Georgia Traffic Safety Facts

2020 Data

October 2022

In this fact sheet, information is presented as follows.

- Fatality & Injury Rates
- Police-Reported Crashes
- Urban vs. Rural
- Traffic Safety Highlights by Emphasis Area
- Georgia Traffic Safety Performance Measures

Other topic-specific, *Georgia Traffic Safety Facts* available for 2020 are:

- Risky Driving
- Distracted Driving
- Pedestrians & Bicyclists (Non-Motorists)
- Occupant Protection
- Older Drivers
- Motorcycles
- Large Trucks
- 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 2020

This fact sheet provides an overview of traffic fatalities, serious injuries, and crashes on Georgia roadways, in addition to topic-specific emphasis areas and a summary table of Georgia Traffic Safety Performance Measures.

2020 Key Findings

Traffic Fatalities

- In Georgia, there were 1,664 motor vehicle traffic fatalities in 2020 resulting in 1.43 traffic fatalities for every 100 million vehicle miles traveled (VMT) in the state. This is the largest number of traffic fatalities experienced in the past decade. Although Georgia ranks fourth in the number of fatalities in the nation, it ranks 18th in fatalities per 100M VMT.
- Georgia traffic fatalities increased by 12 percent from 1,492 in 2019 to 1,664 in 2020. The Atlanta region experienced an increase in the number of passenger vehicle occupant fatalities, unrestrained passenger vehicle occupant fatalities, motorcyclist fatalities, speeding-related fatalities, fatalities involving large trucks, and young drivers aged 15- to-20 years involved in fatal crashes. Rural regions experienced an increase in the number of non-motorist fatalities, motorcyclist fatalities, speeding-related fatalities, and alcohol-related fatalities.

Serious Traffic Injuries & Cost

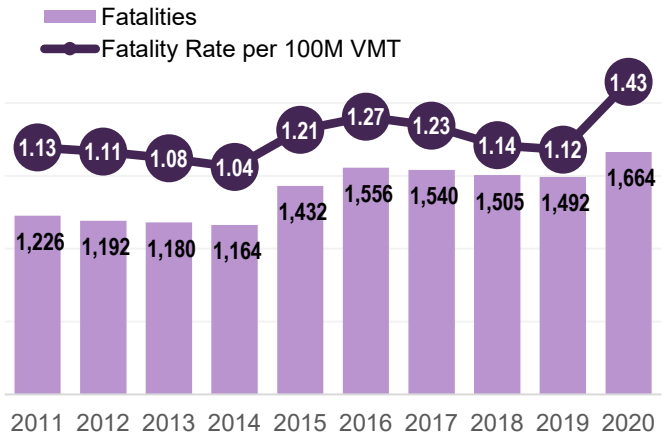
- Between 2016 and 2020, the number of suspected serious crash injuries reported by law enforcement responding to a motor vehicle traffic incident increased by 46 percent, from 5,206 in 2016 to 7,606 in 2020. Car passenger vehicle and light truck passenger vehicle occupants (pickup trucks, vans, and 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 incidents (motor vehicle occupants, motorcyclists, pedestrians, and bicyclists) where emergency medical services (EMS) transported persons to a hospital (63,396 EMS transports). According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 26 percent of all injuries treated by designated and non-designated Trauma Centers across the state of Georgia. In 2020, the total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was $1.8 billion for 7,637 motor vehicle traffic-related hospitalizations and 90,702 motor vehicle traffic-related emergency room visits.

Fatalities and Injury Rates

Despite the decrease in the number of motor vehicle traffic crashes between 2019 and 2020 on Georgia roadways, injury surveillance sources[1] show an increase in fatalities and serious injuries. According to police crash reports, the number of traffic-related fatalities increased by 172 fatalities (from 1,492 in 2019 to 1,664 in 2020).

Due to COVID-19 pandemic responses in 2020, there was less traffic volume and fewer vehicle miles traveled than in 2019. The increase in fatalities and serious injuries indicated that the traffic crashes that occurred tended to be more severe. Therefore, the rate of fatal injuries for every 100 million VMT increased by 28 percent (from 1.12 in 2019 to 1.43 in 2020).

Figure 1: **Fatalities and Fatality Rate per 100M VMT, 2011-2020**



Source: FARS 2011–2020

In 2020, the state of Georgia ranked as the fourth highest number of traffic fatalities and 18th by fatality rate (traffic fatalities per 100M VMT) in the nation. Between 2019 and 2020, the number of national traffic fatalities increased by 7 percent and the national fatality rate per 100M VMT increased by 21 percent. During this time, Georgia experienced a 12 percent increase in traffic fatalities and a 28 percent increase in the fatality rate per 100M VMT.

Across the five states within the National Highway Traffic Safety Administration (NHTSA) Region 4 (Southeastern United States), Georgia ranks second for the highest number of traffic fatalities and fourth for traffic fatality rate. The number of traffic fatalities within the NHTSA Region-4 increased by 6 percent from 2019 to 2020 and the fatality rate per 100M VMT increased by 16 percent.

Table 1: **Traffic Fatalities, Fatality Rate per 100M VMT by Region and Year (2016, 2019, and 2020)**

Region	Traffic Fatalities					Fatality Rate per 100M VMT				
				Percentage Change					Percentage Change	
	2016	2019	2020	5-Year Comparison (2016-2020)	1-Year Comparison (2019-2020)	2016	2019	2020	5-Year Comparison (2016-2020)	1-Year Comparison (2019-2020)
National	37,806	36,355	38,824	3%	7%	1.19	1.11	1.34	13%	21%
NHTSA Region-4 AL, FL, GA, SC, TN	7,872	7,749	8,210	4%	6%	1.46	1.35	1.57	8%	16%
Georgia	1,556	1,492	1,664	7%	12%	1.27	1.12	1.43	13%	28%

Source: FARS 2016, 2019, and 2020

In Georgia, the traffic fatality rates (per 100M VMT, population, licensed drivers, and registered vehicles) increased in 2020 compared to 2019 (Table 2).

- Vehicle miles traveled *de*creased by 13 percent (17.1 million fewer miles) resulting in **1.43** traffic fatalities per 100M VMT
- Population *in*creased by 1 percent (+98,590 persons) resulting in **15.5** traffic fatalities per 100,000 persons
- Licensed drivers *de*creased by 1 percent (-767,201 drivers) resulting in **20.0** traffic fatalities per 100,000 licensed drivers

[1] Injury surveillance sources include police-crash reports, emergency medical services, and emergency department/hospital data systems.

- Registered vehicles *de*creased by 1 percent (-103,920 vehicles) resulting in **16.1** traffic fatalities per 100,000 registered vehicles

Table 2: **Traffic Fatality Rate per Vehicle Miles Traveled, Population, Licensed Drivers, and Registered Vehicles, 2011-2020**

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
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	1,505	131,456	1.14	10,519,475	14.3	7,616,176	19.7	9,740,847	15.4
2019	1,492	133,128	1.12	10,617,423	14.0	7,761,810	19.2	10,453,617	14.3
2020	1,664	115,967	1.43	10,710,017	15.5	8,332,657	20.0	10,349,694	16.1

Note: The number of licensed drivers includes licensure from all classes (e.g., commercial and motorcycle). Licenses reported in 2011-2015 include suspended licenses and licenses reported in 2016-2020 are valid licenses. Source: FARS 2011-2020, OASIS 2011-2020, DDS 2011-2020, FY2014-FY2020 DOR Annual Reports, and DOR 2019-2020.

Suspected Serious Crash Injuries

Between 2016 and 2020, the number of suspected serious crash[2] injuries increased by 46 percent, from 5,206 in 2016 to 7,606 in 2020 (Table 3). In 2020, there were 6.58 serious traffic injuries per 100M VMT (a 54 percent increase from 2016) and 2,293 serious traffic injuries per 100,000 traffic crashes (a 79 percent increase from 2016).

The comparison of traffic-related serious injuries by person type between 2019 and 2020 is 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. The proportion of serious injuries that were motorcyclists increased from 10 percent in 2019 to 11 percent in 2020.

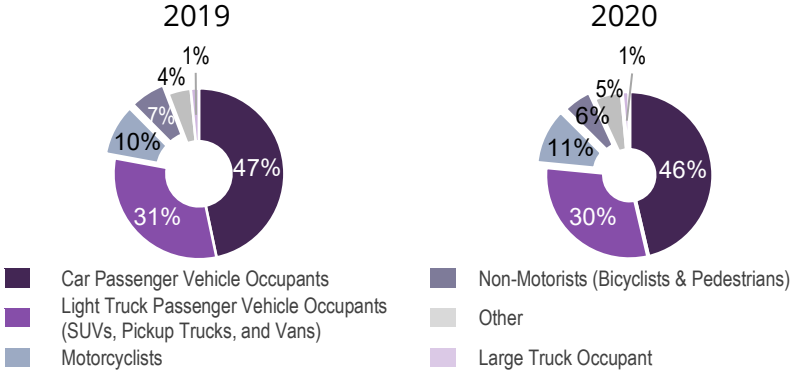
[2] Suspected Serious Injuries are reported by law enforcement responding to a motor vehicle crash scene. Suspected serious injury is used when any injury, other than fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred. See Data Considerations for more information on serious injuries.

Table 3: **Suspected Serious Injuries and Rates, 2016-2020**

Year	Suspected Serious Injuries	Suspected Serious Injury Rate	
		Per 100M VMT	Per 100,000 Crashes
2016*	5,206	4.28	1,284.4
2017	5,370	4.25	1,327.5
2018	6,401	4.79	1,590.8
2019	7,308	5.53	1,808.9
2020	7,606	6.58	2,293.0

* DOT-523 Crash Report Manual Version 3.0 was revised in January 2018 with a more detailed definition of serious injury. Note: The number of suspected serious injuries may be different from the values reported by other data sources like GEARS, CODES, and Numetric. Source: FFY2022 GOHS Core Performance Measures and Numetric (extracted October 2022) for total crashes.

Figure 2: **Serious Injuries by Person Type, 2019 and 2020**



Source: CODES 2019 and 2020

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 2020. Of the 63,396 motor vehicle traffic-related incidents reported as seen or transported by EMS in 2020, 76 percent were motor vehicle occupants, 5 percent were motorcyclists, and 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 – 1,185.7 transports for every 100,000 population.

Emergency Room Visits & Hospitalizations

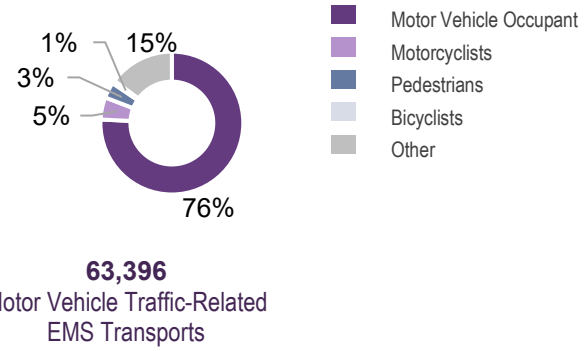
In 2020, there were a total of 90,703 motor vehicle traffic-related emergency room (ER) visits and 7,637 motor vehicle traffic-related hospitalizations.[2] Motor vehicle occupants accounted for 94 percent of the ER visits and 76 percent of the hospitalizations related to motor vehicle traffic. Compared to other age groups, persons in the 21-to-24 age group have the highest rate of ER visits and hospitalizations – 1,794.3 ER visits and 114.8 hospitalizations for every 100,000 population. The total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was **$1.8 billion**.

Trauma Center Patients

According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 26 percent of all injuries treated by designated and non-designated Trauma Centers[3] in 2020 across the state of Georgia.

Of the 9,920 motor vehicle traffic-related trauma patients treated, 76 percent were motor vehicle occupants, 14 percent were motorcyclists, and 9 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 – 160.1 trauma patients for every 100,000 population. The rate of traffic-related trauma care for this age group increased by 26 percent from the rate of 118.9 in 2019.

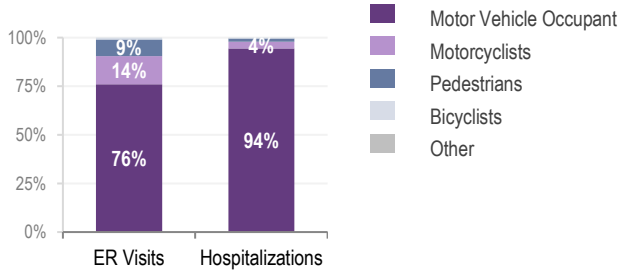
Figure 3: **Traffic-Related Injuries Transported by Emergency Medical Services by Person Type and Rate by Age Group, 2020**



63,396
Motor Vehicle Traffic-Related
EMS Transports

Note: Other includes non-specified person type involved in motor vehicle traffic-related incident.
Source: Georgia Emergency Medical Services Information System (GEMSIS) 2020

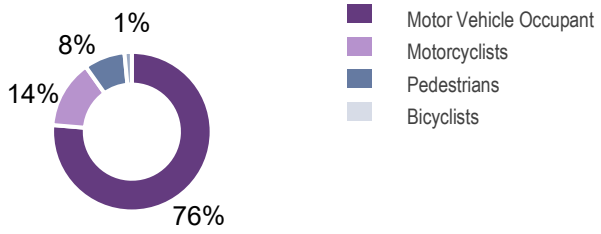
Figure 4: **Number and Total Charges for Motor Vehicle Traffic-Related Injuries, 2020**



98,340
Motor Vehicle Traffic-Related
ER & Hospital Visits

Note: Other includes non-specified person type involved in motor vehicle traffic-related incident. Source: OHIP Hospital Inpatient Discharge and Emergency Room Visit Data (2020)

Figure 5: **Traffic-Related Trauma Center Patients by Person Type and Trauma Rate per Population by Age Group, 2020**



9,920
Motor Vehicle Traffic-Related
Trauma Injuries

Source: Georgia Trauma Registry Data 2020 (extracted Nov 2021)

[2] Hospitalization may include individuals who visited the emergency room. Emergency room visits only include individuals who were 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.
[3] Not all hospitals are designated as Trauma Centers.

Police Reported Crashes

In comparison to pre-pandemic years (2016-2019), the number of police-reported motor vehicle crashes on public roads, injury crashes, and PDO crashes changed notably between 2019 and 2020 as shown in Table 1. Between 2019 and 2020, police-reported traffic crashes and property-damage-only (PDO) crashes (crashes with no bodily injuries to occupants or non-occupants) decreased by 23 percent. Despite this decrease, the number of fatal crashes (crashes with at least one fatal injury) increased by 9 percent, and suspected serious injury crashes (crashes with at least one serious injury) increased by 5 percent. The decrease in crashes and PDO crashes can be attributed to several factors, including the reduction in the number of drivers on Georgia roadways and fewer police officers reporting to non-injury crash incidents.

Table 5: **Police-Reported Crashes by Crash Severity, 2016-2020**

Crash Severity	Year					2019-2020 Change	
	2016	2017	2018	2019	2020	Number	Percent
Total Crashes	404,854	404,076	402,227	403,897	331,710	▽ - 72,187	▽ - 22%
Fatal Crashes	1,424	1,440	1,408	1,378	1,522	▲ + 144	▲ + 9%
Non-Fatal Crashes	403,430	402,636	400,819	402,519	330,188	▽ - 72,331	▽ - 22%
Serious Injury Crashes	4,343	4,468	5,252	6,069	6,370	▲ + 301	▲ + 5%
Property-Damage-Only Crashes	375,280	373,944	371,665	367,108	298,749	▽ - 68,359	▽ - 23%

Source: FARS 2016-2020; Numetric 2016-2020 (extracted October 2021) Note: The *2019 Overview of Motor Vehicle Crashes Georgia Traffic Safety Facts* included Property-Damage-Only crashes that occurred on private property. The PDO crashes displayed in this table do not include private property crash incidents.

Crash Types

Table 6 displays the number of traffic fatalities by crash type and the number of vehicles involved in the fatal crash for 2016 and 2020. Between 2016 and 2020 the number of fatalities in multi-vehicle fatal crashes increased by 14 percent from 610 fatalities in 2016 to 826 fatalities in 2020.

- **23 percent** of all fatal crashes (346 out of 1,522) occurred at an **intersection** or within 50 feet of an intersection perimeter (intersection-related). The number of multi-vehicle fatal crashes that occurred at an intersection or intersection-related *increased* by 11 percent from 238 in 2016 to 265 in 2020.
- **31 percent** of all fatal crashes were a result of a vehicle **departing the roadway** by crossing an edge line or a center line. Centerline crossing may result in a head-on collision when the vehicle enters the opposing lane of traffic. The number of multi-vehicle roadway departure fatal crashes *decreased* by 7 percent from 211 in 2016 to 197 in 2020.
- **15 percent** of all fatal crashes **involved large trucks** (commercial and non-commercial trucks with a gross vehicle weight rating of over 10,000 pounds). The number of multi-vehicle fatal crashes that involved large trucks *increased* by 28 percent from 130 in 2016 to 166 in 2020.

Table 6: **Traffic Fatalities by Crash Type, 2016 and 2020**

Fatal Crash Types	2016			2020			2016-2020 Percentage Change		
	Total Fatal Crashes	Single Vehicle	Multi-Vehicle	Total Fatal Crashes	Single Vehicle	Multi-Vehicle	Total Fatal Crashes	Single Vehicle	Multi-Vehicle
Fatal Crashes	1,424	814	610	1,522	826	696	▲ + 7%	▲ + 1%	▲ +14%
Intersection (or Intersection-Related)	338	100	238	346	81	265	▲ + 2%	▽ -19%	▲ +11%
Roadway Departure	762	551	211	748	551	197	▽ -2%	0%	▽ -7%
Involving Large Trucks	168	38	130	211	45	166	▲ 26%	▲ 18%	▲ +28%

Source: FARS 2016 and 2020

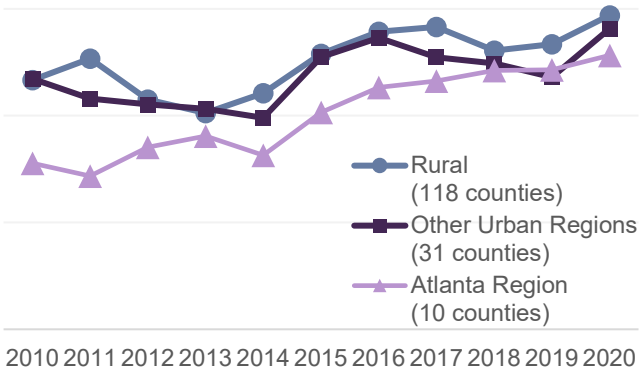
Fatal Crashes by Region: Urban vs. Rural

The number of rural traffic fatalities has been greater than the number of urban traffic fatalities since 2014 (Figure 6). The traffic fatalities that occurred in the ten counties that make up the Atlanta region increased by 57 percent from 326 in 2014 to 513 in 2020.

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:

- Passenger vehicle occupant fatalities (14 percent increase)
- Unrestrained passenger vehicle occupant fatalities (43 percent increase)
- Motorcyclist fatalities (5 percent increase)
- Speeding-related fatalities (37 percent increase)
- Fatalities involving large trucks (14 percent increase)
- Young drivers aged 15- to-20 years involved in fatal crashes (30 percent increase)

Figure 6: **Traffic Fatalities by Region, 2011-2020**



Source: FARS 2011-2020

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)			
	2019	2020	Change		2019	2020	Change		2019	2020	Change	
			Number	Percent			Number	Percent			Number	Percent
Total Traffic Fatalities	486	513	27	▲ +6%	472	563	91	▲ +19%	534	588	54	▲ +10%
Passenger Vehicle Occupant Fatalities	265	303	38	▲ +14%	319	363	44	▲ +14%	409	407	-2	0%
*Un*restrained Passenger Vehicle Occupant Fatalities	86	123	37	▲ +43%	123	154	31	▲ +25%	177	189	12	▲ +7%
Motorcyclist Fatalities	64	67	3	▲ +5%	59	68	9	▲ +15%	47	57	10	▲ +21%
Pedestrian Fatalities	133	126	-7	▽ - 5%	73	92	19	▲ +26%	30	61	31	▲+103%
Bicyclist Fatalities	9	9	0	0%	6	14	8	▲ +133%	6	9	3	▲ +50%
Alcohol-Related Fatalities	138	125	-13	▽ -9%	110	133	23	▲ +21%	123	161	38	▲ +31%
Speeding Related Fatalities	86	118	32	▲ +37%	87	147	60	▲ +69%	87	115	28	▲ +32%
Fatalities Involving Large Trucks	58	66	8	▲ +14%	52	71	19	▲ +37%	94	97	3	▲ +3%
Young Drivers Aged 15-to-20 Years Involved in Fatal Crashes	46	60	14	▲ +30%	58	71	13	▲ +22%	65	75	10	▲ +15%
Older Drivers Aged 65+ Years Involved in Fatal Crashes	77	69	-8	▽ -10%	100	113	13	▲ +13%	136	117	-19	▽ -14%

Source: FARS 2019 and 2020

Additional Georgia Traffic Safety Facts by Emphasis Area

Below are selected key findings from the **2020 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.

RISKY DRIVING

- Drivers involved in fatal crashes with a positive blood alcohol concentration (BAC) were 2.3 times more likely to be speeding and 4.3 times more likely to be unrestrained compared to other tested drivers with no alcohol in their system.
- More than 3 out of 10 (31 percent) of speeding drivers had a speeding conviction and 10 percent of alcohol-impaired and/or drugged drivers had a DWI conviction (driving while intoxicated or impaired) previously recorded within five years prior to the fatal crash.

DISTRACTED DRIVING

- 47 percent of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver. *See 'Data Considerations' for definitions.*
- 30 percent of all serious injury crashes involved at least one driver confirmed or suspected of distraction.
- 83 percent of all distraction-related crashes involved at least one other vehicle besides the distracted driver.

NON-MOTORISTS

Pedestrians

- The pedestrian fatality rate per population among Black/African American Non-Hispanic individuals is nearly double (1.8 times) the pedestrian fatality rate among White Non-Hispanics.
- In 2020, nearly four out of five pedestrian fatalities (80 percent) and more than half (56 percent) of pedestrian injuries occurred on roadways with posted speed limits at or above 40 mph.
- The motor vehicle-related, pedestrian hospitalization and emergency room visit charges were $172 million for Georgia residents.

Bicyclists

- There was an average of 25 bicyclist fatalities in traffic crashes each year between 2016-2020.
- The motor vehicle-related, bicyclist hospitalization and emergency room visit charges were $67 million for Georgia residents in 2020.

MOTORCYCLES

- There were 192 motorcyclist fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of motorcyclist fatalities recorded in the past decade.
- Nearly half (46 percent) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license.
- The total motorcycle-related hospitalization and emergency room charges in Georgia was $230.5 million.

LARGE TRUCKS

- 14 percent of all traffic fatalities involved at least one large truck— 234 persons fatally injured.
- Between 2019 and 2020, the number of traffic fatalities involving large trucks increased by 15 percent, and the rate of fatalities involving large trucks per VMT traveled by large trucks increased by 21 percent.

OCCUPANT PROTECTION

- Unrestrained PV occupants of all ages are more than 4 times more likely to be fatally injured compared to restrained occupants.
- Rural counties have a higher percentage of unrestrained PV fatalities and serious injuries among occupants of all ages (children and adults) compared to the Atlanta region and other urban regions.

OLDER DRIVERS (55 Years and Older)

- Older drivers (55+ years) accounted for 33 percent of all licensed drivers, 26 percent of all drivers involved in fatal crashes, and 19 percent of all drivers involved in motor vehicle crashes.
- The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was $227 million.

YOUNG ADULT DRIVERS (15-20 Years)

- There were 206 young drivers aged 15-to-20 years old involved in fatal crashes – a 22 percent increase since 2019 (37 more drivers).
- 35 percent of young adult drivers 15-to-20 years of age involved in a traffic crash were confirmed or suspected of distracted driving.
- The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 15-to-20 years was $181 million.

Georgia Traffic Safety Performance Measures

Georgia's Strategic Highway Safety Plan (SHSP) vision is "Toward Zero Deaths", and the ultimate goal is to reduce crashes, injuries, and fatalities on Georgia roadways. Collaboration and coordination (galvanized by the SHSP) ensure uniformity among the prioritized traffic safety goals in Georgia, encourage a team effort in implementing safety programs, and promote diversity in field disciplines and the 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									
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Traffic Fatalities	Total **(C-1)**	1,226	1,192	1,180	1,164	1,432	1,556	1,540	1,505	1,492	1,664
	Rural	627	589	557	462	565	603	594	508	520	647
	Urban	579	603	621	702	867	953	946	997	972	1,014
	Unknown	20	0	2	0	0	0	0	0	0	3
Serious Injuries (C-2)		**	**	**	**	4,896	5,206	5,370	6,401	7,308	7,606
Serious Injuries per 100 Million VMT (HSIP, C-2a)		**	**	**	**	4.15	4.28	4.25	4.79	5.53	6.58
Fatalities Per 100 Million VMT	Total **(C-3)**	1.13	1.11	1.08	1.04	1.21	1.27	1.23	1.14	1.12	1.43
	Rural	1.73	1.68	2.18	1.79	1.98	2.01	2	1.55	1.63	2.23
	Urban	0.8	0.83	0.74	0.82	0.97	1.03	1	1.01	0.96	1.17
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	878	829	812	795	1,008	1,047	1,056	994	990	1,072
	Restrained	389	394	350	376	488	484	488	448	514	505
	Unrestrained **(C-4)**	422	368	377	363	411	472	464	441	385	465
	Unknown	67	67	85	56	109	91	104	105	91	102
Alcohol-Impaired Driving Fatalities (BAC=.08+) (C-5)		271	295	296	279	358	378	357	379	355	402
Speeding-Related Fatalities (C-6)		220	180	197	213	268	266	248	268	260	380
Motorcyclist Fatalities	Total **(C-7)**	150	134	116	137	152	172	139	154	170	192
	Helmeted	133	125	107	124	138	154	119	134	151	167
	Un-helmeted **(C-8)**	15	8	5	8	10	9	18	16	15	18
	Unknown	2	1	4	5	4	9	2	4	4	7
Drivers Involved in Fatal Crashes	Total	1,689	1,676	1,621	1,622	2,043	2,154	2,283	2,149	2,184	2,365
	Aged 15-20	6	4	0	4	3	6	6	0	3	4
	Aged Under 21 **(C-9)**	159	154	156	145	165	182	188	192	169	206
	Aged 65+	248	205	198	193	293	300	308	272	313	299
Pedestrian Fatalities (C-10)		130	167	176	163	194	232	253	262	236	279
Bicyclist Fatalities (C-11)		14	17	28	19	23	29	15	30	21	32
Non-Motorist Serious Injuries and Fatalities (HSIP, C-12)		**	**	**	**	594	676	755	735	752	744
Observed Seat Belt Use (B-1)		93	92	96	97	97	97	97	96	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 2020 traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES):

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

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