

# Georgia Traffic Safety Facts

2023 Data

June 2025

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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## SPEEDING

Speeding 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. Impaired driving, seat belt use, and distracted driving topics are covered in greater detail in the topic-specific Georgia Traffic Safety Facts publications. This fact sheet primarily focuses on 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 a crash.

### 2023 Key Findings

- There were 1,491 fatal crashes that resulted in 1,615 traffic fatalities on Georgia roadways. Nearly two out of every ten fatal crashes (18%) involved at least one driver that was speeding in 2023.
- Compared to the previous year, speeding-related fatal crashes decreased by 22%; however, there were no changes in serious injury speeding-related crashes and a 1% decrease in all speeding crashes in 2023.
- Twenty-two percent of all traffic fatalities (349 out of 1,615) were speeding-related in 2023, compared to 23% (422 out of 1,796) in 2022.
- Among persons fatally or seriously injured in multi-vehicle speeding-related crashes in 2023, 63% were in the speeding vehicle and 37% were occupants of other vehicles or non-motorists.
- Fifty-two percent of speeding drivers with known BAC were impaired (.08+ g/dL). Drivers involved in fatal crashes with a positive blood alcohol concentration (BAC) were 3.2 times more likely to be speeding.
- One out of every four speeding drivers (25%) had a prior speeding conviction, and 22% had a previously recorded suspension or revocation of their driver's license recorded within five years before the fatal crash.
- Historically, more speeding-related crashes occurred in the Atlanta region and other urban regions compared to rural regions. During the COVID residual impact period when there was less traffic congestion (2020 to 2022), the three-year average of speeding-related fatal crashes increased by 43% in the Atlanta region, 67% in other urban regions, and 56% in rural areas compared to the 2019 pre-COVID year. The year 2023 presented the first indication of a return to pre-pandemic norms in the Atlanta region and other urban areas but not in rural areas. In 2023, rural counties had the most speeding-related fatal crashes (113 speeding-related crashes)—the highest number of rural speeding-related fatal crashes recorded in the past decade.

## Speeding-Related Fatalities and Injuries

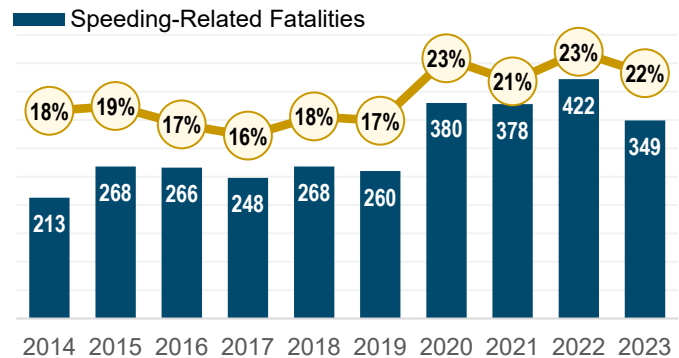
A ten-year trend shows that speeding-related fatalities increased by 64%, from 213 in 2014 to 349 in 2023. Between 2022 and 2023, speeding-related fatalities decreased by 17%, from 422 to 349 fatalities. Twenty-two percent of all traffic fatalities (349 out of 1,615) were speeding-related in 2023, compared to 23% (422 out of 1,796) in 2022. Nationwide, 29% of all fatal crashes were speeding-related in 2023. In 2023, suspected serious injuries in speeding-related crashes decreased by 8%, from 1,203 in 2022 to 1,095 in 2023.

Out of the 16,933 crashes that involved speeding drivers in 2023, 45% were multi-vehicle crashes and 55% were single-vehicle crashes (involving only the speeding vehicle). Less than half of all speeding-related serious injuries (47%, 573 of 1,214) and 37% of all speeding-related fatalities occurred in multiple-vehicle or non-motorist crashes (135 of 349).

Figure 2 shows the percentage of fatalities or serious injuries in multi-vehicle crashes that involve at least one confirmed speeding driver by person type in 2023.

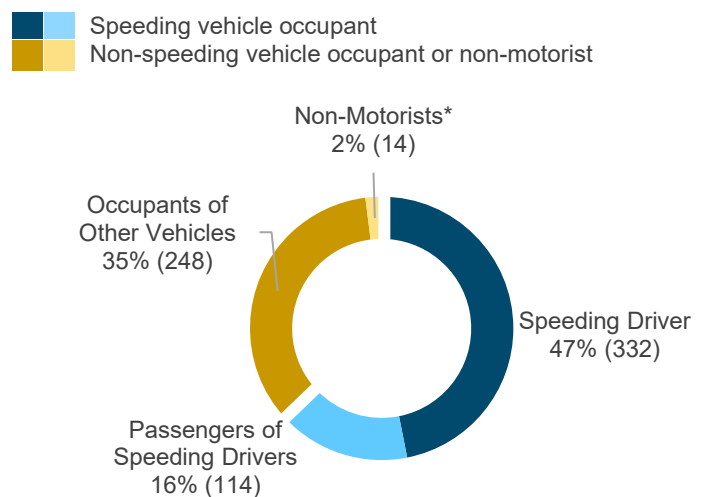
- 63% were in a speeding vehicle (represented by blue in Figure 2)—47% were the speeding drivers themselves.
- 37% were occupants of other vehicles or non-motorists (represented by yellow in Figure 2).
  - 35% were occupants of other vehicles that were *not* operated by the speeding driver.
  - 2% were non-motorists (i.e., pedestrians or bicyclists involved in multi-vehicle crashes).

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



Source: FARS 2014–2023

Figure 2. **Percent of Persons Fatally or Seriously Injured in Multi-Vehicle Speeding-Related Crashes by Person Type, 2023**



573 Serious Injuries  
135 Fatal Injuries

\*Note: Non-motorists in single-vehicle crashes are not included.  
Source: CODES 2023, FARS 2023

## Driver Demographics

### Age & Sex<sup>1</sup>

The proportion of speeding drivers involved in traffic crashes decreased with the increasing age of the driver. Among all drivers involved in speeding-related crashes in 2023, those aged 15 to 24 accounted for the highest percentage of all such traffic crashes (37%) and serious injury crashes (36%). However, speeding drivers aged 25 to 34 had the highest percentage of involvement in fatal crashes (29%) compared to all other age groups.

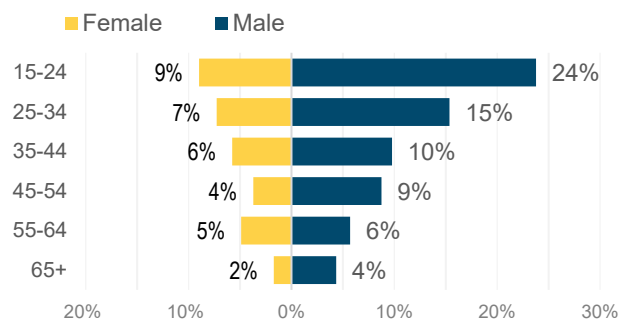
Figure 3 shows the percent of drivers involved in serious injury and fatal crashes who were speeding by age group and sex. Among all age groups, young male drivers (in the 15-to-24 years age group) were most likely to be speeding at the time of the serious injury or fatal crash. In 2023, 24% of young male drivers involved in serious injury or fatal crashes were also speeding at the time of the crash, the highest among all age groups.

### Previous Convictions and Citations

In 2023, 25% of speeding drivers involved in fatal crashes had a previously recorded speeding conviction recorded within five years prior to the crash. Additionally, 22% had a previously recorded suspension or revocation of their driver's license.

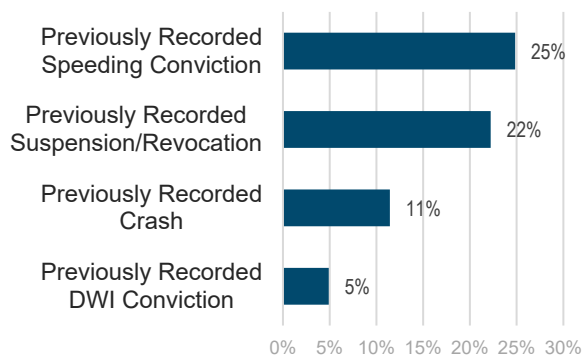
From a law enforcement perspective, proving that speeding was a contributing factor in a crash is challenging. Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2023, 3% received a speeding-related citation. However, the number of post-crash speeding-related citations (O.C.G.A. 40-6-181 "speeding") decreased by 14% (from 362 in 2022 to 311 in 2023), and post-crash speeding citations based on conditions (O.C.G.A. 40-6-180 "too fast for conditions") decreased by 5% (from 6,341 in 2022 to 6,030 in 2023). Of the 238,220 speeding convictions (O.C.G.A. 40-6-181) that were processed by the Georgia Department of Driver Services, drivers in the 25-to-34 age group had more convictions (29%) compared to any other age group. These convictions processed by the Department of Driver Services may or may not involve a motor vehicle traffic crash incident.

Figure 3. **Percent of Drivers Involved in Serious Injury and Fatal Crashes who were Speeding by Age Group and Sex, 2023**



Source: FARS 2023, CODES 2023

Figure 4. **Previous 5-Year Driving Records of Speeding Drivers Involved in Fatal Crashes, 2023**



306 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 2023

<sup>1</sup> 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.

Speeding-related fatal crashes decreased by 22%, from 388 in 2022 to 302 in 2023—a reduction of 86 crashes. Despite this decrease in fatal speeding-related crashes, the number of serious injury speeding-related crashes and all speeding-related crashes remained steady. Compared to the previous year, there were no changes in serious injury speeding-related crashes and a 1% decrease in all speeding crashes in 2023.

### Urban vs. Rural<sup>2</sup>

Prior to 2019, Georgia averaged 226 speeding-related fatal crashes per year. A marked shift occurred in 2020, coinciding with the onset and residual impact period of the COVID-19 pandemic and the implementation of emergency response measures. Reduced vehicular presence, reduced traffic congestion, and increased instances of excessive speeding contributed to an increase in speeding-related fatal crashes. Between 2019 and 2022, the average increased to 356 speeding-related fatal crashes per year across the state.

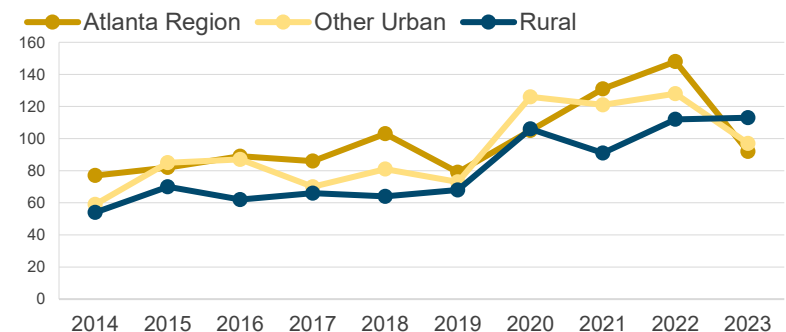
Prior to the COVID-19 emergency response period (2017 to 2019), the Atlanta region<sup>3</sup> experienced more speeding-related fatal crashes (89 per year) compared to other urban areas (75 per year) and rural areas (66 per year), as shown in Figure 6. During the COVID residual impact period (2020 to 2022), the three-year average of speeding-related fatal crashes increased

Table 1. **Speeding-Related Crashes by Crash Type, 2021-2023**

Traffic Measure	2021	2022	2023
Speeding-related fatal crashes	343	388	302
Annual % Change	▲ 2%	▲ 13%	▼ -22%
Speeding-related serious injury crashes	1,001	995	995
Annual % Change	▲ 8%	▼ -1%	No Change
Speeding-related crashes	17,845	17,115	16,933
Annual % Change	▼ -1%	▼ -4%	▼ -1%

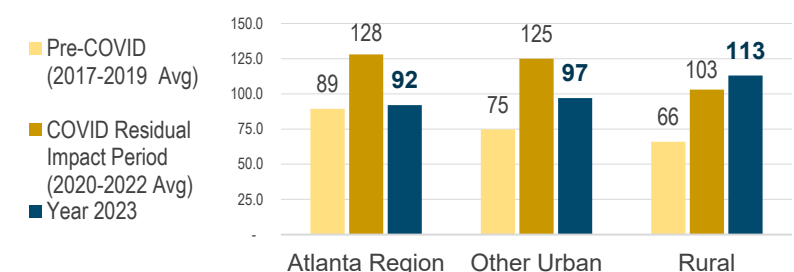
Source: CODES 2021-2023, FARS 2021-2023

Figure 5. **Speeding-Related Fatal Crashes by Region, 2014-2023**



Source: FARS 2014-2023

Figure 6. **Average Georgia Speeding-Related Fatal Crashes Pre-COVID versus COVID-Residual Impact Period, 2017-2023**



Source: FARS 2017-2023

<sup>2</sup> 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.

<sup>3</sup> 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. In July 2021, Forsyth County officially joined ARC, becoming the 11<sup>th</sup> county member.

to 128 fatalities per year in the Atlanta region, 125 per year in other urban regions, and 103 per year in rural regions (Figure 6). Compared to the 2017-2019 three-year average, this represented a 43% increase in the Atlanta region, a 67% increase in other urban regions, and a 56% increase in rural areas.

The year 2023 presented the first indication of a return to pre-pandemic norms in the Atlanta region and other urban areas. Between 2022 and 2023, speeding-related fatal crashes decreased by 38% in Atlanta, with 92 crashes, and decreased by 24% in other urban areas, with 97 crashes. However, rural regions did not experience the same decline. In 2023, the number of speeding-related fatal crashes remained consistent with 2022, which reflected the spike during the pandemic response years. Fatal crashes increased by 1% to 113 crashes—the highest number of rural speeding-related fatal crashes recorded in the past decade.

In 2023, 102 out of 159 Georgia counties experienced at least one speeding-related fatal crash. Fulton, DeKalb, Gwinnett, and Chatham counties had the highest number of speeding-related fatal crashes—23% of all speeding-related fatal crashes in Georgia were in these counties. Unlike previous years, rural counties had the most speeding-related fatal crashes and a higher rate of speeding-related fatal crashes per 100M VMT compared to other regions. Between 2022 and 2023, speeding-related crashes decreased by 38% in the Atlanta region and 24% in other urban regions.

In 2023, the speeding-related fatal crashes per 100M VMT for the regions were:

- 0.18 in the Atlanta region (19% of all fatal crashes were speeding-related);
- 0.24 in other urban regions (19% of all fatal crashes were speeding-related); and
- 0.35 in rural regions (23% of all fatal crashes were speeding-related).

Table 2. **Speeding-Related Fatal Crashes, Percent of Fatal Crashes that are Speeding-Related, and Speeding-Related Fatal Crash Rate (per 100M VMT) by Region, 2022 and 2023**

Region	2022			2023		
	Number	Percent	Rate	Number	Percent	Rate
Atlanta Region (11 counties)	148	22%	0.28	92	19%	0.18
Other Urban Counties (30 counties)	128	22%	0.30	97	19%	0.24
Rural Counties (118 counties)	112	17%	0.33	113	23%	0.35
<b>Statewide</b>	<b>388</b>	<b>20%</b>	<b>0.30</b>	<b>302</b>	<b>20%</b>	<b>0.24</b>

Source: FARS 2022-2023

*See the Appendix for 2019-2023 speeding-related fatal crashes and 2023 speeding-related crashes by regional traffic enforcement network and county.*



## Census Designated Places

To identify speeding-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.<sup>4</sup> Eighty-four (84) out of the 623 census-designated places were unincorporated — not governed by a municipal corporation (i.e., a city or town government). These Georgia CDPs, both incorporated and unincorporated, 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.<sup>5</sup>

In 2023, 5% of Georgia motor vehicle traffic crashes were speeding-related (16,933 out of 373,135). More than half of these speeding-related crashes (57%, 9,602 out of 16,933) 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 speeding-related crashes (6%, 995 out of 16,933) resulted in at least one suspected serious injury or fatality. Among all severe speeding-related crashes in Georgia, 47% (468) occurred in CDPs and 53% (527) occurred in areas that are not identified as a CDP.

Table 3 shows the CDPs with the highest speeding-related crashes, percent serious injury or fatal speeding-related crashes, and speeding-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 speeding-related crashes in the Atlanta Region, with 1,427 speeding crashes.
- **Holly Springs (Cherokee)** has the highest proportion of speeding-related crashes that resulted in at least one serious injury or fatality (33%) compared to all other CDPs within the Atlanta Region.
- **Ball Ground (Cherokee)** has the highest rate of speeding-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Atlanta Region—4.4 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 speeding-related crashes in the Other Urban Region, with 344 speeding crashes.
- **Rossville (Walker)** has the highest proportion of speeding-related crashes that resulted in at least one serious injury or fatality (33%) compared to all other CDPs within the Other Urban Region.
- **Chickamauga (Walker)** has the highest rate of speeding-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Other Urban Region—7.9 times greater than the overall Other Urban Region CDP rate.

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<sup>4</sup> 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.

<sup>5</sup> 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.

In the Rural Regions:

- **Villa Rica (Haralson County)** had the highest number of speeding-related crashes in the Rural Region, with 47 speeding crashes.
- **Moultrie (Colquitt)** has the highest proportion of speeding-related crashes that resulted in at least one serious injury or fatality (21%) compared to all other CDPs within the Rural Region.
- **Siloam (Greene)** has the highest rate of speeding-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Rural Region—9.7 times greater than the overall Rural Region CDP rate.

Table 3. **Census Designated Places (CDPs) with the Highest Speeding-Related Crashes, Percent Serious Injury or Fatal Speeding-Related Crashes, and Speeding-Related Crash Rate by Region, 2023**

Region and Rank	Speeding-Related Crashes Count		Serious Injury or Fatal Speeding-Related Crashes Percent of all Speeding-Related Crashes		Speeding-Related Crash Rate (Ratio to Regional Rate) per 100,000 MV Crashes (CDP Speeding Rate / Regional Speeding Rate)	
	Census Designated Place	Number	Census Designated Place	Percent	Census Designated Place	Ratio
Atlanta Region (11 counties)	1 City of Atlanta (Fulton)	1,427	Holly Springs (Cherokee)	33%	Ball Ground (Cherokee)	15,384.7 (4.4)
	2 Sandy Springs (Fulton)	96	Hampton (Henry)	33%	Hapeville (Fulton)	9,726.5 (2.8)
	3 South Fulton (Fulton)	94	Lilburn (Gwinnett)	29%	Gresham Park (DeKalb)	7,037.1 (2.1)
	4 Marietta (Cobb)	89	Loganville (Gwinnett)	20%	Fairburn (Fulton)	6,794.5 (2.0)
	5 East Point (Fulton)	71	Irondale (Clayton)	20%	Conley (Fulton)	6,194.7 (1.8)
Other Urban (30 counties)	1 Augusta-Richmond County (Richmond)	344	Rossville (Walker)	33%	Chickamauga (Walker)	32,530.2 (7.9)
	2 Columbus (Muscogee)	335	Social Circle (Walton)	20%	Chattanooga Valley (Walker)	23,333.4 (5.7)
	3 Savannah (Chatham)	274	Griffin (Spalding)	18%	Statham (Barrow)	21,739.2 (5.3)
	4 Macon-Bibb County (Bibb)	234	Walthourville (Liberty)	17%	Indian Springs (Catoosa)	20,454.6 (5.0)
	5 Athens-Clarke County (Clarke)	182	Georgetown (Chatham)	16%	Fairview (Walker)	17,525.8 (4.3)
Rural (118 counties)	1 Villa Rica (Haralson)	47	Moultrie (Colquitt)	21%	Siloam (Greene)	46,153.9 (9.7)
	2 Richmond Hill (Bryan)	45	Waycross (Ware)	20%	Maysville (Banks)	23,809.6 (5.0)
	3 Thomasville (Thomas)	39	Maysville (Banks)	20%	Darien (McIntosh)	20,689.7 (4.4)
	4 Moultrie (Colquitt)	29	Temple (Haralson)	18%	Unadilla (Dooly)	17,948.8 (3.8)
	5 Dublin (Laurens)	28	Darien (McIntosh)	17%	Ocilla (Irwin)	17,647.1 (3.7)

\*\* 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, Augusta-Richmond County, Columbus-Muscogee County, Cusseta-Chattahoochee County, Georgetown-Quitman County, and Macon-Bibb County in Georgia.

Source: CODES 2023

The appendix includes the following information by Georgia Traffic Enforcement Network, County, and Census Designated Place:

- 2023 Speeding-Related Crashes
- Serious Injury or Fatal Speeding-Related Crashes
- Speeding-Related Crash Rate
- Ratio of CDP Speeding Crash Rates Compared to Regional Rates

Table 4 below shows the percentage of speeding-related fatal crashes by region type and roadway classification in 2023.

- 28% of all Atlanta region speeding-related fatal crashes occurred on minor arterial roadways.
- 24% of all other urban speeding-related fatal crashes occurred on collector roadways.
- 35% of all rural speeding-related fatal crashes also 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, 2023**

Roadway Function Class*	Atlanta Region (11 counties)		Other Urban Counties (30 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	19 (21%)	0.12	15 (15%)	0.14	5 (4%)	0.07	39 (13%)	0.11
Principal Arterial	25 (27%)	0.25	17 (18%)	0.18	16 (14%)	0.20	58 (19%)	0.21
Minor Arterial	26 (28%)	0.26	21 (22%)	0.25	22 (19%)	0.38	69 (23%)	0.29
Collector	8 (9%)	0.22	23 (24%)	0.58	39 (35%)	0.64	70 (23%)	0.51
Local	14 (15%)	0.11	21 (22%)	0.26	31 (27%)	0.55	66 (22%)	0.25
<b>Total</b>	<b>92 (100%)</b>	<b>0.18</b>	<b>97 (100%)</b>	<b>0.24</b>	<b>113 (100%)</b>	<b>0.35</b>	<b>302 (100%)</b>	<b>0.24</b>

\*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 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<sup>6</sup> that resulted in fatalities (**K**) or serious injuries (**A**) (**KA** crashes) than non-interstate traffic crashes in urban counties. Additionally, higher proportions of unrestraint, speeding, alcohol impairment, and distracted driving were found among drivers in rural crashes.

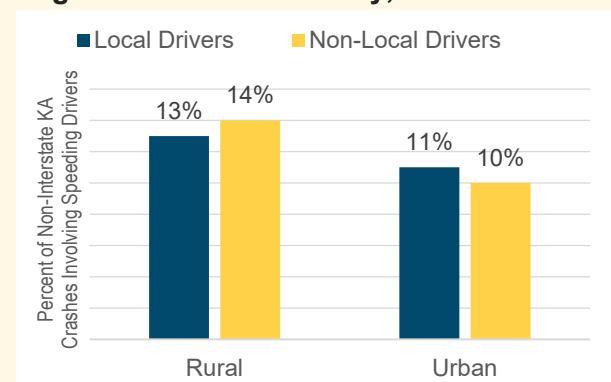
Figure 7 shows the percentage of drivers involved in non-interstate KA crashes by driver residential status (local/non-local)<sup>7</sup>, and crash location (rural/urban) between 2019 and 2021. Between 2019 and 2021, rural counties in Georgia experienced a higher proportion of non-interstate KA crashes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

- **13% of local rural** drivers involved in a non-interstate KA crash were speeding, compared to **11% of local urban** drivers ( $p < 0.0001$ ).
- **14% of non-local rural** drivers involved in a non-interstate KA crash were speeding, compared to **10% of non-local urban** drivers ( $p < 0.0001$ ).

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.

Figure 7. **Percentage of Drivers Involved in Non-Interstate Serious Injury or Fatal (KA) Traffic Crashes that were Speeding 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.

<sup>6</sup> Rural counties are counties that have a residential population less than 50,000 persons.

<sup>7</sup> 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 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.

- 51% of speeding-related *fatal* crashes occurred in **dark** conditions, whereas 57% of speeding-related *traffic* crashes occurred in **daylight** conditions.
- 36% of speeding-related *fatal* crashes occurred in the **nighttime** hours during the **weekend**, whereas 39% of speeding-related *traffic* crashes occurred in **daytime** hours during the **weekday**.
- More than half of speeding-related fatal crashes and speeding-related traffic crashes involved only one vehicle—the speeding vehicle. More single-vehicle *fatal* crashes occurred during the **nighttime** hours between 6:00 p.m. and 5:59 a.m. (117 out of 195 single vehicle, speeding-related fatal crashes).

Figure 8 and Table 5 shows the percentages of all fatal crashes that were speeding-related by the time of day, region, and year. Figure 8 specifically focuses on weekday times with high traffic volume (7:00-9:59 a.m. and 4:00 – 7:59 p.m.) where there is an increase in vehicular presence and traffic congestion on Georgia roadways.

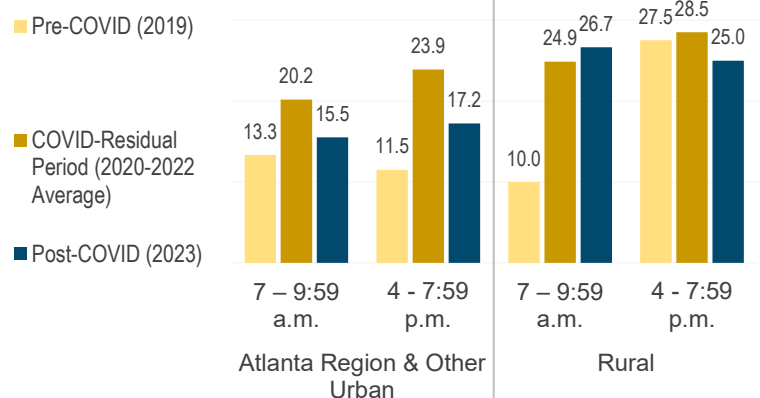
Table 5. **Environmental Characteristics of Speeding-Related Crashes, 2023**

Environmental Characteristics	Speeding-Related Fatal Crashes		Speeding-Related Traffic Crashes	
	Number	Percent	Number	Percent
<b>Light Conditions</b>				
Daylight	142	47%	9,597	57%
Dark	154	51%	6,694	40%
Dusk	4	1%	302	2%
Dawn	2	1%	244	1%
Not Reported	--	--	96	1%
<b>Weather Conditions</b>				
Clear	206	68%	7,611	45%
Cloudy	58	19%	3,240	19%
Rain	36	12%	5,963	35%
Other	2	1%	119	1%
<b>Day of Week and Time of Day</b>				
<b>Weekday*</b>	<b>143</b>	<b>47%</b>	<b>10,024</b>	<b>59%</b>
Daytime	73	24%	6,660	39%
Nighttime	70	23%	3,364	20%
<b>Weekend*</b>	<b>159</b>	<b>53%</b>	<b>6,909</b>	<b>41%</b>
Daytime	49	16%	2,644	16%
Nighttime	110	36%	4,265	25%
<b>Vehicles Involved</b>				
<b>Single-Vehicle*</b>	<b>195</b>	<b>65%</b>	<b>9,341</b>	<b>55%</b>
Daytime	78	26%	4,786	28%
Nighttime	117	39%	4,555	27%
<b>Multi-Vehicle*</b>	<b>107</b>	<b>35%</b>	<b>7,592</b>	<b>45%</b>
Daytime	44	15%	4,518	27%
Nighttime	63	21%	3,074	18%

\*Includes speeding-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, FARS 2023

Figure 8. **Percentage of Weekday Fatal Crashes that were Speeding-Related During Times with High Traffic Volume by COVID Period, 2019-2023**



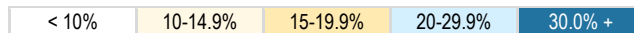
Source: FARS 2019-2023

- Prior to the COVID-19 emergency response period (2019), 13.3% of all weekday fatal crashes that occurred between 7:00 am and 9:59 am in the urban regions were speeding-related.
- During the time when traffic congestion was lessened (2020-2022), the proportion of speeding-related weekday urban fatal crashes increased to 27.8% in 2020, 21.4% in 2021, and 28.3% in 2022 (an average of 20.2% each year during the COVID-residual period).
- When traffic congestion returned in 2023, weekday morning speeding-related fatal crashes returned to pre-pandemic norms, where 15.5% of all fatal crashes between 7:00 am and 9:59 am in the urban region were speeding related.

In 2023, speeding-related fatal crashes in rural Georgia remained above pre-pandemic levels. Speeding-related fatal crashes in rural counties have become more prevalent during weekend evening hours and late-night hours (8:00 p.m. to 3:49 a.m.) and weekend morning hours (7:00 a.m. to 9:59 a.m.).

**Table 6. Percentages of Speeding-Related Fatal Traffic Crashes on Weekdays/Weekends, by Time of Day and COVID Period (Pre-COVID, COVID Residual Period, and Post-COVID), 2019-2023**

Speeding-Related Fatal Crashes / All Fatal Crashes



WEEKDAY								
Region	Period / Year		Midnight - 3:59 a.m.	4 – 6:59 a.m.	7 – 9:59 a.m.	10 a.m. – 3:59 p.m.	4 - 7:59 p.m.	8 - 11:59 p.m.
Atlanta Region & Other Urban	Pre-COVID	2019	16.3	11.5	13.3	16.5	11.5	13.4
	COVID-Residual Period	2020	19.4	20.3	21.1	13.6	29.1	29.3
		2021	22.5	17.1	23.8	18.0	21.2	20.1
		2022	32.1	13.5	15.7	18.9	21.4	21.6
	Post-COVID	2023	9.3	10.6	15.5	16.2	17.2	24.6
Rural	Pre-COVID	2019	20.0	--	12.2	9.4	11.4	18.4
	COVID-Residual Period	2020	38.9	6.9	7.7	16.2	22.1	15.6
		2021	18.8	12.9	9.1	14.4	24.4	14.3
		2022	28.0	6.7	6.0	21.4	23.4	35.7
	Post-COVID	2023	18.2	21.4	7.9	17.0	20.6	21.2
WEEKEND								
Region	Period / Year		Midnight - 3:59 a.m.	4 – 6:59 a.m.	7 – 9:59 a.m.	10 a.m. – 3:59 p.m.	4 - 7:59 p.m.	8 - 11:59 p.m.
Atlanta Region & Other Urban	Pre-COVID	2019	22.9	8.1	10.0	25.5	27.5	20.2
	COVID-Residual Period	2020	33.3	26.2	18.5	27.6	25.6	21.3
		2021	33.6	7.5	30.0	26.4	21.6	20.0
		2022	26.5	31.8	26.1	31.5	38.3	24.7
	Post-COVID	2023	32.5	2.3	26.7	26.4	25.0	15.0
Rural	Pre-COVID	2019	20.0	4.5	11.1	16.3	22.5	25.5
	COVID-Residual Period	2020	29.0	25.0	13.3	20.0	20.6	26.6
		2021	19.4	18.2	--	22.5	18.5	19.6
		2022	32.5	15.4	33.3	19.4	16.7	15.6
	Post-COVID	2023	32.4	10.5	35.3	28.2	24.5	39.2

Source: FARS 2019-2023

## Overview of Risky Driving

In 2023, there were 1,615 fatalities and 8,171 serious injuries<sup>8</sup> 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<sup>9</sup>, drug use<sup>10</sup>, speeding<sup>11</sup>, distracted<sup>12</sup> driving, and drowsy<sup>13</sup> 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.

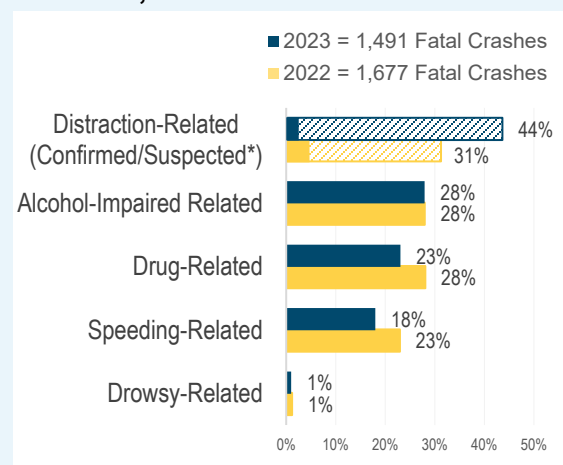
Figure 9 shows the percentage of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

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:

<sup>8</sup> 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.

<sup>9</sup> 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.

<sup>10</sup> 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.

<sup>11</sup> 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.

<sup>12</sup> 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).

<sup>13</sup> 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 7 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.

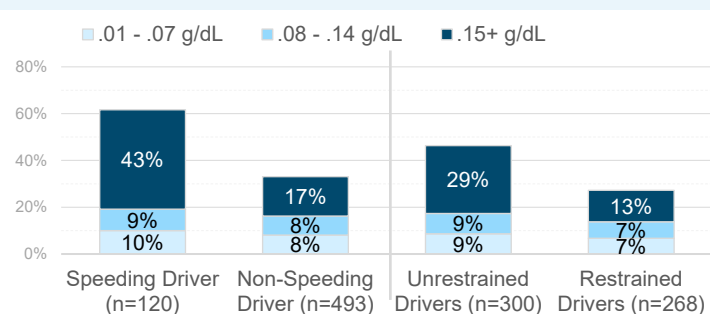
Table 7. **Risky-Driving-Related Fatalities\* by Type, 2019-2023**

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

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 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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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.

*The suggested APA format citation for this document is:*

Georgia Crash Outcomes Data Evaluation System. (2025, June). *Speeding: 2023 data*. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

# APPENDIX

## SPEEDING (2023)

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

### Georgia Speeding-Related Traffic Fatalities (2021-2023) and 2023 Speeding Related Crashes, by Traffic Enforcement Network and County

#### 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.
- 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 Speeding-Related Fatalities			2023 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
<b>STATEWIDE</b>		<b>4,849</b>	<b>881</b>	<b>18%</b>	<b>293.7</b>	<b>16,933</b>	<b>7%</b>	<b>4,539.5</b>
<b>MATEN</b> METRO ATLANTA	Clayton	147	30	20%	10.0	552	7%	4,188.8
	Cobb	181	38	21%	12.7	901	8%	3,260.7
	DeKalb	396	53	13%	17.7	608	7%	1,618.1
	Fayette	35	9	26%	3.0	109	9%	2,966.8
	Fulton	397	74	19%	24.7	1,899	6%	3,583.2
	Gwinnett	166	27	16%	9.0	615	9%	1,845.0
	Henry	95	14	15%	4.7	197	11%	1,952.8
	<b>Subtotal</b>	<b>1,417</b>	<b>245</b>	<b>17%</b>	<b>81.7</b>	<b>4,881</b>	<b>7%</b>	<b>2,734.8</b>
<b>ATTEN</b> APPALACHIAN TRAIL	Cherokee	59	13	22%	4.3	328	6%	4,877.3
	Dawson	15	< 5	**	1.3	41	5%	3,996.1
	Fannin	14	< 5	**	1.3	60	5%	7,832.9
	Gilmer	24	5	21%	1.7	81	10%	9,794.4
	Lumpkin	22	6	27%	2.0	66	6%	9,496.4
	Pickens	18	< 5	**	< 1	68	4%	7,736.1
	Towns	12	< 5	**	1.0	23	26%	7,903.8
	Union	10	< 5	**	< 1	65	11%	9,878.4
	<b>Subtotal</b>	<b>174</b>	<b>38</b>	<b>22%</b>	<b>12.7</b>	<b>732</b>	<b>7%</b>	<b>6,168.4</b>
<b>CGTEN</b> CENTRAL GEORGIA	Butts	19	< 5	**	1.3	36	14%	7,017.5
	Lamar	7	< 5	**	< 1	44	11%	9,421.8
	Monroe	20	5	25%	1.7	93	10%	8,179.4
	Pike	7	5	71%	1.7	27	19%	6,783.9
	Spalding	44	5	11%	1.7	67	10%	3,290.8
	Upson	15	< 5	**	1.0	56	9%	8,523.6

Traffic Enforcement Network (TEN) and County		2021-2023 Traffic Fatalities	2021-2023 Speeding-Related Fatalities			2023 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
	<b>Subtotal</b>	<b>112</b>	<b>23</b>	<b>21%</b>	<b>7.7</b>	<b>323</b>	<b>11%</b>	<b>6,202.0</b>
<b>CRTEN</b> CENTRAL REGIONAL	Baldwin	24	8	33%	2.7	45	4%	2,622.4
	Greene	14	< 5	**	1.0	82	5%	14,721.7
	Jasper	15	< 5	**	< 1	26	19%	7,926.8
	Jones	9	< 5	**	< 1	26	8%	3,909.8
	Morgan	11	< 5	**	< 1	73	8%	9,505.2
	Newton	55	8	15%	2.7	128	12%	3,934.8
	Putnam	18	< 5	**	1.0	27	7%	4,695.7
	Rockdale	38	5	13%	1.7	142	10%	3,916.2
	Walton	36	6	17%	2.0	140	4%	5,405.4
	<b>Subtotal</b>	<b>220</b>	<b>38</b>	<b>17%</b>	<b>12.7</b>	<b>689</b>	<b>8%</b>	<b>4,894.2</b>
<b>CTEN</b> COASTAL REGION	Appling	9	< 5	**	< 1	19	11%	3,885.5
	Bacon	< 5	-	-	-	18	6%	5,642.6
	Brantley	7	< 5	**	< 1	23	13%	11,386.1
	Camden	21	-	-	-	84	5%	8,308.6
	Charlton	8	< 5	**	< 1	9	22%	6,000.0
	Glynn	43	8	19%	2.7	179	9%	7,000.4
	Jeff Davis	7	< 5	**	< 1	21	10%	8,171.2
	Liberty	29	7	24%	2.3	113	7%	6,468.2
	Long	8	< 5	**	< 1	15	7%	6,097.6
	McIntosh	18	< 5	**	1.0	20	20%	15,873.0
	Pierce	8	< 5	**	< 1	26	15%	7,202.2
	Tattnall	12	< 5	**	< 1	27	4%	8,653.8
	Ware	25	< 5	**	< 1	37	11%	3,336.3
	Wayne	17	< 5	**	1.3	36	11%	5,787.8
	<b>Subtotal</b>	<b>215</b>	<b>34</b>	<b>16%</b>	<b>11.3</b>	<b>627</b>	<b>9%</b>	<b>6,594.4</b>
<b>ECTEN</b> EAST CENTRAL	Burke	22	8	36%	2.7	77	12%	12,222.2
	Columbia	23	< 5	**	1.0	195	4%	4,193.5
	Glascok	< 5	< 5	**	< 1	< 5	**	9,302.3
	Hancock	9	< 5	**	< 1	6	0%	12,000.0
	Jefferson	9	-	-	-	13	15%	6,701.0
	Jenkins	7	< 5	**	< 1	8	13%	8,791.2
	Lincoln	6	-	-	-	< 5	**	12,903.2
	McDuffie	12	< 5	**	< 1	63	6%	9,707.2
	Richmond	121	28	23%	9.3	331	5%	3,898.2
	Taliaferro	8	< 5	**	1.3	27	4%	18,000.0
	Warren	12	< 5	**	< 1	34	6%	19,318.2
	<b>Subtotal</b>	<b>232</b>	<b>49</b>	<b>21%</b>	<b>16.3</b>	<b>762</b>	<b>6%</b>	<b>5,028.0</b>
<b>MGTEN</b> MIDDLE GEORGIA	Bibb	130	13	10%	4.3	236	9%	3,727.7
	Bleckley	12	< 5	**	< 1	21	19%	11,864.4
	Crawford	5	< 5	**	< 1	17	12%	6,367.0
	Crisp	15	< 5	**	1.0	50	8%	7,587.3
	Dooly	13	< 5	**	< 1	36	3%	11,764.7
	Houston	47	7	15%	2.3	133	4%	4,086.0
	Macon	9	< 5	**	1.0	13	15%	8,387.1
	Peach	22	< 5	**	< 1	71	7%	5,829.2
	Pulaski	< 5	< 5	**	< 1	7	0%	8,139.5
	Turner	7	< 5	**	< 1	17	12%	8,500.0
	Twiggs	17	< 5	**	< 1	96	6%	23,132.5
	Wilcox	8	< 5	**	< 1	9	22%	15,517.2
	<b>Subtotal</b>	<b>289</b>	<b>36</b>	<b>12%</b>	<b>12.0</b>	<b>706</b>	<b>8%</b>	<b>5,378.2</b>

Traffic Enforcement Network (TEN) and County		2021-2023 Traffic Fatalities	2021-2023 Speeding-Related Fatalities			2023 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
MNTEN MOUNTAIN AREA	Bartow	81	13	16%	4.3	317	5%	7,587.4
	Catoosa	26	< 5	**	1.3	162	5%	7,570.1
	Chattooga	22	< 5	**	1.0	26	8%	6,632.7
	Dade	11	< 5	**	1.3	30	0%	12,987.0
	Floyd	67	16	24%	5.3	215	7%	6,479.8
	Gordon	38	8	21%	2.7	187	3%	10,337.2
	Murray	25	< 5	**	1.3	94	14%	13,925.9
	Polk	32	6	19%	2.0	91	9%	8,792.3
	Walker	34	< 5	**	1.3	189	6%	16,321.2
	Whitfield	53	6	11%	2.0	368	4%	10,265.0
	<b>Subtotal</b>	<b>389</b>	<b>68</b>	<b>17%</b>	<b>22.7</b>	<b>1,679</b>	<b>6%</b>	<b>9,065.4</b>
NETEN NORTH EAST	Banks	13	< 5	**	< 1	37	14%	6,368.3
	Forsyth	53	17	32%	5.7	243	11%	3,707.7
	Franklin	26	< 5	**	< 1	91	3%	10,705.9
	Habersham	29	5	17%	1.7	124	6%	10,105.9
	Hall	72	13	18%	4.3	419	4%	5,173.5
	Hart	21	< 5	**	1.3	52	6%	5,695.5
	Jackson	46	< 5	**	1.3	129	11%	5,035.1
	Rabun	22	< 5	**	1.0	60	5%	12,072.4
	Stephens	17	6	35%	2.0	75	8%	11,295.2
	White	23	6	26%	2.0	99	2%	12,692.3
	<b>Subtotal</b>	<b>322</b>	<b>62</b>	<b>19%</b>	<b>20.7</b>	<b>1,329</b>	<b>6%</b>	<b>5,847.7</b>
PATEN PIEDMONT AREA	Barrow	40	7	18%	2.3	130	9%	4,378.6
	Clarke	52	10	19%	3.3	187	6%	3,815.5
	Elbert	16	< 5	**	1.0	37	8%	8,980.6
	Madison	24	< 5	**	1.0	54	7%	7,837.4
	Oconee	11	< 5	**	< 1	77	1%	4,815.5
	Oglethorpe	15	-	-	-	21	14%	10,714.3
	Wilkes	5	< 5	**	< 1	13	8%	14,942.5
	<b>Subtotal</b>	<b>163</b>	<b>25</b>	<b>15%</b>	<b>8.3</b>	<b>519</b>	<b>7%</b>	<b>4,782.1</b>
SCTEN SOUTH CENTRAL	Dodge	10	< 5	**	< 1	25	24%	7,288.6
	Emanuel	17	< 5	**	1.3	28	21%	7,310.7
	Johnson	< 5	-	-	-	11	9%	11,340.2
	Laurens	38	10	26%	3.3	136	8%	9,611.3
	Montgomery	12	< 5	**	1.0	16	25%	8,377.0
	Telfair	< 5	< 5	**	< 1	5	20%	5,208.3
	Toombs	20	< 5	**	1.3	26	19%	2,892.1
	Treutlen	< 5	-	-	-	31	3%	17,613.6
	Washington	14	< 5	**	< 1	37	8%	7,198.4
	Wheeler	10	< 5	**	< 1	6	17%	10,169.5
	Wilkinson	13	< 5	**	< 1	19	11%	7,755.1
	<b>Subtotal</b>	<b>141</b>	<b>28</b>	<b>20%</b>	<b>9.3</b>	<b>340</b>	<b>12%</b>	<b>7,695.8</b>
SETEN SOUTH EASTERN	Bryan	18	5	28%	1.7	124	8%	9,239.9
	Bulloch	44	6	14%	2.0	136	4%	4,797.2
	Candler	12	< 5	**	1.0	28	18%	9,790.2
	Chatham	111	19	17%	6.3	615	6%	4,393.2
	Effingham	25	6	24%	2.0	132	5%	9,785.0
	Evans	8	-	-	-	27	11%	8,035.7
	Screven	12	< 5	**	1.0	25	12%	15,060.2
	<b>Subtotal</b>	<b>230</b>	<b>42</b>	<b>18%</b>	<b>14.0</b>	<b>1,087</b>	<b>6%</b>	<b>5,351.3</b>

Traffic Enforcement Network (TEN) and County		2021-2023 Traffic Fatalities	2021-2023 Speeding-Related Fatalities			2023 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
SR TEN SOUTHERN REGIONAL	Atkinson	9	-	-	-	16	6%	12,500.0
	Ben Hill	9	< 5	**	< 1	23	13%	5,582.5
	Berrien	10	< 5	**	< 1	30	7%	6,637.2
	Brooks	17	< 5	**	1.0	39	13%	15,725.8
	Clinch	6	< 5	**	1.0	5	0%	4,504.5
	Coffee	26	8	31%	2.7	66	5%	7,244.8
	Cook	24	< 5	**	< 1	68	0%	13,229.6
	Echols	< 5	-	-	-	< 5	**	12,903.2
	Irwin	10	< 5	**	< 1	31	0%	12,350.6
	Lanier	6	-	-	-	14	7%	12,069.0
	Lowndes	62	5	8%	1.7	184	3%	5,132.5
	Tift	24	< 5	**	< 1	74	7%	5,124.7
	<b>Subtotal</b>	<b>204</b>	<b>27</b>	<b>13%</b>	<b>9.0</b>	<b>554</b>	<b>5%</b>	<b>6,753.6</b>
SW TEN SOUTH WESTERN	Baker	< 5	-	-	-	< 5	**	1,886.8
	Calhoun	-	-	-	-	-	**	1,923.1
	Colquitt	35	8	23%	2.7	100	10%	8,244.0
	Decatur	28	< 5	**	1.3	33	9%	5,574.3
	Dougherty	44	6	14%	2.0	91	13%	2,666.3
	Early	5	< 5	**	< 1	< 5	**	1,574.8
	Grady	14	5	36%	1.7	28	7%	4,982.2
	Lee	19	< 5	**	1.0	19	11%	3,166.7
	Miller	7	< 5	**	< 1	7	14%	6,862.7
	Mitchell	11	< 5	**	< 1	23	4%	4,655.9
	Seminole	< 5	-	-	-	8	25%	4,790.4
	Thomas	25	5	20%	1.7	88	7%	5,594.4
	Worth	24	< 5	**	< 1	63	8%	9,921.3
	<b>Subtotal</b>	<b>217</b>	<b>37</b>	<b>17%</b>	<b>12.3</b>	<b>466</b>	<b>10%</b>	<b>4,799.2</b>
WCTEN WEST CENTRAL	Chattahoochee	7	-	-	-	6	0%	17,647.1
	Clay	6	< 5	**	< 1	8	13%	10,389.6
	Harris	21	5	24%	1.7	77	4%	15,555.6
	Marion	6	< 5	**	< 1	11	0%	14,285.7
	Muscogee	76	19	25%	6.3	336	7%	5,018.7
	Quitman	< 5	-	-	-	< 5	**	12,500.0
	Randolph	< 5	-	-	-	< 5	**	5,882.4
	Schley	< 5	-	-	-	11	0%	23,913.0
	Stewart	8	< 5	**	< 1	13	23%	23,214.3
	Sumter	15	< 5	**	1.0	41	5%	5,548.0
	Talbot	9	< 5	**	< 1	27	15%	25,714.3
	Taylor	6	< 5	**	< 1	24	29%	16,000.0
	Terrell	12	< 5	**	1.0	8	25%	6,611.6
	Webster	5	< 5	**	< 1	< 5	**	13,793.1
	<b>Subtotal</b>	<b>179</b>	<b>38</b>	<b>21%</b>	<b>12.7</b>	<b>573</b>	<b>9%</b>	<b>6,574.1</b>
WR TEN WESTERN REGIONAL	Carroll	67	20	30%	6.7	291	8%	7,438.7
	Coweta	66	16	24%	5.3	348	7%	7,843.1
	Douglas	58	16	28%	5.3	343	5%	6,030.2
	Haralson	22	< 5	**	1.3	102	10%	14,366.2
	Heard	15	5	33%	1.7	36	17%	18,181.8
	Meriwether	19	7	37%	2.3	43	9%	14,478.1
	Paulding	51	16	31%	5.3	243	5%	6,306.8
	Troup	47	7	15%	2.3	260	8%	8,563.9
	<b>Subtotal</b>	<b>345</b>	<b>91</b>	<b>26%</b>	<b>30.3</b>	<b>1,666</b>	<b>7%</b>	<b>7,527.9</b>

## Georgia Speeding Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2023)

### 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.
- 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).

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
MATEN METRO ATLANTA	Clayton	Forest Park	27	15%	3,354.1
		Jonesboro	23	4%	3,248.6
		Morrow	14	7%	2,612.0
		Lake City	10	10%	3,731.4
		Riverdale	10	10%	1,269.1
		Irondale	5	20%	5,319.2
		Bonanza	< 5	**	**
		Lovejoy	< 5	**	**
	Cobb	Marietta	89	12%	2,479.2
		Mableton	45	13%	3,398.8
		Smyrna	42	5%	2,425.0
		Vinings	21	5%	3,414.7
		Acworth	20	--	3,597.2
		Kennesaw	17	12%	1,734.7
		Powder Springs	11	9%	2,827.8
		Austell	10	10%	4,975.2
		Fair Oaks	< 5	**	**
	DeKalb	Panthersville	54	4%	4,492.6
		Doraville	51	8%	2,960.0
		Stonecrest	39	10%	883.0
		Brookhaven	36	11%	1,530.7
		Dunwoody	21	10%	1,805.7
		Clarkston	19	--	2,745.7
		Gresham Park	19	5%	7,037.1
		Chamblee	16	6%	1,265.9
		Decatur	12	8%	1,351.4
		Candler-McAfee	9	11%	1,956.6
		North Druid Hills	9	--	817.5
		Belvedere Park	5	--	857.7



Traffic Enforcement Network (TEN) and County	Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
ATTEN APPALACHIAN TRAIL	Avondale Estates	< 5	**	**
	Druid Hills	< 5	**	**
	Lithonia	< 5	**	**
	North Decatur	< 5	**	**
	Redan	< 5	**	**
	Scottdale	< 5	**	**
	Stone Mountain	< 5	**	**
	Fayette Peachtree City	27	11%	3,089.3
	Fayetteville	20	--	2,570.7
	Tyrone	< 5	**	**
	Brooks	--	**	**
	Woolsey	--	**	**
	Fulton City of Atlanta	1,427	5%	4,101.1
	Sandy Springs	96	6%	2,057.5
	South Fulton	94	6%	2,923.8
	East Point	71	11%	4,206.2
	Alpharetta	49	8%	2,541.5
	College Park	49	4%	2,716.2
	Fairburn	39	3%	6,794.5
	Roswell	34	12%	1,451.2
	Hapeville	32	--	9,726.5
	Johns Creek	32	3%	1,725.1
	Union City	23	9%	3,120.8
	Milton	13	15%	2,425.4
	Conley	7	--	6,194.7
	Palmetto	< 5	**	**
	Gwinnett Tucker	39	13%	1,459.6
	Lawrenceville	34	3%	1,506.5
	Buford	28	4%	2,705.4
	Lilburn	28	29%	4,023.0
	Duluth	23	4%	3,129.3
	Snellville	15	7%	1,169.2
	Norcross	14	--	1,543.6
	Peachtree Corners	12	17%	1,078.2
	Suwanee	11	9%	1,111.2
	Loganville	10	20%	1,428.6
	Dacula	< 5	**	**
	Grayson	< 5	**	**
	Sugar Hill	< 5	**	**
	Berkeley Lake	--	**	**
	Henry Stockbridge	55	5%	3,985.6
	Locust Grove	19	5%	2,631.6
	McDonough	16	6%	1,083.3
	Hampton	6	33%	4,255.4
	Heron Bay	< 5	**	**
	Cherokee Woodstock	39	8%	3,967.5
	Canton	18	11%	2,328.6
	Holly Springs	12	33%	4,762.0
	Ball Ground	6	--	15,384.7
	Nelson	--	--	**
	Waleska	--	**	**
	Dawson Dawsonville	< 5	**	**
	Fannin Blue Ridge	5	--	3,424.7
	Mineral Bluff	< 5	**	**
	Epworth	--	**	**
	McCaysville	--	**	**

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
CGTEN CENTRAL GEORGIA	Gilmer	Morganton	--	**	**
		Ellijay	6	17%	5,882.4
		East Ellijay	5	--	3,105.6
		Cherry Log	< 5	**	**
	Lumpkin	Dahlonega	8	--	4,395.7
	Pickens	Jasper	12	--	5,357.2
		Talking Rock	--	**	**
	Towns	Hiawassee	--	**	**
		Young Harris	--	**	**
	Union	Blairsville	< 5	**	**
	Butts	Jackson	9	--	4,186.1
		Flovilla	< 5	**	**
		Jenkinsburg	--	**	**
	Lamar	Barnesville	9	11%	6,383.0
		Milner	< 5	**	**
		Aldora	--	**	**
	Monroe	Forsyth	13	--	5,284.6
		Culloden	--	**	**
	Pike	Zebulon	< 5	**	**
		Concord	--	**	**
		Hilltop	--	**	**
		Molena	--	**	**
		Williamson	--	**	**
	Spalding	Griffin	28	18%	2,656.6
		Experiment	5	--	6,329.2
		East Griffin	< 5	**	**
		Orchard Hill	--	**	**
		Sunny Side	--	**	**
	Upson	Thomaston	22	5%	7,885.4
		Hannahs Mill	< 5	**	**
		Lincoln Park	< 5	**	**
		Sunset Village	< 5	**	**
		The Rock	< 5	**	**
		Yatesville	--	**	**
CRTEN CENTRAL REGIONAL	Baldwin	Milledgeville	13	8%	1,402.4
		Hardwick	< 5	**	**
	Greene	Greensboro	7	--	6,603.8
		Siloam	6	--	46,153.9
		Union Point	< 5	**	**
		White Plains	--	**	**
	Jasper	Monticello	< 5	**	**
		Shady Dale	--	**	**
	Jones	Gray	< 5	**	**
	Morgan	Madison	12	8%	4,780.9
		Bostwick	< 5	**	**
		Buckhead	--	**	**
		Rutledge	--	**	**
	Newton	Covington	52	4%	5,220.9
		Porterdale	< 5	**	**
		Newborn	--	**	**
		Oxford	--	**	**
	Putnam	Eatonton	13	8%	7,222.3
		Crooked Creek	--	**	**
		Conyers	43	5%	4,469.9

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
CTEN COASTAL REGION	Rockdale	Lakeview Estates	--	**	**
	Walton	Monroe	28	7%	4,341.1
		Walnut Grove	6	--	5,660.4
		Social Circle	5	20%	5,494.6
		Between	< 5	**	**
		Jersey	< 5	**	**
		Good Hope	--	**	**
	Appling	Baxley	< 5	**	**
		Graham	--	**	**
		Surrency	--	**	**
	Bacon	Alma	--	**	**
		Rockingham	--	**	**
	Brantley	Hoboken	< 5	**	**
		Nahunta	--	**	**
	Camden	St. Marys	18	6%	9,473.7
		Kingsland	15	--	3,886.1
		Woodbine	< 5	**	**
		Kings Bay Base	--	**	**
	Charlton	Folkston	--	**	**
		Homeland	--	**	**
	Glynn	Brunswick	31	13%	4,682.8
		Dock Junction	29	3%	5,350.6
		Country Club Estates	11	--	6,790.2
		St. Simons	11	9%	4,280.2
	Jeff Davis	Denton	< 5	**	**
		Hazlehurst	< 5	**	**
		Satilla	--	**	**
	Liberty	Hinesville	40	3%	4,415.1
		Flemington	8	13%	5,633.9
		Walthourville	6	17%	7,500.0
		Midway	< 5	**	**
		Riceboro	< 5	**	**
		Allenhurst	--	**	**
	Long	Ludowici	< 5	**	**
	McIntosh	Darien	6	17%	20,689.7
	Pierce	Blackshear	< 5	**	**
		Offerman	< 5	**	**
		Patterson	< 5	**	**
	Tattnall	Reidsville	< 5	**	**
		Mendes	--	**	**
	Ware	Waycross	10	20%	1,589.9
		Deenwood	--	**	**
		Sunnyside	--	**	**
	Wayne	Jesup	12	8%	3,986.8
		Screven	< 5	**	**
		Odum	--	**	**
ECTEN EAST CENTRAL	Burke	Waynesboro	8	--	5,755.4
		Keysville	< 5	**	**
		Girard	--	**	**
		Midville	--	**	**
		Perkins	--	**	**
		Sardis	--	**	**
	Columbia	Martinez	34	--	3,773.6
		Evans	24	--	3,061.3
		Grovetown	6	--	2,098.0

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
		Harlem	6	--	10,344.9
		Appling	--	**	**
	Glascock	Gibson	--	**	**
		Mitchell	--	**	**
	Hancock	Sparta	--	**	**
	Jefferson	Stapleton	< 5	**	**
		Wadley	< 5	**	**
		Wrens	< 5	**	**
		Louisville	--	**	**
	Jenkins	Millen	< 5	**	**
	Lincoln	Lincolnton	--	**	**
	McDuffie	Thomson	11	--	7,586.3
		Dearing	< 5	**	**
	Richmond	Augusta-Richmond	344	5%	3,910.9
		Hephzibah	< 5	**	**
		Blythe	--	**	**
	Taliaferro	Crawfordville	--	**	**
		Sharon	--	**	**
	Warren	Norwood	< 5	**	**
		Warrenton	< 5	**	**
		Camak	--	**	**
MGTEN MIDDLE GEORGIA	Bibb	Macon-Bibb County	234	9%	3,688.6
	Bleckley	Cochran	< 5	**	**
		Empire	< 5	**	**
	Crawford	Roberta	--	**	**
	Crisp	Cordele	13	--	5,701.8
		Arabi	< 5	**	**
	Dooly	Unadilla	7	--	17,948.8
		Vienna	< 5	**	**
		Byromville	--	**	**
		Lilly	--	**	**
		Pinehurst	--	**	**
	Houston	Warner Robins	66	3%	3,976.0
		Perry	17	6%	3,125.0
		Centerville	< 5	**	**
		Robins AFB	< 5	**	**
	Macon	Montezuma	< 5	**	**
		Oglethorpe	--	**	**
	Peach	Fort Valley	11	--	4,741.4
		Byron	10	--	3,484.4
	Pulaski	Hawkinsville	< 5	**	**
	Turner	Ashburn	< 5	**	**
		Sycamore	--	**	**
	Twiggs	Danville	< 5	**	**
		Jeffersonville	--	**	**
	Wilcox	Rochelle	< 5	**	**
		Abbeville	--	**	**
		Pineview	--	**	**
		Pitts	--	**	**
		Seville	--	**	**
MNTEN MOUNTAIN AREA	Bartow	Cartersville	53	9%	3,799.3
		Emerson	29	3%	10,034.7
		Adairsville	7	14%	4,093.6
		Euharlee	< 5	**	**

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]	
NETEN NORTH EAST		Kingston	--	**	**	
		White	--	**	**	
	Catoosa	Fort Oglethorpe	23	4%	4,212.5	
		Ringgold	10	10%	4,016.1	
	Chattooga	Indian Springs	9	--	20,454.6	
		Summerville	< 5	**	**	
		Trion	< 5	**	**	
		Lyerly	--	**	**	
	Dade	Menlo	--	**	**	
		Lookout Mountain	< 5	**	**	
	Floyd	Trenton	--	**	**	
		Rome	60	2%	3,193.2	
		Lindale	8	13%	9,756.1	
		Shannon	< 5	**	**	
	Gordon	Cave Spring	--	**	**	
		Calhoun	51	4%	7,348.8	
		Plainville	< 5	**	**	
		Resaca	< 5	**	**	
	Murray	Fairmount	--	**	**	
		Chatsworth	< 5	**	**	
	Polk	Eton	< 5	**	**	
		Cedartown	20	--	6,920.5	
	Walker	Aragon	< 5	**	**	
		Rockmart	< 5	**	**	
		Talorsville	< 5	**	**	
		Chickamauga	27	--	32,530.2	
		Fairview	17	6%	17,525.8	
		LaFayette	16	--	9,816.0	
	Whitfield	Chattanooga Valley	7	--	23,333.4	
		Rossville	6	33%	8,571.5	
		Lakeview	< 5	**	**	
		Dalton	117	3%	6,628.9	
		Banks	Cohutta	< 5	**	**
			Varnell	< 5	**	**
		Forsyth	Tunnel Hill	--	**	**
			Maysville	5	20%	23,809.6
		Franklin	Homer	< 5	**	**
			Cumming	29	7%	3,598.1
		Habersham	Lavonia	14	7%	8,642.0
			Canon	< 5	**	**
Carnesville			< 5	**	**	
Franklin Springs			< 5	**	**	
Gumlog			< 5	**	**	
Royston			< 5	**	**	
Cornelia			7	14%	3,271.1	
Hall		Baldwin	< 5	**	**	
		Clarkesville	< 5	**	**	
		Demorest	< 5	**	**	
		Mount Airy	< 5	**	**	
		Tallulah Falls	< 5	**	**	
		Alto	--	**	**	
		Raoul	--	**	**	
	Gainesville	98	3%	3,913.8		
	Flowery Branch	16	6%	6,530.7		
	Oakwood	13	--	4,642.9		
	Clermont	--	**	**		

Traffic Enforcement Network (TEN) and County	Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
	Gillsville	--	**	**
	Lula	--	**	**
	Hart	Bowersville	< 5	**
		Eagle Grove	< 5	**
		Hartwell	< 5	**
		Reed Creek	< 5	**
	Jackson	Jefferson	27	4%
		Commerce	11	9%
		Arcade	< 5	**
		Hoschton	< 5	**
		Nicholson	< 5	**
		Talmo	< 5	**
		Pendergrass	--	**
	Rabun	Clayton	10	--
		Dillard	< 5	**
		Mountain City	< 5	**
		Sky Valley	< 5	**
		Tiger	--	**
	Stephens	Toccoa	7	14%
		Avalon	< 5	**
		Martin	--	**
	White	Cleveland	11	9%
		Helen	< 5	**
		Sautee-Nacoochee	< 5	**
		Yonah	--	**
PATEN PIEDMONT AREA	Barrow	Winder	25	8%
		Braselton	22	5%
		Statham	10	--
		Bethlehem	7	--
		Auburn	< 5	**
		Russell	< 5	**
		Carl	--	**
	Clarke	Athens-Clarke	182	7%
		Winterville	--	**
	Elbert	Elberton	6	17%
		Bowman	< 5	**
		Dewy Rose	--	**
	Madison	Comer	< 5	**
		Danielsville	< 5	**
		Carlton	--	**
		Colbert	--	**
		Ila	--	**
	Oconee	Watkinsville	5	--
		Bogart	< 5	**
		Bishop	--	**
		North High Shoals	--	**
	Oglethorpe	Arnoldsville	--	**
		Crawford	--	**
		Lexington	--	**
		Maxeys	--	**
	Wilkes	Rayle	< 5	**
		Washington	< 5	**
		Tignall	--	**
SCTEN	Dodge	Chauncey	< 5	**
		Eastman	< 5	**
		Rhine	< 5	**



Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
SOUTH CENTRAL		Chester	--	**	**
		Milan	--	**	**
	Emanuel	Swainsboro	9	--	5,142.9
		Twin City	< 5	**	**
		Canoochee	--	**	**
		Oak Park	--	**	**
		Stillmore	--	**	**
	Johnson	Adrian	< 5	**	**
		Wrightsville	< 5	**	**
		Kite	--	**	**
	Laurens	Dublin	28	11%	5,313.1
		Dudley	< 5	**	**
		East Dublin	< 5	**	**
		Cadwell	--	**	**
		Montrose	--	**	**
		Rentz	--	**	**
	Montgomery	Alston	< 5	**	**
		Higgston	< 5	**	**
		Mount Vernon	< 5	**	**
		Uvalda	< 5	**	**
		Ailey	--	**	**
		Tarrytown	--	**	**
	Telfair	McRae-Helena	< 5	**	**
		Jacksonville	--	**	**
		Lumber City	--	**	**
	Toombs	Vidalia	5	--	1,111.2
		Lyons	< 5	**	**
		Santa Claus	--	**	**
	Treutlen	Soperton	< 5	**	**
	Washington	Sandersville	7	--	4,000.0
		Davisboro	--	**	**
		Harrison	--	**	**
		Oconee	--	**	**
		Tennille	--	**	**
	Wheeler	Glenwood	< 5	**	**
		Alamo	--	**	**
	Wilkinson	Allentown	< 5	**	**
		Gordon	< 5	**	**
		McIntyre	< 5	**	**
		Irwinton	--	**	**
		Ivey	--	**	**
		Toombsboro	--	**	**
SETEN SOUTH EASTERN	Bryan	Richmond Hill	45	2%	7,281.6
		Pembroke	< 5	**	**
	Bulloch	Statesboro	34	3%	2,646.0
		Register	< 5	**	**
		Brooklet	--	**	**
		Portal	--	**	**
	Candler	Metter	< 5	**	**
	Chatham	Savannah	274	4%	3,330.1
		Pooler	77	5%	5,978.3
		Port Wentworth	46	9%	6,267.1
		Georgetown	25	16%	4,146.0
		Garden City	24	--	3,877.3
		Whitemarsh Island	11	--	8,461.6

Traffic Enforcement Network (TEN) and County	Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]	
SR TEN SOUTHERN REGIONAL	Bloomington	9	11%	9,278.4	
	Thunderbolt	7	14%	4,545.5	
	Wilmington Island	7	14%	4,895.2	
	Montgomery	< 5	**	**	
	Skidaway Island	< 5	**	**	
	Tybee Island	< 5	**	**	
	Dutch Island	--	**	**	
	Henderson	--	**	**	
	Isle of Hope	--	**	**	
	Talahi Island	--	**	**	
	Vernonburg	--	**	**	
	Effingham	Rincon	13	8%	6,074.8
		Guyton	< 5	**	**
		Springfield	< 5	**	**
	Evans	Claxton	< 5	**	**
		Glennville	< 5	**	**
		Bellville	--	**	**
		Daisy	--	**	**
		Hagan	--	**	**
	Screven	Oliver	< 5	**	**
		Sylvania	< 5	**	**
		Hiltonia	--	**	**
	Atkinson	Pearson	7	--	16,666.7
		Willacoochee	< 5	**	**
	Ben Hill	Fitzgerald	< 5	**	**
	Berrien	Alapaha	< 5	**	**
		Enigma	< 5	**	**
		Nashville	< 5	**	**
		Ray City	--	**	**
		Morven	< 5	**	**
	Brooks	Quitman	< 5	**	**
		Homerville	< 5	**	**
	Clinch	Argyle	--	**	**
Fargo		--	**	**	
Douglas		13	8%	2,448.3	
Coffee	Nicholls	< 5	**	**	
	Ambrose	--	**	**	
	Broxton	--	**	**	
	Adel	7	--	9,722.3	
Cook	Sparks	5	--	9,804.0	
	Cecil	< 5	**	**	
	Lenox	< 5	**	**	
	Echols	Echols	< 5	**	**
Irwin	Ocilla	6	--	17,647.1	
Lanier	Lakeland	--	**	**	
Lowndes	Valdosta	57	5%	2,340.0	
	Hahira	< 5	**	**	
	Moody AFB	< 5	**	**	
	Dasher	--	**	**	
	Lake Park	--	**	**	
Tift	Tifton	15	13%	2,443.0	
	Phillipsburg	< 5	**	**	
	Omega	--	**	**	
	Ty Ty	--	**	**	
	Unionville	--	**	**	

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<b>SWTEN</b> SOUTH WESTERN	Baker	Newton	--	**	**
	Calhoun	Arlington	--	**	**
		Edison	--	**	**
		Leary	--	**	**
		Morgan	--	**	**
	Colquitt	Moultrie	29	21%	5,340.7
		Norman Park	--	**	**
	Decatur	Bainbridge	18	6%	5,232.6
		Brinson	--	**	**
		Climax	--	**	**
	Dougherty	Albany	62	13%	2,150.6
		Putney	< 5	**	**
	Early	Blakely	< 5	**	**
		Cedar Springs	--	**	**
		Damascus	--	**	**
		Jakin	--	**	**
	Grady	Cairo	6	17%	2,105.3
		Calvary	--	**	**
		Whigham	--	**	**
	Lee	Leesburg	--	**	**
		Smithville	--	**	**
	Miller	Boykin	< 5	**	**
		Colquitt	--	**	**
	Mitchell	Camilla	< 5	**	**
		Baconton	--	**	**
		Pelham	--	**	**
	Seminole	Donalsonville	< 5	**	**
		Iron City	--	**	**
	Thomas	Thomasville	39	8%	6,074.8
		Boston	< 5	**	**
		Meigs	< 5	**	**
		Barwick	--	**	**
		Coolidge	--	**	**
		Ochlocknee	--	**	**
		Pavo	--	**	**
	Worth	Poulan	< 5	**	**
		Sylvester	< 5	**	**
		Warwick	< 5	**	**
		Sumner	--	**	**
<b>WCTEN</b> WEST CENTRAL	Chattahoochee	Cusseta- Chattahoochee	5	--	14,705.9
	Clay	Bluffton	--	**	**
		Fort Gaines	--	**	**
	Harris	Pine Mountain	< 5	**	**
		Hamilton	--	**	**
		Waverly Hall	--	**	**
	Marion	Buena Vista	< 5	**	**
	Muscogee	Columbus	335	7%	5,003.0
	Quitman	Georgetown-Quitman	< 5	--	**
	Randolph	Cuthbert	--	**	**
		Shellman	--	**	**
	Schley	Ellaville	--	**	**
	Stewart	Richland	< 5	**	**
		Lumpkin	--	**	**

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WRTE WESTERN REGIONAL	Sumter	Americus	7	--	1,505.4
		Leslie	< 5	**	**
		Andersonville	--	**	**
	Talbot	Junction City	< 5	**	**
		Talbotton	< 5	**	**
		Woodland	--	**	**
	Taylor	Butler	< 5	**	**
		Reynolds	< 5	**	**
	Terrell	Sasser	< 5	**	**
		Bronwood	--	**	**
		Dawson	--	**	**
		Parrott	--	**	**
	Webster	Webster County	< 5	**	**
	Carroll	Carrollton	48	6%	4,858.3
		Bowdon	< 5	**	**
		Mount Zion	< 5	**	**
		Whitesburg	< 5	**	**
		Roopville	--	**	**
	Coweta	Newnan	69	7%	4,808.4
		East Newnan	9	11%	10,344.9
		Grantville	< 5	**	**
		Senoia	< 5	**	**
		Turin	< 5	**	**
		Haralson	--	**	**
		Moreland	--	**	**
		Sharpsburg	--	**	**
	Douglas	Douglasville	68	7%	5,007.4
		Lithia Springs	54	7%	3,581.0
		Chattahoochee Hills	< 5	**	**
	Haralson	Villa Rica	47	4%	5,439.9
		Temple	11	18%	9,401.8
		Bremen	10	10%	5,181.4
		Tallapoosa	5	--	5,747.2
		Waco	< 5	**	**
		Buchanan	--	**	**
	Heard	Franklin	< 5	**	**
		Centralhatchee	--	**	**
		Ephesus	--	**	**
	Meriwether	Greenville	< 5	**	**
		Manchester	< 5	**	**
		Warm Springs	< 5	**	**
		Gay	--	**	**
		Luthersville	--	**	**
	Paulding	Hiram	19	5%	3,287.2
		Dallas	13	--	4,779.5
		Braswell	< 5	**	**
	Troup	LaGrange	50	12%	3,127.0
		West Point	9	11%	7,377.1
		Hogansville	< 5	**	**