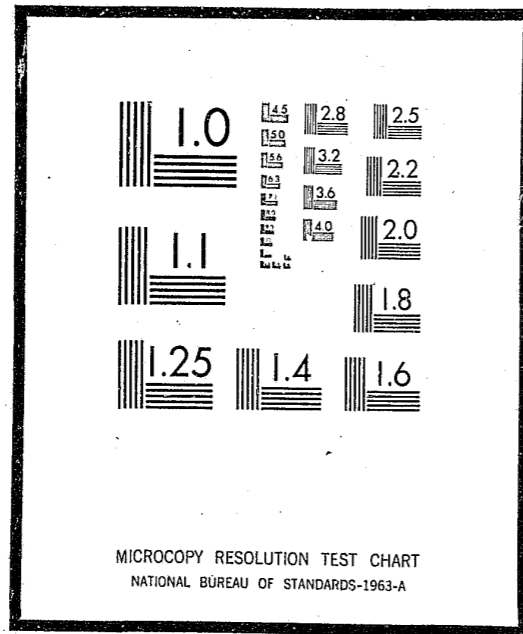


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U.S. DEPARTMENT OF JUSTICE
LAW ENFORCEMENT ASSISTANCE ADMINISTRATION
NATIONAL CRIMINAL JUSTICE REFERENCE SERVICE
WASHINGTON, D.C. 20531

Date filmed, 11/18/75

1973 ANNUAL REPORT,

1973

Georgia

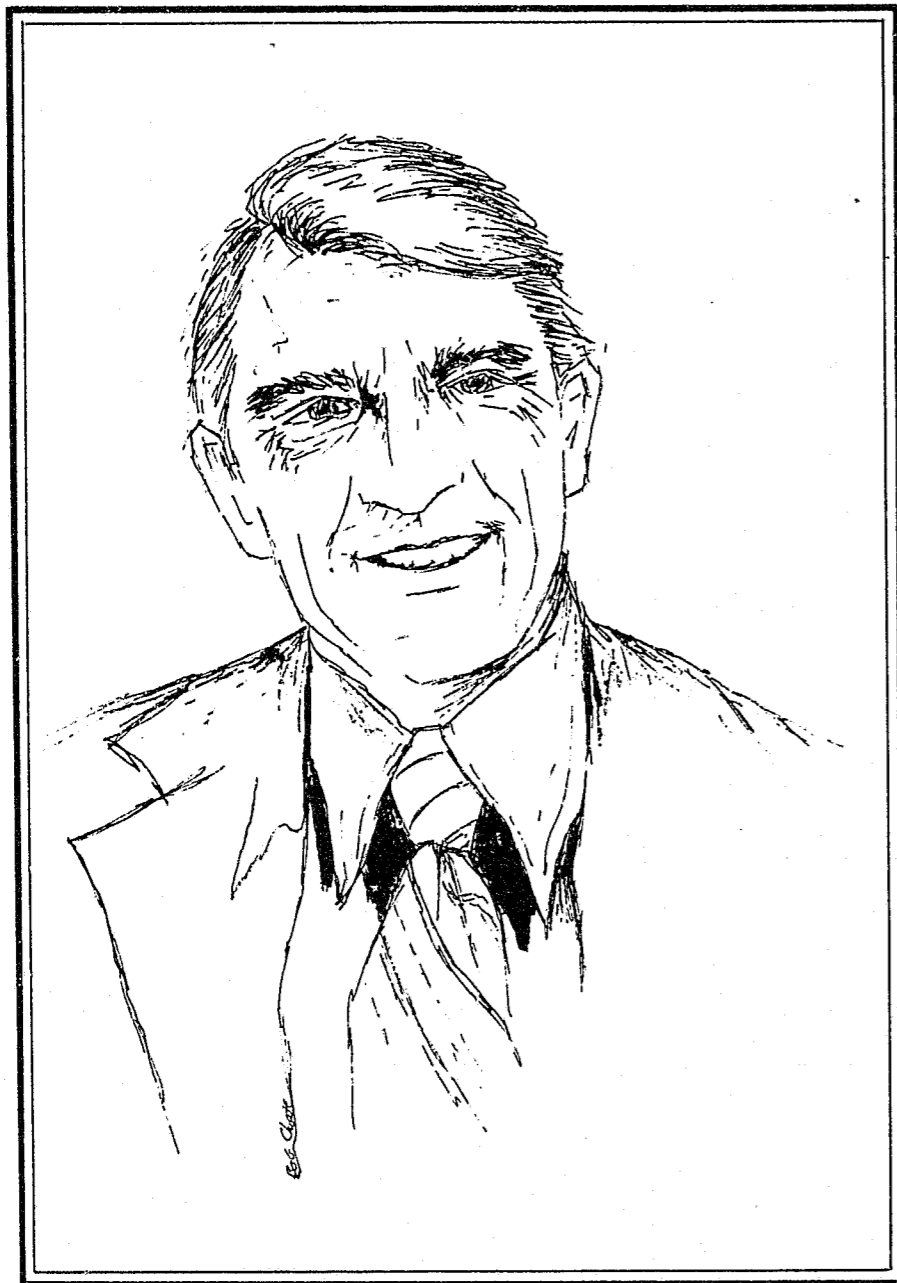
DEPARTMENT
OF PUBLIC
SAFETY

PREPARED BY THE PUBLIC INFORMATION OFFICE

EDITED BY BILL WILSON
LAYOUT, DESIGN, ILLUSTRATIONS BY BOB CHOATE
COMPOSITION DIANE MOORE

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COLONEL HERMAN COFER
Commissioner



Department of Public Safety

Post Office Box 1456

Atlanta, Georgia 30301

January 1974

COLONEL J. H. COFER
COMMISSIONER

LT. COL. PORTER WEAVER
DEPUTY COMMISSIONER

Governor Jimmy Carter
Members of the General Assembly
Georgia Citizens

Gentlemen:

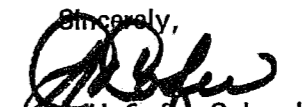
Please accept the Georgia Department of Public Safety's 1973 Annual Report, summaries and highlights of our activities for last year. Because the Georgia Bureau of Investigation assumed an autonomous status by vote of the Board of Public Safety in 1973, highlights of their activities will be submitted in their own report. The Department of Public Safety consists primarily of the Georgia State Patrol and Division of Staff Services.

Georgia set several new records again last year on our highways. The number of registered vehicles hit an all time high; the number of licensed drivers also reached a new high; the number of miles traveled reached a new high. Unfortunately, we also set a new record for the number of persons killed in traffic mishaps on our highways. At the end of the year 1,912 persons had died. The effects of the energy crisis and lower speeds had not at that time taken effect on our motorized society.

In an attempt to cope with ever increasing problems of enforcement of traffic laws, the Georgia State Patrol undertook several new and innovative programs in 1973 as part of its traditional role of progressiveness. These programs included extra pay for troopers working on their off duty hours, an aircraft enforcement program, special training in pursuit driving techniques, and continued emphasis on in-service and college level training for many members of the Department. All these endeavors were highly successful but still were not enough to stem the rising tide of traffic deaths.

Our greatest single need at present is more manpower and better pay. Each trooper, when he goes on duty, is faced with 350 miles of road to patrol, an average of 10,000 vehicles and an average of 2,000 violators. This is an almost incredible fact for each trooper to daily face considering all the other lifesaving duties he is called upon to perform.

The members of this Department at both the field and headquarters level continue to strive for excellence and efficiency sometimes facing insurmountable obstacles. They need your support and concern to give the citizens of Georgia the service they need, demand and deserve.

Sincerely,

J. H. Cofer, Colonel
Commissioner



Executive Department
Atlanta 30334

Jimmy Carter
GOVERNOR



Colonel J. H. Cofer
Commissioner
Department of Public Safety

Dear Herman:

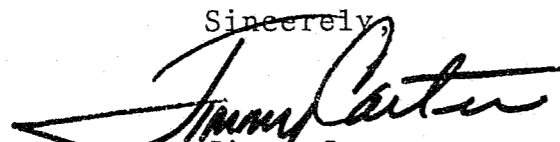
My commendations and thanks to you and to each member of the Department of Public Safety for your service to all Georgians throughout this past year. I am glad to have this opportunity through your 1973 Annual Report to express my gratitude to all of your employees who work so diligently and in a usually unheralded way.

One of the major responsibilities of, and in fact reasons for, government is to assure a safe environment for all people so that they may live free from fear for themselves and their families. Not many of us ever stop to think of the importance of the role that you play in that freedom from fear. Yours too often is a thankless job that requires more stringent characteristics than does any other profession -- self-control, intelligence, understanding, compassion, and selflessness.

I am proud of the advances that the Department of Public Safety has made in recent years and am certain that the benefits of these changes will become more and more apparent as they continue to be implemented. Some of the more recent innovations from which results are already evident are use of the seat belt convincer, the pursuit driving course at Road Atlanta, the use of aircraft in enforcement, the Selective Enforcement Task Force, and more intensive in-service and college level training for members of the Department.

You have my full support in your efforts, and I urge each member of the Department to let me know if I can ever be of service to you personally or if you ever have any suggestions on how I can help to make your difficult job easier or more effective.

Sincerely,


Jimmy Carter

JIMMY CARTER
Governor of Georgia
CHAIRMAN

DR. ALLEN AULT
Deputy Commissioner
Department of Offender Rehabilitation

ARTHUR K. BOLTON
Attorney General
Department of Law

LANE JOHNSTON
District Attorney's Association
Statesboro, Georgia

JIMMY BLOODWORTH
Sheriff
Bibb County

E. H. "RED" BURRUSS
Chief
Cobb County Police Department

**BOARD
OF
PUBLIC
SAFETY**

CALVIN KEMPER
Member at large
Jonesboro, Georgia

JOHN KENNEDY
Attorney
Member at large
Atlanta

TED KING
Member at large
Atlanta, Georgia

In Memoriam

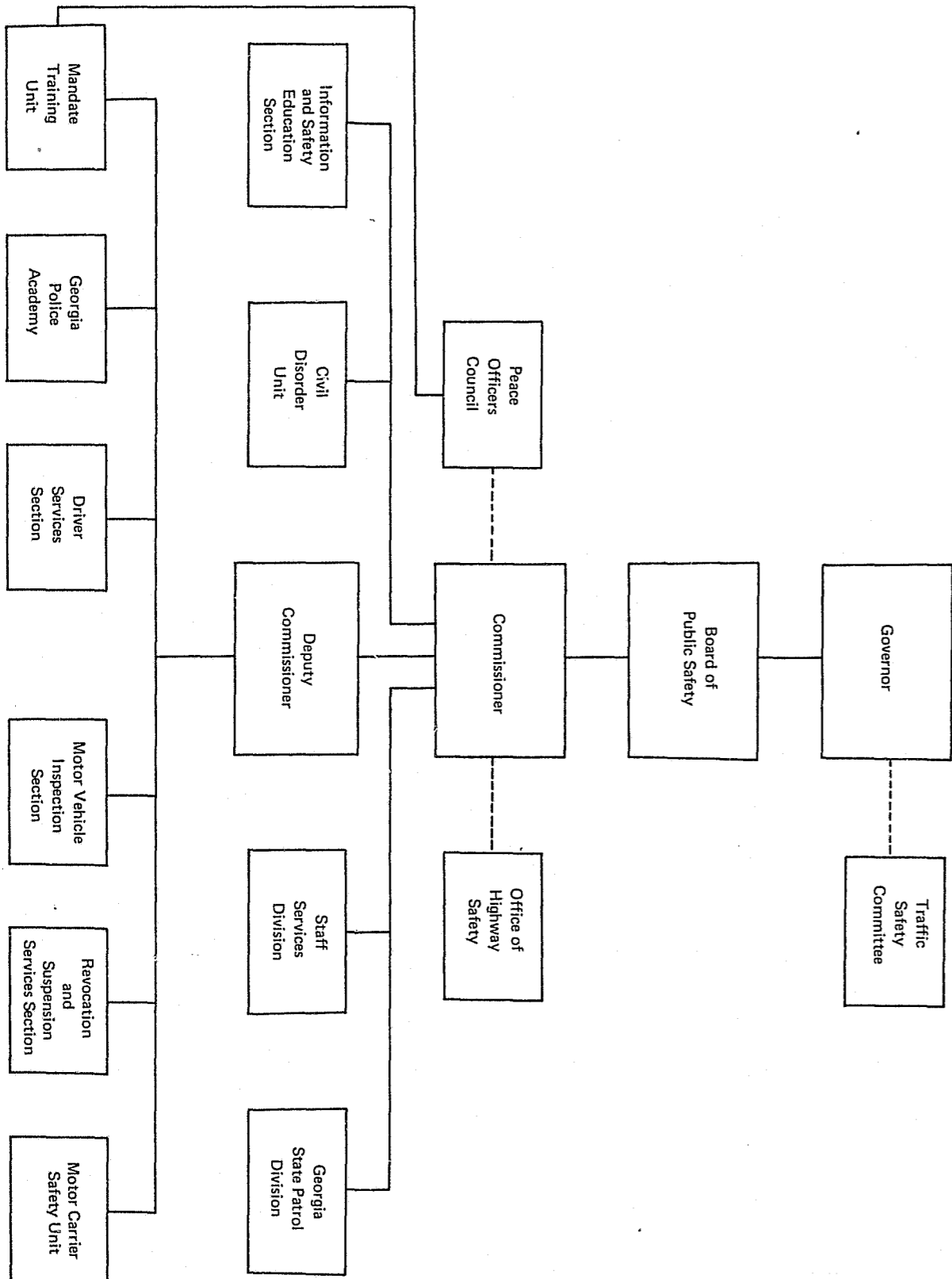
During 1973, the death of 3 members of this Department left an inconsolable void in our ranks. The following will long be remembered for their devotion to duty and their sincere concern for the safety and welfare of others.

W. T. LILLARD
Tunnel Hill, Georgia

CHARLES L. MAXEY
Dublin, Georgia

DANIEL HUBBARD
Villa Rica, Georgia

DEPARTMENT OF PUBLIC SAFETY ORGANIZATIONAL CHART



DEPARTMENT EMPLOYEES HONORED FOR SERVICE

15 Years

Mary T. Capps
Blanche Denney
Waymon Grammer
Gwin Hutcheson
Dorothy F. Merritt
Sergeant T. O. Robinson, Jr.
Sergeant T. E. Waldrop

20 Years

License Examiner Fred Morgan
Sergeant M. E. Stevens

25 Years

Pauline Alexander
Helen English
Captain H. V. Estes
Sergeant B. L. Hilliard
Trooper H. B. Magness
Captain J. H. Quarles
Lieutenant C. R. Worthy

30 Years

Sergeant Roy Bennett
Major J. B. Dailey
George W. Earnhart
Lieutenant L. C. Miller
Sergeant Levis Wheeler
Lieutenant H. L. Wright

1973 RETIREES

During the calendar year 1973 the below named men retired from the Department of Public Safety either through disability, years of service, or by reaching the mandatory retirement age. Regardless of which route by which they retired, they all served with honor and distinction and this Department will long be grateful for the contributions they each made.

Lt. Colonel Lewis G. Bell
Trooper R. M. Taylor
Trooper R. L. Coker
Lieutenant J. E. Johnson
Captain W. E. Butler
Trooper J. B. Tuggle
Lieutenant W. I. White
Sergeant M. E. Stevens
Corporal S. B. Miles
Sergeant W. D. Wilson
Major J. J. Malone
Captain F. M. Combs
Lieutenant J. E. Hulsey
MVI Specialist J. C. Pope
MVI Specialist A. G. Putman
Trooper E. J. Whittaker
Captain W. R. Briggs
Lieutenant O. G. Douglas

COMMISSIONER'S OFFICE

PUBLIC INFORMATION OFFICE
SAFETY EDUCATION
POLICE ACADEMY
CIVIL DISORDER UNIT

PUBLIC INFORMATION OFFICE

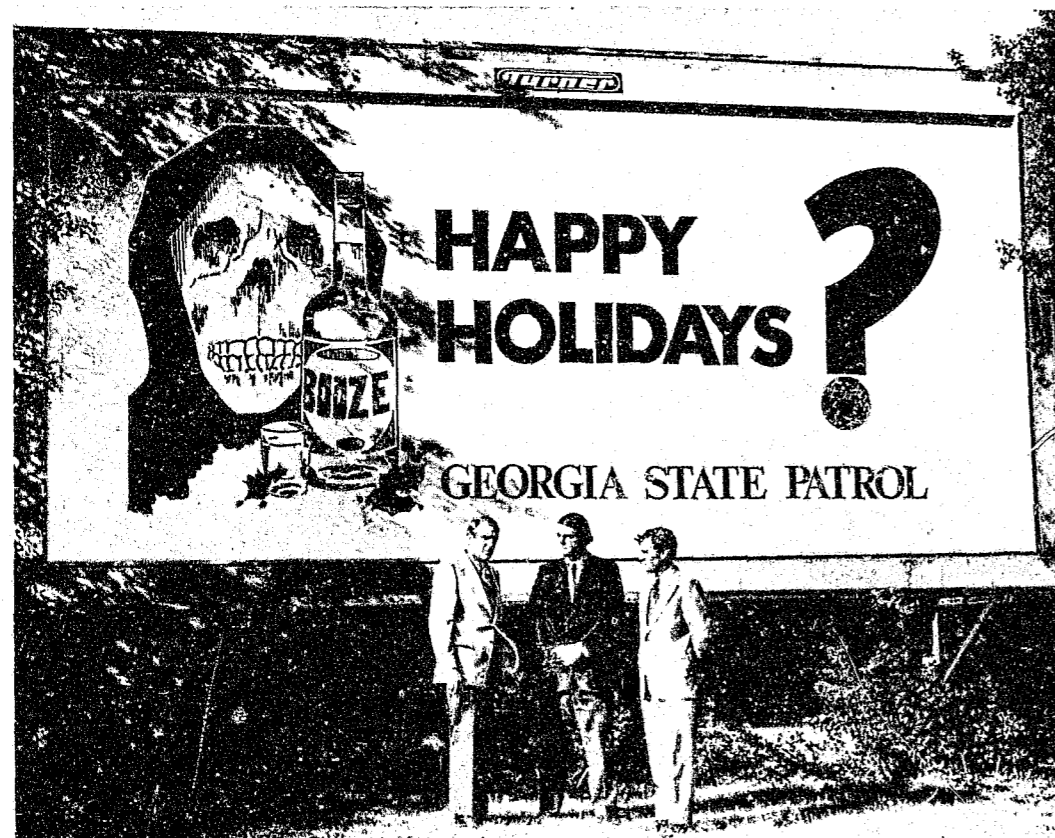
Informing the public about functions and activities of the Department of Public Safety is the primary function of the Public Information Office. In 1973 an unprecedented number of requests for assistance in informing the public were received by the office, ranging from simple calls about driver licenses to major coordinated efforts with national network news operations at times. Most of the activities of the office center around liaison and assistance to the state's news media in matters relating to Department functions.

Several hundred specially prepared news releases were prepared and mailed to news outlets in the state in 1973 which in turn generated further stories and information at the local State Patrol Post level resulting in greater public awareness and knowledge of local activities.

A new demension in promoting traffic safety by the Department was reached in 1973 by the addition of a graphic arts department to the Public Information Office. Some of the activities in this area included specially and custom prepared television slides and public service announcements for the state's television stations and initial work on a series of traffic safety pamphlets which will eventually cover 35 or more safety subjects for use by members of the Department in promoting safety. An outdoor billboard campaign stressing the dangers of drinking and driving and the value of seat belt usage was conducted during Christmas of 1973 with 150 billboards posted at no cost to the Department all over the state.

In addition to dissemination of public information, the Public Information Office has responsibility for a quarterly Department magazine reporting on activities, recognition of members, new laws and actions in the traffic safety area at both the state and federal levels.

At other times the office provides frequent advice, counsel, assistance and information to other divisions of the Department in getting news and public information before the general populace about particular operations of the Department.



SAFETY EDUCATION UNIT

Safety Education personnel continued to place emphasis in Kindergarten, Headstart and Elementary School Programs. Pedestrian and bicycle safety continued to be the major part of the programs.

The Office of Highway Safety and the Georgia Federation of Women's Clubs worked with Safety Education Personnel in using the Seat Belt Convincer to educate the public in the use of seat belts as a means of reducing traffic deaths.

The Commercial Driving School Licensing Unit processed applications and issued licenses to thirty-three (33) schools and ninety (90) instructors.

The Safety Education personnel, assisted by other members of the Department, hosted the Public Relations and Safety Education Association Conference in August. This was a successful and beneficial conference attended by delegates from several states. These delegates also participated in workshops which provided an opportunity to exchange ideas.

All Safety Education personnel expressed their appreciation to the Training Division of the State Merit System for the excellent Instructor Training Course. This course is outstanding in its content and organization. The instructors are exceptionally well-qualified and enthusiastic in their presentation.

One of the major objectives of the Safety Education Unit is to provide support to all members of the Department.

GEORGIA POLICE ACADEMY

The year 1973 saw an ever increasing demand on the Georgia Police Academy. Schools continued to be filled to capacity several months in advance. Approximately 2,750 law enforcement officers attended scheduled classes at the academy. This does not include those agencies that utilized the facility for their on-going programs. It should be noted that in addition to this training, the Georgia Police Academy, with the cooperation of DeKalb Junior College, offers a facility where a person may obtain an Associate Degree in Criminal Justice.

There were twelve (12) Mandate Training Schools attended by 614 officers that received their basic training at the Georgia Police Academy in 1973. This figure represents almost half of the 1,307 officers that were certified under the Mandate Training Act.

There were six (6) one to three days seminars conducted at the academy during 1973. The schools included topics such as armed robbery, safe burglary, basic police photography, auto theft, the policeman and the law, and criminology from the police perspective. A total of 232 officers attended these programs.

Among the specialized schools were: One (1) Identi-Kit Training School; one (1) Three-week Police Traffic Supervision Course; one (1) Narcotics and Dangerous Drugs School, and one (1) Two-week Police Traffic Supervision Course. In addition to these, three (3) basic and one (1) Advanced Fingerprint Schools were conducted with the cooperation of the F.B.I. A total of 295 officers attended these sessions.

The Intoximeter Training Program, conducted by the State Crime Laboratory, trained 414 new operators in twenty-one (21) schools while 355 attended twenty (20) Mandatory two-day refresher courses.

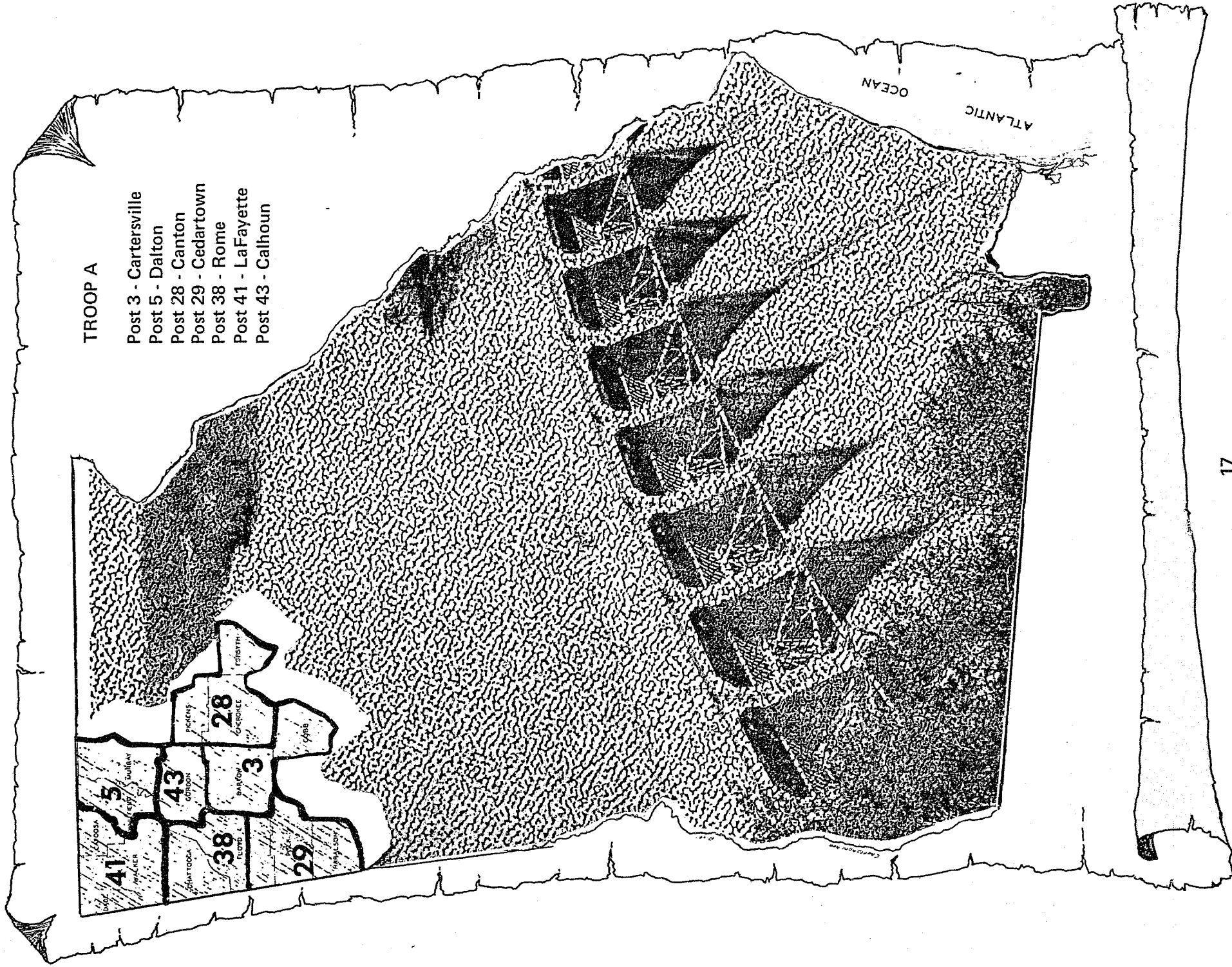
Training programs for the Department of Public Safety included two (2) 8-week Trooper Schools; 9 Trooper In-Service Schools; 6 Non-Commissioned Officers In-Service Schools; 1 Commissioned Officer In-Service School; 1 Safety Education and Implied Consent In-Service School; four 1-day Driver Services Personnel Public Relations Schools; 3 D.O.I. Basic Training Schools; 1 D.O.I. Advanced Criminology School, and 1 Accident Investigation School for the Fatal Crash Investigation Unit. A total of 829 people attended these schools.

Staff instructors continued to conduct classes throughout the state on various law enforcement subjects.

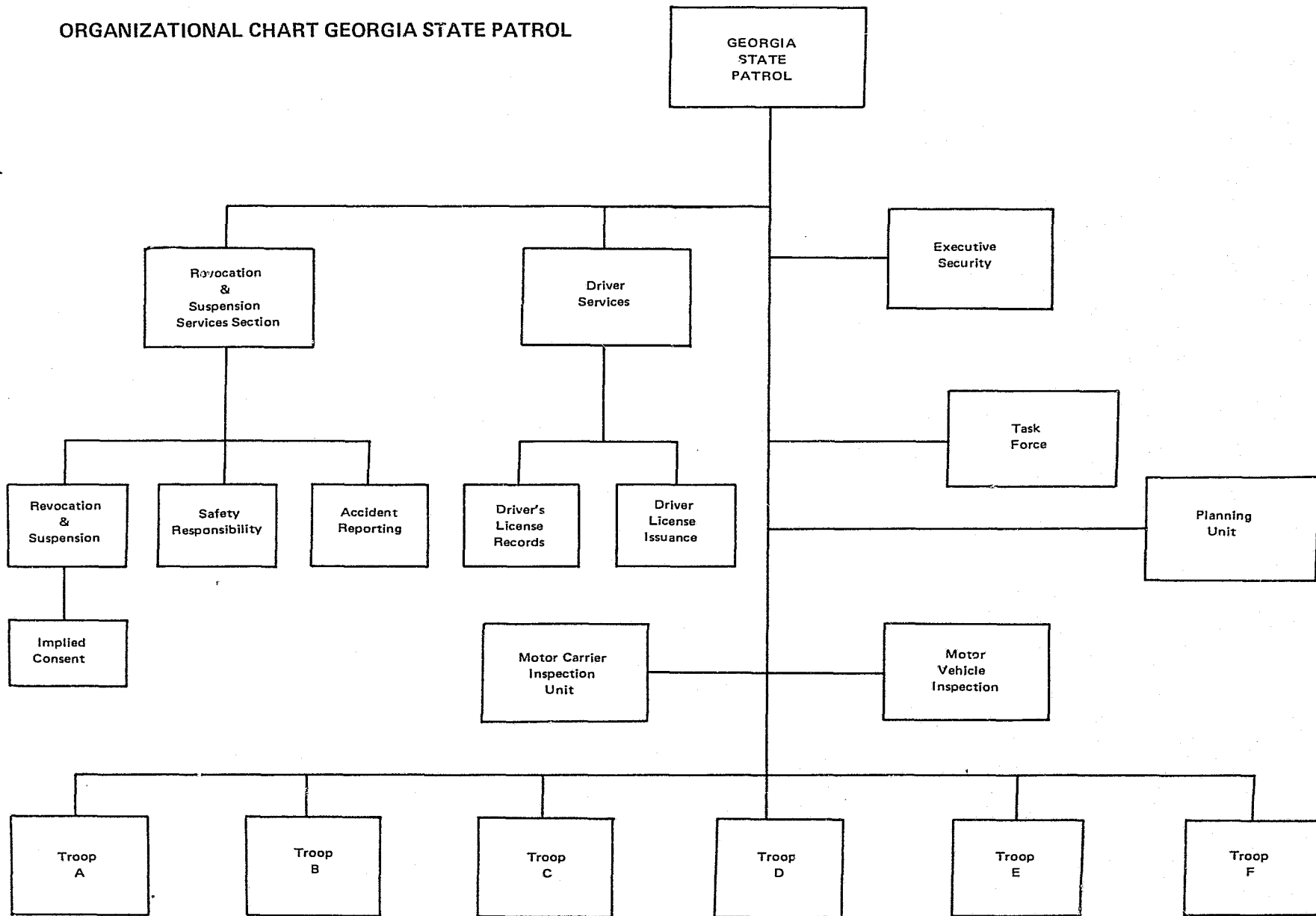


GEORGIA STATE PATROL DIVISION

FIELD TROOPS
DRIVER SERVICES
REVOCATION AND SUSPENSION
MOTOR CARRIER INSPECTION
OPERATIONS AND PLANNING
MOTOR VEHICLE INSPECTION
EXECUTIVE SECURITY
TASK FORCE



ORGANIZATIONAL CHART GEORGIA STATE PATROL



POST 3, CARTERSVILLE - TROOP A

In September of 1973 the personnel of Post 3, Cartersville moved into the new facilities just north of the old station on US 41. Post 3 has a complete driver testing course on the grounds and the applicant does not have to leave the patrol grounds.

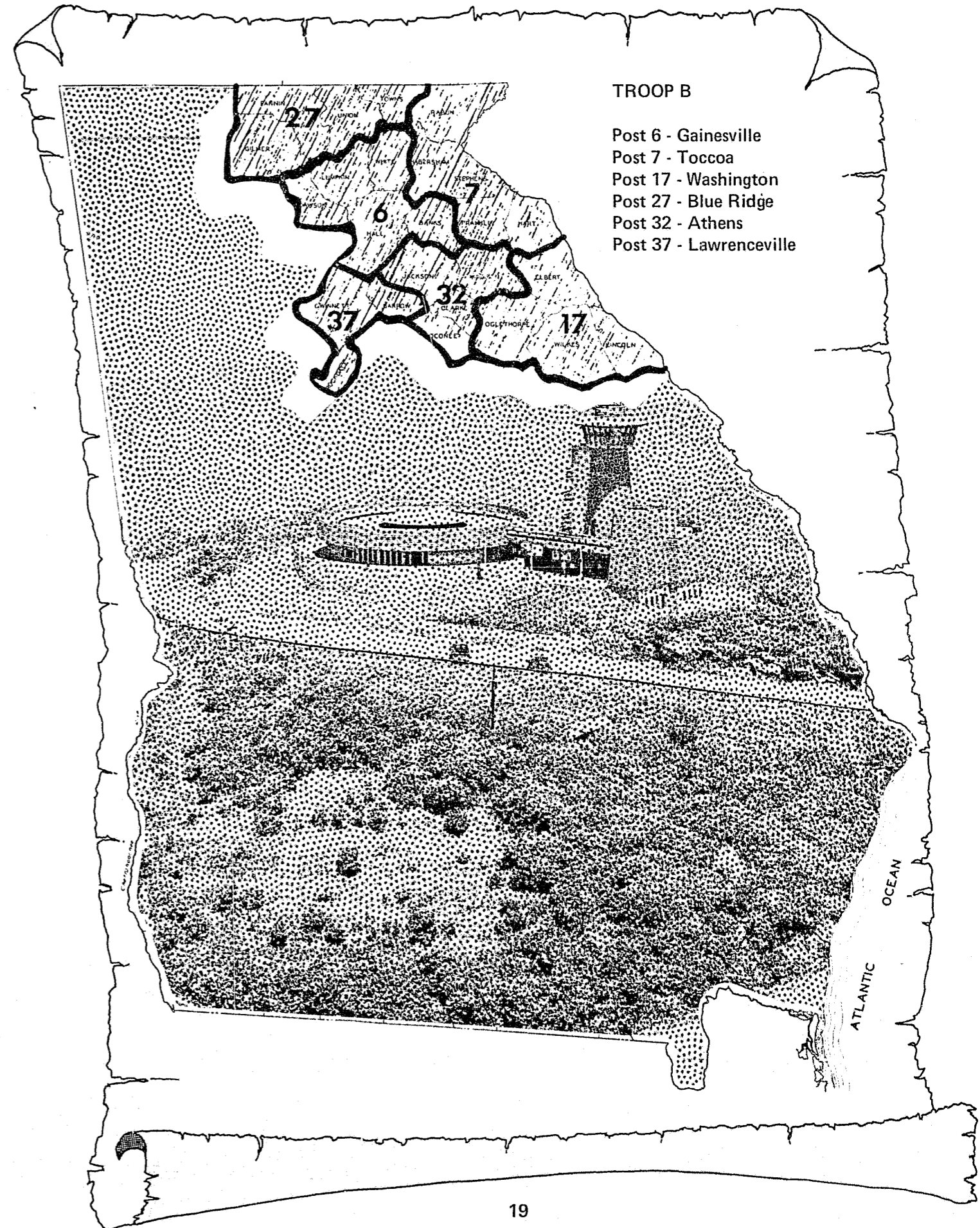
Personnel changes in 1973, saw Trooper Dwight Vaughn coming to Post 3 from Post 28 and Operator Dennis Tucker being promoted to trooper and coming to Post 3 from Post 38 - Rome.

TROOP A

Troop "A" did not experience any unusual events in 1973. However our fatalities did show a great increase, up 50. Our arrests were up troop-wide by 2548. Warnings were up by 4824 and we showed a reduction in accidents of 358.

In our Troop two of the post were fortunate enough to move into new buildings; Post 3, Cartersville and Post 5, Dalton.

In summary Troop "A" had a very quiet and prosperous year.



POST 32, ATHENS TROOP B

1. NEW BUILDING

A. The new patrol station was completed in December 1973 during the holiday season. Due to the Christmas Holidays, the moving date was set for January 3, 1974. The large spacious new facility is located on US 29 approximately four (4) miles north of the Athens city limits, in Clarke County.

2. NEW EQUIPMENT

- A. The patrol station received six (6) new Plymouth patrol cars during the 1973 year.
- B. A new Motorola Radio Console was delivered in October 1973, but was not installed until the new patrol station went in operation on January 3, 1974. The new Radio Console features three consoles built into one.
- C. During the months of November and December new furniture and appliances were received for the lounge, offices, bedrooms, kitchen and laundry room. Although the furniture and appliances were received in late 1973 it was not used until the new patrol station went into operation on January 3, 1974.
- D. A contract for the construction of a driver's test range was awarded to Clarke County in October 1973, but actual work will not begin until early summer 1974.

3. IN-SERVICE TRAINING

A. During the year of 1973 the below listed troopers received one week of in-service training at the Georgia Police Academy in Atlanta:

- January, 1973 - Trooper J. A. Crocker
Trooper J. W. Coleman
- February, 1973 - Trooper E. A. Cross
Trooper J. D. Holton
Trooper D. W. Lindsey
- March, 1973 - Trooper D. L. Lundy
Trooper R. M. Sanders
Corporal R. H. Clifton
- April, 1973 - Trooper G. E. Wright
Trooper D. L. Willis
- June, 1973 - Corporal L. E. Coley

B. The below listed personnel from Post 32, Athens attended one week of in-service training on Pursuit Driving at Road Atlanta Race Track near Gainesville.

- October, 1973 - Corporal R. H. Clifton
- November, 1973 - Trooper G. E. Wright
- December, 1973 - Trooper D. L. Lundy

Corporal R. H. Clifton was detached to Road Atlanta as an instructor in Pursuit Driving during October and November, 1973.

Trooper R. M. Sanders was detached to Road Atlanta as an instructor in Pursuit Driving during the month of December, 1973.

C. Troopers R. M. Sanders and D. L. Willis attended one week Intoximeter School at the Georgia Police Academy in October, 1973. Both troopers were graduated as qualified licensed operators.

Corporal Clifton and Trooper G. E. Wright attended a two day refresher course on the Intoximeter at the Georgia Police Academy in August, 1973.

D. Corporal R. H. Clifton attended a two day supervisions seminar at the University of Georgia in Athens during the month of August, 1973.

E. Trooper Issaac Whitehead was detached to the Georgia Police Academy to assist in training Cadet Troopers during October and November 1973.

4. ADDITION OR LOSS OF PERSONNEL

Our station consists of eleven troopers, two Corporals and one Sergeant, two License Examiners, one Clerk-typist, one Radio Operator and two Clerk-Dispatchers. During the past year our station lost one Clerk-Dispatcher (Mrs. Mary Craven) and gained one Clerk-Dispatcher (Mr. R. A. Corbitt).

5. HAPPENINGS

The Athens and Clarke County Area was struck by two tornadoes during the Spring of 1973. The first one occurred on March 31, 1973 and the second one occurred on May 28, 1973. Both these tornadoes required the dedicated personnel of Post 32 as well as the remainder of the Troop "B" to work long hard hours in providing assistance wherever necessary to get the city and community back to a functioning level.



POST 27, BLUE RIDGE – TROOP B

The Post received 3 new patrol cars.

New radios were installed at Patrol Post.

New personnel added:

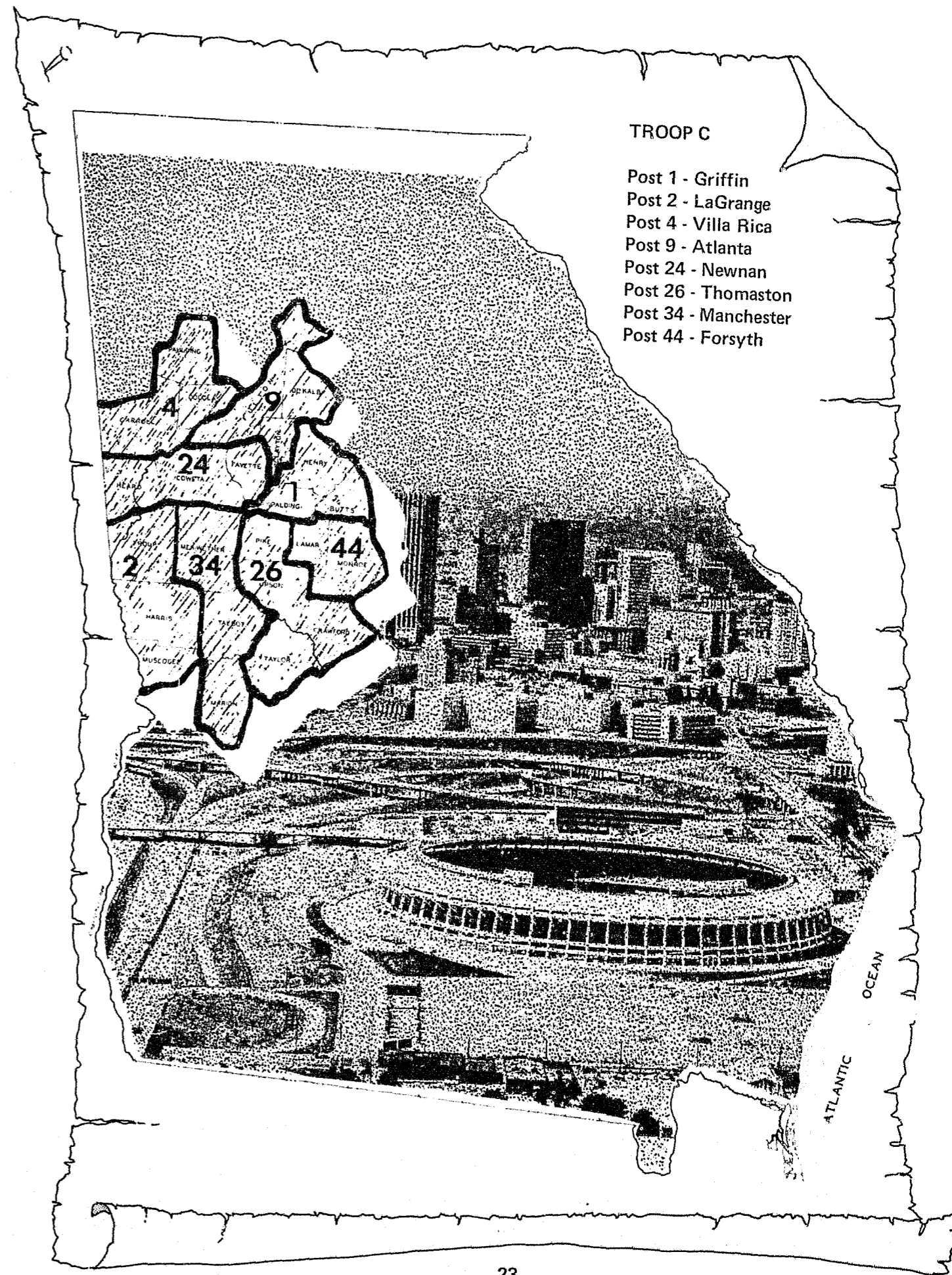
Trooper R. B. West hired June 1, 1973.

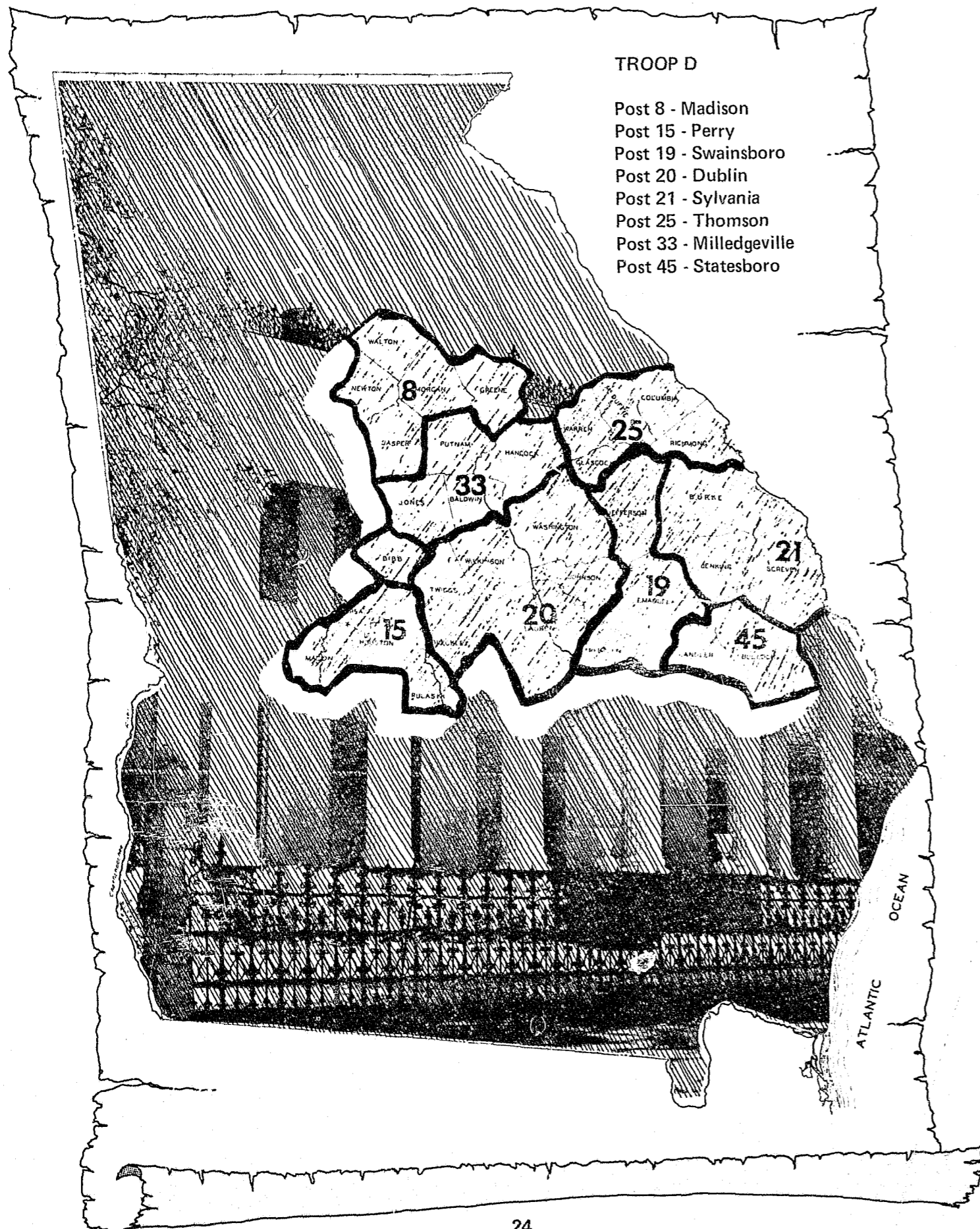
Trooper F. L. Chapman hired March 1, 1974.

Promotions:

Corporal J. L. Allen was promoted to Sergeant with MVI effective April 1, 1974.

Trooper W. C. Cannon was promoted to Corporal and stationed at Post 27, Blue Ridge effective April 1, 1974.





TROOP D

- Post 8 - Madison
- Post 15 - Perry
- Post 19 - Swainsboro
- Post 20 - Dublin
- Post 21 - Sylvania
- Post 25 - Thomson
- Post 33 - Milledgeville
- Post 45 - Statesboro

TROOP D

Troop "D" is composed of Madison, Perry, Swainsboro, Dublin, Sylvania, Thomson, Milledgeville, Statesboro, Augusta and Macon.

We are proud to have a new building under construction in Augusta for the Driver License Issuing Unit. This building should be completed during the year 1974. This building and its location will enable the personnel of the Augusta Office to better serve the people of Augusta and Richmond County.

There were improvements to the buildings and grounds of all the Posts in the Troop during the year except Post 25, Thomson and Post 33, Milledgeville. As you know Post 33 is in a new building which they moved into during the year 1972.

During the year, the traffic enforcement program throughout the Troop resulted in a reduction of 930 accidents, 181 injuries, and 25 fatalities. I would like to mention also that the Troop had a reduction of 36 fatalities during the year 1972.

The personnel of the Troop have put forth an effort to upgrade themselves as well as the Department. There were thirty-three members of the Troop enrolled in college during the year. Lieutenant R. C. Womack, Assistant Troop Commander, satisfactorily completed a course of study in Police Administration at the National Traffic Management Institute, Central Missouri State University, Warrensburg, Missouri. Sergeant D. R. Kicklighter, Post Commander, Post 21, Sylvania, satisfactorily completed a course of instructions at the FBI National Academy, Quantico, Virginia. Trooper R. I. Hardin, Post 15, Perry, satisfactorily completed a course in Fatal Crash Investigation at the Georgia Police Academy.

Several of the troopers attended the Pursuit Driving School at Road Atlanta which has been very beneficial. There has been a great reduction in patrol car accidents in the Troop since this program has been implemented.

All four of the Civil Disorder Squads and the Anti-Sniper Squad received training, which will enable them to respond more effectively to combat tactics used by dissidents of today.

**POST 19 - TROOP D
SWAINSBORO**

TOTAL ACTIVITY FOR POST 19 - 1972 & 1973 COMPARISONS

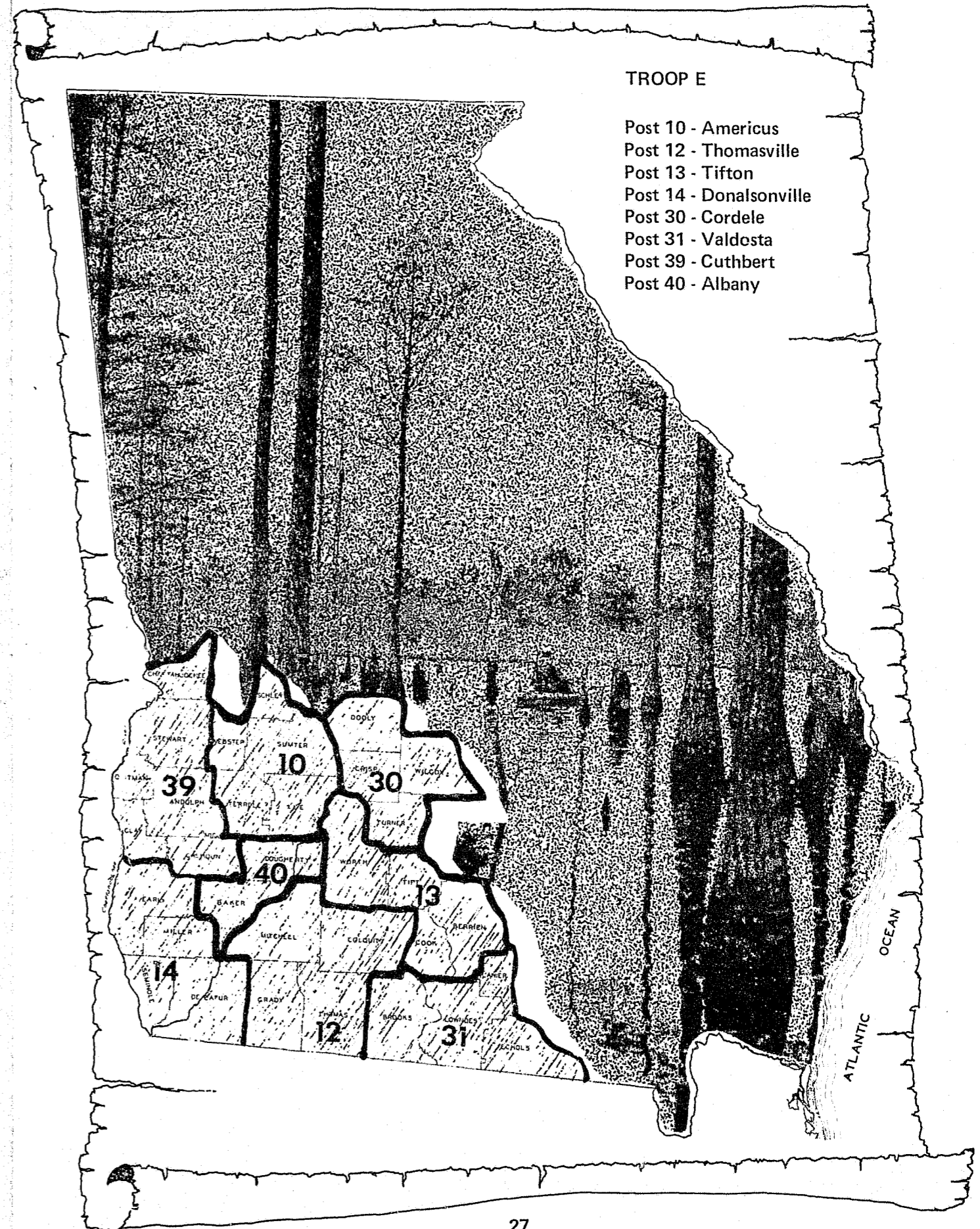
| | 1973 | 1972 | Change |
|--------------|------|------|--------|
| Accidents - | 360 | 357 | +3 |
| Injuries - | 195 | 219 | -24 |
| Fatalities - | 15 | 15 | 0 |
| Arrest - | 2775 | 3104 | -329 |
| Warnings - | 1135 | 906 | +229 |

BUILDING IMPROVEMENTS FOR 1973

1. Replaced columns on front of building.
2. Replaced doors in drivers license room.
3. Painted outside trim of building.
4. Installed new stove and remodeled kitchen cabinets.
5. Installed new Motorola Modcom Radio System, and Installed old radio system in kitchen.

NUMBER OF MEN ATTENDING COLLEGE FROM POST 19 - 3

| | | |
|--------------------------|-----------|------------------|
| Corporal E. T. Arrington | 100 Hours | Criminal Justice |
| Trooper J. L. Howell | 94 Hours | Criminal Justice |
| Examiner C. D. Smith | 100 Hours | Criminal Justice |



POST 14, DONALSONVILLE TROOP E

Compared to 1972, the fiscal year of 1973 was a little off. The major factor involved was long hours of manhunts and security details. Post 14 was involved in the manhunt of escapees from the Decatur Correctional Institute and a few months later escapees from the Decatur PWC. Both events took men off the roads and placed them in areas so that they might aid in the search. Another event that placed a detour on us was the slaying of members of the Alday Family. Security details were placed in effect and again we had to make out with shortness. However, we came through with flying colors and things did pick up to normal in between events. We managed to capture most of the escapees; plus, aid in the apprehension of subjects involved in the shooting of a GSP trooper.

Also, Post 14 received a new paint job in between. The entire building was painted inside and things look better. The new radio console was installed in the radio room.

1973 totals for activity are as follows compared to 1972:

| | | |
|--------------|--------|-----|
| Arrests - | 1513 - | 12 |
| Warnings - | 1368 - | 287 |
| Accidents- | 432 - | 74 |
| Injuries- | 286 + | 22 |
| Fatalities - | 36 + | 11 |

POST 40, ALBANY TROOP E

1973 saw the letting of bids and construction started on a new facility for Post 40, Albany. Plans are underway at present for Post 40 to be moved to this new facility on or about April 1, 1974. At present Post 40 is housed in its original and first home, which was constructed in 1941 when it was only a radio communication station, the designation it held until July 1967 when it was activated as a full patrol post.

Cost of the new structure is in excess of \$221,000.00 being built jointly by the State and Dougherty County. The new facility is located on a 5¼ acre tract south of Albany on US 19.

The new facility will be one of the most modern in the state and will house all operations, ie., Drivers License, Safety Education, and Patrol activities. It will have the most modern radio room in the state. A conference room to accommodate in excess of 40 persons. A modern and spacious lounge, kitchen area for the personnel and comfortable sleeping quarters for 10 men. There will be ample parking and a new modern driving range.

With the move to our new facility, we are looking forward to an increase in personnel at Post 40.

POST 12, THOMASVILLE TROOP E

1. New Carpet installed throughout the building.
2. New drapes installed in front of building.
3. New office for Post Commander and Assistants, with new furniture.
4. One additional Trooper added.
5. New GBI Office was built on State Patrol property.



POST 31, VALDOSTA TROOP E

1. Built new office in post with new furniture to accommodate Assistant Troop Commander.
2. One member of post received 4 year degree in Criminal Justice from Valdosta State College with 3 others attending classes at this time.
3. Installed new radio console in radio room.
4. Installed washer and dryer in post for men living in post. A gift by friends in post area.
5. Received new 8 horsepower lawn riding mower furnished by Lowndes County Commissioners.
6. Wish to report that pilot program on patrol car for each trooper proved to be very successful. Proving a considerable maintenance cost saving to our Department.

POST 13, TIFTON TROOP E

Georgia State Patrol Post 13, Tifton, under the leadership of Sergeant R. R. Floyd and Corporals T. H. Johnson and C. W. Hill has been very active in the past year. The operation of the post, the appearance of the post, and the personnel have improved to make the post a better place to work.

The personnel have changed with the addition of a Radio Operator, Kenneth Clark; a Clerk-Dispatcher, Mike McBrayer; and three troopers, Jimmy Hall, David Hinton and Freddie Taylor.

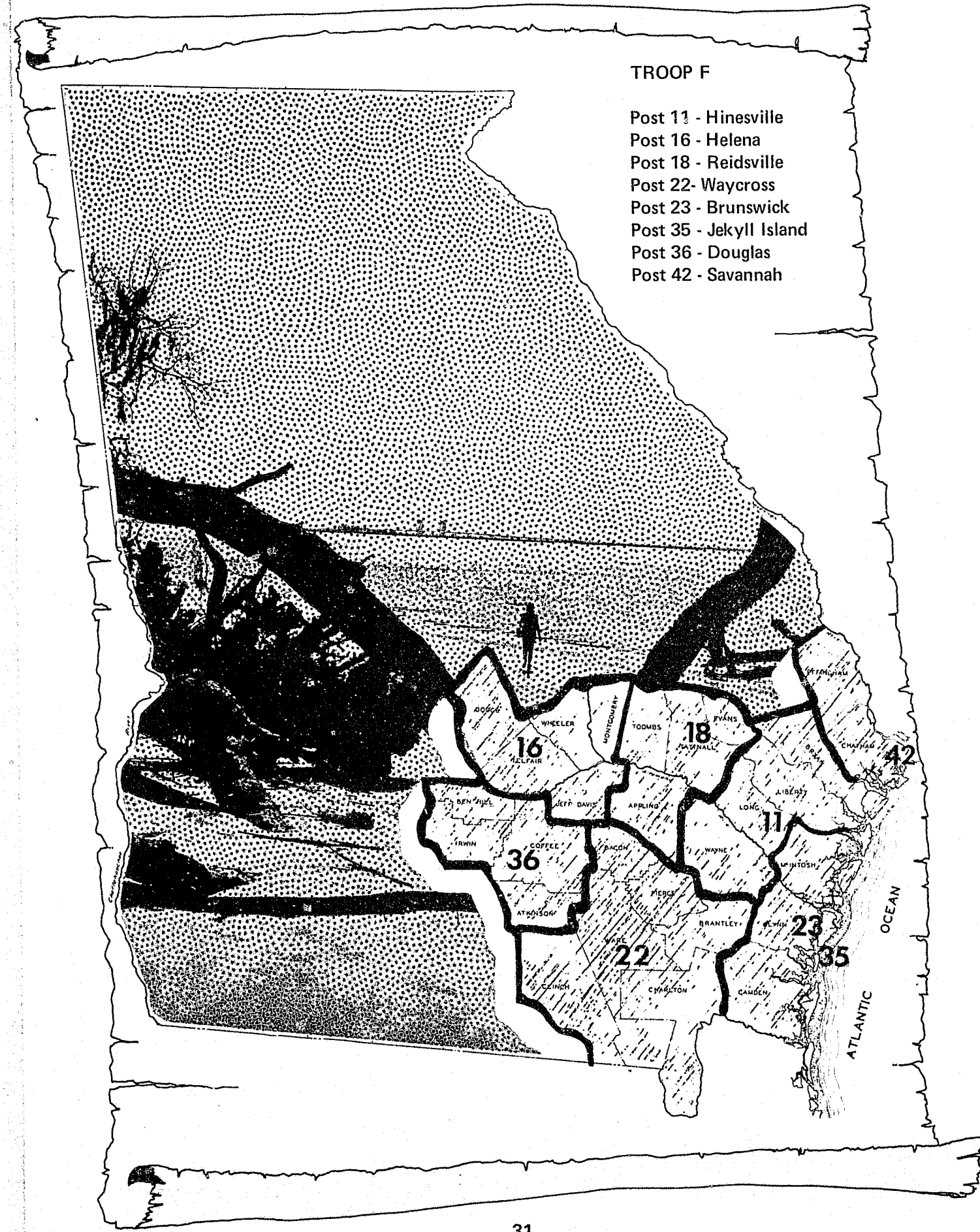
The operation of the post has been improved by the installation of a new console type radio and the continued effort for perfection on the part of all personnel.

The total activity for Post 13 for 1973 is as follows:

| | | |
|------------|---|---------|
| Arrests | - | 2,591 |
| Warnings | - | 1,579 |
| Accidents | - | 913 |
| Injuries | - | 390 |
| Fatalities | - | 32 |
| Miles | - | 369,075 |

TROOP F

- Post 11 - Hinesville
- Post 16 - Helena
- Post 18 - Reidsville
- Post 22- Waycross
- Post 23 - Brunswick
- Post 35 - Jekyll Island
- Post 36 - Douglas
- Post 42 - Savannah



POST 11, HINESVILLE TROOP F

Post 11 experienced a reduction in accidents in 1973; however, experiencing an increase in injuries and fatalities. 1972 read 489-286-27 and 1973 reads 460-308-33. Post 21 area is comprised of East Bryan County, Liberty, Long and Wayne Counties. The heavily traveled North South route US 17 has increased somewhat in traffic flow due to the completion of segments of I-95 North in Chatham County, Georgia and South Carolina and the completion of I-95 South from the Liberty-McIntosh County line South into Glynn County, Georgia. This has resulted in a shift of north south Florida traffic from US 301 to I-95 and US 17. US 301 still has a substantial daytime flow; however, at night the traffic is light except for local traffic and some interstate commercial traffic.

In 1973 Post 11 had six uniform members enrolled in the Criminal Justice Program at South Georgia College, Douglas, Georgia and one member enrolled at Georgia Southern College, Statesboro, Georgia.

Physical improvements consisted of repainting the outside trim and repainting the inside of the post quarters.

POST 16, HELENA - TROOP F

In January Myrtle Horton was employed as a clerk-typist to assist the License Examiner. In June South Georgia College in Douglas was the setting as Lieutenant T. R. Walker (MVI), Corporal R. L. Jones, Trooper E. F. Harley, Trooper Wilmer Sheffield and Radio Operator A. J. Bacon received Associate Degrees in Criminal Justice. One additional patrol car was assigned to this post. A new radio console was installed. The emergency generator was replaced along with a new heating and air conditioning system. The post was further improved by having the parking area for patrol cars paved.

POST 36, DOUGLAS — TROOP F

Sergeant W. W. Clements of Post 36 graduated from the 96th Session of the FBI Academy held in Quantico, Virginia.

Post 36 improved facilities in 1973 by repairing the carport at a cost of \$2,200.

POST 23, BRUNSWICK TROOP F

The major traffic problems for Post 23 came in two areas during 1973.

One major problem is hopefully a limited one. This is the stretch of US 17 between the completed portions of I-95 from Brunswick to Woodbine, Georgia. Traffic is bottle-necked on this 28 miles of primarily 2-lane road causing an almost perpetual north-south traffic jam.

The other major traffic problem for Post 23 during 1973 was the great influx of people coming into Post 23 area from all points of the state of Georgia and the United States to take advantage of the many recreational facilities the area has to offer.

These two traffic problems compounded each other as US 17 is the major north-south tourist route in the area and US 84 the route of the island beaches, intersection is with the area not yet served by I-95.

The troopers of Post 23 expended many man hours during the peak tourist season of 1973 directing traffic and attempting to regulate the mammoth flow of traffic in this area.

POST 18 REIDSVILLE TROOP F

Of the nineteen personnel assigned to this post, seventeen attended college classes toward a degree in Criminal Justice. Of this number ten completed two years at South Georgia College and received AA Degrees. Others are still attending South Georgia College. Eight members are presently enrolled at Georgia Southern College at Statesboro pursuing a BS Degree in Criminal Justice. During the year from five to seven courses were taught each quarter at the patrol station and State Prison Academy.

During the year, post personnel expended in excess of 480 man hours assisting in apprehending 14 escapees from Georgia State Prison here.

On October 31, 1973, Captain J. W. "Sonny" Beasley retired after 34 years of service with the State Patrol. Captain Beasley was shot and blinded on July 25, 1953 and served more than 20 years as Troop Communications Officer while blind. Captain Beasley should be highly commended for his dedication to service.

DRIVER SERVICES SECTION

LICENSE ISSUANCE UNIT

The Driver Services Section, in its efforts to provide added quality in licensing, has implemented several new programs and expanded on still other programs.

A synopsis of these programs has been prepared and will be set forth as follows:

CAREER LADDER PROGRAM

The Examiners Career Ladder, H. B. 1326, which was passed by the 1974 Session of the Georgia General Assembly and subsequently signed into law by Governor Jimmy Carter, will provide for four classifications of examiner positions - Examiner I, II, III, IV - thus, allowing an examiner to advance according to his role of responsibility, leadership potential and instructional ability.

DISTINCTIVE EXAMINER UNIFORMS

In the fall of 1973, uniforms patterned closely on the trooper's attire were selected, thus replacing the old "Civilian" type apparel.

CLASSIFIED LICENSE AND VISUAL ACUITY PROGRAMS

During 1973 the examiners were instrumental in implementing both of these statutes, as passed by the 1972 Session of the Georgia General Assembly.

AUTOMATED TESTING EQUIPMENT

A pilot project involving automated testing machines was initiated in 1973 at the Headquarters facility. This program was successful and is being expanded to other facilities. In addition 75 visual testing machines were purchased and placed into service throughout the state examining stations.

IMPROVED METROPOLITAN ATLANTA FACILITIES

In February of 1974, a 12' x 60' mobile trailer complete with automated testing equipment was installed at 7741 Roswell Road, thus affording the residents of North Atlanta a new examining facility.

A 12' x 60' mobile trailer was purchased and placed in operation in mid 1974 in DeKalb County on the Armory Grounds. This station is also equipped with automated testing equipment.

A new examining facility was constructed adjacent to the Georgia State Capitol Building. The examiners moved into these offices in January of 1974.

State funds were sought and subsequently received to establish a full service examining facility at the State Farmers Market. Construction and staffing of this facility are expected to begin on or after July 1, 1974.

Fulton County authorities have informed us that offices for the issuance of driver licenses and an off street driving range are included in the plans for the South Fulton Satellite Courthouse. Completion of this facility is expected in mid 1975.

DRIVER SERVICES SECTION Driver Records Unit

INFORMATION

| | |
|-----------|---|
| 485,651 | Driver License Records searched for credit companies, insurance companies, etc. |
| 113,824 | Driver License searches for courts, police, etc. |
| 357,513 | Conviction Reports filed. |
| 324,941 | Original applications filed. |
| 54,312 | Number of Georgia Licenses returned from other states. |
| 1,117,008 | Number of searches submitted to National Driver Registry |
| \$746,619 | Revenue received from Driver License Record Checks. |



DRIVER RECORDS UNIT

1973 was a busy and changing year for Driver Services. July 1st, supervision of Driver Records and the issuance of licenses was separated from Accident Reporting, Safety Responsibility and Revocation and Suspension.

Captain J. H. Qualres remained as Supervisor of Records and Issuance and set in motion plans to improve working conditions for the employees and service to the public.

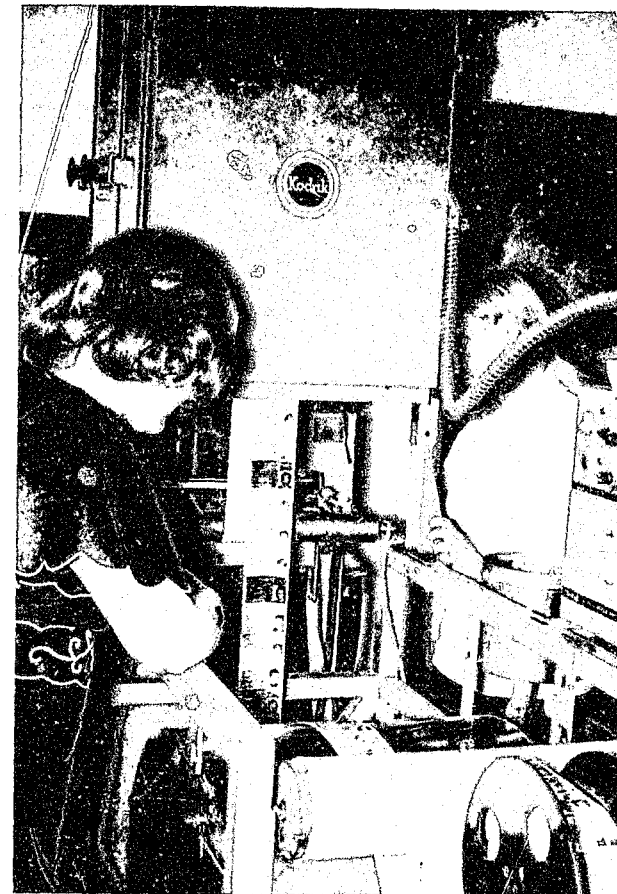
Personnel were up-graded, with definite lines of authority and job responsibility being established. This action has resulted in the orderly flow of work, increased the amount of work filed and boosted the morale of the employees. Recognition has been given to dedicated employees doing an outstanding job for the Department.

In the fall of 1973 the Motor Vehicle Reports were computerized. An update version of the computer program was begun with the hope of having the driver records fully computerized by Spring of 1974. The computerizing of the Motor Vehicle Reports eliminated approximately 120,000 requests that were backlogged, some as much as 60 days.

There were 485,000 records searched for commercial users, (insurance companies, credit companies, truck lines, etc.) which provided \$746,000 in revenue. Police Departments, courts and other government agencies requested 114,000 searches. There were over 357,000 conviction reports filed and 1,117,008 searches made thru the National Driver Registry. The file section filed 325,000 original applications for license, 80,000 of these being people moving in from out of state. Other states returned 54,000 Georgia license. This indicates 26,000 more licensed drivers came into Georgia than moved out of Georgia.

To improve service to the public, 3 telephone answering devices were installed to give the driver license schedule, in addition 2 operators handle the overload from the answering devices, plus questions not answered by the recordings.

The people who work directly with the public attended a courtesy seminar that was held at the Georgia Police Academy.



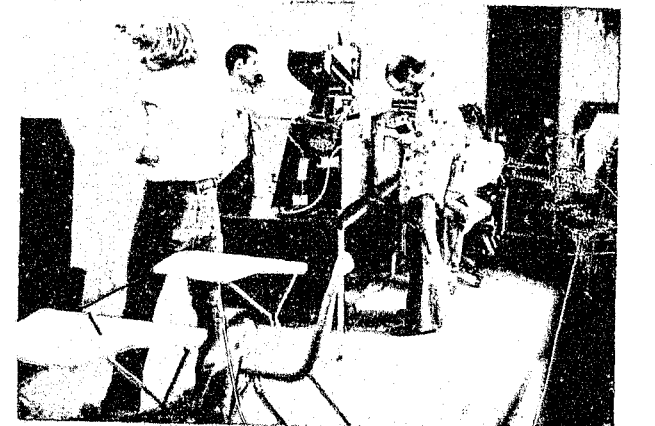
DEK Employees are shown screening license prints for color quality as they leave the photo processor.



Headquarters Examiners are pictured administering visual and knowledge examinations on the automated testing equipment to applicants for drivers license.



Lt. Hershell Hyde and Mrs. Bonnie Swanson are shown researching a drivers record on the newly installed CRT Terminal.



The new North Fulton Examining Station in Sandy Springs was an important improvement completed in 1973.

1973 DRIVER LICENSE ISSUANCE

| | | |
|---------------------------------|----------|-----------------|
| Class 1 | (2 year) | 50,427 |
| Class 1 | (4 year) | 615,830 |
| Class 1-L | (1 year) | 124,276 |
| Class 1 Vet. | (4 year) | 279,042 |
| Class 1L Vet. | (1 year) | 21 |
| Class 1 Total | | 1,069,596 |
| | | |
| Class 2 | (2 year) | 266 |
| Class 2 | (4 year) | 6,589 |
| Class 2 Vet. | (4 year) | 4,678 |
| Class 2 | (30 day) | 764 |
| Class 2 Vet. | (30 day) | 150 |
| Class 2 Total | | 12,447 |
| | | |
| Class 3 | (2 year) | 469 |
| Class 3 | (4 year) | 2,298 |
| Class 3 Vet. | (4 year) | 2,045 |
| Class 3 | (3 mo.) | 79 |
| Class 3 | (6 mo.) | 94 |
| Class 3 Vet. | (3 mo.) | 12 |
| Class 3 Vet. | (6 mo.) | 14 |
| Class 3 Total | | 5,011 |
| | | |
| Class 4 | (2 year) | 240 |
| Class 4 | (4 year) | 3,066 |
| Class 4 Vet. | (4 year) | 2,122 |
| Class 4 | (3 mo.) | 39 |
| Class 4 | (6 mo.) | 9 |
| Class 4 Vet. | (3 mo.) | 2 |
| Class 4 Vet. | (6 mo.) | 3 |
| Class 4 Total | | 5,481 |
| | | |
| Class 5 | (2 year) | 559 |
| Class 5 | (4 year) | 11,425 |
| Class 5 Vet. | (4 year) | 12,218 |
| Class 5 | (3 mo.) | 165 |
| Class 5 | (6 mo.) | 47 |
| Class 5 Vet. | (3 mo.) | 46 |
| Class 5 Vet. | (6 mo.) | 13 |
| Class 5 Total | | 24,473 |
| | | |
| Total Vet W/O Photo (Updates) | | 6,777 |
| Total Vet | | 300,608 |
| Total Duplicates | | 59,678 |
| Total All | | 1,188,297 |
| Total Retakes | | 11,611 |
| Total Void Applications | | 155,779 |
| Total Combinations Licenses | | 54,384 |
| Total Fees | | \$ 3,288,392.50 |
| Total DPS 23's | | 324,941 |
| Total Renewals | | 851,764 |
| Total Out - of - State Licenses | | 80,861 |

FAILURES (1973)

Written Tests:

| | |
|---------|--------|
| Class 1 | 75,414 |
| Class 2 | 2,684 |
| Class 3 | 1,209 |
| Class 4 | 2,417 |
| Class 5 | 2,484 |

Total 84,208

Road Tests:

| | |
|---------|--------|
| Class 1 | 29,111 |
| Class 2 | 446 |

Total 29,557

Road Signs Tests:

| | |
|---------|--------|
| Class 1 | 19,955 |
| Class 2 | 156 |
| Class 3 | 116 |
| Class 4 | 114 |
| Class 5 | 207 |

Total 20,548

Eye Tests:

| | |
|---------|--------|
| Class 1 | 14,546 |
| Class 2 | 40 |
| Class 3 | 23 |
| Class 4 | 21 |
| Class 5 | 28 |

Total 14,658

In 1973 Written Tests resulted in 26% failures.

In 1973 Road Signs Test resulted in 6% failures.

In 1973 Driving Skill Tests resulted in 9% failures.

In 1973 Eye Tests resulted in 1% failures.

RESTRICTED LICENSES (1973)

| | |
|--|---------|
| Code A - Automatic Transmission | 366 |
| Code B - Business Purpose Only | 6 |
| Code C - Cushions (Seat) | 99 |
| Code D - Daylight Hours Only | 853 |
| Code E - Employer Vehicle Only | 4 |
| Code H - Hand Controls | 159 |
| Code I - Inmate License | 62 |
| Code L - Left Outside Mirror | 2,329 |
| Code M - Mirrors - outside Left & Right | 340 |
| Code N - No Expressway | 384 |
| Code P - Power Brakes | 27 |
| Code R - Right Outside Mirror | 807 |
| Code S - Steering (Power) | 47 |
| Code V - Vision - Lens Corrected (Contacts/Glasses) | 299,246 |
| Total | 305,721 |

REVOCATION AND SUSPENSION SERVICES SECTION

ISSUED (1968) Expired 1973

| | |
|-------------------|---------|
| | 271,739 |
| 5 year Operators | 9,984 |
| 5 year Chauffeurs | |

ISSUED (1972) Expired 1973

| | |
|------------------|---------|
| Georgia Learners | 127,104 |
|------------------|---------|

ISSUED (1971) Expired 1973

| | |
|-------------------|---------|
| | 280,797 |
| 2 year Operators | 38,868 |
| 2 year Chauffeurs | |

TOTAL NUMBER OF LICENSES EXPIRED 1973 728,492

| | |
|---|-----------|
| Total Records 1972 (Thru 12-31-72) | 3,205,921 |
| Total Expired 1973 (Thru 12-31-73) | 728,492 |
| Total Records 1973 (Less 1973 Expirations - | 2,477,429 |

| | |
|--|-----------|
| Total Issue 1973 (Less Duplicates & Retakes) | 1,117,008 |
| Less Veterans Issued 1973 | 300,608 |

| | |
|--------------------------------|---------|
| Total Issue 1973 Less Veterans | 816,400 |
| Plus New Veterans issued 1973 | 45,091 |

| | |
|--|---------|
| Total issue 1973 (including New Veterans Licenses) | 861,491 |
|--|---------|

2,477,429
861,491

3,338,920 Total Valid Driver Records 1973

FIELD EXAMINING IMPROVEMENTS

The opening of new State Patrol Barracks throughout the state has resulted in licensing improvements in these areas. As a result of the opening of new barracks in Cartersville, Dalton, Athens, LaGrange, Newnan, Augusta and Albany, driver licensing has been complimented with new examining offices. In Cartersville, Augusta and Albany examining has been further complemented by the construction of off street driving ranges.

FEMALE EXAMINERS

We should not fail to acknowledge that our first female driver license examiners were employed during 1973. Since the initial employment and assignment of our first female examiner to Villa Rica, we have, as of April, 1974, employed five others, who are assigned duties in Atlanta, Valdosta, Griffin and Brunswick. I assure you with all candor that we look with great anticipation toward the hiring of even more females in the examining career field.

Highlights From Actions For Year 1973:

Total number of mandatory revocation orders issued for the year show a total of 27,970 as compared with a total of 20,208 for 1972. This figure includes 27,364 for driving while under the influence of intoxicants.

Total number of hearings held - 2,298.

Total of all actions for the year was 53,080 in comparison with 37,627 in 1972. The increased number of actions can be attributed in part to the increased number of courts adopting the Uniform Traffic Code.

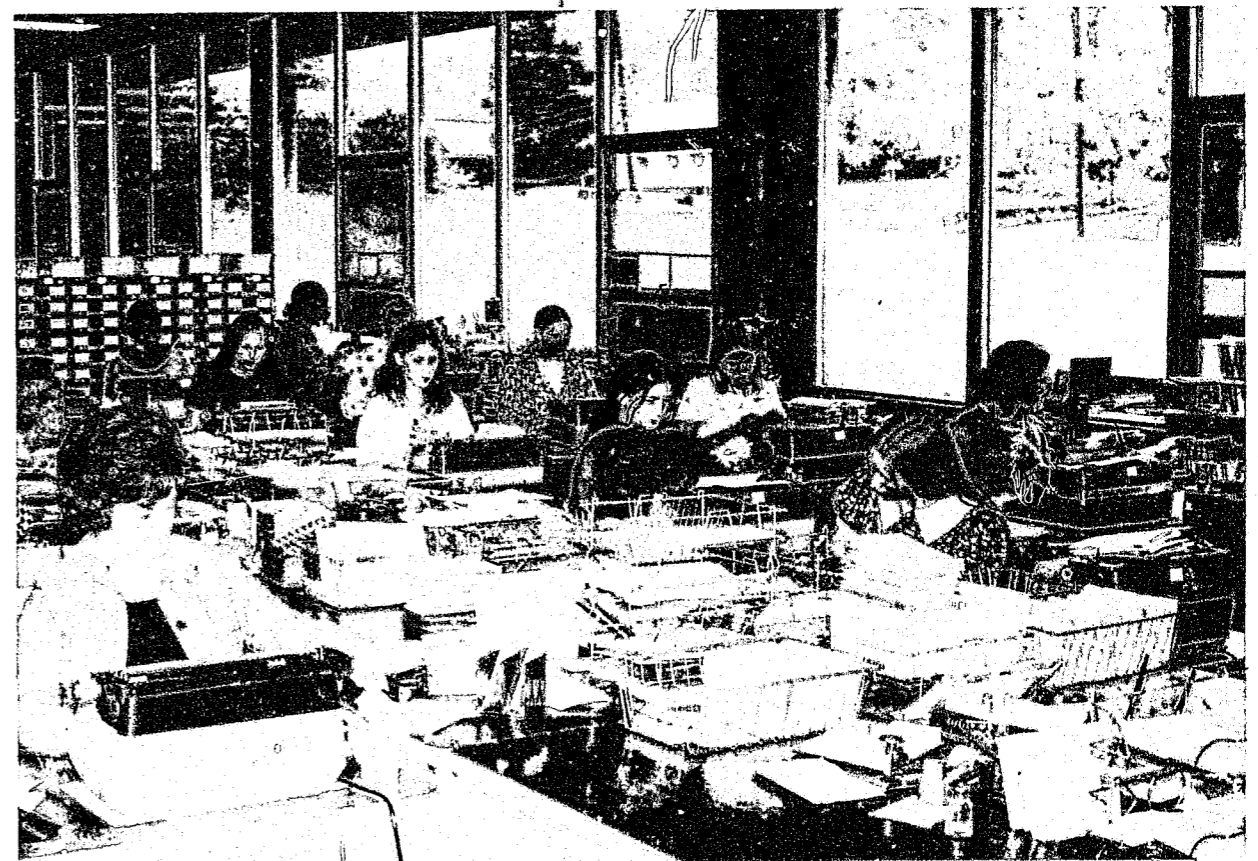
Beginning in December 1973, the Department took over the handling of all processing and coding of tickets received from all courts, within and without the state, and also the payment for the tickets.

14,973 warning letters were issued, and 1,359 orders of suspensions for the accumulation of points.

\$70,360 was collected fro restoration fees.

The Implied Consent Unit Processed 2,270 affidavits and recorded 38,626 blood analysis for the year.

This section is anticipating putting to good use the addition of the TC-500.



PERSONNEL OF THE REVOCATION & SUSPENSION AND IMPLIED CONSENT SECTION ISSUING ORDERS SUSPENDING DRIVER'S LICENSE!

MOTOR CARRIER INSPECTION UNIT

On July 1, 1972, the Motor Carrier Inspection Unit was created to perform the functions of safety inspections on motor carriers that come under the jurisdiction of the Public Service Commission, enforcing the U. S. Department of Transportation's Motor Carrier Safety Regulations. The uniform personnel of the MCIU check vehicles anywhere, anytime for unsafe equipment; and if found unsafe, the vehicle is placed out of service on the spot until necessary repairs are completed. A total of 1788 vehicles were inspected in 1973 with 88 units being placed out of service. Also, six drivers were placed out of service.

The nine uniform men and one secretary have attended extensive training sessions to be proficient in their duties. Not only do the men inspect motor carriers, they are also required to familiarize the motor carrier industry with the new Georgia Laws, teach Trooper In-Service Training Classes, instruct at various safety meetings, seminars, etc., and interpret the laws to drivers of motor carriers. During 1973, a total of 676 hours (136 sessions) were spent by the nine uniform members of the MCIU performing instructor and training duties. Also, a total of 1237 motor carrier terminals were visited in order to explain the functions of the Motor Carrier Inspection Unit and to familiarize the various terminal personnel with the laws and instruct terminal personnel on how they are affected by them.



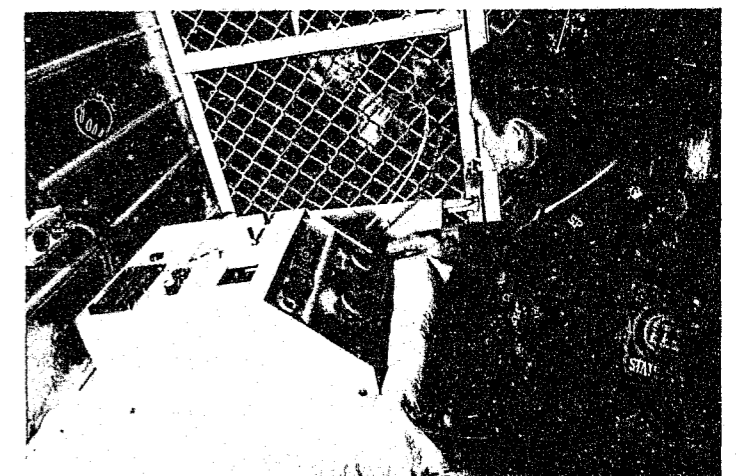
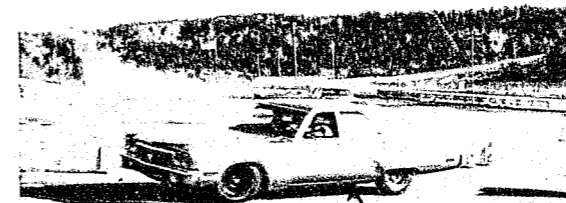
OPERATIONS AND PLANNING UNIT

During 1973, several units were re-assigned in order to establish an Operations and Planning Unit. This realignment under the Commanding Officer's Office will coordinate services to the six field Divisions and Headquarters Units and Sections.

In 1973 the Planning Unit on behalf of the Department, submitted proposals to the National Highway Traffic Safety Administration through the Office of Highway Safety. These proposals were subsequently approved and \$733,569.00 in federal funds was made available to the Department of Public Safety to implement traffic safety programs in the functional areas of Police Traffic Services, Traffic Records, Alcohol in Relations to Highway Safety and Driver Licensing.

For the first time, Troopers were paid on an overtime basis for patrolling. Eighteen counties were selected on high accident locations. Troopers worked on day off and four hours before and after a work day in these counties and were paid with funds obtained under a grant from the National Highway Traffic Safety Administration. Final results showed an overall reduction of 45 fatalities in 1973. From 7-1-73 through 2-6-74, a total of 34,438 hours were worked with 4,785 arrests. Each hour of patrol cost \$5.14 while each arrest cost \$36.97.

The Department of Public Safety for the first time implemented a 4-day Pursuit Training Program for 450 field troopers. A contract with Road Atlanta, Inc. trains 15 troopers per week at the track near Gainesville, Georgia. Although the program has several months to go, this has been a highly successful training program. Several other states along with other Georgia police agencies are looking into the operations in order that other police officers may receive this type training.



MOTOR VEHICLE INSPECTION UNIT

1. Number of Active Motor Vehicle Inspection Stations - December 31, 1973 ---- 2,632
2. In 1973, 421 new stations were set up.
3. 3,173 inspector - mechanics were trained during the year 1973.
4. 1,249 written complaints, 377 investigations all thoroughly investigated during year 1973.
5. As a result of these complaints and investigations:
 - 116 stations were suspended
 - 50 mechanics were suspended
6. From the reports submitted on 3,226,886 vehicles reported inspected during 1973, the following indicates the most common areas for failure:

| Items Corrected | Number | % of Defects |
|-------------------------|---------|--------------|
| Brakes | 131,795 | 4% |
| Headlights | 379,045 | 12% |
| Tail lights | 130,675 | 4% |
| Stop lights | 52,785 | 2% |
| Steering | 50,426 | 2% |
| Tires | 123,669 | 4% |
| Windshield Wipers | 163,049 | 5% |
| Horn Signal Device | 63,103 | 2% |
| Exhaust System Mufflers | 83,253 | 3% |

7. From reports submitted during 1973 the following action was taken:
 - 7 stations revoked or cancelled
 - 150 stations placed on probation
 - 188 stations suspended
 - 98 stations reinstated
 - 178 stations out of business
 - 16 mechanics revoked
 - 138 mechanics suspended
 - 21 mechanics reinstated
 - 32 mechanics placed on probation
 - 1,973 inspection stations inspected - audited this year.

SECURITY STATISTICS

| | WEEK | YEAR | TO DATE |
|---------------------------------------|----------|--------------|-----------------|
| SECURITY DEPOSITED | \$ 0 | \$ 81,887.92 | \$ 2,745,134.56 |
| NUMBER OF CASES | 0 | 124 | |
| SECURITY DISBURSED | 0 | 25,434.38 | 598,692.70 |
| NUMBER OF CASES | 0 | 99 | |
| SECURITY RETURNED | 354.53 | 81,810.04 | 2,057,559.88 |
| NUMBER OF CASES | 1 | 253 | |
| SURETY BONDS | 0 | 1,708.01 | 351,220.07 |
| NUMBER OF CASES | 0 | 3 | |
| SURETY BOND RELEASES | 0 | 587.76 | 327,172.38 |
| NUMBER OF CASES | 0 | 2 | |
| PROPERTY BONDS | 0 | 97,369.32 | 6,001,065.12 |
| NUMBER OF CASES | 0 | 117 | |
| PROPERTY BOND RELEASES | 1,900.00 | 125,248.21 | 4,697,307.97 |
| NUMBER OF CASES | 3 | 155 | |
| SECURITY DISBURSED TO FISCAL DIVISION | 0 | 2,965.42 | 35,214.51 |
| NUMBER OF CASES | 0 | 17 | |

TOTAL NOW ON DEPOSIT WITH FISCAL DIVISION \$ 88,881.98



SAFETY RESPONSIBILITY

Action taken by the Safety Responsibility Unit under the Motor Vehicle Safety Act of Georgia is constantly being appealed. As a result of one such appeal, an injunction was issued forbidding the Unit to take any action under 92A-605(a)

This means there is no financial responsibility law to protect the careful and responsible driver from financial loss resulting from accidents with reckless and irresponsible drivers; unless, he first files suit and obtains a judgement. Once a judgement has been rendered, we can suspend the license and tag of the responsible party until the judgement is satisfied.

The Unit's inability to take action against irresponsible drivers has caused concern throughout the State; however, this concern did not extend to the legislature, for they failed to take action on proposed legislation which, we believe, would have enabled the Unit to function without every move being appealed to the courts.

The attached report for fiscal year ending December 31, 1973, reflects the effect adverse court decisions had on activities of the Safety Responsibility Unit.

**SAFETY RESPONSIBILITY
(ACCIDENTS)**

| | | | |
|-------------------|------------|--------------|-------------------|
| REPORTS RECEIVED: | WEEK 2,286 | YEAR 167,521 | TO DATE 2,199,658 |
| CASES PROCESSED : | WEEK 6 | YEAR 11,301 | TO DATE 693,238 |
| CASES CLOSED : | WEEK 0 | YEAR 5,504 | TO DATE 656,220 |

| | | |
|--|--------|----------|
| CASES CLOSED BY THE EVALUATOR | WEEK 0 | YEAR 746 |
| HEARINGS HELD | WEEK 0 | YEAR 246 |
| SUSPENSION WITHDRAWN BASED ON HEARING | WEEK 0 | YEAR 51 |

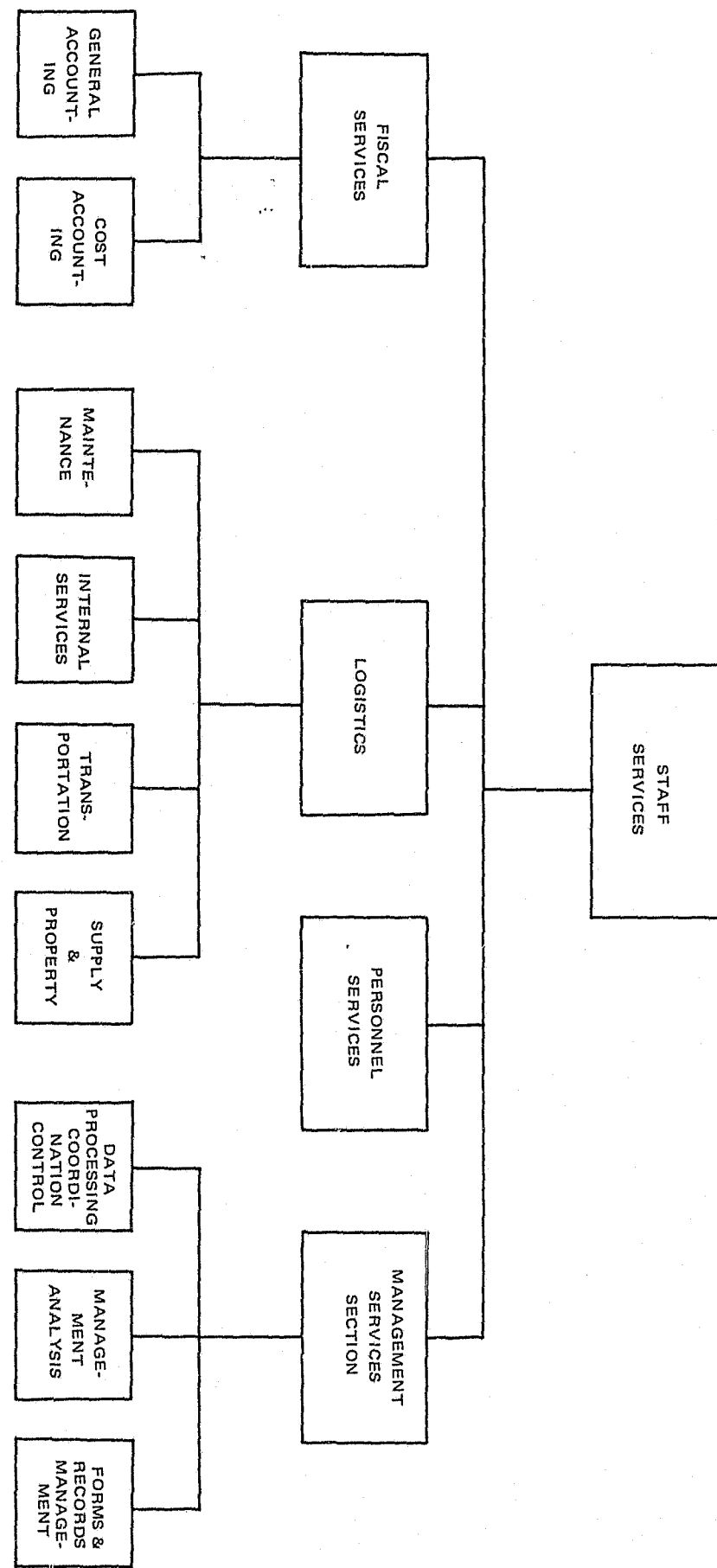
| | |
|---------------------|-----------|
| SUSPENSIONS | |
| DEMAND FOR SECURITY | |
| | WEEK YEAR |
| TOTAL | 3 7,100 |
| NON-RESIDENT | 0 680 |
| PICKUPS | 8 5,652 |

| | |
|-------------------------------|-----------------|
| FEES | |
| \$10.00 RESTORATION FEE | |
| WEEK \$30.00 | YEAR \$3,130.00 |
| TO DATE \$220,990.00 | |
| NUMBER PAYING: WEEK 3 | YEAR 313 |
| \$1.50 FEE FOR STATUS REPORTS | |
| WEEK \$7.50 | YEAR \$6,199.50 |
| TO DATE \$35,059.50 | |
| NUMBER PAYING: WEEK 5 | YEAR 4,133 |

| | |
|---------------------|---------|
| REINSTATEMENTS | |
| DEPOSIT | 0 40 |
| INSURANCE | 0 339 |
| SURETY BOND | 0 2 |
| PROPERTY BOND | 0 36 |
| GENERAL RELEASE | 0 793 |
| CONDITIONAL RELEASE | 0 933 |
| JUDGMENT | 0 67 |
| SUSPENSION EXPIRED | 1 728 |
| ALL OTHERS | 1 1,178 |
| TOTAL | 3 4,116 |
| NON-RESIDENT | 0 113 |

**STAFF
SERVICES
DIVISION**

LOGISTICS
FISCAL SERVICES
PERSONNEL SERVICES
MANAGEMENT SERVICES SECTION



ORGANIZATIONAL CHART
STAFF SERVICES

STAFF SERVICES DIVISION
Director's Office
- Summary -

In order to be more responsive to departmental needs, the Staff Services Division has been structured into four (4) major sections: (1) Fiscal Services Section which is made up of Treasury and Accounting Functions; (2) Management Services Section comprised of EDP coordination, forms design and control, Management Analysis and Records Managements; (3) Personnel Section and (4) Logistics Section providing vehicles and their upkeep, procurement services, physical maintenance and repair, property and inventory control.

Of great significance was the appointment of a Deputy Division Director and the improvement of internal functions particularly in the areas of Fiscal and Logistics Sections.

Services of the Department have been increased through the upgrading to computerized accounting equipment, development of Cost Center codes for budget control and restructuring of personnel position numbers. Supply availability and significant saving are realized through the use of "open-end" contracts negotiated by the division and DOAS purchasing.

Further improvements will include the continued upgrade of accounting/budget control facilities, better and more cost effective use of EDP systems and savings brought about by forms and records management.

LOGISTICS

Maintenance: The Maintenance Unit maintains the buildings and grounds of the headquarters compound and state owned drivers license stations located in the metropolitan area.

Garage: The Garage maintains or supervises the maintenance of the fleet of over 700 vehicles belonging to the Department of Public Safety. In addition to the normal maintenance functions, the Garage modifies and installs all special equipment in special equipment in vehicles added to the fleet. The Garage also makes recommendations for the disposition of disabled vehicles.

Supply: The Supply Unit is responsible for initiating procure action. The receipt, storage and issue of all supplies and equipment for the Department of Public Safety. The Supply Unit is also responsible for the supply of all common user forms of the Department of Public Safety.

Property Unit: The Property Unit maintains an up-to-date computerized listing of all non-expendable itmes of equipment and property owned by the Department of Public Safety.

Mail Unit: The Mail Unit is the focal point for all written communications for the Department of Public Safety. The Mail Unit is responsible for the receipt and distribution of all incoming and outgoing mail for the Department.

Information Operators: The Information Operators provides a vital link between the public and subordinate units with the headquarters staff. They receive and answer approximately 900 calls per day.

FISCAL SERVICES SECTION

Fiscal Services is composed of the two main areas, the General Accounting Section and the Treasury Section, and was created in order to better coordinate the function of the two sections.

The Fiscal Officer is responsible for the overall supervision of the Fiscal Services Section and directs the preparation of accounting and statistical statements and analyzes and interprets these statements to management. Prepares the Department budget in collaboration with the Commissioner and other unit heads.

The Treasury Section is responsible for expenditures, and for the control and deposit of revenues the Department collects. This section also processes and checks for the accuracy and legality of invoices and other documents to be paid.

The Accounting Section is responsible for the accuracy and correctness of records and statistical data and is involved in the analyzing and classifying of financial data, in maintaining general accounting and statistical records and is responsible for the preparation and distribution of payroll. Vendor invoices are received and coded to the proper accounts and payment is made.

During the past year, a conversion was made to a new computer (NCR 500) which enables the department to determine expenditures which are incurred by each cost center (the cost center concept was also started this year). There are 110 cost centers in the Department, a cost center for example would be a State Patrol Post. In the past, expenses could only be determined for seven activities.

The new accounting system provides more valuable information in determining how much it cost to operate a post and other units of the Department. This information will aid management in justifying the budget each year to the Governor's Office and Legislature when asking for funds to operate the Department.

The cost center basis of accounting will enable the Fiscal Section to provide better accountability of expenditures, and provide each unit in the Department a monthly financial report reflecting the expenditures made and the balance left in the budget.

With the new system of accounting the Department can relate quantitative measures and financial data by cost centers, thus enabling better budgetary analysis for both current and future operating needs of the Department.

During 1973 we designed and installed a personnel position control system which also incorporated the cost center concept of accounting at the same time. While developing both systems they were designed to conversion to Personnel Accounting and Control System (PACS) and Fiscal Accounting and Control System (FACS) would not require major changes to the systems. The Personnel Accounting and Control System will be reality beginning the Fiscal Year 1975. (PACS and FACS are sophisticated computer personnel and accounting packages available through the Department of Administrative Services).

The changes made in this year and those to be accomplished in the future will be aimed toward better information which will assist management in the solution of the many problems they face.

FISCAL SERVICES SECTION

1973
FISCAL REPORT

REVENUES

| | | | |
|--|--------------|-----------------|-----------------|
| State Funds | | | |
| State Revenue Allotments | | \$19,370,000.00 | |
| General Appropriations | | 713,754.00 | |
| Supplemental Appropriations | | 78,320.00 | |
| Governor's Emergency Fund | | | |
| Total State Funds | | | \$20,162,074.00 |
| Federal Funds | | | |
| Grants from Federal Government | | | |
| Alcohol in Relation to Highway Safety | \$189,369.02 | | |
| Driver Licensing | 156,228.08 | | |
| Identification and Surveillance of | | | |
| Accidents | 28,176.00 | | |
| Planning and Administration | 133,735.99 | | |
| Police Traffic Service | 434,546.14 | | |
| Traffic Records | 18,891.24 | 960,946.47 | |
| Transfers from: | | | |
| Community Development, Department of | | 1,038,309.00 | |
| Labor, Department of | | 28,430.48 | 2,027,685.95 |
| Other Revenues Retained | | | |
| Administrative Services, Department of | \$ 5,781.95 | | |
| Human Resources, Department of | 18,478.08 | | |
| Police Academy Fees | 90,750.50 | | |
| Secretary of State | 16,508.07 | | |
| Transportation, Department of | 17,598.97 | | 149,117.57 |
| Total Revenues | | | \$22,338,877.52 |

CARRY-OVER FROM PRIOR YEAR

| | | | |
|----------------------------|-------------|---------------|-----------------|
| Transfers from Reserves | | | |
| For Capital Outlay | | | |
| Radios | \$ 2,100.00 | | |
| Rome Driver Testing Course | 10,000.00 | | |
| Renovation and Equipment | 333,852.00 | \$ 345,952.00 | |
| For Federal Funds | | | |
| Federal Employment Program | \$ 175.43 | | |
| Law Enforcement Assistance | | | |
| Administration | 1,411.91 | 1,587.34 | 347,539.34 |
| Total Funds Available | | | \$22,686,416.86 |

DISBURSEMENTS

TRANSFERS

| | |
|--|-----------------|
| To Department of Administrative Services, Fiscal Division | \$ 4,956,872.46 |
|--|-----------------|

EXPENDITURES

PERSONAL SERVICES

| | | | |
|------------------------------|---------------|-----------------|-----------------|
| Salaries and Wages | | \$12,122,515.60 | |
| Employer's Contributions for | | | |
| F.I.C.A. | \$ 578,986.10 | | |
| Retirement | 1,524,474.37 | | |
| Health Insurance | 288,960.00 | 2,392,420.47 | \$14,514,936.07 |

OPERATING EXPENSES

| | | | |
|--|---------------|--------------|--------------|
| Travel | \$ 124,191.55 | | |
| Motor Vehicle Expenses | | 1,117,587.23 | |
| Motor Vehicle Equipment Purchases | | | |
| (See Schedule) | | 1,397,679.19 | |
| Supplies and Materials | | 651,548.85 | |
| Repairs and Maintenance | | 307,372.69 | |
| Communications | | 250,746.43 | |
| Power, Water and Natural Gas | | 152,105.26 | |
| Publications, Publicity and Printing | | 648,299.50 | |
| Rents | | 246,680.23 | |
| Insurance and Bonding | | 25,631.89 | |
| Workmen's Compensation and Indemnities | | | |
| (See Schedule) | | 52,209.20 | |
| Tuition and Scholarships | | 15,725.47 | |
| Assessments by Merit System | | 44,035.64 | |
| Equipment Purchases (See Schedule) | | 798,589.74 | |
| Other Operating Expenses (See Schedule) | | 181,937.68 | |
| Other Contractual Expense (See Schedule) | | 220,167.11 | |
| Per Diem and Fees (See Schedule) | | 190,339.44 | |
| Computer Charges | | 775,636.58 | 7,200,483.68 |

CAPITAL OUTLAY (See Schedule)

| | | | |
|---------------------------|-------------|--|-----------------|
| Other Costs | | | |
| Supplies and Materials | \$ 2,760.41 | | |
| Repairs and Maintenance | 8,848.00 | | |
| Equipment Purchases | 148,052.09 | | 261,733.85 |
| Other Contractual Expense | 101,075.14 | | |
| Per Diem and Fees | 998.21 | | \$21,977,153.60 |

Total Expenditures 709,263.26

Excess of Funds Available over Expenditures \$22,686,416.86

To Exhibit "B"

CASH RECEIPTS

STATE REVENUE COLLECTIONS

| | | | |
|---|---------------|----------------|----------------|
| Business Licenses | | | |
| Chauffers' Licenses | \$ 69,498.00 | | |
| Two (2) Years at \$4.50 | 119,406.00 | | \$ 188,904.00 |
| Five (5) Years at \$10.50 | | | |
| Non-Business Licenses | | | |
| Operators' Licenses | | | |
| Two (2) Years at \$2.50 | \$ 289,767.50 | | |
| Five (5) Years at \$5.50 | 1,210,033.00 | \$1,499,800.50 | |
| Learners' Licenses | | | |
| One (1) Year at \$1.50 | | 103,248.00 | |
| Duplicate Licenses | | | |
| All Licenses at \$1.50 | | 47,421.00 | |
| Veterans' Licenses | | | |
| Licenses (with Photograph Only) at \$.50 | | 6,939.00 | 1,657,408.50 |
| Business and Non-Business Licenses (1) | | | |
| Class 1 Learners' Licenses | | | |
| One (1) Year at 1.50 | \$ 84,747.00 | | |
| Class 1 and 2 Licenses | | | |
| Two (2) Years at \$2.50 | \$ 127,030.00 | | |
| Four (4) Years at \$4.50 | 1,089,796.50 | 1,216,826.50 | |
| Class 2 Permit | | | |
| Thirty (30) Days at \$1.50 | | 304.50 | |
| Class 3, 4 and 5 Licenses | | | |
| Two (2) Years at \$4.50 | \$ 5,719.50 | | |
| Four (4) Years at \$8.50 | 57,264.50 | 62,984.00 | |
| Class 3, 4 and 5 Permits | | | |
| Three (3) Months at \$1.50 | \$ 232.50 | | |
| Six (6) months at \$1.50 | 148.50 | 381.00 | |
| Duplicate Licenses | | | |
| All Classes at \$1.50 | | 39,697.50 | 1,404,940.50 |
| | | | \$3,251,253.00 |

Fees

| | | |
|--|---------------|-----------------------|
| Drivers License Checks | \$ 749,375.50 | |
| Driver Training School Licenses | 760.00 | |
| Emergency Light Licenses | 7,948.00 | |
| Firearms Licenses | 29,476.00 | |
| GBI and Crime Lab Reports | 283.00 | |
| Implied Consent | 92.00 | |
| Motor Vehicle Inspection | 804,395.50 | |
| News Media ID Cards | 494.00 | |
| Photo Copying | 16,760.00 | |
| Race Track Licenses | 2,400.00 | |
| Restoration Reports | 85,813.00 | |
| Status Reports | 6,957.00 | |
| Cash Short and Over | 124.50 | 1,704,878.50 |
| Total State Revenue Collections | | \$4,956,131.50 |

CASH BALANCE JULY 1, 1972

| | |
|--|----------------|
| | 740.96 |
| | \$4,956,872.46 |

(1) The Department of Public Safety, which is charged with the responsibility of issuing drivers licenses in the State of Georgia, changed the Department's classification of drivers licenses on January 1, 1973, from the previous Divisions by Business and Non-Business Licenses to a Division by Class. This new classification system denotes by class number, specified vehicle that may be operated under any given license. Due to the change in classification by the Department of Public Safety, State Revenue Collections for the last six months of fiscal year 1973 are not shown separately as Business and Non-Business Licenses.

PERSONNEL SERVICES

The Personnel Services Section has the functional responsibility for several areas within the Department of Public Safety. The recruitment of qualified personnel for employment, as civilians or members of the uniformed division, is the primary responsibility. Other areas include: maintenance of all personnel records, preparation of all personnel transactions, coordination with the State Merit System, liaison with Fiscal Services on appointments, promotions, separations and other matters affecting payroll, monitoring sick and annual leave requests and maintenance of the Departmental Affirmative Action Plan.

A major administrative change occurred this year with the retirement of Captain F. M. Combs. Captain Combs had served as Personnel Officer since 1968 and had over thirty years service with the Georgia State Patrol. Lieutenant K. D. Rearden was promoted to Captain and appointed Personnel Officer upon Captain Combs' retirement. Captain Rearden had served as Assistant Personnel Officer for two years prior to his promotion.

Other personnel changes included the appointment of Michael L. Bolen as Assistant Personnel Officer, the transfer of Miss Gwinnell Hutchison to the G.B.I., the transfer of Carol Richardson and Darlene Combs from Driver Services to Personnel and the promotion of Cindy Mitchell to Personnel Assistant.

Notable accomplishments in 1973 included:

1. New position numbers were assigned all employees. These position numbers are utilized with the new cost accounting system being used by Fiscal Services.
2. All files were reviewed; those over two years old were sent to Archives for storage.
3. A Departmental Affirmative Action Program was developed and implemented.
4. A grant under the Intergovernmental Personnel Act was approved for training the area of Personnel Administration.
5. The height requirement for the position of State Trooper was eliminated.
6. The Physical Endurance-Agility Test was converted to a pass/fail grading system.
7. Planning began on the conversion from manual to a computerized records system, the Personnel Accounting and Control System.
8. The total number of participants in the College Incentive Pay Program reached a new high in the Georgia State Patrol; there are now 231 Troopers actively involved.
9. In November, the personnel records of the D.O.I. were transferred, along with all responsibility for their personnel transactions to that agency.

At the writing of this report, the total number of authorized positions in the Department of Public Safety is as follows:

Commissioners Office Activity - 35
Staff Services Division Activity - 69
Georgia State Patrol Division Activity - 1,067

MANAGEMENT SERVICES SECTION

The Management Services Section of the Staff Services Division was created for the purpose of offering Department-wide support in the areas of Management Analysis, Records Management, Forms Design and Control, and Electronic Data Processing Services.

Management Analysis - A service to assist Department management in problem definition and solution. This function also provides for the detailed planning, development and implementation of manual and automated systems.

Records Management - The objective of the Records Management Program is the preservation of records of continuing value, systematic elimination of all other records and removal of less active records from office space to low-cost storage space as soon as possible. The Program stored in the Records Center and Archives 2,815 cubic feet of records and 1,509 cubic feet of records were destroyed (equal to the capacity of 719 four-drawer letter size file cabinets). The Records Management Program is also involved in the procurement of the most efficient and economical filing supplies and equipment, upgrading record keeping systems, and re-evaluating all microfilming operations, etc.

A very important function of the Program is to offer supervision and assistance in writing a retention standard for each record series. The State Records Committee has approved 48 retention standards for the Department of Public Safety this year.

Forms Conventions were established and enforced resulting in elimination of waste, duplication and obsolescence which was formerly rampant. Cost reductions achieved acted as a buffer against skyrocketing printing costs resulting from the paper shortage.

Simplification and standardization of forms coupled with automatic reordering of high-volume forms through central supply inventory system has provided greatly improved service to users throughout the Department which is the third largest consumer of printed matter in Georgia State Government.

This unit also provides design, layout, composition and development services to all divisions of the Department. Typical of success in these areas is the color road sign test. Originated, developed and produced by the Forms Control Unit of Management Services Section for the Driver Services Section. This testing method reduced printing costs in 1973 by more than \$15,000.00 on this one form.

Far reaching programs have been initiated which will ultimately achieve massive cost reduction through standardization. The most significant of these is the "window envelope" project, which will require several years to complete. Its object is to eliminate the multitude of "Special use" envelopes by gradual conversion of all mailed forms to utilize one standard window envelope. This will also eliminate the double addressing of numerous forms reclaiming hundreds of hours of clerical time.

Data Processing - State government reorganization centralized data processing resources under the Department of Administrative Services. This created a need within the Department of Public Safety for EDP coordination.

Data Processing services coordination is handled by Management Services and provides in-house data preparation and hardware/software systems support downtown at 12 central computer sites.

**STATISTICAL
SUMMARY**

STATEWIDE TRAFFIC DEATHS BY MONTHS

| 1973 | RURAL | URBAN | STATEWIDE |
|-------|-------|-------|-----------|
| Jan. | 99 | 24 | 123 |
| Feb. | 104 | 22 | 126 |
| Mar. | 145 | 31 | 176 |
| Apr. | 119 | 42 | 161 |
| May | 143 | 30 | 173 |
| June | 141 | 26 | 167 |
| July | 124 | 22 | 146 |
| Aug. | 136 | 33 | 169 |
| Sept. | 132 | 37 | 169 |
| Oct. | 142 | 32 | 174 |
| Nov. | 121 | 42 | 163 |
| Dec. | 130 | 38 | 168 |

PEDESTRIAN DEATHS

| 1973 | RURAL | URBAN | STATEWIDE |
|-------|-------|-------|-----------|
| Jan. | 12 | 6 | 18 |
| Feb. | 14 | 7 | 21 |
| Mar. | 14 | 7 | 21 |
| Apr. | 16 | 10 | 26 |
| May | 16 | 2 | 18 |
| June | 12 | 9 | 21 |
| July | 14 | 9 | 23 |
| Aug. | 16 | 8 | 24 |
| Sept. | 17 | 12 | 29 |
| Oct. | 18 | 10 | 28 |
| Nov. | 13 | 14 | 27 |
| Dec. | 14 | 13 | 27 |

HOLIDAY TRAFFIC TOLL FOR 1973

| | ACCIDENTS | DEATHS | INJURIES | HOURS |
|----------------|-----------|--------|----------|-------|
| New Year's | 923 | 18 | 299 | 102 |
| Memorial Day | 994 | 17 | 323 | 78 |
| Fourth of July | 286 | 7 | 83 | 30 |
| Labor Day | 1038 | 30 | 357 | 78 |
| Thanksgiving | 1173 | 22 | 525 | 102 |
| Christmas | 1205 | 33 | 358 | 102 |

STATEWIDE ENFORCEMENT EXPERIENCE
01-01-73 TO 12-31-73

FATALITIES 1912
INJURIES 38929
TOTAL ACCIDENTS 135577
ARRESTS IN ACC 70032

TOTAL ARRESTS 170317
GEORGIA ARRESTS 145830
BOND FORFEITURES 10521
DETECTION DEVICE 65795

ENFORCEMENT INDEX 4.5

| VIOLATION | VIOL RPTD IN ACC | PERC | OFFENS IN ACC' | TOTAL OFFENS | PERC | CONV IN ACC | TOTAL CONVS | CONV RATE | NOT CONV | NOLP DISMD | NO REC | FINE | PEND CASE | |
|-----------------------------|------------------|--------|----------------|--------------|--------|-------------|-------------|-----------|----------|------------|--------|--------|-----------|--------|
| MOVING HAZARDOUS OFFENSES | | | | | | | | | | | | | | |
| SPEEDING-UNDER 70 | 1 | .4 | 193 | 13590 | 7.9 | 30 | 1401 | 83.7 | 271 | 78 | 193 | 45257 | 27974 | |
| -71 TO 90 | 2 | .2 | 157 | 31787 | 18.6 | 15 | 3161 | 88.5 | 410 | 118 | 292 | 103082 | 63322 | |
| -91 TO 90 | 3 | .1 | 112 | 22623 | 13.2 | 8 | 2200 | 90.8 | 222 | 82 | 140 | 78717 | 46718 | |
| -OVER 90 | 4 | | 60 | 6102 | 3.5 | 10 | 572 | 86.4 | 90 | 29 | 59 | 34466 | 12811 | |
| TOD FAST FOR CONDITIONS | 5 | 9.0 | 1947 | 2542 | 1.4 | 251 | 307 | 75.9 | 97 | 27 | 70 | 9878 | 5276 | |
| VIOL MINIMUM SPEED LAW | 10 | | 6 | 36 | | 2 | 7 | 77.7 | 2 | 1 | 1 | 255 | 86 | |
| RACING | 11 | | 48 | 520 | .3 | 2 | 30 | 69.7 | 13 | 9 | 4 | 2381 | 1393 | |
| WITHOUT RIGHT-OF-WAY | 12 | 23.1 | 3146 | 3850 | 2.2 | 366 | 442 | 76.4 | 136 | 57 | 75 | 14190 | 7836 | |
| DISREGARDED STOP SIGN | 13 | 2.9 | 475 | 2770 | 1.6 | 49 | 256 | 81.5 | 58 | 20 | 38 | 6642 | 5399 | |
| DISREGARDED TRAFFIC LIGHT | 14 | 3.0 | 33 | 847 | .4 | 2 | 77 | 91.6 | 7 | 5 | 2 | 1794 | 1690 | |
| DISREGARDED OFFICER | 15 | | 69 | 700 | .4 | 4 | 52 | 74.2 | 18 | 12 | 5 | 2768 | 1629 | |
| DISREGARDED WARNING SIGN | 16 | | 2 | 4 | | 3 | 4 | 100.0 | | | | 97 | 23 | |
| FOLLOWING TOO CLOSE | 17 | 22.5 | 1280 | 1594 | .9 | 123 | 146 | 85.8 | 24 | 13 | 10 | 4669 | 3132 | |
| PASSED ON HILL | 18 | | 17 | 715 | .4 | 4 | 92 | 74.7 | 31 | 9 | 22 | 3119 | 1621 | |
| PASSED ON CURVE | 19 | | 10 | 151 | | | 3 | 76.4 | 8 | 2 | 6 | 715 | 428 | |
| PASSED SCHOOL BUS | 20 | | 12 | 84 | | | 6 | 60.0 | 2 | 1 | 1 | 148 | 183 | |
| CUTTING IN | 21 | 4.4 | 19 | 19 | | | | | | | | | 42 | |
| OTHER IMPROPER PASSING | 22 | 2.4 | 591 | 4985 | 2.9 | 38 | 337 | 85.1 | 59 | 29 | 30 | 10286 | 9627 | |
| ON WRONG SIDE OF ROAD | 23 | 3.6 | 1355 | 2187 | 1.2 | 147 | 221 | 73.9 | 78 | 28 | 47 | 7999 | 4382 | |
| DRIVING UNDER THE INFLUENCE | 24 | 7.1 | 3772 | 22854 | 13.4 | 540 | 2734 | 85.9 | 446 | 199 | 240 | 418839 | 46814 | |
| IMPROPER BACKING | 25 | 3.0 | 71 | 119 | | 3 | 8 | 100.0 | | | | 199 | 266 | |
| FAILED TO SIGNAL | 26 | .5 | 86 | 160 | | 14 | 18 | 69.2 | 8 | 4 | 4 | 453 | 393 | |
| IMPROPER TURN | 27 | 4.2 | 201 | 459 | .2 | 11 | 23 | 74.1 | 8 | 2 | 5 | 615 | 936 | |
| IMPROPER STARTING | 28 | | 5 | 5 | | | | | | | | | 14 | |
| IMPROPER PARKING | 29 | .5 | 127 | 671 | .3 | 13 | 70 | 69.3 | 31 | 10 | 20 | 1741 | 1483 | |
| FAILED TO DIM LIGHTS | 30 | | 3 | 54 | | | 1 | 100.0 | | | | 30 | 132 | |
| DRIVING WITHOUT LIGHTS | 31 | | 23 | 239 | .1 | 1 | 20 | 68.9 | 9 | 6 | 3 | 763 | 516 | |
| HIT AND RUN | 32 | 1.9 | 489 | 497 | .2 | 57 | 59 | 73.7 | 21 | 10 | 11 | 2571 | 1119 | |
| WITHOUT CRASH HELMET | 33 | | 6 | 194 | .1 | | 5 | 55.5 | 4 | | 4 | 146 | 489 | |
| RESTRICTED LICENSE OFFENSES | 34 | | 1 | 2 | | 1 | 1 | 100.0 | | | | | 8 | |
| FAILURE TO KEEP RIGHT | 35 | | 3 | 4 | | | | | | | | | 13 | |
| DRUNK PEDESTRIAN | 36 | | 45 | 1284 | .7 | 4 | 95 | 65.5 | 50 | 12 | 37 | 4066 | 3001 | |
| OTHER PEDESTRIAN OFFENSES | 37 | .6 | 191 | 191 | .1 | | 7 | 35.0 | 13 | 1 | 12 | 165 | 669 | |
| INSUFFICIENT BRAKES | 40 | .4 | 93 | 255 | .1 | 6 | 23 | 79.3 | 6 | 4 | 2 | 553 | 538 | |
| ONE HEADLIGHT OUT | 41 | | 6 | 6 | | | | | 1 | 1 | | | 21 | |
| TAIL LIGHTS OUT | 42 | | 10 | 10 | | 1 | 7 | 87.5 | 1 | 1 | | 238 | 38 | |
| NO SIGNAL LIGHTS | 43 | | 1 | 1 | | | 2 | 100.0 | | | | 75 | 12 | |
| OTHER DEFECTIVE EQUIPMENT | 44 | .1 | 268 | 1422 | .8 | 33 | 134 | 84.2 | 25 | 5 | 20 | 3451 | 2945 | |
| TOTAL M/H OFFENSES | 01-44 | 142492 | 91.2 | 14699 | 123533 | 72.5 | 1738 | 12541 | 85.3 | 2149 | 775 | 1353 | 760368 | 252979 |

STATEWIDE ENFORCEMENT EXPERIENCE
01-01-73 TO 12-31-73

| VIOLATION | PERC IN ACC | OFFENS IN ACC | TOTAL OFFENS | PERC IN ACC | CONV IN ACC | TOTAL CONVS | CONV RATE | NOT CONV | NOLP DISMD | NO REC | FINE | PEND CASE | STATE TOTAL | | |
|-------------------------------|-------------|---------------|--------------|-------------|-------------|-------------|-----------|----------|------------|--------|--------|-----------|-------------|--------|--------|
| | | | | | | | | | | | | | 01-82 | 156159 | 100.0 |
| NON-HAZARDOUS OFFENSES | 50 | 55 | 40 | 1.1 | 8 | 147 | 42.8 | 196 | 29 | 166 | 3322 | 3859 | 1539 | 1813 | 1539 |
| MVI OFFENSES | 51 | 92 | 132 | 2.500 | 15 | 159 | 69.7 | 69 | 25 | 43 | 4629 | 5184 | 221 | 166 | 221 |
| EXPIRED DRIVERS LICENSE | 52 | 927 | 1087 | 12503 | 122 | 848 | 63.5 | 487 | 225 | 259 | 27147 | 25563 | 221 | 166 | 221 |
| WITHOUT DRIVERS LICENSE | 52 | 400 | 3767 | 2.2 | 49 | 334 | 84.1 | 63 | 84 | 103 | 37135 | 24653 | 221 | 166 | 221 |
| DRIVERS LIC SUSP OR REVOKED | 52 | 74 | 400 | 3767 | 2.2 | 49 | 84.1 | 63 | 84 | 103 | 37135 | 24653 | 221 | 166 | 221 |
| OTHER DRIVERS LIC OFFENSES | 54 | 84 | 362 | 10596 | 6.2 | 38 | 784 | 80.6 | 188 | 23 | 6189 | 4811 | 221 | 166 | 221 |
| IMPROPER TAG OR REG | 55 | 37 | 186 | 4191 | 2.4 | 13 | 186 | 62.8 | 110 | 41 | 4704 | 8412 | 221 | 166 | 221 |
| IMPROPER MUFFLER | 56 | 147 | 30 | 310 | .1 | 2 | 7 | 70.0 | 3 | 1 | 235 | 630 | 221 | 166 | 221 |
| VEHICLE OVERSIZE | 57 | 37 | 186 | 4191 | 2.4 | 13 | 186 | 62.8 | 110 | 41 | 4704 | 8412 | 221 | 166 | 221 |
| TOTAL NON-HAZ OFFENSES 50-57 | 1416 | 2251 | 38123 | 22.3 | 249 | 2701 | 70.0 | 1153 | 444 | 700 | 103385 | 80993 | 1539 | 1813 | 1539 |
| NON TRAFFIC OFFENSES | 6 | 73 | 695 | .4 | 4 | 62 | 78.4 | 17 | 10 | 7 | 1813 | 1539 | 221 | 166 | 221 |
| PERMIT UNLIC PERS TO DRIVE | 70 | 74 | 71 | 87 | 8 | 8 | 47.0 | 9 | 4 | 2 | 374 | 192 | 221 | 166 | 221 |
| FAILURE TO REPORT ACCIDENT | 71 | 65 | 87 | 79 | 5 | 12 | 76.4 | 4 | 2 | 2 | 374 | 192 | 221 | 166 | 221 |
| PERMIT UNLAWFUL OPERATION | 72 | 12 | 5 | 79 | 2 | 2 | 28.5 | 5 | 5 | 5 | 400 | 325 | 221 | 166 | 221 |
| TRANS OR POSSESS WHISKEY | 73 | 18 | 20 | 20 | 1 | 1 | 50.0 | 1 | 1 | 1 | 400 | 325 | 221 | 166 | 221 |
| OTHER TRAFFIC | 81 | 207 | 298 | 3024 | 1.7 | 33 | 81.2 | 72 | 36 | 27 | 14721 | 7059 | 221 | 166 | 221 |
| OTHER NON-TRFC MISDEMANORS | 81 | 12166 | 12166 | 7.7 | 12 | 391 | 76.5 | 163 | 57 | 97 | 17094 | 10115 | 221 | 166 | 221 |
| OTHER FELONIES | 82 | 16 | 95 | 1 | 1 | 1 | 50.0 | 1 | 1 | 1 | 50 | 201 | 221 | 166 | 221 |
| TOTAL NON-TRFC OFFENSES 70-82 | 12251 | 694 | 8661 | 5.0 | 60 | 789 | 74.3 | 272 | 108 | 146 | 34618 | 19712 | 1539 | 1813 | 1539 |
| STATE TOTAL | 01-82 | 156159 | 100.0 | 17644 | 170317 | 100.0 | 2047 | 16031 | 81.7 | 3574 | 1327 | 2199 | 898371 | 353684 | 353684 |

ARREST AND DISPOSITION TOTALS MAY VARY DUE TO THE TIME LAPSE BETWEEN ARREST DATE AND ADJUDICATION DATE

| COUNTY | ACCIDENT EXPERIENCE | | | ENFORCEMENT EXPERIENCE | | | | | | | | AMOUNT OF FINES INCLUDING COST AND BOND FORFEITURE |
|---------------|---------------------|----------|-----------|------------------------|---------------------------|--------------------|----------------------|----------------|---------------------|--------------------------------|-----------------|--|
| | DEATHS | INJURIES | ACCIDENTS | TOTAL ARRESTS | GEORGIA RESIDENTS ARRESTS | SPEEDING BY COUNTY | DRIVING VI BY COUNTY | ALL CONVICTION | CASES NOT CONVICTED | CASES HOL. PROS. AND DISMISSED | CASES NO RECORD | |
| APPLING | 9 | 95 | 73 | 578 | 511 | 356 | 74 | 88 | 6 | 6 | 88 | 3328 |
| ATKINSON | 3 | 50 | 56 | 324 | 299 | 109 | 30 | 55 | 29 | 23 | 15 | 2960 |
| BACON | 4 | 28 | 44 | 416 | 372 | 176 | 92 | 37 | 23 | 6 | 15 | 1810 |
| BAKER | 5 | 18 | 32 | 118 | 107 | 64 | 23 | 7 | 1 | 22 | 1 | 85 |
| BALDWIN | 13 | 147 | 252 | 2850 | 2739 | 981 | 307 | 432 | 18 | 5 | 377 | 19919 |
| BANKS | 8 | 49 | 100 | 450 | 358 | 243 | 34 | 25 | 20 | 20 | 20 | 680 |
| BARROW | 11 | 168 | 466 | 685 | 666 | 176 | 96 | 44 | 7 | 7 | 7 | 970 |
| BARTOW | 30 | 493 | 1622 | 2130 | 1633 | 1019 | 251 | 252 | 222 | 222 | 222 | 16435 |
| BEN HILL | 4 | 103 | 317 | 509 | 485 | 163 | 87 | 188 | 76 | 76 | 76 | 10367 |
| BERRIEN | 5 | 60 | 111 | 524 | 492 | 2 | 131 | | | | | |
| BIBB | 49 | 508 | 1977 | 14 | 14 | 8 | | | | | | |
| BLECKLEY | 1 | 21 | 47 | 559 | 543 | 278 | 33 | 55 | 21 | 11 | 10 | 1980 |
| BRANTLEY | 7 | 94 | 66 | 648 | 450 | 285 | 152 | 35 | 127 | 19 | 108 | 1739 |
| BROOKS | 9 | 75 | 273 | 488 | 366 | 213 | 51 | 49 | 2 | 2 | 5 | 1480 |
| BRYAN | 12 | 99 | 118 | 1302 | 1063 | 619 | 177 | 244 | 8 | 2 | 5 | 9212 |
| BULLOCH | 6 | 181 | 364 | 2768 | 2498 | 1104 | 425 | 254 | 58 | 27 | 29 | 14328 |
| BURKE | 12 | 127 | 281 | 1417 | 1242 | 619 | 181 | 207 | 14 | 6 | 6 | 9068 |
| BUTTS | 5 | 62 | 97 | 1250 | 1197 | 463 | 105 | 84 | 34 | 34 | 58 | 4402 |
| CALHOUN | 1 | 18 | 58 | 474 | 376 | 323 | 42 | 17 | 1 | 1 | 7 | 1300 |
| CAMDEN | 13 | 83 | 182 | 1936 | 894 | 985 | 217 | 133 | 15 | 15 | 105 | 6735 |
| CANDLER | 9 | 48 | 74 | 1255 | 1129 | 696 | 186 | 91 | 3 | 3 | 75 | 5611 |
| CARROLL | 38 | 371 | 664 | 2439 | 2150 | 909 | 448 | 1 | 32 | 32 | 1 | 15 |
| CATOOSA | 15 | 257 | 576 | 2647 | 2024 | 839 | 183 | 95 | 9 | 9 | 61 | 3400 |
| CHARLTON | 18 | 35 | 40 | 666 | 386 | 314 | 143 | 37 | 2 | 2 | 30 | 1463 |
| CHATHAM | 45 | 746 | 6126 | 2558 | 2335 | 1326 | 138 | 185 | 9 | 9 | 1 | 5769 |
| CHATTAHOOCHEE | 2 | 13 | 30 | 265 | 200 | 193 | 20 | 6 | 8 | 2 | 6 | 535 |
| CHATTOOGA | 12 | 197 | 496 | 1928 | 1801 | 299 | 338 | 177 | 18 | 17 | 1 | 8161 |
| CHEROKEE | 11 | 344 | 750 | 1711 | 1666 | 555 | 444 | 174 | 18 | 7 | 5 | 18874 |
| CLARKE | 14 | 611 | 3072 | 1411 | 1385 | 561 | 167 | 32 | 2 | 2 | 12 | 3309 |
| CLAY | 4 | 20 | 54 | 238 | 205 | 89 | 52 | 9 | 1 | 1 | 3 | 606 |
| CLAYTON | 45 | 689 | 2669 | 557 | 479 | 249 | 58 | 1 | 1 | 1 | 1 | 25 |
| CLINCH | 1 | 38 | 84 | 501 | 446 | 133 | 135 | 15 | 15 | 7 | 8 | 655 |
| COBB | 81 | 1784 | 7108 | 1397 | 1260 | 900 | 119 | 117 | 56 | 24 | 32 | 7631 |
| COFFEE | 9 | 262 | 675 | 1401 | 1316 | 524 | 193 | 268 | 103 | 102 | 1 | 9921 |
| COLOQUIT | 18 | 238 | 969 | 1246 | 1176 | 465 | 98 | 24 | 20 | 7 | 13 | 671 |
| COLUMBIA | 11 | 67 | 101 | 994 | 849 | 388 | 129 | 170 | 353 | 8 | 345 | 5613 |
| COOK | 11 | 97 | 333 | 1176 | 786 | 716 | 143 | | | | | |
| COWETA | 25 | 471 | 1256 | 2109 | 1732 | 1188 | 251 | 292 | 5 | 5 | 269 | 9330 |
| CRAWFORD | 3 | 55 | 126 | 1202 | 1055 | 835 | 54 | 188 | 16 | 16 | 107 | 7025 |
| CRISP | 16 | 284 | 714 | 1355 | 977 | 632 | 252 | 142 | 4 | 3 | 133 | 7893 |

* Statistics on Page 63, 64, 65 and 66 are inaccurate due to inadequate reporting procedures.

| COUNTY | ACCIDENT EXPERIENCE | | | ENFORCEMENT EXPERIENCE | | | | | | | | | | AMOUNT OF FINES INCLUDING COST AND BOND FORFEITURE | |
|------------|---------------------|----------|-----------|------------------------|---------------------------|--------------------|-------------------|----------------|---------------------|--------------------------------|-----------------|-----------------|-------|--|-------|
| | DEATHS | INJURIES | ACCIDENTS | TOTAL ARRESTS | GEORGIA RESIDENTS ARRESTS | SPEEDING BY COUNTY | DRIVING BY COUNTY | ALL CONVICTION | CASES NOT CONVICTED | CASES MOL. PROS. AND DISMISSED | CASES NO RECORD | BONDS FORFEITED | | | |
| DADE | 9 | 104 | 101 | 809 | 598 | 228 | 68 | 1 | 1 | 1 | 1 | 1 | 10 | | |
| DAWSON | 19 | 40 | 120 | 120 | 52 | 120 | 34 | 13 | 47 | 1 | 1 | 5 | 2490 | | |
| DECATUR | 19 | 211 | 523 | 488 | 474 | 151 | 80 | 78 | 66 | 5 | 61 | 43 | 4077 | | |
| DEKALB | 81 | 3823 | 13233 | 312 | 302 | 145 | 13 | 2 | 1 | 1 | 1 | 25 | 3225 | | |
| DODGE | 6 | 108 | 267 | 853 | 799 | 485 | 119 | 73 | 16 | 16 | 1 | 75 | 3288 | | |
| DOOLY | 7 | 94 | 206 | 1158 | 764 | 661 | 153 | 92 | 55 | 4 | 4 | 2904 | 155 | | |
| DOUGHERTY | 16 | 579 | 3865 | 536 | 494 | 339 | 88 | 20 | 4 | 4 | 4 | 2 | 2962 | | |
| DOUGLAS | 16 | 295 | 707 | 2428 | 2135 | 971 | 329 | 4 | 4 | 4 | 4 | 4 | 11345 | | |
| EARLY | 7 | 52 | 107 | 278 | 229 | 86 | 52 | 42 | 105 | 3 | 102 | 36 | 5182 | | |
| ECHOLS | 2 | 14 | 21 | 107 | 85 | 70 | 12 | 12 | 16 | 6 | 6 | 110 | 8412 | | |
| EFFINGHAM | 12 | 81 | 116 | 1028 | 969 | 563 | 119 | 145 | 145 | 6 | 6 | 2 | 86 | | |
| ELBERT | 5 | 84 | 157 | 593 | 570 | 251 | 98 | 161 | 333 | 57 | 14 | 43 | 199 | 36100 | |
| EMANUEL | 5 | 96 | 172 | 1150 | 449 | 253 | 333 | 57 | 57 | 14 | 14 | 43 | 199 | 36100 | |
| FANNING | 5 | 116 | 206 | 472 | 382 | 208 | 69 | 17 | 86 | 6 | 6 | 79 | 1 | 940 | |
| FAYETTE | 4 | 89 | 150 | 853 | 730 | 562 | 75 | 75 | 5 | 5 | 5 | 14 | 44 | 3485 | |
| FLOYD | 17 | 792 | 2666 | 1786 | 1685 | 464 | 176 | 100 | 24 | 8 | 8 | 14 | 44 | 3485 | |
| FORSYTH | 21 | 237 | 399 | 1201 | 1163 | 355 | 193 | 14 | 14 | 10 | 10 | 5 | 18383 | 4755 | |
| FRANKLIN | 8 | 131 | 183 | 942 | 512 | 671 | 78 | 113 | 6 | 6 | 6 | 85 | 6578 | 18383 | |
| FULTON | 147 | 7360 | 32320 | 4482 | 4416 | 1677 | 357 | 190 | 61 | 31 | 30 | 4 | 11345 | 6578 | |
| GILMER | 8 | 92 | 148 | 479 | 444 | 91 | 92 | 6 | 68 | 68 | 68 | 3 | 300 | 300 | |
| GLASCOCK | 1 | 6 | 8 | 42 | 42 | 5 | 3 | 3 | 3 | 7 | 7 | 12 | 90 | 9462 | |
| GLYNN | 18 | 639 | 2270 | 1255 | 1070 | 508 | 189 | 128 | 19 | 19 | 19 | 7 | 90 | 9462 | |
| GORDON | 12 | 344 | 980 | 1644 | 1312 | 701 | 309 | 38 | 2 | 2 | 2 | 18 | 3830 | 3830 | |
| GORDON | 12 | 344 | 980 | 1644 | 1312 | 701 | 309 | 38 | 2 | 2 | 2 | 18 | 3830 | 3830 | |
| GRADY | 14 | 125 | 398 | 848 | 756 | 341 | 89 | 101 | 119 | 10 | 10 | 71 | 4612 | 4612 | |
| GREENE | 5 | 44 | 109 | 1068 | 884 | 570 | 161 | 92 | 3 | 3 | 3 | 3 | 6150 | 6150 | |
| GWINNETT | 32 | 803 | 2453 | 2957 | 2739 | 1419 | 116 | 135 | 12 | 3 | 3 | 72 | 9360 | 9360 | |
| HABERSHAM | 13 | 124 | 173 | 420 | 402 | 95 | 99 | 121 | 110 | 109 | 109 | 1 | 205 | 64582 | 64582 |
| HALL | 39 | 460 | 1057 | 3009 | 2919 | 813 | 441 | 598 | 110 | 109 | 109 | 1 | 205 | 64582 | 64582 |
| HANCOCK | 8 | 31 | 41 | 190 | 176 | 31 | 35 | 27 | 45 | 4 | 4 | 26 | 1270 | 1270 | |
| HARALSON | 20 | 137 | 375 | 741 | 560 | 342 | 70 | 42 | 1 | 1 | 1 | 4 | 3780 | 3780 | |
| HARLIS | 8 | 129 | 244 | 1005 | 909 | 329 | 192 | 18 | 3 | 3 | 3 | 2 | 845 | 845 | |
| HART | 18 | 86 | 148 | 262 | 253 | 78 | 45 | 20 | 78 | 78 | 78 | 17 | 705 | 705 | |
| HART | 18 | 86 | 148 | 262 | 253 | 78 | 45 | 20 | 78 | 78 | 78 | 17 | 705 | 705 | |
| HEARD | 63 | 96 | 530 | 421 | 198 | 87 | 60 | 60 | 18 | 18 | 18 | 57 | 1757 | 1757 | |
| HENRY | 16 | 63 | 168 | 2453 | 2319 | 1439 | 131 | 123 | 18 | 18 | 18 | 109 | 3910 | 3910 | |
| HOUSTON | 7 | 104 | 462 | 2302 | 1937 | 1188 | 283 | 1193 | 37 | 34 | 34 | 736 | 88388 | 88388 | |
| IRWIN | 7 | 74 | 162 | 478 | 416 | 173 | 72 | 72 | 1 | 1 | 1 | 23 | 735 | 735 | |
| JACKSON | 19 | 253 | 481 | 1597 | 1213 | 775 | 164 | 164 | 1 | 1 | 1 | 22 | 735 | 735 | |
| JASPER | 3 | 23 | 54 | 761 | 678 | 511 | 76 | 76 | 23 | 23 | 23 | 22 | 3050 | 3050 | |
| JEFF DAVIS | 5 | 3 | 5 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |

| ALL ACCIDENT AND ENFORCEMENT EXPERIENCE - BY COUNTIES | | | | | | | | | | | | | | |
|---|---------------------|----------|-----------|------------------------|---------------------------|--------------------|-------------------|----------------|---------------------|--------------------------------|-----------------|-----------------|-------|--|
| COUNTY | ACCIDENT EXPERIENCE | | | ENFORCEMENT EXPERIENCE | | | | | | | | | | AMOUNT OF FINES INCLUDING COST AND BOND FORFEITURE |
| | DEATHS | INJURIES | ACCIDENTS | TOTAL ARRESTS | GEORGIA RESIDENTS ARRESTS | SPEEDING BY COUNTY | DRIVING BY COUNTY | ALL CONVICTION | CASES NOT CONVICTED | CASES MOL. PROS. AND DISMISSED | CASES NO RECORD | BONDS FORFEITED | | |
| JEFFERSON | 7 | 66 | 201 | 872 | 810 | 355 | 144 | 220 | 49 | 11 | 38 | 183 | 46411 | |
| JENKINS | 10 | 52 | 173 | 965 | 838 | 490 | 451 | 111 | 17 | 1 | 16 | 201 | 555 | |
| JOHNSON | 4 | 28 | 59 | 175 | 171 | 69 | 26 | 26 | | | | | | |
| JONES | 11 | 117 | 221 | 2223 | 2153 | 1270 | 262 | 417 | 30 | 11 | 16 | 319 | 15945 | |
| LAMAR | 5 | 63 | 134 | 623 | 558 | 275 | 90 | 50 | | | | 24 | 264 | |
| LANIER | 2 | 13 | 23 | 178 | 171 | 65 | 18 | 13 | 8 | 5 | 3 | 10 | 389 | |
| LAURENS | 8 | 122 | 191 | 1561 | 1482 | 691 | 338 | 52 | 46 | 17 | 62 | 6 | 4527 | |
| LEE | 5 | 18 | 194 | 171 | 167 | 85 | 58 | 98 | 1 | 1 | 1 | 18 | 1232 | |
| LIBERTY | 10 | 179 | 367 | 1441 | 1135 | 486 | 277 | 272 | 11 | 11 | 11 | 260 | 8060 | |
| LINCOLN | 3 | 53 | 80 | 691 | 176 | 57 | 26 | 15 | | | | 15 | 888 | |
| LONG | 7 | 59 | 99 | 483 | 443 | 161 | 16 | 84 | 10 | 6 | 6 | 19 | 813 | |
| LOWNDES | 32 | 530 | 1219 | 2008 | 2060 | 1138 | 436 | 2221 | 271 | 60 | 60 | 1571 | 20698 | |
| LUMPKIN | 3 | 58 | 132 | 245 | 230 | 15 | 43 | 13 | 6 | 6 | | | 1561 | |
| MCDUFFIE | 4 | 145 | 428 | 1691 | 1466 | 662 | 262 | 318 | 4 | 4 | | 295 | 3856 | |
| MCINTOSH | 4 | 17 | 129 | 1611 | 922 | 850 | 101 | 46 | | | | 44 | 1975 | |
| MACON | 6 | 38 | 101 | 492 | 448 | 191 | 53 | 42 | 4 | 4 | | | 1135 | |
| MADISON | 1 | 89 | 158 | 802 | 777 | 217 | 96 | 87 | 25 | 25 | | 57 | 4571 | |
| MARION | 4 | 22 | 44 | 672 | 557 | 395 | 77 | 63 | 1 | 1 | | 23 | 210 | |
| MERIWETHER | 14 | 120 | 291 | 1968 | 1799 | 722 | 222 | 69 | 4 | 2 | 2 | 50 | 3030 | |
| MILLER | 4 | 36 | 39 | 292 | 259 | 147 | 39 | 101 | 148 | 11 | 137 | | 509 | |
| MITCHELL | 12 | 116 | 278 | 928 | 588 | 216 | 88 | 1 | 89 | 89 | | | | |
| MONROE | 5 | 184 | 421 | 3220 | 2354 | 2355 | 310 | 229 | 22 | 22 | | 164 | 13479 | |
| MONTGOMERY | 13 | 61 | 58 | 470 | 418 | 237 | 68 | 142 | 30 | 30 | | 28 | 7172 | |
| MORGAN | 12 | 56 | 201 | 1704 | 1382 | 1142 | 168 | 77 | 6 | 6 | | 24 | 3416 | |
| MURRAY | 9 | 72 | 182 | 1217 | 1000 | 552 | 168 | 69 | 32 | 32 | | 19 | 7342 | |
| MUSCOGEE | 23 | 1237 | 6126 | 15 | 15 | 6 | | | | | | | | |
| NEWTON | 8 | 157 | 405 | 1488 | 1301 | 870 | 178 | 56 | 4 | 2 | 1 | 52 | 2561 | |
| OCONEE | 3 | 58 | 98 | 722 | 702 | 235 | 18 | 23 | | | | 8 | 960 | |
| OGLETHORPE | 2 | 64 | 100 | 562 | 542 | 143 | 148 | 46 | 2 | 2 | | 32 | 3387 | |
| PAULDING | 12 | 233 | 347 | 878 | 826 | 245 | 206 | | | | | | | |
| PEACH | 6 | 83 | 180 | 1476 | 1182 | 830 | 74 | 176 | 11 | 8 | 1 | 124 | 6833 | |
| PICKENS | 9 | 80 | 113 | 314 | 297 | 83 | 72 | 56 | 6 | 5 | | 6210 | 6210 | |
| PIERCE | 8 | 77 | 106 | 757 | 636 | 298 | 163 | 76 | 10 | 2 | 8 | 68 | 3477 | |
| PIKE | 2 | 83 | 152 | 1282 | 1207 | 602 | 113 | | | | | | | |
| POLK | 16 | 246 | 777 | 1119 | 887 | 505 | 130 | 69 | 3 | 2 | | 10 | 2590 | |
| PULASKI | 3 | 35 | 68 | 487 | 475 | 207 | 69 | 58 | 21 | 21 | | 15 | 4440 | |
| PUTNAM | 7 | 67 | 158 | 1217 | 1150 | 533 | 146 | 115 | 4 | 4 | | 95 | 5603 | |
| QUITMAN | 2 | 19 | 46 | 357 | 184 | 164 | 62 | 8 | | | | 7 | 310 | |
| RABUN | 5 | 38 | 48 | 262 | 240 | 91 | 31 | 8 | 1 | 1 | | 306 | 306 | |
| RANDOLPH | 2 | 35 | 130 | 578 | 392 | 333 | 98 | 62 | 4 | 4 | | 21 | 1355 | |

| COUNTY | ACCIDENT EXPERIENCE | | | ENFORCEMENT EXPERIENCE | | | AMOUNT OF FINES INCLUDING COST AND FORTIFEURE BOND |
|------------|---------------------|----------|-----------|------------------------|---------------------------|--------------------|--|
| | DEATHS | INJURIES | ACCIDENTS | TOTAL ARRESTS | GEORGIA RESIDENTS ARRESTS | SPEEDING BY COUNTY | |
| RICHMOND | 35 | 1562 | 6920 | 134 | 125 | 46 | 1947 |
| ROCKDALE | 15 | 167 | 475 | 772 | 734 | 314 | 1155 |
| SCHLEY | 1 | 15 | 31 | 93 | 85 | 45 | 8970 |
| SCREVEN | 20 | 158 | 240 | 1724 | 905 | 890 | 1696 |
| SEMINOLE | 6 | 71 | 86 | 499 | 398 | 210 | 6445 |
| SPALDING | 10 | 342 | 1298 | 1592 | 1544 | 499 | 2120 |
| STEPHENS | 10 | 232 | 602 | 738 | 703 | 227 | 5463 |
| STEWART | 2 | 58 | 108 | 564 | 466 | 304 | 4669 |
| SWITZER | 15 | 262 | 870 | 882 | 813 | 390 | 13936 |
| TALBOT | 5 | 59 | 178 | 1162 | 992 | 604 | 4607 |
| TALIAFERRO | 5 | 28 | 45 | 480 | 315 | 367 | 355 |
| TATTNALL | 9 | 71 | 130 | 1381 | 922 | 776 | 54 |
| TAYLOR | 5 | 40 | 103 | 539 | 503 | 257 | 775 |
| TELFAIR | 9 | 36 | 82 | 1531 | 1348 | 704 | 6993 |
| TERRELL | 6 | 20 | 226 | 689 | 595 | 426 | 4669 |
| THOMAS | 13 | 307 | 1196 | 2379 | 2173 | 688 | 5485 |
| TIFT | 15 | 335 | 1231 | 2604 | 2111 | 1011 | |
| TOOMS | 5 | 89 | 83 | 736 | 650 | 339 | |
| TOWNS | 4 | 13 | 60 | 188 | 148 | 84 | 7 |
| TREULTEN | 3 | 41 | 60 | 611 | 558 | 301 | 318 |
| TROUP | 16 | 506 | 1953 | 3259 | 2330 | 1088 | 7768 |
| TURNER | 11 | 97 | 150 | 818 | 477 | 8 | 9833 |
| TWIGGS | 6 | 73 | 121 | 309 | 288 | 94 | 2075 |
| UNION | 4 | 73 | 125 | 305 | 253 | 115 | 27 |
| UPSON | 9 | 148 | 306 | 1719 | 1656 | 712 | 30 |
| WALKER | 28 | 486 | 1203 | 3098 | 2685 | 552 | 84 |
| WALTON | 11 | 104 | 241 | 1291 | 1247 | 712 | 11 |
| WARRE | 4 | 352 | 1157 | 1548 | 1235 | 682 | 65 |
| WARREN | 1 | 37 | 60 | 325 | 295 | 78 | 266 |
| WASHINGTON | 9 | 95 | 122 | 520 | 508 | 153 | 1 |
| WAYNE | 13 | 58 | 70 | 719 | 543 | 356 | 1 |
| WEBSTER | 2 | 15 | 31 | 187 | 158 | 97 | 8 |
| WHEELER | 2 | 25 | 47 | 494 | 425 | 292 | 8 |
| WHITE | 1 | 47 | 73 | 270 | 259 | 129 | 30 |
| WHITEFIELD | 25 | 576 | 2155 | 4632 | 4293 | 788 | 84 |
| WILCOX | 5 | 38 | 67 | 455 | 413 | 233 | 265 |
| WILKES | 4 | 84 | 229 | 529 | 482 | 237 | 410 |
| WILKINSON | 3 | 48 | 76 | 172 | 168 | 30 | 72 |
| WORTH | 10 | 98 | 224 | 931 | 867 | 530 | 9 |
| TOTALS | 1912 | 38929 | 135577 | 170317 | 145830 | 74102 | 50 |

ALL ACCIDENT AND ENFORCEMENT EXPERIENCE - BY COUNTIES



STANDARD SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENTS

National Safety Council Chicago In GEORGIA (State) For YEAR 1973 (Month or other period)

| 1. TYPE OF ACCIDENT | Number of Accidents | | | Total Killed | Property Damage | Number of Persons Injured | | |
|-----------------------------|---------------------|-----------|-------|--------------|-----------------|---------------------------|------|------|
| | Fatal | Non-Fatal | Total | | | Total | a | b |
| Motor Vehicle | 456 | 6474 | 6930 | 526 | 8937 | 6105 | 1856 | 976 |
| 1. Ran off road | 20 | 374 | 394 | 02 | 184 | 291 | 021 | 07 |
| 2. Overtaken on road | 060 | 7251 | 7851 | 592 | 1627 | 989 | 369 | 692 |
| 3. Pedestrian | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| 4. Motor vehicle in traffic | 669 | 45871 | 46540 | 458 | 7271 | 13550 | 616 | 5208 |
| 5. Parked motor vehicle | 3 | 33 | 36 | 9 | 055 | 071 | 04 | 46 |
| 6. Railroad train | 69 | 131 | 200 | 75 | 202 | 128 | 04 | 38 |
| 7. Bicyclist | 22 | 38 | 60 | 32 | 114 | 94 | 90 | 57 |
| 8. Animal | 7 | 401 | 408 | 8 | 131 | 801 | 62 | 61 |
| 9. Fixed object | 119 | 2901 | 3020 | 131 | 471 | 1000 | 243 | 878 |
| 10. Other non-collision | 2 | 28 | 30 | 0 | 4 | 12 | 13 | 03 |
| 11. Other non-collision | 21 | 101 | 122 | 21 | 156 | 103 | 43 | 30 |
| 12. Totals | 1626 | 25475 | 27101 | 2161 | 38629 | 87884 | 9131 | 6949 |

SUMMARY OF STATEWIDE ACCIDENTS
 Legally reportable accidents are those involving death, bodily injury or property damage of \$250.00 or more.
 In the accident
 To the property of one person
 This summary includes reports and information available on

REPORT PREPARED BY
 Accident Reporting Unit

| 2A. COMPARATIVE TOTALS | Same Month Last Year | | This Year to Date | | Same Period Last Year | | Change from Death Record |
|-----------------------------|----------------------|-----------------|-------------------|-----------------|-----------------------|-----------------|--------------------------|
| | All accidents | Persons injured | All accidents | Persons injured | All accidents | Persons injured | |
| 1. Ran off road | 1747 | 8937 | 1747 | 8937 | 16656 | 8199 | 1.5% |
| 2. Overtaken on road | 814 | 484 | 814 | 484 | 157 | 439 | 66.6% |
| 3. Pedestrian | 1 | 1 | 1 | 1 | 157 | 191 | 17.1% |
| 4. Motor vehicle in traffic | 14021 | 24697 | 14021 | 24697 | 8585 | 21020 | -3.5% |
| 5. Parked motor vehicle | 5079 | 055 | 5079 | 055 | 4458 | 494 | 7.7% |
| 6. Railroad train | 433 | 607 | 433 | 607 | 344 | 191 | 18.1% |
| 7. Bicyclist | 482 | 114 | 482 | 114 | 395 | 394 | 53.3% |
| 8. Animal | 101 | 131 | 101 | 131 | 262 | 051 | 0.0% |
| 9. Fixed object | 3695 | 471 | 3695 | 471 | 4180 | 1996 | -17.0% |
| 10. Other non-collision | 210 | 43 | 210 | 43 | 402 | 35 | 200.0% |
| 11. Other non-collision | 404 | 56 | 404 | 56 | 161 | 161 | 0.0% |
| 12. Totals | 135577 | 38629 | 135577 | 38629 | 740911 | 9681 | 0.8% |

| 2B. MILEAGE RATES | This Year To Date | Last Year Same Period | Percent Change |
|--|-------------------|-----------------------|----------------|
| 1. Motor vehicle traffic deaths | *1912 | *1896 | 0.8% |
| 2. Estimated motor vehicle mileage traveled (millions) | 38725 | 36038 | 7.5% |
| 3. Death rate per 100,000,000 vehicles | 4.9 | 5.3 | -7.5% |
| 4. Fatal accident rate per 100,000,000 vehicles | 4.2 | 4.5 | -6.7% |
| 5. | | | |
| 6. | | | |

| D. ALL OTHER ACCIDENTS | | Total | | Fatal Accidents | | Injury Accidents | | Property Damage Acc. | |
|--|------|-------|------|-----------------|-------|------------------|------|----------------------|-----|
| 1. Non-motor vehicle, train, bicycle, etc. | 214 | 4 | 165 | 45 | 882 | 1239 | 295 | 3261 | 339 |
| 2. Fixed object in road | 1258 | 1 | 407 | 82 | 882 | 1239 | 295 | 3261 | 339 |
| 3. Overturned in road | 145 | 1 | 62 | 82 | 882 | 1239 | 295 | 3261 | 339 |
| 4. Left road | 1917 | 26 | 652 | 1239 | 295 | 3261 | 339 | 3261 | 339 |
| 5. Collision with | 699 | 67 | 337 | 295 | 3261 | 339 | 3261 | 339 | 339 |
| 6. Fixed object in road | 4886 | 108 | 1517 | 3261 | 339 | 3261 | 339 | 3261 | 339 |
| 7. Overturned in road | 679 | 18 | 322 | 339 | 3261 | 339 | 3261 | 339 | 339 |
| 8. At curve | 4628 | 242 | 2044 | 3261 | 339 | 3261 | 339 | 3261 | 339 |
| 9. Straight road | 8367 | 190 | 2909 | 3261 | 339 | 3261 | 339 | 3261 | 339 |
| 10. Fall from moving vehicle | 68 | 12 | 33 | 3261 | 339 | 3261 | 339 | 3261 | 339 |
| 11. All others | 1678 | 6 | 218 | 3261 | 339 | 3261 | 339 | 3261 | 339 |
| 12. Not stated | 54 | | 10 | 44 | 15274 | | | | |

| C. PEDESTRIAN ACCIDENTS | | Total | | Fatal Accidents | | Injury Accidents | | Property Damage Acc. | |
|-------------------------|------|-------|-----|-----------------|---|------------------|---|----------------------|---|
| 1. Car going straight | 1694 | 22 | 425 | 988 | 2 | 17 | 2 | 2 | 2 |
| 2. Car turning right | 22 | 20 | 437 | 988 | 2 | 17 | 2 | 2 | 2 |
| 3. Car turning left | 67 | 1 | 51 | 7 | 2 | 17 | 2 | 2 | 2 |
| 4. Car backing | 32 | 1 | 5 | 17 | 2 | 17 | 2 | 2 | 2 |
| 5. All others | 27 | 3 | 8 | 9 | 2 | 17 | 2 | 2 | 2 |
| 6. Not stated | 13 | 1 | 2 | 9 | 2 | 17 | 2 | 2 | 2 |
| Total | 1855 | 261 | 544 | 1025 | 2 | 17 | 2 | 2 | 2 |

| B. TWO MOTOR VEHICLE ACC. | | Total | | Fatal Accidents | | Injury Accidents | | Property Damage Acc. | |
|---|-------|-------|------|-----------------|-----|------------------|-------|----------------------|------|
| 1. Going opposite direction - both moving | 6470 | 299 | 1855 | 4316 | 299 | 1855 | 4316 | 299 | 1855 |
| 2. Going same direction - both moving | 16762 | 78 | 2012 | 14672 | 78 | 2012 | 14672 | 78 | 2012 |
| 3a. One car stopped in traffic | 5798 | 13 | 462 | 5323 | 13 | 462 | 5323 | 13 | 462 |
| 4a. One car entering parked position | 109 | 7 | 102 | 102 | 7 | 102 | 102 | 7 | 102 |
| 4b. One car leaving parked position | 1849 | 4 | 69 | 1776 | 4 | 69 | 1776 | 4 | 69 |
| 5a. One car entering alley or driveway | 5724 | 32 | 1002 | 4690 | 32 | 1002 | 4690 | 32 | 1002 |
| 5b. One car leaving alley or driveway | 7647 | 27 | 865 | 6755 | 27 | 865 | 6755 | 27 | 865 |
| 6. All others | 2108 | 1 | 94 | 2013 | 1 | 94 | 2013 | 1 | 94 |
| 7. Not stated | 16 | | | 16 | | | 16 | | |
| Total | 59619 | 490 | 8119 | 51010 | 490 | 8119 | 51010 | 490 | 8119 |

| A. TWO MOTOR VEHICLE ACC. | | Total | | Fatal Accidents | | Injury Accidents | | Property Damage Acc. | |
|--|-------|-------|------|-----------------|-----|------------------|-------|----------------------|------|
| 1. Entering of angle | 7001 | 3 | 514 | 6484 | 3 | 514 | 6484 | 3 | 514 |
| 2a. From same direction - both going straight | 21298 | 138 | 3975 | 17185 | 138 | 3975 | 17185 | 138 | 3975 |
| 3. Same - one stopped | 5489 | 14 | 572 | 4903 | 14 | 572 | 4903 | 14 | 572 |
| 3b. Same - one turning | 7670 | 2 | 756 | 6912 | 2 | 756 | 6912 | 2 | 756 |
| 4. Same - all others | 173 | 9 | 9 | 164 | 9 | 9 | 164 | 9 | 9 |
| 5. From opposite direction - both going straight | 1700 | 8 | 311 | 1381 | 8 | 311 | 1381 | 8 | 311 |
| 6. Same - one left turn, one straight | 4548 | 26 | 896 | 3626 | 26 | 896 | 3626 | 26 | 896 |
| 7. Same - all others | 223 | 1 | 22 | 200 | 1 | 22 | 200 | 1 | 22 |
| 8. Not stated | 1368 | | 81 | 1287 | | 81 | 1287 | | 81 |
| Total | 49470 | 192 | 7136 | 42142 | 192 | 7136 | 42142 | 192 | 7136 |

6. DIRECTIONAL ANALYSIS - An accident consisting of a series of collisions, overturning, etc., is classified according to the first event on the road.

| AGE OF CASUALTY | Total Killed | | Total Injured | | Total Fatal | | Total Injured | |
|-----------------|--------------|--------|---------------|--------|-------------|--------|---------------|--------|
| | Male | Female | Male | Female | Male | Female | Male | Female |
| 0 to 4 | | | | | | | | |
| 5 to 9 | | | | | | | | |
| 10 to 14 | | | | | | | | |
| 15 to 19 | | | | | | | | |
| 20 to 24 | | | | | | | | |
| 25 to 29 | | | | | | | | |
| 30 to 34 | | | | | | | | |
| 35 to 39 | | | | | | | | |
| 40 to 44 | | | | | | | | |
| 45 to 49 | | | | | | | | |
| 50 to 54 | | | | | | | | |
| 55 to 59 | | | | | | | | |
| 60 to 64 | | | | | | | | |
| 65 to 69 | | | | | | | | |
| 70 to 74 | | | | | | | | |
| 75 & older | | | | | | | | |
| 12. Not stated | | | | | | | | |
| Total | | | | | | | | |

| 3. LOCATION | A. Trafficways Administered by Governmental Agencies: State Highway Dept., counties, cities, towns, villages, etc. | | | | | | B. Trafficways Administered by Independent Agencies: Turnpike, parkway, military, freeway authorities and commissions, etc. | | | | | |
|--|---|--------|-----------|-------------------|--------|---------|--|-------|-----------|-------------------|--------|---------|
| | Number of Accidents | | | Number of Persons | | | Number of Accidents | | | Number of Persons | | |
| | Total | Fatal | Non-Fatal | Property Damage | Killed | Injured | Total | Fatal | Non-Fatal | Property Damage | Killed | Injured |
| URBAN: All incorporated places of 2500 or more people and all areas classified as urban by special tabulation in 1940 census | 1. 2,500 to 10,000 | 8788 | 74 | 1260 | 7454 | 82 | 1811 | | | | | |
| | 2. 10,000 to 25,000 | 11702 | 45 | 1670 | 9987 | 46 | 2350 | | | | | |
| | 3. 25,000 to 50,000 | 7389 | 25 | 985 | 6379 | 26 | 1304 | | | | | |
| | 4. 50,000 to 100,000 | 6586 | 39 | 613 | 5934 | 42 | 816 | | | | | |
| | 5. 100,000 to 250,000 | 13531 | 38 | 1673 | 11820 | 41 | 2269 | | | | | |
| | 6. 250,000 or more | 28847 | 111 | 4186 | 24550 | 120 | 6509 | | | | | |
| | 7. | | | | | | | | | | | |
| | 8. | | | | | | | | | | | |
| | Total urban | 76843 | 332 | 10387 | 66124 | 357 | 15059 | | | | | |
| RURAL: All locations other than those above | 1. Controlled access highway | 5427 | 146 | 1329 | 3952 | 190 | 2148 | | | | | |
| | 2. State routes | 38494 | 924 | 10011 | 27559 | 1110 | 16247 | | | | | |
| | 3. County routes | 14813 | 224 | 3748 | 10841 | 255 | 5475 | | | | | |
| | 4. Other | | | | | | | | | | | |
| | 5. Not stated | | | | | | | | | | | |
| | Total rural | 58734 | 1294 | 15088 | 42352 | 1555 | 23870 | | | | | |
| | Total urban and rural | 135577 | 1626 | 25475 | 108476 | 1912 | 38929 | | | | | |

| 5. TIME | Total | | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Saturday | | Sunday | | Not stated | |
|----------------|--------|-------|--------|-------|---------|-------|-----------|-------|----------|-------|--------|-------|----------|-------|--------|-------|------------|-------|
| | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal | All | Fatal |
| 0. Midnight | 2853 | 73 | 248 | 5 | 252 | 12 | 251 | 9 | 272 | 5 | 559 | 10 | 722 | 14 | 549 | 18 | | |
| 1. 1:00 | 2418 | 67 | 135 | 3 | 198 | 5 | 181 | 1 | 232 | 5 | 235 | 6 | 680 | 26 | 757 | 21 | | |
| 2. 2:00 | 1661 | 63 | 101 | 3 | 123 | 5 | 130 | 6 | 178 | 8 | 186 | 6 | 518 | 24 | 425 | 8 | | |
| 3. 3:00 | 1212 | 39 | 83 | 2 | 98 | 3 | 93 | 7 | 106 | 4 | 122 | 4 | 370 | 5 | 340 | 14 | | |
| 4. 4:00 | 885 | 22 | 57 | 2 | 73 | 4 | 79 | 2 | 98 | 1 | 103 | 1 | 254 | 5 | 221 | 7 | | |
| 5. 5:00 | 713 | 34 | 72 | 3 | 69 | 2 | 78 | 7 | 73 | 3 | 95 | 3 | 203 | 11 | 123 | 5 | | |
| 6. 6:00 | 1150 | 33 | 161 | 6 | 180 | 1 | 150 | 7 | 189 | 2 | 179 | 8 | 175 | 6 | 116 | 3 | | |
| 7. 7:00 | 4269 | 47 | 685 | 6 | 776 | 8 | 748 | 5 | 790 | 7 | 770 | 8 | 355 | 9 | 145 | 4 | | |
| 8. 8:00 | 8225 | 61 | 1458 | 7 | 1535 | 7 | 1472 | 14 | 1514 | 9 | 1567 | 6 | 477 | 8 | 202 | 10 | | |
| 9. 9:00 | 5148 | 41 | 866 | 4 | 893 | 2 | 789 | 6 | 823 | 4 | 618 | 8 | 603 | 6 | 256 | 8 | | |
| 10. 10:00 | 5329 | 44 | 801 | 5 | 821 | 5 | 683 | 7 | 743 | 7 | 941 | 5 | 895 | 10 | 445 | 10 | | |
| 11. 11:00 | 6216 | 55 | 937 | 6 | 819 | 12 | 834 | 4 | 846 | 9 | 1052 | 8 | 1161 | 9 | 567 | 7 | | |
| 12. Noon | 7936 | 64 | 1189 | 6 | 1066 | 8 | 1055 | 8 | 1127 | 8 | 1436 | 11 | 1414 | 15 | 646 | 8 | | |
| 13. 1:00 | 8076 | 52 | 1156 | 7 | 1027 | 3 | 1114 | 9 | 1121 | 10 | 1429 | 7 | 1395 | 13 | 834 | 3 | | |
| 14. 2:00 | 7988 | 68 | 1182 | 10 | 997 | 3 | 993 | 6 | 1125 | 11 | 1423 | 14 | 1393 | 14 | 875 | 10 | | |
| 15. 3:00 | 10252 | 93 | 1476 | 12 | 1341 | 13 | 1371 | 10 | 1460 | 9 | 1964 | 15 | 1571 | 19 | 1068 | 15 | | 1 |
| 16. 4:00 | 12336 | 106 | 1847 | 12 | 1646 | 19 | 1687 | 5 | 1959 | 13 | 2518 | 24 | 1588 | 13 | 1091 | 20 | | |
| 17. 5:00 | 13349 | 108 | 2074 | 17 | 1782 | 7 | 1949 | 15 | 2052 | 11 | 2785 | 18 | 1560 | 18 | 1145 | 22 | | 2 |
| 18. 6:00 | 9961 | 121 | 1394 | 13 | 1257 | 13 | 1369 | 19 | 1444 | 23 | 2015 | 17 | 1433 | 20 | 1049 | 16 | | |
| 19. 7:00 | 7324 | 105 | 923 | 15 | 776 | 11 | 888 | 15 | 1007 | 16 | 1539 | 10 | 1304 | 23 | 886 | 15 | | 1 |
| 20. 8:00 | 5569 | 101 | 682 | 17 | 623 | 10 | 640 | 8 | 701 | 16 | 1192 | 8 | 1034 | 17 | 697 | 15 | | |
| 21. 9:00 | 4658 | 82 | 534 | 8 | 524 | 14 | 510 | 8 | 609 | 7 | 1025 | 15 | 933 | 17 | 523 | 13 | | |
| 22. 10:00 | 4257 | 76 | 453 | 11 | 472 | 8 | 483 | 8 | 497 | 8 | 683 | 20 | 167 | 13 | 452 | 8 | | |
| 23. 11:00 | 3675 | 69 | 374 | 2 | 378 | 4 | 378 | 4 | 425 | 15 | 658 | 23 | 870 | 16 | 292 | 5 | | |
| 24. Not stated | 117 | 2 | 14 | | 24 | 1 | 14 | | 15 | | 12 | | 28 | | 10 | | | |
| Totals | 135577 | 1626 | 18902 | 177 | 17750 | 180 | 17936 | 190 | 19406 | 211 | 26009 | 268 | 21853 | 335 | 13714 | 265 | | 4 |

*Updated Fatality figures for 1972 - 1,903

END

| 7. PEDESTRIAN ACTIONS BY AGE | Pedestrians Killed | Ages of Pedestrians Killed and Injured | | | | | | | | | |
|---|--------------------|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | Total | 0 to 4 | 5 to 9 | 10 to 14 | 15 to 19 | 20 to 24 | 25 to 44 | 45 to 64 | 65 & Older | Not Stated |
| a. Crossing or entering roadway-st intersection | 20 | 534 | 21 | 79 | 47 | 30 | 40 | 170 | 74 | 56 | 17 |
| b. Same - not at intersection | 157 | 904 | 129 | 305 | 109 | 45 | 37 | 99 | 97 | 59 | 24 |
| 2a. Walking in roadway - with traffic | 31 | 110 | | 13 | 13 | 19 | 14 | 21 | 14 | 15 | 1 |
| b. Same - against traffic | 15 | 43 | 2 | 2 | 8 | 6 | 1 | 7 | 9 | 7 | 11 |
| 3. Standing in roadway | 15 | 63 | | 3 | 7 | 7 | 10 | 14 | 20 | 2 | |
| 4. Getting on or off other vehicle | 1 | 27 | 1 | 9 | 5 | 3 | 1 | 2 | 4 | 1 | 1 |
| 5. Pushing or working on vehicle in roadway | 4 | 23 | | 1 | 3 | 3 | 2 | 7 | 5 | | 2 |
| 6. Other working in roadway | 5 | 25 | | | | 2 | 3 | 9 | 5 | 2 | 4 |
| 7. Playing in roadway | 4 | 86 | 21 | 41 | 19 | 2 | 1 | | 1 | | 1 |
| 8. Other in roadway | 12 | 20 | | | 2 | 2 | 3 | 8 | 4 | | 1 |
| 9. Not in roadway | 8 | 61 | 2 | 4 | 15 | 3 | 8 | 12 | 6 | 7 | 4 |
| 10. Not stated | | 8 | 1 | 5 | 1 | 1 | | | | | |
| Totals | 272 | 1904 | 177 | 462 | 229 | 123 | 120 | 349 | 239 | 149 | 56 |

Drivers of vehicles in proper parking locations are excluded

| 8. AGE OF DRIVER | All Accidents | Fatal Accidents | Injury Accidents |
|------------------|---------------|-----------------|------------------|
| 1. 15 & younger | 1651 | 41 | 773 |
| 2. 16 | 8274 | 74 | 1623 |
| 3. 17 | 9922 | 93 | 1862 |
| 4. 18 to 19 | 21567 | 180 | 3883 |
| 5. 20 to 24 | 47881 | 439 | 8177 |
| 6. 25 to 34 | 60755 | 548 | 10171 |
| 7. 35 to 44 | 34817 | 387 | 5897 |
| 8. 45 to 54 | 27454 | 280 | 4587 |
| 9. 55 to 64 | 18492 | 193 | 3178 |
| 10. 65 to 74 | 8865 | 128 | 1393 |
| 11. 75 & older | 2334 | 45 | 430 |
| 12. Not stated | 10672 | 69 | 1429 |
| Totals | 252684 | 2477 | 43403 |

| 9. SEX OF DRIVER | All Accidents | Fatal Accidents | Injury Accidents |
|------------------|---------------|-----------------|------------------|
| 1. Male | 174117 | 2025 | 30447 |
| 2. Female | 71816 | 407 | 12097 |
| 3. Not stated | 6751 | 45 | 859 |
| Totals | 252684 | 2477 | 43403 |

| 10. RESIDENCE OF DRIVER | All Accidents | Fatal Accidents | Injury Accidents |
|--------------------------------|---------------|-----------------|------------------|
| 1. Local resident | 185086 | 1346 | 30339 |
| 2. Residing elsewhere in state | 45552 | 764 | 9176 |
| 3. Non-resident of state | 17286 | 340 | 3329 |
| 4. Not stated | 4760 | 27 | 559 |
| Totals | 252684 | 2477 | 43403 |

Vehicles in proper parking locations are included

| 12. TYPE OF VEHICLE | All Accidents | Fatal Accidents | Injury Accidents |
|------------------------------------|---------------|-----------------|------------------|
| 1. Passenger car | 215096 | 1775 | 35129 |
| 2. Passenger car and trailer | 400 | 7 | 72 |
| 3. Truck or truck tractor | 23781 | 325 | 4133 |
| 4. Truck tractor and semi-trailer | 6052 | 205 | 1234 |
| 5. Other truck combination | 1904 | 33 | 338 |
| 6. Farm tractor and/or farm equip. | 177 | 4 | 45 |
| 7. Taxicab | 487 | 1 | 44 |
| 8. Bus | 1117 | 6 | 141 |
| 9. School bus | 346 | 3 | 67 |
| 10. Motorcycle | 2622 | 97 | 1695 |
| 11. Motor scooter or motor bicycle | 154 | 3 | 125 |
| 12. Others and not stated | 2050 | 26 | 478 |
| Totals | 254186 | 2485 | 43501 |

Special vehicles included above

| | | | |
|---|------|----|-----|
| 13. Emergency (including privately owned) | 425 | 6 | 87 |
| 14. Military vehicles | 45 | | 7 |
| 15. Other publicly owned vehicles | 1448 | 12 | 205 |

| 13. ROAD SURFACE CONDITION | All Accidents | Fatal Accidents | Injury Accidents |
|----------------------------|---------------|-----------------|------------------|
| 1. Dry | 103090 | 1334 | 19649 |
| 2. Wet | 31004 | 278 | 5604 |
| 3. Snowy or icy | 1264 | 9 | 191 |
| 4. Other | 143 | 1 | 24 |
| 5. Not stated | 76 | 4 | 7 |
| Totals | 135577 | 1626 | 25475 |

| 14. KIND OF LOCATION | All Accidents | Fatal Accidents | Injury Accidents |
|----------------------|---------------|-----------------|------------------|
| 1. Built-up | 71654 | 658 | 12299 |
| 2. Not built-up | 22492 | 952 | 7273 |
| 3. Not stated | 41431 | 16 | 5903 |
| Totals | 135577 | 1626 | 25475 |

| 15. LIGHT CONDITION | All Accidents | Fatal Accidents | Injury Accidents |
|---------------------|---------------|-----------------|------------------|
| 1. Daylight | 98083 | 832 | 16455 |
| 2. Dawn or dusk | 4315 | 75 | 916 |
| 3. Darkness | 33158 | 719 | 8103 |
| 4. Not stated | 21 | | 1 |
| Totals | 135577 | 1626 | 25475 |

Contributing Circumstances (Table 11) compiled only from police reports.

| 11. CONTRIBUTING CIRCUMSTANCES INDICATED | All Accidents | Fatal Accidents | Injury Accidents |
|--|---------------|-----------------|------------------|
| 1. Speed too fast | 15514 | 560 | 5046 |
| 2. Failed to yield right of way | 36135 | 245 | 5751 |
| 3. Drove left of center | 5625 | 252 | 1553 |
| 4. Improper overtaking | 10879 | 36 | 914 |
| 5. Passed stop sign | 4587 | 37 | 957 |
| 6. Disregarded traffic signal | 4952 | 22 | 1028 |
| 7. Followed too closely | 35175 | 25 | 4004 |
| 8. Made improper turn | 6588 | 8 | 502 |
| 9. Other improper driving | 6803 | 35 | 446 |
| 10. Inadequate brakes | 685 | 3 | 81 |
| 11. Improper lights | 126 | 5 | 31 |
| 12. Had been drinking | 11215 | 208 | 3719 |
| Totals | 138284 | 1436 | 24032 |