

Traffic Safety Facts

2014 Data

May 2016

DOT HS 812 273



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.



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

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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.

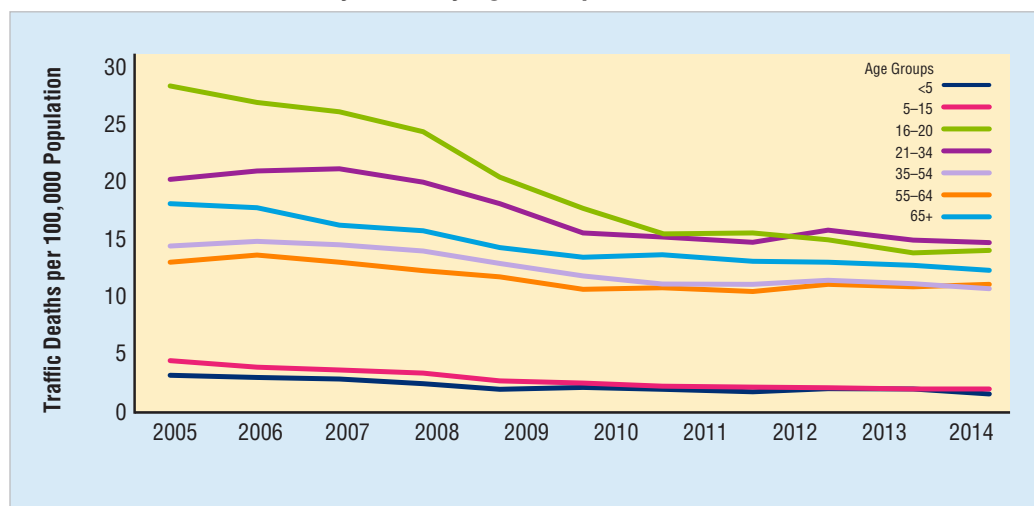
- Overview
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- Fatalities by State and Age Group

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.

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.

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.

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.

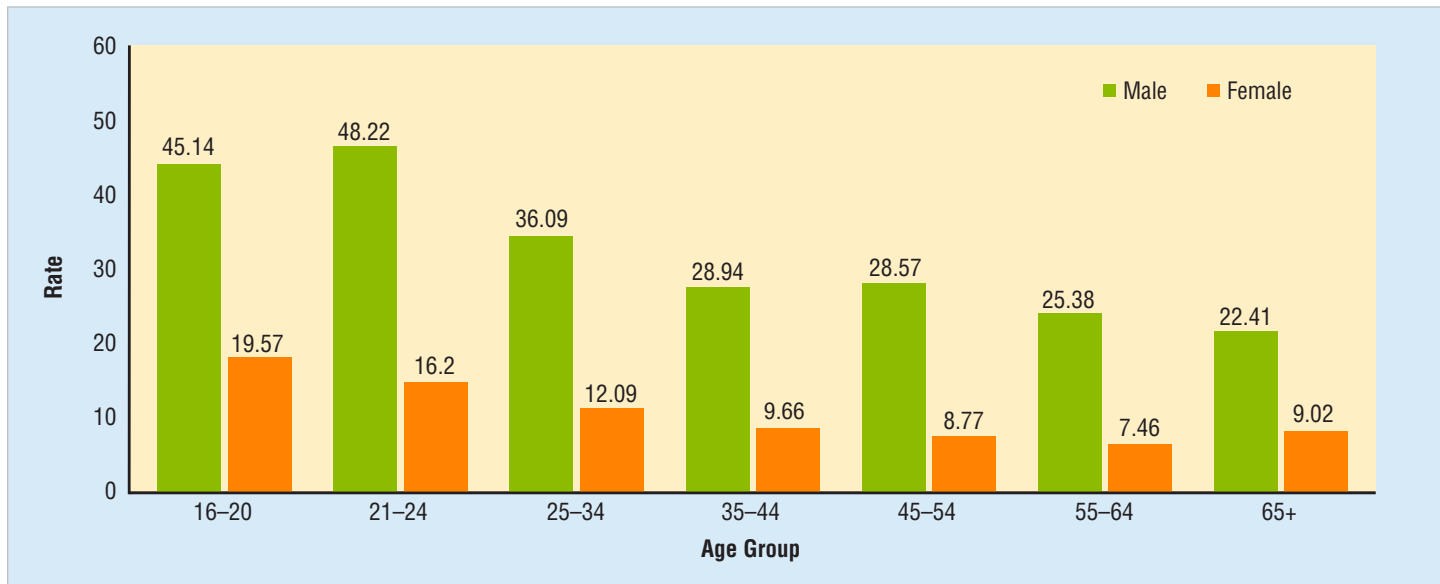
Nine percent fewer people were killed in crashes involving older drivers – from 6,647 in 2005 to 6,045 in 2014. While the overall trend shows a decline over those 10 years, the number of people killed in crashes involving older drivers was at its lowest point in 2009, and has generally increased since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

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



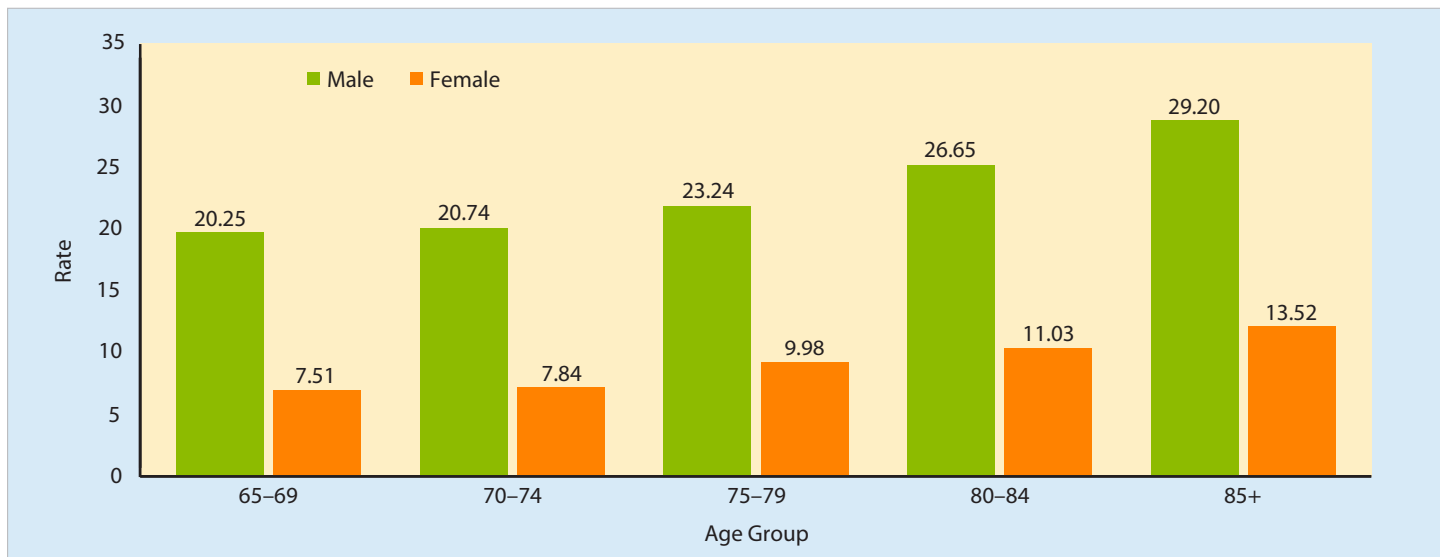
Source: FARS 2014 ARF

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.

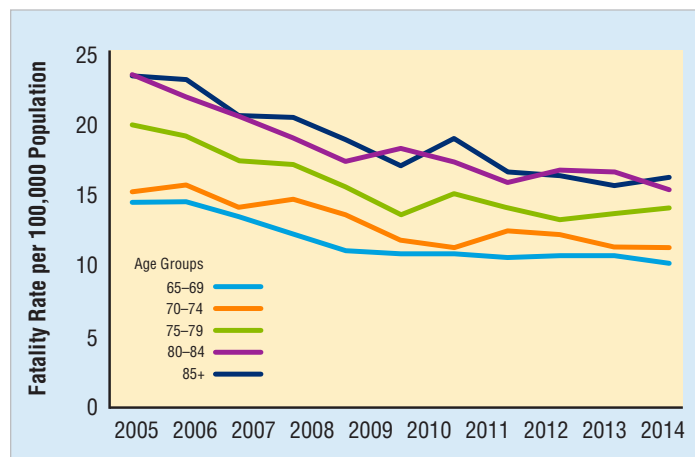
Figure 3
Involvement Rates for Older Drivers in Fatal Crashes by Age Group and Gender, per 100,000 Licensed Drivers, 2014



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.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2016, May). *Older population: 2014 data*. (Traffic Safety Facts. Report No. DOT HS 812 273). Washington, DC: National Highway Traffic Safety Administration.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at 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



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