Georgia Traffic Safety Facts

2020 Data

September 2022

In this fact sheet, information is presented as follows.

This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), and the Georgia Department of Driver Services (DDS). Refer to the 'Data Considerations' section 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 recommended[1] or required by law for passenger vehicle occupants 12 years and younger.

2020 Key Findings

- In 2020, there were 1,664 traffic fatalities in Georgia, of which 1,072 (64 percent) were occupants of passenger vehicles (PV). Nearly half of the PV occupants fatally injured were restrained (47 percent), 43 percent were unrestrained, and 10 percent were unknown restraint use.
- Unrestrained PV occupants of all ages are more than 4 times more likely to be fatally injured compared to restrained occupants. If all Georgia PV occupants (ages 5+ years) had been restrained during 2016-2020, an average of 644 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 and adults) compared to the Atlanta region and other urban regions.
- Nineteen 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 trucks and Sports Utility Vehicles have the highest proportion of unrestrained fatalities among drivers and passengers—57 percent of fatally injured pickup *drivers*, 53 percent of pickup truck *passengers*, 47 percent of SUV *drivers*, and 56 percent of SUV *passengers* were *un*restrained.

Cross-Cutting Findings

- Passenger vehicle drivers who consumed alcohol were more likely to be unrestrained. Among drivers with reported alcohol results, 41 percent of unrestrained drivers had a BAC of .08+ g/dL and 18 percent of restrained drivers had a BAC of .08+ g/dL
- Between 2018-2020, 41 percent of all fatally injured young drivers in the 15-to-20 age group were unrestrained, and 53 percent of their passengers who were also in the 15-to-20 age group were unrestrained.

[1] American Academy of Pediatrics Car Seat and Booster Seat Guidelines

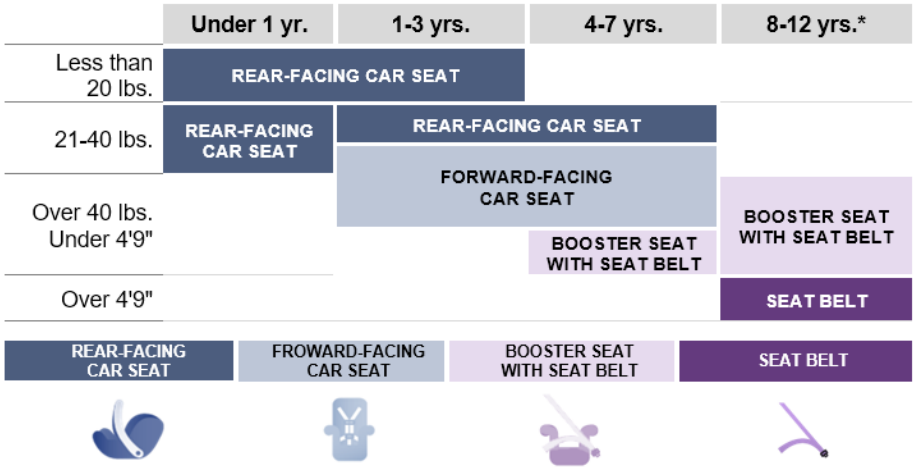
Legal Perspective: Georgia Law

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 law, 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 the 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 seat belt law is a primary law that allows police officers to pull over a motorist if any occupants within the vehicle required to wear a seat belt or appropriate child restraining system are not restrained. 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**



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 Violations

In 2020, there were 2,737 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 2020, there were 35,449 seat belt convictions related to unrestrained adults[3] and 862 convictions for unrestrained minors 8-to-17 years of age[7] and unrestrained children under eight years of age[5] 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 Fatalities and Serious Injuries (All Ages)

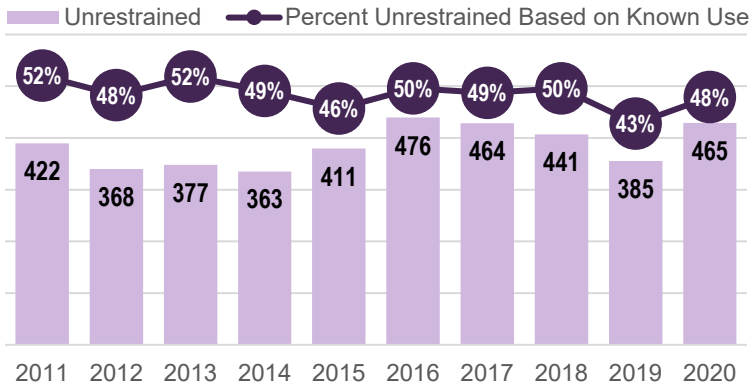
Unrestrained Passenger Vehicle Fatalities

In 2020, there were 1,664 traffic fatalities in Georgia, of which 1,072 (64 percent) were occupants of passenger vehicles[3]. Of the 989 passenger vehicle occupants fatally injured, 505 (47 percent) were restrained, and 465 (43 percent) were unrestrained at the time of the crash. Restraint use was not known for the remaining 102 (10 percent) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 52 percent were restrained, and 48 percent were unrestrained.

Figure 2 shows the percent and number of unrestrained passenger vehicle occupants fatally injured in traffic crashes when restraint use was known. The percentage of unrestrained fatalities increased by five percentage points, from 43 percent in 2019 to 48 percent in 2020.

The number of fatally injured passenger vehicle occupants by restraint use from 2011 to 2020 is shown in Table 1.

Figure 2. **Percent and Number of Unrestrained* Passenger Vehicle Occupants Fatally Injured (All Ages), 2011-2020**



*Percent is calculated based on known restraint use.
Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. The number of total passenger vehicle occupant fatalities may be different from the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information. Source: FARS 2011–2020

Table 1. **Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2011-2020**

Year	Restraint Use						Total		Percent **Restrained** Based on Known Use	Percent **Unrestrained** Based on Known Use
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
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%	472	45%	91	9%	1,047	100%	51%	49%
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%	385	39%	91	9%	990	100%	57%	43%
2020	505	47%	465	43%	102	10%	1,072	100%	52%	48%

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. The number of total passenger vehicle occupant fatalities may be different from the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information. Source: FARS 2011–2020

[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.

Passenger Vehicle Types & Seating Positions

Table 2 shows passenger vehicle (PV) occupant fatalities for drivers and passengers by vehicle type. Seventy-five percent of the PV occupants fatally injured in 2020 were drivers, and 25 percent were passengers.

There were 800 PV drivers fatally injured in traffic crashes – the majority (454 out of 800) in passenger cars. Among the 729 PV driver fatalities for which restraint use was known, 48 percent were unrestrained. However, the percent of unrestrained fatally injured drivers differed by vehicle type: 57 percent of the drivers of pickup trucks, 47 percent of SUV drivers, 38 percent of van drivers, and 44 percent of passenger car drivers.

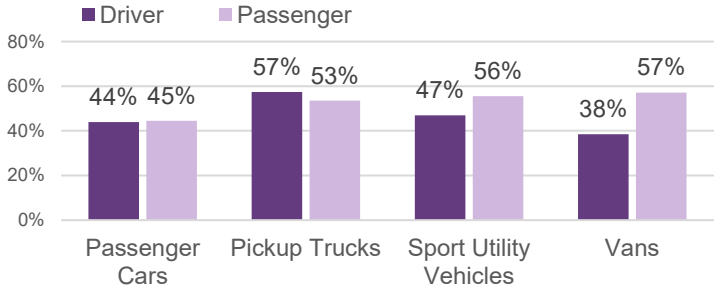
Table 2. **Passenger Vehicle Drivers and Passengers Fatally Injured by Passenger Vehicle Type and Restraint Use, 2020 (All Ages)**

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	454	231	51%	181	40%	42	9%	56%	44%
Pickup Truck	184	74	40%	100	54%	10	5%	43%	57%
Sport Utility Vehicle (SUV)	146	69	47%	61	42%	16	11%	53%	47%
Van	16	8	50%	5	31%	3	19%	62%	38%
All Drivers	**800**	**382**	**48%**	**347**	**43%**	**71**	**9%**	**52%**	**48%**
Passengers									
Passenger Cars	159	76	48%	61	38%	22	14%	55%	45%
Pickup Truck	46	20	43%	23	50%	3	7%	47%	53%
Sport Utility Vehicle (SUV)	58	24	41%	30	52%	4	7%	44%	56%
Van	9	3	33%	4	44%	2	22%	43%	57%
All Passengers	**272**	**123**	**45%**	**118**	**43%**	**31**	**11%**	**51%**	**49%**

Source: FARS 2020

There were 272 passengers fatally injured in passenger vehicles in 2020. Fifty-eight percent of the passengers fatally injured were riding in passenger cars. Among the 241 fatalities for which restraint use was known, 49 percent were unrestrained, but use varied by vehicle type—57 percent of the passengers fatally injured in vans were unrestrained, compared to 45 percent in passenger cars, 53 percent in pickup trucks, and 56 percent in SUVs.

Figure 3. **Percent of Unrestrained* Drivers and Passengers Fatally Injured by Passenger Vehicle Type, 2020 (All Ages)**



*Based on known restraint use.
Source: FARS 2020

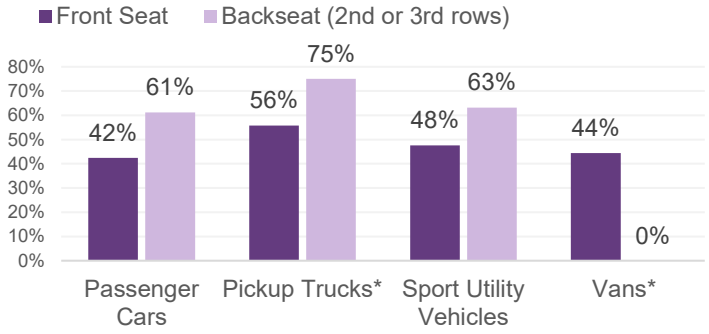
Of the 1,072 PV occupant fatalities, 94 (9 percent) were seated in the backseat of the vehicle (2nd or 3rd rows). Unrestrained PV occupants were more common in back seat passengers than front seat – 51 percent (48 out of 94) versus 42 percent (413 out of 973).

However, the percent of unrestrained, fatally injured, backseat passengers[4] differed by vehicle type:

- 75 percent of the backseat passengers of pickup trucks[5],
- 63 percent of SUVs, and
- 61 percent of passenger cars.

In 2020, there were five passenger fatalities in pickup trucks and vans where the seating position was either unknown or in the cargo area.

Figure 4. **Percent of Unrestrained* Passenger Vehicle Occupants Fatally Injured by Passenger Vehicle Type and Known Seating Position, 2020 (All Ages)**



*Based on known restraint use. This graphic does not include five (5) fatalities where the seating position was unknown or that occurred in enclosed/unenclosed passenger or cargo areas in pickup trucks and vans. Source: FARS 2020

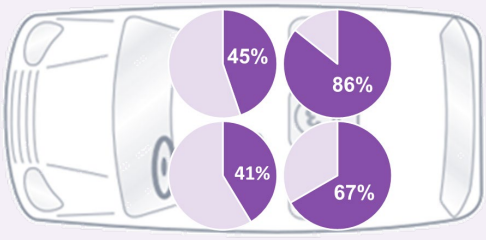
Teen Passengers of Young Drivers: Driving with Peers

Between 2018-2020, 41 percent of all fatally injured, young drivers in the 15-to-20 age group were unrestrained and 53 percent of their passengers that were also in the 15-to-20 age group were unrestrained.

- 67 percent of young passenger fatalities seated behind the driver were unrestrained
- 86 percent of young passenger fatalities seated behind the front seat passenger were unrestrained

See the "Young Adult Drivers" Georgia Traffic Safety Facts for more information regarding distracted-related crashes.

Figure 5. **Percent of Fatally Injured Young Drivers and their Fatally Injured Passenger Occupants (Aged 15-to-20) Unrestrained* by Seating Position, 2018-2020**



*Based on known restraint use
Source: FARS 2018-2020

[4] According to Georgia law, passenger vehicle occupants under 18 years of age in any seating position for occupants must be restrained.
[5] In 2010, O.C.G.A. §40-8-76.1 was revised to include pickup trucks in the definition of "passenger vehicles" and therefore pickup truck drivers and passengers must adhere to the seat belt laws.

Contributing Circumstances

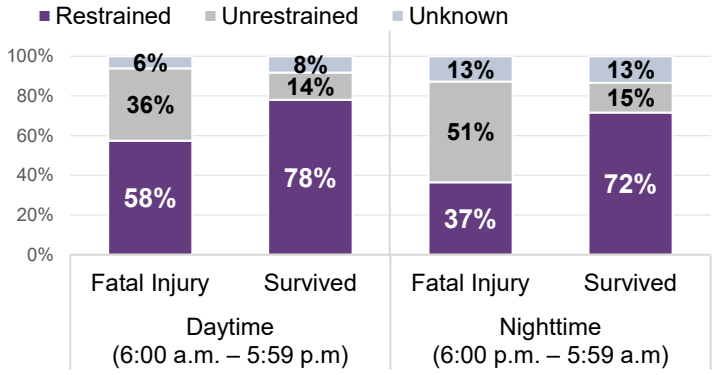
In 2020, there were more unrestrained PV occupant fatalities in the nighttime than in the daytime.

- 36 percent were unrestrained during daytime hours
- 51 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
- 15 percent were unrestrained during nighttime hours

Figure 6. **Percent of Unrestrained Passenger Vehicle Occupants involved in Fatal Crashes by Time of Day and Survival Status, 2020**



Source: FARS 2020

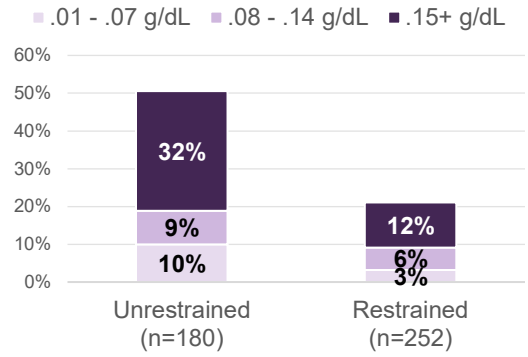
Alcohol Involvement & Seat Belts

Alcohol is known to reduce brain functionality, muscle coordination, and other abilities needed for operating a vehicle safely. Even a small amount of alcohol can affect driving ability. 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.

In 2020, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 2.3 times more likely to be speeding and 4.3 times more likely to be unrestrained or un-helmeted. Among drivers with reported alcohol results, 41 percent of unrestrained drivers had a BAC of .08+ g/dL and 18 percent of restrained drivers had a BAC of .08+ g/dL (Figure 7).

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

Figure 7. **Passenger Vehicle Drivers Involved in Fatal Crashes by Restraint Use and BAC Status*, 2020**



*Percent calculated across passenger vehicle drivers with known BAC and restraint use. In Georgia, drivers are considered alcohol-impaired when their BAC is .08 grams per deciliter (g/dL) or higher.
Source: FARS 2020

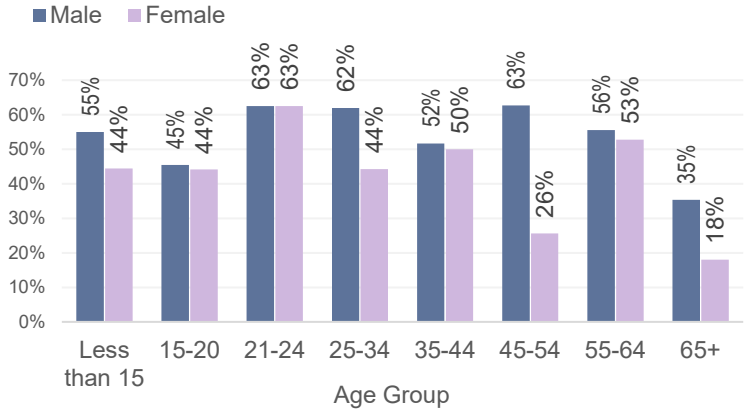
Occupant Demographics

Age & Sex

According to the 2021 Georgia Observational Seat Belt Survey, safety belt usage was higher for women than for men – 98.6 percent for women compared to 93.2 percent for men. Figure 8 shows the percent of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex in 2020. Compared to 2019, the percent of unrestrained PV fatalities across all age groups increased for both male and female groups.

- 63 percent of fatally injured female PV occupants and male PV occupants in the 21-to-24 age group were unrestrained.
- Across age groups, except 15-to-20 and 65+, more than half of male PV occupants were unrestrained.

Figure 8. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2020**



*Based on known restraint use
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2020

Race/Hispanic Origin

Table 3 shows PV occupant fatalities by race / Hispanic origin and restraint use in 2020.

- Black/African American, Non-Hispanic PV occupants represented 37 percent of all PV fatalities (391 out of 1,070), of which 56 percent were unrestrained (based on known restraint use)—the highest compared to other racial groups.
- White, Non-Hispanics PV occupants represented 50 percent of all PV fatalities, of which 45 percent were unrestrained.
- Hispanic PV occupants represented 7 percent of all PV fatalities, of which 38 percent were unrestrained.

Table 3. **Passenger Vehicle Occupants Fatalities by Race / Hispanic Origin and Restraint Use, 2020**

Race / Hispanic Origin	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		
Hispanic	71	37	52%	23	32%	11	15%	62%	38%
White, Non-Hispanic	534	281	53%	228	43%	25	5%	55%	45%
Black/African American, Non-Hispanic	391	146	37%	188	48%	57	15%	44%	56%
Other Race, Non-Hispanic*	18	11	61%	5	28%	2	11%	69%	31%
Unknown Race and Unknown Hispanic	56	27	48%	22	39%	7	13%	55%	45%
TOTAL	**1,070**	**502**	**47%**	**466**	**44%**	**102**	**10%**	**52%**	**48%**

"Other race, non-Hispanic" includes Asian, American Indian, and other racial groups.
Source: FARS 2020

Restraint Use and Benefits (13 Years & Older)

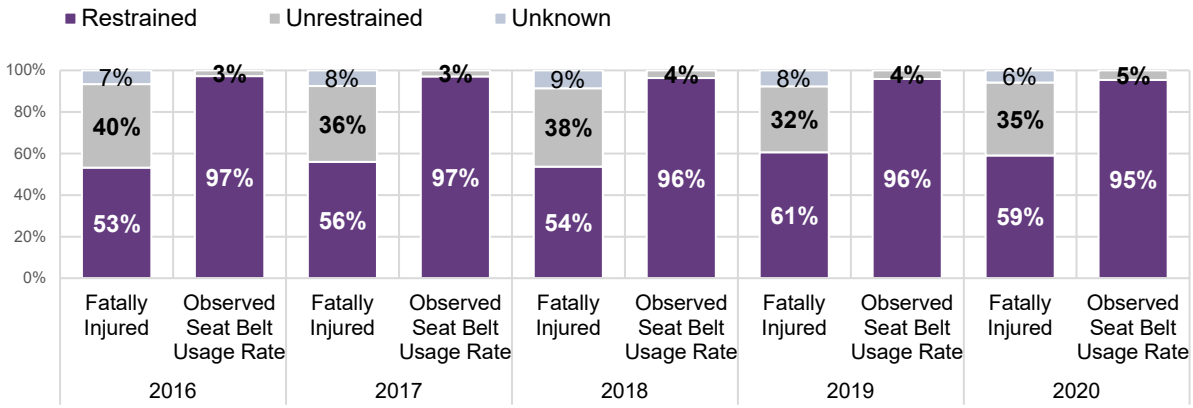
Seat Belt Use

According to the Georgia Seat Belt Observational Surveys, Georgia maintains a high seat belt usage compared to the national estimates. In 2020, the Georgia estimate of seat belt use by adult front-seat passengers was 95.4 percent—the average of the 2019 observed rate (95.9 percent) and the 2021 observed rate (94.8 percent). The annual seat belt observational survey was not conducted in 2020 due to the COVID-19 public health emergency responses. In 2020, Georgia opted not to conduct the Seat Belt Observational Survey under the NHTSA waiver through the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Figure 9 shows the 5-year period of seat belt use compared to the percent of front-seat passenger vehicle occupant fatalities (aged 13 years or older) during the daytime by restraint use.

Despite Georgia's observed seat belt usage rate of nearly 3 to 5 percent ***un***restrained, front-seat, daytime passenger vehicle occupants, there is a greater proportion of ***un***restrained, front-seat, daytime traffic fatalities. Between 2016 and 2020, nearly 30 to 40 percent of fatally injured front-seat, daytime PV occupants aged 13+ years were unrestrained—seven times more than what is observed during the seat belt survey.

Figure 9. **Georgia Seat Belt Usage Rate and Daytime Front Seat Passenger Vehicle (PV) Occupant Fatalities Ages *13+ Years* by Restraint Use, 2016-2020***

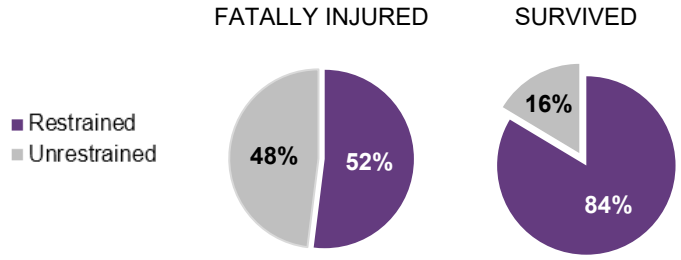


Note: Observational survey data only reports front seat passengers with known restraint use. Daytime front seat observed seat belt usage rate for 2020 was not obtained due to the covid-19 public health emergency response. The reported 2020 rate is the average of the 2019 and 2021 observed rates (95.9 in 2019 and 94.8 in 2021).
Source: FARS 2016-2020, Observational Survey 2021

Of all unrestrained PV occupants ages 13 years and older involved in a fatal crash, 66 percent were fatally injured. Forty-eight percent of all fatally injured were unrestrained compared to 16 percent of those who survived (Figure 10).

Unrestrained PV occupants aged 13 years and older are nearly five times (4.7) more likely to be fatally injured than restrained occupants.[6]

Figure 10. **Percent of Passenger Vehicle Occupants Ages *13+ Years* Involved in Fatal Crashes by Survival Status and Restraint* Use, 2020**



*Percent is calculated based on known restraint use.
Source: FARS 2020

Table 4 looks at the percentage of PV occupants involved in a fatal crash when restraint use was known by injury severity.

- **48 percent** of those *fatally injured* were unrestrained;
- **36 percent** of those with *suspected serious injuries* were unrestrained; and
- **5 percent** of those with *no apparent injury* were unrestrained.

Table 4. **Passenger Vehicle Occupants *13+ Years* Involved in Fatal Crashes by Injury Severity, 2020**

Injury Severity	Restraint Use						Total		Percent **Restrained** Based on Known Use	Percent **Unrestrained** Based on Known Use
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Fatal Injury	487	47%	450	43%	100	10%	1,037	100%	52%	**48%**
Suspected Serious Injury	178	56%	102	32%	40	13%	320	100%	64%	**36%**
Suspected Minor Injury	244	73%	60	18%	29	9%	333	100%	80%	**20%**
Possible Injury	198	75%	38	14%	28	11%	264	100%	84%	**16%**
No Apparent Injury	573	84%	32	5%	74	11%	679	100%	95%	**5%**

Note: Twelve (12) passenger vehicle occupants ages 13 years and older with unknown injury status are not shown.
Source: FARS 2020

[6] This result is statistically significant at p<0.0001

The safety benefits of restraint use are significant and well-documented. In 2020, seat belts and child safety systems have saved an estimated 662 lives in Georgia for PV occupants ages five years and older. If all passengers had been restrained during these years, a total of 3,220 lives would have been saved between 2016-2020.

Table 5. **Georgia Estimated Lives Saved (Ages 12+ Years), 2016-2020**

Year	Lives Saved at Current Restraint Use	Potential Additional Lives Savable at 100% Usage
2016	624	31
2017	648	34
2018*	587	**
2019*	699	**
2020*	662	**

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

Note: The lives saved methodology was replicated for 2018-2020 and may not be the same values published in future NHTSA reports. These calculations are estimated values for Georgia.

In 2020, more *front-seat* passenger occupants (ages 18+ years) involved in motor vehicle traffic crashes were restrained (79 percent) compared to *backseat* occupants (74 percent).

If **ALL** Georgia passenger vehicle occupants (ages 5+ years) **had been restrained** during 2016-2020, **an average of 644 lives would have been saved per year.**

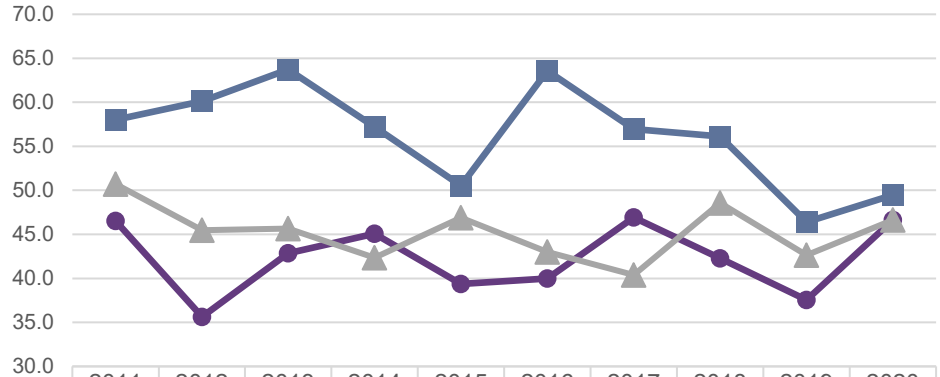
Urban vs. Rural

Since 2014, the observed safety belt usage rates in Atlanta Metropolitan Statistical Area (MSA)[7], non-Atlanta MSAs, and rural areas were above 90 percent – 9 out of every 10 front-seat passenger vehicle occupants were wearing seat belts. According to the 2021 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 (94 percent). *It is important to note that the MSA regions described in the seat belt observational survey study are different from geographical regions used in crash analyses.*

Across the 10-year period (2011-2020), there was a higher proportion of unrestrained fatalities in rural counties compared to the Atlanta region[8] and other urban areas. In 2020, 50 percent of passenger vehicle occupants 13 years or older in rural[9] areas were unrestrained (based on known restraint) – compared to 47 percent in the Atlanta region and other urban regions (Figure 11). In 2020, all regions experienced an increase in the proportion of unrestrained passenger vehicle fatalities compared to 2019.

[7] 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.
[8] 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.
[9] 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 11: **Percent Unrestrained* Fatalities among Passenger Vehicle Occupants Ages *13+ Years* by Region Type, 2011-2020**



	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Atlanta Region	46.5	35.6	42.9	45.1	39.4	40.0	46.9	42.3	37.6	46.6
Other Urban	50.7	45.5	45.7	42.4	46.9	43.0	40.4	48.6	42.7	46.6
Rural	58.0	60.1	63.7	57.2	50.5	63.6	57.0	56.1	46.4	49.5

Note: Based on known restraint use
Source: FARS 2020

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 2020, 31 percent of seriously injured occupants (in all seating positions) in rural areas were unrestrained – compared to 13 percent in the Atlanta region and 24 percent in other urban regions.

Table 6. **Passenger Vehicle Occupants *13+ Years* by Restraint Use, Injury Type, and Region Type, 2020**

Restraint Use by Injury Type		Atlanta Region (10 counites)		Other Urban (31 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	127	45%	167	48%	186	48%	499	52%
	Unrestrained	111	39%	146	42%	182	47%	376	39%
	Unknown	45	16%	32	9%	23	6%	89	9%
	Total	**283**	**100%**	**345**	**100%**	**391**	**100%**	**964**	**100%**
Suspected Serious Injuries	Restrained	1,455	63%	1,113	65%	825	58%	3,393	62%
	Unrestrained	300	13%	406	24%	448	31%	1,154	21%
	Unknown	537	23%	200	12%	157	11%	894	16%
	Total	**2,292**	**100%**	**1,719**	**100%**	**1,430**	**100%**	**5,441**	**100%**

Note: Passenger vehicles include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks). The table does not include 'other' types of restraint used by passengers 13+ years. The table only considers shoulder and/or lap belt use restraint systems. Percent totals may not equal 100 percent due to rounding.
Source: CODES 2020, FARS 2020

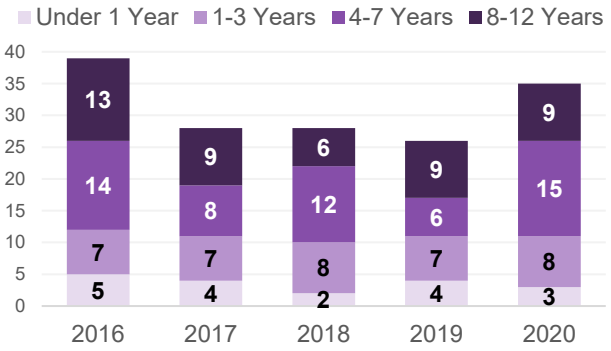
Restraint Use and Benefits (12 Years & Younger)

Passenger Vehicle Occupants Fatalities 12 Years and Younger

Of the 1,664 Georgia motor vehicle traffic fatalities in 2020, 40 (2 percent) were children 12 years and younger — all *but* five of these traffic fatalities were passenger vehicle (PV) occupants.

- Of the 1,072 PV occupants fatally injured in crashes, 35 (3 percent) were children. Of the 35 children fatally injured, 18 (51 percent) were restrained.[10]
- Of the 148 children riding in PVs and involved in fatal crashes, 113 (76 percent) survived. Of the 113 children that survived fatal crashes, 78 (69 percent) were restrained.

Figure 6. **Passenger Vehicle Occupant Fatalities Ages 12 Years and Younger by Age Group, 2016-2020**

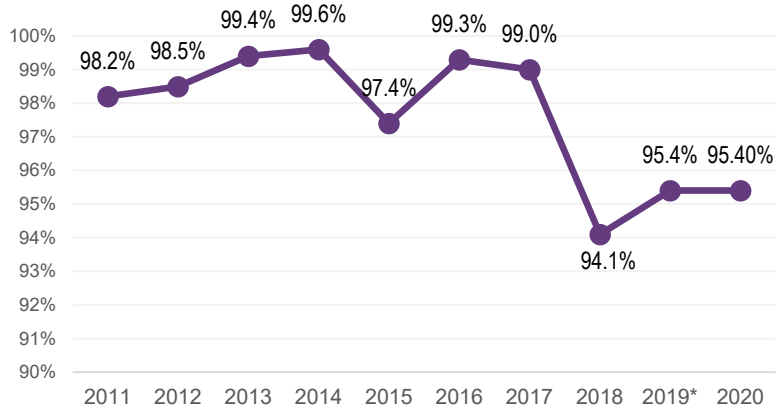


Source: FARS 2016-2020

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 2020, Georgia estimated the child safety usage rate to be 95.4%.[11] Nineteen 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 requires.[12]

Figure 7. **Observed Child Safety Seat Usage in Georgia, 2011-2020**



* 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

In 2020, there were 20,793 PV drivers with at least one child occupant aged 1-to-7 years involved in a motor vehicle traffic crash. Of the 17,993 drivers restrained, 16,341(90 percent) drivers had all children occupants also restrained. Conversely, of 252 drivers unrestrained, 66 (26 percent) drivers had at least one child occupant also unrestrained or not in a child safety seat system.

In 2020, 102 drivers involved in ***fatal crashes*** had at least one child (12 years or younger) in the vehicle with them. Of 102 restrained drivers, 65 (64 percent) had all children occupants also restrained. Conversely, of the 14 unrestrained drivers, 9 (64 percent) had at least one child occupant also unrestrained.

[10] 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.
[11] 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.
[12] § 40-8-76 (A), § 40-8-76 (D)

In 2020, restraint use was higher among children PV occupants seriously injured than those that were fatally injured.

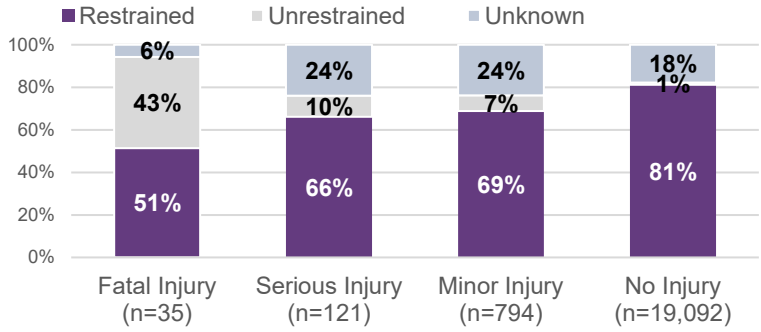
- Out of the 35 **fatalities** among PV occupants, 12 years of age and younger *involved in fatal crashes* **15 (43 percent)** were *un*restrained.
- Out of the 121 **serious injuries** among PV occupants 1-to-12 years of age *involved in all motor vehicle crashes,* **12 (10 percent)** were *un*restrained.
- Out of the 19,092 PV occupants with **no injuries** ages 1-to-12 years of age involved in all motor vehicle crashes,**214 (1 percent)** were *un*restrained.[13]

In 2020, children in the 8-to-11 year age group had a higher proportion of unrestrained fatalities, and children in the 4-to-7 year age group had a higher proportion of unrestrained serious injuries compared to other age groups.

- **43 percent** of those fatally injured in a fatal crash (15 out of 35) were *un*restrained.
- **10 percent** of the seriously injured in a motor vehicle crash (12 out of 121) were *un*restrained.

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

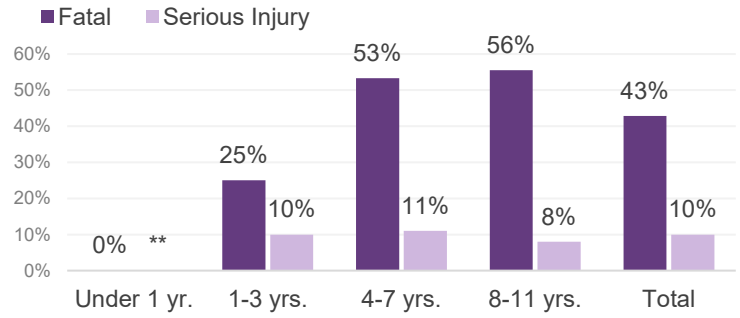
Figure 8. **Percent Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Restraint Use, 2020**



Source: FARS 2020, CODES 2020
** Children under one year of age (age zero) are not captured accurately in the Georgia crash reports and are often miscoded as 'unknown age'; therefore, it is not included in the analysis or reporting for serious injuries, minor injuries, or no injuries.

Readers are encouraged to exercise caution when comparing the number and rates of children under 12 years of age involved in motor vehicle crashes to previous years. Due to the COVID-19 pandemic responses in 2020, there were unprecedented travel and movement restrictions in response to the Georgia governor's Executive Order issued on March 14, 2020. Many state and local agencies (including public schools) adapted their services and activities to the COVID-19 guidelines and executive orders. As a result, many did not travel on Georgia roadways and did not utilize the public transportation systems—including children. Between 2019 and 2020, the number of children (12 years or younger) in passenger vehicles and involved in traffic crashes decreased by 32 percent (from 41,630 in 2019 to 28,205 in 2020). Additionally, the percentage of unknown restraint use among seriously injured children involved in traffic crashes increased from 14 percent in 2019 to 27 percent in 2020.

Figure 9. **Percent of Unrestrained Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Age Group, 2020**



Source: FARS 2020, CODES 2020
** Children under one year of age (age zero) are not captured accurately in the Georgia crash reports and are often miscoded as 'unknown age'; therefore, it is not included in the analysis or reporting.

[13] 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, 2020**

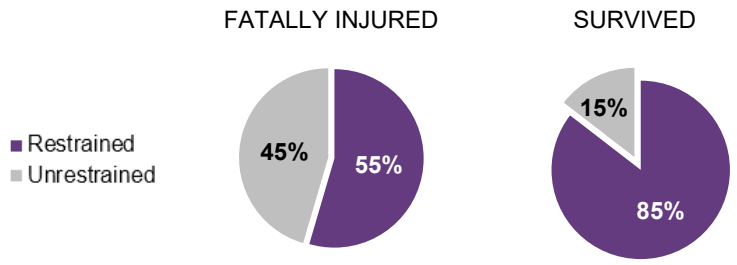
Restraint Use by Injury Type		Under 1 yr.		1-3 yrs.		4-7 yrs.		8-12 yrs.		All Children	
		#	%	#	%	#	%	#	%	#	%
Fatally Injured	Restrained	3	100%	5	63%	7	47%	3	33%	18	51%
	Unrestrained	--	--	2	25%	8	53%	5	56%	15	43%
	Unknown	--	--	1	13%	--	--	1	11%	2	6%
	Total	**3**	**100%**	**8**	**100%**	**15**	**100%**	**9**	**100%**	**35**	**100%**
Suspected Serious Injuries	Restrained	**	**	23	77%	31	58%	26	68%	80	66%
	Unrestrained	**	**	3	10%	6	11%	3	8%	12	10%
	Unknown	**	**	4	13%	16	30%	9	24%	29	24%
	Total	****	****	**30**	**100%**	**53**	**100%**	**38**	**100%**	**121**	**100%**

Note: The table does not include 'other' types of restraint used by passengers 12 years and younger
Source: CODES 2020, FARS 2020

For PV occupants ages 12 years and younger involved in fatal crashes in 2020, 45 percent of those fatally injured were unrestrained, compared to 15 percent of those who survived. Children who survive crashes are more likely to be restrained (85 percent) than those who are fatally injured (55 percent) (Figure 10).

Unrestrained passenger vehicle occupants ages 12 years and younger are nearly five times (4.9) more likely to be fatally injured than restrained occupants.[14]

Figure 10. **Percent of Passenger Vehicle Occupants Ages 12 Years and Younger Involved in Fatal Crashes by Survival Status and Restraint* Use, 2020**



*Percent is calculated based on known restraint use.
Source: FARS 2020

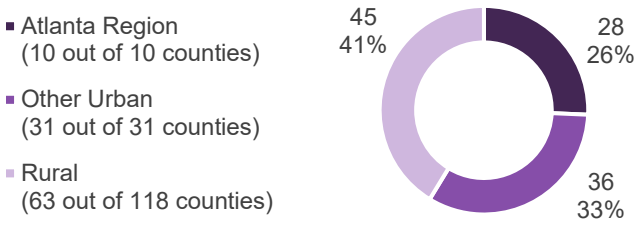
[14] This result is statistically significant at p=0.0003

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 26 percent of all unrestrained PV children fatally or seriously injured.
- The 63 rural counties represented 41 percent of all unrestrained PV children that were fatally or seriously injured.

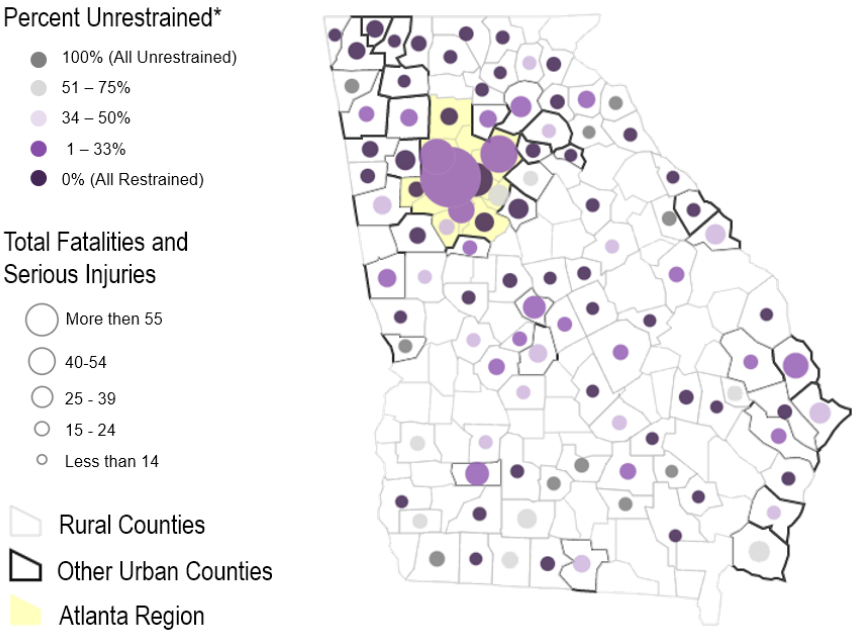
Figure 11. **Fatally or Serious Injured Passenger Vehicle Occupants Ages 12 Years and Younger by Region, 2019-2020**



Note: Only 63 out of the 118 rural counties experienced at least one fatally or seriously injured passenger vehicle occupant 12 years of age or younger between 2019 and 2020.
Source: FARS 2019-2020, CODES 2019-2020

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

Figure 12. **Number of Fatally or Seriously Injured Passenger Vehicle (PV) Occupants and Percent of Unrestrained by County and Region Type, 2019-2020 (Ages 12 Years and Younger)**



Note: Counties with gray 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: FARS 2019-2020, CODES 2019-2020

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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Appendix

Occupant Protection Georgia Traffic Safety Facts (2020)

This document is the Appendix for the **2020 Occupant Protection Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Data Considerations:

- **Passenger Vehicles:** 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).
- **Percent Unrestrained:** The unrestrained percent values presented in the appendix are based on passenger vehicle occupants that have reported restraint use. Unknown restraint use was excluded from the percent calculations.
- **Restrained Passenger Vehicle Occupant:**
  - 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 years 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. In 2020, 79 percent were restrained, 2 percent unrestrained, and 19 percent of unknown restraint use.
- **Children Under 1 Year:** Children under one year of age (age zero) are not captured accurately in the Georgia crash reports and are often miscoded as 'unknown age'; therefore, it is not included in the analysis for children 12 years and younger for serious injuries and crashes. Age zero is included for the 'ALL AGES' column headers for '2019-2020 Fatal and Serious Injuries' and '2020 Passenger Vehicle Occupants Involved in a Crash.'

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2020

	2019-2020 **Fatal and Serious Injuries** among PV Occupants involved in a Crash			2020 **ALL** PV Occupants involved in a Crash *see data considerations*		
	12 and Younger	13 and Older	All Ages	12 and Younger	13 and Older	All Ages
STATEWIDE	**109 (26%)**	**3,035 (27%)**	**3,144 (27%)**	**1,250 (3%)**	**15,962 (3%)**	**17,212 (3%)**
Appling	**	58.3	58.3	11.5	6.2	6.6
Atkinson	100.0	57.1	62.5	-	5.9	5.5
Bacon	100.0	52.6	55.0	21.9	11.8	12.5
Baker	**	16.7	16.7	-	2.2	2.0
Baldwin	-	36.7	35.8	1.7	5.2	4.9
Banks	-	20.0	18.2	-	2.5	2.4
Barrow	-	29.3	27.9	-	2.8	2.7
Bartow	20.0	26.1	25.9	1.2	3.0	2.9
Ben Hill	**	36.8	36.8	16.7	14.9	14.9
Berrien	**	42.9	42.9	-	6.1	5.8

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2020 (*con't)*

	2019-2020 **Fatal and Serious Injuries** among PV Occupants involved in a Crash			2020 **ALL** PV Occupants involved in a Crash		
	12 and Younger	**13 and Older**	**All Ages**	**12 and Younger**	**13 and Older**	**All Ages**
STATEWIDE	**109 (26%)**	**3,035 (27%)**	**3,144 (27%)**	**1,250 (3%)**	**15,962 (3%)**	**17,212 (3%)**
Bibb	12.5	26.1	25.5	1.9	1.9	1.9
Bleckley	**	43.8	43.8	-	5.3	4.9
Brantley	**	43.8	43.8	16.7	9.9	10.3
Brooks	-	57.7	51.7	6.7	8.4	8.3
Bryan	-	40.0	37.2	0.7	3.7	3.4
Bulloch	33.3	36.2	36.1	0.8	4.0	3.8
Burke	**	40.0	40.0	-	3.9	3.8
Butts	**	32.3	32.3	-	4.7	4.5
Calhoun	**	77.8	77.8	-	24.4	23.9
Camden	55.6	34.0	37.1	7.7	4.5	4.8
Candler	**	38.5	38.5	4.3	13.0	12.5
Carroll	50.0	37.2	37.3	0.8	3.1	3.0
Catoosa	-	23.6	21.8	1.1	2.4	2.3
Charlton	**	50.0	50.0	-	5.0	4.5
Chatham	50.0	29.0	29.2	6.1	3.1	3.2
Chattahoochee	**	16.7	16.7	-	9.3	8.5
Chattooga	100.0	37.9	40.0	-	3.8	3.6
Cherokee	-	24.4	23.9	0.3	1.8	1.7
Clarke	**	21.6	21.6	1.9	2.4	2.3
Clay	**	-	-	-	8.3	8.1
Clayton	23.1	15.1	15.3	2.3	1.7	1.7
Clinch	**	50.0	50.0	-	8.5	7.9
Cobb	8.3	19.4	18.9	1.5	1.5	1.5
Coffee	20.0	41.4	40.0	11.2	8.8	9.0
Colquitt	57.1	35.5	37.7	3.5	4.4	4.3
Columbia	-	27.3	26.7	0.3	2.5	2.3
Cook	**	38.2	38.2	-	6.4	5.9
Coweta	-	25.0	24.2	0.9	1.7	1.7
Crawford	**	22.2	22.2	-	2.3	2.3
Crisp	**	30.3	30.3	8.3	3.5	3.5
Dade	-	26.9	25.9	3.1	3.8	3.7
Dawson	**	30.0	30.0	1.3	2.3	2.3
Decatur	100.0	39.6	43.1	7.6	8.5	8.4
DeKalb	-	14.4	13.9	2.3	1.5	1.6
Dodge	-	40.0	38.7	10.2	11.7	11.6
Dooly	50.0	44.4	45.0	-	2.6	2.5
Dougherty	8.3	16.8	16.3	10.4	3.9	4.4
Douglas	-	17.7	17.4	1.9	1.7	1.7
Early	-	57.1	54.5	-	11.7	11.4

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2020 (*con't)*

	2019-2020 **Fatal and Serious Injuries** among PV Occupants involved in a Crash			2020 **ALL** PV Occupants involved in a Crash		
	12 and Younger	**13 and Older**	**All Ages**	**12 and Younger**	**13 and Older**	**All Ages**
STATEWIDE	**109 (26%)**	**3,035 (27%)**	**3,144 (27%)**	**1,250 (3%)**	**15,962 (3%)**	**17,212 (3%)**
Echols	**	60.0	60.0	33.3	25.9	26.2
Effingham	20.0	41.3	39.7	2.3	3.3	3.3
Elbert	-	38.9	36.8	-	4.7	4.4
Emanuel	**	61.0	61.0	38.5	10.4	12.6
Evans	75.0	66.7	68.4	10.0	9.8	9.8
Fannin	-	14.6	13.7	-	2.7	2.6
Fayette	50.0	17.5	18.8	2.2	1.3	1.3
Floyd	25.0	20.2	20.3	7.0	1.6	2.1
Forsyth	16.7	19.3	19.1	10.9	1.4	2.0
Franklin	25.0	22.5	22.7	2.4	2.5	2.5
Fulton	33.3	19.6	20.1	3.6	5.3	5.2
Gilmer	-	22.4	21.7	-	1.9	1.7
Glascock	**	75.0	75.0	**	27.5	27.5
Glynn	50.0	34.9	35.1	3.2	3.2	3.2
Gordon	**	40.8	40.8	7.3	2.5	3.0
Grady	-	41.9	40.6	8.3	13.2	13.1
Greene	-	41.9	39.4	3.8	5.4	5.3
Gwinnett	7.7	13.9	13.7	0.8	1.2	1.1
Habersham	-	25.5	24.5	-	2.6	2.5
Hall	25.0	21.6	21.7	1.2	1.7	1.6
Hancock	50.0	62.5	61.1	54.5	30.2	33.0
Haralson	-	35.6	33.9	5.4	5.2	5.2
Harris	-	31.7	31.0	-	4.4	4.1
Hart	100.0	21.1	25.0	-	3.2	3.0
Heard	**	35.3	35.3	-	10.6	9.8
Henry	-	26.9	26.0	0.9	1.0	1.0
Houston	42.9	24.6	25.5	5.8	2.4	2.6
Irwin	100.0	58.8	65.0	30.8	10.7	11.7
Jackson	50.0	20.5	21.1	1.6	2.8	2.7
Jasper	**	52.2	52.2	-	4.7	4.5
Jeff Davis	-	40.0	38.5	9.6	9.2	9.2
Jefferson	25.0	46.2	43.3	28.0	8.5	10.4
Jenkins	**	72.2	72.2	16.7	18.5	18.4
Johnson	-	57.1	53.3	50.0	14.1	18.5
Jones	-	30.0	29.3	-	4.4	4.2
Lamar	**	38.7	38.7	-	3.2	3.1
Lanier	**	42.9	42.9	-	10.6	10.0
Laurens	25.0	45.6	44.6	2.2	6.0	5.7
Lee	50.0	33.3	35.0	12.5	3.4	4.2

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2020 (*con't)*

	2019-2020 **Fatal and Serious Injuries** among PV Occupants involved in a Crash			2020 **ALL** PV Occupants involved in a Crash		
	12 and Younger	**13 and Older**	**All Ages**	**12 and Younger**	**13 and Older**	**All Ages**
STATEWIDE	**109 (26%)**	**3,035 (27%)**	**3,144 (27%)**	**1,250 (3%)**	**15,962 (3%)**	**17,212 (3%)**
Liberty	25.0	30.1	29.9	1.0	1.8	1.7
Lincoln	-	55.6	50.0	-	6.3	6.0
Long	**	26.3	26.3	50.0	3.4	6.4
Lowndes	50.0	30.6	31.9	10.3	3.6	4.1
Lumpkin	-	23.4	22.9	-	1.9	1.8
Macon	100.0	52.4	58.3	30.0	10.4	11.9
Madison	-	31.3	30.0	-	5.2	4.8
Marion	20.0	43.8	38.1	-	10.8	10.1
McDuffie	100.0	27.3	29.4	-	3.9	3.7
Mcintosh	**	21.7	21.7	-	9.8	9.5
Meriwether	50.0	38.3	38.8	-	4.7	4.3
Miller	66.7	33.3	40.0	-	11.0	10.1
Mitchell	-	24.1	23.3	10.0	5.8	5.9
Monroe	-	32.0	31.4	-	2.9	2.9
Montgomery	**	46.2	46.2	-	8.1	7.7
Morgan	**	42.5	42.5	-	3.6	3.5
Murray	-	33.3	30.4	0.8	2.5	2.3
Muscogee	100.0	36.7	38.0	5.3	2.0	2.3
Newton	-	24.5	23.4	3.6	1.9	2.0
Oconee	**	34.9	34.9	0.6	1.5	1.4
Oglethorpe	**	30.0	30.0	71.2	10.6	17.0
Paulding	-	28.9	27.7	1.1	2.1	2.0
Peach	33.3	31.5	31.6	15.1	2.3	3.0
Pickens	**	28.3	28.3	2.2	2.5	2.5
Pierce	-	43.8	41.2	17.6	9.7	10.0
Pike	**	40.9	40.9	-	3.5	3.3
Polk	-	43.1	41.0	-	4.6	4.6
Pulaski	**	25.0	25.0	-	5.1	5.0
Putnam	**	36.1	36.1	-	2.6	2.4
Quitman	**	-	-	-	9.8	8.5
Rabun	**	27.3	27.3	14.3	4.4	4.5
Randolph	66.7	62.5	63.6	-	18.2	17.5
Richmond	50.0	46.5	46.7	2.3	2.0	2.0
Rockdale	66.7	20.7	23.6	6.3	1.0	1.4
Schley	**	50.0	50.0	-	8.9	8.4
Screven	**	60.0	60.0	24.0	9.4	10.5
Seminole	**	76.5	76.5	15.4	8.9	9.3
Spalding	33.3	31.5	31.6	6.0	4.6	4.7
Stephens	**	44.4	44.4	-	4.5	4.4

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2020 (*con't)*

	2019-2020 **Fatal and Serious Injuries** among PV Occupants involved in a Crash			2020 **ALL** PV Occupants involved in a Crash		
	12 and Younger	**13 and Older**	**All Ages**	**12 and Younger**	**13 and Older**	**All Ages**
STATEWIDE	**109 (26%)**	**3,035 (27%)**	**3,144 (27%)**	**1,250 (3%)**	**15,962 (3%)**	**17,212 (3%)**
Stewart	**	33.3	33.3	40.0	11.9	13.0
Sumter	**	22.2	22.2	-	3.7	3.6
Talbot	**	60.0	60.0	-	3.0	2.8
Taliaferro	**	60.0	60.0	-	5.1	5.0
Tattnall	-	50.0	48.7	-	9.9	9.2
Taylor	50.0	33.3	35.7	9.1	11.5	11.4
Telfair	50.0	60.0	58.8	25.0	12.0	12.9
Terrell	**	41.7	41.7	-	9.0	8.8
Thomas	66.7	41.4	42.5	-	4.1	3.9
Tift	100.0	28.3	30.6	1.3	3.0	2.8
Toombs	-	40.4	38.0	2.5	5.5	5.3
Towns	**	11.8	11.8	-	3.5	3.4
Treutlen	**	33.3	33.3	-	4.2	4.0
Troup	28.6	36.8	36.4	5.0	3.3	3.4
Turner	**	58.8	58.8	15.4	12.5	12.7
Twiggs	33.3	21.7	23.1	18.2	4.7	5.0
Union	-	20.5	19.5	-	2.2	2.1
Upson	**	35.3	35.3	6.7	5.6	5.6
Walker	-	29.6	28.4	0.8	3.2	3.1
Walton	66.7	15.5	17.6	1.1	1.6	1.6
Ware	**	26.2	26.2	12.2	4.1	4.4
Warren	**	26.7	26.7	-	2.8	2.7
Washington	**	45.2	45.2	-	5.1	5.0
Wayne	**	36.8	36.8	4.9	6.5	6.4
Webster	**	40.0	40.0	10.0	11.4	11.2
Wheeler	**	90.9	90.9	-	21.9	19.9
White	50.0	8.8	10.2	2.6	3.0	3.0
Whitfield	-	22.5	22.3	1.4	1.9	1.8
Wilcox	**	50.0	50.0	-	15.9	13.9
Wilkes	**	37.5	37.5	-	8.2	7.8
Wilkinson	**	55.6	55.6	-	6.8	6.8
Worth	-	27.7	26.5	-	5.0	4.7