



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



Traffic Safety Facts

2021 Data



DOT HS 813 491

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Older Population

In this fact sheet for 2021 the information is presented as follows.

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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 2021 there were 7,489 people 65 and older killed in traffic crashes in the United States, accounting for 17 percent of all traffic fatalities. From 2020 to 2021 there was a 14-percent increase in the number of people 65 and older killed in traffic crashes.
- In 2021 there were 55.8 million people—17 percent of the total U.S. population—who were 65 and older.
- The older population traffic fatality rates per 100,000 population in 2021 was 13.41, an increase of 11 percent from 12.09 in 2020.
- Older female drivers accounted for 20 percent of all female driver fatalities in 2021, compared with 16 percent for the older-male-driver fatalities.
- Among the older population, the traffic fatality rate per 100,000 population in 2021 was highest for the 85-and-older age group.
- Older drivers made up 21 percent of all licensed drivers in 2021 and 13 percent of drivers involved in fatal traffic crashes in 2021.
- In 2021 most traffic fatalities in crashes involving older drivers occurred during the daytime (72%), on weekdays (70%), and were in multi-vehicle crashes (69%). 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 2021, 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-one percent of older pedestrian fatalities in 2021 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). A change instituted with the release of 2020 data is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury 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).

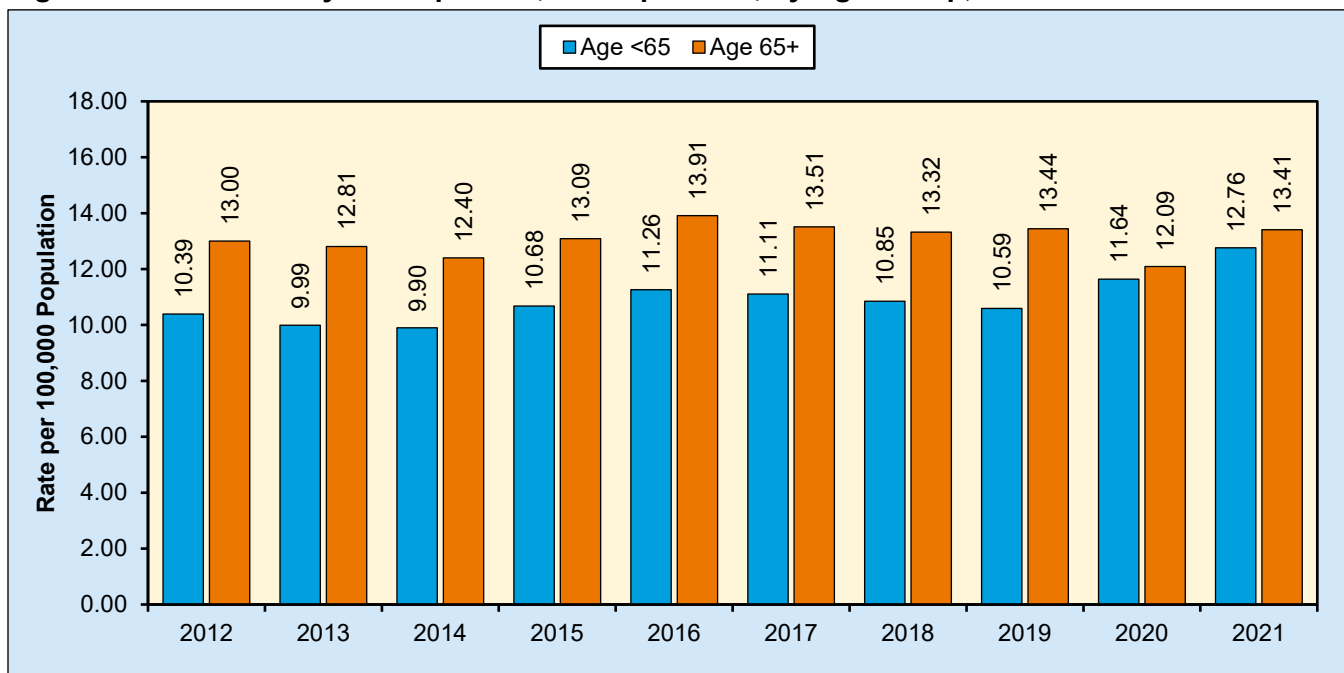
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for 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 2021 there were 7,489 people 65 and older killed and an estimated 266,064 injured in motor vehicle traffic crashes. Older people made up 17 percent of all traffic fatalities and 11 percent of all people injured in 2021. Compared to 2020 there was a 14-percent increase in the number of traffic fatalities and a 14-percent increase in the number of those injured in the older age group.

In 2021 there were 55.8 million people—17 percent of the total U.S. population—who were 65 and older. From 2012 to 2021 the traffic fatality rate per 100,000 population of older people increased, from 13.00 in 2012 to 13.41 in 2021. In this same period, the traffic fatality rates of the population younger than 65 increased from 10.39 in 2012 to 12.76 in 2021. 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, 2012–2021



Sources: FARS 2012–2020 Final File, 2021 Annual Report File (ARF); Population – Census Bureau

Some notable changes among the 65-and-older age group from 2012 to 2021 are seen in Table 1.

- Total traffic fatalities among the 65-and-older population increased by 34 percent (increased for males by 42% and increased for females by 20%).
- Traffic fatalities of 65-and-older pedestrians increased by 45 percent overall (increased for males by 53% and increased for females by 30%).
- Traffic fatalities of pedalcyclists 65 and older, though a relatively small number, more than doubled for men and tripled for women.

Table 1. Population and Involvement of Older Population in Fatal Traffic Crashes, by Sex, 2012 and 2021

	2012			2021			Percentage Change, 2012–2021	
	Total	Age 65+	Percentage of Total	Total	Age 65+	Percentage of Total	Total	Age 65+
Population								
Total	313,877,662	43,132,211	14%	331,893,745	55,847,953	17%	6%	29%
Male	154,397,027	18,815,872	12%	164,384,742	25,213,543	15%	6%	34%
Female	159,480,635	24,316,339	15%	167,509,003	30,634,410	18%	5%	26%
Drivers Involved in Fatal Traffic Crashes								
Total*	45,664	5,793	13%	60,904	8,031	13%	33%	39%
Male	33,351	4,122	12%	44,036	5,842	13%	32%	42%
Female	11,604	1,670	14%	15,130	2,185	14%	30%	31%
Total Traffic Fatalities								
Total*	33,782	5,607	17%	42,939	7,489	17%	27%	34%
Male	23,961	3,477	15%	30,747	4,925	16%	28%	42%
Female	9,809	2,128	22%	12,051	2,550	21%	23%	20%
Driver Fatalities								
Total*	21,490	3,471	16%	27,422	4,691	17%	28%	35%
Male	16,604	2,474	15%	21,329	3,465	16%	28%	40%
Female	4,885	997	20%	6,049	1,222	20%	24%	23%
Occupant Fatalities								
Total*	28,003	4,516	16%	34,290	5,863	17%	22%	30%
Male	19,813	2,759	14%	24,525	3,797	15%	24%	38%
Female	8,183	1,757	21%	9,705	2,060	21%	19%	17%
Passenger Vehicle Occupant Fatalities								
Total*	21,779	4,021	18%	26,325	4,981	19%	21%	24%
Male	14,204	2,311	16%	17,303	2,990	17%	22%	29%
Female	7,571	1,710	23%	8,979	1,985	22%	19%	16%
Pedestrian Fatalities								
Total*	4,818	949	20%	7,388	1,375	19%	53%	45%
Male	3,337	597	18%	5,171	915	18%	55%	53%
Female	1,478	350	24%	2,154	456	21%	46%	30%
Pedalcyclist Fatalities								
Total*	734	82	11%	966	192	20%	32%	134%
Male	642	76	12%	829	170	21%	29%	124%
Female	90	6	7%	121	19	16%	34%	217%

Sources: FARS 2012 Final File, 2021 ARF; Population – Census Bureau

*Includes fatalities of unknown sex.

Note: Use caution with reporting of percentages, as some are based on small fatality figures.

People 65 and older made up 17 percent of the population in 2021, as seen in Table 1.

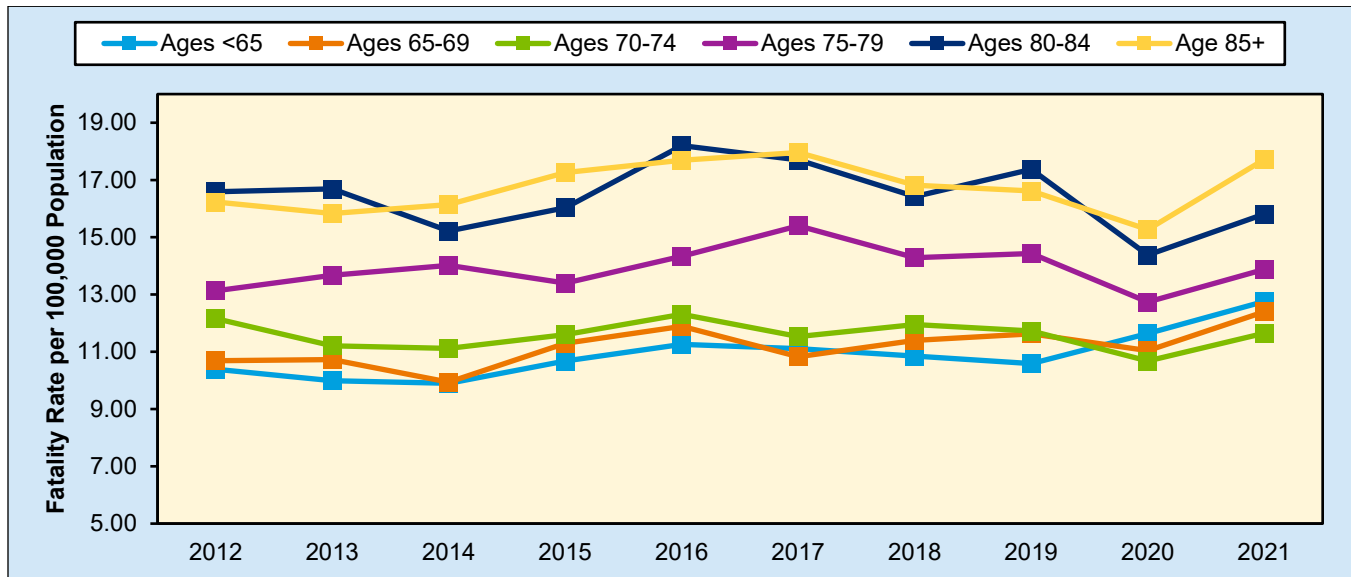
- Fifteen percent of the male population was 65 and older, compared to 18 percent of females.
- From 2012 to 2021 the number of older people in the United States increased by 29 percent (increased for males by 34% and increased for females by 26%), while the total population increased by 6 percent.
- A larger percentage of the population was in this older age group (17% in 2021) than a decade before (14% in 2012).

The percentage of females 65 and older is 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 2021 among the older population, the traffic fatality rate for the 85+ age group was 17.72 per 100,000 population, which was higher than all other age groups, followed by 15.81 for the 80-to-84 age group. The traffic fatality rate for the 85+ age group increased by 9.2 percent from 16.23 in 2012 to 17.72 in 2021. From 2020 to 2021 the traffic fatality rate for the 85+ age group had the largest increase at 16 percent. This was followed by the 65-to-69 age group with a 12-percent increase, and the 80-to-84 age group with a 10-percent increase. From 2020 to 2021 the traffic fatality rate for those under the age of 65 increased by 10 percent.

Figure 2. Traffic Fatality Rate per 100,000 Population, by Age Group, 2012–2021



Sources: FARS 2012–2020 Final File, 2021 ARF; Population – Census Bureau

Drivers

There were 49.6 million licensed older drivers in 2021—a 38-percent increase from 10 years earlier (2012). In contrast, the total number of licensed drivers in the United States increased by 10 percent from 2012 to 2021. Older drivers made up 21 percent of all licensed drivers in 2021, compared to 17 percent in 2012.

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 2021, 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 considered to be alcohol-impaired when their BACs are .08 g/dL or higher. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.

Table 2. Drivers of Legal Drinking Age Involved in Fatal Traffic Crashes, by Age Group and Their BACs, 2021

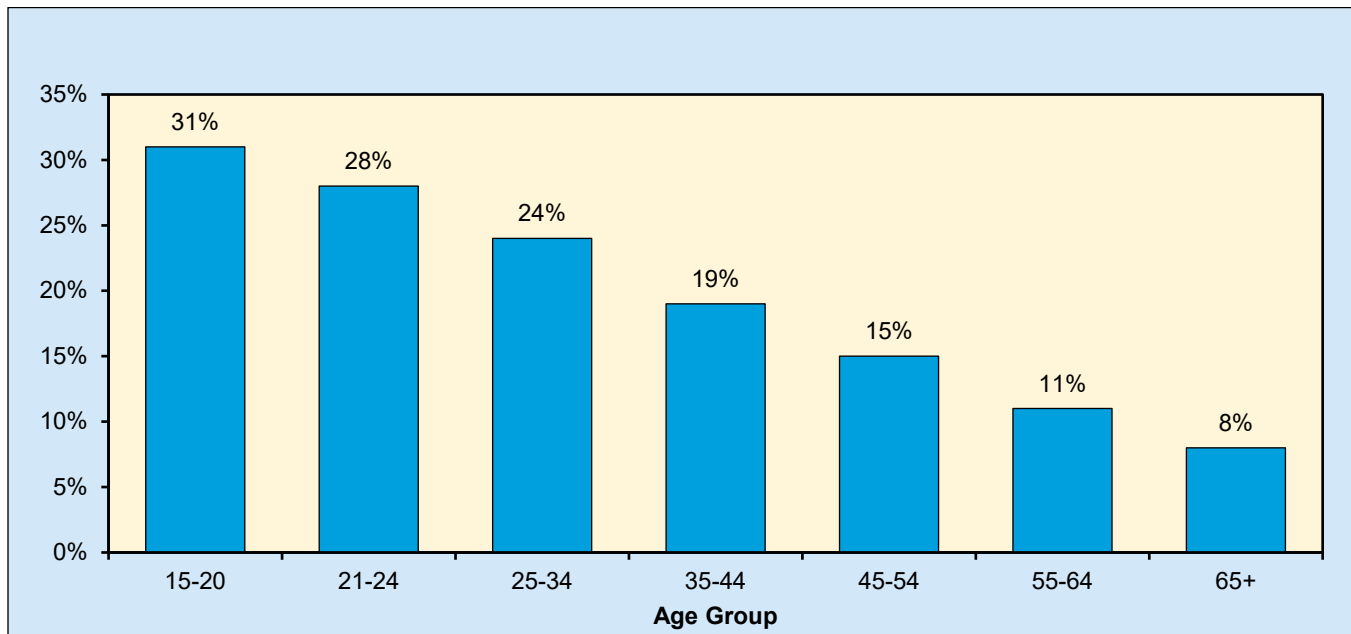
Age Group	Drivers Involved in Fatal Traffic Crashes						
	Total	No Alcohol (BAC=.00 g/dL)		BAC=.01-.07 g/dL		Alcohol-Impaired (BAC=.08+ g/dL)	
		Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
21-64	45,853	33,580	73%	1,806	4%	10,467	23%
65+	8,031	6,986	87%	204	3%	841	10%
65-69	2,743	2,285	83%	93	3%	365	13%
70-74	2,025	1,754	87%	47	2%	224	11%
75-79	1,483	1,319	89%	33	2%	131	9%
80-84	943	859	91%	17	2%	67	7%
85+	837	769	92%	14	2%	54	6%
Total*	53,884	40,567	75%	2,010	4%	11,308	21%

Source: FARS 2021 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 2021, older drivers had lower percentages (8%) of speeding drivers involved, compared to the other age groups.

Figure 3. Percentage of Speeding Drivers Involved in Fatal Traffic Crashes, by Age Group, 2021

Source: FARS 2021 ARF

When compared to younger (15- to 64-year-olds) drivers, older drivers were more frequently killed in traffic crashes in 2021 where the initial impact point was on the left side (15% versus 10%) or the right side (10% 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. Table 3 shows initial impact point by age group for drivers killed in traffic crashes in 2021.

Table 3. Percentage of Drivers Killed in Traffic Crashes, by Initial Impact Point and Age Group, 2021

Initial Impact Point	Age Group					
	15–64		65+		Total*	
	Number	Percent	Number	Percent	Number	Percent
Front	13,945	62%	2,756	59%	16,753	61%
Left Side	2,159	10%	702	15%	2,872	10%
Right Side	1,570	7%	451	10%	2,029	7%
Rear	986	4%	267	6%	1,259	5%
Top	62	0%	10	0%	73	0%
Undercarriage	149	1%	23	0%	174	1%
Non-Collision	2,375	10%	314	7%	2,702	10%
Total*	22,623	100%	4,691	100%	27,422	100%

Source: FARS 2021 ARF

*Includes 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 2021 more older drivers were killed on rural roadways than on urban roadways (50% versus 49%). This is the opposite for younger drivers, where more were killed on urban roadways than on rural roadways (55% versus 45%). Also, in 2021 more older drivers (33%) were killed in intersection crashes than younger drivers (21%).

Table 4. Drivers Killed in Traffic Crashes, by Age Group and Land Use, 2021

Age Group	Rural			Urban			Total*		
	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent	Number	Column Percent	Row Percent
15–64	10,148	81%	45%	12,363	84%	55%	22,623	82%	100%
65+	2,366	19%	50%	2,296	16%	49%	4,691	17%	100%
Total*	12,554	100%	46%	14,722	100%	54%	27,422	100%	100%

Source: FARS 2021 ARF

*Includes drivers with unknown land use and other or unknown age.

Table 5 presents total traffic fatalities in crashes involving older drivers over the 10-year period by the person type. From 2012 to 2021 there were 38 percent more people killed in traffic crashes involving older drivers, from 5,940 in 2012 to 8,209 in 2021. In 2021 there was a 15-percent increase in the number of people killed in these crashes compared to 2020.

Table 5. Fatalities in Traffic Crashes Involving Older Drivers, by Person Type, 2012–2021

Year	Older Drivers	Passengers of Older Drivers by Age		Occupants of Other Vehicles	Nonoccupants	Total*
		<65	65+			
2012	3,471	168	643	1,046	612	5,940
2013	3,601	137	628	1,107	583	6,057
2014	3,564	143	605	1,129	610	6,052
2015	3,891	168	662	1,259	686	6,668
2016	4,242	199	743	1,418	738	7,342
2017	4,272	185	723	1,480	769	7,431
2018	4,316	201	691	1,476	802	7,488
2019	4,483	212	757	1,456	871	7,779
2020	4,241	181	547	1,427	737	7,135
2021	4,691	201	732	1,763	820	8,209

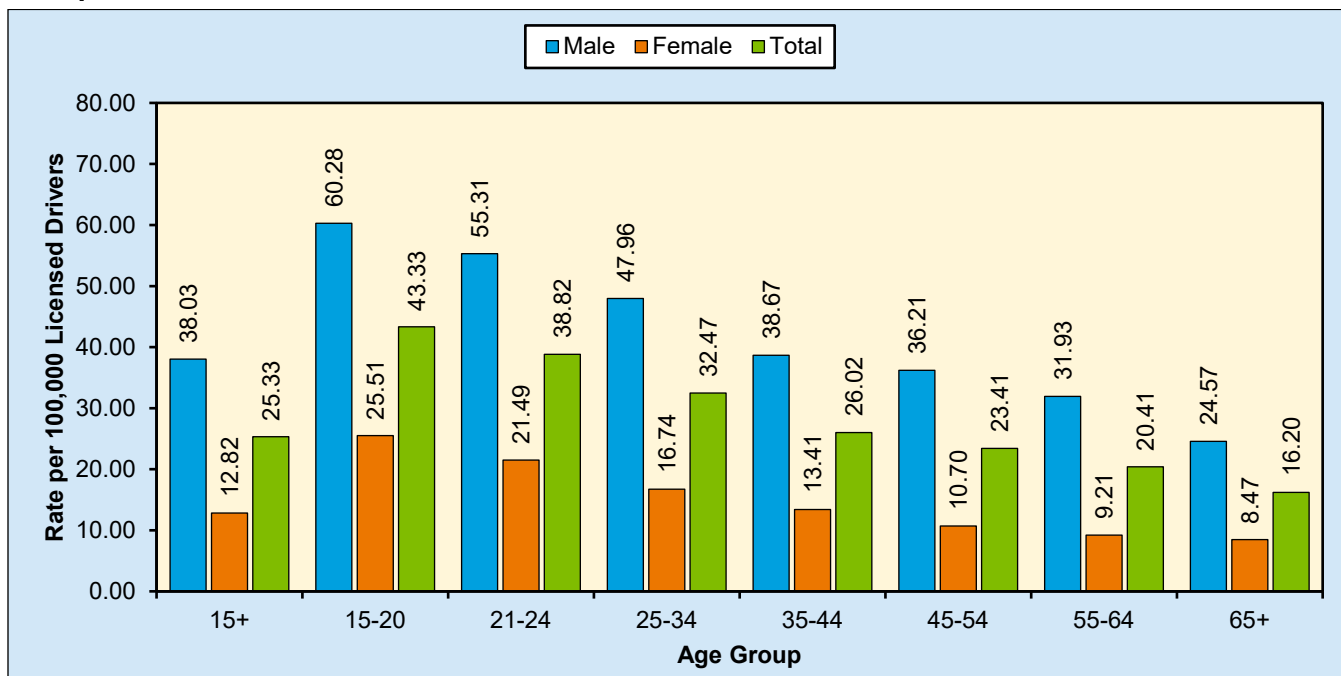
Source: FARS 2012–2021 Final File, 2021 ARF

*Includes passenger fatalities of unknown age.

Most traffic fatalities in crashes involving older drivers in 2021 occurred during the daytime (72%), occurred on weekdays (70%), and involved more than one vehicle (69%). These percentages differ from those for all traffic fatalities in 2021: 46 percent occurred in the daytime; 58 percent occurred on the weekdays; and 46 percent involved other vehicles.

Among drivers involved in fatal traffic crashes in 2021, drivers 65 and older had a lower involvement rate per 100,000 licensed drivers (16.20) than any other age group. The involvement rate for male drivers 65 and older in 2021 was 24.57 per 100,000 licensed drivers, and the involvement rate for female drivers 65 and older was 8.47 per 100,000 licensed drivers, as seen in Figure 4.

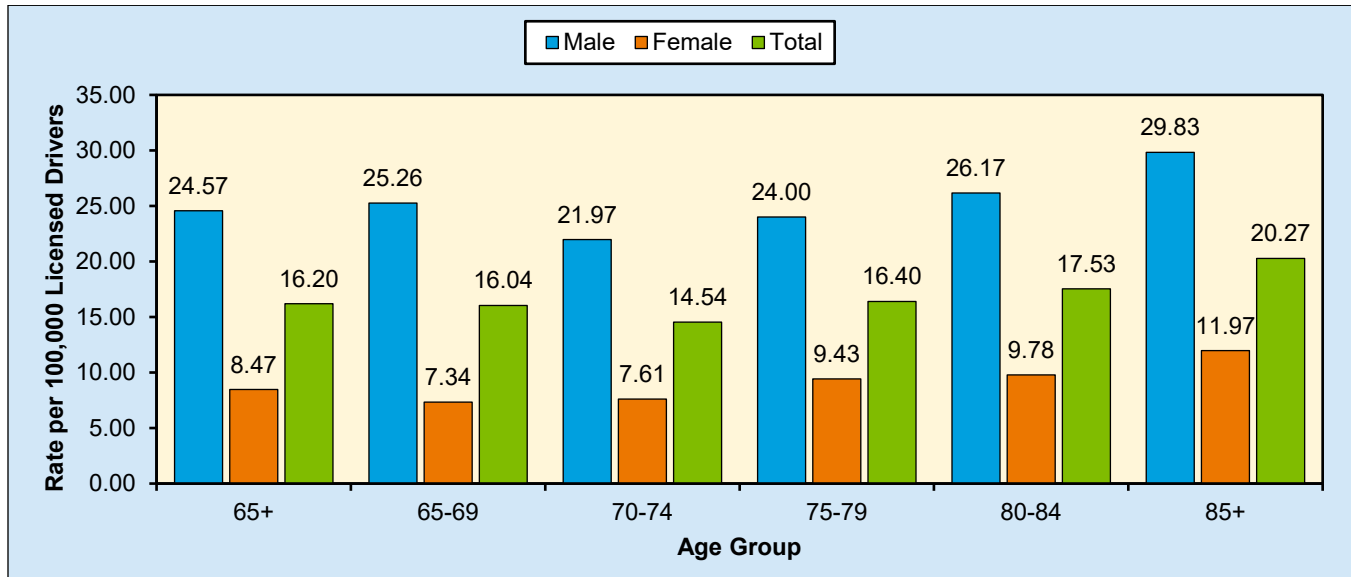
Figure 4. Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2021



Sources: FARS 2021 ARF; Licensed Drivers – Federal Highway Administration (FHWA)

While Figure 4 looked at the involvement rate for older drivers compared to other age groups in 2021, Figure 5 compares the involvement rates for age groups within the population of drivers 65 and older, by sex. Driver involvement rates in fatal traffic crashes per 100,000 licensed drivers were highest in the 85-and-older age group among both older male (29.83) and female (11.97) drivers in 2021.

Figure 5. Involvement Rates per 100,000 Licensed Drivers for Older Drivers in Fatal Traffic Crashes, by Age Group and Sex, 2021



Sources: FARS 2021 ARF; Licensed Drivers – FHWA

Restraint Use

Among passenger vehicle occupants killed in 2021, 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 2021, when restraint use was known, passenger vehicle occupants 65 and older were restrained 95 percent of the time, while those 64 and younger were restrained 84 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 2021 male passenger vehicle occupants 65 and over 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 2020, 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 63 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, 2021

	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	21,263	4,981	26,325			38,765	3,888	43,750		
Restraint Used	8,550	3,245	11,820	45%	70%	29,623	3,514	33,364	84%	95%
Restraint Not Used	10,374	1,413	11,813	55%	30%	5,647	191	5,922	16%	5%
Sex										
Male	14,269	2,990	17,303			23,133	2,220	25,596		
Restraint Used	5,288	1,767	7,068	42%	63%	17,116	1,972	19,191	82%	94%
Restraint Not Used	7,334	1,017	8,367	58%	37%	3,726	125	3,877	18%	6%
Female	6,966	1,985	8,979			15,548	1,665	17,385		
Restraint Used	3,249	1,476	4,736	52%	79%	12,444	1,539	14,076	87%	96%
Restraint Not Used	3,026	393	3,428	48%	21%	1,910	66	2,000	13%	4%
Time of Day										
Daytime	9,374	3,787	13,194			17,812	2,671	20,869		
Restraint Used	4,334	2,573	6,918	51%	72%	14,209	2,440	16,760	86%	95%
Restraint Not Used	4,191	1,003	5,205	49%	28%	2,387	126	2,538	14%	5%
Nighttime	11,712	1,171	12,931			20,888	1,209	22,803		
Restraint Used	4,160	666	4,840	41%	63%	15,379	1,071	16,566	83%	94%
Restraint Not Used	6,077	399	6,491	59%	37%	3,249	64	3,369	17%	6%

Source: FARS 2021 ARF

*Includes occupants of unknown age.

Pedestrians

For older people, the proportion of pedestrian traffic fatalities in 2021 that occurred at non-intersection locations (71%) was much lower than for pedestrians under 65 (85%). Among all pedestrians killed in traffic crashes, older pedestrians (65+) had a lower percentage (17%) with BACs of .08 g/dL or higher as compared to pedestrians 15- to 64 years old (34%), as seen in Table 7.

Table 7. Pedestrian Traffic Fatalities, by Age Group and Their BACs, 2021

Age Group	Pedestrian Fatalities						
	Total	No Alcohol (BAC=.00 g/dL)		BAC=.01-.07 g/dL		BAC=.08+ g/dL	
		Number	Percentage of Total	Number	Percentage of Total	Number	Percentage of Total
15-64	5,728	3,522	61%	271	5%	1,935	34%
65+	1,375	1,098	80%	41	3%	236	17%
65-69	529	384	73%	18	3%	127	24%
70-74	348	275	79%	10	3%	64	18%
75-79	216	193	89%	3	1%	21	10%
80-84	163	142	87%	6	3%	15	9%
85+	119	105	88%	5	4%	9	7%
Total*	7,103	4,621	65%	312	4%	2,171	31%

Source: FARS 2021 ARF

*Excludes pedestrians younger than 15 and pedestrians of unknown age.

Note: NHTSA estimates BACs when alcohol test results are unknown.

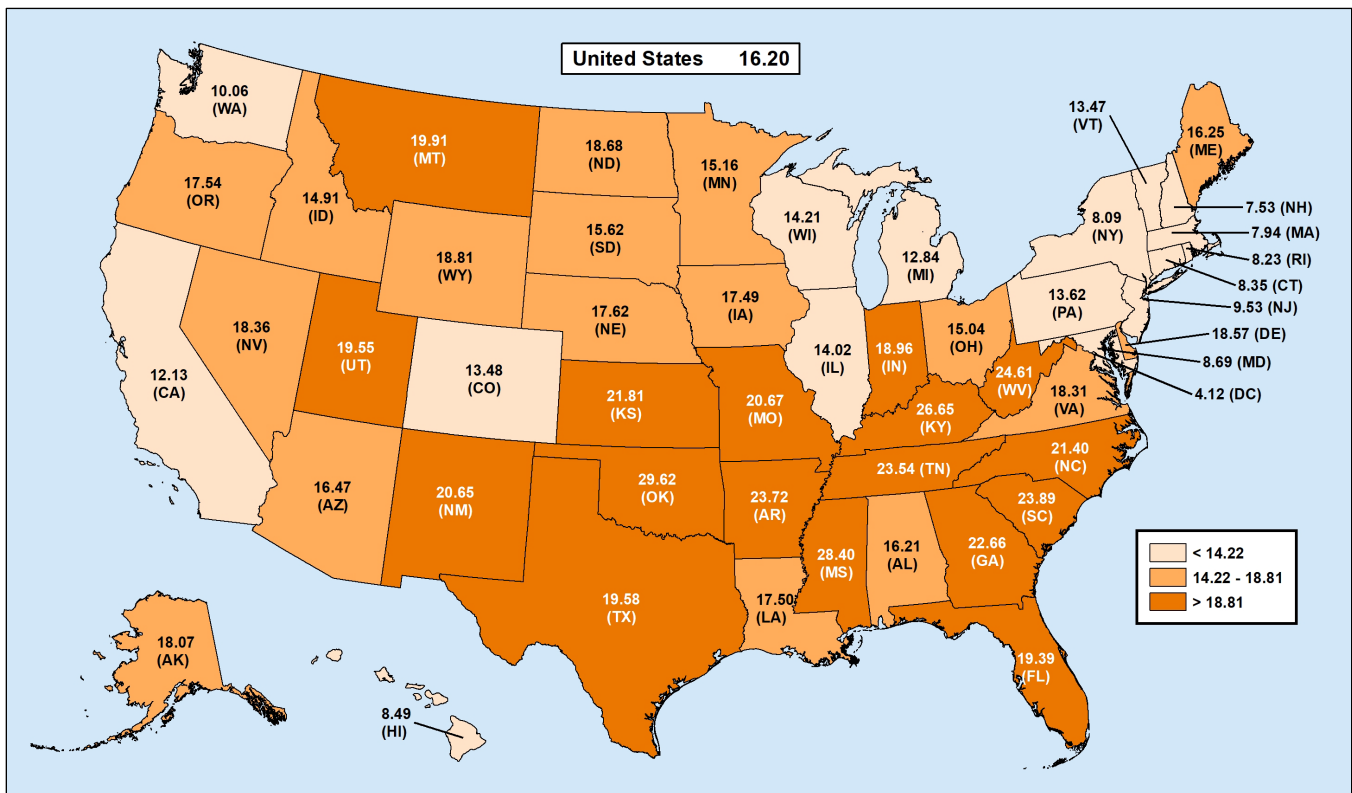
State

Figure 6 looks at a U.S. map of older drivers involved in 2021 fatal traffic crashes per 100,000 licensed drivers. Table 8 shows 2021 drivers involved in fatal traffic crashes by State, driver age group, and licensed driver rate.

Florida had the largest number of older drivers involved in fatal crashes at 767, compared to the District of Columbia with 3 older drivers involved in fatal crashes. The District of Columbia had the lowest percentage of older drivers involved in fatal crashes with 4.7 percent, followed by California and Maryland with 9.4 percent each. Maine had the largest percentage with 23.1 percent.

Nationally, the fatal traffic crash involvement rate per 100,000 licensed drivers for drivers 65 and older was 16.20 in 2021. Looking at the rate of drivers involved in fatal traffic crashes per 100,000 licensed drivers in 2021, the District of Columbia was lowest with 4.12, followed by New Hampshire with a rate of 7.53. Oklahoma had the highest driver involvement rate for those 65 and older (29.62), followed by Mississippi with a rate of 28.40.

Figure 6. Older Driver Involvement Rates per 100,000 Licensed Drivers in Fatal Traffic Crashes, by State, 2021



Sources: FARS 2021 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 2021. 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 698 fatalities in 2021, compared to the District of Columbia with the fewest, 5. The District of Columbia had the lowest percentage of fatalities of those 65 and older (12.2%), while Maine had the highest (26.8%), followed by West Virginia with 26.4 percent.

Looking at the traffic fatality rate by population for those 65 and older, District of Columbia was lowest with 5.82 fatalities per 100,000 population in that age group, followed by Rhode Island with a rate of 6.04 per 100,000 population in 2021. Mississippi had the highest rate with 24.28 per 100,000 population, followed by Arkansas with 24.05 in 2021. The national rate in 2021 was 13.41 per 100,000 population for those 65 and older.

Table 8. Drivers Involved in Fatal Traffic Crashes, by State and Age Group, 2021

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	1,190	51	44	25	17	20	157	11.5%	16.21
Alaska	91	74	5	4	4	4	0	17	18.7%	18.07
Arizona	1,703	1,392	74	57	36	21	16	204	12.0%	16.47
Arkansas	956	809	41	32	33	16	12	134	14.0%	23.72
California	6,038	5,165	220	150	91	61	47	569	9.4%	12.13
Colorado	1,013	879	42	27	24	15	14	122	12.0%	13.48
Connecticut	432	373	16	12	8	7	5	48	11.1%	8.35
Delaware	205	165	11	8	7	6	7	39	19.0%	18.57
District of Columbia	64	57	1	2	0	0	0	3	4.7%	4.12
Florida	5,447	4,486	227	208	158	93	81	767	14.1%	19.39
Georgia	2,617	2,227	129	87	59	40	26	341	13.0%	22.66
Hawaii	127	107	9	1	5	3	0	18	14.2%	8.49
Idaho	373	326	18	13	8	3	2	44	11.8%	14.91
Illinois	1,894	1,563	74	63	36	28	31	232	12.2%	14.02
Indiana	1,387	1,146	79	42	31	21	15	188	13.6%	18.96
Iowa	489	398	41	15	13	14	6	89	18.2%	17.49
Kansas	595	485	34	25	18	16	11	104	17.5%	21.81
Kentucky	1,155	946	59	39	31	27	24	180	15.6%	26.65
Louisiana	1,369	1,183	54	28	26	17	16	141	10.3%	17.50
Maine	195	150	18	5	12	5	5	45	23.1%	16.25
Maryland	800	698	23	19	16	9	8	75	9.4%	8.69
Massachusetts	582	491	22	18	13	8	21	82	14.1%	7.94
Michigan	1,648	1,379	76	54	50	28	19	227	13.8%	12.84
Minnesota	668	532	33	32	28	13	19	125	18.7%	15.16
Mississippi	1,037	869	49	38	30	9	15	141	13.6%	28.40
Missouri	1,420	1,187	66	53	36	25	17	197	13.9%	20.67
Montana	286	243	15	10	6	7	5	43	15.0%	19.91
Nebraska	308	252	20	16	8	3	8	55	17.9%	17.62
Nevada	567	470	36	22	11	9	2	80	14.1%	18.36
New Hampshire	148	124	7	5	7	3	2	24	16.2%	7.53
New Jersey	967	795	37	29	26	24	17	133	13.8%	9.53
New Mexico	641	532	30	19	5	12	5	71	11.1%	20.65
New York	1,594	1,306	69	54	38	25	31	217	13.6%	8.09
North Carolina	2,350	1,952	106	108	72	42	36	364	15.5%	21.40
North Dakota	138	115	5	4	6	4	2	21	15.2%	18.68
Ohio	1,922	1,591	97	71	46	35	30	279	14.5%	15.04
Oklahoma	1,075	882	66	40	25	22	20	173	16.1%	29.62
Oregon	830	667	50	33	25	18	10	136	16.4%	17.54
Pennsylvania	1,747	1,418	87	67	54	39	50	297	17.0%	13.62
Rhode Island	93	79	5	3	3	2	1	14	15.1%	8.23
South Carolina	1,726	1,486	76	65	40	16	19	216	12.5%	23.89
South Dakota	179	153	11	5	8	0	1	25	14.0%	15.62
Tennessee	1,961	1,645	81	66	55	28	31	261	13.3%	23.54
Texas	6,443	5,549	240	169	124	70	52	655	10.2%	19.58
Utah	473	394	30	9	19	6	6	70	14.8%	19.55
Vermont	102	84	6	2	4	1	4	17	16.7%	13.47
Virginia	1,334	1,081	72	53	48	29	25	227	17.0%	18.31
Washington	945	796	44	33	14	19	12	122	12.9%	10.06
West Virginia	381	296	22	27	21	2	9	81	21.3%	24.61
Wisconsin	878	726	55	30	18	19	20	142	16.2%	14.21
Wyoming	142	122	4	9	2	2	2	19	13.4%	18.81
U.S. Total	60,904	51,035	2,743	2,025	1,483	943	837	8,031	13.2%	16.20
Puerto Rico	467	397	14	10	11	5	1	41	8.8%	N/A

Sources: FARS 2021 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, 2021

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	983	823	43	37	26	20	25	151	15.4%	16.99
Alaska	67	54	4	2	3	4	0	13	19.4%	13.31
Arizona	1,180	979	63	51	33	23	17	187	15.8%	14.03
Arkansas	693	565	38	25	29	19	16	127	18.3%	24.05
California	4,285	3,666	210	139	94	82	79	604	14.1%	10.14
Colorado	691	583	35	24	20	17	12	108	15.6%	12.28
Connecticut	298	255	16	9	4	8	5	42	14.1%	6.47
Delaware	136	105	7	3	5	7	9	31	22.8%	15.37
District of Columbia	41	36	2	2	0	0	1	5	12.2%	5.82
Florida	3,738	2,966	196	170	137	100	95	698	18.7%	15.18
Georgia	1,797	1,482	89	80	54	40	36	299	16.6%	18.88
Hawaii	94	72	10	3	3	5	1	22	23.4%	7.79
Idaho	271	225	19	10	8	4	5	46	17.0%	14.58
Illinois	1,334	1,074	58	63	37	34	41	233	17.5%	11.09
Indiana	932	763	55	32	26	17	22	152	16.3%	13.64
Iowa	356	275	33	12	13	15	8	81	22.8%	14.33
Kansas	424	330	26	25	18	13	12	94	22.2%	19.20
Kentucky	806	656	42	34	28	22	24	150	18.6%	19.47
Louisiana	972	841	44	21	23	23	16	127	13.1%	16.67
Maine	153	112	18	5	8	3	7	41	26.8%	13.80
Maryland	561	485	20	19	15	6	15	75	13.4%	7.48
Massachusetts	417	326	23	20	9	9	30	91	21.8%	7.49
Michigan	1,136	935	57	47	45	27	25	201	17.7%	11.03
Minnesota	488	372	32	24	27	14	19	116	23.8%	12.14
Mississippi	772	644	37	28	30	7	18	120	15.5%	24.28
Missouri	1,016	829	54	45	34	27	25	185	18.2%	17.07
Montana	239	199	16	10	5	4	5	40	16.7%	18.48
Nebraska	221	176	11	17	8	1	8	45	20.4%	13.98
Nevada	385	309	29	23	9	9	5	75	19.5%	14.47
New Hampshire	118	93	8	6	6	3	2	25	21.2%	9.35
New Jersey	699	539	40	36	31	31	20	158	22.6%	10.09
New Mexico	481	419	24	13	6	10	7	60	12.5%	15.31
New York	1,157	916	65	53	43	31	42	234	20.2%	6.73
North Carolina	1,663	1,367	69	89	63	35	37	293	17.6%	16.34
North Dakota	101	81	6	6	3	4	1	20	19.8%	16.05
Ohio	1,354	1,084	78	68	47	37	40	270	19.9%	12.86
Oklahoma	762	613	52	28	24	18	27	149	19.6%	23.11
Oregon	599	472	48	24	26	16	13	127	21.2%	16.11
Pennsylvania	1,230	951	73	55	53	38	60	279	22.7%	11.32
Rhode Island	63	51	4	1	4	1	2	12	19.0%	6.04
South Carolina	1,198	1,016	55	56	34	14	23	182	15.2%	18.83
South Dakota	148	123	11	6	6	0	2	25	16.9%	15.98
Tennessee	1,327	1,108	60	55	42	27	35	219	16.5%	18.48
Texas	4,498	3,821	214	154	130	82	76	656	14.6%	16.92
Utah	328	262	28	9	12	7	10	66	20.1%	16.96
Vermont	74	60	5	1	1	1	6	14	18.9%	10.51
Virginia	973	757	58	52	43	36	25	214	22.0%	15.21
Washington	670	554	33	29	16	23	14	115	17.2%	9.16
West Virginia	280	206	23	19	19	4	9	74	26.4%	20.03
Wisconsin	620	501	37	29	12	15	25	118	19.0%	11.16
Wyoming	110	90	2	10	3	3	2	20	18.2%	19.25
U.S. Total	42,939	35,221	2,280	1,779	1,375	996	1,059	7,489	17.4%	13.41
Puerto Rico	337	261	18	13	15	12	4	62	18.4%	8.37

Sources: FARS 2021 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 <http://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 2021 ARF, the 2020 Final File was released to replace the 2020 ARF. The final fatality count in motor vehicle traffic crashes for 2020 was 39,007, which was updated from 38,824 in the 2020 ARF. The number of fatalities aged 65 years or older from the 2020 Final File was 6,582, which was updated from 6,549 from the 2020 ARF.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. CRSS replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

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

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Starting with the release of 2021 FARS and CRSS data, all vehicle-related analysis for 2020 and later years will be 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. (2023, August). *Older population: 2021 data* (Traffic Safety Facts. Report No. DOT HS 813 491). 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
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Passenger Vehicles
- Pedestrians
- Rural/Urban Comparison of Motor Vehicle Traffic Fatalities
- School-Transportation-Related 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/>.



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