

Georgia Traffic Safety Facts

2023 Data

August 2025

In this fact sheet, information is presented as follows.

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This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), and 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 (PVs) are defined as passenger cars, pickup trucks, vans, and sport utility vehicles (SUVs). Car seat and booster seat specifications (based on weight, height, and/or age) are recommended¹ or required by law for passenger vehicle occupants 12 years and younger.

2023 Key Findings

- In 2023, there were 1,615 traffic fatalities in Georgia, of which 1,001 (62%) were occupants of passenger vehicles (PV). Less than half of the fatally injured passenger vehicle occupants (42%, 418) were restrained, and 47% (464) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 12% (119) of occupants.
- Unrestrained PV occupants of all ages are 6.4 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, 577 lives would have been saved in 2023.
- Historically, rural counties have a higher percentage of unrestrained PV fatalities among occupants of all ages (children and adults) compared to the Atlanta region and other urban regions. However, recent data show that these trends in these areas are beginning to look similar. In 2023, 55% of PV occupant fatalities in rural counties were unrestrained, compared to 53% in the Atlanta region and 51% in other urban areas based on known restraint use.
- Nearly 3 out of 10 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.
- Unrestrained back-seat occupants involved in fatal crashes were nearly 5 times (4.8x) more likely to be fatally injured than their restrained counterparts. As the proportion of unrestrained decreases, the injury severity also decreases. In other words, as restraint use increases, injury severity decreases.

Cross-Cutting Findings

- Passenger vehicle drivers who consumed alcohol were more likely to be unrestrained. Among drivers with reported alcohol results, 46% of unrestrained drivers had some alcohol detected in their system (BAC of .01+ g/dL), compared to 27% of restrained drivers.

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 convictions.

Georgia's seat belt law is a primary law that allows police officers to pull over a motorist if any occupants within the vehicle are required to wear a seat belt or an appropriate child restraining system and 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		
Over 40 lbs. Under 4'9"		FORWARD-FACING CAR SEAT		
			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

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 2023, seat belt convictions related to unrestrained adults³ increased by 10% (from 53,280 to 58,781 convictions), and convictions for unrestrained minors 8-to-17 years of age⁷ and unrestrained children under eight years of age⁵ decreased by 2% (from 13,864 to 13,584 convictions). Moreover, in 2023, there were 2,921 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}§ 40-8-76 (B), § 40-8-76 ^{2b}§ 40-8-76.1(e)(3) ^{2c}§ 40-8-76 (A), § 40-8-76 (D)

2024 Seat Belt Observational Study Key Findings³

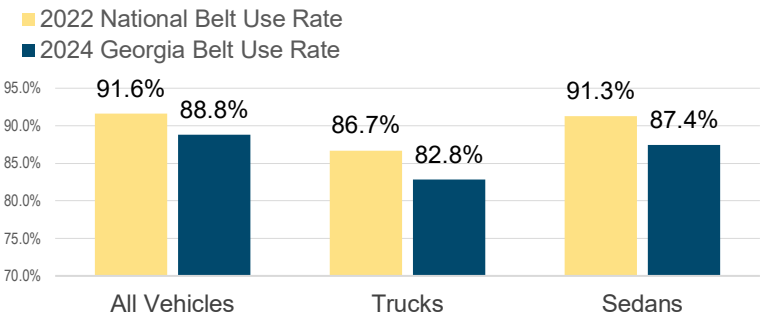
The Injury Prevention Research Center at Emory University conducted a roadside observational survey of daytime, front-seat belt use. Roadside observations of seat belt use were made by trained observers at 400 sites distributed across 20 counties in the State of Georgia between May and August 2024. A total of 22,897 cars, vans/minivans, SUVs, and trucks under 10,000 lbs. containing a total of 26,311 drivers and front-seat passengers were observed, 26,131 of whom had known belt status.

The following are key findings related to seat belt use in Georgia in 2024.

- 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 88.8%, an increase of 1.2% from 2023.
- The seat belt use rate was 87.4% in sedans, 92.3% in SUVs, 82.8% in trucks, and 89.9% in vans/mini-vans.
- The seat belt use rate was highest among White occupants (91.4%), followed by Hispanic occupants (89.4%), and Black occupants (82.8%).
- Seat belt rates were highest in counties not in a Metropolitan Statistical Area (89.2%) and counties in the Atlanta Metropolitan Statistical Area (89.0%). Lower belt use rates were observed in counties in other Metropolitan Statistical Areas. (88.1%).
- Seat belt use was highest among those 8-15 years of age (right front-seat passengers only) (92.6%) and under 8 years (right front-seat passengers only) (92.1%), followed by those over 70 years (91.8%), those 25-69 years (89.0%), and those 16-24 years (82.4%).
- Driver seat belt use was 88.7% while passenger belt use was 90.3%
- The rate of seat belt use on weekdays was 87.5% and the rate of belt use on weekends was 92.9%.
- The safety belt use rate is higher nationally and in the southern U.S. compared to Georgia. In 2022 (the most recent national data available), the national safety belt use rate was 91.6% and 90.1% in the southern U.S.⁴ (NCSA 2022). Georgia's 2024 observed seat belt usage rate was 88.8% (Figure 2).

According to the 2024 Georgia Seat Belt Observational Surveys, Georgia estimated the **child safety usage rate** to be **80.4%**.

Figure 2. **Observed 2022 National vs. 2024 Georgia Seat Belt Usage Rate by Vehicle Type**



Source: 2024 Seat Belt Observational Study, 2024 NCSA

³ Rupp, Jonathan. 2025. "2024 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. (2023, January). Seat belt use in 2022 – Overall results (Traffic Safety Facts Research Note. Report No. DOT HS 813 407). National Highway Traffic Safety Administration.

Unrestrained Fatalities and Serious Injuries (All Ages)

Unrestrained Passenger Vehicle Fatalities

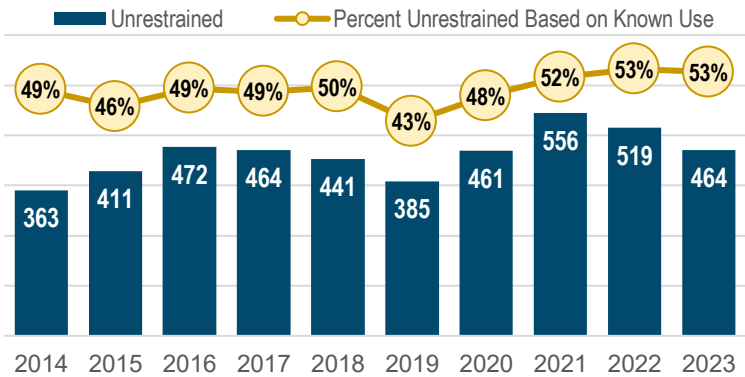
In 2023, there were 2,631 passenger vehicle occupants involved in fatal crashes of all ages and seating positions. Sixty-two percent (62%) of these PV occupants survived and 38% were fatally injured. The seat belt usage rate among surviving PV occupants in a fatal crash was higher compared to fatally injured PV occupants—85% versus 47%.

In 2023, there were 1,615 traffic fatalities in Georgia, of which 1,001 (62%) were occupants of passenger vehicles⁵. Of the 1,001 passenger vehicle occupants fatally injured, 418 (42%) were restrained and 464 (47%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 119 (12%) 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, 53% were restrained and 47% unrestrained nationally in 2023 (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 four years, from 43% in 2019 to 53% in 2023.

The number of fatally injured passenger vehicle occupants by restraint use from 2014 to 2023 is shown in Table 1.

Figure 3. **Percent and Number of Unrestrained* Passenger Vehicle Occupants Fatally Injured (All Ages), 2014-2023**



*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 2014–2023

Table 1. **Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2014-2023**

Year	Restraint Use						Total		Percent Restrained Based on Known Use	Percent <u>Un</u> restrained Based on Known Use
	Restrained		<u>Un</u> restrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
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%
2023	418	42%	464	46%	119	12%	1,001	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 2014–2023

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. Seventy-seven percent (77%) of the PV occupants fatally injured in 2023 were drivers, and 23% were passengers.

There were 775 PV drivers fatally injured in traffic crashes – the majority (408 out of 775) in passenger cars. Among the 695 PV driver fatalities for which restraint use was known, 51% were unrestrained. However, the percentage of unrestrained, fatally injured drivers differed by vehicle type: 60% of drivers of pickup trucks, 54% of SUV drivers, 53% of van drivers, and 51% of passenger car drivers.

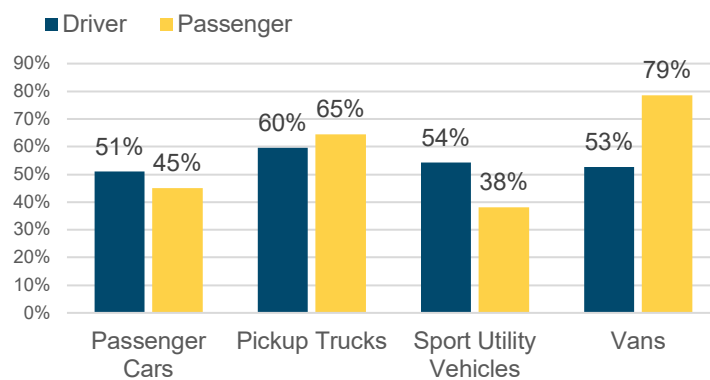
Table 2. **Passenger Vehicle Drivers and Passengers Fatally Injured, by Passenger Vehicle Type and Restraint Use, 2023 (All Ages)**

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	408	176	43%	183	45%	49	12%	49%	51%
Pickup Truck	167	61	37%	90	54%	16	10%	40%	60%
Sport Utility Vehicle (SUV)	180	76	42%	90	50%	14	8%	46%	54%
Van	20	9	45%	10	50%	1	5%	47%	53%
All Drivers	775	322	42%	373	48%	80	10%	46%	54%
Passengers									
Passenger Cars	108	51	47%	42	39%	15	14%	55%	45%
Pickup Truck	41	11	27%	20	49%	10	24%	35%	65%
Sport Utility Vehicle (SUV)	63	31	49%	19	30%	13	21%	62%	38%
Van	15	3	20%	11	73%	1	7%	21%	79%
All Passengers	227	96	42%	92	41%	39	17%	51%	49%

Source: FARS 2023

There were 227 passengers fatally injured in passenger vehicles in 2023. Forty-eight percent (48%) of the passengers fatally injured were riding in passenger cars. Among the 188 fatalities for which restraint use was known, 49% were unrestrained, but use varied by vehicle type—79% of the passengers fatally injured in vans were unrestrained, compared to 65% in pickup trucks, 45% in passenger cars, and 38% in SUVs.

Figure 4. **Percent of Unrestrained* Drivers and Passengers Fatally Injured by Passenger Vehicle Type, 2023 (All Ages)**



*Based on known restraint use.

Source: FARS 2023

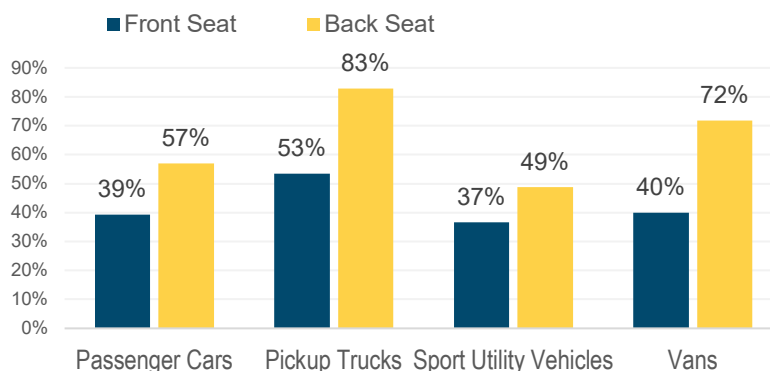
In 2023, nearly 1 out of 4 (23%) of passenger vehicle fatalities were passengers, not drivers or vehicle occupants in other cargo areas. Most passengers with known seating positions inside the vehicle were seated in the front row of the vehicle compared to the back-seats (2nd, 3rd, or 4th rows). Between 2019 and 2023, 65% of all fatally injured passengers were seated in the front row of the vehicle, and 35% were seated in the backseat.

The percentage of fatally injured backseat passengers⁶ who were unrestrained differed by vehicle type (Figure 5):

- 83% of pickup truck⁷ backseat passengers,
- 72% of backseat passengers of vans,
- 57% of passenger cars, and
- 49% of Sport Utility Vehicle backseat passengers.

In 2023, 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 (Not Driver) Fatally Injured by Vehicle Type and Known Seating Position, 2019-2023 (All Ages, 5 years)**



*Based on known restraint use. This graphic does not include fatalities where the seating position was unknown or that occurred in enclosed/unenclosed passenger or cargo areas.
Source: FARS 2019-2023

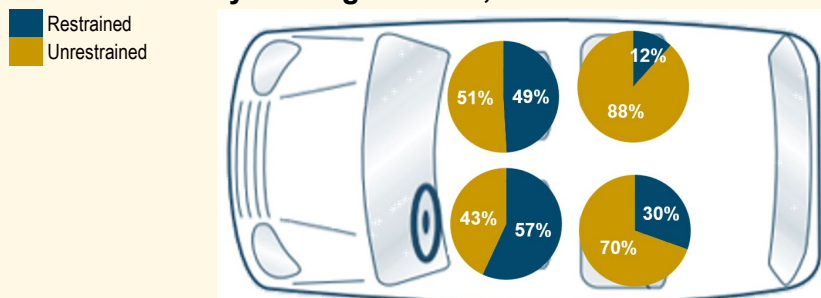
Teen Passengers of Young Drivers: Driving with Peers

Between 2019-2023, 43% of all fatally injured young drivers in the 15-to-20 age group were unrestrained, and 58% of their passengers that were also in the 15-to-20 age group (regardless of seating position) were unrestrained.

- 51% of front-seat young passenger fatalities were unrestrained
- 70% of young passenger fatalities seated behind the driver were unrestrained
- 88% of young passenger fatalities seated behind the front-seat passenger were unrestrained

See the “[2023 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, 2019-2023**



*Based on known restraint use
Source: FARS 2019-2023

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

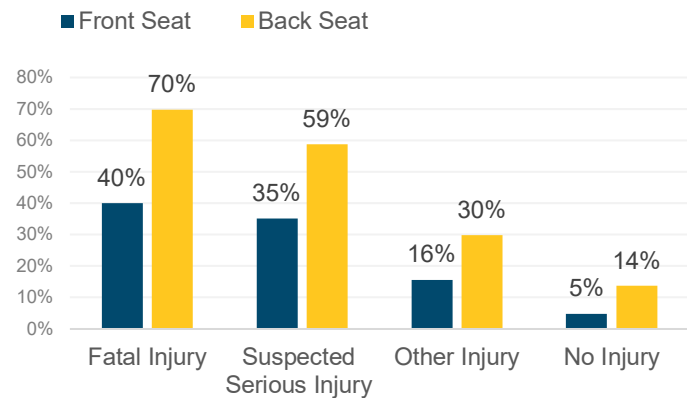
⁷ In 2010, O.C.G.A. §40-8-76.1 was revised to include pickup trucks in the definition of “passenger vehicles” and therefore pickup truck drivers and passengers must adhere to the seat belt laws.

In 2023, more back-seat passenger occupants (ages 18+ years) involved in motor vehicle traffic crashes were unrestrained (29%) compared to front-seat passenger occupants (20%). Between 2019 and 2025, unrestrained passenger vehicle (PV) occupants—excluding drivers—were consistently more vulnerable in fatal crashes, especially those seated in the back. Across all injury severities, the proportion of unrestrained back-seat occupants was significantly higher than that of unrestrained front-seat passengers—challenging the misconception that the back seat is inherently safer. **Unrestrained back-seat occupants involved in fatal crashes were nearly 5 times (4.8x) more likely to be fatally injured than their restrained backseat counterparts.**

Moreover, as the proportion of unrestrained decreases, the injury severity also decreases. In other words, as seatbelt use increases, injury severity decreases.

- 70% of **fatally injured** back-seat occupants were unrestrained, compared to 40% of **fatally injured** front-seat passenger occupants.
- 59% of **seriously injured** back-seat occupants were unrestrained, compared to 35% of **seriously injured** front-seat passenger occupants.
- 30% of back-seat occupants with **no severe injuries** were unrestrained, compared to 16% of front-seat passenger occupants with **no severe injuries**.

Figure 5. **Percent of Unrestrained* Passenger Vehicle Occupants (Not Driver) Involved in Fatal Crashes by Known Seating Position and Injury Severity, 2019-2023 (All Ages, 5 years)**



*Based on known restraint use. This graphic does not include fatalities where the seating position was unknown or that occurred in enclosed/unenclosed passenger or cargo areas. Source: FARS 2019-2023

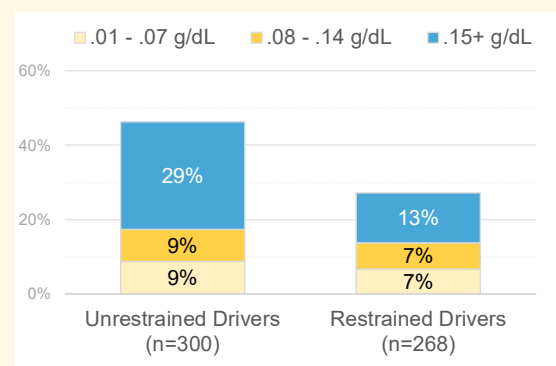
ALCOHOL INVOLVEMENT & SEAT BELTS

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 2023, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 3.2 times more likely to be speeding and 2.3 times more likely to be unrestrained or un-helmeted. Among drivers with reported alcohol results, 46% 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 “[2023 Impaired 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*, 2023**



*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 2023

Occupant Demographics

Table 3 shows PV occupant fatalities by race / Hispanic origin and restraint use in 2023.

- Black/African American, Non-Hispanic PV occupants represented 48% of all PV fatalities (481 out of 1,001), of which 62% were unrestrained (based on known restraint use)—the highest compared to other racial groups. Black/African American, non-Hispanic individuals were overrepresented in PV occupant fatalities, as they only represented 32% of the Georgia population in 2023.
- White, Non-Hispanic PV occupants represented 48% of all PV fatalities, of which 54% were unrestrained. Nearly half of the 2023 Georgia population (49%) was White, Non-Hispanic.
- Hispanic PV occupants represented 8% of all PV fatalities, of which 54% were unrestrained. Eleven percent of the 2023 Georgia population was Hispanic.

Table 3. **Passenger Vehicle Occupants Fatalities by Race / Hispanic Origin and Restraint Use, 2023**

Race / Hispanic Origin	Total PV Occupant Fatalities	Restraint Use						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		
Hispanic	83 (8%)	31	37%	37	45%	15	18%	46%	54%
White, Non-Hispanic	481 (48%)	225	47%	219	46%	37	8%	51%	49%
Black/African American, Non-Hispanic	344 (34%)	111	32%	180	52%	53	15%	38%	62%
Other Race, Non-Hispanic*	34 (3%)	20	59%	7	21%	7	21%	74%	26%
Unknown Race and Unknown Hispanic	59 (6%)	29	49%	21	36%	9	15%	58%	42%
TOTAL	1,001 (100%)	416	42%	464	46%	121	12%	47%	53%

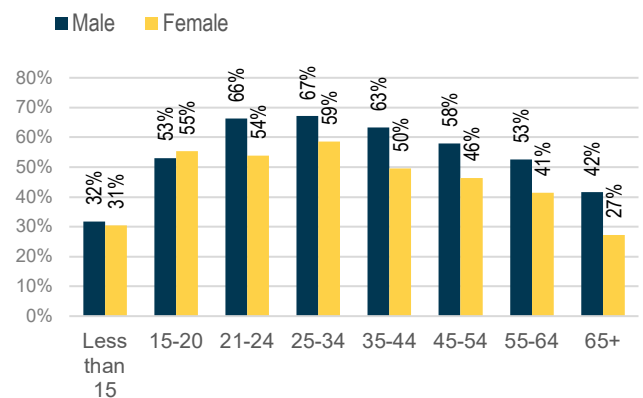
Other race, non-Hispanic includes Asian, American Indian, and other racial groups. Percent totals may not equal 100% due to rounding.

Source: FARS 2023

According to the 2024 Georgia Observational Seat Belt Survey, safety belt usage was higher for women than for men – 90.6% for women compared to 87.3% 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 2021 and 2023.

- Unrestrained fatalities among male PV occupants were more common in the 25-to-34 and 21-to-24 age groups compared to other age groups. Between 2021 and 2023, 67% of fatally injured male PV occupants in the 25-to-34 age group were unrestrained, and 66% 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 25-to-34 age group compared to other age groups. Between 2021 and 2023, 59% of fatally injured female PV occupants in the 25-to-34 age group were unrestrained.

Figure 9. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2021-2023 (3-year period)**



*Based on known restraint use

Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.

Source: FARS 2021-2023

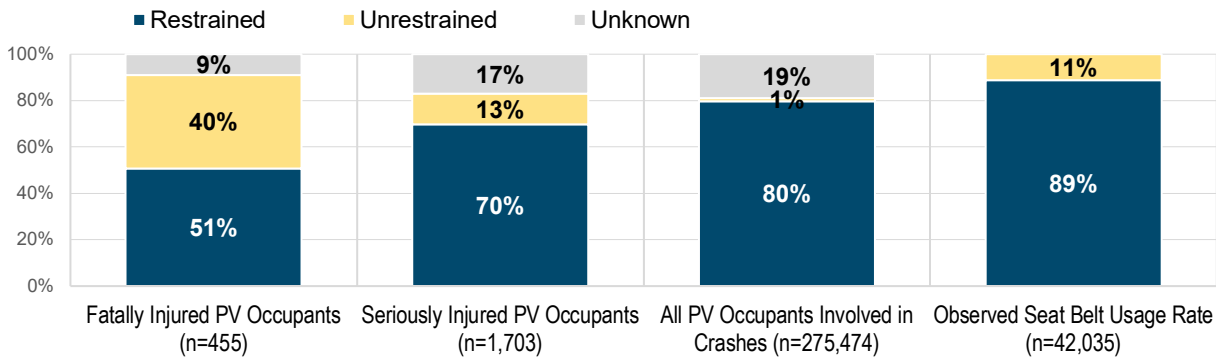
Passenger Vehicle Occupants Restraint / Seat Belt Use

Passenger Vehicle Occupants 13 Years & Older

According to the Georgia Seat Belt Observational Surveys, Georgia has a lower seat belt usage rate compared to national estimates (91.6%).⁸ In 2024, Georgia’s estimated seat belt use among front-seat, daytime passenger vehicle occupants was 88.8%; however, there was a lower percentage of front-seat, daytime fatalities and serious injuries that were restrained.

Generally, the use of seatbelts is associated with a reduction in injury severity among motor vehicle occupants. In 2023, 51% of front-seat daytime PV occupant fatalities were restrained, and 70% of front-seat daytime PV occupants who were seriously injured were also restrained. Figure 10 shows the 2024 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, 2023**

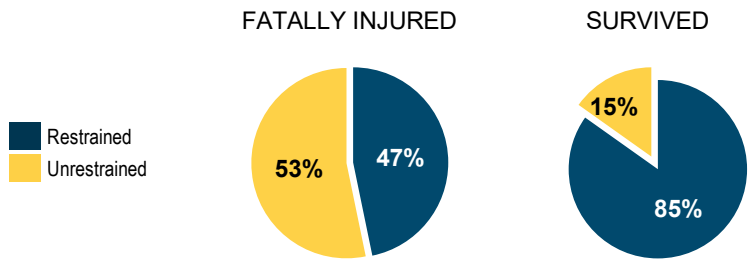


Note: Observational survey data only reports front-seat passengers with known restraint use.
Source: FARS 2023, CODES 2023, Observational Survey 2024

Of all the 2,452 PV occupants aged 13 years and older involved in a fatal crash, 40% were fatally injured, and 60% survived. Fifty-three percent of all fatally injured PV occupants were unrestrained compared to 15% of those who survived (Figure 11).

Unrestrained PV occupants aged 13 years and older who were involved in a fatal crash were 6.4 times⁹ (6.4x) 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, 2023**



*Percent is calculated based on known restraint use.
Source: FARS 2023

⁸ NCSA 2022

⁹ Unrestrained passenger vehicle occupants who were involved in a fatal crash had 6.4 times the odds of being fatally injured compared to restrained occupants.

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

- **53%** of those *fatally injured* were unrestrained (based on known restraint);
- **34%** of those with *suspected serious injuries* were unrestrained; and
- **8%** of those with *no apparent injury* were unrestrained.

Table 4. **Passenger Vehicle Occupants 13+ Years Involved in Fatal Crashes by Injury Severity, 2023**

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	404	41%	460	47%	114	12%	978	100%	47%	53%
Suspected Serious Injury	150	56%	79	30%	37	14%	266	100%	66%	34%
Suspected Minor Injury	218	74%	44	15%	33	11%	295	100%	83%	17%
Possible Injury	202	80%	28	11%	24	9%	254	100%	88%	12%
No Apparent Injury	509	78%	42	6%	104	16%	655	100%	92%	8%

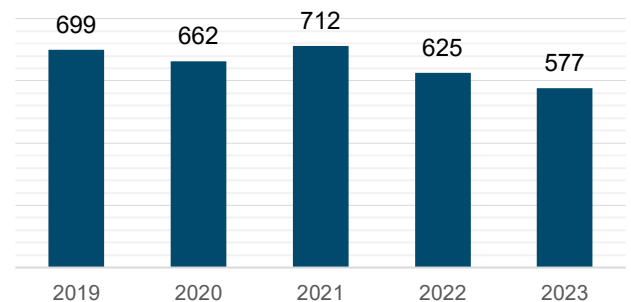
Note: Four (4) passenger vehicle occupants aged 13 years and older with unknown injury status are not shown.

Source: FARS 2023

The safety benefits of restraint use are significant and well-documented. The estimation of lives saved through seat belt use is derived from the number of passenger vehicle (PV) fatalities and other elements in the crash report. With fewer passenger vehicle fatalities in 2023, the number of estimated potential lives saved for that year also decreased. Between 2022 and 2023, the number of PV occupant fatalities decreased by 8%, from 1,093 to 1,001; therefore, resulting in a decrease in the potential number of lives saved.

In 2023, seat belts and child safety systems saved an estimated 577 lives in Georgia for PV occupants ages five years and older. If all passengers had been restrained during these years, a total of 3,275 lives would have been saved between 2019-2023.

Figure 12. **Georgia Estimated Lives Saved (Ages 5+ Years), 2019-2023**



Source: FARS 2019-2023

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.

If **ALL** Georgia passenger vehicle occupants (ages 5+ years) **had been restrained** during 2019-2023, **an average of 655 lives would have been saved per year.**

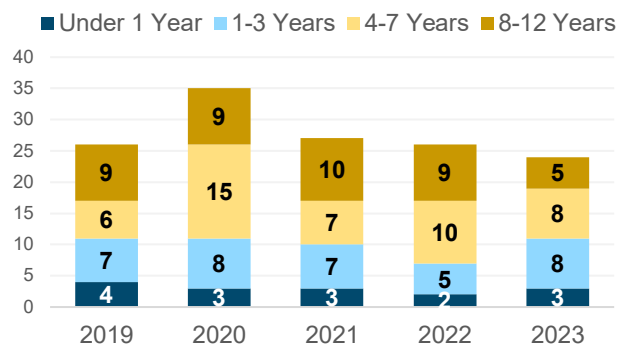
Unrestrained back-seat occupants involved in fatal crashes were nearly **5 times (4.8x)** more likely to be fatally injured than their restrained counterparts.

Passenger Vehicle Occupants 12 Years and Younger

Of the 1,615 Georgia motor vehicle traffic fatalities in 2023, 39 (2%) were children 12 years and younger — 24 child fatalities were passenger vehicle (PV) occupants.

- Of the 1,001 PV occupants fatally injured in crashes, 24 (2%) were children. Of the 24 children fatally injured, 13 (54%) were restrained¹⁰.
- Of the 178 children riding in PVs and involved in fatal crashes, 154 (87%) survived. Of the 154 children who survived fatal crashes, 127 (82%) were restrained.

Figure 13. **Passenger Vehicle Occupant Fatalities Ages 12 Years and Younger by Age Group, 2019-2023**



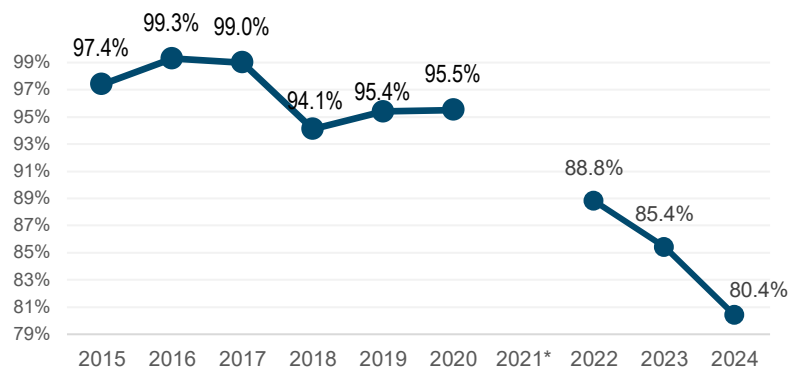
Source: FARS 2019-2023

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 80.4%.

Nearly three out of every 10 (28%) 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 14. **Observed Child Safety Seat Usage in Georgia, 2015-2024**



* 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: 2024 Georgia Child Restraint Use Observational Survey

In 2023, there were 12,779 PV drivers with at least one child occupant under 8 years of age involved in a motor vehicle traffic crash. Of the 10,551 drivers restrained, 9,569 (91%) drivers had all child occupants also restrained. Conversely, of 219 drivers unrestrained, 80 (37%) drivers had at least one child occupant also unrestrained or not in a child safety seat system.

In 2023, 106 drivers involved in *fatal crashes* had at least one child (12 years or younger) in the vehicle with them. Of 74 restrained drivers, 67 (91%) had all child occupants also restrained. Conversely, of the 32 unrestrained drivers, 11 (34%) 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)

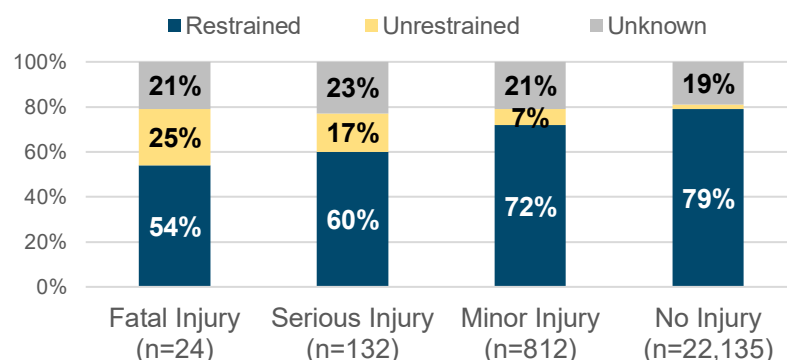
Generally, the use of seatbelts among children in a passenger vehicle is associated with a reduction in the severity of injuries in motor vehicle crashes. In 2023, the proportion of unrestrained children PV occupants was higher among children fatally injured compared to all other injury types. The use of restraints for children was unknown in nearly 1 out of every 5 cases across all injury types.

- Out of the 24 **fatalities** among PV occupants, who were 12 years of age and younger, **6 (25%)** were unrestrained.
- Out of the 132 **serious injuries** among PV occupants who were 12 years of age and younger, **22 (17%)** were unrestrained.
- Out of the 22,135 PV occupants with **no injuries** who were 12 years of age and younger, **339 (2%)** were unrestrained.¹²

In 2023, children in the 8-to-12-year age group had the highest proportion of unrestrained fatalities compared to other age groups, 40%. Fifteen percent (15%) of the seriously injured children PV occupants in the 1-to-3-year age group were unrestrained.

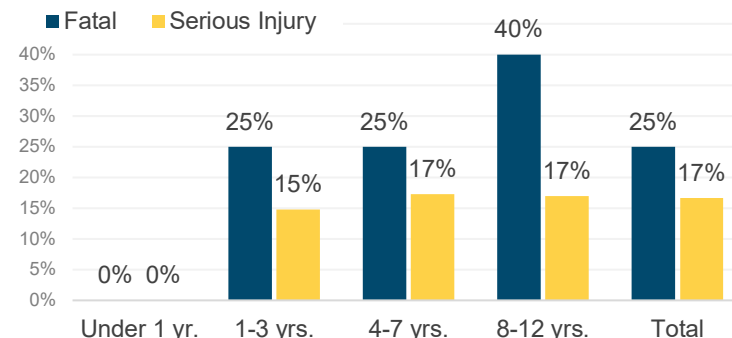
Figure 16 and Table 5 show the percent and numbers, respectively, of fatally or seriously injured passenger vehicle occupants (12 years and younger) who were unrestrained in motor vehicle crashes by age group.

Figure 15. **Percent Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Restraint Use, 2023**



Source: FARS 2023, CODES 2023
Percent totals may not equal 100% due to rounding.

Figure 16. **Percent of Unrestrained Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Age Group, 2023**



Note: There were no unrestrained fatalities or serious injuries for children under one year of age in 2023.
Source: FARS 2023, CODES 2023

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

Table 5. **Passenger Vehicle Occupants 12 Years and Younger by Injury Type and Restraint Use, 2023**

Restraint Use by Injury Type		Under 1 yr.		1-3 yrs.		4-7 yrs.		8-12 yrs.		All Children	
		#	%	#	%	#	%	#	%	#	%
Fatally Injured	Restrained	2	67%	5	63%	4	50%	2	40%	13	54%
	Unrestrained	--	--	2	25%	2	25%	2	40%	6	25%
	Unknown	1	33%	1	13%	2	25%	1	20%	5	21%
	Total	3	67%	8	100%	8	100%	5	100%	24	100%
Suspected Serious Injuries	Restrained	--	--	23	85%	29	50%	27	57%	79	60%
	Unrestrained	--	--	4	15%	10	17%	8	17%	22	17%
	Unknown	--	--	--	--	19	33%	12	26%	31	23%
	Total	--	--	27	100%	58	100%	47	100%	132	100%

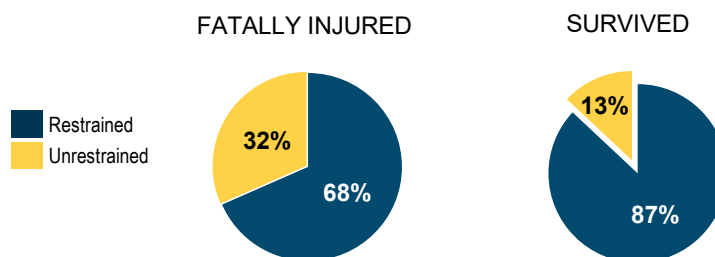
Note: The table does not include 'other' types of restraint used by passengers 12 years and younger

Source: CODES 2023, FARS 2023

For PV occupants ages 12 years and younger involved in fatal crashes in 2023, 32% of those fatally injured were unrestrained, compared to 13% of those who survived. Children who survive crashes are more likely to be restrained (87%) than those who are fatally injured (68%) (Figure 17).

Unrestrained passenger vehicle occupants aged 12 years and younger are three times (3.1x) more likely to be fatally injured than restrained occupants.

Figure 17. **Percent of Passenger Vehicle Occupants Ages 12 Years and Younger Involved in Fatal Crashes by Survival Status and Restraint* Use, 2023**



*Percent is calculated based on known restraint use.

Source: FARS 2023

Crash Characteristics

Urban vs. Rural

Historically, Georgia rural areas had a lower seat belt usage rate compared to urban areas. According to the 2023 Georgia Seat Belt Observational Survey, the seat belt usage rate in rural areas was 84.7% — 4.5 percentage points lower than the Atlanta-Metropolitan Statistical Area (89.2%), and 1.0 percentage point lower than the other Metropolitan Statistical Areas (83.7%). However, in 2024, the observational findings show that seat belt usage rates in these areas are similar: rural areas (89.2%), Atlanta-Metropolitan Statistical Area (89.0%), and other Metropolitan Statistical Areas (88.1%).¹³ *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 people 13 years and older decreased by 8%, from 1,067 in 2022 to 980 in 2023 (Table 6). In 2021, the Atlanta Region added Forsyth County to its county network, which was previously categorized as “other urban”. Between 2022 and 2023, PV fatalities decreased by 15% in the Atlanta Region and 7% in other urban areas. PV fatalities in rural counties decreased by 3% (14 fewer PV fatalities) during the same period.

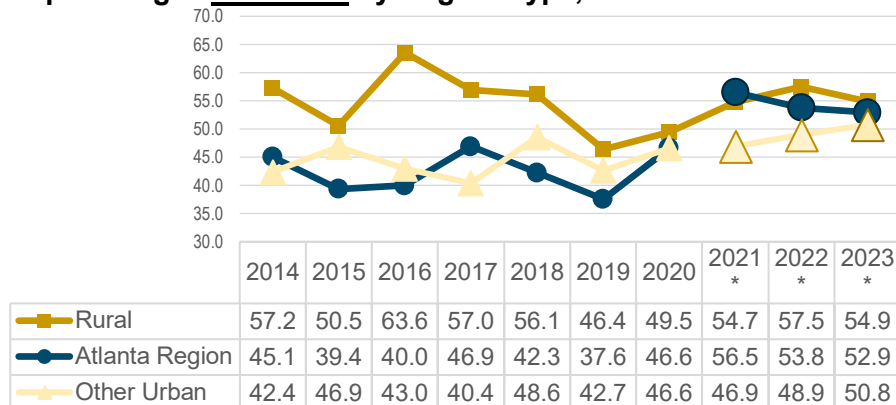
Table 6. **Passenger Vehicle Occupant Fatalities Ages 13+ Years by Region Type, 2019-2023**

Measure Type	2019	2020	2021*	2022*	2023*
Atlanta Region	256	283	334	338	287
Annual % Change	▽ -3%	▲ 11%	▲ 21%	▽ -1%	▽ -15%
Other Urban Counties	311	345	424	316	294
Annual % Change	▲ 1%	▲ 11%	▲ 23%	▽ -25%	▽ -7%
Rural Counties	397	391	401	413	399
Annual % Change	▲ 1%	▽ -2%	▽ 3%	▲ 3%	▽ -3%
Statewide	964	1,019	1,167	1,067	980
Annual % Change	▽ <1%	▲ 6%	▲ 15%	▽ -9%	▽ -8%

*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 previously categorized as “Other Urban”. Source: FARS 2019-2023

Historically, across the past decade (2014-2023), there was a higher proportion of unrestrained fatalities in rural counties compared to the Atlanta region and other urban areas. In 2023, 53% of fatally injured PV occupants in the Atlanta region were unrestrained (based on known restraint use) compared to 55% in rural¹⁴ counties and 51% in other urban regions (Figure 18).

Figure 18: **Percent Unrestrained* Fatalities among Passenger Vehicle Occupants Ages 13+ Years by Region Type, 2014-2023**



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 previously categorized as “Other Urban”. Source: FARS 2014-2023

¹³ Rupp, Jonathan. 2025. “2024 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.

¹⁴ 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 7 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 2023, 6% 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 22% in the Atlanta region.

Table 7. **Passenger Vehicle Occupants 13+ Years by Restraint Use, Injury Type, and Region Type, 2023**

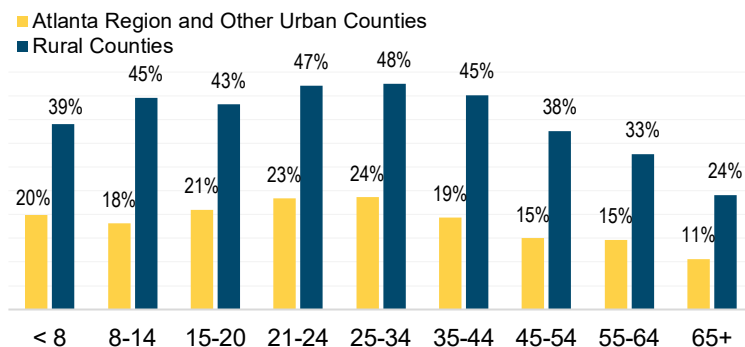
Restraint Use by Injury Type		Atlanta Region* (11 counties)		Other Urban (30 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	105	37%	130	44%	170	43%	405	41%
	Unrestrained	118	41%	134	46%	207	52%	459	47%
	Unknown	64	22%	30	10%	22	6%	116	12%
	Total	287	100%	294	100%	399	100%	980	100%
Suspected Serious Injuries	Restrained	1,049	60%	660	65%	409	61%	2,118	62%
	Unrestrained	226	13%	196	19%	183	27%	605	18%
	Unknown	471	27%	154	15%	74	11%	699	20%
	Total	1,746	100%	1,010	100%	666	100%	3,422	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 previously categorized as "Other Urban". Source: CODES 2023, FARS 2023

During the three-year period (2021-2023), rural counties had a higher proportion (nearly double) of unrestrained PV fatalities across all age groups compared to the Atlanta region and other urban counties (Figure 19). The highest rate of unrestrained fatal and serious injuries is among PV occupants in the 35-to-44 age group in rural counties. Rural counties also show a higher proportion of unrestrained fatal and serious injuries among children under 8 years of age compared to urban areas, almost doubled. Forty percent (40%) of fatally and seriously injured young children in rural areas were unrestrained compared to 20% in urban areas.

Figure 19. **Percent Unrestrained* Fatalities and Serious Injuries among Passenger Vehicle Occupants by Region Type and Age Group, 2021-2023 (3-year period)**



*Based on known restraint use

Source: FARS 2021-2023, CODES 2021-2023

EXAMINING CRASHES AND DRIVERS IN RURAL AREAS

Rural areas have unique traffic safety challenges and considerations that differ from those in urbanized areas. Historically, Georgia rural communities are characterized as having predominantly farming, recreation-oriented, or resource-based industries. However, other environmental characteristics in rural areas may include traditional main street communities, college communities, edge communities (those located at the edge of metropolitan statistical areas), military edge communities, and gateway communities (those adjacent to public lands).

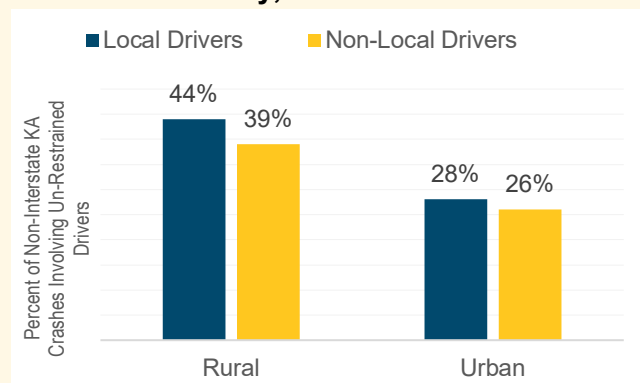
According to the Georgia Traffic Safety Facts study called "[Examining Crashes and Drivers in Rural Areas](#)" (Georgia Crash Outcomes Data Evaluation System, 2023), there is a positive correlation between vulnerable census tracts (the degree to which a community is negatively impacted to external stressors) 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.**

According to the investigation findings, there was a greater proportion of non-interstate traffic crashes in rural counties¹⁵ that resulted in fatalities (**K**) or serious injuries (**A**) (**KA** crashes) than non-interstate traffic crashes in urban counties. Additionally, higher proportions of unrestrained, speeding, alcohol impairment, and distracted driving were found among drivers in rural crashes.

Figure 20 shows the percentage of drivers involved in non-interstate KA crashes by driver residential status (local/non-local)¹⁶, and crash location (rural/urban) between 2019 and 2021. Between 2019 and 2021, rural counties in Georgia experienced a higher proportion of non-interstate KA crashes involving both local and non-local unrestrained drivers compared to urban counties. Between 2019 and 2021:

- **44%** of local rural drivers involved in a non-interstate KA crash were unrestrained, compared to **28%** of local urban drivers ($p < 0.0001$).
- **39%** of non-local rural drivers involved in a non-interstate KA crash were unrestrained, compared to **26%** of non-local urban drivers ($p < 0.0001$).

Figure 20. **Percentage of Drivers Involved in Non-Interstate Serious Injury or Fatal (KA) Traffic Crashes that were Un-Restrained by Region and Driver Locality, 2019-2021**



A local driver as a driver who crashed less than 15 miles from the residential address recorded in the crash report.

A non-local driver as a driver who crashed more than 15 miles from the residential address recorded in the crash report.

The "[Examining Crashes and Drivers in Rural Areas](#)" report also highlights post-crash care and expense differences between rural and urban counties. Although the median distance from a rural county crash site for all injuries to a post-crash care facility was significantly longer than from an urban crash site, the median EMS travel times were the same. Patients involved in motor vehicle traffic crashes had higher hospital charges and longer lengths of stay in urban hospitals than in rural hospitals.

¹⁵ Rural counties are counties that have a residential population of less than 50,000 persons.

¹⁶ A local driver is a driver who crashed less than 15 miles from the residential address recorded in the crash report. A non-local driver is a driver who crashed more than 15 miles from the residential address recorded in the crash report.

Census Designated Places

To identify restraint use among passenger vehicle occupants involved in traffic crashes within a local context, an analysis was conducted by overlaying Census Designated Places (CDPs) onto the geographic locations of motor vehicle crashes. According to the 2023 Census, there were 623 census-designated places (CDPs) in Georgia.¹⁷ Eighty-four (84) out of the 623 census-designated places were unincorporated — not governed by a municipal corporation (i.e., a city or town government). These Georgia CDPs, both incorporated and unincorporated, range in population size from large/medium cities (more than 200,000 population) to villages (less than 2,500 population). These CDPs often cross county borders. Therefore, in this analysis, the CDP is associated with the county that encompasses most of its geographical area. The Georgia CDPs were grouped into regional categories to describe the demographic areas as the Atlanta Region, Other Urban Region, and Rural Regions.¹⁸

Between 2021 and 2023, 2% of all passenger vehicle occupants (drivers and passengers) involved in a Georgia motor vehicle traffic crash were unrestrained (31,781 out of 1.8 million passenger vehicle occupants). During the same period, 76% were reported as being restrained during the time of the crash, and 22% were reported as unknown. The percentage of unknown restraint use varied by age groups; a greater proportion of unknown restraint use was among children aged 12 years and under.

- Between 2021 and 2023, **40%** of children **under 12 years of age** had unknown restraint use, 58% were reported as restrained, and 2% were reported as unrestrained at the time of the crash.
- During the same period, **21%** of occupants **13 years or older** had unknown restraint use, 77% were reported as restrained, and 2% were reported as unrestrained at the time of the crash.

More than half of unrestrained passenger vehicle occupants (55%, 17,482 out of 31,781 unrestrained passenger vehicle occupants) were involved in crashes that occurred in areas identified as a CDP in Georgia. The remaining unrestrained passenger vehicle occupants (45%) were involved in crashes that occurred in areas not identified as a CDP—locations that do not have a specific city/place boundary or community that is identified in the US Census database. Table 7 shows the CDPs with the highest counts and proportions of unrestrained passenger vehicle occupants by age group and region.

Among the identified CDPs in the **Atlanta Region**:

- **The City of Atlanta (Fulton County), South Fulton (Fulton), and College Park (Fulton)** had the highest numbers of unrestrained passenger vehicle occupants among both children (12 years and younger) and people 13 years of age and older. Between 2021 and 2023, there were 213 unrestrained children and 5,768 unrestrained people 13+ years involved in City of Atlanta motor vehicle crashes.
- **Gresham Park (DeKalb)** had the highest percentage of unrestrained PV occupants involved in crashes within the city limits. Between 2021 and 2023, 11% of children and 7% of people 13+ years who were involved in Gresham Park crashes were also unrestrained (based on known restraint use).

Among the identified CDPs in the **Other Urban Region**:

- **Augusta-Richmond (Richmond County)** had the highest numbers of unrestrained passenger vehicle occupants among both children (12 years and younger) and people 13 years of age and older. Between 2021 and 2023, there were 85 unrestrained children and 545 unrestrained people 13+ years involved in Augusta-Richmond motor vehicle crashes.

¹⁷ The U.S. Census Bureau defines a “place” as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions.

Incorporated places, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, **Census Designated Places (CDPs)** are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.

¹⁸ Rural counties are counties that have a residential population less than 50,000 persons. This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties. 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.

- **Brooklet (Bulloch) and Dasher (Lowndes)** had the highest percentage of unrestrained children PV occupants involved in crashes within the city limits. Between 2021 and 2023, all children with known restraint use (100%) who were involved in Brooklet and Dasher crashes were also unrestrained.
- **Sunnyside (Spalding)** had the highest percentage of unrestrained PV occupants aged 13+ years involved in crashes within the city limits. Between 2021 and 2023, all PV occupants aged 13+ years with known restraint use (100%) who were involved in Sunnyside crashes were also unrestrained.

Among the identified CDPs in the **Rural Regions**:

- **Bainbridge (Decatur)** had the highest number of unrestrained children passenger vehicle occupants involved in motor vehicle crashes. Between 2021 and 2023, there were 11 unrestrained children involved in Bainbridge motor vehicle crashes.
- **Milledgeville (Baldwin)** had the highest number of unrestrained passenger vehicle occupants aged 13+ years involved in motor vehicle crashes. Between 2021 and 2023, there were 126 unrestrained passengers aged 13+ years involved in Milledgeville motor vehicle crashes.

Table 7. **Census Designated Places (CDPs) with the Highest Counts and Percentages of Unrestrained Passenger Vehicle Occupants by Age Group and Region, 2021-2023**

Region and Rank	12 Years and Younger				13 Years and Older			
	Un-Restrained PV Occupants Count		Percent Un-Restrained Percent of PV Occupants with Known Restraint Use		Un-Restrained PV Occupants Count		Percent Un-Restrained Percent of PV Occupants with Known Restraint Use	
	Census Designated Place	Number	Census Designated Place	Percent	Census Designated Place	Number	Census Designated Place	Percent
Atlanta Region (11 counties)	1 Atlanta (Fulton)	213 (%)	Gresham Park (DeKalb)	11%	Atlanta (Fulton)	5,768	Gresham Park (DeKalb)	7%
	2 South Fulton (Fulton)	44	Fair Oaks (Cobb)	9%	South Fulton (Fulton)	330	Atlanta (Fulton)	5%
	3 College Park (Fulton)	20	College Park (Fulton)	7%	College Park (Fulton)	251	Fair Oaks (Cobb)	4%
	4 Smyrna (Cobb)	15	South Fulton (Fulton)	6%	Marietta (Cobb)	183	College Park (Fulton)	4%
	5 Riverdale (Clayton)	15	Bonanza (Clayton)	6%	Sandy Springs (Fulton)	164	Candler-McAfee (DeKalb)	4%
Other Urban (30 counties)	1 Augusta-Richmond (Richmond)	85	Brooklet (Bulloch)	100%	Augusta-Richmond (Richmond)	545	Sunnyside (Spalding)	100%
	2 Valdosta (Lowndes)	79	Dasher (Lowndes)	100%	Savannah (Chatham)	523	Riceboro (Liberty)	21%
	3 Albany (Dougherty)	65	Tybee Island (Chatham)	40%	Columbus (Muscogee)	444	Register (Bulloch)	20%
	4 Athens-Clarke (Clarke)	41	Good Hope (Walton)	33%	Albany (Dougherty)	425	Winder (Barrow)	19%
	5 Macon-Bibb (Bibb)	40	Henderson (Chatham)	33%	Valdosta (Lowndes)	340	Oxford (Newton)	17%
Rural (118 counties)	1 Bainbridge (Decatur)	11	Buena Vista (Marion)	100%	Milledgeville (Baldwin)	126	Doerun (Colquitt)	100%
	2 Dublin (Laurens)	6	Baconton (Mitchell)	67%	Douglas (Coffee)	100	Lone Oak (Meriwether)	100%
	3 Vidalia (Toombs)	6	West Point (Harris)	57%	Bainbridge (Decatur)	87	Ephesus (Heard)	67%
	4 East Newnan (Coweta)	5	Reidsville (Tattnall)	50%	Fort Valley (Peach)	64	Empire (Dodge)	56%
	5 Adel (Cook)	5	Echols County (Echols)	50%	Thomasville (Thomas)	63	Sale City (Mitchell)	50%

** Census Designated Places with less than five speeding-related crashes were excluded from the ranking, percentage, and rate calculations. Census Designated Places (CDPs) often cross county borders; therefore, the CDP is associated with the county that encompasses most of its geographical area. Within other urban areas, some CDPs are consolidated city-county. This includes places such as Athens-Clarke County, Macon-Bibb County, and Augusta-Richmond County in Georgia. Source: CODES 2021-2023

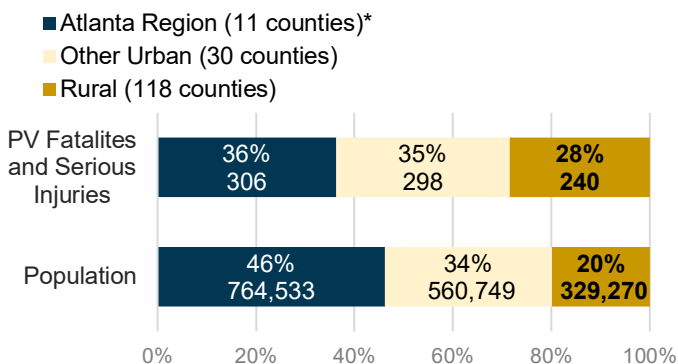
The appendix includes the following information by County and Census Designated Place:
Count and Percent of 2021-2023 Unrestrained Passenger Vehicle Occupants by Age Group

Unrestrained Children by Region

Figure 21 shows the proportions of unrestrained PV occupants ages 12 years and younger fatally or seriously injured across the three regional types in Georgia: the Atlanta region, other urban, and rural areas.

- The 11 counties in the Atlanta Region represented 36% of all PV children fatally or seriously injured between 2021 and 2023 and 46% of Georgia's child population.
- 77 out of 118 rural counties represented 28% of all PV children fatally or seriously injured between 2021 and 2023, and 20% of the child population.

Figure 21. **2023 Population and 2021-2023 Fatally and Seriously Injured Passenger Vehicle Occupants Ages 12 Years and Younger by Region**



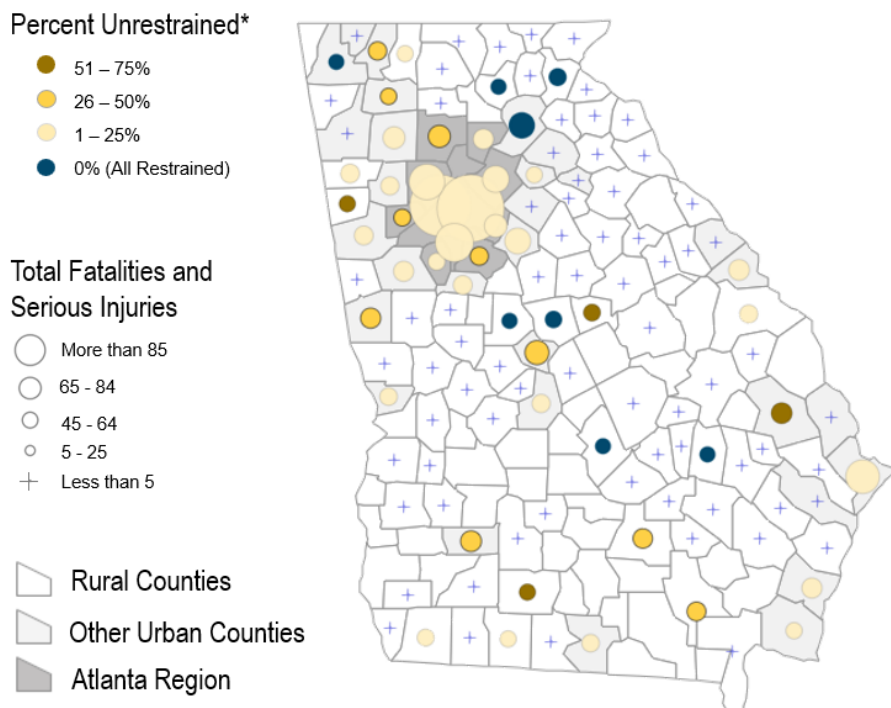
Note: 84 of the 118 rural counties experienced at least one fatally or seriously injured passenger vehicle occupant 12 years of age or younger between 2020 and 2022.

*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 low 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 22. **Number of Fatally or Seriously Injured Passenger Vehicle (PV) Occupants and Percent of Unrestrained by County and Region Type, 2021-2023 (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 2021-2023.

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

Source: FARS 2021-2023, CODES 2021-2023

Environmental Characteristics

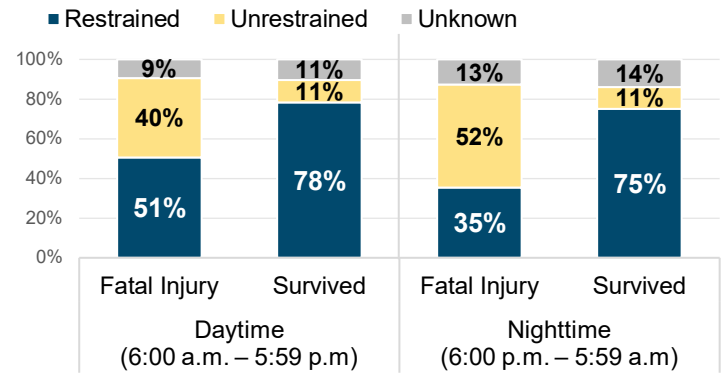
In 2023, there were more unrestrained PV occupant fatalities in the nighttime than in the daytime.

- 40% were unrestrained during daytime hours
- 52% 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
- 11% were unrestrained during nighttime hours

Figure 7. **Percent of Unrestrained Passenger Vehicle Occupants Involved in Fatal Crashes by Time of Day and Survival Status, 2023**



Source: FARS 2023

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 or higher 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/>:

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

References:

- Rupp, Jonathan. 2025. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2024". 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>
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APPENDIX

OCCUPANT PROTECTION GEORGIA TRAFFIC SAFETY FACTS (2023)

This document is the Appendix for the **2023 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.

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2021-2023

	2021-2023 Fatal and Serious Injuries among PV Occupants Involved in a Crash				2023 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	855 (20%)	21,334 (24%)	22,189 (24%)		56,707 (1.5%)	781,419 (1.7%)	838,1216 (1.7%)	
Appling	**	45.8	10.2	68	5.6	3.0	3.2	81
Atkinson	**	50.0	6.3	112	--	7.4	7.0	28
Bacon	**	58.3	7.7	99	--	4.1	3.8	73
Baker	**	42.9	28.6	8	**	4.1	4.0	65
Baldwin	57.1	32.5	19.6	20	1.5	2.3	2.3	110
Banks	**	36.2	6.1	115	1.4	1.3	1.3	144
Barrow	16.7	27.6	4.3	134	1.5	2.9	2.8	95
Bartow	13.3	30.3	7.2	100	0.7	2.2	2.1	114
Ben Hill	**	16.7	31.3	6	--	3.3	3.0	86
Berrien	**	56.5	4.3	132	--	3.3	3.1	85

	2021-2023 Fatal and Serious Injuries among PV Occupants Involved in a Crash				2023 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	855 (20%)	21,334 (24%)	22,189 (24%)		56,707 (1.5%)	781,419 (1.7%)	838,1216 (1.7%)	
Bibb	33.3	12.6	33.8	3	1.4	0.8	0.9	153
Bleckley	**	71.4	7.1	101	12.1	8.8	9.1	15
Brantley	**	42.9	8.6	87	--	7.8	7.3	25
Brooks	**	46.3	15.6	41	18.5	10.4	10.9	8
Bryan	**	27.9	18.4	25	0.5	1.7	1.6	129
Bulloch	69.2	36.6	15.3	42	1.4	3.1	2.9	91
Burke	22.2	36.3	20.2	18	--	2.8	2.5	100
Butts	**	33.8	9.9	72	--	3.3	3.1	84
Calhoun	**	50.0	12.5	53	**	7.8	7.8	22
Camden	16.7	25.0	6.8	107	1.4	3.3	3.2	82
Candler	**	50.0	11.8	60	--	5.1	4.9	44
Carroll	20.0	32.2	17.7	30	0.3	2.2	2.1	116
Catoosa	**	18.3	9.7	75	1.2	1.5	1.5	137
Charlton	**	40.0	28.6	8	3.3	2.1	2.2	112
Chatham	9.1	16.1	35.6	2	0.7	1.6	1.5	133
Chattahoochee	**	27.8	0.0	148	**	2.8	2.7	99
Chattooga	**	31.7	15.9	37	--	3.7	3.4	77
Cherokee	40.0	18.3	9.8	74	0.3	1.0	0.9	152
Clarke	**	31.2	9.5	79	2.5	1.3	1.4	142
Clay	**	14.3	0.0	148	--	4.4	4.2	63
Clayton	15.0	15.2	20.3	17	1.9	1.5	1.5	132
Clinch	**	50.0	0.0	148	**	8.2	8.6	19
Cobb	11.1	17.8	15.0	44	1.1	1.1	1.1	149
Coffee	36.4	43.8	8.1	95	8.5	7.1	7.2	26
Colquitt	60.0	40.3	16.9	33	4.2	4.3	4.3	59
Columbia	**	25.0	4.7	128	0.1	0.9	0.8	155
Cook	**	59.5	2.4	146	9.2	5.4	5.6	40
Coweta	25.0	30.3	8.8	85	1.5	1.8	1.8	123
Crawford	**	44.4	15.8	38	--	2.1	1.9	119
Crisp	**	44.8	17.9	28	--	3.9	3.6	75
Dade	**	52.6	5.3	121	3.0	5.0	4.8	45
Dawson	**	25.0	4.5	131	1.0	1.6	1.6	131
Decatur	14.3	43.8	4.6	129	3.5	7.5	7.1	27
DeKalb	10.6	11.7	36.0	1	1.5	1.2	1.2	147
Dodge	--	37.3	8.9	84	--	7.3	6.7	30
Dooly	**	46.7	10.0	70	--	4.2	3.9	66
Dougherty	38.5	16.3	9.6	76	7.0	3.6	3.9	67
Douglas	28.6	24.8	13.4	50	0.9	2.0	1.9	118
Early	**	28.2	5.1	123	3.4	6.5	6.3	35
Echols	**	**	**	159	**	14.5	15.8	2
Effingham	**	29.3	10.7	66	--	1.9	1.7	125

	2021-2023 Fatal and Serious Injuries among PV Occupants Involved in a Crash				2023 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	855 (20%)	21,334 (24%)	22,189 (24%)		56,707 (1.5%)	781,419 (1.7%)	838,1216 (1.7%)	
Elbert	**	33.3	5.5	120	--	3.5	3.3	80
Emanuel	**	47.4	11.3	64	5.4	5.7	5.7	39
Evans	**	39.3	17.2	31	--	5.4	5.0	43
Fannin	**	25.6	6.3	111	1.1	3.1	2.9	90
Fayette	14.3	15.3	11.4	63	0.6	1.1	1.0	151
Floyd	**	24.2	12.4	57	1.2	0.7	0.8	157
Forsyth	8.3	20.8	3.7	137	0.4	0.7	0.7	158
Franklin	**	39.1	7.1	101	2.1	4.0	3.9	68
Fulton	10.5	14.8	32.1	4	1.9	1.7	1.7	126
Gilmer	**	26.2	8.4	89	--	2.9	2.8	96
Glascocock	**	**	**	159	**	--	--	159
Glynn	25.0	31.4	9.3	80	3.4	2.3	2.4	105
Gordon	40.0	24.4	8.1	97	0.9	2.4	2.3	108
Grady	**	43.8	17.9	28	--	7.0	6.5	32
Greene	**	36.2	16.9	32	5.6	4.4	4.5	50
Gwinnett	13.6	18.8	12.6	52	0.9	1.1	1.1	150
Habersham	--	27.4	5.8	119	--	2.0	1.9	121
Hall	--	24.6	7.0	103	1.0	1.1	1.1	148
Hancock	**	57.1	6.7	108	--	11.9	10.8	10
Haralson	60.0	24.3	19.6	19	13.7	3.6	4.1	64
Harris	**	37.3	2.9	143	1.8	4.7	4.5	52
Hart	**	29.1	5.1	124	0.7	2.4	2.3	109
Heard	**	28.6	7.0	105	5.3	4.3	4.4	57
Henry	44.4	22.2	16.7	35	0.6	0.9	0.9	154
Houston	22.2	28.2	8.3	91	2.0	1.5	1.5	134
Irwin	**	51.7	3.4	140	--	9.4	8.8	17
Jackson	**	25.7	9.2	82	0.7	1.5	1.4	141
Jasper	**	36.2	6.3	112	--	4.8	4.6	48
Jeff Davis	**	43.2	10.3	67	2.1	6.1	5.7	38
Jefferson	**	50.0	5.0	125	15.0	9.5	9.7	13
Jenkins	**	33.3	0.0	148	--	11.0	10.2	11
Johnson	**	75.0	12.5	53	--	7.0	6.5	32
Jones	--	27.1	26.9	11	--	1.8	1.6	128
Lamar	**	30.0	6.0	117	--	1.6	1.5	138
Lanier	**	23.8	9.5	77	10.0	7.0	7.3	24
Laurens	**	43.7	3.4	141	3.3	4.5	4.4	55
Lee	**	30.6	8.2	92	--	3.2	2.9	93
Liberty	**	22.9	14.8	45	0.3	1.6	1.5	135
Lincoln	**	50.0	0.0	148	**	4.4	4.4	53
Long	**	44.0	3.7	137	2.0	3.1	3.0	87
Lowndes	12.5	38.6	8.1	93	6.5	4.1	4.3	58

	2021-2023 Fatal and Serious Injuries among PV Occupants Involved in a Crash				2023 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	855 (20%)	21,334 (24%)	22,189 (24%)		56,707 (1.5%)	781,419 (1.7%)	838,1216 (1.7%)	
Lumpkin	--	21.9	2.9	144	--	1.8	1.6	127
Macon	**	44.8	6.7	108	--	5.8	5.4	41
Madison	**	37.9	10.2	69	2.4	3.0	3.0	88
Marion	**	76.9	14.3	46	10.0	13.2	13.0	4
McDuffie	**	26.5	13.2	51	2.7	4.4	4.2	60
Mcintosh	**	23.6	19.0	22	--	9.4	9.1	16
Meriwether	**	32.4	6.9	106	3.2	4.5	4.4	56
Miller	**	21.4	23.5	13	**	6.7	6.5	31
Mitchell	**	35.1	8.6	86	10.1	4.1	4.6	49
Monroe	--	18.5	31.9	5	--	2.1	1.9	122
Montgomery	**	62.2	2.6	145	--	11.8	11.3	7
Morgan	**	33.8	15.1	43	1.1	2.4	2.3	106
Murray	20.0	27.4	7.0	104	2.9	3.0	3.0	89
Muscogee	12.5	31.3	9.1	83	0.7	1.4	1.4	143
Newton	19.0	20.6	9.8	73	2.0	1.7	1.8	124
Oconee	**	21.0	15.6	39	1.0	0.8	0.8	156
Oglethorpe	**	34.2	14.3	46	--	6.7	6.1	37
Paulding	22.2	21.7	11.9	58	1.1	2.2	2.1	115
Peach	**	20.0	14.3	46	3.2	2.2	2.2	111
Pickens	**	23.9	9.9	71	--	2.5	2.4	103
Pierce	**	28.6	28.6	8	1.4	4.9	4.5	51
Pike	**	52.8	18.9	23	8.8	3.4	3.8	69
Polk	20.0	23.2	29.6	7	0.9	2.0	1.9	120
Pulaski	**	44.4	0.0	148	10.0	6.5	6.7	29
Putnam	**	30.6	4.1	135	--	3.1	2.9	92
Quitman	**	46.7	0.0	148	--	8.5	7.7	23
Rabun	**	21.6	15.6	40	--	1.7	1.6	130
Randolph	**	40.0	5.3	121	--	4.2	3.7	74
Richmond	23.1	32.0	8.4	88	2.8	1.3	1.4	139
Rockdale	12.5	13.9	21.3	15	2.1	1.3	1.4	140
Schley	**	37.5	0.0	148	--	5.7	4.7	46
Screven	**	43.2	8.1	95	9.1	11.9	11.8	5
Seminole	**	38.7	3.1	142	3.7	12.3	11.6	6
Spalding	20.0	20.1	11.9	59	2.7	2.7	2.7	97
Stephens	**	27.1	8.0	98	1.1	3.3	3.1	83
Stewart	**	11.1	26.3	12	--	4.8	4.4	53
Sumter	**	42.3	16.9	34	5.8	3.0	3.3	79
Talbot	**	29.2	4.0	136	--	9.2	8.7	18
Taliaferro	**	26.7	12.5	53	--	4.6	4.2	62
Tattnall	**	52.8	1.9	147	1.9	8.4	7.8	21
Taylor	**	54.5	5.9	118	--	6.6	6.5	34

	2021-2023 Fatal and Serious Injuries among PV Occupants Involved in a Crash				2023 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	855 (20%)	21,334 (24%)	22,189 (24%)		56,707 (1.5%)	781,419 (1.7%)	838,1216 (1.7%)	
Telfair	**	73.3	0.0	148	--	9.8	9.5	14
Terrell	**	42.9	18.2	26	--	6.4	6.2	36
Thomas	20.0	20.4	16.3	36	--	2.1	1.9	117
Tift	**	25.3	14.3	46	--	2.6	2.4	102
Toombs	--	33.3	3.6	139	1.0	3.5	3.3	78
Towns	**	24.4	4.8	127	--	4.0	3.8	72
Treutlen	**	21.4	6.3	112	--	8.5	8.1	20
Troup	33.3	28.5	11.6	62	1.8	2.2	2.2	113
Turner	**	40.0	12.5	53	--	4.2	3.8	70
Twiggs	**	31.8	10.9	65	--	3.7	3.5	76
Union	**	23.3	4.3	132	--	2.4	2.3	107
Upton	**	36.4	4.9	126	--	2.6	2.4	104
Walker	--	32.7	9.2	81	--	2.9	2.7	98
Walton	**	23.8	9.5	77	0.7	1.2	1.2	146
Ware	50.0	25.9	20.9	16	2.2	2.5	2.5	101
Warren	**	29.2	19.2	21	--	5.7	5.2	42
Washington	**	48.0	11.8	60	--	3.0	2.8	94
Wayne	**	32.6	18.9	24	1.0	4.5	4.2	61
Webster	**	20.0	18.2	26	**	10.3	10.0	12
Wheeler	**	36.4	8.3	90	50.0	16.0	18.4	1
White	**	21.5	6.1	116	--	1.6	1.5	136
Whitfield	33.3	18.9	8.1	94	0.4	1.3	1.2	145
Wilcox	**	60.0	6.7	108	**	11.0	10.8	9
Wilkes	**	47.4	0.0	148	--	14.2	13.0	3
Wilkinson	**	27.5	22.5	14	--	3.9	3.8	71
Worth	**	34.9	4.6	129	4.7	4.7	4.7	47

Data Considerations:

- The U.S. Census Bureau defines a “place” as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. Incorporated places, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, Census Designated Places (CDPs) are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.
- According to the 2023 Census, there are 623 census-designated places (CDPs) in Georgia where there is a geographical region (city, town, or village) with a population. Eighty-four (84) out of the 623 census-designated places are unincorporated — not governed by a municipal corporation like a city or town government. These Georgia CDPs, both incorporated and unincorporated, range in population size from large cities (more than 200,000 population) to small towns (less than 2,500 population).
- The Georgia counties are grouped into regional categories to describe the demographic areas as Atlanta Region, Other Urban Region, and Rural Regions. 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.
 - 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.
 - Other Urban Regions are counties that have a residential population of more than 50,000 persons.
 - Rural Regions are counties that have a residential population less than 50,000 persons.

Census Designated Places (CDPs) with the Count of Un-Restrained Passenger Vehicle (PV) Occupants and Percent of Un-Restrained PV Occupants by Region, 2021-2023 *(Based on Known Restraint Use)*

Region Type	County	Census Designated Places (CDPs)	12 Years and Younger		13 Years and Older	
			Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use	Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use
Atlanta Region	Cherokee	Ball Ground	**	**	1	1%
		Canton	1	1%	26	1%
		Holly Springs	--	--	7	1%
		Nelson	**	**	--	--
		Waleska	**	**	--	--
		Woodstock	--	--	20	1%
	Clayton	Bonanza	2	6%	5	1%
		Conley	--	--	7	2%
		Forest Park	5	3%	79	2%
		Irondale	1	4%	5	1%
		Jonesboro	--	--	51	2%
		Lake City	1	1%	14	1%
		Lovejoy	2	5%	16	1%
		Morrow	--	--	10	0%
		Riverdale	15	5%	59	1%
	Cobb	Acworth	1	1%	5	0%
		Austell	--	--	18	3%
		Fair Oaks	5	9%	52	4%
		Kennesaw	--	--	13	0%
		Mableton	9	3%	76	2%
		Marietta	5	1%	183	1%

Region Type	County	Census Designated Places (CDPs)	12 Years and Younger		13 Years and Older	
			Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use	Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use
	DeKalb	Powder Springs	--	--	20	1%
		Smyrna	15	4%	149	2%
		Vinings	1	1%	89	3%
		Avondale Estates	--	--	3	1%
		Belvedere Park	5	4%	36	2%
		Brookhaven	9	3%	78	1%
		Candler-McAfee	3	4%	29	4%
		Chamblee	1	2%	15	1%
		Clarkston	2	2%	17	1%
		Decatur	2	2%	45	1%
		Doraville	5	2%	68	1%
		Druid Hills	--	--	6	1%
		Dunwoody	--	--	35	1%
		Gresham Park	3	11%	34	7%
		Lithonia	--	--	--	--
		North Decatur	--	--	5	0%
		North Druid Hills	--	--	24	1%
		Panthersville	10	5%	77	3%
		Pine Lake	**	**	**	**
		Redan	5	3%	12	1%
		Scottdale	3	3%	16	1%
		Stone Mountain	--	--	5	1%
		Stonecrest	10	1%	102	1%
		Tucker	4	1%	52	0%
	Douglas	Douglasville	4	1%	98	2%
		Lithia Springs	5	2%	92	2%
	Fayette	Brooks	**	**	--	--
		Fayetteville	--	--	34	1%
		Peachtree City	--	--	34	1%
		Tyrone	--	--	1	0%
		Woolsey	**	**	--	--
	Forsyth	Cumming	1	1%	24	1%
	Fulton	Alpharetta	2	1%	55	1%
		Atlanta	213	5%	5768	5%
		Chattahoochee Hills	--	--	2	1%
		College Park	20	7%	251	4%
		East Point	6	2%	120	2%
		Fairburn	--	--	19	1%
		Hapeville	1	2%	25	2%
		Johns Creek	4	1%	32	0%
		Milton	--	--	13	1%
		Mountain Park	1	3%	17	2%
		Mountain Park	**	**	17	2%
		Palmetto	--	--	3	1%
		Roswell	4	1%	108	1%

Region Type	County	Census Designated Places (CDPs)	12 Years and Younger		13 Years and Older	
			Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use	Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use
Other Urban Region	Gwinnett	Sandy Springs	8	1%	164	1%
		South Fulton	44	6%	330	3%
		Union City	3	1%	102	3%
		Auburn	--	--	--	--
		Berkeley Lake	--	--	1	1%
		Buford	1	1%	53	1%
		Dacula	--	--	7	1%
		Duluth	--	--	7	0%
		Grayson	--	--	8	1%
		Lawrenceville	7	2%	51	1%
		Lilburn	7	4%	42	1%
		Loganville	1	1%	4	0%
		Norcross	3	2%	59	2%
		Peachtree Corners	5	3%	66	2%
		Rest Haven	**	**	**	**
		Snellville	3	1%	27	0%
		Sugar Hill	1	1%	20	1%
		Suwanee	--	--	28	1%
		Hampton	--	--	6	1%
	Henry	Heron Bay	--	--	5	3%
		Locust Grove	4	2%	31	1%
		McDonough	2	0%	46	1%
		Stockbridge	9	2%	49	1%
	Rockdale	Conyers	7	2%	62	1%
		Lakeview Estates	**	**	--	--
	Barrow	Bethlehem	**	**	3	15%
		Carl	**	**	3	8%
		Russell	**	**	**	**
		Statham	--	--	--	--
		Winder	**	**	9	19%
		Adairsville	--	--	9	1%
		Cartersville	11	3%	74	1%
		Emerson	--	--	13	1%
		Euharlee	--	--	--	--
		Kingston	**	**	--	--
		White	**	**	--	--
	Bibb	Macon-Bibb County	40	3%	239	1%
	Bulloch	Brooklet	**	**	2	3%
		Portal	**	**	--	--
		Register	**	**	4	20%
		Statesboro	11	3%	98	2%
	Camden	Kings Bay Base	1	7%	4	5%
		Kingsland	3	2%	36	2%
		St. Marys	1	1%	11	1%
		Woodbine	**	**	1	7%

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	Carroll	Bowdon	**	**	1	1%
		Carrollton	1	3%	66	2%
		Mount Zion	**	**	1	4%
		Roopville	**	**	**	**
		Villa Rica	--	--	31	1%
		Whitesburg	**	**	1	1%
	Catoosa	Fort Oglethorpe	3	3%	19	1%
		Lakeview	--	--	10	6%
		Ringgold	1	2%	15	2%
	Chatham	Bloomington	**	**	4	1%
		Dutch Island	**	**	**	**
		Garden City	--	--	32	2%
		Georgetown	--	--	34	3%
		Henderson	**	**	1	2%
		Isle of Hope	**	**	--	--
		Montgomery	**	**	--	--
		Pooler	**	**	62	2%
		Port Wentworth	**	**	36	2%
		Savannah	39	3%	523	3%
		Skidaway Island	**	**	3	3%
		Talahi Island	**	**	--	--
		Thunderbolt	3	12%	6	1%
		Tybee Island	2	40%	2	1%
		Vernonburg	**	**	--	--
		Whitemarsh Island	**	**	10	3%
		Wilmington Island	**	**	28	10%
	Clarke	Athens-Clarke	41	5%	320	2%
		Winterville	**	**	1	5%
	Columbia	Appling	**	**	3	5%
		Evans	--	--	26	1%
		Grovetown	--	--	3	0%
		Martinez	1	1%	42	1%
	Coweta	Grantville	--	--	4	3%
		Haralson	**	**	--	--
		Moreland	**	**	--	--
		Newnan	11	2%	98	1%
		Senoia	--	--	3	2%
		Sharpsburg	**	**	--	--
		Turin	1	8%	4	3%
	Dougherty	Albany	65	6%	425	3%
		Putney	2	10%	10	4%
	Effingham	Guyton	**	**	1	3%
		Rincon	3	30%	5	1%
		Springfield	--	--	1	0%
	Floyd	Cave Spring	--	--	--	--
		Lindale	--	--	2	1%

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	Glynn	Rome	10	2%	55	1%
		Shannon	**	**	4	4%
		Brunswick	13	6%	93	3%
		Country Club Estates	--	--	17	2%
		Dock Junction	2	1%	52	2%
		St. Simons	--	--	6	1%
	Gordon	Calhoun	--	--	21	1%
		Fairmount	**	**	--	--
		Plainville	**	**	1	4%
		Ranger	**	**	**	**
		Resaca	--	--	8	6%
	Hall	Clermont	--	--	2	2%
		Commerce	--	--	13	2%
		Flowery Branch	--	--	5	1%
		Gainesville	8	2%	120	1%
		Lula	**	**	1	2%
		Oakwood	--	--	4	0%
	Houston	Centerville	--	--	10	3%
		Perry	9	5%	44	2%
		Robins AFB	**	**	5	4%
		Warner Robins	16	3%	146	2%
	Jackson	Arcade	--	--	4	2%
		Braselton	--	--	14	1%
		Hoschton	--	--	5	3%
		Jefferson	--	--	27	1%
		Nicholson	--	--	3	4%
		Pendergrass	**	**	**	**
		Talmo	**	**	--	--
	Liberty	Allenhurst	**	**	4	6%
		Flemington	--	--	8	1%
		Fort Stewart	**	**	**	**
		Gumbranch	**	**	**	**
		Hinesville	--	--	13	0%
		Midway	**	**	5	6%
		Riceboro	**	**	7	21%
		Walthourville	1	13%	11	4%
	Lowndes	Dasher	**	**	1	9%
		Hahira	**	**	6	4%
		Lake Park	**	**	--	--
		Moody AFB	**	**	3	6%
		Remerton	**	**	**	**
		Valdosta	79	13%	340	3%
	Muscogee	Columbus	21	1%	444	1%
	Newton	Covington	14	5%	56	1%
		Mansfield	**	**	--	--

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Rural Region	Paulding	Newborn	**	**	1	3%
		Oxford	**	**	1	17%
		Porterdale	**	**	9	8%
	Paulding	Braswell	**	**	--	--
		Dallas	2	12%	13	1%
		Hiram	2	5%	23	1%
	Richmond	Augusta-Richmond County	85	4%	545	1%
		Blythe	**	**	--	--
		Hephzibah	--	--	2	1%
	Spalding	East Griffin	--	--	5	4%
		Experiment	1	4%	17	5%
		Griffin	26	8%	83	2%
		Orchard Hill	1	13%	2	7%
		Sunny Side	--	--	5	3%
		Sunnyside	**	**	**	**
	Troup	Hogansville	--	--	9	4%
		LaGrange	21	4%	132	2%
	Walker	Chattanooga Valley	**	**	7	7%
		Chickamauga	--	--	1	0%
		Fairview	--	--	13	4%
		LaFayette	--	--	6	1%
		Lookout Mountain	**	**	--	--
		Rossville	--	--	3	1%
	Walton	Between	**	**	1	1%
		Good Hope	**	**	2	10%
		Jersey	**	**	--	--
		Monroe	6	4%	43	2%
		Social Circle	--	--	6	2%
		Walnut Grove	--	--	3	1%
	Whitfield	Cohutta	**	**	--	--
		Dalton	6	1%	56	1%
		Tunnel Hill	**	**	--	--
		Varnell	--	--	2	1%
	Appling	Baxley	--	--	22	3%
		Graham	**	**	--	--
		Surrency	**	**	**	**
	Atkinson	Pearson	**	**	6	6%
		Willacoochee	**	**	3	8%
	Bacon	Alma	--	--	10	4%
		Rockingham	**	**	--	--
	Baker	Newton	**	**	1	3%
	Baldwin	Hardwick	2	6%	30	6%
		Milledgeville	3	1%	126	4%
		Alto	**	**	--	--

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	Banks	Gillsville	**	**	1	5%
		Homer	**	**	3	5%
		Maysville	**	**	1	2%
	Ben Hill	Fitzgerald	--	--	24	5%
	Berrien	Alapaha	**	**	5	26%
		Enigma	**	**	2	9%
		Nashville	--	--	4	2%
		Ray City	**	**	4	15%
	Bleckley	Allentown	**	**	4	7%
		Cochran	--	--	7	3%
		Hoboken	**	**	1	5%
		Nahunta	**	**	4	6%
	Brooks	Morven	**	**	3	11%
		Quitman	--	--	9	5%
	Bryan	Pembroke	**	**	1	1%
		Richmond Hill	2	2%	31	3%
	Burke	Girard	**	**	1	6%
		Keysville	**	**	--	--
		Midville	**	**	**	**
		Sardis	**	**	**	**
		Vidette	**	**	**	**
		Waynesboro	--	--	10	3%
		Flovilla	**	**	3	5%
	Butts	Indian Springs	--	--	--	--
		Jackson	--	--	15	2%
		Jenkinsburg	--	--	5	8%
		Arlington	**	**	--	--
	Calhoun	Edison	**	**	**	**
		Leary	**	**	2	22%
		Morgan	**	**	1	20%
		Metter	--	--	11	4%
	Candler	Pulaski	**	**	**	**
		Folkston	--	--	1	1%
	Charlton	Homeland	**	**	**	**
	Chattahoochee	Cusseta-Chattahoochee County	--	--	8	5%
	Chattooga	Lyerly	**	**	--	--
		Menlo	**	**	**	**
		Summerville	--	--	4	1%
		Trion	**	**	--	--
	Clay	Bluffton	**	**	2	40%
		Fort Gaines	**	**	1	3%
	Clinch	Argyle	**	**	--	--
		Du Pont	**	**	**	**

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	Coffee	Fargo	**	**	**	**
		Homerville	--	--	5	4%
		Ambrose	**	**	**	**
		Broxton	**	**	2	13%
		Douglas	4	4%	100	5%
		Nicholls	**	**	1	5%
	Colquitt	Berlin	**	**	**	**
		Doerun	**	**	**	**
		Ellenton	**	**	**	**
		Funston	**	**	**	**
		Moultrie	--	--	46	3%
		Norman Park	**	**	--	--
	Cook	Adel	5	17%	9	3%
		Cecil	**	**	1	2%
		Lenox	**	**	1	3%
		Sparks	1	14%	6	4%
	Cowetea	East Newnan	5	15%	8	2%
	Crawford	Knoxville	**	**	**	**
		Roberta	**	**	--	--
	Crisp	Arabi	**	**	3	5%
		Cordele	4	33%	38	5%
	Dade	Trenton	**	**	1	6%
	Dawson	Dawsonville	--	--	2	1%
	Decatur	Attapulgus	**	**	**	**
		Bainbridge	11	12%	87	7%
		Brinson	**	**	1	4%
		Climax	**	**	1	11%
	Dodge	Chauncey	**	**	**	**
		Chester	**	**	--	--
		Eastman	2	6%	12	4%
		Empire	**	**	5	56%
		Milan	**	**	**	**
		Rhine	**	**	--	--
	Dooly	Byromville	**	**	**	**
		Dooling	**	**	**	**
		Lilly	**	**	--	--
		Pinehurst	**	**	**	**
		Unadilla	--	--	2	1%
		Vienna	--	--	10	5%
	Early	Blakely	2	10%	24	9%
		Cedar Springs	**	**	**	**
		Damascus	**	**	**	**
		Jakin	**	**	--	--

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	Echols	Echols County	**	**	16	16%
	Elbert	Bowman	**	**	--	--
		Dewy Rose	**	**	**	**
	Emanuel	Elberton	--	--	8	1%
		Canoochee	**	**	**	**
		Garfield	**	**	**	**
		Norristown	**	**	**	**
		Nunez	**	**	**	**
		Oak Park	**	**	3	11%
		Stillmore	**	**	1	8%
		Summertown	**	**	**	**
		Swainsboro	2	4%	16	3%
		Twin City	--	--	3	5%
	Evans	Bellville	**	**	**	**
		Claxton	**	**	7	4%
		Daisy	**	**	**	**
		Hagan	**	**	--	--
	Fannin	Blue Ridge	2	18%	4	1%
		Epworth	**	**	--	--
		McCaysville	**	**	2	4%
		Mineral Bluff	**	**	1	2%
		Morganton	**	**	--	--
	Franklin	Canon	**	**	1	3%
		Carnesville	**	**	7	8%
		Franklin Springs	**	**	--	--
		Gumlog	**	**	7	10%
		Lavonia	--	--	40	7%
		Royston	--	--	4	4%
	Gilmer	Cherry Log	**	**	**	**
		East Ellijay	--	--	3	1%
		Ellijay	--	--	7	3%
	Glascock	Edge Hill	**	**	**	**
		Gibson	**	**	2	33%
		Mitchell	**	**	**	**
	Grady	Cairo	**	**	55	10%
		Calvary	**	**	**	**
		Whigham	**	**	1	6%
	Greene	Greensboro	1	8%	15	4%
		Siloam	**	**	1	2%
		Union Point	--	--	4	6%
		White Plains	**	**	--	--
		Woodville	**	**	--	--
	Habersham	Baldwin	--	--	6	2%
		Clarksville	**	**	--	--

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		Cornelia	--	--	13	2%
		Demorest	**	**	1	2%
		Mount Airy	**	**	4	9%
		Raoul	**	**	4	5%
		Tallulah Falls	**	**	2	7%
	Hancock	Sparta	**	**	8	28%
	Haralson	Bremen	**	**	7	1%
		Buchanan	**	**	--	--
		Tallapoosa	--	--	8	4%
		Temple	**	**	5	1%
		Waco	**	**	5	10%
	Harris	Hamilton	--	--	1	2%
		Pine Mountain	**	**	3	4%
		Shiloh	**	**	**	**
		Waverly Hall	**	**	1	6%
		West Point	4	57%	15	6%
	Hart	Bowersville	**	**	2	4%
		Eagle Grove	**	**	--	--
		Hartwell	--	--	7	1%
		Reed Creek	**	**	3	3%
		Centralhatchee	**	**	1	6%
	Heard	Ephesus	**	**	**	**
		Franklin	**	**	4	5%
		Ocilla	**	**	4	4%
	Jasper	Monticello	1	8%	3	1%
		Shady Dale	**	**	--	--
	Jeff Davis	Denton	**	**	**	**
		Hazlehurst	--	--	15	3%
		Satilla	**	**	1	17%
	Jefferson	Avera	**	**	**	**
		Bartow	**	**	**	**
		Louisville	--	--	--	--
		Matthews	**	**	**	**
		Stapleton	**	**	**	**
		Wadley	--	--	3	3%
		Wrens	**	**	1	1%
	Jenkins	Millen	3	38%	20	14%
		Perkins	**	**	**	**
	Johnson	Adrian	**	**	2	13%
		Kite	**	**	**	**
		Wrightsville	**	**	8	12%
	Jones	Gray	--	--	--	--
		Aldora	**	**	--	--

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	Lamar	Barnesville	--	--	3	1%
		Milner	**	**	2	6%
	Lanier	Lakeland	**	**	--	--
Laurens		Cadwell	**	**	1	13%
		Dexter	**	**	--	--
		Dublin	6	7%	46	3%
		Dudley	**	**	7	10%
		East Dublin	--	--	30	9%
		Montrose	**	**	2	20%
		Rentz	**	**	2	15%
Lee		Leesburg	--	--	3	1%
		Smithville	**	**	--	--
Lincoln		Lincolnton	**	**	1	3%
Long		Ludowici	**	**	3	3%
Lumpkin		Dahlonega	1	3%	5	1%
Macon		Ideal	**	**	**	**
		Marshallville	**	**	--	--
		Montezuma	--	--	1	1%
		Oglethorpe	**	**	2	7%
Madison		Carlton	**	**	**	**
		Colbert	**	**	4	8%
		Comer	**	**	8	11%
		Danielsville	--	--	1	1%
		Hull	**	**	**	**
		Ila	**	**	3	6%
Marion		Buena Vista	**	**	3	9%
McDuffie		Dearing	**	**	1	5%
		Harlem	**	**	2	1%
		Thomson	1	5%	19	4%
McIntosh		Darien	--	--	7	5%
Meriwether		Gay	**	**	**	**
		Greenville	**	**	2	10%
		Lone Oak	**	**	**	**
		Luthersville	**	**	3	6%
		Manchester	--	--	2	1%
		Warm Springs	**	**	2	6%
		Woodbury	**	**	--	--
Miller		Boykin	**	**	**	**
		Colquitt	**	**	6	6%
		Baconton	4	67%	2	18%

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	Mitchell	Camilla	**	**	15	5%
		Pelham	**	**	3	4%
		Sale City	**	**	**	**
	Monroe	Culloden	**	**	**	**
		Forsyth	**	**	7	1%
	Montgomery	Ailey	**	**	3	14%
		Alston	**	**	3	19%
		Higgston	**	**	10	16%
		Mount Vernon	**	**	5	10%
		Tarrytown	**	**	**	**
		Uvalda	**	**	2	10%
	Morgan	Bostwick	**	**	3	11%
		Buckhead	**	**	1	13%
		Madison	--	--	13	2%
		Rutledge	**	**	2	13%
	Murray	Chatsworth	--	--	8	1%
		Eton	--	--	2	2%
	Oconee	Bishop	**	**	--	--
		Bogart	**	**	--	--
		North High Shoals	**	**	--	--
		Watkinsville	--	--	2	0%
	Oglethorpe	Arnoldsville	**	**	--	--
		Crawford	**	**	--	--
		Lexington	**	**	--	--
		Maxeys	**	**	**	**
	Peach	Byron	**	**	10	1%
		Fort Valley	3	7%	64	7%
	Pickens	Jasper	1	4%	12	1%
		Talking Rock	**	**	**	**
	Pierce	Blackshear	**	**	10	6%
		Offerman	**	**	3	23%
		Patterson	**	**	1	4%
	Pike	Concord	**	**	**	**
		Hilltop	**	**	**	**
		Meansville	**	**	**	**
		Molena	**	**	**	**
		Williamson	**	**	--	--
		Zebulon	--	--	2	1%
	Polk	Aragon	**	**	1	3%
		Cedartown	2	33%	14	2%
		Rockmart	**	**	8	2%
		Taylorsville	**	**	--	--
	Pulaski	Hawkinsville	1	9%	5	4%
		Crooked Creek	**	**	--	--

Region Type	County	Census Designated Places (CDPs)	12 Years and Younger		13 Years and Older	
			Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use	Un-Restrained PV Occupants Count	Percent Un-Restrained Percent of PV Occupants with Known Restraint Use
	Putnam	Eatonton	--	--	18	2%
	Quitman	Georgetown-Quitman County	1	13%	12	13%
	Rabun	Clayton	**	**	7	2%
		Dillard	**	**	3	4%
		Mountain City	**	**	3	4%
		Sky Valley	**	**	--	--
		Tiger	**	**	--	--
	Randolph	Coleman	**	**	**	**
		Cuthbert	--	--	1	2%
		Shellman	**	**	1	13%
	Schley	Ellaville	**	**	1	4%
	Screven	Hiltonia	**	**	**	**
		Newington	**	**	**	**
		Oliver	**	**	--	--
		Rocky Ford	**	**	**	**
		Sylvania	**	**	2	1%
	Seminole	Donalsonville	--	--	3	2%
		Iron City	**	**	**	**
	Stephens	Avalon	**	**	6	33%
		Martin	**	**	--	--
		Toccoa	**	**	12	2%
	Stewart	Lumpkin	--	--	1	4%
		Richland	**	**	1	3%
	Sumter	Americus	1	10%	44	3%
		Andersonville	**	**	**	**
		De Soto	**	**	**	**
		Leslie	**	**	--	--
		Plains	**	**	**	**
	Talbot	Geneva	**	**	**	**
		Junction City	**	**	--	--
		Talbotton	**	**	3	9%
		Woodland	**	**	--	--
	Taliaferro	Crawfordville	**	**	2	10%
		Sharon	**	**	**	**
	Tattnall	Cobbtown	**	**	**	**
		Collins	**	**	**	**
		Glennville	**	**	11	7%
		Manassas	**	**	**	**
		Mendes	**	**	**	**
		Reidsville	3	50%	7	5%
	Taylor	Butler	**	**	2	7%
		Howard	**	**	**	**

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	Telfair	Reynolds	**	**	1	10%
		Jacksonville	**	**	**	**
		Lumber City	**	**	--	--
		McRae-Helena	--	--	11	5%
		Scotland	**	**	**	**
	Terrell	Bronwood	**	**	--	--
		Dawson	**	**	9	6%
		Parrott	**	**	**	**
		Sasser	**	**	2	33%
	Thomas	Barwick	**	**	--	--
		Boston	**	**	5	10%
		Coolidge	**	**	1	7%
		Meigs	**	**	1	6%
		Ochlocknee	**	**	1	5%
		Pavo	**	**	1	17%
		Thomasville	3	14%	63	3%
	Tift	Omega	**	**	2	15%
		Phillipsburg	--	--	2	2%
		Tifton	--	--	11	0%
		Ty Ty	**	**	--	--
		Unionville	--	--	1	0%
	Toombs	Lyons	1	6%	20	5%
		Santa Claus	**	**	**	**
		Vidalia	6	6%	47	3%
	Towns	Hiawassee	**	**	1	1%
		Tate City	**	**	**	**
		Young Harris	**	**	--	--
	Treutlen	Soperton	**	**	4	3%
	Turner	Ashburn	**	**	4	4%
		Rebecca	**	**	**	**
		Sycamore	**	**	1	8%
	Twiggs	Danville	**	**	**	**
		Jeffersonville	**	**	3	15%
	Union	Blairsville	--	--	4	1%
	Upson	Hannahs Mill	--	--	6	2%
		Lincoln Park	**	**	3	19%
		Salem	**	**	1	20%
		Sunset Village	**	**	--	--
		The Rock	**	**	--	--
		Thomaston	--	--	9	1%
		Yatesville	**	**	--	--
	Ware	Deenwood	**	**	5	9%
		Waycross	3	18%	55	2%

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	Warren	Camak	**	**	2	29%
		Norwood	**	**	--	--
		Warrenton	**	**	2	5%
	Washington	Davisboro	**	**	2	20%
		Deepstep	**	**	**	**
		Harrison	**	**	**	**
		Oconee	**	**	--	--
		Riddleville	**	**	**	**
		Sandersville	--	--	4	1%
		Tennille	**	**	3	6%
	Wayne	Jesup	--	--	26	3%
		Odum	**	**	--	--
		Screven	**	**	--	--
	Webster	Webster County	--	--	11	12%
	Wheeler	Alamo	**	**	--	--
		Glenwood	**	**	4	19%
	White	Cleveland	**	**	6	1%
		Helen	**	**	2	5%
		Sautee-Nacoochee	**	**	--	--
		Yonah	**	**	1	2%
	Wilcox	Abbeville	**	**	--	--
		Pineview	**	**	**	**
		Pitts	**	**	**	**
		Rochelle	**	**	1	7%
		Seville	**	**	**	**
	Wilkes	Rayle	**	**	**	**
		Tignall	**	**	--	--
		Washington	**	**	19	15%
	Wilkinson	Gordon	**	**	5	5%
		Irwinton	**	**	2	6%
		Ivey	**	**	1	8%
		McIntyre	**	**	1	4%
		Toombsboro	**	**	--	--
	Worth	Poulan	**	**	--	--
		Sumner	**	**	--	--
		Sylvester	2	14%	9	2%
		Warwick	**	**	**	**