

# Georgia Traffic Safety Facts

2020 Data

August 2022

## Key Findings

- In 2020, an estimated 2.9 million people were 55 years and older – a 12 percent increase from 2016. The older population (55+ years) made up 27 percent of the total Georgia resident population.
- Older drivers (55+ years) also accounted for 33 percent of all licensed drivers, 26 percent of all drivers involved in fatal crashes, and 19 percent of all drivers involved in motor vehicle crashes.

## 65+ Years

- In 2020, there were 1.5 million licensed drivers 65+ years – a 30 percent increase from 2016. Drivers 65+ years made up 17 percent of all licensed drivers.
- The number of drivers ages 65+ years involved in fatal crashes decreased by 4 percent (from 313 drivers in 2019 to 299 drivers in 2020). Drivers ages 65+ years accounted for 13 percent of all drivers involved in fatal crashes in 2020.
- In 2020, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was \$227 million.

## Cross-Cutting Findings

- Between 2019 and 2020, the number of pedestrians 65+ years of age that were seriously or fatally injured increased by 27 percent (from 63 to 80), and the rate of seriously or fatally injured pedestrians 65+ years per 100,000 population increased by 22 percent (from 4.15 to 5.08).

## OLDER DRIVERS

AGES 55 YEARS AND OLDER

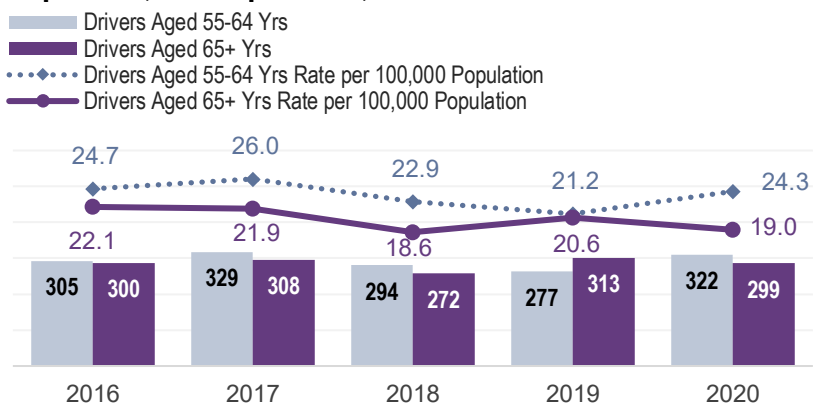
For the purposes of this fact sheet, persons 55-to-64 years old and persons 65 years or older are considered part of the "older drivers" population – particularly in relation to population, drivers, motor vehicle occupants, and non-motorists. *The involvement of older drivers in traffic crashes does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

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

## Traffic Crashes Involving Older Drivers

Fatal crashes that involve drivers aged 65+ years decreased by 4 percent (from 313 drivers in 2019 to 299 drivers in 2020) and the rate of drivers 65+ years involved in fatal crashes per 100,000 population decreased by 8 percent. However, the number and rate of drivers in the 55-to-64 age group involved in fatal crashes increased by 16 percent and 15 percent, respectively. Across the decade, drivers 65+ years represented approximately 13 percent of all drivers involved in fatal crashes.

Figure 1. Older Drivers (55+ Years) Involved in Fatal Crashes and Rate per 100,000 Population, 2016–2020



Source: FARS 2016-2020



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 aged 65+ years represented 15 percent of the population and 17 percent of all licensed drivers. However, they only represent 8 percent of all drivers involved in traffic crashes and 13 percent of all drivers involved in fatal crashes. Compared to other age groups, drivers 65+ years have the lowest rate of drivers involved in fatal crashes per licensed driver and per population. However, this age group has the highest rate of involvement in fatal crashes per 100,000 motor vehicle traffic crashes. The rate of older drivers involved in fatal crashes per 100,000 motor vehicle traffic crashes increases as the older drivers 65+ years continue to age. This is indicative of the vulnerability of that driving population and the fragility that aging brings. In 2020:

- For every 100,000 traffic crashes involving drivers aged 65+ years, 690.2 were fatal crashes.
- For every 100,000 licensed drivers aged 65+ years, 20.5 drivers aged 65+ years were involved in a fatal crash.
- For every 100,000 Georgia residents aged 65+ years, 19.0 drivers aged 65+ years were involved in a fatal crash.

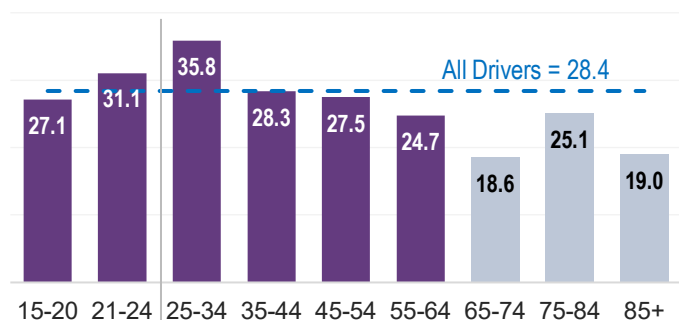
Table 1. **Drivers Involved in Motor Vehicle Traffic Crashes by Age Group, 2020**

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	63,361	206	759,520	886,530	325.1	27.1	23.2
21-24	63,053	183	589,230	571,580	290.2	31.1	32.0
25-34	137,957	536	1,495,891	1,506,359	388.5	35.8	35.6
35-44	101,677	387	1,366,619	1,394,847	380.6	28.3	27.7
45-54	85,861	374	1,361,129	1,391,098	435.6	27.5	26.9
55-64	67,380	322	1,302,412	1,323,211	477.9	24.7	24.3
<b>65+</b>	<b>49,080</b>	<b>299</b>	<b>1,457,853</b>	<b>1,574,667</b>	<b>609.2</b>	<b>20.5</b>	<b>19.0</b>
65-74	34,316	172	925,256	959,264	501.2	18.6	17.9
75-84	12,452	106	422,042	459,814	851.3	25.1	23.1
85+	2,312	21	110,555	155,589	908.3	19.0	13.5
<b>TOTAL</b>	<b>602,866*</b>	<b>2,365*</b>	<b>8,332,654</b>	<b>8,648,292</b>	<b>392.3</b>	<b>28.4</b>	<b>27.3</b>

\*Totals include drivers 14 years or younger or with unreported age  
Source: FARS 2020; CODES 2020; DDS 2020; OASIS 2020

In 2020, drivers in the 75-to-84 years age group have the fourth highest rate of involvement in fatal crashes compared to other age groups—25.1 drivers ages 75-to-84 years for every 100,000 licensed drivers aged 75-to-84 years. Figure 2 displays the rate of drivers involved in fatal crashes per 100,000 licensed drivers by age group.

Figure 2. **Rate of Drivers Involved in Fatal Crashes per 100,000 Licensed Drivers by Age Group, 2020**



Source: FARS 2020, DDS 2020

## 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 2016 to 2020.

- Fatalities among drivers aged 65+ years decreased by 4 percent from 181 in 2016 to 176 in 2020.
- Fatalities among motorcyclists (operators and passengers) aged 65+ years decreased by 68 percent from 22 fatalities in 2016 to 7 fatalities in 2020.
- Throughout the five-year period, most fatally injured passengers of older drivers were over the age of 65 years. In 2020, 69 percent (29 out of 42) of fatally injured passengers of drivers 65+ years were also over the age of 65 years.

Table 2. **All Traffic Fatalities in Crashes Involving Older Drivers (65+ Years) by Person Type and Year, 2016-2020**

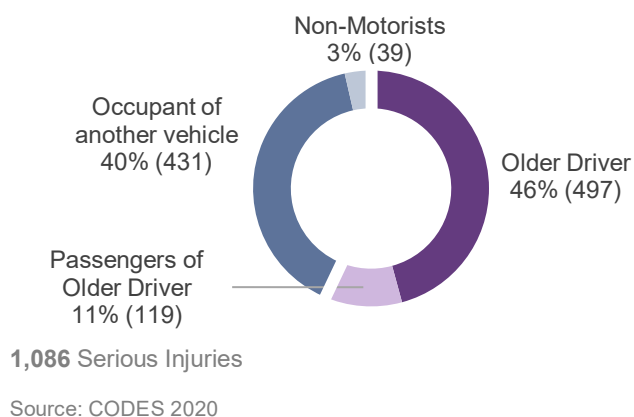
Year	Older Drivers (65+Years)		Passengers of Older Drivers by Age			Occupants of Other Vehicles	Non-Motorists	Total
	Drivers	Motorcycle Operators	Less than 65 Years	65+ Years	Total			
2016	181	22	14	22	36	41	20	300
	60%	7%	5%	7%	12%	14%	7%	100%
2017	180	10	8	25	33	51	27	301
	60%	3%	3%	8%	11%	17%	9%	100%
2018	154	11	7	22	29	56	24	274
	56%	4%	3%	8%	11%	20%	9%	100%
2019	184	20	8	32	40	55	23	322
	57%	6%	2%	10%	12%	17%	7%	100%
2020	176	7	12	29	42*	60	28	313
	56%	2%	4%	9%	13%	19%	9%	100%

Note: Percent is calculated across the rows. There were no motorcycle passenger fatalities in crashes involving older drivers or motorcycle operators between 2016-2020. \* Includes passengers of unknown age. Source: FARS 2016-2020

In 2020, there were 1,086 persons with suspected serious injuries involved in crashes that involved older drivers age 65+ years—14 percent of all serious injuries. Figure 3 shows the percent of serious injuries among all persons involved in crashes with at least one older driver aged 65+ years in 2020. Among all serious injuries involving older drivers:

- 57 percent were occupants in the vehicle operated by the older driver (represented by purple in Figure 3).
  - 46 percent were the older driver aged 65+ years
  - 11 percent were the passengers of the older driver
- 43 percent were occupants of other vehicles or non-motorists (represented by blue in Figure 4).
  - 40 percent were occupants of vehicles that were *not* operated by an older driver
  - 3 percent were non-motorists (i.e., pedestrians or bicyclists).

Figure 3: **Percent of Persons Seriously Injured in Crashes Involving Older Drivers (65+ Years) by Person Type, 2020**



## Restraint Use & Seatbelt Violations

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

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

- **56 percent** of fatally injured, male occupants aged 55-to-64 years were unrestrained compared to **53 percent** of female occupants.
- **35 percent** of fatally injured, male occupants aged 65+ years were unrestrained compared to **18 percent** of female occupants.
- **15 percent** of seriously injured<sup>1</sup> drivers 65+ years were unrestrained and **21 percent** of seriously injured passengers 65+ years were unrestrained (not shown in Figure 4).

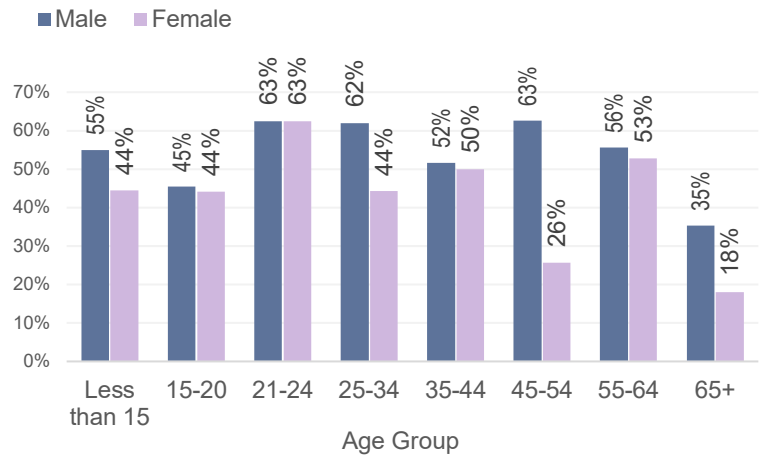
In 2020, older drivers (55+ years) represented 13 percent of all seatbelt violations and 6 percent of child safety seat violations. Older drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

### Seating Positions: Driving with Peers

Figure 5 displays the seating positions of older drivers' passengers ages 65+ years fatally injured that were unrestrained from 2018 to 2020.

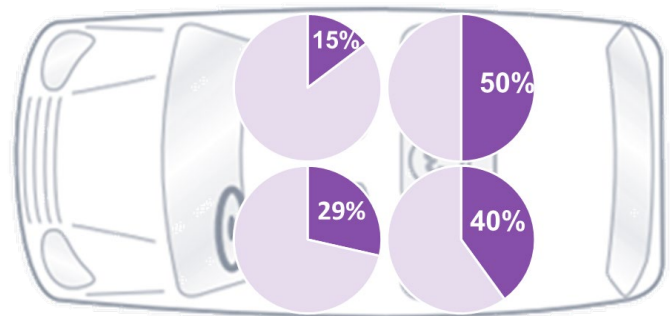
- 29 percent of all fatally injured, older drivers aged 65+ years old were unrestrained.
- 18 percent of all occupants (regardless of seating position and injury severity) riding with an older driver involved in a fatal crash were 65+ years of age.
  - 15 percent of fatally injured, front seat passengers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



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

Figure 5. **Percent of Fatally Injured Older Drivers (65+ Years) and their Fatally Injured Passenger Occupants (Aged 65+ Years) Unrestrained\* by Seating Position, 2018-2020**



\*Based on known restraint use  
Note: the number of backseat passenger fatalities aged 65+ years is relatively low. Source: FARS 2018-2020

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

## Older Driver Licensing and Population Trends

In 2020, an estimated 2.9 million people (27 percent of the total Georgia resident population) were 55 years of age and older. Fifteen percent of the Georgia population was 65 years old and older. Compared to 2016, the overall population in Georgia increased by 4 percent; however, the population of persons 55 years and older increased by 12 percent in 2020. As a result, older persons 55 years and older represent a greater proportion of the Georgia population.

Over the past decade, the older population across the 55-to-64 years, 65-to-74 years, and 75+ age groups steadily increased. According to the Georgia Department of Human Services Division of Aging Services, “Georgia’s 60+ population is expected to increase by 66 percent between 2010 and 2050. Georgia’s 85+ population is expected to triple to 462,723 persons in 2050 – being the fastest-growing age group.”<sup>2</sup>

In 2020, there were 2.8 million licensed drivers over the age of 55 years – a 26 percent increase from 2016. Older drivers (55+ years) made up 33 percent of all licensed drivers in 2020. Table 6 shows the number of licensed older drivers and population estimates by age group and sex for 2016 and 2020.

Table 3: Population Estimates and Licensing among Persons 55+ Years, 2016 and 2020

Age Group and Sex		Population Estimates				Licensed Drivers			
		2016	2020	Change		2016	2020	Change	
				Number	Percent			Number	Percent
55-64 Years	Male	586,707	630,343	+ 43,636	+ 7%	483,356	630,301	+ 146,945	+ 30%
	Female	650,104	692,868	+ 42,764	+ 7%	589,463	672,111	+ 82,648	+ 14%
	Total	1,236,811	1,323,211	+ 86,400	+ 7%	1,072,819	1,302,412	+ 229,593	+ 21%
65+ Years	Male	589,688	686,822	+ 97,134	+ 16%	509,073	683,010	+ 173,937	+ 34%
	Female	764,974	887,845	+ 122,871	+ 16%	615,049	774,843	+ 159,794	+ 26%
	Total	1,354,662	1,574,667	+ 220,005	+ 16%	1,124,122	1,457,853	+ 333,731	+ 30%
65-74 Years	Male	384,580	435,035	+ 50,455	+ 13%	**	435,293	**	**
	Female	454,745	524,229	+ 69,484	+ 15%	**	489,963	**	**
	Total	839,325	959,264	+ 119,939	+ 14%	**	925,256	**	**
75-84 Years	Male	159,965	197,902	+ 37,937	+ 24%	**	197,471	**	**
	Female	217,237	261,912	+ 44,675	+ 21%	**	224,571	**	**
	Total	377,202	459,814	+ 82,612	+ 22%	**	422,042	**	**
85+ Years	Male	45,143	53,885	+ 8,742	+ 19%	**	50,246	**	**
	Female	92,992	101,704	+ 8,712	+ 9%	**	60,309	**	**
	Total	138,135	155,589	+ 17,454	+ 13%	**	110,555	**	**
Total Age 55+ Years	Male	1,176,395	1,317,165	+ 140,770	+ 12%	992,429	1,313,311	+ 320,882	+ 32%
	Female	1,415,078	1,580,713	+ 165,635	+ 12%	1,204,512	1,446,954	+ 242,442	+ 20%
	Total	2,591,473	2,897,878	+ 306,405	+ 12%	2,196,941	2,760,265	+ 563,324	+ 26%

\*\*2016 DDS licensed drivers was not available by age groups 65-74 years, 75-84 years, and 85+ years.

Source: OASIS 2016 and 2020; DDS 2016 and 2020

<sup>2</sup> Georgia Department of Human Services Division of Aging Services. State Fiscal Year 2017 Just the Facts (2017). Atlanta, GA: Department of Human Services. <<https://aging.georgia.gov/document/document/just-facts-2017/download>>. September 18, 2020.

## Contributing Circumstances

In 2020, 90 percent of all crashes involving older drivers aged 65+ years also involved other vehicles (multi-vehicle crashes), and 10 percent were single-vehicle crashes. The most common 'most harmful event' for multi-vehicle crashes was collisions with other motor vehicles; for single-vehicle crashes, collision with deer or other animal.

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

Table 4. **Highest Rank Manner of Collision for *Multi-Vehicle* Crashes involving Older Drivers (65+ Years) by Crash Type, 2020**

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	55%	Angle	39%
2	Head on (Front-to-front)	20%	Head on (Front-to-front)	16%	Rear end (Front-to-rear)	39%
3	Rear end (Front-to-rear)	15%	Rear end (Front-to-rear)	16%	Sideswipe same direction	14%
4	*Not a collision with a motor vehicle	8%	*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 2020, CODES 2020

Older drivers aged 65+ years losing control of their vehicle was the top contributing factor among operators involved in single-vehicle crashes. In 2020, 34 percent of older drivers (65+ years) involved in single vehicle crashes lost control of their vehicle moments before they crashed with an object other than another vehicle. The top contributing factors among older drivers and other drivers involved in multi-vehicle crashes were failure to yield and following too closely. *This does not imply that the older driver or other drivers caused the crash either by their actions or failure to act.*

Table 5. **Top Contributing Factors with Crashes involving Older Drivers (65+ Years) by Number of Vehicles Involved and Person Type, 2020**

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	34%	Failed to yield	31%	Following too close	40%
2	Other	20%	Following too close	25%	Failed to yield	21%
3	Reaction to object or animal	12%	Changed lanes improperly	13%	Changed lanes improperly	10%
4	Misjudged clearance	10%	Other	8%	Other	10%

Source: CODES 2020; FARS 2020

## 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 2020.

Fatal crashes and all traffic crashes involving older drivers have similar environmental characteristics, except for the predominant location of crashes. In 2020:

- 48 percent of all *traffic crashes* involving older drivers occurred at intersection or intersection-related locations, and 68 percent of all *fatal crashes* involving older drivers occurred at non-intersections.

Among the fatal crashes that involved older drivers:

- 71 percent occurred in daylight conditions;
- 68 percent occurred during the weekday, and 35 percent occurred during the weekday afternoon hours (12:00 p.m. to 5:59 p.m.);
- 70 percent occurred in clear weather conditions; and
- 31 percent occurred in the fall season.

Table 6. **Motor Vehicle Crashes Involving Older Drivers (65+ Years) by Environmental Characteristics, 2020**

Environmental Characteristics	Fatal Crashes Involving Older Drivers		Traffic Crashes Involving Older Drivers	
	Number	Percent	Number	Percent
<b>Location *</b>				
Intersection (or related)	89	32%	22,105	48%
Non-Intersection	190	68%	21,212	46%
Other	--	--	3,133	7%
<b>Light Conditions</b>				
Dark	74	27%	6,819	15%
Daylight	198	71%	38,280	82%
Dawn	1	<1%	454	1%
Dusk	5	2%	605	1%
<b>Day of Week / Time of Day *</b>				
<b>Weekday</b>	<b>190</b>	<b>68%</b>	<b>36,106</b>	<b>78%</b>
6:00-11:59am	46	16%	10,444	22%
12:00-5:59pm	99	35%	20,680	45%
6:00-11:59pm	35	13%	4,210	9%
12:00-5:59am	10	4%	772	2%
<b>Weekend</b>	<b>89</b>	<b>32%</b>	<b>10,344</b>	<b>22%</b>
6:00-11:59am	23	8%	1,902	4%
12:00-5:59pm	26	9%	4,714	10%
6:00-11:59pm	31	11%	3,209	7%
12:00-5:59am	9	3%	519	1%
<b>Weather Conditions</b>				
Clear	195	70%	31,294	67%
Cloudy	45	16%	9,408	20%
Rain	29	10%	5,187	11%
Other	10	4%	563	1%
<b>Season</b>				
Winter	74	27%	14,019	30%
Spring	54	19%	8,677	19%
Summer	64	23%	10,895	23%
Fall	86	31%	12,859	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

Source: CODES 2020, FARS 2020

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

In 2020, older persons aged 65+ years represented 7 percent of all hospitalizations and emergency room visits related to motor vehicle traffic incidences (7,344 out of 98,314). The total motor vehicle traffic-related hospitalization and emergency room charges among Georgia residents 65+ years was \$227 million. In 2020, there were 522 persons aged 55 years or older (55+ years) fatally injured in motor vehicle traffic crashes. Over half of these traffic fatalities (57 percent, 273 out of 522) 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, 2020**

Age Group	Emergency Room Visits			Hospitalizations			Traffic Fatalities		
	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population
Less than 15	4,723	5%	229.1	54	1%	2.6	55	3%	2.7
15-20	11,603	13%	1,308.8	660	9%	74.4	143	9%	16.1
21-24	10,256	11%	1,794.3	656	9%	114.8	113	7%	19.8
25-34	22,437	25%	1,489.5	1,561	20%	103.6	334	20%	22.2
35-44	15,227	17%	1,091.7	1,167	15%	83.7	250	15%	17.9
45-54	11,742	13%	844.1	1,111	15%	79.9	221	13%	15.9
55-64	8,704	10%	657.8	1,069	14%	80.8	249	15%	18.8
<b>65+</b>	<b>5,994</b>	<b>7%</b>	<b>380.7</b>	<b>1,350</b>	<b>18%</b>	<b>85.7</b>	<b>273</b>	<b>16%</b>	<b>17.3</b>
65-74	4,121	5%	429.6	712	9%	74.2	143	9%	14.9
75-84	1,530	2%	332.7	481	6%	104.6	105	6%	22.8
85+	343	< 1%	220.5	157	2%	100.9	25	2%	16.1
<b>Total</b>	<b>90,686</b>	<b>100%</b>	<b>846.7</b>	<b>7,628</b>	<b>100%</b>	<b>71.2</b>	<b>1,664*</b>	<b>100%</b>	<b>15.5</b>

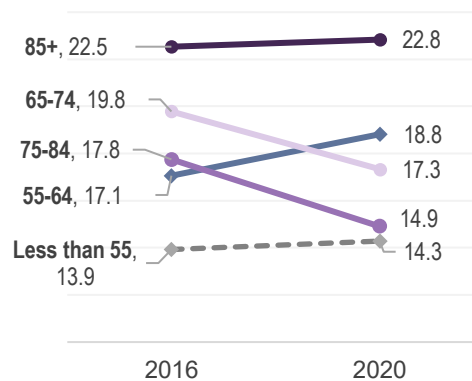
\*Total includes fatalities with unreported or unknown age

Source: FARS 2020, OASIS 2020; Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP) Hospital Inpatient Discharge and Emergency Room Visit Data.

The motor vehicle fatality rate for all person types — drivers, passengers, pedestrians, motorcyclists, bicyclists, and other— per 100,000 population fluctuated between 2016 and 2020. Figure 6 compares the motor vehicle fatality rate among the older population between 2016 and 2020.

- The motor vehicle traffic fatality rate for the 85+ age remains the highest compared to other age groups and increased slightly from 22.5 in 2016 to 22.8 in 2020.
- The fatality rate for persons 55-to-64 increased by 10 percent (from 17.1 in 2016 to 18.8 in 2020).
- The fatality rate for persons 65-to-74 and 75-to-84 decreased by 12 percent and 16 percent respectively.

Figure 6. **2016 and 2020 Change in Motor Vehicle Traffic Fatality Rates by Age Group per 100,000 Population**



Source: FARS 2016 and 2020; OASIS 2016 and 2020



Total motor vehicle traffic fatalities among persons 55+ years increased by 8 percent (from 479 fatalities in 2016 to 522 fatalities in 2020), and the 55+ population increased by 12 percent. Figure 7 and Table 8 show the proportion of the older persons' involvement in traffic fatalities for 2016 and 2020.

- Older *driver* fatalities aged 55+ years remained 34 percent of all driver fatalities in 2016 and 2020. Fatalities among drivers aged 65+ years decreased slightly from 21 percent of all driver fatalities in 2016 to 20 percent of all driver fatalities in 2020. Older *passenger* fatalities also remained at 24 percent of all passenger fatalities in 2016 and 2020.
- Older *motorcyclist* fatalities (operator and passenger) aged 55+ years, though a relatively small number, decreased from 26 percent of all motorcyclist fatalities in 2016 to 18 percent of all motorcyclist fatalities in 2020. Additionally, 27 percent of all motorcyclists with a valid motorcycle designation (Class M or MP) on their driver's license were 55-to-64 years old and 23 percent were 65+ years old in 2020 ([Motorcycles Georgia Traffic Safety Facts, 2020](#) □)
- Older *pedestrian* fatalities aged 55+ years increased from 28 percent of all pedestrian fatalities in 2016 to 38 percent of all pedestrian fatalities in 2020. Older *bicyclist* fatalities decreased from 48 percent of all bicyclist fatalities in 2016 to 31 percent of all bicyclist fatalities in 2020. ([Pedestrians and Bicyclists \(Non-Motorists\) Georgia Traffic Safety Facts, 2020](#) □).

Figure 7: Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2016 and 2020

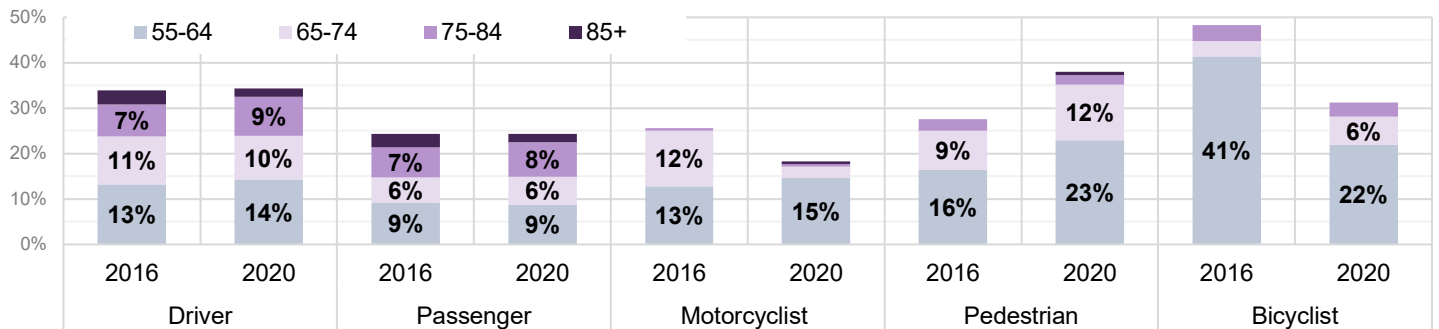


Table 8: Proportions of All Motor Vehicle Traffic Fatalities by Person Type and Age Group, 2016 and 2020

Person Type	2016						2020					
	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	874	578	115	93	61	27	872	572	124	84	75	17
	100%	66%	13%	11%	7%	3%	100%	65%	14%	10%	9%	2%
Passenger Fatalities	243	184	22	14	16	7	288	218	25	18	22	5
	100%	76%	9%	6%	7%	3%	100%	90%	9%	6%	8%	2%
Motorcyclist Fatalities	172	128	22	21	1	--	192	157	28	5	1	1
	100%	74%	13%	12%	1%	--	100%	91%	15%	3%	1%	1%
Pedestrian Fatalities	232	168	38	20	6	--	279	173	64	34	6	2
	100%	72%	16%	9%	3%	--	100%	75%	23%	12%	2%	1%
Bicyclist Fatalities	29	15	12	1	1	--	32	22	7	2	1	--
	100%	52%	41%	3%	3%	--	100%	76%	22%	6%	3%	--
Other Fatalities	6	4	2	--	--	--	1	--	1	--	--	--
	100%	67%	33%	--	--	--	100%	--	100%	--	--	--
<b>All Traffic Fatalities</b>	<b>1,556</b>	<b>1,077</b>	<b>211</b>	<b>149</b>	<b>85</b>	<b>34</b>	<b>1,664</b>	<b>1,142</b>	<b>249</b>	<b>143</b>	<b>105</b>	<b>25</b>
	<b>100%</b>	<b>69%</b>	<b>14%</b>	<b>10%</b>	<b>5%</b>	<b>2%</b>	<b>100%</b>	<b>73%</b>	<b>15%</b>	<b>9%</b>	<b>6%</b>	<b>2%</b>

\*Other fatalities include persons on personal conveyances, unknown occupant type in a motor vehicle in-transport, and persons in/on buildings. Source: FARS 2016 and 2020

# OLDER PEDESTRIAN POPULATION

In 2020, pedestrians aged 65+ years represented 8 percent of all pedestrians involved in crashes (202 out of 2,449), 10 percent of all pedestrian serious injuries (34 out of 358), and 15 percent of all pedestrian fatalities (42 out of 279). Persons aged 65+ years represented 15 percent of the Georgia population in 2020—with an annual growth of 4 percent. As shown in Table 13, the number of pedestrians 65+ years of age that were seriously or fatally injured increased by 27 percent (from 63 in 2019 to 80 in 2020), and the rate of seriously or fatally injured pedestrians 65+ years increased by 22 percent (from 4.15 in 2019 to 5.08 in 2020). 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, 2016-2020

Year	Serious Injury	Fatalities	Total Serious Injuries and Fatalities		Population		Rate Per 100,000 Population	
			Number	Annual % Change	Number	Annual % Change	Rate	Annual % Change
2016	42	26	68	19%	1,354,662	4%	5.02	15%
2017	56	36	92	35%	1,407,810	4%	6.53	30%
2018	22	42	64	-30%	1,460,409	4%	4.38	-33%
2019	33	30	63	-2%	1,516,954	4%	4.15	-5%
2020	38	42	80	27%	1,574,667	4%	5.08	22%

Source: CODES 2020, FARS 2020, OASIS 2020

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, 2020

Age Group	Police-Reported Suspected Serious Crash Injuries			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate
Less than 55	281	78%	3.6	1,399	75%	17.9	586	71%	7.5	1,220	80%	15.6	453	69%	5.8
55-64	43	12%	3.3	288	15%	21.8	143	17%	10.8	197	13%	14.9	113	17%	8.5
65-74	21	6%	2.2	125	7%	13.0	72	9%	7.5	78	5%	8.1	62	9%	6.6
75-84	10	3%	2.2	46	2%	10.0	20	2%	4.4	28	2%	6.1	23	4%	5.0
85+	3	1%	1.9	19	1%	12.2	5	1%	3.2	6	0%	3.9	3	0%	1.9
<b>*Total</b>	<b>358</b>	<b>100%</b>	<b>3.3</b>	<b>1,877</b>	<b>100%</b>	<b>17.5</b>	<b>826</b>	<b>100%</b>	<b>7.7</b>	<b>1,529</b>	<b>100%</b>	<b>14.3</b>	<b>654</b>	<b>100%</b>	<b>6.1</b>

\*Includes twelve suspected serious injuries with unknown age. Source: CODES 2020, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2020, GEMSIS 2020, Georgia Trauma Registry 2020

## 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.

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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