Georgia Traffic Safety Facts

2023 Data

July 2025

In this fact sheet, information is presented as follows.

Traffic-Related Fatalities and Injuries

Driver Characteristics
- Alcohol and Drug Reporting
- Age & Sex
- Previous Convictions and Citations
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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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Impaired Driving

Alcohol Impairment, Drug Use, and Drowsy Driving

In Georgia, drivers are considered legally alcohol-impaired with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher. Lower limits apply for certain groups: 0.02 g/dL for drivers under age 21 and 0.04 g/dL for commercial motor vehicle drivers. For the purposes of this fact sheet, alcohol impairment is defined as a BAC of 0.08 g/dL or higher, regardless of age or driver type.

Impaired driving is one of many risky driving behaviors that contribute to the occurrence of traffic crashes or traffic-related injuries and fatalities. Other types of risky behaviors may include not using a proper restraint system when operating a motor vehicle (unrestrained), alcohol impairment, drug use, distracted driving, and drowsy driving. Speeding, seat belt use, and distracted driving topics are covered in greater detail in the topic-specific Georgia Traffic Safety Facts publications.

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 BAC values were imputed by NHTSA FARS for fatal crashes.

2023 Key Findings

- There were 1,491 fatal crashes that resulted in 1,615 traffic fatalities on Georgia roadways. More than one out of every four fatal crashes (26%) involved at least one driver that had a BAC of 0.08+ g/dL, and 10% involved at least one drugged driver.
- Twenty-seven percent (27%) of all traffic fatalities that occurred on Georgia roadways were alcohol-related compared to 30% nationwide. Alcohol-related fatal crashes in Georgia decreased by 15%, from 509 in 2022 to 433 in 2023.
- Among people fatally or seriously injured in multi-vehicle alcohol-related crashes, 18% were in the vehicle with an alcohol-impaired driver and 82% were occupants of other vehicles or non-motorists.
- Only 4% of alcohol-impaired drivers with reported BAC had a prior DWI conviction and 22% had a previously recorded suspension or revocation of their driver's license recorded within five years before the fatal crash.
- Repeat offenders were more likely to receive alcohol-related convictions, especially in non-severe and serious injury crashes; however, the conviction rate for alcohol-related offenses decreases as crash severity increases for both groups.
- Historically, the 11 counties in the Atlanta region accounted for a larger proportion of alcohol-related fatal crashes, representing approximately 40% of all alcohol-related fatalities. However, in 2023, rural regions recorded the highest number of alcohol-related fatalities, accounting for 35%, compared to 31% in the Atlanta region and 34% in other urban areas.

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 by NHTSA FARS 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 confirmed or suspected of alcohol- and/or drug-impairment may change as reporting and surveillance improve. Some drivers may be included in both alcohol-impairment and drug use reporting.

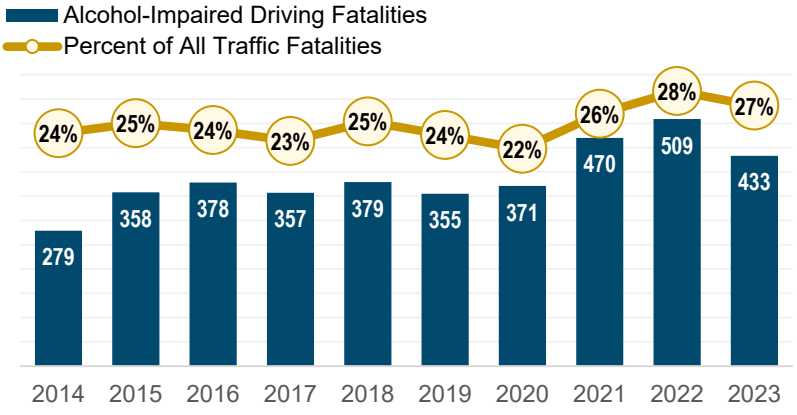
Similarly, data on drug use was underreported in the past. The increase of reported drug involvement among drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Refer to the 'Data Considerations'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

Alcohol-Impaired and Drug-Related Fatalities and Serious Injuries

In Georgia, drivers are considered legally alcohol-impaired when their BACs are 0.08 grams per deciliter (g/dL) or higher. In 2023, there were 433 traffic fatalities that involved at least one alcohol-impaired driver—a 15% decrease from the 509 alcohol-impaired fatalities in 2022. These alcohol-impaired fatalities represented 27% of all traffic fatalities that occurred on Georgia roadways in 2023—compared to 30% nationwide.

In 2023, 10% of all drivers in fatal crashes were suspected of drug-involvement or had positive drug test results. Drug-related fatalities represented 14% of all traffic related fatalities in 2023. Since 2019, the reported rise in drug-impaired driving fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs such as such as marijuana, opioids, and stimulants across the nation.

Figure 1. **Alcohol-Impaired Related Fatalities and Percent of Total Traffic-Related Fatalities, 2014-2023**



Source: FARS 2014-2023

Table 1. **Number and Percent of Drugged Drivers and Drug-Related Fatalities, 2019-2023**

Year	Drugged Drivers in Fatal Crashes*		Drug-Related Fatalities	
	#	% of all drivers in fatal crashes	#	% of all traffic fatalities
2019	251	11%	273	18%
2020	513	22%	501	30%
2021	348	13%	365	20%
2022	338	14%	363	20%
2023	218	10%	228	14%

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.

*Designation of a driver as drugged is determined by either judgement of law enforcement or as the result of drug testing. 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 2019-2023.

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 2023, the number of serious injuries that involved confirmed and suspected alcohol impaired and/or drugged drivers decreased by 23%— from 992 serious injuries in 2022 to 809 in 2023.

Table 2. **Suspected Serious Injuries* Involving Alcohol-Impaired and/or Drugged Drivers and Annual Percentage Change by Police Reported Driver Condition, 2020-2023**

Driver Condition**	2020	2021	2022	2023
Confirmed alcohol impairment and/or drug use	401	552	430	332
Annual % Change	▲ *6%*	▲ *38%*	▽ *-22%*	▽ *-23%*
Suspected alcohol impairment and/or drug use	454	675	562	477
Annual % Change	▲ *5%*	▲ *49%*	▽ *-17%*	▽ *-15%*
Confirmed and suspected alcohol impairment and/or drug use	855	1,227	992	809
Annual % Change	▲ *5%*	▲ *44%*	▽ *-19%*	▽ *-18%*

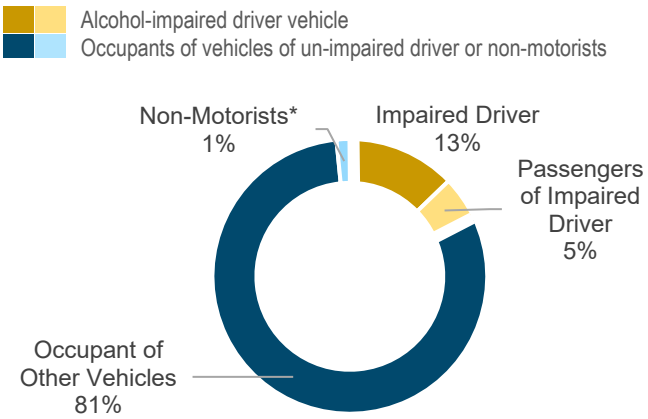
*DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more specified definition for serious injury. **Confirmed cases can include drivers that used alcohol only, drugs only, or both alcohol and drugs. See data considerations for what is included under suspected.

Source: CODES 2020-2023

In 2023, 53% 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 and serious injuries were among occupants of the other vehicle or non-motorists. Figure 2 shows the estimated percentage of fatalities and serious injuries involving at least one alcohol-impaired driver by person type in 2023.

- 18% were in the impaired driver's vehicle (represented by dark and light yellow in Figure 2).
  - 13% were the impaired drivers
  - 5% were *passengers* of the impaired driver
- 82% were occupants of other vehicles or non-motorists (represented by dark and light blue in Figure 2).
  - 81% were occupants of other vehicles that were *not* operated by the impaired driver
  - 1% were non-motorists (i.e., pedestrians or bicyclists involved in multi-vehicle crashes)

Figure 2. **Estimated Percent of Persons Fatally or Seriously Injured in *Multi-Vehicle* Crashes Involving Alcohol-Impaired Drivers by Person Type, 2023**



BAC are imputed for drivers involved in fatal crashes at the crash level and will result in large standard error when reported on the person-level. Please review the "Data Definitions and Considerations" and the FARS Analytical Reference Guide for documentation. Percent totals may not equal 100% due to rounding.
*Note: Non-motorists in single-vehicle crashes are not included.
Source: CODES 2023

According to the 2021 High School Youth Risk Behavior Surveillance System, 15% 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.

Based on the most recent data available at the time of reporting.

Driver Characteristics

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 who were fatally injured than those who survived. In 2023, BACs were reported for 42% of all fatally injured drivers and 15% of all surviving drivers who were involved in fatal crashes.

- 28% of all drivers involved in fatal crashes were tested for alcohol — a 7-percentage-point *de*crease from the proportions tested for alcohol in 2022.

- 5% of all drivers involved in fatal crashes were reported with unknown alcohol test status in 2023. BAC values in the FARS data system are imputed to address missing blood alcohol test results. These values are recalculated annually, which may result in changes to the number of "Not reported/Unknown" cases in future FARS released datasets.

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.

Table 3. **Alcohol Test Status for Drivers Involved in Fatal Crashes, 2021-2023**

Alcohol Test Status	2021		2022		2023	
	Number	Percent	Number	Percent	Number	Percent
Not tested	**1,826**	**69%**	**1,422**	**57%**	**1,523**	**67%**
Tested	**806**	**31%**	**865**	**35%**	**628**	**28%**
No Alcohol (0 g/dL)	*507*	*19%*	*509*	*20%*	*376*	*17%*
Less than .08 g/dL	*51*	*2%*	*58*	*2%*	*52*	*2%*
.08 - 0.14 g/dL	*54*	*2%*	*64*	*3%*	*51*	*2%*
More than .15 g/dL	*154*	*6%*	*201*	*8%*	*134*	*6%*
Results unknown	*40*	*2%*	*33*	*1%*	*15*	*1%*
Not reported / Unknown	**8**	**<1%**	**207**	**8%**	**110**	**5%**
Total Drivers	**2,640**	**100%**	**2,494**	**100%**	**2,261**	**100%**

* Blood Alcohol Concentration (BAC) values in the FARS data system are imputed to address missing blood alcohol test results. These values are recalculated annually, which may result in changes to the number of "Not reported/Unknown" cases in newly released FARS datasets. Source: FARS 2021-2023

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 4. **Drug Test Status for Drivers Involved in Fatal Crashes, 2021-2023**

Drug Test Status	2021		2022		2023	
	Number	Percent	Number	Percent	Number	Percent
Not tested	**1,866**	**71%**	**1,323**	**53%**	**1,636**	**72%**
Tested	**712**	**27%**	**737**	**30%**	**499**	**22%**
No drugs reported	*353*	*13%*	*401*	*16%*	*283*	*12%*
Drugs found	*328*	*12%*	*322*	*13%*	*206*	*9%*
Results unknown	*31*	*1%*	*14*	*1%*	*10*	*<1%*
Not reported / Unknown	**42**	**2%**	**434**	**17%**	**134**	**6%**
Total Drivers	**2,617**	**100%**	**2,494**	**100%**	**2,269**	**100%**

NOTE: does not include drivers suspected of drug involvement by law enforcement. Source: FARS 2021-2023

In 2023:

- 22% of all drivers involved in fatal crashes were tested for drugs and 12% of all drivers involved in fatal crashes tested positive for drugs.
- 60% of drugged drivers involved in fatal crashes tested positive for cannabinoids in their system (e.g., marijuana or tetrahydrocannabinol (THC)) and 27% had stimulants (e.g., cocaine or amphetamine) in their system.

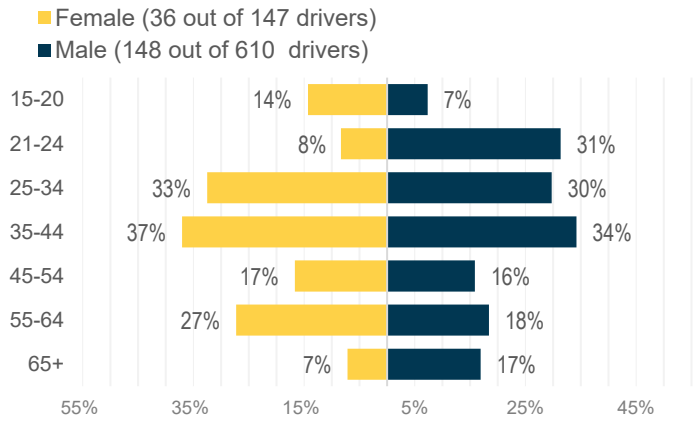
Age & Sex

Historically, the proportion of alcohol-impaired drivers involved in traffic crashes has decreased with increasing driver age after 25 years old. However, this trend was not evident in 2023.

- People under 21 years of age are legally prohibited from drinking alcohol. Young adult drivers (aged 21-to-24 years) represented 12% of all alcohol-impaired drivers involved in fatal crashes (22 out of 184).
- About one-third of male drivers aged 21–44 with known BAC were impaired at the time of their fatal crash. By contrast, only one-fifth of male drivers aged 45–64 with known BAC were alcohol-impaired in fatal crashes.
- Among female drivers, approximately one-third of those aged 25–44 with known BAC were impaired at the time of their fatal crash. In comparison, 17% of women aged 45–54 and 27% of those aged 55–64 with known BAC were alcohol-impaired in fatal crashes.
- Among all age groups, drivers in the 35-to-44 age group were most likely to be impaired at the time of the fatal crash compared to other age groups. In 2023, 34% of male drivers and 37% of female drivers within this age group were alcohol impaired at the time of a fatal crash.

In 2023, the highest proportions of ***drugged*** drivers involved in fatal crashes were among the 25-to-34 age group—15% of all female drivers and 13% of male drivers in the age group were drugged drivers. The most commonly reported drug types among all drugged drivers were cannabinoids (55% of female drugged drivers and 60% of male drugged drivers) and stimulants (29% of female drugged drivers and 27% of male drugged drivers).

Figure 3. **Percent of Drivers with Known BAC Involved in Fatal Crashes that were *Alcohol-Impaired* by Age Group and Sex, 2023**



Source: FARS 2023

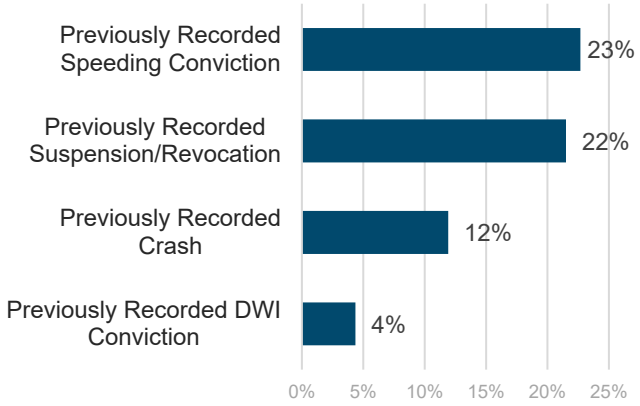
Previous Convictions and Citations

In 2023, 4% 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 2.3 times more likely to have a previously recorded DWI conviction compared to unimpaired drivers involved in a fatal crash.

Figure 4 shows the previous convictions (5-year driving records) of alcohol-impaired and/or drugged drivers involved in a fatal crash. Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2023, 4% received an alcohol- and/or drug-related citation.[1] The number of alcohol- and/or drug-related citations decreased by 3% from 9,626 in 2022 to 9,328 in 2023.

In 2023, the Georgia Department of Driver Services processed 16,423 alcohol- and/or drug-related convictions, and drivers in the 25-to-34 age group had more convictions (34%) compared to any other age group.

Figure 4. **Previous 5-Year Driving Records of Alcohol-Impaired and/or Drugged Drivers Involved in Fatal Crashes, 2023**



344 alcohol-impaired and/or drugged

Note: Previously recorded convictions, suspensions, or revocations may or may not have resulted in a motor vehicle traffic crash.
Source: FARS 2023

[1] 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)

EXAMINING ALCOHOL-IMPAIRED DRIVERS INVOLVED IN CRASHES

The Georgia Traffic Safety Facts Issue Brief titled *"Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes"* (Georgia Crash Outcomes Data Evaluation System, 2022), analyzed DUI-related crashes and conviction outcomes in Georgia from 2017 to 2021. It focused on differences between first-time and repeat offenders, conviction rates, and the impact of crash severity on legal outcomes.

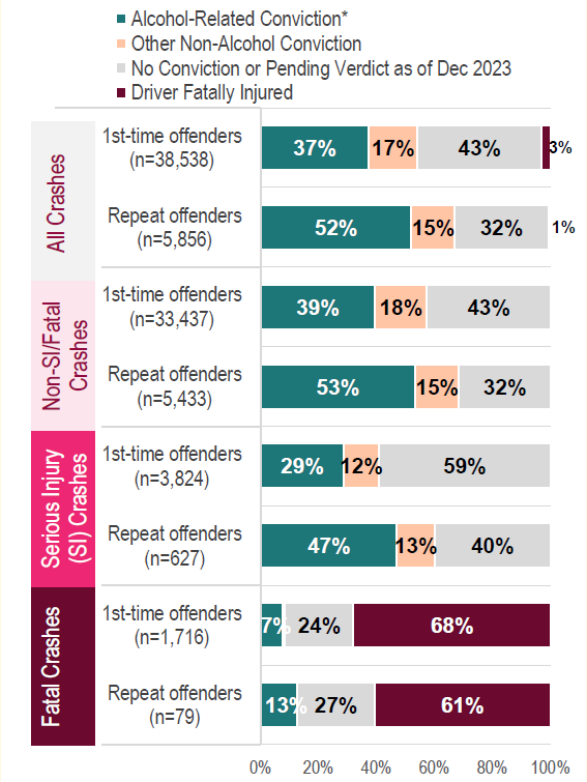
The analysis of DUI-related crashes from 2017 to 2021 revealed significant differences in conviction outcomes between first-time and repeat offenders. Repeat offenders were more likely to receive alcohol-related convictions, especially in non-severe and serious injury crashes; however, the conviction rate for alcohol-related offenses decreased as crash severity increased for both groups.

- **First-Time Offenders:** 37% were convicted of alcohol-related offenses, 17% were convicted of non-alcohol-related convictions, 43% were not convicted or had a verdict pending, and 3% were fatally injured during the crash.
- **Repeat Offenders:** 52% were convicted of alcohol-related offenses, 15% were convicted of non-alcohol-related convictions, 32% were not convicted or had a verdict pending, and 1% were fatally injured during the crash.

The conviction rate for alcohol-related offenses among first time and repeat offenders of suspected or confirmed as alcohol- and/or drug-impaired *de*creased as the severity of the crash *in*creased. The driver conviction rate for alcohol-related violations *de*creased by 18% as the crash severity level increased (p=0.02).

- **Non-Severe Crashes:** 39% of first-time offenders and 53% of repeat offenders received an alcohol-related conviction for all non-severe DUI-related crashes, not serious injury or fatal crashes (p<0.0001).
- **Serious Injury Crashes:** 29% of first-time offenders and 47% of repeat offenders received an alcohol-related conviction for all *serious injury* DUI-related crashes (p<0.0001).
- **Fatal Crashes:** There were no significant differences in the alcohol-related conviction rate for surviving first-time offenders and surviving repeat offenders involved in *fatal* DUI-related crashes (p=0.25, 23% of all surviving first-time offenders, 32% of all surviving repeat offenders).

Figure 5. **Most Serious Convictions Among First-Time Offenders and Repeat Offenders Involved in a 2017-2021 DUI-Related Crash by Crash Severity**



*Alcohol-related convictions include vehicular homicide, serious injury by vehicle, and possession of an open container. Other non-alcohol-related convictions include reckless driving, speeding, aggressive driving, failure to maintain lane, hit and run, and other traffic-related offenses.

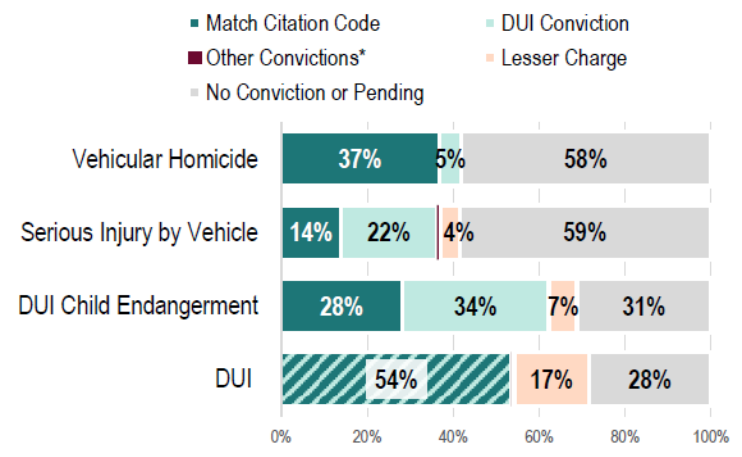
Multiple citations are commonly issued during a crash event; however, not all citations lead to convictions. Additionally, some citations or offenses are pled down to a lesser charge. The frequent reduction of DUI citations to lesser charges, such as reckless driving, complicates conviction outcomes with only 54% of DUI citations resulting in a DUI conviction and 17% resulting in a lesser charge.

- **Vehicular Homicide Charges:** Among drivers issued a vehicular homicide citation (as the most serious charge) between 2017 and 2021 , **37%** were convicted of vehicular homicide, matching the original DUI crash citation. Five percent (**5%**) received a DUI conviction as the most serious charge for DUI-related crashes. More than half (**58%**) were either not convicted of any violation or were awaiting a verdict as of December 2023.

- **Serious Injury by Vehicle Charges:** For drivers issued a DUI citation as the most serious charge, 54% were convicted of DUI (matching original DUI crash citation), and 17% received a lesser charge (according to the hierarchical structure outlined in the methodology). Moreover, 28% of drivers issued a vehicular homicide citation between 2017 and 2021 were either not convicted or had pending verdicts by December 2023.

- The most common lesser charge for DUI-related vehicular homicide or serious injury by vehicle crash citations was DUI. Five percent (5%) of vehicular homicide citations and 22% of serious injury citations resulted in a DUI conviction.

Figure 6. **Proportions of Most Serious Conviction Outcomes by Most Serious Citation Issued to Surviving Drivers at DUI-Related Crashes**



Convictions are among the surviving drivers of DUI-related crashes with crash citations. Based on the hierarchical order established in the methodology, a "lesser charge" means that the resulting conviction is less serious than the citation issued at the DUI-related crash.

These findings emphasize the importance of a comprehensive state DUI control system, a unified reporting system for DUI in Georgia, and the need to mitigate negotiated pleas for first-time offenders to prevent future risks.

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.

Between 2022 and 2023, alcohol-impaired-related and/or drug-related traffic crashes decreased.

- Alcohol-impaired-related fatal crashes decreased by 18%.
- Drug-related fatal crashes decreased by 37%.
- Alcohol- and/or drug-related serious injury crashes decreased by 6%.
- Alcohol- and/or drug-related crashes decreased by 4%.

Table 5. **Alcohol- and/or Drug-Related Crashes by Crash Type, 2021-2023**

Traffic Measure	2021	2022	2023
Alcohol-impaired-related **fatal crashes**	437	476	387
Annual % Change	▲ *13%*	▲ *9%*	▽ *-19%*
Drug-related **fatal crashes**	337	331	208
Annual % Change	▽ *-27%*	▽ *-2%*	▽ *-37%*
Alcohol- and/or drug- related **serious injury crashes**	758	992	931
Annual % Change	▲ *8%*	▲ *31%*	▽ *-6%*
Alcohol- and/or drug-related **crashes**	9,680	12,244	11,770
Annual % Change	▲ *14%*	▲ *26%*	▽ *-4%*

Source: CODES 2021-2023, FARS 2021-2023

Urban vs. Rural

In 2023, 117 out of 159 Georgia counties experienced at least one alcohol-impaired-related fatal crash. Twenty-one percent of all alcohol-related crashes in Georgia were in three Metro-Atlanta counties— DeKalb, Fulton, and Gwinnett counties. Between 2022 and 2023, the number of alcohol-related fatal crashes decreased by 19% across the state—decreased by 37% in the Atlanta region, decreased by 8% in other urban regions, and decreased by 6% in rural regions. Historically, the 11 counties in the Atlanta region accounted for a larger proportion of alcohol-related fatal crashes, representing approximately 40% of all alcohol-related fatalities. However, in 2023, rural regions recorded the highest number of alcohol-related fatalities, accounting for 35%, compared to 31% in the Atlanta region and 34% in other urban areas.

Historically, rural regions (118 counties) experienced the highest rate of alcohol-related fatal crashes. In 2023, the alcohol-impairment-related fatal crashes per 100M VMT for the regions were:

- 0.23 in the Atlanta region (26% of all Atlanta region fatal crashes);
- 0.32 in other urban regions (25% of all other urban fatal crashes); and
- 0.41 in rural regions (27% of all rural fatal crashes).

See the Appendix for 2021-2023 alcohol-related fatal crashes by regional traffic enforcement network and county.

Table 6. **Alcohol-Related Fatal Crashes, Percent of Fatal Crashes that are Alcohol-Related, and Alcohol -Related Fatal Crash Rate (per 100M VMT) by Region, 2021 and 2023**

Region	2021			2022			2023		
	Number	Percent of All Fatal Crashes	Rate	Number	Percent of All Fatal Crashes	Rate	Number	Percent of All Fatal Crashes	Rate
Atlanta Region (11 counties)	157	28%	0.31	190	27%	0.36	120	26%	0.23
Other Urban Counties (30 counties)	148	25%	0.37	144	27%	0.34	133	25%	0.32
Rural Counties (118 counties)	132	25%	0.43	142	24%	0.42	134	27%	0.41
Statewide	**437**	**26%**	**0.36**	**476**	**26%**	**0.37**	**387**	**26%**	**0.31**

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 2021-2023

Census Designated Places

To identify alcohol- and or drug-related traffic crashes within a local context, an analysis was conducted by overlaying Census Designated Places (CDPs) onto the geographic locations of motor vehicle crashes. According to the 2023 Census, there were 623 census-designated places (CDPs) in Georgia.[2] Eighty-four (84) out of the 623 census-designated places were ***un***incorporated — not governed by a municipal corporation (i.e., a city or town government). These Georgia CDPs, both incorporated and ***un***incorporated, range in population size from large/medium cities (more than 200,000 population) to villages (less than 2,500 population). These CDPs often cross county borders. Therefore, in this analysis, the CDP is associated with the county that encompasses most of its geographical area. The Georgia CDPs were grouped into regional categories to describe the demographic areas as Atlanta Region, Other Urban Region, and Rural Regions.[3]

In 2023, 3% of Georgia motor vehicle traffic crashes were alcohol- and/or drug-related (11,770 out of 373,135). Two-thirds of these alcohol- and/or drug-related crashes (67%, 8,082 out of 11,770) occurred in areas that are ***not*** identified as a CDP in Georgia—locations that ***do not*** have a specific city/place boundary or community that is identified in the US Census database. Less than a tenth of all alcohol- and/or drug-related crashes (8%, 931 out of 11,770) resulted in at least one suspected serious injury or fatality. Among all severe alcohol- and/or drug-related crashes in Georgia, 20% (187) occurred in CDPs and 80% (744) occurred in areas that are ***not*** identified as a CDP.

- 66% of ***all*** alcohol/drug-related crashes (2,726 out of 4,109) and 68% of ***severe*** alcohol/drug-related crashes (193 out of 284) that occurred in the **Atlanta Region** were also in areas that are ***not*** identified as a CDP.
- 64% of ***all*** alcohol/drug-related crashes (2,943 out of 4,634) and 76% of ***severe*** alcohol/drug-related crashes (245 out of 322) that occurred in the **Other Urban Region** were also in areas that are ***not*** identified as a CDP.
- 85% of ***all*** alcohol/drug-related crashes (2,566 out of 3,026) and 94% of ***severe*** alcohol/drug-related crashes (306 out of 325) that occurred in the **Rural Region** were also in areas that are ***not*** identified as a CDP.

Table 7 shows the CDPs with the highest alcohol/drug-related crashes, percent serious injury or fatal alcohol/drug-related crashes, and alcohol/drug-related crash rate (per 100,000 motor vehicle crashes) by region.

Among the identified CDPs in the **Atlanta Region**:

- The City of Atlanta (Fulton County) had the highest number of alcohol/drug-related crashes in the Atlanta Region, with 261 alcohol/drug-related crashes.
- Redan (Dekalb) has the highest proportion of alcohol/drug-related crashes that resulted in at least one serious injury or fatality (33%) compared to all other CDPs within the Atlanta Region.
- Fair Oaks (Cobb) has the highest rate of alcohol/drug-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Atlanta Region—3.4 times greater than the overall Atlanta Region CDP rate.

Among the identified CDPs in the **Other Urban Region**:

- Augusta-Richmond (Richmond County) had the highest number of alcohol/drug-related crashes in the Other Urban Region, with 254 alcohol/drug-related crashes.

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[2] The U.S. Census Bureau defines a "place" as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. **Incorporated places**, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, **Census Designated Places (CDPs)** are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.

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

- Monroe (Walton) has the highest proportion of alcohol/drug-related crashes that resulted in at least one serious injury or fatality (17%) compared to all other CDPs within the Other Urban Region.
- Statham (Barrow) has the highest rate of alcohol/drug-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Other Urban Region—5.9 times greater than the overall Other Urban Region CDP rate.

In the **Rural Regions**:

- Thomasville (Thomas) had the highest number of alcohol/drug-related crashes in the Rural Region, with 20 alcohol/drug-related crashes.
- Toccoa (Stephens) has the highest proportion of alcohol/drug-related crashes that resulted in at least one serious injury or fatality (22%) compared to all other CDPs within the Rural Region.
- Millen (Jenkins) has the highest rate of alcohol/drug-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Rural Region—4.4 times greater than the overall Rural Region CDP rate.

Table 7. **Census Designated Places (CDPs) with the Highest Alcohol/Drug-Related Crashes, Percent Serious Injury or Fatal Alcohol/Drug-Related Crashes, and Alcohol/Drug-Related Crash Rate by Region, 2023**

Region and Rank		Alcohol/Drug-Related Crashes Count		Serious Injury or Fatal Alcohol/Drug-Related Crashes Percent of all Alcohol/Drug-Related Crashes		Alcohol/Drug-Related Crash Rate (Ratio to Regional Rate) per 100,000 MV Crashes (CDP Rate / Regional Rate)	
		Census Designated Place	Number	Census Designated Place	Percent	Census Designated Place	Ratio
Atlanta Region (11 counties)	1	Atlanta (Fulton)	261	Redan (Dekalb)	33%	Fair Oaks (Cobb)	4,026.9 *(3.4)*
	2	Marietta (Cobb)	61	Mableton (Cobb)	29%	Holly Springs (Cherokee)	3,968.3 *(3.4)*
	3	Brookhaven (Dekalb)	59	Tucker (Gwinnett)	25%	Milton (Fulton)	3,358.3 *(2.9)*
	4	Roswell (Fulton)	58	Hapeville (Fulton)	20%	Peachtree City (Fayette)	2,860.5 *(2.4)*
	5	Mountain Park (Gwinnett)	48	Sugar Hill (Gwinnett)	20%	Lake City (Clayton)	2,612 *(2.2)*
Other Urban (30 counties)	1	Augusta-Richmond (Richmond)	254	Monroe (Walton)	17%	Statham (Barrow)	13,043.5 *(5.9)*
	2	Savannah (Chatham)	167	Jefferson (Jackson)	17%	Arcade (Jackson)	10,204.1 *(4.6)*
	3	Columbus (Muscogee)	145	Rome (Floyd)	15%	St. Mary's (Camden)	7,894.8 *(3.6)*
	4	Athens-Clarke (Clarke)	139	Commerce (Jackson)	14%	Rossville (Walker)	7,142.9 *(3.3)*
	5	Albany (Dougherty) // Gainesville (Hall)	74	Macon-Bibb County (Bibb)	13%	Winder (Barrow)	4,664.8 *(2.1)*
Rural (118 counties)	1	Thomasville (Thomas)	20	Toccoa (Stephens)	22%	Millen (Jenkins)	10,000 *(4.4)*
	2	Villa Rica (Haralson)	18	Rockmart (Polk)	17%	Quitman (Brooks)	8,955.3 *(4.0)*
	3	Vidalia (Toombs)	12	Milledgeville (Baldwin)	14%	Lavonia (Franklin)	6,172.9 *(2.8)*
	4	Cairo (Grady)	11	Hartwell (Hart)	11%	Eatonton (Putnam)	5,000 *(2.2)*
	5	Cedartown (Polk)	11	Tifton (Tift)	11%	Sandersville (Washington)	4,571.5 *(2.1)*

** Census Designated Places with less than five speeding-related crashes were excluded from the ranking, percentage, and rate calculations.
Census Designated Places (CDPs) often cross county borders; therefore, the CDP is associated with the county that encompasses most of its geographical area. Within other urban areas, some CDPs are consolidated city-county. This includes places such as Athens-Clarke County, Macon-Bibb County, and Augusta-Richmond County in Georgia.

Source: CODES 2023

The appendix includes the following information by Georgia Traffic Enforcement Network, County, and Census Designated Place: 2023 Alcohol/Drug-Related Crashes • Serious Injury or Fatal Alcohol/Drug-Related Crashes • Alcohol/Drug-Related Crash Rate • Ratio of CDP Alcohol/Drug-Crash Rates Compared to Regional Rates

Table 8 below shows the percentage of alcohol-related fatal crashes by region type and roadway classification in 2023.

- 28% of alcohol-related fatal crashes in the **Atlanta Region** occurred on *minor arterial* roadways.
- 27% of alcohol-related fatal crashes in **Other Urban** counties occurred on *principal arterial* roadways.
- 29% of alcohol-related fatal crashes in **Rural** counties occurred on *collector* roadways.

Table 8. **Alcohol-Related Fatal Crashes by Roadway Function Class and Region, 2023**

Roadway Function Class*	Atlanta Region (11 counties)		Other Urban (30 counties)		Rural (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	30 (25%)	0.18	17 (13%)	0.16	9 (7%)	0.12	61 (16%)	0.18
Principal Arterial	29 (24%)	0.29	36 (27%)	0.38	19 (14%)	0.24	87 (22%)	0.31
Minor Arterial	33 (28%)	0.33	30 (23%)	0.35	24 (18%)	0.42	90 (23%)	0.37
Collector	14 (12%)	0.39	24 (18%)	0.60	39 (29%)	0.64	79 (20%)	0.58
Local	13 (11%)	0.11	20 (15%)	0.24	34 (25%)	0.61	70 (18%)	0.27
Total**	**120** (100%)	**0.23**	**133** (100%)	**0.32**	**134** (100%)	**0.41**	**387** (100%)	**0.31**

* 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 the total number of alcohol-impaired crashes statewide.

Source: FARS 2023

EXAMINING CRASHES AND DRIVERS IN RURAL AREAS

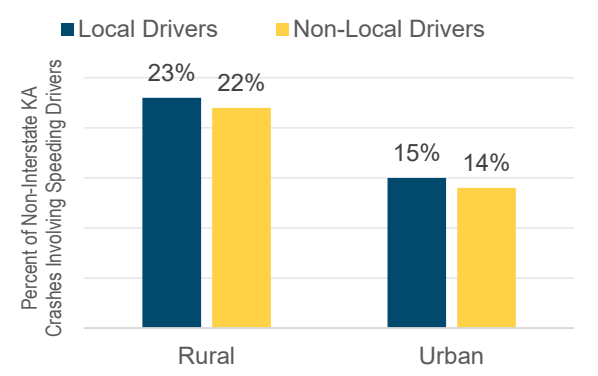
Rural areas have unique traffic safety challenges and considerations that differ from those in urbanized areas. Historically, Georgia rural communities are characterized as having predominantly farming, recreation-oriented, or resource-based industries. However, other environmental characteristics in rural areas may include traditional main street communities, college communities, edge communities (those located at the edge of metropolitan statistical areas), military edge communities, and gateway communities (those adjacent to public lands).

According to the Georgia Traffic Safety Facts study called *"Examining Crashes and Drivers in Rural Areas"* (Georgia Crash Outcomes Data Evaluation System, 2023), there was a greater proportion of non-interstate traffic crashes in rural counties[4] that resulted in fatalities (**K**) or serious injuries (**A**) (**KA** crashes) than non-interstate traffic crashes in urban counties. Additionally, higher proportions of unrestrained, speeding, alcohol impairment, and distracted driving were found among drivers in rural crashes.

Figure 7 shows the percentage of drivers involved in non-interstate KA crashes by driver residential status (local/non-local)[5], and crash location (rural/urban) between 2019 and 2021. Between 2019 and 2021, rural counties in Georgia experienced a higher proportion of non-interstate KA crashes involving both local and non-local alcohol/drug-impaired drivers compared to urban counties. Between 2019 and 2021:

- **23%** of *local* ***rural*** drivers involved in a non-interstate KA crash were alcohol-impaired, compared to **15%** of *local* ***urban*** drivers (p <0.0001).
- **22%** of *non-local* ***rural*** drivers involved in a non-interstate KA crash were alcohol-impaired, compared to **14%** of *non-local* ***urban*** drivers (p <0.0001).

Figure 7. **Percentage of Drivers Involved in Non-Interstate Serious Injury or Fatal (KA) Traffic Crashes that were *Alcohol/Drug-Related* by Region and Driver Locality, 2019-2021**



A *local* driver as a driver who crashed *less than 15 miles* from the residential address recorded in the crash report.
A *non-local* driver as a driver who crashed *more than 15 miles* from the residential address recorded in the crash report.

The *"Examining Crashes and Drivers in Rural Areas"* report also highlights two key differences between rural and urban counties:

- **Restraint Use:** Rural crashes showed a higher proportion of unrestrained passenger vehicle occupants—especially among local rural drivers compared to urban areas. There was also a positive association between higher social vulnerability and lower restraint use—unrestraint use increases with community social vulnerability.
- **Post-Crash Care and Expenses:** Although the median distance from a rural county crash site for all injuries to a post-crash care facility was significantly longer than from an urban crash site, the median EMS travel times were the same. Patients involved in motor vehicle traffic crashes had higher hospital charges and longer lengths of stay in urban hospitals than in rural hospitals.

[4] Rural counties are counties that have a residential population of less than 50,000 persons.
[5] A local driver is a driver who crashed less than 15 miles from the residential address recorded in the crash report. A non-local driver is a driver who crashed more than 15 miles from the residential address recorded in the crash report.

Environmental Characteristics

Table 9 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 2023:

- More than a third of alcohol and/or drug-related *severe* crashes (crashes that result in at least one serious injury or fatality) and *traffic* crashes occurred during weekends during the nighttime.
- Half of all alcohol and/or drug-related crashes involved only one vehicle—the vehicle with the impaired driver. More single-vehicle severe crashes and traffic crashes occurred during the nighttime hours between 6:00 p.m. to 5:59 a.m.

Table 9. **Environmental Characteristics of Alcohol/Drug-Related Crashes, 2023**

Environmental Characteristics	Alcohol/Drug-Related Fatal and Serious Injury Crashes		Alcohol/Drug-Related Traffic Crashes	
	Number	Percent	Number	Percent
Light Conditions				
Daylight	483	38%	4,170	35%
Dark	750	59%	7,304	62%
Dusk	19	2%	89	1%
Dawn	13	1%	165	1%
Not Reported	1	<1%	--	--
Day of Week and Time of Day				
Weekday*	***620***	***49%***	***5,575***	***47%***
Daytime	276	22%	2,430	21%
Nighttime	344	27%	3,145	27%
Weekend*	***646***	***51%***	***6,195***	***53%***
Daytime	147	12%	1,129	10%
Nighttime	499	39%	5,066	43%
Vehicles Involved				
Single-Vehicle*	***627***	***50%***	***5,524***	***47%***
Daytime	188	15%	1,420	12%
Nighttime	439	35%	4,104	35%
Multi-Vehicle*	***639***	***50%***	***6,246***	***53%***
Daytime	235	18%	2,139	18%
Nighttime	404	32%	4,107	35%

*Includes alcohol/drug-related crashes with unknown time of crash
Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday (4.5 days)
Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday (2.5 days)
Daytime – 6:00 a.m. to 5:59 p.m.
Nighttime – 6:00 p.m. to 5:59 a.m.

Source: CODES 2023

Table 10 shows the percentages of all fatal and serious injury crashes that were alcohol/drug-related by region, weekday/weekend, and time of day. A greater proportion of severe crashes that were alcohol/drug-related in both rural and urban regions occurred during the late-night hours (midnight to 3:59 a.m.) on weekdays and weekends.

- In *rural* counties, **50%** of all severe crashes during the late-night hours (midnight to 3:59 a.m.) on ***weekends*** were alcohol/drug-related—compared to **28%** in *urban* counties.
- In *rural* counties, **32%** of all severe crashes during the late-night hours (midnight to 3:59 a.m.) on ***weekdays*** were alcohol/drug-related—compared to **26%** in *urban* counties.

Table 10. **Percentages of Alcohol/Drug-Related Fatal and Serious Injury Traffic Crashes on Weekdays/Weekends, by Time of Day and Region, 2023**

Alcohol/Drug-Related Severe Crashes / All Severe Crashes	< 10%	10-14.9%	15-19.9%	20-29.9%	30.0% +

	Urban		Rural	
	Weekday [4.5 days]	Weekend [2.5 days]	Weekday [4.5 days]	Weekend [2.5 days]
Midnight - 3:59 a.m.	26.3	28.4	32.1	50.0
4 – 6:59 a.m.	7.1	21.2	17.9	38.5
7 – 9:59 a.m.	5.5	19.6	9.5	13.0
10 a.m. – 3:59 p.m.	6.7	5.2	14.4	13.8
4 - 7:59 p.m.	8.3	15.0	18.4	22.8
8 - 11:59 p.m.	15.7	18.5	31.4	42.0

Source: CODES 2023

Drowsy Driving

A drowsy-driving crash is a crash in which the driver was reported as drowsy or sleepy based on the police crash 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 2023, drowsy driving was reported to be involved in approximately one percent of all traffic crashes, serious injury crashes, and fatal crashes.

Twenty percent of reported drowsy-related crashes occurred in the early morning hours between 5:00 am and 7:59 am compared to the 15% that occurred between midnight and 2:59 am.

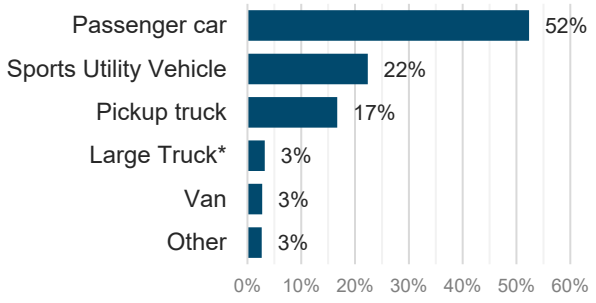
Among the drivers reported to be drowsy in 2023, more than half were operating passenger cars and 3% were operating large trucks.

Table 11. **Traffic Crashes, Serious Injuries, and Fatalities Involving Drowsy Drivers, 2019-2023**

Year	Crashes	Serious Injuries	Fatalities
2019	2,674	144	18
2020	1,985	101	19
2021	1,109	43	24
2022	1,016	50	21
2023	953	36	17
5-Year Total	**7,737**	**374**	**99**
5-Year Average	**1,547**	**75**	**20**

Source: CODES 2019-2023, FARS 2019-2023

Figure 8. **Vehicle Types of Drowsy Drivers Involved in Traffic Crashes, 2023**



Source: CODES 2023
* Large trucks include commercial and non-commercial vehicles with a gross vehicle weight rating greater than 10,000 pounds.

Overview of Risky Driving

In 2023, there were 1,615 fatalities and 8,171 serious injuries[6] that occurred in motor vehicle traffic crashes on Georgia roadways. The number of traffic-related fatalities decreased by 10% from 1,796 fatalities in 2022. The main contributing factors 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 impairment[7], drug use[8], speeding[9], distracted[10] driving, and drowsy[11] 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.

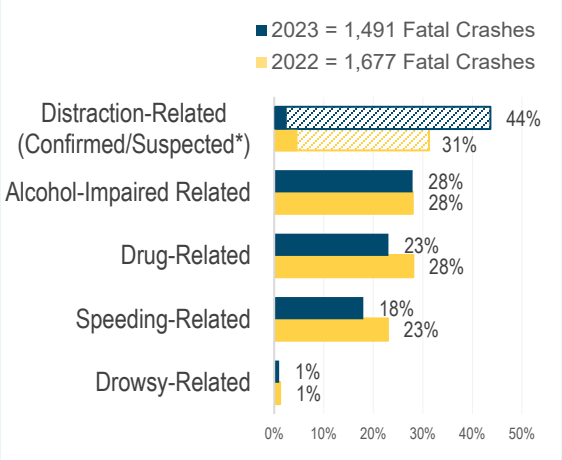
Figure 9 shows the percentage of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

Out of the 1,491 **fatal** crashes that occurred in 2023:

- 44% involved at least one confirmed or suspected *distracted* driver (2% of all fatal traffic crashes had a confirmed distracted driver and 41% had at least one suspected distracted driver); and
- 28% involved at least one *alcohol-impaired* driver;
- 23% involved at least one *drugged* driver;
- 18% involved at least one *speeding* driver;
- 1% involved at least one *drowsy* driver.

Additionally, 44% of all fatal crashes involved at least one *unrestrained* motor vehicle occupant or *unhelmeted* motorcyclist.

Figure 9. **Percent of Fatal Crashes that Involved at Least One Driver with a Confirmed and Reported Risky Behavior, 2022 and 2023**



Note: Percentages are rounded
Source: FARS 2022-2023, *CODES 2022-2023

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

See Data Considerations for more information:

[6] 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.

[7] 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.

[8] 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.

[9] 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.

[10] 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).

[11] 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 12 presents the five-year trend of traffic fatalities that involved drivers with a confirmed and reported 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 2022 and 2023:

- Unrestrained passenger vehicle occupant fatalities decreased by 57 (-11%).
- Alcohol-impaired-related fatalities decreased by 76 (-15%).
- Speeding-related fatalities decreased by 73 (-17%).
- Drug-related fatalities decreased by 123 (-37%).
- Confirmed distracted-related fatalities decreased by 29 (-40%).
- Drowsy-related fatalities decreased by 4 (-19%).

The 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.

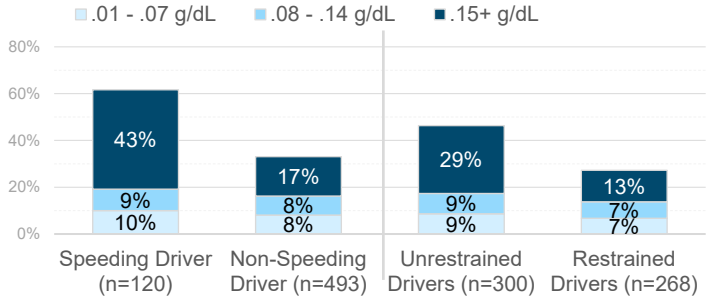
Table 12. **Risky-Driving-Related Fatalities* by Type, 2019-2023**

Measure Type	2019	2020	2021	2022	2023
***Un*restrained Fatalities in Passenger Vehicles**	385	461	557	521	464
Annual % Change	▽ *-13%*	▲ *20%*	▲ *21%*	▽ *-6%*	▽ *-11%*
Alcohol-Impaired Driving Fatalities	355	371	470	509	433
Annual % Change	▽ *-6%*	▲ *5%*	▲ *27%*	▲ *8%*	▽ *-15%*
Speeding-Related Fatalities	260	380	378	422	349
Annual % Change	▽ *-3%*	▲ *46%*	▽ *-1%*	▲ *12%*	▽ *-17%*
Drug-Related Fatalities	273	508	337	331	208
Annual % Change	▽ *-18%*	▲ *86%*	▽ *-34%*	▽ *-2%*	▽ *-37%*
Distraction-Related Fatalities *(confirmed only)*	43	61	56	73	44
Annual % Change	▽ *-34%*	▲ *42%*	▽ *-8%*	▲ *30%*	▽ *-40%*
Drowsy Driving Fatalities	18	19	24	21	17
Annual % Change	▽ *-25%*	▲ *6%*	▲ *26%*	▽ *-13%*	▽ *-15%*
All Traffic-Related Fatalities	1,492	1,658	1,809	1,796	1,615
Annual % Change	▽ *-1%*	▲ *11%*	▲ *9%*	▽ *-1%*	▽ *-10%*

* 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 2019–2023

Alcohol is known to reduce decision making functionality, muscle coordination, and other abilities needed for operating a vehicle safely. Even a small amount of alcohol can affect driving ability. In 2023, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 3.2 times more likely to be speeding and 2.3 times more likely to be unrestrained or un-helmeted. Fifty-two percent of speeding drivers and 38% of unrestrained drivers with known BAC were impaired (.08+ g/dL).

Figure 10. **Speeding Drivers and Unrestrained Drivers Involved in Fatal Crashes by BAC Status*, 2023**



*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 2023

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 was aligned 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.

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 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:

Georgia Crash Outcomes Data Evaluation System. (2023, November). Examining Crashes and Drivers in Rural Areas: 2019-2021 data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

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Appendix

Impaired Driving (2023)

This document is the Appendix for the **2023 Impaired Driving Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Georgia Alcohol-Related Traffic Fatalities (2021-2023) and 2023 Alcohol/Drug-Related Crashes, by Traffic Enforcement Network and County

Data Considerations:

- 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.
- In Georgia, **Traffic Enforcement Networks (TENs)** are regional coalitions of law enforcement agencies established by the Governor's Office of Highway Safety (GOHS) to enhance traffic safety efforts across the state. There are 16 regional TENs covering all 159 counties in Georgia. Each network includes local, county, and state law enforcement officers, as well as prosecutors and traffic safety advocates.

Traffic Enforcement Network (TEN) and County		2021-2023 Traffic Fatalities	2021-2023 Alcohol/Drug-Related Fatalities			2023 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug**-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
STATEWIDE		**5,220**	**1,412**	**27%**	**470.7**	**11,770**	**11%**	**3,154.4**
MATEN METRO ATLANTA	Clayton	161	47	29%	15.7	303	7%	2,299.3
	Cobb	188	53	28%	17.7	627	10%	2,269.1
	Dekalb	422	134	32%	44.7	461	11%	1,226.9
	Fayette	37	8	22%	2.7	82	12%	2,231.9
	Fulton	425	132	31%	44.0	1019	9%	1,922.8
	Gwinnett	184	51	28%	17.0	775	8%	2,325.0
	Henry	104	32	31%	10.7	162	11%	1,605.9
	Subtotal	**1,521**	**457**	**30%**	**152.3**	**3,429**	**8%**	**1,921.2**
ATTEN APPALACHIAN TRAIL	Cherokee	64	16	25%	5.3	263	13%	3,910.8
	Dawson	15	3	20%	1.0	42	8%	4,093.6
	Fannin	15	4	27%	1.3	52	13%	6,788.5
	Gilmer	24	7	29%	2.3	42	20%	5,078.6
	Lumpkin	22	8	36%	2.7	50	14%	7,194.2
	Pickens	18	3	17%	1.0	42	14%	4,778.2
	Towns	13	3	23%	1.0	21	50%	7,216.5
	Union	11	1	9%	0.3	32	10%	4,863.2
	Subtotal	**182**	**45**	**25%**	**15.0**	**544**	**12%**	**4,584.1**
CGTEN CENTRAL GEORIGA	Butts	21	6	29%	2.0	25	14%	4,873.3
	Lamar	8	2	25%	0.7	15	36%	3,212.0
	Monroe	23	4	17%	1.3	35	17%	3,078.3
	Pike	8	5	63%	1.7	14	40%	3,517.6
	Spalding	44	12	27%	4.0	76	15%	3,732.8
	Upson	16	4	25%	1.3	22	47%	3,348.6
	Subtotal	**120**	**33**	**28%**	**11.0**	**187**	**18%**	**3,590.6**

Traffic Enforcement Network (TEN) and County		2021-2023 Traffic Fatalities	2021-2023 Alcohol/Drug-Related Fatalities			2023 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug**-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
CRTEN CENTRAL REGIONAL	Baldwin	25	7	28%	2.3	50	11%	2,913.8
	Greene	14	4	29%	1.3	31	35%	5,565.5
	Jasper	15	5	33%	1.7	19	46%	5,792.7
	Jones	10	4	40%	1.3	16	33%	2,406.0
	Morgan	12	3	25%	1.0	37	9%	4,817.7
	Newton	67	13	19%	4.3	111	17%	3,412.2
	Putnam	20	5	25%	1.7	28	33%	4,869.6
	Rockdale	41	8	20%	2.7	100	8%	2,757.9
	Walton	38	15	39%	5.0	105	18%	4,054.1
	Subtotal	**242**	**64**	**26%**	**21.3**	**497**	**14%**	**3,530.3**
CTEN COASTAL REGION	Appling	9	4	44%	1.3	29	16%	5,930.5
	Bacon	3	1	33%	0.3	17	0%	5,329.2
	Brantley	10	3	30%	1.0	19	36%	9,405.9
	Camden	24	3	13%	1.0	83	17%	8,209.7
	Charlton	8	4	50%	1.3	7	40%	4,666.7
	Glynn	44	11	25%	3.7	151	19%	5,905.4
	Jeff Davis	7	2	29%	0.7	25	14%	9,727.6
	Liberty	32	9	28%	3.0	97	11%	5,552.4
	Long	8	3	38%	1.0	12	0%	4,878.0
	Mcintosh	19	7	37%	2.3	37	61%	29,365.1
	Pierce	9	3	33%	1.0	26	18%	7,202.2
	Tattnall	13	3	23%	1.0	30	20%	9,615.4
	Ware	25	8	32%	2.7	34	13%	3,065.8
	Wayne	17	4	24%	1.3	35	17%	5,627.0
	Subtotal	**228**	**65**	**29%**	**21.7**	**602**	**15%**	**6,331.5**
ECTEN EAST CENTRAL	Burke	23	8	35%	2.7	32	33%	5,079.4
	Columbia	24	6	25%	2.0	123	6%	2,645.2
	Glascock	3	--	--	0.0	<5	**	**
	Hancock	11	2	18%	0.7	8	33%	16,000.0
	Jefferson	10	--	--	0.0	9	29%	4,639.2
	Jenkins	8	2	25%	0.7	18	13%	19,780.2
	Lincoln	7	3	43%	1.0	<5	**	**
	Mcduffie	13	2	15%	0.7	45	18%	6,933.7
	Richmond	131	37	28%	12.3	322	5%	3,792.3
	Taliaferro	10	3	30%	1.0	9	29%	6,000.0
	Warren	13	1	8%	0.3	11	38%	6,250.0
	Subtotal	**253**	**64**	**25%**	**21.3**	**582**	**8%**	**3,840.3**
MGTEN MIDDLE GEORGIA	Bibb	137	38	28%	12.7	125	15%	1,974.4
	Bleckley	12	4	33%	1.3	18	50%	10,169.5
	Crawford	5	2	40%	0.7	<5	**	**
	Crisp	15	3	20%	1.0	38	6%	5,766.3
	Dooly	13	3	23%	1.0	26	18%	8,496.7
	Houston	53	12	23%	4.0	107	10%	3,287.3
	Macon	9	3	33%	1.0	17	31%	10,967.7
	Peach	22	4	18%	1.3	35	35%	2,873.6
	Pulaski	4	2	50%	0.7	12	9%	13,953.5
	Turner	7	1	14%	0.3	22	29%	11,000.0
	Twiggs	18	4	22%	1.3	16	45%	3,855.4
	Wilcox	9	1	11%	0.3	<5	**	**
	Subtotal	**304**	**77**	**25%**	**25.7**	**421**	**15%**	**3,207.1**

Traffic Enforcement Network (TEN) and County		2021-2023 Traffic Fatalities	2021-2023 Alcohol/Drug-Related Fatalities			2023 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug**-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
MNTEN MOUNTAIN AREA	Bartow	84	19	23%	6.3	210	11%	5,026.3
	Catoosa	29	6	21%	2.0	85	10%	3,972.0
	Chattooga	28	8	29%	2.7	33	32%	8,418.4
	Dade	12	4	33%	1.3	11	22%	4,761.9
	Floyd	70	16	23%	5.3	125	16%	3,767.3
	Gordon	40	8	20%	2.7	101	12%	5,583.2
	Murray	28	6	21%	2.0	40	25%	5,925.9
	Polk	33	5	15%	1.7	59	7%	5,700.5
	Walker	34	7	21%	2.3	70	4%	6,044.9
	Whitfield	57	13	23%	4.3	148	7%	4,128.3
	Subtotal	**415**	**92**	**22%**	**30.7**	**882**	**10%**	**4,762.2**
NETEN NORTH EAST	Banks	15	5	33%	1.7	25	9%	4,302.9
	Forsyth	56	20	36%	6.7	150	12%	2,288.7
	Franklin	28	4	14%	1.3	87	10%	10,235.3
	Habersham	36	11	31%	3.7	74	19%	6,031.0
	Hall	77	26	34%	8.7	350	5%	4,321.5
	Hart	22	6	27%	2.0	75	6%	8,214.7
	Jackson	49	13	27%	4.3	98	17%	3,825.1
	Rabun	24	7	29%	2.3	40	5%	8,048.3
	Stephens	19	9	47%	3.0	59	26%	8,885.5
	White	24	4	17%	1.3	48	17%	6,153.8
	Subtotal	**350**	**105**	**30%**	**35.0**	**1,006**	**9%**	**4,426.5**
PATEN PIEDMONT AREA	Barrow	45	10	22%	3.3	153	9%	5,153.3
	Clarke	53	15	28%	5.0	189	5%	3,856.4
	Elbert	16	5	31%	1.7	34	17%	8,252.4
	Madison	25	6	24%	2.0	32	14%	4,644.4
	Oconee	11	3	27%	1.0	37	12%	2,313.9
	Oglethorpe	16	4	25%	1.3	18	6%	9,183.7
	Wilkes	5	1	20%	0.3	12	33%	13,793.1
	Subtotal	**171**	**44**	**26%**	**14.7**	**475**	**8%**	**4,376.7**
SCTEN SOUTH CENTRAL	Dodge	11	4	36%	1.3	20	54%	5,830.9
	Emanuel	21	5	24%	1.7	31	29%	8,094.0
	Johnson	2	--	--	0.0	6	20%	6,185.6
	Laurens	42	13	31%	4.3	78	28%	5,512.4
	Montgomery	13	4	31%	1.3	15	88%	7,853.4
	Telfair	4	2	50%	0.7	<5	**	**
	Toombs	22	7	32%	2.3	37	19%	4,115.7
	Treutlen	2	--	--	0.0	10	11%	5,681.8
	Washington	15	5	33%	1.7	27	35%	5,252.9
	Wheeler	13	4	31%	1.3	10	67%	16,949.2
	Wilkinson	14	4	29%	1.3	9	29%	3,673.5
	Subtotal	**159**	**48**	**30%**	**16.0**	**247**	**25%**	**5,590.8**
SETEN SOUTH EASTERN	Bryan	21	7	33%	2.3	52	16%	3,874.8
	Bulloch	50	11	22%	3.7	118	10%	4,162.3
	Candler	12	3	25%	1.0	22	5%	7,692.3
	Chatham	119	36	30%	12.0	536	8%	3,828.8
	Effingham	26	7	27%	2.3	52	30%	3,854.7
	Evans	8	2	25%	0.7	18	6%	5,357.1
	Screven	14	8	57%	2.7	15	50%	9,036.1
	Subtotal	**250**	**74**	**30%**	**24.7**	**813**	**10%**	**4,002.4**

Traffic Enforcement Network (TEN) and County		2021-2023 Traffic Fatalities	2021-2023 Alcohol/Drug-Related Fatalities			2023 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug**-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
SRTEN SOUTHERN REGIONAL	Atkinson	9	2	22%	0.7	19	6%	14,843.8
	Ben Hill	9	1	11%	0.3	13	8%	3,155.3
	Berrien	10	2	20%	0.7	21	17%	4,646.0
	Brooks	19	4	21%	1.3	35	13%	14,112.9
	Clinch	8	5	63%	1.7	9	0%	8,108.1
	Coffee	29	8	28%	2.7	75	10%	8,232.7
	Cook	27	4	15%	1.3	27	42%	5,252.9
	Echols	1	--	--	0.0	<5	**	**
	Irwin	11	4	36%	1.3	15	25%	5,976.1
	Lanier	7	--	--	0.0	6	20%	5,172.4
	Lowndes	66	13	20%	4.3	157	16%	4,379.4
	Tift	24	2	8%	0.7	61	11%	4,224.4
	Subtotal	**220**	**45**	**20%**	**15.0**	**439**	**13%**	**5,351.7**
SWTEN SOUTH WESTERN	Baker	2	--	--	0.0	<5	**	**
	Calhoun	--	--	--	0.0	5	0%	9,615.4
	Colquitt	43	10	23%	3.3	69	10%	5,688.4
	Decatur	32	10	31%	3.3	45	32%	7,601.4
	Dougherty	44	11	25%	3.7	129	8%	3,779.7
	Early	5	1	20%	0.3	7	17%	2,755.9
	Grady	15	2	13%	0.7	41	11%	7,295.4
	Lee	22	5	23%	1.7	29	12%	4,833.3
	Miller	7	1	14%	0.3	7	40%	6,862.7
	Mitchell	15	3	20%	1.0	18	13%	3,643.7
	Seminole	5	1	20%	0.3	16	33%	9,580.8
	Thomas	25	6	24%	2.0	62	13%	3,941.5
	Worth	29	7	24%	2.3	33	18%	5,196.9
	Subtotal	**244**	**57**	**23%**	**19.0**	**463**	**12%**	**4,768.3**
WCTEN WEST CENTRAL	Chattahoochee	8	--	--	0.0	--	--	--
	Clay	7	1	14%	0.3	6	20%	7,792.2
	Harris	23	3	13%	1.0	24	33%	4,848.5
	Marion	6	--	--	0.0	10	43%	12,987.0
	Muscogee	78	18	23%	6.0	250	8%	3,734.1
	Quitman	1	--	--	0.0	<5	**	**
	Randolph	5	2	40%	0.7	7	0%	10,294.1
	Schley	4	--	--	0.0	10	11%	21,739.1
	Stewart	9	2	22%	0.7	<5	**	**
	Sumter	17	3	18%	1.0	37	19%	5,006.8
	Talbot	9	2	22%	0.7	8	60%	7,619.0
	Taylor	6	1	17%	0.3	13	30%	8,666.7
	Terrell	13	6	46%	2.0	11	38%	9,090.9
	Webster	8	--	--	0.0	<5	**	**
	Subtotal	**194**	**38**	**20%**	**12.7**	**387**	**12%**	**4,457.5**
WRTEN WESTERN REGIONAL	Carroll	70	21	30%	7.0	164	13%	4,192.2
	Coweta	68	20	29%	6.7	157	8%	3,538.4
	Douglas	63	19	30%	6.3	167	8%	2,936.0
	Haralson	24	8	33%	2.7	28	17%	3,943.7
	Heard	15	3	20%	1.0	12	9%	6,060.6
	Meriwether	19	4	21%	1.3	25	19%	8,417.5
	Paulding	55	17	31%	5.7	125	9%	3,244.2
	Troup	53	14	26%	4.7	117	19%	3,853.8
	Subtotal	**367**	**106**	**29%**	**35.3**	**795**	**10%**	**3,592.2**

Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2023)

Table A. CDPs with 5+ Alcohol/Drug-Related Traffic Crashes in 2023

Table B. CDPs with 1-4 Alcohol/Drug-Related Traffic Crashes in 2023

Table C. CDPs with No Alcohol/Drug-Related Traffic Crashes in 2023

Data Considerations:

- 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.
- In Georgia, **Traffic Enforcement Networks (TENs)** are regional coalitions of law enforcement agencies established by the Governor's Office of Highway Safety (GOHS) to enhance traffic safety efforts across the state. There are 16 regional TENs covering all 159 counties in Georgia. Each network includes local, county, and state law enforcement officers, as well as prosecutors and traffic safety advocates.
- The **U.S. Census Bureau defines a "place"** as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. Incorporated places, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, Census Designated Places (CDPs) are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.
  - According to the 2023 Census, there are 623 census-designated places (CDPs) in Georgia where there is a geographical region (city, town, or village) with a population. Eighty-four (84) out of the 623 census-designated places are unincorporated — not governed by a municipal corporation like a city or town government. These Georgia CDPs, both incorporated and unincorporated, range in population size from large cities (more than 200,000 population) to small towns (less than 2,500 population).

Table A. Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2023) -- *(CDPs with 5+ Alcohol/Drug-Related Traffic Crashes)*

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
MATEN METRO ATLANTA	Clayton	Forest Park	11	--	1,366.5
		Jonesboro	12	--	1,695.0
		Lake City	7	--	2,612.0
		Morrow	9	--	1,679.2
	Cobb	Acworth	12	--	2,158.3
		Fair Oaks	12	--	4,026.9
		Kennesaw	13	8%	1,326.6
		Mableton	14	29%	1,057.5
		Marietta	61	10%	1,699.2
		Powder Springs	10	--	2,570.7
		Smyrna	45	7%	2,598.2
		Vinings	7	--	1,138.3
	Dekalb	Belvedere Park	5	--	857.7
		Brookhaven	59	7%	2,508.6
		Chamblee	21	10%	1,661.4
		Clarkston	6	--	867.1
		Decatur	10	--	1,126.2
		Doraville	27	7%	1,567.1
		Dunwoody	19	--	1,633.8
		North Decatur	6	--	853.5
		North Druid Hills	6	--	545.0
		Panthersville	7	--	582.4

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
		Redan	6	33%	852.3
		Scottdale	5	--	980.4
		Stonecrest	12	17%	271.7
	Fayette	Fayetteville	8	13%	1,028.3
		Peachtree City	25	--	2,860.5
	Fulton	Alpharetta	39	3%	2,022.9
		Atlanta	261	7%	750.1
		College Park	24	--	1,330.4
		East Point	13	15%	770.2
		Fairburn	6	17%	1,045.3
		Hapeville	5	20%	1,519.8
		Johns Creek	35	--	1,886.8
		Milton	18	--	3,358.3
		Roswell	58	12%	2,475.5
		Sandy Springs	45	2%	964.5
		South Fulton	29	10%	902.1
		Union City	13	8%	1,764.0
	Gwinnett	Buford	21	14%	2,029.0
		Duluth	16	6%	2,176.9
		Lawrenceville	39	--	1,728.0
		Lilburn	15	13%	2,155.2
		Loganville	6	--	857.2
		Mountain Park	48	--	1,630.5
		Norcross	15	--	1,653.9
		Peachtree Corners	16	13%	1,437.6
		Snellville	14	7%	1,091.2
		Sugar Hill	5	20%	1,002.1
		Suwanee	10	10%	1,010.2
		Tucker	12	25%	449.2
	Henry	Locust Grove	9	--	1,246.6
		McDonough	15	7%	1,015.6
		Stockbridge	16	13%	1,159.5
ATTEN APPALACHIAN TRAIL	Cherokee	Canton	11	9%	1,423.1
		Holly Springs	10	10%	3,968.3
		Woodstock	25	8%	2,543.3
	Pickens	Jasper	6	--	2,678.6
CGTEN CENTRAL GEORIGA	Butts	Jackson	5	--	2,325.6
	Spalding	Griffin	12	--	1,138.6
	Baldwin	Milledgeville	7	14%	755.2
	Morgan	Madison	6	--	2,390.5
	Newton	Covington	18	--	1,807.3
	Putnam	Eatonton	9	--	5,000.0
	Rockdale	Conyers	21	14%	2,183.0
	Walton	Monroe	12	17%	1,860.5
CTEN COASTAL REGION	Appling	Baxley	5	--	3,012.1
	Camden	Kingsland	15	7%	3,886.1
		St. Marys	15	7%	7,894.8
	Glynn	Brunswick	16	6%	2,417.0
		Dock Junction	15	--	2,767.6
		St. Simons	8	13%	3,112.9
	Liberty	Hinesville	21	--	2,317.9
	Ware	Waycross	9	--	1,430.9
	Wayne	Jesup	8	--	2,657.9

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
ECTEN EAST CENTRAL	Columbia	Evans	7	--	892.9
		Martinez	15	7%	1,664.9
	Jenkins	Millen	5	--	10,000.0
	Richmond	Augusta-Richmond	254	4%	2,887.7
MGTEN MIDDLE GEORGIA	Bibb	Macon-Bibb County	45	13%	709.4
	Crisp	Cordele	6	--	2,631.6
	Houston	Perry	8	13%	1,470.6
		Warner Robins	43	5%	2,590.4
	Peach	Byron	6	--	2,090.6
		Fort Valley	6	--	2,586.3
MNTEN MOUNTAIN AREA	Bartow	Cartersville	24	4%	1,720.5
	Catoosa	Fort Oglethorpe	17	--	3,113.6
		Ringgold	8	13%	3,212.9
	Floyd	Rome	46	15%	2,448.2
	Gordon	Calhoun	17	--	2,449.6
	Polk	Cedartown	11	9%	3,806.3
		Rockmart	6	17%	3,973.6
	Walker	LaFayette	6	--	3,681.0
		Rossville	5	--	7,142.9
	Whitfield	Dalton	60	2%	3,399.5
NETEN NORTH EAST	Forsyth	Cumming	10	10%	1,240.7
	Franklin	Lavonia	10	10%	6,172.9
	Hall	Flowery Branch	6	--	2,449.0
		Gainesville	74	3%	2,955.3
		Oakwood	8	--	2,857.2
	Hart	Hartwell	9	11%	3,797.5
	Jackson	Arcade	5	--	10,204.1
		Commerce	7	14%	2,545.5
		Jefferson	6	17%	790.6
	Stephens	Toccoa	9	22%	4,245.3
PATEN PIEDMONT AREA	Barrow	Bethlehem	5	--	3,311.3
		Braselton	5	--	863.6
		Statham	6	--	13,043.5
		Winder	32	6%	4,664.8
	Clarke	Athens-Clarke	139	5%	2,877.3
	Elbert	Elberton	6	--	3,571.5
SCTEN SOUTH CENTRAL	Emanuel	Swainsboro	8	--	4,571.5
	Laurens	Dublin	9	--	1,707.8
	Toombs	Lyons	5	--	3,289.5
		Vidalia	12	--	2,666.7
	Washington	Sandersville	8	--	4,571.5
SETEN SOUTH EASTERN	Bryan	Richmond Hill	10	--	1,618.2
	Bulloch	Statesboro	32	--	2,490.3
	Chatham	Garden City	12	--	1,938.7
		Georgetown	12	--	1,990.1
		Pooler	33	6%	2,562.2
		Port Wentworth	9	11%	1,226.2
		Savannah	167	1%	2,029.7
	Effingham	Rincon	5	--	2,336.5

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
SRTEN SOUTHERN REGIONAL	Brooks	Quitman	6	--	8,955.3
	Lowndes	Valdosta	46	2%	1,888.4
	Tift	Tifton	9	11%	1,465.8
SWTEN SOUTH WESTERN	Colquitt	Moultrie	10	--	1,841.7
	Decatur	Bainbridge	8	--	2,325.6
	Dougherty	Albany	74	4%	2,566.8
	Grady	Cairo	11	--	3,859.7
	Thomas	Thomasville	20	5%	3,115.3
WCTEN WEST CENTRAL	Muscogee	Columbus	145	6%	2,165.5
	Sumter	Americus	9	--	1,935.5
WRTEN WESTERN REGIONAL	Carroll	Carrollton	29	3%	2,935.3
	Coweta	Newnan	31	--	2,160.3
	Douglas	Douglasville	20	5%	1,472.8
		Lithia Springs	11	--	729.5
	Haralson	Bremen	5	--	2,590.7
		Villa Rica	18	6%	2,083.4
	Paulding	Hiram	6	--	1,038.1
	Troup	LaGrange	21	5%	1,313.4

Table B. Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2023) -- *(CDPs with 1-4 Alcohol/Drug-Related Traffic Crashes)*

Traffic Enforcement Network (TEN) and County		Census Designated Place
MATEN METRO ATLANTA	Clayton	Irondale
		Lovejoy
		Riverdale
	Cobb	Austell
	Dekalb	Avondale Estates
		Candler-McAfee
		Gresham Park
		Stone Mountain
	Fayette	Tyrone
	Fulton	Conley
		Palmetto
	Gwinnett	Berkeley Lake
		Dacula
		Grayson
	Henry	Hampton
		Heron Bay
ATTEN APPALACHIAN TRAIL	Cherokee	Nelson
		Waleska
	Gilmer	East Ellijay
		Ellijay
	Lumpkin	Dahlonega
CGTEN CENTRAL GEORIGA	Monroe	Forsyth
	Pike	Zebulon
	Spalding	East Griffin
		Experiment
		Orchard Hill
	Upson	Hannahs Mill
		The Rock
		Thomaston
CRTEN CENTRAL REGIONAL	Baldwin	Hardwick
	Greene	Greensboro
		White Plains
	Jasper	Monticello
	Jones	Gray
	Walton	Good Hope
		Social Circle
CTEN COASTAL REGION	Bacon	Alma
	Brantley	Hoboken
	Camden	Kings Bay Base
	Charlton	Folkston
	Glynn	Country Club Estates
	Jeff Davis	Hazlehurst
	Liberty	Allenhurst
		Flemington
		Riceboro
		Walthourville
	McIntosh	Darien
	Pierce	Blackshear
		Offerman
	Ware	Deenwood
	Wayne	Screven
ECTEN EAST CENTRAL	Burke	Waynesboro
	Columbia	Grovetown
	Jefferson	Wadley
	Jefferson	Wrens
	McDuffie	Thomson
	Richmond	Hephzibah

Traffic Enforcement Network (TEN) and County		Census Designated Place
MGTEN MIDDLE GEORGIA	Bleckley	Cochran
		Empire
	Dooly	Unadilla
		Vienna
	Macon	Montezuma
MNTEN MOUNTAIN AREA	Bartow	Adairsville
		Emerson
		Euharlee
	Catoosa	Indian Springs
	Chattooga	Summerville
		Trion
	Floyd	Cave Spring
		Lindale
		Shannon
	Gordon	Fairmount
		Plainville
		Resaca
	Murray	Chatsworth
		Eton
	Polk	Aragon
	Walker	Chattanooga Valley
		Chickamauga
		Fairview
		Lakeview
	Whitfield	Varnell
NETEN NORTH EAST	Banks	Homer
	Franklin	Gumlog
		Royston
	Habersham	Baldwin
		Cornelia
		Demorest
		Mount Airy
	Hall	Lula
	Hart	Bowersville
		Reed Creek
	Jackson	Hoschton
		Nicholson
	Rabun	Clayton
		Dillard
		Mountain City
	Stephens	Avalon
	White	Cleveland
		Helen
		Sautee-Nacoochee
PATEN PIEDMONT AREA	Barrow	Auburn
	Madison	Ila
	Oconee	Watkinsville
	Oglethorpe	Crawford
SCTEN SOUTH CENTRAL	Dodge	Eastman
	Laurens	East Dublin
	Montgomery	Mount Vernon
	Telfair	McRae-Helena
	Washington	Tennille
	Wheeler	Glenwood
	Wilkinson	Gordon

Traffic Enforcement Network (TEN) and County		Census Designated Place
SETEN SOUTH EASTERN	Bryan	Pembroke
	Chatham	Bloomingdale
		Isle of Hope
		Montgomery
		Skidaway Island
		Thunderbolt
		Tybee Island
		Whitemarsh Island
		Wilmington Island
	Effingham	Springfield
	Evans	Glennville
SRTEN SOUTHERN REGIONAL	Atkinson	Pearson
		Willacoochee
	Ben Hill	Fitzgerald
	Berrien	Enigma
		Nashville
	Clinch	Homerville
	Coffee	Douglas
		Nicholls
	Cook	Sparks
	Lanier	Lakeland
	Tift	Phillipsburg
SWTEN SOUTH WESTERN	Calhoun	Arlington
	Calhoun	Edison
	Dougherty	Putney
	Early	Blakely
	Miller	Colquitt
	Mitchell	Camilla
	Seminole	Donalsonville
		Iron City
	Thomas	Boston
		Pavo
	Worth	Sumner
		Sylvester
		Warwick
WCTEN WEST CENTRAL	Quitman	Georgetown-Quitman
	Randolph	Cuthbert
	Stewart	Lumpkin
	Talbot	Junction City
	Taylor	Butler
		Reynolds
	Terrell	Dawson
WRTEN WESTERN REGIONAL	Carroll	Bowdon
		Whitesburg
	Coweta	East Newnan
	Douglas	Chattahoochee Hills
	Haralson	Tallapoosa
		Temple
		Waco
	Meriwether	Luthersville
		Manchester
	Paulding	Dallas

Table C. Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2023) -- *(CDPs with No Alcohol/Drug-Related Traffic Crashes)*

Traffic Enforcement Network (TEN) and County		Census Designated Place
MATEN METRO ATLANTA	Clayton	Bonanza
	Dekalb	Druid Hills
		Lithonia
	Fayette	Brooks
		Woolsey
ATTEN APPALACHIAN TRAIL	Cherokee	Ball Ground
	Dawson	Dawsonville
	Fannin	Blue Ridge
		Epworth
		McCaysville
		Mineral Bluff
		Morganton
	Gilmer	Cherry Log
	Pickens	Talking Rock
	Towns	Hiawassee
		Young Harris
	Union	Blairsville
CGTEN CENTRAL GEORIGA	Butts	Flovilla
	Butts	Jenkinsburg
	Lamar	Aldora
		Barnesville
		Milner
	Monroe	Culloden
	Pike	Concord
		Hilltop
		Molena
		Williamson
	Spalding	Sunny Side
	Upson	Lincoln Park
		Sunset Village
		Yatesville
CRTEN CENTRAL REGIONAL	Greene	Siloam
		Union Point
	Jasper	Shady Dale
	Morgan	Bostwick
		Buckhead
		Rutledge
	Newton	Newborn
		Oxford
		Porterdale
	Putnam	Crooked Creek
	Rockdale	Lakeview Estates
	Walton	Between
		Jersey
		Walnut Grove

Traffic Enforcement Network (TEN) and County		Census Designated Place
CTEN COASTAL REGION	Appling	Graham
		Surrency
	Bacon	Rockingham
	Brantley	Nahunta
	Camden	Woodbine
	Charlton	Homeland
	Jeff Davis	Denton
		Satilla
	Liberty	Midway
	Long	Ludowici
	Pierce	Patterson
	Tattnall	Mendes
		Reidsville
	Ware	Sunnyside
	Wayne	Odum
ECTEN EAST CENTRAL	Burke	Girard
		Keysville
		Midville
		Perkins
		Sardis
	Columbia	Appling
		Harlem
	Glascock	Gibson
		Mitchell
	Hancock	Sparta
	Jefferson	Louisville
		Stapleton
	Lincoln	Lincolnton
	McDuffie	Dearing
	Richmond	Blythe
	Taliaferro	Crawfordville
		Sharon
	Warren	Camak
		Norwood
		Warrenton
MGTEN MIDDLE GEORGIA	Crawford	Roberta
	Crisp	Arabi
	Dooly	Byromville
		Lilly
		Pinehurst
	Houston	Centerville
		Robins AFB
	Macon	Oglethorpe
	Pulaski	Hawkinsville
	Turner	Ashburn
		Sycamore
	Twiggs	Danville
		Jeffersonville
	Wilcox	Abbeville
		Pineview
		Pitts
		Rochelle
		Seville

Traffic Enforcement Network (TEN) and County		Census Designated Place
MNTEN MOUNTAIN AREA	Bartow	Kingston
		White
	Chattooga	Lyerly
		Menlo
	Dade	Lookout Mountain
	Dade	Trenton
	Polk	Taylorsville
	Whitfield	Cohutta
		Tunnel Hill
NETEN NORTH EAST	Banks	Maysville
	Franklin	Canon
		Carnesville
		Franklin Springs
	Habersham	Alto
		Clarkesville
		Raoul
		Tallulah Falls
	Hall	Clermont
		Gillsville
	Hart	Eagle Grove
	Jackson	Pendergrass
		Talmo
	Rabun	Sky Valley
		Tiger
	Stephens	Martin
	White	Yonah
PATEN PIEDMONT AREA	Barrow	Carl
		Russell
	Clarke	Winterville
	Elbert	Bowman
		Dewy Rose
	Madison	Carlton
		Colbert
		Comer
		Danielsville
	Oconee	Bishop
		Bogart
		North High Shoals
	Oglethorpe	Arnoldsville
		Lexington
		Maxeys
	Wilkes	Rayle
		Tignall
		Washington

Traffic Enforcement Network (TEN) and County		Census Designated Place
SCTEN SOUTH CENTRAL	Dodge	Chauncey
		Chester
		Milan
		Rhine
	Emanuel	Canoochee
		Oak Park
		Stillmore
		Twin City
	Johnson	Adrian
		Kite
		Wrightsville
	Laurens	Cadwell
		Dudley
		Montrose
		Rentz
	Montgomery	Ailey
		Alston
		Higgston
		Tarrytown
		Uvalda
	Telfair	Jacksonville
		Lumber City
	Toombs	Santa Claus
	Treutlen	Soperton
	Washington	Davisboro
		Harrison
		Oconee
	Wheeler	Alamo
	Wilkinson	Allentown
		Irwinton
		Ivey
		McIntyre
		Toomsboro
SETEN SOUTH EASTERN	Bulloch	Brooklet
		Portal
		Register
	Candler	Metter
	Chatham	Dutch Island
		Henderson
		Talahi Island
	Chatham	Vernonburg
	Effingham	Guyton
	Evans	Bellville
		Claxton
		Daisy
		Hagan
	Screven	Hiltonia
		Oliver
		Sylvania

Traffic Enforcement Network (TEN) and County		Census Designated Place
SRTEN SOUTHERN REGIONAL	Berrien	Alapaha
		Ray City
	Brooks	Morven
	Clinch	Argyle
	Clinch	Fargo
	Coffee	Ambrose
	Coffee	Broxton
	Cook	Adel
		Cecil
		Lenox
	Echols	Echols County
	Irwin	Ocilla
	Lowndes	Dasher
		Hahira
		Lake Park
		Moody AFB
	Tift	Omega
		Ty Ty
		Unionville
SWTEN SOUTH WESTERN	Baker	Newton
	Calhoun	Leary
		Morgan
	Colquitt	Norman Park
	Decatur	Brinson
		Climax
	Early	Cedar Springs
		Damascus
		Jakin
	Grady	Calvary
		Whigham
	Lee	Leesburg
		Smithville
	Miller	Boykin
	Mitchell	Baconton
		Pelham
	Thomas	Barwick
		Coolidge
		Meigs
		Ochlocknee
	Worth	Poulan

Traffic Enforcement Network (TEN) and County		Census Designated Place
WCTEN WEST CENTRAL	Chattahoochee	Cusseta-Chattah.
	Clay	Bluffton
		Fort Gaines
	Harris	Hamilton
		Pine Mountain
		Waverly Hall
	Marion	Buena Vista
	Randolph	Shellman
	Schley	Ellaville
	Stewart	Richland
	Sumter	Andersonville
		Leslie
	Talbot	Talbotton
		Woodland
	Terrell	Bronwood
		Parrott
		Sasser
	Webster	Webster County
WRTEN WESTERN REGIONAL	Carroll	Mount Zion
		Roopville
	Coweta	Grantville
		Haralson
		Moreland
		Senoia
		Sharpsburg
		Turin
	Haralson	Buchanan
	Heard	Centralhatchee
		Ephesus
		Franklin
	Meriwether	Gay
		Greenville
		Warm Springs
	Paulding	Braswell
	Troup	Hogansville
		West Point