

2022 Preliminary Fatality Report Findings

TRAFFIC SAFETY RESEARCH AND EVALUATION GROUP (TSREG)

THE UNIVERSITY OF GEORGIA

COLLEGE OF PUBLIC HEALTH

DEPARTMENT OF HEALTH PROMOTION & BEHAVIOR

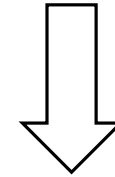
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Methods

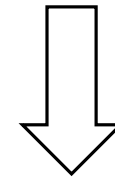
Collecting the Data



January 1, 2022 - December 31, 2022



TSREG received **daily fatality report** emails from GDOT. Information about crash date, time, location, fatality victim demographics, additional notes, and safety equipment usage were entered into TSREG's internal database.



The Georgia Electronic Accident Reporting System (**GEARS**) online database was used to **cross-reference and clean GDOT daily fatality data**. Additional factors found in GEARS that were not provided in GDOT emails were recorded. The 2017 Georgia Motor Vehicle Crash Report Overlay was used for analysis.

Methods

Cleaning the Data

TSREG's database was **cross-referenced** with the Fatal Crash Recording System (FCRS) using **SPSS software** by matching Accident Number/MRN. The FCRS data was used to **validate** the TSREG fatality database.

- When discrepancies between the two databases were discovered, GEARS was used to clarify the discrepancy.
- If “No Contributing Factors” was the only Operator Contributing Factor listed in the fatality report, it was included in TSREG's database. If it was listed with other factors, it was excluded as a contributing factor from analysis.



Methods

Removed Data (N=27)



Reason for Removal	Number of Fatalities Removed
Pit Maneuver (PITM)	5
Fetus	2
Suspected/confirmed heart attack or other natural cause of death mentioned in report narrative	6
Crash report in GEARS did not indicate a fatal crash- determined through report narrative or injury status	12
Date of fatality was listed as 2021	1
Crash report would not load in GEARS	1

TSREG preliminarily reports **1,829 roadway fatalities** in Georgia in 2022.



FARS 2021 Georgia roadway fatalities = 1,797

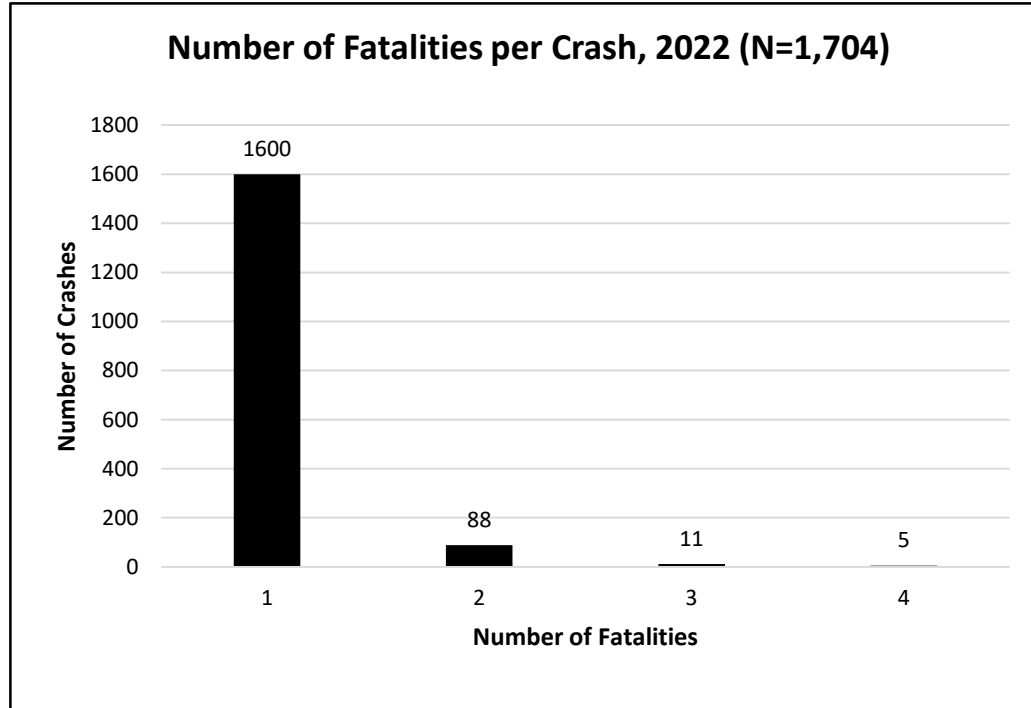
32 more fatalities in 2022 = 1.8% increase

All 2022 fatality data is preliminary.

Roadway fatality data is final when validated and released by NHTSA.

Results

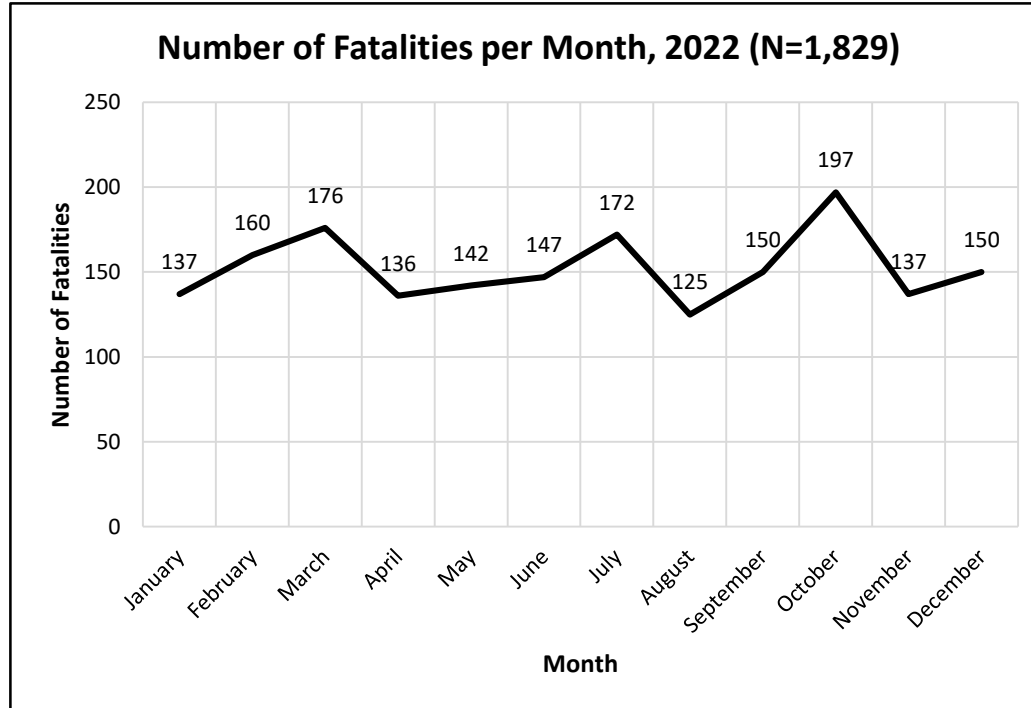
FATAL CRASHES



- 1,704 crashes resulted in 1,829 fatalities
- 93.9% of crashes resulted in a single fatality
- There were no crashes that resulted in 5 or more fatalities

Results

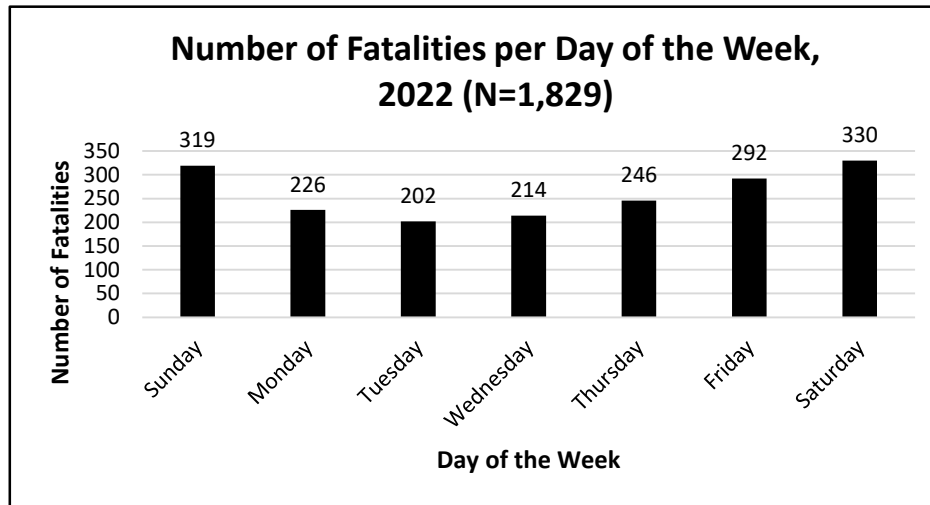
BY MONTH



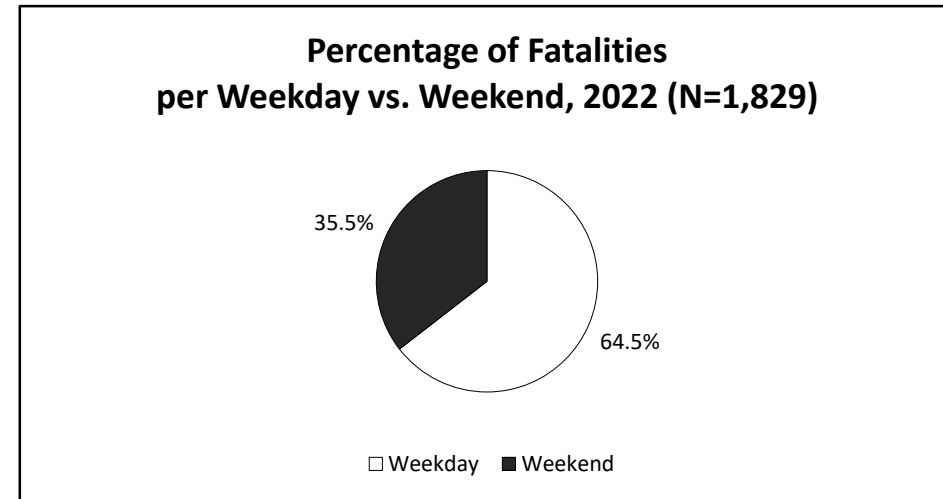
- October (10.8%) and March (9.6%) had the highest number of fatalities
- August (6.8%) had the lowest number of fatalities

Results

BY DAY OF THE WEEK



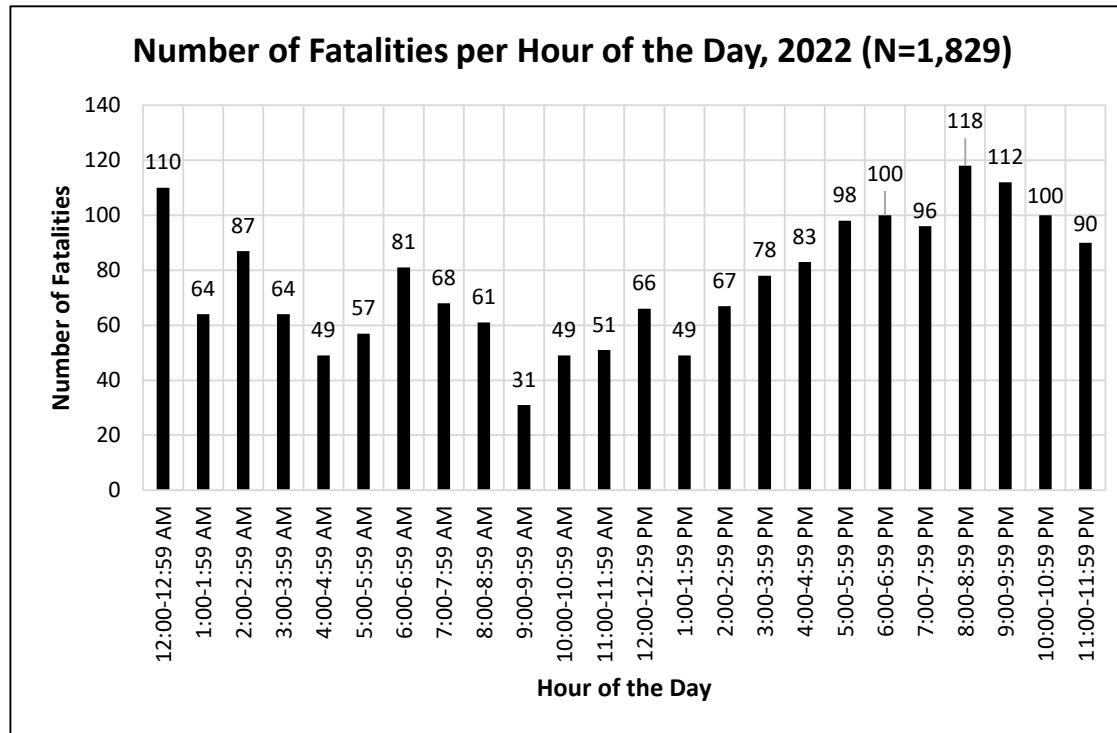
- Highest frequency of fatalities on Saturday and Sunday
- Lowest frequency on Tuesday



- Slightly more than 1/3 of all fatalities occurred on the weekend

Results

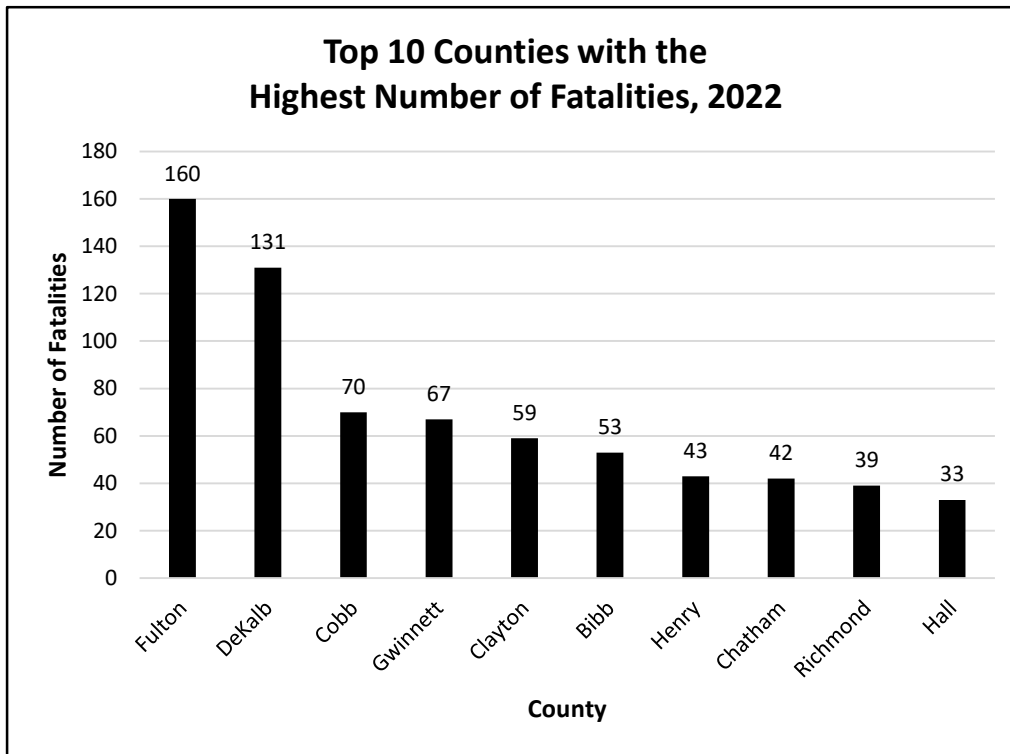
BY HOUR



- First quarter of the day (12:00AM-5:59AM)
23.6% of all total fatalities
- Second quarter of the day (6:00AM-11:59AM)
18.6%
- Third quarter of the day (12:00PM-5:59PM)
24.1%
- Fourth quarter of the day (6:00PM-11:59PM)
33.7%

Results

BY COUNTY

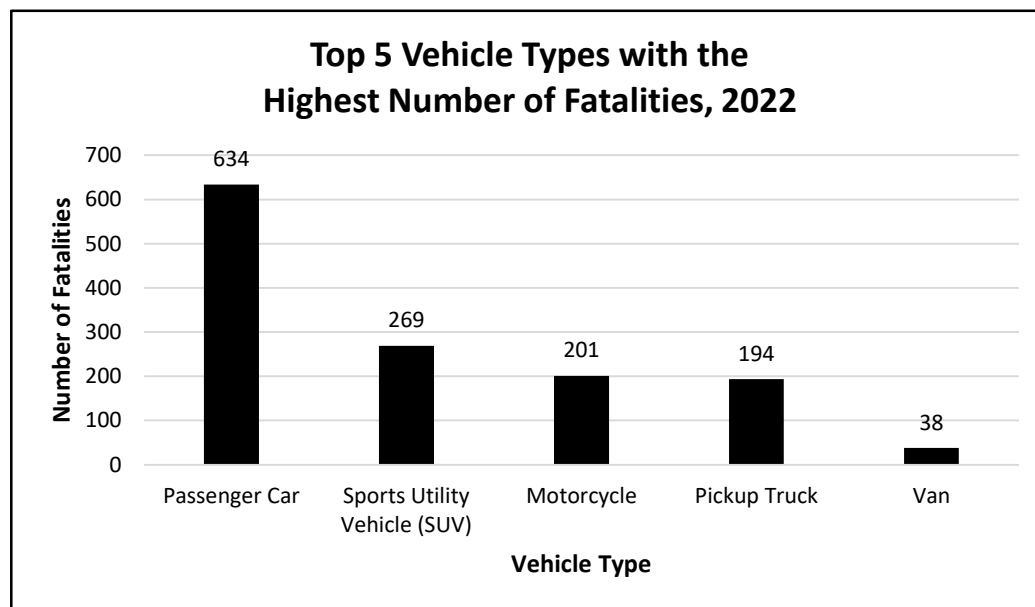


- Fulton: 8.7%
- DeKalb: 7.2%
- Cobb: 3.8%
- Gwinnett: 3.7%
- Clayton: 3.2%
- Bibb: 2.9%
- Henry: 2.4%
- Chatham: 2.3%
- Richmond: 2.1%
- Hall: 1.8%



Results

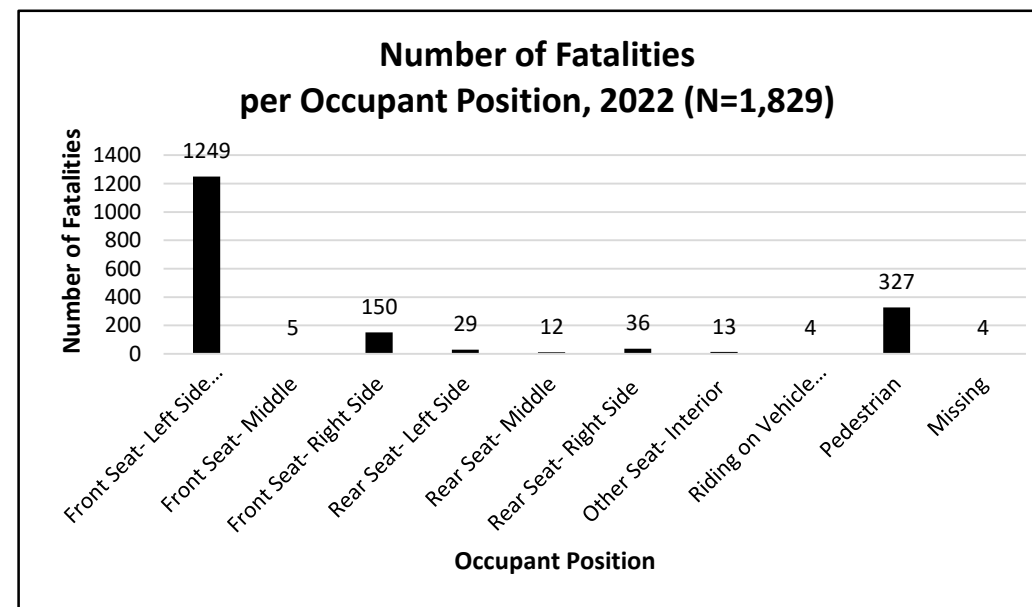
BY VEHICLE TYPE



- Passenger Car: 42.2%
- SUV: 17.9%
- Motorcycle: 13.4%
- Pickup Truck: 12.9%
- Van: 2.5%

**Pedestrians removed from analysis*

BY OCCUPANT POSITION

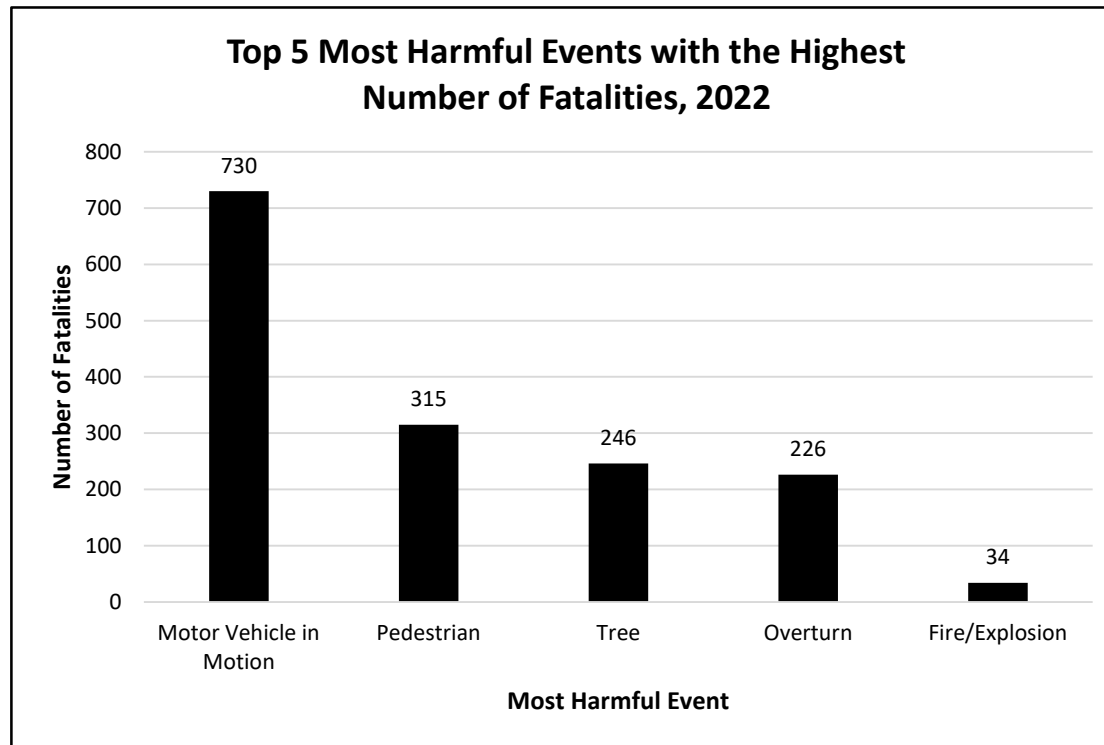


- Driver: 68.3%
- Pedestrians: 17.9%
- Front Seat- Right Side: 8.2%

These 3 occupant positions = 94.4% of all fatalities

Results

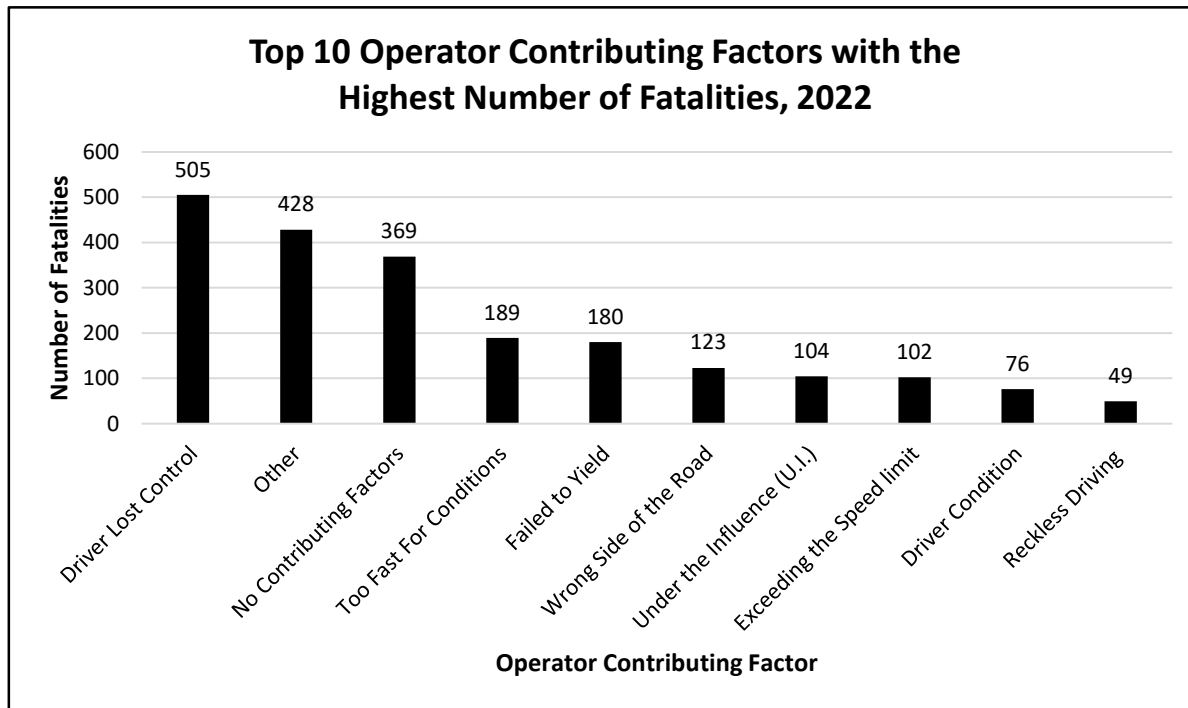
BY MOST HARMFUL EVENT



- Motor Vehicle in Motion: 39.9%
- Pedestrian: 17.2%
- Tree: 13.4%
- Overturn: 12.4%
- Fire/Explosion: 1.9%

Results

BY OPERATOR CONTRIBUTING FACTORS

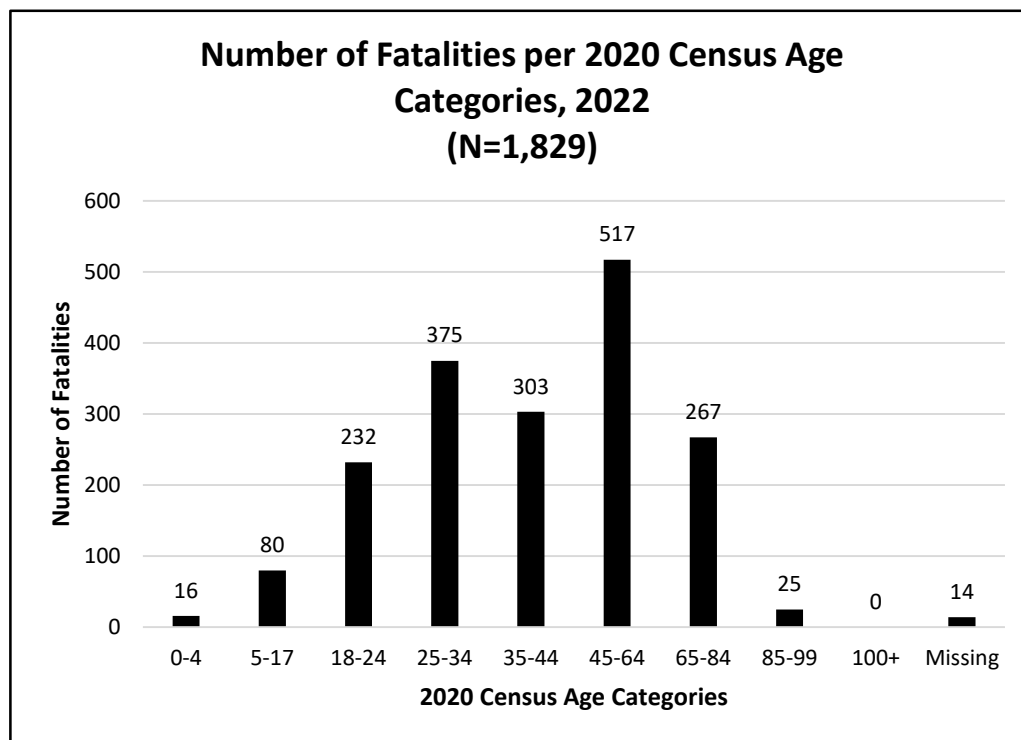


- Recent changes to remove “No Contributing Factors” and “Other” as options for Operating Contributing Factors will be applied in next year’s report.
- “Improper Backing,” “No Signal/Improper Signal,” “Improper Passing of School Bus,” “Disregard Police- Traffic Control,” and “Vision Obscured” were not cited in crash reports.

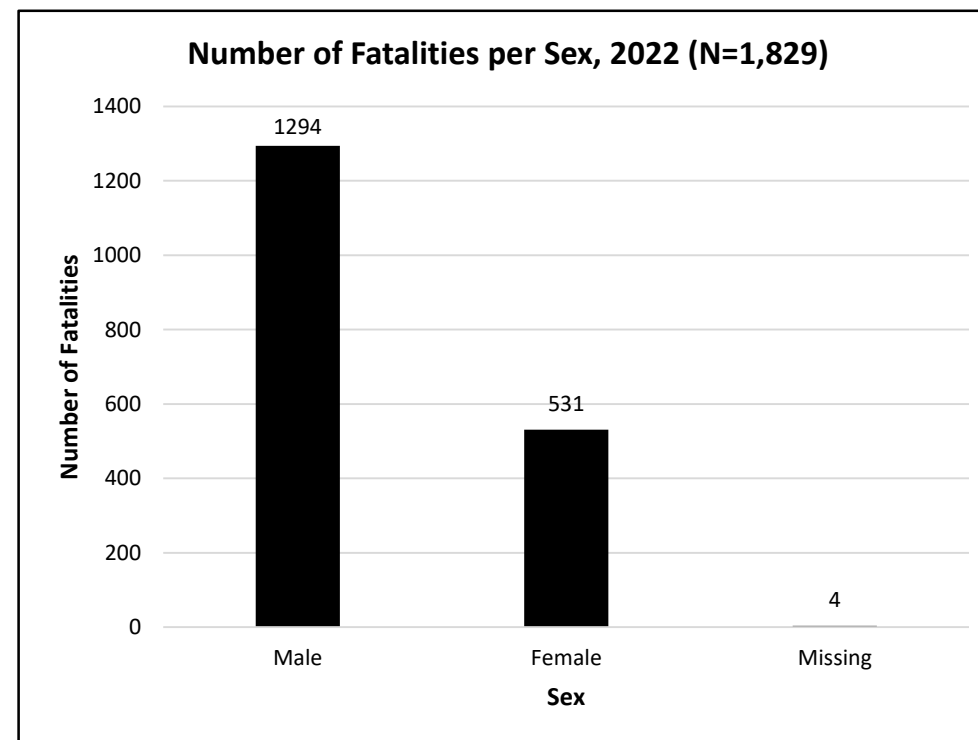


Results

BY OVERALL AGE

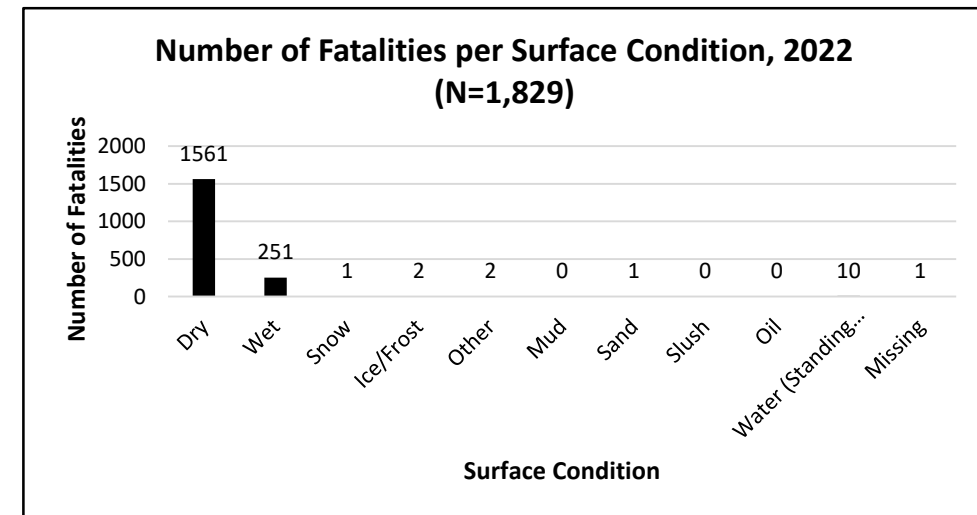
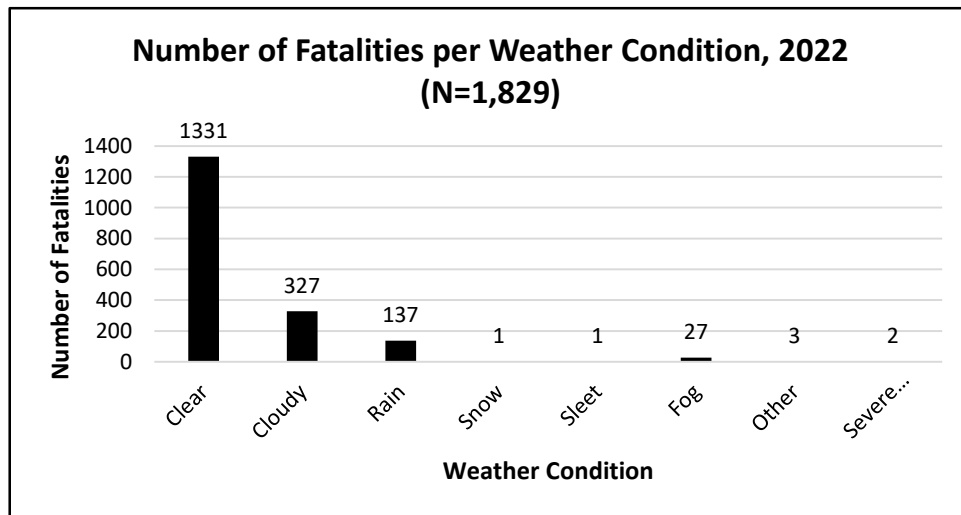


BY SEX



Results

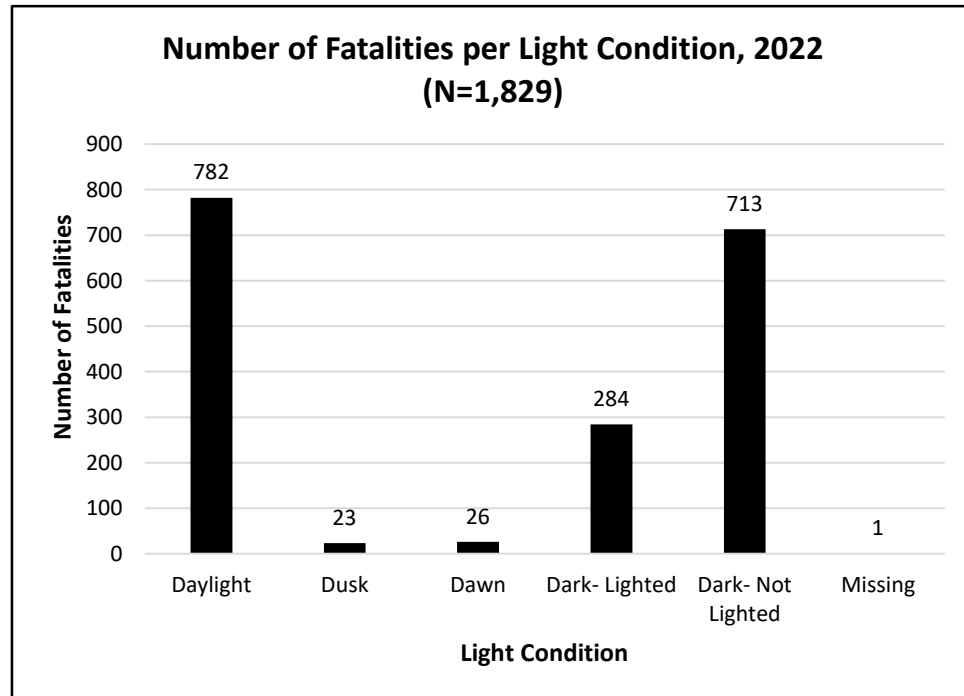
BY WEATHER AND SURFACE CONDITIONS



- Weather: Clear (72.3%), Cloudy (17.9%), Rain (7.5%)
- Surface: Dry (85.3%), Wet (13.7%)

Results

BY LIGHT CONDITION



- Daylight: 42.8%
- Dusk/Dawn: 2.7%
- Dark (Lighted): 15.5%
- Dark (Not Lighted): 39.0%
- Missing data: 0.05%

TRENDS

- PEDESTRIANS
- MOTORCYCLISTS
- YOUNG ADULTS
- AGING ADULTS
- OCCUPANT PROTECTION
- SPEED
- DISTRACTION
- UNDER THE INFLUENCE

Pedestrians

TSREG preliminarily reports **327 pedestrian fatalities** in Georgia in 2022.
17.8% of all roadway fatalities.

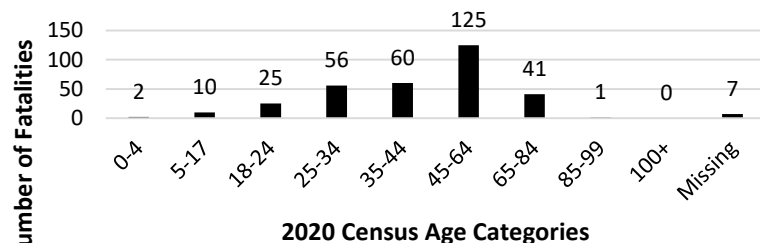
FARS confirmed 306 pedestrian fatalities in 2021.
TSREG preliminarily reports a **6.9% increase** in pedestrian fatalities.

A pedestrian is defined as “any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. These exclude people on personal conveyances like roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities” (CODES, 2023).



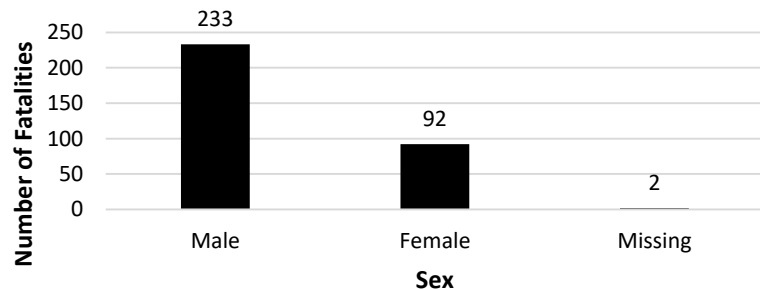
Pedestrians (n=327)

Number of Pedestrian Fatalities per
2020 Census Age Categories, 2022
(n=327)



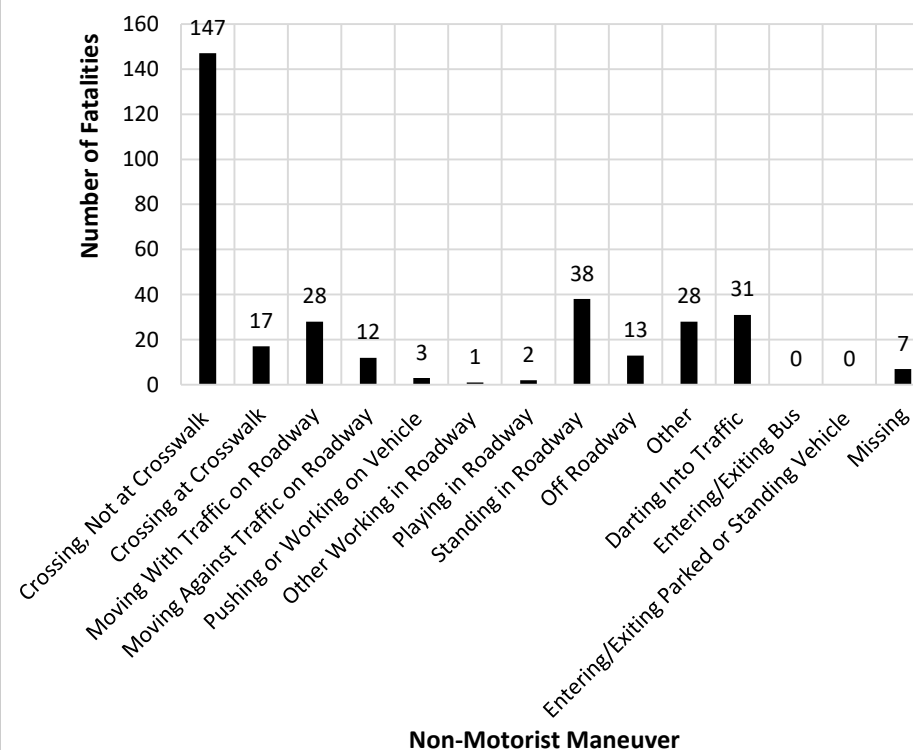
- 38.2% of pedestrians were 45-64 years old

Number of Pedestrian Fatalities per Sex,
2022 (n=327)



- 71.3% male
- 28.1% female
- 0.6% missing

Number of Pedestrian Fatalities
per Non-Motorist Maneuver, 2022 (n=327)



- 45.0% “Crossing, Not at Crosswalk”
- 11.6% “Standing in Roadway”
- 9.5% “Darting into Traffic”
- 8.6% “Moving with Traffic on Roadway”
- 8.6% “Other”

Motorcyclists

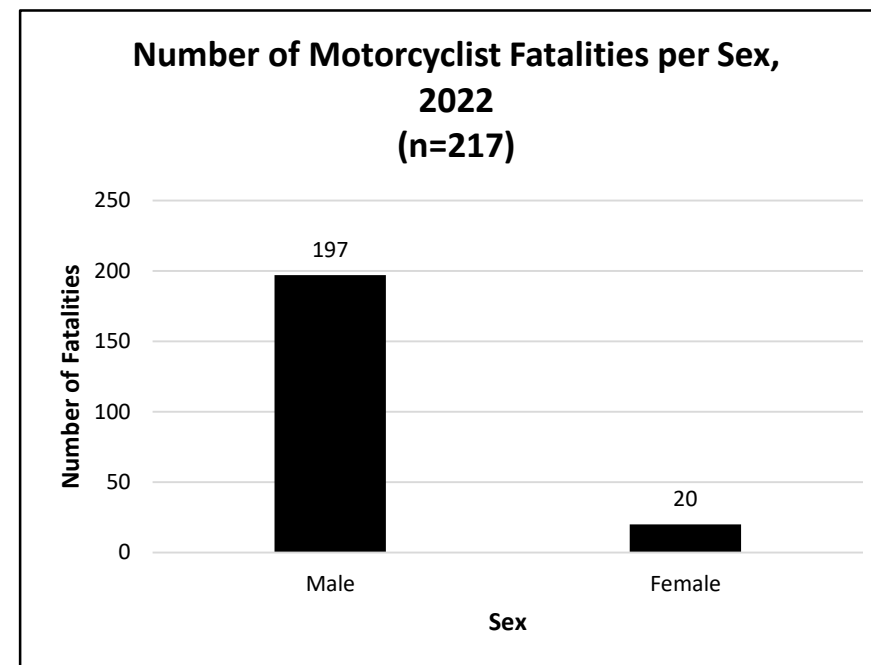
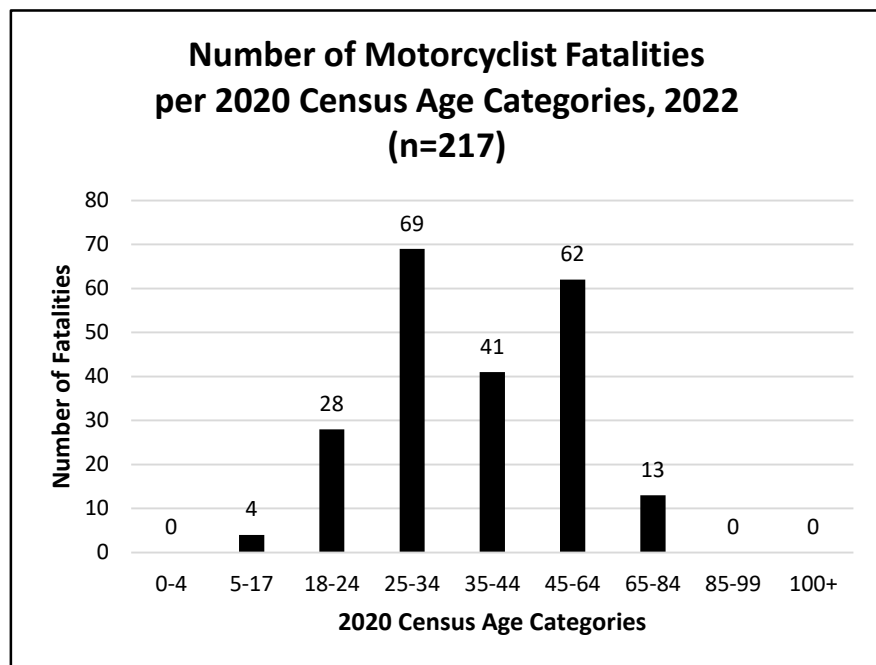
TSREG preliminarily reports **217 motorcyclist fatalities** in Georgia in 2022.
11.9% of all roadway fatalities.

FARS confirmed 185 motorcyclist fatalities in 2021.
TSREG preliminarily reports a **17.3% increase** in motorcyclist fatalities.

A motorcyclist is defined as “a general term to refer to either the rider (motorcycle operator) or passenger,” and a motorcycle includes “two- or three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes” (CODES, 2023).



Motorcyclists (n=217)



- 5-17: 1.8%
- 18-24: 12.9%
- 25-34: 31.8%
- 35-44: 18.9%
- 45-64: 28.6%
- 65-84: 6.0%

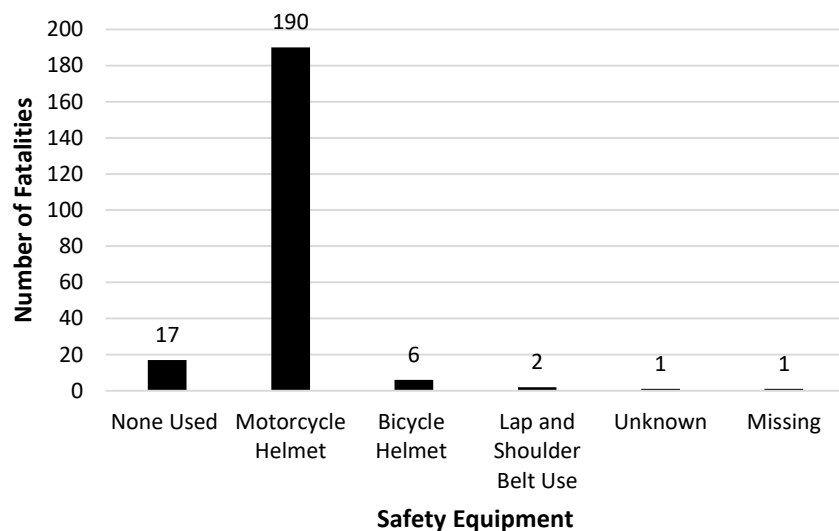
Male: 90.8%

Female: 9.2%



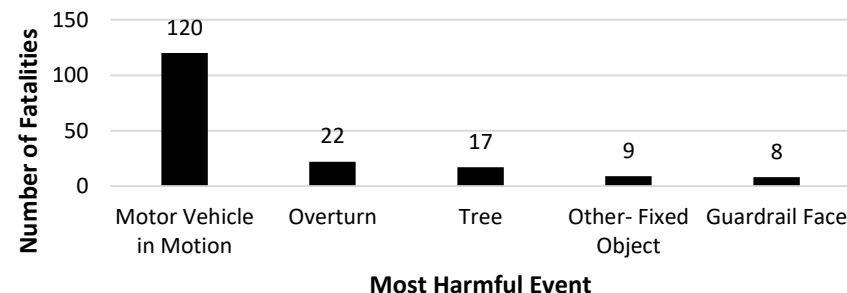
Motorcyclists (n=217)

**Number of Motorcyclist Fatalities
per Safety Equipment Usage, 2022
(n=217)**



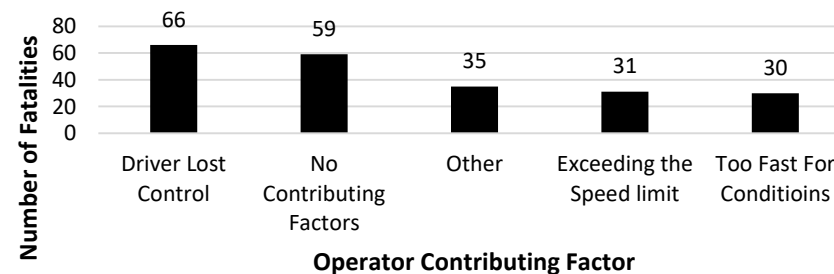
- Motorcycle Helmet: 87.6%
- None Used: 7.8%

**Top 5 Motorcyclist Most Harmful Events with
the Highest Number of Fatalities, 2022**



- Motor Vehicle in Motion: 55.3%

**Top 5 Motorcyclist Operator Contributing
Factors with the Highest Number of
Fatalities, 2022**



- Driver Lost Control: 30.4%

Young Adult Fatalities

TSREG preliminarily reports **191 fatalities** for all individuals under the age of 21 in Georgia in 2022.
10.4% of all roadway fatalities.

15-20 years old

- 84 young driver fatalities
 - 4.6% of all fatalities
- 56 passenger or pedestrian fatalities 15-20 years old
 - 3.1% of all fatalities

“The term young driver refers to a person 15-to-20 years old operating a motor vehicle” (CODES, 2023).

14 years old and younger

- 51 fatalities
 - 2.8% of all fatalities
- 6 driver fatalities
 - All driving ATV or Motorized Recreational Vehicle

Aging Adult Fatalities

TSREG preliminarily reports **543 fatalities** for all individuals 55 years old and older in Georgia in 2022.
29.7% of all roadway fatalities.

55-64 years old

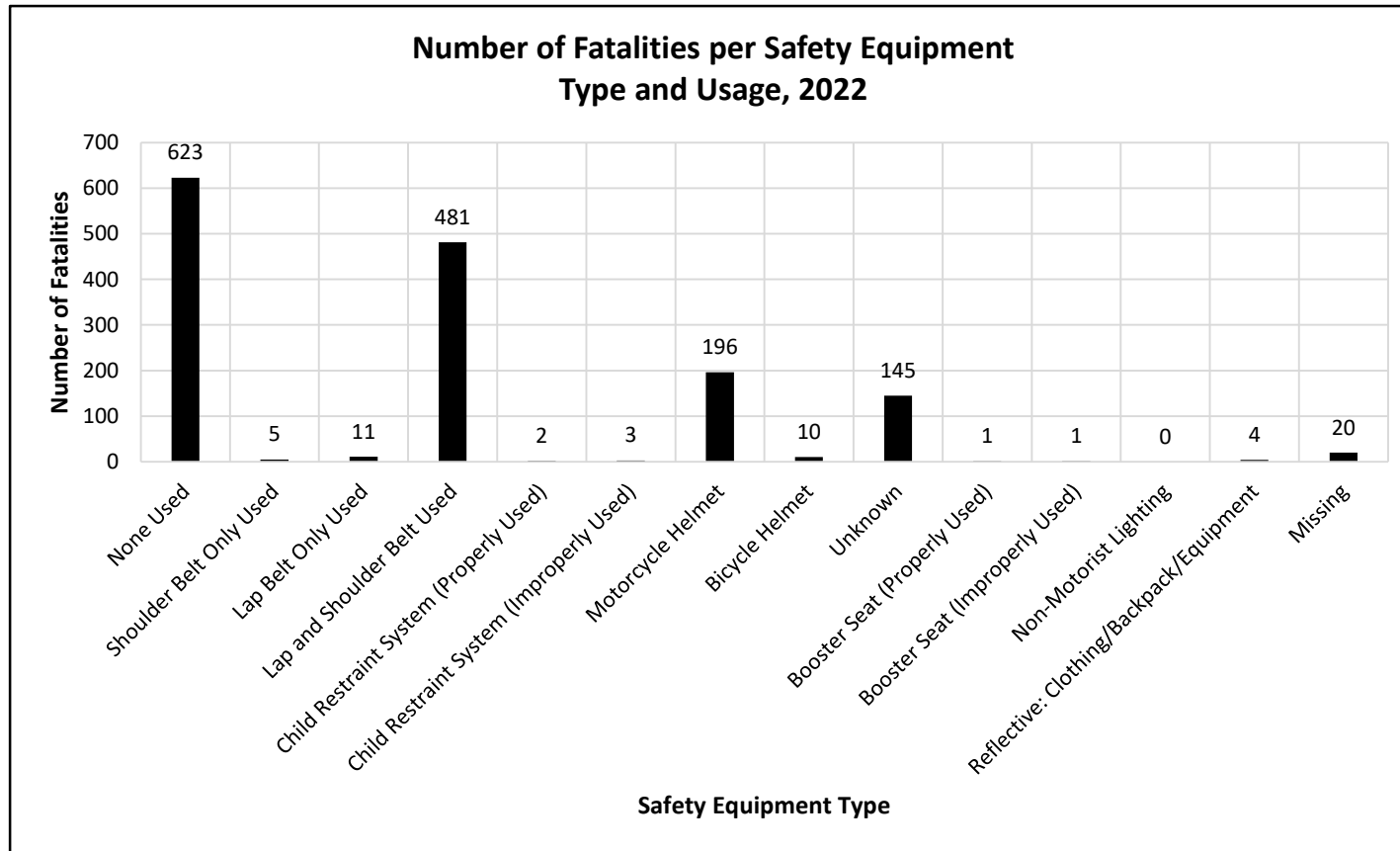
- 250 fatalities
 - 13.7% of all fatalities
- 166 driver fatalities
- 84 passengers or pedestrians

65 years old and older

- 293 fatalities
 - 16.0% of all fatalities
- 202 driver fatalities
- 91 passengers or pedestrians

CODES (2023) states “persons 55-to-64 years old and persons 65 years or older are considered part of the ‘older drivers’ population – particularly in relation to population, drivers, motor vehicle occupants, and non-motorists.”

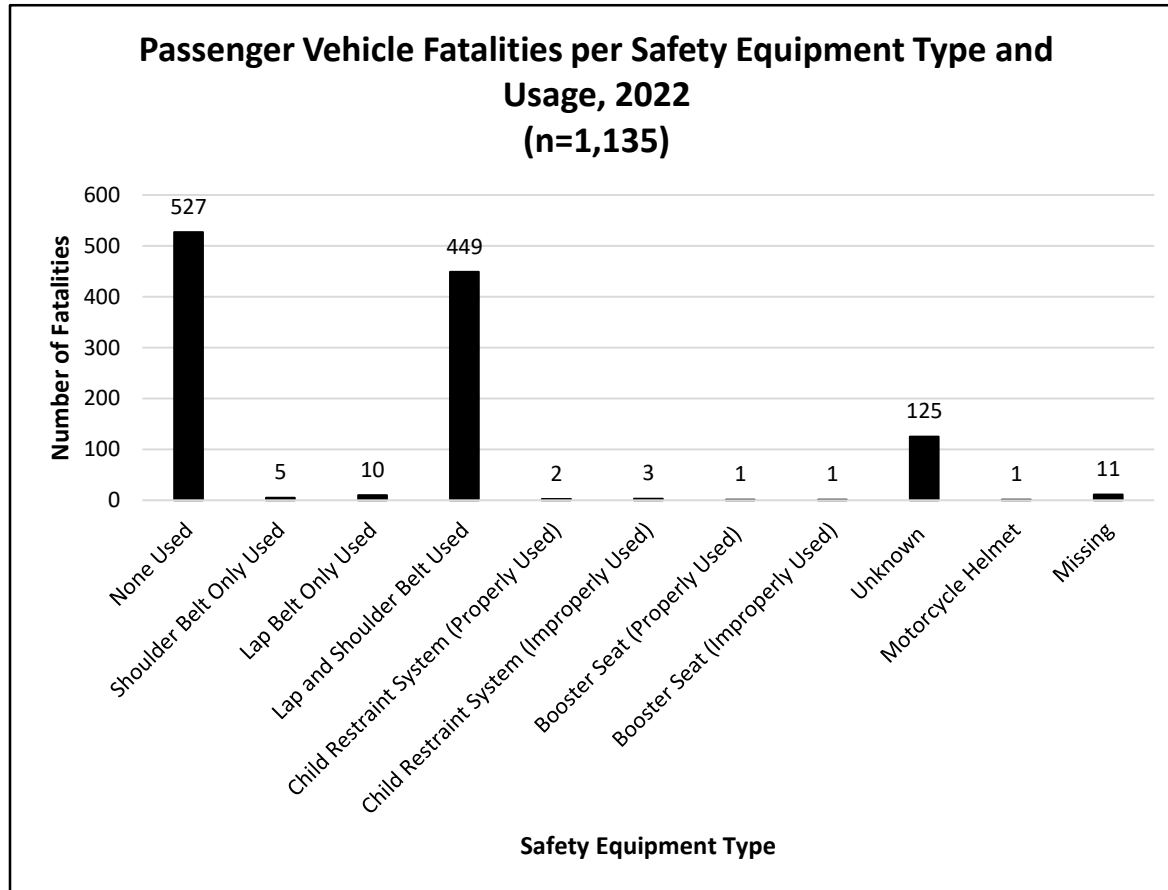
Occupant Protection: Safety Equipment Type and Usage



**Pedestrians removed*

- 714 individuals (57.2%) were using some type of safety equipment at the time of a fatal crash. Although some safety equipment categories indicate the equipment was improperly used, the intent behind wearing the safety equipment was present.
- 623 individuals (49.9%) were not using any type of safety equipment.
- 145 fatalities (11.6%) in which occupant protection usage was unknown.
- 20 fatalities (1.1%) missing occupant protection data.

Occupant Protection: Passenger Vehicle Occupants

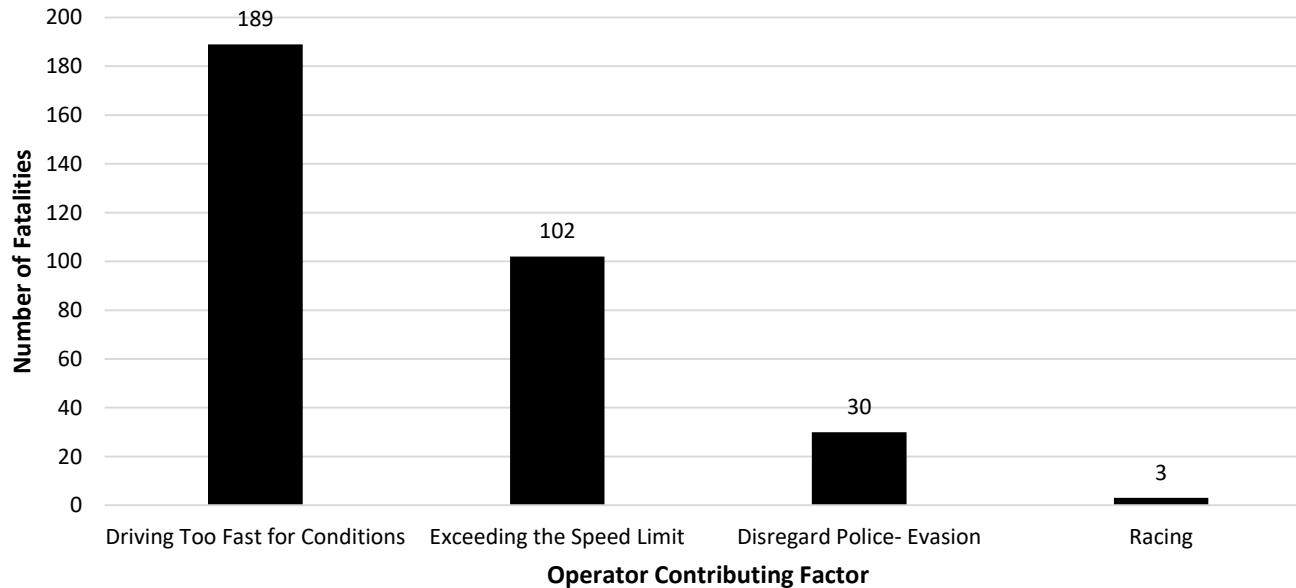


- 1,135 fatalities in 2022 that involved passenger vehicles
- None Used: 46.4%
- Lap and Shoulder Belt Used: 39.6%
- Unknown: 11.0%

“Occupant protection includes seat belts, car seats, and boost seats for passenger vehicle occupants- drivers and passengers. Passenger vehicles are defined as passenger cars, pick-up trucks, vans, and SUVs” (CODES, 2023).

Speeding-Related Crashes Resulting in Fatalities

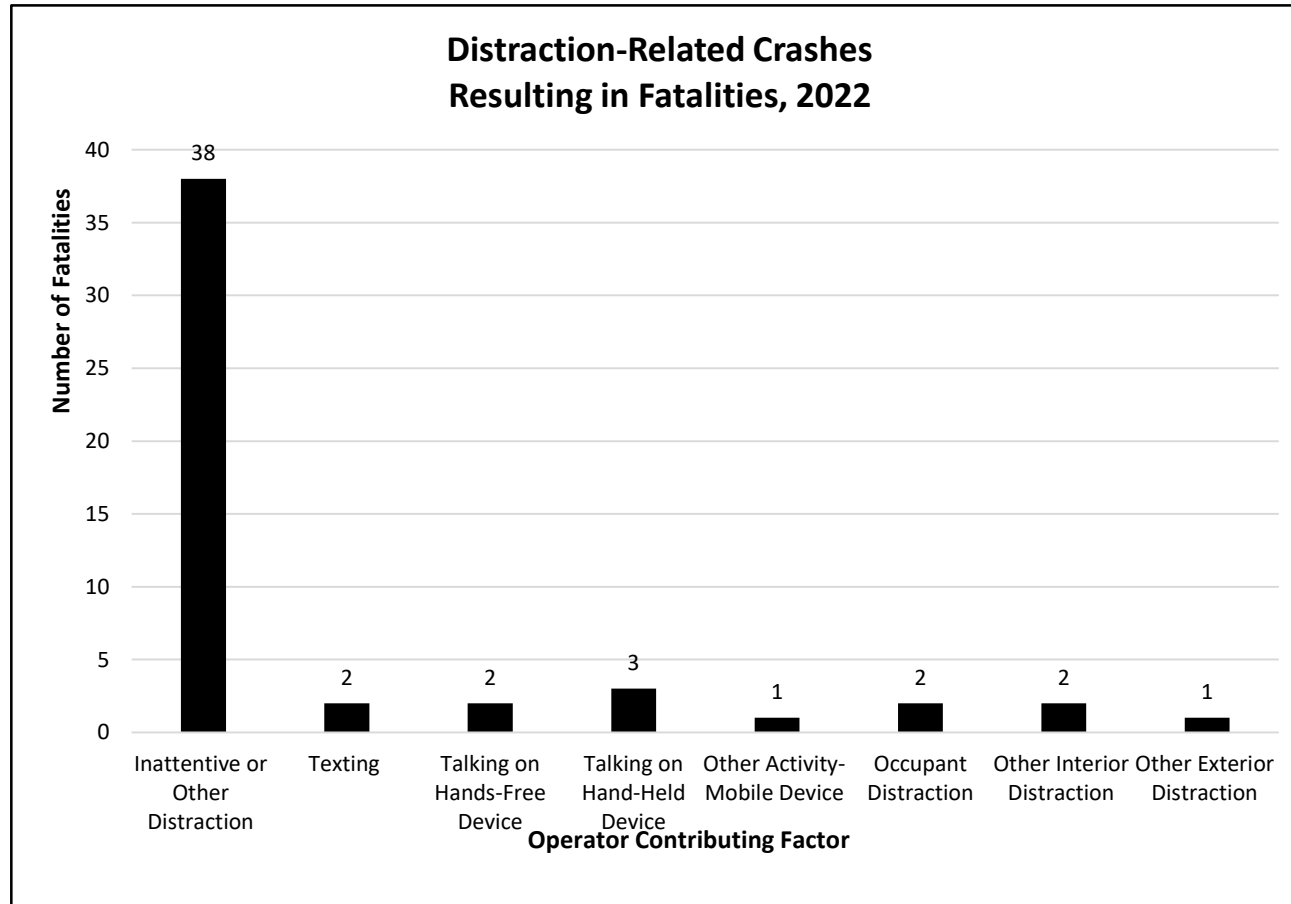
Speeding-Related Crashes
Resulting in Fatalities, 2022



- Due to the possibility of multiple Operator Contributing Factors being listed on a single crash report, the 324 mentioned speed-related Operator Contributing Factors do not equate to 324 fatalities.

“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” (CODES, 2023).

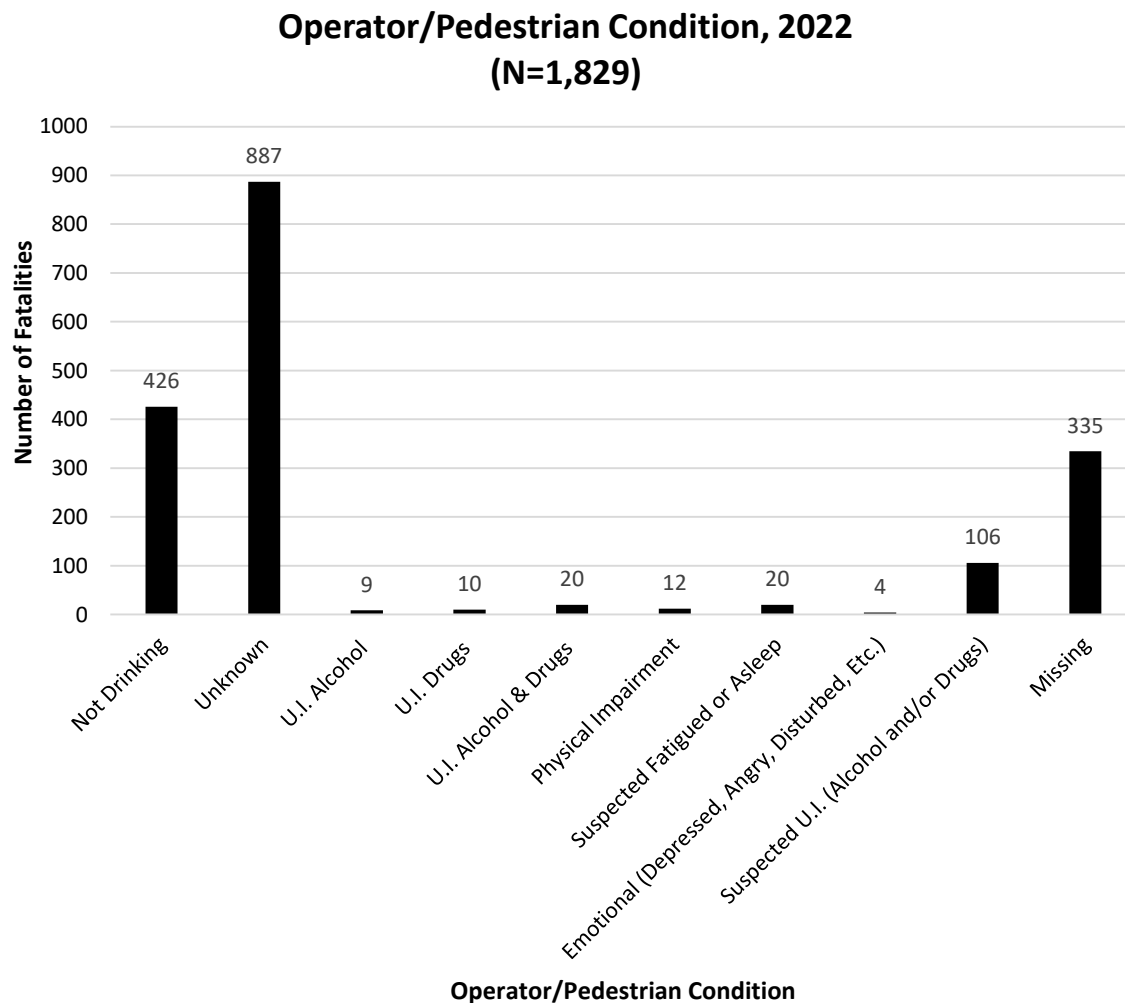
Distraction-Related Crashes Resulting in Fatalities



- Inattentive or Other Distraction: 74.5%
- Due to the possibility of multiple Operator Contributing Factors being listed on a single crash report, the 51 mentioned distracted-related behaviors do not equate to 51 fatalities.



Operator/Pedestrian Condition

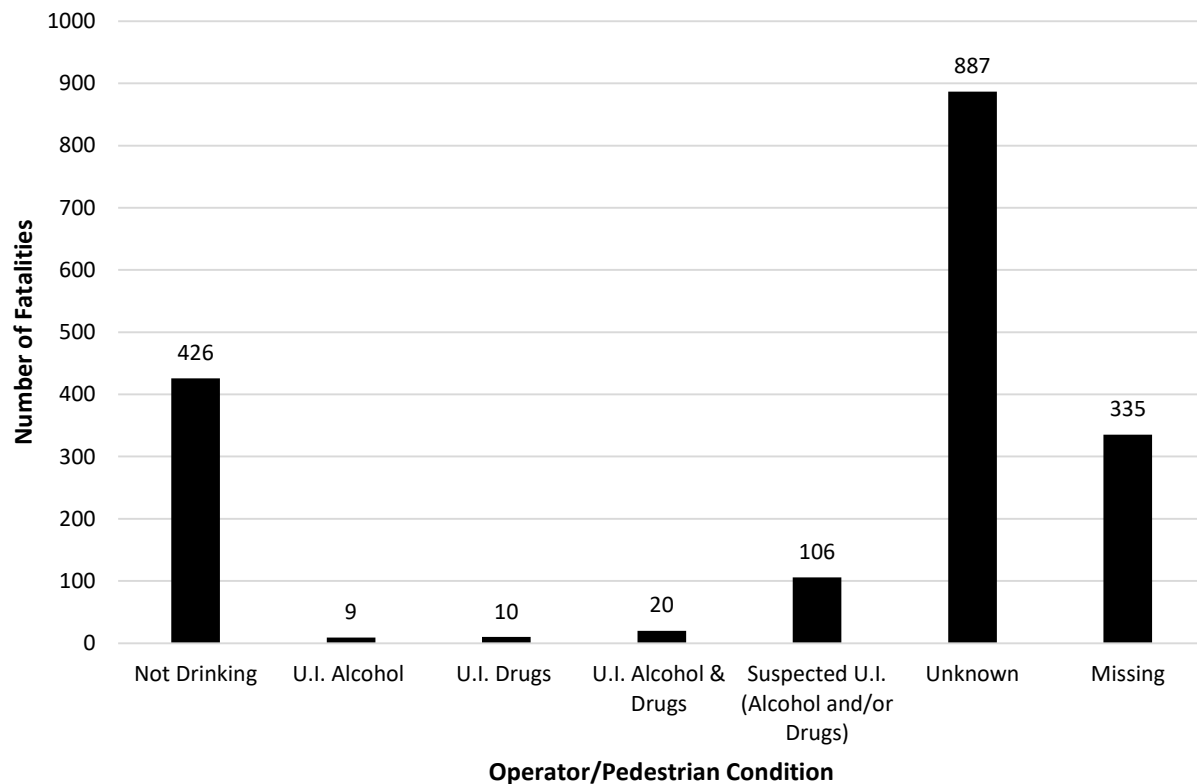


- This crash report section is only intended to record the condition of the driver of a motor vehicle involved in a fatal crash, not the condition of a passenger.
- Challenges in confirming the Operator/Pedestrian Condition of a driver.
- Unknown or Missing: 66.8%



Under the Influence (U.I.) Fatalities

Under the Influence Fatalities, 2022



“An alcohol- and/or drug-related crash is when any driver in the crash is confirmed or suspected of impairment by consuming alcohol and/or drugs” (CODES, 2022).

- U.I. Alcohol, Drugs, and Alcohol & Drugs = Confirmed
 - 39 fatalities, 2.1% of all fatalities
- Suspected U.I. (Alcohol and/or Drugs)
 - 106 fatalities, 5.8% of all fatalities
- Confirmed and suspected U.I. fatalities (145) accounted for 7.9% of all 2022 Georgia roadway fatalities.

Conclusions

LIMITATIONS

- All data is preliminary.
- The evaluation is only as good as the data recorded.
- Not all law enforcement agencies in the state of Georgia use the GEARS database.
- Potentially inconsistent reporting between law enforcement officials.

RECOMMENDATIONS

- Encourage more law enforcement agencies to use the GEARS database.
- Engage in conversations with stakeholders about how U.I. crashes are reported at the state level.
- Traffic safety stakeholders who have fatality and related data continue to work together to produce reliable and accurate information that can inform program and policies in the state of Georgia.

Let's have a conversation.

COMMENTS?

QUESTIONS?



College of Public Health
Health Promotion & Behavior
Traffic Safety Research and Evaluation Group
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