# AGING DRIVERS

**The Aging Drivers Challenge Area focuses on improving safety for drivers 65 years and older by assisting in understanding how aging can affect driving safety and developing tools to help meet aging drivers' specific needs.**

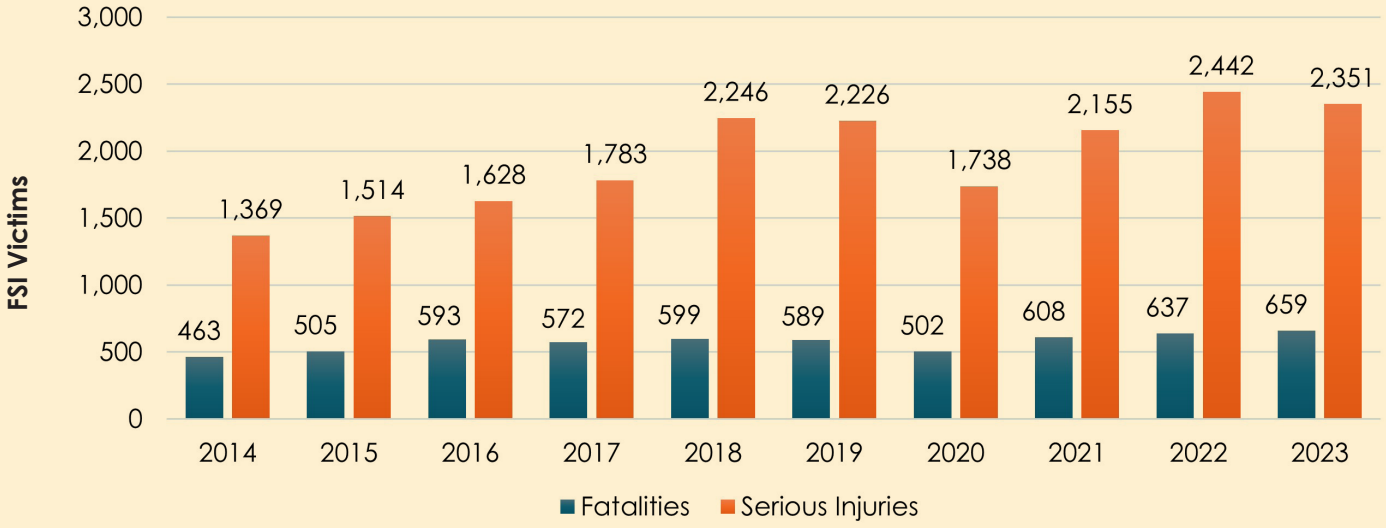
**Defined as: All fatalities and serious injuries involved in a crash related to Aging Drivers**

## Aging Drivers Fatal and Serious Injury (FSI) Victims

**25,179**

**13%** of statewide FSI victims

## FSI Victims by Year




## Top Three Challenge Area Overlaps

Aging Drivers FSI crashes also involve:

- **34%** Lane Departures
- **32%** Speed Management/ Aggressive Driving
- **32%** Intersections

Crashes often involve more than one factor and overlap with multiple Challenge Areas. See related fact sheets for overlapping Challenge Areas, as addressing one Challenge Area can improve the safety outcomes of the others.

## Share of FSI Victims: State Highways vs. Local Roads

**40%** State Highways **VS** **60%** Local Roads

## Share of FSI Victims: Rural vs. Urban Roads[1]

**33%** Rural Roads **VS** **67%** Urban Roads

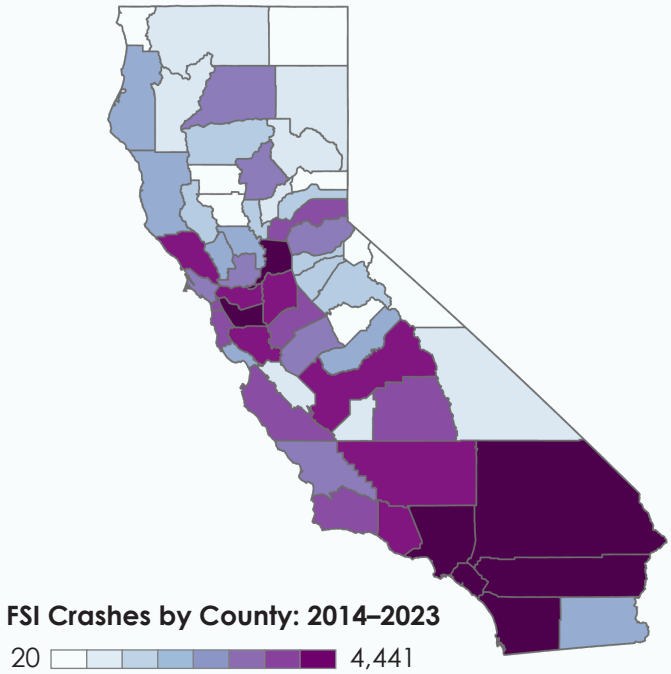
*Source: All crash data is from Statewide Integrated Reporting System (SWITRS) 2014–2023 unless otherwise noted.*
*1. Rural and urban data determined by 2020 US Census "Urban Areas" dataset. FSI crashes with unknown geolocation were excluded.*

**For more information, visit the SHSP Crash Data Dashboard:**


**Website:** dot.ca.gov/programs/safety-programs/shsp
**Crash Data Dashboard:** shsp.dot.ca.gov **Email:** SHSP@dot.ca.gov
Updated March 2026

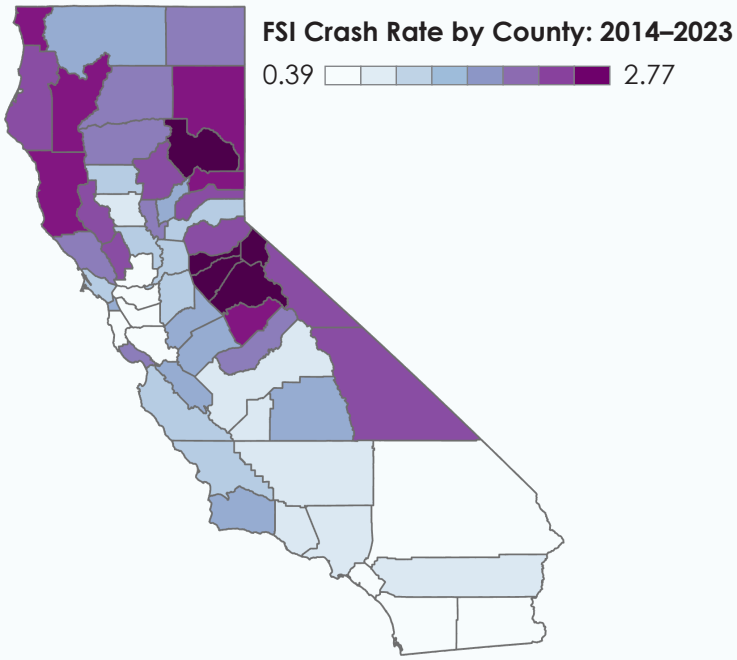
## FSI Crash Frequency and FSI Crash Rate by County

### FSI Crash Frequency



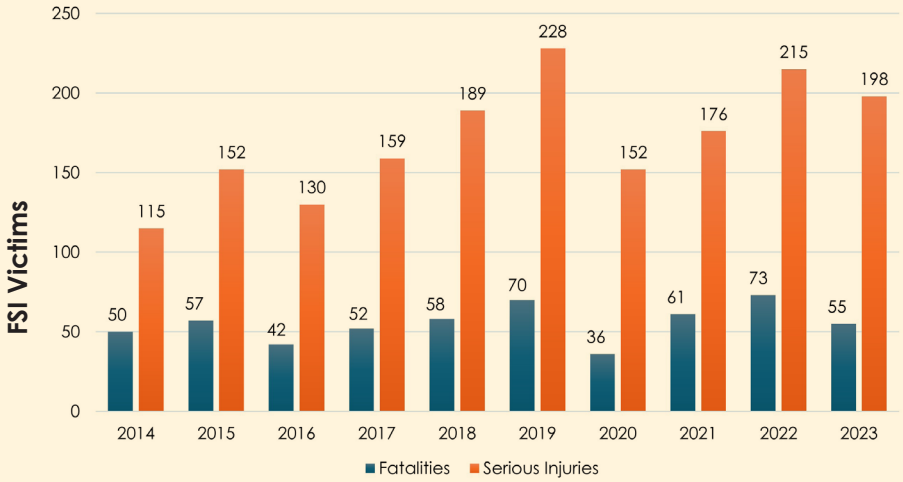

### FSI Crash Rate

*FSI Crashes per HMVMT (Hundred Million Vehicle Miles Traveled)*




*DVMT Source: Highway Performance Monitoring System*

## Yearly Trend for FSI Victims in Tribal Areas[1,2]



**Aging Drivers** make up **16%** of tribal area FSI victims.

Since 2014, FSI victims in tribal areas increased by **53%**, versus the overall statewide increase of **64%.**

*Source: All crash data is from SWITRS (2014–2023) unless otherwise noted.*

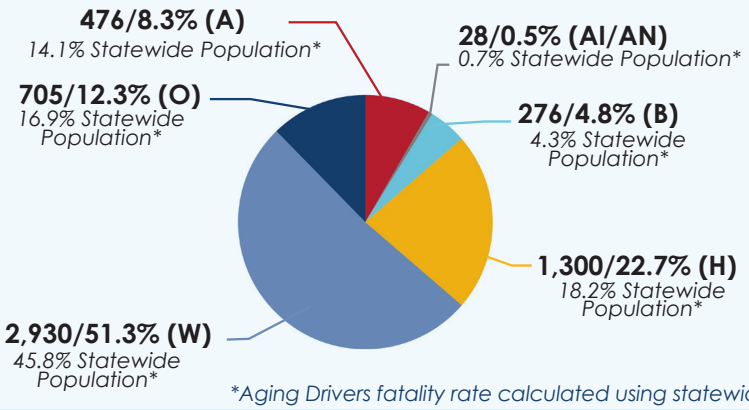
*1. Tribal boundaries provided by University of California, Berkeley's Safe Transportation Research and Education Center.*

*2. Tribal areas defined as areas within 5 miles of tribal boundaries.*

# AGING DRIVERS

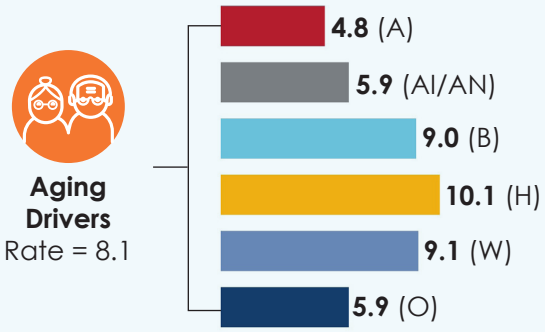
## Race/Ethnicity in Traffic Fatalities

### *Distribution of California Traffic Fatalities by Race/Ethnicity*




### *Fatality Rate by Race/Ethnicity*

***(Fatality Rate per 100,000 Population*)***

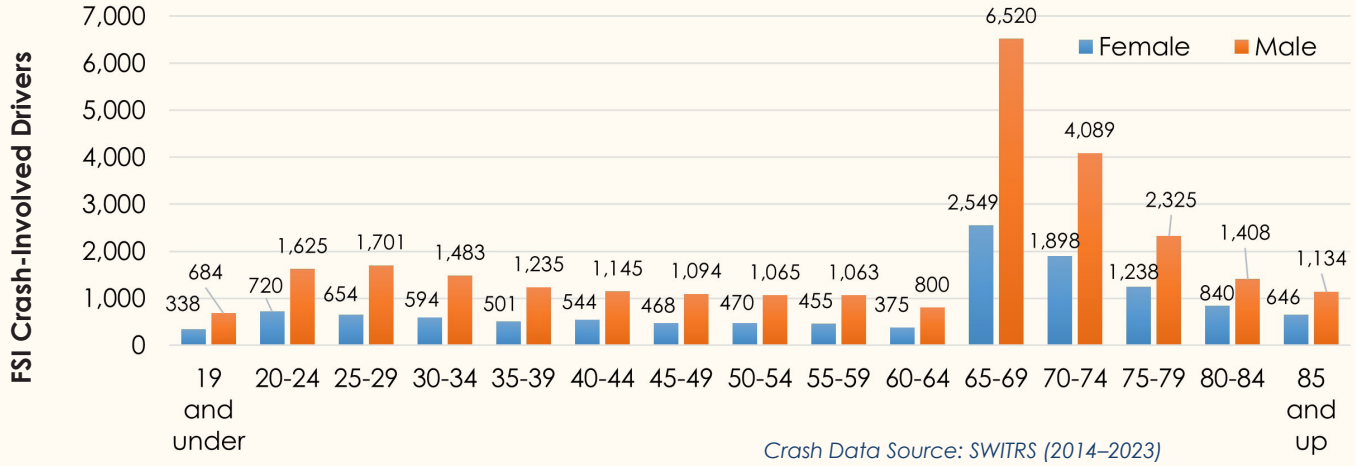



**Aging Drivers fatality rate calculated using statewide population estimates for individuals 65-years-old and above.*

Asian (A) | American Indian/Alaskan Native (AI/AN) | Black (B) | Hispanic (H) | White (W) | Other (O)

## Comparison of Crash-Involved Drivers by Age and Sex

Male drivers are **2.2x** as likely to be involved in an Aging Drivers FSI crash




*Crash Data Source: SWITRS (2014–2023)*

## Income Impact in Traffic Fatalities[1,2,3]

Increased Rate of Fatalities in Disadvantaged Communities Versus Non-Disadvantaged Communities

***Statewide Fatalities*** **40%** Higher

***Aging Drivers Fatalities*** **34%** Higher

*1. Income data is available for the Census Tracts where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Tracts where the crash occurred and not the income of the crash victim).*

*2. Disadvantaged communities were determined using 2023 ACS 5-Year estimate data for median household income at Census Tract level. The 2023 ACS 5-Year Estimate data was used to determine fatality rates per 100,000 population.*

*3. Assembly Bill 1550 stipulates that 80% of statewide median household income to be used as threshold for disadvantaged communities. 2023 threshold is $77,067.*

*Source: US Census Bureau 2023 ACS 5-Year Estimate data and FARS 2014–2023 unless otherwise noted*


**Website:** dot.ca.gov/programs/safety-programs/shsp
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# AGING DRIVERS

## Top Three Crash Types*

**28%** Broadside

**15%** Rear End

**14%** Vehicle/ Pedestrian

## Top Three Primary Crash Factors*

**18%** Unsafe Speed

**18%** Improper Turning

**17%** Automobile Right of Way

## Potential Countermeasures to Mitigate Aging Drivers FSI Crashes

These countermeasures have been selected as data-backed strategies to improve traffic safety within the Aging Drivers Challenge Area. See related fact sheets for overlapping Challenge Areas, as addressing one Challenge Area can improve the safety outcomes of other Challenge Areas.

**Formal Courses for Older Drivers (Classroom and On-Road Feedback)[2]**

**Driver License Screening and Testing[2]**

**License Restrictions for Aging Drivers[2]**

**Install/Upgrade Signs with Fluorescent Sheeting[3]**

### *Countermeasure References and Resources*


**1.** 28 Proven Safety Countermeasures, supported by Caltrans and FHWA

**2.** NHTSA Countermeasures that Work, 2023

**3.** Caltrans Local Roadway Safety Manual (Version 1.7, April 2024)


*Source: All crash data is from SWITRS unless otherwise noted.*
**Percentages are calculated based on a total of 21,547 Aging Drivers FSI crashes.*