2020-2024

FY2025 Annual Crash Report

Valdosta-Lowndes

Metropolitan Planning Organization

SOUTHERN GEORGIA REGIONAL COMMISSION

Valdosta-Lowndes Metropolitan Planning Organization
FY2025 Annual Crash Report

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On behalf of the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO)

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Cover Page Photo: Driver whose car vaulted over tow truck in Lowndes County, GA.

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Introduction

Since 2007, the Southern Georgia Regional Commission (SGRC), as the designated Metropolitan Planning Organization (MPO) for the Valdosta Urbanized Area (also referred to as the Valdosta-Lowndes MPO, or VLMPO), has produced an annual Crash Report analyzing motor vehicle crash trends within the MPO's Metropolitan Planning Area. The report is used to supplement the development of the MPO's Metropolitan Transportation Plan and to inform efforts to reduce crashes, injuries, and fatalities through a comprehensive range of actions.

This year's report, like the previous year's, includes data from a five-year period. The timeframe covered by this report is January 1, 2020 to December 31, 2024.

During this 2020 to 2024 timeframe, according to the data available, 19,816 crashes occurred in the Metropolitan Planning Area. There were 95 fatal crashes and 217 serious injury crashes. In terms of vehicle miles traveled, collector roads remain the most dangerous road type, with the highest rates of crashes, injuries, and fatalities, while the interstate highway has the lowest rates.

The total number of crashes that occurred in the Metropolitan Planning Area within publicly-owned right-of-way during the 2020-2024 period increased from the previous five-year (2019-2023) timeframe by 3.3%. The overall crash rate per million vehicle miles traveled (MVM) decreased from 246 to 245 (0%) during the 2020-2024 analysis period. The number of serious injuries decreased from 388 to 274 (a 29% decrease) and the number of fatalities as a result of crashes decreased by 3 persons, to 100 fatalities during 2020-2024. While crashes increased within the VLMPO area, the crash rate and severity remained consistent or decreased.

This report examines various characteristics of crash data to determine trends in location, time, contributing factors, crash severity, and vehicle types, among other variables. The report also identifies the highest-frequency crash locations in the MPO area.

This report can be used to inform local governments and public agencies of the most pressing issues in the safety of the area's transportation system. It will serve as a background for identifying actions that can be taken to reduce crashes, injuries, and fatalities, from the standpoints of education, engineering, enforcement, and emergency medical services.

The report can also be used by the MPO and local jurisdictions to evaluate projects for the 2050 Metropolitan Transportation Plan and annual Transportation Improvement Program updates. It will help identify future safety-related infrastructure projects and make data available to the MPO and local jurisdictions to allow analysis of the most beneficial projects and actions based on past crashes at specific locations.

Local jurisdictions, agencies, and other groups can use this report to inform education and enforcement efforts to help reduce crashes of all types on the roadways of the MPO area. The past Crash Reports have identified particular geographic areas of concern, population groups, and crash types that are prevalent in the region. This report continues to evaluate particular areas of concern and works to determine crash causes and what can be done to improve these areas.

2025-29 Georgia Strategic Highway Safety Plan

This report is designed to be consistent with the 2025–2029 Georgia Strategic Highway Safety Plan[1], which outlines measures to reduce highway crashes on Georgia roads. It strives towards zero deaths and serious injuries for all road users in Georgia. Currently, Georgia ranks 4th among all states for the number of traffic fatalities.[2]

The Georgia Strategic Highway Safety Plan utilizes the "4-E" approach to reduce crashes in Georgia. Crash prevention and response is not the duty of just one agency, but of many different agencies with different priorities and responsibilities. Each agency must respond accordingly to crash reduction efforts in their own areas of expertise. The 4 E's of Highway Safety – Education, Engineering, Enforcement and Emergency Medical Services – are where those many different responsible agencies come together to each do their own part in reducing crash frequency and severity.[3]

Education involves working with both youth and the elderly by educating drivers, pedestrians, bicyclists, and passengers of the rules of the road and other important safety factors. Education 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 involves working with local and state departments concerned with transportation systems to improve the physical characteristics of the roadway and right-of-way. The Engineering "E" focuses on improving the infrastructure of intersections and roadway corridors.

Enforcement involves working with law enforcement agencies to educate drivers on how to help prevent crashes, as well as improving the efficiency of response and analyzing 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 involves 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 personnel to crash sites, rapid evacuation of victims to trauma centers, and education of the public on proper usage of safety restraints.

Each of the 4 E's is not mutually exclusive to the various agencies described above. For example, education is spread out between all the different agency partners, including law enforcement agencies, highway departments, and EMS responders. Also, engineers may get ideas or suggestions from law enforcement agencies or school bus drivers on how to design safer facilities for children walking to school. Each of the various agencies has its own role to play, as well as an interconnected role with other agencies, to reduce crash frequency and severity on our roadways.

In addition to the 4 E's, Georgia is incorporating a Safe Systems Approach in transportation planning and implementation, emphasizing the reduction of fatalities and serious injuries. The goal of a safe system is to ensure that if crashes do occur, then they do not result in serious human injury.[4] The five

[1] 2025 –2029 Georgia Strategic Highway Safety Plan https://www.gahighwaysafety.org/2025-2029-shsp/
[2] Ibid, p. 7.
[3] Developing a Transportation Safety Plan, Federal Highway Safety Administration
https://www.fhwa.dot.gov/planning/processes/tribal/planning_modules/safety/chapter02.cfm
[4] 2025–2029 Georgia Strategic Highway Safety Plan, p. 12.

elements of a safe system include safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The 2025–2029 Georgia Strategic Highway Safety Plan strives for reduced fatalities and serious injuries on the state's transportation system. The plan's goal with regard to fatalities is to maintain the 5-year moving average traffic fatalities at 1,652 consistent with the 2020-2024 baseline.[5] The Georgia Strategic Highway Safety Plan goals are listed in Table 2.

Safety Performance Measures

In March 2016, the Federal Highway Administration (FHWA) published regulations outlining performance safety measure targets in accordance with the Highway Safety Improvement Program (HSIP) along with MAP-21.[6] This final rule went into effect in April 2016 and required all state DOTs and MPOs to establish safety performance measure targets by August 2017 and February 2018, respectively. The safety performance measures are consistent with national highway planning goals aimed at reducing fatalities and injuries along the nation's highways and shall examine the following based on 5-year rolling averages:

- Number of fatalities
- Rate of fatalities per 100 million (vehicle miles traveled) VMT
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries

The MPO can fulfill this federal requirement either through programming projects that support the state of Georgia's safety performance measure targets, developing independent safety performance measure targets, or a combination of these two options. In February 2018, the MPO Policy Committee chose to support the state's targets and has continued to do so. This will continue after the Bipartisan Infrastructure Law was signed into law by President Joe Biden on November 15, 2021.

As previously mentioned, the 2025–2029 Georgia Strategic Highway Safety Plan goals do not include a reduction in crashes or fatalities. The State's goals, along with the relevant statistics to show the MPO's attainment of those goals, are shown in Table 1.

In order to calculate the MPO's attainment of these performance measures, 2023 estimates of daily VMT (representing the most recent data available) were used for all of the MPO area.[7] The MPO area consists of all of Lowndes County (including the five cities of Dasher, Hahira, Lake Park, Remerton, and Valdosta), plus small portions of Berrien, Brooks, and Lanier Counties. (The portion of Berrien County also includes a small area that is within the city limits of Ray City.)

To estimate VMT in those portions of Berrien, Brooks, and Lanier Counties, the total VMT for those counties was multiplied by the percentage of the total mileage of roads for each county that is within

[5] 2025–2029 Georgia Strategic Highway Safety Plan, p. 10.
[6] National Performance Management Measures: Highway Safety Improvement Program, Federal Highway Administration https://www.federalregister.gov/documents/2016/03/15/2016-05202/national-performance-management-measures-highway-safety-improvement-program
[7] Georgia Department of Transportation. Mileage by Route and Road System Report 445 for 2023. https://www.dot.ga.gov/DriveSmart/Data/Documents/400%20Series/445/445_Report_2023.pdf (accessed 6/12/2025).

the MPO portion of those counties, broken down by roadway functional classification. Table 1 shows the VMT and road miles in the MPO area.

As of 2023, the MPO has 1.3% of the total VMT in the state.[8] The current estimated VLMPO area population is 122,410,[9] which is 1.14% of Georgia's total population as of the 2020 Decennial Census. These percentages are used to evaluate the MPO area's attainment of state goals. Table 2 shows the VLMPO's share of each state goal, both by VMT and by population. The value of metrics that are normally measured as integers (such as numbers of fatalities and injuries) are rounded to the nearest whole number.

Several other local plans and policies aspire to improve the safety of the transportation system in the MPO area, including the 2014 Common Community Vision (CCV). The CCV's Aspirational Goal and Transportation Objective 18 is to provide regional connectivity through an efficient, safe, accessible, and affordable multi-modal transportation system that is developed through a fully funded transportation plan that identifies multi-modal transportation options. The MPO's current Metropolitan Transportation Plan and the Joint Comprehensive Plan for Lowndes County and the cities of Dasher, Hahira, Lake Park, Remerton, and Valdosta also identify road safety as a priority item.

[8] VMT for 2023 was utilized throughout this crash report.
[9] The Census Bureau's 2020 population estimate for Lowndes County is 118,251. The estimated combined population of the portions of the VLMPO area that are in Brooks, Berrien, and Lanier Counties is 4,159, according to block group data from the 2020 U.S. Decennial Census.

TABLE 1: VLMPO AREA DAILY VEHICLE MILES TRAVELED AND ROAD MILES, 2023

County	Road Classification	Total road miles	Road miles in VLMPO area	Percent of road miles in VLMPO area	Total 2023 VMT (whole county)	2023 VMT within VLMPO area (extrapolated for Berrien, Brooks, and Lanier)	2023 VMT per road mile in VLMPO area
Berrien	Local	595	1	0.1%	134,000	169	225.2
	Total	**595**	**1**	**0.1%**	**134,000**	**169**	**225.2**
	Minor Arterial	79	6	7.2%	202,000	14,447	2,557.0
	Collector	167	3	2.0%	117,000	2,375	700.6
Brooks	Local	504	24	4.8%	109,000	5,178	216.3
	Total	**750**	**33**	**4.4%**	**428,000**	**18,821**	**570.7**
	Minor Arterial	34	3	7.8%	98,000	7,638	2,882.4
	Collector	71	0	0.6%	78,000	483	1,098.6
Lanier	Local	228	29	12.7%	48,000	6,086	210.5
	Total	**333**	**32**	**9.6%**	**224,000**	**21,526**	**672.7**
	Interstate	32	32	100.0%	1,747,000	1,747,000	54,593.8
	Principal Arterial	62	62	100.0%	729,000	729,000	11,758.1
Lowndes	Minor Arterial	103	103	100.0%	837,000	837,000	8,126.2
	Collector	227	227	100.0%	520,000	520,000	2,290.7
	Local	894	894	100.0%	505,000	505,000	564.9
	Total	**1,318**	**1,318**	**100.0%**	**4,338,000**	**4,338,000**	**3,291.4**
VLMPO Area	**Total**		**1,384**			**4,378,515**	**3,164.3**

TABLE 2: 2025-2029 GEORGIA STRATEGIC HIGHWAY SAFETY PLAN GOALS AND VLMPO ATTAINMENT MEASURES

Goal	Performance Measure	Target (2029)	VLMPO Share of State Goal by VMT	VLMPO Share of State Goal by Population	VLMPO 5-Year Total	VLMPO Annual Average
To maintain traffic fatalities under the projected 1,652 (2020-2024 rolling average) by 2029.	Traffic Fatalities	1,652	20.9	18.8	100.0	20.0
To maintain serious injuries in traffic crashes under the projected 7,767 (2020-2024 rolling average) by 2029.	Serious Injuries	7,767	98.3	88.5	274.0	54.8
To maintain serious injuries in traffic crashes per 100M VMT under the projected 6.2 (2020-2024 rolling average) by 2029.	Serious Injuries per 100M VMT	6.2	6.2	6.2	-	3.4
To maintain traffic fatalities per 100M VMT under the projected 1.32 (2020-2024 rolling average) by 2029.	Fatalities per 100M VMT	1.32	1.3	1.3	-	1.3
To maintain non-motorist serious injuries and fatalities under the projected 864 (2020-2024 rolling average) by 2029.	Non-Motorized Serious Injuries and Fatalities	864	10.9	9.8	43.0	8.6
To maintain the unrestrained traffic fatalities under the projected 472 (2020-2024 rolling average) by 2029.	Unrestrained Passenger Vehicle Occupant Fatalities	472	6.0	5.4	51.0	10.2
To maintain alcohol-related fatalities under the projected 416 (2020-2024 rolling average) by 2029.	Alcohol-Impaired Driving Fatalities	416	5.3	4.7	10.0	2.0
To maintain speeding-related fatalities under the projected 342 (2020-2024 rolling average) by 2029.	Speeding-Related Fatalities	342	4.3	3.9	4.0	0.8
To maintain motorcyclist fatalities under the projected 186 (2020-2024 rolling average) by 2029.	Motorcyclist Fatalities	186	2.4	2.1	6.0	1.2
To maintain the un-helmeted motorcyclist fatalities under the projected 19 (2020-2024 rolling average) by 2029.	Un-Helmeted Motorcyclist Fatalities	19	0.2	0.2	1.0	0.2
To maintain young drivers involved in fatal crashes under the projected 200 (2020-2024 rolling average) by 2029.	Drivers Age 20 or Younger Involved in Fatal Crashes	200	2.5	2.3	9.0	1.8
To maintain the 5-year moving average number of drivers age 65+ in fatal crashes under the projected 306 (2020-2024 rolling average) by 2029.	Drives Age 65 or Older Involved in Fatal Crashes	306	3.9	3.5	23.0	4.6
To maintain pedestrian fatalities under the projected 286 (2020-2024 rolling average) by 2029.	Pedestrian Fatalities	286	3.6	3.3	14.0	2.8
To maintain bicyclist fatalities under the projected 25 (2020-2024 rolling average) by 2029.	Bicyclist Fatalities	25	0.3	0.3	4.0	0.8
To maintain the annual observed seat belt use for passenger vehicles, front seat outboard occupants above 90% by 2029.	Seatbelt Usage	90%	90%	90%	-	92%

Crash Analysis

The following sections examines crash trends in the MPO area, organized in the same order as the Strategic Highway Safety Plan goals and metrics listed in Table 2, followed by some additional factors. Crash data has been accessed through the Georgia Electronic Accident Reporting System (GEARS) Portal[10].

Crash Overview

Between January 1, 2020 and December 31, 2024, 19,816 reported crashes occurred in the Metropolitan Planning Area. There were 95 fatal crashes and 217 serious injury crashes. Crashes increased between 2020 and 2021 before a decrease in 2022 with a return to the trend. Statewide, both crashes and vehicle miles traveled were down in 2020 due to the pandemic.

Figures 1 and 2 provide a 5-year crash overview for the VLMPO planning area including all of Lowndes County and portions of Berrien, Brooks, and Lanier Counties.

The total number of crashes that occurred in the Valdosta-Lowndes Metropolitan Planning Area within publicly-owned right-of-way during the 2020-2024 period increased from the previous five-year timeframe by 3.3%. The overall crash rate per million vehicle miles traveled (MVM) decreased from 246 to 245 (0% change) during the 2020-2024 analysis period. The number of serious injuries decreased from 388 to 274 (a 29% decrease) and the number of fatalities as a result of crashes decreased by 3 persons, to 100 fatalities during 2020-2024. While crashes increased within the VLMPO area, the crash rate and severity remained consistent or decreased.

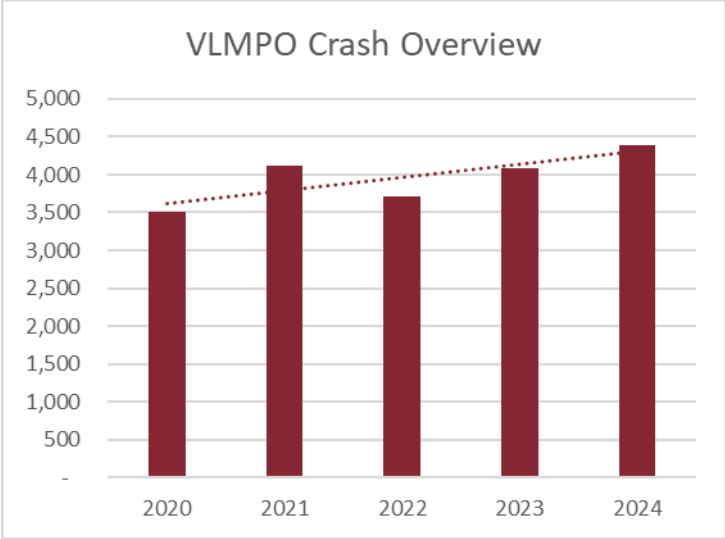


FIGURE 1: REGIONAL CRASH OVERVIEW

Figure 3 and Figure 4 depict crashes by severity within the VLMPO area for the planning area and the City of Valdosta, respectively.

[10] Georgia Electronic Accident Reporting System (GEARS). www.gearsportal.com

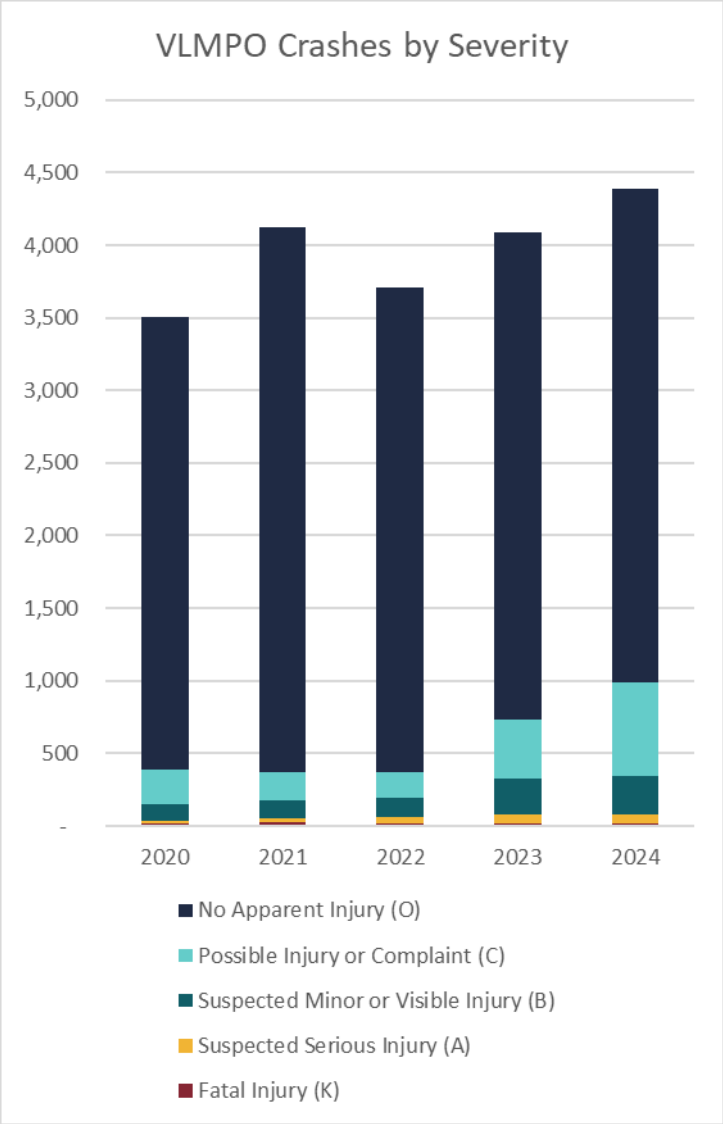


FIGURE 2: VALDOSTA-LOWNDES MPO 5-YEAR CRASHES BY SEVERITY

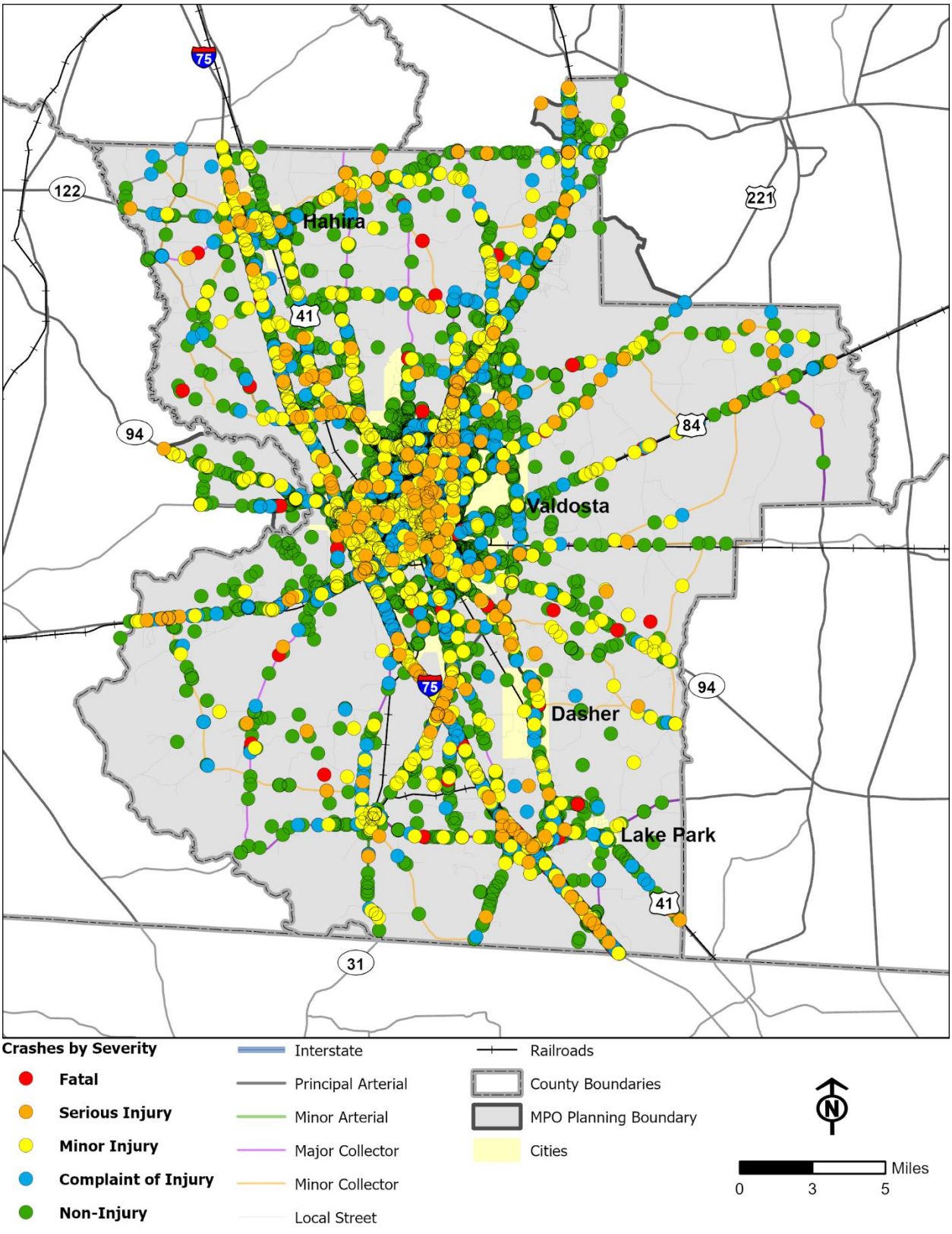


FIGURE 3: VLMPO CRASHES BY SEVERITY

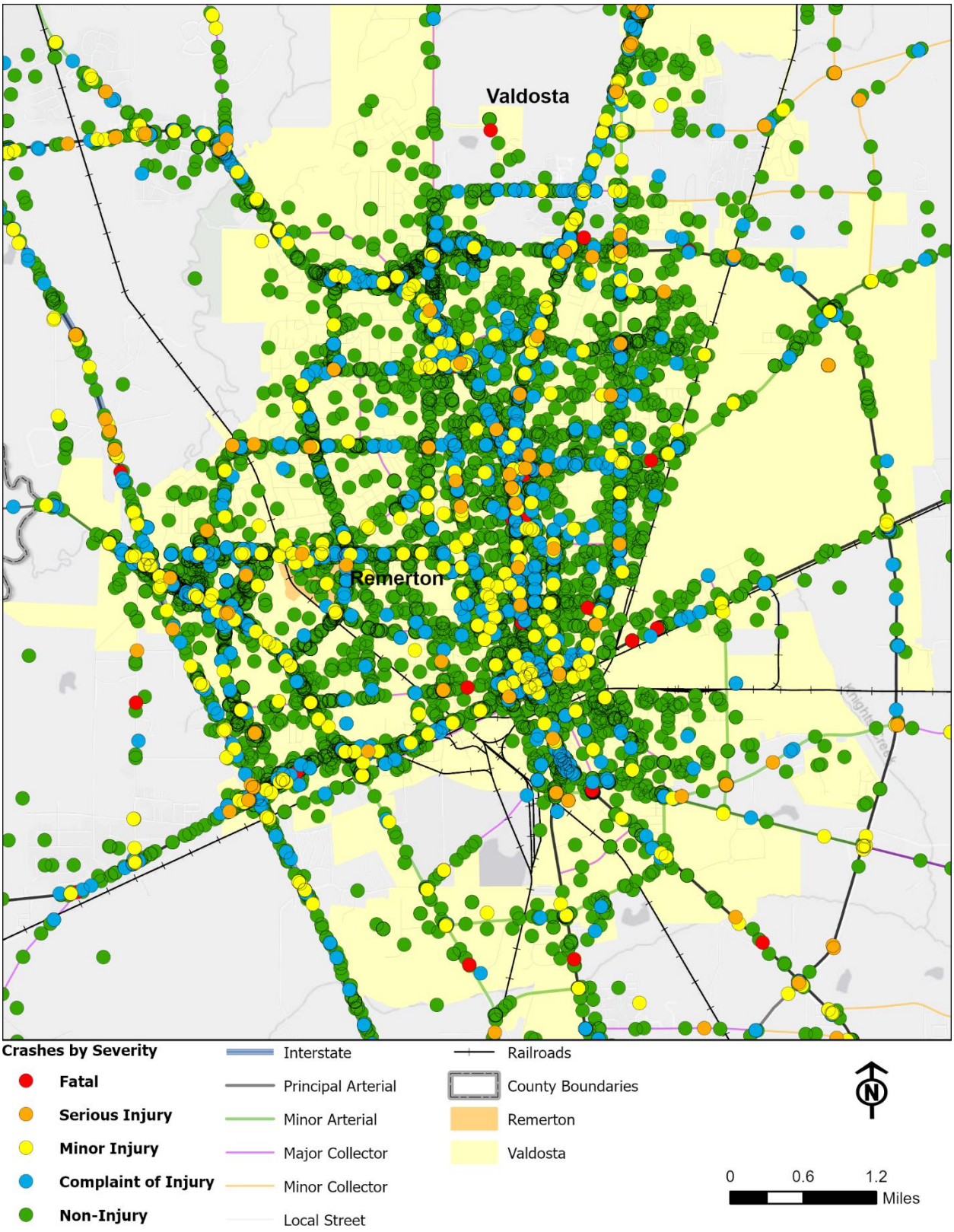


FIGURE 4: CITY OF VALDOSTA CRASHES BY SEVERITY

CRASH HOTSPOTS

Crash density within the VLMPO planning area was calculated based on the crashes occurring between January 1, 2020 and December 31, 2024. In relative terms, this helps the VLMPO and local partners understand where crashes are happening the most within the MPO boundaries. This exercise was completed both for the entire MPO as well as the City of Valdosta and its immediate surroundings. Figure 5 and Figure 6 show crash density for the MPO area and the City of Valdosta, respectively.

Several corridors with clustering of crashes include:

- N Valdosta Rd (US 41/SR 7) within ½ mile of I-75
- N Valdosta Rd between Val Del Rd and Country Club Dr
- Bemiss Rd north of Inner Perimeter Rd
- Baytree Rd (SR 125) from Gornto Rd to Lankford Dr
- N Ashley St (US 41/SR 7 Bus) from E Park Ave to Janet St
- N Ashley St (US 41/SR 7 Bus) from Northside Dr to Inner Perimeter Rd
- Lakes Blvd within ½ mile of I-75
- Madison Hwy within ½ mile of I-75
- N St. Augustine Rd (SR 133) from I-75 to north of Lankford Dr
- US 84/W Hill Ave from I-75 to N St. Augustine Rd
- N Patterson St from E Savannah Ave to Brookwood Dr
- N Patterson St from south of Northside Dr to N Ashley St
- N Forest St from Pineview Dr to Inner Perimeter Rd
- Inner Perimeter Rd from N Valdosta Rd to west of N Oak St Ext
- SR 122 between Union Rd and Hall St
- S Patterson St, S Ashley St, Central Ave, Hill Ave in downtown Valdosta

Further detail about location-specific crash patterns is provided in the High-Crash Locations section of this annual crash report.

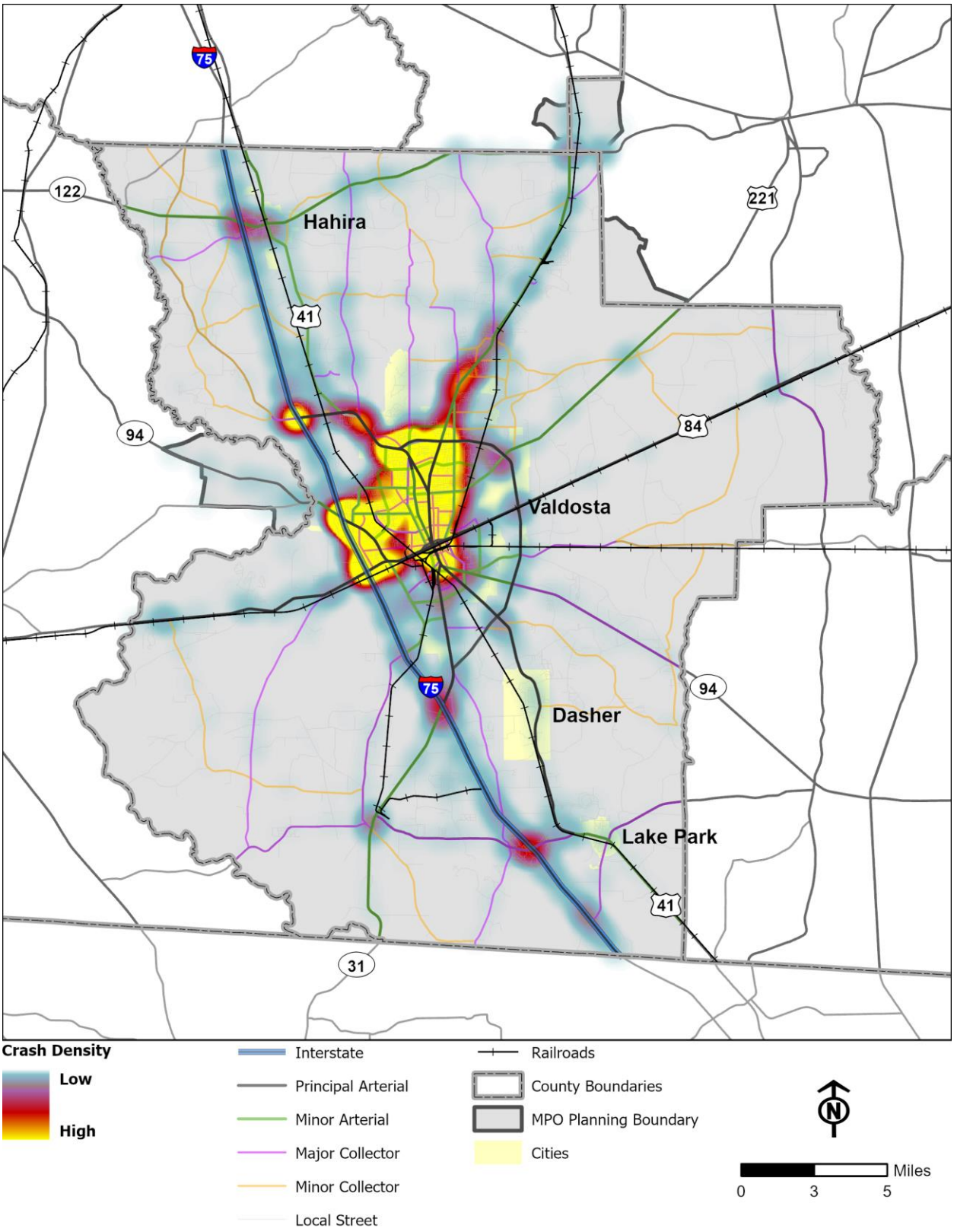


FIGURE 5: 5-YEAR CRASH DENSITY

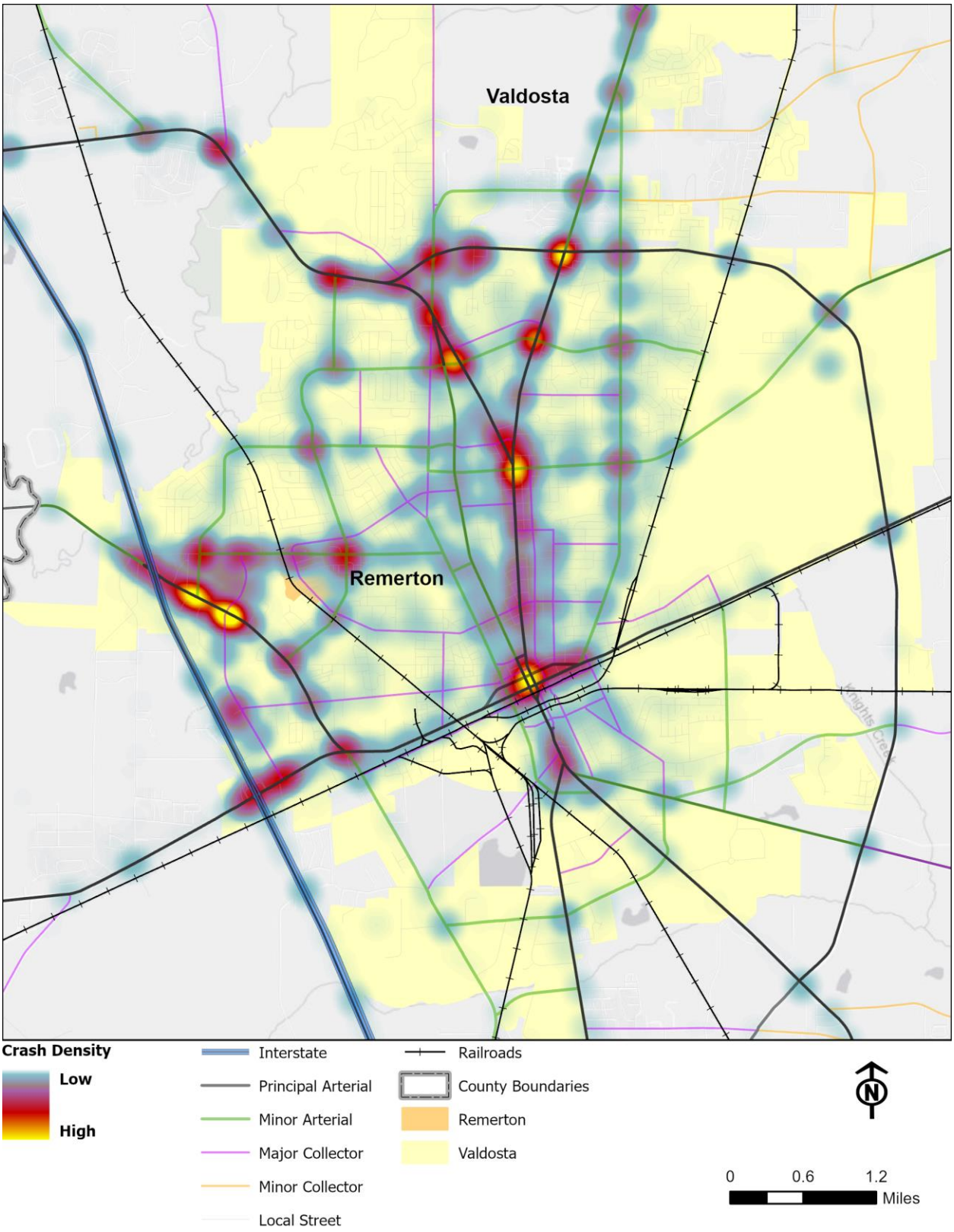


FIGURE 6: CITY OF VALDOSTA 5-YEAR CRASH DENSITY

ANALYSIS OF 2024 CRASHES

An analysis of 2024 crash patterns provides an overview of more recent crash patterns within the MPO planning area. Between January 1, 2024 and December 31, 2024, there were 4,387 reported crashes which occurred within the VLMPO boundaries. Figure 7 shows 2024 crashes by road surface conditions. Approximately 88% of crashes occurred in dry roadway conditions.

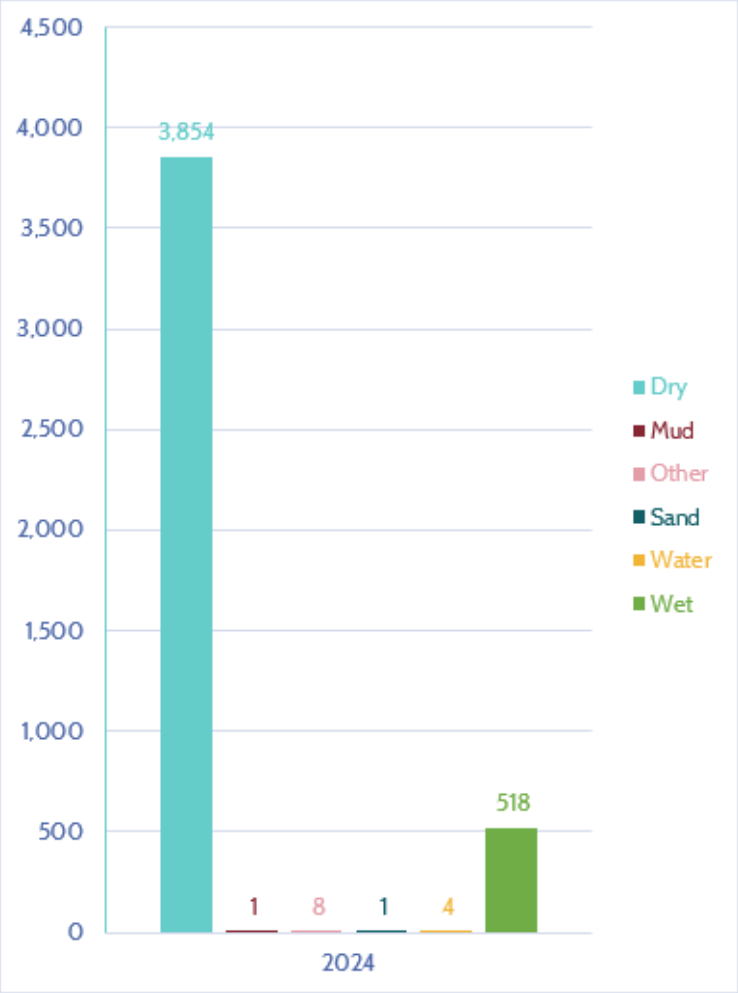


FIGURE 7: CRASHES BY ROAD SURFACE CONDITION

Figure 8 shows 2024 crashes by lighting conditions. Approximately 75% of crashes occurred during daylight hours. This is followed by 13% for dark, lighted conditions and 9% for dark, not lighted conditions. This trend is consistent with prior years.

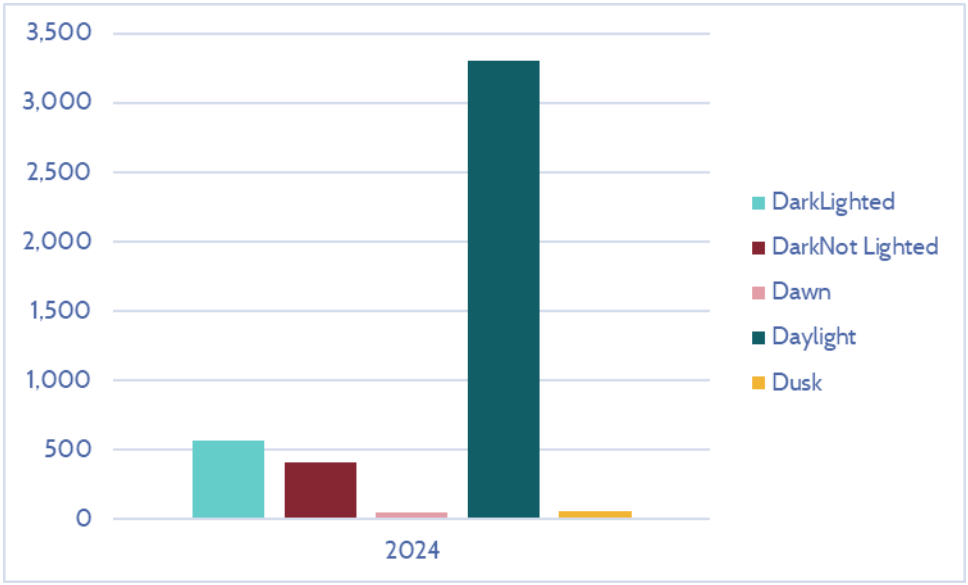


FIGURE 8: CRASHES BY LIGHTING CONDITION

Figure 9 shows 2024 crashes by manner of collision. Collectively, 68% of crashes were either angle crashes (38%) or rear-end crashes (30%). Fourteen percent (14%) of crashes were single-vehicle crashes and eleven percent (12%) of crashes were same direction sideswipe crashes. 3.4% percent of crashes were head-on collisions and 2.8% of crashes were opposite direction sideswipe crashes. This trend is consistent with previous years.

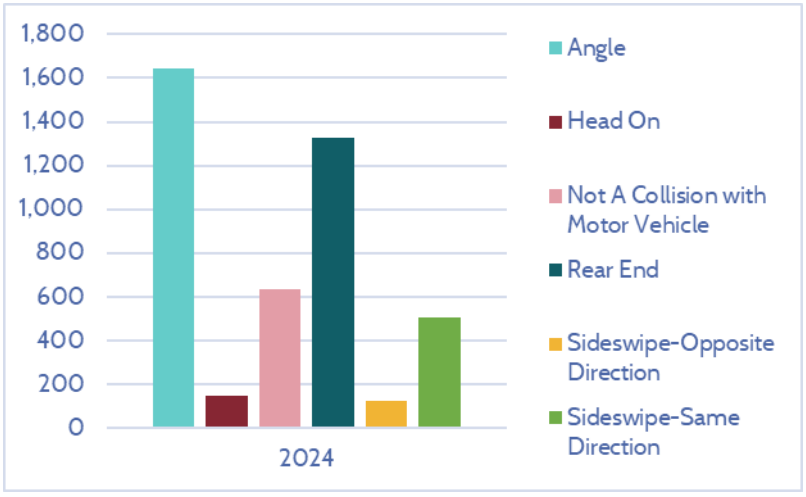


FIGURE 9: 2024 CRASHES BY MANNER OF COLLISION

Contributing Factors

The single most common contributing factor for crashes in the MPO area from 2020 to 2023 was "Following too Close". This continued in 2024. Educational campaigns to educate drivers to increase following distance could result in a considerable reduction in crashes.

Other major contributing factors were "Failed to Yield", "Changed Lanes Improperly", and Disregarding traffic control devices. The most notable contributing factors to 2024 crashes are shown in Table 3.

TABLE 3: NOTABLE CONTRIBUTING FACTORS FOR 2024 CRASHES

Contributing Factor	Number of Crashes	Percent of Crashes
Following too Close	974	22%
Failed to Yield	751	17%
Changed Lanes Improperly	379	9%
Disregard Stop Sign/Signal	144	3%
Under the Influence (U.I.)	123	3%
Improper Backing	113	3%
Improper Turn	113	3%

Fatalities

Between Jan. 1, 2020 and Dec. 31, 2024 there were 95 fatal crashes in the MPO area, causing a total of 100 fatalities. This is an average of 20 road deaths per year, or approximately one fatality every 2 weeks. Most of the fatal crashes caused only one fatality; Three crashes (3%) resulted in two fatalities, while one crash (1%) resulted in three fatalities each. No single crash resulted in more than three fatalities during the time period. Nine percent (9%) of fatal crashes involved young drivers (under age 21), and 23% involved drivers 65 years or older. There were 10 alcohol related fatalities and 6 speed-related fatalities according to the available data.

Locations of fatal crashes are shown in Figure 10 and Figure 11 for Lowndes County and the City of Valdosta, respectively.

FATALITIES PER 100 MILLION VMT

With a total of 100 fatalities in the five-year period examined, and an average of 20 fatalities per year, the fatality rate per 100 million VMT can be calculated as follows:

$$\frac{100/\ 5}{(4{,}378{,}515^{*}\ 365)\ /\ 100{,}000{,}000} = 1.25$$

The rate of fatalities per 100 million VMT in the MPO area for the 2020-2024 period saw a slight decrease than the previous five years, from 1.36 to 1.25.

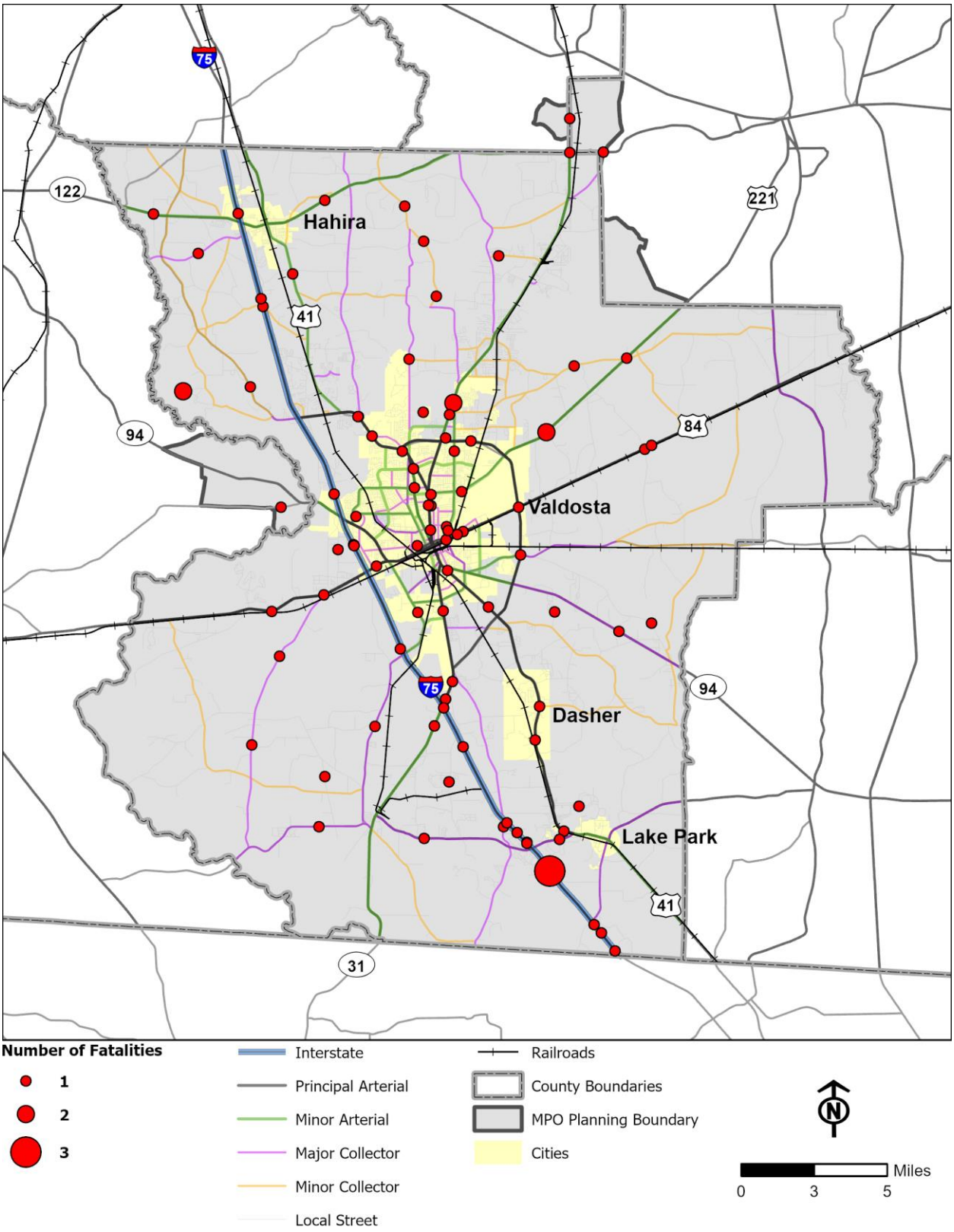


FIGURE 10: VLMPO FATAL CRASHES

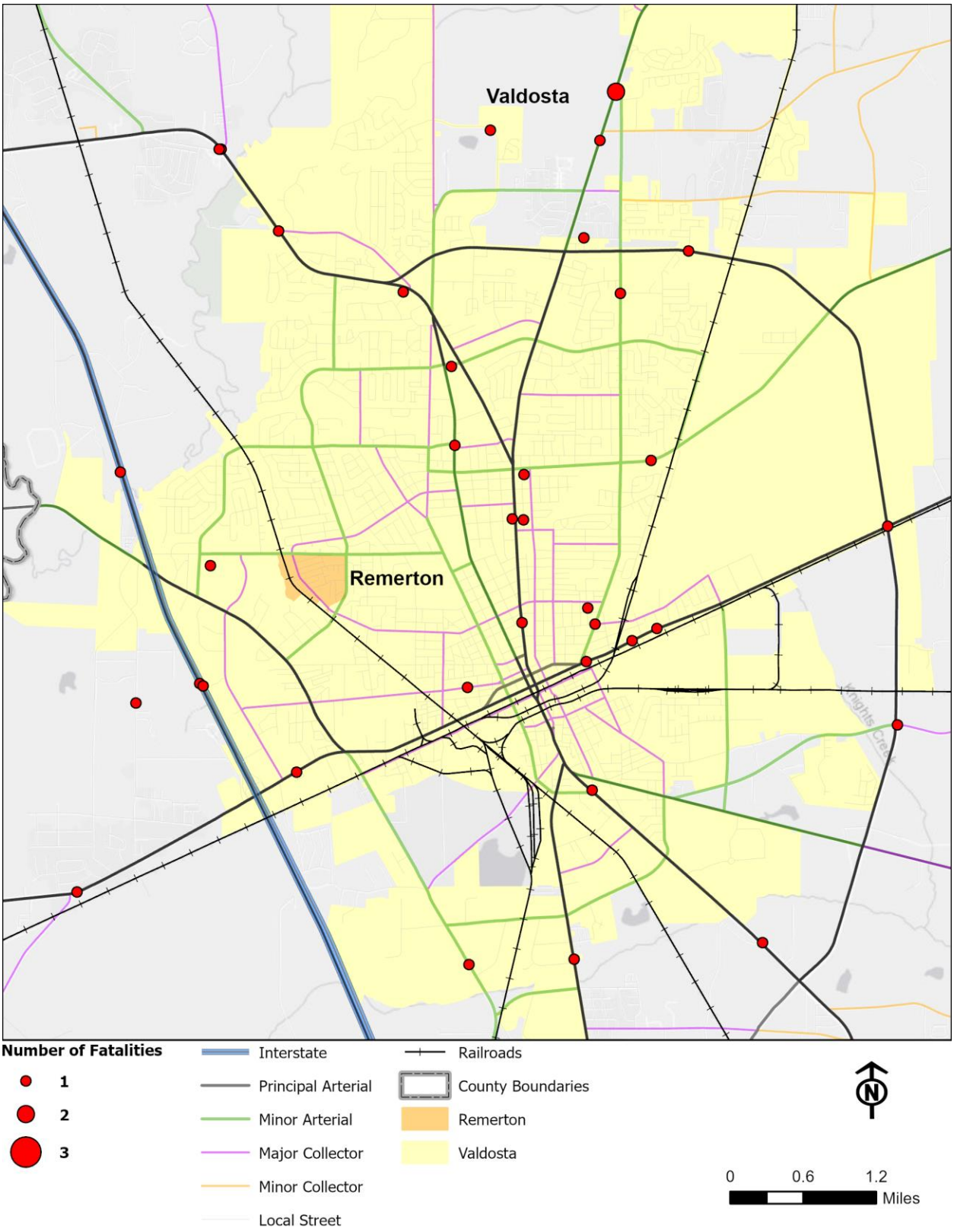


FIGURE 11: CITY OF VALDOSTA FATAL CRASHES

Serious Injuries

From 2020 to 2024 in the MPO area, there were 217 crashes in which the injury was recorded as "Suspected Serious Injury," with a total of 274 people seriously injured. Most of these crashes (86%) resulted in only one person being seriously injured.

The locations of serious injury crashes are shown in Figure 12 and Figure 13 for Lowndes County and the City of Valdosta, respectively.

SERIOUS INJURIES PER 100 MILLION VMT

There was a total of 274 serious injuries in the study period. As shown in Table 2, the total daily Vehicle Miles Traveled in the MPO area in 2023 (the most recent year for which data are available) is estimated at 4,378,515. To obtain the annual figure, the five-year total number of serious injuries is divided by five to calculate an annual average for serious injuries. This figure is divided by the annual average total daily VMT times 365 days in a year, divided by 100 million VMT:

$$\frac{274/5}{(4{,}378{,}515 * 365) / 100{,}000{,}000} = 3.43$$

The rate of serious injuries per 100 million VMT in the MPO area during the study period is 3.43.

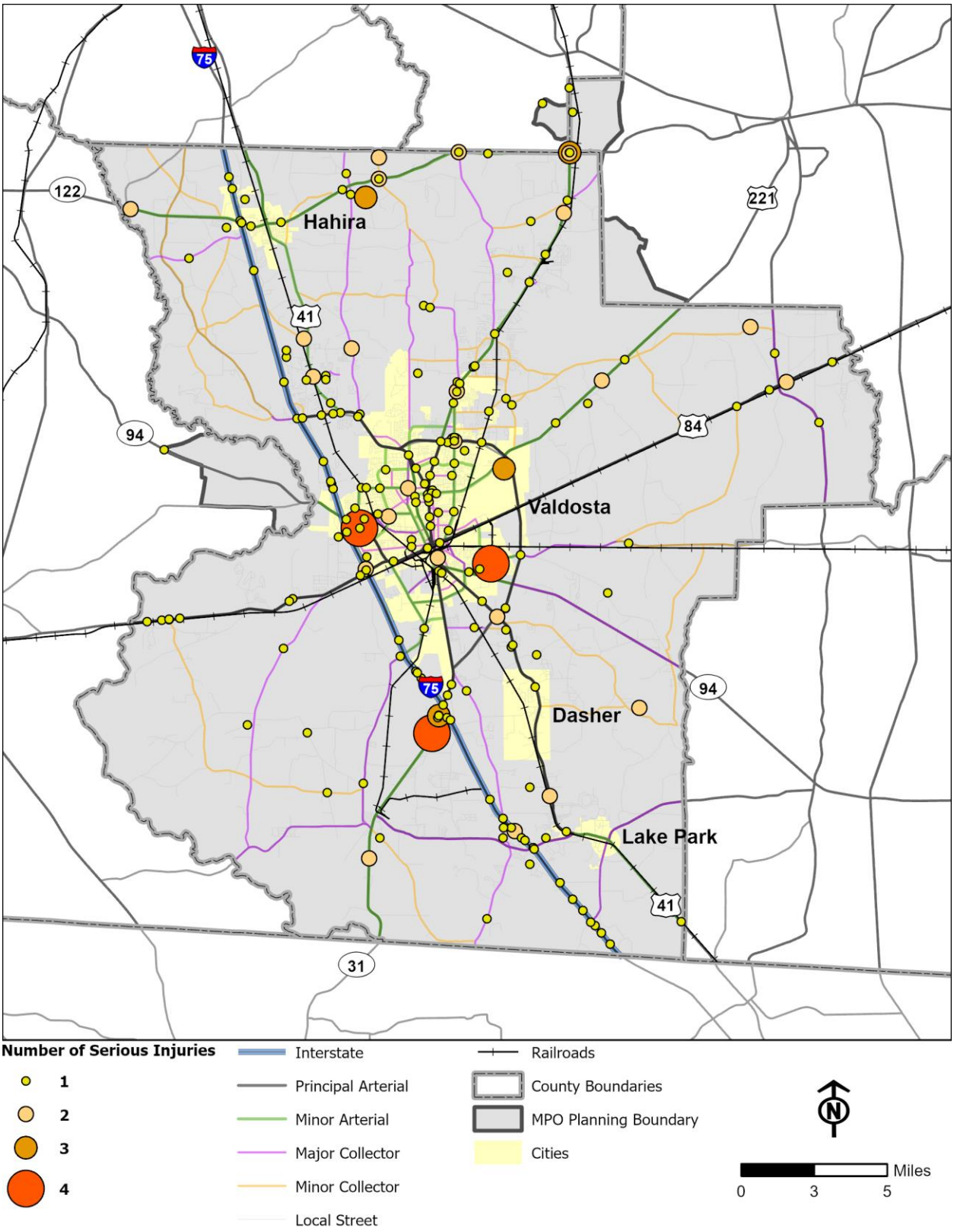


FIGURE 12: VLMPO SERIOUS INJURY CRASHES

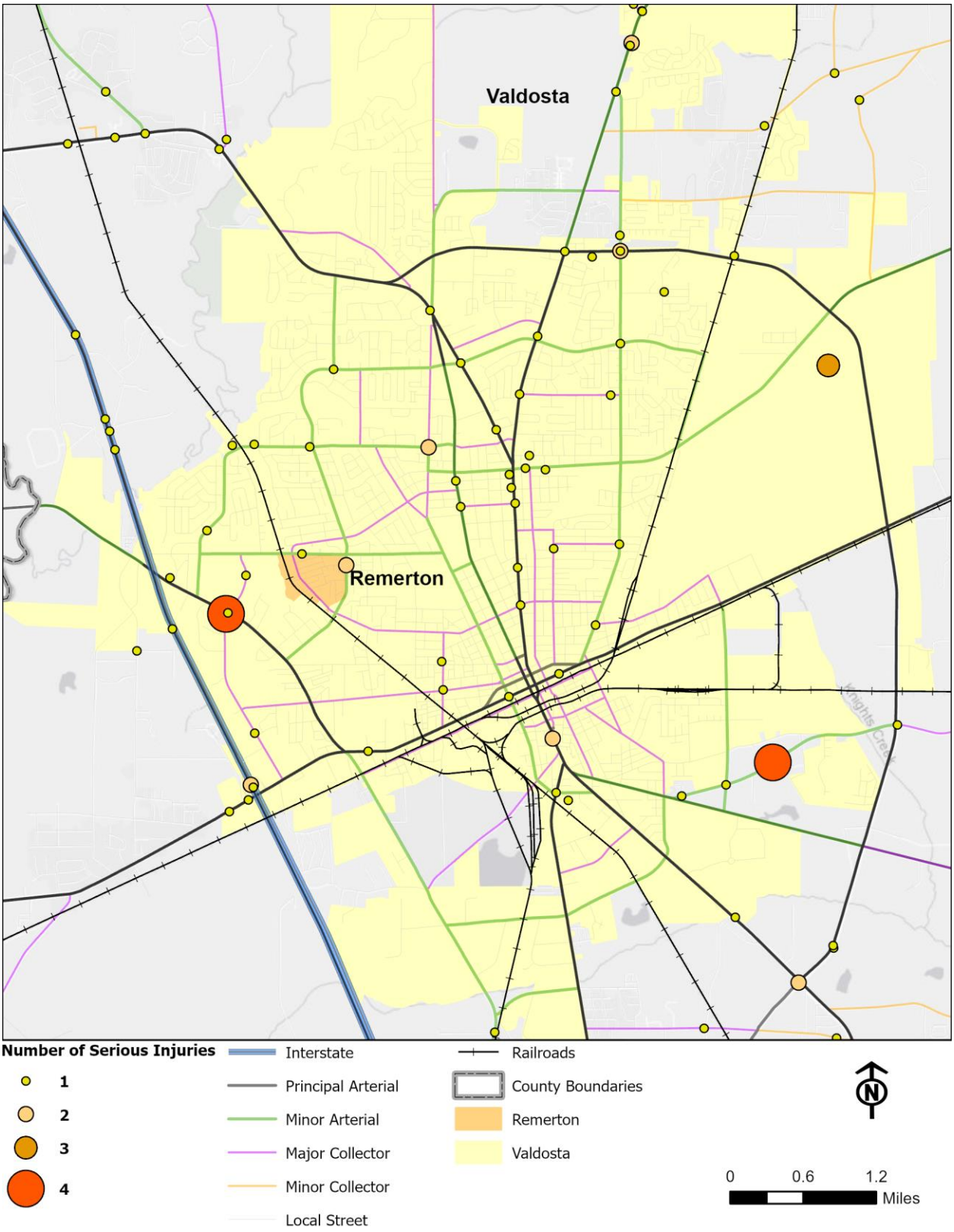


FIGURE 13: CITY OF VALDOSTA SERIOUS INJURY CRASHES

Non-Motorized Fatalities

PEDESTRIAN FATALITIES

During the analysis period, there were 383 crashes involving pedestrians, resulting in 14 fatalities and 20 serious injuries. Figure 14 and Figure 15 show the location of crashes in which drivers hit pedestrians for the planning area and the City of Valdosta, respectively. Most non-fatal crashes involving pedestrians occurred in the more urban areas of Valdosta.

Approximately 78% of crashes involving pedestrians occurred in the central urban areas of Valdosta and Remerton. Figure 15 presents a more detailed view of the crashes within these areas. Notable corridors along which large numbers of pedestrians were hit include: North Ashley Street, Hill Avenue, E Park Avenue, St. Augustine Road, Baytree Road, Troup Street, Bemiss Road, and Inner Perimeter Rd.

BICYCLIST FATALITIES

From 2020 to 2024, there were 84 crashes in which motorists struck a bicyclist, resulting in four fatalities and eight serious injuries. Approximately 77% of these crashes occurred in the central urban area of Valdosta and Remerton. Corridors on which notable numbers of bicycle crashes occurred were St. Augustine Road, Lee Street, Hill Avenue, Patterson Street, Baytree Road, and Inner Perimeter Road. The locations of crashes involving bicyclists are shown in Figure 16 and Figure 17 for the VLMPO area and the City of Valdosta, respectively.

It should be noted that this metric includes only crashes that involved both a bicyclist and a motor vehicle operator. Crashes involving only bicyclists are not reported, nor are crashes involving a collision of a bicyclist with a pedestrian.

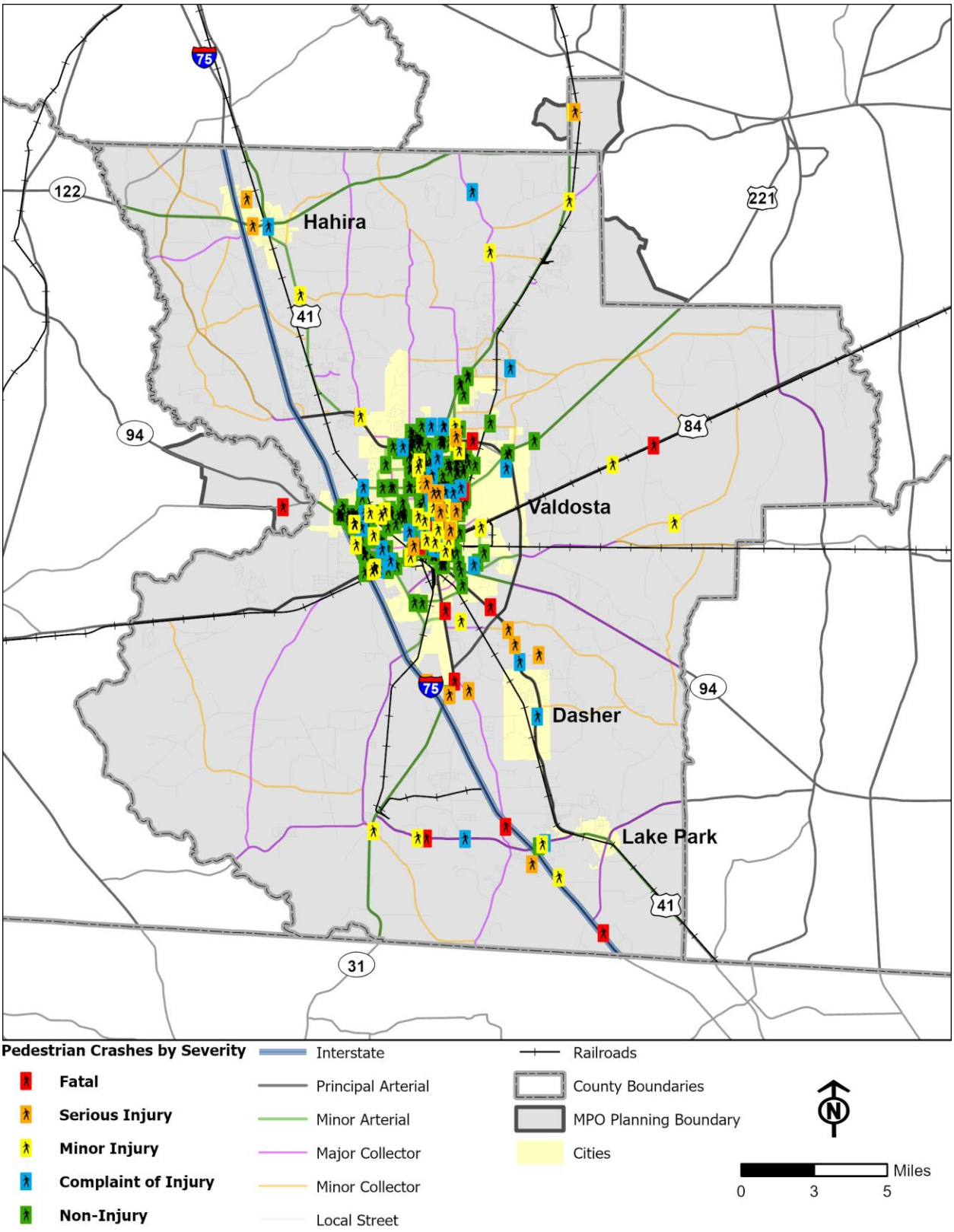


FIGURE 14: VLMPO PEDESTRIAN CRASHES

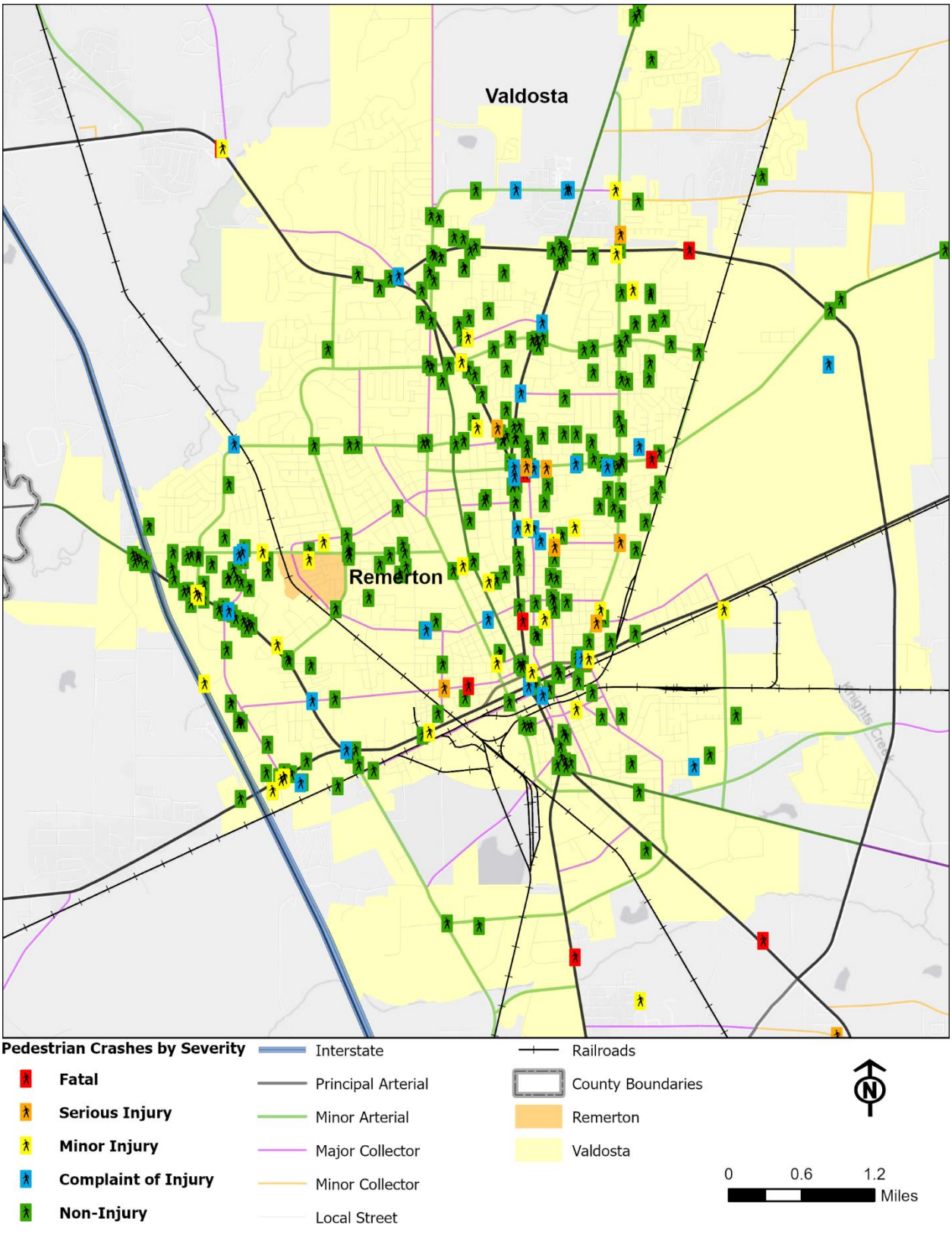


FIGURE 15: CITY OF VALDOSTA PEDESTRIAN CRASHES

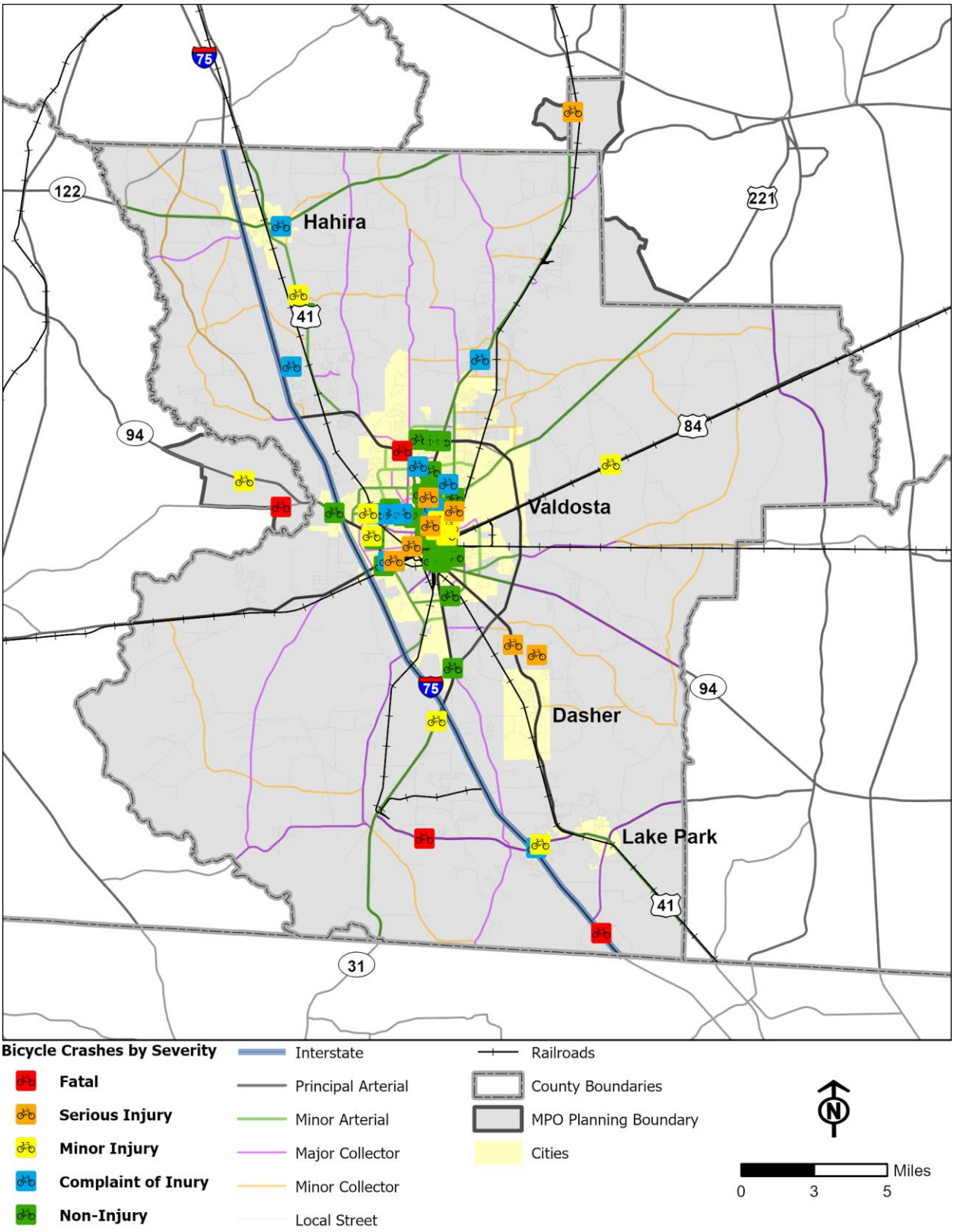


FIGURE 16: VLMPO BICYCLE CRASHES

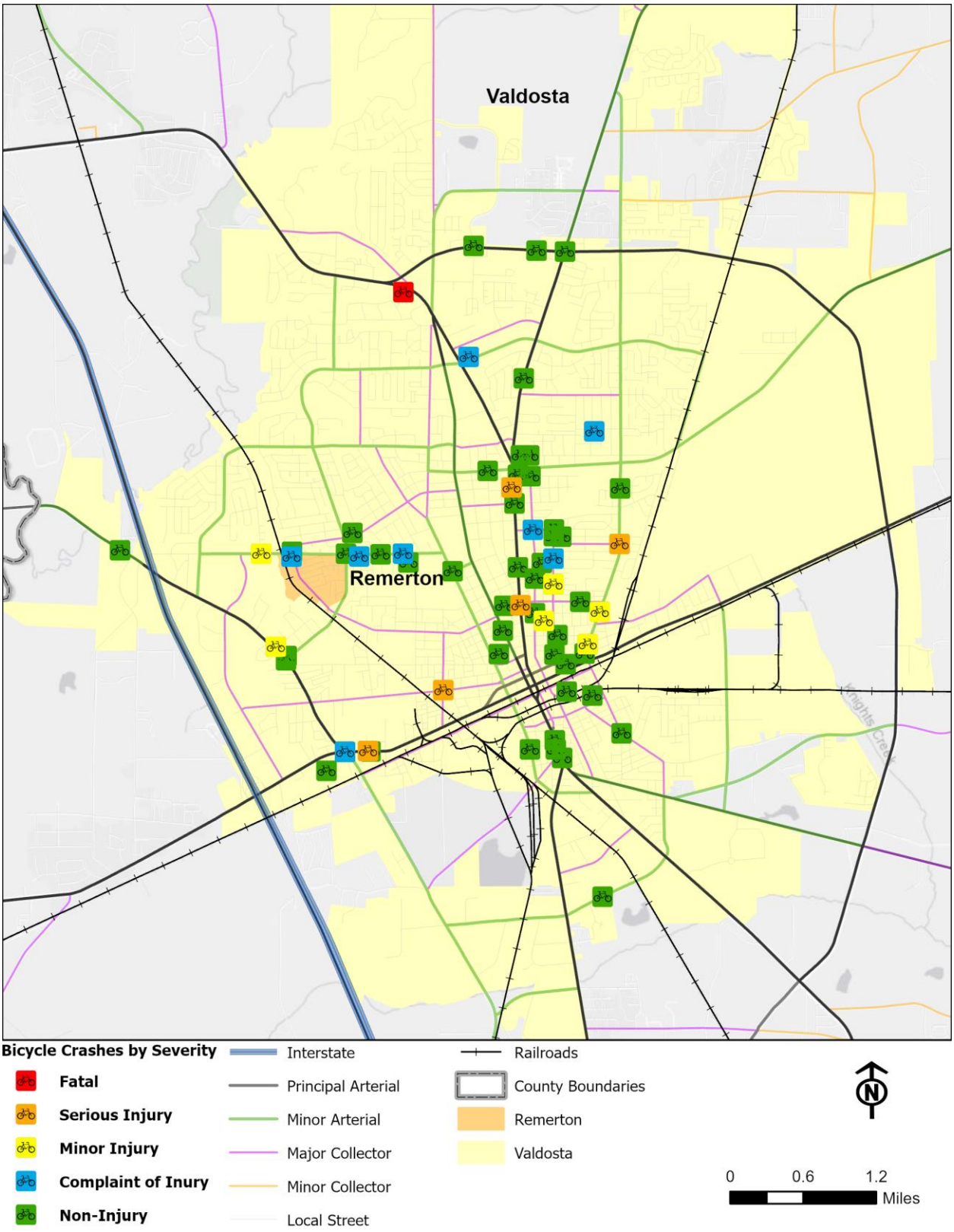


FIGURE 17: CITY OF VALDOSTA BICYCLE CRASHES

Unrestrained Fatalities

Of the 100 fatalities that occurred in the MPO area during the study period, 51 of the motorists killed (51%) were recorded as not being properly restrained by seat belts. This statistic highlights the instrumental role seat belts play in saving lives.

Overall, of the 19,816 crashes that occurred in the VLMPO area, 2,808 (14%) involved drivers who were not properly restrained, according to the data available. Of the 274 serious injuries that occurred during this timeframe, 94 of those injured (34%) were not using proper restraints.[11]

SEAT BELT USAGE

The MPO has not directly collected data on the percentage of vehicle drivers or occupants using seatbelts. However, data on seatbelt use in crashes are available from the GEARS database. The rates of drivers and passengers involved in crashes who were wearing seat belts correctly can be used to estimate seat belt usage rates in the Metropolitan Planning Area.

From 2020 to 2024 of the crashes that occurred in the MPO area, 12 percent of drivers were reported as not using restraints. The regional estimate for rate of seat belt use according to available data is 92%.

Alcohol-Impaired Driving Fatalities

Of the reported crashes, 721 (3.6%) were recorded as involving driving under the influence of alcohol or other drugs, representing a 1.3% increase from the previous reporting period. These crashes resulted in 12 fatalities and 36 serious injuries.

The locations of DUI crashes in the MPO area are shown in Figure 18 and Figure 19 for Lowndes County and the City of Valdosta, respectively. Almost all the DUI crashes resulting in death or serious injury occurred in more rural areas. This may be a function of higher travel speeds on rural roads compared to urban roads.

Speeding-Related Fatalities

According to the data available, the contributing factors of "exceeding the speed limit", "racing", or "too fast for conditions" were implicated in six fatalities in the MPO area. Speed was a factor in a total of 101 crashes, causing ten serious injuries and six fatalities.

[11] Includes "None Used" for either or both drivers reported.

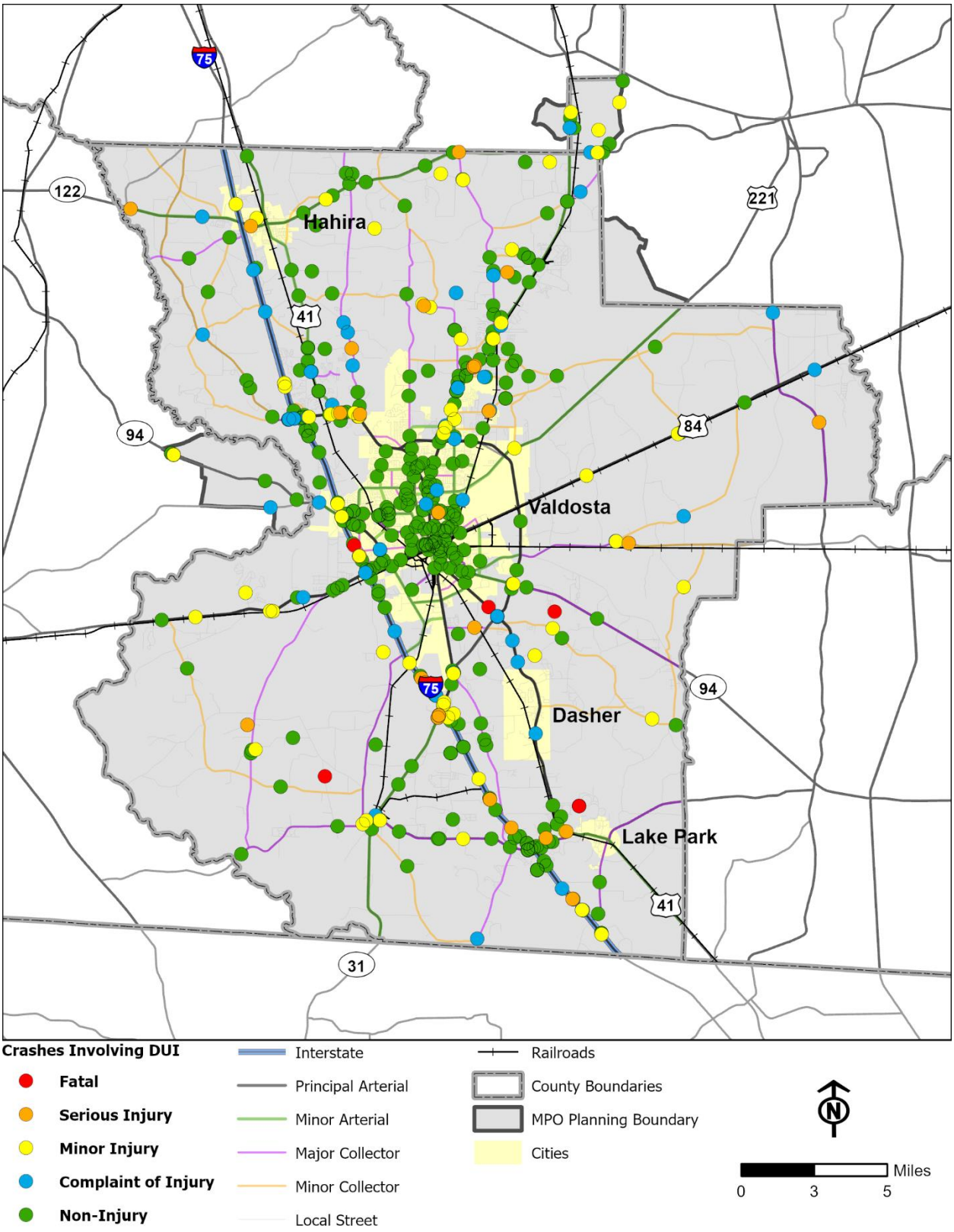


FIGURE 18: VLMPO CRASHES INVOLVING DUI

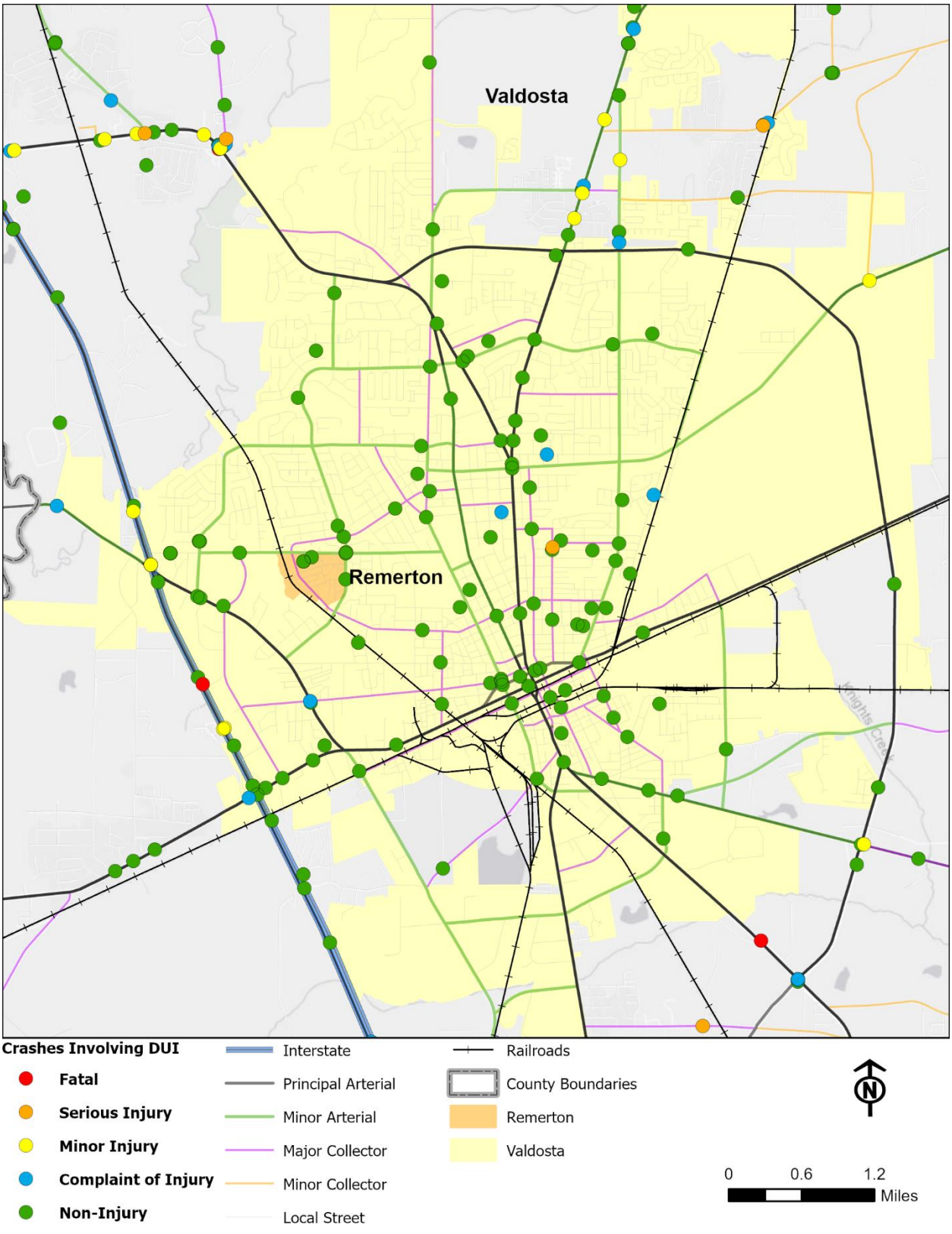


FIGURE 19: CITY OF VALDOSTA CRASHES INVOLVING DUI

Motorcyclist Fatalities

From 2020 to 2024, there were 223 crashes involving motorcyclists in the MPO area, resulting in 6 motorcyclist fatalities and 31 serious injuries. Six percent (6%) of all crash fatalities in the MPO area during the study period were motorcyclists.

The locations of motorcycle crashes are shown in Figure 20 and Figure 21 for Lowndes County and the City of Valdosta, respectively. Geographically, motorcycle crashes tended to be concentrated within the urban area of Valdosta, but half of motorcycle fatalities and over half of motorcycle serious injuries occurred in rural areas in Lowndes County.

In the 6 fatal crashes, one of the fatalities were not wearing motorcycle helmets.

Studies[12] have shown that in motorcycle crashes involving a perception failure or a decision failure, more crashes are caused by the driver of another vehicle than by the motorcyclist. At the national level, another motorist failing to yield to a motorcycle when turning left accounts for about one in every five motorcyclist fatalities.[13] In the MPO area during the time frame examined, four of the motorcyclist fatalities involved a car or truck driver failing to yield to an oncoming motorcyclist while turning, echoing these national statistics. This confirms the need for more educational and awareness campaigns aimed at car and truck drivers, such as "Look Twice – Save a Life" bumper stickers[14] and the USDOT's "Share the Road" initiative.[15]

UN-HELMETED MOTORCYCLIST FATALITIES

One out of the six motorcycle fatalities (17%) were recorded as not wearing a helmet.

Helmets were reported as being used by the motorcyclists 192 of the 223 reported crashes, meaning that 14% of motorcyclists involved in crashes were presumably un-helmeted.

Future fatalities of this kind may be mitigated through educational campaigns, including statistics on the benefits of helmet use (for example, helmets are estimated to reduce the risk of head injury by 69% and the risk of death by 42%[16]) and increased enforcement of Georgia's helmet law (Sec. 40-6-315).

[12] For example: National Transportation Safety Board. "Select Risk Factors Associated with Causes of Motorcycle Crashes." https://www.ntsb.gov/safety/safety-studies/Documents/SR1801.pdf (accessed 7/6/2021).
[13] NHTSA. "Traffic Safety Facts: 2017 Data." https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812785
[14] Examples of educational materials
[15] U.S. Department of Transportation. "Motorcycle Safety: Share The Road." https://www.trafficsafetymarketing.gov/get-materials/motorcycle-safety/share-road (accessed 7/6/2021).
[16] Advocates for Highway & Auto Safety. "Motorcycle Helmets." https://saferoads.org/issues/motorcycle-helmets/ (accessed 6/10/2019).

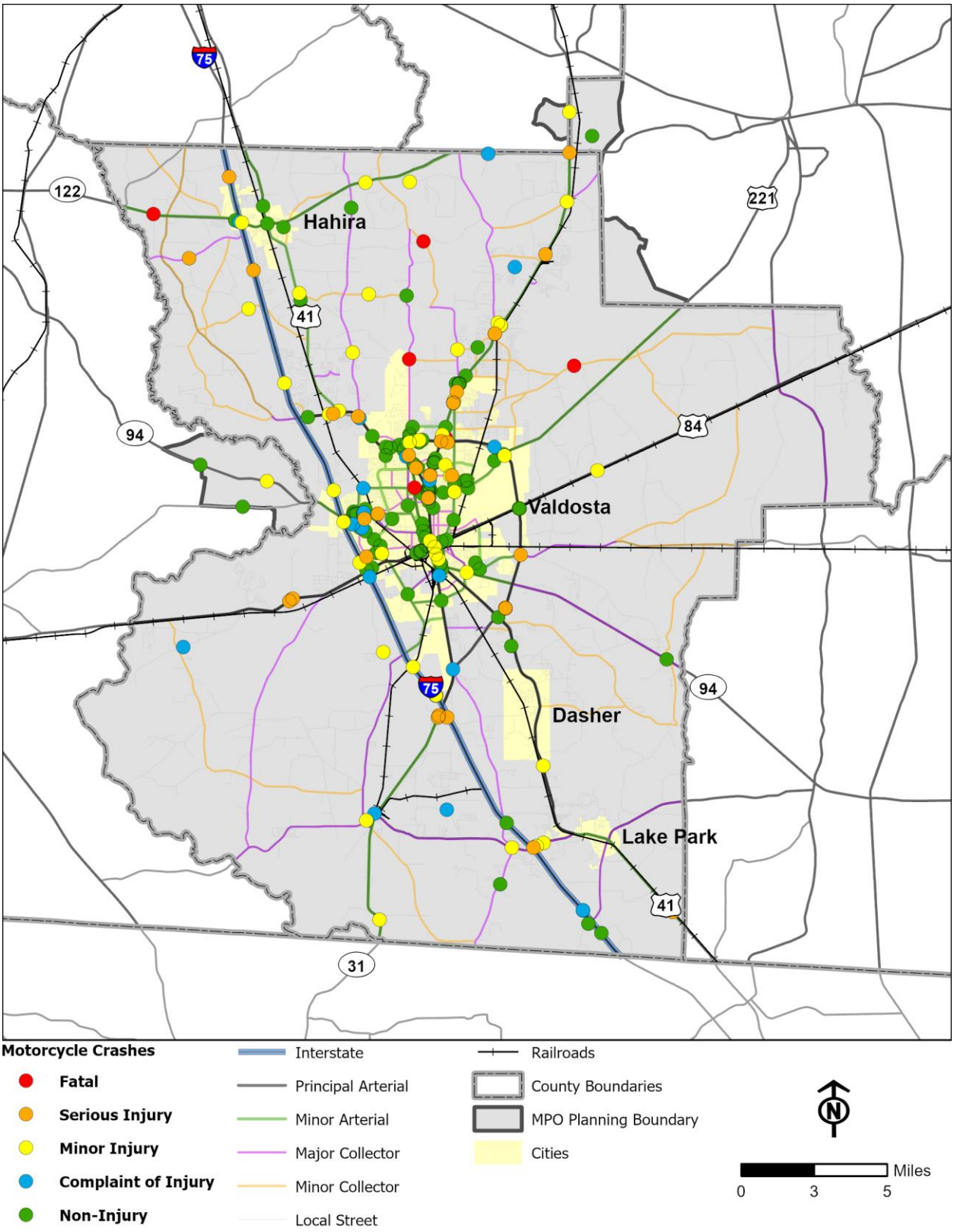


FIGURE 20: VLMPO MOTORCYCLE CRASHES

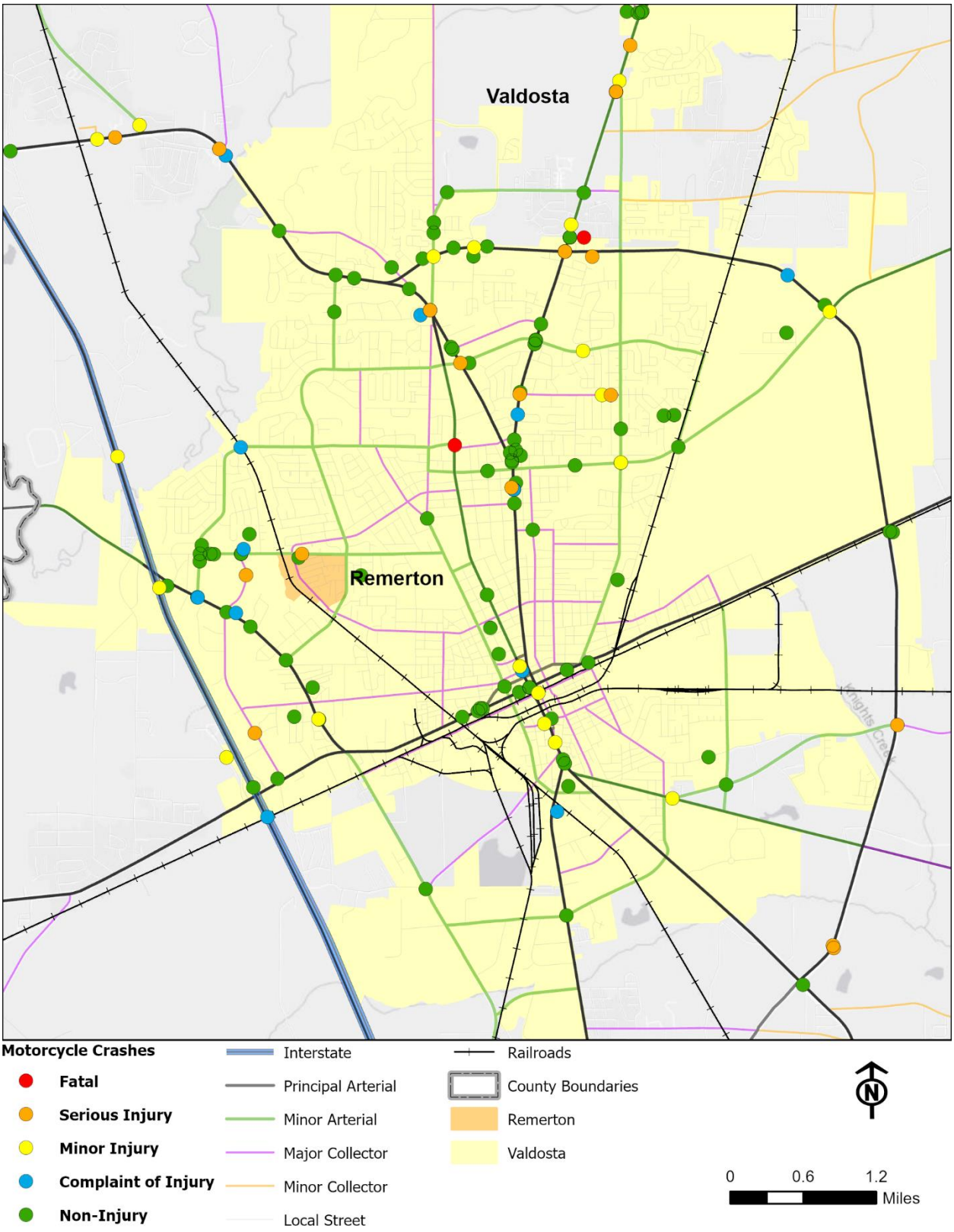


FIGURE 21: CITY OF VALDOSTA MOTORCYCLE CRASHES

Young Drivers in Fatal Crashes

From 2020 to 2024, 9 out of 100 fatalities (9%) and 47 serious injuries (17% of all serious injuries) were in crashes involving drivers under the age of 21.

The locations of crashes involving drivers under 21 are shown in Figure 23 and Figure 24 for the MPO area and the City of Valdosta, respectively. Overall, 4,395 of the total crashes (22%) involved drivers under 21. This is a slight reduction from previous year trends.

Furthermore, 2,428 crashes (12% of all crashes) involved drivers 18 or younger. These resulted in six fatalities (6% of the total) and 35 serious injuries. This confirms the need for better educational efforts and other safety measures for young drivers. Figure 22 shows the trend by year. The ages of young drivers involved in crashes in the MPO area from 2020 to 2024 are shown in Figure 22 below.

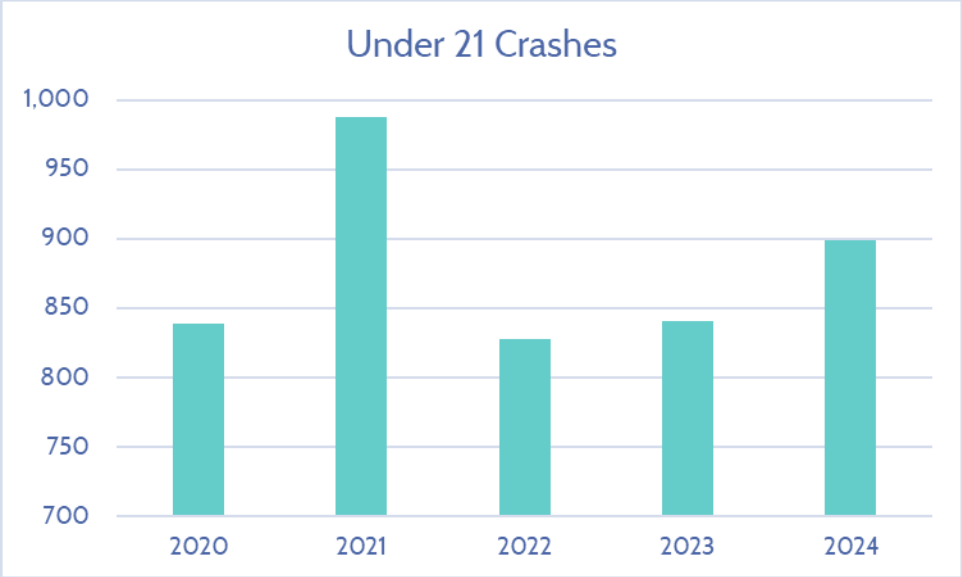


FIGURE 22: CRASHES INVOLVING DRIVERS UNDER 21 BY YEAR

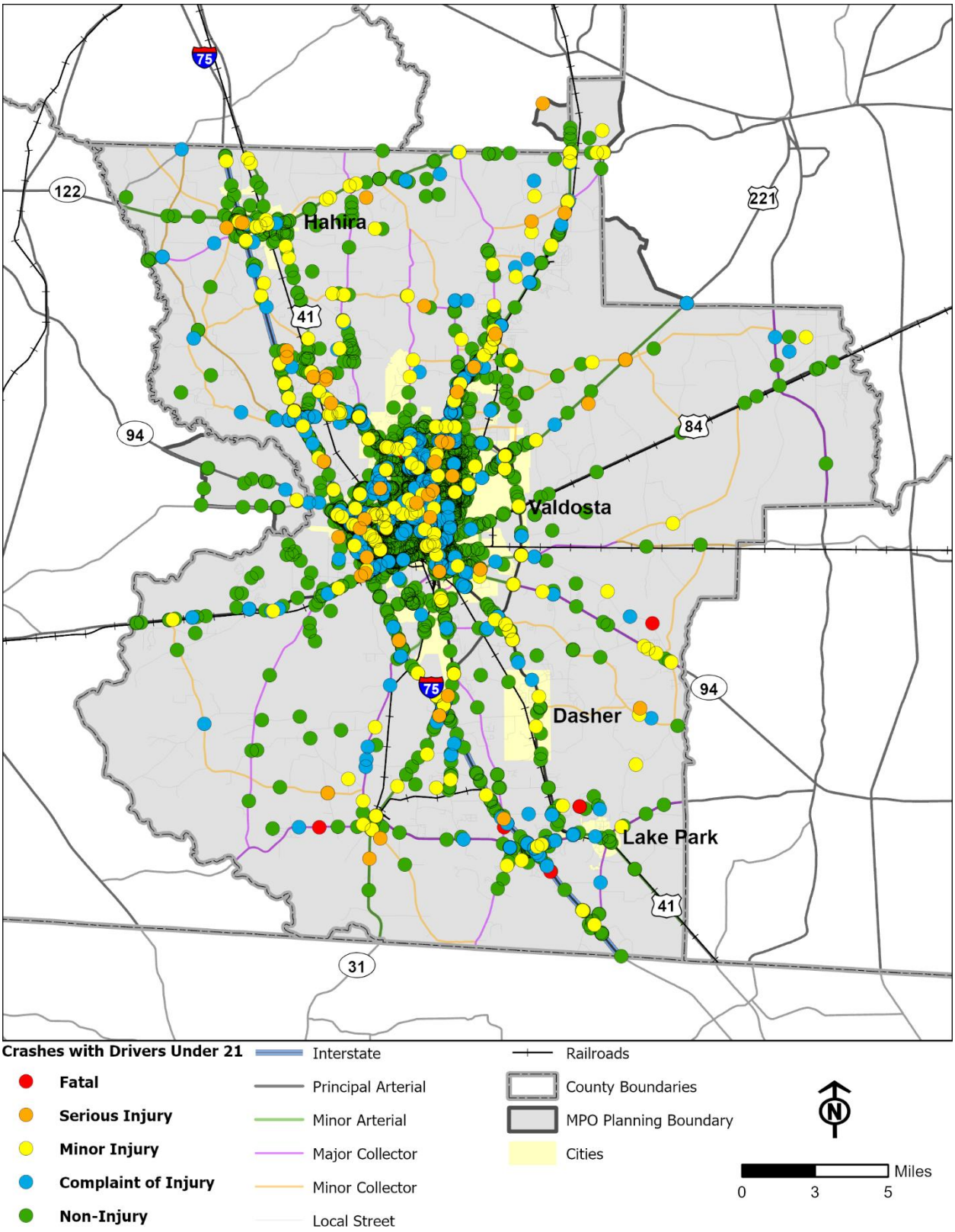


FIGURE 23: CRASHES INVOLVING DRIVERS UNDER 21

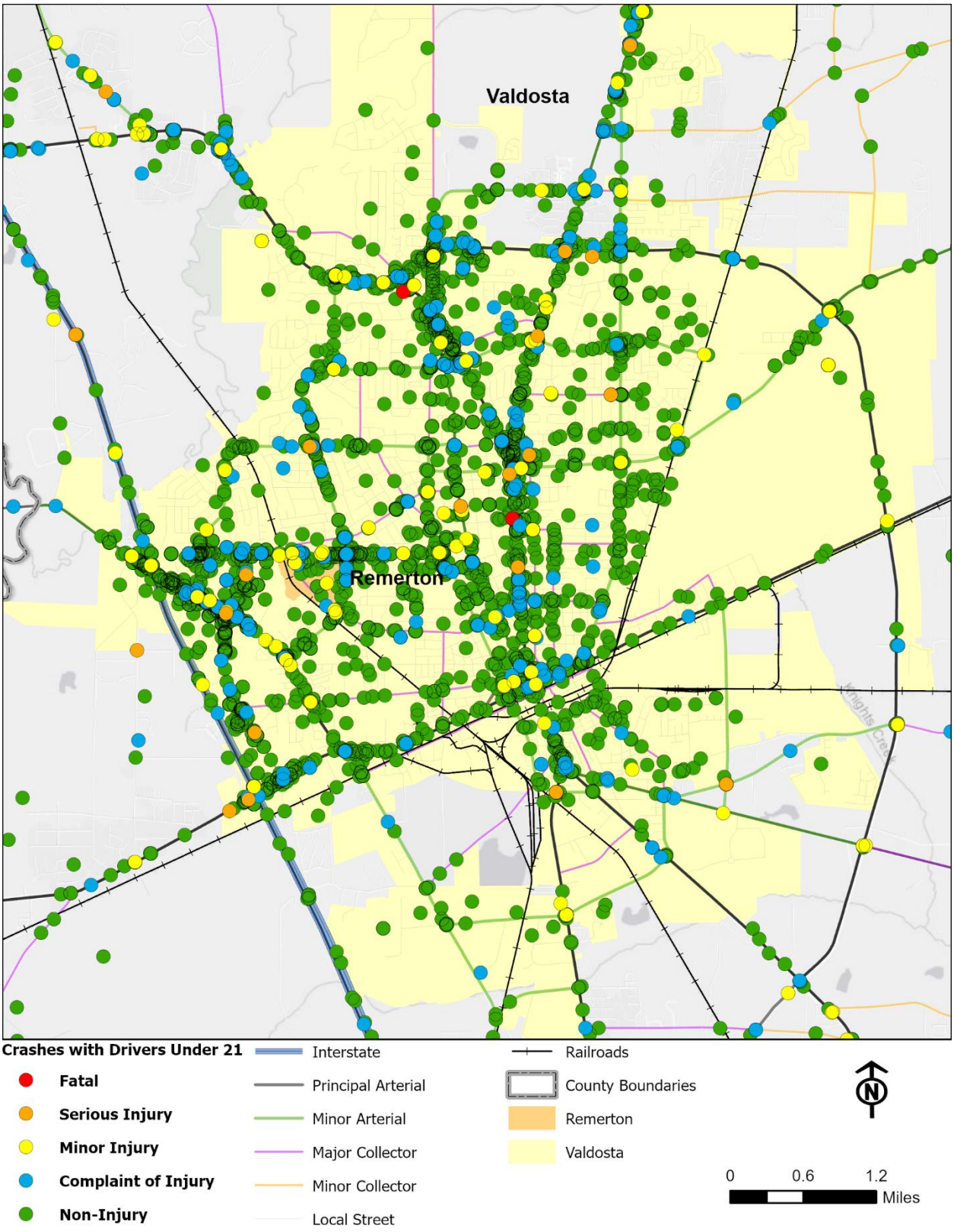


FIGURE 24: CRASHES INVOLVING DRIVERS UNDER 21

Senior Drivers in Fatal Crashes

From 2020 to 2024, 25 out of 100 fatalities (25%) and 51 serious injuries (19% of all serious injuries) were in crashes involving drivers aged 65 or older.

The locations of crashes involving drivers aged 65 or older are shown in Figure 26 and Figure 27 for Lowndes County and the City of Valdosta, respectively. Overall, 3,795 of the total 19,816 crashes (12%) involved drivers aged 65 or older. Forty-eight (48) of those involved DUI.

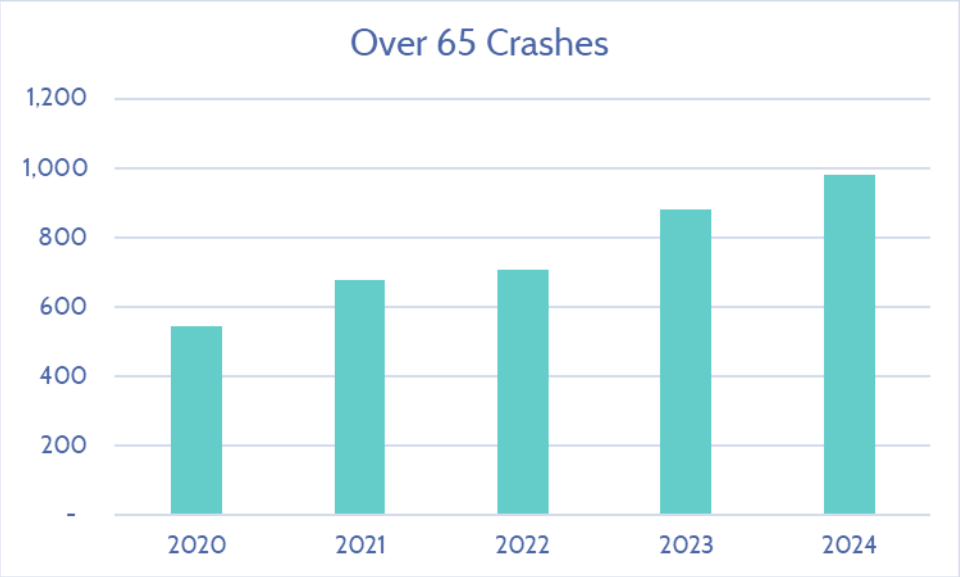


FIGURE 25: CRASHES INVOLVING DRIVERS AGED 65 OR OLDER BY YEAR

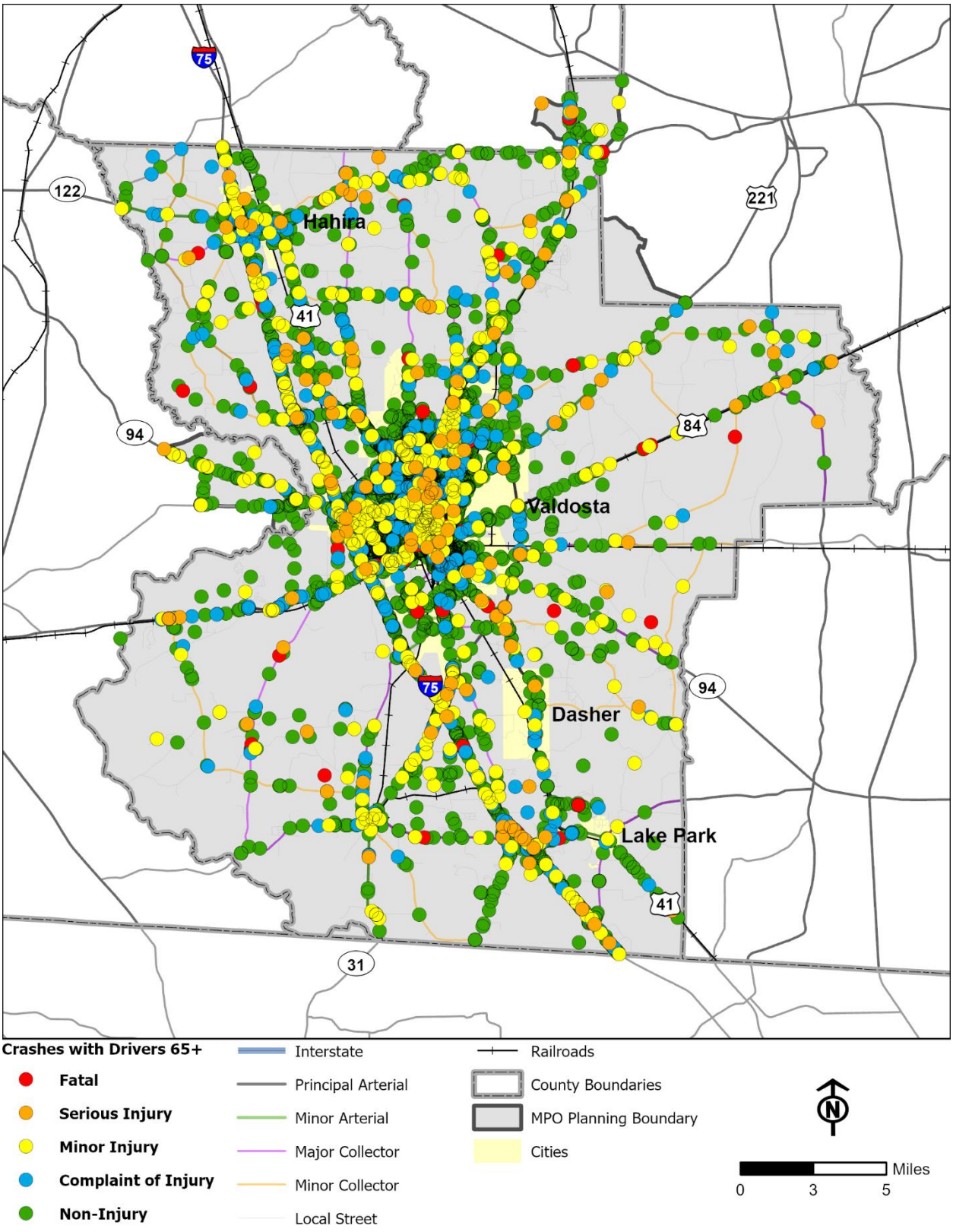


FIGURE 26: VLMPO CRASHES INVOLVING DRIVERS AGED 65 OR OLDER BY YEAR

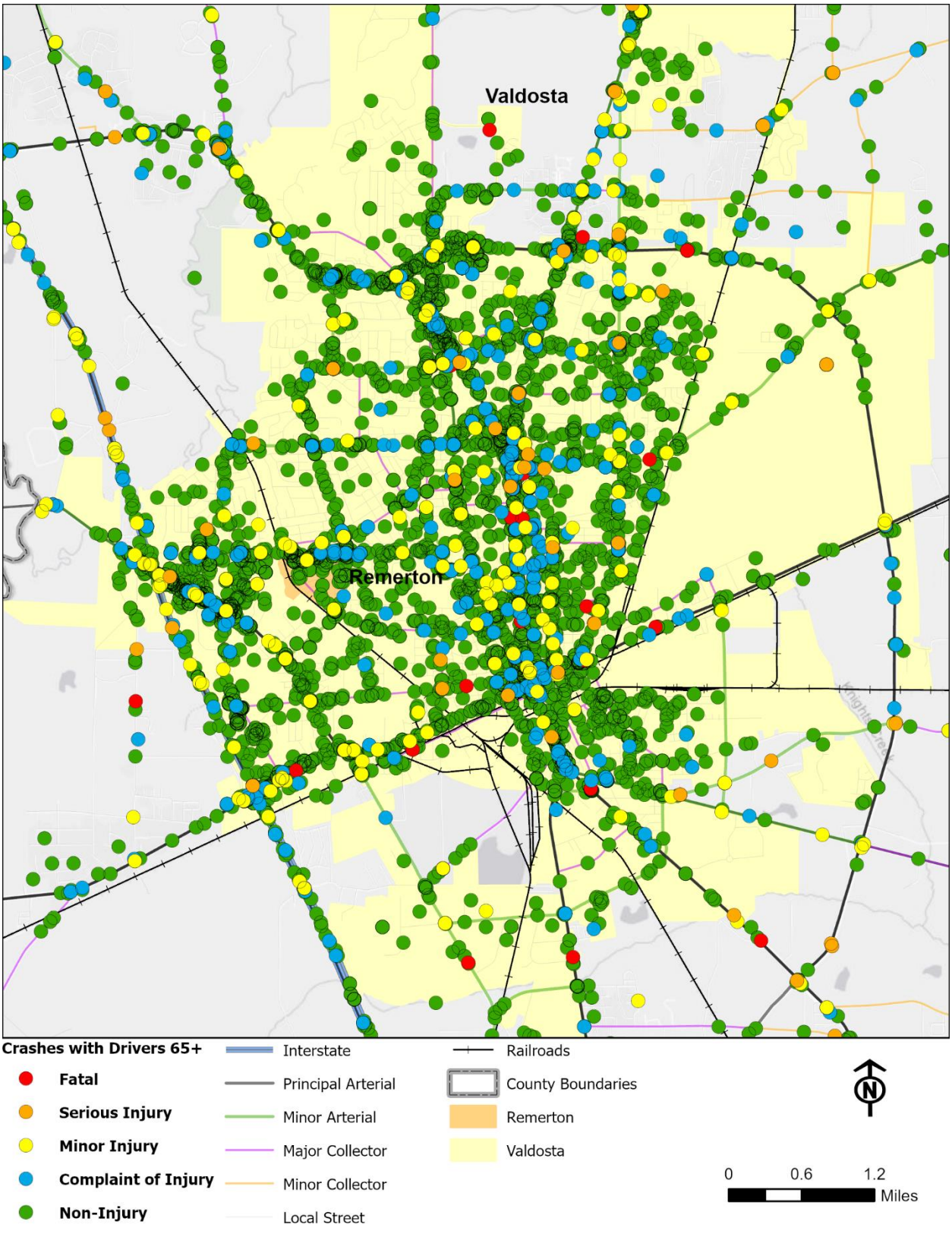


FIGURE 27: CITY OF VALDOSTA CRASHES INVOLVING DRIVERS AGED 65 OR OLDER BY YEAR

Additional Analysis

TRUCK CRASHES

This section examines crashes involving tractor-trailers and log trucks. Figure 29 and Figure 30 show the locations of these crashes with Lowndes County and the City of Valdosta, respectively. Log trucks anecdotally have a significant traffic impact in the area; the data available show 29 crashes involving log trucks in the study period, resulting in two fatalities (2% of all fatalities) and no serious injuries.

Between 2020 and 2024, there were 704 crashes (4% of all crashes) involving tractor-trailers in the VLMPO area, resulting in 13 fatalities (13% of all fatalities) and 27 serious injuries (10% of all serious injuries). In the 330 truck crashes on I-75, there were 10 fatalities and 14 serious injuries.

On US 84/SR 38, 128 crashes involving trucks occurred, resulting in one serious injury and three fatalities. Of these tractor-trailer crashes, 107 occurred on the section running from Downtown Valdosta west to the Brooks County line.

Furthermore, 149 crashes involving tractor/ trailers occurred within half a mile of an exit on Interstate 75. The number of tractor/trailer crashes within half a mile of each exit is shown in Figure 28.

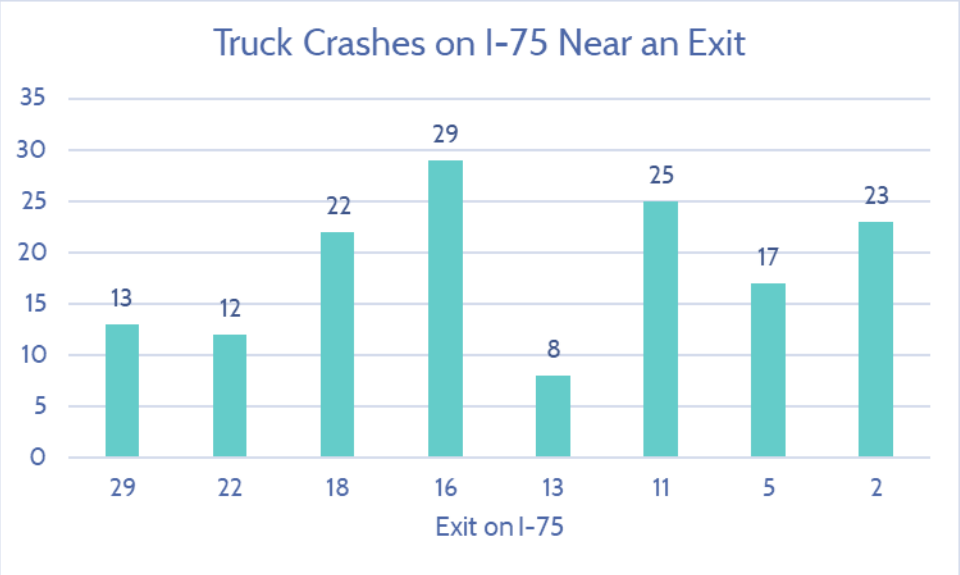


FIGURE 28. TRACTOR/TRAILER CRASHES WITHIN 1/2 MILE OF EACH I-75 EXIT IN THE VLMPO AREA

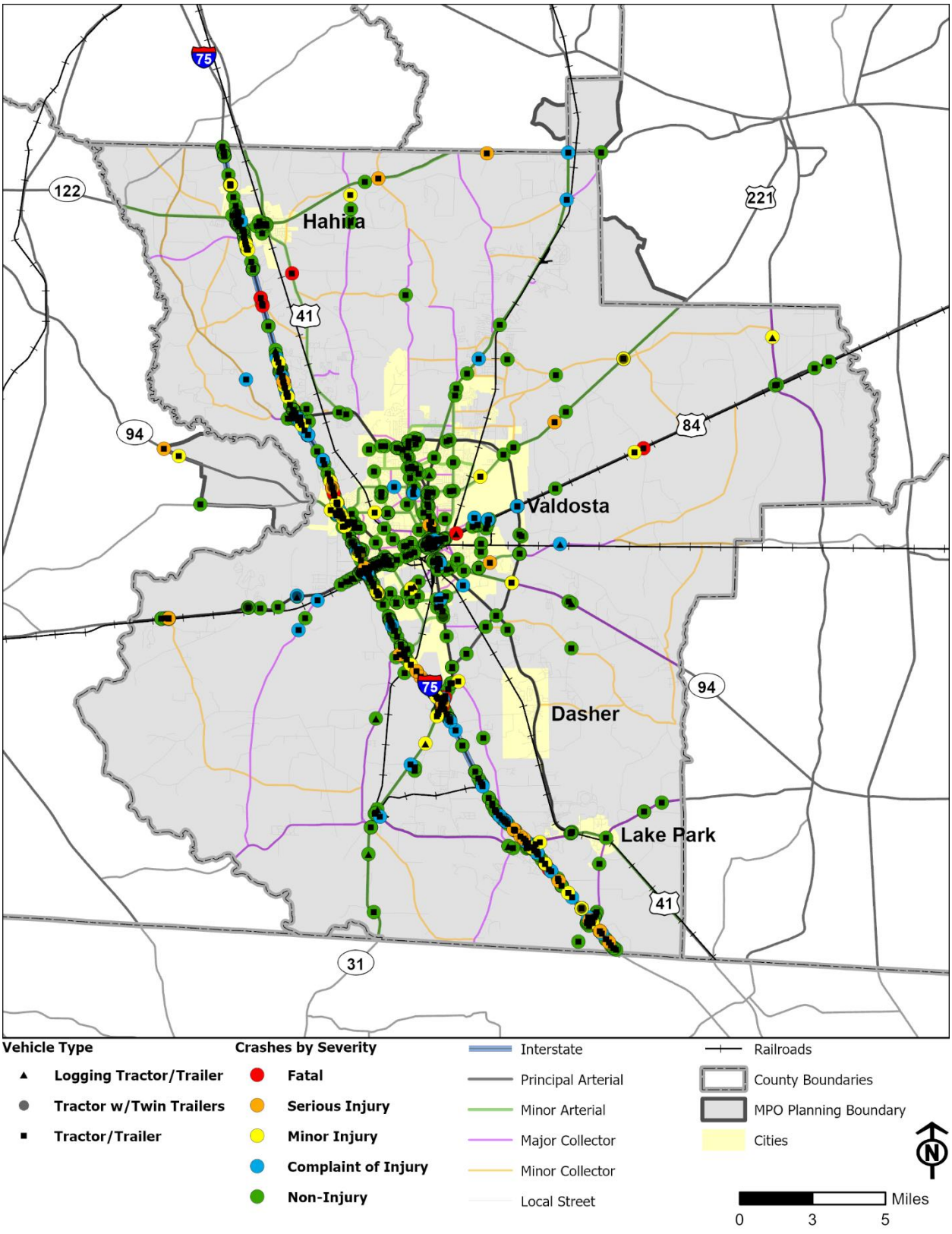


FIGURE 29: TRUCK CRASHES IN THE VLMPO AREA

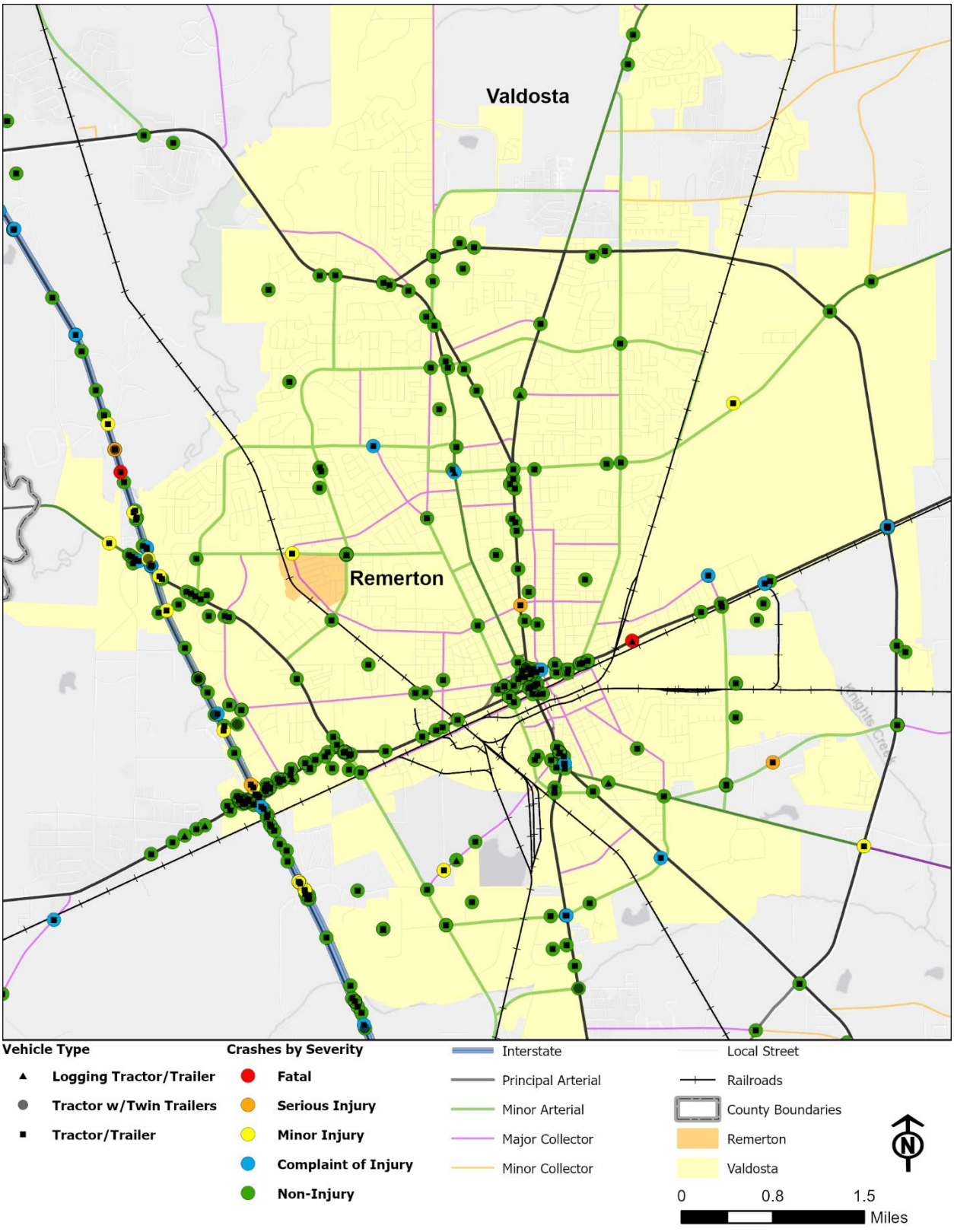


FIGURE 30: TRUCK CRASHES IN VALDOSTA

BUS CRASHES

Between 2020 and 2024, there were 114 crashes involving bus vehicles in the MPO area which resulted in no fatalities or serious injuries. Bus crashes are depicted in Figure 31 and Figure 32 for the MPO area and the City of Valdosta, respectively.

A separate report, published by the Southern Georgia Regional Commission in April 2020, contained an analysis of crashes in the areas surrounding each of the schools in Lowndes County.[17]

[17] This report is available on the SGRC website at: https://www.sgrc.us/documents/bicycle/coreyfile-Lowndes%20School%20Crash%20Report%20Final.pdf

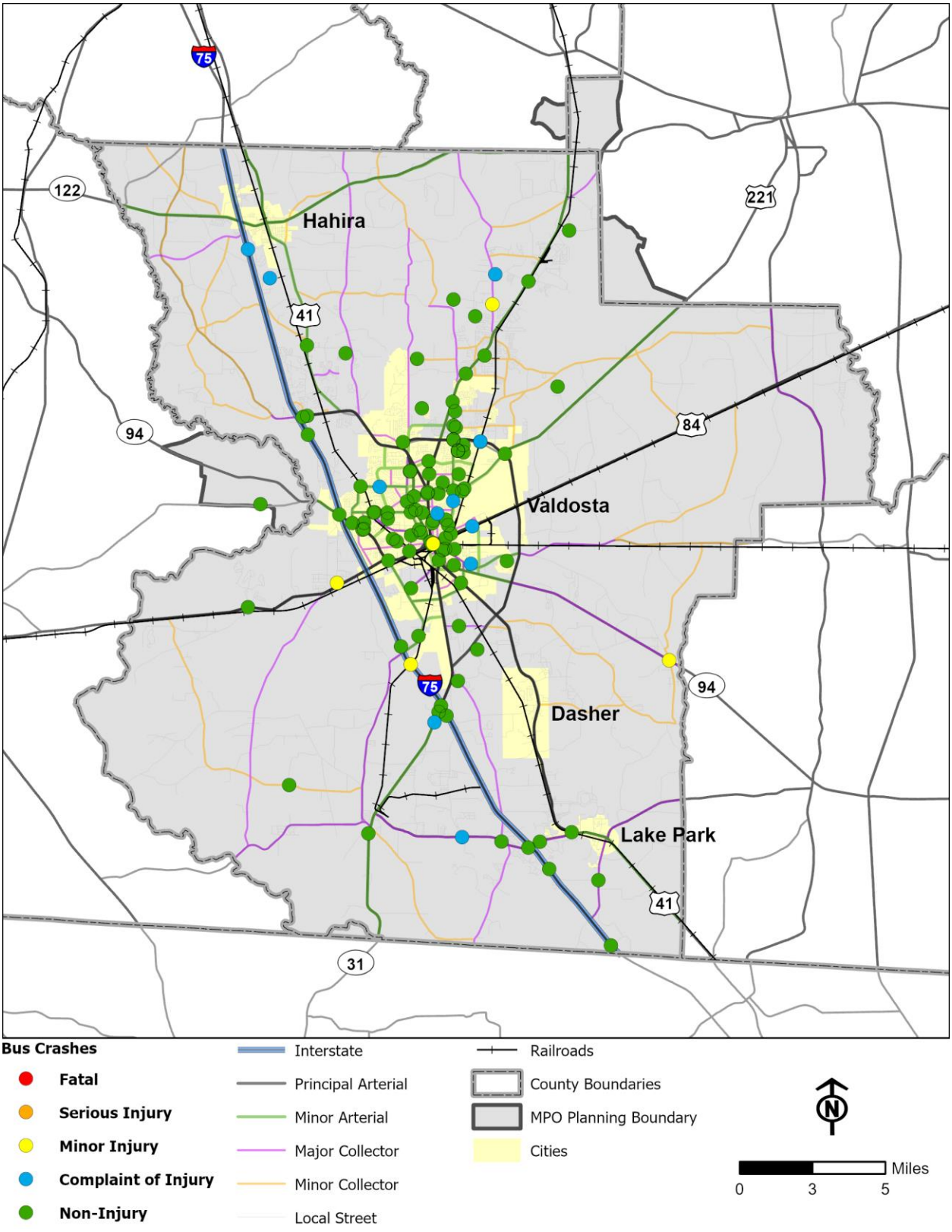


FIGURE 31: VLMPO BUS CRASHES

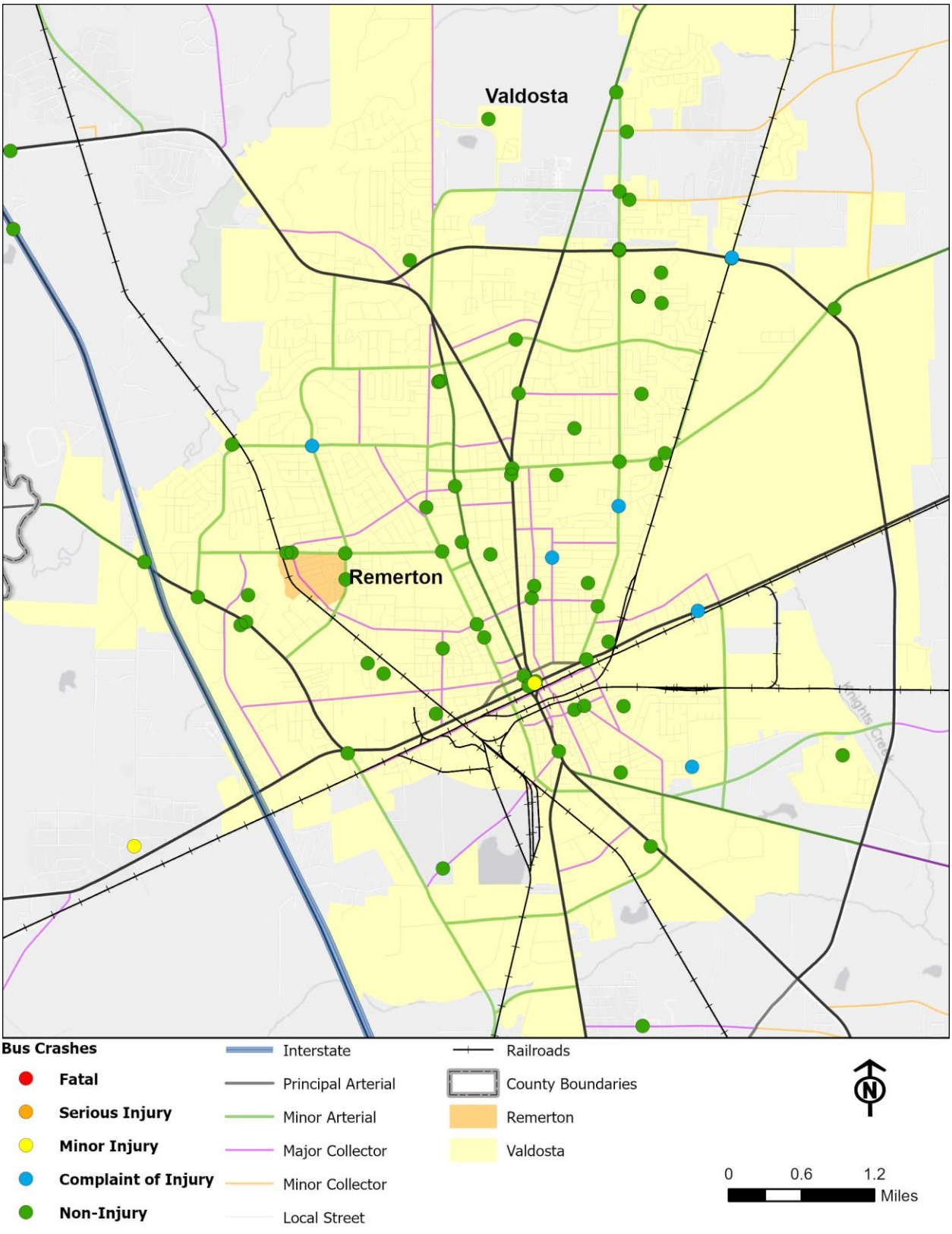


FIGURE 32: CITY OF VALDOSTA BUS CRASHES

High-Crash Locations

To identify high-crash locations, a geographic analysis was conducted, for which a 250-foot radius was delineated around each roadway intersection in the VLMPO area. The number of crashes within each 250-foot radius was then enumerated. A total of 264 intersections were identified as having 20 or more crashes from 2020 to 2024. The rate of crashes relative to entering traffic volumes was then calculated for each intersection.[18] The 20 intersections with the highest number of crashes and their corresponding crash rates were then identified for two areas: (1) the Cities of Valdosta and Remerton (which are contiguous and almost entirely urbanized) and (2) the unincorporated areas of the VLMPO area and the Cities of Dasher, Hahira, and Lake Park. These two areas were analyzed separately in order to identify high-crash locations in the predominantly urban and predominantly rural areas of the VLMPO area.

The top 20 high-crash locations in the Cities of Valdosta and Remerton are shown in Table 4 and in Figure 34. The top 20 high-crash locations in the unincorporated areas of the VLMPO area and the Cities of Hahira, and Lake Park are shown in Table 5 and in Figure 33. (None of the top 20 high-crash locations are in Berrien, Brooks, or Lanier Counties or in the Cities of Dasher or Ray City.)

[18] Traffic volume data were acquired from the Georgia Department of Transportation's Statewide traffic count database for 2023, the most recent year available.

TABLE 4: HIGH CRASH LOCATIONS IN THE CITIES OF VALDOSTA AND REMERTON

Rank	Intersection	Traffic Volume*	Total Crashes	Fatal Crashes	Serious Injury Crashes	Crashes per 1,000,000 MEV*	Change in Rank since FY2024
1	N St Augustine Rd (SR 133) @ Norman Dr	33,450	216	-	2	3.54	↑ 1
2	Inner Perimeter Rd (US 41/SR 7) @ Bemiss Rd	46,500	210	-	2	2.47	↓ 1
3	Bemiss Rd @ Northside Dr	32,845	186	-	1	3.10	No change
4	N St Augustine Rd (SR 133) @ Gornto Rd	36,750	159	-	-	2.37	↑ 1
5	N Ashley St (US 41/SR 7 Bus) @ Northside Dr	30,800	147	-	1	2.62	↑ 1
6	N Valdosta Rd (US 41/SR 7) @ Country Club Dr	41,650	143	-	-	1.88	↓ 2
7	Inner Perimeter Rd (US 41/SR 7) @ N Oak St Ext	35,800	142	-	-	2.17	↓ 1
8	Baytree Rd @ Jerry Jones Dr/Melody Ln	23,700	127	-	-	2.94	No change
9	N St Augustine Rd (SR 133) @ Clubhouse Dr/Ellis Dr	29,500	119	-	-	2.21	↑ 1
10	W Hill Ave (US 84/US 221/SR 38) @ Norman Dr	38,400	118	-	-	1.68	↓ 1
11	W Hill Ave (US 84/US 221/SR 38) @ St Augustine Rd	36,000	113	-	-	1.72	No change
12	N Ashley St (US 41/SR 7 Bus) @ E Park Ave	30,390	109	-	-	1.97	No change
13	Baytree Rd @ Norman Dr	34,500	107	-	-	1.70	No change
14 T	N St Augustine Rd @ Lankford Dr	25,350	100	-	-	2.16	↑ 5
14 T	Baytree Rd @ Gornto Rd	27,950	100	-	-	1.96	↑ 1
16	S Patterson St @ Madison Hwy	23,700	91	-	-	2.10	Not in Top 20
17	N St Augustine Rd @ Twin St	29,700	85	-	-	1.57	↑ 3
18	Inner Perimeter Rd @ Lake Laurie Dr/Brookfield Rd	22,000	82	-	-	2.04	↓ 4
19 T	N Valdosta Rd @ N Oak St Ext	23,900	80	-	1	1.83	↓ 3
19 T	N Ashley St (US 41/SR 7 Bus) @ Woodrow Wilson Dr	24,920	80	-	-	1.76	Not in Top 20
	MEV = Million Entering Vehicles						
	*Crash rates based on traffic volumes obtained from GDOT's 2023 count database, supplemented by estimates as needed.						

TABLE 5: HIGH CRASH LOCATIONS IN UNINCORPORATED LOWNDES COUNTY AND THE CITIES OF DASHER, HAHIRA, AND LAKE PARK

Rank	Intersection	Traffic Volume*	Total Crashes	Fatal Crashes	Serious Injury Crashes	Crashes per 1,000,000 MEV*	Change in Rank since FY2024
1	N Valdosta Rd @ Val Del Rd	36,000	129	2	1	1.96	No change
2	N Valdosta Rd @ I-75 NB Ramp	23,045	106	-	-	2.52	No change
3	Bemiss Rd @ N Oak St Ext/Mt Zion Church Rd	45,232	82	-	-	0.99	No change
4	N Valdosta Rd/Shiloh Rd @ I-75 SB Ramp/Amber Dr	7,085	80	-	-	6.19	↑ 1
5	N Valdosta Rd @ Old US 41 N/Foxborough Ave	30,202	70	-	1	1.27	↓ 1
6	I 75 SB Ramps @ Lakes Blvd	11,515	65	-	-	3.09	↑ 10
7	Bemiss Rd @ N Forrest St Ext	37,800	63	1	2	0.91	↓ 1
8	Lakes Blvd @ Mill Store Rd	16,400	55	-	-	1.84	↑ 1
9	SR 125 @ SR 122	7,420	49	1	4	3.62	↑ 1
10	N Valdosta Rd @ Coleman Rd N	20,600	46	-	-	1.22	↓ 3
11	Main St @ Church St	10,500	43	-	-	2.24	↑ 9
12	SR 122 @ I-75 NB Ramp	9,130	36	-	1	2.16	↓ 4
13 T	Madison Hwy @ I-75 NB Ramp	13,205	34	-	1	1.41	Not in top 20
13 T	Madison Hwy @ Clyattville Lake Park Rd	7,140	34	-	-	2.61	↑ 1
15	Bemiss Rd @ Huntley Dr	33,350	30	-	2	0.49	↓ 3
16 T	Bemiss Rd @ Davidson Rd	18,400	28	-	1	0.83	↓ 2
16 T	Lakes Blvd @ Timber Dr	8,320	28	-	-	1.84	↑ 4
18 T	Madison Hwy @ I-75 SB Ramp	9,985	27	-	-	1.48	↓ 7
18 T	Bemiss Rd at Cat Creek Rd	20,760	27	-	2	0.71	Not in Top 20
18 T	Inner Perimeter Rd @ SR 94	12,975	27	-	-	1.14	No change
	MEV = Million Entering Vehicles						
	*Crash rates based on traffic volumes obtained from GDOT's 2023 count database, supplemented by estimates as needed.						

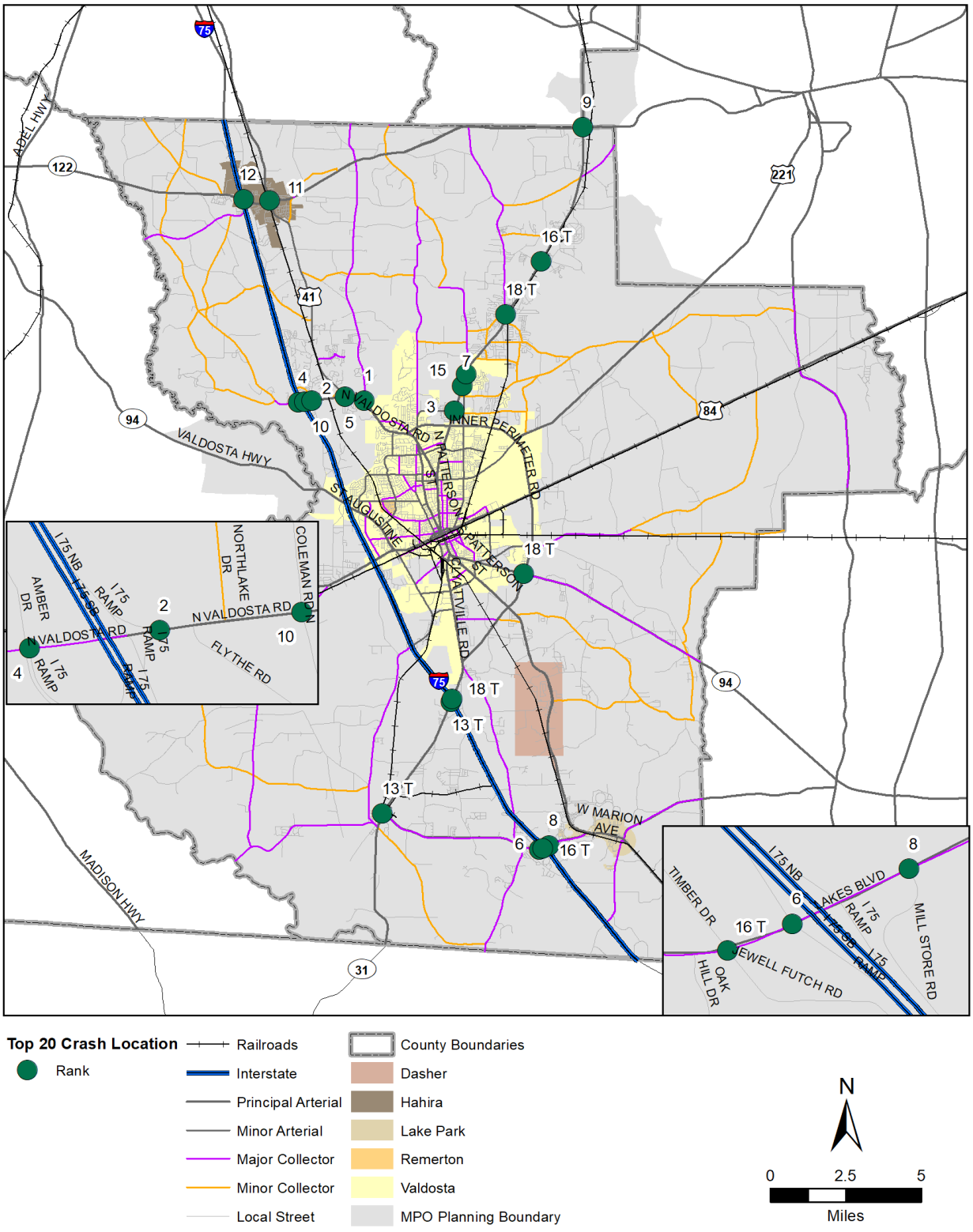


FIGURE 33: VLMPO AREA HIGH-CRASH LOCATIONS

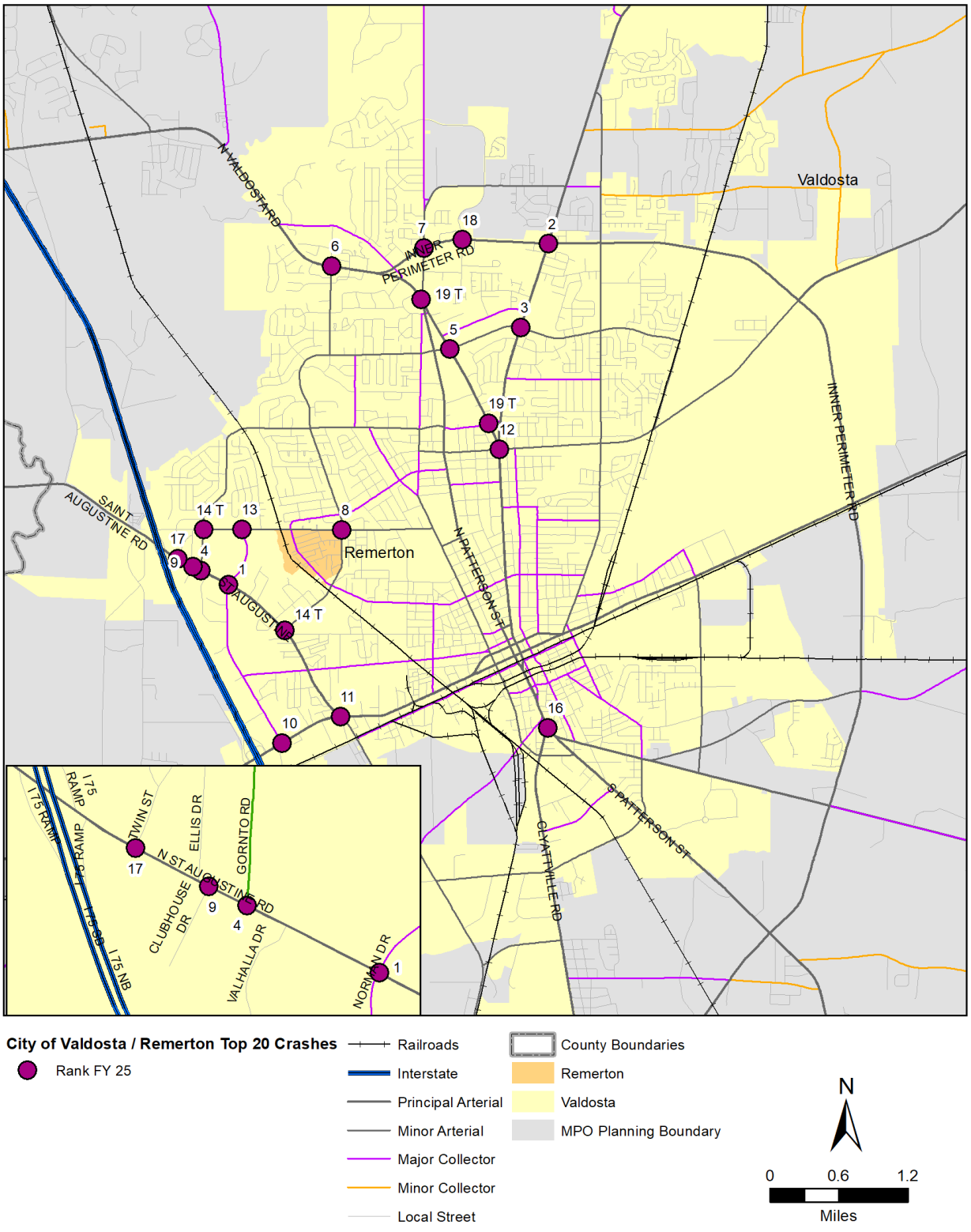
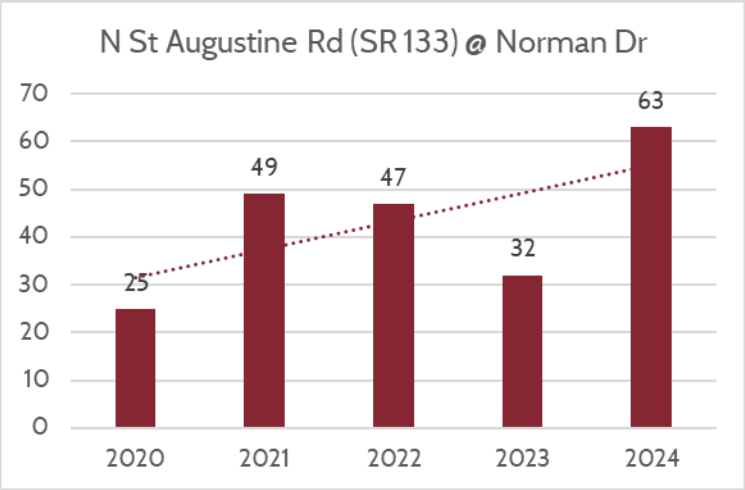


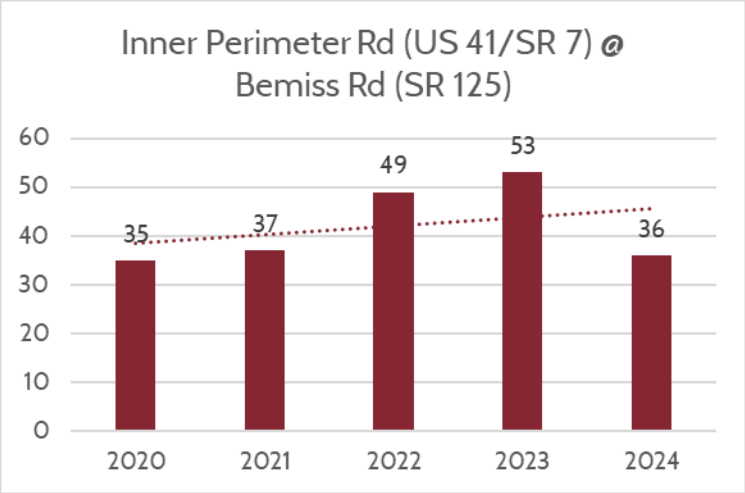
FIGURE 34: CITY OF VALDOSTA HIGH-CRASH LOCATIONS

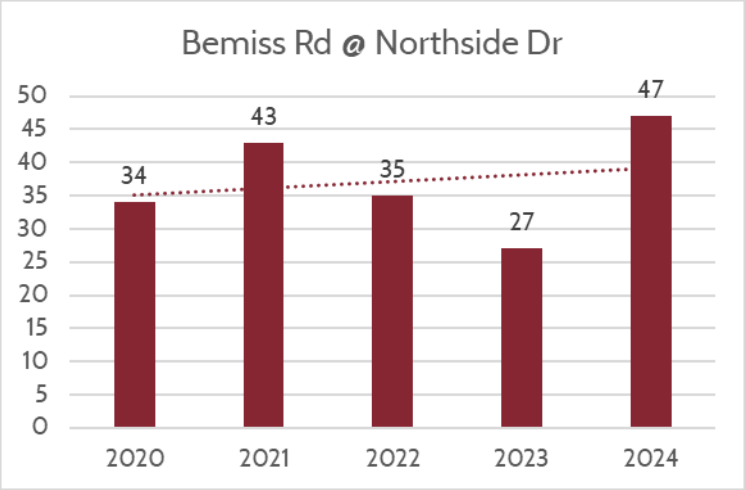
Annual Trends for High-Crash Locations

The charts in this section show the year-by-year crash trends for the high-crash intersections that have been identified. The charts are in ranked order according to Table 4 and Table 5.

Valdosta/Remerton






Bemiss Rd @ Northside Dr
50
45
40
35
30
25
20
15
10
5
0
34
43
35
27
47
2020
2021
2022
2023
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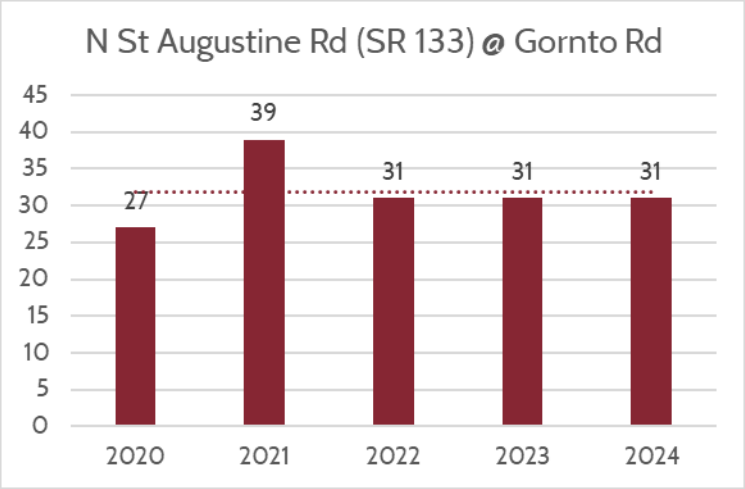
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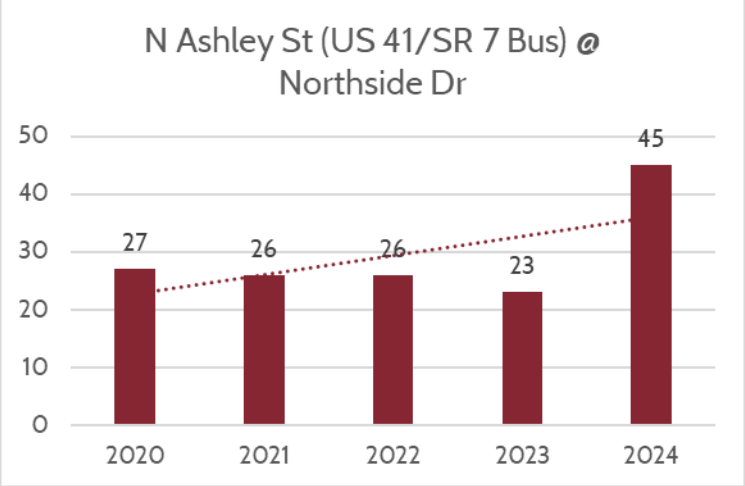
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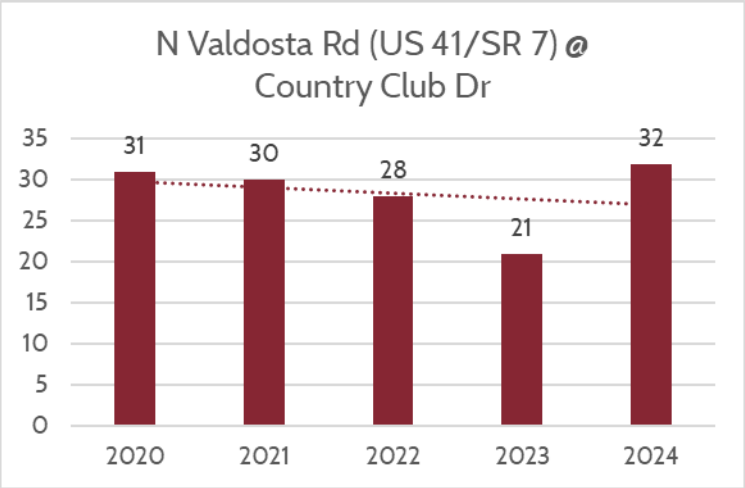
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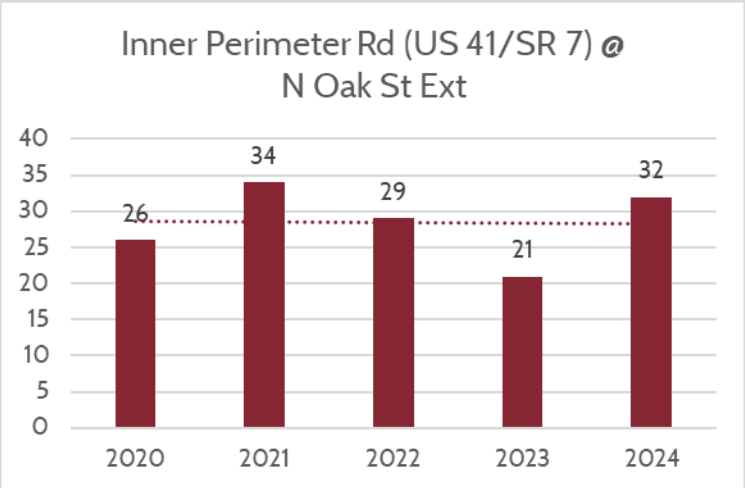
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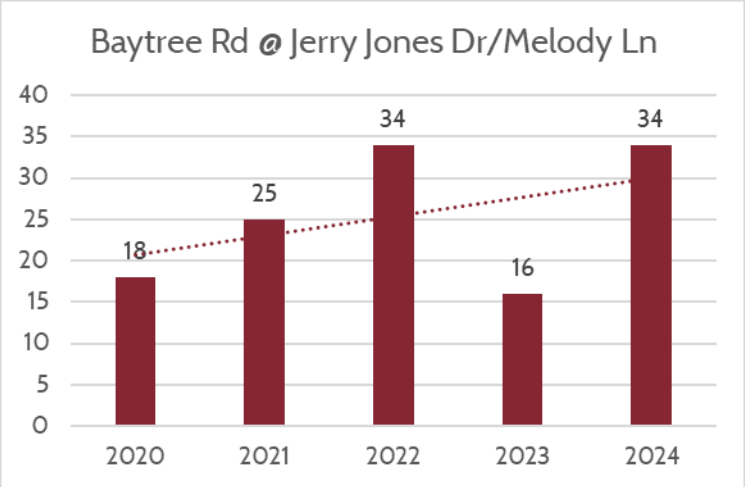
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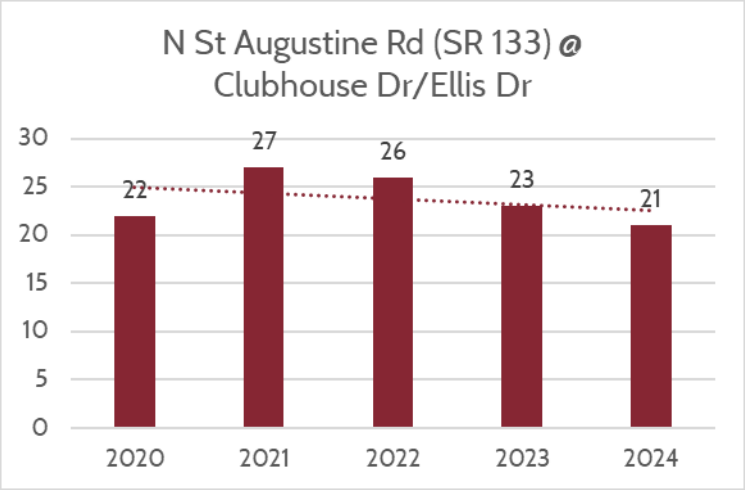
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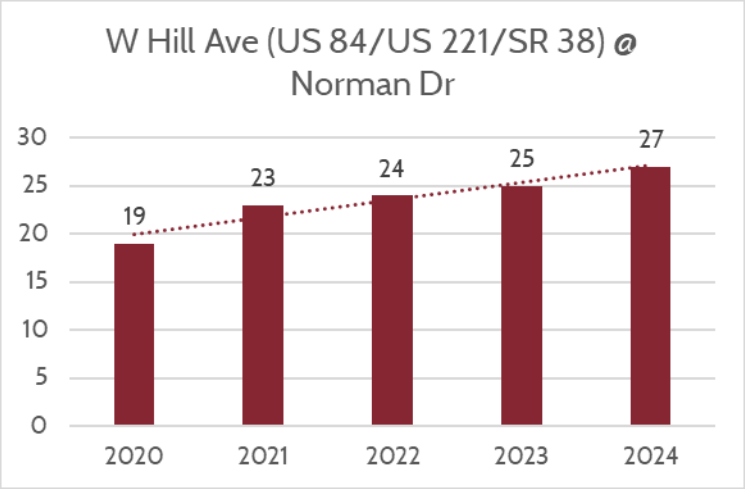
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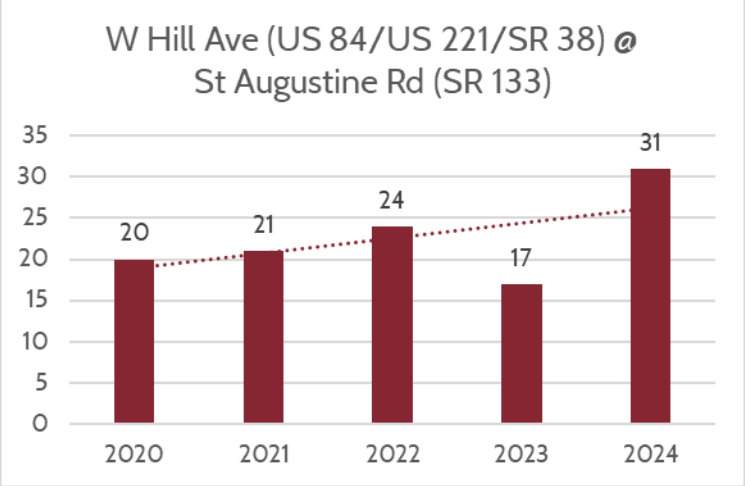
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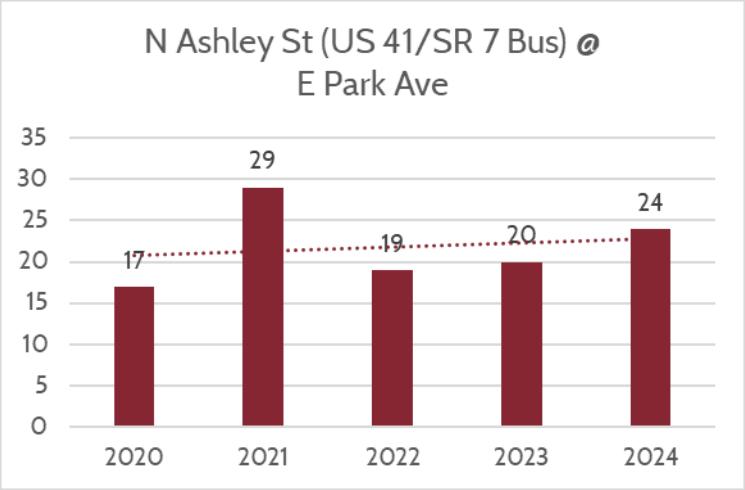
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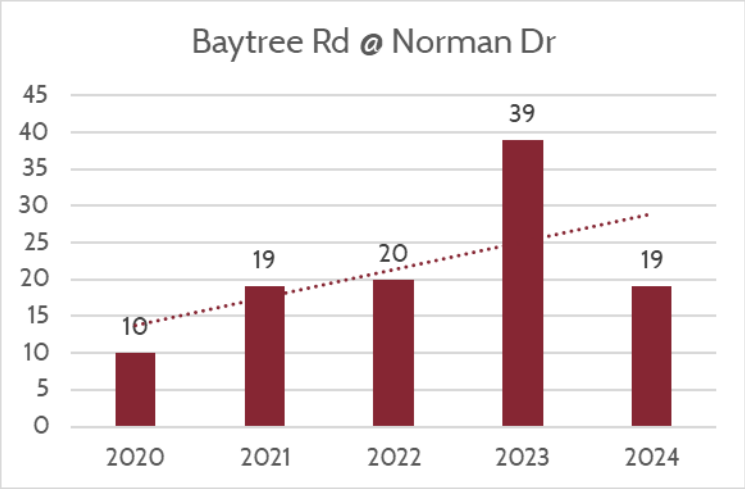
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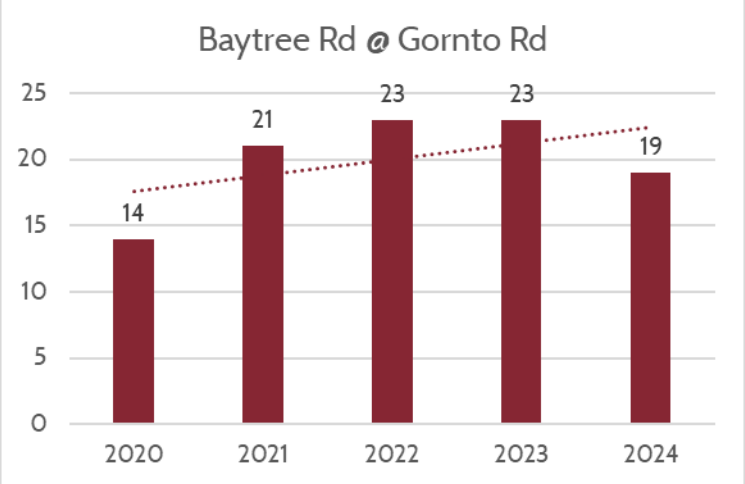
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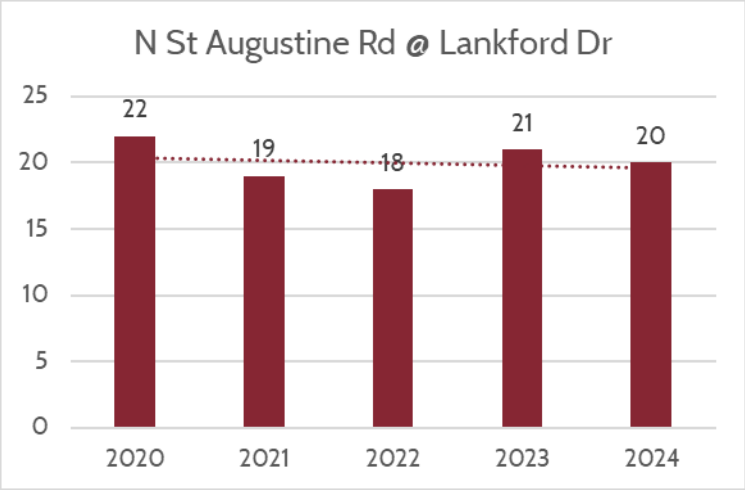
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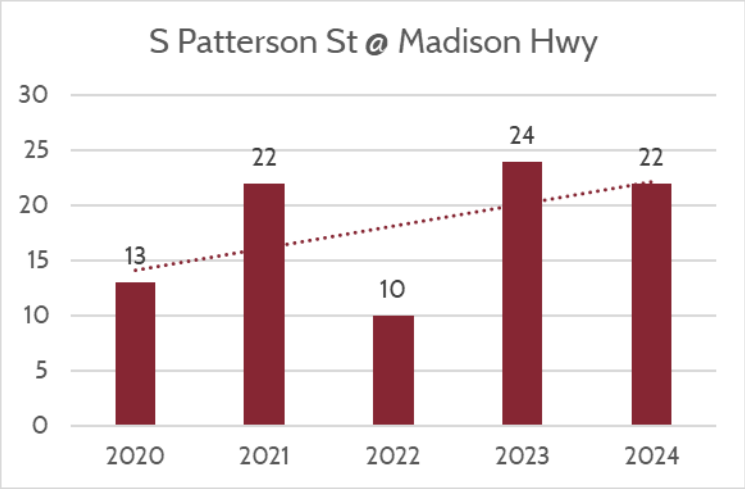
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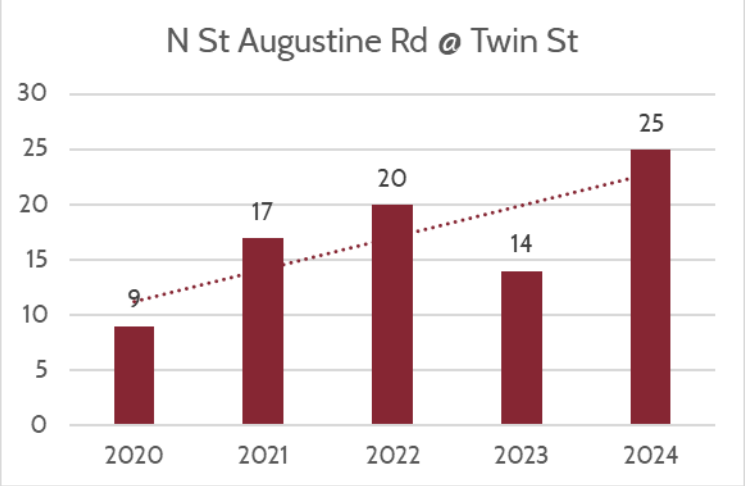
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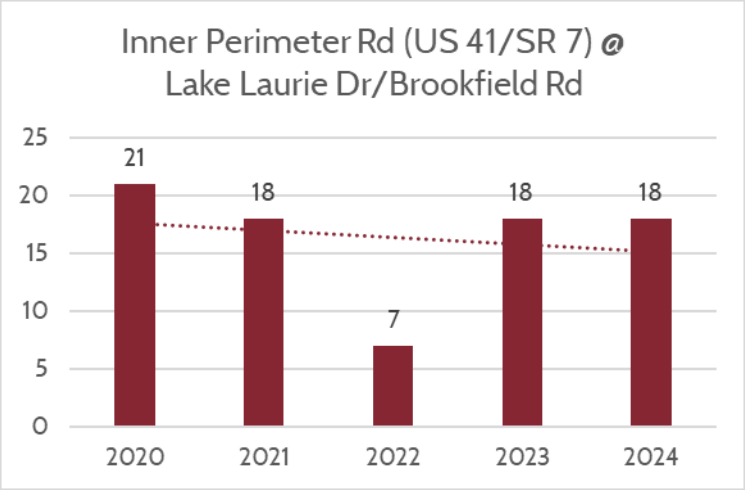
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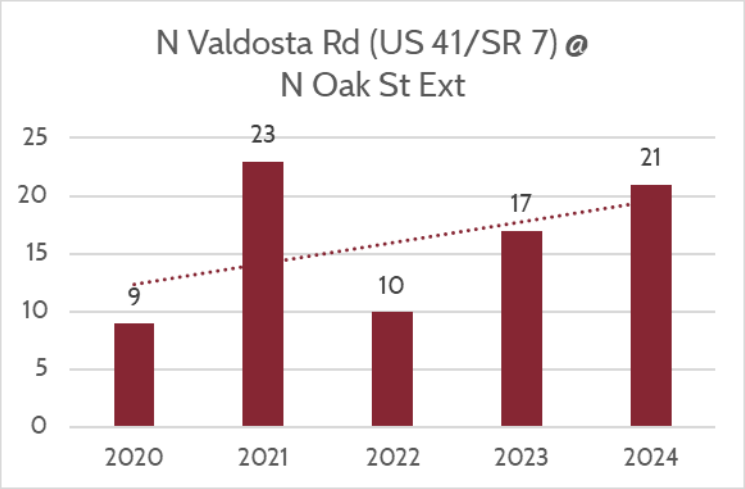
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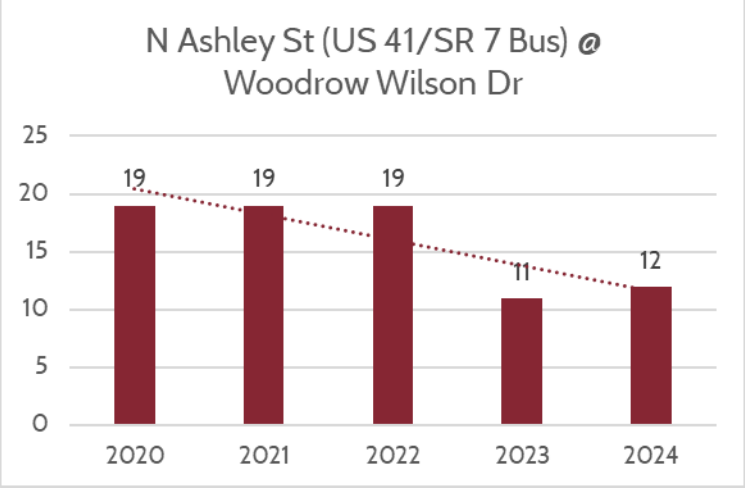
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Woodrow Wilson Dr
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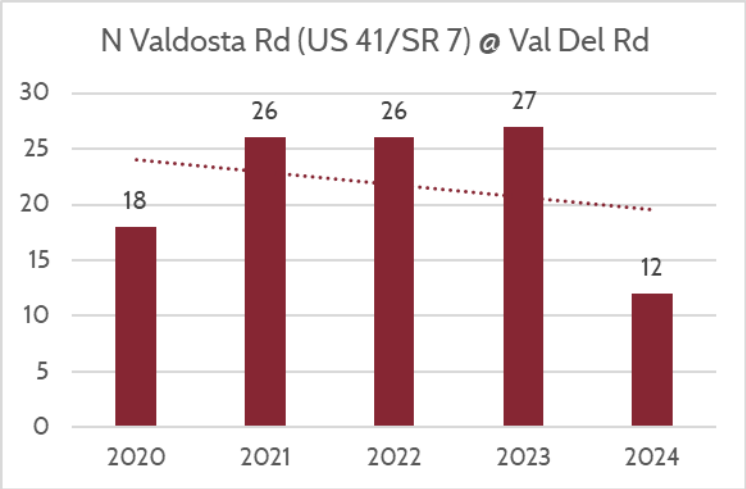
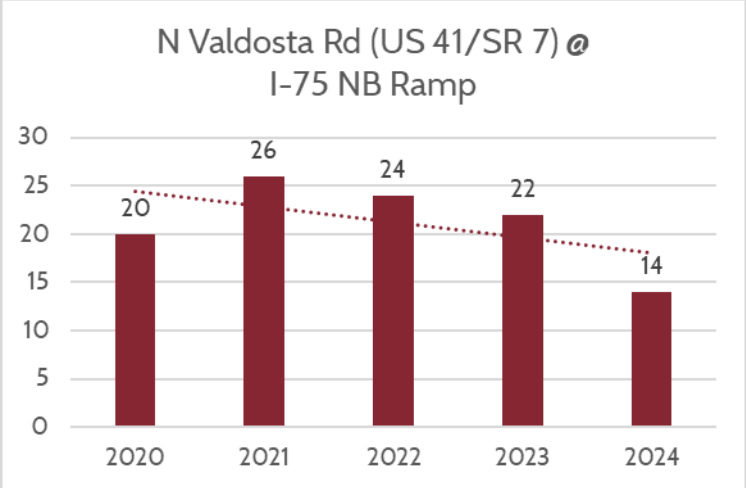
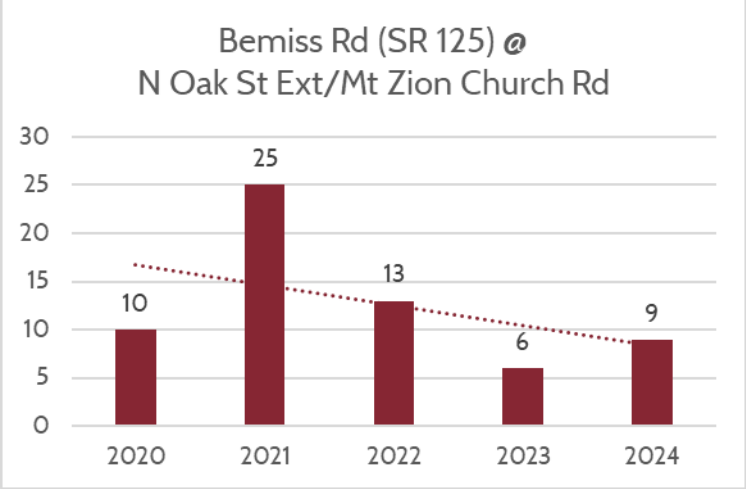
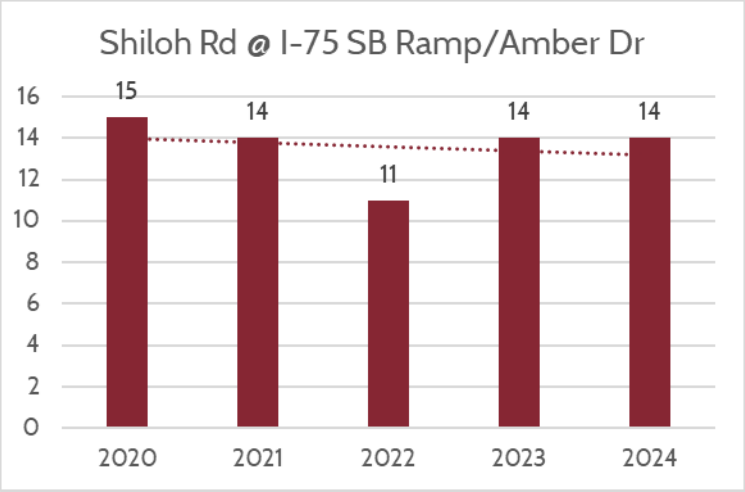
Unincorporated Lowndes County / Hahira/Lake Park








Shiloh Rd @ I-75 SB Ramp/Amber Dr
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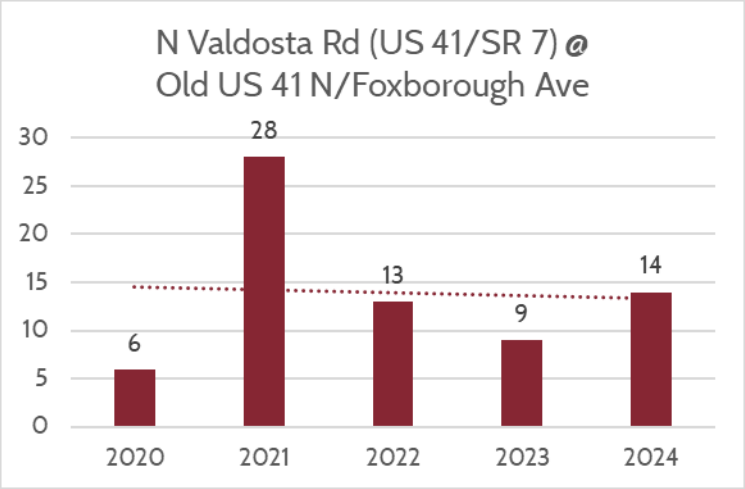
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Old US 41 N/Foxborough Ave
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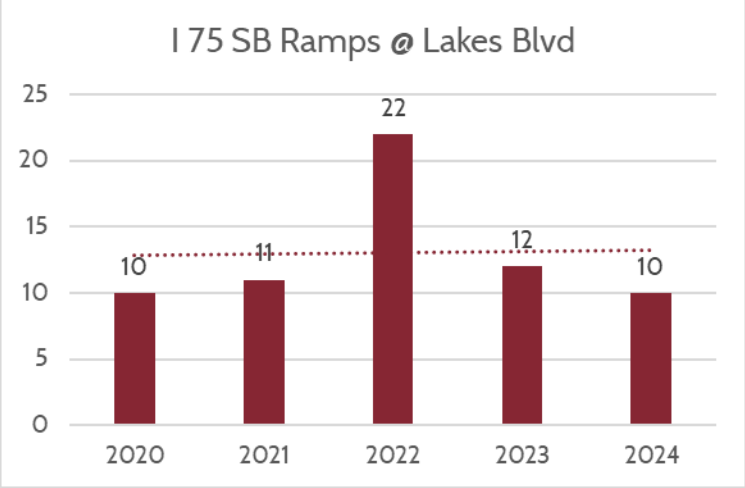
I 75 SB Ramps @ Lakes Blvd
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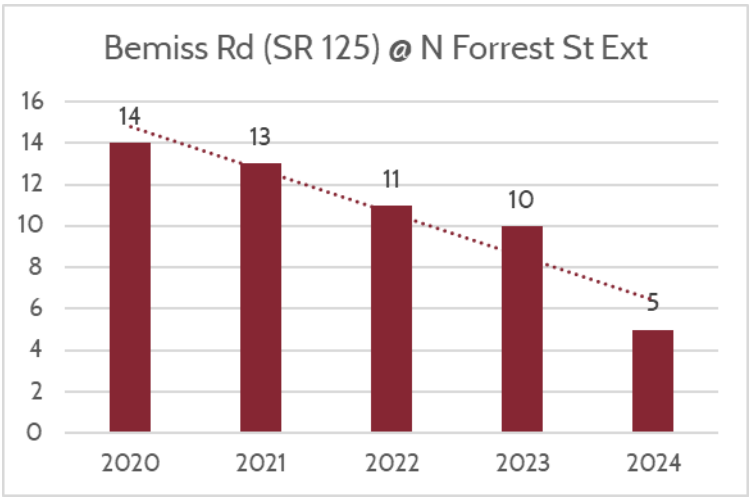
Bemiss Rd (SR 125) @ N Forrest St Ext
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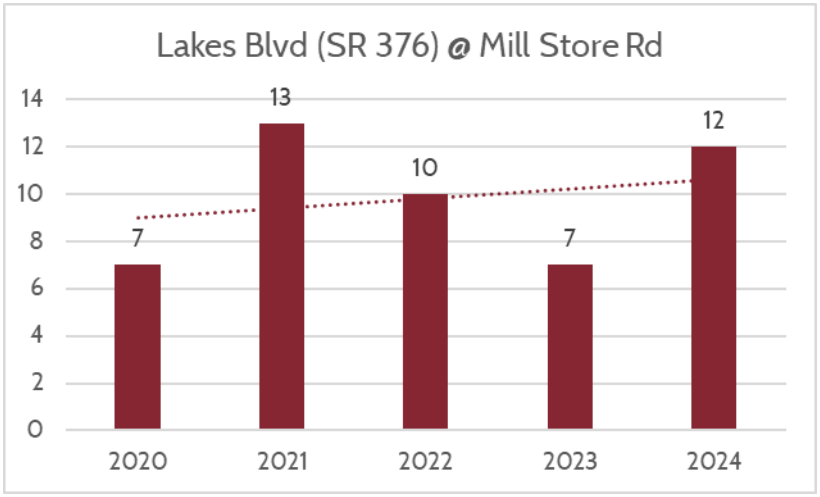
Lakes Blvd (SR 376) @ Mill Store Rd
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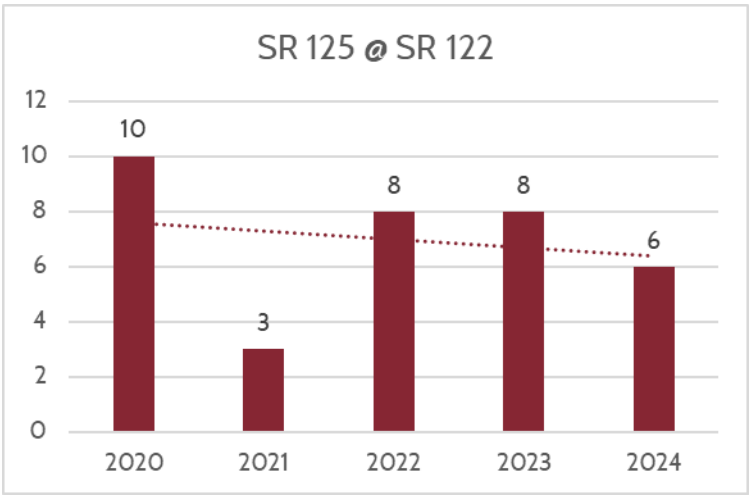
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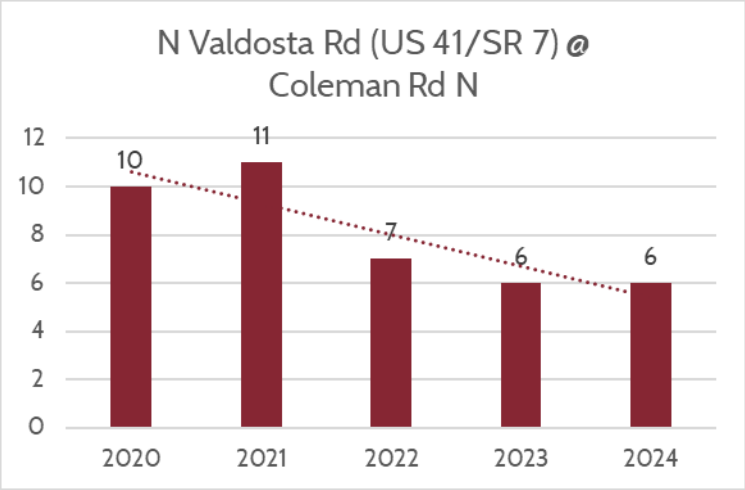
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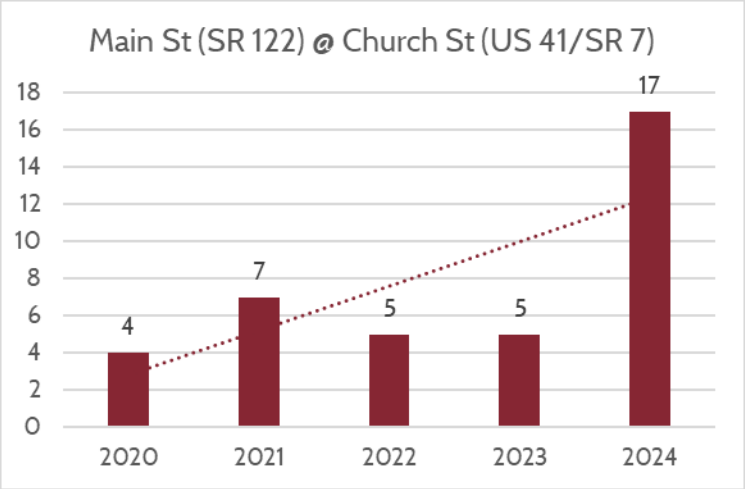
Main St (SR 122) @ Church St (US 41/SR 7)
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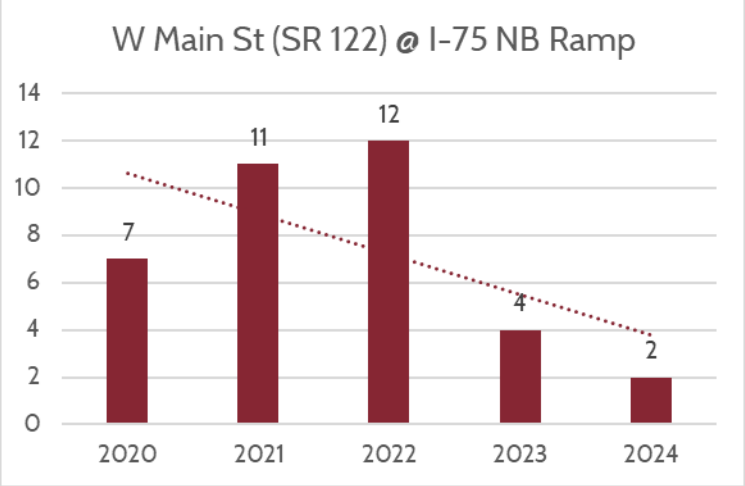
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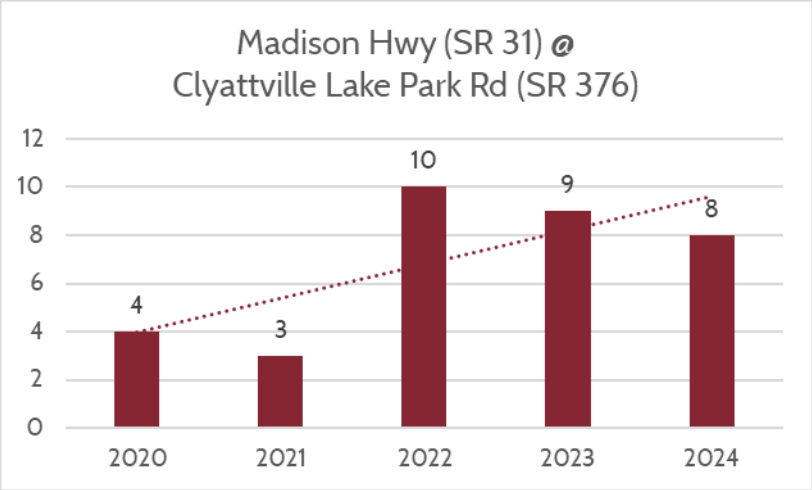
Madison Hwy (SR 31) @
Clyattville Lake Park Rd (SR 376)
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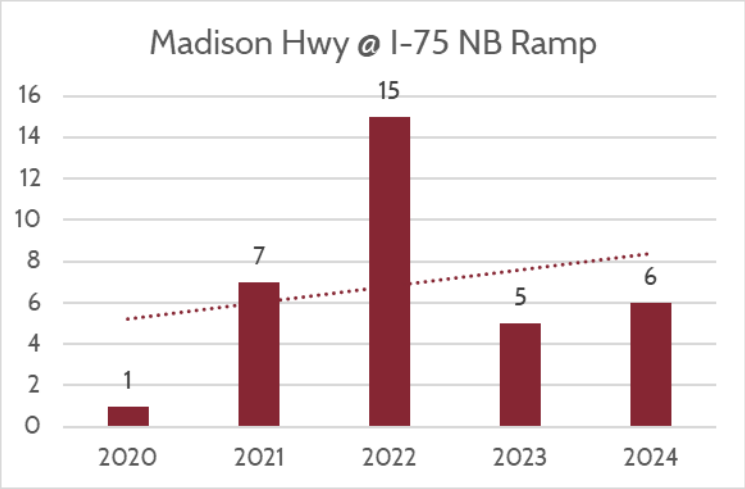
Madison Hwy @ I-75 NB Ramp
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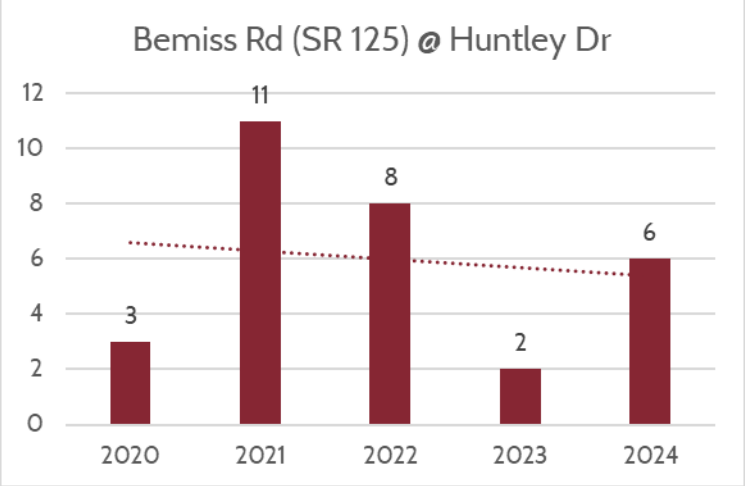
Bemiss Rd (SR 125) @ Huntley Dr
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Lakes Blvd @ Timber Dr/Jewell Futch Rd
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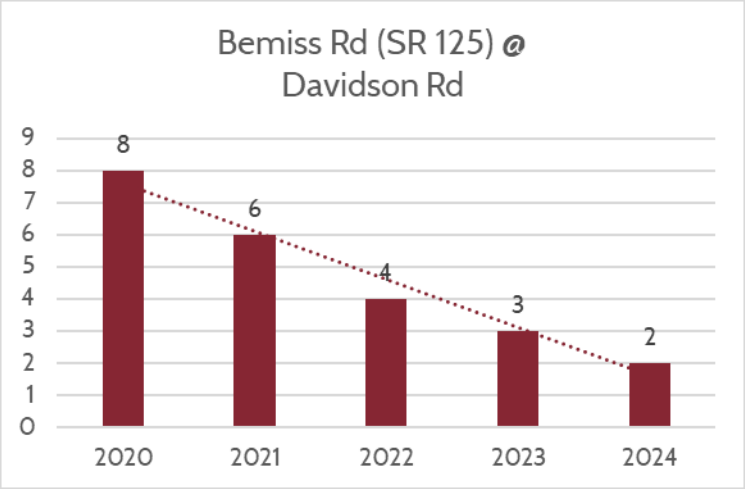
Bemiss Rd (SR 125) @
Davidson Rd
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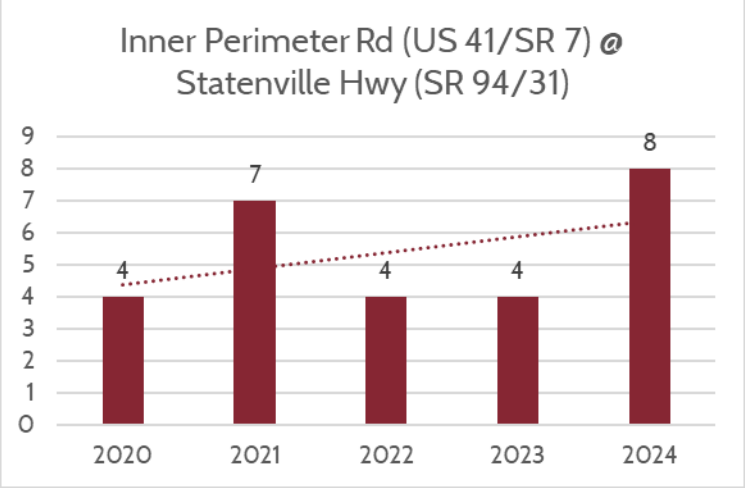
Inner Perimeter Rd (US 41/SR 7) @
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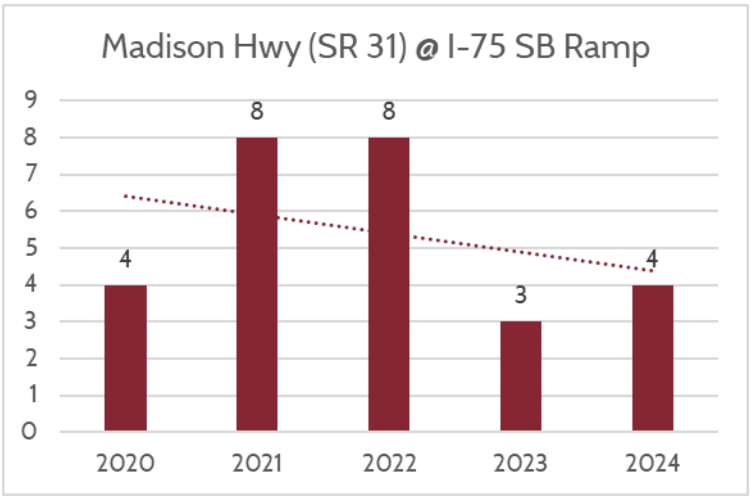
Madison Hwy (SR 31) @ I-75 SB Ramp
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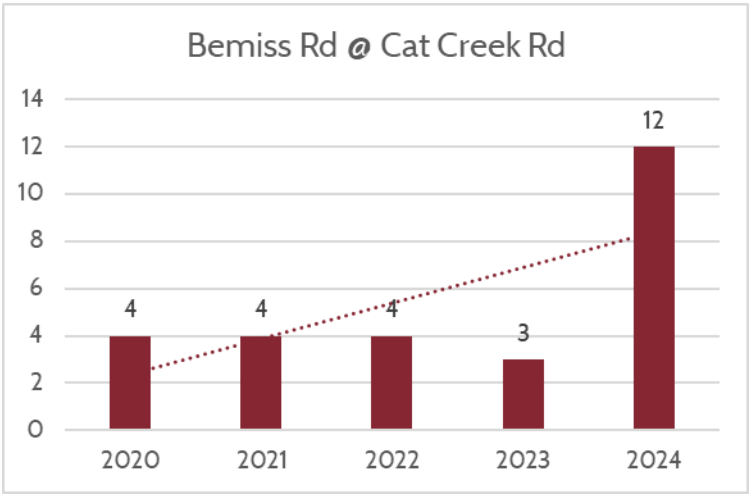
Bemiss Rd @ Cat Creek Rd
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Conclusions

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 Valdosta and Lowndes County. This report was modeled after the 2025-29 Georgia Strategic Highway Safety Plan Annual Report to address the same issues and points as that report. It also addresses the VLMPO's adopted safety performance measures that support targets established by GDOT.

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 high-crash location analysis for both Valdosta and Lowndes County 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 (a technical review of intersections and road segments to help identify possible crash mitigation techniques) should be championed by the VLMPO and local governments to encourage and improve the usefulness of this report and the data collected by the partner agencies. The VLMPO will examine how future editions of this crash report can effectively analyze high crash intersections and identify top causes of crashes at those locations that could be attributed to intersection design, safety equipment, or other contributing factors.

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

Appendix A: Proposed Actions for Local Communities

This Appendix contains a list of actions and resources local communities can take to improve traffic safety.

Engineering Countermeasures

The Federal Highway Administration (FHWA) sponsors the Proven Safety Countermeasures initiative (PSCi), which is a collection of countermeasures and strategies which are proven, effective methods in reducing roadway fatalities and serious injuries on highways across the nation. The VLMPO and local partners should consider thoughtful and strategic implementation of PSCs to accelerate the achievement of MPO, State, and federal safety performance measures and to reduce traffic fatalities and serious injuries. The PSCi list contains 28 different countermeasures which were last updated in 2021 and include nine new countermeasures (appropriate speed limits for all road users, bicycle lanes, crosswalk visibility management, lighting, pavement friction management, rectangular rapid flashing beacons, speed safety cameras, variable speed limits, and wider edge lines).

Appropriate Speed Limits for All Users: Local jurisdictions and departments of transportation should set appropriate speed limits to mitigate crash risk, particularly for crashes involving vulnerable roadway users such as bicyclists and pedestrians. Among factors that agencies should consider when setting speed limits including multimodal activity, crash history, surrounding land uses, intersection and driveway spacing, roadway geometry, traffic volume, and functional classification.

Backplates with Retroreflective Borders: Backplates added to a traffic signal indication improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background. These are already present on most state highways in the MPO area.

Bicycle Lanes: Providing dedicated space for bicycles along roadways can reduce the potential for fatal or serious injury crashes involving bicyclists.

Corridor Access Management: Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

Crosswalk Visibility Management: Enhancements to crosswalks, such as visible pavement markings and signage, reducing obstructions like parked cars and improving lighting, can improve both pedestrian visibility and safety at pedestrian crosswalks at both intersection and mid-block locations.

Enhanced Delineation and Friction for Horizontal Curves: This proven safety countermeasure for reducing crashes at curves includes a variety of potential strategies that can be implemented in combination or individually.

Leading Pedestrian Intervals: Gives pedestrians the opportunity to enter an intersection three to seven seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left.

Left and Right Turn Lanes at Two-Way Stop-Controlled Intersections: Auxiliary turn lanes–either for left turns or right turns–provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections. Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn.

Lighting: Installing lighting along streets and roadways can reduce the chances of nighttime pedestrian fatal or injury crashes and promote a sense of safety beyond transportation.

Local Road Safety Plan: Provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on the local road network.

Longitudinal Rumble Strips and Stripes: Milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicles have left the travel lane. They can be installed on the shoulder, edge line of the travel lane, or at or near center line of an undivided roadway. Several roads in the MPO area already have these strips installed.

Median Barriers: Longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas: Nationally, pedestrian crashes account for approximately 15% of all traffic fatalities annually, and over 75% of these occur at non-intersection locations. For pedestrians to safely cross a roadway, they must estimate vehicle speeds, adjust their walking speed, determine gaps in traffic, and predict vehicle paths. Installing raised medians or pedestrian crossing islands can help improve safety by simplifying these tasks and allowing pedestrians to cross one direction of traffic at a time.

Pavement Friction Management: Pavement friction treatments can result in effective and efficient pavement performance as well as reduce crashes along horizontal curves and approaches to intersections and crosswalks.

Pedestrian Hybrid Beacons: A traffic control device designed to help pedestrians safely cross busy or higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the street pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence consisting of steady and flashing lights that directs motorists to slow and come to a stop. The pedestrian signal then flashes a WALK display to the pedestrian. Once the pedestrian has safely crossed, the hybrid beacon again goes dark.

Rectangular Rapid Flashing Beacons: Similar to pedestrian hybrid beacons, rectangular rapid flashing beacons promote a sense of visibility for pedestrians at mid-block crossings and increase driver awareness of pedestrians. They are typically applicable to roadways with speed limits under 40 miles per hour.

Reduced Left-Turn Conflict Intersections: Geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes.

Road Safety Audits: A road safety audit is a type of transportation review that are performed by a multidisciplinary team of planners, engineers, and stakeholders. These reviews consider all users of the road and account for human and environmental factors in improving design and safety along a given corridor. These can be performed in any phase of project development between planning and construction but are encouraged to be conducted at the earliest stage possible.

Road Diets/Roadway Reconfiguration: Roadway reconfigurations, or road diets, reallocate space along a roadway to provide mobility and access for roadway users beyond motor vehicles. An example is converting a four-lane roadway with two lanes in each direction into a road with one travel lane in each direction, a center left-turn lane, and two bicycle lanes. These can reduce rear-end and angle crashes as well as provide pedestrian refuge and traffic calming.

Roadside Design Improvements at Curves: A strategy encompassing several treatments that target the high-risk roadside environment along the outside of horizontal curves. These treatments prevent roadway departure fatalities by giving vehicles the opportunity to recover safely and by reducing crash severity.

Roundabouts: A modern roundabout results in lower speeds and fewer conflict points than a signalized intersection, and also leads to improved operational performance. Roundabouts provide substantial safety and operational benefits compared to other intersection types, most notably a reduction in severe crashes.

SafetyEdge^{SM}: The SafetyEdgeSM technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process to reduce the potential for vertical drop-offs at the edge of pavement surfaces. This technology can also increase the durability of asphalt pavement.

Speed Safety Cameras: Installing speed safety cameras is a form of speed enforcement that incorporates technology to supplement traditional enforcement measures.

Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections:

Variable Speed Limits: Variable speed limits are appropriate on roadways where traffic volumes change throughout the course of a typical day. These speed limit adjustments should be based on crash history, traffic volumes, and operating speeds, among other characteristics.

Walkways: A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

Wider Edge Lines: In rural areas, wider edge lines are a low cost countermeasure which increase visibility on roadways and can help prevent roadway departure crashes on narrow or winding roads.

Yellow Change Intervals: Since red-light running is a leading cause of severe crashes at signalized intersections, it is imperative that the yellow change interval be appropriately timed. Too brief an interval may result in drivers being unable to stop safely and cause unintentional red-light running, while too long an interval may result in drivers treating the yellow as an extension of the green phase and invite intentional red light running. Factors such as the speed of approaching vehicles, driver perception-reaction time, vehicle deceleration rates, intersection width, and roadway approach grades should all inform the timing calculation.

Educational Countermeasures and Campaigns

Child restraint awareness campaigns and child seat safety check programs can increase the rate of proper use of restraint systems for children in vehicles.

Drive Alert Arrive Alive: a statewide safety campaign to educate drivers about simple changes they can make in their driving behavior to prevent crashes, improve safety and save lives.

Driver education programs may focus on driving techniques, risks, mastery of traffic situations, decision-making skills, and other aspects of driving. Programs may be aimed at new drivers, young drivers, or also older and more experienced drivers.

Operation Lifesaver (https://oli.org/) helps to spread information about safety around trains and to encourage safer behavior at railroad crossings and on train tracks.

Railroad Safety Program: Georgia DOT's Office of Utilities handles railroad coordination and safety activities for the more than 5,300 public highway rail grade crossings across the state.

Safe Routes To School: This program works to make it safe, convenient, and fun for children in grades K-8 to walk or bike to school every day.

Scholastic Youth Safety Partnership: In partnership with the company Scholastic, Georgia DOT has launched the Recognizing the Risk campaign in an effort to help better educate the next generation of Georgia drivers.

Seat belt awareness campaigns may include billboards, flyers, social media outreach, and other materials.

See & Be Seen: Georgia DOT's See & Be Seen campaign aims to make it safer to walk in Georgia. See & Be Seen is the pedestrian component of Georgia DOT's Drive Alert Arrive Alive campaign to reduce crashes and fatalities on Georgia's roadways.

Teens in the Driver Seat: Teens in the Driver Seat is a peer program for teens that focuses solely on traffic safety and addresses all major risks for teen drivers.

Work Zone Safety: This GDOT program raises awareness for motorists to pay attention, watch out for workers, and drive safely when traveling through work zones.

Enforcement Countermeasures

Automated Traffic Enforcement Safety Device (ATESD): School systems can apply for a permit to place an Automated Traffic Enforcement Safety Device within a school zone.

Drunk-driving checkpoints have been shown to reduce DUI crashes in some studies.

Hands-Free Law: Georgia's Hands-Free law requires hands-free technology when drivers use a cell phone or other electronic device.

Increased law enforcement presence on high-crash corridors has been shown to improve safety.

Law enforcement presence at crosswalks has been shown to improve drivers' yielding to pedestrians in some studies.

Law enforcement presence in school zones has been shown to reduce crashes.

Red Light Running Photo System: This system is designed to improve safety and promote compliance at signalized intersections.

Further resources:

Federal Highway Administration, "Proven Safety Countermeasures." https://safety.fhwa.dot.gov/provencountermeasures/

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