

Table 12. Fatality Rate and Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT, by State, 2019 and 2020

State	2019					2020				
	VMT (millions)	Total Fatalities		Alcohol-Impaired-Driving Fatalities		VMT (millions)	Total Fatalities		Alcohol-Impaired-Driving Fatalities	
		Number	Rate	Number	Rate		Number	Rate	Number	Rate
Alabama	71,735	930	1.30	272	0.38	67,921	934	1.38	236	0.35
Alaska	5,881	67	1.14	21	0.36	5,306	64	1.21	14	0.26
Arizona	70,281	979	1.39	259	0.37	65,758	1,054	1.60	293	0.45
Arkansas	37,099	511	1.38	131	0.35	33,919	638	1.88	166	0.49
California	340,836	3,719	1.09	966	0.28	299,812	3,847	1.28	1,159	0.39
Colorado	54,634	597	1.09	160	0.29	48,642	622	1.28	186	0.38
Connecticut	31,601	249	0.79	98	0.31	29,845	295	0.99	118	0.40
Delaware	10,245	132	1.29	32	0.31	8,345	116	1.39	27	0.32
Dist of Columbia	3,756	23	0.61	7	0.19	3,030	36	1.19	7	0.23
Florida	226,514	3,185	1.41	775	0.34	208,076	3,331	1.60	871	0.42
Georgia	133,128	1,492	1.12	355	0.27	115,967	1,664	1.43	402	0.35
Hawaii	11,024	108	0.98	36	0.33	8,785	85	0.97	27	0.31
Idaho	18,058	224	1.24	69	0.38	17,406	214	1.23	61	0.35
Illinois	107,525	1,009	0.94	311	0.29	94,121	1,194	1.27	379	0.40
Indiana	82,719	810	0.98	200	0.24	76,608	897	1.17	249	0.33
Iowa	33,537	336	1.00	102	0.30	29,751	337	1.13	113	0.38
Kansas	31,843	410	1.29	87	0.27	27,854	426	1.53	96	0.34
Kentucky	49,410	732	1.48	151	0.31	46,536	780	1.68	199	0.43
Louisiana	51,360	727	1.42	214	0.42	48,374	828	1.71	233	0.48
Maine	14,871	157	1.06	49	0.33	13,086	164	1.25	64	0.49
Maryland	60,216	535	0.89	167	0.28	50,885	567	1.11	183	0.36
Massachusetts	64,890	336	0.52	112	0.17	54,127	343	0.63	98	0.18
Michigan	102,174	986	0.97	264	0.26	86,547	1,084	1.25	306	0.35
Minnesota	60,731	364	0.60	85	0.14	51,619	394	0.76	107	0.21
Mississippi	41,091	642	1.56	166	0.40	39,665	752	1.90	162	0.41
Missouri	79,168	881	1.11	236	0.30	72,797	987	1.36	312	0.43
Montana	12,892	184	1.43	66	0.51	12,104	213	1.76	96	0.79



State	2019					2020				
	VMT (millions)	Total Fatalities		Alcohol- Impaired-Driving Fatalities		VMT (millions)	Total Fatalities		Alcohol- Impaired-Driving Fatalities	
		Number	Rate	Number	Rate		Number	Rate	Number	Rate
Nebraska	21,242	248	1.17	60	0.28	19,432	233	1.20	73	0.38
Nevada	28,794	304	1.06	89	0.31	25,231	317	1.26	83	0.33
New Hampshire	13,828	101	0.73	38	0.27	11,956	104	0.87	37	0.31
New Jersey	78,205	558	0.71	129	0.16	66,341	584	0.88	151	0.23
New Mexico	27,772	425	1.53	125	0.45	23,756	398	1.68	130	0.55
New York	123,986	934	0.75	256	0.21	102,477	1,046	1.02	286	0.28
North Carolina	122,475	1,457	1.19	386	0.32	106,342	1,538	1.45	454	0.43
North Dakota	9,826	100	1.02	42	0.43	8,768	100	1.14	35	0.40
Ohio	114,694	1,153	1.01	362	0.32	103,115	1,230	1.19	448	0.43
Oklahoma	44,648	640	1.43	156	0.35	42,000	652	1.55	179	0.43
Oregon	35,808	493	1.38	171	0.48	32,298	508	1.57	191	0.59
Pennsylvania	102,864	1,059	1.03	299	0.29	87,982	1,129	1.28	322	0.37
Rhode Island	7,581	57	0.75	24	0.32	6,864	67	0.98	28	0.41
South Carolina	57,939	1,006	1.74	276	0.48	53,972	1,064	1.97	315	0.58
South Dakota	9,922	102	1.03	28	0.28	9,743	141	1.45	49	0.50
Tennessee	82,892	1,136	1.37	289	0.35	76,392	1,217	1.59	326	0.43
Texas	288,227	3,619	1.26	1,338	0.46	260,582	3,874	1.49	1,495	0.57
Utah	32,911	248	0.75	38	0.12	30,251	276	0.91	58	0.19
Vermont	7,346	47	0.64	9	0.12	6,007	62	1.03	18	0.30
Virginia	85,432	831	0.97	237	0.28	76,110	850	1.12	286	0.38
Washington	62,530	538	0.86	181	0.29	53,658	560	1.04	199	0.37
West Virginia	19,077	260	1.36	56	0.29	16,054	267	1.66	76	0.47
Wisconsin	66,348	567	0.85	186	0.28	57,600	614	1.07	210	0.36
Wyoming	10,208	147	1.44	33	0.32	9,800	127	1.30	44	0.45
<b>U.S. Total*</b>	<b>3,261,772</b>	<b>36,355</b>	<b>1.11</b>	<b>10,196</b>	<b>0.31</b>	<b>2,903,622</b>	<b>38,824</b>	<b>1.34</b>	<b>11,654</b>	<b>0.40</b>
Puerto Rico	14,710	289	1.96	78	0.53	13,762	242	1.76	77	0.56

Sources: FARS 2019 Final File, 2020 ARF; VMT – FHWA’s Annual Highway Statistics

\*Puerto Rico is not included in the U.S. total.

## Appendix A

*Table 13. Total Fatalities, by State and Person Type, 2019 and 2020*

State	Total Fatalities		Change From 2019 to 2020		Passenger Car Occupants		Light-Truck Occupants		Other/Unknown Vehicle Occupants**	
	2019	2020	Number	Percentage	2019	2020	2019	2020	2019	2020
Alabama	930	934	+4	+0.4%	362	395	311	310	38	38
Alaska	67	64	-3	-4.5%	17	16	31	23	5	6
Arizona	979	1,054	+75	+7.7%	239	293	237	214	80	119
Arkansas	511	638	+127	+24.9%	168	198	185	231	24	41
California	3,719	3,847	+128	+3.4%	1,227	1,368	717	693	78	80
Colorado	597	622	+25	+4.2%	169	153	202	198	27	23
Connecticut	249	295	+46	+18.5%	83	116	54	52	8	6
Delaware	132	116	-16	-12.1%	45	39	27	34	2	0
Dist of Columbia	23	36	+13	+56.5%	7	13	3	4	0	1
Florida	3,185	3,331	+146	+4.6%	974	1,041	611	704	95	96
Georgia	1,492	1,664	+172	+11.5%	550	602	440	470	60	88
Hawaii	108	85	-23	-21.3%	21	24	25	16	1	2
Idaho	224	214	-10	-4.5%	66	78	100	78	15	13
Illinois	1,009	1,194	+185	+18.3%	380	481	263	295	38	55
Indiana	810	897	+87	+10.7%	303	335	252	254	29	37
Iowa	336	337	+1	+0.3%	102	107	135	98	24	30
Kansas	410	426	+16	+3.9%	148	138	167	150	28	23
Kentucky	732	780	+48	+6.6%	306	314	220	227	33	46
Louisiana	727	828	+101	+13.9%	238	267	220	267	36	34
Maine	157	164	+7	+4.5%	53	57	50	57	8	9
Maryland	535	567	+32	+6.0%	208	219	101	103	13	11
Massachusetts	336	343	+7	+2.1%	118	145	82	68	8	12
Michigan	986	1,084	+98	+9.9%	370	327	275	343	33	25
Minnesota	364	394	+30	+8.2%	134	122	104	123	19	28
Mississippi	642	752	+110	+17.1%	288	304	215	233	24	38
Missouri	881	987	+106	+12.0%	305	396	270	283	54	48
Montana	184	213	+29	+15.8%	51	71	66	80	24	15
Nebraska	248	233	-15	-6.0%	90	84	101	74	10	21
Nevada	304	317	+13	+4.3%	91	85	67	68	12	12
New Hampshire	101	104	+3	+3.0%	36	40	25	16	0	5
New Jersey	558	584	+26	+4.7%	189	207	71	95	19	9
New Mexico	425	398	-27	-6.4%	108	99	140	141	30	23
New York	934	1,046	+112	+12.0%	256	331	177	187	35	40
North Carolina	1,457	1,538	+81	+5.6%	568	630	393	408	40	47
North Dakota	100	100	0	0.0%	24	22	45	39	12	13
Ohio	1,153	1,230	+77	+6.7%	446	478	334	313	53	44
Oklahoma	640	652	+12	+1.9%	210	195	225	258	35	37
Oregon	493	508	+15	+3.0%	169	161	149	134	22	52
Pennsylvania	1,059	1,129	+70	+6.6%	384	417	281	252	49	67
Rhode Island	57	67	+10	+17.5%	26	30	9	4	0	1
South Carolina	1,006	1,064	+58	+5.8%	347	400	282	300	31	26

State	Total Fatalities		Change From 2019 to 2020		Passenger Car Occupants		Light-Truck Occupants		Other/Unknown Vehicle Occupants**	
	2019	2020	Number	Percentage	2019	2020	2019	2020	2019	2020
South Dakota	102	141	+39	+38.2%	28	27	44	64	7	9
Tennessee	1,136	1,217	+81	+7.1%	441	462	338	352	44	62
Texas	3,619	3,874	+255	+7.0%	1,100	1,233	1,182	1,197	174	166
Utah	248	276	+28	+11.3%	76	95	73	80	16	13
Vermont	47	62	+15	+31.9%	22	24	10	14	4	5
Virginia	831	850	+19	+2.3%	328	322	231	260	32	44
Washington	538	560	+22	+4.1%	177	195	136	138	12	16
West Virginia	260	267	+7	+2.7%	78	75	91	102	29	30
Wisconsin	567	614	+47	+8.3%	194	216	182	183	31	35
Wyoming	147	127	-20	-13.6%	35	25	68	65	18	11
<b>U.S. Total*</b>	<b>36,355</b>	<b>38,824</b>	<b>+2,469</b>	<b>+6.8%</b>	<b>12,355</b>	<b>13,472</b>	<b>10,017</b>	<b>10,352</b>	<b>1,519</b>	<b>1,712</b>
Puerto Rico	289	242	-47	-16.3%	98	90	40	25	5	5

Source: FARS 2019 Final File, 2020 ARF

\*Puerto Rico is not included in the U.S. total.

\*\*Includes occupant fatalities in large trucks and buses.

Table 13 (Continued). Total Fatalities, by State and Person Type, 2019 and 2020

State	Motorcyclists		Pedestrians		Pedalecyclists		Other/Unknown Nonoccupants	
	2019	2020	2019	2020	2019	2020	2019	2020
Alabama	93	78	119	101	6	10	1	2
Alaska	6	4	6	13	2	2	0	0
Arizona	175	161	210	222	30	33	8	12
Arkansas	66	80	62	81	3	6	3	1
California	491	539	1,011	986	143	129	52	52
Colorado	103	140	73	87	20	15	3	6
Connecticut	46	58	54	56	3	5	1	2
Delaware	18	15	32	25	7	3	1	0
Dist of Columbia	3	7	9	10	1	1	0	0
Florida	592	600	714	696	161	170	38	24
Georgia	170	192	236	279	21	32	15	1
Hawaii	20	18	36	21	4	4	1	0
Idaho	25	27	12	14	4	3	2	1
Illinois	138	153	173	176	12	30	5	4
Indiana	127	151	73	93	16	20	10	7
Iowa	44	64	21	27	9	10	1	1
Kansas	41	65	16	46	8	4	2	0
Kentucky	92	92	73	91	5	5	3	5
Louisiana	87	78	118	144	22	34	6	4
Maine	27	29	16	9	2	2	1	1
Maryland	77	85	124	130	10	15	2	4
Massachusetts	46	52	77	52	5	10	0	4
Michigan	134	170	141	171	21	38	12	10
Minnesota	46	66	47	45	11	10	3	0
Mississippi	40	62	65	106	8	9	2	0

State	Motorcyclists		Pedestrians		Pedalecyclists		Other/Unknown Nonoccupants	
	2019	2020	2019	2020	2019	2020	2019	2020
Missouri	123	123	109	128	14	8	6	1
Montana	23	29	16	17	3	0	1	1
Nebraska	25	34	20	18	1	1	1	1
Nevada	56	58	62	79	8	11	8	4
New Hampshire	30	25	10	16	0	2	0	0
New Jersey	85	78	174	173	13	18	7	4
New Mexico	55	46	83	79	9	8	0	2
New York	136	200	274	231	48	47	8	10
North Carolina	210	192	221	228	19	26	6	7
North Dakota	11	17	5	8	2	1	1	0
Ohio	162	211	124	159	25	18	9	7
Oklahoma	68	63	85	85	13	12	4	2
Oregon	57	68	82	71	11	14	3	8
Pennsylvania	176	219	147	143	14	20	8	11
Rhode Island	13	13	8	17	0	2	1	0
South Carolina	154	137	163	187	26	14	3	0
South Dakota	14	27	7	14	1	0	1	0
Tennessee	155	151	148	172	7	13	3	5
Texas	417	483	649	687	66	79	31	29
Utah	34	44	38	33	6	8	5	3
Vermont	8	10	3	8	0	1	0	0
Virginia	102	101	123	111	13	7	2	5
Washington	95	91	102	97	9	12	7	11
West Virginia	28	38	31	18	3	3	0	1
Wisconsin	85	116	59	50	14	12	2	2
Wyoming	15	19	11	6	0	1	0	0
<b>U.S. Total*</b>	<b>5,044</b>	<b>5,579</b>	<b>6,272</b>	<b>6,516</b>	<b>859</b>	<b>938</b>	<b>289</b>	<b>255</b>
Puerto Rico	34	50	100	63	9	9	3	0

Source: FARS 2019 Final File, 2020 ARF

\*Puerto Rico is not included in the U.S. total.

\*\*Includes occupant fatalities in large trucks and buses.

Table 14. Total Fatalities, by State and Speeding Involvement, 2019 and 2020

State	2019					2020				
	Total Fatalities	Non-Speeding Related		Speeding-Related		Total Fatalities	Non-Speeding Related		Speeding-Related	
		Number	Percent	Number	Percent		Number	Percent	Number	Percent
Alabama	930	714	77%	216	23%	934	669	72%	265	28%
Alaska	67	38	57%	29	43%	64	41	64%	23	36%
Arizona	979	654	67%	325	33%	1,054	701	67%	353	33%
Arkansas	511	379	74%	132	26%	638	474	74%	164	26%
California	3,719	2,611	70%	1,108	30%	3,847	2,619	68%	1,228	32%
Colorado	597	358	60%	239	40%	622	335	54%	287	46%
Connecticut	249	185	74%	64	26%	295	199	67%	96	33%
Delaware	132	95	72%	37	28%	116	83	72%	33	28%
District of Columbia	23	10	43%	13	57%	36	20	56%	16	44%
Florida	3,185	2,882	90%	303	10%	3,331	3,046	91%	285	9%
Georgia	1,492	1,232	83%	260	17%	1,664	1,284	77%	380	23%
Hawaii	108	56	52%	52	48%	85	48	56%	37	44%
Idaho	224	176	79%	48	21%	214	152	71%	62	29%
Illinois	1,009	633	63%	376	37%	1,194	734	61%	460	39%
Indiana	810	609	75%	201	25%	897	659	73%	238	27%
Iowa	336	267	79%	69	21%	337	276	82%	61	18%
Kansas	410	300	73%	110	27%	426	324	76%	102	24%
Kentucky	732	618	84%	114	16%	780	618	79%	162	21%
Louisiana	727	633	87%	94	13%	828	639	77%	189	23%
Maine	157	108	69%	49	31%	164	117	71%	47	29%
Maryland	535	393	73%	142	27%	567	404	71%	163	29%
Massachusetts	336	256	76%	80	24%	343	246	72%	97	28%
Michigan	986	736	75%	250	25%	1,084	792	73%	292	27%
Minnesota	364	287	79%	77	21%	394	272	69%	122	31%
Mississippi	642	522	81%	120	19%	752	626	83%	126	17%
Missouri	881	553	63%	328	37%	987	566	57%	421	43%
Montana	184	127	69%	57	31%	213	130	61%	83	39%
Nebraska	248	199	80%	49	20%	233	194	83%	39	17%
Nevada	304	215	71%	89	29%	317	224	71%	93	29%
New Hampshire	101	66	65%	35	35%	104	67	64%	37	36%
New Jersey	558	448	80%	110	20%	584	442	76%	142	24%
New Mexico	425	269	63%	156	37%	398	238	60%	160	40%
New York	934	665	71%	269	29%	1,046	668	64%	378	36%
North Carolina	1,457	1,126	77%	331	23%	1,538	1,049	68%	489	32%
North Dakota	100	75	75%	25	25%	100	74	74%	26	26%
Ohio	1,153	832	72%	321	28%	1,230	890	72%	340	28%
Oklahoma	640	512	80%	128	20%	652	496	76%	156	24%
Oregon	493	339	69%	154	31%	508	384	76%	124	24%
Pennsylvania	1,059	618	58%	441	42%	1,129	670	59%	459	41%
Rhode Island	57	21	37%	36	63%	67	47	70%	20	30%
South Carolina	1,006	547	54%	459	46%	1,064	570	54%	494	46%
South Dakota	102	78	76%	24	24%	141	99	70%	42	30%
Tennessee	1,136	956	84%	180	16%	1,217	1,030	85%	187	15%

State	2019					2020				
	Total Fatalities	Non-Speeding Related		Speeding-Related		Total Fatalities	Non-Speeding Related		Speeding-Related	
		Number	Percent	Number	Percent		Number	Percent	Number	Percent
Texas	3,619	2,503	69%	1,116	31%	3,874	2,428	63%	1,446	37%
Utah	248	181	73%	67	27%	276	204	74%	72	26%
Vermont	47	25	53%	22	47%	62	45	73%	17	27%
Virginia	831	603	73%	228	27%	850	590	69%	260	31%
Washington	538	386	72%	152	28%	560	393	70%	167	30%
West Virginia	260	175	67%	85	33%	267	207	78%	60	22%
Wisconsin	567	394	69%	173	31%	614	398	65%	216	35%
Wyoming	147	98	67%	49	33%	127	85	67%	42	33%
<b>U.S. Total*</b>	<b>36,355</b>	<b>26,763</b>	<b>74%</b>	<b>9,592</b>	<b>26%</b>	<b>38,824</b>	<b>27,566</b>	<b>71%</b>	<b>11,258</b>	<b>29%</b>
Puerto Rico	289	196	68%	93	32%	242	169	70%	73	30%

Source: FARS 2019 Final File, 2020 ARF

\*Puerto Rico is not included in the U.S. total.

## Appendix B

Table 15. Monthly Traffic Fatalities, by Subcategories, 2019 and 2020

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>Total Traffic Fatalities</b>													
2019	2,670	2,393	2,769	2,820	3,172	3,201	3,304	3,359	3,331	3,227	3,084	3,025	36,355
2020	2,666	2,674	2,553	2,320	3,096	3,725	3,789	3,802	3,724	3,793	3,445	3,237	38,824
Change	-4	+281	-216	-500	-76	+524	+485	+443	+393	+566	+361	+212	+2,469
% Change	-0.1%	+12%	-7.8%	-18%	-2.4%	+16%	+15%	+13%	+12%	+18%	+12%	+7.0%	+6.8%
<b>Passenger Car Occupant Fatalities</b>													
2019	995	880	997	919	1,097	1,034	1,001	1,032	1,009	1,094	1,126	1,171	12,355
2020	988	1,035	933	857	1,007	1,244	1,206	1,277	1,210	1,291	1,223	1,201	13,472
Change	-7	+155	-64	-62	-90	+210	+205	+245	+201	+197	+97	+30	+1,117
% Change	-0.7%	+18%	-6.4%	-6.7%	-8.2%	+20%	+20%	+24%	+20%	+18%	+8.6%	+2.6%	+9.0%
<b>Light-Truck Occupant Fatalities</b>													
2019	767	658	749	853	836	871	890	879	880	883	884	867	10,017
2020	722	735	653	592	818	1,056	995	945	923	1,020	936	957	10,352
Change	-45	+77	-96	-261	-18	+185	+105	+66	+43	+137	+52	+90	+335
% Change	-5.9%	+12%	-13%	-31%	-2.2%	+21%	+12%	+7.5%	+4.9%	+16%	+5.9%	+10%	+3.3%
<b>Motorcyclist Fatalities</b>													
2019	142	177	330	418	582	632	651	675	621	391	251	174	5,044
2020	159	207	318	361	553	676	728	756	685	551	373	212	5,579
Change	+17	+30	-12	-57	-29	+44	+77	+81	+64	+160	+122	+38	+535
% Change	+12%	+17%	-3.6%	-14%	-5.0%	+7.0%	+12%	+12%	+10%	+41%	+49%	+22%	+11%
<b>Pedestrian Fatalities</b>													
2019	577	533	493	441	438	413	456	501	539	605	627	649	6,272
2020	622	551	477	314	439	462	528	511	627	659	674	652	6,516
Change	+45	+18	-16	-127	+1	+49	+72	+10	+88	+54	+47	+3	+244
% Change	+7.8%	+3.4%	-3.2%	-29%	+0.2%	+12%	+16%	+2.0%	+16%	+8.9%	+7.5%	+0.5%	+3.9%
<b>Pedalcyclist Fatalities</b>													
2019	55	58	59	63	68	81	102	93	79	80	61	60	859
2020	51	39	58	66	88	96	106	114	79	86	83	72	938
Change	-4	-19	-1	+3	+20	+15	+4	+21	0	+6	+22	+12	+79
% Change	-7.3%	-33%	-1.7%	+4.8%	+29%	+19%	+3.9%	+23%	0.0%	+7.5%	+36%	+20%	+9.2%
<b>Male Fatalities</b>													
2019	1,838	1,702	1,971	2,013	2,286	2,283	2,414	2,422	2,428	2,283	2,138	2,041	25,819
2020	1,872	1,887	1,802	1,692	2,318	2,718	2,802	2,764	2,727	2,733	2,447	2,271	28,033
Change	+34	+185	-169	-321	+32	+435	+388	+342	+299	+450	+309	+230	+2,214
% Change	+1.8%	+11%	-8.6%	-16%	+1%	+19%	+16%	+14%	+12%	+20%	+14%	+11%	+8.6%
<b>Female Fatalities</b>													
2019	830	690	794	802	883	911	888	937	899	943	939	979	10,495
2020	785	784	746	622	770	1,000	979	1,023	991	1,051	987	952	10,690
Change	-45	+94	-48	-180	-113	+89	+91	+86	+92	+108	+48	-27	+195
% Change	-5.4%	+14%	-6.0%	-22%	-13%	+9.8%	+10%	+9.2%	+10%	+11%	+5.1%	-2.8%	+1.9%
<b>Daytime Fatalities</b>													
2019	1,289	1,116	1,287	1,423	1,499	1,501	1,617	1,598	1,650	1,573	1,489	1,476	17,518
2020	1,288	1,230	1,187	1,110	1,462	1,689	1,672	1,685	1,629	1,736	1,553	1,523	17,764
Change	-1	+114	-100	-313	-37	+188	+55	+87	-21	+163	+64	+47	+246
% Change	-0.1%	+10%	-7.8%	-22%	-2.5%	+13%	+3.4%	+5.4%	-1.3%	+10%	+4.3%	+3.2%	+1.4%
<b>Nighttime Fatalities</b>													
2019	1,358	1,257	1,463	1,383	1,648	1,675	1,663	1,736	1,655	1,632	1,571	1,532	18,573
2020	1,362	1,425	1,349	1,185	1,610	2,006	2,083	2,080	2,061	2,015	1,865	1,688	20,729
Change	+4	+168	-114	-198	-38	+331	+420	+344	+406	+383	+294	+156	+2,156
% Change	+0.3%	+13%	-7.8%	-14%	-2.3%	+20%	+25%	+20%	+25%	+23%	+19%	+10%	+12%

Source: FARS 2019 Final File, 2020 ARF

Daytime – 6 a.m. to 5:59 p.m.; Nighttime – 6 p.m. to 5:59 a.m.

Table 15 (Continued). Monthly Traffic Fatalities, by Subcategories, 2019 and 2020

Description	Month												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>Weekday Fatalities</b>													
2019	1,732	1,419	1,523	1,715	1,886	1,679	2,084	1,904	1,964	2,027	1,849	1,861	<b>21,643</b>
2020	1,699	1,478	1,516	1,410	1,651	2,225	2,264	2,031	2,184	2,196	1,966	2,098	<b>22,718</b>
Change	-33	+59	-7	-305	-235	+546	+180	+127	+220	+169	+117	+237	<b>+1,075</b>
% Change	-1.9%	+4.2%	-0.5%	-18%	-12%	+33%	+8.6%	+6.7%	+11%	+8.3%	+6.3%	+13%	<b>+5.0%</b>
<b>Weekend Fatalities</b>													
2019	928	967	1,239	1,100	1,278	1,515	1,217	1,446	1,364	1,196	1,228	1,159	<b>14,637</b>
2020	962	1,190	1,032	904	1,438	1,491	1,518	1,765	1,534	1,583	1,473	1,132	<b>16,022</b>
Change	+34	+223	-207	-196	+160	-24	+301	+319	+170	+387	+245	-27	<b>+1,385</b>
% Change	+3.7%	+23%	-17%	-18%	+13%	-1.6%	+25%	+22%	+12%	+32%	+20%	-2.3%	<b>+9.5%</b>
<b>Rural Fatalities</b>													
2019	1,152	947	1,174	1,211	1,485	1,503	1,558	1,563	1,635	1,451	1,316	1,293	<b>16,288</b>
2020	1,064	1,058	1,072	1,019	1,339	1,699	1,769	1,724	1,604	1,603	1,452	1,262	<b>16,665</b>
Change	-88	+111	-102	-192	-146	+196	+211	+161	-31	+152	+136	-31	<b>+377</b>
% Change	-7.6%	+12%	-8.7%	-16%	-9.8%	+13%	+14%	+10%	-1.9%	+10%	+10%	-2.4%	<b>+2.3%</b>
<b>Urban Fatalities</b>													
2019	1,513	1,437	1,587	1,601	1,685	1,692	1,726	1,786	1,682	1,759	1,757	1,721	<b>19,946</b>
2020	1,527	1,591	1,449	1,276	1,718	2,000	1,983	2,041	2,078	2,130	1,940	1,917	<b>21,650</b>
Change	+14	+154	-138	-325	+33	+308	+257	+255	+396	+371	+183	+196	<b>+1,704</b>
% Change	+0.9%	+11%	-8.7%	-20%	+2.0%	+18%	+15%	+14%	+24%	+21%	+10%	+11%	<b>+8.5%</b>
<b>Passenger Vehicle Occupant Fatalities in Rollover Crashes</b>													
2019	452	389	426	526	546	575	600	573	559	557	561	552	<b>6,316</b>
2020	460	464	446	461	562	778	720	682	619	679	638	598	<b>7,107</b>
Change	+8	+75	+20	-65	+16	+203	+120	+109	+60	+122	+77	+46	<b>+791</b>
% Change	+1.8%	+19%	+4.7%	-12%	+2.9%	+35%	+20%	+19%	+11%	+22%	+14%	+8.3%	<b>+13%</b>
<b>Passenger Vehicle Occupant Fatalities – Vehicles 9 Years or Newer</b>													
2019	619	559	605	636	700	682	707	676	658	700	735	844	<b>8,121</b>
2020	612	677	555	455	607	756	746	834	774	871	830	800	<b>8,517</b>
Change	-7	+118	-50	-181	-93	+74	+39	+158	+116	+171	+95	-44	<b>+396</b>
% Change	-1.1%	+21%	-8.3%	-28%	-13%	+11%	+5.5%	+23%	+18%	+24%	+13%	-5.2%	<b>+4.9%</b>
<b>Passenger Vehicle Occupant Fatalities – Vehicles 10 Years or Older</b>													
2019	1,142	979	1,140	1,133	1,229	1,215	1,181	1,230	1,225	1,275	1,270	1,193	<b>14,212</b>
2020	1,097	1,093	1,025	994	1,218	1,541	1,452	1,384	1,356	1,437	1,329	1,358	<b>15,284</b>
Change	-45	+114	-115	-139	-11	+326	+271	+154	+131	+162	+59	+165	<b>+1,072</b>
% Change	-3.9%	+12%	-10%	-12%	-0.9%	+27%	+23%	+13%	+11%	+13%	+4.6%	+14%	<b>+7.5%</b>

Source: FARS 2019 Final File, 2020 ARF

Weekday – Monday 6 a.m. to Friday 5:59 p.m.

Weekend – Friday 6 p.m. to Monday 5:59 a.m.



Table 16. Monthly Traffic Fatalities, by Age Group, 2019 and 2020

Age Group/ Description		Month												Total
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<15	2019	89	63	77	79	105	113	107	83	72	97	99	80	1,064
	2020	65	66	67	69	92	112	123	106	104	98	108	83	1,093
	Change	-24	+3	-10	-10	-13	-1	+16	+23	+32	+1	+9	+3	+29
	% Change	-27%	+4.8%	-13%	-13%	-12%	-0.9%	+15%	+28%	+44%	+1.0%	+9.1%	+3.8%	+2.7%
15-24	2019	385	389	465	444	565	514	538	544	512	483	505	504	5,848
	2020	439	431	431	420	539	724	637	677	636	593	589	518	6,634
	Change	+54	+42	-34	-24	-26	+210	+99	+133	+124	+110	+84	+14	+786
	% Change	+14%	+11%	-7.3%	-5.4%	-4.6%	+41%	+18%	+24%	+24%	+23%	+17%	+2.8%	+13%
25-34	2019	486	412	491	529	584	583	627	611	626	577	537	533	6,596
	2020	468	506	472	500	620	752	757	798	756	767	693	624	7,713
	Change	-18	+94	-19	-29	+36	+169	+130	+187	+130	+190	+156	+91	+1,117
	% Change	-3.7%	+23%	-3.9%	-5.5%	+6.2%	+29%	+21%	+31%	+21%	+33%	+29%	+17%	+17%
35-44	2019	373	330	379	433	449	451	465	485	482	473	412	422	5,154
	2020	368	381	380	352	468	527	602	566	614	589	499	490	5,836
	Change	-5	+51	+1	-81	+19	+76	+137	+81	+132	+116	+87	+68	+682
	% Change	-1.3%	+15%	+0.3%	-19%	+4%	+17%	+29%	+17%	+27%	+25%	+21%	+16%	+13%
45-54	2019	362	331	346	394	421	468	468	473	467	465	424	371	4,990
	2020	384	349	359	285	418	519	504	527	493	497	459	428	5,222
	Change	+22	+18	+13	-109	-3	+51	+36	+54	+26	+32	+35	+57	+232
	% Change	+6.1%	+5.4%	+3.8%	-28%	-0.7%	+11%	+7.7%	+11%	+5.6%	+6.9%	+8.3%	+15%	+4.6%
55-64	2019	394	356	428	377	455	466	509	516	487	469	454	474	5,385
	2020	392	374	406	361	455	521	544	518	515	572	464	483	5,605
	Change	-2	+18	-22	-16	0	+55	+35	+2	+28	+103	+10	+9	+220
	% Change	-0.5%	+5.1%	-5.1%	-4.2%	0.0%	+12%	+6.9%	+0.4%	+5.7%	+22%	+2.2%	+1.9%	+4.1%
65+	2019	578	511	576	560	590	602	587	643	681	659	641	633	7,261
	2020	543	554	428	324	491	554	602	591	592	666	610	594	6,549
	Change	-35	+43	-148	-236	-99	-48	+15	-52	-89	+7	-31	-39	-712
	% Change	-6.1%	+8.4%	-26%	-42%	-17%	-8.0%	+2.6%	-8.1%	-13%	+1.1%	-4.8%	-6.2%	-9.8%
Total*	2019	2,670	2,393	2,769	2,820	3,172	3,201	3,304	3,359	3,331	3,227	3,084	3,025	36,355
	2020	2,666	2,674	2,553	2,320	3,096	3,725	3,789	3,802	3,724	3,793	3,445	3,237	38,824
	Change	-4	+281	-216	-500	-76	+524	+485	+443	+393	+566	+361	+212	+2,469
	% Change	-0.1%	+12%	-7.8%	-18%	-2.4%	+16%	+15%	+13%	+12%	+18%	+12%	+7.0%	+6.8%

Source: FARS 2019 Final File, 2020 ARF

\*Includes unknowns.

### For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis, 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). 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-odi.nhtsa.dot.gov/VehicleComplaint/](http://www-odi.nhtsa.dot.gov/VehicleComplaint/).

The following data tools and resources can be found at <https://cdan.nhtsa.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)
- 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 Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at <https://crashstats.nhtsa.dot.gov/>.

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