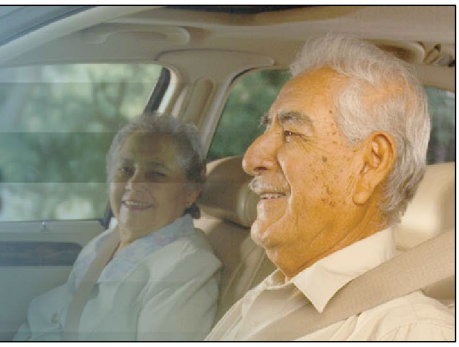
U.S. Department of Transportation
National Highway Traffic Safety Administration
NHTSA

Traffic Safety Facts
2023 Data



DOT HS 813 719 May 2025

Older Population

In this fact sheet for 2023 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 2023 there were 7,891 people 65 and older killed in traffic crashes in the United States, accounting for 19 percent of all traffic fatalities.
- From 2022 to 2023 there was a 2-percent decrease in the number of people 65 and older killed in traffic crashes.
- In 2023 there were 59.2 million people—18 percent of the total U.S. population—who were 65 and older.
- The older population traffic fatality rate per 100,000 population in 2023 was 13.32, a decrease of 5 percent from 13.96 in 2022.
- Older female drivers accounted for 24 percent of all female driver fatalities in 2023, compared with 17 percent for the older-male-driver fatalities.
- Among the older population, the traffic fatality rate per 100,000 population in 2023 was highest for the 80-to-84-and-older age group.
- Older drivers made up 22 percent of all licensed drivers in 2023, compared to 18 percent in 2014.
- In 2023 most traffic fatalities in crashes involving older drivers occurred during the daytime (70%), on weekdays (68%), and were in multi-vehicle crashes (68%). 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 2023, when restraint use was known, those occupants 65 and older were restrained 70 percent of the time, compared to 45 percent for those occupants under 65.
- Seventy percent of older pedestrian fatalities in 2023 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).

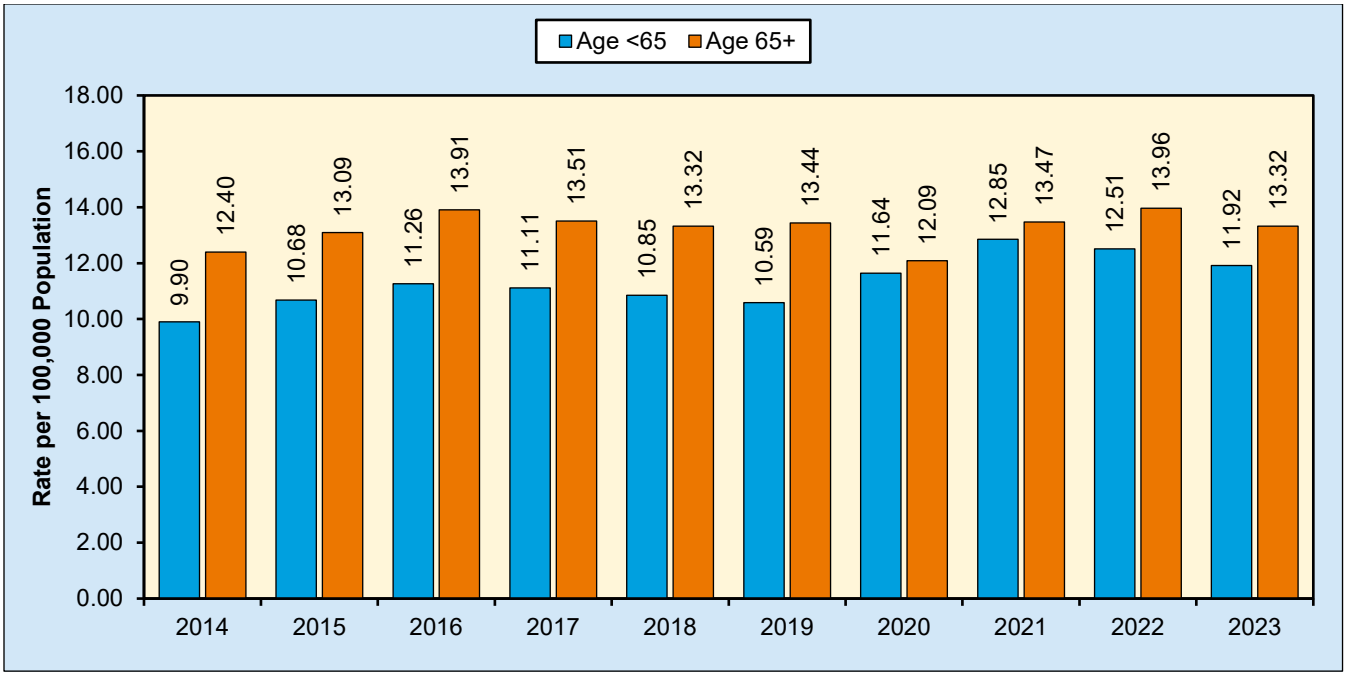
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for 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 2023 there were 7,891 people 65 and older killed and an estimated 279,225 injured in motor vehicle traffic crashes. Older people made up 19 percent of all traffic fatalities and 11 percent of all people injured in 2023. Compared to 2022 there was a 2-percent decrease in the number of traffic fatalities and a 4-percent increase in the estimated number of those injured in the older age group.

In 2023 there were 59.2 million people—18 percent of the total U.S. population—who were 65 and older. The older population traffic fatality rate per 100,000 population in 2023 was 13.32, a decrease of 5 percent from 13.96 in 2022. From 2014 to 2023 the traffic fatality rate per 100,000 population of older people increased, from 12.40 in 2014 to 13.32 in 2023. In this same period, the traffic fatality rates of the population younger than 65 increased from 9.90 in 2014 to 11.92 in 2023. 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, 2014–2023



Sources: FARS 2014–2022 Final File, 2023 Annual Report File (ARF); Population – Census Bureau

Some notable changes among the 65-and-older age group from 2014 to 2023 are seen in Table 1.

- Total traffic fatalities among the 65-and-older population increased by 38 percent (increased for males by 46% and increased for females by 24%).
- Traffic fatalities of 65-and-older pedestrians increased by 56 percent overall (increased for males by 68% and increased for females by 34%).
- 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, 2014 and 2023

	2014			2023			Percentage Change, 2014–2023	
	Total	Age 65+	Percentage of Total	Total	Age 65+	Percentage of Total	Total	Age 65+
Population								
Total	**318,386,329**	**46,161,005**	**14%**	**334,914,895**	**59,248,361**	**18%**	**5%**	**28%**
Male	156,695,810	20,309,936	13%	165,749,400	26,781,540	16%	6%	32%
Female	161,690,519	25,851,069	16%	169,165,495	32,466,821	19%	5%	26%
Drivers Involved in Fatal Traffic Crashes								
Total*	**44,671**	**5,966**	**13%**	**57,939**	**8,412**	**15%**	**30%**	**41%**
Male	32,630	4,172	13%	42,101	5,969	14%	29%	43%
Female	11,293	1,794	16%	14,186	2,438	17%	26%	36%
Total Traffic Fatalities								
Total*	**32,744**	**5,726**	**17%**	**40,901**	**7,891**	**19%**	**25%**	**38%**
Male	23,266	3,548	15%	29,584	5,187	18%	27%	46%
Female	9,463	2,177	23%	11,229	2,695	24%	19%	24%
Driver Fatalities								
Total*	**20,788**	**3,564**	**17%**	**25,578**	**4,829**	**19%**	**23%**	**35%**
Male	16,058	2,490	16%	20,027	3,475	17%	25%	40%
Female	4,725	1,074	23%	5,527	1,352	24%	17%	26%
Occupant Fatalities								
Total*	**26,901**	**4,578**	**17%**	**32,081**	**6,057**	**19%**	**19%**	**32%**
Male	19,039	2,778	15%	23,158	3,866	17%	22%	39%
Female	7,856	1,800	23%	8,887	2,187	25%	13%	22%
Passenger Vehicle Occupant Fatalities								
Total*	**21,050**	**4,070**	**19%**	**23,959**	**5,160**	**22%**	**14%**	**27%**
Male	13,731	2,311	17%	15,783	3,052	19%	15%	32%
Female	7,316	1,759	24%	8,147	2,104	26%	11%	20%
Pedestrian Fatalities								
Total*	**4,910**	**984**	**20%**	**7,314**	**1,533**	**21%**	**49%**	**56%**
Male	3,426	631	18%	5,148	1,057	21%	50%	68%
Female	1,477	352	24%	2,126	473	22%	44%	34%
Pedalcyclist Fatalities								
Total*	**729**	**109**	**15%**	**1,166**	**223**	**19%**	**60%**	**105%**
Male	643	100	16%	1,016	203	20%	58%	103%
Female	84	9	11%	139	19	14%	65%	111%

Sources: FARS 2014 Final File, 2023 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 18 percent of the population in 2023, as seen in Table 1.

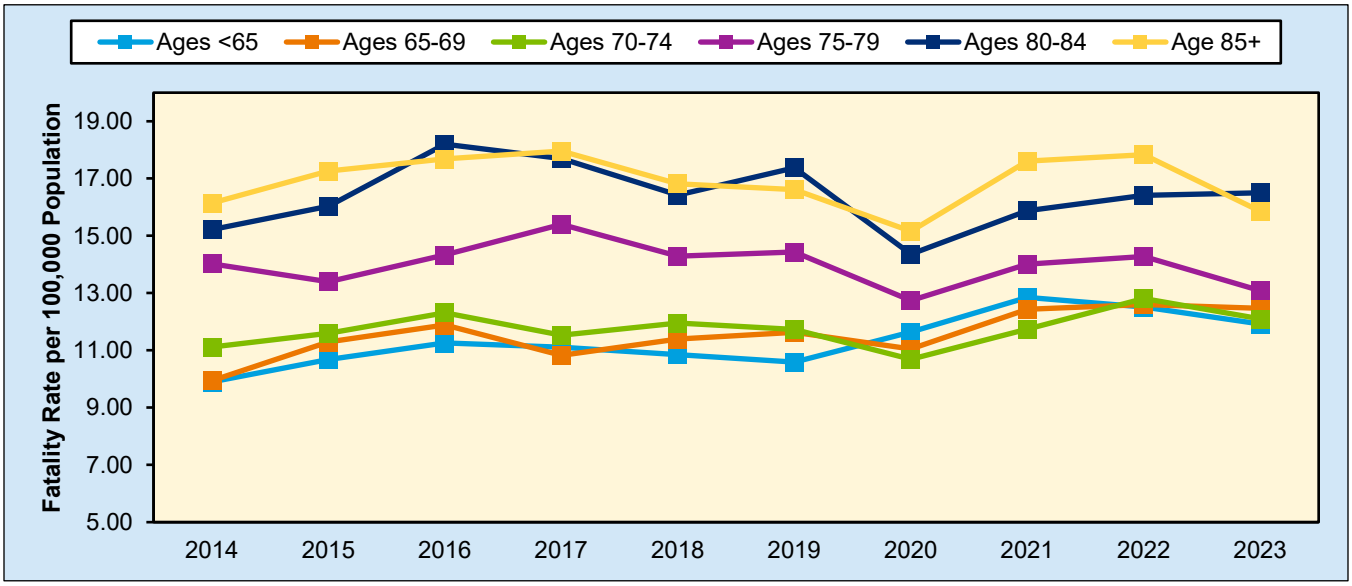
- Sixteen percent of the male population was 65 and older, compared to 19 percent of females.
- From 2014 to 2023 the number of older people in the United States increased by 28 percent (increased for males by 32% and increased for females by 26%), while the total population increased by 5 percent.
- A larger percentage of the population was in this older age group (18% in 2023) than a decade before (14% in 2014).

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 2023 among the older population, the traffic fatality rate for the 80-to-84 age group was 16.50 per 100,000 population, which was higher than all other age groups, followed by 15.85 for the 85+ age group. The traffic fatality rate for the 65-to-69 age group increased by 25 percent from 9.94 in 2014 to 12.47 in 2023. From 2022 to 2023 the traffic fatality rate for the 80-to-84 age group had the only increase at 0.5 percent. The other age groups all had decreases from 2022 to 2023, with the 85+ age group having the largest decrease at 11 percent, followed by the 75-to-79 age group with an 8.4-percent decrease. From 2022 to 2023 the traffic fatality rate for those under the age of 65 decreased by 4.7 percent.

Figure 2. Traffic Fatality Rate per 100,000 Population, by Age Group, 2014–2023



Sources: FARS 2014–2022 Final File, 2023 ARF; Population – Census Bureau

Drivers

There were 52.9 million licensed older drivers in 2023—a 38-percent increase from 10 years earlier (2014). In contrast, the total number of licensed drivers in the United States increased by 11 percent from 2014 to 2023. Older drivers made up 22 percent of all licensed drivers in 2023, compared to 18 percent in 2014.

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 2023, 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 (23%). Drivers and motorcycle riders are 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.

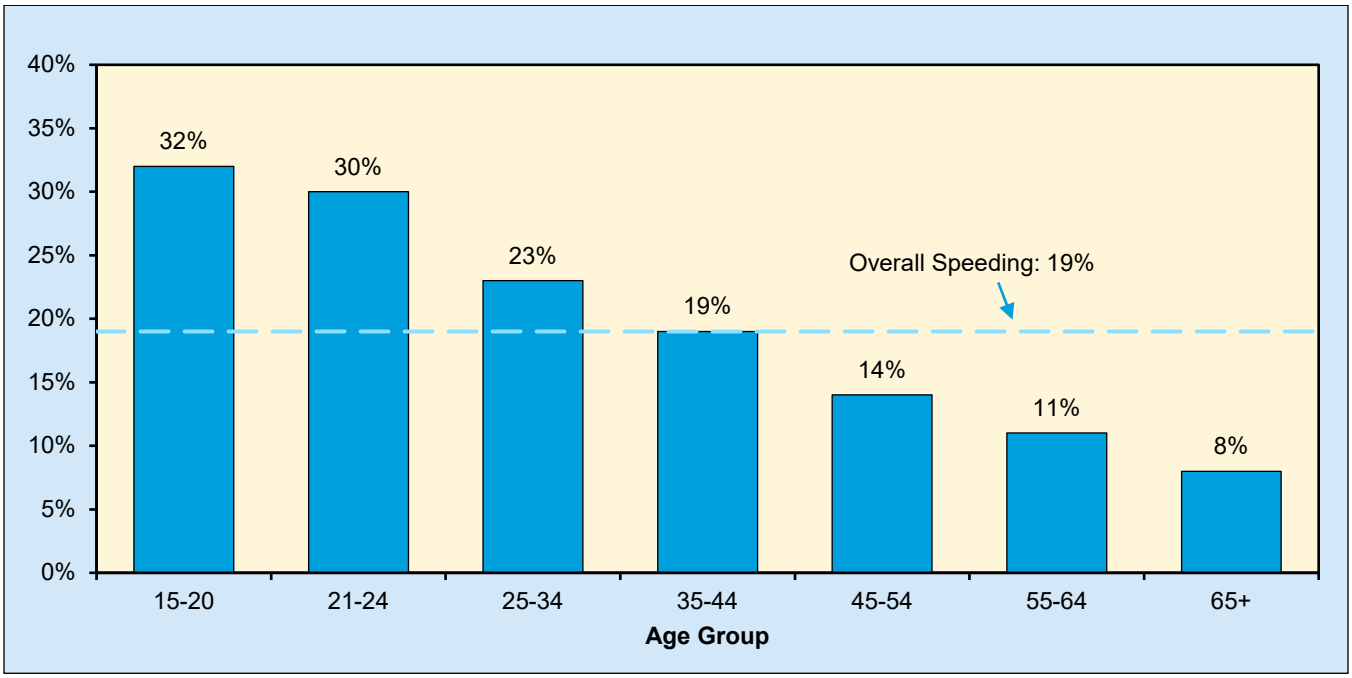
Table 2. Drivers of Legal Drinking Age Involved in Fatal Traffic Crashes, by Age Group and Their BACs, 2023

	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	**42,569**	**31,235**	**73%**	**1,753**	**4%**	**9,581**	**23%**
65+	**8,412**	**7,363**	**88%**	**193**	**2%**	**856**	**10%**
65–69	2,864	2,413	84%	87	3%	365	13%
70–74	2,090	1,806	86%	53	3%	231	11%
75–79	1,569	1,404	89%	30	2%	135	9%
80–84	1,086	996	92%	15	1%	75	7%
85+	803	745	93%	9	1%	50	6%
Total*	**50,981**	**38,598**	**76%**	**1,946**	**4%**	**10,437**	**20%**

Source: FARS 2023 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 2023, 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, 2023



Source: FARS 2023 ARF
Note: Overall Speeding excludes drivers of unknown age, and those under the age of 15.

When compared to younger drivers (15- to 64-year-olds), older drivers were more frequently killed in traffic crashes in 2023 where the initial impact point was on the left side (15% 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 2023 was in the front (60%). Table 3 shows initial impact point by age group for drivers killed in traffic crashes in 2023.

Table 3. Drivers Killed in Traffic Crashes, by Initial Impact Point and Age Group, 2023

Initial Impact Point	Age Group					
	15–64		65+		Total*	
	Number	Percent	Number	Percent	Number	Percent
Front	13,049	63%	2,905	60%	15,991	63%
Left Side	1,966	10%	728	15%	2,703	11%
Right Side	1,366	7%	420	9%	1,794	7%
Rear	820	4%	264	5%	1,087	4%
Top	44	0%	14	0%	58	0%
Undercarriage	132	1%	27	1%	159	1%
Non-Collision	2,030	10%	326	7%	2,370	9%
Total**	**20,670**	**100%**	**4,829**	**100%**	**25,578**	**100%**

Source: FARS 2023 ARF
*Includes drivers of unknown ages, and those younger than 15.
**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 2023 more older drivers were killed on rural roadways than on urban roadways (52% versus 47%). This is the opposite for younger drivers, where more were killed on urban roadways than on rural roadways (53% versus 46%). Also, in 2023 more older drivers (32%) were killed in intersection crashes than younger drivers (23%).

Table 4. Drivers Killed in Traffic Crashes, by Age Group and Rural/Urban Classification, 2023

Age Group	Rural			Urban			Total*		
	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
15–64	9,569	79%	46%	10,984	83%	53%	20,670	81%	100%
65+	2,530	21%	52%	2,259	17%	47%	4,829	19%	100%
Total**	**12,144**	**100%**	**47%**	**13,274**	**100%**	**52%**	**25,578**	**100%**	**100%**

Source: FARS 2023 ARF
*Includes drivers with unknown rural/urban classification.
**Includes drivers of unknown ages, and those younger than 15.

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 40 percent from 6,052 in 2014 to 8,493 in 2023. In 2023 there was a 1.4-percent decrease in the number of people killed in these crashes compared to 2022.

Table 5. Fatalities in Traffic Crashes Involving Older Drivers, by Person Type, 2014–2023

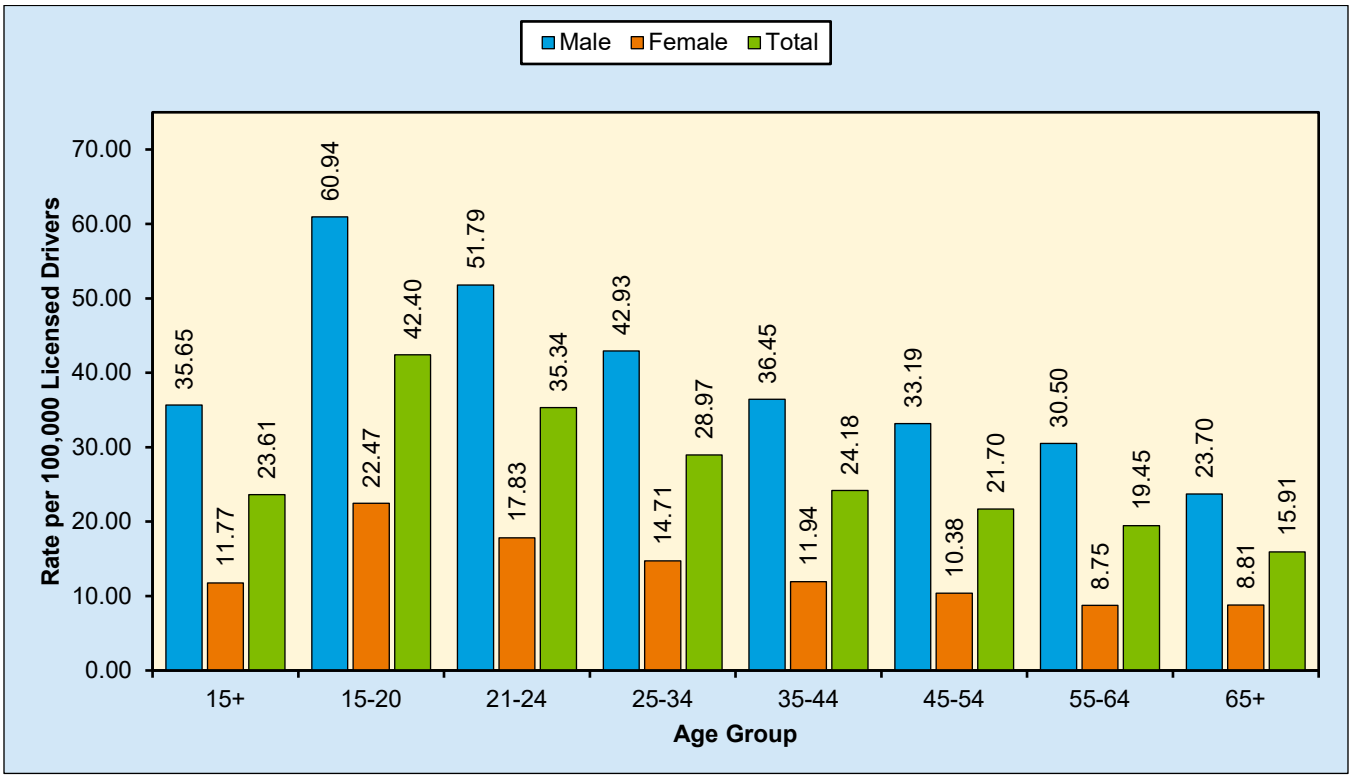
Year	Older Drivers	Passengers of Older Drivers by Age		Occupants of Other Vehicles	Nonoccupants	Total*
		<65	65+			
2014	3,564	143	605	1,129	610	6,052
2015	3,891	168	662	1,259	686	6,668
2016	4,242	199	743	1,418	738	7,342
2017	4,272	185	723	1,480	769	7,431
2018	4,316	201	691	1,476	802	7,488
2019	4,483	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	5,043	196	730	1,756	883	8,612
2023	4,829	217	722	1,789	933	8,493

Source: FARS 2014–2022 Final File, 2023 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 2023 occurred during the daytime (70%), occurred on weekdays (68%), and involved more than one vehicle (68%). These percentages differ from those for all traffic fatalities in 2023: 46 percent occurred in the daytime; 58 percent occurred on weekdays; and 46 percent involved more than one vehicle.

Among drivers involved in fatal traffic crashes in 2023, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (15.91) than any other age group. The involvement rate for male drivers 65 and older in 2023 was 23.70 per 100,000 licensed drivers, and the involvement rate for female drivers 65 and older was 8.81 per 100,000 licensed drivers, as seen in Figure 4.

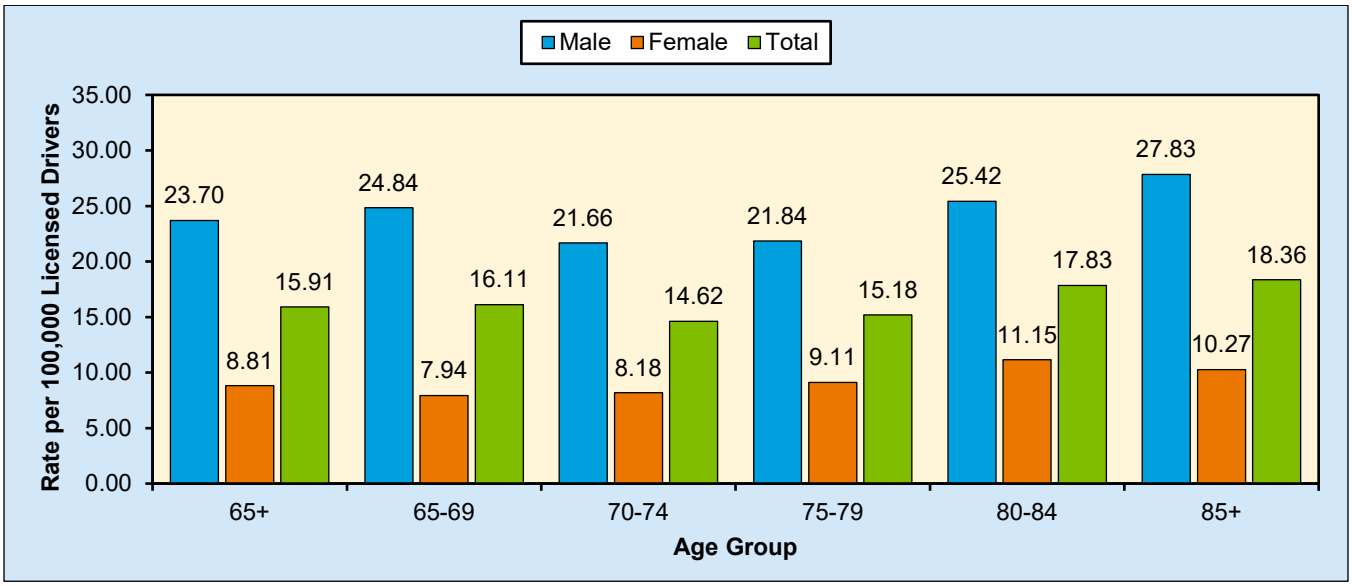
Figure 4. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2023



Sources: FARS 2023 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

While Figure 4 looked at the involvement rate for older drivers compared to other age groups in 2023, 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 older male drivers (27.83) and among 80-to-84 old female (11.15) drivers in 2023.

Figure 5. Involvement Rates per 100,000 Licensed Drivers for Older Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2023



Sources: FARS 2023 ARF; Licensed Drivers – FHWA

Restraint Use

Among passenger vehicle occupants killed in 2023, when restraint use was known, those 65 and older were restrained 70 percent of the time, compared to 45 percent for those under 65. For those who survived fatal traffic crashes in 2023, 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 2023 male passenger vehicle occupants 65 and older who were killed in traffic crashes, when restraint use was known, were restrained 63 percent of the time, compared to 42 percent for those under 65. For female passenger vehicle occupants killed in 2023, when restraint use was known, those 65 and older were restrained 79 percent of the time, compared to those under 65 who were restrained 52 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 72 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 41 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, 2023

	Passenger Vehicle Occupants Killed					Passenger Vehicle Occupants Who Survived				
	Age <65	Age 65+	Total*	Percent Based on Known Restraint Use		Age <65	Age 65+	Total*	Percent Based on Known Restraint Use	
				Age <65	Age 65+				Age <65	Age 65+
Total	**18,758**	**5,160**	**23,959**			**36,871**	**4,258**	**41,983**		
Restraint Used	7,471	3,332	10,816	45%	70%	28,301	3,753	32,261	85%	94%
Restraint Not Used	9,014	1,461	10,484	55%	30%	5,072	234	5,366	15%	6%
Sex										
Male	**12,704**	**3,052**	**15,783**			**22,302**	**2,366**	**24,886**		
Restraint Used	4,673	1,781	6,465	42%	63%	16,575	2,067	18,742	83%	94%
Restraint Not Used	6,372	1,038	7,416	58%	37%	3,400	142	3,565	17%	6%
Female	**6,036**	**2,104**	**8,147**			**14,495**	**1,888**	**16,525**		
Restraint Used	2,793	1,549	4,344	52%	79%	11,684	1,683	13,448	88%	95%
Restraint Not Used	2,629	421	3,052	48%	21%	1,666	92	1,773	12%	5%
Time of Day										
Daytime	**8,080**	**3,807**	**11,901**			**16,453**	**2,781**	**19,527**		
Restraint Used	3,713	2,550	6,270	51%	72%	13,143	2,472	15,714	86%	94%
Restraint Not Used	3,585	1,012	4,600	49%	28%	2,090	154	2,263	14%	6%
Nighttime	**10,528**	**1,331**	**11,886**			**20,373**	**1,472**	**22,404**		
Restraint Used	3,717	776	4,499	41%	64%	15,139	1,278	16,525	84%	94%
Restraint Not Used	5,337	436	5,779	59%	36%	2,970	80	3,091	16%	6%

Source: FARS 2023 ARF
*Includes occupants of unknown age.

Pedestrians

For older people, the proportion of pedestrian traffic fatalities in 2023 that occurred at non-intersection locations (70%) was lower than for pedestrians under 65 (85%). Among all pedestrians killed in traffic crashes, older pedestrians (65+) had a lower percentage (15%) with BACs of .08 g/dL or higher as compared to pedestrians 15- to 64 years old (35%), as seen in Table 7.

Table 7. Pedestrian Traffic Fatalities, by Age Group and Their BACs, 2023

	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	**5,519**	**3,366**	**61%**	**233**	**4%**	**1,919**	**35%**
65+	**1,533**	**1,260**	**82%**	**47**	**3%**	**227**	**15%**
65–69	538	403	75%	22	4%	113	21%
70–74	404	332	82%	16	4%	56	14%
75–79	274	238	87%	6	2%	30	11%
80–84	184	163	89%	2	1%	19	10%
85+	133	123	93%	2	1%	8	6%
Total*	**7,052**	**4,626**	**66%**	**280**	**4%**	**2,146**	**30%**

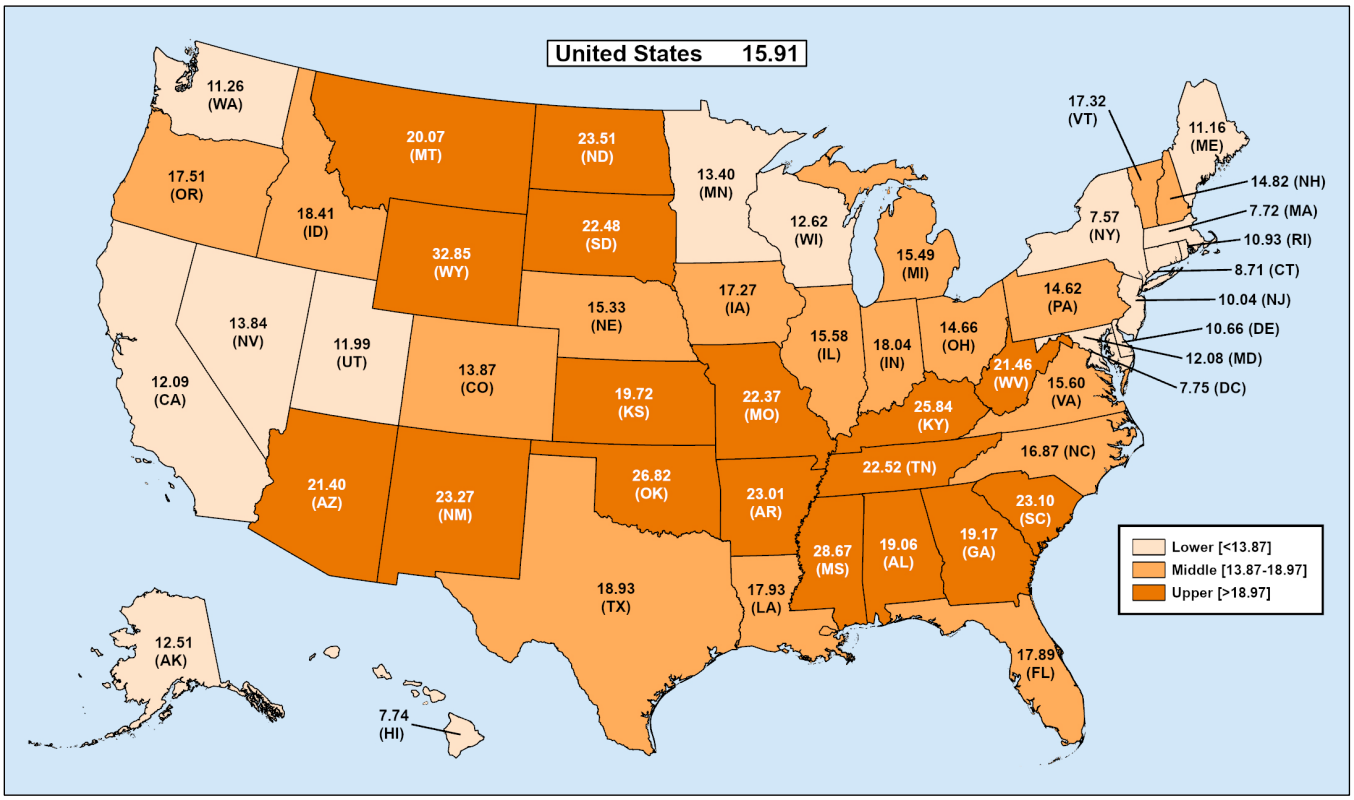
Source: FARS 2023 ARF
*Excludes pedestrians younger than 15 and pedestrians of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

State

Florida had the largest number of older drivers involved in fatal crashes at 758, compared to the District of Columbia with 5 older drivers involved in fatal crashes. District of Columbia had the lowest percentage of older drivers involved in fatal crashes at 8.9 percent, followed by Texas at 11.2 percent, and California at 11.3 percent. Vermont had the largest percentage at 26.7 percent.

Figure 6 looks at a U.S. map of older driver involvement rates per 100,000 licensed drivers in fatal traffic crashes in 2023. Table 8 shows drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate in 2023. Nationally, the fatal traffic crash involvement rate per 100,000 licensed drivers for drivers 65 and older was 15.91 in 2023. Looking at the rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers in 2023, New York was lowest at 7.57, followed by Massachusetts at a rate of 7.72. Wyoming had the highest driver involvement rate for those 65 and older (32.85), followed by Mississippi at a rate of 28.67.

Figure 6. Older Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State, 2023



Sources: FARS 2023 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 2023. 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 756 fatalities in 2023, compared to District of Columbia and Alaska with the fewest, 4 and 9 respectively. The District of Columbia had the lowest percentage of fatalities of those 65 and older (9.1%), while Rhode Island had the highest (32.4%), followed by Vermont with 31.9 percent.

Looking at the traffic fatality rate by population for those 65 and older, the District of Columbia was lowest with 4.51 fatalities per 100,000 population, followed by Massachusetts with a rate of 5.80 per 100,000 population in 2023. Wyoming had the highest rate with 31.29 per 100,000 population, followed by Mississippi with 23.76 in 2023. The national rate in 2023 was 13.32 per 100,000 population for those 65 and older.

Table 8. Drivers Involved in Fatal Traffic Crashes, by State and Age Group, 2023

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	1,369	1,155	83	46	31	18	12	190	13.9%	19.06
Alaska	87	71	6	5	1	1	0	13	14.9%	12.51
Arizona	1,943	1,520	88	66	59	39	22	274	14.1%	21.40
Arkansas	840	695	46	29	25	16	14	130	15.5%	23.01
California	5,564	4,643	259	171	81	76	43	630	11.3%	12.09
Colorado	1,004	844	39	37	26	19	12	133	13.2%	13.87
Connecticut	436	375	15	16	10	7	5	53	12.2%	8.71
Delaware	197	168	9	4	6	4	2	25	12.7%	10.66
District of Columbia	56	43	4	0	1	0	0	5	8.9%	7.75
Florida	5,027	4,093	243	180	150	99	86	758	15.1%	17.89
Georgia	2,261	1,903	115	64	68	37	19	303	13.4%	19.17
Hawaii	117	94	6	7	0	3	2	18	15.4%	7.74
Idaho	402	343	18	15	18	5	3	59	14.7%	18.41
Illinois	1,814	1,461	100	50	54	37	37	278	15.3%	15.58
Indiana	1,289	1,077	60	44	31	30	25	190	14.7%	18.04
Iowa	501	408	25	34	17	10	7	93	18.6%	17.27
Kansas	542	444	33	29	16	10	5	93	17.2%	19.72
Kentucky	1,151	935	59	38	43	28	20	188	16.3%	25.84
Louisiana	1,237	1,046	52	44	32	17	9	154	12.4%	17.93
Maine	171	139	9	9	5	6	3	32	18.7%	11.16
Maryland	896	745	39	29	17	13	15	113	12.6%	12.08
Massachusetts	476	391	25	20	12	19	8	84	17.6%	7.72
Michigan	1,607	1,287	89	82	51	34	36	292	18.2%	15.49
Minnesota	584	462	32	17	24	27	15	115	19.7%	13.40
Mississippi	966	791	60	40	20	17	12	149	15.4%	28.67
Missouri	1,395	1,133	69	58	44	28	25	224	16.1%	22.37
Montana	279	233	12	12	14	3	5	46	16.5%	20.07
Nebraska	319	269	15	12	10	8	5	50	15.7%	15.33
Nevada	552	448	22	18	13	7	5	65	11.8%	13.84
New Hampshire	189	145	17	8	12	4	2	43	22.8%	14.82
New Jersey	854	689	41	41	27	20	18	147	17.2%	10.04
New Mexico	610	491	37	25	13	7	4	86	14.1%	23.27
New York	1,529	1,265	67	59	45	26	25	222	14.5%	7.57
North Carolina	2,211	1,857	101	78	76	37	16	308	13.9%	16.87
North Dakota	144	115	12	7	4	2	3	28	19.4%	23.51
Ohio	1,799	1,471	93	64	56	45	32	290	16.1%	14.66
Oklahoma	1,039	859	55	38	35	15	14	157	15.1%	26.82
Oregon	791	635	49	41	28	11	14	143	18.1%	17.51
Pennsylvania	1,717	1,338	109	61	65	50	52	337	19.6%	14.62
Rhode Island	89	67	3	3	5	5	4	20	22.5%	10.93
South Carolina	1,469	1,225	79	59	38	29	20	225	15.3%	23.10
South Dakota	191	151	14	11	5	6	2	38	19.9%	22.48
Tennessee	1,908	1,582	72	67	67	36	25	267	14.0%	22.52
Texas	6,121	5,235	273	186	87	80	59	685	11.2%	18.93
Utah	402	353	16	10	12	5	3	46	11.4%	11.99
Vermont	90	66	3	11	7	3	0	24	26.7%	17.32
Virginia	1,256	1,030	65	50	31	29	27	202	16.1%	15.60
Washington	1,092	909	61	25	26	20	14	146	13.4%	11.26
West Virginia	366	296	14	18	19	12	6	69	18.9%	21.46
Wisconsin	813	661	43	40	24	20	9	136	16.7%	12.62
Wyoming	177	139	8	12	8	6	2	36	20.3%	32.85
U.S. Total	**57,939**	**47,795**	**2,864**	**2,090**	**1,569**	**1,086**	**803**	**8,412**	**14.5%**	**15.91**
Puerto Rico	417	350	10	17	10	8	3	48	11.5%	N/A

Sources: FARS 2023 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, 2023

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	974	812	63	38	27	19	14	161	16.5%	17.27
Alaska	60	51	4	2	1	1	1	9	15.0%	8.55
Arizona	1,304	1,037	72	61	49	49	34	265	20.3%	18.47
Arkansas	596	480	35	21	24	18	16	114	19.1%	20.68
California	4,061	3,392	240	156	88	95	68	647	15.9%	10.25
Colorado	720	592	38	36	20	16	18	128	17.8%	13.57
Connecticut	308	257	11	15	8	10	7	51	16.6%	7.38
Delaware	135	107	8	3	10	2	5	28	20.7%	12.77
District of Columbia	44	40	2	0	2	0	0	4	9.1%	4.51
Florida	3,396	2,575	222	176	148	102	108	756	22.3%	15.38
Georgia	1,615	1,349	95	56	60	29	19	259	16.0%	15.27
Hawaii	93	74	4	5	2	5	3	19	20.4%	6.28
Idaho	275	221	18	14	11	7	4	54	19.6%	15.83
Illinois	1,241	978	75	54	52	38	43	262	21.1%	11.89
Indiana	898	715	47	43	30	32	30	182	20.3%	15.43
Iowa	377	292	24	28	16	11	6	85	22.5%	14.27
Kansas	387	302	27	28	16	9	5	85	22.0%	16.56
Kentucky	814	628	55	41	37	25	28	186	22.9%	23.06
Louisiana	811	674	40	33	35	18	10	136	16.8%	17.14
Maine	135	106	10	8	3	5	3	29	21.5%	9.04
Maryland	621	509	27	31	16	17	19	110	17.7%	10.32
Massachusetts	343	268	12	18	17	19	9	75	21.9%	5.80
Michigan	1,094	827	76	72	44	36	39	267	24.4%	13.86
Minnesota	409	306	22	14	22	29	16	103	25.2%	10.07
Mississippi	732	598	44	31	21	13	14	123	16.8%	23.76
Missouri	991	791	52	53	37	26	32	200	20.2%	17.60
Montana	208	170	12	7	12	3	4	38	18.3%	16.38
Nebraska	227	185	9	7	11	9	6	42	18.5%	12.37
Nevada	389	310	23	22	12	8	4	69	17.7%	12.42
New Hampshire	130	93	14	9	6	4	4	37	28.5%	12.69
New Jersey	606	442	38	40	39	22	24	163	26.9%	9.89
New Mexico	437	361	24	25	11	9	4	73	16.7%	17.44
New York	1,114	868	55	60	54	37	36	242	21.7%	6.66
North Carolina	1,561	1,298	73	61	63	40	25	262	16.8%	13.73
North Dakota	106	85	7	6	4	1	3	21	19.8%	15.75
Ohio	1,242	978	75	60	51	45	33	264	21.3%	11.95
Oklahoma	718	569	55	36	29	15	14	149	20.8%	22.12
Oregon	587	452	43	31	28	11	22	135	23.0%	16.28
Pennsylvania	1,211	903	90	53	61	52	52	308	25.4%	11.87
Rhode Island	71	48	3	4	6	5	5	23	32.4%	10.87
South Carolina	1,047	852	68	44	28	30	24	194	18.5%	18.69
South Dakota	140	109	13	7	4	5	2	31	22.1%	18.36
Tennessee	1,323	1,082	71	49	54	35	29	238	18.0%	19.16
Texas	4,291	3,615	231	170	101	90	66	658	15.3%	15.71
Utah	280	236	11	10	13	6	4	44	15.7%	10.55
Vermont	69	47	1	10	6	3	2	22	31.9%	15.37
Virginia	913	721	54	45	31	29	32	191	20.9%	12.74
Washington	810	667	48	28	24	23	17	140	17.3%	10.47
West Virginia	260	203	15	12	11	11	7	56	21.5%	14.71
Wisconsin	583	465	26	36	25	23	8	118	20.2%	10.44
Wyoming	144	109	7	10	9	5	4	35	24.3%	31.29
U.S. Total	**40,901**	**32,849**	**2,389**	**1,879**	**1,489**	**1,152**	**982**	**7,891**	**19.3%**	**13.32**
Puerto Rico	307	236	22	21	13	6	9	71	23.1%	9.21

Sources: FARS 2023 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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of fatalities ages 65 years or older from the 2022 Final File was 8,022, which was updated from 7,971 from the 2022 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.

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.

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:

National Center for Statistics and Analysis. (2025, May). *Older population: 2023 data* (Traffic Safety Facts. Report No. DOT HS 813 719). National Highway Traffic Safety Administration.

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
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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