

TRAFFIC SAFETY FACTS Besearch Note

October 2020

Preview of Motor Vehicle Traffic Fatalities In 2019

Results from the 2019 Fatality Analysis Reporting System (FARS) show that the number of motor vehicle traffic fatalities in the United States declined from 2018. This is the third consecutive year in which traffic fatalities have declined after reaching a recent high of 37,806 in 2016. The estimated vehicle miles traveled (VMT) in 2019 is based on June 2020 traffic volume trends (TVT) from the Federal Highway Administration (FHWA).¹ With an expected increase in volume of 28.8 billion VMT in 2019 (a 0.9% increase from 2018), the estimated fatality rate per 100 million VMT in 2019 is 1.10 (Figure 1). This fatality rate declined by 3.5 percent from 1.14 in 2018. Results in Table 1 show a general decline in traffic fatalities by person type, except for SUV occupants (+3.4%), light-truck occupants (+0.2%), and large-truck² occupants (+0.2%). All data comparisons are based on the updated FARS 2018 Final File and the 2019 Annual Report File (ARF). These FARS files and alcohol files will be released later this fall.

Table 1

Traffic Fatalities, by Person Type, 2018-2019

| Description | 2018 | 2019 | Change | Percentage Change -2.0% | | | | | | |
|---------------------------------|-------------|------------------|--------|----------------------------|--|--|--|--|--|--|
| Total Fatalities | 36,835 | 36,096 | -739 | | | | | | | |
| Occupant Fatalities | | | | | | | | | | |
| Total Occupant Fatalities* | 24,332 | 24,332 23,744 | | -2.4% | | | | | | |
| Passenger Vehicles | 22,845 | 22,215 | -630 | -2.8% | | | | | | |
| Passenger Cars | 12,888 | 12,239 | -649 | -5.0% | | | | | | |
| Light Trucks** | 9,957 | 9,976 | +19 | +0.2% | | | | | | |
| —SUVs | 4,554 4,709 | | +155 | +3.4% | | | | | | |
| —Pickups | 4,267 | 4,194 | -73 | -1.7% | | | | | | |
| —Vans | 1,081 | 1,017 | -64 | -5.9% | | | | | | |
| Large Trucks | 890 | 892 | +2 | +0.2% | | | | | | |
| | Motorcy | clist Fatalities | | · | | | | | | |
| Motorcyclists | 5,038 | 5,014 | -24 | -0.5% | | | | | | |
| Nonoccupant Fatalities | | | | | | | | | | |
| Total Nonoccupant Fatalities*** | 7,465 | 7,338 | -127 | -1.7% | | | | | | |
| Pedestrians | 6,374 | 6,205 | -169 | -2.7% | | | | | | |
| Pedalcyclists | 871 | 846 | -25 | -2.9% | | | | | | |

Source: FARS 2018 Final File, 2019 ARF

*Includes occupant fatalities in buses and other/unknown vehicle types.

**Includes occupant fatalities in other/unknown light-truck vehicle types.

***Includes other/unknown nonoccupant fatalities.

¹ VMT will be updated when FHWA releases the 2019 Annual Highway Statistics later this year.

² Large trucks include both commercial and non-commercial trucks over 10,000 pounds.

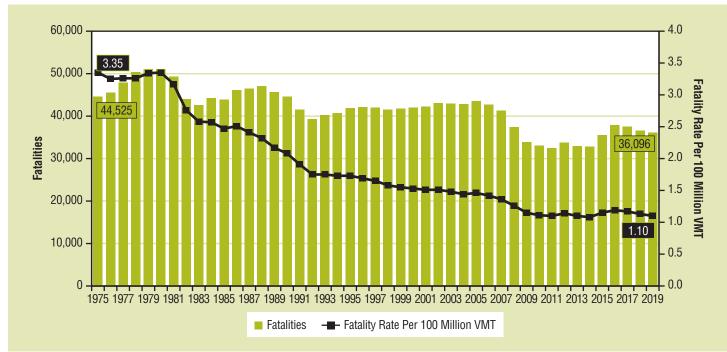


Figure 1 Fatalities and Fatality Rate per 100 Million VMT, 1975-2019

Sources: FARS 1975-2018 Final File, 2019 ARF; 1975-2018 VMT - FHWA's Annual Highway Statistics; 2019 VMT - FHWA's June 2020 TVT

Table 2 presents a summary of changes in traffic fatalities by crash characteristics from 2018 to 2019. Of these characteristics, the only increases were found in intersection fatalities (by 0.3%) and rural fatalities (by 0.1%). Urban fatalities declined by 4.0 percent, roadway departure fatalities declined by 3.7 percent, and speedingrelated fatalities also declined by 1.1 percent.

Table 2

Traffic Fatalities, by Crash Characteristics, 2018-2019

| Description | 2018 | 2019 | Change | Percentage Change | | | | | | |
|--|--------------------|-----------------------|--------|-------------------|--|--|--|--|--|--|
| Fatalities by Land Use* | | | | | | | | | | |
| Rural Fatalities | 16,323 | 16,340 | +17 | +0.1% | | | | | | |
| Urban Fatalities | 20,408 | 19,595 | -813 | -4.0% | | | | | | |
| Fatalities in Large-Truck Crashes | | | | | | | | | | |
| Large-Truck Crash Fatalities | 5,006 | 5,006 5,005 | | -0.0% | | | | | | |
| | Fatalities in Spec | eding-Related Crashes | | | | | | | | |
| Speeding-Related Fatalities | 9,579 | 9,579 9,478 | | -1.1% | | | | | | |
| Fatalities in Intersection** Crashes | | | | | | | | | | |
| Intersection Fatalities | 10,148 10,180 | | +32 | +0.3% | | | | | | |
| Fatalities in Roadway Departure*** Crashes | | | | | | | | | | |
| Roadway Departure Fatalities | 18,632 | 17,939 | -693 | -3.7% | | | | | | |

Source: FARS 2018 Final File, 2019 ARF

*Land use was unknown for 104 fatalities in 2018 and 161 fatalities in 2019.

**Intersection as defined by FHWA: Intersection or intersection-related; driveway access or driveway-access-related.

***Roadway departure as defined by FHWA: A crash in which a vehicle crosses an edge line, a centerline, or leaves the traveled way.

Table 3 presents the number of passenger vehicle occupant fatalities by restraint use from 2018 to 2019. Passenger vehicles include passenger cars and light trucks. Based on known restraint use, the percentage of unrestrained passenger vehicle occupant fatalities stayed the same at 47 percent in both years, even though the number of fatalities by restraint use declined from 2018 to 2019.

Table 3Passenger Vehicle Occupant Fatalities, by Restraint Use, 2018-2019

| | | Restraint Use | | | | | | tal | | | |
|------|--------|---------------|------------------------------|---------|--------|--|--|---------|--------------------|----------------------|--|
| Year | Restr | ained | d Unrestrained Unknown Total | | lai | Percent Restrained Based on Known Use | Percent Unrestrained Based on Known Use | | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Daseu on Known Ose | Dasea on Kilowii Ose | |
| 2018 | 11,055 | 48% | 9,845 | 43% | 1,945 | 9% | 22,845 | 100% | 53% | 47% | |
| 2019 | 10,815 | 49% | 9,466 | 43% | 1,934 | 9% | 22,215 | 100% | 53% | 47% | |

Source: FARS 2018 Final File, 2019 ARF

Figure 2 displays a map of 2019 traffic fatalities by State and the percentage changes from 2018. Table 4 contains the 2018 and 2019 total number of traffic fatalities, the change in the number of fatalities from 2018 to 2019, and the respective percentage change for each State, the District of Columbia, and Puerto Rico (Puerto Rico is not included in the U.S. total). Table 4 also contains the total number of fatalities for 2018 and 2019 by State and person type.

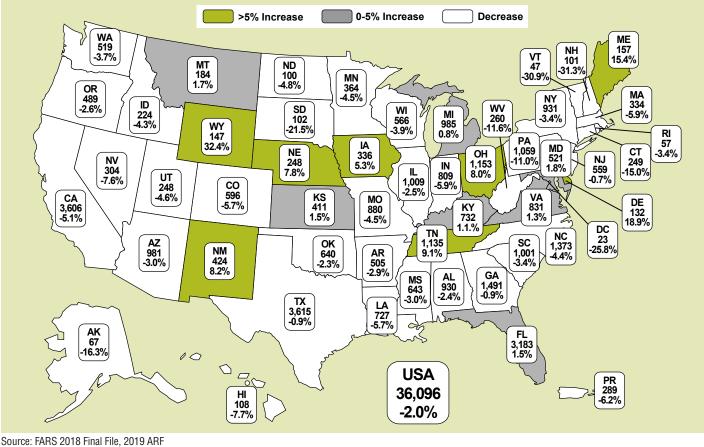
In summary for 2019:

Fatalities decreased in 35 States, the District of Columbia, and Puerto Rico from 2018.

Figure 2



- States with largest reduction of fatalities: California (-192) and Pennsylvania (-131)
- States with largest percentage reduction: New Hampshire (-31.3%) and Vermont (-30.9%)
- Fatalities increased in 15 States from 2018.
 - States with largest increase of fatalities: Tennessee (95) and Ohio (85)
 - States with largest percentage increase: Wyoming (32.4%) and Delaware (18.9%)



Note: Puerto Rico is not included in the USA total.

Table 4Traffic Fatalities, by State and Person Type, 2018-2019

| State | Total Fatalities | | Change from 2018 to 2019 | | Passenger Car Occupants | | Light-Truck | Occupants | Other/Unknown Vehicle Occupants* | |
|------------------------|------------------|------------|-----------------------------|---------------|----------------------------|-----------|-----------------|-----------|-------------------------------------|---------|
| | 2018 | 2019 | Number | Percentage | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 |
| Alabama | 953 | 930 | -23 | -2.4% | 411 | 362 | 305 | 311 | 36 | 38 |
| Alaska | 80 | 67 | -13 | -16.3% | 15 | 17 | 30 | 31 | 8 | 5 |
| Arizona | 1,011 | 981 | -30 | -3.0% | 284 | 236 | 228 | 230 | 74 | 90 |
| Arkansas | 520 | 505 | -15 | -2.9% | 166 | 165 | 186 | 185 | 35 | 24 |
| California | 3,798 | 3,606 | -192 | -5.1% | 1,291 | 1,189 | 732 | 711 | 71 | 76 |
| Colorado | 632 | 596 | -36 | -5.7% | 177 | 168 | 225 | 202 | 15 | 27 |
| Connecticut | 293 | 249 | -44 | -15.0% | 123 | 84 | 49 | 53 | 11 | 8 |
| Delaware | 111 | 132 | 21 | 18.9% | 35 | 45 | 27 | 27 | 2 | 2 |
| District of Columbia | 31 | 23 | -8 | -25.8% | 7 | 7 | 1 | 3 | 0 | 0 |
| Florida | 3,135 | 3,183 | 48 | 1.5% | 995 | 974 | 586 | 611 | 83 | 95 |
| Georgia | 1,505 | 1,491 | -14 | -0.9% | 541 | 549 | 453 | 440 | 60 | 60 |
| Hawaii | 117 | 108 | -9 | -7.7% | 16 | 21 | 21 | 25 | 0 | 1 |
| Idaho | 234 | 224 | -10 | -4.3% | 73 | 66 | 79 | 100 | 23 | 15 |
| Illinois | 1,035 | 1,009 | -26 | -2.5% | 405 | 380 | 263 | 263 | 54 | 38 |
| Indiana | 860 | 809 | -51 | -5.9% | 331 | 302 | 230 | 251 | 38 | 30 |
| lowa | 319 | 336 | 17 | 5.3% | 117 | 102 | 107 | 135 | 23 | 24 |
| Kansas | 405 | 411 | 6 | 1.5% | 136 | 148 | 141 | 167 | 29 | 29 |
| Kentucky | 724 | 732 | 8 | 1.1% | 288 | 306 | 226 | 220 | 29 | 33 |
| Louisiana | 771 | 727 | -44 | -5.7% | 242 | 238 | 226 | 220 | 29 | 36 |
| Maine | 136 | 157 | 21 | 15.4% | 53 | 53 | 48 | 50 | 4 | 8 |
| Maryland | 512 | 521 | 9 | 1.8% | 197 | 203 | 101 | 95 | 12 | 13 |
| Massachusetts | 355 | 334 | -21 | -5.9% | 135 | 116 | 68 | 82 | 12 | 8 |
| Michigan | 977 | 985 | 8 | 0.8% | 369 | 370 | 274 | 274 | 23 | 33 |
| Minnesota | 381 | 364 | -17 | -4.5% | 135 | 134 | 117 | 104 | 16 | 19 |
| Mississippi | 663 | 643 | -20 | -3.0% | 261 | 288 | 230 | 216 | 35 | 24 |
| Missouri | 921 | 880 | -41 | -4.5% | 350 | 304 | 305 | 270 | 53 | 54 |
| Montana | 181 | 184 | 3 | 1.7% | 43 | 51 | 89 | 65 | 11 | 24 |
| Nebraska | 230 | 248 | 18 | 7.8% | 87 | 90 | 78 | 101 | 18 | 10 |
| Nevada | 329 | 304 | -25 | -7.6% | 101 | 91 | 71 | 67 | 7 | 12 |
| New Hampshire | 147 | 101 | -46 -4 | -31.3% | 54 | 36 189 | <u>44</u> 96 | 25 71 | | 0 19 |
| New Jersey | 563 392 | 559 424 | -4 | -0.7% 8.2% | 201 | 107 | 113 | 140 | 20 29 | 30 |
| New Mexico New York | 964 | 931 | -33 | -3.4% | 109 302 | 256 | 175 | 140 | 33 | 30 |
| North Carolina | 1,436 | 1,373 | -63 | -4.4% | 560 | 520 | 398 | 373 | 42 | 40 |
| North Dakota | 1,430 | 1,373 | -03 | -4.4% | 22 | 24 | 54 | 45 | 5 | 12 |
| Ohio | 1,068 | 1,153 | 85 | 8.0% | 458 | 446 | 270 | 334 | 38 | 53 |
| Oklahoma | 655 | 640 | -15 | -2.3% | 230 | 210 | 215 | 225 | 38 | 35 |
| Oregon | 502 | 489 | -13 | -2.6% | 156 | 167 | 155 | 148 | 18 | 22 |
| Pennsylvania | 1,190 | 1,059 | -131 | -11.0% | 460 | 384 | 288 | 281 | 56 | 49 |
| Rhode Island | 59 | 57 | -2 | -3.4% | 18 | 26 | 12 | 9 | 2 | 0 |
| South Carolina | 1,036 | 1,001 | -35 | -3.4% | 373 | 346 | 304 | 282 | 27 | 31 |
| South Dakota | 130 | 102 | -28 | -21.5% | 43 | 28 | 51 | 44 | 9 | 7 |
| Tennessee | 1,040 | 1,135 | 95 | 9.1% | 392 | 440 | 291 | 337 | 42 | 44 |
| Texas | 3,648 | 3,615 | -33 | -0.9% | 1,132 | 1,097 | 1,214 | 1,182 | 173 | 174 |
| Utah | 260 | 248 | -12 | -4.6% | 84 | 76 | 72 | 73 | 16 | 16 |
| Vermont | 68 | 47 | -21 | -30.9% | 34 | 22 | 18 | 10 | 3 | 4 |
| Virginia | 820 | 831 | 11 | 1.3% | 333 | 328 | 220 | 231 | 32 | 32 |
| Washington | 539 | 519 | -20 | -3.7% | 184 | 171 | 143 | 132 | 13 | 12 |
| West Virginia | 294 | 260 | -34 | -11.6% | 104 | 78 | 93 | 91 | 29 | 29 |
| Wisconsin | 589 | 566 | -23 | -3.9% | 230 | 194 | 184 | 184 | 30 | 31 |
| Wyoming | 111 | 147 | 36 | 32.4% | 25 | 35 | 51 | 68 | 14 | 18 |
| U.S. Total** | 36,835 | 36,096 | -739 | -2.0% | 12,888 | 12,239 | 9,957 | 9,976 | 1,487 | 1,529 |
| Puerto Rico | 308 | 289 | -19 | -6.2% | 90 | 98 | 44 | 40 | 4 | 5 |

Source: FARS 2018 Final File, 2019 ARF

*Includes occupant fatalities in large trucks and buses.

**Excludes Puerto Rico.

| | Motorcyclists | | Pedestrians | | Pedalo | cyclists | Other/Unknown Nonoccupants | | |
|----------------------|---------------|-------|-------------|-------|--------|----------|----------------------------|------|--|
| State | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | 2018 | 2019 | |
| Alabama | 82 | 93 | 107 | 119 | 9 | 6 | 3 | 1 | |
| Alaska | 12 | 6 | 14 | 6 | 0 | 2 | 1 | 0 | |
| Arizona | 156 | 175 | 236 | 212 | 24 | 30 | 9 | 8 | |
| Arkansas | 66 | 64 | 62 | 61 | 4 | 3 | 1 | 3 | |
| California | 523 | 474 | 978 | 972 | 165 | 133 | 38 | 51 | |
| Colorado | 103 | 103 | 89 | 73 | 22 | 20 | 1 | 3 | |
| Connecticut | 49 | 46 | 59 | 54 | 1 | 3 | 1 | 1 | |
| Delaware | 17 | 18 | 23 | 32 | 6 | 7 | 1 | 1 | |
| District of Columbia | 8 | 3 | 11 | 9 | 3 | 1 | 1 | 0 | |
| Florida | 575 | 591 | 706 | 713 | 161 | 161 | 29 | 38 | |
| Georgia | 154 | 170 | 262 | 236 | 30 | 21 | 5 | 15 | |
| Hawaii | 34 | 20 | 42 | 36 | 2 | 4 | 2 | 1 | |
| Idaho | 38 | 25 | 17 | 12 | 2 | 4 | 2 | 2 | |
| Illinois | 119 | 138 | 166 | 173 | 24 | 12 | 4 | 5 | |
| Indiana | 117 | 127 | 114 | 73 | 22 | 16 | 8 | 10 | |
| Iowa | 43 | 44 | 22 | 21 | 7 | 9 | 0 | 1 | |
| Kansas | 65 | 41 | 28 | 16 | 5 | 8 | 1 | 2 | |
| Kentucky | 95 | 92 | 73 | 73 | 10 | 5 | 3 | 3 | |
| Louisiana | 79 | 87 | 164 | 118 | 29 | 22 | 2 | 6 | |
| Maine | 23 | 27 | 6 | 16 | 2 | 2 | 0 | 1 | |
| Maryland | 62 | 75 | 131 | 123 | 6 | 10 | 3 | 2 | |
| Massachusetts | 58 | 46 | 77 | 77 | 4 | 5 | 1 | 0 | |
| Michigan | 143 | 134 | 142 | 141 | 21 | 21 | 5 | 12 | |
| Minnesota | 59 | 46 | 42 | 47 | 7 | 11 | 5 | 3 | |
| Mississippi | 41 | 40 | 89 | 65 | 6 | 8 | 1 | 2 | |
| Missouri | 113 | 123 | 95 | 109 | 2 | 14 | 3 | 6 | |
| Montana | 21 | 23 | 15 | 17 | 2 | 3 | 0 | 1 | |
| Nebraska | 23 | 25 | 24 | 20 | 0 | 1 | 0 | 1 | |
| Nevada | 58 | 56 | 79 | 62 | 8 | 8 | 5 | 8 | |
| New Hampshire | 28 | 30 | 9 | 10 | 2 | 0 | 3 | 0 | |
| New Jersey | 53 | 85 | 173 | 175 | 18 | 13 | 2 | 7 | |
| New Mexico | 46 | 55 | 83 | 83 | 11 | 9 | 1 | 0 | |
| New York | 152 | 136 | 268 | 268 | 30 | 46 | 4 | 8 | |
| North Carolina | 191 | 208 | 224 | 209 | 18 | 17 | 3 | 6 | |
| North Dakota | 16 | 11 | 6 | 5 | 2 | 2 | 0 | 1 | |
| Ohio | 145 | 162 | 127 | 124 | 22 | 25 | 8 | 9 | |
| Oklahoma | 91 | 68 | 60 | 85 | 16 | 13 | 5 | 4 | |
| Oregon | 85 | 57 | 77 | 81 | 9 | 12 | 2 | 2 | |
| Pennsylvania | 165 | 176 | 197 | 147 | 18 | 14 | 6 | 8 | |
| Rhode Island | 18 | 13 | 7 | 8 | 1 | 0 | 1 | 1 | |
| South Carolina | 141 | 153 | 165 | 160 | 23 | 26 | 3 | 3 | |
| South Dakota | 16 | 14 | 10 | 7 | 0 | 1 | 1 | 1 | |
| Tennessee | 168 | 155 | 136 | 149 | 8 | 7 | 3 | 3 | |
| Texas | 416 | 416 | 616 | 649 | 69 | 66 | 28 | 31 | |
| Utah | 47 | 34 | 36 | 38 | 3 | 6 | 2 | 5 | |
| Vermont | 7 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | |
| Virginia | 100 | 102 | 118 | 123 | 12 | 13 | 5 | 2 | |
| Washington | 80 | 91 | 99 | 97 | 16 | 9 | 4 | 7 | |
| West Virginia | 39 | 28 | 22 | 31 | 5 | 3 | 2 | 0 | |
| Wisconsin | 83 | 85 | 56 | 56 | 4 | 14 | 2 | 2 | |
| Wyoming | 15 | 15 | 6 | 11 | 0 | 0 | 0 | 0 | |
| U.S. Total** | 5,038 | 5,014 | 6,374 | 6,205 | 871 | 846 | 220 | 287 | |
| Puerto Rico | 44 | 34 | 116 | 100 | 9 | 9 | 1 | 3 | |

Source: FARS 2018 Final File, 2019 ARF **Excludes Puerto Rico.

Table 4

Fatality Analysis Reporting System

The 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 crash must involve a motor vehicle traveling on a public trafficway and must result 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 about a year later. The final version of the file is aptly 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.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2019 ARF, the 2018 Final File was also released to replace the previous year's 2018 ARF. The final fatality count in motor vehicle crashes for 2018 was 36,835, which was updated from 36,560 from the 2018 ARF. These FARS files and alcohol files will be released later this fall.

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This research note and other general information on highway traffic safety may be found at: https://crashstats.nhtsa.dot.gov/#/.



U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE, Washington, DC 20590