

Georgia Traffic Safety Facts

2024 Data

May 2026

In this fact sheet, information is presented as follows.

- [Motorcyclist Fatalities and Serious Injuries](#)
 - [Motorcyclist Fatalities](#)
 - [Motorcyclist Serious Injuries](#)
 - [Helmet Use](#)
- [Crash Characteristics](#)
 - [Urban vs. Rural](#)
 - [Environmental Characteristics](#)
- [Contributing Circumstances](#)
 - [Speeding](#)
 - [Alcohol Involvement](#)
- [Motorcycle Licensure & Vehicle Registration](#)
- [Demographics](#)

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.



GOVERNOR'S OFFICE OF HIGHWAY SAFETY

7 M.L.K. Jr Dr SE
Suite #643
Atlanta, GA 30334

(404) 656-6996

www.gahighwaysafety.org

MOTORCYCLES

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

2024 Key Findings

- There were 182 motorcyclist fatalities that resulted from motor vehicle traffic crashes on Georgia roadways.
- Motorcycles consistently represent less than 1% of all registered vehicles and are involved in 1% of all motor vehicle crashes in Georgia. Motorcycle operators accounted for 6% of all licensed drivers but 13% of all driver fatalities.
- Half (50%) 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, 97% were riding on a motorcycle and 3% were occupants of other vehicles or non-motorists.
- Georgia motorcyclists who did not wear a helmet were 2.0 times more likely to suffer a fatal injury compared to those who did wear a helmet. Helmet use (76%) among motorcyclists involved in a Georgia crash resulted in an estimated 92 lives saved.
- Generally, there are higher motorcycle crash rates in the Atlanta Region and counties along the state border.
- The top contributing factor among motorcyclists involved in single-vehicle crashes was speeding and loss of control — 25% of operators were speeding, and 15% lost control of their motorcycle just before the crash.
- Total charges for motorcycle traffic-related hospitalizations and emergency room visits in Georgia amounted to \$358.2 million in 2024.
- Motorcyclists in the 25-to-34 year age group have the highest *proportion* of suspected serious injuries, EMS transports, Trauma Center visits, and hospitalizations compared to motorcyclists of other age groups involved in crashes.

Motorcyclist Fatalities and Serious Injuries

Motorcyclist Fatalities

In 2024, there were 1,403 fatalities that resulted from motor vehicle traffic crashes on Georgia roadways. Motorcyclist fatalities represented 13% of all traffic fatalities (182 out of 1,403) (Figure 1). While overall traffic fatalities decreased by 13% from 2023 to 2024, motorcyclist fatalities decreased by only 7%.

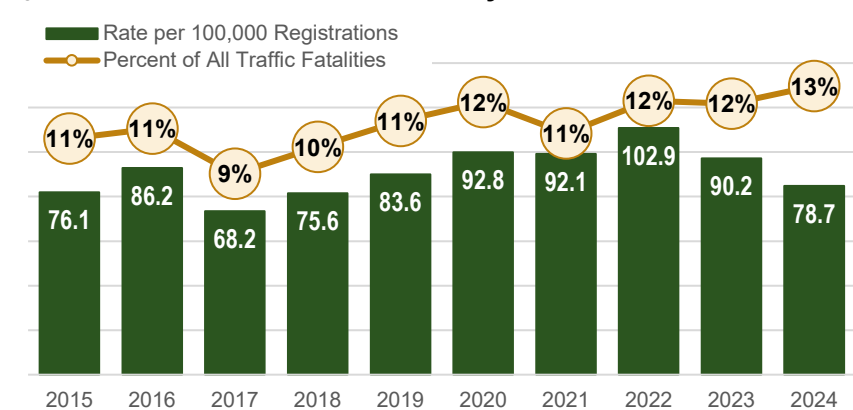
Between 2023 and 2024, motorcycle registrations increased by 6% (from 217,285 to 231,187), while motorcyclist fatalities decreased by 7% (from 196 to 182). As a result, the motorcycle fatality rate decreased by 13%, from 90.2 to 78.7 motorcycle fatalities per 100,000 motorcycle registrations.

Table 1 shows the total traffic fatalities, Georgia motorcycle registrations, and motorcyclist fatalities from 2015 to 2024.

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, 2015-2024



Source: FARS 2015–2024; FY2015-FY2019 DOR Annual Reports; DOR 2019-2024

Table 1. Rate and Percent of Motorcyclist Traffic Fatalities, 2015-2024

Year	Total Traffic Fatalities	Georgia Registered Motorcycles	Motorcyclist Fatalities		
			Number	Percent of All Traffic Fatalities	Rate per 100,000 Registrations
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	1,505	203,639	154	10%	75.6
2019	1,492	203,343	170	11%	83.6
2020	1,568	206,834	192	12%	92.8
2021	1,809	212,788	196	11%	92.1
2022	1,796	214,760	221	12%	102.9
2023	1,610	217,285	196	12%	90.2
2024	1,403	231,187	182	13%	78.7

Note: Motorcycle registrations include commercial and non-commercial motorcycles.
Source: FARS 2015–2024; FY2015-FY2019 DOR Annual Reports; DOR 2019-2024

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 in motorcycle traffic-related serious injuries for each injury surveillance source. Between 2023 and 2024:

- Motorcyclist serious injuries reported by law enforcement increased by 9%.
- The number of motorcyclists transported to a hospital facility by the Emergency Medical Services (EMS) increased by 18%.
- The number of motorcyclists receiving patient care at a trauma center increased by 28%.
- Motor vehicle traffic-related emergency room-only visits involving motorcyclists increased by 2%, and hospitalizations increased by 8%.

Table 3. **Motorcyclists Traffic-Related Injuries by Injury Surveillance Source, 2022-2024**

Injury Surveillance Source	2022	2023	2024	2023-2024 % Change
Police Crash Reports*	933	892	973	▲ + 9%
Emergency Medical Services**	2,862	2,132	2,508	▲ + 18%
Trauma	1,573	1,217	1,558	▲ + 28%
Emergency Department***	3,382	4,000	4,083	▲ + 2%
Hospital***	1,157	1,253	1,350	▲ + 8%

* Only suspected serious injuries reported by law enforcement on the crash report.

** EMS arrivals to motor vehicle traffic crashes with reported serious injuries and fatalities may or may not have resulted in transport to a medical facility.

*** All persons involved in a Georgia crash who received care in a Georgia Emergency Department or Hospital, regardless of their state residency.

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

Young motorcyclists in the *21-to-24-year age group* have the highest rates (per 100,000 population) of police-reported suspected serious injuries, EMS transports, Trauma Center visits, Emergency Room only visits, and Hospitalizations compared to motorcyclists in other age groups.

Motorcyclists in the *25-to-34 year age group* accounted for the highest percentage of suspected serious injuries, EMS transports, Trauma Center visits, and hospitalizations compared to motorcyclists in other age groups.

Table 4. **Motorcyclist Traffic-Related Serious Injuries, Percent of Total Serious Injuries, and Rate per 100,000 Population by Age Group and by Injury Surveillance Source, 2024**

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
Less than 15	8	1%	0.4	29	1%	1.4	13	1%	0.6	310	8%	15.0	2	<1%	0.1
15-24	215	22%	13.9	572	23%	37.1	321	21%	20.8	998	24%	64.7	244	18%	15.8
15-20	93	10%	9.9	252	10%	26.7	143	9%	15.2	515	13%	54.6	95	7%	10.1
21-24	122	13%	20.4	320	13%	53.5	178	11%	29.7	483	12%	80.7	149	11%	24.9
25-34	236	24%	15.3	611	24%	39.6	343	22%	22.2	958	23%	62.1	310	23%	20.1
35-44	185	19%	12.3	447	18%	29.7	288	18%	19.1	722	18%	48.0	253	19%	16.8
45-54	158	16%	11.2	367	15%	26.0	238	15%	16.9	533	13%	37.8	220	16%	15.6
55-64	103	11%	7.6	312	12%	23.0	234	15%	17.3	361	9%	26.7	210	16%	15.5
65+	64	7%	3.6	164	7%	9.3	118	8%	6.7	201	5%	11.4	111	8%	6.3
Total*	973	100%	8.7	2,508	100%	22.4	1,558	100%	13.9	4,083	100%	30.8	1,350	100%	10.2

* Includes serious injuries with unknown age

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

Suspected Serious Crash Injuries

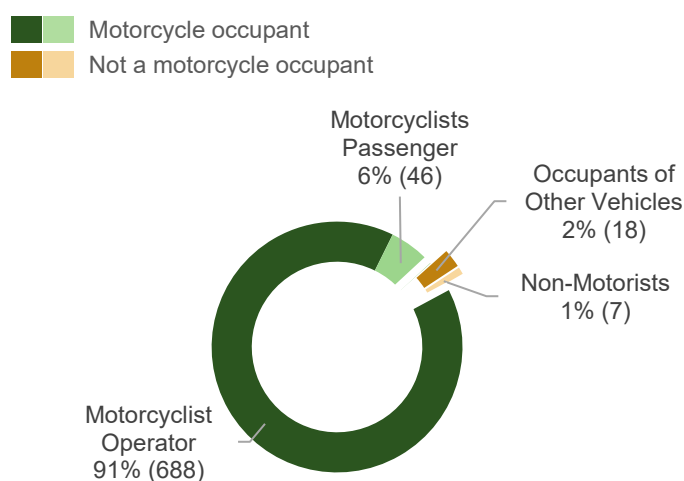
According to 2024 police crash reports, 4,591 motorcyclists (4,334 operators and 257 passengers) were involved in motor vehicle traffic crashes, with 973 reported suspected serious injuries among motorcyclists. In 2023, motorcyclists with police-reported suspected serious injuries increased by 9% from 892 in 2023.

Out of the 4,236 crashes that involved motorcyclists, 63% were multi-vehicle crashes (involving other vehicles that were not a motorcycle vehicle body type), 2% were crashes involving two or more motorcycles, and 34% were single-vehicle crashes (involving only one motorcycle). Sixty-two percent of motorcyclist serious injuries (602 of 973) and 73% of all motorcyclist fatalities (132 out of 182) occurred in multi-vehicle crashes.

Figure 2 shows the percentage of fatalities or serious injuries among all persons involved in multi-vehicle crashes with at least one motorcyclist in 2024. Among all the serious injuries involving motorcyclists:

- 97% were motorcyclists (represented by dark and light green in Figure 4).
 - 91% were motorcycle operators
 - 6% were motorcycle passengers
- 3% were occupants of other vehicles or non-motorists (represented by brown and yellow in Figure 4).
 - 2% 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, 2024**



624 Serious Injuries, including 602 motorcyclists
135 Fatal Injuries, including 132 motorcyclists

Source: CODES 2024, FARS 2024

In 2023, 9% (87 out of 979) of all motorcycle vehicles involved in serious injury crashes were multi-occupant motorcycles —those with at least two occupants (operators and passengers) riding at the time of the crash. Motorcycle passengers are likely to sustain similar injuries as operators when involved in a traffic crash. Nearly three-fourths of all passengers on motorcycles involved in traffic or serious injury crashes were female—most were in the 25-to-34 age group. Of the 71 motorcycle passengers fatally or seriously injured in crashes, 57 were female.

See the [Demographics](#) section on page 14 for operator information.

Emergency Medical Services

In 2024, the Emergency Medical Services (EMS) transported 2,508 motorcyclists involved in motor vehicle traffic crashes to hospital facilities—a 18% increase from 2,132 transports in 2023. Six percent of all motor vehicle traffic-related EMS transports involved motorcyclists.

In 2024, 85% (2,128 out of 2,508) of the motorcyclists transported by EMS were male. The EMS transport rate per 100,000 population was 39.1 for male motorcyclists and 6.5 for female motorcyclists.

Trauma

According to the 2024 Georgia Trauma Registry, 1,558 motorcyclists were treated for traffic-related injuries at Georgia Trauma Centers. These patients accounted for 12.3% of the 12,706 traffic-related trauma patients, which included motor vehicle occupants, motorcyclists, and non-motorists.

Trauma registry reports that 49% of motorcycle operators (647 out of 1,312) were tested for alcohol. Of the motorcycle operators tested, 18% (113 out of 647) had a BAC greater than 0.08 g/dL, and 10% (62 out of 647) had a BAC between 0.01 and 0.08 g/dL. In 2024, more than a quarter of motorcycle operators (27%) were tested for drug use. Of those tested, 44% of the motorcycle operators were confirmed positive for drug use.

Emergency Room Visits & Hospitalizations

In 2024, there were 5,433 motor vehicle traffic-related emergency room visits and hospitalizations¹ involving motorcyclists—a 9% increase from 5,253 in 2023. Motorcyclists in the 21-to-24 year age group had the highest rate of both emergency room visits and hospitalizations compared to other age groups – 80.7 emergency room visits and 24.9 hospitalizations per 100,000 population. The total charges for motorcycle traffic-related hospitalizations and emergency room visits in Georgia amounted to \$358.2 million in 2024.

In 2024, the total **motorcycle traffic-related** hospitalization and emergency room charges in Georgia was
\$358.2 M

Helmet Use

Since 1969, Georgia's universal helmet law² 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 This resulted in about 100 lives saved each year.

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 92 lives saved in 2024⁴. If all Georgia motorcyclists involved in crashes had worn helmets, an additional seven lives could have been saved. **Although not all crashes are survivable, helmet use is 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 motorcyclists [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

92 lives saved in 2024.

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

In 2024, nearly 9 out of 10 fatally injured motorcyclists in Georgia (90%) were reported wearing a helmet—compared to 64% nationwide, including states without helmet laws. Helmets have been proven effective in protecting motorcyclists by preventing or lessening head and traumatic brain injuries. However, motorcyclists are vulnerable road users and are susceptible to all types of body injuries, including head, spinal cord, arms and legs, and internal injuries. Wearing a helmet significantly reduces the risk of a fatal injury in a crash. In 2024, Georgia motorcyclists who did not wear a helmet were 2.0 times more likely to suffer a fatal injury compared to those who did wear a helmet.

Table 5. Motorcyclists Involved in Crashes, Serious Injuries, and Fatalities by Helmet Use, 2024

	Total	Helmeted		Un-helmeted		Unknown		Percent Based on Known Helmet Use	
		Number	Percent	Number	Percent	Number	Percent	Helmeted	Un-helmeted
Motorcyclists involved in crashes	4,591	3,480	76%	763	17%	348	8%	82%	18%
Motorcyclists with serious injuries	973	779	80%	159	16%	35	4%	83%	17%
Fatally injured motorcyclists	182	155	85%	17	9%	10	5%	90%	10%

In 2024, Georgia motorcyclists who did not wear a helmet were 2.0 times more likely to suffer a fatal injury compared to those who did wear a helmet.

Source: CODES 2024, FARS 2024

Crash Characteristics

According to the police crash reports, 4,236 motor vehicle traffic crashes involved at least one motorcycle in 2024—a 3% increase compared to 4,124 motorcycle crashes that occurred in 2023. During this period, the number of crashes involving seriously injured motorcyclists increased by 9%, while crashes involving motorcyclist fatalities decreased by 9%. Table 6 shows the number of motorcyclist traffic crashes, serious injury crashes, and fatal crashes between 2020 and 2024.

Table 6. Motorcycle (MC) Traffic Crashes, Serious Injury Crashes, and Fatal Crashes, 2020-2024

Year	MC Fatal Crashes	MC Serious Injury Crashes	MC Crashes
2020	190	808	3,786
2021	195	824	4,085
2022	222	910	4,103
2023	197	868	4,124
2024	179	948	4,236

Source: CODES 2020-2024, FARS 2020-2024

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. Rural⁷

In 2024, there were 1,832.3 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 41% (1,722 out of 4,236) of all motorcycle crashes and 32% of all motorcycle registrations.
- Other urban counties accounted for 37% (1,587 out of 4,236) of all motorcycle crashes and 38% of all motorcycle registrations.

Table 7. **Motorcycle Crashes, Motorcycle Registrations, and Motorcycle Crash Rate by Region Type, 2024**

Region	Motorcycle Crashes		Registered Motorcycles		Motorcycle Crash Rate
	Number	Percent	Number	Percent	per 100,000 Registrations
Atlanta Region ⁸ (11 counties)	1,722	41%	74,257	32%	2,319.0
Other Urban (30 counties)	1,587	37%	87,091	38%	1,822.2
Rural Counties (118 counties)	926	22%	69,838	30%	1,325.9
Statewide*	4,236	100%	231,186	100%	1,832.3

Note: The sum of the individual cells may not equal row or column totals due to rounding error. Statewide totals include motorcycle crashes with unreported locations.
Source: CODES 2024, DOR 2024

Table 8 below shows the percentage of motorcycle crashes by region and roadway classification in 2024. Most motorcycle crashes statewide occurred on principal arterial roadways (28%) and minor arterial roadways (25%).

- The Atlanta Region experienced more motorcycle crashes on minor arterial roadways (28%) compared to any other roadway classifications in the region.
- Other urban counties experienced more motorcycle crashes on principal arterial roadways (31%) and minor arterial roadways (25%).
- Rural counties experienced more motorcycle crashes on principal arterial roadways —29%.

Table 8. **Motor Vehicle Traffic Crashes Involving Non-Motorists by Region and Roadway Classification, 2024**

Roadway Classification	Atlanta Region	Other Urban Counties	Rural Counties	Statewide
Interstate	11%	5%	3%	7%
Principal Arterial	26%	31%	29%	28%
Minor Arterial	28%	25%	18%	25%
Collectors	9%	14%	27%	15%
Local	21%	23%	21%	22%
Other	4%	2%	2%	3%
All Roadways	1,722 (100%)	1,587 (100%)	926 (100%)	4,236 (100%)

Note: The sum of the individual cells may not equal row or column totals due to rounding. Totals include MC crashes with unknown roadway classification. Statewide totals include motorcycle crashes with unreported locations.
Source: Numetric 2024

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 2024. The statewide rate of motorcycle crashes for every 100,000 motorcycle registrations was 1,832.3.

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 Georgia's borders (Alabama, Florida, North Carolina, South Carolina, and Tennessee). Thirteen percent of all motorcycle operators involved in Georgia traffic crashes had a license from another state – 6% were licensed from a bordering state (Alabama, Florida, North Carolina, South Carolina, or Tennessee).

The highest counts of motorcycle serious injury and fatal crashes occurred within the four counties of the Atlanta Region —Fulton, Gwinnett, Cobb, and DeKalb counties. However, Dade County had the highest motorcycle serious injury and fatal crash rate per 100,000 motorcycle registrations in 2024. Rural counties had the highest proportion of motor vehicle crashes that involved motorcycles, particularly Hancock and Lumpkin counties.

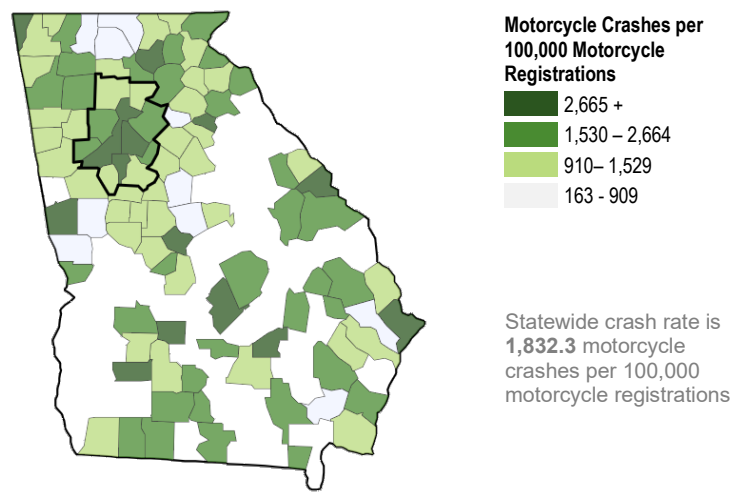
Table 9. **Top Counties with 10+ MC Crashes and the Highest Motorcyclist Serious Injury and Fatal Crashes and Motorcycle Crash Rate, 2024**

Rank	Motorcyclist Serious Injury and Fatal 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	
	County	Number	County*	Percent	County	Rate	County*	Percent
1	Fulton	99	Jones	83%	Dade	1,867.2	Hancock	8%
2	Gwinnett	63	Barrow	80%	Dougherty	1,476.4	Lumpkin	7%
3	Cobb	60	Towns	64%	Clayton	1,157.9	Towns	4%
4	Chatham	45	Dade	60%	Stephens	1,117.9	Talbot	4%
5	Dekalb	44	Brantley	60%	Cook	1,098.9	Union	4%
							Chatham	3,614.5

*Counties with fewer than five (5) motorcycle crashes were excluded.
Source: CODES 2024; DOR 2024 ; FARS 2024

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.

Figure 3. **Motorcycle (MC) Crashes per 100,000 MC Registrations for Counties with 5+ MC Crashes, 2024**



Note: displaying counties with more than five (5) motorcycle crashes.
Source: CODES 2024, DOR 2024

Environmental Characteristics

Table 10 summarizes the environmental characteristics of where and when motorcycle fatal crashes and traffic crashes occurred in 2024.

- 47% of motorcycle fatal crashes and 42% of motorcycle traffic crashes occurred at intersections of the roadway.
- 59% of motorcycle fatal crashes and 68% of motorcycle traffic crashes occurred in daylight.
- Although weekends account for only 2.5 of the 7 days in a week, they represented 45% of motorcycle fatal crashes.
- 77% of motorcycle fatal crashes and 81% of motorcycle traffic crashes occurred in clear weather conditions.
- 32% of motorcycle fatal crashes and 28% of motorcycle traffic crashes occurred in the spring months.
- 4% of motorcycle fatal crashes and 6% of motorcycle traffic crashes occurred on wet surface conditions (not shown in Table 10).

Table 10. **Motor Vehicle Crashes Involving Motorcyclists by Environmental Characteristics, 2024**

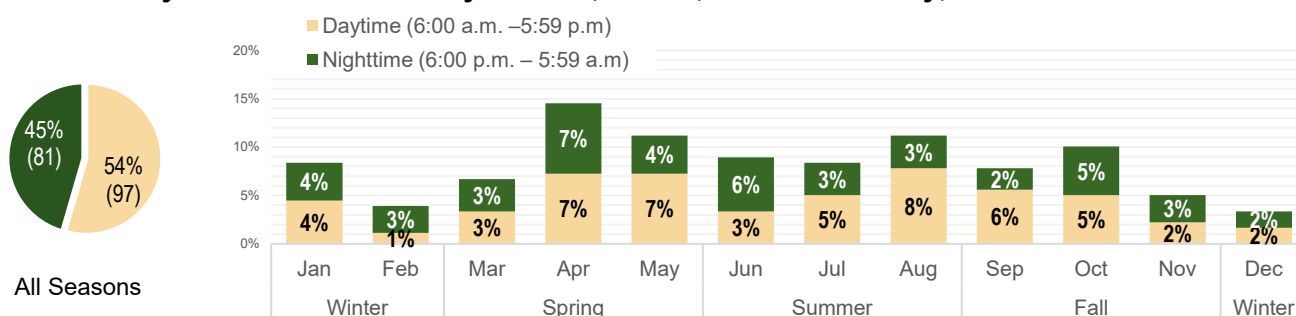
Environmental Characteristics	Motorcycle Fatal Crashes		Motorcycle Traffic Crashes	
	Number	Percent	Number	Percent
Location *				
Traveled Way	139	78%	3,458	82%
Intersection (or related)	84	47%	1,760	42%
Non-Intersection	55	31%	1,698	40%
Other	--	--	36	1%
Roadside / Off-Roadway	40	22%	742	18%
Light Conditions				
Dark	66	37%	1,191	28%
Daylight	105	59%	2,900	68%
Dawn	2	1%	45	1%
Dusk	6	3%	83	2%
Day of Week / Time of Day *				
Weekday	99	55%	2,570	61%
Nighttime	36	20%	840	20%
Daytime	63	35%	1,730	41%
Weekend	80	45%	1,666	39%
Nighttime	45	25%	827	20%
Daytime	34	19%	839	20%
Weather Conditions				
Clear	137	77%	3,442	81%
Cloudy	36	20%	655	15%
Rain	5	3%	121	3%
Other	1	1%	18	<1%
Season				
Winter (Jan-Feb, Dec)	28	16%	623	15%
Spring (Mar-May)	58	32%	1,184	28%
Summer (Jun-Aug)	52	29%	1,249	29%
Fall (Sep-Nov)	41	23%	1,180	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 2024, FARS 2024

In 2024, more motorcyclist fatal crashes occurred in the months of April. 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, 2024**



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 2024

Contributing Circumstances

In 2024, 66% of all motorcycle crashes involved two or more vehicles (multi-vehicle crashes), and 34% were single-vehicle motorcycle crashes. The most harmful event was the overturn of motorcycle (non-collision related) for single-vehicle crashes.

In multi-vehicle crashes involving motorcyclists, law enforcement officers reported suspected at-fault determinations between motorcycle operators and drivers of other vehicles. Among these crashes, motorcycle operators were suspected to be at fault in 46% of incidents, while the other driver was suspected at fault in 54% of incidents.

Among single-vehicle crashes, the leading contributing factor was motorcycle operators speeding—reported in 25% of incidents before colliding with an object that was not another vehicle. For motorcycle operators involved in multi-vehicle crashes, the top contributing factors were risky/aggressive driving (17%) and following too closely (16%). The top factors for other drivers involved in multi-vehicle crashes with motorcyclists were failure to yield (27%) and risky/aggressive driving (9%).

Table 11. Top Contributing Factors with Crashes Involving Motorcyclists by Number of Vehicles Involved and Person Type, 2024

Rank	Single Vehicle Crashes		Two-Vehicle Crashes			
	Motorcyclists		Motorcyclists		Other Drivers	
	Description	% of all operators	Description	% of all operators	Description	% of all drivers
1	Speeding	25%	Risky/aggressive driving	17%	Failed to yield	27%
2	Operator lost control	15%	Following too close	16%	Risky/aggressive driving	9%
3	Risky/aggressive driving	15%	Speeding	6%	Following too close	9%
4	Under the Influence of Alcohol or Drug (U.I.)	11%	Failed to Yield	5%	Improper Turn	4%

Source: CODES 2024

Passenger vehicles⁹ were more frequently involved in crashes with motorcyclists compared to other vehicle types. Across all crash severities, angle collisions were the most common manner of collision in multi-vehicle crashes involving motorcycles. Table 12 below shows the top “manner of collision” for multi-vehicle, injury, and fatal crashes involving a motorcyclist.

Table 12. Top Manner of Collision for Multi-Vehicle Crashes Involving Motorcyclists by Crash Type, 2024

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	60%	Angle	58%	Angle	45%
2	Head on (Front-to-front)	13%	Rear end (Front-to-rear)	19%	Rear end (Front-to-rear)	28%
3	Rear end (Front-to-rear)	10%	Head on (Front-to-front)	11%	Sideswipe same direction	13%
4	Not a collision with a motor vehicle	9%	Sideswipe same direction	5%	Head on (Front-to-front)	6%

Source: CODES 2024; FARS 2024

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

MOTORCYCLE CRASHES ACROSS TRAFFIC SAFETY EMPHASIS AREAS

Table 13 shows the percentage of motorcyclist crashes that overlapped with other traffic emphasis areas by crash severity. In 2024, there were a total of 4,236 motorcycle crashes, in which 1,106 resulted in a severe injury, 2,125 in other injuries, and 1,005 were property-damage-only crashes.

- While roadway/lane departure crashes accounted for 21% of all motorcycle crashes, they represented 28% of severe crashes.
- Distracted driving was common across motorcycle crashes. Nearly one-third (32%) of all motorcycle operators involved in crashes were identified as distracted (confirmed or suspected).
- Motorcyclists were reported as speeding in 14% of all motorcyclist crashes, 19% of severe crashes, 13% of other injury crashes, and 9% of PDO crashes.
- Although only 5% of all motorcycle operators involved in crashes were impaired, impairment was present in 11% of severe crashes, more than double their involvement in all crashes.
- Approximately one in six motorcycle operators (17%) involved in crashes were un-helmeted. Helmet non-use was consistently represented across all crash severities (16–17%).

Table 13. **Motorcycle Crashes Across Traffic Safety Emphasis Areas, 2024**

Emphasis Area	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
Crash Location				
All Locations	4,236	1,106	2,125	1,005
Roadway / Lane Departure	21%	28%	21%	14%
Roadway Departure	19%	24%	20%	12%
Lane Departure	2%	4%	2%	2%
Work Zone	3%	2%	3%	3%
Roadside	0.4%	0.5%	0.3%	0.6%
Motorcycle Operators Risky Behaviors				
All Motorcycle Operators	4,334	1,145	2,168	1,021
Distracted Operators [Confirmed or Suspected]	32%	23%	35%	35%
Speeding	14%	19%	13%	9%
Alcohol and/or Drug Impaired [Confirmed or Suspected]	5%	11%	3%	4%
Un-helmeted	17%	16%	16%	16%
Motorcycle Operators Ages				
All Motorcycle Operators	4,334	1,145	2,168	1,021
Young Operators (15-20 yrs)	11%	9%	12%	9%
21-24	12%	12%	14%	11%
25-54	56%	59%	56%	52%
55-64	12%	12%	11%	13%
Older Operators (65+ yrs)	6%	7%	6%	4%

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.

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.

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.

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.

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 2024:

- **27%** of all motorcycle operators involved in *fatal* crashes were speeding – compared to 16% for passenger car drivers and 3% for large-truck drivers.
- **17%** of all motorcycle operators involved in *serious injury* crashes were speeding.
- **14%** of all motorcycle operators involved in *motor vehicle traffic* crashes were speeding.

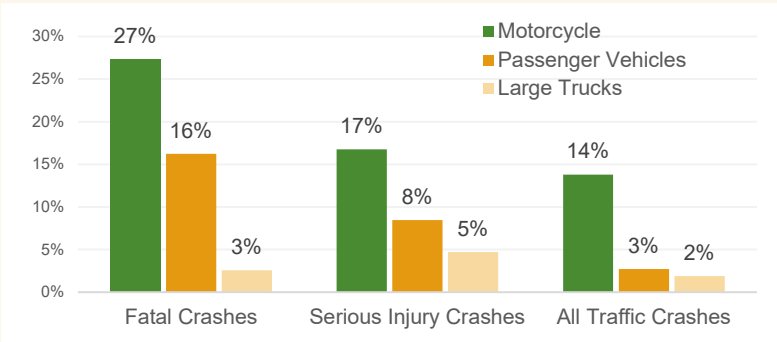
Moreover, compared to other age groups, motorcycle operators **25-to-34** years represented a greater proportion of motorcycle operators involved in speed-related crashes, speed-related serious injury crashes, and speed-related fatal crashes compared to other age groups.

Table 14. **Number of Motorcycle Operators and Drivers Involved in Crashes by Vehicle Category, Speeding Status, and Crash Type, 2024**

Vehicle Type	Fatal Crashes		Serious Injury Crashes		All Traffic Crashes	
	#	%	#	%	#	%
Motorcycles	187	100%	1,067	100%	4,334	100%
Speeding	51	27%	179	17%	598	14%
Not-Speeding	136	73%	888	83%	3,736	86%
Other Vehicles	1,786	100%	11,381	100%	693,771	100%
Speeding	260	15%	956	8%	18,250	3%
Not-Speeding	1,526	85%	10,425	92%	675,521	97%
TOTAL	1,973		12,448		698,441	

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 2024, FARS 2024

Figure 5. **Percent of Drivers or Motorcycle Operators Speeding by Vehicle Category and Crash Type, 2024**



Passenger vehicles include passenger cars, pickup trucks, vans, and sport utility vehicles. Source: FARS 2024, CODES 2024

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 4,404 Georgia motorcycle operators involved in crashes in 2024, 5.1% were either confirmed or suspected of alcohol impairment— 82 motorcycle operators were confirmed of alcohol impairment, and an additional 144 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, 1.8% of other drivers that were not motorcyclists were either confirmed or suspected of alcohol impairment— 6,441 drivers were confirmed of alcohol impairment, and an additional 6,053 drivers were suspected of alcohol impairment.

The number of motorcycle operators involved in a fatal crash with a positive BAC (0.01+ g/dL) decreased by 51%, from 47 in 2021 to 24 in both 2023 and 2024. These motorcycle operators may or may not have been fatally injured in the crash. Table 15 shows motorcycle operators involved in a fatal crash by BAC from 2020 to 2024. In 2024:

- **30%** of motorcycle operators had a BAC of 0.00 or no alcohol.
- **2%** of motorcycle operators had a BAC between 0.01 and 0.07.
- **11%** of motorcycle operators had a BAC of 0.08 or above.
- **57%** of motorcycle operators had an unknown or unreported BAC.

Table 15. **Motorcycle Operators Involved in a Fatal Crash by BAC, 2020-2024**

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
2020	196	48	24%	11	6%	25	13%	112	57%
2021	200	43	22%	11	6%	36	18%	110	55%
2022	225	71	32%	10	4%	32	14%	112	50%
2023	204	53	26%	5	2%	19	9%	127	62%
2024	187	56	30%	4	2%	20	11%	107	57%

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 2020-2024

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 2024.

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 2023 and 2024:

- Licenses with Class M designations (Class M only or Class M with other license classes) increased by 1%.
- Licenses with Class MP designations increased by 3.3%.

According to the Department of Driver Services (DDS), 9,605 individuals completed the Georgia Motorcycle Safety Program in 2025. The program teaches crash-avoidance skills to motorcycle riders of various experience levels. Despite the statewide reach of the Motorcycle Safety Program, 50% of motorcycle operators involved in a traffic crash in 2024 were either unlicensed or did not have a valid designation on their driver's license—a net 3-point decrease compared to 2023.

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 (36%), followed by touring motorcycles (19%), custom motorcycles (11%), and cruiser motorcycles (9%).

Table 16. **2023-2024 Percent Change in Motorcycle Licensure, License Status for Motorcyclists Involved in Crashes, and Motorcycle Registration**

Measure	2023-2024 Percent Change	
All Georgia Licensed Drivers / Operators		
Total Class M / MP	▲	1.4%
Class M	▲	1.0%
Class MP	▲	3.3%
Other License Class	▲	2.1%
Motorcycle Operator Involved in Crashes		
Total Class M / MP	▲	0.4%
Class M	▲	0.3%
Class MP	▲	0.5%
Other license Class not valid to operate a motorcycle	▲	7.4%
No license present or licensure status unknown	▲	1.0%
Registered Motorcycles		
All Engine Sizes	▲	6%

Source: DDS 2023-2024, CODES 2023-2024, DOR 2023-2024

Despite the statewide reach of the Motorcycle Safety Program, **50%** of motorcycle operators involved in a traffic crash in 2024 were either unlicensed or did not have a valid designation on their driver's licenses.

Demographics

Age

While older persons within the **65+** 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 in the **25-to-34** year age group represented 10% of all riders with a valid Class M or MP license; however, they also represented:

- **25%** of motorcycle operators who sustained *fatal and serious injuries*;
- **24%** of motorcycle operators *involved in a traffic crash*;
- **51%** of motorcycle operators with *invalid or no license credentials* involved in a crash (not shown in Table 17); and
- **31%** of motorcycle operators with convictions reported to the Georgia Department of Driver Services.

Table 17. **Age Distribution of Motorcyclist Fatalities, Motorcycle Crashes, Licensed Motorcyclists with a Class M or MP License, Motorcycle Convictions, and Motorcycle Registrations, 2024**

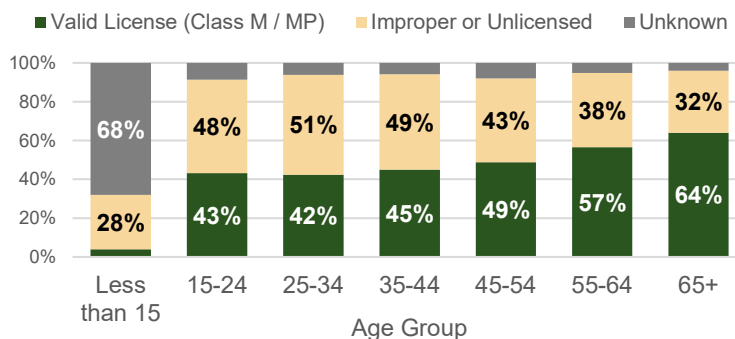
Age Group	Motorcyclist Fatalities and Serious Injuries		Motorcycle Operator Involved in Crashes	Motorcycle Operator Convictions	Licensed Motorcyclists Class M / MP	Motorcycle Registrants
	Operator	Passenger				
Less than 15	1%	6%	1%	--	--	--
15-24	21%	28%	23%	29%	3%	4%
15-20	9%	13%	11%	14%	1%	1%
21-24	12%	15%	12%	15%	2%	3%
25-34	25%	17%	24%	31%	10%	11%
35-44	19%	22%	17%	16%	14%	15%
45-54	16%	17%	14%	16%	18%	20%
55-64	11%	7%	12%	7%	24%	27%
65+	7%	4%	6%	1%	31%	22%
Unknown	<1%	--	3%	--	--	1%
TOTAL	1,083	72	4,334	396	481,584	231,187
	100%	100%	100%	100%	100%	100%

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

Source: FARS 2024, CODES 2024, DDS 2024, DOR 2024

The proportion of motorcycle operators involved in traffic crashes who are unlicensed or did not have a 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 42% had a valid Class M/MP license, 51% did not have the Class M/MP designation, and 6% were reported as unknown.

Figure 6. **Licensing Status of Motorcycle Operators Involved in Traffic Crashes by Age Group, 2024**



Source: CODES 2024

Sex & Race/Ethnicity

In 2024, 89% (3,865 out of 4,334) of the motorcycle *operators* involved in crashes were male, 7% (294 out of 4,334) were female, and 4% were unknown or unreported (175 out of 4,334). Three-quarters (75%, 193 out of 257) of the motorcycle *passengers* involved in crashes were female.

Non-Hispanic White motorcyclists represented the largest proportion of motorcycle operator fatalities (75%), hospital visits (61%), and emergency room visits (59%) compared to other racial/ethnic groups.

- Non-Hispanic White males had the highest motorcyclist fatality rate, at 4.71 fatalities per 100,000 population.
- The motorcycle operator fatality rate was higher among non-Hispanic White individuals (2.5 per 100,000 population) compared to non-Hispanic Black individuals (1.1 per 100,000 population).
- The total hospital and emergency room rates per 100,000 population among non-Hispanic White and non-Hispanic Black were 59.2 and 40.7, respectively.

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

ALL-TERRAIN VEHICLES

All-Terrain Vehicle (ATV) traffic-related crashes are defined as off-road recreational vehicles involved in a crash on public roadways. Between 2020 and 2024, ATV riders (operators and passengers) represented 0.4% of all traffic fatalities—yearly fatality counts ranged from a low of 6 in 2023 to a high of 25 in 2020.

During the 5-year period (2020-2024), among the ATV rider fatalities (*in no particular order and not mutually exclusive*):

- 20% were in the 15-to-24 age group (20% were also in the 25-to-34 age group)
- 73% were male,
- 75% were un-helmeted,
- 50% were involved in single-vehicle crashes, and
- 71% were in rural counties.

Table 18. **ATV-Related Fatalities, Serious Injuries, and Involvement in Motor Vehicle Traffic Crashes, 2020-2024**

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
2020	25	1.5%	114	1.5%	803	0.2%
2021	11	0.6%	101	1.1%	1,106	0.2%
2022	12	0.7%	123	1.4%	1,544	0.3%
2023	6	0.4%	113	1.4%	1,014	0.1%
2024	10	0.7%	110	1.4%	1,167	0.1%

Source: FARS 2020-2024; CODES 2020-2024

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.

Suspected Serious Injuries are reported by law enforcement responding to a motor vehicle crash scene. Suspected serious injury is used when a severe injury prevents continuation of normal activities that may include:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

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>

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. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811433>

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. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812867>

The suggested APA format citation for this document is:

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

APPENDIX

MOTORCYCLES DRIVERS GEORGIA TRAFFIC SAFETY FACTS (2024)

This document is the Appendix for the **2024 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 2023 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 responding to a motor vehicle crash scene. Suspected serious injury is used when a severe injury prevents continuation of normal activities that may include: • Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood • Broken or distorted extremity (arm or leg) • Crush injuries • Suspected skull, chest, or abdominal injury other than bruises or minor lacerations • Significant burns (second and third degree burns over 10% or more of the body) Unconsciousness when taken from the crash scene • Paralysis

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, 2024

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	4,236	5%	4,455	1,155 (26%)	475,114	231,187
Appling	< 5	--	< 5	--	726	556
Atkinson	< 5	**	< 5	**	225	142
Bacon	< 5	--	< 5	**	448	238
Baker	< 5	--	< 5	**	106	49
Baldwin	9	--	9	11%	1,583	820
Banks	9	--	10	22%	1,672	924
Barrow	5	20%	5	80%	5,460	3,055
Bartow	73	10%	84	21%	8,432	4,026
Ben Hill	8	38%	9	38%	625	314
Berrien	< 5	**	< 5	**	1,004	608
Bibb	65	6%	67	32%	4,394	2,006
Bleckley	< 5	--	< 5	--	721	367
Brantley	5	20%	5	60%	1,057	553
Brooks	< 5	--	< 5	--	654	363
Bryan	15	7%	17	27%	3,384	1,650
Bulloch	36	--	38	28%	3,378	1,735
Burke	14	--	15	29%	1,032	595
Butts	12	--	12	58%	1,931	1,047

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, 2024 (*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	4,236	5%	4,455	1,155 (26%)	475,114	231,187
Calhoun	--	--	--	--	152	94
Camden	26	8%	27	38%	4,325	2,010
Candler	6	--	6	17%	532	306
Carroll	48	4%	52	31%	7,922	3,917
Catoosa	22	9%	24	45%	4,073	1,959
Charlton	< 5	--	< 5	**	502	208
Chatham	186	9%	199	24%	11,506	5,146
Chattahoochee	--	--	--	--	483	222
Chattooga	10	10%	10	30%	1,577	778
Cherokee	102	4%	113	24%	17,340	8,453
Clarke	49	10%	49	27%	2,996	1,327
Clay	--	--	--	--	131	62
Clayton	105	1%	117	34%	6,513	3,109
Clinch	< 5	--	< 5	--	186	113
Cobb	294	2%	313	20%	28,820	12,521
Coffee	10	20%	13	50%	1,356	820
Colquitt	17	6%	19	35%	1,576	748
Columbia	49	10%	55	29%	8,690	3,745
Cook	8	--	9	50%	797	364
Coweta	66	5%	71	24%	10,532	4,725
Crawford	6	--	6	33%	928	515
Crisp	9	11%	10	22%	822	310
Dade	15	13%	18	60%	1,164	482
Dawson	39	--	41	36%	2,855	1,562
Decatur	6	17%	6	17%	961	436
Dekalb	220	0%	235	20%	17,124	6,768
Dodge	10	10%	12	40%	831	364
Dooley	< 5	--	< 5	--	409	218
Dougherty	31	6%	34	48%	2,224	1,016
Douglas	62	2%	64	26%	6,708	3,213
Early	< 5	--	< 5	**	413	195
Echols	--	--	--	--	147	82
Effingham	28	18%	28	32%	5,397	2,889
Elbert	< 5	--	< 5	--	1,209	562
Emanuel	< 5	**	5	50%	883	544
Evans	5	--	5	20%	438	293
Fannin	14	7%	15	43%	2,711	1,866
Fayette	32	--	35	19%	7,257	3,015
Floyd	51	6%	55	35%	5,690	2,555
Forsyth	67	6%	71	15%	12,421	5,995
Franklin	9	11%	9	33%	1,784	819
Fulton	444	2%	476	22%	26,880	10,927

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, 2024 (*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	4,236	5%	4,455	1,155 (26%)	475,114	231,187
Gilmer	11	9%	13	45%	3,310	1,896
Glascock	--	--	--	--	131	109
Glynn	40	5%	48	23%	4,579	1,945
Gordon	34	6%	39	29%	4,181	2,061
Grady	11	27%	12	27%	1,005	574
Greene	< 5	--	< 5	**	1,009	455
Gwinnett	295	4%	311	21%	27,708	13,140
Habersham	22	9%	22	27%	3,387	1,678
Hall	109	8%	118	22%	11,719	5,874
Hancock	< 5	--	< 5	**	339	176
Haralson	15	7%	16	40%	2,433	1,235
Harris	9	11%	10	56%	3,112	1,345
Hart	17	18%	17	24%	1,830	979
Heard	< 5	--	5	--	1,008	504
Henry	69	--	72	20%	11,892	5,364
Houston	54	11%	61	33%	9,207	3,845
Irwin	< 5	--	< 5	**	412	282
Jackson	36	3%	39	19%	5,838	3,106
Jasper	5	--	5	20%	1,303	780
Jeff Davis	10	10%	10	10%	498	253
Jefferson	5	20%	5	60%	549	305
Jenkins	< 5	**	< 5	**	253	143
Johnson	< 5	**	< 5	--	311	206
Jones	6	17%	7	83%	1,728	876
Lamar	9	--	12	11%	1,598	824
Lanier	< 5	--	< 5	**	482	262
Laurens	19	5%	23	32%	2,132	1,094
Lee	10	10%	10	20%	1,880	960
Liberty	25	--	29	36%	3,706	1,972
Lincoln	< 5	--	< 5	--	526	276
Long	9	11%	11	56%	1,363	763
Lowndes	53	6%	55	23%	5,280	2,535
Lumpkin	63	5%	75	16%	2,971	1,870
Macon	< 5	--	< 5	**	385	206
Madison	19	16%	20	21%	2,025	950
Marion	--	--	--	--	471	214
McDuffie	13	15%	14	15%	1,057	705
McIntosh	< 5	**	< 5	**	878	505
Meriwether	7	29%	7	43%	1,688	949
Miller	--	--	--	--	206	109
Mitchell	< 5	--	< 5	--	671	325
Monroe	16	--	19	31%	2,182	1,104
Montgomery	< 5	--	< 5	**	336	205

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, 2024 (*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	4,236	5%	4,455	1,155 (26%)	475,114	231,187
Morgan	9	11%	9	33%	1,378	776
Murray	7	14%	9	43%	2,628	1,528
Muscogee	77	3%	80	21%	7,616	2,889
Newton	40	5%	48	40%	5,930	2,959
Oconee	10	--	10	0%	2,024	891
Oglethorpe	< 5	--	< 5	**	1,043	507
Paulding	52	12%	57	29%	10,745	5,049
Peach	12	17%	14	42%	1,496	725
Pickens	23	4%	27	30%	3,370	2,045
Pierce	< 5	--	< 5	**	1,031	501
Pike	13	23%	14	54%	1,940	1,097
Polk	16	6%	18	50%	2,885	1,569
Pulaski	< 5	**	< 5	**	440	217
Putnam	< 5	--	< 5	**	1,469	679
Quitman	--	--	--	--	196	62
Rabun	19	--	23	21%	1,461	900
Randolph	--	--	--	--	219	81
Richmond	113	4%	121	23%	5,456	2,981
Rockdale	32	6%	34	38%	3,879	1,752
Schley	< 5	--	< 5	--	277	163
Screven	--	--	--	--	644	372
Seminole	< 5	--	< 5	--	434	187
Spalding	26	8%	29	38%	4,001	1,885
Stephens	26	15%	29	42%	2,192	984
Stewart	< 5	--	< 5	--	125	87
Sumter	7	--	8	29%	1,013	428
Talbot	< 5	--	5	50%	385	185
Taliaferro	< 5	--	< 5	--	98	52
Tattnall	< 5	--	< 5	**	886	500
Taylor	< 5	**	< 5	**	417	214
Telfair	< 5	--	< 5	--	372	171
Terrell	--	--	--	--	358	189
Thomas	18	--	19	39%	1,809	847
Tift	17	18%	19	24%	1,621	797
Toombs	10	--	11	30%	1,074	591
Towns	11	9%	13	64%	1,416	791
Treutlen	--	--	--	--	263	162
Troup	47	9%	54	19%	3,825	1,615
Turner	< 5	**	< 5	--	352	152
Twiggs	< 5	--	< 5	--	498	238
Union	32	3%	39	34%	3,440	2,083
Upton	10	--	11	30%	1,906	853
Walker	31	13%	34	32%	4,394	2,376

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, 2024 (*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	4,236	5%	4,455	1,155 (26%)	475,114	231,187
Walton	49	4%	53	24%	6,550	3,240
Ware	13	--	13	38%	1,601	716
Warren	< 5	--	< 5	**	210	108
Washington	< 5	--	< 5	--	719	369
Wayne	17	6%	18	29%	1,561	859
Webster	--	--	--	--	101	54
Wheeler	--	--	--	--	174	66
White	32	16%	38	16%	2,629	1,530
Whitfield	66	6%	71	18%	4,997	2,648
Wilcox	< 5	--	< 5	--	308	134
Wilkes	< 5	--	< 5	**	513	251
Wilkinson	< 5	**	< 5	**	486	264
Worth	6	--	7	17%	1,053	557