Georgia Traffic Safety Facts

2021 Data

May 2023

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), Georgia Department of Driver Services (DDS), Georgia Department of Revenue (DOR), Georgia Emergency Medical Services Information System (GEMSIS), Hospital Discharge Data, Emergency Room Data, and the Georgia Trauma Registry.

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Motorcycles

As defined in this fact sheet, a motorcyclist is a general term to refer to either the rider (motorcycle operator) or passenger. A motorcycle includes two- or three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes.

2021 Key Findings

- There were 194 motorcyclist fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of motorcyclist fatalities experienced in the past decade.
- Motorcycles consistently represent 2 percent of all registered vehicles and are involved in 1 percent of all motor vehicle crashes in Georgia. Motorcycle operators also represent 6 percent of all licensed drivers, but 15 percent of all driver fatalities.
- 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 at the time of the crash.
- Among all the traffic-related fatalities and serious injuries involving motorcyclists, 97 percent were riding on a motorcycle, and 3 percent were occupants of other vehicles or non-motorists.
- Helmet use (89 percent) among motorcyclists involved in a Georgia crash resulted in an estimated 103 lives saved.
- The majority of all motorcycle crashes occur in north Georgia. Generally, there are higher motorcycle crash rates in the Atlanta Region and rural counties along the North Carolina, South Carolina, and Alabama borders.
- Motorcycle operators losing control is the top contributing factor among motorcyclists involved in single-vehicle crashes—62 percent of operators lost control of their motorcycle moments before colliding with another object that was not another vehicle.
- The total motorcycle traffic-related hospitalization and emergency room charges in Georgia was $252.0 million.
- Motorcyclists aged 25-to-34 years have the highest proportions and rates (per 100,000 population) of police-reported suspected serious injuries, EMS transports, emergency room visits, and hospitalizations compared to motorcyclists in other age groups.

Motorcyclist Fatalities and Serious Injuries

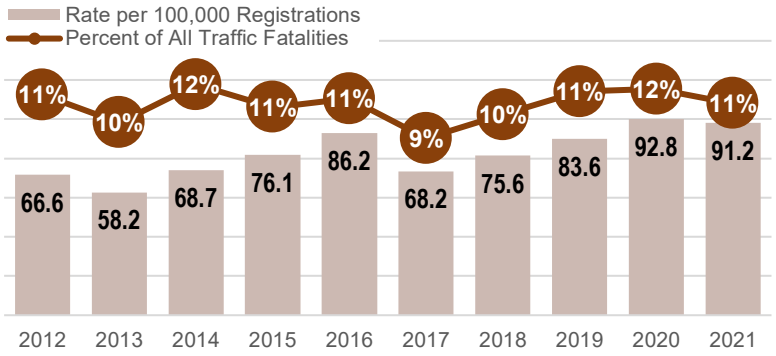
Motorcyclist Fatalities

In 2021, there were 1,797 fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of traffic fatalities since 2006. The 194 motorcyclist fatalities that occurred in 2021 represented 11 percent of all traffic fatalities (Figure 1) and is the highest number of motorcyclist fatalities experienced in the past decade.

Between 2020 and 2021, motorcycle registrations increased by 3 percent (from 206,834 to 212,788), and motorcyclist fatalities increased by 1 percent (from 192 to 194). As a result, the rate of motorcycle fatalities decreased by 2 percent, from 92.8 to 91.2 motorcycle fatalities per 100,000 motorcycle registrations.

Table 1 presents the total traffic fatalities, Georgia motorcycle registrations, and motorcyclist fatalities from 2012 to 2021.

Figure 1. **Rate and Percent of Motorcyclist Fatalities, 2012-2021**



Source: FARS 2012–2021; FY2014-FY2019 DOR Annual Reports; DOR 2019-2021

Table 1. **Rate and Percent of Motorcyclist Traffic Fatalities, 2012-2021**

Year	Total Traffic Fatalities	Georgia Registered Motorcycles	Motorcyclist Fatalities		
			Number	Percent of All Traffic Fatalities	Rate per 100,000 Registrations
2012	1,192	201,206	134	11%	66.6
2013	1,180	199,287	116	10%	58.2
2014	1,164	199,445	137	12%	68.7
2015	1,432	199,796	152	11%	76.1
2016	1,556	199,504	172	11%	86.2
2017	1,540	203,783	139	9%	68.2
2018	1,504	203,639	154	10%	75.6
2019	1,491	203,343	170	11%	83.6
2020	1,664	206,834	192	12%	92.8
2021	1,797	212,788	194	11%	91.2

Note: Motorcycle registrations include commercial and non-commercial motorcycles.
Source: FARS 2012–2021; FY2014-FY2019 DOR Annual Reports; DOR 2019-2021

Motorcyclist Injuries

The following section describes public safety and medical responses to serious injuries experienced by motorcyclists involved in motor vehicle traffic crashes (Table 2). Injured motorcyclists can be counted multiple times for each response (e.g., an injured person may be counted as a hospital and/or trauma center patient). The 2021 Georgia Trauma Registry injury data was unavailable at the time of this reporting.

Table 2. **Description of Traffic Injury Surveillance Data Sources**

Traffic Injury Surveillance Data Sources
Suspected Serious Crash Injuries are reported by law enforcement responding to a motor vehicle crash scene.
Emergency Medical Services include all ground and air transports to an emergency facility for patients who are injured and require medical care in the state of Georgia.
Trauma Center patients are identified as those with serious injuries that meet specific criteria. The State of Georgia follows the identification and treatment guidelines established by the American College of Surgeons along with the Centers of Disease Control and Prevention (CDC) Field Triage Criteria.
Emergency Room and Hospitalizations include Georgia resident discharges from Georgia non-federal acute care hospitals. Emergency room (ER) visits include individuals who were discharged directly from the ER. Hospitalizations include individuals who may have visited the emergency room.

Table 3 shows the number and percent change of motorcycle traffic-related serious injuries for each injury surveillance source. The surveillance sources show an increase in motorcyclists with serious injuries between 2020 and 2021:

- Motorcyclist serious injuries reported by law enforcement increased by 2 percent.
- The number of motorcyclists transported to a hospital facility by the Emergency Medical Services (EMS) increased by 37 percent.
- Motor vehicle traffic-related emergency room-only visits involving motorcyclists increased by 30 percent, and hospitalizations more than doubled (a 121 percent increase).

Table 3. **Motorcyclists Traffic-Related Serious Injuries by Injury Surveillance Source, 2020-2021**

Injury Surveillance Source	2020	2021	2020-2021 Percent Change
Police Crash Reports	834	848	▲ + 2%
Emergency Medical Services*	2,300	3,152	▲ + 37%
Trauma	1,374	++	++ ++
Emergency Department**	3,229	4,186	▲ +30%
Hospital	1,105	2,440	▲ +121%

* EMS arrivals to motor vehicle traffic crashes with reported serious injuries and fatalities may or may not have resulted in transport to a medical facility.
** All persons involved in a Georgia crash receive care in a Georgia Emergency Department or Hospital, regardless of their state residency.
++ 2021 Georgia Trauma Registry data and 2021 Emergency Medical Services data
Source: CODES 2020-2021, DPH Hospital Inpatient Discharge and Emergency Room Visit Data 2020-2021, GEMSIS 2020-2021, Georgia Trauma Registry 2020

Motorcyclists aged 25-to-34 years have the highest proportions and rates (per 100,000 population) of police-reported suspected serious injuries, EMS transports, and hospitalizations compared to motorcyclists in other age groups. Young motorcyclists ages 21-to-24 years have the highest rate of emergency room visits.

Table 4. **Motorcyclists Traffic-Related Serious Injuries, Percent of Total Serious Injuries, and Rate per 100,000 Population by Age Group and by Injury Surveillance Source, 2021**

Age Group	Police-Reported Suspected Serious Crash Injuries			Emergency Medical Services			Emergency Room			Hospitalizations		
	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate
<15	12	1%	0.6	76	2%	3.7	129	3%	6.2	2	0%	0.1
15-24	126	15%	8.5	516	16%	34.8	675	16%	45.5	142	6%	9.6
15-20	*52*	*6%*	*5.7*	*255*	*8%*	*28.1*	*315*	*8%*	*34.7*	*60*	*2%*	*6.6*
21-24	*74*	*9%*	*12.9*	*261*	*8%*	*45.5*	*360*	*9%*	*62.7*	*82*	*3%*	*14.3*
25-34	**223**	**26%**	**14.9**	**757**	**24%**	**50.7**	**914**	**22%**	**61.2**	**272**	**11%**	**18.2**
35-44	184	22%	12.9	629	20%	44.0	712	17%	49.8	231	9%	16.2
45-54	132	16%	9.4	580	18%	41.5	537	13%	38.4	220	9%	15.7
55-64	103	12%	7.7	377	12%	28.1	364	9%	27.1	183	8%	13.6
65+	56	7%	3.5	217	7%	13.7	180	4%	11.4	99	4%	6.2
Total	**848***	**100%**	**7.9**	**3,152**	**100%**	**29.2**	**4,186**	**100%**	**38.8**	**2,440**	**100%**	**22.6**

++ 2021 Georgia Trauma Registry data was unavailable at the time of reporting.
* Includes 20 suspected serious injuries with unknown age
Source: CODES 2021, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2021, GEMSIS 2021

Suspected Serious Crash Injuries

According to 2021 police crash reports, 4,440 motorcyclists (4,174 operators and 266 passengers) were involved in motor vehicle traffic crashes, and there were 848 suspected serious injuries among motorcyclists. In 2021, motorcyclists with police-reported suspected serious injuries increased by 2 percent from 834 in 2020.

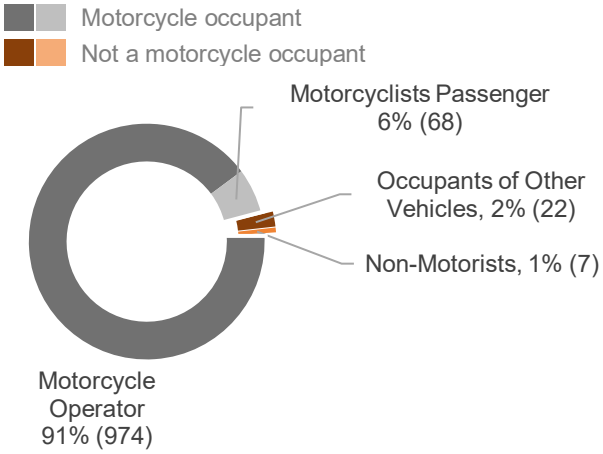
Out of the 4,085 crashes that involved motorcyclists, 60 percent were multi-vehicle crashes (involving other vehicles that were not a motorcycle vehicle body type), 36 percent were single vehicles (involving only one motorcycle), and 4 percent were crashes involving two or more motorcycles. Sixty-six percent of motorcyclist serious injuries and 62 percent of all motorcyclist fatalities occurred in multiple-vehicle crashes.

Figure 2 shows the percent of fatalities or serious injuries among all persons involved in crashes with at least one motorcyclist in 2021. Among all the serious injuries involving motorcyclists:

- 97 percent rode on a motorcycle (represented by gray in Figure 4).
  - 91 percent were the motorcycle operator
  - 6 percent were motorcycle passengers
- 3 percent were occupants of other vehicles or non-motorists (represented by brown in Figure 4).
  - 2 percent were occupants of vehicles that were *not* a motorcycle vehicle body type.
  - 1 percent were non-motorists (i.e., pedestrians or bicyclists).

In 2021, 10 percent (84 out of 854) of all motorcycle vehicles involved in serious injury crashes were multi-occupant motorcycles (had at least two occupants—operators and passengers—riding on a motorcycle). Passengers of motorcyclists are likely to obtain the same injuries as motorcycle operators when they are involved in a traffic crash. Nearly three-quarters of all passengers on motorcycles involved in traffic crashes or serious injury crashes were female—most were in the 25-to-34 age group. Most (88 out of 96) motorcycle passengers involved in fatal and serious injury crashes were female. See the *Demographics* section on page 14 for operator information.

Figure 2. **Percent of Persons Fatally or Seriously Injured in Crashes Involving Motorcyclists by Person Type, 2021**



848 Serious Injuries
194 Fatal Injuries

Source: CODES 2021, FARS 2021

Emergency Medical Services

In 2021, the Emergency Medical Services (EMS) transported 3,152 motorcyclists involved in motor vehicle traffic crashes to a hospital facility—a 37 percent increase compared to 2,300 in 2020. Three percent of all motor vehicle traffic-related EMS transports involved motorcyclists.

In 2021, 81 percent (2,550 out of 3,152) of the motorcyclists transported by EMS were male. The rate of EMS transports per 100,000 population was 48.4 for male motorcyclists and 10.1 for female motorcyclists.

Emergency Room Visits & Hospitalizations

In 2021, there were 6,626 motor vehicle traffic-related emergency room visits and hospitalizations[1] involving motorcyclists—a 53 percent increase compared to 4,334 in 2020. Motorcyclists aged 25-to-34 years had the highest rate of emergency room visits and hospitalizations compared to other age groups – 61.2 emergency room visits and 18.2 hospitalizations for every 100,000 population. The total motorcycle traffic-related hospitalization and emergency room charges in Georgia was $252.0 million.

In 2021, the total **motorcycle traffic-related** hospitalization and emergency room charges in Georgia was

$252.0 M

Helmet Use

Since 1969, Georgia's universal helmet law[2] has never been repealed or changed. Three of the five bordering states (Tennessee, Alabama, and North Carolina) have also not repealed or changed their helmet law. Most other states have certain specifications for helmet use or no helmet law. The stability of Georgia's universal helmet law may contribute to the high helmet usage rate—estimated to be 97.8 percent across the state in 2021[3].

In 2021, nearly 9 out of 10 fatally injured motorcyclists in Georgia (89 percent) were reported wearing a helmet–compared to 38 percent nationwide. Based on reported known helmet use, 22 percent of motorcyclists involved in crashes, 11 percent of motorcyclists with serious injuries, and 10 percent of motorcyclists fatally injured were un-helmeted in Georgia.

[1] Some hospitalizations may include emergency room visit information if the individuals were admitted into the same facility. Emergency room visits only include individuals who were discharged directly from the ER. Hospitalizations and emergency room visits include Georgia residents only, while fatalities can be a person out-of-state.
[2] O.C.G.A. 40-6-315
[3] Bason, James. J. 2021. "Statewide Use of Occupants Restraints: An Observational Study of Safety Restraint Use in Georgia, 2021". Traffic Safety Research and Evaluation Group, College of Public Health, University of Georgia: Athens, Georgia

Table 5. **Motorcyclists Involved in Crashes, Serious Injuries, and Fatalities by Helmet Use, 2021**

	Total	Helmeted		Un-helmeted		Unknown		Percent Based on Known Helmet Use	
		#	%	#	%	#	%	Helmeted	Un-helmeted
Motorcyclists **involved in crashes**	**4,440**	3,336	75%	951	21%	153	3%	78%	22%
Motorcyclists with **serious injuries**	**848**	654	77%	83	10%	111	13%	89%	11%
Fatally injured motorcyclists	**194**	169	87%	19	10%	6	3%	90%	10%

Source: CODES 2021, FARS 2021

Helmet use among motorcyclists involved in Georgia crashes resulted in an estimated 103 lives saved[4]. If all Georgia motorcyclists had worn helmets, an additional seven lives would have been saved. ***Although not all crashes are survivable, helmet use is still an effective means of preventing fatalities.*** According to the National Center for Statistics and Analysis, helmets are estimated to be 37 percent effective in preventing fatalities for motorcycle operators and 41 percent for motorcycle passengers.[5] *"In other words, for every 100 motorcycle [operators] killed in crashes while not wearing helmets, 37 of them could have been saved had all 100 worn helmets."* NHTSA estimates that Georgia saved $116 million in economic costs because of helmet use in 2017.[6]

Helmet use among motorcyclists involved in Georgia crashes resulted in an estimated 103 lives saved.

Although not all crashes are survivable, helmet use is an effective means of preventing fatalities.

Crash Characteristics

According to the police crash reports, there were 4,085 motor vehicle traffic crashes that involved at least one motorcycle in 2021—a 8 percent increase compared to 3,786 motorcycle crashes that occurred in 2020. During this period, the number of crashes where a motorcyclist was seriously or fatally injured increased by 2 percent and 4 percent, respectively. Table 6 shows the number of motorcyclist traffic crashes, serious injury crashes, and fatal crashes between 2017 and 2021.

Table 6. **Motorcycle (MC) Traffic Crashes, Serious Injury Crashes, and Fatal Crashes, 2017-2021**

Year	MC Fatal Crashes	MC Serious Injury Crashes	MC Crashes
2017	138	955	4,158
2018	151	573	3,121
2019	168	686	3,948
2020	185	808	3,786
2021	193	824	4,085

Source: CODES 2017- 2021, FARS 2017-2021

[4] National Center for Statistics and Analysis (2011, March). Determining Estimates of Lives and Costs Saved by Motorcycle Helmets. (DOT HS 811 433). Washington, DC: National Highway Traffic Safety Administration.
[5] National Center for Statistics and Analysis. (2020, June). Motorcycle helmet use in 2019 – Overall results (DOT HS 812 936). Washington, DC: National Highway Traffic Safety Administration.
[6] National Center for Statistics and Analysis (2019, December). Lives and Costs Saved by Motorcycle Helmets. (DOT HS 812 867). Washington, DC: National Highway Traffic Safety Administration.

Urban vs. Rural[7]

In 2021, there were 1,919.8 motorcycle crashes for every 100,000 motorcycle registrations statewide (Table 7). Motorcycle crashes are more frequent in urban areas than in rural areas.

- The Atlanta Region accounted for 38 percent (1,549 out of 4,085) of all motorcycle crashes and 33 percent of all motorcycle registrations.
- Other urban counties accounted for 40 percent (1,633 out of 4,085) of all motorcycle crashes and 40 percent of all motorcycle registrations.

Table 7. **Motorcycle Crashes, Motorcycle Registrations, and Motorcycle Crash Rate by Region Type, 2021**

Region	Motorcycle Crashes		Registered Motorcycles		Motorcycle Crash Rate
	Number	Percent	Number	Percent	per 100,000 Registrations
Atlanta Region[8] (10 counites)	1,549	38%	69,330	33%	2,234.2
Other Urban (31 counties)	1,633	**40%**	85,874	**40%**	1,901.6
Rural Counties (118 counties)	903	22%	57,584	27%	1,568.1
Statewide	**4,085**	**100%**	**212,788**	**100%**	**1,919.8**

Source: CODES 202, DOR 2021

Table 8 below shows the percent of motorcycle crashes by region and roadway classification in 2021. Most motorcycle crashes statewide occurred on minor arterial roadways (28 percent) and principal arterial roadways (25 percent).

- The Atlanta Region experienced more motorcycle crashes on *minor arterial* roadways (12 percent) compared to any other roadways classification in the region.
- Other urban counties experienced more motorcycle crashes on *minor arterial* roadways (12 percent) and *principal arterial* roadways (11 percent).
- Rural counties experienced more motorcycle crashes on *principal arterial* roadways (11 percent) and *collector roads* (roads that connect local roads and streets)—6 percent.

Table 8. **Motor Vehicle Traffic Crashes Involving Non-Motorists by Region and Roadway Classification, 2021**

Roadway Classification	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Interstate	5%	1%	1%	**7%**
Principal Arterial	9%	11%	6%	**25%**
Minor Arterial	12%	12%	4%	**28%**
Collectors	4%	6%	6%	**16%**
Local	7%	9%	5%	**22%**
Other	1%	1%	1%	**3%**
All Roadways	**38%**	**40%**	**22%**	**100%**

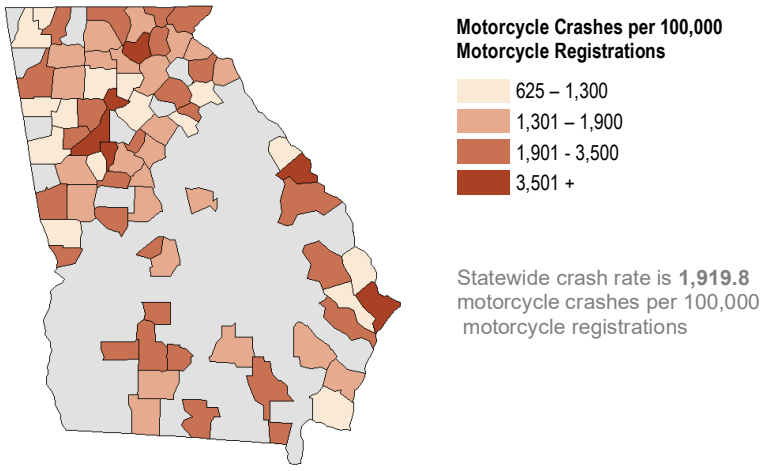
Note: The sum of the individual cells may not equal row or column totals due to rounding error. Totals include MC crashes with unknown roadway classification Source: Numetric 2021

[7] 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.
[8] 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.

Figure 3 shows the motorcycle crash rate for counties with ten or more motorcycle crashes in 2021 and their deviation from the statewide percent of motorcycle crash rate (1,919.8 motorcycle crashes for every 100,000 motorcycle registrations).

The majority of all motorcycle crashes occur in north Georgia. Generally, there are higher motorcycle crash rates in Atlanta Region and rural counties along the North Carolina, South Carolina, and Alabama border. Nine percent of all motorcycle operators involved in Georgia traffic crashes had a license from another state – five percent were licensed from a bordering state (Alabama, Florida, North Carolina, South Carolina, or Tennessee).

Figure 3. **Motorcycle (MC) Crashes per 100,000 MC Registrations for Counties with 10+ MC Crashes, 2021**



Source: CODES 2021

The most motorcycle serious injury and fatal crashes occurred within the four counties of the Atlanta Region – Fulton, Cobb, Dekalb, and Gwinnett counties. However, Bibb County has the highest motorcycle serious injury and fatal crash rate per 100,000 motorcycle registrations in 2021. Rural counties had the highest rate of motorcycle crash rate for every 1,000 motor vehicle crashes that occur in the county—particularly in Lumpkin County.

Table 9. **Top Counties with 10+ MC Crashes and the Highest Motorcyclists Serious Injury and Fatal Crashes and Motorcycle Crash Rate, 2021**

Rank	Motorcyclist Serious Injuries and Fatalities Crashes						All Motorcycle Crashes			
	Count		Percent of County MC Crashes		Rate per 100,000 MC Registration		Percent of County Motor Vehicle Crashes		Rate per 100,000 MC Registrations	
	County	Number	County*	Percent	County	Rate	County*	Percent	County	Rate
1	Fulton	96	Pike	67%	Bibb	1,488.7	Lumpkin	7%	Bibb	4,928.1
2	Cobb	50	Worth	60%	Tift	1,295.0	Towns	6%	Lumpkin	4,599.2
3	Chatham	46	Lamar	50%	Worth	1,214.6	Fannin	5%	Fulton	4,039.7
4	Dekalb	46	Polk	50%	Clayton	1,202.0	Union	4%	Chatham	3,979.0
5	Gwinnett	32	Tift	50%	Upson	1,176.5	White	4%	Richmond	3,563.2

*Counties with less than five (5) motorcycle crashes were excluded.
Source: CODES 2021; DOR 2021 ; FARS 2021

See the "*Additional Information*" to access the **Appendix** for this document. The Appendix includes the following information by county: Motorcycle Crashes • Motorcycle Registrations • Motorcycle Licensed Operators • Suspected Serious Injuries and Fatalities • Suspected and Confirmed Motorcycle Operator Alcohol Involvement.

Environmental Characteristics

Table 10 summarizes the environmental characteristics of where and when motorcycle fatal crashes and traffic crashes occurred in 2021. In 2021, the environmental characteristics between motorcyclist *fatal* crashes and motorcycle *traffic* crashes that may or may not have injured persons were nearly the same.

- 64 percent of motorcycle fatal crashes and 42 percent of motorcycle traffic crashes occurred in non-intersection areas of the roadway.
- 56 percent of motorcycle fatal crashes and 71 percent of motorcycle traffic crashes occurred in daylight.
- 84 percent of motorcycle fatal crashes and 81 percent of motorcycle traffic crashes occurred in clear weather conditions.
- 32 percent of motorcycle fatal crashes and 30 percent of motorcycle traffic crashes occurred in the Spring months.

Most motorcycle fatal crashes occurred during the weekend nighttime hours (31 percent), yet most motorcycle traffic crashes occurred in the weekday daytime hours (39 percent).

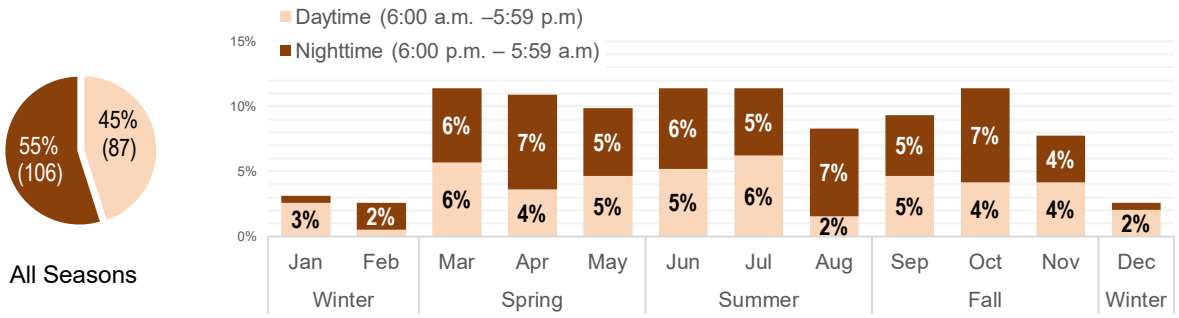
Table 10. **Motor Vehicle Crashes Involving Motorcyclists by Environmental Characteristics, 2021**

Environmental Characteristics	Motorcycle Fatal Crashes		Motorcycle Traffic Crashes	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	69	36%	1,581	39%
Non-Intersection	123	64%	1,711	42%
Other	1	1%	793	19%
Light Conditions				
Dark	75	39%	1,055	26%
Daylight	109	56%	2,889	71%
Dawn	--	--	25	1%
Dusk	9	5%	99	2%
Day of Week / Time of Day *				
Weekday	**94**	**49%**	**2,311**	**57%**
Nighttime	47	24%	721	18%
Daytime	47	24%	1,590	**39%**
Weekend	**99**	**51%**	**1,774**	**43%**
Nighttime	59	**31%**	912	22%
Daytime	40	21%	862	21%
Weather Conditions				
Clear	163	84%	3,329	81%
Cloudy	25	13%	605	15%
Rain	3	2%	131	3%
Other	2	1%	20	<1%
Season				
Winter (Jan-Feb, Dec)	16	8%	580	14%
Spring (Mar-May)	62	32%	1,232	30%
Summer (Jun-Aug)	60	31%	1,170	29%
Fall (Sep-Nov)	55	28%	1,103	27%

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.
*See data considerations for definitions of intersection and non-intersection locations. Other locations include: on shoulder, off-roadway, entrance/exit ramps, and locations categorized as other on the crash report.
Source: CODES 2021, FARS 2021

In 2021, more motorcyclist fatal crashes occurred in the months of March, June, July, and October. Figure 4 shows the percentage of motorcyclist fatal crashes by season, month, and time of day.

Figure 4. **Motorcyclist Fatal Crashes by Season, Month, and Time of Day, 2021**



Note: Nighttime and daytime groupings are based on the time of day in hours. The time groupings do not consider the change in lighting conditions associated with the seasons (i.e., extended or longer daylight hours in the summer).
Source: FARS 2021

Contributing Circumstances

In 2021, 63 percent of all motorcycle crashes involved two or more vehicles (multi-vehicle crashes), and 37 percent were single-vehicle motorcycle crashes. The most harmful event in motorcycle crashes was collisions with other motor vehicles in transport for multi-vehicle crashes and the overturn of the motorcycle (non-collision related) for single-vehicle crashes.

Passenger vehicles[9] were more frequently involved in crashes with motorcyclists compared to other vehicle types. The most common manner of collision in multi-vehicle crashes involving motorcycles was angle and rear-end crashes. The manner of collision is not vehicle specific and does not identify which vehicle or driver was at fault. Table 11 below shows the highest rank manner of collision for multi-vehicle traffic crashes, injury crashes, and fatal crashes that involve a motorcyclist.

Table 11. **Highest Rank Manner of Collision for *Multi-Vehicle* Crashes Involving Motorcyclist by Crash Type, 2021**

Rank	Fatal Crashes		Serious Injury Crashes		Traffic Crashes	
	Manner of Collision	% of crashes	Manner of Collision	% of crashes	Manner of Collision	% of crashes
1	Angle	58%	Angle	56%	Angle	43%
2	Rear end (Front-to-rear)	20%	Rear end (Front-to-rear)	19%	Rear end (Front-to-rear)	30%
3	Head on (Front-to-front)	9%	Head on (Front-to-front)	9%	Sideswipe same direction	11%
4	Not a collision with a motor vehicle	8%	Sideswipe same direction	7%	Not a collision with a motor vehicle	7%

Source: CODES 2021; FARS 2021

Motorcycle operators losing control is the top contributing factor among motorcyclists involved in single-vehicle crashes. In 2021, 62 percent of operators lost control of their motorcycles before they collided with another object that was not another vehicle. The top contributing factors among motorcycle operators involved in multi-vehicle crashes were following too closely (34 percent) and risky/aggressive driving (25 percent). The top factors for other drivers involved in multi-vehicle crashes with motorcyclists were failure to yield (49 percent) and following too closely (18 percent). This does not imply that the motorcycle operators or other drivers caused the crash either by their actions or failure to act.

Table 12. **Top Contributing Factors with Crashes Involving Motorcyclists by Number of Vehicles Involved and Person Type, 2021**

Rank	Single Vehicle Crashes		Two-Vehicle Crashes			
	Motorcyclists		Motorcyclists		Other Drivers	
	Description	% of all operators	Description	% of all operators	Description	% of all drivers
1	Operator lost control	62%	Following too close	34%	Failed to yield	49%
2	Speeding	23%	Risky/aggressive driving	25%	Following too close	18%
3	Risky/aggressive driving	10%	Speeding	14%	Risky/aggressive driving	14%
4	Under the influence of alcohol and/or drug	7%	Failed to yield	10%	Changed lanes improperly	9%

Source: CODES 2021; FARS 2021

[9] Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles (SUVs).

SPEEDING MOTORCYCLISTS

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. In 2021:

- **28 percent** of all motorcyclists involved in *fatal* crashes were speeding.
- **12 percent** of all motorcyclists involved in *serious injury* crashes were speeding.
- **11 percent** of all motorcyclists involved in *motor vehicle traffic* crashes were speeding.

Table 13. **Number of Motorcycle Operators and Drivers Involved in Speeding-Related Crashes by Vehicle Category and Crash Type, 2021**

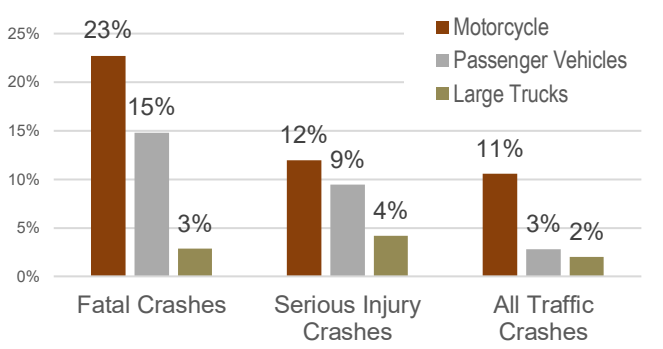
Vehicle Type	Fatal Crashes		Serious Injury Crashes		All Traffic Crashes	
	#	%	#	%	#	%
Motorcycles	**198**	**100%**	**854**	**100%**	**4,174**	**100%**
Speeding	55	28%	102	12%	441	11%
Not-Speeding	143	72%	752	88%	3,733	89%
Other Vehicles	**2,419**	**100%**	**11,686**	**100%**	**682,498**	**100%**
Speeding	835	35%	916	8%	17,000	2%
Not-Speeding	1,584	65%	10,770	92%	665,498	98%
TOTAL	**2,617**		**12,540**		**686,672**	

Source: CODES 2021, FARS 2021

A greater proportion of motorcycle operators involved in fatal, serious injury, or motor vehicle crashes were speeding compared to other vehicle categories (Figure 5). In 2021:

- **23 percent** of all motorcycle operators involved in *fatal* crashes were speeding – compared to 15 percent for passenger car drivers and 3 percent for large-truck drivers.
- **12 percent** of all motorcycle operators involved in *serious injury* crashes were speeding.
- **11 percent** of all motorcycle operators involved in *motor vehicle traffic* crashes were speeding.

Figure 5. **Percent of Drivers or Motorcycle Operators Speeding by Vehicle Category and Crash Type, 2021**



Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles.
Source: FARS 2021, CODES 2021

Moreover, compared to other age groups, motorcycle operators 25-to-34 years represented a greater proportion of motorcycle operators involved in speed-related crashes, speed-related serious injury crashes, and speed-related fatal crashes compared to other age groups.

ALCOHOL INVOLVEMENT AMONG MOTORCYCLISTS

Alcohol involvement is defined as whether alcohol was consumed by the motorcycle operator before the crash; the presence of alcohol may or may not be a contributing factor in the crash. Under Georgia law it is a rebuttable presumed criminal offense to operate a motor vehicle at or above a 0.08 grams per deciliter (g/dL) blood alcohol concentration (BAC) tested via blood, breath, or urine. However, impairment occurs when the driver's ability to safely operate a motor vehicle is compromised—this can be above or below the Georgia legal limit of .08 g/dL. Georgia law states drivers cannot operate a moving vehicle while under the influence of alcohol to the extent that it is less safe to drive.[10] Under this law, drivers can be cited and convicted of impaired driving even with a BAC below 0.08 g/dL.

Across the 4,174 Georgia motorcycle operators involved in crashes in 2021, less than 5 percent were either confirmed or suspected of alcohol impairment— 102 motorcycle operators were confirmed of alcohol impairment, and an additional 121 motorcycle operators were suspected of alcohol impairment. Of those motorcycle operators suspected of alcohol impairment, many did not have a BAC value reported in the police crash report; however, they were administered an alcohol test.

The number of motorcycle operators involved in a fatal crash with a positive BAC (0.01+ g/dL) nearly doubled, from 23 in 2019 to 45 in 2021. These motorcycle operators may or may not have been fatally injured in the crash. Table 14 shows motorcycle operators involved in a fatal crash by BAC from 2017-2021. In 2021:

- **22 percent** of motorcycle operators had a BAC of 0.00 or no alcohol.
- **6 percent** of motorcycle operators had a BAC between 0.01 and 0.07.
- **17 percent** of motorcycle operators had a BAC of 0.08 or above.
- **56 percent** of motorcycle operators had an unknown or unreported BAC.

Table 14. **Motorcycle Operators Involved in a Fatal Crash by BAC, 2017-2021**

Year	Motorcycle Operators	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL		Unknown / Unreported	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
2017	142	43	30%	4	3%	19	13%	76	54%
2018	158	54	34%	10	6%	22	14%	72	46%
2019	174	61	35%	4	2%	22	13%	87	50%
2020	196	45	23%	11	6%	25	13%	115	59%
2021	198	43	22%	11	6%	34	17%	110	56%

Note: Motorcycle operators may or may not have been fatally injured in the crash.
BAC .00 g/dL means no alcohol present. BAC .01- .07 g/dL means some alcohol is present, and the driver is *below* the Georgia legal limit. BAC .08+ g/dL means alcohol is present, and the driver is *above* the Georgia legal limit.
Source: FARS 2017-2021

For additional information, see the Appendix for the percentage of motorcycle operators involved in motor vehicle crashes confirmed or suspected of alcohol impairment by county for 2021.

[10] O.C.G.A. § 40-6-391(a)(1)

Motorcycle Licensure & Vehicle Registration

Motorcycle operators with a Class M license or a Class M Instructional Permit (MP) have a valid license to operate a motorcycle or motor-driven cycle in Georgia legally. Across the decade, drivers with a Class M license only, Class MP license only, or a Class M status assigned to another license type consistently represented about 6 percent of all licensed drivers. Between 2020 and 2021:

- Licenses with Class M designations (Class M only or Class M with other license classes) decreased by 3 percent.
- Licenses with Class MP designations decreased by 9 percent.

According to the Department of Driver Services (DDS), approximately 8,640 individuals completed the Georgia Motorcycle Safety Program in FY2021. The program teaches crash-avoidance skills to motorcycle riders of various experience levels. Despite the statewide reach of the Motorcycle Safety Program, 47 percent of motorcycle operators involved in a traffic crash in 2021 were either unlicensed or did not have a valid designation on their driver's license—a net 1-point increase compared to 2020.

Motorcycles consistently represent two percent of all registered vehicles in Georgia. According to the Department of Revenue 2021 vehicle registration, the most common motorcycles registered in Georgia were manufactured by Harley-Davidson Motor Company (39 percent of all registered motorcycles), Suzuki Motor of America (9 percent), and Yamaha Motor Company (9 percent). Among the motorcycle body classifications identified by NHTSA vPIC, motorcyclist fatalities were more frequent on sports motorcycles (38 percent), followed by touring motorcycles (19 percent), custom motorcycles (16 percent), and cruisers (12 percent).

Table 15., **2020-2021 Percent Change in Motorcycle Licensure, License Status for Motorcyclists Involved in Crashes, and Motorcycle Registration**

Measure	2019-2020 Percent Change	
All Georgia Licensed Drivers / Operators		
Total Class M / MP	▽	-3%
Class M	▽	-3%
Class MP	▽	-9%
Other License Class	▽	-4%
Motorcycle Operator Involved in Crashes		
Total Class M / MP	▲	< 1%
Class M	▽	-1%
Class MP	▲	12%
Other license Class not valid to operate a motorcycle	▲	17%
No license present or licensure status unknown	▲	2%
Registered Motorcycles		
All Engine Sizes	▲	3%

Source: DDS 2021, CODES 2021, DOR 2021

Despite the statewide reach of the Motorcycle Safety Program,
47 percent
of motorcycle operators involved in a traffic crash in 2021 were either unlicensed or did not have a valid designation on their driver's licenses.

Demographics

Age

While older persons within the **55-to-64** age group have the highest proportion of properly licensed motorcyclists and motorcycle registrants, motorcyclists in the 25-to-34 age group have the highest involvement in crashes and receive a greater proportion of motorcycle-related convictions. Compared to drivers in other age groups, motorcycle operators aged **25-to-34** years represent 10 percent of all riders with a valid Class M or MP license; however, they also represented:

- **26 percent** of motorcycle operators who sustained *fatal and serious injuries*;
- **25 percent** of motorcycle operators *involved in a traffic crash*;
- **25 percent** of motorcycle operators with *invalid or no license credentials* involved in a crash; and
- **30 percent** of motorcycle operators with convictions reported to the Georgia Department of Driver Services.

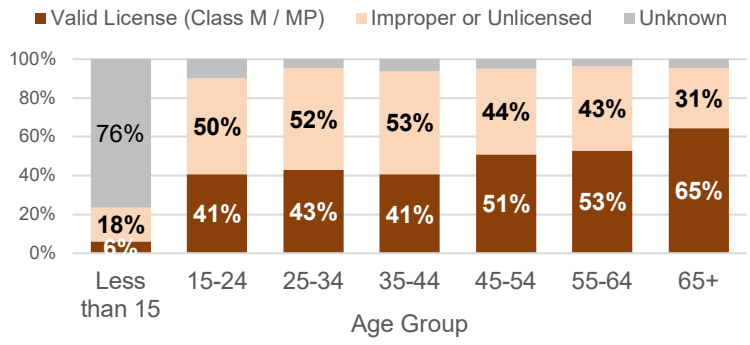
Table 16. **Motorcycle Operator Fatalities, Motorcycle Crashes, Licensed Motorcyclists with a Class M or MP License, and Motorcycle Registrations, 2021**

Age Group	Motorcyclists Fatalities and Serious Injuries		Motorcycle Operator Involved in Crashes	Motorcycle Operator Convictions	Licensed Motorcyclists Class M / MP	Motorcycle Registrants
	Operator	Passenger				
Children (less than 15)	1%	3%	1%	1%	--	--
15-24	16%	9%	18%	33%	2%	3%
15-20	*7%*	*3%*	*8%*	*14%*	*1%*	*1%*
21-24	*9%*	*6%*	*10%*	*19%*	*2%*	*2%*
25-34	**26%**	21%	**25%**	**30%**	10%	11%
35-44	21%	25%	18%	18%	14%	15%
45-54	16%	18%	17%	11%	21%	24%
55-64	13%	6%	12%	6%	**27%**	**28%**
65+	6%	10%	6%	1%	25%	17%
Unknown	1%	9%	4%	--	--	1%
TOTAL	**974** 100%	**68** 100%	**4,174** 100%	**359** 100%	**452,445** 100%	**212,788** 100%

Source: FARS 2021, CODES 2021, DDS 2021, DOR 2021

The proportion of motorcycle operators involved in traffic crashes that are unlicensed or did not have the valid Class M/MP designation on their license decreases as the age group increases. Among motorcycle operators in the 25-to-34 age group, only 43 percent had a valid Class M/MP license, 52 percent did not have the Class M/MP designation, and 5 percent were reported as unknown.

Figure 6. **Licensing Status of Motorcycle Operators Involved in Traffic Crashes by Age Group, 2021**



Source: CODES 2021

Sex & Race/Ethnicity

In 2021, 90 percent (3,747 out of 4,174) of the motorcycle *operators* involved in crashes were male, 6 percent (247 out of 4,174) were female, and four percent were unknown or unreported (180 out of 4,174). Eighty-two percent (219 out of 266) of the motorcycle *passengers* involved in crashes were female.

White, Non-Hispanic motorcyclists represent the largest proportion of motorcycle operator fatalities (58 percent), hospital visits (62 percent), and emergency room visits (62 percent) compared to other racial/ethnic groups. Despite the higher counts of motorcyclist fatalities among the White racial demographic group, the total hospital and emergency room rates per 100,000 population among White and Black are nearly the same—44.9 for White and 42.2 for Black. The motorcycle operator fatality rate per population is also similar—2.0 for White, non-Hispanic, and 1.9 for Black, non-Hispanic.

All-Terrain Vehicles

All-Terrain Vehicles (ATVs) traffic-related crashes are defined as off-road recreational vehicles involved in a crash on public roadways. Between 2017 and 2021, ATVs riders (operators and passengers) represented 1 percent of all traffic fatalities—yearly fatality counts ranged from a low of 14 in 2016 and 2017 to a high of 26 in 2020.

During the 5-year period (2017-2021), among the ATV rider fatalities were (in no particular order and mutually exclusive):

- 30 percent were in the 25-to-34 age group,
- 74 percent were male,
- 78 percent were un-helmeted,
- 65 percent were involved in single-vehicle crashes, and
- 72 percent were in rural counties.

Table 17. **ATV-Related Fatalities, Serious Injuries, and Involvement in Motor Vehicle Traffic Crashes, 2017-2021**

Year	Fatalities		Serious Injuries		ATV Riders in Traffic Crashes	
	Number	Percent of All Fatalities	Number	Percent of All Serious Injuries	Number	Percent of All Persons
2017	14	1%	99	2%	711	<1%
2018	14	1%	43	1%	381	<1%
2019	17	1%	68	1%	998	<1%
2020	26	2%	114	1%	803	<1%
2021	9	1%	101	1%	1,106	<1%

Source: FARS 2017–2021; CODES 2017-2021

Data Definitions and Considerations:

This fact sheet defines motorcyclists as either the rider (motorcycle operator) or passenger. A motorcycle includes two- or three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes. A “large truck” is any medium or heavy truck, excluding buses and motor homes, and can include commercial and non-commercial vehicles. Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles (SUVs).

Motorcycle registration data for 2020 was obtained from the Department of Revenue (DOR) by special request on the calendar year in lieu of the state fiscal year. Although motorcycle registrations may use the terminology All-Terrain Vehicle (ATV) to describe off-road motorcycles, this fact sheet only considers any motorcycle involved in a crash on public roadways. Additionally, motorcycle registrations include commercial and non-commercial motorcycles. Commercial motorcycles include motorcycles owned by dealers or manufacturers.

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 resulted 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 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– V20-V28 (.3 - .9), V29 (.4 - .9).

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address the problem of missing blood alcohol test results in the FARS data system. A multiple imputation methodology is employed to generate specific values of BAC for persons involved in fatal crashes. 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.

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 2010 or any future such census (OCGA 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.

"At Intersection" is used when a person is on a roadway either (1) in the intersection, (2) in the area between a crosswalk and the perimeter of the intersection, or (3) in a crosswalk (marked or unmarked) adjacent to an intersection. "Not at Intersection" is when the person is more than 50 feet out from the perimeter of an intersection and the crash is not identified as related to the movement of vehicles through an intersection.

Additional Information:

Other general information on motorcycle safety and traffic safety facts may be accessed at:

- Appendix: Motorcycles Georgia Traffic Safety Facts
- https://www.gahighwaysafety.org/highway-safety/shsp/

Other traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Risky Driving, Traffic Safety During the COVID-19 Public Health Emergency, Distracted Drivers, Occupant Protection, Non-Motorist (Pedestrians and Bicyclists), Motorcycle Safety, Young Adult Drivers, and Older Drivers.

References:

National Center for Statistics and Analysis. (2020, June). Motorcycle helmet use in 2019 – Overall results Traffic Safety Fact Research Note. (DOT HS 812 936). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812936

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National Center for Statistics and Analysis (2019, December). Lives and Costs Saved by Motorcycle Helmets. (DOT HS 812 867). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812867

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Appendix

Motorcycles Drivers Georgia Traffic Safety Facts (2021)

This document is the Appendix for the **2021 Motorcycles Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Data Considerations:

- **Alcohol-Related Crashes:** For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address the problem of missing blood alcohol test results in FARS data system. 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.
- **Motorcycle Registration:** Motorcycle registration data for 2021 was obtained from the Department of Revenue (DOR) by special request on the calendar year in lieu of state fiscal year. Although motorcycle registrations may use the terminology All-Terrain Vehicle (ATV) to describe off-road motorcycles, this fact sheet only considers any motorcycle involved in a crash on public roadways. Additionally, motorcycle registrations include commercial and non-commercial motorcycles. Commercial motorcycles include motorcycles owned by dealers or manufacturers.
- **Suspected Serious Injuries:** Suspected serious injuries are reported by law enforcement and used when any injury, other than fatal injury, prevent the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2021

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	All	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,085**	**6%**	**4,440**	**848 (19%)**	**452,445**	**212,788**
Appling	9	-	10	20%	702	287
Atkinson	3	-	3	-	219	121
Bacon	2	-	2	50%	412	189
Baker	-	-	-	-	106	39
Baldwin	10	-	13	8%	1,503	746
Banks	8	-	8	25%	1,509	786
Barrow	5	-	6	83%	4,847	2,795
Bartow	66	5%	71	23%	7,568	3,531
Ben Hill	6	17%	7	14%	583	280
Berrien	5	-	7	29%	920	500
Bibb	96	7%	107	27%	4,304	1,948
Bleckley	8	13%	8	-	675	333
Brantley	5	20%	6	-	904	386
Brooks	4	-	5	20%	610	276
Bryan	15	7%	17	18%	2,991	1,436
Bulloch	27	11%	32	19%	3,011	1,355
Burke	17	18%	19	32%	958	534
Butts	12	-	15	33%	1,833	900

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2021 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	All	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,085**	**6%**	**4,440**	**848 (19%)**	**452,445**	**212,788**
Calhoun	-	-	-	-	143	64
Camden	11	27%	11	45%	3,890	1,760
Candler	4	-	5	40%	467	241
Carroll	44	7%	50	32%	7,110	3,499
Catoosa	18	-	20	30%	3,766	1,797
Charlton	4	-	5	40%	408	173
Chatham	197	8%	221	24%	10,534	4,951
Chattahoochee	-	-	-	-	449	247
Chattooga	8	-	12	25%	1,444	642
Cherokee	97	9%	106	13%	16,037	7,502
Clarke	41	5%	42	19%	2,920	1,327
Clay	-	-	-	-	118	28
Clayton	121	2%	129	32%	6,427	3,411
Clinch	1	-	1	-	190	86
Cobb	248	8%	260	25%	28,557	12,967
Coffee	10	30%	10	40%	1,283	623
Colquitt	12	8%	12	17%	1,547	744
Columbia	46	11%	51	10%	8,128	3,593
Cook	7	14%	7	29%	708	289
Coweta	66	8%	70	19%	9,930	4,450
Crawford	3	-	3	-	914	416
Crisp	10	10%	10	30%	785	291
Dade	8	13%	8	-	1,067	467
Dawson	23	9%	25	20%	2,356	1,279
Decatur	8	25%	10	10%	892	421
Dekalb	239	3%	248	25%	16,870	7,303
Dodge	5	-	5	40%	788	343
Dooly	4	-	4	50%	358	198
Dougherty	28	-	30	40%	2,308	1,053
Douglas	68	7%	71	18%	6,658	3,293
Early	1	100%	1	100%	376	162
Echols	-	-	-	-	149	69
Effingham	23	22%	24	33%	4,866	2,357
Elbert	5	40%	5	60%	1,138	548
Emanuel	3	67%	3	33%	795	447
Evans	4	-	4	50%	398	209
Fannin	33	9%	40	18%	2,536	1,379
Fayette	30	3%	32	13%	6,947	3,046
Floyd	61	3%	70	20%	5,487	2,495
Forsyth	63	6%	66	20%	11,778	5,396
Franklin	19	26%	23	13%	1,612	793
Fulton	452	2%	473	23%	26,126	11,189

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2021 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	All	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,085**	**6%**	**4,440**	**848 (19%)**	**452,445**	**212,788**
Gilmer	23	9%	24	29%	2,906	1,383
Glascock	-	-	-	-	124	49
Glynn	34	12%	36	33%	4,315	1,826
Gordon	28	14%	31	23%	3,681	1,890
Grady	7	14%	8	13%	934	507
Greene	2	-	2	-	900	358
Gwinnett	160	3%	173	22%	27,146	13,099
Habersham	24	29%	25	20%	3,029	1,432
Hall	98	11%	107	18%	10,643	5,182
Hancock	1	-	1	100%	290	147
Haralson	8	13%	9	33%	2,226	1,112
Harris	13	15%	16	25%	2,866	1,215
Hart	12	-	13	15%	1,580	791
Heard	2	50%	2	50%	887	419
Henry	98	3%	103	29%	11,592	5,632
Houston	55	4%	61	21%	8,725	3,833
Irwin	1	-	1	-	407	158
Jackson	47	2%	60	25%	4,932	2,463
Jasper	5	-	6	33%	1,121	601
Jeff Davis	1	-	1	-	470	211
Jefferson	8	13%	9	22%	503	225
Jenkins	3	-	3	33%	227	108
Johnson	1	-	1	100%	271	124
Jones	5	20%	5	40%	1,661	785
Lamar	8	-	9	44%	1,408	634
Lanier	3	-	5	40%	460	235
Laurens	9	-	10	20%	1,942	895
Lee	6	-	6	17%	1,862	765
Liberty	35	6%	38	18%	3,336	1,725
Lincoln	1	-	1	100%	470	194
Long	7	-	7	14%	1,041	518
Lowndes	58	10%	61	8%	5,027	2,443
Lumpkin	70	1%	73	16%	2,592	1,522
Macon	1	100%	1	100%	385	169
Madison	10	10%	11	9%	1,874	856
Marion	-	-	-	-	436	180
McDuffie	4	25%	4	25%	969	524
McIntosh	3	-	4	25%	748	334
Meriwether	12	8%	16	25%	1,441	710
Miller	-	-	-	-	203	95
Mitchell	1	-	1	-	635	304
Monroe	14	7%	15	40%	1,975	855
Montgomery	2	-	2	50%	329	161

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2021 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	All	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,085**	**6%**	**4,440**	**848 (19%)**	**452,445**	**212,788**
Morgan	9	22%	9	33%	1,260	686
Murray	9	11%	11	36%	2,335	1,301
Muscogee	85	4%	88	16%	7,529	2,970
Newton	54	9%	59	34%	5,632	2,962
Oconee	10	-	10	10%	1,936	790
Oglethorpe	6	-	6	17%	948	395
Paulding	58	9%	67	25%	10,130	4,627
Peach	13	-	16	13%	1,406	628
Pickens	25	4%	29	21%	2,936	1,640
Pierce	3	33%	3	33%	911	346
Pike	6	-	8	50%	1,793	826
Polk	16	6%	19	42%	2,644	1,295
Pulaski	3	-	3	33%	401	216
Putnam	4	-	4	50%	1,301	573
Quitman	-	-	-	-	191	42
Rabun	14	21%	16	31%	1,325	703
Randolph	-	-	-	-	200	68
Richmond	108	5%	122	14%	5,301	3,031
Rockdale	36	-	38	21%	3,876	1,888
Schley	2	-	2	-	264	100
Screven	1	-	1	-	579	234
Seminole	1	-	1	100%	421	177
Spalding	35	3%	38	32%	3,766	1,696
Stephens	14	21%	16	31%	1,996	902
Stewart	2	-	2	50%	130	64
Sumter	7	14%	7	29%	985	435
Talbot	3	33%	3	-	376	157
Taliaferro	1	-	2	-	88	38
Tattnall	8	-	9	22%	835	392
Taylor	2	-	2	-	403	170
Telfair	1	-	1	-	350	163
Terrell	2	-	2	50%	355	186
Thomas	15	7%	18	22%	1,723	824
Tift	18	6%	19	47%	1,546	695
Toombs	8	25%	9	33%	1,051	508
Towns	14	-	16	38%	1,245	589
Treutlen	-	-	-	-	256	156
Troup	35	6%	40	18%	3,645	1,499
Turner	2	-	2	-	348	148
Twiggs	5	20%	7	43%	468	219
Union	30	3%	31	45%	2,994	1,633
Upson	18	11%	21	43%	1,802	765
Walker	23	-	25	24%	4,083	2,194

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2021 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	All	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,085**	**6%**	**4,440**	**848 (19%)**	**452,445**	**212,788**
Walton	39	13%	43	16%	5,970	2,910
Ware	17	6%	19	5%	1,460	538
Warren	4	-	4	25%	181	75
Washington	4	25%	4	25%	678	306
Wayne	11	36%	13	23%	1,368	631
Webster	1	-	1	-	104	49
Wheeler	2	-	2	50%	175	81
White	32	9%	37	27%	2,374	1,266
Whitfield	49	10%	54	17%	4,628	2,316
Wilcox	2	-	2	100%	303	125
Wilkes	2	-	2	50%	486	199
Wilkinson	3	-	3	-	438	208
Worth	10	20%	10	60%	1,032	494