

# Georgia Traffic Safety Facts

2021 Data

July 2023

In this fact sheet, information is presented as follows.

- [Legal Perspective](#)
  - Georgia Seat Belt Laws
  - Seat Belt Violations
- [2022 Seat Belt Observational Study Key Findings](#)
- [Unrestrained Fatalities and Serious Injuries \(All Ages\)](#)
  - Unrestrained Passenger Vehicle Fatalities
  - Passenger Vehicle Types & Seating Positions
  - Contributing Circumstances
  - Occupant Demographics
- [Restraint Use \(13 Years & Older\)](#)
  - Seat Belt Use
  - Urban vs. Rural
- [Restraint Use \(12 Years & Younger\)](#)
  - Seat Belt Use
  - Urban vs. Rural

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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7 M.L.K. Jr Dr SE, Suite #643  
Atlanta, GA 30334  
(404) 656-6996  
[www.gahighwaysafety.org](http://www.gahighwaysafety.org)

## 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<sup>1</sup> or required by law for passenger vehicle occupants 12 years and younger.

### 2021 Key Findings

- In 2021, there were 1,797 traffic fatalities in Georgia, of which 1,182 (66 percent) were occupants of passenger vehicles (PV). Nearly half of the PV occupants fatally injured were unrestrained (47 percent), 44 percent were restrained, and 9 percent had unknown restraint use.
- Unrestrained PV occupants of all ages are nearly 5 times more likely to be fatally injured compared to restrained occupants involved in fatal crashes. If all Georgia PV occupants (ages 5+ years) had been restrained during 2017-2021, an average of 660 lives would have been saved each year.
- Historically, 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. However, *based on known restraint use*, the Atlanta region had a higher proportion of unrestrained PV fatalities than other regions in 2021.
- Twenty-nine percent of all children under 8 years of age involved in motor vehicle crashes were reported to have transitioned too early, from a child restraint system (as required by the law) to a seat belt restraint system.
- Pickup trucks and vans have the highest proportion of unrestrained fatalities among drivers and passengers—61 percent of fatally injured pickup *drivers*, 71 percent of pickup truck *passengers*, 52 percent of van *drivers*, and 60 percent of van *passengers* were unrestrained.

### 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 some alcohol detected in their system (BAC of .01+ g/dL), compared to 26 percent of restrained drivers.
- Between 2017-2021, 45 percent of all fatally injured young drivers in the 15-to-20 age group were unrestrained, and 65 percent of their passengers who were also in the 15-to-20 age group were unrestrained.

<sup>1</sup> 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<sup>2a</sup>, 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<sup>2b</sup> 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<sup>2c</sup>. 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**

	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 Violations

In 2021, there were 3,227 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 a Georgia court of law finds the driver guilty of violating the seat belt laws, and these convictions are reported to the Georgia Department of Driver Services (DDS). In 2021, seat belt convictions related to unrestrained adults<sup>3</sup> increased by 39 percent (from 35,449 to 45,353 convictions), and convictions for unrestrained minors 8-to-17 years of age<sup>7</sup> and unrestrained children under eight years of age<sup>5</sup> increased by 80 percent (from 6,924 to 12,950 convictions).

<sup>2</sup> § 40-8-76.1 <sup>2a</sup> § 4 8-76 (B), § 40-8-76 <sup>2c</sup> § 40-8-76 (A), § 40-8-76 (D)

## 2022 Seat Belt Observational Study Key Findings

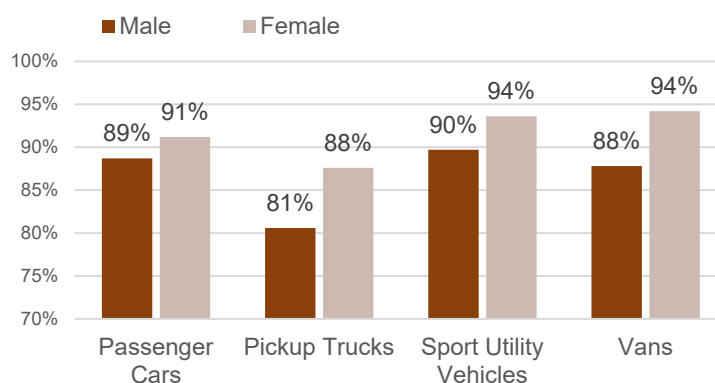
The Injury Prevention Research Center at Emory University conducted a roadside observational survey of front seat belt use. Roadside observations of seat belt use were made by trained observers at 400 sites distributed across 20 counties in the State of Georgia between May and July 2022.

34,071 cars, vans/minivans, SUVs, and trucks under 10,000 lbs. containing a total of 42,035 drivers and front seat passengers were observed, 33,719 of whom were using 3-point seat belts.

The following are key findings related to seat belt use in Georgia in 2022.

- The rate of 3-point seat belt use for drivers and front right seat passengers of cars, trucks, sports utility vehicles (SUVs) and vans/mini-vans was 89.3%.
- The seat belt use rate was 90.1% in passenger cars, 92.0% in SUVs, 81.9% in trucks, and 90.2% in vans/mini-vans.
- The seat belt use rate was highest among Asian front-seat occupants (96.4%), followed by Hispanic occupants (92.6%), White occupants (90.5%), and Black occupants (86.0%).
- Seat belt rates were highest in counties in the Atlanta Metropolitan Statistical Area (90.3%), followed by counties in other Metropolitan Statistical Areas (87.5%), and counties not in a Metropolitan Statistical Area (81.7%).
- Seat belt use was highest among those 9-15 years old (right front seat passengers only) (96.4%), followed by those 70 years of age and older (93.6%), those aged 25-69 (89.0%) those aged 16-24 (86.7%), and those <9 years old (right front seat passengers only) (80.8%).
- Drivers and right front seat passengers had nearly the same rate of seat belt use. Driver belt use was 89.2% while passenger belt use was 90.4%. Driver belt use rates were based on 31,988 drivers with observable belt use and passenger belt use rates were based on 7,151 front seat passengers with observable belt use.
- Seat belt use on weekdays and weekends was similar. The rate of seat belt use on weekdays was 89.2% and the rate of belt use on weekends was 90.2%. This is based on 31,458 weekday observations with observable belt use and 7,681 weekend observations with observable belt use.
- The seat belt use rate was higher for women (92.2%) than for men (86.7%) across all passenger vehicle types (Figure 2).

Figure 2. Observed **Seat Belt Usage Rate among Front Seat PV Occupants by Vehicle Type and Sex, 2022**



Source: 2022 Seat Belt Observational Study

## Unrestrained Fatalities and Serious Injuries (All Ages)

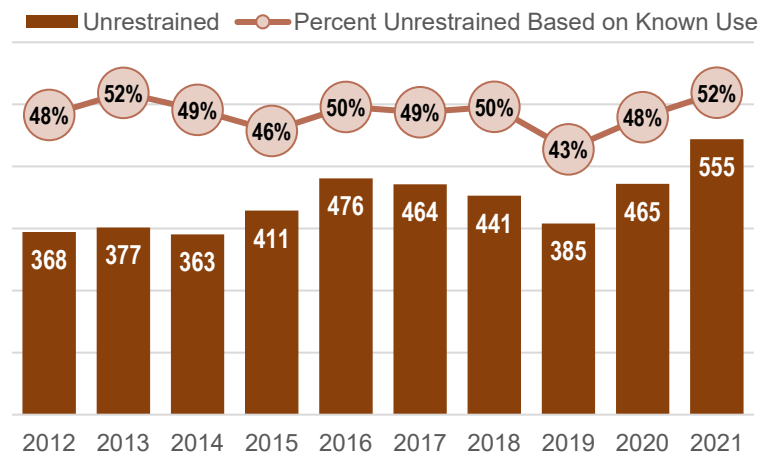
### Unrestrained Passenger Vehicle Fatalities

In 2021, there were 1,797 traffic fatalities in Georgia, of which 1,182 (66 percent) were occupants of passenger vehicles<sup>3</sup>. Of the 1,182 passenger vehicle occupants fatally injured, 515 (44 percent) were restrained and 555 (47 percent) were unrestrained at the time of the crash. Restraint use was unknown for the remaining 112 (9 percent) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 48 percent were restrained, and 52 percent were unrestrained.

Figure 3 shows the percentage and number of unrestrained passenger vehicle occupants fatally injured in traffic crashes when restraint use was known. The percentage of unrestrained fatalities increased by four percentage points, from 48 percent in 2020 to 52 percent in 2021.

The number of fatally injured passenger vehicle occupants by restraint use from 2012 to 2020 is shown in Table 1.

Figure 3. **Percent and Number of Unrestrained\* Passenger Vehicle Occupants Fatally Injured (All Ages), 2012-2021**



\*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 2012-2021

Table 1. **Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2012-2021**

Year	Restraint Use						Total		Percent Restrained Based on Known Use	Percent <u>Unrestrained</u> Based on Known Use
	Restrained		<u>Unrestrained</u>		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
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%
2021	515	44%	555	47%	112	9%	1,182	100%	48%	52%

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 2012-2021

<sup>3</sup> 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-eight percent of the PV occupants fatally injured in 2021 were drivers, and 22 percent were passengers.

There were 917 PV drivers fatally injured in traffic crashes – the majority (509 out of 917) in passenger cars. Among the 832 PV driver fatalities for which restraint use was known, 52 percent were unrestrained. However, the percentage of unrestrained, fatally injured drivers differed by vehicle type: 61 percent of drivers of pickup trucks, 52 percent of van drivers, 50 percent of SUV drivers, and 49 percent of passenger car drivers.

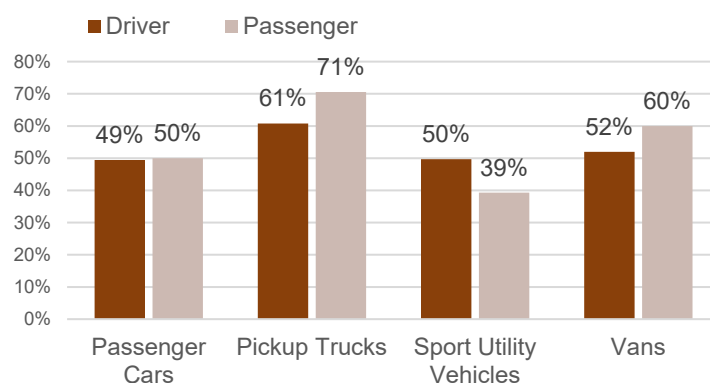
Table 2. **Passenger Vehicle Drivers and Passengers Fatally Injured, by Passenger Vehicle Type and Restraint Use, 2021 (All Ages)**

Passenger Vehicle Type	Total PV Occupant Fatalities	Restraint Use						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		
Drivers									
Passenger Cars	509	232	46%	227	45%	50	10%	51%	49%
Pickup Truck	201	71	35%	110	55%	20	10%	39%	61%
Sport Utility Vehicle (SUV)	182	84	46%	83	46%	15	8%	50%	50%
Van	25	12	48%	13	52%	0	0%	48%	52%
All Drivers	917	399	44%	433	47%	85	9%	48%	52%
Passengers									
Passenger Cars	146	64	44%	64	44%	18	12%	50%	50%
Pickup Truck	36	10	28%	24	67%	2	6%	29%	71%
Sport Utility Vehicle (SUV)	62	34	55%	22	35%	6	10%	61%	39%
Van	21	8	38%	12	57%	1	5%	40%	60%
All Passengers	265	116	44%	122	46%	27	10%	49%	51%

Source: FARS 2021

There were 265 passengers fatally injured in passenger vehicles in 2021. Fifty-five percent of the passengers fatally injured were riding in passenger cars. Among the 238 fatalities for which restraint use was known, 51 percent were unrestrained, but use varied by vehicle type—71 percent of the passengers fatally injured in pickup trucks were unrestrained, compared to 60 percent in vans, 50 percent in passenger cars, and 39 percent in SUVs.

Figure 4. **Percent of Unrestrained\* Drivers and Passengers Fatally Injured by Passenger Vehicle Type, 2021 (All Ages)**



\*Based on known restraint use.

Source: FARS 2021

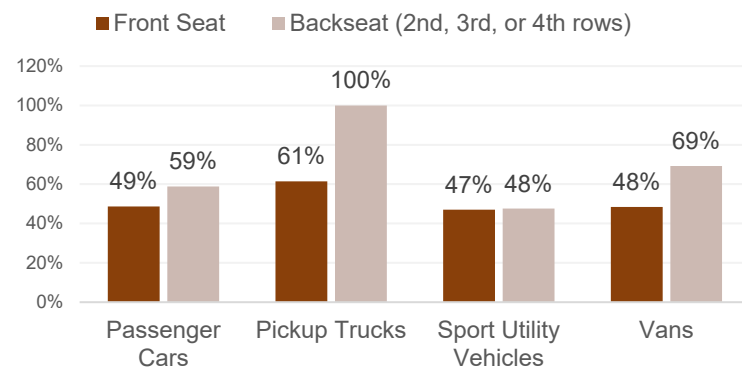
Of the 1,176 PV occupant fatalities with known seating positions, 85 (7 percent) were seated in the backseat of the vehicle (2<sup>nd</sup>, 3<sup>rd</sup>, or 4<sup>th</sup> rows). Unrestrained PV occupants were more common in back seat passengers than front seat – 52 percent (44 out of 85) compared to 46 percent (506 out of 1,091).

However, the percentage of unrestrained, fatally injured backseat passengers<sup>4</sup> differed by vehicle type:

- All backseat passengers of pickup trucks<sup>5</sup> (100 percent, 5 out of 5)
- 69 percent of van backseat passengers (9 out of 13), and
- 59 percent of passenger cars (20 out of 42).

In 2021, there were six passenger fatalities in pickup trucks and vans where the seating position was either unknown or in the cargo area.

Figure 5. **Percent of Unrestrained\* Passenger Vehicle Occupants Fatally Injured by Passenger Vehicle Type and Known Seating Position, 2021 (All Ages)**



\*Based on known restraint use. This graphic does not include six (6) fatalities where the seating position was unknown or that occurred in enclosed/unenclosed passenger or cargo areas. Source: FARS 2021

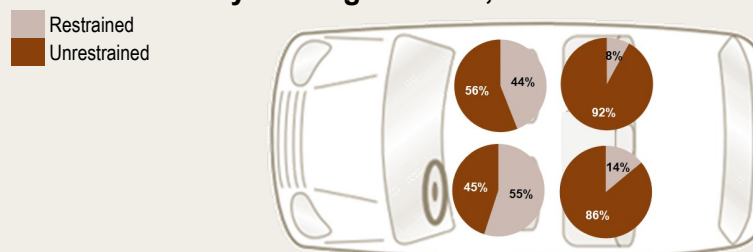
### Teen Passengers of Young Drivers: Driving with Peers

Between 2017-2021, 45 percent of all fatally injured young drivers in the 15-to-20 age group were unrestrained, and 65 percent of their passengers that were also in the 15-to-20 age group were unrestrained.

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

See the *“2021 Young Adult Drivers Georgia Traffic Safety Facts”* for more information regarding distracted-related crashes.

Figure 6. **Percent of Fatally Injured Young Drivers and their Fatally Injured Passenger Occupants (Aged 15-to-20) Unrestrained\* by Seating Position, 2017-2021**



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

<sup>4</sup> According to Georgia law, passenger vehicle occupants under 18 years of age in any seating position for occupants must be restrained.

<sup>5</sup> 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

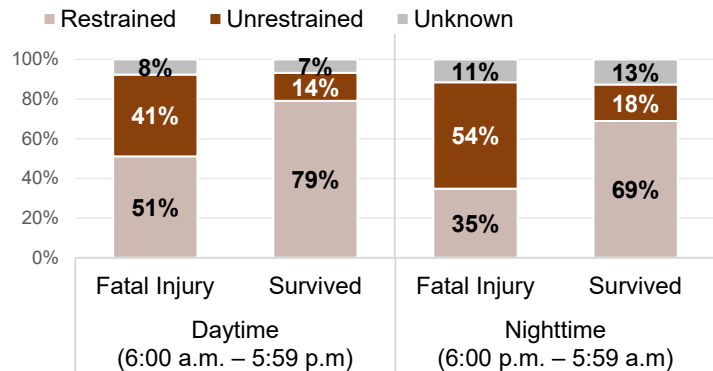
In 2021, there were more unrestrained PV occupant fatalities in the nighttime than in the daytime.

- 41 percent were unrestrained during daytime hours
- 54 percent were unrestrained during nighttime hours

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

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

Figure 7. **Percent of Unrestrained Passenger Vehicle Occupants Involved in Fatal Crashes by Time of Day and Survival Status, 2021**



Source: FARS 2021

## 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 2021, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 1.9 times more likely to be speeding and 3.2 times more likely to be unrestrained or un-helmeted. Among drivers with reported alcohol results, 41 percent of unrestrained drivers had some alcohol detected in their system (BAC of .01+ g/dL), compared to 26 percent of restrained drivers (Figure 8).


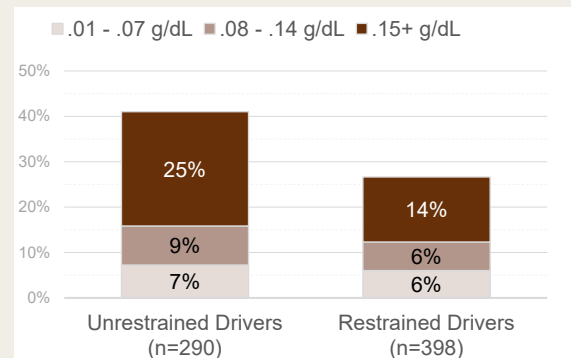
See the “[2021 Risky Driving Georgia Traffic Safety Facts](#)”  for more information regarding distracted-related crashes.

Figure 8. **Passenger Vehicle Drivers Involved in Fatal Crashes by Restraint Use and BAC Status\*, 2021**



\*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 2021

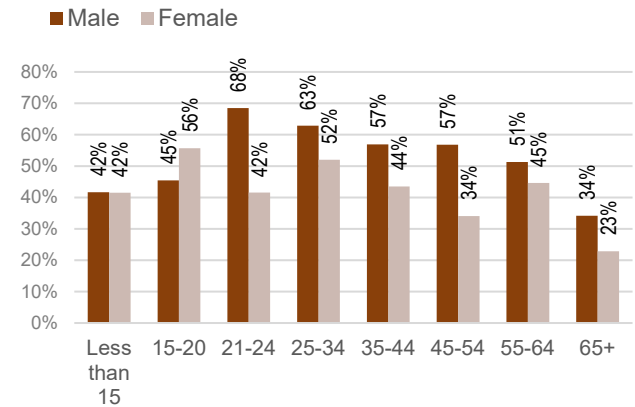
## Occupant Demographics

### Age & Sex

According to the 2022 Georgia Observational Seat Belt Survey, safety belt usage was higher for women than for men – 92.2 percent for women compared to 86.7 percent for men. Figure 9 shows the percentage of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex between 2019 and 2021.

- Unrestrained fatalities among male PV occupants were more common in the 21-to-24 age group compared to other age groups. Between 2019 and 2021, 68 percent of fatally injured male PV occupants in the 21-to-24 age group were unrestrained. Over half of fatally injured male PV occupants, between 21 and 64 years, were unrestrained.
- Unrestrained fatalities among female PV occupants were more common in the 15-to-20 age group compared to other age groups. Between 2019 and 2021, 56 percent of fatally injured female PV occupants in the 15-to-20 age group were unrestrained.

Figure 9. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained\* in Traffic Crashes by Age Group and Sex, 2019-2021 (3-year period)**



\*Based on known restraint use

Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.  
Source: FARS 2021

### Race/Hispanic Origin

Table 3 shows PV occupant fatalities by race / Hispanic origin and restraint use in 2021.

- Black/African American, Non-Hispanic PV occupants represented 37 percent of all PV fatalities (441 out of 1,182) and 32 percent of the Georgia population in 2021. Sixty-two percent of all Black/African American, Non-Hispanic PV occupant fatalities were unrestrained (based on known restraint use)—the highest compared to other racial groups. This group also has the highest proportion of unknown restraint use compared to other racial groups.
- White, Non-Hispanic PV occupants represented 53 percent of all PV fatalities, of which 46 percent were unrestrained.
- Hispanic PV occupants represented 7 percent of all PV fatalities, of which 51 percent were unrestrained.

Table 3. **Passenger Vehicle Occupants Fatalities by Race / Hispanic Origin and Restraint Use, 2021**

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		<u>Un</u> restrained		Unknown			
		Number	Percent	Number	Percent	Number	Percent		
Hispanic	82 (7%)	39	48%	40	49%	3	4%	49%	51%
White, Non-Hispanic	623 (53%)	310	50%	268	43%	45	7%	54%	46%
Black/African American, Non-Hispanic	441 (37%)	144	33%	235	53%	62	14%	38%	62%
Other Race, Non-Hispanic*	21 (2%)	12	57%	8	38%	1	5%	60%	40%
Unknown Race and Unknown Hispanic	15 (1%)	10	67%	4	27%	1	7%	71%	29%
TOTAL	1,182 (100%)	515	44%	555	47%	112	9%	48%	52%

\*Other race, non-Hispanic" includes Asian, American Indian, and other racial groups.

Source: FARS 2021



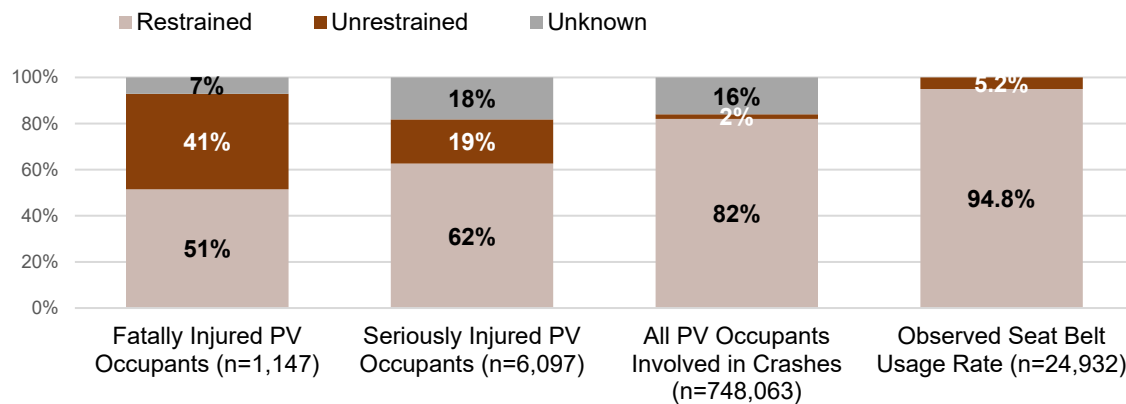
## Restraint Use (13 Years & Older)

### Seat Belt Use

According to the Georgia Seat Belt Observational Surveys, Georgia maintains a high seat belt usage compared to the national estimates. In 2021, Georgia's estimated seat belt use among front-seat, daytime passenger vehicle occupants was 94.8 percent.

Despite Georgia's high seat belt usage rate, there is a high percentage of front-seat, daytime fatalities, serious injuries, and occupants involved in crashes that were unrestrained. In 2021, 51 percent of front-seat daytime PV occupant fatalities were unrestrained, and 62 percent of front-seat daytime PV occupant serious injuries were unrestrained. Figure 10 shows the 2021 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.

Figure 10. **Restraint Use Among Daytime Front Seat Passenger Vehicle (PV) Occupants Ages 13+ Years by Injury Severity and Georgia Seat Belt Usage Rate, 2021**

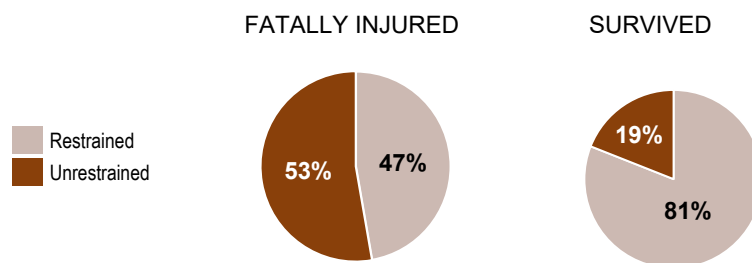


Note: Observational survey data only reports front-seat passengers with known restraint use.  
Source: FARS 2021, CODES 2021, Observational Survey 2021

Of all the 2,822 PV occupants aged 13 years and older involved in a fatal crash, 41 percent were fatally injured, and 59 percent survived. Fifty-three percent of all fatally injured were unrestrained compared to 19 percent of those who survived (Figure 11).

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

Figure 11. **Percent of Passenger Vehicle Occupants Ages 13+ Years Involved in Fatal Crashes by Survival Status and Restraint\* Use, 2021**



\*Percent is calculated based on known restraint use.  
Source: FARS 2021

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

- **53 percent** of those *fatally injured* were unrestrained;
- **40 percent** of those with *suspected serious injuries* were unrestrained; and
- **7 percent** of those with *no apparent injury* were unrestrained.

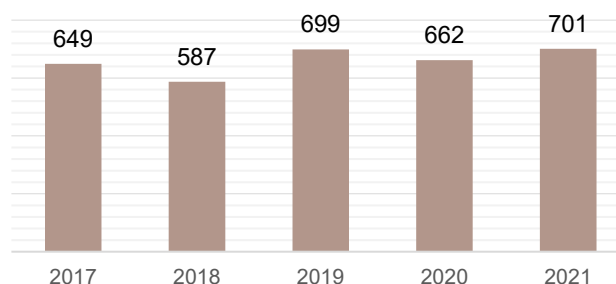
Table 4. **Passenger Vehicle Occupants 13+ Years Involved in Fatal Crashes by Injury Severity, 2021**

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	492	43%	549	48%	106	9%	1,147	100%	47%	53%
Suspected Serious Injury	192	53%	129	36%	38	11%	359	100%	60%	40%
Suspected Minor Injury	230	71%	64	20%	28	9%	322	100%	78%	22%
Possible Injury	224	77%	49	17%	18	6%	291	100%	82%	18%
No Apparent Injury	573	82%	44	6%	81	12%	698	100%	93%	7%

Note: Five (5) passenger vehicle occupants aged 13 years and older with unknown injury status are not shown.  
Source: FARS 2021

The safety benefits of restraint use are significant and well-documented. In 2021, seat belts and child safety systems saved an estimated 701 lives in Georgia for PV occupants ages five years and older. If all passengers had been restrained during these years, a total of 3,298 lives would have been saved between 2017-2021.

Figure 12. **Georgia Estimated Lives Saved (Ages 5+ Years), 2017-2021**



Source: FARS 2017-2021. Note: The lives saved methodology was replicated for 2018-2021 and may not be the same values published in future NHTSA reports. These calculations are estimated values for Georgia.

In 2021, more *front-seat* passenger occupants (ages 18+ years) involved in motor vehicle traffic crashes were restrained (82 percent) compared to *backseat* occupants (73 percent).

If **ALL** Georgia passenger vehicle occupants (ages 5+ years) had been restrained during 2017-2021, **an average of 660 lives would have been saved per year.**

### Urban vs. Rural

Since 2014, the observed safety belt usage rates in Atlanta Metropolitan Statistical Area (MSA)<sup>6</sup>, non-Atlanta MSAs, and rural areas were above 90 percent – 9 out of every 10 front-seat passenger vehicle occupants were wearing seat belts. However, in 2022 the observed seat belt usage rate for front seat passengers over the age of 13 years was 89.3 percent—5.6 percent decrease from the 2021 observed usage rate. According to the 2022 Georgia Seat Belt Observational Survey, the observed safety belt usage was highest in the Atlanta MSA (90.3 percent), followed by non-Atlanta MSAs (87.5 percent) and rural areas (81.7 percent).<sup>7</sup> *It is important to note that the MSA regions described in the seat belt observational survey study are different from the geographical regions used in crash analyses.*

PV occupant fatalities among persons 13 years and older increased by 13 percent, from 1,019 in 2020 to 1,147 in 2021 (Table 5). PV fatalities in rural counties have remained steady since 2019; however, PV fatalities increased significantly in the Atlanta region<sup>8</sup> and other urban counties. Between 2020 and 2021, PV fatalities in rural counties increased by 1 percent compared to 16 percent in the Atlanta region (44 more PV fatalities) and 23 percent in other urban counties (80 more PV fatalities).

<sup>6</sup> Metropolitan statistical area (MSA) is a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core.

<sup>7</sup> Rupp, Jonathan. 2023. "Statewide Use of Seat Belt Restraints: An Observational Survey of Seat Belt Use in Georgia." The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

<sup>8</sup> The Atlanta Region includes the ten counties defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties.

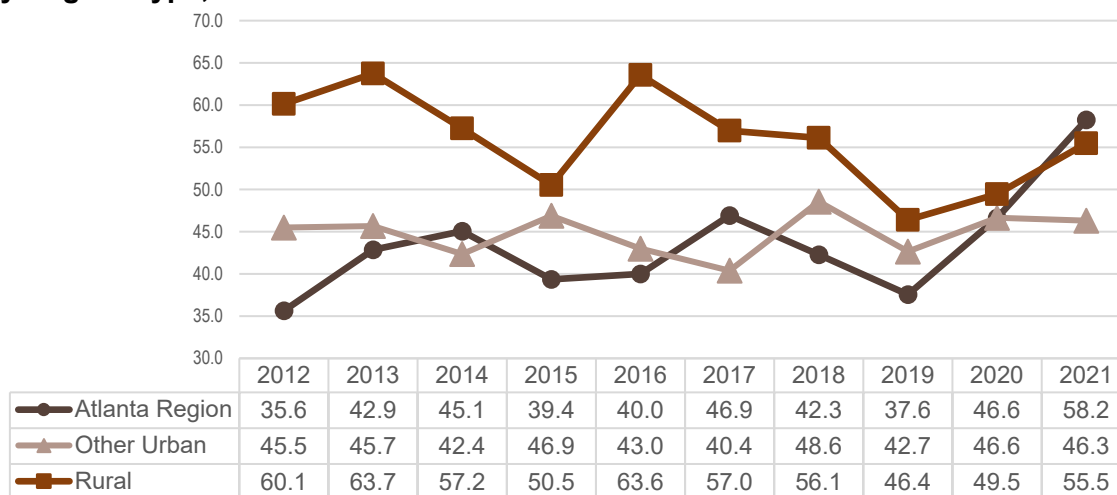
Table 5. **Passenger Vehicle Occupant Fatalities Ages 13+ Years by Region Type, 2017-2021**

Measure Type	2017	2018	2019	2020	2021
<b>Atlanta Region</b>	255	263	256	283	327
Annual % Change	▲ 5%	▲ 3%	▽ -3%	▲ 11%	▲ 16%
<b>Other Urban Counties</b>	346	308	311	345	425
Annual % Change	▽ -4%	▽ -11%	▲ 1%	▲ 11%	▲ 23%
<b>Rural Counties</b>	427	395	397	391	395
Annual % Change	▲ 4%	▽ -7%	▲ 1%	▽ -2%	▲ 1%
<b>Statewide</b>	1,028	966	964	1,019	1,147
Annual % Change	▲ 2%	▽ -6%	▽ <1%	▲ 6%	▲ 13%

Source: FARS 2017-2021

Historically, across the past decade (2012-2021), there was a higher proportion of unrestrained fatalities in rural counties compared to the Atlanta region and other urban areas. In 2021, however, the proportion of unrestrained PV occupant fatalities was higher in the Atlanta region compared to rural counties. Fifty-eight percent of fatally injured PV occupants in the Atlanta region were unrestrained (based on known restraint use) compared to 55 percent in rural<sup>9</sup> counties and 46 percent in other urban regions (Figure 13). Between 2020 and 2021, unrestrained fatalities increased by 11.6 percentage points in the Atlanta region and 6.0 percentage points in rural counties.

Figure 13: **Percent Unrestrained\* Fatalities among Passenger Vehicle Occupants Ages 13+ Years by Region Type, 2012-2021**



Note: Based on known restraint use

Source: FARS 2021

Table 6 shows the restraint use for fatally and seriously injured PV occupants by region. When accounting for unknown restraint use among PV occupants (13 years and older), rural areas have a higher proportion of unrestrained, seriously injured occupants compared to other regions. In 2021, 17 percent of fatally injured PV occupants (in all seating positions) in the Atlanta region had unknown restraint use – compared to 8 percent in the other urban counties and 5 percent in rural counties.

<sup>9</sup> Rural counties have a residential population of less than 50,000 persons. This differs from 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.

Table 6. **Passenger Vehicle Occupants 13+ Years by Restraint Use, Injury Type, and Region Type, 2021**

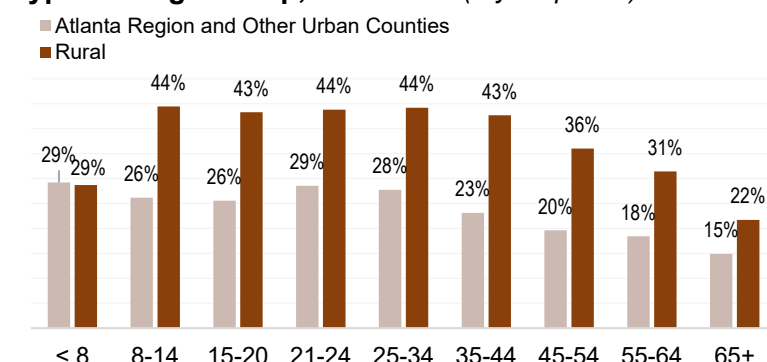
Restraint Use by Injury Type		Atlanta Region (10 counties)		Other Urban (31 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	114	35%	211	50%	167	42%	492	43%
	Unrestrained	159	49%	182	43%	208	53%	549	48%
	Unknown	54	17%	32	8%	20	5%	106	9%
	<b>Total</b>	<b>327</b>	<b>100%</b>	<b>425</b>	<b>100%</b>	<b>395</b>	<b>100%</b>	<b>1,147</b>	<b>100%</b>
Suspected Serious Injuries	Restrained	1,657	62%	1,284	65%	853	58%	3,794	62%
	Unrestrained	314	12%	411	21%	451	31%	1,176	19%
	Unknown	682	26%	280	14%	165	11%	1,127	18%
	<b>Total</b>	<b>2,653</b>	<b>100%</b>	<b>1,975</b>	<b>100%</b>	<b>1,469</b>	<b>100%</b>	<b>6,097</b>	<b>100%</b>

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 2021, FARS 2021

During the three-year period (2019-2021), rural counties had a higher proportion of unrestrained PV fatalities across all age groups compared to the Atlanta region and other urban counties (Figure 14).

In the Atlanta region, fatally injured, unrestrained, male PV occupants age 35-to-44 nearly tripled (from 9 to 26) and age 25-to-34 doubled (from 16 to 32) between 2019 and 2021.

Figure 14. **Percent Unrestrained\* Fatalities and Serious Injuries among Passenger Vehicle Occupants by Region Type and Age Group, 2019-2021 (3-year period)**



Note: Based on known restraint use  
Source: FARS 2019-2021, CODES 2019-2021

## VULNERABLE POPULATIONS

Vulnerable populations are communities within specific geographic areas that may be vulnerable in their ability to respond and prepare for public health emergencies and disasters. Demographic factors such as the proportion of community members without vehicles, with disabilities, older adults, minority status, and low-income/socioeconomic status are measures and attributes of socially vulnerable communities.

According to the Georgia Traffic Safety Facts study called "*Examining Crashes and Drivers in Rural Areas*" (Georgia Crash Outcomes Data Evaluation System, 2023), there is a positive correlation between vulnerable census tracts in Georgia and the proportion of unrestrained passenger vehicle fatalities and serious injuries in both rural counties and urban counties (including the Atlanta Region). In other words, **the more vulnerable a community is, the higher the proportion of unrestrained traffic-related fatalities and serious injuries that occur in that area.**

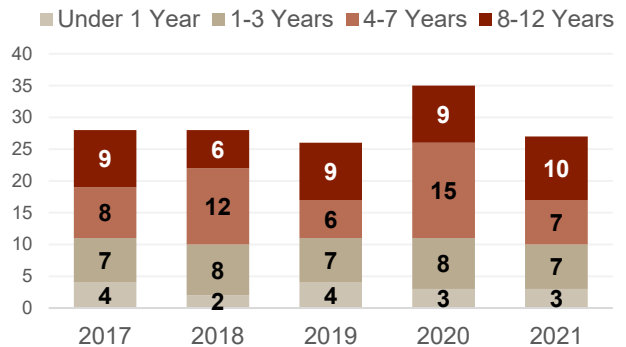
## Restraint Use (12 Years & Younger)

### Passenger Vehicle Occupants Fatalities 12 Years and Younger

Of the 1,797 Georgia motor vehicle traffic fatalities in 2021, 31 (2 percent) were children 12 years and younger — all *but* four of these traffic fatalities were passenger vehicle (PV) occupants.

- Of the 1,182 PV occupants fatally injured in crashes, 27 (2 percent) were children. Of the 27 children fatally injured, 19 (70 percent) were restrained.<sup>10</sup>
- Of the 205 children riding in PVs and involved in fatal crashes, 178 (87 percent) survived. Of the 178 children that survived fatal crashes, 150 (84 percent) were restrained.

Figure 15. **Passenger Vehicle Occupant Fatalities Ages 12 Years and Younger by Age Group, 2017-2021**

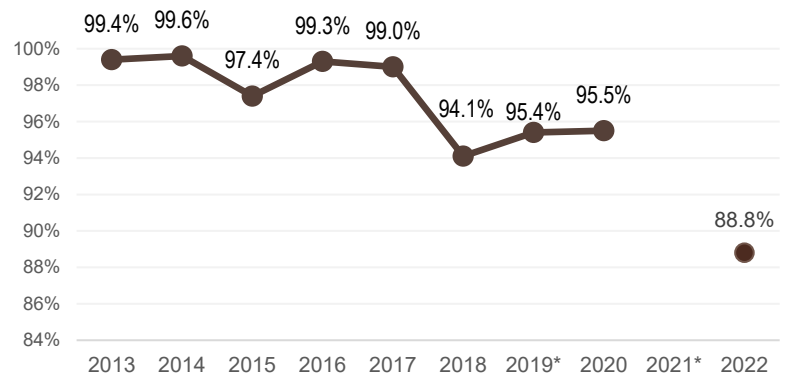


Source: FARS 2017-2021

### 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 2022, Georgia estimated the child safety seat usage rate to be 88.8%. Twenty-nine percent of all children under 8 years of age involved in motor vehicle crashes were reported to have transitioned too early, from a child restraint system (as required by the law)<sup>11</sup> to a seat belt restraint system.

Figure 16. **Observed Child Safety Seat Usage in Georgia, 2012-2021**



\* 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. The child safety seat observational survey was not conducted in 2021.

Source: 2022 Seat Belt Observational Survey

In 2021, there were 25,147 PV drivers with at least one child occupant under 8 years of age involved in a motor vehicle traffic crash. Of the 21,364 drivers restrained, 19,537 (91 percent) drivers had all children occupants also restrained. Conversely, of 313 drivers unrestrained, 107 (34 percent) drivers had at least one child occupant also unrestrained or not in a child safety seat system.

In 2021, 128 drivers involved in *fatal crashes* had at least one child (12 years or younger) in the vehicle with them. Of 97 restrained drivers, 90 (93 percent) had all children occupants also restrained. Conversely, of the 22 unrestrained drivers, 9 (41 percent) had at least one child occupant also unrestrained.

<sup>10</sup> 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.

<sup>11</sup> § 40-8-76 (A), § 40-8-76 (D)



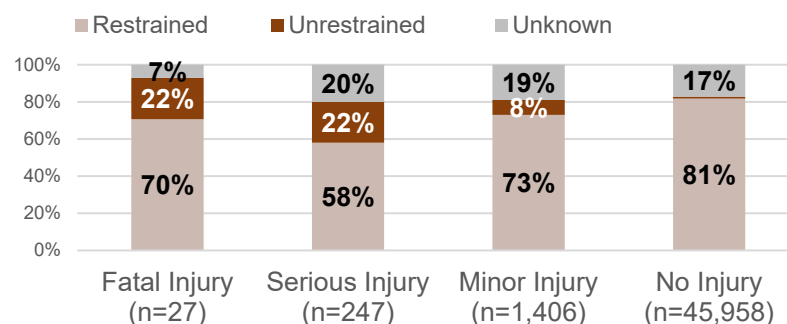
In 2021, the proportion of unrestrained children PV occupants among those seriously injured and fatally injured were the same—22 percent. The restraint use for seriously injured children was unknown for 1 out of every 5 cases.

- Out of the 27 **fatalities** among PV occupants, 12 years of age and younger *involved in fatal crashes* **6 (22 percent)** were unrestrained.
- Out of the 247 **serious injuries** among PV occupants under 13 years of age *involved in all motor vehicle crashes*, **55 (22 percent)** were unrestrained.
- Out of the 45,958 PV occupants with **no injuries** under 13 years of age involved in all motor vehicle crashes, **523 (1 percent)** were unrestrained.<sup>12</sup>

In 2021, children in the 8-to-12-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.

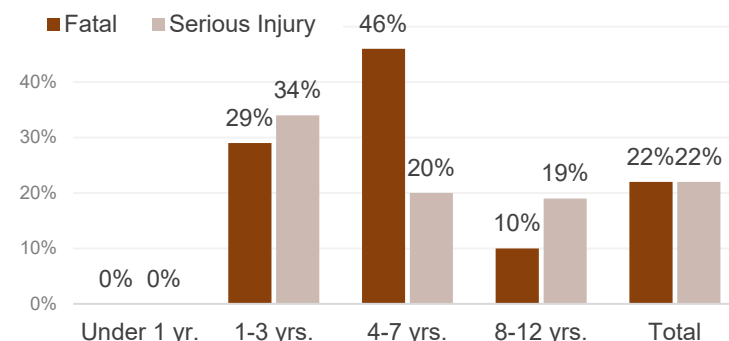
Figure 18 and Table 7 show the percent and numbers, respectively, of unrestrained passenger vehicle occupants (12 years and younger) that were fatally or seriously injured in motor vehicle crashes by age group.

Figure 17. **Percent Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Restraint Use, 2021**



Source: FARS 2021, CODES 2021  
Percent totals may not equal 100 percent due to rounding.

Figure 18. **Percent of Unrestrained Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Age Group, 2021**



Source: FARS 2021, CODES 2021

<sup>12</sup> Children under eight years of age with a shoulder and/or lap belt are considered unrestrained by Georgia law.

Table 7. **Passenger Vehicle Occupants 12 Years and Younger by Injury Type and Restraint Use, 2021**

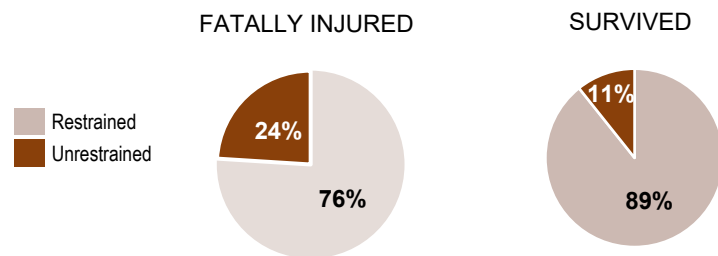
Restraint Use by Injury Type		Under 1 yr.		1-3 yrs.		4-7 yrs.		8-12 yrs.		All Children	
		#	%	#	%	#	%	#	%	#	%
Fatally Injured	Restrained	3	100%	5	71%	3	43%	8	80%	19	70%
	Unrestrained	--	--	2	29%	3	43%	1	10%	6	22%
	Unknown	--	--		0%	1		1	10%	2	7%
	<b>Total</b>	<b>3</b>	<b>100%</b>	<b>7</b>	<b>100%</b>	<b>7</b>	<b>86%</b>	<b>10</b>	<b>100%</b>	<b>27</b>	<b>100%</b>
Suspected Serious Injuries	Restrained	--	--	25	50%	48	59%	70	60%	143	58%
	Unrestrained	--	--	17	34%	16	20%	22	19%	55	22%
	Unknown	--	--	8	16%	17	21%	24	21%	49	20%
	<b>Total</b>	<b>--</b>	<b>--</b>	<b>50</b>	<b>100%</b>	<b>81</b>	<b>100%</b>	<b>116</b>	<b>100%</b>	<b>247</b>	<b>100%</b>

Note: The table does not include 'other' types of restraint used by passengers 12 years and younger  
Source: CODES 2021, FARS 2021

For PV occupants ages 12 years and younger involved in fatal crashes in 2021, 24 percent of those fatally injured were unrestrained, compared to 11 percent of those who survived. Children who survive crashes are more likely to be restrained (89 percent) than those who are fatally injured (76 percent) (Figure 19).

Unrestrained passenger vehicle occupants aged 12 years and younger are nearly three times (2.6) more likely to be fatally injured than restrained occupants.

Figure 19. **Percent of Passenger Vehicle Occupants Ages 12 Years and Younger Involved in Fatal Crashes by Survival Status and Restraint\* Use, 2021**



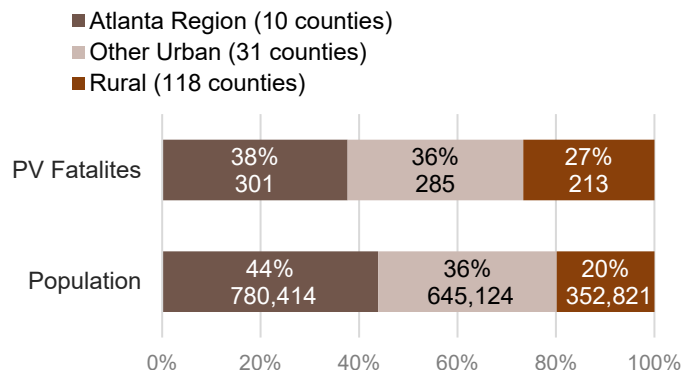
\*Percent is calculated based on known restraint use.  
Source: FARS 2021

## Unrestrained Children by Region

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

- The 10 counties in the Atlanta Region represented 38 percent of all unrestrained PV children fatally or seriously injured between 2019 and 2021 and 44 percent of the child population.
- 75 out of 118 rural counties represented 26 percent of all unrestrained PV children fatally or seriously injured between 2019 and 2021 and 20 percent of the child population.

Figure 20. **2021 Population and 2019-2021 Fatally or Seriously Injured Passenger Vehicle Occupants Ages 12 Years and Younger by Region**



Note: Only 75 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 2021.  
Source: FARS 2019-2021, CODES 2019-2021, OASIS 2021

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

Figure 21. **Number of Fatally or Seriously Injured Passenger Vehicle (PV) Occupants and Percent of Unrestrained by County and Region Type, 2019-2021 (Ages 12 Years and Younger)**

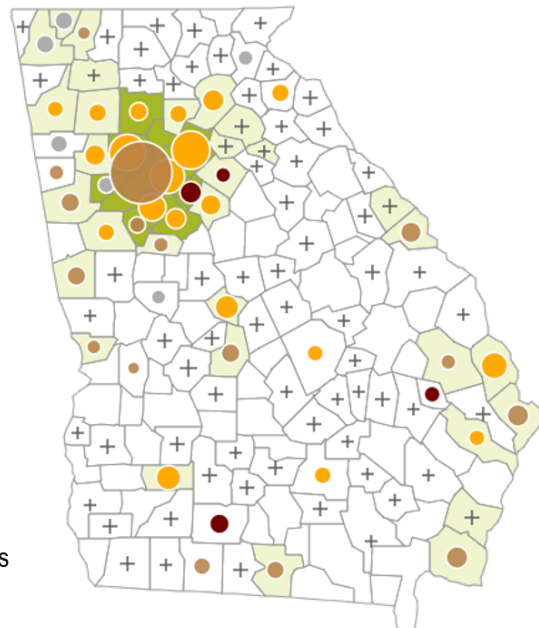
Percent Unrestrained\*

- 51 – 75%
- 26 – 50%
- 1 – 25%
- 0% (All Restrained)

Total Fatalities and Serious Injuries

- More than 84
- 60 - 83
- 40 - 59
- 5 - 29
- Less than 5

- Rural Counties
- Other Urban Counties
- Atlanta Region



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. The largest bubble represents more than 84 seriously or fatally injured children in Fulton County between 2019-2021.

\*These values do not account for child population rates within the county.

Source: FARS 2019-2021, CODES 2019-2021

## 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 2020 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:

- Rupp, Jonathan. 2023. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2022". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.
- 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](http://www.nrd.nhtsa.dot.gov/Pubs/811105.pdf).

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## APPENDIX

# OCCUPANT PROTECTION GEORGIA TRAFFIC SAFETY FACTS (2021)

This document is the Appendix for the **2021 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 wear 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, 2019-2021

	2019-2021 Fatal and Serious Injuries among PV Occupants Involved in a Crash			2021 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
<b>STATEWIDE</b>	<b>799 (26%)</b>	<b>20,360 (28%)</b>	<b>21,159 (28%)</b>	<b>45,139 (2%)</b>	<b>748,053 (2%)</b>	<b>793,192 (2%)</b>
Appling	-	50.8	50.8	5.8	6.9	6.8
Atkinson	**	57.9	61.9	-	8.9	8.4
Bacon	**	62.5	64.0	-	14.6	13.3
Baker	-	33.3	33.3	**	2.9	2.9
Baldwin	**	38.4	37.8	2.1	4.6	4.4
Banks	**	20.8	19.6	1.4	2.8	2.7
Barrow	**	26.9	26.0	-	2.0	1.9
Bartow	14.3	29.1	28.7	0.4	2.1	2.0
Ben Hill	-	31.3	31.3	-	5.7	5.5
Berrien	-	50.0	50.0	2.1	6.7	6.4

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2021 (*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
<b>STATEWIDE</b>	<b>799 (26%)</b>	<b>20,360 (28%)</b>	<b>21,159 (28%)</b>	<b>45,139 (2%)</b>	<b>748,053 (2%)</b>	<b>793,192 (2%)</b>
Bibb	23.1	25.1	25.0	0.9	1.0	1.0
Bleckley	-	54.2	54.2	4.5	9.8	9.5
Brantley	-	56.0	56.0	12.5	11.0	11.0
Brooks	**	58.3	53.8	5.4	6.8	6.7
Bryan	**	41.5	39.7	1.1	3.0	2.8
Bulloch	50.0	37.1	37.7	3.8	3.6	3.6
Burke	**	44.0	45.5	7.1	4.7	4.8
Butts	-	33.7	33.7	1.4	3.1	2.9
Calhoun	-	80.0	80.0	-	9.0	8.2
Camden	41.7	30.5	31.9	6.0	4.3	4.5
Candler	-	50.0	50.0	-	7.5	7.2
Carroll	33.3	37.6	37.5	0.4	2.8	2.8
Catoosa	0.0	22.8	21.1	0.4	1.5	1.4
Charlton	-	55.6	55.6	-	5.6	5.0
Chatham	50.0	27.1	27.4	2.8	2.1	2.1
Chattahoochee	-	27.3	27.3	-	6.8	6.1
Chattooga	**	39.4	40.0	2.9	4.1	4.0
Cherokee	20.0	21.8	21.8	0.4	0.9	0.9
Clarke	**	25.3	25.8	3.8	1.5	1.6
Clay	-	12.5	12.5	**	3.5	3.4
Clayton	15.4	16.2	16.2	1.8	1.2	1.2
Clinch	-	52.0	52.0	-	6.5	6.0
Cobb	13.5	20.6	20.3	1.7	1.6	1.6
Coffee	20.0	46.0	45.0	3.0	8.6	8.2
Colquitt	57.1	40.2	41.3	13.8	4.8	5.2
Columbia	**	30.7	30.2	0.7	1.2	1.2
Cook	-	40.0	40.0	8.1	4.1	4.5
Coweta	8.3	29.2	28.2	1.7	1.8	1.8
Crawford	-	25.0	25.0	**	2.1	2.1
Crisp	-	39.3	39.3	-	5.2	5.1
Dade	**	27.8	27.0	3.6	3.5	3.5
Dawson	**	26.5	26.5	-	1.5	1.3
Decatur	**	42.1	44.3	8.3	6.0	6.1
DeKalb	16.3	16.5	16.5	1.3	1.0	1.0
Dodge	**	35.7	34.1	16.7	10.3	10.9
Dooly	**	42.3	42.9	-	5.5	5.3
Dougherty	7.7	15.1	14.8	3.2	1.8	1.9
Douglas	0.0	19.3	19.0	1.0	1.6	1.5
Early	**	48.5	47.1	-	4.9	4.5



Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2021 (*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
<b>STATEWIDE</b>	<b>799 (26%)</b>	<b>20,360 (28%)</b>	<b>21,159 (28%)</b>	<b>45,139 (2%)</b>	<b>748,053 (2%)</b>	<b>793,192 (2%)</b>
Echols	-	66.7	66.7	-	18.8	16.7
Effingham	20.0	38.2	37.2	10.7	2.6	2.7
Elbert	**	35.2	33.9	-	4.5	4.0
Emanuel	-	60.3	60.3	7.0	9.3	9.1
Evans	75.0	66.7	68.0	-	9.4	9.1
Fannin	**	19.1	18.1	2.6	3.1	3.1
Fayette	33.3	17.0	17.6	0.3	0.9	0.9
Floyd	14.3	21.3	21.0	0.6	1.2	1.1
Forsyth	12.5	18.6	18.4	1.2	0.7	0.8
Franklin	20.0	26.2	25.7	1.3	3.7	3.6
Fulton	27.4	20.8	21.0	3.0	3.4	3.4
Gilmer	**	24.1	23.7	1.4	4.0	3.8
Glascok	-	80.0	80.0	**	25.0	20.0
Glynn	**	32.9	33.5	2.1	2.2	2.2
Gordon	**	37.5	38.2	0.8	2.6	2.4
Grady	**	46.8	45.8	33.3	13.6	13.8
Greene	**	45.5	42.6	4.3	3.5	3.5
Gwinnett	11.4	15.4	15.2	0.8	0.5	0.5
Habersham	0.0	28.6	26.8	1.0	2.3	2.2
Hall	11.8	21.2	20.8	0.6	1.2	1.1
Hancock	**	59.3	58.6	**	27.3	25.7
Haralson	40.0	37.8	37.9	5.7	5.6	5.6
Harris	**	35.0	34.4	12.3	6.9	7.3
Hart	**	25.0	28.0	0.9	2.9	2.8
Heard	-	29.2	29.2	-	5.8	5.3
Henry	11.1	26.8	26.4	1.3	0.6	0.6
Houston	50.0	27.3	28.3	1.6	1.8	1.8
Irwin	**	54.5	60.0	-	4.1	4.0
Jackson	**	23.1	23.5	0.4	1.5	1.4
Jasper	-	47.1	47.1	2.4	4.3	4.2
Jeff Davis	**	47.4	48.8	7.0	13.0	12.4
Jefferson	**	45.2	42.9	-	3.4	3.2
Jenkins	-	53.6	53.6	20.0	21.6	21.5
Johnson	**	58.8	55.6	**	18.4	18.9
Jones	**	29.6	28.1	-	3.4	3.2
Lamar	-	43.8	43.8	-	2.5	2.4
Lanier	-	28.6	28.6	-	6.9	6.5
Laurens	20.0	50.8	49.6	3.9	6.1	5.9
Lee	**	31.7	32.6	1.0	3.9	3.7

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2021 (*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
<b>STATEWIDE</b>	<b>799 (26%)</b>	<b>20,360 (28%)</b>	<b>21,159 (28%)</b>	<b>45,139 (2%)</b>	<b>748,053 (2%)</b>	<b>793,192 (2%)</b>
Liberty	20.0	28.9	28.6	2.7	1.5	1.6
Lincoln	**	50.0	43.8	**	12.7	12.1
Long	-	30.8	30.8	-	5.9	5.6
Lowndes	42.9	34.5	34.9	8.3	2.5	3.0
Lumpkin	**	23.2	22.9	1.0	1.7	1.7
Macon	**	47.1	51.4	-	5.3	5.1
Madison	**	31.3	31.3	1.0	3.9	3.7
Marion	33.3	52.6	48.0	26.7	9.7	11.5
McDuffie	**	30.8	32.5	3.5	4.4	4.3
Mcintosh	-	25.6	25.6	-	12.7	12.2
Meriwether	**	42.0	41.7	1.6	4.9	4.7
Miller	**	30.8	37.5	**	8.8	8.7
Mitchell	**	23.9	23.4	-	3.7	3.5
Monroe	**	27.8	27.4	-	1.6	1.6
Montgomery	**	45.5	43.5	6.7	16.2	15.5
Morgan	-	41.4	41.4	2.4	3.4	3.4
Murray	**	31.9	30.3	-	4.2	4.0
Muscogee	40.0	35.9	36.0	1.0	1.3	1.3
Newton	18.8	24.6	24.3	3.2	1.9	2.0
Oconee	**	35.0	36.1	0.5	1.0	0.9
Oglethorpe	**	35.4	36.0	2.3	4.1	4.0
Paulding	12.5	25.2	24.8	1.0	1.8	1.7
Peach	**	26.9	27.2	2.6	3.5	3.4
Pickens	**	27.2	26.5	1.6	2.9	2.8
Pierce	**	34.8	33.3	-	3.6	3.5
Pike	-	45.8	45.8	-	4.7	3.8
Polk	0.0	41.2	39.3	-	3.5	3.5
Pulaski	-	27.6	27.6	4.5	4.6	4.6
Putnam	-	32.3	32.3	-	2.4	2.3
Quitman	**	**	0.0	**	14.7	13.2
Rabun	**	32.0	32.7	5.9	5.6	5.6
Randolph	**	54.5	46.2	23.1	11.8	12.9
Richmond	46.7	42.6	42.8	2.4	1.4	1.5
Rockdale	66.7	20.7	22.6	1.1	0.9	0.9
Schley	-	44.4	44.4	11.1	6.0	6.5
Screven	**	58.3	58.3	16.7	11.0	11.2
Seminole	-	50.0	50.0	-	5.4	5.2
Spalding	33.3	28.1	28.3	3.6	2.8	2.9
Stephens	**	38.5	37.5	-	3.4	3.3

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2019-2021 (*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
<b>STATEWIDE</b>	<b>799 (26%)</b>	<b>20,360 (28%)</b>	<b>21,159 (28%)</b>	<b>45,139 (2%)</b>	<b>748,053 (2%)</b>	<b>793,192 (2%)</b>
Stewart	-	41.7	41.7	**	13.4	12.9
Sumter	-	31.7	31.7	-	4.7	4.7
Talbot	-	64.7	64.7	-	5.6	5.3
Taliaferro	-	43.8	43.8	-	3.3	3.0
Tattnall	**	49.1	48.2	5.9	9.1	8.9
Taylor	**	37.5	38.9	16.7	10.6	11.0
Telfair	**	61.1	61.9	-	9.4	8.3
Terrell	-	43.8	43.8	-	13.5	12.9
Thomas	28.6	38.7	38.0	1.7	3.2	3.1
Tift	**	28.6	30.4	1.6	1.7	1.6
Toombs	**	42.1	40.5	3.3	5.8	5.6
Towns	-	21.7	21.7	-	2.2	2.1
Treutlen	**	36.4	30.8	4.2	6.1	5.9
Troup	30.0	37.6	37.3	3.6	3.0	3.0
Turner	**	57.1	59.1	6.3	8.3	8.2
Twiggs	**	23.1	23.8	-	3.3	3.2
Union	**	15.0	14.5	-	1.3	1.3
Upson	0.0	34.5	33.9	5.3	2.8	2.9
Walker	0.0	33.0	31.9	-	2.7	2.5
Walton	60.0	20.6	22.1	1.7	1.5	1.5
Ware	**	28.4	28.1	-	3.8	3.7
Warren	-	26.3	26.3	-	7.6	7.0
Washington	-	47.8	47.8	-	4.5	4.4
Wayne	**	38.1	41.8	20.0	6.2	7.0
Webster	-	28.6	28.6	**	4.3	4.1
Wheeler	**	81.3	77.8	23.5	12.8	13.9
White	**	12.0	13.0	-	2.5	2.4
Whitfield	42.9	21.6	22.4	1.7	1.1	1.2
Wilcox	-	38.1	38.1	**	8.2	7.9
Wilkes	-	39.1	39.1	-	10.2	9.5
Wilkinson	**	52.8	52.8	12.5	6.4	6.6
Worth	**	34.7	33.8	2.6	4.1	4.0