Georgia Traffic Safety Facts

2020 Data

August 2022

Key Findings

- In 2020, there were 206 young drivers aged 15-to-20 years old involved in fatal crashes – a 22 percent increase since 2019 (37 more drivers). Seventy-two percent of young drivers involved in fatal crashes were 18-to-20 years of age.
- Young drivers accounted for 9 percent of all licensed drivers, 11 percent of all drivers involved in fatal crashes, and 9 percent of all drivers involved in motor vehicle crashes.
- Among all serious injuries involving young drivers, 61 percent were occupants in the vehicle operated by the young driver and 39 percent were occupants of other vehicles or non-motorists
- In 2020, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 15-to-20 years was $181 million.

Cross-Cutting Findings

- In 2020, 35 percent of young adult drivers 15-to-20 years of age involved in a traffic crash were confirmed or suspected of distracted driving.
- Among drivers aged 15-to-20 years involved in fatal crashes, 4 percent consumed alcohol (0.01+ g/dL BAC) and 2 percent had a BAC of 0.08+ g/dL.

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Young Adult Drivers

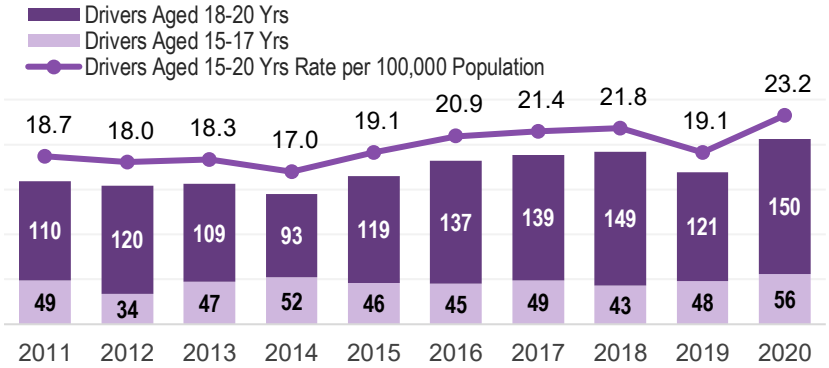
The term young driver refers to a person 15-to-20 years old operating a motor vehicle. *The involvement of young drivers in traffic crashes does not imply that young drivers caused the crash either by their actions or failure to act.*

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

Traffic Crashes Involving Young Drivers

In 2020, the number of young drivers (ages 15-to-20 years) involved in fatal crashes increased by 22 percent (from 169 drivers in 2019 to 206 drivers in 2020). During this same period, the rate of young drivers involved in fatal crashes per 100,000 population also increased by 22 percent (from 19.1 to 23.2). Young drivers represented 8.7 percent of all drivers involved in fatal crashes in 2020—2.4 percent were 15-to-17 years of age and 6.3 percent were 18-to-20 years of age. Figure 1 shows the number of young drivers involved in fatal crashes and the rate of young drivers involved in fatal crashes per 100,000 population between 2011 and 2020.

Figure 1. **Young Drivers (15-to-20 Years) Involved in Fatal Crashes and Rate per 100,000 Population, 2011–2020**



Source: FARS 2011-2020

Young drivers aged 15-to-20 years represented 10 percent of the population and 9 percent of all licensed drivers. They also represent 9 percent of all drivers involved in traffic crashes and 11 percent of all drivers involved in fatal crashes. In 2020:

- For every 100,000 traffic crashes involving drivers aged 15-to-20 years, 325.1 were fatal crashes.
- For every 100,000 licensed drivers aged 15-to-20 years, 27.1 drivers aged 15-to-20 years were involved in a fatal crash.
- For every 100,000 Georgia residents aged 15-to-20 years, 23.2 drivers aged 15-to-20 years were involved in a fatal crash.

In 2020, young drivers in the 18-to-20 age group experienced more motor vehicle crashes and have a higher rate of involvement in fatal crashes compared to drivers 15-to-17 years old. The 15-to-17 age group had the lowest rate of drivers involved in fatal crashes per licensed drivers and population compared to all other age groups.

Table 1. **Drivers Involved in Fatal Crashes, by Age Group, 2020**

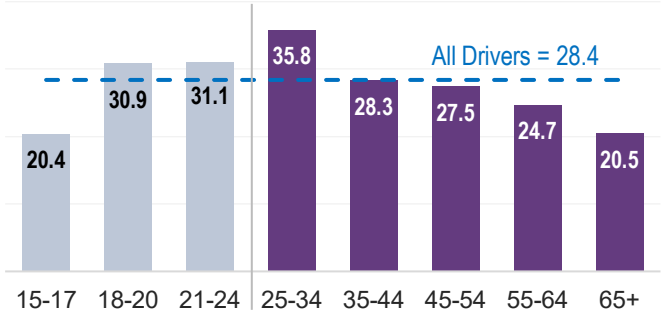
Age Group (Years)	Number of Drivers Involved		Licensed Drivers	Estimated Population	Rates of Drivers Involved in Fatal Crashes		
	Crashes	Fatal Crashes			Per 100,000 Crashes	Per 100,000 License	Per 100,000 Population
15-20	**63,361**	**206**	**759,520**	**886,530**	**325.1**	**27.1**	**23.2**
15-17	*17,533*	*56*	*274,784*	*437,306*	*319.4*	*20.4*	*12.8*
18-20	*45,828*	*150*	*484,736*	*449,224*	*327.3*	*30.9*	*33.4*
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
65+	49,080	299	1,457,853	1,574,667	609.2	20.5	19.0
TOTAL	**602,866***	**2,365***	**8,332,654**	**8,648,292**	**392.3**	**28.4**	**27.3**

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

Figure 2 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 second highest rate of involvement in fatal crashes compared to other age groups—31.1 drivers 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—20.4 per 100,000 licensed drivers.

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 Young Drivers

Table 2 shows the number of total fatalities in crashes with young drivers between 2016 and 2020. In fatal crashes involving young drivers for the 5-year period from 2016 to 2020:

- Young drivers fatally injured decreased by 20 percent (from 96 fatalities to 77 fatalities).
- Fatalities among the passengers of young drivers increased by 59 percent (from 32 fatalities to 51 fatalities). The average age of the passengers riding with young drivers involved in fatal crashes increased from 19 years in 2016 to 23 years in 2020.
- Occupant fatalities of other vehicles that were not operated by the young driver increased by 40 percent (from 52 fatalities to 73 fatalities).
- Non-motorist fatalities – pedestrians, bicyclists, or other non-motorists – decreased by 6 percent (from 16 fatalities to 15 fatalities).

Table 2. **Traffic Fatalities in Crashes Involving Young Drivers by Person Type and Year, 2016-2020**

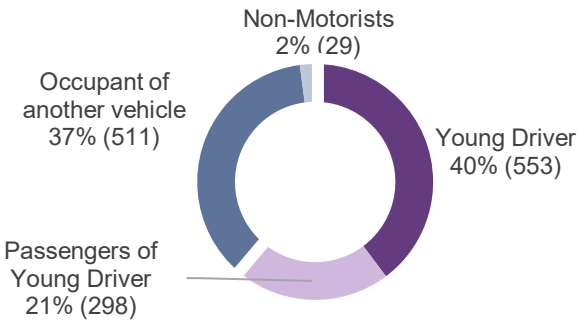
Year	Young Drivers	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Non-Motorists	Total
	(15 - 20)	< 15	15 - 20	21 +	Total			
2016	96	7	18	7	32	52	16	196
	49%	*4%*	*9%*	*4%*	*16%*	*27%*	*8%*	*100%*
2017	71	3	32	6	41	67	24	203
	35%	*1%*	*16%*	*3%*	*20%*	*33%*	*12%*	*100%*
2018	72	3	16	15	34	56	34	196
	37%	*2%*	*8%*	*8%*	*17%*	*29%*	*17%*	*100%*
2019	59	9	20	7	36	73	17	185
	32%	*5%*	*11%*	*4%*	*19%*	*39%*	*9%*	*100%*
2020	77	5	34	11	51*	73	15	216
	36%	*2%*	*16%*	*5%*	*24%*	*34%*	*7%*	*100%*

Note: Percent is calculated across the rows. * Includes passengers of unknown age.
Source: FARS 2016-2020

In 2020, there were 1,391 persons with suspected serious injuries involved in crashes that involved young drivers—18 percent of all serious injuries. Figure 3 shows the percent of serious injuries among all persons involved in crashes with at least one young driver in 2020. Among all serious injuries involving young drivers:

- 61 percent were occupants in the vehicle operated by the young driver (represented by purple in Figure 3).
  - 40 percent were the young driver
  - 21 percent were the passengers of the young driver
- 39 percent were occupants of other vehicles or non-motorists (represented by blue in Figure 4).
  - 37 percent were occupants of vehicles that were *not* operated by a young driver
  - 2 percent were non-motorists (i.e., pedestrians or bicyclists).

Figure 3: **Percent of Persons Seriously Injured in Crashes Involving Young Drivers by Person Type, 2020**



1,391 Serious Injuries

Source: CODES 2020

Traffic-Related Injuries and Fatalities among the Young Population

In 2020, young persons aged 15-to-20 years represented 13 percent of all hospitalizations and emergency room visits[1] related to motor vehicle traffic incidences (11,603 out of 90,686). The total motor vehicle traffic-related hospitalization and emergency room charges among Georgia residents 15-to-20 years was $181 million.

Table 3. **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**
15-17	*3,791*	*4%*	*866.9*	*202*	*3%*	*46.2*	*46*	*3%*	*10.5*
18-20	*7,812*	*9%*	*1,739.0*	*458*	*6%*	*102.0*	*97*	*6%*	*21.6*
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
65+	5,994	7%	380.7	1,350	18%	85.7	273	16%	17.3
Total	**90,686**	**100%**	**846.7**	**7,628**	**100%**	**71.2**	**1,664***	**100%**	**15.5**

*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.

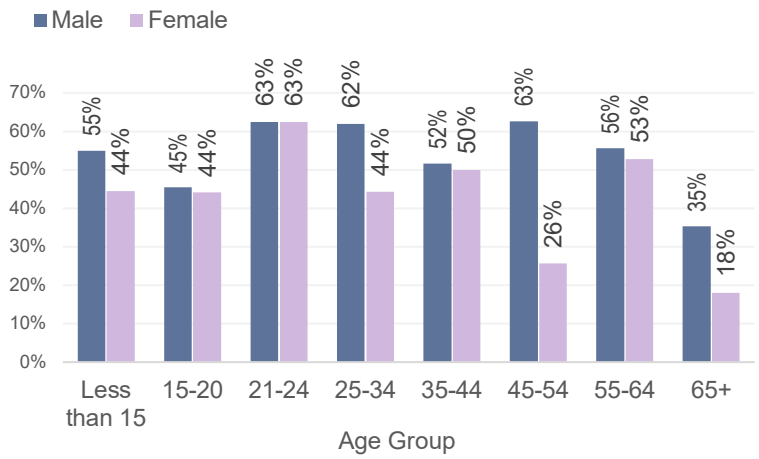
[1] Hospitalization may include individuals who visited the emergency room. Emergency room visits may include individuals who discharged directly from the emergency room. Hospitalizations and emergency room visits are for Georgia residents only, while fatalities can be for persons out of state.

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. Based on known restraint use among young occupants of passenger vehicles aged 15-to-20 years:

- **45 percent** of fatally injured, male occupants were unrestrained.
- **44 percent** of fatally injured, female occupants were unrestrained.
- **27 percent** of seriously injured[2] young drivers were unrestrained and **36 percent** of seriously injured young passengers were unrestrained (not shown in Figure 4).

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

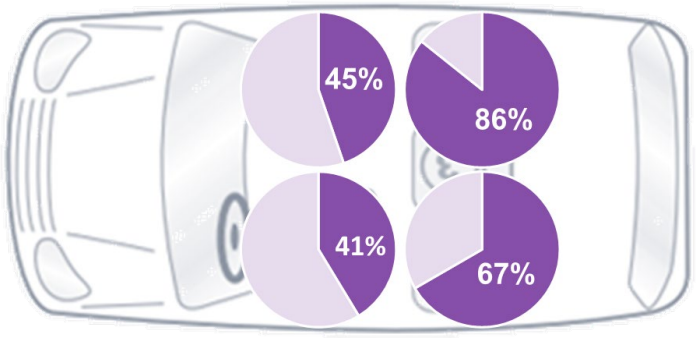
In 2020, young drivers represented 10 percent of all seatbelt violations and 7 percent of child safety seat violations. Young drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

Seating Positions: Driving with Peers

Figure 5 displays the seating positions of young drivers' passengers ages 15-to-20 fatally injured that were unrestrained from 2018 to 2020.

- **41 percent** of all fatally injured, young drivers aged 15-to-20 years old were unrestrained.
- **53 percent** of all occupants (regardless of seating position) riding with a young driver involved in a fatal crash were 15-to-20 years of age.
  - **45 percent** of fatally injured, front seat passengers 15-to-20 years old were unrestrained.
  - **77 percent** of fatally injured, backseat passengers aged 15-to-20 years were unrestrained.

Figure 5. **Percent of Fatally Injured Young Drivers and their Fatally Injured Passenger Occupants (Aged 15-to-20) Unrestrained* by Seating Position, 2018-2020**



*Based on known restraint use
Source: FARS 2018-2020

[2] Serious injuries are suspected serious injuries reported by law enforcement.

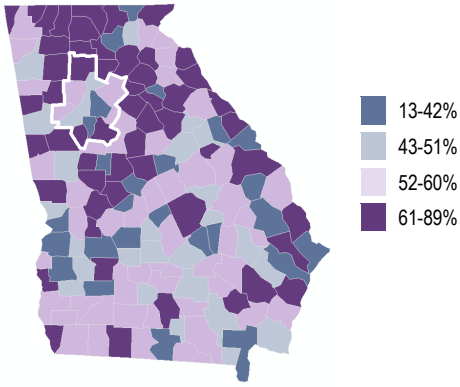
Young Adult Licensing

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 Law[3]. 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 2020:

- Young drivers (ages 15-to-20 years old) accounted for 9 percent (618,382 out of 8.3 million) of all licensed drivers.
- Across the state, 52 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 (56 percent) was higher compared to young adults in the Atlanta region or other urban counties[4] (52 percent and 50 percent, respectively).

Figure 6 presents the percentage of young adults with an instructional permit or driver's license[5] by county.

Figure 6. **Percent of Young Adults (15-to-20 Years) with an Instructional Permit or License to Drive by County, 2020**



	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Young drivers with an instructional permit or license to drive (All License Classes)	329,270	271,852	158,387	759,509
Young adult population	627,986	545,167	284,957	1,458,110
Percent of young adults with an instructional permit or license to drive	**52%**	**50%**	**56%**	**52%**

Source: DDS 2020, OASIS 2020

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).

[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.

The most common methods used to fulfill Joshua's Law in 2020 were Method 4 and Method 1[6].

- **57 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.
- **35 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.

According to the Georgia Driver's Education Commission's research study of Joshua's Law[7], 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 2020. 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 **70 percent** of young drivers in Atlanta and other urban regions.
- **30 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.

Table 4. **Urban vs. Rural Licensed Young Drivers (15-to-20 Years) by License Type, 2020**

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	46,549	100%	--	--	15,148	100%	--	--
16 years	48,038	62%	28,844	38%	11,844	53%	10,396	47%
17 years	33,665	37%	56,597	63%	6,615	28%	16,944	72%
18 years	23,629	20%	93,015	80%	4,391	15%	24,855	85%
19 years	17,805	13%	114,472	87%	3,228	10%	29,653	90%
20 years	12,568	9%	124,874	91%	2,185	6%	32,088	94%
TOTAL 15-to-20 years	**182,254**	**30%**	**417,802**	**70%**	**43,411**	**28%**	**113,936**	**72%**

Source: DDS 2020

[6] Georgia Driver's Education Commission. (2020, September). *Georgia Driver's Education Commission Annual Report: Fiscal Year 2021.* Georgia Governor's Office of Highway Safety. http://www.gahighwaysafety.org/wp-content/uploads/2022/02/gdec-annual-report-fy2021.pdf
[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://www.gahighwaysafety.org/wp-content/uploads/2022/02/gdec-evaluation-report-executive-summary-final-.pdf

Contributing Circumstances

In 2020, 84 percent of all crashes involving young drivers also involved other vehicles (multi-vehicle crashes), and 16 percent were single-vehicle crashes. The most common most harmful event in single-vehicle crashes was a confirmed inattentive driver (distraction).

The most common manner of collision in fatal and serious injury multi-vehicle crashes involving young drivers were angle collisions and head-on collisions. Rear-end collisions were most common for all multi-vehicle traffic crashes involving young drivers. *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 young drivers.

Table 5. **Highest Rank Manner of Collision for *Multi-Vehicle* Crashes involving Young Drivers (15-20 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	51%	Angle	57%	Rear end (Front-to-rear)	46%
2	Head on (Front-to-front)	24%	Head on (Front-to-front)	17%	Angle	36%
3	Rear end (Front-to-rear)	10%	Rear end (Front-to-rear)	16%	Sideswipe same direction	11%
4	Sideswipe same direction	6%	*Not a collision with a motor vehicle	5%	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

Young drivers losing control of their vehicle was the top contributing factor among drivers involved in single-vehicle crashes. In 2020, 53 percent of young drivers 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 young drivers and other drivers involved in multi-vehicle crashes were following too closely and failure to yield. *This does not imply that the young drivers or other drivers caused the crash either by their actions or failure to act.*

Table 6. **Top Contributing Factors with Crashes involving Young Drivers (15-20 Years) by Number of Vehicles Involved and Person Type, 2020**

	Single Vehicle Crashes		Multi-Vehicle Crashes			
Rank	Young Driver		Young Driver		Other Driver	
	Description	% of drivers	Description	% of drivers	Description	% of drivers
1	Driver lost control	53%	Following too close	40%	Following too close	40%
2	Speeding / too fast for conditions	31%	Failed to yield	25%	Failed to yield	21%
3	Other	18%	Changed lanes improperly	10%	Changed lanes improperly	10%
4	Reaction to object or animal	8%	Other	6%	Other	10%

Source: CODES 2020; FARS 2020

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 2020, 35 percent of young drivers involved in motor vehicle traffic crashes were confirmed or suspected of distracted driving. Young drivers **aged 15-to-20 years** represented:

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

Table 7. **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, 2020**

Age Group	Licensed Drivers	Confirmed or Suspected Distracted Driver Involved in a Crash	Confirmed Distracted Driver Involved in a Fatal Crash	Distracted Driver Citations Issued Post-Crash	Distracted Driver Convictions (Crash or Non-Crash)
15-24	16%	27%	22%	35%	21%
15-20	***9%***	***15%***	***13%***	***19%***	***8%***
21-24	*7%*	*13%*	*9%*	*16%*	*13%*
25-34	18%	25%	26%	28%	32%
35-44	16%	16%	15%	16%	22%
45-54	16%	13%	17%	9%	14%
55-64	16%	10%	15%	8%	8%
65+	17%	8%	6%	4%	3%
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

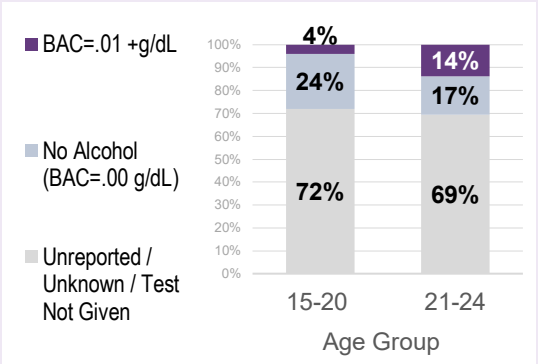
Note: Distracted driver convictions may or may not have resulted in a motor vehicle traffic crash. Precents are calculated using records with known age over 15 years. Source: DDS 2020, CODES 2020, FARS 2020

Alcohol Consumption Among Young Drivers

Drivers are considered alcohol-impaired when their blood alcohol concentration (BAC) is 0.08 g/dL or higher. This does not imply that a crash or a fatality was caused by alcohol impairment. In 2020:

- Of the **206** young drivers ages 15-to-20 years involved in fatal crashes in 2020, **28 percent** (58) had known BAC test results reported — **4 percent** (8) consumed alcohol (0.01+ g/dL BAC) and **1 percent** (3) had a BAC of 0.08+ g/dL.
- Of the **183** young adult drivers ages 21-to-24 years involved in fatal crashes, **30 percent** (56) had known BAC test results reported — **14 percent** (25) consumed alcohol, and **11 percent** (21) had a BAC of 0.08+ g/dL.

Figure 7. **BAC of Young Drivers (15-to-20 and 21-to-24 Years) Involved in Fatal Crashes, 2020**



Source: FARS 2020

Environmental Characteristics

Table 8 summarizes the environmental characteristics of where and when fatal crashes and traffic crashes involving young that occurred in 2020.

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

- 44 percent of all *traffic crashes* involving young drivers occurred at intersection or intersection-related locations, and 71 percent of all *fatal crashes* involving young drivers occurred at non-intersections.
- 71 percent of all *traffic crashes* involving young drivers occurred in daylight conditions, and 48 percent of all *fatal crashes* involving young drivers occurred in dark conditions.

Among the fatal crashes that involved young drivers:

- 54 percent occurred during the weekday, and 22 percent occurred during the weekday afternoon hours (12:00 p.m. to 5:59 p.m.);
- 70 percent occurred in clear weather conditions; and
- 33 percent occurred in the fall season.

Table 8. **Motor Vehicle Crashes Involving Young Drivers (15-20 Years) by Environmental Characteristics, 2020**

Environmental Characteristics	Fatal Crashes Involving Young Drivers		Traffic Crashes Involving Young Drivers	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	56	29%	26,179	44%
Non-Intersection	137	**71%**	26,416	44%
Other		0%	6,917	12%
Light Conditions				
Dark	93	**48%**	15,276	26%
Daylight	91	47%	42,198	**71%**
Dawn	3	2%	654	1%
Dusk	5	3%	1,078	2%
Day of Week / Time of Day *				
Weekday	**105**	**54%**	**42,006**	**71%**
6:00-11:59am	16	8%	9,216	15%
12:00-5:59pm	42	22%	22,349	38%
6:00-11:59pm	37	19%	8,868	15%
12:00-5:59am	10	5%	1,573	3%
Weekend	**88**	**46%**	**17,506**	**29%**
6:00-11:59am	11	6%	2,011	3%
12:00-5:59pm	14	7%	6,324	11%
6:00-11:59pm	43	22%	7,542	13%
12:00-5:59am	20	10%	1,629	3%
Weather Conditions				
Clear	135	70%	38,160	64%
Cloudy	34	18%	11,852	20%
Rain	23	12%	8,812	15%
Other	1	1%	698	1%
Season				
Winter	44	23%	16,320	27%
Spring	42	22%	10,419	18%
Summer	44	23%	15,342	26%
Fall	63	33%	17,431	29%

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

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, 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, sport utility vehicles, and pickup trucks).

The Department of Driver Services provided licensing data for the 2020 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:

- 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, Older Drivers, Distracted Drivers, Risky Driving, Large Trucks, and Occupant Protection.

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