

Georgia Traffic Safety Facts

2024 Data

April 2026

Key Findings

- 54% of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver.
- 28% of all serious injury crashes involved at least one driver confirmed or suspected of distraction.
- According to the 2025 Georgia Distracted Driving Observational Survey, 24.1% of all drivers were observed to have some form of visible distraction.
- 78% of all distraction-related crashes involved at least one other vehicle besides the distracted driver.
- Since the Hands-Free Law took effect, the number of distracted driving convictions processed by the Department of Driver Services continues to increase. Additionally, statewide and national studies show that distracted driving remains a growing traffic safety concern.
- Young drivers aged 15-to-24 years are overrepresented in confirmed or suspected distraction-related crashes, post-crash distracted driver citations, and distracted driving convictions.

DISTRACTED DRIVING

For the purposes of this fact sheet, a **distraction-related crash** is any crash in which a driver was reported as a confirmed distracted driver or identified as a suspected distracted driver.¹

Driver distraction occurs when drivers divert their attention from the driving task to focus on another activity. Often, discussions regarding distracted driving center around cell phone use and texting; however, distracted driving also includes other distraction-related activities that are manual, visual, auditory, or cognitive. Activities, particularly cell phone use, may involve multiple types of distraction.

| MANUAL | VISUAL | AUDITORY | COGNITIVE |
|--|--|---|---|
| taking hand(s) off the steering wheel | taking eyes off the road | any sound or noise that takes the focus away from the road | taking your mind off driving, even if eyes/hands are focused |
| <ul style="list-style-type: none">Holding or touching a phoneEating, drinking, or smokingMoving things in the vehicle, such as pets, insects, or objectsChanging the radio or climate controlsAdjusting other vehicle devices or controlsGrooming or personal hygiene | <ul style="list-style-type: none">Looking at a phone or infotainment displayReading or typing a text, email, or messageLooking at a billboardLooking at an event, object, or person outside the vehicle | <ul style="list-style-type: none">Loud noises inside the vehicle, such as loud music or passengers talking loudlyLoud noises outside the vehicle, such as honking, sirens, or alarmsHeadsets or noise-canceling devices (<i>distracted pedestrians / drivers</i>) | <ul style="list-style-type: none">ConversationsDaydreamingThinking about an argumentWorrying about something or someoneModern dashboard controls with touchscreens, complex infotainment systems, or digital displays can lead to visual, manual, and cognitive distractions. |

It is important to note that the Georgia Department of Transportation and the Crash Outcomes Data Evaluation System (CODES) at the Georgia Department of Public Health may revise the definitions of confirmed or suspected distraction-related crashes.¹ It is also important to acknowledge the inherent limitations in the data collection within the police crash reports for distraction-related crashes and the resulting injuries and fatalities. *As such, there are challenges and limitations in comparing and interpreting distraction-related crashes over time.*

From a law enforcement perspective, confirming a distraction as a contributing factor in a crash is challenging. Most often, distraction is self-reported by the driver for non-injury, non-fatal, single-occupant crashes and is likely biased. Subsequently, *distraction-related crashes are underreported.*



GOVERNOR'S OFFICE OF HIGHWAY SAFETY

2 M.L.K. Jr Dr SE
Suite #370, East Tower
Atlanta, GA 30334

(404) 656-6996
www.gahighwaysafety.org

¹ The suspected distracted driving definition was revised in April 2026 to align with updates to the 2023 crash report fields and criteria (i.e., contributing factors). Consequently, 2023 suspected distraction-related crash data were recalculated to ensure consistency and comparability in annual reporting in this publication. See Data Considerations for more information on the suspected-distracted driving definition established by the GDOT and CODES

2025 Georgia Distracted Driving Observational Study

The Injury Prevention Research Center at Emory University conducted a daytime observational survey of visible driver distraction, with over 32,000 observations across 400 sites in 20 Georgia counties between May and August 2025. According to the 2025 Georgia Distracted Driving Observational Survey², 24.1% of all drivers exhibited some form of visible distraction while operating a motor vehicle (i.e., talking, texting, dialing, or eating). Between 2023 and 2025, an average of 19.5% of drivers were observed to have some form of distraction. This suggests that at any point in time or location on Georgia roadways during daytime hours, approximately 1 out of 5 drivers may be distracted. It's important to note that, unlike seatbelt observations, distracted driving observations represent snapshots in time and place, as drivers are not continuously distracted throughout their travel.

Overall Distracted Driving (all forms of visible distraction)

- The statewide rate of all forms of distracted driving increased by a net 9.4 percentage points from 14.7% in 2024 to 24.1% in 2025 (Table 1).
- Driver distraction is generally higher in the Atlanta Metropolitan Statistical Area (MSA) compared to other MSAs and non-MSA (rural) areas. Specifically, in 2025:
 - 25.8% of drivers in the Atlanta MSA exhibited distraction.
 - 20.5% of drivers in other MSAs exhibited distraction.
 - 22.0% of drivers in non-MSA (rural) areas exhibited distraction.
- Distracted driving decreased with increasing age and was higher for women (25.5%) than for men (23.0%).
- Distracted driving was higher on weekdays (25.1%) than on weekends (21.4%). This was true for all types of distractions, including texting or dialing on hand-held devices.

Table 1. **Percent of Georgia Drivers Observed to be Distracted** (all forms of visible distraction) by Metropolitan Statistical Area (MSA), 2023-2025

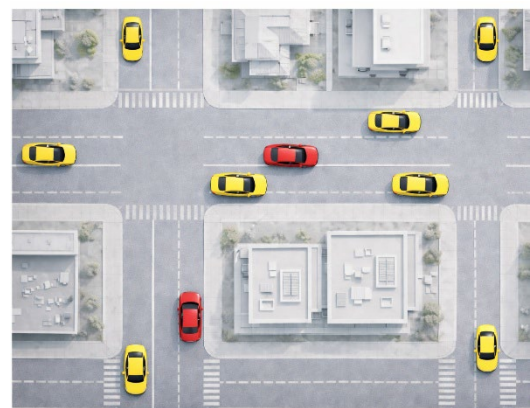
| Georgia Region | 2023 | 2024 | 2025 | Average |
|----------------|-------|-------|-------|--------------|
| Statewide | 19.6% | 14.7% | 24.1% | 19.5% |
| Atlanta MSA | 20.2% | 16.2% | 25.8% | 20.7% |
| Other MSA | 17.8% | 11.2% | 20.5% | 16.5% |
| Non-MSA | 19.3% | 9.8% | 22.0% | 17.0% |

Source: 2023-2025 Observational Survey of Driver Distraction in Georgia

According to the Georgia Distracted Driving Observational Surveys, an average of **19.5%** of drivers were observed to have some form of distraction between 2023 and 2025.

In other words, **about 1 out of 5 drivers at any time and location on Georgia roadways may be distracted.**

Figure 1. **Georgia Drivers Observed to be Distracted** (all forms of visible distraction) at Any Point in Time, 2023-2025



Red cars represent distracted drivers

Source: 2023-2025 Observational Survey of Driver Distraction in Georgia

² Rupp, Jonathan. 2024. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2024". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

Distractions Involving Hand-Held Devices

Hand-held device distraction trends in Georgia are similar to the national findings from the 2023 National Occupant Protection Use Survey. Nationwide, 5.1% of drivers were observed using a hand-held device³—consistent with Georgia’s rate (5.1%). However, Georgia reports a higher proportion of drivers actively manipulating devices (3.8%) compared to the national average (3.0%).

Similar to previous driver distraction observational studies, the rate of hand-held device distractions (talking or texting/dialing) was higher among unbelted drivers (8.0%) than among belted drivers (4.4%).

According to the World Health Organization...

“**Drivers using mobile phones** are approximately **4 times more likely to be involved in a crash** than drivers not using a mobile phone. Using a phone while driving impacts the driver’s reaction time (notably braking reaction time and reaction to traffic signals). Using a phone also makes it difficult to maintain the correct lane and appropriate following distances.

Hands-free phones are not much safer than hand-held phone sets. Texting considerably increases the risk of a crash.”⁴

OTHER DISTRACTED DRIVING STUDIES

Cambridge Mobile Telematics (CMT) surveyed over 1,700 drivers nationwide and found that distracted driving is evolving from messaging and passive scrolling use toward more “purpose-driven” app interactions.⁵ In 2024, 64% of survey respondents reported using mobile apps while driving, with notable differences by age and sex. Reported use was highest among adults ages 30–44 (78%), followed by those ages 18–29 (72%) and 45–59 (71%). In contrast, respondents aged 60 and older reported lower use at 47%. Men were 15% more likely than women to report engaging in distracted driving.

The most-used apps included tools like Google, Camera, Gmail, ChatGPT, and Amazon, alongside communication and entertainment platforms like FaceTime, Facebook, and Messenger. Among drivers aged 18–29 years, communication-based apps such as FaceTime are the most frequently used. In contrast, drivers aged 30–60 years more commonly use utility-focused apps like Google. These trends suggest that distracted driving is no longer dominated by passive scrolling but by active behaviors—such as searching information, taking photos, or ordering food.

According to reporting by Ars Technica⁶, taking your eyes off the road for just 18 seconds while driving at 50 mph means you travel about one-quarter of a mile—which is just under the length of **four football fields**—without fully paying attention. This highlights how even a short distraction can cover a significant distance and greatly increase the risk of a crash. According to research from the International Association of Traffic and Safety Sciences (IATSS)⁷, different phone-related activities affect driving in different ways. Listening to music slightly slows a driver’s reaction time and increases the chance of a crash by about 10.6% compared to normal driving. However, talking on the phone has a much bigger impact—it slows reaction time even more and raises crash risk by about 27.4%.

³ National Center for Statistics and Analysis. (2024, November). Driver electronic device use in 2023 (Traffic Safety Facts Research Note. Report No. DOT HS 813 660). National Highway Traffic Safety Administration.

⁴ World Health Organization. (2023, December). Road traffic injuries: Fact sheet. WHO. <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

⁵ Cambridge Mobile Telematics. (2025). *The most-used apps behind the wheel: The rise of utility & AI apps*. Cambridge Mobile Telematics.

⁶ Ars Technica. (2024, November 1). *Distracted driving simulator shows why you shouldn’t text on the highway*.

⁷ Chouhan, R., Dhamaniya, A., Rao, A. M., & Gupta, K. (2025). *Quantifying the relationship between auditory distractions, reaction time, and crash probability*. IATSS Research.

Distracted Drivers Involved in Motor Vehicle Traffic Crashes

In 2024, 54% of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver—a net 1-point percentage increase compared to 2023. This finding aligns with naturalistic driving studies that used video cameras and sensors installed in vehicles to determine driver risk factors seconds before a crash. According to a multi-state naturalistic study, 51.9% of all crashes involved distracted, non-impaired drivers.⁸

Among the drivers involved in motor vehicle traffic crashes, 2% were confirmed to be distracted, 29% were suspected of distraction⁹, and 23% were undistracted drivers involved in a distraction-related crash—the other 46% of drivers were not involved in distraction-related crashes. Most distraction-related crashes involved other vehicles.

- 78% of all distraction-related crashes involved at least one other vehicle besides that of the distracted driver.
- 22% of all distraction-related crashes were single-vehicle crashes that only involved the distracted driver's vehicle.

Furthermore, among all *single-vehicle* crashes, 62% involved a confirmed or suspected distracted driver. Among all *multi-vehicle* crashes, 52% involved at least one confirmed or suspected distracted driver.

Distraction-Related Traffic Fatalities and Serious Injuries

According to FARS, 67 fatal crashes involved at least one confirmed distracted driver (5.1% of all fatal crashes) in 2024. In these confirmed distraction-related crashes, 71 fatalities occurred (5.1% of all traffic-related fatalities).

The true number of distraction-related fatal crashes and fatalities is likely underreported due to unknown contributing factors at the time of the crash. Table 3 shows the number and percent of confirmed distraction-related fatal crashes and traffic fatalities between 2020 and 2024.

Table 2. **Percent of All Traffic Crashes that were Distraction-Related, 2023-2024**

| Traffic Measure | 2023 | 2024 |
|--|------|------|
| Crashes | | |
| Distraction-Related Crashes | 53% | 54% |
| <i>Confirmed</i> distraction-related crashes | 4% | 4% |
| <i>Suspected</i> distraction-related crashes | 49% | 50% |
| <i>Not</i> distraction-related crashes | 47% | 46% |
| Drivers | | |
| Drivers involved in distraction-related crashes | 53% | 54% |
| Confirmed distracted driver | 2% | 2% |
| Suspected distracted driver | 28% | 29% |
| <i>Undistracted</i> driver (in another vehicle) | 22% | 23% |
| Drivers <i>not</i> involved in distraction-related crashes | 47% | 46% |

Source: CODES 2023-2024

54%
of all Georgia motor vehicle traffic crashes had at least one **confirmed or suspected** distracted driver in 2024.

Although it is challenging for law enforcement to determine whether distraction is a contributing factor in a fatal crash, the police crash report may be the only source available for this information. Therefore, the number of confirmed distraction-related fatalities and serious injuries is usually underreported.

⁸ Dingus, T. A., Guo, F., Lee, S., Antin, J. F., Perez, M., Buchanan-King, M., & Hankey, J. (2016). Driver crash risk factors and prevalence evaluation using naturalistic driving data. *Proceedings of the National Academy of Sciences*, 113(10), 2636-2641. doi:10.1073/pnas.1513271113

⁹ See Data Considerations for more information on the suspected-distracted driving definition established by the GDOT and CODES

Table 3. **Confirmed Distraction-Related Fatal Crashes and Traffic Fatalities, 2020-2024**

| Year | Fatal Crashes | | | Fatalities | | |
|------|---------------------|-------------------------------|---------|--------------------------|-------------------------------|---------|
| | Total Fatal Crashes | Confirmed Distraction-Related | | Total Traffic Fatalities | Confirmed Distraction-Related | |
| | | Number | Percent | | Number | Percent |
| 2020 | 1,517 | 55 | 3.6% | 1,658 | 61 | 3.7% |
| 2021 | 1,681 | 50 | 3.0% | 1,809 | 56 | 3.1% |
| 2022 | 1,677 | 70 | 4.2% | 1,796 | 73 | 4.1% |
| 2023 | 1,486 | 36 | 2.4% | 1,610 | 41 | 2.5% |
| 2024 | 1,312 | 67 | 5.1% | 1,403 | 71 | 5.1% |

Source: FARS 2020-2024

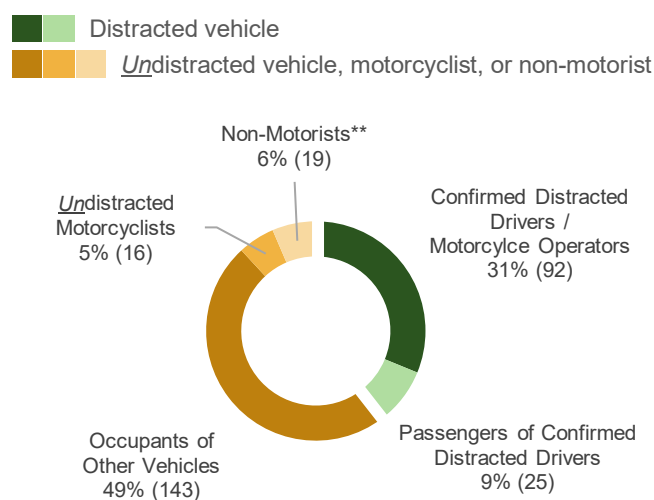
In 2024, **28%** of all serious injury¹⁰ crashes involved at least one driver confirmed or suspected of distraction. The number of serious injuries that involved a confirmed distracted driver decreased by 2%— from 383 in 2023 to 374 in 2024.

Figure 2 shows the percentage of fatal or serious injuries in multi-vehicle crashes that involved at least one confirmed distracted driver, by person type in 2024.

- 40% were in the confirmed distracted driver’s vehicle (represented by green in Figure 2).
 - 31% were distracted drivers themselves.
 - 9% were passengers of the distracted driver.
- 60% were occupants of other vehicles or non-motorists (represented by yellow in Figure 2).
 - 49% were occupants of other vehicles *not* operated by the distracted driver.
 - 5% were undistracted motorcyclists
 - 6% were non-motorists (i.e., pedestrians or bicyclists).

Eighty-two percent (82%) of confirmed distracted drivers involved in motor vehicle crashes did *not* have passenger occupants with them in the vehicle. Eighteen percent (18%) of confirmed distracted drivers had other passenger occupants riding with them.

Figure 2. **Percent of Persons Fatally or Seriously Injured in Confirmed Multi-Vehicle* Distraction-Related Crashes** by Person Type, 2024**



40 Fatal Injuries
255 Serious Injuries

Source: CODES 2024

*Multi-vehicle also includes single vehicle crashes with other non-motorists

**Distraction-related crashes only include distracted drivers of motor vehicles or distracted motorcycle operators, not distracted non-motorists (pedestrians or bicyclists).

¹⁰ Suspected serious injuries are reported by law enforcement and used when any injury, other than fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

DISTRACTED DRIVING ACROSS TRAFFIC SAFETY EMPHASIS AREAS

In 2024, 54% of all traffic crashes were distraction-related, meaning they involved at least one driver with either confirmed distraction (4% of crashes) or suspected distraction (50% of crashes). Work zone crashes had the highest proportion of distraction-related crashes (58% of all work zone crashes were distraction-related), followed by lane departure crashes (52% of all lane departure crashes were distraction-related). In general, as crash severity decreases, the proportion of distraction-related crashes increases.

Among all drivers involved in crashes, 31% were identified as either confirmed or suspected of distracted driving. Young drivers had the highest rate of distraction (36% of all young drivers in traffic crashes were confirmed or suspected of distraction), followed closely by large truck drivers (35% of all traffic crashes involving large truck drivers were confirmed or suspected of distraction). In severe crashes, the proportion of drivers identified as distracted was relatively consistent across most driver and vehicle types (18%), with motorcyclists as an exception, with a higher proportion (23%).

Two percent (2%) of drivers, 1% of bicyclists, and 5% of pedestrians were reported to have some form of distraction at the time of the crashes. Among non-motorists, the highest proportion of reported distraction occurred in the “other injury” severity category. Suspected distraction is only measured for drivers and motorcycle operators and is not applicable to non-motorists.

Table 4. **Confirmed and Suspected Distracted Driving Across Traffic Safety Emphasis Areas, 2024**

| Emphasis Area | All Traffic Crashes | Severe Crashes | Other Injury Crashes | Property Damage Only Crashes |
|---|---------------------|----------------|----------------------|------------------------------|
| Crash Location | | | | |
| All Locations | 54% | 29% | 46% | 58% |
| Roadway / Lane Departure | 46% | 36% | 43% | 48% |
| Roadway Departure | 45% | 35% | 42% | 47% |
| Lane Departure | 52% | 43% | 49% | 54% |
| Work Zone | 58% | 39% | 55% | 59% |
| Roadside | 50% | 38% | 51% | 51% |
| Distracted Drivers / Operators | | | | |
| All Drivers* | 31% | 18% | 25% | 34% |
| Young Drivers (15-20 yrs) | 36% | 18% | 30% | 39% |
| Older Drivers (65+ yrs) | 28% | 18% | 21% | 30% |
| All Vehicles | 31% | 18% | 25% | 34% |
| Passenger Vehicles | 31% | 18% | 28% | 32% |
| Large Trucks | 35% | 18% | 32% | 36% |
| Motorcycles | 32% | 23% | 34% | 36% |
| Distracted Non-Motorist* [confirmed distraction only] | | | | |
| Bicyclists | 1% | 1% | 2% | 1% |
| Pedestrians | 5% | 4% | 5% | 3% |

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

- **Confirmed distracted driving** includes drivers who have at least one distracted-driving contributing factor reported on the crash report.
- **Suspected distracted driving** is an imputed measure derived from multiple contributing factors and based on a definition jointly developed by the Governor’s Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation. The imputation of suspected distracted drivers includes drivers who indicate driver inattention and distraction. The imputation removes driver contributing factors, such as drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The definition also excludes some elements of roadway and vehicle contributing factors. The CODES Analytical Reference Guide is available upon request.
- **Distracted Non-Motorists** include pedestrians and bicyclists who have at least one distraction-related contributing factor reported on the crash report—a confirmed distraction. **Suspected distraction** is measured only for drivers and motorcycle operators, and does not apply to non-motorists.

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

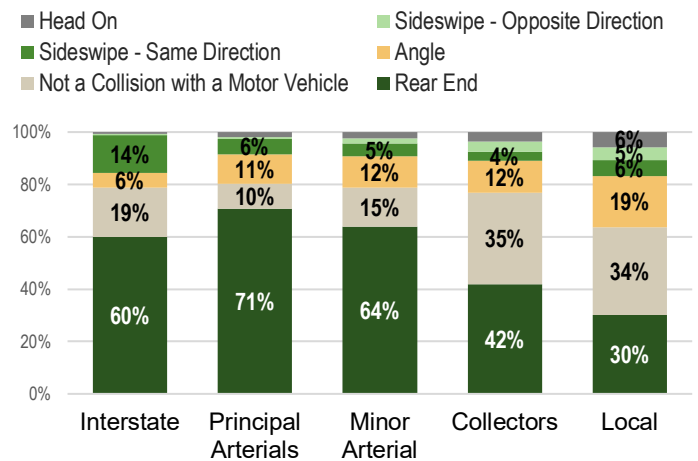
Roadway/Lane Departure crashes are crashes in which a vehicle crosses an edge line or center line and leaves the traveled way. **Roadway departures** involve vehicles striking stationary (non-movable) objects or vehicles running off the roadway. **Lane departures** involve vehicles crossing into the opposite direction of traffic. **Work zones** include police-reported active work zones, inactive work zones, other work zones, or the presence of barrels/cones/construction signage. **Roadside** crashes involve motor vehicles striking other vehicles, and individuals stopped at the roadside (off-roadway). “Off-roadway” areas include shoulders, medians, entrance and exit ramps, gore areas, sidewalks, and parking lanes.

Crash Characteristics

Rear-end collisions were the most common manner of collision involving *confirmed* distracted drivers across all roadway types (Figure 3).

- Rear-end collisions with confirmed driver distraction represented more than half of all distracted driving collisions on higher-capacity roadways—interstates (60%), principal arterials (71%), and minor arterials (64%).
- Sideswipe crashes in the same direction involving confirmed distracted drivers were more common on interstates (14%) than on any other roadway function.
- Local and collector roads have a higher proportion of confirmed distracted driving collisions with non-motorized road users or single-vehicle crashes with objects (crashes that *do not* involve another motor vehicle in Figure 3).

Figure 3. **Manner of Collision for Crashes Involving *Confirmed* Distracted Drivers by Roadway Classification, 2024**



Source: Numetric Roadway Function Class 2024, CODES 2024

Table 5 highlights the distribution of distraction-related versus non-distraction-related crashes across different roadway classifications and regions in Georgia.

- In the Atlanta region, more distraction-related crashes occur on *principal arterial* roads (30% of all distraction-related crashes) and *interstates* (25%). Notably, the proportion of distraction-related crashes on the Atlanta region *interstates* was higher than the proportion of non-distraction-related crashes (25% vs. 17%).
- In other urban counties, distraction-related crashes and non-distraction-related crashes were most prevalent on *principal arterials* (38% and 40%, respectively). Interstates had a slightly higher percentage of distraction-related crashes (10%) compared to non-distraction-related (7%).
- In rural counties, the pattern shifts notably. A greater percentage of distraction-related crashes occur on rural collectors (25%) compared to non-distraction-related crashes (19%).

Table 5. **Percent Distribution of Distraction-Related and Non-Distraction-Related Motor Vehicle Traffic Crashes by Region and Roadway Classification, 2024**

| Roadway Classification | Atlanta Region ¹¹ (11 counties) | | Other Urban Counties (30 counties) | | Rural Counties (118 counties) | | Statewide | |
|------------------------|---|-----------------|---------------------------------------|-----------------|----------------------------------|-----------------|---------------------|-----------------|
| | Distraction-Related | Non-Distraction | Distraction-Related | Non-Distraction | Distraction-Related | Non-Distraction | Distraction-Related | Non-Distraction |
| Interstate | 25% | 17% | 10% | 7% | 8% | 9% | 18% | 13% |
| Principal Arterial | 30% | 30% | 38% | 40% | 31% | 35% | 33% | 34% |
| Minor Arterial | 25% | 29% | 28% | 27% | 22% | 23% | 25% | 27% |
| Collectors | 7% | 8% | 11% | 9% | 25% | 19% | 10% | 10% |
| Local | 13% | 16% | 13% | 16% | 14% | 15% | 13% | 16% |
| Total | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |

*Total includes freeway/ramp roadway classifications. Note: Principal arterials include freeways and multilane highways (e.g., Buford Highway in DeKalb County and SR-520 & US-82 in Atkinson County). Minor arterials are other important multilane roadways that supplement the highways (e.g., Spring Street in Fulton County and SR-56 in Richmond County). Collector roads are roads that connect local roads and streets with arterials.

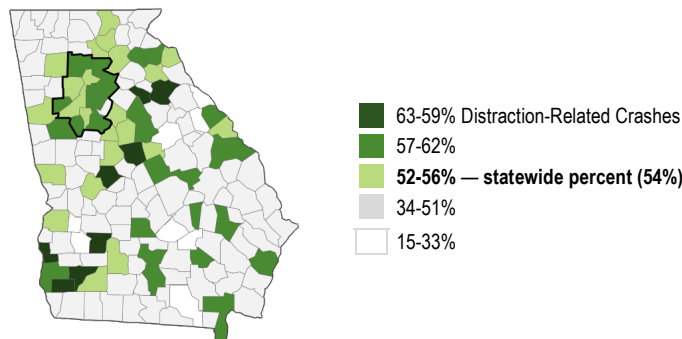
Source: Numetric Roadway Function Class 2024, CODES 2024

¹¹ The Atlanta Region includes the ten counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, and Rockdale counties. In July 2021, Forsyth County officially joined ARC, becoming the 11th county member.

Figure 4 shows the proportion of all motor vehicle crashes that were distraction-related by county and their deviation from the statewide percent of distraction-related crashes (54%). For additional information, see the Appendix for the percent of distraction-related crashes by county.

- Eight out of 11 counties within the Atlanta Region had a greater percentage of distraction-related crashes compared to the statewide percentage.
- Four out of 30 other urban counties and 34 out of 118 rural counties had a greater percentage of distraction-related crashes compared to the statewide percentage.
- The counties with the highest proportion of distraction-related crashes are Clay (69%) and Oglethorpe (68%)—which are categorized as rural counties.

Figure 4. Percent of Distraction-Related Traffic Crashes and Deviation from the Statewide Percent by County, 2024



Source: CODES 2024. Note: Counties in light to dark green have a higher percentage of distraction-related crashes than the statewide percentage. Counties that are white or gray have lower percentages of distraction-related crashes than the statewide percentage.

Environmental Characteristics

Table 6 shows the information on environmental characteristics of motor vehicle crashes involving at least one confirmed or suspected distracted driver by crash severity. In 2024, the percentage of all crashes involving distracted driving (confirmed and suspected) was higher on weekdays compared to weekends across all motor vehicle traffic crashes and severe crashes.

- 55% of all crashes and 30% of severe crashes occurring on weekdays involved distraction. Of all crashes, 4% were confirmed, and 51% were suspected to be distraction-related; among severe crashes, 5% were confirmed, and 25% were suspected to be distraction-related.
- 51% of all crashes and 27% of severe crashes occurring on weekends involved distraction.
- Distraction is highest during the 6:00 AM–11:59 AM daytime period compared to all other time periods on both weekdays and weekends.

The proportion of nighttime single-vehicle crashes that are distraction-related is higher than that of nighttime multi-vehicle crashes (63% vs. 47%).

Table 6. Motor Vehicle Crashes Involving Distracted Drivers by Environmental Characteristics, 2024

| Environmental Characteristics | All Crashes | | Severe Crashes | |
|--|-------------|-------------|----------------|-------------|
| | % Confirmed | % Suspected | % Confirmed | % Suspected |
| Day of Week / Time of Day | | | | |
| Weekday | 4% | 51% | 5% | 25% |
| 6:00 AM – 11:59 AM | 4% | 53% | 5% | 28% |
| 12:00 PM – 5:59 PM | 4% | 50% | 5% | 24% |
| 6:00 PM – 11:59 PM | 4% | 49% | 4% | 24% |
| 12:00 AM – 5:59 AM | 4% | 52% | 4% | 25% |
| Weekend | 4% | 47% | 4% | 23% |
| 6:00 AM – 11:59 AM | 4% | 49% | 5% | 28% |
| 12:00 PM – 5:59 PM | 4% | 49% | 5% | 23% |
| 6:00 PM – 11:59 PM | 3% | 47% | 3% | 21% |
| 12:00 AM – 5:59 AM | 4% | 46% | 4% | 23% |
| Vehicles Involved / Time of Day | | | | |
| Daytime | 4% | 51% | 5% | 25% |
| Single-Vehicle | 5% | 57% | 5% | 37% |
| Multi-Vehicle | 4% | 50% | 5% | 21% |
| Nighttime | 4% | 48% | 4% | 23% |
| Single-Vehicle | 4% | 59% | 5% | 29% |
| Multi-Vehicle | 4% | 43% | 3% | 20% |

Weekday (6:00a.m. Mon - 5:59p.m. Fri); Weekend (6:00p.m. Fri - 5:59a.m. Mon)
Daytime (6:00a.m. – 5:59p.m.); Nighttime (6:00p.m. – 5:59a.m.)

Source: CODES 2024

Distracted Driver Convictions (Crash and Non-Crash)

On July 1, 2018, Georgia’s Hands-Free Law (O.C.G.A. § 40-6-241) furthered the “no texting while driving” law and made it illegal for drivers (including young drivers) to physically hold or support a wireless communications device while driving. Under this law, drivers can be cited and convicted for distracted driving that may or may not have resulted in a motor vehicle traffic crash. Amendments to the law also provided a point system for suspension or revocation of a license for habitually negligent or dangerous drivers. While first-time offenders of Georgia’s Hands-Free Law can be excused if they provide evidence that they have obtained a device that allows them to use hands-free communication technology, the increase in enforcement and convictions for distracted driving indicates a growing traffic safety concern. See the “*Legal Perspective*” section for more information regarding how the legal codes for distracted driving citations and convictions have changed over time in Georgia.

Table 7 presents the number of distracted driver convictions (which may or may not have resulted in a motor vehicle traffic crash), the number of licensed drivers, and distracted driver conviction rates from 2015 to 2024.

While the number of distracted driving convictions increased steadily over the 10-year period, the number of convictions reported to DDS more than doubled from 2017 to 2018 (2.2 times) and from 2018 to 2019 (2.6 times). In 2024, the number of distracted driving convictions increased by 2%, and the rate per licensed drivers decreased by less than 1% compared to 2023.

Table 7. **Distracted Driver Convictions, Licensed Drivers, and Distracted Driver Conviction Rate, 2015-2024**

| Year | Distracted Driver Convictions | Licensed Drivers | Distracted Driver Conviction Rate per 100,000 Licensed Drivers |
|--------|-------------------------------|------------------|--|
| 2015 | 6,883 | 7,263,758 | 94.8 |
| 2016 | 9,148 | 7,337,619 | 124.7 |
| 2017 | 11,505 | 7,414,323 | 155.2 |
| 2018* | 25,593 | 7,512,197 | 340.7 |
| 2019 | 65,625 | 7,616,176 | 861.7 |
| 2020** | 31,173 | 7,891,390 | 395.0 |
| 2021 | 43,846 | 8,007,599 | 547.6 |
| 2022 | 49,280 | 8,341,774 | 599.2 |
| 2023 | 54,546 | 8,564,852 | 636.9 |
| 2024 | 55,513 | 8,741,666 | 635.0 |

Source: DDS 2015-2024

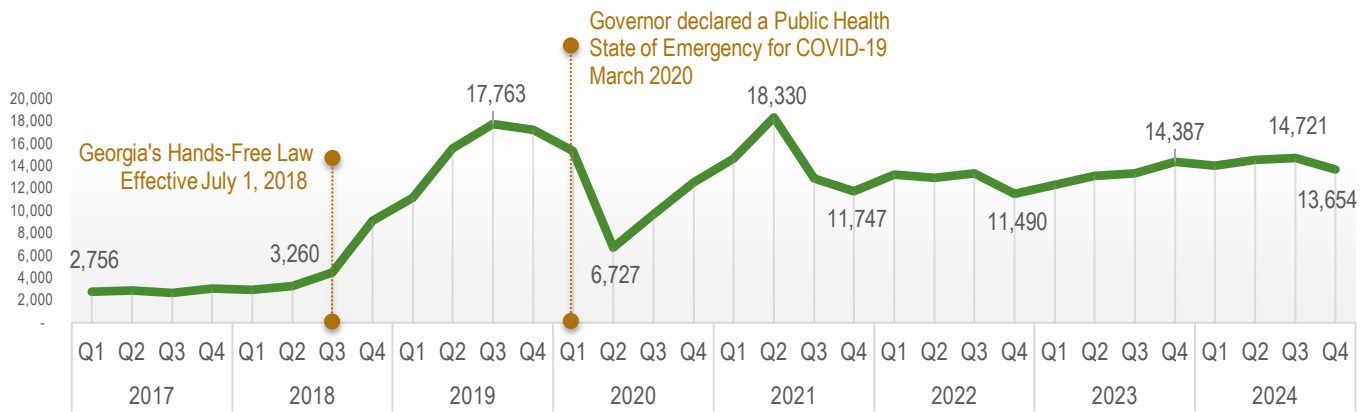
Note: Distracted driver convictions may or may not have resulted in a motor vehicle traffic crash. The distracted driver convictions are summarized by the year the violation occurred. License totals include individuals with permits/provisional licenses and with unexpired or suspended licenses.

*On July 1, 2018, Georgia’s Hands-Free Law further expanded the “no texting while driving” law and made it illegal for drivers to have a phone in their hand or for a phone to touch any part of their body while driving.

**The decrease in distracted driving convictions in Georgia in 2020 is primarily attributed to reduced traffic volumes and enforcement activities due to the COVID-19 pandemic.

Figure 5 shows the number of distracted driver convictions processed by DDS quarterly from 2017 to 2024. After the law took effect, the number of convictions processed by DDS increased 4.4 times during the first three years, from 3,260 distracted driver convictions in the second quarter of 2018 (July 2018) to 17,763 in the second quarter of 2019. However, the number of distracted driving convictions processed by DDS decreased significantly in 2020 during Georgia's COVID-19 public health emergency response. Distracted driving convictions reached their highest level in the second quarter of 2021, followed by a period of stabilization at approximately 13,000 convictions processed per quarter from the third quarter of 2021 through the fourth quarter of 2024.

Figure 5. **Distracted Driver Convictions, 2017– 2024**



Note: Distracted driver convictions may or may not have resulted in a motor vehicle traffic crash. The distracted driver convictions are summarized by the year DDS processed the conviction. Source: DDS 2017-2024 Distracted Driver Report by Process Month.

LEGAL PERSPECTIVE

On July 1, 2018, Georgia’s Hands-Free Law further expanded the “no texting while driving” law and made it illegal for drivers (including young drivers) to have a phone in their hand or for a phone to touch any part of their body while driving. *This policy change provided greater specification for a distracted driving offense and clarification of the Hands-Free Law for law enforcement to further address distracted driving on Georgia roadways.*

The number of convictions processed by DDS more than doubled from 2017 to 2018 (2.2 times) and from 2018 to 2019 (2.5 times). The most common code used before the Hands-Free Law was O.C.G.A. 40-6-241 “Failure to exercise due care/careless driving.” After the Hands-Free Law became effective, O.C.G.A. 40-6-241(c) “Unlawful use of wireless device” is the most commonly used legal code in distracted driving convictions.

Table 8. **Distracted Driver Convictions Reported to Department of Driver Services by Legal Code and Violation Year, 2019-2024**

| Convictions Codes | 2019 | 2020** | 2021 | 2022 | 2023 | 2024 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| O.C.G.A. 40-6-241(b) Failure to exercise due care | 4,802 | 2,170 | 4,092 | 5,818 | 6,698 | 6,855 |
| O.C.G.A. 40-6-241(c) Unlawful use of wireless device | 60,729 | 28,957 | 39,627 | 43,234 | 47,537 | 48,175 |
| O.C.G.A. 40-6-241(d) Unlawful use of wireless device in Commercial Motor Vehicle | 94 | 46 | 127 | 228 | 311 | 483 |
| TOTAL | 65,625 | 31,173 | 43,846 | 49,280 | 54,546 | 55,513 |

Source: Distracted Driver Convictions Reported to Department of Driver Services Summarized by Violation Year, 2019-2024

*On July 1, 2018, Georgia’s Hands-Free Law (O.C.G.A. § 40-6-241) went into effect. **The Governor declared a Public Health State of Emergency for COVID-19 in March 2020

Table 9 shows the counties with the highest number of distracted driving convictions processed by DDS and the highest rate of distracted driver convictions per 100,000 licensed drivers in 2024.

Gwinnett County has consistently had the highest number of distracted driving convictions compared to any other county, both before and after the Hands-Free Law. In 2024, Gwinnett represented 11% of all distracted driving convictions reported across the state—indicative of Gwinnett’s consistent enforcement of distracted driving laws and other counties increasing their distracted driving enforcement. Of Georgia’s 159 counties, the five counties with the highest number of distracted driving convictions processed by DDS collectively accounted for 28% of the statewide total (15,383 of 55,513). The remaining 148 counties comprised 72% of all convictions. In 2024, six counties did not report any distracted driving convictions that were processed by DDS.

Of all drivers issued one or more citations involved in a motor vehicle traffic crash, nearly two out of every 100 drivers received a distracted driving citation. Table 10 shows the counties with the highest number of distracted driver citations issued after a motor vehicle traffic crash incident and the rate of distracted driver citations for every 1,000 distraction-related motor vehicle crashes in 2024. The five counties with the highest number of distracted driving citations issued after a crash accounted for 33% of all such citations (1,430 of 4,328), while the remaining 140 Georgia counties accounted for the remaining 67%. In 2024, fourteen counties did not have any distracted driving citations issued after a crash.

Table 9. **Top Five Counties with the Highest Distracted Driver Convictions and Distracted Driver Conviction Rate, 2024**

| Number of Distracted Driver Convictions | | | Distracted Driver Conviction Rate per 100,000 Licensed Drivers | | |
|---|----------|--------|--|----------|---------|
| Rank | County | Number | Rank | County | Rate |
| 1 | Gwinnett | 6,060 | 1 | Twiggs | 4,552.0 |
| 2 | Clayton | 2,780 | 2 | Turner | 3,871.1 |
| 3 | Henry | 2,404 | 3 | Cook | 2,720.5 |
| 4 | Hall | 2,281 | 4 | Liberty | 2,646.0 |
| 5 | Coweta | 1,858 | 5 | Franklin | 2,645.3 |

Note: The distracted driving violations presented may or may not have resulted in a motor vehicle traffic crash. While first-time offenders of Georgia’s Hands-Free Law can be excused if they provide evidence that they have obtained a device that allows hands-free communication, the increase in enforcement and convictions for distracted driving indicates a growing traffic safety concern. Rates were calculated when the number of convictions in the county was greater than or equal to ten.

Source: DDS 2024

See the “*Additional Information*” to access the **Appendix** for this document. The appendix includes the following information by county: Licensed drivers

- Distracted driver citations issued after a motor vehicle traffic crash incident
- Convictions processed by the Department of Driver Services
- Percent and rank of distraction-related motor vehicle crashes.

Table 10. **Counties with the Highest Distracted Driver Citations Issued After a Motor Vehicle (MV) Traffic Crash and Distracted Driver Citation Rate, 2024**

| Number of Distracted Driver Citations Issued After an MV Crash | | | Distracted Driver Citation Rate per 1,000 Suspected or Confirmed Distracted Driving Crashes | | |
|--|----------|--------|---|---------|--------|
| Rank | County | Number | Rank | County | Rate |
| 1 | Fulton | 376 | 1 | Dooly | 179.10 |
| 2 | Chatham | 329 | 2 | Turner | 177.97 |
| 3 | Gwinnett | 299 | 3 | Catoosa | 139.65 |
| 4 | Cobb | 218 | 4 | Decatur | 92.39 |
| 5 | Clayton | 208 | 5 | Grady | 89.07 |

Source: CODES 2024

Note: Rates were calculated when the number of citations in the county was greater than or equal to ten. The resulting convictions for citations issued after a motor vehicle crash is not known.

Distracted Drivers by Age Group

Young drivers aged 15-to-24 years are overrepresented in distracted driving incidents. Although young drivers represented 15% of all licensed drivers, they account for:

- **31%** of crashes involving a suspected distracted driver.
- **25%** of fatal crashes involving a confirmed distracted driver.
- **32%** of post-crash distracted driver citations—the highest among all age groups.
- **20%** of distracted driving convictions.

According to the 2021 High School Youth Risk Behavior Surveillance System, 29% of Georgia high school students texted or e-mailed while driving a car or other vehicle during the 30 days before the survey¹².

Drivers aged 25-to-34 years had the highest percentage of involvement in confirmed or suspected distracted-related crashes compared to other age groups (22%). This group also accounted for the highest distraction-related convictions (31%). Drivers aged 35-to-44 years had the highest percentage of confirmed distracted drivers involved in fatal crashes, compared to other age groups (32%).

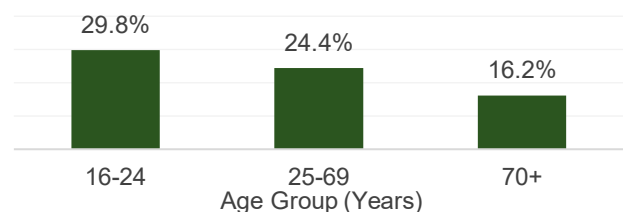
Table 11. **Licensed Drivers, Confirmed or Suspected Distracted Drivers Involved in Types of Motor Vehicle (MV) Crashes, Distracted Driver Citations Issued after a Motor Vehicle Crash, Distracted Driver Convictions by Age Group, 2024**

| Age Group | Licensed Drivers | Confirmed or Suspected Distracted Driver Involved in a Crash | Confirmed Distracted Driver Involved in a Fatal Crash* | Distracted Driver Citations Issued Post-Crash | Distracted Driver Convictions (Crash or Non-Crash) |
|--------------|------------------|--|--|---|--|
| 15-24 | 15% | 31% | 18% | 32% | 17% |
| 15-20 | 8% | 18% | 8% | 17% | 6% |
| 21-24 | 7% | 13% | 10% | 15% | 12% |
| 25-34 | 17% | 23% | 20% | 25% | 31% |
| 35-44 | 17% | 17% | 25% | 18% | 25% |
| 45-54 | 15% | 11% | 12% | 11% | 14% |
| 55-64 | 15% | 9% | 13% | 8% | 9% |
| 65+ | 21% | 8% | 11% | 5% | 4% |
| TOTAL | 100% | 100% | 100% | 100% | 100% |

Note: Distracted driver convictions may or may not have resulted in a motor vehicle traffic crash. Percentages are calculated using records with known age over 15 years. Source: DDS 2024, CODES 2024, FARS 2024

The Georgia Distracted Driving Observational Survey estimates the statewide prevalence of visible driver distraction during daylight hours. According to the 2025 observational survey, distracted driving decreases as age increases, with younger drivers exhibiting higher rates of distraction compared to older drivers. In 2025, 29.8% of drivers aged 16 to 24 years, 24.4% of drivers aged 25 to 69 years, and 16.2% of drivers 70 years and older were observed to be distracted (any form) while driving.

Figure 6. **Observed Driver Distraction (all forms of visible distraction) in Georgia by Age Group, 2025**



Source: 2025 Georgia Distracted Driving Observational Survey

The differences in the proportion of *convictions* processed by the Georgia Department of Driver Services (DDS) and the proportions of drivers *observed* to be distracted can be attributed to several factors. These factors may include differences in citation procedures, enforcement priorities, court processes, technological factors, legislative factors, and other systems of influence.

¹² Source: 2021 CDC (The YRBS is conducted every two years among a representative group of Georgia public school students.)

Data Definitions and Considerations:

The National Highway Traffic Safety Administration (NHTSA) defines confirmed distraction-related activities as anything that takes a driver's eyes off the road (visual distraction), mind off the road (cognitive distraction), or hands off the wheel (manual distraction).

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

- **Confirmed distracted driving** includes drivers who have at least one distracted-driving contributing factor reported on the crash report.
- **Suspected distracted driving** is an imputed measure derived from multiple contributing factors and based on a definition jointly developed by the Governor's Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation. The imputation of suspected distracted drivers includes drivers who indicate driver inattention and distraction. The imputation removes driver contributing factors, such as drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The definition also excludes some elements of roadway and vehicle contributing factors. The CODES Analytical Reference Guide is available upon request.
- **Distracted Non-Motorists** include pedestrians and bicyclists who have at least one distraction-related contributing factor reported on the crash report—a confirmed distraction. **Suspected distraction** is measured only for drivers and motorcycle operators, and does not apply to non-motorists.

A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport, and the crash originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded.

Fatal crashes are defined as crashes that involve a motor vehicle traveling on a trafficway customarily open to the public and that resulted in the death of a motorist or a non-motorist within 30 days of the crash.

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

The Department of Driver Services licensing database is a live database system and represents the information at a point-in-time on the date of extraction.

The Georgia's Hands-Free Law (House Bill 673 (O.C.G.A. § 40-6-241)) of 2018 introduced new legal codes to enforce the "no texting while driving" law. Some Georgia counties may not have reported distracted driver convictions in 2019.

Additional Information:

Other general information on distracted driving may be accessed at:

- <https://dds.georgia.gov/distracted-driver-data-reports>
- <https://www.gahighwaysafety.org/highway-safety/shsp/>

Other fact sheets available at the Governor's Office of Highway Safety and Crash Outcomes Data Evaluation Systems (CODES) are Older Drivers, Young Drivers, Motorcycles, Non-Motorists (Pedestrians & Bicyclists), and Occupant Protection.

The suggested APA format citation for this document is:

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

References:

- Rupp, Jonathan. 2025. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2025". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.
- World Health Organization. (2023). "Road Traffic Injuries" Available online: <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>
- Dingus, T. A., Guo, F., Lee, S., Antin, J. F., Perez, M., Buchanan-King, M., & Hankey, J. (2016). Driver crash risk factors and prevalence evaluation using naturalistic driving data. *Proceedings of the National Academy of Sciences*, 113(10), 2636-2641. doi:10.1073/pnas.1513271113
- National Center for Statistics and Analysis. (2024, November). Driver electronic device use in 2023 (Traffic Safety Facts Research Note. Report No. DOT HS 813 660). National Highway Traffic Safety Administration.
- Cambridge Mobile Telematics. (2025). The most-used apps behind the wheel: The rise of utility & AI apps. Cambridge Mobile Telematics.
- Ars Technica. (2024, November 1). Distracted driving simulator shows why you shouldn't text on the highway.
- Chouhan, R., Dhamaniya, A., Rao, A. M., & Gupta, K. (2025). Quantifying the relationship between auditory distractions, reaction time, and crash probability. IATSS Research.

APPENDIX

DISTRACTED DRIVERS GEORGIA TRAFFIC SAFETY FACTS (2024)

This document is the appendix for the **2024 Distracted Drivers Georgia Traffic Safety Facts**. Visit <https://www.gahighwaysafety.org/georgia-traffic-safety-facts/> to access the full report.

Distracted Driver convictions are convictions processed at the Georgia Department of Driver Services. The total convictions include the following codes based on the county where the violation occurred.

| | |
|----------------------|--|
| O.C.G.A. 40-6-241(b) | Failure to exercise due care |
| O.C.G.A. 40-6-241(c) | Unlawful use of wireless device |
| O.C.G.A. 40-6-241(d) | Unlawful use of wireless device in CMV |

Data Considerations:

- On July 1, 2018, Georgia’s Hands-Free Law furthered the “no texting while driving” law and made it illegal for drivers (including young drivers) to physically hold or support a wireless communications device while driving. Under Georgia’s Hands-Free Law, drivers can be cited and convicted for distracted driving that may or may not have resulted in a motor vehicle traffic crash. While first-time offenders of Georgia’s Hands-Free Law can be excused if they provide evidence that they have obtained a device that allows them to use hands-free communication technology, the increase in enforcement and convictions for distracted driving indicates a growing traffic safety concern.
- Gwinnett County has consistently had the highest number of distracted driving convictions compared to any other county, both before and after the Hands-Free Law.
- Some Georgia counties may not have reported all or any distracted driver convictions in 2024.

Licensed Drivers, Citations Issued after Motor Vehicle Crash, Distracted Driving Convictions, and Percent Confirmed or Suspected Distracted Drivers (Distraction-Related) Involved in Motor Vehicle Crashes by County, 2024

| County Name | Licensed Drivers | Distracted Driving Convictions | Distracted Driving Citations Issued After a Crash | MV Traffic Crashes | | Total Crashes |
|------------------|------------------|--------------------------------|---|-----------------------------|-------|----------------|
| | | | | Percent Distraction-Related | Rank | |
| STATEWIDE | 8,741,666 | 55,513 | 4,328 | 54% | | 370,699 |
| Appling | 14,873 | 33 | <10 | 39% | (135) | 401 |
| Atkinson | 5,882 | 13 | <10 | 40% | (130) | 89 |
| Bacon | 8,447 | 22 | <10 | 56% | (30) | 299 |
| Baker | 2,330 | -- | -- | 68% | (3) | 117 |
| Baldwin | 31,012 | 291 | <10 | 55% | (41) | 1,590 |
| Banks | 18,040 | 361 | <10 | 58% | (24) | 706 |
| Barrow | 82,536 | 186 | 11 | 51% | (62) | 2,889 |
| Bartow | 103,091 | 1,383 | 74 | 55% | (37) | 4,233 |
| Ben Hill | 12,697 | 97 | <10 | 49% | (89) | 361 |
| Berrien | 14,816 | 143 | <10 | 61% | (10) | 420 |
| Bibb | 113,610 | 198 | <10 | 49% | (86) | 6,103 |
| Bleckley | 9,746 | 185 | <10 | 35% | (147) | 197 |
| Brantley | 14,990 | 20 | <10 | 42% | (124) | 211 |
| Brooks | 11,738 | <10 | 10 | 52% | (57) | 364 |
| Bryan | 41,673 | 168 | 24 | 50% | (71) | 1,355 |
| Bulloch | 57,224 | 842 | 74 | 50% | (81) | 2,822 |
| Burke | 19,305 | 124 | 17 | 60% | (13) | 825 |

Licensed Drivers, Citations Issued after Motor Vehicle Crash, Distracted Driving Convictions, and Percent Confirmed or Suspected Distracted Drivers (Distraction-Related) Involved in Motor Vehicle Crashes by County, 2024 (con't)

| County Name | Licensed Drivers | Distracted Driving Convictions | Distracted Driving Citations Issued After a Crash | MV Traffic Crashes | | |
|---------------|------------------|--------------------------------|---|-----------------------------|---------------|--------|
| | | | | Percent Distraction-Related | Total Crashes | |
| Butts | 21,808 | 75 | <10 | 55% | (46) | 890 |
| Calhoun | 3,370 | 46 | <10 | 43% | (123) | 42 |
| Camden | 46,825 | 350 | 18 | 43% | (121) | 949 |
| Candler | 8,778 | 69 | <10 | 40% | (131) | 305 |
| Carroll | 105,830 | 237 | 78 | 53% | (52) | 3,985 |
| Catoosa | 57,431 | 999 | 112 | 38% | (137) | 2,115 |
| Charlton | 7,925 | <10 | -- | 58% | (23) | 194 |
| Chatham | 235,286 | 1,423 | 329 | 50% | (76) | 13,593 |
| Chattahoochee | 4,982 | 65 | <10 | 38% | (138) | 53 |
| Chattooga | 20,129 | <10 | <10 | 37% | (140) | 406 |
| Cherokee | 240,273 | 726 | 75 | 58% | (25) | 6,844 |
| Clarke | 81,415 | 803 | 106 | 49% | (88) | 4,633 |
| Clay | 2,251 | 56 | -- | 69% | (1) | 54 |
| Clayton | 210,540 | 2,780 | 208 | 53% | (54) | 12,823 |
| Clinch | 4,952 | <10 | -- | 29% | (155) | 119 |
| Cobb | 613,915 | 562 | 218 | 56% | (36) | 27,604 |
| Coffee | 30,549 | 252 | 27 | 43% | (122) | 1,002 |
| Colquitt | 34,858 | 266 | 22 | 49% | (85) | 1,252 |
| Columbia | 135,632 | 459 | <10 | 59% | (20) | 4,551 |
| Cook | 14,005 | 381 | 11 | 51% | (69) | 432 |
| Coweta | 131,289 | 1,858 | 71 | 57% | (28) | 4,286 |
| Crawford | 10,607 | 46 | <10 | 66% | (5) | 258 |
| Crisp | 15,401 | 270 | 15 | 48% | (94) | 656 |
| Dade | 14,709 | 139 | <10 | 52% | (58) | 451 |
| Dawson | 31,125 | 586 | 14 | 55% | (42) | 1,051 |
| Decatur | 21,508 | 77 | 17 | 36% | (141) | 508 |
| Dekalb | 559,756 | 1,551 | 89 | 57% | (26) | 35,860 |
| Dodge | 14,258 | 158 | <10 | 38% | (136) | 322 |
| Dooly | 7,419 | 90 | 24 | 47% | (103) | 287 |
| Dougherty | 61,250 | 525 | 42 | 46% | (107) | 3,087 |
| Douglas | 120,452 | 1,103 | 101 | 57% | (29) | 5,774 |
| Early | 8,147 | 40 | <10 | 62% | (9) | 261 |
| Echols | 2,630 | <10 | <10 | 44% | (116) | 34 |
| Effingham | 60,842 | 398 | 18 | 50% | (79) | 1,434 |
| Elbert | 17,127 | 164 | <10 | 39% | (134) | 265 |
| Emanuel | 17,751 | 156 | <10 | 36% | (142) | 366 |
| Evans | 8,324 | 40 | <10 | 42% | (128) | 294 |
| Fannin | 24,304 | 216 | 11 | 51% | (68) | 702 |
| Fayette | 107,880 | 1,462 | 15 | 59% | (19) | 3,557 |
| Floyd | 80,129 | 807 | 38 | 50% | (78) | 3,209 |
| Forsyth | 223,212 | 904 | 52 | 58% | (22) | 6,478 |
| Franklin | 21,094 | 558 | <10 | 57% | (27) | 833 |

Licensed Drivers, Citations Issued after Motor Vehicle Crash, Distracted Driving Convictions, and Percent Confirmed or Suspected Distracted Drivers (Distraction-Related) Involved in Motor Vehicle Crashes by County, 2024 (con't)

| County Name | Licensed Drivers | Distracted Driving Convictions | Distracted Driving Citations Issued After a Crash | MV Traffic Crashes | | |
|-------------|------------------|--------------------------------|---|-----------------------------|-------|---------------|
| | | | | Percent Distraction-Related | | Total Crashes |
| Fulton | 818,742 | 1,664 | 376 | 55% | (38) | 51,572 |
| Gilmer | 29,564 | 165 | <10 | 47% | (102) | 712 |
| Glascocock | 2,421 | <10 | -- | 46% | (108) | 35 |
| Glynn | 71,300 | 785 | 40 | 47% | (99) | 2,620 |
| Gordon | 50,613 | 670 | 16 | 45% | (111) | 1,748 |
| Grady | 18,617 | 156 | 22 | 44% | (118) | 563 |
| Greene | 18,808 | <10 | -- | 49% | (83) | 538 |
| Gwinnett | 775,443 | 6,060 | 299 | 59% | (16) | 35,402 |
| Habersham | 40,342 | 353 | 27 | 49% | (87) | 1,169 |
| Hall | 185,220 | 2,281 | 107 | 55% | (44) | 7,875 |
| Hancock | 6,537 | 14 | <10 | 33% | (152) | 39 |
| Haralson | 28,222 | 33 | <10 | 44% | (114) | 770 |
| Harris | 32,067 | 105 | 13 | 55% | (40) | 518 |
| Hart | 24,186 | <10 | 12 | 55% | (43) | 926 |
| Heard | 10,709 | 11 | <10 | 48% | (95) | 217 |
| Henry | 215,419 | 2,404 | 53 | 60% | (15) | 10,025 |
| Houston | 139,569 | 1,530 | 63 | 52% | (60) | 3,854 |
| Irwin | 7,344 | 11 | <10 | 56% | (31) | 228 |
| Jackson | 79,310 | 233 | 15 | 51% | (67) | 2,501 |
| Jasper | 14,758 | 24 | -- | 54% | (49) | 256 |
| Jeff Davis | 11,272 | 63 | <10 | 24% | (158) | 254 |
| Jefferson | 12,503 | 34 | <10 | 37% | (139) | 277 |
| Jenkins | 5,929 | 35 | <10 | 34% | (150) | 82 |
| Johnson | 6,286 | 116 | <10 | 60% | (13) | 150 |
| Jones | 24,733 | 136 | -- | 63% | (7) | 474 |
| Lamar | 17,491 | 76 | <10 | 44% | (119) | 442 |
| Lanier | 7,095 | 17 | <10 | 35% | (148) | 126 |
| Laurens | 40,401 | 158 | 17 | 35% | (145) | 1,440 |
| Lee | 27,803 | 326 | <10 | 62% | (8) | 613 |
| Liberty | 51,248 | 1,356 | 68 | 48% | (97) | 1,777 |
| Lincoln | 7,273 | -- | <10 | 26% | (156) | 27 |
| Long | 15,922 | 67 | <10 | 45% | (112) | 217 |
| Lowndes | 87,376 | 679 | 135 | 47% | (101) | 3,630 |
| Lumpkin | 28,222 | 176 | 17 | 53% | (50) | 946 |
| Macon | 7,810 | 152 | <10 | 30% | (154) | 146 |
| Madison | 27,547 | <10 | <10 | 59% | (18) | 742 |
| Marion | 6,089 | 64 | <10 | 40% | (133) | 58 |
| McDuffie | 17,706 | 41 | 13 | 55% | (47) | 676 |
| McIntosh | 11,260 | 40 | <10 | 42% | (127) | 105 |
| Meriwether | 19,838 | 131 | <10 | 51% | (66) | 370 |
| Miller | 4,355 | <10 | <10 | 64% | (6) | 162 |
| Mitchell | 15,812 | 79 | 12 | 55% | (39) | 514 |

Licensed Drivers, Citations Issued after Motor Vehicle Crash, Distracted Driving Convictions, and Percent Confirmed or Suspected Distracted Drivers (Distraction-Related) Involved in Motor Vehicle Crashes by County, 2024 (con't)

| County Name | Licensed Drivers | Distracted Driving Convictions | Distracted Driving Citations Issued After a Crash | MV Traffic Crashes | | |
|-------------|------------------|--------------------------------|---|-----------------------------|---------------|-------|
| | | | | Percent Distraction-Related | Total Crashes | |
| Monroe | 29,554 | 569 | <10 | 56% | (35) | 1,298 |
| Montgomery | 6,534 | 10 | <10 | 61% | (12) | 190 |
| Morgan | 19,505 | 146 | <10 | 59% | (17) | 752 |
| Murray | 32,934 | 185 | 13 | 48% | (96) | 673 |
| Muscogee | 144,167 | 194 | 128 | 49% | (91) | 6,112 |
| Newton | 105,795 | 522 | 51 | 52% | (55) | 3,272 |
| Oconee | 37,318 | 142 | <10 | 67% | (4) | 1,638 |
| Oglethorpe | 14,059 | 46 | <10 | 68% | (2) | 169 |
| Paulding | 152,106 | 1,063 | 157 | 50% | (74) | 3,879 |
| Peach | 21,611 | 110 | 12 | 49% | (90) | 1,038 |
| Pickens | 33,373 | 60 | 10 | 46% | (110) | 873 |
| Pierce | 16,859 | 16 | <10 | 45% | (113) | 341 |
| Pike | 18,345 | 84 | <10 | 51% | (64) | 481 |
| Polk | 36,437 | 84 | <10 | 44% | (117) | 901 |
| Pulaski | 7,026 | 39 | <10 | 36% | (143) | 64 |
| Putnam | 20,360 | 37 | <10 | 61% | (11) | 736 |
| Quitman | 1,786 | 41 | -- | 49% | (92) | 35 |
| Rabun | 16,087 | 43 | <10 | 51% | (65) | 486 |
| Randolph | 4,752 | <10 | <10 | 50% | (82) | 121 |
| Richmond | 144,723 | 290 | 13 | 53% | (51) | 8,678 |
| Rockdale | 75,960 | 975 | 24 | 51% | (70) | 3,526 |
| Schley | 3,761 | <10 | -- | 35% | (149) | 46 |
| Screven | 11,800 | 27 | <10 | 34% | (151) | 152 |
| Seminole | 7,530 | 69 | <10 | 40% | (132) | 98 |
| Spalding | 59,537 | 786 | 28 | 49% | (84) | 2,125 |
| Stephens | 23,687 | 86 | 15 | 42% | (125) | 708 |
| Stewart | 2,889 | 18 | <10 | 54% | (48) | 61 |
| Sumter | 21,093 | 242 | 20 | 44% | (115) | 658 |
| Talbot | 5,006 | 116 | <10 | 42% | (126) | 93 |
| Taliaferro | 1,423 | -- | -- | 48% | (98) | 122 |
| Tattnall | 16,075 | 74 | <10 | 58% | (21) | 564 |
| Taylor | 6,280 | 44 | <10 | 53% | (53) | 165 |
| Telfair | 7,539 | 38 | -- | 15% | (159) | 101 |
| Terrell | 6,804 | 164 | <10 | 33% | (153) | 128 |
| Thomas | 37,108 | 146 | 29 | 50% | (80) | 1,554 |
| Tift | 31,549 | 434 | 20 | 35% | (146) | 1,340 |
| Toombs | 21,225 | 254 | 13 | 49% | (93) | 985 |
| Towns | 12,529 | 93 | <10 | 50% | (75) | 249 |
| Treutlen | 4,967 | <10 | <10 | 36% | (144) | 169 |
| Troup | 58,017 | 455 | 35 | 52% | (59) | 2,946 |
| Turner | 6,639 | 257 | 21 | 47% | (100) | 251 |
| Twiggs | 6,942 | 316 | <10 | 51% | (63) | 387 |

Licensed Drivers, Citations Issued after Motor Vehicle Crash, Distracted Driving Convictions, and Percent Confirmed or Suspected Distracted Drivers (Distraction-Related) Involved in Motor Vehicle Crashes by County, 2024 (con't)

| County Name | Licensed Drivers | Distracted Driving Convictions | Distracted Driving Citations Issued After a Crash | MV Traffic Crashes | | |
|-------------|------------------|--------------------------------|---|-----------------------------|---------------|-------|
| | | | | Percent Distraction-Related | Total Crashes | |
| Union | 25,803 | 58 | 17 | 55% | (45) | 760 |
| Upson | 23,654 | 191 | 16 | 46% | (106) | 589 |
| Walker | 56,850 | 345 | 20 | 42% | (129) | 1,118 |
| Walton | 94,941 | 169 | 24 | 46% | (105) | 2,581 |
| Ware | 27,174 | 20 | <10 | 46% | (109) | 1,144 |
| Warren | 4,392 | <10 | <10 | 50% | (73) | 169 |
| Washington | 15,251 | 74 | <10 | 52% | (56) | 466 |
| Wayne | 24,558 | 251 | <10 | 46% | (104) | 711 |
| Webster | 1,945 | 26 | -- | 26% | (157) | 31 |
| Wheeler | 3,959 | <10 | <10 | 50% | (77) | 64 |
| White | 26,511 | 224 | <10 | 50% | (72) | 821 |
| Whitfield | 83,129 | 712 | 92 | 51% | (61) | 3,390 |
| Wilcox | 5,696 | -- | <10 | 56% | (33) | 123 |
| Wilkes | 7,961 | 39 | <10 | 43% | (120) | 76 |
| Wilkinson | 7,519 | <10 | -- | 56% | (32) | 269 |
| Worth | 15,492 | 64 | <10 | 56% | (34) | 625 |