

Georgia Traffic Safety Facts

2019 Data

October 2021

In this fact sheet, information is presented as follows.

- Fatality & Injury Rates
- Serious Crash Injuries
- Police-Reported Crashes
- Urban vs. Rural
- Crash Types
- Additional Facts
- Georgia Traffic Safety Performance Measures

Other topic-specific, *Georgia Traffic Safety Facts* available for 2019 are:

- [Distracted Driving](#)
- [Pedestrians & Bicyclists \(Non-Motorists\)](#)
- [Occupant Protection](#)
- [Older Drivers](#)
- [Motorcycles](#)
- [Young Adult Drivers](#)

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).



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OVERVIEW OF MOTOR VEHICLE CRASHES IN 2019

This fact sheet provides an overview of traffic fatalities, serious injuries, and crashes on Georgia roadways. This fact sheet also includes additional facts for topic-specific emphasis areas and a summary table of Georgia Traffic Safety Performance Measures.

2019 Key Findings

Traffic Fatalities

- In Georgia, there were 1,491 motor vehicle traffic fatalities in 2019 resulting in 1.12 traffic fatalities for every 100 million vehicle miles traveled (VMT) in the state. This is the third consecutive year in which traffic fatalities have declined after reaching a recent high of 1,556 in 2016. Although Georgia ranks fourth in the number of fatalities in the nation, it ranks 22nd in fatalities per 100M VMT.
- Georgia traffic fatalities decreased by 1 percent from 1,504 in 2018 to 1,491 in 2019. However, the Atlanta region experienced an increase in the number of large truck-involved fatal crashes, bicyclist fatalities, and older drivers aged 65+ years involved in fatal crashes. Other urban regions experienced an increase in the number of motorcyclists and speeding-related fatalities. Rural regions experienced an increase in the number of motorcyclist fatalities, older drivers aged 65+ years involved in fatal crashes, and large truck-involved fatal crashes.

Serious Traffic Injuries & Cost

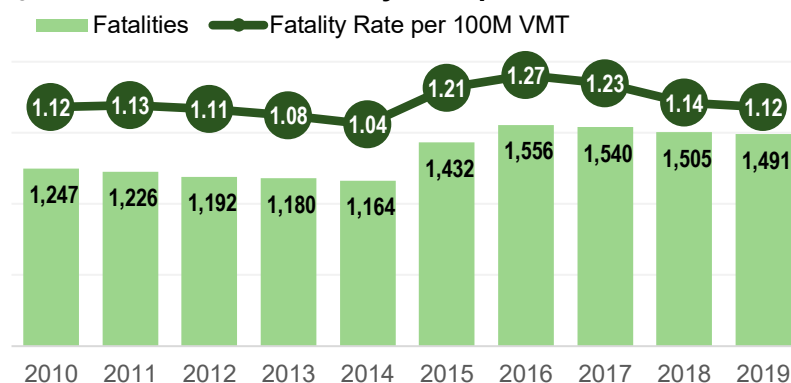
- Between 2015 and 2019, the number of suspected serious crash injuries reported by law enforcement reporting to a motor vehicle traffic incident increased by 49 percent, from 4,896 in 2015 to 7,308 in 2019. Car passenger vehicle and light truck passenger vehicle occupants (pickup trucks, vans, and sports utility vehicles) continue to have the highest proportion of serious injuries in traffic crashes.
- Approximately 3 percent of all 911 calls were related to motor vehicle traffic incidences (motor vehicle occupants, motorcyclists, pedestrians, and bicyclists) where emergency medical services (EMS) transported persons to a hospital (44,306 EMS transports). According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 32.4 percent of all injuries treated by designated and non-designated Trauma Centers across the state of Georgia. In 2019, the total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was \$1.8 billion for 7,317 motor vehicle traffic-related hospitalizations and 111,061 motor vehicle traffic-related emergency room visits.

Fatalities and Injury Rates

In Georgia, there were 1,491 motor vehicle traffic fatalities in 2019 — 14 fewer fatalities than the 1,505 fatalities in 2018, as shown in Figure 1. This is the third consecutive year in which traffic fatalities have declined after reaching a recent high of 1,556 in 2016.

In 2019, the fatality rate per 100M VMT decreased by 2 percent from 1.14 in 2018 and by 12 percent from 1.27 in 2016.

Figure 1: **Fatalities and Fatality Rate per 100M VMT, 2010-2019**



Source: FARS 2010–2019

In 2019, the state of Georgia ranked as the fourth highest number of traffic fatalities and 22nd by fatality rate (traffic fatalities per 100M VMT) in the nation. Between 2018 and 2019, the number of national traffic fatalities decreased by 2 percent (739 fewer fatalities) and the national fatality rate per 100M VMT decreased by 4 percent. During this time, Georgia also experienced a 1 percent decrease in traffic fatalities (14 fewer fatalities) and a 2 percent decrease in the fatality rate per 100M VMT.

Within the National Highway Safety Administration (NHTSA) Region 4 (Southeastern United States), Georgia ranks second for the highest number of traffic fatalities and last (fifth) for traffic fatality rate. While the number of traffic fatalities within the NHTSA Region 4 increased by 8 percent from 2015 to 2019 and 1 percent from 2018 to 2019, the fatality rate per 100M VMT decreased.

Table 1: **Traffic Fatalities, Fatality Rate per 100M VMT by Region and Year (2015, 2018, and 2019)**

Region	Traffic Fatalities					Fatality Rate per 100M VMT				
	2015	2018	2019	Percentage Change		2015	2018	2019	Percentage Change	
				5-Year Comparison (2015-2019)	1-Year Comparison (2018-2019)				5-Year Comparison (2015-2019)	1-Year Comparison (2018-2019)
National	35,484	36,835	36,096	2%	-2%	1.15	1.14	1.10	-4%	-4%
NHSTA Region-4 AL, FL, GA, SC, TN	7,161	7,669	7,740	8%	1%	1.38	1.36	1.35	-2%	-1%
Georgia	1,432	1,505	1,491	4%	-1%	1.21	1.14	1.12	-7%	-2%

Source: FARS 2015, 2018, and 2019

In Georgia, the traffic fatality rates (per 100M VMT, population, licensed drivers, and registered vehicles) decreased in 2019 compared 2018 (Table 2). While the number of traffic fatalities decreased by 1 percent (14 fewer fatalities) between 2018 and 2019:

- Vehicle miles traveled *increased* by 1 percent (+1.7 million miles) resulting in **1.12** traffic fatalities per 100M VMT
- Population *increased* by 1 percent (+97,950 persons) resulting in **14.0** traffic fatalities per 100,000 persons
- Licensed drivers *increased* by 1 percent (+123,670 drivers) resulting in **16.4** traffic fatalities per 100,000 licensed drivers
- Registered vehicles *increased* by 7 percent (+712,770 vehicles) resulting in **14.3** traffic fatalities per 100,000 registered vehicles

Table 2: Traffic Fatality Rate per Vehicle Miles Traveled, Population, Licensed Drivers, and Registered Vehicles, 2010-2019

Year	Traffic Fatalities	Vehicle Miles Traveled		Population		Licensed Drivers		Registered Vehicles	
		Number (millions)	Fatality Rate per 100M	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000
2010	1,247	111,339	1.12	9,712,587	12.8	6,960,559	17.9	8,530,981	14.6
2011	1,226	108,496	1.13	9,815,210	12.5	7,002,114	17.5	8,581,400	14.3
2012	1,192	107,387	1.11	9,919,945	12.0	7,043,349	16.9	8,686,939	13.7
2013	1,180	109,259	1.08	9,992,167	11.8	7,099,538	16.6	8,785,922	13.4
2014	1,164	111,923	1.04	10,097,343	11.5	7,263,758	16.0	8,933,714	13.0
2015	1,432	118,107	1.21	10,214,860	14.0	7,337,619	19.5	9,136,983	15.7
2016	1,556	122,802	1.27	10,310,371	15.1	7,414,323	21.0	9,329,835	16.7
2017	1,540	124,733	1.23	10,429,379	14.8	7,512,197	20.5	9,578,056	16.1
2018	1,504	131,456	1.14	10,519,475	14.3	7,616,176	19.7	9,740,847	15.4
2019	1,491	133,128	1.12	10,617,423	14.0	7,761,810	19.2	10,453,617	14.3

Note: The number of licensed drivers includes licensure from all classes (e.g., commercial and motorcycle). Licenses reported in 2010-2015 includes suspended licenses and licenses reported in 2016-2019 are valid licenses. Source: FARS 2010-2019, OASIS 2010-2019, DDS 2010-2019, FY2014-FY2020 DOR Annual Reports, and DOR 2019

Suspected Serious Crash Injuries

Between 2015 and 2019, the number of suspected serious crash injuries increased by 49 percent, from 4,896 in 2015 to 7,308 in 2019 (Table 3). In 2019, there were 5.52 serious traffic injuries per 100M VMT (a 33 percent increase from 2015) and 1,809 serious traffic injuries per 100,000 traffic crashes (a 41 percent increase from 2015).

Table 3: Suspected Serious Injuries and Rates, 2015-2019

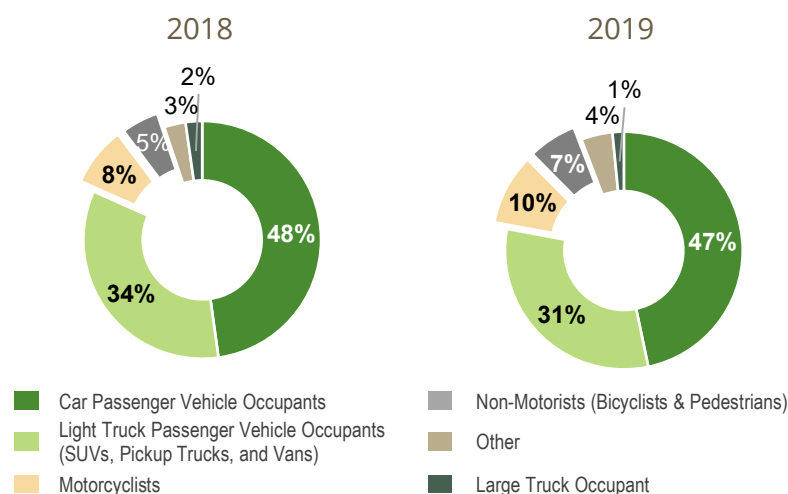
Year	Suspected Serious Injuries	Suspected Serious Injury Rate	
		Per 100M VMT	Per 100,000 Crashes
2015	4,896	4.15	1,281.7
2016	5,206	4.28	1,284.4
2017	5,370	4.25	1,327.5
2018	6,401	4.86	1,590.8
2019	7,308	5.52	1,808.9

Source: FFY2021 GOHS Core Performance Measures and Numeric (extracted September 2021) for total crashes. Note: The number of suspected serious injuries may be different than the values reported by other data sources like GEARS, CODES, and Numeric.

The comparison of serious injuries composition between 2018 and 2019 are shown in Figure 2. Car passenger vehicle and light truck passenger vehicle occupants continue to have the highest proportion of serious injuries in traffic crashes.

Considering the comparison between 2018 and 2019 the percentage of motorcyclists increased from 8 percent to 10 percent and the percentage of non-motorists increased from 5 percent to 7 percent.

Figure 2: Serious Injuries by Person Type, 2018 and 2019

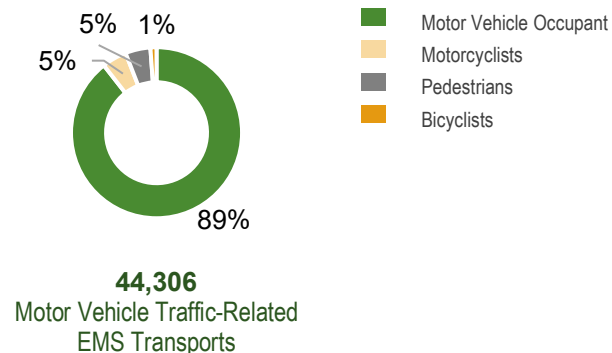


Source: CODES 2018 and 2019

Emergency Medical Services

According to the Georgia Emergency Medical Services Information System, motor vehicle traffic-related incidents accounted for 3 percent of all Emergency Medical Services (EMS) 911 calls in 2019. Of the 44,306 motor vehicle traffic-related incidents reported as seen or transported by EMS in 2019, 89 percent were motor vehicle occupants, 5 percent were motorcyclists, 6 percent were non-motorists (pedestrians and bicyclists). Compared to other age groups, persons in the 21-to-24 age group have the highest rate of EMS transports – 736.0 transports for every 100,000 population.

Figure 3: Traffic-Related Injuries Transported by Emergency Medical Services by Person Type and Rate by Age Group, 2019

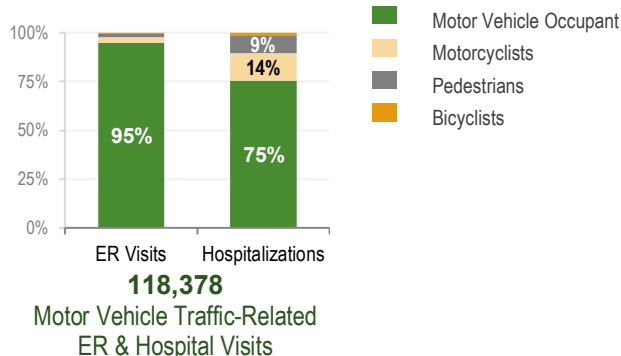


Source: Georgia Emergency Medical Services Information System (GEMSIS) 2019

Emergency Room Visits & Hospitalizations

In 2019, there were a total of 111,061 motor vehicle traffic-related emergency room visits and 7,317 motor vehicle traffic-related hospitalizations.¹ Ninety-five percent of all ER visits and 75 percent of all hospitalizations were motor vehicle occupants. Compared to other age groups, persons in the 21-to-24 age group have the highest rate of ER visits and hospitalizations – 1,972.7 ER visits and 102.7 hospitalizations for every 100,000 population. The total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was **\$1.8 billion**.

Figure 4: Number and Total Charges for Motor Vehicle Traffic-Related Injuries, 2015-2019



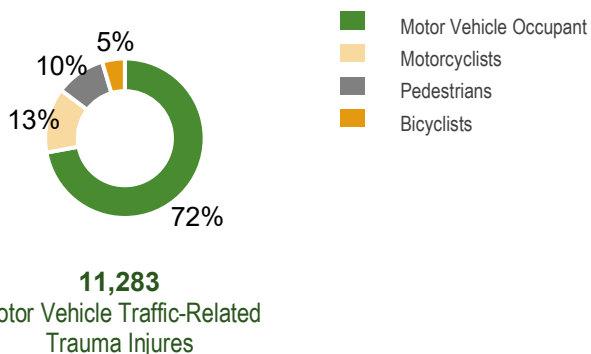
Source: OHIP Hospital Inpatient Discharge and Emergency Room Visit Data (2019)

Trauma Center Patients

According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 32.4 percent of all injuries treated by designated and non-designated Trauma Centers² in 2019 across the state of Georgia.

Of the 11,283 motor vehicle traffic-related trauma patients treated, 72 percent were motor vehicle occupants, 13 percent were motorcyclists, 15 percent were non-motorists (pedestrians and bicyclists). Compared to other age groups, persons in the 21-to-24 age group have the highest rate of trauma – 118.9 trauma patients for every 100,000 population.

Figure 5: Traffic-Related Trauma Center Patients by Person Type and Trauma Rate per Population by Age Group, 2019



Source: Georgia Trauma Registry Data 2019 (extracted Jan 1, 2021)

¹ Hospitalization may include individuals who visited the emergency room. Emergency room visits may include only individuals who discharged directly from the emergency room. Hospitalizations and emergency room visits are for Georgia residents only, while fatalities can be for persons out of state.

² Not all hospitals are designated as Trauma Centers.

Police Reported Crashes

The number of police-reported motor vehicle crashes between 2015 and 2019 by crash severity is presented in Table 5. The total number of police-reported traffic crashes increased by 0.4 percent from 2018 to 2019. The number of serious injury crashes, crashes in which there were at least one seriously injured occupant or nonoccupant involved, increased by 16 percent (approximately 830 additional serious injury crashes) from 2018 to 2019. Despite this increase in approximately 1,700 traffic crashes, the number of fatal crashes decreased by 2 percent (30 less fatal crashes). Property-damage-only crashes, crashes in which there were no injuries to occupants or nonoccupants involved, decreased by 1 percent between the two years.

Table 5: **Police-Reported Crashes by Crash Severity, 2015-2019**

Crash Severity	Year					2018-2019 Change	
	2015	2016	2017	2018	2019	Number	Percent
Total Crashes	382,043	405,332	404,548	402,380	404,043	+1,663	+0.4%
Fatal Crashes	1,329	1,424	1,440	1,407	1,377	- 30	- 2%
Non-Fatal Crashes	380,714	403,908	403,108	400,973	402,666	+ 1,693	+ 0.4%
Serious Injury Crashes	4,046	4,354	4,469	5,253	6,085	+ 832	+ 16%
Property-Damage-Only Crashes	353,705	375,758	374,389	371,812	367,196	- 4,616	- 1%

Source: FARS 2015, 2018 and 2019; Numetric (extracted September 2021)

Crash Types

Table 6 displays the number of traffic fatalities by crash type and number of vehicles involved in the fatal crash for 2015 and 2019. Between 2015 and 2019 the number of fatalities in multi-vehicle fatal crashes increased by 13 percent from 655 fatalities in 2015 to 741 fatalities in 2019.

- **26 percent** of all traffic fatalities (394 out of 1,491) occurred at an **intersection** or within 50 feet of an intersection perimeter (intersection-related). The number of fatalities in multi-vehicle crashes that occurred at an intersection or intersection-related *increased* by 12 percent from 266 in 2015 to 299 in 2019.
- **47 percent** of all traffic fatalities were a result of a vehicle **departing the roadway** by crossing an edge line or a center line and resulted in a head-on collision when the vehicle entered the opposing lane of traffic. The number of single-vehicle roadway departure fatalities *decreased* by 11 percent from 540 in 2015 to 483 in 2019.
- **12 percent** of all traffic fatalities **involving large trucks** (commercial and non-commercial trucks gross vehicle weight rating of over 10,000 pounds). The number of fatalities in multi-vehicle crashes that involved large trucks *increased* by 14 percent from 155 in 2015 to 177 in 2019.

Table 6: **Traffic Fatalities by Crash Type, 2015 and 2019**

Fatal Crash Types	2015			2019			2015-2019 Percentage Change		
	Total Fatalities	Single Vehicle	Multi-Vehicle	Total Fatalities	Single Vehicle	Multi-Vehicle	Total Fatalities	Single Vehicle	Multi-Vehicle
Total Fatalities (All Crashes)	1,432	777	655	1,491	750	741	+ 4%	- 3%	+ 13%
Intersection (or Intersection-Related)	371	105	266	394	95	299	+ 6%	- 10%	+ 12%
Roadway Departure	761	540	221	705	483	222	- 7%	- 11%	+ 0.5%
Involving Large Trucks	182	27	155	204	27	177	+ 12%	0%	+ 14%

Source: FARS 2015 and 2019

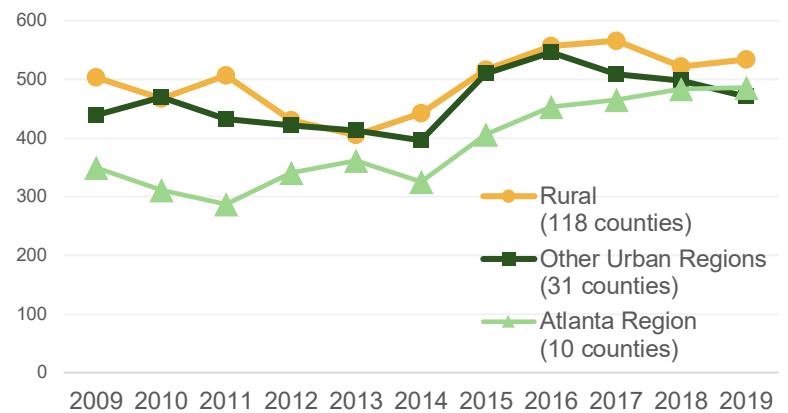
Fatal Crashes by Region: Urban vs. Rural

The number of rural traffic fatalities has been greater than the number of urban traffic fatalities since 2014 (Figure 5). The traffic fatalities that occurred in the ten counties that make up the Atlanta region increased by 49 percent from 326 in 2014 to 486 in 2019.

Table 7 shows the one-year comparison of selected traffic categories by region. In comparison to the previous year, the following categories increased in the Atlanta region:

- Pedestrian fatalities (6 percent increase)
- Bicyclist fatalities (29 percent)
- Alcohol-related fatalities (3 percent)
- Large truck-involved fatal crashes (30 percent)
- Older drivers aged 65+ years involved in fatal crashes (17 percent)

Figure 6: **Traffic Fatalities by Region, 2010-2019**



Source: FARS 2010-2019

Note: The Atlanta Region includes the ten counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties.

Table 7: **One-Year Comparison of Georgia Regions**

Category	Atlanta Region (10 counties)				Other Urban Region (31 counties)				Rural Region (118 counties)			
	2018	2019	Change		2018	2019	Change		2018	2019	Change	
			Number	Percent			Number	Percent			Number	Percent
Total Traffic Fatalities	484	486	+ 2	+ 0.4%	498	471	-27	- 5%	522	534	+12	+2%
Passenger Vehicle Occupant Fatalities	275	263	-12	- 4%	316	317	+ 1	+0.3%	403	409	+6	+1%
<u>Unrestrained</u> Passenger Vehicle Occupant Fatalities	98	86	-12	- 12%	136	121	-15	- 11%	207	177	-30	-14%
Motorcyclists Fatalities	68	64	- 4	- 6%	54	59	+5	+ 9%	32	47	+15	+47%
Pedestrian Fatalities	126	133	+ 7	+ 6%	90	73	-17	- 19%	45	30	-15	-33%
Bicyclist Fatalities	7	9	+ 2	+ 29%	13	6	-7	- 54%	10	6	-4	-40%
Alcohol Related Fatalities	129	133	+ 4	+ 3%	131	117	-14	- 11%	122	103	-19	-16%
Speeding Related Fatalities	107	86	-21	- 20%	69	87	+18	+ 26%	92	87	-5	-5%
Large Truck-Involved Fatal Crashes	37	48	+11	+ 30%	66	48	-18	- 27%	69	84	+15	+22%
Young Drivers Aged 15-to-20 Years Involved in Fatal Crashes	62	46	-16	- 26%	65	58	-7	- 11%	65	65	--	--
Older Drivers Aged 65+ Years Involved in Fatal Crashes	66	77	+11	+ 17%	103	100	-3	- 3%	103	136	+33	+32%

Source: FARS 2018 and 2019

ADDITIONAL GEORGIA TRAFFIC SAFETY FACTS BY EMPHASIS AREA

Below are selected key findings from the **2019 Georgia Traffic Safety Facts (GTSF)** by emphasis area. To access the full detailed report for each emphasis area, click the document icon (📄) next to the subsection title.

DISTRACTED DRIVING 📄

- 56 percent of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver. *See 'Data Considerations' for definitions.*
- 46 percent of all serious injury crashes involved at least one driver confirmed or suspected of distraction.
- Drivers aged 25-to-34 years received more distracted driving citations after a crash, more distracted driving convictions, and were more involved in distraction-related motor vehicle crashes compared to any other age group.

NON-MOTORISTS 📄

Pedestrians

- There were 236 pedestrians fatally injured in traffic crashes, a 22 percent increase from the 194 pedestrian fatalities in 2015.
- Half of the pedestrian fatalities were Black/African American, Non-Hispanic. This group was more than twice (2.7 times) as likely to be fatally injured compared to White, Non-Hispanics.
- Twenty-five percent of all motor vehicle traffic fatalities within the 55-to-64 age group were pedestrians.
- The motor vehicle pedestrian-related hospitalization and emergency room visit charges were \$171 million for Georgia residents.

Bicyclists

- There was an average of 24 bicyclist fatalities in traffic crashes between 2015-2019.
- Among the bicyclists treated at trauma care facilities, individuals aged 10-to-14 years had the highest rate of trauma care compared to any other age group.

MOTORCYCLES 📄

- Motorcycles consistently represent 2 percent of all registered vehicles and 1 percent of all motor vehicle crashes in Georgia; however, motorcycle operators represented 21 percent of all driver fatalities and 11 percent of all traffic fatalities.
- More than half (51 percent) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license at the time of the crash.
- The total motor vehicle traffic-related hospitalization and emergency room charges among motorcyclists in Georgia was \$221 million.

OCCUPANT PROTECTION 📄

- 67 percent of all traffic fatalities (989 out of 1,491) were occupants of passenger vehicles (PV). More than half of the PV occupants fatally injured were restrained (52 percent), 39 percent were unrestrained, and 9 percent were unknown restraint use.
- Rural counties have a higher percentage or unrestrained PV fatalities and serious injuries among occupants of all ages (children, minors, and adults) compared the Atlanta region and other urban regions.
- Passenger vehicle drivers that consumed alcohol were more likely to be unrestrained. Seventy-two percent of all alcohol-impaired PV drivers fatally injured were unrestrained.
- Twenty-one percent of all children (ages 1-to-7 years) involved in motor vehicle crashes were reported to have transitioned to a seat belt restraint system earlier than allowed by the law.
- Unrestrained PV occupants of all ages are more than 4 times likely to be fatally injured compared to restrained occupants. If all Georgia PV occupants (ages 5+ years) had been restrained during 2015-2019, an average of 675 would have been saved per year.

OLDER DRIVERS (55 Years and Older) 📄

- There were 2.6 million licensed drivers 55 years and older – a 13 percent increase from 2015. Older drivers (55+ years) made up 31 percent of all licensed drivers.
- Older drivers (55+ years) accounted for 27 percent of all drivers involved in fatal crashes, 16 percent of all drivers involved in serious injury crashes, and 15 percent of all drivers involved in motor vehicle crashes.
- The number of drivers ages 65+ years involved in fatal crashes increased by 15 percent (from 272 drivers in 2018 to 313 drivers in 2019).

YOUNG ADULT DRIVERS (15-20 Years) 📄

- In 2019, there were 169 young drivers involved in fatal crashes – a 12 percent decrease (23 fewer drivers) since 2018.
- Young drivers accounted for 8 percent of all licensed, 8 percent of all drivers involved in fatal crashes, 17 percent of all drivers involved in serious injury crashes, and 10 percent of all drivers involved in motor vehicle crashes.
- 56 percent of young adult drivers aged 15-to-20 years were confirmed or suspected of distracted driving.
- Among all young drivers ages 15-to-20 years involved in fatal crashes — 6 percent consumed alcohol (0.01+ g/dL BAC) and 4 percent had a BAC of 0.08+ g/dL.

Georgia Traffic Safety Performance Measures

Georgia’s Strategic Highway Safety Plan (SHSP) vision remains “Toward Zero Deaths”, and the ultimate goal is to reduce crashes, injuries, and fatalities on Georgia roadways. Collaboration and coordination galvanized by the SHSP ensures uniformity among the prioritized traffic safety goals in Georgia, encourages a team effort in implementing safety programs, and promotes diversity in field disciplines and representation of stakeholder groups. As such, the SHSP, Highway Safety Plan by the Governor’s Office of Highway Safety, and Highway Safety Improvement Plan by the Georgia Department of Transportation track the following traffic safety performance measures and ensure that the state goals and target values are in alignment.

Traffic Safety Performance Measures		Year									
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Traffic Fatalities	Total (C-1)	1,247	1,226	1,192	1,180	1,164	1,432	1,556	1,540	1,505	1,491
	Rural	655	627	589	557	462	565	603	594	508	520
	Urban	592	579	603	621	702	867	953	946	997	971
	Unknown	0	20	0	2	0	0	0	0	0	0
Serious Injuries (C-2)		**	**	**	**	**	4,896	5,206	5,370	6,401	7,308
Serious Injuries per 100 Million VMT (HSIP, C-2a)		**	**	**	**	**	4.15	4.28	4.25	4.86	5.52
Fatalities Per 100 Million VMT	Total (C-3)	1.12	1.13	1.11	1.08	1.04	1.21	1.27	1.23	1.14	1.12
	Rural	1.78	1.73	1.68	2.18	1.79	1.98	2.01	2.00	1.55	1.63
	Urban	0.79	0.8	0.83	0.74	0.82	0.97	1.03	1.00	1.01	0.96
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	887	878	829	812	795	1,008	1,047	1,056	994	989
	Restrained	381	389	394	350	376	488	484	488	448	514
	Unrestrained (C-4)	428	422	368	377	363	411	472	464	441	384
	Unknown	78	67	67	85	56	109	91	104	105	91
Alcohol-Impaired Driving Fatalities (BAC=.08+) (C-5)		299	271	295	296	279	358	378	357	379	353
Speeding-Related Fatalities (C-6)		217	220	180	197	213	268	266	248	268	260
Motorcyclist Fatalities	Total (C-7)	128	150	134	116	137	152	172	139	154	170
	Helmeted	111	133	125	107	124	138	154	119	134	151
	Un-helmeted (C-8)	14	15	8	5	8	10	9	18	16	15
	Unknown	3	2	1	4	5	4	9	2	4	4
Drivers Involved in Fatal Crashes	Total	1,686	1,689	1,676	1,621	1,622	2,043	2,154	2,283	2,149	2,183
	Aged 15-20	172	159	154	156	145	165	182	188	192	169
	Aged Under 21 (C-9)	175	165	158	156	149	168	188	194	192	172
	Aged 65+	226	248	205	198	193	293	300	308	272	313
Pedestrian Fatalities (C-10)		168	130	167	176	163	194	232	253	262	236
Bicyclist Fatalities (C-11)		18	14	17	28	19	23	29	15	30	21
Non-Motorist Serious Injuries and Fatalities (HSIP, C-12)		**	**	**	**	**	507	557	644	630	701
Observed Seat Belt Use (B-1)		90	93	92	96	97	97	97	97	96	96

Data Definitions and Considerations:

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, prevent the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

The National Center for Health Statistics (NCHS), the Federal agency responsible for use of the International Statistical Classification of Diseases and Related Health Problems, 10th revision (ICD-10) in the United States, has developed a clinical modification (CM) of the classification for morbidity (EMS, trauma, hospital, and ER data) purposes. ICD-10 Codes used were: V30-V39 (.4-.9), V40-V49 (.4-.9), V50-V59 (.4-.9), V60-V69 (.4-.9), V70-V79 (.4-.9), V81.1 V82.1, V83-V86 (.0-.3), V20-V28 (.3-.9), V29 (.4-.9), V12-V14 (.3-.9), V19 (.4-.6), V02-V04 (.1,.9), V09.2, V80 (.3-.5), V87(.0-.8), V89.2

Passenger vehicles are defined as passenger cars, light trucks (including vans, sport utility vehicles, and pickup trucks).

The Department of Driver Services provided licensing data for the 2019 year. Licensing data by age, county, and license type was not obtained for the 2018 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).

Rural counties are counties that have a population of less than 50,000 according to the United States decennial census of 2010 or any future such census (O.C.G.A. Section 31-6-2). This is different than roadway classifications where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

Police crash reports are reviewed in a post hoc analysis by the Governor's Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation using a jointly developed definition of suspected distracted driving based on multiple factors. The imputation of suspected distracted drivers includes drivers that indicate emotional distress and evidence of driver inattention and distraction. The imputation removes driver contributing factors that include drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The CODES Analytical Reference Guide is available upon request.

For More Information:

Other 2019 traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES):

- Distracted Driving
- Non-Motorists (Pedestrians and Bicyclists)
- Motorcycles
- Occupant Protection
- Older Drivers
- Young Adult Drivers

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