

Georgia Traffic Safety Facts

2024 Data

August 2026

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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CHILD OCCUPANT PROTECTION

Passenger Vehicle Occupants 12 Years and Under

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. This fact sheet focuses on restraint use among children 12 years and younger.

2024 Key Findings

- In 2024, there were 157 child passenger vehicle occupants (aged 12 years and younger) involved in fatal crashes. Eighty-nine percent (89%, 140) of these child PV occupants survived, and 11% (17) were fatally injured.
- Children who survive crashes are more likely to be restrained (94%) than those who are fatally injured (67%).
- Overall, 82.7% of children under age 18 riding in the second row of cars, vans/minivans, SUVs, and trucks were observed to be restrained.
 - Among children under age 8, restraint use was 81.6%.
 - Among children ages 8–17, restraint use was higher at 87.7%
- Nearly one out of every four (23%) 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)² to a seat belt restraint system.
- Child restraint use was significantly associated with driver restraint use. Unrestrained drivers are three times as likely as restrained drivers to have at least one unrestrained child occupant (29% vs 9%).
- Unrestrained severe injuries (fatal and serious injuries) among children were more prevalent on weekends than weekdays. Among severely injured child PV occupants with known restraint use, 36% were unrestrained on weekends compared with 24% on weekdays.

¹ American Academy of Pediatrics Car Seat and Booster Seat Guidelines

² § 40-8-76 (A), § 40-8-76 (D)

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^{3a}, vans, and sport utility vehicles must be restrained by a safety belt for all front-seat occupants.

- Georgia law requires that children under 8 years of age in a motor vehicle must be properly restrained in the backseat in a child safety seat or booster seat.^{3b, 4} Figure 1 below shows the description and restraint system type appropriate for children based on their height and weight specifications.
- Georgia law requires all occupants ages 8–17 to be restrained.^{3c}
- 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.^{3d} 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.^{3e}

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-restraint 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.

Figure 1. **Proper Child Passenger Restraint System Based on Child's Height and Weight Specifications**

	Under 1 yr.	1-3 yrs.	4-7 yrs.	8-12 yrs.*
Less than 20 lbs.	REAR-FACING CAR SEAT			
21-40 lbs.	REAR-FACING CAR SEAT	REAR-FACING CAR SEAT		
		FORWARD-FACING CAR SEAT		
Over 40 lbs. Under 4'9"			BOOSTER SEAT WITH SEAT BELT	BOOSTER SEAT WITH SEAT BELT
Over 4'9"				SEAT BELT
	REAR-FACING CAR SEAT	FORWARD-FACING CAR SEAT	BOOSTER SEAT WITH SEAT BELT	SEAT BELT
				

Adopted from the Georgia Department of Public Health and the Georgia Governor's Office of Highway Safety, 2011.

*The American Academy of Pediatrics recommends that all children ride in the back seat and use a belt-positioning booster seat until the vehicle lap and shoulder seat belt fits properly, typically when they have reached 4 feet 9 inches in height and are between 8 and 12 years of age.

^{3a} § 40-8-76.1(a) ^{3b} § 40-8-76(b)(1)(B) ^{3c} § 40-8-76.1(e)(3) ^{3d} § 40-8-76(b)(1)(B) and (D) ^{3e} § 40-8-76(b)(2)

⁴ According to Georgia law (§ 40-8-76.1(D)(1)), children under 8 years of age whose height is less than 57 inches in a motor vehicle must be properly restrained in the backseat in a child safety seat or booster seat.

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 2024, seat belt convictions for unrestrained minors⁴ 8-to-17 years of age and unrestrained children under eight years of age increased by 11% (from 13,584 to 15,034 convictions).

Moreover, in 2024, there were 3,011 passenger vehicle drivers issued at least one seat belt citation when they were involved in a motor vehicle traffic crash. Of the seat belt citations issued, 501 (15%) citations were issued for unrestrained children younger than 8 years of age, 111 (3%) citations were issued for unrestrained minors 8–17 years of age, and 2,680 (82%) citations were issued for unrestrained adults.

Nearly one out of every four (23%) 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)⁵ to a seat belt restraint system.

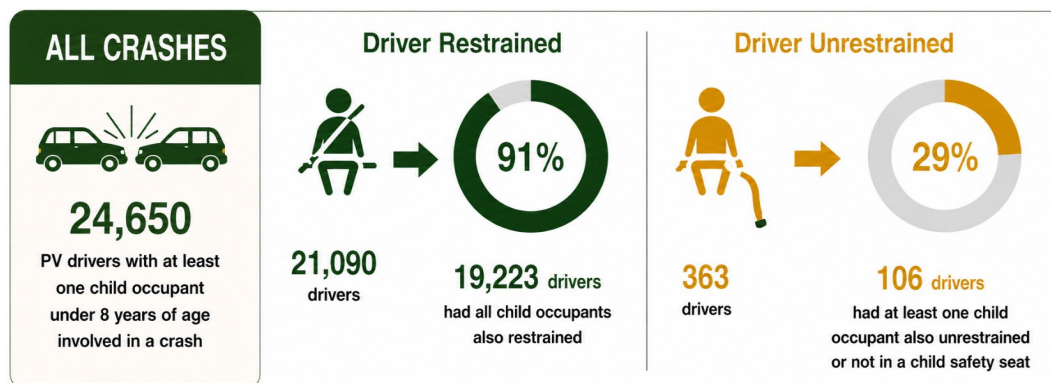
For all Georgia passenger vehicle occupants (ages 5+ years), an **average of 622 lives have been saved per year** because of restraint use and seat belts.

Modeling Proper Seat Belt Use

Child restraint use was significantly associated with driver restraint use. In 2024, unrestrained drivers were three times (2.95x) as likely to have at least one unrestrained child occupant (12 years and younger). Ninety-three (93) drivers involved in *fatal crashes* had at least one child (12 years or younger) in the vehicle with them. Of 62 restrained drivers, 51 (82%) had all child occupants also restrained. Conversely, of the 21 unrestrained drivers, 11 (52%) had at least one child occupant also unrestrained.

A similar pattern is shown among drivers involved in crashes with child PV occupants under 8 years of age. In all crashes, unrestrained drivers were three times (3.3x) as likely as restrained drivers to have at least one unrestrained child occupant (*under 8 years of age*). In 2024, there were 24,650 PV drivers with at least one child occupant *under 8 years of age* involved in a motor vehicle traffic crash. Of the 21,090 drivers restrained, 19,223 (91%) drivers had all child occupants also restrained. Conversely, of 363 drivers unrestrained, 106 (29%) drivers had at least one child occupant also unrestrained or not in a child safety seat system.

Figure 2. **Driver Restraint and Child Restraint (Under 8 Years of Age) in Motor Vehicle Crashes, 2024**



Unrestrained drivers are **three times** as likely as restrained drivers to have at least one **unrestrained child** occupant (29% vs 9%).

Source: CODES 2024

⁴ § 40-8-76.1 (e)(3)

⁵ § 40-8-76 (A), § 40-8-76 (D)

2025 Child Restraint Use Observational Study Key Findings⁶

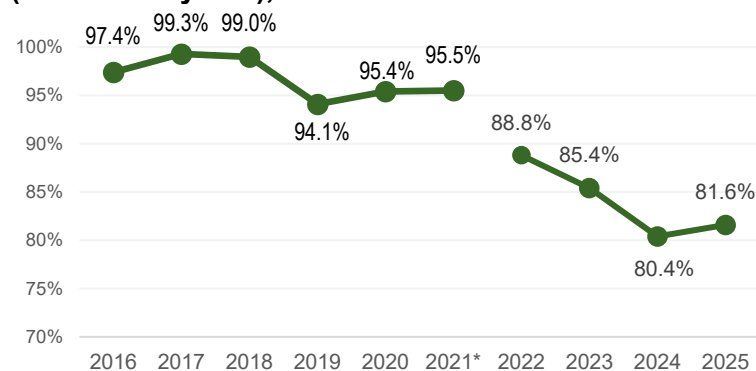
The Injury Prevention Research Center at Emory University conducted a roadside observational survey of *restraint system use for children 18 years and under in the backseat*. Roadside observations of seat belt use were made by trained observers at 400 sites distributed across 20 counties in the state of Georgia between May and August 2025. During these observations, 1,095 children were observed riding in the backseat of passenger vehicles (cars, vans/minivans, SUVs, and trucks under 10,000 lbs.), including 721 children who were under age 8 years old.

The following are key findings related to child restraint use in 2025.

- Overall, 82.7% of children under age 18 riding in the second row of cars, vans/minivans, SUVs, and trucks were observed to be restrained.
 - Among children under age 8, restraint use was **81.6%**.
 - Among children ages 8–17, restraint use was higher at **87.7%**
- Overall, children under age 18 backseat restraint use was highest in **Other Metropolitan Statistical Areas (MSAs)** (84.0%), followed by **non-MSAs** (82.6%) and the **Atlanta MSA** (82.2%).
 - Among children under age 8, backseat restraint use was highest in Other MSAs (83.9%), followed by non-MSAs (82.0%) and the Atlanta MSA (80.3%).
 - Among children ages 8–17, the geographic pattern differed: backseat restraint use was highest in the Atlanta MSA (89.4%), followed by Other MSAs (85.2%) and non-MSAs (83.5%).
- Children were more likely to be restrained when the driver was also belted. Overall, 85.9% of children under age 18 were restrained when the driver was belted, compared with 43.2% when the driver was unbelted.
 - Among children under age 8, restraint use was 85.0% when the driver was belted, compared with 45.3% when the driver was unbelted.
 - Among children ages 8–17, the difference was even greater: 90.1% were restrained when the driver was belted, compared with only 32.0% when the driver was unbelted.

The safety belt use rate is higher nationally compared to Georgia. In 2023 (the most recent national data available), the national restraint use for all children 12 years and younger was 88.2%⁷. Georgia's 2025 child safety seat usage rate for children under 8 years of age was 81.6% (Figure 3).

Figure 3. **Observed Child Safety Seat Usage in Georgia (less than 8 years), 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: 2025 Georgia Child Restraint Use Observational Survey

According to the 2025 Georgia Seat Belt Observational Survey, statewide *daytime* restraint use was estimated at

81.6%

for **child restraint use** among children *less than 8 years of age*,

87.7%

for all children *8-17 years of age riding in the backseat*, and

87.9%

for *front-seat passenger vehicle occupants*.

⁶ Rupp, Jonathan. 2026. "2025 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.

⁷ National Highway Traffic Safety Administration. (2025). The 2023 National Survey of the Use of Booster Seats (Report No. DOT HS 813 668). U.S. Department of Transportation. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813668>

Unrestrained Fatalities and Serious Injuries (All Ages and 12 Years and Under)

In 2024, there were 2,223 passenger vehicle occupants involved in fatal crashes of all ages and seating positions. Sixty-two percent (62%, 1,374) of these PV occupants survived and 38% (849) were fatally injured.

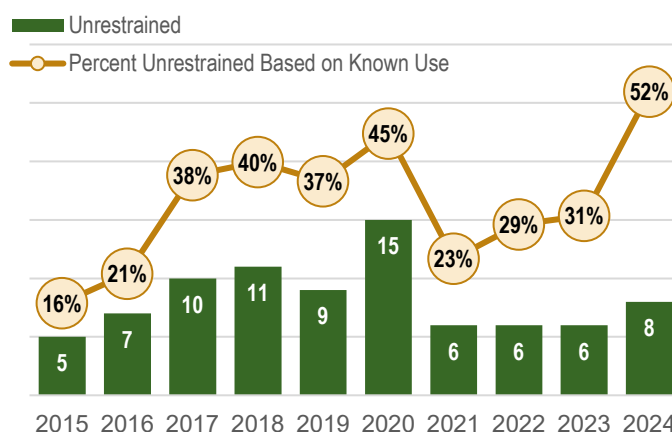
- Of the 849 passenger vehicle occupants fatally injured, 378 (44.5%) were restrained and 371 (43.7%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 100 (11.8%) occupants.
- The seat belt usage rate among surviving PV occupants in a fatal crash was higher compared to fatally injured PV occupants—85% versus 50% (based on known restraint use).

For additional information on occupant protection across all ages, see the “**Occupant Protection**” Georgia Traffic Safety Facts.

In 2024, there were 157 child passenger vehicle occupants (aged 12 years and younger) involved in fatal crashes. Eighty-nine percent (89%, 140) of these child PV occupants survived, and 11% (17) were fatally injured.

- Of the 17 passenger vehicle occupants under 12 years of age fatally injured, 7 (41%) were restrained, and 8 (47%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 2 (12%) occupants.
- Among fatally injured child PV occupants with known restraint use, **unrestrained** child PV occupants were more prevalent in Georgia than nationwide in 2024. In Georgia, 52% were unrestrained and 48% were restrained, compared to 35% unrestrained and 65% restrained nationally.

Figure 4. **Percent and Number of Unrestrained* Passenger Vehicle Occupants Fatally Injured (12 years and Younger), 2015-2024**



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 2015–2024

Of the 1,403 Georgia motor vehicle traffic fatalities in 2024, 26 (2%) were children 12 years and younger — 17 child fatalities were passenger vehicle (PV) occupants and the others were nonmotorists. The number of fatally injured passenger vehicle occupants 12 years of age and younger by restraint use is shown in Table 1.

Table 1. **Passenger Vehicle Occupants Fatally Injured (12 years and Younger) by Restraint Use, 2015-2024**

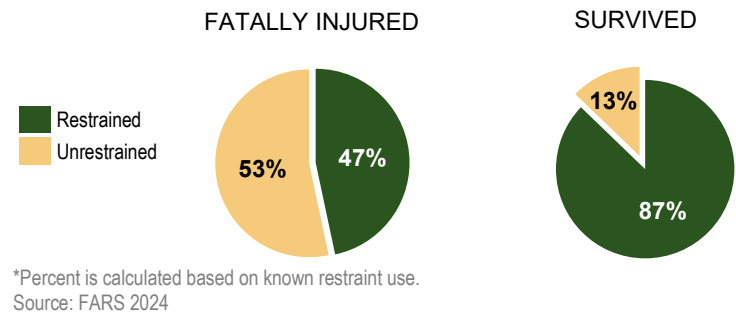
Year	Restraint Use						Total		Percent Restrained Based on Known Use	Percent <u>Un</u> restrained Based on Known Use
	Restrained		<u>Un</u> restrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2015	26	74%	5	14%	4	11%	35	100%	84%	16%
2016	26	67%	7	18%	6	15%	39	100%	79%	21%
2017	16	57%	10	36%	2	7%	28	100%	62%	38%
2018	16	57%	11	39%	1	4%	28	100%	60%	40%
2019	15	58%	9	35%	2	8%	26	100%	63%	37%
2020	18	51%	15	43%	2	6%	35	100%	55%	45%
2021	19	70%	6	22%	2	7%	27	100%	77%	23%
2022	14	54%	6	23%	6	23%	26	100%	71%	29%
2023	13	54%	6	25%	5	21%	24	100%	69%	31%
2024	7	41%	8	47%	2	12%	17	100%	48%	52%

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. The number of total passenger vehicle occupant fatalities may be different from the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information. Source: FARS 2015–2024
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For PV occupants ages 12 years and younger involved in fatal crashes in 2024, 53% of those fatally injured were unrestrained, compared to 13% of those who survived (based on known restraint use). Children who survive crashes are more likely to be restrained (87%) than those who are fatally injured (47%) (Figure 5).

Unrestrained passenger vehicle occupants aged 12 years and younger are more than five times (5.5x)⁸ more likely to be fatally injured than restrained occupants.

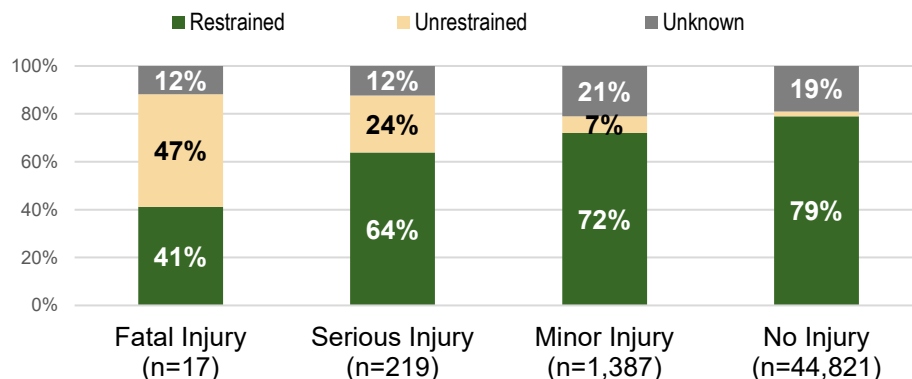
Figure 5. **Percent of Passenger Vehicle Occupants Ages 12 Years and Younger Involved in Fatal Crashes by Survival Status and Restraint* Use, 2024**



Generally, the use of child safety seats and seatbelts among children in a passenger vehicle is associated with a reduction in the severity of injuries in motor vehicle crashes. In 2024, the proportion of unrestrained children PV occupants was higher among children fatally injured compared to all other injury types. The use of restraints among children was unknown in nearly 20% of cases involving less severe injury outcomes (minor or no injuries), compared with 12% of cases involving severe injuries (fatal or serious injuries).

- Out of the 17 **fatalities** among PV occupants who were 12 years of age and younger, **8 (47%)** were unrestrained, 7 (41%) were restrained, and 2 (12%) had unknown restraint use.
- Out of the 219 **serious injuries** among PV occupants who were 12 years of age and younger, **52 (24%)** were unrestrained.
- Out of the 44,821 PV occupants with **no injuries** who were 12 years of age and younger, **531 (2%)** were unrestrained.⁹

Figure 6. **Percent Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Restraint Use, 2024**



Source: FARS 2024, CODES 2024
Percent totals may not equal 100% due to rounding.

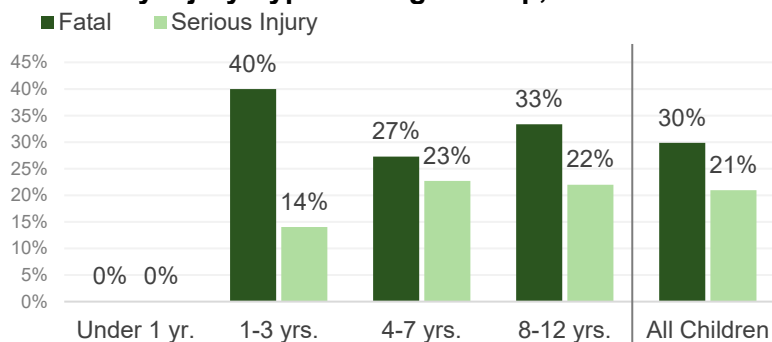
⁸ Unrestrained passenger vehicle occupants who were involved in a fatal crash had 5.5 times the odds of being fatally injured compared to restrained occupants

⁹ Children under eight years of age with a shoulder and/or lap belt are considered unrestrained by Georgia law.

Figure 7 and Table 2 show the percent of unrestrained child passenger vehicle occupants involved in crashes by injury severity and age.

- Children ages 1-to-3 had the highest percentage of unrestrained fatalities (40%)—higher than the percentages among ages 4-to-7 years (27%) and ages 8-to-12 years (33%).
- Among children with serious injuries, the percentage who were unrestrained was highest among ages 4-to-7 years (23%), followed closely by ages 8-to-12 years (22%) and ages 1-to-3 years (14%).
- No unrestrained fatalities or serious injuries were recorded among children under age 1 during 2022–2024.

Figure 7. **Percent of Unrestrained Child Passenger Vehicle Occupants (12 Years and Younger) involved in Traffic Crashes by Injury Type and Age Group, 2022-2024**



Note: There were no unrestrained fatalities or serious injuries for children under one year of age in 2022-2024. Source: CODES 2022-2024, FARS 2022-2024

Table 2. **Passenger Vehicle Occupants 12 Years and Younger by Injury Type and Restraint Use, 2022-2024**

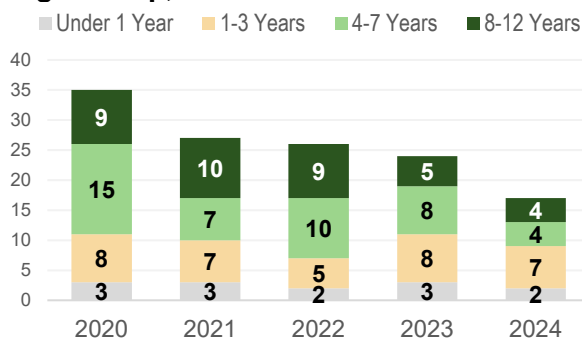
Restraint Use by Injury Type		Under 1 yr.		1-3 yrs.		4-7 yrs.		8-12 yrs.		All Children	
		#	%	#	%	#	%	#	%	#	%
Fatally Injured	Restrained	6	86%	10	50%	10	45%	8	44%	34	51%
	Unrestrained	---	---	8	40%	6	27%	6	33%	20	30%
	Unknown	1	14%	2	10%	6	27%	4	22%	13	19%
	Total	7	100%	20	100%	22	100%	18	100%	67	100%
Suspected Serious Injuries	Restrained	---	---	73	68%	147	55%	156	60%	376	59%
	Unrestrained	---	---	15	14%	61	23%	57	22%	133	21%
	Unknown	---	---	19	18%	61	23%	46	18%	126	20%
	Total	--	--	107	100%	269	100%	259	100%	635	100%

Note: The table does not include 'other' types of restraint used by passengers 12 years and younger
Source: CODES 2022-2024, FARS 2022-2024

Child PV occupant fatalities decreased from 35 in 2020 to 17 in 2024. The 17 fatalities in 2024 represented the lowest annual count during the five-year period.

Among children ages 12 and younger who were fatally injured in motor vehicle crashes, unrestrained proportions were the same for males and females in Georgia, with 37% of both groups unrestrained. Georgia's proportions closely mirrored national patterns, where 36% of male and 37% of female child passenger vehicle occupant fatalities were unrestrained.

Figure 8. **Passenger Vehicle Occupant Fatalities Ages 12 Years and Younger by Age Group, 2020-2024**



Source: FARS 2020-2024

Passenger Vehicle Types & Seating Positions

Table 3 shows restraint use among severely injured (fatally or seriously injured) child passenger vehicle occupants (ages 12 and younger) by passenger vehicle type. Overall, 27% of severely injured child PV occupants with known restraint use were unrestrained, while 73% were restrained. *Although not all crashes are survivable, child safety seats and seatbelts are an effective means of preventing fatalities.*

Restraint use among severely injured children varied by the type of passenger vehicle. Pickup trucks had the highest proportion of unrestrained severely injured child occupants. Among those with known restraint use, 37% were unrestrained, followed by SUVs (31%), passenger cars (23%), and vans (14%).

Table 3. **Restraint Use Among Severely Injured Child Passenger Vehicle Occupants (Ages 12 and Younger) Involved in a Motor Vehicle Crash by Passenger Vehicle Type, 2024**

Passenger Vehicle Type	Total Child PV Occupants (% unrestrained)	Severely Injured Child PV Occupants	Restraint Use Among Severely Injured Child PV Occupants							
			Restrained		Unrestrained		Unknown		Percent Restrained Based on Known Use	Percent Unrestrained Based on Known Use
			Number	Percent	Number	Percent	Number	Percent		
Passenger Cars	24,613 (3%)	106	70	66%	21	20%	15	14%	77%	23%
Pickup Truck	4,080 (3%)	20	12	60%	7	35%	1	5%	63%	37%
Sport Utility Vehicle (SUV)	20,001 (2%)	85	52	61%	23	27%	10	12%	69%	31%
Van	3,537 (2%)	8	6	75%	1	13%	1	13%	86%	14%
All Child PV Occupants	52,231 (2%)	219	140	64%	52	24%	27	12%	73%	27%

Note: Severely injured includes fatal and serious injuries

Source: CODES 2024, FARS 2024

Crash Characteristics

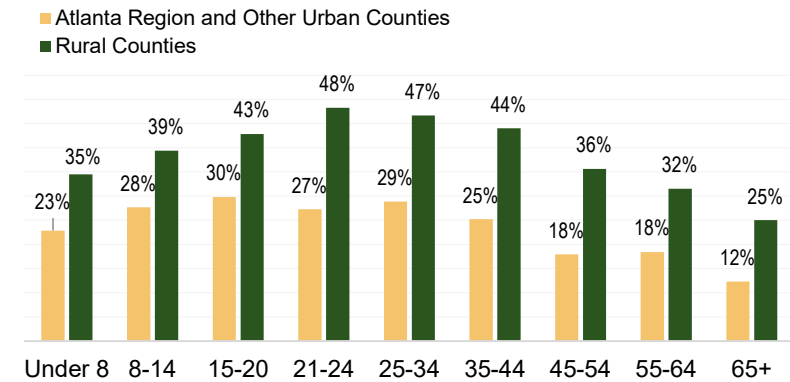
Urban vs. Rural

During the three-year period (2022-2024), rural counties had a higher proportion of unrestrained PV fatalities and serious injuries across all age groups compared to the Atlanta region and other urban counties (Figure 9). The highest rate of unrestrained fatal and serious injuries is among PV occupants in the 21-to-24 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. Thirty-five percent (35%) of fatally and seriously injured young children in rural areas were unrestrained compared to 23% in urban areas.

Figure 10 shows the proportions of unrestrained child PV occupants (12 years and under) fatally or seriously injured across the three regional types in Georgia: the Atlanta region, other urban, and rural areas.

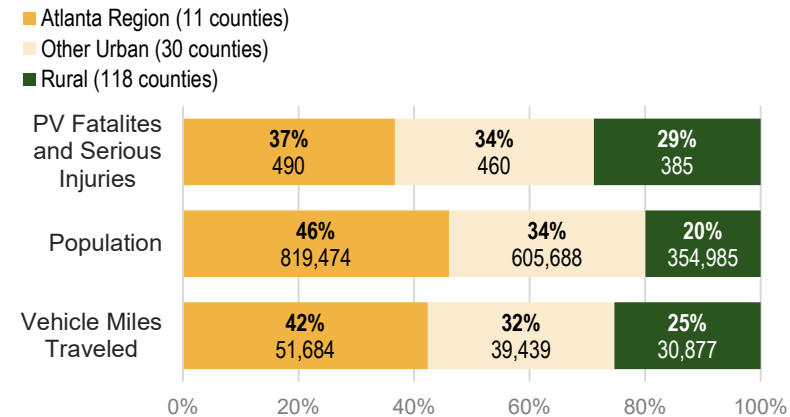
- The 11 counties in the Atlanta Region represented 37% of all children PV occupants fatally or seriously injured between 2022 and 2024, 46% of the state's population, and 42% of the state's vehicle miles traveled.
- The 118 rural counties represented 29% of all children PV occupants fatally or seriously injured between 2022 and 2024, but only 20% of the state's population and 25% of the state's vehicle miles traveled.

Figure 9. **Percent Unrestrained* Fatalities and Serious Injuries among Passenger Vehicle Occupants by Region Type and Age Group, 2022-2024**



*Based on known restraint use
Source: FARS 2022-2024, CODES 2022-2024

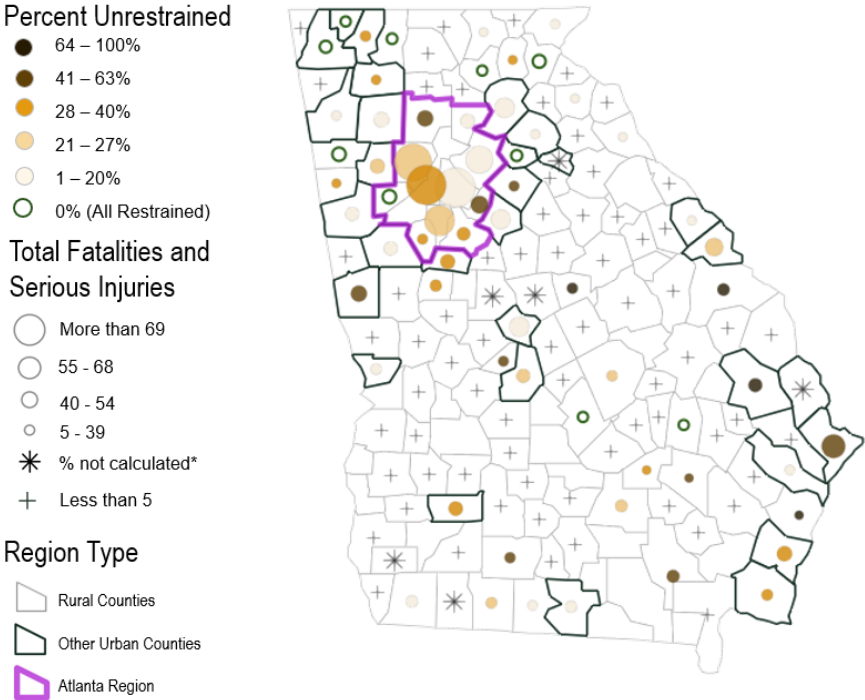
Figure 10. **2020-2024 Fatally and Seriously Injured Child Passenger Vehicle Occupants 12 Years and Younger, 2024 Population, and 2024 Vehicle Miles Traveled (100 Million) and by Region**



Source: FARS 2020-2024, CODES 2020-2024, OASIS 2024, GDOT 2024

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 rate of unrestraint use among children.

Figure 11. **Number of Fatally or Seriously Injured Passenger Vehicle (PV) Occupants and Percent of Unrestrained by County and Region Type, 2020-2024 (Ages 12 Years and Younger)**



Note: Counties with 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 69 seriously or fatally injured children in Fulton County between 2020-2024.
*Counties with more than 5 passenger vehicle occupants under 12 years of age severely injured, but fewer than 5 with reported known restraint use.
Source: FARS 2020-2024, CODES 2020-2024

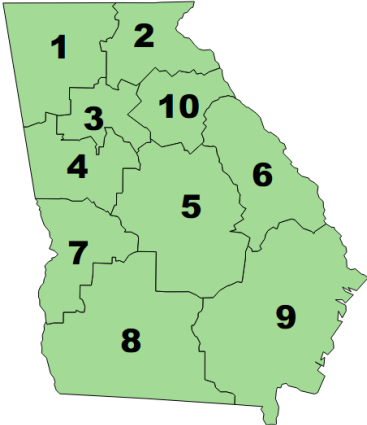
Emergency Medical Service (EMS) Districts

Table 4 shows the percentage of unrestrained severe injuries among passenger vehicle occupants ages 12 and younger by EMS region.

Region 9, located in southeast Georgia, had the highest proportion of unrestrained child passenger vehicle occupant severe injuries compared with all other EMS regions—165 severe injuries reported from 2020–2024.

Table 4. **Percent of Severely* Injured Child Unrestrained Passenger Vehicle Occupants (Ages 12 and Younger) by EMS Region, 2020–2024**

EMS Regions	Percent Unrestrained	Rank	Percent unknown restraint	Total Severe Injuries
STATEWIDE	28%		25%	1,315
Region 1	19%	9	28%	138
Region 2	12%	10	11%	100
Region 3	24%	8	26%	458
Region 4	31%	5	33%	110
Region 5	31%	6	32%	119
Region 6	38%	3	23%	59
Region 7	33%	4	19%	25
Region 8	30%	7	19%	96
Region 9	47%	1	31%	165
Region 10	39%	2	18%	45



Note: Based on known restraint use. *Severe injuries are fatal or serious injuries. Source: FARS 2020-2024, CODES 2020-2024

The appendix includes the following information by County and Census Designated Place: Count and Percent of 2022-2024 Unrestrained Passenger Vehicle Occupants

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.¹⁰ 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 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.¹¹

Between 2020 and 2024, 2% of child passenger vehicle occupants (passengers aged 12 years and under) involved in a Georgia motor vehicle traffic crash were unrestrained (3,648 out of 202,840 child passenger vehicle occupants). More than half of unrestrained passenger vehicle occupants (65%, 2,362 out of 3,648 unrestrained child passenger vehicle occupants) were involved in crashes that occurred in areas identified as a CDP in Georgia. The remaining unrestrained passenger vehicle occupants (35%) 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 5 shows the CDPs with the highest counts and proportions of unrestrained and unknown restraint use among child passenger vehicle occupants by region.

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

- The City of Atlanta (Fulton County) had the highest number of unrestrained child passenger vehicle occupants. Between 2020 and 2024, there were 14,127 unrestrained child passengers involved in City of Atlanta motor vehicle crashes— representing 9% of all child PV occupants who were unrestrained (based on known restraint use).
- The City of Atlanta (Fulton) also had the highest percentage of unrestrained child PV occupants involved in crashes. Between 2020 and 2024, 9% of all child PV occupants involved in crashes within the City of Atlanta were unrestrained (based on known restraint use).
- Peachtree City (Fayette) had the highest percentage of unknown/unreported restraint use among children under 12 years of age. Between 2020 and 2024, 97% of all child PV occupants involved in Peachtree City crashes did not have restraint use reported on the crash report.

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

- Augusta-Richmond (Richmond County) had the highest number of unrestrained child passenger vehicle occupants. Between 2020 and 2024, there were 5,665 unrestrained child passengers involved in motor vehicle crashes within the CDP— representing 3% of all child PV occupants who were unrestrained (based on known restraint use).
- Hogansville (Troup) had the highest percentage of unrestrained child PV occupants involved in crashes within the city limits. Between 2020 and 2024, 26% of all child PV occupants involved in Hogansville crashes were unrestrained (based on known restraint use).

¹⁰ 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.

¹¹ 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.

- **Isle of Hope (Chatham)** had the highest percentage of unknown/unreported restraint use among children under 12 years of age. Between 2020 and 2024, 100% of all child PV occupants involved in Isle of Hope crashes did not have restraint use reported on the crash report.

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

- **Milledgeville (Baldwin)** had the highest number of unrestrained child passenger vehicle occupants. Between 2020 and 2024, there were 611 unrestrained child passengers involved in motor vehicle crashes within the CDP— representing 1% of all child PV occupants who were unrestrained (based on known restraint use).
- **West Point (Harris)** had the highest percentage of unrestrained child PV occupants involved in crashes within the city limits. Between 2020 and 2024, 57% of all child PV occupants involved in West Point crashes were unrestrained (based on known restraint use).
- **Blackshear (Pierce)** had the highest percentage of unknown/unreported restraint use among children under 12 years of age. Between 2020 and 2024, 100% of all child PV occupants involved in Blackshear crashes did not have restraint use reported on the crash report.

Table 5. **Census Designated Places (CDPs) with the Highest Counts and Percentages of Unrestrained Children Passenger Vehicle Occupants (12 Years and Under) by Region, 2020-2024**

Region and Rank	Unrestrained Child PV Occupants		Percent Unrestrained Percent of Child PV Occupants with Known Restraint Use		Percent <u>Unknown</u> Restraint Percent of Child PV Occupants with Unknown Restraint Use	
	Census Designated Place	Number (%)	Census Designated Place	Percent (#)	Census Designated Place	Percent (#)
Atlanta Region (11 counties)	1 Atlanta (Fulton)	14,127 (9%) known unrestrained	Atlanta (Fulton)	9% (14,127) known unrestrained	Peachtree City (Fayette)	97% (409) <u>unknown</u> restraint use
	2 Stonecrest (DeKalb)	2,801 (1%)	Gresham Park (DeKalb)	8% (136)	Mountain Park (Fulton)	93% (13)
	3 South Fulton (Fulton)	2,348 (5%)	College Park (Fulton)	6% (763)	Fayetteville (Fayette)	92% (332)
	4 Sandy Springs (Fulton)	1,731 (1%)	South Fulton (Fulton)	5% (2,348)	Morrow (Clayton)	90% (335)
	5 Marietta (Cobb)	1,567 (1%)	Candler-McAfee (DeKalb)	5% (310)	Holly Springs (Cherokee)	78% (56)
Other Urban (30 counties)	1 Augusta-Richmond (Richmond)	5,665 (3%)	Hogansville (Troup)	26% (35)	Isle of Hope (Chatham)	100% (8)
	2 Columbus (Muscogee)	4,595 (1%)	Valdosta (Lowndes)	15% (1,529)	Talahi Island (Chatham)	100% (6)
	3 Savannah (Chatham)	4,559 (3%)	Porterdale (Newton)	14% (10)	Georgetown (Quitman)	98% (486)
	4 Macon-Bibb (Bibb)	4,316 (2%)	Tybee Island (Chatham)	13% (43)	Pooler (Chatham)	98% (780)
	5 Athens-Clarke (Clarke)	2,219 (3%)	Orchard Hill (Spalding)	13% (12)	Port Wentworth (Chatham)	98% (451)
Rural (118 counties)	1 Milledgeville (Baldwin)	611 (1%)	West Point (Harris)	57% (40)	Blackshear (Pierce)	100% (83)
	2 Richmond Hill (Bryan)	463 (1%)	Wadley (Jefferson)	47% (15)	Clayton (Rabun)	100% (60)
	3 Waycross (Ware)	441 (12%)	Baconton (Mitchell)	44% (9)	Pelham (Mitchell)	100% (17)
	4 Tifton (Tift)	395 (1%)	Millen (Jenkins)	33% (18)	Rockmart (Polk)	99% (120)
	5 Thomasville (Thomas)	384 (12%)	Echols County (Echols)	33% (10)	Cairo (Grady)	98% (206)

** 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 2022-2024

The appendix includes the following information by County and Census Designated Place:
Count and Percent of 2022-2024 Unrestrained Children Passenger Vehicle Occupants

Environmental Characteristics

Table 6 shows restraint nonuse among child passenger vehicle occupants ages 12 and younger by environmental characteristics and injury severity in 2024.

- Unrestrained severe injuries were more prevalent on weekends than weekdays. Among severely injured child PV occupants with known restraint use, 36% were unrestrained on weekends compared with 24% on weekdays.
- Afternoon weekdays and early morning weekend hours showed particularly high restraint nonuse among severely injured children. Twenty-seven percent (27%) of severely injured child PV occupants were unrestrained on weekdays from 12:00–5:59 p.m. and 67% were unrestrained on weekends from 12:00–5:59 a.m.
- Spring had the highest percentage of unrestrained severe injuries by season (34%), followed closely by summer (33%). Winter had the lowest percentage (22%).

Table 6. **Unrestrained Child Passenger Vehicle (PV) Occupants (12 years and under) by Environmental Characteristics and Injury Severity, 2024**

Environmental Characteristics	Severely Injured PV Occupants		All PV Occupants	
	Number Unrestrained	Percent Unrestrained	Number Unrestrained	Percent Unrestrained
Day of Week / Time of Day *				
Weekday	28	24%	543	2%
12:00-5:59 am	**	**	13	3%
6:00-11:59 am	3	12%	131	2%
12:00-5:59 pm	14	27%	265	2%
6:00-11:59 pm	8	21%	134	2%
Weekend	32	36%	302	2%
12:00-5:59 am	6	67%	27	5%
6:00-11:59 am	2	40%	29	1%
12:00-5:59 pm	8	29%	114	2%
6:00-11:59 pm	16	33%	132	2%
Season				
Winter (Jan-Feb, Dec)	9	22%	201	2%
Spring (Mar-May)	22	34%	221	2%
Summer (Jun-Aug)	16	33%	215	2%
Fall (Sep-Nov)	13	24%	208	2%

Weekday – 6:00 a.m. Monday to 5:59 p.m. Friday

Weekend – 6:00 p.m. Friday to 5:59 a.m. Monday

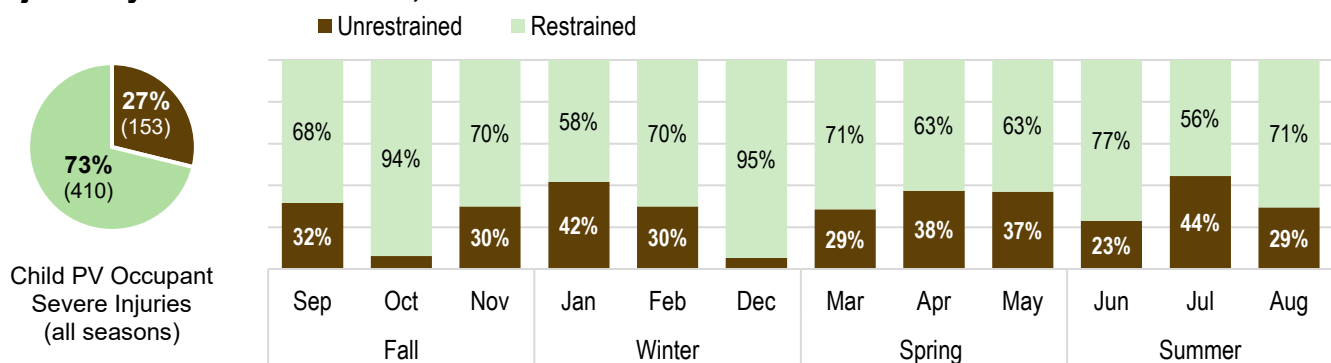
*Unrestrained percentages are calculated among PV occupants with known restraint use. Severely injured PV occupants include those who were fatally or seriously injured.

**Percentages are not calculated when fewer than five PV occupants had known restraint use.

Source: CODES 2024, FARS 2024

Figure 13 shows that nearly 3 in 10 (27%) severely injured child passenger vehicle occupants were unrestrained in 2024. The proportions of unrestraint varied by month, with the highest proportions observed in July (44%), January (42%), April (38%), and May (37%), while the lowest proportions occurred in December (5%) and October (6%).

Figure 13. **Unrestrained Child Passenger Vehicle Occupants (Ages 12 and Younger) with Severe Injuries by Season and Month, 2024**



Source: CODES 2024

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.

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:

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APPENDIX

CHILD OCCUPANT PROTECTION

GEORGIA TRAFFIC SAFETY FACTS (2024)

This document is the Appendix for the **2024 Child 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.

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and County, 2020-2024 (5-YEARS)

(—) No recorded passenger vehicle occupants under 12 years of age involved in motor vehicle crashes

(+) Percentages were not calculated when fewer than five severely injured occupants under 12 years of age.

(**) Percentages were not calculated when fewer than five severely injured occupants under 12 years of age *had known restraint use*.

County Name	2020-2024 Fatal and Serious Injuries among PV Occupants Involved in a Crash						2024 ALL PV Occupants Involved in a Crash *See data considerations*					
	0-7 Years		8-12 Years		12 Years and Under		0-7 Years		8-12 Years		12 Years and Under	
	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained	% unrestrained
	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>	<i>Rank</i>
Appling	+	+	60%	7	0%	5	—	—	—	4%	51	
Atkinson	—	—	—	—	—	—	+	+	**	40%	5	
Bacon	—	+	+	—	0%	< 5	**	+	**	50%	8	
Baker	—	—	—	—	—	—	+	+	+	—	< 5	
Baldwin	**	+	71%	3	22%	9	2%	2%	2%	39	1%	117
Banks	—	+	+	—	0%	< 5	—	3%	1%	49	2%	92
Barrow	0%	+	0%	56	11%	9	—	14%	4%	22	17%	29
Bartow	18%	0%	12%	52	6%	18	1%	2%	1%	46	1%	405
Ben Hill	—	—	—	—	—	—	—	—	—	11%	27	
Berrien	+	—	+	—	0%	< 5	17%	8%	13%	8	3%	31

County Name	2020-2024 Fatal and Serious Injuries among PV Occupants Involved in a Crash						2024 ALL PV Occupants Involved in a Crash *See data considerations*					
	0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under				0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under			
			% unrestrained	% unknown restraint	Total Severe Injuries	% unrestrained			% unknown restraint	Total PV Occupants		
											Rank	Rank
Bibb	20%	**	16%	46	32%	28	<1%	2%	1%	47	15%	478
Bleckley	+	+	+		0%	< 5	80%	38%	57%	1	—	23
Brantley	—	—	—		—	—	—	**	—		35%	23
Brooks	**	+	20%	35	29%	7	+	**	**		60%	10
Bryan	+	—	+		0%	< 5	3%	—	2%	36	56%	106
Bulloch	70%	+	71%	3	7%	15	4%	2%	3%	28	11%	293
Burke	**	86%	89%	2	25%	12	**	**	**		89%	27
Butts	+	—	+		100%	< 5	—	—	—		25%	63
Calhoun	—	+	+		0%	< 5	+	+	+		—	< 5
Camden	+	20%	38%	18	20%	10	—	—	—		2%	54
Candler	—	—	—		—	—	—	**	9%	15	42%	19
Carroll	**	**	14%	47	53%	15	2%	—	1%	48	49%	354
Catoosa	+	+	0%	56	0%	7	1%	3%	2%	41	5%	192
Charlton	—	+	+		100%	< 5	+	—	+		—	< 5
Chatham	71%	33%	61%	6	36%	36	3%	1%	3%	33	60%	791
Chattahoochee	—	—	—		—	—	+	—	—		—	9
Chattooga	+	+	+		0%	< 5	—	—	—		2%	48
Cherokee	57%	43%	50%	11	30%	20	—	—	—		8%	703
Clarke	**	—	**		40%	5	<1%	2%	1%	57	3%	346
Clay	—	—	—		—	—	+	—	+		—	< 5
Clayton	19%	38%	25%	30	20%	50	3%	2%	3%	32	15%	741
Clinch	—	—	—		—	—	—	—	—		—	5
Cobb	27%	21%	23%	33	8%	65	1%	1%	1%	58	7%	2,113
Coffee	33%	+	27%	27	8%	12	10%	2%	6%	17	4%	113
Colquitt	60%	+	50%	11	33%	9	5%	4%	5%	21	43%	113
Columbia	17%	—	17%	44	0%	6	<1%	<1%	<1%	63	<1%	501
Cook	+	+	+		0%	< 5	—	9%	4%	25	2%	54
Coweta	11%	**	8%	54	13%	15	1%	1%	1%	54	4%	427
Crawford	+	—	+		0%	< 5	+	**	**		71%	7
Crisp	+	—	+		0%	< 5	—	**	—		52%	25
Dade	—	+	+		0%	< 5	4%	9%	6%	18	—	47
Dawson	+	+	+		0%	< 5	—	2%	1%	59	—	142
Decatur	14%	+	20%	35	9%	11	—	—	—		26%	34
Dekalb	21%	19%	20%	42	24%	107	2%	2%	2%	42	23%	2,163
Dodge	+	+	0%	56	0%	7	—	—	—		21%	24
Dooly	+	—	+		0%	< 5	—	—	—		18%	17
Dougherty	13%	50%	29%	26	13%	16	2%	4%	2%	34	1%	164
Douglas	0%	**	0%	56	36%	14	4%	2%	3%	30	5%	482
Early	+	—	+		0%	< 5	+	**	—		22%	9

County Name	2020-2024 Fatal and Serious Injuries among PV Occupants Involved in a Crash					2024 ALL PV Occupants Involved in a Crash *See data considerations*				
	0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under			0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under		
			% unrestrained <i>Rank</i>	% unknown restraint	Total Severe Injuries			% unrestrained <i>Rank</i>	% unknown restraint	Total PV Occupants
Echols	—	—	—	—	—	—	+	+	—	< 5
Effingham	**	+	**	81%	16	—	**	—	86%	73
Elbert	+	+	20%	35	0%	5	—	—	—	26
Emanuel	+	—	+	50%	< 5	—	—	—	43%	23
Evans	+	—	+	33%	< 5	—	**	—	23%	13
Fannin	+	+	+	0%	< 5	—	—	—	—	54
Fayette	+	+	38%	18	0%	8	—	—	41%	256
Floyd	+	+	14%	47	0%	7	1%	1%	1% 53	2% 406
Forsyth	11%	0%	6%	55	0%	16	<1%	1%	<1% 64	5% 904
Franklin	+	+	20%	35	0%	5	13%	3%	9% 14	7% 82
Fulton	30%	27%	29%	25	25%	128	2%	1%	1% 45	18% 2,303
Gilmer	+	+	+	0%	< 5	10%	3%	7% 16	—	83
Glascocock	—	—	—	—	—	+	—	+	—	< 5
Glynn	30%	33%	31%	24	11%	18	1%	2%	2% 43	11% 283
Gordon	**	+	40%	14	29%	7	2%	—	1% 51	1% 191
Grady	+	+	**	20%	5	22%	—	14%	5	52% 29
Greene	+	+	+	33%	< 5	—	24%	14%	7	9% 32
Gwinnett	16%	22%	19%	43	16%	44	1%	1%	1% 56	2% 3,362
Habersham	0%	+	0%	56	15%	13	—	—	—	28% 100
Hall	15%	0%	10%	53	25%	28	1%	1%	1% 52	9% 866
Hancock	+	+	+	0%	< 5	+	+	20%	4	— 5
Haralson	+	+	40%	14	17%	6	—	—	—	59% 41
Harris	+	—	+	0%	< 5	—	—	—	4%	55
Hart	+	—	+	0%	< 5	—	3%	1% 55	5%	108
Heard	+	—	+	0%	< 5	—	—	—	17%	29
Henry	29%	40%	33%	21	14%	14	—	—	—	4% 274
Houston	33%	+	27%	29	0%	15	—	1%	<1% 62	1% 411
Irwin	—	+	+	0%	< 5	+	+	**	50%	6
Jackson	+	+	20%	35	17%	6	—	—	—	34% 205
Jasper	+	—	+	0%	< 5	+	—	—	—	13
Jeff Davis	+	+	40%	14	0%	5	11%	—	6% 19	3% 34
Jefferson	+	+	+	0%	< 5	—	10%	6% 20	—	17
Jenkins	+	+	+	0%	< 5	—	—	—	—	5
Johnson	—	—	—	—	—	+	—	—	11%	9
Jones	**	+	**	75%	8	**	**	**	91%	11
Lamar	—	—	—	—	—	—	+	—	20%	15
Lanier	—	—	—	—	—	+	—	+	—	< 5
Laurens	33%	+	25%	30	11%	9	10%	13%	11% 11	29% 93
Lee	—	+	+	0%	< 5	—	3%	1% 49	2%	92

County Name	2020-2024 Fatal and Serious Injuries among PV Occupants Involved in a Crash						2024 ALL PV Occupants Involved in a Crash *See data considerations*					
	0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under				0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under			
			% unrestrained	% unknown restraint	Total Severe Injuries	% unrestrained			% unknown restraint	Total PV Occupants		
											Rank	Rank
Liberty	+	20%	14%	47	0%	7	4%	4%	4%	27	21%	179
Lincoln	+	—	+		0%	< 5	+	—	+		—	< 5
Long	+	—	+		0%	< 5	—	40%	14%	5	36%	22
Lowndes	17%	**	20%	35	9%	11	—	—	—		1%	189
Lumpkin	0%	+	0%	56	0%	7	—	—	—		1%	67
Macon	+	+	+		0%	< 5	+	+	13%	9	—	8
Madison	—	+	+		0%	< 5	—	—	—		—	72
Marion	+	—	+		0%	< 5	+	+	+		—	< 5
McDuffie	+	—	+		50%	< 5	—	—	—		26%	42
McIntosh	+	+	100%	1	0%	5	+	+	33%	2	—	6
Meriwether	+	—	+		0%	< 5	—	—	—		—	35
Miller	+	+	**		40%	5	+	—	—		—	12
Mitchell	+	+	+		33%	< 5	—	**	—		33%	15
Monroe	+	**	**		67%	9	**	—	—		91%	64
Montgomery	—	+	+		0%	< 5	—	+	—		—	9
Morgan	+	—	+		0%	< 5	—	**	—		61%	23
Murray	0%	+	0%	56	13%	8	—	—	—		—	22
Muscogee	17%	+	14%	47	22%	9	1%	1%	1%	61	4%	542
Newton	17%	8%	13%	51	11%	27	—	—	—		3%	303
Oconee	+	+	+		50%	< 5	—	—	—		6%	212
Oglethorpe	—	+	+		0%	< 5	—	—	—		—	17
Paulding	**	33%	22%	34	47%	17	1%	—	1%	60	18%	417
Peach	+	+	50%	11	25%	8	22%	—	11%	12	59%	46
Pickens	+	+	+		0%	< 5	—	—	—		7%	69
Pierce	—	+	+		0%	< 5	—	**	—		61%	23
Pike	50%	+	38%	18	27%	11	—	—	—		11%	46
Polk	**	+	0%	56	57%	14	**	**	**		94%	65
Pulaski	—	—	—		—	—	—	—	—		—	11
Putnam	+	+	+		0%	< 5	—	—	—		6%	47
Quitman	—	—	—		—	—	—	+	+		—	< 5
Rabun	+	+	17%	44	0%	6	**	**	—		75%	32
Randolph	+	—	+		25%	< 5	—	+	+		100%	< 5
Richmond	29%	25%	27%	27	8%	24	2%	1%	2%	40	3%	751
Rockdale	30%	86%	53%	10	26%	23	—	4%	2%	38	28%	156
Schley	—	—	—		—	—	+	—	+		—	< 5
Screven	—	+	+		100%	< 5	17%	+	10%	13	—	10
Seminole	—	+	+		0%	< 5	+	—	+		—	< 5
Spalding	25%	+	33%	21	12%	17	3%	3%	3%	31	2%	206
Stephens	—	+	+		0%	< 5	—	9%	4%	24	50%	50

County Name	2020-2024 Fatal and Serious Injuries among PV Occupants Involved in a Crash					2024 ALL PV Occupants Involved in a Crash <i>*See data considerations*</i>						
	0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under			0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under				
			%	%	Total Severe Injuries			%	%	Total PV Occupants		
			unrestrained <i>Rank</i>	unknown restraint				unrestrained <i>Rank</i>	unknown restraint			
Stewart	+	+	+	0%	< 5	+	—	+	—	< 5		
Sumter	—	—	—	—	—	—	**	—	67%	27		
Talbot	—	+	+	0%	< 5	+	—	+	—	< 5		
Taliaferro	+	—	+	100%	< 5	—	—	—	—	13		
Tattnall	+	+	+	0%	< 5	14%	27%	21%	3	36		
Taylor	—	+	+	0%	< 5	+	+	+	33%	< 5		
Telfair	+	+	+	0%	< 5	—	—	—	—	—		
Terrell	—	+	+	0%	< 5	+	+	—	—	8		
Thomas	33%	+	25%	30	20%	10	—	—	79%	86		
Tift	+	—	+	0%	< 5	5%	—	3%	29	3%	95	
Toombs	+	+	0%	56	0%	7	—	—	—	—	53	
Towns	+	+	+	0%	< 5	—	—	—	—	—	25	
Treutlen	—	+	+	0%	< 5	+	+	+	—	—	< 5	
Troup	63%	50%	56%	9	20%	20	3%	4%	4%	26	2%	303
Turner	—	+	+	0%	< 5	—	7%	4%	22	8%	26	
Twiggs	+	+	+	50%	< 5	**	+	**	100%	—	9	
Union	+	+	20%	35	0%	5	—	—	—	43%	47	
Upson	+	—	+	75%	< 5	—	—	—	54%	—	50	
Walker	**	+	0%	56	27%	11	—	—	—	13%	125	
Walton	+	+	57%	8	13%	8	1%	3%	2%	37	7%	300
Ware	60%	+	63%	5	38%	13	—	5%	1%	44	19%	84
Warren	+	—	+	50%	< 5	+	+	—	—	—	7	
Washington	+	—	+	0%	< 5	—	**	—	60%	—	20	
Wayne	+	+	+	0%	< 5	—	5%	2%	35	23%	57	
Webster	—	+	+	100%	< 5	—	+	+	—	—	< 5	
Wheeler	+	+	+	0%	< 5	—	+	+	—	—	< 5	
White	+	+	40%	14	17%	6	—	**	—	83%	54	
Whitfield	20%	+	33%	21	0%	9	—	—	—	2%	392	
Wilcox	—	—	—	—	—	17%	+	13%	9	—	8	
Wilkes	—	—	—	—	—	+	+	+	—	—	< 5	
Wilkinson	—	+	+	100%	< 5	+	+	**	71%	—	7	
Worth	+	—	+	0%	< 5	—	—	—	3%	—	39	

Percent of Unrestrained (Based on Known) Passenger Vehicle (PV) Occupants Involved in Crashes by Injury Severity, Age Group, and Emergency Medical Services (EMS) Region, 2020-2024 (5-YEARS)

EMS Regions	2020-2024 Fatal and Serious Injuries among PV Occupants Involved in a Crash						2024 ALL PV Occupants Involved in a Crash *See data considerations*					
	0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under			0-7 Years % unrestrained	8-12 Years % unrestrained	12 Years and Under				
			% unrestrained	% unknown restraint	Total Severe Injuries			% unrestrained	% unknown restraint	Total PV Occupants		
			Rank					Rank				
STATEWIDE	29%	28%	28%		25%	1,315	1%	1%	1%		13%	27,675
Region 1	17%	23%	19%	9	28%	138	< 1%	< 1%	< 1%	9	8%	3,260
Region 2	11%	14%	12%	10	11%	100	< 1%	1%	1%	8	11%	2,569
Region 3	24%	24%	24%	8	26%	458	1%	1%	1%	6	12%	11,623
Region 4	30%	34%	31%	5	33%	110	2%	1%	1%	5	18%	2,058
Region 5	37%	20%	31%	6	32%	119	3%	3%	3%	2	17%	1,417
Region 6	33%	44%	38%	3	23%	59	2%	1%	1%	4	5%	1,401
Region 7	27%	50%	33%	4	19%	25	< 1%	< 1%	< 1%	10	4%	632
Region 8	28%	33%	30%	7	19%	96	3%	2%	3%	3	18%	1,121
Region 9	54%	34%	47%	1	31%	165	3%	3%	3%	1	34%	2,332
Region 10	32%	50%	39%	2	18%	45	< 1%	2%	1%	7	11%	1,262

EMS Regions

- Region 1

Bartow, Catoosa, Chattooga, Cherokee, Dade, Fannin, Floyd, Gilmer, Gordon, Haralson, Murray, Paulding, Pickens, Polk, Walker, and Whitfield
- Region 2

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union, and White
- Region 3

Clayton, Cobb, DeKalb, Douglas, Fulton, Gwinnett, Newton, and Rockdale
- Region 4

Butts, Carroll, Coweta, Fayette, Heard, Henry, Lamar, Meriwether, Pike, Spalding, Troup, and Upson
- Region 5

Baldwin, Bibb, Bleckley, Crawford, Dodge, Hancock, Houston, Jasper, Johnson, Jones, Laurens, Monroe, Montgomery, Peach, Pulaski, Putnam, Telfair, Treutlen, Twiggs, Washington, Wheeler, Wilcox, and Wilkinson
- Region 6

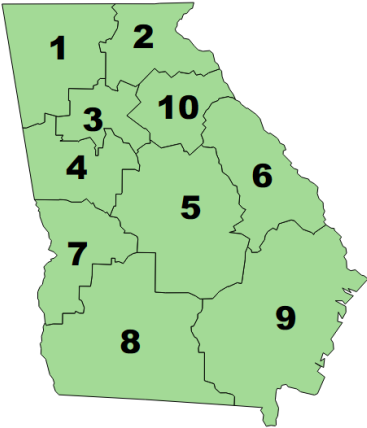
Burke, Columbia, Emanuel, Glascock, Jefferson, Jenkins, Lincoln, McDuffie, Richmond, Screven, Taliaferro, Warren, and Wilkes
- Region 7

Chattahoochee, Clay, Harris, Macon, Marion, Muscogee, Quitman, Randolph, Schley, Stewart, Talbot, Taylor, and Webster
- Region 8

Baker, Ben Hill, Berrien, Brooks, Calhoun, Colquitt, Cook, Crisp, Decatur, Dooly, Dougherty, Early, Echols, Grady, Irwin, Lanier, Lee, Lowndes, Miller, Mitchell, Seminole, Sumter, Terrell, Thomas, Tift, Turner, and Worth
- Region 9

Appling, Atkinson, Bacon, Bryan, Bulloch, Brantley, Camden, Candler, Charlton, Clinch, Coffee, Chatham, Effingham, Evans, Glynn, Jeff Davis, Liberty, Long, McIntosh, Pierce, Tattnall, Toombs, Ware, and Wayne
- Region 10

Barrow, Clarke, Elbert, Greene, Jackson, Madison, Morgan, Oconee, Oglethorpe, and Walton



Census Designed Places 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 2024 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 of less than 50,000 persons.

Passenger Vehicle (PV) Occupants Under 12 Years of Age Involved in Motor Vehicle Crashes by Census Designated Place (CDP) and Region, 2020-2024 (5-YEARS)

(**) Percentages were not calculated when fewer than five severely injured occupants had known restraint use.

(-) CDP with no recorded passenger vehicle occupants under 12 years of age involved in motor vehicle crashes

Region / County		Census Designated Place	Passenger Vehicle Occupants 12 Years and Under Involved in Motor Vehicle Crashes			
			Count [2020-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Atlanta Region	Cherokee	Canton	415	83.0	1%	29%
		Holly Springs	92	18.4	-	78%
		Woodstock	521	104.2	-	22%
	Clayton	Bonanza	75	15.0	3%	19%
		Conley	40	8.0	-	35%
		Forest Park	509	101.8	3%	31%
		Irondale	68	13.6	4%	26%
		Jonesboro	627	125.4	<1%	67%
		Lake City	191	38.2	1%	39%
		Lovejoy	270	54.0	2%	59%
		Morrow	413	82.6	-	90%
		Riverdale	755	151.0	3%	23%
	Cobb	Acworth	362	72.4	<1%	30%
		Austell	149	29.8	-	17%
		Fair Oaks	197	39.4	4%	33%
		Kennesaw	494	98.8	<1%	18%
		Mableton	867	173.4	2%	32%
		Marietta	1,567	313.4	1%	30%
		Powder Springs	225	45.0	1%	24%
		Smyrna	995	199.0	3%	27%
		Vinings	237	47.4	1%	20%
	DeKalb	Avondale Estates	45	9.0	-	24%
		Belvedere Park	343	68.6	3%	45%
		Brookhaven	806	161.2	2%	36%
		Candler-McAfee	310	62.0	5%	58%

Region / County	Census Designated Place	Passenger Vehicle Occupants 12 Years and Under Involved in Motor Vehicle Crashes				
		Count [2020-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use	
Atlanta Region	Chamblee	242	48.4	3%	28%	
	Clarkston	320	64.0	1%	31%	
	Decatur	331	66.2	2%	29%	
	Doraville	529	105.8	4%	26%	
	Druid Hills	78	15.6	-	33%	
	Dunwoody	349	69.8	-	30%	
	Gresham Park	136	27.2	8%	63%	
	Lithonia	28	5.6	-	14%	
	North Decatur	271	54.2	-	35%	
	North Druid Hills	358	71.6	-	35%	
	Panthersville	857	171.4	4%	58%	
	Redan	417	83.4	2%	28%	
	Scottdale	259	51.8	2%	35%	
	Stone Mountain	70	14.0	-	44%	
	Stonecrest	2,801	560.2	1%	31%	
	Tucker	1,258	251.6	1%	28%	
	Douglas	Douglasville	926	185.2	2%	24%
		Lithia Springs	771	154.2	2%	21%
	Fayette	Brooks	6	1.2	**	50%
		Fayetteville	392	78.4	-	92%
		Peachtree City	435	87.0	-	97%
		Tyrone	53	10.6	-	11%
		Woolsey	7	1.4	**	43%
	Forsyth	Cumming	522	104.4	1%	24%
	Fulton	Alpharetta	730	146.0	1%	24%
		Atlanta	14,127	2,825.4	9%	42%
		Chattahoochee Hills	21	4.2	-	19%
		College Park	763	152.6	6%	34%
		East Point	916	183.2	3%	37%
		Fairburn	331	66.2	1%	36%
		Hapeville	104	20.8	1%	25%
		Johns Creek	961	192.2	1%	22%
		Milton	264	52.8	2%	27%
		Mountain Park	103	20.6	1%	14%
		Mountain Park	15	3.0	**	93%
		Palmetto	55	11.0	-	15%
		Roswell	1,180	236.0	2%	26%
		Sandy Springs	1,731	346.2	1%	29%
		South Fulton	2,348	469.6	5%	46%
		Union City	614	122.8	3%	42%
	Gwinnett	Auburn	31	6.2	-	16%
		Berkeley Lake	23	4.6	-	22%
		Buford	540	108.0	1%	21%
		Dacula	187	37.4	-	21%
		Duluth	178	35.6	-	24%
		Grayson	190	38.0	1%	28%
		Lawrenceville	1,097	219.4	2%	24%
		Lilburn	534	106.8	3%	30%

Region / County	Census Designated Place	Passenger Vehicle Occupants 12 Years and Under Involved in Motor Vehicle Crashes				
		Count [2020-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use	
Atlanta Region	Loganville	433	86.6	<1%	21%	
	Norcross	486	97.2	1%	26%	
	Peachtree Corners	500	100.0	2%	31%	
	Snellville	867	173.4	1%	24%	
	Sugar Hill	224	44.8	1%	17%	
	Suwanee	512	102.4	<1%	19%	
	Henry	Hampton	90	18.0	-	29%
		Heron Bay	33	6.6	-	21%
		Locust Grove	422	84.4	2%	23%
		McDonough	910	182.0	1%	22%
		Stockbridge	966	193.2	1%	23%
	Rockdale	Conyers	547	109.4	1%	14%
Other Urban Counties	Barrow	Statham	12	2.4	-	17%
		Adairsville	93	18.6	-	14%
		Cartersville	916	183.2	2%	19%
		Emerson	115	23.0	-	14%
		Euharlee	11	2.2	-	-
		Kingston	6	1.2	**	50%
	Bibb	Macon-Bibb County	4,316	863.2	2%	36%
	Bulloch	Brooklet	12	2.4	10%	17%
		Portal	7	1.4	-	-
		Statesboro	906	181.2	3%	23%
	Camden	Kings Bay Base	16	3.2	7%	6%
		Kingsland	291	58.2	1%	23%
		St. Marys	88	17.6	5%	8%
		Woodbine	5	1.0	-	-
	Carroll	Bowdon	23	4.6	-	65%
		Carrollton	612	122.4	3%	87%
		Villa Rica	561	112.2	-	94%
		Whitesburg	20	4.0	-	50%
	Catoosa	Fort Oglethorpe	248	49.6	3%	22%
		Lakeview	27	5.4	5%	30%
		Ringgold	135	27.0	1%	22%
	Chatham	Bloomington	46	9.2	**	96%
		Garden City	240	48.0	-	86%
		Georgetown	496	99.2	10%	98%
		Henderson	14	2.8	**	79%
		Isle of Hope	8	1.6	**	100%
		Montgomery	26	5.2	**	85%
		Pooler	796	159.2	-	98%
		Port Wentworth	460	92.0	-	98%
		Savannah	4,559	911.8	3%	50%
		Skidaway Island	10	2.0	**	90%
		Talahi Island	6	1.2	**	100%
		Thunderbolt	85	17.0	9%	59%
		Tybee Island	43	8.6	13%	44%
		Vernonburg	14	2.8	-	36%
		Whitemarsh Island	66	13.2	**	94%
		Wilmington Island	95	19.0	**	97%
	Clarke	Athens-Clarke	2,219	443.8	3%	27%

Region / County		Census Designated Place	Passenger Vehicle Occupants 12 Years and Under Involved in Motor Vehicle Crashes			
			Count [2020-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Other Urban Counties	Columbia	Appling	14	2.8	-	21%
		Evans	476	95.2	-	18%
		Grovetown	186	37.2	-	20%
		Martinez	467	93.4	<1%	21%
	Coweta	East Newnan	72	14.4	9%	11%
		Grantville	39	7.8	3%	13%
		Newnan	1,074	214.8	2%	16%
		Senoia	35	7.0	-	74%
		Turin	39	7.8	3%	15%
	Dougherty	Albany	2,184	436.8	5%	21%
		Putney	41	8.2	11%	10%
	Effingham	Guyton	9	1.8	**	89%
		Rincon	107	21.4	7%	59%
		Springfield	19	3.8	-	37%
	Floyd	Cave Spring	10	2.0	-	10%
		Lindale	56	11.2	-	20%
		Rome	1,305	261.0	1%	18%
		Shannon	13	2.6	-	8%
	Glynn	Brunswick	517	103.4	6%	23%
		Country Club Estates	140	28.0	1%	20%
		Dock Junction	400	80.0	1%	19%
		St. Simons	95	19.0	-	24%
	Gordon	Calhoun	528	105.6	<1%	19%
		Resaca	21	4.2	-	29%
	Hall	Clermont	18	3.6	-	11%
		Commerce	157	31.4	-	71%
		Flowery Branch	103	20.6	4%	74%
		Gainesville	1,413	282.6	2%	25%
		Lula	11	2.2	-	55%
		Oakwood	142	28.4	-	87%
	Houston	Centerville	71	14.2	2%	25%
		Perry	412	82.4	3%	18%
		Robins AFB	10	2.0	-	20%
		Warner Robins	1,426	285.2	3%	20%
	Jackson	Arcade	45	9.0	-	60%
		Braselton	242	48.4	1%	31%
		Hoschton	35	7.0	-	31%
		Jefferson	458	91.6	-	80%
		Nicholson	14	2.8	-	21%
		Talmo	14	2.8	-	36%
	Liberty	Allenhurst	15	3.0	-	60%
		Flemington	97	19.4	-	70%
		Hinesville	711	142.2	1%	21%
		Midway	10	2.0	**	60%
		Riceboro	7	1.4	**	71%
		Walthourville	35	7.0	4%	34%
	Lowndes	Hahira	6	1.2	**	50%
		Valdosta	1,529	305.8	15%	22%
	Muscogee	Columbus	4,595	919.0	1%	17%
	Newton	Covington	663	132.6	3%	20%
		Newborn	9	1.8	-	-
		Porterdale	10	2.0	14%	30%

Other Urban Counties	Paulding	Dallas	223	44.6	8%	88%
		Hiram	488	97.6	3%	87%
	Richmond	Augusta-Richmond	5,665	1,133.0	3%	19%
		Hephzibah	32	6.4	-	16%
	Spalding	East Griffin	21	4.2	-	24%
		Experiment	71	14.2	4%	21%
		Griffin	906	181.2	6%	32%
		Orchard Hill	12	2.4	13%	33%
		Sunny Side	31	6.2	-	16%
	Troup	Hogansville	35	7.0	26%	34%
		LaGrange	1,271	254.2	4%	21%
	Walker	Chattanooga Valley	15	3.0	-	20%
		Chickamauga	63	12.6	2%	21%
		Fairview	52	10.4	2%	15%
		LaFayette	117	23.4	-	85%
		Rossville	26	5.2	-	38%
	Walton	Between	15	3.0	-	27%
		Monroe	448	89.6	2%	23%
		Social Circle	32	6.4	-	41%
		Walnut Grove	45	9.0	3%	29%
	Whitfield	Dalton	1,274	254.8	1%	22%
		Tunnel Hill	6	1.2	**	50%
		Varnell	15	3.0	-	33%
Rural Counties	Appling	Baxley	157	31.4	2%	27%
	Atkinson	Pearson	13	2.6	-	31%
		Willacoochee	9	1.8	-	11%
	Bacon	Alma	49	9.8	-	43%
	Baldwin	Hardwick	71	14.2	6%	30%
		Milledgeville	611	122.2	1%	34%
	Banks	Gillsville	7	1.4	**	71%
		Homer	13	2.6	-	31%
	Ben Hill	Fitzgerald	105	21.0	-	91%
	Berrien	Nashville	38	7.6	-	39%
	Bleckley	Allentown	8	1.6	**	75%
		Cochran	55	11.0	21%	15%
	Brooks	Morven	5	1.0	**	20%
		Quitman	42	8.4	4%	45%
	Bryan	Pembroke	13	2.6	**	69%
		Richmond Hill	463	92.6	1%	51%
	Burke	Waynesboro	72	14.4	-	64%
	Butts	Indian Springs	17	3.4	8%	24%
		Jackson	182	36.4	-	94%
		Jenkinsburg	9	1.8	-	11%
	Candler	Metter	43	8.6	8%	70%
	Charlton	Folkston	28	5.6	-	11%
	Chattahoochee	Cusseta- Chattahoochee	30	6.0	-	7%
	Chattooga	Summerville	99	19.8	-	28%
		Trion	5	1.0	**	20%
	Clinch	Homerville	28	5.6	-	32%
	Coffee	Broxton	12	2.4	17%	-
		Douglas	345	69.0	7%	24%
	Colquitt	Moultrie	361	72.2	6%	95%
	Cook	Adel	80	16.0	11%	31%
		Cecil	11	2.2	-	27%
		Lenox	8	1.6	-	13%

Rural Counties		Sparks	26	5.2	4%	8%
	Crisp	Cordele	81	16.2	29%	83%
	Dade	Trenton	10	2.0	-	-
	Dawson	Dawsonville	53	10.6	-	17%
	Decatur	Bainbridge	245	49.0	9%	31%
	Dodge	Chester	5	1.0	**	40%
		Eastman	89	17.8	3%	31%
	Dooly	Unadilla	27	5.4	-	22%
		Vienna	19	3.8	-	21%
	Early	Blakely	43	8.6	8%	40%
	Echols	Echols County	10	2.0	33%	40%
	Elbert	Elberton	116	23.2	1%	24%
	Emanuel	Swainsboro	135	27.0	3%	46%
		Twin City	9	1.8	-	22%
	Evans	Claxton	46	9.2	-	70%
	Fannin	Blue Ridge	65	13.0	5%	32%
		McCaysville	5	1.0	**	40%
		Mineral Bluff	7	1.4	-	29%
		Morganton	6	1.2	-	17%
	Franklin	Carnesville	28	5.6	24%	25%
		Gumlog	7	1.4	20%	29%
		Lavonia	68	13.6	4%	25%
		Royston	24	4.8	-	29%
	Gilmer	East Ellijay	71	14.2	2%	13%
		Ellijay	60	12.0	-	23%
	Grady	Cairo	210	42.0	**	98%
	Greene	Greensboro	38	7.6	4%	37%
		Siloam	7	1.4	-	14%
		Union Point	10	2.0	-	10%
	Habersham	Baldwin	77	15.4	-	48%
		Clarkesville	15	3.0	-	20%
		Cornelia	164	32.8	-	72%
		Demorest	23	4.6	-	52%
		Mount Airy	10	2.0	**	70%
		Raoul	7	1.4	**	43%
		Tallulah Falls	10	2.0	-	20%
	Hancock	Sparta	5	1.0	-	-
	Haralson	Bremen	136	27.2	-	91%
		Buchanan	6	1.2	**	33%
		Tallapoosa	33	6.6	-	24%
		Temple	106	21.2	-	92%
		Waco	16	3.2	14%	56%
	Harris	Hamilton	9	1.8	-	11%
		Pine Mountain	16	3.2	-	38%
		Waverly Hall	6	1.2	**	83%
		West Point	40	8.0	57%	83%
	Hart	Bowersville	7	1.4	-	-
		Hartwell	177	35.4	-	23%
		Reed Creek	7	1.4	-	14%
	Heard	Centralhatchee	5	1.0	**	80%
		Franklin	39	7.8	**	90%
	Irwin	Ocilla	11	2.2	**	73%
	Jasper	Monticello	38	7.6	3%	24%
	Jeff Davis	Hazlehurst	106	21.2	1%	16%
	Jefferson	Louisville	35	7.0	-	31%

**Rural
Counties**

	Wadley	15	3.0	47%	-
	Wrens	10	2.0	-	30%
Jenkins	Millen	18	3.6	33%	17%
Johnson	Wrightsville	10	2.0	-	10%
Jones	Gray	42	8.4	-	45%
Lamar	Barnesville	35	7.0	-	23%
Laurens	Dublin	312	62.4	4%	41%
	East Dublin	47	9.4	3%	30%
Lee	Leesburg	88	17.6	-	32%
Long	Ludowici	17	3.4	-	71%
Lumpkin	Dahlonega	103	20.6	1%	26%
Macon	Montezuma	19	3.8	-	37%
Madison	Colbert	15	3.0	-	7%
	Comer	12	2.4	10%	17%
	Danielsville	19	3.8	-	26%
Marion	Buena Vista	5	1.0	**	40%
McDuffie	Harlem	21	4.2	-	24%
	Thomson	129	25.8	2%	53%
McIntosh	Darien	25	5.0	-	68%
Meriwether	Greenville	6	1.2	**	100%
	Luthersville	10	2.0	-	20%
	Manchester	32	6.4	-	16%
	Warm Springs	5	1.0	**	40%
Miller	Colquitt	18	3.6	-	28%
Mitchell	Baconton	9	1.8	44%	-
	Camilla	87	17.4	**	97%
	Pelham	17	3.4	**	100%
Monroe	Forsyth	178	35.6	-	97%
Montgomery	Mount Vernon	8	1.6	-	13%
Morgan	Bostwick	6	1.2	**	100%
	Madison	124	24.8	-	88%
	Rutledge	7	1.4	**	100%
Murray	Chatsworth	52	10.4	2%	19%
	Eton	26	5.2	-	-
Oconee	Bishop	10	2.0	-	10%
	Bogart	10	2.0	-	50%
	Watkinsville	48	9.6	-	17%
Oglethorpe	Crawford	10	2.0	-	30%
Peach	Byron	153	30.6	-	95%
	Fort Valley	131	26.2	6%	35%
Pickens	Jasper	86	17.2	2%	41%
Pierce	Blackshear	83	16.6	**	100%
Pike	Hilltop	8	1.6	17%	25%
	Williamson	17	3.4	13%	12%
	Zebulon	56	11.2	-	30%
Polk	Cedartown	210	42.0	22%	96%
	Rockmart	121	24.2	**	99%
Pulaski	Hawkinsville	25	5.0	5%	20%
Putnam	Eatonton	126	25.2	-	21%
Quitman	Georgetown-Quitman	17	3.4	13%	6%
Rabun	Clayton	60	12.0	**	100%
	Dillard	25	5.0	**	88%
	Mountain City	28	5.6	**	89%
	Tiger	8	1.6	**	100%
Randolph	Cuthbert	8	1.6	-	13%

**Rural
Counties**

Screven	Sylvania	16	3.2	8%	19%
Seminole	Donalsonville	17	3.4	-	18%
Stephens	Avalon	6	1.2	-	17%
	Toccoa	137	27.4	20%	96%
Stewart	Lumpkin	9	1.8	-	-
Sumter	Americus	360	72.0	13%	96%
Tattnall	Glennville	28	5.6	-	82%
	Reidsville	47	9.4	27%	77%
Taylor	Butler	8	1.6	29%	13%
Telfair	McRae-Helena	31	6.2	17%	26%
Terrell	Dawson	41	8.2	**	98%
Thomas	Boston	6	1.2	**	83%
	Thomasville	384	76.8	12%	89%
Tift	Phillipsburg	9	1.8	-	22%
	Tifton	395	79.0	1%	24%
	Unionville	41	8.2	-	24%
Toombs	Lyons	60	12.0	5%	32%
	Santa Claus	5	1.0	-	-
	Vidalia	277	55.4	4%	21%
Towns	Hiawassee	14	2.8	-	-
Treutlen	Soperton	12	2.4	**	67%
Turner	Ashburn	28	5.6	-	64%
Union	Blairsville	28	5.6	-	43%
Upton	Hannahs Mill	40	8.0	-	73%
	Thomaston	174	34.8	5%	89%
	Yatesville	5	1.0	**	100%
Ware	Deenwood	13	2.6	-	15%
	Waycross	441	88.2	12%	89%
Washington	Davisboro	7	1.4	**	43%
	Sandersville	87	17.4	-	44%
	Tennille	8	1.6	**	88%
Wayne	Jesup	213	42.6	6%	67%
	Odum	10	2.0	-	-
	Screven	5	1.0	**	20%
Webster	Webster County	13	2.6	17%	8%
Wheeler	Glenwood	5	1.0	-	-
White	Cleveland	87	17.4	18%	87%
	Helen	11	2.2	-	55%
Wilcox	Rochelle	8	1.6	-	-
Wilkes	Washington	7	1.4	**	43%
Wilkinson	Gordon	22	4.4	**	91%
	Ivey	5	1.0	**	80%
	McIntyre	5	1.0	**	80%
Worth	Sylvester	66	13.2	6%	45%

Census Designated Place (CDP) with 1-4 Child Passenger Vehicle (PV) Occupants Under 12 Years of Age Involved in Motor Vehicle Crashes, 2020-2024 (5-YEARS)

Appling	Graham
Baker	Newton
Banks	Maysville
Barrow	Bethlehem
	Carl
	Winder
Bartow	Taylorville
	White
Berrien	Alapaha
	Enigma
	Ray City
Bleckley	Empire
	Hoboken
	Nahunta
Burke	Keysville
Butts	Flovilla
Calhon	Arlington
	Edison
Carroll	Mount Zion
Chatham	Dutch Island
Chattooga	Lyerly
Cherokee	Ball Ground
	Nelson
	Waleska
Clarke	Winterville
Clayton	Fort Gaines
Coffee	Nicholls
Colquitt	Norman Park
Coweta	Moreland
	Sharpsburg
Crawford	Roberta
Crisp	Arabi
Decatur	Brinson
Dodge	Rhine
Dooly	Pinehurst
Early	Jakin
Emanuel	Garfield
	Oak Park
	Stillmore
Evans	Daisy
	Hagan
Franklin	Canon
	Franklin Springs

Glascok	Gibson
Gordon	Fairmount
	Plainville
Grady	Whigham
Greene	White Plains
	Woodville
Habersham	Alto
Heard	Ephesus
Jasper	Shady Dale
Johnson	Adrian
Lamar	Milner
Lanier	Lakeland
Laurens	Cadwell
	Dudley
	Rentz
Lincoln	Lincolnton
Lowndes	Dasher
	Lake Park
	Moody AFB
Madison	Ila
McDuffie	Dearing
Meriwether	Woodbury
Montgomery	Ailey
	Alston
	Higgston
	Uvalda
Morgan	Buckhead
Newton	Oxford
Oconee	North High Shoals
Oglethorpe	Arnoldsville
	Lexington
Paulding	Braswell
Pickens	Talking Rock
Pierce	Offerman
	Patterson
Pike	Molena
Polk	Aragon
Rabun	Sky Valley
Randolph	Shellman
Richmond	Blythe
Rockdale	Lakeview Estates
Schley	Ellaville
Screven	Oliver

Stephens	Martin
Sumter	Leslie
Talbot	Junction City
	Talbotton
Taliaferro	Crawfordville
Tattnall	Mendes
Telfair	Jacksonville
	Lumber City
Terrell	Parrott
Thomas	Coolidge
	Meigs
	Ochlocknee
Tift	Omega
	Ty Ty
Towns	Young Harris
Turner	Sycamore
Twiggs	Jeffersonville
Upton	Lincoln Park
	Sunset Village
	The Rock
Walker	Lookout Mountain
Walton	Good Hope
	Jersey
Ware	Sunnyside
Warren	Norwood
	Warrenton
Washington	Oconee
White	Sautee-Nacoochee
	Yonah
Whitfield	Cohutta
Wilcox	Abbeville
Wilkinson	Irwinton
Worth	Warwick

Census Designated Place (CDP) with NO Child Passenger Vehicle (PV) Occupants Under 12 Years of Age Involved in Motor Vehicle Crashes, 2020-2024 (5-YEARS)

Appling	Surrency	Fannin	Epworth	Screven	Hiltonia
Bacon	Rockingham	Gilmer	Cherry Log		Newington
Barrow	Russell	Glascock	Edge Hill		Rocky Ford
Brooks	Barwick		Mitchell	Seminole	Iron City
Bulloch	Register	Gordon	Ranger	Stewart	Richland
Burke	Girard	Grady	Calvary	Sumter	Andersonville
	Midville	Gwinnett	Rest Haven		De Soto
	Sardis	Harris	Shiloh		Plains
	Vidette	Jackson	Pendergrass	Talbot	Geneva
Calhoun	Leary	Jeff Davis	Denton		Woodland
	Morgan		Satilla	Taliaferr	Sharon
Candler	Pulaski	Jefferson	Avera	Tattnall	Cobbtown
Carrroll	Roopville		Bartow		Collins
Charlton	Homeland		Matthews		Manassas
Chattooga	Menlo		Stapleton	Taylor	Howard
Clay	Bluffton	Jenkins	Perkins		Reynolds
Clinch	Argyle	Johnson	Kite	Telfair	Milan
	Du Pont	Lamar	Aldora		Scotland
	Fargo	Laurens	Dexter	Terrell	Sasser
Coffee	Ambrose		Montrose		Bronwood
Colquitt	Berlin	Lee	Smithville	Thomas	Pavo
	Doerun	Liberty	Gumbranch	Towns	Tate City
	Ellenton		Fort Stewart	Turner	Rebecca
	Funston	Lowndes	Remerton	Twiggs	Danville
Coweta	Haralson	Macon	Ideal	Upson	Salem
Crawford	Knoxville		Marshallville	Warren	Camak
Crisp	Eagle Grove		Oglethorpe	Washington	Deepstep
Decatur	Attapulgus	Madison	Carlton		Harrison
	Climax		Hull		Riddleville
Dekalb	Pine Lake	Meriwether	Gay	Wheeler	Alamo
Dodge	Chauncey		Lone Oak	Wilcox	Pineview
Dooly	Byromville	Miller	Boykin		Pitts
	Dooling	Mitchell	Sale City		Seville
	Lilly	Monroe	Culloden	Wilkes	Rayle
Early	Cedar Springs	Montgomery	Tarrytown		Tignall
	Damascus	Newton	Mansfield	Wilkinson	Toombsboro
Elbert	Bowman	Oglethorpe	Maxeys	Worth	Poulan
	Dewy Rose	Pike	Concord		Sumner
Emanuel	Canoochee		Meansville		
	Norristown	Putnam	Crooked Creek		
	Nunez	Randolph	Coleman		
	Summertown				
Evans	Bellville				