

Georgia Traffic Safety Facts

2019 Data

August 2021

In this fact sheet, information is presented as follows.

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This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), and Georgia Department of Driver Services (DDS). Refer to the 'Data Considerations' section regarding the data and information presented at the end of this publication.



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OCCUPANT PROTECTION

Occupant protection (referred to as "restraint use") includes seat belts, car seats, and booster seats for passenger vehicle occupants – drivers and passengers. Passenger vehicles (PV) are defined as passenger cars, pickup trucks, vans, and sport utility vehicles (SUVs). Car seat and booster seat specifications (based on weight, height, and/or age) are recommended¹ or required by law for passenger vehicle occupants 12 years and younger.

2019 Key Findings

- In 2019, there were 1,491 traffic fatalities in Georgia, of which 989 (67 percent) were occupants of passenger vehicles (PV). More than half of the PV occupants fatally injured were restrained (52 percent), 39 percent were unrestrained, and 9 percent were unknown restraint use.
- Georgia estimates the 2019 seat belt use for adult front-seat passengers to be 96 percent, compared to the national estimate of 91 percent. The estimated child safety usage rate was 95 percent.
- Unrestrained PV occupants of all ages are more than 4 times likely to be fatally injured compared to restrained occupants. If all Georgia PV occupants (ages 5+ years) had been restrained during 2015-2019, an average of 675 lives would have been saved per year.
- Rural counties have a higher percentage of unrestrained PV fatalities and serious injuries among occupants of all ages (children, minors, and adults) compared to the Atlanta region and other urban regions.
- Twenty-one percent of all children (ages 1-to-7 years) involved in motor vehicle crashes were reported to have transitioned to a seat belt restraint system earlier than required by the law.
- Pickup truck passenger vehicles have the highest proportion of unrestrained fatalities among drivers (53 percent) and passengers (61 percent) compared to any other passenger vehicle.

Cross Cutting Findings

- Passenger vehicle drivers that consumed alcohol were more likely to be unrestrained. Seventy-two percent of all alcohol-impaired, PV drivers fatally injured were unrestrained.

¹ American Academy of Pediatrics Car Seat and Booster Seat Guidelines

Overview

Georgia Law

In general, passenger vehicle front-seat occupants and children in any seating position are required to wear a safety belt if the motor vehicle is equipped with a safety belt. According to Georgia law², with limited exceptions, passenger vehicle occupants in every motor vehicle, including but not limited to pickup trucks^{2a}, vans, and sport utility vehicles, must be restrained by a safety belt for all front seat occupants, any seating position for occupants under 18 years of age, and children under 8 years of age are required to be restrained in an appropriate child passenger restraining system such as a safety seat or booster seat.

Georgia law requires that children under 8 years of age in a motor vehicle must be properly restrained in the backseat^{2b} according to the child passenger restraining system appropriate for the child's height and weight. Children ages 8-to-12 years are recommended to ride in the backseat (or safest seat possible) and use the proper restraint system based on their height or weight^{2c}. Failure to comply with this law could result in a citation and a fine for the driver of the vehicle of \$50 for the first offense and up to \$100 for the second and subsequent offense conviction. Figure 1 below shows the description and restraint system type appropriate for children based on their height and weight specifications.

Georgia's safety belt law is a primary law that allows law enforcement officers to pull over a motorist of any occupant required to wear a safety belt or appropriate child restraining system. Failure to comply with this law could result in a citation and a fine for the driver of the vehicle of \$15 for adults and up to \$25 for minors over 8 years of age. Note according to § 40-8-76.1(d), "The failure of an occupant of a motor vehicle to wear a seat safety belt in any seat of a motor vehicle which has a seat safety belt or belts shall not be considered evidence of negligence or causation."

Figure 1: **Proper child passenger restraint system based on child's height and weight specifications**


	Under 1 yr.	1-3 yrs.	4-7 yrs.	8-12 yrs.*
Less than 20 lbs.	REAR-FACING CAR SEAT			
21-40 lbs.	REAR-FACING CAR SEAT	REAR-FACING CAR SEAT		
		FORWARD-FACING CAR SEAT		
Over 40 lbs. Under 4'9"			BOOSTER SEAT WITH SEAT BELT	BOOSTER SEAT WITH SEAT BELT
Over 4'9"				SEAT BELT

REAR-FACING CAR SEAT

FORWARD-FACING CAR SEAT

BOOSTER SEAT WITH SEAT BELT

SEAT BELT



Adopted from the Georgia Department of Public Health and the Georgia Governor's Office of Highway Safety, 2011.

*The American Academy of Pediatrics recommends that all children ride in the back seat and use a belt-positioning booster seat until the vehicle lap and shoulder seat belt fits properly, typically when they have reached 4 feet 9 inches in height and are between 8 and 12 years of age.

Seat Belt Citations & Convictions

In 2019, there were 2,678 passenger vehicle drivers issued at least one seat belt citation when they were involved in a motor vehicle traffic crash. Seat belt-related convictions occur when the Georgia court of law finds the driver to be guilty of violating the seat belt laws and these convictions are reported to the Georgia Department of Driver Services (DDS). In 2019, there were 62,262 seat belt convictions related to unrestrained adults³ and 11,483 convictions for unrestrained minors 8-to-17 years of age⁷ and unrestrained children under eight years of age⁵ reported to DDS.

² § 40-8-76.1 ^{2a} § 40-8-76(b)(1) ^{2b} § 40-8-76 (B), § 40-8-76 ^{2c} § 40-8-76 (A), § 40-8-76 (D)

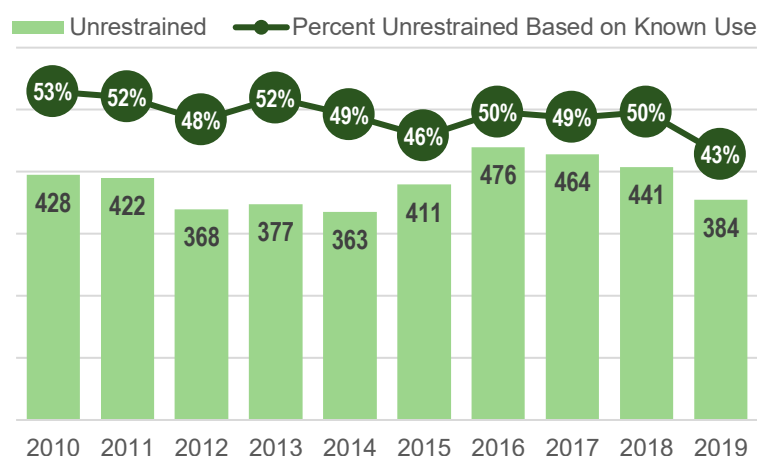
Unrestrained Passenger Vehicle Fatalities

In 2019, there were 1,491 traffic fatalities in Georgia, of which 989 (67 percent) were occupants of passenger vehicles³. Of the 989 passenger vehicle occupants fatally injured, 514 (52 percent) were restrained, and 384 (39 percent) were unrestrained at the time of the crash. Restraint use was not known for the remaining 91 (9 percent) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 57 percent were restrained, and 43 percent were unrestrained.

Figure 2 shows the percent and number of unrestrained passenger vehicle occupants fatally injured in traffic crashes when the restraint use was known. The percentage of unrestrained fatalities decreased by seven percentage points, from 50 percent in 2018 to 43 percent in 2019.

The number of fatally injured passenger vehicle occupants by restraint use for 2010 to 2019 is shown in Table 1.

Figure 2: **Percent and Number of Unrestrained* Passenger Vehicle Occupants Fatally Injured (All Ages), 2010-2019**



*Percent is calculated based on known restraint use.

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. Source: FARS 2010–2019

Table 1: **Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2010-2019**

Year	Restraint Use						Total		Percent Restrained Based on Known Use	Percent <u>Un</u> restrained Based on Known Use
	Restrained		<u>Un</u> restrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2010	381	43%	428	48%	78	9%	887	100%	47%	53%
2011	389	44%	422	48%	67	8%	878	100%	48%	52%
2012	394	48%	368	44%	67	8%	829	100%	52%	48%
2013	350	43%	377	46%	85	10%	812	100%	48%	52%
2014	376	47%	363	46%	56	7%	795	100%	51%	49%
2015	488	48%	411	41%	109	11%	1,008	100%	54%	46%
2016	484	46%	476	45%	91	9%	1,051	100%	50%	50%
2017	488	46%	464	44%	104	10%	1,056	100%	51%	49%
2018	448	45%	441	44%	105	11%	994	100%	50%	50%
2019	514	52%	384	39%	91	9%	989	100%	57%	43%

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification.

Source: FARS 2010–2019

³ The number of total passenger vehicle occupant fatalities may be different than the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information.

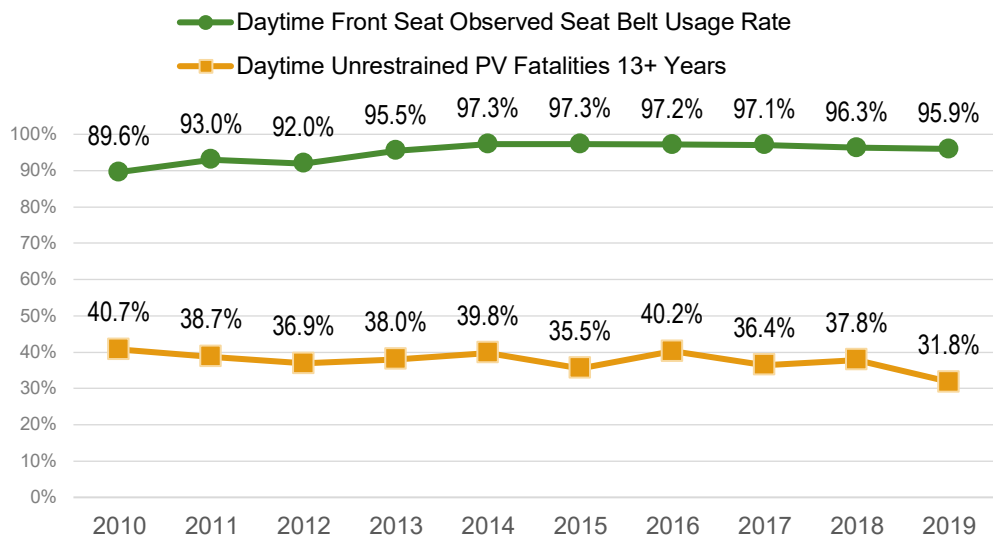
Restraint Use and Benefits (13 Years & Older)

Seat Belt Use

According to the Georgia Seat Belt Observational Surveys, Georgia maintains a high seat belt usage compared to the national estimates. In 2019, the Georgia estimate of seat belt use by adult front-seat passengers was 95.9 percent, compared to the national estimate of 90.7 percent.

Figure 3 shows the 10-year period of seat belt use compared to the percent of unrestrained, front-seat passenger vehicle occupant fatalities (aged 13 years or older) during the daytime. While Georgia's observed seat belt usage rate remained above 90 percent since 2011, the number of unrestrained fatalities for the first time in the decade dropped below 35 percent (based on known restraint use) in 2019, compared to 38 percent of unrestrained, daytime, front seat, PV occupants nationally.

Figure 3: **Georgia Seat Belt Usage Rate and Percent of Unrestrained* Daytime Front Seat Passenger Vehicle (PV) Occupant Fatalities Ages 13+ Years, 2010-2019**

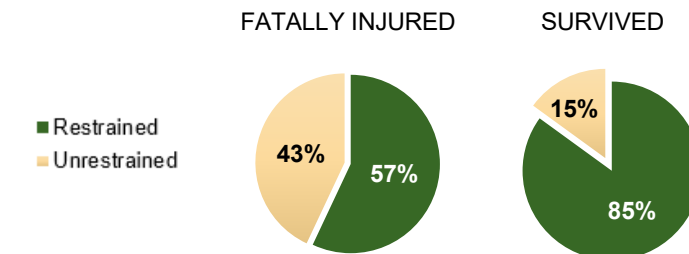


Note: Unrestrained PV fatalities for front-seat occupants ages 13+ years when restraint use was known.
Source: FARS 2019, Observational Survey 2019

Of all unrestrained PV occupants ages 13 years and older involved in a fatal crash, 66 percent were fatally injured. Forty-three percent of all fatally injured were unrestrained compared to 15 percent of those who survived (Figure 4).

Unrestrained PV occupants aged 13 years and older are more than four times more likely to be fatally injured than restrained occupants.⁴

Figure 4: **Percent of Passenger Vehicle Occupants Ages 13+ Years Involved in Fatal Crashes by Survival Status and Restraint* Use, 2019**



*Percent is calculated based on known restraint use.
Source: FARS 2019

Table 2 looks at the percent of PV occupants involved in a fatal crash when restraint use was known by injury severity.

- **43 percent** of those fatally injured were unrestrained;
- **33 percent** of those with suspected serious injuries were unrestrained; and
- **6 percent** of those with no apparent injury were unrestrained.

Table 2: **Passenger Vehicle Occupants 13+ Years Involved in Fatal Crashes by Injury Severity, 2019**

Injury Severity	Restraint Use						Total		Percent Restrained Based on Known Use	Percent <u>Un</u> restrained Based on Known Use
	Restrained		<u>Un</u> restrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Fatal Injury	501	52%	376	39%	89	9%	966	100%	57%	43%
Suspected Serious Injury	176	62%	87	30%	23	8%	286	100%	67%	33%
Suspected Minor Injury	246	77%	56	18%	16	5%	318	100%	81%	19%
Possible Injury	191	80%	19	8%	30	13%	240	100%	91%	9%
No Apparent Injury	494	82%	29	5%	77	13%	600	100%	94%	6%

Note: Nineteen (19) passenger vehicle occupants ages 13 years and older with unknown injury status is not shown.
Source: FARS 2019

⁴ This result is statistically significant at $p < 0.0001$

The safety benefits of restraint use are significant and well-documented. In 2019, seat belts and child safety systems have saved an estimated 699 lives in Georgia for PV occupants ages five years and older. If all passengers had been restrained during these years, a total of 3,215 lives would have been saved between 2015-2019.

Table 3: **Georgia Estimated Lives Saved (Ages 5+ Years), 2015-2019**

Year	Lives Saved at Current Restraint Use	Potential Additional Lives Savable at 100% Usage
2015	657	32
2016	624	31
2017	648	34
2018*	587	**
2019*	699	**

Source: Lives Saved in 2017 by Restraint Use and Minimum-Drinking-Age Laws

Note: The lives saved methodology was replicated for 2018 and 2019 and may not be the same values published in future NHTSA reports. These calculations are estimated values for Georgia.

In 2019, more *front-seat* passenger occupants (ages 18+ years) involved in a motor vehicle traffic crash were restrained (84 percent) compared to *backseat* occupants (77 percent).

If **ALL** Georgia passenger vehicle occupants (ages 5+ years) **had been restrained** during 2015-2019, **an average of 675 lives would have been saved per year.**

Urban vs. Rural

Since 2014, the observed safety belt usage rates in Atlanta Metropolitan Statistical Area (MSA)⁵, non-Atlanta MSAs, and rural areas were above 90 percent – 9 out of every 10 front-seat passenger vehicle occupants were wearing a seat belt. According to the 2019 Georgia Seat Belt Observational Survey, the observed safety belt usage was highest in the Atlanta MSA (97 percent), followed by non-Atlanta MSAs (95 percent) and rural areas (95 percent).

It is important to note that the MSA regions described in the seat belt observational survey study are different than geographical regions used in crash analyses.

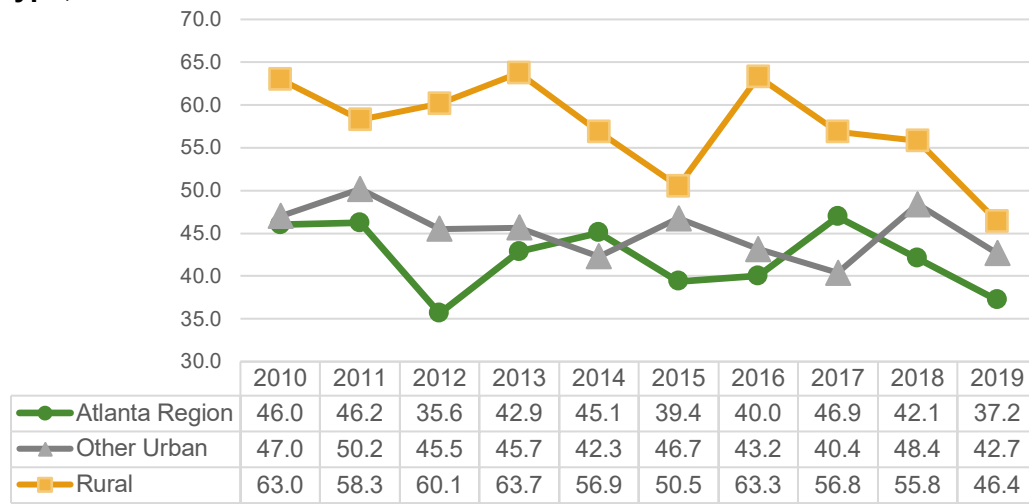
Across the 10-year period (2010-2019), there was a higher proportion of unrestrained fatalities in rural counties compared to the Atlanta region⁶ and other urban areas. In 2019, 46 percent of passenger vehicle occupants 13 years or older in rural⁷ areas were unrestrained (based on known restraint) – compared to 37 percent in the Atlanta region and 43 percent in other urban regions (Figure 5). In 2019, all regions experienced a decrease in the proportion of unrestrained passenger vehicle fatalities compared to 2018.

⁵ Metropolitan statistical area (MSA) is that of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core.

⁶ The Atlanta Region includes the ten counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties.

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.

Figure 5: **Percent Unrestrained* Fatalities among Passenger Vehicle Occupants Ages 13+ Years by Region Type, 2010-2019**



Note: Based on known restraint use
Source: FARS 2019

Similar to the restraint use among fatally injured PV occupants (13 years and older), rural areas also have a higher proportion of unrestrained seriously injured occupants compared to other regions. In 2019, 29 percent of seriously injured occupants (in all seating positions) in rural areas were unrestrained – compared to 10 percent in the Atlanta region and 20 percent in other urban regions.

Table 4: **Passenger Vehicle Occupants 13+ Years by Restraint Use, Injury Type, and Region Type, 2019**

Restraint Use by Injury Type		Atlanta Region (10 counties)		Other Urban (31 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	140	54%	160	51%	201	51%	501	52%
	Unrestrained	83	32%	119	38%	174	44%	376	39%
	Unknown	35	14%	32	10%	22	6%	89	9%
	Total	258	100%	311	100%	397	100%	966	100%
Suspected Serious Injuries	Restrained	1,496	70%	1,205	69%	882	60%	3,583	67%
	Unrestrained	212	10%	347	20%	430	29%	989	18%
	Unknown	432	20%	197	11%	161	11%	790	15%
	Total	2,140	100%	1,749	100%	1,473	100%	5,362	100%

Note: The table does not include 'other' types of restraint used by passengers 13+ years only considers lap belt use.
Source: CODES 2019, FARS 2019

Restraint Use and Benefits (12 Years & Younger)

Passenger Vehicle Occupants Fatalities 12 Years and Younger

Of the 1,491 Georgia motor vehicle traffic fatalities in 2019, 29 (2 percent) were children 12 years and younger — all but three fatalities were passenger vehicle (PV) occupants.

- Of the 993 PV occupants fatally injured in crashes, 26 (2 percent) were children. Of the 26 children fatally injured, 15 (58 percent) were restrained.⁸
- Of the 206 children riding in PVs and involved in fatal crashes, 180 (87 percent) survived. Of the 180 children that survived fatal crashes, 130 (72 percent) were restrained.

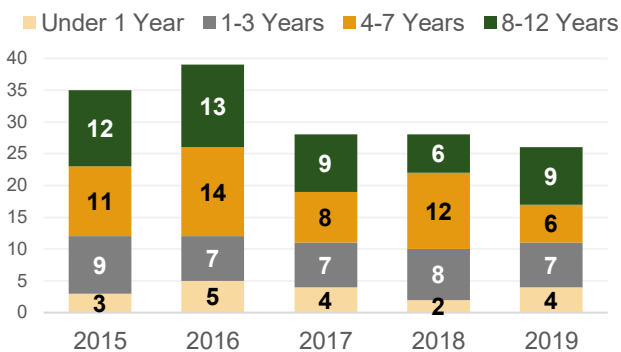
Restraint Use

According to the Georgia Seat Belt Observational Surveys, Georgia has maintained a high child safety seat usage rate over the past decade. In 2019, Georgia estimated the child safety seat usage rate to be 95.4%.⁹

In 2019, there were 31,102 PV drivers with at least one child occupant aged 1-to-7 years involved in a motor vehicle traffic crash. Of the 26,609 drivers restrained, 18,183 (68 percent) drivers had children also restrained. Conversely, of 258 drivers unrestrained, 129 (50 percent) drivers had children occupants also unrestrained or not in a child safety seat system.

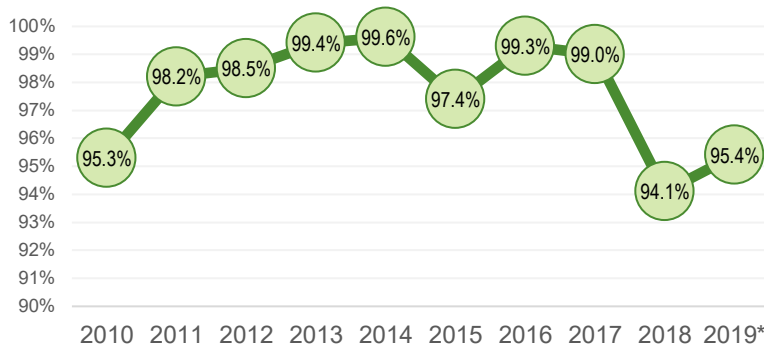
Twenty-one percent of all children (ages 1-to-7 years) involved in motor vehicle crashes were reported to have transitioned to a seat belt restraint system earlier than the law requires¹⁰. In 2019, 133 drivers involved in *fatal crashes* had at least one child (12 years or younger) in the vehicle with them. Of the 21 unrestrained drivers, 9 (43 percent) had children occupants also unrestrained. Conversely, of 102 restrained drivers, 90 (88 percent) had children occupants also restrained.

Figure 6: **Passenger Vehicle Occupant Fatalities Ages 12 Years and Younger by Age Group, 2015-2019**



Source: FARS 2015-2019

Figure 7: **Observed Child Safety Seat Usage in Georgia, 2010-2019***



* Due to the low child safety seat observations in the 2019 survey, the revised study conducted in November 2020 replaced the 2019 child safety seat usage rate.

Source: Seat Belt Observational Survey

⁸ Restrained classification for children is based on age and restraint system and not seating position or vehicle type. A seat belt used for a child under 8 years of age is consider unrestrained.

⁹ Due to the low child safety seat observations in the 2019 survey, the revised study conducted in November 2020 replaced the 2019 child safety seat usage rate.

¹⁰ § 40-8-76 (A), § 40-8-76 (D)

In 2019, restraint use was higher among children PV occupants seriously injured than those that were fatally injured.

- Out of the 26 **fatalities** among PV occupants, 12 years of age and younger *involved in fatal crashes 9 (35 percent)* were unrestrained.
- Out of the 224 **serious injuries** among PV occupants 1-to-12 years of age *involved in all motor vehicle crashes, 63 (28 percent)* were unrestrained.
- Out of the 55,543 PV occupants with **no injuries** ages 1-to-12 years of age involved in all motor vehicle crashes, **6,803 (12 percent)** were unrestrained¹¹.

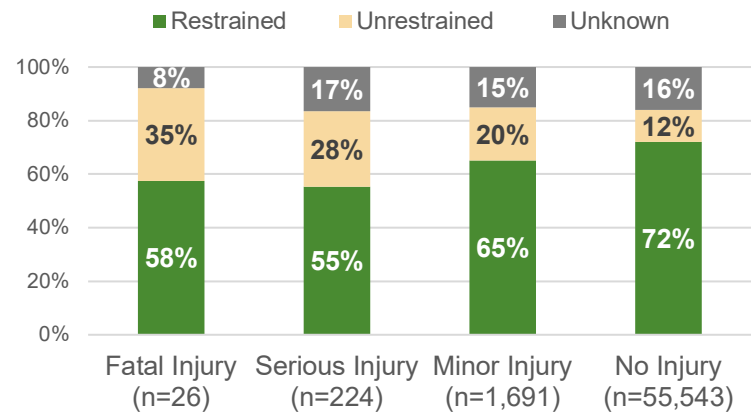
In 2019, children ages 4-to-7 years had a higher proportion of unrestrained fatalities and unrestrained serious injuries compared to other children.

Of all the passenger vehicle occupants ages 4-to-7 years:

- **50 percent** of those fatally injured in a fatal crash (3 out of 6) were unrestrained.
- **47 percent** of the seriously injured in a motor vehicle crash (38 out of 81) were unrestrained.

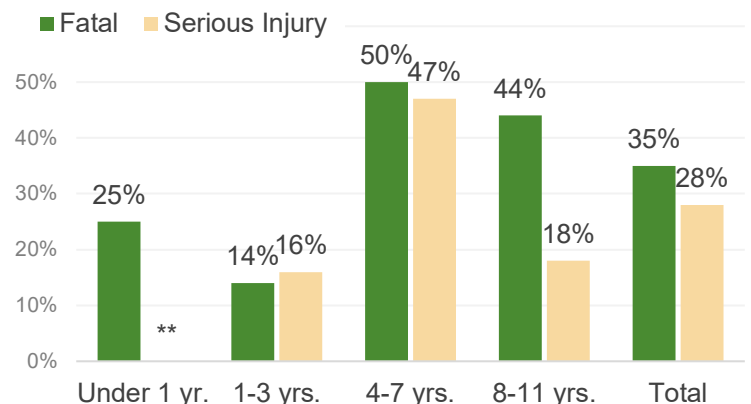
Figure 9 and Table 5 show the percent and numbers, respectively, of unrestrained passenger vehicle occupants (12 years and younger) that were fatally or seriously injured in motor vehicle crashes by age group.

Figure 8: **Percent Passenger Vehicle Occupants (12 Years and Younger) by Injury Type and Restraint Use, 2019**



Source: FARS 2019, CODES 2019

Figure 9: **Percent of Unrestrained Passenger Vehicle Occupants (12 Years and Younger) by Injury Type and Age Group, 2019**



Source: FARS 2019, CODES 2019

** Children under one year of age (age zero) are not captured accurately in the Georgia crash reports and often miscoded as 'unknown age'; therefore, it is not included in the analysis or reporting.

¹¹ Children under eight years of age with a shoulder and/or lap belt are considered unrestrained by Georgia law.

Table 5: **Passenger Vehicle Occupants 12 Years and Younger by Injury Type and Restraint Use, 2019**

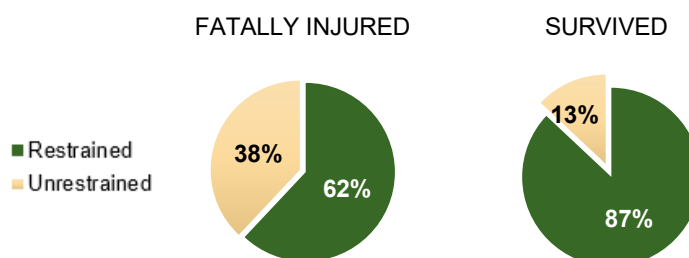
Restraint Use by Injury Type		Under 1 yr.		1-3 yrs.		4-7 yrs.		8-12 yrs.		All Children	
		#	%	#	%	#	%	#	%	#	%
Fatally injured	Restrained	3	75%	6	86%	2	33%	4	44%	15	58%
	Unrestrained	1	25%	1	14%	3	50%	4	44%	9	35%
	Unknown		0%		0%	1	17%	1	11%	2	8%
	Total	4	100%	7	100%	6	100%	9	100%	26	100%
Suspected serious injuries	Restrained	**	**	35	78%	28	35%	61	62%	144	55%
	Unrestrained	**	**	7	16%	38	47%	18	18%	43	28%
	Unknown	**	**	3	7%	15	19%	19	19%	37	17%
	Total	**	**	45	100%	81	100%	98	100%	224	100%

Note: The table does not include 'other' types of restraint used by passengers 12 years and younger
Source: CODES 2019, FARS 2019

For PV occupants ages 12 years and younger involved in fatal crashes in 2019, 38 percent of those fatally injured were unrestrained, compared to 13 percent of those who survived. Children who survive crashes are more likely to be restrained (87 percent) than those who are fatally injured (62 percent) (Figure 10).

Unrestrained passenger vehicle occupants ages 12 years and younger are more than four (4) times more likely to be fatally injured than restrained occupants.¹²

Figure 10: **Percent of Passenger Vehicle Occupants Ages 12 Years and Younger Involved in Fatal Crashes by Survival Status and Restraint* Use, 2019**



Source: FARS 2019

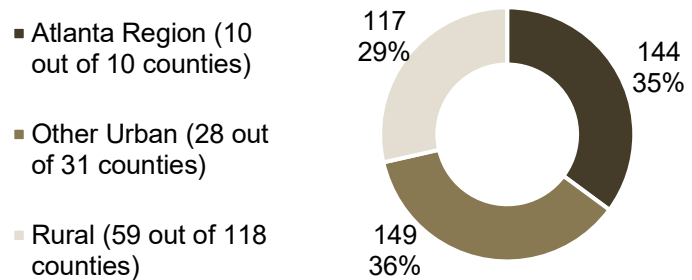
¹² This result is statistically significant at p=0.0033

Unrestrained Children by Region

The proportion of unrestrained PV occupants ages 12 years and younger fatally or seriously injured are relatively equal across the three regional types in Georgia: the Atlanta region, other urban, and rural areas.

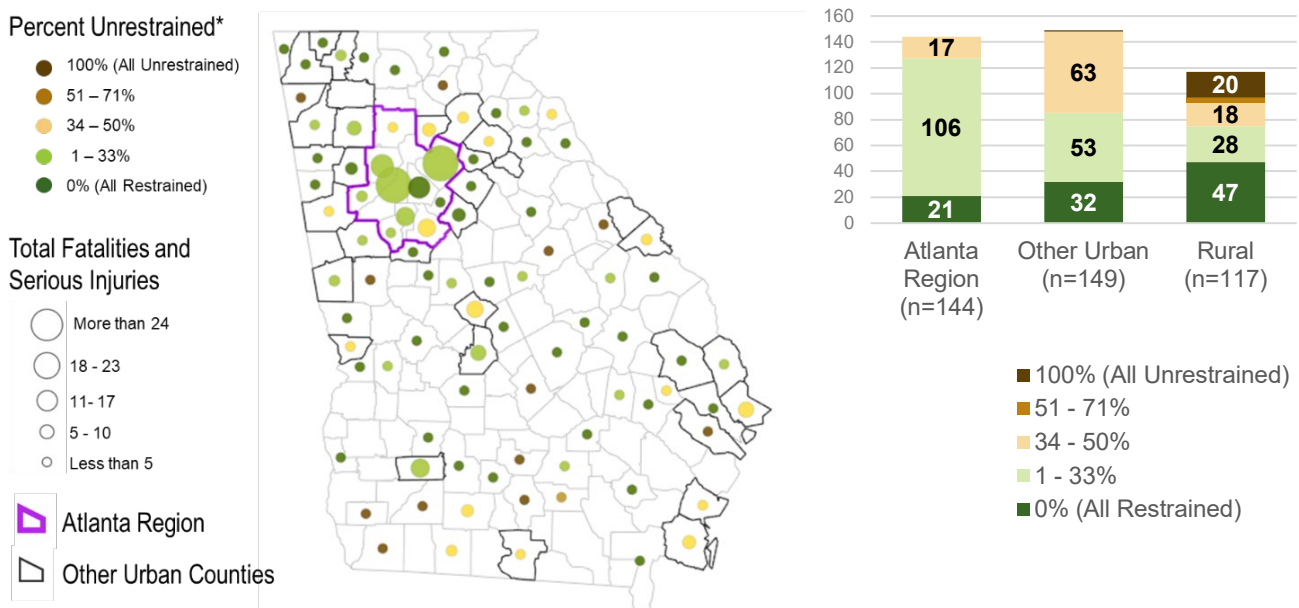
- The 10 counties in the Atlanta Region represented 35 percent of all unrestrained PV children fatally or seriously injured.
- The 118 rural counties represented 29 percent of all unrestrained PV children that were fatally or seriously injured.

Figure 11: **Percent of Unrestrained Passenger Vehicle Occupants Ages 12 Years and Younger Fatally or Serious Injured by Region, 2018-2019**



The Atlanta region (10 counties) has a higher concentration of serious injuries and fatalities among children and a relatively lower unrestraint use (big, green bubbles). However, the rural counties experience fewer fatal and serious injuries across more counties and have a higher unrestraint use among children (small, brown bubbles).

Figure 12: **Number of Fatally or Seriously Injured Passenger Vehicle (PV) Occupants and Percent of Unrestrained by County and Region Type, 2018-2019 (Ages 12 Years and Younger)**



Note: Counties with dark brown bubbles have a higher percentage of unrestrained PV fatalities and serious injuries among occupants 12 years or younger. Counties with larger bubbles have a higher total number of PV fatalities and serious injuries among occupants 12 years or younger.

Source: CODES 2018-2019, FARS 2019

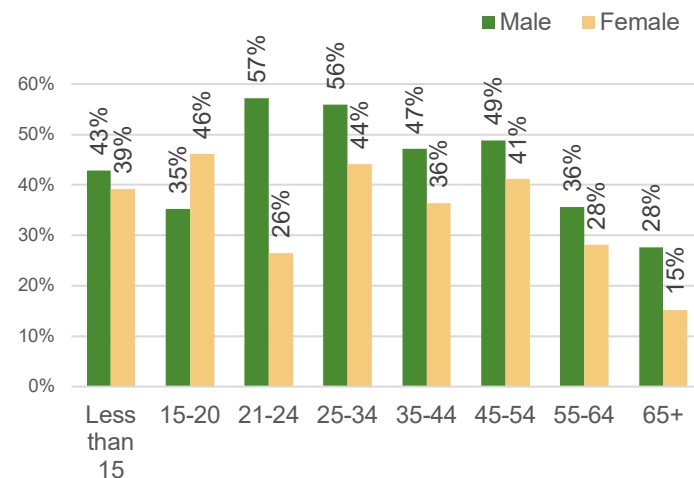
Occupant Demographics

Age & Sex

According to the Georgia Observational Seat Belt Survey, safety belt usage was higher for women than for men – 98.1 percent for women compared to 94.2 percent for men. Figure 13 shows the percent of PV occupants (across all seating positions) fatally injured and unrestrained in traffic crashes by age group and sex in 2019.

- 46 percent of fatally injured **female** PV occupants **15-to-20** years of age were unrestrained, compared to 35 percent of **male** PV occupants.
- 57 percent of fatally injured **male** PV occupants **21-to-24** years of age were unrestrained, compared to 26 percent of **female** PV occupants.

Figure 15. **Percent of Unrestrained* Passenger Vehicle Occupants Fatally Injured in Traffic Crashes by Age and Sex, 2019**



Note: Based on known restraint use
Source: FARS 2019

Race/Hispanic Origin

Table 6 shows PV occupant fatalities by race / Hispanic origin and restraint use in 2019.

- Hispanic PV occupants represented six percent of all PV fatalities (59 out of 989) and had the greatest proportion of unrestrained fatalities (based on known restraint use) compared to other groups – 53 percent.
- Black/African American, Non-Hispanic PV occupants represented 31 percent of all PV fatalities (305 out of 989), of which 46 percent were unrestrained.
- White, Non-Hispanics PV occupants represented 47 percent of all PV fatalities (465 out of 989), of which 40 percent were unrestrained.

Table 6: **Passenger Vehicle Occupants Fatalities by Race / Hispanic Origin and Restraint Use, 2019**

Race / Hispanic Origin	Total PV Occupant Fatalities	Restraint Use						Percent Restrained Based on Known Use	Percent <u>Un</u> restrained Based on Known Use
		Restrained		Unrestrained		Unknown			
		Number	Percent	Number	Percent	Number	Percent		
Hispanic	59	24	41%	27	46%	8	14%	47%	53%
Black/African American, Non-Hispanic	305	145	48%	124	41%	36	12%	54%	46%
White, Non-Hispanic	465	259	56%	173	37%	33	7%	60%	40%
Asian, Non-Hispanic	14	6	43%	4	29%	4	29%	60%	40%
Multiple Race, Non-Hispanic	15	8	53%	6	40%	1	7%	57%	43%
American Indian, Non-Hispanic/Unknown	5	5	100%	--	--	--	--	100%	--
Unknown Race and Unknown Hispanic	126	67	53%	50	40%	9	7%	57%	43%
TOTAL	989	514	52%	384	39%	91	9%	57%	43%

Source: FARS 2019

Passenger Vehicle Types

Table 7 shows PV occupant fatalities for drivers and passengers by vehicle type. Seventy-six percent of the PV occupants fatally injured in 2019 were drivers, and 24 percent were passengers.

There were 752 PV drivers fatally injured in traffic crashes – the majority (426 out of 752) in passenger cars. Among the 752 PV driver fatalities for which restraint use was known, 43 percent were unrestrained. However, the percent of unrestrained fatally injured drivers differed by vehicle type: 53 percent of the drivers of pickup trucks, 48 percent of van drivers, 40 percent of passenger car drivers, and 38 percent of SUV drivers.

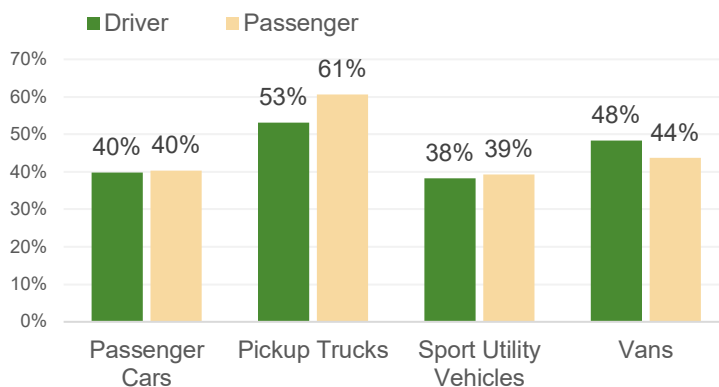
Table 7: **Passenger Vehicle Drivers and Passengers Fatally Injured by Passenger Vehicle Type and Restraint Use, 2019 (All Ages)**

Passenger Vehicle Type	Total PV Occupant Fatalities	Restraint Use						Percent Restrained Based on Known Use	Percent Unrestrained Based on Known Use
		Restrained		Unrestrained		Unknown			
		Number	Percent	Number	Percent	Number	Percent		
Drivers									
Passenger Cars	426	236	55%	156	37%	34	8%	60%	40%
Pickup Truck	158	67	42%	76	48%	15	9%	47%	53%
SUV	132	76	58%	47	36%	9	7%	62%	38%
Van	36	16	44%	15	42%	5	14%	52%	48%
All Drivers	752	395	53%	294	39%	63	8%	57%	43%
Passengers									
Passenger Cars	123	65	53%	44	36%	14	11%	60%	40%
Pickup Truck	32	11	34%	17	53%	4	13%	39%	61%
SUV	62	34	55%	22	35%	6	10%	61%	39%
Van	20	9	45%	7	35%	4	20%	56%	44%
All Passengers	237	119	50%	90	38%	28	12%	57%	43%

Source: FARS 2019

There were 237 passengers fatally injured in passenger vehicles in 2019. Fifty-three percent of the passengers fatally injured were riding in passenger cars. Among the 237 fatalities for which restraint use was known, 43 percent were unrestrained, but use varied by vehicle type: 61 percent of the passengers fatally injured in pickup trucks were unrestrained, compared to 44 percent in vans, 40 percent in passenger cars, and 39 percent in SUVs.

Figure 14. **Percent of Unrestrained* Drivers and Passengers Fatally Injured by Passenger Vehicle Type, 2019 (All Ages)**



Source: FARS 2019

*Based on known restraint use.

Seating Positions

Of the 237 PV occupant fatalities, 82 (35 percent) were seated in the backseat of the vehicle (2nd or 3rd rows). Unrestraint PV occupants were more common for back seat passengers than front seat – 50 percent (41 out of 82) versus 30 percent (44 out of 149).

However, the percent of unrestrained, fatally injured, backseat passengers differed by vehicle type:

- 78 percent of the backseat passengers of pickup trucks,
- 56 percent of passenger cars,
- 56 percent of vans, and
- 45 percent of SUVs.

Contributing Circumstances

Time of Day

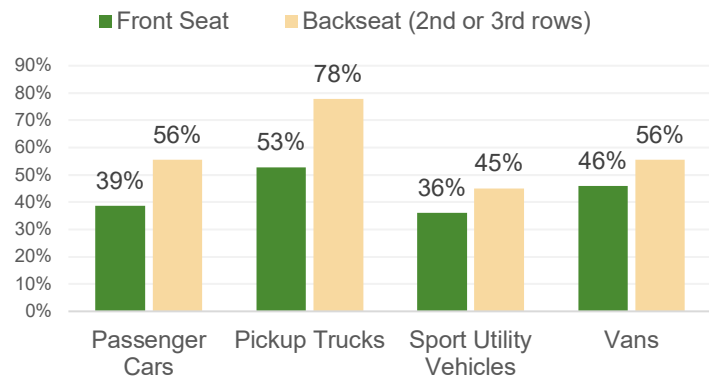
In 2019, there were more unrestrained PV occupant fatalities in the nighttime than in the daytime.

- 33 percent were unrestrained during daytime hours
- 47 percent were unrestrained during nighttime hours

Among the PV occupants that survived fatal crashes, the difference in the percent unrestrained did not depend on the time of day.

- 14 percent were unrestrained during daytime hours
- 12 percent were unrestrained during nighttime hours

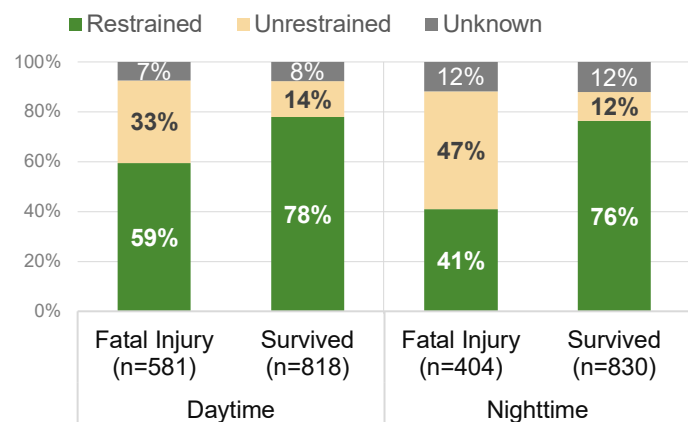
Figure 15. **Percent of Unrestrained* Passenger Vehicle Occupants Fatally Injured by Passenger Vehicle Type and Seating Position, 2019 (All Ages)**



Source: FARS 2019

*Based on known restraint use. This graphic does not include four (4) fatalities that occurred in enclosed or unenclosed passenger or cargo area

Figure 16. **Percent of Unrestrained* Passenger Vehicle Occupants Involved in Fatal Crashes by Time of Day and Survival Status, 2019**



Note: Based on known restraint use

Source: FARS 2019

ALCOHOL INVOLVEMENT & SEAT BELTS

Passenger vehicle (PV) drivers (surviving or fatally injured) are more likely to be unrestrained when alcohol is involved. Across all injury severities, the percent of unrestrained drivers was lower among those with no alcohol compared to those with a blood alcohol concentration (BAC) of 0.08 g/dL or higher (Table 8).

Passenger vehicle drivers that consumed alcohol were more than times likely to be unrestrained¹³. In 2019, 72 percent of all alcohol-impaired, PV drivers fatally injured were unrestrained – compared to 39 percent of fatally injured drivers that did not consume alcohol. Similarly, 40 percent of all passenger vehicle drivers with serious injuries that were also driving impaired were unrestrained – compared to 21% of seriously injured drivers that did not consume alcohol.

Table 8. **Percent of Passenger Vehicle Drivers that were Unrestrained (based on known) by Injury Severity and Blood Alcohol Concentration Involved in Fatal Crashes**

Injury Severity	Passenger Vehicle Drivers <u>Unrestrained</u> Blood Alcohol Concentration		
	No Alcohol BAC = 0.00 g/dL	BAC = 0.01 - 0.07 g/dL	Alcohol-Impaired (BAC = 0.08+ g/dL)
Fatal Injury	39%	68%	72%
Suspected Serious Injury	21%	33%	40%
Suspected Minor Injury	29%	-	33%
Possible Injury	11%	-	25%
No Apparent Injury	2%	50%	27%

Note: Based on known restraint use
Source: FARS 2019

- Twenty-eight percent of all passenger vehicle drivers that were unrestrained and drinking (0.01+ g/dL) were 25-to-34 years of age (20 out of 72).
- Seventy-six percent of all passenger vehicle drivers that were unrestrained and drinking were male (55 out of 72).

¹³ This result is statistically significant at p<0.0001

Data Definitions and Considerations:

Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks). These are vehicle body type codes 1-40 listed in the 2019 FARS Analytical Reference Guide. In the GDOT crash report, passenger vehicles are considered: passenger cars (1), pickup trucks (2), vans (10), and sports utility vehicles (11).

Passenger vehicle occupants are drivers and passengers in a vehicle that is in transport. Persons in vehicles that are not in transport are not considered passenger vehicle occupants.

Passenger vehicle occupants, 13 years and older are restrained if they are wearing a lap and/or shoulder belt in all seating positions of a vehicle. Passenger occupants 8-to-12 years of age are considered restrained if they are wearing a lap and/or shoulder belt or a child safety seat system. This analysis does not consider the seating position of the minor. Passenger occupants 7 year and younger are restrained if they have a child safety seat system. This analysis does not consider the age or weight of the child occupant or the seat position of the child. Statewide, the restraint use of PV occupants is unknown or unreported in many cases among non-fatal and property damage only (PDO) traffic crashes; therefore, the percent of unrestraint use (based on known) may be considered lower than what is observed in fatal and serious injury traffic crashes.

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

Serious injuries are those suspected serious injuries reported by law enforcement and used when any injury, other than fatal injury, preventing the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

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

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

Additional Information:

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

- [Appendix: Occupant Protection Georgia Traffic Safety Facts](#)
- <https://www.gahighwaysafety.org/highway-safety/shsp/>

References:

- National Center for Statistics and Analysis. (2019, March). Lives Saved in 2017 by Restraint Use and Minimum-Drinking-Age Laws. (DOT HS 812 683). Washington, DC: National Highway Traffic Safety Administration. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683>
- National Center for Statistics and Analysis. (2009, December). Lives Saved Calculations for Seat Belts and Frontal Air Bags (Report No. DOT HS 811 206). Washington, DC: National Highway Traffic Safety Administration. Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811206>.
- National Center for Statistics and Analysis. (2009, December). Lives saved FAQs (Report No. DOT HS 811 105). Washington, DC: National Highway Traffic Safety Administration. Available at www.nrd.nhtsa.dot.gov/Pubs/811105.pdf.

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