From 1996 to 2003 in Georgia, 34,494 young children ages 5-9 and 40,509 middle school age children ages 10-14 were injured in motor vehicle crashes.

- In general the greatest reduction in injuries was for younger persons and the smallest improvement was for older persons. The number of injured persons increased for persons ages 45-54, 55-64 and over age 74.

- The decline in injuries primarily occurred from 1996 to 1998 during the same time seat belt use increased dramatically. The decline in injuries leveled off from 2000 to 2003 and over the same time period seat belt use leveled off at about 79 percent.

In 2003 alone the number of injured children ages 5-9 would fill not 10 classrooms, not 50 classrooms but 133 classrooms.

For middle school age children ages 10-14 the number is even greater. The number of injured children ages 10-14 in 2003 would fill 164 Georgia classrooms.

Injuries by Age
Number and Rate per 10,000 Population

Ages		1996	1997	1998	1999*	2000	2001	2002	2003	1996-2003
0-4	Number	4,063	3,768	3,398	3,178	3,181	3,105	3,181	3,234	27,108
	Rate	73.37	67.29	59.58	54.78	53.07	49.70	49.45	49.06	56.58
5-9	Number	4,919	4,845	4,447	4,001	4,152	4,037	4,099	3,994	34,494
	Rate	89.73	86.40	77.75	69.34	67.46	65.23	66.39	64.62	72.96
10-14	Number	5,610	5,632	5,012	4,583	5,000	4,868	4,879	4,925	40,509
	Rate	105.84	104.90	91.45	81.37	81.71	77.16	76.00	75.79	85.96
15-19	Number	21,686	20,865	19,127	17,592	18,255	18,241	18,220	17,733	151,719
	Rate	405.98	379.60	339.89	308.39	306.04	304.15	301.04	289.15	327.56
20-24	Number	19,988	18,903	17,786	16,133	17,930	17,803	18,319	18,514	145,376
	Rate	385.65	363.57	337.14	298.78	299.61	288.58	289.04	286.79	316.00
25-34	Number	31,714	30,704	29,257	26,235	27,141	27,250	26,579	26,776	225,656
	Rate	260.96	252.24	241.48	217.67	208.32	207.21	199.54	198.42	222.35
35-44	Number	22,766	22,416	22,718	21,329	22,268	22,781	22,530	22,448	179,256
	Rate	184.13	176.07	173.97	159.43	163.91	165.97	163.16	162.01	168.30
45-54	Number	14,231	14,521	14,763	13,813	14,962	15,634	16,158	16,238	120,320
	Rate	156.09	152.39	150.02	134.97	137.11	139.24	140.90	139.10	143.23
55-64	Number	7,182	7,444	7,731	7,176	7,865	8,317	8,678	9,124	63,517
	Rate	130.02	130.12	128.52	113.95	117.95	120.12	118.87	118.51	121.80
65-74	Number	4,863	4,648	4,842	4,257	4,518	4,845	4,592	4,623	37,188
	Rate	116.89	111.05	115.48	101.54	103.40	109.49	102.68	101.66	107.65
>74	Number	2,864	2,898	2,966	2,784	3,061	3,069	3,028	3,092	23,762
	Rate	90.66	89.17	88.93	81.43	86.98	85.68	82.82	83.17	85.98

*Injury severity as noted by the law enforcement officer on the crash report.

*Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.
Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004
U.S. Bureau of the Census

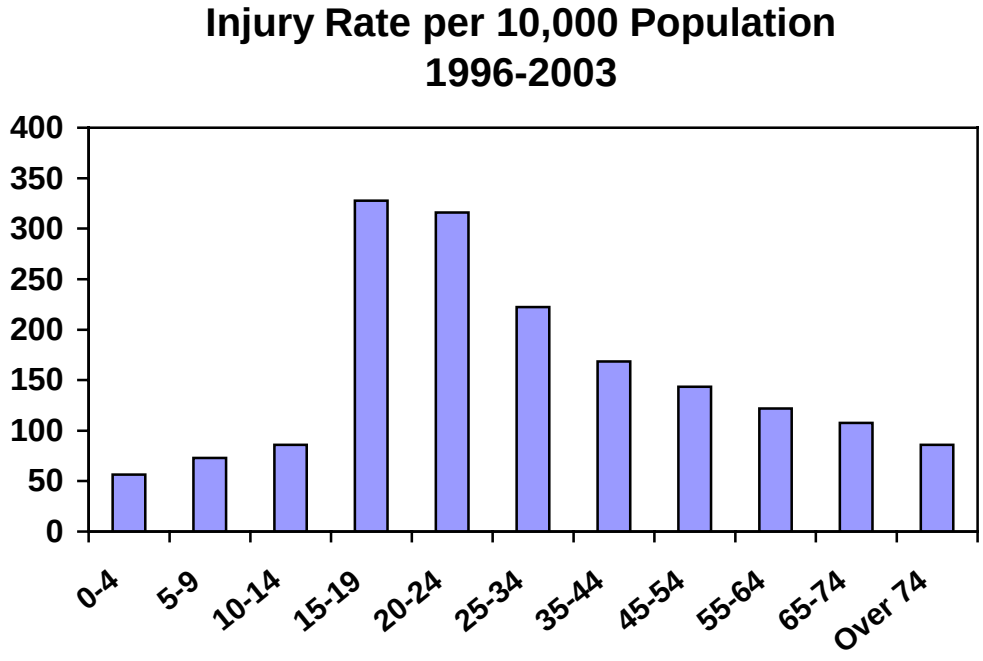
Over one million people were injured in motor vehicle crashes in Georgia from 1996 to 2003. 47,044 people received serious, incapacitating injuries such as traumatic head injuries, paralysis, internal bleeding or other severe injuries.

- Crash injuries reflect multiple opposing factors all acting at the same time. An increased population produces more people at risk yet protective behaviors such as seat belt use greatly reduce the number of people injured. Calculating a rate per 10,000 population gives us an idea of the frequency or risk to a specific age group compared with another age group.
- The injury rate is generally highest for teenagers and gradually declines with increasing age.
- The highest injury rate per 10,000 population was for teen's ages 15-19, a rate of 327.6 per 10,000 population over the eight-year period from 1996 to 2003. Although teens had the highest rate, the injury rate for young adults ages 20-24 was only slightly lower, 316.0 per 10,000 population.

From 1996 to 2003, 1,069,063 men, women and children were injured in motor vehicle crashes in Georgia. Motor vehicle crashes result in more than 2,500 injuries each week on average.

On average 364 people were injured each day in 2003. Each hour 15 people were injured in motor vehicle crashes in Georgia.

- The lowest injury rate was for infants and toddlers ages 0-4, a rate of 56.6 per 10,000 population. The rate for young children ages 5-9 was 29 percent higher at 73.0 per 10,000 population. Even higher in comparison was the rate for children ages 10-14 at 86.0 it was 52 percent higher than the rate for children ages 0-4.



Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004
U.S. Bureau of the Census

The number of adults killed in crashes has not declined over the past eight years compared with the downward trend for infants and toddlers.

- The greatest decline in the number of fatalities was for infants and toddlers. The number of children under age 5 killed in crashes declined 60 percent from 1996 to 2003.
- Fatalities increased for all age groups over age 34 except for ages 65-74. Although the number of fatalities declined for most younger age groups they increased for middle school age children
- When adjusted for the increase in population the fatality rate per 10,000 population declined for all age groups except for people ages 10-14 and 35-54.

From 1996 to 2003 250 young children ages 5-9 were killed in crashes. Imagine not just one empty classroom, not four empty classrooms but eight empty classrooms.

For middle school age children ages 10-14 the number is even greater. The loss of children ages 10-14 would result in almost 10 empty classrooms.

Fatalities by Age
Number and Rate per 10,000 Population

Ages		1996	1997	1998	1999*	2000	2001	2002	2003	1996-2003
0-4	Number	48	35	39	42	34	27	27	19	271
	Rate	0.87	0.63	0.68	0.72	0.57	0.43	0.42	0.29	0.57
5-9	Number	31	42	27	46	26	27	29	22	250
	Rate	0.57	0.75	0.47	0.80	0.42	0.44	0.47	0.36	0.53
10-14	Number	35	37	39	35	33	46	27	43	295
	Rate	0.66	0.69	0.71	0.62	0.54	0.73	0.42	0.66	0.63
15-19	Number	243	182	183	189	181	199	186	192	1,555
	Rate	4.55	3.31	3.25	3.31	3.03	3.32	3.07	3.13	3.36
20-24	Number	200	203	162	154	186	219	177	190	1,491
	Rate	3.86	3.90	3.07	2.85	3.11	3.55	2.79	2.94	3.24
25-34	Number	280	285	271	246	282	261	256	260	2,141
	Rate	2.30	2.34	2.24	2.04	2.16	1.98	1.92	1.93	2.11
35-44	Number	241	233	269	256	245	279	256	276	2,055
	Rate	1.95	1.83	2.06	1.91	1.80	2.03	1.85	1.99	1.93
45-54	Number	159	199	200	199	182	215	212	225	1,591
	Rate	1.74	2.09	2.03	1.94	1.67	1.91	1.85	1.93	1.89
55-64	Number	111	109	119	120	110	124	117	138	948
	Rate	2.01	1.91	1.98	1.91	1.65	1.79	1.60	1.79	1.82
65-74	Number	101	108	106	99	121	111	97	94	837
	Rate	2.43	2.58	2.53	2.36	2.77	2.51	2.17	2.07	2.42
>74	Number	113	130	143	107	123	127	124	122	989
	Rate	3.58	4.00	4.29	3.13	3.49	3.55	3.39	3.28	3.58

*Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.
Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004
U.S. Bureau of the Census

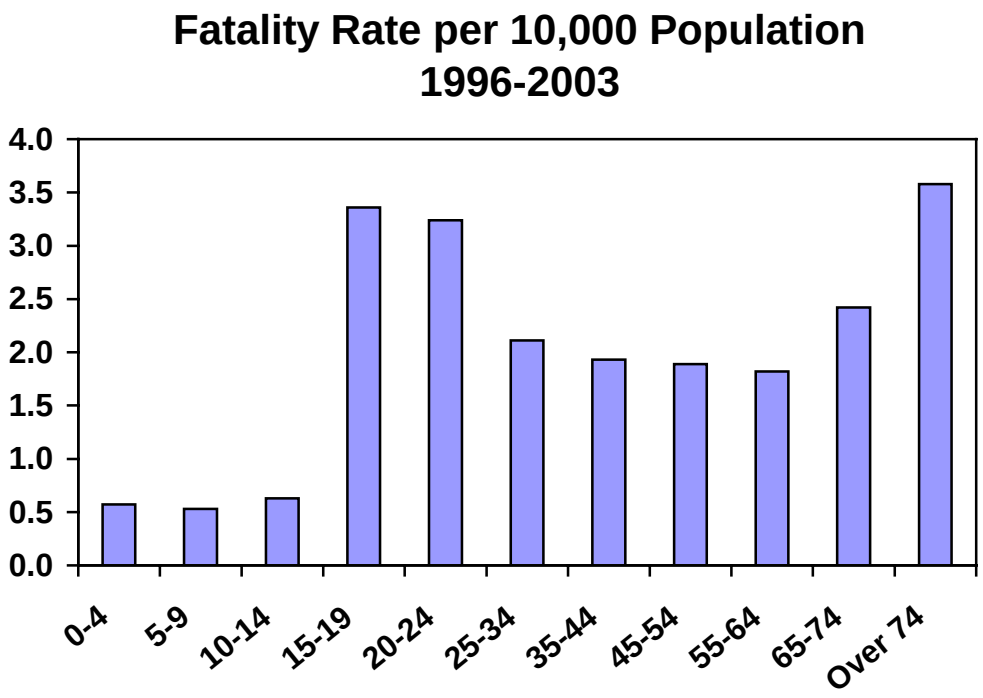
From 1996 to 2003, 12,606 people were killed in motor vehicle crashes in Georgia. On average more than 30 people die each week in motor vehicle crashes in Georgia.

- The fatality rate per 10,000 population is generally high for teenagers and young adults and gradually declines with increasing age until about age 65. The fatality rate then begins to increase with increasing age. The highest fatality rate was for persons over age 74, 3.6 per 10,000 population.
- The second highest fatality rate was for teen's ages 15-19, a rate of 3.4 per 10,000 population over the eight-year period from 1996 to 2003. Although teens had the second highest rate, the fatality rate for young adults ages 20-24 was only slightly lower, 3.2 per 10,000 population.
- The lowest fatality rate was for young children. The fatality rate for children ages 5-9 was 0.5 per 10,000 population, for infants and toddlers ages 0-4 0.6 per 10,000 population and for middle school age children ages 10-14 0.6 per 10,000 population.

It is hard to talk about death. It is hard to talk about the loss of a father, a wife or a child. How do you measure the loss? Discussions of pain and suffering seem to reduce a very human loss to money and you just can't put a dollar amount on never being able to see a loved one again.

A plane crash that kills 30 people will get national news but that many people die each week in crashes in Georgia alone. A violent crime that takes the life of one young person is viewed as a national tragedy but more than three teens die each week in crashes.

Crashes are not a natural cause of death – they are violent deaths and they can be prevented.

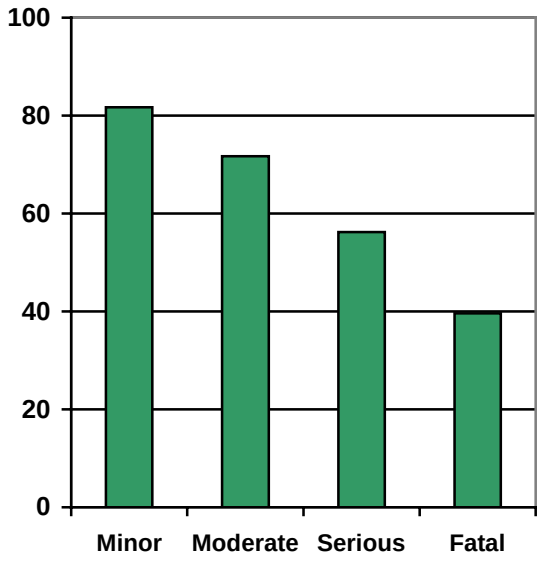


Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004
U.S. Bureau of the Census

Although seat belt use increased dramatically from 1996 to 1998 in the years that followed from 1998 to 2003 seat belt usage increased only 1.3 percentage points.

- In Georgia from 1996 to 1998 seat belt use increased dramatically from 69.1 to 77.9 percent for occupants over age 5 in crashes. During the same period there were 3,664 fewer minor injuries.
- In the following five years from 1998 to 2003 seat belt usage increased only slightly from 77.9 to 79.2. During the same period from 1998 to 2003 there were 398 fewer minor injuries.
- Fatally injured persons had the lowest seat belt use. 39.6 percent of the persons killed were reported as using their seat belts. Persons with minor injuries had the highest seat belt use. 81.6 percent of those with minor injuries were reported as using their seat belts.

Seat Belt Use By Severity of Injury, 2003



Seat belts do not prevent crashes they prevent injuries. Seat belt use is directly correlated to injury severity. The lower the seat belt use, the more serious the injury. In some cases a crash may be so severe that no occupant protection device will prevent an injury. Preventing the crash itself is the most effective way of preventing injuries and fatalities.

Motor Vehicle Occupants and Seat Belt Use*
Number and Percent Belted

Injury	1996	1997	1998	1999**	2000	2001	2002	2003	Percent Change 1996-2003
All Occupants	714,585	722,851	732,568	718,318	735,731	757,541	776,816	778,630	8.96
Percent Belted	69.1	74.5	77.9	77.7	78.3	79.1	79.7	79.2	10.0
Minor Injury	93,063	91,790	89,399	82,641	87,175	88,536	89,068	89,001	-4.36
Percent Belted	70.2	75.6	79.9	80.0	80.5	80.7	81.6	81.7	11.5
Moderate Injury	31,633	30,435	28,835	25,688	27,799	27,641	27,636	27,494	-13.08
Percent Belted	54.1	60.5	67.2	67.8	68.4	69.7	71.8	71.7	17.7
Serious Injury	5,320	4,914	4,864	4,436	4,712	4,842	4,589	4,682	-11.99
Percent Belted	40.2	46.7	51.4	53.0	51.8	52.8	56.1	56.2	16.0
Fatalities	1,295	1,260	1,249	1,199	1,266	1,328	1,206	1,247	-3.71
Percent Belted	25.9	26.9	37.2	34.4	35.0	37.2	37.9	39.6	13.8

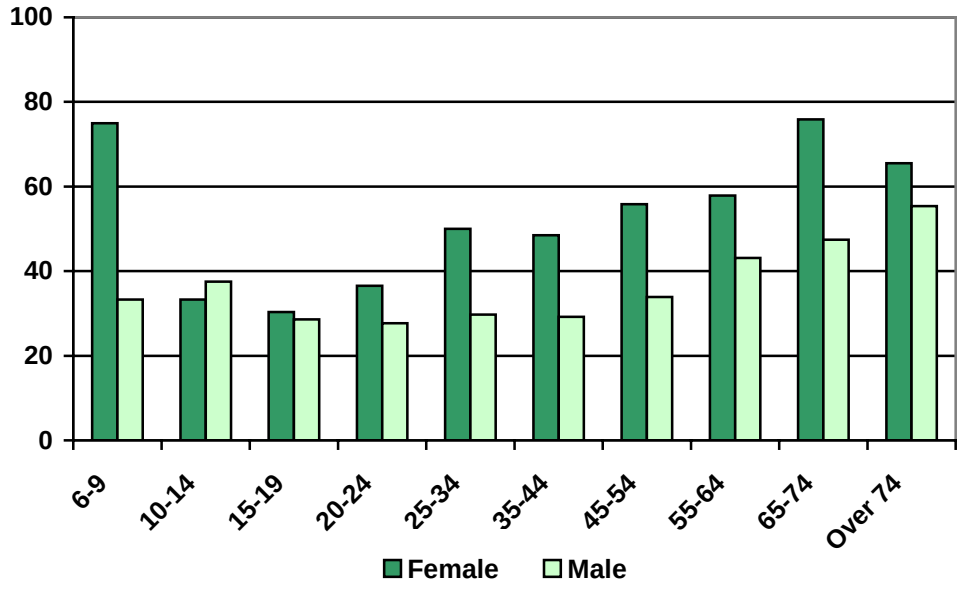
* Seat belt use as noted by the law enforcement officer on the crash report for occupants over age 5. Persons on motorcycles, mopeds, bicycles, farm and construction equipment, motorized recreational vehicles or all terrain vehicles are excluded.

**Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.
Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004

After steady increases from 1996 to 1998 seat belt use by adult occupants in motor vehicle crashes in Georgia has leveled off at about 80 percent over the past five years. Although four out of five vehicle occupants are now using seat belts the remaining 20 percent have not been persuaded that seat belts will work to prevent them from being injured or killed.

- For all age groups male occupants use seat belts less than female occupants do. For occupants in crashes male seat belt use was 7.4 percentage points lower than for female occupants. In fatal crashes male seat belt use was 16 percentage points lower than for female occupants.
- High-risk drivers in crashes used seat belts less often than non high-risk drivers this increases the risk of injury in multiple ways. First high-risk driving increases the likelihood of a crash where an injury could occur and second not using a seat belt increases the risk of the occupant being injured. For drivers in speed related crashes seat belt use was 6.7 percentage points lower than for drivers in crashes overall.
- The difference for alcohol or drug impaired drivers was even greater. For impaired drivers in crashes seat belt use was 22.8 percentage points lower than for drivers in crashes overall.
- In injury crashes seat belt use by occupants of pickup trucks was 11 percentage points lower than for occupants of passenger cars. In fatal crashes the difference was even greater, seat belt use by fatally injured occupants of pickup trucks was 19 percentage points lower than for occupants of passenger cars.
- Seat belt use by drivers in fatal crashes was 21.0 percentage points lower than for drivers in crashes overall. Teens and young adults in fatal crashes have the lowest seat belt usage.

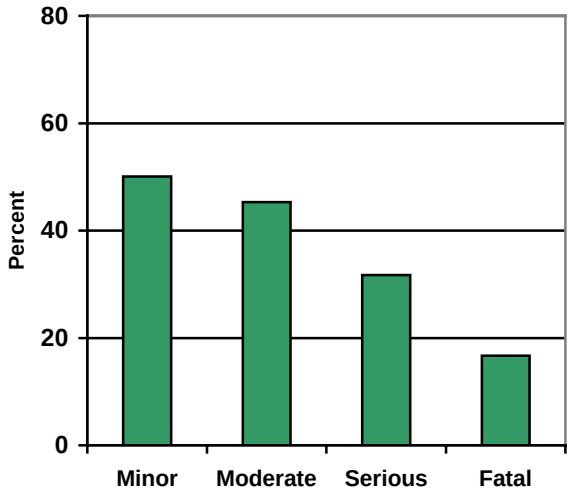
Seat Belt Use in Fatal Crashes, 2003
Percent Belted by Age and Gender



Data Source: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004

Effective July 1, 2004 the child safety seat law in Georgia changed. Now children age five and under must be in a child safety seat when transported in a passenger car, van or pickup truck unless the child is over 4' 9" tall. The child safety seat should be placed in the rear seat unless appropriate rear seating positions are occupied by other children.

Children Properly Restrained in Child Safety Seats by Severity of Injury, 2003



- Properly used child safety seats reduce the risk of fatal injury to young children in motor vehicle crashes by 71 percent for infants and 54 percent for toddlers. Although seat belt use for adults is now approaching 80 percent only about 58 percent of children in crashes are properly restrained in child safety seats.
- In 2003, 3,873 children age five and under were injured in crashes, 876 fewer injuries than in 1996. During the same time period, proper child safety seat use for all children increased by 18.8 percentage points.
- In 2003 in Georgia, 18 vehicle occupants under age six were killed in motor vehicle crashes, 17 fewer than 1996.

Proper Child Safety Seat Use*
Number and Percent Proper Use

Injury	1996	1997	1998	1999	2000	2001	2002	2003	Percent Change 1996-2003
Occupants	36,399	36,274	36,361	35,371	35,694	37,241	37,944	38,118	4.72
Percent Proper	39.4	43.1	44.7	47.8	50.2	55.2	58.7	58.2	18.8
Minor Injury	3,129	2,967	2,695	2,542	2,562	2,508	2,636	2,606	-16.71
Percent Proper	29.0	32.2	36.8	38.4	42.2	46.9	49.5	50.1	21.1
Moderate Injury	1,435	1,299	1,198	1,062	1,091	1,098	1,064	1,087	-24.25
Percent Proper	30.1	33.3	35.6	38.9	38.9	42.3	45.3	45.3	15.2
Serious Injury	185	172	154	137	150	121	130	180	-2.70
Percent Proper	20.5	23.8	26.6	22.6	27.3	31.4	30.0	31.7	11.2
Fatalities	35	32	38	42	32	26	25	18	-48.57
Percent Proper	11.4	12.5	15.8	16.7	18.8	30.8	24.0	16.7	5.3

* Proper child safety seat use as noted by the law enforcement officer on the crash report for vehicle occupants under age 6. Children on motorcycles, mopeds, bicycles, farm and construction equipment, motorized recreational vehicles or all terrain vehicles are excluded.

**Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.

Data Source: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004

Of the 545 school age children ages 5 to 14 killed in motor vehicle crashes from 1996 to 2003 over two out of three were vehicle occupants. Almost one out of three were pedestrians or bicyclists.

- 75,003 children ages 5 to 14 were injured in motor vehicle crashes from 1996 to 2003. On average 25 children were injured each day.
- 68,169 children were injured as passengers in vehicles and 342 were killed. Although seat belt use for children increased from 1996 to 1998, it has remained at about 80 percent over the past five years. One out of five children still need to buckle up.
- From 1996 to 2003, 496 children ages 5 to 14 were struck by vehicles while playing in the roadway. 23 children were killed while playing in the roadway.
- A disproportionate number of children die in pedestrian or bicycle crashes. Over one-third of the bicyclists killed from 1996 to 2003 were children ages 5 to 14 years old. In comparison, only 4 percent of all motor vehicle fatalities were 5 to 14 years old.

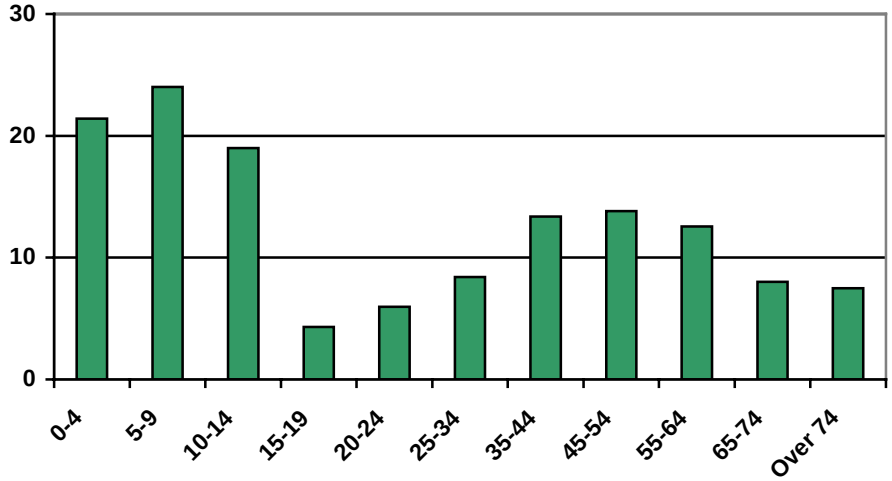
Children age 12 and under should ride in the back seat. The National Highway Safety Traffic Administration advises that the back seat is safer for all ages but with younger children it is especially important. Adult seat belts are not effective unless the child is able to sit against the back of the seat with their legs bent comfortably over the seats edge. The belt should be over the shoulder and across the chest with the lap belt touching the thighs. Until then children should be in a booster seat to prevent the internal injuries that could result in a crash.

- Of the 1,300 pedestrians killed from 1996 to 2003 almost one out of ten were children ages 5 to 14.

It is unfortunate that children engaged in healthy physical activity such as running, rollerblading or biking are at risk of serious injury or death.

Safety education needs to start early especially in grade school and middle school and be continued for all ages into adulthood and adults need to be good role models for their children. For additional information see www.safekids.org ***and*** www.carseat.org

Pedestrian Fatalities by Age
Percent of Total Fatalities,
1996-2003



Data Source: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004

Of all persons who use Georgia's roads, pedestrians are the most vulnerable to injury in a motor vehicle crash. All crash deaths are violent but pedestrians killed by vehicles die a particularly violent death. Pedestrians are without any physical protection. A crash that would cause only minor injury to the occupants of a vehicle can result in serious injury or death to a pedestrian.

- From 1996 to 2003, nine out of ten people struck by vehicles were injured or killed, compared with one out of seven vehicle occupants.
- Over the past eight years 17,976 people were injured when struck by vehicles on public roadways. One out of every 16 pedestrians in crashes was killed. A total of 1,300 pedestrians lost their lives.
- Georgia law recognizes the risks pedestrians face. Georgia law not only protects pedestrians within designated pedestrian crossings, it also stipulates that 'drivers must exercise due care' in regard to pedestrians in any part of the roadway. The fact that a pedestrian was not using a crosswalk does not eliminate driver responsibility in a crash. Special care must be exercised at dusk or after dark when visibility is especially poor. Even momentary driver inattention or a small lapse of judgement can result in death to a pedestrian.
- Pedestrians and bicycles do not safely mix with motorized, large vehicles without modification of roadway design and traffic safety laws specifically designed to protect the persons most vulnerable to injury in a crash.
- Over the past eight years on average three pedestrians were killed each week. Forty-three pedestrians were injured on average each week.
- From 1996 to 2003 the number of pedestrians injured has declined however no decline has occurred in the number of pedestrians killed.

Pedestrians in Motor Vehicle Crashes
Number and Rate per 10,000 Population*

	1996	1997	1998	1999**	2000	2001	2002	2003	1996-2003
Pedestrians	2,863	2,940	2,762	2,537	2,482	2,552	2,561	2,524	21,221
Rate	5.4	5.5	5.0	4.5	4.3	4.2	3.9	3.6	4.48
Injuries	2,531	2,565	2,315	2,149	2,066	2,146	2,118	2,086	17,976
Rate	4.8	4.8	4.2	3.8	3.6	3.5	3.2	3.0	3.80
Fatalities	162	188	167	159	139	158	166	161	1,300
Rate	0.31	0.35	0.30	0.28	0.24	0.26	0.25	0.23	0.27

*We have no measure of the frequency of pedestrian traffic. Rate per 10,000 population may provide a limited measure of the frequency or risk to pedestrians in Georgia.

**Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.
Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004
U.S. Bureau of the Census

From 1996 to 2003 over eight out of ten of the pedestrians struck by vehicles were injured. Of those injured one out of four were children under the age of 15.

- Over the past eight years 4,580 children ages 0-14 were injured as pedestrians while walking or playing in the roadway.
- The pedestrian injury rate per 10,000 population is greater for children and young persons than older persons. The pedestrian injury rate per 10,000 population for teens ages 15-19 is double the rate for adults over age 24. From 1996 to 2003, 1,967 teenagers ages 15-19 and 1,584 young adults ages 20-24 were injured.
- The number of injured pedestrians over age 64 was considerably less than for adults ages 25-44. The pedestrian injury rate gradually declines from age 24 to 74.

Pedestrian Injuries by Age
Number and Rate per 10,000 Population*

Ages		1996	1997	1998	1999**	2000	2001	2002	2003	1996-2003
0-4	Number	192	171	121	80	84	75	74	66	863
	Rate	3.47	3.05	2.12	1.38	1.40	1.20	1.15	1.00	1.80
5-9	Number	269	302	229	222	204	183	176	170	1755
	Rate	4.91	5.39	4.00	3.85	3.31	2.96	2.85	2.75	3.71
10-14	Number	281	291	247	212	211	234	227	259	1962
	Rate	5.30	5.42	4.51	3.76	3.45	3.71	3.54	3.99	4.16
15-19	Number	247	238	263	233	222	286	220	258	1967
	Rate	4.62	4.33	4.67	4.08	3.72	4.77	3.63	4.21	4.25
20-24	Number	191	223	194	168	181	182	231	214	1584
	Rate	3.69	4.29	3.68	3.11	3.02	2.95	3.64	3.31	3.44
25-34	Number	372	388	364	318	284	319	257	275	2577
	Rate	3.06	3.19	3.00	2.64	2.18	2.43	1.93	2.04	2.54
35-44	Number	348	361	346	356	318	336	349	292	2706
	Rate	2.81	2.84	2.65	2.66	2.34	2.45	2.53	2.11	2.54
45-54	Number	225	244	224	210	240	229	244	247	1863
	Rate	2.47	2.56	2.28	2.05	2.20	2.04	2.13	2.12	2.22
55-64	Number	103	106	90	93	107	108	113	111	831
	Rate	1.86	1.85	1.50	1.48	1.60	1.56	1.55	1.44	1.59
65-74	Number	58	68	58	52	44	47	51	52	430
	Rate	1.39	1.62	1.38	1.24	1.01	1.06	1.14	1.14	1.24
>74	Number	53	44	179	53	39	40	40	62	510
	Rate	1.68	1.35	5.37	1.55	1.11	1.12	1.09	1.67	1.85

*We have no measure of the frequency of pedestrian traffic. Rate per 10,000 population may provide a limited measure of the frequency or risk to pedestrians in Georgia.

**Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.

Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004
U.S. Bureau of the Census

Pedestrian crashes represented less than one percent of all motor vehicle crashes. However, pedestrians accounted for 10.3 percent of all crash fatalities in Georgia.

- From 1996 to 2003 1,300 pedestrians died in motor vehicle crashes in Georgia. 13.8 percent were children under age 15. 10.8 percent were over age 64.
- The number of fatalities and the pedestrian fatality rates increase with age until age 35 and then the number of fatalities decline gradually although the rates remain essentially about the same. The highest pedestrian fatality rate was for persons over age 74.

Pedestrian rates can be very misleading. We have no measure of pedestrian traffic or number of people that walk or how many miles they walk. Therefore we don't know if low numbers equal safety or simply fewer people walking.

Pedestrian Fatalities by Age
Number and Rate per 10,000 Population*

Ages		1996	1997	1998	1999**	2000	2001	2002	2003	1996-2003
0-4	Number	16	8	6	10	6	4	5	3	58
	Rate	0.29	0.14	0.11	0.17	0.10	0.06	0.08	0.05	0.12
5-9	Number	12	12	3	9	5	7	7	5	60
	Rate	0.22	0.21	0.05	0.16	0.08	0.11	0.11	0.08	0.13
10-14	Number	7	7	3	6	6	10	9	8	56
	Rate	0.13	0.13	0.05	0.11	0.10	0.16	0.14	0.12	0.12
15-19	Number	6	7	11	9	7	10	8	9	67
	Rate	0.11	0.13	0.20	0.16	0.12	0.17	0.13	0.15	0.14
20-24	Number	17	13	8	5	11	14	10	11	89
	Rate	0.33	0.25	0.15	0.09	0.18	0.23	0.16	0.17	0.19
25-34	Number	19	25	25	20	27	24	15	25	180
	Rate	0.16	0.21	0.21	0.17	0.21	0.18	0.11	0.19	0.18
35-44	Number	30	32	35	35	30	32	39	42	275
	Rate	0.24	0.25	0.27	0.26	0.22	0.23	0.28	0.30	0.26
45-54	Number	15	38	33	29	22	30	27	26	220
	Rate	0.16	0.40	0.34	0.28	0.20	0.27	0.24	0.22	0.26
55-64	Number	20	19	16	13	11	10	13	17	119
	Rate	0.36	0.33	0.27	0.21	0.16	0.14	0.18	0.22	0.23
65-74	Number	11	9	10	7	6	7	11	6	67
	Rate	0.26	0.22	0.24	0.17	0.14	0.16	0.25	0.13	0.19
>74	Number	5	13	17	8	3	5	15	8	74
	Rate	0.16	0.40	0.51	0.23	0.09	0.14	0.41	0.22	0.27

*We have no measure of the frequency of pedestrian traffic. Rate per 10,000 population may provide a limited measure of the frequency or risk to pedestrians in Georgia.

**Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.

Data Sources: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004
U.S. Bureau of the Census

The contributing factors in crashes that kill and injure pedestrians and bicyclists such as speed, impaired driving and impatient drivers failing to yield are common to all motor vehicle crashes. In pedestrian and bicycle crashes however, the results are much more deadly.

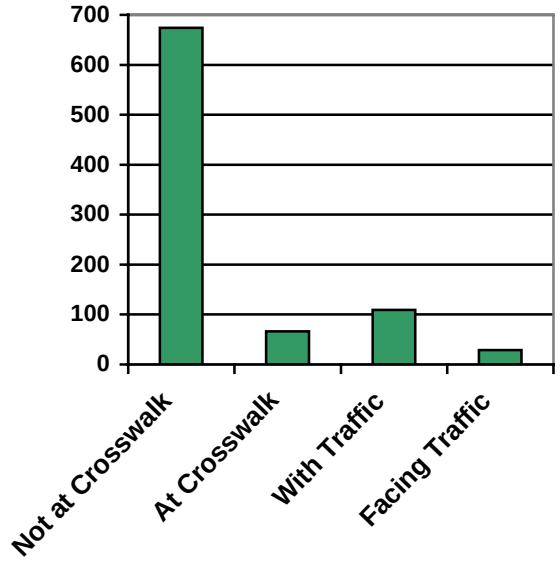
- In 2003 driver error was reported to be a contributing factor 731 times in pedestrian crashes. Failure to yield was the most frequent driver error – it was reported 259 times in pedestrian crashes. Unsafe or illegal speed was noted as a contributing factor 53 times. The vehicle driver was alcohol or drug impaired 63 times and driver distracted was reported 58 times.
- From 1996 to 2003 city streets had the highest number of pedestrian crashes however state roads had the highest number of pedestrian fatalities.
- Almost one out of two pedestrian crashes occurred on city streets. Out of the 22,211 pedestrians hit by vehicles 10,266 were struck on city streets. Very few neighborhoods in Georgia have sidewalks or bicycle paths. This may be reflected in the high number of pedestrian crashes on city streets.
- In contrast the highest number of fatal pedestrian crashes occurred on state roads. From 1996 to 2003 four out of ten fatal pedestrian crashes occurred on state roadways. Of the 1,300 pedestrians killed 576 died on state roads. The combination of infrequent crosswalks, no pedestrian walkways and high speed may account for the high number of fatalities on state roads.
- From 1996 to 2003, 9,012 pedestrians were struck while attempting to cross the street not at a crosswalk. In comparison, 2,928 pedestrians were struck by vehicles when using the crosswalk to cross the street.
- 674 pedestrians were killed crossing the street not using a crosswalk and 66 were killed using the crosswalk.
- 1,396 pedestrians were hit while walking with traffic compared with 661 who were walking facing oncoming traffic. 109 pedestrians died while walking with traffic compared with 29 who were walking against traffic.

Positive actions that protect pedestrians:

- ***Use the crosswalk***
- ***Look in all directions before entering and while crossing the street***
- ***Always be aware of where vehicles are***
- ***Walk facing oncoming traffic***
- ***Wear light or reflective clothing at dusk and night***
- ***Do not play in the road and do not let children play in roadway***
- ***Never attempt to cross interstates or other high speed roads***

Assume drivers make mistakes – mistakes that could cost your life.

Pedestrian Fatalities by Pedestrian Action



Data Source: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004

- The fifteen Atlanta suburban counties had the lowest number of pedestrian crashes, injuries and fatalities. In 2003
- The five Atlanta metropolitan counties accounted for 45 percent of the pedestrian fatalities in 2003. Twenty-seven percent occurred in DeKalb and Fulton Counties alone.
- The pedestrian fatality rate per 10,000 population for rural counties in Georgia is only 20 percent lower than the pedestrian fatality rate in the five Atlanta counties and double that of the suburban Atlanta counties.

Counties With the Most Pedestrian Crashes 2003

County	Pedestrians	Injuries	Fatalities
FULTON	616	520	28
DEKALB	274	217	16
COBB	144	117	14
CHATHAM	137	118	2
GWINNETT	119	88	12
CLAYTON	101	84	3
BIBB	94	79	6
RICHMOND	86	73	4
CLARKE	74	69	1
MUSCOGEE	72	60	3

Pedestrian Crashes, Injuries and Fatalities by Region*
Number and Rate per 10,000 Licensed Drivers**

	1996		2003		Percent Change in	Percent Change in
	Number	Rate	Number	Rate	Number	Rate
Crashes						
Atlanta	1520	8.0	1254	5.0	-17.50	-37.99
Suburban Atlanta	188	2.5	195	1.7	3.72	-32.40
Other MSA	589	5.7	575	4.7	-2.38	-18.16
Rural Counties	566	3.5	500	2.5	-11.66	-29.17
Injuries						
Atlanta	1361	7.2	1026	4.1	-24.61	-43.34
Suburban Atlanta	164	2.2	159	1.4	-3.05	-36.81
Other MSA	520	5.0	486	4.0	-6.54	-21.65
Rural Counties	486	3.0	415	2.0	-14.61	-31.53
Fatalities						
Atlanta	70	0.37	73	0.29	4.29	-21.62
Suburban Atlanta	12	0.16	12	0.10	0.00	-34.82
Other MSA	34	0.33	29	0.24	-14.71	-28.50
Rural Counties	46	0.28	47	0.23	2.17	-18.07

*Pre-2003 census definition was used. Five Atlanta Metropolitan Counties: Clayton, Cobb, DeKalb, Fulton, Gwinnett; Atlanta Suburban Counties: Barrow, Bartow, Carroll, Cherokee, Coweta, Douglas, Fayette, Forsyth, Henry, Newton, Paulding, Pickens, Rockdale, Spalding, Walton; Other Metropolitan Statistical Area (MSA) Counties: Bibb, Bryan, Catoosa, Chatham, Chattahoochee, Clarke, Columbia, Dade, Dougherty, Effingham, Harris, Houston, Jones, Lee, Madison, McDuffie, Muscogee, Oconee, Peach, Richmond, Twiggs, Walker; Rural Counties: All other counties

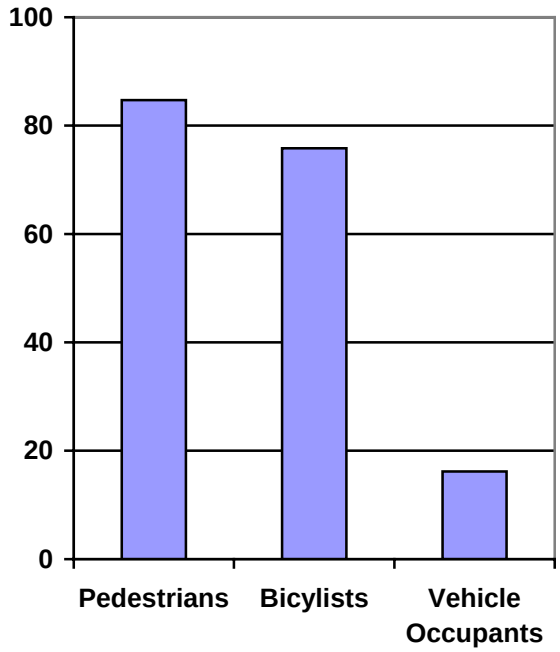
**We have no measure of the frequency of pedestrian traffic. Rate per 10,000 population may provide a limited measure of the frequency or risk to pedestrians in Georgia.

Data Source: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004

From 1996 to 2003, 1,300 pedestrians were killed in motor vehicle crashes and 17,976 were injured. Pedestrians are 36 times more likely to be killed in motor vehicle crashes than vehicle occupants are.

- The serious risk pedestrians face on the road can be demonstrated by examining the proportion of injuries that result when a vehicle hits a pedestrian compared with a vehicle to vehicle collision.
- From 1996 to 2003, 6.13 percent of pedestrians in motor vehicle crashes were killed compared with only 0.2 percent of crash vehicle occupants. 84.7 percent of pedestrians were injured compared with 16.2 percent of vehicle occupants.
- The risk of a pedestrian being seriously injured in a motor vehicle crash is 18 times greater than the risk of serious injury to a crash vehicle occupant. In 2003, only 0.7 percent of vehicle occupants were seriously injured, compared with 13.2 percent of pedestrians.
- 84 percent of crash vehicle occupants were uninjured, compared with only 11 percent of the pedestrians involved in motor vehicle crashes.
- 75.8 percent of all bicyclists in motor vehicle crashes were injured and 1.6 percent were killed. According to SAFE KIDS bicycle riders not using a helmet are 14 times more likely to be killed than helmeted riders.
- Bicyclists are eight times more likely to be killed in crashes than vehicle occupants. 1.6 percent of bicyclists in motor vehicle crashes were killed, compared with 0.2 percent of vehicle occupants.

Severity of Injury, 1996-2003
Percent Injured



Severity of Injury, 1996-2003
Percent Injured or Killed

	Percent Injured	Percent Killed
Pedestrians	84.71	6.13
Bicyclists	75.82	1.59
Vehicle Occupants	16.19	0.17

- The risk of a bicyclist being seriously injured in a motor vehicle crash is nine times greater than the risk of serious injury to a crash vehicle occupant. In 2003, only 0.7 percent of vehicle occupants were seriously injured, compared with 6.5 percent of bicyclists.

Data Source: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004

In Georgia from 1996 to 2003 there were 8,860 bicyclists involved in crashes, 6,718 injuries resulted and 141 bicyclists died. Children ages 5 to 14 accounted for one out of three of the bicyclists killed.

- Children ages 5 to 14 represented one-third of the bicyclists in crashes from 1996 to 2003.
- 2,396 children ages 5 to 14 were injured while riding bicycles from 1996 to 2003. Fifty children were killed. Children ages 5 to 14 accounted for over one-third of the bicycle injuries and fatalities. In comparison children ages 5-14 were 4.3 percent of the total fatalities from 1996 to 2003.
- From 1996 to 2003 over eight out of ten of the bicyclists in crashes was male. Of the 8,860 bicyclists in crashes 7,477 were male.
- Bicycle crashes are deadly. Bicyclists are nine times more likely to be killed in crashes than vehicle occupants are.

Although safety issues that affect pedestrians also affect bicycles, bicycles are vehicles and as such must follow all rules of the road.

The top three bicyclist errors were failure to yield noted 2,452 times, wrong side of road 786 times and failure to stop at stop sign or signal noted 771 times.

- From 1996 to 2003 half of the bicycle crashes occurred on city streets and almost one-third occurred on county roads. One out of five took place on state roads and only 37 on interstates. Of the 8,860 bicyclists in crashes from 1996-2003 only 9.8 percent were wearing a bicycle helmet, only 865 riders. Of the 6,718 injured only 799 were using a bicycle helmet
- 141 people died in bicycle crashes from 1996 to 2003. Only sixteen were wearing a helmet.
- Bicycle helmets reduce the risk of head injury by 85 percent. Helmets must be positioned correctly centered on the bicyclist's head and not tipped back. The helmet straps should always be buckled and the helmet should not rock from side to side or forward and backward. The helmet should meet or exceed the U.S. Consumer Product Safety Commission's safety standards.
- The number of bicycle crashes and injuries declined from 1996 to 2001 and then leveled off. The number of bicyclists that died remained essentially the same over the eight year period.

Bicyclists Crashes, Injuries and Fatalities

	1996	1997	1998	1999	2000	2001	2002	2003	1996-2003
Bicyclists	1371	1298	1200	1075	1018	977	948	973	8860
Injuries	1078	999	893	801	760	727	711	749	6718
Fatalities	15	19	23	22	14	20	12	16	141

* Revised and released as of September 2004

**Not all paper crash report documents could be recovered for 1999 so these figures are assumed to be lower than the actual count.

Data Source: Georgia Department of Motor Vehicle Safety, data revised and released as of September 2004