Traffic Safety Facts

2020 Data

July 2022

DOT HS 813 341

NHTSA

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

Older Population

For the purposes of this fact sheet, the term "older"—in relation to population, drivers, occupants, and nonoccupants—refers to people 65 and older.

Key Findings

- In 2020 there were 6,549 people 65 and older killed in traffic crashes in the United States, accounting for 17 percent of all traffic fatalities. From 2019 to 2020 there was a 10-percent decrease in the number of people 65 and older killed in traffic crashes.
- In 2020 there were 55.7 million people—17 percent of the total U.S. population—who were 65 and older.
- The older population fatality rates per 100,000 population in 2020 dropped to almost even with those under 65.
- Older female drivers accounted for 20 percent of all female driver fatalities in 2020, compared with 16 percent for the older-male-driver fatalities.
- Older drivers made up 21 percent of all licensed drivers in 2020 and 13 percent of drivers involved in fatal traffic crashes in 2020.
- Among the older population, the traffic fatality rate per 100,000 population in 2020 was highest for the 80-to-84 and 85-and-older age groups.
- In 2020 most traffic fatalities in crashes involving older drivers occurred during the daytime (72%), on weekdays (69%), and involved other vehicles (66%). These percentages are higher compared to all fatalities (46% during the daytime, 59% on weekdays, and 44% involving another vehicle).
- Among passenger vehicle occupants killed in crashes in 2020, when restraint use was known, those 65 and older were restrained 68 percent of the time, compared to 45 percent for those under 65.
- Seventy percent of older pedestrian fatalities in 2020 occurred at non-intersection locations, compared to 86 percent for those under 65.

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.

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.

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE
Washington, DC 20590

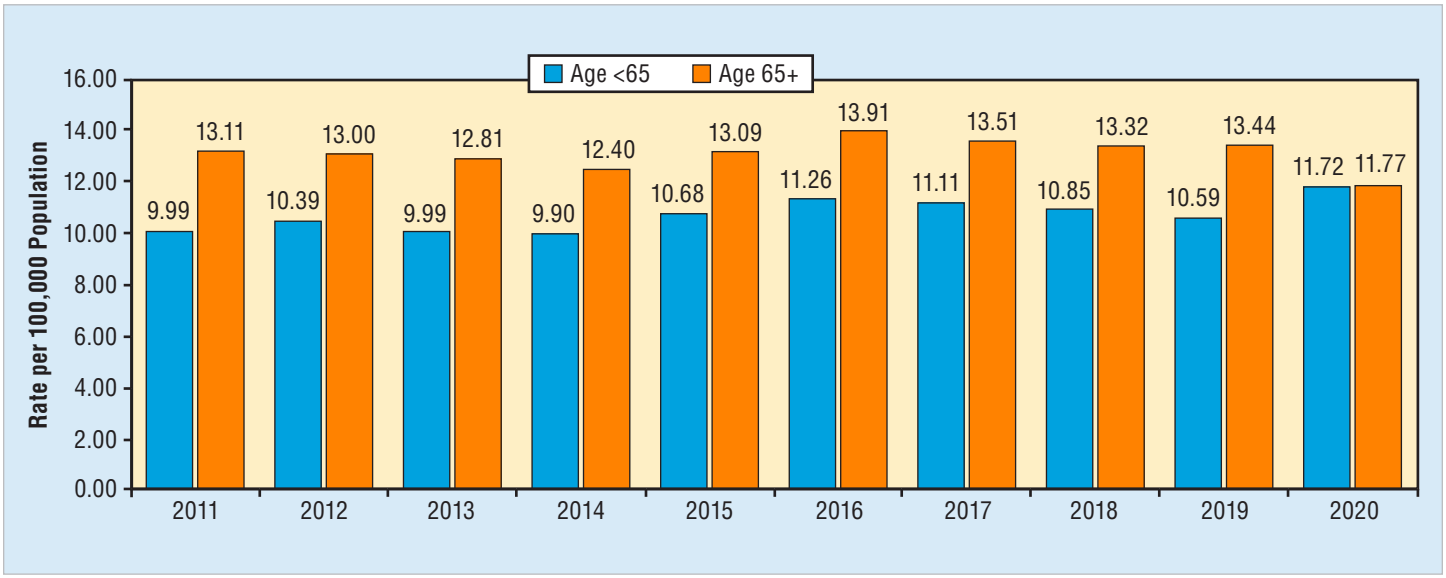
Overview

In 2020 there were 6,549 people 65 and older killed and an estimated 233,235 injured in motor vehicle traffic crashes. Older people made up 17 percent of all traffic fatalities and 10 percent of all people injured during the year. Compared to 2019 there was a 10-percent decrease in the number of fatalities and a 19-percent decrease in the number of those injured in the older age group.

In 2020 there were 55.7 million people—17 percent of the total U.S. population—who were 65 and older. From 2011 to 2020 the fatality rate per 100,000 population of older people declined, from 13.11 in 2011 to 11.77 in 2020 (the lowest on record). In this same period, the fatality rates of the population younger than 65 increased from 9.99 in 2011 to 11.72 in 2020. In 2019 the fatality rate of the older population was 27 percent higher than those under 65, but in 2020 the older population rates dropped to almost even with those under 65. Figure 1 shows motor vehicle traffic fatality rates according to these age groups.

Figure 1

Fatality Rates per 100,000 Population, by Age Group, 2011–2020



Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); Population – Census Bureau

Some notable changes among the 65-and-older age group from 2011 to 2020) are seen in Table 1.

- Total traffic fatalities among the 65-and-older population increased by 21 percent (increased for males by 35% and decreased for females by 1%).
- Fatalities of 65-and-older pedestrians increased by 40 percent overall (increased for males by 48% and for females by 24%).
- Fatalities of pedalcyclists 65 and older, though a relatively small number, almost doubled for men and more than tripled for women.

Table 1

Population and Involvement of Older Population in Fatal Crashes, by Sex, 2011 and 2020

	2011			2020			Percentage Change, 2011–2020	
	Total	Age 65+	Percentage of Total	Total	Age 65+	Percentage of Total	Total	Age 65+
Population								
Total	**311,583,481**	**41,350,891**	**13%**	**329,484,123**	**55,659,365**	**17%**	**6%**	**35%**
Male	153,212,980	17,926,985	12%	162,256,202	24,821,508	15%	6%	38%
Female	158,370,501	23,423,906	15%	167,227,921	30,837,857	18%	6%	32%
Drivers Involved in Fatal Crashes								
Total*	**43,840**	**5,488**	**13%**	**53,890**	**6,926**	**13%**	**23%**	**26%**
Male	31,918	3,782	12%	39,393	5,077	13%	23%	34%
Female	11,265	1,706	15%	13,033	1,843	14%	16%	8%
Total Traffic Fatalities								
Total*	**32,479**	**5,423**	**17%**	**38,824**	**6,549**	**17%**	**20%**	**21%**
Male	22,937	3,267	14%	28,033	4,398	16%	22%	35%
Female	9,534	2,156	23%	10,690	2,135	20%	12%	-1%
Driver Fatalities								
Total*	**20,815**	**3,408**	**16%**	**24,787**	**4,233**	**17%**	**19%**	**24%**
Male	15,912	2,316	15%	19,387	3,151	16%	22%	36%
Female	4,899	1,092	22%	5,374	1,077	20%	10%	-1%
Occupant Fatalities								
Total*	**27,140**	**4,430**	**16%**	**31,115**	**5,125**	**16%**	**15%**	**16%**
Male	19,108	2,619	14%	22,439	3,429	15%	17%	31%
Female	8,025	1,811	23%	8,638	1,690	20%	8%	-7%
Passenger Vehicle Occupant Fatalities								
Total*	**21,316**	**3,981**	**19%**	**23,824**	**4,371**	**18%**	**12%**	**10%**
Male	13,846	2,208	16%	15,863	2,721	17%	15%	23%
Female	7,463	1,773	24%	7,934	1,645	21%	6%	-7%
Motorcyclist Fatalities								
Total*	**4,630**	**302**	**7%**	**5,579**	**530**	**9%**	**20%**	**75%**
Male	4,201	286	7%	5,112	502	10%	22%	76%
Female	429	16	4%	460	27	6%	7%	69%
Pedestrian Fatalities								
Total*	**4,457**	**853**	**19%**	**6,516**	**1,190**	**18%**	**46%**	**40%**
Male	3,102	526	17%	4,595	778	17%	48%	48%
Female	1,354	327	24%	1,871	405	22%	38%	24%
Pedalcyclist Fatalities								
Total*	**682**	**90**	**13%**	**938**	**172**	**18%**	**38%**	**91%**
Male	583	82	14%	812	147	18%	39%	79%
Female	99	8	8%	117	25	21%	18%	213%

Sources: FARS 2011 Final File, 2020 ARF; Population – Census Bureau
Note: Use caution with reporting of percentages, as some are based on small fatality figures.
*Includes fatalities of unknown sex.

People 65 and older made up 17 percent of the population in 2020, as seen in Table 1.

- Fifteen percent of the male population was 65 and older, compared to 18 percent of females.
- From 2011 to 2020 the number of older people in the United States increased by 35 percent (males by 38% and females by 32%), while the total population increased by 6 percent.
- A larger percentage of the population was in this older age group (17% in 2020) than a decade before (13% in 2011).

The percentages of females 65 and older is larger than that of males when looking at all categories in Table 1 except for motorcyclist fatalities. While the numbers and percentages themselves have changed, the pattern of females having the higher percentages than males for this age group is the same as a decade ago.

Age

Figure 2 shows the motor vehicle fatality rates for those 64 and younger and a breakdown of those 65 and older by smaller segments. In 2020 among the older population, the fatality rate for the 80-to-84 and 85+ age group was 13.64 per 100,000 population, which was higher than all other age groups, followed by 12.28 for the 75-to-79 age group. The fatality rate for the 85+ age group declined by 17 percent from 16.46 in 2011 to 13.64 in 2020. From 2019 to 2020 the fatality rate for the 80-to-84 age group had the largest decrease at 21 percent. This was followed by the 85+ age group with an 18-percent decrease, and the 75-to-79 age group with a 15-percent decrease.

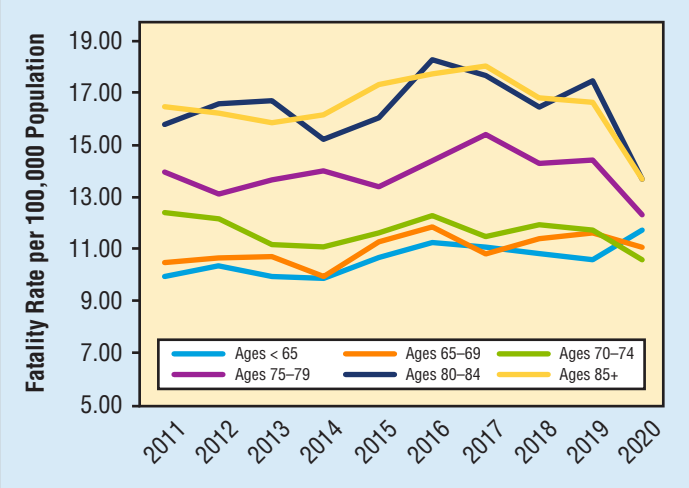
Drivers

There were 47.7 million licensed older drivers in 2020—a 38-percent increase from 10 years earlier (2011). In contrast, the total number of licensed drivers in the United States increased by 8 percent from 2011 to 2020. Older drivers made up 21 percent of all licensed drivers in 2020, compared to 16 percent in 2011.

As shown in Table 2, among the age groups displayed of drivers of legal drinking age (21 and older) in fatal crashes in 2020, older drivers had lower percentages (10%) of drivers with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, compared to those from the 21-to-64 group (22%). Drivers and motorcycle riders are considered to be alcohol-impaired when their BACs are .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.

Figure 2

Fatality Rate per 100,000 Population, by Age Group, 2011–2020



Sources: FARS 2011–2019 Final File, 2020 ARF; Population – Census Bureau

Table 2

Drivers of Legal Drinking Age Involved in Fatal Crashes, by Age Group and Their BACs, 2020

Age Group	Drivers Involved in Fatal Crashes						
	Total	No Alcohol (BAC=.00 g/dL)		BAC=.01–.07 g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
		Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
21–64	40,738	30,090	74%	1,593	4%	9,055	22%
65+	6,926	6,065	88%	166	2%	695	10%
65–69	2,350	1,969	84%	65	3%	317	13%
70–74	1,766	1,533	87%	54	3%	180	10%
75–79	1,246	1,131	91%	18	1%	97	8%
80–84	824	753	91%	17	2%	54	7%
85+	740	679	92%	13	2%	48	7%
Total*	**47,664**	**36,155**	**76%**	**1,759**	**4%**	**9,751**	**20%**

Source: FARS 2020 ARF
*Excludes drivers of unknown age.

When compared to younger drivers, older drivers are more frequently killed in crashes where the initial impact point is on the left side (16% versus 10%) or the right side (9% versus 7%). For older drivers killed in motor vehicle crashes, non-collision crashes were less common than they were for younger drivers who were killed. Table 3 shows initial impact point by age group for drivers killed.

Table 3
Percentage of Drivers Killed, by Initial Impact Point and Age Group, 2020

	Age Group					
	15–64		65+		Total*	
Initial Impact Point	Number	Percent	Number	Percent	Number	Percent
Front	12,354	60%	2,495	59%	14,898	60%
Left Side	2,097	10%	668	16%	2,772	11%
Right Side	1,443	7%	387	9%	1,838	7%
Rear	875	4%	212	5%	1,091	4%
Top	45	0%	3	0%	48	0%
Undercarriage	171	1%	27	1%	198	1%
Non-Collision	2,151	11%	288	7%	2,460	10%
Total*	**20,453**	**100%**	**4,233**	**100%**	**24,787**	**100%**

Source: FARS 2020 ARF
*Includes drivers with unknown initial impact point and other or unknown age.

Table 4 shows the numbers of drivers killed in traffic crashes on rural roadways versus urban roadways. In 2020 more older drivers were killed on rural roadways than on urban roadways (53% versus 46%). This is the opposite for younger drivers where more were killed on urban roadways than on rural roadways (51% versus 48%).

Table 4
Drivers Killed in Traffic Crashes, by Age Group and Land Use, 2020

	Rural			Urban			Total*		
Age Group	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
15–64	9,856	81%	48%	10,369	84%	51%	20,453	83%	100%
65+	2,230	18%	53%	1,929	16%	46%	4,233	17%	100%
Total*	**12,135**	**100%**	**49%**	**12,347**	**100%**	**50%**	**24,787**	**100%**	**100%**

Source: FARS 2020 ARF
*Includes drivers with unknown land use and other or unknown age.

Table 5 presents total fatalities in crashes involving older drivers over the 10-year period by the person type. From 2011 to 2020 there were 26 percent more people killed in crashes involving older drivers, from 5,636 in 2011 to 7,110 in 2020. In 2020 there was a 9-percent decrease in the number of people killed in these crashes compared to 2019, which is the first decrease since 2014.

Table 5
Fatalities in Crashes Involving Older Drivers, by Person Type, 2011–2020

		Passengers of Older Drivers by Age				
Year	Older Drivers	<65	65+	Occupants of Other Vehicles	Nonoccupants	Total*
2011	3,409	12	723	984	508	5,636
2012	3,471	18	793	1,044	612	5,940
2013	3,601	18	748	1,107	583	6,057
2014	3,564	9	740	1,128	610	6,052
2015	3,891	29	803	1,259	686	6,668
2016	4,242	13	931	1,418	738	7,342
2017	4,272	15	895	1,480	769	7,431
2018	4,316	18	876	1,475	802	7,488
2019	4,483	29	940	1,456	871	7,779
2020	4,235	21	706	1,423	725	7,110

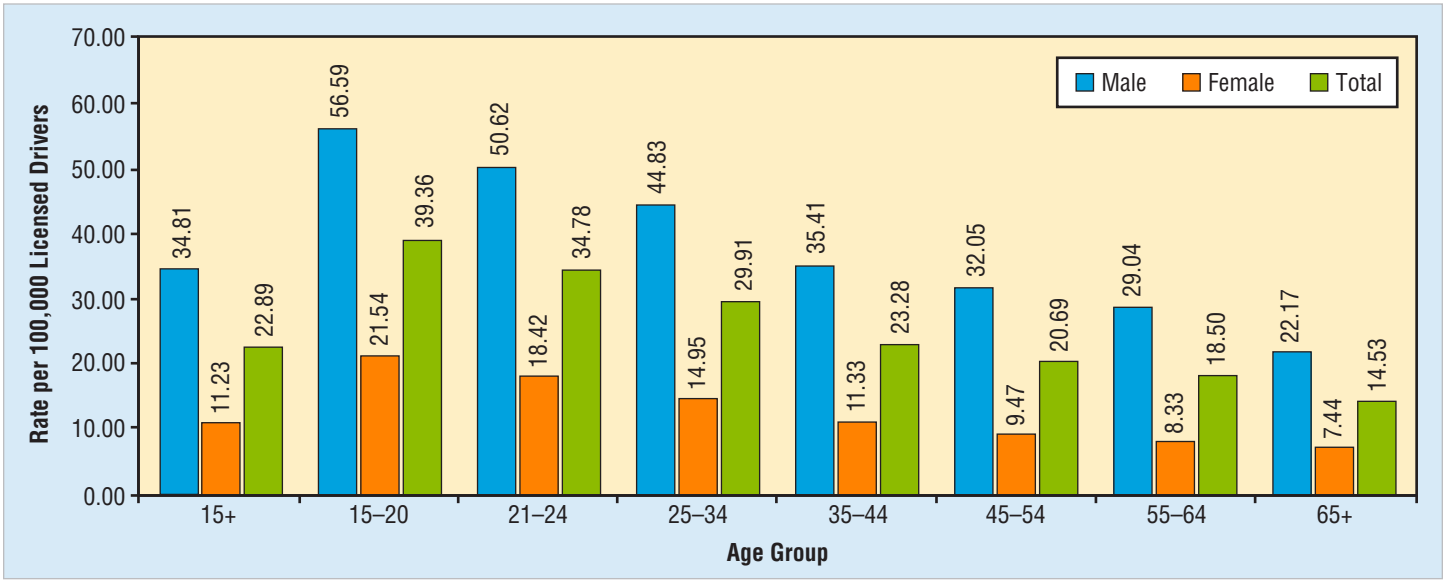
Source: FARS 2011–2019 Final File, 2020 ARF
*Includes passenger fatalities of unknown age.

Most traffic fatalities in crashes involving older drivers in 2020 occurred during the daytime (72%), occurred on weekdays (69%), and involved more than one vehicle (66%). These percentages differ from those for all fatalities in 2020: 46 percent occurred in the daytime; 59 percent occurred on the weekdays; and 44 percent involved other vehicles.

Among drivers involved in fatal crashes in 2020, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (14.53) than any other age group. The involvement rate for older male drivers in 2020 was 22.17 per 100,000 older licensed drivers, and the involvement rate for older female drivers was 7.44 per 100,000 older licensed drivers, as seen in Figure 3.

Figure 3

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

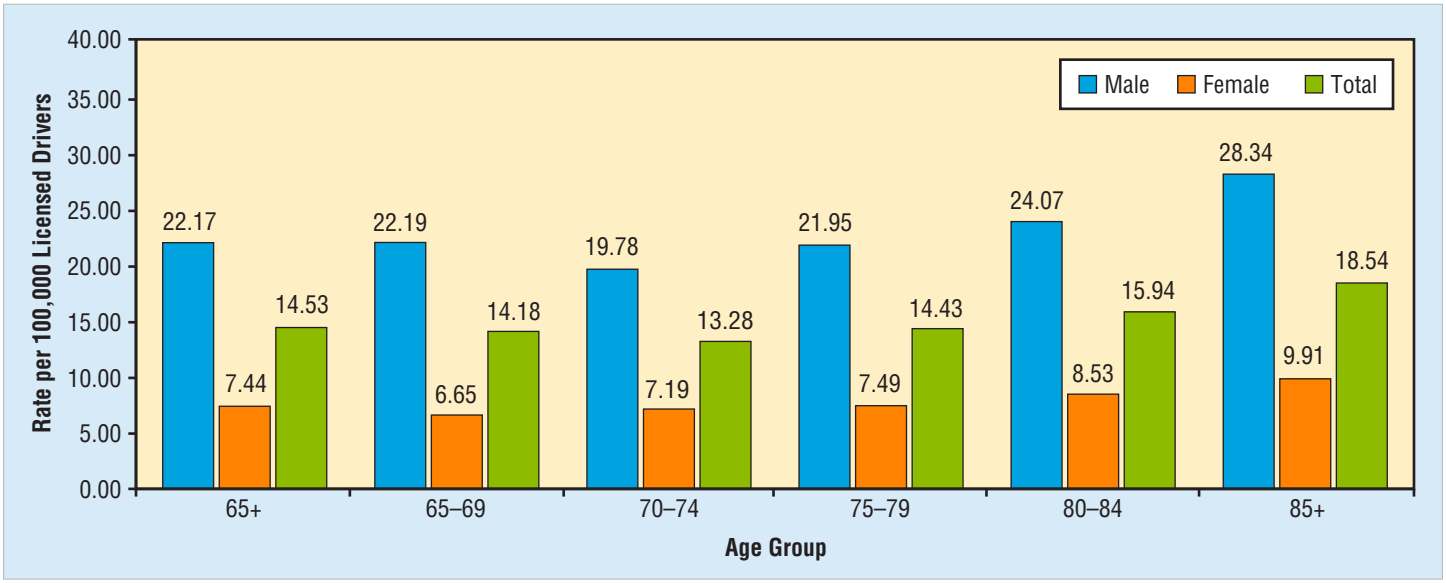


Sources: FARS 2020 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

While Figure 3 looked at the involvement rate for older drivers compared to other age groups in 2020, Figure 4 compares the involvement rates for age groups within the population of drivers 65 and older, by sex. Driver involvement rates, in fatal crashes, per 100,000 licensed drivers among both older male (28.34) and female (9.91) drivers was highest in the 85-and-older age group in 2020.

Figure 4

Involvement Rates per 100,000 Licensed Drivers for Older Drivers in Fatal Crashes, by Age Group and Sex, 2020



Sources: FARS 2020 ARF; Licensed Drivers – FHWA

Restraint Use

Among passenger vehicle occupants killed in 2020, when restraint use was known, those 65 and older were restrained 68 percent of the time, compared to 45 percent for those under 65. For those who survived fatal crashes in 2020, when restraint use was known, passenger vehicle occupants 65 and older were restrained 94 percent of the time, while those 64 and younger were restrained 83 percent of the time.

Females tend to be restrained more often than males, and this holds true for both younger and older passenger vehicle occupants. In 2020 male passenger vehicle occupants 65 and over who were killed in traffic crashes, when restraint use was known, were restrained 62 percent of the time, compared to 41 percent for those under 65. For female passenger vehicle occupants killed in 2020, when restraint use was known, those 65 and older were restrained 78 percent of the time, compared to those under 65 who were restrained 51 percent of the time. Although the restraint percentages were much higher for those who survived fatal crashes, the same pattern held true.

Restraint use tends to be higher during the daytime. Passenger vehicle occupants 65 and older who were killed in traffic crashes, when restraint use was known, were restrained 70 percent of the time during the day, compared to 51 percent for those under 65. At night, passenger vehicle occupants 65 and older who were killed, when restraint use was known, were restrained 63 percent of the time, while those under 65 were restrained 40 percent of the time. Again, the pattern is similar for those who survived fatal crashes.

Table 6

Passenger Vehicle Occupants, by Survival Status, Age Group, Restraint Use, Sex, and Time of Day, 2020

	Passenger Vehicle Occupants Killed					Passenger Vehicle Occupants Who Survived				
	Age <65	Age 65+	Total*	Percent Restrained Based on Known Use		Age <65	Age 65+	Total*	Percent Restrained Based on Known Use	
				Age <65	Age 65+				Age <65	Age 65+
Total	19,389	4,371	23,824			34,274	3,186	38,419		
Restraint Used	7,689	2,773	10,483	45%	68%	25,924	2,845	29,018	83%	94%
Restraint Not Used	9,559	1,307	10,893	55%	32%	5,223	183	5,488	17%	6%
Sex										
Male	13,097	2,721	15,863			20,799	1,845	22,883		
Restraint Used	4,787	1,562	6,365	41%	62%	15,220	1,608	16,934	81%	93%
Restraint Not Used	6,794	966	7,777	59%	38%	3,502	122	3,666	19%	7%
Female	6,274	1,645	7,934			13,421	1,338	14,928		
Restraint Used	2,898	1,207	4,110	51%	78%	10,669	1,234	12,008	86%	95%
Restraint Not Used	2,757	340	3,106	49%	22%	1,717	61	1,788	14%	5%
Time of Day										
Daytime	8,492	3,271	11,787			15,710	2,179	18,246		
Restraint Used	3,958	2,145	6,113	51%	70%	12,407	1,949	14,464	85%	94%
Restraint Not Used	3,814	919	4,740	49%	30%	2,170	134	2,334	15%	6%
Nighttime	10,732	1,075	11,846			18,496	1,000	20,095		
Restraint Used	3,688	620	4,319	40%	63%	13,485	892	14,517	82%	95%
Restraint Not Used	5,643	372	6,034	60%	38%	3,032	47	3,131	18%	5%

Source: FARS 2020 ARF
*Includes occupants of unknown age.

Pedestrians

For older people, the proportion of pedestrian fatalities in 2020 that occurred at non-intersection locations (70%) was much lower than for pedestrians under 65 (86%). Among all pedestrians killed in traffic crashes, older pedestrians (65+) had a lower percentage (15%) with BACs of .08 g/dL or higher as compared to pedestrians under the age of 65 (34%), as seen in Table 7.

Table 7
Pedestrian Fatalities, by Age Group and Their BACs, 2020

	Pedestrian Fatalities						
		No Alcohol (BAC=.00 g/dL)		BAC=.01–.07 g/dL		BAC=.08+ g/dL	
Age Group	Total	Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
Under 65	5,245	3,218	61%	253	5%	1,774	34%
65+	1,190	975	82%	36	3%	179	15%
65–69	423	312	74%	15	4%	96	23%
70–74	286	234	82%	7	3%	45	16%
75–79	199	174	88%	7	4%	17	9%
80–84	144	130	90%	3	2%	11	8%
85+	138	124	90%	4	3%	10	7%
Total*	**6,516**	**4,241**	**65%**	**295**	**5%**	**1,981**	**30%**

Source: FARS 2020 ARF
*Includes pedestrians of unknown age.

State

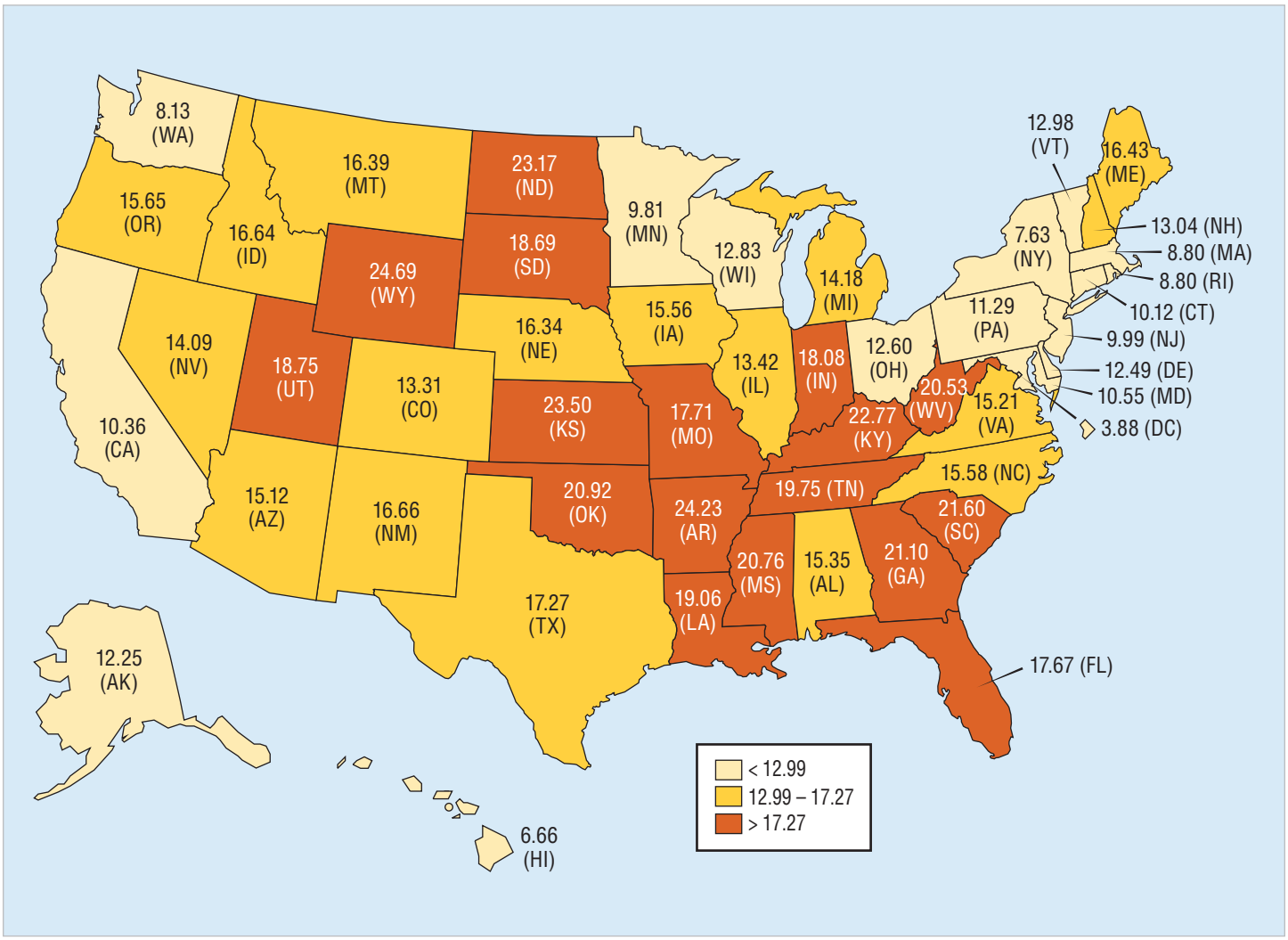
Figure 5 looks at a U.S. map of older drivers involved in 2020 fatal crashes per 100,000 licensed drivers. Table 8 show 2020 drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate.

Florida had the largest number of older drivers involved in fatal crashes at 674, compared to the District of Columbia with 3 older drivers involved in a fatal crash. The District of Columbia had the lowest percentage of older drivers involved in fatal crashes with 6.1 percent, followed by California with 9.2 percent. New Hampshire had the largest percentage with 22.3 percent.

Nationally, the licensed driver involvement rate per 100,000 licensed drivers for older drivers (65 and older) was 14.53 in 2020. Looking at the rate of drivers involved in fatal crashes per 100,000 licensed drivers in 2020, the District of Columbia was lowest with 3.88, followed by Hawaii with a rate of 6.66. Wyoming had the highest driver involvement rate for those 65 and older (24.69), followed by Arkansas with a rate of 24.23.

Figure 5

Older Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Crashes, by State, 2020



Sources: FARS 2020 ARF; Licensed Drivers – FHWA
Note: 2020 licensed driver data for Puerto Rico is not available.

The previous section looked at drivers involved in fatal crashes. Table 9 shows fatalities in traffic crashes by State and age group in 2020. Also included in Table 9 is Puerto Rico, which is not included in the overall U.S. total.

The State with the highest number of fatalities of people 65 and older was Florida with 625 fatalities in 2020, compared to the District of Columbia with the fewest, 3. The District of Columbia had the lowest percentage of fatalities of those 65 and older (8.3%), while Rhode Island had the highest (28.4%), followed by New Hampshire with 26.0 percent.

Looking at the fatality rate by population for those 65 and older, District of Columbia was lowest with 3.34 fatalities per 100,000 population in that age group, followed by Hawaii with a rate of 5.82 in 2020. Wyoming had the highest rate with 24.09 per 100,000 population, followed by Mississippi with 20.20 in 2020. The national rate in 2020 was 11.77 per 100,000 population for those 65 and older.

Table 8

Drivers Involved in Fatal Crashes, by State and Age Group, 2020

State	Total Drivers Involved*	Age Group						Age 65+		
		<65	65–69	70–74	75–79	80–84	85+	Total 65+	Percentage of Total	Involvement Rate†
Alabama	1,297	1,123	59	34	18	21	14	146	11.3%	15.35
Alaska	80	67	6	2	1	1	1	11	13.8%	12.25
Arizona	1,463	1,177	71	37	36	21	15	180	12.3%	15.12
Arkansas	843	705	39	31	26	13	10	119	14.1%	24.23
California	5,217	4,493	185	143	55	53	45	481	9.2%	10.36
Colorado	878	743	47	28	15	13	11	114	13.0%	13.31
Connecticut	414	344	16	12	10	9	8	55	13.3%	10.12
Delaware	154	129	6	4	7	4	4	25	16.2%	12.49
District of Columbia	49	46	1	1	0	1	0	3	6.1%	3.88
Florida	4,817	3,984	228	153	133	83	77	674	14.0%	17.67
Georgia	2,365	2,012	100	72	61	45	21	299	12.6%	21.10
Hawaii	114	97	5	4	2	1	2	14	12.3%	6.66
Idaho	299	252	19	12	8	4	4	47	15.7%	16.64
Illinois	1,666	1,358	83	56	48	19	24	230	13.8%	13.42
Indiana	1,252	1,034	63	49	26	22	11	171	13.7%	18.08
Iowa	466	386	29	19	13	10	6	77	16.5%	15.56
Kansas	574	460	30	22	23	14	14	103	17.9%	23.50
Kentucky	1,070	897	40	43	33	18	13	147	13.7%	22.77
Louisiana	1,118	938	52	33	29	19	19	152	13.6%	19.06
Maine	216	172	18	8	5	9	4	44	20.4%	16.43
Maryland	814	697	24	31	15	11	8	89	10.9%	10.55
Massachusetts	482	389	26	23	12	11	17	89	18.5%	8.80
Michigan	1,555	1,292	67	46	50	24	34	221	14.2%	14.18
Minnesota	544	464	27	16	15	10	8	76	14.0%	9.81
Mississippi	966	849	48	19	14	9	8	98	10.1%	20.76
Missouri	1,355	1,163	54	41	33	17	20	165	12.2%	17.71
Montana	242	208	14	7	5	6	1	33	13.6%	16.39
Nebraska	332	279	20	12	6	5	8	51	15.4%	16.34
Nevada	447	375	16	21	13	3	5	58	13.0%	14.09
New Hampshire	148	115	8	10	8	3	4	33	22.3%	13.04
New Jersey	812	652	45	30	20	17	18	130	16.0%	9.99
New Mexico	537	455	21	11	11	6	7	56	10.4%	16.66
New York	1,429	1,194	59	55	39	24	22	199	13.9%	7.63
North Carolina	2,149	1,853	83	64	49	34	28	258	12.0%	15.58
North Dakota	135	110	7	8	4	4	2	25	18.5%	23.17
Ohio	1,758	1,474	76	68	36	21	30	231	13.1%	12.60
Oklahoma	911	780	42	34	20	14	7	117	12.8%	20.92
Oregon	688	548	38	30	14	9	19	110	16.0%	15.65
Pennsylvania	1,579	1,304	69	54	49	29	38	239	15.1%	11.29
Rhode Island	91	74	3	4	3	2	2	14	15.4%	8.80
South Carolina	1,430	1,223	57	54	33	25	19	188	13.1%	21.60
South Dakota	189	159	9	8	7	3	2	29	15.3%	18.69
Tennessee	1,719	1,443	66	48	43	28	24	209	12.2%	19.75
Texas	5,393	4,658	208	143	104	51	40	546	10.1%	17.27
Utah	397	332	21	20	8	12	3	64	16.1%	18.75
Vermont	79	63	3	6	3	1	2	15	19.0%	12.98
Virginia	1,202	993	51	57	28	23	25	184	15.3%	15.21
Washington	791	682	26	24	23	11	10	94	11.9%	8.13
West Virginia	370	301	17	19	11	9	9	65	17.6%	20.53
Wisconsin	821	693	43	33	18	19	11	124	15.1%	12.83
Wyoming	173	148	5	7	3	3	6	24	13.9%	24.69
U.S. Total	**53,890**	**45,387**	**2,350**	**1,766**	**1,246**	**824**	**740**	**6,926**	**12.9%**	**14.53**
Puerto Rico	319	258	12	7	10	5	4	38	11.9%	N/A

Sources: FARS 2020 ARF; Licensed Drivers – FHWA
Note: Licensed driver data for Puerto Rico not available.
*Includes drivers of unknown age.
†Per 100,000 Licensed Drivers.

Table 9

Fatalities in Traffic Crashes, by State and Age Group, 2020

State	Total Fatalities*	Age Group						Age 65+		
		<65	65–69	70–74	75–79	80–84	85+	Total 65+	Percentage of Total	Fatality Rate†
Alabama	934	793	49	30	21	22	16	138	14.8%	15.79
Alaska	64	53	6	2	1	2	0	11	17.2%	11.47
Arizona	1,054	864	56	43	35	28	18	180	17.1%	13.10
Arkansas	638	537	35	24	19	12	10	100	15.7%	18.65
California	3,847	3,305	195	122	75	74	70	536	13.9%	8.97
Colorado	622	531	34	23	11	10	13	91	14.6%	10.38
Connecticut	295	245	15	8	7	9	9	48	16.3%	7.43
Delaware	116	86	10	6	6	4	4	30	25.9%	15.18
District of Columbia	36	33	0	1	1	1	0	3	8.3%	3.34
Florida	3,331	2,669	167	142	138	80	98	625	18.8%	13.48
Georgia	1,664	1,365	82	61	61	44	25	273	16.4%	17.34
Hawaii	85	69	4	4	2	2	4	16	18.8%	5.82
Idaho	214	181	13	6	6	3	5	33	15.4%	10.78
Illinois	1,194	962	70	43	45	27	31	216	18.1%	10.34
Indiana	897	730	44	38	31	23	12	148	16.5%	13.27
Iowa	337	274	19	13	12	10	8	62	18.4%	10.95
Kansas	426	330	23	21	18	13	20	95	22.3%	19.45
Kentucky	780	641	36	36	28	21	17	138	17.7%	17.90
Louisiana	828	702	42	28	25	10	20	125	15.1%	16.37
Maine	164	129	14	6	4	7	4	35	21.3%	11.91
Maryland	567	481	13	31	18	9	15	86	15.2%	8.71
Massachusetts	343	260	27	19	7	11	18	82	23.9%	6.84
Michigan	1,084	856	56	54	51	25	42	228	21.0%	12.58
Minnesota	394	323	22	13	13	13	9	70	17.8%	7.38
Mississippi	752	643	49	21	11	11	9	101	13.4%	20.20
Missouri	987	806	50	43	34	27	25	179	18.1%	16.43
Montana	213	180	10	8	7	6	1	32	15.0%	15.00
Nebraska	233	187	19	9	7	3	8	46	19.7%	14.40
Nevada	317	258	13	20	13	4	5	55	17.4%	10.59
New Hampshire	104	77	4	8	6	5	4	27	26.0%	10.26
New Jersey	584	465	25	27	26	21	19	118	20.2%	7.81
New Mexico	398	341	18	8	12	8	11	57	14.3%	14.62
New York	1,046	827	61	46	50	29	28	214	20.5%	6.35
North Carolina	1,538	1,300	64	54	47	32	37	234	15.2%	12.90
North Dakota	100	81	4	5	5	2	3	19	19.0%	15.43
Ohio	1,230	1,010	60	59	33	30	37	219	17.8%	10.44
Oklahoma	652	555	29	30	20	11	7	97	14.9%	14.85
Oregon	508	403	35	24	16	11	19	105	20.7%	13.30
Pennsylvania	1,129	907	50	43	44	39	46	222	19.7%	9.07
Rhode Island	67	48	4	4	5	2	4	19	28.4%	9.87
South Carolina	1,064	898	44	47	31	22	22	166	15.6%	17.00
South Dakota	141	113	11	8	4	3	2	28	19.9%	17.81
Tennessee	1,217	1,025	48	50	40	27	27	192	15.8%	16.26
Texas	3,874	3,327	201	134	98	55	46	534	13.8%	13.79
Utah	276	214	17	16	11	11	7	62	22.5%	16.25
Vermont	62	47	3	9	0	1	2	15	24.2%	11.66
Virginia	850	686	43	45	25	23	25	161	18.9%	11.49
Washington	560	465	24	20	19	12	16	91	16.3%	7.29
West Virginia	267	212	13	16	10	8	8	55	20.6%	14.72
Wisconsin	614	507	41	21	12	16	17	107	17.4%	10.21
Wyoming	127	102	7	5	5	3	5	25	19.7%	24.09
U.S. Total	**38,824**	**32,103**	**1,979**	**1,554**	**1,226**	**882**	**908**	**6,549**	**16.9%**	**11.77**
Puerto Rico	242	180	20	8	12	6	5	51	21.1%	7.32

Sources: FARS 2020 ARF; Population – Census Bureau
*Includes fatalities of unknown age.
†Per 100,000 Population.

Important Safety Reminders

For Older Drivers:

- Age-related changes may undermine your driving ability. Understanding how changes that are a part of normal aging, as well as any medical conditions you have, affect your driving allows you to make informed decisions about continuing to drive. By accurately assessing these changes, you may be able to adjust your driving habits to remain safe on the road or choose other kinds of transportation.
- Stay safe while driving by adjusting your seat and mirrors properly, knowing how to use your vehicle's driver assistance features, and making sure your vehicle is properly maintained.
- Explore how to adapt a vehicle to meet your specific needs.

For Friends and Family Members:

Talking with an older person about their driving is often difficult. Most of us delay that talk until we believe that the person's driving has become dangerous. Such conversations can be awkward for everyone involved, but there are ways to make the conversations more productive. If you decide to initiate a conversation with an older adult about their ability to drive safely, consider taking these three steps:

- Collect information. Note specific concerns about the person's driving, and about their ability to carry out routine non-driving tasks such as cooking or yard work, as changes in the ability to do such tasks may indicate declines that affect driving as well.
- Develop a plan to (a) convey your concerns to the driver, (b) assist the driver to identify strategies to avoid unmanageable driving contexts, and (c) show them how to access and use alternative transportation options to maintain their mobility without driving.
- Follow through on the plan.

For more details and additional information, visit www.nhtsa.gov/road-safety/older-drivers.

— 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 fatalities aged 65 years or older from the 2019 Final File was 7,261, which was updated from 7,214 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.

The suggested APA format citation for this document is:

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

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