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

DOT HS 813 839 October 2026

Older Population

In this fact sheet for 2024 the information is presented as follows.

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

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

Key Findings

- In 2024 there were 8,019 people 65 and older killed in traffic crashes in the United States, accounting for 20 percent of all traffic fatalities.
- From 2023 to 2024 there was a 1-percent increase in the number of people 65 and older killed in traffic crashes, from 7,911 to 8,019.
- In 2024 there were 61.2 million people—18 percent of the total U.S. population—who were 65 and older.
- The traffic fatality rate per 100,000 population for older people in 2024 was 13.11, a decrease of 2 percent from 13.33 in 2023.
- Older female drivers accounted for 26 percent of all female driver fatalities in 2024, compared with 18 percent for the older-male-driver fatalities.
- Among older people, the traffic fatality rate per 100,000 population in 2024 was highest for the 85-and-older age group.
- Older drivers made up 23 percent of all licensed drivers in 2024, compared to 18 percent in 2015.
- In 2024 most traffic fatalities in crashes involving older drivers occurred during the daytime (71%), on weekdays (69%), and involved more than one vehicle (66%). These percentages are higher compared to all fatalities (46% were during the daytime, 59% were on weekdays, and 46% were in multivehicle crashes).
- Among passenger vehicle occupants killed in traffic crashes in 2024, when restraint use was known, those occupants 65 and older were restrained 70 percent of the time, compared to 46 percent for those occupants under 65.
- Sixty-seven percent of older pedestrian fatalities in 2024 occurred at non-intersection locations, compared to 84 percent for those under 65.

This fact sheet has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS) and 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 information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

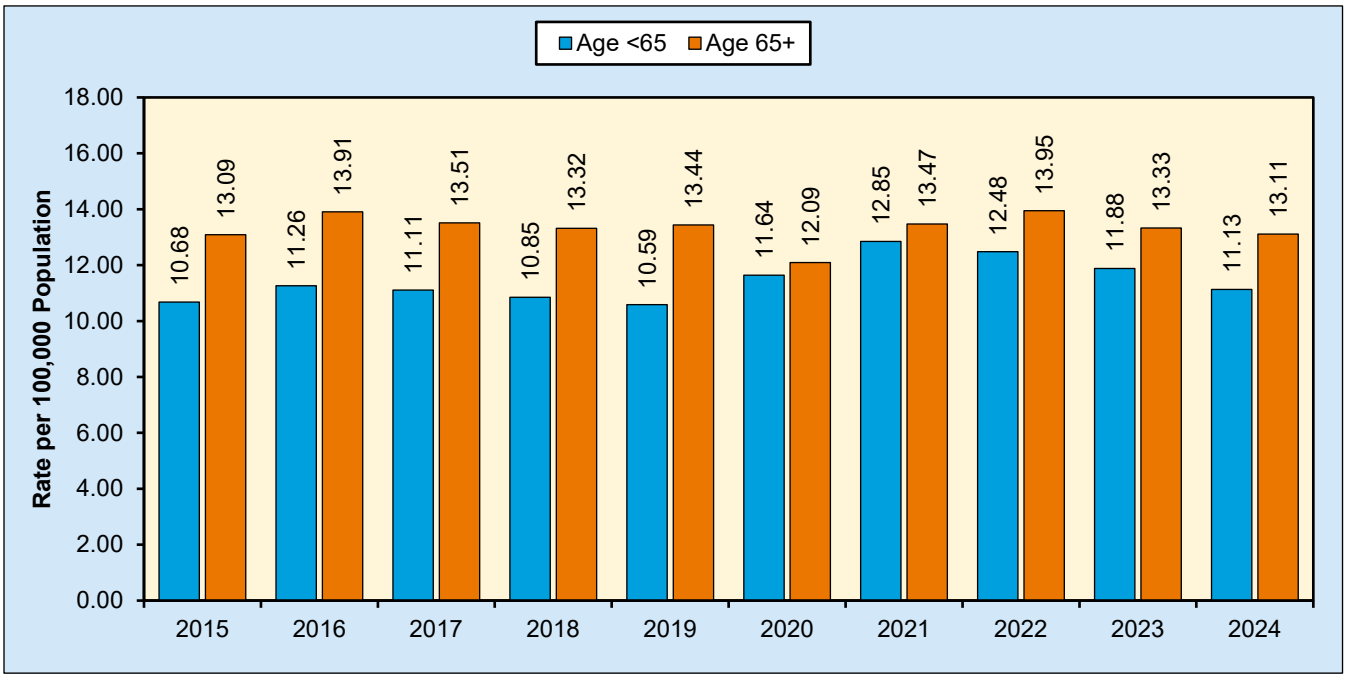
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur on private property not regularly used by the public for transport,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

Overview

In 2024 there were 8,019 people 65 and older killed and an estimated 284,525 injured in motor vehicle traffic crashes. Older people made up 20 percent of all traffic fatalities and 12 percent of all people injured in 2024. Compared to 2023 there was a 1-percent increase in the number of traffic fatalities and a 2-percent increase in the estimated number of those injured in the older age group.

In 2024 there were 61.2 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 2024 was 13.11, a decrease of 2 percent from 13.33 in 2023. From 2015 to 2024 the traffic fatality rate per 100,000 population of older people increased, from 13.09 in 2015 to 13.11 in 2024. In this same period, the traffic fatality rates of the population younger than 65 increased 4 percent from 10.68 in 2015 to 11.13 in 2024. 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, 2015–2024



Sources: FARS 2015–2023 Final File, 2024 Annual Report File (ARF); Population – Census Bureau

Some notable changes among the 65-and-older age group from 2015 to 2024 are seen in Table 1.

- Total traffic fatalities among the 65-and-older population increased 29 percent (increased for males 33% and increased for females 21%).
- Traffic fatalities of 65-and-older pedestrians increased 49 percent overall (increased for males 55% and increased for females 40%).
- Traffic fatalities of pedalcyclists 65 and older, though a relatively small number, more than doubled for men and slightly decreased for women.

Table 1. Population and Involvement of Older Population in Fatal Traffic Crashes, by Sex, 2015 And 2024

	2015			2024			Percentage Change, 2015–2024	
	Total	Age 65+	Percentage of Total	Total	Age 65+	Percentage of Total	Total	Age 65+
Population								
Total	**320,738,994**	**47,655,870**	**15%**	**340,110,988**	**61,179,918**	**18%**	**6%**	**28%**
Male	157,906,843	21,039,167	13%	168,337,882	27,690,613	16%	7%	32%
Female	162,832,151	26,616,703	16%	171,773,106	33,489,305	19%	5%	26%
Drivers in Fatal Traffic Crashes								
Total*	**49,163**	**6,556**	**13%**	**55,620**	**8,484**	**15%**	**13%**	**29%**
Male	35,850	4,673	13%	40,662	6,068	15%	13%	30%
Female	12,382	1,882	15%	13,438	2,408	18%	9%	28%
Total Traffic Fatalities								
Total*	**35,484**	**6,237**	**18%**	**39,254**	**8,019**	**20%**	**11%**	**29%**
Male	25,178	3,945	16%	28,385	5,237	18%	13%	33%
Female	10,284	2,290	22%	10,764	2,772	26%	5%	21%
Driver Fatalities								
Total*	**22,350**	**3,891**	**17%**	**24,636**	**4,917**	**20%**	**10%**	**26%**
Male	17,303	2,818	16%	19,474	3,601	18%	13%	28%
Female	5,040	1,073	21%	5,127	1,311	26%	2%	22%
Occupant Fatalities								
Total*	**28,928**	**5,051**	**17%**	**30,701**	**6,162**	**20%**	**6%**	**22%**
Male	20,460	3,171	15%	22,260	3,955	18%	9%	25%
Female	8,456	1,879	22%	8,393	2,202	26%	-1%	17%
Passenger Vehicle Occupant Fatalities								
Total*	**22,641**	**4,459**	**20%**	**22,713**	**5,199**	**23%**	**0%**	**17%**
Male	14,769	2,612	18%	15,008	3,086	21%	2%	18%
Female	7,861	1,846	23%	7,672	2,109	27%	-2%	14%
Pedestrian Fatalities								
Total*	**5,494**	**1,027**	**19%**	**7,080**	**1,535**	**22%**	**29%**	**49%**
Male	3,831	647	17%	4,902	1,001	20%	28%	55%
Female	1,654	379	23%	2,133	529	25%	29%	40%
Pedalcyclist Fatalities								
Total*	**829**	**103**	**12%**	**1,103**	**237**	**21%**	**33%**	**130%**
Male	706	85	12%	959	221	23%	36%	160%
Female	122	18	15%	133	16	12%	9%	-11%

Sources: FARS 2015 Final File, 2024 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 2024, as seen in Table 1.

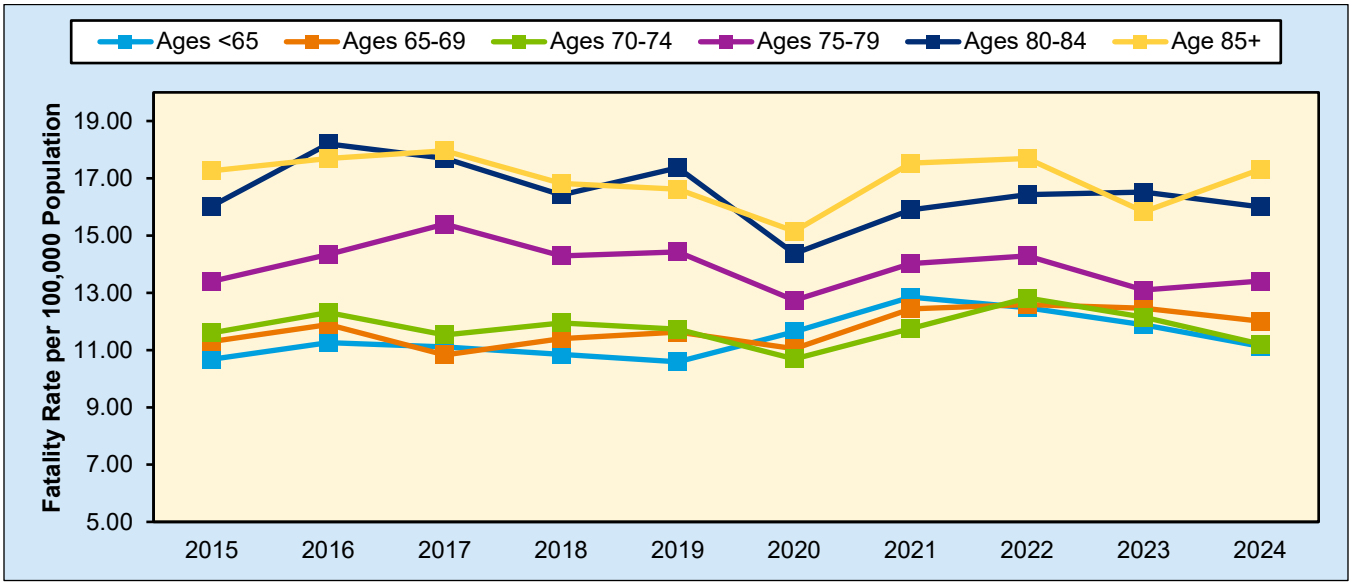
- Sixteen percent of the male population was 65 and older, compared to 19 percent of females.
- From 2015 to 2024 the number of older people in the United States increased 28 percent (32% for males and 26% for females), while the total population increased 6 percent.
- A larger percentage of the population was in this older age group (18% in 2024) than a decade before (15% in 2015).

The percentages of females 65 and older are larger than that of males when looking at all categories in Table 1 except for pedalcyclist fatalities in 2024. 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 2024 among the older population, the highest traffic fatality rate was in the 85-and-older age group at 17.31 per 100,000 population, followed by the 80-to-84 age group at 16.00. The traffic fatality rate for the 65-to-69 age group increased 6.3 percent from 11.30 in 2015 to 12.01 in 2024. From 2023 to 2024 the traffic fatality rate for the 85-and-older age group increased 9.3 percent, and the 75-to-79 age group increased 2.4 percent. The other older population age groups all had decreases from 2023 to 2024, with the 70-to-74 age group having the largest decrease at 7.7 percent, followed by the 65-to-69 age group with a 3.6-percent decrease. From 2023 to 2024 the traffic fatality rate for those under the age of 65 decreased 6.3 percent.

Figure 2. Traffic Fatality Rate per 100,000 Population, by Age Group, 2015–2024



Sources: FARS 2015–2023 Final File, 2024 ARF; Population – Census Bureau

Drivers

There were 54.4 million licensed older drivers in 2024, a 36-percent increase from 10 years earlier (2015). In contrast, the total number of licensed drivers in the United States increased 10 percent from 2015 to 2024. Older drivers made up 23 percent of all licensed drivers in 2024, compared to 18 percent in 2015.

As shown in Table 2, among the age groups displayed of drivers of legal drinking age (21 and older) in fatal traffic crashes in 2024, 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.

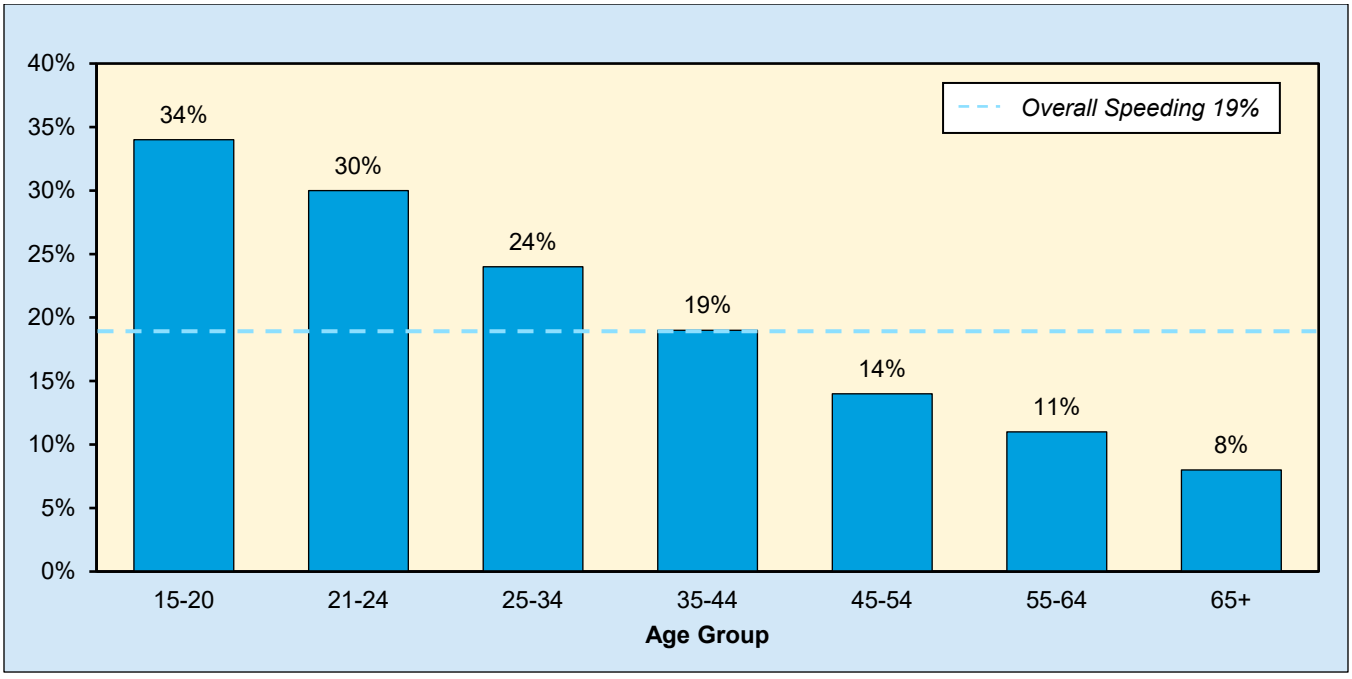
Table 2. Drivers of Legal Drinking Age in Fatal Traffic Crashes, by Age Group and Their BACs, 2024

	Drivers 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	**40,543**	**29,667**	**73%**	**1,659**	**4%**	**9,217**	**23%**
65+	**8,484**	**7,413**	**87%**	**211**	**2%**	**860**	**10%**
65–69	2,799	2,322	83%	90	3%	388	14%
70–74	1,985	1,738	88%	47	2%	200	10%
75–79	1,710	1,540	90%	40	2%	130	8%
80–84	1,094	991	91%	16	1%	88	8%
85+	896	823	92%	18	2%	55	6%
Total*	**49,027**	**37,080**	**76%**	**1,870**	**4%**	**10,077**	**21%**

Source: FARS 2024 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 of speeding drivers in fatal traffic crashes in 2024, older drivers had the lowest percentage (8%) of speeding drivers, compared to the other age groups.

Figure 3. Percentages of Speeding Drivers in Fatal Traffic Crashes, by Age Group, 2024



Source: FARS 2024 ARF
Note: Overall Speeding excludes drivers of unknown age, and those under the age of 15.

In 2024, the most common initial point of impact for vehicles operated by older drivers killed in traffic crashes was the front (59%). When compared to drivers aged 15 to 64, older drivers were more often killed in crashes where the initial impact occurred on the left side (15% vs. 10%) or the right side (9% vs. 6%) of the vehicle. These variations in initial impact points across the two age groups for drivers killed in 2024 are shown in Table 3.

Table 3. Drivers Killed in Traffic Crashes, by Initial Impact Point and Age Group, 2024

Initial Impact Point	Age Group					
	15–64		65+		Total*	
	Number	Percent	Number	Percent	Number	Percent
Front	12,485	64%	2,880	59%	15,409	63%
Left Side	1,883	10%	738	15%	2,631	11%
Right Side	1,272	6%	423	9%	1,707	7%
Rear	752	4%	291	6%	1,049	4%
Top	38	0%	10	0%	48	0%
Undercarriage	117	1%	33	1%	150	1%
Non-Collision	1,847	9%	355	7%	2,213	9%
Total**	**19,624**	**100%**	**4,917**	**100%**	**24,636**	**100%**

Source: FARS 2024 ARF
*Includes those younger than 15, and drivers of unknown ages.
**Includes drivers of vehicles 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 2024 more older drivers were killed on rural roadways than on urban roadways (52% versus 48%). This is the opposite for 15- to 64-year-old drivers, where more were killed on urban roadways than on rural roadways (53% versus 47%). Also, in 2024 more older drivers (33%) were killed in intersection traffic crashes than 15- to 64-year-old drivers (24%).

Table 4. Drivers Killed in Traffic Crashes, by Age Group and Rural/Urban Classification, 2024

Age Group	Rural			Urban			Total*		
	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
15–64	9,126	78%	47%	10,382	81%	53%	19,624	80%	100%
65+	2,533	22%	52%	2,342	18%	48%	4,917	20%	100%
Total**	**11,699**	**100%**	**47%**	**12,776**	**100%**	**52%**	**24,636**	**100%**	**100%**

Source: FARS 2024 ARF
*Includes drivers with unknown rural/urban classification.
**Includes those younger than 15, and drivers of unknown ages.

Table 5 presents fatalities in traffic crashes involving older drivers over the 10-year period by person type. Fatalities in traffic crashes involving older drivers increased 29 percent from 6,668 in 2015 to 8,626 in 2024. In 2024 there was a 1.4-percent increase in the number of people killed in these traffic crashes compared to 2023.

Table 5. Fatalities in Traffic Crashes Involving Older Drivers, by Person Type, 2015–2024

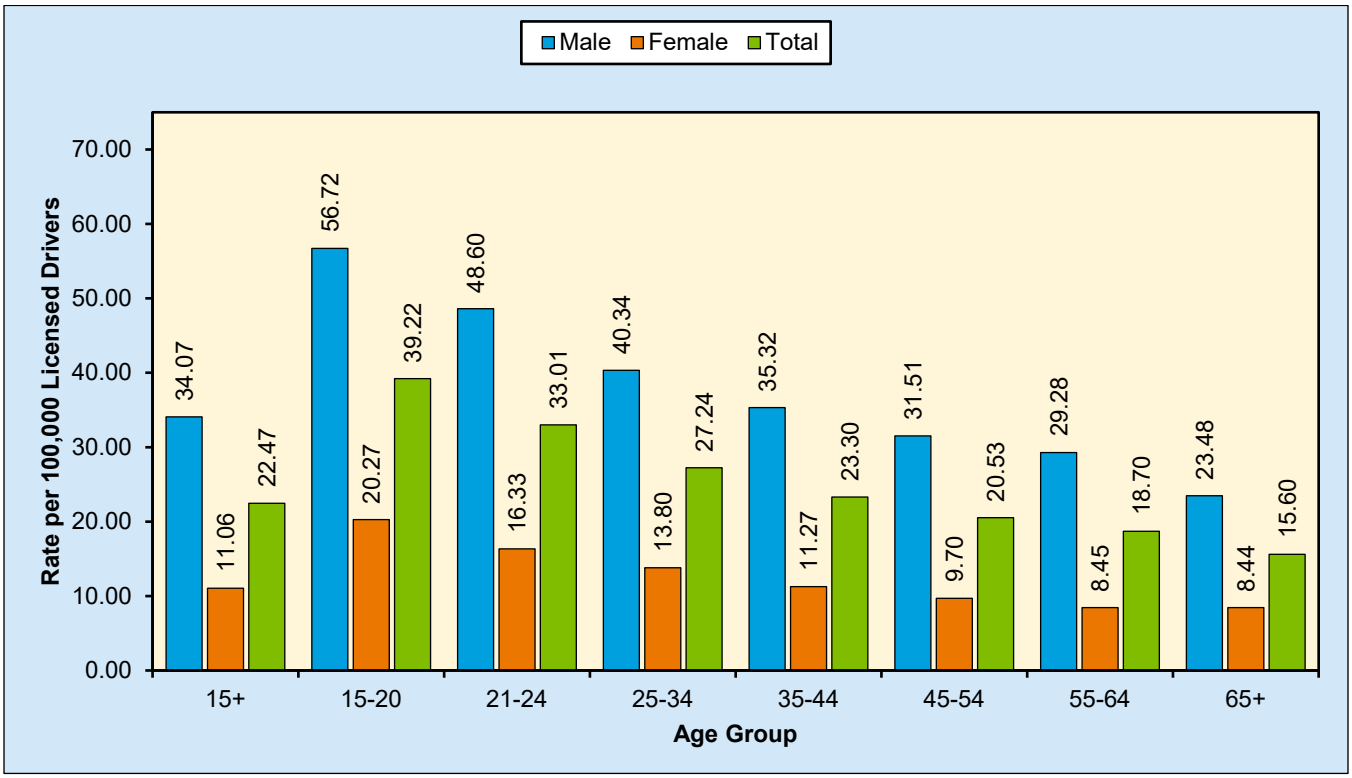
Year	Older Drivers	Passengers of Older Drivers by Age		Occupants of Other Vehicles	Nonoccupants	Total*
		<65	65+			
2015	3,891	168	662	1,259	686	6,668
2016	4,242	199	743	1,418	738	7,342
2017	4,272	185	723	1,480	769	7,431
2018	4,316	201	691	1,476	802	7,488
2019	4,483	212	757	1,456	871	7,779
2020	4,241	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	724	1,796	942	8,511
2024	4,917	217	792	1,735	963	8,626

Source: FARS 2015–2023 Final File, 2024 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 2024 occurred during the daytime (71%), occurred on weekdays (69%), and involved more than one vehicle (66%). These percentages are higher than those for all traffic fatalities in 2024: 46 percent for daytime; 59 percent for weekdays; and 46 percent involving more than one vehicle.

Among drivers in fatal traffic crashes in 2024, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (15.60) than any other age group. In 2024 the involvement rate for male drivers 65 and older was 23.48 per 100,000 licensed drivers, and the involvement rate for female drivers 65 and older was 8.44 per 100,000 licensed drivers, as seen in Figure 4.

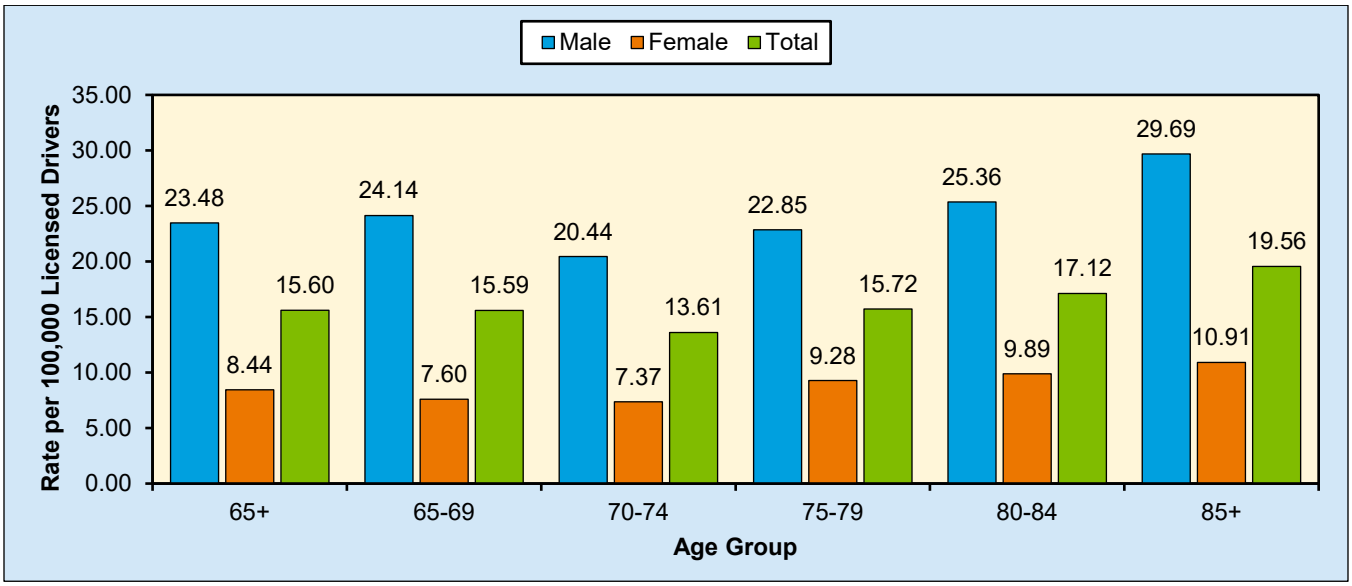
Figure 4. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2024



Sources: FARS 2024 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

While Figure 4 looked at the involvement rate for older drivers compared to other age groups in 2024, 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 male drivers (29.69) and among 85-and-older female (10.91) drivers in 2024.

Figure 5. Involvement Rates per 100,000 Licensed Drivers for Older Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2024



Sources: FARS 2024 ARF; Licensed Drivers – FHWA

Restraint Use

Among passenger vehicle occupants killed in 2024, when restraint use was known, those 65 and older were restrained 70 percent of the time, compared to 46 percent for those under 65. For those who survived fatal traffic crashes in 2024, 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 86 percent of the time, as shown in Table 6.

Females tend to be restrained more often than males, and this holds true for both younger and older passenger vehicle occupants. In 2024 male passenger vehicle occupants 65 and older who were killed in traffic crashes, when restraint use was known, were restrained 65 percent of the time, compared to 42 percent for those under 65. For female passenger vehicle occupants killed in 2024, when restraint use was known, those 65 and older were restrained 78 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 traffic crashes, the same pattern held true.

Restraint use tends to be higher during the daytime. In 2024 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 in 2024, passenger vehicle occupants 65 and older who were killed, when restraint use was known, were restrained 63 percent of the time, while those under 65 were restrained 42 percent of the time. Again, the pattern is similar for those who survived fatal traffic crashes.

Table 6. Passenger Vehicle Occupants in Fatal Traffic Crashes, by Survival Status, Age Group, Restraint Use, Sex, and Time of Day, 2024

	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	**17,466**	**5,199**	**22,713**			**34,813**	**4,256**	**39,900**		
Restraint Used	7,030	3,359	10,402	46%	70%	26,988	3,787	30,929	86%	94%
Restraint Not Used	8,317	1,430	9,758	54%	30%	4,438	227	4,740	14%	6%
Sex										
Male	**11,898**	**3,086**	**15,008**			**20,917**	**2,390**	**23,527**		
Restraint Used	4,394	1,822	6,222	42%	65%	15,706	2,093	17,874	84%	94%
Restraint Not Used	6,008	997	7,009	58%	35%	2,971	139	3,148	16%	6%
Female	**5,549**	**2,109**	**7,672**			**13,810**	**1,860**	**15,774**		
Restraint Used	2,627	1,535	4,168	53%	78%	11,233	1,690	12,978	89%	95%
Restraint Not Used	2,303	431	2,738	47%	22%	1,457	88	1,554	11%	5%
Time of Day										
Daytime	**7,562**	**3,898**	**11,473**			**15,908**	**2,821**	**18,951**		
Restraint Used	3,491	2,622	6,117	51%	72%	12,876	2,517	15,465	87%	94%
Restraint Not Used	3,314	1,002	4,319	49%	28%	1,846	159	2,022	13%	6%
Nighttime	**9,783**	**1,278**	**11,096**			**18,853**	**1,429**	**20,889**		
Restraint Used	3,503	728	4,240	42%	63%	14,086	1,268	15,436	84%	95%
Restraint Not Used	4,936	420	5,364	58%	37%	2,584	67	2,709	16%	5%

Source: FARS 2024 ARF
*Includes occupants of unknown age.

Pedestrians

For older people, the proportion of pedestrian traffic fatalities in 2024 that occurred at non-intersection locations (67%) was lower than for pedestrians under 65 (84%). 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 (30%), as seen in Table 7.

Table 7. Pedestrian Traffic Fatalities, by Age Group and Their BACs, 2024

	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	**5,261**	**3,449**	**66%**	**218**	**4%**	**1,594**	**30%**
65+	**1,535**	**1,239**	**81%**	**50**	**3%**	**246**	**16%**
65–69	527	382	72%	22	4%	123	23%
70–74	383	310	81%	16	4%	58	15%
75–79	276	242	88%	6	2%	28	10%
80–84	206	177	86%	4	2%	25	12%
85+	143	129	90%	3	2%	11	8%
Total*	**6,796**	**4,688**	**69%**	**268**	**4%**	**1,839**	**27%**

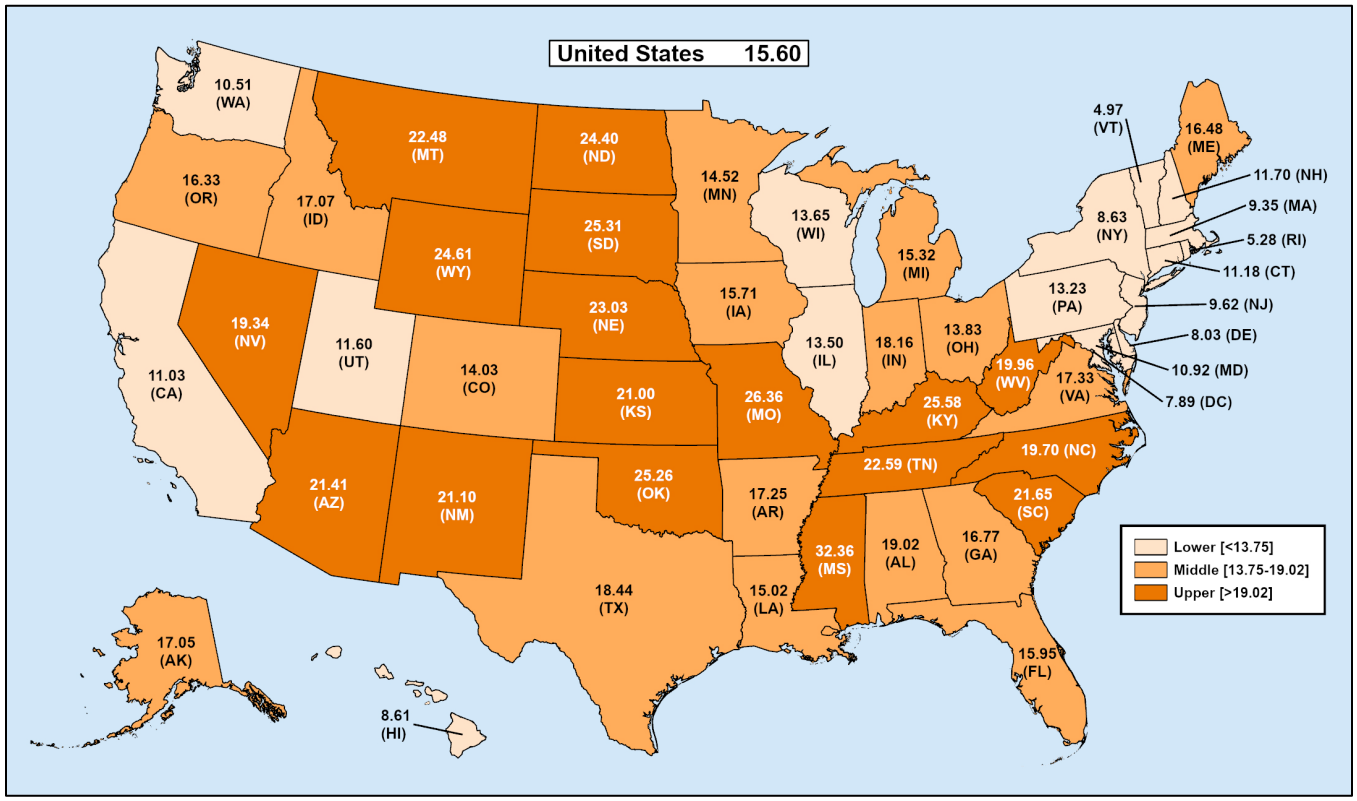
Source: FARS 2024 ARF
*Excludes pedestrians younger than 15 and pedestrians of unknown age.
Note: NHTSA estimates BACs when alcohol test results are unknown.

States

In 2024 Florida had the largest number of older drivers in fatal traffic crashes at 696, while the District of Columbia had the lowest number with 5 older drivers in fatal traffic crashes. District of Columbia had the lowest percentage of older drivers in fatal traffic crashes at 8.2 percent, followed by Vermont at 10.6 percent, and Delaware at 10.8 percent. North Dakota had the largest percentage at 23.8 percent.

Figure 6 is a U.S. map showing fatal traffic crash involvement rates of older drivers per 100,000 licensed drivers in 2024. Table 8 shows drivers in fatal traffic crashes by State, driver age group, and involvement rate per licensed drivers in 2024. In 2024, the national rate of fatal traffic crash involvement for drivers aged 65 and older was 15.60 per 100,000 licensed drivers. Looking at the rate of older drivers in fatal traffic crashes per 100,000 licensed drivers in 2024, Vermont was lowest at 4.97, followed by Rhode Island at a rate of 5.28. Mississippi had the highest driver involvement rate for those 65 and older at 32.36, followed by Missouri at a rate of 26.36.

Figure 6. Older Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State, 2024



Sources: FARS 2024 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 2024. 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 Texas with 694 fatalities in 2024, compared to District of Columbia (6) and Vermont (11) with the fewest. The District of Columbia had the lowest percentage of fatalities of those 65 and older at 12.8 percent, while Hawaii had the highest with 30.4 percent, followed by Minnesota with 29.8 percent.

Looking at the traffic fatality rate by population for those 65 and older, Rhode Island was lowest with 5.95 fatalities per 100,000 population, followed by the District of Columbia with a rate of 6.60 per 100,000 population in 2024. Mississippi had the highest rate with 26.85 per 100,000 population, followed by South Dakota with 24.17 in 2024. The national rate in 2024 was 13.11 per 100,000 population for those 65 and older.

Table 8. Drivers in Fatal Traffic Crashes, by State and Age Group, 2024

State	Total Drivers*	Age Group						Age 65+		
		<65	65–69	70–74	75–79	80–84	85+	Total 65+	Percentage of Total	Involvement Rate†
Alabama	1,334	1,120	63	42	42	21	9	177	13.3%	19.02
Alaska	104	85	5	8	5	0	1	19	18.3%	17.05
Arizona	1,774	1,386	100	57	60	27	37	281	15.8%	21.41
Arkansas	811	653	45	26	32	25	12	140	17.3%	17.25
California	5,333	4,475	213	142	120	53	54	582	10.9%	11.03
Colorado	1,024	861	46	36	23	24	10	139	13.6%	14.03
Connecticut	433	347	24	18	12	10	6	70	16.2%	11.18
Delaware	185	160	8	2	2	2	6	20	10.8%	8.03
District of Columbia	61	44	2	1	0	0	2	5	8.2%	7.89
Florida	4,603	3,758	211	176	125	106	78	696	15.1%	15.95
Georgia	1,973	1,654	104	57	47	42	30	280	14.2%	16.77
Hawaii	134	104	9	5	6	0	1	21	15.7%	8.61
Idaho	327	271	22	12	9	6	6	55	16.8%	17.07
Illinois	1,664	1,326	93	65	38	25	30	251	15.1%	13.50
Indiana	1,270	1,046	65	45	43	26	21	200	15.7%	18.16
Iowa	479	391	25	15	23	11	13	87	18.2%	15.71
Kansas	486	387	24	26	21	10	11	92	18.9%	21.00
Kentucky	1,021	831	57	41	37	19	22	176	17.2%	25.58
Louisiana	1,030	854	49	35	23	17	9	133	12.9%	15.02
Maine	257	208	14	6	11	10	8	49	19.1%	16.48
Maryland	862	722	43	21	18	13	9	104	12.1%	10.92
Massachusetts	518	413	26	27	24	16	11	104	20.1%	9.35
Michigan	1,581	1,251	99	66	63	39	37	304	19.2%	15.32
Minnesota	656	521	33	30	28	24	14	129	19.7%	14.52
Mississippi	969	770	50	47	30	24	22	173	17.9%	32.36
Missouri	1,354	1,048	89	82	43	33	24	271	20.0%	26.36
Montana	281	227	15	12	9	11	5	52	18.5%	22.48
Nebraska	355	274	34	15	6	15	8	78	22.0%	23.03
Nevada	593	481	32	19	23	15	5	94	15.9%	19.34
New Hampshire	195	159	11	8	5	8	3	35	17.9%	11.70
New Jersey	950	786	49	32	21	16	26	144	15.2%	9.62
New Mexico	595	485	29	20	17	8	6	80	13.4%	21.10
New York	1,474	1,169	91	47	52	41	24	255	17.3%	8.63
North Carolina	2,308	1,885	122	79	82	54	34	371	16.1%	19.70
North Dakota	126	95	12	8	8	2	0	30	23.8%	24.40
Ohio	1,687	1,360	93	67	54	37	34	285	16.9%	13.83
Oklahoma	922	755	47	40	34	15	14	150	16.3%	25.26
Oregon	729	578	33	35	35	16	17	136	18.7%	16.33
Pennsylvania	1,652	1,306	102	56	64	44	39	305	18.5%	13.23
Rhode Island	62	51	4	1	1	1	3	10	16.1%	5.28
South Carolina	1,456	1,223	71	59	43	26	21	220	15.1%	21.65
South Dakota	192	148	15	7	6	7	9	44	22.9%	25.31
Tennessee	1,735	1,414	79	71	67	32	25	274	15.8%	22.59
Texas	5,956	5,067	243	156	153	74	64	690	11.6%	18.44
Utah	398	350	12	7	12	8	6	45	11.3%	11.60
Vermont	66	58	3	0	3	0	1	7	10.6%	4.97
Virginia	1,278	1,030	80	45	51	31	25	232	18.2%	17.33
Washington	1,052	881	39	41	25	14	19	138	13.1%	10.51
West Virginia	356	289	18	21	11	13	4	67	18.8%	19.96
Wisconsin	820	654	41	42	32	21	20	156	19.0%	13.65
Wyoming	139	110	5	9	11	2	1	28	20.1%	24.61
U.S. Total	**55,620**	**45,521**	**2,799**	**1,985**	**1,710**	**1,094**	**896**	**8,484**	**15.3%**	**15.60**
Puerto Rico	390	317	13	16	6	10	5	50	12.8%	N/A

Sources: FARS 2024 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, 2024

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	962	803	51	34	36	20	8	149	15.5%	15.59
Alaska	70	57	3	2	5	1	2	13	18.6%	11.90
Arizona	1,229	937	90	52	53	39	47	281	22.9%	18.88
Arkansas	603	475	35	26	25	26	15	127	21.1%	22.56
California	3,876	3,243	202	136	125	78	80	621	16.0%	9.52
Colorado	689	562	44	21	26	23	13	127	18.4%	13.01
Connecticut	310	242	14	15	15	13	11	68	21.9%	9.52
Delaware	126	101	6	4	5	4	6	25	19.8%	10.92
District of Columbia	47	41	3	0	1	0	2	6	12.8%	6.60
Florida	3,138	2,407	200	156	105	106	102	669	21.3%	13.14
Georgia	1,403	1,135	79	53	46	38	39	255	18.2%	14.49
Hawaii	102	71	8	8	10	3	2	31	30.4%	9.99
Idaho	238	196	17	9	5	6	5	42	17.6%	11.85
Illinois	1,177	936	72	56	39	29	36	232	19.7%	10.21
Indiana	832	643	57	38	37	30	27	189	22.7%	15.57
Iowa	356	278	17	17	21	12	11	78	21.9%	12.74
Kansas	339	259	18	22	20	10	10	80	23.6%	15.15
Kentucky	707	544	44	38	36	20	25	163	23.1%	19.72
Louisiana	752	624	44	30	23	14	11	122	16.2%	14.98
Maine	177	131	16	4	8	9	9	46	26.0%	13.93
Maryland	578	491	22	24	18	12	10	86	14.9%	7.80
Massachusetts	363	258	19	25	23	22	16	105	28.9%	7.85
Michigan	1,098	828	76	59	55	36	44	270	24.6%	13.60
Minnesota	477	335	34	32	28	26	22	142	29.8%	13.43
Mississippi	753	602	42	38	23	18	21	142	18.9%	26.85
Missouri	955	723	58	68	38	42	26	232	24.3%	19.84
Montana	206	162	13	12	8	8	3	44	21.4%	18.38
Nebraska	251	189	22	14	4	12	10	62	24.7%	17.74
Nevada	417	332	20	20	20	17	5	82	19.7%	14.24
New Hampshire	133	104	8	8	6	4	3	29	21.8%	9.56
New Jersey	670	498	49	34	32	21	34	170	25.4%	9.96
New Mexico	409	335	21	18	13	9	4	65	15.9%	15.13
New York	1,101	822	86	60	51	42	28	267	24.3%	7.11
North Carolina	1,619	1,277	99	69	70	61	41	340	21.0%	17.22
North Dakota	90	67	11	5	5	2	0	23	25.6%	16.70
Ohio	1,157	877	73	66	60	31	50	280	24.2%	12.34
Oklahoma	645	518	38	35	30	11	13	127	19.7%	18.36
Oregon	538	421	23	27	24	22	21	117	21.7%	13.75
Pennsylvania	1,127	850	67	54	64	45	46	276	24.5%	10.35
Rhode Island	52	39	4	2	2	2	3	13	25.0%	5.95
South Carolina	1,038	829	70	44	47	23	24	208	20.0%	19.31
South Dakota	146	104	14	3	7	9	9	42	28.8%	24.17
Tennessee	1,197	939	69	56	68	32	31	256	21.4%	20.03
Texas	4,160	3,439	217	154	144	88	91	694	16.7%	15.91
Utah	277	240	9	8	9	5	6	37	13.4%	8.54
Vermont	59	48	3	2	3	2	1	11	18.6%	7.45
Virginia	917	689	71	42	38	35	40	226	24.6%	14.61
Washington	730	600	37	29	26	17	21	130	17.8%	9.42
West Virginia	256	206	13	14	9	9	5	50	19.5%	12.91
Wisconsin	595	452	27	36	32	23	24	142	23.9%	12.15
Wyoming	107	80	5	9	10	2	1	27	25.2%	23.34
U.S. Total	**39,254**	**31,039**	**2,340**	**1,788**	**1,608**	**1,169**	**1,114**	**8,019**	**20.4%**	**13.11**
Puerto Rico	288	220	15	15	5	9	11	55	19.1%	6.97

Sources: FARS 2024 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:
  1. 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.
  2. 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.
  3. 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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of fatalities ages 65 years or older from the 2023 Final File was 7,911, updated from 7,891 from the 2023 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 bicycles will no longer be captured in FARS or CRSS.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (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 vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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 publication is:

National Center for Statistics and Analysis. (2026, October). *Older population: 2024 data* (Traffic Safety Facts. Report No. DOT HS 813 839). National Highway Traffic Safety Administration. https://doi.org/10.21949/3eep-2b32

For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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.dot.gov.

- Fatal Motor Vehicle 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 reports can be found at https://crashstats.nhtsa.dot.gov.

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