Traffic Safety Facts
2014 Data

May 2016 DOT HS 812 273

# 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. In this fact sheet, the 2014 older population information is presented in the following order.

- Overview
- Older Drivers
- Older Population Age Groups
- Older Pedestrians
- Driver Involvement in Fatal Crashes by State and Age Group
- Fatalities by State and Age Group

## Key Findings

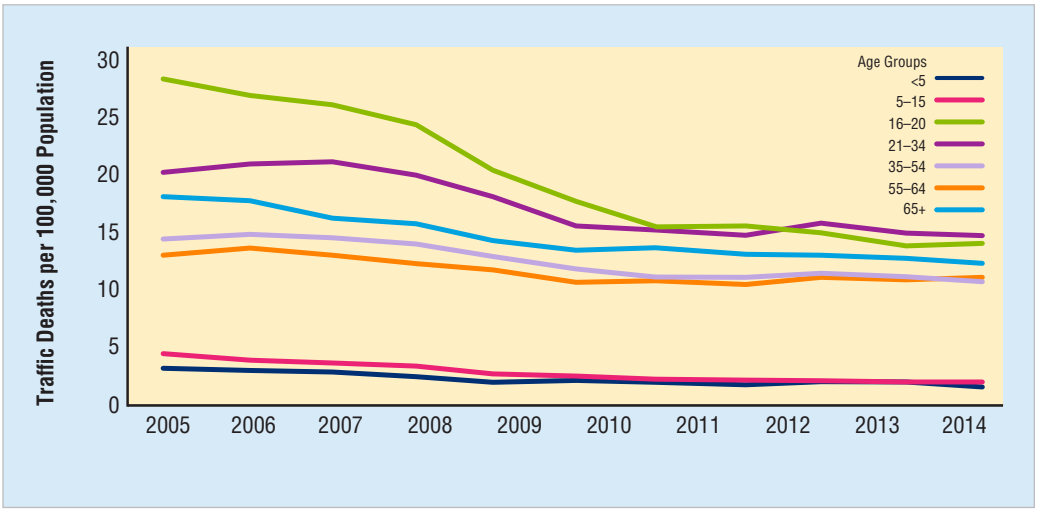
- In 2014, there were 5,709 people 65 and older killed in traffic crashes in the United States, 17 percent of all traffic fatalities.
- Older drivers made up 18 percent of all licensed drivers in 2014, compared to 15 percent in 2005.
- From 2005 to 2014, older male driver fatalities declined by 8 percent compared with a 13 percent decrease in older female driver fatalities.
- The population of people 65 and older increased by 26 percent from 2005 to 2014; however, driver fatalities in crashes involving older drivers *declined* by 10 percent over this period.
- For older pedestrians, 66 percent of fatalities in 2014 occurred at non-intersection locations.
- Among the older population, the fatality rate per 100,000 population in 2014 was highest for the 80-to-84 age group for both males and females.

## Overview

In 2014 there were 5,709 people 65 and older killed and an estimated 221,000 injured in motor vehicle traffic crashes. Older people made up 17 percent of all traffic fatalities and 9 percent of all people injured in traffic crashes during the year. Compared to 2013, there was very little change, less than 1 percent, in the numbers of both fatalities and those injured in the older age group.

In 2014 some 46.2 million people — about 14.5 percent of the total U.S. resident population — were 65 and older. Over the past decade the fatality rate per 100,000 population of older people has steadily declined from 17.8 in 2005 to 12.3 in 2014. Figure 1 shows motor vehicle traffic fatality rates according to age groups.

Figure 1
**Motor Vehicle Traffic Fatality Rates by Age Group, 2005–2014**




Source: Fatality Analysis Reporting System (FARS) 2005–2013 Final File, 2014 Annual Report File (ARF). Population: Bureau of the Census.

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Some notable changes among the 65-and-older age group, over the most recent 10 years of data (2005 to 2014), are seen in Table 1:

- The population increased by 26 percent (males increased by 32% and females by 22%).
- Motorcyclist fatalities, though a relatively small number, increased by 88 percent (males increased by 87% and females increased by 113%).
- Driver fatalities among the older population declined by 10 percent (decreased for males by 8% and for females by 13%).
- Older pedalcyclist fatalities increased by 35 percent overall (increased for males by 38% and for females by 13%).

Table 1

**Involvement of the Older Population in Traffic Fatalities by Gender, 2005 and 2014**

| | 2005 | | | 2014 | | | Percentage Change, 2005-2014 | |
|---|---|---|---|---|---|---|---|---|
| | Total | Age 65+ | Percentage of Total | Total | Age 65+ | Percentage of Total | Total | Age 65+ |
| **Population (thousands)** | | | | | | | | |
| Total | 295,517 | 36,650 | 12% | 318,857 | 46,243 | 15% | 8% | 26% |
| Male | 145,197 | 15,448 | 11% | 156,936 | 20,351 | 13% | 8% | 32% |
| Female | 150,320 | 21,202 | 14% | 161,921 | 25,892 | 16% | 8% | 22% |
| **Drivers Involved in Fatal Crashes** | | | | | | | | |
| Total | 59,220 | 6,233 | 11% | 44,583 | 5,955 | 13% | -25% | -4% |
| Male | 43,282 | 4,309 | 10% | 32,572 | 4,164 | 13% | -25% | -3% |
| Female | 15,059 | 1,923 | 13% | 11,258 | 1,791 | 16% | -25% | -7% |
| **Driver Fatalities** | | | | | | | | |
| Total | 27,491 | 3,942 | 14% | 20,765 | 3,558 | 17% | -24% | -10% |
| Male | 20,865 | 2,705 | 13% | 16,045 | 2,486 | 15% | -23% | -8% |
| Female | 6,623 | 1,236 | 19% | 4,714 | 1,072 | 23% | -29% | -13% |
| **Total Traffic Fatalities** | | | | | | | | |
| Total | 43,510 | 6,531 | 15% | 32,675 | 5,709 | 17% | -25% | -13% |
| Male | 30,347 | 3,883 | 13% | 23,220 | 3,537 | 15% | -23% | -9% |
| Female | 13,155 | 2,647 | 20% | 9,438 | 2,171 | 23% | -28% | -18% |
| **Occupant Fatalities** | | | | | | | | |
| Total | 37,646 | 5,425 | 14% | 26,862 | 4,568 | 17% | -29% | -16% |
| Male | 26,085 | 3,166 | 12% | 19,012 | 2,773 | 15% | -27% | -12% |
| Female | 11,554 | 2,258 | 20% | 7,842 | 1,795 | 23% | -32% | -21% |
| **Passenger Vehicle Occupant Fatalities** | | | | | | | | |
| Total | 31,549 | 5,107 | 16% | 21,022 | 4,062 | 19% | -33% | -20% |
| Male | 20,627 | 2,883 | 14% | 13,715 | 2,308 | 17% | -34% | -20% |
| Female | 10,915 | 2,223 | 20% | 7,303 | 1,754 | 24% | -33% | -21% |
| **Pedestrian Fatalities** | | | | | | | | |
| Total | 4,892 | 988 | 20% | 4,884 | 979 | 20% | -0% | -1% |
| Male | 3,450 | 617 | 18% | 3,411 | 627 | 18% | -1% | 2% |
| Female | 1,441 | 371 | 26% | 1,466 | 351 | 24% | 2% | -5% |
| **Motorcyclist Fatalities** | | | | | | | | |
| Total | 4,576 | 184 | 4% | 4,586 | 346 | 8% | 0% | 88% |
| Male | 4,129 | 176 | 4% | 4,183 | 329 | 8% | 1% | 87% |
| Female | 447 | 8 | 2% | 402 | 17 | 4% | -10% | 113% |
| **Pedalcyclist Fatalities** | | | | | | | | |
| Total | 786 | 80 | 10% | 726 | 108 | 15% | -8% | 35% |
| Male | 688 | 72 | 10% | 640 | 99 | 15% | -7% | 38% |
| Female | 98 | 8 | 8% | 84 | 9 | 11% | -14% | 13% |

Source: FARS 2005 Final File, 2014 ARF. Population: Bureau of the Census. Fatalities of unknown sex excluded.
Note: Use caution with reporting of percentages as some are based on small fatality figures.

People 65 and older made up 15 percent of the population in 2014, as seen in Table 1. Thirteen percent of the male population was 65 and older, while 16 percent of females were in this age group. Note that from 2005 to 2015 the number of older citizens increased by 26 percent (males by 32% and females by 22%), while the total population of all ages increased by 8 percent. Thus, a larger percentage of the population is in this age group than had been a decade ago (12% in 2005 to 15% in 2014). While there are both a larger number and larger percentage of females in this age group, gender differences shrunk over the decades.

Also interesting to note is that the percentage of females 65 and older is larger than that of males when looking at 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.

## Older Drivers

There were 38.4 million licensed older drivers in 2014—a 31-percent increase from 10 years earlier (2005). In contrast, the total number of licensed drivers increased by only 7 percent from 2005 to 2014. Older drivers made up 18 percent of all licensed drivers in 2013, compared to 15 percent in 2005.

As shown in Table 2, of all drivers of drinking age in fatal crashes in 2014, older drivers involved in fatal crashes had the lowest percentage of drivers with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, at 8 percent.

Table 2
**Age and Alcohol Involvement of Drivers in Fatal Crashes, 2014**

| Age Group (Years) | Drivers Involved in Fatal Crashes | | |
|---|---|---|---|
| | Total | BAC .08 or Higher | |
| | | Number | Percentage of Total |
| <16 | 137 | 10 | 7% |
| 16–20 | 3,803 | 662 | 17% |
| 21–34 | 13,626 | 3,990 | 29% |
| 35–54 | 14,244 | 3,145 | 22% |
| 55–64 | 5,997 | 945 | 16% |
| 65+ | 5,955 | 479 | 8% |
| Total* | 44,583 | 9,417 | 21% |

Source: FARS 2014 ARF.
*Total includes 821 drivers of unknown age.

Nine percent fewer people were killed in crashes involving older drivers – from 6,647 in 2005 to 6,045 in 2014. While the overall trend shows a decline over those 10 years, the number of people killed in crashes involving older drivers was at its lowest point in 2009, and has generally increased since then. Table 3 presents total fatalities in crashes involving older drivers over the past 10 years by the role of the person killed.

Table 3
**Fatalities in Crashes Involving Drivers 65 and Older, 2005–2014**

| | Older Drivers | Passengers in Older Drivers' Vehicles | Occupants of Other Vehicles | Nonoccupants | Total |
|---|---|---|---|---|---|
| 2005 | 3,943 | 1,053 | 1,201 | 450 | 6,647 |
| 2006 | 3,741 | 979 | 1,197 | 417 | 6,334 |
| 2007 | 3,674 | 923 | 1,120 | 452 | 6,169 |
| 2008 | 3,475 | 858 | 1,085 | 407 | 5,825 |
| 2009 | 3,307 | 848 | 1,008 | 450 | 5,613 |
| 2010 | 3,423 | 886 | 986 | 487 | 5,782 |
| 2011 | 3,409 | 735 | 984 | 508 | 5,636 |
| 2012 | 3,471 | 813 | 1,044 | 612 | 5,940 |
| 2013 | 3,601 | 766 | 1,107 | 583 | 6,057 |
| 2014 | 3,558 | 748 | 1,130 | 609 | 6,045 |

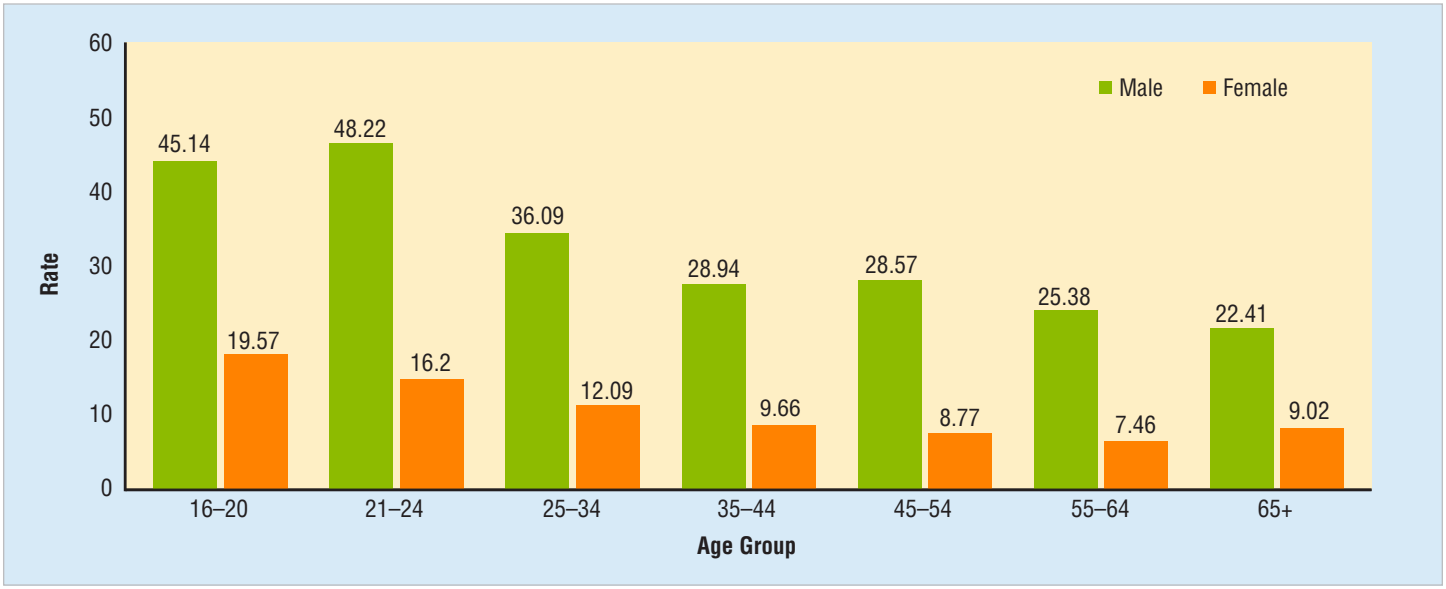
Sources: FARS 2005-2013 Final File, 2014 ARF.

Most traffic fatalities in crashes involving older drivers in 2014 occurred during the daytime (75%), occurred on weekdays (69%), and involved other vehicles (66%). These percentages differ from those for all fatalities in 2014: 49 percent occurred in the daytime; 58 percent occurred on the weekdays; and 42 percent involved another vehicle.

Among drivers involved in fatal crashes in 2014, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (20)

than any other age group. Looking specifically at females, the age groups 45-to-54 and 55-to-64 were slightly lower than the 65 and older group. The involvement rate for older male drivers was 22.41 per 100,000 older licensed male drivers, and the involvement rate for older female drivers was 9.02 per 100,000 older licensed female drivers, as can be seen in Figure 2.

Figure 2
**Driver Involvement Rates in Fatal Crashes by Age and Gender per 100,000 Licensed Drivers, 2014**

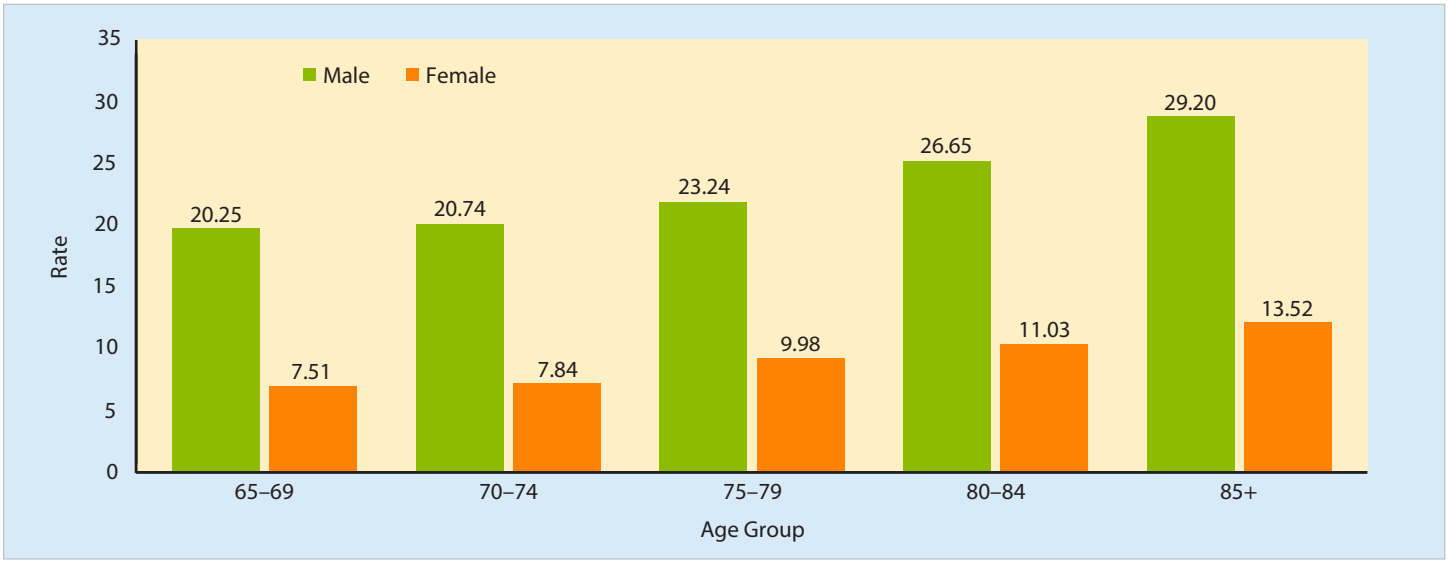



Source: FARS 2014 ARF

## Older Population Age Groups

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. In 2014 fatal crash driver involvement rates per 100,000 licensed drivers among both older male (29.20) and female (13.52) drivers was highest in the 85-and-older age group. Figure 3 provides driver involvement rates for age groups in the older population, by gender.

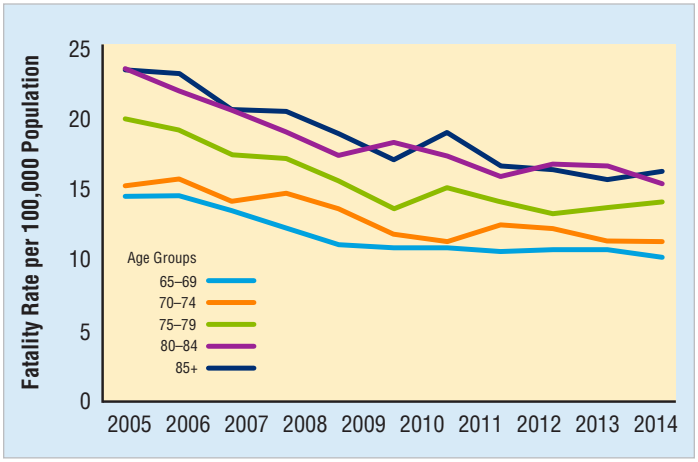
Figure 3
**Involvement Rates for Older Drivers in Fatal Crashes by Age Group and Gender, per 100,000 Licensed Drivers, 2014**




Source: FARS 2014 ARF.

In 2014 among the older population the fatality rate for the 85-and-older age group was 15.98 per 100,000 population, which was higher than any other older age group. The fatality rate for the 85+ age group declined by 30 percent over the past decade, from 22.90 in 2005 to 15.98 in 2014, as shown in Figure 4.

Figure 4
**Motor Vehicle Traffic Fatality Rates Among Older Populations by Age Group, 2005–2014**




Source: FARS 2005-2013 Final File; FARS 2014 ARF.

## Older Pedestrians

For older people the proportion of pedestrian fatalities in 2014 that occurred at non-intersection locations (66%) was much lower than for pedestrians under 65 (82%).

Among all fatally injured pedestrians 21 (the legal drinking age in the United States) and older, older pedestrians had the lowest percentage with BACs of .08 g/dL or higher, as seen in Table 4. Pedestrians under 16 had a lower rate of .08+ BAC; however, it is illegal for this age group to consume alcohol in the United States.

Table 4
**Pedestrian Fatalities by Age Group and BAC, 2014**

| Age Group (Years) | Pedestrian Fatalities | | |
|---|---|---|---|
| | Total | BAC .08 or Higher | |
| | | Number | Percentage of Total |
| <16 | 233 | 6 | 2% |
| 16-20 | 288 | 78 | 27% |
| 21-34 | 1,015 | 457 | 45% |
| 35-54 | 1,467 | 694 | 47% |
| 55-64 | 851 | 275 | 32% |
| 65+ | 979 | 96 | 10% |
| Total | 51 | 20 | 40% |

Source: FARS 2014 ARF.

*Total includes 51 fatalities of unknown age.

## Driver Involvement in Fatal Crashes by State and Age Group

Table 5 shows driver involvement in fatal traffic crashes by State and driver age group. Included also in Table 5 is Puerto Rico, which is not included in the overall U.S. total.

Among all States, driver involvement in all fatal crashes in 2014 ranged from a high of 4,855 in Texas to a low of 26 in the District of Columbia. Specific to older drivers involved in fatal crashes, Florida had the largest number of older drivers involved at 516, compared to the District of Columbia with no older drivers involved in fatal crashes. The District of Columbia had the lowest percentage of older driver involvement (zero), followed by Alaska with 5.9 percent of all drivers involved in fatal crashes being 65 and older. Rhode Island had the largest percentage, 27.7 percent. Looking at the driver involvement rate per 100,000 licensed drivers, the District of Columbia was lowest with zero, followed by Massachusetts with a rate of 6. Oklahoma had the highest driver involvement rate for those 65 and older (28), followed by Mississippi with a rate of 27. Nationally, 15 drivers 65 and older per 100,000 licensed drivers were involved in a fatal crash in 2014.

## Fatalities by State and Age Group

The previous section looked at drivers involved in fatal crashes. Table 6 shows fatalities in traffic crashes by State and age group. Included also in Table 6 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 2014 ranged from a high of 3,538 in Texas to a low of 23 in the District of Columbia. The State with the highest number of fatalities of people 65 and over was California with 513 fatalities in 2014, compared to the District of Columbia with the fewest, one. The District of Columbia had the lowest percentage of fatalities of those 65 and older, with only 4.3 percent, while Rhode Island had the highest, with 34.6 percent.

Looking at the rate by population for those 65 and older, the District of Columbia was lowest with only 1 fatality per 100,000 population in that age group. followed by Massachusetts with a rate of 6. Wyoming had the highest rate, 26 per 100,000 population, followed by Oklahoma with 20. The National rate was 12 fatalities 65 and older per 100,000 population.

Table 5

## Driver Involvement in Fatal Traffic Crashes by State and Age Group, 2014

| State | Total Drivers Involved | Age 65+ | | | Age Group | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Drivers 65+ | Percentage of Total | Rate per 100,000 Licensed Drivers | <40 | 40–64 | 65–69 | 70–74 | 75–79 | 80–84 | 85+ | Unknown |
| Alabama | 1,055 | 147 | 13.9% | 19 | 486 | 407 | 49 | 38 | 26 | 21 | 13 | 15 |
| Alaska [1] | 101 | 6 | 5.9% | 9 | 50 | 44 | 3 | 2 | 0 | 0 | 1 | 1 |
| Arizona | 1,021 | 141 | 13.8% | 17 | 468 | 365 | 48 | 32 | 24 | 20 | 17 | 47 |
| Arkansas | 665 | 94 | 14.1% | 21 | 285 | 283 | 33 | 28 | 14 | 15 | 4 | 3 |
| California | 4,225 | 438 | 10.4% | 12 | 2,109 | 1,522 | 152 | 113 | 69 | 51 | 53 | 156 |
| Colorado [1] | 684 | 78 | 11.4% | 12 | 331 | 270 | 27 | 17 | 19 | 6 | 9 | 5 |
| Connecticut | 337 | 43 | 12.8% | 9 | 168 | 123 | 9 | 7 | 12 | 3 | 12 | 3 |
| Delaware | 161 | 28 | 17.4% | 19 | 78 | 54 | 6 | 6 | 11 | 4 | 1 | 1 |
| Dist. of Columbia | 26 | 0 | 0.0% | 0 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 2 |
| Florida | 3,513 | 516 | 14.7% | 17 | 1,600 | 1,288 | 173 | 115 | 79 | 62 | 87 | 109 |
| Georgia | 1,622 | 193 | 11.9% | 18 | 773 | 631 | 58 | 59 | 36 | 21 | 19 | 25 |
| Hawaii | 128 | 19 | 14.8% | 12 | 58 | 48 | 9 | 2 | 4 | 1 | 3 | 3 |
| Idaho | 231 | 43 | 18.6% | 21 | 110 | 78 | 15 | 14 | 5 | 5 | 4 | 0 |
| Illinois [1] | 1,274 | 183 | 14.4% | 13 | 596 | 476 | 57 | 34 | 31 | 28 | 33 | 19 |
| Indiana | 1,121 | 140 | 12.5% | 18 | 504 | 455 | 54 | 30 | 29 | 10 | 17 | 22 |
| Iowa | 431 | 71 | 16.5% | 17 | 188 | 171 | 26 | 14 | 13 | 15 | 3 | 1 |
| Kansas | 514 | 82 | 16.0% | 23 | 233 | 195 | 32 | 18 | 11 | 8 | 13 | 4 |
| Kentucky | 884 | 128 | 14.5% | 23 | 413 | 339 | 39 | 22 | 31 | 14 | 22 | 4 |
| Louisiana | 938 | 90 | 9.6% | 15 | 483 | 346 | 29 | 23 | 18 | 11 | 9 | 19 |
| Maine | 172 | 28 | 16.3% | 13 | 73 | 71 | 8 | 7 | 5 | 3 | 5 | 0 |
| Maryland | 643 | 87 | 13.5% | 13 | 306 | 238 | 31 | 23 | 10 | 10 | 13 | 12 |
| Massachusetts [2] | 422 | 49 | 11.6% | 6 | 206 | 163 | 18 | 10 | 7 | 6 | 8 | 4 |
| Michigan | 1,272 | 203 | 16.0% | 15 | 586 | 447 | 62 | 47 | 29 | 36 | 29 | 36 |
| Minnesota | 525 | 85 | 16.2% | 13 | 218 | 219 | 28 | 12 | 12 | 18 | 15 | 3 |
| Mississippi | 757 | 100 | 13.2% | 27 | 351 | 305 | 41 | 23 | 14 | 12 | 10 | 1 |
| Missouri | 1,040 | 157 | 15.1% | 20 | 493 | 372 | 49 | 35 | 36 | 24 | 13 | 18 |
| Montana | 223 | 31 | 13.9% | 20 | 113 | 78 | 8 | 9 | 10 | 3 | 1 | 1 |
| Nebraska | 305 | 53 | 17.4% | 21 | 155 | 96 | 17 | 14 | 6 | 10 | 6 | 1 |
| Nevada | 404 | 44 | 10.9% | 14 | 196 | 151 | 16 | 7 | 10 | 6 | 5 | 13 |
| New Hampshire | 126 | 18 | 14.3% | 9 | 60 | 48 | 7 | 3 | 1 | 4 | 3 | 0 |
| New Jersey | 783 | 112 | 14.3% | 10 | 340 | 309 | 27 | 25 | 25 | 18 | 17 | 22 |
| New Mexico | 471 | 36 | 7.6% | 14 | 225 | 191 | 16 | 10 | 1 | 4 | 5 | 19 |
| New York | 1,401 | 220 | 15.7% | 10 | 612 | 531 | 53 | 52 | 45 | 35 | 35 | 38 |
| North Carolina | 1,748 | 253 | 14.5% | 20 | 809 | 668 | 95 | 57 | 50 | 29 | 22 | 18 |
| North Dakota | 176 | 12 | 6.8% | 13 | 95 | 68 | 3 | 4 | 1 | 3 | 1 | 1 |
| Ohio | 1,416 | 206 | 14.5% | 13 | 641 | 558 | 66 | 37 | 53 | 28 | 22 | 11 |
| Oklahoma | 902 | 135 | 15.0% | 28 | 419 | 339 | 36 | 28 | 37 | 22 | 12 | 9 |
| Oregon | 471 | 82 | 17.4% | 14 | 202 | 184 | 30 | 11 | 12 | 13 | 16 | 3 |
| Pennsylvania | 1,660 | 299 | 18.0% | 16 | 698 | 641 | 86 | 69 | 44 | 54 | 46 | 22 |
| Rhode Island | 65 | 18 | 27.7% | 13 | 20 | 27 | 3 | 3 | 3 | 5 | 4 | 0 |
| South Carolina | 1,092 | 136 | 12.5% | 20 | 544 | 403 | 51 | 43 | 22 | 10 | 10 | 9 |
| South Dakota | 179 | 30 | 16.8% | 24 | 76 | 72 | 4 | 9 | 5 | 5 | 7 | 1 |
| Tennessee | 1,334 | 212 | 15.9% | 24 | 613 | 493 | 61 | 56 | 45 | 26 | 24 | 16 |
| Texas | 4,855 | 451 | 9.3% | 18 | 2,564 | 1,739 | 160 | 106 | 77 | 67 | 41 | 101 |
| Utah | 356 | 46 | 12.9% | 21 | 168 | 139 | 13 | 13 | 10 | 6 | 4 | 3 |
| Vermont | 60 | 10 | 16.7% | 9 | 25 | 25 | 2 | 2 | 2 | 2 | 2 | 0 |
| Virginia | 952 | 141 | 14.8% | 14 | 413 | 387 | 38 | 34 | 31 | 24 | 14 | 11 |
| Washington | 619 | 88 | 14.2% | 10 | 294 | 231 | 30 | 21 | 19 | 9 | 9 | 6 |
| West Virginia | 346 | 54 | 15.6% | 20 | 161 | 131 | 14 | 17 | 9 | 8 | 6 | 0 |
| Wisconsin | 690 | 101 | 14.6% | 13 | 326 | 260 | 32 | 21 | 19 | 13 | 16 | 3 |
| Wyoming | 187 | 18 | 9.6% | 23 | 93 | 76 | 4 | 4 | 4 | 5 | 1 | 0 |
| U.S.Total | 44,583 | 5,955 | 13.4% | 15 | 21,044 | 16,763 | 1,928 | 1,386 | 1,086 | 813 | 742 | 821 |
| Puerto Rico | 384 | 39 | 10.2% | - | 223 | 100 | 16 | 8 | 11 | 2 | 2 | 22 |

Source: FARS 2014 ARF.

[1] Data for older age groups has been estimated based on the last breakout provided by that State against the census population figures for that State and age group.

[2] State did not provide current data. Table displays 2013 data.

Table 6

## Fatalities in Traffic Crashes by State and Age Group, 2014

| State | Total Fatalities | Age 65+ | | | Age Group | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Fatalities 65+ | Percentage of Total | Rate per 100,000 Population | <40 | 40–64 | 65–69 | 70–74 | 75–79 | 80–84 | 85+ | Unknown |
| Alabama | 820 | 136 | 16.6% | 18 | 380 | 301 | 36 | 36 | 25 | 24 | 15 | 3 |
| Alaska | 73 | 5 | 6.8% | 7 | 34 | 34 | 2 | 2 | 0 | 0 | 1 | 0 |
| Arizona | 770 | 151 | 19.6% | 14 | 342 | 273 | 44 | 40 | 27 | 23 | 17 | 4 |
| Arkansas | 466 | 79 | 17.0% | 17 | 213 | 174 | 22 | 20 | 18 | 16 | 3 | 0 |
| California | 3,074 | 513 | 16.7% | 10 | 1,553 | 992 | 130 | 100 | 99 | 87 | 97 | 16 |
| Colorado | 488 | 69 | 14.1% | 10 | 242 | 177 | 16 | 15 | 17 | 8 | 13 | 0 |
| Connecticut | 248 | 41 | 16.5% | 7 | 124 | 83 | 8 | 6 | 12 | 5 | 10 | 0 |
| Delaware | 121 | 27 | 22.3% | 18 | 55 | 39 | 6 | 5 | 10 | 4 | 2 | 0 |
| Dist of Columbia | 23 | 1 | 4.3% | 1 | 12 | 10 | 0 | 1 | 0 | 0 | 0 | 0 |
| Florida | 2,494 | 483 | 19.4% | 13 | 1,096 | 897 | 140 | 94 | 74 | 72 | 103 | 18 |
| Georgia | 1,164 | 172 | 14.8% | 14 | 558 | 430 | 44 | 50 | 32 | 23 | 23 | 4 |
| Hawaii | 95 | 22 | 23.2% | 10 | 42 | 31 | 5 | 5 | 3 | 3 | 6 | 0 |
| Idaho | 186 | 40 | 21.5% | 17 | 87 | 59 | 12 | 9 | 9 | 5 | 5 | 0 |
| Illinois | 924 | 178 | 19.3% | 10 | 438 | 307 | 36 | 36 | 31 | 28 | 47 | 1 |
| Indiana | 746 | 121 | 16.2% | 13 | 348 | 275 | 40 | 30 | 21 | 16 | 14 | 2 |
| Iowa | 321 | 62 | 19.3% | 13 | 136 | 123 | 16 | 13 | 13 | 18 | 2 | 0 |
| Kansas | 385 | 77 | 20.0% | 19 | 182 | 126 | 26 | 18 | 12 | 9 | 12 | 0 |
| Kentucky | 672 | 115 | 17.1% | 18 | 323 | 234 | 30 | 18 | 28 | 13 | 26 | 0 |
| Louisiana | 737 | 80 | 10.9% | 13 | 397 | 254 | 26 | 18 | 15 | 9 | 12 | 6 |
| Maine | 131 | 36 | 27.5% | 15 | 50 | 45 | 11 | 9 | 4 | 2 | 10 | 0 |
| Maryland | 442 | 73 | 16.5% | 9 | 230 | 139 | 21 | 14 | 12 | 9 | 17 | 0 |
| Massachusetts | 328 | 65 | 19.8% | 6 | 143 | 119 | 17 | 16 | 11 | 8 | 13 | 1 |
| Michigan | 901 | 173 | 19.2% | 11 | 419 | 309 | 40 | 39 | 33 | 31 | 30 | 0 |
| Minnesota | 361 | 82 | 22.7% | 11 | 154 | 125 | 16 | 16 | 14 | 15 | 21 | 0 |
| Mississippi | 607 | 79 | 13.0% | 18 | 301 | 227 | 29 | 14 | 9 | 15 | 12 | 0 |
| Missouri | 766 | 149 | 19.5% | 16 | 373 | 244 | 41 | 30 | 34 | 22 | 22 | 0 |
| Montana | 192 | 29 | 15.1% | 17 | 102 | 61 | 8 | 7 | 11 | 1 | 2 | 0 |
| Nebraska | 225 | 38 | 16.9% | 14 | 117 | 70 | 11 | 10 | 6 | 5 | 6 | 0 |
| Nevada | 290 | 49 | 16.9% | 12 | 145 | 96 | 13 | 10 | 12 | 7 | 7 | 0 |
| New Hampshire | 95 | 18 | 18.9% | 9 | 42 | 35 | 6 | 1 | 2 | 4 | 5 | 0 |
| New Jersey | 556 | 119 | 21.4% | 9 | 233 | 204 | 19 | 26 | 28 | 20 | 26 | 0 |
| New Mexico | 383 | 36 | 9.4% | 11 | 202 | 143 | 14 | 8 | 5 | 6 | 3 | 2 |
| New York | 1,039 | 238 | 22.9% | 8 | 453 | 337 | 48 | 49 | 51 | 39 | 51 | 11 |
| North Carolina | 1,284 | 222 | 17.3% | 15 | 593 | 469 | 59 | 51 | 44 | 31 | 37 | 0 |
| North Dakota | 135 | 13 | 9.6% | 12 | 79 | 43 | 3 | 2 | 2 | 3 | 3 | 0 |
| Ohio | 1,006 | 195 | 19.4% | 11 | 478 | 333 | 58 | 31 | 45 | 31 | 30 | 0 |
| Oklahoma | 669 | 115 | 17.2% | 20 | 310 | 244 | 26 | 20 | 34 | 21 | 14 | 0 |
| Oregon | 357 | 74 | 20.7% | 12 | 130 | 153 | 18 | 13 | 10 | 12 | 21 | 0 |
| Pennsylvania | 1,195 | 285 | 23.8% | 13 | 495 | 414 | 69 | 62 | 41 | 56 | 57 | 1 |
| Rhode Island | 52 | 18 | 34.6% | 11 | 15 | 19 | 3 | 3 | 3 | 5 | 4 | 0 |
| South Carolina | 824 | 127 | 15.4% | 17 | 413 | 284 | 45 | 34 | 23 | 12 | 13 | 0 |
| South Dakota | 136 | 25 | 18.4% | 19 | 61 | 50 | 1 | 8 | 6 | 3 | 7 | 0 |
| Tennessee | 962 | 186 | 19.3% | 19 | 439 | 336 | 57 | 39 | 40 | 22 | 28 | 1 |
| Texas | 3,538 | 466 | 13.2% | 15 | 1,846 | 1,210 | 149 | 95 | 92 | 65 | 65 | 16 |
| Utah | 256 | 38 | 14.8% | 13 | 128 | 90 | 10 | 8 | 9 | 6 | 5 | 0 |
| Vermont | 44 | 8 | 18.2% | 8 | 21 | 15 | 0 | 2 | 2 | 3 | 1 | 0 |
| Virginia | 703 | 121 | 17.2% | 11 | 317 | 264 | 26 | 28 | 28 | 19 | 20 | 1 |
| Washington | 462 | 94 | 20.3% | 9 | 207 | 161 | 23 | 30 | 17 | 8 | 16 | 0 |
| West Virginia | 272 | 54 | 19.9% | 16 | 128 | 90 | 13 | 15 | 9 | 7 | 10 | 0 |
| Wisconsin | 507 | 91 | 17.9% | 10 | 251 | 165 | 20 | 18 | 20 | 15 | 18 | 0 |
| Wyoming | 150 | 21 | 14.0% | 26 | 77 | 52 | 4 | 4 | 4 | 6 | 3 | 0 |
| U.S.Total | 32,675 | 5,709 | 17.5% | 12 | 15,514 | 11,365 | 1,517 | 1,228 | 1,107 | 872 | 985 | 87 |
| Puerto Rico | 304 | 51 | 16.8% | 8 | 139 | 100 | 16 | 10 | 11 | 8 | 6 | 14 |

Source: FARS 2014 ARF

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

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## 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 ncsaweb@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. 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, Passenger Vehicles, Pedestrians, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol 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 www-nrd.nhtsa.dot.gov/cats/index.aspx

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