Georgia Traffic Safety Facts

2023 Data

September 2025

Key Findings

- In 2023, the number of young drivers (ages 15-to-20 years) involved in fatal crashes decreased by 8% (from 191 drivers in 2022 to 176 drivers in 2023). Seventy percent (70%) of young drivers involved in fatal crashes were 18-to-20 years of age.
- Young drivers accounted for 8% of all licensed drivers, 8% of all drivers involved in fatal crashes, and 10% of all drivers involved in motor vehicle crashes.
- Among all serious injuries in multi-vehicle crashes that involve young drivers, 47% were occupants in the vehicle operated by the young driver, and 53% were occupants of other vehicles or non-motorists.
- In 2023, the total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 15-to-20 years was $226 million.

Cross-Cutting Findings

- In 2023, 40% of young drivers 15-to-20 years of age involved in a traffic crash were confirmed or suspected of distracted driving.
- Among drivers aged 15-to-20 years involved in fatal crashes, 5% consumed alcohol (0.01+ g/dL BAC), and 3% had a BAC of 0.08+ g/dL.

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Young Drivers

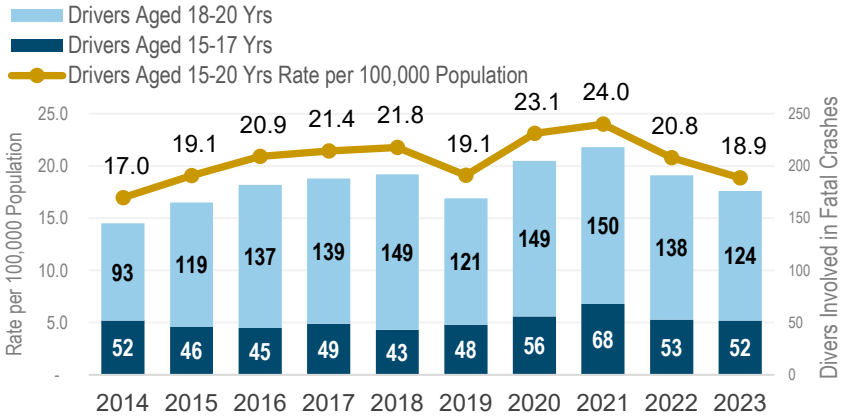
The term young driver refers to a person 15-to-20 years old operating a motor vehicle. *The involvement of young drivers in traffic crashes does not imply that young drivers caused the crash either by their actions or failure to act.*

This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by the Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), Georgia Department of Driver Services (DDS), Hospital Discharge Data, and Emergency Room Data. Refer to the 'data considerations' presented at the end of this publication for more information concerning the data.

Traffic Crashes Involving Young Drivers

In 2023, the number of young drivers (ages 15-to-20 years) involved in fatal crashes decreased by 8% (from 191 drivers in 2022 to 176 drivers in 2023). During this same period, the rate of young drivers involved in fatal crashes per 100,000 population decreased by 9% (from 20.8 to 18.9). Young drivers represented 7.8% of all drivers involved in fatal crashes in 2023—2.3% were 15-to-17 years of age, and 5.5% were 18-to-20 years of age. Figure 1 shows the number of young drivers involved in fatal crashes and the rate of young drivers involved in fatal crashes per 100,000 population between 2014 and 2023.

Figure 1. **Young Drivers (15-to-20 Years) Involved in Fatal Crashes and Rate per 100,000 Population, 2014–2023**



Source: FARS 2014-2023

Young drivers aged 15-to-20 years represented 8% of the state population and 8% of all licensed drivers. However, they represented 10% of all drivers involved in traffic crashes and 8% of all drivers involved in fatal crashes. In 2023:

- For every 100,000 *traffic crashes* involving drivers aged 15-to-20 years, 253.8 were fatal crashes.
- For every 100,000 *licensed drivers* aged 15-to-20 years, 26.3 drivers aged 15-to-20 years were involved in a fatal crash.
- For every 100,000 *Georgia residents* aged 15-to-20 years, 18.9 drivers aged 15-to-20 years were involved in a fatal crash.

In 2023, young drivers in the 18-to-20 age group experienced more than double the number of motor vehicle crashes and had a higher rate of involvement in fatal crashes compared to drivers in the 15-to-17 age group. The 15-to-17 age group had the second lowest rate of drivers involved in fatal crashes per motor vehicle crash and population compared to all other age groups (Table 1).

Table 1. **Drivers Involved in Fatal Crashes, by Age Group, 2023**

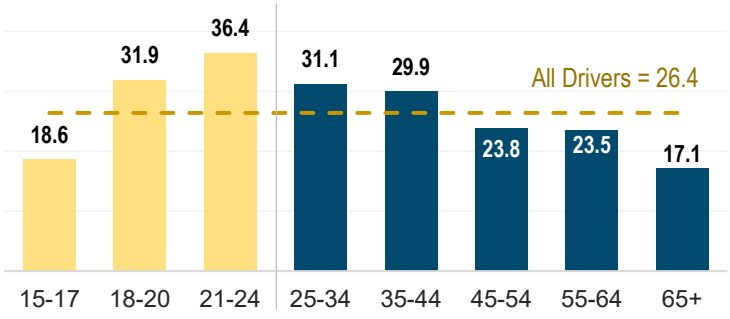
Age Group (Years)	Number of Drivers Involved		Licensed Drivers*	Estimated Population	Rates of Drivers Involved in Fatal Crashes		
	Crashes	Fatal Crashes			Per 100,000 Crashes	Per 100,000 License	Per 100,000 Population
15-20	**69,359**	**176**	**669,218**	**932,750**	**253.8**	**26.3**	**18.9**
15-17	*21,725*	*52*	*279,999*	*463,002*	*239.4*	*18.6*	*11.2*
18-20	*47,634*	*124*	*389,219*	*469,748*	*260.3*	*31.9*	*26.4*
21-24	66,844	207	568,837	588,486	309.7	36.4	35.2
25-34	151,854	465	1,493,617	1,524,619	306.2	31.1	30.5
35-44	122,871	423	1,413,593	1,475,028	344.3	29.9	28.7
45-54	98,362	319	1,339,719	1,403,912	324.3	23.8	22.7
55-64	78,769	306	1,304,385	1,345,486	388.5	23.5	22.7
65+	64,459	303	1,775,483	1,696,217	470.1	17.1	17.9
TOTAL**	**695,322***	**2,261***	**8,564,856**	**8,966,498**	**325.2**	**26.4**	**25.2**

*Licensed drivers include all unexpired licenses, which may include individuals who are deceased. See data considerations for more information.
**Totals include drivers 14 years or younger or with unreported age
Source: FARS 2023; CODES 2023; DDS 2023; OASIS 2023

Figure 2 displays the rate of drivers involved in fatal crashes per 100,000 licensed drivers by age group.

- Drivers in the 21-to-24 and 18-to-20 age groups have the highest rate of involvement in fatal crashes compared to other age groups—36.4 drivers for every 100,000 licensed drivers aged 21-to-24 and 31.9 drivers for every 100,000 licensed drivers aged 18-to-20.
- Drivers in the 15-to-17 age group have the second lowest rate of involvement in fatal crashes compared to other age groups—18.6 per 100,000 licensed drivers.

Figure 2. **Rate of Drivers Involved in Fatal Crashes per 100,000 *Licensed Drivers* by Age Group, 2023**



Source: FARS 2023, DDS 2023

Fatalities and Serious Injuries in Crashes Involving Young Drivers

Table 2 shows the total number of fatalities in crashes involving young drivers from 2019 to 2023. In fatal crashes involving young drivers for the 5-year period from 2019 to 2023:

- Fatally injured young drivers aged 15-20 years decreased by 14% (from 78 fatalities to 67 fatalities).
- Fatalities among the passengers of young drivers decreased by 11% (from 38 fatalities to 34 fatalities). The average age of **all** passengers riding with young drivers involved in fatal crashes decreased from 26.9 years in 2018 to 23.7 years in 2023.
- Occupant fatalities of other vehicles not operated by the young driver *increased* by 10% (from 60 fatalities to 66 fatalities).
- Non-motorist fatalities (pedestrians, bicyclists, or other non-motorists) *decreased* by 14% (from 29 fatalities to 25 fatalities).

Table 2. **Traffic Fatalities in Crashes Involving Young Drivers by Person Type and Year, 2019-2023**

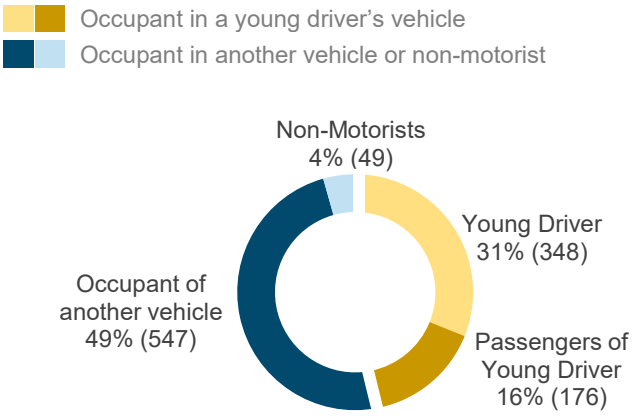
Year	Young Drivers	Passengers of Young Drivers by Age				Occupants of Other Vehicles	Non-Motorists	Total
	(15 - 20)	< 15	15 - 20	21 +	Total*			
2019	59	9	20	7	36	73	17	185
	32%	*5%*	*11%*	*4%*	*19%*	*39%*	*9%*	*100%*
2020	76	5	34	11	51	73	15	215
	35%	*2%*	*16%*	*5%*	*24%*	*34%*	*7%*	*100%*
2021	94	3	21	13	38	77	23	232
	41%	*1%*	*9%*	*6%*	*16%*	*33%*	*10%*	*100%*
2022	78	4	24	10	38	60	29	205
	38%	*2%*	*12%*	*5%*	*19%*	*29%*	*14%*	*100%*
2023	67	3	18	13	34	66	25	192
	35%	*2%*	*9%*	*7%*	*18%*	*34%*	*13%*	*100%*

Note: Percent is calculated across the rows. * Includes passengers of unknown age.
Source: FARS 2019-2023

In 2023, there were 1,120 people with suspected serious injuries involved in *multi-vehicle* crashes that involved young drivers—24% of all serious injuries in multi-vehicle crashes. Figure 3 shows the percentage of serious injuries among all persons involved in crashes with at least one young driver in 2023. Among all serious injuries involving young drivers:

- 47% were occupants in the vehicle operated by the young driver (represented by light and dark yellow in Figure 3).
  - 31% were young drivers
  - 16% were the passengers of the young driver
- 53% were occupants of other vehicles or non-motorists (represented by light and dark blue in Figure 3).
  - 49% were occupants of vehicles that were *not* operated by a young driver
  - 4% were non-motorists (i.e., pedestrians or bicyclists)

Figure 3: **Percent of Persons *Seriously Injured* in *Multi-Vehicle* Crashes Involving Young Drivers by Person Type, 2023**



1,120 Serious Injuries in multi-vehicle crashes involving young drivers.

Source: CODES 2023

Traffic-Related Injuries and Fatalities among the Young Population

In 2023, young persons aged 15-to-20 years represented 12% of all emergency room visits[1] (12,114 out of 103,147) and 8% of all hospitalizations (721 out of 8,695) related to motor vehicle traffic incidents. The total motor vehicle traffic-related hospitalization and emergency room charges among Georgia residents aged 15 to 20 years were $226 million.

Table 3. **Number, Percent, and Rate of All Motor Vehicle Traffic-Related Emergency Room Visits, Hospitalizations, Suspected Serious Injuries, and Fatalities by Age Group, 2023**

Age Group	Emergency Room Visits			Hospitalizations			Police Reported Suspected Serious Injuries			Traffic Fatalities		
	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population	Number	Percent of Total	Rate per 100,000 Population
Less than 15	5,908	6%	286.4	92	1%	4.5	406	5%	19.7	48	3%	2.3
15-20	**12,114**	**12%**	**1,298.7**	**721**	**8%**	**77.3**	**991**	**12%**	**106.2**	**125**	**8%**	**13.4**
15-17	*4,449*	*4%*	*960.9*	239	3%	51.6	*372*	*5%*	*80.3*	*46*	*3%*	*9.9*
18-20	*7,665*	*7%*	*1,631.7*	482	6%	102.6	*619*	*8%*	*131.8*	*79*	*5%*	*16.8*
21-24	10,404	10%	1,767.9	671	8%	114.0	791	10%	134.4	131	8%	22.3
25-34	23,850	23%	1,564.3	1642	19%	107.7	1,746	21%	114.5	300	19%	19.7
35-44	18,411	18%	1,248.2	1268	15%	86.0	1,304	16%	88.4	281	17%	19.1
45-54	13,326	13%	949.2	1200	14%	85.5	1,084	13%	77.2	214	13%	15.2
55-64	10,669	10%	792.9	1251	14%	93.0	900	11%	66.9	250	15%	18.6
65+	8,465	8%	499.1	1,850	21%	109.1	808	10%	47.6	259	16%	15.3
Total	**103,147**	**100%**	**935.2**	**8,695**	**100%**	**78.8**	**8,171***	**100%**	**74.1**	**1,615***	**100%**	**14.6**

*Total includes serious injuries and fatalities with unreported or unknown age

Source: Georgia Department of Public Health, Office of Health Indicators for Planning (OHIP) Hospital Inpatient Discharge and Emergency Room Visit Data, CODES 2023, FARS 2023, OASIS 2023

[1] Hospitalization may include individuals who visited the emergency room. Emergency room visits may include individuals who discharged directly from the emergency room. Hospitalizations and emergency room visits are for Georgia residents only, while fatalities can be for persons out of state.

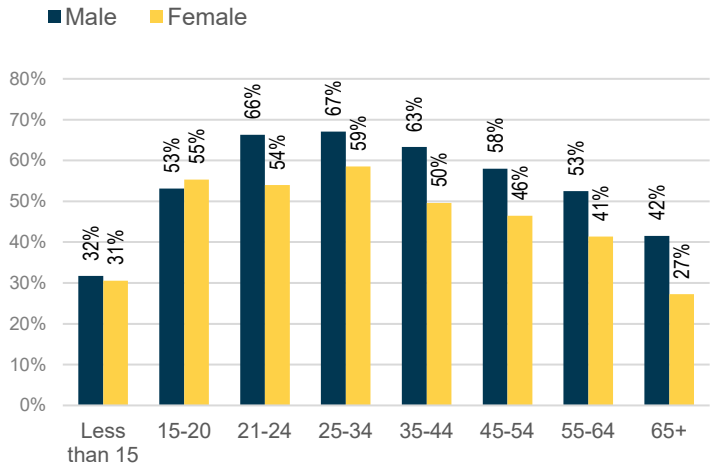
Restraint Use & Seatbelt Violations

Figure 4 shows the percent of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex between 2021 and 2023. Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans. Based on known restraint use among young occupants of passenger vehicles aged 15-to-20 involved in fatal crashes between 2021 and 2023:

- **53%** of fatally injured male occupants were unrestrained.
- **55%** of fatally injured female occupants were unrestrained.

For all other age groups, the percent unrestrained was higher for male occupants than for female occupants.

Figure 4. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2021-2023 (3-year period)**



*Based on known restraint use
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2021-2023

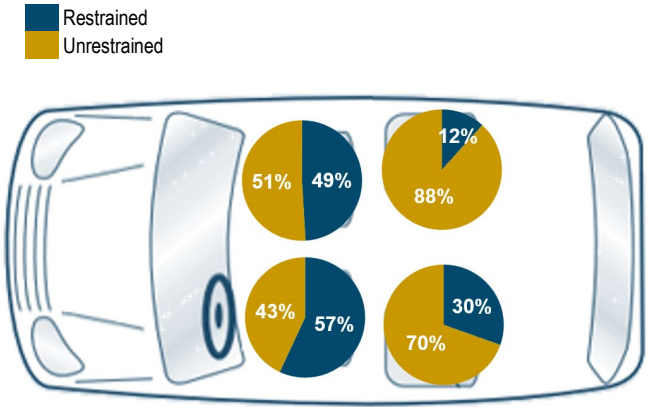
In 2023, **21%** of seriously injured[2] young drivers were unrestrained, and **36%** of seriously injured young passengers were unrestrained (based on known restraint use). Young drivers represented 10% of all seatbelt violations and 5% of child safety seat violations. Young drivers may be cited and convicted for seatbelt or child safety seat violations for other occupants within their vehicle.

Seating Positions: Driving with Peers

Figure 5 displays the seating positions of young drivers and their passengers, ages 15 to 20, who were fatally injured and *un*restrained from 2019 to 2023.

- **43%** of all fatally injured young drivers aged 15-to-20 years old were unrestrained.
- **51%** of all occupants (regardless of seating position) riding with a young driver involved in a fatal crash were 15-to-20 years of age.
  - **51%** of fatally injured front seat passengers 15-to-20 years old were unrestrained.
  - **70%** of young passenger fatalities seated behind the driver were unrestrained.
  - **88%** of young passenger fatalities seated behind the front seat passenger were unrestrained.

Figure 5. **Percent of Fatally Injured Young Drivers and their Fatally Injured Passenger Occupants (Aged 15-to-20) Unrestrained* by Seating Position, 2019-2023**



*Based on known restraint use
Source: FARS 2019-2023

[2] Serious injuries are suspected serious injuries reported by law enforcement.

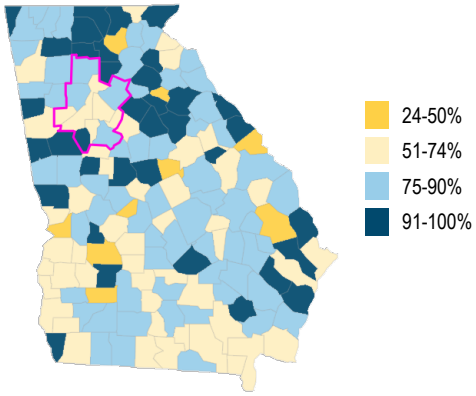
Young Driver Licensing

In Georgia, young drivers (15-to 17-year-olds) generally obtain a license for the first time under a Graduated Driver's Licensing (GDL) program to safely gain driving experience — this is known as Joshua's Law[3]. Georgia young drivers hold either an instructional permit (issued to drivers at least 15 years), Class D (provisional license issued to drivers 17 years or younger), or a Class C license (issued to drivers 18 years or older without restrictions). Young drivers 18 years or older obtaining a license for the first time are not required to complete driver's education under Georgia's GDL program. In 2023:

- Young drivers (ages 15-to-20 years old) accounted for 8% (669,218 out of 8.56 million) of all licensed drivers.
- Across the state, 72% of all youth (ages 15 to 20 years old) hold either an instructional permit or a driver's license.
- The percentage of teens and young adults who held an instructional permit or driver's license in rural counties (78%) was higher compared to teens and young adults in the Atlanta region (71%) or other urban counties[4] (69%).

Figure 6 presents the percentage of teens and young adults with an instructional permit or driver's license[5] by county.

Figure 6. **Percent of Teens and Young Adults (15-to-20 Years) with an Instructional Permit or License to Drive by County, 2023**



Pink-bordered region is the Atlanta Region

	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Young drivers with an instructional permit or license to drive (all license classes)	303,370	221,096	144,752	669,218
Population 15-to-20 years	425,540	322,509	184,701	932,750
Percent of teens and young adults with an instructional permit or license to drive	**71%**	**69%**	**78%**	**72%**
Young drivers involved in motor vehicle traffic crashes	33,521	25,044	10,783	69,348
Rate of young drivers involved in crashes per 100,000 licensed young drivers	11,049.5	11,327.2	7,449.3	10,362.5

Source: DDS 2023, OASIS 2023

There are four approved methods for meeting Georgia's GDL requirements. Each method consists of some combination of instruction (either classroom or online) at a DDS-approved school and supervised driving (either six hours of behind-the-wheel training with an approved DDS school instructor along with 40 hours of supervised driving with a parent/guardian or completion of the Parent/Teen Driving Guide).

[3] Senate Bill 226 (Article 10 of Chapter 21 of Title 15 of the Official Code of Georgia Annotated)
[4] 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.
[5] Class types include instructional permits, Class C, and Class D licenses.

The most common methods used to fulfill Joshua's Law in 2023 were Method 4 and Method 1[6].

- **55%** of young drivers obtained their Class D license using **Method 4** – completing a DDS-approved school online course and completing the Parent/Teen Driving Guide with no additional supervised driving required.
- **34%** of young drivers obtained their Class D license using **Method 1** – completing 30 hours of classroom instruction at a DDS-approved school, six hours of behind-the-wheel training at a DDS-approved school, and 40 hours of supervised driving with a parent or guardian.

According to the Georgia Driver's Education Commission's research study of Joshua's Law[7]Young drivers who use Method 1 to complete the GDL requirement demonstrated better and safer driver outcomes in comparison with the other methods. These young drivers had fewer crashes and crashes with serious injuries or fatalities compared to other young drivers who completed the GDL requirement using other methods.

Table 4 shows the number of licenses issued to young drivers (15-to 20-year-olds) by age and license type in 2023. A greater proportion of licensed young drivers held a Class C or D license in rural counties compared to urban counties across **all** ages – indicative of rural drivers obtaining driving experiences earlier than their urban peers.

- **71%** of young drivers in rural counties held a Class C or D license compared to **67%** of young drivers in Atlanta and other urban regions.
- **33%** of young drivers in the Atlanta region and other urban regions held an instructional permit compared to **29%** of young drivers in rural counties.

Table 4. **Urban vs. Rural Licensed Young Drivers (15-to-20 Years) by License Type, 2023**

Age (Years)	Atlanta and Other Urban Regions				Rural Region			
	Instructional Permit		License (Class C or D)		Instructional Permit		License (Class C or D)	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
15 years	49,947	100%	--	--	16,221	100%	--	--
16 years	47,552	61%	30,941	39%	11,199	49%	11,834	51%
17 years	32,822	37%	55,102	63%	6,574	27%	17,807	73%
18 years	20,268	21%	76,353	79%	3,898	15%	22,224	85%
19 years	13,526	13%	89,989	87%	2,851	10%	24,545	90%
20 years	9,776	9%	98,190	91%	1,906	7%	25,693	93%
TOTAL 15-to-20 years	**173,891**	**33%**	**350,575**	**67%**	**42,649**	**29%**	**102,103**	**71%**

Source: DDS 2023

[6] Georgia Driver's Education Commission. (2025, September). *Georgia Driver's Education Commission Annual Report: Fiscal Year 2025.* Georgia Governor's Office of Highway Safety.
[7] Georgia Driver's Education Commission. (2021, March). *Georgia Driver's Education Commission Grant Scholarship Program & Joshua's Law Evaluation Report.* Georgia Governor's Office of Highway Safety. http://www.gahighwaysafety.org/wp-content/uploads/2022/02/gdec-evaluation-report-executive-summary-final-.pdf

Contributing Circumstances

In 2023, 86% of all crashes involving young drivers also involved other vehicles (multi-vehicle crashes), and 14% were single-vehicle crashes. The most common harmful event in single-vehicle crashes was a confirmed inattentive driver (distraction) colliding with a fixed object.

The most common manner of collision in fatal and serious injury multi-vehicle crashes involving young drivers was angle collisions. Rear-end collisions were most common for all multi-vehicle traffic crashes involving young drivers. *The manner of collision is not vehicle-specific and does not identify which vehicle or driver was at fault.* Table 4 below shows the highest-ranked manner of collision for multi-vehicle traffic, injury, and fatal crashes that involve young drivers.

Table 5. **Highest Rank Manner of Collision for *Multi-Vehicle* Crashes Involving Young Drivers (15-20 Years) by Crash Type, 2023**

Rank	Fatal Crashes		Serious Injury Crashes		Traffic Crashes	
	Manner of Collision	% of crashes	Manner of Collision	% of crashes	Manner of Collision	% of crashes
1	Angle	38%	Angle	52%	Rear end (Front-to-rear)	44%
2	Head on (Front-to-front)	28%	Rear end (Front-to-rear)	18%	Angle	36%
3	Rear end (Front-to-rear)	15%	Head on (Front-to-front)	16%	Sideswipe same direction	13%
4	Sideswipe same direction	7%	*Not a collision with a motor vehicle	7%	Head on (Front-to-front)	3%

* The first harmful event was not a collision with a motor vehicle in transport
Source: FARS 2023, CODES 2023

Young drivers losing control of their vehicles was the top contributing factor among drivers involved in single-vehicle crashes. In 2023, 38% of young drivers involved in single-vehicle crashes were speeding, and 36% lost control of their vehicle moments before they crashed. The top contributing factors among young drivers and other drivers involved in multi-vehicle crashes were following too closely and failure to yield the right of way. *This does not imply that the young drivers or other drivers caused the crash either by their actions or failure to act.*

Table 6. **Top Contributing Factors with Crashes Involving Young Drivers (15-20 Years) by Number of Vehicles Involved and Person Type, 2023**

	Single Vehicle Crashes		Multi-Vehicle Crashes			
Rank	Young Driver		Young Driver		Other Driver	
	Description	% of drivers	Description	% of drivers	Description	% of drivers
1	Speeding / too fast for conditions	38%	Following too close	38%	Following too close	25%
2	Driver lost control*	36%	Failed to yield	22%	Failed to yield	19%
3	Other	19%	Changed lanes improperly	10%	Changed lanes improperly	10%
4	Reaction to an object or an animal	11%	Other	5%	Other	8%

Source: CODES 2023

*In the 2023 CODES data capture, the "Lost Control" category includes four subcategories: Lost Control (General), Driver Lost Control – Speed-Related, Driver Lost Control – Impairment-Related, and Driver Lost Control – Distraction-Related.

Distracted Driving Among Young Drivers

A distraction-related crash is any crash in which a driver was reported as a confirmed distracted driver or identified as a suspected distracted driver. Driver distraction occurs when drivers divert their attention from the driving task to focus on another activity. Often, discussions regarding distracted driving center around cell phone use and texting; however, distracted driving also includes other distraction-related activities that are manual, visual, or cognitive. Many activities, particularly cell phone use, can include multiple types of distraction. In 2023, 40% of young drivers involved in motor vehicle traffic crashes were confirmed or suspected of distracted driving. Young drivers **aged 15-to-20 years** represented:

- **8%** of all licensed *drivers*;
- **12%** of all suspected or confirmed distracted drivers involved in crashes;
- **8%** of all confirmed distracted drivers involved in fatal crashes;
- **18%** of all drivers issued a distracted driver citation after a crash; and
- **8%** of all distracted driving convictions.

Table 7. **Licensed Drivers, Confirmed or Suspected Distracted Drivers Involved in Types of Motor Vehicle (MV) Crashes, Distracted Driver Citations Issued after an MV Crash, Distracted Driver Convictions by Age Group, 2023**

Age Group	Licensed Drivers	Confirmed or Suspected Distracted Driver Involved in a Crash	Confirmed Distracted Driver Involved in a Fatal Crash	Distracted Driver Citations Issued Post-Crash	Distracted Driver Convictions (Crash or Non-Crash)
15-24	**15%**	**23%**	**25%**	**33%**	**20%**
15-20	*8%*	*12%*	*8%*	*18%*	*8%*
21-24	*7%*	*11%*	*18%*	*15%*	*12%*
25-34	17%	24%	18%	27%	31%
35-44	17%	19%	28%	17%	23%
45-54	16%	15%	5%	11%	14%
55-64	15%	12%	15%	7%	9%
65+	21%	8%	8%	8%	4%
TOTAL*	**100%**	**100%**	**100%**	**100%**	**100%**

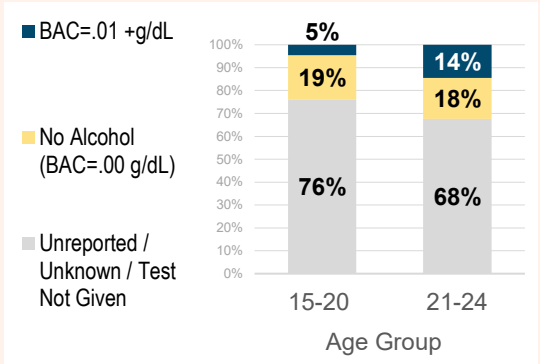
Note: Distracted driver convictions may or may not have resulted in a motor vehicle traffic crash. Totals include drivers with unknown age.
Source: DDS 2023, CODES 2023, FARS 2023

Alcohol Consumption Among Young Drivers

Drivers are considered alcohol-impaired when their blood alcohol concentration (BAC) is 0.08 g/dL or higher. This does not imply that a crash or a fatality was caused by alcohol impairment.
In 2023:

- Of the **176** young drivers ages 15-to-20 years involved in fatal crashes in 2023, **24%** (42) had known BAC test results reported — **5%** (8) consumed alcohol (0.01+ g/dL BAC), and **3%** (5) had a BAC of 0.08+ g/dL.
- Of the **207** young adult drivers ages 21-to-24 years involved in fatal crashes, **32%** (67) had known BAC test results reported — **14%** (30) consumed alcohol, and **11%** (22) had a BAC of 0.08+ g/dL.

Figure 7. **BAC of Young Drivers (15-to-20 and 21-to-24 Years) Involved in Fatal Crashes, 2023**



Source: FARS 2023

Environmental Characteristics

Table 8 summarizes the environmental characteristics of where and when fatal crashes and traffic crashes involving young drivers occurred in 2023.

Fatal crashes and all traffic crashes involving young drivers have similar environmental characteristics, except for the predominant location of crashes and lighting conditions.

- While nearly half (46%) of all ***traffic crashes*** involving young drivers occurred at an intersection or intersection-related location, nearly two-thirds (62%) of all ***fatal crashes*** involving young drivers occurred at non-intersections.
- While the majority (71%) of all ***traffic crashes*** involving young drivers occurred in daylight conditions, more than half (56%) of all ***fatal crashes*** involving young drivers occurred in dark conditions.

Among the ***fatal*** crashes that involved young drivers:

- 52% occurred during the weekday, and 48% occurred during the weekend; and,
- 69% occurred in clear weather conditions.

Table 8. **Motor Vehicle Crashes Involving Young Drivers (15-20 Years) by Environmental Characteristics, 2023**

Environmental Characteristics	Fatal Crashes Involving Young Drivers		Traffic Crashes Involving Young Drivers	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	53	33%	29,714	46%
Non-Intersection	101	62%	27,429	42%
Other	9	6%	7,767	12%
Light Conditions				
Dark	91	56%	16,174	25%
Daylight	67	41%	46,133	71%
Dawn	2	1%	757	1%
Dusk	3	2%	1,004	2%
Day of Week / Time of Day *				
Weekday	**84**	**52%**	**45,692**	**70%**
6:00-11:59am	15	9%	11,977	18%
12:00-5:59pm	30	18%	23,047	36%
6:00-11:59pm	34	21%	9,278	14%
12:00-5:59am	5	3%	1,390	2%
Weekend	**79**	**48%**	**19,218**	**30%**
6:00-11:59am	5	3%	2,342	4%
12:00-5:59pm	12	7%	6,635	10%
6:00-11:59pm	43	26%	8,347	13%
12:00-5:59am	18	11%	1,894	3%
Weather Conditions				
Clear	112	69%	45,661	70%
Cloudy	34	21%	11,341	17%
Rain	17	10%	7,039	11%
Other	--	--	869	1%
Season				
Winter (Jan, Feb, Dec)	48	29%	15,614	24%
Spring (Mar-May)	28	17%	16,801	26%
Summer (Jun-Aug)	53	33%	15,648	24%
Fall (Sept-Nov)	34	21%	16,847	26%

Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday
Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday
Daytime – 6:00 a.m. to 5:59 p.m.
Nighttime – 6:00 p.m. to 5:59 a.m.

*See data considerations for definitions of intersection and non-intersection locations. Other intersections include roundabouts, railroad crossings, and manage lanes (i.e., HOV lanes).

Source: CODES 2023, FARS 2023

Data Definitions and Considerations:

This fact sheet defines young drivers as persons 15 to 20 years old operating a motor vehicle. Young drivers' involvement in crashes does not imply they were "at fault" in the crash.

A traffic crash is defined as an incident that involves one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

Fatal crashes are defined as crashes that involve a motor vehicle traveling on a trafficway customarily open to the public and that resulted in the death of a motorist or a non-motorist within 30 days of the crash.

Serious injuries are those suspected serious injuries reported by law enforcement and used when any injury, other than a fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

Passenger vehicles are defined as passenger cars and light trucks (including vans, Sport Utility Vehicles, and pickup trucks).

"At Intersection" is used when a person is on a roadway either (1) in the intersection, (2) in the area between a crosswalk and the perimeter of the intersection, or (3) in a crosswalk (marked or unmarked) adjacent to an intersection. "Intersection-Related" is used when a person is within the trafficway 50 feet out from the perimeter of an intersection area or if the crash is related to the flow of traffic through an intersection. "Not at Intersection" is when the person or driver is more than 50 feet out from the perimeter of an intersection, and the crash is not identified as related to the movement of vehicles through an intersection. "Non-Trafficway Locations" are crashes that occur outside the boundaries of the trafficway (i.e., driveways or parking lots).

The Department of Driver Services provided licensing data for the year 2023. The driver licensing database is a live database system and represents the information at a point in time on the date of extraction.

There are three (3) types of licenses that young drivers can obtain in the state of Georgia. Young drivers at least 15 years of age can obtain an Instructional (Learners) Permit (Class CP). For young drivers less than 18 years of age (ages 16 and 17 years), the Class D Provisional Driver's License is the first driver's license they can obtain by satisfying one of the four methods to complete the Georgia GDL requirements. The Class C license can be issued to all drivers 18 years of age and older with no driver's education required.

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address the problem of missing blood alcohol test results in the 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 impairment may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.

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 who indicate emotional distress and evidence of driver inattention and distraction. The imputation removes driver contributing factors that include drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The CODES Analytical Reference Guide is available upon request.

Contributing circumstances capture the pre-crash elements or improper actions of persons (motorcycle operators, pedestrians, bicyclists, and other motorists) that may have caused the crash. Contributing factors in fatal and nonfatal crashes are often underreported in the datasets. There is at least one record per person involved in a fatal crash (FARS Data), and some missing records for persons involved in motor vehicle traffic crashes (Crash Data).

In the 2023 CODES data capture, the "Lost Control" category includes four subcategories: Lost Control (10), Driver Lost Control – Speed-Related (43), Driver Lost Control – Impairment-Related (44), and Driver Lost Control – Distraction-Related (45).

Rural counties are counties that have a population of less than 50,000 according to the United States decennial census of 2010 or any future such census (O.C.G.A. Section 31-6-2). This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

For More Information:

The two-page Quick Facts for young drivers can be found on the GOHS or DPH websites below:

- https://www.gahighwaysafety.org/georgia-traffic-safety-facts/
- https://dph.georgia.gov/injury-epidemiology/crash-outcome-data-evaluation-survey-codes

Other 2023 traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Non-Motorist (Pedestrians and Bicyclists), Motorcycle Safety, Older Drivers, Distracted Drivers, Risky Driving, Large Trucks, and Occupant Protection.

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