

2012-2016 Bicycle and Pedestrian Crash Report

Southern Georgia Regional Commission

June 2017



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Introduction



Photo: Valdosta Daily Times

Active modes of transportation are becoming more prevalent, and consequently, the amount of data that analyzes this trend is growing. The Southern Georgia Regional Commission (SGRC) has produced this Bicycle and Pedestrian Crash Report examining infrastructure and behavioral safety concerns within the urban and rural portions of our region with regard to bicyclists and pedestrians. The report is used to supplement the development of our regional plan and to identify transportation infrastructure projects to improve the safety of the travelling public. This report includes data from five years, 2012 – 2016, and should be used to inform local public agencies of crash related data in our region's eighteen counties and forty-five communities, and to identify causes of crashes and possible safety improvements, law enforcement, or education improvements. This also includes education and awareness of safety equipment used for bicycling along with appropriate clothing to increase visibility.

This report examines various characteristics of crash data to determine the increase or decrease in overall crashes, crash frequency, and contributing factors, among other variables. It will help to identify future safety related infrastructure projects, and make data available to the 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 use this report to target education and enforcement efforts so as to help reduce crashes of all types on the roadways of the Southern Georgia region.

This report is based on the Georgia Governor's Office of Highway Safety (GOHS) Highway Safety Plan which outlines education and enforcement measures to reduce highway crashes on Georgia roads. The GOHS 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; rather, 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 Services¹, -- are where those many different responsible agencies come together to each do their own part in reducing crash frequency and severity.

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. 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 includes working with local and state public works, and highway and transportation departments to improve the physical characteristic of the roadway and right-of-way. The Engineering 'E' focuses on improving the basic infrastructure of the intersections and roadway corridors.

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

Enforcement includes working with law enforcement agencies to educate drivers to prevent crashes, as well as efficient response and analysis of crash sites. Enforcement 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) includes: efficient response by medical personnel to crash site, 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 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 other agencies to reduce crash frequency and severity on our roadways.

Regional and State Goals

SGRC's most recent Regional Agenda was adopted in April 2013, and within this document, there are several objectives and strategies related to pedestrian and bicycling safety. This report fits within the scope of Quality Community Objectives for areas of rapid development and infill development by addressing and promoting safe transportation alternatives to the automobile including, but not limited to walking and cycling.²

² SGRC Regional Plan and Agenda, page 26.

Annually, the Georgia Governor's Office of Highway Safety adopts statewide goals to reduce fatal crashes throughout the state. This local crash analysis is guided by these goals, and seeks to show how our local communities are contributing to meeting these goals on a statewide basis, with respect to bicyclists and pedestrians. The crash information presented in this report will examine how our local communities are doing at reducing crashes. Two goals in this plan are specific to bicycle and pedestrian crashes and are as follows:

9. To decrease the count of pedestrian fatalities from 176 in calendar year 2013 to 163 in calendar year 2016.
10. To decrease bicyclist fatalities 12.5% from 15 (2011-2013 average) to 14 (2014-2016 average) in 2016.

In Georgia, a "bicycle" is considered a vehicle that is subject to all of the same rights and privileges as such. The Georgia Bicycle Safety Action Plan outlines multiple goals aimed to ensure the safety of bicyclists along Georgia's roadways. They are related to this report and the above Highway Safety Plan goals and include³:

1. Improve Bicycle and Pedestrian Safety
2. Increase Trips Made by Bicycling and on Foot (including those using wheelchairs or other mobility assistance devices).
3. Increase Funding for Bicycle and Pedestrian Programs and Infrastructure Improvements
4. Improve Bicycle and Pedestrian Related Data Collection

Additionally, the Georgia Pedestrian Safety Action Plan is currently being drafted and will include statewide goals aimed to ensure the safety of pedestrians along Georgia's roadways.

³ Georgia Bicycle Safety Action Plan, p. 5-6.

Regional Information and Data

What follows are maps, tables, and graphs showing bicycle and pedestrian crash trends in the Southern Georgia region, followed by data for each of our eighteen counties.

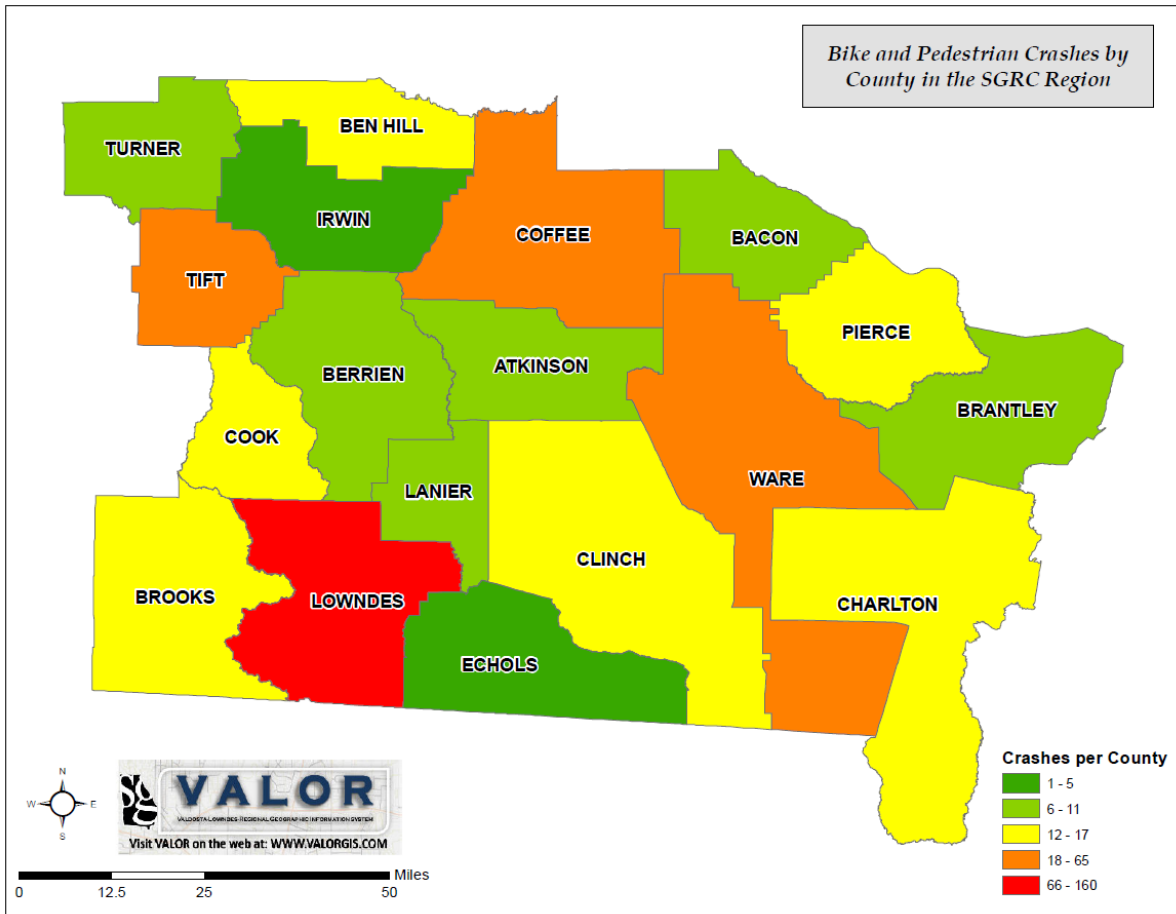


Figure 1: Bike and Pedestrian Crashes by County in the SGRC Region from 2012 to 2016. Lowndes County experienced the most bicycle/pedestrian crashes in this time period.

Crashes Involving Bicycles and/or Pedestrians	
County	Crashes
Atkinson	8
Bacon	9
Ben Hill	12
Berrien	11
Brantley	11
Brooks	17
Charlton	15
Clinch	13
Coffee	41
Cook	14
Echols	1
Irwin	5
Lanier	9
Lowndes	160
Pierce	13
Tift	65
Turner	8
Ware	49
TOTAL	461

Table 2: County by County Bicycle and Pedestrian Crashes in the SGRC Region from 2012 to 2016.

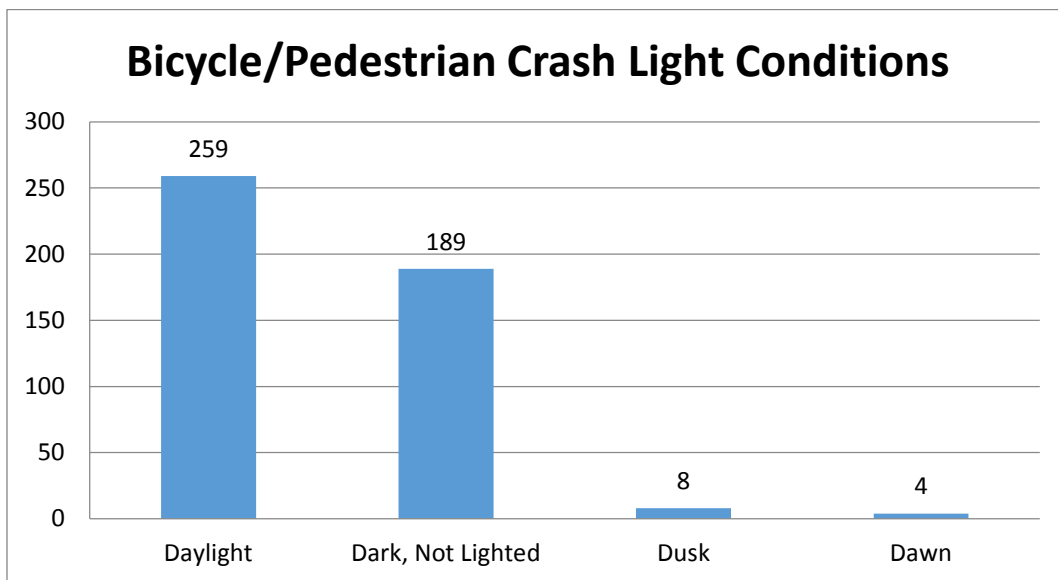


Figure 2: Bicycle/Pedestrian Crashes for SGRC Region by Light Conditions

Cited Contributing Factors to Bicycle and Pedestrian Crashes

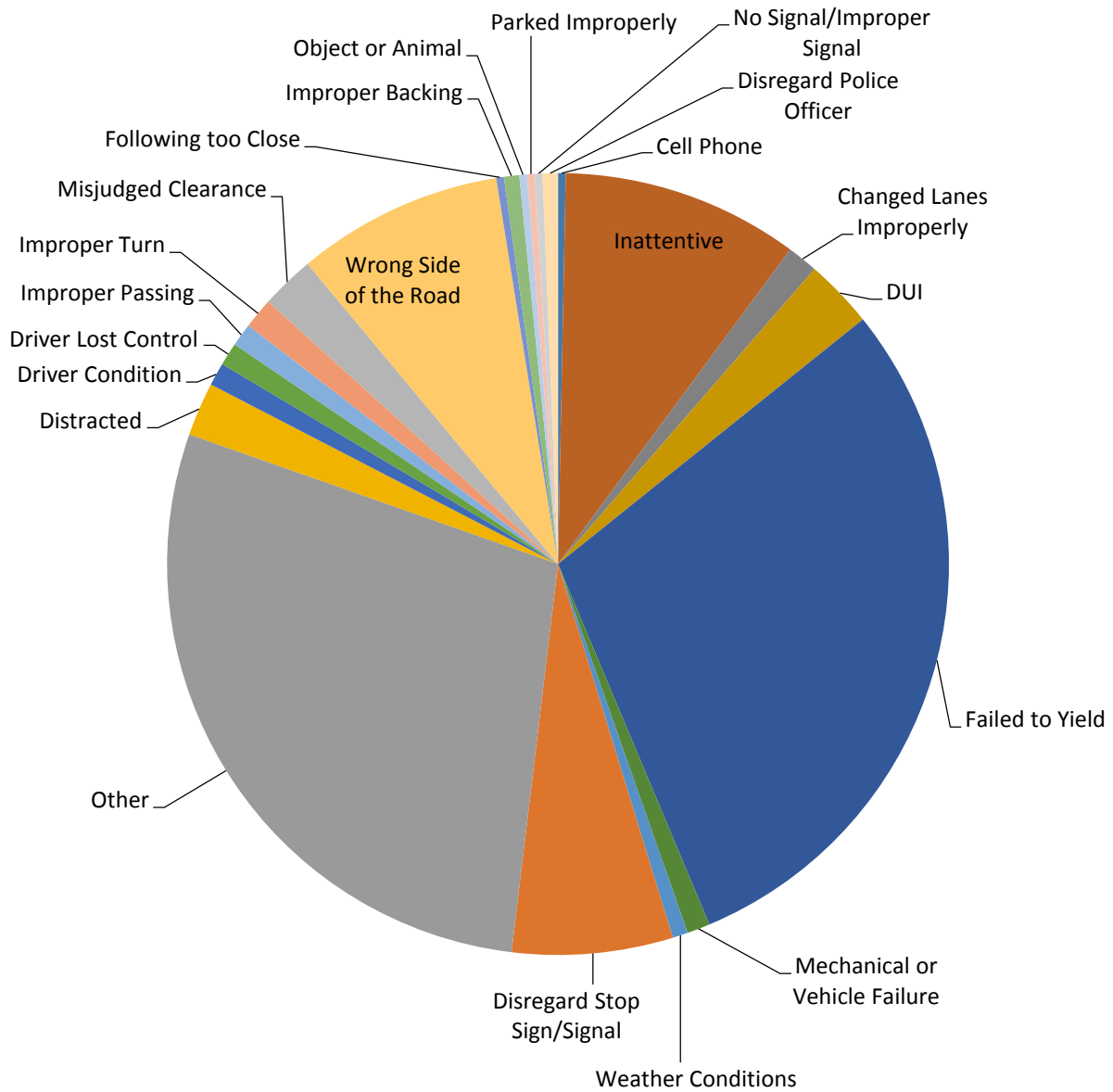


Figure 3: Cited Contributing Factors for Bicycle/Pedestrian Crashes in the SGRC Region between 2012 and 2016. The most common was “failure to yield.”

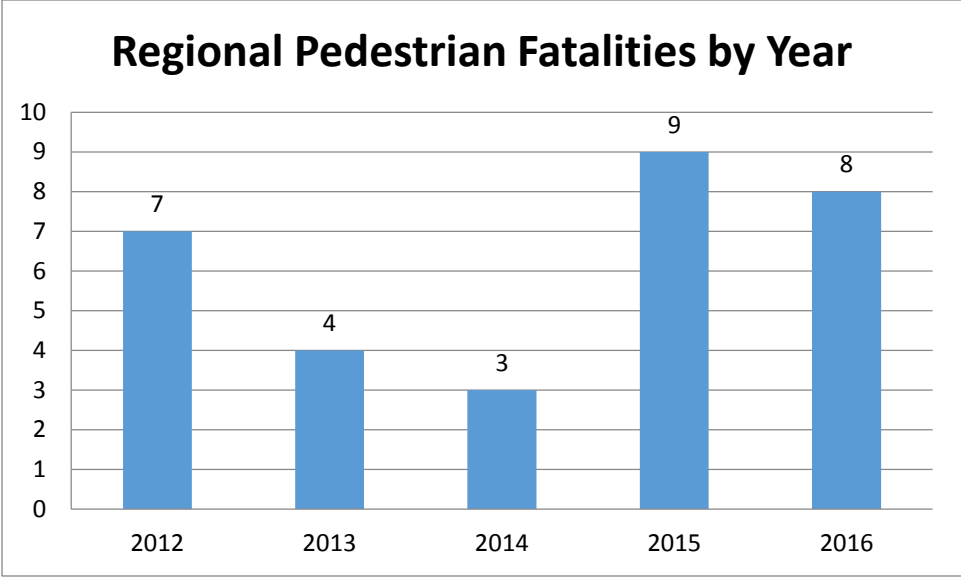


Figure 4: Pedestrian Fatalities for the SGRC Region between 2012 and 2016. There was a sharp increase between 2014 and 2015, but a slight decrease in 2016.

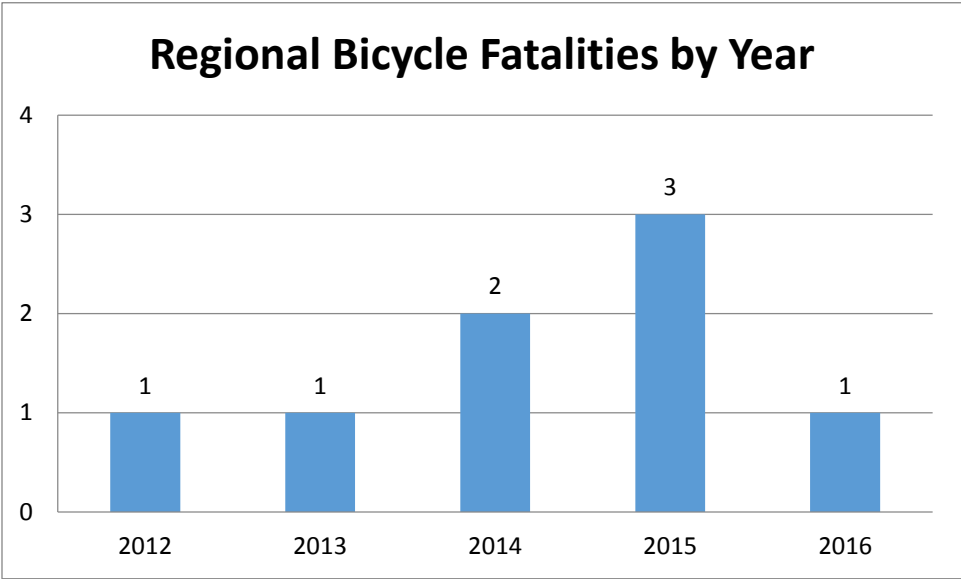
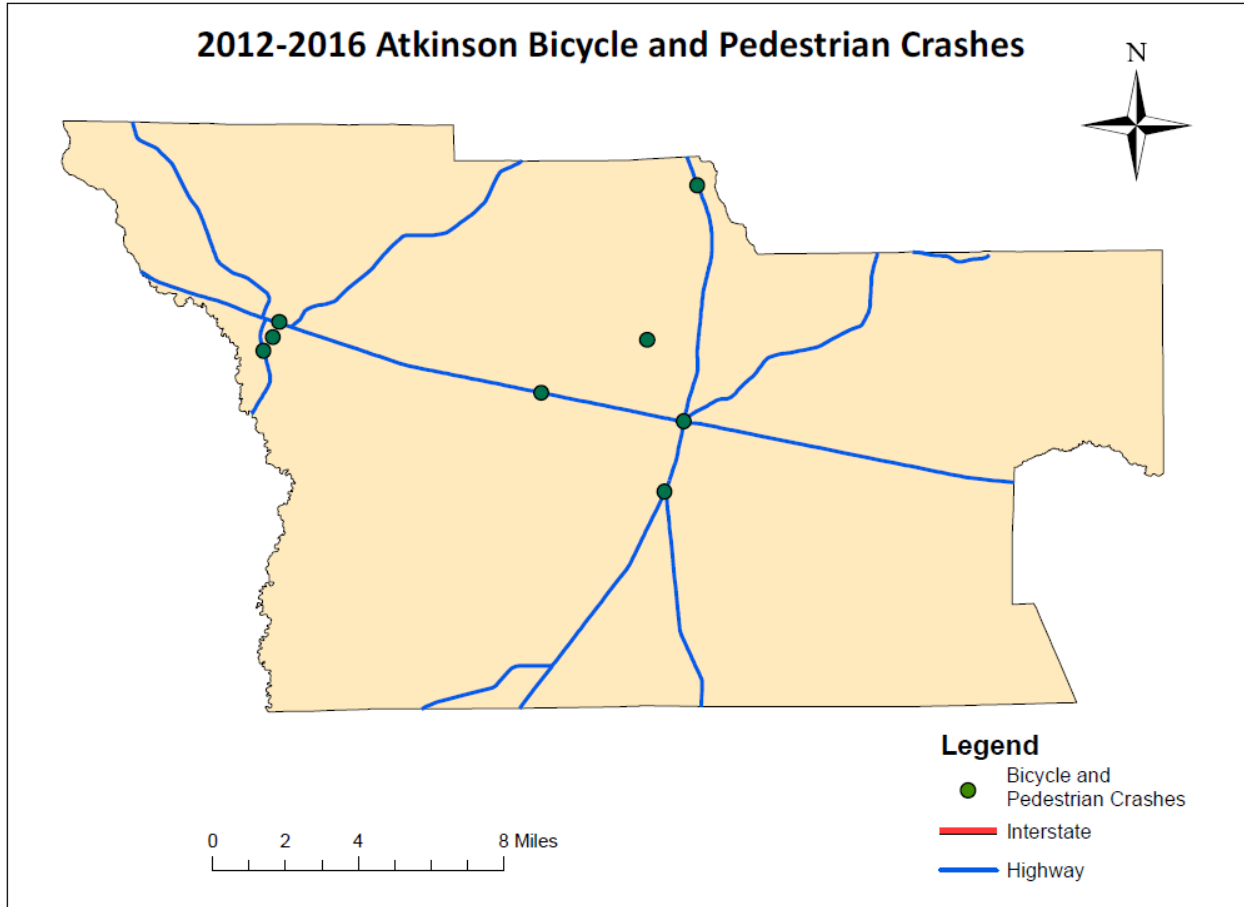


Figure 5: Bicycle Fatalities for the SGRC Region between 2012 and 2016. The Southern Georgia region experienced the most bicycle fatalities in 2015.

Information by County

Atkinson County



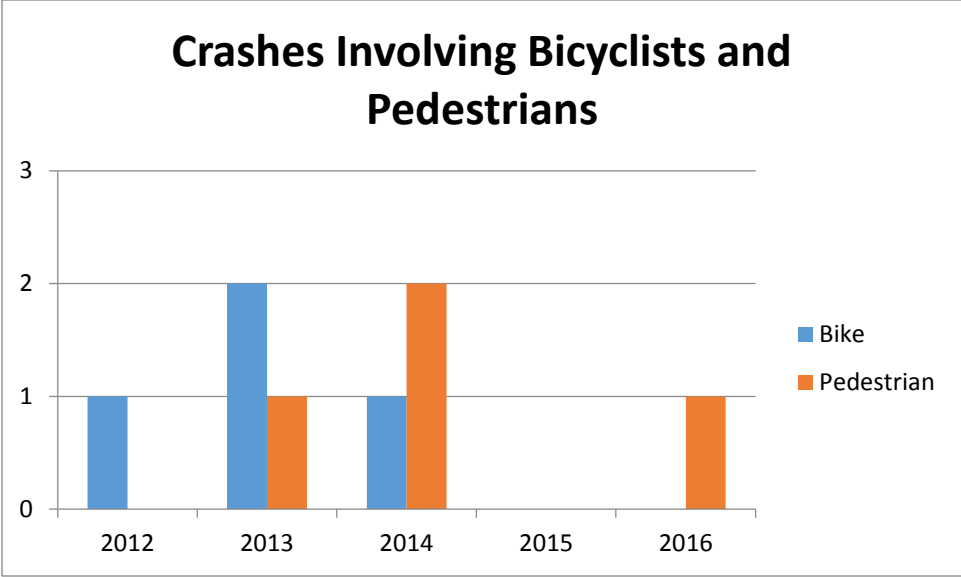


Figure 6: Crashes Involving Bicyclists and Pedestrians in Atkinson County.

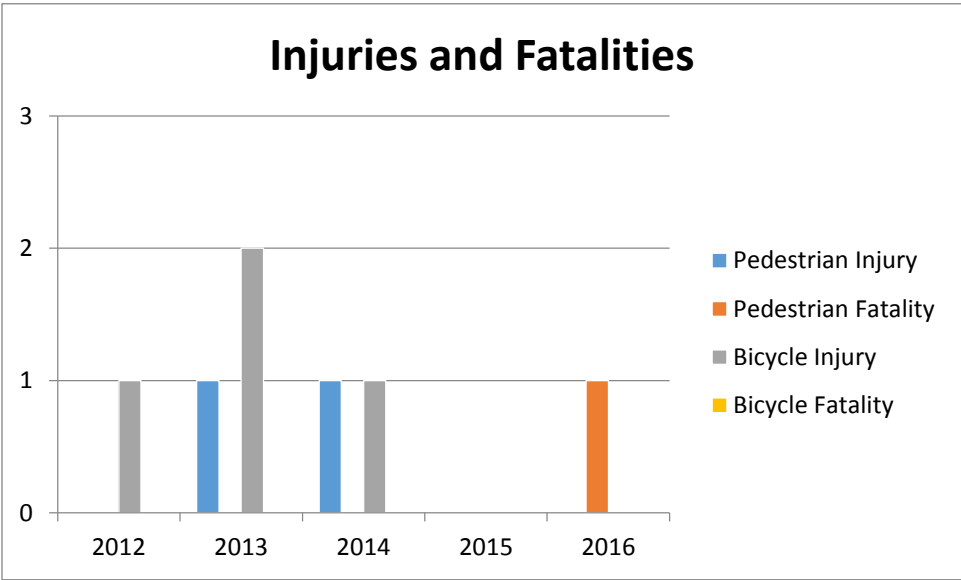
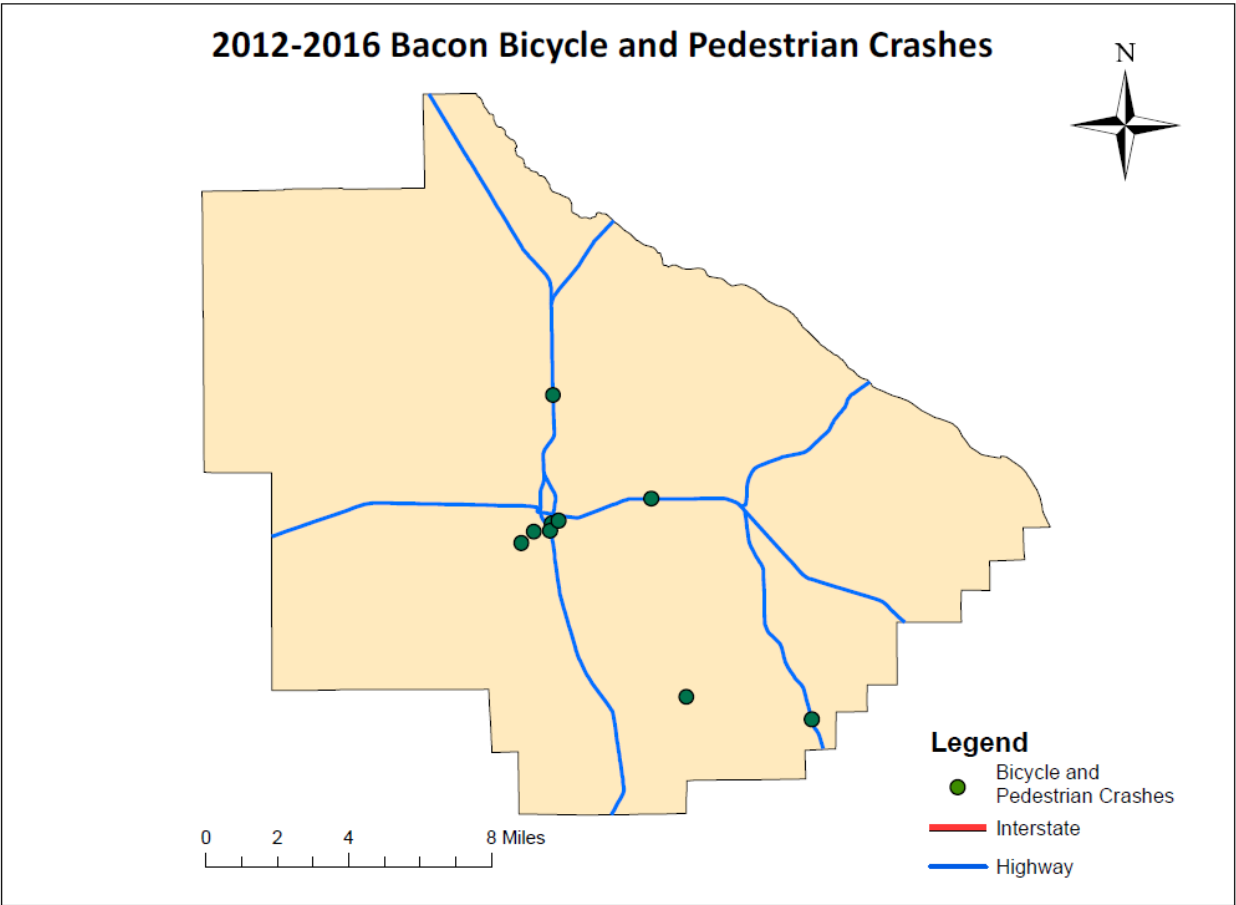


Figure 7: Fatalities and Injuries Involving Bicyclists and Pedestrians in Atkinson County.

Bacon County



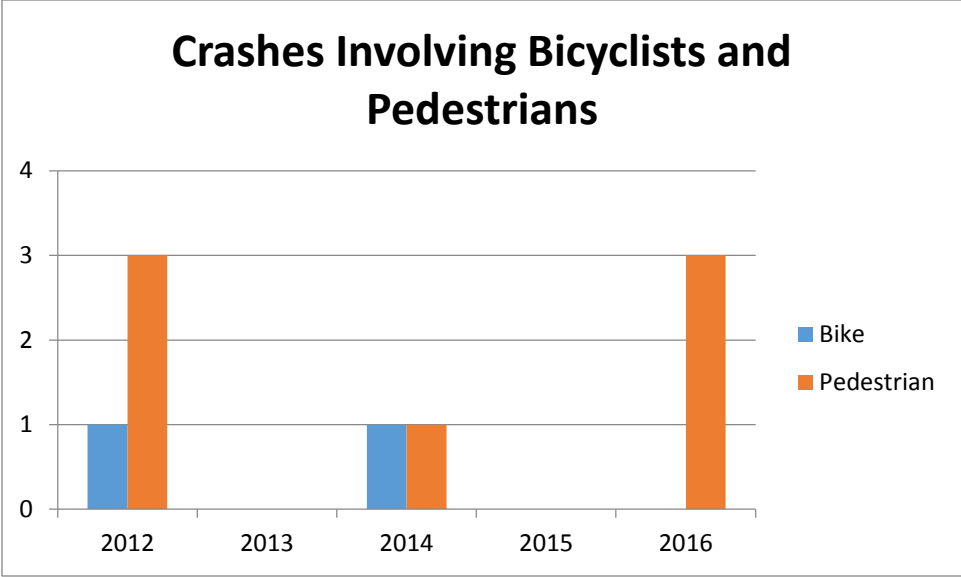


Figure 8: Crashes Involving Bicyclists and Pedestrians in Bacon County.

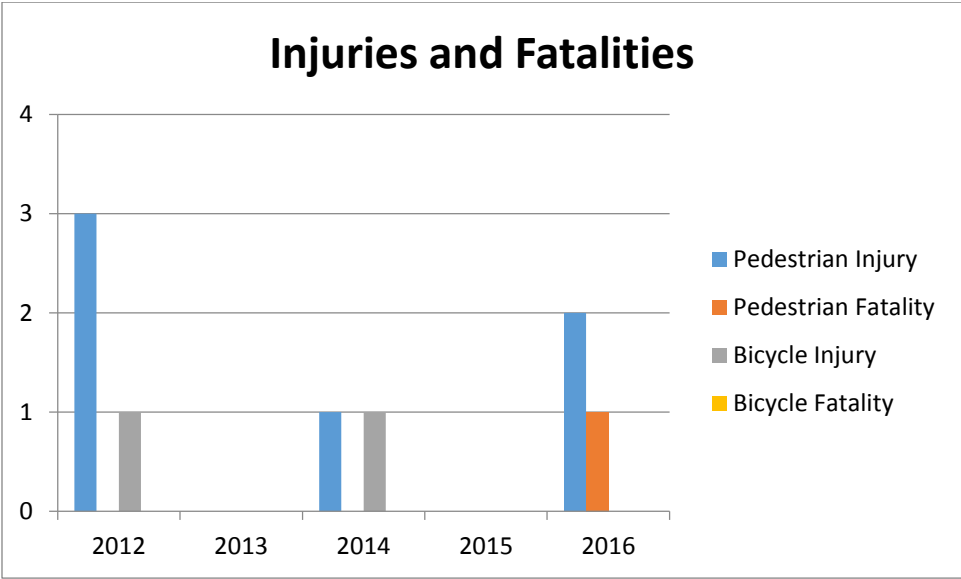
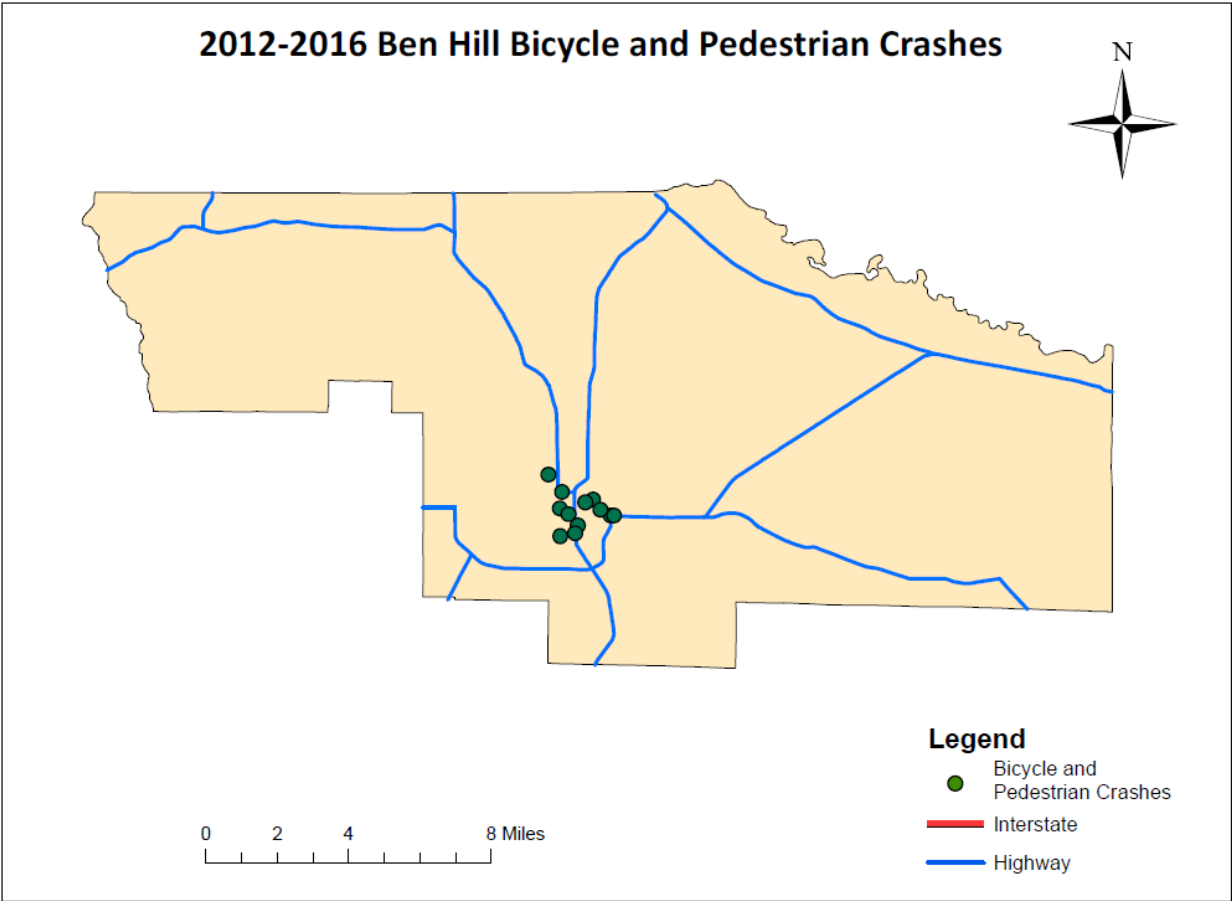


Figure 9: Fatalities and Injuries Involving Bicyclists and Pedestrians in Bacon County.

Ben Hill County



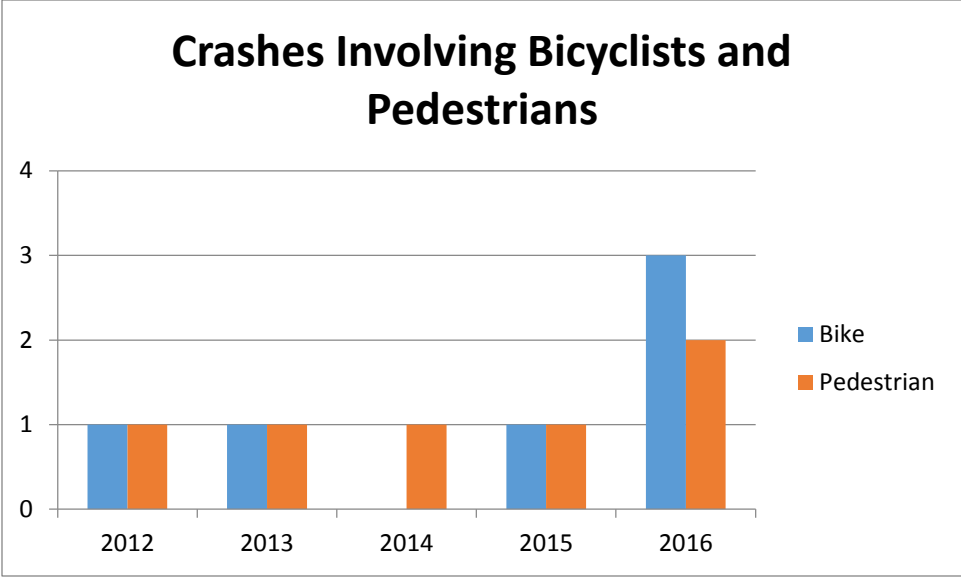


Figure 10: Crashes Involving Bicyclists and Pedestrians in Ben Hill County.

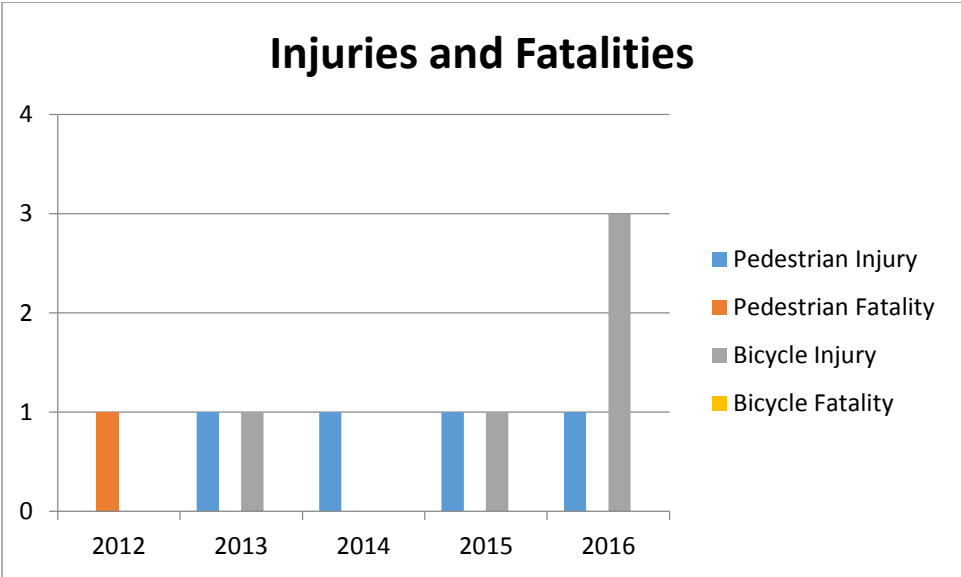
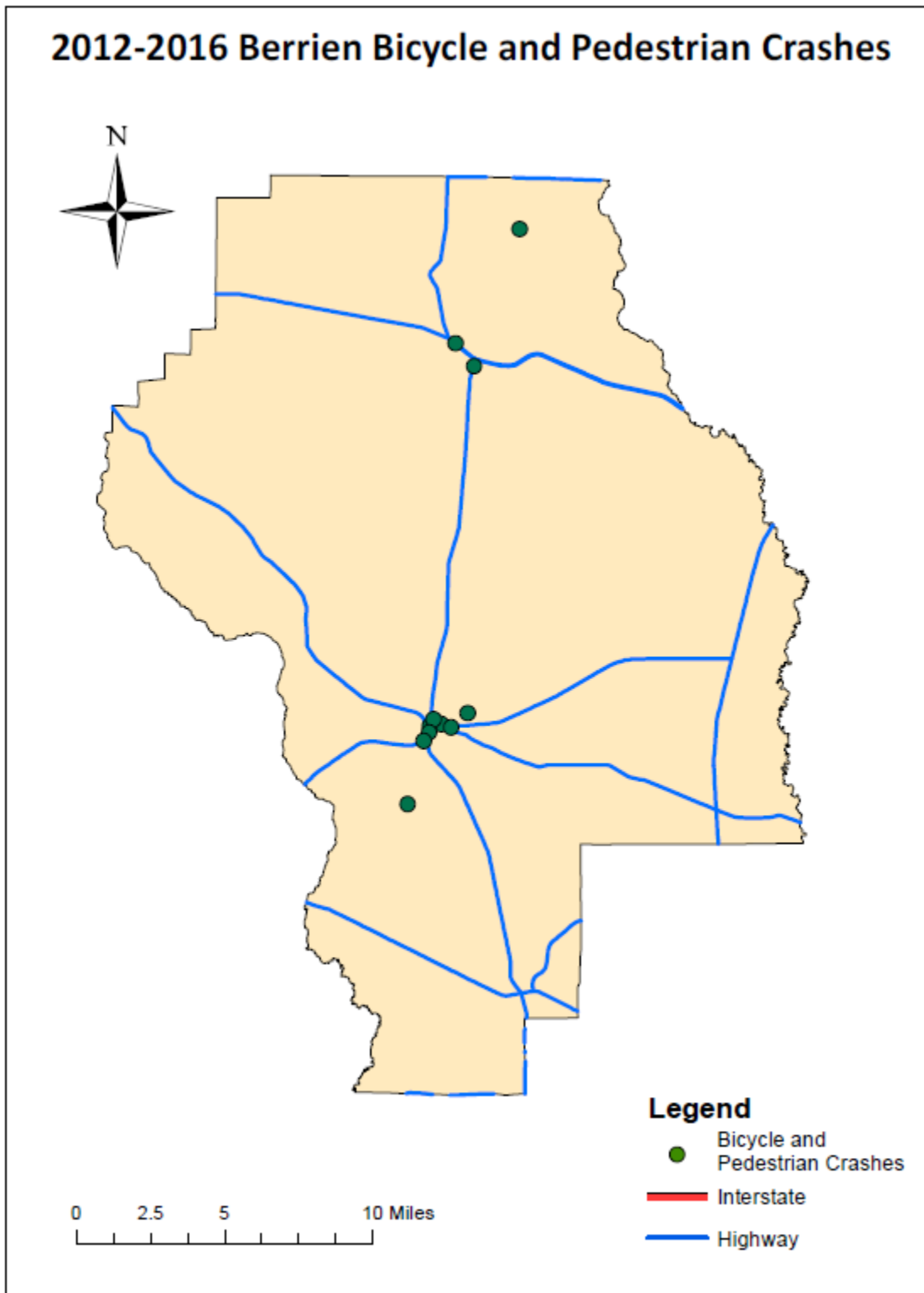


Figure 11: Fatalities and Injuries Involving Bicyclists and Pedestrians in Ben Hill County.

Berrien County



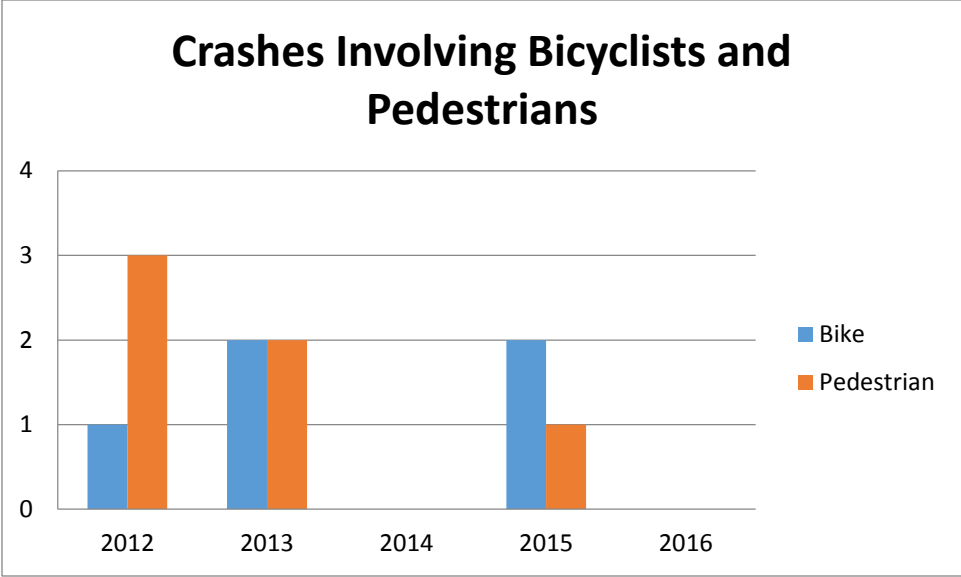


Figure 12: Crashes Involving Bicyclists and Pedestrians in Berrien County.

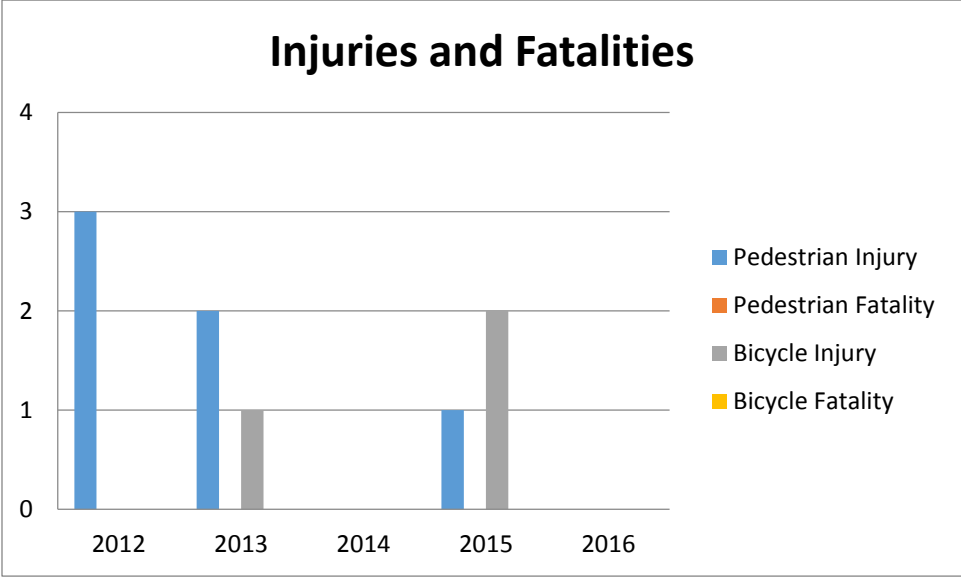
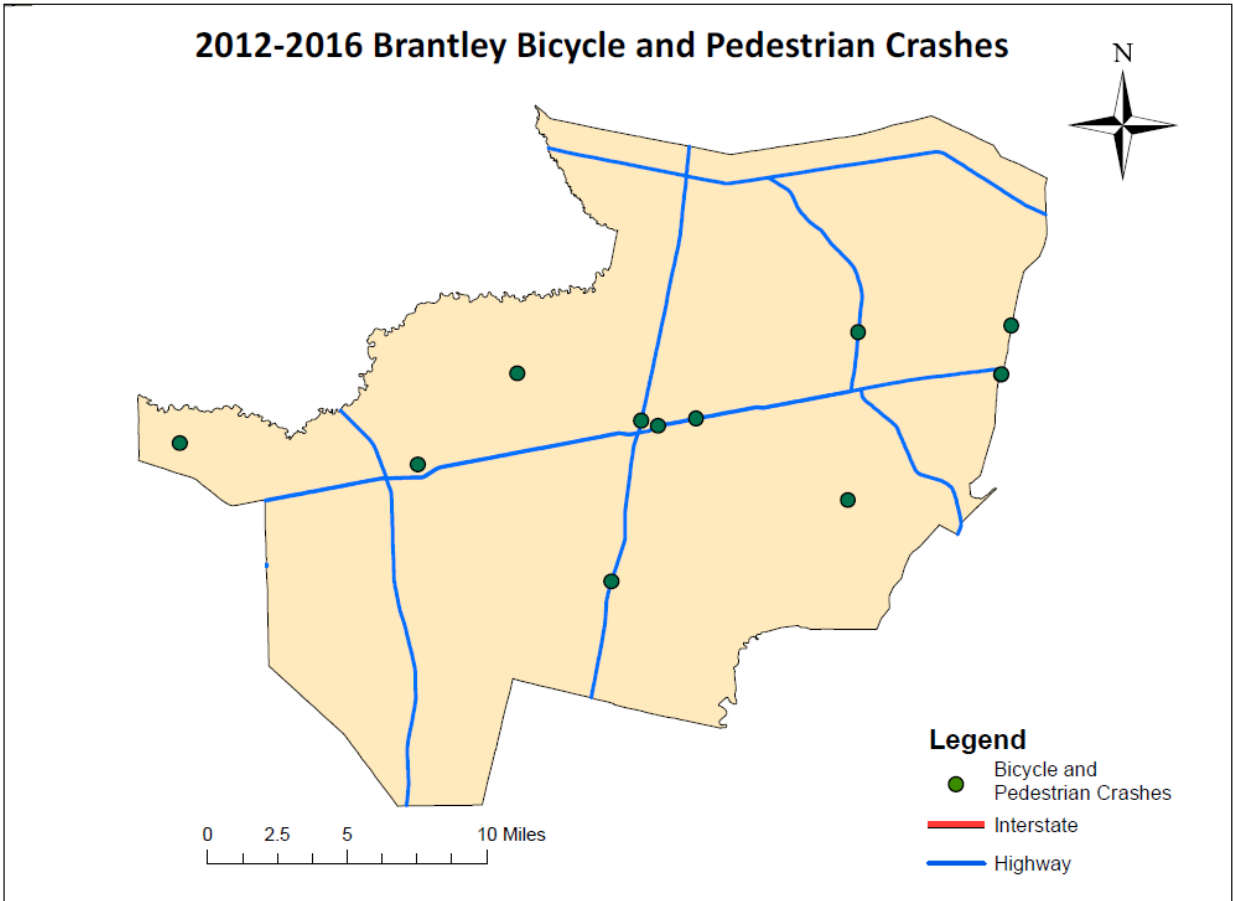


Figure 13: Fatalities and Injuries Involving Bicyclists and Pedestrians in Berrien County.

Brantley County



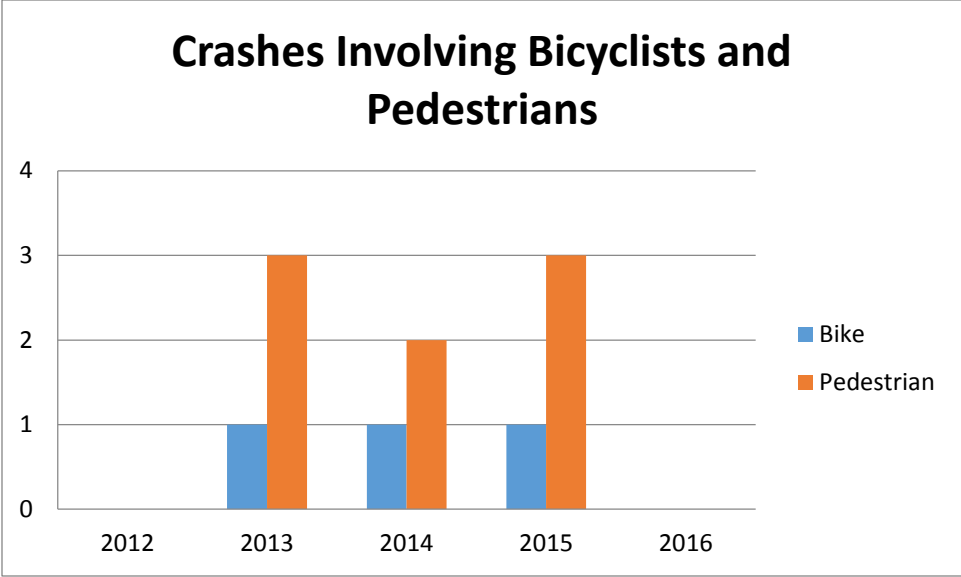


Figure 14: Crashes Involving Bicyclists and Pedestrians in Brantley County.

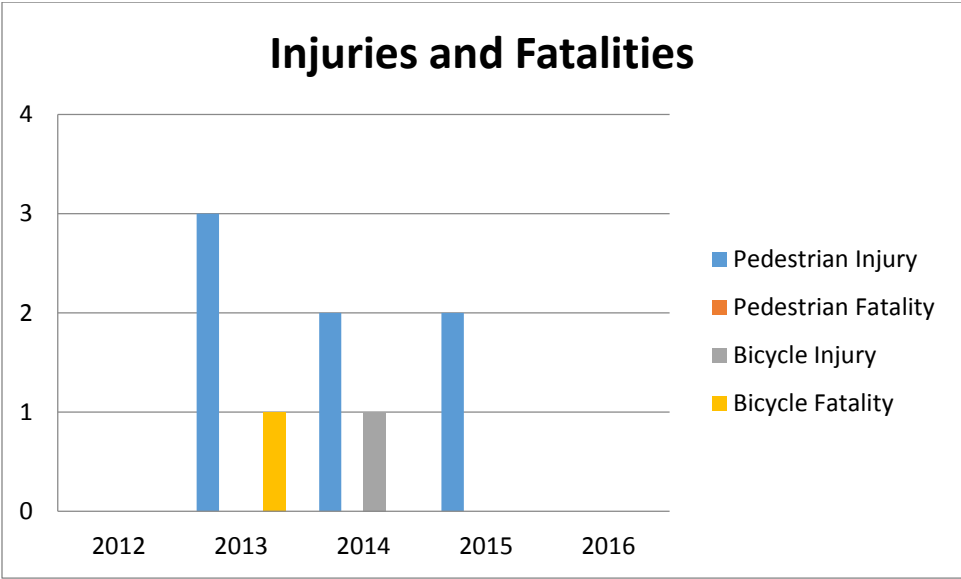
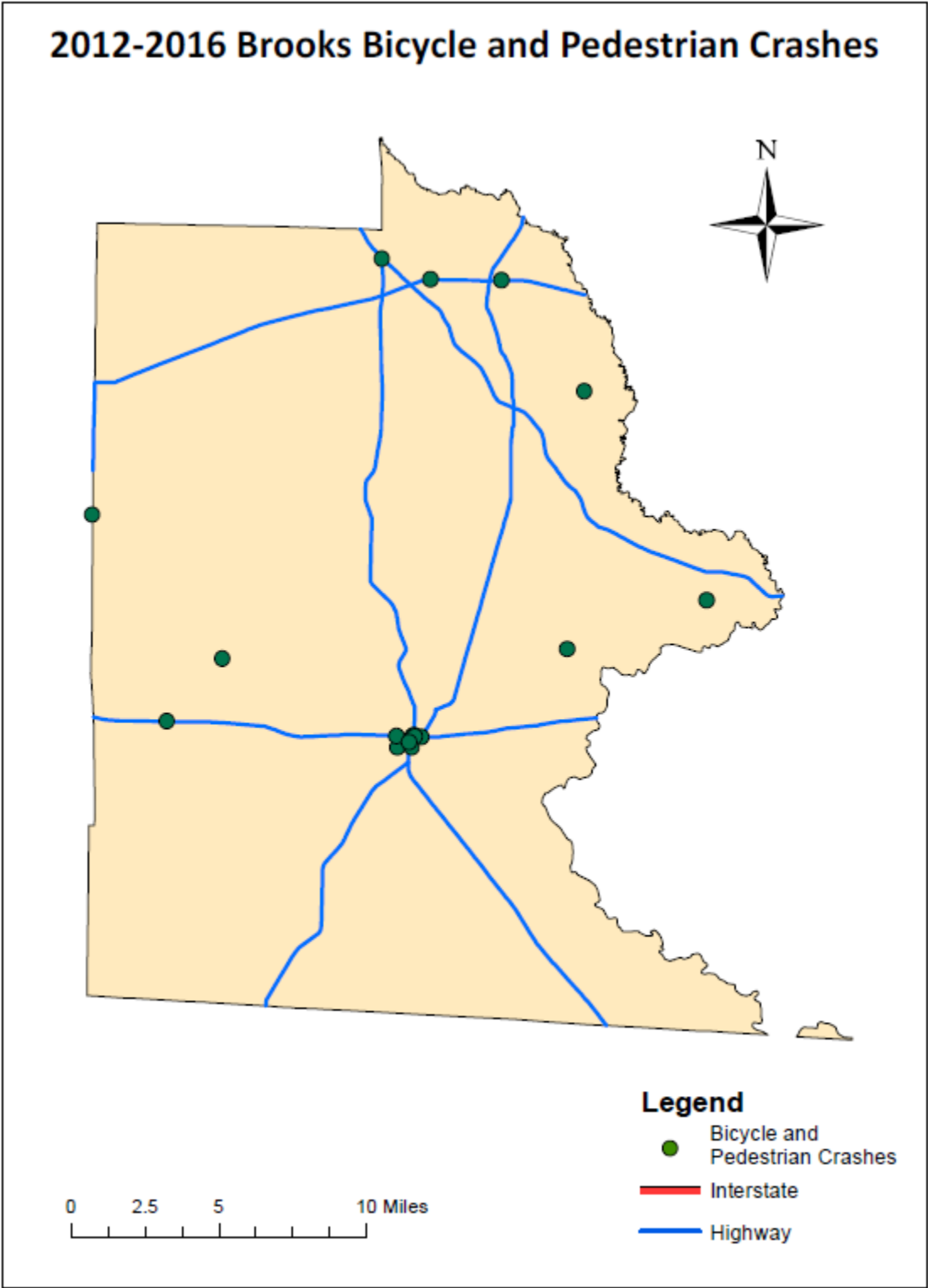


Figure 15: Fatalities and Injuries Involving Bicyclists and Pedestrians in Brantley County.

Brooks County



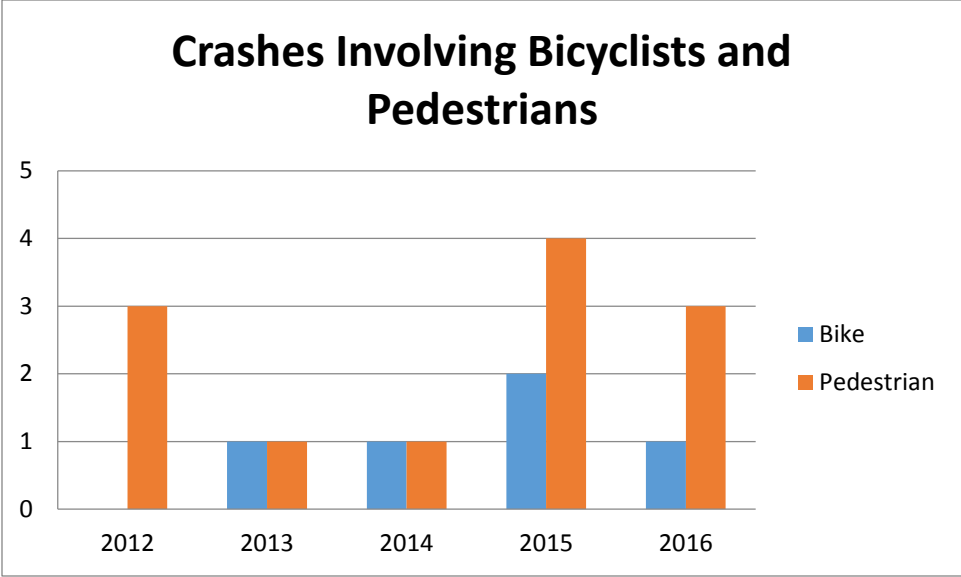


Figure 16: Crashes Involving Bicyclists and Pedestrians in Brooks County.

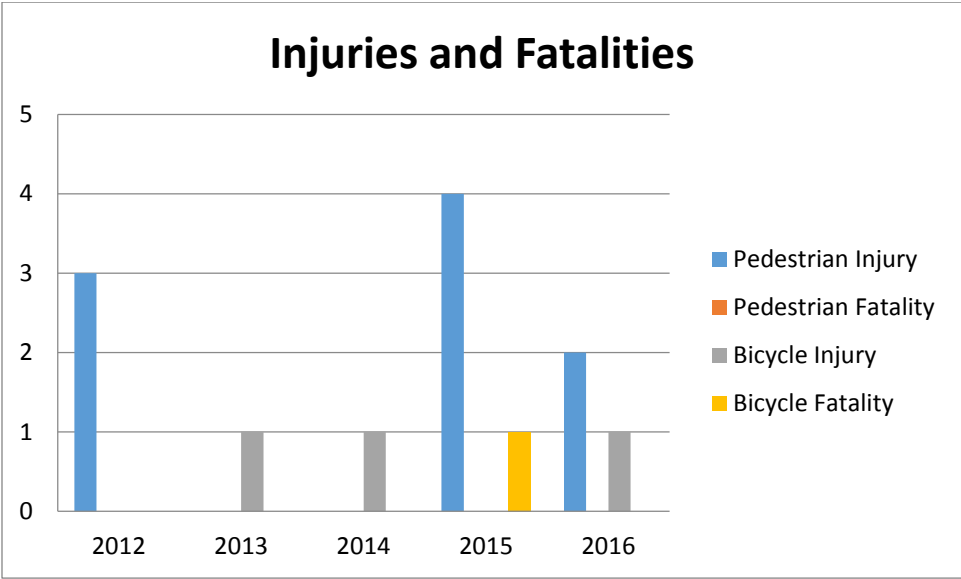
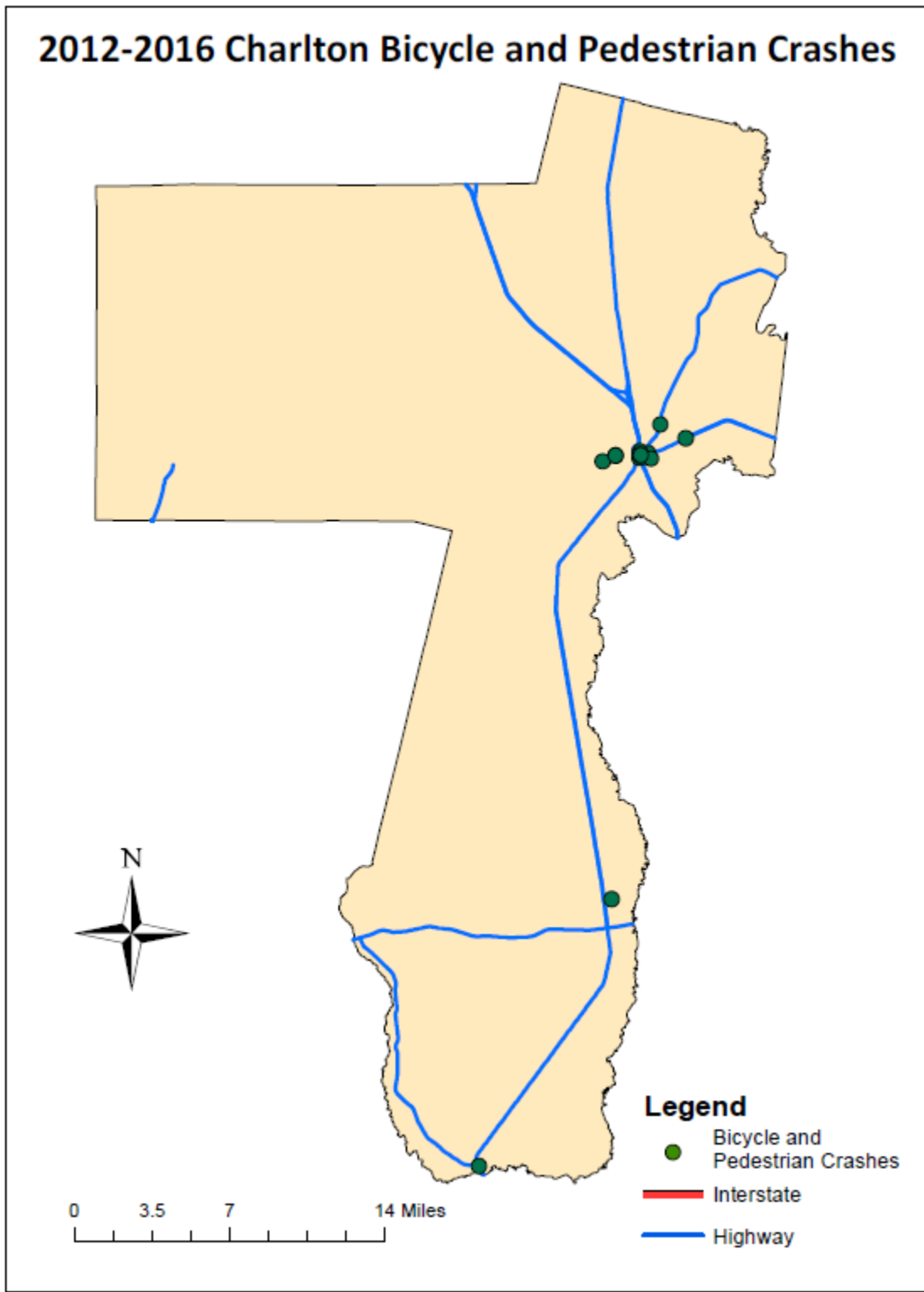


Figure 17: Fatalities and Injuries Involving Bicyclists and Pedestrians in Brooks County.

Charlton County



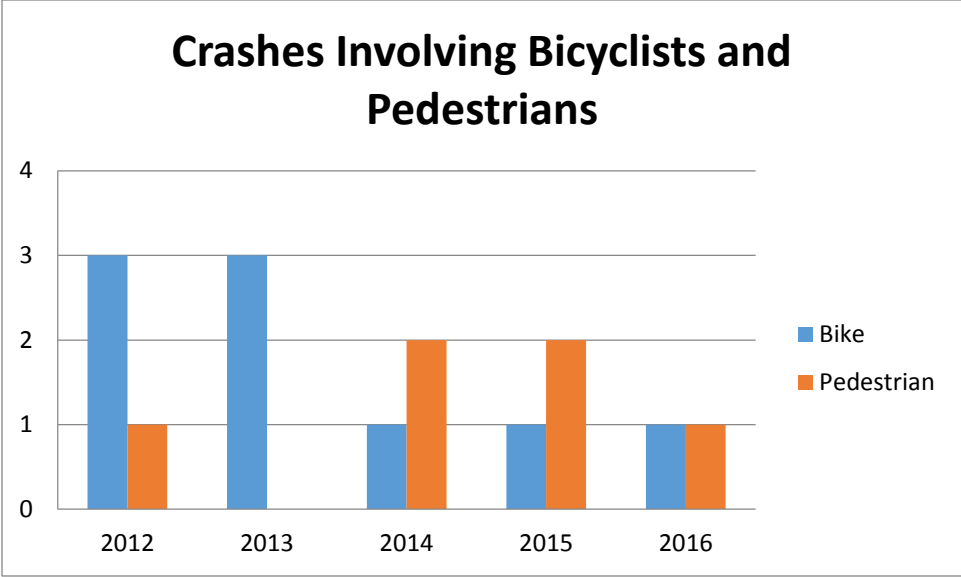


Figure 18: Crashes Involving Bicyclists and Pedestrians in Charlton County.

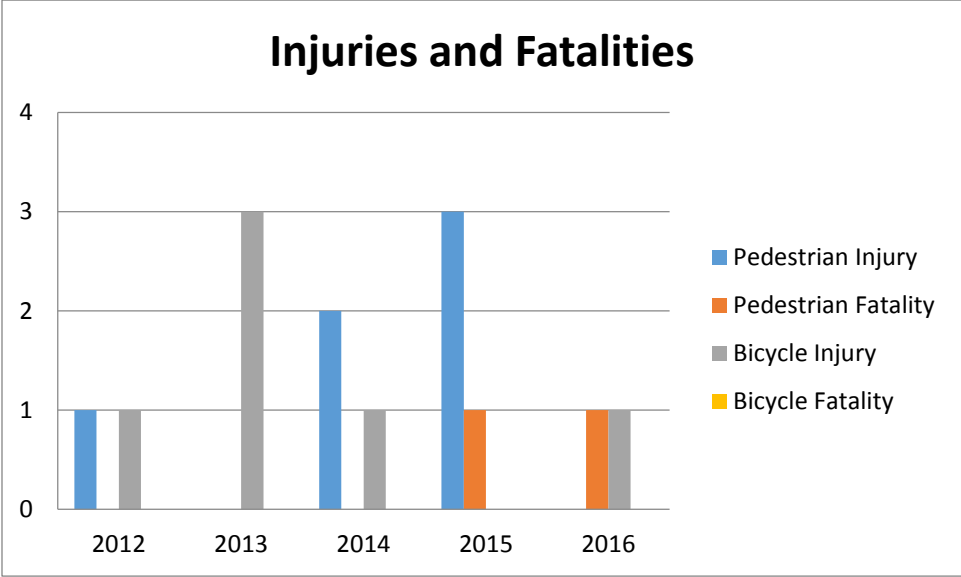
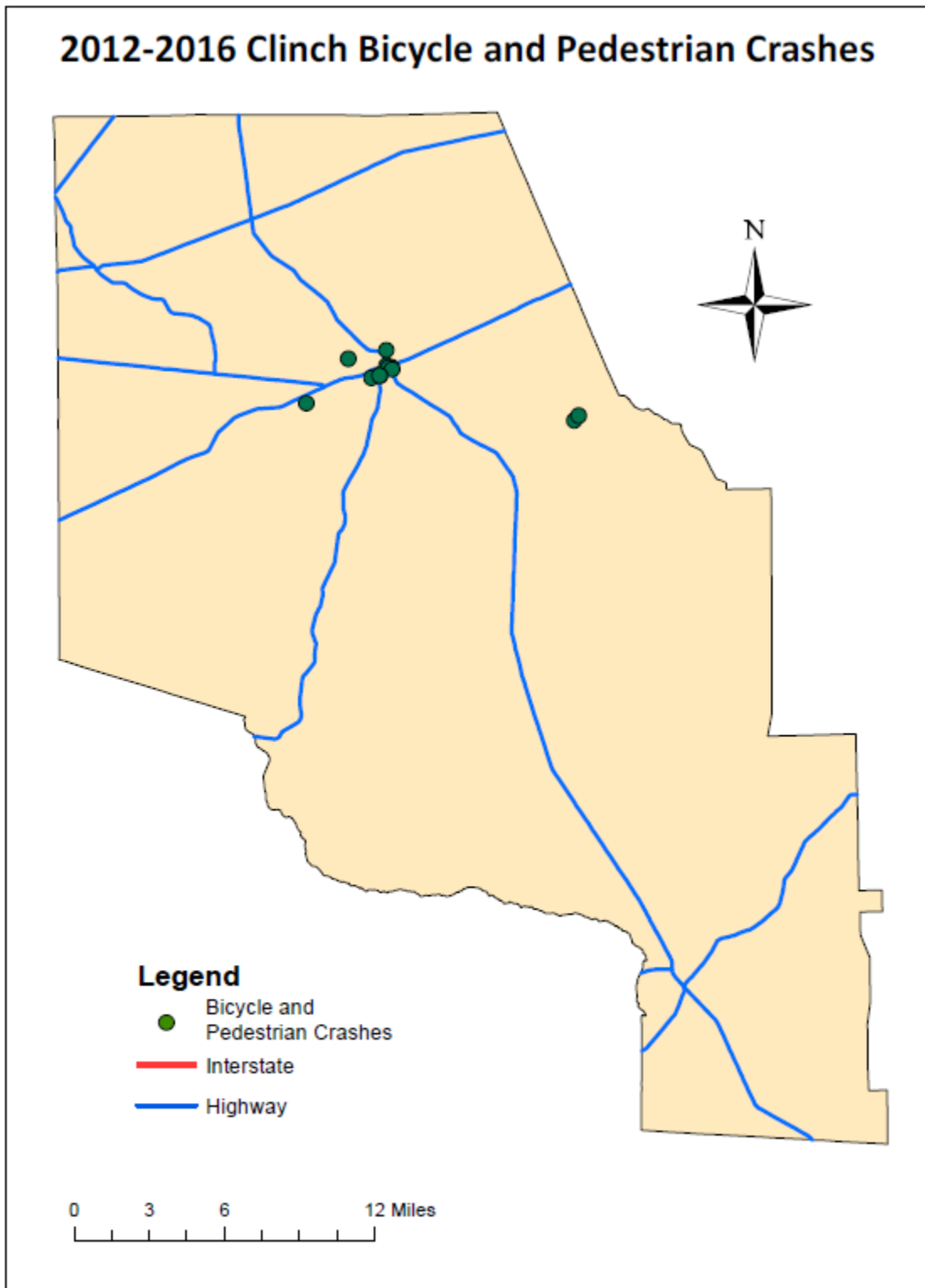


Figure 19: Fatalities and Injuries Involving Bicyclists and Pedestrians in Charlton County.

Clinch County



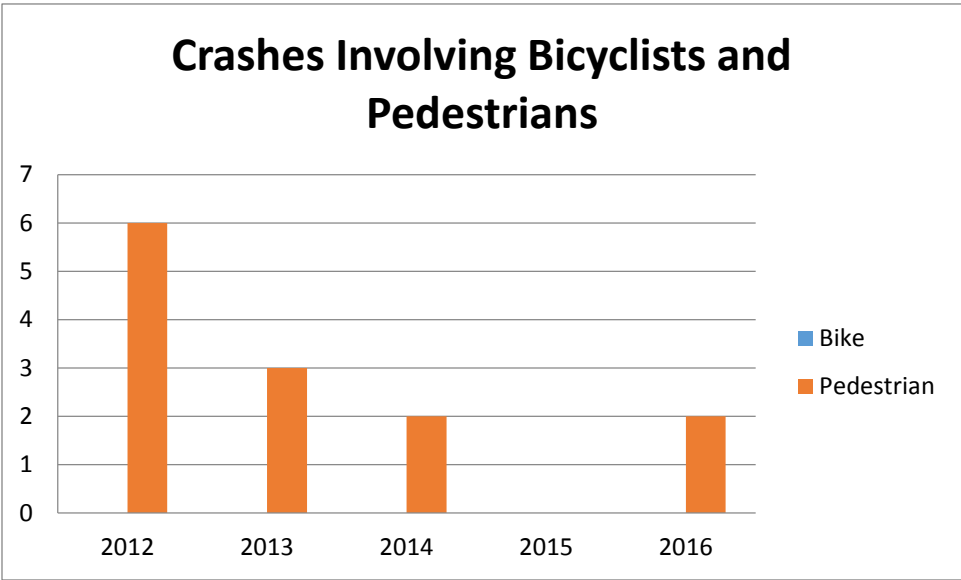


Figure 20: Crashes Involving Bicyclists and Pedestrians in Clinch County.

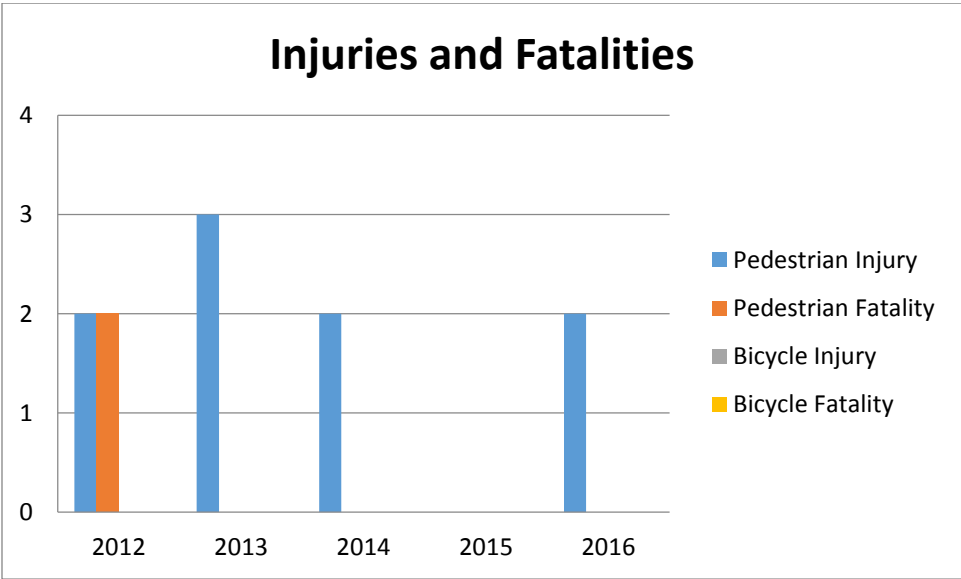
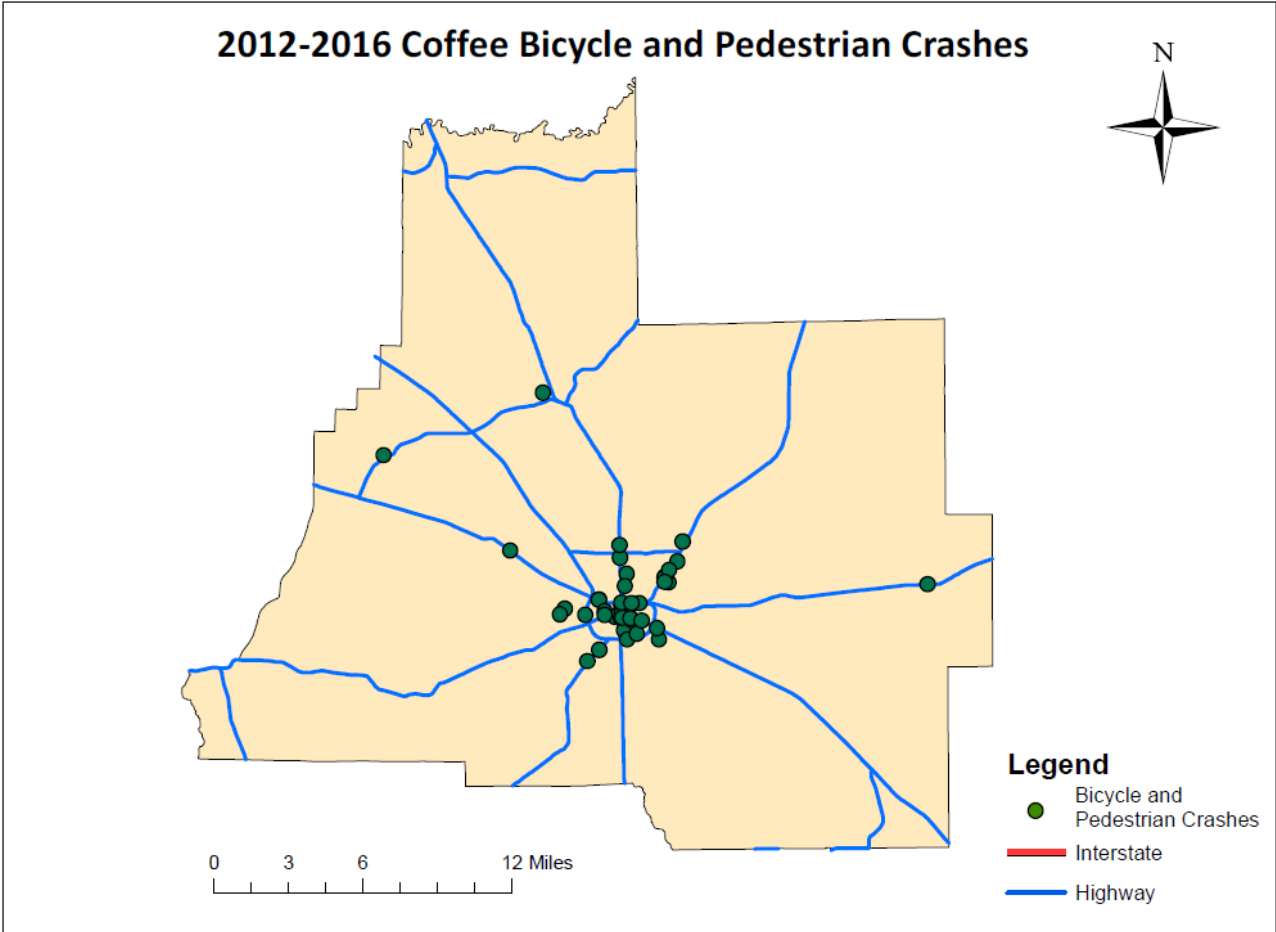


Figure 21: Fatalities and Injuries Involving Bicyclists and Pedestrians in Clinch County.

Coffee County



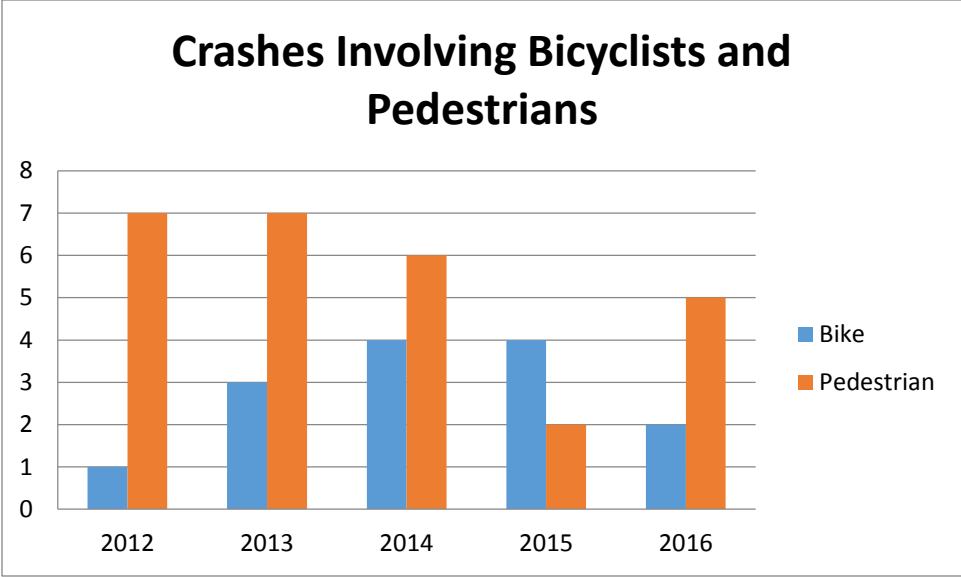


Figure 22: Crashes Involving Bicyclists and Pedestrians in Coffee County

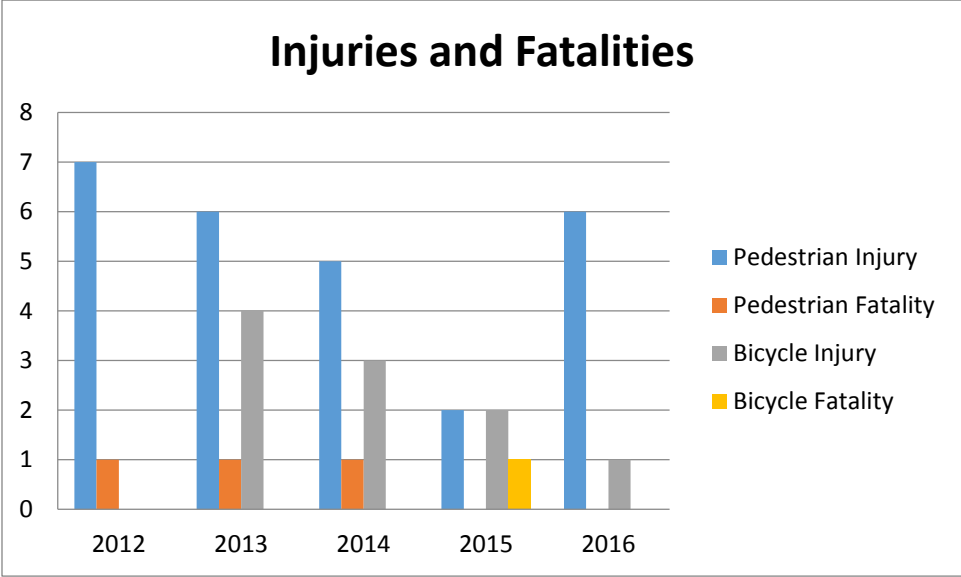
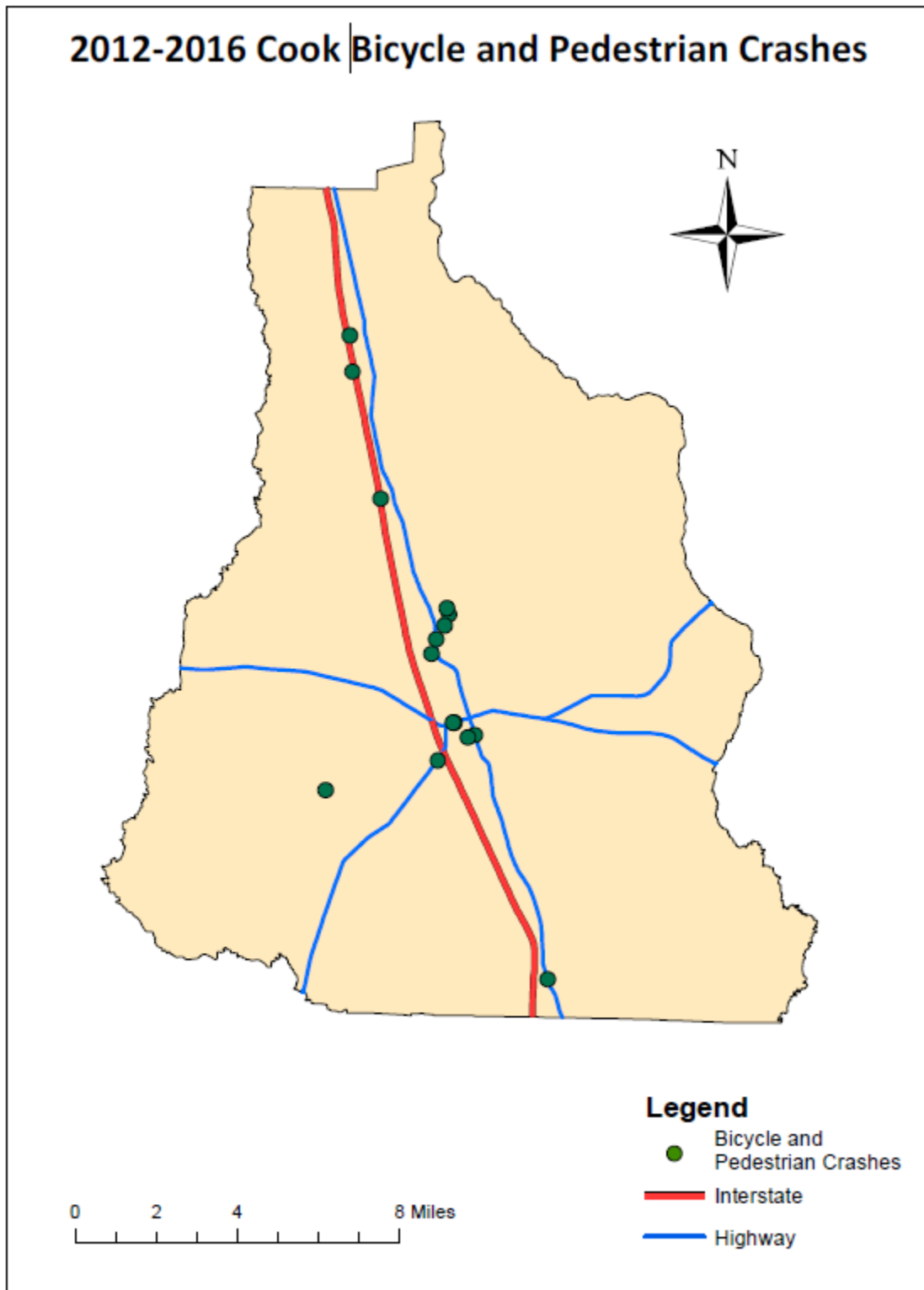


Figure 23: Fatalities and Injuries Involving Bicyclists and Pedestrians in Coffee County

Cook County



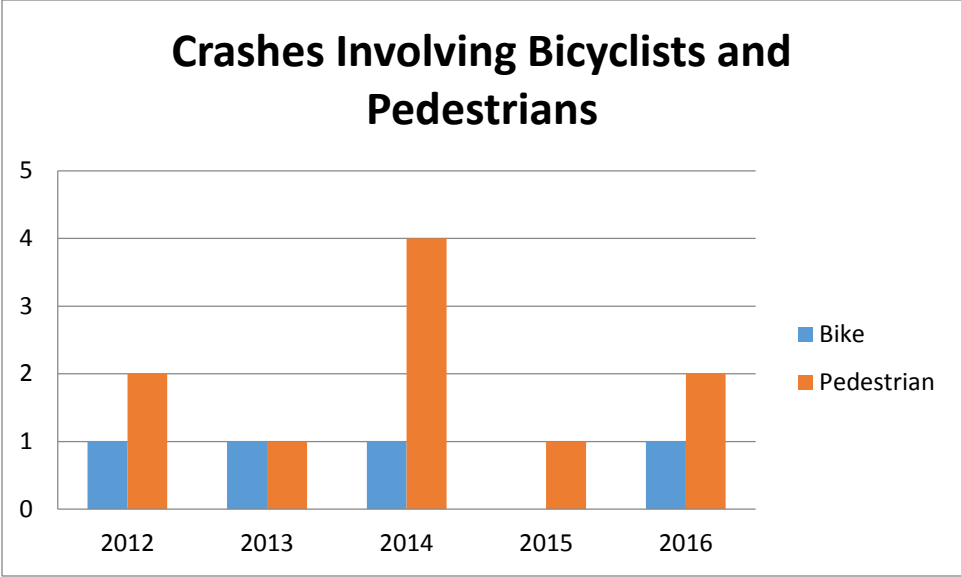


Figure 24: Crashes Involving Bicyclists and Pedestrians in Cook County

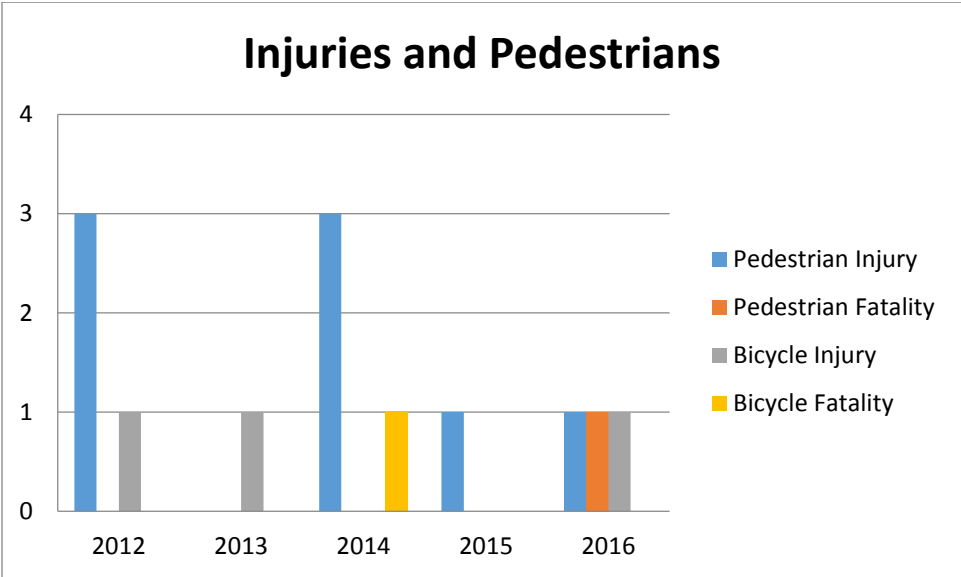
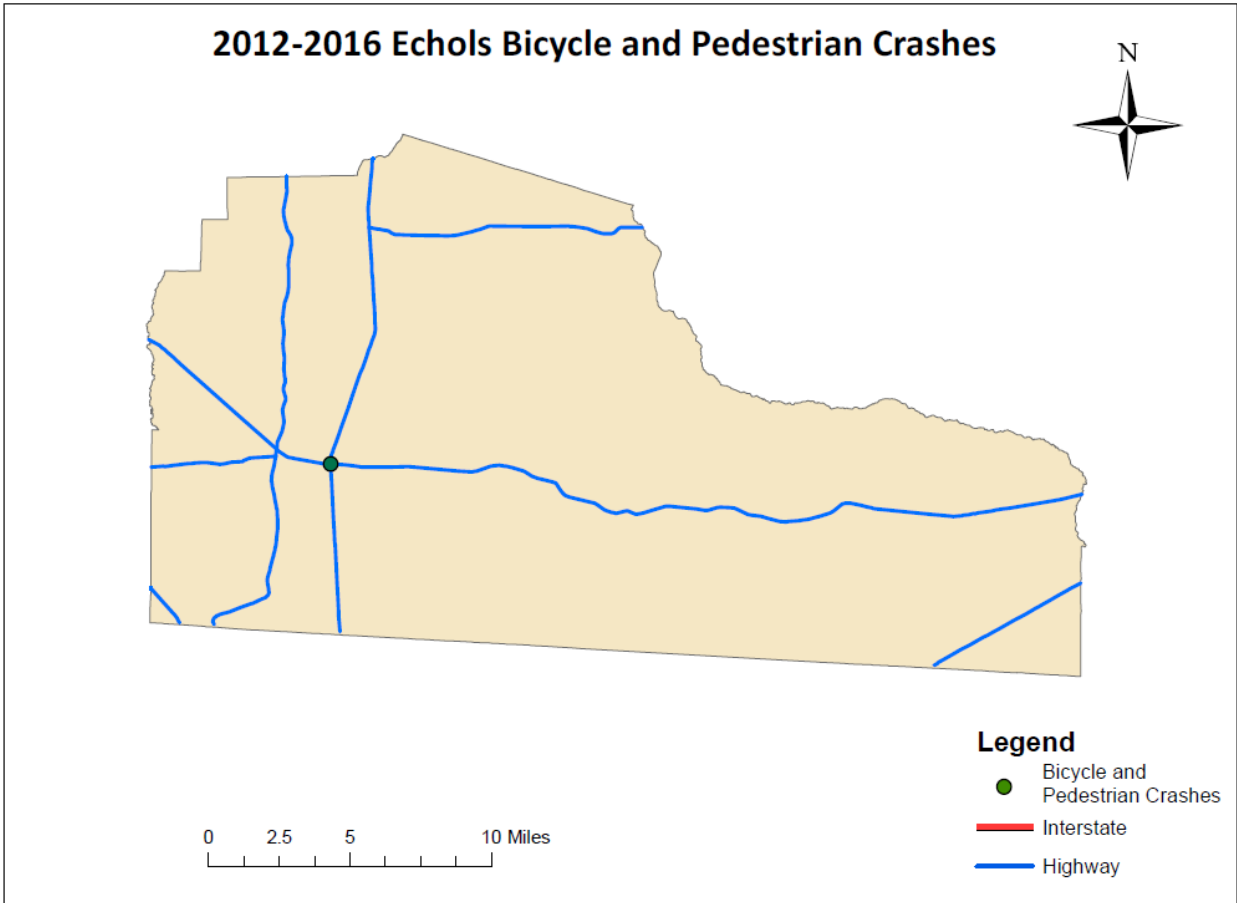


Figure 25: Fatalities and Injuries Involving Bicyclists and Pedestrians in Cook County

Echols County



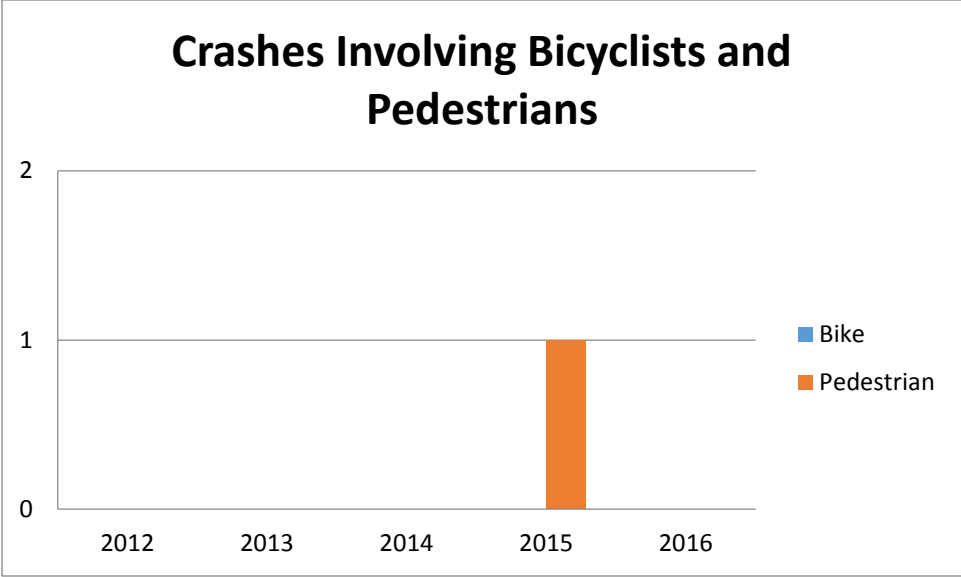


Figure 26: Crashes Involving Bicyclists and Pedestrians in Echols County

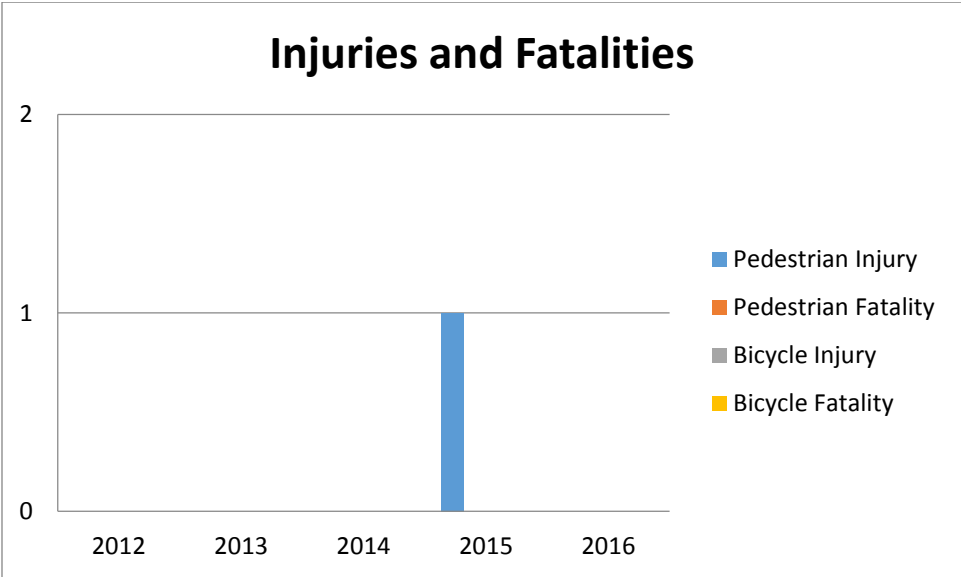
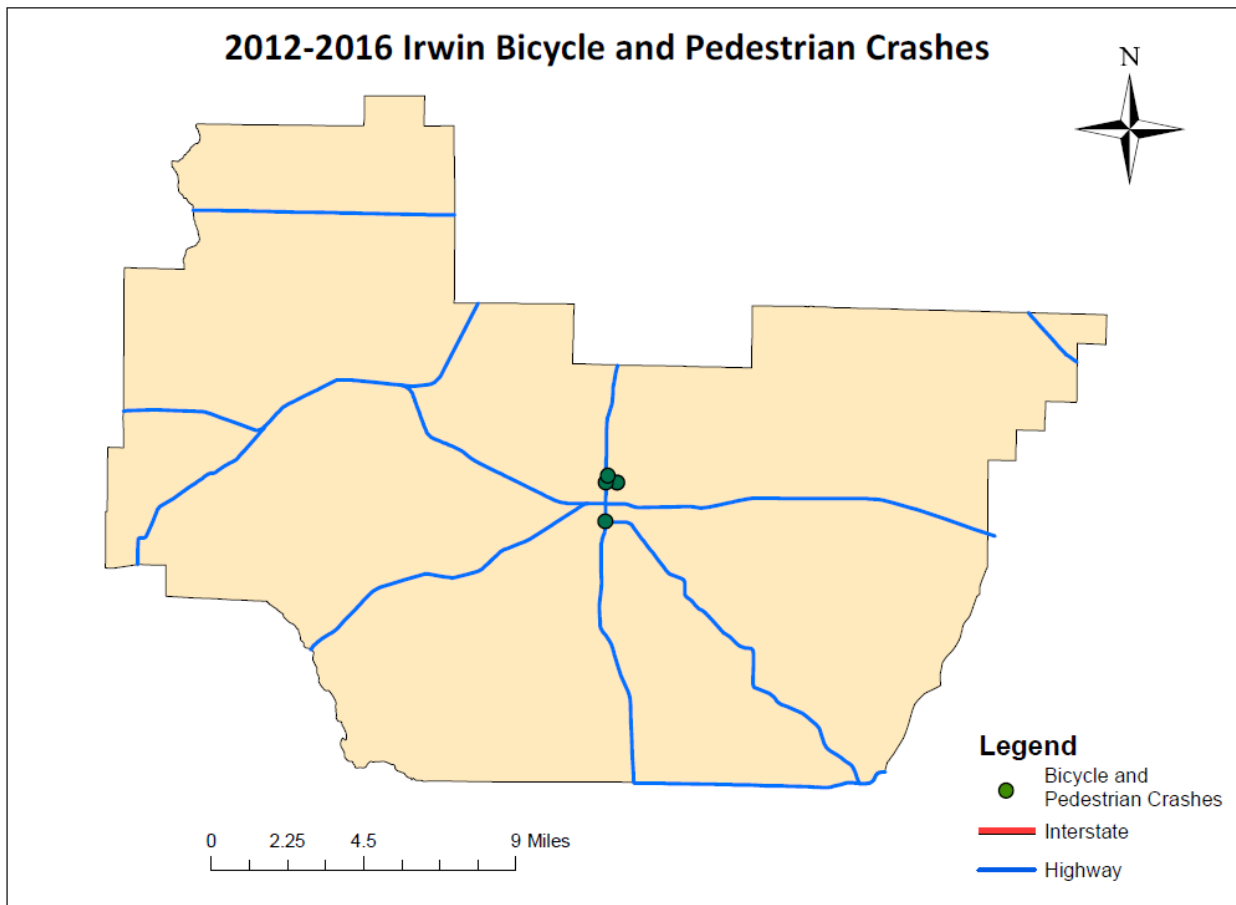


Figure 27: Fatalities and Injuries Involving Bicyclists and Pedestrians in Echols County

Irwin County



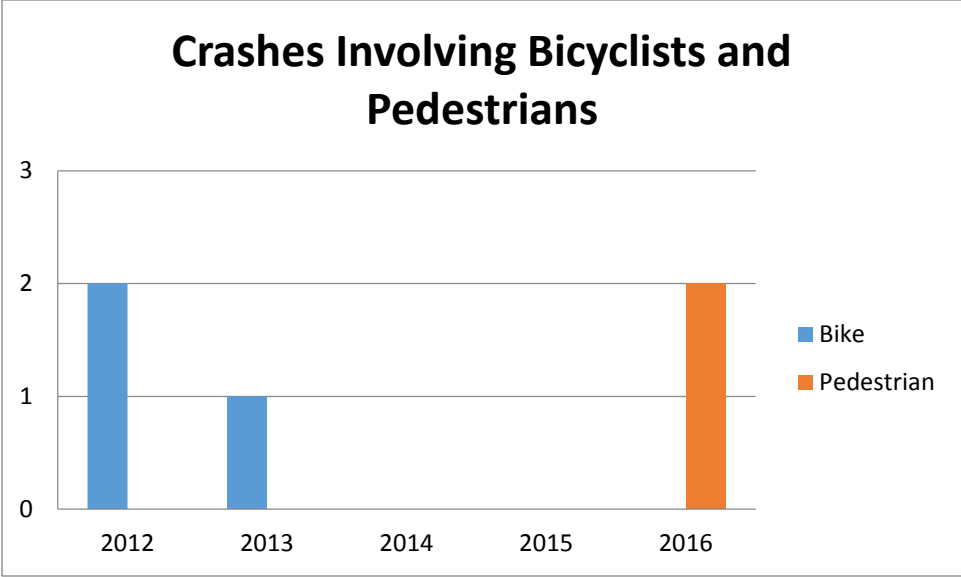


Figure 28: Crashes Involving Bicyclists and Pedestrians in Irwin County

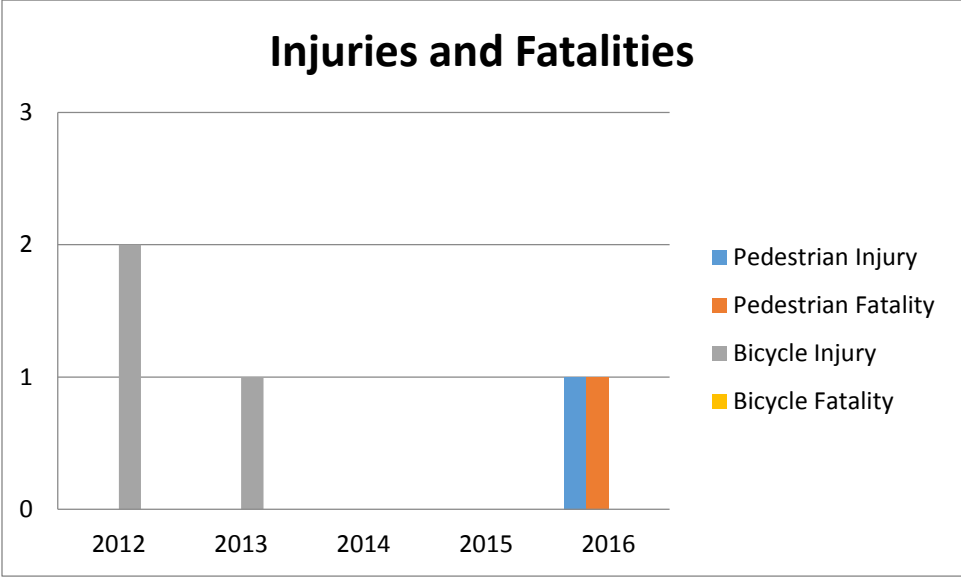
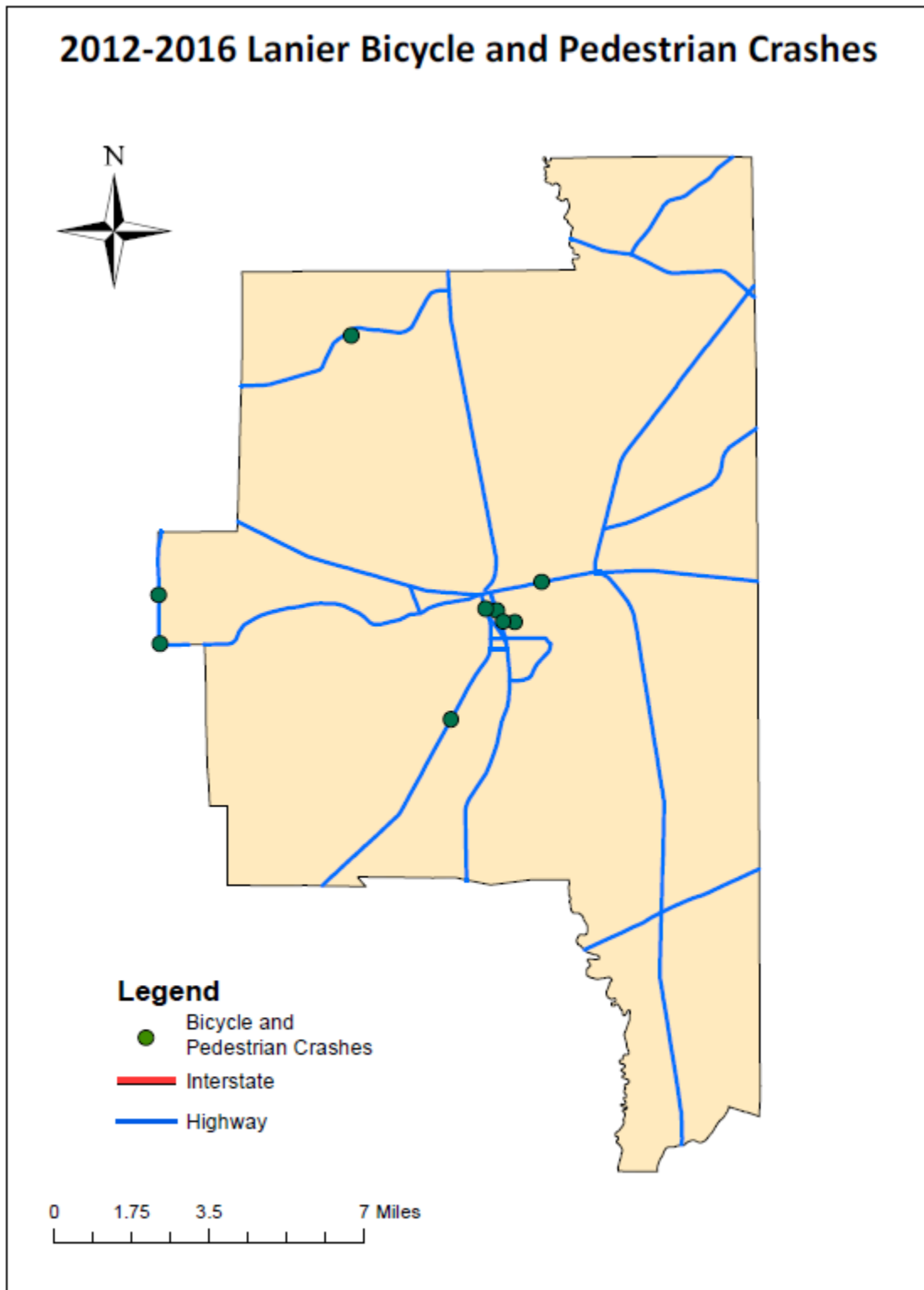


Figure 29: Fatalities and Injuries Involving Bicyclists and Pedestrians in Irwin County

Lanier County



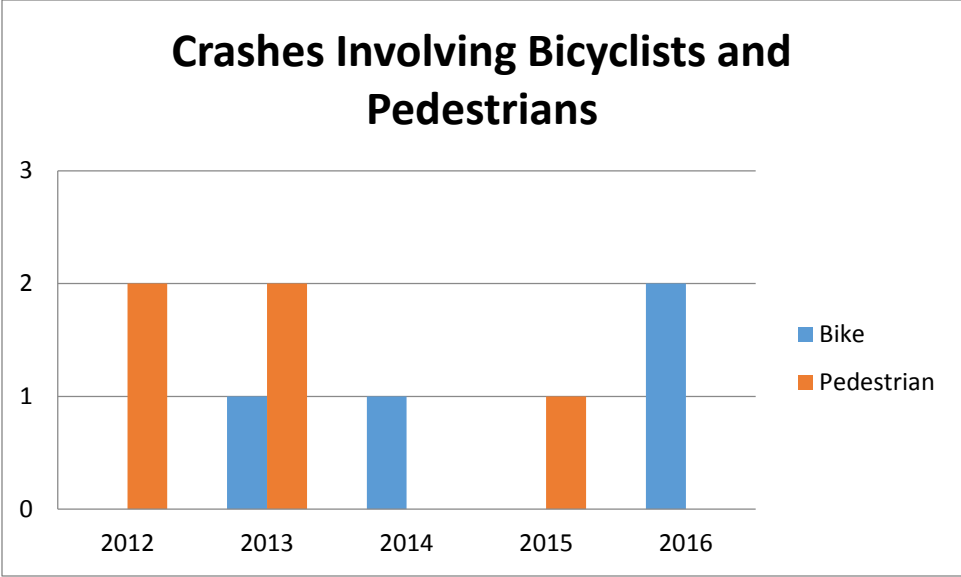


Figure 30: Crashes Involving Bicyclists and Pedestrians in Lanier County

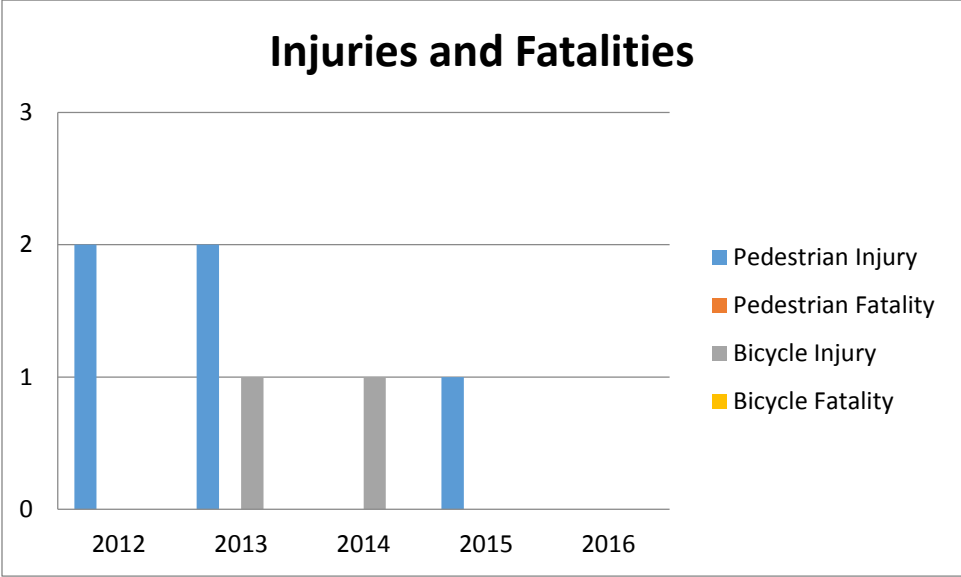
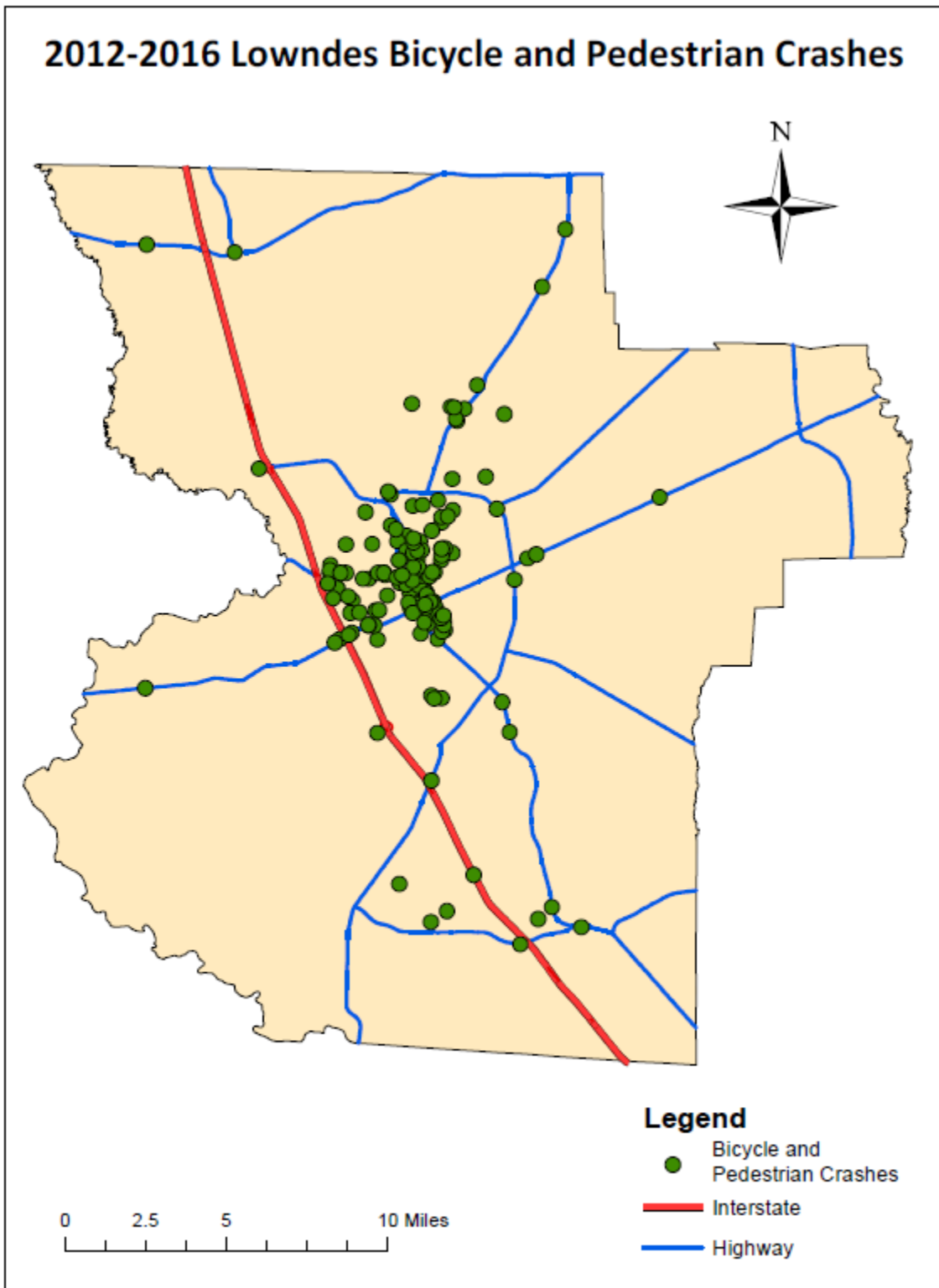


Figure 31: Fatalities and Injuries Involving Bicyclists and Pedestrians in Lanier County

Lowndes County



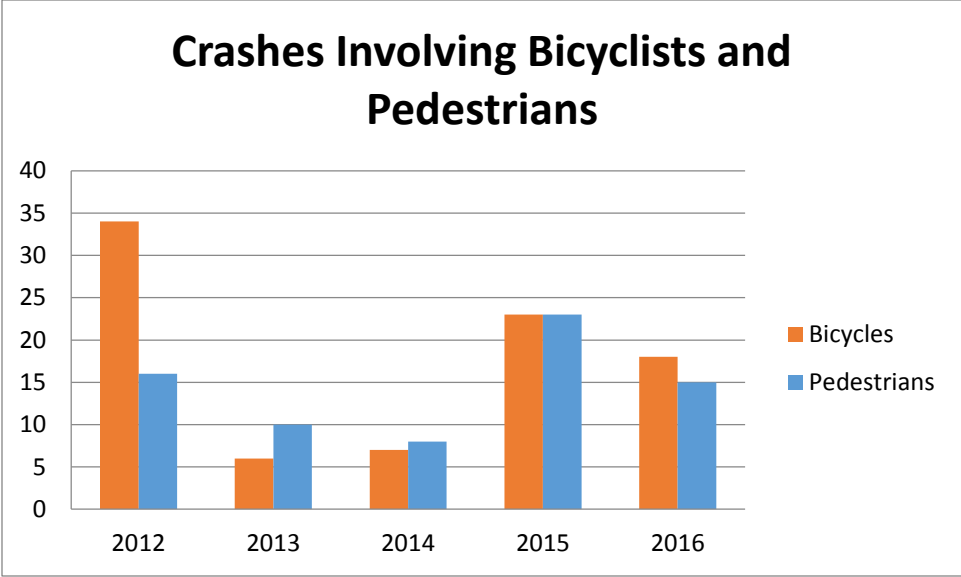


Figure 32: Crashes Involving Bicyclists and Pedestrians in Lowndes County

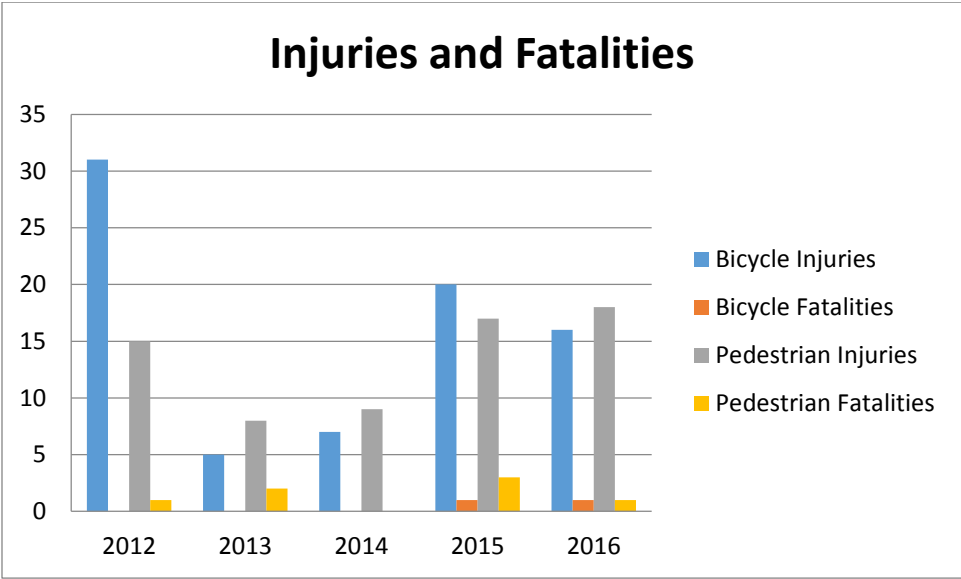
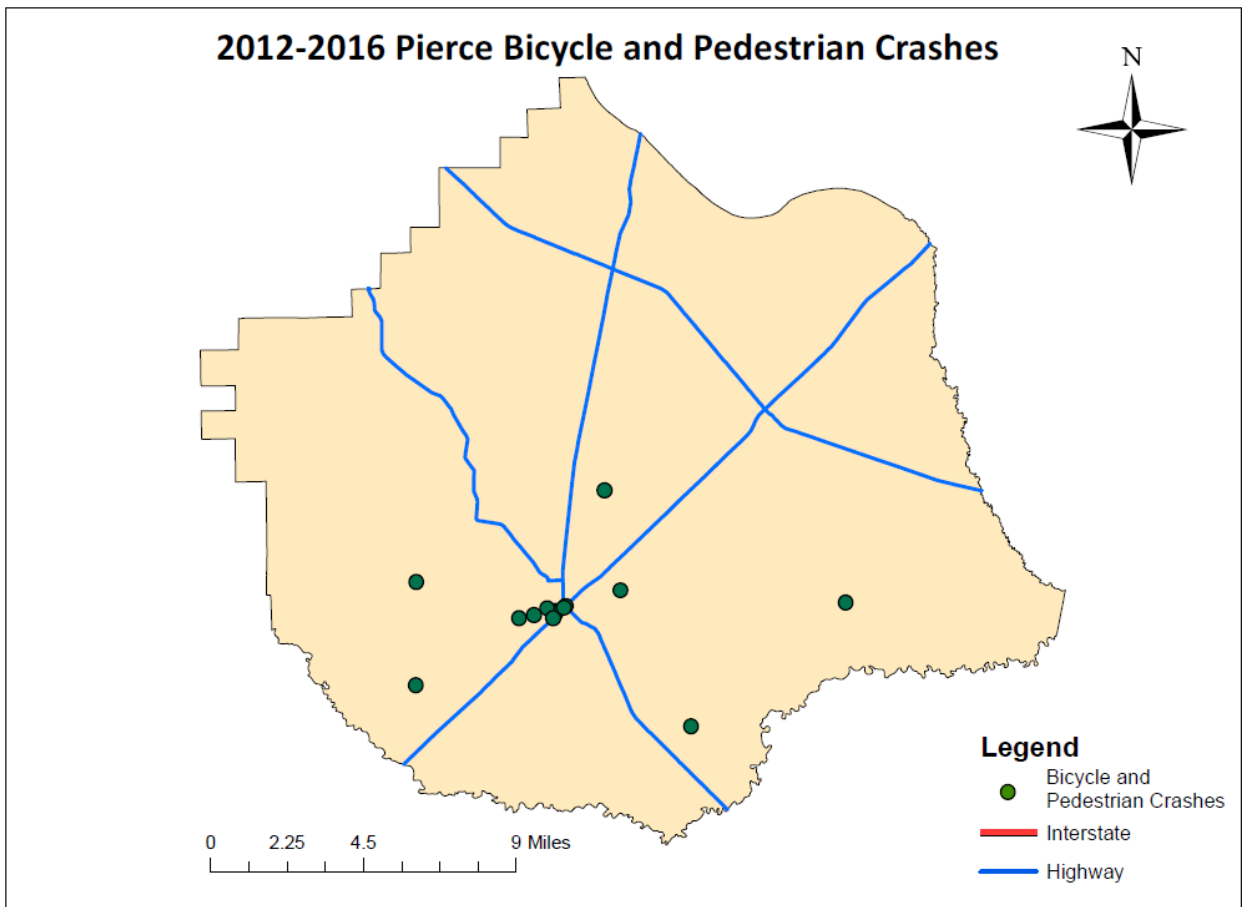


Figure 33: Fatalities and Injuries Involving Bicyclists and Pedestrians in Lowndes County

Pierce County



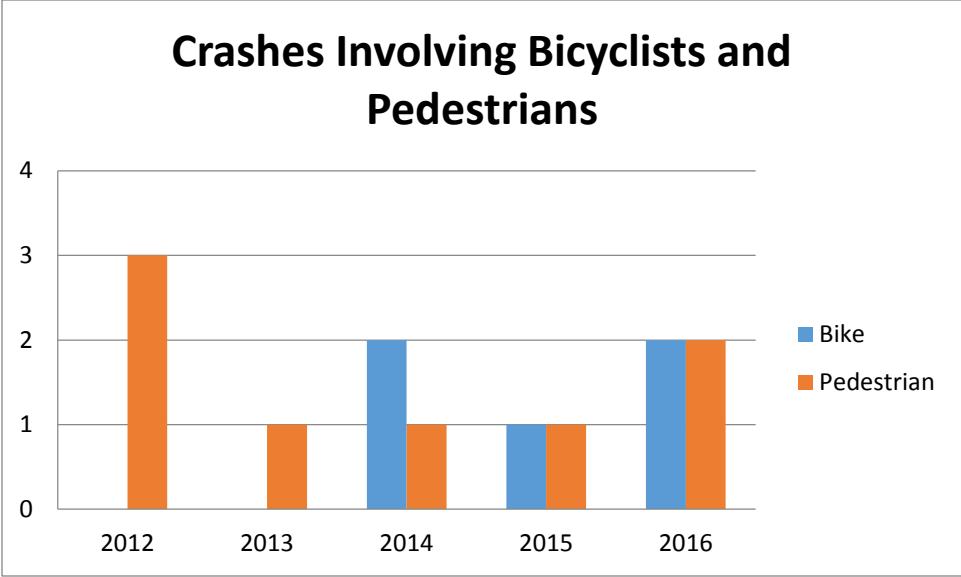


Figure 34: Crashes Involving Bicyclists and Pedestrians in Pierce County

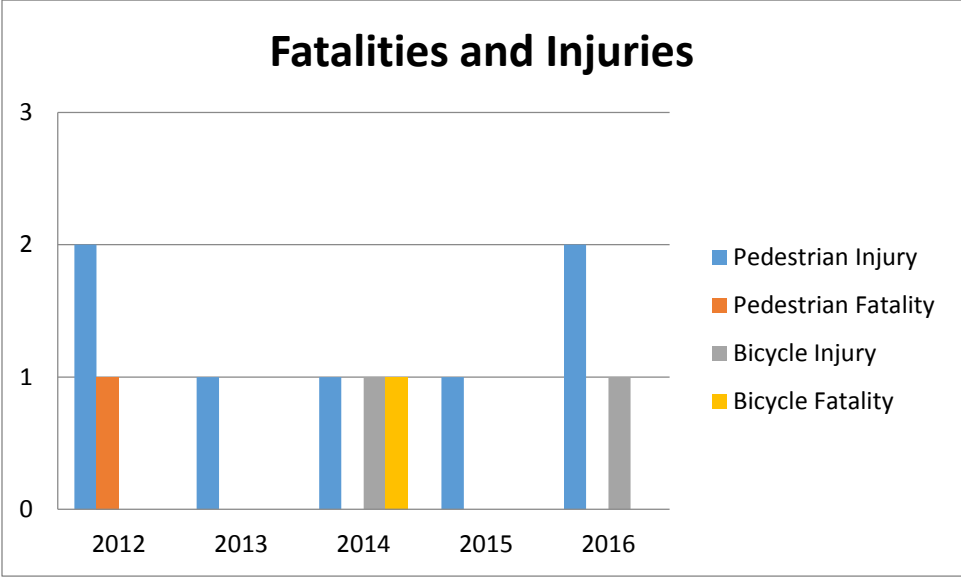
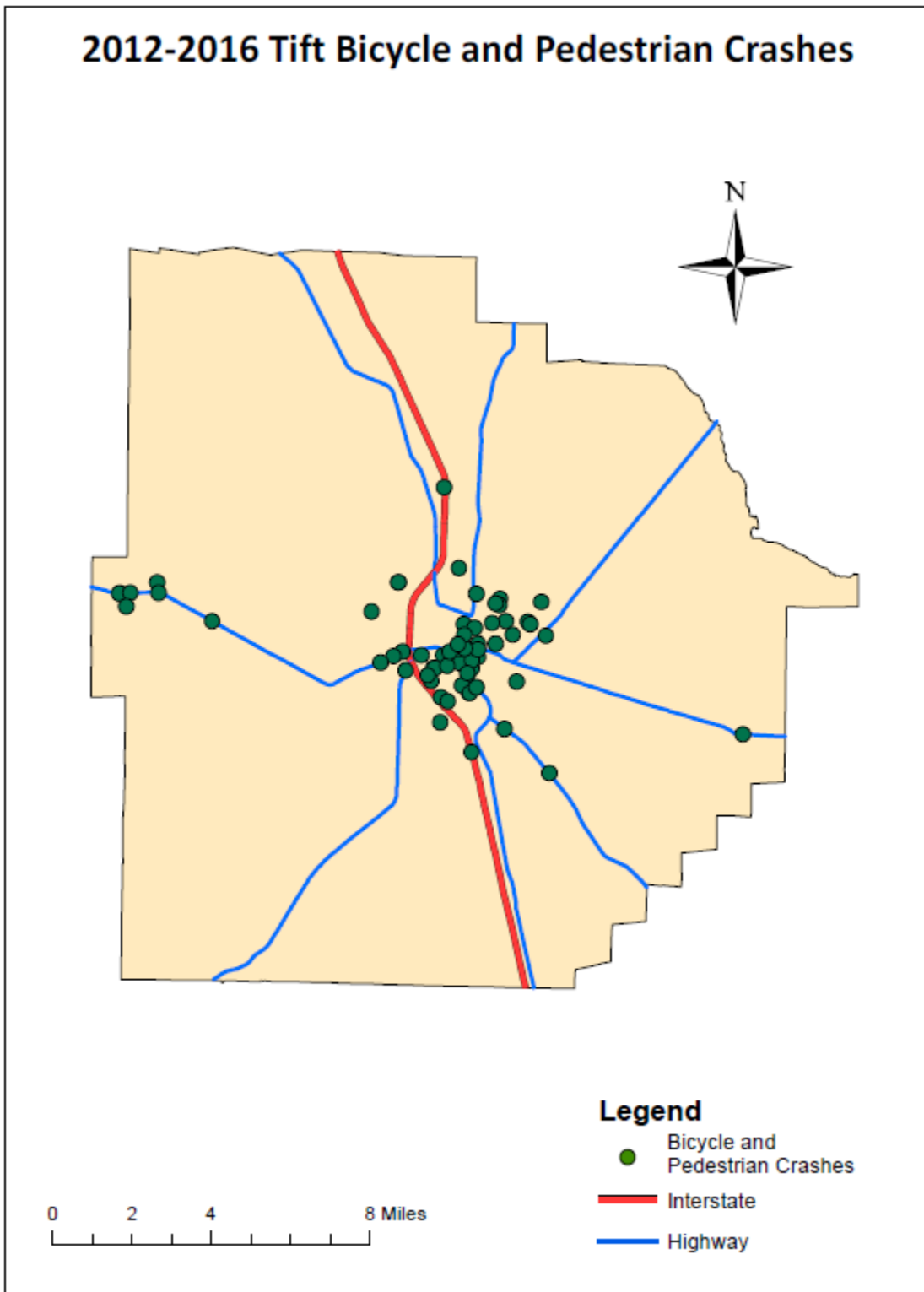


Figure 35: Fatalities and Injuries Involving Bicyclists and Pedestrians in Pierce County

Tift County



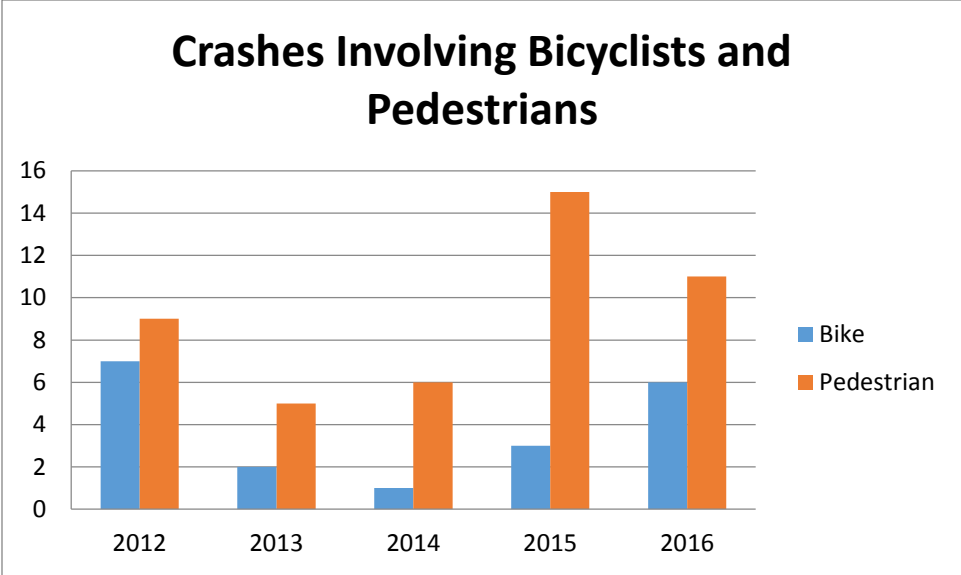


Figure 36: Crashes Involving Bicyclists and Pedestrians in Tift County

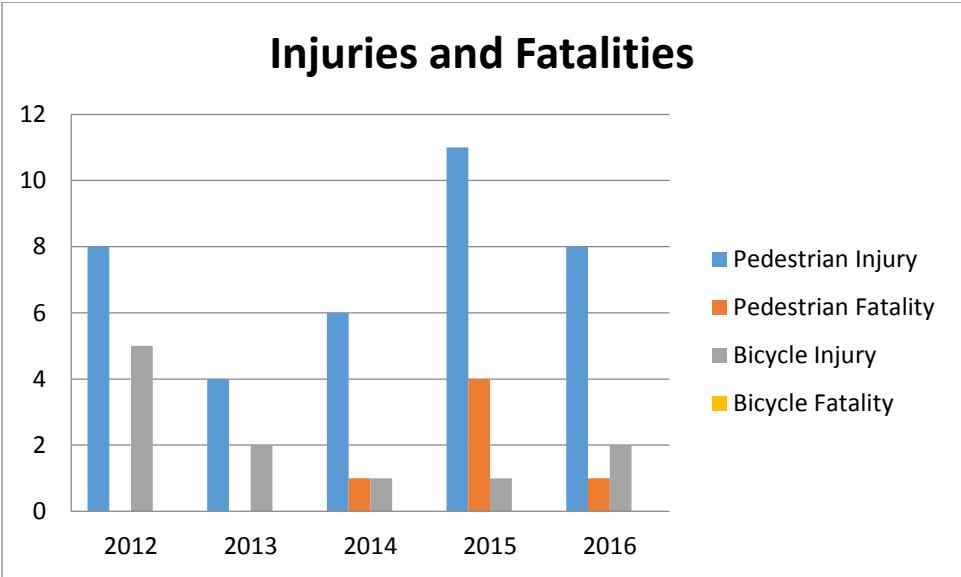
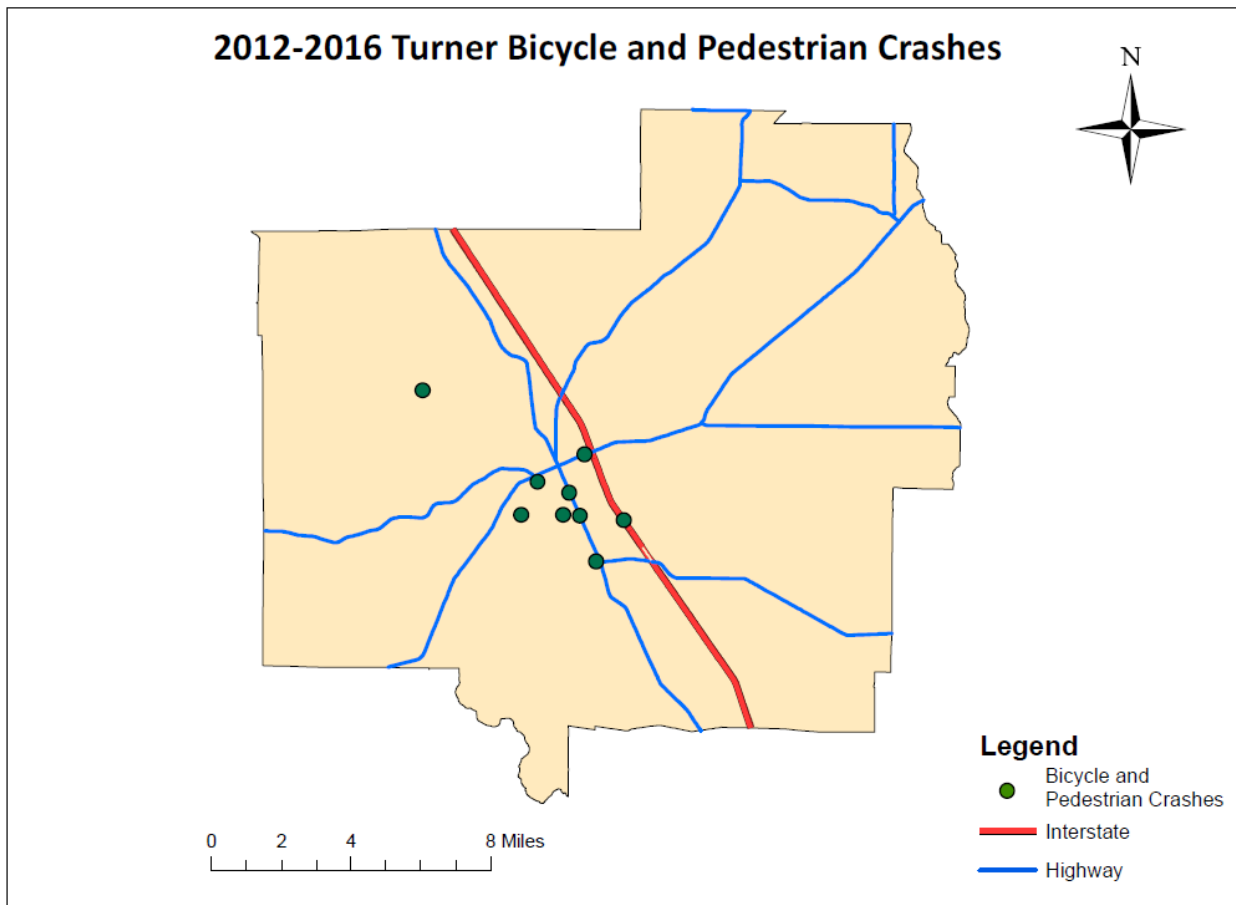


Figure 37: Fatalities and Injuries Involving Bicyclists and Pedestrians in Tift County

Turner County



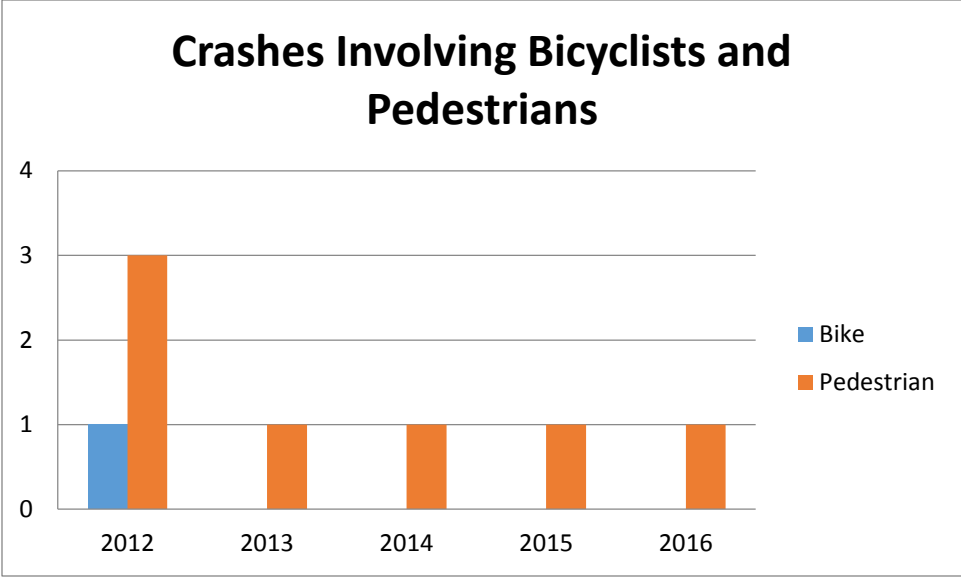


Figure 38: Crashes Involving Bicyclists and Pedestrians in Turner County

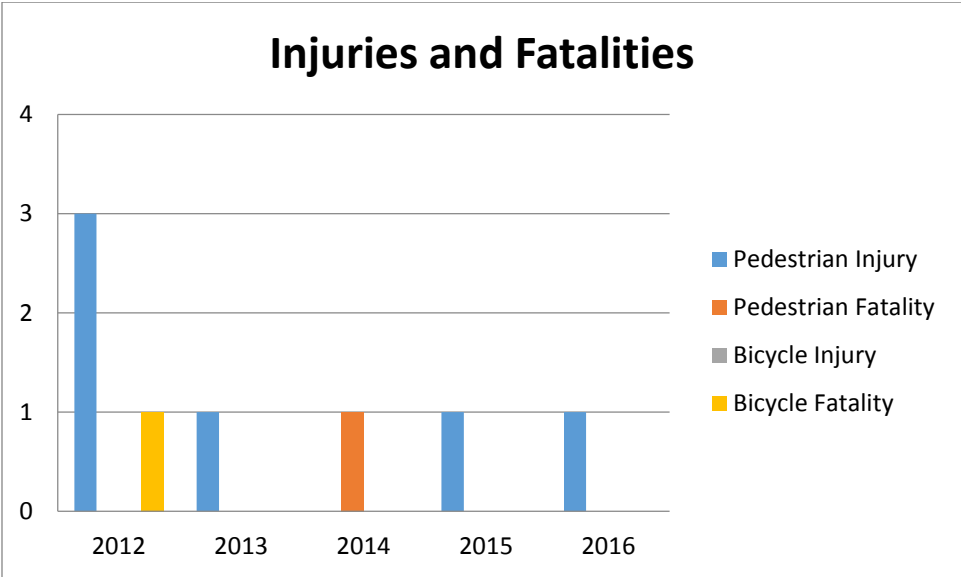
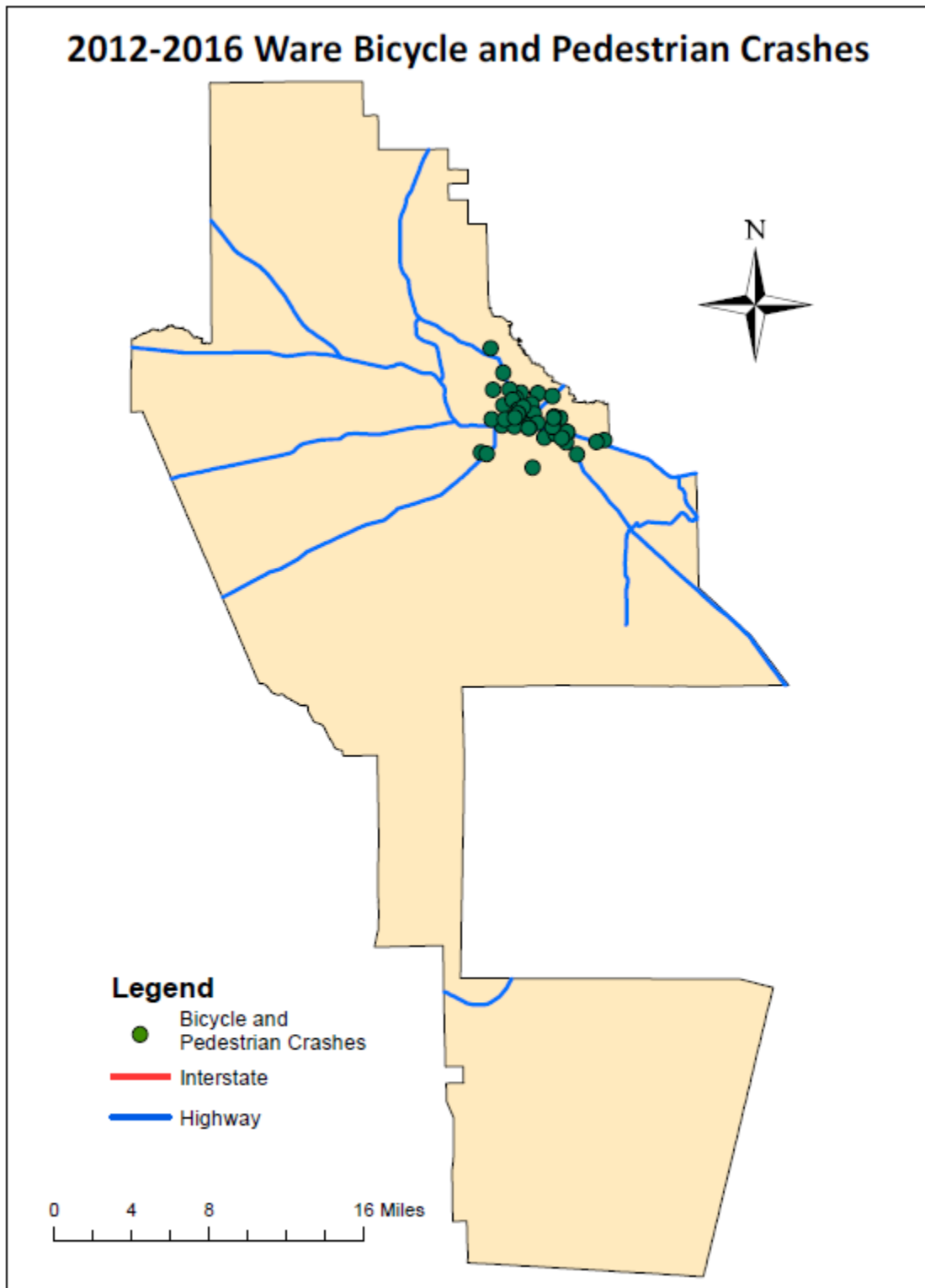


Figure 39: Fatalities and Injuries Involving Bicyclists and Pedestrians in Turner County

Ware County



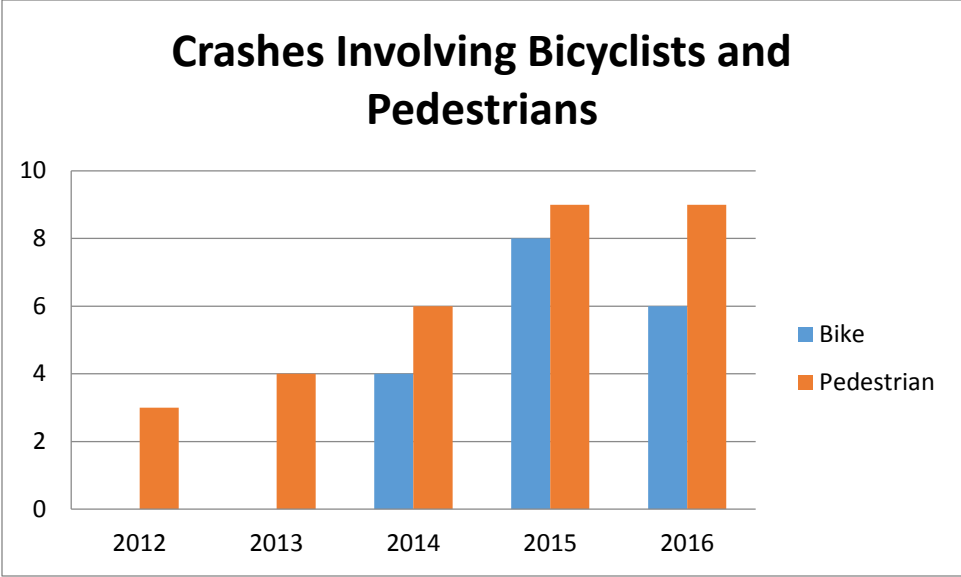


Figure 40: Crashes Involving Bicyclists and Pedestrians in Ware County

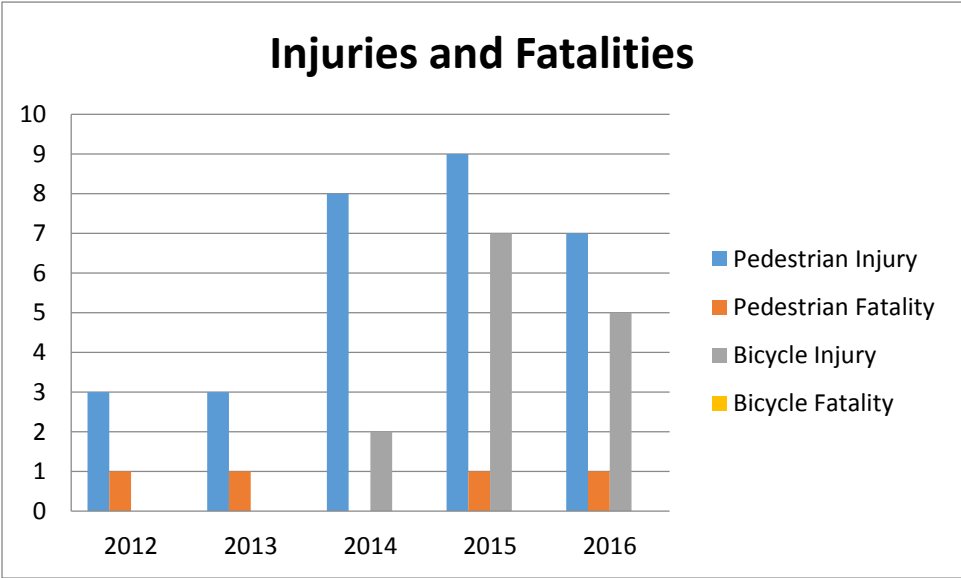


Figure 41: Fatalities and Injuries Involving Bicyclists and Pedestrians in Ware County

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 the Southern Georgia region which involve bicyclists and pedestrians. This report considers SGRC goals and policies as well as those outlined by the Georgia Highway Safety Plan and Georgia Bicycle and Pedestrian Safety Action Plan.

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 Southern Georgia.

The use of Road Safety Audits (technical review of intersections and road segments to help identify possible crash mitigation techniques) should be championed by local governments to encourage and improve the usefulness of this report and data collected by partner agencies.

Local agencies should be encouraged to use this report, as well as seeking out other data available from the Regional Commission or other agencies to help do their part in reducing crashes in the Southern Georgia region which involve pedestrians and bicyclists. This report identifies various ways in which the population of Southern Georgia can be better educated to follow the rules of the road, especially with regard to bicyclists and pedestrians.



Photo: Valdosta Daily Times