Traffic Safety Facts
2015 Data
February 2017
DOT HS 812 372

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 2015 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

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (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.

Key Findings

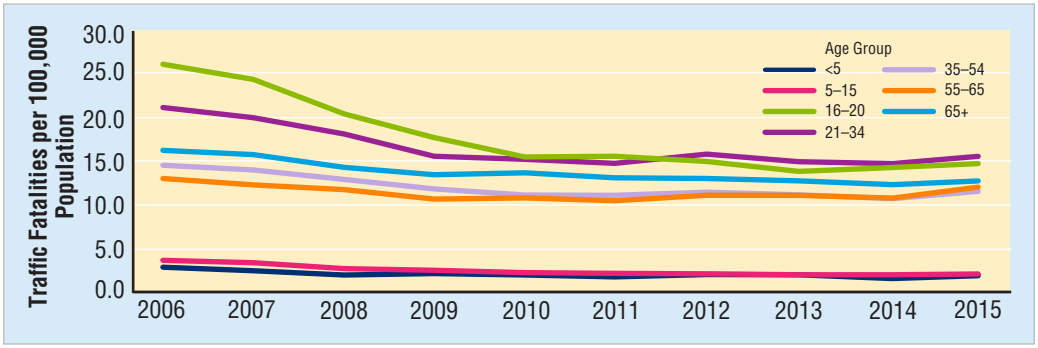
- In 2015 there were 6,165 people 65 and older killed in traffic crashes in the United States, 18 percent of all traffic fatalities.
- Older drivers made up 18 percent of all licensed drivers in 2015 compared to 15 percent in 2006.
- The population of people 65 and older increased by 29 percent from 2006 to 2015; however, driver fatalities in crashes involving older drivers increased by 3 percent over this period.
- From 2006 to 2015 older male driver fatalities increased by 10 percent compared with an 11 percent decrease in older female driver fatalities.
- In 2015 most traffic fatalities in crashes involving older drivers occurred during the daytime (74%), on weekdays (70%), and involved other vehicles (67%). This is an increase compared to all fatalities, which was 49 percent during the daytime, 59 percent on weekdays, and 44 percent involving another vehicle.
- In 2015 passenger vehicle occupants 65 and older involved in fatal traffic crashes were more likely to be restrained.
- For older pedestrians, 68 percent of fatalities in 2015 occurred at non-intersection locations.
- Among the older population, the traffic fatality rate per 100,000 population in 2015 was highest for the 85-and-older age group.

Overview

In 2015 there were 6,165 people 65 and older killed and an estimated 240,000 injured in motor vehicle traffic crashes. Older people made up 18 percent of all traffic fatalities and 10 percent of all people injured in traffic crashes during the year. Compared to 2014, there was an 8-percent increase in the numbers of both fatalities and those injured in the older age group.

In 2015 some 47.8 million people—about 15 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 16.3 in 2006 to 12.9 in 2015. Figure 1 shows motor vehicle traffic fatality rates according to age groups.

Figure 1
Motor Vehicle Traffic Fatality Rates by Age Group, 2006–2015



Source: Fatality Analysis Reporting System (FARS) 2006–2014 Final File, 2015 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 (2006 to 2015), are seen in Table 1:

- The population increased by 29 percent (males increased by 34% and females by 24%).
- Motorcyclist fatalities, though a relatively small number, increased by 142 percent (males increased by 144% and females increased by 100%).
- Driver fatalities among the older population increased by 3 percent (increased for males by 10% and decreased for females by 11%).
- Older pedalcyclist fatalities increased by 12 percent overall (increased for males by 8% and for females by 38%).

Table 1

Involvement of the Older Population in Traffic Fatalities by Gender, 2006 and 2015

	2006			2015			Percentage Change, 2006–2015	
	Total	Age 65+	Percentage of Total	Total	Age 65+	Percentage of Total	Total	Age 65+
Population (thousands)								
Total	298,380	37,164	12%	321,419	47,761	15%	8%	29%
Male	146,647	15,733	11%	158,229	21,090	13%	8%	34%
Female	151,733	21,431	14%	163,190	26,671	16%	8%	24%
Drivers Involved in Fatal Crashes								
Total	57,846	5,996	10%	48,613	6,490	13%	-16%	8%
Male	42,223	4,160	10%	35,472	4,636	13%	-16%	11%
Female	14,753	1,834	12%	12,220	1,853	15%	-17%	1%
Driver Fatalities								
Total	27,348	3,739	14%	22,150	3,858	17%	-19%	3%
Male	20,732	2,542	12%	17,147	2,800	16%	-17%	10%
Female	6,610	1,195	18%	4,994	1,058	21%	-24%	-11%
Total Traffic Fatalities								
Total	42,708	6,045	14%	35,092	6,165	18%	-18%	2%
Male	29,849	3,540	12%	24,899	3,905	16%	-17%	10%
Female	12,842	2,503	19%	10,166	2,258	22%	-21%	-10%
Occupant Fatalities								
Total	36,956	4,998	14%	28,671	5,009	17%	-22%	0%
Male	25,708	2,914	11%	20,277	3,150	16%	-21%	8%
Female	11,235	2,082	19%	8,378	1,858	22%	-25%	-11%
Passenger Vehicle Occupant Fatalities								
Total	30,686	4,698	15%	22,441	4,412	20%	-27%	-6%
Male	20,025	2,637	13%	14,640	2,588	18%	-27%	-2%
Female	10,650	2,060	19%	7,788	1,823	23%	-27%	-12%
Pedestrian Fatalities								
Total	4,795	911	19%	5,376	1,002	19%	12%	10%
Male	3,332	515	15%	3,749	632	17%	13%	23%
Female	1,459	396	27%	1,617	369	23%	11%	-7%
Motorcyclist Fatalities								
Total	4,837	172	4%	4,976	416	8%	3%	142%
Male	4,412	162	4%	4,511	396	9%	2%	144%
Female	425	10	2%	464	20	4%	9%	100%
Pedalcyclist Fatalities								
Total	772	91	12%	818	102	12%	6%	12%
Male	677	78	12%	697	84	12%	3%	8%
Female	95	13	14%	120	18	15%	26%	38%

Source: FARS 2006 Final File, 2015 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 2015, 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 2006 to 2015 the number of older people in the U.S. increased by 29 percent (males by 34% and females by 24%), 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 2006 to 15% in 2015). 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, pedalcyclist fatalities, and pedestrian fatalities. Males 65 and older are a larger percentage of motorcyclist 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.

When it comes to restraint use of those involved in fatal traffic crashes, passenger vehicle occupants 65 and older were more likely to be restrained than those younger than 65. Older passengers involved were restrained 81 percent of the time, while passengers 65 and younger were restrained 71 percent of the time.

Older Drivers

There were 40.1 million licensed older drivers in 2015 —a 33-percent increase from 10 years earlier (2006). In contrast, the total number of licensed drivers in the United States increased by 8 percent from 2006 to 2015. Older drivers made up 18 percent of all licensed drivers in 2015, compared to 15 percent in 2006.

As shown in Table 2, among the age groups displayed of drivers of drinking age in fatal crashes in 2015, 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, 2015

Age Group (Years)	Drivers Involved in Fatal Crashes		
	Total	BAC .08 or Higher	
		Number	Percentage of Total
<16	154	15	10%
16–20	4,214	659	16%
21–34	14,802	4,021	27%
35–54	15,527	3,234	21%
55–64	6,453	905	14%
65+	6,490	507	8%
Total	48,613	9,649	20%

Source: FARS 2015 ARF.
*Total includes 973 drivers of unknown age.

Over the past 10 years 4 percent more people were killed in crashes involving older drivers – from 6,334 in 2006 to 6,608 in 2015. While the annual numbers of people killed in these crashes over the last 10 years has varied, there was an increase of 9 percent between 2014 and 2015. This increase in one year accounts for a large portion of the increases over the last decade. 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, 2006–2015

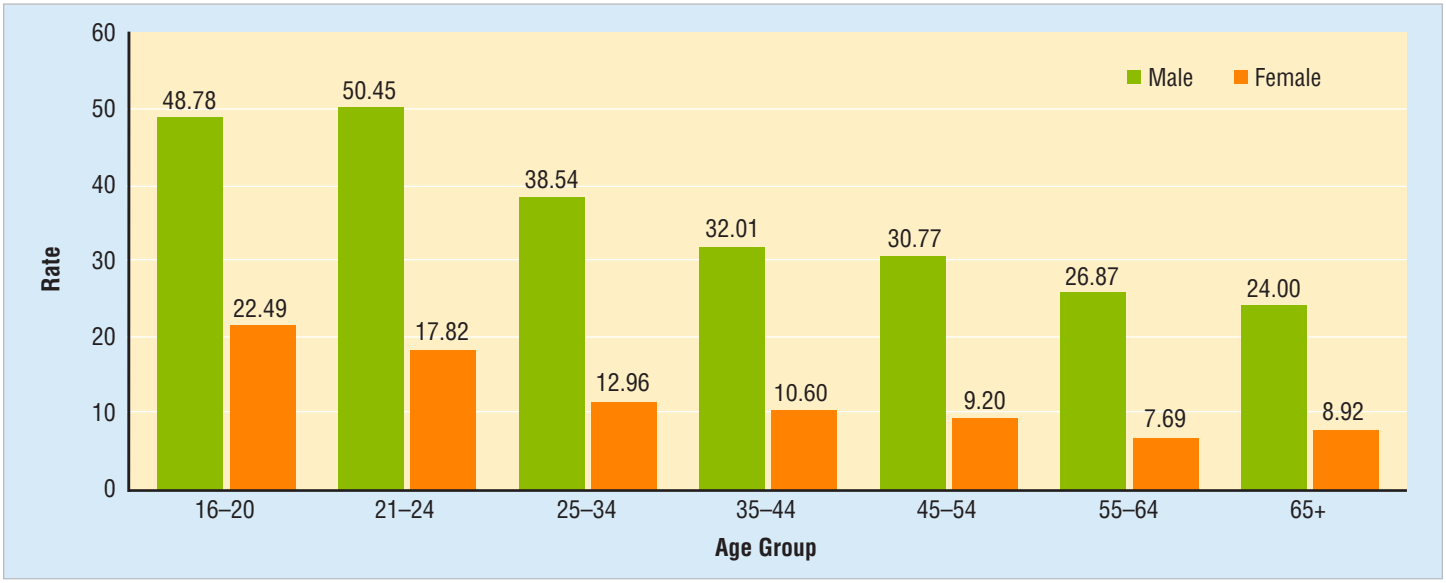
	Older Drivers	Passengers in Older Drivers' Vehicles	Occupants of Other Vehicles	Non-occupants	Total
2006	3,741	979	1,197	417	6,334
2007	3,674	923	1,120	452	6,169
2008	3,475	858	1,085	407	5,825
2009	3,307	848	1,008	450	5,613
2010	3,423	886	986	487	5,782
2011	3,409	735	984	508	5,636
2012	3,471	813	1,044	612	5,940
2013	3,601	766	1,107	583	6,057
2014	3,564	750	1,128	610	6,052
2015	3,859	828	1,250	671	6,608

Sources: FARS 2006-2014 Final File, 2015 ARF.

Most traffic fatalities in crashes involving older drivers in 2015 occurred during the daytime (74%), occurred on weekdays (70%), and involved other vehicles (67%). These percentages differ from those for all fatalities in 2015: 49 percent occurred in the daytime; 59 percent occurred on the weekdays; and 44 percent involved another vehicle.

Among drivers involved in fatal crashes in 2015 , drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (16.19) than any other age group. Looking specifically at females, the 55-to-64 age group was slightly lower than the 65-and-older group. The involvement rate for older male drivers was 24 per 100,000 older licensed male drivers, and the involvement rate for older female drivers was 8.92 per 100,000 older licensed female drivers, as seen in Figure 2.

Figure 2
Driver Involvement Rates in Fatal Crashes by Age and Gender per 100,000 Licensed Drivers, 2015

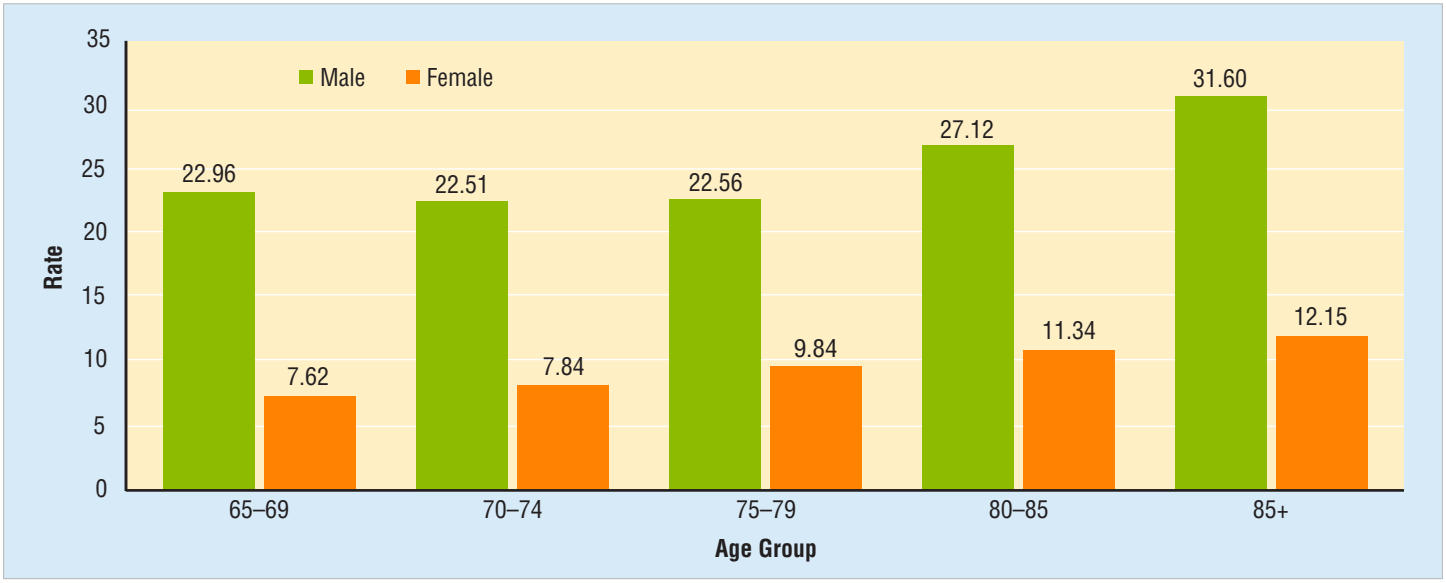


Source: FARS 2015 ARF.
Licensed Drivers: Federal Highway Administration.

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, by gender. Fatal-crash driver-involvement rates per 100,000 licensed drivers among both older male (31.6) and female (12.15) drivers was highest in the 85-and-older age group.

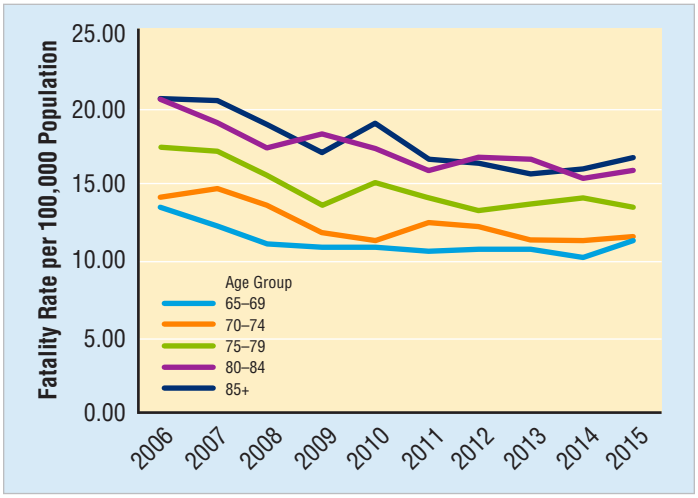
Figure 3
Involvement Rates for Older Drivers in Fatal Crashes by Age Group and Gender, per 100,000 Licensed Drivers, 2015



Source: FARS 2015 ARF.
Licensed Drivers: Federal Highway Administration.

In 2015 among the older population the fatality rate for the 85-and-older age group was 16.94 per 100,000 population, which was higher than any other older age group. The fatality rate for the 85+ age group declined by 17 percent over the past decade, from 20.37 in 2006 to 16.94 in 2015, as shown in Figure 4.

Figure 4
Motor Vehicle Traffic Fatality Rates Among Older Populations by Age Group, 2015



Source: FARS 2005-2013 Final File; FARS 2015 ARF.
Population: Bureau of the Census.

Older Pedestrians

For older people the proportion of pedestrian fatalities in 2015 that occurred at non-intersection locations (68%) was much lower than for pedestrians under 65 (83%).

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, 2015

Age Group (Years)	Pedestrian Fatalities		
	Total	BAC .08 or Higher	
		Number	Percentage of Total
<16	262	8	3%
16–20	273	66	24%
21–34	1,083	444	41%
35–54	1,747	774	44%
55–64	959	362	38%
65+	1,002	135	13%
Total*	5,376	1,808	34%

Source: FARS 2015 ARF.
*Total includes 50 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 2015 ranged from a high of 4,836 in Texas to a low of 30 in the District of Columbia. Specific to older drivers involved in fatal crashes, Florida had the largest number of older drivers involved at 581, compared to the District of Columbia with 1 driver involved in a fatal crash. The District of Columbia had the lowest percentage of older driver involvement with 3.3 percent, followed by Rhode Island with 8.6 percent of all drivers involved in fatal crashes being 65 and older. New Hampshire had the largest percentage, 19 percent.

Looking at the driver involvement rate per 100,000 licensed drivers in 2015 the District of Columbia was lowest with 2, followed by Rhode Island with a rate of 3. Montana had the highest driver involvement rate for those 65 and older (28), followed by Mississippi and Wyoming with a rate of 26. Nationally, 16 drivers 65 and older per 100,000 licensed drivers were involved in fatal crashes in 2015.

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 2015 ranged from a high of 3,516 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 Florida with 539 fatalities in 2015, compared to the District of Columbia with the fewest, 4. Wyoming had the lowest percentage of fatalities of those 65 and older, with only 7.6 percent, while Wisconsin had the highest, with 24.6 percent.

Looking at the rate by population for those 65 and older, Rhode Island was lowest with only 3 fatalities per 100,000 population in that age group, followed by the District of Columbia with a rate of 5. Montana had the highest rate, 22 per 100,000 population, followed by Mississippi with 21. The national rate 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 at https://cdan.nhtsa.gov/stsi.htm.

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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 https://crashstats.nhtsa.dot.gov.

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National Highway Traffic Safety Administration

Table 5

Driver Involvement in Fatal Traffic Crashes by State and Age Group, 2015

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	1,180	144	12.2%	18	575	440	57	36	14	21	16	21
Alaska	88	13	14.8%	19	47	26	3	3	5	2	0	2
Arizona	1,223	169	13.8%	20	541	453	50	42	29	31	17	60
Arkansas	732	92	12.6%	21	334	300	31	25	13	12	11	6
California	4,382	438	10.0%	11	2,220	1,570	165	96	67	57	53	154
Colorado	787	99	12.6%	15	372	305	30	30	16	11	12	11
Connecticut	370	43	11.6%	9	177	145	19	9	5	5	5	5
Delaware	189	18	9.5%	12	86	79	10	2	2	2	2	6
Dist of Columbia	30	1	3.3%	2	13	13	0	1	0	0	0	3
Florida	4,137	581	14.0%	18	1,966	1,458	168	140	105	86	82	132
Georgia	2,041	293	14.4%	25	948	763	115	68	51	30	29	37
Hawaii	125	17	13.6%	10	66	42	4	9	1	3	0	0
Idaho	280	41	14.6%	19	136	103	14	12	5	6	4	0
Illinois	1,357	205	15.1%	14	644	480	69	38	33	23	42	28
Indiana	1,163	149	12.8%	18	533	459	46	35	27	22	19	22
Iowa	421	66	15.7%	15	184	170	16	16	10	14	10	1
Kansas	465	71	15.3%	19	204	188	26	15	11	6	13	2
Kentucky	1,070	126	11.8%	22	506	427	44	33	20	16	13	11
Louisiana	998	113	11.3%	18	502	363	44	25	21	11	12	20
Maine	190	31	16.3%	14	89	70	7	8	6	5	5	0
Maryland	716	109	15.2%	15	307	282	40	23	15	13	18	18
Massachusetts	409	64	15.6%	7	210	132	21	19	13	6	5	3
Michigan	1,435	178	12.4%	13	711	519	54	48	30	20	26	27
Minnesota	589	101	17.1%	15	257	224	32	18	21	15	15	7
Mississippi	872	100	11.5%	26	428	329	39	24	16	13	8	15
Missouri	1,224	185	15.1%	23	580	428	59	41	36	30	19	31
Montana	267	44	16.5%	28	137	86	18	11	6	3	6	0
Nebraska	328	35	10.7%	13	170	121	11	4	4	11	5	2
Nevada	453	51	11.3%	15	228	164	17	12	10	5	7	10
New Hampshire	142	27	19.0%	13	52	62	9	7	2	4	5	1
New Jersey	756	122	16.1%	11	344	267	38	29	20	14	21	23
New Mexico	383	41	10.7%	15	202	129	17	8	11	2	3	11
New York	1,499	217	14.5%	10	671	570	66	59	27	26	39	41
North Carolina	1,935	283	14.6%	22	887	746	95	60	54	41	33	19
North Dakota	166	15	9.0%	17	87	64	6	4	0	2	3	0
Ohio	1,630	252	15.5%	16	731	623	77	61	51	30	33	24
Oklahoma	886	116	13.1%	23	445	315	35	27	22	22	10	10
Oregon	596	94	15.8%	16	243	253	44	23	11	9	7	6
Pennsylvania	1,662	277	16.7%	15	723	642	100	65	39	47	26	20
Rhode Island	58	5	8.6%	3	41	11	1	1	1	0	2	1
South Carolina	1,399	156	11.2%	21	686	540	67	32	30	16	11	17
South Dakota	167	22	13.2%	16	68	77	8	6	5	2	1	0
Tennessee	1,347	215	16.0%	23	609	512	91	46	36	20	22	11
Texas	4,836	496	10.3%	19	2,511	1,717	181	126	95	54	40	112
Utah	415	58	14.0%	21	209	145	19	16	7	10	6	3
Vermont	69	11	15.9%	9	33	25	4	2	2	0	3	0
Virginia	1,015	170	16.7%	16	447	383	63	39	26	27	15	15
Washington	788	120	15.2%	13	380	276	31	33	21	18	17	12
West Virginia	355	47	13.2%	17	170	134	19	13	6	2	7	4
Wisconsin	797	148	18.6%	19	354	286	47	29	24	26	22	9
Wyoming	191	21	11.0%	26	86	84	8	3	6	2	2	0
U.S. Total	48,613	6,490	13.4%	16	23,150	18,000	2,235	1,532	1,088	853	782	973
Puerto Rico	395	42	10.6%	18	217	118	13	12	8	7	2	18

Source: FARS 2015 ARF. Licensed Drivers: Federal Highway Administration.

Table 6

Fatalities in Traffic Crashes by State and Age Group, 2015

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	849	125	14.7%	16	426	295	44	22	11	22	26	3
Alaska	65	13	20.0%	18	32	20	2	4	4	3	0	0
Arizona	893	165	18.5%	15	388	336	43	41	24	31	26	4
Arkansas	531	84	15.8%	18	255	190	29	17	12	10	16	2
California	3,176	494	15.6%	10	1,582	1,093	152	94	83	72	93	7
Colorado	546	94	17.2%	13	251	201	28	26	13	12	15	0
Connecticut	266	44	16.5%	8	117	105	14	10	7	3	10	0
Delaware	126	18	14.3%	11	56	52	6	5	3	2	2	0
Dist of Columbia	23	4	17.4%	5	11	8	1	1	1	1	0	0
Florida	2,939	539	18.3%	14	1,292	1,075	148	109	89	87	106	33
Georgia	1,430	260	18.2%	20	676	492	88	62	55	23	32	2
Hawaii	94	15	16.0%	6	42	34	1	3	1	6	4	3
Idaho	216	37	17.1%	15	99	80	13	9	6	6	3	0
Illinois	998	191	19.1%	10	471	334	60	31	27	22	51	2
Indiana	821	148	18.0%	15	368	305	35	31	32	25	25	0
Iowa	320	73	22.8%	15	141	106	20	11	8	15	19	0
Kansas	355	66	18.6%	15	165	124	26	9	8	9	14	0
Kentucky	761	118	15.5%	18	363	279	34	35	18	19	12	1
Louisiana	726	95	13.1%	15	377	252	31	23	15	12	14	2
Maine	156	34	21.8%	14	67	55	4	7	5	10	8	0
Maryland	513	89	17.3%	10	239	184	25	17	15	14	18	1
Massachusetts	306	70	22.9%	7	147	87	23	17	13	10	7	2
Michigan	963	183	19.0%	12	455	325	45	41	28	26	43	0
Minnesota	411	99	24.1%	12	165	147	27	17	21	15	19	0
Mississippi	677	94	13.9%	21	337	246	35	23	10	17	9	0
Missouri	869	166	19.1%	17	412	291	44	38	28	30	26	0
Montana	224	40	17.9%	22	117	67	18	9	3	3	7	0
Nebraska	246	35	14.2%	13	123	88	9	3	6	8	9	0
Nevada	325	59	18.2%	14	159	107	14	15	14	8	8	0
New Hampshire	114	23	20.2%	11	43	48	4	4	3	5	7	0
New Jersey	562	128	22.8%	10	241	193	34	24	23	19	28	0
New Mexico	298	36	12.1%	11	168	94	15	5	9	4	3	0
New York	1,121	251	22.4%	8	482	382	55	52	39	39	66	6
North Carolina	1,379	269	19.5%	18	632	477	70	53	54	47	45	1
North Dakota	131	17	13.0%	16	76	38	4	6	1	2	4	0
Ohio	1,110	224	20.2%	12	510	375	60	52	52	24	36	1
Oklahoma	643	110	17.1%	19	315	218	26	25	25	26	8	0
Oregon	447	79	17.7%	12	186	182	34	17	12	8	8	0
Pennsylvania	1,200	242	20.2%	11	530	427	75	39	45	41	42	1
Rhode Island	45	5	11.1%	3	27	13	1	2	1	0	1	0
South Carolina	977	133	13.6%	17	489	355	45	29	27	16	16	0
South Dakota	133	21	15.8%	16	54	58	8	6	4	1	2	0
Tennessee	958	181	18.9%	18	427	350	61	42	34	22	22	0
Texas	3,516	462	13.1%	14	1,862	1,173	132	116	91	67	56	19
Utah	276	53	19.2%	17	137	86	15	15	6	8	9	0
Vermont	57	12	21.1%	11	19	26	5	2	2	0	3	0
Virginia	753	149	19.8%	13	319	282	50	32	25	24	18	3
Washington	568	124	21.8%	12	261	183	27	33	21	19	24	0
West Virginia	268	44	16.4%	13	121	103	14	11	7	3	9	0
Wisconsin	566	139	24.6%	15	242	185	40	19	25	20	35	0
Wyoming	145	11	7.6%	13	79	55	5	2	3	0	1	0
U.S. Total	35,092	6,165	17.6%	13	16,553	12,281	1,799	1,316	1,069	916	1,065	93
Puerto Rico	309	64	20.7%	10	146	96	9	22	12	15	6	3

Source: FARS 2015 ARF. Population: Bureau of the Census.