Georgia Traffic Safety Facts

2023 Data

September 2025

Key Findings

55+ Years

- In 2023, an estimated 3.0 million people in Georgia were 55 years and older – an 8% increase from 2019. The older population (55+ years) represented 27% of the total Georgia resident population.
- Older drivers (55+ years) also accounted for 36% of all licensed drivers, 27% of all drivers involved in fatal crashes, and 21% of all drivers involved in motor vehicle crashes.

65+ Years

- In 2023, there were 1.8 million licensed drivers 65+ years old – a 28% increase from 2019. Drivers 65+ years old represented 21% of all licensed drivers.
- The number of drivers ages 65+ years involved in fatal crashes decreased by less than 1% (from 306 drivers in 2022 to 303 drivers in 2023). Drivers ages 65+ years accounted for 13% of all drivers involved in fatal crashes in 2023.
- In 2023, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was $358 million.

Cross-Cutting Findings

- Between 2022 and 2023, the number of pedestrians 65+ years of age that were seriously or fatally injured increased by 17% (from 87 to 102), and the rate of seriously or fatally injured pedestrians 65+ years per 100,000 population increased by 13% (from 5.29 to 6.01).

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Older Drivers

Ages 55 Years and Older

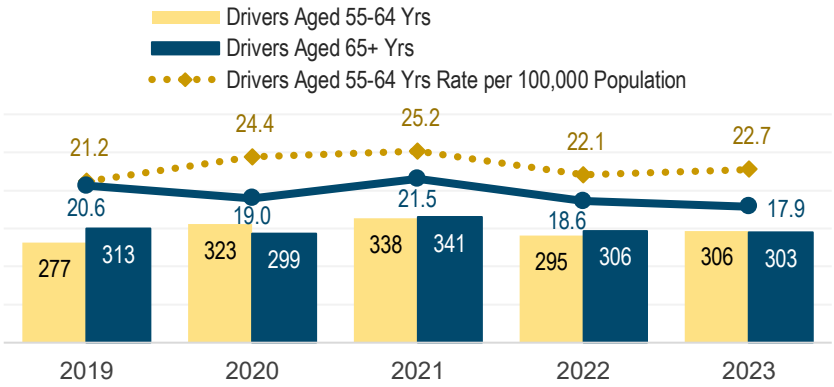
For the purposes of this fact sheet, persons 55-to-64 years old and persons 65 years or older are considered part of the "older road users" population. This fact sheet particularly focuses on the 55+ drivers, motor vehicle occupants, and non-motorists. *The involvement of older drivers in traffic crashes 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

Across the decade, drivers 65+ years represented approximately 13% of all drivers involved in fatal crashes. From 2022 to 2023, the number of drivers aged 65 and older involved in fatal crashes decreased by three, from 306 drivers in 2022 to 303 drivers in 2023. Additionally, the fatal crash involvement rate for drivers in this age group decreased by 4%, decreasing from 18.6 to 17.9 per 100,000 population. The number and rate of drivers in the 55-to-64 age group involved in fatal crashes increased by 4%, from 295 in 2022 to 306 in 2023.

Figure 1. **Older Drivers (55+ Years) Involved in Fatal Crashes and Rate per 100,000 Population, 2019–2023**



Source: FARS 2019-2023

In 2023, older drivers aged 65+ years represented 19% of the population and 21% of all licensed drivers. However, they only represent 9% of all drivers involved in traffic crashes and 13% 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 older drivers 65+ years continue to age. This increase may be indicative of the vulnerability of that driving population and the fragility that aging brings. In 2023:

- For every 100,000 *traffic crashes* involving drivers aged 65+ years, 470.1 were fatal crashes.
- For every 100,000 *licensed drivers* aged 65+ years, 17.1 drivers aged 65+ years were involved in a fatal crash.
- For every 100,000 *Georgia residents* aged 65+ years, 17.9 drivers aged 65+ years were involved in a fatal crash.

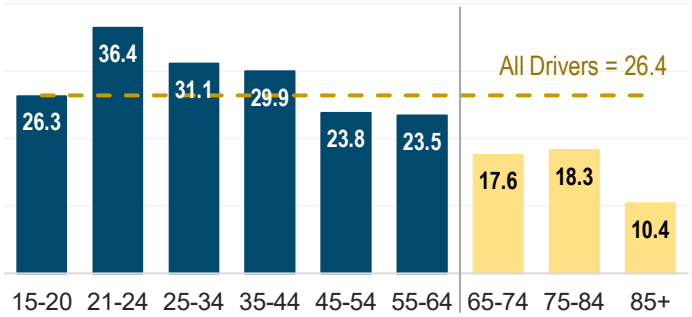
Table 1. **Drivers Involved in Motor Vehicle Traffic Crashes by Age Group, 2023**

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	69,359	176	669,218	932,750	253.8	26.3	18.9
21-24	66,844	207	568,837	588,486	309.7	36.4	35.2
25-34	151,854	465	1,493,617	1,524,619	306.2	31.1	30.5
35-44	122,871	423	1,413,593	1,475,028	344.3	29.9	28.7
45-54	98,362	319	1,339,719	1,403,912	324.3	23.8	22.7
55-64	78,769	306	1,304,385	1,345,486	388.5	23.5	22.7
65+	**64,459**	**303**	**1,775,483**	**1,696,217**	**470.1**	**17.1**	**17.9**
65-74	*43,620*	*179*	*1,018,649*	*1,020,844*	*410.4*	*17.6*	*17.5*
75-84	*17,851*	*105*	*574,182*	*523,970*	*588.2*	*18.3*	*20.0*
85+	*2,988*	*19*	*182,652*	*151,403*	*635.9*	*10.4*	*12.5*
TOTAL	**695,322***	**2,261***	**8,564,856**	**8,966,498**	**325.2**	**26.4**	**25.2**

*Totals include drivers 14 years or younger or with unreported age
Source: FARS 2023; CODES 2023; DDS 2023; OASIS 2023

Figure 2 displays the rate of drivers involved in fatal crashes per 100,000 licensed drivers by age group. Generally, as age increases, the rate of involvement in fatal crashes decreases. In 2023, 18.3 drivers aged 75 to 84 years, out of every 100,000 licensed drivers in this age group, were involved in a fatal crash.

Figure 2. **Rate of Drivers Involved in Fatal Crashes per 100,000 Licensed Drivers by Age Group, 2023**



Source: FARS 2023, DDS 2023

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 2019 to 2023.

- Fatalities among *drivers aged 65+ years* decreased by 14%, from 170 in 2022 to 147 in 2023.
- Fatalities among *motorcyclists (operators and passengers) aged 65+ years* increased by 50%, from 12 fatalities in 2022 to 18 fatalities in 2023.
- Over the past five years, the majority of fatally injured passengers in crashes involving older drivers were themselves aged 65 or older. In 2023, 75% (21 out of 28) 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, 2019-2023**

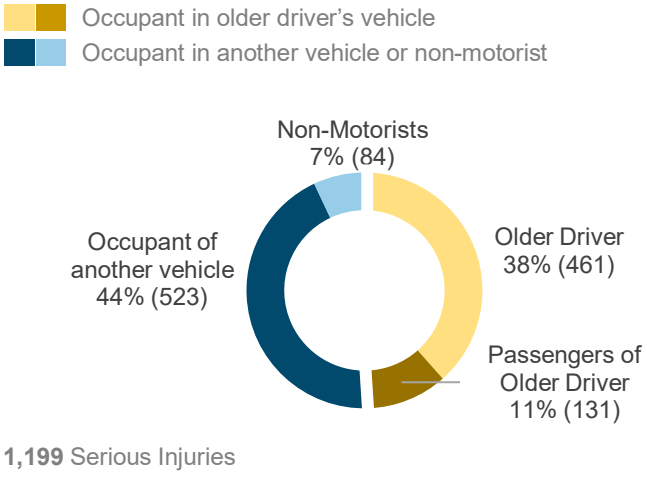
Year	Older Drivers (65+Years)		Passengers of Older Drivers by Age			Occupants of Other Vehicles	Non-Motorists	Total
	Drivers	Motorcycle Operators	Less than 65 Years	65+ Years	Total Passengers*			
2019	**184**	**20**	8	32	**40**	**55**	**23**	**322**
	57%	*6%*	*2%*	*10%*	*12%*	*17%*	*7%*	*100%*
2020	**176**	**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**	**31**	**308**
	55%	*4%*	*2%*	*8%*	*10%*	*21%*	*10%*	*100%*
2023	**147**	**18**	6	21	**28**	**75**	**31**	**299**
	49%	*6%*	*2%*	*7%*	*9%*	*25%*	*10%*	*100%*

Note: Percent is calculated across the rows. * Includes passengers of unknown age. Source: FARS 2019-2023

In 2023, there were 1,340 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 *multi-vehicle* crashes with at least one older driver aged 65+ in 2023. Among all serious injuries involving older drivers:

- 49% were occupants in the vehicle operated by the older driver (represented by light and dark yellow in Figure 3).
  - 38% were older drivers aged 65+ years
  - 11% were the passengers of the older driver
- 51% were occupants of other vehicles or non-motorists (represented by light and dark blue in Figure 3).
  - 44% were occupants of vehicles that were *not* operated by an older driver
  - 7% were non-motorists (i.e., pedestrians or bicyclists).

Figure 3: **Percent of Persons Seriously Injured in *Multi-Vehicle* Crashes Involving Older Drivers (65+ Years) by Person Type, 2023**



1,199 Serious Injuries

Source: CODES 2023
Multi-vehicle crashes include crashes with another vehicle and/or a non-motorist (pedestrian or bicyclist).

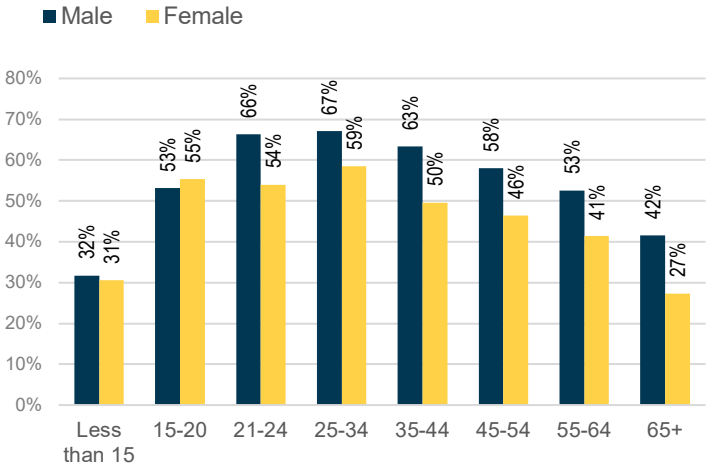
Restraint Use & Seatbelt Violations

Figure 4 shows the percent of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex between 2021 and 2023. Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.

Between 2021 and 2023, there were more unrestrained, fatally injured, older passenger vehicle occupants who were male compared to female. Based on known restraint use:

- **53%** of fatally injured, male occupants aged 55-64 years were unrestrained, compared to **41%** of female occupants.
- **42%** of fatally injured, male occupants aged 65+ years were unrestrained, compared to **27%** of female occupants.
- **11%** of seriously injured[1] drivers 65+ years were unrestrained, and **8%** of seriously injured passengers 65+ years were unrestrained (not shown in Figure 4).

Figure 4. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2021-2023 (3-year period)**



*Based on known restraint use
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2021-2023

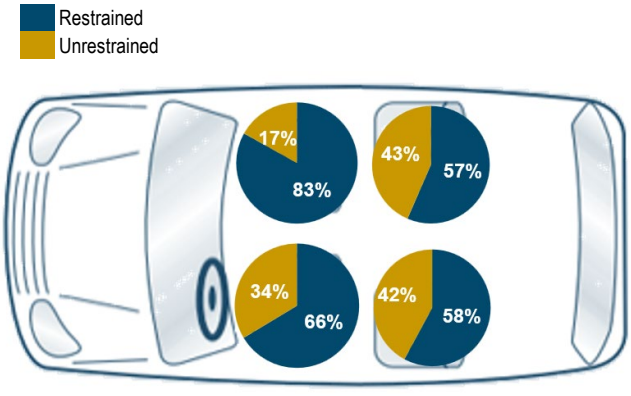
In 2023, older drivers (55+ years) represented 12% of all seatbelt violations and 5% of child safety seat violations. Older drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

Seating Positions: Driving with Peers

Figure 5 displays the seating positions of fatally injured passenger vehicle occupants aged 65+ years who were unrestrained from 2019 to 2023. Nearly one out of every three (31%) of ***all*** passenger vehicle occupants 65+ years of age (regardless of seating position) were *un*restrained.

- **34%** of all fatally injured older drivers aged 65+ years old were *un*restrained.
- **17%** of fatally injured front seat passengers 65+ years old were *un*restrained.
- **42%** of fatally injured backseat passengers *(all backseat seating positions)* aged 65+ years were *un*restrained.

Figure 5. **Percent of Fatally Injured Passenger Vehicle Occupants (Aged 65+ Years) *Un*restrained* by Seating Position, 2019-2023**



*Based on known restraint use
Note: the number of backseat passenger fatalities aged 65+ years is relatively low.
Source: FARS 2019-2023

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

Older Driver Licensing and Population Trends

In 2023, an estimated 3.0 million people (27% of the total Georgia resident population) were 55 years of age and older. Fifteen percent (15%) of the Georgia population was 65 years old or older. Compared to 2019, the overall population in Georgia increased by 4%; however, the population of persons 55 years and older increased by 8% in 2023. As a result, older persons 55 years and older represent a greater proportion of the Georgia population than in previous years.

Over the past decade, the older population across the 55-to-64 years, 65-to-74 years, and 75+ age groups has 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 2023, there were 3.08 million licensed drivers over the age of 55 years – a 17% increase from 2019. Older drivers (55+ years) made up 36% of all licensed drivers in 2023. Table 3 shows the number of licensed older drivers and population estimates by age group and sex for 2019 and 2023.

Table 3: **Population Estimates and Licensing among Persons 55+ Years, 2019 and 2023**

Age Group and Sex		Population Estimates				Licensed Drivers *			
		2019	2023	Change		2019	2023	Change	
				Number	Percent			Number	Percent
55-64 Years	Male	622,328	649,662	27,334	4%	607,225	633,086	25,861	4%
	Female	685,205	695,824	10,619	2%	651,887	671,299	19,412	3%
	Total	1,307,533	1,345,486	37,953	3%	1,259,112	1,304,385	45,273	4%
65+ Years	Male	661,651	749,143	87,492	13%	648,180	832,446	184,266	28%
	Female	855,303	947,074	91,771	11%	736,334	943,037	206,703	28%
	Total	1,516,954	1,696,217	179,263	12%	1,384,514	1,775,483	390,969	28%
65-74 Years	Male	420,951	467,710	46,759	11%	414,869	480,573	65,704	16%
	Female	505,050	553,134	48,084	10%	468,348	538,076	69,728	15%
	Total	926,001	1,020,844	94,843	10%	883,217	1,018,649	135,432	15%
75-84 Years	Male	189,008	226,995	37,987	20%	186,676	268,390	81,714	44%
	Female	250,876	296,975	46,099	18%	212,520	305,792	93,272	44%
	Total	439,884	523,970	84,086	19%	399,196	574,182	174,986	44%
85+ Years	Male	51,692	54,438	2,746	5%	46,635	83,483	36,848	79%
	Female	99,377	96,965	-2,412	-2%	55,466	99,169	43,703	79%
	Total	151,069	151,403	334	<1%	102,101	182,652	80,551	79%
Total Age 55+ Years	**Male**	**1,283,979**	**1,398,805**	**114,826**	**9%**	**1,255,405**	**1,465,532**	**210,127**	**17%**
	Female	**1,540,508**	**1,642,898**	**102,390**	**7%**	**1,388,221**	**1,614,336**	**226,115**	**16%**
	Total	**2,824,487**	**3,041,703**	**217,216**	**8%**	**2,643,626**	**3,079,868**	**436,242**	**17%**

*Licensed drivers include all unexpired licenses, which may include individuals who are deceased. See data considerations for more information.
Source: OASIS 2019 and 2023; DDS 2019 and 2023

[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 2023, 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 was collision with a fixed object or animal (e.g., deer).

Angle crashes were the most common manner of collision in multi-vehicle crashes involving older drivers aged 65+ years. For fatal 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, 2023**

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	54%	Angle	49%	Angle	36%
2	Head on (Front-to-front)	22%	*Not a collision with a motor vehicle	20%	Rear end (Front-to-rear)	35%
3	Rear end (Front-to-rear)	19%	Rear end (Front-to-rear)	14%	Sideswipe (Same or opposite direction)	16%
4	Sideswipe (Same or opposite direction)	3%	Head on (Front-to-front)	11%	*Not a collision with a motor vehicle	9%

* The first harmful event was not a collision with a motor vehicle in transport
Source: FARS 2023, CODES 2023

Older drivers' reaction to objects or animals was the second top contributing factor among operators involved in single-vehicle crashes. In 2023, 16% of older drivers (65+ years) involved in single-vehicle crashes reacted to an object or animal moments before they crashed. The top contributing factor for single-vehicle crashes involving older drivers was recorded as 'other' (23% of all older drivers in single-vehicle crashes). The top contributing factors among older drivers and other drivers involved in multi-vehicle crashes were following too closely and failure to yield (including left-hand turns). *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, 2023**

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	Other	23%	Failed to yield	26%	Following too close	32%
2	Reaction to an object or animal	16%	Following too close	22%	Failed to yield	20%
3	Driver lost control	14%	Improper passing	14%	Improper passing	19%
4	Driver condition	10%	Changed lanes improperly	12%	Changed lanes improperly	11%

Source: CODES 2023
Percent calculations exclude crashes with unknown no contributing factors reported.

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 2023.

Fatal crashes and all traffic crashes involving older drivers have similar environmental characteristics, except for the predominant location of crashes. In 2023:

- 49% of all *traffic crashes* involving older drivers occurred at an intersection or intersection-related location, and 58% of all *fatal crashes* involving older drivers occurred at non-intersections.

Among the *fatal crashes* that involved older drivers:

- 65% occurred in daylight conditions;
- 68% occurred during the weekday, and 33% occurred during the weekday afternoon hours (12:00 p.m. to 5:59 p.m.); and
- 76% occurred in clear weather conditions.

Table 6. **Motor Vehicle Crashes Involving Older Drivers (65+ Years) by Environmental Characteristics, 2023**

Environmental Characteristics	Fatal Crashes Involving Older Drivers		Traffic Crashes Involving Older Drivers	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	100	35%	29,466	49%
Non-Intersection	164	58%	26,744	44%
Other	20	7%	4,316	7%
Light Conditions				
Dark	90	32%	8,810	15%
Daylight	186	65%	49,648	82%
Dawn	4	1%	543	1%
Dusk	4	1%	699	1%
Day of Week / Time of Day *				
Weekday	**192**	**68%**	**46,692**	**77%**
6:00-11:59am	43	15%	14,063	23%
12:00-5:59pm	93	33%	25,951	43%
6:00-11:59pm	41	14%	5,625	9%
12:00-5:59am	15	5%	1,053	2%
Weekend	**92**	**32%**	**13,834**	**23%**
6:00-11:59am	16	6%	2,663	4%
12:00-5:59pm	30	11%	6,175	10%
6:00-11:59pm	37	13%	4,288	7%
12:00-5:59am	9	3%	708	1%
Weather Conditions				
Clear	215	76%	44,728	74%
Cloudy	44	15%	10,395	17%
Rain	22	8%	4,548	8%
Other	3	1%	855	1%
Season				
Winter	60	21%	14,927	25%
Spring	70	25%	15,104	25%
Summer	75	26%	14,261	24%
Fall	79	28%	16,234	27%

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 2023, FARS 2023

Traffic-Related Injuries and Fatalities among the Aging Population

In 2023, older persons aged 65+ years represented 8% of all emergency room visits (8,465 out of 103,147) and 21% of all hospitalizations (1,850 out of 8,695) related to motor vehicle traffic incidents. The total motor vehicle traffic-related hospitalization and emergency room charges among Georgia residents 65+ years were $358 million. In 2023, there were 509 persons aged 55 years or older (55+ years) fatally injured in motor vehicle traffic crashes. Over half of these traffic fatalities (51%, 259 out of 509) 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, Suspected Serious Injuries, and Fatalities by Age Group, 2023**

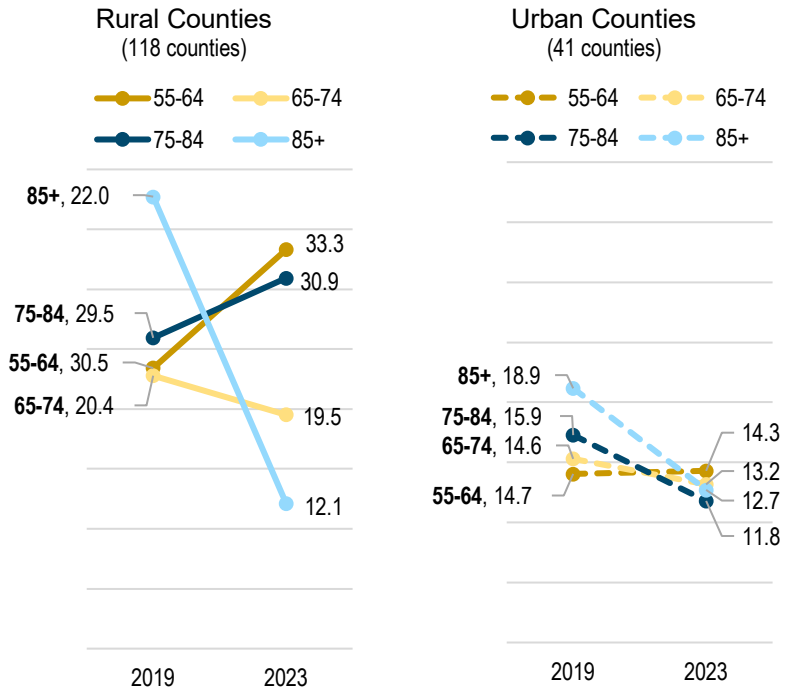
Age Group	Emergency Room Visits			Hospitalizations			Police Reported Suspected Serious Injuries			Traffic Fatalities		
	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population
Less than 15	5,908	6%	286.4	92	1%	4.5	406	5%	19.7	48	3%	2.3
15-20	12,114	12%	1,298.7	721	8%	77.3	991	12%	106.2	125	8%	13.4
21-24	10,404	10%	1,767.9	671	8%	114.0	791	10%	134.4	131	8%	22.3
25-34	23,850	23%	1,564.3	1,642	19%	107.7	1,746	21%	114.5	300	19%	19.7
35-44	18,411	18%	1,248.2	1,268	15%	86.0	1,304	16%	88.4	281	17%	19.1
45-54	13,326	13%	949.2	1,200	14%	85.5	1,084	13%	77.2	214	13%	15.2
55-64	10,669	10%	792.9	1,251	14%	93.0	900	11%	66.9	250	15%	18.6
65+	**8,465**	**8%**	**499.1**	**1,850**	**21%**	**109.1**	**808**	**10%**	**47.6**	**259**	**16%**	**15.3**
65-74	*5,704*	*6%*	*558.8*	*970*	*11%*	*95.0*	*507*	*6%*	*49.7*	*151*	*9%*	*14.8*
75-84	*2,299*	*2%*	*438.8*	*663*	*8%*	*126.5*	*233*	*3%*	*44.5*	*89*	*6%*	*17.0*
85+	*462*	*0%*	*305.1*	*217*	*2%*	*143.3*	*68*	*1%*	*44.9*	*19*	*1%*	*12.5*
Total	**103,147**	**100%**	**935.2**	**8,695**	**100%**	**78.8**	**8,171***	**100%**	**74.1**	**1,615***	**100%**	**14.6**

*Total includes serious injuries and fatalities with unreported or unknown age. Source: Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP) Hospital Inpatien Discharge and Emergency Room Visit Data, CODES 2023, FARS 2023, OASIS 2023

The motor vehicle fatality rate for all person types — drivers, passengers, pedestrians, motorcyclists, bicyclists, and others— per 100,000 population fluctuated between 2019 and 2023. Figure 6 compares the motor vehicle fatality rate among the older population between 2019 and 2023 in rural and urban counties. In 2023, the motor vehicle traffic fatality rate for all older age groups was higher in rural counties than in urban counties, except among persons 85+ years.

- The motor vehicle traffic fatality rate in *rural* counties increased for persons in the 55-to-64 and 75-to-84 age groups by 42% and 19%, respectively. The fatality rate among rural counties for persons 85+ years decreased by 68%.
- The motor vehicle traffic fatality rate in *urban* counties decreased for persons in the 75-to-84 and 85+ age groups by 31% and 40%, respectively.

Figure 6. **Change in Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population and Region Type (2019 and 2023)**



Source: FARS 2019 and 2023; OASIS 2019 and 2023

Total motor vehicle traffic fatalities among persons 55+ years increased by 2% (from 498 fatalities in 2019 to 509 fatalities in 2023), and the 55+ population increased by 8%. Figure 7 and Table 8 show the proportion of older persons involved in traffic fatalities for 2019 and 2023.

- The proportion of older *driver* fatalities aged 55+ years decreased from 37% of all driver fatalities in 2019 to 34% in 2023. Fatalities among drivers aged 65+ years decreased from 23% of all driver fatalities in 2019 to 18% of all driver fatalities in 2023. Older *passenger* fatalities also decreased, from 20% of all passenger fatalities in 2019 to 17% in 2023.
- Older *motorcyclist* fatalities (operator and passenger) aged 55+ years, though a relatively small number, decreased slightly from 22% of all motorcyclist fatalities in 2019 to 21% of all motorcyclist fatalities in 2023. Additionally, 25% of all motorcyclists with a valid motorcycle designation (Class M or MP) on their driver's license were 55-to-64 years old, and 29% were 65+ years old in 2023 (*Motorcycles Georgia Traffic Safety Facts*, 2023)
- Older *pedestrian* fatalities aged 55+ years decreased from 36% of all pedestrian fatalities in 2019 to 31% of all pedestrian fatalities in 2023.
- Between 2019 and 2023, the number of older *bicyclist* fatalities increased from 8 to 12, from 38% to 50% of all bicyclist fatalities (*Pedestrians and Bicyclists (Non-Motorists) Georgia Traffic Safety Facts*, 2023).

Figure 7: **Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2019 and 2023**

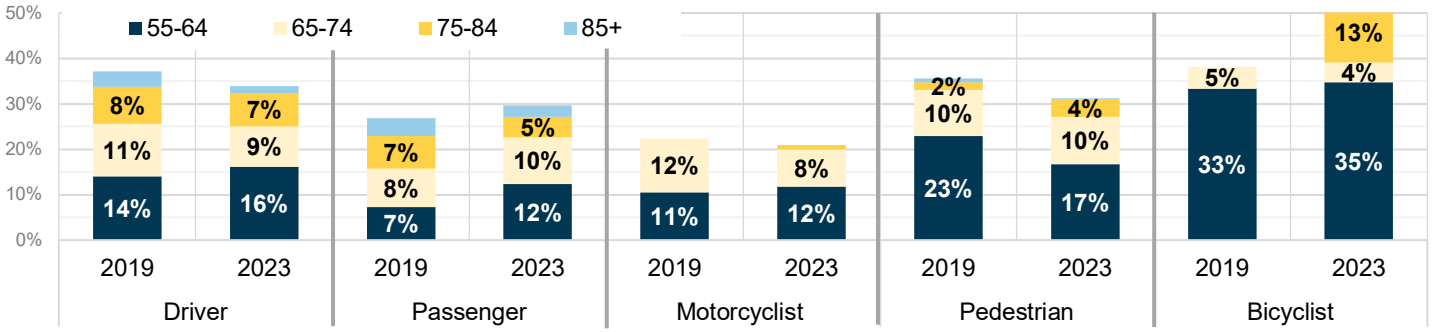


Table 8: **Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2019 and 2023**

Person Type	2019						2023					
	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	801	504	113	92	65	27	833	551	135	74	61	12
	100%	*63%*	*14%*	*11%*	*8%*	*3%*	*100%*	*66%*	*16%*	*9%*	*7%*	*1%*
Passenger Fatalities	249	182	18	21	18	10	243	171	30	25	11	6
	100%	*73%*	*7%*	*8%*	*7%*	*4%*	*100%*	*70%*	*12%*	*10%*	*5%*	*2%*
Motorcyclist Fatalities	170	132	18	20	--	--	196	155	23	16	2	--
	100%	*78%*	*11%*	*12%*	--	--	*100%*	*79%*	*12%*	*8%*	*1%*	--
Pedestrian Fatalities	236	152	54	24	4	2	310	213	52	32	12	1
	100%	*64%*	*23%*	*10%*	*2%*	*1%*	*100%*	*69%*	*17%*	*10%*	*4%*	*<1%*
Bicyclist Fatalities	21	13	7	1	--	--	23	11	8	1	3	--
	100%	*62%*	*33%*	*5%*	--	--	*100%*	*48%*	*35%*	*4%*	*13%*	--
Other Fatalities*	15	11	2	2	--	--	10	5	2	3	--	--
	100%	*73%*	*13%*	*13%*	--	--	*100%*	*50%*	*20%*	*30%*	--	--
All Traffic Fatalities**	**1,492**	**994**	**212**	**160**	**87**	**39**	**1,615**	**1,106**	**250**	**151**	**89**	**19**
	100%	***67%***	***14%***	***11%***	***6%***	***3%***	***100%***	***68%***	***15%***	***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 2019 and 2023

Older Pedestrian Population

In 2023, pedestrians aged 65+ years represented 9% of all pedestrians involved in crashes (274 out of 2,957), 10% of all pedestrian serious injuries (57 out of 564), and 15% of all pedestrian fatalities (45 out of 308). Persons aged 65+ years continuously represent 15% of the Georgia population in 2023; however, there was a 3% increase in the 65+ population (approximately 51,000 more persons) compared to the previous year. As shown in Table 9, the number of pedestrians 65+ years of age that were seriously or fatally injured increased by 17% (from 87 in 2022 to 102 in 2023), and the rate of seriously or fatally injured pedestrians 65+ years increased by 13% (from 5.29 in 2022 to 6.01 in 2023). Table 10 shows the number, percent, and rate of serious injuries reported for each injury surveillance source for the older pedestrian population aged 55 years and older.

Table 9. **Older Pedestrian (Aged 65+ Years) Serious Injuries, Fatalities, and Injury Rate, 2019-2023**

Year	Serious Injury	Fatalities	Total Serious Injuries and Fatalities		Population		Rate Per 100,000 Population	
			Number	Annual % Change	Number	Annual % Change	Rate	Annual % Change
2019	33	29	62	-3%	1,516,954	4%	4.09	-5%
2020	38	42	80	29%	1,574,667	4%	5.08	22%
2021	47	48	95	19%	1,584,071	1%	6.00	18%
2022	43	44	87	-7%	1,645,027	4%	5.29	-12%
2023	57	45	102	17%	1,696,217	3%	6.01	13%

Source: CODES 2019-2022, 2023 CODES Preliminary Fatality Data, FARS 2019-2022, OASIS 2019-2023

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, 2023**

Age Group	Police-Reported Suspected Serious Crash Injuries			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate
Less than 55	415	74%	5.20	1,901	74%	19.99	768	71%	9.61	1,365	78%	17.09	424	64%	5.31
55-64	80	14%	5.95	366	14%	27.20	186	17%	13.82	129	7%	12.64	54	8%	5.29
65-74	34	6%	3.33	224	9%	21.94	82	8%	8.03	52	3%	9.92	31	5%	5.92
75-84	17	3%	3.24	61	2%	11.64	37	3%	7.06	7	0%	4.62	13	2%	8.59
85+	6	1%	3.96	18	1%	11.89	10	1%	6.60	129	7%	12.64	54	8%	5.29
***Total**	**564****	**100%**	**5.11**	**2,570**	**100%**	**23.30**	**1,083**	**100%**	**9.82**	**1,749**	**100%**	**15.86**	**664**	**100%**	**6.02**

* Only suspected serious injuries reported by law enforcement on the crash report.
** Total includes 12 suspected serious injuries with unknown age.
Source: CODES 2023, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2023, GEMSIS 2023

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 a 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 or driver 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 year 2023. 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 pre-crash 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/gtsf-quick-facts/
- https://www.gahighwaysafety.org/georgia-traffic-safety-facts/
- https://dph.georgia.gov/health-topics/injury-prevention-program/crash-outcome-data-evaluation-system-codes

Other 2023 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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