Georgia Traffic Safety Facts

2024 Data

August 2026

In this fact sheet, information is presented as follows.

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This fact sheet contains information from the Fatality Analysis Reporting System (FARS), Georgia Department of Transportation (GDOT) crash data modified by Crash Outcomes Data Evaluation System (CODES) at the Department of Public Health (DPH), and the Georgia Department of Driver Services (DDS). Refer to the 'Data Considerations' section at the end of this publication for more information.

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Occupant Protection

Occupant protection (referred to as "restraint use") includes seat belts, car seats, and booster seats for passenger vehicle occupants – drivers and passengers. Passenger vehicles (PVs) are defined as passenger cars, pickup trucks, vans, and sport utility vehicles (SUVs).

2024 Key Findings

- In 2024, there were 1,403 traffic fatalities in Georgia, of which 849 (61%) were occupants of passenger vehicles (PV). Less than half of the fatally injured passenger vehicle occupants (45%, 378) were restrained, and 44% (371) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 12% (100) of occupants.
- Unrestrained PV occupants of all ages are 5.5 times more likely to be fatally injured compared to restrained occupants involved in fatal crashes. If all Georgia passenger vehicle occupants (ages 5+ years) had been restrained, 536 lives would have been saved in 2024.
- Historically, rural counties have a higher percentage of unrestrained PV fatalities among occupants of all ages (children and adults) compared to the Atlanta region and other urban regions. Counties classified as having a high proportion of unrestrained severe injuries (34%+) and a high severe injury rate (17.6+ severe injuries per 100 million VMT) were disproportionately concentrated in rural Georgia.
- Driver seat belt use varies with passenger presence. In 2024, drivers involved in severe crashes and traveling alone were significantly more likely to be unrestrained than drivers traveling with at least one passenger (15.8% vs. 12.9%, $p < 0.001$).
- Unrestrained back-seat occupants involved in fatal crashes were nearly 4 times (3.8x) more likely to be fatally injured than their restrained counterparts. As the proportion of unrestrained decreases, the injury severity also decreases. In other words, as restraint use increases, injury severity decreases.

Cross-Cutting Findings

- Passenger vehicle drivers who consumed alcohol were more likely to be unrestrained. Among drivers with reported alcohol results, 37% of unrestrained drivers had some alcohol detected in their system (BAC of .01+ g/dL), compared to 29% of restrained drivers.

*For additional information on child passenger safety, restraint use, and crash outcomes among children, see the "**Child Occupant Protection (12 Years and Under)**" Georgia Traffic Safety Facts.*

Legal Perspective: Georgia Law

In general, passenger vehicle front-seat occupants and children in any seating position are required to wear a safety belt if the motor vehicle is equipped with a safety belt. According to Georgia law, with limited exceptions, passenger vehicle occupants in every motor vehicle, including but not limited to pickup trucks[1], vans, and sport utility vehicles must be restrained by a safety belt for all front-seat occupants.

- Georgia law requires that children under 8 years of age in a motor vehicle must be properly restrained in the backseat in a child safety seat or booster seat.[2a]
- Georgia law requires all occupants ages 8–17 to be restrained. [2b]
- Children ages 8-to-12 years are recommended to ride in the backseat (or the safest seat possible) and use the proper restraint system based on their height or weight[2c]. Failure to comply with this law could result in a citation and a fine for the driver of the vehicle of $50 for the first offense and up to $100 for the second and subsequent offense convictions. [2d]

Georgia's seat belt law is a primary law that allows police officers to pull over a motorist if any occupants within the vehicle are required to wear a seat belt or an appropriate child-restraining system and are not restrained. Failure to comply with this law could result in a citation and a fine for the driver of the vehicle of $15 for adults and up to $25 for minors over 8 years of age. [2e]

Seat Belt Violations

Seat belt-related convictions occur when a Georgia court of law finds the driver guilty of violating the seat belt laws, and these convictions are reported to the Georgia Department of Driver Services (DDS).

In 2024, seat belt convictions related to unrestrained adults[3] increased by 14% (from 58,781 to 66,738 convictions), and convictions for unrestrained minors 8-to-17 years of age[7] and unrestrained children under eight years of age[5] increased by 11% (from 13,584 to 15,034 convictions).

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

[1] § 40-8-76.1(a) [2a] § 40-8-76(b)(1)(B) [2b] § 40-8-76.1(e)(3) [2c] § 40-8-76(b)(1)(B) and (D) [2d] § 40-8-76(b)(2)

2025 Seat Belt Observational Study Key Findings[2]

The Injury Prevention Research Center at Emory University conducted a roadside observational survey of daytime, front-seat belt use. Roadside observations of seat belt use were made by trained observers at 400 sites distributed across 20 counties in the state of Georgia between May and August 2025. A total of 31,292 cars, vans/minivans, SUVs, and trucks under 10,000 lbs., containing a total of 40,445 drivers and front-seat passengers, were observed, 39,585 of whom had known belt status.

The following are key findings related to seat belt use in Georgia in 2025.

- The statewide 3-point seat belt use rate for daytime drivers and front-right passengers of cars, trucks, SUVs, vans, and minivans was 87.9%, not significantly different from 88.8% in 2024 (Figure 1).
- Seat belt use varied by vehicle type, ranging from 79.0% in trucks to 95.7% in minivans: trucks (79.0%), vans (84.4%), sedans (88.3%), SUVs (90.7%), and minivans (95.7%).
- Driver seat belt use was higher when a front-seat passenger was present (89.9%) than when no front-seat passenger was present (86.2%).
- Driver seat belt use was higher with rear-seat passengers under 18 years of age (91.7%) than when there were no rear-seat passengers (86.9%).
- Seat belt use also varied by race/ethnicity, with the highest rates among Asian occupants (95.1%), followed by Hispanic (91.1%), White (88.5%), Other (93.7%), and Black occupants (84.1%).
- Belt use was highest in the Atlanta Metropolitan Statistical Area (90.2%), followed by Other Metropolitan Statistical Areas (85.1%) and non-Metropolitan Statistical Areas (82.0%).
- Seat belt use varied by age, with the highest use observed among 8–15-year-old front-right passengers (92.4%) and adults aged 70 years and older (92.1%). Belt use was lower for adults aged 25–69 years (87.5%) and aged 16–24 years (86.0%).
- The safety belt use rate is higher nationally and in the southern U.S. compared to Georgia. In 2023 (the most recent national data available), the national safety belt use rate was 91.9% and 88.4% in the southern U.S.[3] (NCSA 2024). Georgia's 2025 observed seat belt usage rate was 87.9% (Figure 1).

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

87.9%

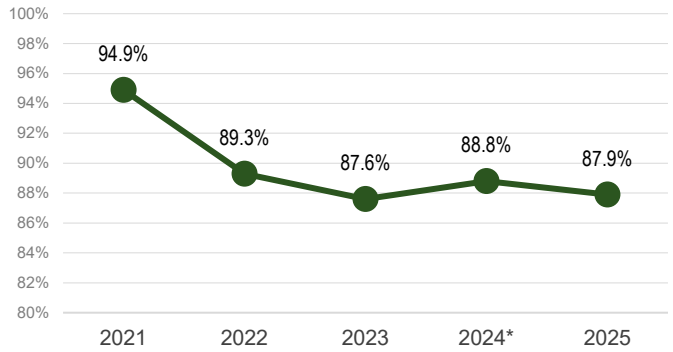
for **front-seat passenger vehicle occupants**

and

81.6%

for **child restraint use**.

Figure 1. **Georgia Seat Belt Usage Rate, 2021-2025**



Source: 2021-2025 Seat Belt Observational Survey

[2] Rupp, Jonathan. 2026. "2025 Statewide Use of Seat Belt Restraints: An Observational Survey of Seat Belt Use in Georgia." The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

[3] National Center for Statistics and Analysis. (2024, February). Seat belt use in 2023 – overall results (Traffic Safety Facts Research Note. Report No. DOT HS 813 543). National Highway Traffic Safety Administration.

Unrestrained Fatalities and Serious Injuries *(All Ages)*

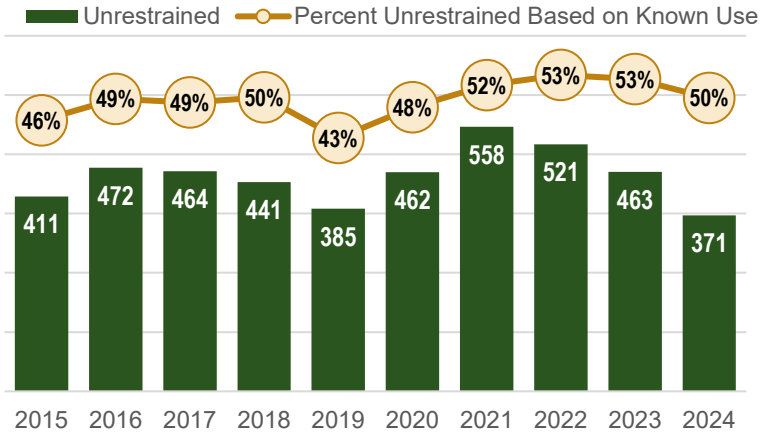
In 2024, there were 2,223 passenger vehicle occupants involved in fatal crashes of all ages and seating positions. Sixty-two percent (62%) of these PV occupants survived and 38% were fatally injured. The seat belt usage rate among surviving PV occupants in a fatal crash was higher compared to fatally injured PV occupants—85% versus 50% (based on known restraint use).

In 2024, there were 1,403 traffic fatalities in Georgia, of which 849 (61%) were occupants of passenger vehicles[4]. Of the 849 passenger vehicle occupants fatally injured, 378 (44.5%) were restrained and 371 (43.7%) were unrestrained at the time of the crash. Restraint use was unknown or unreported for the remaining 100 (11.8%) occupants. Looking only at those passenger vehicle occupants who were fatally injured and restraint use was known, 50% were restrained, and 50% were unrestrained. In comparison, 52% were restrained and 48% unrestrained nationally in 2024 (based on known restraint use).

Figure 2 shows the percentage and number of unrestrained passenger vehicle occupants fatally injured in traffic crashes when restraint use was known. The percentage of unrestrained fatalities increased by seven percentage points in six years, from 43% in 2019 to 50% in 2024.

The number of fatally injured passenger vehicle occupants by restraint use from 2015 to 2024 is shown in Table 1.

Figure 2. **Percent and Number of Unrestrained* Passenger Vehicle Occupants Fatally Injured (All Ages), 2015-2024**



*Percent is calculated based on known restraint use.
Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. The number of total passenger vehicle occupant fatalities may be different from the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information. Source: FARS 2015–2024

Table 1. **Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2015-2024**

Year	Restraint Use						Total		Percent **Restrained** Based on Known Use	Percent **Unrestrained** Based on Known Use
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2015	488	48%	411	41%	109	11%	1,008	100%	54%	46%
2016	484	46%	472	45%	91	9%	1,047	100%	51%	49%
2017	488	46%	464	44%	104	10%	1,056	100%	51%	49%
2018	448	45%	441	44%	105	11%	994	100%	50%	50%
2019	514	52%	385	39%	91	9%	990	100%	57%	43%
2020	502	47%	462	43%	102	10%	1,066	100%	52%	48%
2021	522	44%	558	47%	114	10%	1,194	100%	48%	52%
2022	455	42%	521	48%	118	11%	1,094	100%	47%	53%
2023	416	42%	463	46%	121	12%	1,000	100%	47%	53%
2024	378	45%	371	44%	100	12%	849	100%	50%	50%

Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. The number of total passenger vehicle occupant fatalities may be different from the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information.
Source: FARS 2015–2024

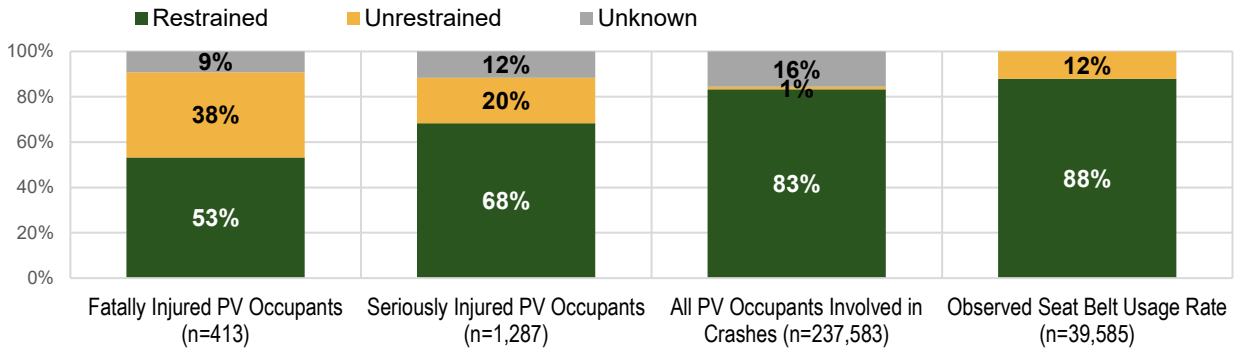
[4] The number of total passenger vehicle occupant fatalities may be different than the values reported by FARS due to the definitions and classifications of passenger vehicles. See 'Data Considerations' for more information.

Passenger Vehicle Occupants Restraint / Seat Belt Use

In 2025, Georgia's estimated seat belt use among front-seat, daytime passenger vehicle occupants was 87.9%, lower than national estimates (91.9%).[5] There was a lower percentage of front-seat, daytime fatalities and serious injuries that were restrained.

Generally, the use of seatbelts is associated with a reduction in injury severity among motor vehicle occupants. In 2024, 53% of ***daytime front-seat*** PV occupant fatalities were restrained, and 68% of daytime front-seat PV occupants who were seriously injured were also restrained. Figure 3 shows the seat belt use compared to the percent of front-seat passenger vehicle occupant fatalities (aged 13 years or older) during the daytime by restraint use.

Figure 3. **Restraint Use Among *Daytime Front-Seat* Passenger Vehicle (PV) Occupants Ages *13+ Years* by Injury Severity and Georgia Seat Belt Usage Rate**

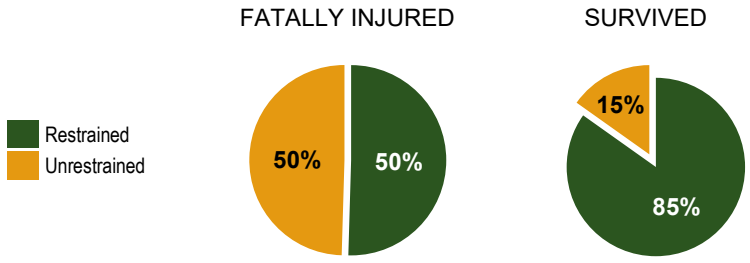


Note: Observational survey data only reports daytime, front-seat passengers with known restraint use.
Source: FARS 2024, CODES 2024, Observational Survey 2025

Of all the 2,222 PV occupants involved in a fatal crash, 38% were fatally injured, and 62% survived. Fifty-three percent of all fatally injured PV occupants were unrestrained compared to 15% of those who survived (Figure 4).

Unrestrained PV occupants who were involved in a fatal crash were 5.5 times[6] (5.5x) more likely to be fatally injured than restrained occupants.

Figure 4. **Percent of Passenger Vehicle Occupants Involved in Fatal Crashes by Survival Status and Restraint* Use, 2024**



*Percent is calculated based on known restraint use.
Source: FARS 2024

[5] NCSA 2023
[6] Unrestrained passenger vehicle occupants who were involved in a fatal crash had 6.4 times the *odds* of being fatally injured compared to restrained occupants.

The proportion of unrestrained passenger vehicle occupants increased with injury severity among those involved in fatal crashes. Table 2 shows the percentage of PV occupants involved in a fatal crash when restraint use was known by injury severity.

- **50%** of those *fatally injured* were unrestrained (based on known restraint);
- **36%** of those with *suspected serious injuries* were unrestrained;
- **19%** of those with *suspected minor injuries* were unrestrained; and
- **4%** of those with *no apparent injury* were unrestrained.

Table 2. **Passenger Vehicle Occupants Involved in Fatal Crashes by Injury Severity, 2024**

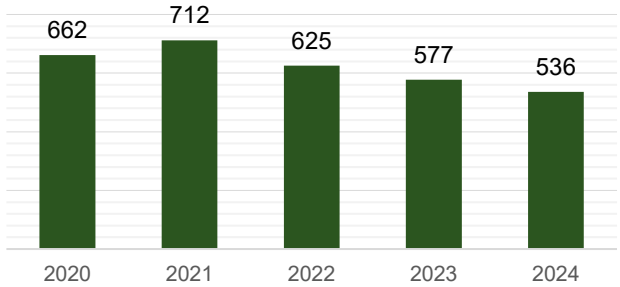
Injury Severity	Restraint Use						Total		Percent **Restrained** Based on Known Use	Percent **Unrestrained** Based on Known Use
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
Fatal Injury	378	45%	371	44%	100	12%	849	100%	50%	50%
Suspected Serious Injury	166	57%	92	32%	31	11%	289	100%	64%	36%
Suspected Minor Injury	210	74%	48	17%	24	9%	282	100%	81%	19%
Possible Injury	150	78%	24	12%	19	10%	193	100%	86%	14%
No Apparent Injury	505	83%	19	3%	85	14%	609	100%	96%	4%
All PV Occupants	**1,409**	**63%**	**554**	**25%**	**259**	**12%**	**2,222**	**100%**	**72%**	**28%**

Source: FARS 2024

The safety benefits of restraint use are significant and well-documented. The estimation of lives saved through seat belt use is derived from the number of passenger vehicle (PV) fatalities and other elements in the crash report. With fewer passenger vehicle fatalities in 2024, the number of estimated lives saved for that year also decreased. Between 2023 and 2024, the number of PV occupant fatalities decreased by 15%, from 1,000 to 849; therefore, resulting in a decrease in the potential number of lives saved.

In 2024, seat belts and child safety systems saved an estimated 536 lives in Georgia for PV occupants ages five years and older.

Figure 5. **Georgia Estimated Lives Saved (Ages 5+ Years), 2020-2024**



Source: FARS 2020-2024
Note: The lives saved methodology was replicated for 2018-2020 and may not be the same values published in future NHTSA reports. These calculations are estimated values for Georgia.

An average of 622 lives has been saved per year in Georgia because of seat belts.

Passenger Vehicle Types

Table 3 shows passenger vehicle (PV) occupant fatalities for drivers and passengers by vehicle type. Seventy-eight percent (78%) of the PV occupants fatally injured in 2024 were drivers, and 22% were passengers.

There were 664 PV drivers fatally injured in traffic crashes – the majority (327 out of 664) in passenger cars. Among the 589 PV driver fatalities for which restraint use was known, 49% were ***un***restrained. However, the percentage of unrestrained, fatally injured ***drivers*** differed by vehicle type: 62% of drivers of pickup trucks, 49% of SUV drivers, 44% of passenger car drivers, and 42% of van drivers.

Table 3. **Passenger Vehicle Drivers and Passengers Fatally Injured, by Passenger Vehicle Type and Restraint Use, 2024** *(All Ages)*

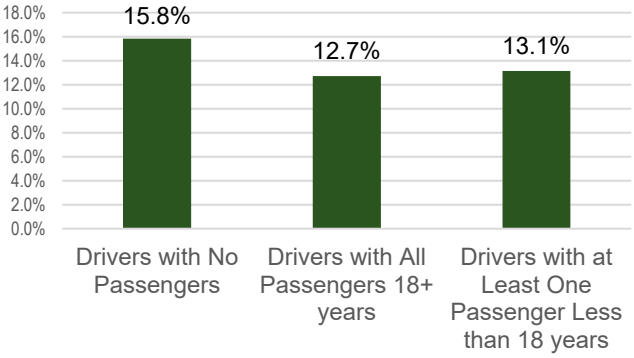
Passenger Vehicle Type	Total PV Occupant Fatalities	Restraint Use						Percent **Restrained** Based on Known Use	Percent **Unrestrained** Based on Known Use
		Restrained		Unrestrained		Unknown			
		Number	Percent	Number	Percent	Number	Percent		
Drivers									
Passenger Cars	327	161	49%	124	38%	42	13%	56%	44%
Pickup Truck	142	48	34%	78	55%	16	11%	38%	62%
Sport Utility Vehicle (SUV)	172	81	47%	78	45%	13	8%	51%	49%
Van	23	11	48%	8	35%	4	17%	58%	42%
All Drivers	**664**	**301**	**45%**	**288**	**43%**	**75**	**11%**	**51%**	**49%**
Passengers									
Passenger Cars	108	40	37%	50	46%	18	17%	44%	56%
Pickup Truck	29	12	41%	15	52%	2	7%	44%	56%
Sport Utility Vehicle (SUV)	37	20	54%	15	41%	2	5%	57%	43%
Van	11	5	45%	3	27%	3	27%	63%	38%
All Passengers	**185**	**77**	**42%**	**83**	**45%**	**25**	**14%**	**48%**	**52%**

Source: FARS 2024

Driver seat belt use varies with passenger presence. According to the 2025 Georgia Observational Seat Belt Survey, driver seat belt use was higher when a front-seat passenger was present (89.9%) than when no front-seat passenger was present (86.2%). Similarly, driver seat belt use was higher when rear-seat passengers younger than 18 years of age were present (91.7%) than when there were no rear-seat passengers (86.9%).

A similar pattern was observed among drivers involved in crashes resulting in at least one serious injury or fatality. In 2024, drivers traveling alone were significantly more likely to be unrestrained than drivers traveling with at least one passenger (15.8% vs. 12.9%). However, among drivers traveling with passengers, restraint use did not differ significantly based on passenger age. Specifically, the proportion of unrestrained drivers was similar for those transporting at least one passenger younger than 17 years and those transporting only adult passengers (13.1% vs. 12.7%).

Figure 6. **Percentage of *Un*-restrained Drivers Involved in Fatal or Serious Injury Crashes by Passenger Presence, Georgia, 2024** *(all seating positions)*



*Based on known restraint use.
Source: CODES 2024

Seating Positions

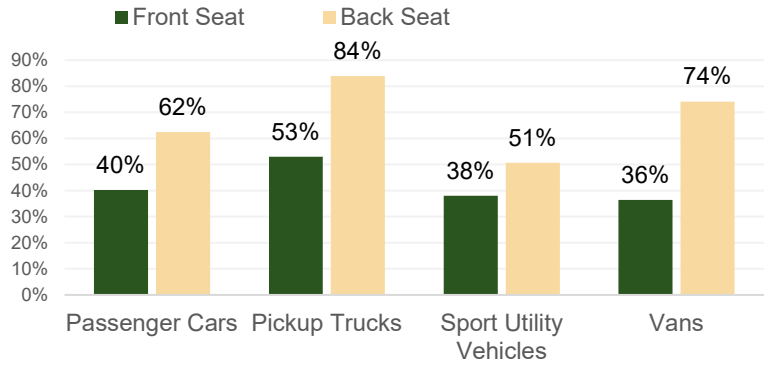
In 2024, nearly 1 out of 5 (21%) of passenger vehicle fatalities were passengers, not drivers or vehicle occupants in other cargo areas. Most passengers with known seating positions inside the vehicle were seated in the front row of the vehicle compared to the back-seats (2nd, 3rd, or 4th rows). Between 2020 and 2024, 66% of all fatally injured passengers were seated in the front row of the vehicle, and 34% were seated in the backseat.

The percentage of fatally injured backseat passengers[7] who were unrestrained differed by vehicle type (Figure 7):

- 84% of pickup truck[8] backseat passengers,
- 74% of backseat passengers of vans,
- 62% of passenger cars, and
- 51% of Sport Utility Vehicle backseat passengers.

Between 2020 and 2024, there were five passenger fatalities in pickup trucks and vans where the seating position was either unknown or in the cargo area.

Figure 7. **Percent of Unrestrained* Passenger Vehicle Occupants *(Not Driver)* Fatally Injured by Vehicle Type and Known Seating Position, 2020-2024** *(All Ages)*



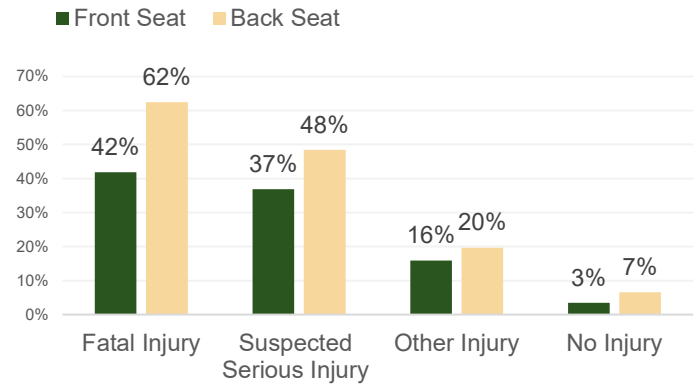
*Based on known restraint use. This graphic does not include fatalities where the seating position was unknown or that occurred in enclosed/unenclosed passenger or cargo areas.
Source: FARS 2020-2024

In 2024, more back-seat passenger occupants (ages 18+ years) involved in severe motor vehicle traffic crashes (resulting in at least one serious or fatal injury) were *un*restrained (22%) compared to front-seat passenger occupants (13%). Between 2020 and 2024, unrestrained passenger vehicle (PV) occupants—excluding drivers—were consistently more vulnerable in fatal crashes, especially those seated in the back. Across all injury severities, the proportion of unrestrained back-seat occupants was significantly higher than that of unrestrained front-seat passengers—challenging the misconception that the back seat is inherently safer. ***Unrestrained back-seat occupants involved in fatal crashes were nearly 4 times (3.8x) more likely to be fatally injured than their restrained backseat counterparts.***

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

- 62% of **fatally injured** *back-seat* occupants were unrestrained, compared to 42% of **fatally injured** *front-seat* passenger occupants.
- 48% of **seriously injured** *back-seat* occupants were unrestrained, compared to 37% of **seriously injured** *front-seat* passenger occupants.
- 7% of *back-seat* occupants with **no severe injuries** were unrestrained, compared to 3% of *front-seat* passenger occupants with **no severe injuries**.

Figure 8. **Percent of *Un*restrained* Passenger Vehicle Occupants *(Not Driver)* Involved in Fatal Crashes by Known Seating Position and Injury Severity, 2020-2024** *(All Ages)*



*Based on known restraint use. This graphic does not include fatalities where the seating position was unknown or that occurred in enclosed/unenclosed passenger or cargo areas. Source: FARS 2020-2024

[7] According to Georgia law, passenger vehicle occupants under 18 years of age in any seating position for occupants must be restrained.
[8] In 2010, O.C.G.A. §40-8-76.1 was revised to include pickup trucks in the definition of "passenger vehicles" and therefore pickup truck drivers and passengers must adhere to the seat belt laws.

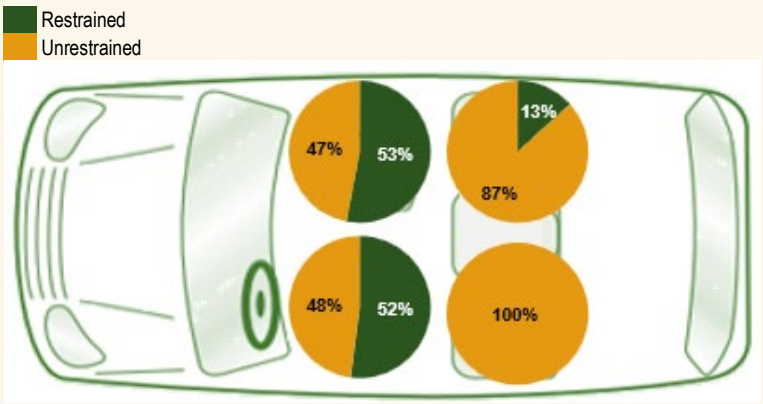
Teen Passengers of Young Drivers: Driving with Peers

Between 2020 and 2024, 48% of all fatally injured young drivers in the 15-to-20 age group were *un*restrained, and 60% of their passengers who were also in the 15-to-20 age group (regardless of seating position) were *un*restrained.

- 47% of young front-seat passenger fatalities were *un*restrained.
- 100% of young passenger fatalities seated behind the driver were *un*restrained.
- 87% of young passenger fatalities seated behind the front-seat passenger were *un*restrained.

See the *"2024 Young Drivers Georgia Traffic Safety Facts"* for more information regarding young drivers.

Figure 9. **Percent of Fatally Injured Young Drivers and their Fatally Injured Passenger Occupants** *(Aged 15-to-20)* **Unrestrained* by Seating Position, 2020-2024**



*Based on known restraint use
Source: FARS 2020-2024

Child Occupant Safety

The "Child Occupant Protection Georgia Traffic Safety Facts" focuses on restraint use among child passenger vehicle occupants aged 12 years and younger. Georgia law requires that children under 8 years of age in a motor vehicle must be properly restrained in the backseat in a child safety seat or booster seat.[9a] Children ages 8-to-12 years are recommended to ride in the backseat (or the safest seat possible) and use the proper restraint system based on their height or weight.[9b]

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

[9a] § 40-8-76(b)(1)(B) [9b] § 40-8-76(b)(1)(B) and (D)

Occupant Demographics

According to the 2025 Georgia Observational Seat Belt Survey, seat belt use also varied by race/ethnicity, with the highest rates among Asian occupants (95.1%), followed by Hispanic (91.1%), White (88.5%), Other (93.7%), and Black occupants (84.1%). Table 4 shows PV occupant fatalities by race / Hispanic origin and restraint use in 2024.

- Non-Hispanic Black PV occupants represented 36% of all PV fatalities (307 out of 849), of which 50% were *un*restrained (based on known restraint use). Non-Hispanic Black individuals were overrepresented in PV occupant fatalities, as they only represented 31% of the Georgia population in 2024.
- Non-Hispanic White PV occupants represented 49% of all PV fatalities, of which 49% were unrestrained. Nearly half of the 2024 Georgia population (48%) was non-Hispanic White.
- Hispanic PV occupants represented 8% of all PV fatalities, of which 55% were unrestrained. Twelve percent of the 2024 Georgia population was Hispanic.

Table 4. **Passenger Vehicle Occupants Fatalities by Race / Hispanic Origin and Restraint Use, 2024**

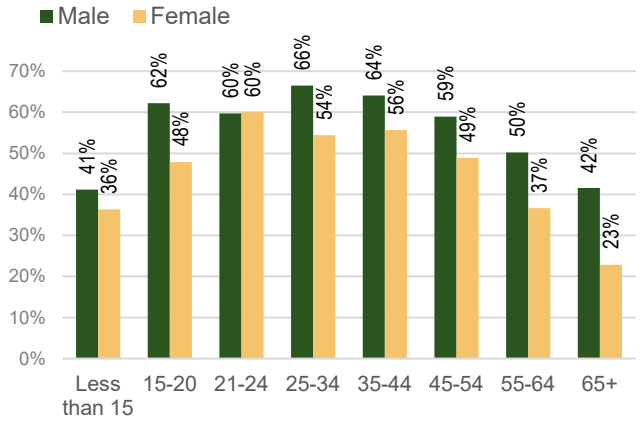
Race / Hispanic Origin	Total PV Occupant Fatalities	Restraint Use						Percent **Restrained** Based on Known Use	Percent **Unrestrained** Based on Known Use
		Restrained		Unrestrained		Unknown			
		Number	Percent	Number	Percent	Number	Percent		
Hispanic	65 (8%)	24	37%	29	45%	12	18%	45%	55%
White, non-Hispanic	414 (49%)	199	48%	189	46%	26	6%	51%	49%
Black, non-Hispanic	307 (36%)	125	41%	125	41%	57	19%	50%	50%
Other Race, non-Hispanic*	63 (7%)	31	49%	28	44%	4	6%	53%	47%
TOTAL	**849** (100%)	**379**	**45%**	**371**	**44%**	**99**	**12%**	**51%**	**49%**

"Other race, non-Hispanic" includes Asian, American Indian, and other racial groups. Percent totals may not equal 100% due to rounding.
Source: FARS 2024

According to the 2025 Georgia Observational Seat Belt Survey, safety belt usage was higher for women than for men – 90.7% for women compared to 85.5% for men. Figure 10 shows the percentage of fatally injured passenger vehicle occupants (across all seating positions) who were unrestrained by age group and sex between 2022 and 2024.

- Males were more likely than females to be unrestrained in most age groups. The largest sex differences occurred among 15-to-20 age group (62% unrestrained males compared to 48% unrestrained females) and adults 65 years and older (42% vs. 23%).
- Young adults had the highest percentage of unrestrained fatally injured occupants. Among 21-to-24 age group, 60% of both males and females were unrestrained. The highest overall rate was observed among males aged 25–34 (66%).
- Similar to the key findings in the Georgia Observational Seat Belt Survey, the percentage of unrestrained fatally injured occupants generally declined with age after midlife.

Figure 10. **Percent of Fatally Injured Passenger Vehicle Occupants Unrestrained* in Traffic Crashes by Age Group and Sex, 2022-2024**



*Based on known restraint use
Passenger vehicles include passenger cars, pickup trucks, SUVs, and vans.
Source: FARS 2022-2024

Crash Characteristics

Urban vs. Rural

Historically, Georgia rural areas had a lower seat belt usage rate compared to urban areas. According to the 2025 Georgia Seat Belt Observational Survey, the seat belt usage rate in rural areas was 82.0% — 8.2 percentage points lower than the Atlanta-Metropolitan Statistical Area (90.2%), and 3.1 percentage points lower than the other Metropolitan Statistical Areas (85.1%).[10] *It is important to note that the MSA regions described in the seat belt observational survey study are different from the geographical regions used in crash analyses.*

Table 5 presents passenger vehicle (PV) occupant fatalities in Georgia by region type. Statewide, PV occupant fatalities declined for the third consecutive year, decreasing 15% from 1,000 fatalities in 2023 to 849 in 2024. Although rural counties experienced a 16% reduction in fatalities during this period, they continued to account for the largest share of statewide PV occupant fatalities, representing 40% (342 of 849) of all PV fatalities in 2024.

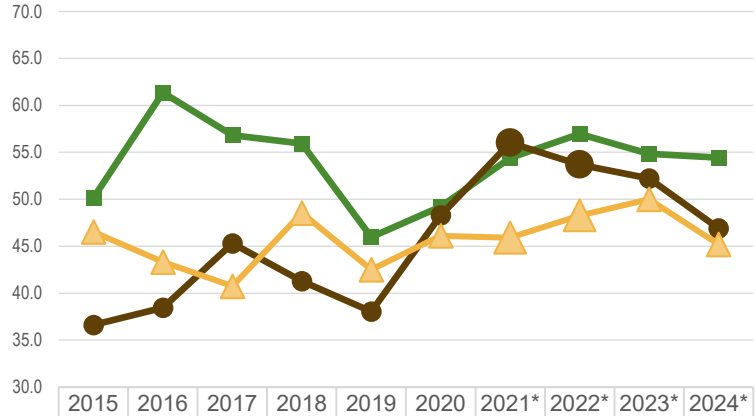
Table 5. **Passenger Vehicle Occupant Fatalities by Region Type, 2022-2024**

Region	2022	2023	2024
Atlanta Region	345	292	237
Annual % Change	▽ *1%*	▽ *-15%*	▽ *-19%*
Other Urban Counties	323	303	270
Annual % Change	▽ *-24%*	▽ *-6%*	▽ *-11%*
Rural Counties	426	405	342
Annual % Change	▲ *6%*	▽ *-5%*	▽ *-16%*
Statewide	**1,094**	**1,000**	**849**
Annual % Change	▽ *-6%*	▽ *-9%*	▽ *-15%*

Source: FARS 2022-2024

Historically, rural counties have a higher proportion of unrestrained fatalities compared to the Atlanta region and other urban areas. In 2024, 46.9% of fatally injured PV occupants in the Atlanta region were unrestrained (based on known restraint use) compared to 54.4% in rural[11] counties and 45.2% in other urban regions (Figure 11).

Figure 11. **Percent Unrestrained* Fatalities among Passenger Vehicle Occupants by Region Type, 2015-2024**



	2015	2016	2017	2018	2019	2020	2021*	2022*	2023*	2024*
Rural	50.1	61.4	56.8	55.9	46.0	49.2	54.4	57.0	54.9	54.4
Atlanta Region	36.6	38.5	45.3	41.3	38.0	48.3	56.0	53.7	52.2	46.9
Other Urban	46.5	43.3	40.8	48.5	42.5	46.1	45.9	48.3	50.0	45.2

Note: Based on known restraint use. *The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member. It was previously categorized as "Other Urban".
Source: FARS 2015-2024

[10] Rupp, Jonathan. 2026. "2025 Statewide Use of Seat Belt Restraints: An Observational Survey of Seat Belt Use in Georgia." The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.
[11] Rural counties have a residential population of less than 50,000 persons. This differs from roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

Table 6 shows the restraint use for fatally and seriously injured PV occupants by region. Rural counties had the highest percentage of unrestrained fatalities compared to the other regions; however, rural counties had the lowest percentage of unknown restraint use. In 2024, 8% of fatally injured PV occupants (in all seating positions) in rural counties had unknown restraint use – compared to 11% in the other urban counties and 18% in the Atlanta region.

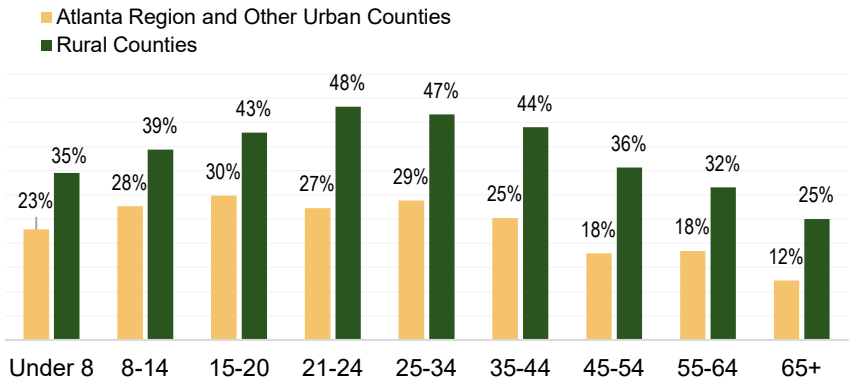
Table 6. **Passenger Vehicle Occupants** *(All Ages)* **Restraint Use, Injury Type, and Region Type, 2024**

Restraint Use by Injury Type		Atlanta Region* (11 counties)		Other Urban (30 counties)		Rural Counties (118 counties)		Statewide	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatally Injured	Restrained	103	43%	131	49%	144	42%	378	45%
	Unrestrained	91	38%	108	40%	**172**	50%	371	44%
	Unknown	43	18%	31	11%	26	8%	100	12%
	Total	**237**	**100%**	**270**	**100%**	**342**	**100%**	**849**	**100%**
Suspected Serious Injuries	Restrained	1,614	65%	1169	66%	941	60%	3,724	64%
	Unrestrained	279	11%	388	22%	**470**	30%	1,137	20%
	Unknown	582	24%	217	12%	154	10%	953	16%
	Total	**2,475**	**100%**	**1,774**	**100%**	**1,565**	**100%**	**5,814**	**100%**

Note: Passenger vehicles include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks). The table does not include 'other' types of restraint used by passengers 13+ years. The table only considers shoulder and/or lap belt use restraint systems. Percent totals may not equal 100% due to rounding.
*The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member. It was previously categorized as "Other Urban".
Source: CODES 2024, FARS 2024

During the three-year period (2022-2024), rural counties had a higher proportion of unrestrained PV fatalities and serious injuries across all age groups compared to the Atlanta region and other urban counties (Figure 12). The highest rate of unrestrained fatal and serious injuries is among PV occupants in the 21-to-24 age group in rural counties. Rural counties also show a higher proportion of unrestrained fatal and serious injuries among children under 8 years of age compared to urban areas. Thirty-five percent (35%) of fatally and seriously injured young children in rural areas were unrestrained compared to 23% in urban areas.

Figure 12. **Percent *Un*restrained* Fatalities and Serious Injuries among Passenger Vehicle Occupants by Region Type and Age Group, 2022-2024**

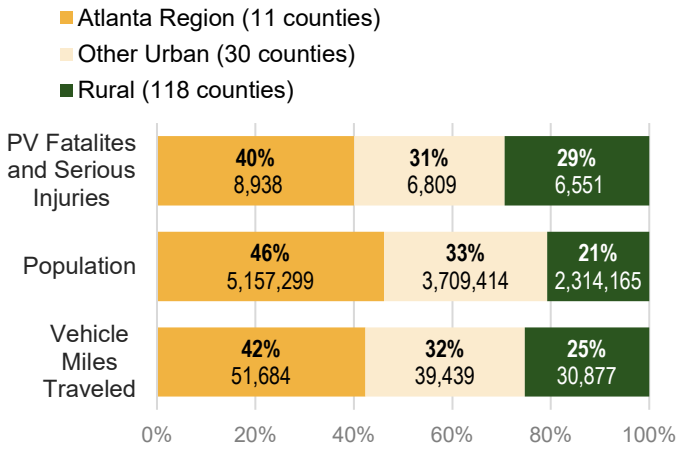


*Based on known restraint use
Source: FARS 2022-2024, CODES 2022-2024

Figure 13 shows the proportions of unrestrained PV occupants (all ages) fatally or seriously injured across the three regional types in Georgia: the Atlanta region, other urban, and rural areas.

- The 11 counties in the Atlanta Region represented 40% of all PV occupants fatally or seriously injured between 2022 and 2024, 46% of the state's population, and 42% of the state's vehicle miles traveled.
- The 118 rural counties represented 29% of all PV occupants fatally or seriously injured between 2022 and 2024, but only 21% of the state's population and 25% of the state's vehicle miles traveled.

Figure 13. **2022-2024 Fatally and Seriously Injured Passenger Vehicle Occupants, 2024 Population, and 2024 Vehicle Miles Traveled** (100 Million) **and by Region**



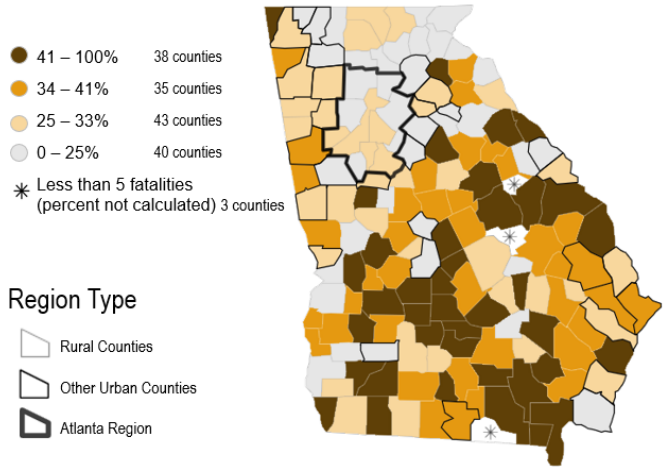
Source: FARS 2022-2024, CODES 2022-2024, OASIS 2024, GDOT 2024

Figure 14 presents the percentage of severely injured (fatally or seriously) unrestrained passenger vehicle (PV) occupants and the rate of severely injured PV occupants per 100 million vehicle miles traveled (VMT) for all ages over the three-year period from 2022 to 2024.

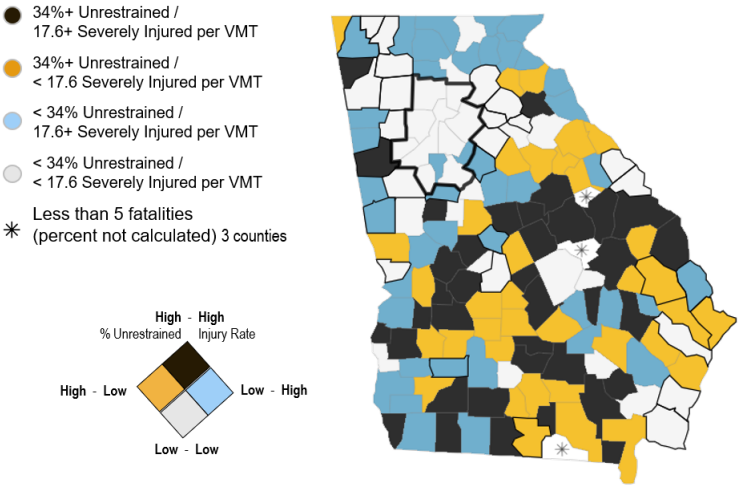
- Counties classified as having a high proportion of unrestrained severe injuries (34%+) and a high severe injury rate (17.6+ severe injuries per 100 million VMT) were disproportionately concentrated in rural Georgia. Of the 36 counties in this quadrant, 34 (94%) were rural. Overall, 34 of Georgia's 118 rural counties (29%) met the high-high classification.
- Counties classified as having a low proportion of unrestrained severe injuries and a low severe injury rate (per 100 million VMT) were concentrated primarily in urban areas— 9 out of 11 counties in the Atlanta region and 19 out of the 30 other urban counties met this low-low classification.

Figure 14. **Percent of Un-Restrained Fatally or Seriously Injured Passenger Vehicle (PV) Occupants and Rate of Fatally or Seriously Injured Occupants per 100M VMT by County, 2022-2024** *(all ages)*

Percent Un-Restrained Severely Injured PV Occupants



Percent Un-Restrained Severely Injured PV Occupants by Rate of Severely Injured Occupants per VMT



Source: FARS 2022-2024, CODES 2022-2024, GDOT 2024

Census Designated Places

To identify restraint use among passenger vehicle occupants involved in traffic crashes within a local context, an analysis was conducted by overlaying Census Designated Places (CDPs) onto the geographic locations of motor vehicle crashes. According to the 2023 Census, there were 623 census-designated places (CDPs) in Georgia.[12] Eighty-four (84) out of the 623 census-designated places were *un*incorporated — not governed by a municipal corporation (i.e., a city or town government). These CDPs often cross county borders. Therefore, in this analysis, the CDP is associated with the county that encompasses most of its geographical area. The Georgia CDPs were grouped into regional categories to describe the demographic areas as the Atlanta Region, Other Urban Region, and Rural Regions.[13]

Between 2022 and 2024, 2% of all passenger vehicle occupants (drivers and passengers) involved in a Georgia motor vehicle traffic crash were *un*restrained (22,854 out of 1.3 million passenger vehicle occupants). More than half of *un*restrained passenger vehicle occupants (52%, 11,935 out of 22,854 unrestrained passenger vehicle occupants) were involved in crashes that occurred in areas identified as a CDP in Georgia. The remaining unrestrained passenger vehicle occupants (48%) were involved in crashes that occurred in areas *not* identified as a CDP—locations that *do not* have a specific city/place boundary or community that is identified in the US Census database. Table 7 shows the CDPs with the highest counts and proportions of *un*restrained and unknown restraint use among passenger vehicle occupants by region.

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

- The City of Atlanta (Fulton County) had the highest number of unrestrained passenger vehicle occupants. Between 2022 and 2024, there were 3,239 unrestrained passengers involved in City of Atlanta motor vehicle crashes— representing 4% of all PV occupants who were unrestrained (based on known restraint use).
- Mountain Park (Fulton) had the highest percentage of unrestrained PV occupants involved in crashes within the city limits. Between 2022 and 2024, 100% of all PV occupants involved in Mountain Park crashes were unrestrained (based on known restraint use).
- Mountain Park (Fulton) also had the highest percentage of unknown/unreported restraint use. Between 2022 and 2024, 83% of all PV occupants involved in Mountain Park crashes did not have restraint use reported on the crash report.

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

- Augusta-Richmond (Richmond County) had the highest number of unrestrained passenger vehicle occupants. Between 2022 and 2024, there were 428 unrestrained passengers involved in motor vehicle crashes within the CDP— representing 1% of all PV occupants who were unrestrained (based on known restraint use).
- Winder (Barrow) had the highest percentage of unrestrained PV occupants involved in crashes within the city limits. Between 2022 and 2024, 24% of all PV occupants involved in Winder crashes were unrestrained (based on known restraint use).
- Georgetown (Chatham) had the highest percentage of unknown/unreported restraint use. Between 2022 and 2024, 68% of all PV occupants involved in Georgetown crashes did not have restraint use reported on the crash report.

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[12] The U.S. Census Bureau defines a "place" as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. **Incorporated places**, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, **Census Designated Places (CDPs)** are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.

[13] Rural counties are counties that have a residential population less than 50,000 persons. This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties. The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties.

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

- Moultrie (Colquitt County) had the highest number of unrestrained passenger vehicle occupants. Between 2022 and 2024, there were 41 unrestrained passengers involved in motor vehicle crashes within the CDP— representing 3% of all PV occupants who were unrestrained (based on known restraint use).
- Boston (Thomas) had the highest percentage of unrestrained PV occupants involved in crashes within the city limits. Between 2022 and 2024, 17% of all PV occupants involved in Boston crashes were unrestrained (based on known restraint use).
- West Point (Harris) had the highest percentage of unknown/unreported restraint use. Between 2022 and 2024, 58% of all PV occupants involved in West Point crashes did not have restraint use reported on the crash report.

Table 7. **Census Designated Places (CDPs) with the Highest Counts and Percentages of *Un*restrained Passenger Vehicle Occupants by Region, 2022-2024**

Region and Rank		Unrestrained PV Occupants		Percent Unrestrained Percent of PV Occupants with Known Restraint Use		Percent *Un*known Restraint Percent of PV Occupants with Unknown Restraint Use	
		Census Designated Place	Number (%)	Census Designated Place	Percent (#)	Census Designated Place	Percent (#)
Atlanta Region (11 counties)	1	Atlanta (Fulton)	3,239 (4%) known unrestrained	Mountain Park (Fulton)	100% (17) known unrestrained	Mountain Park (Fulton)	83% (82) unknown restraint use
	2	South Fulton (Fulton)	312 (4%)	Gresham Park (Dekalb)	6% (24)	Candler-McAfee (Dekalb)	64% (1,144)
	3	College Park (Fulton)	230 (5%)	Union City (Fulton)	5% (98)	Panthersville (Dekalb)	63% (3,045)
	4	Marietta (Cobb)	140 (1%)	College Park (Fulton)	5% (230)	Gresham Park (Dekalb)	59% (561)
	5	Sandy Springs (Fulton)	115 (1%)	Fair Oaks (Cobb)	5% (40)	Belvedere Park (Dekalb)	45% (976)
Other Urban (30 counties)	1	Augusta-Richmond (Richmond)	428 (1%)	Winder (Barrow)	24% (8)	Georgetown (Chatham)	68% (1,689)
	2	Savannah (Chatham)	409 (3%)	Midway (Liberty)	15% (7)	Wilmington Island (Chatham)	53% (248)
	3	Albany (Dougherty)	394 (4%)	Wilmington Island (Chatham)	12% (25)	Whitemarsh Island (Chatham)	51% (213)
	4	Valdosta (Lowndes)	331 (4%)	Chattanooga Valley (Walker)	11% (9)	Savannah (Chatham)	48% (13,980)
	5	Columbus (Muscogee)	313 (1%)	Porterdale (Newton)	9% (8)	Midway (Liberty)	45% (38)
Rural (118 counties)	1	Moultrie (Colquitt)	41 (3%)	Boston (Thomas)	17% (7)	West Point (Harris)	58% (244)
	2	Thomasville (Thomas)	41 (3%)	Willacoochee (Atkinson)	17% (6)	Cairo (Grady)	57% (490)
	3	Dublin (Laurens)	38 (3%)	Webster County (Webster)	16% (12)	Waynesboro (Burke)	54% (196)
	4	Vidalia (Toombs)	35 (3%)	Echols County (Echols)	16% (12)	Camilla (Mitchell)	52% (242)
	5	Cairo (Grady)	34 (9%)	McCaysville (Fannin)	16% (7)	Eastman (Dodge)	45% (215)

** Census Designated Places with less than five speeding-related crashes were excluded from the ranking, percentage, and rate calculations. Census Designated Places (CDPs) often cross county borders; therefore, the CDP is associated with the county that encompasses most of its geographical area. Within other urban areas, some CDPs are consolidated city-county. This includes places such as Athens-Clarke County, Macon-Bibb County, and Augusta-Richmond County in Georgia. Source: CODES 2022-2024

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

Examining Crashes and Drivers in Rural Areas

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

The Georgia Traffic Safety Facts issue brief called "*Examining Crashes and Drivers in Rural Areas*" (Georgia Crash Outcomes Data Evaluation System, 2023) examined differences in crashes, risky driving behaviors, restraint use, and post-crash outcomes between Georgia's rural and urban counties using 2019–2021 crash, EMS, hospital, and social vulnerability data. According to the study:

- Community vulnerability was positively associated with unrestrained fatalities and serious injuries. In other words, the more vulnerable a community is, the higher the proportion of unrestrained traffic-related fatalities and serious injuries that occur in that area.
- Rural counties had a higher proportion of fatal and serious injury (KA) crashes on non-interstate roadways than urban counties.
- Risky driving behaviors were more common in rural crashes, including higher proportions of unrestrained occupants, speeding, alcohol-impaired driving, and distracted driving.
- Rural crashes occurred farther from post-crash care facilities, although median EMS travel times were similar to those in urban counties.
- Patients involved in motor vehicle traffic crashes had higher hospital charges and longer lengths of stay in urban hospitals than in rural hospitals.

Other Factors

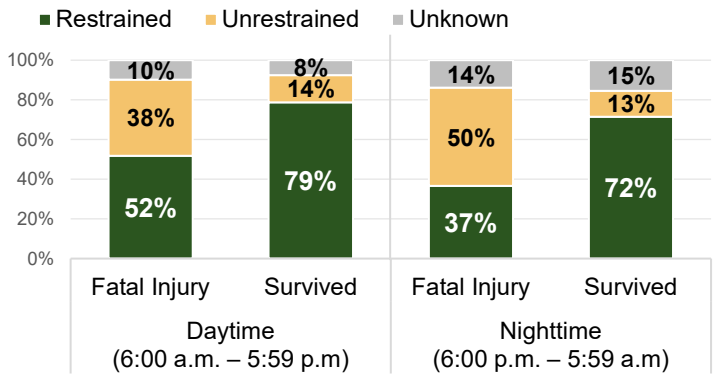
In 2024, there were more unrestrained PV occupant fatalities in the nighttime than in the daytime.

- 38% were *un*restrained during daytime hours
- 50% were *un*restrained during nighttime hours

Among the PV occupants who *survived* fatal crashes, the difference in the percent unrestrained did not depend strongly on the time of day.

- 14% were unrestrained during daytime hours
- 13% were unrestrained during nighttime hours

Figure 15. **Percent of Unrestrained Passenger Vehicle Occupants Involved in Fatal Crashes by Time of Day and Survival Status, 2024**



Source: FARS 2024

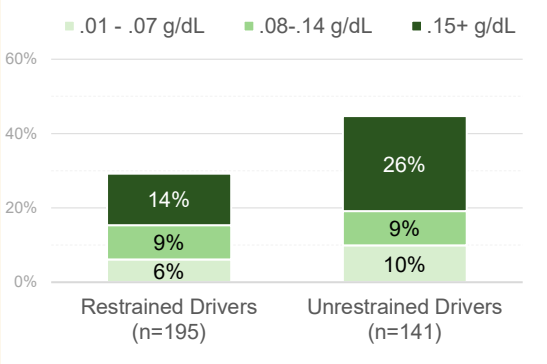
Alcohol Involvement & Seat Belts

Alcohol is known to reduce decision-making functionality, muscle coordination, and other abilities needed for operating a vehicle safely. Even a small amount of alcohol can affect driving ability. Impairment occurs when the driver's ability to safely operate a motor vehicle is compromised—this can be above or below the Georgia legal limit of .08 g/dL.

In 2024, drivers and motorcycle operators involved in fatal crashes with a positive BAC were 2.3 times more likely to be speeding and 1.5 times more likely to be unrestrained or un-helmeted. Among drivers with reported alcohol results, 45% of unrestrained drivers had some alcohol detected in their system (BAC of .01+ g/dL), compared to 29% of restrained drivers (Figure 15).

See the "*2024 Impaired Driving Georgia Traffic Safety Facts*" for more information regarding speeding-related, alcohol-related, and other risky driving-related crashes.

Figure 16. **Passenger Vehicle Drivers Involved in Fatal Crashes by Restraint Use and BAC Status*, 2024**



*Percent calculated across passenger vehicle drivers with known BAC and restraint use. In Georgia, drivers are considered alcohol-impaired when their BAC is .08 grams per deciliter (g/dL) or higher.
Source: FARS 2024

Unrestrained Passenger Vehicle Drivers Across Traffic Safety Emphasis Areas

Table 8 shows the percentage of unrestrained drivers across other traffic emphasis areas by crash severity. Unrestrained passenger vehicle drivers are disproportionately represented in severe crashes, particularly when speeding or alcohol/drug impairment was involved, and were also more prevalent among young drivers and pickup truck drivers.

- Risky driving behaviors were associated with higher unrestrained driver rates (based on known restraint use). Across all crashes, 19% of alcohol/drug-impaired drivers and 13% of speeding drivers were unrestrained, compared with 2% of drivers overall.
- Among all severe crashes involving speeding, 42% of speeding drivers were unrestrained. Similarly, in severe crashes involving alcohol/drug-impaired drivers, 40% of impaired drivers were unrestrained.
- Young drivers had a higher proportion of being unrestrained in severe crashes compared to older drivers. Among severe crashes, 19% of drivers ages 15–20 were unrestrained, compared with 10% of drivers ages 65 and older were unrestrained.
- Pickup truck drivers had the highest proportion of being unrestrained compared to other passenger vehicle types examined. Across all crashes, 3% of pickup truck drivers were unrestrained, compared with 2% of passenger car and van drivers and 1% of SUV drivers. Twenty percent (20%) of all pickup truck drivers involved in severe crashes were unrestrained.

Table 8. **Unrestrained Passenger Vehicle *Drivers* Across Traffic Safety Emphasis Areas, 2024** (based on known restraint use)

Emphasis Area	All Traffic Crashes	Severe Crashes	Other Injury Crashes	Property Damage Only Crashes
Driver Risky Behaviors				
All Risky Behaviors	**2%**	**15%**	**3%**	**1%**
Alcohol/Drug Impaired [confirmed and suspected]	19%	**40%**	20%	13%
Speeding	13%	**42%**	15%	9%
Distracted Driving [confirmed and suspected]	2%	20%	3%	1%
Unrestrained Passenger Vehicle Drivers				
All Drivers*	**2%**	**15%**	**3%**	**1%**
Young Drivers (15-20 yrs)	2%	**19%**	3%	1%
Older Drivers (65+ yrs)	1%	10%	2%	<1%
All Passenger Vehicles	**2%**	**15%**	**3%**	**1%**
Passenger Cars	2%	14%	3%	2%
Pickup Trucks	3%	**20%**	4%	1%
Sport Utility Vehicles	1%	14%	2%	<1%
Vans	2%	10%	2%	1%

Suspected and confirmed alcohol impairment and/or drug use is determined by the driver condition reported on the police crash reports. If the driver condition is unknown, and the police reported that an alcohol or drug test was administered with a positive or unknown result, then the driver is considered to be 'suspected' of alcohol impairment and/or drug use.

Distracted driving in this table represents the sum of the **confirmed** and **suspected distracted** driving percentages.

- **Confirmed distracted driving** includes drivers who have at least one distracted-driving contributing factor reported on the crash report.
- **Suspected distracted driving** is an imputed measure derived from multiple contributing factors and based on a definition jointly developed by the Governor's Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation. The imputation of suspected distracted drivers includes drivers who indicate driver inattention and distraction. The imputation removes driver contributing factors, such as drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The definition also excludes some elements of roadway and vehicle contributing factors. The CODES Analytical Reference Guide is available upon request.

Severe crashes are crashes that involve injuries reported as fatal injury (K) or suspected serious injury (A) as the most severe injury on the crash report. **Other injury crashes** involve injuries reported as minor injury (B) or complaint of injury (C) as the most severe injury on the crash report. **Property damage only (PDO)** crashes are crashes that did not result in an injury as reported in the crash report.

Other Seat Belt Survey Studies

Georgia Highway Safety Report: FFY 2025 Statewide Occupant Protection Survey[14]

In 2025, the University of Georgia's Traffic Safety Research and Evaluation Group (TSREG) conducted a cross-sectional survey of 1,022 Georgia residents to assess seat belt use, awareness of Georgia's seat belt laws, and attitudes toward seat belt safety.

Drivers

- **Seat belt use was high among drivers**, with 85% reporting they always wear a seat belt while driving and an additional 11% reporting they wear one most of the time.
- Among drivers who reported increasing their seat belt use during the past year, the most common reasons were **greater awareness of safety issues (73%)**, **knowledge of the seat belt law (57%)**, and **avoiding a traffic citation (41%)**. Many also cited setting a good example for children (32%) and knowing someone involved in a crash (31%).

Passengers

- **Seat belt use was lower among passengers riding in the rear seat than in the front seat.** Eighty percent of respondents reported always wearing a seat belt as a front-seat passenger compared with 55% as a rear-seat passenger.
- Among respondents who did not always wear a seat belt in the rear seat, the most common reasons were **traveling a short distance (32%)**, **forgetting to buckle up (31%)**, **being unable to find the buckle (18%)**, **overcrowding in the back seat (16%)**, and **traveling in a taxi (15%)**.

Reasons for Seat Belt Use:

- Across all seating positions, the primary reasons for wearing a seat belt were **habit (75%)**, **compliance with the law (69%)**, **preventing serious injury (65%)**, and **avoiding a ticket (62%)**.
- Among those who did not always buckle up, the most common reasons were **forgetting (35%)**, **traveling a short distance (33%)**, **seat belt discomfort (16%)**, and **being in a rush (16%)**.

Attitudes towards Georgia Seat Belt Laws

- **Knowledge of Georgia's seat belt laws was generally high**, with 92% recognizing that drivers are legally required to wear a seat belt. Awareness was also high for front-seat passengers (85%) and child rear-seat passengers (84%). Only 39% correctly identified that seat belt requirements do not apply to adult rear-seat passengers.
- **Public support for seat belt laws was strongest for drivers and front-seat occupants.** Ninety-three percent of respondents supported seat belt laws for drivers and front-seat passengers, compared with 76% who supported enforcement for adult rear-seat passengers.

[14] Zarecki, K., Ralston, L., & Padilla, H. (2025). Georgia Highway Safety Report: FFY 2025 Statewide Occupant Protection Survey. Traffic Safety Research and Evaluation Group, Department of Health Promotion and Behavior, College of Public Health, The University of Georgia.

Data Definitions and Considerations:

Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks). These are vehicle body type codes 1-40 listed in the 2019 FARS Analytical Reference Guide. In the GDOT crash report, passenger vehicles are considered: passenger cars (1), pickup trucks (2), vans (10), and sports utility vehicles (11).

Passenger vehicle occupants are drivers and passengers in a vehicle that is in transport. Persons in vehicles that are not in transport are not considered passenger vehicle occupants.

Passenger vehicle occupants, 13 years and older are restrained if they are wearing a lap and/or shoulder belt in all seating positions of a vehicle. Passenger occupants 8-to-12 years of age are considered restrained if they are wearing a lap and/or shoulder belt or a child safety seat system. This analysis does not consider the seating position of the minor. Passenger occupants 7 year and younger are restrained if they have a child safety seat system. This analysis does not consider the age or weight of the child occupant or the seat position of the child. Statewide, the restraint use of PV occupants is unknown or unreported in many cases among non-fatal and property damage only (PDO) traffic crashes; therefore, the percent of unrestraint use (based on known) may be considered lower or higher than what is observed in fatal and serious injury traffic crashes.

A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport, and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Fatal crashes are defined as crashes involving a motor vehicle traveling on a traffic way customarily open to the public and resulting in the death of a motorist or a non-motorist within 30 days of the crash.

Serious injuries are those suspected serious injuries reported by law enforcement and used when any injury, other than fatal injury, preventing the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

For fatal crashes only, Blood Alcohol Concentration (BAC) values are imputed to address missing blood alcohol test results in FARS data system. A multiple imputation methodology is employed to generate specific values of BAC for persons involved in fatal crashes. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL). For motorists and non-motorists involved in a motor vehicle traffic crash that may or may not result in a fatal injury, many drivers confirmed or suspected of alcohol impairment will not have a BAC value reported in the police crash report. Drivers suspected of alcohol may have an alcohol test administered; however, the results or findings were not validated or included in the final police crash report.

Rural counties have a population of less than 50,000 according to the United States decennial census of 2020 or any future such census (O.C.G.A. Section 31-6-2). This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

Additional Information:

Other Georgia traffic safety facts may be accessed at https://www.gahighwaysafety.org/highway-safety/shsp/:

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

References:

Rupp, Jonathan. 2026. “2025 Statewide Use of Seat Belt Restraints: An Observational Survey of Seat Belt Use in Georgia.” The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

National Center for Statistics and Analysis. (2024, February). Seat belt use in 2023 – overall results (Traffic Safety Facts Research Note. Report No. DOT HS 813 543). National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2009, December). Lives Saved Calculations for Seat Belts and Frontal Air Bags (Report No. DOT HS 811 206). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811206.

The suggested APA format citation for this document is:

Georgia Crash Outcomes Data Evaluation System. (2026, August). *Occupant Protection: 2024 data.* (Georgia Traffic Safety Facts). Atlanta, GA: Governor's Office of Highway Safety.

Appendix

Occupant Protection Georgia Traffic Safety Facts (2024)

This document is the Appendix for the **2024 Occupant Protection Georgia Traffic Safety Facts**.
Visit https://www.gahighwaysafety.org/highway-safety/shsp/ to access the full report.

Data Considerations:

- **Passenger Vehicles:** Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).
- **Percent Unrestrained:** The unrestrained percent values presented in the appendix are based on passenger vehicle occupants that have reported restraint use. Unknown restraint use was excluded from the percent calculations.
- **Restrained Passenger Vehicle Occupant:**
  - Passenger vehicle occupants 13 years and older are restrained if they are wearing a lap and/or shoulder belt in all seating positions of a vehicle.
  - Passenger occupants 8-to-12 years of age are considered restrained if they wear a lap and/or shoulder belt or a child safety seat system. *This analysis does not consider the seating position of the minor.*
  - Passenger occupants 7 years and younger are restrained if they have a child safety seat system. *This analysis does not consider the age or weight of the child occupant or the seat position of the child.*

– Statewide, the restraint use of PV occupants is unknown or unreported in many cases among non-fatal and property damage only (PDO) traffic crashes; therefore, the percent of unrestraint use (based on known) may be considered lower than what is observed in fatal and serious injury traffic crashes.

Passenger Vehicle (PV) Occupants (All Ages) Involved in Motor Vehicle Crashes by County, 2022-2024

(+) Percentages and rates were not calculated for counties with fewer than five passenger vehicle occupants involved in motor vehicle crashes within the three-year period.
(-) Counties with no recorded passenger vehicle occupants involved in motor vehicle crashes

County	Severely Injured Unrestrained PV Occupants [2022-2024]		% Unrestrained [based on known]		% Unknown Restraint Use	Rate Severely Injured per Population	Rate Severely Injured per 100M VMT
	Total	Average	Percent (%)	Rank			
Appling	39	7.8	59%	*4*	10%	208.9	14.4
Atkinson	16	3.2	46%	*25*	10%	189.7	13.3
Bacon	14	2.8	31%	*84*	15%	126.8	11.2
Baker	7	1.4	43%	*34*	34%	256.2	11.9
Baldwin	111	22.2	36%	*64*	13%	254.3	29.3
Banks	40	8	50%	*17*	6%	196.9	12.8
Barrow	68	13.6	26%	*108*	9%	70.6	7.3
Bartow	220	44	25%	*114*	3%	187.2	10.8
Ben Hill	36	7.2	48%	*22*	15%	212.5	25.0
Berrien	26	5.2	39%	*48*	18%	139.3	13.8
Bibb	424	84.8	22%	*133*	35%	270.0	21.5
Bleckley	28	5.6	67%	*2*	5%	221.8	19.3
Brantley	32	6.4	33%	*74*	17%	170.3	17.0
Brooks	36	7.2	38%	*52*	12%	220.3	18.0
Bryan	79	15.8	37%	*60*	14%	154.6	9.2
Bulloch	161	32.2	39%	*47*	14%	188.4	16.5
Burke	83	16.6	54%	*14*	20%	339.2	26.9

County	Severely Injured Unrestrained PV Occupants [2022-2024]		% Unrestrained [based on known]		% Unknown Restraint Use	Rate Severely Injured per Population	Rate Severely Injured per 100M VMT
	Total	Average	Percent (%)	Rank			
Butts	57	11.4	32%	*81*	13%	210.1	14.1
Calhoun	12	2.4	20%	*137*	6%	220.5	19.4
Camden	97	19.4	24%	*125*	9%	164.1	10.4
Candler	38	7.6	39%	*46*	21%	341.4	14.1
Carroll	257	51.4	34%	*72*	16%	197.8	19.4
Catoosa	98	19.6	20%	*144*	8%	142.2	11.3
Charlton	22	4.4	53%	*15*	29%	169.0	16.7
Chatham	544	108.8	39%	*51*	40%	177.0	15.8
Chattahoochee	17	3.4	18%	*153*	0%	198.9	19.1
Chattooga	44	8.8	38%	*54*	16%	173.9	18.7
Cherokee	292	58.4	22%	*132*	11%	99.5	12.0
Clarke	121	24.2	25%	*121*	7%	93.1	11.4
Clay	6	1.2	33%	*74*	18%	213.1	14.0
Clayton	681	136.2	25%	*114*	20%	228.8	21.5
Clinch	7	1.4	57%	*8*	18%	101.9	6.3
Cobb	936	187.2	19%	*146*	13%	118.9	12.5
Coffee	109	21.8	40%	*44*	10%	248.6	25.8
Colquitt	108	21.6	41%	*39*	12%	229.9	25.4
Columbia	95	19	20%	*143*	6%	56.7	7.2
Cook	44	8.8	55%	*13*	3%	244.7	8.3
Coweta	199	39.8	23%	*127*	11%	125.8	10.4
Crawford	23	4.6	39%	*49*	21%	186.2	20.7
Crisp	52	10.4	49%	*20*	22%	267.1	10.2
Dade	42	8.4	58%	*7*	6%	261.4	12.5
Dawson	57	11.4	18%	*153*	9%	168.9	17.4
Decatur	69	13.8	31%	*85*	28%	234.8	20.8
Dekalb	1,304	260.8	29%	*94*	36%	169.3	16.4
Dodge	52	10.4	40%	*45*	14%	264.9	24.8
Dooly	23	4.6	58%	*6*	12%	205.6	4.9
Dougherty	200	40	20%	*141*	6%	242.7	24.6
Douglas	203	40.6	27%	*105*	15%	133.7	12.0
Early	34	6.8	20%	*137*	4%	325.5	22.7
Echols	< 5	+	+	+	+	+	+
Effingham	99	19.8	29%	*92*	15%	135.3	17.7
Elbert	50	10	30%	*86*	17%	248.1	22.1
Emanuel	69	13.8	40%	*41*	9%	297.1	17.7
Evans	33	6.6	28%	*96*	7%	303.6	28.4
Fannin	71	14.2	28%	*95*	8%	274.6	25.5
Fayette	147	29.4	20%	*136*	7%	117.5	11.4
Floyd	153	30.6	28%	*99*	12%	150.9	15.1
Forsyth	212	42.4	16%	*155*	6%	75.7	9.8
Franklin	58	11.6	38%	*56*	34%	230.1	10.1
Fulton	1,859	371.8	33%	*78*	32%	170.5	14.6
Gilmer	102	20.4	30%	*89*	11%	306.1	28.6
Glascock	< 5	+	+	+	+	+	+
Glynn	198	39.6	30%	*88*	12%	228.8	17.3
Gordon	115	23	25%	*117*	8%	189.3	12.3
Grady	60	12	51%	*16*	15%	228.4	22.6
Greene	50	10	38%	*52*	12%	237.1	12.9
Gwinnett	749	149.8	18%	*149*	10%	74.6	8.6
Habersham	143	28.6	23%	*129*	6%	287.9	25.7

County	Severely Injured Unrestrained PV Occupants [2022-2024]		% Unrestrained [based on known]		% Unknown Restraint Use	Rate Severely Injured per Population	Rate Severely Injured per 100M VMT
	Total	Average	Percent (%)	Rank			
Hall	277	55.4	25%	*119*	14%	124.9	12.2
Hancock	19	3.8	56%	*11*	3%	218.8	20.0
Haralson	98	19.6	26%	*110*	12%	302.4	23.3
Harris	64	12.8	37%	*59*	5%	173.3	12.8
Hart	56	11.2	18%	*152*	10%	199.6	19.0
Heard	36	7.2	33%	*74*	6%	297.1	28.3
Henry	306	61.2	27%	*101*	20%	118.0	10.5
Houston	162	32.4	24%	*122*	7%	92.6	11.4
Irwin	26	5.2	62%	*3*	0%	284.0	20.3
Jackson	179	35.8	25%	*112*	12%	190.8	14.5
Jasper	47	9.4	33%	*74*	9%	273.0	28.3
Jeff Davis	30	6	23%	*128*	9%	198.4	19.9
Jefferson	56	11.2	48%	*23*	18%	372.9	22.8
Jenkins	22	4.4	38%	*54*	12%	249.0	17.5
Johnson	< 5	+	+	+	+	+	+
Jones	67	13.4	36%	*66*	42%	230.7	24.4
Lamar	43	8.6	24%	*124*	9%	207.8	15.5
Lanier	18	3.6	35%	*69*	6%	172.0	21.2
Laurens	116	23.2	30%	*91*	2%	230.7	14.3
Lee	32	6.4	41%	*39*	11%	93.9	12.0
Liberty	92	18.4	25%	*114*	5%	134.1	10.8
Lincoln	10	2	44%	*31*	7%	124.2	12.3
Long	29	5.8	36%	*67*	0%	141.9	17.3
Lowndes	126	25.2	37%	*58*	11%	103.2	8.5
Lumpkin	63	12.6	20%	*142*	7%	174.9	22.5
Macon	25	5	36%	*61*	8%	211.3	32.9
Madison	64	12.8	35%	*71*	5%	195.3	18.4
Marion	12	2.4	56%	*11*	11%	157.2	2.1
McDuffie	42	8.4	19%	*145*	6%	193.0	30.0
McIntosh	54	10.8	42%	*38*	8%	457.6	16.8
Meriwether	57	11.4	28%	*96*	9%	265.9	17.6
Miller	17	3.4	27%	*101*	29%	291.9	18.1
Mitchell	46	9.2	44%	*33*	7%	226.3	17.6
Monroe	100	20	36%	*65*	29%	318.1	10.1
Montgomery	36	7.2	46%	*25*	6%	420.3	35.0
Morgan	52	10.4	44%	*31*	7%	237.0	9.2
Murray	73	14.6	25%	*118*	14%	176.7	22.9
Muscogee	208	41.6	29%	*93*	7%	103.1	12.5
Newton	268	53.6	19%	*148*	9%	216.1	20.9
Oconee	55	11	24%	*125*	8%	122.9	9.0
Oglethorpe	26	5.2	24%	*123*	10%	160.8	16.9
Paulding	191	38.2	27%	*103*	12%	101.3	14.3
Peach	66	13.2	27%	*104*	21%	225.9	11.1
Pickens	74	14.8	22%	*131*	15%	202.3	18.7
Pierce	37	7.4	56%	*10*	24%	179.0	19.2
Pike	60	12	50%	*17*	14%	290.3	30.0
Polk	109	21.8	26%	*106*	25%	244.3	25.5
Pulaski	14	2.8	46%	*25*	8%	137.5	11.7
Putnam	108	21.6	32%	*80*	5%	461.9	38.2
Quitman	14	2.8	36%	*61*	13%	602.7	37.8
Rabun	74	14.8	18%	*151*	9%	417.8	33.6

County	Severely Injured Unrestrained PV Occupants [2022-2024]		% Unrestrained [based on known]		% Unknown Restraint Use	Rate Severely Injured per Population	Rate Severely Injured per 100M VMT
	Total	Average	Percent (%)	Rank			
Randolph	17	3.4	40%	*42*	14%	279.4	18.7
Richmond	286	57.2	26%	*107*	10%	138.6	13.2
Rockdale	275	55	22%	*134*	18%	281.7	23.6
Schley	10	2	40%	*42*	14%	222.1	18.5
Screven	34	6.8	45%	*30*	3%	237.3	19.0
Seminole	28	5.6	42%	*37*	6%	301.9	30.4
Spalding	174	34.8	26%	*111*	14%	247.5	26.9
Stephens	47	9.4	23%	*130*	13%	170.9	17.9
Stewart	18	3.6	20%	*137*	0%	374.3	17.6
Sumter	48	9.6	59%	*5*	7%	165.7	17.7
Talbot	22	4.4	19%	*147*	6%	382.3	19.5
Taliaferro	14	2.8	36%	*61*	18%	864.2	10.6
Tattnall	48	9.6	39%	*49*	2%	197.7	21.2
Taylor	37	7.4	43%	*34*	14%	475.4	25.9
Telfair	18	3.6	57%	*8*	0%	163.6	15.3
Terrell	21	4.2	50%	*17*	9%	241.4	13.6
Thomas	98	19.6	30%	*87*	19%	212.8	20.0
Tift	97	19.4	25%	*113*	20%	232.6	13.3
Toombs	69	13.8	28%	*98*	9%	251.0	23.3
Towns	40	8	18%	*150*	14%	303.4	31.7
Treutlen	12	2.4	0%	*156*	7%	186.9	5.5
Troup	202	40.4	30%	*90*	8%	282.5	19.1
Turner	17	3.4	47%	*24*	0%	188.4	4.7
Twiggs	34	6.8	42%	*36*	24%	440.0	10.1
Union	41	8.2	32%	*82*	7%	148.5	16.3
Upson	72	14.4	33%	*79*	12%	253.9	32.4
Walker	108	21.6	27%	*100*	11%	155.8	20.7
Walton	131	26.2	25%	*120*	15%	119.3	13.4
Ware	85	17	46%	*29*	16%	234.7	20.8
Warren	24	4.8	35%	*69*	15%	466.2	11.2
Washington	45	9	49%	*21*	20%	226.9	18.4
Wayne	75	15	34%	*73*	22%	233.4	22.4
Webster	11	2.2	38%	*57*	11%	475.2	20.0
Wheeler	20	4	31%	*83*	8%	282.6	25.6
White	67	13.4	22%	*135*	12%	225.8	26.3
Whitfield	152	30.4	20%	*137*	7%	144.7	11.8
Wilcox	12	2.4	100%	*1*	8%	134.8	14.0
Wilkes	14	2.8	46%	*25*	0%	146.3	10.4
Wilkinson	38	7.6	35%	*68*	25%	438.4	24.1
Worth	68	13.6	26%	*108*	6%	335.6	21.4

Census Designated Places Data Considerations:

The U.S. Census Bureau defines a “place” as a concentration of population, which may or may not have legally established boundaries, powers, or governmental functions. Incorporated places, such as cities or towns, are created under state law and have legal status, defined boundaries, and local governments. In contrast, Census Designated Places (CDPs) are identified by the Census Bureau for statistical purposes based on factors such as population size, density, and geographic characteristics.

According to the 2024 Census, there are 623 census-designated places (CDPs) in Georgia where there is a geographical region (city, town, or village) with a population. Eighty-four (84) out of the 623 census-designated places are unincorporated — not governed by a municipal corporation like a city or town government. These Georgia CDPs, both incorporated and unincorporated, range in population size from large cities (more than 200,000 population) to small towns (less than 2,500 population).

The Georgia counties are grouped into regional categories to describe the demographic areas as Atlanta Region, Other Urban Region, and Rural Regions. This is different than roadway classifications, where urban road systems can be located in urban clusters (or metropolitan areas) of at least 2,500 persons within the rural counties.

The Atlanta Region includes the eleven counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties.
Other Urban Regions are counties that have a residential population of more than 50,000 persons.
Rural Regions are counties that have a residential population of less than 50,000 persons.

(**) Percentages were not calculated for CDPs with fewer than five passenger vehicle occupants involved in motor vehicle crashes within the three year period.

Passenger Vehicle (PV) Occupants (All Ages) Involved in Motor Vehicle Crashes by Census Designated Place (CDP) and Region, 2022-2024

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Atlanta Counties	Cherokee	Ball Ground	86	28.7	1%	8%
		Canton	2,601	867.0	1%	23%
		Holly Springs	732	244.0	1%	25%
		Nelson	10	3.3	10%	0%
		Waleska	59	19.7	0%	22%
		Woodstock	3,472	1,157.3	0%	12%
	Clayton	Bonanza	385	128.3	2%	22%
		Conley	399	133.0	1%	33%
		Forest Park	2,791	930.3	3%	19%
		Irondale	352	117.3	1%	18%
		Jonesboro	2,962	987.3	2%	34%
		Lake City	1,082	360.7	2%	28%
		Lovejoy	1,535	511.7	2%	36%
		Morrow	2,243	747.7	1%	39%
		Riverdale	3,573	1,191.0	2%	15%
	Cobb	Acworth	2,108	702.7	1%	23%
		Austell	732	244.0	2%	18%
		Fair Oaks	986	328.7	5%	11%
		Kennesaw	3,618	1,206.0	0%	6%
		Mableton	5,205	1,735.0	1%	36%
		Marietta	12,891	4,297.0	1%	11%
		Powder Springs	1,397	465.7	1%	12%
		Smyrna	7,018	2,339.3	2%	17%
		Vinings	2,360	786.7	3%	8%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Atlanta Counties	Dekalb	Avondale Estates	558	186.0	1%	16%
		Belvedere Park	2,183	727.7	3%	45%
		Brookhaven	8,457	2,819.0	1%	24%
		Candler-McAfee	1,783	594.3	4%	64%
		Chamblee	2,181	727.0	1%	32%
		Clarkston	2,601	867.0	1%	22%
		Decatur	3,311	1,103.7	1%	24%
		Doraville	6,499	2,166.3	1%	8%
		Druid Hills	891	297.0	1%	35%
		Dunwoody	3,851	1,283.7	1%	22%
		Gresham Park	954	318.0	6%	59%
		Lithonia	210	70.0	0%	38%
		North Decatur	2,459	819.7	0%	32%
		North Druid Hills	4,008	1,336.0	1%	28%
		Panthersville	4,855	1,618.3	4%	63%
		Pine Lake	-	-	-	-
		Redan	2,509	836.3	0%	27%
		Scottdale	1,859	619.7	1%	34%
		Stone Mountain	469	156.3	1%	15%
		Stonecrest	15,919	5,306.3	1%	31%
		Tucker	10,145	3,381.7	1%	21%
	Douglas	Douglasville	5,219	1,739.7	2%	10%
		Lithia Springs	5,046	1,682.0	2%	10%
	Fayette	Brooks	38	12.7	0%	3%
		Fayetteville	2,821	940.3	1%	23%
		Peachtree City	2,756	918.7	1%	25%
		Tyrone	389	129.7	1%	5%
		Woolsey	56	18.7	0%	0%
	Forsyth	Cumming	3,037	1,012.3	1%	7%
	Fulton	Alpharetta	6,864	2,288.0	1%	11%
		Atlanta	137,471	45,823.7	4%	42%
		Chattahoochee Hills	190	63.3	2%	8%
		College Park	7,028	2,342.7	5%	29%
		East Point	6,326	2,108.7	3%	38%
		Fairburn	2,278	759.3	1%	34%
		Hapeville	1,164	388.0	2%	15%
		Johns Creek	7,056	2,352.0	1%	8%
		Milton	1,775	591.7	1%	14%
		Mountain Park	99	33.0	100%	83%
		Mountain Park	757	252.3	3%	11%
		Palmetto	434	144.7	0%	13%
		Roswell	8,574	2,858.0	1%	14%
		Sandy Springs	16,998	5,666.0	1%	14%
		South Fulton	14,131	4,710.3	4%	40%
		Union City	3,114	1,038.0	5%	33%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Atlanta Counties	Gwinnett	Auburn	161	53.7	0%	6%
		Berkeley Lake	143	47.7	0%	6%
		Buford	3,643	1,214.3	1%	6%
		Dacula	1,009	336.3	1%	10%
		Duluth	945	315.0	0%	3%
		Grayson	1,243	414.3	1%	10%
		Lawrenceville	6,344	2,114.7	1%	9%
		Lilburn	3,058	1,019.3	1%	17%
		Loganville	2,569	856.3	0%	6%
		Norcross	3,768	1,256.0	2%	12%
		Peachtree Corners	4,295	1,431.7	2%	8%
		Rest Haven	-	-	-	-
		Snellville	4,974	1,658.0	1%	7%
		Sugar Hill	1,731	577.0	1%	7%
		Suwanee	3,772	1,257.3	1%	4%
	Henry	Hampton	456	152.0	2%	16%
		Heron Bay	175	58.3	3%	13%
		Locust Grove	2,555	851.7	1%	15%
		McDonough	6,515	2,171.7	1%	8%
		Stockbridge	6,443	2,147.7	1%	14%
	Rockdale	Conyers	4,522	1,507.3	1%	9%
		Lakeview Estates	8	2.7	0%	38%
Other Urban Counties	Barrow	Bethlehem	17	5.7	18%	0%
		Carl	18	6.0	0%	0%
		Russell	< 5	**	**	**
		Statham	68	22.7	0%	16%
		Winder	36	12.0	24%	8%
		Adairsville	666	222.0	2%	17%
		Cartersville	5,242	1,747.3	1%	4%
		Emerson	913	304.3	1%	5%
		Euharlee	89	29.7	0%	11%
		Kingston	< 5	**	**	**
		White	15	5.0	0%	7%
	Bibb	Macon-Bibb County	22,270	7,423.3	1%	32%
	Bulloch	Brooklet	73	24.3	2%	19%
		Portal	16	5.3	7%	13%
		Register	16	5.3	7%	6%
		Statesboro	5,054	1,684.7	2%	16%
	Camden	Kings Bay Base	95	31.7	3%	4%
		Kingsland	1,442	480.7	2%	11%
		St. Marys	904	301.3	1%	11%
		Woodbine	19	6.3	13%	16%
	Carroll	Bowdon	135	45.0	2%	40%
		Carrollton	3,381	1,127.0	2%	27%
		Mount Zion	29	9.7	4%	14%
		Roopville	< 5	**	**	**
		Villa Rica	3,107	1,035.7	1%	32%
		Whitesburg	78	26.0	3%	26%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Other Urban Counties	**Catoosa**	Fort Oglethorpe	1,106	368.7	2%	4%
		Lakeview	133	44.3	4%	8%
		Ringgold	727	242.3	2%	5%
	Chatham	Bloomingdale	296	98.7	2%	23%
		Dutch Island	< 5	**	**	**
		Garden City	1,904	634.7	2%	31%
		Georgetown	2,476	825.3	3%	68%
		Henderson	79	26.3	7%	65%
		Isle of Hope	51	17.0	0%	71%
		Montgomery	180	60.0	0%	58%
		Pooler	4,456	1,485.3	1%	34%
		Port Wentworth	2,559	853.0	2%	35%
		Savannah	29,144	9,714.7	3%	48%
		Skidaway Island	179	59.7	4%	54%
		Talahi Island	19	6.3	0%	58%
		Thunderbolt	595	198.3	2%	36%
		Tybee Island	163	54.3	0%	56%
		Vernonburg	33	11.0	0%	70%
		Whitemarsh Island	418	139.3	2%	51%
		Wilmington Island	464	154.7	12%	53%
	Clarke	Athens-Clarke	17,557	5,852.3	1%	8%
		Winterville	26	8.7	4%	4%
	Columbia	Appling	71	23.7	0%	4%
		Evans	2,693	897.7	1%	5%
		Grovetown	959	319.7	0%	9%
		Martinez	3,274	1,091.3	1%	5%
	Coweta	East Newnan	318	106.0	2%	11%
		Grantville	166	55.3	5%	10%
		Haralson	7	2.3	0%	0%
		Moreland	6	2.0	0%	0%
		Newnan	5,514	1,838.0	1%	4%
		Senoia	176	58.7	2%	30%
		Sharpsburg	70	23.3	0%	4%
		Turin	146	48.7	3%	0%
	Dougherty	Albany	11,457	3,819.0	4%	10%
		Putney	208	69.3	3%	5%
	Effingham	Guyton	55	18.3	3%	40%
		Rincon	794	264.7	2%	35%
		Springfield	243	81.0	0%	16%
	Floyd	Cave Spring	22	7.3	0%	18%
		Lindale	288	96.0	1%	5%
		Rome	6,948	2,316.0	1%	6%
		Shannon	81	27.0	0%	6%
	Glynn	Brunswick	2,586	862.0	3%	11%
		Country Club Estates	725	241.7	2%	16%
		Dock Junction	2,130	710.0	3%	14%
		St. Simons	761	253.7	2%	11%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Other Urban Counties	Gordon	Calhoun	2,348	782.7	1%	7%
		Fairmount	28	9.3	0%	39%
		Plainville	21	7.0	5%	10%
		Ranger	-	-	-	-
		Resaca	70	23.3	0%	10%
	Hall	Clermont	132	44.0	2%	5%
		Commerce	938	312.7	1%	31%
		Flowery Branch	775	258.3	1%	17%
		Gainesville	8,974	2,991.3	2%	9%
		Lula	41	13.7	0%	0%
		Oakwood	887	295.7	1%	23%
	Houston	Centerville	190	63.3	4%	13%
		Perry	2,169	723.0	2%	6%
		Robins AFB	93	31.0	1%	4%
		Warner Robins	7,257	2,419.0	1%	4%
	Jackson	Arcade	201	67.0	2%	38%
		Braselton	1,912	637.3	1%	31%
		Hoschton	179	59.7	2%	32%
		Jefferson	2,378	792.7	1%	26%
		Nicholson	68	22.7	4%	1%
		Pendergrass	11	3.7	0%	27%
		Talmo	17	5.7	0%	12%
	Liberty	Allenhurst	55	18.3	2%	13%
		Flemington	527	175.7	1%	23%
		Fort Stewart	-	-	-	-
		Gumbranch	-	-	-	-
		Hinesville	3,769	1,256.3	1%	6%
		Midway	84	28.0	15%	45%
		Riceboro	36	12.0	13%	14%
		Walthourville	180	60.0	1%	15%
	Lowndes	Dasher	15	5.0	7%	7%
		Hahira	120	40.0	3%	12%
		Lake Park	19	6.3	0%	11%
		Moody AFB	28	9.3	7%	0%
		Remerton	-	-	-	-
		Valdosta	9,723	3,241.0	4%	9%
	Muscogee	Columbus	23,301	7,767.0	1%	5%
	Newton	Covington	3,754	1,251.3	1%	13%
		Mansfield	< 5	**	**	**
		Newborn	33	11.0	3%	3%
		Oxford	7	2.3	0%	29%
		Porterdale	105	35.0	9%	13%
	Paulding	Braswell	13	4.3	0%	23%
		Dallas	949	316.3	1%	22%
		Hiram	2,295	765.0	1%	19%
	Richmond	Augusta-Richmond	32,172	10,724.0	1%	6%
		Blythe	8	2.7	0%	0%
		Hephzibah	201	67.0	1%	18%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Other Urban Counties	Spalding	East Griffin	125	41.7	4%	21%
		Experiment	338	112.7	2%	13%
		Griffin	3,968	1,322.7	3%	26%
		Orchard Hill	31	10.3	3%	0%
		Sunny Side	133	44.3	2%	4%
		Sunnyside	7	2.3	17%	14%
	Troup	Hogansville	170	56.7	4%	12%
		LaGrange	6,241	2,080.3	2%	15%
	Walker	Chattanooga Valley	90	30.0	11%	6%
		Chickamauga	224	74.7	0%	4%
		Fairview	285	95.0	5%	2%
		LaFayette	547	182.3	2%	38%
		Lookout Mountain	18	6.0	0%	11%
		Rossville	194	64.7	1%	12%
	Walton	Between	88	29.3	1%	7%
		Good Hope	14	4.7	14%	0%
		Jersey	8	2.7	0%	25%
		Monroe	2,324	774.7	2%	30%
		Social Circle	266	88.7	2%	31%
		Walnut Grove	375	125.0	1%	9%
	Whitfield	Cohutta	10	3.3	0%	20%
		Dalton	6,444	2,148.0	1%	7%
		Tunnel Hill	16	5.3	0%	31%
		Varnell	114	38.0	0%	27%
Rural Counties	Appling	Baxley	676	225.3	2%	16%
		Graham	12	4.0	0%	8%
		Surrency	-	-	-	-
	Atkinson	Pearson	74	24.7	11%	27%
		Willacoochee	36	12.0	17%	0%
	Bacon	Alma	283	94.3	3%	28%
		Rockingham	14	4.7	10%	29%
	Baker	Newton	29	9.7	4%	10%
	Baldwin	Hardwick	454	151.3	6%	10%
		Milledgeville	3,583	1,194.3	3%	15%
	Banks	Alto	12	4.0	0%	8%
		Gillsville	14	4.7	8%	14%
		Homer	75	25.0	8%	0%
		Maysville	37	12.3	0%	3%
	Ben Hill	Fitzgerald	559	186.3	5%	34%
	Berrien	Alapaha	22	7.3	26%	14%
		Enigma	28	9.3	4%	14%
		Nashville	161	53.7	1%	16%
		Ray City	23	7.7	5%	4%
	Bleckley	Allentown	43	14.3	13%	30%
		Cochran	229	76.3	8%	31%
	Brantley	Hoboken	20	6.7	10%	50%
		Nahunta	57	19.0	13%	30%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	**Brooks**	Morven	30	10.0	15%	10%
		Quitman	241	80.3	5%	42%
	Bryan	Pembroke	152	50.7	4%	54%
		Richmond Hill	2,220	740.0	3%	69%
	Burke	Girard	8	2.7	20%	38%
		Keysville	9	3.0	**	56%
		Midville	< 5	**	**	**
		Sardis	5	1.7	**	40%
		Vidette	-	-	-	-
		Waynesboro	365	121.7	6%	54%
	Butts	Flovilla	34	11.3	12%	0%
		Indian Springs	120	40.0	0%	3%
		Jackson	762	254.0	3%	40%
		Jenkinsburg	49	16.3	11%	6%
	Calhoun	Arlington	31	10.3	5%	39%
		Edison	5	1.7	**	40%
		Leary	7	2.3	**	43%
		Morgan	< 5	**	**	**
	Candler	Metter	353	117.7	5%	39%
		Pulaski	< 5	**	**	**
	Charlton	Folkston	134	44.7	4%	13%
		Homeland	9	3.0	**	89%
	Chattahoochee	Cusseta-Chattahoochee	129	43.0	2%	2%
	Chattooga	Lyerly	13	4.3	8%	8%
		Menlo	< 5	**	**	**
		Summerville	426	142.0	2%	11%
		Trion	23	7.7	0%	13%
	Clay	Bluffton	< 5	**	**	**
		Fort Gaines	27	9.0	4%	4%
	Clinch	Argyle	6	2.0	0%	0%
		Du Pont	-	-	-	-
		Fargo	-	-	-	-
		Homerville	152	50.7	6%	14%
	Coffee	Ambrose	< 5	**	**	**
		Broxton	42	14.0	10%	2%
		Douglas	1,996	665.3	4%	12%
		Nicholls	26	8.7	0%	12%
	Colquitt	Berlin	< 5	**	**	**
		Doerun	5	1.7	**	80%
		Ellenton	< 5	**	**	**
		Funston	< 5	**	**	**
		Moultrie	1,874	624.7	3%	36%
		Norman Park	42	14.0	4%	33%
	Cook	Adel	254	84.7	8%	35%
		Cecil	54	18.0	4%	6%
		Lenox	27	9.0	4%	7%
		Sparks	154	51.3	5%	11%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	**Crawford**	Knoxville	-	-	-	-
		Roberta	48	16.0	2%	6%
	Crisp	Arabi	54	18.0	12%	39%
		Cordele	955	318.3	6%	63%
	Dade	Trenton	118	39.3	2%	3%
	Dawson	Dawsonville	257	85.7	2%	2%
	Decatur	Attapulgus	-	-	-	-
		Bainbridge	1,296	432.0	7%	33%
		Brinson	18	6.0	6%	6%
		Climax	12	4.0	8%	0%
	Dodge	Chauncey	7	2.3	**	71%
		Chester	15	5.0	0%	13%
		Eastman	477	159.0	3%	45%
		Empire	10	3.3	50%	0%
		Milan	-	-	-	-
		Rhine	6	2.0	**	33%
	Dooly	Byromville	< 5	**	**	**
		Dooling	-	-	-	-
		Lilly	9	3.0	0%	0%
		Pinehurst	8	2.7	17%	25%
		Unadilla	135	45.0	3%	13%
		Vienna	163	54.3	6%	20%
	Early	Blakely	315	105.0	11%	40%
		Cedar Springs	< 5	**	**	**
		Damascus	6	2.0	0%	0%
		Jakin	18	6.0	0%	11%
	Echols	Echols County	77	25.7	16%	4%
	Elbert	Bowman	24	8.0	0%	33%
		Dewy Rose	< 5	**	**	**
		Elberton	535	178.3	1%	8%
	Emanuel	Canoochee	< 5	**	**	**
		Garfield	< 5	**	**	**
		Norristown	-	-	-	-
		Nunez	-	-	-	-
		Oak Park	21	7.0	11%	10%
		Stillmore	20	6.7	9%	45%
		Summertown	-	-	-	-
		Swainsboro	768	256.0	3%	35%
		Twin City	73	24.3	2%	23%
	Evans	Bellville	< 5	**	**	**
		Claxton	260	86.7	6%	43%
		Daisy	15	5.0	7%	0%
		Hagan	29	9.7	0%	52%
	Fannin	Blue Ridge	247	82.3	2%	36%
		Epworth	8	2.7	0%	0%
		McCaysville	55	18.3	16%	20%
		Mineral Bluff	48	16.0	0%	8%
		Morganton	23	7.7	9%	4%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	Franklin	Canon	37	12.3	3%	5%
		Carnesville	108	36.0	10%	28%
		Franklin Springs	47	15.7	0%	17%
		Gumlog	42	14.0	8%	5%
		Lavonia	470	156.7	5%	14%
		Royston	98	32.7	1%	21%
	Gilmer	Cherry Log	6	2.0	0%	0%
		East Ellijay	575	191.7	1%	12%
		Ellijay	306	102.0	2%	35%
	Glascock	Edge Hill	-	-	-	-
		Gibson	10	3.3	29%	30%
		Mitchell	< 5	**	**	**
	Grady	Cairo	867	289.0	9%	57%
		Calvary	-	-	-	-
		Whigham	20	6.7	7%	30%
	Greene	Greensboro	306	102.0	4%	15%
		Siloam	48	16.0	0%	19%
		Union Point	61	20.3	5%	3%
		White Plains	7	2.3	0%	14%
		Woodville	< 5	**	**	**
	Habersham	Baldwin	373	124.3	1%	17%
		Clarkesville	74	24.7	1%	3%
		Cornelia	801	267.0	2%	26%
		Demorest	112	37.3	4%	50%
		Mount Airy	26	8.7	5%	23%
		Raoul	79	26.3	4%	13%
		Tallulah Falls	40	13.3	7%	25%
	Hancock	Sparta	38	12.7	12%	13%
	Haralson	Bremen	731	243.7	1%	36%
		Buchanan	58	19.3	2%	24%
		Tallapoosa	255	85.0	3%	18%
		Temple	433	144.3	2%	36%
		Waco	54	18.0	11%	48%
	Harris	Hamilton	84	28.0	2%	26%
		Pine Mountain	91	30.3	4%	42%
		Shiloh	-	-	-	-
		Waverly Hall	30	10.0	0%	37%
		West Point	419	139.7	5%	58%
	Hart	Bowersville	37	12.3	3%	3%
		Eagle Grove	20	6.7	0%	0%
		Hartwell	945	315.0	0%	30%
		Reed Creek	81	27.0	5%	1%
	Heard	Centralhatchee	21	7.0	10%	0%
		Ephesus	5	1.7	40%	0%
		Franklin	132	44.0	1%	40%
	Irwin	Ocilla	107	35.7	1%	37%
	Jasper	Monticello	205	68.3	3%	13%
		Shady Dale	7	2.3	0%	14%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	**Jeff Davis**	Denton	-	-	-	-
		Hazlehurst	536	178.7	2%	22%
		Satilla	5	1.7	20%	0%
	Jefferson	Avera	-	-	-	-
		Bartow	-	-	-	-
		Louisville	138	46.0	5%	27%
		Matthews	-	-	-	-
		Stapleton	< 5	**	**	**
		Wadley	87	29.0	3%	29%
		Wrens	168	56.0	1%	13%
	Jenkins	Millen	146	48.7	14%	10%
		Perkins	-	-	-	-
	Johnson	Adrian	10	3.3	11%	10%
		Kite	< 5	**	**	**
		Wrightsville	71	23.7	8%	13%
	Jones	Gray	273	91.0	0%	42%
	Lamar	Aldora	< 5	**	**	**
		Barnesville	321	107.0	3%	12%
		Milner	35	11.7	3%	17%
	Lanier	Lakeland	97	32.3	0%	47%
	Laurens	Cadwell	6	2.0	17%	0%
		Dexter	5	1.7	0%	0%
		Dublin	2,003	667.7	3%	30%
		Dudley	31	10.3	14%	10%
		East Dublin	300	100.0	7%	16%
		Montrose	8	2.7	13%	0%
		Rentz	15	5.0	13%	0%
	Lee	Leesburg	229	76.3	0%	18%
		Smithville	9	3.0	0%	11%
	Lincoln	Lincolnton	24	8.0	6%	33%
	Long	Ludowici	124	41.3	0%	32%
	Lumpkin	Dahlonega	598	199.3	1%	2%
	Macon	Ideal	-	-	-	-
		Marshallville	< 5	**	**	**
		Montezuma	121	40.3	0%	15%
		Oglethorpe	23	7.7	0%	26%
	Madison	Carlton	-	-	-	-
		Colbert	63	21.0	2%	16%
		Comer	40	13.3	9%	18%
		Danielsville	66	22.0	0%	14%
		Hull	-	-	-	-
		Ila	61	20.3	7%	5%
	Marion	Buena Vista	45	15.0	14%	22%
	McDuffie	Dearing	28	9.3	4%	7%
		Harlem	158	52.7	1%	41%
		Thomson	572	190.7	4%	43%
	McIntosh	Darien	85	28.3	3%	15%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	**Meriwether**	Gay	-	-	-	-
		Greenville	41	13.7	4%	44%
		Lone Oak	< 5	**	**	**
		Luthersville	37	12.3	6%	5%
		Manchester	219	73.0	0%	26%
		Warm Springs	15	5.0	0%	20%
		Woodbury	18	6.0	0%	17%
	Miller	Boykin	5	1.7	0%	0%
		Colquitt	93	31.0	2%	31%
	Mitchell	Baconton	25	8.3	39%	8%
		Camilla	469	156.3	2%	52%
		Pelham	177	59.0	5%	63%
		Sale City	< 5	**	**	**
	Monroe	Culloden	-	-	-	-
		Forsyth	820	273.3	2%	40%
	Montgomery	Ailey	10	3.3	11%	10%
		Alston	10	3.3	0%	0%
		Higgston	51	17.0	6%	2%
		Mount Vernon	56	18.7	12%	23%
		Tarrytown	< 5	**	**	**
		Uvalda	19	6.3	11%	0%
	Morgan	Bostwick	32	10.7	13%	28%
		Buckhead	< 5	**	**	**
		Madison	785	261.7	2%	32%
		Rutledge	19	6.3	7%	26%
	Murray	Chatsworth	378	126.0	0%	3%
		Eton	85	28.3	1%	5%
	Oconee	Bishop	80	26.7	1%	5%
		Bogart	40	13.3	0%	8%
		North High Shoals	13	4.3	0%	15%
		Watkinsville	299	99.7	1%	13%
	Oglethorpe	Arnoldsville	9	3.0	0%	11%
		Crawford	49	16.3	0%	31%
		Lexington	19	6.3	0%	5%
		Maxeys	< 5	**	**	**
	Peach	Byron	848	282.7	2%	30%
		Fort Valley	811	270.3	9%	31%
	Pickens	Jasper	678	226.0	4%	4%
		Talking Rock	< 5	**	**	**
	Pierce	Blackshear	375	125.0	5%	61%
		Offerman	15	5.0	21%	7%
		Patterson	24	8.0	14%	13%
	Pike	Concord	-	-	-	-
		Hilltop	8	2.7	0%	25%
		Meansville	-	-	-	-
		Molena	13	4.3	**	69%
		Williamson	24	8.0	0%	29%
		Zebulon	267	89.0	1%	28%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	**Polk**	Aragon	50	16.7	0%	62%
		Cedartown	896	298.7	3%	45%
		Rockmart	453	151.0	2%	28%
		Taylorsville	7	2.3	0%	0%
	Pulaski	Hawkinsville	101	33.7	9%	5%
	Putnam	Crooked Creek	14	4.7	0%	14%
		Eatonton	599	199.7	3%	13%
	Quitman	Georgetown-Quitman	89	29.7	12%	4%
	Rabun	Clayton	435	145.0	1%	35%
		Dillard	92	30.7	3%	28%
		Mountain City	131	43.7	4%	42%
		Sky Valley	10	3.3	0%	50%
		Tiger	13	4.3	9%	15%
	Randolph	Coleman	-	-	-	-
		Cuthbert	61	20.3	2%	28%
		Shellman	8	2.7	0%	25%
	Schley	Ellaville	25	8.3	8%	4%
	Screven	Hiltonia	-	-	-	-
		Newington	< 5	**	**	**
		Oliver	10	3.3	20%	0%
		Rocky Ford	-	-	-	-
		Sylvania	107	35.7	4%	27%
	Seminole	Donalsonville	124	41.3	4%	18%
		Iron City	< 5	**	**	**
	Stephens	Avalon	32	10.7	13%	0%
		Martin	18	6.0	0%	17%
		Toccoa	817	272.3	2%	34%
	Stewart	Lumpkin	11	3.7	9%	0%
		Richland	37	12.3	0%	3%
	Sumter	Americus	1,823	607.7	3%	40%
		Andersonville	< 5	**	**	**
		De Soto	-	-	-	-
		Leslie	11	3.7	0%	18%
		Plains	5	1.7	0%	0%
	Talbot	Geneva	-	-	-	-
		Junction City	< 5	**	**	**
		Talbotton	25	8.3	5%	12%
		Woodland	< 5	**	**	**
	Taliaferro	Crawfordville	24	8.0	13%	38%
		Sharon	< 5	**	**	**
	Tattnall	Cobbtown	-	-	-	-
		Collins	< 5	**	**	**
		Glennville	245	81.7	3%	40%
		Manassas	-	-	-	-
		Mendes	-	-	-	-
		Reidsville	162	54.0	6%	25%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	**Taylor**	Butler	56	18.7	4%	52%
		Howard	-	-	-	-
		Reynolds	8	2.7	**	50%
	Telfair	Jacksonville	< 5	**	**	**
		Lumber City	7	2.3	**	43%
		McRae-Helena	157	52.3	7%	20%
		Scotland	5	1.7	**	20%
	Terrell	Bronwood	< 5	**	**	**
		Dawson	237	79.0	9%	71%
		Parrott	7	2.3	14%	0%
		Sasser	10	3.3	40%	0%
	Thomas	Barwick	< 5	**	**	**
		Boston	61	20.3	17%	33%
		Coolidge	8	2.7	0%	0%
		Meigs	21	7.0	11%	14%
		Ochlocknee	27	9.0	11%	30%
		Pavo	11	3.7	0%	18%
		Thomasville	2,043	681.0	3%	36%
	Tift	Omega	14	4.7	38%	43%
		Phillipsburg	66	22.0	0%	21%
		Tifton	2,138	712.7	1%	14%
		Ty Ty	7	2.3	0%	0%
		Unionville	172	57.3	1%	20%
	Toombs	Lyons	481	160.3	4%	17%
		Santa Claus	18	6.0	0%	0%
		Vidalia	1,467	489.0	3%	9%
	Towns	Hiawassee	134	44.7	2%	7%
		Tate City	-	-	-	-
		Young Harris	35	11.7	0%	9%
	Treutlen	Soperton	93	31.0	2%	32%
	Turner	Ashburn	161	53.7	4%	57%
		Rebecca	-	-	-	-
		Sycamore	11	3.7	0%	0%
	Twiggs	Danville	6	2.0	**	33%
		Jeffersonville	28	9.3	7%	50%
	Union	Blairsville	285	95.0	1%	16%
	Upson	Hannahs Mill	320	106.7	3%	33%
		Lincoln Park	24	8.0	14%	42%
		Salem	< 5	**	**	**
		Sunset Village	20	6.7	0%	10%
		The Rock	15	5.0	0%	20%
		Thomaston	1,087	362.3	1%	41%
		Yatesville	13	4.3	0%	54%
	Ware	Deenwood	46	15.3	4%	0%
		Waycross	2,302	767.3	2%	31%
	Warren	Camak	< 5	**	**	**
	Warren	Norwood	< 5	**	**	**
		Warrenton	38	12.7	4%	32%

Region	County	Census Designated Place	Total Count [2022-2024]	Average	% Un-Restrained [based on known]	% Unknown Restraint Use
Rural Counties	**Washington**	Davisboro	13	4.3	17%	8%
		Deepstep	-	-	-	-
		Harrison	< 5	**	**	**
		Oconee	5	1.7	**	20%
		Riddleville	-	-	-	-
		Sandersville	590	196.7	2%	40%
		Tennille	61	20.3	3%	39%
	Wayne	Jesup	1,170	390.0	4%	38%
		Odum	34	11.3	0%	21%
		Screven	17	5.7	8%	24%
	Webster	Webster County	76	25.3	16%	3%
	Wheeler	Alamo	12	4.0	0%	58%
		Glenwood	19	6.3	11%	5%
	White	Cleveland	488	162.7	2%	38%
		Helen	66	22.0	5%	42%
		Sautee-Nacoochee	25	8.3	0%	56%
		Yonah	45	15.0	3%	36%
	Wilcox	Abbeville	13	4.3	0%	54%
		Pineview	5	1.7	**	60%
		Pitts	< 5	**	**	**
		Rochelle	32	10.7	5%	31%
		Seville	< 5	**	**	**
	Wilkes	Rayle	< 5	**	**	**
		Tignall	< 5	**	**	**
		Washington	70	23.3	22%	4%
	Wilkinson	Gordon	128	42.7	6%	44%
		Irwinton	33	11.0	5%	33%
		Ivey	22	7.3	0%	32%
		McIntyre	32	10.7	0%	28%
		Toomsboro	< 5	**	**	**
	Worth	Poulan	21	7.0	0%	38%
		Sumner	12	4.0	0%	0%
		Sylvester	468	156.0	4%	28%
		Warwick	5	1.7	**	60%