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Toronto, Canada
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Fatality Analysis Reporting System (FARS)

NTSA

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- **Purpose – Provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs**

- **All fatal crashes**
  - ♦ Fatality w/in 30 Days of Crash
    - ○ ~ 37,000/year
  - ♦ Covers All 50 States, DC, and Puerto Rico

- **Began Operation in 1975**

- **Operated Cooperatively with States**

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- **Police Crash Reports**
- **State Vehicle Registration Files**
- **State Driver Licensing Files**
- **State Highway Department Data**
- **Vital Statistics**
- **Death Certificates**
- **Coroner/Medical Examiner Reports**
- **Hospital Medical Records**
- **Emergency Medical Services Reports**

FARS Data Elements

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- **Crash Characteristics**
  - ♦ **Describes Crash Environment**
- **Vehicle Information**
  - ♦ **Characteristics of Vehicles Involved**
- **Driver Level**
  - ♦ **Driver licensing**
  - ♦ **Previous violations**
  - ♦ **Driver zip code**
- **Person Level**
  - ♦ **Age and sex of driver**
  - ♦ **Alcohol test results**

Availability of FARS Data

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- **Latest year data normally available during early summer for public use**
  - ♦ **For example, 2003 data released in early summer of 2004**
    - ○ **"Final" File for Previous Year also released**
  - ♦ **Data from 1975 to 2002 available now**
- **Files placed on FTP site for downloading**
  - ♦ **ftp://ftp.nhtsa.dot.gov/FARS/**
- **Zip files available in three formats**
  - ♦ **DBF, SAS and SEQL**

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- **Fatal crash rates for state and local jurisdictions**
- **Ascertaining crash and person level alcohol**
- **Repeat offenders**
- **Analysis of pedestrian fatalities**
- **Motorcycle helmet effectiveness**
- **Relationship between occupant compartment deformation and occupant injury**

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- **Restraint use patterns**
- **The 65 MPH speed limit**
- **Safety design of cars and light trucks**
- **Safety of large trucks on the highway**
- **Airbag effectiveness research**
- **Evaluation of differences between urban and rural crashes**

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Older Driver (65+) Fatality Rates by State, 2002

Analysis: Keith Poindexter

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Population Estimates

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- **Census Bureau reported 36 million people 65 years and older lived in 2002**
  - ♦ **Estimated 12.5 percent of the population**
    - ° **North Dakota and the District of Columbia were the only two states that didn't experience an increase in the 65 and older population in 2002**
- **In 1993, 65+ population was 33 million accounting for 12.8 for the US population**
  - ♦ **Between 1993 and 2002, proportion of 65+ population declined by 2.3%**

States with Lowest and Highest Residents 65+, 2002

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Lowest		Highest	
Alaska	6.1%	Iowa	14.7%
Utah	8.6%	North Dakota	14.8%
Georgia	9.5%	West Virginia	15.3%
Colorado	9.6%	Pennsylvania	15.5%
Texas	9.9%	Florida	17.1%

Lowest and Highest Older Driver Fatality Rates, 2002*

Lowest		Highest	
Hawaii	2.4	Georgia	18.8
District of Columbia	2.9	Iowa	19.2
New York	4.8	Alaska	20.5
Massachusetts	5.0	Montana	25.2
Connecticut	8.0	Mississippi	27.7
*Rate per 100,000 population			National Rate: 11.1

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- **Older drivers represented 14.6% of <u>all licensed drivers</u>**
  - ♦ In 1993, the proportion of 65+ drivers was 13.9%
- **In 2002, for every 100,000 licensed older drivers**
  - ♦ 22.1 were involved in fatal crashes
  - ♦ 13.9 were killed in fatal crashes

Lowest and Highest Older Driver Fatality Rates, 2002*

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Lowest		Highest	
Hawaii	3.7	Alaska	22.9
District of Columbia	5.7	Georgia	22.9
Connecticut	5.7	Montana	29.5
Massachusetts	6.3	Kentucky	34.0
New York	7.3	Mississippi	36.1
*Rate per 100,000 licensed drivers		National Rate: 13.9	

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- **57,803 drivers were involved in fatal crashes (1993 – 53,401)**

  - ♦ **6,271 were older drivers (1993 – 5,848)**

- **10.8 of every 100 drivers involved in fatal crashes were older drivers (1993 – 11.0)**

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Lowest		Highest	
District of Columbia	4.2	New Jersey	14.0
New Mexico	6.7	Vermont	14.8
Nevada	7.0	Oregon	15.5
Wyoming	8.0	Maine	15.9
Alaska	8.1	North Dakota	17.6
*Rate per 100 drivers involved			

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- **26,549 drivers killed in crashes**
  - ♦ **3,951 were older drivers**
- **14.9 of every 100 drivers killed in crashes were older drivers.**

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Lowest		Highest	
District of Columbia	7.1	Iowa	18.7
Hawaii	7.4	Oregon	20.2
Wyoming	8.8	Maine	21.2
Nevada	9.3	New Jersey	23.2
New Mexico	9.7	North Dakota	23.5
Delaware	9.7		
*Rate per 100 drivers killed			

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- **58% of fatally injured passenger vehicle drivers in crashes were unrestrained**
  - ◆ Older drivers – 60%
  - ◆ Under 65 – 39%

Based on known use.

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Lowest		Highest	
North Dakota	21%	California	72%
South Dakota	33%	North Carolina	73%
Nevada	37%	Maryland	73%
Mississippi	43%	Michigan	74%
Kansas	45%	District of Columbia	100%

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- **37% of fatally injured drivers in crashes has a BAC of 0.01+**
  - ◆ **Only 9% of older drivers had a BAC of 0.01+**

Lowest and Highest Older Driver Alcohol Use in Fatal Crashes, 2002

Lowest		Highest	
Delaware	1%	Montana	18%
Maine	1%	South Carolina	18%
Nebraska	1%	Hawaii	20%
Arkansas	4%	Vermont	23%
North Carolina	4%	Alaska	25%
Wisconsin	4%		

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ALABAMA

State Population Estimate	4,487,000
65+ Population Estimate	589,000
65+ as % of Total State Population	13.1 %
State Driver Fatality Rate per 100,000 Population	15.5
65+ Driver Fatality Rate per 100,000 Older Population	15.3
State Licensed Drivers Estimate	3,578,000
65+ Licensed Drivers Estimate	567,000
65+ as % of Total State Licensed Drivers	15.9 %
State Driver Fatality Rate per 100,000 Licensed Drivers	19.5
65+ Driver Fatality Rate per 100,000 Older Licensed Drivers	15.9
Restraint Usage – Passenger Vehicle Drivers Killed	41%
Restraint Usage – 65+ Passenger Vehicle Drivers Killed	57%
Alcohol Involvement – Drivers Killed	36%
Alcohol Involvement – 65+ Drivers Killed	7%
Drivers Involved in Fatal Crashes	1,349
65+ Driver Involved in Fatal Crashes	133
65+ Involvement Rate per 100 Drivers Involved	9.9
Drivers Killed in Fatal Crashes	696
65+ Drivers Killed in Fatal Crashes	90
65+ Fatality Rate per 100 Drivers Killed	12.9

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