Georgia Traffic Safety Facts

2022 Data

August 2024

In this fact sheet, information is presented as follows.

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), 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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Risky Driving

Speeding, Alcohol Impairment, Drug Use, and Drowsy Driving

Risky driving refers to driver-related behaviors that contribute to the occurrence of traffic crashes or traffic-related injuries and fatalities. These behaviors include not using a proper restraint system when operating a motor vehicle (unrestrained), alcohol impairment, speeding, drug use, distracted driving, and drowsy driving. This fact sheet will primarily focus on three major behaviors – speeding, alcohol impairment and/or drug use, and drowsy driving. Seat belt use and distracted driving topics are covered in greater detail in the topic specific Georgia Traffic Safety Facts publications. There are other risky driving behaviors (i.e., failure to stop at traffic light) that are not captured in the publication.

2022 Key Findings

- There were 1,678 fatal crashes that resulted in 1,797 traffic fatalities on Georgia roadways—the largest number of traffic fatalities recorded by FARS since 1994. Two out of every three fatal crashes (67%) involved at least one driver that was speeding or alcohol and/or drug-impaired in 2022.
- 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. Fifty-one percent of speeding drivers and 42% of unrestrained drivers with known BAC were impaired (.08+ g/dL).
- Across all speeding-related crashes, more serious injuries and fatalities were among occupants in the speeding vehicle (79%). Whereas, only an estimated 25% of fatalities that occurred in alcohol-impaired-related fatal crashes were occupants in the impaired driver's vehicle—most fatalities were among persons either in the vehicle with the *un*impaired driver (59%) or non-motorists (16%).
- One out of every five speeding drivers (20%) had a prior speeding conviction, and 6% of alcohol-impaired and/or drugged drivers had a prior DWI conviction (driving while intoxicated or impaired) recorded within five years before the fatal crash.
- While more speeding-related and alcohol/drug-related fatal crashes occurred in the Atlanta region and other urban counties, the rate of fatal crashes per 100 million vehicle miles traveled (VMT) was higher in rural counties.
- More than half of drowsy-related crashes (55%) occurred before 8:00 am—25% occurred between midnight and 2:59 am, and 30% occurred between 5:00 am and 7:59 am.
- More than half (53%) of all drivers involved in traffic crashes were confirmed or suspected of distracted driving.

Overview of Risky Driving

In 2022, there were 1,797 fatalities and 8,660 serious injuries[1] that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of traffic fatalities recorded by FARS since 1994. The number of traffic-related fatalities decreased by 1% from 1,809 fatalities in 2021. The main contributing factor 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[2], drug use[3], speeding[4], distracted[5] driving, and drowsy[6] 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 drugged 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.

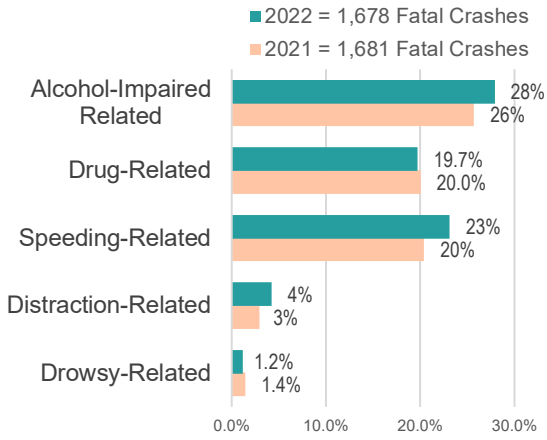
Figure 1 shows the percent of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

Out of the 1,678 **fatal** crashes that occurred in 2022:

- 28% involved at least one *alcohol-impaired* driver;
- 20% involved at least one *drugged* driver;
- 23% involved at least one *speeding* driver;
- 4% involved at least one confirmed *distracted* driver (53% of **all traffic crashes** involved at least one suspected or confirmed distracted driver–not shown in Figure 1); and
- 1.2% involved at least one *drowsy* driver.

Additionally, 44% 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, 2021 and 2022**



Note: Percentages are rounded
Source: FARS 2021-2022

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

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 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 2021 and 2022:

- Unrestrained passenger vehicle occupant fatalities decreased by 38 (7%).
- Alcohol-impaired-related fatalities increased by 38 (8%).
- Speeding-related fatalities increased by 44 (12%).
- Drug-related fatalities decreased by 2 (1%).
- Distracted-related fatalities increased by 15 (26%).
- Drowsy-related fatalities decreased by 3 (13%).

The increase in drug-related fatalities between 2019 and 2020 may not indicate an exacerbated or growing problem compared to previous years. The increase of 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.

Table 1. **Risky-Driving-Related Fatalities* by Type, 2018-2022**

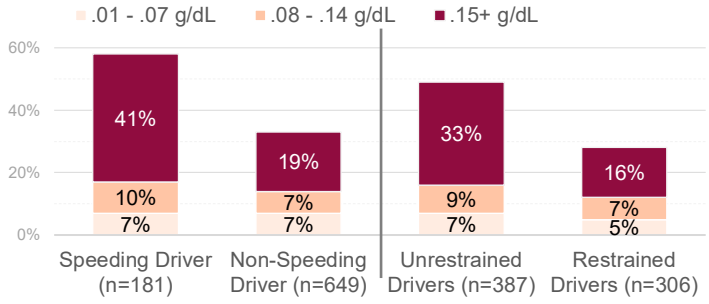
Measure Type	2018	2019	2020	2021	2022
***Un*restrained Fatalities in Passenger Vehicles**	441	385	461	556	518
Annual % Change	▽ *-5%*	▽ *-13%*	▲ *20%*	▲ *21%*	▽ *-7%*
Alcohol-Impaired Driving Fatalities	379	355	371	469	507
Annual % Change	▲ *6%*	▽ *-6%*	▲ *5%*	▲ *26%*	▲ *8%*
Speeding-Related Fatalities	268	260	380	378	422
Annual % Change	▲ *8%*	▽ *-3%*	▲ *46%*	▽ *-1%*	▲ *12%*
Drug-Related Fatalities	334	273	508	365	363
Annual % Change	▽ *-10%*	▽ *-18%*	▲ *86%*	▽ *-28%*	▽ *-1%*
Distraction-Related Fatalities *(confirmed)*	65	43	61	58	73
Annual % Change	▽ *-21%*	▽ *-34%*	▲ *42%*	▽ *-5%*	▲ *26%*
Drowsy Driving Fatalities	24	18	19	24	21
Annual % Change	▲ *9%*	▽ *-25%*	▲ *6%*	▲ *26%*	▽ *-13%*
All Traffic-Related Fatalities	1,505	1,492	1,658	1,809	1,797
Annual % Change	▽ *-2%*	▽ *-1%*	▲ *11%*	▲ *8%*	▽ *-7%*

* 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 2017–2021

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 2022, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 2.9 times more likely to be speeding and 2.7 times more likely to be unrestrained or un-helmeted. Fifty-one percent of speeding drivers and 42% of unrestrained drivers with known BAC were impaired (.08+ g/dL).

Figure 2. **Speeding Drivers and Unrestrained Drivers Involved in Fatal Crashes by BAC Status*, 2022**



*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 2022

Speeding

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. A speeding-related fatality is any fatality that occurs in a speeding-related crash. See 'Data Considerations' for more information.

Speeding-Related Fatalities and Injuries

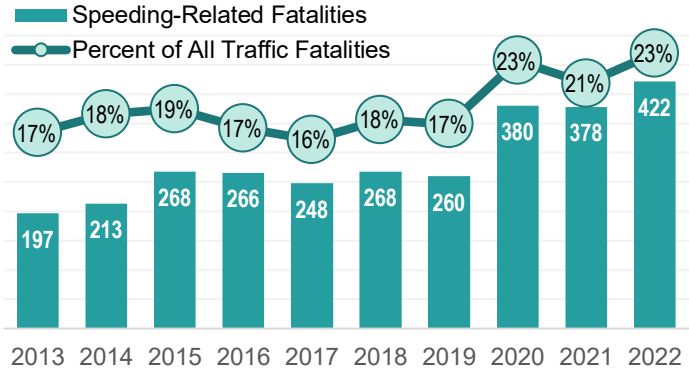
A ten-year trend shows that speeding-related fatalities more than doubled, from 197 in 2013 to 422 in 2022. Between 2021 and 2022, speeding-related fatalities increased by 12%, from 378 to 422 fatalities. Twenty-three percent of all traffic fatalities (422 out of 1,797) were speeding-related in 2022, compared to 21% (378 out of 1,809) in 2021. Nationwide, 29% of all fatal crashes were speeding-related in 2022.

Out of the 17,115 crashes that involved speeding drivers in 2022, 45% were multi-vehicle crashes and 55% were single vehicles (involving only the speeding vehicle). More than half of speeding-related serious injuries (52%, 623 of 1,203) and 37% of all speeding-related fatalities occurred in multiple-vehicle or non-motorist crashes (158 of 422).

In 2022, suspected serious injuries involved in speeding-related crashes increased by 1% from 1,190 in 2021 to 1,203 in 2022. More than three out of every four speeding drivers (76%) involved in fatal crashes were fatally injured in 2022. Figure 4 shows the percent of fatalities or serious injuries involving a least one confirmed speeding driver by person type in 2022.

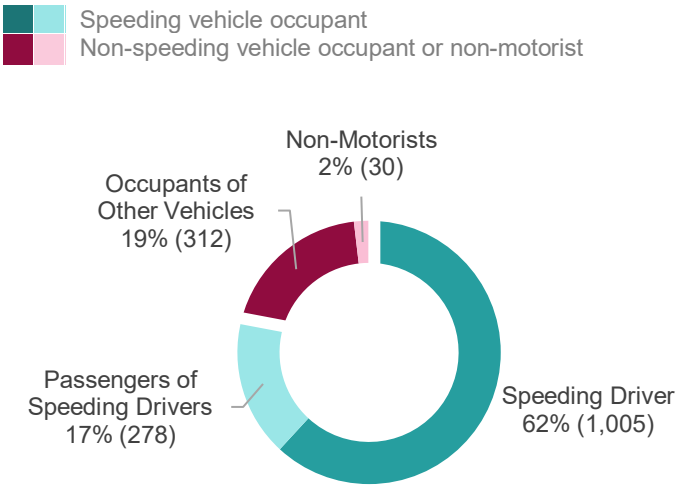
- 79% were in the speeding vehicle (represented by dark and light teal in Figure 4)—62% were the speeding drivers themselves.
- 21% were occupants of other vehicles or non-motorists (represented by dark and light pink in Figure 4).

Figure 3. **Speeding-Related Fatalities and Percent of Total Traffic-Related Fatalities, 2013-2022**



Source: FARS 2013–2022

Figure 4. **Percent of Persons Fatally or Seriously Injured in Speeding-Related Crashes by Person Type, 2022**



1,203 Serious Injuries
422 Fatal Injuries

Source: CODES 2022, FARS 2022

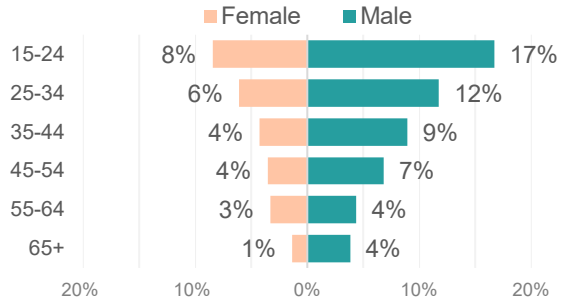
Driver Demographics

Age & Sex[7]

The proportion of speeding drivers involved in traffic crashes decreased with the increasing age of the driver. In 2022, drivers in the 15-to-24 age group represented the highest proportion of speeding drivers involved in traffic crashes (36%); however, drivers in the 25-to-34 age group represented the highest proportion of speeding drivers involved in serious injury crashes (33%) and fatal crashes (31%).

Figure 6 shows the percent of drivers involved in serious injury and fatal crashes who were speeding by age group and sex. Among all age groups, young male drivers (15-to-24 years of age) were most likely to be speeding at the time of the serious injury or fatal crash. In 2022, 17% of young male drivers involved in serious injury or fatal crashes were also speeding at the time of the crash, highest among all age groups.

Figure 6. **Percent of Drivers Involved in Serious Injury and Fatal Crashes who were Speeding by Age Group and Sex, 2022**



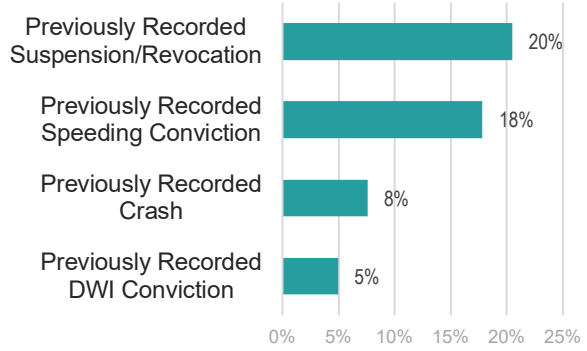
Source: FARS 2022, CODES 2022

Previous Convictions and Citations

In 2022, 23% of speeding drivers involved in fatal crashes had a previously recorded speeding conviction recorded within five years prior to the crash. Additionally, 18% had a previously recorded suspension or revocation of their driver's license.

From a law enforcement perspective, proving that speeding was a contributing factor in a crash is challenging. Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2022, less than one percent received a speeding-related citation. However, the number of post-crash speeding-related citations (O.C.G.A. 40-6-181 "speeding") increased by 11% (from 326 in 2021 to 362 in 2022) and post-crash speeding citations based on conditions (O.C.G.A. 40-6-180 "too fast for conditions") decreased by 13% (from 7,114 in 2021 to 6,164 in 2022). Of the 237,555 speeding convictions (O.C.G.A. 40-6-181) that were processed by the Georgia Department of Driver Services, drivers in the 25-to-34 age group had more convictions (30%) compared to any other age group. These convictions processed by the Department of Drivers Services may or may not involve a motor vehicle traffic crash incident.

Figure 7. **Previous 5-Year Driving Records of Speeding Drivers Involved in Fatal Crashes, 2022**



392 speeding drivers involved in fatal crashes

Note: Previously recorded convictions, suspensions, or revocations may or may not have resulted in a motor vehicle traffic crash.
Source: FARS 2022

[7] Percents are calculated among drivers aged 15+ years with known age and sex

Crash Characteristics

This section describes speeding-related crashes at the crash-level and not the driver-level or person-level. Speeding-related serious injury or fatal crashes are crashes that have at least one person (driver, passenger, or non-occupant) with a serious injury or fatality.

A three-year trend shows that speeding-related fatal crashes have steadily increased each year. Between 2021 and 2022, speeding-related fatal crashes increased by 13% (45 more crashes). However, speeding-related serious injury crashes decreased by 1% (6 fewer crashes) and speeding-related traffic crashes decreased by 4% (730 fewer crashes) between 2021 and 2022.

Table 2. **Speeding-Related Crashes by Crash Type, 2019-2022**

Traffic Measure	2019	2020	2021	2022
Speeding-related fatal crashes	220	337	343	388
Annual % Change	▽ *-11%*	▲ *53%*	▲ *2%*	▲ *13%*
Speeding-related serious injury crashes	799*	924	1,001	995
Annual % Change	▲ *53%*	▲ *16%*	▲ *8%*	▽ *-1%*
Speeding-related crashes	15,918	18,262	17,845	17,115
Annual % Change	▲ *44%*	▲ *15%*	▽ *-1%*	▽ *-4%*

*DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more detailed definition for serious injury. Source: CODES 2019-2022, FARS 2019-2022

Urban vs. Rural[8]

In 2022, 107 out of 159 Georgia counties experienced at least one speeding-related fatal crash. Fulton, Cobb, DeKalb, Richmond, and Clayton counties had the highest number of speeding-related fatal crashes—24% of all speeding-related crashes in Georgia were in these counties. Most speeding-related fatal crashes occur in the Atlanta region[9] and other urban regions, however, the rate of speeding-related fatal crashes per 100M VMT are usually higher in rural counties. In 2022, the speeding-related fatal crashes per 100M VMT for the regions were:

- 0.28 in the Atlanta region (22% of all fatal crashes were speeding-related);
- 0.30 in other urban regions (22% of all fatal crashes were speeding-related); and
- 0.33 in rural regions (17% of all fatal crashes were speeding-related).

Table 3. **Speeding-Related Fatal Crashes, Percent of Fatal Crashes that are Speeding-Related, and Speeding-Related Fatal Crash Rate (per 100M VMT) by Region, 2021 and 2022**

Region	2021			2022		
	Number	Percent	Rate	Number	Percent	Rate
Atlanta Region (11 counties)	131	23%	0.26	148	22%	0.28
Other Urban Counties (30 counties)	121	20%	0.31	128	22%	0.30
Rural Counties (118 counties)	91	17%	0.30	112	17%	0.33
Statewide	**343**	**20%**	**0.28**	**388**	**20%**	**0.30**

Source: FARS 2021-2022

See the Appendix for 2018-2022 speeding-related fatal crashes by roadway function class, regional traffic enforcement network, and county.

[8] 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.

[9] 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. Previously, Forsyth was categorized as an "other urban" county.

Table 4 below shows the percent of speeding-related fatal crashes by region type and roadway classification in 2022.

- 29% of all Atlanta region speeding-related fatal crashes occurred on *minor arterial* roadways.
- 30% of all other urban speeding-related fatal crashes also occurred on *minor arterial* roadways.
- 40% of all rural speeding-related fatal crashes occurred on *collector* roadways.

Table 4. **Speeding-Related Fatal Crashes and Speeding-Related Fatal Crash Rate (per 100M VMT) by Roadway Function Class and Region, 2022**

Roadway Function Class*	Atlanta Region (11 counites)		Other Urban Counties (30 counties)		Rural Counties (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	18 (12%)	0.10	6 (5%)	0.05	4 (4%)	0.05	28 (7%)	0.08
Principal Arterial	35 (24%)	0.33	36 (28%)	0.35	22 (20%)	0.26	93 (24%)	0.32
Minor Arterial	43 (29%)	0.45	38 (30%)	0.45	16 (14%)	0.27	97 (25%)	0.40
Collector	22 (15%)	0.72	24 (19%)	0.65	45 (40%)	0.73	91 (23%)	0.70
Local	30 (20%)	0.25	24 (19%)	0.29	25 (22%)	0.47	79 (20%)	0.31
Total	**148** (100%)	**0.28**	**128** (100%)	**0.30**	**112** (100%)	**0.33**	**388** (100%)	**0.30**

*Principal arterials include freeways, and 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. Source: FARS 2022

Environmental Characteristics

Table 5 shows the percentages of speeding-related fatal crashes and speeding-related traffic crashes by environmental characteristics (lighting conditions, weather conditions, time of day, and number of vehicles involved). There are differences in the environmental characteristics of speeding-related *fatal* crashes and all speeding-related *traffic* crashes that may or may not have injured persons.

- 55% of speeding-related *fatal* crashes occurred in **dark** conditions, whereas 57% of speeding-related *traffic* crashes occurred in **daylight** conditions.
- 35% of speeding-related *fatal* crashes occurred in the **nighttime** hours during the **weekend**, whereas 41% of speeding-related *traffic* crashes occurred in **daytime** hours during the **weekday**.
- More than half of speeding-related fatal crashes and traffic crashes involved only one vehicle—the speeding vehicle. More single-vehicle *fatal* crashes occurred during the **nighttime** hours between 6:00 p.m. to 5:59 a.m. (152 out of 241 single vehicle, speeding-related fatal crashes).

Table 5. **Environmental Characteristics of Speeding-Related Crashes, 2022**

Environmental Characteristics	Speeding-Related Fatal Crashes		Speeding-Related Traffic Crashes	
	Number	Percent	Number	Percent
Light Conditions				
Daylight	163	42%	9,688	**57%**
Dark	215	**55%**	6,796	40%
Dusk	7	2%	285	2%
Dawn	3	1%	281	2%
Not Reported	-	-	65	<1%
Weather Conditions				
Clear	274	71%	151	45%
Cloudy	68	18%	164	49%
Rain	40	10%	11	3%
Other	6	2%	8	2%
Day of Week and Time of Day				
Weekday*	***196***	***51%***	***10,802***	***63%***
Daytime	92	24%	6,998	**41%**
Nighttime	103	27%	3,804	22%
Weekend*	***192***	***49%***	***6,313***	***37%***
Daytime	56	14%	2,282	13%
Nighttime	134	**35%**	4,031	24%
Vehicles Involved				
Single-Vehicle*	***241***	***62%***	***9,373***	***55%***
Daytime	86	22%	4,670	27%
Nighttime	152	**39%**	4,703	27%
Multi-Vehicle*	***147***	***38%***	***7,742***	***45%***
Daytime	62	16%	4,610	27%
Nighttime	85	22%	3,132	18%

**Includes* speeding-related crashes with *unknown time of crash*
Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday
Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday
Daytime – 6:00 a.m. to 5:59 p.m.
Nighttime – 6:00 p.m. to 5:59 a.m.
Source: CODES 2022, FARS 2022

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. 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. Additionally, the definitions applied for drivers confirmed or suspected of alcohol- and/or drug-impairment may change as reporting and surveillance improves. Some drivers may be included in both alcohol-impairment and drug use reporting.

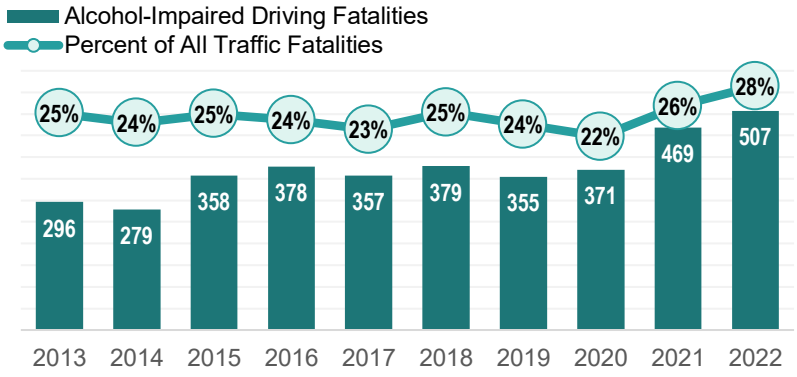
Similarly, data on drug use was underreported in the past. The increase of reported drug involvement among drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Refer to the 'Data Considerations' 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 .08 grams per deciliter (g/dL) or higher. In 2022, there were 507 traffic fatalities that involved at least one alcohol-impaired driver—a 8% increase from the 469 alcohol-impaired fatalities in 2021. These alcohol-impaired fatalities represented 28% of all traffic fatalities that occurred on Georgia roadways in 2022—compared to 32% nationwide.

In 2022, 13% of all drivers in fatal crashes were suspected of drug-involvement or had positive drug test results. Drug-related fatalities represented 20% of all traffic related fatalities in 2022. The increase of 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. For more information on alcohol and drug testing among drivers involved in fatal crashes, see section “Alcohol and Drug Reporting” in this publication.

Figure 8. **Alcohol-Impaired Related Fatalities and Percent of Total Traffic-Related Fatalities, 2013-2022**



Source: FARS 2013-2022

Figure 9. **Number and Percent of Drugged Drivers and Drug-Related Fatalities, 2018-2022**

Year	Drugged Drivers in Fatal Crashes*		Drug-Related Fatalities	
	#	% of all drivers in fatal crashes	#	% of all traffic fatalities
2018	313	15%	334	22%
2019	251	11%	273	18%
2020	519	22%	508	31%
2021	348	13%	365	20%
2022	338	13%	363	20%

The increase of 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.

*Designation of a driver as drugged is determined by either judgement of law enforcement or as the result of drug testing. The increased of confirmed drugged driving and related traffic fatalities in 2020 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 2018-2022.

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 2022, the number of serious injuries that involved confirmed and suspected alcohol impaired and/or drugged drivers decreased by 19%—from 1,227 serious injuries in 2021 to 922 in 2022.

Table 6. **Suspected Serious Injuries* Involving Alcohol-Impaired and/or Drugged Drivers and Annual Percentage Change by Police Reported Driver Condition, 2019-2022**

Driver Condition**	2019	2020	2021	2022
Confirmed alcohol impairment and/or drug use	378	401	552	430
Annual % Change	▽ *-18%*	▲ *6%*	▲ *38%*	▽ *-22%*
Suspected alcohol impairment and/or drug use	434	454	675	562
Annual % Change	▲ *68%*	▲ *5%*	▲ *49%*	▽ *-17%*
Confirmed and suspected alcohol impairment and/or drug use	812	855	1,227	992
Annual % Change	▲ *13%*	▲ *5%*	▲ *44%*	▽ *-19%*

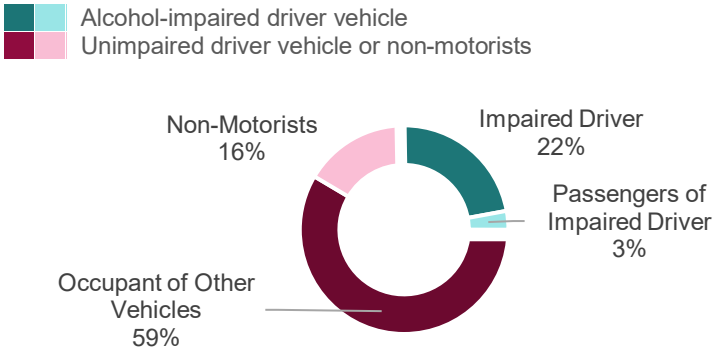
*DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more specified definition for serious injury. **Confirmed cases can include drivers that used alcohol only, drugs only, or both alcohol and drugs. See data considerations for what is included under suspected.

Source: CODES 2019-2022

In 2022, 41% 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 were among occupants of the other vehicle or non-motorists. Figure 10 shows the estimated percent of fatalities involving at least one alcohol-impaired driver by person type in 2022.

- 25% were in the impaired driver's vehicle (represented by dark and light teal in Figure 10).
  - 22% were the impaired drivers themselves.
  - 3% were passengers of the impaired driver.
- 75% were occupants of other vehicles or non-motorists (represented by dark and light pink in Figure 10).
  - 59% were occupants of other vehicles that were *not* operated by the impaired driver.
  - 16% were non-motorists (i.e., pedestrians or bicyclists).

Figure 10. **Estimated Percent of Persons Fatally Injured in Crashes Involving Alcohol-Impaired Drivers by Person Type, 2022**



BAC are imputed for drivers involved in fatal crashes at the crash level and will result in large standard error when reported on the person-level. Please review the "Data Definitions and Considerations" and the FARS Analytical Reference Guide for documentation. Percent totals may not equal 100% due to rounding.
Source: FARS 2022

According to the 2021 High School Youth Risk Behavior Surveillance System, 15% of Georgia 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 most recent data available at the time of reporting.

Driver Demographics

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 that were fatally injured than those that survived. In 2022, BACs were reported for 53% of all fatally injured drivers and 17% of all surviving drivers who were involved in fatal crashes.

- 34% of all drivers involved in fatal crashes were tested for alcohol — a slight increase from the proportions tested for alcohol in 2021.
- 16% of all drivers involved in fatal crashes were reported with unknown alcohol test status in 2022. 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, phencyclidines (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. Since 2020, the drug testing reporting process in Georgia improved and more positive drug results were reported among drivers involved in fatal crashes that were tested. In 2022:

- 30% of all drivers involved in fatal crashes were tested for drugs and 16% of all drivers involved in fatal crashes tested positive for drugs.
- 54% of drugged drivers involved in fatal crashes tested positive for cannabinoids in their system (e.g., marijuana or tetrahydrocannabinol (THC)) and 32% had stimulants (e.g., cocaine or amphetamine) in their system.

Table 7. **Alcohol Test Status for Drivers Involved in Fatal Crashes, 2021-2022**

Alcohol Test Status	2021		2022	
	Number	Percent	Number	Percent
Not tested	**1,826**	**69%**	**1,242**	**50%**
Tested	**806**	**31%**	**856**	**34%**
No Alcohol (0 g/dL)	*507*	*19%*	*508*	*20%*
Less than .08 g/dL	*51*	*2%*	*58*	*2%*
.08 - 0.14 g/dL	*54*	*2%*	*64*	*2%*
More than .15 g/dL	*154*	*6%*	*200*	*8%*
Results unknown	*40*	*2%*	*26*	*1%*
Not reported / Unknown	**8**	**<1%**	**407 ***	**16%**
Total Drivers	**2,640**	**100%**	**2,505**	**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 result in changes to the number of "Not reported/Unknown" cases in newly released FARS datasets. Source: FARS 2021-2022

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 mandate blood or urine tests. As a result, officers frequently 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 8. **Drug Test Status for Drivers Involved in Fatal Crashes, 2021-2022**

Drug Test Status	2021		2022	
	Number	Percent	Number	Percent
Not tested	**1,866**	**71%**	**1,332**	**53%**
Tested	**712**	**27%**	**739**	**30%**
No drugs reported	*353*	*13%*	*402*	*16%*
Drugs found	*328*	*12%*	*323*	*13%*
Results unknown	*31*	*1%*	*14*	*1%*
Not reported / Unknown	**42**	**2%**	**434**	**17%**
Total Drivers	**2,617**	**100%**	**2,505**	**100%**

NOTE: does not include drivers suspected of drug involvement by law enforcement.
Source: FARS 2021-2022

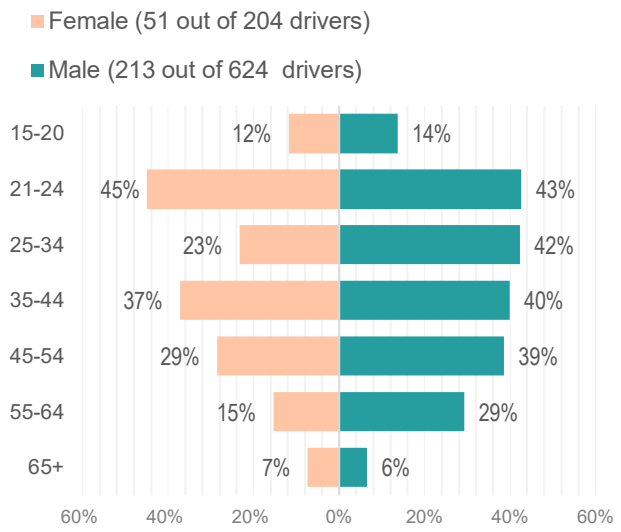
Age & Sex

Generally, the proportion of alcohol-impaired drivers involved in traffic crashes decreased with the increasing age of the driver after the age of 25 years. People under 21 years of age are legally prohibited from drinking alcohol.

- Young adult drivers (age 21-to-24 years) represented 13% of all alcohol-impaired drivers involved in fatal crashes (35 out of 264).
- Among all age groups, young drivers 21-to-24 years of age were most likely to be impaired at the time of the fatal crash. In 2022, 43% of male drivers and 45% of female drivers within this age group were alcohol impaired at the time of a fatal crash.

In 2022, the highest proportions of drugged drivers involved in fatal crashes were among the 25-to-34 age group—30% of all female drugged drivers and 26% of all male drugged drivers. The most commonly reported drug types among all drugged drivers were cannabinoids (48% of female drugged drivers and 58% of male drugged drivers) and stimulants (33% of female drugged drivers and 31% of male drugged drivers).

Figure 11. **Percent of Drivers with Known BAC Involved in Fatal Crashes that were Alcohol-Impaired by Age Group and Sex, 2022**



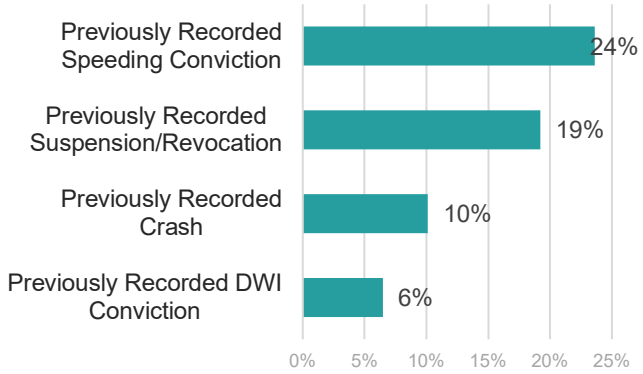
Source: FARS 2022

Previous Convictions and Citations

In 2022, 6% of alcohol-impaired and/or drugged 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 3.1 times more likely to have a previously recorded DWI conviction compared to *un*impaired drivers involved in a fatal crash.

Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2021, 4% received an alcohol- and/or drug-related citation.[10] The number of alcohol- and/or drug-related citations decreased by 5% from 10,089 in 2021 to 9,626 in 2022. In 2022, the Georgia Department of Driver Services processed 16,743 alcohol- and/or drug-related convictions, and drivers in the 25-to-34 age group had more convictions (33%) compared to any other age group.

Figure 12. **Previous 5-Year Driving Records of Alcohol-Impaired and/or Drugged Drivers Involved in Fatal Crashes, 2022**



495 alcohol-impaired and/or drugged

Note: Previously recorded convictions, suspensions, or revocations may or may not have resulted in a motor vehicle traffic crash.
Source: FARS 2022

[10] 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)

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. See "Data Considerations" for more information regarding definitions.

Between 2021 and 2022 alcohol-impaired-related and/or drug-related traffic crashes increased.

- Alcohol-impaired-related fatal crashes increased by 9%.
- Drug-related fatal crashes decreased by 2%.
- Alcohol- and/or drug-related serious injury crashes increased by 31%.
- Alcohol- and/or drug-related crashes increased by 26%.

Table 9. **Alcohol- and/or Drug-Related Crashes by Crash Type, 2020-2022**

Traffic Measure	2020	2021	2022
Alcohol-impaired-related **fatal crashes**	388	437	476
Annual % Change	▲ *15%*	▲ *13%*	▲ *9%*
Drug-related **fatal crashes**	462	337	331
Annual % Change	▲ *93%*	▽ *-27%*	▽ *-2%*
Alcohol- and/or drug- related **serious injury crashes**	701	758	992
Annual % Change	▲ *5%*	▲ *8%*	▲ *31%*
Alcohol- and/or drug-related **crashes**	8,500	9,680	12,244
Annual % Change	▽ *-1%*	▲ *14%*	▲ *26%*

**According to FARS, there were 462 drug-related traffic crashes in 2020—representing 29% of all traffic crashes. The increased of confirmed drugged driving and related traffic fatalities in 2020 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: CODES 2020-2022, FARS 2020-2022

Urban vs. Rural

In 2022, 123 out of 159 Georgia counties experienced at least one alcohol-impaired-related fatal crash. Twenty-six percent of all alcohol-related crashes in Georgia were in five Metro-Atlanta counties— DeKalb, Fulton, Clayton, and Cobb counties. However, rural regions (118 counties) experienced the highest rate of alcohol-related fatal crashes.

In 2022, the alcohol-impairment-related fatal crashes per 100M VMT for the regions were:

- 0.36 in the Atlanta region (27% of all Atlanta region fatal crashes);
- 0.34 in other urban regions (27% of all other urban fatal crashes); and
- 0.42 in rural regions (24% of all rural fatal crashes).

Table 10. **Alcohol-Related Fatal Crashes, Percent of Fatal Crashes that are Alcohol-Related, and Alcohol -Related Fatal Crash Rate (per 100M VMT) by Region, 2021 and 2022**

Region	2021			2022		
	Number	Percent	Rate	Number	Percent	Rate
Atlanta Region (11 counties)	157	28%	0.31	190	27%	0.36
Other Urban Counties (30 counties)	148	25%	0.37	144	27%	0.34
Rural Counties (118 counties)	132	25%	0.43	142	24%	0.42
Statewide	**437**	**26%**	**0.36**	**476**	**26%**	**0.37**

NHTSA estimates alcohol involvement when alcohol test results are unknown; therefore, the sum of crashes by individual region may not equal to the total number of alcohol-impaired crashes statewide. Source: FARS 2021-2022

See the Appendix for 2020-2022 alcohol-related fatal crashes by regional traffic enforcement network and county.

Table 11 below shows the percent of alcohol-related fatal crashes by region type and roadway classification in 2022.

- 33% of all Atlanta region alcohol-related fatal crashes occurred on *minor arterial* roadways.
- 29% of all other urban alcohol-related fatal crashes also occurred on *minor arterial* roadways.
- 35% of all rural alcohol-related fatal crashes occurred on *collector* roadways.

Table 11. **Alcohol-Related Fatal Crashes by Roadway Function Class and Region, 2022**

Roadway Function Class*	Atlanta Region (11 counites)		Other Urban (30 counties)		Rural Counties (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	39 (21%)	0.22	14 (10%)	0.12	4 (3%)	0.05	57 (12%)	0.15
Principal Arterial	41 (22%)	0.38	40 (28%)	0.39	32 (23%)	0.37	113 (24%)	0.38
Minor Arterial	62 (33%)	0.65	42 (29%)	0.49	25 (18%)	0.42	129 (27%)	0.54
Collector	19 (10%)	0.62	26 (18%)	0.70	50 (35%)	0.81	95 (20%)	0.73
Local	27 (14%)	0.22	18 (13%)	0.22	23 (16%)	0.44	68 (14%)	0.26
Total**	**190** (100%)	0.36	**144** (100%)	0.34	**142** (100%)	0.42	**476** (100%)	0.37

* 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 to the total number of alcohol-impaired crashes statewide.

Source: FARS 2022

Environmental Characteristics

Table 12 shows the percentages of alcohol- and/or drug-related fatal crashes and traffic crashes by environmental characteristics (lighting conditions, time of day, and number of vehicles involved). In 2022, most alcohol and/or drug-related *fatal* crashes and *traffic* crashes occurred during weekends during the nighttime.

Nearly 6 out of 10 of alcohol and/or drug-related fatal crashes involved only one vehicle—the vehicle with the impaired driver. More single-vehicle fatal and traffic crashes occurred during the nighttime hours between 6:00 p.m. to 5:59 a.m.

Table 12. **Environmental Characteristics of Alcohol- and/or Drug-Related Crashes, 2022**

Environmental Characteristics	Alcohol- and/or Drug-Related Fatal Crashes		Alcohol- and/or Drug- Related* Traffic Crashes	
	Number	Percent	Number	Percent
Light Conditions				
Dark	593	58%	7,609	62%
Daylight	394	39%	4,318	35%
Dawn	15	1%	92	1%
Dusk	13	1%	183	1%
Day of Week and Time of Day**				
Weekday	***568***	***56%***	***5,946***	***49%***
Daytime	292	29%	2,493	20%
Nighttime	273	27%	3,453	28%
Weekend	***447***	***44%***	***6,298***	***51%***
Daytime	92	9%	1,214	10%
Nighttime	315	31%	5,084	42%
Vehicles Involved				
Single-Vehicle	***591***	***58%***	***5,787***	***47%***
Daytime	178	18%	1,483	12%
Nighttime	406	40%	4,304	35%
Multi-Vehicle	***424***	***42%***	***6,457***	***53%***
Daytime	206	20%	2,224	18%
Nighttime	218	21%	4,233	35%

* Includes crashes where drivers were confirmed or suspected of alcohol and/or drug impairment. See 'Data Considerations" for more information.
**Totals and subtotals includes crashes with unknown time of day.
Source: CODES 2022, FARS 2022

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 the occurrence of drowsy driving is most likely due to a lack of firm evidence of such involvement since the investigation is done after the crash.

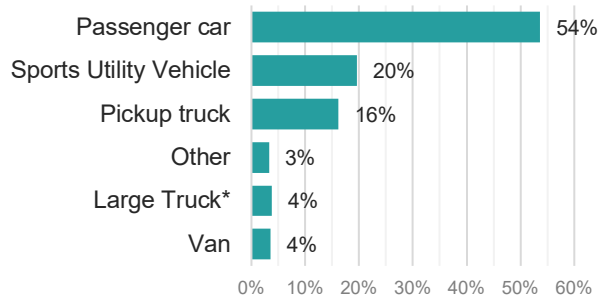
- In 2022, drowsy driving was reported to be involved in approximately one percent of all traffic crashes, serious injury crashes, and fatal crashes.
- Twenty-two percent of reported drowsy-related crashes occurred in the early morning hours between 5:00 am and 7:59 am compared to the 14% that occurred between midnight and 2:59 am.
- Among the drivers reported to be drowsy in 2022, more than half were operating passenger cars and four percent were operating large trucks.

Table 13. **Traffic Crashes, Serious Injuries, and Fatalities Involving Drowsy Drivers, 2018-2022**

Year	Crashes	Serious Injuries	Fatalities
2018	2,062	177	24
2019	2,674	144	18
2020	1,985	101	19
2021	1,109	43	24
2022	1,016	50	21
5-Year Total	**8,846**	**515**	**106**
5-Year Average	**1,769**	**103**	**21**

Source: CODES 2018-2022, FARS 2018-2022

Figure 13. **Vehicle Types of Drowsy Drivers Involved in Traffic Crashes, 2022**



Source: CODES 2022

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

Other Risky Driving

Distracted Driving

According to the 2023 Georgia Distracted Driving Observational Survey[11], 19.6% of all drivers were observed to have some form of distraction while operating a motor vehicle (i.e., talking, texting, dialing, or eating). This suggests that at any point in time or location on Georgia roadways, at least 1 out of 5 drivers may be distracted.

In 2022, 53% of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver.[12] Among the drivers involved in motor vehicle traffic crashes, 2% were confirmed to be distracted seconds before the crash, 28% were suspected of distraction[13], and 24% were *un*distracted drivers—the other 47% of drivers were not involved in distraction-related crashes.

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

[11] Rupp, Jonathan. 2024. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2023". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

[12] Although it is challenging for law enforcement to determine whether distraction is a contributing factor in a fatal crash, the police crash report may be the only source available for this information. Therefore, the number of confirmed distraction-related fatal crashes is underreported.

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

Restraint Use

In 2022, there were 1,797 traffic fatalities in Georgia, of which 1,092 (61%) were occupants of passenger vehicles[14]. Of the 1,092 passenger vehicle occupants fatally injured, 456 (42%) were restrained and 519 (47%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 118 (11%) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 47% were restrained, and 53% were unrestrained.

*See the **"Occupant Protection"** Georgia Traffic Safety Facts for more information regarding restraint use and passenger safety.*

Rural areas have a higher proportion of unrestrained seriously injured and fatally injured passenger vehicle occupants compared to other regions. In 2022, 52% of fatally injured occupants (in all seating positions) in rural areas were unrestrained – compared to 43% in other urban regions and 46% in the Atlanta region.

Table 14: **Fatally Injured Passenger Vehicle Occupants by Restraint Use and Region (All Ages), 2022**

Restraint Use by Injury Type		Atlanta Region (11 counites)*		Other Urban (30 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	139	40%	150	47%	167	39%	456	42%
	Unrestrained	159	**46%**	139	**43%**	221	**52%**	519	**47%**
	Unknown	47	14%	33	10%	38	9%	118	11%
	Total	**345**	**100%**	**322**	**100%**	**426**	**100%**	**1,093**	**100%**

Note: Passenger vehicles include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).
*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.
Source: FARS 2022

[14] 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. Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).

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.

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. Drivers operating the following vehicle types were excluded from the speeding analyses: pedalcycles/bicycles, all-terrain vehicles, golf carts/go carts, and farm/construction equipment.

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:

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Appendix

Risky Driving (2022)

Speeding, Alcohol Impairment, Drug Use, and Drowsy Driving

This document is the Appendix for the **2022 Risky Driving Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Georgia Speeding-Related Traffic Fatalities, by Traffic Enforcement Network, County, and Roadway Function Class, 2020-2022

Data Considerations:

- **Speeding:** 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. A speeding-related fatality is any fatality that occurs in a speeding-related crash — this includes the speeding driver, their passengers, occupants in other vehicles, and non-motorists.
- **Roadway Function Class:**
  - Interstates are arterial roads that provide the highest level of mobility, at the highest speed over the longest distance with controlled access (e.g., I-75 and I-20)
  - Principal arterials include freeways and 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.
  - Local roads provide limited mobility and are the primary access to local areas like residential places, businesses, or farms.

Traffic Enforcement Network (TEN) and County		2020-2022 Traffic Fatalities	2020-2022 Speeding-Related Fatalities			2020-2022 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
STATEWIDE		**5,270**	**1,180**	**22%**	**393.3**	**106**	**296**	**289**	**261**	**228**
MATEN METRO ATLANTA	Clayton	173	46	27%	15.3	12	9	16	5	4
	Cobb	219	61	28%	20.3	3	13	22	5	18
	DeKalb	363	69	19%	23.0	13	23	22	6	5
	Fayette	34	8	24%	2.7	-	4	2	1	1
	Fulton	458	123	27%	41.0	19	45	37	8	14
	Gwinnett	174	37	21%	12.3	5	14	7	3	8
	Henry	104	25	24%	8.3	1	4	8	9	3
	Subtotal	**1,525**	**369**	**24%**	**123.0**	**53**	**112**	**114**	**37**	**53**
ATTEN APPALACHIAN TRAIL	Cherokee	59	13	22%	4.3	2	2	3	3	3
	Dawson	13	4	31%	1.3	-	2	-	2	-
	Fannin	17	5	29%	1.7	-	3	-	1	1
	Gilmer	24	4	17%	1.3	-	2	-	1	1
	Lumpkin	22	5	23%	1.7	-	4	-	1	-
	Pickens	21	1	5%	<1	-	-	-	1	-
	Towns	10	2	20%	<1	-	1	-	-	1
	Union	10	1	10%	<1	-	-	-	1	-
	Subtotal	**176**	**35**	**20%**	**11.7**	**2**	**14**	**3**	**10**	**6**
CTEN COASTAL REGION	Appling	12	4	33%	1.3	-	-	-	3	1
	Bacon	7	1	14%	<1	-	-	-	1	-
	Brantley	6	2	33%	<1	-	-	-	1	1
	Camden	17	4	24%	1.3	2	-	2	-	-
	Charlton	7	2	29%	<1	-	-	-	2	-
	Glynn	49	13	27%	4.3	-	2	7	2	2

Traffic Enforcement Network (TEN) and County		2020-2022 Traffic Fatalities	2020-2022 Speeding-Related Fatalities			2020-2022 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
	Jeff Davis	14	1	7%	<1	-	-	-	1	-
	Liberty	53	14	26%	4.7	-	5	3	2	4
	Long	9	1	11%	<1	-	-	1	-	-
	McIntosh	17	4	24%	1.3	1	-	2	-	1
	Pierce	10	2	20%	<1	-	-	1	1	-
	Tattnall	16	2	13%	<1	-	-	-	2	-
	Ware	27	7	26%	2.3	-	4	1	2	-
	Wayne	16	4	25%	1.3	-	1	2	1	-
	Subtotal	**260**	**61**	**23%**	**20.3**	**3**	**12**	**19**	**18**	**9**
CGTEN CENTRAL GEORIGA	Butts	25	2	8%	<1	-	-	-	2	-
	Lamar	10	3	30%	1.0	-	1	-	2	-
	Monroe	31	15	48%	5.0	5	2	1	4	3
	Pike	3	1	33%	<1	-	2	-	1	-
	Spalding	43	5	12%	1.7	-	1	1	1	2
	Upson	15	6	40%	2.0	-	-	1	4	1
	Subtotal	**127**	**32**	**25%**	**10.7**	**5**	**6**	**3**	**14**	**6**
CRTEN CENTRAL REGIONAL	Baldwin	30	8	27%	2.7	-	-	-	4	4
	Greene	15	3	20%	1.0	1	-	1	-	1
	Jasper	12	2	17%	<1	-	-	1	-	1
	Jones	10	2	20%	<1	-	1	-	1	-
	Morgan	16	3	19%	1.0	-	1	-	2	-
	Newton	65	11	17%	3.7	1	2	1	3	4
	Putnam	20	4	20%	1.3	-	-	1	2	1
	Rockdale	51	6	12%	2.0	-	-	3	2	1
	Walton	40	9	23%	3.0	-	2	2	2	3
	Subtotal	**259**	**48**	**19%**	**16.0**	**2**	**6**	**9**	**16**	**15**
ECTEN EAST CENTRAL	Burke	23	6	26%	2.0	-	1	2	2	1
	Columbia	30	6	20%	2.0	1	1	-	2	2
	Glascock	4	-	-	-	-	-	-	-	-
	Hancock	15	4	27%	1.3	-	-	-	3	1
	Jefferson	12	1	8%	<1	-	-	-	-	1
	Jenkins	6	1	17%	<1	-	-	1	-	-
	Lincoln	10	1	10%	<1	-	-	1	-	-
	McDuffie	13	-	-	-	-	-	-	-	-
	Richmond	109	38	35%	12.7	4	18	10	2	4
	Taliaferro	11	3	27%	1.0	1	2	-	-	-
	Warren	12	1	8%	<1	-	1	-	-	-
	Subtotal	**245**	**61**	**25%**	**20.3**	**6**	**23**	**14**	**9**	**9**
MGTEN MIDDLE GEORGIA	Bibb	133	24	18%	8.0	2	9	10	2	1
	Bleckley	13	4	31%	1.3	-	1	-	1	2
	Crawford	7	2	29%	<1	-	-	-	1	1
	Crisp	20	3	15%	1.0	-	-	2	1	-
	Dooly	13	1	8%	<1	1	-	-	-	-
	Houston	58	11	19%	3.7	-	3	8	-	-
	Macon	19	6	32%	2.0	-	-	4	-	2
	Peach	20	2	10%	<1	-	1	1	-	-
	Pulaski	5	1	20%	<1	-	-	-	-	1
	Turner	5	-	-	-	-	-	-	-	-
	Twiggs	15	1	7%	<1	-	-	-	-	1
	Wilcox	9	2	22%	<1	-	-	1	-	1
	Subtotal	**317**	**57**	**18%**	**19.0**	**3**	**14**	**26**	**5**	**9**
MNTEN MOUNTAIN AREA	Bartow	89	21	24%	7.0	2	7	4	2	6
	Catoosa	33	12	36%	4.0	3	3	5	1	-
	Chattooga	27	6	22%	2.0	-	1	4	-	1
	Dade	12	4	33%	1.3	-	-	-	4	-
	Floyd	54	17	31%	5.7	-	4	6	3	4

Traffic Enforcement Network (TEN) and County		2020-2022 Traffic Fatalities	2020-2022 Speeding-Related Fatalities			2020-2022 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
	Gordon	28	8	29%	2.7	-	2	1	2	3
	Murray	22	6	27%	2.0	-	2	1	2	1
	Polk	33	10	30%	3.3	-	1	-	6	3
	Walker	34	9	26%	3.0	-	3	5	-	1
	Whitfield	61	8	13%	2.7	-	2	1	3	2
	Subtotal	**393**	**101**	**26%**	**33.7**	**5**	**25**	**27**	**23**	**21**
NETEN NORTH EAST	Banks	14	1	7%	<1	-	-	-	1	-
	Forsyth	52	20	38%	6.7	-	2	6	2	10
	Franklin	33	4	12%	1.3	2	-	1	1	-
	Habersham	20	1	5%	<1	-	1	-	-	-
	Hall	92	26	28%	8.7	1	10	6	8	1
	Hart	19	3	16%	1.0	-	-	-	3	-
	Jackson	47	2	4%	<1	-	-	-	2	-
	Rabun	28	6	21%	2.0	-	2	-	2	2
	Stephens	16	5	31%	1.7	-	-	-	4	1
	White	20	5	25%	1.7	-	-	1	4	-
	Subtotal	**341**	**73**	**21%**	**24.3**	**3**	**15**	**14**	**27**	**14**
PATEN PIEDMONT AREA	Barrow	50	7	14%	2.3	-	-	1	6	-
	Clarke	46	8	17%	2.7	-	4	3	1	-
	Elbert	16	1	6%	<1	-	1	-	-	-
	Madison	23	2	9%	<1	-	-	1	1	-
	Oconee	15	2	13%	<1	-	1	-	-	1
	Oglethorpe	18	1	6%	<1	-	-	-	-	1
	Wilkes	8	2	25%	<1	-	-	-	2	-
	Subtotal	**176**	**23**	**13%**	**7.7**	**-**	**6**	**5**	**10**	**2**
SCTEN SOUTH CENTRAL	Dodge	11	3	27%	1.0	-	-	-	-	3
	Emanuel	21	3	14%	1.0	2	-	-	-	1
	Johnson	4	2	50%	<1	-	-	-	-	2
	Laurens	39	7	18%	2.3	-	-	1	2	4
	Montgomery	12	1	8%	<1	-	-	-	1	-
	Telfair	8	2	25%	<1	-	-	-	-	2
	Toombs	23	3	13%	1.0	-	-	-	2	1
	Treutlen	6	-	-	-	-	-	-	-	-
	Washington	16	-	-	-	-	-	-	-	-
	Wheeler	13	1	8%	<1	-	1	-	-	-
	Wilkinson	16	6	38%	2.0	-	6	-	-	-
	Subtotal	**169**	**28**	**17%**	**9.3**	**2**	**7**	**1**	**5**	**13**
SETEN SOUTH EASTERN	Bryan	16	2	13%	<1	1	-	-	1	-
	Bulloch	57	9	16%	3.0	-	1	1	5	2
	Candler	12	3	25%	1.0	1	-	-	1	1
	Chatham	114	31	27%	10.3	7	12	6	3	3
	Effingham	28	6	21%	2.0	-	2	-	2	2
	Evans	12	4	33%	1.3	-	-	2	2	-
	Screven	15	3	20%	1.0	-	-	-	1	2
	Subtotal	**254**	**58**	**23%**	**19.3**	**9**	**15**	**9**	**15**	**10**
SRTEN SOUTHERN REGIONAL	Atkinson	7	-	-	-	-	-	-	-	-
	Ben Hill	9	2	22%	<1	-	-	1	-	1
	Berrien	12	2	17%	<1	-	-	1	1	-
	Brooks	16	2	13%	<1	-	-	-	1	1
	Clinch	8	5	63%	1.7	-	1	-	3	1
	Coffee	37	9	24%	3.0	-	2	2	1	4
	Cook	28	4	14%	1.3	1	-	-	2	1
	Echols	1	-	-	-	-	-	-	-	-
	Irwin	6	2	33%	<1	-	-	-	-	2
	Lanier	7	-	-	-	-	-	-	-	-
	Lowndes	59	6	10%	2.0	-	3	-	3	-

Traffic Enforcement Network (TEN) and County		2020-2022 Traffic Fatalities	2020-2022 Speeding-Related Fatalities			2020-2022 Speeding-Related Fatalities by Roadway Function Class				
			Total	% of Traffic Fatalities	Average Fatalities per Year	Interstate	Principal Arterial	Minor Arterial	Collector	Local
	Tift	24	2	8%	<1	-	-	1	1	-
	Subtotal	**214**	**34**	**16%**	**11.3**	**1**	**6**	**5**	**12**	**10**
SWTEN SOUTH WESTERN	Baker	5	-	-	-	-	-	-	-	-
	Calhoun	1	-	-	-	-	-	-	-	-
	Colquitt	47	7	15%	2.3	-	-	3	1	3
	Decatur	24	3	13%	1.0	-	2	-	1	-
	Dougherty	54	10	19%	3.3	-	5	2	2	1
	Early	5	3	60%	1.0	-	1	-	1	1
	Grady	20	6	30%	2.0	-	1	-	3	2
	Lee	20	2	10%	<1	-	1	-	-	1
	Miller	5	1	20%	<1	-	-	-	-	1
	Mitchell	11	-	-	-	-	-	-	-	-
	Seminole	8	-	-	-	-	-	-	-	-
	Thomas	24	8	33%	2.7	-	1	2	3	2
	Worth	30	3	10%	1.0	-	1	1	1	-
	Subtotal	**254**	**43**	**17%**	**14.3**	**-**	**12**	**8**	**12**	**11**
WCTEN WEST CENTRAL	Chattahoochee	8	1	13%	<1	-	-	1	-	-
	Clay	6	-	-	-	-	-	-	-	-
	Harris	16	3	19%	1.0	1	-	-	2	-
	Marion	5	1	20%	<1	-	-	1	-	-
	Muscogee	72	21	29%	7.0	1	6	8	1	5
	Quitman	1	-	-	-	-	-	-	-	-
	Randolph	7	-	-	-	-	-	-	-	-
	Schley	4	-	-	-	-	-	-	-	-
	Stewart	10	1	10%	<1	-	1	-	-	-
	Sumter	16	2	13%	<1	-	1	1	-	-
	Talbot	8	3	38%	1.0	-	-	-	3	-
	Taylor	6	1	17%	<1	-	-	-	1	-
	Terrell	14	2	14%	<1	-	-	-	2	-
	Webster	7	4	57%	1.3	-	4	-	-	-
	Subtotal	**180**	**39**	**22%**	**13.0**	**2**	**12**	**11**	**9**	**5**
WRTEN WESTERN REGIONAL	Carroll	72	20	28%	6.7	3	2	4	3	8
	Coweta	70	21	30%	7.0	2	1	8	5	5
	Douglas	61	17	28%	5.7	1	3	1	6	6
	Haralson	32	8	25%	2.7	1	-	-	4	3
	Heard	11	3	27%	1.0	-	1	-	2	-
	Meriwether	27	10	37%	3.3	1	-	4	2	3
	Paulding	58	23	40%	7.7	-	4	2	10	7
	Troup	49	16	33%	5.3	2	2	2	7	3
	Subtotal	**380**	**118**	**31%**	**39.3**	**10**	**13**	**21**	**39**	**35**

Georgia Traffic Fatalities, by Traffic Enforcement Network, County, and Highest Driver BAC, 2020-2022

Data Considerations:

- **Alcohol-Impaired-Related Fatalities:** Drivers are considered to be alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher. An alcohol-impaired-related fatality is any fatality that occurred in a traffic crash that involves an alcohol-impaired driver. These fatalities include the impaired driver, their passengers, occupants in other vehicles, and non-motorists.
- **Blood alcohol concentration (BAC)** is the amount of alcohol measured in grams (g) that is present in 1 deciliter (dL) of blood. Impairment occurs when the drivers' ability to safely operate a motor vehicle is compromised—this can be above or below the Georgia legal limit of .08 g/dL.
  - BAC .00 g/dL means no alcohol present
  - BAC .01- .07 g/dL means some alcohol is present, and driver is below the Georgia legal limit
  - BAC .08+ g/dL alcohol is present, and driver is above the Georgia legal limit
  - BAC .15+ g/dL alcohol is present, and driver is considered substantially impaired
- *NHTSA estimates alcohol involvement when alcohol test results are unknown; therefore, the sum of fatalities by individual region may not equal to the total number of alcohol-impaired-related fatalities statewide.*

Traffic Enforcement Network / County		2020-2022 Traffic Fatalities	2020-2022 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
STATEWIDE		**5,270**	**1,341**	**26%**	**447.0**	**5,288**	**70%**	**373**	**5%**	**1,843**	**25%**
MATEN METRO ATLANTA	Clayton	173	50	29%	16.7	173	67%	13	5%	71	28%
	Cobb	219	60	27%	20.0	230	66%	26	7%	95	27%
	DeKalb	363	114	31%	38.0	353	64%	30	5%	171	31%
	Fayette	34	9	26%	3.0	43	75%	1	2%	13	23%
	Fulton	458	135	29%	45.0	407	64%	33	5%	195	31%
	Gwinnett	174	41	24%	13.7	205	75%	10	4%	58	21%
	Henry	104	29	28%	9.7	96	67%	9	6%	39	27%
	Subtotal	**1,525**	**438**	**29%**	**146.0**	**1,507**	**66%**	**122**	**5%**	**642**	**28%**
ATTEN APPALACHIAN TRAIL	Cherokee	59	15	25%	5.0	57	66%	4	5%	26	30%
	Dawson	13	3	23%	1.0	13	65%	1	5%	6	30%
	Fannin	17	5	29%	1.7	14	58%	3	13%	7	29%
	Gilmer	24	9	38%	3.0	22	69%	-	-	10	31%
	Lumpkin	22	7	32%	2.3	27	77%	1	3%	7	20%
	Pickens	21	2	10%	0.7	29	91%	-	-	3	9%
	Towns	10	2	20%	0.7	8	73%	-	-	3	27%
	Union	10	1	10%	0.3	15	88%	-	-	2	12%
	Subtotal	**176**	**44**	**25%**	**14.7**	**185**	**72%**	**9**	**3%**	**64**	**25%**
CATEN COASTAL AREA	Appling	12	4	33%	1.3	12	75%	-	-	4	25%
	Bacon	7	2	29%	0.7	6	67%	-	-	3	33%
	Brantley	6	1	17%	0.3	6	75%	-	-	2	25%
	Camden	17	2	12%	0.7	23	68%	8	24%	3	9%
	Charlton	7	3	43%	1.0	6	60%	-	-	4	40%
	Glynn	49	9	18%	3.0	54	75%	6	8%	12	17%
	Jeff Davis	14	4	29%	1.3	13	62%	2	10%	6	29%
	Liberty	53	13	25%	4.3	43	72%	3	5%	14	23%
	Long	9	3	33%	1.0	6	50%	-	-	6	50%
	McIntosh	17	3	18%	1.0	5	63%	2	25%	1	13%
	Pierce	10	3	30%	1.0	9	64%	1	7%	4	29%
	Tattnall	16	3	19%	1.0	15	60%	4	16%	6	24%
	Ware	27	6	22%	2.0	32	71%	4	9%	9	20%
	Wayne	16	3	19%	1.0	21	88%	-	-	3	13%
	Subtotal	**260**	**59**	**23%**	**19.7**	**251**	**70%**	**30**	**8%**	**77**	**22%**
CGTEN	Butts	25	5	20%	1.7	37	82%	-	-	8	18%
	Lamar	10	5	50%	1.7	6	46%	-	-	7	54%
	Monroe	31	7	23%	2.3	29	71%	2	5%	10	24%

Traffic Enforcement Network / County		2020-2022 Traffic Fatalities	2020-2022 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
CENTRAL GEORIGA	Pike	3	-	-	-	4	100%	-	-	-	-
	Spalding	43	10	23%	3.3	43	73%	4	7%	12	20%
	Upson	15	4	27%	1.3	15	65%	1	4%	7	30%
	Subtotal	**127**	**31**	**24%**	**10.3**	**134**	**72%**	**7**	**4%**	**44**	**24%**
CRTEN CENTRAL REGIONAL	Baldwin	30	7	23%	2.3	34	81%	1	2%	7	17%
	Greene	15	3	20%	1.0	14	74%	2	11%	3	16%
	Jasper	12	4	33%	1.3	10	71%	-	-	4	29%
	Jones	10	4	40%	1.3	8	57%	-	-	6	43%
	Morgan	16	3	19%	1.0	19	76%	2	8%	4	16%
	Newton	65	12	18%	4.0	68	76%	5	6%	17	19%
	Putnam	20	4	20%	1.3	26	84%	-	-	5	16%
	Rockdale	51	11	22%	3.7	60	76%	3	4%	16	20%
	Walton	40	14	35%	4.7	34	64%	2	4%	17	32%
	Subtotal	**259**	**62**	**24%**	**20.7**	**273**	**74%**	**15**	**4%**	**79**	**22%**
ECTEN EAST CENTRAL	Burke	23	7	30%	2.3	21	64%	2	6%	10	30%
	Columbia	30	6	20%	2.0	44	83%	1	2%	8	15%
	Glascock	4	-	-	-	6	86%	-	-	1	14%
	Hancock	15	3	20%	1.0	10	63%	3	19%	3	19%
	Jefferson	12	-	-	-	15	100%	-	-	-	-
	Jenkins	6	3	50%	1.0	4	57%	-	-	3	43%
	Lincoln	10	2	20%	0.7	8	57%	4	29%	2	14%
	McDuffie	13	1	8%	0.3	22	67%	2	6%	9	27%
	Taliaferro	109	30	28%	10.0	100	68%	5	3%	42	29%
	Warren	11	2	18%	0.7	8	80%	-	-	2	20%
	Richmond	12	-	-	-	15	100%	-	-	-	-
	Subtotal	**245**	**54**	**22%**	**18.0**	**253**	**72%**	**17**	**5%**	**80**	**23%**
MGTEN MIDDLE GEORGIA	Bibb	133	40	30%	13.3	114	63%	8	4%	60	33%
	Bleckley	13	4	31%	1.3	10	48%	3	14%	8	38%
	Crawford	7	2	29%	0.7	8	80%	-	-	2	20%
	Crisp	20	6	30%	2.0	17	65%	3	12%	6	23%
	Dooly	13	3	23%	1.0	18	86%	-	-	3	14%
	Houston	58	15	26%	5.0	49	68%	6	8%	17	24%
	Macon	19	6	32%	2.0	14	88%	-	-	2	13%
	Peach	20	5	25%	1.7	18	67%	-	-	9	33%
	Pulaski	5	3	60%	1.0	2	40%	-	-	3	60%
	Turner	5	2	40%	0.7	3	50%	2	33%	1	17%
	Twiggs	15	4	27%	1.3	16	80%	-	-	4	20%
	Wilcox	9	2	22%	0.7	9	75%	1	8%	2	17%
	Subtotal	**317**	**92**	**29%**	**30.7**	**278**	**67%**	**23**	**6%**	**117**	**28%**
MNTEN MOUNTAIN AREA	Bartow	89	19	21%	6.3	109	77%	3	2%	29	21%
	Catoosa	33	4	12%	1.3	42	82%	2	4%	7	14%
	Chattooga	27	7	26%	2.3	22	73%	3	10%	5	17%
	Dade	12	3	25%	1.0	12	80%	-	-	3	20%
	Floyd	54	9	17%	3.0	64	82%	2	3%	12	15%
	Gordon	28	8	29%	2.7	25	66%	5	13%	8	21%
	Murray	22	3	14%	1.0	24	83%	2	7%	3	10%
	Polk	33	8	24%	2.7	31	62%	7	14%	12	24%
	Walker	34	7	21%	2.3	43	83%	1	2%	8	15%
	Whitfield	61	11	18%	3.7	68	77%	6	7%	14	16%
	Subtotal	**393**	**79**	**20%**	**26.3**	**440**	**77%**	**31**	**5%**	**101**	**18%**
NETEN NORTHEAST	Banks	14	3	21%	1.0	13	76%	-	-	4	24%
	Forsyth	52	19	37%	6.3	57	68%	2	2%	25	30%
	Franklin	33	4	12%	1.3	44	90%	1	2%	4	8%
	Habersham	20	6	30%	2.0	19	68%	1	4%	8	29%
	Hall	92	23	25%	7.7	106	77%	4	3%	28	20%
	Hart	19	5	26%	1.7	17	74%	2	9%	4	17%
	Jackson	47	11	23%	3.7	53	74%	7	10%	12	17%
	Rabun	28	6	21%	2.0	30	75%	2	5%	8	20%
	Stephens	16	7	44%	2.3	14	74%	-	-	5	26%

Traffic Enforcement Network / County		2020-2022 Traffic Fatalities	2020-2022 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
	White	20	4	20%	1.3	20	77%	1	4%	5	19%
	Subtotal	**341**	**88**	**26%**	**29.3**	**373**	**75%**	**20**	**4%**	**103**	**21%**
PATEN PIEDMONT AREA	Barrow	50	10	20%	3.3	65	79%	3	4%	14	17%
	Clarke	46	9	20%	3.0	51	70%	8	11%	14	19%
	Elbert	16	4	25%	1.3	19	70%	1	4%	7	26%
	Madison	23	5	22%	1.7	18	82%	-	-	4	18%
	Oconee	15	5	33%	1.7	10	50%	2	10%	8	40%
	Oglethorpe	18	4	22%	1.3	19	83%	-	-	4	17%
	Wilkes	8	3	38%	1.0	7	78%	-	-	2	22%
	Subtotal	**176**	**40**	**23%**	**13.3**	**189**	**74%**	**14**	**5%**	**53**	**21%**
SCTEN SOUTH CENTRAL	Dodge	11	4	36%	1.3	9	64%	-	-	5	36%
	Emanuel	21	4	19%	1.3	21	72%	-	-	8	28%
	Johnson	4	-	-	-	4	80%	-	-	1	20%
	Laurens	39	8	21%	2.7	46	81%	1	2%	10	18%
	Montgomery	12	6	50%	2.0	8	50%	2	13%	6	38%
	Telfair	8	1	13%	0.3	7	88%	-	-	1	13%
	Toombs	23	7	30%	2.3	20	69%	2	7%	7	24%
	Treutlen	6	1	17%	0.3	8	89%	-	-	1	11%
	Washington	16	3	19%	1.0	12	60%	2	10%	6	30%
	Wheeler	13	6	46%	2.0	4	33%	2	17%	6	50%
	Wilkinson	16	7	44%	2.3	9	56%	-	-	7	44%
	Subtotal	**169**	**47**	**28%**	**15.7**	**148**	**69%**	**9**	**4%**	**58**	**27%**
SETEN SOUTHEASTERN	Bryan	16	6	38%	2.0	17	63%	1	4%	9	33%
	Bulloch	57	16	28%	5.3	54	72%	4	5%	17	23%
	Candler	12	3	25%	1.0	10	67%	-	-	5	33%
	Chatham	114	31	27%	10.3	98	65%	10	7%	42	28%
	Effingham	28	5	18%	1.7	35	83%	1	2%	6	14%
	Evans	12	2	17%	0.7	11	73%	1	7%	3	20%
	Screven	15	5	33%	1.7	9	50%	3	17%	6	33%
	Subtotal	**254**	**68**	**27%**	**22.7**	**234**	**68%**	**20**	**6%**	**88**	**26%**
SRTEN SOUTHERN REGIONAL	Atkinson	7	2	29%	0.7	8	73%	-	-	3	27%
	Ben Hill	9	1	11%	0.3	15	83%	1	6%	2	11%
	Berrien	12	2	17%	0.7	10	63%	3	19%	3	19%
	Brooks	16	4	25%	1.3	17	74%	-	-	6	26%
	Clinch	8	5	63%	1.7	5	63%	-	-	3	38%
	Coffee	37	10	27%	3.3	33	73%	2	4%	10	22%
	Cook	28	4	14%	1.3	25	81%	-	-	6	19%
	Echols	1	1	100%	0.3	-	-	-	-	1	100%
	Irwin	6	1	17%	0.3	8	80%	-	-	2	20%
	Lanier	7	1	14%	0.3	8	89%	-	-	1	11%
	Lowndes	59	10	17%	3.3	67	76%	4	5%	17	19%
	Tift	24	4	17%	1.3	26	74%	1	3%	8	23%
	Subtotal	**214**	**45**	**21%**	**15.0**	**222**	**75%**	**11**	**4%**	**62**	**21%**
SWTEN SOUTHWESTERN	Baker	5	1	20%	0.3	5	83%	-	-	1	17%
	Calhoun	1	-	-	-	1	100%	-	-	-	-
	Colquitt	47	13	28%	4.3	35	66%	2	4%	16	30%
	Decatur	24	8	33%	2.7	25	74%	-	-	9	26%
	Dougherty	54	12	22%	4.0	66	80%	2	2%	15	18%
	Early	5	2	40%	0.7	6	67%	-	-	3	33%
	Grady	20	3	15%	1.0	22	85%	-	-	4	15%
	Lee	20	5	25%	1.7	17	65%	1	4%	8	31%
	Miller	5	2	40%	0.7	3	60%	-	-	2	40%
	Mitchell	11	3	27%	1.0	12	75%	-	-	4	25%
	Seminole	8	3	38%	1.0	7	70%	-	-	3	30%
	Thomas	24	6	25%	2.0	21	72%	1	3%	7	24%
	Worth	30	6	20%	2.0	30	75%	-	-	10	25%
	Subtotal	**254**	**64**	**25%**	**21.3**	**250**	**74%**	**6**	**2%**	**82**	**24%**
	Chattahoochee	8	1	13%	0.3	10	83%	1	8%	1	8%

Traffic Enforcement Network / County		2020-2022 Traffic Fatalities	2020-2022 Alcohol-Related Fatalities			Highest Driver BAC* Involved in All Fatal Crashes					
			Total	% of Traffic Fatalities	Average Fatalities per Year	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL	
						#	%	#	%	#	%
WCTEN WEST CENTRAL	Clay	6	-	-	-	8	89%	-	-	1	11%
	Harris	16	1	6%	0.3	15	83%	2	11%	1	6%
	Marion	5	1	20%	0.3	17	65%	1	4%	8	31%
	Muscogee	72	15	21%	5.0	76	72%	7	7%	23	22%
	Quitman	1	-	-	-	1	100%	-	-	-	-
	Randolph	7	1	14%	0.3	6	60%	3	30%	1	10%
	Schley	4	-	-	-	3	100%	-	-	-	-
	Stewart	10	2	20%	0.7	11	79%	-	-	3	21%
	Sumter	16	5	31%	1.7	14	70%	2	10%	4	20%
	Talbot	8	2	25%	0.7	6	75%	-	-	2	25%
	Taylor	6	1	17%	0.3	6	86%	-	-	1	14%
	Terrell	14	3	21%	1.0	9	69%	-	-	4	31%
	Webster	7	-	-	-	6	100%	-	-	-	-
	Subtotal	**180**	**32**	**18%**	**10.7**	**188**	**74%**	**16**	**6%**	**49**	**19%**
WRTEN WESTERN REGIONAL	Carroll	72	21	29%	7.0	71	73%	1	1%	25	26%
	Coweta	70	25	36%	8.3	63	60%	6	6%	36	34%
	Douglas	61	18	30%	6.0	64	70%	1	1%	27	29%
	Haralson	32	10	31%	3.3	30	65%	3	7%	13	28%
	Heard	11	1	9%	0.3	13	93%	-	-	1	7%
	Meriwether	27	7	26%	2.3	21	60%	7	20%	7	20%
	Paulding	58	16	28%	5.3	58	70%	4	5%	21	25%
	Troup	49	15	31%	5.0	47	72%	1	2%	17	26%
	Subtotal	**380**	**113**	**30%**	**37.7**	**367**	**68%**	**23**	**4%**	**147**	**27%**