

Georgia Traffic Safety Facts

2022 Data

August 2024

Key Findings

- In 2022, an estimated 3.0 million people in Georgia were 55 years and older – a 9% increase from 2018. The older population (55+ years) represented 27% of the total Georgia resident population.
- Older drivers (55+ years) also accounted for 35% of all licensed drivers, 24% of all drivers involved in fatal crashes, and 20% of all drivers involved in motor vehicle crashes.

65+ Years

- In 2022, there were 1.7 million licensed drivers 65+ years old – a 20% increase from 2019. Drivers 65+ years old represented 20% of all licensed drivers.
- The number of drivers ages 65+ years involved in fatal crashes decreased by 11% (from 341 drivers in 2021 to 305 drivers in 2022). Drivers ages 65+ years accounted for 12% of all drivers involved in fatal crashes in 2022.
- In 2022, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was \$321 million.

Cross-Cutting Findings

- Between 2021 and 2022, the number of pedestrians 65+ years of age that were seriously or fatally injured decreased by 8% (from 95 to 87), and the rate of seriously or fatally injured pedestrians 65+ years per 100,000 population decreased by 11% (from 5.93 to 5.29).



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OLDER DRIVERS

AGES 55 YEARS AND OLDER

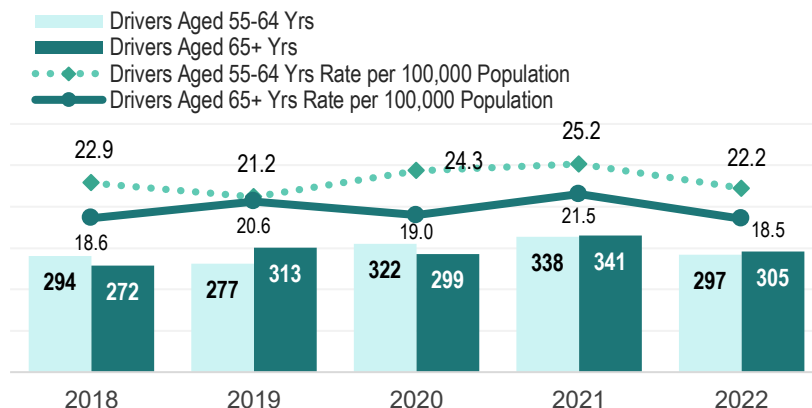
For the purposes of this fact sheet, persons 55-to-64 years old and persons 65 years or older are considered part of the "older road users" population – particularly in relation to population, drivers, motor vehicle occupants, and non-motorists. *The involvement of older drivers in traffic crashes does 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 the 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 involving drivers aged 65+ decreased by 11% (from 341 drivers in 2021 to 305 in 2022), and the rate of drivers 65+ years involved in fatal crashes per 100,000 population decreased by 13%. The number and rate of drivers in the 55-to-64 age group involved in fatal crashes decreased by 12%. Across the decade, drivers 65+ years represented approximately 13% of all drivers involved in fatal crashes.

Figure 1. Older Drivers (55+ Years) Involved in Fatal Crashes and Rate per 100,000 Population, 2018–2022



Source: FARS 2018-2022

In 2022, older drivers aged 65+ years represented 19% of the population and 20% of all licensed drivers. However, they only represent 9% of all drivers involved in traffic crashes and 12% 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 may be indicative of the vulnerability of that driving population and the fragility that aging brings. In 2022:

- For every 100,000 traffic crashes involving drivers aged 65+ years, 490.3 were fatal crashes.
- For every 100,000 licensed drivers aged 65+ years, 18.4 drivers aged 65+ years were involved in a fatal crash.
- For every 100,000 Georgia residents aged 65+ years, 18.5 drivers aged 65+ years were involved in a fatal crash.

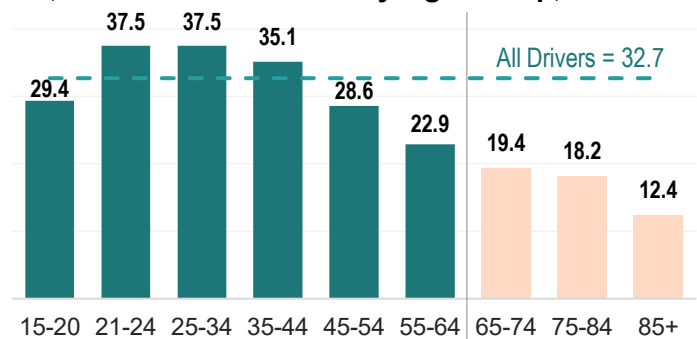
Table 1. **Drivers Involved in Motor Vehicle Traffic Crashes by Age Group, 2022**

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	71,767	192	653,350	918,341	267.5	29.4	20.9
21-24	71,581	212	565,017	609,852	296.2	37.5	34.8
25-34	159,323	553	1,475,323	1,511,231	347.1	37.5	36.6
35-44	124,974	486	1,384,622	1,445,295	388.9	35.1	33.6
45-54	99,578	382	1,336,349	1,397,510	383.6	28.6	27.3
55-64	79,683	297	1,296,656	1,337,315	372.7	22.9	22.2
65+	62,213	305	1,660,750	1,645,027	490.3	18.4	18.5
65-74	42,955	191	985,433	994,257	444.7	19.4	19.2
75-84	16,479	95	521,906	495,658	576.5	18.2	19.2
85+	2,779	19	153,411	155,112	683.7	12.4	12.2
TOTAL	715,646*	2,617*	8,007,598	10,799,566	365.7	32.7	24.2

*Totals include drivers 14 years or younger or with unreported age
Source: FARS 2022; CODES 2022; DDS 2022; OASIS 2022

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 2022, 19.4 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, 2022**



Source: FARS 2022, DDS 2022

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 2018 to 2022.

- Fatalities among drivers aged 65+ years decreased by 8%, from 184 in 2021 to 170 in 2022.
- Fatalities among motorcyclists (operators and passengers) aged 65+ years increased by 9%, from 11 fatalities in 2021 to 12 fatalities in 2022.
- Throughout the five years, most fatally injured *passengers* of older drivers were over the age of 65 years. In 2022, 84% (26 out of 31) of fatally injured passengers of drivers 65+ years were also over the age of 65 years.

Table 2. **Traffic Fatalities in Crashes Involving Older Drivers (65+ Years) by Person Type and Year, 2018-2022**

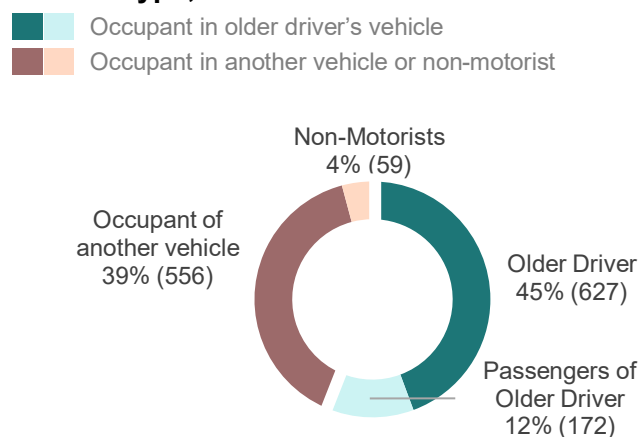
Year	Older Drivers (65+ Years)		Passengers of Older Drivers by Age			Occupants of Other Vehicles	Non-Motorists	Total
	Drivers	Motorcycle Operators	Less than 65 Years	65+ Years	Total*			
2018	154	11	7	22	29	56	24	274
	56%	4%	3%	8%	11%	20%	9%	100%
2019	184	20	8	32	40	55	23	322
	57%	6%	2%	10%	12%	17%	7%	100%
2020	176	7	12	29	42*	60	28	313
	56%	2%	4%	9%	13%	19%	9%	100%
2021	184	11	16	25	42	70	34	340
	54%	3%	5%	7%	12%	21%	10%	100%
2022	170	12	5	26	31	64	30	340
	50%	4%	1%	8%	9%	19%	9%	100%

Note: Percent is calculated across the rows. * Includes passengers of unknown age. Source: FARS 2018-2022

In 2022, there were 1,414 persons with suspected serious injuries involved in crashes that involved older drivers aged 65+ years—16% of all serious injuries. Figure 3 shows the percentage of serious injuries among all persons involved in crashes with at least one older driver aged 65+ in 2022. Among all serious injuries involving older drivers:

- 57% were occupants in the vehicle operated by the older driver (represented by light and dark teal in Figure 3).
 - 45% were older drivers aged 65+ years
 - 12% were the passengers of the older driver
- 43% were occupants of other vehicles or non-motorists (represented by brown and peach in Figure 3).
 - 39% were occupants of vehicles that were *not* operated by an older driver
 - 4% 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, 2022**



1,414 Serious Injuries

Source: CODES 2022

Restraint Use & Seatbelt Violations

Figure 4 shows the percent of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex between 2020 and 2022. Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.

Between 2020 and 2022, there were more unrestrained, fatally injured, older passenger vehicle occupants who were male compared to female. Based on known restraint use:

- **55%** of fatally injured, male occupants aged 55-64 years were unrestrained, compared to **46%** of female occupants.
- **38%** of fatally injured, male occupants aged 65+ years were unrestrained, compared to **27%** of female occupants.
- **12%** of seriously injured¹ drivers 65+ years were unrestrained, and **11%** of seriously injured passengers 65+ years were unrestrained (not shown in Figure 4).

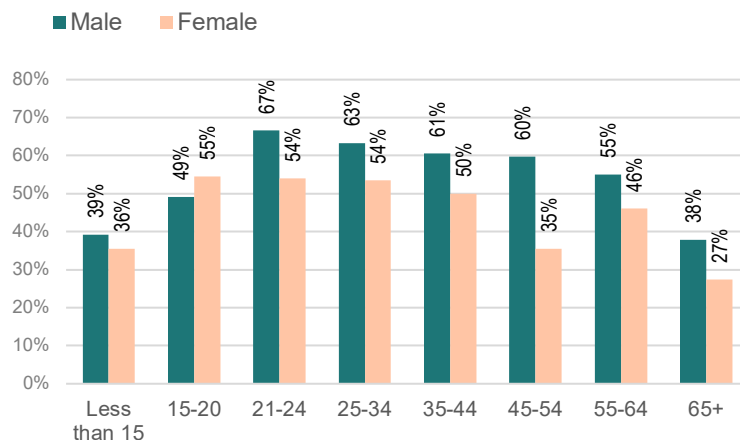
In 2022, older drivers (55+ years) represented 10% of all seatbelt violations and 7% of child safety seat violations. Older drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

Seating Positions: Driving with Peers

Figure 5 displays the seating positions of passenger vehicle occupants ages 65+ years fatally injured that were unrestrained from 2018 to 2022. Nearly one out of every three (31%) of **all** passenger vehicle occupants 65+ years of age (regardless of seating position) were unrestrained.

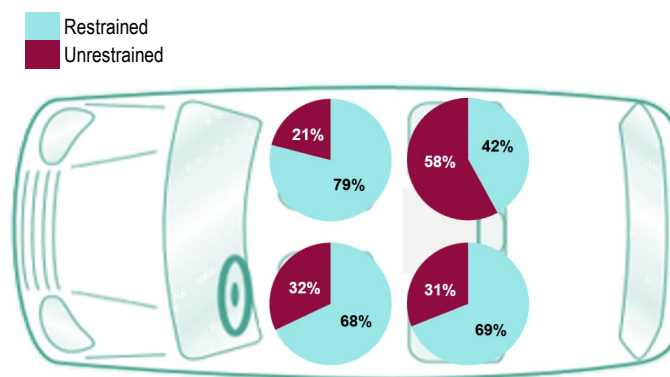
- **32%** of all fatally injured older drivers aged 65+ years old were unrestrained.
- **21%** of fatally injured front seat passengers 65+ years old were unrestrained.
- **58%** of fatally injured backseat passengers (passenger side) aged 65+ years were unrestrained.

Figure 4. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2020-2022 (3-year period)**



*Based on known restraint use
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2020-2022

Figure 5. **Percent of Fatally Injured Passenger Vehicle Occupants (Aged 65+ Years) Unrestrained* by Seating Position, 2018-2022**



*Based on known restraint use
Note: the number of backseat passenger fatalities aged 65+ years is relatively low.
Source: FARS 2018-2022

¹ Serious injuries are suspected serious injuries reported by law enforcement.

Older Driver Licensing and Population Trends

In 2022, an estimated 3.0 million people (27% of the total Georgia resident population) were 55 years of age and older. Thirteen percent of the Georgia population was 65 years old or older. Compared to 2018, the overall population in Georgia increased by 4%; however, the population of persons 55 years and older increased by 9% in 2022. 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 have steadily increased. According to the Georgia Department of Human Services Division of Aging Services, “Georgia’s 60+ population is expected to increase by 66% between 2010 and 2050. Georgia’s 85+ population is expected to triple to 462,723 persons in 2050 –the fastest-growing age group.”²

In 2022, there were 2.96 million licensed drivers over the age of 55 years – a 12% increase from 2019. Older drivers (55+ years) made up 35% of all licensed drivers in 2022. Table 6 shows the number of licensed older drivers and population estimates by age group and sex for 2018 and 2022.

Table 3: Population Estimates and Licensing among Persons 55+ Years, 2018 and 2022

Age Group and Sex		Population Estimates				Licensed Drivers			
		2018	2022	Change		2019*	2022	Change	
				Number	Percent			Number	Percent
55-64 Years	Male	610,792	647,483	+ 36,691	+ 6%	607,225	628,577	+ 21,352	+ 4%
	Female	674,890	689,832	+ 14,942	+ 2%	651,887	668,079	+ 16,192	+ 2%
	Total	1,285,682	1,337,315	+ 51,633	+ 4%	1,259,112	1,296,656	+ 37,544	+ 3%
65+ Years	Male	636,519	720,844	+ 84,325	+ 13%	648,180	777,646	+ 129,466	+ 20%
	Female	823,890	924,183	+ 100,293	+ 12%	736,334	883,104	+ 146,770	+ 20%
	Total	1,460,409	1,645,027	+ 184,618	+ 13%	1,384,514	1,660,750	+ 276,236	+ 20%
65-74 Years	Male	407,759	454,824	+ 47,065	+ 12%	414,869	463,803	+ 48,934	+ 12%
	Female	487,660	539,433	+ 51,773	+ 11%	468,348	521,630	+ 53,282	+ 11%
	Total	895,419	994,257	+ 98,838	+ 11%	883,217	985,433	+ 102,216	+ 12%
75-84 Years	Male	179,310	213,436	+ 34,126	+ 19%	186,676	243,851	+ 57,175	+ 31%
	Female	239,047	282,222	+ 43,175	+ 18%	212,520	278,055	+ 65,535	+ 31%
	Total	418,357	495,658	+ 77,301	+ 18%	399,196	521,906	+ 122,710	+ 31%
85+ Years	Male	49,450	52,584	+ 3,134	+ 6%	46,635	69,992	+ 23,357	+ 50%
	Female	97,183	102,528	+ 5,345	+ 5%	55,466	83,419	+ 27,953	+ 50%
	Total	146,633	155,112	+ 8,479	+ 6%	102,101	153,411	+ 51,310	+ 50%
Total Age 55+ Years	Male	1,247,311	1,368,327	+ 121,016	+ 10%	1,255,405	1,406,223	+ 150,818	+ 12%
	Female	1,498,780	1,614,015	+ 115,235	+ 8%	1,388,221	1,551,183	+ 162,962	+ 12%
	Total	2,746,091	2,982,342	+ 236,251	+ 9%	2,643,626	2,957,406	+ 313,780	+ 12%

**2018 DDS licensed drivers were not available; therefore, 2019 values were reported.

Source: OASIS 2018 and 2022; DDS 2019 and 2022

² 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 2022, 91% of all crashes involving older drivers aged 65+ years also involved other vehicles (multi-vehicle crashes), and 9% 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 a fixed object or animal.

Angle crashes were the most common manner of collision in multi-vehicle crashes involving older drivers aged 65+ years. For fatal and serious injury crashes, head-on collisions were the second highest-ranking 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-ranking 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, 2022**

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	52%	Angle	54%	Rear end (Front-to-rear)	38%
2	Head on (Front-to-front)	22%	Rear end (Front-to-rear)	20%	Angle	38%
3	Rear end (Front-to-rear)	15%	Head on (Front-to-front)	14%	Sideswipe (Same or opposite direction)	18%
4	Sideswipe (Same or opposite direction)	5%	*Not a collision with a motor vehicle	7%	Head on (Front-to-front)	3%

* The first harmful event was not a collision with a motor vehicle in transport
Source: FARS 2022, CODES 2022

Older drivers aged 65+ years losing control of their vehicle was the top contributing factor among operators involved in single-vehicle crashes. In 2022, 17% 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 (including left-hand turns) 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, 2022**

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	17%	Failed to yield	15%	Following too close	18%
2	Other	13%	Following too close	13%	Failed to yield	9%
3	Reaction to object or animal	9%	Changed lanes improperly	7%	Changed lanes improperly	5%
4	Misjudged clearance	6%	Other	4%	Other	4%

Source: CODES 2022

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 2022.

Fatal crashes and all traffic crashes involving older drivers have similar environmental characteristics, except for the predominant location of crashes. In 2022:

- 48% of all traffic crashes involving older drivers occurred at an intersection or intersection-related location, and 55% of all fatal crashes involving older drivers occurred at non-intersections.

Among the fatal crashes that involved older drivers:

- 67% occurred in daylight conditions;
- 69% occurred during the weekday, and 31% occurred during the weekday afternoon hours (12:00 p.m. to 5:59 p.m.); and
- 71% occurred in clear weather conditions.

Table 6. **Motor Vehicle Crashes Involving Older Drivers (65+ Years) by Environmental Characteristics, 2022**

Environmental Characteristics	Fatal Crashes Involving Older Drivers		Traffic Crashes Involving Older Drivers	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	105	37%	27,982	48%
Non-Intersection	159	55%	26,938	46%
Other	23	8%	3,743	6%
Light Conditions				
Dark	88	31%	8,506	14%
Daylight	193	67%	48,554	83%
Dawn	1	0%	495	1%
Dusk	5	2%	741	1%
Day of Week / Time of Day *				
Weekday	197	69%	45,340	77%
6:00-11:59am	79	28%	13,210	23%
12:00-5:59pm	77	27%	1,044	2%
6:00-11:59pm	31	11%	5,492	9%
12:00-5:59am	10	3%	25,594	44%
Weekend	90	31%	13,323	23%
6:00-11:59am	11	4%	2,424	4%
12:00-5:59pm	32	11%	698	1%
6:00-11:59pm	37	13%	4,157	7%
12:00-5:59am	10	3%	6,044	10%
Weather Conditions				
Clear	203	71%	44,037	75%
Cloudy	56	20%	10,221	17%
Rain	24	8%	3,977	7%
Other	4	1%	428	1%
Season				
Winter	78	27%	14,000	24%
Spring	62	22%	14,852	25%
Summer	76	26%	13,555	23%
Fall	71	25%	16,256	28%

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. Other intersections include roundabouts, railroad crossings, and manage lanes (i.e., HOV lanes).

Source: CODES 2022, FARS 2022

Traffic-Related Injuries and Fatalities among the Aging Population

In 2022, older persons aged 65+ years represented 8% of all emergency room visits (7,185 out of 91,645) and 19% of all hospitalizations (1,645 out of 8,603) related to motor vehicle traffic incidences. The total motor vehicle traffic-related hospitalization and emergency room charges among Georgia residents 65+ years was \$321 million. In 2022, there were 532 persons aged 55 years or older (55+ years) fatally injured in motor vehicle traffic crashes. Over half of these traffic fatalities (52%, 280 out of 532) 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, 2022**

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	5,075	6%	247.8	63	1%	3.1	49	3%	2.4
15-20	10,762	12%	1171.9	699	8%	76.1	139	8%	15.1
21-24	9,462	10%	1551.5	694	8%	113.8	135	8%	22.1
25-34	21,866	24%	1446.9	1,702	20%	112.6	366	20%	24.2
35-44	15,860	17%	1097.4	1372	16%	94.9	301	17%	20.8
45-54	11,980	13%	857.2	1211	14%	86.7	264	15%	18.9
55-64	9,455	10%	707.0	1217	14%	91.0	252	14%	18.8
65+	7,185	8%	436.8	1,645	19%	100.0	280	16%	17.0
65-74	4,875	5%	490.3	908	11%	91.3	156	9%	15.7
75-84	1,916	2%	386.6	558	6%	112.6	101	6%	20.4
85+	394	0%	254.0	179	2%	115.4	23	1%	14.8
Total	91,645	100%	839.8	8,603	100%	78.8	1,797*	100%	16.5

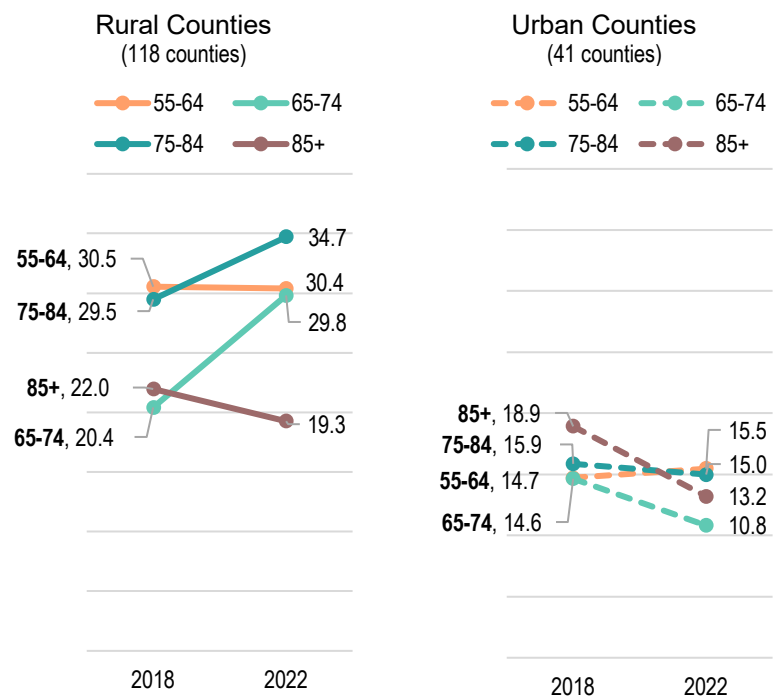
*Total includes fatalities with unreported or unknown age

Source: FARS 2022, OASIS 2022; 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 others— per 100,000 population fluctuated between 2018 and 2022. Figure 6 compares the motor vehicle fatality rate among the older population between 2018 and 2021 in rural and urban counties. The motor vehicle traffic fatality rate for all older age groups is higher in rural counties than in urban counties.

- The motor vehicle traffic fatality rate in *rural* counties increased for persons in the 65-to-74 and 75-to-84 age groups by 46% and 18%, respectively.
- The motor vehicle traffic fatality rate in *urban* counties decreased for persons in the 65-to-74 and 85+ age groups by 26% and 30%, respectively.

Figure 6. **Change in Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population and Region Type (2018 and 2022)**



Source: FARS 2018 and 2022; OASIS 2018 and 2022

Total motor vehicle traffic fatalities among persons 55+ years increased by 8% (from 494 fatalities in 2018 to 532 fatalities in 2022), and the 55+ population increased by 9%. Figure 7 and Table 8 show the proportion of older persons involved in traffic fatalities for 2018 and 2022.



- The proportion of older *driver* fatalities aged 55+ years decreased from 36% of all driver fatalities in 2018 to 31% in 2022. Fatalities among drivers aged 65+ years decreased slightly from 19% of all driver fatalities in 2018 to 18% of all driver fatalities in 2022. Older *passenger* fatalities also slightly decreased, from 29% of all passenger fatalities in 2018 to 26% in 2022.
- Older *motorcyclist* fatalities (operator and passenger) aged 55+ years, though a relatively small number, decreased from 23% of all motorcyclist fatalities in 2018 to 18% of all motorcyclist fatalities in 2022. Additionally, 26% of all motorcyclists with a valid motorcycle designation (Class M or MP) on their driver's license were 55-to-64 years old, and 27% were 65+ years old in 2022 ([Motorcycles Georgia Traffic Safety Facts, 2022](#) )
- Older *pedestrian* fatalities aged 55+ years increased slightly from 32% of all pedestrian fatalities in 2018 to 34% of all pedestrian fatalities in 2022. Older *bicyclist* fatalities increased from 37% of all bicyclist fatalities in 2018 to 48% of all bicyclist fatalities in 2022. ([Pedestrians and Bicyclists \(Non-Motorists\) Georgia Traffic Safety Facts, 2022](#) )

Figure 7: Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2018 and 2022

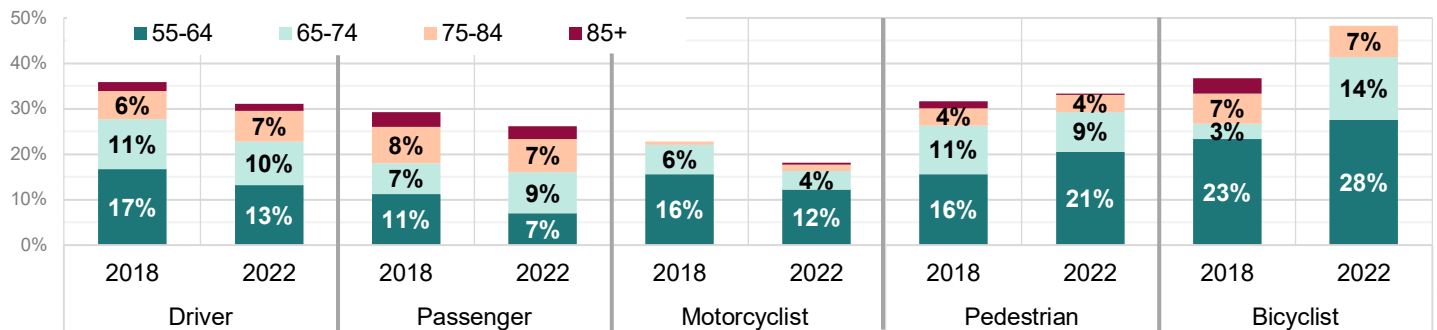


Table 8: Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2018 and 2022

Person Type	2018						2022					
	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	804	515	135	88	50	16	953	656	126	91	65	14
	100%	64%	17%	11%	6%	2%	100%	69%	13%	10%	7%	1%
Passenger Fatalities	250	177	28	17	20	8	244	180	17	22	18	7
	100%	71%	11%	7%	8%	3%	100%	74%	7%	9%	7%	3%
Motorcyclist Fatalities	154	119	24	10	1	--	221	180	27	9	3	1
	100%	77%	16%	6%	1%	0%	100%	81%	12%	4%	1%	<1%
Pedestrian Fatalities	262	178	41	28	10	4	345	222	71	30	13	1
	100%	68%	16%	11%	4%	2%	98%	64%	21%	9%	4%	<1%
Bicyclist Fatalities	30	19	7	1	2	1	29	14	8	4	2	--
	100%	63%	23%	3%	7%	3%	97%	48%	28%	14%	7%	--
Other Fatalities*	5	2	2	1	--	--	5	2	3	--	--	--
	100%	40%	40%	20%	--	--	100%	40%	60%	--	--	--
All Traffic Fatalities**	1,505	1,010	237	145	83	29	1,797	1,254	252	156	101	23
	100%	67%	16%	10%	6%	2%	100%	70%	14%	9%	6%	1%

*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 POPULATION

In 2022, pedestrians aged 65+ years represented 9% of all pedestrians involved in crashes (277 out of 2,929), 7% of all pedestrian serious injuries (43 out of 608), and 13% of all pedestrian fatalities (44 out of 345). Persons aged 65+ years represented 19% of the Georgia population in 2022—with an annual growth of 4%. As shown in Table 13, the number of pedestrians 65+ years of age that were seriously or fatally injured decreased by 8% (from 95 in 2021 to 87 in 2022), and the rate of seriously or fatally injured pedestrians 65+ years decreased by 11% (from 5.93 in 2021 to 5.29 in 2022). Table 9 shows the number, percent, and rate of 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, 2018-2022

Year	Serious Injury	Fatalities	Total Serious Injuries and Fatalities		Population		Rate Per 100,000 Population	
			Number	Annual % Change	Number	Annual % Change	Rate	Annual % Change
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	48	95	19%	1,584,071	1%	5.93	17%
2022	43	44	87	-8%	1,645,027	4%	5.29	-11%

Source: CODES 2018- 2022, FARS 2018-2022, OASIS 2018-2022

Table 10. Older Pedestrian (Aged 65+ Years) Traffic-Related Serious Injuries, Percent of Total Serious Injuries, and Rate by Age Group and Injury Surveillance Source, 2022

Age Group	Police-Reported Suspected Serious Crash Injuries			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate
Less than 55	463	76%	6.4	1,918	73%	24.2	744	72%	9.4	1314	78%	16.6	498	66%	6.3
55-64	91	15%	6.8	392	15%	29.3	156	15%	11.7	204	12%	15.3	132	18%	9.9
65-74	34	6%	3.4	222	8%	22.3	83	8%	8.3	117	7%	11.8	79	11%	7.9
75-84	7	1%	1.4	81	3%	16.3	32	3%	6.5	38	2%	7.7	30	4%	6.1
85+	2	<1%	1.3	24	1%	15.5	14	1%	9.0	15	1%	9.7	10	1%	6.4
*Total	608	100%	6.9	2637	100%	24.2	1029	100%	9.4	1688	100%	15.5	749	100%	6.9

*Includes eleven suspected serious injuries with unknown age.

Source: CODES 2022, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2022, GEMSIS 2022, Georgia Trauma Registry 2022

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, 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), utility vehicles, and pickup trucks.

"At Intersection" is used when a person is on a roadway either (1) in the intersection, (2) in the area between a crosswalk and the perimeter of the intersection, or (3) in a crosswalk (marked or unmarked) adjacent to an intersection. "Intersection-Related" is used when a person is within the trafficway 50 feet out from the perimeter of an intersection area or if the crash is related to the flow of traffic through an intersection. "Not at Intersection" is when the person is more than 50 feet out from the perimeter of an intersection, and the crash is not identified as related to the movement of vehicles through an intersection. "Non-Trafficway Locations" are crashes that occur outside the boundaries of the trafficway (i.e., driveways or parking lots).

The Department of Driver Services provided licensing data for the 2020 year. Licensing data by age, sex, and license type was not obtained for the 2016 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 2020 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.

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