



























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

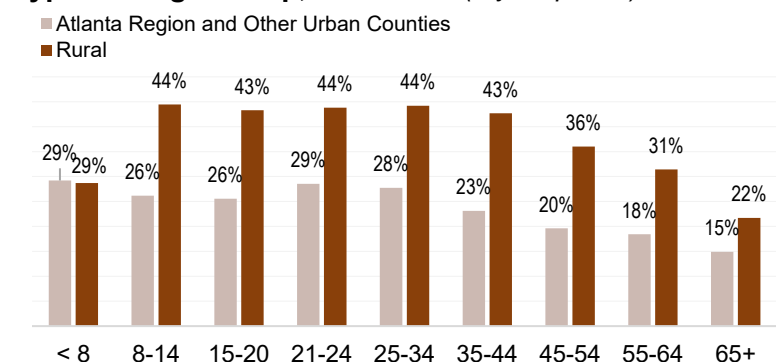
Restraint Use by Injury Type		Atlanta Region (10 counties)		Other Urban (31 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	114	35%	211	50%	167	42%	492	43%
	Unrestrained	159	49%	182	43%	208	53%	549	48%
	Unknown	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.**

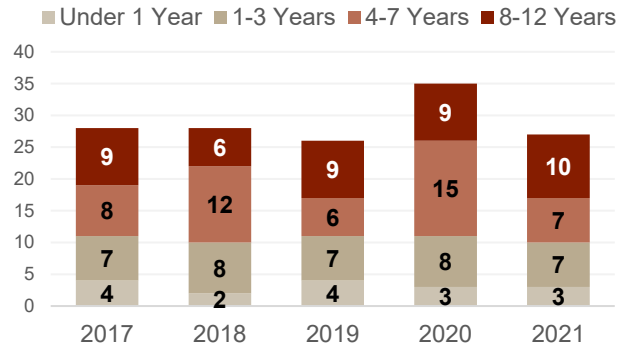
## Restraint Use (12 Years & Younger)

### 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**



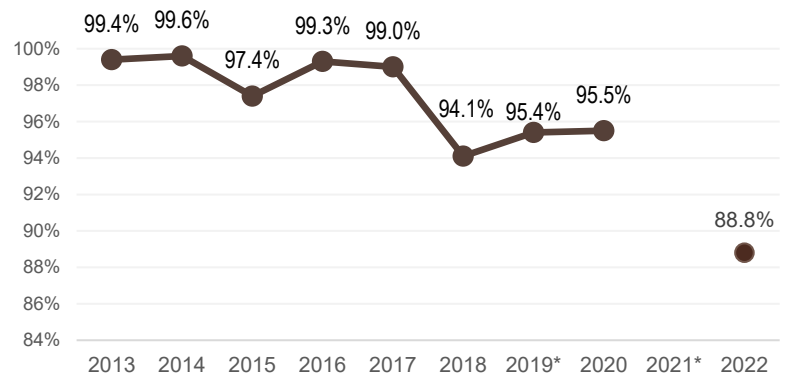
Source: FARS 2017-2021

### 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)

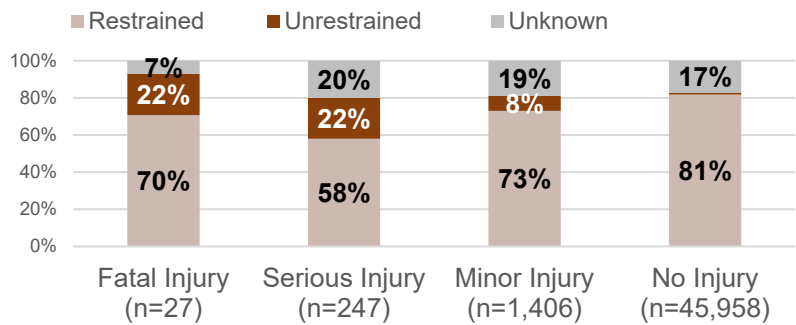
In 2021, the proportion of unrestrained children PV occupants among those seriously injured and fatally injured were the same—22 percent. The restraint use for seriously injured children was unknown for 1 out of every 5 cases.

- 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.

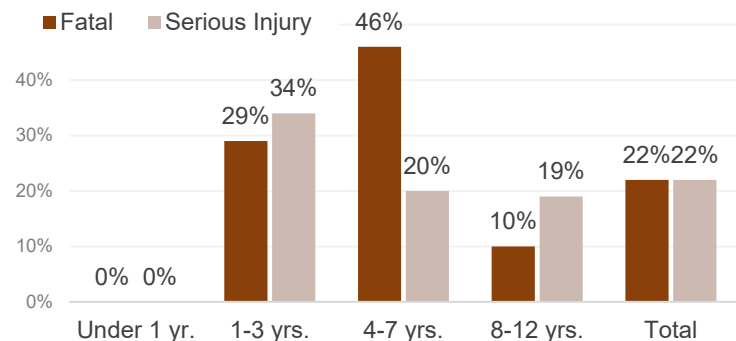
Figure 18 and Table 7 show the percent and numbers, respectively, of unrestrained passenger vehicle occupants (12 years and younger) that were fatally or seriously injured in motor vehicle crashes by age group.

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.

















