Georgia Traffic Safety Facts

2023 Data

April 2025

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 Transportation (GDOT) Numetric roadway data, Georgia Emergency Medical Services Information System (GEMSIS), Hospital Discharge Data, and Emergency Room Data. Refer to the Data Considerations section at the end of this publication regarding the data and information presented.

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Pedestrians and Bicyclists (Non-Motorists)

Non-motorists, as defined in this fact sheet, include pedestrians and bicyclists involved in traffic-related crashes. In some of the following discussions of pedestrian and bicyclist injuries both traffic and non-traffic (i.e., occurring on any place other than a traffic way including trails, driveways, parking lots, or sidewalks) are included in aggregate reporting for hospitalizations and EMS transports. This fact sheet provides an overview of traffic fatalities, serious injuries, and crashes on Georgia roadways.

2023 Key Findings

Although pedestrians and bicyclists represented less than one percent of all individuals involved in motor vehicle crashes (0.99%), they accounted for 20% of all traffic fatalities.

Pedestrians

- Between 2014 and 2023, the total number of traffic-related fatalities increased by 39% (from 1,164 to 1,615), while pedestrian fatalities increased by 90% (from 163 to 310). Most notably, the number of pedestrian fatalities that occur in dark lighting conditions has more than doubled in the past decade (from 123 to 251).
- Similar to previous years, more than half of all pedestrian crashes occurred within the Atlanta region (58%).
- In 2023, nearly three-quarters of pedestrian fatalities (72%) and nearly half (47%) of pedestrian injuries occurred on roadways with posted speed limits at or above 45 mph.
- In 2023, hospitalization and emergency room visit charges totaled $203 million for the 3,445 pedestrians injured in motor vehicle traffic and non-traffic-related crashes.

Bicyclists

- There was an average of 24 bicyclist fatalities in traffic crashes each year between 2019 and 2023. In 2023, there were 23 bicyclist fatalities on Georgia roadways, a decrease from the 29 bicyclist fatalities in 2022.
- The bicyclist crash rate is highest in urban counties outside of the Atlanta region.
- Sixty percent of bicyclist crashes occur at intersections.
- Hospitalization and emergency room visit charges totaled $68 million for the 467 bicyclists injured in motor vehicle traffic and 3,706 non-traffic-related crashes.

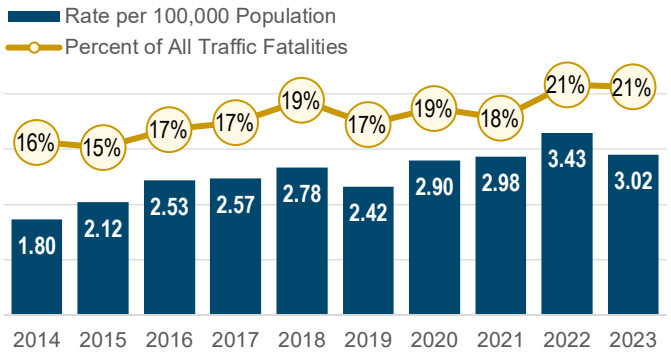
Non-Motorist Fatalities and Serious Injuries

Non-Motorist Fatalities

According to FARS data, there were 310 pedestrians and 23 bicyclists fatally injured in motor vehicle traffic crashes in 2023 (Table 1). The number of pedestrian fatalities in traffic crashes decreased by 10%, from 345 in 2022 to 310 in 2023. There was an average of 24 bicyclist fatalities in traffic crashes per year between 2019 and 2023.

Although non-motorists represented less than one percent of all persons involved in motor vehicle crashes (0.99%), they accounted for 20% of all traffic fatalities in Georgia. For every 100,000 population in Georgia, there were 3.02 pedestrian and bicyclist fatalities, compared to 2.59 non-motorist fatalities for every 100,000 population nationwide (21% of all national traffic fatalities)[1]. Figure 1 shows the rate by population and percentage of non-motorist traffic fatalities for the past decade.

Figure 1. **Rate by Population and Percent of Non-Motorist Traffic Fatalities, 2014-2023**



Source: FARS 2014-2023; OASIS 2014-2023

Table 1 presents the total number of traffic fatalities, Georgia population, and non-motorist fatalities (pedestrians and bicyclists) from 2014 to 2023.

- The number of total traffic fatalities *de*creased by 10%, from 1,797 in 2022 to 1,615 in 2023.
- The number of non-motorist fatalities *de*creased by 11%, from 374 in 2022 to 333 in 2023.
- The rate of non-motorist fatalities *de*creased by 12%, from 3.43 fatalities per 100,000 population (the highest rate in the past decade) in 2022 to 3.02 in 2023.

Table 1. **Rate and Percent of Non-Motorist Traffic Fatalities, 2014-2023**

Year	Total Traffic Fatalities	Georgia Population	Pedestrian		Bicyclist		Non-Motorists Fatalities		
			Number	Percent of All Traffic Fatalities	Number	Percent of All Traffic Fatalities	Number	Percent of All Traffic Fatalities	Rate per 100,000 Population
2014	1,164	10,097,343	163	14%	19	1.6%	182	16%	1.80
2015	1,432	10,214,860	194	14%	23	1.6%	217	15%	2.12
2016	1,556	10,310,371	232	15%	29	1.9%	261	17%	2.53
2017	1,540	10,429,379	253	16%	15	1.0%	268	17%	2.57
2018	1,504	10,519,475	262	17%	30	2.0%	292	19%	2.78
2019	1,491	10,617,423	236	16%	21	1.4%	257	17%	2.42
2020	1,664	10,710,017	279	17%	32	1.9%	311	19%	2.90
2021	1,809	10,799,566	307	17%	15	0.8%	322	18%	2.98
2022	1,797	10,912,876	345	19%	29	1.6%	374	21%	3.43
2023	1,615	11,029,227	310	19%	23	1.4%	333	21%	3.02

Source: FARS 2014-2023, OASIS 2014-2023

[1] 2023 Census

Non-Motorist Injuries

The following section describes various responses to serious injuries experienced by pedestrians and bicyclists involved in motor vehicle traffic crashes and non-traffic crash incidents. Injured pedestrians and bicyclists can be counted multiple times for each response (e.g., an injured person may be counted as an emergency room visit, hospitalization, and/or trauma center patient).

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 for 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 non-motorist, motor vehicle traffic-related injuries for each injury surveillance source. Between 2022 and 2023, pedestrian serious injuries reported in crash reports *de*creased by 7%, pedestrians transported to a hospital facility by EMS *in*creased by 3%, pedestrian receiving care in a trauma center *in*creased by 6%, pedestrians receiving patient care in the emergency department *in*creased by 11%, and pedestrians receiving patient care in a hospital *de*creased by 2%.

Table 3. **Non-Motorist Motor Vehicle Traffic-Related Injuries by Injury Surveillance Source, 2021-2023**

Injury Surveillance Source	2021		2022		2023		2022-2023 Percent Change			
	Pedestrians	Bicyclists	Pedestrians	Bicyclists	Pedestrians	Bicyclists	Pedestrians		Bicyclists	
Crash Reports*	572	95	608	120	564	117	▽	-7%	▽	-3%
Emergency Medical Services**	2,579	392	2,194	554	2,261	309	▲	3%	▽	-44%
Trauma	1,084	205	1,030	196	1,087	275	▲	6%	▲	40%
Emergency Department***	2,356	413	1,688	351	1,879	404	▲	11%	▲	15%
Hospital***	701	63	749	79	732	101	▽	-2%	▲	28%

* Only suspected serious injuries reported by law enforcement on the crash report.
** 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 who received care in a Georgia Emergency Department or Hospital, regardless of their state residency.
Source: CODES 2021-2023, DPH Hospital Inpatient Discharge and Emergency Room Visit Data 2021-2023, GEMSIS 2021-2023, Georgia Trauma Registry 2021-2023

Table 4 shows the number, proportion, and rate (per population) of non-motorist serious injuries by age group and surveillance system. In 2023, non-motorists in the 35-to-44 age group represented the highest rate of police-reported suspected serious injuries compared to other age groups. Non-motorists in the 25-to-34 age group represented the highest rate and proportion of EMS transports, trauma center treatment, and emergency room visits. However, non-motorists in the 55-to-64 age group had the highest proportion and rate per population of hospitalizations.

Table 4. **Non-Motorist Traffic-Related Injuries, Percent of Total Serious Injuries, and Rate per 100,000 Population by Age Group and Injury Surveillance Source, 2023**

Age Group	Police-Reported Suspected Serious Crash Injuries*			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	Number	Percent	Rate	Number	Percent	Rate	Number	Percent	Rate	Number	Percent	Rate	Number	Percent	Rate
<10	18	3%	1.35	98	4%	7.36	37	3%	2.78	78	4%	5.86	4	1%	0.30
10-14	34	5%	4.65	99	4%	13.54	41	3%	5.61	69	3%	9.43	5	1%	0.68
15-24	121	18%	7.95	462	18%	30.37	199	15%	13.08	427	20%	28.07	105	14%	6.90
15-20	*59*	*9%*	*6.33*	*263*	*10%*	*28.20*	*106*	*8%*	*11.36*	*220*	*10%*	*23.59*	*46*	*6%*	*4.93*
21-24	*62*	*9%*	*10.54*	*199*	*8%*	*33.82*	*93*	*7%*	*15.80*	*207*	*10%*	*35.18*	*59*	*8%*	*10.03*
25-34	125	18%	8.20	**511**	**20%**	**33.52**	**253**	**19%**	**16.59**	**471**	**22%**	**30.89**	122	16%	8.00
35-44	**124**	**18%**	**8.41**	425	17%	28.81	235	17%	15.93	366	17%	24.81	121	16%	8.20
45-54	83	12%	5.91	306	12%	21.80	184	14%	13.11	262	12%	18.66	121	16%	8.62
55-64	101	15%	7.51	366	14%	27.20	243	18%	18.06	247	12%	18.36	**160**	**21%**	**11.89**
65+	62	9%	3.66	303	12%	17.86	165	12%	9.73	209	10%	12.32	113	15%	6.66
Total**	**681**	**100%***	**6.17**	**2,570**	**100%**	**23.30**	**1,362**	**100%**	**12.35**	**2,283**	**100%**	**20.70**	**833**	**100%**	**7.55**

* Only suspected serious injuries reported by law enforcement on the crash report.
** Total inlcudes non-motorists with unknown ages.
Source: CODES 2023, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2023, GEMSIS 2023, Georgia Trauma Registry 2023

Suspected Serious Crash Injuries

Table 5 shows the percentage and rate of serious injuries and fatalities among pedestrians and bicyclists involved in traffic-related crashes by age groups. In 2023, there were:

- 11.59 *pedestrians* in the 34-to-44 age group with traffic-related serious or fatal injuries for every 100,000 population in that age group.
- 2.37 *bicyclists* in the 35-to-44 age group with traffic-related serious or fatal injuries for every 100,000 population in that age group.

Table 5. **Traffic-Related Non-Motorist Suspected Serious Injury and Fatality Rate by Age Group, 2023**

Age Group	Pedestrian Serious Injuries and Fatalities			Bicyclist Serious Injuries and Fatalities		
	Number	Percent	Rate	Number	Percent	Rate
<10	22	3%	1.65	4	3%	0.30
10-14	34	4%	4.65	4	3%	0.55
15-24	129	15%	8.48	25	18%	1.64
15-20	*66*	*8%*	*7.08*	*13*	*9%*	*1.39*
21-24	*63*	*7%*	*10.71*	*12*	*9%*	*2.04*
25-34	158	18%	10.36	11	8%	0.72
35-44	**171**	**20%**	**11.59**	**35**	**25%**	**2.37**
45-54	112	13%	7.98	22	16%	1.57
55-64	132	15%	9.81	29	21%	2.16
65+	102	12%	6.01	9	6%	0.53
Total*	**874**	**100%**	**7.92**	**140**	**100%**	**1.27**

* Total includes 12 pedestrian and 1 bicyclist with serious injuries, and 2 pedestrian fatalities of unknown age
Source: CODES 2023, FARS 2023

Emergency Medical Services

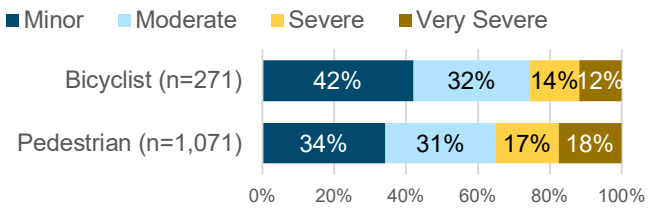
In 2023, 4% of all motor vehicle traffic-related Emergency Medical Services (EMS) transports involved non-motorists. EMS transported 2,570 pedestrians and bicyclists involved in motor vehicle traffic-related crashes to a hospital facility. The number of EMS pedestrian transports decreased by 6% from the 2,748 transports in 2022.

Trauma Center Patients

In 2023, the number of pedestrians identified as trauma patients treated within Georgia Trauma Centers increased by 6%, from 1,030 in 2022 to 1,087 in 2023. The number of bicyclist trauma patients increased by 40%, from 196 in 2022 to 275 in 2023. Seventy-nine percent (79%) of all pedestrian trauma injuries (858 out of 1,087) were traffic-related, and 21% (229 out of 1,087) were non-traffic related. Nearly a quarter of all bicyclist trauma injuries (74%, 203 out of 275) were traffic-related. Ninety percent (90%) of pedestrian traffic-related injuries and 87% of bicyclist traffic-related injuries occurred in urban counties.

Nearly one-third (34%) of pedestrian traffic-related injuries treated at the trauma centers had minor injuries, and 18% had very severe injuries. Similarly, 42% of bicyclist traffic-related injuries treated at trauma centers had minor injuries, and 12% had very severe injuries (Figure 2).

Figure 2. **Trauma Registry Pedestrian and Bicyclist Injuries Treated by Injury Severity Score, 2023**



Source: Georgia Trauma Registry 2023
Based on known Injury Severity Score

Emergency Room Visits & Hospitalizations

In 2023, the total motor vehicle-related (traffic and non-traffic) hospitalization and emergency room charges among Georgia residents were $203.2 million for pedestrians and $68.0 million for bicyclists.

- **Traffic-related** pedestrian emergency room visits and hospitalizations *increased* by 9%, and bicyclist emergency room visits and hospitalizations *increased* by 16% between 2022 and 2023. In 2023, there were 2,413 traffic-related emergency room visits and hospitalizations[2] involving pedestrians and 467 traffic-related emergency room visits and hospitalizations involving bicyclists.
- **Non-traffic-related** pedestrian emergency room visits and hospitalizations *decreased* by 5%, and bicyclist emergency room visits and hospitalizations *increased* by 6% between 2022 and 2023. There were an additional 1,032 pedestrian and 3,706 bicyclist non-traffic-related emergency room visits and hospitalizations.

[2] Hospitalizations may include individuals that visited the emergency room. Emergency room visits include individuals who were discharged directly from the ER. Hospitalizations and emergency room visits are for Georgia residents only to calculate the population rates, while fatalities can be a person from out of state.

Crash Characteristics

According to police crash reports, 31% of all pedestrian crashes in Georgia (865 out of 2,814) resulted in at least one pedestrian being seriously or fatally injured in 2023. In the same year, 15% of all bicyclist crashes (140 out of 921) resulted in at least one bicyclist being seriously or fatally injured. Table 6 shows the number of non-motorist crashes and the number of non-motorist crashes that resulted in a serious or fatal injury between 2019 and 2023.

Urban vs. Rural [3]

There were 25.51 pedestrians per 100,000 population and 8.35 bicyclists per 100,000 population involved in a motor vehicle traffic crash across the state of Georgia (Figure 3). In Georgia, non-motorist crashes are more frequent in the urban areas (the Atlanta region and other urban regions) compared to rural areas, where the residential population is less than 50,000 people per county. However, the proportion of non-motorist serious injury and fatal crashes are higher in rural areas than in urban areas—43% of pedestrian rural crashes and 24% of rural bicyclist crashes result in a non-motorist fatal or serious injury (Table 7).

- Pedestrian crashes and crash rates were highest within the eleven counties of the Atlanta Region[4] – 32.22 pedestrians per 100,000 population.
- The Atlanta Region accounted for 46% of the state population. However, 58% (1,638 out of 2,814) of all pedestrian crashes, 60% (336 out of 561) of all pedestrian serious injuries, and 48% (145 out of 304) of all pedestrian fatal injuries occurred within this area.
- Bicyclist crashes and crash rates were highest within the 30 other urban counties – 11.10 bicyclists per 100,000 population.

Table 6. **Non-Motorist Crashes and Serious Injury and Fatal Crashes, 2019-2023**

Year	Pedestrian		Bicyclist	
	Crashes	Serious Injury and Fatal Crashes	Crashes	Serious Injury and Fatal Crashes
2019	2,986	613	793	108
2020	2,332+	625	654+	100
2021	2,615	846	731	109
2022	2,777	943	829	153
2023	2,814	865	921	140

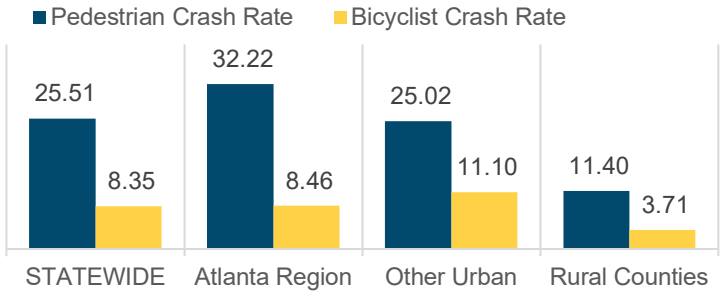
+ During the COVID-19 public emeregency response, traffic crashes (including non-motorist crashes) with low injury severity were underreported in the police crash reports.
Source: CODES 2019-2022, FARS 2018-2023

Table 7. **Number of Non-Motorist Crashes and Percent of Fatal or Serious Injury Crashes by Region, 2023**

Region	Pedestrian Crashes		Bicyclist Crashes	
	All Pedestrian Crashes	Fatal or Serious Injury Pedestrian Crashes	All Bicyclist Crashes	Fatal or Serious Injury Bicyclist Crashes
Atlanta Region (11 counties)	1,638	484 (30%)	430	52 (12%)
Other Urban (30 counties)	915	270 (30%)	406	68 (17%)
Rural Counties (118 counties)	261	111 (43%)	85	20 (24%)
Statewide	**2,814**	**865 (31%)**	**921**	**140 (15%)**

Source: CODES 2023, 2023 FARS

Figure 3. **Pedestrian and Bicyclist Crash Rate per 100,000 Population by Region Type, 2023**



Source: CODES 2023, OASIS 2023

[3] 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.
[4] The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties.

Table 8 shows the percentage of pedestrian and bicyclist crashes by region and roadway classification in 2023. More than half of all pedestrian crashes (58%) and 46% of bicyclist crashes occurred in the Atlanta region. Statewide, most pedestrian crashes and bicyclist crashes occurred on minor arterial roadways — 36% and 32%, respectively.

- In the Atlanta region and other urban regions, more pedestrian *crashes* occurred on *minor arterial* roadways — 40% and 31%, respectively.
- Within the Atlanta region, 16% of pedestrian *fatalities* (26 out of 158) occurred on the interstate (not shown).

Table 8. **Motor Vehicle Traffic Crashes Involving Non-Motorists by Region and Roadway Classification, 2023**

Non-Motorist Type	Roadway Classification	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Pedestrian	Interstate	3%	3%	5%	3%
	Principal Arterial	22%	29%	**28%**	25%
	Minor Arterial	**40%**	**31%**	26%	**36%**
	Collectors	11%	13%	17%	12%
	Local	22%	23%	20%	22%
	Other	2%	2%	4%	2%
	Total	**1,638** (100%)	**915** (100%)	**261** (100%)	**2,814** (100%)
Bicyclist	Interstate	--	--	--	--
	Principal Arterial	23%	28%	21%	25%
	Minor Arterial	**36%**	**31%**	22%	**32%**
	Collectors	14%	16%	**28%**	16%
	Local	24%	24%	**28%**	24%
	Other	3%	2%	0%	2%
	Total	**430** (100%)	**406** (100%)	**85** (100%)	**921** (100%)

Source: Roadway data obtained for Numetric, 2023
Note: The sum of the individual cells may not equal row or column totals due to rounding error.

In 2023, 70 out of 159 Georgia counties experienced at least one non-motorist traffic fatality. The counties with the highest number of pedestrian fatalities were Dekalb (55 pedestrian fatalities), Fulton (32), and Cobb (18). While most pedestrian fatalities occurred in the Atlanta region, other urban counties and rural counties have higher rates of pedestrian serious and fatal injury per population and pedestrian crashes for every 1,000 motor vehicle crashes. Most bicyclist fatalities occurred in the Atlanta region and other urban counties (i.e., Floyd and Chatham counties). In 2023, these other urban areas also had higher rates of bicyclist serious and fatal injuries per population and bicyclist crashes for every 1,000 motor vehicle crashes compared to rural areas.

Table 9. **Top Counties with the Highest Non-Motorist Serious Injury and Fatal Crashes, 2023**

Non-Motorist Type and Rank		Serious Injuries and Fatalities Count		Serious and Fatal Injury Rate per 100,000 Population		Non-Motorists Crash Rate per 100,000 MV Crashes	
		County	Number	County	Rate	County	Rate
Pedestrian	1	Fulton	164	DeKalb	17.82	Camden	593.47
	2	DeKalb	136	Fulton	15.20	Walker	518.13
	3	Cobb	53	Clarke	14.62	Polk	483.09
	4	Gwinnett	49	Richmond	14.60	Spalding	392.93
	5	Clayton	42	Clayton	14.08	Clarke	387.68
Bicyclist	1	Fulton	19	Floyd	5.99	Floyd	180.83
	2	Chatham	17	Chatham	5.60	Chatham	121.44
	3	Richmond	10	Richmond	4.87	Richmond	117.77
	4	Gwinnett	10	Fulton	1.76	Clayton	37.94
	5	DeKalb	7	Clayton	1.68	Fulton	35.85

* * Counties with less than five pedestrian or bicyclist serious injuries or fatalities were excluded from the county rankings
Source: CODES 2023, 2023 FARS

Census Designated Places

To identify serious and fatal pedestrian traffic-related injuries within a local context, an analysis was conducted by overlaying Census Designated Places (CDPs) onto the geographic locations of pedestrian crashes. According to the 2023 Census, there were 623 census-designated places (CDPs) in Georgia.[5] Eighty-four (84) out of the 623 census-designated places were *un*incorporated — not governed by a municipal corporation (i.e., a city or town government). These Georgia CDPs, both incorporated and *un*incorporated, range in population size from large/medium cities (more than 200,000 population) to villages (less than 2,500 population). These CDPs often cross county borders. Therefore, in this analysis, the CDP is associated with the county that encompasses most of its geographical area. The Georgia CDPs were grouped by population: large and medium cities, large towns, medium towns, small towns, and villages; and the Georgia counties were grouped into regional categories to describe the demographic areas as Atlanta Region, Other Urban Region, and Rural Regions.[6]

Between 2021 and 2023, 41% of pedestrian serious and fatal crashes (1,115 out of 2,697) occurred in unincorporated areas. When the crashes were filtered by those that occurred in CDPs, 7% (93 out of 1,347) occurred in unincorporated CDPs, and 93% (1,254 out of 1,347) occurred in incorporated CDPs. The City of Atlanta had 364 pedestrian serious injuries and fatalities—the largest of any incorporated or *un*incorporated CDP in Georgia. This equates to approximately 71.26 pedestrian serious injuries and fatalities per 100,000 population— 2.0 times greater than the overall Atlanta Region rate.

Table 10 shows the CDPs with the highest pedestrian serious injury and fatality rates (per 100,000 population) by **region** between 2021 and 2023.

- College Park had the highest pedestrian injury rate (173.07 injuries per 100,000 population) compared to all other incorporated and *un*incorporated CDPs within the Atlanta Region (35.86)—4.8 times greater than the overall Atlanta Region rate.
- Hiram had the highest pedestrian injury rate (130.77 injuries per 100,000 population) compared to all other CDPs within the Other Urban Regions (28.20)—4.6 times greater than the overall Other Urban Region rate.
- Cedartown had the highest pedestrian injury rate (97.09 injuries per 100,000 population) compared to all other CDPs within the Rural Regions (24.07)—4.0 times greater than the overall Rural Region rate.

Table 11 shows the CDPs with the highest pedestrian serious injury and fatality rates (per 100,000 population) by **place type** between 2021 and 2023.

- Stonecrest had the highest pedestrian injury rate (56.85 injuries per 100,000 population) compared to all other incorporated and *un*incorporated CDPs categorized as *small cities* (59.33)—1.9 times greater than the overall small city pedestrian injury rate.
- Redan (***un***incorporated) had the highest pedestrian injury rate (59.16 injuries per 100,000 population) compared to all other CDPs categorized as *large towns* (22.75) — 2.6 times greater

[5] The U.S. Census Bureau defines a "place" as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. **Incorporated places**, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, **Census Designated Places (CDPs)** are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.
[6] 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. The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties.

than the overall large town pedestrian injury rate. Panthersville (*medium town*), Belvedere Park (*medium town*, not shown in Table 11), and Redan (*large town*) have the highest pedestrian injury rates among all unincorporated CDPs.

- There were no *small towns* (2,501 to 5,000 population) or *villages* (less than 2,500 population) with more than five severe pedestrian injuries between 2021 and 2023.

See the "Additional Information" to access the Appendix for this document. The appendix includes the following information by region, county, and CDP: 2021-2023 pedestrian serious injury and fatality count • 2023 Population • 2021-2023 pedestrian serious injury and fatality rate per 100,000 population • Ratio of CDP rates compared to regional rates

Table 10. **CDPs with the Highest Pedestrian Serious Injury and Fatality Rates (per 100,000 population) by Region, 2021-2023**

Region Type	Regional Pedestrian Injury Rate per 100,000 Region Population	Census Designated Place	Pedestrians Seriously or Fatally Injured	CDP Pedestrian Injury Rate per 100,000 CDP Population	Ratio CDP Pedestrian Injury Rate / Regional Pedestrian Injury Rate
Atlanta Region (11 counties)	35.86	College Park	24	173.07	4.8
		* Panthersville	15	169.68	4.7
		* Belvedere Park	15	103.86	2.9
		Doraville	11	102.04	2.8
		Jonesboro	6	97.72	2.7
Other Urban (30 counties)	28.20	Hiram	7	130.77	4.6
		* Dock Junction	5	56.91	2.0
		Savannah	84	56.85	2.0
		Macon	82	52.39	1.8
		Brunswick	8	51.93	1.8
Rural (118 counties)	24.07	Cedartown	10	97.09	4.0
		Thomson	5	72.89	3.0
		Americus	11	70.05	2.9
		Vidalia	6	55.86	2.3
		Thomaston	5	50.63	2.1

Note: Census-Designated Places with less than five pedestrian serious injuries or fatalities were excluded from the city rankings; * Unincorporated Community and Census-Designated Place; Source: 2021-2023 Numetric, 2023 Census

Table 10. **CDPs with the Highest Pedestrian Serious Injury and Fatality Rates (per 100,000 population) by Place Type, 2021-2023**

Place Type	Place Type Pedestrian Injury Rate per 100,000 Region Population	CDP	Pedestrians Seriously or Fatally Injured	CDP Pedestrian Injury Rate per 100,000 CDP Population	Ratio CDP Pedestrian Injury Rate / Place-Type Pedestrian Injury Rate
Large and Medium Cities (More than 200,000 population), n=3 CDPs	53.96	Atlanta	364	71.3	1.3
		Augusta	65	32.4	0.6
		Columbus	64	31.7	0.6
Small City (50,001 to 200,000 pop.) n=16 CDPs	31.83	Stonecrest	36	59.33	1.9
		Savannah	84	56.85	1.8
		Macon	82	52.39	1.6
		Brookhaven	30	51.77	1.6
		Marietta	29	46.20	1.5
Large Town (20,001 to 50,000 pop.) n=41 CDPs	22.75	* Redan	18	59.16	2.6
		East Point	22	57.72	2.5
		Chamblee	17	53.39	2.3
		Tucker	19	51.39	2.3
		* Candler McAfee	10	46.91	2.1
Medium Town (5,001 to 20,000 pop.) n=109 CDPs	29.14	College Park	24	173.07	5.9
		* Panthersville	15	169.68	5.8
		Hiram	7	130.77	4.5
		* Belvedere Park	15	103.86	3.6
		Doraville	11	102.04	3.5

Note: Census-Designated Places with less than five pedestrian serious injuries or fatalities were excluded from the CDP rankings; * Unincorporated Community and Census-Designated Place; There were no small towns (2,501 to 5,000 pop.) or villages (less than 2,500 pop.) with more than five (5) severe pedestrian injuries. The regional pedestrian injury rate for small towns (n=88) was 17.62 and 14.94 for villages (n=366). Source: 2021-2023 Numetric, 2023 Census

Environmental Characteristics

Table 10 presents information on environmental characteristics (location of crashes, lighting conditions, day, and season) that describe where and when pedestrian and bicyclist crashes occurred in 2023.

- Nearly half of the pedestrian crashes (45%) occurred at roadway locations that were not intersections, 45% occurred at intersections, 5% occurred on the roadside, and 2% occurred off-roadway.
- More than one-fourth (27%) of all pedestrian crashes and 23% of all bicyclist crashes were hit-and-runs (not shown).
- Half (50%) of the pedestrian crashes occurred in dark conditions, whereas 71% of bicyclist crashes occurred during daylight conditions. Most pedestrian and bicyclist crashes occur in the daytime hours during the weekday—41% and 50%, respectively.
- Nearly one-third of pedestrian crashes (31%) occur in the fall months and 28% of bicyclist crashes occurred in the summer months (not shown).

Table 10. **Motor Vehicle Crashes Involving Pedestrians and Bicyclists by Environmental Characteristics, 2023**

Environmental Characteristics	All Pedestrian Crashes		All Bicyclist Crashes	
	Number	Percent	Number	Percent
Location *				
Not at Intersection	**1,280**	**45%**	**315**	**34%**
On Roadway - Non-Intersection	1,274	45%	295	32%
Bicycle Lane	6	<1%	20	2%
At Intersection	**1,269**	**45%**	**554**	**60%**
Roadway Intersection	744	26%	392	43%
In Crosswalk	369	13%	98	11%
Driveway Intersection	130	5%	56	6%
Entrance/Exit Ramp	22	1%	3	<1%
Railroad Crossing	2	<1%	1	<1%
Roundabout	2	<1%	4	<1%
Roadside	**143**	**5%**	**12**	**1%**
On Shoulder	91	3%	10	1%
Median	52	2%	2	<1%
Gore	80	3%	--	--
Off-Roadway	**63**	**2%**	**34**	**4%**
Off Roadway	13	<1%	17	2%
Sidewalk	4	<1%	17	2%
Other Location	42	1%	6	1%
Light Conditions				
Dark	1,296	46%	240	26%
Daylight	1,395	50%	655	71%
Dawn	45	2%	11	1%
Dusk	45	2%	13	1%
Unknown	33	1%	2	<1%
Day of Week / Time of Day				
Daytime	**1,410**	**50%**	**603**	**65%**
Weekday	1,167	41%	462	50%
Weekend	243	9%	141	15%
Nighttime	**1,404**	**50%**	**318**	**35%**
Weekday	699	25%	175	19%
Weekend	705	25%	143	16%

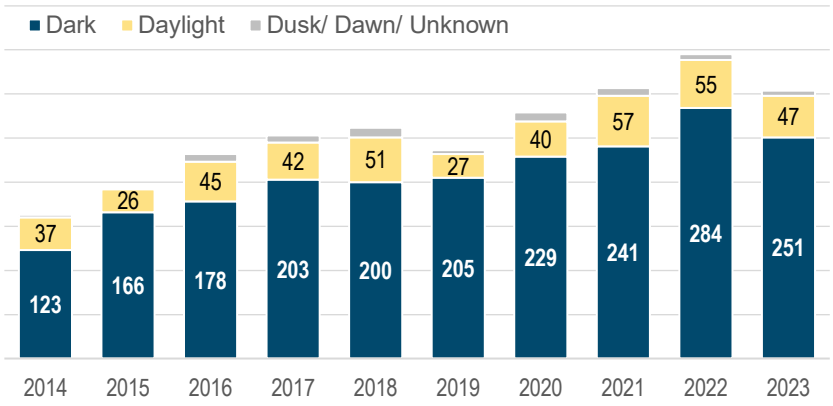
* Location does not include crashes with unknown locations. *** Other intersections include roundabouts, railroad crossings, and managed lanes (i.e., HOV lanes). *** Nighttime and daytime groupings are based on the time of day in hours. The time groupings do not account for the change in lighting conditions associated with the seasons (i.e., longer daylight hours in the summer).
Daytime (6:00a.m. – 5:59p.m.); Nighttime (6:00p.m. – 5:59a.m.); Weekday (6:00a.m. Mon - 5:59p.m. Fri); Weekend (6:00p.m. Fri - 5:59a.m. Mon)
Source: CODES 2023

Fatal Non-Motorist Crashes

Fatal non-motorist crashes demonstrate distinct environmental patterns compared to non-fatal motorist crashes. Historical trends consistently reveal that the majority of non-motorist fatal crashes occur at locations away from intersections and during dark lighting conditions. Over the past decade, more than three-quarters of all pedestrian fatal crashes have taken place ***outside*** intersections, and 80% occur during dark lighting conditions.

Between 2014 and 2023, the total number of traffic-related fatalities increased by 39% (from 1,164 to 1,615), while pedestrian fatalities increased by 90% (from 163 to 310). Most notably, the number of pedestrian fatalities that occur in dark lighting conditions has more than doubled in the past decade, from 123 in 2014 to 251 in 2023 (Figure 6). In 2023, 83% of all pedestrian fatalities (251 out of 310) occurred during dark lighting conditions.

Figure 4. **Count of Pedestrian Fatalities by Light Conditions, 2014-2023**



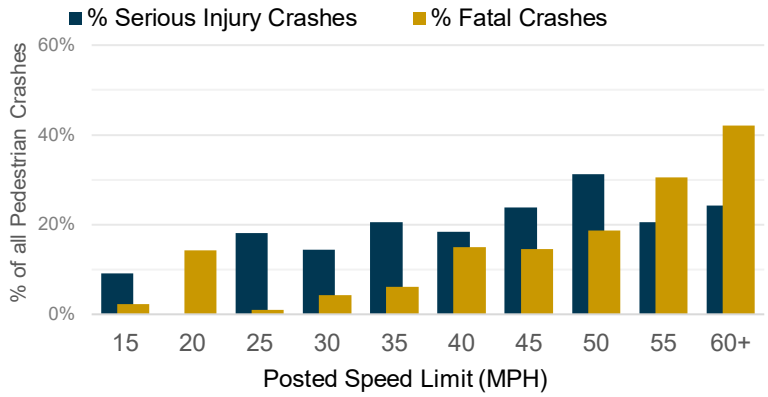
Source: FARS 2014-2023

Roadway Characteristics

Another important environmental factor that impacts the severity of traffic-related crash injuries is roadway characteristics. According to an AAA national study[7], as vehicle speeds increase, the risk of severe or fatal pedestrian injuries also increases. At low vehicle impact speeds, 15 miles per hour (mph) or below, most pedestrians (81%) that are struck do ***not*** sustain severe or fatal injuries—17% will have a severe injury, and 2% will have a fatal injury. The risk of injury to pedestrians increases significantly when the vehicle's impact speed exceeds 25 mph. According to this AAA study, a vehicle impact speed of 40 mph resulted in 79% of struck pedestrians sustaining severe injuries and 45% sustaining fatal injuries.

The national findings are similar to the patterns experienced in Georgia—the risk of pedestrian serious and fatal injuries increased significantly on roadways with posted speed limits at or above 45 mph. In 2023, 14% of crashes on roadways with a 40 mph speed limit led to fatalities. This percentage increases to 19% at 50 mph, 31% at 55 mph, and 42% at speeds of 60 mph or higher (Figure 5). Nearly three-quarters of pedestrian fatalities (72%) and nearly half (47%) of pedestrian injuries occurred on roadways with posted speed limits at or above 45 mph.

Figure 5. **Percent of Pedestrian Crashes that Resulted in a Pedestrian Serious or Fatal Injury by Posted Speed Limit, 2023**



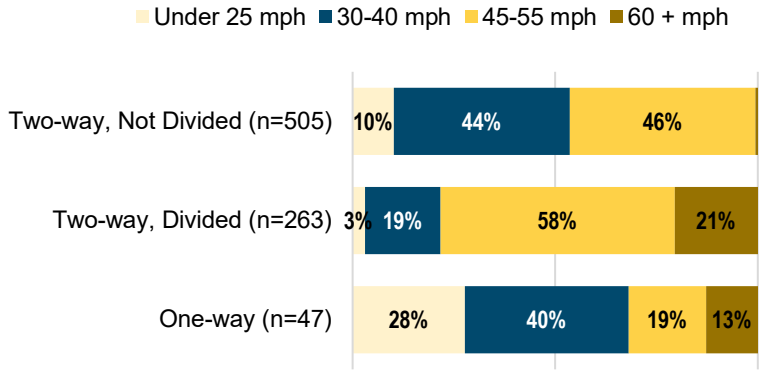
Source: Numetric 2023

[7] AAA Foundation for Traffic Safety, 2011, "Impact Speed and a Pedestrian's Risk of Severe Injury or Death." Available online: https://nacto.org/wp-content/uploads/2017/11/2011PedestrianRiskVsSpeed.pdf

According to Numetric, a greater proportion of all pedestrian serious injury or fatal crashes occurred on roadways with speed limits between 45-55 mph. Among all crashes where pedestrians were severely injured, 61% (505 out of 831) occurred on two-way, not-divided roadways. Figure 6 shows the percentage of all serious injury and fatal pedestrian crashes by trafficway and with known posted speed limit.

- 46% of severe pedestrian crashes that occurred on *two-way undivided roadways* had a posted speed limit of 45-55 mph.
- 58% of severe pedestrian crashes that occurred on *two-way divided* roadways had a posted speed limit of 45-55 mph.

Figure 6. **Percent of All Serious Injury or Fatal Pedestrian Crashes by Trafficway and Posted Speed Limit, 2023**



Note: 829 out of 858 serious injury and fatal pedestrian crashes had known posted speed limits.
Source: Numetric 2023

Contributing Circumstances

Readers are encouraged to exercise caution when interpreting the contributing factors for pedestrian-related traffic crashes. Contributing circumstances among individuals (drivers or pedestrians) involved in a pedestrian-related crash are underreported—87% of all pedestrian crashes had at least one contributing factor attributed to either the driver or pedestrian recorded in the crash report. Nearly one-quarter (27%) of all pedestrian crashes were hit-and-runs; therefore, the driver contributing factors are unknown and unreported on the police crash reports. For fatal or serious injury pedestrian crashes, contributing factors were more likely to be included in the crash report—89% of all serious injury pedestrian crashes and 91% of all fatal pedestrian crashes have contributing factors listed.

Table 12 shows the top contributing factors among serious injury or fatal pedestrian crashes by the person involved in the crash. The top factors among drivers involved in pedestrian serious injury or fatal crashes were drivers failing to yield. The top contributing factor among pedestrians seriously or fatally injured in a crash was the failure to yield to oncoming traffic.

Table 12. **Top Contributing Factors among Serious Injury or Fatal Pedestrian Crashes by Person Type, 2023**

Rank	Drivers Contributing Factors	Pedestrians Contributing Factors
	Description	Description
1	Driver failed to yield	Pedestrian failed to yield
2	Confirmed or suspected distracted driver	Confirmed distracted pedestrian
3	Speeding or aggressive driving	Pedestrian not visible
4	Driver vision was obscured, or the pedestrian was not visible	Disregard signage or traffic control
5	Under the influence of drugs and alcohol	Under the influence of drugs and/or alcohol

Source: CODES 2023

Demographics

Sex & Age

The incident rate of male non-motorists involved in crashes was 2.5 times the female incident rates. The male non-motorist crash rate per 100,000 population was 45.1 compared to 18.3 for females. The male non-motorist serious injury rate was 8.9 compared to 2.9 for females. The male non-motorist fatality rate was 4.2 compared to 1.6 for females – males were 2.6 times more likely to be fatally injured compared to females.

See the serious injury section and the cross-cutting highlight below (Older Pedestrian Population) for more information on pedestrian serious injuries and fatalities by age group.

OLDER PEDESTRIAN POPULATION

In 2023, pedestrians aged 65+ years represented 9% of all pedestrians involved in crashes (274 out of 2,957), 10% of all pedestrian serious injuries (57 out of 564), and 15% of all pedestrian fatalities (45 out of 308). Persons aged 65+ years continuously represent 15% of the Georgia population in 2023; however, there was a 3% increase in the 65+ population (approximately 51,000 more persons) compared to the previous year. As shown in Table 12, the number of pedestrians 65+ years of age that were seriously or fatally injured increased by 17% (from 87 in 2022 to 102 in 2023), and the rate of seriously or fatally injured pedestrians 65+ years increased by 13% (from 5.29 in 2022 to 6.01 in 2023). Table 13 shows the number, percent, and rate of serious injuries reported for each injury surveillance source for the older pedestrian population aged 55 years and older.

Table 12. **Older Pedestrian (Aged 65+ Years) Serious Injuries, Fatalities, and Injury Rate, 2019-2023**

Year	Serious Injury	Fatalities	Total Serious Injuries and Fatalities		Population		Rate Per 100,000 Population	
			Number	Annual % Change	Number	Annual % Change	Rate	Annual % Change
2019	33	30	63	-2%	1,516,954	4%	4.15	-5%
2020	38	42	80	27%	1,574,667	4%	5.08	22%
2021	47	48	95	19%	1,584,071	1%	6.00	18%
2022	43	44	87	-7%	1,645,027	4%	5.29	-12%
2023	57	45	102	17%	1,696,217	3%	6.01	13%

Source: CODES 2019-2022, 2023 CODES Preliminary Fatality Data, FARS 2019-2022, OASIS 2019-2023

Table 13. **Older Pedestrian (Aged 65+ Years) Traffic-Related Injuries, Percent of Total Injuries, and Rate (per 100,000 population) by Age Group and Injury Surveillance Source, 2023**

Age Group	Police-Reported Suspected Serious Crash Injuries*			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate
Less than 55	415	74%	5.20	1,901	74%	19.99	768	71%	9.61	1,365	78%	17.09	424	64%	5.31
55-64	80	14%	5.95	366	14%	27.20	186	17%	13.82	129	7%	12.64	54	8%	5.29
65-74	34	6%	3.33	224	9%	21.94	82	8%	8.03	52	3%	9.92	31	5%	5.92
75-84	17	3%	3.24	61	2%	11.64	37	3%	7.06	7	0%	4.62	13	2%	8.59
85+	6	1%	3.96	18	1%	11.89	10	1%	6.60	129	7%	12.64	54	8%	5.29
Total	**564****	**100%**	**5.11**	**2,570**	**100%**	**23.30**	**1,083**	**100%**	**9.82**	**1,749**	**100%**	**15.86**	**664**	**100%**	**6.02**

* Only suspected serious injuries reported by law enforcement on the crash report.
** Total includes 12 suspected serious injuries with unknown age.
Source: CODES 2023, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2023, GEMSIS 2023

SCHOOL BUS-RELATED FATAL CRASHES

From 2019 to 2023, there were 22 fatal school bus-related crashes in Georgia, in which 24 people of all ages were fatally injured—two of whom were school-aged children under 18 years old.

- Among the 2 school-age fatalities, 1 was an occupant of school transportation vehicles and 1 was a pedestrian. There were no fatalities among school-aged children in 2019 and 2020—during the COVID-19 public health emergency response.

- Of the 24 school bus-related fatalities, 1 was a school bus passenger, 3 were non-motorists, and 20 were occupants of other passenger vehicles involved in the school bus-related crash.

Pedestrian Race/Hispanic Origin

In 2023, Black/African American, Non-Hispanics represented the majority (44%) of pedestrians fatally injured in motor vehicle traffic crashes and 32% of the Georgia residential population – compared to White, Non-Hispanics that represent 32% of pedestrian fatalities and 50% of the population (Table 14).

The Black/African American, Non-Hispanic pedestrian fatality rate was higher than any other race/ethnicity – 3.81 per 100,000 population. The pedestrian fatality rate per population among Black/African American Non-Hispanic individuals is more than double (2.1 times) the pedestrian fatality rate experienced among White Non-Hispanics.

Table 14. **Pedestrian Fatalities by Race/Hispanic Origin, 2023**

Race / Hispanic Origin	Georgia Population Percent of Total Population	Pedestrian Fatalities		Rate per 100,000 Population
		Number	Percent	
Hispanic	11%	46	15%	3.74
White, Non-Hispanic	50%	99	32%	1.81
Black/African American, Non-Hispanic	32%	135	44%	3.81
Asian, Non-Hispanic	5%	3	1%	**
All Other Non-Hispanic or Race	2%	--	0%	**
Unknown Race and Unknown Hispanic	--	27	9%	**
TOTAL	**100%**	**310**	**100%**	**2.18**

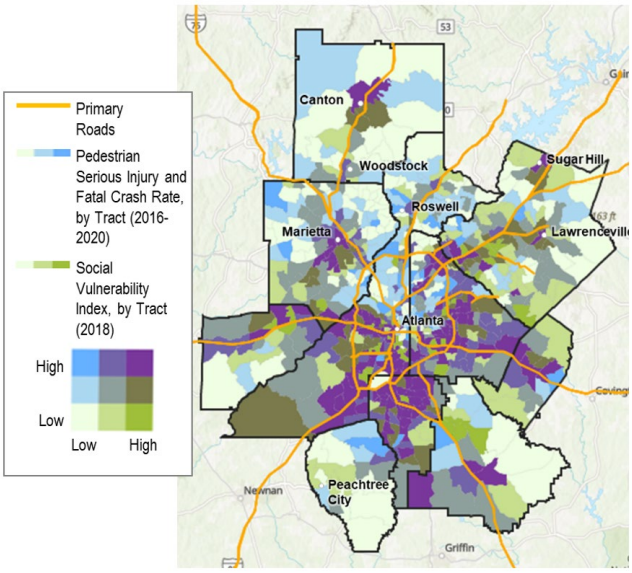
Note: Race and Hispanic origin are not available in crash records.
Source: FARS 2023

Vulnerable Populations

Vulnerable populations are communities within specific geographic areas that may be vulnerable in their ability to respond and prepare for public health emergencies and disasters. Demographic factors such as the proportion of community members without vehicles, with disabilities, older adults, minority status, and low-income/socioeconomic status are measures and attributes of socially vulnerable communities.

According to the Georgia Traffic Safety Facts study called "*Examining Social Vulnerability and the Association with Pedestrian Crashes*" (Georgia Crash Outcomes Data Evaluation System, 2022), there is a positive correlation between vulnerable census tracts in Georgia and the rates of pedestrian serious and fatal injury crashes across the 10 counties of Atlanta region[8], other urban regions, and rural regions. In other words, the more vulnerable a community is, the higher the rate of pedestrian serious and fatal injury crashes. This positive, significant relationship was present for overall social vulnerability (shown in Figure 7 for the Atlanta Region) as well as for socioeconomic status, household composition and disability, minority status and language, and housing type and transportation vulnerability themes.

Figure 7. **Bivariate Map of Serious Injury and Fatal Pedestrian Crash Rates (per 100,000 census tract population) and Social Vulnerability Index in the Atlanta Region, by Overall Social Vulnerability Index (SVI) and SVI Themes.**



Dark purple census tracts are communities with **high** social vulnerability and **high** pedestrian serious and fatal injury crash rates.

Darker blue census tracts are communities with **low** social vulnerability and **high** pedestrian serious and fatal injury crash rates.

Source: Georgia Crash Outcomes Data Evaluation System. (2022, July). Examining Social Vulnerability and the Association with Pedestrian Crashes: 2016-2020 data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

CDC's Social Vulnerability Index (SVI) data and other related sociodemographic variables can be leveraged to impartially assess roadway and public health concerns related to pedestrian safety. The findings from this research may encourage stakeholders to apply SVI assessments when implementing pedestrian safety efforts (i.e., engineering improvements, programmatic interventions, campaigning and education efforts, and other countermeasures to improve pedestrian safety).

[8] The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member.

Safety Equipment & Protective Gear

Pedestrian Safety Equipment Use

Safety equipment for pedestrians includes clothing or materials that make the pedestrian more visible to others. This can include reflective gear and the use of lights at night or dusk when visibility is poor. Safety equipment use among pedestrians is a relatively new field in police crash reports, and in 2023 safety equipment use was recorded for 59% of all pedestrians involved in motor vehicle traffic crashes (1,734 out of 2,957 pedestrians). Of those pedestrians with known equipment use, 5% were using lighting or reflective clothing (80 out of 1,734).

Bicycle Helmet Use

In 2023, safety equipment use was recorded for 93% of all bicyclists involved in motor vehicle traffic crashes (850 out of 918 bicyclists). Of those bicyclists with known equipment use, 24% wore a helmet, reflective clothing, or lighting (204 out of 850). Among the 68 bicyclists fatally injured in traffic crashes between 2021 and 2023, 12% were helmeted, 69% were un-helmeted, and 19% had an unknown or unreported helmet use.

Personal Conveyances

According to the National Highway Traffic Safety Administration (NHTSA), people fatally injured in motor vehicle traffic crashes who were on "personal conveyances" are not classified as pedestrians. "Personal conveyances" are defined as 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. Non-motorists on personal conveyances represent less than one percent of all traffic-related fatalities. Table 15 presents the distribution of people fatally injured on personal conveyances as a percentage of total traffic fatalities in 2019-2023.

Table 15. **Total Traffic Fatalities and Personal Conveyance Fatalities, 2019–2023**

Year	Total Traffic Fatalities	Personal Conveyance	
		Number	Percent
2019	1,491	11	0.74%
2020	1,664	--	--
2021	1,809	12	0.66%
2022	1,797	4	0.22%
2023	1,615	8	0.50%

Source: FARS 2019-2023

Data Definitions and Considerations:

This fact sheet defines a pedestrian 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. Bicyclists and other cyclists include riders of two-wheel, non-motorized vehicles, tricycles, and unicycles powered solely by pedals.

A traffic crash is defined as an incident that involves 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. However, in some cases where pedestrian and bicyclist injuries are discussed, traffic and non-traffic (i.e., occurring on any place other than a traffic way – trail, driveway, parking lot, or sidewalk) incidences are included in the aggregate reporting. 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 fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

"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. "Intersection-Related" is used when a person is within the trafficway 50 feet out from the perimeter of an intersection area or if the crash is related to the flow of traffic through 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. "Non-Trafficway Locations" are crashes that occur outside the boundaries of the trafficway (i.e., driveways or parking lots).

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– Pedestrian traffic - V02-V04 (.1,.9), V09.2, Pedestrian non-traffic - V02-V04 (.0),V01,V05,V06,V09 (.0,.1,.3,.9),Pedal cyclist traffic - V12-V14 (.3-.9) V19 (.4-.6), Pedal cyclist non-traffic - V19(.4-.6),V10-V11,V12-V14(.0-.2),V15-V18,V19(.0-.3,.8,.9).

Contributing circumstances capture the precrash elements or improper actions of persons (pedestrians, bicyclists, other cyclists, and motorists) that may have caused the crash. 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).

The Fatality Analytics Reporting System (FARS) and crash data expanded the safety equipment field to include new attributes related to non-motorist safety equipment (e.g., reflective equipment/clothing, protective pad, lighting, and other safety equipment). These new attributes were added after 2017 and may impact the trending and interpreting of safety equipment use over time. Additionally, FARS data allow the entry of multiple safety equipment being used in a single fatal crash event.

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

Rural counties 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 from 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.

Additional Information:

- The shorter Fact Sheet for non-motorists can be found on the Georgia Department of Transportation (GDOT) website: https://www.dot.ga.gov/GDOT/Pages/BikePed.aspx
- Other fact sheets and traffic safety topics are available on the Governor's Office of Highway Safety website: https://www.gahighwaysafety.org/georgia-traffic-safety-facts/

References:

Georgia Crash Outcomes Data Evaluation System. (2022, July). *Examining Social Vulnerability and the Association with Pedestrian Crashes: 2016-2020 data*. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

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Appendix

Pedestrians and Bicyclists (Non-Motorists) Georgia Traffic Safety Facts (2023)

This document is the appendix for the **2023 Pedestrians and Bicyclists (Non-Motorists) Georgia Traffic Safety Facts**. Visit https://www.gahighwaysafety.org/georgia-traffic-safety-facts/ to access the full report.

Data Considerations:

- The U.S. Census Bureau defines a "place" as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. Incorporated places, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, Census Designated Places (CDPs) are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.
- According to the 2023 Census, there are 623 census-designated places (CDPs) in Georgia where there is a geographical region (city, town, or village) with a population. Eighty-four (84) out of the 623 census-designated places are unincorporated — not governed by a municipal corporation like a city or town government. These Georgia CDPs, both incorporated and unincorporated, range in population size from large cities (more than 200,000 population) to small towns (less than 2,500 population).
- The Georgia counties are grouped into regional categories to describe the demographic areas as Atlanta Region, Other Urban Region, and Rural Regions. 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.
  - The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties.
  - Other Urban Regions are counties that have a residential population of more than 50,000 persons.
  - Rural Regions are counties that have a residential population less than 50,000 persons.

Census Designated Places (CDPs) with the Highest Pedestrian Serious Injury and Fatality Rates (per 100,000 population) by Region, 2021-2023 *(CDPs with 5+ pedestrian serious injuries and fatalities)*

Region Type	County	Census Designated Places (CDPs)	Pedestrians Seriously or Fatally Injured	2023 CDP Population	CDP Pedestrian Injury Rate per 100,000 Region Population *(statewide ranking)*		Ratio CDP Pedestrian Injury Rate / Regional Pedestrian Injury Rate
Atlanta Region	Clayton	Forest Park	11	19,368	56.79	*(18)*	1.6
		Jonesboro	6	6,140	97.72	*(6)*	2.7
		Riverdale	10	14,672	68.16	*(11)*	1.9
	Cobb	Kennesaw	7	34,683	20.18	*(58)*	0.6
		* Mableton	9	42,403	21.22	*(57)*	0.6
		Marietta	29	62,769	46.20	*(31)*	1.3
		Smyrna	13	56,566	22.98	*(52)*	0.6
	Dekalb	* Belvedere Park	15	14,442	103.86	*(4)*	2.9
		Brookhaven	30	57,945	51.77	*(23)*	1.4
		* Candler McAfee	10	21,316	46.91	*(30)*	1.3
		Chamblee	17	31,841	53.39	*(20)*	1.5
		Decatur	11	24,307	45.25	*(33)*	1.3
		Doraville	11	10,780	102.04	*(5)*	2.8
		Dunwoody	10	51,713	19.34	*(59)*	0.5
		* Panthersville	15	8,840	169.68	*(2)*	4.7
		* Redan	18	30,426	59.16	*(14)*	1.6
		Stonecrest	36	60,677	59.33	*(13)*	1.7
		Tucker	19	36,975	51.39	*(24)*	1.4
	Douglas	Douglasville	5	39,049	12.80	*(68)*	0.4
	Fulton	Alpharetta	6	67,056	8.95	*(69)*	0.2
		Atlanta	364	510,823	71.26	*(9)*	2.0
		College Park	24	13,867	173.07	*(1)*	4.8
		East Point	22	38,115	57.72	*(15)*	1.6
		Johns Creek	7	81,108	8.63	*(70)*	0.2

Region Type	County	Census Designated Places (CDPs)	Pedestrians Seriously or Fatally Injured	2023 CDP Population	CDP Pedestrian Injury Rate per 100,000 Region Population *(statewide ranking)*		Ratio CDP Pedestrian Injury Rate / Regional Pedestrian Injury Rate
		Roswell	17	91,706	18.54	*(60)*	0.5
		Sandy Springs	16	105,793	15.12	*(65)*	0.4
		South Fulton	27	110,920	24.34	*(51)*	0.7
	Gwinnett	Lawrenceville	12	31,015	38.69	*(37)*	1.1
		Peachtree Corners	7	42,136	16.61	*(63)*	0.5
		Snellville	5	22,067	22.66	*(53)*	0.6
		Suwanee	5	22,913	21.82	*(54)*	0.6
	Henry	Stockbridge	6	35,452	16.92	*(61)*	0.5
	Rockdale	Conyers	7	19,505	35.89	*(39)*	1.0
Other Urban Region	Bartow	Cartersville	9	24,937	36.09	*(38)*	1.3
	Bibb	Macon	82	156,512	52.39	*(21)*	1.9
	Bulloch	Statesboro	9	34,452	26.12	*(48)*	0.9
	Camden	Kingsland	5	20,343	24.58	*(50)*	0.9
	Carroll	Carrollton	6	27,793	21.59	*(55)*	0.8
	Chatham	Garden City	5	10,373	48.20	*(28)*	1.7
		Georgetown	7	11,606	60.31	*(12)*	2.2
		Pooler	5	29,544	16.92	*(62)*	0.6
		Savannah	84	147,748	56.85	*(17)*	2.0
	Clarke	Athens	37	128,628	28.77	*(47)*	1.0
	Columbia	* Evans	5	37,718	13.26	*(67)*	0.5
	Coweta	Newnan	6	44,940	13.35	*(66)*	0.5
	Dougherty	Albany	20	66,877	29.91	*(44)*	1.1
	Floyd	Rome	15	38,111	39.36	*(36)*	1.4
	Glynn	Brunswick	8	15,404	51.93	*(22)*	1.8
		* Dock Junction	5	8,786	56.91	*(16)*	2.0
	Hall	Gainesville	14	47,265	29.62	*(45)*	1.1
	Houston	Warner Robins	18	84,537	21.29	*(56)*	0.8
	Liberty	Hinesville	11	36,181	30.40	*(43)*	1.1
	Lowndes	Valdosta	9	55,025	16.36	*(64)*	0.6
	Muscogee	Columbus	64	201,877	31.70	*(42)*	1.1
	Newton	Covington	7	14,677	47.69	*(29)*	1.7
	Paulding	Hiram	7	5,353	130.77	*(3)*	4.6
	Richmond	Augusta	65	200,884	32.36	*(40)*	1.1
	Spalding	Griffin	7	24,044	29.11	*(46)*	1.0
	Troup	LaGrange	8	32,343	24.73	*(49)*	0.9
	Whitfield	Dalton	11	34,508	31.88	*(41)*	1.1
Rural Region	Baldwin	Milledgeville	8	16,486	48.53	*(27)*	2.0
	Colquitt	Moultrie	6	14,565	41.19	*(35)*	1.7
	Laurens	Dublin	8	16,008	49.98	*(26)*	2.1
	McDuffie	Thomson	5	6,860	72.89	*(8)*	3.0
	Polk	Cedartown	10	10,300	97.09	*(7)*	4.0
	Sumter	Americus	11	15,703	70.05	*(10)*	2.9
	Thomas	Thomasville	8	18,558	43.11	*(34)*	1.8
	Tift	Tifton	8	17,357	46.09	*(32)*	1.9
	Toombs	Vidalia	6	10,741	55.86	*(19)*	2.3
	Upson	Thomaston	5	9,876	50.63	*(25)*	2.1

Georgia Census Designated Places (CDPs) with 1-4 Pedestrian Serious Injury or Fatalities between 2021-2023 *(n=149)*

Acworth	Colquitt	Fort Valley	Monroe	Soperton
Adairsville	Cordele	* Gresham Park	Montezuma	Sparks
Ashburn	Cumming	Hamilton	Morrow	St. Marys
Austell	Cuthbert	* Hannah's Mill	Morven	* St. Simons
Avondale Estates	Dacula	Hapeville	Norcross	Statham
Bainbridge	Dahlonega	Haralson	* North Decatur	Sumner
Baxley	Dallas	* Hardwick	* North Druid Hills	Swainsboro
Bethlehem	Darien	Hartwell	Oakwood	Sylvania
Blackshear	Dawsonville	Hazlehurst	Offerman	Sylvester
Blakely	* Deenwood	Hephzibah	Palmetto	Tallapoosa
Bloomingdale	Dillard	Hogansville	Patterson	Temple
Bowdon	Douglas	* Irondale	Peachtree City	Tennille
Braselton	Dudley	Jackson	Pearson	Thunderbolt
Bremen	Duluth	Jasper	Pelham	Tybee Island
Bronwood	Eastman	Jefferson	Perry	Union City
Buford	Eatonton	Jesup	* Philligburg	* Unionville
Byron	* Echols County	LaFayette	Pine Lake	Varnell
Cairo	Elberton	Lavonia	Port Wentworth	Vienna
Calhoun	Ellaville	Lenox	Portal	Villa Rica
Canton	Ellijay	Lilburn	Quitman	Warrenton
Carnesville	Experimentadd	* Lindale	* Raoiul	Washington
Cecil	* Fair Oaks	* Lithia Springs	Reynolds	Watkinsville
Centerville	Fairburn	Locust Grove	Richmond Hill	Waycross
Chatsworth	* Fairview	Loganville	Rincon	Waynesboro
* Chattanooga Valley	Fayetteville	Lovejoy	Ringgold	Webster County
Chickamauga	Fitzgerald	Lyons	Rockmart	West Point
Clarkston	Flemington	* Martinez	Sandersville	Woodstock
Claxton	Flowery Branch	McDonough	* Sautee-Nacoochee	Wrightsville
Clayton	Forsyth	Metter	* Scottsdale	* Yonah
Cochran	Fort Oglethorpe	Milton	* Skidaway Island	

Georgia Census Designated Places (CDPs) with *No* Pedestrian Serious Injury or Fatalities between 2021-2023 *(n=403)*

Abbeville	Camak	Ellenton	Ideal	Millen
Adel	Camilla	Emerson	Ila	Milner
Adrian	Canon	* Empire	* Indian Springs	* Mineral Bluff
Ailey	* Canoochee	Enigma	Iron City	Mitchell
Alamo	Carl	Ephesus	Irwinton	Molena
Alapaha	Carlton	* Epworth	* Isle of Hope	* Montgomery
Aldora	Cave Spring	Eton	Ivey	Monticello
Allenhurst	* Cedar Springs	Euharlee	Jacksonville	Montrose
Allentown	Centralhatchee	Fairmount	Jakin	* Moody AFB
Alma	Chattahoochee Hills	Fargo	Jeffersonville	Moreland
Alston	Chauncey	Flovilla	Jenkinsburg	Morgan
Alto	* Cherry Log	Folkston	Jersey	Morganton
Ambrose	Chester	Fort Gaines	Junction City	Mount Airy
Andersonville	Clarkesville	* Fort Stewart	Keysville	Mount Vernon
* Appling	Clermont	Franklin	* Kings Bay Base	Mount Zion
Arabi	Cleveland	Franklin Springs	Kingston	Mountain City
Aragon	Climax	Funston	Kite	Mountain Park
Arcade	Cobbtown	Garfield	* Knoxville	Nahunta
Argyle	Cohutta	Gay	Lake City	Nashville
Arlington	Colbert	Geneva	Lake Park	Nelson
Arnoldsville	* Coleman	Georgetown	Lakeland	Newborn
Attapulgus	Collins	Gibson	* Lakeview	Newington
Auburn	Comer	Gillsville	* Lakeview Estates	Newton
Avalon	Commerce	Girard	Leary	Nicholls
Avera	Concord	Glennville	Leesburg	Nicholson
Baconton	* Conley	Glenwood	Leslie	Norman Park
Baldwin	Coolidge	Good Hope	Lexington	* Norristown
Ball Ground	Cornelia	Gordon	Lilly	North High Shoals
Barnesville	* Country Club Estates	Graham	* Lincoln Park	Norwood
Bartow	Crawford	Grantville	Lincolnton	Nunez
Barwick	Crawfordville	Gray	Lithonia	Oak Park
Bellville	* Crooked Creek	Grayson	Lone Oak	Ochlocknee
Berkeley Lake	Culloden	Greensboro	Lookout Mountain	Ocilla
Berlin	Daisy	Greenville	Louisville	Oconee
Between	Damascus	Grovetown	Ludowici	Odum
Bishop	Danielsville	Gumbranch	Lula	Oglethorpe
Blairsville	Danville	* Gumlog	Lumber City	Oliver
Blue Ridge	Dasher	Guyton	Lumpkin	Omega
Bluffton	Davisboro	Hagan	Luthersville	Orchard Hill
Blythe	Dawson	Hahira	Lyerly	Oxford
Bogart	De Soto	Hampton	Madison	Parrott
* Bonanza	Dearing	Harlem	Manassas	Pavo
Boston	Deepstep	Harrison	Manchester	Pembroke
Bostwick	Demorest	Hawkinsville	Mansfield	Pendergrass
Bowersville	Denton	Helen	Marshallville	* Perkins
Bowman	* Dewy Rose	* Henderson	Martin	Pine Mountain
* Boykin	Dexter	* Heron Bay	* Matthews	Pinehurst
Braswell	Doerun	Hiawassee	Maxeys	Pineview
Brinson	Donalsonville	Higgston	Maysville	Pitts
Brooklet	Dooling	* Hilltop	McCaysville	Plains
Brooks	* Druid Hills	Hiltonia	McIntyre	Plainville
Broxton	Du Pont	Hoboken	McRae-Helena	Porterdale
Buchanan	* Dutch Island	Holly Springs	Meansville	Poulan
Buckhead	* Eagle Grove	Homeland	Meigs	Powder Springs
Buena Vista	East Dublin	Homer	* Mendes	Pulaski
Butler	East Ellijay	Homerville	Menlo	* Putney
Byromville	* East Newnan	Hoschton	Midville	Ranger
Cadwell	Edge Hill	* Howard	Midway	Ray City
* Calvary	Edison	Hull	Milan	Rayle

Rebecca	Sale City	Stapleton	Toccoa	Waverly Hall
* Reed Creek	* Salem	Stillmore	Toomsboro	Whigham
Register	Santa Claus	Stone Mountain	Trenton	White
Reidsville	Sardis	Sugar Hill	Trion	White Plains
Remerton	Sasser	Summertown	Tunnel Hill	* Whitemarch Island
Rentz	* Satilla	Summerville	Turin	Whitesburg
Resaca	Scotland	Sunny Side	Twin City	Willacoochee
Rest Haven	Screven	* Sunnyside	Ty Ty	Williamson
Rhine	Senoia	* Sunset Village	Tyrone	* Wilmington Island
Riceboro	* Seville	Surrency	Unadilla	Winder
Richland	Shady Dale	Sycamore	Union Point	Winterville
Riddleville	* Shannon	* Talahi Island	Uvalda	Woodbine
Roberta	Sharon	Talbotton	Vernonburg	Woodbury
* Robins AFB	Sharpsburg	Talking Rock	Vidette	Woodland
Rochelle	Shellman	Tallulah Falls	* Vinings	Woodville
* Rockingham	Shiloh	Talmo	Waco	Woolsey
Rocky Ford	Siloam	Tarrytown	Wadley	Wrens
Roopville	Sky Valley	* Tate City	Waleska	Yatesville
Rossville	Smithville	Taylorsville	Walnut Grove	Young Harris
Royston	Social Circle	* The Rock	Walthourville	Zebulon
* Russell	Sparta	Tiger	Warm Springs	
Rutledge	Springfield	Tignall	Warwick	