

GEORGIA HIGHWAY SAFETY 1997 FACT BOOK

A Report on Highway Safety in Georgia



Governor's Office of Highway Safety

100 PEACHTREE STREET • SUITE 2000 • ATLANTA, GEORGIA 30303 • 404-656-6996

TRENDS

- ⇨ In Georgia in 1995, there were 283,639 motor vehicle crashes, resulting in 1,492 fatalities and 139,857 injuries.
- ⇨ The injury crash rate per hundred million vehicle miles traveled increased 20.4 percent over a six-year period, from 136 in 1990 to 164 in 1995. All age groups experienced an increase in motor vehicle injuries, with the greatest increase among children under age five, a 76 percent increase from 1990 to 1995.
- ⇨ In 1995, the motor vehicle crash fatality rate per 100,000 population in Georgia was 21.0, compared to the national rate of 15.9.
- ⇨ Drivers ages 16-17 were involved in 5.8% of all motor vehicle crashes, although they were only 2.7% of the licensed drivers in Georgia.
- ⇨ One out of seven drivers involved in alcohol or drug related fatal motor vehicle crashes in 1995 was a young driver, ages 16-20. The number of drivers ages 15 to 20 in speed related fatal motor vehicle crashes was even higher. Almost one out of four drivers in crashes due to excess speed was ages 15-20.
- ⇨ In 1995, 70.9 percent of the drivers involved in fatal motor vehicle crashes were male, although they accounted for only 49.8 percent of the licensed drivers in Georgia.
- ⇨ One out of three fatalities due to motor vehicle crashes involved alcohol or drugs.
- ⇨ Excess speed replaced driving under the influence (DUI) as the most frequent contributing circumstance for fatal motor vehicle crashes in 1995.
- ⇨ The use of occupant protection devices has increased. Safety belt use increased from 42 percent in 1990 to 62 percent in 1996, and the use of child safety seats increased from 53 percent in 1990 to 70 percent in 1995.

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STATE OF GEORGIA
OFFICE OF THE GOVERNOR
ATLANTA 30334-0900

Zell Miller
GOVERNOR



On April 14, 1997, I was proud to sign into law the Teenage and Adult Driver Responsibility Act of 1997. It is the first comprehensive law of its kind ever in the State of Georgia. It will promote public safety on our roads and highways throughout the state for all drivers - youths and adults. I am also proud to introduce this first annual fact book of Georgia highway safety statistics from the Governor's Office of Highway Safety, another important first for Georgia. The book highlights two key facts: too many people are injured and killed in motor vehicle crashes and these injuries and deaths are preventable.

Motor vehicle crashes are the leading cause of trauma deaths for all persons in Georgia. In the 283,639 motor vehicle crashes in 1995, 1,492 persons lost their lives. One-hundred and seventy-nine of these fatalities were teenagers and 118 were children. The number of children injured increased 76 percent from 1990 to 1995.

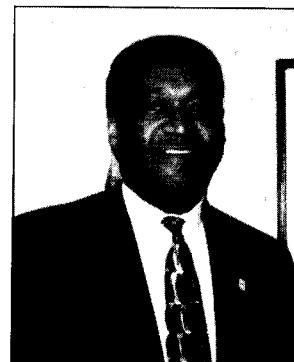
These motor vehicle fatalities and injuries and crashes are preventable. The reduction of high risk driving behavior and increased seat belt use will save lives and reduce injuries. High risk driving behavior accounts for the majority of fatal crashes. Speed and alcohol produce a much higher fatality and injury rate than motor vehicle crashes without their involvement. Although alcohol related motor vehicle crashes have declined over the past six years, one-third of the people killed in crashes in 1995 were killed in crashes related to alcohol or drugs. One out of every 21 crashes involving alcohol or drugs was fatal, compared with one out of 190 in crashes not involving alcohol or drugs.

The facts are clear and unrefutable: Injuries and fatalities are reduced with seat belt use. Of the persons killed in motor vehicle crashes in Georgia, it is estimated that only about one out of five was using a seat belt, compared with more than one out of two using seat belts who were only injured. Of the persons killed by air bags in the United States, 62 percent were not using their seat belts. Although seat belt use has increased to over 60 percent for all drivers and passengers in Georgia, two out of five people still need to buckle up. The message is clear: seat belts work — use them.

The recent changes in Georgia traffic safety laws will reduce the number of drunk or impaired drivers on the road and help reduce the number of teens who die in motor vehicle crashes. But more work needs to be done. We need to identify drivers, behaviors and roads that put us at risk, and identify ways of preventing injury and death. The Governor's Office of Highway Safety is dedicated to providing this information, and working with community safety groups and agencies in designing and implementing programs that improve safety on Georgia's roads and highways.

In the coming years, the Governor's Office of Highway Safety will continue to identify risk factors, and track and report on our progress in making Georgia's highways safer for us all. I hope next year's report will provide us with good news and point us to even more effective ways of reducing injury and death for all Georgians and the general public who use Georgia's roads.

MESSAGE FROM THE DIRECTOR



The Governor's Office of Highway Safety is pleased to release the *Georgia Highway Safety 1997 Fact Book*. This report could not have been more timely in that its publication follows Governor Miller's signing of the Teenage and Adult Driver Responsibility Act of 1997. As the Governor stated, this monumental law will help tremendously to improve the state of highway safety. Highway safety facts, such as those presented in this report, provide a strong basis for this much needed legislation.

The goal of this fact book is to present highway safety statistics and fact-based analysis that will increase public awareness on highway safety issues, and to provide information that will assist policy makers and highway safety advocates in making the roadways safer in Georgia. This fact book presents statewide information on crashes, injuries, fatalities, and the vehicles and drivers involved. It also summarizes recent trends. We have drawn from a number of data sources to provide an overview of highway safety in Georgia. All data was collected and recorded by routine data collection systems in the State of Georgia. Each data source represents a highly complex data system with different methods of collection, compilation and definitions. Because of these differences, direct comparison and analysis can pose special problems. Notwithstanding these special problems, we have endeavored to provide a complete and accurate presentation of the information available. Whenever possible, rate calculations were included in addition to the number of incidents. Such efforts were taken to present the actual incidence occurring within a specific population and to better understand trends over time.

The Georgia Highway Safety 1997 Fact Book is our first in a series of fact books that will provide information on the state of highway safety in Georgia. Periodically, when new data become available, we will update this volume and also publish special reports on critical issues important to community and highway safety. As data files become linked between state and public agencies, we anticipate even more opportunities for analysis, particularly in the areas of specific county level data, economic costs associated with crash fatalities and injuries, and profiles of the aggressive driver and other drivers at risk for motor vehicle crashes.

The Governor's Office of Highway Safety is dedicated to providing the people of Georgia with accurate, reliable, and timely information about highway safety. It is our hope that this book will provide not only data, but also analyses and information beyond the numbers, enabling workers in community and highway safety to identify specific problems and design effective solutions.

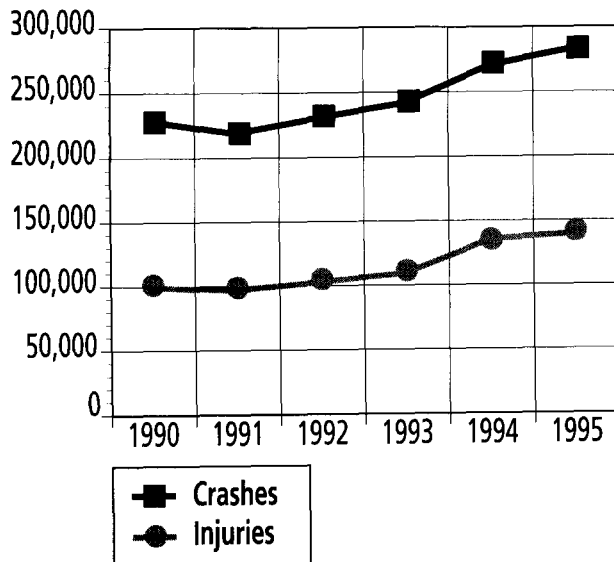
A handwritten signature in black ink that reads "Timothy E. Jones". The signature is written in a cursive, flowing style.

Timothy E. Jones, Sr., Director
Governor's Office of Highway Safety

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General Facts

Motor Vehicle Crashes and Injuries



⇒ Crashes

⇒ Injuries

⇒ Fatalities

GENERAL FACTS

In Georgia in 1995, there were 283,639 motor vehicle crashes, resulting in 1,492 fatalities and 139,857 injuries.

- Motor vehicle crashes increased 24.3 over a six-year period, from 228,163 in 1990 to 283,639 in 1995.
- In 1995, an average of 777 motor vehicle crashes took place daily on Georgia's highways, or 32 crashes every hour.
- One motor vehicle crash took place every two minutes in Georgia.
- The number of injuries in Georgia due to motor vehicle crashes increased 41 percent, from 98,933 in 1990 to 139,857 in 1995.
- In 1995, an average of 383 injuries occurred daily, compared with an average of 271 injuries in 1990.



*One motor vehicle
crash took place
every two
minutes in Georgia.*



MOTOR VEHICLE CRASHES, INJURIES AND FATALITIES

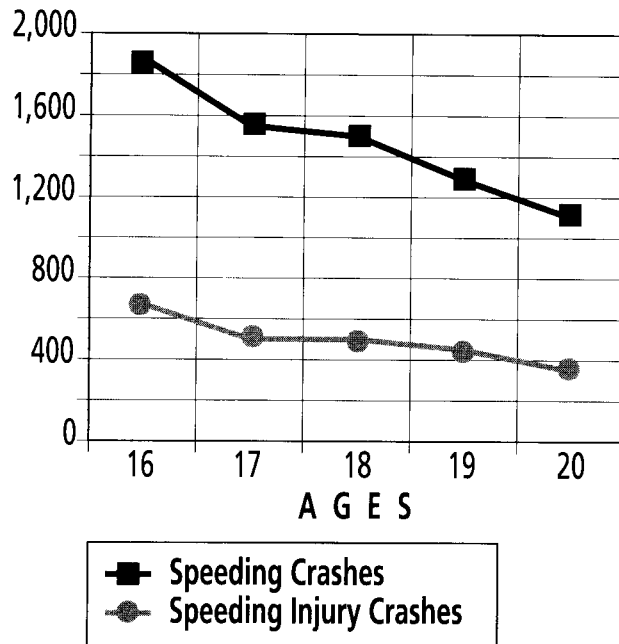
NUMBER AND RATE PER 100 MILLION VEHICLE MILES TRAVELED

	1990	1991	1992	1993	1994	1995
Vehicle Crashes	228,163	218,766	231,122	242,093	270,688	283,639
<i>Rate per 100 Million Vehicle Miles Traveled</i>	314.1	299.9	298.0	310.8	327.0	332.6
Injuries	98,933	96,748	102,951	109,350	135,731	139,857
<i>Rate per 100 Million Vehicle Miles Traveled</i>	136.2	132.7	132.7	140.4	164.0	164.0
Fatalities	1,564	1,393	1,324	1,407	1,437	1,492
<i>Rate per 100 Million Vehicle Miles Traveled</i>	2.2	1.9	1.7	1.8	1.7	1.8
<i>Vehicle Miles Traveled in Millions</i>	72,648.2	72,937.2	77,569.2	77,886.3	82,779.8	85,280.2

Data Source: Georgia Department of Public Safety, Georgia Department of Transportation

Special Issues

Young Drivers in Speed Related Motor Vehicle Crashes in 1995



- ⇒ Young Drivers
- ⇒ Gender
- ⇒ Alcohol and Drugs
- ⇒ Speed
- ⇒ Occupant Protection
- ⇒ Child Safety Seats

YOUNG DRIVERS

The number of young drivers ages 16-17 involved in motor vehicle crashes increased 31 percent from 1992 to 1995.



*One out of every
twenty-four teens
ages 15-19 was
injured in motor
vehicle crashes
in Georgia.*



- While motor vehicle crashes in Georgia increased 21% for all driver age groups, the increase for young drivers ages 16-17 was even greater, 31% from 23,848 in 1992 to 31,321 in 1995.
- In 1995, drivers ages 16-17 were involved in 5.8% of all motor vehicle crashes, although they were only 2.7% of the licensed drivers in Georgia.
- In Georgia, 179 teens ages 15-19 died in motor vehicle crashes in 1995, 122 males and 57 females, twice as many young men as young women.
- 1,049 teens ages 15-19 suffered serious injuries, such as loss of limb, paralysis or other serious injuries. Another 20,457 teens ages 15-19 suffered less serious injuries in motor vehicle crashes in 1995.
- One out of every 24 teens ages 15-19 was injured in motor vehicle crashes in Georgia. Teens were 120 times more likely to be injured than killed in motor vehicle crashes.

DRIVERS IN MOTOR VEHICLE CRASHES

	1992			1995		
	Number of Licensed Drivers	Number of Drivers in Crashes	Rate per 100,000 Licensed Drivers	Number of Licensed Drivers	Number of Drivers in Crashes	Rate per 100,000 Licensed Drivers
All Crashes						
Ages 16-17	125,400	23,848	19,018	134,282	31,321	23,325
Ages 18-24	673,601	92,334	13,708	633,232	107,122	16,917
Ages 25-64	3,461,436	269,452	7,784	3,653,770	331,023	9,060
Injury Crashes						
Ages 16-17	125,400	7,324	5,841	134,282	10,505	7,830
Ages 18-24	673,601	27,448	4,075	633,232	34,907	5,513
Ages 25-64	3,461,436	76,212	2,202	3,653,770	101,788	2,786
Fatal Crashes						
Ages 16-17	125,400	100	79.7	134,282	146	108.7
Ages 18-24	673,601	388	57.6	633,232	411	64.9
Ages 25-64	3,461,436	1,142	33.0	3,653,770	1,311	35.9

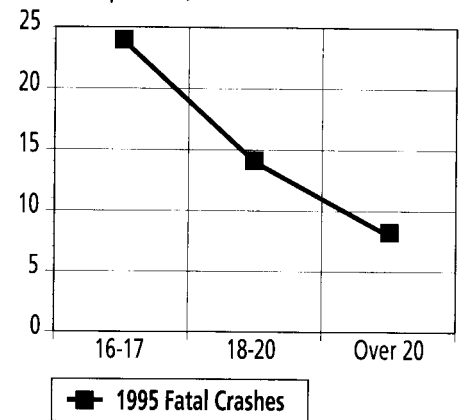
Data Source: Georgia Department of Public Safety

YOUNG DRIVERS

Drivers ages 16-17 constituted only 2.7 percent of the licensed drivers in Georgia, but accounted for 7 percent of the drivers involved in alcohol or drug related fatal motor vehicle crashes.

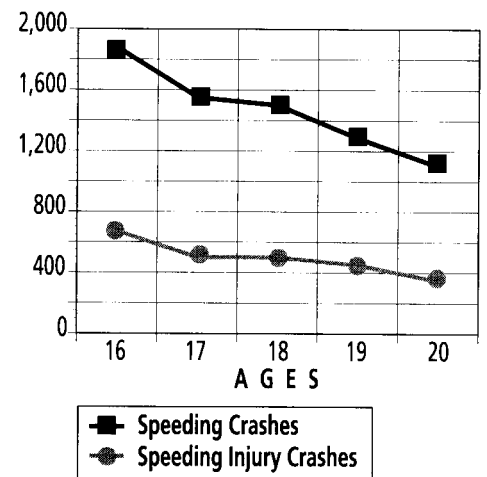
- In 1995, drivers ages 16-17 were almost twice as likely to be involved in fatal alcohol or drug related motor vehicle crashes as drivers ages 18-20.
- Drivers ages 18-20 were 50% more likely to be involved in fatal alcohol or drug related crashes than drivers over age 20.
- For young drivers, ages 16-20, the number of drivers involved in alcohol or drug related motor vehicle crashes increased with age, from 116 drivers age 16 in motor vehicle crashes to 261 drivers age 20 in crashes.
- When the number of alcohol or drug involved drivers was corrected for the number of licensed drivers, the rate of alcohol or drug involved drivers in fatal crashes per 100,000 licensed drivers declined, from 23.8 for drivers ages 16-17 to 13.6 for drivers ages 18-20.

Alcohol or Drug Involved Drivers By Age
Rate per 100,000 Licensed Drivers



- ▶ Speed is a major contributing factor in motor vehicle crashes with young drivers. Of the 195 speed related crashes with fatalities, one out of four drivers was under age 21.
- ▶ For drivers under age 21, 7,538 were involved in speed related motor vehicle crashes in 1995, with 193 of them resulting in serious injury and 47 resulting in death.
- ▶ The number of teenage drivers in speed related motor vehicle crashes declined with age, from 1,858 for drivers age 16 to 1,117 for drivers age 20.
- ▶ The number of drivers in speed related crashes with injuries declined with age, from 675 for drivers age 16 to 376 for drivers age 20.

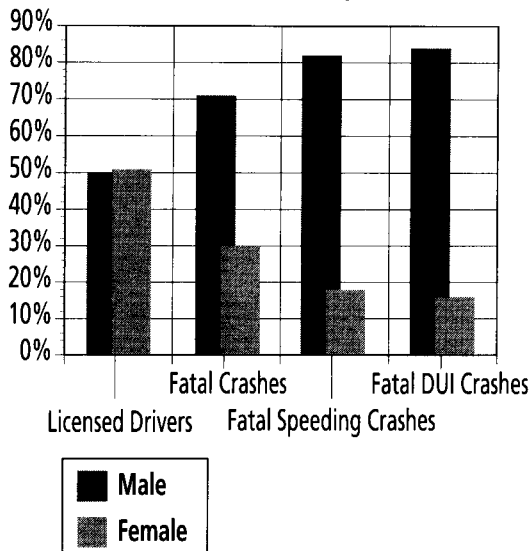
Young Drivers in Speed Related Motor Vehicle Crashes in 1995



GENDER

Male drivers were involved in fatal motor vehicle crashes more than twice as often as female drivers.

1995 Driver Crash Involvement
Percent of Total Drivers by Gender



- In 1995, 70.9 percent of the drivers involved in fatal motor vehicle crashes were male, although they accounted for only 49.8 percent of the licensed drivers in Georgia.
- In speed related fatal motor vehicle crashes, 81.8 percent of the drivers were male.
- In Georgia, males accounted for 83.6 percent of the drivers in alcohol or drug related fatal motor vehicle crashes.
- From 1992 to 1995, the rate per 100,000 licensed drivers for male drivers involved in motor vehicle crashes increased 16 percent in Georgia, and the rate for male drivers involved in injury motor vehicle crashes increased 26.3 percent.
- The fatal motor vehicle crash rate per 100,000 for licensed male drivers increased 7.3 percent from 1992 to 1995.

DRIVER INVOLVEMENT IN MOTOR VEHICLE CRASHES BY GENDER

	1992			1995		
	Number of Licensed Drivers (Thousands)	Number of Drivers in Crashes	Rate per 100,000 Licensed Drivers	Number of Licensed Drivers (Thousands)	Number of Drivers in Crashes	Rate per 100,000 Licensed Drivers
All Crashes						
Male	2,423	262,233	10,823	2,497	313,521	12,556
Female	2,385	176,164	7,386	2,516	215,851	8,579
Injury Crashes						
Male	2,423	71,865	2,966	2,497	93,576	3,747
Female	2,385	52,129	2,186	2,516	70,145	2,788
Fatal Crashes						
Male	2,423	1,393	57.5	2,497	1,540	61.7
Female	2,385	517	22.4	2,516	633	25.2

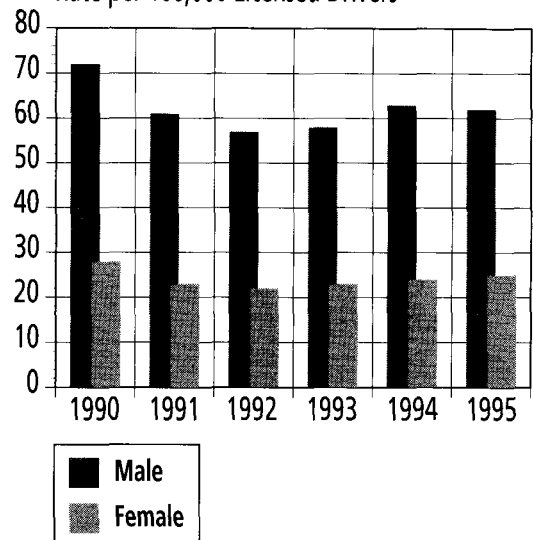
Data Sources: U.S. Department of Transportation, National Highway Traffic Safety Administration, National Center for Statistics and Analysis, Georgia Department of Public Safety

GENDER

From 1993 to 1995, the number of both male and female drivers involved in motor vehicle crashes increased. However, the increase was greater for female drivers than for male drivers.

- The number of female drivers in Georgia increased 3.5 percent from 1993 to 1995.
- In 1995, 50.2 percent of the drivers in Georgia were female, compared with only 49.8 in 1993.
- In Georgia, the ratio of male to female drivers involved in motor vehicle crashes declined seven percent, from 1.56 in 1990 to 1.45 in 1995.
- From 1993 to 1995, the driver involvement rate per 100,000 licensed drivers for female drivers in motor vehicle crashes increased 13.2 percent, and the rate for female drivers involved in injury crashes increased 29.8 percent.
- The driver involvement rate per 100,000 licensed drivers for female drivers in fatal motor vehicle crashes increased 10.5 percent from 1993 to 1995.
- From 1993 to 1995, the two major contributing circumstances for fatal motor vehicle crashes, driving under the influence of alcohol or drugs and speeding, declined for the female driver.
- The rate per 100,000 licensed drivers for female drivers involved in alcohol or drug related fatal crashes declined 4.9 percent from 1993 to 1995. Over the same period, the rate for male drivers involved in alcohol or drug related fatal crashes declined 6.9 percent.
- The rate per 100,000 licensed drivers for female drivers in speed related fatal crashes declined 4.2 percent from 1993 to 1995. The rate for male drivers involved in speed related fatal crashes remained unchanged.
- The increase in female driver involvement in motor vehicle crashes appears to be related to the increase in the number of female drivers, not to an increase in high risk driving behavior.

**Driver Involvement
in Fatal Crashes By Gender**
Rate per 100,000 Licensed Drivers



ALCOHOL AND DRUGS

Alcohol or drug related motor vehicle crashes killed 508 people in 1995 and injured 9,623.



*The most
deadly time for DUI
related fatalities
was on weekends,
from midnight
to 2:00 a.m.*



- In Georgia in 1995, one out of three fatalities due to motor vehicle crashes involved alcohol or drugs, (DUI).
- From 1990 to 1995, the number of alcohol and drug related motor vehicle crashes declined 19.7 percent and DUI related fatalities declined 24.1 percent.
- The DUI motor vehicle crash, injury and fatality rates per 100 million miles traveled all declined more than 25 percent from 1990 to 1995.
- When alcohol or drugs were involved, there was almost twice the risk of injury due to motor vehicle crashes than when alcohol or drugs were not involved. In 1995, there were 9,623 injuries in 10,872 DUI motor vehicle crashes, compared to 130,234 injuries in the 272,767 crashes not related to alcohol and drugs.
- The most deadly time for DUI related fatalities was on weekends, from midnight to 2:00 a.m. Even though this two hour period is only 1.2 percent of the total hours in a week, 8.5 percent of the DUI fatalities occurred during that time.

ALCOHOL AND DRUG INVOLVED MOTOR VEHICLE CRASHES, INJURIES AND FATALITIES

	1990	1991	1992	1993	1994	1995
Vehicle Crashes	13,539	12,138	11,323	10,660	11,220	10,872
<i>Rate per 100 Million VMT</i>	18.6	16.6	14.6	13.7	13.6	12.7
Injuries	10,968	9,791	9,087	9,061	10,353	9,623
<i>Rate per 100 Million VMT</i>	15.1	13.4	11.7	11.6	12.5	11.3
Fatalities	670	540	414	499	503	508
<i>Rate per 100 Million VMT</i>	0.92	0.74	0.53	0.64	0.61	0.60
DUI Arrests	85,423	83,242	84,159	77,515	73,590	57,061
DUI License Revocations & Suspensions	42,801	44,835	42,058	35,691	35,809	34,284
DUI Convictions	52,675	56,574	68,210	63,237	58,320	36,221
<i>Trial</i>	32,195	37,523	46,851	42,872	40,467	27,337
<i>Nolo</i>	20,480	19,051	21,359	20,365	17,853	8,884

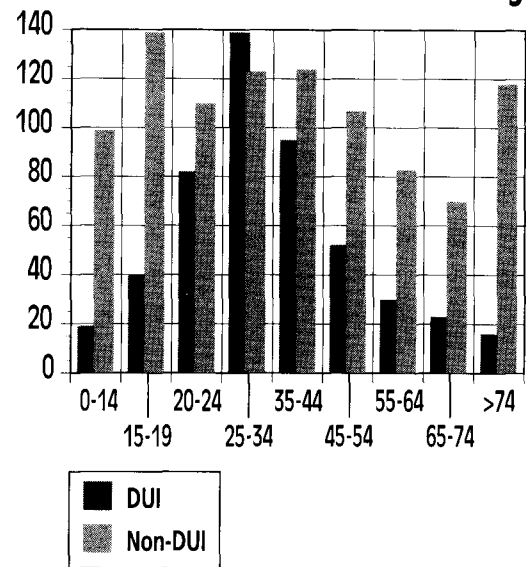
Data Sources: Georgia Department of Transportation, Georgia Department of Public Safety, Georgia Bureau of Investigation, Georgia Crime Information Center, Uniform Crime Reports Unit

ALCOHOL AND DRUGS

In 1995, there was one fatality for every 21 crashes involving alcohol or drugs, compared with one fatality for every 190 motor vehicle crashes not involving alcohol or drugs.

- Driving under the influence (DUI) related motor vehicle crashes accounted for only 3.8 percent of the crashes, but accounted for 34.0 percent of the fatalities.
- The highest proportion of crash deaths due to alcohol or drugs was for persons ages 25 to 34. In this age group, 53.1 percent of motor vehicle crash fatalities were related to alcohol or drugs, compared with only 34.0 percent DUI related for all ages.
- For persons ages 20 to 24 killed in motor vehicle crashes, 42.8 percent of the deaths were related to alcohol or drugs, and for persons ages 35-44, 43.1 percent were killed in DUI crashes.

Motor Vehicle Crash Fatalities by Age: Involvement of Alcohol and Drugs



- Motor vehicle DUI fatalities represent only a fraction of alcohol or drug related crimes in Georgia. In 1995, there were 57,061 DUI arrests, more than five times the number of DUI motor vehicle crashes, and 34,284 DUI driver license revocations and suspensions, three times the number of DUI motor vehicle crashes.
- In 1995, 36,221 drivers were convicted of driving under the influence of alcohol or drugs, 31.2 percent fewer than in 1990. Of those convicted of DUI, the number of drivers who pleaded nolo contendere (no contest) declined 56.6 percent from 1990 to 1995.
- Although total DUI (alcohol and/or drug) related motor vehicle crashes have decreased over the past six years, drug related motor vehicle crashes have increased. While the number of alcohol related motor vehicle crashes declined 25.5 percent from 1990 to 1995, during the same time period, the number of drug related motor vehicle crashes increased 14 percent. In 1990, only one out of 23 DUI crashes involved drugs. In 1995, that number increased to one out of every 16 DUI crashes.

Data Sources: Georgia Department of Transportation, Georgia Department of Public Safety, Georgia Bureau of Investigation, Georgia Crime Information Center, Uniform Crime Reports Unit

SPEED

Speeding was the most frequent contributing circumstance in fatal motor vehicle crashes in Georgia.



*Speeding arrests
far outnumber
DUI arrests.*



- For the past six years, speed has been the third most frequent contributing circumstance in total motor vehicle crashes and in motor vehicle crashes resulting in injury.
- The number of speed related motor vehicle crashes increased 4.5 percent, from 20,027 in 1990 to 20,927 in 1995.
- The number of times speed was observed as a contributing circumstance in motor vehicle crashes resulting in injury increased 8.9 percent from 1990 to 1995.
- From 1990 to 1995, the number of times speed was observed as a contributing circumstance in motor vehicle crashes resulting in death declined 15.3 percent, from 444 in 1990 to 376 in 1995.
- In 1995, for all types of motor vehicle crashes, the number of times speed was noted as a contributing circumstance was greater than the observations of alcohol or drugs as a contributing circumstance.
- Speeding arrests far outnumber DUI arrests. There were 244,006 speeding arrests compared to 57,061 alcohol arrests in 1995.

SPEEDING RELATED MOTOR VEHICLE CRASHES

	1990	1991	1992	1993	1994	1995
Vehicle Crashes	20,027	18,710	18,996	18,438	21,428	20,927
<i>Percent of All Crashes</i>	8.8	8.6	8.2	7.6	7.9	7.4
Injury Crashes	8,621	8,049	8,167	7,946	9,669	9,384
<i>Percent of All Injury Crashes</i>	13.6	13.2	12.5	11.5	11.7	11.0
Fatal Crashes	444	358	331	334	341	376
<i>Percent of All Fatal Crashes</i>	31.4	29.1	27.8	26.7	26.5	28.1
Speeding Arrests	209,162	197,110	208,374	217,335	204,315	244,006

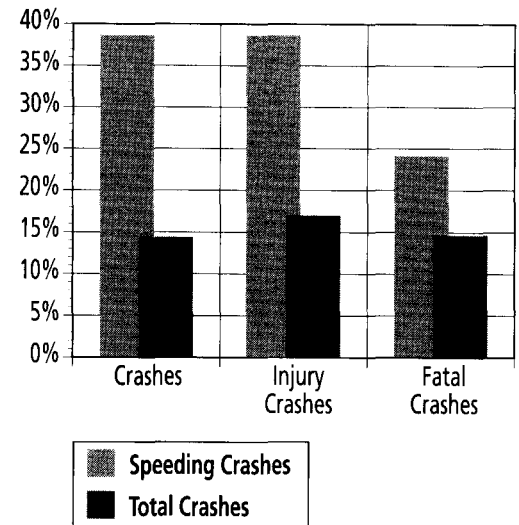
Data Source: Georgia Department of Public Safety

Although drivers ages 16 to 17 accounted for only 2.7 percent of the licensed drivers in Georgia, they accounted for 18.5 percent of the drivers involved in crashes which occurred at speeds greater than 55 miles per hour.

- In 1995, 3,318 drivers were involved in excess speed related motor vehicle crashes, crashes which occurred at speeds greater than 55 miles per hour.
- Drivers under age 20 accounted for 41.1 percent of the drivers in excess speed related motor vehicle crashes in 1995, although they were only 8.5 percent of the drivers in Georgia.
- The number of drivers in excess speed related motor vehicle crashes declined with age, from 349 drivers age 16, to 203 drivers age 20.

- ▶ In motor vehicle crashes associated with driving too fast, 81.8 percent of the drivers were male and only 18.2 percent of the drivers were female, although females accounted for 50.2 percent of the licensed drivers in Georgia in 1995.
- ▶ Twenty-four percent of the drivers involved in fatal motor vehicle crashes associated with speeding were age 20 years old or under, almost three times greater than the percent of licensed drivers under age 21.
- ▶ In speeding related injury motor vehicle crashes, 38.2 percent of the drivers involved were under age 21, compared with injury motor vehicle crashes not related to speed where only 16 percent of the drivers were under age 20.

Speeding Related Crashes
Percent Drivers Ages 15-20



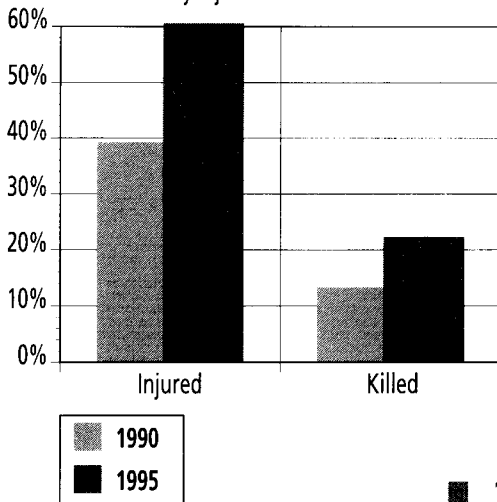
The contributing circumstance of speeding is noted by the officer at the scene of the crash from physical evidence such as skid marks, or subjective evidence from witnesses of the crash. Unlike alcohol related crashes, which have the clear physical evidence of a blood alcohol test, determination of speed as a contributing factor is often circumstantial. The notes by the officer are often the only indication that speed contributed to the motor vehicle crash and are used, by national as well as local officials, to record speed related motor vehicle crashes. Excess speed refers to crashes that occurred at speeds greater than 55 miles per hour, regardless of speed limit or any other contributing circumstance.

OCCUPANT PROTECTION

In Georgia, safety restraint use increased from 1990 to 1995 for both occupants in motor vehicle crashes and for occupants in vehicles not involved in motor vehicle crashes.

- According to a study by the Survey Research Center of the University of Georgia, the use of seat belts and harnesses by occupants of motor vehicles increased from 42 percent in 1990 to 61.5 percent in 1996.
- The University of Georgia annual survey of drivers and passengers reported that 67.6 percent of the female drivers and 63.0 percent of the female passengers used safety belts, compared with only 55.7 percent of the male drivers and 46.7 percent of the male passengers.
- More drivers used safety belts than passengers. Sixty-two percent of the drivers in Georgia used safety belts, compared with 58.1 percent of the passengers.

**Safety Belt Use
By Occupants in Crashes**
Percent Use by Injured Persons



- ▶ In 1995, of the vehicle occupants involved in injury motor vehicle crashes, 60.9 percent used seat belts or harnesses, compared with only 39.7 percent in 1990.
- ▶ The use of seat belts or harnesses by vehicle occupants who were killed in motor vehicle crashes increased from 13.7 percent in 1990 to 22.6 percent in 1995.
- ▶ Seat belt or harness use by occupants injured in motor vehicle crashes was three times higher than seat belt or harness use by vehicle occupants who were killed.

- The National Highway Traffic Safety Administration (NHTSA) estimates that in 1995 air bags saved 475 lives. From 1987 to 1995, 1,198 lives were saved by air bags.
- NHTSA estimates that of the 21 adult deaths due to air bags, 62 percent were not using seat belts or were improperly belted, and 90 percent of the victims were under 5 feet tall.
- Nationally, as of March 15, 1997, 38 children had been killed by air bags, according to NHTSA. Of the children killed, 27 were either not restrained or were improperly restrained, nine were in the front seat in rear-facing child safety seats, and two were restrained in lap and shoulder belts with evidence of pre-impact braking which brought the children closer to the air bag.

CHILD SAFETY SEATS

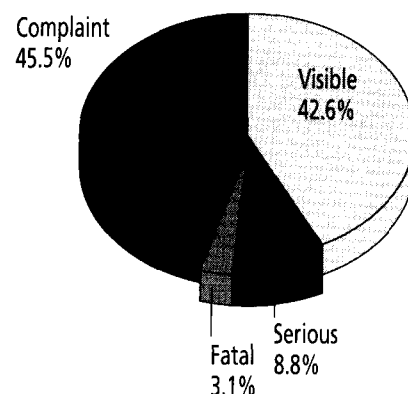
Of the children injured in motor vehicle crashes in Georgia, children who were not in child safety seats were three times more likely to be seriously injured and ten times more likely to be killed than children properly restrained in child safety seats.

- In 1995, 4,785 children under age five were injured and 28 children under age five were killed in motor vehicle crashes in Georgia, excluding pedestrian and bicycle crashes, and fetal deaths.
- Three percent of the children who sustained injury and who were not in child safety seats were killed, compared to only 0.3 percent of children who were properly restrained in child safety seats.
- Proper child safety seat use reduces not only the number of children who die in motor vehicle crashes, but also the number of children who suffer serious injuries, such as loss of limb, head injuries or paralysis.
- Nine percent of the injured children who were not in child safety seats were seriously injured, compared to only 2.3 percent seriously injured children who were properly restrained in child safety seats.

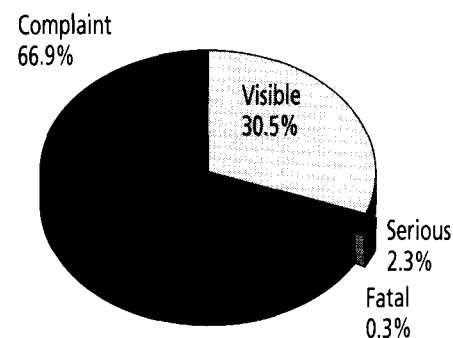
▶ According to the Children's Safety Network, National Public Services Research Institute, a reduction in injuries to children under age four from 1981 to 1995 saved \$5 million in medical costs and \$57 million in the total cost of public programs, future earnings and reduction in quality of life.

- Child safety seat use in Georgia increased from 49.3 percent in 1990 to 70 percent in 1995, according to a study by the Survey Research Center, University of Georgia.
- According to the same study, 74 percent of the children in urban regions were restrained in child safety seats compared to only 67 percent in rural regions. Female drivers put children in child safety seats more often than male drivers, 72 percent for female drivers, compared with 66 percent for male drivers.

No Child Safety Seat In Use Severity of Injury



Child Safety Seat In Use Severity of Injury

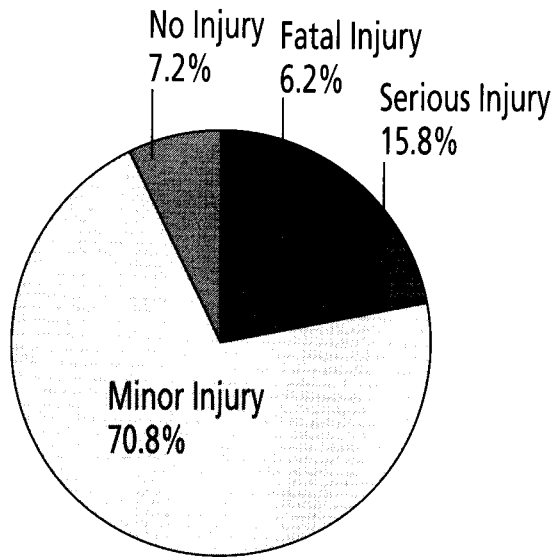


Data Sources: Georgia Department of Public Safety, National Public Services Research Institute, Children's Safety Network, Survey Research Center University of Georgia

People

Severity of Injury

Pedestrian Crash Injuries



⇒ Injuries

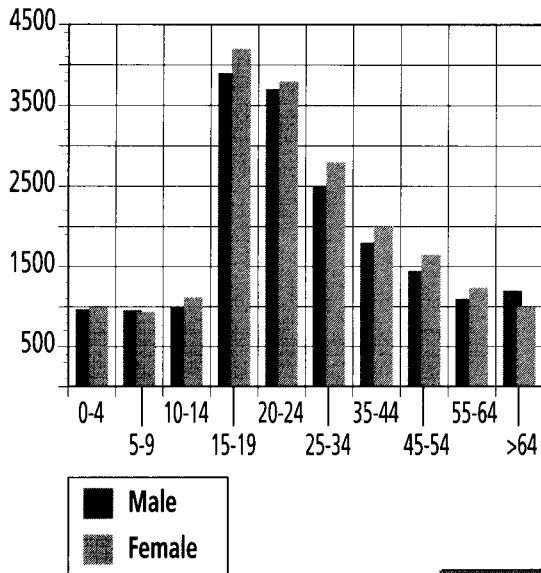
⇒ Fatalities

⇒ Pedestrians

PEOPLE: INJURIES

In 1995, 15,485 children were injured in motor vehicle crashes in Georgia, a 63 percent increase from 1990.

1995 Injuries
Rate per 100,000 Population
 By Age and Gender



- In 1995, one out of every 50 persons living in Georgia was injured in a motor vehicle crash.
- The motor vehicle crash injury rate per 100,000 population in Georgia was 1,973, compared to the national rate of 1,289.
- Injuries increased 41 percent from 1990 to 1995, an increase much greater than the increase for total motor vehicle crashes, which increased 24 percent in the same time period.
- Injuries to teenagers ages 15-19 increased 42 percent, from 15,101 in 1990 to 21,506 in 1995.
- All age groups experienced an increase in motor vehicle injuries, with the greatest increase among children zero to four years of age, a 76 percent increase from 1990 to 1995.

MOTOR VEHICLE CRASH INJURIES

Age	1990			1995		
	Total	Male	Female	Total	Male	Female
0-4	2,809	1,472	1,337	4,935	2,429	2,506
5-9	3,208	1,661	1,547	4,930	2,403	2,527
10-14	3,486	1,653	1,833	5,620	2,622	2,998
15-19	15,101	7,654	7,447	21,506	10,603	10,903
20-24	14,533	7,465	7,068	19,812	9,917	9,895
25-34	23,028	11,555	11,473	30,971	14,629	16,342
35-44	14,400	6,833	7,567	21,698	9,845	11,853
45-54	7,781	3,584	4,197	13,199	5,884	7,315
55-64	5,031	2,359	2,672	6,952	3,011	3,941
Over 64	5,878	2,583	3,295	7,579	3,233	4,346

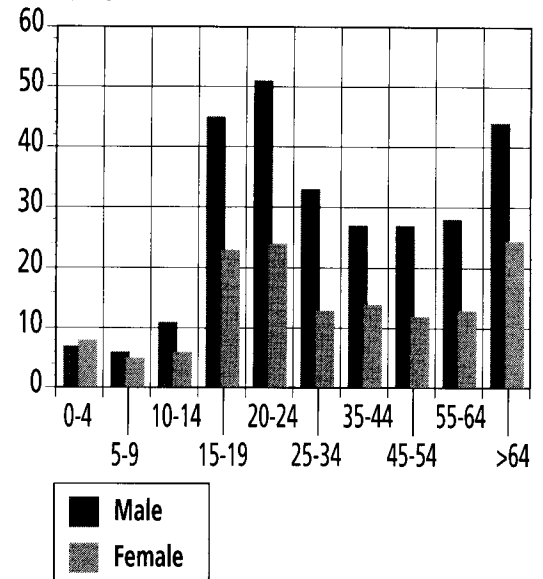
Data Sources: Georgia Department of Public Safety, U.S. Department of Transportation, National Highway Safety Administration, U.S. Department of Commerce, Bureau of the Census

PEOPLE: FATALITIES

Motor vehicle crashes are the leading cause of trauma deaths for all age groups in Georgia.

- The 1995 motor vehicle crash fatality rate per 100,000 population in Georgia was 21.0, compared to the national rate of 15.9.
- For persons under the age of 20, motor vehicle crashes are the leading cause of trauma death in Georgia.
- For children ages five to fourteen, motor vehicle crashes are the leading cause of all deaths.
- In 1995, 73 children under age ten died in vehicle crashes and 9,865 were injured.
- Almost twice as many males are killed in motor vehicle crashes as females. The male motor vehicle fatality rate per 100,000 of the population was 28.2 in 1995, compared with the rate for females of only 14.3.

**1995 Fatalities
Rate per 100,000 Population
By Age and Gender**



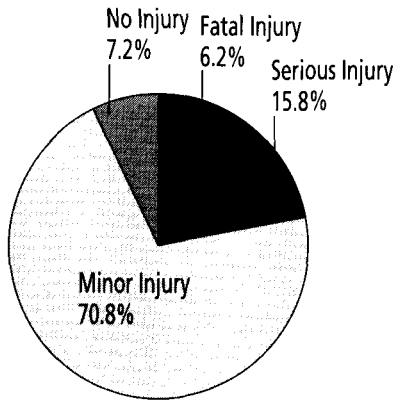
MOTOR VEHICLE CRASH FATALITIES

Age	1990			1995		
	Total	Male	Female	Total	Male	Female
0-4	50	24	26	41	20	21
5-9	31	16	15	32	20	12
10-14	28	11	17	45	28	17
15-19	187	126	61	179	122	57
20-24	197	137	63	194	135	59
25-34	344	237	107	262	192	70
35-44	226	159	67	218	138	80
45-54	156	106	50	160	108	52
55-64	125	82	43	111	73	38
Over 64	209	122	87	226	118	108

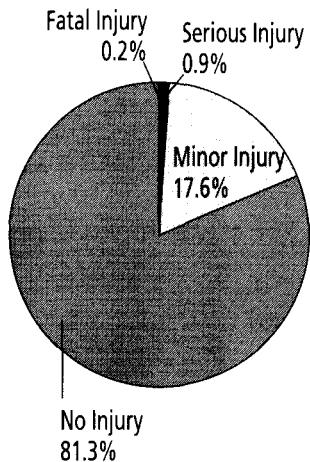
Data Sources: Georgia Department of Public Safety, U.S. Department of Commerce, Bureau of the Census, Georgia Department of Human Resources, Health Assessment Section, Center for Health Information, U.S. Department of Transportation, National Highway Safety Administration

PEOPLE: PEDESTRIANS

Severity of Injury Pedestrian Crash Injuries



Severity of Injury Total Crash Injuries



- In 1995, motor vehicle crashes injured on average six pedestrians a day. Each week more than three pedestrians were killed.
- In Georgia, motor vehicle crashes injured 2,189 pedestrians and killed 169 pedestrians in 1995.
- Forty-seven percent of the total pedestrian injuries or fatalities occurred when the pedestrian did not use an intersection to cross a roadway.
- Of the 169 pedestrians killed, 60 had been drinking or had taken drugs. Two out of three pedestrians killed by motor vehicle crashes were male.
- Pedestrians were injured or killed at a much higher rate than persons in other motor vehicle crashes. Sixteen percent of the pedestrians involved in motor vehicle crashes were seriously injured, compared to 0.9 percent of the persons in all motor vehicle crashes.
- For pedestrians, the fatality rate is even higher. In 1995, 6.2 percent of the pedestrians in motor vehicle crashes were killed, compared to only 0.2 percent of the persons in all motor vehicle crashes.

PEDESTRIANS: NUMBER OF INJURIES AND FATALITIES

	1990	1991	1992	1993	1994	1995
Injuries	2,258	2,205	2,281	2,191	2,194	2,189
<i>Rate per 100,000 Population</i>	34.9	33.4	33.9	32.0	31.5	30.9
Fatalities	173	159	170	178	157	169
<i>Rate per 100,000 Population</i>	2.7	2.4	2.5	2.6	2.3	2.4

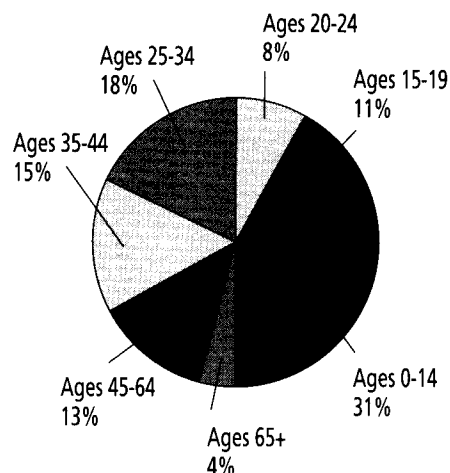
Data Sources: Georgia Department of Public Safety, U.S. Department of Commerce, Bureau of the Census

PEOPLE: PEDESTRIANS

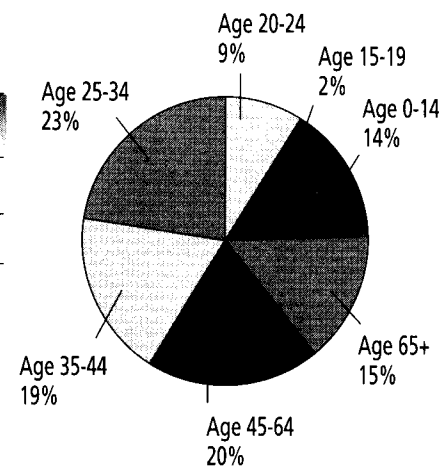
In 1995, 31 percent of the pedestrians injured in motor vehicle crashes in Georgia were children under age 15.

- Although they accounted for only 37 percent of the population in Georgia, 50 percent of the pedestrians injured in motor vehicle crashes were under age 25.
- In 1995, 418 children under age 15 were injured or killed when not using a intersection to cross a roadway.
- Eighty-five children under age 15 were injured or killed while playing in the roadway.
- Persons over age 64 accounted for only 9.8 percent of the population in Georgia, but accounted for 15 percent of the pedestrians killed in motor vehicle crashes.

Pedestrian Injuries
By Age



Pedestrian Fatalities
By Age



MOTOR VEHICLE PEDESTRIAN INJURIES AND FATALITIES

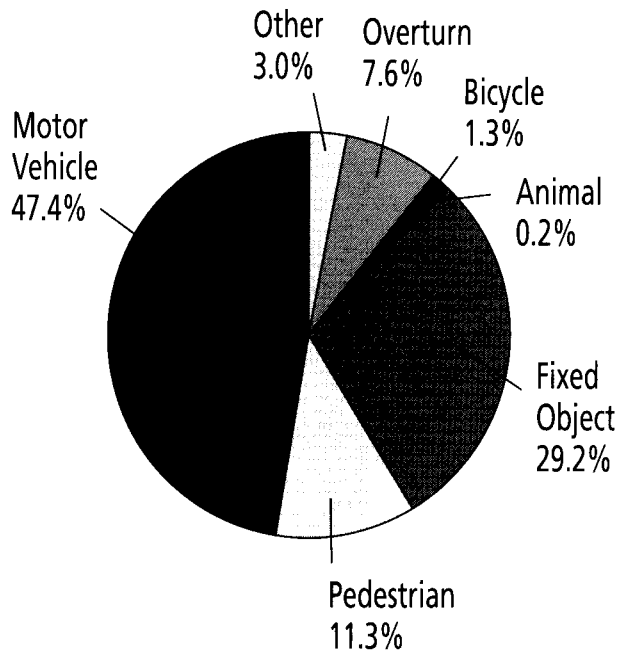
Pedestrian Age	Injured			Killed		
	Total	Male	Female	Total	Male	Female
0-4	135	87	48	8	6	2
5-9	268	185	83	6	5	1
10-14	269	155	114	8	5	3
15-19	248	148	100	3	3	0
20-24	175	120	55	14	10	4
25-34	387	246	141	37	31	6
35-44	322	200	122	30	17	13
45-54	187	113	74	21	18	3
55-64	87	53	34	11	8	3
Over 64	90	52	38	24	18	6

Data Sources: Georgia Department of Public Safety, U.S. Department of Commerce, Bureau of the Census

Crashes

Fatal Crashes

Type of Collision



- Important Contributing Circumstances
- Time of Day and Week
- Holidays
- Type of Collision
- Manner of Two Vehicle Collisions

CRASHES: IMPORTANT CONTRIBUTING CIRCUMSTANCES

Speeding replaced 'had been drinking' as the most frequent contributing circumstance in fatal motor vehicle crashes in 1995.



The most frequent contributing circumstance was following too closely, and the second most frequent circumstance was failure to yield right of way.



- Observations of 'speed too fast' as a contributing circumstance in fatal motor vehicle crashes declined 15 percent from 444 observations in 1990 to 376 in 1995. Observations of 'had been drinking' declined 35 percent, from 548 times in 1990 to 357 in 1995.
- For motor vehicle crashes with injuries in Georgia, 'speed too fast' was the third most frequent contributing circumstance listed by officers from 1990 to 1995.
- In both 1990 and 1995, for total motor vehicle crashes and crashes with injuries, the most frequent contributing circumstance was following too closely and the second most frequent circumstance was failure to yield right of way.
- In 1995, following too closely was noted 82,456 times in motor vehicle crashes, a 49 percent increase from 1990.

MOST FREQUENT CONTRIBUTING CIRCUMSTANCES:

	CRASHES		INJURY CRASHES		FATAL CRASHES			
	Number		Number		Number			
	1990	1995	1990	1995	1990	1995		
Followed too close	55,256	82,456	Followed too close	14,556	24,731	Speed too fast	444	376
Failed to yield right of way	54,228	64,971	Failed to yield right of way	16,322	22,769	Had been drinking	548	357
Speed too fast	20,027	20,927	Speed too fast	8,621	9,384	Failed to yield right of way	228	209
Had been drinking	17,033	13,082	Had been drinking	7,732	6,453	Drove left of center	226	243
Disregarded traffic signal	9,043	10,250	Disregarded traffic signal	3,406	4,443	Passed stop sign	48	50

Data Source: Georgia Department of Public Safety

Contributing circumstances are noted by the officer at the scene of the crash. There may be multiple contributing circumstances for each crash, therefore there can be more contributing circumstances than crashes occurring in any given year.

CRASHES: TIME OF DAY AND WEEK

More motor vehicle crashes occurred on Friday than any other day of the week, and the most dangerous time of day was Friday from 4:00-6:00 p.m.

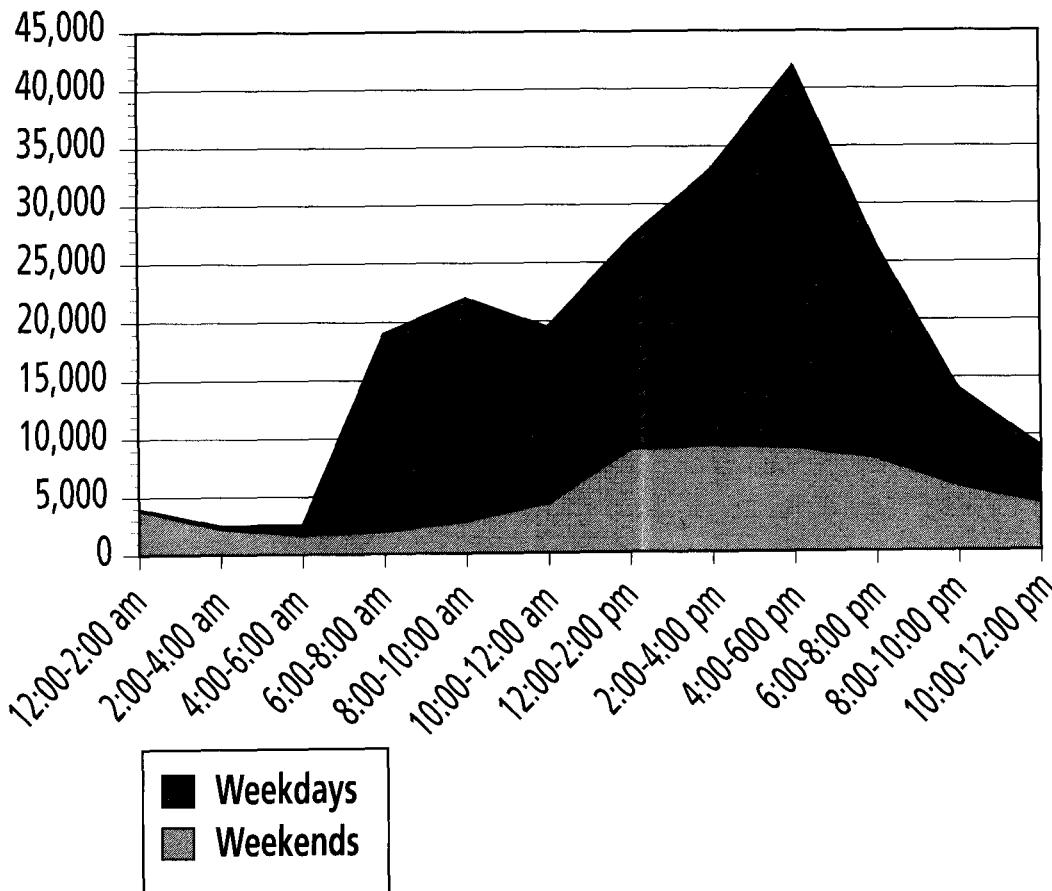
- The most dangerous time of day was from 4:00-6:00 p.m. on weekdays, with 40,548 motor vehicle crashes occurring during that two-hour period.
- On average, more motor vehicle crashes occurred on weekdays than on weekends, with 43,594 average daily crashes on weekdays compared with 33,922 average daily crashes on weekends.
- The lowest number of motor vehicle crashes occurred on weekends in the early morning, with 1,615 crashes occurring in the two-hour period from 4:00-6:00 a.m.
- Friday was the worst day of the week for motor vehicle crashes in Georgia. 53,332 crashes occurred on Fridays in 1995.
- The lowest number of motor vehicle crashes occurred on Sunday, with 25,111 crashes.



Friday was the worst day of the week for motor vehicle crashes in Georgia.



Crashes by Time of Day Weekdays and Weekends



CRASHES: HOLIDAYS

During holidays, 95 persons were killed and 4,644 persons were injured in motor vehicle crashes in 1995.



*The number
of motor
vehicle crashes
occurring daily
during the
holidays increased
32 percent.*



- One fatality occurred on average every 5.7 hours on holidays and one person was injured every seven holiday minutes in motor vehicle crashes.
- Motor vehicle crash fatalities during holidays have declined 3 percent since 1990. Holiday alcohol or drug related motor vehicle fatalities have declined even further, 37 percent from 1990 to 1995.
- The number of injuries per day due to motor vehicle crashes during the holidays increased 16 percent, from 178 injuries per day in 1990 to 206 per day in 1995. For non-holiday periods, the increase was even greater, 41 percent from 1990 to 1995.
- The number of motor vehicle crashes occurring daily during the holidays increased 32 percent, from 489 crashes in 1990 to 643 in 1995, compared with non-holiday motor vehicle crashes, which increased 24 percent from 1990 to 1995.

HOLIDAY CRASHES, INJURIES AND FATALITIES

	1990	1991	1992	1993	1994	1995
Crashes Number	10,022	9,509	11,897	10,942	12,794	14,474
Crashes/day	488.9	487.6	528.8	591.5	595.1	643.3
Injuries Number	3,644	3,342	3,933	4,104	4,323	4,644
Injuries/day	177.8	171.4	174.8	221.8	201.1	206.4
Fatalities Number	98	87	78	92	96	95
Fatalities/day	4.78	4.46	3.47	4.97	4.47	4.22
DUI Fatalities Number	51	45	34	31	31	32
DUI Fatalities/day	2.48	2.31	1.51	1.68	1.44	1.42
Number of Holiday Days	20.5	19.5	22.5	18.5	21.5	22.5

Data Source: Georgia Department of Public Safety

CRASHES: HOLIDAYS

One fatality occurred every 6.4 hours and one person was injured every eight minutes in motor vehicle crashes during winter holidays in 1995.

- In 1995, one fatality occurred every three hours during the Memorial Day holiday period, compared with one fatality every 11 hours during the Labor Day holiday period.
- In Georgia, 44 persons were killed and 2,142 persons were injured in motor vehicle crashes during the 1995 winter holidays of Thanksgiving, Christmas and New Year's.
- Forty-three percent of the 1995 Christmas, Thanksgiving and New Year holiday crash fatalities were due to alcohol or drugs, compared with 34 percent during non-holiday periods.
- Thirty-four percent of all the 1995 holiday motor vehicle crash fatalities were due to alcohol or drug involved drivers, down from 52 percent in 1990.

1995 HOLIDAY CRASHES, INJURIES AND FATALITIES

Holiday (hours)	Crashes	Injuries	Fatalities	DUI Fatalities
Memorial Day (78)	2,086	780	26	6
Fourth of July (102)	2,961	1,027	18	3
Labor Day (78)	1,875	695	7	4
Thanksgiving (102)	2,587	718	19	8
Christmas (102)	2,390	710	13	7
New Years (78)	2,575	714	12	4
Total (540)	14,474	4,644	95	32

Data Source: Georgia Department of Public Safety

CRASHES: TYPE OF COLLISION

Collision with another motor vehicle in transport was the most common event for motor vehicle crashes, injuries and fatalities.



*77.8 percent
of all motor vehicle
crashes involved
collision with
another motor
vehicle in transport.*



- In 1995, 77.8 percent of all motor vehicle crashes involved collision with another motor vehicle in transport, however, collision with another vehicle in transport accounted for only 46.7 of the fatalities due to motor vehicle crashes.
- Collision with a fixed object accounted for 29.2 percent of the motor vehicle fatalities, but accounted for only 11.7 of the motor vehicle crashes.
- Overturning of the vehicle occurred in only 1.6 percent of the motor vehicle crashes, although overturning accounted for 7.6 percent of the fatalities.
- Motor vehicle crashes involving pedestrians accounted for only 0.8 percent of the motor vehicle crashes, although they accounted for 11.3 percent of the crash fatalities.
- Motor vehicle crashes involving animals constituted 2.9 percent of the motor vehicle crashes, while they only accounted for 0.2 percent of the fatalities.

1995 TYPE OF MOTOR VEHICLE COLLISIONS, INJURIES AND FATALITIES

	Crashes		Injuries		Fatalities	
	Number	Percent	Number	Percent	Number	Percent
Collision:						
<i>Motor Vehicle in Transport</i>	220,530	77.8	111,608	79.8	697	46.7
<i>Fixed Object</i>	33,192	11.7	17,108	12.2	435	29.2
<i>Animal</i>	8,141	2.9	829	0.6	3	0.2
<i>Parked Motor Vehicle</i>	7,149	2.5	1,122	0.8	11	0.7
<i>Pedestrian</i>	2,321	0.8	2,190	1.6	169	11.3
<i>Pedalcyclist</i>	825	0.3	705	0.5	19	1.3
<i>Railway Train</i>	129	0.05	60	0.04	14	0.9
<i>Other</i>	2,090	0.7	542	0.4	15	1.0
Non-Collision:						
<i>Overturn</i>	4,388	1.6	3,778	2.7	113	7.6
<i>Other</i>	4,874	1.7	1,915	1.4	16	1.1
Total Number	283,639	100.0	139,857	100.0	1,492	100.0

Data Source: Georgia Department of Public Safety

CRASHES: MANNER OF TWO VEHICLE COLLISIONS

Among two vehicle collisions, head on collisions accounted for 33.2 percent of the fatal motor vehicle crashes, although they accounted for only 3.1 percent of all of the crashes involving two vehicles in 1995.

- In 1995, head on collisions involving two vehicles resulted in 6,644 motor vehicle crashes, 3,215 injury crashes and 187 fatal crashes in Georgia.
- In two vehicle collisions, 45.8 percent of the injury crashes and 48.3 percent of the fatal crashes were collisions that occurred at an angle.
- Rear end collisions accounted for 37.4 percent of the motor vehicle crashes involving two vehicles, but accounted for only 8.2 percent of the fatal two vehicle crashes.
- Rear end collisions and collisions at an angle between two vehicles accounted for 83.9 percent of the two vehicle injury crashes in Georgia.

MANNER OF TWO VEHICLE COLLISIONS IN 1995

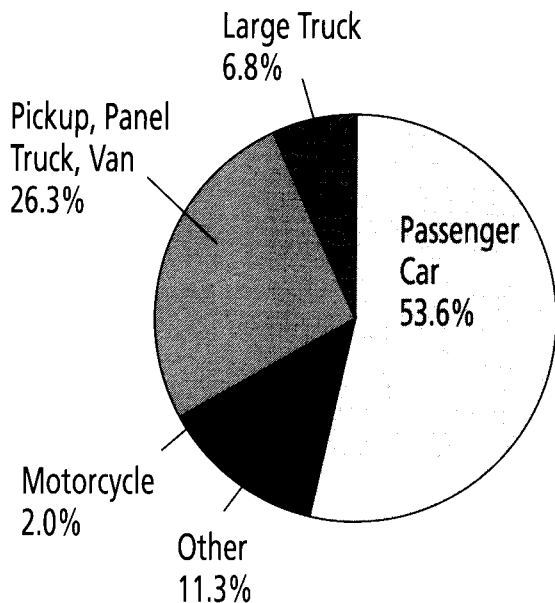
	Crashes		Injury Crashes		Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent
Angle	80,177	37.6	26,276	45.8	272	48.3
Rear End	79,949	37.4	21,822	38.1	46	8.2
Sideswipe-Passing	24,510	11.5	2,799	4.9	20	3.6
Backed Into	11,546	5.4	714	1.2	3	0.5
Sideswipe-Meeting	6,821	3.2	1,458	2.5	18	3.2
Head On	6,644	3.1	3,215	5.6	187	33.2
Other	3,805	1.8	1,061	1.9	17	3.0
Total	213,452	100.0	57,345	100.0	563	100.0

Data Source: Georgia Department of Public Safety

Head on collisions involving two vehicles resulted in 6,644 motor vehicle crashes, 3,215 injury crashes and 187 fatal crashes in Georgia.

Vehicles

Proportion of Vehicles in Fatal Motor Vehicle Crashes in 1995



- ⇒ Type of Vehicle
- ⇒ Crash Severity
- ⇒ Passenger Cars
- ⇒ Small Trucks and Vans
- ⇒ Large Trucks
- ⇒ Motorcycles
- ⇒ Bicycles
- ⇒ Public School Buses

VEHICLES: TYPE

Passenger cars accounted for 68.2 percent of the motor vehicle crashes, 69.6 percent of the injury crashes, and 53.6 percent of the fatal motor vehicle crashes in 1995.

Large trucks accounted for 6.8 percent of the vehicles in fatal motor vehicle crashes in Georgia in 1995.

- Pickup trucks accounted for 21 percent of the vehicles in fatal motor vehicle crashes in 1995, but accounted for only 15.5 percent of the vehicles in all motor vehicle crashes.
- Large trucks accounted for only 2.1 percent of the vehicles in motor vehicle crashes, but large trucks accounted for 6.8 percent of the vehicles in fatal motor vehicle crashes in Georgia in 1995.
- Motorcycles accounted for 2.0 percent of the vehicles in fatal motor vehicle crashes in Georgia, although motorcycles were only 0.3 percent of the vehicles in all motor vehicle crashes.
- Ambulances, fire vehicles and police cars accounted for only 0.7 percent of the motor vehicle crashes and 0.5 percent of the fatal motor vehicle crashes in Georgia in 1995.

VEHICLES INVOLVED IN MOTOR VEHICLE CRASHES IN 1995

	Total Crashes		Injury Crashes		Fatal Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	368,400	68.2	114,300	69.6	1,173	53.6
Pickup Truck	83,809	15.5	24,712	15.1	60	21.0
Panel Truck	29,353	5.4	8,553	5.0	109	5.0
Utility Passenger Vehicle	23,946	4.4	6,823	4.2	116	5.3
Large Truck	11,545	2.1	3,052	1.9	148	6.8
Other Truck	5,233	1.0	1,372	0.8	43	2.0
Ambulance, Fire, & Police	3,650	0.7	1,002	0.6	10	0.5
Van	1,765	0.3	451	0.3	6	0.3
Motorcycle	1,646	0.3	1,188	0.7	43	2.0
Vehicle with Trailer	1,478	0.3	357	0.2	13	0.6
Private & Public School Bus	1,390	0.3	359	0.2	5	0.2
Bus	529	0.1	97	0.1	2	0.1
Other	7,330	1.4	1,953	1.3	59	2.6
Total Number of Vehicles	540,044	100.0	164,219	100.0	2,187	100.0

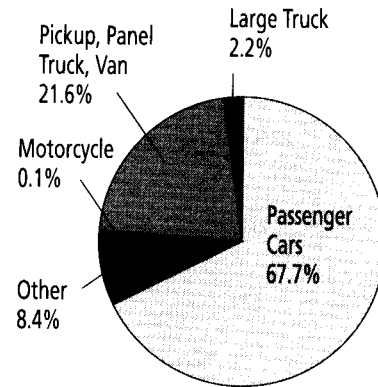
Data Source: Georgia Department of Public Safety

VEHICLES: SEVERITY OF CRASH

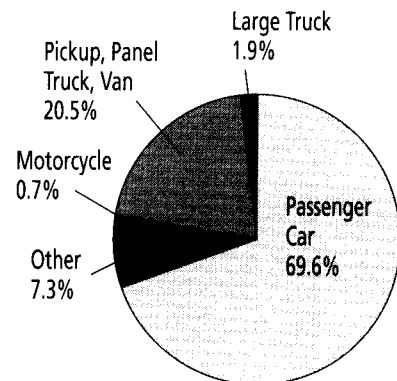
In 1995 in Georgia, passenger cars were involved in motor vehicle crashes more often than any other vehicle type.

- Passenger cars accounted for six out of ten vehicles involved in motor vehicle crashes resulting in property damage only, and half of the vehicles involved in fatal crashes.
- Pickups, panel trucks and vans were the next most frequent vehicles in property damage only motor vehicle crashes. They accounted for 21.6 percent of the involved vehicles in 1995.
- The proportion of motorcycles involved in injury crashes was seven times their involvement rate in motor vehicle crashes resulting in property damage only.
- The proportion of large trucks involved in fatal crashes was three times higher than their involvement rate in motor vehicle crashes resulting in property damage only.
- The proportion of motorcycles involved in fatal crashes was twenty times higher than their involvement rate in motor vehicle crashes resulting in property damage only.

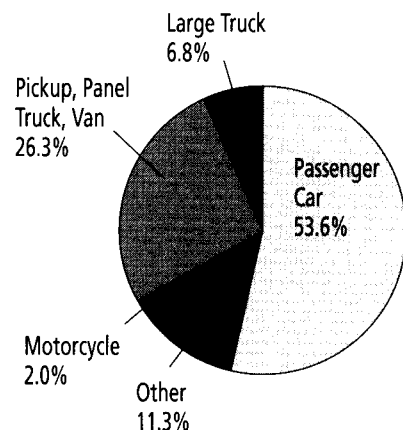
Proportion of Vehicles in Property Damage Only Motor Vehicle Crashes



Proportion of Vehicles in Injury Motor Vehicle Crashes in 1995



Proportion of Vehicles in Fatal Motor Vehicle Crashes in 1995



Data Source: Georgia Department of Public Safety

VEHICLES: PASSENGER CARS

From 1990 to 1995, the number of passenger cars involved in fatal motor vehicle crashes decreased, but the number of passenger cars involved in injury crashes increased.



The number of passenger cars involved in fatal motor vehicle crashes declined 6.8 percent from 1990 to 1995.

- From 1990 to 1995, the number of passenger cars involved in motor vehicle crashes increased 16.8 percent, but when corrected for the number of registered vehicles, the passenger car crash rate per 100,000 registered vehicles increased only 0.6 percent.
- The increase in the number of passenger cars involved in motor vehicle crashes from 1990 to 1995 was approximately the same as the 16.1 percent increase in the number of registered vehicles.
- From 1990 to 1995, the number of passenger cars involved in injury motor vehicle crashes increased 30.7 percent, but when corrected for the number of registered vehicles, the passenger car crash rate per 100,000 registered vehicles increased only 12.6 percent.
- The number of passenger cars involved in fatal motor vehicle crashes declined 6.8 percent from 1990 to 1995. When corrected for the number of registered vehicles, the decrease was even greater, 20 percent from 1990 to 1995.



PASSENGER CAR INVOLVEMENT IN MOTOR VEHICLE CRASHES

	1990		1995		Percent Change: Rate 1990 to 1995
	Number	Rate per 100,000	Number Registered Vehicles	Rate per 100,000 Registered Vehicles	
Crashes	315,516	8,682	368,400	8,730	0.6
Injury Crashes	87,465	2,407	114,300	2,709	12.6
Fatal Crashes	1,259	35	1,173	28	-20.0
Number of Registered Passenger Cars (Thousands)	3,634	—	4,220	—	16.1

Data Source: Georgia Department of Public Safety, Georgia Department of Revenue

VEHICLES: PICKUPS, PANEL TRUCKS AND VANS

The number of pickups, panel trucks and vans involved in motor vehicle crashes resulting in injuries increased 48 percent, from 22,778 in 1990 to 33,716 in 1995.

- In 1995, 83,809 pickup trucks were involved in motor vehicle crashes. Pickup trucks accounted for 72.9 percent of the small trucks and vans involved in motor vehicle crashes, and 80 percent of the small trucks and vans involved in fatal crashes.
- Vans accounted for only 1.5 percent of the small trucks involved in motor vehicle crashes and 1.0 percent of the small trucks involved in fatal crashes.
- The number of pickups, panel trucks and vans involved in motor vehicle crashes varied from year to year, but increased 32.5 percent from 1990 to 1995.
- The majority of the increase in the number of pickups, panel trucks and vans involved in motor vehicle crashes occurred from 1994 to 1995.
- From 1994 to 1995, the number of pickups, panel trucks and vans involved in motor vehicle crashes increased 50.2 percent for total motor vehicle crashes, and 46.4 percent for injury crashes.
- The number of pickups, panel trucks and vans involved in fatal motor vehicle crashes decreased from 1990 to 1992, but from 1994 to 1995 the number of pickups, panel trucks and vans involved in fatal crashes increased 35.3 percent.

Data Source: Georgia Department of Public Safety

NUMBER OF SMALL TRUCKS INVOLVED IN MOTOR VEHICLE CRASHES:

	PICKUPS, PANEL TRUCKS AND VANS					
	1990	1991	1992	1993	1994	1995
Crashes	86,741	83,350	89,110	94,709	76,538	114,927
Injury Crashes	22,778	22,261	23,640	25,594	23,031	33,716
Fatal Crashes	557	472	458	462	425	575

Data Source: Georgia Department of Public Safety



The majority of the increase in the number of pickups, panel trucks and vans involved in motor vehicle crashes occurred from 1994 to 1995.



VEHICLES: LARGE TRUCKS

Even though large trucks have a high rate of involvement in fatal motor vehicle crashes, the number of large trucks involved in fatal motor vehicle crashes declined 20 percent from 1990 to 1995.



The greatest increase in motor vehicle crash involvement occurred for logging trucks.

- The number of large trucks involved in fatal motor vehicle crashes declined 20 percent from 1990 to 1995, compared with a decline of only 6.8 percent in the number of passenger cars involved in fatal crashes.
- The number of large trucks involved in motor vehicle crashes resulting in injury increased 24.4 percent from 1990 to 1995, and the number of large trucks involved in overall motor vehicle crashes increased 14.8 percent from 1990 to 1995.
- The greatest increase in motor vehicle crash involvement occurred for logging trucks. From 1990 to 1995, the number of logging trucks involved in motor vehicle crashes increased 48 percent.

NUMBER OF VEHICLES INVOLVED IN MOTOR VEHICLE CRASHES

	1990	1991	1992	1993	1994	1995
Vehicles in Crashes						
Passenger Car	315,516	302,056	319,347	330,642	365,090	368,400
Truck Tractor, Tri-axle truck	1,636	1,403	1,323	1,648	760	871
Tractor Trailer	7,912	6,947	7,432	8,321	9,110	9,870
Logging Truck	542	463	439	517	807	804
Total-Large Truck	10,060	8,813	9,194	10,486	10,677	11,545
Vehicles in Injury Crashes						
Passenger Car	87,465	84,693	91,342	96,113	114,824	114,300
Truck Tractor, Tri-axle truck	410	377	338	410	189	242
Tractor Trailer	1,874	1,694	1,759	2,071	2,382	2,526
Logging Truck	170	144	152	171	279	284
Total-Large Truck	2,454	2,215	2,249	2,652	2,850	3,052
Vehicles in Fatal Crashes						
Passenger Car	1,259	1,150	1,115	1,174	1,175	1,173
Truck Tractor, Tri-axle truck	14	17	19	19	3	8
Tractor Trailer	148	88	102	92	128	123
Logging Truck	23	19	19	4	25	17
Total-Large Truck	185	124	140	125	156	148

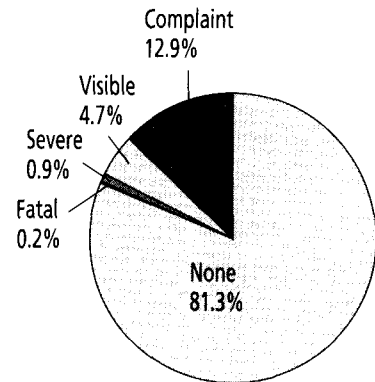
Data Source: Georgia Department of Public Safety

VEHICLES: MOTORCYCLES

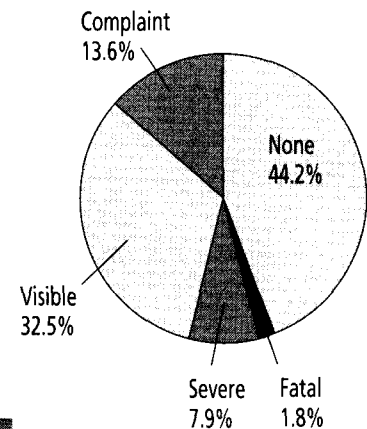
The 1995 motorcycle fatality rate was 61.4 per 100,000 registered motorcycles, more than twice the non-motorcycle fatality rate of 22.2 per 100,000 registered vehicles in Georgia.

- In 1995, there were 44 deaths in motor vehicle crashes involving motorcycles, 42 males and two females. Of the 41 motorcycle drivers involved, 17 did not possess a valid Class M license or permit.
- From 1991 to 1995, the number of motorcycles in crashes decreased 7.7 percent and the number of fatalities declined even further, 29 percent from 1991 to 1995.
- In 1995, for persons in motor vehicle crashes in Georgia, 81 percent of the people involved were not injured, compared with only 44 percent uninjured persons in motorcycle crashes.
- Severe injuries, including paralysis and head injuries, occurred eight times more often in motorcycle crashes than in other motor vehicle crashes in Georgia.
- Compared with other motor vehicle crashes, there was a much higher chance of being seriously injured or killed in a motorcycle crash. One in every 37 motorcycle crashes resulted in a fatality, compared with only one in every 194 motor vehicle crashes involving vehicles other than motorcycles.
- Helmet use by drivers and passengers in total motorcycle crashes increased 31 percent from 1986 to 1995. During the same period, motorcycle fatalities declined 49 percent.

Severity of Injury
Total Crashes



Severity of Injury
Motorcycle Crashes



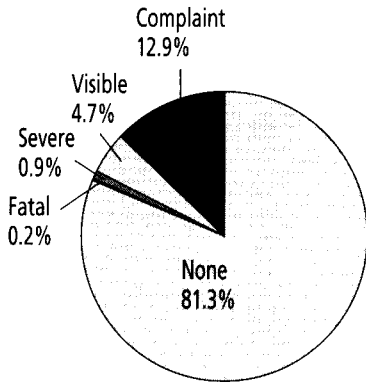
MOTORCYCLES IN MOTOR VEHICLE CRASHES

	1991	1992	1993	1994	1995
Vehicle Crashes	1,784	1,670	1,690	1,555	1,645
Fatalities	62	55	51	54	44
Number of Registered Motorcycles	65,331	61,674	58,536	72,463	71,714

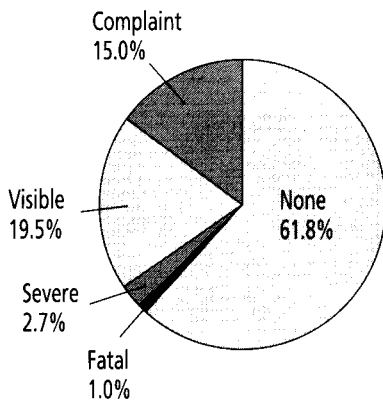
Data Sources: Georgia Motorcycle Safety Program, Georgia Department of Public Safety, Georgia Department of Revenue.

VEHICLES: BICYCLES

Severity of Injury
Total Crashes



Severity of Injury
Bicycle Crashes



In 1995, motor vehicle crashes involving bicycles had a five times greater incidence of fatality than total motor vehicle crashes.

- In crashes involving bicycles, 1.0 percent of the persons involved were killed, compared with only 0.2 percent for total motor vehicle crashes.
- Motor vehicle crashes involving bicycles had a threefold higher incidence of serious injury than the serious injury incidence in total motor vehicle crashes. In crashes involving bicycles, 2.7 percent of the persons involved were seriously injured, compared with only 0.9 percent for total motor vehicle crashes.
- The chance of being injured was much greater in bicycle crashes than in crashes involving vehicles other than bicycles. Nineteen percent of the persons in all motor vehicle crashes in Georgia were injured, compared with 38.2 percent of the persons in bicycle crashes.
- In Georgia, children under age 15 accounted for 46.8 percent of the people injured in motor vehicle crashes involving bicycles and 66.7 percent of those killed.
- Motor vehicle crashes involving bicycles declined 25 percent, from 1,100 in 1990 to 825 in 1995. Injuries in motor vehicle crashes involving bicycles declined 24.6 percent, from 935 in 1990 to 705 in 1995.

MOTOR VEHICLE CRASHES INVOLVING BICYCLES

	1990	1991	1992	1993	1994	1995
Vehicle Crashes	1,100	1,150	1,154	1,174	647	825
Injuries	935	995	996	1,038	559	705
Fatalities	10	20	19	22	12	19

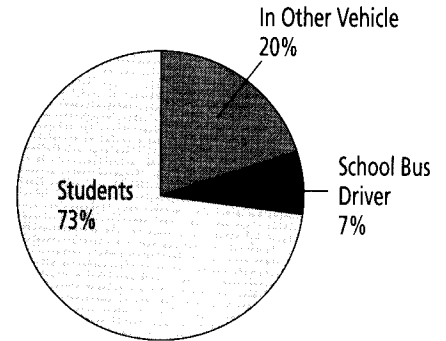
Data Source: Georgia Department of Public Safety

VEHICLES: PUBLIC SCHOOL BUSES

In the 1995 to 1996 school year, of the 946,475 students transported in Georgia public school buses, 518 students were injured and one student was killed in motor vehicle crashes.

- The injury rate for students between ages five and 18 in motor vehicle crashes involving public school buses was 55 per 100,000 students transported.
- The public school bus fatality rate was 0.1 per 100,000 students transported.
- Of the injured persons in motor vehicle crashes involving public school buses, 73 percent of the injured persons were students, 20 percent were occupants of other vehicles, and seven percent were school bus drivers.
- National studies indicate that injuries received at the bus stop are more serious than injuries received on board the bus (National Academy of Science Special Report No 222).
- Georgia data is in agreement with this study. The one fatality involving a public school bus in 1995 was a student who had just left the bus (Georgia Department of Education).

1995-1996 Public School Bus Injuries
Injured Persons in Georgia



Data Source: Georgia Department of Education, 1995-1996 school year

1995-1996 PUBLIC SCHOOL BUS CRASHES

- ▶ 946,475 students transported
- ▶ 830 total crashes
- ▶ 515 students injured on the bus
- ▶ 3 students injured off the bus
- ▶ One student was killed off the bus
- ▶ 53 school bus drivers injured
- ▶ 144 injuries in other vehicles

DEFINITIONS

Alcohol or drug related motor vehicle crash

A motor vehicle crash with at least one driver driving under the influence of alcohol, drugs, or a combination of alcohol and drugs. Determined by blood alcohol levels or observations by the police officer at the scene of the crash.

Bus

Large motor vehicle used to carry 15 or more passengers.

Contributing circumstances

Any circumstance or driver behavior that appears to the police officer at the crash scene to have contributed to the crash. There may be multiple contributing circumstances for each crash, therefore there can be more contributing circumstances than crashes occurring in any given year.

Fatal crash

A motor vehicle crash that results in at least one person being killed within 30 days of the traffic crash. Georgia data include the death of a fetus. National traffic data does not include fetal deaths.

Fatalities

The count of the number of persons killed within 30 days of a motor vehicle crash. Georgia data includes the death of a fetus. National traffic data does not include fetal deaths. The number of fatalities is always equal to or greater than the number of fatal motor vehicle crashes.

Injuries

The count of the number of persons receiving injuries due to a motor vehicle crash. The number of injuries is always equal to or greater than the number of injury motor vehicle crashes.

Injury crash

A motor vehicle crash that results in at least one person being injured.

Injury severity

Reported at the crash scene by the police officer. The categories are, in order of severity: death, serious, visible, complaint, and no injury.

Manner of collision

A method of classifying collisions between two vehicles by the first harmful event. The types include: an angle collision which was not head-on, rear-end, rear-to rear, or sideswipe; a head-on collision which was a front end collision between two vehicles traveling in opposite directions, a rear-end collision in which the point of impact was the rear end of one vehicle, and a sideswipe collision in which the point of impact was the sides of both vehicles.

Motorcycle

A two or three wheel motorized vehicle, including motorcycles, scooters and minibikes.

Motor vehicle crash

An event that produces an injury and/or property damage (minimum of \$500) which occurs on a public roadway and involves at least one motor vehicle in transport. Does not include motor vehicle crashes that occur on private property, such as in driveways or private parking areas.

Rate

A measure of how often an event occurs within a given population. The rate per 100,000 licensed drivers is calculated by dividing the number of drivers in crashes by the number of licensed drivers and multiplying by 100,000. The rate per 100,000 population is calculated by dividing the number of injuries or fatalities by the number in population, and multiplying by 100,000. The rate per 100 million vehicle miles traveled is calculated by dividing the number of crashes, injuries or fatalities by the number of vehicle miles traveled in 100 millions. The rate per thousand registered vehicles is calculated by dividing the number of crashes, injuries or fatalities by the number of registered vehicles, and multiplying by 1,000.

Occupant protection devices

Refers to vehicle seat belts, shoulder harnesses, air bags, and child safety seats.

Percent

Calculated from known totals within groups, excluding unknown or not stated data. Percent may not equal 100 due to rounding of numbers.

Ratio

A measure of the relationship between numbers. Obtained by dividing one number by the other. If the numbers are equal the ratio is one.

Restraint use

The vehicle occupant's use of safety restraints, including lap belt, shoulder belt, harness or seat belt and harness.

Trend analysis

Method of measuring change over time for a specific group. For example, the percent change from 1990 to 1995 is obtained by subtracting the number of occurrences in 1995 from the number of occurrences in 1990 and dividing the difference by the 1990 number of occurrences. Also often referred to as percent change.

Vehicle

A motor vehicle in transport. The number of vehicles in motor vehicle crashes is always equal to or greater than the number of motor vehicle crashes.

Vehicle miles traveled (VMT)

The number of miles traveled by motor vehicles in Georgia, estimated from periodic surveys conducted on select roadways by the Georgia Department of Transportation.

The Georgia Highway Safety 1997 Fact Book is the effort of many dedicated individuals and organizations.

Governor's Office of Highway Safety

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Derwent K. Langley, Georgia Department of Revenue, Research Officer

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Governor's Office of Highway Safety

100 PEACHTREE STREET
SUITE 2000
ATLANTA, GEORGIA 30303
404-656-6996