

# Georgia Traffic Safety Facts

2023 Data

September 2025



## RISKY DRIVING

### Speeding, Impaired Driving, Distracted Driving, and Unrestrained Occupants

Risky driving refers to driver-related behaviors that contribute to the occurrence of traffic crashes or traffic-related injuries and fatalities. These behaviors include not using a proper restraint system when occupying a motor vehicle (unrestrained), driving alcohol- and/or drug-impaired, speeding, distracted driving, and drowsy driving. There are other risky driving behaviors (i.e., failure to stop at a traffic light) that are not examined in this publication.

This fact sheet provides a *brief overview* of several risky driving behaviors, including speeding, impaired driving (alcohol and/or drug use and drowsy driving), distracted driving, and unrestrained passenger vehicle occupants. Detailed, topic-specific publications for each of these behaviors are available on the Georgia Governor's Office of Highway Safety website.

#### 2023 Georgia Traffic Safety Facts Related to Risky Driving Behaviors

##### *Speeding*

This fact sheet analyzes crashes involving speeding-related behaviors, highlighting statistics on fatalities, injuries, driver demographics, and contributing factors. It also examines crash locations, time of day, and trends over multiple years to identify high-risk groups and patterns.

##### *Impaired Driving* including Alcohol and/or Drug Use and Drowsy Driving

This report provides detailed data on crashes involving drivers impaired by alcohol and/or drugs. It includes information on fatalities, injuries, BAC levels, driver characteristics, and crash circumstances to better understand the impact of impairment on roadway safety.

##### *Distracted Driving*

This fact sheet explores crashes where distraction was a contributing factor, such as cell phone use, passenger interaction, and other in-vehicle distractions. It presents trends in fatalities, injuries, driver ages, and crash locations to identify the most affected populations.

##### *Occupant Protection*

This report focuses on seat belt and restraint use among vehicle occupants involved in crashes. It includes statistics on fatalities, injuries, restraint usage rates, and demographic differences, as well as comparisons of outcomes for belted versus unbelted occupants.

##### *Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes (2017-2021 data)*

This publication provides an in-depth analysis of alcohol-impaired drivers involved in crashes over a five-year period. It examines factors such as BAC levels, age groups, prior convictions, conviction statistics, crash severity, and temporal patterns to better understand impairment-related risks.

##### *Examining Crashes and Drivers in Rural Areas (2019-2021 data)*

This fact sheet focuses on crashes occurring in Georgia's rural areas, comparing them to urban crash trends. It highlights driver characteristics (including risky driving behaviors), crash severity, roadway types, and contributing factors to identify unique risks associated with rural driving environments.

## Overview of Risky Driving

In 2023, there were 1,615 fatalities and 8,171 serious injuries<sup>1</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 most common 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>2</sup>, drug use<sup>3</sup>, speeding<sup>4</sup>, distracted<sup>5</sup> driving, and drowsy<sup>6</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. Unrestrained passengers are not always documented in the crash record. Refer to the 'Data Considerations' section at the end of this publication for more information.

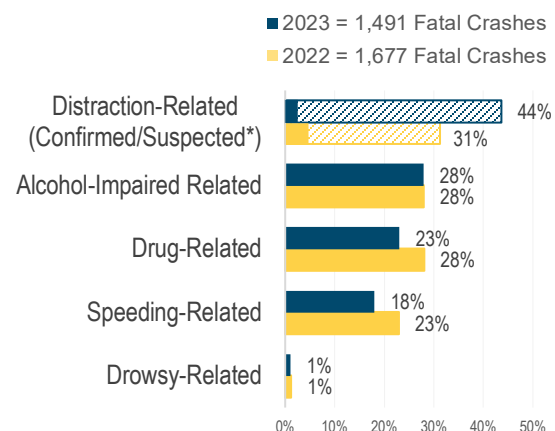
Figure 1 shows the percentage of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

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 1. **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 Data Considerations for more information:

<sup>1</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>2</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>3</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>4</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>5</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>6</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 1 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 in drug-driving and related traffic fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation.

Table 1. **Risky-Driving-Related Fatalities\* by Type, 2019-2023**

Measure Type	2019	2020	2021	2022	2023
<b>Unrestrained Fatalities in Passenger Vehicles</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%

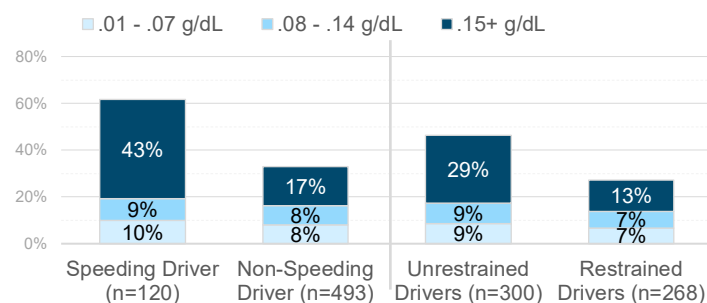
\* Risky-driving-related fatalities include all persons involved in the fatal crash, including risky drivers, passengers, occupants in other vehicles, and non-motorists.

\*\* The increase in 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 and other driving behaviors, such as speed and seat belt use.

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 2. **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

## Speeding

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

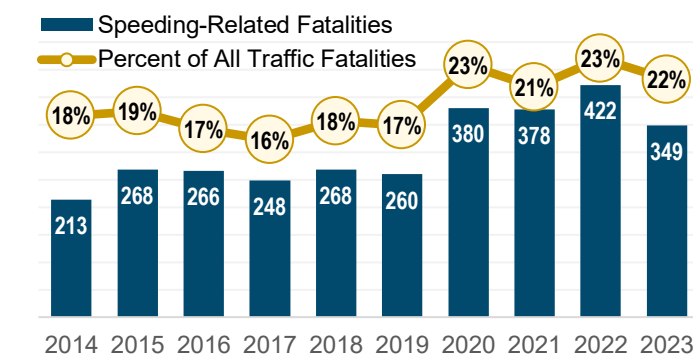
Out of the 16,933 crashes that involved speeding drivers in 2023, 45% were multi-vehicle crashes and 55% were single-vehicle crashes (involving only the speeding vehicle). Less than half of all speeding-related serious injuries (47%, 573 of 1,214) and 37% of all speeding-related fatalities occurred in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

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.

## Impaired Driving

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.

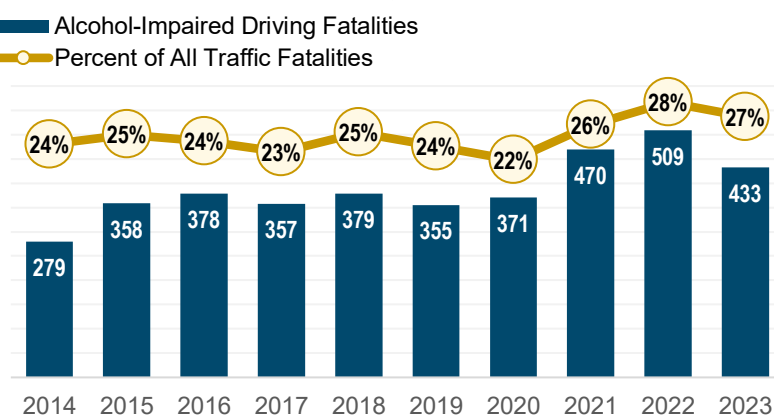
Figure 3. **Speeding-Related Fatalities and Percent of Total Traffic-Related Fatalities, 2014-2023**



Source: FARS 2014-2023

See the [“Speeding”](#) Georgia Traffic Safety Facts for more information regarding speeding-related crashes.

Figure 4. **Alcohol-Impaired Related Fatalities and Percent of Total Traffic-Related Fatalities, 2014-2023**



Source: FARS 2014-2023

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 any 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.

#### Other Impaired Driving Traffic Safety Facts:

- 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.
- In 2023, drowsy driving was reported to be involved in approximately one percent of all traffic crashes, serious injury crashes, and fatal crashes.

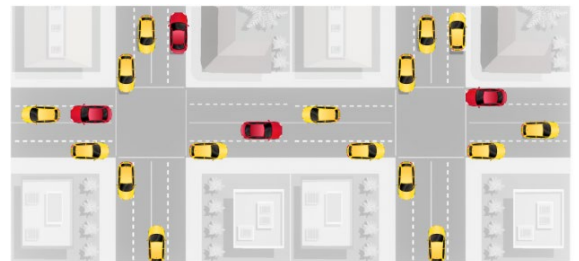
See the ["Impaired Driving" and "Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes"](#) Georgia Traffic Safety Facts for more information regarding impaired-related crashes and alcohol-related convictions.

## Distracted Driving

According to the 2024 Georgia Distracted Driving Observational Survey<sup>7</sup>, 14.7% of all drivers exhibited some form of visible distraction while operating a motor vehicle (i.e., talking, texting, dialing, or eating). Between 2022 and 2024, an average of 17.0% of drivers were observed to have some form of distraction. This suggests that at any point in time or location on Georgia roadways during daytime hours, approximately 4 out of 20 drivers may be distracted.

In 2023, 55% of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver—a net 2-point percentage increase compared to 2022. Among the drivers involved in all motor vehicle traffic crashes, 2% were confirmed to be distracted, 35% were suspected of distractions<sup>8</sup>, and 20% were undistracted drivers involved in a distraction-related crash—the other 44% of drivers were not involved in distraction-related crashes. Most distraction-related crashes involved other vehicles (79%).

Figure 5. **Georgia Distracted Drivers Observed at Any Point in Time, 2022-2024**



Red cars represent distracted drivers

Source: 2022-2024 Observational Survey of Driver Distraction in Georgia

<sup>7</sup> Rupp, Jonathan. 2024. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2024". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

<sup>8</sup> See Data Considerations for more information on the suspected-distracted driving definition established by the GDOT and CODES



According to FARS, 39 fatal crashes involved at least one confirmed distracted driver (2.5% of all fatal crashes) in 2023. In these confirmed distraction-related crashes, 44 fatalities occurred (2.6% of all traffic-related fatalities).

In 2023, 34% of all serious injury crashes involved at least one driver confirmed or suspected of distraction. The number of serious injuries that involved a confirmed distracted driver decreased by 9%, from 423 in 2022 to 383 in 2023.

See the [“Distracted Driving”](#) Georgia Traffic Safety Facts for more information regarding distracted-related crashes.

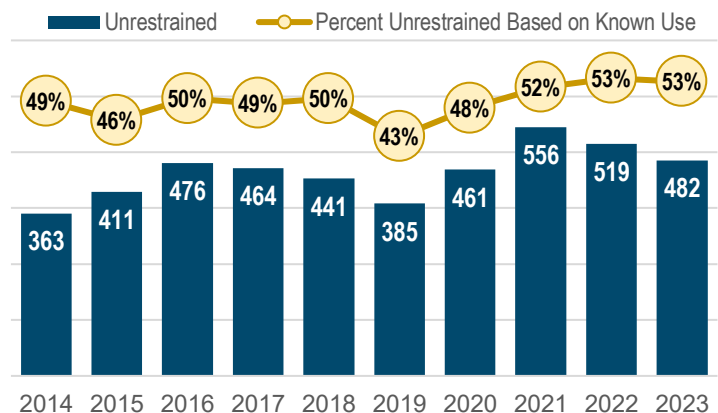
## Occupant Protection

In 2023, there were 2,631 passenger vehicle occupants involved in fatal crashes of all ages and seating positions. Sixty-two percent (62%) of these PV occupants survived and 38% were fatally injured. The seat belt usage rate among surviving PV occupants in a fatal crash was higher compared to fatally injured PV occupants—85% versus 47%. According to the 2024 Georgia Seat Belt Observational Surveys, the estimated child safety usage rate in Georgia was 80.4%.

In 2023, there were 1,615 traffic fatalities in Georgia, of which 1,001 (62%) were occupants of passenger vehicles (PV). Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 47% were restrained, and 53% were unrestrained. In comparison, 53% were restrained and 47% unrestrained nationally in 2023 (based on known restraint use).

Unrestrained PV occupants of all ages are 6.4 times more likely to be fatally injured compared to restrained occupants involved in fatal crashes. If all Georgia passenger vehicle occupants (ages 5+ years) had been restrained, 577 lives would have been saved in 2023.

Figure 6. **Percent and Number of Unrestrained\* Passenger Vehicle Occupants Fatally Injured (All Ages), 2014-2023**



\*Percent is calculated based on known restraint use.

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. The number of total passenger vehicle occupant fatalities may be different from the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information. Source: FARS 2014–2023

Unrestrained back-seat occupants involved in fatal crashes were nearly 5 times (4.8x) more likely to be fatally injured than their restrained counterparts. As the proportion of unrestrained occupants decreases, the injury severity also decreases. In other words, as seatbelt use increases, injury severity decreases.

Historically, rural counties have a higher percentage of unrestrained PV fatalities among occupants of all ages (children and adults) compared to the Atlanta region and other urban regions. However, recent data shows that the trends in these areas are beginning to look similar. In 2023, 55% of PV occupant fatalities in rural counties were unrestrained, compared to 53% in the Atlanta region and 51% in other urban areas. Rural counties also show a higher proportion (almost doubled) of unrestrained severe injuries among children under 8 years of age compared to urban areas. Nearly 2 out of every 5 (40%) severely injured young children in rural areas were unrestrained compared to 20% in urban areas.

See the [“Occupant Protection”](#) Georgia Traffic Safety Facts for more information regarding occupant protection and seat belt use in crashes.

## 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.

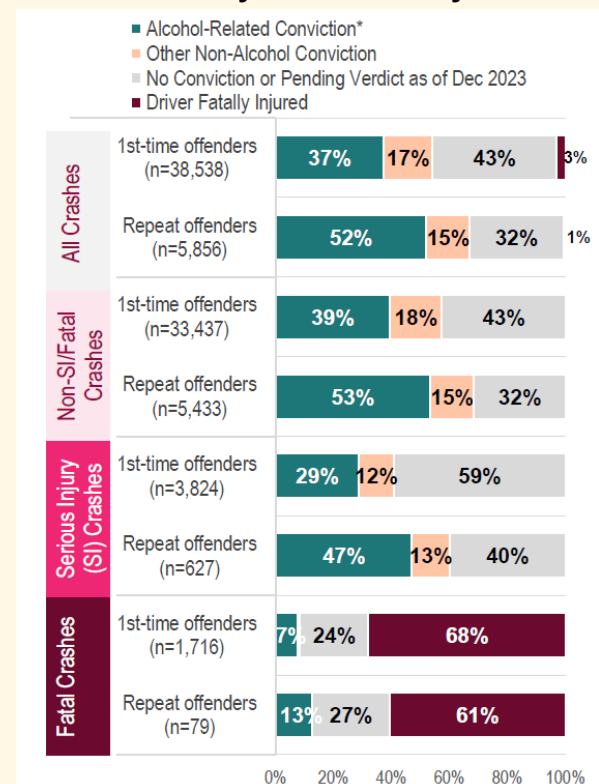
- **First-Time Offenders:** 37% were convicted of alcohol-related offenses, 17% were convicted of non-alcohol-related offenses, 43% were not convicted or had a verdict pending, and 3% were fatally injured during the crash.
- **Repeat Offenders:** 52% were convicted of alcohol-related offenses, 15% were convicted of non-alcohol-related offenses, 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 decreased as the severity of the crash increased. The driver conviction rate for alcohol-related violations decreased by 18% as the crash severity level increased ( $p=0.02$ ).

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.

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.

Figure 7. **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.

See the ["Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes"](#) Georgia Traffic Safety Facts for the full report.

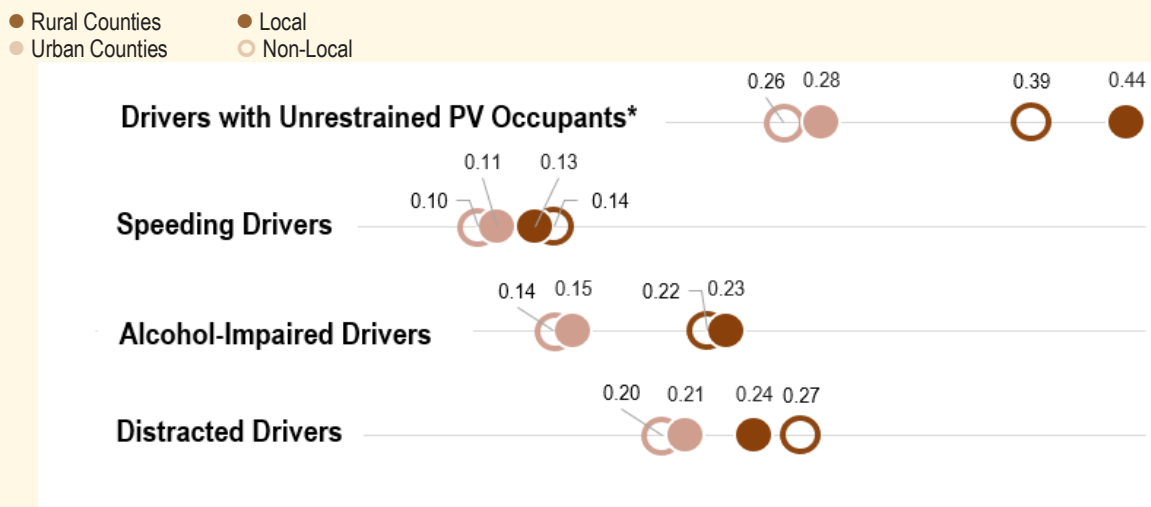
## EXAMINING CRASHES AND DRIVERS IN RURAL AREAS

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>9</sup> 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 8 shows the percentage of drivers involved in non-interstate KA crashes by driver residential status (local/non-local)<sup>10</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 alcohol/drug-impaired drivers, speeding drivers, distracted drivers, and drivers with unrestrained passenger vehicle occupants compared to urban counties.

Figure 8. **Percentage of Drivers Involved in Serious Injury or Fatal Traffic Crashes that Engaged in Risky Driving Behaviors by Region and Driver Locality, 2019-2021**



See the ["Examining Crashes and Drivers in Rural Areas"](#) Georgia Traffic Safety Facts for the full report.

<sup>9</sup> Rural counties are counties that have a residential population of less than 50,000 persons.

<sup>10</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.



## 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): Motorcycles, Young Drivers, Older Drivers, and Non-Motorists (Pedestrians and Bicyclists).

### References:

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- Crash Outcomes Data Evaluation System. (2025, July). *Impaired Driving: 2023 Data*. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.
- Crash Outcomes Data Evaluation System. (2025, March). *Distracted Drivers: 2023 Data*. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.
- Crash Outcomes Data Evaluation System. (2025, August). *Occupant Protection: 2023 Data*. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.
- 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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