Traffic Safety Facts

2018 Data

April 2020

DOT HS 812 928

NHTSA

In this fact sheet for 2018 the information is presented as follows.

- Overview
- Age
- Drivers
- Restraint Use
- Pedestrians
- Data by State

Older Population

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

Key Findings

- In 2018 there were 6,907 people 65 and older killed in traffic crashes in the United States, 19 percent of all traffic fatalities. Between 2017 and 2018 there was an 1-percent increase in the number of people 65 and older killed in traffic crashes.
- The population of people 65 and older increased by 32 percent from 2009 to 2018. Traffic crash fatalities in this age group increased by 30 percent over this period.
- Older drivers made up 20 percent of all licensed drivers in 2018 and 14 percent of drivers involved in fatal traffic crashes in 2018.
- Among passenger vehicle occupants killed in crashes in 2018, those 65 and older were restrained 73 percent of the time, compared to 47 percent for those under 65.
- From 2009 to 2018 older male driver fatalities increased by 36 percent, compared with a 17-percent increase in older female driver fatalities.
- In 2018 most traffic fatalities in crashes involving older drivers occurred during the daytime (73%), on weekdays (70%), and involved other vehicles (68%). This is an increase compared to all fatalities (48% during the daytime, 60% on weekdays, and 45% involving another vehicle).
- Sixty-nine percent of older passenger vehicle fatalities in 2018 occurred at non-intersection locations.
- Among the older population, the traffic fatality rate per 100,000 licensed drivers in 2018 was highest for the 85-and-older 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 based on data obtained from a nationally representative sample of police-reported crashes. 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.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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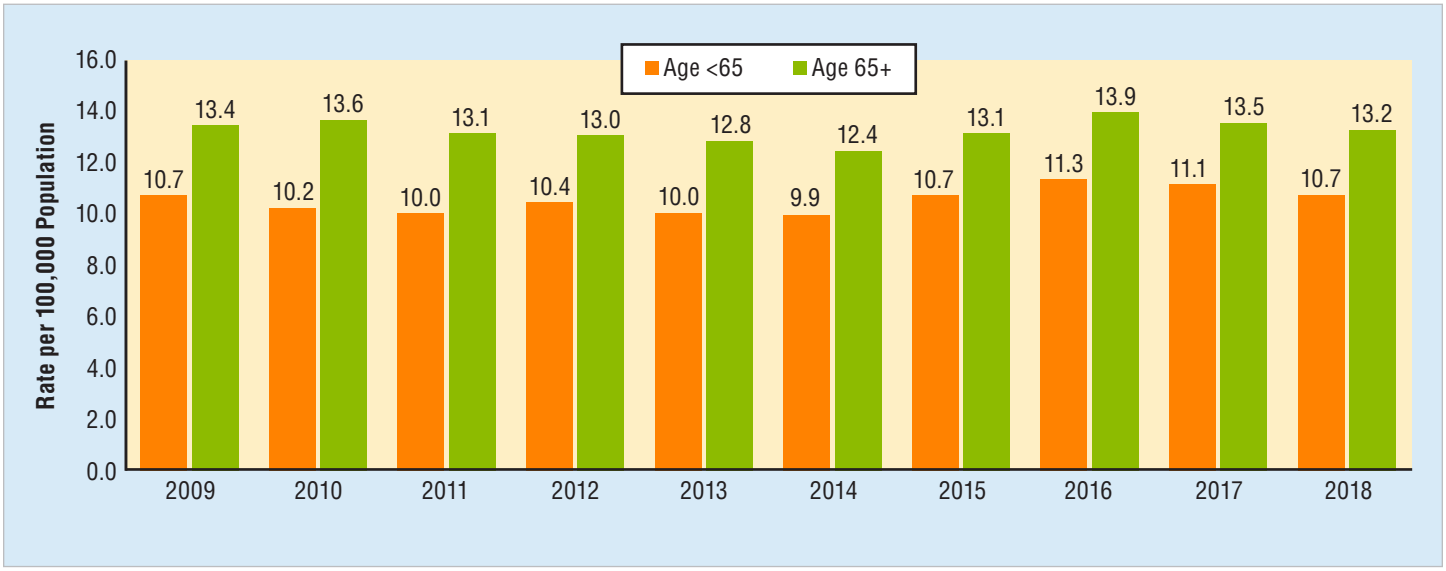
Washington, DC 20590

Overview

In 2018 there were 6,907 people 65 and older killed and an estimated 276,000 injured in motor vehicle traffic crashes. Older people made up 19 percent of all traffic fatalities and 10 percent of all people injured during the year. Compared to 2017 there was an 1-percent increase in the number of fatalities and a 2-percent decrease in the number of those injured in the older age group.

In 2018 some 52.4 million people—16 percent of the total U.S. population—were 65 and older. From 2009 to 2018 the fatality rate per 100,000 population of older people declined slightly, from 13.4 in 2009 to 13.2 in 2018. In this same time frame, the fatality rates of the population younger than 65 stayed steady at 10.7 in 2009 and 2018. Figure 1 shows motor vehicle traffic fatality rates according to these age groups.

Figure 1
Fatality Rates per 100,000 Population, by Age Group, 2009–2018



Sources: Fatality Analysis Reporting System (FARS) 2009–2017 Final File, 2018 Annual Report File (ARF); Population – Census Bureau

Some notable changes among the 65-and-older age group over the most recent 10 years of available data (2009–2018) are seen in Table 1.

- The population of those 65 and older increased by 32 percent (males increased by 37% and females by 29%).
- Total fatalities among the 65-and-older population increased by 30 percent (increased for males by 40% and females by 16%).
- Fatalities of 65-and-older pedestrians increased by 65 percent overall (increased for males by 74% and for females by 49%).
- Fatalities of pedalcyclist 65 and older, though a relatively small number, increased by 86 percent overall (increased for males by 86% and for females by 83%).

Table 1
Involvement of Older Population in Fatal Crashes, by Sex, 2009 and 2018

	2009			2018			Percentage Change, 2009–2018	
	Total*	Age 65+	Percentage of Total	Total*	Age 65+	Percentage of Total	Total*	Age 65+
Population (thousands)								
Total*	306,772	39,623	13%	327,167	52,431	16%	7%	32%
Male	150,807	17,025	11%	161,129	23,307	14%	7%	37%
Female	155,964	22,598	14%	166,039	29,124	18%	6%	29%
Drivers Involved in Fatal Crashes								
Total*	45,337	5,436	12%	51,490	7,316	14%	14%	35%
Male	32,882	3,745	11%	37,062	5,209	14%	13%	39%
Female	11,864	1,689	14%	13,269	2,106	16%	12%	25%
Total Traffic Fatalities								
Total*	33,883	5,304	16%	36,560	6,907	19%	8%	30%
Male	23,776	3,179	13%	25,841	4,447	17%	9%	40%
Female	10,098	2,125	21%	10,676	2,460	23%	6%	16%
Driver Fatalities								
Total*	21,835	3,307	15%	22,925	4,298	19%	5%	30%
Male	16,700	2,270	14%	17,632	3,084	17%	6%	36%
Female	5,132	1,037	20%	5,284	1,214	23%	3%	17%
Occupant Fatalities								
Total*	28,995	4,417	15%	29,206	5,437	19%	1%	23%
Male	20,286	2,607	13%	20,581	3,448	17%	1%	32%
Female	8,700	1,810	21%	8,608	1,989	23%	-1%	10%
Passenger Vehicle Occupant Fatalities								
Total*	23,447	4,078	17%	22,697	4,743	21%	-3%	16%
Male	15,322	2,297	15%	14,708	2,816	19%	-4%	23%
Female	8,120	1,781	22%	7,979	1,927	24%	-2%	8%
Motorcyclist Fatalities								
Total*	4,469	223	5%	4,985	492	10%	12%	121%
Male	4,033	206	5%	4,537	456	10%	12%	121%
Female	436	17	4%	446	36	8%	2%	112%
Pedestrian Fatalities								
Total*	4,109	775	19%	6,283	1,275	20%	53%	65%
Male	2,827	474	17%	4,363	826	19%	54%	74%
Female	1,282	301	23%	1,899	449	24%	48%	49%
Pedalcyclist Fatalities								
Total*	628	76	12%	857	141	16%	36%	86%
Male	549	70	13%	737	130	18%	34%	86%
Female	79	6	8%	115	11	10%	46%	83%

Sources: FARS 2009 Final File, 2018 ARF; Population – Census Bureau
Note: Use caution with reporting of percentages, as some are based on small fatality figures.
*Includes fatalities of unknown sex.

People 65 and older made up 16 percent of the population in 2018, as seen in Table 1.

- Fourteen percent of the male population was 65 and older, compared to 18 percent of females.
- From 2009 to 2018 the number of older people in the United States increased by 32 percent (males by 37% and females by 29%), 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 2018) than had been a decade before (13% in 2009).

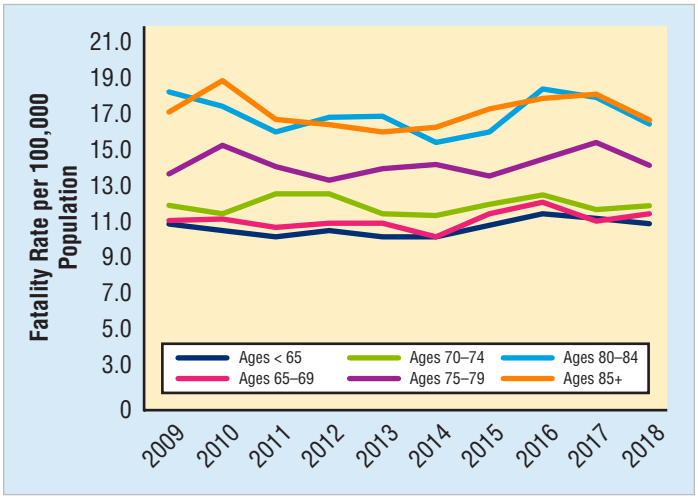
Also interesting to note is that the percentages of females 65 and older is larger than that of males when looking at drivers involved in fatal crashes, driver fatalities, total traffic fatalities, occupant fatalities, passenger vehicle occupant fatalities, and pedestrian fatalities. Males 65 and older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

Age

Figure 2 shows the motor vehicle fatality rates for those 64 and younger and a breakdown of those 65 and older. In 2018 among the older population, the fatality rate for the 85+ age group was 16.62 per 100,000 population, which was higher than any other older age group. The fatality rate for the 85+ age group declined by 12 percent from a high of 18.80 in 2010 to 16.62 in 2018.

Figure 2

Fatality Rate per 100,000 Population, by Age Group, 2009–2018



Sources: FARS 2009–2017 Final File, 2018 ARF; Population – Census Bureau

Drivers

There were 45.3 million licensed older drivers in 2018—a 38-percent increase from 10 years earlier (2009). In contrast the total number of licensed drivers in the United States increased by 9 percent from 2009 to 2018. Older drivers made up 20 percent of all licensed drivers in 2018, compared to 16 percent in 2009.

As shown in Table 2, among the age groups displayed of drivers of legal drinking age (aged 21 and older) in fatal crashes in 2018, older drivers had lower percentages of drivers with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, compared to those from the age of 21 to 64.

Table 2

Drivers of Legal Drinking Age Involved in Fatal Crashes, by Age Group and Their BACs, 2018

	Drivers Involved in Fatal Crashes						
		No Alcohol (BAC=.00 g/dL)		BAC=.01–.07 g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
Age Group	Total	Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
21–64	38,749	28,905	75%	1,531	4%	8,313	21%
65+	7,316	6,481	89%	183	3%	651	9%
65–69	2,397	2,043	85%	76	3%	279	12%
70–74	1,821	1,617	89%	48	3%	156	9%
75–79	1,310	1,170	89%	26	2%	114	9%
80–84	925	852	92%	19	2%	54	6%
85+	863	800	93%	15	2%	48	6%
Total*	46,065	35,386	77%	1,715	4%	8,965	19%

Source: FARS 2018 ARF
*Excludes drivers of unknown age.

When compared to younger drivers, older drivers are more frequently killed in crashes where the initial impact point is on the left side (16% vs 10%). 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, 2018

	Age Group					
	16–64		65+		Total*	
Initial Impact Point	Number	Percent	Number	Percent	Number	Percent
Front	11,043	60%	2,578	60%	13,664	60%
Left Side	1,942	10%	696	16%	2,645	12%
Right Side	1,373	7%	357	8%	1,737	8%
Rear	847	5%	249	6%	1,098	5%
Top	51	0%	11	0%	62	0%
Undercarriage	133	1%	25	1%	158	1%
Non-Collision	2,104	11%	260	6%	2,376	10%
Total*	18,547	100%	4,298	100%	22,925	100%

Source: FARS 2018 ARF
*Includes drivers with unknown initial impact point and other or unknown age.

Table 4 shows the numbers of drivers killed in traffic crashes on rural roadways versus urban roadways. In 2018 more older drivers were killed on rural roadways than urban (53% and 46%). This is also true for drivers killed who were younger than 65 (51% and 47%).

Table 4
Drivers Killed in Traffic Crashes, by Age Group and Land Use, 2018

	Rural			Urban			Total*		
Age Group	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
16–64	9,475	80%	51%	8,802	82%	47%	18,547	81%	100%
65+	2,263	19%	53%	1,961	18%	46%	4,298	19%	100%
Total*	11,785	100%	51%	10,791	100%	47%	22,925	100%	100%

Source: FARS 2018 ARF
*Includes 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 2009 to 2018 there were 32 percent more people killed in crashes involving older drivers: from 5,613 in 2009 to 7,433 in 2018. Since 2009 there has been a steady increase in the number of people killed in these crashes.

Most traffic fatalities in crashes involving older drivers in 2018 occurred during the daytime (73%), occurred on weekdays (70%), and involved other vehicles (68%). These percentages differ from those for all fatalities in 2018: 48 percent occurred in the daytime; 60 percent occurred on the weekdays; and 45 percent involved another vehicle.

Table 5
Fatalities in Crashes Involving Older Drivers, by Person Type, 2009–2018

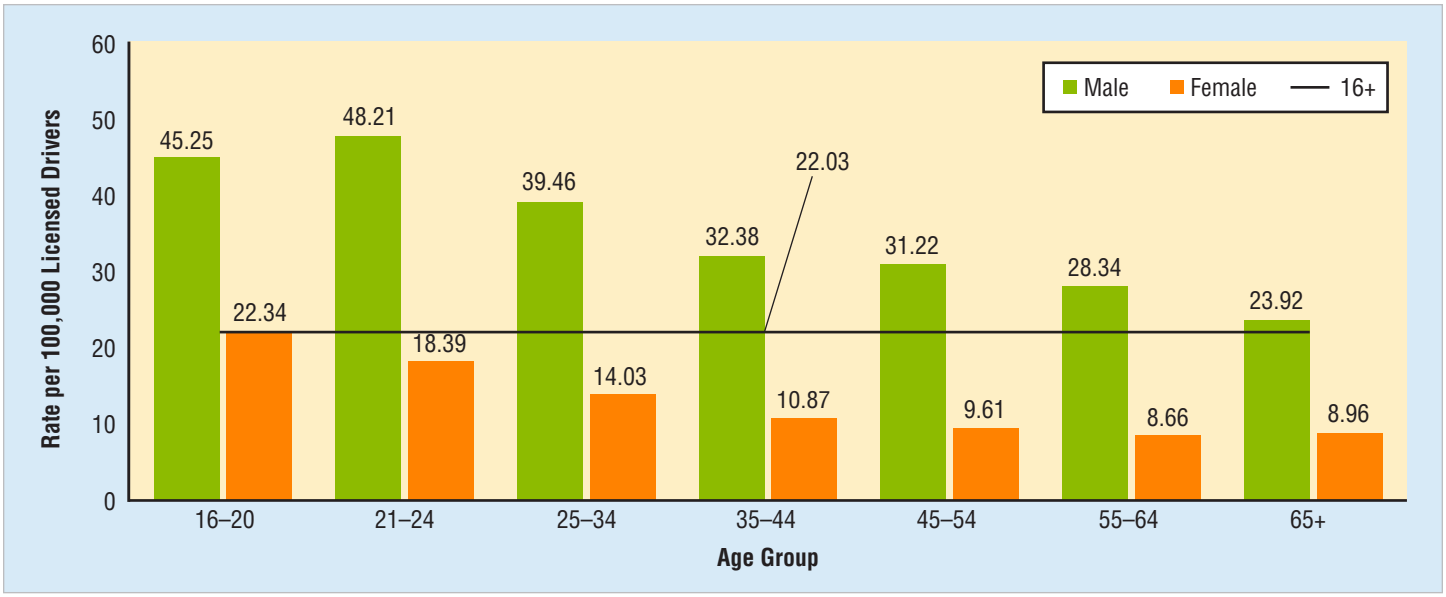
		Passengers of Older Drivers by Age				
Year	Older Drivers	<65	65+	Occupants of Other Vehicles	Nonoccupants	Total*
2009	3,307	16	832	1,008	450	5,613
2010	3,423	31	855	986	487	5,782
2011	3,409	12	723	984	508	5,636
2012	3,471	18	793	1,044	612	5,940
2013	3,601	18	748	1,107	583	6,057
2014	3,564	9	740	1,128	610	6,052
2015	3,891	29	803	1,259	686	6,668
2016	4,242	13	931	1,418	738	7,342
2017	4,272	15	895	1,480	769	7,431
2018	4,298	18	868	1,465	783	7,433

Source: FARS 2009–2017 Final File, 2018 ARF
*Includes passenger fatalities of unknown age.

Among drivers involved in fatal crashes in 2018, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (16.15) 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 in 2018 was 23.92 per 100,000 older licensed male drivers, and the involvement rate for older female drivers was 8.96 per 100,000 older licensed female drivers, as seen in Figure 3.

Figure 3

Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Crashes, by Age Group and Sex, 2018

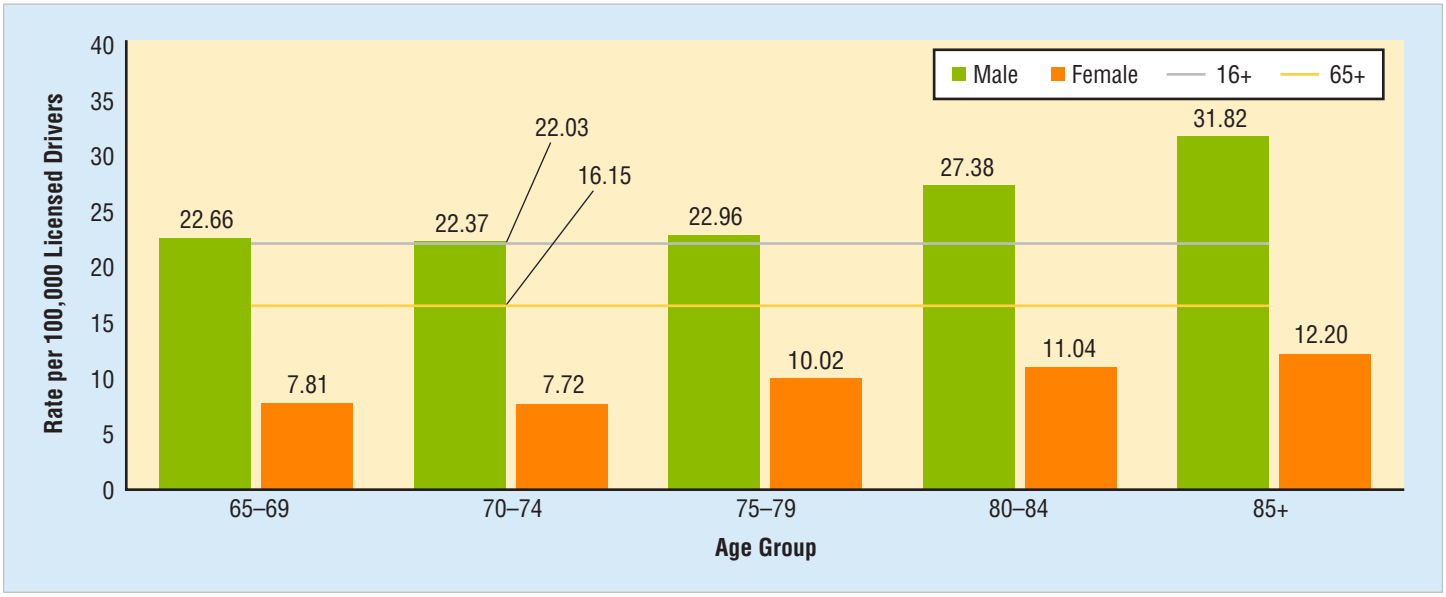


Sources: FARS 2018 ARF; Licensed Drivers – Federal Highway Administration

While Figure 3 looked at the involvement rate for older drivers compared to other age groups, Figure 4 compares the involvement rates for age groups within the population of drivers 65 and older, by sex. Fatal-crash driver-involvement rates per 100,000 licensed drivers among both older male (31.82) and female (12.20) drivers was highest in the 85-and-older age group.

Figure 4

Involvement Rates per 100,000 Licensed Drivers for Older Drivers in Fatal Crashes, by Age Group and Sex, 2018



Sources: FARS 2018 ARF; Licensed Drivers – Federal Highway Administration

Restraint Use

Among passenger vehicle occupants killed in 2018 crashes, those 65 and older were restrained 73 percent of the time, compared to 47 percent for those under 65. For those who survived fatal crashes, passenger vehicle occupants 65 and older were restrained 94 percent of the time, while those 64 and younger 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 67 percent of the time, compared to 44 percent for those under 65. For female passenger vehicle occupants killed, those 65 and older were restrained 81 percent of the time, compared to those 64 and younger 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 74 percent of the time during the day, compared to 54 percent for those under 65. At night, passenger vehicle occupants 65 and older were restrained 66 percent of the time, while those under 65 were restrained 41 percent of the time. Again, the pattern is similar for those who survived fatal crashes.

Table 6

Passenger Vehicle Occupants, by Survival Status, Age Group, Restraint Use, Sex, and Time of Day, 2018

	Passenger Vehicle Occupants Killed					Passenger Vehicle Occupants Who Survived				
	Age <65	Age 65+	Total*	Percent Restrained Based on Known Use		Age <65	Age 65+	Total*	Percent Restrained Based on Known Use	
				Age <65	Age 65+				Age <65	Age 65+
Total	17,925	4,743	22,697			33,711	3,811	38,502		
Restraint Used	7,727	3,243	10,978	47%	73%	26,743	3,425	30,357	86%	94%
Restraint Not Used	8,544	1,223	9,778	53%	27%	4,342	209	4,606	14%	6%
Sex										
Male	11,877	2,816	14,708			19,858	2,117	22,146		
Restraint Used	4,666	1,771	6,441	44%	67%	15,323	1,894	17,284	85%	95%
Restraint Not Used	6,018	874	6,900	56%	33%	2,771	106	2,904	15%	5%
Female	6,044	1,927	7,979			13,872	1,692	15,693		
Restraint Used	3,060	1,472	4,536	55%	81%	11,396	1,529	13,000	88%	94%
Restraint Not Used	2,524	349	2,875	45%	19%	1,565	103	1,680	12%	6%
Time of Day										
Daytime	8,297	3,634	11,937			16,386	2,629	19,370		
Restraint Used	4,178	2,570	6,751	54%	74%	13,510	2,364	15,989	88%	94%
Restraint Not Used	3,494	883	4,380	46%	26%	1,928	150	2,091	12%	6%
Nighttime	9,495	1,088	10,606			17,330	1,178	19,067		
Restraint Used	3,515	662	4,182	41%	66%	13,202	1,059	14,334	85%	95%
Restraint Not Used	4,965	334	5,307	59%	34%	2,404	59	2,505	15%	5%

Source: FARS 2018 ARF
*Includes occupants of unknown age.

Pedestrians

For older people, the proportion of pedestrian fatalities in 2018 that occurred at non-intersection locations (69%) was much lower than for pedestrians under 65 (85%).

Among all pedestrians 21 and older 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.

Table 7
Pedestrian Fatalities, by Age Group and Their BACs, 2018

	Pedestrian Fatalities						
		No Alcohol (BAC=.00 g/dL)		BAC=.01–.07 g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
Age Group	Total	Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
Under 65	4,934	2,874	58%	242	5%	1,819	37%
65+	1,275	1,051	82%	45	3%	180	14%
65–69	385	292	76%	19	5%	74	19%
70–74	291	233	80%	11	4%	47	16%
75–79	238	202	85%	10	4%	26	11%
80–84	180	159	88%	4	2%	18	10%
85+	181	165	91%	1	1%	15	8%
Total*	6,283	3,974	63%	289	5%	2,021	32%

Source: FARS 2018 ARF
*Includes pedestrians of unknown age.

Data by State

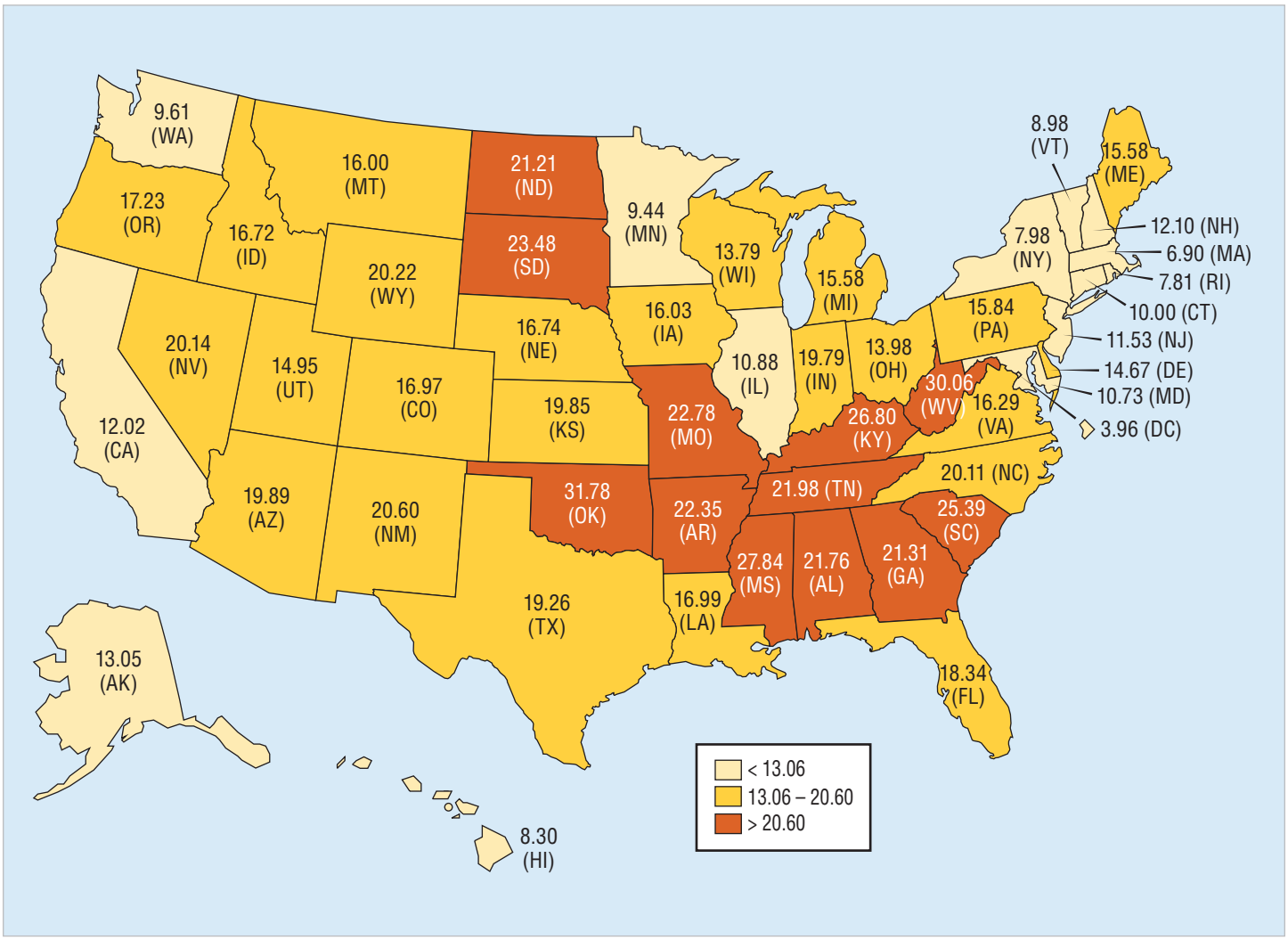
Figure 5 looks at a State map of older drivers involved in 2018 fatal crashes per 100,000 licensed drivers. Table 8 show 2018 drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate.

Florida had the largest number of older drivers involved in fatal crashes at 658, compared to the District of Columbia with 3 older drivers involved in fatal crashes. The District of Columbia had the lowest percentage of older drivers involved with 6.8 percent, followed by Alaska with 10.6 percent of all drivers involved in fatal crashes being 65 and older. South Dakota had the largest percentage with 23.0 percent.

Looking at the rate of drivers involved in fatal crashes per 100,000 licensed drivers in 2018, the District of Columbia was lowest with 3.96, followed by Massachusetts with a rate of 6.90. Oklahoma had the highest driver-involved rate for those 65 and older (31.78), followed by West Virginia with a rate of 30.06. Nationally, 16 drivers 65 and older per 100,000 licensed drivers were involved in fatal crashes in 2017.

Figure 5

Older Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Crashes, by State, 2018



Sources: FARS 2018 ARF; Licensed Drivers – Federal Highway Administration
Note: 2018 licensed driver data for Puerto Rico is not available.

The previous section looked at drivers involved in fatal crashes. Table 9 shows fatalities in traffic crashes by State and age group in 2018. Also included in Table 9 is Puerto Rico, which is not included in the overall U.S. total.

The State with the highest number of fatalities of people 65 and older was Florida with 634 fatalities in 2018, compared to the District of Columbia with the fewest, 4. Alaska had the lowest percentage of fatalities of those 65 and older (12.5%), while West Virginia had the highest (26.9%).

Looking at the rate by population for those 65 and older, District of Columbia was lowest with 4.69 fatalities per 100,000 population in that age group, followed by Rhode Island with a rate of 6.58. Oklahoma had the highest rate with 23.57 per 100,000 population, followed by Mississippi with 23.39. The national rate in 2018 was 13.17 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.

Table 8

Drivers Involved in Fatal Crashes, by State and Age Group, 2018

State	Total Drivers Involved*	Age Group						Age 65+		
		<65	65–69	70–74	75–79	80–84	85+	Total 65+	Percentage of Total	Involvement Rate†
Alabama	1,315	1,100	60	50	35	32	17	194	14.8%	21.76
Alaska	104	91	4	3	2	1	1	11	10.6%	13.05
Arizona	1,385	1,062	57	74	35	18	14	198	14.3%	19.89
Arkansas	730	608	35	31	17	16	9	108	14.8%	22.35
California	4,929	4,187	216	126	82	49	56	529	10.7%	12.02
Colorado	890	743	37	30	19	23	20	129	14.5%	16.97
Connecticut	415	353	17	11	12	7	6	53	12.8%	10.00
Delaware	167	138	7	6	6	3	4	26	15.6%	14.67
District of Columbia	44	41	2	0	0	0	1	3	6.8%	3.96
Florida	4,530	3,729	202	154	113	96	93	658	14.5%	18.34
Georgia	2,147	1,827	98	75	47	32	20	272	12.7%	21.31
Hawaii	156	135	8	5	2	2	0	17	10.9%	8.30
Idaho	315	270	17	9	10	4	4	44	14.0%	16.72
Illinois	1,473	1,242	66	39	41	25	22	193	13.1%	10.88
Indiana	1,212	1,018	69	50	29	16	17	181	14.9%	19.79
Iowa	466	388	29	20	9	6	10	74	15.9%	16.03
Kansas	561	469	27	24	13	15	8	87	15.5%	19.85
Kentucky	1,029	848	48	42	26	27	24	167	16.2%	26.80
Louisiana	1,065	921	48	34	16	16	8	122	11.5%	16.99
Maine	179	140	11	10	8	3	7	39	21.8%	15.58
Maryland	729	633	34	27	7	6	11	85	11.7%	10.73
Massachusetts	488	418	19	13	14	13	9	68	13.9%	6.90
Michigan	1,471	1,210	74	51	34	35	41	235	16.0%	15.58
Minnesota	534	457	32	12	8	14	7	73	13.7%	9.44
Mississippi	892	750	40	28	25	18	13	124	13.9%	27.84
Missouri	1,328	1,098	56	46	48	27	23	200	15.1%	22.78
Montana	214	182	9	8	4	5	4	30	14.0%	16.00
Nebraska	353	300	11	11	10	8	8	48	13.6%	16.74
Nevada	451	362	29	14	20	7	8	78	17.3%	20.14
New Hampshire	193	160	15	4	6	7	1	33	17.1%	12.10
New Jersey	776	612	55	22	27	16	23	143	18.4%	11.53
New Mexico	515	430	24	17	16	3	3	63	12.2%	20.60
New York	1,279	1,047	62	51	39	24	32	208	16.3%	7.98
North Carolina	2,051	1,717	98	80	58	37	36	309	15.1%	20.11
North Dakota	144	122	8	4	2	2	6	22	15.3%	21.21
Ohio	1,566	1,294	68	63	48	25	35	239	15.3%	13.98
Oklahoma	968	784	51	40	40	21	17	169	17.5%	31.78
Oregon	662	511	37	21	23	20	17	118	17.8%	17.23
Pennsylvania	1,677	1,332	98	72	56	48	44	318	19.0%	15.84
Rhode Island	82	70	1	5	3	1	2	12	14.6%	7.81
South Carolina	1,465	1,237	64	67	37	23	17	208	14.2%	25.39
South Dakota	148	113	12	5	7	6	4	34	23.0%	23.48
Tennessee	1,515	1,248	65	73	47	31	23	239	15.8%	21.98
Texas	5,168	4,459	203	143	106	65	56	573	11.1%	19.26
Utah	376	328	13	9	9	6	9	46	12.2%	14.95
Vermont	86	74	4	2	2	1	3	12	14.0%	8.98
Virginia	1,146	945	51	58	26	26	26	187	16.3%	16.29
Washington	762	645	38	23	20	9	13	103	13.5%	9.61
West Virginia	407	311	24	24	18	13	12	91	22.4%	30.06
Wisconsin	795	658	35	31	26	15	18	125	15.7%	13.79
Wyoming	137	119	9	4	2	2	1	18	13.1%	20.22
U.S.Total	**51,490**	**42,936**	**2,397**	**1,821**	**1,310**	**925**	**863**	**7,316**	**14.2%**	**16.15**
Puerto Rico	406	327	16	7	7	6	0	36	8.9%	N/A

Sources: FARS 2018 ARF; Licensed Drivers – Federal Highway Administration
Note: Licensed driver data for Puerto Rico not available.
*Includes drivers of unknown age.
†Per 100,000 Licensed Drivers.

Table 9

Fatalities in Traffic Crashes, by State and Age Group, 2018

State	Total Fatalities*	Age Group						Age 65+		
		<65	65–69	70–74	75–79	80–84	85+	Total 65+	Percentage of Total	Fatality Rate†
Alabama	953	784	38	44	32	36	17	167	17.5%	20.20
Alaska	80	70	2	3	2	1	2	10	12.5%	11.49
Arizona	1,010	797	68	68	31	17	21	205	20.3%	16.29
Arkansas	516	427	33	22	9	15	10	89	17.2%	17.39
California	3,563	2,952	192	129	113	84	88	606	17.0%	10.69
Colorado	632	522	29	24	15	19	23	110	17.4%	13.61
Connecticut	294	248	12	6	8	11	9	46	15.6%	7.48
Delaware	111	89	6	3	6	3	4	22	19.8%	12.15
District of Columbia	31	27	3	0	0	0	1	4	12.9%	4.69
Florida	3,133	2,422	169	149	96	95	125	634	20.2%	14.55
Georgia	1,504	1,246	79	66	51	32	29	257	17.1%	17.60
Hawaii	117	88	6	12	5	3	3	29	24.8%	11.11
Idaho	231	188	14	8	7	9	5	43	18.6%	15.45
Illinois	1,031	836	61	35	44	25	29	194	18.8%	9.73
Indiana	858	703	46	34	37	18	19	154	17.9%	14.60
Iowa	318	259	16	14	11	6	11	58	18.2%	10.74
Kansas	404	331	21	18	14	12	8	73	18.1%	15.79
Kentucky	724	583	27	35	26	21	32	141	19.5%	19.30
Louisiana	768	653	41	32	15	15	8	111	14.5%	15.45
Maine	137	103	8	9	4	7	6	34	24.8%	12.32
Maryland	501	415	21	26	13	11	15	86	17.2%	9.24
Massachusetts	360	270	17	18	16	19	20	90	25.0%	7.90
Michigan	974	770	56	39	30	27	52	204	20.9%	11.88
Minnesota	381	308	25	15	13	11	9	73	19.2%	8.20
Mississippi	664	552	36	19	25	15	16	111	16.7%	23.39
Missouri	921	748	44	38	47	21	22	172	18.7%	16.64
Montana	182	153	6	7	6	5	5	29	15.9%	14.58
Nebraska	230	192	7	5	7	10	9	38	16.5%	12.51
Nevada	330	259	21	9	22	5	10	67	20.3%	14.07
New Hampshire	147	119	8	5	9	4	2	28	19.0%	11.40
New Jersey	564	416	41	22	30	29	26	148	26.2%	10.29
New Mexico	391	330	23	13	15	5	5	61	15.6%	16.66
New York	943	699	63	51	35	38	56	243	25.8%	7.56
North Carolina	1,437	1,161	67	67	60	43	39	276	19.2%	16.34
North Dakota	105	83	8	3	3	1	7	22	21.0%	18.86
Ohio	1,068	869	54	41	34	29	41	199	18.6%	9.97
Oklahoma	655	509	44	27	38	16	21	146	22.3%	23.57
Oregon	506	383	29	24	25	21	22	121	23.9%	16.38
Pennsylvania	1,190	899	62	58	60	55	54	289	24.3%	12.37
Rhode Island	59	47	1	5	2	1	3	12	20.3%	6.58
South Carolina	1,037	851	54	57	30	30	15	186	17.9%	20.67
South Dakota	130	99	9	6	4	7	5	31	23.8%	21.11
Tennessee	1,041	843	47	56	44	26	24	197	18.9%	17.75
Texas	3,642	3,072	187	129	108	67	66	557	15.3%	15.46
Utah	260	214	12	8	11	5	9	45	17.3%	12.84
Vermont	68	54	1	6	2	1	4	14	20.6%	11.55
Virginia	820	650	36	49	29	27	26	167	20.4%	12.70
Washington	546	450	28	20	19	13	13	93	17.0%	7.99
West Virginia	294	215	21	16	15	12	15	79	26.9%	21.95
Wisconsin	588	468	29	24	24	16	27	120	20.4%	12.18
Wyoming	111	95	6	5	2	3	0	16	14.4%	16.78
U.S. Total	**36,560**	**29,521**	**1,934**	**1,579**	**1,304**	**1,002**	**1,088**	**6,907**	**18.9%**	**13.17**
Puerto Rico	308	229	16	16	9	8	6	55	17.9%	8.32

Sources: FARS 2018 ARF; Population – Census Bureau
*Includes fatalities of unknown age.
†Per 100,000 Population.

Fatality Analysis Reporting System

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 2018 ARF, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count in motor vehicle traffic crashes for 2017 was 37,473, which was updated from 37,133 from the 2017 ARF. The older population fatality count from the 2017 Final file was 6,855 which was updated from 6,784 from the 2017 ARF.

Crash Report Sampling System (CRSS) Replaced 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. For more information on CRSS, see the Additional Resources section of the CRSS web page at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating People Injured

NCSA has changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach is to combine people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

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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 **NCSARequests@dot.gov.** General information on highway traffic safety can be found at **www.nhtsa.gov/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, 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