

Georgia Traffic Safety Facts

2021 Data

June 2023

In this fact sheet, information is presented as follows.

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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), and the Youth Risk Behavior Surveillance System. Refer to the 'Data Considerations' section regarding the data and information presented at the end of this publication.



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RISKY DRIVING

Speeding, Alcohol Impairment, Drug Use, and Drowsy Driving

Risky driving refers to driver-related behaviors that contribute to the occurrence of traffic crashes or traffic-related injuries and fatalities. These behaviors include not using a proper restraint system when operating a motor vehicle (unrestrained), alcohol impairment, speeding, drug use, distracted driving, and drowsy driving. This fact sheet will primarily focus on three major behaviors – speeding, alcohol impairment and/or drug use, and drowsy driving. Seat belt use and distracted driving topics are covered in greater detail in the topic specific Georgia Traffic Safety Facts publications.

2021 Key Findings

- There were 1,670 fatal crashes that resulted in 1,797 traffic fatalities on Georgia roadways—the largest number of traffic fatalities since 2006. Nearly half of all fatal crashes (49 percent) involved at least one driver that was engaged in a known reported risky driving behavior in 2021.
- Drivers involved in fatal crashes with a positive blood alcohol concentration (BAC) were 1.9 times more likely to be speeding and 3.2 times more likely to be unrestrained compared to other tested drivers with no alcohol in their system. Half of speeding drivers and unrestrained drivers with known BAC were impaired (.08+ g/dL).
- Across all speeding-related crashes, more serious injuries and fatalities were among occupants in the speeding vehicle (78 percent). Whereas, only 45 percent of fatalities that occurred in alcohol-impaired-related fatal crashes were occupants in the impaired driver's vehicle—most fatalities were among persons either in the vehicle with the unimpaired driver (45 percent) or non-motorists (10 percent).
- Nearly 1 out of 5 speeding drivers (18 percent) had a speeding conviction, and 6 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.
- While more speeding-related and alcohol/drug-related fatal crashes occurred in the Atlanta region and other urban counties, the rate of fatal crashes per 100 million vehicle miles traveled (VMT) was higher in rural counties.
- Nearly two-thirds (64 percent) of drowsy-related crashes occurred before 8:00 am—34 percent occurred between midnight and 2:59 am, and 30 percent occurred between 5:00 am and 7:59 am.
- More than half (54 percent) of all drivers involved in traffic crashes were confirmed or suspected of distracted driving.
- Thirty-eight percent of all fatal crashes involved at least one unrestrained motor vehicle occupant or un-helmeted motorcyclist.

Overview of Risky Driving

In 2021, there were 1,797 fatalities and 8,937 serious injuries¹ that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of traffic fatalities since 2006. The number of traffic-related fatalities increased by 8 percent from 1,664 fatalities in 2020. The main contributing factor to traffic-related crashes and injuries were drivers, passengers, and non-motorists engaging in risky behaviors. These behaviors include not using the appropriate restraint system (unrestrained), alcohol impairment², drug use³, speeding⁴, distracted⁵ driving, and drowsy⁶ driving.

Readers are encouraged to exercise caution when interpreting the risky driving behaviors presented in this fact sheet due to inherent limitations of the crash dataset. There are many records with missing blood alcohol test results. Therefore, some BAC values are imputed, and the records used in these analyses are estimates. The underreporting of drowsy and distracted driving is likely due to a lack of firm evidence during the post-crash investigations. Additionally, the increase of reported drugged drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and changes in the drug test reporting process. Refer to the 'Data Considerations' section at the end of this publication for more information.

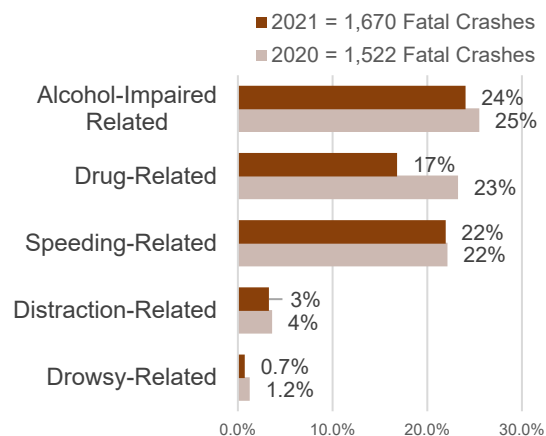
Figure 1 shows the percent of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

Out of the 1,670 **fatal** crashes that occurred in 2021:

- 24 percent involved at least one alcohol-impaired driver;
- 17 percent involved at least one drugged driver;
- 22 percent involved at least one speeding driver;
- 3 percent involved at least one confirmed distracted driver (54 percent of **all traffic crashes** involved at least one suspected or confirmed distracted driver—not shown in Figure 1); and
- 0.7 percent involved at least one drowsy driver.

Additionally, 48 percent of all fatal crashes involved at least one unrestrained motor vehicle occupant or unhelmeted motorcyclist.

Figure 1. **Percent of Fatal Crashes that Involved at Least One Driver with a Risky Behavior, 2020 and 2021**



Note: Percentages are rounded
Source: FARS 2020-2021

See the **“Distracted Driving” Georgia Traffic Safety Facts** for more information regarding distracted-related crashes.

See Data Considerations for more information:

¹ 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.

² Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash.

³ Drivers are considered to have used drugs if they were tested for drugs and a specific type of drug (if any) was found. These drugs may include narcotics, depressants, stimulants, hallucinogens, cannabinoids, phencyclidines (PCP), anabolic steroids, and inhalants.

⁴ Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash.

⁵ Drivers are considered to be distracted if the police officer indicated that the driver demonstrated distractions as a contributing factor in the crash. Distraction-related activities includes anything that takes a driver's eyes off the road (visual distraction), mind off the road (cognitive distraction), or hands off the wheel (manual distraction).

⁶ Drivers are considered to be drowsy if the police officer indicated that the driver condition was drowsy, fatigued, or sleepy in the crash report.

Table 1 presents the five-year trend of traffic-fatalities that involved drivers with a confirmed risky-driving behavior. *The risky-driving-related fatalities include all fatally injured persons in a crash involving a confirmed risky driver — this includes the risky driver, their passengers, occupants in other vehicles, and non-motorists.* Between 2020 and 2021:

- Unrestrained passenger vehicle occupant fatalities increased by 94 (20 percent).
- Alcohol-impaired-related fatalities increased by 18 (5 percent).
- Speeding-related fatalities decreased by 11 (3 percent).
- Drug-related fatalities decreased by 53 (16 percent).
- Distracted-related fatalities decreased by 5 (8 percent).
- Drowsy-related fatalities decreased by 8 (42 percent).

The seven-fold increase in drug-related fatalities between 2019 and 2020 may not indicate an exacerbated or growing problem compared to previous years. The increase of drugged-driving and related traffic-fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation.

Table 1. **Risky-Driving-Related Fatalities* by Type, 2017-2021**

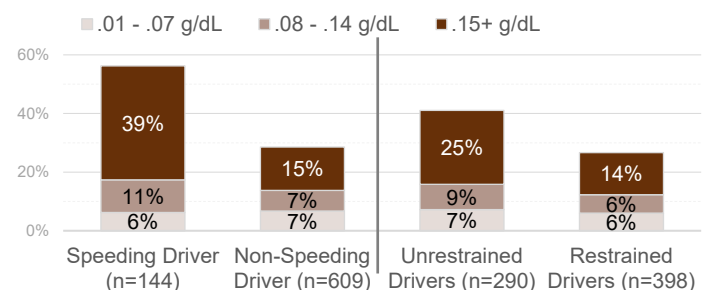
Measure Type	2017	2018	2019	2020	2021
<u>Unrestrained Fatalities in Passenger Vehicles</u>	464	441	385	461	555
Annual % Change	▽ -2%	▽ -5%	▽ -13%	▲ 20%	▲ 20%
Alcohol-Impaired Driving Fatalities	357	379	355	373	391
Annual % Change	▽ -6%	▲ 6%	▽ -6%	▲ 5%	▲ 5%
Speeding-Related Fatalities	248	268	260	380	369
Annual % Change	▽ -7%	▲ 8%	▽ -3%	▲ 46%	▽ -3%
Drug-Related Fatalities	90	81	43	331	278
Annual % Change	▽ -3%	▽ -10%	▽ -47%	***	▽ -16%
Distracted-Related Fatalities	82	65	43	61	56
Annual % Change	▲ 6%	▽ 21%	▽ -34%	▲ 42%	▽ -8%
Drowsy Driving Fatalities	22	24	18	19	11
Annual % Change	▲ 69%	▲ 9%	▽ -25%	▲ 12%	▽ -42%
All Traffic-Related Fatalities	1,540	1,505	1,492	1,658	1,797
Annual % Change	▽ -1%	▽ -2%	▽ -1%	▲ 11%	▲ 8%

* Risking-driving-related fatalities include all persons involved in the fatal crash including risky drivers, passengers, occupants in other vehicles, and non-motorists. *** The increase of reported drug-impaired drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Source: FARS 2017–2021

Alcohol is known to reduce brain functionality, muscle coordination, and other abilities needed for operating a vehicle safely. Even a small amount of alcohol can affect driving ability.

In 2021, drivers involved in fatal crashes with a positive BAC were 1.9 times more likely to be speeding and 3.2 times more likely to be unrestrained. Half of speeding drivers and unrestrained drivers with known BAC were impaired (.08+ g/dL).

Figure 2. **Speeding Drivers and Unrestrained Drivers Involved in Fatal Crashes by BAC Status*, 2021**



*Percent calculated across drivers with known BAC. In Georgia, drivers are considered alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher. Source: FARS 2021

Speeding

Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash. See 'Data Considerations' for more information.

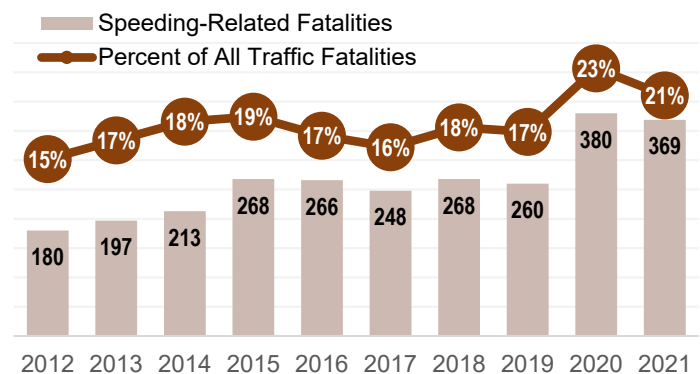
Speeding-Related Fatalities and Injuries

A ten-year trend shows that speeding-related fatalities more than doubled, from 180 in 2012 to 369 in 2021. Between 2020 and 2021, speeding-related fatalities decreased by 3 percent, from 380 to 369 fatalities. Twenty-one percent of all traffic fatalities (369 out of 1,797) were speeding-related in 2021, compared to 23 percent (380 out of 1,664) in 2020.

In 2021, there were 1,190 persons with suspected serious injuries involved in speeding-related crashes — a 6 percent increase from the 1,127 speeding-related serious injuries in 2020. Nearly two out of every three speeding drivers (68 percent) involved in fatal crashes were fatally injured in 2021. Figure 4 shows the percent of fatalities or serious injuries involving a least one confirmed speeding driver by person type in 2021.

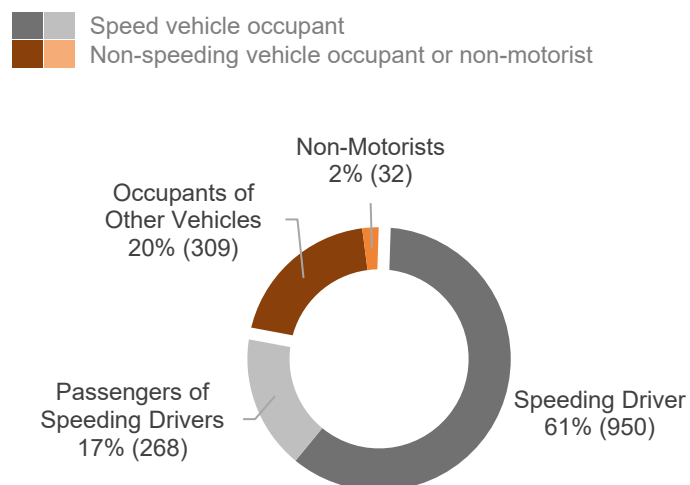
- 78 percent were in the speeding vehicle (represented by gray in Figure 4).
 - 61 percent were the speeding drivers themselves.
 - 17 percent were passengers of the speeding drivers.
- 22 percent were occupants of other vehicles or non-motorists (represented by brown in Figure 4).
 - 20 percent were occupants of other vehicles that were *not* operated by the speeding driver.
 - 2 percent were non-motorists (i.e., pedestrians or bicyclists).

Figure 3. **Speeding-Related Fatalities and Percent of Total Traffic-Related Fatalities, 2012-2021**



Source: FARS 2012–2021

Figure 4. **Percent of Persons Fatally or Seriously Injured in Speeding-Related Crashes by Person Type, 2021**



1,190 Serious Injuries
369 Fatal Injuries

Source: CODES 2021, FARS 2021

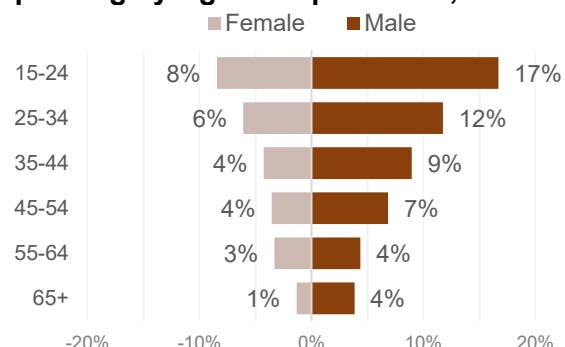
Driver Demographics

Age & Sex⁷

The proportion of speeding drivers involved in traffic crashes decreased with the increasing age of the driver. In 2021, drivers in the 15-to-24 age group represented the highest proportion of speeding drivers involved in traffic crashes (38 percent), serious injury crashes (35 percent), and fatal crashes (26 percent).

Among all age groups, young male drivers (15-to-24 years of age) were most likely to be speeding at the time of the serious injury or fatal crash. In 2021, 17 percent of young male drivers involved in serious injury or fatal crashes were also speeding at the time of the crash, highest among all age groups.

Figure 6. **Percent of Drivers Involved in Serious Injury and Fatal Crashes who were Speeding by Age Group and Sex, 2021**



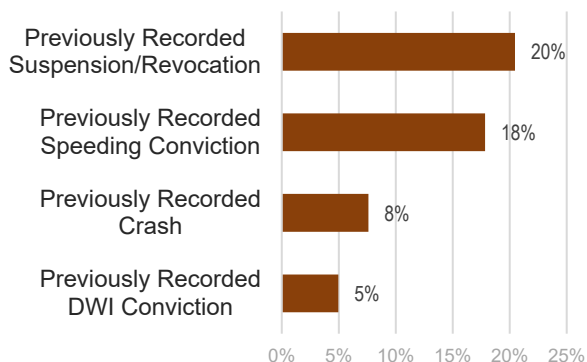
Source: FARS 2021, CODES 2021

Previous Convictions and Citations

In 2021, 18 percent of speeding drivers involved in fatal crashes had a previously recorded speeding conviction recorded within five years prior to the crash. Additionally, 20 percent had a previously recorded suspension or revocation of their driver's license.

From a law enforcement perspective, proving that speeding was a contributing factor in a crash is challenging. Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2021, less than one percent received a speeding-related citation. However, the number of post-crash speeding-related citations (O.C.G.A. 40-6-181 "speeding") increased by 6 percent (from 309 in 2020 to 326 in 2021) and post-crash speeding citations based on conditions (O.C.G.A. 40-6-180 "too fast for conditions") increased by 5 percent (from 6,749 in 2020 to 7,114 in 2021). Of the 226,443 speeding convictions (O.C.G.A. 40-6-181) that were processed by the Georgia Department of Driver Services, drivers in the 15-to-24 age group had more convictions (31 percent) compared to any other age group. These convictions processed by the Department of Drivers Services may or may not involve a motor vehicle traffic crash incident.

Figure 7. **Previous 5-Year Driving Records of Speeding Drivers Involved in Fatal Crashes, 2021**



342 speeding drivers involved in fatal crashes

Note: Previously recorded convictions, suspensions, or revocations may or may not have resulted in a motor vehicle traffic crash.

Source: FARS 2021

⁷ Percents are calculated among drivers aged 15+ years with known age and sex

Crash Characteristics

This section describes speeding-related crashes at the crash-level and not the driver-level or person-level. Speeding-related serious injury or fatal crashes are crashes that have at least one person (driver, passenger, or non-occupant) with a serious injury or fatality.

A three-year trend shows that speeding-related traffic crashes and serious injury crashes have steadily increased each year.

Between 2020 and 2021:

- Speeding-related fatal crashes decreased by 1 percent (3 fewer crashes);
- Speeding-related serious injury crashes increased by 8 percent (77 more crashes); and
- Speeding-related traffic crashes decreased by 1 percent (417 fewer crashes).

Table 2. **Speeding-Related Crashes by Crash Type, 2019-2021**

Traffic Measure	2019	2020	2021
Speeding-related fatal crashes	220	337	334
Annual % Change	▽ -11%	▲ 53%	▽ -1%
Speeding-related serious injury crashes	799*	924	1,001
Annual % Change	▲ 53%	▲ 16%	▲ 8%
Speeding-related crashes	15,918	18,262	17,845
Annual % Change	▲ 44%	▲ 15%	▽ -1%

*DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more detailed definition for serious injury.

Source: CODES 2019-2021, FARS 2019-2021

Urban vs. Rural⁸

In 2021, 97 out of 159 Georgia counties experienced at least one speeding-related fatal crash. DeKalb, Fulton, Richmond, Cobb, and Clayton counties had the highest number of speeding-related fatal crashes—32 percent of all speeding-related crashes in Georgia were in these counties. Most speeding-related fatal crashes occur in the Atlanta region⁹ and other urban counties, however, the rate of speeding-related fatal crashes per 100M VMT are usually higher in rural counties. In 2021, the speeding-related fatal crashes per 100M VMT for the regions were:

- 0.24 in the Atlanta region (21 percent of all speeding-related fatalities);
- 0.30 in other urban regions (21 percent of all speeding-related fatalities); and
- 0.30 in rural regions (17 percent of all speeding-related fatalities).

Table 3. **Speeding-Related Fatal Crashes, Percent of Fatal Crashes that are Speeding-Related, and Speeding-Related Fatal Crash Rate (per 100M VMT) by Region, 2020 and 2021**

Region	2020			2021		
	Number	Percent	Rate	Number	Percent	Rate
Atlanta Region (10 counties)	102	22%	0.21	117	21%	0.24
Other Urban Counties (31 counties)	129	25%	0.34	126	21%	0.30
Rural Counties (118 counties)	106	19%	0.35	91	17%	0.30
Statewide	337	22%	0.29	334	20%	0.28

Source: FARS 2020-2021

See the Appendix for 2017-2021 speeding-related fatal crashes by roadway function class, regional traffic enforcement network, and county.

⁸ 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.

⁹ 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 4 below shows the percent of speeding-related fatal crashes by region type and roadway classification in 2021.

- 40 percent of all Atlanta region speeding-related fatal crashes occurred on minor arterial roadways.
- 37 percent of all other urban speeding-related fatal crashes occurred on principal arterial roadways.
- 33 percent of all rural speeding-related fatal crashes occurred on collector roadways.

Table 4. **Speeding-Related Fatal Crashes and Speeding-Related Fatal Crash Rate (per 100M VMT) by Roadway Function Class and Region, 2021**

Roadway Function Class*	Atlanta Region (10 counties)		Other Urban Counties (31 counties)		Rural Counties (118 counties)		Statewide (Georgia)	
	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT
Interstate	20 (17%)	0.13	7 (6%)	0.07	4 (4%)	0.06	31 (9%)	0.09
Principal Arterial	38 (32%)	0.43	37 (29%)	0.37	17 (19%)	0.22	92 (28%)	0.35
Minor Arterial	40 (34%)	0.44	32 (25%)	0.37	12 (13%)	0.21	84 (25%)	0.36
Collector	9 (8%)	0.26	26 (21%)	0.67	33 (36%)	0.56	68 (20%)	0.52
Local	10 (9%)	0.09	24 (19%)	0.29	25 (27%)	0.50	59 (18%)	0.24
Total	117(100%)	0.24	126 (100%)	0.30	91 (100%)	0.30	334 (100%)	0.28

*Principal arterials include freeways, and multilane highways (e.g., Buford Highway in DeKalb County and SR-520 & US-82 in Atkinson County). Minor arterials are other important multilane roadways that supplement the highways (e.g., Spring Street in Fulton County and SR-56 in Richmond County). Collector roads are roads that connect local roads and streets with arterials. Source: FARS 2021

Environmental Characteristics

Table 5 shows the percentages of speeding-related fatal crashes and speeding-related traffic crashes by environmental characteristics (lighting conditions, weather conditions, time of day, and number of vehicles involved). There are differences in the environmental characteristics of speeding-related fatal crashes and all speeding-related traffic crashes that may or may not have injured persons.

- 49 percent of speeding-related fatal crashes occurred in **dark** conditions, whereas 60 percent of speeding-related traffic crashes occurred in **daylight** conditions.
- 31 percent of speeding-related fatal crashes occurred in the **nighttime** hours during the **weekend**, whereas 44 percent of speeding-related traffic crashes occurred in **daytime** hours during the **weekday**.
- More than half of speeding-related fatal crashes and traffic crashes involved only one vehicle—the speeding vehicle. More single-vehicle fatal crashes occurred during the **nighttime** hours between 6:00 p.m. to 5:59 a.m. (34 percent), and more single-vehicle traffic crashes occurred during the **daytime** hours between 6:00 a.m. to 5:59 p.m. (30 percent).

Table 5. **Environmental Characteristics of Speeding-Related Crashes, 2021**

Environmental Characteristics	Speeding-Related Fatal Crashes		Speeding-Related Traffic Crashes	
	Number	Percent	Number	Percent
Light Conditions				
Daylight	151	45%	10,702	60%
Dark	164	49%	6,520	37%
Dawn	8	2%	233	1%
Dusk	11	3%	314	2%
Not Reported	-	-	76	0%
Weather Conditions				
Clear	222	66%	7,234	41%
Cloudy	62	19%	3,575	20%
Rain	44	13%	6,885	39%
Other	6	2%	151	1%
Day of Week and Time of Day				
Weekday	183	55%	11,767	66%
Daytime	100	30%	7,867	44%
Nighttime	83	25%	3,900	22%
Weekend	151	45%	6,078	34%
Daytime	47	14%	2,311	13%
Nighttime	104	31%	3,767	21%
Vehicles Involved				
Single-Vehicle	176	53%	9,843	55%
Daytime	62	19%	5,310	30%
Nighttime	114	34%	4,533	25%
Multi-Vehicle	158	47%	8,002	45%
Daytime	85	25%	4,868	27%
Nighttime	73	22%	3,134	18%

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.

Source: CODES 2021, FARS 2021

Alcohol Impairment and Drug Use

Due to inherent limitations of the crash dataset, some drivers involved in traffic crashes do not have blood alcohol test results reported in the crash record. Therefore, missing blood alcohol concentration (BAC) values were imputed for fatal crashes. For non-fatal crashes, drivers suspected of alcohol use may have had an alcohol test administered; however, the BAC results or findings may not have been validated or included in the final police crash report. The alcohol-impaired fatalities are estimates and totals may change depending on the level of detail reported in the figures and tables below. Additionally, the definitions applied for drivers suspected of alcohol- and/or drug-impairment may change as reporting and surveillance improves.

Similarly, data on drug use was underreported in the past. The increase of reported drug involvement among drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Refer to the 'Data Considerations' section at the end of this publication for more information.

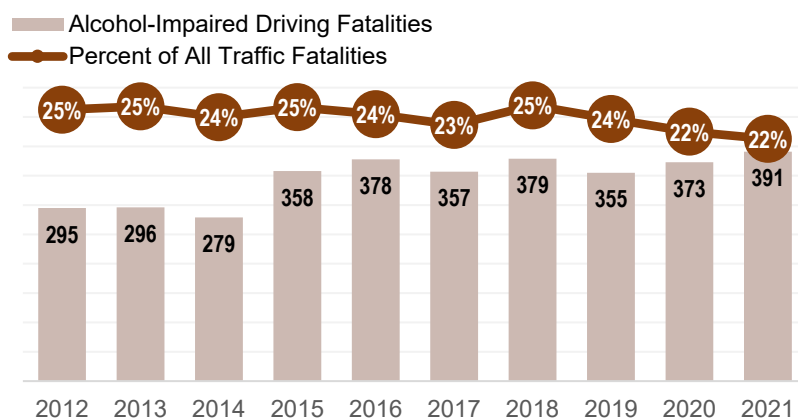
Alcohol-Impaired and Drug-Related Fatalities and Serious Injuries

Drivers are considered alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher. In 2021, there were 391 traffic fatalities that involved at least one alcohol-impaired driver—a 5 percent increase from the 373 alcohol-impaired fatalities in 2020. These alcohol-impaired fatalities represented 22 percent of all traffic fatalities that occurred on Georgia roadways in 2021.

Reported drug-related fatalities increased more than 7 times—from 43 fatalities in 2019 to 331 fatalities in 2020. The increase of *confirmed* drugged driving and related traffic fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation. In 2021, drug-related fatalities decreased by 16 percent compared to 2020.

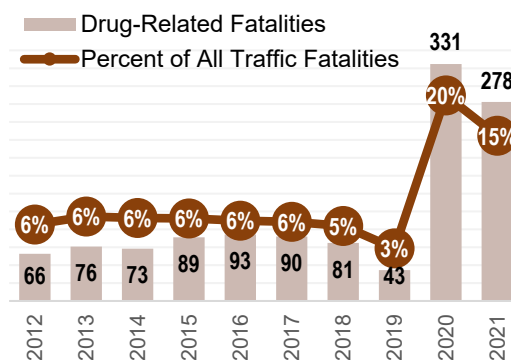
For more information on alcohol and drug testing among drivers involved in fatal crashes, see section “Alcohol and Drug Reporting” in this publication.

Figure 8. **Alcohol-Impaired Related Fatalities and Percent of Total Traffic-Related Fatalities, 2012-2021**



Source: FARS 2012-2021

Figure 9. **Drug-Related Fatalities and Percent of Total Traffic-Related Fatalities, 2012-2021***



The increase of reported drug involvement among drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Refer to the 'Data Considerations' section at the end of this publication for more information.

*The increase of confirmed drugged driving and related traffic fatalities in 2020 may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation.
Source: FARS 2012-2021

Police officers can document the condition of drivers involved in motor vehicle traffic crashes on the Georgia crash report. Through administration of tests and observations, law enforcement can confirm if alcohol and/or drugs were involved or if the driver is suspected of driving under the influence. In 2021, the number of serious injuries that involved confirmed and suspected alcohol impaired and/or drugged drivers increased by 44 percent—from 855 serious injuries in 2020 to 1,227 serious injuries in 2021.

Table 6. **Suspected Serious Injuries* Involving Alcohol-Impaired and/or Drugged Drivers and Annual Percentage Change by Police Reported Driver Condition, 2019-2021**

Driver Condition**	2019	2020	2021
Confirmed alcohol impairment and/or drug use	378	401	552
Annual % Change	▽ -18%	▲ 6%	▲ 38%
Suspected alcohol impairment and/or drug use	434	454	675
Annual % Change	▲ 68%	▲ 5%	▲ 49%
Confirmed and suspected alcohol impairment and/or drug use	812	855	1,227
Annual % Change	▲ 13%	▲ 5%	▲ 44%

*DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more specified definition for serious injury. **Confirmed cases can include drivers that used alcohol only, drugs only, or both alcohol and drugs. See data considerations for what is included under suspected.

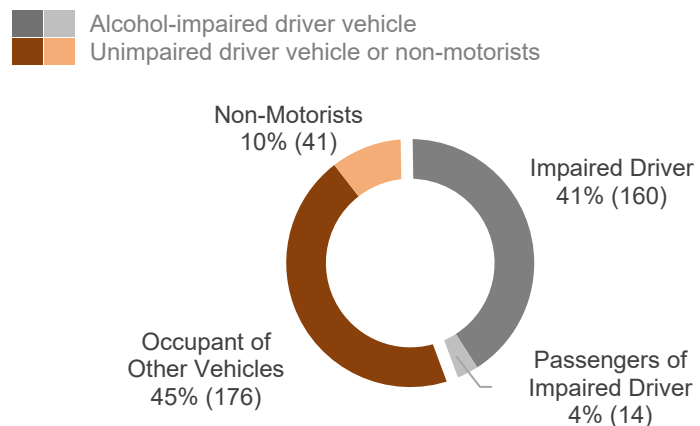
Source: CODES 2019-2021

Figure 10 shows the percent of fatalities involving at least one alcohol-impaired driver by person type in 2021.

- 45 percent were in the impaired driver's vehicle (represented by gray in Figure 10).
 - 41 percent were the impaired drivers themselves.
 - 4 percent were passengers of the impaired driver.
- 55 percent were occupants of other vehicles or non-motorists (represented by brown in Figure 10).
 - 45 percent were occupants of other vehicles that were *not* operated by the impaired driver.
 - 10 percent were non-motorists (i.e., pedestrians or bicyclists).

In 2021, 39 percent of all alcohol-related fatal crashes involved more than one vehicle. When an alcohol-impaired driver was involved in a multi-vehicle crash, most of the fatalities were among occupants of the other vehicle or non-motorists.

Figure 10. **Percent of Persons Fatally Injured in Crashes Involving Alcohol-Impaired Drivers by Person Type, 2021**



391 Alcohol-Impaired Fatalities

Percent totals may not equal 100% due to rounding.
Source: FARS 2021

According to the 2021 High School Youth Risk Behavior Surveillance System, 15 percent of Georgia high school students rode with a driver who had been drinking alcohol one or more times during the 30 days before the survey.

Driver Demographics

Alcohol and Drug Reporting

Accurate and complete reporting for alcohol and or drug involvement in motor vehicle traffic crashes is essential to monitoring alcohol-impaired and/or drug-related crashes in Georgia. Over the years, alcohol test results were reported for more drivers that were fatally injured than those that survived. In 2021, BACs were reported for 46 percent of all fatally injured drivers and 17 percent of all surviving drivers who were involved in fatal crashes.

- 30 percent of all drivers involved in fatal crashes were tested for alcohol — a slight decrease from the proportions tested for alcohol in 2022.
- The number and proportions of drivers with unknown alcohol test status returned to 2019 pre-pandemic norms— 2 drivers in 2019, 257 drivers in 2020, and 6 drivers in 2021.

Unlike BAC testing, there is no measure of the amount of drugs present in the driver's system. Drivers who receive drug tests are screened for the presence of narcotics, depressants, stimulants, hallucinogens, cannabinoids, phencyclidines (PCP), anabolic steroids, and inhalants. Currently, drug-specific concentration levels are not equated with a degree of drug impairment, therefore it is challenging to distinguish between the presence of drugs and impairment by drugs. Additionally, drug involvement may not imply that the drivers were impaired at the time of the crash.

In 2021, the drugs testing reporting process in Georgia improved and more positive drug results were reported among drivers involved in fatal crashes that were tested.

- 27 percent of all drivers involved in fatal crashes (714 out of 2,617) were tested for drugs—a 21 percent decrease from the 900 drivers tested for drugs in 2020.
- 13 percent of all drivers involved in fatal crashes tested positive for drugs.
- 56 percent of drugged drivers involved in fatal crashes tested positive for cannabinoids in their system (e.g., marijuana or tetrahydrocannabinol (THC)) and 28 percent had stimulants (e.g., cocaine or amphetamine) in their system.

Table 7. **Alcohol Test Status for Drivers Involved in Fatal Crashes, 2020-2021**

Alcohol Test Status	2020		2021	
	Number	Percent	Number	Percent
Not tested	1,329	56%	1,821	70%
Tested	779	33%	790	30%
<i>No Alcohol (0 g/dL)</i>	416	18%	498	19%
<i>Less than .08 g/dL</i>	46	2%	50	2%
<i>.08 - 0.14 g/dL</i>	46	2%	59	2%
<i>More than .15 g/dL</i>	131	6%	146	6%
<i>Results unknown</i>	140	6%	37	1%
Not reported / Unknown	257	11%	6	<1%
Total Drivers	2,365	100%	2,617	100%

Source: FARS 2020-2021

The Georgia **Implied Consent Notice** (§ 40-5-67.1 enacted on April 29, 2019) prohibits law enforcement officers from informing drivers that refusal to take breath tests may be used against them in court; however, officers can still mandate blood or urine tests. As a result, officers frequently used more blood and urine tests to confirm driver chemical impairment (alcohol and/or drugs)—a reporting process that takes longer than breath tests. The delayed confirmation of test results led to fewer confirmed cases of impairment and more suspected cases of impairment in the police crash report.

Table 8. **Drug Test Status for Drivers Involved in Fatal Crashes, 2020-2021**

Drug Test Status	2020		2021	
	Number	Percent	Number	Percent
Not tested	1,367	58%	1,900	73%
Tested	900	38%	714	27%
<i>No drugs reported</i>	186	8%	353	13%
<i>Drugs found</i>	595	25%	330	13%
<i>Results unknown</i>	119	5%	31	1%
Not reported / Unknown	98	4%	3	<1%
Total Drivers	2,365	100%	2,617	100%

Source: FARS 2020-2021

Age & Sex

Generally, the proportion of alcohol-impaired drivers involved in traffic crashes decreased with the increasing age of the driver after the age of 25 years. People under 21 years of age are legally prohibited from drinking alcohol.

- Young adult drivers (age 21-to-24 years) represented 11 percent of all alcohol-impaired drivers involved in fatal crashes (22 out of 205).
- Among all age groups, male drivers 25-to-34 years of age were most likely to be impaired at the time of the fatal crash. In 2021, 43 percent of male drivers within this age group were alcohol impaired at the time of a fatal crash—the highest proportion among all other age groups.

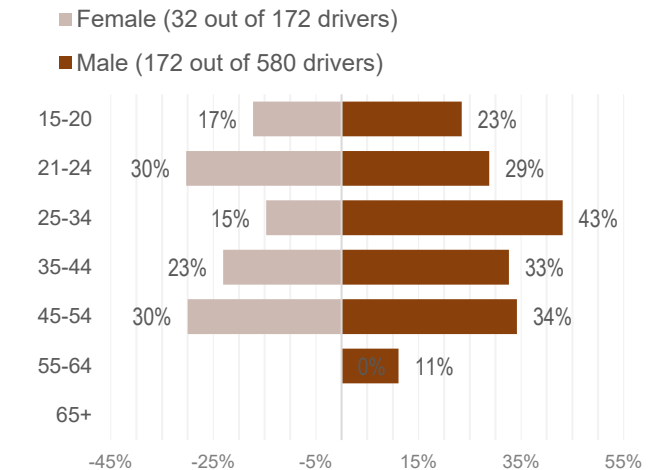
In 2021, the highest proportions of drugged drivers involved in fatal crashes were among the 25-to-34 age group (23 percent) for both male and female drivers. The most commonly reported drug types among drivers were cannabinoids (30 percent of female drugged drivers and 50 percent of male drugged drivers) and stimulants (23 percent of female drugged drivers and 21 percent of male drugged drivers).

Previous Convictions and Citations

In 2021, 6 percent of alcohol-impaired and/or drugged drivers involved in fatal crashes had a previously recorded DWI conviction (driving while intoxicated or impaired) within five years prior to the crash. These drivers were also 2.7 times more likely to have a previously recorded DWI conviction compared to unimpaired drivers involved in a fatal crash.

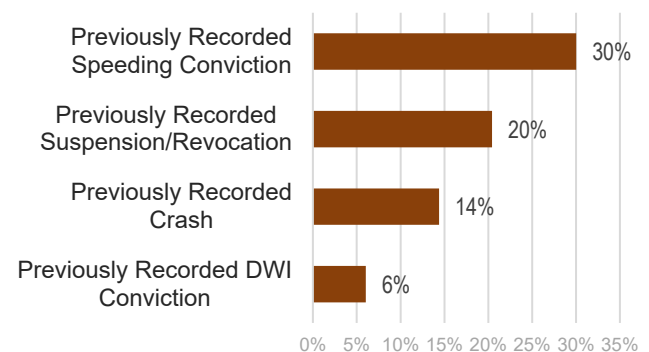
Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2021, 4 percent received an alcohol- and/or drug-related citation.¹⁰ The number of alcohol- and/or drug-related citations issued nearly stayed the same between 2020 and 2021 (10,067 in 2020 and 10,089 in 2021).

Figure 11. **Percent of Drivers with Known BAC Involved in Fatal Crashes that were Alcohol-Impaired by Age Group and Sex, 2021**



Source: FARS 2021

Figure 12. **Previous 5-Year Driving Records of Alcohol-Impaired and/or Drugged Drivers Involved in Fatal Crashes, 2021**



563 alcohol-impaired and/or drugged drivers

Note: Previously recorded convictions, suspensions, or revocations may or may not have resulted in a motor vehicle traffic crash.
Source: FARS 2021

¹⁰ Alcohol-related legal codes: O.C.G.A. 40-6-391, 40-6-391(a), 40-6-391(a)(1), 40-6-391(a)(2), 40-6-391(a)(3), 40-6-391(a)(4), 40-6-391(a)(5), 40-6-391(a)(6), 40-6-391(c)(4), 40-6-391(l), 40-6-391(k)(1), 40-6-391(l)

Crash Characteristics

This section describes alcohol- and/or drug-related crashes at the crash-level and not the driver-level or person-level. Additionally, an alcohol- and/or drug-related crash is any crash that involves a driver confirmed or suspected of alcohol impairment and/or drug use. If any crash results in a suspected serious injury or fatality, it is considered a serious injury or fatal crash. See “Data Considerations” for more information regarding definitions.

While the number of alcohol- and/or drug-related fatal crashes decreased between 2020 and 2021, the number of alcohol and/or drug-related serious injury crashes and traffic crashes increased.

- Alcohol-impaired-related fatal crashes and drug-related fatal crashes decreased by 6 percent and 15 percent, respectively.
- Alcohol- and/or drug-related serious injury crashes increased by 8 percent.
- Alcohol- and/or drug-related crashes increased by 14 percent.

Urban vs. Rural

In 2021, 86 out of 159 Georgia counties experienced at least one alcohol-impaired-related fatal crash. Twenty-six percent of all alcohol-related crashes in Georgia were in five Metro-Atlanta counties— DeKalb, Fulton, Clayton, and Cobb counties. However, rural regions (118 counties) experienced the highest number and rate of alcohol-related fatal crashes.

In 2021, the alcohol-impaired-related fatal crashes per 100M VMT for the regions were:

- 0.26 in the Atlanta region (35 per percent of all alcohol-related fatal crashes);
- 0.32 in other urban regions (36 per percent of all alcohol-related fatal crashes); and
- 0.35 in rural regions (29 per percent of all alcohol-related fatal crashes).

Table 9. **Alcohol- and/or Drug-Related Crashes by Crash Type, 2019-2021**

Traffic Measure	2019	2020	2021
Alcohol-impaired-related fatal crashes	325	388	366
<i>Annual % Change</i>	▽ -7%	▲ 15%	▽ -6%
Drug-related fatal crashes	39	300	256
<i>Annual % Change</i>	▽ -47%	** **	▽ -15%
Alcohol- and/or drug- related serious injury crashes	670	701	758
<i>Annual % Change</i>	▲ 7%	▲ 5%	▲ 8%
Alcohol- and/or drug-related crashes	8,562	8,500	9,680
<i>Annual % Change</i>	▲ 32%	▽ -1%	▲ 14%

**Annual change is not computed due to changes in the drug test reporting process between 2019 and 2020. See “Data Considerations” for more information on confirmed and suspected alcohol-impaired and/or drugged drivers involved in crashes.

Source: CODES 2019-2021, FARS 2019-2021

Table 10. **Alcohol-Related Fatal Crashes, Percent of Fatal Crashes that are Alcohol-Related, and Alcohol -Related Fatal Crash Rate (per 100M VMT) by Region, 2020 and 2021**

Region	2020			2021		
	Number	Percent	Rate	Number	Percent	Rate
Atlanta Region (10 counties)	114	29%	0.24	127	35%	0.26
Other Urban Counties (31 counties)	126	32%	0.33	132	36%	0.32
Rural Counties (118 counties)	148	38%	0.49	107	29%	0.35
Statewide	388	25%	0.33	366	100%	0.30

NHTSA estimates alcohol involvement when alcohol test results are unknown; therefore, the sum of crashes by individual region may not equal to the total number of alcohol-impaired crashes statewide.

Source: FARS 2020-2021

See the Appendix for 2019-2021 alcohol-related fatal crashes by regional traffic enforcement network and county.

Table 11 below shows the percent of alcohol-related fatal crashes by region type and roadway classification in 2021.

- 33 percent of all Atlanta region alcohol-related fatal crashes occurred on minor arterial roadways.
- 29 percent of all other urban alcohol-related fatal crashes occurred on minor arterial roadways.
- 37 percent of all rural alcohol-related fatal crashes occurred on collector roadways.

Table 11. **Alcohol-Related Fatal Crashes by Roadway Function Class and Region, 2021**

Roadway Function Class*	Atlanta Region (10 counties)		Other Urban (31 counties)		Rural Counties (118 counties)		Statewide (Georgia)	
	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT
Interstate	17 (13%)	0.11	8 (6%)	0.08	2 (2%)	0.03	27 (7%)	0.08
Principal Arterial	39 (31%)	0.44	36 (27%)	0.36	25 (23%)	0.32	100 (27%)	0.38
Minor Arterial	42 (33%)	0.46	38 (29%)	0.44	23 (21%)	0.40	103 (28%)	0.44
Collector	11 (9%)	0.32	25 (19%)	0.64	37 (35%)	0.63	73 (20%)	0.55
Local	18 (14%)	0.16	25 (19%)	0.30	20 (19%)	0.40	63 (17%)	0.25
Total**	127 (100%)	0.26	132 (100%)	0.32	107 (100%)	0.35	366 (100%)	0.30

* Principal arterials include freeways, multilane highways (e.g., Buford Highway in DeKalb County and SR-520 & US-82 in Atkinson County). Minor arterials are other important multilane roadways that supplement the highways (e.g., Spring Street in Fulton County and SR-56 in Richmond County). Collector roads are roads that connect local roads and streets with arterials. ** NHTSA estimates alcohol involvement when alcohol test results are unknown; therefore, the sum of crashes by individual region or roadway function class may not equal to the total number of alcohol-impaired crashes statewide.

Source: FARS 2021

Environmental Characteristics

Table 12 shows the percentages of alcohol- and/or drug-related fatal crashes and traffic crashes by environmental characteristics (lighting conditions, time of day, and number of vehicles involved). In 2021, most alcohol and/or drug-related *fatal* crashes and *traffic* crashes occurred during weekends during the nighttime.

Nearly 6 out of 10 of alcohol and/or drug-related fatal crashes and traffic crashes involved only one vehicle—the vehicle with the impaired driver. More single-vehicle fatal and traffic crashes occurred during the nighttime hours between 6:00 p.m. to 5:59 a.m.

Table 12. **Environmental Characteristics of Alcohol- and/or Drug-Related Crashes, 2021**

Environmental Characteristics	Alcohol- and/or Drug-Related Fatal Crashes		Alcohol- and/or Drug-Related* Traffic Crashes	
	Number	Percent	Number	Percent
Light Conditions				
Daylight	202	38%	3,430	35%
Dark	313	59%	6,017	62%
Dawn	7	1%	70	1%
Dusk	11	2%	155	2%
Day of Week and Time of Day**				
Weekday	273	51%	4,803	50%
Daytime	131	25%	2,005	21%
Nighttime	142	27%	2,798	29%
Weekend	260	49%	4,877	50%
Daytime	60	11%	893	9%
Nighttime	200	38%	3,984	41%
Vehicles Involved				
Single-Vehicle	242	45%	6,114	63%
Daytime	113	21%	1,617	17%
Nighttime	129	24%	4,497	46%
Multi-Vehicle	291	55%	3,566	37%
Daytime	78	15%	1,281	13%
Nighttime	213	40%	2,285	24%

* Includes crashes where drivers were confirmed or suspected of alcohol and/or drug impairment. See "Data Considerations" for more information.

Source: CODES 2021, FARS 2021

Drowsy Driving

A drowsy-driving crash is a crash in which the driver was reported as drowsy or sleepy based on the police accident report. Underreporting of the occurrence of drowsy driving is most likely due to a lack of firm evidence of such involvement since the investigation is done after the crash.

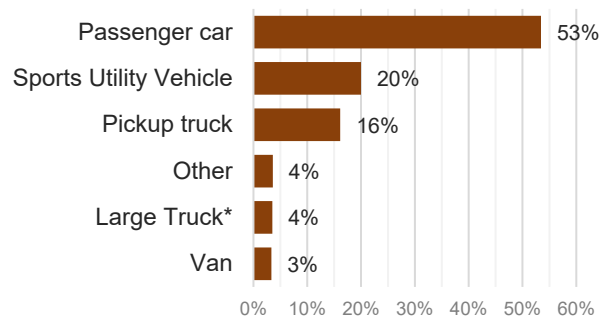
- In 2021, drowsy driving was reported to be involved in less than one percent of all traffic crashes, serious injury crashes, and fatal crashes.
- Twenty-four percent of reported drowsy-related crashes occurred in the early morning hours between 5:00 am and 7:59 am compared to the 14 percent that occurred between midnight and 2:59 am.
- Among the drivers reported to be drowsy in 2021, more than half were operating passenger cars and four percent were operating large trucks.

Table 13. **Traffic Crashes, Serious Injuries, and Fatalities Involving Drowsy Drivers, 2019-2021**

Year	Crashes	Serious Injuries	Fatalities
2019	2,674	144	17
2020	1,985	101	19
2021	1,109	43	11
3-Year Total	5,768	288	47
3-Year Average	1,923	96	16

Source: CODES 2019-2021, FARS 2019-2021

Figure 13. **Vehicle Types of Drowsy Drivers Involved in Traffic Crashes, 2021**



Source: CODES 2021

* Large trucks include commercial and non-commercial vehicles with a gross vehicle weight rating greater than 10,000 pounds.

Other Risky Driving

Distracted Driving

According to the 2022 Georgia Distracted Driving Observational Survey¹¹, 16.8 percent of all drivers were observed to have some form of distraction while operating a motor vehicle (i.e., talking, texting, dialing, or eating). This suggests that at any point in time or location on Georgia roadways, at least 1 out of 6 drivers may be distracted.

In 2021, 54 percent of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver.¹² Among the drivers involved in motor vehicle traffic crashes, 2 percent were confirmed to be distracted seconds before the crash, 28 percent were suspected of distraction¹³, and 24 percent were unddistracted drivers—the other 47 percent of drivers were not involved in distraction-related crashes.

See the “Distracted Driving” Georgia Traffic Safety Facts for more information regarding distracted-related crashes.

¹¹ Rupp, Jonathan. 2023. “Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2022”. The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

¹² Although it is challenging for law enforcement to determine whether distraction is a contributing factor in a fatal crash, the police crash report may be the only source available for this information. Therefore, the number of confirmed distraction-related fatal crashes is underreported.

¹³ See Data Considerations for more information on the suspected-distracted driving definition established by the GDOT and CODES

Restraint Use

In 2021, there were 1,797 traffic fatalities in Georgia, of which 1,184 (66 percent) were occupants of passenger vehicles¹⁴. Of the 1,184 passenger vehicle occupants fatally injured, 515 (44 percent) were restrained, and 557 (47 percent) were unrestrained at the time of the crash. Restraint use was not known for the remaining 112 (9 percent) occupants. For those passenger vehicle occupants who were fatally injured, 48 percent were restrained and 52 percent were unrestrained.

See the **“Occupant Protection”** Georgia Traffic Safety Facts for more information regarding restraint use and passenger safety.

Rural areas have a higher proportion of unrestrained seriously injured and fatally injured passenger vehicle occupants compared to other regions. In 2021, 52 percent of fatally injured occupants (in all seating positions) in rural areas were unrestrained – compared to 42 percent in other urban regions and 48 percent in the Atlanta region.

Table 14: **Fatally Injured Passenger Vehicle Occupants by Restraint Use and Region, 2021**

Restraint Use by Injury Type		Atlanta Region (10 counties)		Other Urban (31 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	119	35%	222	50%	174	43%	515	44%
	Unrestrained	163	48%	184	42%	210	52%	557	47%
	Unknown	57	17%	35	8%	20	5%	112	9%
	Total	339	100%	441	100%	404	100%	1,184	100%

Note: Passenger vehicles include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).

Source: FARS 2021

¹⁴ The number of total passenger vehicle occupant fatalities may be different than the values reported by FARS due to the definitions and classifications of passenger vehicles. Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).

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 traffic way, 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 involving a motor vehicle traveling on a traffic way customarily open to the public and resulting in the death of a motorist or a non-motorist within 30 days of the crash.

DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more detailed definition for serious injury that aligns with the MMUCC guidelines. 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. A suspected serious injury may result in one or more of the following: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third-degree burns over ten percent or more of the body) • Unconsciousness when taken from the crash scene • Paralysis.

Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash. Drivers operating the following vehicle types were excluded from the speeding analyses: pedalcycles/bicycles, all-terrain vehicles, golf carts/go carts, and farm/construction equipment.

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address 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.

Suspected and confirmed alcohol impairment and/or drug use is determined by the driver condition reported on the police crash reports. If the driver condition is unknown, and the police reported that an alcohol or drug test was administered with a positive or unknown result, then the driver is considered to be 'suspected' of alcohol impairment and/or drug use.

Rural counties 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.

Additional Information:

Other general information on motorcycle safety and traffic safety facts may be accessed at:

- [Appendix: Risky Driving Georgia Traffic Safety Facts](#)
- <https://www.gahighwaysafety.org/highway-safety/shsp/>

Other traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Rural vs. Urban, Distracted Drivers, Occupant Protection, Non-Motorist (Pedestrians and Bicyclists), Motorcycle Safety, Young Adult Drivers, and Older Drivers.

References:

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- Center for Advanced Transportation Technology. (2020, November). National performance management research data set. [Restricted website].

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APPENDIX

RISKY DRIVING (2021)

Speeding, Alcohol Impairment, Drug Use, and Drowsy Driving

This document is the Appendix for the **2021 Risky Driving Georgia Traffic Safety Facts**.
Visit <https://www.gahighwaysafety.org/highway-safety/shsp/> to access the full report.

Georgia Speeding-Related Traffic Fatalities, by Traffic Enforcement Network, County, and Roadway Function Class, 2019-2021

Data Considerations:

- **Speeding:** Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash — this includes the speeding driver, their passengers, occupants in other vehicles, and non-motorists.
- **Roadway Function Class:**
 - Interstates are arterial roads that provide the highest level of mobility, at the highest speed over the longest distance with controlled access (e.g., I-75 and I-20)
 - Principal arterials include freeways and multilane highways (e.g., Buford Highway in DeKalb County and SR-520 & US-82 in Atkinson County).
 - Minor arterials are other important multilane roadways that supplement the highways (e.g., Spring Street in Fulton County and SR-56 in Richmond County).
 - Collector roads are roads that connect local roads and streets with arterials.
 - Local roads provide limited mobility and are the primary access to local areas like residential places, businesses, or farms.

Traffic Enforcement Network (TEN) and County		2019-2021 Traffic Fatalities	2019-2021 Speeding-Related Fatalities			2019-2021 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
STATEWIDE		5,398	1,009	19%	336.3	124	240	255	202	188
MATEN METRO ATLANTA	Clayton	185	35	19%	11.7	12	8	11	3	1
	Cobb	252	54	21%	18.0	6	13	20	2	13
	DeKalb	352	58	16%	19.3	11	16	22	3	6
	Fayette	36	6	17%	2.0	-	3	1	1	1
	Fulton	495	104	21%	34.7	21	32	34	8	9
	Gwinnett	186	31	17%	10.3	4	11	4	4	8
	Henry	94	16	17%	5.3	6	1	5	2	2
	Subtotal	1,600	304	19%	101.3	60	84	97	23	40
ATTEN APPALACHIAN TRAIL	Cherokee	50	10	20%	3.3	4	1	3	-	2
	Dawson	13	5	38%	1.7	-	2	-	2	1
	Fannin	15	3	20%	1.0	-	3	-	-	-
	Gilmer	23	4	17%	1.3	-	1	-	2	1
	Lumpkin	21	3	14%	1.0	-	2	-	1	-
	Pickens	20	1	5%	< 1	-	-	-	1	-
	Towns	11	2	18%	< 1	-	1	-	-	1
	Union	10	1	10%	< 1	-	-	-	1	-
	Subtotal	163	29	18%	9.7	4	10	3	7	5
CTEN COASTAL REGION	Appling	12	2	17%	< 1	-	-	-	1	1
	Bacon	8	1	13%	< 1	-	-	-	1	-
	Brantley	7	1	14%	< 1	-	-	-	1	-
	Camden	28	8	29%	2.7	2	4	2	-	-
	Charlton	4	1	25%	< 1	-	-	-	1	-
	Glynn	61	17	28%	5.7	1	4	5	5	2
	Jeff Davis	15	2	13%	< 1	-	-	-	1	1

Traffic Enforcement Network (TEN) and County		2019-2021 Traffic Fatalities	2019-2021 Speeding-Related Fatalities			2019-2021 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
	Liberty	61	14	23%	4.7	-	5	4	2	3
	Long	8	1	13%	< 1	-	-	1	-	-
	McIntosh	17	6	35%	2.0	3	-	2	-	1
	Pierce	17	5	29%	1.7	-	-	1	-	4
	Tattnall	17	3	18%	1.0	-	-	-	3	-
	Ware	33	8	24%	2.7	-	5	1	2	-
	Wayne	17	4	24%	1.3	-	1	1	1	1
	Subtotal	305	73	24%	24.3	6	19	17	18	13
CGTEN CENTRAL GEORGIA	Butts	36	9	25%	3.0	-	-	7	1	1
	Lamar	11	3	27%	1.0	-	1	-	2	-
	Monroe	32	10	31%	3.3	1	2	2	3	2
	Pike	8	2	25%	< 1	-	1	-	1	-
	Spalding	39	6	15%	2.0	-	1	4	1	-
	Upson	17	4	24%	1.3	-	-	1	3	-
	Subtotal	143	34	17%	8.0	1	5	14	11	3
CRTEN CENTRAL REGIONAL	Baldwin	36	5	14%	1.7	-	2	-	1	2
	Greene	11	2	18%	< 1	1	-	-	-	1
	Jasper	6	2	33%	< 1	-	-	1	-	1
	Jones	9	1	11%	< 1	-	1	-	-	-
	Morgan	20	3	15%	1.0	-	1	-	2	-
	Newton	62	11	18%	3.7	-	1	1	4	5
	Putnam	18	3	17%	1.0	-	-	-	2	1
	Rockdale	53	5	9%	1.7	-	1	1	2	1
	Walton	39	6	15%	2.0	-	1	2	1	2
	Subtotal	254	38	15%	12.7	1	7	5	12	13
ECTEN EAST CENTRAL	Burke	27	4	15%	1.3	-	-	2	2	-
	Columbia	31	8	26%	2.7	1	-	-	2	5
	Glascocock	2	-	0%	-	-	-	-	-	-
	Hancock	14	3	21%	1.0	-	-	-	2	1
	Jefferson	15	1	7%	< 1	-	-	-	-	1
	Jenkins	9	2	22%	< 1	-	-	1	1	-
	Lincoln	12	1	8%	< 1	-	-	1	-	-
	McDuffie	13	1	8%	< 1	-	-	-	1	-
	Richmond	111	32	29%	10.7	4	14	8	2	4
	Taliaferro	9	2	22%	< 1	1	1	-	-	-
	Warren	9	3	33%	1.0	3	-	-	-	-
	Subtotal	252	57	23%	19.0	9	15	12	10	11
MGTEN MIDDLE GEORGIA	Bibb	121	17	14%	5.7	2	4	7	3	1
	Bleckley	12	4	33%	1.3	-	1	-	1	2
	Crawford	9	2	22%	< 1	-	-	-	1	1
	Crisp	22	2	9%	< 1	-	-	1	1	-
	Dooly	10	1	10%	< 1	1	-	-	-	-
	Houston	55	6	11%	2.0	-	1	5	-	-
	Macon	23	5	22%	1.7	-	-	4	-	1
	Peach	27	1	4%	< 1	-	1	-	-	-
	Pulaski	6	1	17%	< 1	-	-	-	-	1
	Turner	5	1	20%	< 1	-	-	-	-	1
	Twiggs	11	1	9%	< 1	-	-	-	1	-
	Wilcox	8	2	25%	< 1	-	-	1	-	1
	Subtotal	309	43	14%	14.3	3	7	18	7	8
MNTEN MOUNTAIN AREA	Bartow	88	20	23%	6.7	2	4	4	4	6
	Catoosa	31	8	26%	2.7	3	-	4	1	-
	Chattooga	25	5	20%	1.7	-	-	3	-	2
	Dade	21	7	33%	2.3	-	-	3	3	1
	Floyd	57	15	26%	5.0	-	7	3	2	3
	Gordon	23	2	9%	< 1	-	-	-	-	2

Traffic Enforcement Network (TEN) and County		2019-2021 Traffic Fatalities	2019-2021 Speeding-Related Fatalities			2019-2021 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
	Murray	28	6	21%	2.0	-	2	1	2	1
	Polk	36	7	19%	2.3	-	2	-	4	1
	Walker	40	10	25%	3.3	-	3	5	-	2
	Whitfield	62	8	13%	2.7	1	3	1	1	2
	Subtotal	411	88	21%	29.3	6	21	24	17	20
NETEN NORTH EAST	Banks	16	-	0%	-	-	-	-	-	-
	Forsyth	44	12	27%	4.0	-	3	2	1	6
	Franklin	41	4	10%	1.3	2	-	1	1	-
	Habersham	24	1	4%	< 1	-	1	-	-	-
	Hall	89	20	22%	6.7	-	8	3	8	1
	Hart	14	2	14%	< 1	-	-	-	2	-
	Jackson	40	1	3%	< 1	-	-	-	1	-
	Rabun	26	6	23%	2.0	-	4	-	-	2
	Stephens	16	4	25%	1.3	-	-	-	3	1
	White	19	-	0%	-	-	-	-	-	-
	Subtotal	329	50	15%	16.7	2	16	6	16	10
PATEN PIEDMONT AREA	Barrow	53	8	15%	2.7	-	1	1	6	-
	Clarke	50	8	16%	2.7	-	4	3	1	-
	Elbert	17	-	0%	-	-	-	-	-	-
	Madison	19	2	11%	< 1	-	-	1	1	-
	Oconee	14	1	7%	< 1	-	1	-	-	-
	Oglethorpe	18	1	6%	< 1	-	-	-	-	1
	Wilkes	10	2	20%	< 1	-	-	-	2	-
	Subtotal	181	22	12%	7.3	0	6	5	10	1
SCTEN SOUTH CENTRAL	Dodge	16	1	6%	< 1	-	-	-	-	1
	Emanuel	21	4	19%	1.3	4	-	-	-	-
	Johnson	5	2	40%	< 1	-	-	-	-	2
	Laurens	40	9	23%	3.0	-	2	1	2	4
	Montgomery	11	3	27%	1.0	-	-	2	1	-
	Telfair	9	-	0%	-	-	-	-	-	-
	Toombs	18	3	17%	1.0	-	-	-	2	1
	Treutlen	6	-	0%	-	-	-	-	-	-
	Washington	15	-	0%	-	-	-	-	-	-
	Wheeler	7	1	14%	< 1	-	-	-	1	-
	Wilkinson	22	6	27%	2.0	-	6	-	-	-
	Subtotal	170	29	17%	9.7	4	8	3	6	8
SETEN SOUTH EASTERN	Bryan	22	3	14%	1.0	1	-	-	2	-
	Bulloch	59	7	12%	2.3	-	2	1	4	-
	Candler	10	1	10%	< 1	1	-	-	-	-
	Chatham	119	32	27%	10.7	10	10	5	3	4
	Effingham	24	3	13%	1.0	-	2	-	-	1
	Evans	13	3	23%	1.0	-	-	2	1	-
	Screven	12	3	25%	1.0	-	-	-	-	3
	Subtotal	259	52	20%	17.3	12	14	8	10	8
SRTEN SOUTHERN REGIONAL	Atkinson	7	1	14%	< 1	-	1	-	-	-
	Ben Hill	6	1	17%	< 1	-	-	-	-	1
	Berrien	9	2	22%	< 1	-	-	1	1	-
	Brooks	16	3	19%	1.0	-	-	-	3	-
	Clinch	8	4	50%	1.3	-	-	-	3	1
	Coffee	37	10	27%	3.3	-	1	2	2	5
	Cook	22	4	18%	1.3	2	-	-	1	1
	Echols	1	-	0%	-	-	-	-	-	-
	Irwin	6	2	33%	< 1	-	-	-	1	1
	Lanier	7	-	0%	-	-	-	-	-	-
	Lowndes	61	8	13%	2.7	1	3	1	3	-
	Tift	19	1	5%	< 1	-	-	-	1	-

Traffic Enforcement Network (TEN) and County		2019-2021 Traffic Fatalities	2019-2021 Speeding-Related Fatalities			2019-2021 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
	Subtotal	199	36	18%	12.0	3	5	4	15	9
SWTEN SOUTH WESTERN	Baker	8	1	13%	< 1	-	-	1	-	-
	Calhoun	4	-	0%	-	-	-	-	-	-
	Colquitt	37	4	11%	1.3	-	-	1	-	3
	Decatur	29	2	7%	< 1	-	1	-	1	-
	Dougherty	54	8	15%	2.7	-	3	2	2	1
	Early	9	3	33%	1.0	-	-	1	1	1
	Grady	22	5	23%	1.7	-	1	1	2	1
	Lee	18	2	11%	< 1	-	2	-	-	-
	Miller	3	-	0%	-	-	-	-	-	-
	Mitchell	11	-	0%	-	-	-	-	-	-
	Seminole	7	-	0%	-	-	-	-	-	-
	Thomas	30	8	27%	2.7	-	2	2	3	1
	Worth	29	-	0%	-	-	-	-	-	-
	Subtotal	261	33	13%	11.0	0	9	8	9	7
WCTEN WEST CENTRAL	Chattahoochee	6	1	17%	< 1	-	-	1	-	-
	Clay	3	-	0%	-	-	-	-	-	-
	Harris	16	3	19%	1.0	-	-	1	2	-
	Marion	6	1	17%	< 1	-	-	1	-	-
	Muscogee	75	16	21%	5.3	-	5	5	1	5
	Quitman	2	-	0%	-	-	-	-	-	-
	Randolph	5	-	0%	-	-	-	-	-	-
	Schley	5	-	0%	-	-	-	-	-	-
	Stewart	6	-	0%	-	-	-	-	-	-
	Sumter	12	-	0%	-	-	-	-	-	-
	Talbot	10	4	40%	1.3	-	-	-	4	-
	Taylor	8	1	13%	< 1	-	-	-	-	1
	Terrell	8	1	13%	< 1	-	-	-	1	-
	Webster	1	-	0%	-	-	-	-	-	-
	Subtotal	163	27	17%	9.0	0	5	8	8	6
WRTEN WESTERN REGIONAL	Carroll	77	18	23%	6.0	5	-	7	3	3
	Coweta	73	18	25%	6.0	3	-	6	2	7
	Douglas	61	11	18%	3.7	4	2	2	-	3
	Haralson	34	5	15%	1.7	1	-	1	2	1
	Heard	11	2	18%	< 1	-	1	-	-	1
	Meriwether	29	9	31%	3.0	-	-	3	2	4
	Paulding	67	17	25%	5.7	-	4	2	6	5
	Troup	47	14	30%	4.7	-	2	2	8	2
	Subtotal	399	94	24%	31.3	13	9	23	23	26

Georgia Traffic Fatalities, by Traffic Enforcement Network, County, and Highest Driver BAC, 2019-2021

Data Considerations:

- **Alcohol-Impaired-Related Fatalities:** Drivers are considered to be alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher. An alcohol-impaired-related fatality is any fatality that occurred in a traffic crash that involves an alcohol-impaired driver. These fatalities include the impaired driver, their passengers, occupants in other vehicles, and non-motorists.
- **Blood alcohol concentration (BAC)** is the amount of alcohol measured in grams (g) that is present in 1 deciliter (dL) of blood. Impairment occurs when the drivers' ability to safely operate a motor vehicle is compromised—this can be above or below the Georgia legal limit of .08 g/dL.
 - BAC .00 g/dL means no alcohol present
 - BAC .01- .07 g/dL means some alcohol is present, and driver is below the Georgia legal limit
 - BAC .08+ g/dL alcohol is present, and driver is above the Georgia legal limit
 - BAC .15+ g/dL alcohol is present, and driver is considered substantially impaired
- *NHTSA estimates alcohol involvement when alcohol test results are unknown; therefore, the sum of fatalities by individual region may not equal to the total number of alcohol-impaired-related fatalities statewide.*

Traffic Enforcement Network / County		2019-2021 Traffic Fatalities	2019-2021 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
STATEWIDE		5,398	1,181	22%	1,443	68%	135	6%	159	8%	377
MATEN METRO ATLANTA	Clayton	185	43	23%	18	47%	3	8%	10	26%	7
	Cobb	252	53	21%	41	59%	4	6%	5	7%	20
	DeKalb	352	85	24%	60	50%	13	11%	13	11%	35
	Fayette	36	6	17%	6	75%	-	-	-	-	2
	Fulton	495	111	22%	49	50%	10	10%	12	12%	27
	Gwinnett	186	42	23%	39	65%	3	5%	4	7%	14
	Henry	94	16	17%	22	71%	2	6%	4	13%	3
	Subtotal	1,600	356	22%	235	55%	35	8%	48	11%	108
ATTEN APPALACHIAN TRAIL	Cherokee	50	10	20%	12	71%	2	12%	2	12%	1
	Dawson	13	4	31%	4	57%	1	14%	2	29%	-
	Fannin	15	7	47%	1	50%	-	-	-	-	1
	Gilmer	23	7	30%	4	44%	-	-	3	33%	2
	Lumpkin	21	5	24%	5	71%	-	-	-	-	2
	Pickens	20	4	20%	5	100%	-	-	-	-	-
	Towns	11	2	18%	2	50%	-	-	-	-	2
	Union	10	1	10%	2	100%	-	-	-	-	-
	Subtotal	163	40	25%	35	66%	3	6%	7	13%	8
CATEN COASTAL AREA	Appling	12	3	25%	10	83%	-	-	-	-	2
	Bacon	8	3	38%	3	60%	-	-	-	-	2
	Brantley	7	1	14%	4	100%	-	-	-	-	-
	Camden	28	3	11%	12	92%	1	8%	-	-	-
	Charlton	4	-	-	3	100%	-	-	-	-	-
	Glynn	61	16	26%	23	70%	3	9%	2	6%	5
	Jeff Davis	15	3	20%	9	75%	1	8%	2	17%	-
	Liberty	61	16	26%	16	55%	2	7%	3	10%	8
	Long	8	3	38%	5	71%	-	-	-	-	2
	McIntosh	17	5	29%	9	75%	-	-	1	8%	2
	Pierce	17	7	41%	3	60%	1	20%	-	-	1
	Tattnall	17	5	29%	12	71%	1	6%	2	12%	2
	Ware	33	3	9%	12	86%	2	14%	-	-	-
	Wayne	17	3	18%	12	86%	-	-	-	-	2
	Subtotal	305	71	23%	133	74%	11	6%	10	6%	26
CGTEN	Butts	36	5	14%	8	73%	-	-	-	-	3
	Lamar	11	6	55%	-	-	-	-	3	75%	1
	Monroe	32	5	16%	6	75%	1	13%	-	-	1

Traffic Enforcement Network / County		2019-2021 Traffic Fatalities	2019-2021 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
CENTRAL GEORGIA	Pike	8	1	13%	5	100%	-	-	-	-	-
	Spalding	39	8	21%	5	56%	1	11%	-	-	3
	Upson	17	4	24%	6	67%	-	-	1	11%	2
	Subtotal	143	29	20%	30	65%	2	4%	4	9%	10
CRTEN CENTRAL REGIONAL	Baldwin	36	11	31%	13	72%	-	-	2	11%	3
	Greene	11	1	9%	3	75%	1	25%	-	-	-
	Jasper	6	2	33%	1	50%	-	-	-	-	1
	Jones	9	2	22%	2	67%	-	-	1	33%	-
	Morgan	20	4	20%	4	57%	1	14%	1	14%	1
	Newton	62	13	21%	11	69%	2	13%	-	-	3
	Putnam	18	4	22%	3	75%	-	-	1	25%	-
	Rockdale	53	13	25%	11	69%	-	-	-	-	5
	Walton	39	13	33%	14	74%	1	5%	-	-	4
	Subtotal	254	63	25%	62	70%	5	6%	5	6%	17
ECTEN EAST CENTRAL	Burke	27	12	44%	11	69%	-	-	-	-	5
	Columbia	31	10	32%	8	67%	-	-	-	-	4
	Glascocock	2	-	-	-	-	-	-	-	-	-
	Hancock	14	8	57%	3	43%	1	14%	3	43%	-
	Jefferson	15	1	7%	10	100%	-	-	-	-	-
	Jenkins	9	3	33%	3	50%	-	-	-	-	3
	Lincoln	12	1	8%	3	60%	2	40%	-	-	-
	McDuffie	13	3	23%	2	67%	-	-	-	-	1
	Taliaferro	111	16	14%	13	68%	2	11%	-	-	4
	Warren	9	2	22%	1	50%	-	-	-	-	1
	Richmond	9	-	-	2	100%	-	-	-	-	-
	Subtotal	252	56	22%	56	68%	5	6%	3	4%	18
MGTEN MIDDLE GEORGIA	Bibb	121	34	28%	38	67%	4	7%	7	12%	8
	Bleckley	12	3	25%	4	50%	1	13%	2	25%	1
	Crawford	9	2	22%	4	80%	-	-	-	-	1
	Crisp	22	5	23%	10	77%	1	8%	-	-	2
	Dooley	10	2	20%	6	86%	-	-	-	-	1
	Houston	55	14	25%	15	65%	2	9%	2	9%	4
	Macon	23	3	13%	8	73%	-	-	-	-	3
	Peach	27	4	15%	18	78%	1	4%	-	-	4
	Pulaski	6	2	33%	3	100%	-	-	-	-	-
	Turner	5	2	40%	1	33%	1	33%	-	-	1
	Twiggs	11	3	27%	4	57%	-	-	1	14%	2
	Wilcox	8	2	25%	2	50%	-	-	1	25%	1
	Subtotal	309	76	25%	113	69%	10	6%	13	8%	28
MNTEN MOUNTAIN AREA	Bartow	88	10	11%	27	82%	1	3%	1	3%	4
	Catoosa	31	5	16%	5	83%	-	-	-	-	1
	Chattooga	25	3	12%	3	60%	1	20%	-	-	1
	Dade	21	2	10%	4	57%	1	14%	-	-	2
	Floyd	57	7	12%	5	71%	-	-	2	29%	-
	Gordon	23	5	22%	5	50%	2	20%	-	-	3
	Murray	28	5	18%	5	83%	1	17%	-	-	-
	Polk	36	8	22%	6	67%	1	11%	1	11%	1
	Walker	40	4	10%	6	86%	-	-	-	-	1
	Whitfield	62	9	15%	10	77%	2	15%	-	-	1
	Subtotal	411	58	14%	76	74%	9	9%	4	4%	14
NETEN NORTHEAST	Banks	16	1	6%	4	67%	1	17%	-	-	1
	Forsyth	44	11	25%	10	56%	1	6%	2	11%	5
	Franklin	41	12	29%	13	93%	-	-	-	-	1
	Habersham	24	6	25%	4	40%	1	10%	1	10%	4
	Hall	89	20	22%	13	54%	2	8%	3	13%	6
	Hart	14	3	21%	6	86%	1	14%	-	-	-
	Jackson	40	4	10%	17	85%	1	5%	2	10%	-
	Rabun	26	9	35%	5	50%	-	-	-	-	5
	Stephens	16	6	38%	6	67%	-	-	-	-	3

Traffic Enforcement Network / County		2019-2021 Traffic Fatalities	2019-2021 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
	White	19	2	11%	4	80%	-	-	-	-	1
	Subtotal	329	74	22%	82	67%	7	6%	8	7%	26
PATEN PIEDMONT AREA	Barrow	53	7	13%	11	79%	1	7%	1	7%	1
	Clarke	50	14	28%	20	65%	3	10%	1	3%	7
	Elbert	17	6	35%	6	75%	-	-	1	13%	1
	Madison	19	4	21%	7	78%	-	-	-	-	2
	Oconee	14	4	29%	3	50%	1	17%	-	-	2
	Oglethorpe	18	2	11%	3	75%	-	-	-	-	1
	Wilkes	10	2	20%	1	100%	-	-	-	-	-
	Subtotal	181	39	22%	51	70%	5	7%	3	4%	14
SCTEN SOUTH CENTRAL	Dodge	16	4	25%	13	81%	-	-	2	13%	1
	Emanuel	21	3	14%	11	73%	2	13%	1	7%	1
	Johnson	5	1	20%	2	67%	-	-	-	-	1
	Laurens	40	5	13%	19	83%	-	-	2	9%	2
	Montgomery	11	4	36%	7	64%	-	-	-	-	4
	Telfair	9	1	11%	5	83%	-	-	-	-	1
	Toombs	18	3	17%	11	69%	2	13%	-	-	3
	Treutlen	6	2	33%	3	60%	-	-	-	-	2
	Washington	15	4	27%	8	80%	-	-	-	-	2
	Wheeler	7	3	43%	1	20%	2	40%	2	40%	-
	Wilkinson	22	4	18%	9	82%	-	-	1	9%	1
	Subtotal	170	34	20%	89	74%	6	5%	8	7%	18
SETEN SOUTHEASTE RN	Bryan	22	6	27%	10	77%	1	8%	2	15%	-
	Bulloch	59	11	19%	30	79%	2	5%	1	3%	5
	Candler	10	2	20%	6	86%	1	14%	-	-	-
	Chatham	119	29	24%	37	63%	5	8%	2	3%	15
	Effingham	24	4	17%	13	87%	-	-	1	7%	1
	Evans	13	4	31%	3	50%	-	-	1	17%	2
	Screven	12	3	25%	3	38%	2	25%	-	-	3
	Subtotal	259	59	23%	102	70%	11	8%	7	5%	26
SRTEN SOUTHERN REGIONAL	Atkinson	7	1	14%	4	80%	-	-	1	20%	-
	Ben Hill	6	-	-	6	86%	1	14%	-	-	-
	Berrien	9	4	44%	7	78%	-	-	1	11%	1
	Brooks	16	2	13%	8	73%	1	9%	1	9%	1
	Clinch	8	4	50%	4	67%	-	-	-	-	2
	Coffee	37	10	27%	15	79%	-	-	1	5%	3
	Cook	22	3	14%	11	92%	-	-	1	8%	-
	Echols	1	1	100%	-	-	-	-	-	-	1
	Irwin	6	-	-	4	100%	-	-	-	-	-
	Lanier	7	1	14%	7	88%	-	-	-	-	1
	Lowndes	61	12	20%	27	77%	3	9%	1	3%	4
	Tift	19	3	16%	9	82%	1	9%	1	9%	-
	Subtotal	199	41	21%	102	80%	6	5%	7	5%	13
SWTEN SOUTHWEST ERN	Baker	8	1	13%	2	100%	-	-	-	-	-
	Calhoun	4	-	-	1	100%	-	-	-	-	-
	Colquitt	37	7	19%	13	62%	2	10%	3	14%	3
	Decatur	29	6	21%	24	86%	-	-	1	4%	3
	Dougherty	54	8	15%	11	100%	-	-	-	-	-
	Early	9	1	11%	4	80%	-	-	-	-	1
	Grady	22	3	14%	8	89%	-	-	-	-	1
	Lee	18	3	17%	11	85%	-	-	-	-	2
	Miller	3	2	67%	-	-	-	-	-	-	-
	Mitchell	11	2	18%	2	67%	-	-	-	-	1
	Seminole	7	4	57%	3	75%	-	-	-	-	1
	Thomas	30	9	30%	10	67%	-	-	1	7%	4
	Worth	29	5	17%	11	79%	-	-	-	-	3
	Subtotal	261	51	20%	100	79%	2	2%	5	4%	19
WCTEN	Chattahoochee	6	1	17%	7	100%	-	-	-	-	-
	Clay	3	-	-	3	100%	-	-	-	-	-

Traffic Enforcement Network / County		2019-2021 Traffic Fatalities	2019-2021 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
WEST CENTRAL	Marion	16	2	13%	11	92%	-	-	1	8%	-
	Muscogee	6	1	17%	4	80%	1	20%	-	-	-
	Quitman	75	14	19%	20	74%	2	7%	2	7%	3
	Randolph	2	-	-	1	100%	-	-	-	-	-
	Schley	5	-	-	4	80%	1	20%	-	-	-
	Stewart	5	-	-	1	50%	1	50%	-	-	-
	Sumter	6	1	17%	1	100%	-	-	-	-	-
	Talbot	12	3	25%	5	83%	-	-	1	17%	-
	Taylor	10	3	30%	3	50%	1	17%	1	17%	1
	Terrell	8	2	25%	2	50%	-	-	2	50%	-
	Webster	8	2	25%	2	100%	-	-	-	-	-
	Harris	1	1	100%	-	-	-	-	1	100%	-
	Subtotal	163	30	18%	64	78%	6	7%	8	10%	4
WR TEN WESTERN REGIONAL	Carroll	77	17	22%	23	74%	1	3%	1	3%	6
	Coweta	73	26	36%	23	59%	3	8%	5	13%	8
	Douglas	61	16	26%	14	74%	-	-	4	21%	1
	Haralson	34	5	15%	11	79%	1	7%	1	7%	1
	Heard	11	4	36%	4	100%	-	-	-	-	-
	Meriwether	29	10	34%	10	48%	4	19%	4	19%	3
	Paulding	67	18	27%	8	47%	3	18%	3	18%	3
	Troup	47	8	17%	20	74%	-	-	1	4%	6
	Subtotal	399	104	26%	113	66%	12	7%	19	11%	28