

Traffic Safety Facts

2017 Data

March 2019

DOT HS 812 684



Key Findings

- In 2017, there were 6,784 people age 65 and older killed in traffic crashes in the United States, 18 percent of all traffic fatalities.
- The population of people 65 and older increased by 31 percent from 2008 to 2017. Traffic crash fatalities in the age group increased by 22 percent over this period.
- Older drivers made up 19 percent of all licensed drivers, and 14 percent of drivers involved in fatal traffic crashes in 2017.
- Among passenger vehicle occupants killed in crashes in 2017, those 65 and older were restrained 71 percent of the time, compared to 48 percent for those under 65.
- From 2008 to 2017, older male driver fatalities increased by 25 percent, compared with a 17-percent increase in older female driver fatalities.
- In 2017, most traffic fatalities in crashes involving older drivers occurred during the daytime (73%), on weekdays (69%), and involved other vehicles (67%). This is an increase compared to all fatalities (49% during the daytime, 59% on weekdays, and 45% involving another vehicle).
- For older pedestrians, 67 percent of fatalities in 2017 occurred at non-intersection locations.
- Among the older population, the traffic fatality rate per 100,000 licensed drivers in 2017 was highest for the 85 and older age group.



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

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Older Population

For the purposes of this fact sheet, the term older—in relation to population, drivers, occupants, and nonoccupants—refers to people 65 and older. In this fact sheet, the 2017 older population information is presented in the following order.

- Overview
- Drivers
- Restraint Use
- Older Population Age Groups
- Pedestrians
- Drivers Involved in Fatal Crashes by State and Age Group
- Fatalities by State and Age Group

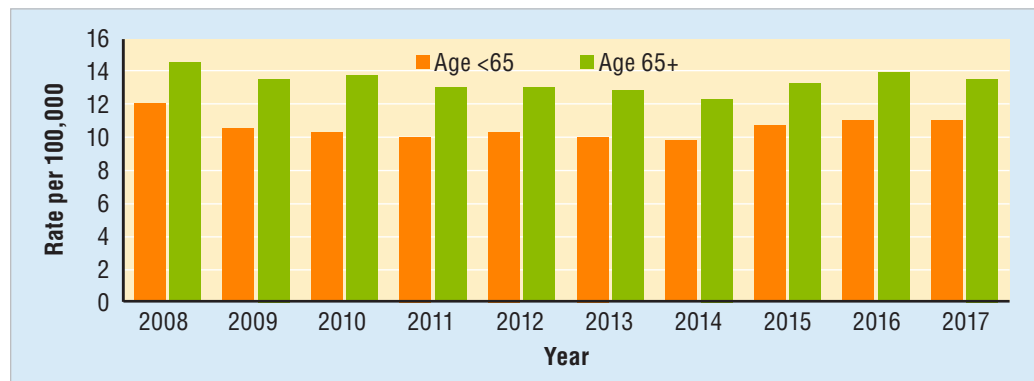
This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the **Fatality Analysis Reporting System (FARS)**. Refer to the end of this publication for more information on FARS. Injury estimates are not available for 2017, thus no injury estimates will be presented in this publication. For more information about injury estimates, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

Overview

In 2017, there were 6,784 people age 65 and older killed in motor vehicle traffic crashes. Older people made up 18 percent of all traffic fatalities during the year. Compared to 2016, there was a 1-percent decrease in the number of fatalities in the older age group.

In 2017, some 50.9 million people—over 16 percent of the total U.S. resident population—were 65 and older. From 2008-2017, the fatality rate per 100,000 population of older people steadily declined, from 14.3 in 2008 to 13.3 in 2017. In this same time frame, the fatality rates of the population younger than 65 also declined, from 12.0 in 2008 to 11.0 in 2017. Figure 1 shows motor vehicle traffic fatality rates according to these age groups.

Figure 1
Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population, 2008-2017



Source: Fatality Analysis Reporting System (FARS) 2008–2016 Final File, 2017 Annual Report File (ARF).
Population: Bureau of the Census.

Some notable changes among the 65-and-older age group over the most recent 10 years of data (2008-2017) are seen in Table 1:

- The population of those over age 65 increased by 31 percent (males increased by 36% and females by 27%).
- Total fatalities among the older population (age 65+) increased by 22 percent (increased for males by 28% and females by 13%).
- Fatalities of motorcyclists over age 65, though a relatively small number, increased by 77 percent (males increased by 73% and females increased by 150%).
- Older pedalcyclist (age 65+) fatalities, though a relatively small number, increased by 107 percent overall (increased for males by 117% and for females by 29%).

Table 1
Involvement of the Older Population in Traffic Fatalities by Age Group and Gender, 2008 and 2017

	2008			2017			Percentage Change, 2008–2017	
	Total	Age 65+	Percentage of Total	Total	Age 65+	Percentage of Total	Total	Age 65+
Population (thousands)								
Total	304,094	38,778	13%	325,719	50,859	16%	7%	31%
Male	149,490	16,584	11%	160,408	22,565	14%	7%	36%
Female	154,604	22,194	14%	165,311	28,294	17%	7%	27%
Drivers Involved in Fatal Crashes								
Total	50,416	5,599	11%	52,274	7,227	14%	4%	29%
Male	37,061	3,923	11%	37,654	5,122	14%	2%	31%
Female	12,627	1,674	13%	13,555	2,105	16%	7%	26%
Driver Fatalities								
Total	24,254	3,475	14%	23,611	4,248	18%	-3%	22%
Male	18,764	2,435	13%	18,197	3,034	17%	-3%	25%
Female	5,483	1,039	19%	5,397	1,214	22%	-2%	17%
Total Traffic Fatalities								
Total	37,423	5,561	15%	37,133	6,784	18%	-1%	22%
Male	26,744	3,403	13%	26,380	4,348	16%	-1%	28%
Female	10,665	2,157	20%	10,697	2,436	23%	<1%	13%
Occupant Fatalities								
Total	32,103	4,641	14%	30,145	5,430	18%	-6%	17%
Male	22,895	2,814	12%	21,339	3,421	16%	-7%	22%
Female	9,199	1,826	20%	8,786	2,009	23%	-4%	10%
Passenger Vehicle Occupant Fatalities								
Total*	25,462	4,255	17%	23,551	4,761	20%	-8%	12%
Male	16,896	2,464	15%	15,359	2,817	18%	-9%	14%
Female	8,560	1,790	21%	8,180	1,944	24%	-4%	-9%
Pedestrian Fatalities								
Total	4,414	808	18%	5,977	1,165	19%	35%	44%
Male	3,078	491	16%	4,177	756	18%	36%	54%
Female	1,331	317	24%	1,769	409	23%	33%	29%
Motorcyclist Fatalities								
Total*	5,312	257	5%	5,172	455	9%	-3%	77%
Male	4,840	245	5%	4,724	425	9%	-2%	73%
Female	471	12	3%	446	30	7%	-5%	150%
Pedalcyclist Fatalities								
Total*	718	67	9%	783	139	18%	9%	107%
Male	625	60	10%	693	130	19%	11%	117%
Female	93	7	8%	87	9	10%	-6%	29%

*Fatalities of unknown sex excluded.
 Source: FARS 2008 Final File, 2017 ARF. Population: Bureau of the Census.
 Note: Use caution with reporting of percentages, as some are based on small fatality figures.

People 65 and older made up 16 percent of the population in 2017, as seen in Table 1.

- Fourteen percent of the male population was 65 and older, compared to 17 percent of females.
- From 2008 to 2017, the number of older people in the United States increased by 31 percent (males by 36% and females by 27%), while the total population of all ages increased by 7 percent.
- A larger percentage of the population was in this older age group (16% in 2017) than had been a decade before (13% in 2008).

Also interesting to note is that the percentage of females 65 and older is larger than that of males when looking at drivers involved in fatal crashes, driver fatalities, total traffic fatalities, occupant fatalities, passenger vehicle occupant fatalities, and pedestrian fatalities. Males 65 and older are a larger percentage of motorcyclist and pedalcyclist fatalities. While the numbers and percentages

themselves have changed, the pattern of females or males having the higher percentage for this age group is the same as a decade ago.

Drivers

There were 43.6 million licensed older drivers in 2017—a 35-percent increase from 10 years earlier (2008). In contrast, the total number of licensed drivers in the United States increased by 8 percent from 2008 to 2017. Older drivers made up 19 percent of all licensed drivers in 2017, compared to 15 percent in 2008.

As shown in Table 2, among the age groups displayed of drivers of drinking age in fatal crashes in 2017, older drivers involved in fatal crashes had lower percentages of drivers with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, compared to those younger than 65.

Table 2
Age and Alcohol Involvement of Drivers in Fatal Crashes, 2017

Age Group (Years)	Drivers Involved in Fatal Crashes						
	Total	No Alcohol (BAC=.00 g/dL)		BAC=.01-.07 g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
	Number	Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
<16	145	130	90%	5	3%	10	7%
16-20	4,278	3,475	81%	154	4%	648	15%
21-54	32,218	23,327	72%	1,299	4%	7,592	24%
55-64	7,271	5,918	81%	239	3%	1,114	15%
65-69	2,316	2,029	88%	52	2%	235	10%
70-74	1,791	1,603	89%	37	2%	152	8%
75-79	1,292	1,186	92%	21	2%	86	7%
80-84	934	859	92%	13	1%	62	7%
85+	894	837	94%	14	2%	43	5%
Total*	52,274	40,021	77%	1,909	4%	10,344	20%

Source: FARS 2017 ARF.
*Total includes 1,135 drivers of unknown age.

When compared to younger drivers, older drivers are more frequently killed in crashes where the initial impact point is on the left side (17% vs 11%). For older drivers killed in motor vehicle crashes, non-collision crashes were less common than they were for younger drivers who were killed. Table 3 shows initial impact point by age group for drivers killed.

Table 3
Percentage of Drivers Killed, by Initial Impact Point and Age Group, 2017

Age Group (Years)	16-64		65+		Total	
	Number	Percent	Number	Percent	Number	Percent
Front	11,449	59%	2,463	58%	13,955	59%
Left Side	2,070	11%	708	17%	2,788	12%
Right Side	1,444	7%	376	9%	1,825	8%
Rear	869	5%	227	5%	1,100	5%
Top	51	0%	10	0%	61	0%
Undercarriage	178	1%	40	1%	219	1%
Non-Collision	2,163	11%	294	7%	2,479	10%
Total	19,270	100%	4,248	100%	23,611	100%

Source: FARS 2017 ARF.
Totals include drivers with unknown initial impact point and other or unknown age.

Table 4 shows the numbers of drivers killed in traffic crashes on rural roadways versus urban roadways. In 2017, more older drivers were

killed on rural roadways than urban (54% and 43%). This is also true for drivers killed who were younger than 65 (52% and 46%).

Table 4
Drivers Killed in Motor Vehicle Traffic Crashes, by Age Group and Land Use, 2017

Age Group (Years)	Rural			Urban			Total		
	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
16-64	10,005	81%	52%	8,869	83%	46%	19,270	82%	100%
65+	2,297	19%	54%	1,836	17%	43%	4,248	18%	100%
Total	12,358	100%	52%	10,738	100%	45%	23,611	100%	100%

Source: FARS 2017 ARF.
 Totals include drivers with unknown land use and other or unknown age.

Table 5 presents total fatalities in crashes involving older drivers over the past 10 years by the role of the person killed. From 2008-2017, 26 percent more people were killed in crashes involving older drivers from 5,825 in 2008, to 7,359 in 2017. Since 2008, there has been a steady increase in the number of people killed in these crashes.

percent occurred on the weekdays; and 45 percent involved another vehicle.

Most traffic fatalities in crashes involving older drivers in 2017 occurred during the daytime (73%), occurred on weekdays (69%), and involved other vehicles (67%). These percentages differ from those for all fatalities in 2017: 49 percent occurred in the daytime; 59

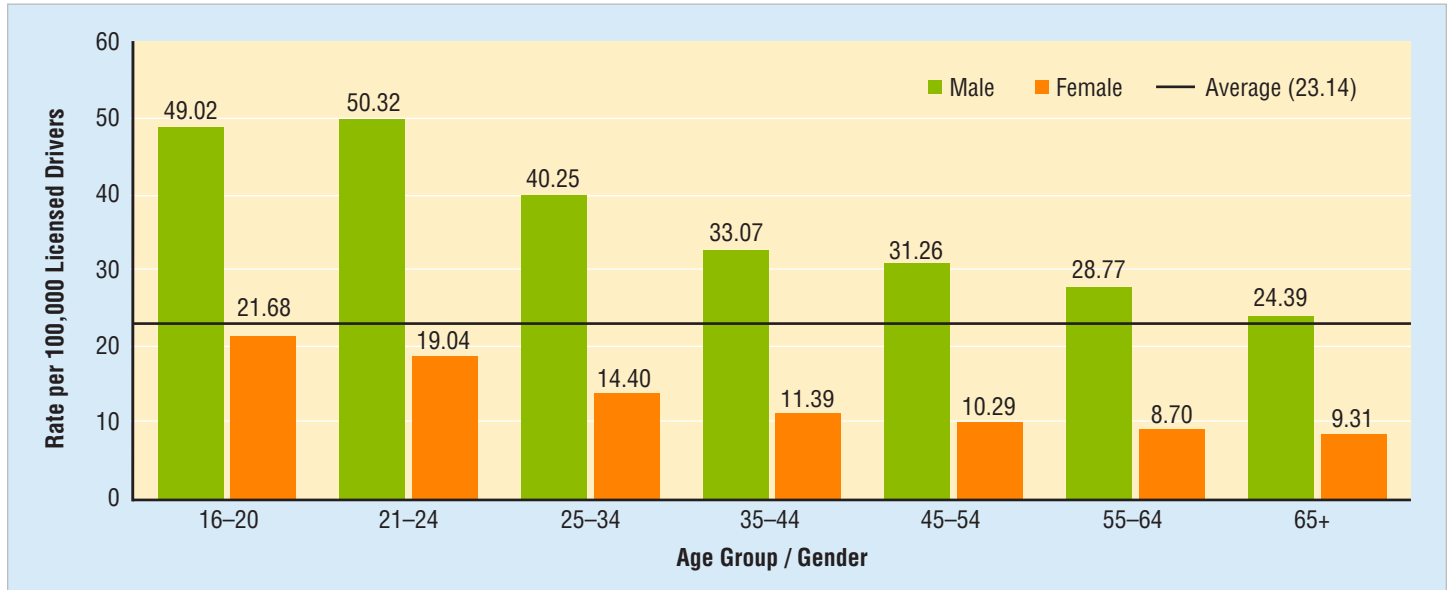
Among drivers involved in fatal crashes in 2017, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (16.57) than any other age group. Looking specifically at females, the involvement rate for the 55-to-64 age group was slightly lower than the 65-and-older group. The involvement rate for older male drivers was 24.39 per 100,000 older licensed male drivers, and the involvement rate for older female drivers was 9.31 per 100,000 older licensed female drivers, as seen in Figure 2.

Table 5
Fatalities in Crashes Involving Drivers 65 and Older, 2008-2017

Year	Older Drivers	Passengers in Older Drivers' Vehicles		Occupants of Other Vehicles	Nonoccupants	Total
		<65	65+			
2008	3,475	23	834	1,085	407	5,825
2009	3,307	16	832	1,008	450	5,613
2010	3,423	31	855	986	487	5,782
2011	3,409	12	723	984	508	5,636
2012	3,471	18	793	1,044	612	5,940
2013	3,601	18	748	1,107	583	6,057
2014	3,564	9	740	1,128	610	6,052
2015	3,891	29	803	1,259	686	6,668
2016	4,242	13	931	1,418	738	7,342
2017	4,248	15	882	1,468	746	7,359

Sources: FARS 2008-2016 Final File, 2017 ARF.

Figure 2
Driver Involvement Rates in Fatal Crashes by Age and Gender per 100,000 Licensed Drivers, 2017

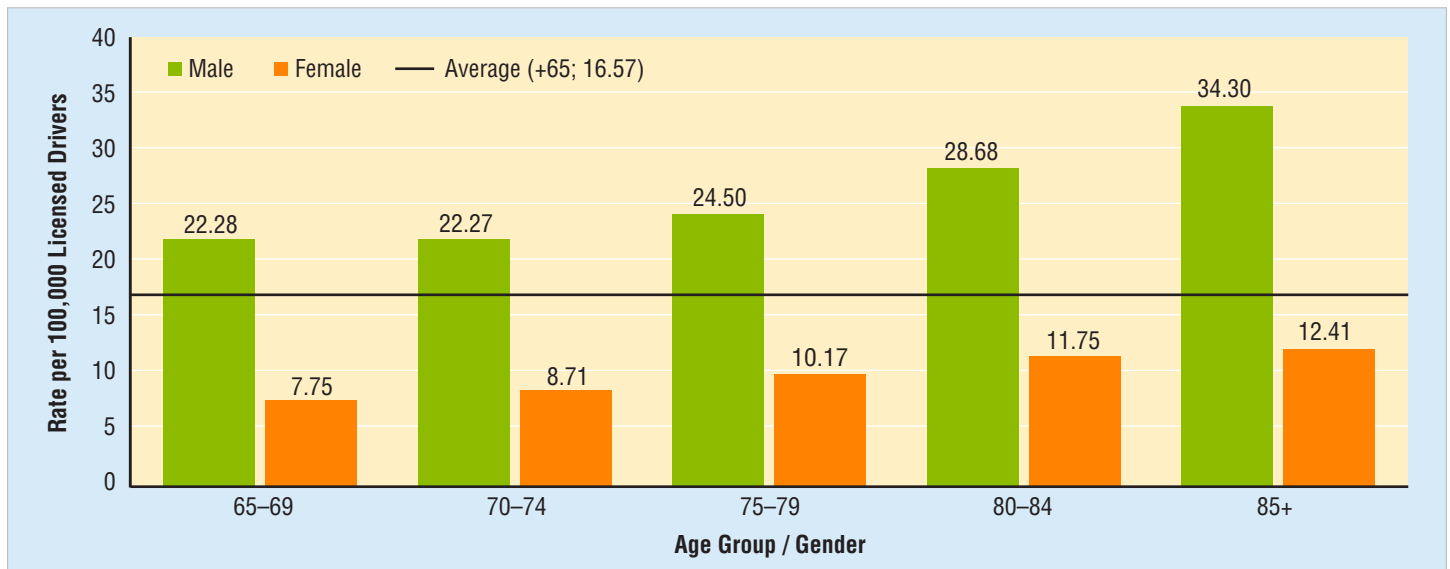


Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration.

While Figure 2 looked at the involvement rate for older drivers compared to other age groups, Figure 3 compares the involvement rates for age groups within the population of drivers 65 and older,

by gender. Fatal-crash driver-involvement rates per 100,000 licensed drivers among both older male (34.30) and female (12.41) drivers was highest in the 85-and-older age group.

Figure 3
Involvement Rates for Older Drivers in Fatal Crashes by Age Group and Gender, per 100,000 Licensed Drivers, 2017



Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration.

Restraint Use

Older occupants in fatal crashes are more frequently restrained than those 64 and under. Among passenger vehicle occupants killed in crashes, those 65 and older were restrained 71 percent of the time, compared to 48 percent for those under 65. For those who survived a fatal crash, passenger vehicle occupants age 65 and older were restrained 94 percent of the time, while those 64 and under were restrained 86 percent of the time.

Females tend to be restrained more often than males, and this holds true for both younger and older passenger vehicle occupants. Male passenger vehicle occupants 65 and over who were killed in traffic crashes were restrained 66 percent of the time, compared to 45

percent for those under 65. For female passenger vehicle occupants killed, those 65 and older were restrained 79 percent of the time, compared to those 64 and under who were restrained 55 percent of the time. Although the restraint percentages were much higher for those who survived fatal crashes, the same pattern held true.

Restraint use tends to be higher during the daytime. Passenger vehicle occupants 65 and older who were killed in traffic crashes were restrained 73 percent of the time during the day, compared to 55 percent for those under 65. At night, passenger vehicle occupants age 65 and over were restrained 66 percent of the time, while those under 65 were restrained 43 percent of the time. Again, the pattern is similar for those who survived fatal crashes.

Table 6

Passenger Vehicle Occupants Killed, by Survival Status, Age Group, Gender, Time of Day, and Restraint Use, 2017

	Passenger Vehicle Occupants Killed						Passenger Vehicle Occupants Who Survived					
	Age <65	Age 65+	Age Unknown	Total	Restraint Use Percent Based on Known Use		Age <65	Age 65+	Age Unknown	Total	Restraint Use Percent Based on Known Use	
					Age <65	Age 65+					Age <65	Age 65+
Total	18,750	4,761	40	23,551			35,173	3,761	888	39,822		
Restraint Used	8,210	3,169	9	11,388	48%	71%	28,063	3,411	165	31,639	86%	94%
Restraint Not Used	8,798	1,267	11	10,076	52%	29%	4,553	200	38	4,791	14%	6%
Unknown	1,742	325	20	2,087			2,557	150	685	3,392		
Gender												
Male	12,522	2,817	20	15,359			20,696	2,085	176	22,957		
Restraint Used	5,045	1,734	3	1,449	45%	66%	16,070	1,869	81	18,020	84%	94%
Restraint Not Used	6,241	879	8	7,128	55%	34%	2,982	125	14	3,121	16%	6%
Unknown	1,236	204	9	6,782			1,644	91	81	1,816		
Female	6,223	1,944	13	8,180			14,453	1,676	97	16,226		
Restraint Used	3,162	1,435	4	4,601	55%	79%	11,971	1,542	51	13,570	88%	95%
Restraint Not Used	2,556	388	2	2,946	45%	21%	1,3567	75	7	1,649	12%	5%
Unknown	505	121	7	633			909	59	39	1,007		
Time of Day												
Daytime	8,670	3,676	10	12,356			17,261	2,525	337	20,123		
Restraint Used	4,361	2,519	5	6,885	55%	73%	14,290	2,293	81	16,644	88%	95%
Restraint Not Used	3,631	926	1	4,558	45%	27%	1,955	131	16	2,102	12%	5%
Unknown	678	231	4	913			1,016	101	240	1,357		
Nighttime	9,911	1,071	30	11,011			17,839	1,225	538	19,602		
Restraint Used	3,799	642	4	4,445	43%	66%	13,736	1,109	83	14,928	84%	94%
Restraint Not Used	5,068	336	10	5,414	57%	34%	2,573	68	20	2,661	16%	6%
Unknown	1,044	92	16	1,152			1,530	48	435	2,013		

Source: FARS 2017 ARF.

Older Population Age Groups

Figure 4 shows the motor vehicle fatality rates for those 64 and younger and a breakdown of those 65 and older. In 2017, among the older population, the fatality rate for the 85+ age group was 17.76 per 100,000 population, which was higher than any other older age group. The fatality rate for the 85+ age group declined by 5 percent, from 18.67 in 2008, to 17.76 in 2017.

Pedestrians

For older people, the proportion of pedestrian fatalities in 2017 that occurred at non-intersection locations (67%) was much lower than for pedestrians under 65 (83%).

Among all pedestrians 21 and older (the legal drinking age in the United States) killed in traffic crashes, older pedestrians (65+) had the lowest percentage (14%) with BACs of .08 g/dL or higher, as seen in Table 7. Pedestrians under 16 had a lower rate of .08+ BAC; however, it is illegal for this age group to consume any amount of alcohol in the United States.

Table 7

Pedestrian Fatalities, by Age Group and Their BACs, 2017

Age Group (Years)	Pedestrian Fatalities						
	Total	No Alcohol (BAC=.00 g/dL)		BAC=.01-.07 g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
	Number	Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
Under 65	4,738	2,802	59%	205	4%	1,731	37%
65+	1,165	973	84%	34	3%	159	14%
<16	246	238	97%	1	0%	7	3%
16-20	284	219	77%	6	2%	59	21%
21-54	3,092	1,664	54%	151	5%	1,277	41%
55-64	1,116	681	61%	47	4%	388	35%
65-69	359	271	75%	12	3%	76	21%
70-74	238	203	85%	5	2%	31	13%
75-79	237	200	84%	12	5%	25	11%
80-84	171	154	90%	4	2%	14	8%
85+	160	145	91%	1	1%	13	8%
Total*	5,977	3,822	64%	242	4%	1,913	32%

Source: FARS 2017 ARF.

*Includes pedestrians of unknown age.

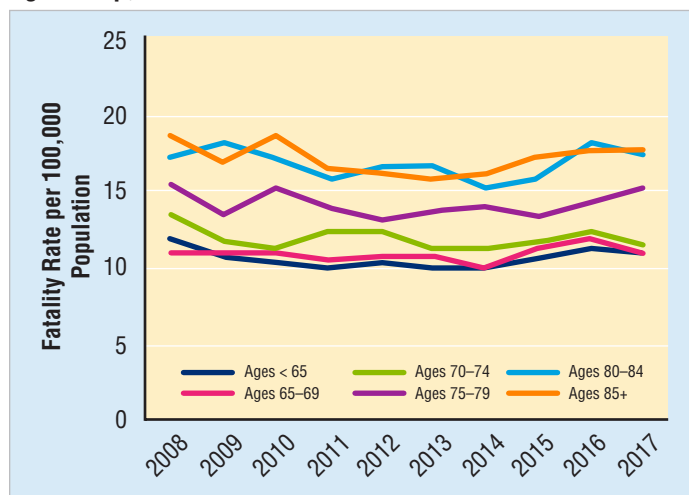
Additional information on pedestrians in fatal motor vehicle crashes is available in the [Pedestrians Traffic Safety Facts: 2017 Data](#).

Drivers Involved in Fatal Crashes by State and Age Group

Figure 5 and Table 8 show 2017 drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate. Included is Puerto Rico, which is not included in the overall U.S. total.

Drivers involved in fatal crashes in 2017 ranged from a high of 5,204 in Texas to a low of 38 in the District of Columbia. Specific to older drivers involved in fatal crashes, Florida had the largest number of older drivers involved at 712, compared to the District of Columbia

Figure 4
Motor Vehicle Traffic Fatality Rates Among Populations by Age Group, 2008-2017



Source: FARS 2008-2016 Final File; FARS 2017 ARF.
Population: Bureau of the Census.

with 2 drivers involved in fatal crashes. The District of Columbia had the lowest percentage of older drivers involved with 5.3 percent, followed by Texas with 9.9 percent of all drivers involved in fatal crashes being 65 and older. Maine had the largest percentage with 21.1 percent.

Looking at the rate of drivers involved in fatal crashes per 100,000 licensed drivers in 2017, the District of Columbia was lowest with 3,

followed by Massachusetts with a rate of 6. Mississippi had the highest driver-involved rate for those 65 and older (31), followed by Idaho with a rate of 30. Nationally, 17 drivers 65 and older per 100,000 licensed drivers were involved in fatal crashes in 2017.

Fatalities by State and Age Group

The previous section looked at drivers involved in fatal crashes. Table 9 shows fatalities in traffic crashes by State and age group in 2017. Also included in Table 9 is Puerto Rico, which is not included in the overall U.S. total.

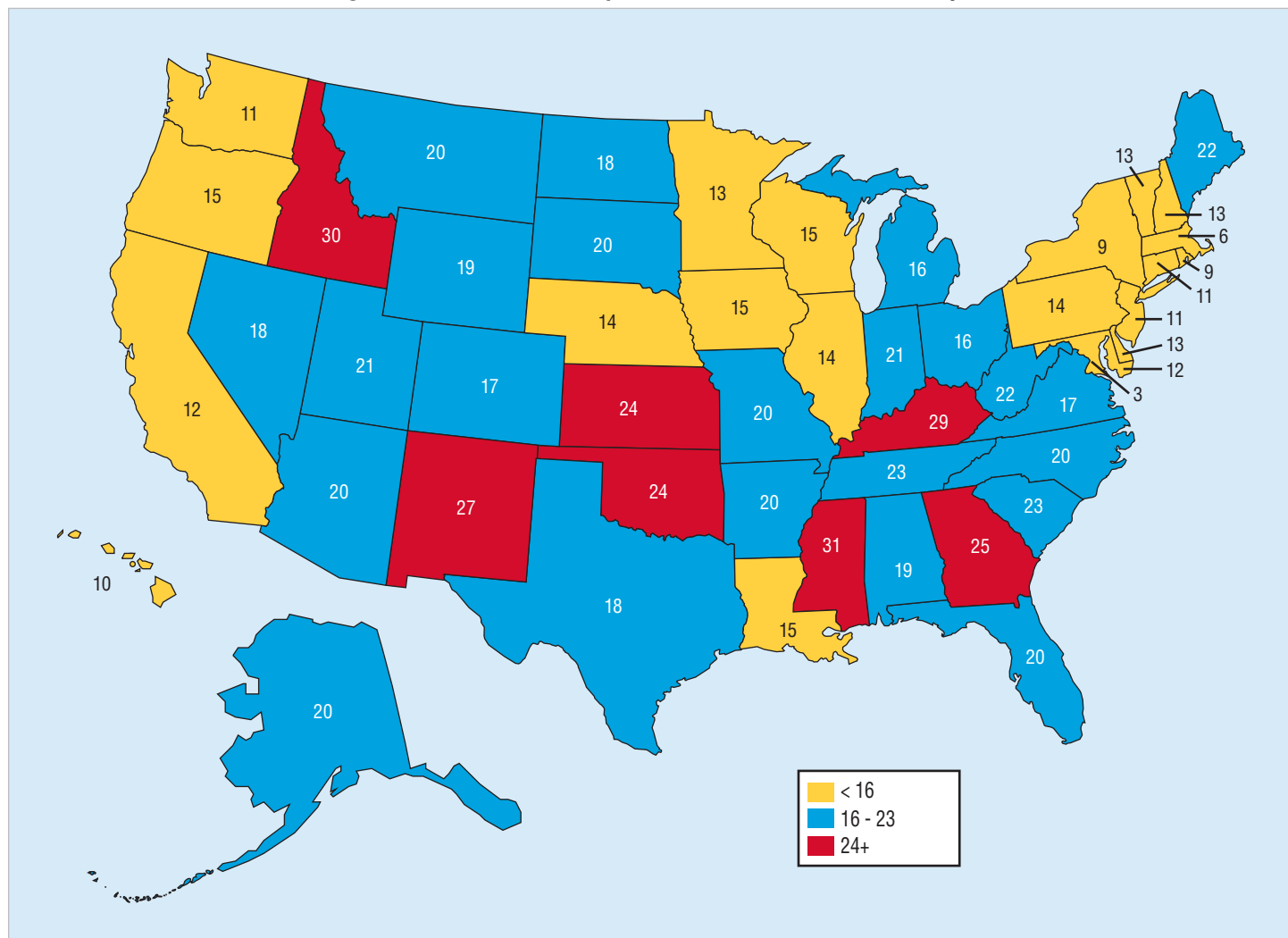
Among all States, the number of fatalities in motor vehicle crashes in 2017 ranged from a high of 3,722 in Texas to a low of 31 in the District of Columbia. The State with the highest number of fatali-

ties of people 65 and over was Florida with 630 fatalities in 2017, compared to the District of Columbia with the fewest, 6. Louisiana had the lowest percentage of fatalities of those 65 and older (12.6%), while Maine had the highest (27.9%).

Looking at the rate by population for those 65 and older, Massachusetts was lowest with 5 fatalities per 100,000 population in that age group, followed by the District of Columbia with a rate of 7. Mississippi had the highest rate with 25 per 100,000 population, followed by Kentucky and Idaho each with 21. The national rate in 2017 was 13 fatalities 65 and older per 100,000 population.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website: <https://cdan.nhtsa.gov/stsi.htm>.

Figure 5
Involvement Rates for Drivers Age 65+ in Fatal Crashes per 100,000 Licensed Drivers, by State, 2017



Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration. 2017 License data for Puerto Rico is not available.

Table 8
Drivers Involved in Fatal Traffic Crashes by State and Age Group, 2017

State	Total Drivers Involved	Age 65+			Age Group							
		Total 65+	Percentage of Total	Rate per 100,000 Licensed Drivers*	<40	40-64	65-69	70-74	75-79	80-84	85+	Unknown
Alabama	1,249	168	13.5%	19	593	468	54	52	30	23	9	20
Alaska	103	15	14.6%	20	52	35	5	3	3	3	1	1
Arizona	1,375	184	13.4%	20	617	494	64	49	27	23	21	80
Arkansas	687	116	16.9%	20	297	267	36	34	22	12	12	7
California	5,045	506	10.0%	12	2,526	1,834	192	136	74	50	54	179
Colorado	940	125	13.3%	17	462	340	53	30	17	14	11	13
Connecticut	376	57	15.2%	11	179	135	15	17	10	3	12	5
Delaware	174	22	12.6%	13	71	72	5	6	8	1	2	9
District of Columbia	38	2	5.3%	3	24	12	1	0	1	0	0	0
Florida	4,614	712	15.4%	20	2,158	1,597	204	169	132	97	110	147
Georgia	2,283	308	13.5%	25	1,068	880	102	89	48	39	30	27
Hawaii	144	19	13.2%	10	74	49	4	11	1	1	2	2
Idaho	326	65	19.9%	30	149	110	19	22	10	6	8	2
Illinois	1,570	211	13.4%	14	769	545	71	51	33	27	29	45
Indiana	1,309	181	13.8%	21	599	507	57	47	35	19	23	22
Iowa	450	69	15.3%	15	215	166	20	16	14	10	9	0
Kansas	623	94	15.1%	24	272	252	25	20	19	14	16	5
Kentucky	1,086	177	16.3%	29	479	416	52	43	41	27	14	14
Louisiana	1,041	105	10.1%	15	538	380	45	15	19	12	14	18
Maine	251	53	21.1%	22	104	92	19	16	9	5	4	2
Maryland	781	89	11.4%	12	397	268	28	15	17	14	15	27
Massachusetts	469	59	12.6%	6	225	181	18	11	14	7	9	4
Michigan	1,488	228	15.3%	16	714	521	71	58	30	31	38	25
Minnesota	533	95	17.8%	13	223	212	24	26	20	16	9	3
Mississippi	934	133	14.2%	31	430	363	51	36	19	15	12	8
Missouri	1,321	176	13.3%	20	660	462	54	40	39	27	16	23
Montana	228	36	15.8%	20	113	79	17	9	4	5	1	0
Nebraska	316	39	12.3%	14	148	125	16	5	5	5	8	4
Nevada	455	67	14.7%	18	209	169	18	15	20	10	4	10
New Hampshire	142	29	20.4%	13	62	51	10	10	5	2	2	0
New Jersey	865	138	16.0%	11	370	347	37	34	27	15	25	10
New Mexico	534	80	15.0%	27	241	194	29	23	13	7	8	19
New York	1,361	223	16.4%	9	584	514	73	48	36	29	37	40
North Carolina	2,004	286	14.3%	20	933	761	90	71	47	38	40	24
North Dakota	146	18	12.3%	18	75	52	5	3	6	2	2	1
Ohio	1,677	266	15.9%	16	783	597	74	79	40	41	32	31
Oklahoma	926	124	13.4%	24	457	334	39	31	23	19	12	11
Oregon	590	97	16.4%	15	247	239	30	21	20	14	12	7
Pennsylvania	1,698	270	15.9%	14	757	645	81	40	60	38	51	26
Rhode Island	103	14	13.6%	9	58	31	4	4	2	3	1	0
South Carolina	1,359	187	13.8%	23	687	468	65	50	32	20	20	17
South Dakota	158	28	17.7%	20	72	58	8	6	6	3	5	0
Tennessee	1,451	247	17.0%	23	623	548	76	55	55	34	27	33
Texas	5,204	517	9.9%	18	2,666	1,865	166	135	101	66	49	156
Utah	395	62	15.7%	21	192	130	18	17	6	11	10	11
Vermont	93	16	17.2%	13	46	31	4	3	3	3	3	0
Virginia	1,163	192	16.5%	17	467	490	67	42	32	31	20	14
Washington	817	111	13.6%	11	379	309	41	21	20	11	18	18
West Virginia	398	64	16.1%	22	178	152	17	21	13	7	6	4
Wisconsin	836	131	15.7%	15	391	303	32	32	24	23	20	11
Wyoming	145	16	11.0%	19	60	69	10	4	0	1	1	0
U.S. Total	52,274	7,227	13.8%	17	24,693	19,219	2,316	1,791	1,292	934	894	1,135
Puerto Rico	395	57	14.4%	N/A	191	124	14	18	11	8	6	23

Source: FARS 2017 ARF. Licensed Drivers: Federal Highway Administration.
*2017 License data for Puerto Rico is not available.

Table 9
Fatalities in Traffic Crashes by State and Age Group, 2017

State	Total Fatalities	Age 65+			Age Group							
		Total 65+	Percentage of Total	Rate per 100,000 Population	<40	40-64	65-69	70-74	75-79	80-84	85+	Unknown
Alabama	948	152	16.0%	19	452	340	47	42	31	20	12	4
Alaska	79	13	16.5%	16	37	29	4	2	3	2	2	0
Arizona	1,000	181	18.1%	15	428	384	52	41	32	29	27	7
Arkansas	493	93	18.9%	19	206	192	31	20	18	10	14	2
California	3,602	585	16.2%	11	1,714	1,300	174	124	105	84	98	3
Colorado	648	113	17.4%	15	305	230	37	24	17	18	17	0
Connecticut	278	65	23.4%	11	116	97	16	13	13	5	18	0
Delaware	119	24	20.2%	14	41	54	5	6	8	1	4	0
Dist of Columbia	31	6	19.4%	7	16	9	3	1	0	2	0	0
Florida	3,112	630	20.2%	15	1,344	1,065	144	141	119	94	132	73
Georgia	1,540	273	17.7%	19	710	556	76	69	52	40	36	1
Hawaii	107	24	22.4%	9	58	24	8	9	2	1	4	1
Idaho	244	56	23.0%	21	118	70	16	17	9	6	8	0
Illinois	1,097	190	17.3%	10	527	377	51	39	40	24	36	3
Indiana	914	166	18.2%	16	430	317	40	38	34	25	29	1
Iowa	330	61	18.5%	12	152	117	18	12	11	7	13	0
Kansas	461	91	19.7%	20	210	160	18	10	27	17	19	0
Kentucky	782	149	19.1%	21	343	290	31	31	40	29	18	0
Louisiana	760	96	12.6%	14	394	268	38	11	19	14	14	2
Maine	172	48	27.9%	18	68	56	11	10	10	11	6	0
Maryland	550	90	16.4%	10	252	201	22	17	19	14	18	7
Massachusetts	350	59	16.9%	5	170	121	18	10	16	7	8	0
Michigan	1,030	202	19.6%	12	472	356	40	47	39	30	46	0
Minnesota	357	79	22.1%	9	148	130	15	18	18	13	15	0
Mississippi	690	115	16.7%	25	313	261	32	32	16	19	16	1
Missouri	930	162	17.4%	16	468	299	47	29	36	29	21	1
Montana	186	26	14.0%	14	106	54	8	7	7	1	3	0
Nebraska	228	34	14.9%	12	120	74	12	5	4	6	7	0
Nevada	309	61	19.7%	13	128	117	14	16	13	11	7	3
New Hampshire	102	23	22.5%	10	44	35	5	10	4	1	3	0
New Jersey	624	149	23.9%	11	242	232	33	29	29	25	33	1
New Mexico	379	56	14.8%	16	189	131	14	12	14	9	7	3
New York	999	267	26.7%	8	421	308	63	54	46	46	58	3
North Carolina	1,412	255	18.1%	16	641	516	72	55	45	38	45	0
North Dakota	115	18	15.7%	16	67	30	5	3	5	3	2	0
Ohio	1,179	220	18.7%	11	573	386	53	55	37	39	36	0
Oklahoma	655	115	17.6%	19	316	224	31	32	17	21	14	0
Oregon	437	79	18.1%	11	192	166	26	16	18	8	11	0
Pennsylvania	1,137	259	22.8%	11	491	384	59	39	57	46	58	3
Rhode Island	83	18	21.7%	10	40	25	4	3	4	4	3	0
South Carolina	988	163	16.5%	19	469	356	53	39	26	23	22	0
South Dakota	129	24	18.6%	17	60	45	6	5	6	2	5	0
Tennessee	1,040	220	21.2%	20	451	367	61	46	45	34	34	2
Texas	3,722	508	13.6%	15	1,890	1,309	146	102	107	79	74	15
Utah	273	57	20.9%	17	130	86	15	12	6	13	11	0
Vermont	69	16	23.2%	14	30	23	3	3	2	5	3	0
Virginia	839	182	21.7%	14	332	324	58	38	34	28	24	1
Washington	565	107	18.9%	10	259	197	27	20	24	11	25	2
West Virginia	303	59	19.5%	17	132	112	15	17	16	7	4	0
Wisconsin	613	128	20.9%	13	289	196	22	30	20	29	27	0
Wyoming	123	17	13.8%	19	55	51	11	3	1	0	2	0
U.S. Total	37,133	6,784	18.3%	13	17,159	13,051	1,810	1,464	1,321	1,040	1,149	139
Puerto Rico	290	76	26.2%	12	100	99	23	20	11	14	8	15

Source: FARS 2017 ARF. Population: Bureau of the Census.

Fatality Analysis Reporting System (FARS):

The Fatality Analysis Reporting System (FARS) contains data on every fatal traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway 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 about a year later. The updated version of the file is aptly 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.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2017 ARF, the 2016 Final file was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle traffic crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF. The older population fatality count from the 2016 Final file was 6,846 which was updated from 6,764 from the 2016 ARF.

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016. The 2016 CRSS data was released in March 2018 but is currently

being reassessed and, therefore, is subject to change. The updated 2016 and new 2017 CRSS files will be released in early 2019. Thus, no CRSS estimates will be presented in this fact sheet. For more information on CRSS, see the Additional Resources section of the CRSS web page at: www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss.

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For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/research-data. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Passenger Vehicles, Pedestrians, Race and Ethnicity, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes, and Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be found at <https://crashstats.nhtsa.dot.gov>.



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