

# Georgia Traffic Safety Facts

2021 Data

August 2023

## Key Findings

- In 2021, an estimated 2.9 million people were 55 years and older – a 10 percent increase from 2017. The older population (55+ years) made up 27 percent of the total Georgia resident population.
- Older drivers (55+ years) also accounted for 35 percent of all licensed drivers, 26 percent of all drivers involved in fatal crashes, and 19 percent of all drivers involved in motor vehicle crashes.

## 65+ Years

- In 2021, there were 1.5 million licensed drivers 65+ years – a 22 percent increase from 2017. Drivers 65+ years made up 19 percent of all licensed drivers.
- The number of drivers ages 65+ years involved in fatal crashes increased by 14 percent (from 299 drivers in 2020 to 341 drivers in 2021). Drivers ages 65+ years accounted for 13 percent of all drivers involved in fatal crashes in 2021.
- In 2021, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was \$292 million.

## Cross-Cutting Findings

- Between 2020 and 2021, the number of pedestrians 65+ years of age that were seriously or fatally injured increased by 18 percent (from 80 to 94), and the rate of seriously or fatally injured pedestrians 65+ years per 100,000 population increased by 17 percent (from 5.08 to 5.93).

## OLDER DRIVERS

AGES 55 YEARS AND OLDER

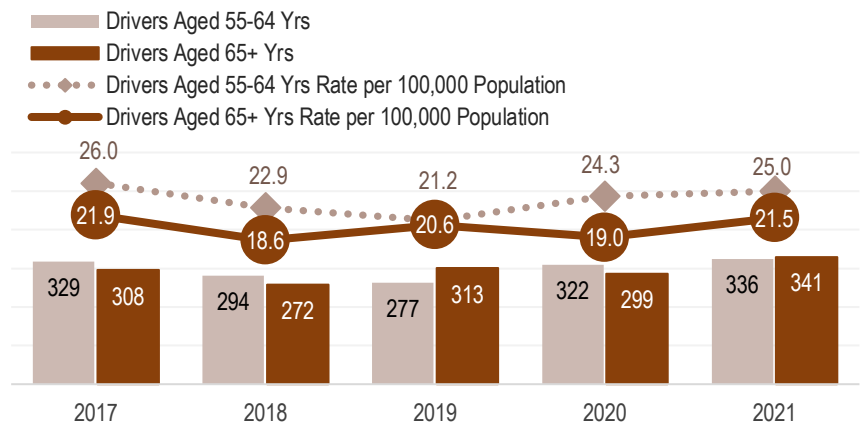
For the purposes of this fact sheet, persons 55-to-64 years old and persons 65 years or older are considered part of the "older drivers" population – particularly in relation to population, drivers, motor vehicle occupants, and non-motorists. *The involvement of older drivers in traffic crashes does 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' presented at the end of this publication for more information concerning the data.

## Traffic Crashes Involving Older Drivers

Fatal crashes that involve drivers aged 65+ years increased by 14 percent (from 299 drivers in 2020 to 341 drivers in 2021), and the rate of drivers 65+ years involved in fatal crashes per 100,000 population increased by 13 percent. The number and rate of drivers in the 55-to-64 age group involved in fatal crashes slightly increased by 4 percent and 3 percent, respectively. Across the decade (2012-2021), drivers 65+ years represented approximately 13 percent of all drivers involved in fatal crashes.

Figure 1. Older Drivers (55+ Years) Involved in Fatal Crashes and Rate per 100,000 Population, 2017–2021



Source: FARS 2017-2021



GOVERNOR'S OFFICE  
OF HIGHWAY SAFETY

7 M.L.K. Jr Dr SE  
Suite #643  
Atlanta, GA 30334

(404) 656-6996  
www.gahighwaysafety.org

In 2021, older drivers aged 65+ years represented 15 percent of the population and 19 percent of all licensed drivers. However, they only represent 8 percent of all drivers involved in traffic crashes and 13 percent of all drivers involved in fatal crashes. Compared to other age groups, drivers 65+ years have the lowest rate of drivers involved in fatal crashes per licensed driver and per population. However, this age group has the highest rate of involvement in fatal crashes per 100,000 motor vehicle traffic crashes. The rate of older drivers involved in fatal crashes per 100,000 motor vehicle traffic crashes increases 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. In 2021:

- For every 100,000 traffic crashes involving drivers aged 65+ years, 579.4 were fatal crashes.
- For every 100,000 licensed drivers aged 65+ years, 22.3 drivers aged 65+ years were involved in a fatal crash.
- For every 100,000 Georgia residents aged 65+ years, 21.5 drivers aged 65+ years were involved in a fatal crash.

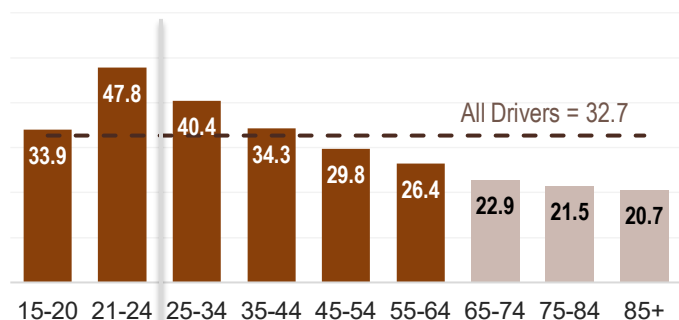
Table 1. **Drivers Involved in Motor Vehicle Traffic Crashes by Age Group, 2021**

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	75,774	215	633,567	908,221	283.7	33.9	23.7
21-24	75,168	260	543,760	574,233	345.9	47.8	45.3
25-34	163,436	567	1,401,893	1,494,153	346.9	40.4	37.9
35-44	120,860	452	1,318,949	1,428,680	374.0	34.3	31.6
45-54	98,912	389	1,305,857	1,398,509	393.3	29.8	27.8
55-64	77,751	336	1,271,578	1,343,137	432.1	26.4	25.0
<b>65+</b>	<b>58,851</b>	<b>341</b>	<b>1,531,994</b>	<b>1,584,071</b>	<b>579.4</b>	<b>22.3</b>	<b>21.5</b>
65-74	41,308	216	945,284	987,987	522.9	22.9	21.9
75-84	14,739	99	460,898	455,027	671.7	21.5	21.8
85+	2,804	26	125,812	141,057	927.2	20.7	18.4
<b>TOTAL</b>	<b>715,646*</b>	<b>2,617*</b>	<b>8,007,598</b>	<b>10,799,566</b>	<b>365.7</b>	<b>32.7</b>	<b>24.2</b>

\*Totals include drivers 14 years or younger or with unreported age  
Source: FARS 2021; CODES 2021; DDS 2021; OASIS 2021

Figure 2 displays the rate of drivers involved in fatal crashes per 100,000 licensed drivers by age group. As age increases, the rate of involvement in fatal crashes decreases. In 2021, 22.9 drivers aged 65-to-74 years for every 100,000 licensed drivers aged 65-to-74 years were involved in a fatal crash.

Figure 2. **Rate of Drivers Involved in Fatal Crashes per 100,000 Licensed Drivers by Age Group, 2021**



Source: FARS 2021, DDS 2021

## Fatalities and Serious Injuries in Crashes Involving Older Drivers

Table 2 shows the number of all traffic fatalities that involved drivers aged 65+ years by person type from 2017 to 2021.

- Fatalities among drivers aged 65+ years increased by 5 percent—from 176 in 2020 to 185 in 2021.
- Fatalities among motorcyclists (operators and passengers) aged 65+ years increased by 58 percent—from 7 fatalities in 2020 to 11 fatalities in 2021.
- Throughout the five-year period, most fatally injured passengers of older drivers were over the age of 65 years. In 2021, 60 percent (25 out of 42) of fatally injured passengers of drivers 65+ years were also over the age of 65 years.

Table 2. **All Traffic Fatalities in Crashes Involving Older Drivers (65+ Years) by Person Type and Year, 2017-2021**

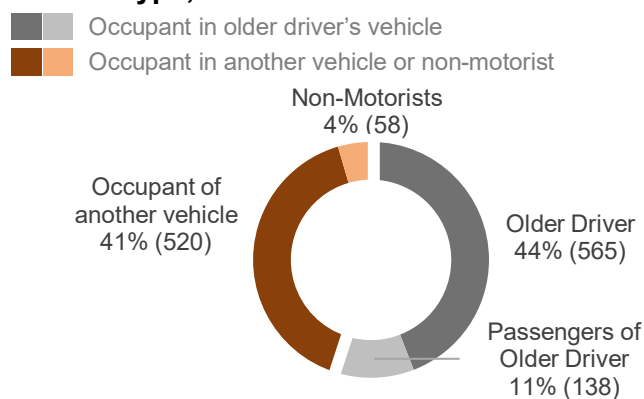
Year	Older Drivers (65+Years)		Passengers of Older Drivers by Age			Occupants of Other Vehicles	Non-Motorists	Total
	Drivers	Motorcycle Operators	Less than 65 Years	65+ Years	Total			
2017	180	10	8	25	33	51	27	301
	60%	3%	3%	8%	11%	17%	9%	100%
2018	154	11	7	22	29	56	24	274
	56%	4%	3%	8%	11%	20%	9%	100%
2019	184	20	8	32	40	55	23	322
	57%	6%	2%	10%	12%	17%	7%	100%
2020	176	7	12	29	42*	60	28	313
	56%	2%	4%	9%	13%	19%	9%	100%
2021	185	11	16	25	42*	68	34	340
	54%	3%	5%	7%	12%	20%	10%	100%

Note: Percent is calculated across the rows. There were no motorcycle passenger fatalities in crashes involving older drivers or motorcycle operators between 2017-2021. \* Includes passengers of unknown age. Source: FARS 2017-2021

In 2021, there were 1,281 persons with suspected serious injuries involved in crashes that involved older drivers age 65+ years—14 percent of all serious injuries. Figure 3 shows the percent of serious injuries among all persons involved in crashes with at least one older driver aged 65+ years in 2021. Among all serious injuries involving older drivers:

- 55 percent were occupants in the vehicle operated by the older driver (represented by gray in Figure 3).
  - 44 percent were the older driver aged 65+ years
  - 11 percent were the passengers of the older driver
- 45 percent were occupants of other vehicles or non-motorists (represented by brown in Figure 4).
  - 41 percent were occupants of vehicles that were *not* operated by an older driver
  - 4 percent were non-motorists (i.e., pedestrians or bicyclists)

Figure 3: **Percent of Persons Seriously Injured in Crashes Involving Older Drivers (65+ Years) by Person Type, 2021**



1,281 Serious Injuries

Source: CODES 2021

## Restraint Use & Seatbelt Violations

Figure 4 shows percent of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex between 2019 and 2021. Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.

Between 2019 and 2021, there were more unrestrained, fatally injured, older, passenger vehicle occupants who were male compared to female. Based on known restraint use:

- **51 percent** of fatally injured male occupants aged 55-to-64 years were unrestrained compared to **45 percent** of female occupants.
- **34 percent** of fatally injured male occupants aged 65+ years were unrestrained compared to **23 percent** of female occupants.
- **10 percent** of seriously injured<sup>1</sup> drivers 65+ years were unrestrained and **13 percent** of seriously injured passengers 65+ years were unrestrained (not shown in Figure 4).

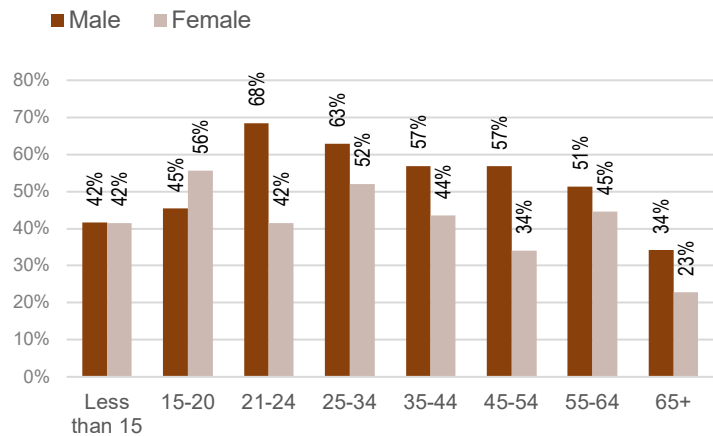
In 2021, older drivers (55+ years) represented 13 percent of all seatbelt violations and 5 percent of child safety seat violations. Older drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

### Seating Positions: Driving with Peers

Figure 5 displays the seating positions of older drivers' passengers ages 65+ years fatally injured that were unrestrained from 2017 to 2021.

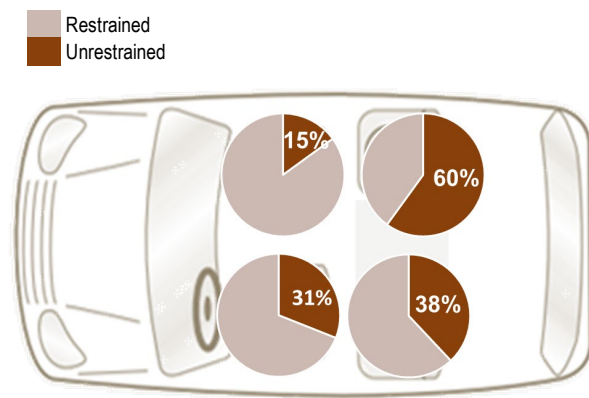
- **31 percent** of all fatally injured, older drivers aged 65+ years old were unrestrained.
- **27 percent** of all occupants (regardless of seating position and injury severity) riding with an older driver involved in a fatal crash were 65+ years of age.
  - **15 percent** of fatally injured front seat passengers 65+ years old were unrestrained.
  - **42 percent** of fatally injured backseat passengers aged 65+ years were unrestrained.

Figure 4. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained\* in Traffic Crashes by Age Group and Sex, 2019-2021 (3-year period)**



\*Based on known restraint use  
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.  
Source: FARS 2021

Figure 5. **Percent of Fatally Injured Older Drivers (65+ Years) and their Fatally Injured Passenger Occupants (Aged 65+ Years) Unrestrained\* by Seating Position, 2017-2021**



\*Based on known restraint use  
Note: The number of backseat passenger fatalities aged 65+ years is relatively low.  
Source: FARS 2017-2021

<sup>1</sup> Serious injuries are suspected serious injuries reported by law enforcement.

## Older Driver Licensing and Population Trends

In 2021, an estimated 2.9 million people (27 percent of the total Georgia resident population) were 55 years of age and older. Fifteen percent of the Georgia population was 65 years old and older. Compared to 2017, the overall population in Georgia increased by 4 percent; however, the population of persons 55 years and older increased by 10 percent in 2021. 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.”<sup>2</sup>

In 2021, there were 2.8 million licensed drivers over the age of 55 years – a 14 percent increase from 2017. Older drivers (55+ years) made up 35 percent of all licensed drivers in 2021. Table 6 shows the number of licensed older drivers and population estimates by age group and sex for 2017 and 2021.

Table 3: Population Estimates and Licensing among Persons 55+ Years, 2017 and 2021

Age Group and Sex		Population Estimates				Licensed Drivers			
		2017	2021	Change		2017	2021	Change	
				Number	Percent			Number	Percent
55-64 Years	Male	599,889	648,643	+ 48,754	+ 8%	**	612,800	**	**
	Female	663,673	694,494	+ 30,821	+ 5%	**	658,778	**	**
	Total	1,263,562	1,343,137	+ 79,575	+ 6%	1,191,504	1,271,578	+ 80,074	+ 7%
65+ Years	Male	612,926	699,137	+ 86,211	+ 14%	**	715,305	**	**
	Female	794,884	884,934	+ 90,050	+ 11%	**	816,689	**	**
	Total	1,407,810	1,584,071	+ 176,261	+ 13%	1,257,619	1,531,994	+ 274,375	+ 22%
65-74 Years	Male	397,552	452,769	+ 55,217	+ 14%	**	443,291	**	**
	Female	473,327	535,218	+ 61,891	+ 13%	**	501,993	**	**
	Total	870,879	987,987	+ 117,108	+ 13%	814,352	945,284	+ 130,932	+ 16%
75-84 Years	Male	168,113	196,943	+ 28,830	+ 17%	**	214,914	**	**
	Female	226,221	258,084	+ 31,863	+ 14%	**	245,984	**	**
	Total	394,334	455,027	+ 60,693	+ 15%	349,994	460,898	+ 110,904	+ 32%
85+ Years	Male	47,261	49,425	+ 2,164	+ 5%	**	57,100	**	**
	Female	95,336	91,632	- 3,704	- 4%	**	68,712	**	**
	Total	142,597	141,057	- 1,540	- 1%	93,273	125,812	+ 32,539	+ 35%
Total Age 55+ Years	Male	1,212,815	1,347,780	+ 134,965	+ 11%	**	1,328,105	**	**
	Female	1,458,557	1,579,428	+ 120,871	+ 8%	**	1,475,467	**	**
	Total	2,671,372	2,927,208	+ 255,836	+ 10%	2,449,123	2,803,572	+ 354,449	+ 14%

\*\*2017 DDS licensed drivers was not available by sex.  
Source: OASIS 2017 and 2021; DDS 2017 and 2021

<sup>2</sup> 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/document/document/just-facts-2017/download>>. September 18, 2020.

## Contributing Circumstances

In 2021, 91 percent of all crashes involving older drivers aged 65+ years also involved other vehicles (multi-vehicle crashes), and 9 percent were single-vehicle crashes. The most common 'most harmful event' for multi-vehicle crashes was collisions with other motor vehicles; for single-vehicle crashes, collision with deer or other animal.

The most common manner of collision in multi-vehicle crashes involving older drivers aged 65+ years was angle crashes. For fatal and serious injury crashes, head-on collisions were the second highest rank manner of collisions. *The manner of collision is not vehicle specific and does not identify which vehicle or driver was at fault.* Table 4 below shows the highest-rank manner of collision for multi-vehicle traffic, injury, and fatal crashes that involve older drivers aged 65+ years.

Table 4. **Highest Rank Manner of Collision for Multi-Vehicle Crashes Involving Older Drivers (65+ Years) by Crash Type, 2021**

Rank	Fatal Crashes		Serious Injury Crashes		Traffic Crashes	
	Manner of Collision	% of crashes	Manner of Collision	% of crashes	Manner of Collision	% of crashes
1	Angle	51%	Angle	45%	Rear end (Front-to-rear)	36%
2	Head on (Front-to-front)	22%	*Not a collision with a motor vehicle	18%	Angle	36%
3	Rear end (Front-to-rear)	19%	Rear end (Front-to-rear)	17%	Sideswipe same direction	14%
4	Sideswipe (Same or opposite direction)	7%	Head on (Front-to-front)	13%	*Not a collision with a motor vehicle	8%

\* The first harmful event was not a collision with a motor vehicle in transport. For example, a collision with a fixed object may be the first harmful event.

Source: FARS 2021, CODES 2021

Older drivers aged 65+ years losing control of their vehicle was the top contributing factor among operators involved in single-vehicle crashes. In 2021, 31 percent of older drivers (65+ years) involved in single-vehicle crashes lost control of their vehicle moments before they crashed with an object other than another vehicle. The top contributing factors among older drivers and other drivers involved in multi-vehicle crashes were failure to yield and following too closely. *This does not imply that the older driver or other drivers caused the crash either by their actions or failure to act.*

Table 5. **Top Contributing Factors with Crashes Involving Older Drivers (65+ Years) by Number of Vehicles Involved and Person Type, 2021**

Rank	Single Vehicle Crashes		Multi-Vehicle Crashes			
	Older Drivers (65+ Years)		Older Drivers (65+ Years)		Other Driver	
	Description	% of drivers	Description	% of drivers	Description	% of drivers
1	Driver lost control	31%	Failed to yield	31%	Following too close	41%
2	Other	22%	Following too close	26%	Failed to yield	20%
3	Reaction to object or animal	13%	Changed lanes improperly	14%	Changed lanes improperly	10%
4	Misjudged clearance	9%	Other	7%	Other	9%

Source: CODES 2021

## Environmental Characteristics

Table 6 summarizes the environmental characteristics of where and when fatal crashes and traffic crashes involving older drivers aged 65+ years occurred in 2021.

Fatal crashes and all traffic crashes involving older drivers have similar environmental characteristics, except for the predominant location of crashes. In 2021:

- 47 percent of all traffic crashes involving older drivers occurred at an intersection or intersection-related location, and 62 percent of all fatal crashes involving older drivers occurred at non-intersections.

Among the fatal crashes that involved older drivers:

- 71 percent occurred in daylight conditions;
- 71 percent occurred during the weekday, and 33 percent occurred during the weekday afternoon hours (12:00 p.m. to 5:59 p.m.); and
- 73 percent occurred in clear weather conditions.

Table 6. **Motor Vehicle Crashes Involving Older Drivers (65+ Years) by Environmental Characteristics, 2021**

Environmental Characteristics	Fatal Crashes Involving Older Drivers		Traffic Crashes Involving Older Drivers	
	Number	Percent	Number	Percent
<b>Location *</b>				
Intersection (or related)	120	38%	26,240	47%
Non-Intersection	197	62%	25,180	45%
Other	--	--	4,056	7%
Unknown	--	--	428	1%
<b>Light Conditions</b>				
Dark	84	26%	7,874	14%
Daylight	225	71%	46,492	83%
Dawn	4	1%	461	1%
Dusk	4	1%	706	1%
<b>Day of Week / Time of Day *</b>				
<b>Weekday</b>	<b>224</b>	<b>71%</b>	<b>43,147</b>	<b>77%</b>
6:00-11:59am	72	23%	12,584	23%
12:00-5:59pm	104	33%	24,472	44%
6:00-11:59pm	37	12%	5,124	9%
12:00-5:59am	11	3%	967	2%
<b>Weekend</b>	<b>93</b>	<b>29%</b>	<b>12,757</b>	<b>23%</b>
6:00-11:59am	14	4%	2,370	4%
12:00-5:59pm	27	9%	5,799	10%
6:00-11:59pm	43	14%	3,921	7%
12:00-5:59am	9	3%	667	1%
<b>Weather Conditions</b>				
Clear	231	73%	40,033	72%
Cloudy	54	17%	10,528	19%
Rain	30	9%	4,911	9%
Other	2	1%	432	1%
<b>Season</b>				
Winter	70	22%	12,484	22%
Spring	77	24%	13,723	25%
Summer	73	23%	13,750	25%
Fall	97	31%	15,947	29%

Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday

Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday

Daytime – 6:00 a.m. to 5:59 p.m.

Nighttime – 6:00 p.m. to 5:59 a.m.

\*See data considerations for definitions of intersection and non-intersection locations

Source: CODES 2021, FARS 2021

## Traffic-Related Injuries and Fatalities among the Aging Population

In 2021, older persons aged 65+ years represented 7 percent of all emergency room visits (6,876 out of 93,536) and 18 percent of all hospitalizations (1,573 out of 8,598) related to motor vehicle traffic incidents. The total motor vehicle traffic-related hospitalization and emergency room charges among Georgia residents 65+ years was \$292 million. In 2021, there were 538 persons aged 55 years or older (55+ years) fatally injured in motor vehicle traffic crashes. Over half of these traffic fatalities (55 percent, 299 out of 538) were persons aged 65 years and older (65+ years).

Table 7. **Number, Percent, and Rate of All Motor Vehicle Traffic-Related Emergency Room Visits, Hospitalizations, and Fatalities by Age Group, 2021**

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
Less than 15	4,913	5%	237.5	61	1%	2.9	47	3%	2.3
15-20	11,555	12%	1272.3	699	8%	77.0	143	8%	15.7
21-24	10,200	11%	1776.3	727	8%	126.6	160	9%	27.9
25-34	22,695	24%	1518.9	1,782	21%	119.3	352	20%	23.6
35-44	16,101	17%	1127.0	1388	16%	97.2	296	16%	20.7
45-54	11,960	13%	855.2	1193	14%	85.3	247	14%	17.7
55-64	9,236	10%	687.6	1175	14%	87.5	239	13%	17.8
<b>65+</b>	<b>6,876</b>	<b>7%</b>	<b>434.1</b>	<b>1,573</b>	<b>18%</b>	<b>99.3</b>	<b>299</b>	<b>17%</b>	<b>18.9</b>
65-74	4,642	5%	469.8	932	11%	94.3	169	9%	17.1
75-84	1,817	2%	399.3	464	5%	102.0	94	5%	20.7
85+	417	0%	295.6	177	2%	125.5	36	2%	25.5
<b>Total</b>	<b>93,536</b>	<b>100%</b>	<b>990.5</b>	<b>8,598</b>	<b>100%</b>	<b>52.0</b>	<b>1,797*</b>	<b>100%</b>	<b>16.6</b>

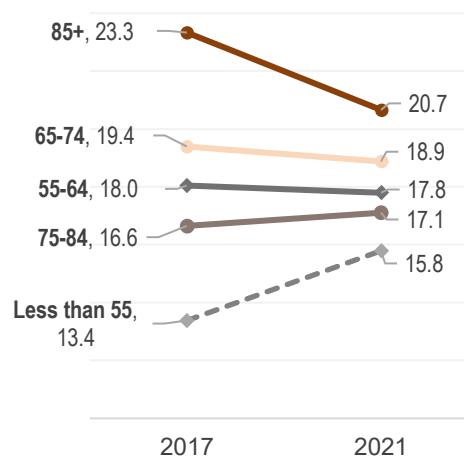
\*Total includes fatalities with unreported or unknown age

Source: FARS 2021, OASIS 2021; Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP) Hospital Inpatient Discharge and Emergency Room Visit Data.

The motor vehicle fatality rate for all person types — drivers, passengers, pedestrians, motorcyclists, bicyclists, and other— per 100,000 population fluctuated between 2017 and 2021. Figure 6 compares the motor vehicle fatality rate among the older population between 2017 and 2021.

- The motor vehicle traffic fatality rate for the 85+ age remains the highest compared to other age groups and decreased by 11 percent from 23.3 in 2017 to 20.7 in 2021.
- The fatality rate for persons in the 65-to-74 and 55-to-64 age group decreased by 3 percent and 1 percent respectively.
- The fatality rate for persons less than 55 years of age increased by 18 percent (from 13.4 in 2017 to 15.8 in 2021).

Figure 6. **Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population, 2017 and 2021**



Source: FARS 2017 and 2021; OASIS 2017 and 2021



Total motor vehicle traffic fatalities among persons 55+ years increased by 7 percent (from 501 fatalities in 2017 to 538 fatalities in 2021), and the 55+ population increased by 10 percent. Figure 7 and Table 8 show the proportion of older persons involved in traffic fatalities for 2017 and 2021.

- The proportion of older driver fatalities aged 55+ years decreased from 36 percent of all driver fatalities in 2017 to 32 percent in 2021. Fatalities among drivers aged 65+ years decreased slightly from 21 percent of all driver fatalities in 2017 to 19 percent of all driver fatalities in 2021. Older passenger fatalities also slightly decreased from 18 percent of all passenger fatalities in 2017 to 17 percent in 2021.
- Older motorcyclist fatalities (operator and passenger) aged 55+ years, though a relatively small number, decreased from 22 percent of all motorcyclist fatalities in 2017 to 19 percent of all motorcyclist fatalities in 2021. Additionally, 27 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 25 percent were 65+ years old in 2021 ([Motorcycles Georgia Traffic Safety Facts, 2021](#) □).
- Older pedestrian fatalities aged 55+ years increased slightly from 33 percent of all pedestrian fatalities in 2017 to 34 percent of all pedestrian fatalities in 2021. Older bicyclist fatalities increased from 40 percent of all bicyclist fatalities in 2017 to 47 percent of all bicyclist fatalities in 2021. ([Pedestrians and Bicyclists \(Non-Motorists\) Georgia Traffic Safety Facts, 2021](#) □).

Figure 7: Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2017 and 2021

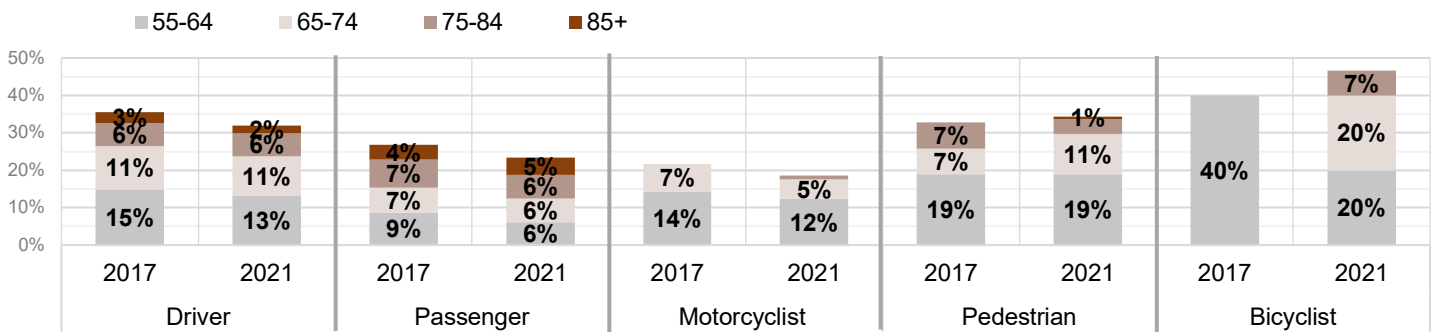


Table 8: Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2017 and 2021

Person Type	2017						2021					
	Total	Age Group					Total	Age Group				
		Less than 55	55-64	65-74	75-84	85+		Less than 55	55-64	65-74	75-84	85+
Driver Fatalities	872	562	130	100	55	25	983	668	129	105	59	21
	100%	64%	15%	11%	6%	3%	100%	68%	13%	11%	6%	2%
Passenger Fatalities	254	186	22	17	19	10	282	207	17	18	18	13
	100%	73%	9%	7%	7%	4%	100%	73%	6%	6%	6%	5%
Motorcyclist Fatalities	139	109	20	10	--	--	194	158	24	10	2	--
	100%	78%	14%	7%	--	--	100%	81%	12%	5%	1%	--
Pedestrian Fatalities	253	168	48	17	18	1	306	195	58	33	12	2
	100%	66%	19%	7%	7%	<1%	100%	64%	19%	11%	4%	1%
Bicyclist Fatalities	15	9	6	--	--	--	15	8	3	3	1	--
	100%	60%	40%	--	--	--	100%	53%	20%	20%	7%	--
Other Fatalities*	7	4	2	1	--	--	17	7	8		2	--
	100%	57%	29%	14%	--	--	100%	41%	47%	0%	12%	--
<b>All Traffic Fatalities**</b>	<b>1,540</b>	<b>1,038</b>	<b>228</b>	<b>145</b>	<b>92</b>	<b>36</b>	<b>1,797</b>	<b>1,243</b>	<b>239</b>	<b>169</b>	<b>94</b>	<b>36</b>
	<b>100%</b>	<b>67%</b>	<b>15%</b>	<b>9%</b>	<b>6%</b>	<b>2%</b>	<b>100%</b>	<b>69%</b>	<b>13%</b>	<b>9%</b>	<b>5%</b>	<b>2%</b>

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

\*\*All traffic fatalities include persons with unknown ages

Source: FARS 2017 and 2021

# OLDER PEDESTRIAN FATAL AND SERIOUS INJURIES

In 2021, pedestrians aged 65+ years represented 8 percent of all pedestrians involved in crashes (224 out of 2,741), 8 percent of all pedestrian serious injuries (47 out of 572), and 15 percent of all pedestrian fatalities (47 out of 306). Pedestrians aged 65+ years may be more vulnerable in traffic crashes because of the fragility that aging brings. As shown in Table 9, the number of pedestrians 65+ years of age that were seriously or fatally injured increased by 18 percent (from 80 in 2020 to 94 in 2021), and the rate of seriously or fatally injured pedestrians 65+ years increased by 17 percent (from 5.08 in 2020 to 5.93 in 2021). Table 10 shows the number, percent, and rate of traffic-related pedestrian serious injuries reported for each injury surveillance source for the older pedestrian population aged 65 years and older.

Table 9. Older Pedestrian (Aged 65+ Years) Serious Injuries, Fatalities, and Injury Rate, 2017-2021

Year	Serious Injury	Fatalities	Total Serious Injuries and Fatalities		Population		Rate Per 100,000 Population	
			Number	Annual % Change	Number	Annual % Change	Rate	Annual % Change
2017	56	36	92	35%	1,407,810	4%	6.53	30%
2018	22	42	64	-30%	1,460,409	4%	4.38	-33%
2019	33	30	63	-2%	1,516,954	4%	4.15	-5%
2020	38	42	80	27%	1,574,667	4%	5.08	22%
2021	47	47	94	18%	1,584,071	1%	5.93	17%

Source: CODES 2017- 2021, FARS 2017-2021, OASIS 2017-2021

Table 10. Older Pedestrian (Aged 65+ Years) Traffic-Related Serious Injuries, Percent of Total Serious Injuries, and Rate per 100,000 Population by Age Group and Injury Surveillance Source, 2021

Age Group	Police-Reported Suspected Serious Crash Injuries			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate
Less than 55	435	76%	5.5	2,264	76%	28.8	797	74%	10.1	1,294	78%	16.4	487	69%	6.2
55-64	71	12%	5.3	424	14%	31.6	166	15%	12.4	222	13%	16.5	125	18%	9.3
65-74	38	7%	3.8	179	6%	18.1	88	8%	8.9	97	6%	9.8	64	9%	6.5
75-84	9	2%	2.0	81	3%	17.8	25	2%	5.5	36	2%	7.9	22	3%	4.8
85+	--	--	--	22	1%	15.6	3	<1%	2.1	9	1%	6.4	4	1%	2.8
<b>*Total</b>	<b>572</b>	<b>100%</b>	<b>5.3</b>	<b>2,970</b>	<b>100%</b>	<b>27.5</b>	<b>1,079</b>	<b>100%</b>	<b>10.0</b>	<b>1,658</b>	<b>100%</b>	<b>15.4</b>	<b>702</b>	<b>100%</b>	<b>6.5</b>

\*Includes twelve suspected serious injuries with unknown age. Source: CODES 2021, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2021, GEMSIS 2021, Georgia Trauma Registry 2021

## Data Definitions and Considerations:

Persons 55-to-64 years old and persons 65 years or older are considered "older drivers" – 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, prevents 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), Sport Utility Vehicles, and pickup trucks.

The Department of Driver Services provided licensing data for the 2021 year. Licensing data by sex and license type was not obtained for the 2017 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:

- <https://www.gahighwaysafety.org/georgia-traffic-safety-facts/>
- <https://dph.georgia.gov/injury-epidemiology/crash-outcome-data-evaluation-survey-codes>

Other 2021 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, Risky Driving, Large Trucks, and Occupant Protection.

### *The suggested APA format citation for this document is:*

Georgia Crash Outcomes Data Evaluation System. (2023, August). Older Drivers: 2021 data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.