Traffic Safety Facts
2017 Data
March 2019
DOT HS 812 684

# Older Population

## Key Findings

- In 2017, there were 6,784 people age 65 and older killed in traffic crashes in the United States, 18 percent of all traffic fatalities.
- The population of people 65 and older increased by 31 percent from 2008 to 2017. Traffic crash fatalities in the age group increased by 22 percent over this period.
- Older drivers made up 19 percent of all licensed drivers, and 14 percent of drivers involved in fatal traffic crashes in 2017.
- Among passenger vehicle occupants killed in crashes in 2017, those 65 and older were restrained 71 percent of the time, compared to 48 percent for those under 65.
- From 2008 to 2017, older male driver fatalities increased by 25 percent, compared with a 17-percent increase in older female driver fatalities.
- In 2017, most traffic fatalities in crashes involving older drivers occurred during the daytime (73%), on weekdays (69%), and involved other vehicles (67%). This is an increase compared to all fatalities (49% during the daytime, 59% on weekdays, and 45% involving another vehicle).
- For older pedestrians, 67 percent of fatalities in 2017 occurred at non-intersection locations.
- Among the older population, the traffic fatality rate per 100,000 licensed drivers in 2017 was highest for the 85 and older age group.

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For the purposes of this fact sheet, the term older—in relation to population, drivers, occupants, and nonoccupants—refers to people 65 and older. In this fact sheet, the 2017 older population information is presented in the following order.

- Overview
- Drivers
- Restraint Use
- Older Population Age Groups
- Pedestrians
- Drivers Involved in Fatal Crashes by State and Age Group
- Fatalities by State and Age Group

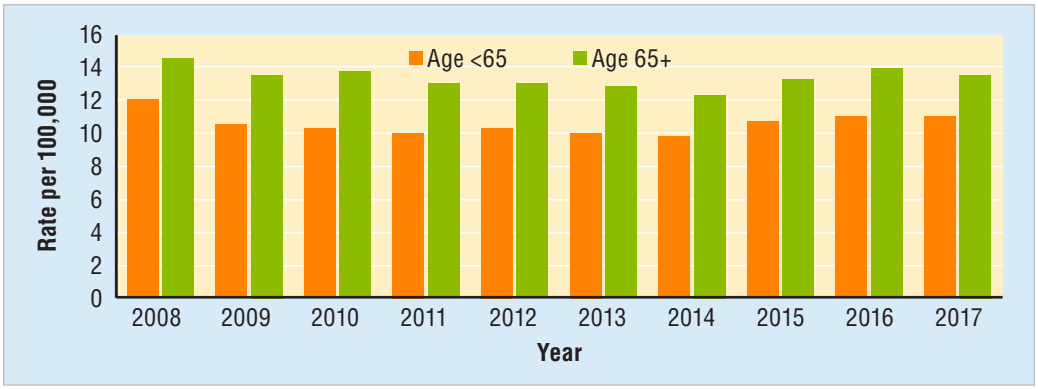
This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the **Fatality Analysis Reporting System (FARS)**. Refer to the end of this publication for more information on FARS. Injury estimates are not available for 2017, thus no injury estimates will be presented in this publication. For more information about injury estimates, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

## Overview

In 2017, there were 6,784 people age 65 and older killed in motor vehicle traffic crashes. Older people made up 18 percent of all traffic fatalities during the year. Compared to 2016, there was a 1-percent decrease in the number of fatalities in the older age group.

In 2017, some 50.9 million people—over 16 percent of the total U.S. resident population—were 65 and older. From 2008-2017, the fatality rate per 100,000 population of older people steadily declined, from 14.3 in 2008 to 13.3 in 2017. In this same time frame, the fatality rates of the population younger than 65 also declined, from 12.0 in 2008 to 11.0 in 2017. Figure 1 shows motor vehicle traffic fatality rates according to these age groups.

Figure 1
**Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population, 2008-2017**




Source: Fatality Analysis Reporting System (FARS) 2008–2016 Final File, 2017 Annual Report File (ARF).
Population: Bureau of the Census.

Some notable changes among the 65-and-older age group over the most recent 10 years of data (2008-2017) are seen in Table 1:

- The population of those over age 65 increased by 31 percent (males increased by 36% and females by 27%).
- Total fatalities among the older population (age 65+) increased by 22 percent (increased for males by 28% and females by 13%).
- Fatalities of motorcyclists over age 65, though a relatively small number, increased by 77 percent (males increased by 73% and females increased by 150%).
- Older pedalcyclist (age 65+) fatalities, though a relatively small number, increased by 107 percent overall (increased for males by 117% and for females by 29%).

Table 1

**Involvement of the Older Population in Traffic Fatalities by Age Group and Gender, 2008 and 2017**

| | 2008 | | | 2017 | | | Percentage Change, 2008–2017 | |
|---|---|---|---|---|---|---|---|---|
| | Total | Age 65+ | Percentage of Total | Total | Age 65+ | Percentage of Total | Total | Age 65+ |
| **Population (thousands)** | | | | | | | | |
| Total | 304,094 | 38,778 | 13% | 325,719 | 50,859 | 16% | 7% | 31% |
| Male | 149,490 | 16,584 | 11% | 160,408 | 22,565 | 14% | 7% | 36% |
| Female | 154,604 | 22,194 | 14% | 165,311 | 28,294 | 17% | 7% | 27% |
| **Drivers Involved in Fatal Crashes** | | | | | | | | |
| Total | 50,416 | 5,599 | 11% | 52,274 | 7,227 | 14% | 4% | 29% |
| Male | 37,061 | 3,923 | 11% | 37,654 | 5,122 | 14% | 2% | 31% |
| Female | 12,627 | 1,674 | 13% | 13,555 | 2,105 | 16% | 7% | 26% |
| **Driver Fatalities** | | | | | | | | |
| Total | 24,254 | 3,475 | 14% | 23,611 | 4,248 | 18% | -3% | 22% |
| Male | 18,764 | 2,435 | 13% | 18,197 | 3,034 | 17% | -3% | 25% |
| Female | 5,483 | 1,039 | 19% | 5,397 | 1,214 | 22% | -2% | 17% |
| **Total Traffic Fatalities** | | | | | | | | |
| Total | 37,423 | 5,561 | 15% | 37,133 | 6,784 | 18% | -1% | 22% |
| Male | 26,744 | 3,403 | 13% | 26,380 | 4,348 | 16% | -1% | 28% |
| Female | 10,665 | 2,157 | 20% | 10,697 | 2,436 | 23% | <1% | 13% |
| **Occupant Fatalities** | | | | | | | | |
| Total | 32,103 | 4,641 | 14% | 30,145 | 5,430 | 18% | -6% | 17% |
| Male | 22,895 | 2,814 | 12% | 21,339 | 3,421 | 16% | -7% | 22% |
| Female | 9,199 | 1,826 | 20% | 8,786 | 2,009 | 23% | -4% | 10% |
| **Passenger Vehicle Occupant Fatalities** | | | | | | | | |
| Total* | 25,462 | 4,255 | 17% | 23,551 | 4,761 | 20% | -8% | 12% |
| Male | 16,896 | 2,464 | 15% | 15,359 | 2,817 | 18% | -9% | 14% |
| Female | 8,560 | 1,790 | 21% | 8,180 | 1,944 | 24% | -4% | -9% |
| **Pedestrian Fatalities** | | | | | | | | |
| Total | 4,414 | 808 | 18% | 5,977 | 1,165 | 19% | 35% | 44% |
| Male | 3,078 | 491 | 16% | 4,177 | 756 | 18% | 36% | 54% |
| Female | 1,331 | 317 | 24% | 1,769 | 409 | 23% | 33% | 29% |
| **Motorcyclist Fatalities** | | | | | | | | |
| Total* | 5,312 | 257 | 5% | 5,172 | 455 | 9% | -3% | 77% |
| Male | 4,840 | 245 | 5% | 4,724 | 425 | 9% | -2% | 73% |
| Female | 471 | 12 | 3% | 446 | 30 | 7% | -5% | 150% |
| **Pedalcyclist Fatalities** | | | | | | | | |
| Total* | 718 | 67 | 9% | 783 | 139 | 18% | 9% | 107% |
| Male | 625 | 60 | 10% | 693 | 130 | 19% | 11% | 117% |
| Female | 93 | 7 | 8% | 87 | 9 | 10% | -6% | 29% |

*Fatalities of unknown sex excluded.
Source: FARS 2008 Final File, 2017 ARF. Population: Bureau of the Census.
Note: Use caution with reporting of percentages, as some are based on small fatality figures.

People 65 and older made up 16 percent of the population in 2017, as seen in Table 1.

- Fourteen percent of the male population was 65 and older, compared to 17 percent of females.
- From 2008 to 2017, the number of older people in the United States increased by 31 percent (males by 36% and females by 27%), while the total population of all ages increased by 7 percent.
- A larger percentage of the population was in this older age group (16% in 2017) than had been a decade before (13% in 2008).

Also interesting to note is that the percentage of females 65 and older is larger than that of males when looking at drivers involved in fatal crashes, driver fatalities, total traffic fatalities, occupant fatalities, passenger vehicle occupant fatalities, and pedestrian fatalities. Males 65 and older are a larger percentage of motorcyclist and pedalcyclist fatalities. While the numbers and percentages themselves have changed, the pattern of females or males having the higher percentage for this age group is the same as a decade ago.

## Drivers

There were 43.6 million licensed older drivers in 2017—a 35-percent increase from 10 years earlier (2008). In contrast, the total number of licensed drivers in the United States increased by 8 percent from 2008 to 2017. Older drivers made up 19 percent of all licensed drivers in 2017, compared to 15 percent in 2008.

As shown in Table 2, among the age groups displayed of drivers of drinking age in fatal crashes in 2017, older drivers involved in fatal crashes had lower percentages of drivers with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, compared to those younger than 65.

Table 2
**Age and Alcohol Involvement of Drivers in Fatal Crashes, 2017**

| Age Group (Years) | Drivers Involved in Fatal Crashes | | | | | | |
|---|---|---|---|---|---|---|---|
| | Total | No Alcohol (BAC=.00 g/dL) | | BAC=.01-.07 g/dL | | Alcohol-Impaired (BAC=.08+ g/dL) | |
| | Number | Number | Percentage of Total | Number | Percentage of Total | Number | Percentage of Total |
| <16 | 145 | 130 | 90% | 5 | 3% | 10 | 7% |
| 16-20 | 4,278 | 3,475 | 81% | 154 | 4% | 648 | 15% |
| 21-54 | 32,218 | 23,327 | 72% | 1,299 | 4% | 7,592 | 24% |
| 55-64 | 7,271 | 5,918 | 81% | 239 | 3% | 1,114 | 15% |
| 65-69 | 2,316 | 2,029 | 88% | 52 | 2% | 235 | 10% |
| 70-74 | 1,791 | 1,603 | 89% | 37 | 2% | 152 | 8% |
| 75-79 | 1,292 | 1,186 | 92% | 21 | 2% | 86 | 7% |
| 80-84 | 934 | 859 | 92% | 13 | 1% | 62 | 7% |
| 85+ | 894 | 837 | 94% | 14 | 2% | 43 | 5% |
| Total* | 52,274 | 40,021 | 77% | 1,909 | 4% | 10,344 | 20% |

Source: FARS 2017 ARF.
*Total includes 1,135 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 (17% vs 11%). 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, 2017**

| Age Group (Years) | 16-64 | | 65+ | | Total | |
|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent |
| Front | 11,449 | 59% | 2,463 | 58% | 13,955 | 59% |
| Left Side | 2,070 | 11% | 708 | 17% | 2,788 | 12% |
| Right Side | 1,444 | 7% | 376 | 9% | 1,825 | 8% |
| Rear | 869 | 5% | 227 | 5% | 1,100 | 5% |
| Top | 51 | 0% | 10 | 0% | 61 | 0% |
| Undercarriage | 178 | 1% | 40 | 1% | 219 | 1% |
| Non-Collision | 2,163 | 11% | 294 | 7% | 2,479 | 10% |
| Total | 19,270 | 100% | 4,248 | 100% | 23,611 | 100% |

Source: FARS 2017 ARF.
Totals include 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 2017, more older drivers were killed on rural roadways than urban (54% and 43%). This is also true for drivers killed who were younger than 65 (52% and 46%).

Table 4
**Drivers Killed in Motor Vehicle Traffic Crashes, by Age Group and Land Use, 2017**

| Age Group (Years) | Rural | | | Urban | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Column Percent | Row Percent | Number | Column Percent | Row Percent | Number | Column Percent | Row Percent |
| 16-64 | 10,005 | 81% | 52% | 8,869 | 83% | 46% | 19,270 | 82% | 100% |
| 65+ | 2,297 | 19% | 54% | 1,836 | 17% | 43% | 4,248 | 18% | 100% |
| Total | 12,358 | 100% | 52% | 10,738 | 100% | 45% | 23,611 | 100% | 100% |

Source: FARS 2017 ARF.
Totals include drivers with unknown land use and other or unknown age.

Table 5 presents total fatalities in crashes involving older drivers over the past 10 years by the role of the person killed. From 2008-2017, 26 percent more people were killed in crashes involving older drivers from 5,825 in 2008, to 7,359 in 2017. Since 2008, there has been a steady increase in the number of people killed in these crashes.

Most traffic fatalities in crashes involving older drivers in 2017 occurred during the daytime (73%), occurred on weekdays (69%), and involved other vehicles (67%). These percentages differ from those for all fatalities in 2017: 49 percent occurred in the daytime; 59 percent occurred on the weekdays; and 45 percent involved another vehicle.

Among drivers involved in fatal crashes in 2017, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (16.57) than any other age group. Looking specifically at females, the involvement rate for the 55-to-64 age group was slightly lower than the 65-and-older group. The involvement rate for older male drivers was 24.39 per 100,000 older licensed male drivers, and the involvement rate for older female drivers was 9.31 per 100,000 older licensed female drivers, as seen in Figure 2.

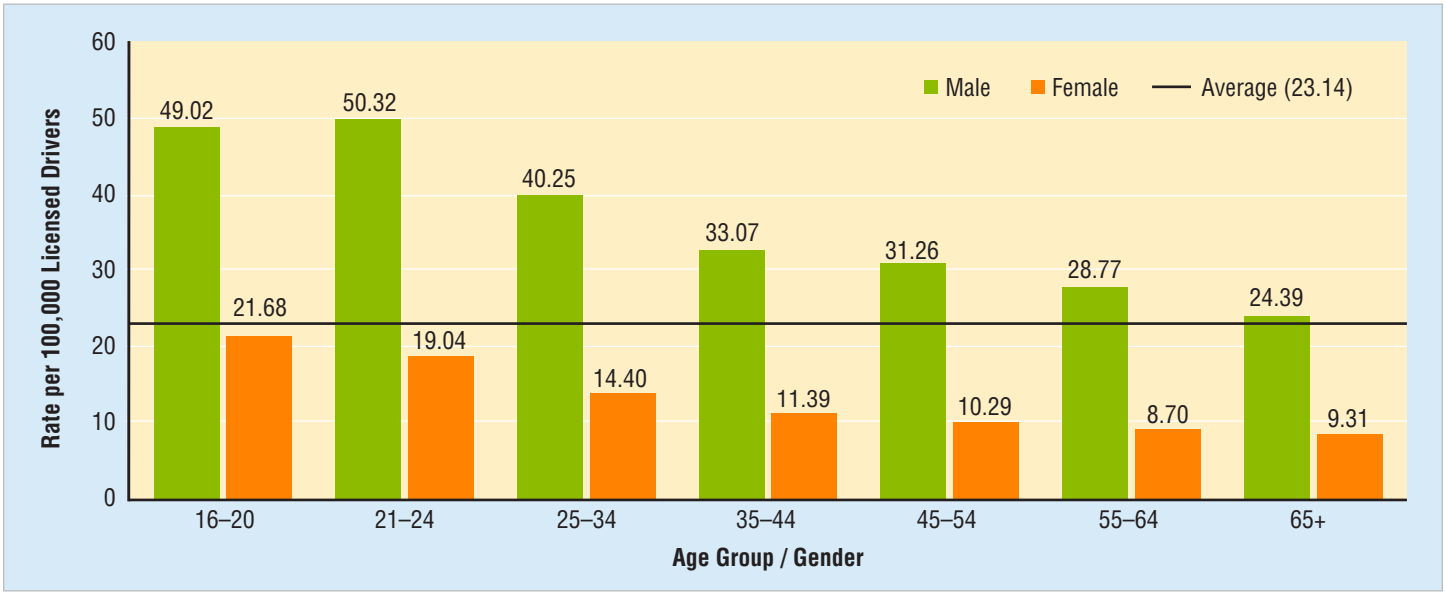
Table 5
**Fatalities in Crashes Involving Drivers 65 and Older, 2008-2017**

| Year | Older Drivers | Passengers in Older Drivers' Vehicles | | Occupants of Other Vehicles | Nonoccupants | Total |
|---|---|---|---|---|---|---|
| | | <65 | 65+ | | | |
| 2008 | 3,475 | 23 | 834 | 1,085 | 407 | 5,825 |
| 2009 | 3,307 | 16 | 832 | 1,008 | 450 | 5,613 |
| 2010 | 3,423 | 31 | 855 | 986 | 487 | 5,782 |
| 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 | 4,248 | 15 | 882 | 1,468 | 746 | 7,359 |

Sources: FARS 2008-2016 Final File, 2017 ARF.

Figure 2

**Driver Involvement Rates in Fatal Crashes by Age and Gender per 100,000 Licensed Drivers, 2017**

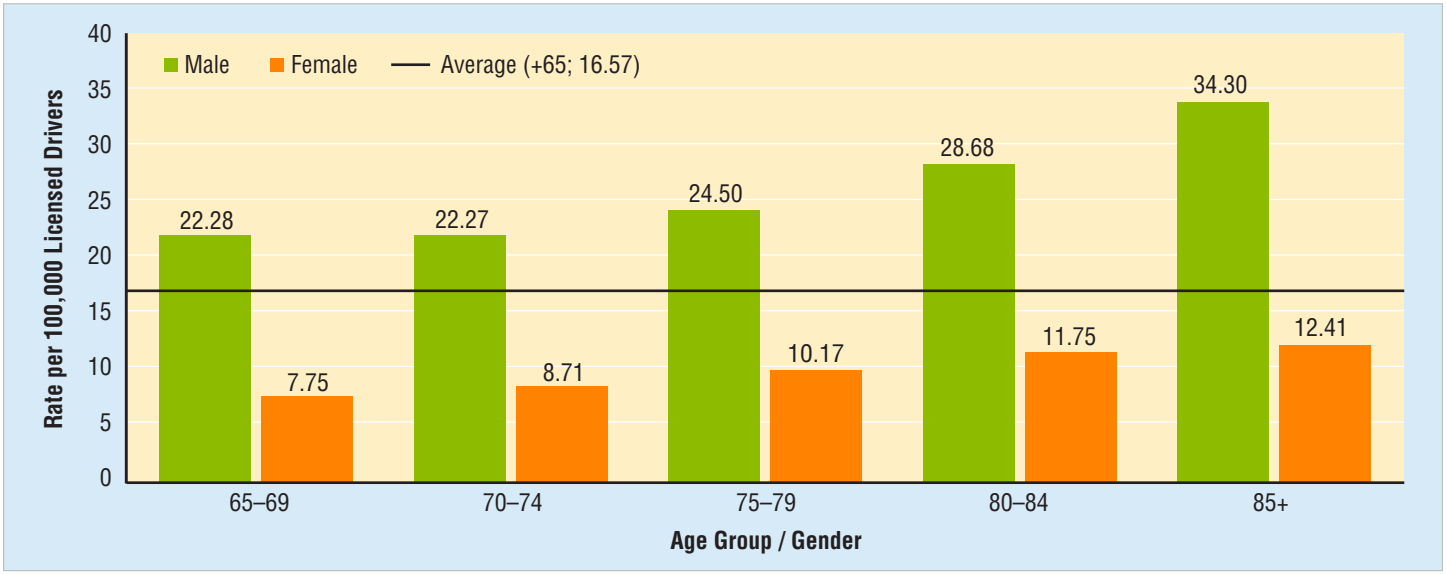



Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration.

While Figure 2 looked at the involvement rate for older drivers compared to other age groups, Figure 3 compares the involvement rates for age groups within the population of drivers 65 and older, by gender. Fatal-crash driver-involvement rates per 100,000 licensed drivers among both older male (34.30) and female (12.41) drivers was highest in the 85-and-older age group.

Figure 3

**Involvement Rates for Older Drivers in Fatal Crashes by Age Group and Gender, per 100,000 Licensed Drivers, 2017**




Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration.

## Restraint Use

Older occupants in fatal crashes are more frequently restrained than those 64 and under. Among passenger vehicle occupants killed in crashes, those 65 and older were restrained 71 percent of the time, compared to 48 percent for those under 65. For those who survived a fatal crash, passenger vehicle occupants age 65 and older were restrained 94 percent of the time, while those 64 and under were restrained 86 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. Male passenger vehicle occupants 65 and over who were killed in traffic crashes were restrained 66 percent of the time, compared to 45 percent for those under 65. For female passenger vehicle occupants killed, those 65 and older were restrained 79 percent of the time, compared to those 64 and under who were restrained 55 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 were restrained 73 percent of the time during the day, compared to 55 percent for those under 65. At night, passenger vehicle occupants age 65 and over were restrained 66 percent of the time, while those under 65 were restrained 43 percent of the time. Again, the pattern is similar for those who survived fatal crashes.

Table 6

**Passenger Vehicle Occupants Killed, by Survival Status, Age Group, Gender, Time of Day, and Restraint Use, 2017**

| | Passenger Vehicle Occupants Killed | | | | | | Passenger Vehicle Occupants Who Survived | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Age <65 | Age 65+ | Age Unknown | Total | Restraint Use Percent Based on Known Use | | Age <65 | Age 65+ | Age Unknown | Total | Restraint Use Percent Based on Known Use | |
| | | | | | Age <65 | Age 65+ | | | | | Age <65 | Age 65+ |
| **Total** | 18,750 | 4,761 | 40 | 23,551 | | | 35,173 | 3,761 | 888 | 39,822 | | |
| Restraint Used | 8,210 | 3,169 | 9 | 11,388 | 48% | 71% | 28,063 | 3,411 | 165 | 31,639 | 86% | 94% |
| Restraint Not Used | 8,798 | 1,267 | 11 | 10,076 | 52% | 29% | 4,553 | 200 | 38 | 4,791 | 14% | 6% |
| Unknown | 1,742 | 325 | 20 | 2,087 | | | 2,557 | 150 | 685 | 3,392 | | |
| **Gender** | | | | | | | | | | | | |
| **Male** | 12,522 | 2,817 | 20 | 15,359 | | | 20,696 | 2,085 | 176 | 22,957 | | |
| Restraint Used | 5,045 | 1,734 | 3 | 1,449 | 45% | 66% | 16,070 | 1,869 | 81 | 18,020 | 84% | 94% |
| Restraint Not Used | 6,241 | 879 | 8 | 7,128 | 55% | 34% | 2,982 | 125 | 14 | 3,121 | 16% | 6% |
| Unknown | 1,236 | 204 | 9 | 6,782 | | | 1,644 | 91 | 81 | 1,816 | | |
| **Female** | 6,223 | 1,944 | 13 | 8,180 | | | 14,453 | 1,676 | 97 | 16,226 | | |
| Restraint Used | 3,162 | 1,435 | 4 | 4,601 | 55% | 79% | 11,971 | 1,542 | 51 | 13,570 | 88% | 95% |
| Restraint Not Used | 2,556 | 388 | 2 | 2,946 | 45% | 21% | 1,3567 | 75 | 7 | 1,649 | 12% | 5% |
| Unknown | 505 | 121 | 7 | 633 | | | 909 | 59 | 39 | 1,007 | | |
| **Time of Day** | | | | | | | | | | | | |
| **Daytime** | 8,670 | 3,676 | 10 | 12,356 | | | 17,261 | 2,525 | 337 | 20,123 | | |
| Restraint Used | 4,361 | 2,519 | 5 | 6,885 | 55% | 73% | 14,290 | 2,293 | 81 | 16,644 | 88% | 95% |
| Restraint Not Used | 3,631 | 926 | 1 | 4,558 | 45% | 27% | 1,955 | 131 | 16 | 2,102 | 12% | 5% |
| Unknown | 678 | 231 | 4 | 913 | | | 1,016 | 101 | 240 | 1,357 | | |
| **Nighttime** | 9,911 | 1,071 | 30 | 11,011 | | | 17,839 | 1,225 | 538 | 19,602 | | |
| Restraint Used | 3,799 | 642 | 4 | 4,445 | 43% | 66% | 13,736 | 1,109 | 83 | 14,928 | 84% | 94% |
| Restraint Not Used | 5,068 | 336 | 10 | 5,414 | 57% | 34% | 2,573 | 68 | 20 | 2,661 | 16% | 6% |
| Unknown | 1,044 | 92 | 16 | 1,152 | | | 1,530 | 48 | 435 | 2,013 | | |

Source: FARS 2017 ARF.

## Older Population Age Groups

Figure 4 shows the motor vehicle fatality rates for those 64 and younger and a breakdown of those 65 and older. In 2017, among the older population, the fatality rate for the 85+ age group was 17.76 per 100,000 population, which was higher than any other older age group. The fatality rate for the 85+ age group declined by 5 percent, from 18.67 in 2008, to 17.76 in 2017.

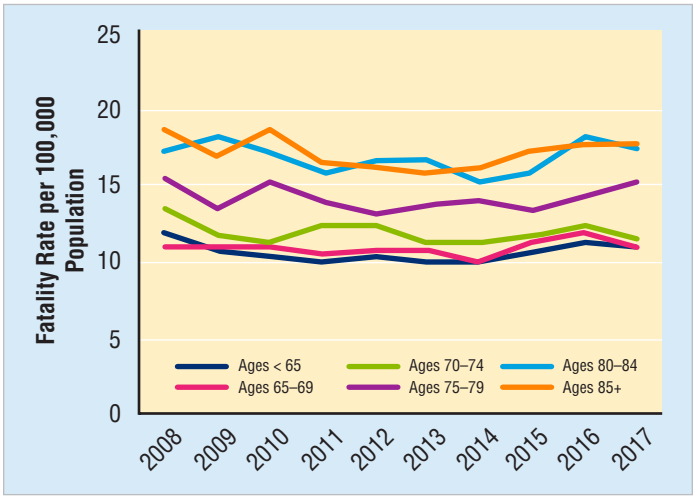
## Pedestrians

For older people, the proportion of pedestrian fatalities in 2017 that occurred at non-intersection locations (67%) was much lower than for pedestrians under 65 (83%).

Among all pedestrians 21 and older (the legal drinking age in the United States) killed in traffic crashes, older pedestrians (65+) had the lowest percentage (14%) with BACs of .08 g/dL or higher, as seen in Table 7. Pedestrians under 16 had a lower rate of .08+ BAC; however, it is illegal for this age group to consume any amount of alcohol in the United States.

Figure 4

**Motor Vehicle Traffic Fatality Rates Among Populations by Age Group, 2008-2017**




Source: FARS 2008-2016 Final File; FARS 2017 ARF.
Population: Bureau of the Census.

Table 7

**Pedestrian Fatalities by Age Group and BAC, 2017**

| Age Group (Years) | Drivers Involved in Fatal Crashes | | | | | | |
|---|---|---|---|---|---|---|---|
| | Total | No Alcohol (BAC=.00 g/dL) | | BAC=.01-.07 g/dL | | Alcohol-Impaired (BAC=.08+ g/dL) | |
| | Number | Number | Percentage of Total | Number | Percentage of Total | Number | Percentage of Total |
| Under 65 | 4,738 | 2,802 | 59% | 205 | 4% | 1,731 | 37% |
| 65+ | 1,165 | 973 | 84% | 34 | 3% | 159 | 14% |
| <16 | 246 | 238 | 97% | 1 | 0% | 7 | 3% |
| 16-20 | 284 | 219 | 77% | 6 | 2% | 59 | 21% |
| 21-54 | 3,092 | 1,664 | 54% | 151 | 5% | 1,277 | 41% |
| 55-64 | 1,116 | 681 | 61% | 47 | 4% | 388 | 35% |
| 65-69 | 359 | 271 | 75% | 12 | 3% | 76 | 21% |
| 70-74 | 238 | 203 | 85% | 5 | 2% | 31 | 13% |
| 75-79 | 237 | 200 | 84% | 12 | 5% | 25 | 11% |
| 80-84 | 171 | 154 | 90% | 4 | 2% | 14 | 8% |
| 85+ | 160 | 145 | 91% | 1 | 1% | 13 | 8% |
| Total* | 5,977 | 3,822 | 64% | 242 | 4% | 1,913 | 32% |

Source: FARS 2017 ARF.
*Total includes 1,135 drivers of unknown age.

Additional information on pedestrians in fatal motor vehicle crashes is available in the Pedestrians Traffic Safety Facts: 2017 Data.

## Drivers Involved in Fatal Crashes by State and Age Group

Figure 5 and Table 8 show 2017 drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate. Included is Puerto Rico, which is not included in the overall U.S. total.

Drivers involved in fatal crashes in 2017 ranged from a high of 5,204 in Texas to a low of 38 in the District of Columbia. Specific to older drivers involved in fatal crashes, Florida had the largest number of older drivers involved at 712, compared to the District of Columbia with 2 drivers involved in fatal crashes. The District of Columbia had the lowest percentage of older drivers involved with 5.3 percent, followed by Texas with 9.9 percent of all drivers involved in fatal crashes being 65 and older. Maine had the largest percentage with 21.1 percent.

Looking at the rate of drivers involved in fatal crashes per 100,000 licensed drivers in 2017, the District of Columbia was lowest with 3,

followed by Massachusetts with a rate of 6. Mississippi had the highest driver-involved rate for those 65 and older (31), followed by Idaho with a rate of 30. Nationally, 17 drivers 65 and older per 100,000 licensed drivers were involved in fatal crashes in 2017.

## Fatalities by State and Age Group

The previous section looked at drivers involved in fatal crashes. Table 9 shows fatalities in traffic crashes by State and age group in 2017. Also included in Table 9 is Puerto Rico, which is not included in the overall U.S. total.

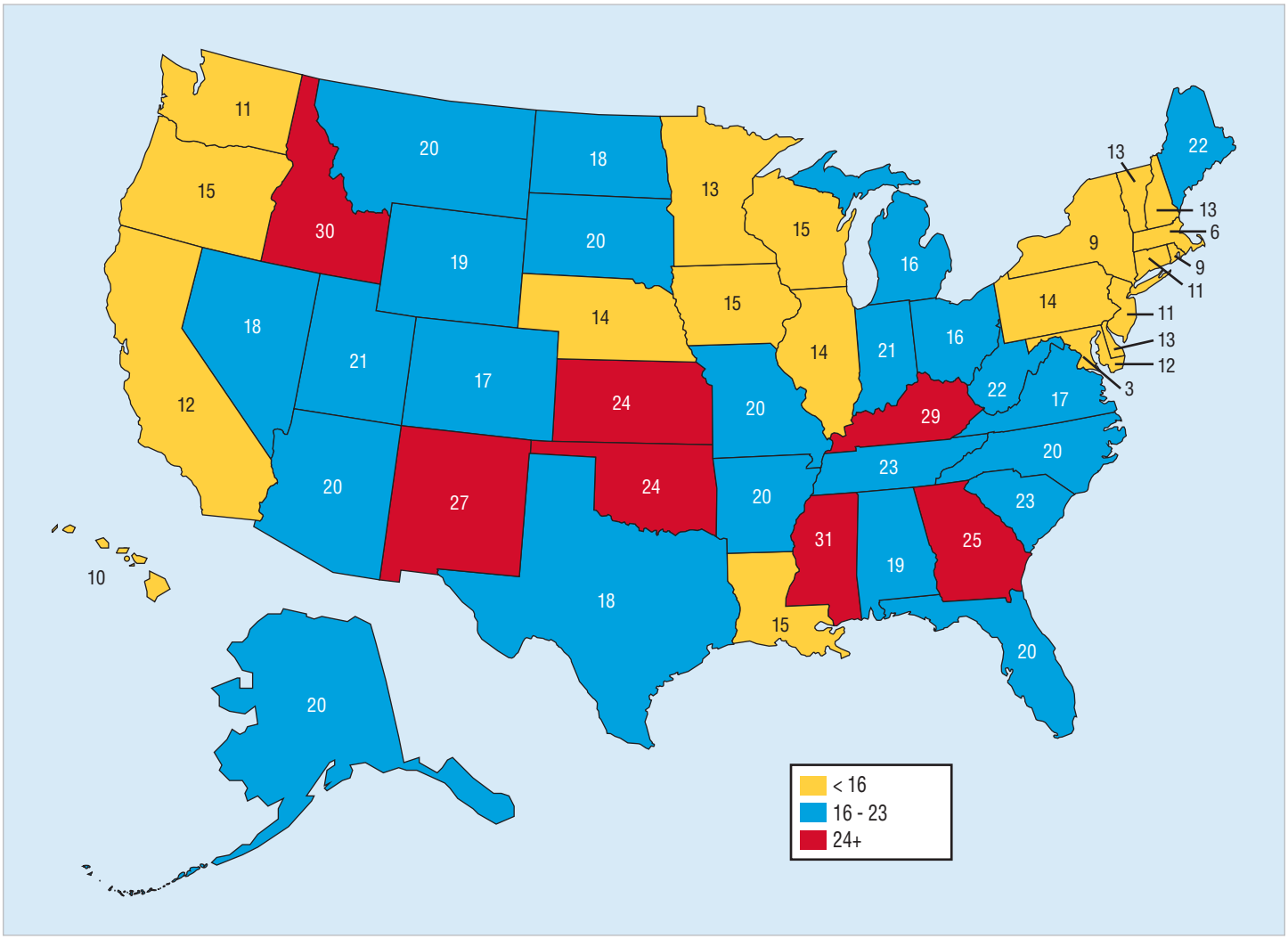
Among all States, the number of fatalities in motor vehicle crashes in 2017 ranged from a high of 3,722 in Texas to a low of 31 in the District of Columbia. The State with the highest number of fatalities of people 65 and over was Florida with 630 fatalities in 2017, compared to the District of Columbia with the fewest, 6. Louisiana had the lowest percentage of fatalities of those 65 and older (12.6%), while Maine had the highest (27.9%).

Looking at the rate by population for those 65 and older, Massachusetts was lowest with 5 fatalities per 100,000 population in that age group, followed by the District of Columbia with a rate of 7. Mississippi had the highest rate with 25 per 100,000 population, followed by Kentucky and Idaho each with 21. The national rate in 2017 was 13 fatalities 65 and older per 100,000 population.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website: https://cdan.nhtsa.gov/stsi.htm.

Figure 5

**Involvement Rates for Drivers Age 65+ in Fatal Crashes per 100,000 Licensed Drivers, by State, 2017**




Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration.
2017 License data for Puerto Rico is not available.

Table 8

## Drivers Involved in Fatal Traffic Crashes by State and Age Group, 2017

| State | Total Drivers Involved | Age 65+ | | | Age Group | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total 65+ | Percentage of Total | Rate per 100,000 Licensed Drivers* | <40 | 40–64 | 65–69 | 70–74 | 75–79 | 80–84 | 85+ | Unknown |
| Alabama | 1,249 | 168 | 13.5% | 19 | 593 | 468 | 54 | 52 | 30 | 23 | 9 | 20 |
| Alaska | 103 | 15 | 14.6% | 20 | 52 | 35 | 5 | 3 | 3 | 3 | 1 | 1 |
| Arizona | 1,375 | 184 | 13.4% | 20 | 617 | 494 | 64 | 49 | 27 | 23 | 21 | 80 |
| Arkansas | 687 | 116 | 16.9% | 20 | 297 | 267 | 36 | 34 | 22 | 12 | 12 | 7 |
| California | 5,045 | 506 | 10.0% | 12 | 2,526 | 1,834 | 192 | 136 | 74 | 50 | 54 | 179 |
| Colorado | 940 | 125 | 13.3% | 17 | 462 | 340 | 53 | 30 | 17 | 14 | 11 | 13 |
| Connecticut | 376 | 57 | 15.2% | 11 | 179 | 135 | 15 | 17 | 10 | 3 | 12 | 5 |
| Delaware | 174 | 22 | 12.6% | 13 | 71 | 72 | 5 | 6 | 8 | 1 | 2 | 9 |
| District of Columbia | 38 | 2 | 5.3% | 3 | 24 | 12 | 1 | 0 | 1 | 0 | 0 | 0 |
| Florida | 4,614 | 712 | 15.4% | 20 | 2,158 | 1,597 | 204 | 169 | 132 | 97 | 110 | 147 |
| Georgia | 2,283 | 308 | 13.5% | 25 | 1,068 | 880 | 102 | 89 | 48 | 39 | 30 | 27 |
| Hawaii | 144 | 19 | 13.2% | 10 | 74 | 49 | 4 | 11 | 1 | 1 | 2 | 2 |
| Idaho | 326 | 65 | 19.9% | 30 | 149 | 110 | 19 | 22 | 10 | 6 | 8 | 2 |
| Illinois | 1,570 | 211 | 13.4% | 14 | 769 | 545 | 71 | 51 | 33 | 27 | 29 | 45 |
| Indiana | 1,309 | 181 | 13.8% | 21 | 599 | 507 | 57 | 47 | 35 | 19 | 23 | 22 |
| Iowa | 450 | 69 | 15.3% | 15 | 215 | 166 | 20 | 16 | 14 | 10 | 9 | 0 |
| Kansas | 623 | 94 | 15.1% | 24 | 272 | 252 | 25 | 20 | 19 | 14 | 16 | 5 |
| Kentucky | 1,086 | 177 | 16.3% | 29 | 479 | 416 | 52 | 43 | 41 | 27 | 14 | 14 |
| Louisiana | 1,041 | 105 | 10.1% | 15 | 538 | 380 | 45 | 15 | 19 | 12 | 14 | 18 |
| Maine | 251 | 53 | 21.1% | 22 | 104 | 92 | 19 | 16 | 9 | 5 | 4 | 2 |
| Maryland | 781 | 89 | 11.4% | 12 | 397 | 268 | 28 | 15 | 17 | 14 | 15 | 27 |
| Massachusetts | 469 | 59 | 12.6% | 6 | 225 | 181 | 18 | 11 | 14 | 7 | 9 | 4 |
| Michigan | 1,488 | 228 | 15.3% | 16 | 714 | 521 | 71 | 58 | 30 | 31 | 38 | 25 |
| Minnesota | 533 | 95 | 17.8% | 13 | 223 | 212 | 24 | 26 | 20 | 16 | 9 | 3 |
| Mississippi | 934 | 133 | 14.2% | 31 | 430 | 363 | 51 | 36 | 19 | 15 | 12 | 8 |
| Missouri | 1,321 | 176 | 13.3% | 20 | 660 | 462 | 54 | 40 | 39 | 27 | 16 | 23 |
| Montana | 228 | 36 | 15.8% | 20 | 113 | 79 | 17 | 9 | 4 | 5 | 1 | 0 |
| Nebraska | 316 | 39 | 12.3% | 14 | 148 | 125 | 16 | 5 | 5 | 5 | 8 | 4 |
| Nevada | 455 | 67 | 14.7% | 18 | 209 | 169 | 18 | 15 | 20 | 10 | 4 | 10 |
| New Hampshire | 142 | 29 | 20.4% | 13 | 62 | 51 | 10 | 10 | 5 | 2 | 2 | 0 |
| New Jersey | 865 | 138 | 16.0% | 11 | 370 | 347 | 37 | 34 | 27 | 15 | 25 | 10 |
| New Mexico | 534 | 80 | 15.0% | 27 | 241 | 194 | 29 | 23 | 13 | 7 | 8 | 19 |
| New York | 1,361 | 223 | 16.4% | 9 | 584 | 514 | 73 | 48 | 36 | 29 | 37 | 40 |
| North Carolina | 2,004 | 286 | 14.3% | 20 | 933 | 761 | 90 | 71 | 47 | 38 | 40 | 24 |
| North Dakota | 146 | 18 | 12.3% | 18 | 75 | 52 | 5 | 3 | 6 | 2 | 2 | 1 |
| Ohio | 1,677 | 266 | 15.9% | 16 | 783 | 597 | 74 | 79 | 40 | 41 | 32 | 31 |
| Oklahoma | 926 | 124 | 13.4% | 24 | 457 | 334 | 39 | 31 | 23 | 19 | 12 | 11 |
| Oregon | 590 | 97 | 16.4% | 15 | 247 | 239 | 30 | 21 | 20 | 14 | 12 | 7 |
| Pennsylvania | 1,698 | 270 | 15.9% | 14 | 757 | 645 | 81 | 40 | 60 | 38 | 51 | 26 |
| Rhode Island | 103 | 14 | 13.6% | 9 | 58 | 31 | 4 | 4 | 2 | 3 | 1 | 0 |
| South Carolina | 1,359 | 187 | 13.8% | 23 | 687 | 468 | 65 | 50 | 32 | 20 | 20 | 17 |
| South Dakota | 158 | 28 | 17.7% | 20 | 72 | 58 | 8 | 6 | 6 | 3 | 5 | 0 |
| Tennessee | 1,451 | 247 | 17.0% | 23 | 623 | 548 | 76 | 55 | 55 | 34 | 27 | 33 |
| Texas | 5,204 | 517 | 9.9% | 18 | 2,666 | 1,865 | 166 | 135 | 101 | 66 | 49 | 156 |
| Utah | 395 | 62 | 15.7% | 21 | 192 | 130 | 18 | 17 | 6 | 11 | 10 | 11 |
| Vermont | 93 | 16 | 17.2% | 13 | 46 | 31 | 4 | 3 | 3 | 3 | 3 | 0 |
| Virginia | 1,163 | 192 | 16.5% | 17 | 467 | 490 | 67 | 42 | 32 | 31 | 20 | 14 |
| Washington | 817 | 111 | 13.6% | 11 | 379 | 309 | 41 | 21 | 20 | 11 | 18 | 18 |
| West Virginia | 398 | 64 | 16.1% | 22 | 178 | 152 | 17 | 21 | 13 | 7 | 6 | 4 |
| Wisconsin | 836 | 131 | 15.7% | 15 | 391 | 303 | 32 | 32 | 24 | 23 | 20 | 11 |
| Wyoming | 145 | 16 | 11.0% | 19 | 60 | 69 | 10 | 4 | 0 | 1 | 1 | 0 |
| **U.S.Total** | **52,274** | **7,227** | **13.8%** | **17** | **24,693** | **19,219** | **2,316** | **1,791** | **1,292** | **934** | **894** | **1,135** |
| Puerto Rico | 395 | 57 | 14.4% | N/A | 191 | 124 | 14 | 18 | 11 | 8 | 6 | 23 |

Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration.
*2017 License data for Puerto Rico is not available.

Table 9

## Fatalities in Traffic Crashes by State and Age Group, 2017

| State | Total Fatalities | Age 65+ | | | Age Group | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Total 65+ | Percentage of Total | Rate per 100,000 Population | <40 | 40–64 | 65–69 | 70–74 | 75–79 | 80–84 | 85+ | Unknown |
| Alabama | 948 | 152 | 16.0% | 19 | 452 | 340 | 47 | 42 | 31 | 20 | 12 | 4 |
| Alaska | 79 | 13 | 16.5% | 16 | 37 | 29 | 4 | 2 | 3 | 2 | 2 | 0 |
| Arizona | 1,000 | 181 | 18.1% | 15 | 428 | 384 | 52 | 41 | 32 | 29 | 27 | 7 |
| Arkansas | 493 | 93 | 18.9% | 19 | 206 | 192 | 31 | 20 | 18 | 10 | 14 | 2 |
| California | 3,602 | 585 | 16.2% | 11 | 1,714 | 1,300 | 174 | 124 | 105 | 84 | 98 | 3 |
| Colorado | 648 | 113 | 17.4% | 15 | 305 | 230 | 37 | 24 | 17 | 18 | 17 | 0 |
| Connecticut | 278 | 65 | 23.4% | 11 | 116 | 97 | 16 | 13 | 13 | 5 | 18 | 0 |
| Delaware | 119 | 24 | 20.2% | 14 | 41 | 54 | 5 | 6 | 8 | 1 | 4 | 0 |
| Dist of Columbia | 31 | 6 | 19.4% | 7 | 16 | 9 | 3 | 1 | 0 | 2 | 0 | 0 |
| Florida | 3,112 | 630 | 20.2% | 15 | 1,344 | 1,065 | 144 | 141 | 119 | 94 | 132 | 73 |
| Georgia | 1,540 | 273 | 17.7% | 19 | 710 | 556 | 76 | 69 | 52 | 40 | 36 | 1 |
| Hawaii | 107 | 24 | 22.4% | 9 | 58 | 24 | 8 | 9 | 2 | 1 | 4 | 1 |
| Idaho | 244 | 56 | 23.0% | 21 | 118 | 70 | 16 | 17 | 9 | 6 | 8 | 0 |
| Illinois | 1,097 | 190 | 17.3% | 10 | 527 | 377 | 51 | 39 | 40 | 24 | 36 | 3 |
| Indiana | 914 | 166 | 18.2% | 16 | 430 | 317 | 40 | 38 | 34 | 25 | 29 | 1 |
| Iowa | 330 | 61 | 18.5% | 12 | 152 | 117 | 18 | 12 | 11 | 7 | 13 | 0 |
| Kansas | 461 | 91 | 19.7% | 20 | 210 | 160 | 18 | 10 | 27 | 17 | 19 | 0 |
| Kentucky | 782 | 149 | 19.1% | 21 | 343 | 290 | 31 | 31 | 40 | 29 | 18 | 0 |
| Louisiana | 760 | 96 | 12.6% | 14 | 394 | 268 | 38 | 11 | 19 | 14 | 14 | 2 |
| Maine | 172 | 48 | 27.9% | 18 | 68 | 56 | 11 | 10 | 10 | 11 | 6 | 0 |
| Maryland | 550 | 90 | 16.4% | 10 | 252 | 201 | 22 | 17 | 19 | 14 | 18 | 7 |
| Massachusetts | 350 | 59 | 16.9% | 5 | 170 | 121 | 18 | 10 | 16 | 7 | 8 | 0 |
| Michigan | 1,030 | 202 | 19.6% | 12 | 472 | 356 | 40 | 47 | 39 | 30 | 46 | 0 |
| Minnesota | 357 | 79 | 22.1% | 9 | 148 | 130 | 15 | 18 | 18 | 13 | 15 | 0 |
| Mississippi | 690 | 115 | 16.7% | 25 | 313 | 261 | 32 | 32 | 16 | 19 | 16 | 1 |
| Missouri | 930 | 162 | 17.4% | 16 | 468 | 299 | 47 | 29 | 36 | 29 | 21 | 1 |
| Montana | 186 | 26 | 14.0% | 14 | 106 | 54 | 8 | 7 | 7 | 1 | 3 | 0 |
| Nebraska | 228 | 34 | 14.9% | 12 | 120 | 74 | 12 | 5 | 4 | 6 | 7 | 0 |
| Nevada | 309 | 61 | 19.7% | 13 | 128 | 117 | 14 | 16 | 13 | 11 | 7 | 3 |
| New Hampshire | 102 | 23 | 22.5% | 10 | 44 | 35 | 5 | 10 | 4 | 1 | 3 | 0 |
| New Jersey | 624 | 149 | 23.9% | 11 | 242 | 232 | 33 | 29 | 29 | 25 | 33 | 1 |
| New Mexico | 379 | 56 | 14.8% | 16 | 189 | 131 | 14 | 12 | 14 | 9 | 7 | 3 |
| New York | 999 | 267 | 26.7% | 8 | 421 | 308 | 63 | 54 | 46 | 46 | 58 | 3 |
| North Carolina | 1,412 | 255 | 18.1% | 16 | 641 | 516 | 72 | 55 | 45 | 38 | 45 | 0 |
| North Dakota | 115 | 18 | 15.7% | 16 | 67 | 30 | 5 | 3 | 5 | 3 | 2 | 0 |
| Ohio | 1,179 | 220 | 18.7% | 11 | 573 | 386 | 53 | 55 | 37 | 39 | 36 | 0 |
| Oklahoma | 655 | 115 | 17.6% | 19 | 316 | 224 | 31 | 32 | 17 | 21 | 14 | 0 |
| Oregon | 437 | 79 | 18.1% | 11 | 192 | 166 | 26 | 16 | 18 | 8 | 11 | 0 |
| Pennsylvania | 1,137 | 259 | 22.8% | 11 | 491 | 384 | 59 | 39 | 57 | 46 | 58 | 3 |
| Rhode Island | 83 | 18 | 21.7% | 10 | 40 | 25 | 4 | 3 | 4 | 4 | 3 | 0 |
| South Carolina | 988 | 163 | 16.5% | 19 | 469 | 356 | 53 | 39 | 26 | 23 | 22 | 0 |
| South Dakota | 129 | 24 | 18.6% | 17 | 60 | 45 | 6 | 5 | 6 | 2 | 5 | 0 |
| Tennessee | 1,040 | 220 | 21.2% | 20 | 451 | 367 | 61 | 46 | 45 | 34 | 34 | 2 |
| Texas | 3,722 | 508 | 13.6% | 15 | 1,890 | 1,309 | 146 | 102 | 107 | 79 | 74 | 15 |
| Utah | 273 | 57 | 20.9% | 17 | 130 | 86 | 15 | 12 | 6 | 13 | 11 | 0 |
| Vermont | 69 | 16 | 23.2% | 14 | 30 | 23 | 3 | 3 | 2 | 5 | 3 | 0 |
| Virginia | 839 | 182 | 21.7% | 14 | 332 | 324 | 58 | 38 | 34 | 28 | 24 | 1 |
| Washington | 565 | 107 | 18.9% | 10 | 259 | 197 | 27 | 20 | 24 | 11 | 25 | 2 |
| West Virginia | 303 | 59 | 19.5% | 17 | 132 | 112 | 15 | 17 | 16 | 7 | 4 | 0 |
| Wisconsin | 613 | 128 | 20.9% | 13 | 289 | 196 | 22 | 30 | 20 | 29 | 27 | 0 |
| Wyoming | 123 | 17 | 13.8% | 19 | 55 | 51 | 11 | 3 | 1 | 0 | 2 | 0 |
| **U.S. Total** | **37,133** | **6,784** | **18.3%** | **13** | **17,159** | **13,051** | **1,810** | **1,464** | **1,321** | **1,040** | **1,149** | **139** |
| Puerto Rico | 290 | 76 | 26.2% | 12 | 100 | 99 | 23 | 20 | 11 | 14 | 8 | 15 |

Source: FARS 2017 ARF. Population: Bureau of the Census.

## Fatality Analysis Reporting System (FARS):

The Fatality Analysis Reporting System (FARS) contains data on every fatal 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 updated 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 2017 ARF, the 2016 Final file was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle traffic crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF. The older population fatality count from the 2016 Final file was 6,846 which was updated from 6,764 from the 2016 ARF.

## Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

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 NASS GES in 2016. The 2016 CRSS data was released in March 2018 but is currently being reassessed and, therefore, is subject to change. The updated 2016 and new 2017 CRSS files will be released in early 2019. Thus, no CRSS estimates will be presented in this fact sheet. For more information on CRSS, see the Additional Resources section of the CRSS web page at: www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2019, March). *2017 older population fact sheet.* (Traffic Safety Facts. Report No. DOT HS 812 684). Washington, DC: National Highway Traffic Safety Administration.

## For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/research-data. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Passenger Vehicles, Pedestrians, Race and Ethnicity, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov.

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