

Georgia Traffic Safety Facts

2019 Data

September 2021

Key Findings

- In 2019, an estimated 2.8 million people were 55 years and older – a 12 percent increase from 2015. The older population (55+ years) made up 27 percent of the total Georgia resident population.
- In 2019, there were 2.6 million licensed drivers 55 years and older – a 13 percent increase from 2015. Older drivers (55+ years) made up 31 percent of all licensed drivers.
- Older drivers (55+ years) accounted for 27 percent of all drivers involved in fatal crashes, 16 percent of all drivers involved in serious injury crashes, and 15 percent of all drivers involved in motor vehicle crashes.

65+ Years

- The number of drivers ages 65+ years involved in fatal crashes increased by 15 percent (from 272 drivers in 2018 to 313 drivers in 2019). Drivers ages 65+ years accounted for 14 percent of all drivers involved in fatal crashes in 2019.
- In 2019, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was \$207 million.

Cross Cutting Findings

- Pedestrians 55 years of age or older represented 34 percent of all pedestrian fatalities in 2019 and 32 percent of all pedestrian fatalities in 2018. Pedestrians aged 55-to-64 years have the highest rate of suspected serious injuries compared to other age groups.

OLDER DRIVERS

AGES 55 YEARS AND OLDER

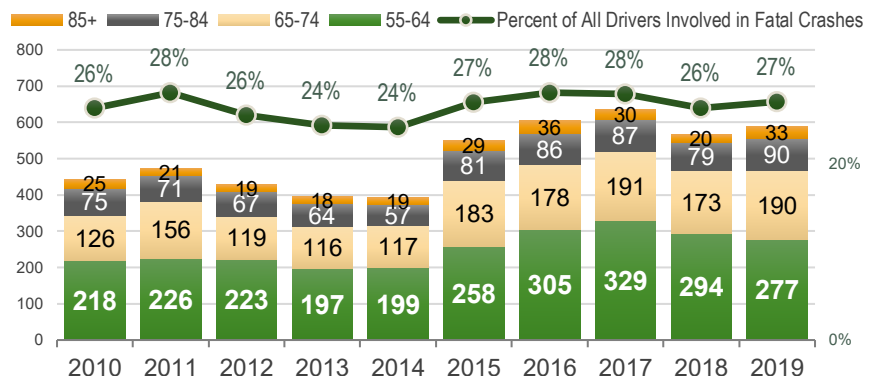
For the purposes of this fact sheet, persons 55-to-64 years old and persons 65 years or older are considered part of the "older drivers" population – particularly in relation to population, drivers, motor vehicle occupants, and non-motorists. *The involvement of older drivers in traffic crashes, serious injury crashes, and fatal crashes does not imply that older drivers caused the crash either by their actions or failure to act.*

This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), Georgia Department of Driver Services (DDS), Hospital Discharge Data, and Emergency Room Data. Refer to the 'Data Considerations' section regarding the data and information presented at the end of this publication.

Involvement in Fatal Crashes

The number of older drivers involved in fatal crashes has increased by 4 percent (from 566 drivers in 2018 to 590 drivers in 2019). However, the number of drivers ages 65 years and older involved in fatal crashes increased by 15 percent (from 272 drivers in 2018 to 313 drivers in 2019). Older drivers represented 27 percent of all drivers involved in fatal crashes in 2019, compared to 26 percent in 2018. Across the decade, the 55-to-64 age group represented approximately half of all older drivers involved in fatal crashes.

Figure 1. Number and Percent of Older Drivers (55+ Years) Involved in Fatal Crashes, 2010-2019



Source: FARS 2010-2019



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Motor Vehicle Traffic Fatalities among the Aging Population

In 2019, there were 498 persons aged 55 years or older (55+ years) fatally injured in motor vehicle traffic crashes. Over half of these traffic fatalities (57 percent, 286 out of 498) 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 2010 and 2019.

The motor vehicle fatality rate for persons 55-to-64 years old decreased from 18.4 in 2018 to 16.2 in 2019. The motor vehicle fatality rate for persons 65+ increased from 17.6 in 2018 to 18.9 in 2019. Table 1 shows motor vehicle traffic fatality rates for each age group from 2010 to 2019.

Table 1. **Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population, 2010–2019**

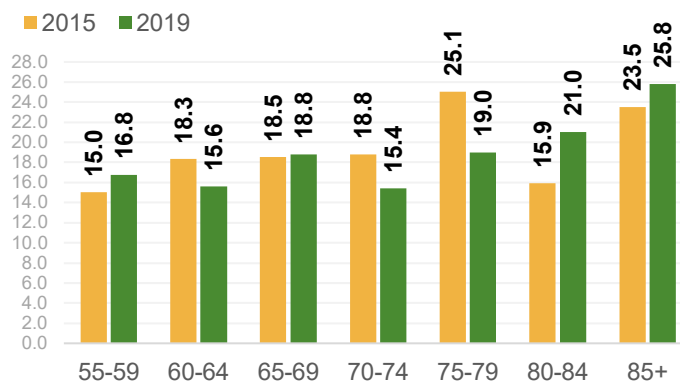
Year	Age Group						
	15-20	21-24	25-34	35-44	45-54	55-64	65+
2010	14.9	20.8	13.7	11.5	14.1	16.4	20.9
2011	14.4	20.7	13.8	13.1	13.4	15.3	18.6
2012	12.2	20.8	15.7	12.8	13.3	13.0	16.8
2013	14.8	17.7	14.8	11.8	13.8	13.1	15.6
2014	12.9	15.9	16.3	12.1	13.7	13.5	13.7
2015	15.8	23.3	18.5	14.2	14.0	16.5	19.9
2016	16.8	24.5	21.0	15.6	15.2	17.1	19.8
2017	16.3	23.0	19.7	14.0	16.8	18.0	19.4
2018	13.3	25.0	19.3	15.6	14.9	18.4	17.6
2019	12.4	21.4	18.8	15.6	15.3	16.2	18.9

Source: FARS 2010–2019; OASIS 2010-2019

In comparison to 2015, the motor vehicle fatality rate among the older population increased for those in the following age groups in 2019: 55-to-59, 65-to-69, 80-to-84, and 85+ years.

- The motor vehicle traffic fatality rate for the 85+ age group was 25.8 per 100,000 population, which was higher than any other older age group.
- The fatality rate for the 75-to-79 age group decreased by 24 percent over the past five years, from 25.1 in 2015 to 19.0 in 2019.

Figure 2. **Motor Vehicle Traffic Fatality Rates Among Older Populations by Age Group, 2015 and 2019**



Source: FARS 2015 and 2019

Total motor vehicle traffic fatalities among persons 55+ years increased by 8 percent — from 460 fatalities in 2015 to 498 fatalities in 2019. Figure 3 and Table 2 show the proportion of the older persons' involvement in traffic fatalities for 2015 and 2019.



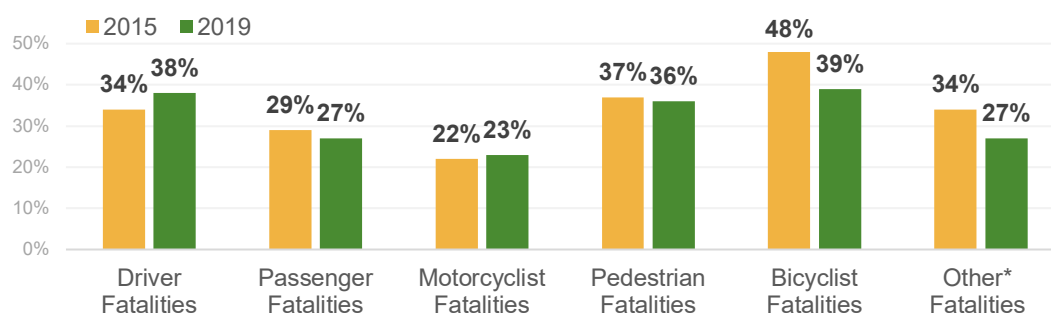
- Older driver fatalities increased from 34 percent of all driver fatalities in 2015 to 38 percent of all driver fatalities in 2019. Fatalities among drivers 65+ years increased from 20 percent of all driver fatalities in 2015 to 23 percent of all driver fatalities in 2019. *This does not imply that older drivers caused the crash either by their actions or failure to act.*
- Older motorcyclist fatalities, though a relatively small number, increased from 22 percent of all motorcyclist fatalities in 2015 to 23 percent of all motorcyclist fatalities in 2019. Fatalities among motorcyclists 65+ years increased from 19 percent of all motorcyclist fatalities in 2015 to 20 percent of all motorcyclist fatalities in 2019. Additionally, 26 percent of all motorcyclists with a valid motorcycle designation (Class M or MP) on their driver's license were 55-to-64 years old and 16 percent were 65+ years old in 2019 ([Motorcycles Georgia Traffic Safety Facts](#), 2019 )
- Older passenger fatalities decreased from 29 percent of all passenger fatalities in 2015 to 27 percent of all passenger fatalities in 2019.
- Older pedestrian fatalities decreased from 37 percent of all pedestrian fatalities in 2015 to 36 percent of all pedestrian fatalities in 2019 ([Pedestrians and Bicyclists \(Non-Motorists\) Georgia Traffic Safety Facts](#), 2019 )

Figure 3: **Involvement of the Older Population in Traffic Fatalities, 2015 and 2019**



Source: FARS 2015 and 2019

Table 2: **Involvement of the Older Population in Traffic Fatalities, 2015 and 2019**

Person Type	2015						2019					
	All Ages	55+ Years					All Ages	55+ Years				
		55-64	65-74	75-84	85+	55+ Total		55-64	65-74	75-84	85+	55+ Total
Driver Fatalities	796	108 (14%)	95 (12%)	49 (7%)	18 (3%)	270 (34%)	800	113 (15%)	92 (12%)	65 (9%)	27 (4%)	297 (38%)
Passenger Fatalities	258	23 (9%)	21 (9%)	18 (7%)	11 (5%)	73 (29%)	249	18 (8%)	21 (9%)	18 (8%)	10 (5%)	67 (27%)
Motorcyclist Fatalities	152	17 (12%)	13 (9%)	3 (2%)	--	33 (22%)	170	18 (11%)	20 (12%)	--	--	38 (23%)
Pedestrian Fatalities	194	41 (22%)	18 (10%)	8 (5%)	3 (2%)	70 (37%)	236	54 (23%)	24 (11%)	4 (2%)	2 (1%)	84 (36%)
Bicyclist Fatalities	23	9 (40%)	2 (9%)	--	--	11 (48%)	21	7 (34%)	1 (5%)	--	--	8 (39%)
Other* Fatalities	9	2 (23%)	1 (12%)	--	--	3 (34%)	15	2 (14%)	2 (14%)	--	--	4 (27%)
Total	1,432	200 (14%)	150 (11%)	78 (6%)	32 (3%)	460 (33%)	1,491	212 (15%)	160 (11%)	87 (6%)	39 (3%)	498 (34%)

*Other fatalities include persons on personal conveyances, unknown occupant type in a motor vehicle in-transport, and persons in/on buildings.

Source: FARS 2015 and 2019

Older Drivers & Traffic Fatalities

Table 3 shows the number of traffic fatalities involving drivers¹ aged 65+ years by person type from 2015 to 2019.

- Total fatalities in crashes with *drivers* aged 65+ years old fluctuated over the 5-year period. The number of 65+ aged driver fatalities increased by 14 percent from 162 in 2015 to 184 in 2019.
- Fatalities among 65+ *motorcyclists* increased by 33 percent from 15 fatalities in 2015 to 20 fatalities in 2019.
- Throughout the five-year period, most fatally injured *passengers* of older drivers were over the age of 65 years. In 2019, 80 percent (32 out of 40) of fatally injured passengers of drivers 65+ years were also over the age of 65 years.
- Fatalities among 65+ *aged passengers* of 65+ drivers increased by 54 percent from 22 fatalities in 2018 to 32 fatalities in 2019.

- Non-motorist fatalities (pedestrians, bicyclists, or other non-occupants), though relatively low in number, increased by 10 percent from 21 fatalities in 2015 to 23 fatalities in 2019.

Figure 4 displays the percentage of fatalities in crashes involving 65+ aged drivers by person type and year. In 2019:

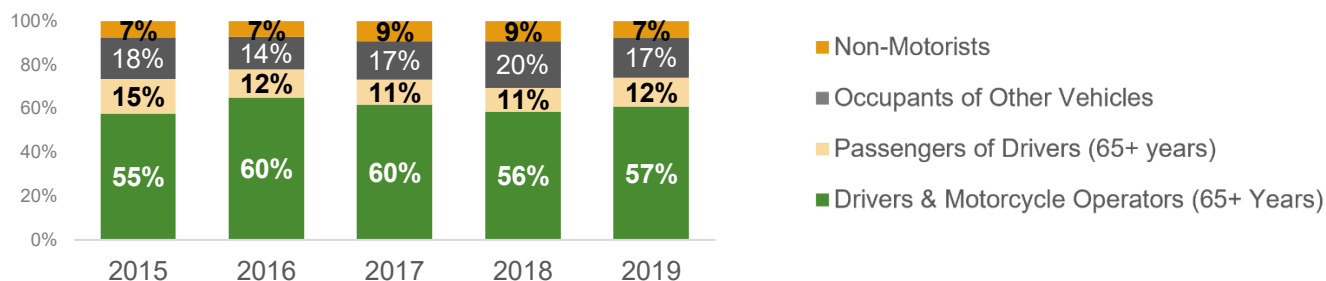
- 57 percent of all fatalities in crashes involving drivers and motorcyclists (65+ years) were the drivers and motorcyclists (65+ years) themselves.
- 17 percent of all fatalities in crashes involving a driver (65+ years) were occupants of other vehicles.
- 12 percent of all fatalities involving a driver (65+ years) were the passengers of the drivers (65+ years).

Table 3: **Number of Traffic Fatalities Involving Drivers (65+ Years) by Person Type and Year, 2015-2019**

Year	Drivers (65+ Years)		Passengers of 65+ Drivers			Occupants of Other Vehicles	Non-Motorists	Total
	Drivers	Motorcycle Operators	Less than 65 Years	65+ Years	Total			
2015	162	15	10	34*	44	53	21	295
2016	181	22	14	22	36	41	20	300
2017	180	10	8	25	33	51	27	301
2018	154	11	7	22	29	56	24	274
2019	184	20	8	32	40	55	23	322

Note: *Includes one (1) motorcycle passenger fatality. Source: FARS 2015-2019

Figure 4: **Percent of Traffic Fatalities Involving Drivers (65+ Years) by Person Type and Year, 2015-2019**



Source: FARS 2015-2019

¹ This does not imply that older drivers caused the crash either by their actions or failure to act.

Crashes & Serious Injuries

In 2019, there were 61,457 crashes that involved 65,208 drivers aged 65+ years in Georgia.

- 480.0 drivers aged 65+ years out of every 100,000 traffic crashes were involved in a fatal crash.
- 22.4 drivers aged 65+ years out of every 100,000 licensed drivers aged 65+ years were involved in a fatal crash.
- 20.6 drivers aged 65+ years out of every 100,000 persons aged 65+ years were involved in a fatal crash.

The rate of older drivers involved in fatal crashes per 100,000 motor vehicle traffic crashes increased as the older drivers 65+ years continue to age. This is indicative of the vulnerability of that driving population and the fragility that aging brings.²

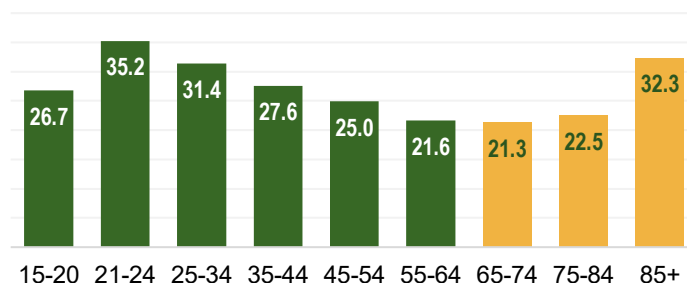
Table 4. **Rates of Drivers Involved in Fatal Crashes by Age Group, 2019**

Age Group (Years)	Number of Drivers Involved		Licensed Drivers	Estimated Population	Rates of Drivers Involved in Fatal Crashes		
	Traffic Crashes	Fatal Crashes			Per 100,000 Crashes	Per 100,000 License	Per 100,000 Population
15-20	73,936	169	631,790	884,941	228.6	26.7	19.1
21-24	75,403	194	550,507	564,559	257.3	35.2	34.4
25-34	173,535	459	1,462,360	1,493,261	264.5	31.4	30.7
35-44	132,563	370	1,340,428	1,380,954	279.1	27.6	26.8
45-54	115,243	341	1,365,924	1,399,652	295.9	25.0	24.4
55-64	87,334	277	1,281,902	1,307,533	317.2	21.6	21.2
65+	65,208	313	1,395,016	1,516,954	480.0	22.4	20.6
65-74	45,545	190	892,066	926,001	417.2	21.3	20.5
75-84	16,553	90	400,852	439,884	543.7	22.5	20.5
85+	3,110	33	102,098	151,069	1,061.1	32.3	21.8
TOTAL*	723,222	2,180	8,027,927	8,547,854	301.4	27.2	25.5

*Totals does not include drivers 14 years or younger or with unreported age
Source: FARS 2019; CODES 2019; DDS 2019 Annual Report; OASIS 2019

Drivers in the 85+ years age group have the second highest rate of involvement in fatal crashes compared to other age groups – 32.3 drivers ages 85+ years for every 100,000 licensed drivers aged 85+ years. Figure 5 displays the rate of drivers involved in fatal crashes per 100,000 licensed drivers by age group.

Figure 5. **Rate of Drivers Involved in Fatal Crashes per 100,000 Licensed Drivers by Age Group, 2019**



Source: FARS 2019, DDS 2019

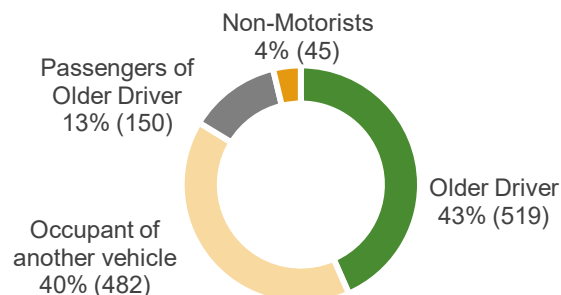
² The involvement of older drivers in traffic crashes, serious injury crashes, and fatal crashes does not imply that older drivers caused the crash either by their actions or failure to act.

Serious Injury Crashes Involving Drivers 65+ Years

In 2019, **15 percent** of all crashes (61,457 out of 406,290 traffic crashes) and **16 percent** of all serious injury³ crashes (961 out of 6,079 serious injury crashes) involved at least one older driver 65+ years. Among those who were seriously injured in traffic crashes that involved an older driver:

- **43 percent** were the older drivers themselves;
- **40 percent** were occupants of other vehicles that were not operated by the older driver;
- **13 percent** were passengers of the older driver; and
- **4 percent** were non-motorists (i.e., pedestrians or bicyclists).

Figure 6: **Percent of Persons Seriously Injured in Crashes Involving Older Drivers (65+ Years) by Person Type, 2019**



Source: CODES 2019

Hospitalizations

In 2019, there were a total of 8,805 hospitalizations and emergency room visits⁴ related to motor vehicle incidents among occupants aged 65+ years. The total occupant, motor vehicle, traffic-related hospitalization and emergency room charges among Georgia residents 65+ years was \$207 million.

Table 5. **Number, Percent, and Rate of All Occupant Motor Vehicle Traffic-Related Emergency Room Visits, Hospitalizations, and Fatalities by Age Group, 2019**

Age Group	Emergency Room Visits			Hospitalizations			Traffic Fatalities		
	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population
<15	6,422	6%	310.3	68	1%	3.3	51	3%	2.5
15-20	12,589	12%	1,422.6	519	9%	58.7	110	7%	12.4
21-24	10,485	10%	1,857.2	442	8%	78.3	121	8%	21.4
25-34	24,995	24%	1,673.9	1,013	18%	67.8	281	19%	18.8
35-44	18,509	18%	1,340.3	773	14%	56.0	216	14%	15.6
45-54	14,231	14%	1,016.8	769	14%	54.9	214	14%	15.3
55-64	10,326	10%	789.7	742	13%	56.8	212	14%	16.2
65+	7,611	7%	501.7	1,194	22%	78.7	286	19%	18.9
65-74	5,214	5%	563.1	642	12%	69.3	160	11%	17.3
75-84	1,932	2%	439.2	396	7%	90.0	87	6%	19.8
85+	465	<1%	307.8	156	3%	103.3	39	3%	25.8
Total	105,168	100%	990.5	5,520	100%	52.0	1,491	100%	14.0

Note: Population rate includes the total population for persons less than 15 years of age. Source: FARS 2019, OASIS 2019; Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP) Hospital Inpatient Discharge and Emergency Room Visit Data.

³ Suspected serious injuries are reported by law enforcement and used when any injury, other than fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

⁴ Hospitalization may include individuals who visited the emergency room. Emergency room visits may include individuals who discharged directly from the emergency room. Hospitalizations and emergency room visits are for Georgia residents only, while fatalities can be for persons out of state.

Older Driver Licensing and Population Trends

In 2019, an estimated 2.8 million people (27 percent of the total Georgia resident population) were 55 years of age and older. Fourteen percent of the Georgia population were over 65 years old. Compared to 2015, the overall population in Georgia increased by 4 percent; however, the population of persons 55 years and older increased by 12 percent in 2019. As a result, older persons 55 years and older represent a greater proportion of the Georgia population.

Over the past decade, the older population across the 55-to-64 years, 65-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.”⁵

In 2019, there were 2.6 million licensed drivers over the age of 55 years – a 13 percent increase from 2015. Older drivers (55+ years) made up 31 percent of all licensed drivers in 2019. Table 6 shows the number of licensed older drivers and population estimates by age group and sex for 2015 and 2019.

Table 6: **Population Estimates and Licensing among Persons 55+ Years, 2015 and 2019**

Age Group and Sex		Population Estimates				Licensed Drivers			
		2015	2019	Change		2015	2019	Change	
				Number	Percent			Number	Percent
55-64 Years	Male	572,795	622,328	+ 49,533	+ 9%	**	607,225	**	**
	Female	636,377	685,205	+ 48,828	+ 8%	**	651,887	**	**
	Total	1,209,172	1,307,533	+ 98,361	+ 8%	1,157,264	1,259,112	+ 101,848	+ 9%
65-74 Years	Male	370,342	420,951	+ 50,609	+ 14%	**	414,869	**	**
	Female	434,645	505,050	+ 70,405	+ 16%	**	468,348	**	**
	Total	804,987	926,001	+ 121,014	+ 15%	765,412	883,217	+ 117,805	+ 15%
75-84 Years	Male	153,436	189,008	+ 35,572	+ 23%	**	186,676	**	**
	Female	210,554	250,876	+ 40,322	+ 19%	**	212,520	**	**
	Total	363,990	439,884	+ 75,894	+ 21%	322,661	399,196	+ 76,535	+ 24%
85+ Years	Male	43,593	51,692	+ 8,099	+ 19%	**	46,635	**	**
	Female	92,354	99,377	+ 7,023	+ 8%	**	55,466	**	**
	Total	135,947	151,069	+ 15,122	+ 11%	87,539	102,101	+ 14,562	+ 17%
Total Age 55+ Years	Male	1,140,166	1,283,979	+ 143,813	+ 13%	**	1,255,405	**	**
	Female	1,373,930	1,540,508	+ 166,578	+ 12%	**	1,388,221	**	**
	Total	2,514,096	2,824,487	+ 310,391	+ 12%	2,332,876	2,643,626	+ 310,750	+ 13%

*2015 DDS licensed drivers was not available by sex.

Source: OASIS 2015 and 2019; DDS 2015 and 2019

⁵ 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.

Contributing Circumstances

In 2019, the top three contributing factors of *fatal* crashes involving drivers aged 65+ years were:

1. Failure to yield right of way;
2. Failure to obey or observe actual traffic signs, traffic control devices or traffic officers; and,
3. Improper lane usage.

The top contributing factors for *all traffic* crashes involving drivers aged 65+ years were:

1. Failure to yield right of way;
2. Following too close; and,
3. Changing lanes improperly.

Crashes with Other Vehicles

Table 7 shows the percentage of drivers involved in crashes by crash type and number of vehicles involved in the crash. Compared to other age groups, drivers aged 65+ years experienced more traffic crashes, serious injury crashes, and fatal crashes involving at least one other vehicle in 2019.

- **72 percent** of *fatal crashes* involving drivers aged 65+ years also involved another vehicle, compared to 28 percent of single-vehicle fatal crashes involving drivers 65+ years.
- **88 percent** of *serious injury crashes* involving drivers 65+ years also involved at least one other vehicle.
- **92 percent** of *traffic crashes* involving drivers 65+ years also involved at least one other vehicle.

Table 7. **Older Drivers Involved in Traffic Crashes by Crash Type and Number of Vehicles Involved, 2019**

Age Group	Drivers in Fatal Crashes			Drivers in Serious Injury Crashes			Drivers in All Traffic Crashes		
	Total Drivers	Single-Vehicle	Multi-Vehicle	Total Drivers	Single-Vehicle	Multi-Vehicle	Total Drivers	Single-Vehicle	Multi-Vehicle
15-20	169	28%	72%	1,035	25%	75%	71,812	13%	87%
21-24	194	38%	62%	1,041	20%	80%	73,301	11%	89%
25-34	459	32%	68%	2,334	20%	80%	168,226	11%	89%
35-44	370	34%	66%	1,739	17%	83%	128,198	10%	90%
45-54	341	31%	69%	1,570	15%	85%	111,350	9%	91%
55-64	277	35%	65%	1,221	14%	86%	84,416	9%	91%
65+	313	28%	72%	990	12%	88%	63,366	8%	92%
65-74	190	27%	73%	674	14%	86%	44,222	8%	92%
74-84	90	31%	69%	249	10%	90%	16,117	7%	93%
85+	33	24%	76%	67	3%	97%	3,027	7%	93%
TOTAL*	2,123	32%	68%	9,930	18%	82%	700,669	10%	90%

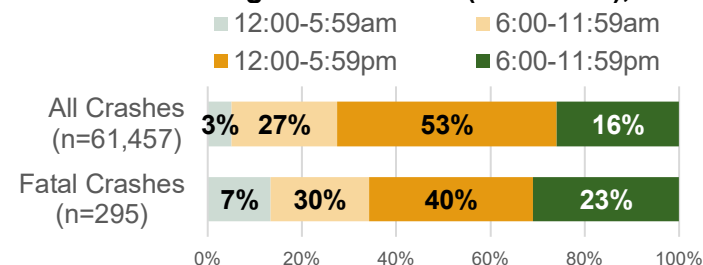
Note: excludes bicyclists, ATV, golf carts. Source: FARS 2019; CODES 2019

Time of Day

Most traffic crashes and fatal crashes that involve drivers aged 65+ years occurred during the daytime weekday hours – 66 percent of all *traffic* crashes and 51 percent of all *fatal* crashes.

- **80 percent** of *traffic* crashes involving a driver aged 65+ years occurred in the daytime hours (6:00 am-5:59 pm).
- **70 percent** of *fatal* crashes involving a driver aged 65+ years occurred in the daytime hours.

Figure 7. **Time of Day of All Crashes and Fatal Crashes Involving Older Drivers (65+ Years), 2019**



Source: FARS 2019; CODES 2019

Restraint Use & Seatbelt Violations

Figure 8 shows percent of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex in 2019. Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.

In 2019, there were more unrestrained, fatally injured, older, passenger vehicle occupants who were male compared to female. Based on known restraint use:

- **36 percent** of fatally injured, male occupants aged 55-to-64 years were unrestrained compared to **28 percent** of female occupants.
- **28 percent** of fatally injured, male occupants aged 65+ years were unrestrained compared to **15 percent** of female occupants.
- **11 percent** of seriously injured⁶ drivers 65+ years were unrestrained and **9 percent** of seriously injured passengers 65+ years were unrestrained (not shown in Figure 8).

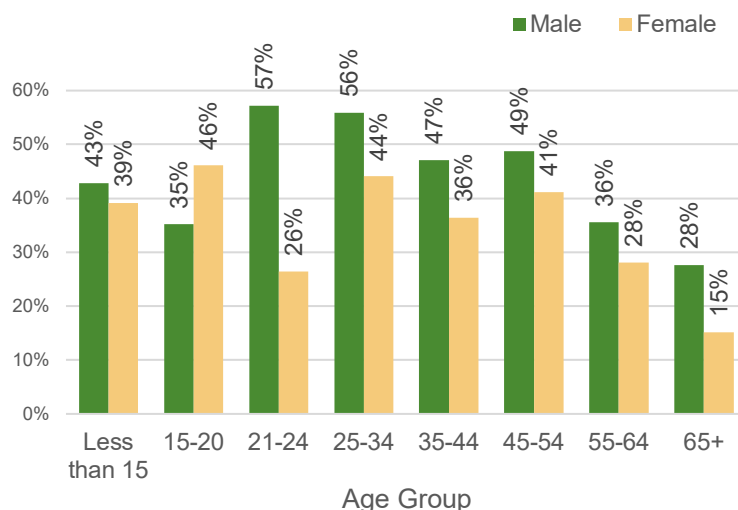
In 2019, older drivers (55+ years) represented 13 percent of all seatbelt violations and 6 percent of child safety seat violations. Older drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

Seating Positions: Driving with Peers

Figure 9 displays the seating positions of older drivers' passengers ages 65+ years fatally injured that were unrestrained from 2017 to 2019.

- **29 percent** of all fatally injured, older drivers aged 65+ years old were unrestrained.
- **77 percent** of all occupants (regardless of seating position and injury severity) riding with an older driver involved in a fatal crash were between 65+ years of age.
 - **23 percent** of fatally injured, front seat passengers 65+ years old were unrestrained.
 - **60 percent** of fatally injured, backseat passengers (passenger side) aged 65+ years were unrestrained.

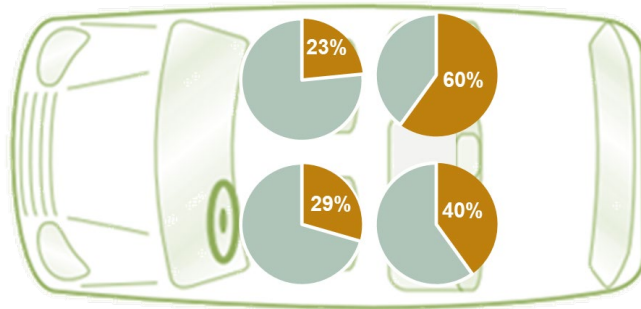
Figure 8. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2019**



*Based on known restraint use

Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2019

Figure 9. **Percent of Fatally Injured Older Drivers (65+ Years) and their Fatally Injured Passenger Occupants (Aged 65+ Years) Unrestrained* by Seating Position, 2017-2019**




*Based on known restraint use

Note: the number of backseat passenger fatalities aged 65+ years is relatively low. Source: FARS 2017-2019

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

OLDER PEDESTRIANS

In 2019, an estimated 2.8 million people (27 percent of the total Georgia resident population) were 55 years of age and older. Fourteen percent of the Georgia population were over 65 years old. Compared to 2015, the overall population in Georgia increased by 4 percent; however, the population of persons 55 years and older increased by 12 percent in 2019. As a result, older persons 55 years and older represent a greater proportion of the Georgia population.

Pedestrians 55 years of age or older represented 34 percent of all pedestrian fatalities in 2019 and 32 percent of all pedestrian fatalities in 2018 ([Pedestrians and Bicyclists \(Non-Motorists\) Georgia Traffic Safety Facts](#), 2019 ). Pedestrians aged 55-to-64 years have the highest rate of suspected serious injuries compared to other age groups. In 2019, there were 8.6 suspected serious injuries among pedestrians for every 100,000 persons aged 55-to-64 years.

In 2019, pedestrians aged 65+ years represented 8 percent (237 out of 3,170) of all pedestrians involved in crashes, 9 percent of all pedestrians suspected serious injuries (34 out of 396), and 13 percent of all pedestrians fatally injured (30 out of 236).

Table 8: **Number of Pedestrians Involved in Traffic Crashes, Pedestrian Suspected Serious Injuries, and Pedestrian Fatalities by Age Group, 2019**

Age Group	Pedestrians Involved Crashes		Pedestrian Suspected Serious Injuries		Pedestrian Fatal Injuries	
	Number	Percent	Number	Percent	Number	Percent
All other ages	2,541	80%	302	77%	152	64%
55-64	392	12%	59	15%	54	23%
65+	237	7%	34	9%	30	13%
65-74	180	6%	30	8%	24	10%
75-84	51	2%	3	1%	4	2%
85+	6	0%	1	0%	2	1%
TOTAL	3,170	100%	396*	100%	236	100%

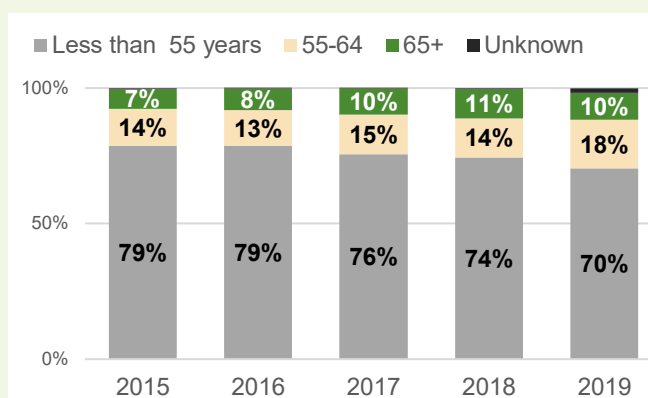
*Note: Includes one (1) serious injury of unknown age. Source: CODES 2019, FARS 2019

Table 9 and Figure 10 shows the number and percent of pedestrian suspected serious injuries and fatalities by age group from 2015 to 2019.

Table 9: **Number of Pedestrian Suspected Serious Injuries and Fatalities by Age Group, 2015-2019**

Age Group	2015	2016	2017	2018	2019
Less than 55 years	622	667	715	441	444
55-64	110	111	138	85	113
65+	57	68	92	64	63
Unknown	3	1	1	2	11
TOTAL	792	847	946	592	631

Figure 10: **Percent of Pedestrian Suspected Serious Injuries and Fatalities by Age Group, 2015-2019**



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. The involvement of older drivers in traffic crashes, serious injury crashes, and fatal crashes does not imply that older drivers caused the crash either by their actions or failure to act.

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.

Fatal crashes are defined as 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.

Serious injuries are those suspected serious injuries reported by law enforcement and used when any injury, other than fatal injury, prevent the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

Passenger vehicles are defined as passenger cars, light trucks (including vans), utility vehicles, and pickup trucks.

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.

Contributing circumstances capture the precrash elements or improper actions of persons (motorcycle operators, pedestrians, bicyclists, and other motorists) that may have caused the crash. Contributing factors in fatal and nonfatal crashes are often underreported in the datasets. There is at least one record per person involved in a fatal crash (FARS Data) and some missing records for persons involved in motor vehicle traffic crashes (Crash Data).

For More Information:

The two-page Quick Facts for Drivers Aged 55+ Years 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 2019 traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Non-Motorist (Pedestrians and Bicyclists), Motorcycle Safety, Young Adult Drivers, Distracted Drivers, and Occupant Protection.

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