

Georgia Traffic Safety Facts

2024 Data

September 2026



RISKY DRIVING

Speeding, Impaired Driving, Distracted Driving, and Unrestrained Occupants

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

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

2024 Georgia Traffic Safety Facts Related to Risky Driving Behaviors

Speeding

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

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

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

Distracted Driving

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

Occupant Protection and *Child Occupant Protection*

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

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

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

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

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

Overview of Risky Driving

In 2024, there were 1,403 fatalities and 7,950 serious injuries¹ 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 impairment², drug use³, speeding⁴, distracted⁵ driving, and drowsy⁶ 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. Refer to the 'Data Considerations' section at the end of this publication for more information.

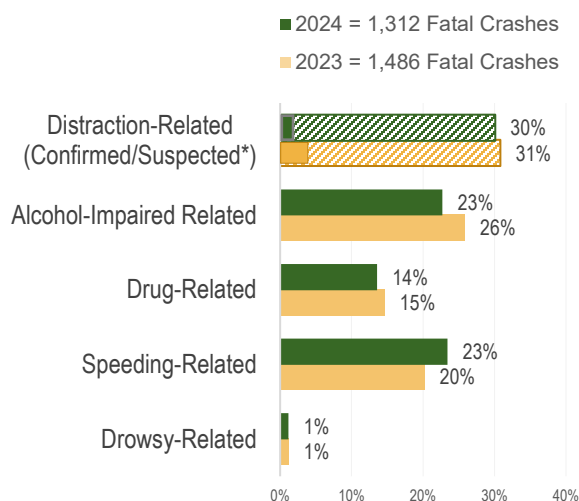
Figure 1 shows the percentage of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

Out of the 1,312 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 1. **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 Data Considerations for more information:

¹ 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.

² 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.

³ 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.

⁴ 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.

⁵ 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).

⁶ Drivers are considered to be drowsy if the police officer indicated that the driver condition was drowsy, fatigued, or sleepy in the crash report.

Table 1 presents the five-year trend of traffic fatalities that involved drivers with a confirmed and/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 increased 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.

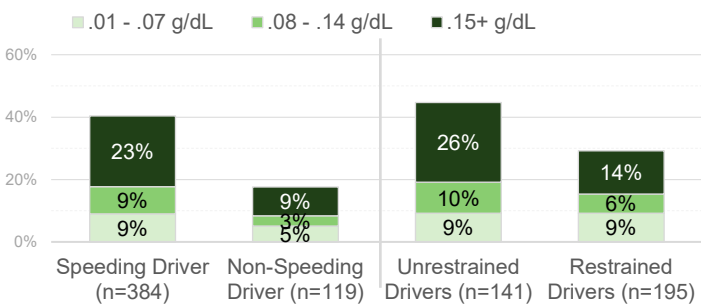
Table 1. **Risky-Driving-Related Fatalities* by Type, 2020-2024**

Measure Type	2020	2021	2022	2023	2024
<u>Unrestrained Fatalities in Passenger Vehicles</u>	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**



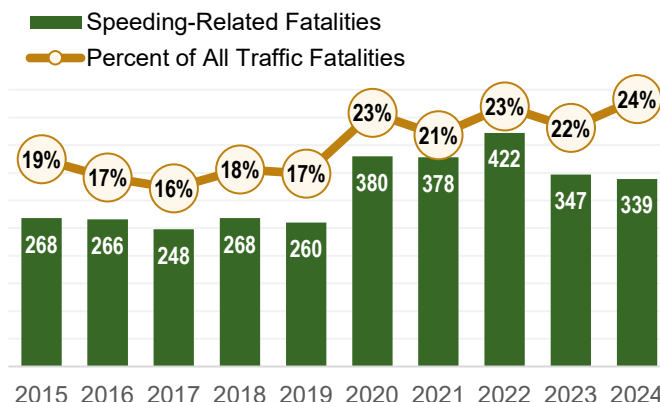
*Percent calculated across drivers with known BAC. In Georgia, drivers are considered alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher.
Source: FARS 2024

Speeding

A ten-year trend shows that speeding-related fatalities increased by 26%, from 268 in 2015 to 339 in 2024. Between 2023 and 2024, speeding-related fatalities decreased by 2%, from 347 to 339 fatalities. Twenty-four percent (24%) of all traffic fatalities (339 out of 1,403) were speeding-related in 2024, compared to 22% (348 out of 1,610) in 2023. Nationwide, 29% of all traffic-related fatalities were speeding-related in 2024.

In 2024, 27% of speeding drivers involved in fatal crashes had a previously recorded speeding conviction within five years prior to the crash. Additionally, 20% had a previously recorded suspension or revocation of their driver's license.

Figure 3. **Speeding-Related Fatalities and Percent of Total Traffic-Related Fatalities, 2015-2024**



Source: FARS 2015–2024

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

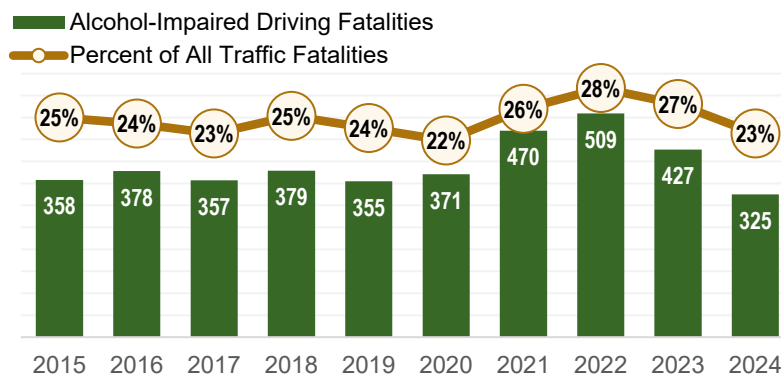
Of the 18,728 crashes involving speeding drivers in 2024, 40% were multi-vehicle crashes and 60% were single-vehicle crashes (involving only the speeding vehicle). Less than half of all speeding-related serious injuries (43%, 570 of 1,340) and 44% of all speeding-related fatalities occurred in multiple-vehicle or non-motorist crashes (150 of 339). Among persons fatally or seriously injured in multi-vehicle speeding-related crashes in 2024, 59% were in the speeding vehicle, and 41% were occupants of other vehicles or non-motorists.

Speeding-related fatal crashes increased during the COVID-residual period (2020–2022), with the largest increase occurring in rural areas (+71%) compared with the pre-COVID average (2017-2019). In 2024, speeding-related fatal crashes declined from COVID-period averages, with the largest decline in the Atlanta region (-20%). Despite these annual declines, 2024 speed-related fatal crashes remained above pre-COVID averages: 15% higher in the Atlanta region, 44% higher in Other Urban areas, and 47% higher in Rural areas.

Impaired Driving

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.

Figure 4. **Alcohol-Impaired Related Fatalities and Percent of Total Traffic-Related Fatalities, 2015-2024**



Source: FARS 2015–2024

Among people fatally or seriously injured in multi-vehicle alcohol-related crashes, 39% were in the vehicle with an alcohol-impaired driver 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 any revocation of their driver's license recorded within five years before the fatal crash. Repeat offenders were more likely to receive alcohol-related convictions, especially in non-severe and serious injury crashes; however, the conviction rate for alcohol-related offenses decreases as crash severity increases for both groups.

Historically, the 11 counties in the Atlanta region accounted for a larger proportion of alcohol-related fatal crashes, representing approximately 40% of all alcohol-related fatalities. However, in 2024, Other Urban areas recorded the highest number of alcohol-related fatalities, accounting for 35%, compared to 33% in the Atlanta region and 32% in Rural areas.

Other Impaired Driving Traffic Safety Facts:

- 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.
- In 2024, drowsy driving was reported to be involved in approximately one percent of all traffic crashes, serious injury crashes, and fatal crashes.

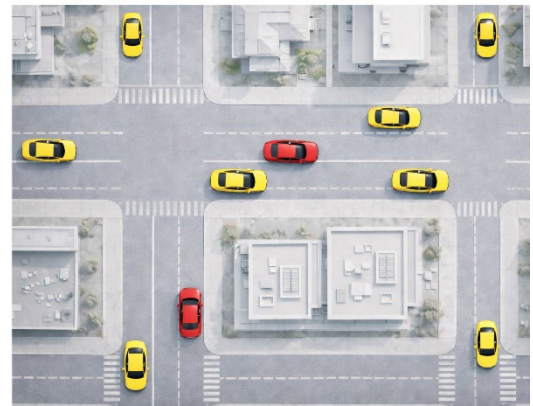
See the ["Impaired Driving" and "Examining Alcohol-Impaired Drivers Involved in Motor Vehicle Crashes"](#) Georgia Traffic Safety Facts for more information regarding impaired-related crashes and alcohol-related convictions.

Distracted Driving

According to the 2025 Georgia Distracted Driving Observational Survey⁷, 24.1% of all drivers exhibited some form of visible distraction while operating a motor vehicle (i.e., talking, texting, dialing, or eating). Between 2023 and 2025, an average of 19.5% of drivers were observed to have some form of distraction. This suggests that at any point in time or location on Georgia roadways during daytime hours, approximately 1 out of 5 drivers may be distracted.

In 2024, 54% of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver—a net 1-point percentage increase compared to 2023. Among the drivers involved in motor vehicle traffic crashes, 2% were confirmed to be distracted, 29% were suspected of distraction⁸, and 23% were undistracted drivers involved in a distraction-related crash—the other 46% of drivers were not involved in distraction-related crashes. Most distraction-related crashes involved other vehicles (78%), and 22% were single-vehicle crashes.

Figure 5. **Georgia Distracted Drivers Observed at Any Point in Time, 2023-2025**



Red cars represent distracted drivers

Source: 2023-2025 Observational Survey of Driver Distraction in Georgia

⁷ Rupp, Jonathan. 2026. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2025". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

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

According to FARS, 67 fatal crashes involved at least one confirmed distracted driver (5.1% of all fatal crashes) in 2024. In these confirmed distraction-related crashes, 71 fatalities occurred (5.1% of all traffic-related fatalities).

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

In 2024, **28%** of all serious injury crashes involved at least one driver confirmed or suspected of distraction. The number of serious injuries that involved a confirmed distracted driver decreased by 2%— from 383 in 2023 to 374 in 2024.

Occupant Protection

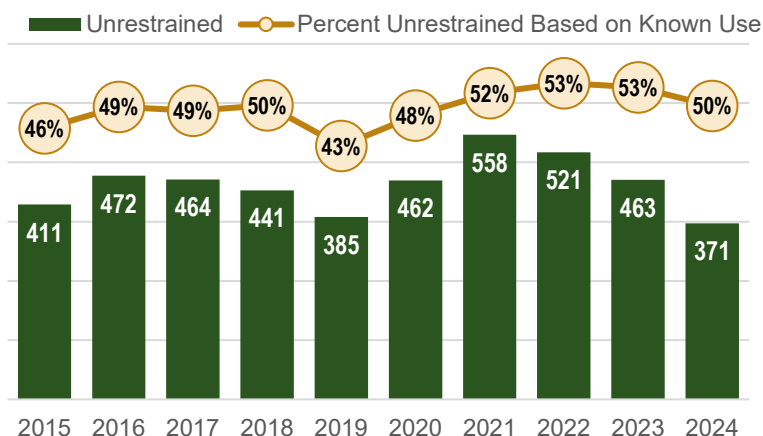
In 2024, there were 2,223 passenger vehicle (PV) occupants involved in fatal crashes of all ages and seating positions. Sixty-two percent (62%) of these PV occupants survived and 38% were fatally injured. The seat belt usage rate among surviving PV occupants in a fatal crash was higher compared to fatally injured PV occupants—85% versus 50% (based on known restraint use). According to the 2025 Georgia Seat Belt Observational Surveys, the estimated overall daytime seat belt use rate among drivers and right-front passengers of passenger vehicles was 87.9%. Among children ages 8–17, the observed restraint use rate was 87.7%.

In 2024, there were 1,403 traffic fatalities in Georgia, of which 849 (61%) were occupants of passenger vehicles⁹. Of the 849 passenger vehicle occupants fatally injured, 378 (44.5%) were restrained and 371 (43.7%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 100 (11.8%) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 50% were restrained, and 50% were unrestrained. In comparison, 52% were restrained and 48% unrestrained nationally in 2024 (based on known restraint use).

Unrestrained PV occupants of all ages are 5.5 times more likely to be fatally injured compared to restrained occupants involved in fatal crashes. If all Georgia passenger vehicle occupants (ages 5+ years) had been restrained, 536 lives would have been saved in 2024.

Unrestrained back-seat occupants involved in fatal crashes were nearly 4 times (3.8x) more likely to be fatally injured than their restrained back-seat counterparts. As the proportion of unrestrained occupants decreases, the injury severity also decreases. In other words, as seatbelt use increases, injury severity decreases.

Figure 6. **Percent and Number of Unrestrained* Passenger Vehicle Occupants Fatally Injured (All Ages), 2015-2024**



*Percent is calculated based on known restraint use.

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. The number of total passenger vehicle occupant fatalities may be different from the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information. Source: FARS 2015-2024

⁹ The number of total passenger vehicle occupant fatalities may be different than the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information.

Historically, rural counties have a higher proportion of unrestrained fatalities compared to the Atlanta region and Other Urban areas. In 2024, 54.4% of fatally injured PV occupants in rural counties were unrestrained (based on known restraint use) compared to 46.9% in the Atlanta region and 45.2% in Other Urban areas.

In 2024, there were 157 child passenger vehicle occupants (aged 12 years and younger) involved in fatal crashes. Eighty-nine percent (89%, 140) of these child PV occupants survived, and 11% (17) were fatally injured. Child restraint use was significantly associated with driver restraint use. Unrestrained drivers are three times as likely as restrained drivers to have at least one unrestrained child occupant (29% vs 9%). Nearly one out of every four (23%) children under 8 years of age involved in motor vehicle crashes were reported to have transitioned too early from a child restraint system (as required by the law) to a seat belt restraint system.

See the [“Occupant Protection”](#) and [“Child Occupant Protection”](#)

Georgia Traffic Safety Facts for more information regarding occupant protection and seat belt use in crashes.

EXAMINING ALCOHOL-IMPAIRED DRIVERS INVOLVED IN CRASHES

The Georgia Traffic Safety Facts Issue Brief, *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.

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

EXAMINING CRASHES AND DRIVERS IN RURAL AREAS

Rural areas have unique traffic safety challenges and considerations that differ from those in urbanized areas. Historically, Georgia rural communities are characterized as having predominantly farming, recreation-oriented, or resource-based industries. However, other environmental characteristics in rural areas may include traditional main street communities, college communities, edge communities (those located at the edge of metropolitan statistical areas), military edge communities, and gateway communities (those adjacent to public lands).

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.

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

Data Definitions and Considerations:

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

DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more detailed definition for serious injury that was aligned with the Model Minimum Uniform Crash Criteria (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 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.

Additional Information:

Other traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Motorcycles, Young Drivers, Older Drivers, and Non-Motorists (Pedestrians and Bicyclists).

References:

- Crash Outcomes Data Evaluation System. (2026, August). *Speeding: 2024 Data*. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.
- Crash Outcomes Data Evaluation System. (2026, August). *Impaired Driving: 2024 Data*. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.
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