

FY2016  
Annual Crash Report  
for Lowndes County, Georgia

Prepared by the Valdosta-Lowndes Metropolitan Planning Organization



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Since 2007, the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) has produced an annual Vehicle Crash Report examining infrastructure and behavioral safety concerns the urban and rural portions of Lowndes County. The report is used to supplement the development of the VLMPO transportation plans and to identify transportation infrastructure projects to improve the safety of the travelling public.

The VLMPO Annual Vehicle Crash Report includes data from three years that includes data from 2010-2015. 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 possible safety improvements, law enforcement, or education improvements.

It will help to identify future safety related infrastructure projects, and make data available to the MPO and local jurisdictions which will allow analysis of the most beneficial projects and actions based on past crashes at specific locations. Local jurisdictions, agencies and other groups can also use this report to target education and enforcement efforts so as to help reduce crashes of all types on the roadways of Lowndes County.

For the FY2016 Crash Report for Lowndes County, the Valdosta-Lowndes Metropolitan Planning Organization chose to use the goals of the Georgia Governor's Office of Highway Safety's Strategic Highway Safety Plan and review the local data related to those goals. Below is this analysis of crash data and how well Lowndes County communities are achieving these goals locally.

#### **Average Annual Fatalities**

To reduce total traffic fatalities by 9% from 1,222 (2010-2012 average) to 1,111 (2013-2015 average) in 2015.

2010-2012 – 15.33

2013-2015 – 13

Reduction – 15.2%

#### **Serious Traffic Injuries**

To decrease the number of serious traffic injuries below the 2012 calendar base year average of 115,116 to 112,256 by 2015.

2012 – 1,493

2015 – 1,962

Increase – 469

#### **Fatality Rate per 100M VMT**

To reduce fatality rate per 100M VMT by 4.8% from 1.12 (2010-2012 average) to 1.07 (2013-2015 average) in 2015.

2010-2012 – 1.139

2013-2015 – 1.117

Reduction – 1.93%

#### **Unrestrained Passenger Fatalities**

To reduce unrestrained passenger vehicle occupant fatalities by 22.7% from 406 (2010-2012 average) to 314 (2013-2015 average) in 2015.

2010-2012 – 3

2013-2015 – 2.33

Reduction – 22.3%

#### **Alcohol Impaired Fatalities**

To reduce alcohol impaired driving fatalities by 5% from 290 (2010-2012 average) to 276 (2013-2015 average) in 2015.

2010-2012 – 0

2013-2015 – 0

No Change – 0

### **Speed Related Fatalities**

To reduce speed related fatalities by 29% from 206 (2010-2012 average) to 145 (2013-2015 average) in 2015.

2010-2012 – 1.33

2013-2015 – 0

Reduction – 100%

### **Motorcyclist fatalities**

To reduce motorcyclists fatalities by 1.8% from 137 (2010-2012 average) to 135 (2013-2015 average) in 2015.

2010-2012 – 1.33

2013-2015 – 0.33

Reduction – 75.2%

### **Un-helmeted motorcycle fatalities**

To reduce the count of un-helmeted motorcyclists fatalities from 8 in calendar year 2012 to 7 in calendar year 2015.

2012 – 1

2015 – 0

Reduction – 1

### **Drivers Age 20 and Under Fatal Crashes**

To reduce drivers age 20 or younger involved in fatal crashes by 2.4% from 166 (2010-2012 average) to 162 (2013-2015 average) in 2015.

2010-2012 – 34

2013-2015 – 30

Reduction – 11.8%

### **Pedestrian Fatalities**

To decrease the count of pedestrian fatalities from 167 in calendar year 2012 to 166 in calendar year 2015.

2012 – 1

2015 – 5

Increase - 4

### **Fatalities when Safety Equipment Not Used**

Increase the three-year average rate of observed safety belt use from baseline average 93% (2011-2013) to 96% (2013-2015) for drivers and front seat outboard passengers. Data is unavailable for analysis at local level, used crash data below instead.

2010-2012 – 7

2013-2015 – 6

Reduction – 14.3%

### **Bicycle Fatalities**

To reduce bicyclist fatalities by 15.5% from 16 (2010-2012 average) to 14 (2013-2015 average) in 2015.

2010-2012 – 0

2013-2015 – 1

Increase – 100%