

Georgia Traffic Safety Facts

2024 Preliminary Data

January 2026

Other upcoming topics for the **2024 Georgia Traffic Safety Facts** publication series are:

- Distracted Driving
- Non-Motorists
- Motorcycles
- Risky Driving
- Speeding
- Impaired Driving
- Occupant Protection
- Roadway Departures and Roadside Crashes
- Young Adult Drivers
- Older Drivers

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), and Traffic Safety Research and Evaluation Group (TSREG) at the University of Georgia (UGA).



GOVERNOR'S OFFICE OF HIGHWAY SAFETY

2 M.L.K. Jr Dr SE
Suite #370, East Tower
Atlanta, GA 30334

(404) 656-6996
www.gahighwaysafety.org

PRELIMINARY MOTOR VEHICLE TRAFFIC FATALITIES IN 2024

This fact sheet provides a preliminary overview of traffic fatalities, serious injuries, and crashes on Georgia roadways. The estimates presented are based on 2024 preliminary data from the Traffic Safety Research and Evaluation Group (TSREG) Fatality Dataset and the Crash Outcomes Data Evaluation System (CODES). Historically, the fatality counts published in the FARS final are typically lower than the TSREG preliminary dataset.

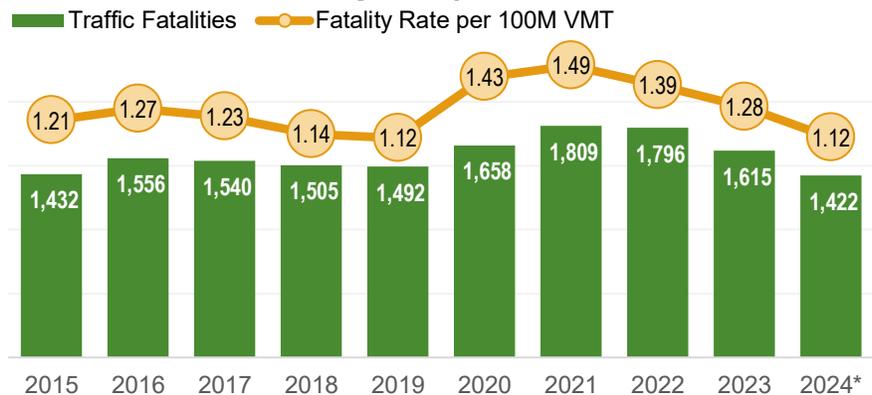
Because these datasets are preliminary, the figures presented here may differ from the final counts published in the 2024 Fatality Analysis Reporting System (FARS) and final CODES datasets. As a result, readers should interpret all 2024 estimates with caution, as the data may be incomplete and subject to revision. Future publications within this series will incorporate the final FARS and CODES data. Additional details regarding data limitations and methodology are provided in the Data Considerations section at the end of this report.

Traffic Fatalities and Serious Injuries

Fatalities and Injury Rates

Preliminary crash data in Georgia shows 1,422 motor vehicle traffic fatalities in 2024—a 12% decrease from the 1,615 roadway fatalities in 2023. The estimated rate of traffic fatalities for every 100 million vehicle miles traveled (VMT) also decreased— from 1.28 in 2023 to 1.12 in 2024.

Figure 1: **Fatalities and Fatality Rate per 100M VMT, 2015-2024***



Source: FARS 2015–2023, *2024 Traffic Safety Research and Evaluation Group (TSREG) Preliminary Fatality Data, and 2024 GDOT 445 Report – Mileage by Route Type and Functional Class (Adjusted).

Suspected Serious Crash Injuries

Table 1 shows that suspected serious injuries in traffic-related events increased by 18% from 7,606 in 2020 to 8,937 in 2021. However, since 2021, both the counts and normalized rates of suspected serious injuries have decreased. Between 2021 and 2024, the number of suspected serious injuries decreased by 11% (from 8,937 to 7,950), the rate per 100 million VMT decreased by 15% (from 7.41 to 6.27), and the rate per 100,000 crashes decreased by 7% (from 2,306.7 to 2,142.1).

Table 1: **Suspected Serious Injuries and Rates, 2020-2024***

Year	Suspected Serious Injuries	Suspected Serious Injury Rate	
		Per 100M VMT	Per 100,000 Crashes
2020	7,606	6.58	2,293.0
2021	8,937	7.41	2,306.7
2022	8,660	6.70	2,252.1
2023	8,171	6.48	2,184.7
2024	7,950	6.27	2,142.1

Source: FFY2025 GOHS Core Performance Measures, *2024 CODES Preliminary, 2024 GDOT 445 Report – Mileage by Route Type and Functional Class (Adjusted).

All injury surveillance sources, with the exception of Emergency Medical Services, showed decreased motor vehicle traffic-related fatalities and serious injuries in 2024. These surveillance systems are independent, so the number of traffic-related fatalities and serious injuries may differ for each data source.

- According to Emergency Medical Services (EMS), there was a 25% decrease in motor vehicle traffic-related fatalities, but a 6% increase in serious injuries where EMS reported to a motor vehicle crash incident.
- According to emergency department data, there was a 33% decrease in motor vehicle traffic-related fatalities and 5% decrease in serious injuries among patients receiving care in a Georgia emergency room only.
- According to hospital data, there was a 22% decrease in motor vehicle traffic-related fatalities and a 2% decrease in serious injuries among patients admitted into a Georgia hospital.
- According to trauma registry data, there was a 6% decrease in motor vehicle traffic-related fatalities among patients fitting the inclusion criteria and treated in designated Trauma Centers.

Table 2: **Serious and Fatal Motor Vehicle Traffic-Related Injuries by Surveillance Source, 2020-2024***

Injury Surveillance Source	Fatal Injuries				Suspected Serious Injuries			
	2022	2023	2024	2023-2024 Percent Change	2022	2023	2024	2023-2024 Percent Change
Crash Reports	1,769	1,615	1,422	▽ -12%	8,660	8,171	7,950	▽ -3%
Emergency Medical Services	1,532	1,390	1,039	▽ -25%	27,273	27,542	29,239	▲ 6%
Emergency Department*	173	180	121	▽ -33%	5,398	8,215	7,774	▽ -5%
Hospital*	228	290	227	▽ -22%	3,221	5,740	5,629	▽ -2%
Trauma	576	542	509	▽ -6%	2,932	2,945	2,851	▽ -3%

Source: CODES 2022-2024, FARS 2022-2023, *2024 TSREG Preliminary Fatality Data, BioSpatial 2022-2024, OHIP Hospital Inpatient Discharge and Emergency Room Visit Data 2022-2024, and Trauma Registry Data 2022-2024.

Note: Counts include all persons involved in a Georgia crash receiving care in a Georgia emergency department or hospital, regardless of their state residency. 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.

Traffic Injuries Person Types

The number of fatally injured persons (occupants and non-occupants) involved in motor vehicle traffic crashes on public roads decreased between 2023 and 2024.

- Passenger vehicle occupant fatalities decreased by 12%, and serious injuries decreased by 3%.
- Motorcyclist fatalities decreased by 10%; however, motorcyclist serious injuries increased by 10%. The number of un-helmeted motorcyclist fatalities also decreased by three—from 17 in 2023 to 14 in 2024.
- Pedestrian fatalities decreased by 8%; however, pedestrian serious injuries increased by 6%.
- Bicyclist fatalities decreased from 24 in 2023 to 22 in 2024; however, bicyclist serious injuries increased by 9%. The five-year average of bicyclist fatalities was 24 between 2020 and 2024.

Table 3: **Traffic Injuries by Severity and Person Type (2023-2024*)**

Person Type	Fatal Injuries					Suspected Serious Injuries				
	2023	2024*	2023-2024 Change		2023	2024*	2023-2024 Change			
			Number	Percent			Number	Percent		
Total Injuries	1,615	1,422	-193	▼	-12%	8,171	7,950	-221	▼	-3%
Passenger Vehicle Occupant	1,001	876	-125	▼	-12%	6,124	5,922	-202	▼	-3%
Motorcyclist	196	177	-19	▼	-10%	892	978	86	▲	10%
Pedestrian	310	284	-26	▼	-8%	564	598	34	▲	6%
Bicyclist	24	22	-2	▼	-8%	117	127	10	▲	9%
Other	84	63	-21	▼	-25%	474	325	-149	▼	-31%

Source: 2023 FARS, 2023 CODES, *2024 TSREG Preliminary Fatality Data, *2024 CODES Preliminary

Police Reported Crashes

The number of police-reported motor vehicle crashes on public roads, injury crashes, and Property-Damage-Only (PDO) crashes fluctuated between 2020 and 2024, as shown in Table 4. Between 2023 and 2024, there was a 1% decrease in total police-reported crashes, a 7% decrease in fatal traffic crashes, a 2% decrease in serious injury crashes, and a 1% decrease in PDO crashes. Crashes with other non-severe injuries increased by 1% between 2023 and 2024.

Table 4: **Police-Reported Crashes by Crash Severity, 2020-2024***

Crash Severity	Year					2023-2024 Change			
	2020	2021	2022	2023	2024*	Number	Percent		
Total Crashes	331,710	387,444	384,527	373,135	371,130	▼	-2,005	▼	-1%
Fatal Crashes	1,517	1,681	1,677	1,491	1,389	▼	-102	▼	-7%
Non-Fatal Crashes	330,193	385,763	382,850	371,644	369,741	▼	-1,903	▼	-1%
Serious Injury Crashes	6,370	7,531	7,253	6,872	6,743	▼	-129	▼	-2%
Other Injury Crashes	89,681	99,316	93,705	96,302	97,378	▲	1,076	▲	1%
Property-Damage-Only Crashes**	234,142	278,916	281,892	268,470	265,620	▼	-2,850	▼	-1%

Source: FARS 2020-2023, *2024 TSREG Preliminary Fatality Data, Numetric 2020-2024 (extracted January 2025)

** Property-Damage-Only crashes are crashes that do not occur on private property and do not result in any injuries or fatalities to occupants or non-occupants.

2025 Seat Belt Use & Distraction Observations

Passenger Vehicle Restraint Use and Fatalities

According to the 2025 Georgia Seat Belt Observational Survey¹, the rate of seat belt use for drivers and front right-seat passengers in passenger vehicles² was 87.9%—not a significant decrease from 88.8% in 2024 (Figure 2). The seat belt usage rate for drivers (87.0%) was lower than for front-seat passengers (92.2%).

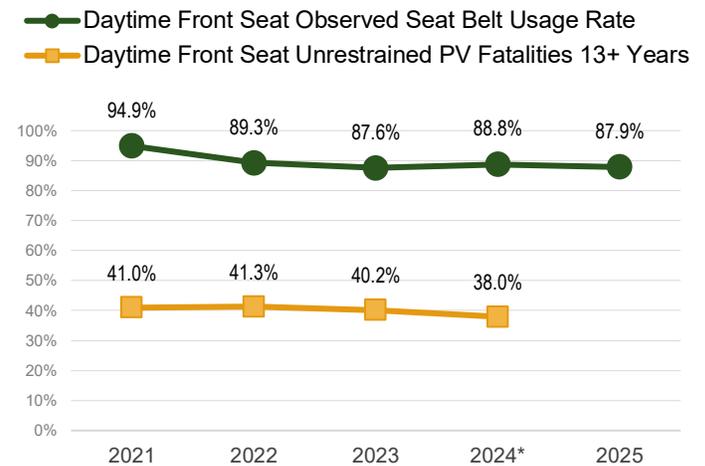
Unrestrained individuals are at a greater risk of severe injury in motor vehicle crashes. Historically, a higher proportion of unrestrained motor vehicle occupants have more severe and fatal injuries compared to restrained occupants. In 2024, 38.0% of fatally injured daytime, front-seat passenger vehicle occupants aged 13+ years were unrestrained—more than three times the rate of observed unrestrained daytime, front-seat occupants during the seat belt survey (11.2%). The percentage of daytime, front-seat unrestrained passenger vehicle occupant fatalities (13 years of age and older) decreased from 40.2% in 2023 to 38.0% in 2024.

Unrestrained passenger vehicle occupant fatalities decreased by 17% from 464 in 2023 to 385 in 2024. However, the proportion of fatally injured occupants who were unrestrained remains relatively consistent at 43.9% in 2024 compared to 46.3% in 2023 (across all seating positions and occupants of all ages).

Distorted Driving

According to the observational study “2025 Observational Survey of Driver Distraction in Georgia,”³ 24.1% of Georgia drivers (1 out of 4) were observed to be distracted while operating a motor vehicle (see data considerations for categories of distraction used in the study). The overall rate of handheld device use (handheld talking or dialing/texting) was 5.1% — consistent with the nationally observed rate of 5.1%⁴. Distracted driving also decreased with age and was higher on weekdays than on weekends.

Figure 2: Georgia Seat Belt Usage Rate and Daytime, Front Seat Passenger Vehicle (PV) Occupant Fatalities Ages 13+ Years by Restraint Use, 2021-2025



Source: 2021-2025 Seat Belt Observational Survey, FARS 2021-2023, *2024 TSREG Preliminary Fatality Data

In 2025, Georgia estimated the **child safety seat usage rate** (children 8 years of age or younger) to be **81.6%**.

1 out of 4 Georgia drivers (24.1%) were observed to be distracted while operating a motor vehicle. This includes using a hand-held device (talking or texting/dialing), talking hands-free, or other distractions such as eating.

¹ Rupp, Jonathan. 2025. "Statewide Use of Seat Belt Restraints: An Observational Survey of Seat Belt Use in Georgia." The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia

² Passenger vehicles are defined as passenger cars and light trucks (including vans, sport utility vehicles (SUV), and pickup trucks).

³ Rupp, Jonathan. 2025. "An Observational Survey of Driver Distraction in Georgia". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia

⁴ 2023 NHTSA National Occupant Protection Use Survey (NCSA 2024)

Data Definitions and Considerations:

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 traffic way, 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 traffic way customarily open to the public and that result in the death of a motorist or a non-motorist within 30 days of the crash.

The 2024 Traffic Safety Research and Evaluation Group (TSREG) Preliminary Fatality Data includes all Georgia roadway fatalities for motorists, pedestrians, bicyclists, and other road users. Data is derived from the Georgia Department of Transportation's (GDOT) daily fatality reports, cross-referenced with the Georgia Electronic Accident Reporting System's (GEARS) online database, and validated with GDOT's Fatal Crash Recording System (FCRS) database. Delays in data availability at the time of analysis are possible due to the inherent nature of reporting roadway fatalities.

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. Serious injuries reported by Emergency Medical Services were obtained from BioSpatial. These records exclude those transported by another EMS unit. Injuries coded as "severe" and "likely fatal" were categorized as suspected serious injuries.

Serious injuries reported in the hospital and emergency department dataset used the AIS (ICDPIC Abbreviation Injury Scale) that scores by body region and injury mechanism for each summary record. AIS 3 (serious), AIS 4 (severe), and AIS 5 (critical) were categorized as suspected serious injury.

The National Center for Health Statistics (NCHS), the Federal agency responsible for the use of the International Statistical Classification of Diseases and Related Health Problems, 10th revision (ICD-10) in the United States, has developed a clinical modification (CM) of the classification for morbidity (EMS, trauma, hospital, and ER data) purposes. ICD-10 Codes used were: V30-V39 (.4-.9), V40-V49 (.4-.9), V50-V59 (.4-.9), V60-V69 (.4-.9), V70-V79 (.4-.9), V81.1 V82.1, V83-V86 (.0-.3), V20-V28 (.3-.9), V29 (.4-.9), V12-V14 (.3-.9), V19 (.4-.6), V02-V04 (.1,.9), V09.2, V80 (.3-.5), V87(.0-.8), V89.2

In the observational study for distracted driving, driver distraction was divided into 5 categories: (1) Hand-held device (talking): The driver is observed holding a hand-held device to their ear; (2) Hand-held device (texting/dialing): driver is visibly manipulating a hand-held device; (3) Talking (hands-free): driver is talking or speaking while wearing a visible earpiece or headset, mounted device, or talking to another vehicle occupant (4) Other distraction: driver is otherwise distracted (includes activities such as eating, drinking, or smoking); or (5) No visible distraction.

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