Traffic Safety Facts

2019 Data

May 2021

DOT HS 813 121

NHTSA

In this fact sheet for 2019 the information is presented as follows.

- Overview
- Age
- Drivers
- Restraint Use
- Pedestrians
- State
- Important Safety Reminders

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 2019 there were 7,214 people 65 and older killed in traffic crashes in the United States accounting for 20 percent of all traffic fatalities. From 2018 to 2019 there was a 3-percent increase in the number of people 65 and older killed in traffic crashes.
- In 2019 there were 54.1 million people—16 percent of the total U.S. population—who were 65 and older. The population of people 65 and older increased by 34 percent from 2010 to 2019. Traffic crash fatalities in this age group increased by 31 percent over this period.
- From 2010 to 2019 older male driver fatalities increased by 39 percent, compared with a 12-percent increase in older female driver fatalities.
- Among the older population, the traffic fatality rate per 100,000 licensed drivers in 2019 was highest for the 80-to-84 age group.
- Older drivers made up 20 percent of all licensed drivers in 2019 and 15 percent of drivers involved in fatal traffic crashes in 2019.
- In 2019 most traffic fatalities in crashes involving older drivers occurred during the daytime (72%), on weekdays (69%), and involved other vehicles (66%). This is an increase compared to all fatalities (49% during the daytime, 60% on weekdays, and 45% involving another vehicle).
- Among passenger vehicle occupants killed in crashes in 2019, those 65 and older were restrained 71 percent of the time, compared to 48 percent for those under 65.
- Sixty-nine percent of older pedestrian fatalities in 2019 occurred at non-intersection locations, compared to 84 percent for those under 65.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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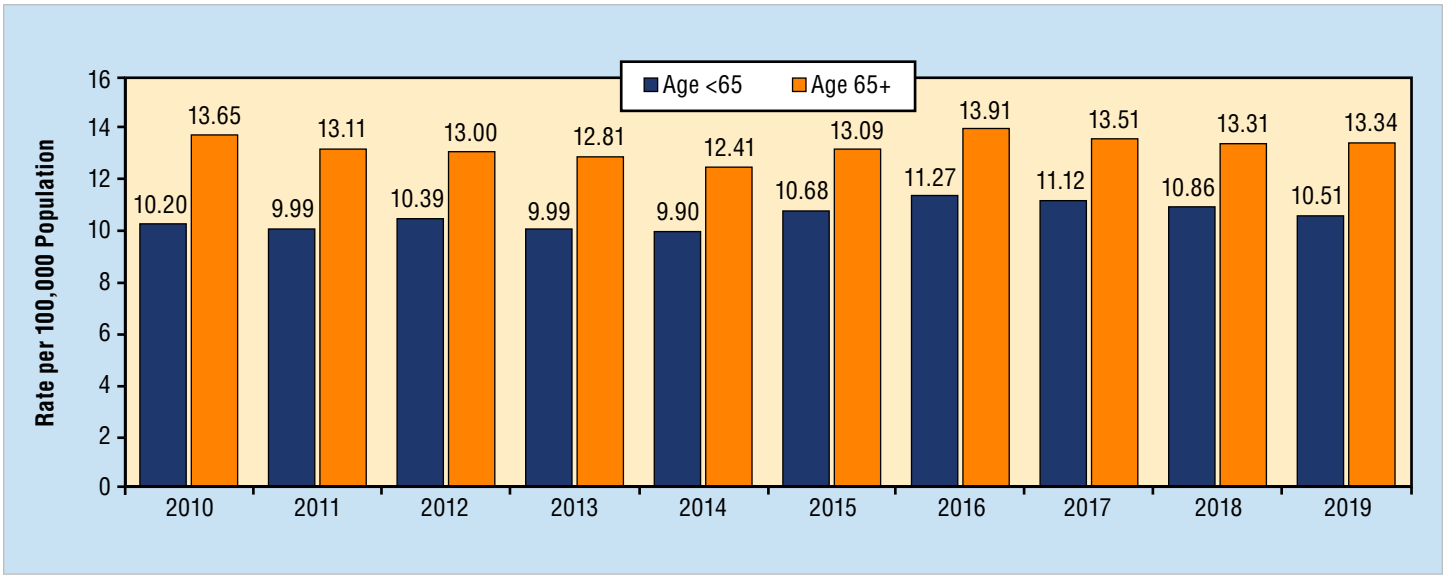
Overview

In 2019 there were 7,214 people 65 and older killed and an estimated 286,000 injured in motor vehicle traffic crashes. Older people made up 20 percent of all traffic fatalities and 10 percent of all people injured during the year. Compared to 2018 there was a 3-percent increase in the number of fatalities and a 4-percent increase in the number of those injured in the older age group.

In 2019 there were 54.1 million people—16 percent of the total U.S. population—who were 65 and older. From 2010 to 2019 the fatality rate per 100,000 population of older people declined slightly, from 13.65 in 2010 to 13.34 in 2019. In this same period, the fatality rates of the population younger than 65 increased slightly from 10.20 in 2010 to 10.51 in 2019. Over the last 10 years the fatality rate per 100,000 population for the older population has always been higher than those under 65. Figure 1 shows motor vehicle traffic fatality rates according to these age groups.

Figure 1

Fatality Rates per 100,000 Population, by Age Group, 2010–2019



Sources: FARS 2010–2018 Final File, 2019 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 (2010-2019) are seen in Table 1.

- Total fatalities among the 65-and-older population increased by 31 percent (increased for males by 43% and females by 12%).
- Fatalities of 65-and-older pedestrians increased by 55 percent overall (increased for males by 72% and for females by 29%).
- Fatalities of pedalcyclists 65 and older, though a relatively small number, more than doubled for men and women.

Table 1

Population and Involvement of Older Population in Fatal Crashes, by Sex, 2010 and 2019

	2010			2019			Percentage Change, 2010–2019	
	Total*	Age 65+	Percentage of Total	Total*	Age 65+	Percentage of Total	Total*	Age 65+
Population								
Total*	**309,321,666**	**40,478,224**	**13%**	**328,239,523**	**54,058,263**	**16%**	**6%**	**34%**
Male	152,074,758	17,471,361	11%	161,657,324	24,074,290	15%	6%	38%
Female	157,246,908	23,006,863	15%	166,582,199	29,983,973	18%	6%	30%
Drivers Involved in Fatal Crashes								
Total*	**44,599**	**5,590**	**13%**	**50,930**	**7,633**	**15%**	**14%**	**37%**
Male	32,079	3,866	12%	36,935	5,460	15%	15%	41%
Female	11,859	1,724	15%	12,884	2,169	17%	9%	26%
Total Traffic Fatalities								
Total*	**32,999**	**5,524**	**17%**	**36,096**	**7,214**	**20%**	**9%**	**31%**
Male	22,988	3,266	14%	25,634	4,670	18%	12%	43%
Female	10,006	2,257	23%	10,420	2,538	24%	4%	12%
Driver Fatalities								
Total*	**21,072**	**3,423**	**16%**	**22,613**	**4,458**	**20%**	**7%**	**30%**
Male	15,925	2,320	15%	17,477	3,224	18%	10%	39%
Female	5,144	1,103	21%	5,115	1,232	24%	-1%	12%
Occupant Fatalities								
Total*	**27,889**	**4,566**	**16%**	**28,758**	**5,673**	**20%**	**3%**	**24%**
Male	19,356	2,662	14%	20,361	3,592	18%	5%	35%
Female	8,530	1,904	22%	8,365	2,078	25%	-2%	9%
Passenger Vehicle Occupant Fatalities								
Total*	**22,273**	**4,149**	**19%**	**22,215**	**4,912**	**22%**	**0%**	**18%**
Male	14,325	2,285	16%	14,435	2,897	20%	1%	27%
Female	7,945	1,864	23%	7,752	2,012	26%	-2%	8%
Motorcyclist Fatalities								
Total*	**4,518**	**281**	**6%**	**5,014**	**510**	**10%**	**11%**	**81%**
Male	4,080	267	7%	4,583	473	10%	12%	77%
Female	438	14	3%	429	37	9%	-2%	164%
Pedestrian Fatalities								
Total*	**4,302**	**834**	**19%**	**6,205**	**1,290**	**21%**	**44%**	**55%**
Male	2,961	504	17%	4,344	865	20%	47%	72%
Female	1,339	329	25%	1,853	423	23%	38%	29%
Pedalcyclist Fatalities								
Total*	**623**	**67**	**11%**	**846**	**171**	**20%**	**36%**	**155%**
Male	538	60	11%	725	153	21%	35%	155%
Female	85	7	8%	119	17	14%	40%	143%

Sources: FARS 2010 Final File, 2019 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 2019, as seen in Table 1.

- Fifteen percent of the male population was 65 and older, compared to 18 percent of females.
- From 2010 to 2019 the number of older people in the United States increased by 34 percent (males by 38% and females by 30%), while the total population increased by 6 percent.
- A larger percentage of the population was in this older age group (16% in 2019) than a decade before (13% in 2010).

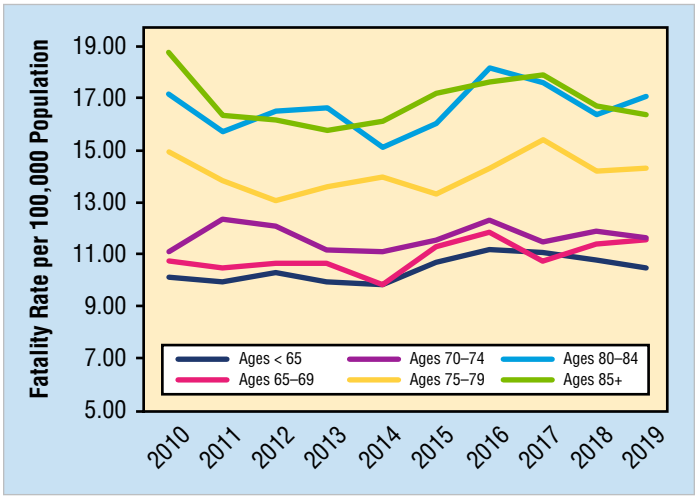
Also interesting to note is that the percentages of females 65 and older is larger than that of males when looking at drivers involved in fatal crashes, total traffic fatalities, driver fatalities, occupant fatalities, passenger vehicle occupant fatalities, and pedestrian fatalities. Males 65 and older 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 by smaller segments. In 2019 among the older population, the fatality rate for the 80-to-84 age group was 17.18 per 100,000 population, which was higher than all other age groups, followed by 16.46 for the 85+ age group. The fatality rate for the 85+ age group declined by 12 percent from a high of 18.80 in 2010 to 16.46 in 2019.

Figure 2

Fatality Rate per 100,000 Population, by Age Group, 2010–2019



Sources: FARS 2010-2018 Final File, 2019 ARF; Population – Census Bureau

Drivers

There were 46.3 million licensed older drivers in 2019—a 37-percent increase from 10 years earlier (2010). In contrast, the total number of licensed drivers in the United States increased by 9 percent from 2010 to 2019. Older drivers made up 20 percent of all licensed drivers in 2019, compared to 16 percent in 2010.

As shown in Table 2, among the age groups displayed of drivers of legal drinking age (21 and older) in fatal crashes in 2019, older drivers had lower percentages (8%) of drivers with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, compared to those from the 21-to-64 group (21%). Drivers and motorcycle riders are considered to be alcohol-impaired when their BACs are .08 g/dL or higher.

Table 2

Drivers of Legal Drinking Age Involved in Fatal Crashes, by Age Group and Their BACs, 2019

	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	38,096	28,470	75%	1,460	4%	8,166	21%
65+	7,633	6,779	89%	206	3%	649	8%
65–69	2,539	2,156	85%	86	3%	297	12%
70–74	1,865	1,639	88%	63	3%	163	9%
75–79	1,447	1,317	91%	30	2%	100	7%
80–84	992	925	93%	17	2%	51	5%
85+	790	741	94%	10	1%	39	5%
Total*	**45,729**	**35,249**	**77%**	**1,666**	**4%**	**8,815**	**19%**

Source: FARS 2019 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% versus 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, 2019

	Age Group					
	15–64		65+		Total*	
Initial Impact Point	Number	Percent	Number	Percent	Number	Percent
Front	10,870	60%	2,636	59%	13,526	60%
Left Side	1,875	10%	722	16%	2,605	12%
Right Side	1,307	7%	370	8%	1,683	7%
Rear	805	4%	228	5%	1,035	5%
Top	53	0%	5	0%	58	0%
Undercarriage	110	1%	34	1%	145	1%
Non-Collision	1,963	11%	297	7%	2,270	10%
Total*	**18,103**	**100%**	**4,458**	**100%**	**22,613**	**100%**

Source: FARS 2019 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 2019 more older drivers were killed on rural roadways than urban (54% and 45%). This is also true for drivers killed who were younger than 65 (51% and 48%).

Table 4
Drivers Killed in Traffic Crashes, by Age Group and Land Use, 2019

	Rural			Urban			Total*		
Age Group	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
15–64	9,263	79%	51%	8,768	81%	48%	18,103	80%	100%
65+	2,418	21%	54%	2,025	19%	45%	4,458	20%	100%
Total*	**11,713**	**100%**	**52%**	**10,813**	**100%**	**48%**	**22,613**	**100%**	**100%**

Source: FARS 2019 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 2010 to 2019 there were 34 percent more people killed in crashes involving older drivers, from 5,782 in 2010 to 7,733 in 2019. Since 2010 there has been a steady increase in the number of people killed in these crashes.

Most traffic fatalities in crashes involving older drivers in 2019 occurred during the daytime (72%), occurred on weekdays (69%), and involved other vehicles (66%). These percentages differ from those for all fatalities in 2019: 49 percent occurred in the daytime; 60 percent occurred on the weekdays; and 45 percent involved other vehicles.

Table 5
Fatalities in Crashes Involving Older Drivers, by Person Type, 2010–2019

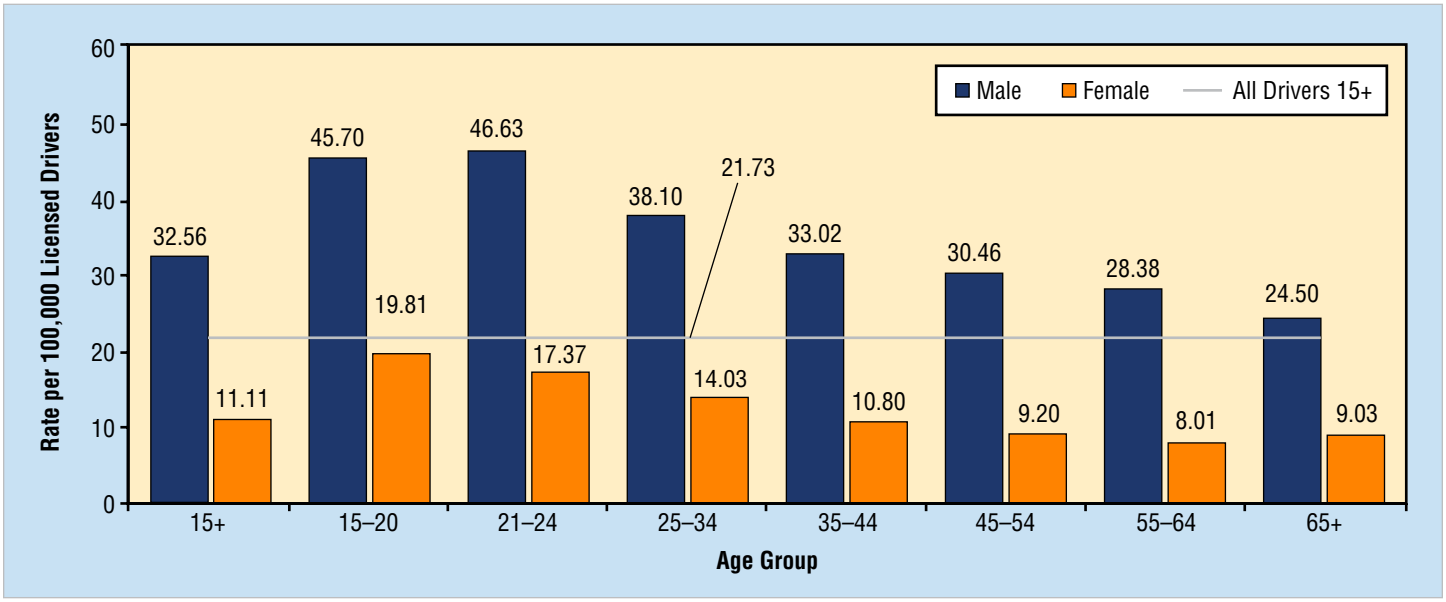
		Passengers of Older Drivers by Age				
Year	Older Drivers	<65	65+	Occupants of Other Vehicles	Nonoccupants	Total*
2010	3,423	31	855	986	487	5,782
2011	3,409	12	723	984	508	5,636
2012	3,471	18	793	1,044	612	5,940
2013	3,601	18	748	1,107	583	6,057
2014	3,564	9	740	1,128	610	6,052
2015	3,891	29	803	1,259	686	6,668
2016	4,242	13	931	1,418	738	7,342
2017	4,272	15	895	1,480	769	7,431
2018	4,316	18	876	1,475	802	7,488
2019	4,458	29	934	1,449	863	7,733

Source: FARS 2010–2018 Final File, 2019 ARF
*Includes passenger fatalities of unknown age.

Among drivers involved in fatal crashes in 2019, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (16.49) than any other age group. Looking specifically at females, the involvement rate for the 55-to-64 age group was lower than the 65-and-older group. The involvement rate for older male drivers in 2019 was 24.50 per 100,000 older licensed male drivers, and the involvement rate for older female drivers was 9.03 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, 2019

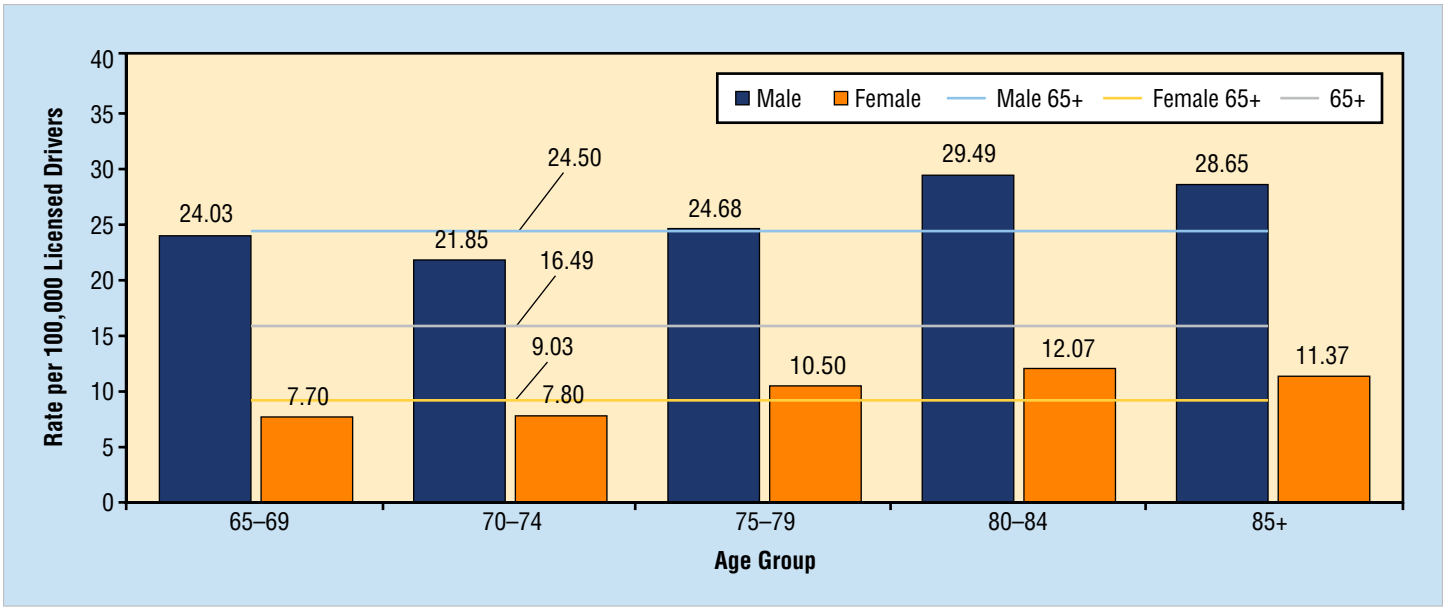


Sources: FARS 2019 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

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 (29.49) and female (12.07) drivers was highest in the 80-to-84 age group.

Figure 4

Involvement Rates per 100,000 Licensed Drivers for Older Drivers in Fatal Crashes, by Age Group and Sex, 2019



Sources: FARS 2019 ARF; Licensed Drivers – FHWA

Restraint Use

Among passenger vehicle occupants killed in 2019, those 65 and older were restrained 71 percent of the time, compared to 48 percent for those under 65. For those who survived fatal crashes, passenger vehicle occupants 65 and older were restrained 95 percent of the time, while those 64 and younger were restrained 85 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 45 percent for those under 65. For female passenger vehicle occupants killed, those 65 and older were restrained 78 percent of the time, compared to those 64 and younger who were restrained 54 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 65 and older were restrained 65 percent of the time, while those under 65 were restrained 42 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, 2019

	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	17,284	4,912	22,215			33,065	3,873	37,792		
Restraint Used	7,516	3,290	10,815	48%	71%	25,845	3,478	29,517	85%	95%
Restraint Not Used	8,137	1,324	9,466	52%	29%	4,508	189	4,784	15%	5%
Sex										
Male	11,524	2,897	14,435			19,631	2,150	21,962		
Restraint Used	4,674	1,809	6,489	45%	67%	14,986	1,914	16,988	84%	94%
Restraint Not Used	5,720	909	6,633	55%	33%	2,877	118	3,019	16%	6%
Female	5,737	2,012	7,752			13,387	1,721	15,212		
Restraint Used	2,834	1,479	4,315	54%	78%	10,834	1,562	12,454	87%	96%
Restraint Not Used	2,408	414	2,822	46%	22%	1,625	71	1,709	13%	4%
Time of Day										
Daytime	7,997	3,745	11,751			16,173	2,611	19,133		
Restraint Used	4,029	2,595	6,629	55%	73%	13,132	2,379	15,626	87%	95%
Restraint Not Used	3,344	942	4,288	45%	27%	1,953	128	2,123	13%	5%
Nighttime	9,136	1,131	10,277			16,845	1,256	18,597		
Restraint Used	3,444	676	4,124	42%	65%	12,686	1,094	13,858	83%	95%
Restraint Not Used	4,709	371	5,083	58%	35%	2,549	61	2,654	17%	5%

Source: FARS 2019 ARF
*Includes occupants of unknown age.

Pedestrians

For older people, the proportion of pedestrian fatalities in 2019 that occurred at non-intersection locations (69%) was much lower than for pedestrians under 65 (84%). Among all pedestrians killed in traffic crashes, older pedestrians (65+) had the lowest percentage (16%) with BACs of .08 g/dL or higher, as seen in Table 7.

Table 7
Pedestrian Fatalities, by Age Group and Their BACs, 2019

Age Group	Pedestrian Fatalities						
	Total	No Alcohol (BAC=.00 g/dL)		BAC=.01–.07 g/dL		BAC=.08+ g/dL	
		Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
Under 65	4,881	2,904	59%	256	5%	1,721	35%
65+	1,290	1,028	80%	59	5%	203	16%
65–69	412	298	72%	22	5%	91	22%
70–74	304	236	78%	17	6%	51	17%
75–79	238	204	86%	7	3%	27	11%
80–84	172	149	86%	4	2%	19	11%
85+	164	141	86%	8	5%	15	9%
Total*	**6,205**	**3,951**	**64%**	**315**	**5%**	**1,940**	**31%**

Source: FARS 2019 ARF
*Includes pedestrians of unknown age.

State

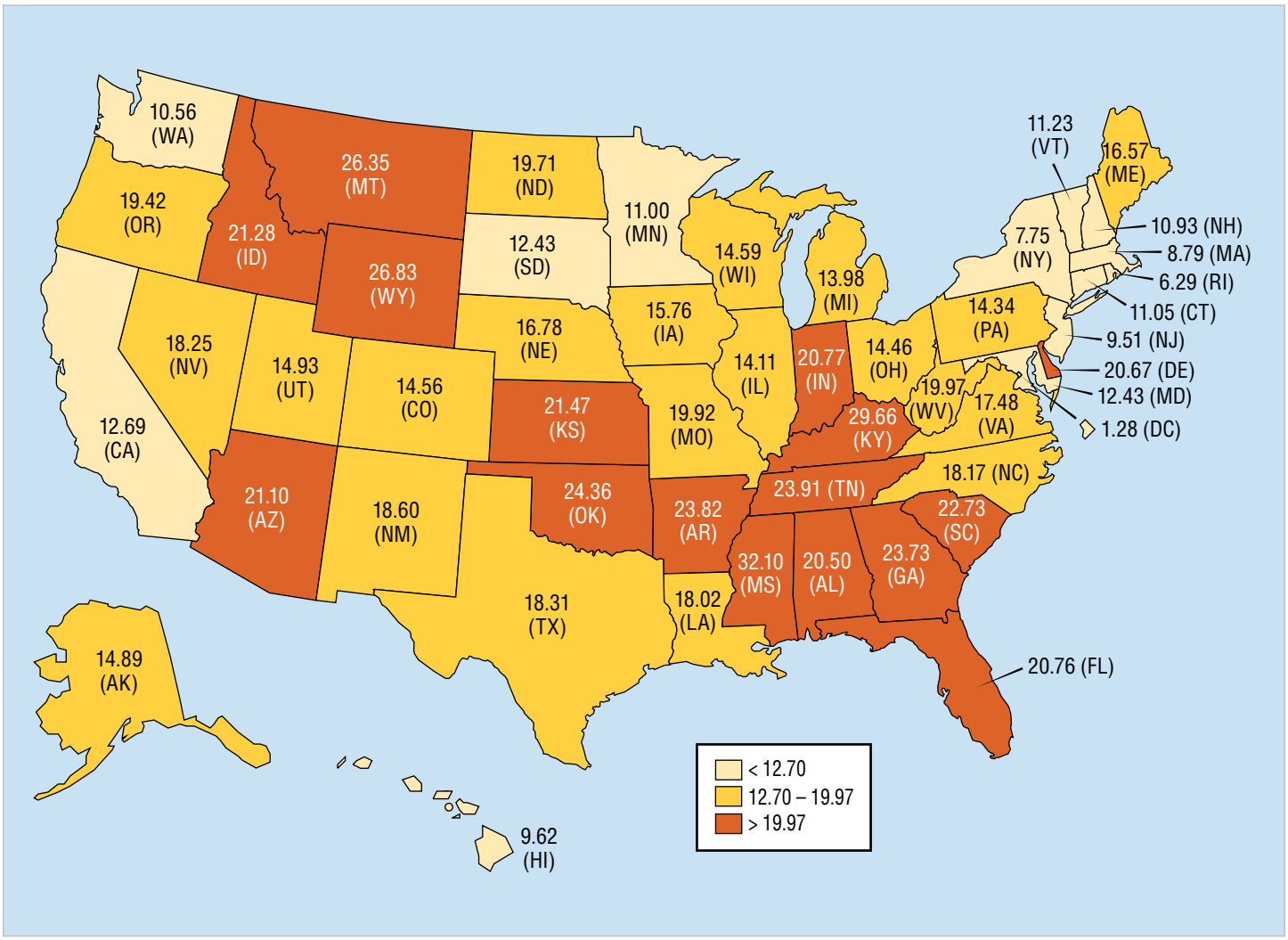
Figure 5 looks at a U.S. map of older drivers involved in 2019 fatal crashes per 100,000 licensed drivers. Table 8 show 2019 drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate.

Florida had the largest number of older drivers involved in fatal crashes at 767, compared to the District of Columbia with 1 older driver involved in a fatal crash. The District of Columbia had the lowest percentage of older drivers involved in fatal crashes with 2.9 percent, followed by New Mexico with 10.6 percent. Montana had the largest percentage with 23.4 percent.

Nationally, the licensed driver involvement rate per 100,000 licensed drivers for older drivers (65 and older) was 16.49. Looking at the rate of drivers involved in fatal crashes per 100,000 licensed drivers in 2019, the District of Columbia was lowest with 1.28, followed by Rhode Island with a rate of 6.29. Mississippi had the highest driver-involved rate for those 65 and older (32.10), followed by Kentucky with a rate of 29.66.

Figure 5

Older Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Crashes, by State, 2019



Sources: FARS 2019 ARF; Licensed Drivers – FHWA
Note: 2019 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 2019. 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 673 fatalities in 2019, compared to the District of Columbia with the fewest, 2. The District of Columbia had the lowest percentage of fatalities of those 65 and older (8.7%), while New Hampshire and Vermont, respectively, had the highest (27.7%).

Looking at the rate by population for those 65 and older, District of Columbia was lowest with 2.29 fatalities per 100,000 population in that age group, followed by Rhode Island with a rate of 5.35. Mississippi had the highest rate with 25.68 per 100,000 population, followed by Montana with 24.22. The national rate in 2019 was 13.34 fatalities 65 and older per 100,000 population.

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#

Table 8

Drivers Involved in Fatal Crashes, by State and Age Group, 2019

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	1,298	1,089	68	47	29	22	23	189	14.6%	20.50
Alaska	89	76	6	5	1	1	0	13	14.6%	14.89
Arizona	1,350	1,038	76	48	44	25	28	221	16.4%	21.10
Arkansas	701	573	43	30	29	7	8	117	16.7%	23.82
California	4,989	4,211	219	154	82	69	49	573	11.5%	12.69
Colorado	866	736	48	27	18	16	7	116	13.4%	14.56
Connecticut	337	267	14	17	11	5	13	60	17.8%	11.05
Delaware	187	146	13	8	9	5	4	39	20.9%	20.67
District of Columbia	34	31	0	1	0	0	0	1	2.9%	1.28
Florida	4,720	3,815	213	198	154	118	84	767	16.3%	20.76
Georgia	2,183	1,813	121	69	54	36	33	313	14.3%	23.73
Hawaii	146	119	11	7	1	1	0	20	13.7%	9.62
Idaho	305	249	13	18	11	8	6	56	18.4%	21.28
Illinois	1,455	1,180	75	46	53	25	32	231	15.9%	14.11
Indiana	1,207	996	63	38	38	29	22	190	15.7%	20.77
Iowa	470	393	30	13	17	14	2	76	16.2%	15.76
Kansas	549	448	25	32	10	21	9	97	17.7%	21.47
Kentucky	1,052	850	62	44	33	28	24	191	18.2%	29.66
Louisiana	1,014	859	41	27	27	20	20	135	13.3%	18.02
Maine	189	145	12	16	7	4	4	43	22.8%	16.57
Maryland	762	638	29	32	19	8	14	102	13.4%	12.43
Massachusetts	447	360	35	24	12	8	6	85	19.0%	8.79
Michigan	1,405	1,158	56	43	55	33	31	218	15.5%	13.98
Minnesota	523	435	24	19	18	12	12	85	16.3%	11.00
Mississippi	846	685	42	43	23	23	12	143	16.9%	32.10
Missouri	1,231	1,029	70	35	28	25	23	181	14.7%	19.92
Montana	218	167	16	12	11	8	4	51	23.4%	26.35
Nebraska	351	301	19	13	10	3	5	50	14.2%	16.78
Nevada	462	380	24	20	11	14	5	74	16.0%	18.25
New Hampshire	144	112	7	7	4	9	5	32	22.2%	10.93
New Jersey	773	635	41	35	16	15	13	120	15.5%	9.51
New Mexico	559	479	22	9	11	12	5	59	10.6%	18.60
New York	1,213	979	60	58	44	22	18	202	16.7%	7.75
North Carolina	1,937	1,619	108	69	49	41	27	294	15.2%	18.17
North Dakota	126	105	5	3	5	2	6	21	16.7%	19.71
Ohio	1,638	1,358	79	73	39	33	30	254	15.5%	14.46
Oklahoma	884	738	38	40	30	19	6	133	15.0%	24.36
Oregon	653	505	51	28	23	21	10	133	20.4%	19.42
Pennsylvania	1,612	1,285	92	58	58	38	49	295	18.3%	14.34
Rhode Island	74	63	4	1	4	1	0	10	13.5%	6.29
South Carolina	1,381	1,174	65	47	47	17	14	190	13.8%	22.73
South Dakota	132	114	4	8	3	2	1	18	13.6%	12.43
Tennessee	1,599	1,316	87	65	53	30	25	260	16.3%	23.91
Texas	5,152	4,451	217	125	127	61	38	568	11.0%	18.31
Utah	349	293	15	15	8	3	8	49	14.0%	14.93
Vermont	68	53	7	3	1	3	1	15	22.1%	11.23
Virginia	1,138	911	63	51	37	31	23	205	18.0%	17.48
Washington	783	651	34	26	27	16	11	114	14.6%	10.56
West Virginia	355	289	10	21	19	7	5	62	17.5%	19.97
Wisconsin	792	651	53	31	22	18	13	137	17.3%	14.59
Wyoming	182	157	9	6	5	3	2	25	13.7%	26.83
U.S. Total	**50,930**	**42,125**	**2,539**	**1,865**	**1,447**	**992**	**790**	**7,633**	**15.0%**	**16.49**
Puerto Rico	378	314	10	9	7	4	4	34	9.0%	N/A

Sources: FARS 2019 ARF; Licensed Drivers – FHWA
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, 2019

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	930	781	44	34	26	22	23	149	16.0%	17.53
Alaska	67	57	4	5	1	0	0	10	14.9%	10.92
Arizona	981	770	62	44	38	28	36	208	21.2%	15.89
Arkansas	505	400	40	26	21	8	10	105	20.8%	20.04
California	3,606	2,959	205	154	103	90	89	641	17.8%	10.98
Colorado	596	482	40	27	14	17	16	114	19.1%	13.53
Connecticut	249	185	12	14	14	6	18	64	25.7%	10.15
Delaware	132	101	6	7	10	4	4	31	23.5%	16.41
District of Columbia	23	21	1	1	0	0	0	2	8.7%	2.29
Florida	3,183	2,498	142	165	141	111	114	673	21.1%	14.96
Georgia	1,491	1,205	96	64	52	35	39	286	19.2%	18.85
Hawaii	108	89	8	4	2	1	4	19	17.6%	7.08
Idaho	224	168	12	12	13	9	10	56	25.0%	19.27
Illinois	1,009	795	61	39	49	25	37	211	20.9%	10.33
Indiana	809	635	46	42	33	23	29	173	21.4%	15.93
Iowa	336	273	19	9	16	16	3	63	18.8%	11.39
Kansas	411	316	23	30	7	23	12	95	23.1%	19.98
Kentucky	732	565	43	35	34	31	24	167	22.8%	22.25
Louisiana	727	591	35	23	31	22	25	136	18.7%	18.35
Maine	157	116	15	10	6	3	7	41	26.1%	14.37
Maryland	521	420	26	26	16	14	17	99	19.0%	10.32
Massachusetts	334	247	31	19	12	11	14	87	26.0%	7.44
Michigan	985	778	41	39	49	42	36	207	21.0%	11.73
Minnesota	364	280	23	12	15	17	17	84	23.1%	9.13
Mississippi	643	514	31	36	21	22	15	125	19.4%	25.68
Missouri	880	722	55	28	24	29	22	158	18.0%	14.88
Montana	184	134	13	13	11	7	6	50	27.2%	24.22
Nebraska	248	207	12	11	9	5	4	41	16.5%	13.12
Nevada	304	225	19	20	11	20	8	78	25.7%	15.73
New Hampshire	101	73	6	7	4	6	5	28	27.7%	11.03
New Jersey	559	427	29	35	30	17	21	132	23.6%	8.95
New Mexico	424	364	19	14	8	10	6	57	13.4%	15.10
New York	931	685	68	51	53	31	39	242	26.0%	7.34
North Carolina	1,373	1,101	79	66	45	43	36	269	19.6%	15.36
North Dakota	100	81	5	2	6	2	4	19	19.0%	15.85
Ohio	1,153	921	60	58	36	37	41	232	20.1%	11.34
Oklahoma	640	507	33	36	25	25	14	133	20.8%	20.94
Oregon	489	371	38	20	26	23	11	118	24.1%	15.40
Pennsylvania	1,059	798	60	41	51	44	65	261	24.6%	10.91
Rhode Island	57	47	2	0	4	3	1	10	17.5%	5.35
South Carolina	1,001	834	47	42	37	21	19	166	16.6%	17.72
South Dakota	102	86	3	6	1	3	3	16	15.7%	10.54
Tennessee	1,135	914	62	59	45	28	26	220	19.4%	19.24
Texas	3,615	3,041	173	127	126	64	68	558	15.4%	14.94
Utah	248	194	17	9	8	5	12	51	20.6%	13.94
Vermont	47	34	7	0	1	2	3	13	27.7%	10.40
Virginia	831	629	50	46	39	36	30	201	24.2%	14.79
Washington	519	406	33	23	24	20	12	112	21.6%	9.26
West Virginia	260	204	11	13	13	9	10	56	21.5%	15.26
Wisconsin	566	439	47	29	19	12	20	127	22.4%	12.48
Wyoming	147	127	5	6	4	3	2	20	13.6%	20.17
U.S. Total	**36,096**	**28,817**	**2,019**	**1,639**	**1,384**	**1,085**	**1,087**	**7,214**	**20.0%**	**13.34**
Puerto Rico	289	217	18	8	13	10	6	55	19.0%	8.09

Sources: FARS 2019 ARF; Population – Census Bureau
*Includes fatalities of unknown age.
†Per 100,000 Population.

Important Safety Reminders

For Older Drivers:

- Age-related changes may undermine your driving ability. Understanding how changes that are a part of normal aging, as well as any medical conditions you have, affect your driving allows you to make informed decisions about continuing to drive. By accurately assessing these changes, you may be able to adjust your driving habits to remain safe on the road or choose other kinds of transportation.
- Stay safe while driving by adjusting your seat and mirrors properly, knowing how to use your vehicle's driver assistance features, and making sure your vehicle is properly maintained.
- Explore how to adapt a vehicle to meet your specific needs.

For Friends and Family Members:

Talking with an older person about their driving is often difficult. Most of us delay that talk until we believe that the person's driving has become dangerous. Such conversations can be awkward for everyone involved, but there are ways to make the conversations more productive. If you decide to initiate a conversation with an older adult about their ability to drive safely, consider taking these three steps:

- Collect information. Note specific concerns about the person's driving, and about their ability to carry out routine non-driving tasks such as cooking or yard work, as changes in the ability to do such tasks may indicate declines that affect driving as well.
- Develop a plan to (a) convey your concerns to the driver, (b) assist the driver to identify strategies to avoid unmanageable driving contexts, and (c) show them how to access and use alternative transportation options to maintain their mobility without driving.
- Follow through on the plan.

For more details and additional information, visit www.nhtsa.gov/road-safety/older-drivers.

— NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results 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 the following year to the final version 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. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of fatalities aged 65 years or older from the 2018 Final File was 6,972, which was updated from 6,907 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

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 the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines 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 police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

Other fact sheets available from NCSA 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 Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov.

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