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

Traffic Safety Facts
2022 Data

DOT HS 813 616 August 2024

Older Population

In this fact sheet for 2022 the information is presented as follows.

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 2022 there were 7,971 people 65 and older killed in traffic crashes in the United States, accounting for 19 percent of all traffic fatalities. This was the highest number of fatalities for this age group recorded since FARS started data collection in 1975.
- From 2021 to 2022 there was a 6-percent increase in the number of people 65 and older killed in traffic crashes.
- In 2022 there were 57.8 million people—17 percent of the total U.S. population—who were 65 and older.
- The older population traffic fatality rate per 100,000 population in 2022 was 13.79, an increase of 3 percent from 13.39 in 2021.
- Older female drivers accounted for 23 percent of all female driver fatalities in 2022, compared with 18 percent for the older-male-driver fatalities.
- Among the older population, the traffic fatality rate per 100,000 population in 2022 was highest for the 85-and-older age group.
- Older drivers made up 22 percent of all licensed drivers in 2022 and 14 percent of drivers involved in fatal traffic crashes in 2022.
- In 2022 most traffic fatalities in crashes involving older drivers occurred during the daytime (72%), on weekdays (70%), and were in multi-vehicle crashes (67%). These percentages are higher compared to all fatalities (46% were during the daytime, 58% were on weekdays, and 46% were in multi-vehicle crashes).
- Among passenger vehicle occupants killed in crashes in 2022, when restraint use was known, those occupants 65 and older were restrained 69 percent of the time, compared to 45 percent for those occupants under 65.
- Seventy-three percent of older pedestrian fatalities in 2022 occurred at non-intersection locations, compared to 85 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). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

Important Change for Motorized Bicycles: Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

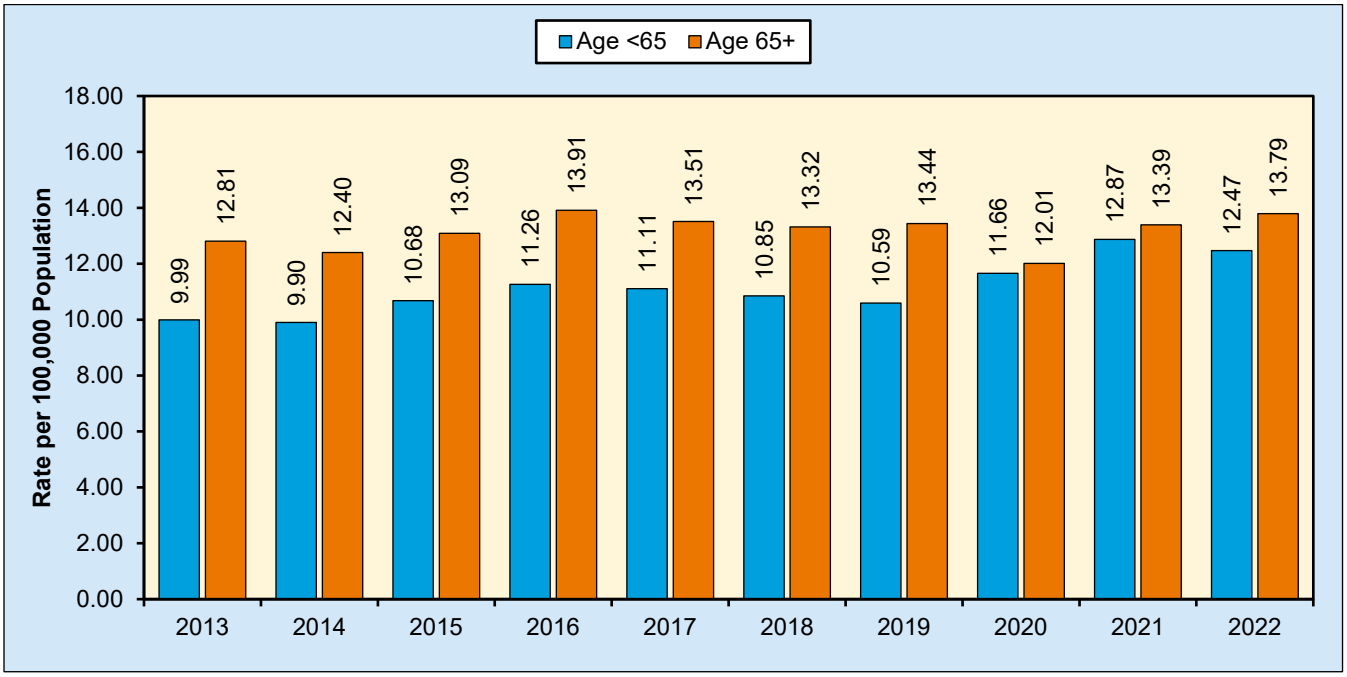
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

In 2022 there were 7,971 people 65 and older killed and an estimated 268,622 injured in motor vehicle traffic crashes. Older people made up 19 percent of all traffic fatalities and 11 percent of all people injured in 2022. Compared to 2021 there was a 6-percent increase in the number of traffic fatalities and a 1-percent increase in the estimated number of those injured in the older age group.

In 2022 there were 57.8 million people—17 percent of the total U.S. population—who were 65 and older. From 2013 to 2022 the traffic fatality rate per 100,000 population of older people increased, from 12.81 in 2013 to 13.79 in 2022. In this same period, the traffic fatality rates of the population younger than 65 increased from 9.99 in 2013 to 12.47 in 2022. Figure 1 shows motor vehicle traffic fatality rates according to these age groups.

Figure 1. Traffic Fatality Rates per 100,000 Population, by Age Group, 2013–2022



Sources: FARS 2013–2021 Final File, 2022 Annual Report File (ARF); Population – Census Bureau

Some notable changes among the 65-and-older age group from 2013 to 2022 are seen in Table 1.

- Total traffic fatalities among the 65-and-older population increased by 39 percent (increased for males by 50% and increased for females by 22%).
- Traffic fatalities of 65-and-older pedestrians increased by 64 percent overall (increased for males by 86% and increased for females by 28%).
- Traffic fatalities of pedalcyclists 65 and older, though a relatively small number, doubled for men and women.

Table 1. Population and Involvement of Older Population in Fatal Traffic Crashes, by Sex, 2013 and 2022

	2013			2022			Percentage Change, 2013–2022	
	Total	Age 65+	Percentage of Total	Total	Age 65+	Percentage of Total	Total	Age 65+
Population								
Total	**316,059,947**	**44,632,337**	**14%**	**333,287,557**	**57,794,852**	**17%**	**5%**	**29%**
Male	155,514,054	19,564,177	13%	165,283,553	25,929,344	16%	6%	33%
Female	160,545,893	25,068,160	16%	168,004,004	31,865,508	19%	5%	27%
Drivers Involved in Fatal Traffic Crashes								
Total*	**44,803**	**5,959**	**13%**	**60,048**	**8,498**	**14%**	**34%**	**43%**
Male	32,608	4,199	13%	43,582	6,121	14%	34%	46%
Female	11,429	1,760	15%	14,719	2,364	16%	29%	34%
Total Traffic Fatalities								
Total*	**32,893**	**5,716**	**17%**	**42,514**	**7,971**	**19%**	**29%**	**39%**
Male	23,242	3,571	15%	30,669	5,344	17%	32%	50%
Female	9,638	2,144	22%	11,737	2,612	22%	22%	22%
Driver Fatalities								
Total*	**20,943**	**3,601**	**17%**	**26,842**	**5,024**	**19%**	**28%**	**40%**
Male	16,095	2,554	16%	20,998	3,703	18%	30%	45%
Female	4,845	1,047	22%	5,821	1,317	23%	20%	26%
Occupant Fatalities								
Total*	**27,175**	**4,641**	**17%**	**33,562**	**6,195**	**18%**	**24%**	**33%**
Male	19,178	2,880	15%	24,201	4,074	17%	26%	41%
Female	7,991	1,760	22%	9,322	2,115	23%	17%	20%
Passenger Vehicle Occupant Fatalities								
Total*	**21,223**	**4,069**	**19%**	**25,420**	**5,244**	**21%**	**20%**	**29%**
Male	13,806	2,358	17%	16,829	3,204	19%	22%	36%
Female	7,411	1,710	23%	8,563	2,035	24%	16%	19%
Pedestrian Fatalities								
Total*	**4,779**	**914**	**19%**	**7,522**	**1,497**	**20%**	**57%**	**64%**
Male	3,277	555	17%	5,274	1,030	20%	61%	86%
Female	1,496	359	24%	2,193	461	21%	47%	28%
Pedalcyclist Fatalities								
Total*	**749**	**102**	**14%**	**1,105**	**206**	**19%**	**48%**	**102%**
Male	649	93	14%	946	184	19%	46%	98%
Female	99	9	9%	146	19	13%	47%	111%

Sources: FARS 2013 Final File, 2022 ARF; Population – Census Bureau
*Includes fatalities of unknown sex.
Notes: Use caution with reporting of percentages, as some are based on small fatality figures. Starting in 2022, pedalcyclists include people on motorized bicycles.

People 65 and older made up 17 percent of the population in 2022, as seen in Table 1.

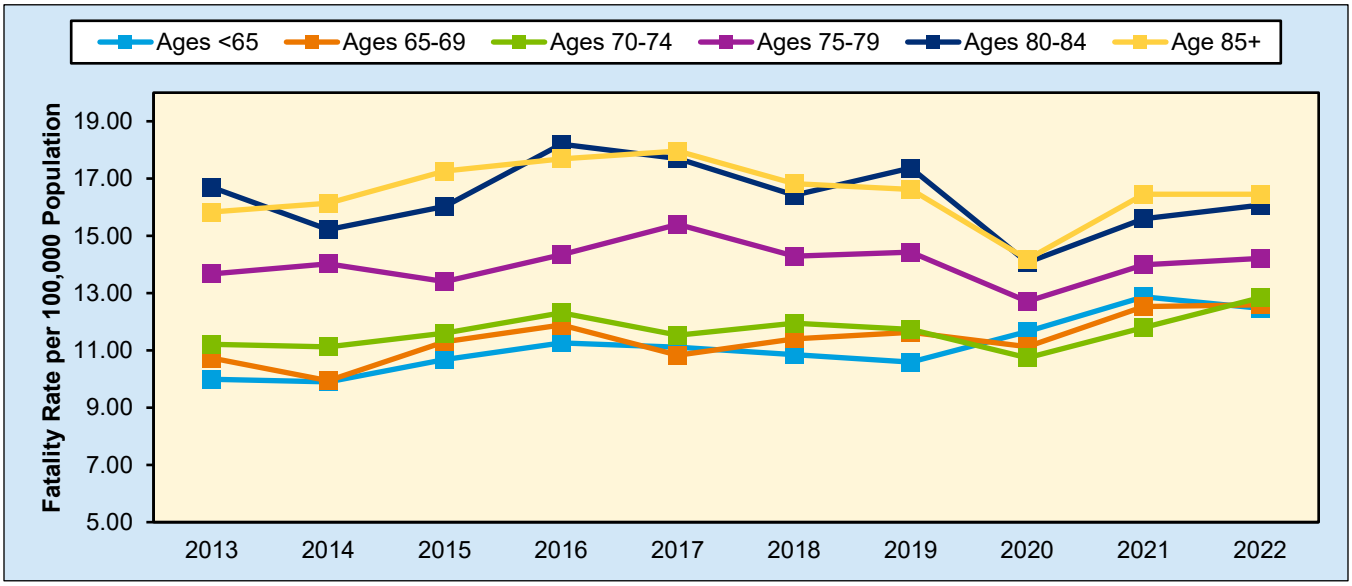
- Sixteen percent of the male population was 65 and older, compared to 19 percent of females.
- From 2013 to 2022 the number of older people in the United States increased by 29 percent (increased for males by 33% and increased for females by 27%), while the total population increased by 5 percent.
- A larger percentage of the population was in this older age group (17% in 2022) than a decade before (14% in 2013).

The percentages of females 65 and older are larger than that of males when looking at all categories in Table 1 except for pedalcyclist traffic fatalities. While the numbers and percentages have changed, the pattern of females having the higher percentages than males for this age group is the same as a decade ago.

Age

Figure 2 shows the motor vehicle traffic fatality rates per 100,000 population for those 64 and younger and a breakdown of those 65 and older by smaller segments. In 2022 among the older population, the traffic fatality rate for the 85+ age group was 16.45 per 100,000 population, which was higher than all other age groups, followed by 16.07 for the 80-to-84 age group. The traffic fatality rate for the 85+ age group increased by 3.9 percent from 15.83 in 2013 to 16.45 in 2022. From 2021 to 2022 the traffic fatality rate for the 70-to-74 age group had the largest increase at 8.8 percent. This was followed by the 80-to-84 age group with a 3.0-percent increase, and the 75-to-79 age group with a 1.6-percent increase. From 2021 to 2022 the traffic fatality rate for those under the age of 65 decreased by 3.1 percent.

Figure 2. Traffic Fatality Rate per 100,000 Population, by Age Group, 2013–2022



Sources: FARS 2013–2021 Final File, 2022 ARF; Population – Census Bureau

Drivers

There were 51.5 million licensed older drivers in 2022—a 40-percent increase from 10 years earlier (2013). In contrast, the total number of licensed drivers in the United States increased by 11 percent from 2013 to 2022. Older drivers made up 22 percent of all licensed drivers in 2022, compared to 17 percent in 2013.

As shown in Table 2, among the age groups displayed of drivers of legal drinking age (21 and older) involved in fatal traffic crashes in 2022, older drivers had lower percentages (10%) 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 (24%). Drivers and motorcycle riders are considered to be alcohol-impaired when their BACs are .08 g/dL or higher. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.

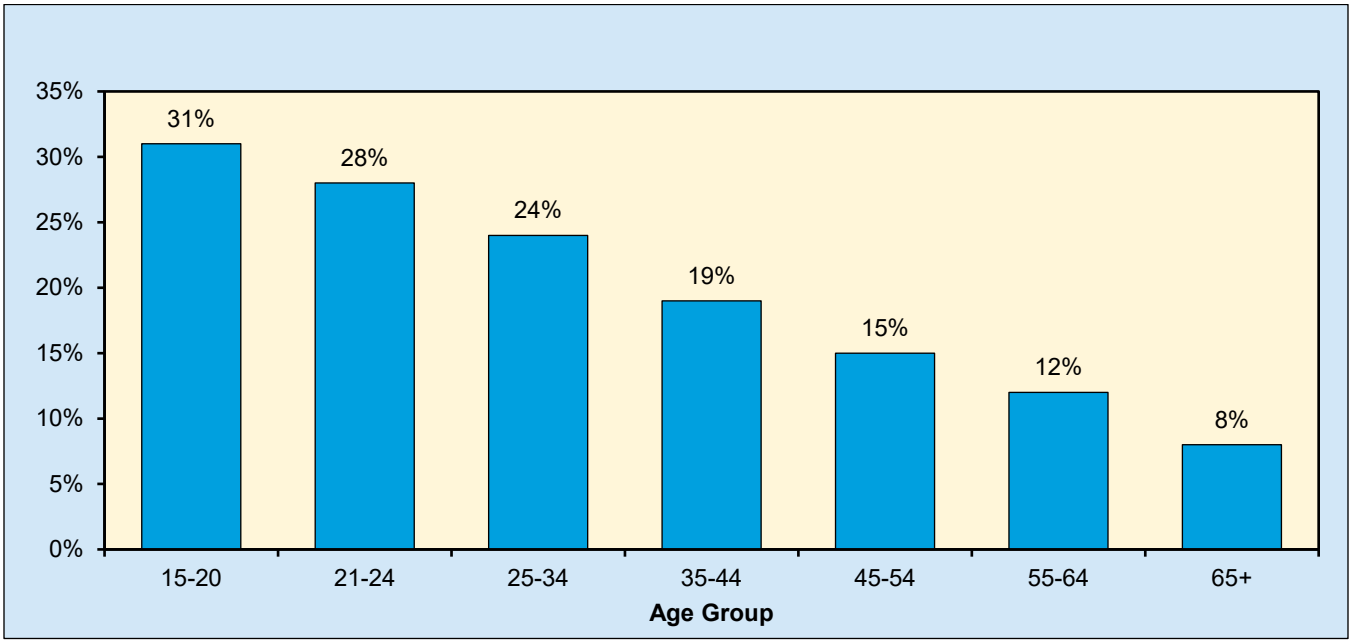
Table 2. Drivers of Legal Drinking Age Involved in Fatal Traffic Crashes, by Age Group and Their BACs, 2022

	Drivers Involved in Fatal Traffic 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	**44,752**	**32,266**	**72%**	**1,887**	**4%**	**10,599**	**24%**
65+	**8,498**	**7,388**	**87%**	**218**	**3%**	**892**	**10%**
65–69	2,847	2,384	84%	86	3%	377	13%
70–74	2,206	1,898	86%	58	3%	250	11%
75–79	1,608	1,436	89%	40	2%	132	8%
80–84	1,000	901	90%	18	2%	80	8%
85+	837	768	92%	16	2%	53	6%
Total*	**53,250**	**39,654**	**74%**	**2,105**	**4%**	**11,491**	**22%**

Source: FARS 2022 ARF
*Excludes drivers of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

As shown in Figure 3, among the age groups displayed of speeding drivers involved in fatal traffic crashes in 2022, older drivers had the lowest percentage (8%) of speeding drivers involved, compared to the other age groups.

Figure 3. Percentages of Speeding Drivers Involved in Fatal Traffic Crashes, by Age Group, 2022



Source: FARS 2022 ARF

When compared to younger drivers (15- to 64-year-olds), older drivers were more frequently killed in traffic crashes in 2022 where the initial impact point was on the left side (16% versus 10%) or the right side (9% versus 7%). For older drivers killed in motor vehicle traffic crashes, non-collision crashes were less common than they were for younger drivers who were killed. The most frequent initial impact point on vehicles driven by older drivers killed in 2022 was in the front (59%). Table 3 shows initial impact point by age group for drivers killed in traffic crashes in 2022.

Table 3. Drivers Killed in Traffic Crashes, by Initial Impact Point and Age Group, 2022

Initial Impact Point	Age Group					
	15–64		65+		Total*	
	Number	Percent	Number	Percent	Number	Percent
Front	13,462	62%	2,953	59%	16,454	61%
Left Side	2,096	10%	797	16%	2,907	11%
Right Side	1,501	7%	441	9%	1,945	7%
Rear	847	4%	265	5%	1,114	4%
Top	56	0%	9	0%	65	0%
Undercarriage	137	1%	17	0%	157	1%
Non-Collision	2,225	10%	329	7%	2,568	10%
Total**	**21,735**	**100%**	**5,024**	**100%**	**26,842**	**100%**

Source: FARS 2022 ARF
*Includes drivers of unknown ages.
**Includes drivers with other/unknown initial impact point.

Table 4 shows the numbers of drivers killed in traffic crashes on rural roadways versus urban roadways, by age group. In 2022 more older drivers were killed on rural roadways than on urban roadways (51% versus 48%). This is the opposite for younger drivers, where more were killed on urban roadways than on rural roadways (54% versus 46%). Also, in 2022 more older drivers (34%) were killed in intersection crashes than younger drivers (22%).

Table 4. Drivers Killed in Traffic Crashes, by Age Group and Rural/Urban Classification, 2022

Age Group	Rural			Urban			Total*		
	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
15–64	10,017	79%	46%	11,642	83%	54%	21,735	81%	100%
65+	2,585	20%	51%	2,413	17%	48%	5,024	19%	100%
Total**	**12,645**	**100%**	**47%**	**14,095**	**100%**	**53%**	**26,842**	**100%**	**100%**

Source: FARS 2022 ARF
*Includes drivers with unknown rural/urban classification.
**Includes drivers of unknown ages.

Table 5 presents fatalities in crashes involving older drivers over the 10-year period by the person type. Fatalities in traffic crashes involving older drivers increased by 42 percent from 6,057 in 2013 to 8,572 in 2022. In 2022 there was a 4.0-percent increase in the number of people killed in these crashes compared to 2021.

Table 5. Fatalities in Traffic Crashes Involving Older Drivers, by Person Type, 2013–2022

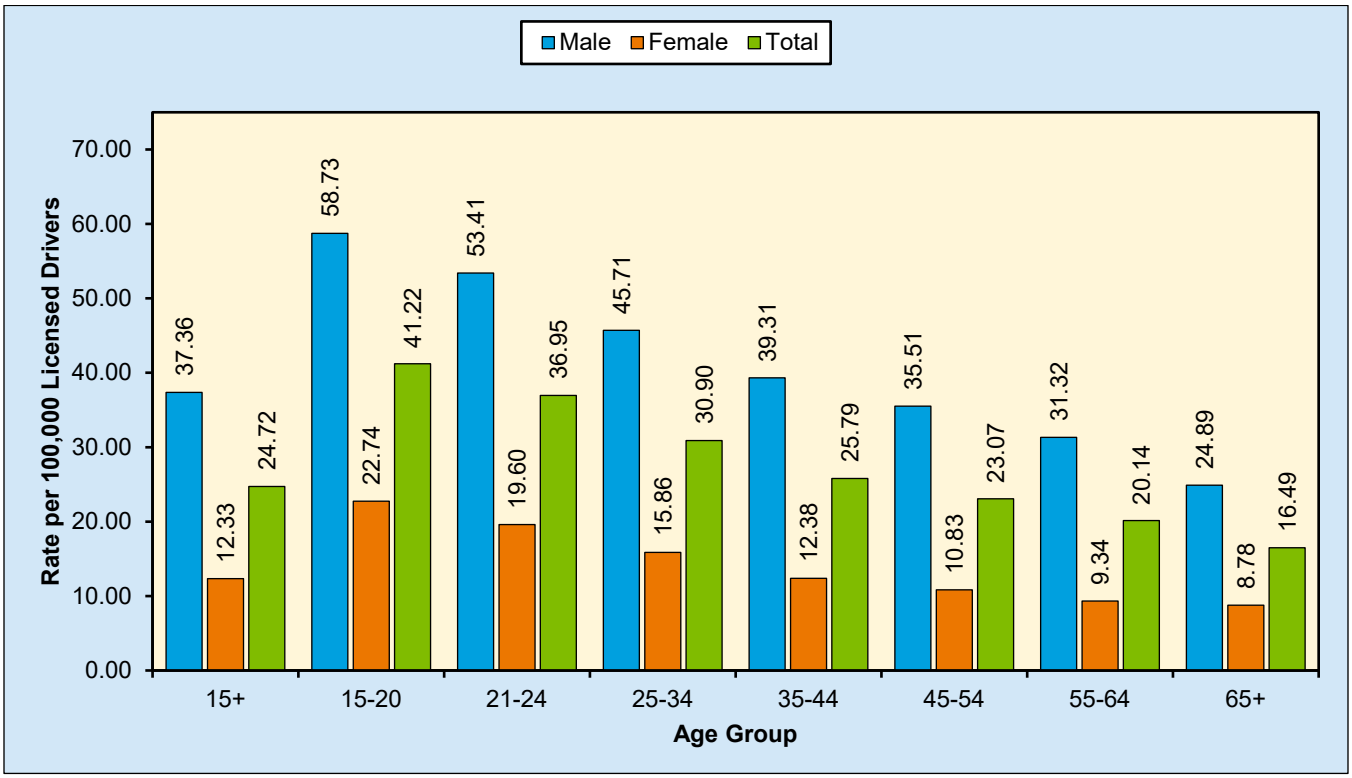
Year	Older Drivers	Passengers of Older Drivers by Age		Occupants of Other Vehicles	Nonoccupants	Total*
		<65	65+			
2013	3,601	137	628	1,107	583	6,057
2014	3,564	143	605	1,129	610	6,052
2015	3,891	168	662	1,259	686	6,668
2016	4,242	199	743	1,418	738	7,342
2017	4,272	185	723	1,480	769	7,431
2018	4,316	201	691	1,476	802	7,488
2019	4,483	212	757	1,456	871	7,779
2020	4,241	181	547	1,427	737	7,135
2021	4,703	202	736	1,770	832	8,245
2022	5,024	197	724	1,751	872	8,572

Source: FARS 2013–2021 Final File, 2022 ARF
*Includes passenger fatalities of unknown age.
Note: Starting in 2022, pedalcyclists, which are a subset of nonoccupants, include people on motorized bicycles.

Most traffic fatalities in crashes involving older drivers in 2022 occurred during the daytime (72%), occurred on weekdays (70%), and involved more than one vehicle (67%). These percentages differ from those for all traffic fatalities in 2022: 46 percent occurred in the daytime; 58 percent occurred on the weekdays; and 46 percent involved more than one vehicle.

Among drivers involved in fatal traffic crashes in 2022, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (16.49) than any other age group. The involvement rate for male drivers 65 and older in 2022 was 24.89 per 100,000 licensed drivers, and the involvement rate for female drivers 65 and older was 8.78 per 100,000 licensed drivers, as seen in Figure 4.

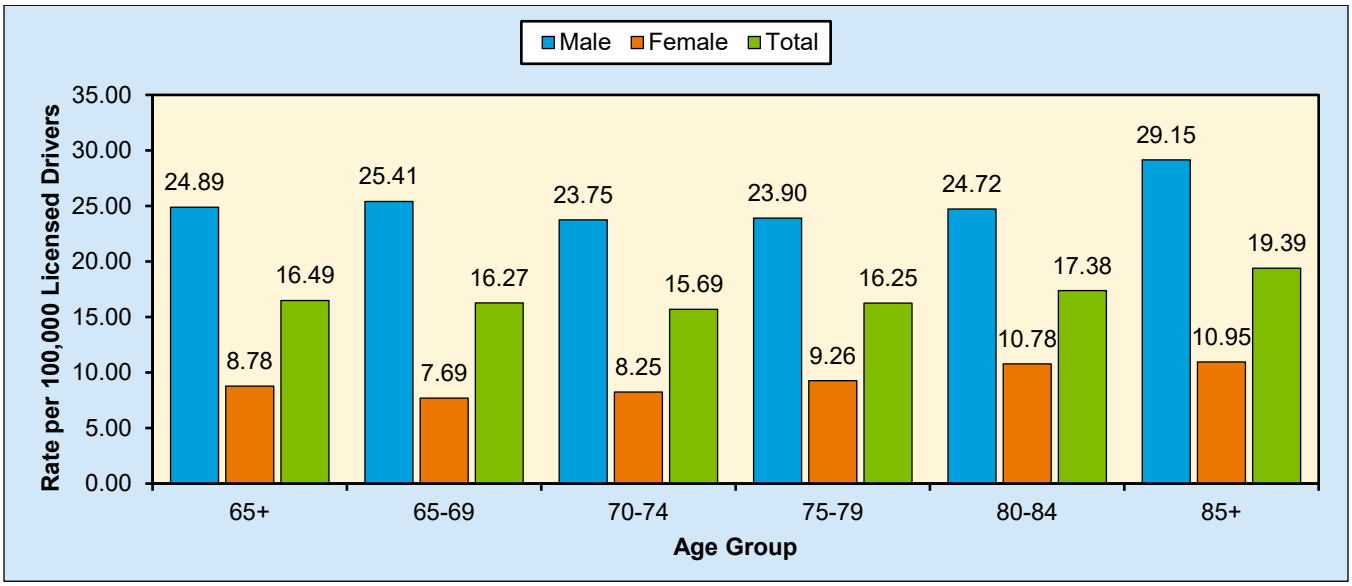
Figure 4. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2022



Sources: FARS 2022 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

While Figure 4 looked at the involvement rate for older drivers compared to other age groups in 2022, Figure 5 compares the involvement rates for age groups within the population of drivers 65 and older, by sex. Driver involvement rates in fatal traffic crashes per 100,000 licensed drivers were highest in the 85-and-older age group among both older male (29.15) and female (10.95) drivers in 2022.

Figure 5. Involvement Rates per 100,000 Licensed Drivers for Older Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2022



Sources: FARS 2022 ARF; Licensed Drivers – FHWA

Restraint Use

Among passenger vehicle occupants killed in 2022, when restraint use was known, those 65 and older were restrained 69 percent of the time, compared to 45 percent for those under 65. For those who survived fatal traffic crashes in 2022, when restraint use was known, passenger vehicle occupants 65 and older were restrained 94 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. In 2022 male passenger vehicle occupants 65 and over who were killed in traffic crashes, when restraint use was known, were restrained 64 percent of the time, compared to 41 percent for those under 65. For female passenger vehicle occupants killed in 2022, when restraint use was known, those 65 and older were restrained 77 percent of the time, compared to those under 65 who were restrained 53 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, when restraint use was known, were restrained 71 percent of the time during the day, compared to 51 percent for those under 65. At night, passenger vehicle occupants 65 and older who were killed, when restraint use was known, were restrained 64 percent of the time, while those under 65 were restrained 40 percent of the time. Again, the pattern is similar for those who survived fatal traffic crashes.

Table 6. Passenger Vehicle Occupants Involved in Traffic Crashes, by Survival Status, Age Group, Restraint Use, Sex, and Time of Day, 2022

	Passenger Vehicle Occupants Killed					Passenger Vehicle Occupants Who Survived				
				Percent Based on Known Restraint Use					Percent Based on Known Restraint Use	
	Age <65	Age 65+	Total*	Age <65	Age 65+	Age <65	Age 65+	Total*	Age <65	Age 65+
Total	**20,113**	**5,244**	**25,420**			**37,708**	**4,161**	**43,028**		
Restraint Used	8,008	3,376	11,410	45%	69%	28,941	3,686	32,832	85%	94%
Restraint Not Used	9,796	1,492	11,302	55%	31%	5,212	232	5,549	15%	6%
Sex										
Male	**13,592**	**3,204**	**16,829**			**22,709**	**2,319**	**25,251**		
Restraint Used	4,935	1,897	6,845	41%	64%	16,904	2,002	19,023	83%	93%
Restraint Not Used	7,029	1,058	8,098	59%	36%	3,467	147	3,648	17%	7%
Female	**6,508**	**2,035**	**8,563**			**14,896**	**1,831**	**16,880**		
Restraint Used	3,067	1,474	4,554	53%	77%	11,969	1,654	13,706	87%	95%
Restraint Not Used	2,764	434	3,201	47%	23%	1,737	84	1,844	13%	5%
Time of Day										
Daytime	**8,736**	**3,932**	**12,690**			**17,147**	**2,785**	**20,344**		
Restraint Used	4,026	2,604	6,638	51%	71%	13,765	2,498	16,355	86%	94%
Restraint Not Used	3,880	1,061	4,949	49%	29%	2,172	158	2,365	14%	6%
Nighttime	**11,210**	**1,284**	**12,535**			**20,491**	**1,370**	**22,603**		
Restraint Used	3,927	759	4,704	40%	64%	15,137	1,186	16,435	83%	94%
Restraint Not Used	5,828	418	6,252	60%	36%	3,028	73	3,171	17%	6%

Source: FARS 2022 ARF
*Includes occupants of unknown age.

Pedestrians

For older people, the proportion of pedestrian traffic fatalities in 2022 that occurred at non-intersection locations (73%) was lower than for pedestrians under 65 (85%). Among all pedestrians killed in traffic crashes, older pedestrians (65+) had a lower percentage (16%) with BACs of .08 g/dL or higher as compared to pedestrians 15- to 64 years old (34%), as seen in Table 7.

Table 7. Pedestrian Traffic Fatalities, by Age Group and Their BACs, 2022

	Pedestrian Fatalities						
		No Alcohol (BAC=.00 g/dL)		BAC=.01–.07 g/dL		BAC=.08+ g/dL	
Age Group	Total	Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
15-64	**5,736**	**3,548**	**62%**	**263**	**5%**	**1,926**	**34%**
65+	**1,497**	**1,205**	**80%**	**54**	**4%**	**239**	**16%**
65–69	502	360	72%	26	5%	116	23%
70–74	400	324	81%	14	3%	62	16%
75–79	275	235	85%	7	3%	33	12%
80–84	181	163	90%	3	1%	16	9%
85+	139	123	89%	4	3%	12	9%
Total*	**7,233**	**4,753**	**66%**	**316**	**4%**	**2,164**	**30%**

Source: FARS 2022 ARF
*Excludes pedestrians younger than 15 and pedestrians of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

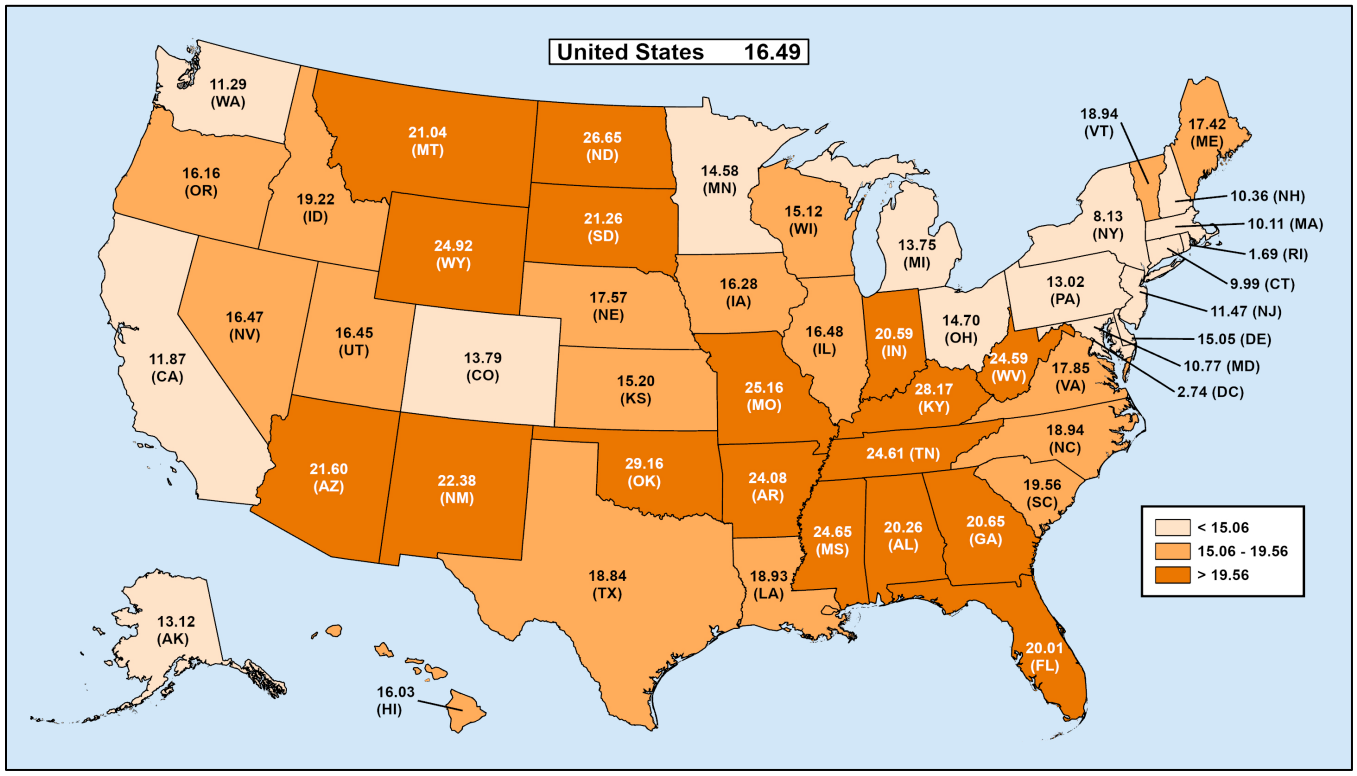
State

Figure 6 looks at a U.S. map of older driver involvement rates per 100,000 licensed drivers in fatal traffic crashes in 2022. Table 8 shows drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate in 2022.

Florida had the largest number of older drivers involved in fatal crashes at 818, compared to the District of Columbia with 2 older drivers involved in fatal crashes. Rhode Island had the lowest percentage of older drivers involved in fatal crashes at 4.3 percent, followed by the District of Columbia at 5.1 percent, and California at 9.8 percent. West Virginia had the largest percentage at 23.5 percent.

Nationally, the fatal traffic crash involvement rate per 100,000 licensed drivers for drivers 65 and older was 16.49 in 2022. Looking at the rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers in 2022, Rhode Island was lowest at 1.69, followed by the District of Columbia at a rate of 2.74. Oklahoma had the highest driver involvement rate for those 65 and older (29.16), followed by Kentucky at a rate of 28.17.

Figure 6. Older Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State, 2022



Sources: FARS 2022 ARF; Licensed Drivers – FHWA
Note: Licensed driver data for Puerto Rico not available.

The previous section looked at drivers involved in fatal traffic crashes. Table 9 shows fatalities in traffic crashes by State and age group in 2022. 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 772 fatalities in 2022, compared to Alaska, the District of Columbia, and Rhode Island with the fewest, 8 each. Alaska had the lowest percentage of fatalities of those 65 and older (9.8%), while West Virginia had the highest (29.2%), followed by Vermont with 27.6 percent.

Looking at the traffic fatality rate by population for those 65 and older, Rhode Island was lowest with 3.88 fatalities per 100,000 population, followed by Puerto Rico with a rate of 6.61 per 100,000 population in 2022. Oklahoma had the highest rate with 24.51 per 100,000 population, followed by Wyoming with 22.21 in 2022. The national rate in 2022 was 13.79 per 100,000 population for those 65 and older.

Table 8. Drivers Involved in Fatal Traffic Crashes, by State and Age Group, 2022

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	1,397	1,170	62	55	38	26	21	202	14.5%	20.26
Alaska	120	107	7	4	0	1	1	13	10.8%	13.12
Arizona	1,806	1,404	103	73	43	30	28	277	15.3%	21.60
Arkansas	916	760	47	40	26	15	8	136	14.8%	24.08
California	6,153	5,240	223	166	104	55	54	602	9.8%	11.87
Colorado	1,080	919	44	37	25	13	12	131	12.1%	13.79
Connecticut	505	434	14	13	17	9	6	59	11.7%	9.99
Delaware	233	193	17	5	6	3	2	33	14.2%	15.05
District of Columbia	39	33	1	0	0	0	1	2	5.1%	2.74
Florida	5,165	4,152	261	221	148	105	83	818	15.8%	20.01
Georgia	2,505	2,133	97	94	63	32	19	305	12.2%	20.65
Hawaii	165	120	13	7	14	1	1	36	21.8%	16.03
Idaho	304	242	18	21	10	5	7	61	20.1%	19.22
Illinois	1,847	1,485	97	77	49	38	25	286	15.5%	16.48
Indiana	1,402	1,161	71	60	33	30	15	209	14.9%	20.59
Iowa	460	373	28	24	15	10	8	85	18.5%	16.28
Kansas	536	461	19	25	15	6	8	73	13.6%	15.20
Kentucky	1,066	853	54	60	34	28	19	195	18.3%	28.17
Louisiana	1,226	1,019	59	35	34	14	15	157	12.8%	18.93
Maine	251	203	21	7	11	4	5	48	19.1%	17.42
Maryland	824	686	24	35	16	9	15	99	12.0%	10.77
Massachusetts	594	480	35	27	17	15	14	108	18.2%	10.11
Michigan	1,621	1,318	90	55	54	42	22	263	16.2%	13.75
Minnesota	644	518	26	33	27	17	17	120	18.6%	14.58
Mississippi	955	808	44	31	22	19	9	125	13.1%	24.65
Missouri	1,478	1,207	80	53	44	30	40	247	16.7%	25.16
Montana	253	205	18	12	11	5	1	47	18.6%	21.04
Nebraska	366	306	16	12	14	9	6	57	15.6%	17.57
Nevada	585	483	20	25	22	6	2	75	12.8%	16.47
New Hampshire	204	171	9	5	5	9	5	33	16.2%	10.36
New Jersey	1,028	827	49	34	39	19	23	164	16.0%	11.47
New Mexico	654	547	25	21	14	7	13	80	12.2%	22.38
New York	1,592	1,320	79	53	34	29	35	230	14.4%	8.13
North Carolina	2,253	1,859	118	88	61	38	31	336	14.9%	18.94
North Dakota	152	122	11	4	10	2	3	30	19.7%	26.65
Ohio	1,885	1,557	97	69	50	39	26	281	14.9%	14.70
Oklahoma	993	797	52	44	30	24	18	168	16.9%	29.16
Oregon	819	663	46	39	21	14	9	129	15.8%	16.16
Pennsylvania	1,666	1,336	99	68	57	37	32	293	17.6%	13.02
Rhode Island	70	66	2	1	0	0	0	3	4.3%	1.69
South Carolina	1,533	1,327	53	59	37	18	17	184	12.0%	19.56
South Dakota	189	152	13	13	6	2	1	35	18.5%	21.26
Tennessee	1,873	1,526	104	60	63	34	24	285	15.2%	24.61
Texas	6,280	5,406	243	161	118	78	59	659	10.5%	18.84
Utah	471	406	21	16	13	4	7	61	13.0%	16.45
Vermont	107	81	10	6	5	4	0	25	23.4%	18.94
Virginia	1,403	1,146	70	46	49	28	31	224	16.0%	17.85
Washington	1,041	861	50	39	27	13	14	143	13.7%	11.29
West Virginia	353	265	28	23	20	9	3	83	23.5%	24.59
Wisconsin	827	654	48	40	35	12	22	157	19.0%	15.12
Wyoming	159	133	11	10	2	3	0	26	16.4%	24.92
U.S. Total	**60,048**	**49,695**	**2,847**	**2,206**	**1,608**	**1,000**	**837**	**8,498**	**14.2%**	**16.49**
Puerto Rico	366	303	7	15	10	9	2	43	11.7%	N/A

Sources: FARS 2022 ARF; Licensed Drivers – FHWA
*Includes drivers of unknown age.
†Per 100,000 Licensed Drivers.
Note: Licensed driver data for Puerto Rico not available.

Table 9. Fatalities in Traffic Crashes, by State and Age Group, 2022

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	988	810	48	40	31	29	22	170	17.2%	18.58
Alaska	82	74	3	2	0	1	2	8	9.8%	7.87
Arizona	1,302	1,042	89	74	39	29	24	255	19.6%	18.45
Arkansas	643	524	31	36	24	15	13	119	18.5%	21.94
California	4,428	3,739	208	172	127	77	93	677	15.3%	11.00
Colorado	764	649	32	30	21	14	18	115	15.1%	12.58
Connecticut	359	300	16	10	14	9	10	59	16.4%	8.89
Delaware	162	129	12	10	3	3	5	33	20.4%	15.58
District of Columbia	32	24	3	4	1	0	0	8	25.0%	9.17
Florida	3,530	2,692	231	180	136	107	118	772	21.9%	16.10
Georgia	1,797	1,506	76	80	66	35	23	280	15.6%	17.02
Hawaii	116	88	10	6	6	4	2	28	24.1%	9.51
Idaho	215	168	11	12	9	6	9	47	21.9%	14.22
Illinois	1,268	1,000	83	50	53	41	34	261	20.6%	12.06
Indiana	949	769	53	49	30	26	19	177	18.7%	15.32
Iowa	338	257	21	21	17	9	9	77	22.8%	13.14
Kansas	410	335	20	24	12	6	13	75	18.3%	14.88
Kentucky	744	578	40	47	30	27	22	166	22.3%	20.93
Louisiana	906	753	55	33	31	17	13	149	16.4%	19.10
Maine	182	140	17	3	9	5	8	42	23.1%	13.45
Maryland	564	476	22	23	15	12	16	88	15.6%	8.43
Massachusetts	434	315	27	29	26	12	25	119	27.4%	9.44
Michigan	1,124	878	77	56	44	40	28	245	21.8%	13.03
Minnesota	444	337	22	24	22	18	20	106	23.9%	10.63
Mississippi	703	584	36	25	20	15	10	106	15.1%	20.89
Missouri	1,057	833	63	44	45	35	36	223	21.1%	20.01
Montana	213	173	9	10	12	6	3	40	18.8%	17.77
Nebraska	244	196	9	12	11	8	4	44	18.0%	13.21
Nevada	416	340	22	20	15	11	2	70	16.8%	13.04
New Hampshire	146	112	7	5	6	9	7	34	23.3%	12.08
New Jersey	685	515	45	27	37	28	31	168	24.5%	10.42
New Mexico	466	399	18	17	11	11	10	67	14.4%	16.61
New York	1,175	911	78	56	41	33	53	261	22.2%	7.32
North Carolina	1,630	1,304	88	76	60	43	40	307	18.8%	16.49
North Dakota	98	79	8	3	5	1	2	19	19.4%	14.62
Ohio	1,275	1,024	86	61	42	33	29	251	19.7%	11.61
Oklahoma	710	548	47	43	32	25	15	162	22.8%	24.51
Oregon	601	475	34	38	23	16	15	126	21.0%	15.45
Pennsylvania	1,179	909	66	64	59	40	40	269	22.8%	10.58
Rhode Island	52	44	3	2	3	0	0	8	15.4%	3.88
South Carolina	1,094	933	42	43	32	16	25	158	14.4%	15.67
South Dakota	137	107	10	9	7	3	1	30	21.9%	18.31
Tennessee	1,314	1,054	74	49	70	36	27	256	19.5%	20.97
Texas	4,408	3,778	197	156	109	78	74	614	13.9%	15.25
Utah	319	268	15	13	12	3	8	51	16.0%	12.59
Vermont	76	55	7	5	5	4	0	21	27.6%	15.06
Virginia	1,008	775	60	48	51	32	37	228	22.6%	15.56
Washington	733	604	36	32	25	16	20	129	17.6%	9.86
West Virginia	264	187	23	25	12	9	8	77	29.2%	20.47
Wisconsin	596	443	45	39	31	13	24	152	25.5%	13.79
Wyoming	134	110	10	9	1	4	0	24	17.9%	22.21
U.S. Total	**42,514**	**34,343**	**2,345**	**1,946**	**1,543**	**1,070**	**1,067**	**7,971**	**18.7%**	**13.79**
Puerto Rico	271	210	7	18	13	10	2	50	18.5%	6.61

Sources: FARS 2022 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 trafficway customarily open to the public 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 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 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF. The number of fatalities ages 65 years or older from the 2021 Final File was 7,530, which was updated from 7,489 from the 2021 ARF.

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. 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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

The suggested APA format citation for this document is:

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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. 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.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. 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