Georgia Traffic Safety Facts

2018 Data

March 2021

Key Findings

- In 2018, an estimated 2.75 million people — 21 percent of the total Georgia resident population — were 55 years of age and older.
- In 2019, there were 2.64 million licensed drivers over the age of 55 years — a 16 percent increase from 2014. These drivers represented 34% of all licensed drivers in Georgia.
- Fatalities among female drivers over age 55 years increased by 60 percent — from 62 fatalities in 2014 to 99 fatalities in 2018.
- Fatalities among male passengers over the age of 55 years doubled — from 17 fatalities in 2014 to 34 fatalities in 2018.

Cross Cutting Findings

Thirty-two percent of all pedestrian fatalities in 2018 were over the age of 55 years — the highest compared to other age groups with pedestrian fatalities.

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Older Drivers

Ages 55 Years and Up

For the purposes of this fact sheet, persons 55-to-64 years old and persons 65 years or older are considered part of the "older drivers" population– particularly in relation to population, drivers, motor vehicle occupants, and non-motorists.

Motor Vehicle Traffic Fatalities among the Aging Population

In 2018, there were 494 Georgians aged 55 years or older (55+ years) killed in motor vehicle traffic crashes. Just over half of these traffic fatalities (52 percent, 257 out of 494) were persons over the age of 65 years old (65+).

The motor vehicle fatality rate for all person types — drivers, passengers, pedestrians, motorcyclists, bicyclists, and other— per 100,000 population fluctuated between 2009 and 2018. Older drivers are generally safer drivers; however, the rapidly increasing population for this age group could result in an increase in the number of traffic-related crashes, injuries, and fatalities.

The motor vehicle fatality rate for persons 55-to-64 years old increased from 16.5 in 2015 to 18.4 in 2018. The motor vehicle fatality rate for persons 65+ declined from 19.9 in 2015 to 17.6 in 2018. Table 1 shows motor vehicle traffic fatality rates for each age group from 2009 to 2018.

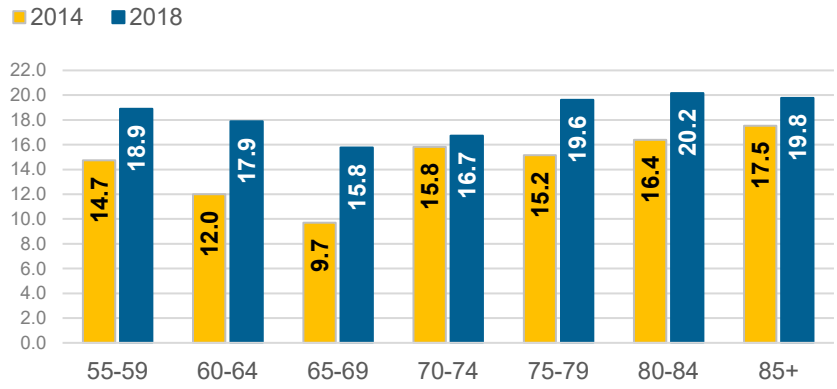
Table 1
Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population, 2009–2018

Age Group	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
15-20	13.8	14.9	14.4	12.2	14.8	12.9	15.8	16.8	16.3	13.3
21-24	22.8	20.8	20.7	20.8	17.7	15.9	23.3	24.5	23.0	25.0
25-34	17.6	13.7	13.8	15.7	14.8	16.3	18.5	21.0	19.7	19.3
35-44	13.6	11.5	13.1	12.8	11.8	12.1	14.2	15.6	14.0	15.6
45-54	14.3	14.1	13.4	13.3	13.8	13.7	14.0	15.2	16.8	14.9
55-64	**16.8**	**16.4**	**15.3**	**13.0**	**13.1**	**13.5**	**16.5**	**17.1**	**18.0**	**18.4**
65+	**20.3**	**20.9**	**18.6**	**16.8**	**15.6**	**13.7**	**19.9**	**19.8**	**19.4**	**17.6**

Source: Fatality Analysis Reporting System (FARS) 2009–2018; Population from OASIS

In comparison to 2014, the motor vehicle fatality rate among the older population increased across all age groups in 2018. In 2018, the motor vehicle traffic fatality rate for the 80-to-84 age group was 20.2 per 100,000 population, which was higher than any other older age group. The fatality rate for the 60-to-64 age group increased by 49 percent over the past five years, from 12.0 in 2014 to 17.9 in 2018, as shown in Figure 1.

Figure 1
Motor Vehicle Traffic Fatality Rates Among Older Populations by Age Group, 2014 and 2018



Source: Fatality Analysis Reporting System (FARS) 2009–2018

Involvement of the Older Population in Traffic Fatalities

The involvement of the older population (55+ years) in traffic fatalities during the five-year period (2014 to 2018) increased across all person types – drivers, passengers, pedestrians, motorcyclists, bicyclists, and others. As shown in Table 2:

- Total motor vehicle traffic fatalities among persons 55+ years increased by 49 percent — from 331 fatalities in 2014 to 494 fatalities in 2018.
- Older driver fatalities increased by 32 percent — from 219 fatalities in 2014 to 289 fatalities in 2018. This does *not* imply that older drivers caused the crash either by their actions or failure to act.
- Older passenger fatalities increased by 52 percent— from 48 fatalities in 2014 to 73 fatalities in 2018.
- Older pedestrian fatalities increased by 124 percent— from 37 fatalities in 2014 to 83 fatalities in 2018. Thirty-two percent of all pedestrian fatalities in 2018 were among the older populations.
- Older motorcyclist fatalities, though a relatively small number, increased by 52 percent— from 23 fatalities in 2014 to 35 fatalities in 2018.

Table 2: **Involvement of the Older Population in Traffic Fatalities, 2014 and 2018**

Person Type	2014					2018				
	Less than 55 Years		55+ Years		Total	Less than 55 Years		55+ Years		Total
	#	%	#	%	#	#	%	#	%	#
Driver Fatalities	435	67%	219	33%	654	515	64%	289	36%	804
Passenger Fatalities	139	74%	48	26%	187	177	71%	73	29%	250
Pedestrian Fatalities	126	77%	37	23%	163	178	68%	83	32%	261
Motorcyclist Fatalities	114	83%	23	17%	137	119	77%	35	23%	154
Bicyclist Fatalities	15	79%	4	21%	19	19	63%	11	37%	30
Other* Fatalities	4	100%	-	-	4	2	40%	3	60%	5
Total	**833**	**72%**	**331**	**28%**	**1,164**	**1,010**	**67%**	**494**	**33%**	**1,504**

*Other fatalities include persons on personal conveyances, unknown occupant type in a motor vehicle in-transport, and persons in/on buildings.
Source: Fatality Analysis Reporting System (FARS) 2014 and 2018

Table 3 shows the involvement of the older population (55+ years) in traffic fatalities during the five-year period (2014 to 2018) by age groups, person type, and gender. Some notable changes among this age group are:

- Older female driver fatalities increased by 60 percent— from 62 fatalities in 2014 to 99 fatalities in 2018. The number of female driver fatalities among the 55-to-64 age group doubled during the five-year period.
- Older male passenger fatalities doubled— from 17 fatalities in 2014 to 34 fatalities in 2018. Male passengers in the 55-to-64 age group experienced the highest increase in fatalities.
- Older male pedestrians more than doubled— from 27 fatalities in 2014 to 66 fatalities in 2018. Male pedestrians in the 55-to-64 age group experienced the highest increase in fatalities.
- All older bicyclist fatalities were male in 2014 and 2018.

Table 3: **Involvement of the Older Population in Traffic Fatalities by Person Type, Gender, and Age Group, 2014 and 2018**

Person Type	Gender	2014					2018					2014 to 2018 Change in Total 55+ Years	
		55-64 Years	65-74 Years	75-84 Years	85+ Years	Total Age 55+ Years	55-64 Years	65-74 Years	75-84 Years	85+ Years	Total Age 55+ Years	Number	Percent
Driver Fatalities	Male	80	47	22	8	157	89	61	32	8	190	+ 33	21%
	Female	23	22	10	7	62	46	27	18	8	99	+ 37	60%
	Total	103	69	32	15	219	135	88	50	16	289	+ 70	32%
Passenger Fatalities	Male	6	4	5	2	17	15	4	11	4	34	+ 17	100%
	Female	10	6	11	4	31	13	13	9	4	39	+ 8	26%
	Total	16	10	16	6	48	28	17	20	8	73	+ 25	52%
Pedestrian Fatalities	Male	15	6	4	2	27	34	23	7	2	66	+ 39	144%
	Female	6	3	1	-	10	7	5	3	2	17	+ 7	70%
	Total	21	9	5	2	37	41	28	10	4	83	+ 46	124%
Motorcyclist Fatalities*	Male	16	5	2	-	23	22	10	1	-	33	+ 10	43%
	Female	-	-	-	-	-	2	-	-	-	2	+ 2	---
	Total	16	5	2	-	23	24	10	1	-	35	+ 12	52%
Bicyclist Fatalities	Male	3	1	-	-	4	7	1	2	1	11	+ 7	175%
	Total	3	1	-	-	4	7	1	2	1	11	+ 7	175%
Other Fatalities**	Male	-	-	-	-	-	2	-	-	-	2	+ 2	---
	Female	-	-	-	-	-	-	1	-	-	1	+ 1	---
	Total	-	-	-	-	-	2	1	-	-	3	+ 3	---
Grand Total	**Total**	**159**	**94**	**55**	**23**	**331**	**237**	**145**	**83**	**29**	**494**	**+ 163**	**49%**

*Motorcyclist fatalities include both drivers and passenger on vehicle body types categorized as motorcycles
**Other fatalities include persons on personal conveyances, unknown occupant type in a motor vehicle in-transport, and persons in/on buildings.
Source: Fatality Analysis Reporting System (FARS) 2014 and 2018

Older Driver Licensing and Population Trends

In 2018, an estimated 2.7 million people —21 percent of the total Georgia resident population—were 55 years of age and older. Thirteen percent (1.31 million) of the older population were over 65 years old. Over the past decade, the older population across the 55-to-64 years, 64-to-74 years, and 75+ age groups steadily increased. According to the Georgia Department of Human Services Division of Aging Services, "Georgia's 60+ population is expected to increase by 66 percent between 2010 and 2050. Georgia's 85+ population is expected to triple to 462,723 persons in 2050 – being the fastest-growing age group."[1]

In 2019, there were 2.6 million licensed drivers over the age of 55 years – a 16 percent increase from 2014. Older drivers (55+ years) made up 34 percent of all licensed drivers in 2019. Table 4 shows the number of licensed older drivers and population estimates by age group and gender for 2014 and 2019.

Table 4: **Population Estimates and Licensing among Persons 55+ Years, 2014 and 2019**

Age Group and Gender		Population Estimates				Licensed Drivers			
		2014	2018	Change		2014	2019	Change	
				Number	Percent			Number	Percent
55-64 Years	Male	557,884	610,792	+ 52,908	+ 9%	552,916	607,225	+ 54,309	+ 10%
	Female	621,319	674,890	+ 53,571	+ 9%	598,160	651,887	+ 53,727	+ 9%
	Total	1,179,203	1,285,682	+ 106,479	+ 9%	1,151,076	1,259,112	+ 108,036	+ 9%
65-74 Years	Male	354,398	407,759	+ 53,361	+ 15%	349,652	414,869	+ 65,217	+ 19%
	Female	414,664	487,660	+ 72,996	+ 18%	383,019	468,348	+ 85,329	+ 22%
	Total	769,062	895,419	+ 126,357	+ 16%	732,671	883,217	+ 150,546	+ 21%
75-84 Years	Male	147,221	179,310	+ 32,089	+ 22%	142,437	186,676	+ 44,239	+ 31%
	Female	204,061	239,047	+ 34,986	+ 17%	162,487	212,520	+ 50,033	+ 31%
	Total	351,282	418,357	+ 67,075	+ 19%	304,924	399,196	+ 94,272	+ 31%
85+ Years	Male	41,423	49,450	+ 8,027	+ 19%	36,107	46,635	+ 10,528	+ 29%
	Female	89,771	97,183	+ 7,412	+ 8%	44,942	55,466	+ 10,524	+ 23%
	Total	131,194	146,633	+ 15,439	+ 12%	81,049	102,101	+ 21,052	+ 26%
Total Age 55+ Years	Male	1,100,926	1,247,311	+ 146,385	+ 13%	1,081,112	1,255,405	+ 174,293	+ 16%
	Female	1,329,815	1,498,780	+ 168,965	+ 13%	1,188,608	1,388,221	+ 199,613	+ 17%
	Total	2,430,741	2,746,091	+ 315,350	+ 13%	2,269,720	2,643,626	+ 373,906	+ 16%

Source: Driver license information is obtained from the Department of Driver Services (2014 and 2019 Annual Report); Estimated older adult population is obtained from Georgia's Online Analytical Statistical Information System (OASIS)

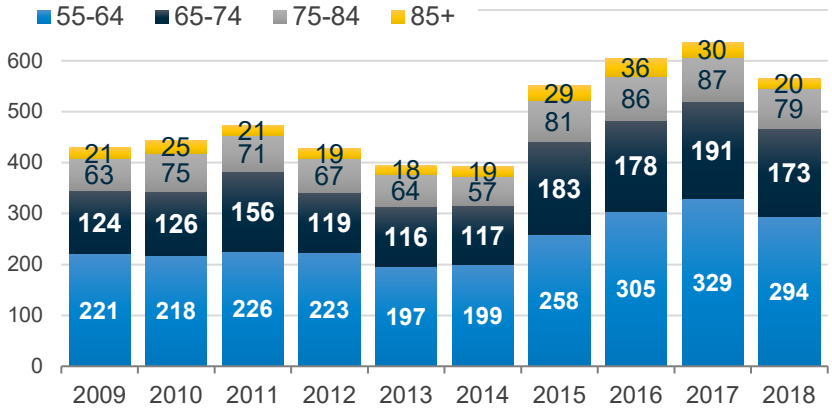
[1] Georgia Department of Human Services Division of Aging Services. State Fiscal Year 2017 Just the Facts (2017). Atlanta, GA: Department of Human Services.< https://aging.georgia.gov/sites/aging.georgia.gov/files/JTF2017.pdf>. September 18, 2020.

Older Drivers Involved in Fatal Crashes

The number of older drivers involved in fatal crashes has decreased by 11 percent (from 637 drivers in 2017 to 566 drivers in 2018). However, there has been a gradual increase in the number of drivers ages 55-to-64 years involved in fatal crashes[2] between 2014 and 2017 (Figure 2). Older drivers (55+ years) represented 26 percent of all drivers involved in fatal crashes in 2018. Across the decade, the 55-to-64 age group represented approximately half of all older drivers involved in fatal crashes.

Figure 2

Number of Older Drivers (55+ Years) Involved in Fatal Crashes, 2009-2018



Source: Fatality Analysis Reporting System (FARS) 2009-2018

In 2018, there were 86,374 crashes that involved drivers 55-to-64 years old and 62,927 drivers 65+ years old in Georgia. Most of these crashes among drivers over the age of 65 years occurred among the 65-to-74 age group. Compared to other drivers, drivers over the age of 65 years have the lowest rate of being involved in fatal crashes per 100,000 licensed drivers. However, they have the highest rate of drivers involved in fatal crashes per 1,000 crashes. In 2018:

- 4.32 out of every 1,000 crashes involving drivers ages 65+ years were fatal – the highest compared to any other age group.
- 19.65 out of every 100,000 licensed drivers ages 65+ years were involved in a fatal crash.
- 18.62 out of every 100,000 population of persons aged 65+ years were involved in a fatal crash.

Table 5: **Rates of Drivers Involved in Fatal and Non-Fatal Crashes, by Age Group, 2018**

Age Group (Years)	# Drivers Involved		Licensed Drivers	2018 Est. Population	Rates of Drivers Involved in Fatal Crashes		
	Crashes	Fatal Crashes			Per 1,000 Crashes	Per 100,000 Licenses	Per 100,000 Population
15-20	74,735	192	631,348	881,126	2.57	30.41	21.79
21-24	76,572	210	541,228	563,896	2.74	38.80	37.24
25-34	172,193	462	1,407,077	1,473,246	2.68	32.83	31.36
35-44	132,923	339	1,303,659	1,372,602	2.55	26.00	24.70
45-54	117,229	330	1,337,705	1,411,438	2.82	24.67	23.38
55-64	**86,374**	**294**	**1,259,112**	**1,285,682**	**3.40**	**23.35**	**22.87**
65+	**62,910**	**272**	**1,384,514**	**1,460,409**	**4.32**	**19.65**	**18.62**
65-74	*44,056*	*173*	883,217	*895,419*	*3.93*	*19.59*	*19.32*
75-84	*15,740*	*79*	399,196	*418,357*	*5.02*	*19.79*	*18.88*
85+	*3,114*	*20*	102,101	*146,633*	*6.42*	*19.59*	*13.64*
TOTAL*	**722,936**	**2,099**	**7,864,643**	**8,448,399**	**2.90**	**26.69**	**24.84**

*Total measures among persons 15 years of age or older. Source: Fatality Analysis Reporting System (FARS) 2018; Georgia Department of Transportation 2018 crash data revised by Crash Outcomes Data and Evaluation System; Department of Driver Service (Dec 2019 Annual Report); OASIS

[2] This does not imply that older drivers caused the crash either by their actions or failure to act.

Fatal Crashes with Other Vehicles

Table 6 shows the percentage of drivers involved in fatal crashes, licensed drivers, and population by age group. The proportion of fatal crashes involving older is less than the proportion of older drivers holding a valid license. In 2018:

- Drivers aged 55-to-64 years accounted for 12 percent of all drivers involved in single-vehicle fatal crashes, compared to 15 percent in multiple-vehicle fatal crashes.
- Drivers aged 55-to-64 years accounted for 16 percent of all 2019 Georgia licensed drivers and 15 percent of the 2018 Georgia population.
- Drivers aged 65+ years accounted for 10 percent of all drivers involved in single-vehicle fatal crashes, compared to 14 percent in multiple-vehicle fatal crashes.
- Drivers aged 65+ years accounted for 17 percent of all 2019 Georgia licensed drivers and 17 percent of the 2018 Georgia population.

Table 6: **Percentage of Population (15+ Years) and Drivers Involved in Fatal Crashes, by Age Group, 2018**

Age Group (Years)	Drivers Involved in Fatal Crashes			2019 Licensed Drivers	2018 Est. Population
	Single-Vehicle	Multi-Vehicle	Total		
15-20	9%	9%	9%	8%	10%
21-24	12%	8%	10%	7%	7%
25-34	22%	21%	22%	18%	17%
35-44	15%	16%	16%	17%	16%
45-54	15%	15%	15%	17%	17%
55-64	**12%**	**15%**	**14%**	**16%**	**15%**
65+	**10%**	**14%**	**13%**	**18%**	**17%**
65-74	*7%*	*9%*	*8%*	*11%*	*11%*
74-84	*3%*	*4%*	*4%*	*5%*	*5%*
85+	--	*1%*	*1%*	*1%*	*2%*
TOTAL*	**792**	**1,355**	**2,147**	**7,864,643**	**8,448,399**

*Total measures among persons 15 years of age or older. Source: Fatality Analysis Reporting System (FARS) 2018; Georgia Department of Transportation 2018 crash data revised by Crash Outcomes Data and Evaluation System; Department of Driver Service (Dec 2019 Annual Report); OASIS

Most fatal crashes involving drivers aged 65+ years[3] in 2018:

- Occurred during the daytime (66 percent);
- Occurred on weekdays (66 percent);
- Occurred in urban areas[4] (62 percent); and,
- Involved other vehicles (71 percent).

[3] This does not imply that older drivers caused the crash either by their actions or failure to act.
[4] Urban and rural classification of the segment of the trafficway on which the crash occurred is based on Federal Highway Administration (FHWA) - approved adjusted Census boundaries of small urban and urbanized areas.

Fatalities Involving Drivers 65+ Years

Total fatalities in crashes with drivers aged 65+ years old[5] fluctuated over the 5-year period. The number of 65+ aged driver fatalities increased by 56 percent from 116 in 2014 to 181 in 2016 and decreased by 15 percent to 154 in 2018. Table 7 shows the number of traffic fatalities involving drivers aged 65+ years by person type from 2014 to 2018.

- Throughout the five-year period, most passenger fatalities with drivers were over the age of 65 years. In 2018, 76 percent (22 out of 29) passengers of 65+ drivers were over the age of 65 years.
- Fatalities among passengers of 65+ drivers increased by 21 percent from 24 fatalities in 2014 to 29 fatalities in 2018.
- Occupant fatalities of other vehicles increased by 59 percent (from 29 fatalities to 46 fatalities).
- Non-occupant fatalities (pedestrians, bicyclist, or other non-occupants), though relatively low in number, increased by 118 percent (from 11 fatalities to 24 fatalities).

Figure 3 displays the percentage of fatalities in crashes involving drivers (65+ years) by person type and year. In 2018:

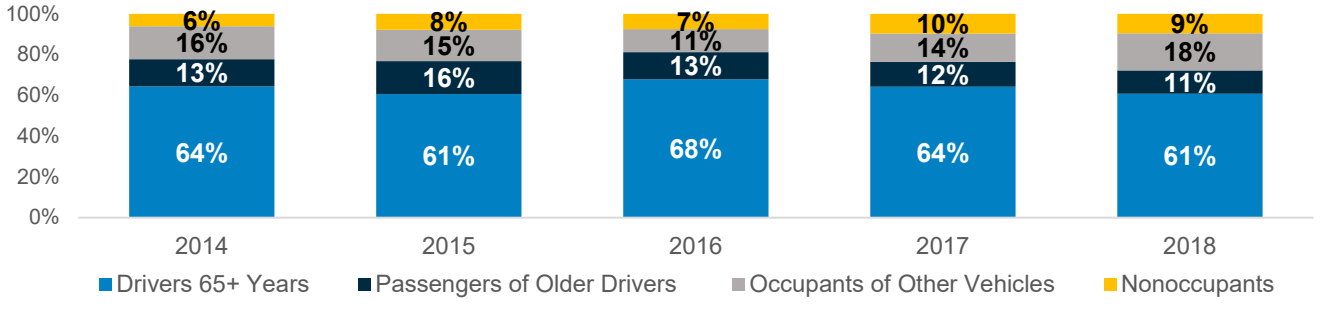
- 61 percent of all fatalities in crashes involving a driver (65+ years) were the drivers (65+ years) themselves.
- 18 percent of all fatalities in crashes involving a driver (65+ years) were occupants of other vehicles.
- 11 percent of all fatalities involving a driver (65+ years) were the passengers of the drivers (65+ years).

Table 7: **Number of Traffic Fatalities Involving Drivers (65+ Years), by Person Type and Year, 2014-2018**

Year	Drivers (65+ Years)	Passengers of 65+ Drivers			Occupants of Other Vehicles	Non-Occupants	Total
		Less than 65 Years	65+ Years	Total			
2014	116	1	23	24	29*	11	180
2015	162	10	33	43	41	21	267
2016	181	14	22	36	30	20	267
2017	180	9	25	34	39	27	280
2018	154	7	22	29	46	24	253

Source: Fatality Analysis Reporting System (FARS) 2014-2018 * Note: Includes 1 passenger fatality of driver of unknown age

Figure 3: **Percent of Traffic Fatalities Involving Drivers (65+ Years), by Person Type and Year, 2014-2018**



Source: Fatality Analysis Reporting System (FARS) 2014-2018

[5] This does not imply that older drivers caused the crash either by their actions or failure to act.

Between 2016-2018, 70 percent (69 out of the 99) of the fatally injured occupants riding with a driver aged 65+ years were 65+ years of age. Figure 4 displays the seating positions of 65+ years aged drivers' passengers (ages 65+ years) fatally injured in 2016 through 2018. During 2016-2018:

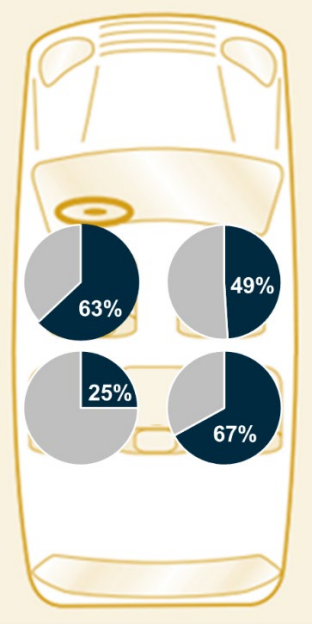
- 63 percent of all drivers aged 65+ years old involved in a fatal crash were fatally injured.
- 49 percent of front passengers aged 65+ years old involved in a fatal crash were fatally injured.
- There were 11 backseat passengers aged 65+ years between 2016-2018 involved in a fatal crash. Two out of the eight backseat (driver's side) passengers aged 65+ years (25 percent) were fatally injured.

In 2018, the top three contributing factors of **fatal** crashes involving drivers aged 65+ years were: (1) failure to yield right of way; (2) following improperly; and, (3) failure to obey or observe actual traffic signs, traffic control devices or traffic officers.

The top contributing factors for **all** motor vehicle crashes involving drivers aged 65+ years were: (1) failure to yield right of way; (2) following too close; and, (3) changing lanes improperly. Drivers age 65+ years represented 13 percent of all crashes where improper left turns maneuvers was the contributing cause of the crash.

Figure 4

Percent of Passenger Vehicle Occupants 65+ Years Fatally Injured in Fatal Crashes by Seat Position, 2016-2018



Source: Fatality Analysis Reporting System (FARS) 2016-2018

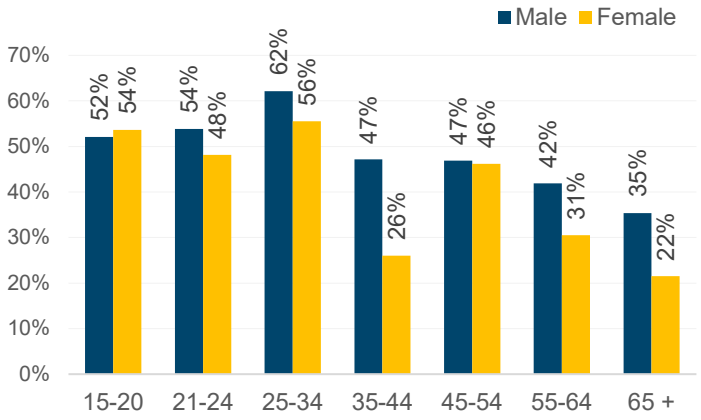
Restraint Use

The percent of unrestrained passenger vehicle occupant fatalities gradually decreased after age 45 years for both genders. Figure 5 shows percent of passenger vehicle occupants (across all seating positions) who were unrestrained, and fatally injured in traffic crashes, by age group and gender in 2018. Passenger vehicles include passenger cars and light trucks, such as pickups, SUVs, and vans. In 2018:

- 22 percent of fatally injured **female** vehicle occupants 65+ years of age were unrestrained.
- 35 percent of fatally injured **male** vehicle occupants 65+ years of age were unrestrained.
- 10 percent of **drivers 65+ years and** 13 percent of **passengers 65+ years** with serious injuries[6] were unrestrained (not shown in Figure 5).

Figure 5

Percent of Passenger Vehicle Occupants Unrestrained and Fatally Injured in Traffic Crashes, by Age and Gender, 2018



Source: Fatality Analysis Reporting System (FARS) 2018

[6] Serious injuries are suspected serious injuries reported by law enforcement.

Serious Injuries and Hospitalizations

In 2018, there were 8,888 motor vehicle crash-related (passenger vehicles and non-motorist) suspected serious injuries reported by law enforcement in Georgia. Twenty percent (1,817) of all motor vehicle suspected serious injuries were among persons over the age of 55 years and nine percent (809) were over the age of 65 years. Table 8 shows the type of older persons (55+ years) with suspected serious injuries and fatalities related to motor vehicles crashes in 2018.

Table 8: **Number of Motor Vehicle Occupant Suspected Serious Injuries and Fatalities by Age Group, 2018**

Age Group	Suspected Serious Injuries		Fatal Injuries		Number of Persons Involved In All Crashes	
	Number	Percent	Number	Percent	Number	Percent
< 54	7,071	80%	1,010	67%	830,483	82%
55-64	**1,008**	**11%**	**237**	**16%**	**100,298**	**10%**
65+	**809**	**9%**	**257**	**18%**	**77,024**	**8%**
65-74	*562*	*6%*	*145*	*10%*	*52,921*	*5%*
75-84	*201*	*2%*	*83*	*6%*	*19,785*	*2%*
85+	*46*	*1%*	*29*	*2%*	*4,318*	*0%*
Total	**8,888**	**100%**	**1,504**	**100%**	**1,007,805**	**100%**

Source: Fatality Analysis Reporting System (FARS) 2018, OASIS 2018 Estimated Population; 2018 crash data modified by CODES

In 2018, there were a total of 8,360 hospitalizations and emergency room visits[7] related to motor vehicle incidents among persons over the age of 65 years. The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65 years or older was $183 million. The charges for Georgia residents 55-to-64 years or older was $190 million.

Table 9: **Number, Rate and Percent of All Motor Vehicle Traffic-Related Emergency Room Visits, Hospitalizations and Fatalities by Age Group, 2018**

Age Group	Emergency Room Visits			Hospitalizations			Fatalities		
	Number	Percent of Total	Rate per 100,000 persons	Number	Percent of Total	Rate per 100,000 persons	Number	Percent of Total	Rate per 100,000 persons
<15	6,601	6%	318.72	72	1%	3.48	42	3%	2.16
15-20	12,656	12%	1,436.34	580	9%	65.82	117	8%	13.28
21-24	11,002	10%	1,951.07	577	9%	102.32	141	9%	25.00
25-34	25,374	24%	1,722.32	1,295	19%	87.90	285	19%	19.35
35-44	18,524	17%	1,349.55	1,028	15%	74.89	214	14%	15.59
45-54	15,123	14%	1,071.46	1,051	16%	74.46	210	14%	14.88
55-64	**10,307**	**10%**	**801.68**	**909**	**14%**	**70.70**	**237**	**16%**	**18.43**
65+	**7,188**	**7%**	**492.19**	**1,172**	**18%**	**80.25**	**257**	**17%**	**17.60**
65-74	4,965	5%	554.49	632	9%	70.58	145	10%	16.19
75-84	1,788	2%	427.39	394	6%	94.18	83	6%	19.84
85+	435	0%	296.66	146	2%	99.57	29	2%	19.78
Unknown	--	--	--	--	--	--	1	0%	--
Total	106,775	100%	1,263.85	6,684	100%	79.12	**1,504**	**100%**	**14.47***

Source: Fatality Analysis Reporting System (FARS) 2018, OASIS 2018 Estimated Population; Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP) Hospital Inpatient Discharge and Emergency Room Visit Data. Note: Population rate includes the total population for persons less than 15 years of age.

[7] Hospitalization may include individuals that visited the emergency room. Emergency room visit may include individuals who were hospitalized for in-patient care. Hospitalizations and emergency room visits are for Georgia residents only, while fatalities can be of person out of state.

Other Older Road User Safety Topics

Pedestrians and Bicyclists

In 2018, an estimated 2.75 million people — 21 percent of the total Georgia resident population — were 55 years of age and older. Pedestrians 55 years of age or older represented 32% of all pedestrian fatalities in 2018.

Sixty-seven percent of all pedestrian fatalities involving persons 65+ years occurred at non-intersection locations (28 out of 42). Most fatal crashes involving pedestrians and bicyclists (65+ years) in 2018 occurred during the daytime (54 percent) and occurred on weekdays (70 percent). In 2018, non-motorists aged 65+ years represented 7 percent of all non-motorists involved in crashes, 5 percent of all non-motorists with suspected serious injuries, and 16 percent of all non-motorists fatally injured. Table 10 shows the number and percent of non-motorist suspected serious injuries and fatalities by age group from 2014 to 2018.

Table 10: **Number of Non-Motorist Suspected Serious Injuries and Fatalities by Age Group, 2018**

Age Group	Suspected Serious Injuries		Fatal Injuries		Number of Non-Motorists Involved Crashes	
	Number	Percent	Number	Percent	Number	Percent
All other ages	366	82%	197	68%	2,647	81%
55-64	**57**	**13%**	**48**	**16%**	**403**	**12%**
65+	**24**	**5%**	**46**	**16%**	**216**	**7%**
65-74	19	4%	29	10%	165	5%
75-84	3	1%	12	4%	39	1%
85+	2	0%	5	2%	12	0%
TOTAL	**447**	**100%**	**291**	**100%**	**3,266**	**100%**

Source: Fatality Analysis Reporting System (FARS) 2018; Georgia Department of Transportation 2018 crash data revised by CODES

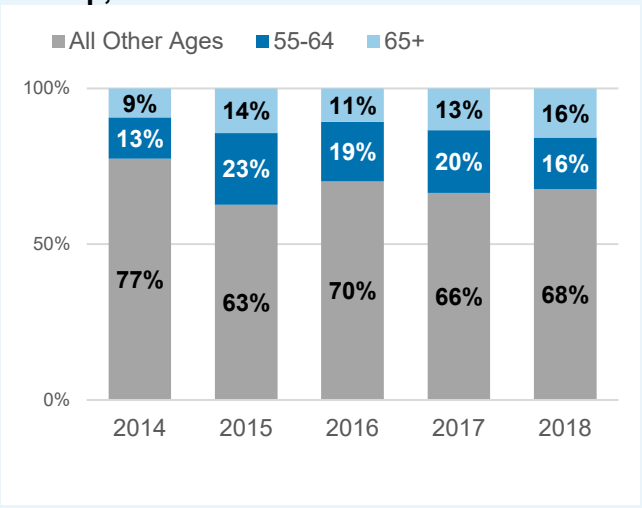
In 2018, 32 percent of all pedestrian and bicyclist fatalities occurred among persons 55+ years (94 out of 291). Most fatalities among pedestrians and bicyclists over 65 years of age in 2018, occurred among those in the 65-to-74 age group (29 out of 46). Table 11 and Figure 6 shows the number and proportion of non-motorist fatalities by age group from 2014 to 2018.

Table 11: **Number of Non-Motorist Suspected Serious Injuries and Fatalities by Age Group, 2014-2018**

Age Group	2014	2015	2016	2017	2018
Children (≤ 14)	13	7	9	9	7
15-20	22	14	19	22	13
21-54	103	113	154	146	176
55-64	**24**	**50**	**50**	**54**	**48**
65+	**17**	**31**	**28**	**36**	**46**
65-74	10	20	21	17	29
75-84	5	8	7	18	12
85+	2	3		1	5
Unknown	3	2	1	1	1
TOTAL	**182**	**217**	**261**	**268**	**291**

Source: Fatality Analysis Reporting System (FARS) 2019

Figure 6: **Percent of Non-Motorist Suspected Serious Injuries and Fatalities by Age Group, 2014-2018**



Data Definitions and Considerations:

Persons 55-to-64 years old and persons 65 years or older are considered part of the "older drivers" population–particularly in relation to population, drivers, motor vehicle occupants, and non-motorists. This does not imply that older drivers caused the crash either by their actions or failure to act.

Fatal crashes are defined by crashes that involve a motor vehicle traveling on a trafficway customarily open to the public and that resulted in the death of a motorist or a non-motorist within 30 days of the crash.

A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

Restraint use is determined within passenger vehicles only. Passenger vehicles include passenger cars, light trucks (including vans), utility vehicles, and pickup trucks. Restraint use is defined as the equipment in use by the occupant at the time of the crash.

Contributing factors in fatal and nonfatal crashes are often underreported in the datasets. The top contributing factors included in this report are among crash records with reported contributing factors.

Serious injuries are those suspected serious injuries reported by law enforcement.

The Department of Driver Services provided licensing data for the 2019 year. Licensing data by age, county, and license type was not obtained for the 2018 year. The driver licensing database is a live database system and represents the information at a point-in-time on the date of extraction. Valid status within the non-commercial and permit categories indicate the individual has a driving privilege that has not expired and has not been suspended, revoked, or cancelled.

Estimated population counts were obtained from OASIS (Online Analytical Statistical Information System) Web Query Tool hosted by the Georgia Department of Public Health - Office of Health Indicators for Planning (OHIP).

For More Information:

The two-page Quick Facts for older drivers can be found on the GOHS or DPH websites below:

- http://www.gahighwaysafety.org/highway-safety/shsp/
- https://dph.georgia.gov/injury-epidemiology/crash-outcome-data-evaluation-survey-codes

Other fact sheets available at the Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES) are Pedestrian, Bicyclists and Other Cyclists, Young Drivers, Motorcycles, Occupant Protection in Passenger Vehicles.

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