Georgia Traffic Safety Facts

2024 Data

May 2026

In this fact sheet, information is presented as follows.

- Non-Motorist Fatalities and Serious Injuries
- Crash Location
  - Urban vs. Rural
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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 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.

2024 Key Findings

Although pedestrians and bicyclists represented less than one percent of all individuals involved in motor vehicle crashes (0.45%), they accounted for 22% of all traffic fatalities. More than one-fourth (27%) of all pedestrian crashes and 18% of all bicyclist crashes were hit-and-run crashes.

Pedestrians

- Between 2015 and 2024, the total number of traffic-related fatalities decreased by 13% (from 1,610 to 1,403), while pedestrian fatalities increased by 46% (from 194 to 284). In 2024, 81% of the pedestrian fatalities occurred in dark lighting conditions (231 out of 284).
- Similar to previous years, more than half of all pedestrian crashes occurred within the Atlanta region (58%).
- In 2024, three-quarters of pedestrian fatalities (75%) and nearly half (45%) of pedestrian injuries occurred on roadways with posted speed limits at or above 45 mph.
- In 2024, hospitalization and emergency room visit charges totaled $253.5 million for the 2,653 pedestrians injured in motor vehicle traffic and non-traffic-related crashes.

Bicyclists

- There was an average of 25 bicyclist fatalities in traffic crashes each year between 2020 and 2024. In 2023, there were 22 bicyclist fatalities on Georgia roadways, a decrease from the 24 bicyclist fatalities in 2023.
- The bicyclist crash rate is highest in urban counties outside of the Atlanta region.
- Sixty-four percent of bicyclist crashes occur at intersections.
- Hospitalization and emergency room visit charges totaled $43.4 million for the 480 bicyclists injured in motor vehicle traffic and 3,706 non-traffic-related crashes.

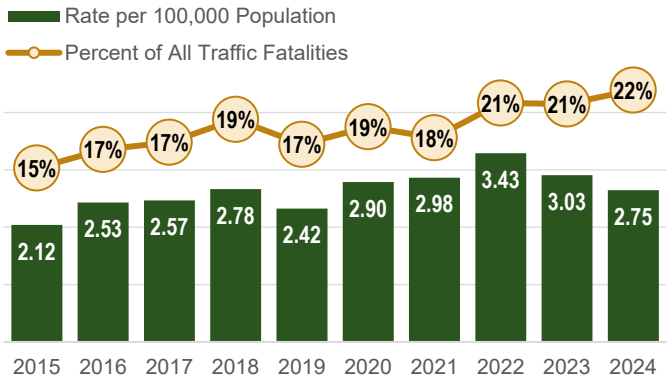
Non-Motorist Fatalities and Serious Injuries

Non-Motorist Fatalities

According to FARS data, there were 286 pedestrians and 24 bicyclists fatally injured in motor vehicle traffic crashes in 2024 (Table 1). The number of pedestrian fatalities in traffic crashes decreased by 8%, from 310 in 2023 to 286 in 2024. There was an average of 24 bicyclist fatalities in traffic crashes per year between 2020 and 2024.

Although *non-motorists* accounted for less than 1% of all persons involved in motor vehicle crashes (0.45%) and 9% of those seriously injured, they accounted for 22% of all traffic fatalities in Georgia. For every 100,000 population in Georgia, there were 2.75 pedestrian and bicyclist fatalities—higher than the national rate of 2.39 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, 2015-2024**



Source: FARS 2015-2024; OASIS 2015-2024

Table 1 presents the total number of traffic fatalities, Georgia population, and non-motorist fatalities (pedestrians and bicyclists) from 2015 to 2024.

- The number of total traffic fatalities *de*creased by 13%, from 1,610 in 2023 to 1,403 in 2024.
- The number of non-motorist fatalities *de*creased by 8%, from 334 in 2023 to 306 in 2024.
- The rate of non-motorist fatalities *de*creased by 10%, from 3.03 fatalities per 100,000 population (the highest rate in the past decade) in 2023 to 2.74 in 2024.

Table 1. **Rate and Percent of Non-Motorist Traffic Fatalities, 2015-2024**

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
2015	1,432	10,214,860	194	13.5%	23	1.6%	217	15%	2.12
2016	1,556	10,310,371	232	14.9%	29	1.9%	261	17%	2.53
2017	1,540	10,429,379	253	16.4%	15	1.0%	268	17%	2.57
2018	1,505	10,519,475	262	17.4%	30	2.0%	292	19%	2.78
2019	1,492	10,617,423	236	15.8%	21	1.4%	257	17%	2.42
2020	1,658	10,710,017	279	16.8%	32	1.9%	311	19%	2.90
2021	1,809	10,799,566	307	17.0%	15	0.8%	322	18%	2.98
2022	1,796	10,912,876	345	19.2%	29	1.6%	374	21%	3.43
2023	1,610	11,029,227	310	19.3%	24	1.5%	334	21%	3.03
2024	1,403	11,180,878	286	20.4%	22	1.6%	308	22%	2.75

Source: FARS 2015-2024, OASIS 2015-2024

[1] 2024 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 2023 and 2024, pedestrian serious injuries reported in crash reports *in*creased by 6%, pedestrians transported to a hospital facility by EMS *in*creased by 13%, pedestrians receiving care in a trauma center *in*creased by 7%, pedestrians receiving patient care in the emergency department *de*creased by less than 1%, and pedestrians receiving patient care in a hospital *de*creased by 1%.

Table 3. **Non-Motorist Motor Vehicle *Traffic-Related* Injuries by Injury Surveillance Source, 2022-2024**

Injury Surveillance Source	2022		2023		2024		2023-2024 Percent Change	
	Pedestrians	Bicyclists	Pedestrians	Bicyclists	Pedestrians	Bicyclists	Pedestrians	Bicyclists
Crash Reports*	608	120	564	117	598	128	▲ 6%	▲ 9%
Emergency Medical Services**	2,194	788	2,261	692	2,563	707	▲ 13%	▽ 2%
Trauma	1,030	196	1,087	275	1,159	259	▲ 7%	▽ -6%
Emergency Department***	1,688	351	1,879	404	1,870	376	▽ -0.5%	▽ -7%
Hospital***	749	79	732	101	723	104	▽ -1%	▲ 3%

* 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 2022-2024, DPH Hospital Inpatient Discharge and Emergency Room Visit Data 2022-2024, GEMSIS 2022-2024, Georgia Trauma Registry 2022-2024

Table 4 shows the number, proportion, and rate (per population) of non-motorist serious injuries by age group and surveillance system. In 2024, non-motorists in the 21-to-24 age group represented the highest rate of police-reported suspected serious injuries and emergency room visits compared to other age groups. Non-motorists in the 25-to-34 age group represented the highest rate and proportion of EMS transports and trauma center treatment. 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, 2024**

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	28	4%	2.10	144	4%	10.80	46	3%	3.45	81	4%	6.08	9	1%	0.68
10-14	26	4%	3.56	110	3%	15.07	41	3%	5.62	75	3%	10.28	5	1%	0.69
15-24	123	17%	7.98	428	13%	27.77	203	14%	13.17	468	21%	30.36	118	13%	7.66
15-20	*56*	*8%*	*5.94*	*305*	*9%*	*32.35*	*112*	*8%*	*11.88*	*270*	*12%*	*28.63*	*58*	*7%*	*6.15*
21-24	***67***	***9%***	***11.19***	*264*	*8%*	*44.11*	*91*	*6%*	*15.20*	***198***	***9%***	***33.08***	*60*	*7%*	*10.02*
25-34	145	20%	9.40	***620***	***19%***	***40.19***	**275**	**19%**	**17.82**	452	20%	29.3	163	18%	10.57
35-44	124	17%	8.23	534	16%	35.43	245	17%	16.25	405	18%	26.87	155	17%	10.28
45-54	105	14%	7.44	443	13%	31.38	213	15%	15.09	276	12%	19.55	148	17%	10.48
55-64	109	15%	8.05	512	15%	37.81	231	16%	17.06	286	13%	21.12	**168**	**19%**	**12.41**
65+	55	8%	3.12	400	12%	22.72	162	11%	9.20	203	9%	11.53	121	14%	6.87
Total**	**726**	**100%***	**6.49**	**3,332**	**100%**	**29.80**	**1,418**	**100%**	**12.68**	**2,246**	**100%**	**20.09**	**887**	**100%**	**7.93**

* Only suspected serious injuries reported by law enforcement on the crash report.
** Total includes non-motorists with unknown ages.
Source: CODES 2024, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2024, GEMSIS 2024, Georgia Trauma Registry 2024

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 2024, there were:

- 11.34 *pedestrians* in the 34-to-44 age group with traffic-related serious or fatal injuries for every 100,000 population in that age group.
- 2.51 *bicyclists* in the 21-to-24 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, 2024**

Age Group	Pedestrian Serious Injuries and Fatalities			Bicyclist Serious Injuries and Fatalities		
	Number	Percent	Rate	Number	Percent	Rate
<10	29	3%	2.18	5	3%	0.38
10-14	21	2%	2.88	9	6%	1.23
15-24	127	14%	8.24	23	15%	1.49
15-20	*60*	*7%*	*6.36*	*8*	*5%*	*0.85*
21-24	*67*	*8%*	*11.19*	*15*	*10%*	***2.51***
25-34	175	20%	**11.34**	25	17%	1.62
35-44	165	19%	10.95	24	16%	1.59
45-54	122	14%	8.64	24	16%	1.70
55-64	128	14%	9.45	27	18%	1.99
65+	96	11%	5.45	11	7%	0.62
Total*	**884**	**100%**	**7.91**	**150**	**100%**	**1.34**

* Total includes pedestrian/bicyclist serious injuries and pedestrian/bicyclist fatalities of unknown age
Source: CODES 2024, FARS 2024

Emergency Medical Services

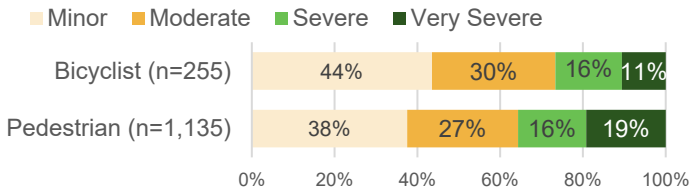
In 2024, 4% of all motor vehicle traffic-related Emergency Medical Services (EMS) transports involved non-motorists. EMS transported 2,593 pedestrians and bicyclists involved in motor vehicle traffic-related crashes to a hospital facility. The number of EMS pedestrian transports increased by 0.9% from 2,570 transports in 2023.

Trauma Center Patients

In 2024, the number of pedestrians identified as trauma patients treated at Georgia Trauma Centers increased by 7%, from 1,087 in 2023 to 1,159. The number of bicyclist trauma patients *de*creased by 6%, from 275 in 2023 to 259 in 2024. Eighty-nine percent (89%) of pedestrian traffic-related injuries and 84% of bicyclist traffic-related injuries occurred in urban counties.

Nearly two-fifths (38%) of pedestrian traffic-related injuries treated at the trauma centers were minor, and 19% were very severe. Similarly, 44% of bicyclist traffic-related injuries treated at trauma centers were minor, and 11% were very severe (Figure 2).

Figure 2. **Trauma Registry Pedestrian and Bicyclist Injuries Treated by Injury Severity Score, 2024**



Source: Georgia Trauma Registry 2024
Based on known Injury Severity Score

Emergency Room Visits & Hospitalizations

In 2024, the total motor vehicle-related (traffic and non-traffic) hospitalization and emergency room charges among Georgia residents were $253.5 million for pedestrians and $43.4 million for bicyclists.

- **Traffic-related** pedestrian emergency room visits and hospitalizations *in*creased by 2%, and bicyclist emergency room visits and hospitalizations *de*creased by 5% between 2023 and 2024. In 2024, there were 2,653 traffic-related emergency room visits and hospitalizations[2] involving pedestrians and 480 traffic-related emergency room visits and hospitalizations involving bicyclists.
- **Non-traffic-related** incidents resulted in an additional 37 pedestrian and 1,078 bicyclist 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.

Non-Motorist Crash Locations: Regions, Counties, Places, and Vulnerable Communities

According to police crash reports, 29% of all pedestrian crashes in Georgia (876 out of 3,003) resulted in at least one pedestrian being seriously or fatally injured in 2024. In the same year, 16% of all bicyclist crashes (155 out of 965) 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 2020 and 2024.

Urban vs. Rural [3]

There were 26.86 pedestrians per 100,000 population and 8.63 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—48% of rural pedestrian crashes and 32% 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] – 33.70 pedestrians per 100,000 population.
- The Atlanta Region accounted for 46% of the state population. However, 58% (1,738 out of 3,003) of all pedestrian crashes, 58% (345 out of 592) of all pedestrian serious injury crashes, and 54% (153 out of 284) of all pedestrian fatal crashes occurred within this area.
- Bicyclist crashes and crash rates were highest within the 30 other urban counties – 26.50 bicyclists per 100,000 population.

Table 6. **Non-Motorist Crashes and Serious Injury and Fatal Crashes, 2020-2024**

Year	Pedestrian		Bicyclist	
	Crashes	Serious Injury and Fatal Crashes	Crashes	Serious Injury and Fatal Crashes
2020	2,332+	625	654+	100
2021	2,615	846	731	109
2022	2,777	943	829	153
2023	2,814	865	921	140
2024	3,003	876	965	155

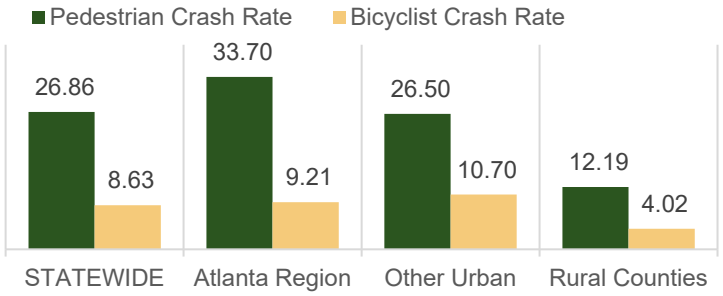
+ During the COVID-19 public emergency response, traffic crashes (including non-motorist crashes) with low injury severity were underreported in the police crash reports.
Source: CODES 2020-2024, FARS 2020-2024

Table 7. **Number of Non-Motorist Crashes and Percent of Fatal or Serious Injury Crashes by Region, 2024**

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)	1,738	498 (29%)	475	57 (12%)
Other Urban (30 counties)	983	244 (25%)	397	68 (17%)
Rural Counties (118 counties)	282	134 (48%)	93	30 (32%)
Statewide	**3,003**	**876 (29%)**	**965**	**155 (16%)**

Source: CODES 2024, FARS 2024

Figure 3. **Pedestrian and Bicyclist Crash Rate per 100,000 Population by Region Type, 2024**



Source: CODES 2024, OASIS 2024

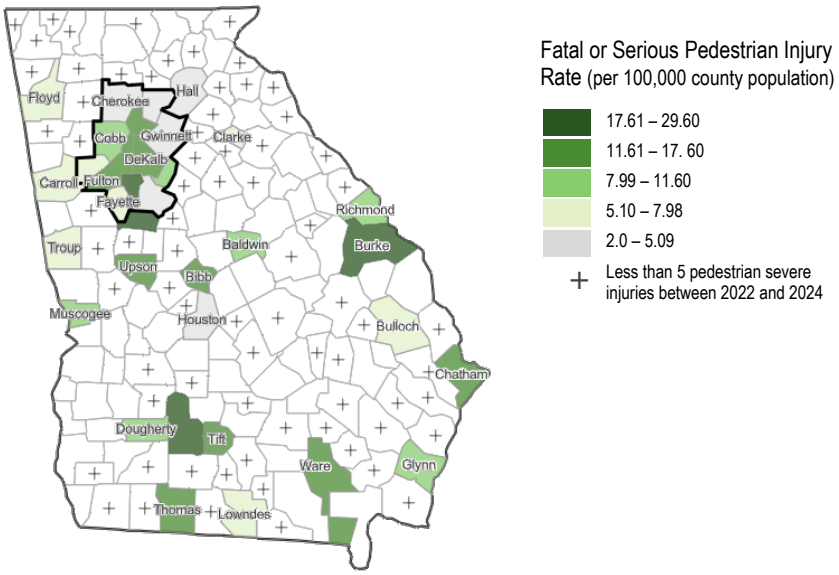
[3] Rural counties are counties that have a residential population less than 50,000 persons. This is different than roadway classifications where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.
[4] The Atlanta Region includes 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.

Counties

Between 2022 and 2024, a total of 33 Georgia counties recorded five or more serious or fatal pedestrian injuries during the three-year period. These counties included all 11 counties in the Atlanta region, 15 other urban counties, and 7 rural counties.

In 2024, 76 out of 159 Georgia counties experienced at least one non-motorist traffic fatality. The counties with the highest number of pedestrian fatalities were DeKalb (41 pedestrian fatalities), Fulton (34), and Cobb (24).

Figure 4. ***Pedestrian*** **Serious Injury and Fatal Injury Rate per 100,000 Population by County, 2022-2024**



Source: FARS 2024, CODES 2024, OASIS 2024

As seen in table 8 below, most pedestrian fatalities occur in the Atlanta region. However, rates of pedestrian serious and fatal injury per population and pedestrian crashes for every 1,000 motor vehicle crashes were higher in other urban counties and rural counties (Figure 4). The counties with the highest pedestrian serious injury and fatal injury rate per population in 2024 were:

- Worth (Rural) with 29.61 serious or fatal pedestrian injuries per 100,000 population.
- Spalding (Other Urban) with a 25.61 severe pedestrian injury rate
- Clayton (Atlanta Region) with a 20.49 severe pedestrian injury rate

While most pedestrian fatalities and serious injuries occurred in the Atlanta region, most bicyclist fatalities and serious injuries occurred in the Atlanta region and other urban counties (i.e., Chatham and Glynn counties) (Table 8).

Table 8. **Top Counties with the Highest *Non-Motorist* Serious Injury and Fatal Crashes, 2024**

Non-Motorist Type and Rank		Serious Injury and Fatalities Count		Serious and Fatal Injury Rate per 100,000 Population		Non-Motorists Crash Rate per 1,000 MV Crashes	
		County	Number	County	Rate	County	Rate
Pedestrian	1	Fulton	159	Worth	29.61	Lowndes	42.42
	2	Dekalb	114	Spalding	25.61	Chattooga	19.70
	3	Cobb	70	Clayton	20.49	Clarke	15.54
	4	Clayton	61	Burke	20.43	Spalding	13.18
	5	Gwinnett	45	Upson	17.63	Fulton	12.89
Bicyclist	1	Fulton	29	Morgan	9.12	Glynn	10.31
	2	Chatham	11	Glynn	8.09	Chattooga	9.85
	3	Cobb	9	Camden	5.08	Chatham	6.84
	4	Glynn	7	Dougherty	4.85	Clarke	6.69
	5	Gwinnett	7	Chattooga	3.95	Camden	6.32

** Counties with less than five pedestrian or bicyclist serious injuries or fatalities were excluded from the county rankings

Source: CODES 2024, FARS 2024

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 2022 and 2024, 33% of pedestrian serious and fatal crashes (877 out of 2,684) occurred in unincorporated areas. When the crashes were filtered by those that occurred in CDPs, 14% (253 out of 1,807) occurred in unincorporated CDPs, and 86% (1,554 out of 1,807) occurred in incorporated CDPs. The City of Atlanta had 383 pedestrian serious injuries and fatalities—the largest of any incorporated or *un*incorporated CDP in Georgia. This equates to approximately 74.98 pedestrian serious injuries and fatalities per 100,000 population— 2.0 times greater than the overall Atlanta Region rate.

Table 9 shows the CDPs with the highest pedestrian serious injury and fatality rates (per 100,000 population) by **region** between 2022 and 2024.

- East Point had the highest pedestrian injury rate (395.11 injuries per 100,000 population) compared to all other incorporated and *un*incorporated CDPs within the Atlanta Region (37.98)—10.4 times greater than the overall Atlanta Region rate.
- Hiram had the highest pedestrian injury rate (93.41 injuries per 100,000 population) compared to all other CDPs within the Other Urban Regions (30.49)—3.1 times greater than the overall Other Urban Region rate.
- Thomaston had the highest pedestrian injury rate (70.88 injuries per 100,000 population) compared to all other CDPs within the Rural Regions (26.97)—2.6 times greater than the overall Rural Region rate.

Table 10 shows the CDPs with the highest pedestrian serious injury and fatality rates (per 100,000 population) by **place type** between 2022 and 2024.

- Stonecrest had the highest pedestrian injury rate (67.57 injuries per 100,000 population) compared to all other incorporated and *un*incorporated CDPs categorized as *small cities* (33.42)—2.0 times greater than the overall small city pedestrian injury rate.
- Chamblee had the highest pedestrian injury rate (69.09 injuries per 100,000 population) compared to all other CDPs categorized as *large towns* (22.68) — 3.0 times greater than the overall large town pedestrian injury rate.
- East Point had the highest pedestrian injury rate (395.11 injuries per 100,000 population) compared to all other CDPs categorized as *medium towns* (33.35) — 11.8 times greater than the overall medium town pedestrian injury rate.
- 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 2022 and 2024.

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[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.

Table 9. **Census Designated Places (CDPs) with the Highest Pedestrian Serious Injury and Fatality Rates (per 100,000 population) by Region, 2022-2024**

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)	37.93	East Point	22	395.11	10.4
		* Panthersville	18	203.62	5.4
		College Park	27	194.71	5.1
		Jonesboro	8	130.29	3.4
		Doraville	12	111.32	2.9
Other Urban (30 counties)	30.49	Hiram	5	93.41	3.1
		Griffin	15	62.39	2.0
		Brunswick	8	51.93	1.7
		Rincon	5	43.01	1.4
		Kingsland	7	34.41	1.1
Rural (118 counties)	26.97	Thomaston	7	70.88	2.6
		Cedartown	7	67.96	2.5
		Waycross	9	65.63	2.4
		Dublin	10	62.47	2.3
		Jesup	6	59.61	2.2

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: 2022-2024 Numetric, 2023 Census, 2022-2024 CODES

Table 10. **Census Designated Places (CDPs) with the Highest Pedestrian Serious Injury and Fatality Rates (per 100,000 population) by Place Type, 2022-2024**

Place Type	Place Type 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 / Place-Type Pedestrian Injury Rate
Large and Medium Cities (More than 200,000 population), n=3 CDPs	59.11	Atlanta	383	74.98	1.3
		Columbus	73	36.16	0.6
		Augusta	84	41.82	0.7
Small City (50,001 to 200,000 pop.) n=16 CDPs	33.42	Stonecrest	41	67.57	2.0
		Savannah	91	61.59	1.8
		Marietta	34	54.17	1.6
		Macon	81	51.75	1.5
		Brookhaven	26	44.87	1.3
Large Town (20,001 to 50,000 pop.) n=41 CDPs	22.68	Chamblee	22	69.09	3.0
		Griffin	15	62.39	2.8
		Tucker	21	56.80	2.5
		Redan	15	49.30	2.2
		Cartersville	11	44.11	1.9
Medium Town (5,001 to 20,000 pop.) n=109 CDPs	33.35	East Point	22	395.11	11.8
		Jonesboro	8	130.29	3.9
		Doraville	12	111.32	3.3
		Hiram	5	93.41	2.8
		Thomaston	7	70.88	2.1

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=62 CDPs) was 19.50 and 16.03 for villages (n=366 CDPs). Source: 2022-2024 Numetric, 2023 Census, 2022-2024 CODES

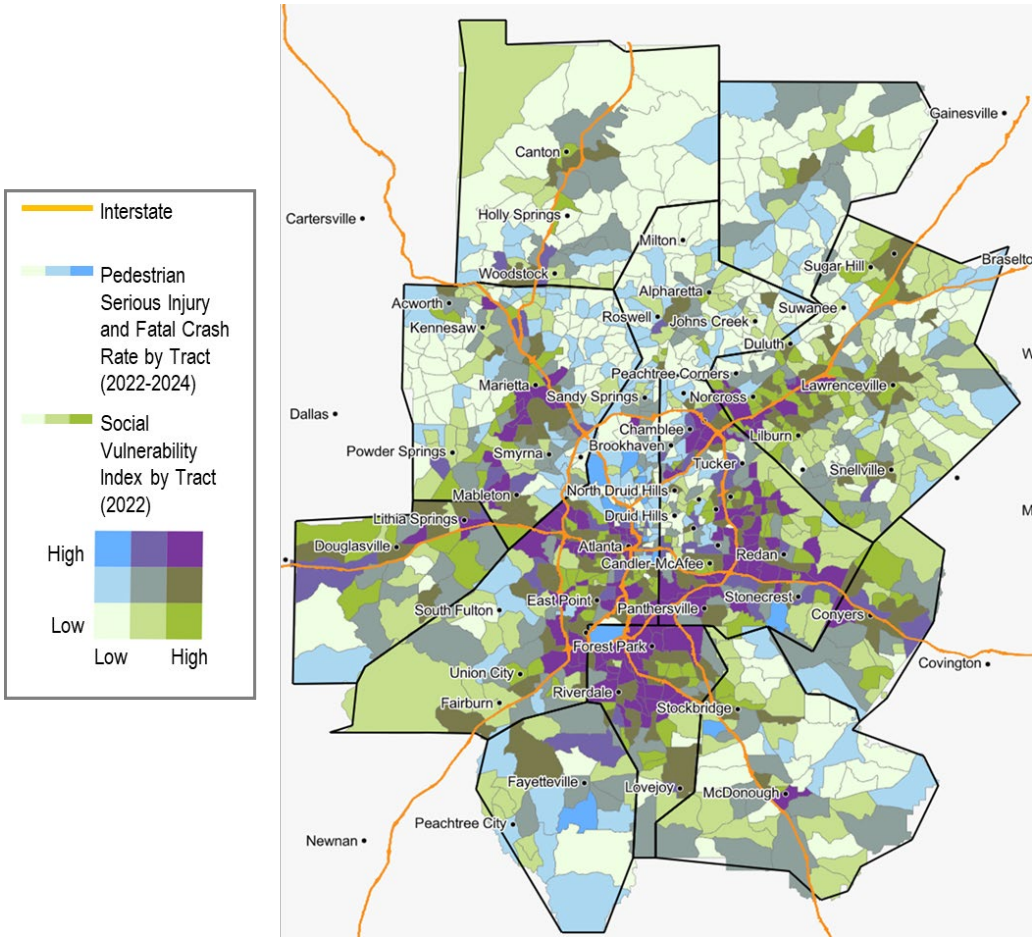
See the "Additional Information" to access the Appendix for this document. The appendix includes the following information by region, county, and CDP: 2022-2024 pedestrian serious injury and fatality count • 2022-2024 pedestrian serious injury and fatality rate per 100,000 population • Ratio of CDP rates compared to regional rates

Vulnerable Communities

Vulnerable populations are communities that may face greater challenges in preparing for and responding to public health emergencies and disasters due to factors such as limited vehicle access, disabilities, older age, minority status, and lower socioeconomic conditions. According to the Georgia Traffic Safety Facts study *Examining Social Vulnerability and the Association with Pedestrian Crashes* (Georgia Crash Outcomes Data Evaluation System, 2022), census tracts with higher levels of social vulnerability in Georgia had higher rates of serious and fatal pedestrian crashes across the Atlanta Region, other urban areas, and rural regions. In short, as community vulnerability increased, pedestrian crash injury severity rates also increased.

Figure 5 displays a bivariate map of the rate of serious or fatal pedestrian injuries per capita and the Social Vulnerability Index (SVI) for Atlanta Region census tracts. There is a positive relationship between increasing SVI scores and higher rates of serious and fatal pedestrian injuries, indicating that more vulnerable communities tend to experience greater pedestrian injury rates. The census tracts with the most vulnerability and higher rates of pedestrian serious and fatal injury crashes are primarily concentrated along the borders of mid-Fulton County, northern Clayton County, and southern DeKalb County. Census tract clusters of high vulnerability and pedestrian injury rates are also concentrated along the I-20 through DeKalb County, around the I-85/I-285 junction in DeKalb County, and around the I-20/I-285 junction in Fulton County.

Figure 5. **Bivariate Map of 2022-2024 Serious Injury and Fatal Pedestrian Crash Rates (per 100,000 census tract population) and Social Vulnerability Index in the Atlanta Region, by 2022 Overall Social Vulnerability Index (SVI)**



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: 2022-2024 CODES, 2022 CDC SVI

Crash Characteristics

Environmental Characteristics

Table 11 presents information on environmental characteristics (location of crashes, lighting conditions, day, and season) that describe where and when pedestrian and bicyclist crashes occurred in 2024.

- Most pedestrian crashes happen along the traveled way (93%), and 6% occur on the roadside (off-roadway).
- Nearly half of the pedestrian crashes (49%) occurred at intersections and 44% occurred in areas that were not at an intersection.
- 4% of all pedestrian crashes and 3% of all bicyclist crashes occurred in work zone areas.
- While only 26% of bicycle crashes occurred in dark conditions, nearly half (46%) of pedestrian crashes occurred in the dark.
- Most pedestrian and bicyclist crashes occur in the daytime hours during the weekday—42% and 51%, respectively.
- Nearly one-third of pedestrian and bicyclists crashes (30%) occur in the fall months.
- More than one-fourth (27%) of all pedestrian crashes and 18% of all bicyclist crashes were hit-and-runs (not shown).

Table 11. **Motor Vehicle Crashes Involving Pedestrians and Bicyclists by Environmental Characteristics, 2024**

Environmental Characteristics	All Pedestrian Crashes		All Bicyclist Crashes	
	Number	Percent	Number	Percent
Location of Impact				
Traveled Way	**2,792**	**93%**	**915**	**95%**
Intersection	*1,484*	*49%*	*617*	*64%*
In Crosswalk	415	14%	112	12%
Driveway Intersection	122	4%	54	6%
Other Intersections*	947	32%	451	47%
Not at Intersection	*1,308*	*44%*	*298*	*31%*
Bike Lane	4	<1%	27	3%
Other Non-Intersections	1,304	43%	271	28%
Roadside / Off-Roadway	**191**	**6%**	**48**	**5%**
On Shoulder	61	2%	12	1%
Median / Gore	16	<1%	3	<1%
Off Roadway	66	2%	12	1%
Sidewalk	48	2%	21	2%
Work Zone Areas				
Work Zones**	117	4%	27	3%
Non-Work Zones	2,886	96%	949	98%
Light Conditions+				
Dark	1,394	46%	255	26%
Daylight	1,515	50%	708	73%
Dawn	46	2%	10	1%
Dusk	34	1%	22	2%
Time of Day / Day of Week++				
Daytime (6:00a.m. – 5:59p.m.)	**1,501**	**50%**	**645**	**67%**
Weekday	1,254	42%	496	51%
Weekend	247	8%	149	15%
Nighttime (6:00p.m. – 5:59 a.m.)	**1,502**	**50%**	**320**	**33%**
Weekday	789	26%	188	19%
Weekend	713	24%	135	14%
Season / Time of Year				
Winter (Jan-Feb, Dec)	731	24%	178	18%
Spring (Mar-May)	733	24%	235	24%
Summer (Jun-Aug)	642	21%	261	27%
Fall (Sep-Nov)	897	30%	291	30%

* Other intersections include roundabouts, railroad crossings, and managed lanes (i.e., HOV lanes).
** Police-reported work zone (active or inactive) or the presence of barrels/cones/construction signage.
+ The time groupings do not account for seasonal changes in lighting conditions.
++ Weekday (6:00a.m. Mon - 5:59p.m. Fri); Weekend (6:00p.m. Fri - 5:59a.m. Mon)

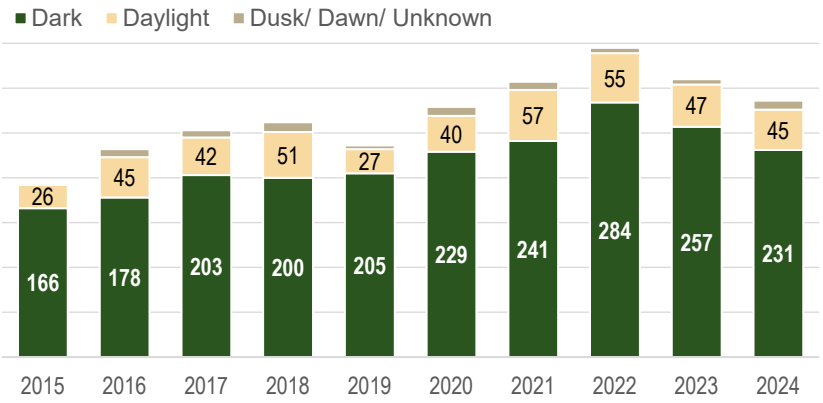
Source: CODES 2024

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, nearly four-fifths (79%) of all pedestrian fatal crashes have taken place ***outside*** intersections, and 81% occur during dark lighting conditions.

Between 2015 and 2024, the total number of traffic-related fatalities decreased by 2% (from 1,432 to 1,403), while pedestrian fatalities increased by 46% (from 194 to 284). Most notably, the number of pedestrian fatalities that occur in dark lighting conditions has increased by 47% in the past decade, from 166 in 2015 to 231 in 2024 (Figure 6). In 2024, 81% of all pedestrian fatalities (231 out of 286) occurred during dark lighting conditions.

Figure 6. **Count of Pedestrian Fatalities by Light Conditions, 2015-2024**



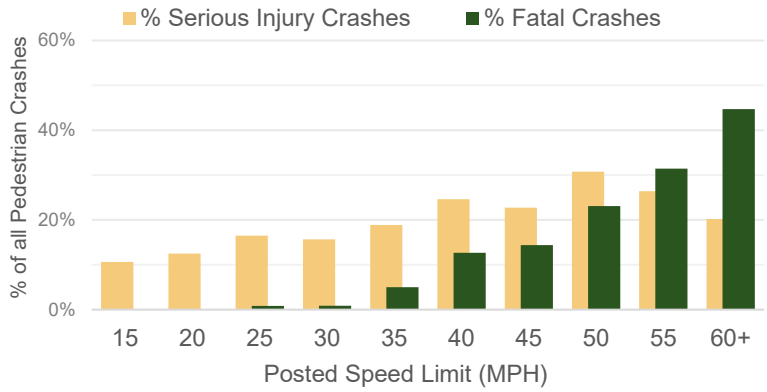
Source: FARS 2015-2024

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%) who 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. This study suggests that 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 observed in Georgia—the risk of serious and fatal pedestrian injuries increased significantly on roadways with posted speed limits at or above 45 mph. In 2024, 13% of crashes on roadways with a 40 mph speed limit led to fatalities. This percentage increases to 23% at 50 mph, 31% at 55 mph, and 45% at speeds of 60 mph or higher (Figure 7). Nearly three-quarters of pedestrian fatalities (75%) and nearly half (45%) of pedestrian injuries occurred on roadways with posted speed limits at or above 45 mph.

Figure 7. **Percent of Pedestrian Crashes that Resulted in a Pedestrian Serious or Fatal Injury by Posted Speed Limit, 2024**



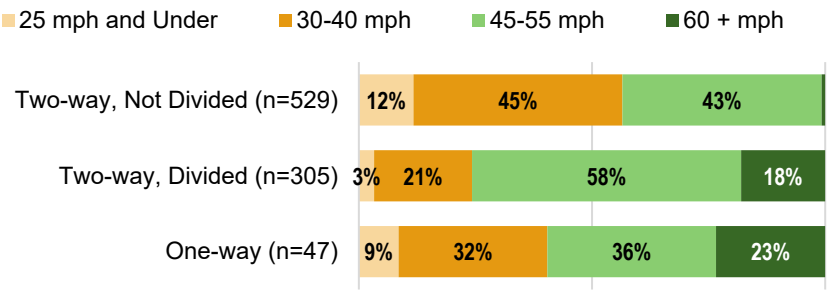
Source: CODES 2024, Numetric 2024

[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, 59% (529 out of 893) occurred on two-way, not-divided roadways. Figure 8 shows the percentage of all serious injury and fatal pedestrian crashes by trafficway and with known posted speed limit.

- 45% 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 8. **Percent of All Serious Injury or Fatal Pedestrian Crashes by Trafficway and Posted Speed Limit, 2024**



Source: Numetric 2024

Table 12 shows the percentage of pedestrian and bicyclist crashes by region and roadway classification in 2024. More than half of all pedestrian crashes (58%) and 46% of bicyclist crashes occurred in the Atlanta region. Statewide, most pedestrian crashes occurred on minor arterial roadways (31%), and most bicyclist crashes occurred on local roadways (31%).

- Most pedestrian crashes in the Atlanta region occurred on minor arterials (34%). In other urban and rural counties, most pedestrian crashes occurred on principal arterials — 34% and 31%, respectively.

Table 12. **Motor Vehicle Traffic Crashes Involving Non-Motorists by Region and Roadway Classification, 2024**

Non-Motorist Type	Roadway Classification	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Pedestrian	Interstate	3%	2%	3%	3%
	Principal Arterial	24%	**34%**	**31%**	28%
	Minor Arterial	**34%**	25%	27%	**31%**
	Collectors	10%	10%	19%	11%
	Local	27%	29%	17%	26%
	Other	2%	2%	2%	2%
	Total	**1,738** (100%)	**983** (100%)	**282** (100%)	**3,003** (100%)
Bicyclist	Interstate	<1%	--	--	<1%
	Principal Arterial	18%	32%	26%	24%
	Minor Arterial	33%	23%	22%	28%
	Collectors	12%	12%	26%	13%
	Local	31%	32%	26%	**31%**
	Other	5%	1%	1%	3%
	Total	**475** (100%)	**397** (100%)	**93** (100%)	**965** (100%)

Source: Roadway data obtained for Numetric, 2024
Note: The sum of the individual cells may not equal row or column totals due to rounding error.

Table 13 shows the percentage of pedestrian fatalities by region and roadway classification in 2024.

- Statewide, principal arterials (36%) and minor arterials (32%) together accounted for 68% of all pedestrian fatalities. Similarly, 66% of pedestrian fatalities in the Atlanta Region, 75% in Other Urban Counties, and 64% in Rural Counties occurred on principal or minor arterials.
- Statewide, 15% of all pedestrian fatalities in 2024 occurred on interstates. Twenty-two percent of pedestrian fatalities in the Atlanta Region (22%, 34 of 153) occurred on interstate roadways.

Table13. **Pedestrian Fatalities by Region and Roadway Classification, 2024**

Roadway Classification	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Interstate	22%	10%	5%	15%
Principal Arterial	27%	49%	42%	36%
Minor Arterial	39%	26%	22%	32%
Collectors	5%	7%	20%	9%
Local	7%	7%	12%	8%
Other	--	1%	--	<1%
Total*	**153** (100%)	**73** (100%)	**60** (100%)	**286** (100%)

*Total includes pedestrian fatalities that occurred on roadways with unknown functional classification
Note: The sum of the individual cells may not equal row or column totals due to rounding error. Source: FARS 2024

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—80% of all pedestrian crashes had at least one contributing factor attributed to either the driver or pedestrian recorded in the crash report. Over 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—95% of all serious injury pedestrian crashes and 97% of all fatal pedestrian crashes have contributing factors listed.

Table 14 shows the top contributing factors among serious injury or fatal pedestrian crashes by the person involved in the crash.

- The top contributing 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.
- The top pedestrian maneuvers among pedestrians seriously or fatally injured in a crash were not crossing at a crosswalk.

Table 14. **Top Contributing Factors and Pedestrian Maneuvers among Serious Injury or Fatal Pedestrian Crashes by Person Type, 2024**

Rank	Contributing Factors		Maneuver
	DRIVERS	PEDESTRIANS	PEDESTRIANS
1	Driver failed to yield	Pedestrian failed to yield	Not crossing at crosswalk
2	Confirmed or suspected distracted driver	Confirmed distracted pedestrian	Crossing at crosswalk
3	Speeding or aggressive driving	Pedestrian not visible	Darting into traffic
4	Driver vision was obscured, or the pedestrian was not visible	Disregard signage or traffic control	Standing in roadway
5	Under the influence of drugs and alcohol	Under the influence of drugs and/or alcohol	Moving with traffic on roadway

Source: CODES 2024

Non-Motorist Across Traffic Safety Emphasis Areas

Table 15 shows the percentage of non-motorist crashes that overlapped with other traffic emphasis areas by crash severity. In 2024, there were a total of 3,968 non-motorist crashes, in which 1,026 resulted in a severe injury, 2,184 in other injuries, and 758 were property-damage-only crashes.

Crash Location pattern showed:

- Roadway or lane departure conditions were present in 6% of all non-motorist crashes.
- Work zones accounted for 4% of all non-motorist crashes.

Driver behavior patterns showed:

- Distracted-driving-related crashes (confirmed or suspected distraction) were 18% of all non-motorist crashes and 19% of other injury crashes.
- Hit-and-run crashes accounted for 21% of all non-motorist crashes and nearly one-third (29%) of property-damage-only crashes, compared to 12% of all other non-motorist crashes.
- Impaired-driving-related crashes were more strongly associated with severe crashes, accounting for 11% of severe crashes compared to 4% overall.

Non-motorist behaviors showed:

- Confirmed distracted pedestrians were involved in 5% of *all* crashes.
- Impaired non-motorists accounted for more than 10% of *severe* crashes; impaired bicyclists accounted for 19% of *severe* bicycle-related crashes.

Table 15. **Percent of Crashes Involving Non-Motorists Across Traffic Safety Emphasis Areas, 2024**

Emphasis Area	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
Non-Motorist Crash Location				
All Locations	**3,968**	**1,026**	**2,184**	**758**
Roadway / Lane Departure	6%	7%	6%	7%
Roadway Departure	5%	6%	5%	5%
Lane Departure	1%	1%	1%	1%
Work Zone	4%	3%	4%	4%
Roadside	2%	2%	2%	2%
Driver* Behavior in Non-Motorist Crashes				
Impaired-driving-related [confirmed and suspected alcohol- and/or drug- impairment]	4%	11%	2%	1%
Speeding-related	2%	4%	1%	1%
Distracted-driving-related	18%	18%	19%	16%
Hit-and-Run	21%	17%	21%	29%
Non-Motorist* Behaviors				
Confirmed Distracted Bicyclists	1%	1%	2%	1%
Confirmed Distracted Pedestrians	5%	4%	5%	3%
Impaired Bicyclists	5%	19%	3%	2%
Impaired Pedestrians	4%	10%	1%	1%
Vehicle Types				
All Vehicles**	**4,856**	**1,105**	**2,140**	**1,611**
Passenger Vehicle	51%	47%	52%	52%
Large Trucks	2%	5%	2%	2%
Motorcycles	1%	2%	1%	--

*Drivers do not include bicyclists **Not all drivers involved in non-motorist crashes were documented in the crash report. More than 20% of non-motorist crshes were were hit-and-runs. Additionally, non-motorist crashes may involve multiple non-motorists and multiple motor vehicles. Therefore, not all vehicle types involved in non-motorist crashes were reported on the crash report. Source: CODES 2024

Severe crashes are crashes that involve injuries reported as fatal injury (K) or suspected serious injury (A) as the most severe injury on the crash report. **Other injury crashes** involve injuries reported as minor injury (B) or complaint of injury (C) as the most severe injury on the crash report. **Property damage only (PDO)** crashes are crashes that did not result in an injury as reported in the crash report. **Roadway/Lane Departure** crashes are crashes in which a vehicle crosses an edge line or center line and leaves the traveled way.

Roadway departures involve vehicles striking stationary (non-movable) objects or vehicles running off the roadway. **Lane departures** involve vehicles crossing into the opposite direction of traffic. Police-reported **work zone** (active or inactive) or the presence of barrels/cones/construction signage. **Roadside** crashes involve motor vehicles striking other vehicles, and individuals stopped at the roadside (off-roadway). “Off-roadway” areas include shoulders, medians, entrance and exit ramps, gore areas, sidewalks, and parking lanes.

Suspected and confirmed alcohol impairment and/or drug use is determined by the driver condition reported on the police crash reports. If the driver condition is unknown, and the police reported that an alcohol or drug test was administered with a positive or unknown result, then the driver is considered to be ‘suspected’ of alcohol impairment and/or drug use.

Demographics

Sex & Age

Male non-motorists experienced higher crash risk than females, with crashes, serious injury, and fatality rates. The male non-motorist crash rate per 100,000 population was 48.7 compared to 19.5 for females. Male pedestrians were 2.5 times more likely to be involved in a non-motorist crash.

- Male pedestrians were 2.8 times more likely to have a ***serious*** injury (9.2 per male capita vs. 3.3 per female capita).
- Male pedestrians were 2.9 times more likely to have a ***fatal*** injury (3.8 per male capita vs. 1.3 per female capita).

Table 16 shows the percentage distribution of persons (non-motorists and drivers) involved in non-motorist crashes by age group and crash severity.

- Non-motorists ages 15–24 years had the highest involvement in all crashes, other injury crashes, and property-damage-only crashes compared with other age groups, while those ages 25–34 had the highest involvement in severe crashes (19%).
- In 2024, nearly a quarter of all non-motorist crashes were hit-and-runs, meaning driver characteristics were unknown in many cases. More than one-fourth (27%) of all pedestrian crashes and 18% of all bicyclist crashes were hit-and-runs. Among drivers involved in reported non-motorist crashes, those ages 25–34 accounted for nearly one-fifth of drivers across all crash types, followed by drivers ages 35–44.

Table 16. **Percent of Persons Involved in Non-Motorist Crashes by Person Type, Crash Severity, and Age Group, 2024**

Age Group	Non-Motorists (Pedestrians or Bicyclists)				Drivers in Non-Motorist Crashes (Excludes Bicyclists)			
	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
Under 15	7%	7%	7%	6%	<1%	<1%	<1%	<1%
15-24	**20%**	15%	**23%**	**17%**	14%	13%	14%	14%
15-20	*11%*	*7%*	*13%*	*10%*	*6%*	*6%*	*6%*	*7%*
21-24	*9%*	*8%*	*9%*	*7%*	*7%*	*7%*	*7%*	*7%*
25-34	19%	**19%**	20%	16%	**19%**	**20%**	**18%**	**19%**
35-44	15%	18%	15%	13%	15%	18%	14%	14%
45-54	12%	14%	12%	9%	13%	16%	12%	12%
55-64	13%	15%	13%	10%	12%	13%	11%	14%
65+	8%	10%	7%	5%	12%	9%	13%	12%
Unknown	7%	2%	3%	23%	15%	11%	18%	15%
Total**	**4,114** 100%	**1,087** 100%	**2,259** 100%	**768** 100%	**3,946** 100%	**1,103** 100%	**2,108** 100%	**735** 100%

*Not all drivers involved in non-motorist crashes were documented in the crash report. Nearly 20% of non-motorist crshes were were hit-and-runs. Additionally, non-motorist crashes may involve multiple non-motorists and multiple motor vehicles.

**Total includes non-motorist and drivers of unknown age.

Source: CODES 2024

OLDER PEDESTRIAN POPULATION

In 2024, pedestrians aged 65+ years represented 8% of all pedestrians involved in crashes (250 out of 3,159), 8% of all pedestrian serious injuries (47 out of 598), and 16% of all pedestrian fatalities (45 out of 286). Persons aged 65+ years continuously represent 16% of the Georgia population in 2024; however, there was a 4% increase in the 65+ population (approximately 64,000 more persons) compared to the previous year.

As shown in Table 17, the number of *pedestrians* 65+ years of age who were seriously or fatally injured decreased by 6% (from 102 in 2023 to 96 in 2024), and the rate of seriously or fatally injured pedestrians 65+ years decreased by 9% (from 6.01 in 2023 to 5.45 in 2024).

Table 18 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 17. **Older Pedestrian (Aged 65+ Years) Serious Injuries, Fatalities, and Injury Rate, 2020-2024**

Year	Serious Injury	Fatalities	Total Serious Injuries and Fatalities		Population		Rate Per 100,000 Population	
			Number	Annual % Change	Number	Annual % Change	Rate	Annual % Change
2020	38	42	80	29%	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%
2024	47	49	96	-6%	1,760,341	4%	5.45	-9%

Source: CODES 2020-2024, FARS 2020-2024, OASIS 2020-2024

Table 18. **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, 2024**

Age Group	Police-Reported Suspected Serious Crash Injuries*			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate
Less than 55	456	76%	5.65	1,854	73%	22.98	851	73%	10.55	1,468	79%	18.2	536	68%	6.64
55-64	85	14%	6.28	395	16%	29.17	176	15%	13.00	224	12%	16.54	139	18%	10.26
65-74	38	6%	3.63	191	8%	18.25	88	8%	8.41	112	6%	10.7	71	9%	6.78
75-84	7	1%	1.26	86	3%	15.53	36	3%	6.50	59	3%	10.65	26	3%	4.69
85+	2	<1%	1.25	19	1%	11.89	7	1%	4.38	7	<1%	4.38	11	1%	6.88
Total**	**598**	**100%**	**5.35**	**2,545**	**100%**	**22.76**	**1,158**	**100%**	**10.36**	**1,870**	**100%**	**16.72**	**783**	**100%**	**7.00**

* Only suspected serious injuries reported by law enforcement on the crash report. ** Total includes suspected serious injuries with unknown age.
Source: CODES 2024, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2024, GEMSIS 2024

SCHOOL BUS-RELATED FATAL CRASHES

From 2020 to 2024, there were 22 fatal school bus-related crashes in Georgia, in which 23 people of all ages were fatally injured—three (3) of whom were school-aged children under 18 years old.

- Among the three (3) school-age fatalities, one (1) was an occupant of school transportation vehicles and two (2) were pedestrians. There were no fatalities among school-aged children in 2020 and 2022.
- Of the 23 school bus-related fatalities, 1 was a school bus passenger, 4 were non-motorists, and 18 were occupants of other passenger vehicles involved in the school bus-related crash.

Pedestrian Race/Hispanic Origin

In 2024, non-Hispanic Black pedestrians represented the highest proportion (43%) of pedestrians fatally injured in motor vehicle traffic crashes and 32% of the Georgia residential population, compared to non-Hispanic White pedestrians, who represent 34% of pedestrian fatalities and 49% of the population (Table 19).

The non-Hispanic Black pedestrian fatality rate was higher than any other race/ethnicity – 3.50 per 100,000 population. The pedestrian fatality rate per population among non-Hispanic Black individuals is more than double (2.0 times) the pedestrian fatality rate experienced among non-Hispanic White.

Table 19. **Pedestrian Fatalities by Race/Hispanic Origin, 2024**

Race / Hispanic Origin	Georgia Population Percent of Total Population	Pedestrian Fatalities		Rate per 100,000 Population
		Number	Percent	
Hispanic	12%	32	11%	2.60
White, non-Hispanic	49%	96	34%	1.76
Black, non-Hispanic	32%	124	43%	3.50
Asian, non-Hispanic	5%	34	12%	6.47
All Other non-Hispanic or Race	2%	--	--	**
Unknown Race and Unknown Hispanic	0%	--	--	**
TOTAL	100%	**286**	100%	2.59

Note: Race and Hispanic origin are not available in crash records.
Source: FARS 2024

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 60% of all pedestrians involved in motor vehicle traffic crashes (1,909 out of 3,159 pedestrians). Of those pedestrians with known equipment use, 5% were using lighting or reflective clothing (92 out of 1,909).

Bicycle Helmet Use

In 2024, of those bicyclists with known safety equipment use, 24% wore a helmet, reflective clothing, or lighting (222 out of 917). Among the 77 bicyclists fatally injured in traffic crashes between 2022 and 2024, 14% were helmeted, 71% were un-helmeted, and 14% 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 20 presents the distribution of people fatally injured on personal conveyances as a percentage of total traffic fatalities in 2020-2024.

Table 20. **Total Traffic Fatalities and Personal Conveyance Fatalities, 2020–2024**

Year	Total Traffic Fatalities	Personal Conveyance	
		Number	Percent
2020	1,658	--	--
2021	1,809	--	--
2022	1,796	5	0.28%
2023	1,610	8	0.50%
2024	1,403	5	0.36%

Source: FARS 2020-2024

Georgia CODES acknowledges that e-bikes, motorized bicycles, and other micro-mobility “vehicles” are an emerging traffic safety issue in the state. Georgia CODES is currently working with Georgia task teams and GDOT to identify methods for analyzing the involvement of motorized bicycles in crashes for inclusion in future publications.

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.

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

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Appendix

Pedestrians and Bicyclists (Non-Motorists) Georgia Traffic Safety Facts (2024)

This document is the appendix for the **2024 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, 2022-2024 *(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	Cherokee	Woodstock	7	38,473	18.19 *(62)*	0.5
	Clayton	Forest Park	19	19,368	98.10 *(7)*	2.6
		Jonesboro	8	6,140	130.29 *(4)*	3.4
		Riverdale	8	14,672	54.53 *(23)*	1.4
	Cobb	Kennesaw	9	34,683	25.95 *(50)*	0.7
		Mableton	13	42,403	30.66 *(44)*	0.8
		Marietta	34	62,769	54.17 *(24)*	1.4
		Smyrna	17	56,566	30.05 *(45)*	0.8
	Dekalb	Belvedere Park	16	14,442	110.79 *(6)*	2.9
		Brookhaven	26	57,945	44.87 *(32)*	1.2
		Candler-McAfee	7	21,316	32.84 *(39)*	0.9
		Chamblee	22	31,841	69.09 *(11)*	1.8
		Decatur	7	24,307	28.80 *(46)*	0.8
		Doraville	12	10,780	111.32 *(5)*	2.9
		Dunwoody	8	51,713	15.47 *(64)*	0.4
		East Point	22	5,568	395.11 *(1)*	10.4
		Panthersville	18	8,840	203.62 *(2)*	5.4
		Redan	15	30,426	49.30 *(29)*	1.3
		Stonecrest	41	60,677	67.57 *(13)*	1.8
		Tucker	21	36,975	56.80 *(20)*	1.5
	Douglas	Douglasville	8	39,049	20.49 *(58)*	0.5
		Lithia Springs	8	16,138	49.57 *(28)*	1.3
	Fayette	Fayetteville	5	20,083	24.90 *(52)*	0.7
	Fulton	Alpharetta	7	67,056	10.44 *(65)*	0.3
		Johns Creek	5	81,108	6.16 *(66)*	0.2
		Roswell	21	91,706	22.90 *(55)*	0.6
		Sandy Springs	18	105,793	17.01 *(63)*	0.4

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
		South Fulton	21	110,920	18.93 *(61)*	0.5
		Union City	6	27,832	21.56 *(57)*	0.6
		College Park	27	13,867	194.71 *(3)*	5.1
		Atlanta	383	510,823	74.98 *(9)*	2.0
	Gwinnett	Lawrenceville	10	31,015	32.24 *(40)*	0.8
		Peachtree Corners	10	42,136	23.73 *(54)*	0.6
Other Urban Region	Bartow	Cartersville	11	24,937	44.11 *(33)*	1.4
	Bibb	Macon-Bibb County	81	156,512	51.75 *(26)*	1.7
	Bulloch	Statesboro	7	34,452	20.32 *(59)*	0.7
	Camden	Kingsland	7	20,343	34.41 *(37)*	1.1
	Carroll	Carrollton	7	27,793	25.19 *(51)*	0.8
	Chatham	Pooler	6	29,544	20.31 *(60)*	0.7
		Savannah	91	147,748	61.59 *(17)*	2.0
	Clarke	Athens-Clarke	36	128,628	27.99 *(47)*	0.9
	Dougherty	Albany	22	66,877	32.90 *(38)*	1.1
	Effingham	Rincon	5	11,624	43.01 *(34)*	1.4
	Floyd	Rome	12	38,111	31.49 *(43)*	1.0
	Glynn	Brunswick	8	15,404	51.93 *(25)*	1.7
	Hall	Gainesville	15	47,265	31.74 *(42)*	1.0
	Houston	Warner Robins	23	84,537	27.21 *(49)*	0.9
	Liberty	Hinesville	9	36,181	24.87 *(53)*	0.8
	Lowndes	Valdosta	12	55,025	21.81 *(56)*	0.7
	Muscogee	Columbus	73	201,877	36.16 *(36)*	1.2
	Paulding	Hiram	5	5,353	93.41 *(8)*	3.1
	Richmond	Augusta-Richmond	84	200,884	41.82 *(35)*	1.4
	Spalding	Griffin	15	24,044	62.39 *(16)*	2.0
	Troup	LaGrange	9	32,343	27.83 *(48)*	0.9
	Whitfield	Dalton	11	34,508	31.88 *(41)*	1.0
Rural Region	Baldwin	Milledgeville	8	16,486	48.53 *(30)*	1.8
	Colquitt	Moultrie	8	14,565	54.93 *(22)*	2.0
	Laurens	Dublin	10	16,008	62.47 *(15)*	2.3
	Polk	Cedartown	7	10,300	67.96 *(12)*	2.5
	Sumter	Americus	8	15,703	50.95 *(1)*	1.9
	Thomas	Thomasville	9	18,558	48.50 *(31)*	1.8
	Tift	Tifton	10	17,357	57.61 *(19)*	2.1
	Toombs	Vidalia	6	10,741	55.86 *(21)*	2.1
	Upson	Thomaston	7	9,876	70.88 *(10)*	2.6
	Ware	Waycross	9	13,714	65.63 *(14)*	2.4
	Wayne	Jesup	6	10,065	59.61 *(18)*	2.2

Georgia Census Designated Places (CDPs) with 1-4 Pedestrian Serious Injury or Fatalities between 2022-2024 *(n=151)*

Acworth	Covington	Georgetown	Monroe	St. Simons
Adairsville	Cumming	Greensboro	Montezuma	Statham
Alapaha	Cuthbert	Gresham Park	Morrow	Stockbridge
Ashburn	Dacula	Hahira	Mount Vernon	Sumner
Austell	Dahlonega	Hamilton	Newnan	Suwanee
Avondale Estates	Dallas	Hampton	Norcross	Swainsboro
Bainbridge	Dawsonville	Hannahs Mill	North Decatur	Sylvania
Baxley	Deenwood	Hapeville	North Druid Hills	Sylvester
Blakely	Dillard	Hardwick	Oakwood	Tallapoosa
Bloomingdale	Dock Junction	Hartwell	Palmetto	Tarrytown
Bonanza	Douglas	Hazlehurst	Patterson	Thomson
Braselton	Duluth	Helen	Peachtree City	Thunderbolt
Bremen	Eastman	Henderson	Pearson	Trenton
Buford	Eatonton	Higgston	Pelham	Tybee Island
Cairo	Echols County	Jackson	Perry	Tyrone
Calhoun	Elberton	Jasper	Phillipsburg	Varnell
Camilla	Empire	Jefferson	Pine Lake	Vienna
Canton	Euharlee	Lakeland	Port Wentworth	Villa Rica
Carnesville	Evans	Lavonia	Portal	Vinings
Cave Spring	Experiment	Lilburn	Powder Springs	Warrenton
Cecil	Fair Oaks	Loganville	Quitman	Washington
Centerville	Fairburn	Lovejoy	Raoul	Waynesboro
Clarkston	Fairview	Luthersville	Reynolds	Webster County
Clayton	Fitzgerald	Lyons	Ringgold	White Plains
Cochran	Flemington	Madison	Rockmart	Wilmington Island
Colquitt	Flowery Branch	Martinez	Sandersville	Winder
Concord	Folkston	McCaysville	Scottdale	Wrightsville
Conley	Forsyth	McDonough	Skidaway Island	
Conyers	Fort Oglethorpe	Meigs	Snellville	
Cordele	Fort Valley	Metter	Soperton	
Country Club Estates	Garden City	Milton	St. Marys	

Georgia Census Designated Places (CDPs) with ***No*** Pedestrian Serious Injury or Fatalities between 2022-2024 *(n=405)*

Abbeville	Ball Ground	Brooks	Clermont	Dearing
Adel	Barnesville	Broxton	Cleveland	Deepstep
Adrian	Bartow	Buchanan	Climax	Demorest
Ailey	Barwick	Buckhead	Cobbtown	Denton
Alamo	Bellville	Buena Vista	Cohutta	Dewy Rose
Aldora	Berkeley Lake	Butler	Colbert	Dexter
Allenhurst	Berlin	Byromville	Coleman	Doerun
Allentown	Bethlehem	Byron	Collins	Donalsonville
Alma	Between	Cadwell	Comer	Dooling
Alston	Bishop	Calvary	Commerce	Druid Hills
Alto	Blackshear	Camak	Coolidge	Du Pont
Ambrose	Blairsville	Canon	Cornelia	Dudley
Andersonville	Blue Ridge	Canoochee	Crawford	Dutch Island
Appling	Bluffton	Carl	Crawfordville	Eagle Grove
Arabi	Blythe	Carlton	Crooked Creek	East Dublin
Aragon	Bogart	Cedar Springs	Culloden	East Ellijay
Arcade	Boston	Centralhatchee	Cusseta-Chattahoochee	East Griffin
Argyle	Bostwick	Chatsworth	Daisy	East Newnan
Arlington	Bowdon	Chattahoochee Hills	Damascus	Edge Hill
Arnoldsville	Bowersville	Chattanooga Valley	Danielsville	Edison
Attapulgus	Bowman	Chauncey	Danville	Ellaville
Auburn	Boykin	Cherry Log	Darien	Ellenton
Avalon	Braswell	Chester	Dasher	Ellijay
Avera	Brinson	Chickamauga	Davisboro	Emerson
Baconton	Bronwood	Clarkesville	Dawson	Enigma
Baldwin	Brooklet	Claxton	De Soto	Ephesus

Georgia Census Designated Places (CDPs) with No Pedestrian Serious Injury or Fatalities between 2022-2024 (n=405)…continued

Epworth	Ivey	Mitchell	Rayle	Sunnyside
Eton	Jacksonville	Molena	Rebecca	Sunset Village
Fairmount	Jakin	Montgomery	Reed Creek	Surrency
Fargo	Jeffersonville	Monticello	Register	Sycamore
Flovilla	Jenkinsburg	Montrose	Reidsville	Talahi Island
Fort Gaines	Jersey	Moody AFB	Remerton	Talbotton
Fort Stewart	Junction City	Moreland	Rentz	Talking Rock
Franklin	Keysville	Morgan	Resaca	Tallulah Falls
Franklin Springs	Kings Bay Base	Morganton	Rest Haven	Talmo
Funston	Kingston	Morven	Rhine	Taylorsville
Garfield	Kite	Mount Airy	Riceboro	Temple
Gay	Knoxville	Mount Zion	Richland	Tennille
Geneva	LaFayette	Mountain City	Richmond Hill	The Rock
Gibson	Lake City	Mountain Park	Riddleville	Tiger
Gillsville	Lake Park	Nahunta	Roberta	Tignall
Girard	Lakeview	Nashville	Robins AFB	Toccoa
Glennville	Lakeview Estates	Nelson	Rochelle	Toomsboro
Glenwood	Leary	Newborn	Rockingham	Trion
Good Hope	Leesburg	Newington	Rocky Ford	Tunnel Hill
Gordon	Lenox	Newton	Roopville	Turin
Graham	Leslie	Nicholls	Rossville	Twin City
Grantville	Lexington	Nicholson	Royston	Ty Ty
Gray	Lilly	Norman Park	Russell	Unadilla
Grayson	Lincoln Park	Norristown	Rutledge	Union Point
Greenville	Lincolnton	North High Shoals	Sale City	Unionville
Grovetown	Lindale	Norwood	Salem	Uvalda
Gumbranch	Lithonia	Nunez	Santa Claus	Vernonburg
Gumlog	Locust Grove	Oak Park	Sardis	Vidette
Guyton	Lone Oak	Ochlocknee	Sasser	Waco
Hagan	Lookout Mountain	Ocilla	Satilla	Wadley
Haralson	Louisville	Oconee	Sautee-Nacoochee	Waleska
Harlem	Ludowici	Odum	Scotland	Walnut Grove
Harrison	Lula	Offerman	Screven	Walthourville
Hawkinsville	Lumber City	Oglethorpe	Senoia	Warm Springs
Hephzibah	Lumpkin	Oliver	Seville	Warwick
Heron Bay	Lyerly	Omega	Shady Dale	Watkinsville
Hiawassee	Manassas	Orchard Hill	Shannon	Waverly Hall
Hilltop	Manchester	Oxford	Sharon	West Point
Hiltonia	Mansfield	Parrott	Sharpsburg	Whigham
Hoboken	Marshallville	Pavo	Shellman	White
Hogansville	Martin	Pembroke	Shiloh	Whitemarsh Island
Holly Springs	Matthews	Pendergrass	Siloam	Whitesburg
Homeland	Maxeys	Perkins	Sky Valley	Willacoochee
Homer	Maysville	Pine Mountain	Smithville	Williamson
Homerville	McIntyre	Pinehurst	Social Circle	Winterville
Hoschton	McRae-Helena	Pineview	Sparks	Woodbine
Howard	Meansville	Pitts	Sparta	Woodbury
Hull	Mendes	Plains	Springfield	Woodland
Ideal	Menlo	Plainville	Stapleton	Woodville
Ila	Midville	Porterdale	Stillmore	Woolsey
Indian Springs	Midway	Poulan	Stone Mountain	Wrens
Iron City	Milan	Pulaski	Sugar Hill	Yatesville
Irondale	Millen	Putney	Summertown	Yonah
Irwinton	Milner	Ranger	Summerville	Young Harris
Isle of Hope	Mineral Bluff	Ray City	Sunny Side	Zebulon