

Georgia Traffic Safety Facts

2019 Data

May 2021

Key Findings

- 56 percent of all motor vehicle traffic crashes had at least one confirmed or suspected distracted driver.
- 46 percent of all serious injury crashes involved at least one driver confirmed or suspected of distraction.
- According to FARS, there were 43 fatal crashes that involved confirmed distraction (3 percent of all fatal crashes) – Of those, 81 percent occurred at non-intersections.
- Out of all single-vehicle crashes, 68 percent were distraction-related drivers.
- 78 percent of the distraction-related drivers did not have passengers in their vehicle.
- Since the Hands-Free Law took effect, the number of distracted driving convictions processed by DDS increased by 5.5 times, from 965 distracted driver convictions in July 2018 to 5,344 in December 2019.
- Drivers aged 25-to-34 years received more distracted driving citations after a crash, more distracted driving convictions, and were more involved in distraction-related motor vehicle crashes compared to any other age group.

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.

Driver distraction occurs when drivers divert their attention from the driving task to focus on some other 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, or cognitive. Activities, particularly cell phone use, can cover multiple types of distraction.

MANUAL	VISUAL	COGNITIVE
involves touching something within the vehicle	involves looking at something other than the road	involves thinking about something that occupies your mind
<ul style="list-style-type: none">■ Holding or touching a phone■ Eating, drinking, or smoking■ Moving things in the vehicle, such as pets, insects, or objects■ Changing the radio or climate controls■ Adjusting other devices integrated with the vehicle■ Grooming or personal hygiene	<ul style="list-style-type: none">■ Looking at a phone display■ Reading or typing a text, email, or message■ Looking at a billboard■ Looking at an event, object, or person outside the vehicle	<ul style="list-style-type: none">■ Conversations■ Daydreaming■ Thinking about an argument■ Worrying about something or someone■ Loud noises in or outside the vehicle, such as ringing mobile device or ambulance sirens

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. 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 likely biased. Subsequently, distraction-related crashes may be underreported.



GOVERNOR'S OFFICE OF
HIGHWAY SAFETY

7 M.L.K. Jr Dr SE
Suite #643
Atlanta, GA 30334

(404) 656-6996
www.gahighwaysafety.org

Distracted Drivers Involved in Motor Vehicle Traffic Crashes

Motor Vehicle Traffic Crashes

In 2019, more than half (56 percent) of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver. Of the 761,915 drivers involved in motor vehicle traffic crashes on Georgia roadways, 4 percent were confirmed to be distracted seconds before the crashes and 52 percent of drivers were suspected of distraction¹. This finding is in alignment 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, 51.93 percent of all crashes involved distracted, non-impaired drivers².

Table 1 shows the percentage of all drivers involved in motor vehicle traffic crashes that were distraction-related within crash characteristics (column A). This table also shows the percentage of all distraction-related drivers that were involved in the crash within these characteristics (column B).

Among all drivers involved in motor vehicle traffic crashes, distraction-related drivers represented (column A):

- **68 percent** of all drivers involved in single-vehicle crashes;
- **55 percent** of all passenger vehicle³ drivers involved in crashes; and
- **54 percent** of all drivers involved in crashes with no passenger occupants.

Furthermore, among the distraction-related drivers involved in motor vehicle traffic crashes (column B):

- **13 percent** were involved in single-vehicle crashes;
- **89 percent** were driving passenger vehicles; and
- **78 percent** did not have passengers in their vehicle.

56%

of all motor vehicle traffic crashes had at least one **confirmed or suspected** distracted driver in 2019.

4%

of all drivers involved in motor vehicle traffic crashes were a **confirmed** distracted driver and

52%

were a **suspected** distracted driver in 2019.

Table 1: Percent of All Drivers that were Distraction-Related and Percent of Distraction-Related Drivers by Crash Characteristic, 2019

Crash Characteristics	(A) All Drivers	(B) Distraction-Related Drivers
	% within Characteristic that were <u>Distraction-Related</u>	% within Characteristic
Number of Vehicles Involved	Single Vehicle	68%
	Multi-Vehicle	53%
Vehicle Type ³	Passenger Vehicle	55%
	Large Trucks	40%
Passengers	No Passenger Occupants	54%
	Passenger Occupants	53%

¹ See Data Considerations for more information on the suspected-distracted driving definition established by the GDOT and CODES

² 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

³ Vehicle types include passenger vehicles, large trucks, and other vehicles (not shown). Large trucks are truck tractors, tractors with trailers, tractors with twin trailers, logging trucks, logging trucks with trailers, single-unit trucks, panel trucks, and trucks towing house trailers. Passenger vehicles are passenger cars, pickup trucks, vans, and sport utility vehicles.

Table 2 below shows the percent of distraction-related motor vehicle traffic crashes by region type and roadway classification in 2019. Among all distraction-related motor vehicle traffic crashes:

- **57 percent** occurred within the Atlanta Region⁴ (compared to 55 percent of all crashes occurred in Atlanta Region);
- **28 percent** occurred on principal arterial roads that include freeways, and multilane highways; and
- **15 percent** occurred on minor arterial roads (other multilane roads that supplement highways) within the Atlanta Region.

Table 2: Distraction-Related Motor Vehicle Traffic Crashes by Region and Roadway Classification, 2019

Roadway Classification	Atlanta Region ⁴ (10 counties)	Other Urban Counties (31 counties)	Rural Counties (118 counties)	Total
Interstate	12%	2%	1%	15%
Principal Arterial	14%	11%	3%	28%
Minor Arterial	15%	9%	2%	26%
Collectors	4%	3%	2%	10%
Local	9%	5%	2%	16%
Ramps	3%	1%	0%	5%
Total	57%	31%	12%	100%

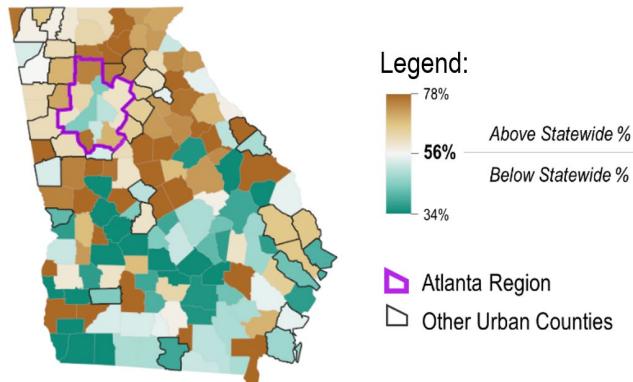
Source: Roadway data obtained for Numetric, 2019

Note: The sum of the individual cells may not equal to row or column totals due to rounding error. Principal arterials include freeways, multilane highways (e.g., Buford Highway and Hawkinsville Road). Minor arterials are other important multilane roadways that supplement the highways (e.g., Spring Street and U.S. Route 41). Collector roads that connect local roads and streets with arterials (e.g., McAfee Road and McCall Road).

Figure 1 shows the percent of all motor vehicle crashes that were distraction-related by county and their deviation from the statewide percent of distraction-related crashes (56 percent). For additional information, see the Appendix for the percent of distraction-related crashes by county. Generally, there are lower proportions of distraction-related crashes among all crashes in the coastal plain and south Georgia region.

- Seven out of the ten counties within the Atlanta Region had a greater percent of distraction-related crashes compared to the statewide percent. The counties with the highest proportion of distraction-related crashes are Fayette (64 percent), Cherokee (63 percent), and Henry (61 percent).
- Eighteen out of 31 other urban counties and 64 out of 118 rural counties had a greater percent of distraction-related crashes compared to the statewide percent.

Figure 1: Percent of Distraction-Related Traffic Crashes and Deviation from the Statewide Percent by County, 2019



Source: Crash data revised by CODES 2019

Note: Counties that are light to dark green have a lower percentage of distraction-related crashes compared to the statewide percent. Counties that are light to dark brown have a higher percentage of distraction-related crashes compared to the statewide percent.

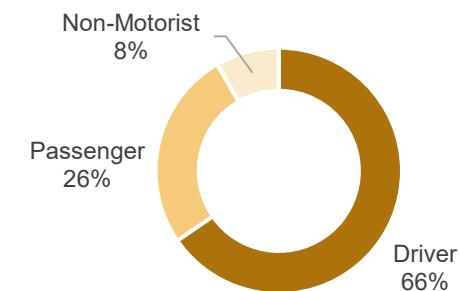
⁴ The Atlanta Region includes the ten counties that are defined by the Atlanta Regional Commission (ARC): Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties.

Serious Injury Crashes

In 2019, **46 percent** of all serious injury⁵ crashes involved at least one driver confirmed or suspected of distraction. Among those who were seriously injured and involved in distraction-related traffic crashes:

- **66 percent** were the drivers;
- **26 percent** were motor vehicle passengers; and
- **8 percent** were non-motorists (i.e., pedestrians or bicyclists).

Figure 2: **Percent of Seriously Injured Persons Involved in Distraction-Related Traffic Crashes by Person Type, 2019**



Source: Crash data revised by CODES 2019

Fatal Crashes

In 2019, there were 1,376 fatal crashes in Georgia involving 2,183 drivers. As a result of those fatal crashes, 1,491 people were fatally injured. There were 43 fatal crashes that involved confirmed distraction (3 percent of all fatal crashes).⁶ These crashes involved 44 distracted drivers – 2 percent (44 of 2,183) of the drivers involved in fatal crashes. In these confirmed distraction-related crashes, 34 fatalities (2 percent of overall fatalities) occurred. Table 3 provides information on crashes, drivers, and fatalities involved in confirmed distraction-related crashes in 2018 and 2019.

Table 3: **Fatal Crashes, Drivers in Fatal Crashes, and Fatalities in Confirmed Distraction-Related Crashes, 2019**

	2018			2019		
	Total	Confirmed Distraction-Related		Total Number	Confirmed Distraction-Related	
		Number	Percent		Number	Number
Fatal Crashes	1,404	59	4%	1,376	43	3%
Drivers Involved in Fatal Crashes	2,147	60	3%	2,183	44	2%
Fatalities	1,505	54	4%	1,491	34	2%

Source: Fatality Analysis Reporting System (FARS) 2018–2019

Out of the 43 confirmed distracted fatal crashes that occurred in 2019:

- **12 percent** (n=5) of the crashes also involved speeding;
- **21 percent** (n=9) of the crashes involved large trucks;
- **56 percent** (n=24) of the crashes occurred on urban roads;
- **81 percent** (n=35) of the crashes occurred at non-intersections; and
- **37 percent** (n=16) of the crashes occurred on minor arterial roads designed to deliver traffic from collector roads to freeways or expressways.

⁵ 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.

⁶ 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 fatal crashes is underreported.

Distracted Driver Convictions (Crash and Non-Crash)

On July 1, 2018, Georgia's Hands-Free Law⁷ 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 the point system for suspension or revocation of license for habitually negligent or dangerous drivers.

Distracted driver convictions occur when the court of law finds the driver to be guilty of violating the Hands-Free Georgia Law and reports these convictions to the Georgia Department of Driver Services (DDS). 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 4 presents the number of distracted driver convictions (that may or may not have resulted in a motor vehicle traffic crash), licensed drivers, and distracted driver conviction rates from 2010 to 2019.

- 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).
- The rate of convictions also increased 2.5 times – from 340.7 convictions for every 100,000 drivers in 2018 to 861.7 in 2019.

Figure 3 shows the number of distracted driver convictions processed by DDS from January 2017 to December 2019. Since the law took effect, the number of convictions processed by DDS increased by 5.5 times, from 965 distracted driver convictions in July 2018 to 5,344 in December 2019.

Table 4: **Distracted Driver Convictions, Licensed Drivers, and Distracted Driver Conviction Rate, 2010-2019**

Year	Distracted Driver Convictions	Licensed Drivers	Distracted Driver Conviction Rate per 100,000 Licensed Drivers
2010	2,308	6,886,232	33.5
2011	3,444	6,960,559	49.5
2012	3,594	7,002,114	51.3
2013	5,162	7,043,349	73.3
2014	5,837	7,099,538	82.2
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

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 of the violation occurred. License totals include individuals with permits/provisional licenses and unexpired, suspended licenses. Source: Department of Driver Services 2010-2019.

Figure 3: **Distracted Driver Convictions, Jan 2017 – Dec 2019**



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 of DDS processed the conviction. Source: DDS 2017-2019 Distracted Driver Report by Process Month

⁷ House Bill 673 (O.C.G.A. § 40-6-241)

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 is indicative of a growing traffic safety concern.

Table 5 below shows the counties with the highest number of distracted driving convictions processed by DDS and the rate of distracted driver convictions per 100,000 licensed drivers in 2019.

Gwinnett County has consistently had the highest number of distracted driving convictions compared to any other county. From 2011-2017 (prior to the Hands-Free Law), Gwinnett represented 26 percent of all distracted driving convictions across the state. The number of distracted driving convictions in Gwinnett increased nearly sixfold (5.9 times) from 2,013 in 2015 to 11,869 in 2019 – indicative of consistent enforcement of distracted driving laws.

Of all drivers issued one or more citations involved in a motor vehicle traffic crash, one out of every 100 drivers received a distracted driving citation. Table 6 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 2019.

Table 5: Top Five Counties with the Highest Distracted Driver Convictions and Distracted Driver Conviction Rate, 2019

Number of Distracted Driver Convictions			Distracted Driver Conviction Rate per 100,000 Licensed Drivers		
Rank	County	Number	Rank	County	Rate
1	Gwinnett	11,869	1	Banks	3,074.0
2	Fulton	10,526	2	Coffee	2,940.0
3	Hall	2,111	3	Spalding	2,594.7
4	Chatham	1,763	4	Telfair	2,074.7
5	Dekalb	1,604	5	Long	1,978.8

Note: The distracted driving violations presented in the table occurred in 2019 and 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 is indicative of a growing traffic safety concern.

Source: Department of Driver Services 2019

Table 6: Top Five Counties with the Highest Distracted Driver Citations Issued After a Motor Vehicle Traffic Crash and Distracted Driver Citation Rate, 2019

Number of Distracted Driver Citations			Distracted Driver Citation Rate per 1,000 Suspected or Confirmed Distracted Driving Crashes		
Rank	County	Number	Rank	County	Rate
1	Fulton	346	1	Pulaski	92.1
2	Cobb	220	2	Liberty	90.4
3	Gwinnett	172	3	Warren	63.6
4	Chatham	151	4	Lowndes	62.6
5	Hall	125	5	Lanier	58.8

Source: Crash data revised by CODES 2019

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 distraction-related motor vehicle crashes.

Distracted Drivers by Age Group

While drivers aged 25-to-34 years represent 18 percent of all licensed drivers in 2019, they received more distracted driving citations after a crash, more distracted driving convictions, and were more involved in distraction-related motor vehicle crashes compared to any other age group (Table 7).

Compared to drivers in other age groups, drivers aged 25-to-34 years represented:

- **24 percent** of all suspected or confirmed distracted drivers involved in crashes;
- **23 percent** of all confirmed distracted drivers involved in fatal crashes;
- **27 percent** of all drivers issued a distracted driver citation after a crash; and
- **33 percent** of all distracted driving convictions.

Table 7: Licensed Drivers, Confirmed or Suspected Distracted Drivers Involved in Types of Motor Vehicle (MV) Crashes, Distracted Driver Citations Issued after a MV Crash, Distracted Driver Convictions by Age Group, 2019

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)
15-20	8%	11%	9%	21%	7%
21-24	7%	11%	12%	16%	13%
25-34	18%	24%	23%	27%	33%
35-44	16%	19%	9%	14%	22%
45-54	17%	16%	23%	11%	14%
55-64	17%	12%	12%	7%	8%
65+	18%	8%	12%	3%	3%
TOTAL	100%	100%	100%	100%	100%

Note: Distracted driver convictions may or may not have resulted in a motor vehicle traffic crash. Precents are calculated using records with known age. Source: Department of Driver Services 2019, Crash data revised by CODES 2019

NATIONAL OBSERVED USE OF ELECTRONIC DEVICES (2018)

In a 2018 observational study conducted by the National Highway Traffic Safety Administration (NHTSA), 3.2 percent of all drivers were observed holding a cellphone to their ears while driving. This study also estimates that 9.7 percent of drivers were using a handheld or hands-free cellphone device during the daylight (National Center for Statistics and Analysis, 2019 [¶](#)).

- The study also found that handheld cellphone use was statistically significantly higher for **drivers with no passengers** than drivers with at least one passenger (3.9 percent compared to 1.6 percent)⁸.
- This finding is consistent with what is found in Georgia where 78 percent of all distraction-related drivers involved in motor vehicle traffic crashes did not have passengers in their vehicle.

⁸ The study's 95% confidence interval (95%CI) for drivers with no passengers is 3.2 to 4.7. The 95%CI for drivers with at least one passenger is 1.1 to 2.3.

LEGAL PERSPECTIVE

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 have a phone in their hand or touch any part of their body while talking on their phone 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.*

Over the 10-year period 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.
- In 2019, the distracted driving codes used the most after a motor vehicle traffic crash were "Failure to exercise due care/careless driving" and O.C.G.A. 40-6-241(b) "Failure to exercise due care."

Table 8: Distracted Driver Convictions Reported to Department of Driver Services by Legal Code and Violation Year, 2010-2019

Convictions Codes	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
O.C.G.A. 40-6-241 Failure to exercise due care/careless driving	2,182	2,517	2,460	2,601	2,756	3,895	5,231	7,175	3,818	0	32,635
O.C.G.A. 40-6-241(b) Failure to exercise due care	0	0	0	0	0	0	0	0	2,778	4,802	7,580
O.C.G.A. 40-6-241(c) Unlawful use of wireless device	0	0	0	0	0	0	0	0	16,702	60,729	77,431
O.C.G.A. 40-6-241(d) Unlawful use of wireless device in Commercial Motor Vehicle	0	0	0	0	0	0	0	0	47	94	141
O.C.G.A. 40-6-241.1 * Unlawful use of wireless device <18 / using hand-held phone, driving	9	16	57	204	278	217	373	491	230	0	1,875
O.C.G.A. 40-6-241.2 * Operating a vehicle while text messaging/texting while driving	117	911	1,077	2,357	2,803	801	0	0	0	0	8,066
O.C.G.A. 40-6-241.2(b)(1) Operating a vehicle while text messaging/texting while driving	0	0	0	0	0	1,943	3,432	3,702	1,938	0	11,015
O.C.G.A. 40-6-241.2(b)(2)(A) Holding wireless device for voice communication/using hand-held phone, driving	0	0	0	0	0	26	109	131	76	0	342
O.C.G.A. 40-6-241.2(b)(2)(B) Using >1 button on wireless device for voice comm./using hand-held phone, driving	0	0	0	0	0	1	3	6	4	0	14
O.C.G.A. 40-6-241.2(b)(2)(C) Reaching for wireless device/using hand-held phone, driving	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,308	3,444	3,594	5,162	5,837	6,883	9,148	11,505	25,593	65,625	139,099

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

* O.C.G.A. § 40-6-241.1 and O.C.G.A. § 40-6-241.2 repealed by 2018 Ga. Laws 298, § 6, eff. 7/1/2018.

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).

Police crash reports are reviewed in a post hoc analysis by the Governor's Office of Highway Safety, Georgia Department of Public Health, and the Georgia Department of Transportation using a jointly developed definition of suspected distracted driving based on multiple factors. The imputation of suspected distracted drivers includes drivers that indicate emotional distress and evidence of driver inattention and distraction. The imputation removes driver contributing factors that include drug/alcohol impairment, sleepiness/drowsiness, aggressive/reckless driving, and speeding. The CODES Analytical Reference Guide is available upon request.

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:

- [Appendix: Distracted Drivers Georgia Traffic Safety Facts](#)
- <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 Adult Drivers, Motorcyclist, Pedestrians & Bicyclists, and Occupant Protection.

References:

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

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