

Georgia Traffic Safety Facts

2024 Data

September 2026

Key Findings

55+ Years

- In 2024, an estimated 3.2 million people in Georgia were 55 years and older – a 4% increase from 2022. The older population (55+ years) represented 29% of the total Georgia resident population.
- Older drivers (55+ years) also accounted for 36% of all licensed drivers, 29% of all drivers involved in fatal crashes, and 22% of all drivers involved in motor vehicle crashes.

65+ Years

- In 2024, there were 1.8 million licensed drivers 65+ years old – a 10% increase from 2022. Drivers 65+ years old represented 21% of all licensed drivers.
- The number of drivers aged 65+ years involved in fatal crashes decreased by less than 8% (from 303 drivers in 2023 to 280 drivers in 2024). Drivers aged 65+ years accounted for 15% of all drivers involved in fatal crashes in 2024.
- In 2024, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was \$428 million.

Cross-Cutting Findings

- Between 2023 and 2024, the number of pedestrians 65+ years of age who were seriously or fatally injured decreased by 6% (from 102 in 2023 to 96 in 2024), and the rate of seriously or fatally injured pedestrians 65+ years of age decreased by 9% (from 5.81 in 2023 to 5.28 in 2024).



GOVERNOR'S OFFICE OF HIGHWAY SAFETY
7 M.L.K. Jr Dr SE
Suite #643
Atlanta, GA 30334
(404) 656-6996
www.gahighwaysafety.org

OLDER DRIVERS

AGES 55 YEARS AND OLDER

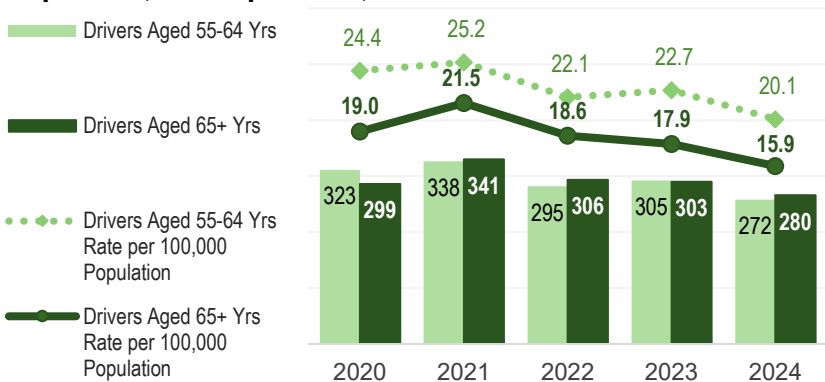
For the purposes of this fact sheet, persons 55-to-64 years old and persons 65 years or older are considered part of the "older road users" population. This fact sheet particularly focuses on the 55+ drivers, motor vehicle occupants, and non-motorists. *The involvement of older drivers in traffic crashes 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 2023 to 2024, the number of drivers aged 65 and older involved in fatal crashes decreased by 8%, from 303 drivers in 2023 to 280 drivers in 2024. Additionally, the fatal crash involvement rate for drivers in this age group decreased by 11%, decreasing from 17.9 to 15.9 per 100,000 population. The number and rate of drivers in the 55-to-64 age group involved in fatal crashes decreased by 11%, from 22.7 in 2023 to 20.1 in 2024.

Figure 1. **Older Drivers (55+ Years) Involved in Fatal Crashes and Rate per 100,000 Population, 2020–2024**



Source: FARS 2020-2024

In 2024, older drivers aged 65+ years represented 16% of the population and 21% of all licensed drivers. However, they accounted for only 10% of all drivers involved in traffic crashes and 15% of all drivers involved in fatal crashes. Compared to other age groups, drivers 65+ years had the lowest rate of drivers involved in fatal crashes per licensed driver and per population. However, this age group had 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 indicate the vulnerability of that driving population and the fragility that aging brings. In 2024:

- For every 100,000 traffic crashes involving drivers aged 65+ years, 420.4 were fatal crashes.
- For every 100,000 licensed drivers aged 65+ years, 15.3 drivers aged 65+ years were involved in a fatal crash.
- For every 100,000 Georgia residents aged 65+ years, 15.4 drivers aged 65+ years were involved in a fatal crash.

Table 1. **Drivers Involved in Motor Vehicle Traffic Crashes by Age Group, 2024**

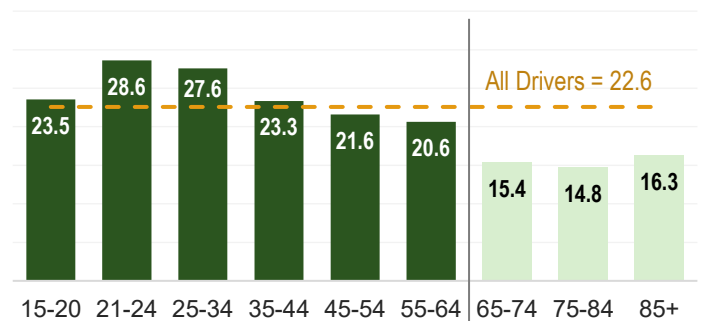
Age Group (Years)	Number of Drivers Involved		Licensed Drivers	Estimated Population	Rates of Drivers Involved in Fatal Crashes		
	Traffic Crashes	Fatal Crashes			Per 100,000 Crashes	Per 100,000 License	Per 100,000 Population
15-20	68,128 (10%)	163 (9%)	8%	8%	239.3	23.5	17.4
21-24	65,492 (10%)	166 (9%)	7%	6%	253.5	28.6	26.5
25-34	149,396 (22%)	416 (22%)	17%	14%	278.5	27.6	27.0
35-44	123,927 (18%)	343 (18%)	17%	13%	276.8	23.3	23.0
45-54	97,625 (15%)	289 (15%)	15%	12%	296.0	21.6	20.8
55-64	79,057 (12%)	272 (14%)	15%	12%	344.1	20.6	20.1
65+	66,598 (10%)	280 (15%)	21%	16%	420.4	15.3	15.4
65-74	44,697 (7%)	161 (9%)	12%	10%	360.2	15.4	15.0
75-84	18,736 (3%)	89 (5%)	7%	5%	475.0	14.8	15.4
85+	3,165 (1%)	30 (2%)	2%	2%	947.9	16.3	17.6
TOTAL**	691,003 (100%)	1,973 (100%)	100% 8,741,666	100% 11,204,208	285.5	22.6	17.6

*Totals include drivers 14 years or younger or with unreported age
Source: FARS 2024; CODES 2024; DDS 2024; OASIS 2024

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 2024, 14.8 drivers aged 75 to 84 years, out of every 100,000 licensed drivers in this age group, were involved in a fatal crash.

Georgia's fatal crash involvement rate among licensed drivers age 65 and older was below the NHTSA Region 4 rate but above the national rate. In 2024, Georgia's rate was 15.3 per 100,000 licensed drivers age 65 and older, compared with 15.9 in Florida, 17.9 across NHTSA Region 4, and 11.5 nationally.

Figure 2. **Rate of Drivers Involved in Fatal Crashes per 100,000 Licensed Drivers by Age Group, 2024**



Source: FARS 2024, DDS 2024

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 2020 to 2024.

- Fatalities among drivers aged 65+ years increased by 5%, from 147 in 2023 to 154 in 2024.
- Fatalities among motorcyclists (operators and passengers) aged 65+ years decreased by two fatalities, from 18 fatalities in 2023 to 16 fatalities in 2024.
- Over the past five years, the majority of fatally injured passengers in crashes involving older drivers were themselves aged 65 or older. In 2024, 58% (15 out of 26) of fatally injured passengers of drivers aged 65+ were also over the age of 65.

Table 2. **Traffic Fatalities in Crashes Involving Older Drivers (65+ Years) by Person Type and Year 2020-2024**

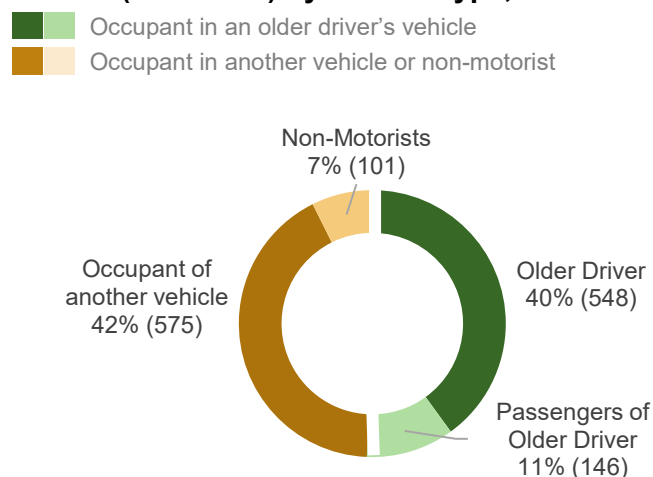
Year	Older Drivers (65+Years)		Passengers of Older Drivers by Age			Occupants of Other Vehicles	Non-Motorists	Total
	Drivers	Motorcycle Operators	Less than 65 Years	65+ Years	Total Passengers*			
2020	176	7	12	29	42*	60	28	313
	56%	2%	4%	9%	13%	19%	9%	100%
2021	184	11	16	25	42	70	34	340
	54%	3%	5%	7%	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%
2024	154	16	8	15	26	51	24	271
	57%	6%	3%	6%	10%	19%	9%	100%

Note: Percent is calculated across the rows. * Includes passengers of unknown age. Source: FARS 2020-2024

In 2024, there were 1,171 people with suspected serious injuries involved in multi-vehicle crashes that involved older drivers—20% of all serious injuries in multi-vehicle crashes. Figure 3 shows the percentage of serious and fatal injuries among all persons involved in multi-vehicle crashes with at least one older driver aged 65+ in 2024. Among all serious injuries involving older drivers:

- 51% were occupants in the vehicle operated by the older driver (represented by light and dark green in Figure 3).
 - 40% were older drivers aged 65+ years
 - 11% were the passengers of the older driver
- 49% were occupants of other vehicles or non-motorists (represented by light and dark yellow in Figure 3).
 - 42% 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 or Fatally Injured in Multi-Vehicle* Crashes Involving Older Drivers (65+ Years) by Person Type, 2024**



Multi-vehicle crashes involving older drivers resulted in **1,171** serious injuries and **199** fatalities.

* Multi-vehicle crashes include single-vehicle crashes with other non-motorists.
Source: CODES 2024

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 2024. Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.

Between 2020 and 2024, there were more unrestrained, fatally injured, older passenger vehicle occupants who were male than female. Based on known restraint use:

- **50%** of fatally injured, male occupants aged 55-64 years were unrestrained, compared to **37%** of female occupants.
- **42%** of fatally injured, male occupants aged 65+ years were unrestrained, compared to **23%** of female occupants.
- **12%** of seriously injured¹ drivers 65+ years were unrestrained, and **6%** of seriously injured passengers 65+ years were unrestrained (not shown in Figure 4).

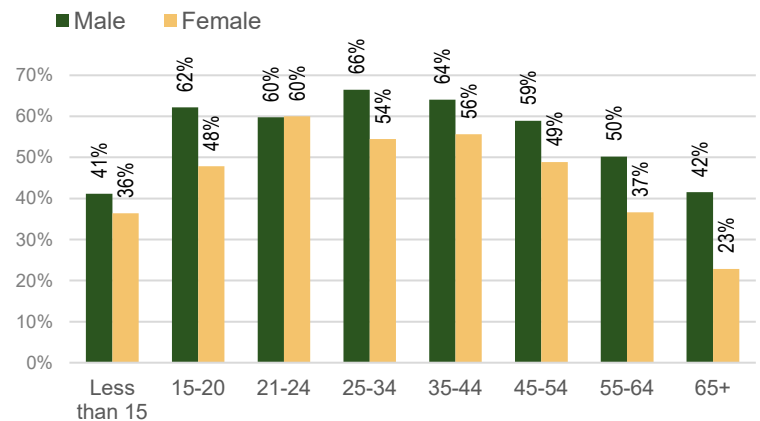
In 2024, older drivers (55+ years) represented 14% of all seatbelt violations and 5% of child safety seat violations. Older drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

Seating Positions: Driving with Peers

Figure 5 displays the seating positions of fatally injured passenger vehicle occupants aged 65+ years who were unrestrained from 2020 to 2024. Nearly one out of every three (33%) of **all** passenger vehicle occupants aged 65+ years (regardless of seating position) were unrestrained.

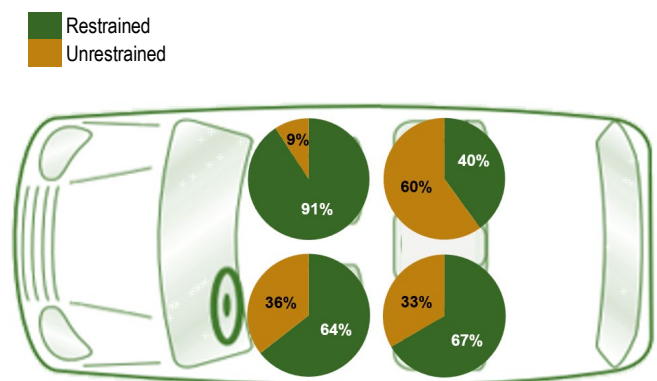
- **36%** of all fatally injured older drivers aged 65+ years old were unrestrained.
- **9%** of fatally injured front-seat passengers 65+ years old were unrestrained.
- **45%** of fatally injured back-seat passengers (*all back-seat seating positions*) aged 65+ years were unrestrained.

Figure 4. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2020-2024**



*Based on known restraint use
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2020-2024

Figure 5. **Percent of Fatally Injured Passenger Vehicle Occupants (Aged 65+ Years) Unrestrained* by Seating Position, 2020-2024**



*Based on known restraint use
Note: the number of backseat passenger fatalities aged 65+ years is relatively low.
Source: FARS 2020-2024

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

Traffic-Related Injuries and Fatalities among the Aging Population

In 2024, older persons aged 65+ years represented 9% of all emergency room visits (8,301 out of 96,008) and 20% of all hospitalizations (1,714 out of 8,488) related to motor vehicle traffic incidents. The total motor vehicle traffic-related hospitalization and emergency room charges among Georgia residents 65+ years were \$428 million.

Table 3. **Number, Percent, and Rate of All Motor Vehicle Traffic-Related Emergency Room Visits, Hospitalizations, Suspected Serious Injuries, and Fatalities by Age Group, 2024**

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	5,563	6%	271.4	86	1%	4.2	378	5%	18.4	38	3%	1.9
15-20	11,041	12%	1,179.6	705	8%	75.3	841	11%	89.8	126	9%	13.5
21-24	9,481	10%	1,513.7	740	9%	118.1	792	10%	126.4	113	8%	18.0
25-34	21,695	23%	1,407.8	1,613	19%	104.7	1,728	22%	112.1	252	18%	16.4
35-44	17,502	18%	1,175.5	1,326	16%	89.1	1,414	18%	95.0	221	16%	14.8
45-54	12,656	13%	909.0	1,101	13%	79.1	1,031	13%	74.1	173	12%	12.4
55-64	9,769	10%	723.3	1,203	14%	89.1	856	11%	63.4	212	15%	15.7
65+	8,301	9%	456.2	1,714	20%	94.21	796	10%	43.8	255	18%	14.0
65-74	5,479	6%	512.2	904	11%	84.5	507	6%	47.4	132	9%	12.3
75-84	2,346	2%	405.1	606	7%	104.6	237	3%	40.9	84	6%	14.5
85+	476	<1%	279.3	204	2%	119.7	52	1%	30.5	39	3%	22.9
Total	96,008	100%	856.9	8,488	100%	75.8	7,950*	100%	71.0	1,403*	100%	12.5

*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 Inpatient Discharge and Emergency Room Visit Data, CODES 2024, FARS 2024, OASIS 2024

Between 2022 and 2024, Georgia's population age 55 and older increased by 4%, while the number of licensed drivers age 55 and older increased by 7%. In 2024, there were 467 people aged 55 years or older (55+ years) fatally injured in motor vehicle traffic crashes—a 2% decrease from the 532 fatalities in 2022. Over half of these traffic fatalities in 2024 (54%, 255 out of 467) were people aged 65 years and older (65+ years). Figure 6 and Table 4 show the proportion of older people involved in traffic fatalities for 2022 and 2024 by person type.

- The proportion of older driver fatalities aged 55+ years increased from 31% of all driver fatalities in 2022 to 40% in 2024. Fatalities among drivers aged 65+ years also increased from 18% of all driver fatalities in 2022 to 22% of all driver fatalities in 2024. Older passenger fatalities decreased, from 26% of all passenger fatalities in 2022 to 23% in 2024.
- The proportion of motorcyclist fatalities (operator and passenger) aged 55+ years, though a relatively small number, increased slightly from 18% of all motorcyclist fatalities in 2022 to 20% of all motorcyclist fatalities in 2024. Additionally, in 2024, 24% of motorcyclists with a valid motorcycle designation (Class M or MP) were ages 55–64, and 31% were age 65 or older. ([Motorcycles Georgia Traffic Safety Facts](#), 2024 .
- The proportion of pedestrian fatalities that were aged 55+ years decreased slightly from 34% of all pedestrian fatalities in 2022 to 33% of all pedestrian fatalities in 2024.
- Between 2022 and 2024, the number of older bicyclist fatalities decreased from 14 to 6, from 52% to 28% of all bicyclist fatalities ([Pedestrians and Bicyclists \(Non-Motorists\) Georgia Traffic Safety Facts](#), 2024 .

Figure 6. Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2022 and 2024

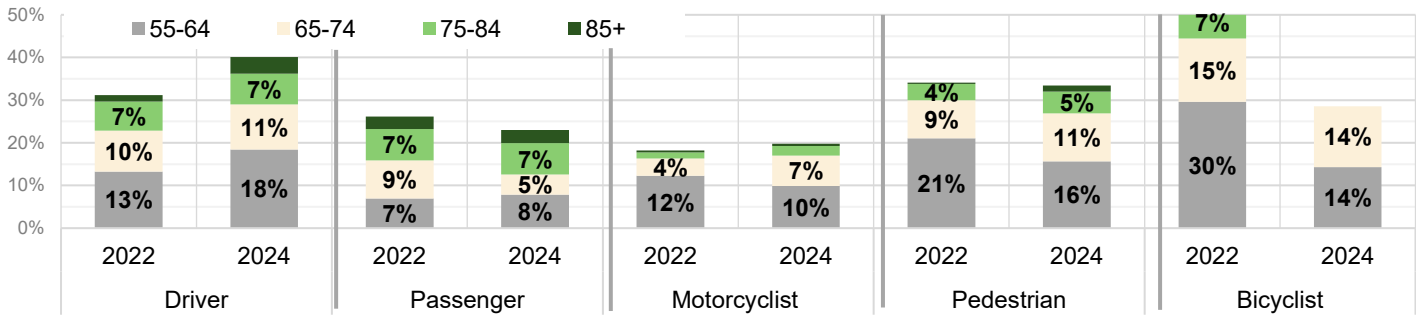


Table 4. Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2022 and 2024

Person Type	2022						2024					
	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	949	653	126	91	65	14	710	425	131	75	51	28
	100%	69%	13%	10%	7%	1%	100%	60%	18%	11%	7%	4%
Passenger Fatalities	245	181	17	22	18	7	191	147	15	9	14	6
	100%	74%	7%	9%	7%	3%	100%	77%	8%	5%	7%	3%
Motorcyclist Fatalities	220	180	27	9	3	1	182	146	18	13	4	1
	100%	82%	12%	4%	1%	<1%	100%	80%	10%	7%	2%	1%
Pedestrian Fatalities	337	222	71	30	13	1	275	183	43	31	14	4
	100%	66%	21%	9%	4%	<1%	100%	67%	16%	11%	5%	1%
Bicyclist Fatalities	27	13	8	4	2	--	21	15	3	3	--	--
	100%	48%	30%	15%	7%	---	100%	71%	14%	14%	---	---
Other Fatalities*	7	4	3	--	--	--	11	7	2	1	1	--
	100%	57%	43%	---	---	---	100%	64%	18%	9%	9%	---
All Traffic Fatalities**	1,785	1,253	252	156	101	23	1,390	923	212	132	84	39
	100%	70%	14%	9%	6%	1%	100%	66%	15%	9%	6%	3%

*Other fatalities include persons on personal conveyances, unknown occupant type in a motor vehicle in transit, and persons in/on buildings.
**Totals do not include persons with unknown age
Source: FARS 2022 and 2024

OLDER PEDESTRIAN POPULATION

In 2024, pedestrians aged 65+ years represented 8% of all pedestrians involved in crashes (250 out of 3,159), 8% of all pedestrian serious injuries (47 out of 598), and 17% of all pedestrian fatalities (49 out of 286). Persons aged 65+ years represent 16% of the Georgia population in 2024; however, there was a 4% increase in the 65+ population (approximately 64,000 more persons) compared to the previous year.

As shown in Table 5, the number of pedestrians 65+ years of age who were seriously or fatally injured decreased by 6% (from 102 in 2023 to 96 in 2024), and the rate of seriously or fatally injured pedestrians 65+ years of age decreased by 9% (from 5.81 in 2023 to 5.28 in 2024).

Table 6 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 5. Older Pedestrian (Aged 65+ Years) Serious Injuries, Fatalities, and Injury Rate, 2020-2024

Year	Serious Injury	Fatalities	Total Serious Injuries and Fatalities		Population		Rate Per 100,000 Population	
			Number	Annual % Change	Number	Annual % Change	Rate	Annual % Change
2020	38	42	80	29%	1,586,405	5%	5.04	23%
2021	47	48	95	19%	1,635,723	3%	5.81	15%
2022	43	44	87	-7%	1,692,941	3%	5.14	-12%
2023	57	45	102	17%	1,755,222	4%	5.81	13%
2024	47	49	96	-6%	1,819,401	4%	5.28	-9%

Source: CODES 2020-2024, FARS 2020-2024, OASIS 2020-2024

Table 6. Older Pedestrian (Aged 65+ Years) Traffic-Related Injuries, Percent of Total Injuries, and Rate (per 100,000 population) by Age Group and Injury Surveillance Source, 2024

Age Group	Police-Reported Suspected Serious Crash Injuries*			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate
Less than 55	456	76%	5.68	1,854	73%	23.08	851	73%	10.59	1,468	79%	18.27	536	68%	6.67
55-64	85	14%	6.29	395	16%	29.25	176	15%	13.03	224	12%	16.59	139	18%	10.29
65-74	38	6%	3.55	191	8%	17.85	88	8%	8.23	112	6%	10.47	71	9%	6.64
75-84	7	1%	1.21	86	3%	14.85	36	3%	6.22	59	3%	10.19	26	3%	4.49
85+	2	<1%	1.17	19	1%	11.15	7	1%	4.11	7	<1%	4.11	11	1%	6.45
Total**	598	100%	5.34	2,545	100%	22.71	1,158	100%	10.34	1,870	100%	16.69	783	100%	6.99

* Only suspected serious injuries reported by law enforcement on the crash report. ** Total includes suspected serious injuries with unknown age.

Source: CODES 2024, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2024, GEMSIS 2024

Older Driver Licensing and Population Trends

In 2024, an estimated 3.2 million people (29% of the total Georgia resident population) were 55 years of age and older. Sixteen percent (16%) of Georgia residents were 65 years old or older. Compared to 2022, Georgia's overall population increased by 2.5%; however, the population of people 55 years and older increased by 4% in 2024. As a result, people 55 years and older represent a larger share of Georgia's 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 2024, there were 3.15 million licensed drivers over the age of 55 years – a 7% increase from 2022. Older drivers (55+ years) made up 36% of all licensed drivers in 2024. Table 7 shows the number of licensed older drivers and population estimates by age group and sex for 2022 and 2024.

Table 7. **Population Estimates and Licensing among Persons 55+ Years, 2022 and 2024**

Age Group and Sex		Population Estimates				Licensed Drivers *			
		2022	2024	Change		2022	2024	Change	
				Number	Percent			Number	Percent
55-64 Years	Male	640,363	642,830	2,467	<1%	628,577	639,674	11,097	2%
	Female	703,007	707,710	4,703	1%	668,079	678,413	10,334	2%
	Total	1,343,370	1,350,540	7,170	1%	1,296,656	1,318,087	21,431	2%
65+ Years	Male	742,509	798,366	55,857	8%	777,646	858,964	81,318	10%
	Female	950,432	1,021,035	70,603	7%	883,104	975,719	92,615	10%
	Total	1,692,941	1,819,401	126,460	7%	1,660,750	1,834,683	173,933	10%
65-74 Years	Male	466,666	487,036	20,370	4%	463,803	494,495	30,692	7%
	Female	558,667	582,766	24,099	4%	521,630	552,958	31,328	6%
	Total	1,025,333	1,069,802	44,469	4%	985,433	1,047,453	62,020	6%
75-84 Years	Male	220,812	249,335	28,523	13%	243,851	279,401	35,550	15%
	Female	291,818	329,813	37,995	13%	278,055	323,751	45,696	16%
	Total	512,630	579,148	66,518	13%	521,906	603,152	81,246	16%
85+ Years	Male	55,031	61,995	6,964	13%	69,992	85,068	15,076	22%
	Female	99,947	108,456	8,509	9%	83,419	99,010	15,591	19%
	Total	154,978	170,451	15,473	10%	153,411	184,078	30,667	20%
Total Age 55+ Years	Male	1,382,872	1,441,196	58,324	4%	1,406,223	1,498,638	92,415	7%
	Female	1,653,439	1,728,745	75,306	5%	1,551,183	1,654,132	102,949	7%
	Total	3,036,311	3,169,941	133,630	4%	2,957,406	3,152,770	195,364	7%

*Licensed drivers include all unexpired licenses, which may include individuals who are deceased. See data considerations for more information.

Source: OASIS 2022 and 2024; DDS 2022 and 2024

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 2024, 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 collision. *The manner of collision is not vehicle-specific and does not identify which vehicle or driver was at fault.* Table 8 below shows the highest-ranking manner of collision for multi-vehicle traffic, injury, and fatal crashes that involve older drivers aged 65+ years.

Table 8. Highest Rank Manner of Collision for Multi-Vehicle Crashes Involving Older Drivers (65+ Years) by Crash Type, 2024

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	49%	Angle	52%	Angle	38%
2	Head on (Front-to-front)	27%	Rear end (Front-to-rear)	20%	Rear end (Front-to-rear)	37%
3	Rear end (Front-to-rear)	16%	Head on (Front-to-front)	13%	Sideswipe (Same or opposite direction)	20%
4	Sideswipe (Same or opposite direction)	8%	*Not a collision with a motor vehicle	8%	Head on (Front-to-front)	3%

* The first harmful event was not a collision with a motor vehicle in transport
Source: FARS 2024, CODES 2024

Older drivers' reaction to objects or animals was the second-highest contributing factor among operators involved in single-vehicle crashes. In 2024, 12% 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' (28% 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 9. Top Contributing Factors with Crashes Involving Older Drivers (65+ Years) by Number of Vehicles Involved and Person Type, 2024

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	28%	Failed to yield	26%	Following too close	33%
2	Reaction to an object or animal	12%	Following too close	22%	Failed to yield	17%
3	Driver condition	9%	Changed lanes improperly	13%	Other	11%
4	Misjudged Clearance	8%	Other	10%	Changed lanes improperly	10%

Source: CODES 2024
Percent calculations exclude crashes with unknown and/or no contributing factors reported.

Environmental Characteristics

Table 10 summarizes the environmental characteristics of where and when fatal crashes and traffic crashes involving older drivers aged 65+ years occurred in 2024.

Fatal crashes and all traffic crashes involving older drivers have similar environmental characteristics, except for the predominant location of crashes. In 2024:

- 50% 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:

- 73% occurred in daylight conditions;
- 76% occurred during the weekday, and 40% occurred during the weekday afternoon hours (12:00 p.m. to 5:59 p.m.); and
- 79% occurred in clear weather conditions.

Table 10. **Motor Vehicle Crashes Involving Older Drivers (65+ Years) by Environmental Characteristics, 2024**

Environmental Characteristics	Fatal Crashes Involving Older Drivers		Traffic Crashes Involving Older Drivers	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	109	42%	31,279	50%
Non-Intersection	153	58%	26,898	43%
Other	--	--	4,256	7%
Light Conditions				
Dark	63	24%	9,306	15%
Daylight	192	73%	51,173	82%
Dawn	1	<1%	599	1%
Dusk	5	2%	771	1%
Day of Week / Time of Day *				
Weekday	198	76%	48,207	77%
6:00-11:59 am	55	21%	14,414	23%
12:00-5:59 pm	105	40%	26,846	43%
6:00-11:59 pm	27	10%	5,866	9%
12:00-5:59 am	11	4%	1,081	2%
Weekend	64	24%	14,225	23%
6:00-11:59 am	8	3%	2,749	4%
12:00-5:59 pm	22	8%	6,324	10%
6:00-11:59 pm	29	11%	4,417	7%
12:00-5:59 am	5	2%	735	1%
Weather Conditions				
Clear	206	79%	47,618	76%
Cloudy	34	13%	9,624	15%
Rain	20	8%	4,582	7%
Other	2	1%	609	1%
Season				
Winter	60	23%	15,309	25%
Spring	69	26%	15,627	25%
Summer	68	26%	14,415	23%
Fall	65	25%	17,081	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 managed lanes (i.e., HOV lanes).

Source: CODES 2024, FARS 2024

OLDER DRIVERS ACROSS TRAFFIC SAFETY EMPHASIS AREAS

Table 10 shows the percentage of older drivers (aged 65+ years) across other traffic emphasis areas by crash severity.

- Older drivers represented 10% of all traffic crashes and 11% of severe crashes in 2024.
- Older drivers represented a relatively small proportion of drivers involved in speeding crashes (4%) and impaired-driving crashes (5%).
- Older drivers represented 11% of distracted drivers involved in severe crashes.
- Older drivers had a higher proportion of lane-departure crashes, accounting for 19% of all crashes and severe crashes and 22% of other-injury crashes.
- Roadside crashes had the highest older-driver representation among the severe crash categories shown, at 22%, compared with 13% of all roadside crashes.

Table 10 **Older Drivers Across Traffic Safety Emphasis Areas, 2024**

Emphasis Area	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
Impaired Drivers / Operators				
All Drivers*	10%	11%	10%	10%
Risky Driving Behaviors				
Speeding	4%	4%	4%	3%
Impaired	5%	7%	5%	5%
Distracted Driving (confirmed/suspected)	8%	11%	8%	8%
Unrestrained Drivers	7%	9%	6%	7%
<i>Restrained Drivers</i>	11%	13%	11%	10%
Vehicle Types				
Passenger Vehicles	10%	11%	10%	10%
Large Trucks	6%	5%	7%	6%
Motorcycles	6%	7%	6%	4%
Crash Location				
All Crash Locations	17%	18%	18%	16%
Roadway / Lane Departure	10%	12%	12%	9%
Roadway Departure	9%	11%	10%	8%
Lane Departure	19%	19%	22%	17%
Work Zone	17%	13%	17%	17%
Roadside	13%	22%	14%	12%
Impaired Non-Motorist*				
Bicyclists	—	—	—	—
Pedestrians	4%	7%	—	—

Distracted driving in this table represents the sum of the **confirmed** and **suspected distracted** driving percentages.

- **Confirmed distracted driving** includes drivers who have at least one distracted-driving contributing factor reported on the crash report.
- **Suspected distracted driving** is an imputed measure derived from multiple contributing factors and based on a definition jointly developed by the Governor's Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation. The imputation of suspected distracted drivers includes drivers who indicate driver inattention and distraction. The imputation removes driver contributing factors, such as drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The definition also excludes some elements of roadway and vehicle contributing factors. The CODES Analytical Reference Guide is available upon request.

Severe crashes are crashes that involve injuries reported as fatal injury (K) or suspected serious injury (A) as the most severe injury on the crash report. **Other injury crashes** involve injuries reported as minor injury (B) or complaint of injury (C) as the most severe injury on the crash report. **Property damage only (PDO)** crashes are crashes that did not result in an injury as reported in the crash report.

Roadway/Lane Departure crashes are crashes in which a vehicle crosses an edge line or center line and leaves the traveled way. **Roadway departures** involve vehicles striking stationary (non-movable) objects or vehicles running off the roadway. **Lane departures** involve vehicles crossing into the opposite direction of traffic. **Work zones** include police-reported active work zones, inactive work zones, other work zones, or the presence of barrels/cones/construction signage. **Roadside** crashes involve motor vehicles striking other vehicles, and individuals stopped at the roadside (off-roadway). "Off-roadway" areas include shoulders, medians, entrance and exit ramps, gore areas, sidewalks, and parking lanes.

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 2024. 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 2024 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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