Georgia Traffic Safety Facts

2023 Data

May 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 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, motorcyclist is a general term that refers to either the rider (motorcycle operator) or a passenger. A motorcycle includes two- or three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes.

2023 Key Findings

- There were 196 motorcyclist fatalities that resulting from motor vehicle traffic crashes on Georgia roadways.
- Motorcycles consistently represent less than 1% of all registered vehicles and are involved in 1% of all motor vehicle crashes in Georgia. Motorcycle operators accounted for 6% of all licensed drivers but 12% of all driver fatalities.
- More than half (53%) 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 persons fatally or seriously injured in a multi-vehicle motorcycle crash, 97% were riding on a motorcycle and 3% were occupants of other vehicles or non-motorists.
- Georgia motorcyclists who *did not* wear a helmet were 3.28 times more likely to suffer a fatal injury compared to those who *did* wear a helmet. Helmet use (82%) among motorcyclists involved in a Georgia crash resulted in an estimated 106 lives saved.
- Generally, there are higher motorcycle crash rates in the Atlanta Region and counties along the state border.
- The top contributing factor among motorcyclists involved in single-vehicle crashes was loss of control—39% of operators lost control of their motorcycle just before the crash.
- Total charges for motorcycle traffic-related hospitalizations and emergency room visits in Georgia amounted to $321.8 million in 2023.
- Motorcyclists in the 25-to-34 year age group have the highest proportions 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 2023, there were 1,615 fatalities that resulted from motor vehicle traffic crashes on Georgia roadways. Motorcyclist fatalities represented 12% of all traffic fatalities (196 out of 1,615) (Figure 1).

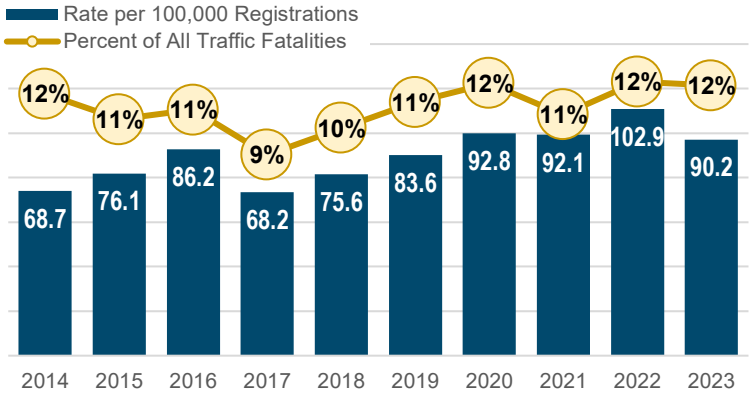
Between 2022 and 2023, motorcycle registrations increased by 1% (from 214,760 to 217,285), while motorcyclist fatalities decreased by 11% (from 221 to 196). As a result, the motorcycle fatality rate decreased by 12%, from 102.9 to 90.2 motorcycle fatalities per 100,000 motorcycle registrations.

Table 1 shows the total traffic fatalities, Georgia motorcycle registrations, and motorcyclist fatalities from 2014 to 2023.

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).

Figure 1. **Rate and Percent of Motorcyclist Fatalities, 2014-2023**



Source: FARS 2014–2023; FY2014-FY2019 DOR Annual Reports; DOR 2019-2023

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

Year	Total Traffic Fatalities	Georgia Registered Motorcycles	Motorcyclist Fatalities		
			Number	Percent of All Traffic Fatalities	Rate per 100,000 Registrations
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	1,505	203,639	154	10%	75.6
2019	1,492	203,343	170	11%	83.6
2020	1,568	206,834	192	12%	92.8
2021	1,809	212,788	196	11%	92.1
2022	1,796	214,760	221	12%	102.9
2023	1,615	217,285	196	12%	90.2

Note: Motorcycle registrations include commercial and non-commercial motorcycles.
Source: FARS 2014–2023; FY2014-FY2019 DOR Annual Reports; DOR 2019-2023

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 in motorcycle traffic-related serious injuries for each injury surveillance source. Between 2022 and 2023:

- Motorcyclist serious injuries reported by law enforcement decreased by 4%.
- The number of motorcyclists transported to a hospital facility by the Emergency Medical Services (EMS) decreased by 26%.
- The number of motorcyclists receiving patient care at a trauma center decreased by 23%.
- Motor vehicle traffic-related emergency room-only visits involving motorcyclists increased by 18%, and hospitalizations increased by 8%.

Table 3. **Motorcyclists Traffic-Related Injuries by Injury Surveillance Source, 2021-2023**

Injury Surveillance Source	2021	2022	2023	2022-2023 % Change
Police Crash Reports*	848	933	892	▽ - 4%
Emergency Medical Services**	3,152	2,862	2,132	▽ - 26%
Trauma	1,632	1,573	1,217	▽ - 23%
Emergency Department***	4,186	3,382	4,000	▲ + 18%
Hospital***	2,440	1,157	1,253	▲ + 8%

* 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

Young motorcyclists in the 21-to-24 year age group have the highest proportions and rates (per 100,000 population) of police-reported suspected serious injuries, EMS transports, Trauma Center visits, and Emergency Room only visits compared to motorcyclists in other age groups. Motorcyclists in the 25-to-34 year age group have the highest rate of hospitalizations.

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

Age Group	Police-Reported Suspected Serious Crash Injuries			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate
<15	8	1%	0.4	39	2%	1.9	15	1%	0.7	256	6%	12.41	5	0%	0.24
15-24	174	20%	11.4	433	20%	28.3	231	19%	15.1	924	23%	60.74	190	15%	12.49
15-20	*67*	*8%*	*7.2*	*183*	*9%*	*19.6*	*98*	*8%*	*10.5*	*449*	*11%*	*48.14*	*85*	*7%*	*9.11*
21-24	*107*	*12%*	*18.2*	*250*	*12%*	*42.5*	*133*	*11%*	*22.6*	*475*	*12%*	*80.72*	*105*	*8%*	*17.84*
25-34	226	25%	14.8	534	25%	35.0	294	24%	19.3	961	24%	63.03	298	24%	19.55
35-44	163	18%	11.1	362	17%	24.5	213	18%	14.4	708	18%	48.00	217	17%	14.71
45-54	169	19%	12.0	340	16%	24.2	210	17%	15.0	577	14%	41.10	231	18%	16.45
55-64	97	11%	7.2	281	13%	20.9	156	13%	11.6	386	10%	28.69	187	15%	13.90
65+	55	6%	3.2	140	7%	8.3	97	8%	5.7	188	5%	11.08	125	10%	7.37
Total	**892***	**100%**	**8.1**	**2,129**	**100%**	**19.3**	**1,217***	**100%**	**11.0**	**4,000**	**100%**	**36.3**	**1,253**	**100%**	**11.36**

* Includes serious injuries with unknown age
Source: CODES 2023, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2023, GEMSIS 2023, OASIS 2023 (population)

Suspected Serious Crash Injuries

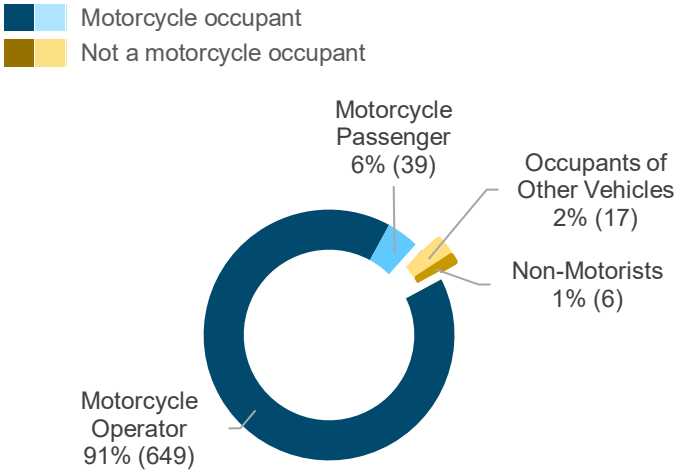
According to 2023 police crash reports, 4,463 motorcyclists (4,188 operators and 267 passengers) were involved in motor vehicle traffic crashes, with 892 reported suspected serious injuries among motorcyclists. In 2023, motorcyclists with police-reported suspected serious injuries decreased by 4% from 933 in 2022.

Out of the 4,124 crashes that involved motorcyclists, 64% were multi-vehicle crashes (involving other vehicles that were not a motorcycle vehicle body type), 2% were crashes involving two or more motorcycles, and 34% were single-vehicle crashes (involving only one motorcycle). Sixty-one percent of motorcyclist serious injuries (547 of 892) and 72% of all motorcyclist fatalities (141 out of 196) occurred in multiple-vehicle crashes.

Figure 2 shows the percentage of fatalities or serious injuries among all persons involved in multi-vehicle crashes with at least one motorcyclist in 2023. Among all the serious injuries involving motorcyclists:

- 97% were motorcyclists (represented by blue in Figure 4).
  - 91% were motorcycle operators
  - 6% were motorcycle passengers
- 3% were occupants of other vehicles or non-motorists (represented by brown and yellow in Figure 4).
  - 2% were occupants of vehicles that were *not* a motorcycle vehicle body type.
  - 1% were non-motorists (i.e., pedestrians or bicyclists).

Figure 2. **Percent of Persons Fatally or Seriously Injured in *Multi-Vehicle* Crashes Involving Motorcyclists by Person Type, 2023**



563 Serious Injuries, including 547 motorcyclists
148 Fatal Injuries, including 141 motorcyclists

Source: CODES 2023, FARS 2023

In 2023, 12% (111 out of 892) of all motorcycle vehicles involved in serious injury crashes were multi-occupant motorcycles —those with at least two occupants (operators and passengers) riding at the time of the crash. Motorcycle passengers are likely to sustain similar injuries as operators when involved in a traffic crash. Nearly four-fifths of all passengers on motorcycles involved in traffic or serious injury crashes were female—most were in the 25-to-34 age group. Of the 81 passengers involved in fatal and serious injury crashes, 72 were female.

See the *Demographics* section on page 14 for operator information.

Emergency Medical Services

In 2023, the Emergency Medical Services (EMS) transported 2,132 motorcyclists involved in motor vehicle traffic crashes to hospital facilities—a 26% decrease from 2,862 transports in 2022. Five percent of all motor vehicle traffic-related EMS transports involved motorcyclists.

In 2023, 85% (1,821 out of 2,132) of the motorcyclists transported by EMS were male. The EMS transport rate per 100,000 population was 110.0 for male motorcyclists and 16.1 for female motorcyclists.

Trauma

According to the 2023 Georgia Trauma Registry data, motorcycle-related injuries accounted for 9.8% of all patients treated for traffic-related injuries in Georgia Trauma Centers. In other words, 1,217 motorcyclists were identified among the 12,442 traffic-related trauma injury patients, which includes motor vehicle occupants, motorcyclists, and non-motorists.

Trauma registry reports that 44% of motorcycle operators (458 out of 1,028) were tested for alcohol. Of the motorcycle operators tested, 19% (88 out of 458) had a BAC greater than 0.08 g/dL, and 9% (40 out of 458) had a BAC between 0.01 and 0.08 g/dL. In 2023, less than one-third of motorcycle operators were tested for drug use. Of those tested, 40% of the motorcycle operators were confirmed positive for drug use.

Emergency Room Visits & Hospitalizations

In 2023, there were 5,253 motor vehicle traffic-related emergency room visits and hospitalizations[1] involving motorcyclists—a 16% increase from to 4,539 in 2022. Motorcyclists in the 25-to-34 year age group had the highest rate of both emergency room visits and hospitalizations compared to other age groups – 63.03 emergency room visits and 19.55 hospitalizations per 100,000 population. The total charges for motorcycle traffic-related hospitalizations and emergency room visits in Georgia amounted to $321.8 million in 2023.

In 2023, the total **motorcycle traffic-related** hospitalization and emergency room charges in Georgia was

$321.8 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% across the state in 2021.[3] This resulted in over 100 lives saved each year.

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[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

Helmet use among motorcyclists involved in Georgia crashes resulted in an estimated 106 lives saved in 2023[4]. If all Georgia motorcyclists involved in crashes had worn helmets, an additional seven lives could have been saved. ***Although not all crashes are survivable, helmet use is an effective means of preventing fatalities.*** According to the National Center for Statistics and Analysis, helmets are estimated to be 37% effective in preventing fatalities for motorcycle operators and 41% for motorcycle passengers.[5] *"In other words, for every 100 motorcyclists [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

106 lives saved in 2023.

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

In 2023, nearly 9 out of 10 fatally injured motorcyclists in Georgia (91%) were reported wearing a helmet–compared to 62% nationwide including states without helmet laws. Helmets have been proven effective in protecting motorcyclists by preventing or lessening head and traumatic brain injuries. However, motorcyclists are vulnerable road users and are susceptible to *all* types of body injuries, including head, spinal cord, arms and legs, and internal injuries. Wearing a helmet significantly reduces the risk of a fatal injury in a crash. In 2023, Georgia motorcyclists who *did not* wear a helmet were 3.28 times more likely to suffer a fatal injury compared to those who *did* wear a helmet.

Table 5. **Motorcyclists Involved in Crashes, Serious Injuries, and Fatalities by Helmet Use, 2023**

	Total	Helmeted		Un-helmeted		Unknown		Percent Based on Known Helmet Use	
		#	%	#	%	#	%	Helmeted	Un-helmeted
Motorcyclists **involved in crashes**	**4,463**	3,346	75%	731	16%	386	9%	82%	18%
Motorcyclists with **serious injuries**	**892**	717	80%	126	14%	49	5%	85%	15%
Fatally injured motorcyclists	**196**	178	91%	17	9%	1	1%	91%	9%

Source: CODES 2023, FARS 2023

In 2023, Georgia motorcyclists who did not wear a helmet were 3.28 times more likely to suffer a fatal injury compared to those who did wear a helmet.

Crash Characteristics

According to the police crash reports, 4,124 motor vehicle traffic crashes involved at least one motorcycle in 2023—a 0.5% increase compared to 4,103 motorcycle crashes that occurred in 2022. During this period, the number of crashes where a motorcyclist was seriously or fatally injured decreased by 5% and 11%, respectively. Table 6 shows the number of motorcyclist traffic crashes, serious injury crashes, and fatal crashes between 2019 and 2023.

Table 6. **Motorcycle (MC) Traffic Crashes, Serious Injury Crashes, and Fatal Crashes, 2019-2023**

Year	MC Fatal Crashes	MC Serious Injury Crashes	MC Crashes
2019	168	686	3,948
2020	185	808	3,786
2021	194	824	4,085
2022	219	910	4,103
2023	194	868	4,124

Source: CODES 2019- 2023, FARS 2019-2023

[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 2023, there were 1,898.0 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 39% (1,622 out of 4,124) of all motorcycle crashes and 33% of all motorcycle registrations.
- Other urban counties accounted for 38% (1,564 out of 4,124) of all motorcycle crashes and 38% of all motorcycle registrations.

Table 7. **Motorcycle Crashes, Motorcycle Registrations, and Motorcycle Crash Rate by Region Type, 2023**

Region	Motorcycle Crashes		Registered Motorcycles		Motorcycle Crash Rate
	Number	Percent	Number	Percent	per 100,000 Registrations
Atlanta Region[8] (11 counties)	1,622	39%	71,312	33%	2,274.5
Other Urban (30 counties)	1,564	38%	81,850	38%	1,910.8
Rural Counties (118 counties)	938	23%	64,123	30%	1,462.8
Statewide	**4,124**	**100%**	**217,285**	**100%**	**1,898.0**

Note: The sum of the individual cells may not equal row or column totals due to rounding error.
Source: CODES 2023, DOR 2023

Table 8 below shows the percentage of motorcycle crashes by region and roadway classification in 2023. Most motorcycle crashes statewide occurred on minor arterial roadways (29%) and principal arterial roadways (25%).

- The Atlanta Region experienced more motorcycle crashes on *minor arterial* roadways (34%) compared to any other roadway classifications in the region.
- Other urban counties experienced more motorcycle crashes on *principal arterial* roadways (29%) and *minor arterial* roadways (28%).
- Rural counties experienced more motorcycle crashes on *collector roads* (roads that connect local roads and streets)—31%.

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

Roadway Classification	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Interstate	10%	5%	4%	**7%**
Principal Arterial	24%	28%	23%	**25%**
Minor Arterial	**34%**	**29%**	19%	**29%**
Collectors	11%	15%	**31%**	**17%**
Local	19%	21%	21%	**20%**
Other	2%	2%	2%	**2%**
All Roadways	**1,622** *(100%)*	**1,564** *(100%)*	**938** *(100%)*	**4,124** *(100%)*

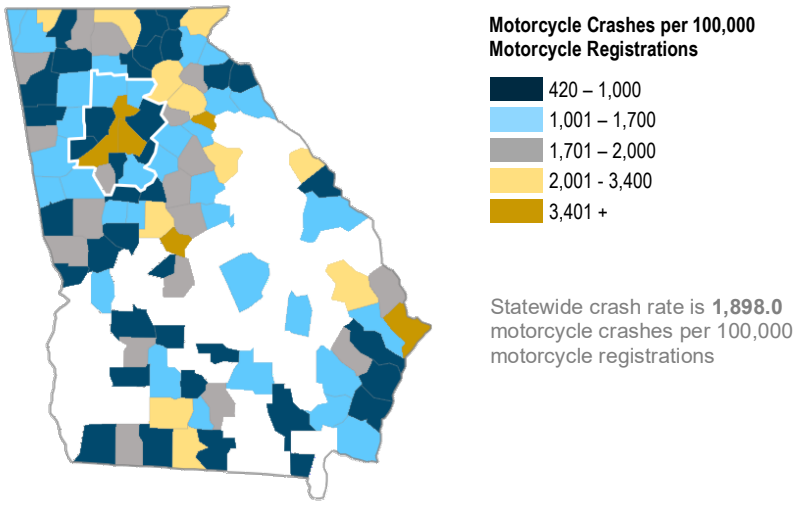
Note: The sum of the individual cells may not equal row or column totals due to rounding error. Totals include MC crashes with unknown roadway classification
Source: Numetric 2023

[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 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.

Figure 3 shows the motorcycle crash rate for counties with five or more motorcycle crashes in 2023. The statewide rate of motorcycle crashes for every 100,000 motorcycle registrations was 1,898.0.

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, Tennessee, and Alabama borders. Thirteen percent of all motorcycle operators involved in Georgia traffic crashes had a license from another state – 5% 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 5+ MC Crashes, 2023**



Note: displaying counties with more than five (5) motorcycle crashes.
Source: CODES 2023, DOR 2023

More motorcycle serious injury and fatal crashes occurred within the four counties of the Atlanta Region—Fulton, DeKalb, Cobb, and Gwinnett counties. However, Bibb County had the highest motorcycle serious injury and fatal crash rate per 100,000 motorcycle registrations in 2023. Rural counties had the highest proportion of motor vehicle crashes that involved motorcycles, particularly Towns, Lumpkin, and Union counties.

Table 9. **Top Counties with 10+ MC Crashes and the Highest Motorcyclists Serious Injury and Fatal Crashes and Motorcycle Crash Rate, 2023**

Rank	Motorcyclist Serious Injury and Fatal Crashes						All Motorcycle Crashes			
	Count		Percent of County Motorcycle Crashes resulting in fatal or serious injuries		Rate per 100,000 MC Registration		Percent of ALL County Motor Vehicle Crashes		Rate per 100,000 MC Registrations	
	County	Number	County*	Percent	County	Rate	County*	Percent	County	Rate
1	Fulton	82	Stephens	67%	Bibb	1,540.1	Towns	8%	Clarke	4,428.3
2	Dekalb	64	Murray	64%	Towns	1,342.3	Lumpkin	7%	Fulton	4,054.1
3	Cobb	59	Grady	60%	Stephens	1,105.0	Union	6%	Bibb	3,876.8
4	Gwinnett	49	McIntosh	60%	Crisp	1,071.4	White	5%	Chatham	3,443.4
5	Chatham	42	Jasper	57%	Dekalb	975.8	Talbot	5%	Dekalb	3,415.2

*Counties with less than five (5) motorcycle crashes were excluded.
Source: CODES 2023; DOR 2023 ; FARS 2023

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 2023.

- 88% of motorcycle fatal crashes and 42% of motorcycle traffic crashes occurred in non-intersection areas of the roadway.
- 58% of motorcycle fatal crashes and 68% of motorcycle traffic crashes occurred in daylight.
- Most motorcycle traffic crashes occurred in the weekday daytime hours (38%), compared to more fatal crashes occurring on the weekend during the nighttime hours (28%).
- 82% of motorcycle fatal crashes and 81% of motorcycle traffic crashes occurred in clear weather conditions.
- 31% of motorcycle fatal crashes and 29% of motorcycle traffic crashes occurred in the summer months.
- 6% of motorcycle fatal crashes and 6% of motorcycle traffic crashes occurred on wet surface conditions (not shown in Table 10).

Table 10. **Motor Vehicle Crashes Involving Motorcyclists by Environmental Characteristics, 2023**

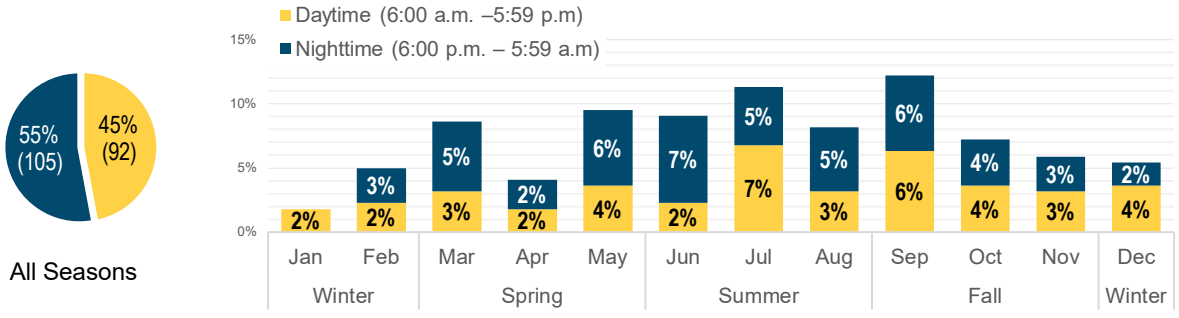
Environmental Characteristics	Motorcycle Fatal Crashes		Motorcycle Traffic Crashes	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	23	12%	1,738	39%
Non-Intersection	174	88%	1,857	42%
Other	--	--	868	19%
Light Conditions				
Dark	76	39%	1,248	28%
Daylight	115	58%	3,049	68%
Dawn	1	<1%	53	1%
Dusk	5	3%	96	2%
Day of Week / Time of Day *				
Weekday	104	53%	2,548	57%
Nighttime	50	25%	872	20%
Daytime	54	27%	1,676	38%
Weekend	93	47%	1915	43%
Nighttime	55	28%	925	21%
Daytime	38	19%	990	22%
Weather Conditions				
Clear	162	82%	3,627	81%
Cloudy	30	15%	681	15%
Rain	4	2%	139	3%
Other	1	<1%	16	0%
Season				
Winter (Jan-Feb, Dec)	29	15%	629	14%
Spring (Mar-May)	49	25%	1,205	27%
Summer (Jun-Aug)	63	32%	1,311	29%
Fall (Sep-Nov)	56	28%	1,318	30%

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 2023, FARS 2023

In 2023, more motorcyclist fatal crashes occurred in the months of September and July. 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, 2023**



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 2023

Contributing Circumstances

In 2023, 66% of all motorcycle crashes involved two or more vehicles (multi-vehicle crashes), and 34% were single-vehicle motorcycle crashes. The most harmful event was the overturn of motorcycle (non-collision related) for single-vehicle crashes.

In multi-vehicle crashes involving motorcyclists, law enforcement officers reported similar proportions of suspected at-fault determinations between motorcycle operators and drivers of other vehicles. Among these crashes, motorcycle operators were suspected to be at fault in 45% of incidents, while the other driver was suspected at fault in 55% of cases.

Among single-vehicle crashes, the leading contributing factor was motorcycle operators losing control—reported in 39% of incidents before colliding with an object that was not another vehicle. For motorcycle operators involved in multi-vehicle crashes, the top contributing factors were following too closely (25%) and risky/aggressive driving (23%). The top factors for other drivers involved in multi-vehicle crashes with motorcyclists were failure to yield (39%) and risky/aggressive driving (14%).

Table 11. **Top Contributing Factors with Crashes Involving Motorcyclists by Number of Vehicles Involved and Person Type, 2023**

	Single Vehicle Crashes		Two-Vehicle Crashes			
Rank	Motorcyclists		Motorcyclists		Other Drivers	
	Description	% of all operators	Description	% of all operators	Description	% of all drivers
1	Operator lost control	39%	Following too close	25%	Failed to yield	39%
2	Speeding	23%	Risky/aggressive driving	23%	Risky/aggressive driving	14%
3	Risky/aggressive driving	12%	Speeding	11%	Following too close	11%
4	Reaction to Object or Animal	10%	Failed to Yield	9%	Improper Turn	6%

Source: CODES 2023

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. Table 12 below shows the top “manner of collision” for multi-vehicle traffic crashes, injury crashes, and fatal crashes that involve a motorcyclist.

Table 12. **Top Manner of Collision for *Multi-Vehicle* Crashes Involving Motorcyclists by Crash Type, 2023**

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	60%	Angle	58%	Angle	43%
2	Rear end (Front-to-rear)	17%	Rear end (Front-to-rear)	17%	Rear end (Front-to-rear)	29%
3	Head on (Front-to-front)	16%	Head on (Front-to-front)	9%	Sideswipe same direction	13%
4	Not a collision with a motor vehicle	4%	Sideswipe same direction	8%	Not a collision with a motor vehicle	6%

Source: CODES 2023; FARS 2023

[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.

Table 13. **Number of Motorcycle Operators and Drivers Involved in Crashes by Vehicle Category, Speeding Status, and Crash Type, 2023**

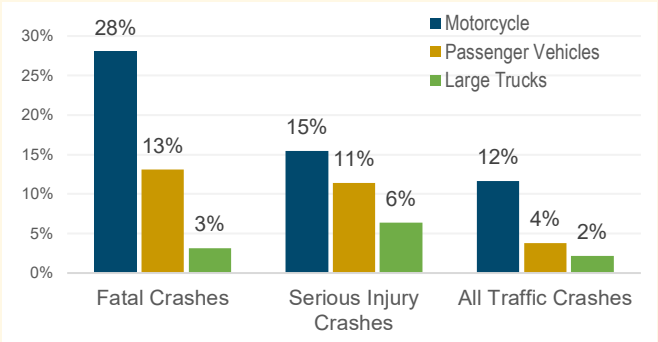
Vehicle Type	Fatal Crashes		Serious Injury Crashes		All Traffic Crashes	
	#	%	#	%	#	%
Motorcycles	**203**	**100%**	**886**	**100%**	**4,188**	**100%**
Speeding	57	28%	137	15%	488	12%
Not-Speeding	146	72%	749	85%	3,700	88%
Other Vehicles	**2,058**	**100%**	**11,254**	**100%**	**691,134**	**100%**
Speeding	249	12%	768	7%	15,414	2%
Not-Speeding	1,809	88%	10,486	93%	675,720	98%
TOTAL	**2,261**		**12,140**		**695,322**	

Note: The table above counts the number of vehicles (or operators/drivers) involved in crashes. More than one motorcycle can be involved in a crash
Source: CODES 2023, FARS 2023

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 2023:

- **28%** of all motorcycle operators involved in *fatal* crashes were speeding – compared to 13% for passenger car drivers and 3% for large-truck drivers.
- **15%** of all motorcycle operators involved in *serious injury* crashes were speeding.
- **12%** 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, 2023**



Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles. Source: FARS 2023, CODES 2023

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 4,188 Georgia motorcycle operators involved in crashes in 2023, 5.4% were either confirmed or suspected of alcohol impairment— 85 motorcycle operators were confirmed of alcohol impairment, and an additional 141 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. In the same year, 1.6% of other drivers that were not motorcyclists were either confirmed or suspected of alcohol impairment— 6,713 drivers were confirmed of alcohol impairment, and an additional 4,917 drivers were suspected of alcohol impairment.

The number of motorcycle operators involved in a fatal crash with a positive BAC (0.01+ g/dL) *de*creased by 51%, from 47 in 2021 to 23 in 2023. 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 2019-2023. In 2023:

- **26%** of motorcycle operators had a BAC of 0.00 or no alcohol.
- **2%** of motorcycle operators had a BAC between 0.01 and 0.07.
- **9%** of motorcycle operators had a BAC of 0.08 or above.
- **63%** of motorcycle operators had an unknown or unreported BAC.

Table 14. **Motorcycle Operators Involved in a Fatal Crash by BAC, 2019-2023**

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
2019	174	61	35%	4	2%	22	13%	87	50%
2020	196	48	24%	11	6%	25	13%	112	57%
2021	200	43	22%	11	6%	36	18%	110	55%
2022	225	71	32%	10	4%	32	14%	112	50%
2023	203	52	26%	5	2%	18	9%	128	63%

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 2019-2023

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 2023.

[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% of all licensed drivers. Between 2022 and 2023:

- Licenses with Class M designations (Class M only or Class M with other license classes) increased by 2%.
- Licenses with Class MP designations increased by less than 1%.

According to the Department of Driver Services (DDS), 9,525 individuals completed the Georgia Motorcycle Safety Program in 2022. The program teaches crash-avoidance skills to motorcycle riders of various experience levels. Despite the statewide reach of the Motorcycle Safety Program, 53% of motorcycle operators involved in a traffic crash in 2023 were either unlicensed or did not have a valid designation on their driver's license—a net 1-point decrease compared to 2022.

Motorcycles consistently represent two percent of all registered vehicles in Georgia. Among the motorcycle body classifications identified by NHTSA vPIC, motorcyclist fatalities were more frequent on sports motorcycles (38%), followed by touring motorcycles (19%), custom motorcycles (12%), and scooter motorcycles (7%).

Table 15. **2022-2023 Percent Change in Motorcycle Licensure, License Status for Motorcyclists Involved in Crashes, and Motorcycle Registration**

Measure	2022-2023 Percent Change	
All Georgia Licensed Drivers / Operators		
Total Class M / MP	▲	2%
Class M	▲	2%
Class MP	▲	<1%
Other License Class	▲	2%
Motorcycle Operator Involved in Crashes		
Total Class M / MP	▲	2%
Class M	▲	2%
Class MP	▲	2%
Other license Class not valid to operate a motorcycle	▽	- 6%
No license present or licensure status unknown	▲	20%
Registered Motorcycles		
All Engine Sizes	▲	1%

Source: DDS 2022-2023, CODES 2022-2023, DOR 2022-2023

Despite the statewide reach of the Motorcycle Safety Program,

53%

of motorcycle operators involved in a traffic crash in 2023 were either unlicensed or did not have a valid designation on their driver's licenses.

Demographics

Age

While older persons within the **65+** 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 in the **25-to-34** year age group represented 10% of all riders with a valid Class M or MP license; however, they also represented:

- **26%** of motorcycle operators who sustained *fatal and serious injuries*;
- **24%** of motorcycle operators *involved in a traffic crash*;
- **26%** of motorcycle operators with *invalid or no license credentials* involved in a crash (not shown in Table 16); and
- **29%** of motorcycle operators with convictions reported to the Georgia Department of Driver Services.

Table 16. **Age Distribution of Motorcyclist Fatalities, Motorcycle Crashes, Licensed Motorcyclists with a Class M or MP License, Motorcycle Convictions, and Motorcycle Registrations, 2023**

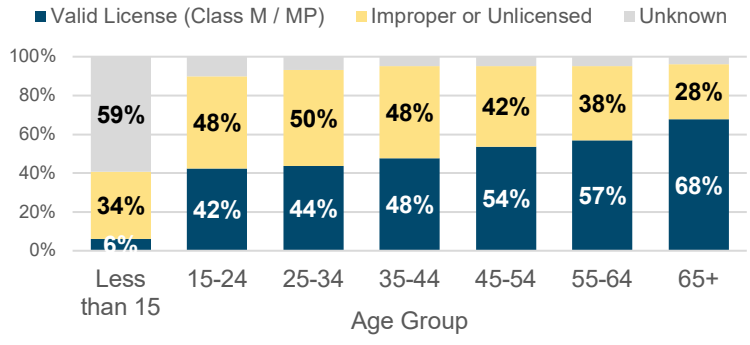
Age Group	Motorcyclist Fatalities and Serious Injuries		Motorcycle Operator Involved in Crashes	Motorcycle Operator Convictions	Licensed Motorcyclists Class M / MP	Motorcycle Registrants
	Operator	Passenger				
Children (less than 15)	1%	3%	1%	--	--	--
15-24	19%	21%	21%	**33%**	2%	3%
15-20	*7%*	*9%*	*10%*	*18%*	*1%*	*<1%*
21-24	*12%*	*12%*	*12%*	*15%*	*2%*	*2%*
25-34	**26%**	16%	**24%**	29%	10%	10%
35-44	19%	19%	17%	18%	14%	15%
45-54	18%	**24%**	15%	11%	19%	20%
55-64	11%	12%	11%	7%	25%	**27%**
65+	7%	6%	6%	3%	**29%**	25%
Unknown	--	--	4%	--	--	--
TOTAL	**1,020** 100%	**68** 100%	**4,188** 100%	**408** 100%	**475,114** 100%	**217,285** 100%

Note: The sum of the individual cells may not equal row or column totals due to rounding error.

Source: FARS 2023, CODES 2023, DDS 2023, DOR 2023

The proportion of motorcycle operators involved in traffic crashes who are unlicensed or did not have a 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 44% had a valid Class M/MP license, 50% did not have the Class M/MP designation, and 6% were reported as unknown.

Figure 6. **Licensing Status of Motorcycle Operators Involved in Traffic Crashes by Age Group, 2023**



Source: CODES 2023

Sex & Race/Ethnicity

In 2023, 89% (3,728 out of 4,188) of the motorcycle *operators* involved in crashes were male, 6% (267 out of 4,118) were female, and 5% were unknown or unreported (193 out of 4,118). More than three-quarters (77%, 206 out of 267) of the motorcycle *passengers* involved in crashes were female.

White, Non-Hispanic motorcyclists represent the largest proportion of motorcycle operator fatalities (63%), hospital visits (64%), and emergency room visits (65%) compared to other racial/ethnic groups.

- The highest motorcyclist fatality rate per 100,000 population was among White males, 71.5. The motorcycle operator fatality rate per population was 2.1 for White, non-Hispanic and 1.9 for Black, non-Hispanic.
- The total hospital and emergency room rates per 100,000 population among White and Black were 52.3 and 39.3, respectively.

All-Terrain Vehicles

All-Terrain Vehicle (ATV) traffic-related crashes are defined as off-road recreational vehicles involved in a crash on public roadways. Between 2019 and 2023, ATV riders (operators and passengers) represented 0.4% of all traffic fatalities—yearly fatality counts ranged from a low of 7 in 2023 to a high of 25 in 2020.

During the 5-year period (2019-2023), among the ATV rider fatalities *(in no particular order and not mutually exclusive)*:

- 19% were in the 15-to-24 age group,
- 27% were in the 25-to-44 age group
- 71% were male,
- 76% were un-helmeted,
- 57% were involved in single-vehicle crashes, and
- 70% were in rural counties.

Table 17. **ATV-Related Fatalities, Serious Injuries, and Involvement in Motor Vehicle Traffic Crashes, 2019-2023**

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
2019	17	1.1%	68	0.9%	998	0.1%
2020	25	1.5%	114	1.5%	803	0.2%
2021	11	0.6%	101	1.1%	1,106	0.2%
2022	12	0.7%	123	1.4%	1,544	0.3%
2023	7	0.4%	113	1.4%	1,014	0.1%

Source: FARS 2019–2023; CODES 2019-2023

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.

Suspected Serious Injuries are reported by law enforcement responding to a motor vehicle crash scene. Suspected serious injury is used when a severe injury prevents continuation of normal activities that may include: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest, or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) Unconsciousness when taken from the crash scene • Paralysis

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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Appendix

Motorcycles Drivers Georgia Traffic Safety Facts (2023)

This document is the Appendix for the **2023 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 2023 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 responding to a motor vehicle crash scene. Suspected serious injury is used when a severe injury prevents continuation of normal activities that may include: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest, or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) Unconsciousness when taken from the crash scene • Paralysis

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, 2023

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,124**	**6%**	**4,455**	**892 (20%)**	**475,114**	**217,285**
Appling	<5	-	<5	0%	721	448
Atkinson	<5	-	<5	50%	224	116
Bacon	<5	-	<5	75%	445	205
Baker	-	-	-	-	107	41
Baldwin	8	13%	9	33%	1,597	773
Banks	7	-	8	13%	1,631	835
Barrow	12	8%	12	50%	5,205	2,858
Bartow	61	8%	67	16%	8,100	3,707
Ben Hill	6	17%	6	33%	624	270
Berrien	5	-	6	17%	983	560
Bibb	73	7%	81	35%	4,476	1,883
Bleckley	<5	-	<5	50%	699	338
Brantley	5	-	6	17%	1,012	488
Brooks	6	33%	6	17%	654	330
Bryan	21	14%	24	29%	3,238	1,508
Bulloch	31	6%	32	16%	3,210	1,565
Burke	6	-	7	14%	1,008	570
Butts	22	5%	25	36%	1,930	1,006

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, 2023 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,124**	**6%**	**4,455**	**892 (20%)**	**475,114**	**217,285**
Calhoun	<5	-	<5	0%	147	82
Camden	27	22%	30	33%	4,190	1,886
Candler	<5	-	<5	0%	507	286
Carroll	52	8%	59	36%	7,674	3,626
Catoosa	32	13%	33	9%	3,995	1,834
Charlton	<5	50%	5	40%	467	208
Chatham	171	8%	178	23%	11,252	4,966
Chattahoochee	<5	-	<5	0%	478	200
Chattooga	6	33%	7	29%	1,554	707
Cherokee	85	13%	89	27%	16,929	7,954
Clarke	55	5%	58	22%	3,016	1,242
Clay	<5	-	<5	0%	129	48
Clayton	84	4%	89	22%	6,568	3,039
Clinch	<5	-	<5	100%	195	96
Cobb	252	5%	266	23%	28,971	12,103
Coffee	7	-	7	14%	1,341	675
Colquitt	14	7%	15	20%	1,631	732
Columbia	60	2%	62	16%	8,517	3,519
Cook	5	-	5	20%	785	331
Coweta	58	5%	59	24%	10,274	4,521
Crawford	<5	-	<5	50%	947	470
Crisp	8	-	10	30%	824	280
Dade	5	-	5	20%	1,103	467
Dawson	29	3%	33	21%	2,659	1,418
Decatur	10	30%	10	30%	958	416
Dekalb	224	2%	233	28%	17,078	6,559
Dodge	<5	-	5	60%	811	330
Dooly	<5	50%	<5	0%	405	207
Dougherty	22	5%	22	32%	2,344	964
Douglas	78	4%	85	26%	6,705	3,079
Early	<5	-	5	40%	407	181
Echols	-	-	-	-	152	71
Effingham	26	8%	29	28%	5,253	2,691
Elbert	8	-	8	13%	1,221	550
Emanuel	<5	-	5	40%	872	502
Evans	<5	-	<5	0%	438	263
Fannin	29	17%	35	14%	2,695	1,700
Fayette	24	4%	25	8%	7,246	2,959
Floyd	68	16%	74	31%	5,730	2,474
Forsyth	74	4%	75	24%	12,248	5,628
Franklin	17	18%	17	24%	1,741	763
Fulton	423	3%	443	18%	26,757	10,434

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, 2023 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,124**	**6%**	**4,455**	**892 (20%)**	**475,114**	**217,285**
Gilmer	15	20%	20	25%	3,153	1,695
Glascock	-	-	-	-	131	81
Glynn	37	3%	41	7%	4,580	1,736
Gordon	40	10%	48	40%	4,013	1,928
Grady	5	-	5	60%	1,014	537
Greene	7	14%	8	25%	969	402
Gwinnett	261	3%	278	17%	27,585	12,689
Habersham	20	-	24	38%	3,277	1,530
Hall	95	6%	104	28%	11,407	5,467
Hancock	-	-	-	-	317	179
Haralson	11	-	12	17%	2,395	1,185
Harris	9	-	10	50%	3,067	1,277
Hart	20	25%	25	12%	1,743	920
Heard	6	-	6	50%	977	476
Henry	80	1%	86	21%	11,929	5,175
Houston	34	9%	38	45%	9,108	3,678
Irwin	<5	50%	<5	0%	431	248
Jackson	51	4%	57	16%	5,435	2,847
Jasper	7	43%	8	50%	1,240	714
Jeff Davis	<5	-	<5	100%	508	242
Jefferson	<5	-	<5	0%	541	282
Jenkins	<5	-	<5	0%	252	118
Johnson	<5	-	<5	0%	296	168
Jones	7	-	7	14%	1,757	809
Lamar	9	11%	10	30%	1,569	718
Lanier	<5	-	<5	0%	487	233
Laurens	12	25%	12	33%	2,108	1,006
Lee	6	-	6	17%	1,916	888
Liberty	39	8%	41	27%	3,612	1,852
Lincoln	<5	-	<5	50%	517	233
Long	6	-	7	29%	1,229	659
Lowndes	51	4%	54	22%	5,295	2,415
Lumpkin	46	2%	50	28%	2,873	1,717
Macon	<5	33%	<5	33%	403	202
Madison	20	15%	20	35%	1,991	893
Marion	<5	33%	<5	67%	474	176
McDuffie	7	-	7	14%	1,030	632
McIntosh	5	20%	5	60%	841	429
Meriwether	7	-	10	10%	1,597	823
Miller	-	-	-	-	211	112
Mitchell	<5	25%	<5	0%	658	315
Monroe	20	-	23	35%	2,184	1,038
Montgomery	<5	25%	5	40%	353	179

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, 2023 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,124**	**6%**	**4,455**	**892 (20%)**	**475,114**	**217,285**
Morgan	6	17%	6	33%	1,383	761
Murray	11	18%	13	62%	2,558	1,399
Muscogee	75	4%	83	23%	7,640	2,709
Newton	47	9%	48	42%	5,864	2,868
Oconee	11	-	13	8%	2,001	807
Oglethorpe	<5	33%	<5	25%	1,025	461
Paulding	57	2%	63	29%	10,507	4,727
Peach	17	18%	17	29%	1,477	672
Pickens	25	4%	28	29%	3,183	1,899
Pierce	<5	-	<5	0%	1,020	473
Pike	10	10%	11	9%	1,898	961
Polk	30	3%	33	42%	2,861	1,477
Pulaski	<5	-	<5	0%	433	202
Putnam	9	-	10	20%	1,407	622
Quitman	-	-	-	-	200	57
Rabun	16	-	19	32%	1,429	842
Randolph	<5	-	<5	0%	215	75
Richmond	90	4%	96	21%	5,521	2,842
Rockdale	37	-	39	23%	3,924	1,694
Schley	<5	-	<5	50%	281	130
Screven	<5	50%	<5	75%	633	356
Seminole	<5	50%	<5	0%	439	180
Spalding	36	8%	38	24%	4,012	1,733
Stephens	15	20%	18	56%	2,164	905
Stewart	<5	-	<5	0%	129	84
Sumter	9	-	11	9%	1,000	394
Talbot	5	-	6	17%	396	159
Taliaferro	<5	-	<5	100%	91	45
Tattnall	<5	33%	<5	33%	880	410
Taylor	<5	-	<5	100%	422	208
Telfair	<5	-	<5	0%	369	159
Terrell	-	-	-	-	360	166
Thomas	20	10%	23	9%	1,794	821
Tift	15	7%	17	41%	1,643	721
Toombs	9	-	10	10%	1,079	545
Towns	24	8%	31	35%	1,400	745
Treutlen	-	-	-	-	259	156
Troup	32	6%	39	26%	3,786	1,512
Turner	<5	50%	<5	100%	360	146
Twiggs	-	-	-	-	500	228
Union	42	2%	48	21%	3,325	1,917
Upson	21	10%	22	32%	1,919	807
Walker	32	16%	35	31%	4,348	2,249

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, 2023 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,124**	**6%**	**4,455**	**892 (20%)**	**475,114**	**217,285**
Walton	48	10%	53	15%	6,363	3,057
Ware	15	7%	17	24%	1,582	664
Warren	<5	-	<5	67%	209	103
Washington	<5	25%	<5	25%	710	334
Wayne	9	-	10	20%	1,502	750
Webster	-	-	-	-	108	46
Wheeler	-	-	-	-	172	62
White	38	11%	46	17%	2,540	1,440
Whitfield	52	10%	59	25%	4,882	2,494
Wilcox	-	-	-	-	311	119
Wilkes	<5	50%	<5	0%	533	232
Wilkinson	<5	25%	<5	25%	464	242
Worth	6	-	6	0%	1,052	553