Georgia Traffic Safety Facts

2021 Data

October 2023

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 2021 are:

- Risky Driving
- Distracted Driving
- Pedestrians & Bicyclists (Non-Motorists)
- Occupant Protection
- Rural Roads
- Motorcycles
- Older Drivers
- Young Drivers
- Large Trucks

This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by the Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH).

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Overview of Motor Vehicle Crashes in 2021

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.

2021 Key Findings

Traffic Fatalities

- In Georgia, there were 1,797 motor vehicle traffic fatalities in 2021, resulting in 1.49 traffic fatalities for every 100 million vehicle miles traveled (VMT). This is the largest number of traffic fatalities experienced in the past decade. Although Georgia ranks fourth in the number of fatalities in the nation, it ranks 16th in fatalities per 100M VMT.
- Georgia traffic fatalities increased by 8 percent from 1,664 in 2020 to 1,797 in 2021.
  - The Atlanta region experienced an increase in the number of passenger vehicle occupant fatalities, unrestrained passenger vehicle occupant fatalities, motorcyclist fatalities, pedestrian fatalities, alcohol-related fatalities, speeding-related fatalities, young drivers involved in fatal crashes, and older drivers aged 65+ years involved in fatal crashes.
  - Rural regions experienced an increase in the number of unrestrained passenger vehicle occupant fatalities, fatalities involving large trucks, and older drivers aged 65+ years involved in fatal crashes.

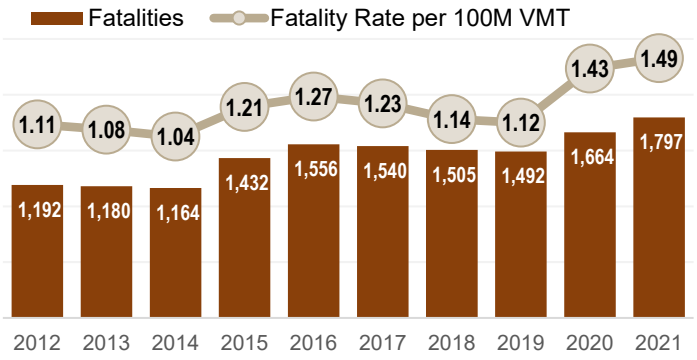
Serious Traffic Injuries & Cost

- Between 2017 and 2021, the number of suspected serious crash injuries reported by law enforcement responding to a motor vehicle traffic incident increased by 66 percent, from 5,370 in 2017 to 8,937 in 2021. 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 percent 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 (100,965 EMS transports). According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 26 percent of all injuries treated by designated and non-designated Trauma Centers across the state of Georgia. In 2021, the total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was $2.2 billion for 8,598 motor vehicle traffic-related hospitalizations and 93,536 motor vehicle traffic-related emergency room visits.

Fatalities and Injury Rates

Traffic-related fatalities in Georgia increased by 8 percent from 1,664 roadway fatalities in 2020 to 1,797 fatalities in 2021. Despite the increase in the number of fatalities, the estimated rate of traffic fatalities for every 100 million vehicle miles traveled (VMT) decreased from 1.43 in 2020 to 1.49 in 2021. According to the Federal Highway Administration (FHWA) Office of Highway Policy Information Traffic Volume Trends, vehicle miles traveled in Georgia increased by 11 percent between 2020 and 2021; however, the overall VMT in 2021 is still lower than pre-pandemic norms.

Figure 1: **Fatalities and Fatality Rate per 100M VMT, 2012-2021**



Source: FARS 2012–2021

In 2021, the state of Georgia ranked as the fourth-highest number of traffic fatalities and 16th by fatality rate (traffic fatalities per 100M VMT) in the nation. Between 2020 and 2021, the number of national traffic fatalities increased by 10 percent, and the national fatality rate per 100M VMT increased by 2 percent. During this time, Georgia experienced an 8 percent increase in traffic fatalities and a 4 percent increase 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 the NHTSA Region IV increased by 10 percent from 2020 to 2021, and the fatality rate per 100M VMT increased by 4 percent.

Table 1: **Traffic Fatalities, Fatality Rate per 100M VMT by Region and Year (2017, 2020, and 2021)**

Region	Traffic Fatalities					Fatality Rate per 100M VMT				
				Percentage Change					Percentage Change	
	2017	2020	2021	5-Year Comparison (2017-2021)	1-Year Comparison (2020-2021)	2017	2020	2021	5-Year Comparison (2017-2021)	1-Year Comparison (2020-2021)
National	37,473	39,007	42,939	15%	10%	1.17	1.34	1.37	17%	2%
NHTSA Region IV AL, FL, GA, SC, TN	7,617	8,204	9,043	19%	10%	1.38	1.57	1.64	19%	4%
Georgia	1,540	1,658	1,797	17%	8%	1.23	1.43	1.49	21%	4%

Source: FARS 2017, 2020, and 2021

In Georgia, the traffic fatality rates (per 100M VMT, population, licensed drivers, and registered vehicles) increased in 2021 compared to 2020 (Table 2).

- Vehicle miles traveled *in*creased by 4 percent (4.7 million more miles), resulting in **1.49** traffic fatalities per 100M VMT.
- Population *in*creased by less than 1 percent (+89,549 persons), resulting in **16.6** traffic fatalities per 100,000 persons.
- Licensed drivers *de*creased by 4 percent (-325,059 drivers), resulting in **22.4** traffic fatalities per 100,000 licensed drivers.
- Registered vehicles *in*creased by less than 1 percent (+2,391 vehicles), resulting in **17.4** traffic fatalities per 100,000 registered vehicles.

Table 2: **Traffic Fatality Rate per Vehicle Miles Traveled, Population, Licensed Drivers, and Registered Vehicles, 2012-2021**

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
2012	1,192	107,387	1.11	9,919,945	12.0	7,043,349	16.9	8,686,939	13.7
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	1,664	115,967	1.43	10,710,017	15.5	8,332,657	20.0	10,349,694	16.1
2021	1,797	120,685	1.49	10,799,566	16.6	8,007,598	22.4	10,352,085	17.4

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 2016-2020 are valid licenses. Source: FARS 2012-2021, OASIS 2012-2021, DDS 2012-2021, FY2014-FY2021 DOR Annual Reports (DOR 2019-2020).

Suspected Serious Crash Injuries

Between 2017 and 2021, the number of suspected serious crash[2] injuries increased by 66 percent, from 5,370 in 2017 to 8,937 in 2021 (Table 3). In 2021, there were 7.41 serious traffic injuries per 100M VMT (a 74 percent increase from 2017) and 2,306 serious traffic injuries per 100,000 traffic crashes (a 74 percent increase from 2017).

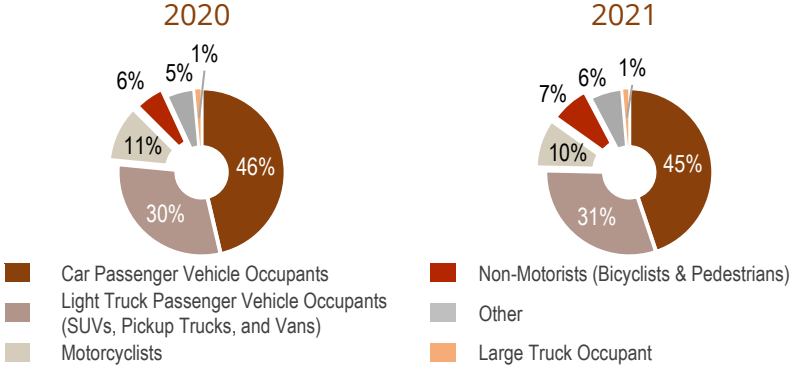
The comparison of traffic-related serious injuries by person type between 2020 and 2021 is shown in Figure 2. Car passenger vehicle and light truck passenger vehicle occupants continue to have the highest proportion of serious injuries in traffic crashes. The proportion of serious injuries that were non-motorists increased from 6 percent in 2020 to 7 percent in 2021.

Table 3: **Suspected Serious Injuries and Rates, 2017-2021**

Year	Suspected Serious Injuries	Suspected Serious Injury Rate	
		Per 100M VMT	Per 100,000 Crashes
2017	5,370	4.25	1,327.5
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

* 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: FFY2023 GOHS Core Performance Measures

Figure 2: **Serious Injuries by Person Type, 2020 and 2021**



Source: CODES 2020 and 2021

[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 percent of all Emergency Medical Services (EMS) 911 calls in 2021. Nearly three quarters of all motor vehicle traffic-related EMS transports (75,918 out of 100,965 EMS transport) were reported with a motor-vehicle-related ICD-10 Code. Of the 75,918 motor vehicle traffic-related incidents reported as seen or transported by EMS in 2021, 75 percent were motor vehicle occupants, 4 percent were motorcyclists, 4 percent were non-motorists, and 17 were other motor vehicle-related incidents. Compared to other age groups, persons in the 21-to-24 age group have the highest rate of EMS transports – 1,376.4 transports for every 100,000 population.

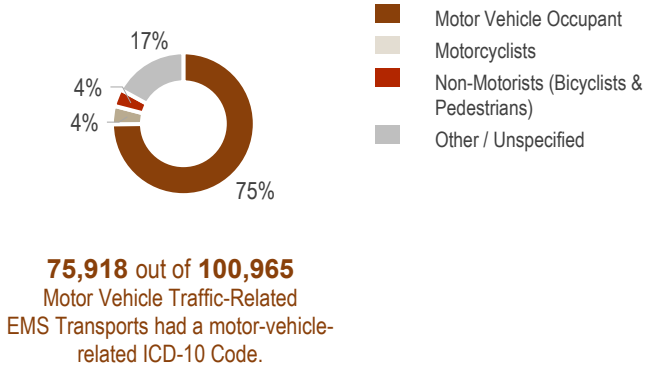
Emergency Room Visits & Hospitalizations

In 2021, there were a total of 93,536 motor vehicle traffic-related emergency room (ER) visits and 8,598 motor vehicle traffic-related hospitalizations.[1] Motor vehicle occupants accounted for 90 percent of the ER visits and 49 percent of the hospitalizations related to motor vehicle traffic (Figure 4). Compared to other age groups, persons in the 21-to-24 age group have the highest rate of ER visits and hospitalizations – 1,776.3 ER visits and 126.6 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 26 percent of all injuries treated by designated and non-designated Trauma Centers[2] in 2021 across the state of Georgia. Of the 13,616 motor vehicle traffic-related trauma patients treated, 79 percent were motor vehicle occupants, 12 percent were motorcyclists, and 9 percent 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 – 216.1 trauma patients for every 100,000 population. The rate of traffic-related trauma care for this age group increased by 35 percent from the rate of 160.1 in 2020.

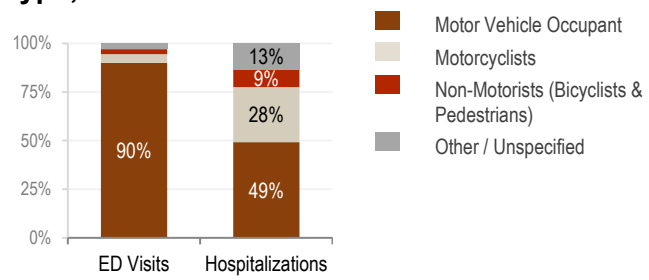
Figure 3: **Traffic-Related Injuries Transported by Emergency Medical Services by Person Type, 2021**



75,918 out of **100,965**
Motor Vehicle Traffic-Related EMS Transports had a motor-vehicle-related ICD-10 Code.

Note: Other includes non-specified person type involved in motor vehicle traffic-related incident.
Source: Georgia Emergency Medical Services Information System (GEMSIS) 2021

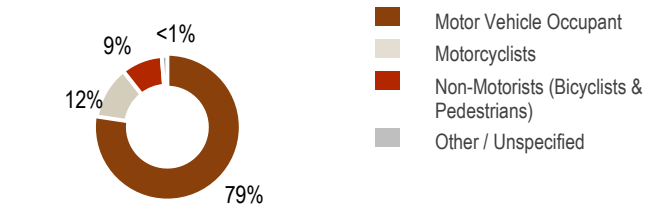
Figure 4: **Traffic-Related Injuries Emergency Room Visits and Hospitalizations by Person Type, 2021**



102,134
Motor Vehicle Traffic-Related ER & Hospital Visits

Note: Other includes non-specified person type involved in motor vehicle traffic-related incident. Source: OHIP Hospital Inpatient Discharge and Emergency Room Visit Data (2021)

Figure 5: **Traffic-Related Trauma Injuries by Person Type, 2021**



13,616
Motor Vehicle Traffic-Related Trauma Injuries

Source: Georgia Trauma Registry Data 2021

[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

Compared to pre-pandemic years (2017-2019), the number of police-reported motor vehicle crashes on public roads, injury crashes, and Property-Damage-Only (PDO) crashes changed between 2019 and 2021, as shown in Table 5. As noted in the other publications[3], the decrease in total crashes, including 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 2020 and 2021, the total crashes and PDO crashes in Georgia returned to pre-pandemic norms, the serious and fatal crashes are still increasing above 2019 counts. During this time, there was a 17 percent increase in total police-reported crashes, a 10 percent increase in fatal traffic crashes, a 14 percent increase in serious injury crashes, and a 19 percent increase in PDO crashes.

Table 5: **Police-Reported Crashes by Crash Severity, 2017-2021**

Crash Severity	Year					2020-2021 Change	
	2017	2018	2019	2020	2021	Number	Percent
Total Crashes	404,076	402,227	403,897	331,710	387,444	▲ + 55,734	▲ + 17%
Fatal Crashes	1,440	1,408	1,378	1,522	1,670	▲ + 148	▲ + 10%
Non-Fatal Crashes	402,636	400,819	402,519	330,188	385,774	▲ + 55,586	▲ + 17%
Serious Injury Crashes	4,468	5,252	6,069	6,370	7,291	▲ + 921	▲ + 14%
Property-Damage-Only Crashes**	297,142	295,190	289,184	234,142	278,916	▲ + 44,774	▲ + 19%

Source: FARS 2017-2020, *2021 TSREG Preliminary Fatality Data, Numetric 2017-2021 (extracted December 2022)
** Property-Damage-Only crashes are crashes that did not occur on private property and 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 2017 and 2021. The number of fatalities in multi-vehicle fatal crashes increased by 17 percent, from 657 fatalities in 2017 to 768 fatalities in 2021.

- **21 percent** of all fatal crashes (356 out of 1,670) 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 decreased by 5 percent from 374 in 2017 to 356 in 2021.
- **52 percent** 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 *increased* by 30 percent from 201 in 2017 to 262 in 2021.
- **13 percent** 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 6 percent from 179 in 2017 to 190 in 2021.

Table 6: **Traffic Fatalities by Crash Type, 2017 and 2021**

Fatal Crash Types	2017			2021			2017-2021 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	1,440	783	657	1,670	902	768	▲ 16%	▲ 15%	▲ 17%
Intersection (or Intersection-Related)	374	100	274	356	81	275	▽ -5%	▽ -19%	▲ < 1%
Roadway Departure	713	512	201	862	600	262	▲ 21%	▲ 17%	▲ 30%
Involving Large Trucks	207	28	179	222	32	190	▲ 7%	▲ 14%	▲ 6%

Source: FARS 2017 and 2021

[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.

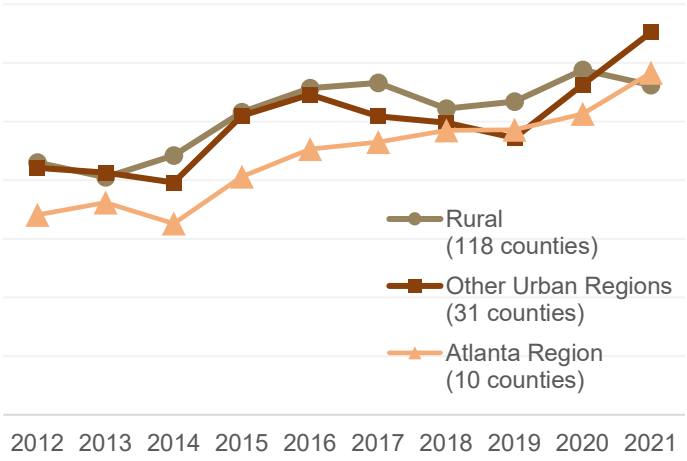
Fatal Crashes by Region: Urban vs. Rural

Figure 6 shows the number of traffic fatalities by region between 2012 and 2021. One-third of all Georgia fatal crashes occur in rural areas—though only 21 percent of the Georgia population lives in rural areas. The traffic fatalities that occurred in the ten counties that make up the Atlanta region increased by 20 percent, from 426 in 2019 to 583 in 2021.

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

- Unrestrained passenger vehicle occupant fatalities (33 percent increase)
- Young drivers aged 15- to-20 years involved in fatal crashes (29 percent increase)
- Pedestrian fatalities (20 percent increase)
- Passenger vehicle occupant fatalities (12 percent increase)
- Older drivers aged 65+ years involved in fatal crashes (11 percent increase)
- Motorcyclist fatalities (10 percent increase)
- Speeding-related fatalities (7 percent increase)
- Alcohol-related fatalities (6 percent increase)

Figure 6: **Traffic Fatalities by Region, 2012-2021**



Source: FARS 2012-2021

Note: The Atlanta Region includes the ten counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties.

*See the **"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 (10 counties)				Other Urban Region (31 counties)				Rural Region (118 counties)			
	2020	2021	Change		2020	2021	Change		2020	2021	Change	
			Number	Percent			Number	Percent			Number	Percent
Total Traffic Fatalities	513	583	70	▲ +14%	563	652	89	▲ +16%	588	562	-26	▽ -4%
Passenger Vehicle Occupant Fatalities	303	339	36	▲ +12%	363	442	79	▲ +22%	407	404	-3	▽ -1%
*Un*restrained Passenger Vehicle Occupant Fatalities	123	163	40	▲ +33%	154	185	31	▲ +20%	189	210	21	▲ +11%
Motorcyclist Fatalities	67	74	7	▲ +10%	68	75	7	▲ +10%	57	45	-12	▽ -21%
Pedestrian Fatalities	126	151	25	▲ +20%	92	105	13	▲ +14%	61	50	-11	▽ -18%
Bicyclist Fatalities	9	3	-6	▽ -67%	14	8	-6	-43%	9	4	-5	▽ -56%
Alcohol-Related Fatalities	125	132	7	▲ +6%	133	143	10	▲ +8%	161	116	-45	▽ -28%
Speeding Related Fatalities	118	126	8	▲ +7%	147	144	-3	▽ -2%	115	99	-16	▽ -14%
Fatalities Involving Large Trucks	66	65	-1	▽ -2%	71	79	8	▲ +11%	97	100	3	▲ +3%
Young Drivers Aged 15-to-20 Years Involved in Fatal Crashes	56	72	16	▲ +29%	83	81	-2	▽ -2%	77	76	-1	▽ -1%
Older Drivers Aged 65+ Years Involved in Fatal Crashes	73	81	8	▲ +11%	118	134	16	▲ +14%	122	125	3	▲ +2%

Source: FARS 2020 and 2021

Additional Georgia Traffic Safety Facts by Emphasis Area

Below are selected key findings from the **2021 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 1.9 times more likely to be speeding and 3.2 times more likely to be unrestrained compared to other tested drivers with no alcohol in their system.
- Nearly 1 out of 5 speeding drivers (18 percent) had a speeding conviction, and 6 percent of alcohol-impaired and/or drugged drivers had a DWI conviction (driving while intoxicated or impaired) previously recorded within five years prior to the fatal crash.

DISTRACTED DRIVING

- 54 percent of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver.
- 75 percent of all distraction-related crashes involved at least one other vehicle besides the distracted driver.

RURAL AND URBAN COMPARISON

- More than one-third (34 percent) of Georgia's traffic fatalities occurred in rural counties—though only 21 percent of the population lives in rural counties.
- The "Observational Survey of Seat Belt Use in Georgia" also reported that pickup trucks in the rural counties had the lowest restraint use among all PV occupants (75.2 percent) in Georgia. Vans in urban counties had the highest restraint use among all PV occupants (90.5 percent) in Georgia.

NON-MOTORISTS

Pedestrians

- In 2021, more than three-quarters of pedestrian fatalities (76 percent) and more than half (57 percent) 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 $188 million for Georgia residents.

Bicyclists

- There was an average of 23 bicyclist fatalities in traffic crashes each year between 2017-2021. The motor vehicle-related, bicyclist hospitalization and emergency room visit charges were $55 million for Georgia residents.

MOTORCYCLES

- There were 194 motorcyclist fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of motorcyclist fatalities recorded in the past decade.
- Nearly half (47 percent) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license.
- The total motorcycle-related hospitalization and emergency room charges in Georgia was $252 million.

LARGE TRUCKS

- 14 percent of all traffic fatalities involved at least one large truck— 244 persons fatally injured.
- Between 2020 and 2021, the number of traffic fatalities involving large trucks increased by 4 percent, and the rate of fatalities involving large trucks per VMT traveled by large trucks increased by 7 percent.

OCCUPANT PROTECTION

- Unrestrained PV occupants of all ages are nearly 5 times more likely to be fatally injured compared to restrained occupants.
- Historically, 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 percent of all licensed drivers, 26 percent of all drivers involved in fatal crashes, and 19 percent 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 $292 million.

YOUNG DRIVERS (15-20 Years)

- There were 215 young drivers aged 15-to-20 years old involved in fatal crashes – a 4 percent increase since 2020 (9 more drivers).
- The total motor vehicle crash-related hospitalization and emergency room charges among Georgia residents 15-to-20 years was $206 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 are in alignment.

Traffic Safety Performance Measures		Year									
		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Traffic Fatalities	Total **(C-1)**	1,192	1,180	1,164	1,432	1,556	1,540	1,505	1,492	1,658	1,797
	Rural Roadways*	589	557	462	565	603	594	508	520	645	598
	Urban Roadways*	603	621	702	867	953	946	997	972	1,010	1,199
	Unknown	0	2	0	0	0	0	0	0	3	0
Serious Injuries (C-2)		**	**	**	4,896	5,206	5,370	6,401	7,308	7,606	8,937
Serious Injuries per 100 Million VMT (HSIP, C-2a)		**	**	**	4.15	4.28	4.25	4.79	5.53	6.58	7.41
Fatalities Per 100 Million VMT	Total **(C-3)**	1.11	1.08	1.04	1.21	1.27	1.23	1.14	1.12	1.43	1.49
	Rural Roadways*	1.68	2.18	1.79	1.98	2.01	2	1.55	1.63	2.23	1.98
	Urban Roadways*	0.83	0.74	0.82	0.97	1.03	1	1.01	0.96	1.16	1.33
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	829	812	795	1,008	1,047	1,056	994	990	1,065	1,182
	Restrained	394	350	376	488	484	488	448	514	502	515
	Unrestrained **(C-4)**	368	377	363	411	472	464	441	385	461	555
	Unknown	67	85	56	109	91	104	105	91	102	112
Alcohol-Impaired Driving Fatalities (BAC=.08+) (C-5)		295	296	279	358	378	357	379	355	373	391
Speeding-Related Fatalities (C-6)		180	197	213	268	266	248	268	260	380	369
Motorcyclist Fatalities	Total **(C-7)**	134	116	137	152	172	139	154	170	186	185
	Helmeted	125	107	124	138	154	119	134	151	166	165
	Un-helmeted **(C-8)**	8	5	8	10	9	18	16	15	14	14
	Unknown	1	4	5	4	9	2	4	4	6	6
Drivers Involved in Fatal Crashes	Total	1,676	1,621	1,622	2,043	2,154	2,283	2,149	2,184	2,359	2,617
	Aged 15-20	4	0	4	3	6	6	0	3	205	215
	Aged Under 21 **(C-9)**	154	156	145	165	182	188	192	169	209	223
	Aged 65+	205	198	193	293	300	308	272	313	299	341
Pedestrian Fatalities (C-10)		167	176	163	194	232	253	262	236	279	306
Bicyclist Fatalities (C-11)		17	28	19	23	29	15	30	21	32	15
Non-Motorist Serious Injuries and Fatalities (HSIP, C-12)		**	**	**	594	676	755	735	752	740	988
Observed Seat Belt Use (B-1)		92	96	97	97	97	97	96	96	96	95

* See data considerations for the definition or rural/urban roadways. Source: FARS 2021

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.

For the purposes of this fact sheet, rural populations are determined by the U.S. Census Bureau's 2018 American Community Survey, where counties with less than 50,000 persons are considered rural areas.

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 2019 year. Licensing data by age, county, and license type was not obtained for the 2018 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 2021 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
- Rural Roads
- Motorcycles
- Older Drivers
- Young Drivers
- Large Trucks

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