Georgia Traffic Safety Facts

2022 Data

July 2024

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 for more information.

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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.

2022 Key Findings

- In 2022, there were 1,797 traffic fatalities in Georgia, of which 1,093 (61%) were occupants of passenger vehicles (PV). Nearly half of the PV occupants fatally injured were unrestrained (47%), 42% were restrained, and 11% had unknown restraint use.
- Unrestrained PV occupants of all ages are more than seven times more likely to be fatally injured compared to restrained occupants involved in fatal crashes. If all Georgia passenger vehicle occupants (ages 5+ years) had been restrained, 625 lives would have been saved in 2022.
- 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. In 2022, 57% of PV occupant fatalities in rural counties were unrestrained, compared to 53% of Atlanta region and 49% in other urban areas.
- Nearly 1 out of 5 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—66% of fatally injured pickup *drivers*, 59% of pickup truck *passengers*, 26% of van *drivers*, and 70% of van *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, 50% of unrestrained drivers had some alcohol detected in their system (BAC of .01+ g/dL), compared to 27% of restrained drivers.
- Between 2018-2022, 45% of all fatally injured young drivers in the 15-to-20 age group were unrestrained, and 56% of their passengers who were in the 15-to-20 age group were also unrestrained.

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

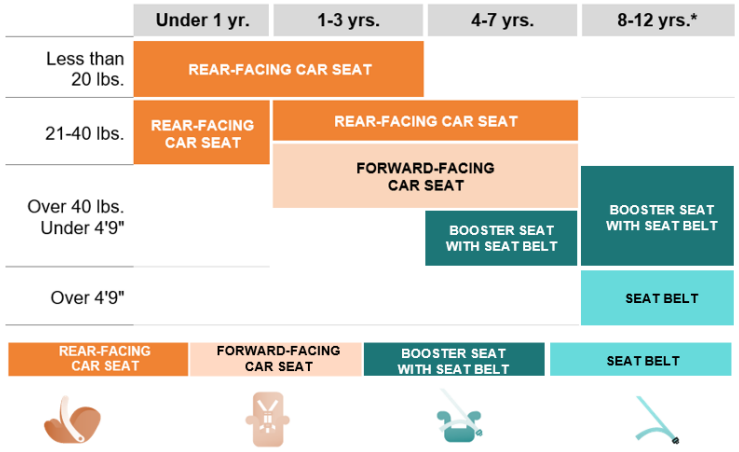
Legal Perspective: Georgia Law

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] Figure 1 below shows the description and restraint system type appropriate for children based on their height and weight specifications. 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.

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

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 2022, seat belt convictions related to unrestrained adults[3] increased by 17% (from 45,353 to 53,280 convictions), and convictions for unrestrained minors 8-to-17 years of age[7] and unrestrained children under eight years of age[5] increased by 7% (from 12,950 to 13,864 convictions). Moreover, in 2022, there were 3,100 passenger vehicle drivers issued at least one seat belt citation when they were involved in a motor vehicle traffic crash.

[2] § 40-8-76.1 [2a] § 4 8-76 (B), § 40-8-76 [2c] § 40-8-76 (A), § 40-8-76 (D)

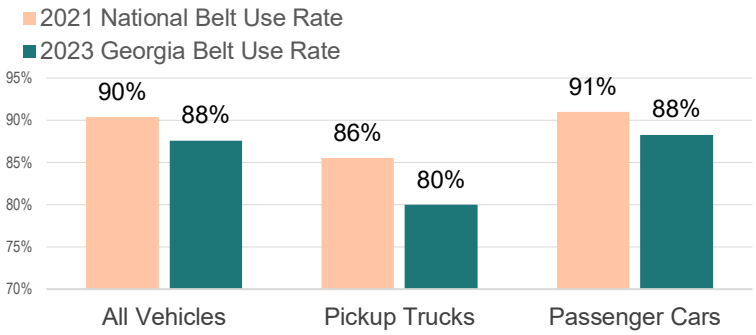
2023 Seat Belt Observational Study Key Findings[3]

The Injury Prevention Research Center at Emory University conducted a roadside observational survey of daytime, 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 August 2023. A total of 25,792 cars, vans/minivans, SUVs, and trucks under 10,000 lbs. containing a total of 30,933 drivers and front seat passengers were observed, 29,615 of whom were using 3-point seat belts.

The following are key findings related to seat belt use in Georgia in 2023.

- 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 87.6%.
- The seat belt use rate was 88.3% in passenger cars, 91.5% in SUVs, 80.0% in trucks, and 85.3% in vans/minivans.
- The seat belt use rate was highest among Hispanic occupants (89.3%), followed by White occupants (88.4%), and Black occupants (84.3%).
- Seat belt rates were highest in counties in the Atlanta Metropolitan Statistical Area (MSA) (89.2%), followed by counties not in a MSA (84.7%), and counties in other MSAs (83.7%).
- Seat belt use was highest among front seat PV occupants 70 years of age and older (90.3%), followed by right front seat passengers aged 8-15 years old (87.4%), aged 25-69 (87.4%), and aged 16-24 (85.3%).
- Driver seat belt use was 86.8% while passenger seat belt use was 92.4%.
- The rate of seat belt use on weekdays was 87% and the rate of belt use on weekends was 91.7%.
- The safety belt use rate is higher nationally and in the southern U.S. compared to Georgia. In 2021 (most recent national data available), the national safety belt use rate was 90.4% and 90.1% in the southern U.S.[4] (NCSA 2022). Georgia's 2023 observed seat belt usage rate was 87.6%. (Figure 2).

Figure 2. **Observed 2021 National vs. 2023 Georgia Seat Belt Usage Rate by Vehicle Type**



Source:2023 Seat Belt Observational Study

Unrestrained Fatalities and Serious Injuries (All Ages)

[3] Rupp, Jonathan. 2024. "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.
[4] Boyle, L.L. (2022, August). Occupant restraint use in 2021: Results from the NOPUS Controlled Intersection Study (Report No. DOT HS 813 344). National Highway Traffic Safety Administration.

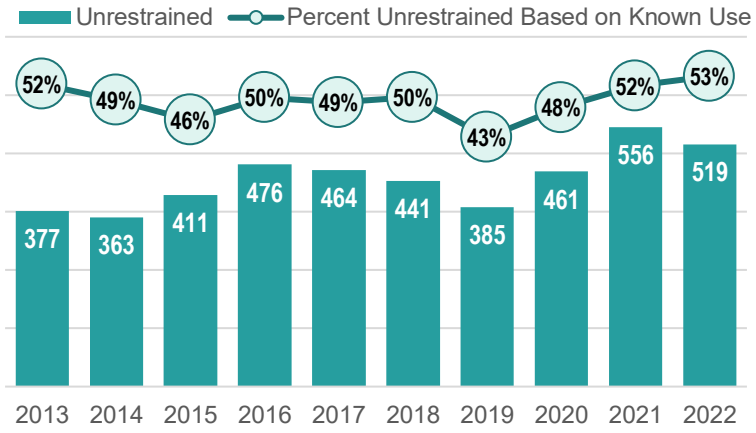
Unrestrained Passenger Vehicle Fatalities

In 2022, there were 1,797 traffic fatalities in Georgia, of which 1,092 (61%) were occupants of passenger vehicles[5]. Of the 1,092 passenger vehicle occupants fatally injured, 456 (42%) were restrained and 519 (47%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 118 (11%) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 47% were restrained, and 53% were unrestrained. In comparison, 50% were restrained and 50% unrestrained nationally in 2022 (based on known restraint use).

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 ten percentage points in three years, from 43% in 2019 to 53% in 2022.

The number of fatally injured passenger vehicle occupants by restraint use from 2013 to 2022 is shown in Table 1.

Figure 3. **Percent and Number of Unrestrained* Passenger Vehicle Occupants Fatally Injured (All Ages), 2013-2022**



*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 2013–2022

Table 1. **Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2013-2022**

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		
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	502	47%	461	43%	102	10%	1,065	100%	52%	48%
2021	522	44%	556	47%	113	9%	1,191	100%	48%	52%
2022	456	42%	519	47%	118	11%	1,093	100%	47%	53%

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 2013–2022

[5] 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. Eighty percent of the PV occupants fatally injured in 2022 were drivers, and 20% were passengers.

There were 872 PV drivers fatally injured in traffic crashes – the majority (475 out of 872) in passenger cars. Among the 785 PV driver fatalities for which restraint use was known, 54% were *unrestrained*. However, the percentage of unrestrained, fatally injured ***drivers*** differed by vehicle type: 66% of drivers of pickup trucks, 54% of SUV drivers, 52% of passenger car drivers, and 26% of van drivers.

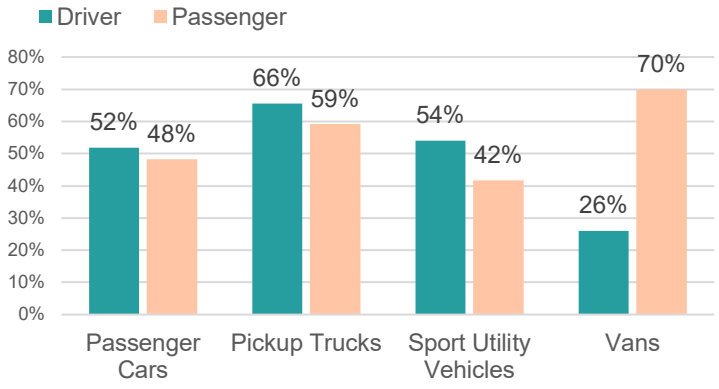
Table 2. **Passenger Vehicle Drivers and Passengers Fatally Injured, by Passenger Vehicle Type and Restraint Use, 2022 (All Ages)**

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	472	201	43%	217	46%	54	11%	48%	52%
Pickup Truck	161	51	32%	97	60%	13	8%	34%	66%
Sport Utility Vehicle (SUV)	212	90	42%	106	50%	16	8%	46%	54%
Van	27	17	63%	6	22%	4	15%	74%	26%
All Drivers	**872**	**359**	**41%**	**426**	**49%**	**87**	**10%**	**46%**	**54%**
Passengers									
Passenger Cars	129	57	44%	53	41%	19	15%	52%	48%
Pickup Truck	26	9	35%	13	50%	4	15%	41%	59%
Sport Utility Vehicle (SUV)	55	28	51%	20	36%	7	13%	58%	42%
Van	11	3	27%	7	64%	1	9%	30%	70%
All Passengers	**221**	**97**	**44%**	**93**	**42%**	**31**	**14%**	**51%**	**49%**

Source: FARS 2022

There were 221 passengers fatally injured in passenger vehicles in 2022. Fifty-eight percent of the passengers fatally injured were riding in passenger cars. Among the 190 fatalities for which restraint use was known, 49% were *unrestrained*, but use varied by vehicle type—70% of the passengers fatally injured in vans were unrestrained, compared to 59% in pickup trucks, 48% in passenger cars, and 42% in SUVs.

Figure 4. **Percent of Unrestrained* Drivers and Passengers Fatally Injured by Passenger Vehicle Type, 2022 (All Ages)**



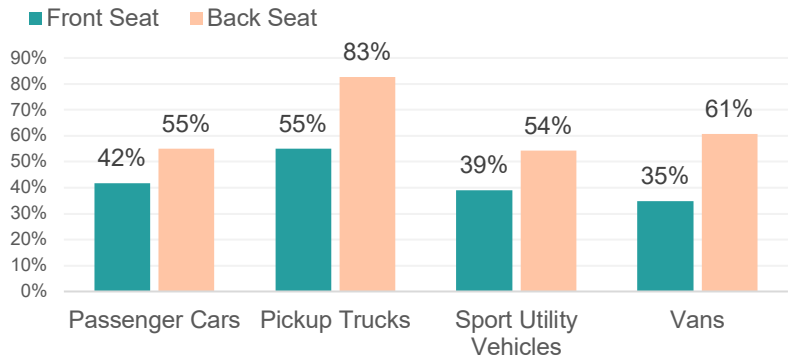
*Based on known restraint use.
Source: FARS 2022

In 2022, nearly 1 out of 5 (19%) of passenger vehicle fatalities were passengers—not drivers or vehicle occupants in other cargo areas. Most passengers with known seating positions inside the vehicle were seated in the front row of the vehicle compared to back seats (2nd, 3rd, or 4th rows). Between 2018-2022, 66% of all passengers were seated in the front row of the vehicle and 34% were seated in the backseat. However, the percentage of fatally injured backseat passengers[6] who were unrestrained, differed by vehicle type:

- 83% of pickup truck[7] backseat passengers,
- 61% of backseat passengers of vans,
- 55% of passenger cars, and
- 54% of Sport Utility Vehicle backseat passengers.

In 2022, there were seven 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 *(Not Driver)* Fatally Injured by Vehicle Type and Known Seating Position, 2018-2022 (All Ages, 5 years)**



*Based on known restraint use. This graphic does not include seven (7) fatalities where the seating position was unknown or that occurred in enclosed/unenclosed passenger or cargo areas.
Source: FARS 2022

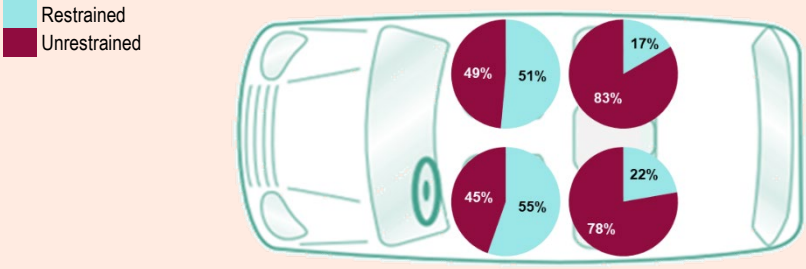
Teen Passengers of Young Drivers: Driving with Peers

Between 2018-2022, 45% of all fatally injured young drivers in the 15-to-20 age group were unrestrained, and 56% of their passengers that were also in the 15-to-20 age group were unrestrained.

- 49% of front-seat young passenger fatalities were unrestrained
- 78% of young passenger fatalities seated behind the driver were unrestrained
- 83% of young passenger fatalities seated behind the front seat passenger were unrestrained

See the *"2022 Young Drivers Georgia Traffic Safety Facts"* for more information regarding young drivers.

Figure 6. **Percent of Fatally Injured Young Drivers and their Fatally Injured Passenger Occupants (Aged 15-to-20) Unrestrained* by Seating Position, 2018-2022**



*Based on known restraint use
Source: FARS 2018-2022

[6] According to Georgia law, passenger vehicle occupants under 18 years of age in any seating position for occupants must be restrained.
[7] 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

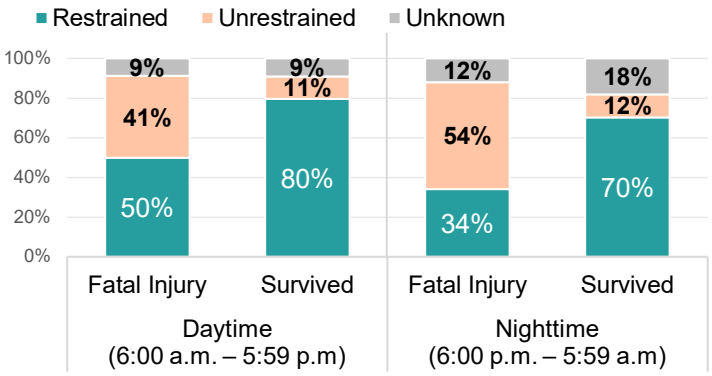
In 2022, there were more unrestrained PV occupant fatalities in the nighttime than in the daytime.

- 41% were unrestrained during daytime hours
- 54% 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.

- 11% were unrestrained during daytime hours
- 12% were unrestrained during nighttime hours

Figure 7. **Percent of Unrestrained Passenger Vehicle Occupants Involved in Fatal Crashes by Time of Day and Survival Status, 2022**



Source: FARS 2022

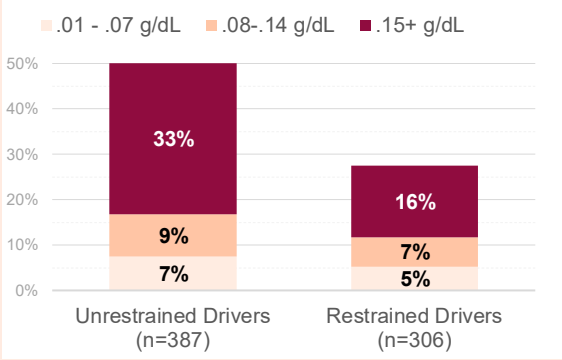
Alcohol Involvement & Seat Belts

Alcohol is known to reduce decision making 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 2022, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 2.9 times more likely to be speeding and 2.7 times more likely to be unrestrained or un-helmeted. Among drivers with reported alcohol results, 50% of unrestrained drivers had some alcohol detected in their system (BAC of .01+ g/dL), compared to 27% of restrained drivers (Figure 8).

See the *"2022 Risky Driving Georgia Traffic Safety Facts"*) for more information regarding speeding-related, alcohol-related, and other risky driving-related crashes.

Figure 8. **Passenger Vehicle Drivers Involved in Fatal Crashes by Restraint Use and BAC Status*, 2022**



*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 2022

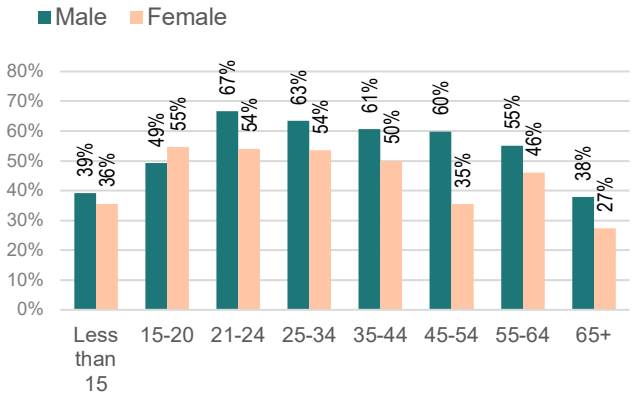
Occupant Demographics

Age & Sex

According to the 2023 Georgia Observational Seat Belt Survey, safety belt usage was higher for women than for men – 91.2% for women compared to 84.2% 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 2020 and 2022.

- Unrestrained fatalities among male PV occupants were more common in the 21-to-24 age group compared to other age groups. Between 2020 and 2022, 67% 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 2020 and 2022, 55% 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, 2020-2022 (3-year period)**



*Based on known restraint use
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2020-2022

Race/Hispanic Origin

Table 3 shows PV occupant fatalities by race / Hispanic origin and restraint use in 2022.

- Black/African American, Non-Hispanic PV occupants represented 40% of all PV fatalities (439 out of 1,093), of which 53% were unrestrained (based on known restraint use)—the highest compared to other racial groups. Black/African American, Non-Hispanic were overrepresented in PV occupant fatalities as they only represented 32% of the Georgia population in 2022.
- White, Non-Hispanic PV occupants represented 49% of all PV fatalities, of which 53% were unrestrained. Half of the 2022 Georgia population (50%) were White, Non-Hispanic.
- Hispanic PV occupants represented 7% of all PV fatalities, of which 50% were unrestrained. Ten percent of the 2022 Georgia population were Hispanic.

Table 3. **Passenger Vehicle Occupants Fatalities by Race / Hispanic Origin and Restraint Use, 2022**

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	76 (7%)	34	45%	34	45%	8	11%	50%	50%
White, Non-Hispanic	533 (49%)	237	44%	263	49%	33	6%	47%	53%
Black/African American, Non-Hispanic	439 (40%)	161	37%	211	48%	67	15%	43%	57%
Other Race, Non-Hispanic*	24 (2%)	13	54%	6	25%	5	21%	68%	32%
Unknown Race and Unknown Hispanic	21 (1%)	11	52%	5	24%	5	24%	69%	31%
TOTAL	**1,093** (100%)	**456**	**42%**	**519**	**47%**	**118**	**11%**	**47%**	**53%**

"Other race, non-Hispanic" includes Asian, American Indian, and other racial groups. Percent totals may not equal 100% due to rounding.
Source: FARS 2022

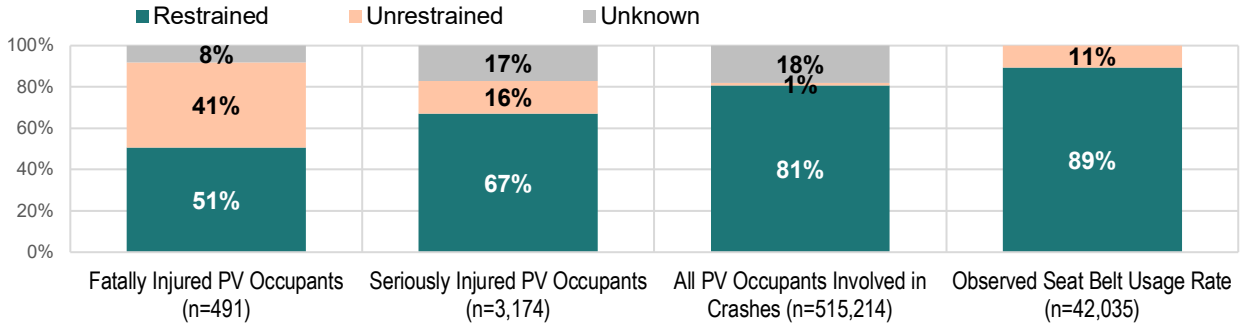
Restraint Use (13 Years & Older)

Seat Belt Use

According to the Georgia Seat Belt Observational Surveys, Georgia maintains a high seat belt usage compared to the national estimates. In 2022, Georgia's estimated seat belt use among front-seat, daytime passenger vehicle occupants was 89.3%, yet there was a low percentage of front-seat, daytime fatalities and serious injuries that were restrained.

In 2022, 51% of front-seat daytime PV occupant fatalities were unrestrained, and 67% of front-seat daytime PV occupant serious injuries were unrestrained. Figure 10 shows the 2022 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, 2022**

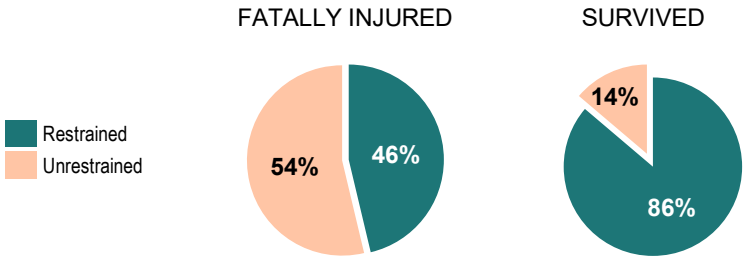


Note: Observational survey data only reports front-seat passengers with known restraint use.
Source: FARS 2022, CODES 2022, Observational Survey 2022

Of all the 2,595 PV occupants aged 13 years and older involved in a fatal crash, 41% were fatally injured, and 59% survived. Fifty-four percent of all fatally injured were unrestrained compared to 14% of those who survived (Figure 11).

Unrestrained PV occupants aged 13 years and older who were involved in a fatal crash are more than seven times (7.3) 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, 2022**



*Percent is calculated based on known restraint use.
Source: FARS 2022

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

- **54%** of those *fatally injured* were unrestrained;
- **34%** of those with *suspected serious injuries* were unrestrained; and
- **5%** of those with *no apparent injury* were unrestrained.

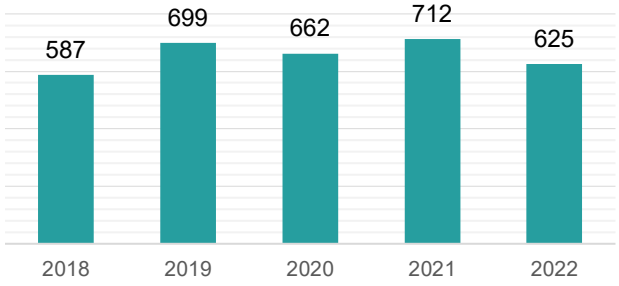
Table 4. **Passenger Vehicle Occupants *13+ Years* Involved in Fatal Crashes by Injury Severity, 2022**

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	442	41%	513	48%	112	11%	1,067	100%	46%	54%
Suspected Serious Injury	174	57%	88	29%	41	14%	303	100%	66%	34%
Suspected Minor Injury	205	73%	45	16%	32	11%	282	100%	82%	18%
Possible Injury	194	77%	18	7%	40	16%	252	100%	92%	8%
No Apparent Injury	552	80%	29	4%	106	15%	687	100%	95%	5%

Note: Four (4) passenger vehicle occupants aged 13 years and older with unknown injury status are not shown.
Source: FARS 2022

The safety benefits of restraint use are significant and well-documented. In 2022, seat belts and child safety systems saved an estimated 625 lives in Georgia for PV occupants ages five years and older. If all passengers had been restrained during these years, a total of 3,285 lives would have been saved between 2018-2022.

Figure 12. **Georgia Estimated Lives Saved (Ages 5+ Years), 2018-2022**



Source: FARS 2018-2022.
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 2022, more *front-seat* passenger occupants (ages 18+ years) involved in motor vehicle traffic crashes were restrained (79%) compared to *backseat* occupants (73%).

If **ALL** Georgia passenger vehicle occupants (ages 5+ years) **had been restrained** during 2018-2022, **an average of 657 lives would have been saved per year.**

Urban vs. Rural

According to the 2023 Georgia Seat Belt Observational Survey, the observed safety belt usage was highest in the Atlanta Metropolitan Statistical Areas (MSA) (89.2%), followed by rural areas (84.7%), and non-Atlanta MSAs (83.7%).[8] *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 decreased by 9%, from 1,167 in 2021 to 1,067 in 2022 (Table 5). In 2021, the Atlanta Region added Forsyth County to their county network, which was previous categorized as "other urban". Between 2021 and 2022, PV fatalities decreased by 1% in the Atlanta Region and increased by 3% in rural areas. PV fatalities in other urban counties decreased by 25% (108 less PV fatalities) during the same period.

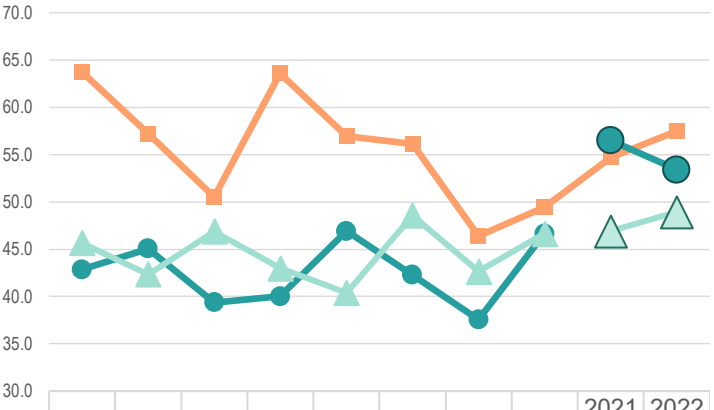
Table 5. **Passenger Vehicle Occupant Fatalities Ages 13+ Years by Region Type, 2018-2022**

Measure Type	2018	2019	2020	2021*	2022*
Atlanta Region	263	256	283	334	338
Annual % Change	▲ *3%*	▽ *-3%*	▲ *11%*	▲ *21%*	▽ *-1%*
Other Urban Counties	308	311	345	424	316
Annual % Change	▽ *-11%*	▲ *1%*	▲ *11%*	▲ *23%*	▽ *-25%*
Rural Counties	395	397	391	401	413
Annual % Change	▽ *-7%*	▲ *1%*	▽ *-2%*	▽ *3%*	▲ *3%*
Statewide	966	964	1,019	1,167	1,067
Annual % Change	▽ *-6%*	▽ *<1%*	▲ *6%*	▲ *15%*	▽ *-9%*

*The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member. It was previous categorized as "Other Urban". Source: FARS 2018-2022

Historically, across the past decade (2013-2022), there was a higher proportion of unrestrained fatalities in rural counties compared to the Atlanta region and other urban areas. In 2022, with the addition of Forsyth County as the 11th county into the Atlanta Region, 53% of fatally injured PV occupants in the Atlanta region were unrestrained (based on known restraint use) compared to 58% in rural[9] counties and 49% in other urban regions (Figure 13).

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



	2013	2014	2015	2016	2017	2018	2019	2020	2021*	2022*
Rural	63.7	57.2	50.5	63.6	57.0	56.1	46.4	49.5	54.7	57.5
Atlanta Region	42.9	45.1	39.4	40.0	46.9	42.3	37.6	46.6	56.5	53.4
Other Urban	45.7	42.4	46.9	43.0	40.4	48.6	42.7	46.6	46.9	48.9

Note: Based on known restraint use.
*The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member. It was previous categorized as "Other Urban". Source: FARS 2013-2022

[8] Rupp, Jonathan. 2024. "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.
[9] 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 shows the restraint use for fatally and seriously injured PV occupants by region. Rural counties have the highest percentage of unrestrained fatalities compared to the other regions; however, rural counties had the lowest percentage of unknown restraint use. In 2022, 8% of fatally injured PV occupants (in all seating positions) in rural counties had unknown restraint use – compared to 10% in the other urban counties and 14% in the Atlanta region.

Table 6. **Passenger Vehicle Occupants *13+ Years* by Restraint Use, Injury Type, and Region Type, 2022**

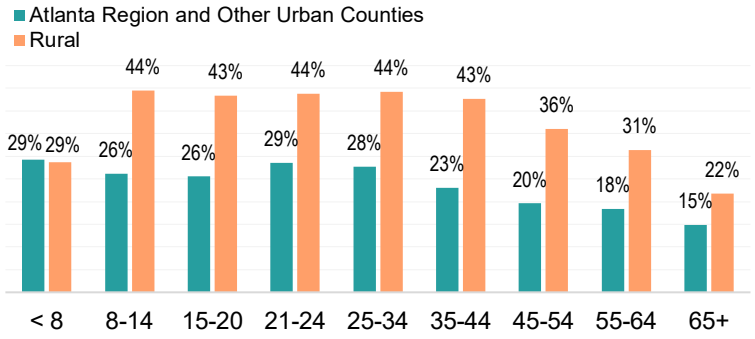
Restraint Use by Injury Type		Atlanta Region* (11 counites)		Other Urban (30 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	136	40%	145	46%	161	39%	442	41%
	Unrestrained	156	46%	139	44%	218	**53%**	513	48%
	Unknown	46	14%	32	10%	34	8%	112	10%
	Total	**338**	**100%**	**316**	**100%**	**413**	**100%**	**1,067**	**100%**
Suspected Serious Injuries	Restrained	1,645	63%	1,202	63%	935	56%	3,782	61%
	Unrestrained	298	11%	398	21%	501	**30%**	1,197	19%
	Unknown	657	25%	296	16%	229	14%	1,182	19%
	Total	**2,600**	**100%**	**1,896**	**100%**	**1,665**	**100%**	**6,161**	**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% due to rounding.
*The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member. It was previous categorized as "Other Urban". Source: CODES 2022, FARS 2022

During the three-year period (2020-2022), 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 aged 35-to-44 more than tripled (from 7 to 26) and aged 25-to-34 more than doubled (from 16 to 37) between 2018 and 2022.

Figure 14. **Percent Unrestrained* Fatalities and Serious Injuries among Passenger Vehicle Occupants by Region Type and Age Group, 2020-2022** *(3-year period)*



*Based on known restraint use
Source: FARS 2020-2022, CODES 2020-2022

Vulnerable Populations

Vulnerable populations are communities within specific geographic areas that may be at more risk, particularly in the context of 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 Rural Roads*" (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.**

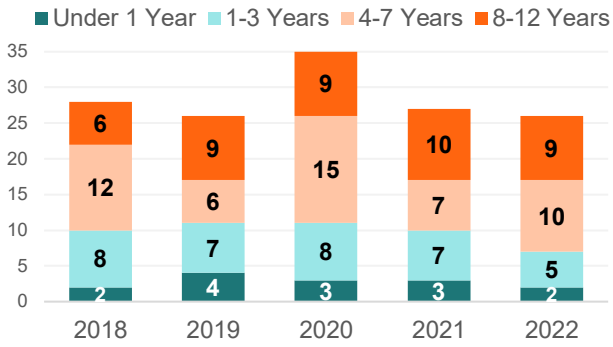
Restraint Use (12 Years & Younger)

Passenger Vehicle Occupants Fatalities 12 Years and Younger

Of the 1,797 Georgia motor vehicle traffic fatalities in 2022, 37 (2%) were children 12 years and younger — all *but* eleven of these traffic fatalities were passenger vehicle (PV) occupants.

- Of the 1,093 PV occupants fatally injured in crashes, 26 (2%) were children. Of the 26 children fatally injured, 14 (54%) were restrained[10].
- Of the 174 children riding in PVs and involved in fatal crashes, 148 (85%) survived. Of the 148 children that survived fatal crashes, 114 (77%) were restrained.

Figure 15. **Passenger Vehicle Occupant Fatalities Ages 12 Years and Younger by Age Group, 2018-2022**

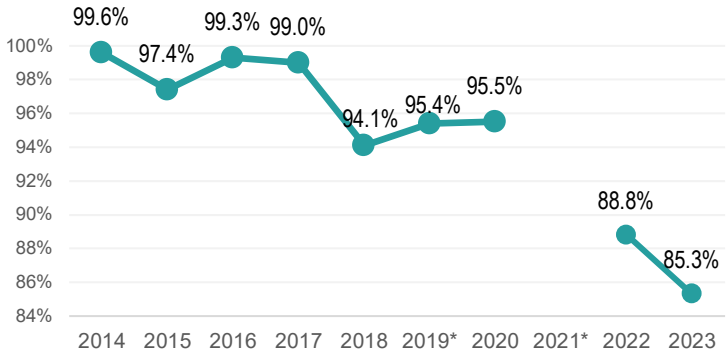


Source: FARS 2018-2022

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 2023, Georgia estimated the child safety usage rate to be 85.3%. Nearly one out of every 5 (19%) 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) [11] to a seat belt restraint system.

Figure 16. **Observed Child Safety Seat Usage in Georgia, 2013-2022**



* 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: 2023 Seat Belt Observational Survey

In 2022, there were 26,914 PV drivers with at least one child occupant under 8 years of age involved in a motor vehicle traffic crash. Of the 22,415 drivers restrained, 20,552 (92%) drivers had all children occupants also restrained. Conversely, of 448 drivers unrestrained, 108 (24%) drivers had at least one child occupant also unrestrained or not in a child safety seat system.

In 2022, 111 drivers involved in ***fatal crashes*** had at least one child (12 years or younger) in the vehicle with them. Of 73 restrained drivers, 61 (86%) had all children occupants also restrained. Conversely, of the 21 unrestrained drivers, 6 (29%) 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 considered unrestrained.

[11] § 40-8-76 (A), § 40-8-76 (D)

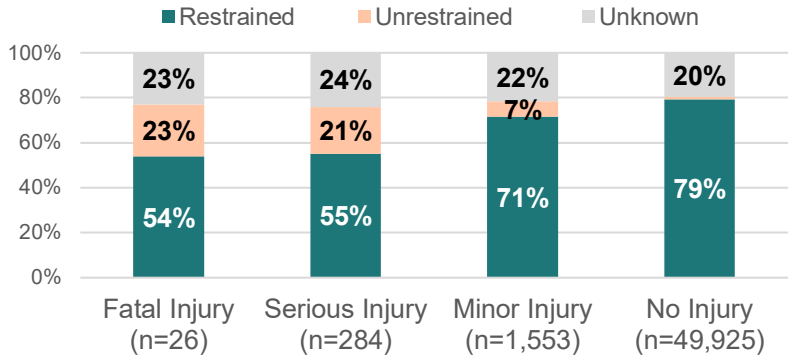
In 2022, the proportion of unrestrained children PV occupants among those seriously injured and fatally injured were nearly the same. The restraint use for seriously injured children was unknown for nearly 1 out of every 5 cases.

- Out of the 26 **fatalities** among PV occupants, who were 12 years of age and younger and *involved in fatal crashes* **6 (23%)** were *un*restrained.
- Out of the 284 **serious injuries** among PV occupants who were 12 years of age and younger and *involved in all motor vehicle crashes,* **59 (21%)** were *un*restrained.
- Out of the 49,925 PV occupants with **no injuries** who were 12 years of age and younger and involved in all motor vehicle crashes, **549 (1%)** were *un*restrained.[12]

In 2022, 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.

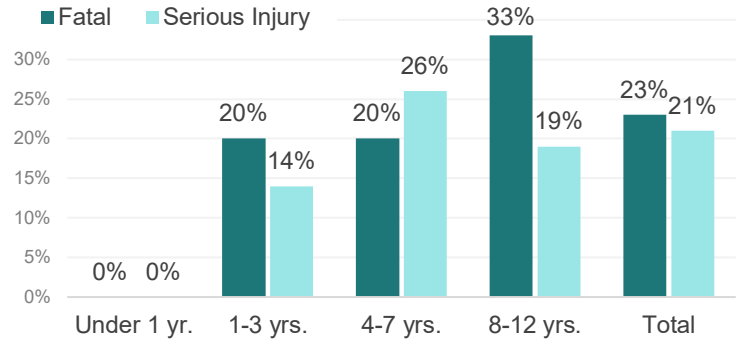
Figure 18 and Table 7 show the percent and numbers, respectively, of *un*restrained passenger vehicle occupants (12 years and younger) that were fatally or seriously injured in motor vehicle crashes by age group.

Figure 17. **Percent Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Restraint Use, 2022**



Source: FARS 2022, CODES 2022
Percent totals may not equal 100% 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, 2022**



Source: FARS 2022, CODES 2022

[12] 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, 2022**

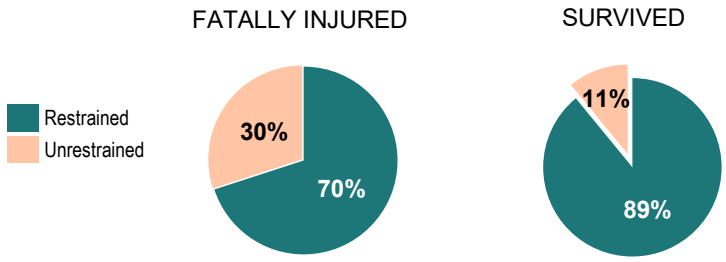
Restraint Use by Injury Type		Under 1 yr.		1-3 yrs.		4-7 yrs.		8-12 yrs.		All Children	
		#	%	#	%	#	%	#	%	#	%
Fatally Injured	Restrained	2	100%	3	60%	5	50%	4	44%	14	54%
	Unrestrained	--	--	1	20%	2	20%	3	33%	6	23%
	Unknown	--	--	1	20%	3	30%	2	22%	6	23%
	Total	**2**	**100%**	**5**	**100%**	**10**	**100%**	**9**	**100%**	**26**	**100%**
Suspected Serious Injuries	Restrained	--	--	34	61%	55	47%	68	61%	157	55%
	Unrestrained	--	--	8	14%	30	26%	21	19%	59	21%
	Unknown	--	--	14	25%	32	27%	22	20%	68	24%
	Total	--	--	**56**	**100%**	**117**	**100%**	**111**	**100%**	**284**	**100%**

Note: The table does not include 'other' types of restraint used by passengers 12 years and younger
Source: CODES 2022, FARS 2022

For PV occupants ages 12 years and younger involved in fatal crashes in 2022, 30% of those fatally injured were unrestrained, compared to 11% of those who survived. Children who survive crashes are more likely to be restrained (89%) than those who are fatally injured (70%) (Figure 19).

Unrestrained passenger vehicle occupants aged 12 years and younger are three times (3.5) 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, 2022**



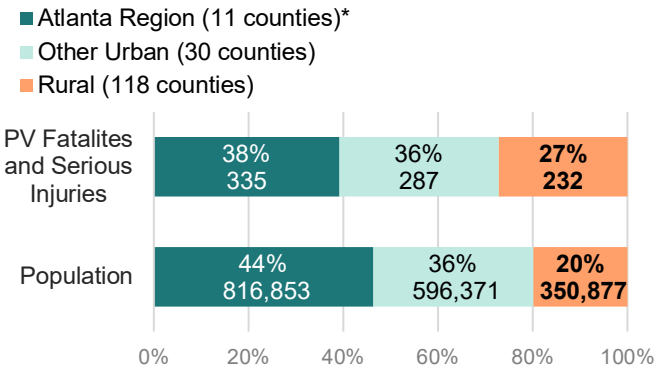
*Percent is calculated based on known restraint use.
Source: FARS 2022

Unrestrained Children by Region

The proportions 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 11 counties in the Atlanta Region represented 38% of all PV children fatally or seriously injured between 2020 and 2022 and 44% of Georgia's child population.
- 84 out of 118 rural counties represented 27% of all PV children fatally or seriously injured between 2020 and 2022 and 20% of the child population.

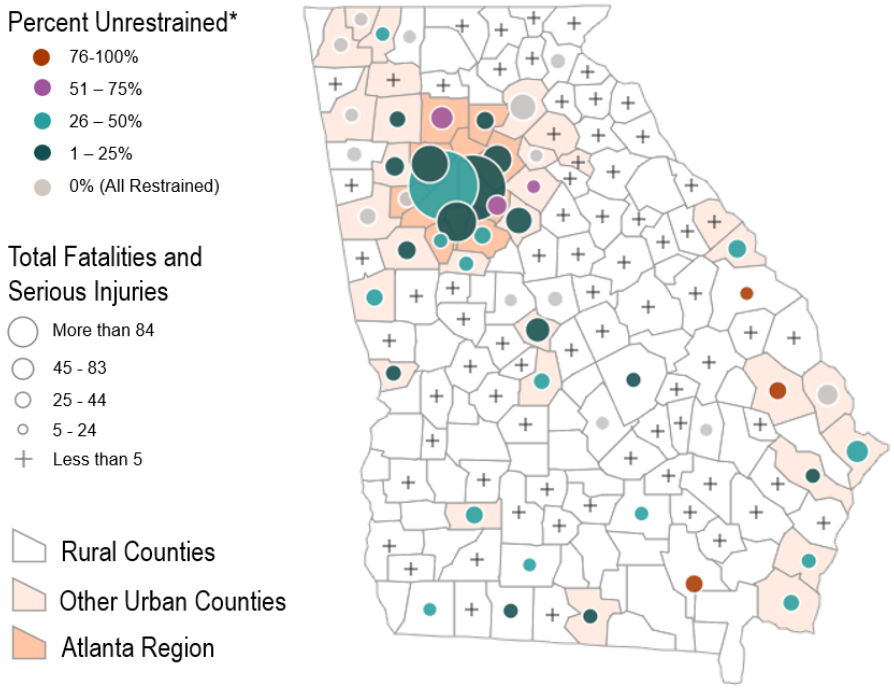
Figure 20. **2022 Population and 2020-2022 Fatally and Serious Injured Passenger Vehicle Occupants Ages 12 Years and Younger by Region**



Note: 84 of the 118 rural counties experienced at least one fatally or seriously injured passenger vehicle occupant 12 years of age or younger between 2020 and 2022.
*Forsyth County was categorized as a member of the Atlanta Region for this graphic (2020-2022, even though it officially joined ARC in July 2021.
Source: FARS 2020-2022, CODES 2020-2022, OASIS 2022

The Atlanta region (11 counties) has a higher concentration of serious injuries and fatalities among children and a relatively lower unrestraint use. However, while the rural counties experience fewer fatal and serious injuries across more counties, these counties 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, 2020-2022 (Ages 12 Years and Younger)**



Note: Counties with purple and 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 2020-2022.
*These values do not account for child population rates within the county.

Source: FARS 2020-2022, CODES 2020-2022

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 Georgia traffic safety facts may be accessed at https://www.gahighwaysafety.org/highway-safety/shsp/:

- Young Adult Georgia Traffic Safety Fact
- Risky Driving Georgia Traffic Safety Fact
- Distracted Driving Georgia Traffic Safety Fact

References:

Rupp, Jonathan. 2024. “Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2023”. 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.

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Appendix

Occupant Protection Georgia Traffic Safety Facts (2022)

This document is the Appendix for the **2022 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% were restrained, 2% unrestrained, and 19% 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, 2020-2022

	2020-2022 **Fatal and Serious Injuries** among PV Occupants Involved in a Crash				2022 **ALL** PV Occupants Involved in a Crash *See data considerations*			
	12 and Younger (% unrestrained)	**13 and Older** (% unrestrained)	**All Ages** % unrestrained, *Rank*		**12 and Younger** (% unrestrained)	**13 and Older** (% unrestrained)	**All Ages** % unrestrained, *Rank*	
STATEWIDE	**854 (27%)**	**21,192 (29%)**	**22,046 (29%)**		**57,340 (2%)**	**763,944 (2%)**	**821,284 (2%)**	
Appling	**	58.1	56.8	*19*	0.0	7.1	6.6	*53*
Atkinson	-	46.2	46.2	*44*	22.2	11.3	11.8	*17*
Bacon	**	65.2	64.0	*6*	0.0	9.6	9.2	*30*
Baker	-	42.9	42.9	*58*	**	6.3	6.2	*57*
Baldwin	**	46.4	47.3	*37*	2.3	6.1	5.8	*59*
Banks	**	31.0	32.2	*101*	2.5	4.5	4.3	*83*
Barrow	0.0	23.4	22.2	*143*	0.0	1.6	1.5	*143*
Bartow	22.2	31.3	30.9	*105*	2.8	2.2	2.3	*124*
Ben Hill	-	30.8	30.8	*106*	4.8	5.8	5.7	*61*
Berrien	-	51.9	51.9	*26*	0.0	7.0	6.7	*50*

	2020-2022 **Fatal and Serious Injuries** among PV Occupants Involved in a Crash				2022 **ALL** PV Occupants involved in a Crash			
	12 and Younger (% unrestrained)	**13 and Older** (% unrestrained)	**All Ages** % unrestrained, *Rank*		**12 and Younger** (% unrestrained)	**13 and Older** (% unrestrained)	**All Ages** % unrestrained, *Rank*	
STATEWIDE	**799 (26%)**	**20,360 (28%)**	**21,159 (28%)**		**45,139 (2%)**	**748,053 (2%)**	**793,192 (2%)**	
Bibb	12.5	21.8	21.4	*146*	3.1	1.4	1.6	*140*
Bleckley	-	69.6	69.6	*2*	6.3	7.5	7.4	*41*
Brantley	-	50.0	50.0	*27*	15.8	10.8	11.1	*18*
Brooks	**	47.5	44.2	*54*	0.0	8.8	8.2	*35*
Bryan	-	28.4	28.4	*118*	1.5	3.4	3.2	*103*
Bulloch	72.7	42.5	44.5	*51*	2.4	3.6	3.5	*95*
Burke	100.0	48.6	50.0	*27*	0.0	5.8	5.7	*60*
Butts	-	29.3	29.3	*113*	6.9	3.1	3.4	*97*
Calhoun	-	50.0	50.0	*27*	**	10.9	10.6	*23*
Camden	42.9	28.9	29.9	*111*	1.5	2.6	2.5	*117*
Candler	-	57.1	57.1	*17*	5.6	6.7	6.6	*54*
Carroll	0.0	39.7	39.2	*66*	1.8	2.4	2.4	*119*
Catoosa	0.0	26.9	25.4	*128*	0.4	2.5	2.3	*123*
Charlton	-	63.2	63.2	*7*	0.0	4.9	4.4	*79*
Chatham	28.6	25.8	25.8	*126*	2.4	2.1	2.1	*127*
Chattahoochee	-	37.5	37.5	*76*	0.0	6.6	6.1	*58*
Chattooga	**	41.7	38.5	*69*	0.9	4.3	3.9	*90*
Cherokee	54.5	25.6	26.6	*124*	1.7	1.0	1.0	*156*
Clarke	**	28.8	29.0	*115*	2.1	1.5	1.6	*138*
Clay	-	11.1	11.1	*158*	0.0	1.6	1.4	*144*
Clayton	18.2	17.4	17.5	*154*	2.1	1.2	1.3	*150*
Clinch	-	58.8	58.8	*14*	**	7.2	7.0	*48*
Cobb	14.7	22.4	22.1	*144*	1.3	1.3	1.3	*146*
Coffee	50.0	47.4	47.5	*34*	6.5	8.1	8.0	*36*
Colquitt	50.0	46.2	46.3	*42*	0.0	4.8	4.7	*72*
Columbia	**	31.3	30.7	*108*	0.6	1.1	1.1	*155*
Cook	-	59.0	59.0	*13*	9.6	5.0	5.5	*66*
Coweta	8.3	31.5	30.4	*109*	2.8	1.7	1.8	*132*
Crawford	**	44.4	47.4	*35*	50.0	3.7	4.4	*81*
Crisp	-	45.6	45.6	*47*	18.2	6.1	6.5	*55*
Dade	-	47.1	47.1	*38*	0.0	3.6	3.2	*104*
Dawson	-	23.9	23.9	*137*	0.0	2.0	1.8	*133*
Decatur	50.0	43.5	43.8	*55*	10.3	7.4	7.7	*39*
DeKalb	13.8	16.9	16.7	*155*	1.5	1.1	1.1	*154*
Dodge	0.0	39.5	34.7	*88*	2.8	7.8	7.4	*42*
Dooly	**	37.9	40.0	*65*	0.0	7.7	7.0	*46*
Dougherty	40.0	16.8	17.7	*153*	5.2	2.3	2.6	*115*
Douglas	0.0	23.5	22.8	*141*	1.0	1.8	1.8	*134*
Early	**	37.1	36.1	*81*	4.3	7.9	7.7	*38*
Echols	-	80.0	80.0	*1*	**	20.8	20.4	*3*
Effingham	0.0	37.4	36.3	*80*	0.0	2.9	2.9	*114*

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	12 and Younger (% unrestrained)	**13 and Older** (% unrestrained)	**All Ages** % unrestrained, *Rank*		**12 and Younger** (% unrestrained)	**13 and Older** (% unrestrained)	**All Ages** % unrestrained, *Rank*	
STATEWIDE	**799 (26%)**	**20,360 (28%)**	**21,159 (28%)**		**45,139 (2%)**	**748,053 (2%)**	**793,192 (2%)**	
Elbert	**	39.3	37.9	*73*	5.4	4.2	4.3	*82*
Emanuel	**	63.9	64.5	*5*	1.4	7.2	6.6	*51*
Evans	**	57.1	60.9	*11*	0.0	14.6	14.2	*8*
Fannin	**	19.0	18.2	*152*	0.0	3.6	3.3	*99*
Fayette	33.3	16.0	16.6	*156*	0.6	1.0	1.0	*157*
Floyd	0.0	25.8	25.0	*131*	1.4	1.1	1.2	*152*
Forsyth	9.1	20.9	20.3	*148*	0.2	0.9	0.9	*159*
Franklin	**	30.4	29.2	*114*	0.0	2.8	2.5	*116*
Fulton	31.6	22.0	22.3	*142*	2.4	3.1	3.1	*108*
Gilmer	-	27.7	27.7	*120*	0.0	3.7	3.5	*96*
Glascock	-	50.0	50.0	*27*	**	13.5	12.8	*12*
Glynn	50.0	35.6	36.1	*81*	3.2	3.1	3.1	*106*
Gordon	**	31.3	32.3	*100*	0.6	1.7	1.6	*137*
Grady	**	56.9	55.6	*20*	12.5	13.9	13.9	*10*
Greene	**	53.2	52.1	*24*	5.0	4.1	4.2	*85*
Gwinnett	12.0	18.8	18.5	*151*	1.1	1.7	1.6	*136*
Habersham	0.0	27.3	25.4	*129*	0.7	3.1	3.0	*110*
Hall	0.0	24.0	23.0	*139*	0.8	1.6	1.5	*142*
Hancock	**	63.9	60.5	*12*	0.0	20.3	18.8	*4*
Haralson	**	33.3	34.4	*89*	0.0	4.6	4.4	*80*
Harris	**	38.7	38.1	*71*	3.9	7.3	7.1	*45*
Hart	**	32.6	31.9	*102*	0.8	2.5	2.4	*121*
Heard	**	41.7	40.5	*64*	0.0	11.7	10.9	*21*
Henry	40.0	30.2	30.4	*110*	1.1	0.9	0.9	*158*
Houston	44.4	30.4	31.0	*104*	2.0	2.1	2.1	*128*
Irwin	**	50.0	52.0	*25*	14.3	12.6	12.7	*13*
Jackson	**	28.9	29.4	*112*	0.9	2.0	2.0	*129*
Jasper	**	36.8	35.9	*84*	5.4	4.5	4.5	*76*
Jeff Davis	**	45.0	46.5	*40*	2.9	11.4	10.7	*22*
Jefferson	**	48.1	46.4	*41*	0.0	4.9	4.5	*78*
Jenkins	**	47.6	45.5	*48*	16.7	13.9	14.1	*9*
Johnson	-	57.1	57.1	*17*	0.0	12.7	11.9	*16*
Jones	0.0	34.0	32.7	*97*	0.0	3.0	2.9	*113*
Lamar	-	34.0	34.0	*92*	0.0	2.3	2.1	*125*
Lanier	-	25.0	25.0	*131*	9.1	10.1	10.0	*26*
Laurens	14.3	47.8	46.2	*44*	5.6	5.4	5.4	*67*
Lee	**	32.5	34.1	*91*	1.3	4.0	3.7	*92*
Liberty	14.3	25.9	25.2	*130*	0.4	1.4	1.3	*148*
Lincoln	**	50.0	43.8	*56*	-	11.1	11.1	*18*
Long	**	44.0	44.4	*52*	4.8	7.1	7.0	*47*
Lowndes	16.7	39.4	38.1	*71*	6.0	2.9	3.1	*105*

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STATEWIDE	**799 (26%)**	**20,360 (28%)**	**21,159 (28%)**		**45,139 (2%)**	**748,053 (2%)**	**793,192 (2%)**	
Lumpkin	**	21.0	20.3	*147*	0.0	1.3	1.3	*151*
Macon	**	40.6	45.7	*46*	5.0	4.7	4.7	*71*
Madison	**	32.8	33.8	*93*	0.0	3.5	3.2	*100*
Marion	**	55.6	57.9	*15*	0.0	8.3	7.5	*40*
McDuffie	**	32.3	31.3	*103*	0.0	5.9	5.5	*65*
Mcintosh	**	31.3	35.3	*86*	18.2	9.9	10.5	*24*
Meriwether	**	37.1	36.1	*81*	3.4	5.9	5.7	*62*
Miller	**	25.0	28.6	*116*	23.1	13.1	14.3	*7*
Mitchell	**	29.2	28.0	*119*	0.0	8.1	7.8	*37*
Monroe	0.0	28.8	28.4	*117*	0.0	2.1	2.1	*126*
Montgomery	**	55.6	53.6	*22*	0.0	10.2	9.5	*28*
Morgan	**	40.3	42.0	*60*	4.5	3.2	3.2	*101*
Murray	0.0	27.6	25.6	*127*	0.0	4.5	4.2	*86*
Muscogee	14.3	33.3	32.7	*97*	1.3	1.6	1.6	*141*
Newton	14.3	25.3	24.5	*135*	0.9	1.6	1.6	*139*
Oconee	**	33.3	34.4	*90*	0.0	1.4	1.3	*149*
Oglethorpe	**	34.1	37.8	*75*	8.1	2.9	3.4	*98*
Paulding	14.3	23.3	23.0	*140*	1.0	2.0	1.9	*130*
Peach	**	21.9	22.1	*145*	4.8	4.9	4.9	*69*
Pickens	**	25.6	25.0	*131*	0.0	2.5	2.4	*120*
Pierce	**	45.2	43.8	*56*	0.0	7.5	7.3	*44*
Pike	**	68.2	68.2	*3*	0.0	6.1	5.6	*63*
Polk	0.0	42.5	40.7	*63*	0.0	3.1	3.1	*107*
Pulaski	-	45.0	45.0	*50*	0.0	10.6	10.0	*26*
Putnam	**	39.3	38.9	*67*	0.0	3.9	3.7	*93*
Quitman	-	44.4	44.4	*52*	14.3	17.5	17.1	*5*
Rabun	**	26.2	26.9	*122*	0.0	3.6	3.6	*94*
Randolph	**	50.0	41.2	*62*	0.0	8.1	7.4	*43*
Richmond	41.7	41.4	41.4	*61*	2.1	1.3	1.3	*145*
Rockdale	66.7	17.5	19.1	*149*	2.1	1.0	1.1	*153*
Schley	-	50.0	50.0	*27*	0.0	13.3	12.3	*14*
Screven	**	62.5	62.5	*8*	14.3	10.9	11.1	*20*
Seminole	-	30.8	30.8	*106*	0.0	2.7	2.5	*118*
Spalding	33.3	25.9	26.1	*125*	3.7	2.9	3.0	*109*
Stephens	**	34.2	33.3	*95*	0.0	3.0	2.9	*112*
Stewart	-	38.5	38.5	*69*	0.0	9.0	8.4	*32*
Sumter	-	46.3	46.3	*42*	4.7	5.1	5.1	*68*
Talbot	-	38.9	38.9	*67*	0.0	5.2	4.7	*73*
Taliaferro	**	47.1	47.1	*38*	0.0	7.0	6.6	*52*
Tattnall	-	50.0	50.0	*27*	3.8	10.8	10.4	*25*
Taylor	**	46.4	48.3	*33*	0.0	14.6	13.5	*11*

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Telfair	**	70.0	66.7	*4*	0.0	9.8	9.3	*29*
Terrell	-	61.1	61.1	*9*	0.0	17.8	16.7	*6*
Thomas	16.7	35.0	33.7	*94*	6.3	4.5	4.6	*75*
Tift	**	33.8	35.6	*85*	1.1	3.1	2.9	*111*
Toombs	0.0	34.6	32.6	*99*	3.3	4.8	4.7	*74*
Towns	**	25.0	24.1	*136*	3.8	4.8	4.7	*70*
Treutlen	**	9.1	7.7	*159*	0.0	9.0	8.4	*31*
Troup	50.0	35.9	36.4	*79*	5.4	3.8	4.0	*89*
Turner	**	58.8	61.1	*9*	2.1	7.8	6.8	*49*
Twiggs	**	26.2	27.3	*121*	0.0	5.6	5.6	*64*
Union	**	15.1	15.8	*157*	6.1	1.7	1.9	*131*
Upson	**	43.3	42.6	*59*	2.0	4.3	4.2	*84*
Walker	0.0	36.3	35.0	*87*	1.3	4.0	3.8	*91*
Walton	60.0	25.5	26.8	*123*	1.8	1.7	1.8	*135*
Ware	83.3	33.7	37.1	*77*	7.7	3.9	4.1	*87*
Warren	**	15.0	19.0	*150*	4.5	4.1	4.1	*88*
Washington	**	54.5	55.6	*20*	4.1	6.5	6.3	*56*
Wayne	**	32.8	36.9	*78*	2.4	8.7	8.3	*33*
Webster	**	33.3	33.3	*95*	0.0	24.1	22.4	*1*
Wheeler	**	58.8	57.9	*15*	0.0	14.0	12.3	*15*
White	**	23.2	25.0	*131*	1.6	2.3	2.3	*122*
Whitfield	50.0	23.0	23.8	*138*	0.8	1.4	1.3	*147*
Wilcox	-	47.4	47.4	*35*	0.0	20.7	20.5	*2*
Wilkes	-	52.9	52.9	*23*	0.0	8.6	8.3	*34*
Wilkinson	**	45.5	45.5	*48*	0.0	3.3	3.2	*102*
Worth	**	38.8	37.8	*74*	2.9	4.7	4.5	*77*