Georgia Traffic Safety Facts

2022 Data

May 2024

In this fact sheet, information is presented as follows.

This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), Georgia Department of Driver Services (DDS), Georgia Department of Revenue (DOR), Georgia Emergency Medical Services Information System (GEMSIS), Hospital Discharge Data, Emergency Room Data, and the Georgia Trauma Registry.

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Motorcycles

As defined in this fact sheet, a motorcyclist is a general term to refer to either the rider (motorcycle operator) or passenger. A motorcycle includes two- or three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes.

2022 Key Findings

- There were 221 motorcyclist fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of motorcyclist fatalities recorded for the state.
- Motorcycles consistently represent 0.7% of all registered vehicles and are involved in 1% of all motor vehicle crashes in Georgia. Motorcycle operators also represent 6% of all licensed drivers, but 18% of all driver fatalities.
- More than half (54%) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license at the time of the crash.
- Among persons fatally or seriously injured in a multi-vehicle motorcycle crash, 96% were riding on a motorcycle, and 4% were occupants of other vehicles or non-motorists.
- Helmet use (88%) among motorcyclists involved in a Georgia crash resulted in an estimated 117 lives saved.
- The majority of all motorcycle crashes occur in north Georgia. Generally, there are higher motorcycle crash rates in the Atlanta Region and rural counties along the North Carolina, South Carolina, and Alabama borders.
- Motorcycle operators losing control is the top contributing factor among motorcyclists involved in single-vehicle crashes—49% of operators lost control of their motorcycle moments before the crash.
- The total motorcycle traffic-related hospitalization and emergency room charges in Georgia was $269.9 million.
- Motorcyclists aged 25-to-34 years have the highest proportions and rates (per 100,000 population) of police-reported suspected serious injuries, EMS transports, emergency room visits, and hospitalizations compared to motorcyclists in other age groups.

Motorcyclist Fatalities and Serious Injuries

Motorcyclist Fatalities

In 2022, there were 1,797 fatalities that occurred in motor vehicle traffic crashes on Georgia roadways. The 221 motorcyclist fatalities that occurred in 2022 represented 12% of all traffic fatalities (Figure 1) and is the highest number of motorcyclist fatalities experienced in the past decade.

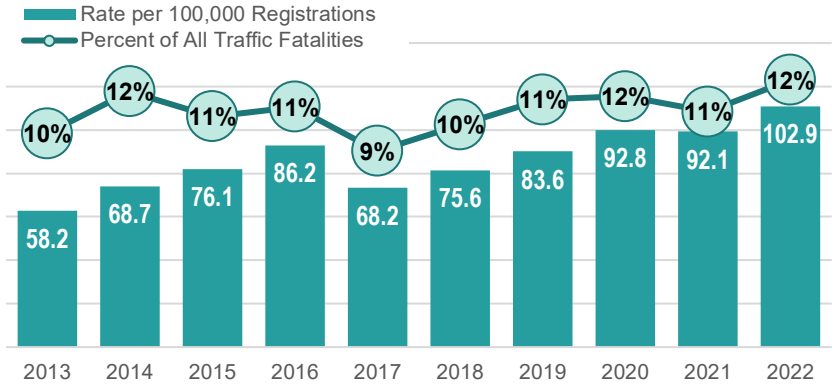
Between 2021 and 2022, motorcycle registrations increased by 3% (from 212,788 to 214,760), and motorcyclist fatalities increased by 13% (from 196 to 221). As a result, the rate of motorcycle fatalities increased by 12%, from 92.1 to 102.9 motorcycle fatalities per 100,000 motorcycle registrations.

Table 1 presents the total traffic fatalities, Georgia motorcycle registrations, and motorcyclist fatalities from 2013 to 2022.

Motorcyclist Injuries

The following section describes public safety and medical responses to serious injuries experienced by motorcyclists involved in motor vehicle traffic crashes (Table 2). Injured motorcyclists can be counted multiple times for each response (e.g., an injured person may be counted as a hospital and/or trauma center patient).

Figure 1. **Rate and Percent of Motorcyclist Fatalities, 2013-2022**



Source: FARS 2013–2022; FY2014-FY2019 DOR Annual Reports; DOR 2019-2022

Table 1. **Rate and Percent of Motorcyclist Traffic Fatalities, 2013-2022**

Year	Total Traffic Fatalities	Georgia Registered Motorcycles	Motorcyclist Fatalities		
			Number	Percent of All Traffic Fatalities	Rate per 100,000 Registrations
2013	1,180	199,287	116	10%	58.2
2014	1,164	199,445	137	12%	68.7
2015	1,432	199,796	152	11%	76.1
2016	1,556	199,504	172	11%	86.2
2017	1,540	203,783	139	9%	68.2
2018	1,504	203,639	154	10%	75.6
2019	1,491	203,343	170	11%	83.6
2020	1,664	206,834	192	12%	92.8
2021	1,809	212,788	196	11%	92.1
2022	1,797	214,760	221	12%	102.9

Note: Motorcycle registrations include commercial and non-commercial motorcycles.
Source: FARS 2013–2022; FY2014-FY2019 DOR Annual Reports; DOR 2019-2022

Table 2. **Description of Traffic Injury Surveillance Data Sources**

Traffic Injury Surveillance Data Sources
Suspected Serious Crash Injuries are reported by law enforcement responding to a motor vehicle crash scene.
Emergency Medical Services include all ground and air transports to an emergency facility for patients who are injured and require medical care in the state of Georgia.
Trauma Center patients are identified as those with serious injuries that meet specific criteria. The State of Georgia follows the identification and treatment guidelines established by the American College of Surgeons along with the Centers for Disease Control and Prevention (CDC) Field Triage Criteria.
Emergency Room and Hospitalizations include Georgia resident discharges from Georgia non-federal acute care hospitals. Emergency room (ER) visits include individuals who were discharged directly from the ER. Hospitalizations include individuals who may have visited the emergency room.

Table 3 shows the number and percent change of motorcycle traffic-related serious injuries for each injury surveillance source. Between 2021 and 2022:

- Motorcyclist serious injuries reported by law enforcement increased by 10%.
- The number of motorcyclists transported to a hospital facility by the Emergency Medical Services (EMS) decreased by 9%.
- The number of motorcyclists receiving patient care at a trauma center decreased by 4%.
- Motor vehicle traffic-related emergency room-only visits involving motorcyclists decreased by 19%, and hospitalizations decreased by 53%.

Table 3. **Motorcyclists Traffic-Related Serious Injuries by Injury Surveillance Source, 2021-2022**

Injury Surveillance Source	2021	2022	2021-2022% Change
Police Crash Reports	848	933	▲ + 10%
Emergency Medical Services*	3,152	2,862	▽ - 9%
Trauma	1,632	1,573	▽ - 4%
Emergency Department**	4,186	**3,382**	▽ - 19%
Hospital	2,440	**1,157**	▽ - 53%

* EMS arrivals to motor vehicle traffic crashes with reported serious injuries and fatalities may or may not have resulted in transport to a medical facility.
** All persons involved in a Georgia crash receive care in a Georgia Emergency Department or Hospital, regardless of their state residency.
Source: CODES 2021-2022, DPH Hospital Inpatient Discharge and Emergency Room Visit Data 2021-2022, GEMSIS 2021-2022, Georgia Trauma Registry 2021-2022

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

Table 4. **Motorcyclists Traffic-Related Serious Injuries, Percent of Total Serious Injuries, and Rate per 100,000 Population by Age Group and by Injury Surveillance Source, 2022**

Age Group	Police-Reported Suspected Serious Crash Injuries			Emergency Medical Services			Trauma Center			Emergency Room			Hospitalizations		
	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate	Count	Percent	Rate
<15	8	1%	0.4	75	3%	3.66	14	1%	0.7	142	4%	6.93	1	0%	0.05
15-24	146	16%	9.6	531	19%	34.75	238	15%	15.6	664	20%	43.45	146	13%	9.55
15-20	*66*	*7%*	*7.2*	*241*	*8%*	*26.24*	*105*	*7%*	*11.4*	*354*	*10%*	*38.55*	*49*	*4%*	*5.34*
21-24	*80*	*9%*	*13.1*	*290*	*10%*	*47.55*	*133*	*8%*	*21.8*	*310*	*9%*	*50.83*	*97*	*8%*	*15.91*
25-34	242	26%	16.0	689	24%	45.59	410	26%	27.1	865	26%	57.24	280	24%	18.53
35-44	200	21%	13.8	535	19%	37.02	289	18%	20.0	654	19%	45.25	228	20%	15.78
45-54	152	16%	10.9	431	15%	30.84	268	17%	19.2	500	15%	35.78	214	18%	15.31
55-64	117	13%	8.7	364	13%	27.22	242	15%	18.1	388	11%	29.01	204	18%	15.25
65+	61	7%	3.7	156	5%	9.48	112	7%	6.8	169	5%	10.27	84	7%	5.11
Total	**933***	**100%**	**8.5**	**2,862***	**100%**	**26.2**	**1,573**	**100%**	**14.4**	**3,382**	**100%**	**30.99**	**1,157**	**100%**	**10.60**

* Includes serious injuries with unknown age
Source: CODES 2022, DPH-OHIP Hospital Inpatient Discharge and Emergency Room Visit Only Data 2022, GEMSIS 2022

Suspected Serious Crash Injuries

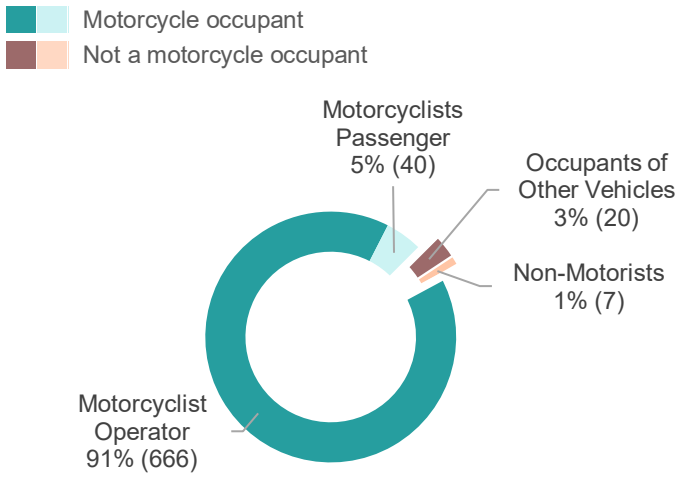
According to 2022 police crash reports, 4,438 motorcyclists (4,201 operators and 237 passengers) were involved in motor vehicle traffic crashes, and there were 933 suspected serious injuries among motorcyclists. In 2022, motorcyclists with police-reported suspected serious injuries increased by 10% from 848 in 2021.

Out of the 4,103 crashes that involved motorcyclists, 64% were multi-vehicle crashes (involving other vehicles that were not a motorcycle vehicle body type), 34% were single vehicles (involving only one motorcycle), and 2% were crashes involving two or more motorcycles. Sixty-two percent of motorcyclist serious injuries (578 of 933) and 58% of all motorcyclist fatalities occurred in multiple-vehicle crashes (128 of 221).

Figure 2 shows the percent of fatalities or serious injuries among all persons involved in multi-vehicle crashes with at least one motorcyclist in 2022. Among all the serious injuries involving motorcyclists:

- 96% rode on a motorcycle (represented by teal in Figure 4).
  - 91% were the motorcycle operator
  - 5% were motorcycle passengers
- 4% were occupants of other vehicles or non-motorists (represented by brown and peach in Figure 4).
  - 3% were occupants of vehicles that were *not* a motorcycle vehicle body type.
  - 1% were non-motorists (i.e., pedestrians or bicyclists).

Figure 2. **Percent of Persons Fatally or Seriously Injured in *Multi-Vehicle* Crashes Involving Motorcyclists by Person Type, 2022**



600 Serious Injuries, including 578 motorcyclists
133 Fatal Injuries, including 128 motorcyclists

Source: CODES 2022, FARS 2022

In 2022, 8% (77 out of 936) of all motorcycle vehicles involved in serious injury crashes were multi-occupant motorcycles (had at least two occupants—operators and passengers—riding on a motorcycle). Passengers of motorcyclists are likely to obtain the same injuries as motorcycle operators when they are involved in a traffic crash. Nearly three-quarters of all passengers on motorcycles involved in traffic crashes or serious injury crashes were female—most were in the 25-to-34 age group. Most (53 out of 64) motorcycle passengers involved in fatal and serious injury crashes were female. See the *Demographics* section on page 14 for operator information.

Emergency Medical Services

In 2022, the Emergency Medical Services (EMS) transported 2,862 motorcyclists involved in motor vehicle traffic crashes to a hospital facility—a 9% decrease compared to 3,152 in 2021. Two percent of all motor vehicle traffic-related EMS transports involved motorcyclists.

In 2022, 82% (2,352 out of 2,862) of the motorcyclists transported by EMS were male. The rate of EMS transports per 100,000 population was 44.12 for male motorcyclists and 7.69 for female motorcyclists.

Trauma

According to the 2022 Georgia Trauma Registry data, motorcycle related incidents accounted for 12.8% of all patients treated for motor vehicle traffic-related incidents (motor vehicle occupants, motorcyclists, pedestrians, and bicyclists) in Georgia Trauma Centers. In 2022, there were a total of 1,573 motorcyclists identified as trauma patients treated within Georgia Trauma Centers.

Trauma registry reports that 21% of operators of motorcycles who were tested for alcohol were confirmed using alcohol. Of the 115 motorcycle operators confirmed using alcohol, 78% had BAC greater than or equal to 0.08 g/dL. In 2022, 57% of the motorcycle operators that were tested for drugs were confirmed positive for drug use. Of the motorcycle operators testing positive for drugs, 92% (133 out of 145) were confirmed to be using illegal drugs.

Emergency Room Visits & Hospitalizations

In 2022, there were 4,539 motor vehicle traffic-related emergency room visits and hospitalizations[1] involving motorcyclists—a 31% decrease compared to 6,626 in 2021. Motorcyclists aged 25-to-34 years had the highest rate of emergency room visits and hospitalizations compared to other age groups – 57.24 emergency room visits and 18.53 hospitalizations for every 100,000 population. The total motorcycle traffic-related hospitalization and emergency room charges in Georgia was $269.9 million.

In 2022, the total **motorcycle traffic-related** hospitalization and emergency room charges in Georgia was

$269.9 M

Helmet Use

Since 1969, Georgia's universal helmet law[2] has never been repealed or changed. Three of the five bordering states (Tennessee, Alabama, and North Carolina) have also not repealed or changed their helmet law. Most other states have certain specifications for helmet use or no helmet law. The stability of Georgia's universal helmet law may contribute to the high helmet usage rate—estimated to be 97.8% across the state in 2021[3].

[1] Some hospitalizations may include emergency room visit information if the individuals were admitted into the same facility. Emergency room visits only include individuals who were discharged directly from the ER. Hospitalizations and emergency room visits include Georgia residents only, while fatalities can be a person out-of-state.
[2] O.C.G.A. 40-6-315
[3] Bason, James. J. 2021. "Statewide Use of Occupants Restraints: An Observational Study of Safety Restraint Use in Georgia, 2021". Traffic Safety Research and Evaluation Group, College of Public Health, University of Georgia: Athens, Georgia

Helmet use among motorcyclists involved in Georgia crashes resulted in an estimated 117 lives saved[4]. If all Georgia motorcyclists had worn helmets, an additional seven lives would have been saved. ***Although not all crashes are survivable, helmet use is still an effective means of preventing fatalities.*** According to the National Center for Statistics and Analysis, helmets are estimated to be 37% effective in preventing fatalities for motorcycle operators and 41% for motorcycle passengers.[5] *"In other words, for every 100 motorcycle [operators] killed in crashes while not wearing helmets, 37 of them could have been saved had all 100 worn helmets."* NHTSA estimates that Georgia saved $116 million in economic costs because of helmet use in 2017.[6]

Helmet use among motorcyclists involved in Georgia crashes resulted in an estimated

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

In 2022, nearly 9 out of 10 fatally injured motorcyclists in Georgia (88%) were reported wearing a helmet–compared to 51% nationwide. Based on reported known helmet use, 18% of motorcyclists involved in crashes, 16% of motorcyclists with serious injuries, and 12% of motorcyclists fatally injured were un-helmeted in Georgia.

Table 5. **Motorcyclists Involved in Crashes, Serious Injuries, and Fatalities by Helmet Use, 2022**

	Total	Helmeted		Un-helmeted		Unknown		Percent Based on Known Helmet Use	
		#	%	#	%	#	%	Helmeted	Un-helmeted
Motorcyclists **involved in crashes**	**4,438**	3,351	76%	717	16%	370	8%	82%	18%
Motorcyclists with **serious injuries**	**933**	740	79%	144	15%	49	5%	84%	16%
Fatally injured motorcyclists	**221**	191	86%	27	12%	3	1%	88%	12%

Source: CODES 2022, FARS 2022

Motorcyclists are vulnerable road users and are susceptible to other fatal injuries that cannot be prevented or lessened by helmet-use alone.

Crash Characteristics

According to the police crash reports, there were 4,103 motor vehicle traffic crashes that involved at least one motorcycle in 2022—a 0.4% increase compared to 4,085 motorcycle crashes that occurred in 2021. During this period, the number of crashes where a motorcyclist was seriously or fatally injured increased by 10% and 14%, respectively. Table 6 shows the number of motorcyclist traffic crashes, serious injury crashes, and fatal crashes between 2018 and 2022.

Table 6. **Motorcycle (MC) Traffic Crashes, Serious Injury Crashes, and Fatal Crashes, 2018-2022**

Year	MC Fatal Crashes	MC Serious Injury Crashes	MC Crashes
2018	151	573	3,121
2019	168	686	3,948
2020	190	808	3,786
2021	195	824	4,085
2022	222	910	4,103

Source: CODES 2018- 2022, FARS 2018-2022

[4] National Center for Statistics and Analysis (2011, March). Determining Estimates of Lives and Costs Saved by Motorcycle Helmets. (DOT HS 811 433). Washington, DC: National Highway Traffic Safety Administration.
[5] National Center for Statistics and Analysis. (2020, June). Motorcycle helmet use in 2019 – Overall results (DOT HS 812 936). Washington, DC: National Highway Traffic Safety Administration.
[6] National Center for Statistics and Analysis (2019, December). Lives and Costs Saved by Motorcycle Helmets. (DOT HS 812 867). Washington, DC: National Highway Traffic Safety Administration.

Urban vs. Rural[7]

In 2022, there were 1,910.5 motorcycle crashes for every 100,000 motorcycle registrations statewide (Table 7). Motorcycle crashes are more frequent in urban areas than in rural areas.

- The Atlanta Region accounted for 39% (1,607 out of 4,103) of all motorcycle crashes and 35% of all motorcycle registrations.
- Other urban counties accounted for 39% (1,611 out of 4,103) of all motorcycle crashes and 38% of all motorcycle registrations.

Table 7. **Motorcycle Crashes, Motorcycle Registrations, and Motorcycle Crash Rate by Region Type, 2022**

Region	Motorcycle Crashes		Registered Motorcycles		Motorcycle Crash Rate
	Number	Percent	Number	Percent	per 100,000 Registrations
Atlanta Region[8] (11 counites)	1,607	39%	74,242	35%	2,164.5
Other Urban (30 counties)	1,611	39%	81,203	38%	1,983.9
Rural Counties (118 counties)	855	21%	59,315	28%	1,441.5
Statewide	**4,103**	**100%**	**214,760**	**100%**	**1,910.5**

Source: CODES 2022, DOR 2022

Table 8 below shows the percent of motorcycle crashes by region and roadway classification in 2022. Most motorcycle crashes statewide occurred on minor arterial roadways (28%) and principal arterial roadways (26%).

- The Atlanta Region experienced more motorcycle crashes on *minor arterial* roadways (31%) compared to any other roadways classification in the region.
- Other urban counties experienced more motorcycle crashes on *principal arterial* roadways (31%) and *minor arterial* roadways (30%).
- Rural counties experienced more motorcycle crashes on *collector roads* (roads that connect local roads and streets)—30%.

Table 8. **Motor Vehicle Traffic Crashes Involving Non-Motorists by Region and Roadway Classification, 2022**

Roadway Classification	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Interstate	12%	4%	3%	7%
Principal Arterial	23%	**31%**	22%	26%
Minor Arterial	**31%**	30%	19%	**28%**
Collectors	10%	14%	**30%**	16%
Local	22%	20%	24%	22%
Other	2%	1%	2%	2%
All Roadways	**1,607** *(100%)*	**1,611** *(100%)*	**885** *(100%)*	**4,103** *(100%)*

Note: The sum of the individual cells may not equal row or column totals due to rounding error. Totals include MC crashes with unknown roadway classification Source: Numetric 2022

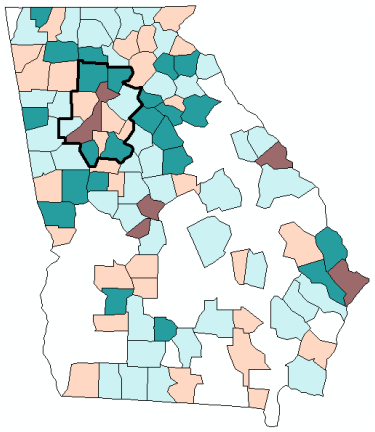
[7] Rural counties are counties that have a residential population less than 50,000 persons. This is different than roadway classifications where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

[8] The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member.

Figure 3 shows the motorcycle crash rate for counties with five or more motorcycle crashes in 2022 and their motorcycle crash rate. The statewide rate of motorcycle crashes for every 100,000 motorcycle registrations was 1,910.5.

The majority of all motorcycle crashes occur in north Georgia. Generally, there are higher motorcycle crash rates in the Atlanta Region and rural counties along the North Carolina, South Carolina, and Alabama border. Thirteen percent of all motorcycle operators involved in Georgia traffic crashes had a license from another state – five percent were licensed from a bordering state (Alabama, Florida, North Carolina, South Carolina, or Tennessee).

Figure 3. **Motorcycle (MC) Crashes per 100,000 MC Registrations for Counties with 5+ MC Crashes, 2022**



Note: displaying counties with more than five (5) motorcycle crashes.
Source: CODES 2022, DOR 2022

The most motorcycle serious injury and fatal crashes occurred within the four counties of the Atlanta Region – Fulton, Dekalb, Gwinnett, and Cobb counties. However, Montgomery County has the highest motorcycle serious injury and fatal crash rate per 100,000 motorcycle registrations in 2022. Rural counties had the highest proportion of motor vehicle crashes that involved motorcycles—particularly White, Lumpkin, and Towns counties.

Table 9. **Top Counties with 10+ MC Crashes and the Highest Motorcyclists Serious Injury and Fatal Crashes and Motorcycle Crash Rate, 2022**

Rank	Motorcyclist Serious Injuries and Fatalities Crashes						All Motorcycle Crashes			
	Count		Percent of County Motorcycle Crashes resulting in fatal or serious injuries		Rate per 100,000 MC Registration		Percent of ALL County Motor Vehicle Crashes		Rate per 100,000 MC Registrations	
	County	Number	County*	Percent	County	Rate	County*	Percent	County	Rate
1	Fulton	97	Oconee	71%	Montgomery	2,259.9	White	5%	Chatham	3,922.8
2	Dekalb	62	Jasper	67%	Dooly	1,980.2	Lumpkin	5%	Peach	3,791.5
3	Gwinnett	60	Barrow	63%	Decatur	1,225.5	Towns	5%	Richmond	3,691.2
4	Cobb	59	Madison	58%	Baldwin	1,214.6	Union	4%	Bibb	3,664.9
5	Chatham	56	Haralson	56%	Bacon	1,129.9	Lamar	3%	Fulton	3,636.9

*Counties with less than five (5) motorcycle crashes were excluded.
Source: CODES 2022; DOR 2022 ; FARS 2022

See the "*Additional Information*" to access the **Appendix** for this document. The Appendix includes the following information by county: Motorcycle Crashes • Motorcycle Registrations • Motorcycle Licensed Operators • Suspected Serious Injuries and Fatalities • Suspected and Confirmed Motorcycle Operator Alcohol Involvement.

Environmental Characteristics

Table 10 summarizes the environmental characteristics of where and when motorcycle fatal crashes and traffic crashes occurred in 2022.

- 51% of motorcycle fatal crashes and 42% of motorcycle traffic crashes occurred in non-intersection areas of the roadway.
- 52% of motorcycle fatal crashes and 69% of motorcycle traffic crashes occurred in daylight.
- 84% of motorcycle fatal crashes and 83% of motorcycle traffic crashes occurred in clear weather conditions.
- 31% of motorcycle fatal crashes and 29% of motorcycle traffic crashes occurred in the Spring months.

Most motorcycle traffic crashes occurred in the weekday daytime hours (39%), compared to more fatal crashes occurring on the weekend during the nighttime hours (29%).

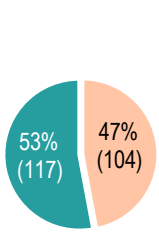
Table 10. **Motor Vehicle Crashes Involving Motorcyclists by Environmental Characteristics, 2022**

Environmental Characteristics	Motorcycle Fatal Crashes		Motorcycle Traffic Crashes	
	Number	Percent	Number	Percent
Location *				
Intersection (or related)	79	36%	1,690	38%
Non-Intersection	113	**51%**	1,850	**42%**
Other	30	14%	898	20%
Light Conditions				
Dark	98	44%	1,226	28%
Daylight	115	**52%**	3,073	**69%**
Dawn	4	2%	38	1%
Dusk	5	2%	84	2%
Day of Week / Time of Day *				
Weekday	118	53%	2,590	58%
Nighttime	53	24%	837	19%
Daytime	64	29%	1,753	**39%**
Weekend	104	47%	1,848	42%
Nighttime	64	**29%**	932	21%
Daytime	40	18%	916	21%
Weather Conditions				
Clear	187	84%	3,669	83%
Cloudy	28	13%	613	14%
Rain	5	2%	138	3%
Other	2	1%	18	<1%
Season				
Winter (Jan-Feb, Dec)	32	14%	586	13%
Spring (Mar-May)	68	**31%**	1,300	29%
Summer (Jun-Aug)	63	28%	1,305	29%
Fall (Sep-Nov)	59	27%	1,247	28%

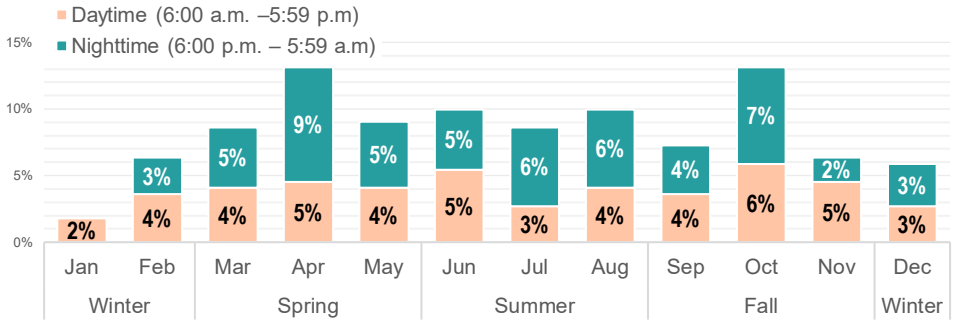
Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday
Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday
Daytime – 6:00 a.m. to 5:59 p.m. *Nighttime* – 6:00 p.m. to 5:59 a.m.
*See data considerations for definitions of intersection and non-intersection locations. Other locations include: on shoulder, off-roadway, entrance/exit ramps, and locations categorized as other on the crash report. Source: CODES 2022, FARS 2022

In 2022, more motorcyclist fatal crashes occurred in the months of April and October. Figure 4 shows the percentage of motorcyclist fatal crashes by season, month, and time of day.

Figure 4. **Motorcyclist Fatal Crashes by Season, Month, and Time of Day, 2022**



All Seasons



Note: Nighttime and daytime groupings are based on the time of day in hours. The time groupings do not consider the change in lighting conditions associated with the seasons (i.e., extended or longer daylight hours in the summer). Source: FARS 2022

Contributing Circumstances

In 2022, 81% of all motorcycle crashes involved two or more vehicles (multi-vehicle crashes), and 19% were single-vehicle motorcycle crashes. The most harmful event in motorcycle crashes was collisions with other motor vehicles in transport for multi-vehicle crashes and the overturn of the motorcycle (non-collision related) for single-vehicle crashes.

Passenger vehicles[9] were more frequently involved in crashes with motorcyclists compared to other vehicle types. The most common manner of collision in multi-vehicle crashes involving motorcycles was angle and rear-end crashes. The manner of collision is not vehicle specific and does not identify which vehicle or driver was at fault. Table 11 below shows the highest rank manner of collision for multi-vehicle traffic crashes, injury crashes, and fatal crashes that involve a motorcyclist.

Table 11. **Highest Rank Manner of Collision for *Multi-Vehicle* Crashes Involving Motorcyclist by Crash Type, 2022**

Rank	Fatal Crashes		Serious Injury Crashes		Traffic Crashes	
	Manner of Collision	% of crashes	Manner of Collision	% of crashes	Manner of Collision	% of crashes
1	Angle	54%	Angle	58%	Angle	43%
2	Rear end (Front-to-rear)	24%	Rear end (Front-to-rear)	20%	Rear end (Front-to-rear)	30%
3	Head on (Front-to-front)	10%	Head on (Front-to-front)	9%	Sideswipe same direction	12%
4	Not a collision with a motor vehicle	6%	Sideswipe same direction	8%	Not a collision with a motor vehicle	6%

Source: CODES 2022; FARS 2022

Motorcycle operators losing control is the top contributing factor among motorcyclists involved in single-vehicle crashes. In 2022, 49% of operators lost control of their motorcycles before they collided with another object that was not another vehicle. The top contributing factors among motorcycle operators involved in multi-vehicle crashes were following too closely (30%) and risky/aggressive driving (27%). The top factors for other drivers involved in multi-vehicle crashes with motorcyclists were failure to yield (48%) and following too closely (18%). This does not imply that the motorcycle operators or other drivers caused the crash either by their actions or failure to act.

Table 12. **Top Contributing Factors with Crashes Involving Motorcyclists by Number of Vehicles Involved and Person Type, 2022**

	Single Vehicle Crashes		Two-Vehicle Crashes			
Rank	Motorcyclists		Motorcyclists		Other Drivers	
	Description	% of all operators	Description	% of all operators	Description	% of all drivers
1	Operator lost control	49%	Following too close	30%	Failed to yield	48%
2	Speeding	18%	Risky/aggressive driving	27%	Following too close	18%
3	Under the influence of alcohol and/or drug	9%	Speeding	15%	Risky/aggressive driving	16%
4	Risky/aggressive driving	8%	Operator lost control	12%	Improper Turn	7%

Source: CODES 2022; FARS 2022

[9] Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles (SUVs).

SPEEDING MOTORCYCLISTS

Drivers are considered to be speeding if they were charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, exceeding the posted speed limit, or evading police was a contributing factor in the crash. In 2022:

- **36%** of all motorcyclists involved in *fatal* crashes were speeding.
- **13%** of all motorcyclists involved in *serious injury* crashes were speeding.
- **11%** of all motorcyclists involved in *motor vehicle traffic* crashes were speeding.

Table 13. **Number of Motorcycle Operators and Drivers Involved in Crashes by Vehicle Category, Speeding Status, and Crash Type, 2022**

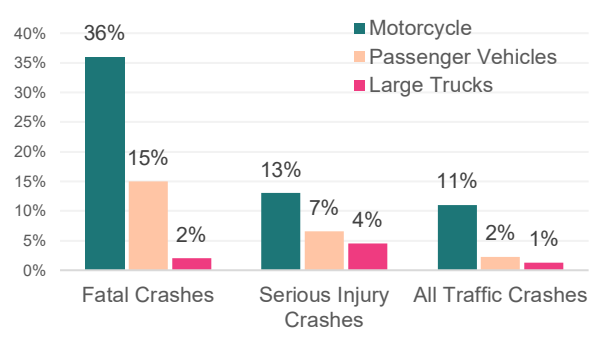
Vehicle Type	Fatal Crashes		Serious Injury Crashes		All Traffic Crashes	
	#	%	#	%	#	%
Motorcycles	**225**	**100%**	**936**	**100%**	**4,201**	**100%**
Speeding	81	36%	126	13%	447	11%
Not-Speeding	144	64%	810	87%	3,754	89%
Other Vehicles	**2,280**	**100%**	**11,715**	**100%**	**682,498**	**100%**
Speeding	311	14%	756	6%	15,623	2%
Not-Speeding	1,969	86%	10,959	94%	666,875	98%
TOTAL	**2,505**		**12,651**		**686,699**	

Note: The table above counts the number of vehicles (or operators/drivers) involved in crashes. More than one motorcycle can be involved in a crash
Source: CODES 2022, FARS 2022

A greater proportion of motorcycle operators involved in fatal, serious injury, or motor vehicle crashes were speeding compared to other vehicle categories (Figure 5). In 2022:

- **36%** of all motorcycle operators involved in *fatal* crashes were speeding – compared to 15% for passenger car drivers and 2% for large-truck drivers.
- **13%** of all motorcycle operators involved in *serious injury* crashes were speeding.
- **11%** of all motorcycle operators involved in *motor vehicle traffic* crashes were speeding.

Figure 5. **Percent of Drivers or Motorcycle Operators Speeding by Vehicle Category and Crash Type, 2022**



Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles. Source: FARS 2022, CODES 2022

Moreover, compared to other age groups, motorcycle operators 25-to-34 years represented a greater proportion of motorcycle operators involved in speed-related crashes, speed-related serious injury crashes, and speed-related fatal crashes compared to other age groups.

ALCOHOL INVOLVEMENT AMONG MOTORCYCLISTS

Alcohol involvement is defined as whether alcohol was consumed by the motorcycle operator before the crash; the presence of alcohol may or may not be a contributing factor in the crash. Under Georgia law it is a rebuttable presumed criminal offense to operate a motor vehicle at or above a 0.08 grams per deciliter (g/dL) blood alcohol concentration (BAC) tested via blood, breath, or urine. However, impairment occurs when the driver's ability to safely operate a motor vehicle is compromised—this can be above or below the Georgia legal limit of .08 g/dL. Georgia law states drivers cannot operate a moving vehicle while under the influence of alcohol to the extent that it is less safe to drive.[10] Under this law, drivers can be cited and convicted of impaired driving even with a BAC below 0.08 g/dL.

Across the 4,201 Georgia motorcycle operators involved in crashes in 2022, 5% were either confirmed or suspected of alcohol impairment— 92 motorcycle operators were confirmed of alcohol impairment, and an additional 131 motorcycle operators were suspected of alcohol impairment. Of those motorcycle operators suspected of alcohol impairment, many did not have a BAC value reported in the police crash report; however, they were administered an alcohol test. In the same year, 2% of other drivers that were not motorcyclists were either confirmed or suspected of alcohol impairment— 7,141 drivers were confirmed of alcohol impairment, and an additional 4,943 drivers were suspected of alcohol impairment.

The number of motorcycle operators involved in a fatal crash with a positive BAC (0.01+ g/dL) increased by 28%, from 32 in 2018 to 41 in 2022. These motorcycle operators may or may not have been fatally injured in the crash. Table 14 shows motorcycle operators involved in a fatal crash by BAC from 2018-2022. In 2022:

- **31%** of motorcycle operators had a BAC of 0.00 or no alcohol.
- **4%** of motorcycle operators had a BAC between 0.01 and 0.07.
- **14%** of motorcycle operators had a BAC of 0.08 or above.
- **51%** of motorcycle operators had an unknown or unreported BAC.

Table 14. **Motorcycle Operators Involved in a Fatal Crash by BAC, 2018-2022**

Year	Motorcycle Operators	BAC .00 g/dL		BAC .01-.07 g/dL		BAC .08+ g/dL		Unknown / Unreported	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
2018	158	54	34%	10	6%	22	14%	72	46%
2019	174	61	35%	4	2%	22	13%	87	50%
2020	196	45	23%	11	6%	25	13%	115	59%
2021	200	43	22%	11	6%	36	17%	110	56%
2022	225	70	31%	10	4%	31	14%	114	51%

Note: Motorcycle operators may or may not have been fatally injured in the crash. BAC .00 g/dL means no alcohol present. BAC .01- .07 g/dL means some alcohol is present, and the driver is *below* the Georgia legal limit. BAC .08+ g/dL means alcohol is present, and the driver is *above* the Georgia legal limit.
Source: FARS 2018-2022

For additional information, see the Appendix for the percentage of motorcycle operators involved in motor vehicle crashes confirmed or suspected of alcohol impairment by county for 2022.

[10] O.C.G.A. § 40-6-391(a)(1)

Motorcycle Licensure & Vehicle Registration

Motorcycle operators with a Class M license or a Class M Instructional Permit (MP) have a valid license to operate a motorcycle or motor-driven cycle in Georgia legally. Across the decade, drivers with a Class M license only, Class MP license only, or a Class M status assigned to another license type consistently represented about 6% of all licensed drivers. Between 2021 and 2022:

- Licenses with Class M designations (Class M only or Class M with other license classes) increased by 3%.
- Licenses with Class MP designations increased by 4%.

According to the Department of Driver Services (DDS), 9,525 individuals completed the Georgia Motorcycle Safety Program in 2022. The program teaches crash-avoidance skills to motorcycle riders of various experience levels. Despite the statewide reach of the Motorcycle Safety Program, 54% of motorcycle operators involved in a traffic crash in 2022 were either unlicensed or did not have a valid designation on their driver's license—a net 1-point decrease compared to 2021.

Motorcycles consistently represent two percent of all registered vehicles in Georgia. Among the motorcycle body classifications identified by NHTSA vPIC, motorcyclist fatalities were more frequent on sports motorcycles (41%), followed by touring motorcycles (16%), custom motorcycles (9%), and cruisers (9%).

Table 15. **2021-2022 Percent Change in Motorcycle Licensure, License Status for Motorcyclists Involved in Crashes, and Motorcycle Registration**

Measure	2021-2022 Percent Change
All Georgia Licensed Drivers / Operators	
Total Class M / MP	▲ 3%
Class M	▲ 3%
Class MP	▲ 4%
Other License Class	▲ 5%
Motorcycle Operator Involved in Crashes	
Total Class M / MP	▲ 5%
Class M	▲ 4%
Class MP	▲ 7%
Other license Class not valid to operate a motorcycle	▲ -
No license present or licensure status unknown	▽ -15%
Registered Motorcycles	
All Engine Sizes	▲ 1%

Source: DDS 2021-2022, CODES 2021-2022, DOR 2021-2022

Despite the statewide reach of the Motorcycle Safety Program,

54%

of motorcycle operators involved in a traffic crash in 2022 were either unlicensed or did not have a valid designation on their driver's licenses.

Demographics

Age

While older persons within the **55-to-64** age group have the highest proportion of properly licensed motorcyclists and motorcycle registrants, motorcyclists in the 25-to-34 age group have the highest involvement in crashes and receive a greater proportion of motorcycle-related convictions. Compared to drivers in other age groups, motorcycle operators aged **25-to-34** years represent 10% of all riders with a valid Class M or MP license; however, they also represented:

- **27%** of motorcycle operators who sustained *fatal and serious injuries*;
- **20%** of motorcycle operators *involved in a traffic crash*;
- **25%** of motorcycle operators with *invalid or no license credentials* involved in a crash (not shown in Table 16); and
- **34%** of motorcycle operators with convictions reported to the Georgia Department of Driver Services.

Table 16. **Motorcycle Operator Fatalities, Motorcycle Crashes, Licensed Motorcyclists with a Class M or MP License, and Motorcycle Registrations, 2022**

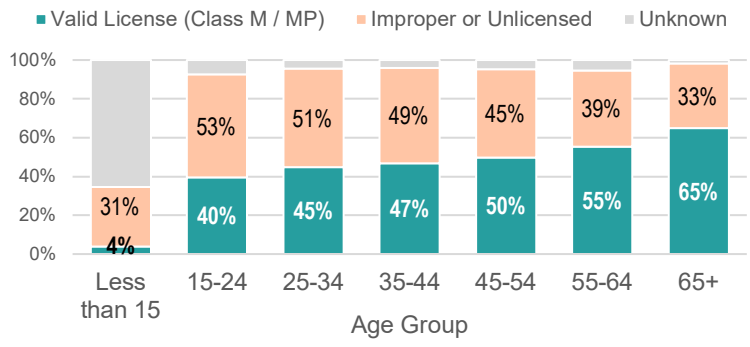
Age Group	Motorcyclists Fatalities and Serious Injuries		Motorcycle Operator Involved in Crashes	Motorcycle Operator Convictions	Licensed Motorcyclists Class M / MP	Motorcycle Registrants
	Operator	Passenger				
Children (less than 15)	1%	3%	1%	--	--	--
15-24	15%	**23%**	18%	29%	2%	3%
15-20	*7%*	*9%*	*8%*	*13%*	*1%*	*1%*
21-24	*8%*	*14%*	*10%*	*15%*	*2%*	*2%*
25-34	**27%**	20%	**25%**	**34%**	10%	11%
35-44	21%	14%	19%	19%	14%	15%
45-54	17%	16%	16%	10%	20%	23%
55-64	12%	14%	12%	7%	26%	**28%**
65+	6%	8%	6%	2%	**27%**	19%
Unknown	1%	2%	4%	--	--	< 1%
TOTAL	**1,090** 100%	**64** 100%	**4,201** 100%	**391** 100%	**467,149** 100%	**214,760** 100%

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

Source: FARS 2022, CODES 2022, DDS 2022, DOR 2022

The proportion of motorcycle operators involved in traffic crashes that are unlicensed or did not have the valid Class M/MP designation on their license decreases as the age group increases. Among motorcycle operators in the 25-to-34 age group, only 45% had a valid Class M/MP license, 51% did not have the Class M/MP designation, and 4% were reported as unknown.

Figure 6. **Licensing Status of Motorcycle Operators Involved in Traffic Crashes by Age Group, 2022**



Source: CODES 2022

Sex & Race/Ethnicity

In 2022, 90% (3,798 out of 4,201) of the motorcycle *operators* involved in crashes were male, 5% (227 out of 4,201) were female, and four percent were unknown or unreported (176 out of 4,201). Three quarters (75%, 178 out of 237) of the motorcycle *passengers* involved in crashes were female.

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

- The highest rate per 100,000 population was among White males, 79.8. The motorcycle operator fatality rate per population was 2.1 for White, non-Hispanic, and 1.9 for Black, non-Hispanic.
- Despite the higher counts of motorcyclist fatalities among the White racial demographic group, the total hospital and emergency room rates per 100,000 population among White and Black were 45.7 and 36.0, respectively.

All-Terrain Vehicles

All-Terrain Vehicles (ATVs) traffic-related crashes are defined as off-road recreational vehicles involved in a crash on public roadways. Between 2018 and 2022, ATVs riders (operators and passengers) represented 0.9% of all traffic fatalities—yearly fatality counts ranged from a low of 9 in 2021 to a high of 26 in 2020.

During the 5-year period (2018-2022), among the ATV rider fatalities *(in no particular order and not mutually exclusive)*:

- 25% were in the 25-to-34 age group,
- 75% were male,
- 59% were un-helmeted,
- 57% were involved in single-vehicle crashes, and
- 72% were in rural counties.

Table 17. **ATV-Related Fatalities, Serious Injuries, and Involvement in Motor Vehicle Traffic Crashes, 2018-2022**

Year	Fatalities		Serious Injuries		ATV Riders in Traffic Crashes	
	Number	Percent of All Fatalities	Number	Percent of All Serious Injuries	Number	Percent of All Persons
2018	14	0.9%	43	0.7%	381	0.2%
2019	17	1.1%	68	0.9%	998	0.1%
2020	26	1.5%	114	1.5%	803	0.2%
2021	9	0.5%	101	1.1%	1,106	0.2%
2022	11	0.6%	123	1.4%	1,544	0.3%

Source: FARS 2018–2022; CODES 2018-2022

Data Definitions and Considerations:

This fact sheet defines motorcyclists as either the rider (motorcycle operator) or passenger. A motorcycle includes two- or three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes. A “large truck” is any medium or heavy truck, excluding buses and motor homes, and can include commercial and non-commercial vehicles. Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles (SUVs).

Motorcycle registration data for 2020 was obtained from the Department of Revenue (DOR) by special request on the calendar year in lieu of the state fiscal year. Although motorcycle registrations may use the terminology All-Terrain Vehicle (ATV) to describe off-road motorcycles, this fact sheet only considers any motorcycle involved in a crash on public roadways. Additionally, motorcycle registrations include commercial and non-commercial motorcycles. Commercial motorcycles include motorcycles owned by dealers or manufacturers.

A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport, and the crash originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

Fatal crashes are defined as crashes that involve a motor vehicle traveling on a trafficway customarily open to the public and that resulted in the death of a motorist or a non-motorist within 30 days of the crash.

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.

The National Center for Health Statistics (NCHS), the Federal agency responsible for the use of the International Statistical Classification of Diseases and Related Health Problems, 10th revision (ICD-10) in the United States, has developed a clinical modification (CM) of the classification for morbidity (EMS, trauma, hospital, and ER data) purposes. ICD-10 Codes used were– V20-V28 (.3 - .9), V29 (.4 - .9).

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address the problem of missing blood alcohol test results in the FARS data system. A multiple imputation methodology is employed to generate specific values of BAC for persons involved in fatal crashes. Many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.

Contributing circumstances capture the precrash elements or improper actions of persons (motorcycle operators, pedestrians, bicyclists, and other motorists) that may have caused the crash. Contributing factors in fatal and nonfatal crashes are often underreported in the datasets. There is at least one record per person involved in a fatal crash (FARS Data) and some missing records for persons involved in motor vehicle traffic crashes (Crash Data).

Rural counties are counties that have a population of less than 50,000 according to the United States decennial census of 2010 or any future such census (OCGA Section 31-6-2). This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

"At Intersection" is used when a person is on a roadway either (1) in the intersection, (2) in the area between a crosswalk and the perimeter of the intersection, or (3) in a crosswalk (marked or unmarked) adjacent to an intersection. "Not at Intersection" is when the person is more than 50 feet out from the perimeter of an intersection and the crash is not identified as related to the movement of vehicles through an intersection.

Additional Information:

Other general information on motorcycle safety and traffic safety facts may be accessed at:

- Appendix: Motorcycles Georgia Traffic Safety Facts
- https://www.gahighwaysafety.org/highway-safety/shsp/

Other traffic safety facts are available online at the Georgia Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES): Risky Driving, Traffic Safety During the COVID-19 Public Health Emergency, Distracted Drivers, Occupant Protection, Non-Motorist (Pedestrians and Bicyclists), Motorcycle Safety, Young Adult Drivers, and Older Drivers.

References:

National Center for Statistics and Analysis. (2020, June). Motorcycle helmet use in 2019 – Overall results Traffic Safety Fact Research Note. (DOT HS 812 936). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812936

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Appendix

Motorcycles Drivers Georgia Traffic Safety Facts (2022)

This document is the Appendix for the **2022 Motorcycles Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Data Considerations:

- **Alcohol-Related Crashes:** For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address the problem of missing blood alcohol test results in FARS data system. For motorists and non-motorists involved in a motor vehicle traffic crash that may or may not result in a fatal injury, many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.
- **Motorcycle Registration:** Motorcycle registration data for 2021 was obtained from the Department of Revenue (DOR) by special request on the calendar year in lieu of state fiscal year. Although motorcycle registrations may use the terminology All-Terrain Vehicle (ATV) to describe off-road motorcycles, this fact sheet only considers any motorcycle involved in a crash on public roadways. Additionally, motorcycle registrations include commercial and non-commercial motorcycles. Commercial motorcycles include motorcycles owned by dealers or manufacturers.
- **Suspected Serious Injuries:** Suspected serious injuries are reported by law enforcement and used when any injury, other than fatal injury, prevent the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2022

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,103**	**6%**	**4,438**	**933 (21%)**	**467,149**	**214,760**
Appling	<5	-	<5	25%	727	295
Atkinson	<5	-	<5	-	219	109
Bacon	5	20%	5	40%	427	177
Baker	<5	-	<5	-	105	38
Baldwin	20	10%	21	43%	1,561	741
Banks	8	13%	10	40%	1,577	835
Barrow	8	13%	8	63%	5,025	2,814
Bartow	68	6%	76	24%	7,863	3,561
Ben Hill	<5	33%	<5	33%	609	258
Berrien	7	14%	8	25%	959	509
Bibb	70	-	74	20%	4,413	1,910
Bleckley	<5	-	<5	50%	690	333
Brantley	<5	67%	<5	-	950	425
Brooks	5	-	6	-	636	291
Bryan	13	-	13	23%	3,161	1,512
Bulloch	34	9%	34	26%	3,124	1,430
Burke	10	10%	10	50%	982	542
Butts	18	17%	19	26%	1,896	949

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2022 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,103**	**6%**	**4,438**	**214,760**	**467,149**	**214,760**
Calhoun	<5	-	<5	100%	146	66
Camden	31	19%	33	33%	4,087	1,814
Candler	<5	-	<5	100%	493	250
Carroll	66	11%	75	23%	7,431	3,485
Catoosa	21	-	21	43%	3,897	1,872
Charlton	<5	-	<5	50%	454	198
Chatham	195	9%	213	28%	11,135	4,971
Chattahoochee	-	-	-	-	462	200
Chattooga	14	14%	15	27%	1,508	663
Cherokee	96	8%	101	18%	16,618	7,708
Clarke	42	5%	44	20%	3,030	1,332
Clay	<5	-	<5	50%	127	40
Clayton	112	4%	120	27%	6,486	3,269
Clinch	<5	-	<5	100%	193	82
Cobb	249	2%	264	24%	28,912	12,908
Coffee	9	11%	10	40%	1,325	628
Colquitt	12	17%	12	33%	1,603	731
Columbia	59	2%	62	11%	8,379	3,607
Cook	<5	25%	<5	50%	743	288
Coweta	72	4%	73	27%	10,136	4,447
Crawford	6	17%	8	63%	936	413
Crisp	9	11%	10	10%	805	285
Dade	<5	-	<5	100%	1,082	442
Dawson	21	19%	24	17%	2,512	1,330
Decatur	14	7%	15	33%	942	408
Dekalb	241	2%	259	25%	17,091	7,118
Dodge	<5	25%	<5	50%	806	327
Dooly	6	17%	7	57%	385	202
Dougherty	23	4%	27	33%	2,334	1,010
Douglas	60	7%	62	21%	6,717	3,173
Early	<5	-	<5	100%	394	169
Echols	-	-	-	-	147	72
Effingham	28	11%	33	36%	5,123	2,528
Elbert	<5	-	<5	25%	1,193	537
Emanuel	<5	-	<5	67%	825	442
Evans	<5	-	<5	-	417	233
Fannin	26	15%	30	27%	2,617	1,431
Fayette	32	3%	36	19%	7,124	3,062
Floyd	52	6%	60	30%	5,656	2,513
Forsyth	52	12%	56	29%	12,148	5,587
Franklin	7	14%	7	43%	1,698	776
Fulton	401	2%	418	23%	26,677	11,026

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2022 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,103**	**6%**	**4,438**	**214,760**	**467,149**	**214,760**
Gilmer	25	8%	27	44%	3,043	1,496
Glascock	<5	-	<5	100%	128	51
Glynn	35	9%	38	21%	4,517	1,800
Gordon	24	4%	25	32%	3,893	1,892
Grady	8	13%	11	27%	973	482
Greene	<5	-	<5	100%	951	356
Gwinnett	244	5%	263	23%	27,447	13,006
Habersham	28	14%	33	30%	3,195	1,479
Hall	115	10%	120	23%	11,129	5,346
Hancock	<5	-	<5	100%	308	168
Haralson	9	-	12	33%	2,338	1,143
Harris	14	14%	17	18%	2,971	1,184
Hart	15	7%	17	24%	1,663	875
Heard	6	17%	6	67%	938	438
Henry	71	8%	74	22%	11,803	5,530
Houston	61	10%	63	25%	9,007	3,799
Irwin	-	-	-	-	421	170
Jackson	35	9%	38	34%	5,225	2,659
Jasper	9	-	10	60%	1,168	608
Jeff Davis	<5	-	<5	50%	496	224
Jefferson	<5	50%	<5	-	537	238
Jenkins	-	-	-	-	237	114
Johnson	<5	-	<5	25%	289	144
Jones	13	-	15	13%	1,704	788
Lamar	16	6%	17	12%	1,506	650
Lanier	<5	-	<5	-	481	241
Laurens	14	7%	15	27%	2,009	965
Lee	5	-	6	17%	1,897	787
Liberty	31	6%	32	19%	3,488	1,762
Lincoln	-	-	-	-	499	195
Long	8	-	9	33%	1,147	593
Lowndes	46	7%	51	14%	5,200	2,381
Lumpkin	43	2%	47	15%	2,786	1,646
Macon	<5	50%	<5	50%	398	192
Madison	12	25%	13	54%	1,947	850
Marion	<5	-	<5	100%	459	163
McDuffie	8	13%	8	38%	1,001	553
McIntosh	<5	-	<5	25%	806	349
Meriwether	7	-	9	22%	1,520	761
Miller	<5	-	<5	-	212	92
Mitchell	<5	-	<5	-	658	295
Monroe	16	13%	19	26%	2,113	884
Montgomery	6	-	7	57%	347	177

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2022 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,103**	**6%**	**4,438**	**214,760**	**467,149**	**214,760**
Morgan	9	-	9	33%	1,338	694
Murray	21	14%	24	38%	2,464	1,280
Muscogee	83	7%	93	20%	7,635	2,914
Newton	50	2%	53	28%	5,806	3,025
Oconee	7	-	7	71%	2,005	817
Oglethorpe	5	-	6	33%	982	417
Paulding	62	6%	68	25%	10,344	4,719
Peach	24	-	24	25%	1,453	633
Pickens	21	5%	26	27%	3,120	1,703
Pierce	<5	50%	<5	100%	989	397
Pike	5	20%	5	40%	1,868	878
Polk	24	4%	29	21%	2,780	1,416
Pulaski	<5	50%	<5	50%	425	211
Putnam	5	-	6	17%	1,352	558
Quitman	-	-	-	-	200	50
Rabun	14	21%	16	44%	1,394	734
Randolph	-	-	-	-	208	81
Richmond	109	6%	114	26%	5,450	2,953
Rockdale	49	-	56	18%	3,951	1,855
Schley	<5	-	<5	100%	271	113
Screven	<5	-	<5	-	611	283
Seminole	-	-	-	-	435	171
Spalding	37	-	43	35%	3,925	1,749
Stephens	18	17%	21	14%	2,083	915
Stewart	<5	-	<5	100%	129	61
Sumter	8	25%	9	-	1,003	415
Talbot	<5	-	<5	67%	396	156
Taliaferro	-	-	-	-	90	44
Tattnall	<5	-	<5	67%	864	408
Taylor	<5	-	<5	100%	405	160
Telfair	-	-	-	-	370	169
Terrell	<5	-	<5	-	355	157
Thomas	15	7%	17	24%	1,783	825
Tift	8	13%	8	50%	1,634	695
Toombs	7	-	7	29%	1,065	499
Towns	11	9%	13	23%	1,353	669
Treutlen	-	-	-	-	256	152
Troup	36	11%	40	40%	3,715	1,444
Turner	<5	-	<5	67%	368	161
Twiggs	<5	33%	<5	33%	490	214
Union	29	-	33	24%	3,180	1,763
Upson	11	-	12	50%	1,858	756
Walker	32	19%	36	19%	4,205	2,132

Motorcycle Crashes, Percent of Motorcycle Crashes with Alcohol Impaired Motorcycle Operators, Motorcyclists Involved in Crashes, Percent of Motorcyclists Seriously or Fatally Injured, Number of Drivers with Class M/MP Licenses, and Motorcycle Registrations by County, 2022 ***(con't)***

County Name	Motorcycle Crashes		Motorcyclists (Operator & Passengers)		Class M / MP Licensed Drivers	Motorcycle Registrations
	Motorcycle Crashes	% Alcohol-Related	Involved in Crashes	% Seriously or Fatally Injured		
STATEWIDE	**4,103**	**6%**	**4,438**	**214,760**	**467,149**	**214,760**
Walton	38	5%	43	30%	6,181	2,979
Ware	15	13%	16	19%	1,547	591
Warren	<5	-	<5	100%	193	95
Washington	<5	-	5	20%	703	287
Wayne	11	36%	13	31%	1,465	668
Webster	-	-	-	-	107	49
Wheeler	<5	-	<5	-	172	70
White	39	10%	45	22%	2,473	1,309
Whitfield	48	10%	49	27%	4,796	2,355
Wilcox	<5	-	<5	100%	295	111
Wilkes	<5	-	<5	67%	536	215
Wilkinson	-	-	-	-	461	204
Worth	7	-	9	56%	1,039	483