

MOTOR VEHICLE-RELATED

- *Georgians aged 15 to 24 years and 74 to 85 years were more likely to die from motor vehicle crashes than Georgians in other age groups.*
- *Georgia youth aged 15 to 24 years had the highest hospitalization rate for motor vehicle crash injuries among all age groups.*

Motor vehicle traffic related injuries are defined as those injuries resulting from a crash involving a motor vehicle traveling on a public roadway. Motor vehicle traffic-related deaths and hospitalizations include injuries involving automobiles, vans, trucks, motorcycles, and other motorized cycles known or assumed to be traveling on public roads or highways. Injuries affect occupants of motorized vehicles, pedestrians, pedal cyclists, or occupants of other non-motorized vehicles.



Death from Motor Vehicle-Related Crashes

Motor vehicle traffic-related injury is the leading cause of injury death in Georgia, accounting for 29% of all injury deaths and 43% of all unintentional injury deaths. From 1999 to 2001, 4,077 Georgians died from injuries sustained in motor vehicle crashes, an average of 1,359 per year. Among these, 24% were between 15 and 24 years of age, 68% were male, and 72% were white (Table 6).

Table 6. Number of Deaths by Age, Race and Sex: Motor Vehicle-Related, Georgia, 1999-2001

Age Group	White		Black		Other		Total*	Average per year
	Male	Female	Male	Female	Male	Female		
Under 5	33	24	20	10	1	1	89	30
5-14	73	44	43	35	1	2	198	66
15-24	505	202	181	66	12	4	970	323
25-44	605	283	276	119	17	10	1310	437
45-64	449	184	173	50	9	5	870	290
65+	325	211	55	45	1	3	640	213
Total	1990	948	748	325	41	25	4077	1359

*Total includes all other races/ethnicity.

The death rate from motor vehicle crashes in Georgia has been consistently higher than the death rate for the United States since 1979. Both rates decreased from 1979 to 1992 and have remained unchanged since then (Figure 9). During the period 1999 through 2001, if the death rate for motor vehicle-related crashes in Georgia had been equal to that of the United States, an estimated 124 persons per year would not have died from motor vehicle-related crashes (Table 1).

Figure 9. Age-Adjusted Death Rates: Motor Vehicle-Related, Georgia and US. 1979-2001

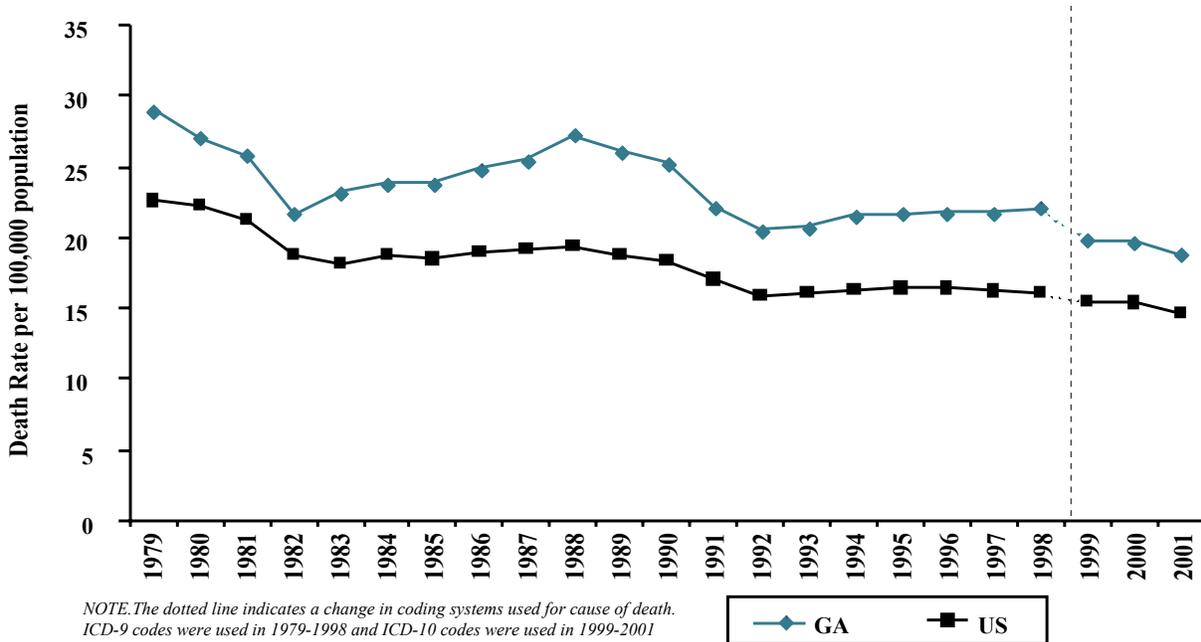
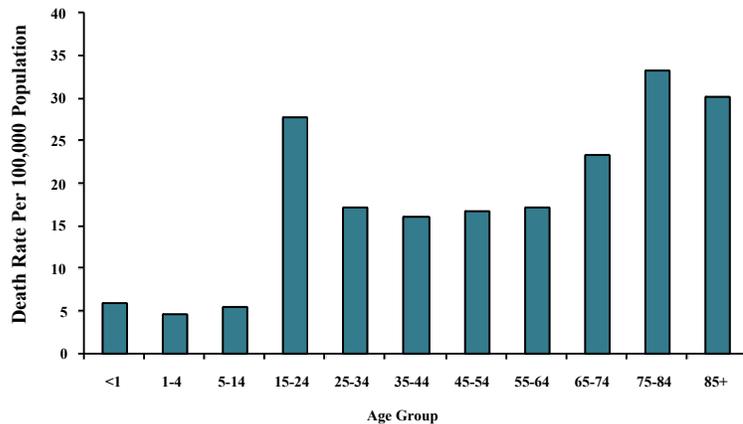
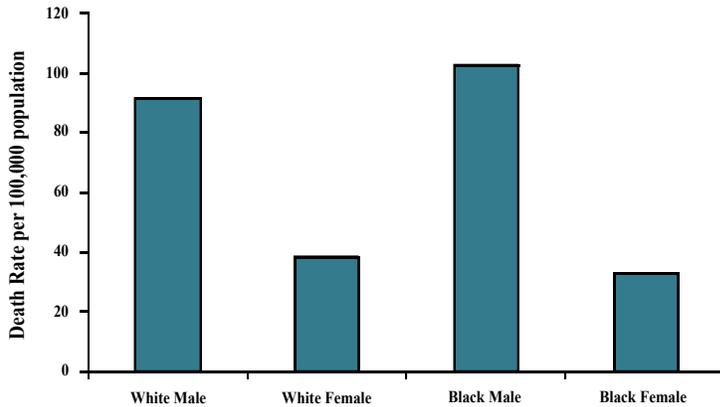


Figure 10. Age-Specific Death Rates: Motor Vehicle-Related. Georgia, 1999-2001



Georgians 15 to 24 years and those 75 years and older were more likely to die from motor vehicle crashes than other age groups (Figure 10).

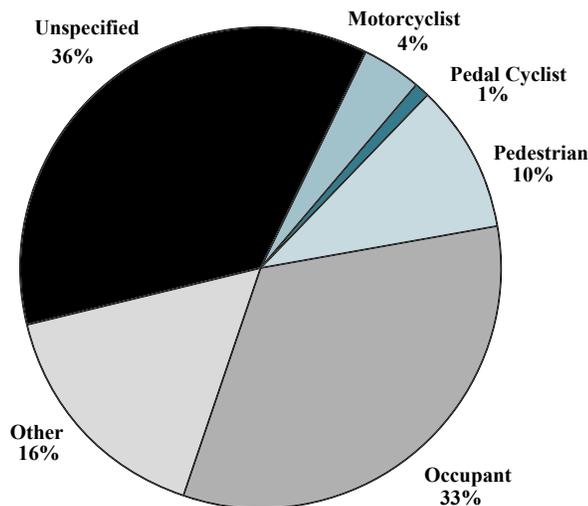
Figure 11. Age Adjusted Death Rates by Race and Sex: Motor Vehicle-Related, Georgia, 1999-2001



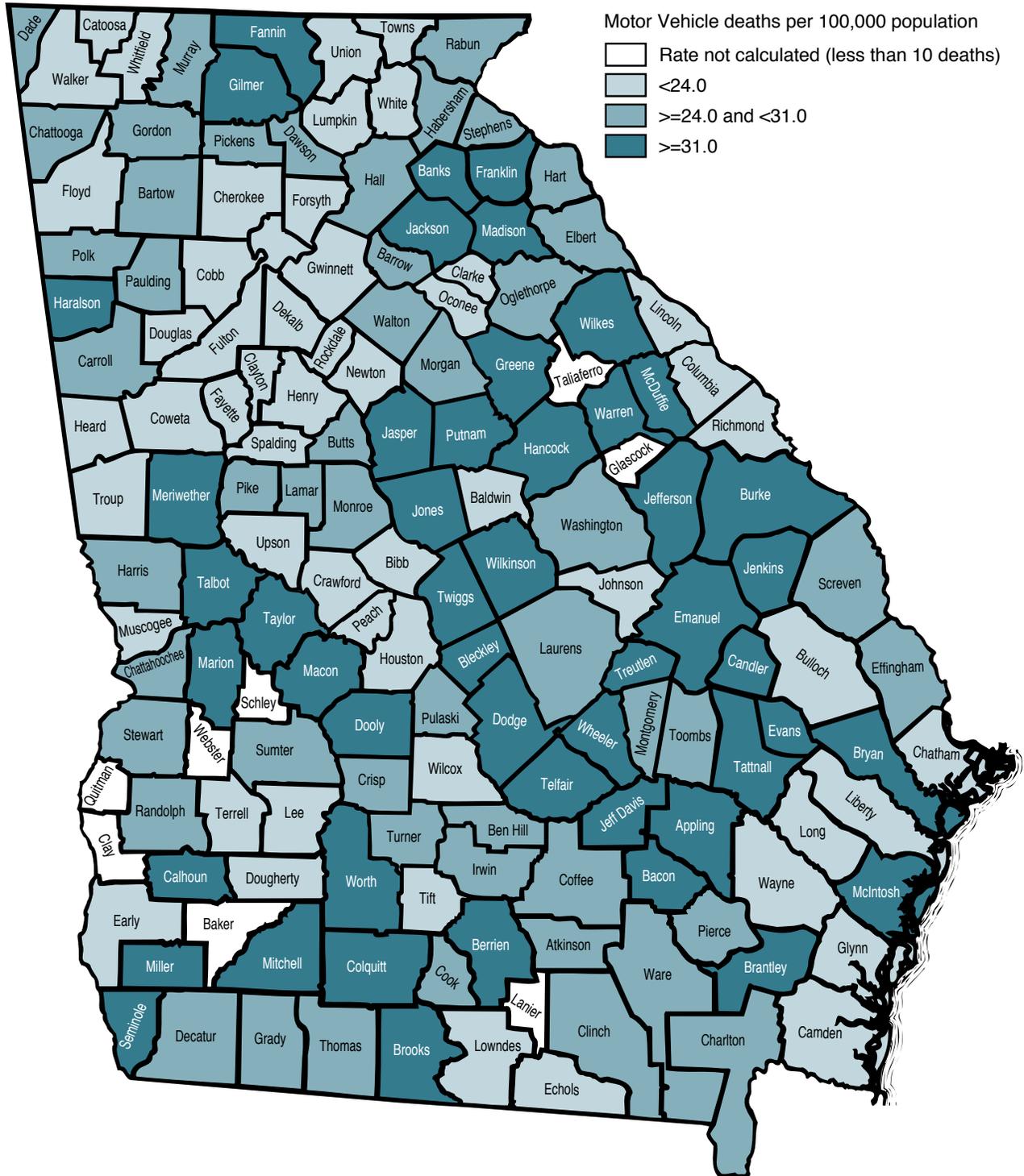
The death rate from motor vehicle crashes was 2.3 times higher for males (24.8 per 100,000 population) than for females (10.6 per 100,000 population). Whites were equally likely to die from motor vehicle crashes (18.4 per 100,000 population) as blacks (16.3 per 100,000 population). White males and black males had the highest death rates from motor vehicle crashes among all the race/sex groups (Figure 11).

For persons dying in motor vehicle collisions, 36% of death certificates did not record the position of the victim (driver, occupant of car, pedestrian, etc), while 33% were indicated as occupants, and another 10% were pedestrians (Figure 12).

Figure 12. Type of Person Killed in Motor Vehicle-Related Crash, Georgia, 1999-2001



**Map 3. Age-adjusted Death Rate by County of Residence:
Motor Vehicle, Georgia, 1999-2001**



Hospitalizations from Motor Vehicle-Related Crashes

Motor vehicle related injuries were the 2nd leading cause of injury hospitalizations, accounting for 20% of all injury hospitalizations. From 1999 to 2001, there were a total of 22,404 hospitalizations from motor vehicle crash-related injuries, an average of 7,468 per year, resulting in an average of 49,960 hospitalization days and nearly \$196 million in hospital charges per year. Of those hospitalized, 25% were 15 to 24 years old, 58% were male, and 64% were white (Table 7).

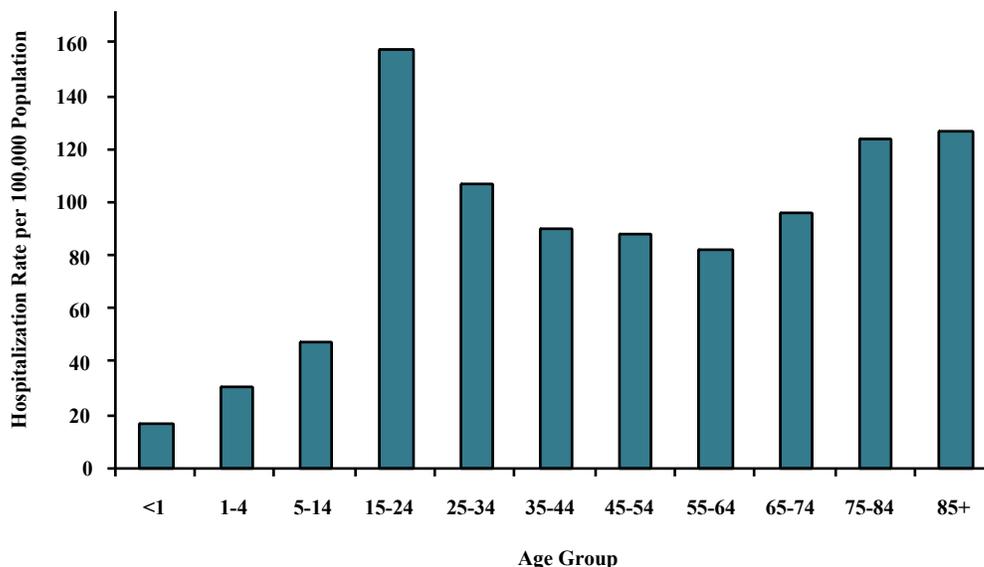
Table 7. Number of Hospitalizations by Age, Race and Sex: Motor Vehicle-Related, Georgia, 1999-2001

Age Group	White		Black		Hispanic		Total*	Average per Year
	Male	Female	Male	Female	Male	Female		
Under 5	128	82	125	97	16	14	498	166
5-14	618	378	353	208	38	24	1,710	570
15-24	2,235	1,302	871	482	292	98	5,493	1,831
25-44	2,935	1,632	1,513	899	345	108	7,726	2,575
45-64	1,676	1,234	716	483	76	42	4,414	1,471
65+	873	1,146	202	197	12	23	2,539	846
Total	8,465	5,774	3,780	2,366	779	309	22,404	7,468

*Total includes all other races/ethnicity.

Georgians 15 to 24 years had the highest hospitalization rate for motor vehicle crash injuries compared to all other age groups (Figure 13).

Figure 13. Age-Specific Hospitalization Rates: Motor Vehicle-Related, Georgia, 1999-2001



Profile of Injuries in Georgia

The hospitalization rate from motor vehicle crashes was higher for males (115.3 per 100,000 population) than females (71.8 per 100,000 population). Among the race/ethnic groups, Hispanics had a significantly higher hospitalization rate (118.3 per 100,000 population) than non-Hispanic whites (93.0 per 100,000 population) and non-Hispanic blacks (90.5 per 100,000 population). Hispanic males had the highest hospitalization rate (142.9 per 100,000 population) among all race/ethnic/sex groups (Figure 14).

Figure 14. Age-Adjusted Hospitalization Rate by Race and Sex: Motor Vehicle-Related, Georgia, 1999-2001

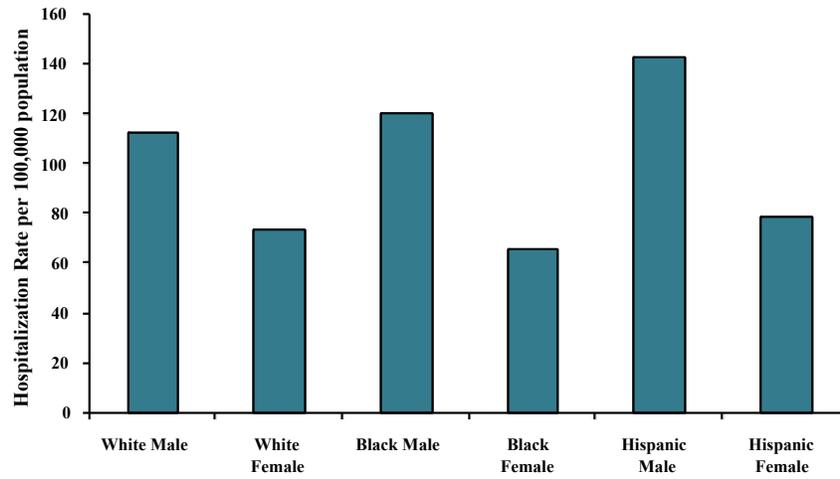
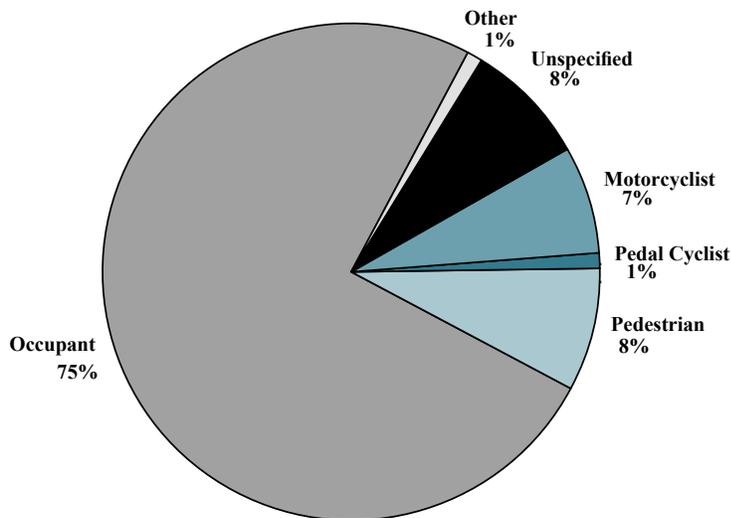
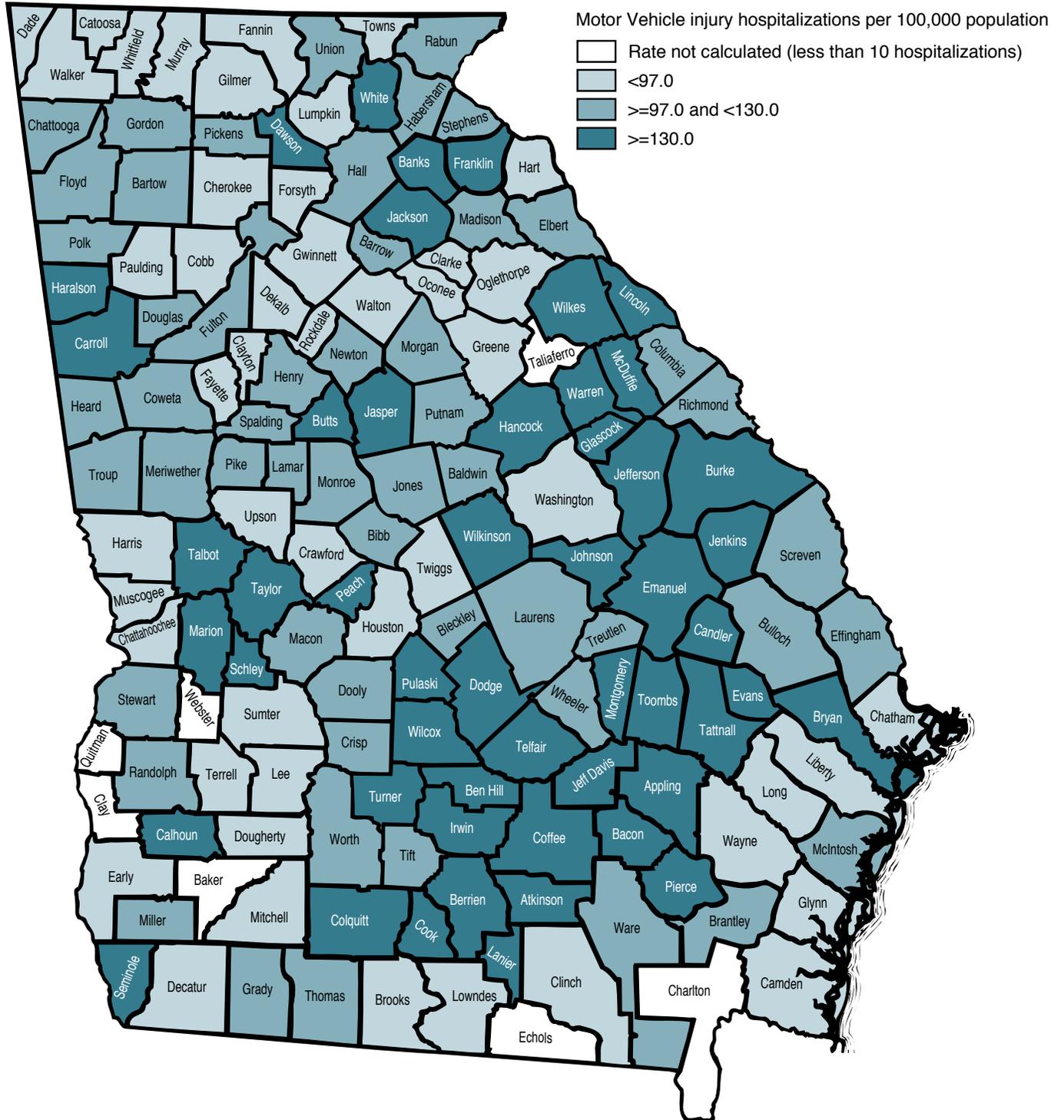


Figure 15. Type of Person Hospitalized in Motor Vehicle-Related Crash, Georgia, 1999-2001



Of persons hospitalized for motor vehicle crash-related injuries, 75% were motor vehicle occupants, 8% were pedestrians and 7% were motorcyclists (Figure 15).

**Map 4. Age-adjusted Hospitalization Rate by County of Residence:
Motor Vehicle, Georgia, 1999-2001**



Motor Vehicle Related Prevention Strategies

Georgians 15 to 24 years had the highest motor vehicle-related hospitalization rate and the second highest motor vehicle-related death rate. Interventions targeting this group for seat belt use, prohibitions on driving under the influence of alcohol or other drugs (DUI), and adherence to speed limits would help reduce injuries and deaths from motor vehicle crashes.

Proper and consistent use of child safety seats and booster seats for infants and young children and placing all children under 12 years of age in the back seat would reduce the number of children and youth killed or hospitalized due to motor vehicle crashes. Visible and consistent enforcement of child safety laws is a critical component for increasing child safety seat usage among parents and caregivers. Enforcing helmet laws for children riding their bicycles can reduce the severity of head injury.

Creating safety zones for pedestrians by putting up physical barriers, using pedestrian bridges, overpasses, underpasses, traffic islands, and other measures would reduce the incidence of pedestrian injuries. Additionally, improving and maintaining adult supervision of young children crossing streets, and incorporating pedestrian skills training into school health education curriculum would reduce pedestrian injuries to children.



Injury Prevention Programs for Motor Vehicle Related Injuries

The Injury Prevention Section of the Division of Public Health, Department of Human Resources, supports local communities to promote the correct and consistent use of child restraint devices through the distribution of child restraint devices (infant, convertible, booster, and special needs seats) and the provision of appropriate training on correct installation of child restraint devices. The statewide Child Occupant Safety Project is supported by a grant from the Governor's Office of Highway Safety and on average distributes 5,000 child restraint devices per year to parents and caregivers. The Injury Prevention Section also supports programs to increase the use of bicycle helmets. Children under age 16 are required by Georgia law to wear a helmet when riding a bicycle. The Injury Prevention Section can provide technical assistance to groups interested in implementing (and evaluating) bicycle helmet promotion programs among at-risk children and their families.

Motor Vehicle Related Prevention Resources

National Highway Transportation Safety
Administration

<http://www.nhtsa.dot.gov/>

CDC – Community Guide

<http://www.thecommunityguide.org/>

National SAFE KIDS Campaign

<http://www.safekids.org/>

SAFE KIDS of GA

[http://www.choa.org/safety/
safekids.shtml](http://www.choa.org/safety/safekids.shtml)

American Academy of Pediatrics

[http://www.aap.org/family/
carseatguide.htm](http://www.aap.org/family/carseatguide.htm)

Governor's Office of Highway Safety

<http://www.gohs.state.ga.us/>