Southern Georgia Regional Commission

Valdosta-Lowndes MPO

VLMPO Crash Report
2006-2008 Data

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Valdosta-Lowndes Metropolitan Planning Organization

2010 Annual Crash Report

Data from 2006 to 2008

July 2010

Southern Georgia Regional Commission

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Introduction

In 2007, the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) produced its first Crash Report. This report was used by the MPO and local jurisdictions to evaluate safety needs and to support project development in the Long Range Transportation Plan and Transportation Improvement Program. The Crash Report included crash data from the years 2000-2005.

Subsequent Crash Reports have continued the ongoing study of crash data and safety planning in Lowndes County, Georgia. This latest report will include data from the years 2006-2008, and it will continue to follow the Georgia Governor's Office of Highway Safety Strategic Highway Safety Plan as a model.

This Vehicle Crash Report is the follow-up and continuation of an ongoing study of crash data and safety planning in Greater Lowndes County, Georgia. As noted previously, this report includes three years of data (2006, 2007 and 2008); by including multiple years of data any abnormalities in data can be averaged out over time to reflect a more accurate picture of the overall crash frequency, severity and location (among other data) in Lowndes County.

This report will continue to be used to inform local public agencies of crash related data in the community, and to identify causes of crashes and even possible safety improvements, law enforcement, or education improvements.

Initially the overall concept and content of this report was compiled through a meeting of local law enforcement officials, school officials, Georgia Department of Transportation (GDOT) traffic operations engineers, local engineering departments and others.

This report will examine various characteristics of crash data to determine the increase or decrease in overall crashes, crash frequency, crash locations, contributing factors, etc. In the end we will identify the twenty highest frequency crash locations in Lowndes County.

This report will be used by the VLMPO and local jurisdictions to evaluate projects in the 2035 Transportation Plan and annual Transportation Improvement Program updates. This report will help to identify future safety related infrastructure projects, and the data available to the MPO and local jurisdictions will allow analysis to be done that show the most benefit based on past crashes at specific locations. Local jurisdictions, agencies and other groups can also use this report to better target education and enforcement efforts to help reduce crashes of all types on the roadways of Lowndes County.

The 4 E's of Highway Safety

Crash prevention and response is not the duty of just one agency, but rather many different agencies with many different priorities and responsibilities each must respond accordingly to crash reduction efforts in their own areas of expertise. The 4 E's of Highway Safety are where the many different responsible agencies come together to each do their own part in reducing crash frequency and severity. The 4 E's of Highway Safety are Education, Engineering, Enforcement and Emergency Medical Services.[1]

Education includes working with young and old alike to educate drivers, pedestrians, bike riders, and passengers of the rules of the road and other important safety factors. The Education E includes: diversion programs for underage drinking, general public education campaigns, safety belt and child seat inspections, and expanded and improved driver training courses and materials.

Engineering includes working with local and state public works, and highway and transportation departments to improve the

[1] Source: Nebraska Highway Safety Plan Critical Strategies, Nebraska Department of Roads

physical characteristics of the roadway and right-of-way. The Engineering E includes: improving horizontal and vertical curvature of roadways, enhanced signage and roadway markings, access management, improved intersection sight distances, and overall intersection and roadway design. The implementation of Intelligent Transportation Systems that help motorists move better through the urban area while make safer, better informed decisions include the synchronizing of signal timings which Valdosta is a leader in.

Enforcement includes working with law enforcement agencies to educate drivers to prevent crashes as well as efficient response and analysis of crash sites. The Enforcement E includes: employing checkpoints for DUI or seatbelt usage, enforcement of laws for underage and excessive drinking, targeted speed and intersection use enforcement, and proper data collection for future analysis.

Emergency Medical Services includes all first responders to crash sites and the medical treatment victims receive immediately after a crash. The Emergency Medical Services (EMS) E includes: efficient response by medical personal to crash site, rapid evacuation of victims to trauma centers, and education of public on proper usage of safety restraints.

Each of the 4 E's is not mutually exclusive to the various agencies described above: an example is that education is spread out between all of the different agency partners, like law enforcement agencies, highway departments, and EMS responders. Also, engineers may get ideas from suggestions from law enforcement agencies or schools about concerns with children walking to school. Each of the various agencies has their own role to play, as well as an interconnected role with others to reduce crash frequency and severity on our roadways.

Crash Data Collection

When a crash occurs in Georgia the respective law enforcement agency completes a Uniform Motor Vehicle Crash Report (an example report is included in the appendix). Once completed, these reports are sent to the Georgia Department of Transportation Office of Traffic Safety and Design. The data is compiled by this GDOT Office and the University Of Alabama College Of Engineering into the Critical Analysis Reporting Environment (CARE) software. The CARE software is designed to allow planners and other professionals a means by which crash data can be sorted, cross tabulated, and allows multi-parameter searches which can be utilized in graphs and or tables displaying the results of localized crash data in a timely fashion. The CARE 9 version of the software was used for data analysis in this report. The data in this report includes crash record data from the years 2006, 2007 and 2008.

Overview of Crashes 2000-2008

Overall in Lowndes County in the last nine years crashes have decreased slightly, by about 6%. In Georgia crashes have decreased as well, but by a smaller amount, only 3% in the last nine years. In the same time period Lowndes County has seen a 13.6% increase in population while Georgia has seen an 18% increase in population.

Statewide, seat belt usage has increased from 68% to more than 73%. Seatbelt usage in Lowndes County has remained relatively the same, decreasing by .56% in the last nine years.

Alcohol and drug impairment related crashes in Lowndes County have decreased by 66% and by a corresponding 59% in the State of Georgia over the past nine years.

Crashes from Peer Communities

To better understand if the crash rates in Lowndes County are high, low or the same as other communities this report looks at several peer communities from throughout Georgia. Comparisons were made between the Counties of Doughtery, Floyd, and Liberty. Each of these

counties is similar in population size to Lowndes County or the Valdosta Urbanized Area.

In these communities fatal crashes are all less than 1% of the total crashes, however it varies widely from 0.30% in Doughtery County to 0.71% in Liberty County.

As was reported in the 2009 Crash Report, most crashes in Lowndes County are within the urban area. The map in Figure 1 demonstrates the density of crashes at various locations in the County, especially in the urban areas of Valdosta.

As bicycle usage and walking become more used as alternative forms of transportation, the risk of crashes with cars increases. As an important part of looking at an overall picture of crashes in the region, bike and pedestrian crashes are examined as well. Lowndes County had the highest percentage of bike and pedestrian crashes at 0.73%, while the lowest rate was for Floyd County at 0.31%.

Of the over 9,600 crashes for which the data is available, 44% of the drivers are between the ages of 16 and 26. In these age groups education is key to informing people about the responsibilities of driving defensively and without distraction.

More than 80% of the crashes in Lowndes County involve two or more vehicles, indicating that all drivers should be aware of the other vehicles around them and the actions of others as well as their own. Defensive driving courses and other education, as well as non-distracted driving are important to keep everyone safe and to reduce crashes.

SHSP

The 2010 Georgia Strategic Highway Safety Plan (SHSP) documents the comprehensive process by which multidisciplinary professionals join Georgia highway safety partners to leverage existing resources. The professional input from the four safety E's of engineering, education, enforcement, and emergency medical services produces new partnerships. New highway safety partnerships create new opportunities in combining and creating strategies to reduce highway crashes, injuries and fatalities. Georgia's aspiration is to reduce to zero the number of highway fatalities and injuries. The vision establishes that even one highway death is unacceptable.[2]

The Strategic Highway Safety Plan (SHSP) was based on the latest statistics available for highway safety problem solving. The document contains Education and Enforcement countermeasures for reducing crashes, injuries and fatalities on Georgia roads. It also documents strategic, comprehensive, and collaborative efforts with the Engineering and Emergency Medical Services components to improve roadway safety in the State. This "4-E" approach will result in a balanced and effective strategy to saving lives on Georgia's roadways. Tragically, 1,493 people died on Georgia roadways during 2008 according to the National Center for Statistics and Analysis. Georgia will work to analyze the casual factors of these deaths to help mitigate their causes. As more current data becomes available, the Governor's Office of Highway Safety (GOHS) will use such in refining its HSP. GOHS plans to develop, promote, implement and evaluate projects designed to address those identified major contributing injury and fatal highway safety factors with the latest data available.[3] The goals of the 2010 SHSP are as follows:

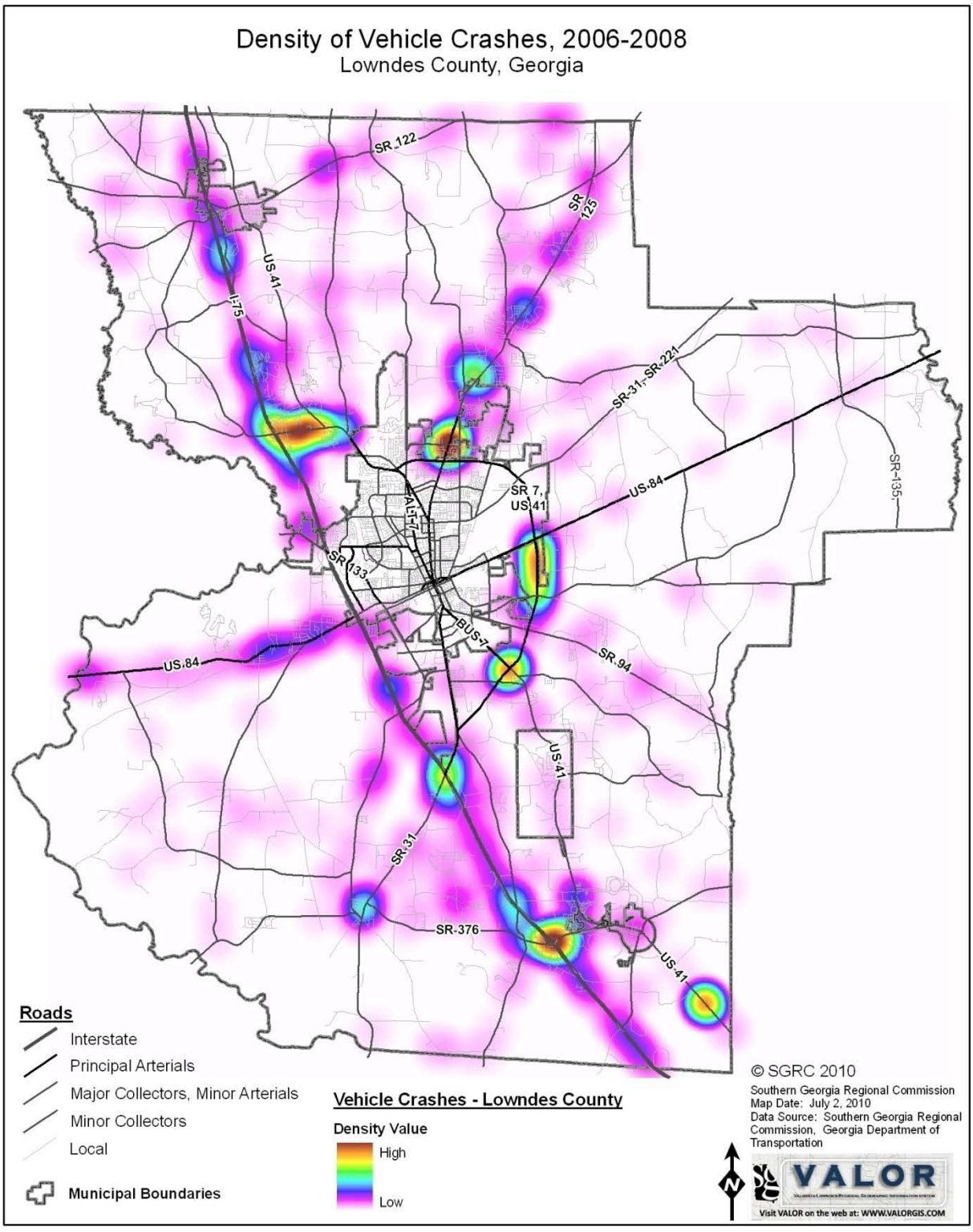
- Increase the rate of observed safety belt use from baseline 89.6% in 2008 to 91% by the end of FFY 2010 for drivers and front seat outboard passengers.
- Reduce the alcohol related fatality rate (BAC = .08+) from estimated 2008 baseline of 0.38 fatalities (416) per 100 million VMT to 0.37 (404) per 100

[2] Source: 2007 Georgia Strategic Highway Safety Plan
[3] Source: 2009 Georgia Highway Safety Plan, Governor's Office of Highway Safety

million VMT (based on 110,290 million VMT).

- Reduce the percentage of speed related fatal crashes from baseline 21% in 2008 to 19% by the end of FFY 2010.
- Reduce the percentage of pedestrian related fatal crashes from baseline 9.8% (146) in 2008 to 9.7% by end of FFY 2010.
- Continue implementation of the Strategic Highway Safety Plan with all roadway safety stakeholders in Georgia.

This Crash Report will highlight the data for these goals in Lowndes County to show how these goals are being addressed on the local level as well as other local efforts to reduce fatal crashes through the various emphasis areas in the SHSP.


Density of Vehicle Crashes, 2006-2008
Lowndes County, Georgia
SR 122
SR 125
US 41
I-75
SR 31, SR 221
US 84
SR 135
SR 7, US 41
ALT-7
SR 133
BUS-7
US 84
SR 94
US 41
SR 31
SR 376
US 41
Roads
Interstate
Principal Arterials
Major Collectors, Minor Arterials
Minor Collectors
Local
Municipal Boundaries
Vehicle Crashes - Lowndes County
Density Value
High
Low
© SGRC 2010
Southern Georgia Regional Commission
Map Date: July 2, 2010
Data Source: Southern Georgia Regional Commission, Georgia Department of Transportation
VALOR
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Density of Vehicle Crashes, 2006-2008
Valdosta, Georgia
VAL DEL RD
CHERRY CREEK RD
N VALDOSTA RD
SR-125
SR-31, SR-221
I-75
GORNTO RD
E PARK AVE
INNER PERIMETER RD
ALT-7
BUS-7
SR-133
BAYTREE RD
US-84
N PATTERSON ST
RIVER ST
NORMAN DR
S PATTERSON ST
US-41
SR-7
SR-94
GIL HARBIN INDUSTRIAL BLVD
SR-31
Roads
Interstate
Principal Arterials
Major Collectors, Minor Arterials
Minor Collectors
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Municipal Boundaries
Vehicle Crashes - Valdosta
Density Value
High
Low
© SGRC 2010
Southern Georgia Regional Commission
Map Date: July 2, 2010
Data Source: Southern Georgia Regional Commission, Georgia Department of Transportation
VALOR
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Crash Severity in Lowndes County and Georgia, 2000-2008						
	Fatal		Injury		PDO	
	Lowndes	Georgia	Lowndes	Georgia	Lowndes	Georgia
2000	13	1404	1089	83780	2339	310122
2001	22	1475	1042	85470	2459	317851
2002	18	1367	1028	86042	2419	327710
2003	21	1469	1100	86739	2623	332321
2004	14	1466	1130	89988	2708	342932
2005	16	1594	1057	91073	2805	347652
2006	13	1602	1117	88714	2675	344769
2007	15	1500	1006	86649	2384	341352
2008	19	1385	898	77138	2335	306191
	151	13262	9467	775593	22747	2970900

Crashes in Peer Communities 2006-2008										
	Total	Fatal	Fatal Rate	Urban	Urban %	Rural	Rural %	Bike/Ped	Bike/Ped %	2008 Population
Daughtery	10,826	32	0.30%	9,628	88.93%	1,198	11.07%	63	0.58%	95,322
Floyd	11,153	53	0.48%	8,825	79.13%	2,328	20.87%	35	0.31%	95,696
Liberty	4,672	33	0.71%	2,695	57.68%	1,977	42.32%	29	0.62%	58,871
Lowndes	10,462	47	0.45%	7,889	75.41%	2,573	24.59%	76	0.73%	104,684

PDO=Property Damage Only

Statewide goals

The Strategic Highway Safety Plan developed by the Governor's Office of Highway Safety outlines the goals for fatal crash reduction throughout the state each year. Below these goals are stated with the efforts taking place in Lowndes County to help meet these goals to reduce crashes, particularly fatal ones.

- Increase the rate of observed safety belt use from baseline 89.6% in 2008 to 91% by the end of FFY 2010 for drivers and front seat outboard passengers.

In 2008 the observed safety belt usage in Lowndes County was 77.7%[4] nearly 12% below the state average. In 2010, the Georgia Legislature passed a law that requires drivers of pick-up trucks to use seat belts. This should help increase the average use of seatbelts in Lowndes County and across the state.

- Reduce the alcohol related fatality rate (BAC = .08+) from estimated 2008 baseline of 0.38 fatalities (416) per 100 million VMT to 0.37 (404) per 100 million VMT (based on 110,290 million VMT).

Since 2000, Lowndes County had an average of 1.11 fatalities per year related to alcohol. During the past 5 years, the average has been 0.2. Lowndes County continues to show a decrease in these types of crashes only having one in the past five years.

- Reduce the percentage of speed related fatal crashes from baseline 21% in 2008 to 19% by the end of FFY 2010.

Over the past nine years Lowndes County has had five fatalities (3.31% of all fatal crashes) where excessive speed was the primary contributing factor. This has decreased from a high of two in 2003 and 2004, to zero by 2006.

- Reduce the percentage of pedestrian related fatal crashes from baseline 9.8% (146) in 2008 to 9.7% by end of FFY 2010.

Over the past nine years there have been two fatal crashes involving a pedestrian or bicyclist in Lowndes County. However, there have also been over 160 non-fatal crashes involving a pedestrian or bicyclist. This number has continued to decline from 22 crashes in 2001, to 18 in 2008.

- Continue implementation of the Strategic Highway Safety Plan with all roadway safety stakeholders in Georgia.

The VLMPO as well as local law enforcement, engineering offices, local hospitals and schools all play an important role in carrying out the goals of this plan through both formal and informal programs. This report is meant to document those efforts and encourage new efforts to help reduce fatal crashes in Lowndes County. A survey (the questions are included in the appendix) was sent to various local law enforcement agencies, hospitals, insurance companies, driving schools, high schools, local engineers, and others to learn about their efforts to reduce crashes.

Each of the emphasis areas described in this report demonstrates the local efforts being undertaken by various agencies and groups to reduce crashes in Lowndes County.

[4] GOHS

Alcohol and Other Drugs

SHSP Goal: The overall goal is to reduce the alcohol-related fatality rate from 0.40 (2007) to 0.38 fatalities per 100 million vehicle miles of travel during FFY 2010.

In 2008, 32% of the fatalities were in alcohol related crashes, according to the National Highway Traffic Safety Administration. In Lowndes County during the study period (06-08) 11 crashes (23.4% of total) were fatal due to the driver of one of the vehicles being under the influence of alcohol or other drugs.

Through the Alcohol and Drug Awareness Program (ADAP), taught by local schools like Valdosta High School, students under the age of 18 are required to learn about the impacts of alcohol and drug abuse and the impacts these have on their lives, especially while driving.

The Georgia State Patrol and other police agencies regularly use data gathered from previous crash reports to target pro-active enforcement zones, such as DUI checks. The police agencies regularly work in interagency partnerships during specific enforcement patrols.

The South Georgia Medical Center provides substance abuse and other support programs through its Behavioral Health and Greenleaf Divisions.

Occupant protection

SHSP Goal: The overall program goal is to increase the rate of observed safety belt use to 91% by the end of FFY 2010 of drivers and front seat outboard passengers.

During the study period (2006-2008) of the 10,462 crashes in Lowndes County, a seatbelt (shoulder, lap or both) was used at least 63% of the time (nearly 30% had an unknown value) while just over 5% did not use any form of occupant protection.

Locally, organizations primarily promote the use of seatbelts, helmets and child safety seats through education opportunities with schools and local health fairs. Law enforcement agencies also provide special enforcement blitzes and educational programs for adults and students.

Traffic records

SHSP Goal: To implement a strategic plan that will create a fully electronic traffic records system including the collection, transfer, repositories, analysis, and interfaces that will make traffic records available to all highway safety stakeholders in a manner that supports their program goals and activities.

In Lowndes County nearly all traffic records are processed electronically for inclusion in the statewide vehicle crash database. The CARE database (Critical Analysis and Reporting Environment) developed by the University of Alabama is used by GDOT, planning agencies and law enforcement officials to analyze both individual crash data and aggregated crash data for different

geographies and variables. The data included in this report is from this database.

Many local agencies use traffic record data to analyze the variables that were involved in a crash. Some of the commonly locally used data is the age of the drivers, time of day, location, need for engineered or safety improvements, and casual factors.

Speed and aggressive driving

SHSP Goal: The overall goal is to reduce the percentage of speed-related fatal crashes to seventeen percent (17%) from twenty-one (21%) percent in 2008.

From 2000 through 2008, excessive speed was the primary contributing factor in an average of 11.7 crashes per year. Speed was a contributing factor to one of the 47 fatalities during the study period. Other aggressive driving contributing factors (failure to yield and following too closely) contributed to crashes over 51% of the time.

In Lowndes County, law enforcement agencies are heavily involved in stopping speeders and other aggressive drivers, through programs like H.E.A.T (or Highway Enforcement of Aggressive Traffic). Other jurisdictions regularly form partnerships to patrol areas together to target speeders and other aggressive drivers.

Other agencies in Lowndes County generally have a more education and information based approach to promote driving at safe speeds and distances. For example the Valdosta High School Drivers Education classes regularly watch videos and demonstrations of what the impacts are of speeding and aggressive driving.

Police traffic services

SHSP Goal: To reduce the number of overall traffic related fatalities on Georgia roadways resulting from impaired driving, speeding, occupant protection violations, and other high-risk behavior.

Through a statewide network of state and local traffic enforcement officers, various jurisdictions participate in regional coordinated efforts to patrol roadways and enforce traffic laws. These Traffic Enforcement Networks are also in place for training and information gathering opportunities for law enforcement, prosecutors, judges and other allied agencies.

The City of Valdosta is an active participant in the Governor's Office of Highway Safety H.E.AT.

Program supporting multiple officers.

Pedestrian and bicycle safety

SHSP Goal: The performance goal is to reduce the percentage of pedestrian related fatal crashes from 9% to 7%.

Bike and pedestrian crashes in Lowndes County account for 0.6% of all crashes, much less than the state average, and only one fatality occurred during the study period. However, as Lowndes County continues to grow these types of crashes are only going to increase. The high student population associated with Valdosta State University and other schools are the primary areas of concern when looking to prevent these types of crashes.

Locally, walking and biking are increasing as modes of transport and recreation for not only student, but other populations as well. The City of Valdosta has worked to designate bike lanes on roadways and to improve the access to sidewalks throughout the neighborhoods of the city.

During the course of this study further data was requested on pedestrian and bicycle crashes. During the study period there were a total of 76 pedestrian or bicycle crashes of which 64 persons were injured or (one) killed.

Crashes involving pedestrians and bicyclists were highest from 1 p.m. to 9 p.m., when 56% of these types of crashes occurred. This is not surprising considering this is an active time period for most individuals. However ten crashes occurred during the nighttime hours from 9 p.m. to 6 a.m. when it is generally dark and it may be harder to see bicyclists and pedestrians.

The age of persons generally involved in a pedestrian or bicycle crash in Lowndes County is between the ages of 20 and 25, however there is also another large population of persons aged 42 to 50 who are also involved in a significant number of bicycle and pedestrian crashes.

Of the 76 crashes involving a pedestrian or bicyclist, 73% of the time the pedestrian or bicyclist was at fault in the crash. This indicates a need for more education at an early age regarding safe road crossing and bicycling. This also may indicate the need for additional signage, pedestrian signals, crosswalks, etc. This also indicates that law enforcement agencies should enforce the pedestrian and bicyclist laws just as they do for motorists.

Students at Valdosta High School learn how to handle and react to all crash situations, including ones where a pedestrian or bicyclist is involved.

Annually the South Georgia Medical Center partners with Kohl's Department Stores to host a bike safety rodeo. The event provides education on bike safety and provides free helmets to participants.

Community Traffic Safety

SHSP Goal: To reduce the number of motor vehicle crashes, injuries, fatalities and their associated costs with the establishment and maintenance of effective Safe Communities & CTSP programs.

The Georgia State Police work with other law enforcement agencies and neighborhood groups to promote safe communities, identify problems and develop solutions for crime and traffic violations.

The Georgia State Police Post locally works with the Rural Road Initiative to reduce fatal crashes that typically occur more frequently in rural communities. Rural areas typically have an increased risk for "alcohol related fatalities, single car crash fatalities and low compliance with occupant safety

laws."[5] The Rural Road Initiative increases the number of safety programs in the region, provides electronic data to local jurisdictions, establishes community action groups, and increases exposure of national and state ad campaigns for safety.

The City of Valdosta regularly visits schools to teach kids about traffic engineering and safety. The City also conducts tours of its Traffic Management Center which allows residents a chance to learn about how traffic moves through the City and gives them an opportunity to learn more about traffic engineering and safety.

Motorcycle safety

SHSP Goal: To reduce motorcyclist fatalities by five percent (5%) from the 2008 calendar base year average of 177 to 169 during FFY 2010.

Locally most crash prevention for motorcycles involves education and information about these and other non-auto modes of transportation.

In Lowndes County, there were 170 motorcycle related crashes during the study period; three of these crashes were fatal. Although not specifically addressed by this SHSP Goal, all terrain vehicles, accounted for another ten crashes in Lowndes County during the study period.

[5] SHSP, 2010.

High Crash Locations

While the previous sections have primarily focused on fatal crashes, their impacts, causes and how they relate to the overall goals of the Georgia Governor's Office of Highway Safety Strategic Highway Safety Plan, the following section will look at the highest crash locations in Lowndes County.

The Top 20 crash locations were determined through the CARE 9 software program. The software returned the 20 locations with the most crashes during the three year study period. A secondary ranking is also present in the severity index; it is used to split ties between the numbers of raw crashes. The severity ranking is described as a part of the Top 20 crash location listing. Included in this listing are only crashes at intersections; crashes at mid-block locations are not included at this time.

The City of Valdosta produces an annual crash report examining trends in crashes throughout the City. The City's crash report and this report produced by the MPO are different in several ways, however many of the Top 20 crash locations are the same. One of the biggest differences is that the City crash report includes data from two-vehicle crashes only. The MPO crash report includes all crashes at each location. Because of the concentration of population and the attraction of Valdosta as a regional economic hub and traffic volume in and around Valdosta, all of the Top 20 crash locations in Lowndes County are within the Valdosta City Limits.

On the following pages are the Top 20 crash locations in Lowndes County for the 2006-2008 study period. Also included is the manner of collision and the top contributing factor for these crash locations.

Included in the table is the manner of collision and the top contributing factor. As can be seen most of the crashes are rear end crashes and are caused by following too closely. This is primarily an issue related to the education of drivers, but is also seen in some of the most congested corridors in the community.

Also included is a table containing planned future improvements to the Top 20 crash locations that may reduce crashes in the future. Included in this listing are the type of improvement, the plan that contains the planned improvement and the time frame for implementation.

Figure 1 Top 20 High Crash Locations in Lowndes County 2006-2008

Rank	Intersection		Total Crashes	Annual Avg.	Severity Index	Manner of Collision	Contributing Factor	Last Year
1	St. Augustine Road	Norman Drive	115	38	1.91	Angle/Rear End	Following Too Close	3
2	Inner Perimeter Road	Bemiss Road	87	29	2.04	Rear End	Following Too Close	NR
3	Hill Avenue	St. Augustine	83	28	2.53	Angle	Failure to Yield	2
4	St. Augustine Road	Gornto Road	72	24	1.44	Angle	Failure to Yield	7
5	Hill Avenue	Norman Drive	63	21	1.84	Angle	Failure to Yield	10
6	North Valdosta Road	Country Club Drive	55	18	2.78	Rear End	Following Too Close	1
7	Inner Perimeter Road	Hill Avenue	54	18	1.33	Angle	Failure to Yield	NR
8	Patterson Street	Northside Drive	49	16	1.75	Angle	Failure to Yield	14
9	Inner Perimeter Road	North Oak Street Extension	45	15	2.55	Rear End	Following Too Close	16
10	Ashley Street	Northside Drive	43	14	4.41	Rear End	Following Too Close	9
10	Hill Avenue	Troup Street	43	14	1.7	Angle	Improper Turn	NR
12	Hill Avenue	South Oak Street	41	14	2.68	Angle	Failure to Yield	NR
12	Inner Perimeter Road	Forrest Street	41	14	1.01	Rear End	Following Too Close	NR
14	Inner Perimeter Road	Park Avenue	40	13	4.69	Rear End	Following Too Close	NR
14	St. Augustine Road	Lankford Drive	40	13	4.43	Angle/Rear End	Failure to Yield	NR
16	Patterson Street	Brookwood Drive	37	12	0.99	Rear End	Following Too Close	NR
17	Ashley Street	Park Avenue	36	12	2.04	Rear End	Following Too Close	4/12*
18	St. Augustine Road	James Road	35	12	1	Angle	Failure to Yield	NR
19	Ashley Street	North Oak Street Extension	34	11	1.8	Rear End	Following Too Close	6
20	Ashley Street	Hill Avenue	26	9	0.64	Angle	Disregard Sign/Signal	8

The Severity Index is calculated as: ((Fatality Crashes x10 + (Class A Injury Crashes x6) + (Class B x 4) + (Class C x 2)) / Total Crashes.

*This intersection as considered as two separate locations last year (Bemiss/Ashley and Park/Ashley)

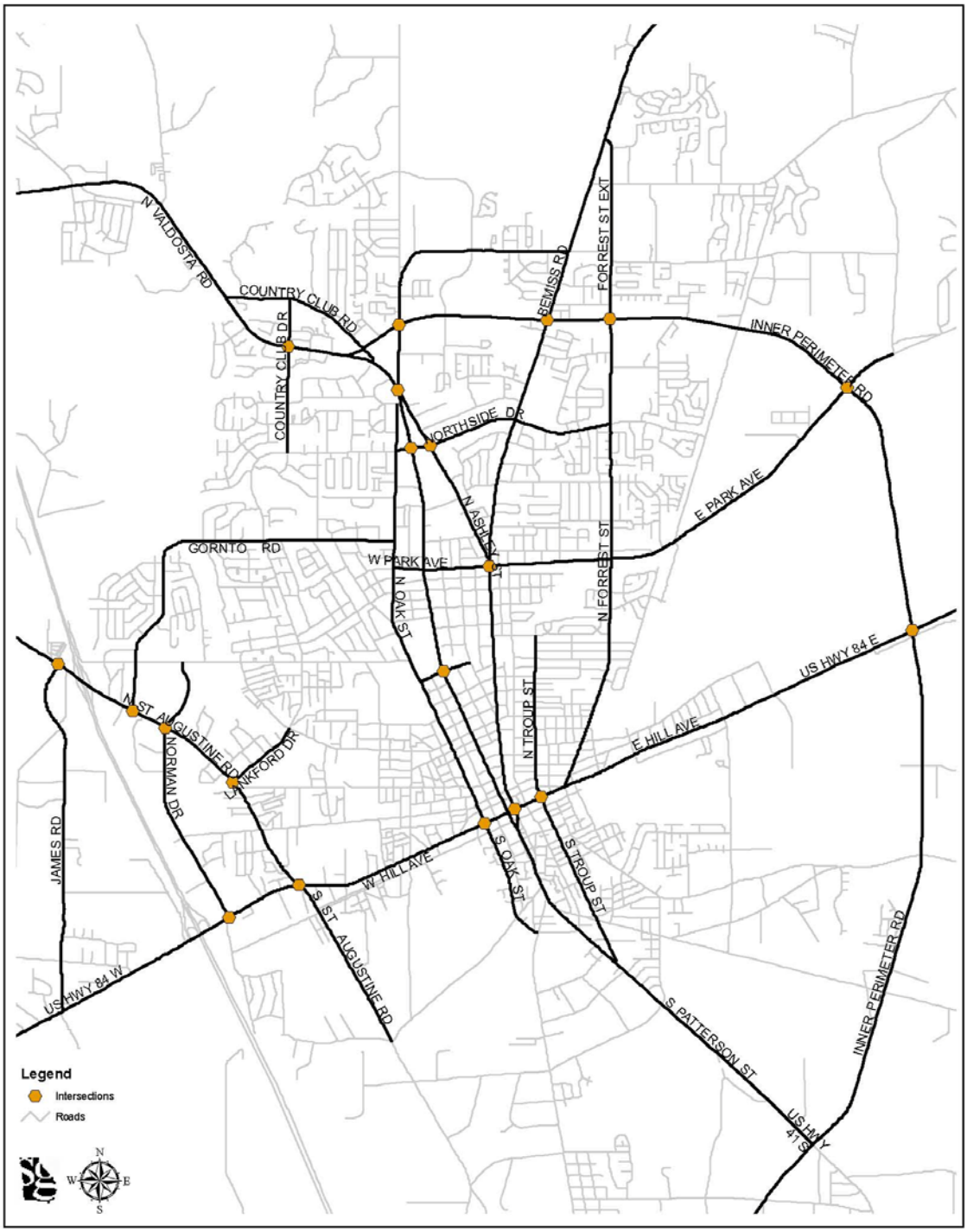

Figure 2 Top 20 HIgh Crash Locations in Lowndes County 2006-2008.

James Road is the 'Old James Road Intersection with St. Augustine Road

Figure 3 Top 20 High Crash Locations Proposed Improvements 2006-2008l

Intersection		Improvement	Plan	Timeline
St. Augustine Road	Norman Drive	Intersection Improvement	2035 TP, Valdosta TMP	Short
Inner Perimeter Road	Bemiss Road	None Planned		
Hill Avenue	St. Augustine	Intersection Improvement	2035 TP, Valdosta TMP	Mid
St. Augustine Road	Gornto Road	Intersection Improvement	2035 TP, Valdosta TMP	Short
Hill Avenue	Norman Drive	Gateway Improvement	Valdosta TMP	Short
North Valdosta Road	Country Club Drive	None Planned		
Inner Perimeter Road	Hill Avenue	None Planned		
Patterson Street	Northside Drive	None Planned		
Inner Perimeter Road	North Oak Street Extension	Widening	2035 TP, Valdosta TMP	Mid
Ashley Street	Northside Drive	None Planned		
Hill Avenue	Troup Street	None Planned		
Hill Avenue	South Oak Street	None Planned		
Inner Perimeter Road	Forrest Street	Widening	2035 TP, Valdosta TMP	Mid
Inner Perimeter Road	Park Avenue	None Planned		
St. Augustine Road	Lankford Drive	New Road Construction	2035 TP, Valdosta TMP	Short
Patterson Street	Brookwood Drive	None Planned		
Ashley Street	Park Avenue	Intersection Improvement	Valdosta TMP	Short
St. Augustine Road	James Road	Recently Completed		
Ashley Street	North Oak Street Extension	Intersection Improvement	2035 TP, Valdosta TMP	Mid
Ashley Street	Hill Avenue	None Planned		

For the locations with no planned improvements, local jurisdictions should consider higher enforcement at these locations to reduce the amount of crashes. The intersection of St. Augustine Road and James Road was recently realigned and moved. In a future report, the MPO will compare before and after data at this intersection to determine if the improvement has helped reduce crashes.

Conclusion

This report is intended to provide information to local elected officials, law enforcement, local planners and engineers as well as the public about crashes in Lowndes County. This report has been modeled after the Georgia Governor's Office of Highway Safety Strategic Highway Safety Plan to address the same issues and points as that report.

This report is intended to be used by partner agencies and officials to better address the 4 E's of highway safety: education, engineering, enforcement, and emergency medical response. Agencies can use this report and the data contained herein to better address crash locations, driver behavior, and crash response throughout the community.

This report will be shared with local elected officials, law enforcement officials, emergency response officials, local engineers, and other groups to better inform the public about crashes in Lowndes County.

In the future, the locations identified as part of the Top 20 crash locations should be reviewed by local agencies through an analysis that addresses the primary manners of collision and contributing factors at these intersections. The use of Road Safety Audits should be championed by the MPO to encourage and improve the usefulness of this report and the data collected by the partner agencies.

Local agencies should be encouraged to use this report as well as seek out other data available to the MPO, or other agencies to help do their part in reducing vehicle crashes in Lowndes County.

This report will continue to be updated annually with a continuous cycle. The next report will cover the years 2007-2009.

Appendix A – Sample Georgia Vehicle Crash Report

Georgia Department of Transportation — Version 2.0

Page ___ of __

GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT

Accident Number 1	Agency NCIC No. 2		County 3	Date Rec. by DOT 4
Date 5	Day of Week 6 ☐ Sun ☐ M ☐ T ☐ W ☐ Th ☐ F ☐ S	Time 7	Off. Arrived 8	Total Number of: 9 Vehicles / Injuries / Fatalities; Inside City Of: 10
Road of Occurrence 11 (1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ City St.)		At Its Intersection With 12 (1 ☐ 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ City St.)		Corrected Report? Yes ☐ 16
Not At Its Intersection But 13 ☐ Miles 1 ☐ North 3 ☐ East ☐ Feet 2 ☐ South 4 ☐ West		Of: 14 (1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ city St. 5 ☐ Co. Line)		Suppl. To Original? Yes ☐
And continuing in the direction checked above, the Next Reference Point is 15 (1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ City St. 5 ☐ Co. Line)				Hit and Run ? Yes ☐ 17

Driver # 18	19 LAST NAME	FIRST	MIDDLE	Driver #	LAST NAME	FIRST	MIDDLE
Ped # ☐	Address 20			Ped # ☐	Address		
City	State	Zip	DOB 21	City	State	Zip	DOB
22 Driver's License No.	23 Class	24 State	25 ☐ Male ☐ Female	Driver's License No.	Class	State	☐ Male ☐ Female
Posted Speed 26	Insurance Co. 27		Policy No. 28	Posted Speed	Insurance Co.		Policy No.
Year 29	Make 30	Model 31	Telephone No. 32	Year	Make	Model	Telephone No.
VIN 33			Vehicle Color 34	VIN			Vehicle Color
Tag # 35	State	County	Year	Tag #	State	County	Year
Trailer Tag # 36	State	County	Year	Trailer Tag #	State	County	Year
37 ☐ Same as Driver	Owner's Last Name	First	Middle	☐ Same as Driver	Owner's Last Name	First	Middle
Address				Address			
City	State	Zip		City	State	Zip	
38 Removed By	39 ☐ Request	40 ☐ List		Removed By	☐ Request	☐ List	

Alcohol Test 41	Type	Results 42	Drug Test 43	Type	Results 44	Alcohol Test	Type	Results	Drug Test	Type	Results
Driver Cond 45	Direction Of Travel 46		Vision Obscured 47	Contributing Factors 51		Driver Cond	Direction Of Travel		Vision Obscured	Contributing Factors	
48 Veh Cond	49 Veh Maneuver		Ped. Maneuver 50			Veh Cond	Veh Maneuver		Ped. Maneuver		
Most Harmful Event 52	Veh Class: 53		Veh Type: 54			Most Harmful Event	Veh Class:		Veh Type:		
Traffic Ctrl 55	56 Device Inoperative? ☐ Yes ☐ No					Traffic Ctrl	Device Inoperative? ☐ Yes ☐ No				

Injured Taken To: 57 By:

58 EMS Notified Time EMS Arrival Time Hospital Arrival Time 59 Photos Taken: ☐Yes ☐No By:

60 Report By: Department Report Date 61 Checked By: Date Checked

62 Witness(es): Name Address City State Zip Code Telephone No.

63 DOT MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)

COMMERCIAL VEHICLES ONLY

Carrier Name 64				Carrier Name			
Vehicle # 65				Vehicle #			
66 Address	State	Zip		Address	State	Zip	
No. of Axles 67	G.V.W.R. 68	69 Fed. Reportable 1 ☐ Yes 2 ☐ No	Cargo Body Type 70	No. of Axles	G.V.W.R.	Fed. Reportable 1 ☐ Yes 2 ☐ No	Cargo Body Type
Vehicle Config. 71	I.C.C.M.C. # 72	U.S. D.O.T. # 73	Interstate ☐ 74 Intrastate ☐	Vehicle Config.	I.C.C.M.C. #	U.S. D.O.T. #	Interstate ☐ Intrastate ☐

75 C.D.L.? 1 ☐ Yes 2 ☐ No 76 C. D.L. Suspended? 1 ☐ Yes 2 ☐No
77 Vehicle Placarded? 1 ☐ Yes 2 ☐ No 78 Hazardous Materials? 1☐ Yes 2☐No
79 Released? 1 ☐ Yes 2 ☐ No
If YES, Name or 4 Digit Number from Diamond or Box: ____80____
1 Digit Number from Bottom of Diamond: ___81_____
__ Ran Off Road __Down Hill Runaway __Cargo Loss or Shift __ Separation of Units

C.D.L.? 1 ☐ Yes 2 ☐ No C.D.L. Suspended? 1 ☐ Yes 2 ☐ No
Vehicle Placarded? 1 ☐ Yes 2 ☐ No Hazardous Materials? 1 ☐ Yes 2 ☐ No
Released? 1 ☐ Yes 2 ☐ No
If YES, Name or 4 Digit Number from Diamond or Box: _____
1 Digit Number from Bottom of Diamond: _____
__ Ran Off Road __Down Hill Runaway __Cargo Loss or Shift __ Separation of Units

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Back of the Accident Report Form

The back of the report contains items for all vehicles. This is where the reporting officer records remarks, draws required diagrams, and records what may have contributed to the accident.

83 PAGE ____ OF ____

REMARKS 82

INDICATE ON THIS DIAGRAM WHAT HAPPENED
84

INDICATE NORTH

CITATIONS – VEHICLE # _____ 85

CITATIONS – VEHICLE # _____

First Harmful Event 86	Traffic-Way Flow 87	Weather 88	Surface Cond. 89	Light Cond. 90	Manner Of Collision 91	Location At Area Of Impact 92	Road Comp. 93	Road Def. 94	Road Character 95A	Construction/Maintenance Zone 95B

	96 VEH #_____	VEH# _____
97 Number of Occupants		
98 Point of Initial Contact		
99 Damage To Vehicles		

100 SKID DISTANCE BEFORE IMPACT _____ VEH. AFTER _____ VEH.

_____ VEH. _____ VEH.

Width of Road _____101_____

Damage Other Than Vehicle: 102 Owner:

Occupants 103

LAST NAME	FIRST	ADDRESS	CITY	STATE	ZIP	AGE	SEX	VEH #	POS	INJURY	TAKEN FOR TREAT	EJECT	SAFETY EQUIP	EXTRIC	AIR BAG
Driver #	Or Pedestrian #														
Driver #	Or Pedestrian #														
						X	X	X	X	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX

MAIL TO: Georgia Department of Transportation, ACCIDENT REPORTING UNIT, P.O. BOX 80447, CONYERS, GA 30013-8447

Georgia Department of Transportation Version 2.0

Codes and conditions used for completing the **'front'** of the Accident Report.

ALCOHOL AND/OR DRUG TEST GIVEN
1 - Yes 2 - No 3 - Refused

TYPE TEST
1 - Blood 2 - Breath 3 - Urine 4 - Other

DRIVER CONDITION
1 - Not Drinking
2 - Not Known if U.I.
3 - Drinking Not Impaired
4 - U.I. Alcohol
5 - U.I. Drugs
6 - U.I. Alcohol & Drugs
7 - Physical Impairment
8 - Apparently Fell Asleep

DIRECTION OF TRAVEL
1 - North 2 - South 3 - East 4 - West

VISION OBSCURED BY
1 - Not Obscured
2 - Headlights
3 - Sunlight
4 - Parked Vehicle
5 - Trees, Bushes
6 - Rain, Snow, Ice on Windshield
7 - Other

VEHICLE CONDITION
1 - No Known Defects
2 - Tire Failure
3 - Brake Failure
4 - Improper Lights
5 - Steering Failure
6 - Slick Tires
7 - Other

VEHICLE MANEUVER
1 - Turning Left
2 - Turning Right
3 - Making U-turn
4 - Stopped
5 - Straight
6 - Changing Lanes
7 - Backing
8 - Parked
9 - Passing
10 - Negotiating A Curve
11 - Entering/Leaving Parking
12 - Entering/Leaving Driveway

PEDESTRIAN MANEUVER
1 - Crossing, Not At Crosswalk
2 - Crossing at Crosswalk
3 - Walking with Traffic
4 - Walking Against Traffic
5 - Pushing Or Working on Vehicle
6 - Other Working in Road
7 - Playing Roadway
8 - Standing in Roadway
9 - Off Roadway
10 - Other
11 - Darting Into Traffic

FIRST HARMFUL EVENT/MOST HARMFUL EVENT NON-COLLISION
1 - Overturn
2 - Fire/Explosion
3 - Immersion
4 - Jackknife
5 - Other Non-Collision

COLLISION WITH OBJECT NOT FIXED
6 - Pedestrian
7 - Pedalcycle
8 - Railway Train
9 - Animal
10 - Parked Motor Vehicle
11 - Motor Vehicle In Motion
12 - Motor Vehicle In Motion - In Other Roadway
13 - Other Object (Not Fixed)
14 - Deer

COLLISION WITH FIXED OBJECT
15 - Impact Attenuate
16 - Bridge Pier/Abutment
17 - Bridge Parapet End
18 - Bridge Rail
19 - Guardrail Face
20 - Guardrail End
21 - Median Barrier
22 - Highway Traffic Sign Post
23 - Overhead Sign Support
24 - Luminaire light Support
25 - Utility Pole
26 - Other Post
27 - Culvert
28 - Curb
29 - Ditch
30 - Embankment
31 - Fence
32 - Mailbox
33 - Tree
34 - Other - Fixed Object

CONTRIBUTING FACTORS
1 - No Contributing Factors
2 - D.U.I.
3 - Following Too Close
4 - Failed to Yield
5 - Exceeding Speed Limit
6 - Disregard Stop Sign/Signal
7 - Wrong Side Of Road
8 - Weather Conditions
9 - Improper Passing
10 - Driver Lost Control
11 - Changed Lanes Improperly
12 - Object Or Animal
13 - Improper Turn
14 - Parked Improperly
15 - Mechanical Or Vehicle Failure
16 - Surface Defects
17 - Misjudged Clearance
18 - Improper Backing
19 - No Signal/Improper Signal
20 - Driver Condition
21 - Driver's Vehicle
22 - Too Fast For Conditions
23 - Improper Passing Of School Bus
24 - Disregard Police Officer
25 - Distracted
26 - Other
27 - Cell Phone
28 - Inattentive

VEHICLE CLASS
1 - Privately Owned
2 - Police
3 - Fire
4 - School
5 - Other Govt. Owned
6 - Military
7 - Commercial Vehicle (For Acc. Reporting Purposes Only)
8 - Other

VEHICLE TYPE
1 - Passenger Car
2 - Pickup Truck
3 - Truck Tractor (Bobtail)
4 - Tractor/Trailor
5 - Tractor W/Twin Trailers
6 - Logging Truck
7 - Logging Tractor/Trailer
8 - Single Unit Truck
9 - Panel Truck
10 - Van
11 - Utility Passenger Vehicle.
12 - Vehicle With Trailer
13 - Bus
14 - Truck Towing House Trailer
15 - Ambulance
16 - Motorized Recreational Vehicle
17 - Motorcycle, Scooter, Minibike
18 - Moped
19 - Pedalcycle, Bicycle
20 - Farm or Construction. Equip.
21 - All Terrain Vehicle
22 - Other
23 - Go cart

TRAFFIC CONTROL
0 - Gates
1 - No Control Present
2 - Traffic Signal
3 - RR Signal/Sign
4 - Warning Sign
5 - Stop Or Yield Sign
6 - No Passing Zone
7 - Lanes
8 - Other
9 - Flashing Lights

CARGO BODY TYPE
1 - Van (Encl. Box)
2 - Auto Carrier
3 - Bus
4 - Dump
5 - Garbage/Refuse
6 - Flatbed
7 - Cargo Tanker
8 - Concrete Mixer
9 - Other

VEHICLE CONFIGURATION
1 - Bus (Seating for More Than 15 Passengers)
2 - Single Unit Truck: 2 Axles
3 - Single Unit Truck: 3 or More Axles
4 - Truck Trailer
5 - Truck Tractor (Bobtail)
6 - Tractor Trailer
7 - Tractor With Twin Trailers
8 - Unknown Heavy Truck (Cannot Classify)

Codes and conditions used for completing the **'back'** of the Accident

TRAFFIC-WAY FLOW
1 - Two-way Trafficway With No Physical Separation
2 - Two-way Trafficway With a Physical Separation
3 - Two-way Trafficway With a Physical Barrier
4 - One-way Trafficway
5 - Continuous Turning Lane

WEATHER
1 - Clear
2 - Cloudy
3 - Rain
4 - Snow
5 - Sleet
6 - Fog
7 - Other

SURFACE CONDITION
1 - Dry
2 - Wet
3 - Snowy
4 - Icy
5 - Other
6 - Mud
7 - Sand
8 - Slush
9 - Oil

LIGHT CONDITION
1 - Daylight
2 - Dusk
3 - Dawn
4 - Dark - Lighted
5 - Dark - Not Lighted

MANNER OF COLLISION
1 - Angle
2 - Head On
3 - Rear End
4 - Sideswipe - Same Direction
5 - Sideswipe - Opposite Direction
6 - Not A Collision With a Motor Vehicle

LOCATION AT AREA OF IMPACT
1 - On Roadway
2 - On Shoulder
3 - Off Roadway
4 - Median
5 - Ramp
6 - Gore

ROAD COMPOSITION
1 - Concrete
2 - Black Top
3 - Tar And Gravel
4 - Dirt
5 - Gravel
6 - Other

CONTRIBUTING ROAD DEFECTS
1 - No Defects
2 - Defective Shoulders
3 - Holes, Deep Ruts, Bumps
4 - Loose Material On Surface
5 - Water Standing
6 - Road Under Construction
7 - Running Water
8 - Other

ROAD CHARACTER
1 - Straight And Level
2 - Straight On Grade
3 - Straight On Hillcrest
4 - Curve And Level
5 - Curve On Grade
6 - Curve On Hillcrest

DAMAGE TO VEHICLE
1 - None
2 - Slight
3 - Moderate
4 - Extensive
5 - Fire Present

AGE
00 - Up To One Year
01 - 97 Actual Age
98 - Ninety-eight Or Older
99 - Unknown

SEX
M - Male F - Female

TAKEN FOR TREATMENT
1 - Yes 2 - No

INJURY CODE
0 - Not injured
1 - Killed
2 - Serious
3 - Visible
4 - Complaint

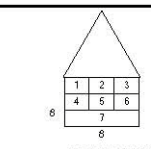
Construction / Maintenance Zone Codes
0 - None 1 - Construction 2 - Maintenance 3 - Utility 4 - Unknown Type

EJECTION
1 - Not Ejected
2 - Trapped
3 - Totally Ejected
4 - Partially Ejected

SAFETY EQUIPMENT
0 - None Used
1 - Shoulder Belt
2 - Lap Belt
3 - Lap and Shoulder Belt
4 - Child Safety Seat (Properly Used)
5 - Child Safety Seat (Improperly Used)
6 - Motorcycle Helmet
7 Bicycle Helmet
8 - Unknown

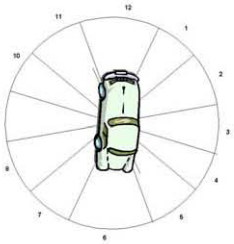
EXTRICATION (Equipment Used)
1 - Yes 2 - No

AIR BAG FUNCTION
0 - No Air Bag In This Seat
1 - Deployed Air Bag
2 - Non-Deployed Air Bag
3 - Deployed Side
4 - Deployed other Directions
5 - Deployed Multiple Directions
6 - Non-Deployed Front
7 - Non-Deployed Side
8 - Non-Deployed Other Direction
9 - Non-Deployed Multiple Direction



SEATING POSITION

POINTS OF INITIAL CONTACT
00 - Overturned
13 - Top
14 - Undercarriage
15 - Non-Contact Vehicle



Appendix B – Survey sent to local engineers, law enforcement, hospitals, insurance companies, driving schools, high schools, etc.

2010 Valdosta-Lowndes Metropolitan Planning Organization
Annual Crash Report Local Agency Questionnaire

4 E's of Highway Safety: Engineering, Enforcement, Education, and Emergency Medical Services

The Valdosta-Lowndes MPO is collecting information about local efforts to reduce fatal crashes on our roadways. Your agency or group plays an important role in helping to reduce fatal crashes and we would like to document your efforts as well as provide more information on what is done in our local community. Please fill out and return this questionnaire by June 1, 2010. Should you have any questions please contact Corey Hull at chull@sgrc.us or at 229-333-5277. An electronic version is available.

1. What is the name of your agency or group: _____
2. Contact Name: _____
3. Contact Address: _____
4. Contact Email: _____
5. Contact Phone: _____
6. What is the primary function of your agency in respect to reducing vehicle crashes:
   a. Education
   b. Enforcement
   c. Engineering
   d. Emergency Medical Services
7. If your agency provides other services in respect to reducing vehicle crashes under what category do they fall (Please describe these services):
   a. Education _____
   b. Enforcement _____
   c. Engineering _____
   d. Emergency Medical Services _____
8. Does your agency use historic vehicle crash data for improving the primary function of your agency in respect to reducing vehicle crashes?
   a. Yes, we collect the data ourselves (Please describe) _____
   b. Yes, we utilize other data sources (Please describe) _____
   c. No, we would like to learn about data sources
   d. No

1 **Over ➔**

9. Does your agency coordinate with any other agency in respect to reducing vehicle crashes?
    a. Yes (Please Describe) _____
    _____
    b. No

10. Does your agency have a set goal to reduce vehicle crashes?
    a. Yes (Please describe) _____
    _____
    b. No

11. How does your agency work to reduce vehicle crashes caused by alcohol or drug impairment?
    a. Please describe _____
    _____

12. How does your agency work to reduce vehicle crashes caused by young drivers (ages 16-21)?
    a. Please describe _____
    _____

13. How does your agency work to reduce vehicle crashes caused by occupants not wearing a seat belt or other restraint device?
    a. Please describe _____
    _____

14. How does your agency measure the utilization of occupant protection devices (seat belts)?
    a. Please describe _____
    _____

15. How does your agency collect vehicle crash records?
    a. Please describe _____
    _____

16. Does your agency report or share vehicle crash records with any other agency or department?
    a. Yes (Please describe) _____
    _____
    b. No

17. What aspects of a vehicle crash report does your agency analyze to reduce crashes in the future?
    a. Please describe _____
    _____

18. If you do not currently analyze vehicle crash reports, what kind of data would you like to see analyzed?
    a. Please describe _____
    _____

19. How does your agency work to reduce crashes caused by speeding and aggressive driving?
    a. Please describe _____
    _____

20. As a Law Enforcement Agency do you participate in any of the following efforts to reduce vehicle crashes, if so please describe?
    a. Traffic Enforcement Networks _____
    b. Thunder Task Force _____
    c. Other _____
    _____

21. How does you agency work to reduce vehicle crashes involving a bicyclist or pedestrian?
    a. Please describe _____
    _____

22. Does your agency participate in any of the following community oriented efforts to reduce vehicle crashes, if so please describe?
    a. Safe Communities _____
    b. Rural Road Initiative _____
    c. Providing information to minority communities _____
    d. Other _____
    _____

23. How does your agency work to reduce vehicle crashes involving motorcycles and recreational vehicles?
    a. Please describe _____
    _____

24. Does your agency participate in any of the following programs from the Georgia Governor's Office of Highway Safety?
    a. Operation Zero Tolerance
    b. Click It or Ticket
    c. Motorcycle Safety
    d. SADD
    e. HEAT

Over ➔

25. What additional information if any would you like to see in a crash report for Lowndes County?
    a. Please describe _____
    _____

26. Please provide any additional comments in the space provided below:
    _____
    _____
    _____
    _____
    _____

Please return to Corey Hull, Southern Georgia Regional Commission, 327 W Savannah Ave., Valdosta, GA 31601, by fax at 229-333-5312, by email at chull@sgrc.us.