Traffic Safety Facts

2020 Data

June 2022

DOT HS 813 313

NHTSA

In this fact sheet for 2020 the information is presented as follows.

Young Drivers

The term young driver refers to a person 15 to 20 years old operating a motor vehicle. People in this age group generally obtain their licenses for the first time and many are under graduated driver licensing (GDL) programs as they learn driving skills. Young, inexperienced drivers have higher crash rates than older, more experienced drivers in the United States.

Key Findings

- In 2020 there were 1,885 young drivers who died in traffic crashes, a 17-percent increase from 1,616 in 2019.
- The number of licensed young drivers decreased by 4.7 percent from 2019 to 2020.
- In 2020 there were an estimated 189,950 young drivers injured in traffic crashes, a decrease of 7 percent from 204,862 in 2019.
- Young drivers accounted for 8.5 percent of all drivers involved in fatal crashes in 2020. However, young drivers were only 5.1 percent of all licensed drivers in 2020.
- Young drivers involved in police-reported crashes decreased by 20 percent from 1,378,604 in 2019 to 1,105,471 in 2020. However, young drivers involved in fatal crashes increased by 14 percent from 3,999 in 2019 to 4,561 in 2020.
- The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 21.54 in 2020. For young male drivers in 2020 the involvement rate was 56.59, more than twice that of young female drivers.
- Of the young drivers killed with known restraint use, 52 percent were unrestrained at the time of the crashes in 2020, which is similar to the percentage of all drivers of passenger vehicles killed (51%).
- Although people under 21 are legally prohibited from drinking alcohol, 29 percent of young drivers 15 to 20 years old who were killed in crashes in 2020 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or higher; 82 percent of those young drivers who had alcohol in their systems also had BACs of .08 g/dL or higher.
- During 2020 there were 219 motorcycle riders 15 to 20 years old killed in crashes, and an additional estimated 6,472 in that age group were injured.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the Crash Report Sampling System (CRSS). A 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. Refer to the end of this publication for more information on FARS and CRSS.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

Overview

There were 228.2 million licensed drivers in the United States in 2020. Young drivers accounted for 11.6 million (5.1%) of all licensed drivers in 2020, an 8.3-percent decrease from the 12.6 million young licensed drivers in 2011, but a 4.7-percent decrease from 2019. Population for this age group decreased by 3.6 percent from 2011 to 2020.[1]

Motor vehicle traffic crashes are a leading cause of death for 15- to 20-year-olds.[2] In 2020 there were 1,885 young drivers who died in traffic crashes, a 17-percent increase from the 1,616 young drivers who died in 2019. Additionally, an estimated 189,950 young drivers were injured in traffic crashes in 2020, a decrease of 7 percent from 204,862 in 2019.

Fatalities in crashes involving young drivers increased over the 10-year period from 4,782 in 2011 to 5,037 in 2020, as seen in Table 1. The 5,037 fatalities in 2020 is the highest number of fatalities in crashes involving young drivers over that 10-year period.

In fatal crashes involving young drivers for the 10-year period from 2011 to 2020:

- Fatalities among young drivers decreased by 5 percent.
- Fatalities among the passengers of young drivers decreased by 9 percent.
- Occupant fatalities of other vehicles increased by 32 percent.
- Nonoccupant (pedestrians, pedalcyclists, or other nonoccupants) fatalities increased by 24 percent.
- Total fatalities in crashes involving young drivers increased by 5 percent.

In fatal crashes involving young drivers in the most recent year from 2019 to 2020:

- Fatalities among young drivers increased by 17 percent.
- Fatalities among the passengers of young drivers increased by 22 percent.
- Occupant fatalities of other vehicles increased by 8 percent.
- Nonoccupant fatalities increased by 14 percent.
- Total fatalities in crashes involving young drivers increased by 15 percent.

Table 1
Fatalities in Crashes Involving Young Drivers, by Person Type, 2011-2020

Year	Young Drivers (15–20)	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Nonoccupants	Total*
		<15	15–20	21+	Total*			
2011	1,993	118	777	298	1,194	1,122	473	4,782
2012	1,880	88	682	286	1,060	1,230	502	4,672
2013	1,696	120	633	313	1,069	1,133	469	4,367
2014	1,723	75	671	268	1,015	1,093	454	4,285
2015	1,903	101	622	258	982	1,326	533	4,744
2016	1,916	94	665	270	1,033	1,348	598	4,895
2017	1,844	97	651	237	986	1,396	574	4,800
2018	1,729	70	586	261	919	1,318	562	4,528
2019	1,616	87	574	226	888	1,373	514	4,391
2020	1,885	113	679	285	1,081	1,486	585	5,037

Source: FARS 2011-2019 Final File, 2020 Annual Report File (ARF)
*Includes passengers of young drivers with unknown ages.

[1] Licensed Drivers – Federal Highway Administration; Population – Census Bureau.

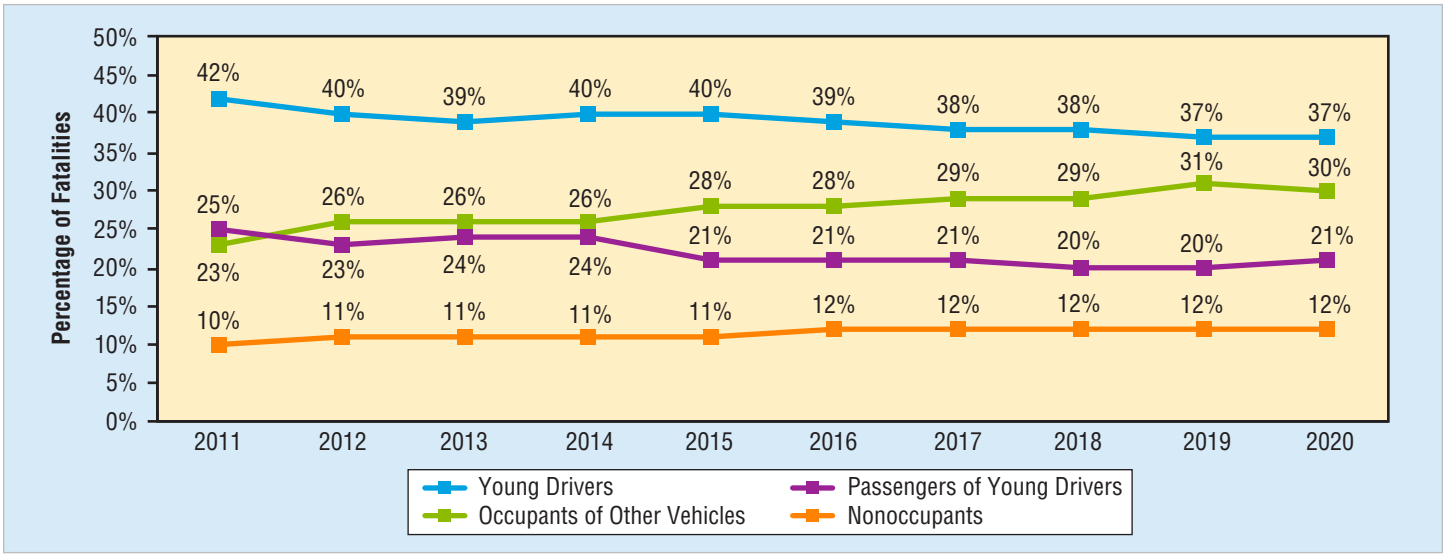
[2] Centers for Disease Control and Prevention's Web-based Injury Statistics Query and Reporting System. Available at https://webappa.cdc.gov/sasweb/ncipc/leadcause.html

Figure 1 displays the percentage of fatalities in crashes involving young drivers by person type and year.

In 2020:

- Young drivers involved in fatal crashes made up 37 percent of the fatalities in those crashes.
- Fatalities for occupants of other vehicles increased from 23 percent in 2011 to 30 percent in 2020.
- Of the passengers of young drivers who died in crashes, 63 percent (679 of 1,081 from Table 1) were also 15 to 20 years old.
- The percentage of nonoccupants has been gradually increasing over the years.

Figure 1
Percentage of Fatalities in Crashes Involving Young Drivers, by Person Type, 2011-2020



Source: FARS 2011-2019 Final File, 2020 ARF

Drivers

There were 4,561 young drivers involved in fatal crashes in 2020 – a 5-percent increase from the 4,362 involved in 2011. However, drivers of all ages involved in fatal crashes increased by 23 percent in the same time period. Table 2 shows both involvement of young drivers in fatal crashes as well as young driver fatalities in crashes in 2011 and 2020.

In 2020:

- Young drivers involved in fatal crashes increased by 9 percent for males and decreased by 7 percent for females from 2011.
- The 2-year comparison of total driver involvement in fatal crashes increased by 5 percent from 51,302 in 2019 to 53,890 in 2020. During this same period, young driver involvement increased by 14 percent from 3,999 in 2019 to 4,561 in 2020.
- Total drivers involved in police-reported crashes decreased by 25 percent from 12,119,611 in 2019 to 9,125,456 in 2020. Young drivers involved in police-reported crashes decreased by 20 percent from 1,378,604 in 2019 to 1,105,471 in 2020.
- Twelve percent of all drivers involved in police-reported crashes and 8.5 percent of all drivers involved in fatal crashes were young drivers. However, young drivers were only 5.1 percent of all licensed drivers in 2020.

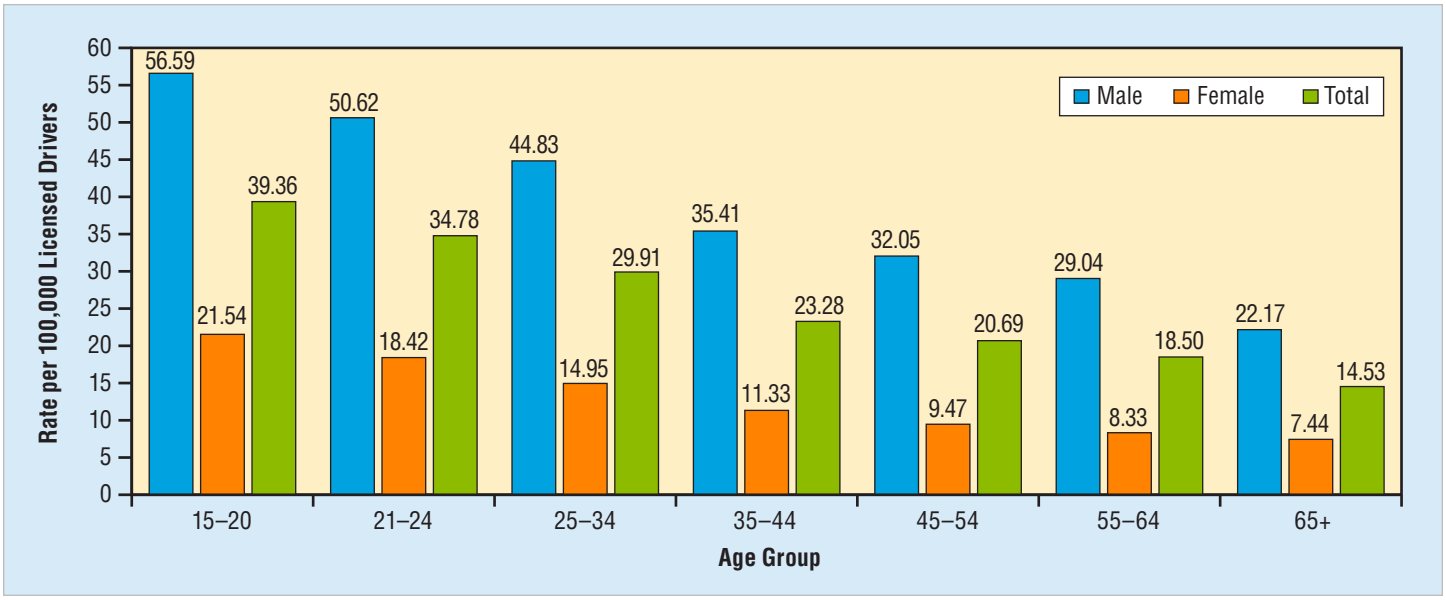
Table 2
Involvement of Young and All Drivers in Fatal Crashes, by Sex, 2011 and 2020

Sex	2011			2020			Percentage Change, 2011 to 2020	
	Total (All Drivers)	Ages 15–20	Percentage of Total	Total (All Drivers)	Ages 15–20	Percentage of Total	Total (All Drivers)	Ages 15–20
Drivers Involved in Fatal Crashes								
Male	31,918	3,039	9.5%	39,393	3,326	8.4%	+23%	+9%
Female	11,265	1,322	11.7%	13,033	1,230	9.4%	+16%	-7%
Total*	**43,840**	**4,362**	**9.9%**	**53,890**	**4,561**	**8.5%**	**+23%**	**+5%**
Driver Fatalities								
Male	15,912	1,428	9.0%	19,387	1,461	7.5%	+22%	+2%
Female	4,899	565	11.5%	5,374	423	7.9%	+10%	-25%
Total*	**20,815**	**1,993**	**9.6%**	**24,787**	**1,885**	**7.6%**	**+19%**	**-5%**

Source: FARS 2011 Final File, 2020 ARF
*Includes unknown sex.

The rate of drivers involved in fatal crashes per 100,000 licensed drivers was higher for young drivers compared to older drivers, as seen in Figure 2. For young male drivers 15 to 20 years old, the driver involvement rate in 2020 was 56.59 per 100,000 licensed drivers. For young female drivers 15 to 20 years old, the driver involvement rate in 2020 was 21.54 per 100,000 licensed drivers.

Figure 2
Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Crashes, by Age Group and Sex, 2020



Sources: FARS 2020 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

The 15- to 20-year-old age group accounted for 10.0 percent of all drivers involved in single-vehicle fatal crashes in 2020, compared to 7.9 percent in multiple-vehicle fatal crashes, as shown in Table 3.

Table 3
Percentage of Population, Licensed Drivers, and Drivers Involved in Traffic Crashes, by Age Group, 2020

	Age Group								
	<15	15–20	21–24	25–34	35–44	45–54	55–64	65–69	70+
Population	18.3%	7.7%	5.2%	14.0%	12.8%	12.3%	12.9%	5.4%	11.5%
Licensed Drivers	—	5.1%	6.2%	17.5%	16.7%	16.4%	17.3%	7.3%	13.6%
Drivers Involved in Property-Damage-Only Crashes	0.1%	12.3%	10.6%	23.0%	17.3%	14.3%	12.2%	4.1%	6.3%
Drivers Involved in Injury Crashes	0.2%	11.9%	10.8%	23.6%	16.9%	14.2%	12.2%	3.9%	6.3%
Drivers Involved in Fatal Crashes	0.2%	8.7%	9.3%	22.8%	17.0%	14.8%	13.9%	4.5%	8.7%
— Single-Vehicle	*0.3%*	*10.0%*	*10.2%*	*23.8%*	*16.8%*	*13.8%*	*13.3%*	*4.2%*	*7.6%*
— Multiple-Vehicle	*0.1%*	*7.9%*	*8.8%*	*22.2%*	*17.1%*	*15.4%*	*14.3%*	*4.7%*	*9.4%*

Sources: FARS 2020 ARF; CRSS 2020; Population – Census Bureau; Licensed Drivers – FHWA
Notes: Percentages are based on known values. Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for under 16.

Among young drivers involved in fatal crashes in 2020, there were 15.5 percent (157 out of 1,015) of those who did not have valid driver licenses who also had previous license suspensions or revocations within 5 years from the date of the crashes, as seen in Table 4.

Table 4
Young Drivers Involved in Fatal Crashes, by Previous 5-Year Driving Record and License Compliance, 2020

Driving Records of Young Drivers (Ages 15–20)	License Compliance				Total*	
	Valid		Invalid			
	Number	Percent	Number	Percent	Number	Percent
Total Drivers Involved	**3,409**	**100.0%**	**1,015**	**100.0%**	**4,561**	**100.0%**
No Previous Driving Record	2,139	62.7%	652	64.2%	2,796	61.3%
Previous Recorded Crashes	522	15.3%	92	9.1%	615	13.5%
Previous Recorded Suspensions or Revocations	133	3.9%	157	15.5%	290	6.4%
Previous DWI Convictions	12	0.4%	17	1.7%	29	0.6%
Previous Speeding Convictions	552	16.2%	111	10.9%	663	14.5%
Previous Other Harmful or Moving Convictions	405	11.9%	107	10.5%	514	11.3%

Source: FARS 2020 ARF
*Includes drivers with unknown previous records.
Note: Sum of percentages may exceed 100 percent as drivers can have multiple driving records of different types.

Restraint Use

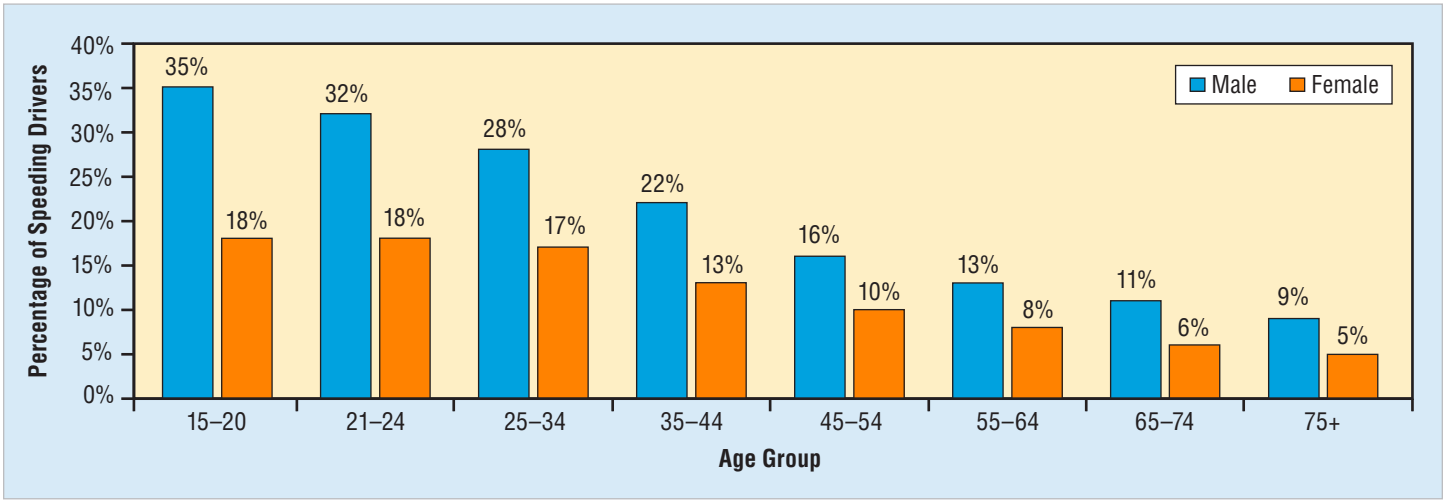
Of the 4,139 young drivers of passenger vehicles (passenger cars and light trucks) involved in fatal crashes in 2020, the restraint use of those drivers is known for all but 404 drivers. Of the young drivers of passenger vehicles involved in fatal crashes in 2020 with known restraint use:

- Fifty-two percent of those who died were unrestrained, which is similar to the percentage of all drivers of passenger vehicles who died (51%).
- Seventeen percent of those who survived were unrestrained compared to 11 percent of all drivers who survived fatal crashes.

Speeding

NHTSA considers a 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 contributing factor in the crash. In 2020 young male and female drivers were speeding at the time of the fatal crashes more than any other age group except when compared to females age 21 to 24, as shown in Figure 3. Males in general were more likely to be speeding than females in these crashes.

Figure 3
Percentage of Speeding Drivers in Fatal Crashes, by Age Group and Sex, 2020



Source: FARS 2020 ARF

Alcohol

All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018. In addition, people under 21 are legally prohibited from drinking alcohol. Alcohol involvement includes a fatal crash in which a driver had a BAC of .01 g/dL or higher. A driver is considered to be alcohol-impaired when the driver's BAC is .08 g/dL or higher.

In 2020:

- Twenty-nine percent of the young drivers who were killed in crashes had BACs of .01 g/dL or higher; 24 percent had BACs of .08 g/dL or higher, as shown in Table 5.
- Of the 545 young drivers killed who had alcohol in their systems, 448 (82%) were at .08 g/dL or higher.

Table 5
Alcohol Involvement Among Young Drivers Involved in Fatal Crashes, by Survival Status, 2011 and 2020

Survival Status	Total Drivers	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
		Number	Percent	Number	Percent	Number	Percent
2011							
Survived	2,369	1,951	82%	418	18%	328	14%
Killed	1,993	1,350	68%	643	32%	525	26%
Total	**4,362**	**3,301**	**76%**	**1,061**	**24%**	**852**	**20%**
2020							
Survived	2,676	2,231	83%	445	17%	342	13%
Killed	1,885	1,340	71%	545	29%	448	24%
Total	**4,561**	**3,571**	**78%**	**990**	**22%**	**790**	**17%**

Source: FARS 2011 Final File, 2020 ARF
Note: Percentages are computed based on unrounded estimates.

The number of young drivers involved in fatal crashes who had BACs of .01 g/dL or higher dropped by 7 percent, from 1,061 in 2011 to 990 in 2020. Twenty-two percent of these drivers had alcohol in their systems in 2020 as compared to 24 percent in 2011.

Table 6 shows alcohol involvement for young drivers who were killed, by their age in 2020. Among young drivers killed in fatal crashes in 2020, there were 541 killed at the age of 20 – highest among the young drivers; 32 percent of these drivers had alcohol in their systems at the time of the crash. The table also shows that of those young drivers killed, the percentage that involved alcohol generally increases as age increases.

Table 6
Young Drivers Killed, by Age and Alcohol Involvement, 2020

Age	Total Drivers Killed	Drivers With BAC=.01+ g/dL	
		Number	Percent
15	52	13	25%
16	149	28	18%
17	260	62	24%
18	410	110	27%
19	473	157	33%
20	541	176	32%

Source: FARS 2020 ARF
Note: Percentages are computed based on unrounded estimates.

For young drivers in fatal crashes, alcohol involvement is higher among males than among females. Twenty-four percent of the young male drivers involved in fatal crashes in 2020 had some alcohol at the time of the crash, compared with 17 percent of the young female drivers involved in fatal crashes.

Drivers involved in fatal crashes are less likely to use restraints when they have been drinking. Forty-seven percent of the young drivers of passenger vehicles involved in fatal crashes in 2020 who had been drinking were unrestrained (based on known restraint use). Of the young drivers who had been drinking and were killed in crashes, 62 percent were unrestrained (based on known restraint use). In comparison, of the non-drinking young drivers killed, 48 percent were unrestrained, as seen in Table 7.

Table 7
Young Drivers of Passenger Vehicles in Fatal Crashes, by Restraint Use and Alcohol Involvement, 2020

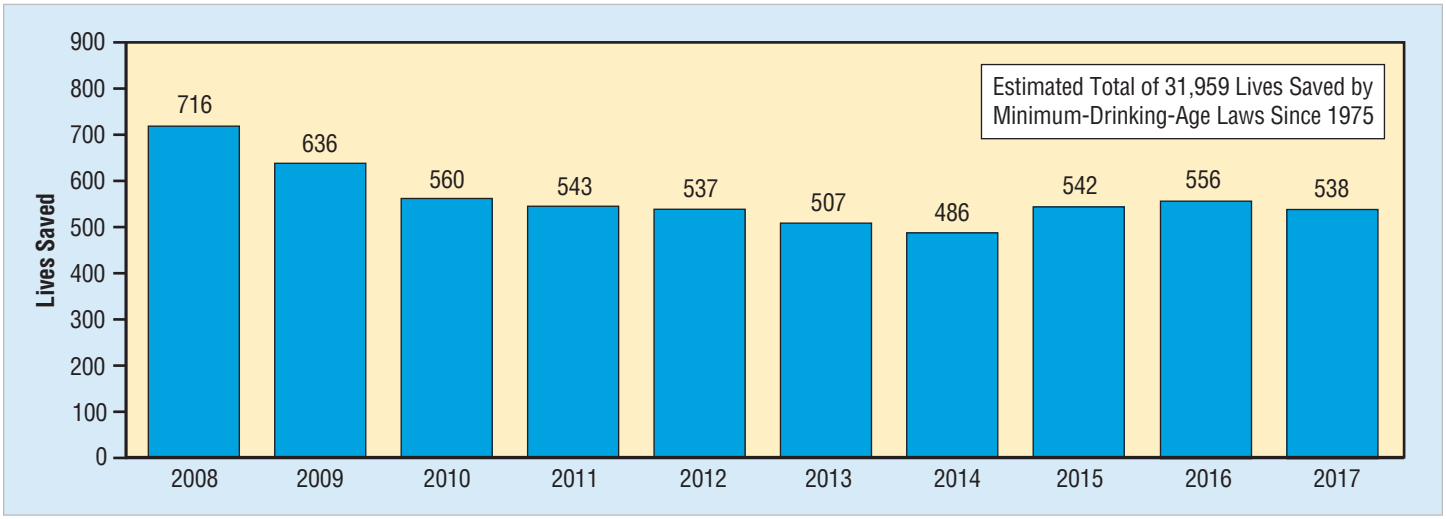
Restraint Use	No Alcohol (BAC=.00 g/dL)		BAC=.01+ g/dL	
	Number	Percent	Number	Percent
Drivers Involved in Fatal Crashes				
Restrained	2,189	74%	414	53%
Unrestrained	763	26%	369	47%
Driver Fatalities				
Restrained	516	52%	163	38%
Unrestrained	485	48%	261	62%

Source: FARS 2020 ARF
Notes: Based on known restraint use. Percentages are computed based on unrounded estimates.

NHTSA estimates that the 21-year-old minimum-drinking-age laws have helped reduce alcohol traffic fatalities and have saved 31,959 lives since 1975 based on 2017 data (latest data available), as shown in Figure 4. In 2017 an estimated 538 lives were saved by minimum-drinking-age laws.[3]

[3] National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

Figure 4
Estimated Total of Lives Saved by Minimum-Drinking-Age Laws, 2008-2017



Source: National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum-drinking-age laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

Motorcycles

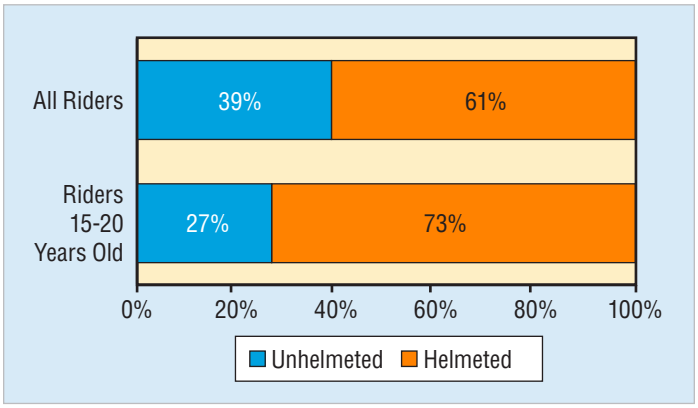
The term motorcycle rider refers to the operator of the motorcycle only and the term passenger refers to any occupant not including the rider. The term motorcyclist refers to any occupant of a motorcycle, either the rider or the passenger.

In 2020 there were 219 young motorcycle riders killed in crashes, an increase of 1 percent from 216 young motorcycle riders killed in 2019. An additional estimated 6,472 young riders were injured in 2020, a 10-percent increase from an estimated 5,869 in 2019.

Helmets are estimated to be 37-percent effective in preventing fatalities among motorcycle riders and 41-percent effective among motorcycle passengers. NHTSA estimates that helmets saved the lives of 1,872 motorcyclists of all ages in 2017 (latest data available), and that if all motorcyclists had worn helmets, an additional 749 lives could have been saved.[4]

Twenty-seven percent of the motorcycle riders 15 to 20 years old who were killed in crashes were not wearing helmets (based on known helmet use) compared to 39 percent of all motorcycle riders who were killed in 2020 as shown in Figure 5.

Figure 5
Helmet Use of Motorcycle Riders Killed in Crashes, by Age Group, 2020



Source: FARS 2020 ARF
Note: Based on known helmet use.

Of the young motorcycle riders involved in fatal crashes, 50 percent were either unlicensed or operating with invalid licenses compared to 36 percent of all motorcycle riders involved in 2020.

[4] National Center for Statistics and Analysis. (2019, December). *Lives and costs saved by motorcycle helmets, 2017* (Traffic Safety Facts Crash•Stats Report No. DOT HS 812 867). National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812867

State

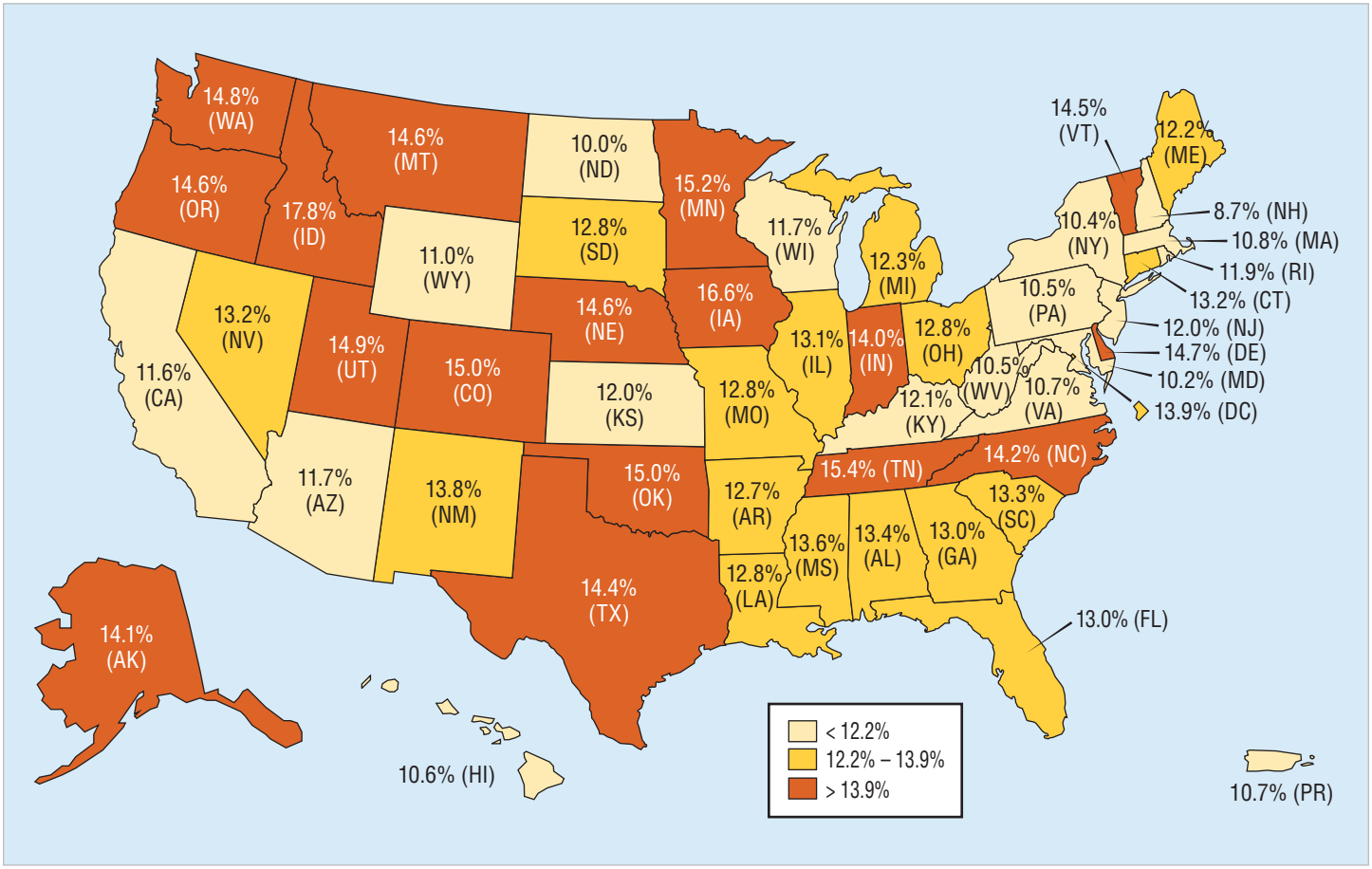
Figure 6 shows a heat map of the fatalities in crashes involving young drivers as a percentage of total fatalities within the State. Table 8 presents the number of young drivers killed, as well as the numbers of passengers of young drivers, occupants of other vehicles, and nonoccupants killed in young-driver crashes for each State and the District of Columbia in 2020. Also included in Table 8 is Puerto Rico, which is not included in the U.S. total.

In 2020:

- Traffic fatalities in crashes involving young drivers ranged from 5 (the District of Columbia) to 558 (Texas).
- The number of young drivers who died in crashes ranged from 3 (the District of Columbia, Hawaii, Rhode Island, and Vermont) to 207 (Texas).
- The percentages of traffic fatalities in crashes involving young drivers ranged from a low of 8.7 percent (New Hampshire) to 17.8 percent (Idaho), compared to 13.0 percent nationwide.

Figure 6

Percentage of Traffic Fatalities in Crashes Involving Young Drivers, by State, 2020



Source: FARS 2020 ARF

Table 8

Total Fatalities and Fatalities in Crashes Involving Young Drivers, by State and Person Type, 2020

State	Total Fatalities	Fatalities in Crashes Involving Young Drivers		Fatalities Involving Young Drivers by Person Type			
		Number	Percentage of Total	Young Drivers	Passengers in Young Drivers' Vehicles	Occupants of Other Vehicles	Nonoccupants
Alabama	934	125	13.4%	54	23	33	15
Alaska	64	9	14.1%	5	1	0	3
Arizona	1,054	123	11.7%	51	17	35	20
Arkansas	638	81	12.7%	35	23	19	4
California	3,847	446	11.6%	171	103	113	59
Colorado	622	93	15.0%	30	25	28	10
Connecticut	295	39	13.2%	12	11	12	4
Delaware	116	17	14.7%	9	1	6	1
District of Columbia	36	5	13.9%	3	0	0	2
Florida	3,331	434	13.0%	136	92	131	75
Georgia	1,664	216	13.0%	77	51	73	15
Hawaii	85	9	10.6%	3	3	1	2
Idaho	214	38	17.8%	18	7	11	2
Illinois	1,194	156	13.1%	61	37	45	13
Indiana	897	126	14.0%	54	35	31	6
Iowa	337	56	16.6%	19	11	21	5
Kansas	426	51	12.0%	15	7	24	5
Kentucky	780	94	12.1%	38	21	28	7
Louisiana	828	106	12.8%	38	15	37	16
Maine	164	20	12.2%	10	5	4	1
Maryland	567	58	10.2%	28	8	9	13
Massachusetts	343	37	10.8%	24	5	5	3
Michigan	1,084	133	12.3%	40	24	50	19
Minnesota	394	60	15.2%	23	18	12	7
Mississippi	752	102	13.6%	42	23	29	8
Missouri	987	126	12.8%	57	30	36	3
Montana	213	31	14.6%	17	6	2	6
Nebraska	233	34	14.6%	15	7	10	2
Nevada	317	42	13.2%	10	14	10	8
New Hampshire	104	9	8.7%	4	1	4	0
New Jersey	584	70	12.0%	20	15	21	14
New Mexico	398	55	13.8%	21	11	13	10
New York	1,046	109	10.4%	38	23	31	17
North Carolina	1,538	219	14.2%	93	45	64	17
North Dakota	100	10	10.0%	7	1	0	2
Ohio	1,230	157	12.8%	50	34	57	16
Oklahoma	652	98	15.0%	36	19	35	8
Oregon	508	74	14.6%	26	19	21	8
Pennsylvania	1,129	118	10.5%	49	18	42	9
Rhode Island	67	8	11.9%	3	2	1	2
South Carolina	1,064	141	13.3%	46	30	46	19
South Dakota	141	18	12.8%	8	1	8	1
Tennessee	1,217	188	15.4%	61	46	63	18
Texas	3,874	558	14.4%	207	114	166	71
Utah	276	41	14.9%	20	11	10	0
Vermont	62	9	14.5%	3	2	3	1
Virginia	850	91	10.7%	35	14	28	14
Washington	560	83	14.8%	28	19	20	16
West Virginia	267	28	10.5%	8	9	10	1
Wisconsin	614	72	11.7%	21	22	23	6
Wyoming	127	14	11.0%	6	2	5	1
U.S. Total	**38,824**	**5,037**	**13.0%**	**1,885**	**1,081**	**1,486**	**585**
Puerto Rico	242	26	10.7%	13	2	8	3

Source: FARS 2020 ARF

Important Safety Reminders

For Young Drivers:

- Always wear a seat belt and make sure all passengers do as well.
- Underage drinking is illegal. It is never safe to ride in a vehicle with someone who has been drinking or using drugs. Call a parent/guardian or other trusted adult if you need a ride.
- Speeding is against the law and unsafe for everyone.
- Put your phone and other electronic devices away and don't use them while driving.
- Understand the components of your State's graduated driver licensing (GDL) system and laws.
  - No speeding
  - No distractions
  - No extra passengers
  - No alcohol
  - No drugs
  - No driving during restricted hours, which are different from State to State
- Like anything else, a variety of practice improves your performance behind the wheel.
- Know what to do in the event of an emergency or a crash.
- Study the functions of your vehicle. Know what technologies are included and how they work.
- Do not be reliant on in-vehicle technologies. Be engaged in the task of driving and in control of your vehicle at all times.

For Parents/Guardians of Young Drivers:

- Your teen is in the driver seat, but you're in control.
- Create a parent/guardian/teen contract and talk about your expectations often.
- Establish the rules of the road. Share the rules. Enforce the rules.
  - Make sure your teen knows speeding is unacceptable.
  - Teens driving other teens can be a dangerous combination and is restricted in many States. Know the laws in your State and enforce them with your teen driver
  - Underage drinking is not only illegal for those under 21, it is dangerous for anyone to drive after drinking alcohol or to ride in a vehicle with a driver who has been drinking.
  - Driving while impaired by any substance, legal or illegal, prescribed or over-the-counter, can affect driving skills and abilities. Know the side-effects of any medication before getting behind the wheel.
- Know the risk factors associated with teen driving.
- Take an active role with your teen's driver education program and drive with them after they complete driver education.
- Know your State's GDLs and the consequences if your teen fails to abide by these laws.
- Be a good role model by displaying good driving habits.

For more information see www.nhtsa.gov/road-safety/teen-driving. Additional Teen Driver Safety Ads are available on www.trafficsafetymarketing.gov.

— NHTSA's Research and Program Development

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 public trafficway that results 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 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 number of young driver fatalities from the 2019 Final File was 1,616, which was updated from 1,603 from 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

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.

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.

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov 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-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.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Pedestrians
- Bicyclists and Other Cyclists
- Rural/Urban Comparison of Traffic Fatalities
- Children
- School-Transportation-Related Crashes
- Large Trucks
- Motorcycles
- Speeding
- State Alcohol-Impaired-Driving Estimates
- Occupant Protection in Passenger Vehicles
- State Traffic Data
- Older Population
- Summary of Motor Vehicle Crashes
- Passenger Vehicles

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/.

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