## Traficic Saiety Factis Research Note

# Comparison of Crash Fatalities by Sex and Age Group 

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## Summary

The purpose of this research note is to explore the ratio and distribution pattern of motor vehicle crash fatalities by sex and age from 1996 to 2006. Following are the major findings of the analysis:
$\square$ Motor vehicle crash fatalities were higher for males than females in all age groups, while the male population is equal to or less than the female population in all age groups.

Compared to all age groups and both sexes, fatality rates increased only among males in the age groups 41 to 45,46 to 50 , and 51 to 55 .

Among both genders, the age group under 16 steadily declined not only in fatalities but also in fatality rate, whereas the 51-to-55 age group had the highest increase in fatalities.Among females, the over-65 age group had the highest number of fatalities followed by the 16 -to- 20 age group.

Among males, the age groups 16 to 20, 21 to 25, and over 65 had more crash fatalities than other age
groups. The 46 -to- 50 age group had the greatest increase in fatality rate.

## Methods

Data for 1996 to 2006 has been used in this research note. The population data is from the Census Bureau, while the number of motor vehicle crash fatalities is from the Fatality Analysis Reporting System (FARS).

Ages were divided into 12 groups for data distribution and comparison. They are under 16,16 to 20,21 to 25,26 to 30,31 to 35,36 to 40,41 to 45,46 to 50,51 to 55,56 to 60 , 61 to 65 , and over 65.

In order to get the average changes over the 11-year period, the geometric mean is used in this study. Those average changes per year in fatalities, population, and fatality rate are displayed in the last column of Tables 1, 2 , and 3 , respectively, in the appendix.

## Data Analysis

## Fatality Ratio Among Sex and Age

Figure 1 summarizes the data from Table 1 in the appendix for presenting the distribution of total crash

Figure 1: Distribution of Total Crash Fatalities by Sex and Age Group

|  | Female 43 | $\begin{gathered} \text { Female } \\ 32 \end{gathered}$ | Female <br> 24 | Female 25 | Female 27 | $\begin{gathered} \hline \text { Female } \\ 30 \end{gathered}$ | $\begin{gathered} \text { Female } \\ 29 \end{gathered}$ | $\begin{gathered} \text { Female } \\ 29 \end{gathered}$ | $\begin{gathered} \hline \text { Female } \\ 30 \end{gathered}$ | $\begin{gathered} \hline \text { Female } \\ 33 \end{gathered}$ | $\begin{gathered} \hline \text { Female } \\ 36 \end{gathered}$ | Female 43 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { Male } \\ 57 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 68 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 76 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 75 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 73 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 70 \end{gathered}$ | Male <br> 71 | Male 71 | $\begin{gathered} \text { Male } \\ 70 \end{gathered}$ | Male <br> 67 | $\begin{gathered} \text { Male } \\ 64 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 57 \end{gathered}$ |
|  | Under 16 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | Over 65 |
|  | Age Group |  |  |  |  |  |  |  |  |  |  |  |

Data Source: FARS 1996-2005 (Final), 2006 (ARF)

Figure 2: Distribution of Average Population by Sex and Age Group

|  | Female 49 | $\begin{gathered} \text { Female } \\ 49 \end{gathered}$ | $\begin{gathered} \text { Female } \\ 49 \end{gathered}$ | Female 50 | $\begin{gathered} \text { Female } \\ 50 \end{gathered}$ | Female 50 | Female 50 | Female 51 | Female 51 | Female 52 | $\begin{gathered} \text { Female } \\ 53 \end{gathered}$ | Female 59 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { Male } \\ 51 \end{gathered}$ | Male $51$ | Male $51$ | $\begin{gathered} \text { Male } \\ 50 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 50 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 50 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 50 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 49 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 49 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 48 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 47 \end{gathered}$ | $\begin{gathered} \text { Male } \\ 41 \end{gathered}$ |
|  | Age Group |  |  |  |  |  |  |  |  |  |  | Over 65 |

## Data Source: U.S. Census Bureau

fatalities by sex for each specific age group. The data in Table 2 in the appendix has been used to create the distribution of average population by sex for each specific age group as shown in Figure 2.

Among the over-65 age group, mean population was 41 percent for males and 59 percent for females from 1996 through 2006. However, the fatalities were 57 percent
for males and 43 percent for females during the same time period indicating an over-representation of males in crash fatalities.

Although mean population was 51 percent or less for males in the rest of the age groups, males made up 75 percent or more of fatalities among the 21-to-25 and 26-to- 30 age groups. In addition, males made up 57 percent

Figure 3: Distribution of Fatalities and Mean Population Among Females by Age Group


Data Source: U.S. Census Bureau and FARS 1996-2005 (Final), 2006 (ARF)
Figure 4: Distribution of Fatalities and Mean Population Among Males by Age Group


Data Source: U.S. Census Bureau and FARS 1996-2005 (Final), 2006 (ARF)
and females made up 43 percent of fatalities among the under-16 age group and the over-65 age group. In the rest of the age groups, the motor vehicle crash fatalities were nearly 70 percent for males but only 30 percent for females.

Figures 3 and 4 show the distribution of mean population and crash fatalities from 1996 to 2006 by age group for females and males, respectively.

As Figures 3 and 4 point out, the fatality percentage for the over-65 age group was nearly 21 percent among females and 13 percent among males. Over this time period, female accounted for 13.6 percent of female population and male accounted for near 10 percent of male population.

The 16-to-20 age group accounted for 14 percent of fatalities among females and males. The fatality percentage for ages 21 to 25 was 13 percent among males but only 9 percent among females. The fatalities for the under-16 age group made up 9 percent among females but only 5 percent among males. The rest of the age groups, female or male, comprised 8 percent or fewer fatalities.

Figures 3 and 4 also show that the population for the under-16 age group was close to 24 percent among males and nearly 22 percent among females, but the crash fatalities for the same age group were only 5 percent among males and 9 percent among females. The 16-to-20 age group accounted for only 7 percent of the population but 14 percent of fatalities among males and females. Likewise, the over-65 age group made up 21 percent of crash fatalities among females, yet this age group only accounted for 14 percent of the female population.

Moreover, males age 21 to 25 are overrepresented in fatalities ( $13.4 \%$ ) compared with average percentage of male population (7.1\%).

## Fatality Changes Among Sex and Age

Data in Table 1 in the appendix is plotted in Figure 5 to emphasize which age group had the largest change in crash fatalities. The figure shows that males in the 51-to-55 age group had the highest average crash fatality increase (continuous 11 years up by $5.3 \%$ per year) followed by males in the 56 -to- 60 age group (continuous 11 years up by $4.5 \%$ per year).

It also shows that males in the under-16 age group had the highest average fatality reduction (continuous 11 years down by approximately $5 \%$ per year), followed by the similar age group of females (continuous 11 years down by $3.5 \%$ per year). The average change per year in total fatalities among females decreased 0.9 percent while total fatalities among males increased 0.6 percent.

The largest increase in fatalities among both sexes in all age groups was among males 51 to 55 , by 67 percent during the 11 years studied, from 1,193 in 1996 to 1,995 in 2006. During the same time interval, male population for that age group increased less than 49 percent.

Data in Table 2 in the appendix reveals that 20 out of 24 age/gender groups showed population growth, except the 31-to-40 age groups among both females and males. The 56 -to-60 age group had the largest population increase. Its 11-year continuous population growth per year was 4.7 percent among males and 4.4 percent among females.

Further, data in Table 3 in the appendix indicates that males in the 16 -to- 20 and 21 -to- 25 age groups had the highest fatality rates (average 39 per 100,000 males), and females in the under-16 age group had the lowest fatality rate (nearly 4 per 100,000 females on average) across all sex and age groups.

Table 3 in the appendix also shows that the under-16-year-olds had the lowest fatality rate among females

Figure 5: Average Fatality Change by Sex and Age Group


Data Source: FARS 1996-2005 (Final), 2006 (ARF)
and males. These groups also declined quickly in their crash fatality rates. Their 11-year continued decrease per year was 4.1 percent for females and 5.1 percent for males. The male fatality rates among the 46 -to- 50 and 51-to-55 age groups had the largest increases among all groups. They increased by 1.5 percent and 1.7 percent per year, respectively, for 11 years studied.

## Findings

Data analysis in the last section found the motor vehicle crash fatalities were higher for males than females in all age groups, while the male population is equal to or less than the female population in all age groups from 1996 to 2006. Over the past 11 years, fatality rates increased only among males in three age groups; 41 to 45,46 to

50 , and 51 to 55 , when compared to all age groups and both sexes.

The result of 11-year data analysis also indicated the age group under 16 steadily declined not only in fatalities but also in fatality rate, whereas the 51-to-55 age group had the highest increase in fatalities among both genders. The over-65 age group had the highest number of fatalities followed by the 16 -to- 20 age group among females.

In addition, the 46-to-50 age group among males had the greatest increase in fatality rate. Three age groups, 16 to 20,21 to 25 , and over 65 , had more crash fatalities than other age groups among males.

## Appendix

Table 1: Distribution of Total Crash Fatalities by Sex, Age Group, and Year

| Sex \& Age Group | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average \% Change per Year |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Female Under 16 | 1,380 | 1,365 | 1,258 | 1,234 | 1,223 | 1,094 | 1,065 | 1,071 | 1,142 | 1,017 | 964 | -3.5 |
| Female 16-20 | 1,810 | 1,877 | 1,825 | 1,934 | 1,816 | 1,859 | 1,963 | 1,921 | 1,899 | 1,786 | 1,755 | -0.3 |
| Female 21-25 | 1,249 | 1,176 | 1,072 | 1,135 | 1,186 | 1,150 | 1,244 | 1,250 | 1,252 | 1,293 | 1,251 | 0.0 |
| Female 26-30 | 1,063 | 990 | 928 | 913 | 892 | 841 | 828 | 846 | 879 | 844 | 868 | -2.0 |
| Female 31-35 | 1,058 | 1,041 | 973 | 903 | 866 | 832 | 833 | 813 | 840 | 824 | 788 | -2.9 |
| Female 36-40 | 1,057 | 1,057 | 1,111 | 1,068 | 1,019 | 1,063 | 996 | 975 | 856 | 870 | 857 | -2.1 |
| Female 41-45 | 877 | 892 | 950 | 938 | 951 | 935 | 1,055 | 996 | 959 | 1,006 | 983 | 1.1 |
| Female 46-50 | 743 | 767 | 829 | 777 | 812 | 764 | 851 | 857 | 880 | 867 | 867 | 1.6 |
| Female 51-55 | 596 | 634 | 649 | 682 | 669 | 734 | 780 | 784 | 777 | 805 | 762 | 2.5 |
| Female 56-60 | 534 | 619 | 584 | 581 | 604 | 588 | 575 | 635 | 632 | 685 | 691 | 2.6 |
| Female 61-65 | 589 | 562 | 543 | 562 | 519 | 492 | 581 | 555 | 606 | 578 | 538 | -0.9 |
| Female Over 65 | 3,006 | 3,159 | 3,141 | 2,920 | 2,806 | 2,822 | 2,731 | 2,809 | 2,636 | 2,553 | 2,399 | -2.2 |
| Female Total* | 13,991 | 14,168 | 13,885 | 13,667 | 13,396 | 13,205 | 13,529 | 13,532 | 13,387 | 13,155 | 12,747 | -0.9 |
| Male Under 16 | 1,924 | 1,802 | 1,736 | 1,708 | 1,608 | 1,509 | 1,483 | 1,508 | 1,480 | 1,340 | 1,206 | -4.6 |
| Male 16-20 | 3,994 | 3,915 | 3,904 | 3,985 | 4,149 | 4,204 | 4,336 | 4,109 | 4,024 | 3,933 | 3,883 | -0.3 |
| Male 21-25 | 3,853 | 3,528 | 3,470 | 3,505 | 3,622 | 3,892 | 3,998 | 3,941 | 4,105 | 4,254 | 4,419 | 1.4 |
| Male 26-30 | 2,664 | 2,705 | 2,553 | 2,644 | 2,723 | 2,685 | 2,683 | 2,549 | 2,622 | 2,786 | 2,780 | 0.4 |
| Male 31-35 | 2,594 | 2,461 | 2,421 | 2,281 | 2,308 | 2,329 | 2,328 | 2,335 | 2,290 | 2,420 | 2,379 | -0.9 |
| Male 36-40 | 2,396 | 2,362 | 2,380 | 2,433 | 2,464 | 2,432 | 2,440 | 2,298 | 2,224 | 2,286 | 2,158 | -1.0 |
| Male 41-45 | 2,045 | 2,028 | 2,086 | 2,231 | 2,381 | 2,444 | 2,416 | 2,572 | 2,467 | 2,493 | 2,387 | 1.6 |
| Male 46-50 | 1,600 | 1,713 | 1,790 | 1,837 | 1,934 | 1,976 | 2,119 | 2,166 | 2,275 | 2,329 | 2,386 | 4.1 |
| Male 51-55 | 1,193 | 1,368 | 1,401 | 1,432 | 1,549 | 1,634 | 1,715 | 1,821 | 1,835 | 2,035 | 1,995 | 5.3 |
| Male 56-60 | 1,009 | 1,044 | 1,046 | 1,142 | 1,198 | 1,213 | 1,217 | 1,393 | 1,436 | 1,537 | 1,564 | 4.5 |
| Male 61-65 | 898 | 878 | 891 | 855 | 895 | 915 | 987 | 1,006 | 1,027 | 1,170 | 1,144 | 2.5 |
| Male Over 65 | 3,806 | 3,948 | 3,862 | 3,923 | 3,630 | 3,671 | 3,654 | 3,582 | 3,577 | 3,674 | 3,315 | -1.4 |
| Male Total* | 28,061 | 27,827 | 27,608 | 28,040 | 28,545 | 28,986 | 29,466 | 29,346 | 29,443 | 30,347 | 29,722 | 0.6 |

Source: FARS 1996-2005 (Final), 2006 (ARF)

* Includes unknown age

Table 2: Distribution of U.S Population (thousands) by Sex, Age Group, and Year

| Sex \& Age Group | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average \% Change per Year |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Female Under 16 | 30,031 | 30,183 | 30,290 | 30,393 | 31,393 | 31,506 | 31,594 | 31,682 | 31,758 | 31,808 | 31,785 | 0.6 |
| Female 16-20 | 8,984 | 9,236 | 9,446 | 9,638 | 9,874 | 9,904 | 9,918 | 9,948 | 10,020 | 10,150 | 10,312 | 1.4 |
| Female 21-25 | 8,795 | 8,572 | 8,550 | 8,622 | 9,188 | 9,452 | 9,776 | 9,997 | 10,171 | 10,258 | 10,282 | 1.6 |
| Female 26-30 | 9,554 | 9,595 | 9,543 | 9,433 | 9,823 | 9,643 | 9,441 | 9,396 | 9,469 | 9,656 | 9,901 | 0.4 |
| Female 31-35 | 11,021 | 10,785 | 10,507 | 10,230 | 10,294 | 10,269 | 10,363 | 10,386 | 10,329 | 10,193 | 9,999 | -1.0 |
| Female 36-40 | 11,254 | 11,385 | 11,422 | 11,418 | 11,498 | 11,401 | 11,194 | 10,959 | 10,721 | 10,521 | 10,486 | -0.7 |
| Female 41-45 | 10,220 | 10,497 | 10,773 | 11,018 | 11,189 | 11,371 | 11,528 | 11,568 | 11,585 | 11,608 | 11,505 | 1.2 |
| Female 46-50 | 8,918 | 9,391 | 9,416 | 9,613 | 10,012 | 10,267 | 10,510 | 10,793 | 11,029 | 11,201 | 11,377 | 2.5 |
| Female 51-55 | 6,960 | 7,114 | 7,713 | 8,006 | 8,606 | 9,055 | 9,511 | 9,530 | 9,708 | 9,940 | 10,190 | 3.9 |
| Female 56-60 | 5,759 | 5,905 | 6,110 | 6,443 | 6,759 | 6,973 | 7,160 | 7,738 | 8,060 | 8,449 | 8,890 | 4.4 |
| Female 61-65 | 5,292 | 5,263 | 5,289 | 5,389 | 5,560 | 5,647 | 5,775 | 5,980 | 6,292 | 6,540 | 6,748 | 2.5 |
| Female Over 65 | 18,935 | 19,075 | 19,158 | 19,209 | 19,538 | 19,659 | 19,765 | 19,880 | 20,030 | 20,209 | 20,412 | 0.8 |
| Female Total | 135,724 | 137,001 | 138,218 | 139,414 | 143,735 | 145,147 | 146,534 | 147,858 | 149,171 | 150,534 | 151,886 | 1.1 |
| Male Under 16 | 31,504 | 31,655 | 31,763 | 31,864 | 32,954 | 33,050 | 33,128 | 33,217 | 33,290 | 33,334 | 33,298 | 0.6 |
| Male 16-20 | 9,496 | 9,763 | 9,984 | 10,187 | 10,433 | 10,501 | 10,542 | 10,545 | 10,595 | 10,713 | 10,878 | 1.4 |
| Male 21-25 | 9,013 | 8,797 | 8,782 | 8,874 | 9,594 | 9,900 | 10,247 | 10,477 | 10,740 | 10,886 | 10,967 | 2 |
| Male 26-30 | 9,473 | 9,481 | 9,411 | 9,286 | 10,037 | 9,874 | 9,710 | 9,684 | 9,818 | 10,047 | 10,328 | 0.9 |
| Male 31-35 | 10,900 | 10,649 | 10,349 | 10,059 | 10,395 | 10,407 | 10,504 | 10,534 | 10,500 | 10,379 | 10,206 | -0.7 |
| Male 36-40 | 11,122 | 11,261 | 11,302 | 11,298 | 11,414 | 11,335 | 11,161 | 10,936 | 10,747 | 10,584 | 10,585 | -0.5 |
| Male 41-45 | 9,969 | 10,248 | 10,540 | 10,803 | 10,975 | 11,173 | 11,334 | 11,385 | 11,408 | 11,447 | 11,367 | 1.3 |
| Male 46-50 | 8,564 | 9,018 | 9,033 | 9,227 | 9,674 | 9,934 | 10,177 | 10,452 | 10,703 | 10,885 | 11,076 | 2.6 |
| Male 51-55 | 6,544 | 6,684 | 7,265 | 7,541 | 8,223 | 8,658 | 9,088 | 9,098 | 9,264 | 9,486 | 9,741 | 4.1 |
| Male 56-60 | 5,268 | 5,406 | 5,598 | 5,914 | 6,285 | 6,495 | 6,679 | 7,245 | 7,558 | 7,930 | 8,353 | 4.7 |
| Male 61-65 | 4,672 | 4,661 | 4,701 | 4,802 | 4,997 | 5,085 | 5,205 | 5,393 | 5,686 | 5,913 | 6,115 | 2.7 |
| Male Over 65 | 12,978 | 13,160 | 13,302 | 13,421 | 13,502 | 13,668 | 13,816 | 13,969 | 14,157 | 14,369 | 14,600 | 1.2 |
| Male Total | 129,504 | 130,783 | 132,030 | 133,277 | 138,482 | 140,079 | 141,592 | 142,938 | 144,467 | 145,974 | 147,512 | 1.3 |

[^0]Table 3: Distribution of Fatality Rate* by Sex, Age Group, and Year

| Sex \& Age Group | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average \% Change per Year |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Female Under 16 | 4.6 | 4.5 | 4.2 | 4.1 | 3.9 | 3.5 | 3.4 | 3.4 | 3.6 | 3.2 | 3.0 | -4.1 |
| Female 16-20 | 20.1 | 20.4 | 19.4 | 20.2 | 18.3 | 18.8 | 19.8 | 19.4 | 19.0 | 17.7 | 17.0 | -1.6 |
| Female 21-25 | 14.2 | 13.7 | 12.6 | 13.2 | 12.9 | 12.1 | 12.7 | 12.5 | 12.3 | 12.6 | 12.2 | -1.5 |
| Female 26-30 | 11.1 | 10.3 | 9.8 | 9.7 | 9.1 | 8.8 | 8.8 | 9.0 | 9.3 | 8.7 | 8.8 | -2.3 |
| Female 31-35 | 9.6 | 9.6 | 9.3 | 8.9 | 8.4 | 8.1 | 8.0 | 7.8 | 8.2 | 8.1 | 7.9 | -2.0 |
| Female 36-40 | 9.4 | 9.3 | 9.8 | 9.4 | 8.9 | 9.3 | 8.9 | 8.9 | 8.0 | 8.3 | 8.2 | -1.4 |
| Female 41-45 | 8.6 | 8.5 | 8.8 | 8.5 | 8.5 | 8.2 | 9.2 | 8.6 | 8.3 | 8.7 | 8.6 | 0.0 |
| Female 46-50 | 8.4 | 8.2 | 8.8 | 8.1 | 8.1 | 7.4 | 8.1 | 7.9 | 8.0 | 7.7 | 7.6 | -0.9 |
| Female 51-55 | 8.5 | 8.9 | 8.4 | 8.5 | 7.8 | 8.1 | 8.2 | 8.3 | 8.0 | 8.1 | 7.5 | -1.3 |
| Female 56-60 | 9.2 | 10.5 | 9.6 | 9.1 | 8.9 | 8.4 | 8.0 | 8.3 | 7.8 | 8.2 | 7.8 | -1.7 |
| Female 61-65 | 11.1 | 10.6 | 10.3 | 10.4 | 9.3 | 8.8 | 10.0 | 9.3 | 9.6 | 8.9 | 8.0 | -3.2 |
| Female Over 65 | 15.9 | 16.5 | 16.4 | 15.2 | 14.4 | 14.3 | 13.8 | 14.1 | 13.2 | 12.6 | 11.8 | -3.0 |
| Female Total | 10.3 | 10.3 | 10.1 | 9.8 | 9.3 | 9.1 | 9.2 | 9.2 | 9.0 | 8.7 | 8.4 | -2.0 |
| Male Under 16 | 6.1 | 5.7 | 5.5 | 5.4 | 4.9 | 4.6 | 4.5 | 4.5 | 4.4 | 4.0 | 3.6 | -5.1 |
| Male 16-20 | 42.0 | 40.0 | 39.0 | 39.1 | 39.9 | 40.0 | 41.3 | 39.1 | 38.0 | 36.8 | 35.6 | -1.6 |
| Male 21-25 | 42.8 | 40.1 | 39.4 | 39.4 | 37.7 | 39.3 | 39.2 | 37.5 | 38.4 | 39.0 | 40.2 | -0.6 |
| Male 26-30 | 28.0 | 28.5 | 27.2 | 28.4 | 27.2 | 27.1 | 27.7 | 26.3 | 26.8 | 27.9 | 27.0 | -0.4 |
| Male 31-35 | 23.8 | 23.2 | 23.5 | 22.6 | 22.2 | 22.4 | 22.2 | 22.2 | 21.8 | 23.3 | 23.3 | -0.2 |
| Male 36-40 | 21.6 | 20.9 | 21.1 | 21.5 | 21.6 | 21.5 | 21.8 | 21.1 | 20.8 | 21.6 | 20.4 | -0.6 |
| Male 41-45 | 20.5 | 19.9 | 19.9 | 20.7 | 21.7 | 21.8 | 21.4 | 22.6 | 21.6 | 21.9 | 20.9 | 0.2 |
| Male 46-50 | 18.6 | 19.0 | 19.9 | 20.0 | 19.9 | 20.0 | 20.8 | 20.6 | 21.3 | 21.4 | 21.5 | 1.5 |
| Male 51-55 | 18.4 | 20.4 | 19.2 | 19.1 | 18.9 | 18.8 | 18.9 | 20.0 | 19.7 | 21.4 | 20.6 | 1.1 |
| Male 56-60 | 19.0 | 19.3 | 18.7 | 19.4 | 19.0 | 18.7 | 18.2 | 19.4 | 18.9 | 19.5 | 18.6 | -0.2 |
| Male 61-65 | 19.1 | 18.7 | 19.0 | 17.8 | 17.9 | 17.9 | 19.0 | 18.6 | 18.0 | 19.8 | 18.8 | -0.2 |
| Male Over 65 | 29.3 | 29.9 | 29.0 | 29.3 | 26.9 | 26.8 | 26.5 | 25.6 | 25.2 | 25.5 | 22.7 | -2.5 |
| Male Total | 21.7 | 21.3 | 20.9 | 21.0 | 20.6 | 20.7 | 20.8 | 20.5 | 20.4 | 20.8 | 20.2 | -0.7 |

Source: FARS 1996-2005 (Final), 2006 (ARF); U.S. Census Bureau

* rate is per 100,000 (females or males)

This Research Note was written by Dow Chang, Ph.D. and P.E., of the Data Reporting and Information Division, National Center for Statistics and Analysis. For questions regarding the data reported in this publication, email dow.chang@dot.gov.

This Research Note and other general information on highway traffic safety may be accessed by Internet users at www-nrd.nhtsa.dot.gov/ CATS/index.aspx.
U.S. Department
of Transportation
National Highway
Traffic Safety
Administration


[^0]:    Source: Census Bureau

