

Georgia Traffic Safety Facts

2022 Data

October 2024

In this fact sheet, information is presented as follows.

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

Other topic-specific, *Georgia Traffic Safety Facts* available for 2022 are:

- [Pedestrians & Bicyclists \(Non-Motorists\)](#)
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- [Motorcycles](#)
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This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (DOT) crash data modified by the Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH).



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OVERVIEW OF MOTOR VEHICLE CRASHES IN 2022

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

2022 Key Findings

Traffic Fatalities

- In Georgia, there were 1,797 motor vehicle traffic fatalities in 2022, resulting in 1.39 traffic fatalities for every 100 million vehicle miles traveled (VMT). Although Georgia ranks fourth in the number of fatalities in the nation, it ranks 21st in fatalities per 100M VMT.
- Georgia traffic fatalities decreased by 1% from 1,809 in 2021 to 1,797 in 2022.
 - All Regions (Atlanta, Other Urban, and Rural) experienced an increase in the number of motorcyclist fatalities, pedestrian fatalities, bicyclist fatalities, alcohol-related fatalities, speeding-related fatalities, and fatalities involving large trucks.
 - Rural regions also experienced an increase in the number of passenger vehicle occupant fatalities, unrestrained passenger vehicle occupant fatalities, and older drivers aged 65+ years involved in fatal crashes.
 - Fatally injured young drivers aged 15-20 years decreased by 16% (from 94 fatalities to 79 fatalities) in Georgia.

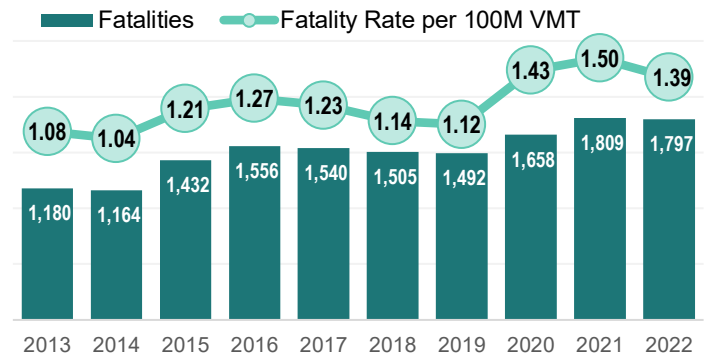
Serious Traffic Injuries & Cost

- Between 2018 and 2022, the number of suspected serious crash injuries reported by law enforcement responding to a motor vehicle traffic incident increased by 36%, from 6,401 in 2018 to 8,660 in 2022. Car passenger vehicle and light truck passenger vehicle occupants (pickup trucks, vans, and sports utility vehicles) continue to have the highest proportion of serious injuries in traffic crashes.
- Approximately 3% of all 911 calls were related to motor vehicle traffic incidents (motor vehicle occupants, motorcyclists, pedestrians, and bicyclists) where emergency medical services (EMS) transported persons to a hospital (55,884 EMS transports). According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 29% of all injuries treated by designated and non-designated trauma centers across the state of Georgia. In 2022, the total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was \$2.2 billion for 8,603 motor vehicle traffic-related hospitalizations and 91,645 motor vehicle traffic-related emergency room visits.

Fatalities and Injury Rates

Traffic-related fatalities in Georgia decreased by less than 1% from 1,809 roadway fatalities in 2021 to 1,797 fatalities in 2022. The rate of traffic fatalities for every 100 million vehicle miles traveled (VMT) decreased from 1.50 in 2021 to 1.39 in 2022. According to the Federal Highway Administration (FHWA) Office of Highway Policy Information Traffic Volume Trends, vehicle miles traveled in Georgia increased by 7% between 2021 and 2022; however, the overall VMT in 2021 is still lower than pre-pandemic norms.

Figure 1: **Fatalities and Fatality Rate per 100M VMT, 2013-2022**



Source: FARS 2013–2022

In 2022, the state of Georgia ranked as the fourth-highest number of traffic fatalities and 21st by fatality rate (traffic fatalities per 100M VMT) in the nation. Between 2021 and 2022, the number of national traffic fatalities decreased by 2%, and the national fatality rate per 100M VMT decreased by 4%. During this time, Georgia experienced a 1% decrease in traffic fatalities and a 7% decrease in the fatality rate per 100M VMT.

Across the five states within the National Highway Traffic Safety Administration (NHTSA) Region IV (Southeastern United States), Georgia ranks second for the highest traffic fatalities and fourth for the traffic fatality rate. The number of traffic fatalities within NHTSA Region IV decreased by 4% from 2021 to 2022, and the fatality rate per 100M VMT decreased by 7%.

Table 1: **Traffic Fatalities, Fatality Rate per 100M VMT by Region and Year (2018, 2021, and 2022)**

Region	Traffic Fatalities					Fatality Rate per 100M VMT				
	2018	2021	2022	Percentage Change		2018	2021	2022	Percentage Change	
				5-Year Comparison (2018-2022)	1-Year Comparison (2021-2022)				5-Year Comparison (2018-2022)	1-Year Comparison (2021-2022)
National	36,835	43,230	42,514	15%	-2%	1.14	1.38	1.33	17%	-4%
NHTSA Region IV AL, FL, GA, SC, TN	7,669	9,058	8,723	14%	-4%	1.36	1.65	1.53	13%	-7%
Georgia	1,508	1,809	1,797	19%	-1%	1.14	1.50	1.39	22%	-7%

Source: FARS 2018, 2021, and 2022

In Georgia, the traffic fatality rates (per 100M VMT, population, licensed drivers, and registered vehicles) decreased in 2022 compared to 2021 (Table 2).

- Vehicle miles traveled increased by 7% (8.9 million more miles), resulting in a decreased fatality rate of **1.39** traffic fatalities per 100M VMT.
- Population increased by 1% (+113,310 persons), resulting in **16.5** traffic fatalities per 100,000 persons.
- Licensed drivers increased by 5% (+364,473 drivers), resulting in **21.5** traffic fatalities per 100,000 licensed drivers.
- Registered vehicles increased by 1% (+106,760 vehicles), resulting in **17.2** traffic fatalities per 100,000 registered vehicles.

Table 2: Traffic Fatality Rate per Vehicle Miles Traveled, Population, Licensed Drivers, and Registered Vehicles, 2013-2022

Year	Traffic Fatalities	Vehicle Miles Traveled		Population		Licensed Drivers		Registered Vehicles	
		Number (millions)	Fatality Rate per 100M	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000
2013	1,180	109,259	1.08	9,992,167	11.8	7,099,538	16.6	8,785,922	13.4
2014	1,164	111,923	1.04	10,097,343	11.5	7,263,758	16.0	8,933,714	13.0
2015	1,432	118,107	1.21	10,214,860	14.0	7,337,619	19.5	9,136,983	15.7
2016	1,556	122,802	1.27	10,310,371	15.1	7,414,323	21.0	9,329,835	16.7
2017	1,540	124,733	1.23	10,429,379	14.8	7,512,197	20.5	9,578,056	16.1
2018	1,505	131,456	1.14	10,519,475	14.3	7,616,176	19.7	9,740,847	15.4
2019	1,492	133,128	1.12	10,617,423	14.0	7,761,810	19.2	10,453,617	14.3
2020	1,658	115,967	1.43	10,710,017	15.5	8,332,657	20.0	10,349,694	16.1
2021	1,809	120,600	1.50	10,799,566	16.8	8,007,598	22.6	10,352,085	17.5
2022	1,797	129,281	1.39	10,912,876	16.5	8,372,071	21.5	10,458,845	17.2

Note: The number of licensed drivers includes licensure from all classes (e.g., commercial and motorcycle). Licenses reported in 2011-2015 include suspended licenses and licenses reported in 2016-2022 are valid licenses. Source: FARS 2013-2022, OASIS 2013-2022, DDS 2013-2022, FY2014-FY2022 DOR Annual Reports (DOR 2019-2022).

Suspected Serious Crash Injuries

Between 2018 and 2022, the number of suspected serious crash² injuries increased by 35%, from 6,401 in 2018 to 8,660 in 2022 (Table 3). In 2022, there were 6.70 serious traffic injuries per 100M VMT (a 38% increase from 2018) and 2,252 serious traffic injuries per 100,000 traffic crashes (a 42% increase from 2018).

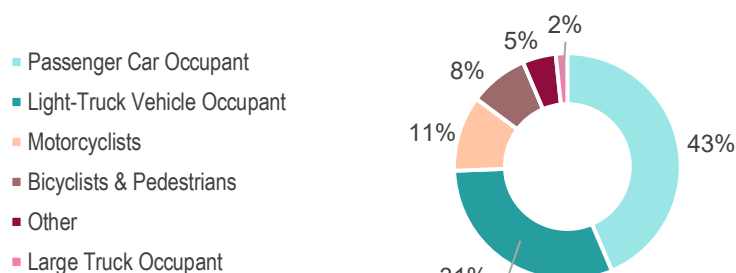
Traffic-related serious injuries by person type are shown in Figure 2. Passenger vehicle occupants continue to have the highest proportion of serious injuries in traffic crashes. Passenger vehicles (cars and light trucks) represented nearly three quarters of all serious injuries in 2022. Vulnerable road users (non-motorists and motorcyclists) represented nearly one-fifth (19%) of all serious injuries, despite being involved in less than 3% of all motor vehicle traffic crashes.

Table 3: Suspected Serious Injuries and Rates, 2018-2022

Year	Suspected Serious Injuries	Suspected Serious Injury Rate	
		Per 100M VMT	Per 100,000 Crashes
2018	6,401	4.79	1,590.8
2019	7,308	5.53	1,808.9
2020	7,606	6.58	2,293.0
2021	8,937	7.41	2,306.7
2022	8,660	6.70	2,252.1

* DOT-523 Crash Report Manual Version 3.0 was revised in January 2018 with a more detailed definition of serious injury. Note: The number of suspected serious injuries may be different from the values reported by other data sources like GEARS, CODES, and Numetric. Source: FFY2024 GOHS Core Performance Measures

Figure 2: Serious Injuries by Person Type, 2022



Source: CODES 2022
Light trucks include pickup trucks, SUVs, and vans.

² Suspected Serious Injuries are reported by law enforcement responding to a motor vehicle crash scene. Suspected serious injury is used when any injury, other than fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred. See Data Considerations for more information on serious injuries.

Emergency Medical Services

According to the Georgia Emergency Medical Services Information System, motor vehicle traffic-related incidents accounted for 3% of all Emergency Medical Services (EMS) 911 calls in 2022. Three-quarters of all motor vehicle traffic-related EMS transports (49,416 out of 55,884 EMS transports) were reported with a motor-vehicle-related ICD-10 Code. Of the 49,416 motor vehicle traffic-related incidents reported as seen or transported by EMS in 2022, 88% were motor vehicle occupants, 5% were motorcyclists, 5% were non-motorists, and 2% were other motor vehicle-related incidents. Compared to other age groups, persons in the 21-to-24 age group have the highest rate of motor vehicle traffic-related EMS transports – 885.0 transports for every 100,000 population.

Emergency Room Visits & Hospitalizations

In 2022, there were a total of 91,645 motor vehicle traffic-related emergency room (ER) visits and 8,603 motor vehicle traffic-related hospitalizations.¹ Motor vehicle occupants accounted for 70% of the ER visits and 49% of the hospitalizations related to motor vehicle traffic. Compared to other age groups, persons in the 21-to-24 age group have the highest rate of motor vehicle traffic-related ER visits and hospitalizations—1,551.5 ER visits and 113.8 hospitalizations for every 100,000 population. The total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was **\$2.2 billion**.

Trauma Center Patients

According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 29% of all injuries treated by designated and non-designated Trauma Centers² in 2022 across the state of Georgia. Of the 12,254 motor vehicle traffic-related trauma patients treated, 77% were motor vehicle occupants, 13% were motorcyclists, and 10% were non-motorists (pedestrians and bicyclists). Compared to other age groups, persons in the 21-to-24 age group have the highest rate of trauma – 168.4 trauma patients for every 100,000 population. The rate of traffic-related trauma care for this age group decreased by 28% from the rate of 216.1 in 2021.

Table 4. **Motorcyclists Traffic-Related Serious Injuries, Percent of Total Serious Injuries, and Rate per 100,000 Population by Age Group and by Injury Surveillance Source, 2022**

Person Type	Police-Reported Suspected Serious Crash Injuries		Emergency Medical Services		Trauma Center		Emergency Room		Hospitalizations	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motor Vehicle Occupant	6,445	74%	49,416	88%	9,455	77%	64,567	70%	4,193	49%
Motorcyclists	933	11%	2,862	5%	1,573	13%	3,382	4%	1,157	13%
Pedestrians	608	7%	2,194	4%	1,030	8%	1,688	2%	749	9%
Bicyclists	120	1%	554	1%	196	2%	351	0%	79	1%
Other / Unspecified	554	6%	858	2%	--	--	21,657	24%	2,425	28%
All Person Types	8,660	100%	55,884	100%	12,254	100%	91,645	100	8,603	100%

* Includes serious injuries with unknown age

Source: CODES 2022, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2022, GEMSIS 2022

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

² Not all hospitals are designated as Trauma Centers.

Police Reported Crashes

The number of police-reported motor vehicle crashes on public roads, injury crashes, and Property-Damage-Only (PDO) crashes fluctuated between 2018 and 2022, as shown in Table 5. As noted in the other publications³, the decrease in crashes and PDO crashes between 2019 and 2020 can be attributed to several factors, including the reduction in the number of drivers on Georgia roadways and fewer police officers reporting to crashes with no injuries. Between 2021 and 2022, there was a 1% decrease in total police-reported crashes, less than a 1% decrease in fatal traffic crashes, a 4% decrease in serious injury crashes, and a 1% *increase* in PDO crashes.

Table 5: **Police-Reported Crashes by Crash Severity, 2018-2022**

Crash Severity	Year					2018-2022 Change	
	2018	2019	2020	2021	2022	Number	Percent
Total Crashes	402,227	403,897	331,710	387,444	384,527	▽ - 2,917	▽ -1%
Fatal Crashes	1,408	1,378	1,522	1,681	1,678	▽ - 3	▽ 0.2%
Non-Fatal Crashes	400,819	402,519	330,188	385,760	382,823	▽ - 2,911	▽ -1%
Serious Injury Crashes	5,252	6,069	6,370	7,531	7,253	▽ - 278	▽ -4%
Property-Damage-Only Crashes**	295,190	289,184	234,142	278,916	281,892	▲ 2,976	▲ 1%

Source: FARS 2018-2022, Numetric 2018-2022

** Property-Damage-Only crashes are crashes that do not occur on private property and do not result in any serious or fatal injuries to occupants or non-occupants.

Crash Types

Table 6 displays the number of traffic fatalities by crash type and the number of vehicles involved in fatal crashes for 2018 and 2022. The number of fatalities in multi-vehicle fatal crashes increased by 15%, from 660 fatalities in 2018 to 756 fatalities in 2022.

- **22%** of all fatal crashes (365 out of 1,678) occurred at an **intersection** or within 50 feet of an intersection perimeter (intersection-related). The number of total fatal crashes that occurred at an intersection or intersection-related increased by 17% from 312 in 2018 to 365 in 2022.
- **50%** of all fatal crashes were a result of a vehicle **departing the roadway** by crossing an edge line or a center line. Centerline crossing may result in a head-on collision when the vehicle enters the opposing lane of traffic. The number of multi-vehicle, roadway departure, fatal crashes decreased by 4% from 194 in 2018 to 187 in 2022.
- **14%** of all fatal crashes **involved large trucks** (commercial and non-commercial trucks with a gross vehicle weight rating of over 10,000 pounds). The number of multi-vehicle fatal crashes that involved large trucks increased by 22%, from 142 in 2018 to 173 in 2022.

Table 6: **Traffic Fatalities by Crash Type, 2018 and 2022**

Fatal Crash Types	2018			2022			2018-2022 Percentage Change		
	Total Fatal Crashes*	Single Vehicle	Multi-Vehicle	Total Fatal Crashes*	Single Vehicle	Multi-Vehicle	Total Fatal Crashes	Single Vehicle	Multi-Vehicle
Fatal Crashes	1,408	815	591	1,678	1,000	678	▲ 19%	▲ 23%	▲ 15%
Intersection (or Intersection-Related)	312	85	227	365	99	266	▲ 17%	▲ 16%	▲ 17%
Roadway Departure	709	515	194	831	644	187	▲ 17%	▲ 25%	▽ - 4%
Involving Large Trucks	177	35	142	237	64	173	▲ 34%	▲ 83%	▲ 22%

Source: FARS 2018 and 2022. *Total fatal crashes include crashes with an unknown number of vehicles involved in fatal crashes.

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

Fatal Crashes by Region: Urban vs. Rural

Figure 6 shows the number of traffic fatalities by region between 2013 and 2022. One-third of all Georgia fatal crashes occur in rural areas—though only 20% of the Georgia population lives in rural areas. The traffic fatalities that occurred in the eleven counties that make up the Atlanta region increased by 24%, from 501 in 2018 to 623 in 2022.

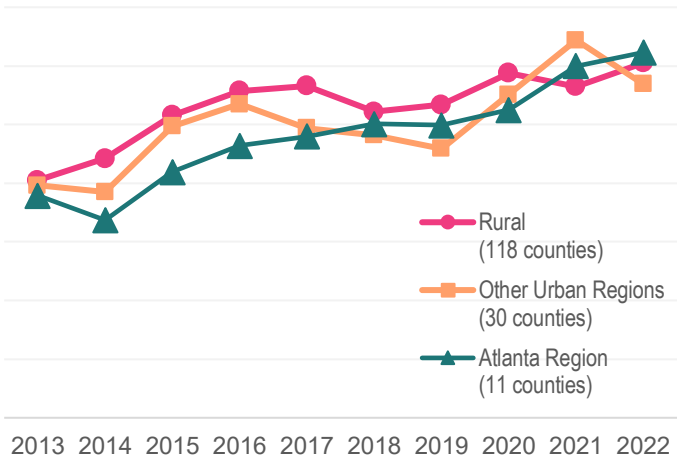
Table 7 shows the one-year comparison of selected traffic categories by region. In comparison to the previous year, the following categories increased in all 3 regions:

- Motorcyclist fatalities
- Pedestrian fatalities
- Bicyclist fatalities
- Alcohol-related fatalities
- Speeding-related fatalities
- Fatalities involving Large Trucks

Rural Region also had increases in

- Passenger vehicle occupant fatalities (5% increase)
- Unrestrained passenger vehicle occupant fatalities (5% increase)
- Older drivers aged 65+ years involved in fatal crashes (20% increase)

Figure 6: **Traffic Fatalities by Region, 2013-2022**



Source: FARS 2013-2022

Note: The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member. It was previously categorized as "Other Urban".

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

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

Category	Atlanta Region (11 counties)				Other Urban Region (30 counties)				Rural Region (118 counties)			
	2021	2022	Change		2021	2022	Change		2021	2022	Change	
			Number	Percent			Number	Percent			Number	Percent
Total Traffic Fatalities	600	623	23	▲ 4%	644	569	-75	▼ -12%	565	605	40	▲ 7%
Passenger Vehicle Occupant Fatalities	350	345	-5	▼ -1%	438	322	-116	▼ -26%	407	426	19	▲ 5%
<u>Unrestrained</u> Passenger Vehicle Occupant Fatalities	163	159	-4	▼ -2%	186	139	-47	▼ -25%	210	221	11	▲ 5%
Motorcyclist Fatalities	76	82	6	▲ 8%	75	86	11	▲ 15%	45	53	8	▲ 18%
Pedestrian Fatalities	155	176	21	▲ 14%	102	102	--	--	50	67	17	▲ 34%
Bicyclist Fatalities	3	5	2	▲ 67%	8	17	9	▲ 113%	4	7	3	▲ 75%
Alcohol-Related Fatalities	133	206	73	▲ 55%	118	151	33	▲ 28%	131	153	22	▲ 17%
Speeding Related Fatalities	100	139	39	▲ 39%	107	114	7	▲ 7%	86	117	31	▲ 36%
Fatalities Involving Large Trucks	65	69	4	▲ 6%	77	91	14	▲ 18%	104	105	1	▲ 1%
Young Drivers Aged 15 to-20 Years Involved in Fatal Crashes	72	66	-6	▼ -8%	72	68	-4	▼ -6%	74	58	-16	▼ -22%
Older Drivers Aged 65+ Years Involved in Fatal Crashes	83	66	-17	▼ -20%	133	91	-42	▼ -32%	125	150	25	▲ 20%

ADDITIONAL GEORGIA TRAFFIC SAFETY FACTS BY EMPHASIS AREA

Below are selected key findings from the **2022 Georgia Traffic Safety Facts (GTSF)** by emphasis area. To access the full detailed report for each emphasis area, click the document icon (📄) next to the subsection title.

RISKY DRIVING 📄

- Drivers involved in fatal crashes with a positive blood alcohol concentration (BAC) were 2.9 times more likely to be speeding and 2.7 times more likely to be unrestrained compared to other tested drivers with no alcohol in their system.
- For those drivers involved a fatal crash, 1 out of 5 speeding drivers (20%) had a speeding conviction, and 6% of alcohol-impaired and/or drugged drivers had a DWI conviction (driving while intoxicated or impaired) previously recorded within five years.

EXAMINING ALCOHOL-IMPAIRED DRIVERS INVOLVED IN MOTOR VEHICLE CRASHES 📄

- The analysis of DUI-related crashes from 2017 to 2021 revealed significant differences in conviction outcomes between first-time and repeat offenders.
- Repeat offenders were more likely to receive alcohol-related convictions, especially in non-severe and serious injury crashes; however, the conviction rate for alcohol-related offenses decreased as crash severity increased for both groups.
- Half of all repeat offenders with at least one prior DUI-related conviction had a DUI crash event within 8.7 months of the last conviction or were involved in another DUI crash within 1.9 years of their last conviction.
- For those issued DUI citations as the most serious charge after a crash, 54% were convicted of DUI, and 17% received a lesser charge, such as reckless driving.

NON-MOTORISTS 📄

Pedestrians

- In 2022, two-thirds of pedestrian fatalities (67%) and nearly half (48%) of pedestrian injuries occurred on roadways with posted speed limits at or above 40 mph. The motor vehicle-related, pedestrian hospitalization and emergency room visit charges were \$225 million for Georgia residents.

Bicyclists

- There was an average of 25 bicyclist fatalities in traffic crashes each year between 2018-2022. The motor vehicle-related, bicyclist hospitalization and emergency room visit charges were \$75 million for Georgia residents.

DISTRACTED DRIVING 📄

- 53% of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver.
- 76% of all distraction-related crashes involved at least one other vehicle besides the distracted driver.

MOTORCYCLES 📄

- There were 221 motorcyclist fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of motorcyclist fatalities recorded from 1994.
- More than half (54%) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license.
- In 2022, the total motorcycle-related hospitalization and emergency room charges in Georgia was \$270 million.

OCCUPANT PROTECTION 📄

- Unrestrained passenger vehicle (PV) occupants of all ages are nearly 7 times more likely to be fatally injured compared to restrained occupants.
- Rural counties have a higher percentage of unrestrained PV fatalities and serious injuries among occupants of all ages (children and adults) compared to the Atlanta region and other urban regions.

OLDER DRIVERS (55 Years and Older) 📄

- Older drivers (55+ years) accounted for 35% of all licensed drivers, 24% of all drivers involved in fatal crashes, and 20% of all drivers involved in motor vehicle crashes.
- The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 65+ years was \$321 million.

YOUNG DRIVERS (15-20 Years) 📄

- There were 192 young drivers aged 15-to-20 years old involved in fatal crashes – a 12% decrease since 2021 (26 fewer drivers).
- The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 15-to-20 years was \$209 million.

Georgia Traffic Safety Performance Measures

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

Traffic Safety Performance Measures		Year									
		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Traffic Fatalities	Total (C-1)	1,180	1,164	1,432	1,556	1,540	1,505	1,492	1,658	1,809	1,797
	Rural Roadways*	557	462	565	603	594	508	520	645	643	637
	Urban Roadways*	621	702	867	953	946	997	972	1,010	1,166	1,159
	Unknown	2	0	0	0	0	0	0	3	0	1
Serious Injuries (C-2)		**	**	4,896	5,206	5,370	6,401	7,308	7,606	8,937	8,660
Serious Injuries per 100 Million VMT (HSIP, C-2a)		**	**	4.15	4.28	4.25	4.79	5.53	6.58	7.41	6.70
Fatalities Per 100 Million VMT	Total (C-3)	1.08	1.04	1.21	1.27	1.23	1.14	1.12	1.43	1.50	1.39
	Rural Roadways*	2.18	1.79	1.98	2.01	2	1.55	1.63	2.23	2.13	1.46
	Urban Roadways*	0.74	0.82	0.97	1.03	1	1.01	0.96	1.16	1.29	1.36
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	812	795	1,008	1,047	1,056	994	990	1,065	1,191	1,092
	Restrained	350	376	488	484	488	448	514	502	522	456
	Unrestrained (C-4)	377	363	411	472	464	441	385	461	556	518
	Unknown	85	56	109	91	104	105	91	102	113	118
Alcohol-Impaired Driving Fatalities (BAC=.08+) (C-5)		296	279	358	378	357	379	355	371	469	507
Speeding-Related Fatalities (C-6)		197	213	268	266	248	268	260	380	378	422
Motorcyclist Fatalities	Total (C-7)	116	137	152	172	139	154	170	191	196	221
	Helmeted	107	124	138	154	119	134	151	167	168	191
	Un-helmeted (C-8)	5	8	10	9	18	16	15	17	20	27
	Unknown	4	5	4	9	2	4	4	7	8	3
Drivers Involved in Fatal Crashes	Total	1,621	1,622	2,043	2,154	2,283	2,149	2,184	2,359	2,640	2,505
	Aged 15-20	156	145	165	182	188	192	169	205	218	192
	Aged Under 21 (C-9)	156	149	168	188	194	192	172	209	226	203
	Aged 65+	198	193	293	300	308	272	313	299	341	305
Pedestrian Fatalities (C-10)		176	163	194	232	253	262	236	279	307	345
Bicyclist Fatalities (C-11)		28	19	23	29	15	30	21	32	15	29
Non-Motorist Serious Injuries and Fatalities (HSIP, C-12)		**	**	594	676	755	735	752	740	989	1,102
Observed Seat Belt Use (B-1)		96	97	97	97	97	96	96	96	95	89

Data Definitions and Considerations:

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

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

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

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

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

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

The Department of Driver Services provided licensing data for the 2022 year. Licensing data by age, county, and license type was not obtained for the 2022 year. The driver licensing database is a live database system and represents the information at a point in time on the date of extraction.

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

Rural counties are counties that have a population of less than 50,000 according to the United States Decennial Census of 2020 or any future such census (O.C.G.A. Section 31-6-2). This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

Police crash reports are reviewed in a post hoc analysis by the Governor's Office of Highway Safety, the Georgia Department of Public Health, and the Georgia Department of Transportation using a jointly developed definition of suspected distracted driving based on multiple factors. The imputation of suspected distracted drivers includes drivers 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. The CODES Analytical Reference Guide is available upon request.

For More Information:

Other 2022 traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES):

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

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