

Quick Facts 2020

General Statistics

Fatal Crashes	
2020	35,766
2019	33,487
2018	33,919

Source: FARS

Fatalities	
2020	38,824
2019	36,355
2018	36,835

Source: FARS

Police-Reported Crashes	
2020	5,250,837
2019	6,756,084
2018	6,734,681

Sources: FARS/CRSS†

People Injured	
2020	2,282,015
2019	2,740,141
2018	2,710,059

Sources: FARS/CRSS†

Fatality Rate per 100 Million VMT	
2020	1.34
2019	1.11
2018	1.14

Sources: FARS/FHWA

Fatality Rate per 100,000 Population	
2020	11.78
2019	11.07
2018	11.27

Sources: FARS/Census Bureau

Injury Rate per 100 Million VMT	
2020	79
2019	84
2018	84

Sources: FARS/CRSS†/FHWA

Injury Rate per 100,000 Population	
2020	693
2019	835
2018	829

Sources: FARS/CRSS†/Census Bureau

Occupant Fatality Rate per 100 Million Vehicle Miles Traveled by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2020	1.15	0.74	0.28	31.64
2019	0.90	0.65	0.30	25.62
2018	0.92	0.67	0.29	25.09

Sources: FARS/FHWA

Rural Versus Urban Fatalities*		
	Rural	Urban
2020	16,665 (43%)	21,650 (57%)
2019	16,288 (45%)	19,946 (55%)
2018	16,070 (44%)	20,661 (56%)

Source: FARS

*Percentage based on known land use.

Exposure Data

Vehicle Miles Traveled (Millions) by Vehicle Type

	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2020	1,167,293	1,401,452	302,141	17,632	2,903,622
2019	1,372,622	1,551,431	300,050	19,688	3,261,772
2018	1,403,760	1,493,323	304,864	20,076	3,240,327

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

Registered Vehicles by Vehicle Type

	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Total*
2020	124,893,768	149,947,352	13,479,382	8,317,363	297,644,334
2019	129,838,156	146,751,968	13,085,643	8,596,314	299,267,114
2018	132,837,515	141,312,896	13,233,910	8,659,741	297,036,214

Sources: Registered Passenger Cars and Light Trucks—Polk data from R.L. Polk & Co.; Registered Large Trucks and Motorcycles—FHWA; Total Registered—Polk data and FHWA.

*Total includes buses.



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Clock Facts

Fatalities per Day	
2020	106
2019	100
2018	101

Source: FARS

Alcohol-Impaired-Driving Fatalities per Day	
2020	32
2019	28
2018	29

Source: FARS

Pedestrian Fatalities per Day	
2020	18
2019	17
2018	17

Source: FARS

People Injured per Day	
2020	6,235
2019	7,507
2018	7,425

Sources: FARS/CRSS†

Pedestrians Injured per Day	
2020	150
2019	207
2018	206

Sources: FARS/CRSS†

Alcohol

Alcohol-Impaired-Driving Fatal Crashes	
2020	10,598
2019	9,269
2018	9,741

Source: FARS

Alcohol-Impaired-Driving Fatalities and Fatality Rate per 100 Million VMT		
	Fatalities	Fatality Rate
2020	11,654	0.40
2019	10,196	0.31
2018	10,710	0.33

Sources: FARS/FHWA

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 g/dL or Higher, by Vehicle Type				
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles
2020	23%	19%	3%	27%
2019	20%	19%	2%	28%
2018	22%	19%	3%	25%

Source: FARS

Percentage of Drivers Involved in Fatal Crashes Who Had BACs of .08 or Higher, by Age Group									
	15–20 Years	21–24 Years	25–34 Years	35–44 Years	45–54 Years	55–64 Years	65–74 Years	75+	Total
2020	17%	26%	26%	23%	19%	16%	12%	7%	20%
2019	15%	27%	25%	22%	18%	15%	10%	6%	19%
2018	15%	28%	26%	21%	19%	15%	10%	7%	20%

Source: FARS



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Occupant Protection

Nationwide Seat Belt Use Rate	
2020	90.3%
2019	90.7%
2018	89.6%

Source: NOPUS Research Note DOT HS 813 072

Child Restraint Use by Age Group				
	<1 Year	1–3 Years	4–7 Years	8–12 Years
2020*	--	--	--	--
2019	97.5%	94.3%	86.2%	87.2%
2018*	--	--	--	--

Source: NSUBS Report 2020 DOT HS 813 033 *Data Not Collected.

Percentage of Passenger Vehicle Occupant Fatalities Who Were Unrestrained*, by Age Group							
	<4 Years	4–7 Years	8–12 Years	13–14 Years	15–20 Years	21+	Total**
2020	52 (31%)	80 (43%)	79 (40%)	75 (57%)	1,325 (57%)	9,255 (51%)	10,893 (51%)
2019	44 (27%)	73 (41%)	90 (43%)	60 (55%)	1,055 (53%)	8,196 (46%)	9,523 (47%)
2018	50 (24%)	55 (32%)	89 (43%)	45 (51%)	1,121 (53%)	8,475 (47%)	9,845 (47%)

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

Children

Children (<15 Years Old) Fatalities by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2020	1,093	845	755	248
2019	1,064	805	740	259
2018	1,049	799	739	250

Source: FARS *Subset of Total Occupants.

Children (<15 Years Old) Injured by Person Type				
	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2020	139,042	127,474	124,127	11,569
2019	183,166	167,139	162,898	16,027
2018	189,645	174,860	171,815	14,784

Sources: FARS/CRSS† *Subset of Total Occupants.



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Older Population

Older Population (65+ Years Old) Fatalities by Person Type

	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2020	6,549	5,125	4,371	1,424
2019	7,261	5,703	4,943	1,558
2018	6,972	5,463	4,771	1,509

Source: FARS *Subset of Total Occupants.

Older Population (65+ Years Old) Injured by Person Type

	Total	Total Occupants	Passenger Vehicle Occupants*	Nonoccupants
2020	233,235	221,819	211,254	11,417
2019	286,398	272,051	261,329	14,347
2018	276,033	263,596	255,064	12,437

Sources: FARS/CRSS† *Subset of Total Occupants.

School Bus

Total School Bus Occupant Fatalities* (All Ages)

	School Bus	Special-Use School Bus
2020	2	1
2019	9	1
2018	10	4

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

Young School Bus Occupant Fatalities* (18 and Younger)

	School Bus	Special-Use School Bus
2020	1	0
2019	3	0
2018	5	0

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

Pedestrian Fatalities (18 and Younger) Struck by School Bus*

	School Bus	Special-Use School Bus
2020	2	0
2019	5	0
2018	2	0

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



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Motorcycles

Motorcyclist Fatalities	
2020	5,579
2019	5,044
2018	5,038

Source: FARS

Unhelmeted* Motorcyclist Fatalities	
2020	2,143 (40%)
2019	1,870 (38%)
2018	1,859 (38%)

Source: FARS

*Percentage where helmet use was known.

Motorcyclists Injured	
2020	82,528
2019	83,814
2018	81,859

Sources: FARS/CRSS†

Speeding

Speeding-Related Fatalities*	
2020	11,258 (29%)
2019	9,592 (26%)
2018	9,579 (26%)

Source: FARS *Percentage of Total Fatalities.

Large Trucks

Fatalities in Crashes Involving Large Trucks*	
2020	4,965
2019	5,032
2018	5,006

Source: FARS

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

People Injured in Crashes Involving Large Trucks*	
2020	146,930
2019	159,359
2018	151,170

Sources: FARS/CRSS†

Percentage of Fatalities in Crashes Involving Large Trucks by Person Type

	Truck Occupants	Occupants of Other Vehicles	Nonoccupants
2020	17%	71%	13%
2019	18%	71%	11%
2018	18%	71%	11%

Source: FARS



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Pedestrians

Pedestrian Fatalities	
2020	6,516
2019	6,272
2018	6,374

Source: FARS

Fatally Injured Pedestrians* Who Had BACs of .01 g/dL or Higher and BACs of .08 or Higher		
	BAC= .01+ g/dL	BAC= .08+ g/dL
2020	2,241 (36%)	1,952 (31%)
2019	2,252 (37%)	1,921 (32%)
2018	2,329 (38%)	2,025 (33%)

Source: FARS *Age 14 and older.

Pedestrians Injured	
2020	54,769
2019	75,650
2018	75,157

Sources: FARS/CRSS†

Pedalcyclists

Pedalcyclist Fatalities	
2020	938
2019	859
2018	871

Source: FARS

Pedalcyclists Injured	
2020	38,886
2019	49,057
2018	46,536

Sources: FARS/CRSS†

Leading Cause of Death

Motor vehicle traffic crashes are the leading cause of death for people 16 to 20 years old. For each individual age, MV traffic crashes were the leading cause of death for ages 6, 11, 18, 20, and 21 in 2020.

Sources: Centers for Disease Control and Prevention (2020), Leading Cause of Death, WISQARS; FARS

Economic and Comprehensive Costs to Society by Type of Crash 2010 Costs (in Billions)

Crash Type	Economic Cost	Comprehensive Cost*
All	\$242	\$836
Alcohol-Impaired	\$44	\$201
Speeding	\$52	\$203

Source: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812013.pdf>

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

†NHTSA's National Center for Statistics and Analysis (NCSA) Methodology Change for Estimating People Injured. NCSA has changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach is to combine people nonfatally injured from both FARS and CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from CRSS. The old approach was to extract people injured from only CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years. 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.



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