Georgia Traffic Safety Facts

2024 Data

August 2026

In this fact sheet, information is presented as follows.

Traffic-Related Fatalities and Injuries

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- Alcohol and Drug Reporting
- Age & Sex
- Previous Convictions and Citations
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This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), Georgia Student Health Survey, and the Youth Risk Behavior Surveillance System. Refer to the 'Data Considerations' section regarding the data and information presented at the end of this publication.

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Impaired Driving

Alcohol Impairment, Drug Use, and Drowsy Driving

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

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

Due to inherent limitations of the crash dataset, some drivers involved in traffic crashes do not have blood alcohol test results reported in the crash record. Therefore, missing BAC values were imputed by the National Highway Traffic Safety Administration Fatality Analysis Reporting System (NHTSA FARS) for fatal crashes.

2024 Key Findings

- There were 1,312 fatal crashes that resulted in 1,403 traffic fatalities on Georgia roadways. Nearly one out of every four fatal crashes (23%) involved at least one driver who had a BAC of 0.08+ g/dL, and 14% involved at least one drug-positive driver.
- Twenty-three percent (23%) of all traffic fatalities that occurred on Georgia roadways were alcohol-related compared to 30% nationwide. Alcohol-related fatal crashes in Georgia decreased by 24%, from 427 in 2023 to 325 in 2024.
- Among people fatally or seriously injured in multi-vehicle alcohol-related crashes, 39% were drivers or passengers in the alcohol-impaired driver's vehicle, and 61% were occupants of other vehicles or non-motorists.
- Only 5% of alcohol-impaired drivers with reported BAC had a prior DWI conviction and 16% had a previously recorded suspension or revocation of their driver's license recorded within five years before the fatal crash.
- 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 2024, other urban regions recorded the highest number of alcohol-related fatalities, accounting for 35%, compared to 33% in the Atlanta region and 32% in rural areas.

Alcohol Impairment and Drug Use

Due to inherent limitations of the crash dataset, some drivers involved in traffic crashes do not have blood alcohol test results reported in the crash record. Therefore, missing blood alcohol concentration (BAC) values were imputed by NHTSA FARS for fatal crashes.[1] For non-fatal crashes, drivers suspected of alcohol use may have had an alcohol test administered; however, the BAC results or findings may not have been validated or included in the final police crash report. The alcohol-impaired fatalities are estimates, and totals may change depending on the level of detail reported in the figures and tables below (e.g., county estimates may not sum to the statewide estimate). Additionally, the definitions applied for drivers confirmed or suspected of alcohol- and/or drug-impairment may change as reporting and surveillance improve. Some drivers may be included in both alcohol-impairment and drug use reporting.

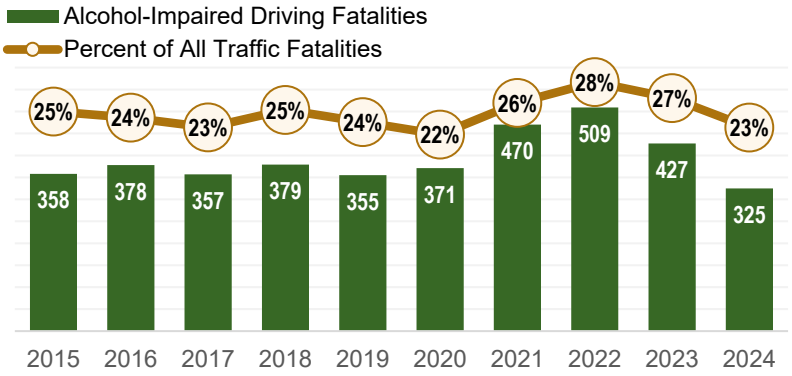
Similarly, data on drug use was underreported in the past. The increase in reported drug involvement among drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Refer to the 'Data Considerations'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

Alcohol-Impaired and Drug-Related Fatalities and Serious Injuries

In Georgia, drivers are considered legally alcohol-impaired when their BACs are 0.08 grams per deciliter (g/dL) or higher. In 2024, there were 325 traffic fatalities that involved at least one alcohol-impaired driver—a 24% decrease from the 427 alcohol-impaired fatalities in 2023. These alcohol-impaired fatalities represented 23% of all traffic fatalities that occurred on Georgia roadways in 2024—compared to 30% nationwide.

In 2024, 14% 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 2024. The changes and documentation of drug-impaired driving fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs such as marijuana, opioids, and stimulants across the nation.

Figure 1. **Alcohol-Impaired Related Fatalities and Percent of Total Traffic-Related Fatalities, 2015-2024**



*Fatalities in crashes involving a driver/motorcycle operator with a BAC of .08+ g/dL
Source: FARS 2015-2024

Table 1. **Number and Percent of Drug-Positive drivers and Drug-Related Fatalities, 2020-2024**

Year	Drug-Positive Drivers in Fatal Crashes*		Drug-Related Fatalities	
	#	% of all drivers in fatal crashes	#	% of all traffic fatalities
2020	456	30%	501	30%
2021	337	20%	365	20%
2022	332	20%	364	20%
2023	217	15%	237	15%
2024	178	14%	195	14%

*Designation of a driver as drugged is determined by either judgment of law enforcement or as the result of drug testing. The increase in confirmed drugged driving and related traffic fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation. Source: FARS 2020-2024.

The high number of police-reported drug-involved drivers in the crash dataset may be attributed to both increased drug use nationwide and changes in drug-testing and reporting practices. Refer to the 'Data Considerations' section at the end of this publication for more information.

[1] For more information on multiple imputation, see NHTSA's report, Multiple Imputation of Missing Blood Alcohol Concentration (BAC) Values in FARS (Report No. DOT HS 808 816), available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816. This statistical model was developed at the national level using all available known data and applied to each individual driver with missing or unknown BAC test results.

Police officers can document the condition of drivers involved in motor vehicle traffic crashes on the Georgia crash report. Through administration of tests and observations, law enforcement can confirm if alcohol and/or drugs were involved or if the driver is suspected of driving under the influence.

In 2024, the number of serious injuries that involved confirmed and suspected alcohol impaired and/or drug-positive drivers increased by 52%— from 809 serious injuries in 2023 to 1,227 in 2024.

Table 2. **Suspected Serious Injuries* Involving Alcohol-Impaired and/or Drug-positive drivers and Annual Percentage Change by Police Reported Driver Condition, 2022-2024**

Driver Condition*	2022	2023	2024
Confirmed alcohol impairment and/or drug use	430	332	457
Annual % Change	▽ *-22%*	▽ *-23%*	▲ *38%*
Suspected alcohol impairment and/or drug use	562	477	770**
Annual % Change	▽ *17%*	▽ *-15%*	▲ *61%***
Confirmed and suspected alcohol impairment and/or drug use	922	809	1,227
Annual % Change	▽ *19%*	▽ *-18%*	▲ *52%***

* Confirmed cases can include drivers who used alcohol only, drugs only, or both alcohol and drugs. See data considerations for what is included under suspected.

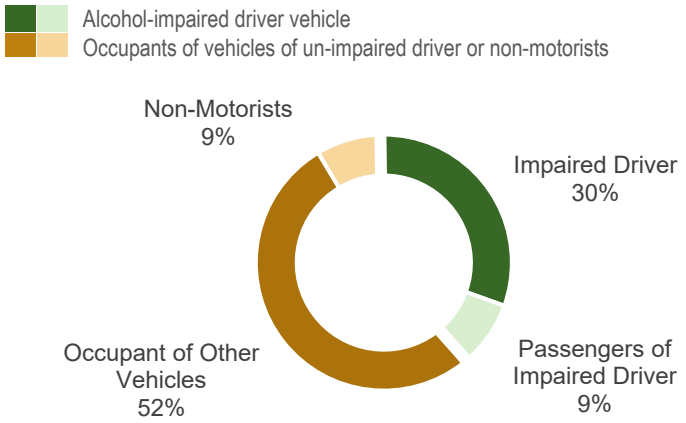
** In July 2023, the Georgia crash report was modified to include additional fields for law enforcement officers to indicate suspected impairment as a contributing factor in a traffic crash.

Source: CODES 2022-2024

In 2024, 54% of all alcohol-related fatal crashes involved more than one vehicle. When an alcohol-impaired driver was involved in a multi-vehicle crash, most of the fatalities and serious injuries were among occupants of the other vehicle or non-motorists. Figure 2 shows the estimated percentage of fatalities and serious injuries involving at least one alcohol-impaired driver by person type in 2024.

- 39% were in the impaired driver's vehicle (represented by dark and light green in Figure 2).
  - 30% were the impaired drivers
  - 9% were *passengers* of the impaired driver
- 61% were occupants of other vehicles or non-motorists (represented by dark and light yellow in Figure 2).
  - 52% were occupants of other vehicles that were *not* operated by the impaired driver
  - 9% were non-motorists (i.e., pedestrians or bicyclists involved in multi-vehicle crashes)

Figure 2. **Estimated Percent of Persons Fatally or Seriously Injured in Multi-Vehicle* Crashes Involving Alcohol-Impaired Drivers** by Person Type, 2024**



Source: CODES 2024

* Multi-vehicle also includes single vehicle crashes with other non-motorists

** Alcohol-impaired drivers are based on police-reported driver condition and can include drivers that used alcohol only, drugs only, or both alcohol and drugs. See data considerations for what is included under suspected. Please review the "Data Definitions and Considerations" and the FARS Analytical Reference Guide for documentation.

According to the 2024 Georgia Student Health Survey, **2.7% of Georgia high school students drove a car or other vehicle while drinking alcohol** during the 30 days before the survey.

The 2023 National Youth Risk Behavior Survey reports that **15.7%** of **U.S. high school students** rode with a driver who had been drinking alcohol one or more times during the 30 days before the survey.

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

Driver Characteristics

Alcohol and Drug Reporting

Accurate and complete reporting for alcohol and/or drug involvement in motor vehicle traffic crashes is essential to monitoring alcohol-impaired and/or drug-related crashes in Georgia. Over the years, alcohol test results were reported for more drivers who were fatally injured than those who survived. In 2024, BACs were reported for 41% of all fatally injured drivers and 13% of all surviving drivers who were involved in fatal crashes.

- 27% of all drivers involved in fatal crashes were tested for alcohol — a 2-percentage-point *de*crease from the proportion tested for alcohol in 2023.

- 8% of all drivers involved in fatal crashes were reported with unknown alcohol test status in 2024. BAC values in the FARS data system are imputed to address missing blood alcohol test results. These values are recalculated annually, which may result in changes to the number of "Not reported/Unknown" cases in future FARS released datasets.

Unlike BAC testing, there is no measure of the amount of drugs present in the driver's system. Drivers who receive drug tests are screened for the presence of narcotics, depressants, stimulants, hallucinogens, cannabinoids, phencyclidine (PCP), anabolic steroids, and inhalants. Currently, drug-specific concentration levels are not equated with a degree of drug impairment; therefore, it is challenging to distinguish between the presence of drugs and impairment by drugs. Additionally, drug involvement may not imply that the drivers were impaired at the time of the crash.

Table 3. **Alcohol Test Status for Drivers Involved in Fatal Crashes, 2022-2024**

Alcohol Test Status	2022		2023		2024	
	Number	Percent	Number	Percent	Number	Percent
Not tested	**1,422**	**57%**	**1,522**	**67%**	**1,283**	**65%**
Tested	**865**	**35%**	**643**	**29%**	**538**	**27%**
No Alcohol (0 g/dL)	*509*	*20%*	*385*	*17%*	*324*	*16%*
Less than .08 g/dL	*58*	*2%*	*53*	*2%*	*37*	*2%*
.08 - 0.14 g/dL	*64*	*3%*	*50*	*2%*	*45*	*2%*
More than .15 g/dL	*201*	*8%*	*138*	*6%*	*97*	*5%*
Results unknown	*33*	*1%*	*17*	*1%*	*35*	*2%*
Not reported / Unknown	**207**	**8%**	**90**	**4%**	**152**	**8%**
Total Drivers	**2,494**	**100%**	**2,255**	**100%**	**1,973**	**100%**

* Blood Alcohol Concentration (BAC) values in the FARS data system are imputed to address missing blood alcohol test results. These values are recalculated annually, which may change the number of "Not reported/Unknown" cases in newly released FARS datasets. Source: FARS 2022-2024

The Georgia **Implied Consent Notice** (§ 40-5-67.1 enacted on April 29, 2019) prohibits law enforcement officers from informing drivers that refusal to take breath tests may be used against them in court; however, officers can still obtain blood or urine tests through a search warrant. As a result, officers used more blood and urine tests to confirm driver chemical impairment (alcohol and/or drugs)—a reporting process that takes longer than breath tests. The delayed confirmation of test results led to fewer confirmed cases of impairment and more suspected cases of impairment in the police crash report.

Table 4. **Drug Test Status for Drivers Involved in Fatal Crashes, 2022-2024**

Drug Test Status	2022		2023		2024	
	Number	Percent	Number	Percent	Number	Percent
Not tested	**1,323**	**53%**	**1,637**	**73%**	**1,372**	**70%**
Tested	**737**	**30%**	**512**	**23%**	**411**	**21%**
No drugs reported	*401*	*16%*	*292*	*13%*	*241*	*12%*
Drugs found	*322*	*13%*	*209*	*9%*	*149*	*8%*
Results unknown	*14*	*1%*	*11*	*<1%*	*21*	*1%*
Not reported / Unknown	**434**	**17%**	**106**	**5%**	**190**	**10%**
Total Drivers	**2,494**	**100%**	**2,255**	**100%**	**1,973**	**100%**

NOTE: does not include drivers suspected of drug involvement by law enforcement.
Source: FARS 2022-2024

In 2024:

- 21% of all drivers involved in fatal crashes were tested for drugs and 8% of all drivers involved in fatal crashes tested positive for drugs.
- 52% of drug-positive drivers involved in fatal crashes tested positive for cannabinoids in their system (e.g., marijuana or tetrahydrocannabinol (THC)) and 34% had stimulants (e.g., cocaine or amphetamine) in their system.

Age & Sex

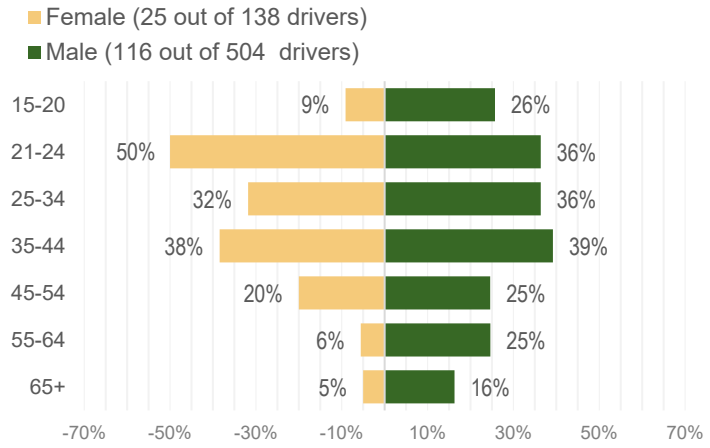
Historically, the proportion of alcohol-impaired drivers involved in traffic crashes has decreased with increasing driver age after 25 years old. However, this trend was not evident in 2024.

- People under 21 years of age are legally prohibited from drinking alcohol. Young adult drivers (aged 21-to-24 years) represented 11% of all alcohol-impaired drivers involved in fatal crashes (15 out of 141).
- More than one-third (38%) of male drivers aged 21–44 with known BAC were impaired at the time of their fatal crash. By contrast, only three-tenths (32%) of male drivers over 45 years of age with known BAC were alcohol-impaired in fatal crashes.
- Among female drivers, 37% of those aged 21–44 with known BAC were impaired at the time of their fatal crash. In comparison, 10% of women drivers over 45 years of age with known BAC were alcohol-impaired in fatal crashes.
- Female drivers ages 21–24 had the highest percentage of alcohol impairment among females (50%), followed by females ages 35–44 (38%) and 25–34 (32%). Among males, alcohol impairment was highest for drivers ages 35–44 (39%), followed by ages 21–24 and 25–34 (36% each).

In 2024, the highest proportions of ***drug-positive drivers*** involved in fatal crashes were among adults ages 25–44. Drivers ages 25–34 and 35–44 each accounted for 21% of drug-positive drivers. The age distribution differed by sex. Among female drug-positive drivers, the largest proportion was ages 35–44 (28%), followed by ages 25–34 (22%). Among males, the largest proportions were ages 45–54 (21%) and 25–34 (21%).

The most commonly reported drug types among all drug-positive drivers were cannabinoids (45% of female drug-positive drivers and 54% of male drug-positive drivers) and stimulants (28% of female drug-positive drivers and 36% of male drug-positive drivers).

Figure 3. **Percent of Drivers with Known BAC Involved in Fatal Crashes who were *Alcohol-Impaired* by Age Group and Sex, 2024**



Source: FARS 2024

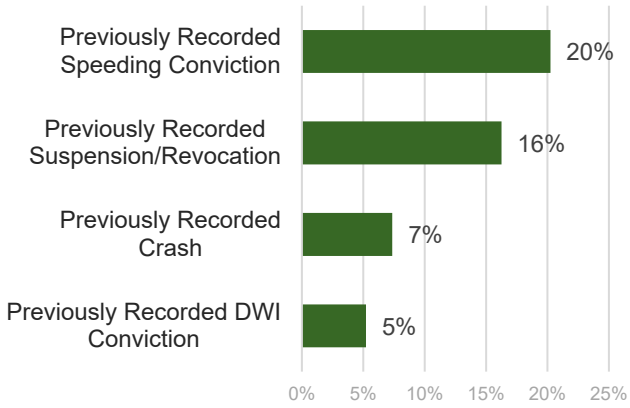
Previous Convictions and Citations

Figure 4 shows the previous convictions (5-year driving records) of alcohol-impaired and/or drug-positive drivers involved in a fatal crash. In 2024, 5% of alcohol-impaired and/or drug-positive drivers involved in fatal crashes had a previously recorded DWI conviction (driving while intoxicated or impaired) within five years prior to the crash. These drivers were also 3.4 times more likely to have a previously recorded DWI conviction compared to unimpaired drivers involved in a fatal crash.

Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2024, 4% received an alcohol- and/or drug-related citation.[2] The number of alcohol- and/or drug-related citations decreased by 5% from 9,328 in 2023 to 8,858 in 2024.

The Georgia Department of Driver Services processed 16,433 alcohol- and/or drug-related convictions for violations that occurred in 2024. Drivers in the 25-to-34 age group had more convictions (34%) compared to any other age group.

Figure 4. **Previous 5-Year Driving Records of Alcohol-Impaired and/or Drug-Positive Drivers Involved in Fatal Crashes, 2024**



326 alcohol-impaired and/or drug-positive drivers

Note: Previously recorded convictions, suspensions, or revocations may or may not have resulted in a motor vehicle traffic crash.
Source: FARS 2024

[2] Alcohol-related legal codes: O.C.G.A. 40-6-391, 40-6-391(a), 40-6-391(a)(1), 40-6-391(a)(2), 40-6-391(a)(3), 40-6-391(a)(4), 40-6-391(a)(5), 40-6-391(a)(6), 40-6-391(c)(4), 40-6-391(l), 40-6-391(k)(1), 40-6-391(l)

EXAMINING ALCOHOL-IMPAIRED DRIVERS INVOLVED IN CRASHES

The Georgia Traffic Safety Facts Issue Brief, *Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes*, examined DUI-related crashes and subsequent conviction outcomes in Georgia using linked crash and driver conviction data from **2017–2021**. The analysis focused on differences between **first-time and repeat DUI offenders**, the relationship between crash severity and conviction outcomes, and the frequency with which DUI charges resulted in convictions.

I. Findings showed that repeat offenders were more likely than first-time offenders to receive an alcohol-related conviction following a DUI-related crash.

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

II. The findings also demonstrated that a DUI citation did not necessarily result in a DUI conviction. Among drivers whose most serious citation following a crash was DUI, 54% were ultimately convicted of DUI, while 17% received a lesser conviction, such as reckless driving.

III. The conviction rate for alcohol-related offenses among first-time and repeat offenders 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

IV. The analysis also identified a relatively short period between DUI convictions and subsequent DUI-related crash involvement among repeat offenders. Half of repeat offenders with a prior DUI-related conviction experienced another DUI crash within 8.7 months of their conviction.

The report highlights the complexity of tracking DUI offenses from crash involvement through adjudication and emphasizes the importance of a comprehensive DUI control system, improved integration of DUI-related data, and strategies to reduce repeat impaired driving.

Crash Characteristics

This section describes alcohol- and/or drug-related crashes at the crash-level and not the driver-level or person-level. Additionally, an alcohol- and/or drug-related crash is any crash that involves a driver confirmed or suspected of alcohol impairment and/or drug use. If any crash results in a suspected serious injury or fatality, it is considered a serious injury or fatal crash.

Between 2023 and 2024, alcohol-impaired-related and/or drug-related *fatal* crashes continued to decline; however, *serious injury* and *overall* traffic crashes involving impairment increased.

- Alcohol-impaired-related *fatal* crashes decreased by 22%.
- Drug-related *fatal* crashes decreased by 18%.
- Alcohol- and/or drug-related *serious injury* crashes increased by 8%.
- Alcohol- and/or drug-related *crashes* increased by 7%.

Table 5. **Alcohol- and/or Drug-Related Crashes by Crash Type, 2022-2024**

Traffic Measure	2022	2023	2024
Alcohol-impaired-related **fatal crashes**	476	384	298
Annual % Change	▲ *9%*	▽ *-19%*	▽ *-22%*
Drug-related **fatal crashes**	331	208	179
Annual % Change	▽ *-2%*	▽ *-37%*	▽ *-18%*
Alcohol- and/or drug- related **serious injury crashes**	992	931	1,003
Annual % Change	▲ *31%*	▽ *-6%*	▲ *8%*
Alcohol- and/or drug-related **crashes**	12,244	11,770	12,586
Annual % Change	▲ *26%*	▽ *-4%*	▲ *7%*

Source: FARS 2022-2024, CODES 2022-2024

Urban vs. Rural

In 2024, 107 out of 159 Georgia counties experienced at least one alcohol-impaired-related fatal crash. Twenty percent (20%) of all alcohol-related crashes in Georgia were in three Metro-Atlanta counties—DeKalb, Fulton, and Cobb counties. Between 2023 and 2024, the number of alcohol-related fatal crashes decreased by 22% across the state—decreased by 20% in the Atlanta region, decreased by 17% in other urban regions, and decreased by 29% in rural regions. Historically, the 11 counties in the Atlanta region accounted for a larger proportion of alcohol-related fatal crashes, representing approximately 40% of all alcohol-related fatalities. However, in 2024, other urban regions recorded the highest number of alcohol-related fatalities, accounting for 35%, compared to 33% in the Atlanta region and 32% in rural areas.

Historically, rural regions (118 counties) experienced the highest rate of alcohol-related fatal crashes. In 2024, the alcohol-impairment-related fatal crashes per 100M VMT for the regions were:

- 0.19 in the Atlanta region (23% of all Atlanta region fatal crashes);
- 0.26 in other urban regions (24% of all other urban fatal crashes); and
- 0.31 in rural regions (21% of all rural fatal crashes).

See the Appendix for 2022-2024 alcohol-related fatal crashes by regional traffic enforcement network and county.

Table 6. **Alcohol-Related Fatal Crashes, Percent of Fatal Crashes that are Alcohol-Related, and Alcohol -Related Fatal Crash Rate (per 100M VMT) by Region, 2022-2024**

Region	2022			2023			2024		
	Number	Percent of All Fatal Crashes	Rate	Number	Percent of All Fatal Crashes	Rate	Number	Percent of All Fatal Crashes	Rate
Atlanta Region (11 counties)	190	27%	0.36	128	28%	0.24	100	23%	0.19
Other Urban Counties (30 counties)	144	27%	0.34	122	23%	0.31	103	24%	0.26
Rural Counties (118 counties)	142	24%	0.42	134	27%	0.41	95	21%	0.31
Statewide	**476**	**26%**	**0.37**	**384**	**26%**	**0.30**	**298**	**23%**	**0.24**

NHTSA estimates alcohol involvement when alcohol test results are unknown; therefore, the sum of crashes by individual region may not equal the total number of alcohol-impaired crashes statewide. Source: FARS 2022-2024

Census Designated Places

To identify alcohol- and/or drug-related traffic crashes within a local context, an analysis was conducted by overlaying Census Designated Places (CDPs) onto the geographic locations of motor vehicle crashes. According to the 2023 Census, there were 623 census-designated places (CDPs) in Georgia.[3] Eighty-four (84) out of the 623 census-designated places were *un*incorporated — not governed by a municipal corporation (i.e., a city or town government). These Georgia CDPs, both incorporated and *un*incorporated, range in population size from large/medium cities (more than 200,000 population) to villages (less than 2,500 population). These CDPs often cross county borders. Therefore, in this analysis, the CDP is associated with the county that encompasses most of its geographical area. The Georgia CDPs were grouped into regional categories to describe the demographic areas as the Atlanta Region, Other Urban Region, and Rural Regions.[4]

In 2024, 3% of Georgia motor vehicle traffic crashes were alcohol- and/or drug-related (12,589 out of 371,130). Less than half of these alcohol- and/or drug-related crashes (47%, 5,950 out of 12,589) occurred in areas that are *not* identified as a CDP in Georgia—locations that *do not* have a specific city/place boundary or community that is identified in the US Census database. More than a tenth of all alcohol- and/or drug-related crashes (11%, 1,376 out of 12,589) resulted in at least one suspected serious injury or fatality. Among all severe alcohol- and/or drug-related crashes in Georgia, 52% (519) occurred in CDPs, and 48% (484) occurred in areas that are *not* identified as a CDP.

- 48% of *all* alcohol/drug-related crashes (2,098 out of 4,407) and 49% of *severe* alcohol/drug-related crashes (170 out of 350) that occurred in the **Atlanta Region** were also in areas that are *not* identified as a CDP.
- 44% of *all* alcohol/drug-related crashes (2,164 out of 4,881) and 49% of *severe* alcohol/drug-related crashes (235 out of 478) that occurred in the **Other Urban Region** were also in areas that are *not* identified as a CDP.
- 72% of *all* alcohol/drug-related crashes (2,373 out of 3,297) and 79% of *severe* alcohol/drug-related crashes (434 out of 548) that occurred in the **Rural Region** were also in areas that are *not* identified as a CDP.

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

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

- The City of Atlanta (Fulton County) had the highest number of alcohol/drug-related crashes in the Atlanta Region, with 637 alcohol/drug-related crashes.
- Vinings (Cobb) has the highest proportion of alcohol/drug-related crashes that resulted in at least one serious injury or fatality (33%) compared to all other CDPs within the Atlanta Region.
- Fair Oaks (Cobb) has the highest rate of alcohol/drug-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Atlanta Region—3.0 times greater than the overall Atlanta Region CDP rate.

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

- Rome (Floyd County) had the highest number of alcohol/drug-related crashes in the Other Urban Region, with 54 alcohol/drug-related crashes.

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

[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. 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.

- Ringgold (Catoosa) has the highest proportion of alcohol/drug-related crashes that resulted in at least one serious injury or fatality (67%) compared to all other CDPs within the Other Urban Region.
- Tybee Island (Chatham) has the highest rate of alcohol/drug-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Other Urban Region—4.9 times the overall Other Urban Region CDP rate.

In the **Rural Regions**:

- Thomasville (Thomas) had the highest number of alcohol/drug-related crashes in the Rural Region, with 40 alcohol/drug-related crashes.
- Hardwick (Baldwin), Metter (Chandler), Pelham (Mitchell), Darien (McIntosh), and Hiawassee (Towns) had the highest proportion of alcohol/drug-related crashes that resulted in at least one serious injury or fatality (100%) compared to all other CDPs within the Rural Region.
- Talbotton (Talbot) has the highest rate of alcohol/drug-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Rural Region—7.0 times greater than the overall Rural Region CDP rate.

Table 7. **Census Designated Places (CDPs) with the Highest Alcohol/Drug-Related Crashes, Percent Serious Injury or Fatal Alcohol/Drug-Related Crashes, and Alcohol/Drug-Related Crash Rate by Region, 2024**

Region and Rank		Alcohol/Drug-Related Crashes Count		Serious Injury or Fatal Alcohol/Drug-Related Crashes Percent of all Alcohol/Drug-Related Crashes		Alcohol/Drug-Related Crash Rate (Ratio to Regional Rate) per 100,000 MV Crashes (CDP Rate / Regional Rate)	
		Census Designated Place	Number	Census Designated Place	Percent	Census Designated Place	Ratio
Atlanta Region (11 counties)	1	Atlanta (Fulton)	637	Vinings (Cobb)	33%	Fair Oaks (Cobb)	6,611.6 *(3.0)*
	2	Marietta (Cobb)	114	Lilburn (Gwinnett)	30%	Irondale (Clayton)	5,607.5 *(2.5)*
	3	Sandy Springs (Fulton)	88	Morrow (Clayton)	30%	Forest Park (Clayton)	5,135.1 *(2.6)*
	4	Brookhaven (DeKalb)	69	Acworth (Cobb)	30%	Hapeville (Fulton)	4,761.9 *(2.2)*
	5	South Fulton (Fulton)	55	Doraville (DeKalb)	29%	Powder Springs (Cobb)	4,166.7 *(1.9)*
Other Urban (30 counties)	1	Rome (Floyd)	54	Ringgold (Catoosa)	67%	Tybee Island (Chatham)	20,689.7 *(4.9)*
	2	Statesboro (Bulloch)	52	Harlem (Columbia)	50%	Lakeview (Catoosa)	10,526.3 *(2.5)*
	3	Calhoun (Gordon)	31	Rincon (Effingham)	43%	Hoschton (Jackson)	10,204.1 *(2.4)*
	4	Covington (Newton)	26	Experiment (Spalding)	40%	Country Club Estates (Clarke)	9,952.6 *(2.4)*
	5	Martinez (Columbia)	25	Country Club Estates (Clarke)	38%	St. Marys (Camden)	9,444.4 *(2.2)*
Rural (118 counties)	1	Thomasville (Thomas)	40	Hardwick (Baldwin)	100%	Talbotton (Talbot)	41,666.7 *(7.0)*
	2	Milledgeville (Baldwin)	27	Metter (Candler)	100%	McCaysville (Fannin)	22,727.3 *(3.8)*
	3	Tifton (Tift)	24	Pelham (Mitchell)	100%	Echols County (Echols)	21,875.0 *(3.7)*
	4	Douglas (Coffee)	21	Darien (McIntosh)	100%	Darien (McIntosh)	21,739.1 *(3.6)*
	5	Jesup (Wayne)	21	Hiawassee (Towns)	100%	Reed Creek (Hart)	15,217.4 *(2.5)*

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

Source: CODES 2024

The appendix includes the following information by Georgia Traffic Enforcement Network, County, and Census Designated Place: 2024 Alcohol/Drug-Related Crashes • Serious Injury or Fatal Alcohol/Drug-Related Crashes • Alcohol/Drug-Related Crash Rate

Table 8 below shows the percentage of alcohol-related fatal crashes by region type and roadway classification in 2024.

- 33% of alcohol-related fatal crashes in the **Atlanta Region** occurred on *minor arterial* roadways.
- 32% of alcohol-related fatal crashes in **Other Urban** counties occurred on *principal arterial* roadways.
- 31% of alcohol-related fatal crashes in **Rural** counties occurred on *collector* roadways.

Table 8. **Alcohol-Related Fatal Crashes by Roadway Function Class and Region, 2024**

Roadway Function Class*	Atlanta Region (11 counties)		Other Urban (30 counties)		Rural (118 counties)		Statewide** (Georgia)	
	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT
Interstate	25%	0.20	14%	0.15	9%	0.16	17%	0.18
Principal Arterial	20%	0.26	**32%**	0.38	17%	0.26	22%	0.30
Minor Arterial	**33%**	0.44	18%	0.24	15%	0.32	22%	0.34
Collector	10%	0.37	21%	0.61	**31%**	0.64	20%	0.56
Local	12%	0.12	15%	0.23	28%	0.70	18%	0.26
Total**	**100** (100%)	**0.19**	**103** (100%)	**0.26**	**95** (100%)	**0.31**	**298** (100%)	**0.24**

* Principal arterials include freeways, multilane highways (e.g., Buford Highway in DeKalb County and SR-520 & US-82 in Atkinson County). Minor arterials are other important multilane roadways that supplement the highways (e.g., Spring Street in Fulton County and SR-56 in Richmond County). Collector roads are roads that connect local roads and streets with arterials. ** NHTSA estimates alcohol involvement when alcohol test results are unknown; therefore, the sum of crashes by individual region or roadway function class may not equal the total number of alcohol-impaired crashes statewide.

Source: FARS 2024

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).

The Georgia Traffic Safety Facts issue brief called "*Examining Crashes and Drivers in Rural Areas*" (Georgia Crash Outcomes Data Evaluation System, 2023) examined differences in crashes, risky driving behaviors, restraint use, and post-crash outcomes between Georgia's rural and urban counties using 2019–2021 crash, EMS, hospital, and social vulnerability data. According to the study:

- Risky driving behaviors were more common in rural crashes, including higher proportions of unrestrained occupants, speeding, alcohol-impaired driving, and distracted driving.
- Rural counties had a higher proportion of fatal and serious injury (KA) crashes on non-interstate roadways than urban counties.
- Community vulnerability was positively associated with unrestrained fatalities and serious injuries. In other words, the more vulnerable a community is, the higher the proportion of unrestrained traffic-related fatalities and serious injuries that occur in that area.
- Rural crashes occurred farther from post-crash care facilities, although median EMS travel times were similar to those in urban counties.
- Patients involved in motor vehicle traffic crashes had higher hospital charges and longer lengths of stay in urban hospitals than in rural hospitals.

Impaired Driving Across Traffic Safety Emphasis Areas

Motor vehicle crashes that involved impaired driving are a relatively small proportion of all traffic crashes (3%) but are substantially overrepresented in severe crashes, particularly when combined with speeding, unrestraint, and roadway/lane departure. Table 9 shows the percentage of impaired *drivers* across other traffic emphasis areas by crash severity.

- While only 2% of *drivers* involved in all crashes were impaired, impaired drivers accounted for 10% of drivers involved in severe crashes.
- Impairment was particularly prevalent when combined with other risky driving behaviors. Among severe crashes, 30% of unrestrained drivers were impaired, followed by 29% of speeding drivers
- Young adults had the highest proportion of impaired drivers in severe crashes. Among drivers ages 21–24 involved in severe crashes, 13% were impaired, compared with 11% among adults ages 25–64.
- Motorcyclists had a comparatively high prevalence of impairment overall. 5% of motorcycle operators involved in all crashes were impaired, compared with 2% of passenger vehicle drivers and less than 1% of large-truck drivers.
- Impairment was also associated with severe roadway/lane-departure crashes. Among severe crashes, 28% of drivers involved in roadway/lane departures were impaired, including 28% of lane-departure crashes. Impairment was also present among 24% of severe roadside crashes.
- Among all motorists involved in a traffic crash, 6% of pedestrians were impaired and 3% of bicyclists. Among severe crashes, the proportions increased to 12% of pedestrians and 10% of bicyclists.

Table 9. **Impaired Driving Across Traffic Safety Emphasis Areas, 2024**

Emphasis Area	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
Impaired Drivers / Operators				
All Drivers*	2%	10%	2%	1%
Risky Driving Behaviors				
Speeding	13%	29%	14%	10%
Distracted Driving (confirmed/suspected)	<1%	2%	<1%	<1%
Unrestrained Drivers	17%	30%	18%	13%
Restrained Drivers	2%	8%	2%	1%
Age Group				
Young Drivers (15-20 yrs)	1%	9%	1%	<1%
Young Adult Drivers (21-24 yrs)	2%	13%	3%	2%
Adults (25-64 yrs)	2%	11%	3%	2%
Older Drivers (65+ yrs)	<1%	7%	1%	<1%
Vehicle Types				
Passenger Vehicles	2%	11%	3%	2%
Large Trucks	<1%	3%	<1%	<1%
Motorcycles	5%	11%	3%	4%
Crash Location				
All Crash Locations	3%	17%	5%	3%
Roadway / Lane Departure	13%	28%	16%	10%
Roadway Departure	13%	28%	17%	11%
Lane Departure	8%	28%	11%	5%
Work Zone	3%	14%	4%	2%
Roadside	11%	24%	14%	9%
Impaired Non-Motorist* [confirmed and suspected impairment]				
Bicyclists	3%	10%	2%	1%
Pedestrians	6%	12%	4%	3%

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.

Distracted driving in this table represents the sum of the **confirmed** and **suspected distracted** driving percentages.

- **Confirmed distracted driving** includes drivers who have at least one distracted-driving contributing factor reported on the crash report.
- **Suspected distracted driving** is an imputed measure derived from multiple contributing factors and based on a definition jointly developed by the Governor's Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation. The imputation of suspected distracted drivers includes drivers who indicate driver inattention and distraction. The imputation removes driver contributing factors, such as drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The definition also excludes some elements of roadway and vehicle contributing factors. The CODES Analytical Reference Guide is available upon request.

Severe crashes are crashes that involve injuries reported as fatal injury (K) or suspected serious injury (A) as the most severe injury on the crash report. **Other injury crashes** involve injuries reported as minor injury (B) or complaint of injury (C) as the most severe injury on the crash report. **Property damage only (PDO)** crashes are crashes that did not result in an injury as reported in the crash report.

Roadway/Lane Departure crashes are crashes in which a vehicle crosses an edge line or center line and leaves the traveled way. **Roadway departures** involve vehicles striking stationary (non-movable) objects or vehicles running off the roadway. **Lane departures** involve vehicles crossing into the opposite direction of traffic. **Work zones** include police-reported active work zones, inactive work zones, other work zones, or the presence of barrels/cones/construction signage. **Roadside** crashes involve motor vehicles striking other vehicles, and individuals stopped at the roadside (off-roadway). "Off-roadway" areas include shoulders, medians, entrance and exit ramps, gore areas, sidewalks, and parking lanes.

Environmental Characteristics

Table 10 shows the percentages of alcohol- and/or drug-related severe crashes (crashes that result in at least one serious injury or fatality) and traffic crashes by environmental characteristics (lighting conditions, time of day, and number of vehicles involved). In 2024:

- Alcohol/drug-related crashes were concentrated during dark conditions. In 2024, 60% of *severe* alcohol/drug-related crashes and 61% of *all* alcohol/drug-related crashes occurred in the dark, compared with 37% and 36%, respectively, during daylight.
- Weekend nighttime accounted for the most severe crashes. Forty-one percent (41%) of alcohol and/or drug-related *severe* crashes and *all* alcohol/drug-related crashes occurred during weekends during the nighttime.
- Less than half (47%) of all alcohol and/or drug-related crashes involved only one vehicle—the vehicle with the impaired driver. More alcohol/drug-related severe crashes and traffic crashes occurred during the nighttime hours between 6:00 p.m. to 5:59 a.m.

Table 10. **Environmental Characteristics of Alcohol/Drug-Related Crashes, 2024**

Environmental Characteristics	Alcohol/Drug-Related Fatal and Serious Injury Crashes		Alcohol/Drug-Related Traffic Crashes	
	Number	Percent	Number	Percent
Light Conditions				
Daylight	374	37%	4,549	36%
Dark	604	60%	7,699	61%
Dusk	21	2%	203	2%
Dawn	3	<1%	85	1%
Not Reported	1	<1%	53	<1%
Day of Week and Time of Day				
Weekday*	***492***	***49%***	***6,240***	***50%***
Daytime	205	20%	2,701	21%
Nighttime	287	29%	3,539	28%
Weekend*	***511***	***51%***	***6,349***	***50%***
Daytime	102	10%	1,132	9%
Nighttime	409	41%	5,217	41%
Vehicles Involved				
Single-Vehicle*	***483***	***48%***	***5,856***	***47%***
Daytime	121	12%	1,467	12%
Nighttime	362	36%	4,389	35%
Multi-Vehicle*	***520***	***52%***	***6,733***	***53%***
Daytime	186	19%	2,366	19%
Nighttime	334	33%	4,367	35%

*Includes alcohol/drug-related crashes with unknown time of crash
Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday (4.5 days)
Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday (2.5 days)
Daytime – 6:00 a.m. to 5:59 p.m.
Nighttime – 6:00 p.m. to 5:59 a.m.
Source: CODES 2024

Table 11 shows the percentages of all fatal and serious injury crashes that were alcohol/drug-related by region, weekday/weekend, and time of day. A greater proportion of severe crashes that were alcohol/drug-related in both rural and urban regions occurred during the late-night hours (midnight to 3:59 a.m.) on weekdays and weekends.

- In *rural* counties, **56%** of all severe crashes during the late-night hours (midnight to 3:59 a.m.) on *weekends* were alcohol/drug-related—compared to **30%** in *urban* counties.
- In *rural* counties, **41%** of all severe crashes during the late-night hours (midnight to 3:59 a.m.) on *weekdays* were alcohol/drug-related—compared to **28%** in *urban* counties.

Table 11. **Percentages of Alcohol/Drug-Related Fatal and Serious Injury Traffic Crashes on Weekdays/Weekends, by Time of Day and Region, 2024**

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

	Urban		Rural	
	Weekday [4.5 days]	Weekend [2.5 days]	Weekday [4.5 days]	Weekend [2.5 days]
Midnight - 3:59 a.m.	27.8	**30.1**	**41.0**	**56.3**
4 – 6:59 a.m.	11.0	16.4	15.3	**30.4**
7 – 9:59 a.m.	5.6	9.6	18.4	30.2
10 a.m. – 3:59 p.m.	8.1	8.1	12.9	19.6
4 - 7:59 p.m.	10.7	13.7	18.7	29.2
8 - 11:59 p.m.	19.8	21.9	**40.1**	**41.7**

Source: CODES 2024

Drowsy Driving

A drowsy-driving crash is a crash in which the driver was reported as drowsy or sleepy based on the police crash report. Underreporting of drowsy driving is most likely due to a lack of firm evidence, since the investigation occurs after the crash.

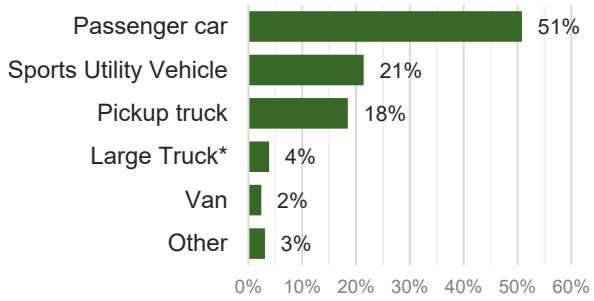
- In 2024, drowsy driving was reported to be involved in approximately one percent of all traffic crashes, serious injury crashes, and fatal crashes. Each year, an average of 1,194 crashes, 53 serious injuries, and 19 fatalities resulted from drowsy driving.
- Twenty-five percent (25%) of reported drowsy-related crashes occurred in the early morning hours between 5:00 a.m. and 7:59 a.m., compared to the 13% that occurred between midnight and 2:59 am.
- Among the drivers reported to be drowsy in 2024, more than half were operating passenger cars and 4% were operating large trucks.

Table 12. **Traffic Crashes, Serious Injuries, and Fatalities Involving Drowsy Drivers, 2020-2024**

Year	Crashes	Serious Injuries	Fatalities
2020	1,985	101	19
2021	1,109	43	24
2022	1,016	50	21
2023	953	36	17
2024	905	35	15
5-Year Total	**5,968**	**265**	**96**
5-Year Average	**1,194**	**53**	**19**

Source: CODES 2020-2024, FARS 2020-2024

Figure 8. **Vehicle Types of Drowsy Drivers Involved in Traffic Crashes, 2024**



Source: CODES 2024
* Large trucks include commercial and non-commercial vehicles with a gross vehicle weight rating greater than 10,000 pounds.

Overview of Risky Driving

In 2024, there were 1,403 fatalities and 7,950 serious injuries[5] that occurred in motor vehicle traffic crashes on Georgia roadways. The number of traffic-related fatalities decreased by 13% from 1,610 fatalities in 2023. The main contributing factors to traffic-related crashes and injuries were drivers, passengers, and non-motorists engaging in risky behaviors. These behaviors include not using the appropriate restraint system (unrestrained), alcohol impairment[6], drug use[7], speeding[8], distracted[9] driving, and drowsy[10] 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 drug-positive drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and changes in the drug test reporting process. Refer to the 'Data Considerations' section at the end of this publication for more information.

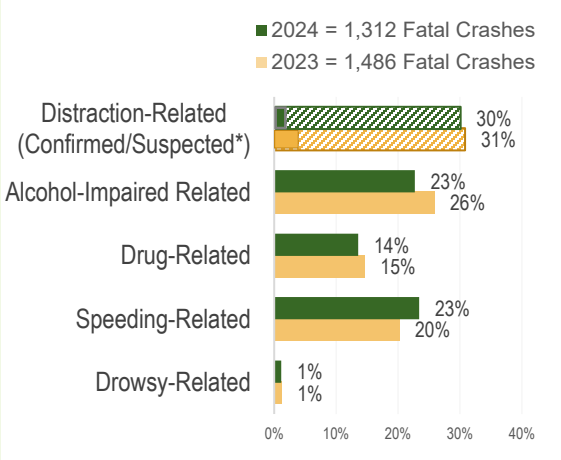
Figure 9 shows the percentage of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

Out of the 1,312 fatal crashes that occurred in 2024:

- 30% involved at least one confirmed or suspected *distracted* driver (3% of all fatal traffic crashes had a confirmed distracted driver and 27% had at least one suspected distracted driver); and
- 23% involved at least one *alcohol-impaired* driver;
- 14% involved at least one *drug-positive driver*;
- 23% involved at least one *speeding* driver;
- 1% involved at least one *drowsy* driver.

Additionally, 37% of all fatal crashes involved at least one *unrestrained* motor vehicle occupant or *un-helmeted* motorcyclist.

Figure 9. **Percent of Fatal Crashes that Involved at Least One Driver with a Confirmed and Reported Risky Behavior, 2023 and 2024**



Note: Percentages are rounded
Source: FARS 2023-2024, *CODES 2023-2024

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

See Data Considerations for more information:

[5] 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.

[6] 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.

[7] 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.

[8] 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.

[9] 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).

[10] 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 13 presents the five-year trend of traffic fatalities that involved drivers with a confirmed and/or 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 2023 and 2024:

- Unrestrained passenger vehicle occupant fatalities decreased by 91 (-20%).
- Alcohol-impaired-related fatalities decreased by 102 (-24%).
- Speeding-related fatalities decreased by 8 (-2%).
- Drug-related fatalities decreased by 42 (-18%).
- Drowsy-related fatalities decreased by 2 (-11%).

However, confirmed distracted-related fatalities *in*creased by 30 (+73%) between 2023 and 2024.

The changes and documentation of drug-impaired driving fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs such as marijuana, opioids, and stimulants across the nation.

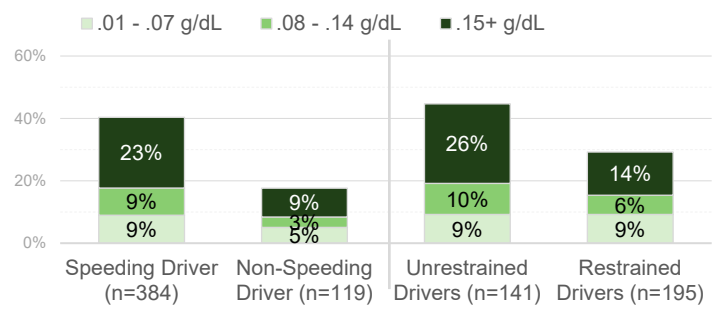
Table 13. **Risky-Driving-Related Fatalities* by Type, 2020-2024**

Measure Type	2020	2021	2022	2023	2024
***Un*restrained Fatalities in Passenger Vehicles**	461	557	521	462	371
Annual % Change	▲ *20%*	▲ *21%*	▽ *-6%*	▽ *-11%*	▽ *-20%*
Alcohol-Impaired Driving Fatalities	371	470	509	427	325
Annual % Change	▲ *5%*	▲ *27%*	▲ *8%*	▽ *-16%*	▽ *-24%*
Speeding-Related Fatalities	380	378	422	347	339
Annual % Change	▲ *46%*	▽ *-1%*	▲ *12%*	▽ *-18%*	▽ *-2%*
Drug-Related Fatalities	501	365	364	237	195
Annual % Change	▲ *86%*	▽ *-27%*	▽ *-<1%*	▽ *-35%*	▽ *-18%*
Distraction-Related Fatalities *(confirmed only)*	61	56	73	41	71
Annual % Change	▲ *42%*	▽ *-8%*	▲ *30%*	▽ *-44%*	▲ *73%*
Drowsy Driving Fatalities	19	24	21	17	15
Annual % Change	▲ *6%*	▲ *26%*	▽ *-13%*	▽ *-15%*	▽ *-11%*
All Traffic-Related Fatalities	1,658	1,809	1,796	1,610	1,403
Annual % Change	▲ *11%*	▲ *9%*	▽ *-1%*	▽ *-10%*	▽ *-13%*

* Risking-driving-related fatalities include all persons involved in the fatal crash, including risky drivers, passengers, occupants in other vehicles, and non-motorists. *** The increase of reported drug-impaired drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Source: FARS 2020-2024

Alcohol is known to reduce decision-making functionality, muscle coordination, and other abilities needed for operating a vehicle safely. Even a small amount of alcohol can affect driving ability. In 2024, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 3.2 times more likely to be speeding and 2.0 times more likely to be unrestrained or unhelmeted. Thirty-two percent of speeding drivers and 36% of unrestrained drivers with known BAC were impaired (.08+ g/dL).

Figure 10. **Speeding Drivers and Unrestrained Drivers Involved in Fatal Crashes by BAC Status*, 2024**



*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 2024

Data Definitions and Considerations:

A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport, and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Fatal crashes are defined as crashes involving a motor vehicle traveling on a traffic way customarily open to the public and resulting in the death of a motorist or a non-motorist within 30 days of the crash.

DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more detailed definition for serious injury that was aligned with the MMUCC guidelines. Serious injuries are those suspected serious injuries reported by law enforcement and used when any injury, other than fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred. A suspected serious injury may result in one or more of the following: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third-degree burns over ten percent or more of the body) • Unconsciousness when taken from the crash scene • Paralysis.

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address missing blood alcohol test results in FARS data system. A multiple imputation methodology is employed to generate specific values of BAC for persons involved in fatal crashes. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL). For motorists and non-motorists involved in a motor vehicle traffic crash that may or may not result in a fatal injury, many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.

Suspected and confirmed alcohol impairment and/or drug use is determined by the driver condition reported on the police crash reports. If the driver condition is unknown, and the police reported that an alcohol or drug test was administered with a positive or unknown result, then the driver is considered to be ‘suspected’ of alcohol impairment and/or drug use.

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

Police crash reports are reviewed in a post hoc analysis by the Governor’s Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation using a jointly developed definition of suspected distracted driving based on multiple factors. The imputation of suspected distracted drivers includes drivers that indicate emotional distress and evidence of driver inattention and distraction. The imputation removes driver contributing factors that include drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding.

Additional Information:

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

References:

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

Georgia Crash Outcomes Data Evaluation System. (2022, September). Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes: 2017-2021 data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

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Appendix

Impaired Driving (2024)

This document is the Appendix for the **2024 Impaired Driving Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Georgia Alcohol-Related Traffic Fatalities (2022-2024) and 2024 Alcohol/Drug-Related Crashes, by Traffic Enforcement Network and County

Data Considerations:

- For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address missing blood alcohol test results in FARS data system. A multiple imputation methodology is employed to generate specific values of BAC for persons involved in fatal crashes. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL). For motorists and non-motorists involved in a motor vehicle traffic crash that may or may not result in a fatal injury, many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.
- In Georgia, **Traffic Enforcement Networks (TENs)** are regional coalitions of law enforcement agencies established by the Governor's Office of Highway Safety (GOHS) to enhance traffic safety efforts across the state. There are 16 regional TENs covering all 159 counties in Georgia. Each network includes local, county, and state law enforcement officers, as well as prosecutors and traffic safety advocates.

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Alcohol/Drug-Related Fatalities			2024 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug-Related Crashes**]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
STATEWIDE		**4,809**	**1,264**	**26%**	**421.3**	**12,589**	**11%**	**3,394.9**
MATEN METRO ATLANTA	Clayton	143	33	23%	11.0	318	8%	2,479.9
	Cobb	179	53	30%	17.7	691	8%	2,503.3
	Dekalb	383	116	30%	38.7	503	10%	1,402.7
	Fayette	34	9	26%	3.0	106	9%	2,980.0
	Fulton	367	108	29%	36.0	1,032	7%	2,001.1
	Gwinnett	198	56	28%	18.7	846	5%	2,389.7
	Henry	92	31	34%	10.3	187	14%	1,865.3
	Subtotal	**1,396**	**406**	**29%**	**135.3**	**3,683**	**8%**	**2,082.6**
ATTEN APPALACHIAN TRAIL	Cherokee	66	18	27%	6.0	241	7%	3,521.3
	Dawson	15	< 5	**	**	59	12%	5,613.7
	Fannin	19	5	26%	1.7	61	16%	8,689.5
	Gilmer	21	7	33%	2.3	41	7%	5,758.4
	Lumpkin	21	6	29%	2.0	65	15%	6,871.0
	Pickens	22	< 5	**	**	42	12%	4,811.0
	Towns	13	< 5	**	**	30	17%	12,048.2
	Union	14	5	36%	1.7	39	18%	5,131.6
	Subtotal	**191**	**50**	**26%**	**16.7**	**578**	**11%**	**4,762.3**
CGTEN CENTRAL GEORIGA	Butts	21	6	29%	2.0	33	21%	3,707.9
	Lamar	9	< 5	**	**	18	22%	4,072.4
	Monroe	24	< 5	**	**	50	16%	3,852.1
	Pike	18	9	50%	3.0	21	38%	4,365.9
	Spalding	44	10	23%	3.3	96	18%	4,517.6
	Upson	21	< 5	**	**	22	18%	3,735.1
	Subtotal	**137**	**33**	**24%**	**11.0**	**240**	**20%**	**4,120.2**

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Alcohol/Drug-Related Fatalities			2024 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug-Related Crashes**]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
CRTEN CENTRAL REGIONAL	Baldwin	23	< 5	**	**	56	13%	3,522.0
	Greene	12	5	42%	1.7	28	14%	5,204.5
	Jasper	17	5	29%	1.7	15	33%	5,859.4
	Jones	14	5	36%	1.7	14	14%	2,953.6
	Morgan	15	6	40%	2.0	37	16%	4,920.2
	Newton	47	10	21%	3.3	95	12%	2,903.4
	Putnam	15	7	47%	2.3	21	14%	2,853.3
	Rockdale	36	9	25%	3.0	133	11%	3,772.0
	Walton	29	10	34%	3.3	136	7%	5,269.3
	Subtotal	**208**	**60**	**29%**	**20.0**	**535**	**12%**	**3,898.0**
CTEN COASTAL REGION	Appling	11	< 5	**	**	30	7%	7,481.3
	Bacon	4	--	--	--	18	--	6,020.1
	Brantley	12	< 5	**	**	25	12%	11,848.3
	Camden	26	< 5	**	**	88	14%	9,272.9
	Charlton	8	5	63%	1.7	7	43%	3,608.2
	Glynn	40	11	28%	3.7	190	13%	7,251.9
	Jeff Davis	6	< 5	**	**	10	30%	3,937.0
	Liberty	22	6	27%	2.0	82	9%	4,614.5
	Long	11	< 5	**	**	20	35%	9,216.6
	Mcintosh	19	6	32%	2.0	19	47%	18,095.2
	Pierce	9	< 5	**	**	21	14%	6,158.4
	Tattnall	11	< 5	**	**	29	21%	5,141.8
	Ware	26	12	46%	4.0	41	17%	3,583.9
	Wayne	18	5	28%	1.7	48	23%	6,751.1
	Subtotal	**223**	**66**	**30%**	**22.0**	**628**	**16%**	**6,416.7**
ECTEN EAST CENTRAL	Burke	17	5	29%	1.7	55	20%	6,666.7
	Columbia	21	< 5	**	**	135	6%	2,966.4
	Glascock	3	--	--	--	< 5	--	**
	Hancock	8	< 5	**	**	6	33%	15,384.6
	Jefferson	13	< 5	**	**	25	36%	9,025.3
	Jenkins	13	< 5	**	**	13	31%	15,853.7
	Lincoln	4	< 5	**	**	7	29%	25,925.9
	Mcduffie	16	< 5	**	**	34	12%	5,029.6
	Richmond	128	33	26%	11.0	276	9%	3,180.5
	Taliaferro	8	< 5	**	**	5	--	4,098.4
	Warren	15	< 5	**	**	20	10%	11,834.3
	Subtotal	**246**	**58**	**24%**	**19.3**	**577**	**11%**	**3,727.1**
MGTEN MIDDLE GEORGIA	Bibb	120	29	24%	9.7	174	10%	2,851.1
	Bleckley	12	< 5	**	**	13	8%	6,599.0
	Crawford	4	< 5	**	**	11	9%	4,263.6
	Crisp	14	< 5	**	**	40	23%	6,097.6
	Dooly	13	< 5	**	**	24	13%	8,362.4
	Houston	50	13	26%	4.3	160	14%	4,151.5
	Macon	6	< 5	**	**	20	15%	13,698.6
	Peach	25	< 5	**	**	47	21%	4,527.9
	Pulaski	4	< 5	**	**	7	43%	10,937.5
	Turner	6	< 5	**	**	25	12%	9,960.2
	Twiggs	12	< 5	**	**	20	5%	5,168.0
	Wilcox	8	< 5	**	**	5	20%	4,065.0
	Subtotal	**274**	**60**	**22%**	**20.0**	**546**	**14%**	**4,085.6**

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Alcohol/Drug-Related Fatalities			2024 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug-Related Crashes**]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
MNTEN MOUNTAIN AREA	Bartow	76	18	24%	6.0	263	3%	6,213.1
	Catoosa	27	8	30%	2.7	87	13%	4,113.5
	Chattooga	33	8	24%	2.7	26	15%	6,403.9
	Dade	13	5	38%	1.7	27	19%	5,986.7
	Floyd	58	18	31%	6.0	115	10%	3,583.7
	Gordon	41	13	32%	4.3	83	14%	4,748.3
	Murray	25	7	28%	2.3	39	15%	5,794.9
	Polk	26	5	19%	1.7	51	16%	5,660.4
	Walker	31	9	29%	3.0	77	13%	6,887.3
	Whitfield	35	9	26%	3.0	151	9%	4,454.3
	Subtotal	**365**	**100**	**27%**	**33.3**	**919**	**10%**	**5,037.3**
NETEN NORTH EAST	Banks	11	< 5	**	**	24	--	3,399.4
	Forsyth	53	15	28%	5.0	157	10%	2,423.6
	Franklin	16	< 5	**	**	41	12%	4,922.0
	Habersham	35	8	23%	2.7	98	7%	8,383.2
	Hall	64	14	22%	4.7	349	6%	4,431.7
	Hart	19	< 5	**	**	46	7%	4,967.6
	Jackson	45	14	31%	4.7	111	6%	4,438.2
	Rabun	21	< 5	**	**	38	16%	7,818.9
	Stephens	15	5	33%	1.7	65	17%	9,180.8
	White	19	< 5	**	**	50	10%	6,090.1
	Subtotal	**298**	**71**	**24%**	**23.7**	**979**	**8%**	**4,350.5**
PATEN PIEDMONT AREA	Barrow	37	7	19%	2.3	134	10%	4,638.3
	Clarke	36	9	25%	3.0	169	10%	3,647.7
	Elbert	17	< 5	**	**	23	30%	8,679.2
	Madison	24	7	29%	2.3	44	20%	5,929.9
	Oconee	14	< 5	**	**	42	5%	2,564.1
	Oglethorpe	7	< 5	**	**	6	33%	3,550.3
	Wilkes	2	--	--	--	13	8%	17,105.3
	Subtotal	**137**	**32**	**23%**	**10.7**	**431**	**12%**	**4,139.5**
SCTEN SOUTH CENTRAL	Dodge	16	< 5	**	**	28	32%	8,695.7
	Emanuel	15	< 5	**	**	32	19%	8,743.2
	Johnson	1	--	--	--	14	21%	9,333.3
	Laurens	33	11	33%	3.7	70	14%	4,861.1
	Montgomery	13	< 5	**	**	10	20%	5,263.2
	Telfair	6	< 5	**	**	7	14%	6,930.7
	Toombs	26	6	23%	2.0	49	18%	4,974.6
	Treutlen	4	< 5	**	**	20	25%	11,834.3
	Washington	13	5	38%	1.7	21	48%	4,506.4
	Wheeler	12	< 5	**	**	9	22%	14,062.5
	Wilkinson	18	< 5	**	**	16	31%	5,948.0
	Subtotal	**157**	**43**	**27%**	**14.3**	**276**	**22%**	**6,103.5**
SETEN SOUTH EASTERN	Bryan	21	< 5	**	**	73	10%	5,387.5
	Bulloch	40	11	28%	3.7	154	9%	5,457.1
	Candler	17	< 5	**	**	28	18%	9,180.3
	Chatham	108	32	30%	10.7	568	10%	4,178.6
	Effingham	35	9	26%	3.0	80	24%	5,578.8
	Evans	11	< 5	**	**	19	37%	6,462.6
	Screven	9	5	56%	1.7	18	17%	11,842.1
	Subtotal	**241**	**64**	**27%**	**21.3**	**940**	**12%**	**4,710.6**

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Alcohol/Drug-Related Fatalities			2024 Alcohol/Drug-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Alcohol/Drug-Related Crashes	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all **Alcohol/Drug**-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
SRTEN SOUTHERN REGIONAL	Atkinson	10	--	--	--	12	25%	13,483.1
	Ben Hill	10	< 5	**	**	11	36%	3,047.1
	Berrien	12	< 5	**	**	31	29%	7,381.0
	Brooks	12	< 5	**	**	25	4%	6,868.1
	Clinch	3	< 5	**	**	14	7%	11,764.7
	Coffee	22	6	27%	2.0	78	24%	7,784.4
	Cook	26	< 5	**	**	24	29%	5,555.6
	Echols	2	--	--	--	7	14%	20,588.2
	Irwin	11	< 5	**	**	10	20%	4,386.0
	Lanier	4	--	--	--	10	30%	7,936.5
	Lowndes	55	11	20%	3.7	184	9%	5,068.9
	Tift	29	< 5	**	**	73	18%	5,447.8
	Subtotal	**196**	**37**	**19%**	**12.3**	**479**	**16%**	**5,880.9**
SWTEN SOUTH WESTERN	Baker	3	< 5	**	**	9	11%	7,692.3
	Calhoun	--	--	--	--	6	17%	14,285.7
	Colquitt	38	12	32%	4.0	72	11%	5,750.8
	Decatur	25	8	32%	2.7	42	24%	8,267.7
	Dougherty	40	11	28%	3.7	112	11%	3,628.1
	Early	4	< 5	**	**	6	--	2,298.9
	Grady	17	< 5	**	**	53	13%	9,413.9
	Lee	18	< 5	**	**	37	14%	6,035.9
	Miller	7	--	--	--	9	22%	5,555.6
	Mitchell	20	< 5	**	**	35	14%	6,809.3
	Seminole	7	< 5	**	**	8	25%	8,163.3
	Thomas	32	8	25%	2.7	90	12%	5,791.5
	Worth	22	8	36%	2.7	40	18%	6,400.0
	Subtotal	**233**	**62**	**27%**	**20.7**	**519**	**14%**	**5,523.6**
WCTEN WEST CENTRAL	Chattahoochee	6	--	--	--	6	17%	11,320.8
	Clay	4	< 5	**	**	< 5	**	**
	Harris	25	7	28%	2.3	39	26%	7,529.0
	Marion	6	--	--	--	8	13%	13,793.1
	Muscogee	76	17	22%	5.7	211	7%	3,452.2
	Quitman	--	--	--	--	< 5	--	**
	Randolph	5	< 5	**	**	5	--	4,132.2
	Schley	2	--	--	--	< 5	--	**
	Stewart	7	< 5	**	**	9	11%	14,754.1
	Sumter	11	--	--	--	38	3%	5,775.1
	Talbot	8	< 5	**	**	23	26%	24,731.2
	Taylor	6	--	--	--	15	27%	9,090.9
	Terrell	13	6	46%	2.0	21	14%	16,406.3
	Webster	10	--	--	--	< 5	--	**
	Subtotal	**179**	**37**	**21%**	**12.3**	**385**	**11%**	**4,733.8**
WRTEN WESTERN REGIONAL	Carroll	66	19	29%	6.3	167	14%	4,190.7
	Coweta	56	15	27%	5.0	138	12%	3,219.8
	Douglas	58	15	26%	5.0	193	8%	3,342.6
	Haralson	25	6	24%	2.0	37	5%	4,805.2
	Heard	12	< 5	**	**	13	--	5,990.8
	Meriwether	12	< 5	**	**	26	12%	7,027.0
	Paulding	49	12	24%	4.0	173	3%	4,459.9
	Troup	50	14	28%	4.7	123	21%	4,175.2
	Subtotal	**328**	**85**	**26%**	**28.3**	**870**	**10%**	**3,914.2**

Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024)

Table A. CDPs with 5+ Alcohol/Drug-Related Traffic Crashes in 2024

Table B. CDPs with 1-4 Alcohol/Drug-Related Traffic Crashes in 2024

Table C. CDPs with No Alcohol/Drug-Related Traffic Crashes in 2024

Census Designated Places Data Considerations:

- For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address missing blood alcohol test results in FARS data system. A multiple imputation methodology is employed to generate specific values of BAC for persons involved in fatal crashes. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL). For motorists and non-motorists involved in a motor vehicle traffic crash that may or may not result in a fatal injury, many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.
- In Georgia, **Traffic Enforcement Networks (TENs)** are regional coalitions of law enforcement agencies established by the Governor's Office of Highway Safety (GOHS) to enhance traffic safety efforts across the state. There are 16 regional TENs covering all 159 counties in Georgia. Each network includes local, county, and state law enforcement officers, as well as prosecutors and traffic safety advocates.
- The **U.S. Census Bureau defines a "place"** as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. Incorporated places, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, Census Designated Places (CDPs) are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.
  - According to the 2023 Census, there are 623 census-designated places (CDPs) in Georgia where there is a geographical region (city, town, or village) with a population. Eighty-four (84) out of the 623 census-designated places are unincorporated — not governed by a municipal corporation like a city or town government. These Georgia CDPs, both incorporated and unincorporated, range in population size from large cities (more than 200,000 population) to small towns (less than 2,500 population).

Table A. Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024) -- *(CDPs with 5+ Alcohol/Drug-Related Traffic Crashes)*

(—) No serious injury or fatal alcohol/drug-related crashes
(**) No serious injury or fatal motor vehicle traffic crashes

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
MATEN METRO ATLANTA	Clayton	Forest Park	38	8%	5,135.1
		Irondale	6	—	5,607.5
		Jonesboro	22	8%	3,034.5
		Lake City	5	—	2,222.2
		Lovejoy	5	—	1,126.1
		Morrow	15	30%	2,411.6
		Riverdale	16	9%	2,046.0
	Cobb	Acworth	14	30%	2,236.4
		Austell	7	25%	3,317.5
		Fair Oaks	16	29%	6,611.6
		Kennesaw	35	6%	3,937.0
		Mableton	25	9%	2,062.7
		Marietta	114	25%	2,923.1
		Powder Springs	15	—	4,166.7
		Smyrna	41	5%	2,420.3
		Vinings	11	33%	1,651.7
	DeKalb	Belvedere Park	5	—	897.7
		Brookhaven	69	23%	3,333.3

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
		Chamblee	45	11%	3,591.4
		Clarkston	5	—	739.6
		Decatur	15	22%	1,732.1
		Doraville	36	29%	2,449.0
		Dunwoody	17	13%	1,696.6
		Gresham Park	7	—	2,671.8
		North Decatur	5	25%	712.3
		North Druid Hills	12	—	1,220.8
		Panthersville	11	—	967.5
		Stonecrest	43	9%	1,048.5
		Tucker	31	11%	1,152.4
	Fayette	Fayetteville	9	—	1,351.4
		Peachtree City	34	15%	3,939.7
	Fulton	Alpharetta	45	—	2,453.7
		Atlanta	637	7%	1,897.2
		College Park	40	6%	2,252.3
		East Point	35	8%	2,216.6
		Fairburn	21	—	3,349.3
		Hapeville	13	25%	4,761.9
		Johns Creek	33	20%	1,823.2
		Milton	13	—	2,448.2
		Roswell	54	16%	2,470.3
		Sandy Springs	88	15%	1,951.2
		South Fulton	55	8%	1,621.9
		Union City	22	6%	2,973.0
	Gwinnett	Buford	26	11%	2,683.2
		Dacula	6	**	2,197.8
		Duluth	26	—	3,274.6
		Lawrenceville	52	10%	2,309.1
		Lilburn	21	30%	2,716.7
		Norcross	30	13%	2,811.6
		Peachtree Corners	36	6%	3,027.8
		Snellville	22	18%	1,725.5
		Sugar Hill	7	—	1,417.0
		Suwanee	32	—	3,041.8
	Henry	Locust Grove	6	11%	905.0
		McDonough	18	13%	1,237.1
		Stockbridge	24	9%	1,832.1
ATTEN APPALACHIAN TRAIL	Cherokee	Canton	23	14%	2,718.7
		Holly Springs	6	—	2,531.6
		Woodstock	36	14%	3,302.8
	Fannin	McCaysville	5	—	22,727.3
	Gilmer	East Ellijay	9	20%	5,487.8
		Ellijay	8	—	8,163.3
	Lumpkin	Dahlonega	5	33%	2,232.1
	Pickens	Jasper	7	14%	3,301.9
	Towns	Hiawassee	5	100%	12,500.0
CGTEN CENTRAL GEORIGA	Lamar	Barnesville	5	—	4,950.5
	Monroe	Forsyth	10	15%	3,424.7
	Spalding	Experiment	7	40%	8,046.0
		Griffin	27	12%	2,694.6
	Upson	Thomaston	6	9%	2,205.9

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
CRTEN CENTRAL REGION	Baldwin	Hardwick	6	100%	5,504.6
		Milledgeville	27	27%	3,044.0
	Morgan	Madison	7	10%	2,651.5
	Newton	Covington	26	6%	2,697.1
	Putnam	Eastman	9	20%	6,716.4
	Rockdale	Conyers	34	19%	3,575.2
	Walton	Loganville	13	13%	1,917.4
		Monroe	29	20%	4,640.0
		Social Circle	7	**	7,865.2
CTEN COASTAL REGION	Appling	Baxley	8	—	4,210.5
	Bacon	Alma	7	—	7,070.7
	Camden	Kingsland	23	—	6,534.1
		St. Marys	17	38%	9,444.4
	Glynn	Brunswick	44	29%	6,232.3
		Dock Junction	51	41%	9,340.7
		St. Simons	17	14%	7,762.6
	Liberty	Flemington	5	**	3,597.1
		Hinesville	29	15%	3,068.8
	McIntosh	Darien	5	100%	21,739.1
	Pierce	Blackshear	8	33%	7,339.4
	Ware	Waycross	21	6%	3,235.7
	Wayne	Jesup	21	14%	5,898.9
ECTEN EAST CENTRAL	Burke	Waynesboro	15	25%	11,278.2
	Columbia	Evans	15	20%	1,856.4
		Grovetown	17	—	6,296.3
		Harlem	5	50%	7,692.3
		Martinez	25	8%	2,582.6
	Richmond	Augusta-Richmond	285	16%	3,186.1
MGTEN MIDDLE GEORGIA	Bibb	Macon-Bibb County	175	12%	2,862.3
	Crisp	Cordele	8	20%	3,112.8
	Houston	Perry	17	—	2,782.3
		Warner Robins	67	22%	3,855.0
	Peach	Byron	14	20%	6,167.4
MNTEN MOUNTAIN AREA	Bartow	Adairsville	8	33%	4,145.1
		Cartersville	77	6%	5,392.2
		Emerson	9	—	3,383.5
	Catoosa	Fort Oglethorpe	8	—	1,574.8
		Lakeview	6	—	10,526.3
		Ringgold	7	67%	3,125.0
	Floyd	Rome	54	13%	2,968.7
	Gordon	Calhoun	31	26%	4,565.5
	Polk	Cedartown	9	—	3,688.5
		Rockmart	5	—	4,587.2
	Walker	LaFayette	11	25%	6,832.3
	Whitfield	Dalton	51	10%	3,030.3
NETEN NORTH EAST	Forsyth	Cumming	16	8%	1,807.9
	Franklin	Lavonia	7	**	4,761.9
	Habersham	Baldwin	5	—	4,807.7
		Cornelia	10	25%	4,854.4
	Hall	Flowery Branch	8	20%	3,200.0
		Gainesville	81	17%	3,326.5

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
		Oakwood	9	—	3,781.5
	Hart	Reed Creek	7	50%	15,217.4
	Jackson	Braselton	18	—	3,345.7
		Commerce	10	—	3,333.3
		Hoschton	5	—	10,204.1
		Jefferson	11	8%	1,627.2
	Rabun	Clayton	11	—	8,871.0
	Stephens	Toccoa	14	36%	5,957.4
	White	Cleveland	5	—	3,311.3
PATEN PIEDMONT AREA	Barrow	Bethlehem	5	—	4,132.2
		Winder	29	36%	4,296.3
	Clarke	Athens-Clarke	163	24%	3,593.5
		Country Club Estates	21	38%	9,952.6
	Elbert	Elberton	9	—	6,122.4
SCTEN SOUTH CENTRAL	Emanuel	Swainsboro	11	—	6,832.3
	Laurens	Dublin	13	8%	2,708.3
		East Dublin	5	17%	5,952.4
	Toombs	Lyons	6	40%	3,773.6
		Vidalia	18	14%	4,044.9
	Washington	Sandersville	9	57%	5,732.5
SETEN SOUTH EASTERN	Bryan	Richmond Hill	20	8%	3,448.3
	Bulloch	Statesboro	52	12%	3,906.8
	Candler	Metter	6	100%	5,309.7
	Chatham	Bloomingdale	7	29%	5,384.6
		Garden City	29	13%	5,400.4
		Georgetown	14	40%	2,150.5
		Pooler	53	39%	4,189.7
		Port Wentworth	24	7%	3,149.6
		Savannah	325	18%	4,169.9
		Thunderbolt	5	—	4,166.7
		Tybee Island	6	**	20,689.7
		Whitemarsh Island	5	25%	4,098.4
		Wilmington Island	9	—	6,716.4
	Effingham	Rincon	9	43%	3,734.4
SRTEN SOUTHERN REGIONAL	Clinch	Homerville	7	**	12,500.0
	Coffee	Douglas	21	29%	3,565.4
	Echols	Eatonton	5	—	2,840.9
		Echols County	7	33%	21,875.0
	Lowndes	Valdosta	85	21%	3,390.5
	Tift	Tifton	24	20%	4,217.9
SWTEN SOUTH WESTERN	Colquitt	Moultrie	17	7%	3,413.7
	Decatur	Bainbridge	15	33%	4,886.0
	Dougherty	Albany	97	15%	3,578.0
	Grady	Cairo	20	18%	8,097.2
	Lee	Leesburg	6	**	8,219.2
	Mitchell	Camilla	8	25%	5,882.4
		Pelham	6	100%	9,090.9
	Thomas	Thomasville	40	23%	6,849.3
	Worth	Sylvester	11	33%	6,918.2

Traffic Enforcement Network (TEN) and County		Census Designated Place	Alcohol/Drug-Related Crashes [Count]	Serious Injury or Fatal Alcohol/Drug-Related Crashes [Percent of all Alcohol/Drug-Related Crashes]	Alcohol/Drug-Related Crash Rate [per 100,000 MV Crashes]
WCTEN WEST CENTRAL	Chattahoochee	Cusseta-Chattahoochee	6	33%	11,764.7
	Muscogee	Columbus	212	14%	3,471.4
	Sumter	Americus	12	—	2,823.5
	Talbot	Talbotton	5	**	41,666.7
	Terrell	Dawson	7	**	12,727.3
WRTEN WESTERN REGIONAL	Carroll	Carrollton	39	31%	4,416.8
		Villa Rica	22	6%	2,546.3
	Coweta	Newnan	25	—	1,882.5
	Douglas	Douglasville	36	4%	2,805.9
		Lithia Springs	49	19%	3,282.0
	Haralson	Bremen	6	13%	2,521.0
	Paulding	Dallas	6	—	2,255.6
		Hiram	15	—	2,538.1
	Troup	LaGrange	59	28%	3,804.0

Table B. Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024) -- *(CDPs with 1-4 Alcohol/Drug-Related Traffic Crashes)*

Traffic Enforcement Network (TEN) and County		Census Designated Place
ATTEN	Cherokee	Ball Ground
		Nelson
		Waleska
	Dawson	Dawsonville
	Fannin	Blue Ridge
		Mineral Bluff
		Morganton
	Towns	Young Harris
	Union	Blairsville
CGTEN	Butts	Flovilla
		Indian Springs
		Jackson
	Lamar	Aldora
		Milner
	Pike	Hilltop
		Williamson
		Zebulon
	Spalding	Sunny Side
	Upson	Hannahs Mill
		The Rock
CRTEN	Greene	Greensboro
		Union Point
	Newton	Porterdale
	Walton	Between
		Walnut Grove
CTEN	Appling	Graham
	Brantley	Nahunta
	Camden	Kings Bay Base
		Woodbine
	Charlton	Folkston
	Jeff Davis	Hazlehurst
	Liberty	Allenhurst
		Midway
		Walthourville
	Pierce	Patterson
	Tattnall	Glennville
		Reidsville
	Wayne	Odum
		Screven
ECTEN	Burke	Girard
	Hancock	Sparta
	Jefferson	Louisville
		Wadley
		Wrens
	Jenkins	Millen
	Lincoln	Lincolnton
	McDuffie	Thomson
	Richmond	Hephzibah
	Warren	Warrenton
MATEN	Clayton	Bonanza
		Conley
	DeKalb	Avondale Estates
		Candler-McAfee
		Druid Hills
		Redan
		Scottdale
		Stone Mountain
	Fayette	Tyrone
		Woolsey
	Fulton	Chattahoochee Hills
MATEN	Fulton	Mountain Park
		Palmetto
	Gwinnett	Grayson
	Henry	Hampton
MGTEN	Bleckley	Cochran
	Crawford	Roberta
	Dooly	Byromville
		Unadilla
		Vienna
	Houston	Centerville
		Robins AFB
	Macon	Montezuma
		Oglethorpe
	Peach	Fort Valley
	Pulaski	Hawkinsville
	Turner	Ashburn
		Sycamore
	Twiggs	Jeffersonville
	Wilcox	Rochelle
		Seville
MNTEN	Bartow	Euharlee
		White
	Chattooga	Summerville
	Dade	Trenton
	Floyd	Lindale
		Shannon
	Gordon	Resaca
	Murray	Chatsworth
		Eton
	Polk	Aragon
	Walker	Chattanooga Valley
		Chickamauga
		Fairview
		Lookout Mountain
		Rossville
	Whitfield	Varnell
NETEN	Banks	Homer
	Franklin	Canon
		Carnesville
		Gumlog
		Royston
	Habersham	Clarkesville
		Demorest
		Mount Airy
		Raoul
		Tallulah Falls
	Hall	Clermont
		Lula
	Hart	Hartwell
	Jackson	Arcade
		Maysville
		Nicholson
		Talmo
	Rabun	Dillard
		Sky Valley
		Tiger
	White	Helen
		Yonah
PATEN	Barrow	Auburn
		Carl
		Russell

Traffic Enforcement Network (TEN) and County		Census Designated Place
PATEN	Barrow	Statham
	Clarke	Winterville
	Madison	Colbert
		Ila
	Oconee	Watkinsville
	Wilkes	Washington
SCTEN	Dodge	Chauncey
	Emanuel	Garfield
		Twin City
	Johnson	Adrian
		Wrightsville
	Laurens	Cadwell
		Dexter
		Dudley
	Montgomery	Mount Vernon
	Telfair	Lumber City
		McRae-Helena
	Toombs	Santa Claus
	Treutlen	Soperton
	Washington	Harrison
		Tennille
	Wilkinson	Gordon
		Ivey
		Toomsboro
SETEN	Bryan	Pembroke
	Bulloch	Brooklet
		Register
	Chatham	Montgomery
		Skidaway Island
	Effingham	Springfield
	Evans	Daisy
		Hagan
	Screven	Oliver
		Sylvania
SRTEN	Atkinson	Willacoochee
	Ben Hill	Fitzgerald
	Berrien	Nashville
	Brooks	Barwick
		Morven
		Quitman
	Clinch	Argyle
	Coffee	Ambrose
		Nicholls
	Cook	Adel
		Cecil
		Sparks
	Irwin	Ocilla
	Lanier	Lakeland
	Lowndes	Dasher
		Hahira
		Lake Park
	Tift	Omega
		Unionville
SWTEN	Calhoun	Arlington
		Edison
		Leary
	Colquitt	Doerun
		Ellenton

Traffic Enforcement Network (TEN) and County		Census Designated Place
SWTEN	Colquitt	Norman Park
	Decatur	Climax
	Dougherty	Putney
	Early	Blakely
	Miller	Colquitt
	Seminole	Donalsonville
		Iron City
	Thomas	Boston
		Meigs
		Ochlocknee
WCTEN	Clay	Fort Gaines
	Harris	Pine Mountain
		Waverly Hall
	Quitman	Georgetown-Quitman
	Randolph	Cuthbert
	Schley	Ellaville
	Stewart	Lumpkin
		Richland
	Terrell	Sasser
	Webster	Webster County
WRTEN	Carroll	Mount Zion
		Temple
		Whitesburg
	Coweta	East Griffin
		East Newnan
		Grantville
		Haralson
	Haralson	Buchanan
		Tallapoosa
		Waco
	Heard	Franklin
	Meriwether	Greenville
		Luthersville
		Manchester
		Warm Springs
		Woodbury
	Paulding	Braswell
	Troup	West Point

Table C. Georgia Alcohol/Drug-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024) -- *(CDPs with NO Alcohol/Drug-Related Traffic Crashes)*

Traffic Enforcement Network (TEN) and County		Census Designated Place
ATTEN	Fannin	Epworth
	Gilmer	Cherry Log
	Pickens	Talking Rock
	Towns	Tate City
CGTEN	Butts	Jenkinsburg
	Monroe	Culloden
	Pike	Concord
		Meansville
		Molena
	Spalding	Orchard Hill
	Upson	Lincoln Park
		Salem
		Sunset Village
		Yatesville
CRTEN	Greene	Siloam
		White Plains
		Woodville
	Jasper	Monticello
		Shady Dale
	Jones	Gray
	Morgan	Bostwick
		Buckhead
		Rutledge
	Newton	Mansfield
		Newborn
		Oxford
	Putnam	Crooked Creek
	Rockdale	Lakeview Estates
	Walton	Good Hope
		Jersey
CTEN	Appling	Surrency
	Bacon	Rockingham
	Brantley	Hoboken
	Charlton	Homeland
	Jeff Davis	Denton
		Satilla
	Liberty	Fort Stewart
		Gumbranch
		Riceboro
	Long	Ludowici
	Pierce	Offerman
	Tattnall	Cobbtown
		Collins
		Manassas
		Mendes
	Ware	Deenwood
ECTEN	Burke	Keysville
		Midville
		Sardis
		Vidette
	Glascock	Edge Hill
		Gibson
		Mitchell
	Jefferson	Avera
		Bartow
		Matthews
		Stapleton
	Jenkins	Perkins
	McDuffie	Dearing
	Richmond	Blythe

Traffic Enforcement Network (TEN) and County		Census Designated Place
ECTEN	Taliaferro	Crawfordville
		Sharon
	Warren	Camak
		Norwood
MATEN	DeKalb	Lithonia
		Pine Lake
	Fayette	Brooks
	Fulton	Mountain Park
	Gwinnett	Berkeley Lake
		Rest Haven
	Henry	Heron Bay
MGTEN	Bleckley	Empire
	Crawford	Knoxville
	Crisp	Arabi
	Dooly	Dooling
		Lilly
		Pinehurst
	Houston	Henderson
	Macon	Ideal
		Marshallville
	Turner	Rebecca
	Twiggs	Danville
	Wilcox	Abbeville
		Pineview
		Pitts
MNTEN	Bartow	Kingston
		Taylorsville
	Chattooga	Lyerly
		Menlo
		Trion
	Floyd	Cave Spring
	Gordon	Fairmount
		Plainville
		Ranger
	Whitfield	Cohutta
		Tunnel Hill
NETEN	Banks	Alto
	Franklin	Franklin Springs
	Hall	Gillsville
	Hart	Bowersville
	Hart	Eagle Grove
	Jackson	Pendergrass
	Rabun	Mountain City
	Stephens	Avalon
		Martin
		Sunnyside
	White	Sautee-Nacoochee
PATEN	Elbert	Bowman
		Dewy Rose
	Madison	Carlton
		Comer
		Danielsville
		Hull
	Oconee	Bishop
		Bogart
		North High Shoals
	Oglethorpe	Arnoldsville
		Crawford
		Lexington
		Maxeys

Traffic Enforcement Network (TEN) and County		Census Designated Place
PATEN	Wilkes	Rayle
		Tignall
SCTEN	Dodge	Chester
		Rhine
	Emanuel	Canoochee
		Norristown
		Nunez
		Oak Park
		Stillmore
		Summertown
	Johnson	Kite
	Laurens	Montrose
		Rentz
	Montgomery	Ailey
		Alston
		Higgston
		Tarrytown
		Uvalda
	Telfair	Jacksonville
		Milan
		Scotland
	Washington	Davisboro
		Deepstep
		Oconee
		Riddleville
	Wheeler	Alamo
		Glenwood
	Wilkinson	Allentown
		Irwinton
		McIntyre
SETEN	Bulloch	Portal
	Candler	Pulaski
	Chatham	Dutch Island
		Isle of Hope
		Talahi Island
		Vernonburg
	Effingham	Guyton
	Evans	Bellville
		Claxton
	Screven	Hiltonia
		Newington
		Rocky Ford
SRTEN	Atkinson	Pearson
	Berrien	Alapaha
		Enigma
	Berrien	Ray City
	Clinch	Du Pont
		Fargo
	Coffee	Broxton
	Cook	Lenox
	Lowndes	Moody AFB
		Remerton
	Tift	Phillipsburg
		Ty Ty
SWTEN	Baker	Newton
	Calhoun	Morgan
	Colquitt	Appling
		Berlin
		Funston

Traffic Enforcement Network (TEN) and County		Census Designated Place
SWTEN	Decatur	Attapulgus
		Brinson
	Early	Cedar Springs
		Damascus
		Jakin
	Grady	Calvary
		Whigham
	Lee	Smithville
	Miller	Boykin
	Mitchell	Baconton
		Sale City
	Thomas	Coolidge
		Pavo
	Worth	Poulan
		Sumner
		Warwick
WCTEN	Clay	Bluffton
	Harris	Hamilton
		Shiloh
	Marion	Buena Vista
	Randolph	Coleman
		Shellman
	Sumter	Andersonville
		De Soto
		Leslie
		Plains
	Talbot	Geneva
		Junction City
		Woodland
	Taylor	Butler
		Howard
		Reynolds
	Terrell	Bronwood
		Parrott
WRTEN	Carroll	Bowdon
		Roopville
	Coweta	Moreland
		Senoia
		Sharpsburg
		Turin
	Heard	Centralhatchee
		Ephesus
	Meriwether	Gay
		Lone Oak
	Troup	Hogansville