

Georgia Traffic Safety Facts

2024 Data

October 2026

In this fact sheet, information is presented as follows.

- Fatality & Injury Rates
- Police-Reported Crashes
- Urban vs. Rural Trends
- Traffic Safety Highlights by Emphasis Area
- Georgia Traffic Safety Performance Measures

Other topic-specific, *Georgia Traffic Safety Facts* available for 2024 are:

- [Distracted Driving](#)
- [Pedestrians & Bicyclists \(Non-Motorists\)](#)
- [Motorcycles](#)
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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 the Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH).



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OVERVIEW OF MOTOR VEHICLE CRASHES IN 2024

This fact sheet provides an overview of traffic fatalities, serious injuries, and crashes on Georgia roadways, in addition to topic-specific emphasis areas and a summary table of Georgia Traffic Safety Performance Measures.

2024 Key Findings

Traffic Fatalities

- In Georgia, there were 1,403 motor vehicle traffic fatalities in 2024, resulting in 1.15 traffic fatalities for every 100 million vehicle miles traveled (VMT). Although Georgia ranks fifth in the number of fatalities in the nation, it ranks 30th in fatalities per 100M VMT.
- Georgia traffic fatalities decreased by 13% from 1,610 in 2023 to 1,403 in 2024.
 - All Regions (Atlanta, Other Urban, and Rural) experienced a decrease in the number of total traffic fatalities, passenger vehicle occupant fatalities, unrestrained passenger vehicle occupant fatalities, alcohol-related fatalities, fatalities involving young drivers aged 15-to-20 years, and fatalities involving older drivers aged 65+ years.
 - Rural Regions experienced an increase in the number of speeding-related fatalities and fatalities involving large trucks.
 - Other Urban Regions also experienced an increase in the number of motorcyclist fatalities, pedestrian fatalities, bicyclist fatalities, and fatalities involving large trucks.

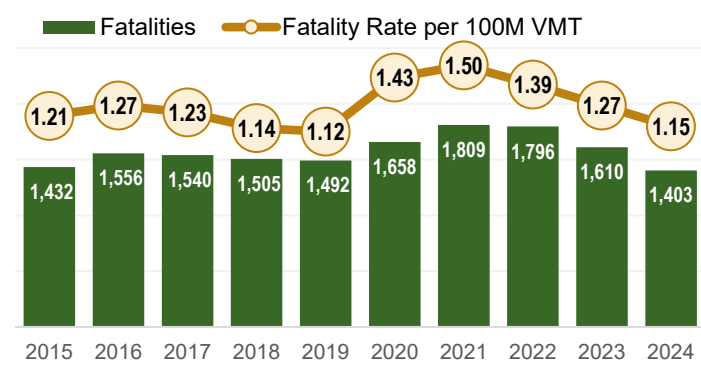
Serious Traffic Injuries & Cost

- Between 2021 and 2024, the number of suspected serious crash injuries reported by law enforcement responding to a motor vehicle traffic incident decreased by 11%, from 8,937 in 2021 to 7,950 in 2024. Car passenger vehicle and light truck passenger vehicle occupants (pickup trucks, vans, and sports utility vehicles) continue to have the highest proportion of serious injuries in traffic crashes.
- Approximately 3% of all Emergency Medical Services (EMS) 911 calls were related to motor vehicle traffic incidents (motor vehicle occupants, motorcyclists, pedestrians, and bicyclists) where EMS transported persons to a hospital (40,080 EMS transports). According to Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 28% of all injuries treated by designated and non-designated trauma centers across Georgia. In 2024, the total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was \$2.8 billion for 8,488 motor vehicle traffic-related hospitalizations and 96,008 motor vehicle traffic-related emergency room visits.

Fatalities and Injury Rates

Traffic-related fatalities in Georgia decreased by 13% from 1,610 roadway fatalities in 2023 to 1,403 fatalities in 2024. The rate of traffic fatalities for every 100 million vehicle miles traveled (VMT) decreased by 4% from 1.27 in 2023 to 1.15 in 2024. According to the Federal Highway Administration (FHWA) Office of Highway Policy Information Traffic Volume Trends, vehicle miles traveled in Georgia decreased by 2% between 2023 and 2024.

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



Source: FARS 2015–2024

In 2024, the state of Georgia ranked as the fifth-highest by number of traffic fatalities and 30th by fatality rate (traffic fatalities per 100M VMT) in the nation. Historically, Georgia has ranked fourth among U.S. states in the number of traffic fatalities for at least the past decade. Between 2023 and 2024, the number of national traffic fatalities decreased by 4%, and the national fatality rate per 100M VMT decreased by 6%. During this time, Georgia experienced a 13% decrease in traffic fatalities and a 9% decrease in the fatality rate per 100M VMT.

Although Georgia has the second-highest number of traffic fatalities in National Highway Traffic Safety Administration (NHTSA) Region IV, it has the lowest fatality rate per 100M vehicle miles traveled (VMT) among the five Southeastern states. The number of traffic fatalities within NHTSA Region IV decreased by 7% from 2023 to 2024, and the fatality rate per 100M VMT decreased by 8%.

Table 1. Traffic Fatalities, Fatality Rate per 100M VMT by Region and Year (2022-2024)

Region	Traffic Fatalities					Fatality Rate per 100M VMT				
	2022	2023	2024	Percentage Change		2022	2023	2024	Percentage Change	
				3-Year Comparison (2022-2024)	1-Year Comparison (2023-2024)				3-Year Comparison (2022-2024)	1-Year Comparison (2023-2024)
National	42,721	41,025	39,254	-8%	-4%	1.34	1.26	1.19	-11%	-6%
NHTSA Region IV AL, FL, GA, SC, TN	8,739	8,329	7,738	-11%	-7%	1.53	1.43	1.32	-14%	-8%
Georgia	1,796	1,610	1,403	-22%	-13%	1.39	1.27	1.15	-17%	-9%

Source: FARS 2022-2024

Table 2 below shows Georgia’s traffic fatality rate per vehicle miles traveled, population, licensed drivers, and registered vehicles. The traffic fatality rates (per 100M VMT, population, licensed drivers, and registered vehicles) decreased in 2024 compared to 2023.

- Vehicle miles traveled decreased by 4% (4.7 million fewer miles), resulting in a decreased fatality rate of **1.15** traffic fatalities per 100M VMT.
- Population increased by 1% (+140,539 people), resulting in **12.5** traffic fatalities per 100,000 people.
- Licensed drivers increased by 2% (+176,814 drivers), resulting in **16.0** traffic fatalities per 100,000 licensed drivers.
- Registered vehicles increased by 1% (+116,411 vehicles), resulting in **13.1** traffic fatalities per 100,000 registered vehicles.

Table 2. **Georgia Traffic Fatality Rate per Vehicle Miles Traveled, Population, Licensed Drivers, and Registered Vehicles, 2015-2024**

Year	Traffic Fatalities	Vehicle Miles Traveled		Population		Licensed Drivers		Registered Vehicles	
		Number (millions)	Fatality Rate per 100M	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000	Number	Fatality Rate per 100,000
2015	1,432	118,107	1.21	10,214,860	14.0	7,337,619	19.5	9,136,983	15.7
2016	1,556	122,802	1.27	10,310,371	15.1	7,414,323	21.0	9,329,835	16.7
2017	1,540	124,733	1.23	10,429,379	14.8	7,512,197	20.5	9,578,056	16.1
2018	1,505	131,456	1.14	10,519,475	14.3	7,616,176	19.7	9,740,847	15.4
2019	1,492	133,128	1.12	10,617,423	14.0	7,761,810	19.2	10,453,617	14.3
2020	1,658	115,967	1.43	10,732,595	15.4	8,332,657	19.9	10,349,694	16.0
2021	1,809	120,600	1.50	10,793,038	16.8	8,007,598	22.6	10,352,085	17.5
2022	1,796	129,209	1.39	10,929,992	16.4	8,372,071	21.5	10,458,845	17.2
2023	1,610	126,772	1.27	11,063,669	14.6	8,564,852	18.8	10,568,942	15.2
2024	1,403	122,000	1.15	11,204,208	12.5	8,741,666	16.0	10,685,353	13.1

Note: The number of licensed drivers includes licensure from all classes (e.g., commercial and motorcycle). Licenses reported in 2015 include suspended licenses, and licenses reported in 2016-2024 are valid licenses. Source: FARS 2015-2024, OASIS 2015-2024, DDS 2015-2024, FY2015-FY2024 DOR Annual Reports.

Suspected Serious Crash Injuries

Between 2021 and 2024, the number of suspected serious crash² injuries decreased by 11%, from 8,937 to 7,950 in 2024 (Table 3). In 2024, there were 6.27 serious traffic injuries per 100M VMT (a 15% decrease from 2021) and 2,142 serious traffic injuries per 100,000 traffic crashes (a 7% decrease from 2021).

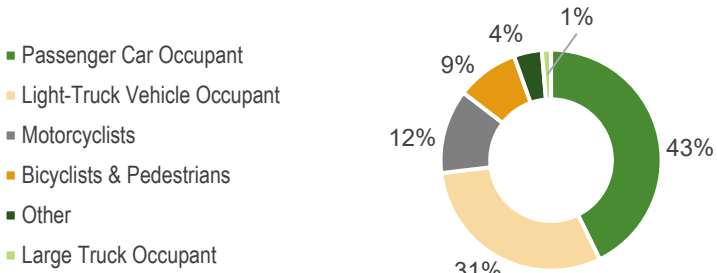
Traffic-related serious injuries by person type are shown in Figure 2. Passenger vehicle occupants continue to have the highest proportion of serious injuries in traffic crashes. People in passenger vehicles (cars and light trucks) represented nearly three-quarters of all traffic-related serious injuries in 2024. Vulnerable road users (non-motorists and motorcyclists) represented nearly one-fifth (21%) of all serious injuries, despite being involved in less than 3% of all motor vehicle traffic crashes.

Table 3. **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: FFY2026 GOHS Core Performance Measures

Figure 2. **Serious Injuries by Person Type, 2024**



Source: CODES 2024
Light trucks include pickup trucks, SUVs, and vans.

² Suspected Serious Injuries are reported by law enforcement responding to a motor vehicle crash scene. Suspected serious injury is 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. See Data Considerations for more information on serious injuries.

Emergency Medical Services

According to the Georgia Emergency Medical Services Information System, motor vehicle traffic-related incidents accounted for 3% of all Emergency Medical Services (EMS) 911 calls in 2024. More than four-fifths of all motor vehicle-related (traffic and non-traffic-related) EMS transports (41,165 out of 50,371 EMS transports) were reported with a motor-vehicle-traffic-related ICD-10 code. Of the 41,165 motor vehicle traffic-related incidents reported as seen or transported by EMS in 2024, 84% were motor vehicle occupants, 6% were motorcyclists, 8% were non-motorists, and 2% were other motor vehicle-related incidents. Compared to other age groups, persons in the 25-to-34 age group have the highest rate of motor vehicle traffic-related EMS transports – 557.0 transports for every 100,000 population.

Emergency Room Visits & Hospitalizations

In 2024, there were a total of 96,008 motor vehicle traffic-related emergency room (ER) visits and 8,488 motor vehicle traffic-related hospitalizations.¹ Of those motor vehicle traffic-related injuries, motor vehicle occupants accounted for 65% of the ER visits and 38% of the hospitalizations. Also, nearly 30% of motor vehicle traffic-related ER visits and hospitalizations were reported as other or unspecified person type. Compared to other age groups, persons in the 21-to-24 age group have the highest rate of motor vehicle traffic-related ER visits and hospitalizations– 1,513.7 ER visits and 118.2 hospitalizations for every 100,000 population. The total motor vehicle traffic-related hospitalization and emergency room charges in Georgia was **\$2.8 billion**.

Trauma Center Patients

According to the Georgia Trauma Registry data, motor vehicle traffic-related incidents accounted for 28% of all injuries treated by designated and non-designated Trauma Centers² across the state of Georgia in 2024. Of the 12,706 motor vehicle traffic-related trauma patients treated, 77% were motor vehicle occupants, 12% were motorcyclists, and 9% were non-motorists (pedestrians and bicyclists). Compared to other age groups, persons in the 21-to-24 age group have the highest rate of trauma – 178.0 trauma patients for every 100,000 population.

Table 4. Motor Vehicle Traffic-Related Serious Injuries and Percent of Total Serious Injuries by Injury Surveillance Source, 2024

Person Type	Police-Reported Suspected Serious Crash Injuries		Emergency Medical Services		Trauma Center		Emergency Room		Hospitalizations	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Motor Vehicle Occupant	5,922	74%	34,490	84%	9,726	77%	62,885	65%	3,223	38%
Motorcyclists	978	12%	2,508	6%	1,558	12%	4,083	4%	1,350	16%
Pedestrians	598	8%	2,563	6%	1,159	9%	1,870	2%	783	9%
Bicyclists	127	2%	707	2%	259	2%	376	0%	104	1%
Other / Unspecified	325	4%	897	2%	4	<1%	26,794	28%	3,028	36%
All Person Types	7,950	100%	41,165	100%	12,706	100%	96,008	100%	8,488	100%

Source: CODES 2024, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2024, GEMSIS 2024

¹ Hospitalization may include individuals who visited the emergency room. Emergency room visits only include individuals who were discharged directly from the emergency room. Hospitalizations and emergency room visits are for Georgia residents only, while fatalities can be a resident from another state.
² Not all hospitals are designated as Trauma Centers.

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 5. **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.

Crash Types

Table 6 displays the number of traffic fatalities by crash type and the number of vehicles involved in fatal crashes for 2022 and 2024. The number of fatalities in multi-vehicle fatal crashes decreased by 15%, from 1,101 fatalities in 2022 to 936 fatalities in 2024.

- **26%** of all fatal crashes (362 out of 1,403) occurred at an **intersection** or within 50 feet of an intersection perimeter (intersection-related). The number of total fatal crashes that occurred at an intersection or intersection-related decreased by 6% from 386 in 2022 to 362 in 2024.
- **45%** of all fatal crashes were a result of a vehicle **departing the roadway** by crossing an edge line or a center line. Centerline crossing may result in a head-on collision when the vehicle enters the opposing lane of traffic. The number of single-vehicle, roadway departure, fatal crashes decreased by 34% from 647 in 2022 to 428 in 2024.
- **14%** of all fatal crashes **involved large trucks** (commercial and non-commercial trucks with a gross vehicle weight rating of over 10,000 pounds). The number of multi-vehicle, fatal crashes involving large trucks decreased by 24%, from 236 in 2022 to 179 in 2024.

Table 6. **Traffic Fatalities by Crash Type, 2022 and 2024**

Fatal Crash Types	2022			2024			2022-2024 Percentage Change		
	Total Fatal Crashes*	Single Vehicle	Multi-Vehicle	Total Fatal Crashes*	Single Vehicle	Multi-Vehicle	Total Fatal Crashes	Single Vehicle	Multi-Vehicle
Fatal Crashes	1,796	695	1,101	1,403	467	936	▼ -22%	▼ -33%	▼ -15%
Intersection (or Intersection-Related)	386	30	356	362	38	324	▼ -6%	▲ 27%	▼ -9%
Roadway Departure	901	647	254	632	428	204	▼ -30%	▼ -34%	▼ -20%
Involving Large Trucks	270	34	236	197	18	179	▼ -27%	▼ -47%	▼ -24%

Source: FARS 2022 and 2024. *Total fatal crashes include crashes with an unknown number of vehicles involved in fatal crashes.

Fatal Crashes by Region: Urban vs. Rural

Figure 6 shows the number of traffic fatalities by region between 2015 and 2024. More than one-third of all Georgia fatal crashes occur in rural areas—although only 21% of the Georgia population lives in rural areas. Traffic fatalities in the eleven counties that make up the Atlanta region decreased by 11%, from 523 in 2022 to 464 in 2024.

Table 7 shows the one-year comparison of selected traffic categories by region. In comparison to the previous year, the following categories decreased in all three regions:

- Total traffic fatalities
- Passenger vehicle occupant fatalities
- Unrestrained passenger vehicle occupant fatalities
- Alcohol-Related Fatalities
- Involving Young Drivers Aged 15-to-20 Years
- Involving Older Drivers Aged 65+ Years

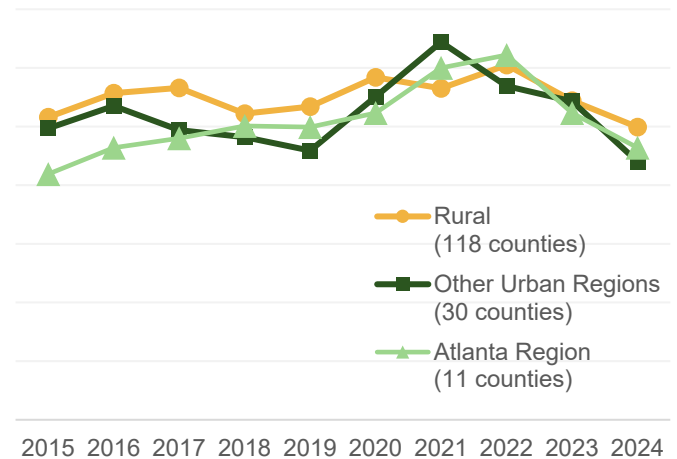
Rural Regions had increases in:

- Speed-Related Fatalities (17% increase)
- Fatalities Involving Large Trucks (4% increase)

Other Urban Regions had increases in:

- Motorcyclist fatalities (17% increase)
- Pedestrian fatalities (22% increase)
- Bicyclist fatalities (50% increase, +2 bicycle fatalities)
- Fatalities Involving Large Trucks (13% increase)

Figure 6. **Traffic Fatalities by Region, 2015-2024**



Source: FARS 2015-2024

Note: 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. It was previously categorized as "Other Urban".

See the 2021 *"Examining Crashes and Drivers in Rural Areas"* and *"Rural vs. Urban" Georgia Traffic Safety Facts* for more information regarding traffic crashes in rural areas.

Table 7. **One-Year Comparison of Georgia Regions**

Category	Atlanta Region (11 counties)				Other Urban Regions (30 counties)				Rural Regions (118 counties)			
	2023	2024	Change		2023	2024	Change		2023	2024	Change	
			Number	Percent			Number	Percent			Number	Percent
Total Traffic Fatalities	523	464	-59	▼ -11%	543	440	-103	▼ -19%	554	499	-55	▼ -10%
Passenger Vehicle Occupant Fatalities	296	226	-70	▼ -24%	297	276	-21	▼ -7%	404	343	-61	▼ -15%
Unrestrained Passenger Vehicle Occupant Fatalities	119	88	-31	▼ -26%	129	114	-15	▼ -12%	208	117	-91	▼ -44%
Motorcyclist Fatalities	56	60	4	▲ 7%	92	66	-26	▼ -28%	48	56	8	▲ 17%
Pedestrian Fatalities	150	153	3	▲ 2%	111	73	-38	▼ -34%	49	60	11	▲ 22%
Bicyclist Fatalities	6	6	--	- 0%	13	10	-3	▼ -23%	4	6	2	▲ 50%
Alcohol-Related Fatalities	149	107	-42	▼ -28%	134	113	-21	▼ -16%	147	106	-41	▼ -28%
Speed-Related Fatalities	118	115	-3	▼ -3%	101	118	17	▲ 17%	128	106	-22	▼ -17%
Fatalities Involving Large Trucks	52	49	-3	▼ -6%	56	58	2	▲ 4%	80	90	10	▲ 13%
Involving Young Drivers Aged 15-to-20 Years	68	67	-1	▼ -1%	64	57	-7	▼ -11%	60	54	-6	▼ -10%
Involving Older Drivers Aged 65+ Years	70	60	-10	▼ -14%	99	89	-10	▼ -10%	130	123	-7	▼ -5%

Source: FARS 2023 and 2024

ADDITIONAL GEORGIA TRAFFIC SAFETY FACTS BY EMPHASIS AREA

Below are selected key findings from the **2024 Georgia Traffic Safety Facts (GTSF)** by emphasis area. To access the full detailed report for each emphasis area, click the document icon (📄) next to the subsection title.

RISKY DRIVING 📄

- Drivers involved in fatal crashes with a positive blood alcohol concentration (BAC) were 3.2 times more likely to be speeding and 2.0 times more likely to be unrestrained compared to other tested drivers with no alcohol in their system.
- For those drivers involved in a fatal crash, nearly 1 out of 5 speeding drivers (19%) had a speeding conviction, and 2% of alcohol-impaired and/or drug-positive drivers had a DWI conviction (driving while intoxicated or impaired) previously recorded within five years.

SPEEDING 📄

- 24% of all fatal crashes involved at least one driver who was speeding in 2024.
- Compared to the previous year, speeding-related fatal crashes increased by 2%, serious injury speeding-related crashes increased by 13%, and all speeding crashes increased by 11% in 2024.
- By 2024, speeding-related fatal crashes had declined from the COVID-period averages across all regions. Compared to the pre-COVID average, Rural areas decreased by 6%, Atlanta region decreased by 20%, and Other Urban areas decreased by 14%.

IMPAIRED DRIVING 📄

- 23% of all traffic fatalities that occurred on Georgia roadways were alcohol-related compared to 30% nationwide. Alcohol-related fatal crashes in Georgia decreased by 24% in 2024.
- Repeat offenders were more likely to receive alcohol-related convictions, especially in non-severe and serious injury crashes; however, the conviction rate for alcohol-related offenses decreases as crash severity increases for both groups.

OCCUPANT PROTECTION (All Ages 📄 & Child 📄)

- Unrestrained passenger vehicle (PV) occupants of all ages are nearly 5.5 times more likely to be fatally injured compared to restrained occupants.
- Historically, rural counties have a higher percentage of unrestrained PV fatalities among occupants of all ages (children and adults) compared to the Atlanta region and other urban regions.
- Nearly one out of every four (23%) children under 8 years of age involved in motor vehicle crashes were reported to have transitioned too early from a child restraint system (as required by the law)³ to a seat belt restraint system.

DISTRACTED DRIVING 📄

- 54% of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver.
- 78% of all distraction-related crashes involved at least one other vehicle besides the distracted driver.

NON-MOTORISTS 📄

Pedestrians

- 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 40 mph. The motor vehicle-related, pedestrian hospitalization and emergency room visit charges were \$253.5 million for Georgia residents.

Bicyclists

- There was an average of 25 bicyclist fatalities in traffic crashes each year between 2020-2024. The motor vehicle-related, bicyclist hospitalization and emergency room visit charges were \$43.4 million for Georgia residents.

MOTORCYCLES 📄

- In 2024, there were 182 motorcyclist fatalities that occurred in motor vehicle traffic crashes on Georgia roadways.
- Half (50%) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license.
- In 2024, the total motorcycle-related hospitalization and emergency room charges in Georgia were \$358.2 million.

OLDER DRIVERS (55 Years and Older) 📄

- Older drivers (55+ years) accounted for 36% of all licensed drivers, 29% of all drivers involved in fatal crashes, and 22% of all drivers involved in motor vehicle crashes.

YOUNG DRIVERS (15-20 Years) 📄

- In 2024, there were 193 young drivers aged 15-to-20 years old involved in fatal crashes – a 10% increase since 2023 (17 more drivers).

³ § 40-8-76 (A), § 40-8-76 (D)

Georgia Traffic Safety Performance Measures

Georgia's Strategic Highway Safety Plan (SHSP) advances the state's "Toward Zero Deaths" vision by coordinating efforts to reduce crashes, injuries, and fatalities. To support this shared goal, the SHSP, the Highway Safety Plan (HSP), and the Highway Safety Improvement Program (**HSIP**) track common traffic safety performance measures and align state goals and target values. These measures fall into three categories: Universal Core (**UC**) performance measures that are reported by all states; Strategic Core (**SC**) performance measures that align with Georgia's funded highway safety program areas; and State-developed (**SD**) performance measures that address traffic safety issues and programmatic priorities that are specific to Georgia.

Traffic Safety Performance Measures		Year									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Traffic Fatalities	Total (UC-1, HSIP-1)	1,432	1,556	1,540	1,505	1,492	1,658	1,809	1,796	1,610	1,403
	Rural Roadways*	565	603	594	508	520	645	643	638	557	492
	Urban Roadways*	867	953	946	997	972	1,010	1,166	1,157	1,053	909
	Unknown	-	-	-	-	-	3	-	1	-	2
Serious Injuries (UC-2, HSIP-2)		4,896	5,206	5,370	6,401	7,308	7,606	8,937	8,660	8,171	7,950
Serious Injuries per 100 Million VMT (SD-1, HSIP-4)		4.15	4.28	4.25	4.79	5.53	6.58	7.41	6.70	6.48	6.27
Fatalities Per 100 Million VMT	Total (UC-3, HSIP-3)	1.21	1.27	1.23	1.14	1.12	1.43	1.50	1.39	1.27	1.15
	Rural Roadways*	1.98	2.01	2	1.55	1.63	2.23	2.13	1.47	1.74	1.32
	Urban Roadways*	0.97	1.03	1	1.01	0.96	1.16	1.29	1.36	1.12	1.07
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	1,008	1,047	1,056	994	990	1,065	1,192	1,093	997	848
	Restrained	488	484	488	448	514	502	522	455	416	377
	Unrestrained (UC-4)	411	472	464	441	385	461	557	521	462	371
	Unknown	109	91	104	105	91	102	113	117	119	100
Alcohol-Impaired Driving Fatalities (BAC=.08+) (UC-5)		358	378	357	379	355	371	470	509	427	325
Speeding-Related Fatalities (UC-6)		268	266	248	268	260	380	378	422	347	339
Motorcyclist Fatalities	Total (SC-2)	152	172	139	154	170	191	196	221	196	182
	Helmeted	138	154	119	134	151	167	168	192	178	155
	Un-helmeted	10	9	18	16	15	17	20	26	17	17
	Unknown	4	9	2	4	4	7	8	3	1	10
Drivers Involved in Fatal Crashes	Total	2,043	2,154	2,283	2,149	2,184	2,359	2,640	2,494	2,255	1,973
	Aged 15-20 (SC-3)	165	182	188	192	169	205	218	191	176	163
	Aged Under 21	168	188	194	192	172	209	226	202	183	168
	Aged 65+ (SC-4)	293	300	308	272	313	299	341	305	303	280
Pedestrian Fatalities (UC-7)		194	232	253	262	236	279	307	345	310	286
Bicyclist Fatalities (SC-1)		23	29	15	30	21	32	15	29	24	24
Non-Motorist Serious Injuries and Fatalities (SD-2, HSIP-5)		594	676	755	735	752	740	989	1,102	1,014	1,034
Observed Seat Belt Use (SD-4)		97.3	97.2	97.1	96.3	95.9	n/a	94.8	89.3	87.6	88.8

* See data considerations for the definition of rural/urban roadways. Source: FARS 2024

ACROSS TRAFFIC SAFETY EMPHASIS AREAS

Table 8 shows the percentage of crashes associated with selected traffic emphasis areas by crash severity. Severe crashes (crashes that result in at least one fatality or serious injury) are disproportionately associated with vulnerable road users, roadway departures, and risky driving behaviors, even when those factors represent a relatively small share of crashes overall.

- Motorcycles are involved in only 1% of all crashes but 14% of severe crashes. Similarly, pedestrians are involved in 1% of all crashes, but 11% of severe crashes. Large trucks, however, are much more consistent across crash types (7% of all traffic crashes compared to 8% of severe crashes).
- Roadway/lane departure crashes are strongly associated with severity. These crashes represent 13% of all crashes but 34% of severe crashes.
- Speed-related crashes increase from 5% of all crashes to 17% of severe crashes, and impairment from 3% to 17%. The most pronounced driver-behavior difference is unrestrained driving: 3% of all crashes compared with 22% of severe crashes—more than seven times the overall proportion.
- Drivers 65+ show a small increase from 17% overall to 18% of severe crashes, while drivers 15–20 decrease from 17% overall to 15% severe.

Table 8. **Across Traffic Safety Emphasis Areas, 2024**

Emphasis Area	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
ALL CRASHES				
Vehicle Types				
Large Trucks	7%	8%	6%	7%
Motorcycles	1%	14%	2%	<1%
Bicycles	<1%	2%	1%	<1%
Pedestrians	1%	11%	2%	<1%
All Crash Locations				
Roadway / Lane Departure	13%	34%	14%	12%
Roadway Departure	11%	28%	12%	10%
Lane Departure	2%	6%	2%	2%
Work Zone	3%	3%	3%	4%
Roadside	3%	3%	3%	4%
Intersection / Intersection-Related	43%	38%	49%	41%
ALL DRIVERS				
Risky Driving Behaviors				
Speeding	5%	17%	7%	4%
Impaired (confirmed/suspected alcohol and/or drug impairment)	3%	17%	5%	3%
Distracted Driving (confirmed/suspected)	54%	28%	46%	57%
Unrestrained Drivers	3%	22%	5%	2%
<i>Restrained Drivers</i>	98%	87%	95%	99%
Driver Age Group				
15-20	17%	15%	19%	17%
21-24	17%	16%	18%	16%
25-54	74%	70%	76%	73%
55-64	20%	19%	21%	20%
65+	17%	18%	18%	16%

Distracted driving in this table represents the sum of the **confirmed** and **suspected distracted** driving percentages.

- **Confirmed distracted driving** includes drivers who have at least one distracted-driving contributing factor reported on the crash report.
- **Suspected distracted driving** is an imputed measure derived from multiple contributing factors and based on a definition jointly developed by the Governor's Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation. The imputation of suspected distracted drivers includes drivers who indicate driver inattention and distraction. The imputation removes driver contributing factors, such as drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The definition also excludes some elements of roadway and vehicle contributing factors. The CODES Analytical Reference Guide is available upon request.

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. **Work zones** include police-reported active work zones, inactive work zones, other work zones, 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.

Passenger Vehicle (SUV, cars, pickup trucks, vans) Driver Seat Belt Restraint Use is based on known restraint use.

Data Definitions and Considerations:

The U.S. Department of Transportation's classifications of rural areas (and thus rural roadway segments) are based on land use at the census tract level and categorized as urban, urbanized, or rural. Rural roads are different from rural counties. Rural counties are based on population estimates obtained from the U.S. Census Bureau's 2021 American Community Survey at the county level, not the census tract level. Rural counties have a population of less than 50,000 based on the most recent census available. As a result of the differentiation in the definitions, urban road systems can be located within rural counties.

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.

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 a fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

The National Center for Health Statistics (NCHS), the Federal agency responsible for the use of the International Statistical Classification of Diseases and Related Health Problems, 10th revision (ICD-10) in the United States, has developed a clinical modification (CM) of the classification for morbidity (EMS, trauma, hospital, and ER data) purposes. ICD-10 Codes used were: 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

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

The Department of Driver Services provided licensing data for the year 2024. The driver licensing database is a live database system and represents the information at a point in time on the date of extraction.

Rural counties are counties that have a population of less than 50,000 according to the United States Decennial Census of 2020 or any future such census (O.C.G.A. 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.

Police crash reports are reviewed in a post hoc analysis by the Governor's Office of Highway Safety, the Georgia Department of Public Health, and the Georgia Department of Transportation using a jointly developed definition of suspected distracted driving based on multiple factors. The imputation of suspected distracted drivers includes drivers who indicate emotional distress and evidence of driver inattention and distraction. The imputation removes driver contributing factors that include drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The CODES Analytical Reference Guide is available upon request.

For More Information:

Other 2024 traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES):

- Risky Driving
- Impaired Driving
- Speeding
- Distracted Driving
- Non-Motorists (Pedestrians and Bicyclists)
- Occupant Protection
- Child Occupant Protection
- Motorcycles
- Older Drivers
- Young Drivers

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