Georgia Traffic Safety Facts

2024 Data

August 2026

In this fact sheet, information is presented as follows.

- Traffic-Related Fatalities and Injuries
- Driver Demographics
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  - Urban vs. Rural
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This fact sheet contains information from the Fatality Analysis Reporting System (FARS) and Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH). Refer to the 'Data Considerations' section regarding the data and information presented at the end of this publication.

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Speeding

Speeding is one of many risky driving behaviors that contribute to the occurrence of traffic crashes or traffic-related injuries and fatalities. Other types of risky behaviors may include not using a proper restraint system when operating a motor vehicle (unrestrained), alcohol impairment, drug use, distracted driving, and drowsy driving. Impaired driving, seat belt use, and distracted driving topics are covered in greater detail in the topic-specific Georgia Traffic Safety Facts publications. This fact sheet primarily focuses on speeding.

Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in a crash.

2024 Key Findings

- There were 1,312 fatal crashes that resulted in 1,403 traffic fatalities on Georgia roadways. Nearly one out of every four fatal crashes (24%) 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.
- Twenty-four percent (24%) of all traffic fatalities (339 out of 1,403) were speeding-related in 2024, compared to 22% (347 out of 1,610) in 2023.
- Among persons fatally or seriously injured in multi-vehicle speeding-related crashes, 59% were in the speeding vehicle and 41% were occupants of other vehicles or non-motorists.
- Twenty-three percent (23%) of speeding drivers with known BAC were impaired (.08+ g/dL). Drivers involved in fatal crashes with a positive blood alcohol concentration (BAC) were 3.2 times more likely to be speeding.
- Nearly three out of every ten speeding drivers (27%) had a prior speeding conviction, and 20% had a previously recorded suspension or revocation of their driver's license recorded within five years before the fatal crash.
- Speeding-related fatal crashes increased in both urban and rural regions during the COVID-residual impact period (2020–2022) compared with the pre-COVID average. By 2024, speeding-related fatal crashes had declined from the COVID-period averages across all regions. Rural areas decreased from an average of 103 to 97 (-6%), Atlanta region from an average of 128 to 102 (-20%), and Other Urban areas from an average of 125 to 108 (-14%). Despite these recent declines, 2024 levels remained above pre-COVID averages in every region.

Speeding-Related Fatalities and Injuries

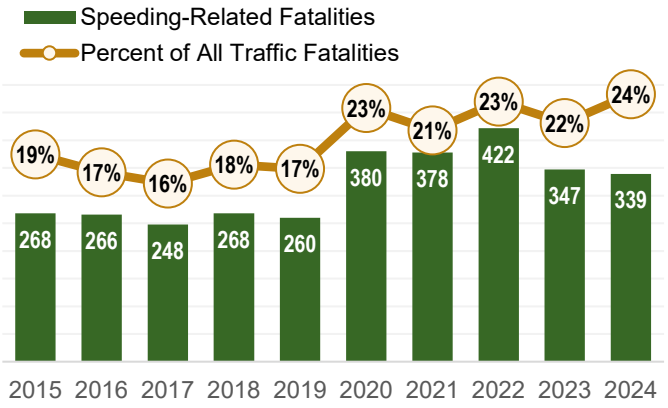
A ten-year trend shows that speeding-related fatalities *in*creased by 27%, from 268 in 2015 to 339 in 2024. Between 2023 and 2024, speeding-related fatalities *de*creased by 2%, from 347 to 339 fatalities. Twenty-four percent (24%) of all traffic fatalities (339 out of 1,403) were speeding-related in 2024, compared to 22% (348 out of 1,610) in 2023. Nationwide, 29% of all traffic-related fatalities were speeding-related in 2024. In 2024, suspected serious injuries in speeding-related crashes increased by 22%, from 1,095 in 2023 to 1,340.

Of the 18,728 crashes involving speeding drivers in 2024, 40% were multi-vehicle crashes and 60% were single-vehicle crashes (involving only the speeding vehicle). Less than half of all speeding-related serious injuries (43%, 570 of 1,340) and 44% of all speeding-related fatalities occurred in multiple-vehicle or non-motorist crashes (150 of 339).

Figure 2 shows the percentage of fatalities or serious injuries in multi-vehicle crashes that involve at least one confirmed speeding driver by person type in 2024.

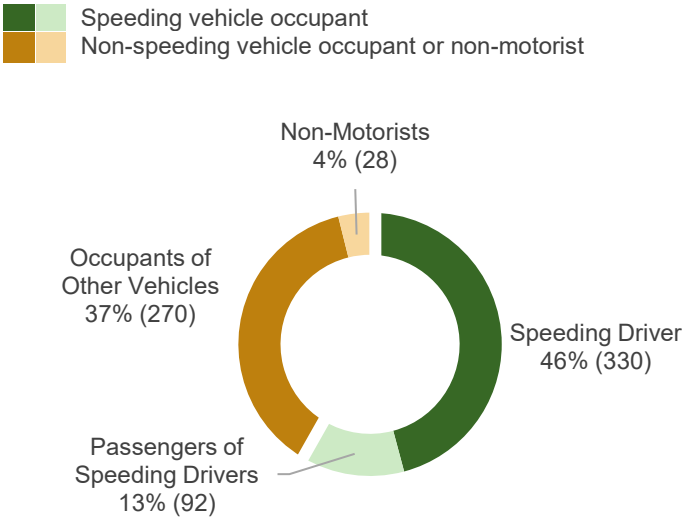
- 59% were in a speeding vehicle (represented by green in Figure 2) — 46% were the speeding drivers themselves.
- 41% were occupants of other vehicles or non-motorists (represented by yellow in Figure 2).
  - 37% were occupants of other vehicles that were *not* operated by the speeding driver.
  - 4% were non-motorists (i.e., pedestrians or bicyclists involved in multi-vehicle crashes).

Figure 1. **Speeding-Related Fatalities and Percent of Total Traffic-Related Fatalities, 2015-2024**



Source: FARS 2015–2024

Figure 2. **Percent of Persons Fatally or Seriously Injured in *Multi-Vehicle* Speeding-Related Crashes by Person Type, 2024**



570 Serious Injuries
150 Fatal Injuries

*Note: Non-motorists in single-vehicle crashes are not included.
Source: CODES 2024, FARS 2024

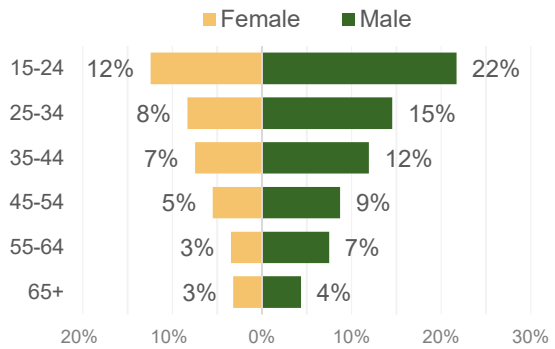
Driver Demographics

Age & Sex[1]

The proportion of speeding drivers involved in traffic crashes decreased with the increasing age of the driver. Among all drivers involved in speeding-related crashes in 2024, those aged 15 to 24 accounted for the highest percentage of all such traffic crashes (36%), serious injury crashes (34%), and fatal crashes (34%) compared to all other age groups.

Figure 3 shows the percent of drivers involved in serious injury and fatal crashes who were speeding by age group and sex. Among all age groups, young male drivers (in the 15-to-24 years age group) were most likely to be speeding at the time of the serious injury or fatal crash. In 2024, 22% of young male drivers and 12% of young female drivers involved in serious injury or fatal crashes were also speeding at the time of the crash, the highest among all age groups within the sex classification.

Figure 3. **Percent of Drivers Involved in Serious Injury and Fatal Crashes who were Speeding by Age Group and Sex, 2024**



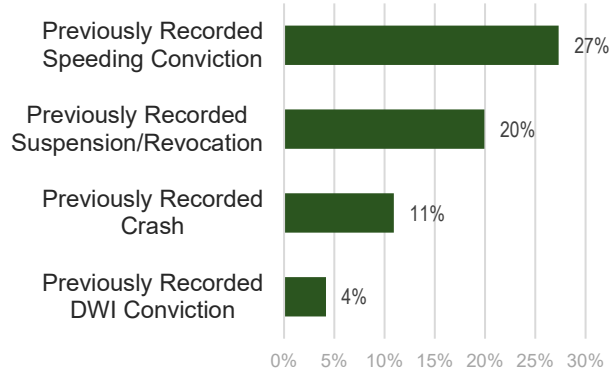
Source: FARS 2024, CODES 2024

Previous Convictions and Citations

In 2024, 27% of speeding drivers involved in fatal crashes had a previously recorded speeding conviction within five years prior to the crash. Additionally, 20% had a previously recorded suspension or revocation of their driver's license also within five years of the fatal crash.

From a law enforcement perspective, proving that speeding was a contributing factor in a crash is challenging. Of all drivers issued at least one citation after a Georgia motor vehicle traffic crash in 2024, 3% received a speeding-related citation. The number of post-crash speeding-related citations (O.C.G.A. 40-6-181 "speeding") decreased by 6% (from 311 in 2023 to 291 in 2024), and post-crash speeding citations based on conditions (O.C.G.A. 40-6-180 "too fast for conditions") decreased by 5% (from 6,030 in 2023 to 5,726 in 2024). The Georgia Department of Driver Services processed 225,329 speeding convictions (O.C.G.A. 40-6-181) for violations that occurred in 2024. Of those convictions, drivers in the 25-to-34 age group had more convictions (29%) compared to any other age group. These convictions processed by the Department of Driver Services may or may not have involved a motor vehicle traffic crash.

Figure 4. **Previous 5-Year Driving Records of Speeding Drivers Involved in Fatal Crashes, 2024**



311 speeding drivers involved in fatal crashes

Note: Previously recorded convictions, suspensions, or revocations may or may not have resulted in a motor vehicle traffic crash.
Source: FARS 2024

[1] Percents are calculated among drivers aged 15+ years with known age and sex

Crash Characteristics

This section describes speeding-related crashes at the crash level, not the driver or person level. Speeding-related serious injury or fatal crashes are crashes that have at least one person (driver, passenger, or non-occupant) with a serious injury or fatality.

Speeding-related crashes increased across all crash severity levels in 2024. Speeding-related fatal crashes increased 2%, serious injury crashes increased 13%, and total speeding-related crashes increased 11% compared with 2023.

Table 1. **Speeding-Related Crashes by Crash Type, 2022-2024**

Traffic Measure	2022	2023	2024
Speeding-related fatal crashes	388	300	307
Annual % Change	▲ *13%*	▽ *-22%*	▲ *2%*
Speeding-related serious injury crashes	995	995	1,120
Annual % Change	▽ *-1%*	No Change	▲ *13%*
Speeding-related crashes	17,115	16,933	18,728
Annual % Change	▽ *-4%*	▽ *-1%*	▲ *11%*

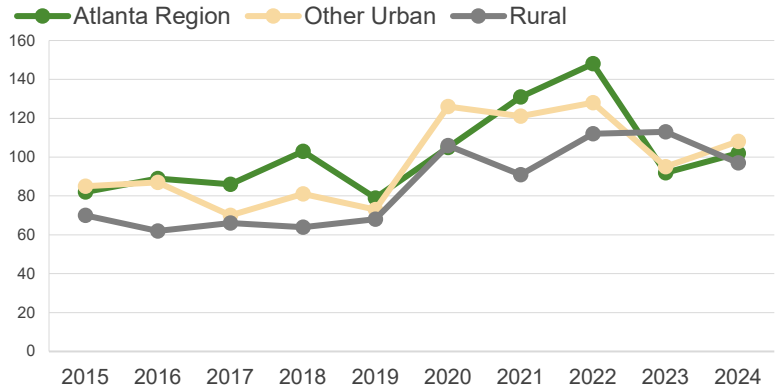
Source: CODES 2022-2024, FARS 2022-2024

Urban vs. Rural[2]

Speeding-related fatal crashes increased sharply across all regions beginning in 2020, with elevated levels continuing through 2022 (Figure 5). Despite improvement from the 2020–2022 peaks, 2024 levels remained above those observed during most of the pre-2020 period.

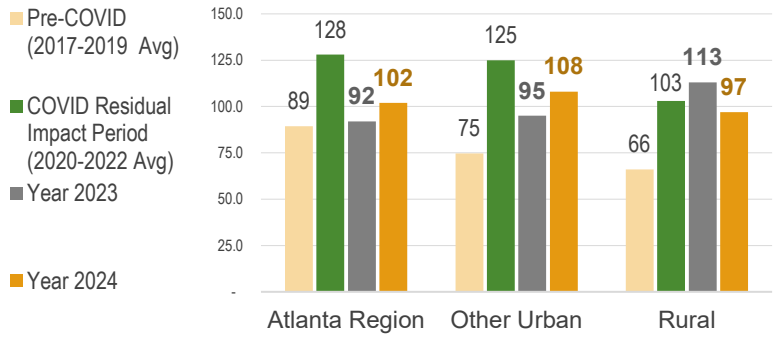
Speeding-related fatal crashes increased in all three geographic regions during the COVID-residual impact period (2020–2022) compared with the pre-COVID average (2017-2019). The largest increase occurred in rural areas, rising from an average of 66 to 113 crashes (+71%) per year. By 2024, speeding-related fatal crashes had declined from the COVID-period averages across all regions. Rural areas decreased from an average of 103 to 97 (-6%), Atlanta from an average of 128 to 102 (-20%), and Other Urban areas from an average of 125 to 108 (-14%). Despite these recent declines, 2024 levels remained above pre-COVID averages in every region. Compared with 2017–2019, 2024 speeding-related fatal crashes were approximately 15% higher in Atlanta, 44% higher in Other Urban areas, and 47% higher in Rural areas.

Figure 5. **Speeding-Related Fatal Crashes by Region, 2015-2024**



Source: FARS 2014-2023

Figure 6. **Average Georgia Speeding-Related Fatal Crashes Pre-COVID versus COVID-Residual Impact Period, 2017-2024**



Source: FARS 2017-2024

[2] Rural counties are counties that have a residential population of less than 50,000 people. This differs from roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 people within rural counties.

In 2024, 104 out of 159 Georgia counties experienced at least one speeding-related fatal crash. Fulton, DeKalb, and Gwinnett counties in the Atlanta Region had the highest number of speeding-related fatal crashes—19% of all speeding-related fatal crashes in Georgia were in these counties.

Other Urban Counties experienced the largest increase, with speeding-related fatal crashes rising from 95 in 2023 to 108 in 2024 (14% increase).

Despite the annual decline in speeding-related fatalities (from 113 to 97), rural counties continued to have the highest speeding-related fatal crash rate at 0.31 per 100 million VMT, compared with 0.27 in Other Urban Counties and 0.20 in the Atlanta Region.

Table 2. **Speeding-Related Fatal Crashes, Percent of Fatal Crashes that are Speeding-Related, and Speeding-Related Fatal Crash Rate (per 100M VMT) by Region, 2023 and 2024**

Region	2023			2024		
	Number	Percent	Rate	Number	Percent	Rate
Atlanta Region (11 counties)	92	20%	0.18	102	23%	0.20
Other Urban Counties (30 counties)	95	18%	0.23	108	24%	0.27
Rural Counties (118 counties)	113	23%	0.35	97	21%	0.31
Statewide	**300**	**20%**	**0.24**	**307**	**23%**	**0.25**

Source: FARS 2022-2023

See the Appendix for 2020-2024 speeding-related fatal crashes and 2024 speeding-related crashes by regional traffic enforcement network and county.

EXAMINING CRASHES AND DRIVERS IN RURAL AREAS

Rural areas have unique traffic safety challenges and considerations that differ from those in urbanized areas. Historically, Georgia rural communities are characterized as having predominantly farming, recreation-oriented, or resource-based industries. However, other environmental characteristics in rural areas may include traditional main street communities, college communities, edge communities (those located at the edge of metropolitan statistical areas), military edge communities, and gateway communities (those adjacent to public lands).

The Georgia Traffic Safety Facts issue brief called "*Examining Crashes and Drivers in Rural Areas*" (Georgia Crash Outcomes Data Evaluation System, 2023) examined differences in crashes, risky driving behaviors, restraint use, and post-crash outcomes between Georgia's rural and urban counties using 2019–2021 crash, EMS, hospital, and social vulnerability data. According to the study:

- Risky driving behaviors were more common in rural crashes, including higher proportions of unrestrained occupants, speeding, alcohol-impaired driving, and distracted driving.
- Rural counties had a higher proportion of fatal and serious injury (KA) crashes on non-interstate roadways than urban counties.
- Community vulnerability was positively associated with unrestrained fatalities and serious injuries. In other words, the more vulnerable a community is, the higher the proportion of unrestrained traffic-related fatalities and serious injuries that occur in that area.
- Rural crashes occurred farther from post-crash care facilities, although median EMS travel times were similar to those in urban counties.
- Patients involved in motor vehicle traffic crashes had higher hospital charges and longer lengths of stay in urban hospitals than in rural hospitals.

Census Designated Places

To identify speeding-related traffic crashes within a local context, an analysis was conducted by overlaying Census Designated Places (CDPs) onto the geographic locations of motor vehicle crashes. According to the 2023 Census, there were 623 census-designated places (CDPs) in Georgia.[3] 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 into regional categories to describe the demographic areas as the Atlanta Region, Other Urban Region, and Rural Regions.[4]

In 2024, 5% of Georgia motor vehicle traffic crashes were speeding-related (18,728 out of 371,130). More than half of these speeding-related crashes (58%, 10,789 out of 18,728) occurred in areas that are ***not*** identified as a CDP in Georgia—locations that ***do not*** have a specific city/place boundary or community that is identified in the US Census database. Less than a tenth of all speeding-related crashes (7%, 1,353 out of 18,728) resulted in at least one suspected serious injury or fatality. Among all severe speeding-related crashes in Georgia, 38% (519) occurred in CDPs, and 62% (834) occurred in areas that are ***not*** identified as a CDP.

Table 3 shows the CDPs with the highest number of speeding-related crashes, percent serious injury or fatal speeding-related crashes, and speeding-related crash rate (per 100,000 motor vehicle crashes) by region.

Among the identified CDPs in the Atlanta Region:

- The City of Atlanta (Fulton County) had the highest number of speeding-related crashes in the Atlanta Region, with 1,236 speeding crashes.
- Milton (Fulton) had the highest proportion of speeding-related crashes that resulted in at least one serious injury or fatality (36%) compared to all other CDPs within the Atlanta Region.
- Hapeville (Fulton) had the highest rate of speeding-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Atlanta Region—3.3 times greater than the overall Atlanta Region CDP rate.

Among the identified CDPs in the Other Urban Region:

- Columbus (Muscogee) had the highest number of speeding-related crashes in the Other Urban Region, with 408 speeding crashes.
- Adairsville (Bartow) and Lakeview (Catoosa) had the highest proportion of speeding-related crashes that resulted in at least one serious injury or fatality (100%) compared to all other CDPs within the Other Urban Region.
- Chattanooga Valley (Walker) had the highest rate of speeding-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Other Urban Region—4.6 times greater than the overall Other Urban Region CDP rate.

[3] 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.

[4] 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.

In the Rural Regions:

- Forsyth (Monroe) had the highest number of speeding-related crashes in the Rural Region, with 33 speeding crashes.
- Webster County (Webster) had the highest proportion of speeding-related crashes that resulted in at least one serious injury or fatality (67%) compared to all other CDPs within the Rural Region.
- Webster County (Webster) also had the highest rate of speeding-related crashes per 100,000 motor vehicle crashes compared to all other CDPs within the Rural Region—4.8 times greater than the overall Rural Region CDP rate.

Table 3. **Census Designated Places (CDPs) with the Highest Speeding-Related Crashes, Percent Serious Injury or Fatal Speeding-Related Crashes, and Speeding-Related Crash Rate by Region, 2024**

Region and Rank		Speeding-Related Crashes Count		Serious Injury or Fatal Speeding-Related Crashes Percent of all Speeding-Related Crashes		Speeding-Related Crash Rate (Ratio to Regional Rate) per 100,000 MV Crashes (CDP Speeding Rate / Regional Speeding Rate)	
		Census Designated Place	Number	Census Designated Place	Percent	Census Designated Place	Ratio
Atlanta Region (11 counties)	1	Atlanta (Fulton)	1,236	Milton (Fulton)	36%	Hapeville (Fulton)	10,989.0 *(3.3)*
	2	Sandy Springs (Fulton)	167	McDonough (Henry)	33%	Bonanza (Clayton)	9,345.8 *(2.8)*
	3	South Fulton (Fulton)	125	Cumming (Forsyth)	33%	East Newnan (Fulton)	8,695.7 *(2.6)*
	4	Marietta (Cobb)	115	Lilburn (Gwinnett)	30%	Conley (Clayton)	8,653.8 *(2.6)*
	5	East Point (Fulton)	77	Lithia Springs (Douglas)	25%	Irondale (Clayton)	8,411.2 *(2.5)*
Other Urban (30 counties)	1	Columbus (Muscogee)	408	Adairsville (Bartow)	100%	Chattanooga Valley (Walker)	27,272.7 *(4.6)*
	2	Augusta-Richmond (Richmond)	387	Lakeview (Catoosa)	100%	Chickamauga (Walker)	25,862.1 *(4.3)*
	3	Macon-Bibb (Bibb)	331	Chattanooga Valley (Walker)	75%	Fairview (Walker)	20,000.0 *(3.3)*
	4	Savannah (Chatham)	290	Bloomingdale (Chatham)	71%	Lindale (Floyd)	15,384.6 *(2.6)*
	5	Athens-Clarke (Clarke)	160	Fairview (Walker)	67%	Lakeview (Catoosa)	14,035.1 *(2.6)*
Rural (118 counties)	1	Forsyth (Monroe)	33	Webster County (Webster)	67%	Webster County (Webster)	43,750.0 *(4.8)*
	2	Richmond Hill (Bryan)	33	Hartwell (Hart)	60%	Darien (McIntosh)	39,130.4 *(4.3)*
	3	Dublin (Laurens)	30	Cedartown (Polk)	50%	Echols County (Echols)	28,125.0 *(3.1)*
	4	Moultrie (Colquitt)	24	Waynesboro (Burke)	50%	Cecil (Cook)	23,809.5 *(2.6)*
	5	Milledgeville (Baldwin)	24	Carnesville (Franklin)	50%	Indian Springs (Butts)	16,326.5 *(1.8)*

** Census Designated Places with less than five speeding-related crashes were excluded from the ranking, percentage, and rate calculations.
Census Designated Places (CDPs) often cross county borders; therefore, the CDP is associated with the county that encompasses most of its geographical area. Within other urban areas, some CDPs are consolidated city-county. This includes places such as Athens-Clarke County, Augusta-Richmond County, Columbus-Muscogee County, Cusseta-Chattahoochee County Georgetown-Quitman County, and Macon-Bibb County in Georgia.

Source: CODES 2024

The appendix includes the following information by Georgia Traffic Enforcement Network, County, and Census Designated Place: 2024 Speeding-Related Crashes • Serious Injury or Fatal Speeding-Related Crashes • Speeding-Related Crash Rate

Table 4 below shows the percentage of speeding-related fatal crashes by region type and roadway classification in 2024.

- 30% of all Atlanta region speeding-related fatal crashes occurred on *minor arterial* roadways.
- 31% of all Other Urban regions speeding-related fatal crashes also occurred on *minor arterial* roadways; however, *collector* roadways in Other Urban regions have the highest rate of speeding-related fatal crashes per 100 million vehicle miles traveled (0.58) compared to other functional classes.
- 41% of all rural speeding-related fatal crashes also occurred on *collector* roadways.

Table 4. **Speeding-Related Fatal Crashes and Speeding-Related Fatal Crash Rate (per 100M VMT) by Roadway Function Class and Region, 2024**

Roadway Function Class*	Atlanta Region (11 counties)		Other Urban Regions (30 counties)		Rural Regions (118 counties)		Statewide	
	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT	Number (%)	Rate per 100M VMT
Interstate	19 (19%)	0.12	15 (14%)	0.14	6 (6%)	0.09	40 (13%)	0.12
Principal Arterial	23 (23%)	0.23	22 (20%)	0.24	17 (18%)	0.22	62 (20%)	0.23
Minor Arterial	31 (30%)	0.32	34 (31%)	0.41	19 (20%)	0.34	84 (27%)	0.36
Collector	13 (13%)	0.37	22 (20%)	0.58	40 (41%)	0.69	75 (24%)	0.57
Local	16 (16%)	0.12	15 (14%)	0.20	15 (15%)	0.32	46 (15%)	0.18
Total	**102** (100%)	**0.20**	**108** (100%)	**0.27**	**97** (100%)	**0.31**	**307** (100%)	**0.25**

*Principal arterials include freeways and multilane highways (e.g., Buford Highway in DeKalb County and SR-520 & US-82 in Atkinson County). Minor arterials are other important multilane roadways that supplement the highways (e.g., Spring Street in Fulton County and SR-56 in Richmond County). Collector roads are roads that connect local roads and streets with arterials. Source: FARS 2024

Environmental Characteristics

Table 5 shows the percentages of speeding-related fatal crashes and speeding-related traffic crashes by environmental characteristics (lighting conditions, weather conditions, time of day, and number of vehicles involved). Environmental characteristics differed between speeding-related ***fatal*** crashes and all speeding-related ***traffic*** crashes, which may or may not have resulted in injury.

- 54% of speeding-related ***fatal*** crashes occurred in **dark** conditions, whereas 57% of speeding-related ***traffic*** crashes occurred in **daylight** conditions.
- 30% of speeding-related ***fatal*** crashes occurred in the **weekend nighttime** hours, whereas 42% of speeding-related ***traffic*** crashes occurred in **weekday daytime** hours.
- More than half of speeding-related fatal crashes and speeding-related traffic crashes involved only one vehicle—the speeding vehicle. More single-vehicle ***fatal*** crashes occurred during the **nighttime** hours between 6:00 p.m. and 5:59 a.m. (113 out of 175 single-vehicle, speeding-related fatal crashes).

Table 5. **Environmental Characteristics of Speeding-Related Crashes, 2024**

Environmental Characteristics	Speeding-Related Fatal Crashes		Speeding-Related Traffic Crashes	
	Number	Percent	Number	Percent
Light Conditions				
Daylight	134	44%	10,672	57%
Dark	166	54%	7,372	39%
Dusk	3	1%	301	2%
Dawn	4	1%	279	1%
Not Reported	--	--	104	1%
Weather Conditions				
Clear	214	70%	8,866	47%
Cloudy	60	20%	3,118	17%
Rain	30	10%	6,596	35%
Other	3	1%	148	1%
Day of Week and Time of Day				
Weekday*	***177***	***58%***	***11,867***	***63%***
Daytime	94	31%	7,836	42%
Nighttime	83	27%	4,031	22%
Weekend*	***130***	***42%***	***,6861***	***37%***
Daytime	38	12%	2,486	13%
Nighttime	92	30%	4,375	23%
Vehicles Involved				
Single-Vehicle*	***175***	***57%***	***11,216***	***60%***
Daytime	62	20%	5,846	31%
Nighttime	113	37%	5,370	29%
Multi-Vehicle*	***132***	***43%***	***7,512***	***40%***
Daytime	70	23%	4,476	24%
Nighttime	62	20%	3,036	16%

**Includes* speeding-related crashes with *unknown time of crash*
Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday (4.5 days)
Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday (2.5 days)
Daytime – 6:00 a.m. to 5:59 p.m.
Nighttime – 6:00 p.m. to 5:59 a.m.
Source: CODES 2024, FARS 2024

The proportion of speed-related severe crashes (resulting in fatalities or serious injuries) was generally higher in rural areas than in urban areas, particularly during overnight and early-morning hours. In 2024, 37% of severe crashes that occurred on weekdays between midnight and 3:59 am in rural areas were speed-related. Urban areas had lower percentages of speed-related severe crashes across every time period than rural areas. The highest urban percentage of speed-related severe crashes occurred on weekdays between midnight–3:59 a.m. (26%).

Table 6. **Percentages of Speed-Related Fatal and Serious Injury Traffic Crashes on Weekdays/Weekends, by Time of Day and Region, 2024**

Speed-Related Severe Crashes / All Severe Crashes	< 15%	15-19.9%	20-29.9%	30.0% +

	Urban		Rural	
	Weekday [4.5 days]	Weekend [2.5 days]	Weekday [4.5 days]	Weekend [2.5 days]
Midnight - 3:59 a.m.	26%	23%	37%	29%
4 – 6:59 a.m.	23%	23%	32%	34%
7 – 9:59 a.m.	16%	14%	25%	33%
10 a.m. – 3:59 p.m.	14%	14%	18%	18%
4 - 7:59 p.m.	13%	11%	21%	22%
8 - 11:59 p.m.	20%	21%	31%	26%

Source: CODES 2024, FARS 2024

Speeding Across Traffic Safety Emphasis Areas

Motor vehicle crashes that involve speeding are a relatively small proportion of all traffic crashes (5%) but are overrepresented in severe crashes, particularly when combined with impairment, unrestraint, and roadway/lane departure. Table 9 shows the percentage of speeding ***drivers*** across other traffic emphasis areas by crash severity.

- While only 3% of drivers involved in all types of crashes were speeding, speeding drivers accounted for 10% of drivers involved in severe crashes.
- Speeding was particularly prevalent when combined with other risky driving behaviors. Among severe crashes, 27% of impaired drivers were speeding, and 27% of all unrestrained drivers were also speeding.
- Young adults had the highest proportion of speeding drivers in severe crashes. Among drivers ages 15-20 involved in severe crashes, 19% were speeding, compared with 9% among adults ages 25–64.
- Motorcyclists had a comparatively high prevalence of speeding overall. 14% of motorcycle operators involved in all crashes were speeding, compared with 3% of passenger vehicle drivers and less than 2% of large-truck drivers.
- Speeding was also associated with severe roadway/lane-departure crashes. Among severe crashes, 32% of drivers involved in roadway/lane departures were speeding, including 16% of lane-departure crashes. Speeding was also present among 26% of severe roadside crashes.

Table 9. **Speeding Across Traffic Safety Emphasis Areas, 2024**

Emphasis Area	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
Speeding Drivers / Operators				
All Drivers	3%	10%	3%	2%
Risky Driving Behaviors				
Impaired Drivers (alcohol and/or drug; confirmed/suspected)	18%	27%	19%	17%
Distracted Driver (confirmed/suspected)	< 1%	2%	< 1%	< 1%
Unrestrained Drivers	18%	27%	19%	15%
Restrained Drivers	2%	7%	3%	2%
Age Group				
Young Drivers (15-20 yrs)	6%	19%	7%	5%
Young Adult Drivers (21-24 yrs)	4%	15%	5%	3%
Adults (25-64 yrs)	2%	9%	3%	2%
Older Drivers (65+ yrs)	1%	4%	1%	< 1%
Vehicle Types				
Passenger Vehicles	3%	10%	4%	3%
Large Trucks	2%	4%	4%	1%
Motorcycles	14%	19%	13%	9%
Crash Location				
All Crash Locations	5%	17%	7%	4%
Roadway / Lane Departure	23%	32%	26%	21%
Roadway Departure	26%	35%	29%	24%
Lane Departure	6%	16%	9%	4%
Work Zone	4%	15%	6%	3%
Roadside	16%	26%	18%	14%

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.

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.

Overview of Risky Driving

In 2024, there were 1,403 fatalities and 7,950 serious injuries[5] that occurred in motor vehicle traffic crashes on Georgia roadways. The number of traffic-related fatalities decreased by 13% from 1,610 fatalities in 2023. The main contributing factors to traffic-related crashes and injuries were drivers, passengers, and non-motorists engaging in risky behaviors. These behaviors include not using the appropriate restraint system (unrestrained), alcohol impairment[6], drug use[7], speeding[8], distracted[9] driving, and drowsy[10] driving.

Readers are encouraged to exercise caution when interpreting the risky driving behaviors presented in this fact sheet due to inherent limitations of the crash dataset. There are many records with missing blood alcohol test results. Therefore, some BAC values are imputed, and the records used in these analyses are estimates. The underreporting of drowsy and distracted driving is likely due to a lack of firm evidence during the post-crash investigations. Additionally, the increase of reported drugged drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and changes in the drug test reporting process. Refer to the 'Data Considerations' section at the end of this publication for more information.

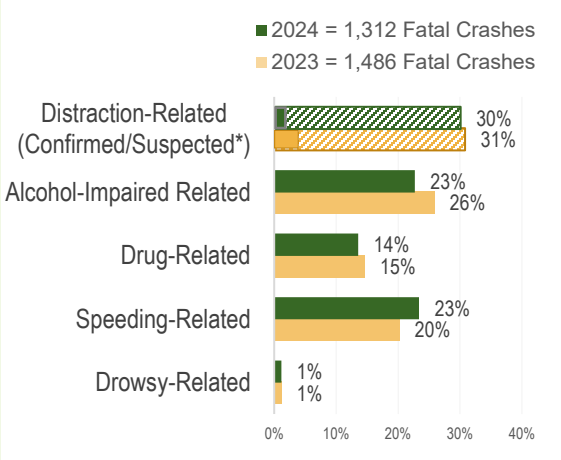
Figure 9 shows the percentage of fatal crashes that involved at least one driver confirmed to be engaging in a risky behavior. This does not imply that a crash or a fatality was caused by the driver, only that a driver involved in the crash was engaging in risky driving behaviors.

Out of the 1,312 fatal crashes that occurred in 2024:

- 30% involved at least one confirmed or suspected *distracted* driver (3% of all fatal traffic crashes had a confirmed distracted driver and 27% had at least one suspected distracted driver); and
- 23% involved at least one *alcohol-impaired* driver;
- 14% involved at least one *drugged* driver;
- 23% involved at least one *speeding* driver;
- 1% involved at least one *drowsy* driver.

Additionally, 37% of all fatal crashes involved at least one *unrestrained* motor vehicle occupant or *un-helmeted* motorcyclist.

Figure 9. **Percent of Fatal Crashes that Involved at Least One Driver with a Confirmed and Reported Risky Behavior, 2023 and 2024**



Note: Percentages are rounded
Source: FARS 2023-2024, *CODES 2023-2024

*See the **"Distracted Driving"** Georgia Traffic Safety Facts for more information regarding distracted-related crashes.*

See Data Considerations for more information:

[5] 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.

[6] Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash.

[7] Drivers are considered to have used drugs if they were tested for drugs and a specific type of drug (if any) was found. These drugs may include narcotics, depressants, stimulants, hallucinogens, cannabinoids, phencyclidines (PCP), anabolic steroids, and inhalants.

[8] Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash.

[9] Drivers are considered to be distracted if the police officer indicated that the driver demonstrated distractions as a contributing factor in the crash. Distraction-related activities includes anything that takes a driver's eyes off the road (visual distraction), mind off the road (cognitive distraction), or hands off the wheel (manual distraction).

[10] Drivers are considered to be drowsy if the police officer indicated that the driver condition was drowsy, fatigued, or sleepy in the crash report.

Table 13 presents the five-year trend of traffic fatalities that involved drivers with a confirmed and/or reported risky-driving behavior. *The risky-driving-related fatalities include all fatally injured persons in a crash involving a confirmed risky driver — this includes the risky driver, their passengers, occupants in other vehicles, and non-motorists.* Between 2023 and 2024:

- Unrestrained passenger vehicle occupant fatalities decreased by 91 (-20%).
- Alcohol-impaired-related fatalities decreased by 102 (-24%).
- Speeding-related fatalities decreased by 8 (-2%).
- Drug-related fatalities decreased by 42 (-18%).
- Drowsy-related fatalities decreased by 2 (-11%).

However, confirmed distracted-related fatalities *in*creased by 30 (+73%) between 2023 and 2024.

The increase in drug-related fatalities between 2019 and 2020 may not indicate an exacerbated or growing problem compared to previous years. The increase in drugged-driving and related traffic fatalities may be attributed to both the improvement of reporting drug test results in the crash reports and the increased use of certain drugs across the nation.

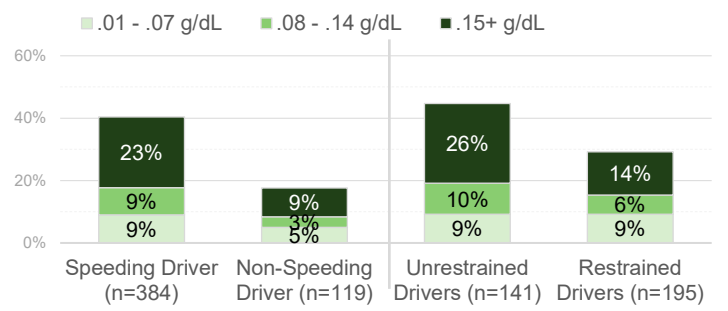
Table 13. **Risky-Driving-Related Fatalities* by Type, 2020-2024**

Measure Type	2020	2021	2022	2023	2024
***Un*restrained Fatalities in Passenger Vehicles**	461	557	521	462	371
Annual % Change	▲ *20%*	▲ *21%*	▽ *-6%*	▽ *-11%*	▽ *-20%*
Alcohol-Impaired Driving Fatalities	371	470	509	427	325
Annual % Change	▲ *5%*	▲ *27%*	▲ *8%*	▽ *-16%*	▽ *-24%*
Speeding-Related Fatalities	380	378	422	347	339
Annual % Change	▲ *46%*	▽ *-1%*	▲ *12%*	▽ *-18%*	▽ *-2%*
Drug-Related Fatalities	501	365	364	237	195
Annual % Change	▲ *86%*	▽ *-27%*	▽ *-<1%*	▽ *-35%*	▽ *-18%*
Distraction-Related Fatalities *(confirmed only)*	61	56	73	41	71
Annual % Change	▲ *42%*	▽ *-8%*	▲ *30%*	▽ *-44%*	▲ *73%*
Drowsy Driving Fatalities	19	24	21	17	15
Annual % Change	▲ *6%*	▲ *26%*	▽ *-13%*	▽ *-15%*	▽ *-11%*
All Traffic-Related Fatalities	1,658	1,809	1,796	1,610	1,403
Annual % Change	▲ *11%*	▲ *9%*	▽ *-1%*	▽ *-10%*	▽ *-13%*

* Risking-driving-related fatalities include all persons involved in the fatal crash, including risky drivers, passengers, occupants in other vehicles, and non-motorists. *** The increase of reported drug-impaired drivers in the crash dataset can be attributed to both the increased use of certain drugs across the nation and the changes in the drug test reporting process. Source: FARS 2020-2024

Alcohol is known to reduce decision-making functionality, muscle coordination, and other abilities needed for operating a vehicle safely. Even a small amount of alcohol can affect driving ability. In 2024, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 3.2 times more likely to be speeding and 2.0 times more likely to be unrestrained or unhelmeted. Thirty-two percent of speeding drivers and 36% of unrestrained drivers with known BAC were impaired (.08+ g/dL).

Figure 10. **Speeding Drivers and Unrestrained Drivers Involved in Fatal Crashes by BAC Status*, 2024**



*Percent calculated across drivers with known BAC. In Georgia, drivers are considered alcohol-impaired when their BACs are .08 grams per deciliter (g/dL) or higher.
Source: FARS 2024

Data Definitions and Considerations:

A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport, and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Fatal crashes are defined as crashes involving a motor vehicle traveling on a traffic way customarily open to the public and resulting in the death of a motorist or a non-motorist within 30 days of the crash.

DOT-523 Crash Report Manual Version 3.0 was revised January 2018 with a more detailed definition for serious injury that was aligned with the MMUCC guidelines. 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. A suspected serious injury may result in one or more of the following: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest or abdominal injury other than bruises or minor lacerations • Significant burns (second and third-degree burns over ten percent or more of the body) • Unconsciousness when taken from the crash scene • Paralysis.

Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash. Drivers operating the following vehicle types were excluded from the speeding analyses: pedalcycles/bicycles, all-terrain vehicles, golf carts/go carts, and farm/construction equipment.

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address 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. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL). For motorists and non-motorists involved in a motor vehicle traffic crash that may or may not result in a fatal injury, many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.

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.

Rural counties have a population of less than 50,000 according to the United States decennial census of 2010 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, 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 that 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.

Additional Information:

Other traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Rural vs. Urban, Distracted Drivers, Occupant Protection, Non-Motorist (Pedestrians and Bicyclists), Motorcycle Safety, Young Adult Drivers, and Older Drivers.

References:

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Georgia Crash Outcomes Data Evaluation System. (2023, November). Examining Crashes and Drivers in Rural Areas: 2019-2021 data. (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

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Georgia Crash Outcomes Data Evaluation System. (2026, August). *Speeding: 2024 data.* (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

Appendix

Speeding (2024)

This document is the Appendix for the **2024 Speeding Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Georgia Speeding-Related Traffic Fatalities (2022-2024) and 2024 Speeding-Related Crashes, by Traffic Enforcement Network and County

Data Considerations:

- **Speeding:** Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash — this includes the speeding driver, their passengers, occupants in other vehicles, and non-motorists.
- In Georgia, Traffic Enforcement Networks (TENs) are regional coalitions of law enforcement agencies established by the Governor's Office of Highway Safety (GOHS) to enhance traffic safety efforts across the state. There are 16 regional TENs covering all 159 counties in Georgia. Each network includes local, county, and state law enforcement officers, as well as prosecutors and traffic safety advocates.

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Speeding-Related Fatalities			2024 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
STATEWIDE		**4,849**	**881**	**18%**	**293.7**	**16,933**	**7%**	**4,539.5**
MATEN METRO ATLANTA	Clayton	143	40	28%	13.3	685	7%	5,342.0
	Cobb	179	38	21%	12.7	948	7%	3,434.3
	DeKalb	383	64	17%	21.3	899	6%	2,507.0
	Fayette	34	11	32%	3.7	116	9%	3,261.2
	Fulton	367	105	29%	35.0	1859	7%	3,604.7
	Gwinnett	198	47	24%	15.7	811	6%	2,290.8
	Henry	92	25	27%	8.3	258	8%	2,573.6
	Subtotal	**1,396**	**330**	**24%**	**110.0**	**5,576**	**7%**	**3,153.1**
ATTEN APPALACHIAN TRAIL	Cherokee	66	16	24%	5.3	413	6%	6,034.5
	Dawson	15	5	33%	1.7	85	9%	8,087.5
	Fannin	19	5	26%	1.7	59	7%	8,404.6
	Gilmer	21	5	24%	1.7	62	10%	8,707.9
	Lumpkin	21	7	33%	2.3	191	10%	20,190.3
	Pickens	22	< 5	**	**	95	7%	10,882.0
	Towns	13	< 5	**	**	25	20%	10,040.2
	Union	14	< 5	**	**	73	8%	9,605.3
	Subtotal	**191**	**45**	**24%**	**15.0**	**1,003**	**8%**	**8,264.0**
CGTEN CENTRAL GEORIGA	Butts	21	5	24%	1.7	54	20%	6,067.4
	Lamar	9	< 5	**	**	47	17%	10,633.5
	Monroe	24	8	33%	2.7	165	9%	12,711.9
	Pike	18	8	44%	2.7	37	22%	7,692.3
	Spalding	44	8	18%	2.7	111	13%	5,223.5
	Upson	21	< 5	**	**	38	13%	6,451.6
	Subtotal	137	35	26%	11.7	452	13%	7,759.7

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Speeding-Related Fatalities			2024 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
CRTEN CENTRAL REGIONAL	Baldwin	23	6	26%	2.0	73	4%	4,591.2
	Greene	12	< 5	**	**	79	4%	14,684.0
	Jasper	17	< 5	**	**	24	21%	9,375.0
	Jones	14	< 5	**	**	33	9%	6,962.0
	Morgan	15	< 5	**	**	47	9%	6,250.0
	Newton	47	8	17%	2.7	163	10%	4,981.7
	Putnam	15	< 5	**	**	32	16%	4,347.8
	Rockdale	36	12	33%	4.0	169	12%	4,793.0
	Walton	29	6	21%	2.0	162	3%	6,276.6
	Subtotal	**208**	**43**	**21%**	**14.3**	**782**	**8%**	**5,697.6**
CTEN COASTAL REGION	Appling	11	< 5	**	**	27	19%	6,733.2
	Bacon	4	--	--	--	22	5%	7,357.9
	Brantley	12	5	42%	1.7	37	11%	17,535.5
	Camden	26	< 5	**	**	98	12%	10,326.7
	Charlton	8	< 5	**	**	12	25%	6,185.6
	Glynn	40	13	33%	4.3	158	6%	6,030.5
	Jeff Davis	6	< 5	**	**	13	8%	5,118.1
	Liberty	22	< 5	**	**	85	6%	4,783.3
	Long	11	< 5	**	**	19	11%	8,755.8
	McIntosh	19	< 5	**	**	15	7%	14,285.7
	Pierce	9	< 5	**	**	18	11%	5,278.6
	Tattnall	11	< 5	**	**	36	17%	6,383.0
	Ware	26	7	27%	2.3	71	11%	6,206.3
	Wayne	18	5	28%	1.7	49	16%	6,891.7
	Subtotal	**223**	**53**	**24%**	**17.7**	**660**	**10%**	**6,743.6**
ECTEN EAST CENTRAL	Burke	17	8	47%	2.7	101	15%	12,242.4
	Columbia	21	5	24%	1.7	204	6%	4,482.5
	Glascock	3	< 5	**	**	< 5	--	**
	Hancock	8	< 5	**	**	< 5	--	**
	Jefferson	13	< 5	**	**	23	22%	8,303.2
	Jenkins	13	< 5	**	**	10	30%	12,195.1
	Lincoln	4	--	--	--	5	--	18,518.5
	McDuffie	16	< 5	**	**	58	5%	8,579.9
	Richmond	128	29	23%	9.7	379	6%	4,367.4
	Taliaferro	8	< 5	**	**	26	8%	21,311.5
	Warren	15	< 5	**	**	32	--	18,934.9
	Subtotal	**246**	**54**	**22%**	**18.0**	**842**	**8%**	**5,438.9**
MGTEN MIDDLE GEORGIA	Bibb	120	23	19%	7.7	329	6%	5,390.8
	Bleckley	12	--	--	--	24	--	12,182.7
	Crawford	4	< 5	**	**	18	6%	6,976.7
	Crisp	14	< 5	**	**	48	6%	7,317.1
	Dooly	13	--	--	--	43	5%	14,982.6
	Houston	50	13	26%	4.3	228	8%	5,915.9
	Macon	6	< 5	**	**	13	8%	8,904.1
	Peach	25	< 5	**	**	60	5%	5,780.3
	Pulaski	4	< 5	**	**	< 5	--	**
	Turner	6	< 5	**	**	44	5%	17,529.9
	Twiggs	12	< 5	**	**	64	2%	16,537.5
	Wilcox	8	< 5	**	**	12	--	9,756.1
	Subtotal	**274**	**48**	**18%**	**16.0**	**885**	**6%**	**6,622.3**

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Speeding-Related Fatalities			2024 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
MNTEN MOUNTAIN AREA	Bartow	76	14	18%	4.7	338	6%	7,984.9
	Catoosa	27	11	41%	3.7	155	5%	7,328.6
	Chattooga	33	6	18%	2.0	47	2%	11,576.4
	Dade	13	5	38%	1.7	63	13%	13,969.0
	Floyd	58	16	28%	5.3	248	6%	7,728.3
	Gordon	41	10	24%	3.3	172	8%	9,839.8
	Murray	25	7	28%	2.3	96	8%	14,264.5
	Polk	26	9	35%	3.0	120	11%	13,318.5
	Walker	31	7	23%	2.3	180	11%	16,100.2
	Whitfield	35	< 5	**	**	269	3%	7,935.1
	Subtotal	**365**	**88**	**24%**	**29.3**	**1,688**	**7%**	**9,252.4**
NETEN NORTH EAST	Banks	11	< 5	**	**	52	4%	7,365.4
	Forsyth	53	19	36%	6.3	266	6%	4,106.2
	Franklin	16	< 5	**	**	60	7%	7,202.9
	Habersham	35	7	20%	2.3	139	4%	11,890.5
	Hall	64	15	23%	5.0	409	4%	5,193.7
	Hart	19	< 5	**	**	60	10%	6,479.5
	Jackson	45	6	13%	2.0	156	8%	6,237.5
	Rabun	21	< 5	**	**	63	13%	12,963.0
	Stephens	15	< 5	**	**	66	11%	9,322.0
	White	19	8	42%	2.7	95	9%	11,571.3
	Subtotal	**298**	**69**	**23%**	**23.0**	**1,366**	**6%**	**6,070.3**
PATEN PIEDMONT AREA	Barrow	37	7	19%	2.3	183	4%	6,334.4
	Clarke	36	10	28%	3.3	165	6%	3,561.4
	Elbert	17	< 5	**	**	15	20%	5,660.4
	Madison	24	< 5	**	**	70	13%	9,434.0
	Oconee	14	< 5	**	**	61	2%	3,724.1
	Oglethorpe	7	--	--	--	18	22%	10,650.9
	Wilkes	2	--	--	--	17	12%	22,368.4
	Subtotal	**137**	**25**	**18%**	**8.3**	**529**	**7%**	**5,080.7**
SCTEN SOUTH CENTRAL	Dodge	16	5	31%	1.7	39	15%	12,111.8
	Emanuel	15	< 5	**	**	28	14%	7,650.3
	Johnson	1	--	--	--	14	7%	9,333.3
	Laurens	33	12	36%	4.0	148	4%	10,277.8
	Montgomery	13	< 5	**	**	21	14%	11,052.6
	Telfair	6	< 5	**	**	7	29%	6,930.7
	Toombs	26	5	19%	1.7	51	6%	5,177.7
	Treutlen	4	< 5	**	**	43	5%	25,443.8
	Washington	13	< 5	**	**	28	14%	6,008.6
	Wheeler	12	< 5	**	**	10	20%	15,625.0
	Wilkinson	18	< 5	**	**	25	8%	9,293.7
	Subtotal	**157**	**37**	**24%**	**12.3**	**414**	**8%**	**9,155.2**
SETEN SOUTH EASTERN	Bryan	21	7	33%	2.3	150	4%	11,070.1
	Bulloch	40	6	15%	2.0	167	6%	5,917.8
	Candler	17	< 5	**	**	44	7%	14,426.2
	Chatham	108	26	24%	8.7	674	6%	4,958.4
	Effingham	35	10	29%	3.3	136	11%	9,484.0
	Evans	11	< 5	**	**	25	20%	8,503.4
	Screven	9	< 5	**	**	21	14%	13,815.8
	Subtotal	**241**	**59**	**24%**	**19.7**	**1,217**	**7%**	**6,098.7**

Traffic Enforcement Network (TEN) and County		2022-2024 Traffic Fatalities	2022-2024 Speeding-Related Fatalities			2024 Speeding-Related Crashes		
			Total	% of Traffic Fatalities	Average Fatalities per Year	Speeding-Related Crashes	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
SRTEN SOUTHERN REGIONAL	Atkinson	10	--	--	--	13	15%	14,606.7
	Ben Hill	10	< 5	**	**	25	16%	6,925.2
	Berrien	12	< 5	**	**	23	9%	5,476.2
	Brooks	12	< 5	**	**	37	5%	10,164.8
	Clinch	3	< 5	**	**	8	13%	6,722.7
	Coffee	22	5	23%	1.7	76	12%	7,584.8
	Cook	26	< 5	**	**	72	4%	16,666.7
	Echols	2	--	--	--	10	10%	29,411.8
	Irwin	11	< 5	**	**	22	14%	9,649.1
	Lanier	4	--	--	--	15	20%	11,904.8
	Lowndes	55	7	13%	2.3	231	7%	6,363.6
	Tift	29	< 5	**	**	63	6%	4,701.5
	Subtotal	**196**	**28**	**14%**	**9.3**	**595**	**8%**	**7,305.1**
SWTEN SOUTH WESTERN	Baker	3	< 5	**	**	11	9%	9,401.7
	Calhoun	0	--	--	--	< 5	**	**
	Colquitt	38	6	16%	2.0	91	3%	7,268.4
	Decatur	25	6	24%	2.0	35	9%	6,889.8
	Dougherty	40	12	30%	4.0	94	13%	3,045.0
	Early	4	< 5	**	**	6	17%	2,298.9
	Grady	17	5	29%	1.7	45	11%	7,992.9
	Lee	18	< 5	**	**	18	11%	2,936.4
	Miller	7	< 5	**	**	6	--	3,703.7
	Mitchell	20	< 5	**	**	32	9%	6,225.7
	Seminole	7	--	--	--	< 5	--	**
	Thomas	32	10	31%	3.3	92	10%	5,920.2
	Worth	22	< 5	**	**	43	9%	6,880.0
	Subtotal	**233**	**53**	**23%**	**17.7**	**479**	**9%**	**5,097.9**
WCTEN WEST CENTRAL	Chattahoochee	6	--	--	--	8	--	15,094.3
	Clay	4	< 5	**	**	6	17%	11,111.1
	Harris	25	6	24%	2.0	77	6%	14,864.9
	Marion	6	< 5	**	**	11	18%	18,965.5
	Muscogee	76	19	25%	6.3	409	4%	6,691.8
	Quitman	0	--	--	--	5	--	14,285.7
	Randolph	5	--	--	--	10	10%	8,264.5
	Schley	2	--	--	--	9	--	19,565.2
	Stewart	7	< 5	**	**	12	8%	19,672.1
	Sumter	11	< 5	**	**	46	2%	6,990.9
	Talbot	8	< 5	**	**	22	14%	23,655.9
	Taylor	6	< 5	**	**	23	22%	13,939.4
	Terrell	13	< 5	**	**	19	5%	14,843.8
	Webster	10	5	50%	1.7	13	15%	41,935.5
	Subtotal	**179**	**44**	**25%**	**14.7**	**670**	**6%**	**8,238.0**
WRTEN WESTERN REGIONAL	Carroll	66	21	32%	7.0	305	9%	7,653.7
	Coweta	56	19	34%	6.3	295	7%	6,882.9
	Douglas	58	19	33%	6.3	316	7%	5,472.8
	Haralson	25	< 5	**	**	125	5%	16,233.8
	Heard	12	6	50%	2.0	32	--	14,746.5
	Meriwether	12	< 5	**	**	44	9%	11,891.9
	Paulding	49	13	27%	4.3	219	5%	5,645.8
	Troup	50	11	22%	3.7	230	6%	7,807.2
	Subtotal	**328**	**97**	**30%**	**32.3**	**1,566**	**7%**	**7,045.5**

Georgia Speeding Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024)

Table A. CDPs with 5+ Speed-Related Traffic Crashes in 2024
Table B. CDPs with 1-4 Speed-RelatedTraffic Crashes in 2024
Table C. CDPs with No Speed-Related Traffic Crashes in 2024

Census Designated Places Data Considerations:

Speeding: Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash. A speeding-related fatality is any fatality that occurs in a speeding-related crash — this includes the speeding driver, their passengers, occupants in other vehicles, and non-motorists.

In Georgia, **Traffic Enforcement Networks (TENs)** are regional coalitions of law enforcement agencies established by the Governor's Office of Highway Safety (GOHS) to enhance traffic safety efforts across the state. There are 16 regional TENs covering all 159 counties in Georgia. Each network includes local, county, and state law enforcement officers, as well as prosecutors and traffic safety advocates.

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).

Table A. Georgia Speed-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024) -- *(CDPs with 5+ Speed-Related Traffic Crashes)*

(—) No serious injury or fatal alcohol/drug-related crashes
(**) No serious injury or fatal motor vehicle traffic crashes

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
MATEN METRO ATLANTA	**Clayton**	Bonanza	10	--	9,345.8
		Conley	9	25%	8,653.8
		Forest Park	51	12%	6,891.9
		Irondale	9	--	8,411.2
		Jonesboro	26	8%	3,586.2
		Lake City	6	--	2,666.7
		Lovejoy	6	--	1,351.4
		Morrow	31	20%	4,983.9
		Riverdale	28	4%	3,580.6
	Cobb	Acworth	22	10%	3,514.4
		Austell	12	--	5,687.2
		Fair Oaks	7	14%	2,892.6
		Kennesaw	21	11%	2,362.2
		Mableton	45	14%	3,712.9
		Marietta	115	23%	2,948.7
		Powder Springs	15	10%	4,166.7
		Smyrna	43	15%	2,538.4
		Vinings	25	17%	3,753.8
	DeKalb	Belvedere Park	6	6%	1,077.2
		Brookhaven	49	4%	2,367.1
		Candler-McAfee	22	15%	4,845.8
		Chamblee	32	19%	2,553.9
		Clarkston	39	--	5,769.2
		Decatur	8	22%	923.8
		Doraville	71	24%	4,829.9
		Dunwoody	32	13%	3,193.6
		Gresham Park	13	--	4,961.8
		North Decatur	10	25%	1,424.5
		North Druid Hills	15	--	1,525.9

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
		Panthersville	54	12%	4,749.3
		Redan	14	--	2,250.8
		Scottdale	8	--	1,562.5
		Stone Mountain	6	--	5,084.7
		Stonecrest	74	12%	1,804.4
		Tucker	61	6%	2,267.7
	Fayette	Fayetteville	9	17%	1,351.4
		Peachtree City	21	--	2,433.4
	Fulton	Alpharetta	73	12%	3,980.4
		Atlanta	1,236	16%	3,681.2
		College Park	60	13%	3,378.4
		East Point	77	17%	4,876.5
		Fairburn	25	18%	3,987.2
		Hapeville	30	13%	10,989.0
		Johns Creek	27	10%	1,491.7
		Milton	19	36%	3,578.2
		Roswell	45	6%	2,058.6
		Sandy Springs	167	9%	3,702.9
		South Fulton	125	10%	3,686.2
		Union City	21	15%	2,837.8
	Gwinnett	Buford	25	--	2,580.0
		Dacula	6	--	2,197.8
		Duluth	24	25%	3,022.7
		Lawrenceville	42	14%	1,865.0
		Lilburn	37	30%	4,786.5
		Norcross	9	13%	843.5
		Peachtree Corners	12	6%	1,009.3
		Snellville	24	9%	1,882.4
		Sugar Hill	7	--	1,417.0
		Suwanee	17	--	1,616.0
	Henry	Hampton	6	25%	5,263.2
		Locust Grove	16	11%	2,413.3
		McDonough	28	33%	1,924.4
		Stockbridge	43	9%	3,282.4
ATTEN APPALACHIAN TRAIL	**Cherokee**	Canton	28	14%	3,309.7
		Holly Springs	17	20%	7,173.0
		Woodstock	58	21%	5,321.1
	Gilmer	East Ellijay	5	20%	3,048.8
	Lumpkin	Dahlonega	20	17%	8,928.6
	Pickens	Jasper	6	29%	2,830.2
CGTEN CENTRAL GEORIGA	**Butts**	Indian Springs	8	--	16,326.5
		Jackson	6	--	2,643.2
	Monroe	Forsyth	33	15%	11,301.4
	Spalding	Experiment	7	20%	8,046.0
		Griffin	27	10%	2,694.6
		Sunny Side	5	--	12,820.5
	Upson	Thomaston	9	--	3,308.8
CRTEN CENTRAL REGIONAL	**Baldwin**	Milledgeville	24	7%	2,705.7
	Greene	Greensboro	5	--	4,424.8
	Morgan	Madison	5	--	1,893.9
	Newton	Covington	50	25%	5,186.7
	Rockdale	Conyers	32	12%	3,364.9
	Walton	Loganville	18	13%	2,654.9
		Monroe	25	--	4,000.0
		Social Circle	5	--	5,618.0
CTEN COASTAL REGION	**Bacon**	Alma	5	--	5,050.5
	Camden	Kingsland	22	14%	6,250.0
		St. Marys	10	13%	5,555.6
	Glynn	Brunswick	30	8%	4,249.3
		Dock Junction	38	12%	6,959.7
		St. Simons	5	14%	2,283.1
	Jeff Davis	Hazlehurst	7	20%	4,268.3
	Liberty	Hinesville	30	23%	3,174.6
	McIntosh	Darien	9	--	39,130.4
	Ware	Waycross	23	17%	3,543.9
	Wayne	Jesup	15	43%	4,213.5

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
ECTEN EAST CENTRAL	**Burke**	Waynesboro	10	50%	7,518.8
	Columbia	Evans	20	20%	2,475.2
		Grovetown	15	--	5,555.6
		Harlem	8	50%	12,307.7
		Martinez	23	8%	2,376.0
	Richmond	Augusta-Richmond	387	15%	4,326.4
MGTEN MIDDLE GEORGIA	**Bibb**	Macon-Bibb County	331	14%	5,413.8
	Bleckley	Cochran	5	--	7,575.8
	Crisp	Cordele	7	10%	2,723.7
	Dooly	Unadilla	7	--	15,217.4
	Houston	Perry	32	25%	5,237.3
		Warner Robins	106	15%	6,099.0
	Peach	Byron	15	--	6,607.9
		Fort Valley	6	--	3,076.9
	Turner	Ashburn	5	--	10,416.7
MNTEN MOUNTAIN AREA	**Bartow**	Adairsville	9	100%	4,663.2
		Cartersville	44	22%	3,081.2
		Emerson	24	20%	9,022.6
	Catoosa	Fort Oglethorpe	18	13%	3,543.3
		Lakeview	8	100%	14,035.1
		Ringgold	17	33%	7,589.3
	Chattooga	Summerville	7	--	5,036.0
	Floyd	Lindale	14	--	15,384.6
		Rome	57	4%	3,133.6
	Gordon	Calhoun	54	26%	7,952.9
	Polk	Cedartown	16	50%	6,557.4
		Rockmart	8	--	7,339.4
	Walker	Chattanooga Valley	9	75%	27,272.7
		Chickamauga	15	--	25,862.1
		Fairview	16	67%	20,000.0
		LaFayette	12	50%	7,453.4
		Rossville	5	--	9,090.9
	Whitfield	Dalton	106	--	6,298.3
NETEN NORTH EAST	**Forsyth**	Cumming	26	33%	2,937.9
	Franklin	Carnesville	5	50%	10,869.6
		Lavonia	7	--	4,761.9
	Habersham	Baldwin	10	--	9,615.4
		Cornelia	13	--	6,310.7
	Hall	Flowery Branch	15	40%	6,000.0
		Gainesville	93	10%	3,819.3
		Oakwood	8	--	3,361.3
	Hart	Hartwell	9	60%	3,435.1
		Reed Creek	7	--	15,217.4
	Jackson	Braselton	17	--	3,159.9
		Commerce	22	33%	7,333.3
		Jefferson	23	17%	3,402.4
	Rabun	Clayton	7	--	5,645.2
	Stephens	Toccoa	8	14%	3,404.3
PATEN PIEDMONT AREA	**Barrow**	Auburn	5	--	6,250.0
		Bethlehem	9	--	7,438.0
		Winder	31	--	4,592.6
	Clarke	Athens-Clarke	160	13%	3,527.3
		Country Club Estates	15	--	7,109.0

Traffic Enforcement Network (TEN) and County		Census Designated Place	Speeding-Related Crashes [Count]	Serious Injury or Fatal Speeding-Related Crashes [Percent of all Speeding-Related Crashes]	Speeding-Related Crash Rate [per 100,000 MV Crashes]
SCTEN SOUTH CENTRAL	**Emanuel**	Swainsboro	5	--	3,105.6
	Laurens	Dublin	30	25%	6,250.0
	Toombs	Lyons	8	--	5,031.4
		Vidalia	5	--	1,123.6
SETEN SOUTH EASTERN	**Bryan**	Pembroke	5	--	9,803.9
		Richmond Hill	33	8%	5,689.7
	Bulloch	Statesboro	51	12%	3,831.7
	Chatham	Bloomingdale	17	71%	13,076.9
		Garden City	22	--	4,096.8
		Georgetown	26	7%	3,993.9
		Pooler	82	42%	6,482.2
		Port Wentworth	67	20%	8,792.7
		Savannah	290	9%	3,720.8
		Thunderbolt	7	--	5,833.3
		Whitemarsh Island	11	--	9,016.4
	Effingham	Rincon	10	--	4,149.4
SRTEN SOUTH EASTERN	**Ben Hill**	Fitzgerald	5	--	3,521.1
	Brooks	Quitman	6	--	6,593.4
	Coffee	Douglas	18	7%	3,056.0
	Cook	Cecil	5	--	23,809.5
	Echols	Echols County	9	33%	28,125.0
	Lowndes	Valdosta	96	13%	3,829.3
	Tift	Tifton	7	7%	1,230.2
SWTEN SOUTH WESTERN	**Colquitt**	Moultrie	24	--	4,819.3
	Decatur	Bainbridge	19	22%	6,188.9
	Dougherty	Albany	81	15%	2,987.8
	Grady	Cairo	10	9%	4,048.6
	Mitchell	Camilla	5	25%	3,676.5
	Thomas	Thomasville	23	--	3,938.4
WCTEN WEST CENTRAL	**Chattahoochee**	Cusseta-Chattahoochee	7	--	13,725.5
	Muscogee	Columbus	408	16%	6,680.9
	Quitman	Georgetown-Quitman	5	--	14,705.9
	Sumter	Americus	14	--	3,294.1
	Terrell	Dawson	6	--	10,909.1
	Webster	Webster County	14	67%	43,750.0
WRTEN WESTERN REGIONAL	**Carroll**	Carrollton	40	6%	4,530.0
		Temple	9	40%	7,826.1
		Villa Rica	61	28%	7,060.2
	Coweta	East Newnan	6	--	8,695.7
		Newnan	46	20%	3,463.9
	Douglas	Douglasville	57	11%	4,442.7
		Lithia Springs	63	25%	4,219.7
	Haralson	Bremen	17	--	7,142.9
		Tallapoosa	9	33%	10,000.0
	Meriwether	Manchester	5	33%	8,474.6
	Paulding	Dallas	8	29%	3,007.5
		Hiram	15	--	2,538.1
	Troup	LaGrange	63	12%	4,061.9
		West Point	6	50%	4,878.0

Table B. **Georgia Speed-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024)** -- *(CDPs with 1-4 Speed-Related Traffic Crashes)*

Traffic Enforcement Network (TEN) and County		Census Designated Place
MATEN METRO ATLANTA	DeKalb	Avondale Estates
		Druid Hills
		Lithonia
	Fayette	Brooks
		Tyrone
		Woolsey
	Fulton	Chattahoochee Hills
		Mountain Park
		Palmetto
	Gwinnett	Berkeley Lake
		Grayson
	Henry	Heron Bay
ATTEN APPALACHIAN TRAIL	Cherokee	Ball Ground
	Dawson	Dawsonville
	Fannin	Blue Ridge
		McCaysville
		Mineral Bluff
		Morganton
	Gilmer	Ellijay
	Towns	Hiawassee
		Young Harris
	Union	Blairsville
CGTEN CENTRAL GEORIGA	Butts	Flovilla
		Jenkinsburg
	Lamar	Barnesville
		Milner
	Pike	Hilltop
		Zebulon
	Upson	Hannahs Mill
CRTEN CENTRAL REGIONAL	Baldwin	Hardwick
	Greene	Siloam
		Union Point
		White Plains
		Woodville
	Jasper	Monticello
	Jones	Gray
	Morgan	Rutledge
	Newton	Newborn
		Porterdale
	Putnam	Eastman
	Walton	Between
		Good Hope
		Walnut Grove
CTEN COASTAL REGION	Appling	Baxley
		Graham
	Brantley	Nahunta
	Camden	Kings Bay Base
		Woodbine
	Charlton	Folkston
	Liberty	Flemington
		Midway
		Riceboro
		Walthourville
	Pierce	Blackshear
		Offerman

Traffic Enforcement Network (TEN) and County		Census Designated Place
CTEN COASTAL REGION	Pierce	Patterson
	Tattnall	Glennville
		Reidsville
	Ware	Deenwood
	Wayne	Screven
ECTEN EAST CENTRAL	Burke	Girard
		Midville
	Jefferson	Louisville
		Matthews
		Wadley
		Wrens
	Lincoln	Lincolnton
	McDuffie	Thomson
	Richmond	Hephzibah
	Taliaferro	Crawfordville
	Warren	Camak
		Warrenton
MGTEN MIDDLE GEORGIA	Crawford	Roberta
	Dooly	Vienna
	Houston	Henderson
		Robins AFB
	Turner	Sycamore
	Twiggs	Danville
		Jeffersonville
	Wilcox	Seville
MNTEN MOUNTAIN AREA	Bartow	Euharlee
		Kingston
	Chattooga	Trion
	Dade	Trenton
	Floyd	Cave Spring
		Shannon
	Gordon	Resaca
	Murray	Chatsworth
	Polk	Aragon
	Walker	Lookout Mountain
	Whitfield	Varnell
NETEN NORTH EAST	Banks	Homer
	Franklin	Canon
		Franklin Springs
		Royston
	Habersham	Clarkesville
		Demorest
		Mount Airy
		Raoul
	Hall	Clermont
		Lula
		Bowersville
	Jackson	Arcade
		Hoschton
		Maysville
		Nicholson
		Talmo
	Rabun	Mountain City
		Sky Valley
		Tiger

Traffic Enforcement Network (TEN) and County		Census Designated Place
NETEN NORTH EAST	White	Cleveland
		Helen
		Sautee-Nacoochee
		Yonah
PATEN PIEDMONT AREA	Barrow	Carl
		Russell
		Statham
	Clarke	Winterville
	Elbert	Dewy Rose
		Elberton
	Madison	Colbert
		Danielsville
		Ila
	Oconee	Bishop
		Watkinsville
	Wilkes	Tignall
		Washington
SCTEN SOUTH CENTRAL	Emanuel	Garfield
		Oak Park
		Twin City
	Johnson	Kite
		Wrightsville
	Laurens	Cadwell
		Dudley
		East Dublin
	Montgomery	Higgston
		Mount Vernon
		Tarrytown
	Treutlen	Soperton
	Washington	Davisboro
		Sandersville
		Tennille
	Wheeler	Glenwood
	Wilkinson	Allentown
		Gordon
		Irwinton
		Ivey
		McIntyre
SETEN SOUTH EASTERN	Candler	Metter
	Chatham	Montgomery
		Talahi Island
		Tybee Island
		Wilmington Island
	Effingham	Guyton
		Springfield
	Evans	Claxton
		Hagan
	Screven	Oliver
SRTEN	Atkinson	Pearson
		Willacoochee
	Berrien	Nashville
	Brooks	Barwick
		Morven
	Clinch	Argyle
		Homerville
	Coffee	Ambrose
	Cook	Adel
		Lenox

Traffic Enforcement Network (TEN) and County		Census Designated Place
SRTEN SOUTHERN REGIONAL	Cook	Sparks
	Echols	Eatonton
	Lanier	Lakeland
	Lowndes	Dasher
		Hahira
	Tift	Phillipsburg
SWTEN SOUTH WESTERN	Calhoun	Arlington
	Colquitt	Norman Park
	Dougherty	Putney
	Early	Blakely
	Lee	Leesburg
	Miller	Colquitt
	Mitchell	Baconton
		Pelham
	Thomas	Boston
		Pavo
	Worth	Poulan
		Sumner
		Sylvester
WCTEN WEST CENTRAL	Clay	Fort Gaines
	Harris	Hamilton
		Pine Mountain
		Waverly Hall
	Marion	Buena Vista
	Schley	Ellaville
	Stewart	Richland
	Sumter	Leslie
	Talbot	Talbotton
	Terrell	Sasser
WRTEN WESTERN REGIONAL	Carroll	Bowdon
		Mount Zion
		Whitesburg
	Coweta	East Griffin
		Grantville
		Sharpsburg
		Turin
	Haralson	Buchanan
		Waco
	Heard	Centralhatchee
		Ephesus
		Franklin
	Meriwether	Gay
		Greenville
	Paulding	Braswell
	Troup	Hogansville

Table C. **Georgia Speed-Related Crashes, by Traffic Enforcement Network, County, and Census Designated Place (2024)** -- *(CDPs with **NO** Speed-Related Traffic Crashes)*

Traffic Enforcement Network (TEN) and County		Census Designated Place
MATEN METRO ATLANTA	DeKalb	Pine Lake
	Fulton	Mountain Park
	Gwinnett	Rest Haven
ATTEN APPALACHIAN TRAIL	Cherokee	Nelson
		Waleska
	Fannin	Epworth
	Gilmer	Cherry Log
	Pickens	Talking Rock
	Towns	Tate City
CGTEN CENTRAL GEORIGA	Jasper	Shady Dale
	Lamar	Aldora
	Monroe	Culloden
	Morgan	Bostwick
		Buckhead
	Newton	Mansfield
		Oxford
	Pike	Concord
		Meansville
		Molena
		Williamson
	Putnam	Crooked Creek
	Rockdale	Lakeview Estates
	Spalding	Orchard Hill
	Upson	Lincoln Park
		Salem
		Sunset Village
		The Rock
		Yatesville
	Walton	Jersey
CTEN COASTAL REGION	Appling	Surrency
	Bacon	Rockingham
	Brantley	Hoboken
	Charlton	Homeland
	Jeff Davis	Denton
		Satilla
	Liberty	Allenhurst
		Fort Stewart
		Gumbranch
	Long	Ludowici
	Tattnall	Cobbtown
		Collins
		Manassas
		Mendes
	Wayne	Odum
ECTEN EAST CENTRAL	Burke	Keysville
		Sardis
		Vidette
	Glascock	Edge Hill
		Gibson
		Mitchell
	Hancock	Sparta
	Jefferson	Avera
		Bartow
		Stapleton
	Jenkins	Millen
		Perkins

Traffic Enforcement Network (TEN) and County		Census Designated Place
ECTEN EAST CENTRAL	McDuffie	Dearing
	Richmond	Blythe
	Taliaferro	Sharon
	Warren	Norwood
MGTEN MIDDLE GEORGIA	Bleckley	Empire
	Crawford	Knoxville
	Crisp	Arabi
	Dooly	Byromville
		Dooling
		Lilly
		Pinehurst
	Houston	Centerville
	Macon	Ideal
		Marshallville
		Montezuma
		Oglethorpe
	Pulaski	Hawkinsville
	Turner	Rebecca
	Wilcox	Abbeville
		Pineview
		Pitts
		Rochelle
MNTEN MOUNTAIN AREA	Bartow	Taylorsville
		White
	Chattooga	Lyerly
		Menlo
	Gordon	Fairmount
		Plainville
		Ranger
	Murray	Eton
	Whitfield	Cohutta
		Tunnel Hill
NETEN NORTH EAST	Banks	Alto
	Franklin	Gumlog
	Habersham	Tallulah Falls
	Hall	Gillsville
	Hart	Eagle Grove
	Jackson	Pendergrass
	Rabun	Dillard
	Stephens	Avalon
		Martin
		Sunnyside
PATEN PIEDMONT AREA	Elbert	Bowman
	Madison	Carlton
		Comer
		Hull
	Oconee	Bogart
		North High Shoals
	Oglethorpe	Arnoldsville
		Crawford
		Lexington
		Maxeys
	Wilkes	Rayle

Traffic Enforcement Network (TEN) and County		Census Designated Place
SCTEN SOUTH CENTRAL	Dodge	Chauncey
		Chester
		Rhine
	Emanuel	Canoochee
		Norristown
		Nunez
		Stillmore
		Summertown
	Johnson	Adrian
	Laurens	Dexter
		Montrose
		Rentz
	Montgomery	Ailey
		Alston
		Uvalda
	Telfair	Jacksonville
		Lumber City
		McRae-Helena
		Milan
		Scotland
	Toombs	Santa Claus
	Washington	Deepstep
		Harrison
		Oconee
		Riddleville
	Wheeler	Alamo
	Wilkinson	Toomsboro
SETEN SOUTH EASTERN	Bulloch	Brooklet
		Portal
		Register
	Candler	Pulaski
	Chatham	Dutch Island
		Isle of Hope
		Skidaway Island
		Vernonburg
	Evans	Bellville
		Daisy
	Screven	Hiltonia
		Newington
		Rocky Ford
		Sylvania
SRTEN SOUTHERN REGIONAL	Berrien	Alapaha
		Enigma
		Ray City
	Clinch	Du Pont
		Fargo
	Coffee	Broxton
		Nicholls
	Irwin	Ocilla
	Lowndes	Lake Park
		Moody AFB
		Remerton
	Tift	Omega
		Ty Ty
		Unionville

Traffic Enforcement Network (TEN) and County		Census Designated Place
SWTEN SOUTH WESTERN	Baker	Newton
	Calhoun	Edison
		Leary
		Morgan
	Colquitt	Appling
		Berlin
		Doerun
		Ellenton
		Funston
	Decatur	Attapulgus
		Brinson
		Climax
	Early	Cedar Springs
		Damascus
		Jakin
	Grady	Calvary
		Whigham
	Lee	Smithville
	Miller	Boykin
	Mitchell	Sale City
	Seminole	Donalsonville
		Iron City
	Thomas	Coolidge
		Meigs
		Ochlocknee
	Worth	Warwick
WCTEN WEST CENTRAL	Clay	Bluffton
	Harris	Shiloh
	Randolph	Coleman
		Cuthbert
		Shellman
	Stewart	Lumpkin
	Sumter	Andersonville
		De Soto
		Plains
	Talbot	Geneva
		Junction City
		Woodland
	Taylor	Butler
		Howard
		Reynolds
	Terrell	Bronwood
		Parrott
WRTEN WESTERN REGIONAL	Carroll	Roopville
	Coweta	Haralson
		Moreland
		Senoia
	Meriwether	Lone Oak
		Luthersville
		Warm Springs
		Woodbury