

Georgia Traffic Safety Facts

2019 Data

September 2021

Key Findings

- In 2019, there were 169 young drivers aged 15-to-20 years old involved in fatal crashes – a 12 percent decrease since 2018 (23 fewer drivers). Seventy-two percent of young drivers involved in fatal crashes were 18-to-20 years of age.
- Young drivers accounted for 8 percent of all licensed drivers, 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.
- Among the young passenger vehicle drivers and passengers fatally injured in crashes, 46 percent of females and 35 percent of males were unrestrained.
- In 2019, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia motor vehicle occupants aged 15-to-20 years was \$140 million.

Cross Cutting Findings

- In 2019, 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.



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YOUNG DRIVERS

The term young driver refers to a person 15-to-20 years old operating a motor vehicle.

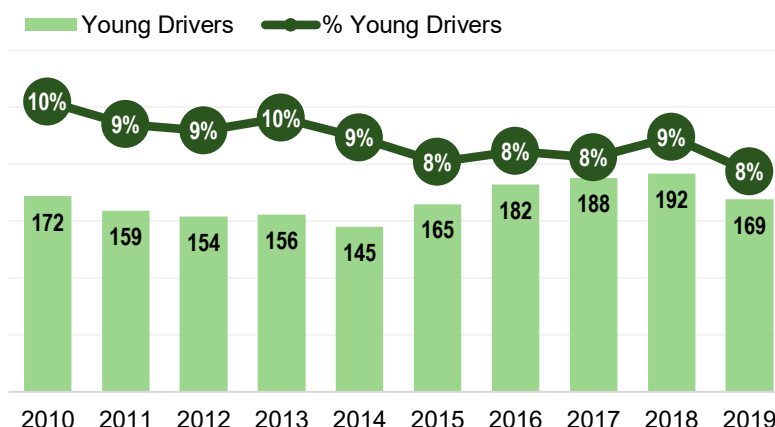
This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), Georgia Department of Driver Services (DDS), Hospital Discharge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

Involvement in Fatal Crashes

In 2019, the number of young drivers (ages 15-to-20 years) involved in fatal crashes decreased by 12 percent (from 192 drivers in 2018 to 169 drivers in 2019). This is the first decrease experienced in the most recent 5-year period (2014-2018). This does not imply that young drivers caused the crash either by their actions or failure to act. Figure 1 shows the number of young drivers involved in fatal crashes in 2010-2019.

Young drivers represented 8 percent of all drivers involved in fatal crashes in 2019. Over the past 5-years (2015-2019), young drivers represented an average of 8 percent of all drivers involved in fatal crashes.

Figure 1. **Young Drivers (15-to-20 Years) Involved in Fatal Crashes, 2010–2019**

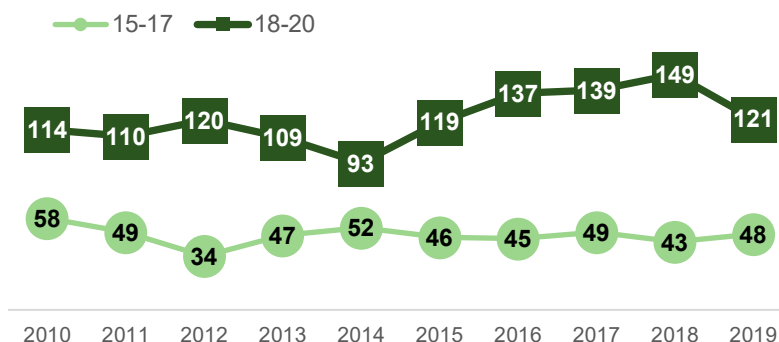


Source: FARS 2010–2019

Over the past decade, the majority of young drivers involved in fatal crashes were 18-to-20 years of age (Figure 2, square icons). In 2019:

- 72 percent of young drivers involved in fatal crashes were 18-to-20 years of age (121 out of 169).
- 19 percent decrease in the number of 18-to-20 years old drivers involved in fatal crashes from 149 drivers in 2018 to 121 drivers in 2019.

Figure 2. **Number of Young Drivers (15-to-17 and 18-to-20 Years) Involved in Fatal Crashes, 2010–2019**



Source: FARS 2010–2019

Young Drivers & Traffic Fatalities

Table 1 shows the number of total fatalities in crashes with young drivers between 2015 and 2019. In fatal crashes involving young drivers for the 5-year period from 2015 to 2019:

- Young drivers fatally injured decreased by 23 percent (from 77 fatalities in 2015 to 59 fatalities in 2019).
- Fatalities among the passengers of young drivers decreased by 5 percent (from 38 fatalities to 36 fatalities).
- Occupant fatalities of other vehicles that were not operated by the young driver increased by 43 percent (from 51 fatalities to 73 fatalities).
- Non-motorist fatalities – pedestrians, bicyclists, or other non-motorists – increased by 21 percent (from 14 fatalities to 17 fatalities).

Figure 3 displays the percentage of fatalities in crashes involving young drivers by person type and year. In 2019:

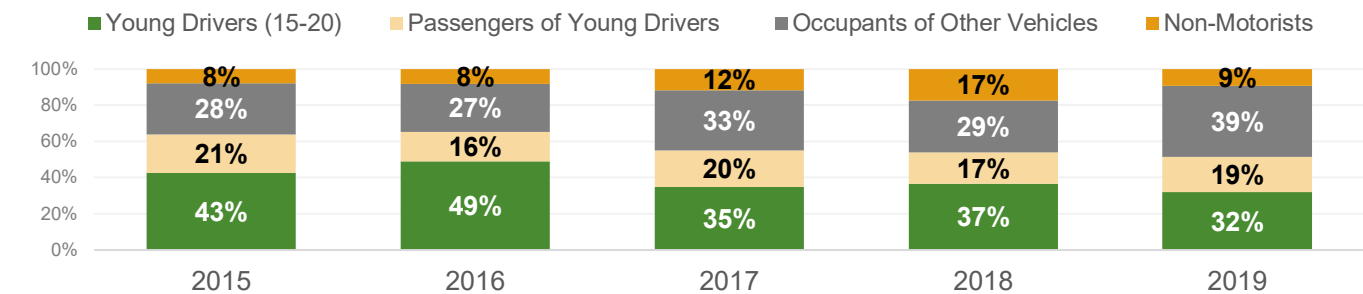
- 32 percent of all fatalities in crashes involving a young driver was the young driver themselves (59 out of 185).
- 19 percent of all fatalities in crashes involving a young driver were passengers of young drivers (36 out of 185).
- 39 percent of all fatalities in crashes involving a young driver were occupants of other vehicles (73 out of 185).
- 9 percent of all fatalities involving young drivers (17 out of 185) were not in vehicles. Non-motorist fatalities for fatal crashes involving a young driver decreased by 50 percent from 34 non-motorist fatalities in 2018.

Table 1. **Number of Fatalities in Crashes Involving Young Drivers by Person Type and Year, 2015-2019**

Year	Young Drivers (15 - 20)	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Non-Motorists	Total
		< 15	15 - 20	21 +	Total			
2015	77	3	27	8	38	51	14	180
2016	96	7	18	7	32	52	16	196
2017	71	3	32	6	41	67	24	203
2018	72	3	16	15	34	56	34	196
2019	59	9	20	7	36	73	17	185

Source: FARS 2015-2019

Figure 3. **Percent of Fatalities in Crashes Involving Young Drivers by Person Type and Year, 2015-2019**



Source: FARS 2015-2019

Crashes & Serious Injuries

In 2019, there were 69,005 crashes that involved 73,936 young drivers (15-to-20 years) in Georgia.

- 228.6 young drivers out of every 100,000 *traffic crashes* were involved in a fatal crash.
- 26.7 young drivers out of every 100,000 *licensed young drivers* were involved in a fatal crash.
- 19.1 young drivers out of every 100,000 *young persons* were involved in a fatal crash.

Most of these crashes occurred among drivers ages 18-to-20 years of age. The overall rate of young drivers involved in fatal crashes was higher for youth in the 18-to-20 age group. The 15-to-17 age group, however, had the lowest rate of drivers involved in fatal crashes per 100,000 traffic crashes, licensed drivers, and population compared to all other age groups.

Table 2. **Rates of Drivers Involved in Fatal Crashes, by Age Group, 2019**

Age Group (Years)	Number of Drivers Involved		Licensed Drivers	Estimated Population	Rates of Drivers Involved in Fatal Crashes		
	Crashes	Fatal Crashes			Per 100,000 Crashes	Per 100,000 License	Per 100,000 Population
15-20	73,936	169	631,790	884,941	228.6	26.7	19.1
15-17	21,389	48	252,529	437,247	224.4	19.0	11.0
18-20	52,547	121	379,261	447,694	230.3	31.9	27.0
21-24	75,403	194	550,507	564,559	257.3	35.2	34.4
25-34	173,535	459	1,462,360	1,493,261	264.5	31.4	30.7
35-44	132,563	370	1,340,428	1,380,954	279.1	27.6	26.8
45-54	115,243	341	1,365,924	1,399,652	295.9	25.0	24.4
55-64	87,334	277	1,281,902	1,307,533	317.2	21.6	21.2
65+	65,208	313	1,395,016	1,516,954	480.0	22.4	20.6
TOTAL*	723,222	2,180	8,027,927	8,547,854	301.4	27.2	25.5

*Totals do not include drivers 14 years or younger or with unreported age

Source: FARS 2019; CODES 2019; DDS 2019 Annual Report; OASIS 2019

Figure 4 displays the rate of drivers involved in fatal crashes per 100,000 licensed drivers by age group.

- Drivers in the 21-to-24 age group have the highest rate of involvement in fatal crashes compared to other age groups – 35.2 drivers ages 21-to-24 for every 100,000 licensed drivers aged 21-to-24.
- Conversely, drivers in the 15-to-17 age group have the lowest rate of involvement in fatal crashes compared to other age groups – 19.0 per 100,000 licensed drivers.

Serious Injury Crashes

In 2019, **17 percent** of all crashes (69,005 out of 406,290 traffic crashes) and **17 percent** of all serious injury¹ crashes (1,032 out of 6,079 serious injury crashes) involved at least one young adult driver. Among those who were seriously injured in traffic crashes that involved a young driver:

- 40 percent** were the young drivers themselves;
- 34 percent** were occupants of other vehicles that were not operated by the young driver;
- 23 percent** were passengers of the young driver; and
- 3 percent** were non-motorists (i.e., pedestrians or bicyclists).

Hospitalizations

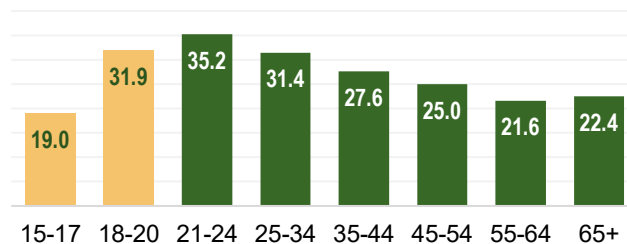
In 2019, there were a total of 13,108 hospitalizations and emergency room visits² related to motor vehicle incidents among young occupants aged 15-to-20 years. The total motor vehicle crash-related hospitalization and emergency room charges among Georgia motor vehicle occupants aged 15-to-20 years was \$140 million.

Table 3. **Number, Percent, and Rate of All Motor Vehicle Related Emergency Room Visits, Hospitalizations and Fatalities by Age Group, 2019**

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
<15	6,422	6%	310.3	68	1%	3.3	51	3%	2.5
15-20	12,589	12%	1,422.6	519	9%	58.7	110	7%	12.4
15-17	4,520	4%	1,033.7	174	3%	39.8	31	2%	7.1
18-20	8,069	8%	1,802.4	345	6%	77.1	79	5%	17.6
21-24	10,485	10%	1,857.2	442	8%	78.3	121	8%	21.4
25-34	24,995	24%	1,673.9	1,013	18%	67.8	281	19%	18.8
35-44	18,509	18%	1,340.3	773	14%	56.0	216	14%	15.6
45-54	14,231	14%	1,016.8	769	14%	54.9	214	14%	15.3
55-64	10,326	10%	789.7	742	13%	56.8	212	14%	16.2
65+	7,611	7%	501.7	1,194	22%	78.7	286	19%	18.9
Total	105,168	100%	990.5	5,520	100%	52.0	1,491	100%	14.0

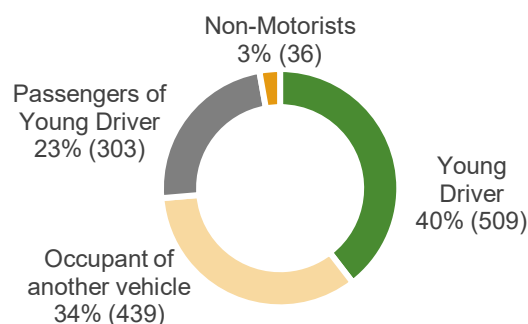
Note: Population rate includes the total population for persons less than 15 years of age. Source: FARS 2019, OASIS 2019; Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP) Hospital Inpatient Discharge and Emergency Room Visit Data.

Figure 4. **Rate of Drivers Involved in Fatal Crashes per 100,000 Licensed Drivers by Age Group, 2019**



Source: FARS 2019, DDS 2019

Figure 5: **Percent of Persons Seriously Injured in Crashes Involving Young Drivers by Person Type, 2019**



Source: CODES 2019

¹ Suspected serious injuries are 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.

² Hospitalization may include individuals who visited the emergency room. Emergency room visits may include 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.

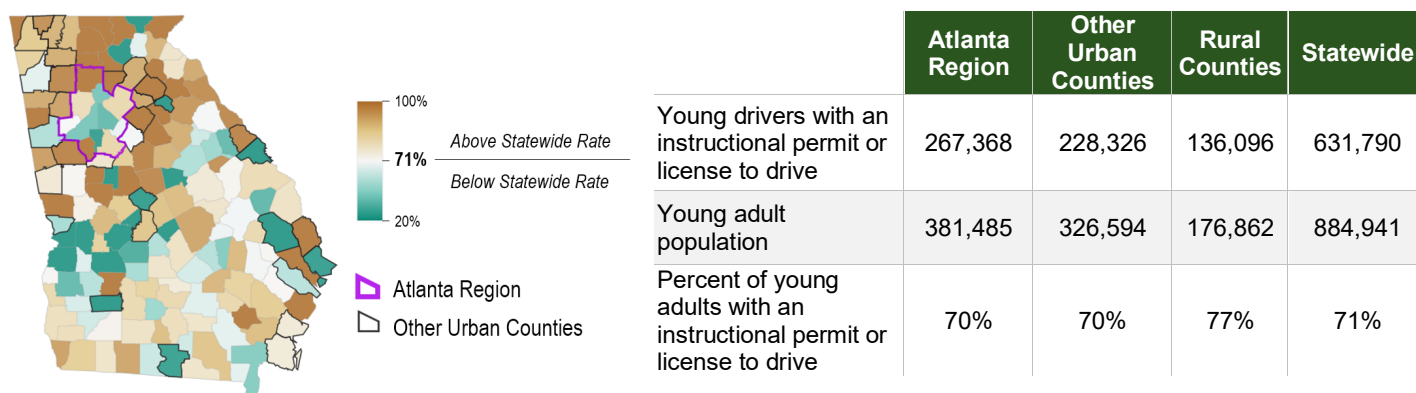
Young Adult Licensing

In Georgia, young drivers (15-to-17 years) generally obtain a license for the first time under a Graduated Driver's Licensing (GDL) program to safely gain driving experience — this is known as Joshua's Law³. Georgia young drivers hold either an instructional permit (issued to drivers at least 15 years), Class D (provisional license issued to drivers 17 years or younger), or a Class C license (issued to drivers 18 years or older without restrictions). Young drivers 18 years or older obtaining a license for the first time are not required to complete driver's education under Georgia's GDL program. In 2019:

- Young drivers (ages 15-to-20 years old) accounted for 8 percent (631,790 out of 8 million) of all licensed drivers.
- Across the state, 71 percent of all youth (ages 15-to-20 years old) held either an instructional permit or driver's license.
- The percentage of young adults that held an instructional permit or driver's license in rural counties (77 percent) was higher compared to young adults in the Atlanta region or other urban counties⁴ (70 percent).

Figure 6 presents the percentage of young adults with an instructional permit or driver's license⁵ by county.

Figure 6. **Percent of Young Adults (15-to-20 Years) with an Instructional Permit or License to Drive by County, 2019**



Source: DDS 2019 Annual Report, OASIS 2019

There are four approved methods for meeting Georgia's GDL requirements. Each method consists of some combination of instruction (either classroom or online) at a DDS approved school and supervised driving (either six hours of behind-the-wheel training with an approved DDS school instructor along with 40 hours of supervised driving with a parent/guardian, or completion of the Parent/Teen Driving Guide).

The most common methods used to fulfill Joshua's Law in 2019 were Method 4 and Method 1⁶.

- **53 percent** of young drivers obtained their Class D license using **Method 4** – completing a DDS approved school **online course** and completing the **Parent/Teen Driving Guide** with no additional supervised driving required.
- **37 percent** of young drivers obtained their Class D license using **Method 1** – completing **30 hours of classroom instruction** at a DDS approved school, **six hours of behind-the-wheel training** at a DDS approved school, and 40 hours of supervised driving with a parent or guardian.

³ Senate Bill 226 (Article 10 of Chapter 21 of Title 15 of the Official Code of Georgia Annotated)

⁴ Rural counties are counties that have a residential population less than 50,000 persons. 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.

⁵ Class types include instructional permits, Class C, and Class D licenses.

⁶ Georgia Driver's Education Commission. (2019, September). *Georgia Driver's Education Commission Annual Report: Fiscal Year 2020*. Georgia Governor's Office of Highway Safety.

https://www.gahighwaysafety.org/fullpanel/uploads/files/fy%202020%20gdec%20annual%20report_compressed.pdf

According to the Georgia Driver's Education Commission's research study of Joshua's Law⁷, young drivers that use Method 1 to complete the GDL requirement demonstrated better and safer driver outcomes in comparison with the other methods. These young drivers had fewer crashes and crashes with serious injuries or fatalities compared to other young drivers that completed the GDL requirement using other methods.

Table 4 shows the number of licenses issued to young drivers (15-to-20 years old) by age and license type in 2019. A greater proportion of licensed young drivers held a Class C or D license in rural counties compared to urban counties across all ages – indicative of them obtaining driving experiences earlier than their urban peers.

- **72 percent** of young drivers in rural counties held a Class C or D license compared to **68 percent** of young drivers in Atlanta and other urban regions.
- **32 percent** of young drivers in the Atlanta and other urban regions held an instructional permit compared to **28 percent** of young drivers in rural counties.
- **Half (50 percent)** of 16-year-old teens in rural counties had a Class D compared to 40 percent in the Atlanta and other urban regions.

Table 4. **Urban vs. Rural Licensed Young Drivers (15-to-20 Years) by License Type, 2019**

Age (years)	Atlanta and Other Urban Regions				Rural Region			
	Instructional Permit		License (Class C or D)		Instructional Permit		License (Class C or D)	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
15 years	46,089	100%	-	0%	14,782	100%	-	0%
16 years	42,404	60%	28,674	40%	9,991	50%	9,962	50%
17 years	27,115	34%	51,902	66%	5,412	25%	16,198	75%
18 years	18,433	20%	73,505	80%	3,547	14%	21,173	86%
19 years	13,673	13%	88,879	87%	2,553	9%	24,751	91%
20 years	9,737	9%	95,283	91%	1,749	6%	25,978	94%
TOTAL 15-to-20 years	157,451	32%	338,243	68%	38,034	28%	98,062	72%

Source: DDS 2019

Contributing Circumstances

In 2019, the top three contributing factors of fatal crashes involving young drivers were:

1. Failure to yield right-of-way;
2. Operating the vehicle in an erratic and reckless manner; and
3. Following improperly.

The top contributing factors for all motor vehicle crashes involving young drivers were:

1. Following too close;
2. Failure to yield right-of-way;
3. Losing control of the vehicle; and
4. Driving while distracted⁸.

⁷ Georgia Driver's Education Commission. (2021, March). *Georgia Driver's Education Commission Grant Scholarship Program & Joshua's Law Evaluation Report*. Georgia Governor's Office of Highway Safety. <http://gahighwaysafety.org/fullpanel/uploads/files/gdec-evaluation-report-executive-summary--final-.pdf>

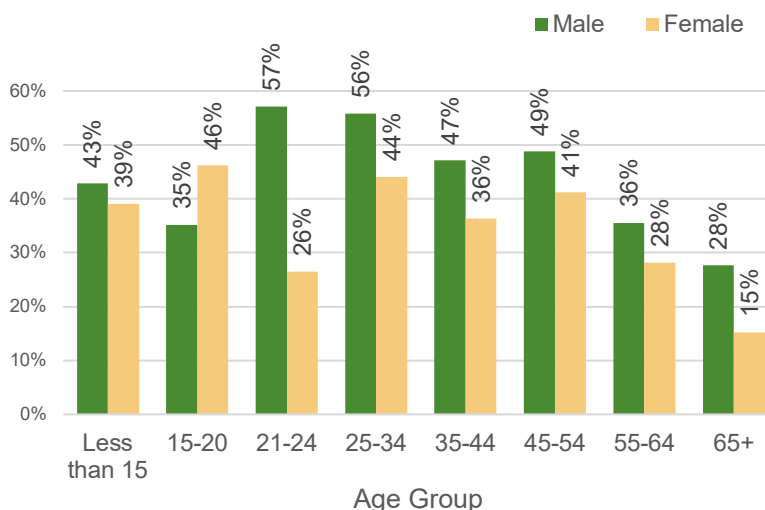
⁸ Distracted driving includes texting, talking on hands-free device, talking on hand-held device, other activity-mobile device, occupant distraction, other interior distraction, or other exterior distraction.

Restraint Use & Seatbelt Violations

Figure 7 shows percent of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex in 2019. Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans. Based on known restraint use among young occupants of passenger vehicles:

- **46 percent** of fatally injured, female occupants were unrestrained.
- **35 percent** of fatally injured, male occupants were unrestrained.
- **25 percent** of seriously injured⁹ young drivers were unrestrained (not shown in Figure 7).
- **31 percent** of seriously injured young passengers were unrestrained (not shown in Figure 7).

Figure 7. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2019**



*Based on known restraint use
Source: FARS 2019

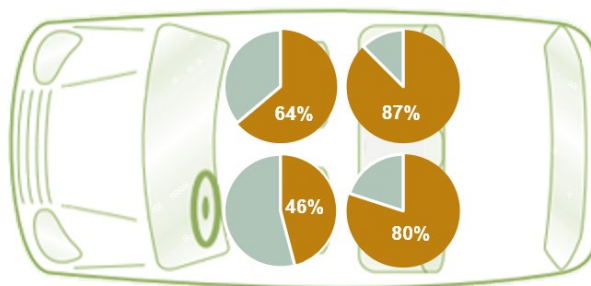
In 2019, young drivers represented 10 percent of all seatbelt violations and 6 percent of child safety seat violations. Young drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

Seating Positions: Driving with Peers

Figure 8 displays the seating positions of young drivers' passengers ages 15-to-20 fatally injured that were unrestrained from 2017 to 2019.

- **46 percent** of all fatally injured, young drivers aged 15-to-20 years old were unrestrained.
- **62 percent** of all occupants (regardless of seating position) riding with a young driver involved in a fatal crash were between 15-to-20 years of age.
 - **64 percent** of fatally injured, front seat passengers 15-to-20 years old were unrestrained.
 - **87 percent** of fatally injured, backseat passengers (passenger's side) aged 15-to-20 years were unrestrained.

Figure 8. **Percent of Fatally Injured Young Drivers and their Fatally Injured Passenger Occupants (Aged 15-to-20) Unrestrained* by Seating Position, 2017-2019**



*Based on known restraint use
Source: FARS 2017-2019

⁹ Serious injuries are suspected serious injuries reported by law enforcement.

DISTRACTED DRIVING AMONG YOUNG DRIVERS

A distraction-related crash is any crash in which a driver was reported as a confirmed distracted driver or identified as a suspected distracted driver. Driver distraction occurs when drivers divert their attention from the driving task to focus on some other activity. Often discussions regarding distracted driving center around cell phone use and texting, however distracted driving also includes other distraction-related activities that are manual, visual, or cognitive. Many activities, particularly cell phone use, can include multiple types of distraction. In 2019, 56 percent of young drivers were confirmed or suspected of distracted driving. Young drivers aged 15-to-20 years represented:

- **8 percent** of all licensed drivers;
- **11 percent** of all suspected or confirmed distracted drivers involved in crashes;
- **9 percent** of all confirmed distracted drivers involved in fatal crashes;
- **21 percent** of all drivers issued a distracted driver citation after a crash; and
- **7 percent** of all distracted driving convictions.

Table 5. **Licensed Drivers, Confirmed or Suspected Distracted Drivers Involved in Types of Motor Vehicle (MV) Crashes, Distracted Driver Citations Issued after a MV Crash, Distracted Driver Convictions by Age Group, 2019**

Age Group	Licensed Drivers	Confirmed or Suspected Distracted Driver Involved in a Crash	Confirmed Distracted Driver Involved in a <u>Fatal</u> Crash	Distracted Driver Citations Issued Post-Crash	Distracted Driver Convictions (Crash or Non-Crash)
15-20	8%	11%	9%	21%	7%
21-24	7%	11%	12%	16%	13%
25-34	18%	24%	23%	27%	33%
35-44	16%	19%	9%	14%	22%
45-54	17%	16%	23%	11%	14%
55-64	17%	12%	12%	7%	8%
65+	18%	8%	12%	3%	3%
TOTAL	100%	100%	100%	100%	100%

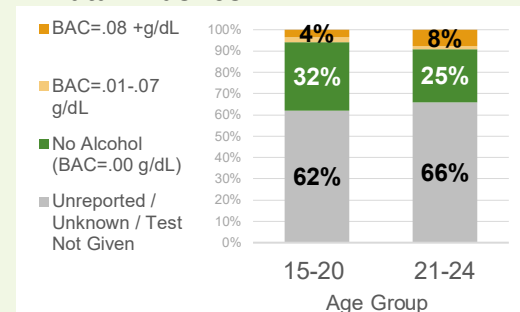
Note: Distracted driver convictions may or may not have resulted in a motor vehicle traffic crash. Percents are calculated using records with known age. Source: DDS 2019, CODES 2019, FARS 2019

ALCOHOL CONSUMPTION AMONG YOUNG DRIVERS

Drivers are considered alcohol-impaired when their blood alcohol concentration (BAC) are 0.08 g/dL or higher. This does not imply that a crash or a fatality was caused by alcohol impairment. In 2019:

- Of the **169** young drivers ages 15-to-20 years involved in fatal crashes in 2019, **38 percent** (64) had known BAC test results reported — **6 percent** (10) consumed alcohol (0.01+ g/dL BAC) and **4 percent** (6) had a BAC of 0.08+ g/dL.
- Of the **194** young adult drivers ages 21-to-24 years involved in fatal crashes, **34 percent** (66) had known BAC test results reported — **10 percent** (18) consumed alcohol, and **8 percent** (15) were alcohol-impaired.

Figure 9. **BAC of Young Drivers (15-to-20 and 21-to-24 Years) Involved in Fatal Crashes**



Source: FARS 2019

Alcohol, traffic-related violations are reported to DDS as Administrative License Suspension (ALS), Refusals, or Driving Under the Influence (DUI). ALS results from a DUI arrest, when state administered test shows blood alcohol content (BAC) is 0.08 g/dL or higher. In 2019, DDS processed:

- **1,436** drivers ages 15-to-20 years for ALS, refusal, or DUI convictions.
- **4,145** drivers ages 21-to-24 years for ALS, refusal, or DUI convictions.

Environmental Characteristics

Time of Day and Month

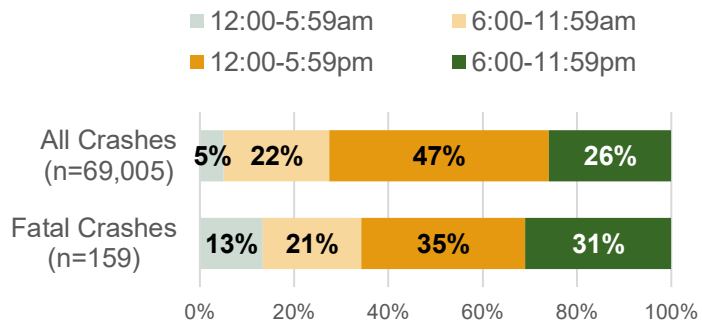
Figure 10 shows the time of day of all crashes and fatal crashes involving young drivers in 2019.

- **47 percent** of all crashes involving young drivers occurred in the daytime hours between 12:00 p.m. and 5:59 p.m.
- **31 percent** of all fatal crashes involving young drivers occurred in the nighttime hours between 6:00 p.m. and 11:59 p.m.

Figure 11 shows the number of fatal crashes involving young drivers by school term, time of day, and month. Among all crashes involving young drivers:

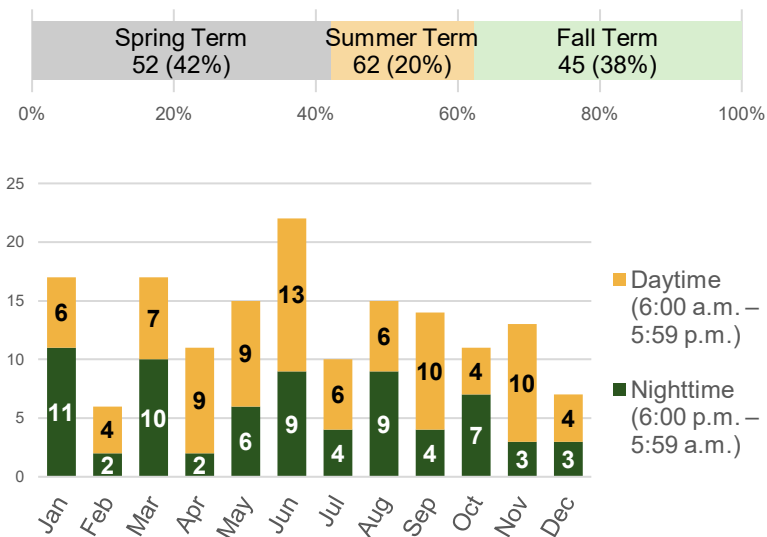
- **42 percent** occurred during the Spring Term (January to May).
- **38 percent** occurred during the Fall Term (August to December).
- **20 percent** occurred during the Summer Term (June to July). In 2019, more fatal crashes involving young drivers occurred in June.

Figure 10. Time of Day of All Crashes and Fatal Crashes Involving Young Drivers, 2019



Source: FARS 2019; CODES 2019

Figure 11. Number of Fatal Crashes Involving Young Drivers by School Term, Month, and Time of Day, 2019



Source: FARS 2019

Data Definitions and Considerations:

This fact sheet defines young drivers as persons 15 to 20 years old operating a motor vehicle. Young drivers' involvement in crashes does not imply they were "at fault" in the crash.

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.

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.

There are three (3) types of licenses that young drivers can obtain in the state of Georgia. Young drivers at least 15 years of age can obtain an Instructional (Learners) Permit (Class CP). For young drivers less than 18 years of age (ages 16 and 17 years), the Class D Provisional Driver's License is the first driver's license they can obtain by satisfying one of the four methods to complete the Georgia GDL requirements. The Class C license can be issued to all drivers 18 years of age and older with no driver's education required.

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address the problem of missing blood alcohol test results in FARS data system. A multiple imputation methodology is employed to generate specific values of BAC for persons involved in fatal crashes. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL). For motorists and non-motorists involved in a motor vehicle traffic crash that may or may not result in a fatal injury, many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol, may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.

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.

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.

For More Information:

The two-page Quick Facts for young adult drivers can be found on the GOHS or DPH websites below:

- <http://www.gahighwaysafety.org/highway-safety/shsp/>
- <https://dph.georgia.gov/injury-epidemiology/crash-outcome-data-evaluation-survey-codes>

Other 2019 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, Older Drivers, Distracted Drivers, and Occupant Protection.

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