

Georgia Traffic Safety Facts

2023 Data

October 2025

In this fact sheet, information is presented as follows.

- Fatality & Injury Rates
- Police-Reported Crashes
- Urban vs. Rural Trends
- Traffic Safety Highlights by Emphasis Area
- Georgia Traffic Safety Performance Measures

Other topic-specific, *Georgia Traffic Safety Facts* available for 2023 are:

- [Pedestrians & Bicyclists \(Non-Motorists\)](#)
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- [Motorcycles](#)
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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 the Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH).



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OVERVIEW OF MOTOR VEHICLE CRASHES IN 2023

This fact sheet provides an overview of traffic fatalities, serious injuries, and crashes on Georgia roadways, in addition to topic-specific emphasis areas and a summary table of Georgia Traffic Safety Performance Measures.

2023 Key Findings

Traffic Fatalities

- In Georgia, there were 1,615 motor vehicle traffic fatalities in 2023, resulting in 1.28 traffic fatalities for every 100 million vehicle miles traveled (VMT). Although Georgia ranks fourth in the number of fatalities in the nation, it ranks 24th in fatalities per 100M VMT.
- Georgia traffic fatalities decreased by 10% from 1,796 in 2022 to 1,615 in 2023.
 - All Regions (Atlanta, Other Urban, and Rural) experienced a decrease in the number of total traffic fatalities, passenger vehicle occupant fatalities, unrestrained passenger vehicle occupant fatalities, fatalities involving large trucks, and fatalities involving young drivers aged 15-to-20 Years
 - Rural Regions experienced an increase in the number of speeding-related fatalities.
 - Other Urban Regions also experienced an increase in the number of motorcyclist fatalities, pedestrian fatalities, and fatalities involving older drivers aged 65+ years.

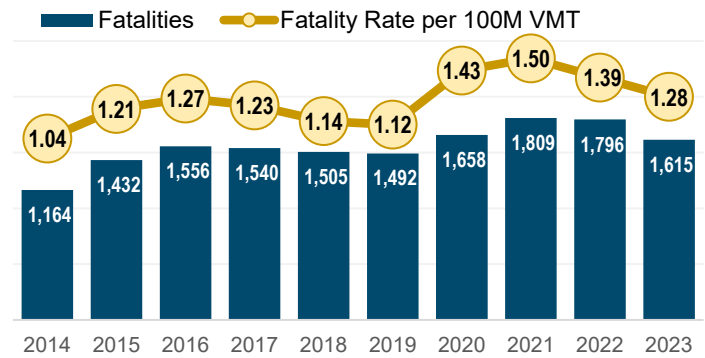
Serious Traffic Injuries & Cost

- Between 2019 and 2023, the number of suspected serious crash injuries reported by law enforcement responding to a motor vehicle traffic incident increased by 12%, from 7,308 in 2019 to 8,171 in 2023. Car passenger vehicle and light truck passenger vehicle occupants (pickup trucks, vans, and sports utility vehicles) continue to have the highest proportion of serious injuries in traffic crashes.
- Approximately 3% of all 911 calls were related to motor vehicle traffic incidents (motor vehicle occupants, motorcyclists, pedestrians, and bicyclists) where emergency medical services (EMS) transported persons to a hospital (55,884 EMS transports). According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 26% of all injuries treated by designated and non-designated trauma centers across the state of Georgia. In 2023, the total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was \$2.4 billion for 8,695 motor vehicle traffic-related hospitalizations and 103,147 motor vehicle traffic-related emergency room visits.

Fatalities and Injury Rates

Traffic-related fatalities in Georgia decreased by 10% from 1,796 roadway fatalities in 2022 to 1,615 fatalities in 2023. The rate of traffic fatalities for every 100 million vehicle miles traveled (VMT) decreased from 1.39 in 2022 to 1.28 in 2023. According to the Federal Highway Administration (FHWA) Office of Highway Policy Information Traffic Volume Trends, vehicle miles traveled in Georgia decreased by 2% between 2022 and 2023; however, the overall VMT in 2022 is still lower than pre-pandemic norms.

Figure 1: **Fatalities and Fatality Rate per 100M VMT, 2014-2023**



Source: FARS 2014–2023

In 2023, the state of Georgia ranked as the fourth-highest by number of traffic fatalities and 24th by fatality rate (traffic fatalities per 100M VMT) in the nation. Between 2022 and 2023, the number of national traffic fatalities decreased by 4%, and the national fatality rate per 100M VMT decreased by 6%. During this time, Georgia experienced a 10% decrease in traffic fatalities and an 8% decrease in the fatality rate per 100M VMT.

Across the five states within the National Highway Traffic Safety Administration (NHTSA) Region IV (Southeastern United States), Georgia ranks second for the highest traffic fatalities and fifth (ranked last) for the traffic fatality rate. The number of traffic fatalities within NHTSA Region IV decreased by 4% from 2022 to 2023, and the fatality rate per 100M VMT decreased by 6%.

Table 1: **Traffic Fatalities, Fatality Rate per 100M VMT by Region and Year (2019, 2022, and 2023)**

Region	Traffic Fatalities					Fatality Rate per 100M VMT				
	2019	2022	2023	Percentage Change		2019	2022	2023	Percentage Change	
				5-Year Comparison (2019-2023)	1-Year Comparison (2022-2023)				5-Year Comparison (2019-2023)	1-Year Comparison (2022-2023)
National	36,355	42,721	40,901	13%	-4%	1.11	1.34	1.26	14%	-6%
NHTSA Region IV AL, FL, GA, SC, TN	7,749	8,739	8,355	8%	-4%	1.35	1.53	1.44	6%	-6%
Georgia	1,492	1,796	1,615	8%	-10%	1.12	1.39	1.28	14%	-8%

Source: FARS 2019, 2022, and 2023

In Georgia, the traffic fatality rates (per 100M VMT, population, licensed drivers, and registered vehicles) decreased in 2023 compared to 2022 (Table 2).

- Vehicle miles traveled decreased by 2% (3.0 million fewer miles), in part resulting in a decreased fatality rate of **1.28** traffic fatalities per 100M VMT.
- Population increased by 1% (+116,351 people), in part resulting in **14.6** traffic fatalities per 100,000 people.
- Licensed drivers increased by 2% (+192,781 drivers), in part resulting in **18.9** traffic fatalities per 100,000 licensed drivers.
- Registered vehicles increased by 1% (+110,097 vehicles), in part resulting in **15.3** traffic fatalities per 100,000 registered vehicles.

Table 2: **Traffic Fatality Rate per Vehicle Miles Traveled, Population, Licensed Drivers, and Registered Vehicles, 2014-2023**

Year	Traffic Fatalities	Vehicle Miles Traveled		Population		Licensed Drivers		Registered Vehicles	
		Number (millions)	Fatality Rate per 100M	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000
2014	1,164	111,923	1.04	10,097,343	11.5	7,263,758	16.0	8,933,714	13.0
2015	1,432	118,107	1.21	10,214,860	14.0	7,337,619	19.5	9,136,983	15.7
2016	1,556	122,802	1.27	10,310,371	15.1	7,414,323	21.0	9,329,835	16.7
2017	1,540	124,733	1.23	10,429,379	14.8	7,512,197	20.5	9,578,056	16.1
2018	1,505	131,456	1.14	10,519,475	14.3	7,616,176	19.7	9,740,847	15.4
2019	1,492	133,128	1.12	10,617,423	14.0	7,761,810	19.2	10,453,617	14.3
2020	1,658	115,967	1.43	10,710,017	15.5	8,332,657	20.0	10,349,694	16.1
2021	1,809	120,600	1.50	10,799,566	16.8	8,007,598	22.6	10,352,085	17.5
2022	1,796	129,209	1.39	10,912,876	16.5	8,372,071	21.5	10,458,845	17.2
2023	1,615	126,172	1.28	11,029,227	14.6	8,564,852	18.9	10,568,942	15.3

Note: The number of licensed drivers includes licensure from all classes (e.g., commercial and motorcycle). Licenses reported in 2014-2015 include suspended licenses, and licenses reported in 2016-2023 are valid licenses. Source: FARS 2014-2023, OASIS 2014-2023, DDS 2014-2023, FY2014-FY2023 DOR Annual Reports.

Suspected Serious Crash Injuries

Between 2019 and 2023, the number of suspected serious crash² injuries increased by 12%, from 7,308 in 2019 to 8,171 in 2023 (Table 3). In 2023, there were 5.96 serious traffic injuries per 100M VMT (an 8% increase from 2019) and 2,185 serious traffic injuries per 100,000 traffic crashes (a 21% increase from 2019).

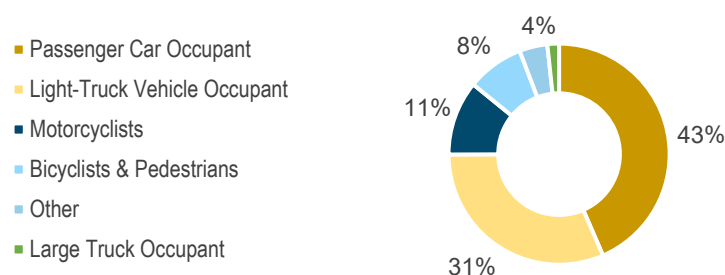
Traffic-related serious injuries by person type are shown in Figure 2. Passenger vehicle occupants continue to have the highest proportion of serious injuries in traffic crashes. Persons in passenger vehicles (cars and light trucks) represented nearly three-quarters of all traffic-related serious injuries in 2023. Vulnerable road users (non-motorists and motorcyclists) represented nearly one-fifth (19%) of all serious injuries, despite being involved in less than 3% of all motor vehicle traffic crashes.

Table 3: **Suspected Serious Injuries and Rates, 2019-2023**

Year	Suspected Serious Injuries	Suspected Serious Injury Rate	
		Per 100M VMT	Per 100,000 Crashes
2019	7,308	5.53	1,808.9
2020	7,606	6.58	2,293.0
2021	8,937	7.41	2,306.7
2022	8,660	7.27	2,252.1
2023	8,171	5.96	2,184.7

Source: FFY2025 GOHS Core Performance Measures

Figure 2: **Serious Injuries by Person Type, 2023**



Source: CODES 2023
Light trucks include pickup trucks, SUVs, and vans.

² Suspected Serious Injuries are reported by law enforcement responding to a motor vehicle crash scene. Suspected serious injury is 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. See Data Considerations for more information on serious injuries.

Emergency Medical Services

According to the Georgia Emergency Medical Services Information System, motor vehicle traffic-related incidents accounted for 3% of all Emergency Medical Services (EMS) 911 calls in 2023. More than three-quarters of all motor vehicle traffic-related EMS transports (42,802 out of 51,627 EMS transports) were reported with a motor-vehicle-related ICD-10 code. Of the 42,802 motor vehicle traffic-related incidents reported as seen or transported by EMS in 2023, 88% were motor vehicle occupants, 7% were motorcyclists, 6% were non-motorists, and 1% were other motor vehicle-related incidents. Compared to other age groups, persons in the 25-to-34 age group have the highest rate of motor vehicle traffic-related EMS transports – 557.0 transports for every 100,000 population.

Emergency Room Visits & Hospitalizations

In 2023, there were a total of 103,147 motor vehicle traffic-related emergency room (ER) visits and 8,695 motor vehicle traffic-related hospitalizations.¹ Of those motor vehicle traffic-related injuries, motor vehicle occupants accounted for 64% of the ER visits and 47% of the hospitalizations. Also, nearly 30% of motor vehicle traffic-related ER visits and hospitalizations were reported as other or unspecified person type. Compared to other age groups, persons in the 21-to-24 age group have the highest rate of motor vehicle traffic-related ER visits and hospitalizations– 1,767.9 ER visits and 114.0 hospitalizations for every 100,000 population. The total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was **\$2.4 billion**.

Trauma Center Patients

According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 26% of all injuries treated by designated and non-designated Trauma Centers² across the state of Georgia in 2023. Of the 12,442 motor vehicle traffic-related trauma patients treated, 79% were motor vehicle occupants, 10% were motorcyclists, and 10% were non-motorists (pedestrians and bicyclists). Compared to other age groups, persons in the 21-to-24 age group have the highest rate of trauma – 176.0 trauma patients for every 100,000 population.

Table 4. **Motor Vehicle Traffic-Related Serious Injuries and Percent of Total Serious Injuries by Injury Surveillance Source, 2023**

Person Type	Police-Reported Suspected Serious Crash Injuries		Emergency Medical Services		Trauma Center		Emergency Room		Hospitalizations	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motor Vehicle Occupant	6,263	77%	36,746	88%	9,860	79%	66,502	64%	4,090	47%
Motorcyclists	892	11%	2,862	7%	1,217	10%	4,000	4%	1,253	14%
Pedestrians	564	7%	2,161	5%	1,087	9%	1,879	2%	732	9%
Bicyclists	117	1%	309	1%	275	2%	404	0%	101	1%
Other / Unspecified	335	4%	624	1%	3	--	30,362	29%	2,519	29%
All Person Types	8,660	100%	42,802	100%	12,442	100%	103,147	100%	8,695	100%

Source: CODES 2023, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2023, GEMSIS 2023

¹ Hospitalization may include individuals who visited the emergency room. Emergency room visits only include individuals who were discharged directly from the emergency room. Hospitalizations and emergency room visits are for Georgia residents only, while fatalities can be a resident from another state.

² Not all hospitals are designated as Trauma Centers.

Police Reported Crashes

The number of police-reported motor vehicle crashes on public roads, injury crashes, and Property-Damage-Only (PDO) crashes fluctuated between 2019 and 2023, as shown in Table 4. As noted in the other publications³, the decrease in crashes and PDO crashes between 2019 and 2020 can be attributed to several factors, including the reduction in the number of drivers on Georgia roadways and fewer police officers reporting to crashes with no injuries. Between 2022 and 2023, there was a 3% decrease in total police-reported crashes, a 7% decrease in fatal traffic crashes, a 5% decrease in serious injury crashes, and a 5% decrease in PDO crashes.

Table 5: **Police-Reported Crashes by Crash Severity, 2019-2023**

Crash Severity	Year					2022-2023 Change	
	2019	2020	2021	2022	2023	Number	Percent
Total Crashes	403,897	331,710	387,444	384,527	373,135	▽ -11,392	▽ -3%
Fatal Crashes	1,378	1,522	1,681	1,678	1,562	▽ -116	▽ -7%
Non-Fatal Crashes*	402,519	330,188	385,760	382,849	372,446	▽ -11,276	▽ -3%
Serious Injury Crashes	6,069	6,370	7,531	7,253	6,872	▽ -381	▽ -5%
Property-Damage-Only Crashes**	289,184	234,142	278,916	281,892	268,470	▽ -13,422	▽ -5%

Source: FARS 2019-2023, Numetric 2012-2023 *Non-Fatal Crashes also include other injury crashes. ** Property-Damage-Only crashes are crashes that do not occur on private property and do not result in any serious or fatal injuries to occupants or non-occupants.

Crash Types

Table 6 displays the number of traffic fatalities by crash type and the number of vehicles involved in fatal crashes for 2019 and 2023. The number of fatalities in multi-vehicle fatal crashes decreased by 2%, from 732 fatalities in 2019 to 716 fatalities in 2023.

- **25%** of all fatal crashes (372 out of 1,491) occurred at an **intersection** or within 50 feet of an intersection perimeter (intersection-related). The number of total fatal crashes that occurred at an intersection or intersection-related increased by 1% from 368 in 2019 to 372 in 2023.
- **45%** of all fatal crashes were a result of a vehicle **departing the roadway** by crossing an edge line or a center line. Centerline crossing may result in a head-on collision when the vehicle enters the opposing lane of traffic. The number of multi-vehicle, roadway departure, fatal crashes decreased by 9% from 175 in 2019 to 160 in 2023.
- **12%** of all fatal crashes **involved large trucks** (commercial and non-commercial trucks with a gross vehicle weight rating of over 10,000 pounds). The number of multi-vehicle, fatal crashes involving large trucks decreased by 22%, from 150 in 2019 to 117 in 2023.

Table 6: **Traffic Fatalities by Crash Type, 2019 and 2023**

Fatal Crash Types	2019			2023			2019-2023 Percentage Change			
	Total Fatal Crashes*	Single Vehicle	Multi-Vehicle	Total Fatal Crashes*	Single Vehicle	Multi-Vehicle	Total Fatal Crashes	Single Vehicle	Multi-Vehicle	
Fatal Crashes	1,378	733	645	1,491	865	625	▲ 8%	▲ 18%	▽ -3%	
Intersection (or Intersection-Related)	368	94	274	372	108	264	▲ 1%	▲ 15%	▽ -4%	
Roadway Departure	639	464	175	679	519	160	▲ 6%	▲ 12%	▽ -9%	
Involving Large Trucks	180	30	150	172	36	136	▽ -4%	▲ 20%	▽ -9%	

Source: FARS 2019 and 2023. *Total fatal crashes include crashes with an unknown number of vehicles involved in fatal crashes.

³ Georgia Crash Outcomes Data Evaluation System. (2022, February). Traffic Safety During the COVID-19 Public Health Emergency: 2020 preliminary data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

Fatal Crashes by Region: Urban vs. Rural

Figure 6 shows the number of traffic fatalities by region between 2014 and 2023. One-third of all Georgia fatal crashes occur in rural areas—although only 21% of the Georgia population lives in rural areas. The traffic fatalities that occurred in the eleven counties that make up the Atlanta region increased by 5%, from 499 in 2019 to 523 in 2023.

Table 7 shows the one-year comparison of selected traffic categories by region. In comparison to the previous year, the following categories decreased in all three regions:

- Total traffic fatalities
- Passenger vehicle occupant fatalities
- Unrestrained passenger vehicle occupant fatalities
- Fatalities involving large trucks
- Involving young drivers aged 15-to-20 years

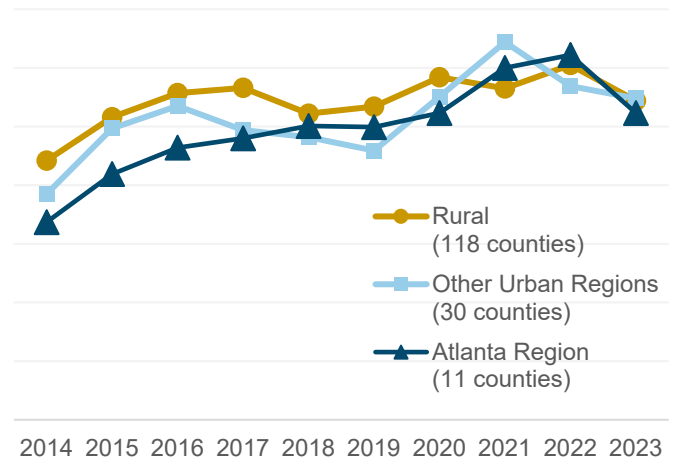
Rural Region had increases in:

- Speeding-related fatalities (2% increase)

Other Urban Regions had increases in:

- Motorcyclist fatalities (7% increase)
- Pedestrian fatalities (8% increase)
- Involving older drivers aged 65+ years (9% increase)

Figure 6: **Traffic Fatalities by Region, 2014-2023**



Source: FARS 2014-2023

Note: 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 11th county member. It was previously categorized as "Other Urban".

See the 2021 *"Examining Crashes and Drivers in Rural Areas"* and *"Rural vs. Urban"* Georgia Traffic Safety Facts for more information regarding traffic crashes in rural areas.

Table 7: **One-Year Comparison of Georgia Regions**

Category	Atlanta Region (11 counties)				Other Urban Region (30 counties)				Rural Region (118 counties)			
	2022	2023	Change		2022	2023	Change		2022	2023	Change	
			Number	Percent			Number	Percent			Number	Percent
Total Traffic Fatalities	622	523	-99	▼ -16%	569	548	-21	▼ -4%	605	544	-61	▼ -10%
Passenger Vehicle Occupant Fatalities	345	293	-52	▼ -15%	322	307	-15	▼ -5%	426	405	-21	▼ -5%
Unrestrained Passenger Vehicle Occupant Fatalities	160	119	-41	▼ -26%	139	138	-1	▼ -1%	221	209	-12	▼ -5%
Motorcyclist Fatalities	82	56	-26	▼ -32%	86	92	6	▲ 7%	53	48	-5	▼ -9%
Pedestrian Fatalities	175	150	-25	▼ -14%	103	111	8	▲ 8%	67	49	-18	▼ -27%
Bicyclist Fatalities	5	6	1	▲ 20%	16	13	-3	▼ -19%	7	4	-3	▼ -43%
Alcohol-Related Fatalities	207	144	-63	▼ -30%	152	139	-13	▼ -9%	149	149	--	--
Speeding Related Fatalities	163	118	-45	▼ -28%	134	103	-31	▼ -23%	125	128	3	▲ 2%
Fatalities Involving Large Trucks	73	57	-16	▼ -22%	92	59	-33	▼ -36%	108	94	-14	▼ -13%
Involving Young Drivers Aged 15-to-20 Years	71	67	-4	▼ -6%	72	65	-7	▼ -10%	62	60	-2	▼ -3%
Involving Older Drivers Aged 65+ Years	66	70	4	▲ 6%	91	99	8	▲ 9%	151	130	-21	▼ -14%

Source: FARS 2022 and 2023

ADDITIONAL GEORGIA TRAFFIC SAFETY FACTS BY EMPHASIS AREA

Below are selected key findings from the **2023 Georgia Traffic Safety Facts (GTSF)** by emphasis area. To access the full detailed report for each emphasis area, click the document icon (📄) next to the subsection title.

RISKY DRIVING 📄

- Drivers involved in fatal crashes with a positive blood alcohol concentration (BAC) were 3.2 times more likely to be speeding and 2.3 times more likely to be unrestrained compared to other tested drivers with no alcohol in their system.
- For those drivers involved in a fatal crash, nearly 1 out of 5 speeding drivers (19%) had a speeding conviction, and 3% of alcohol-impaired and/or drugged drivers had a DWI conviction (driving while intoxicated or impaired) previously recorded within five years.

SPEEDING 📄

- 18% of all fatal crashes involved at least one driver who 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.
- 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 📄

- 27% of all traffic fatalities that occurred on Georgia roadways were alcohol-related compared to 30% nationwide. Alcohol-related fatal crashes in Georgia decreased by 15% in 2023.
- 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.

OCCUPANT PROTECTION 📄

- Unrestrained passenger vehicle (PV) occupants of all ages are nearly 6.4 times more likely to be fatally injured compared to restrained occupants.
- Rural counties have a higher percentage of unrestrained PV fatalities and serious injuries among occupants of all ages (children and adults) compared to the Atlanta region and other urban regions.

DISTRACTED DRIVING 📄

- 55% of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver.
- 79% of all distraction-related crashes involved at least one other vehicle besides the distracted driver.

NON-MOTORISTS 📄

Pedestrians

- In 2023, three-quarters of pedestrian fatalities (72%) and nearly half (47%) of pedestrian injuries occurred on roadways with posted speed limits at or above 40 mph. The motor vehicle-related, pedestrian hospitalization and emergency room visit charges were \$203 million for Georgia residents.

Bicyclists

- There was an average of 24 bicyclist fatalities in traffic crashes each year between 2019-2023. The motor vehicle-related, bicyclist hospitalization and emergency room visit charges were \$68 million for Georgia residents.

MOTORCYCLES 📄

- In 2023, there were 196 motorcyclist fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – an 11% decrease from the previous year's record high motorcycle fatalities.
- More than half (53%) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license.
- In 2023, the total motorcycle-related hospitalization and emergency room charges in Georgia were \$322 million.

OLDER DRIVERS (55 Years and Older) 📄

- Older drivers (55+ years) accounted for 36% of all licensed drivers, 27% of all drivers involved in fatal crashes, and 21% of all drivers involved in motor vehicle crashes.
- The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was \$358 million.

YOUNG DRIVERS (15-20 Years) 📄

- In 2023, there were 176 young drivers aged 15-to-20 years old involved in fatal crashes – an 8% decrease since 2022 (15 fewer drivers).
- The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents aged 15 to 20 years were \$226 million.

Georgia Traffic Safety Performance Measures

Georgia's Strategic Highway Safety Plan (SHSP) vision is "Toward Zero Deaths," and the ultimate goal is to reduce crashes, injuries, and fatalities on Georgia roadways. Collaboration and coordination (galvanized by the SHSP) ensure uniformity among the prioritized traffic safety goals in Georgia, encourage a team effort in implementing safety programs, and promote diversity in field disciplines and the representation of stakeholder groups. As such, the SHSP, Highway Safety Plan by the Governor's Office of Highway Safety, and Highway Safety Improvement Plan by the Georgia Department of Transportation track the following traffic safety performance measures and ensure that the state goals and target values align.

Traffic Safety Performance Measures		Year									
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Traffic Fatalities	Total (C-1)	1,164	1,432	1,556	1,540	1,505	1,492	1,658	1,809	1,796	1,615
	Rural Roadways*	462	565	603	594	508	520	645	643	638	559
	Urban Roadways*	702	867	953	946	997	972	1,010	1,166	1,157	1,056
	Unknown	-	-	-	-	-	-	3	-	1	-
Serious Injuries (C-2)		**	4,896	5,206	5,370	6,401	7,308	7,606	8,937	8,660	8,171
Serious Injuries per 100 Million VMT (HSIP, C-2a)		**	4.15	4.28	4.25	4.79	5.53	6.58	7.41	7.27	5.96
Fatalities Per 100 Million VMT	Total (C-3)	1.04	1.21	1.27	1.23	1.14	1.12	1.43	1.50	1.39	1.28
	Rural Roadways*	1.79	1.98	2.01	2	1.55	1.63	2.23	2.13	1.47	1.75
	Urban Roadways*	0.82	0.97	1.03	1	1.01	0.96	1.16	1.29	1.36	1.12
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	795	1,008	1,047	1,056	994	990	1,065	1,192	1,093	1,001
	Restrained	376	488	484	488	448	514	502	522	455	418
	Unrestrained (C-4)	363	411	472	464	441	385	461	557	521	464
	Unknown	56	109	91	104	105	91	102	113	117	119
Alcohol-Impaired Driving Fatalities (BAC=.08+) (C-5)		279	358	378	357	379	355	371	470	509	433
Speeding-Related Fatalities (C-6)		213	268	266	248	268	260	380	378	422	349
Motorcyclist Fatalities	Total (C-7)	137	152	172	139	154	170	191	196	221	196
	Helmeted	124	138	154	119	134	151	167	168	192	178
	Un-helmeted (C-8)	8	10	9	18	16	15	17	20	26	17
	Unknown	5	4	9	2	4	4	7	8	3	1
Drivers Involved in Fatal Crashes	Total	1,622	2,043	2,154	2,283	2,149	2,184	2,359	2,640	2,494	2,261
	Aged 15-20	145	165	182	188	192	169	205	218	191	176
	Aged Under 21 (C-9)	149	168	188	194	192	172	209	226	202	183
	Aged 65+	193	293	300	308	272	313	299	341	305	303
Pedestrian Fatalities (C-10)		163	194	232	253	262	236	279	307	345	310
Bicyclist Fatalities (C-11)		19	23	29	15	30	21	32	15	29	24
Non-Motorist Serious Injuries and Fatalities (HSIP, C-12)		**	594	676	755	735	752	740	989	1,102	1,014
Observed Seat Belt Use (B-1)		97	97	97	97	96	96	96	95	89	88

* See data considerations for the definition of rural/urban roadways. Source: FARS 2023

Data Definitions and Considerations:

The U.S. Department of Transportation's classifications of rural areas (and thus rural roadway segments) are based on land use at the census tract level and categorized as urban, urbanized, or rural. Rural roads are different from rural counties. Rural counties are based on population estimates obtained from the U.S. Census Bureau's 2021 American Community Survey at the county level, not the census tract level. Rural counties have a population of less than 50,000 based on the most recent census available. As a result of the differentiation in the definitions, urban road systems can be located within rural counties.

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 result 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.

The National Center for Health Statistics (NCHS), the Federal agency responsible for the use of the International Statistical Classification of Diseases and Related Health Problems, 10th revision (ICD-10) in the United States, has developed a clinical modification (CM) of the classification for morbidity (EMS, trauma, hospital, and ER data) purposes. ICD-10 Codes used were: V30-V39 (.4-.9), V40-V49 (.4-.9), V50-V59 (.4-.9), V60-V69 (.4-.9), V70-V79 (.4-.9), V81.1 V82.1, V83-V86 (.0-.3), V20-V28 (.3-.9), V29 (.4-.9), V12-V14 (.3-.9), V19 (.4-.6), V02-V04 (.1-.9), V09.2, V80 (.3-.5), V87 (.0-.8), V89.2

Passenger vehicles are defined as passenger cars and light trucks (including vans, sport utility vehicles, and pickup trucks).

The Department of Driver Services provided licensing data for the year 2023. Licensing data by age, county, and license type was not obtained 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.

Rural counties are counties that have a population of less than 50,000 according to the United States Decennial Census of 2020 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, the 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.

For More Information:

Other 2023 traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES):

- Risky Driving
- Distracted Driving
- Non-Motorists (Pedestrians and Bicyclists)
- Occupant Protection
- Motorcycles
- Older Drivers
- Young Drivers
- Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes

The suggested APA format citation for this document is:

Georgia Crash Outcomes Data Evaluation System. (2025, October). *Overview of Motor Vehicle Crashes in 2023: 2023 data.* (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.