

2013-2017 Annual Crash Report

Valdosta-Lowndes County
Metropolitan Planning Organization

August 2018



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This document is prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

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Introduction

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

While previous VLMPO Annual Vehicle Crash Reports have included data from the previous three years, this year's report includes data from five years, 2013 – 2017.

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 either through law enforcement or education.

This report examines various characteristics of crash data to determine temporal patterns in crashes, crash frequency, crash locations, and contributing factors, among other variables. In the end, we will identify the highest frequency crash locations in the City of Valdosta and Lowndes County.

This report will be used by the VLMPO and local jurisdictions to evaluate projects in the 2040 Transportation Vision 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 also use this report to target education and enforcement efforts to help reduce crashes of all types on the roadways of Lowndes County. The past Annual Crash Reports have identified

particular geographic areas of concern, population groups, and crash types that are prevalent in Lowndes County crashes. This report continues to evaluate particular areas of concern and works to determine crash causes and what can be done to improve these areas.

This report is based on the Georgia Governor's Office of Highway Safety (GOHS) Highway Safety Plan¹ 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 Services, -- are where those many different responsible agencies come together to each do their own part in reducing crash frequency and severity.²

Education includes working with young and old people 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

¹ 2018 Georgia Highway Safety Plan , Georgia Governor's Office of Highway Safety
https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/georgia_fy2018_hsp.pdf

² Developing a Transportation Safety Plan, Federal Highway Safety Administration
https://www.fhwa.dot.gov/planning/processes/tribal/planning_modules/safety/chapter02.cfm

transportation departments to improve the physical characteristics of the roadway and right-of-way. The Engineering 'E' focuses on improving the basic infrastructure of intersections and roadway corridors.

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

Emergency Medical Services includes all first responders to crash sites and the medical treatment victims receive immediately after a crash. The Emergency Medical Services (EMS) 'E' includes: efficient response by medical personal to crash 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 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.

MPO Performance Safety Measures

In addition, this annual crash report will examine safety performance measures that are now required by federal law under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. 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-21.³ This final rule went into effect in April 2016 and requires all state DOTs and MPOs to establish safety performance measure targets by August 2017 and February 2018, respectively. The performance safety measures are consistent with national highway planning goals aimed to reduce fatalities and injuries along the nation's highways and shall examine the following based on 5-year rolling averages:

- a. Number of fatalities
- b. Rate of fatalities per 100 Million VMT
- c. Number of serious injuries
- d. Rate of serious injuries per 100 Million VMT
- e. Number of non-motorized fatalities and non-motorized serious injuries

The VLMPO can fulfill this new federal requirement either through programming projects that support the state of Georgia's safety performance measure targets, develop independent safety performance measure targets, or a combination of these two options. In February 2018, the VLMPO chose to support the state's targets, and Table 1 outlines the performance safety targets that the Georgia Department of Transportation (GDOT) and the VLMPO will utilize going forward. The VLMPO will gather data and annually report on the safety of the transportation system and any progress made towards achieving the state targets identified in Table 1 on the next page.

³ 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>

National Safety Performance Measures	State Safety Targets (2014-2018 moving avg.)
# of Fatalities	1,593
Rate of Fatalities per 100 million VMT	1.32
# of Serious Injuries	19,642
Rate of Serious Injuries per 100 Million VMT	16.318
Total # of Non-motorized Fatalities and Serious Injuries	1,027

Table 1: State Safety Performance Measure Targets adopted by the VLMPO in February 2018 (Source: VLMPO Resolution FY 2018-6)

In order to calculate our attainment for these performance measures, we must consider the daily vehicle miles traveled (VMT) for all of Lowndes County, and GDOT provides these numbers through their annual 445 Series Report. This data for Lowndes County over the past ten years is available in Table 2 below.

Year	Daily VMT	Annual VMT
2008	3,465,000	1,268,190,000
2009	3,714,000	1,355,610,000
2010	3,822,000	1,395,030,000
2011	3,629,000	1,324,585,000
2012	3,611,000	1,321,626,000
2013	3,674,606	1,341,231,190
2014	3,880,325	1,416,318,625
2015	4,074,725	1,487,274,625
2016	4,246,901	1,554,365,766
2017	4,155,176	1,516,639,209

forecasted number based on GDOT data

Table 2: Daily VMT for Lowndes County, GA (Source: GDOT 445 Series Reports⁴)

Further, these performance measures will be utilized locally in attainment of Common Community Vision (CCV) Aspirational Goal and Transportation Objective 18, which is to provide

⁴ GDOT 445 Series Report. Retrieved from <http://www.dot.ga.gov/DS/Data>

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.

Highway Safety Plan

Annually, the Georgia Governor's Office of Highway Safety (GOHS) adopts statewide goals to reduce fatal crashes.⁵ Labeled with **GOHS-1** notation, this local crash analysis is guided by these goals and seeks to show how our local communities are contributing to meeting these goals statewide. The crash information presented will examine how our local communities are doing at reducing crashes.

On the following pages, the State Highway Safety Plan goals are presented along with local crash analysis and statistics to show progress made locally towards achieving those goals. VLMPO safety performance measures will be presented alongside related GOHS goals.

Note: GDOT has changed the way in which it reports data to planning agencies, the data here was accessed through the Georgia Electronic Accident Reporting System (GEARS) Portal⁶ and through raw crash data provided by GDOT, and may be slightly inconsistent with previous year's data. We are also not looking at crashes on private property.

Terms Used in This Report	
Injury Crash	Crash that had injuries, not total number of injured
Fatal Crash	Crash that had at least one fatality, not total fatalities
CST	Construction

⁵ 2017 Annual Report. Georgia Governor's Office of Highway Safety. <https://www.gahighwaysafety.org/fullpanel/uploads/files/2017annualreport-final-ilovepdf-compressed.pdf>

⁶ Georgia Electronic Accident Reporting System (GEARS). www.gearsportal.com

GOHS-1: To decrease traffic fatalities 2.5% from 1,179 (2012-2014 average) to 1,149 (2015-2017 average) in 2017.

*Two VLMPO Performance Measures Are Related to This GOHS Highway Safety Goal

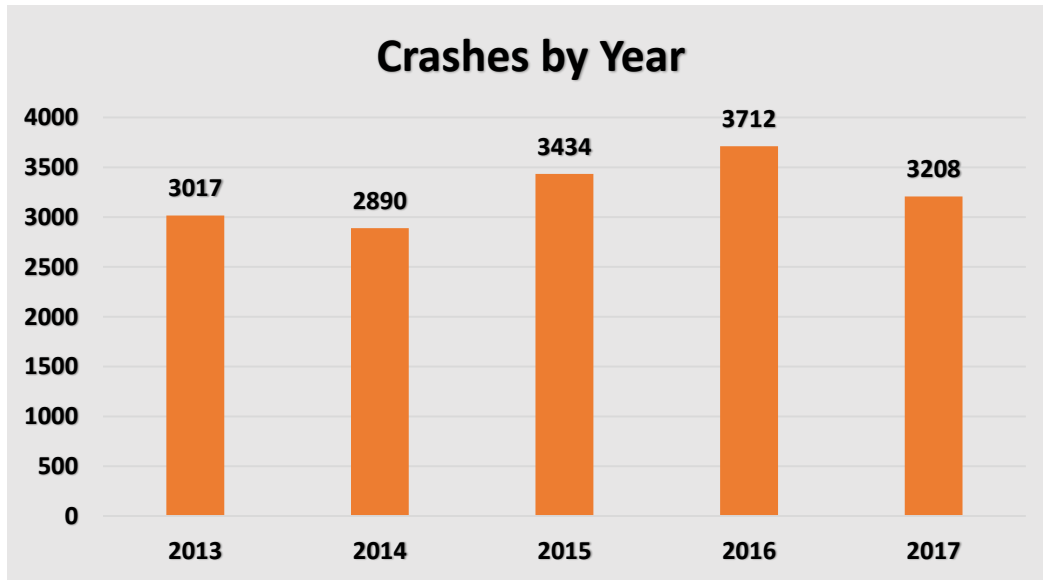


Figure 1: Between 2013 and 2017, Lowndes County experienced 16,261 crashes in public right-of-way, and the annual totals decreased from 2013 to 2014 before two consecutive years of increases in 2015 and 2016 and finally a decrease in 2017. But Lowndes County still had more crashes in 2017 than 2013.

Data Source: Georgia Electronic Accident Reporting System (GEARS)

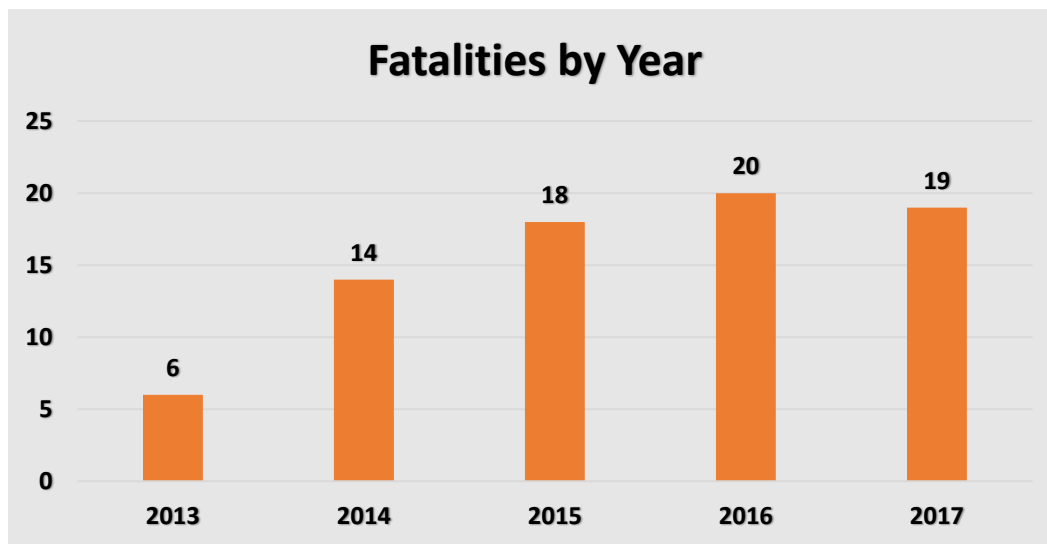


Figure 2: Between 2013 and 2017, Lowndes County experienced 77 traffic fatalities in public right-of-way, and the annual totals sharply increased from 2013 to 2014 before finally experiencing a slight decrease from 20 in 2016 to 19 in 2017.

VLMPO/GDOT PERFORMANCE MEASURE 1: Number of Fatalities - To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014-2018) 5-year average by December 2018.

Fatalities			
		5-Year Rolling Avg.	
2008	19		
2009	20		
2010	20		
2011	15		
2012	11	2008-2012	17
2013	6	2009-2013	14.4
2014	14	2010-2014	13.2
2015	18	2011-2015	12.8
2016	20	2012-2016	13.8
2017	19	2013-2017	15.4

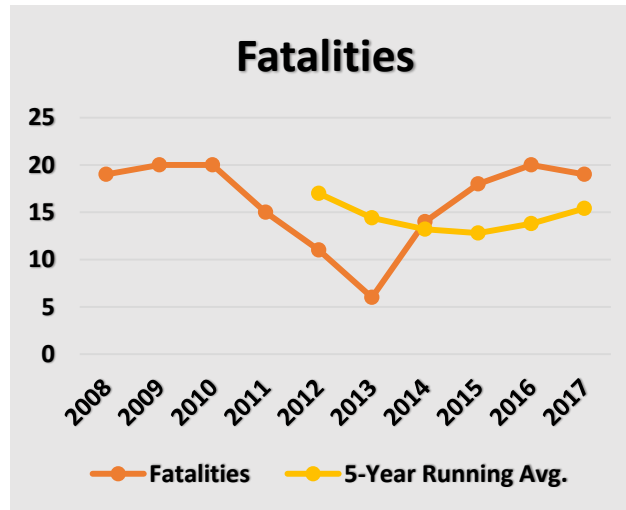


Table 3/Figure 3: Overall, fatal crashes have increased in Lowndes County, especially from 2013 to 2015. The 5-year rolling average declined from 2012 to 2015, but has increased through December 2017.

VLMPO/GDOT PERFORMANCE MEASURE 2: Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.

Fatality Rate / 100 Million Vehicle Miles Traveled (VMT)			
		5-Year Rolling Avg.	
2008	1.50		
2009	1.48		
2010	1.43		
2011	1.13		
2012	0.83	2008-2012	1.27
2013	0.45	2009-2013	1.06
2014	0.99	2010-2014	0.97
2015	1.21	2011-2015	0.98
2016	1.29	2012-2016	0.95
2017*	1.25*	2013-2017*	1.04*

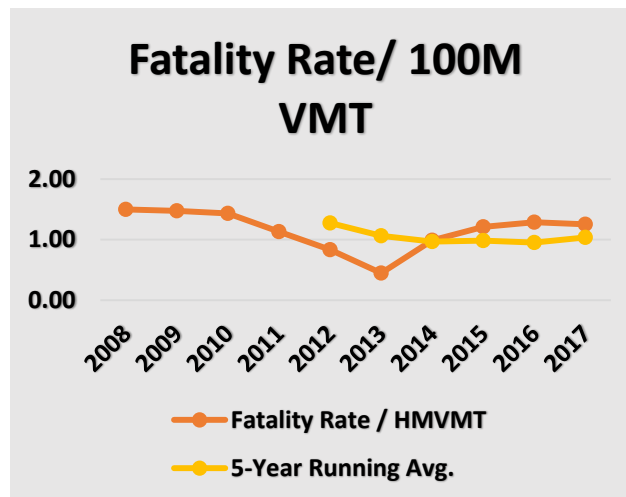


Table 4/Figure 4: The fatality rate per 100 million VMT ranges from 0.45 to 1.50 over this past decade. This number is calculated by multiplying the number of fatalities for that year by 100 million and then dividing by the VMT for the year. For example, in 2008, there were 1,268,190,000 VMT and 19 traffic fatalities based on values from Tables 1 and 3, respectively.

*2017 numbers applied forecasted projections based on 2012-2016 VMT data from GDOT

GOHS-2: To decrease serious traffic injuries below the 2015 calendar base year of 114,643 to 107,868 by 2017.

*Two VLMPO Performance Measures Are Related to This GOHS Highway Safety Goal

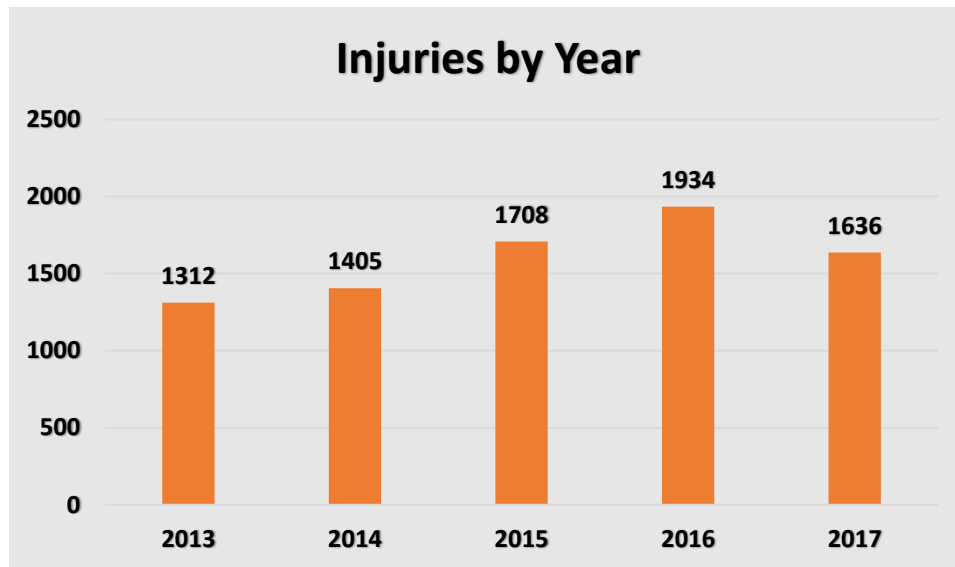


Figure 5: The number of traffic injuries per year in Lowndes County increased between 2013 and 2016 before decreasing in 2017.

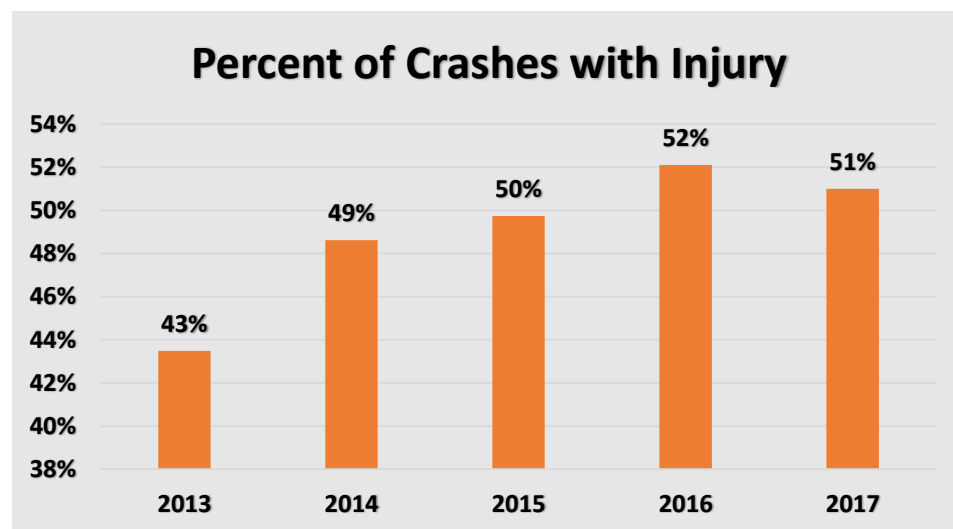


Figure 6: Out of all crashes, approximately half resulted in injuries on an annual basis. Lowndes County has experienced an increase in the percent of crashes with injury since 2013. 51% of crashes in 2017 resulted in physical injury.

VLMP0/GDOT PERFORMANCE MEASURE 3: To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014-2018) 5-year average by December 2018.

Serious Injuries			
		5-Year Rolling Avg.	
2008	37		
2009	45		
2010	189		
2011	178		
2012	236	2008-2012	137
2013	204	2009-2013	170.4
2014	214	2010-2014	204.2
2015	230	2011-2015	212.4
2016	245	2012-2016	225.8
2017	249	2013-2017	228.4



Table 5/Figure 7: Overall, serious injuries have increased in Lowndes County, especially from 2013 to 2017. The 5-year rolling average has gradually increased through December 2017.

VLMP0/GDOT PERFORMANCE MEASURE 4: Rate of Serious Injuries per 100 Million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.

Serious Injury Rate / 100 Million Vehicle Miles Traveled (VMT)			
		5-Year Rolling Avg.	
2008	2.92		
2009	3.32		
2010	13.55		
2011	13.44		
2012	17.86	2008-2012	10.22
2013	15.21	2009-2013	12.67
2014	15.11	2010-2014	15.03
2015	15.46	2011-2015	15.42
2016	15.76	2012-2016	15.88
2017*	16.42*	2013-2017*	15.59*

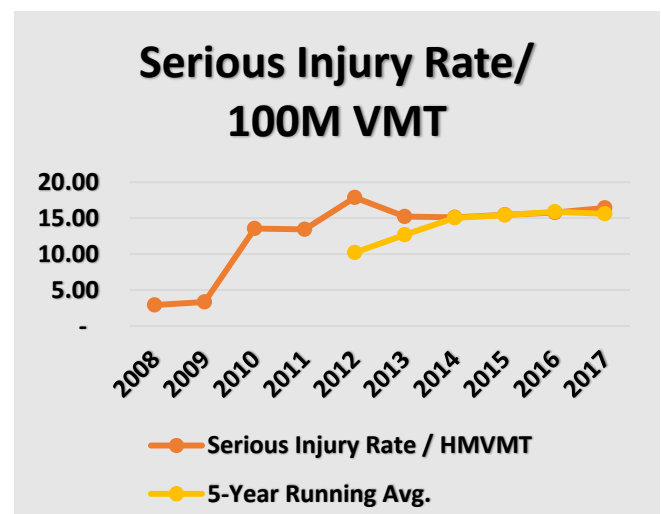


Table 6/Figure 8: Overall, the serious injury rate has increased in Lowndes County over the last decade, but 2017’s rate was lower than the decade high in 2012. The 5-year rolling average has gradually increased over time.

*2017 numbers applied forecasted projections based on 2012-2016 VMT data from GDOT

GOHS-3: To decrease fatalities per 100M VMT 3.7% from 1.08 (2012-2014 average) to 1.04 (2015- 2017 average) in 2017.

- a) To decrease rural fatalities per 100M VMT 1.1% from 1.88 (2012-2014 average) to 1.86 (2015-2017 average) in 2017
- b) To decrease urban fatalities per 100M VMT 5% from 0.80 (2012-2014 average) to 0.76 (2015-2017 average) in 2017.

*Two VLMPO Performance Measures Are Related to This GOHS Highway Safety Goal (see page 6)

Fatality Rate / 100 Million Vehicle Miles Traveled (VMT)					
	VMT (in millions)	Number of Fatalities	Rate per 100 million VMT	5-Year Rolling Avg.	
2008	346.50	19	1.50		
2009	371.40	20	1.48		
2010	382.20	20	1.43		
2011	362.90	15	1.13		
2012	361.10	11	0.83	2008-2012	1.27
2013	367.46	6	0.45	2009-2013	1.06
2014	388.03	14	0.99	2010-2014	0.97
2015	407.47	18	1.21	2011-2015	0.98
2016	424.69	20	1.29	2012-2016	0.95
2017*	415.52*	19*	1.25*	2013-2017*	1.04*

Table 7: The annual fatality rate for Lowndes County calculated at a rate of 100M vehicle miles traveled (VMT) shows the rate has increased over the past decade. Forecasts show a potential decrease for the rate in 2017 depending on final VMT numbers produced by GDOT.

*2017 numbers applied forecasted projections based on 2012-2016 VMT data from GDOT



Photo: Valdosta Daily Times

GOHS-4: To decrease unrestrained passenger vehicle occupant fatalities 8.9% from 369 (2012-2014 average) to 336 (2015-2017 average) in 2017.

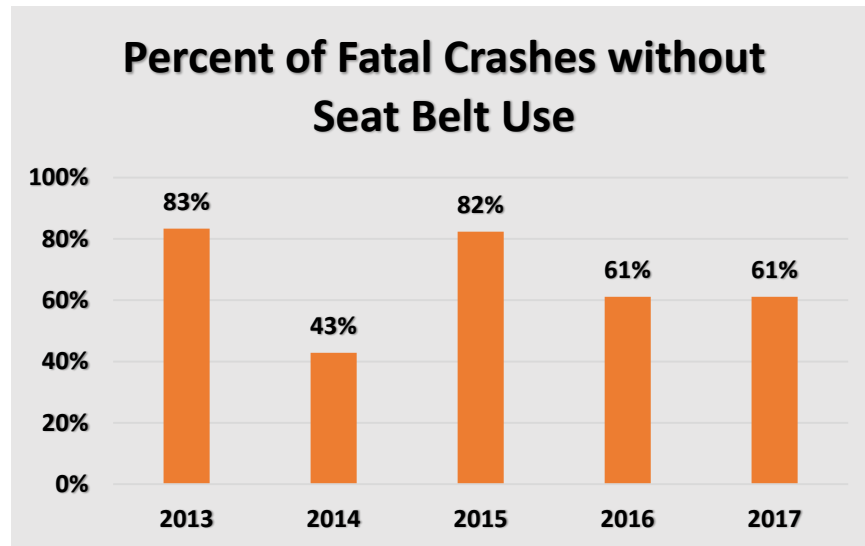


Figure 9: While there was an overall increase in the number of Lowndes County fatalities not involving seat belt use between 2014 and 2017, there was a decrease between 2015 and 2016.

NOTE: This percentage reflects null or unknown instances of the usage of safety equipment in a vehicle involved in a crash.

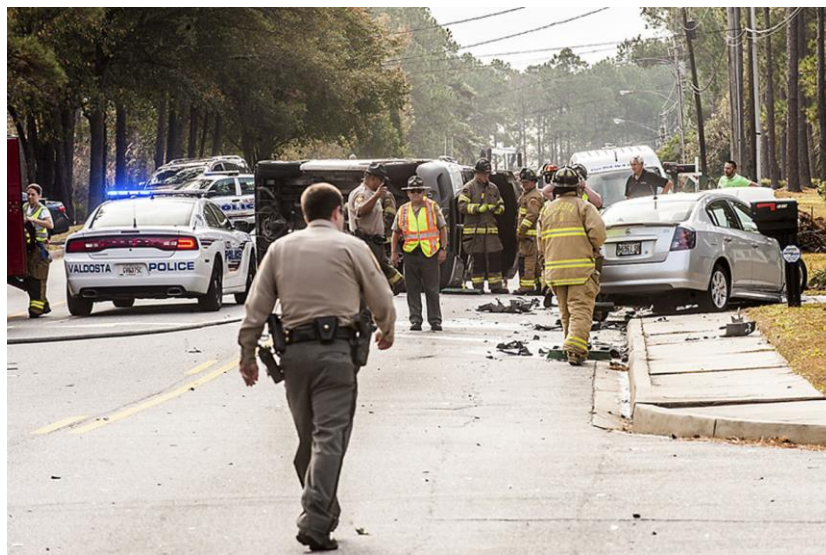


Photo: Valdosta Daily Times

GOHS-5: To decrease alcohol impaired driving fatalities 9.6% from 291 (2012-2014 average) to 263 (2015-2017 average) in 2017.



Figure 10: Alcohol fatalities have slightly decreased in Lowndes County between 2014 and 2017.

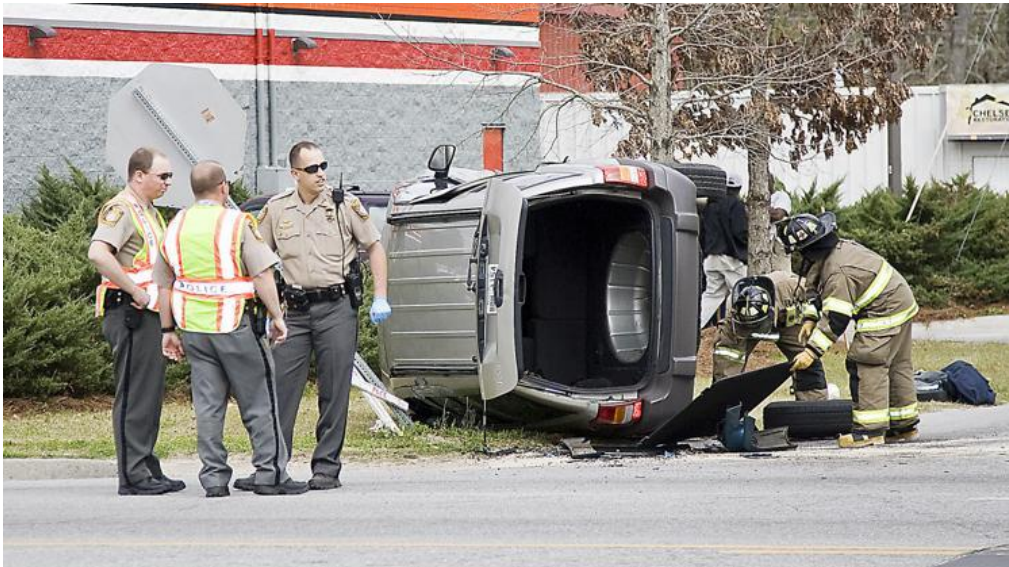


Photo: Valdosta Daily Times

GOHS-6: To decrease speed related fatalities 0.5% from 197 (2012-2014 average) to 196 (2015-2017 average) in 2017.

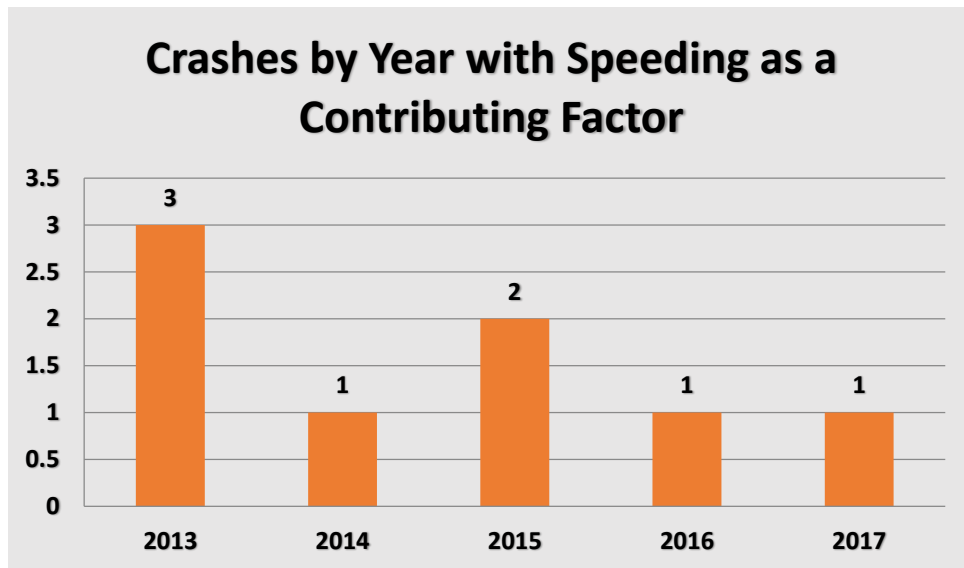


Figure 11: Crashes with speeding recorded by law enforcement as a contributing factor have held constant over the past 5 years.



Photo: Valdosta Daily Times

GOHS-7: To decrease motorcyclists' fatalities 3.1% from 129 (2012-2014 average) to 125 (2015-2017 average) in 2017. [2015: 149; 2016: 170].

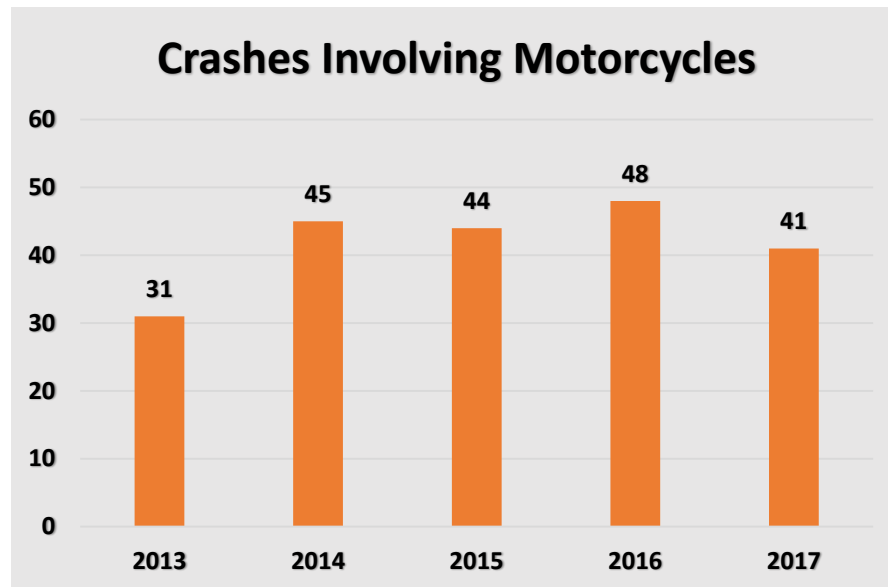


Figure 12: Lowndes County has seen an overall rise in motorcycle crashes in the past 5 years; however, there was a slight increase between 2015 and 2016 followed by a decrease in 2017.

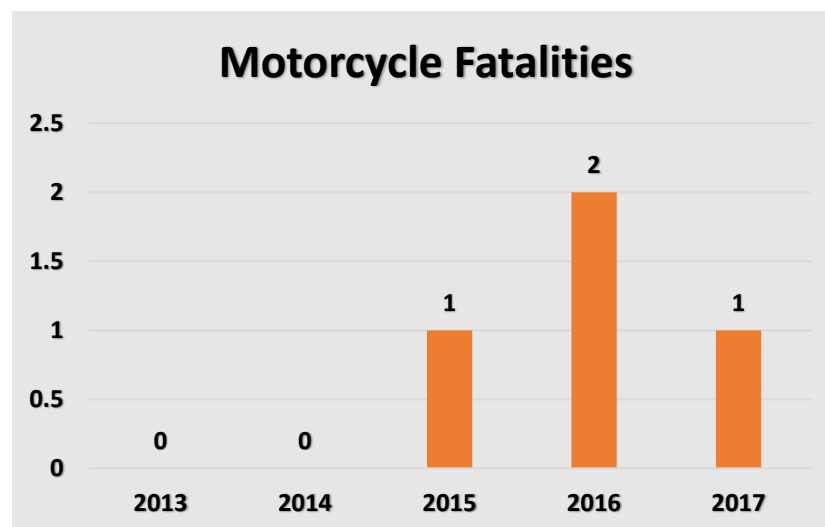


Figure 13: There was an increase in motorcycle fatalities from 2014 to 2016, but a decrease in 2017.

GOHS-8: To decrease un-helmeted motorcyclists' fatalities from 7 (2012-2014 average) to 6 (2015- 2017 average) in 2017.

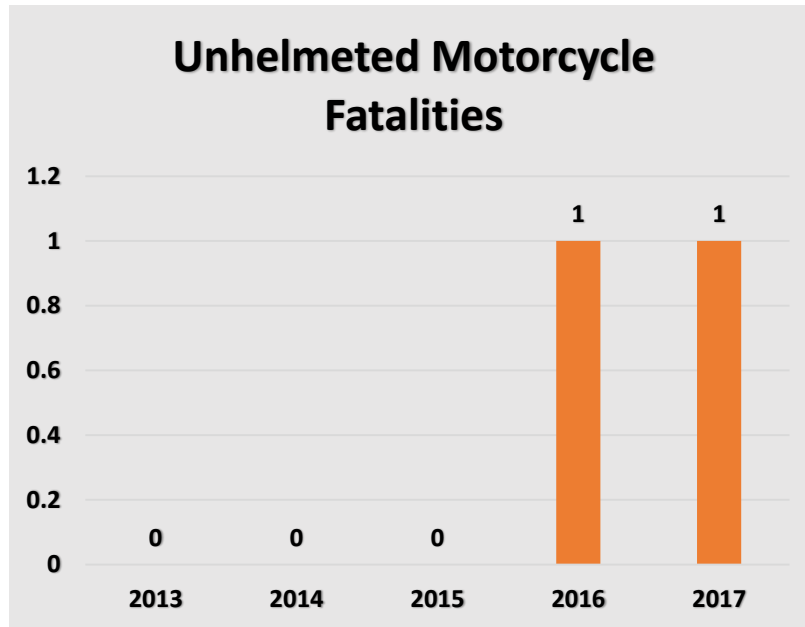


Figure 14: Un-helmeted motorcycle fatalities were infrequent over the past 5 years but did occur in 2016 and 2017.



Photo: Valdosta Daily Times

GOHS-9: To decrease drivers under the age of 21 years involved in fatal crashes 5.8% from 154 (2012-2014 average) to 145 (2015-2017 average) in 2017.

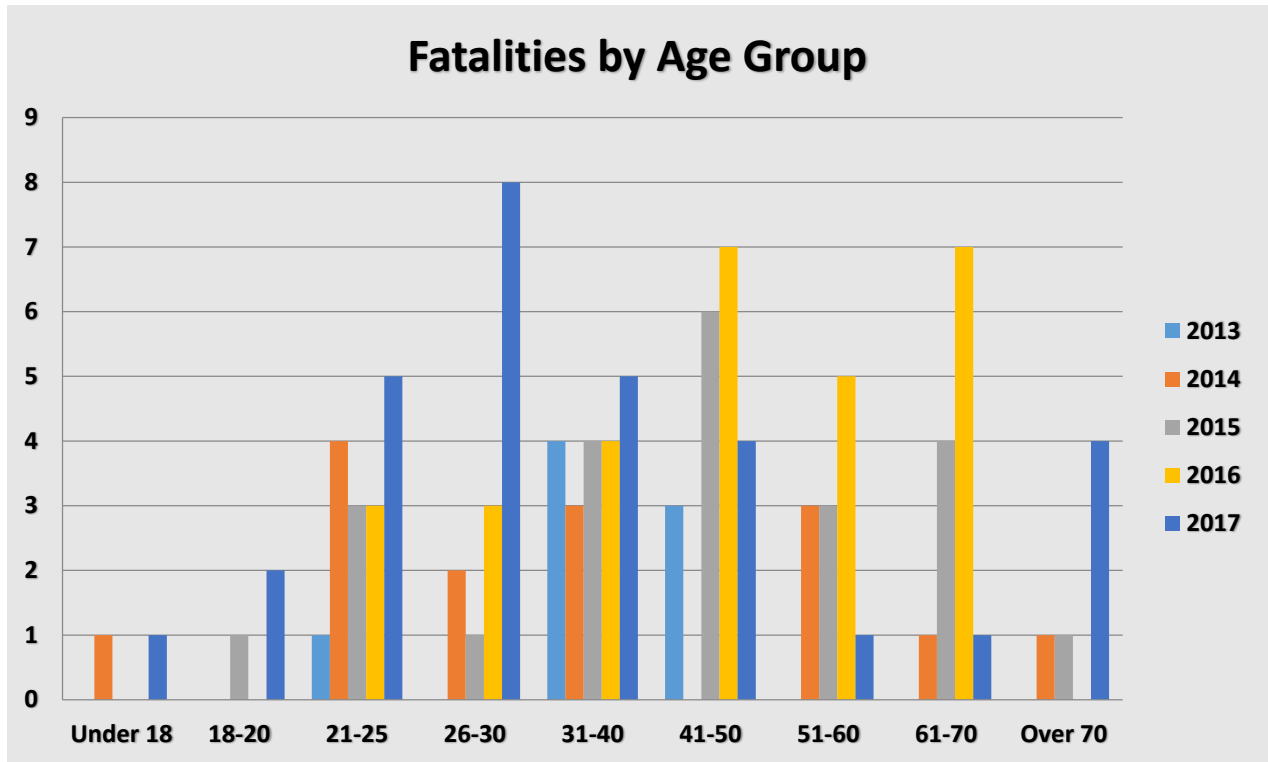


Figure 15: Fatal Crashes by Age shows that in Lowndes County, there are more crashes in the 41-50 age groups than in most others. Crashes are not just caused by one age group, but are spread out across all age groups. Over the past 5 years (between 2013 and 2017), there were 5 fatal crashes involving drivers aged 20 or younger – up from 3 that occurred between 2012 and 2016.

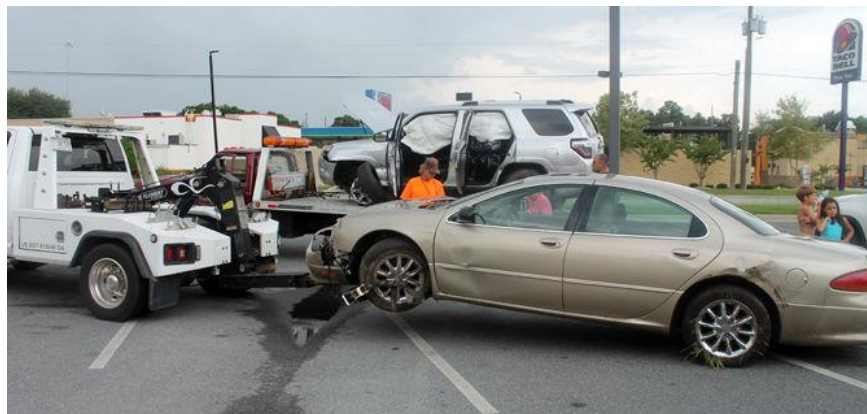


Photo: Valdosta Daily Times

GOHS-10: To decrease the count of pedestrian fatalities 1.8% from 169 (2012-2014 average) to 166 (2015-2017 average) in 2017.

*One VLMPO Performance Measure Is Related to This GOHS Highway Safety Goal

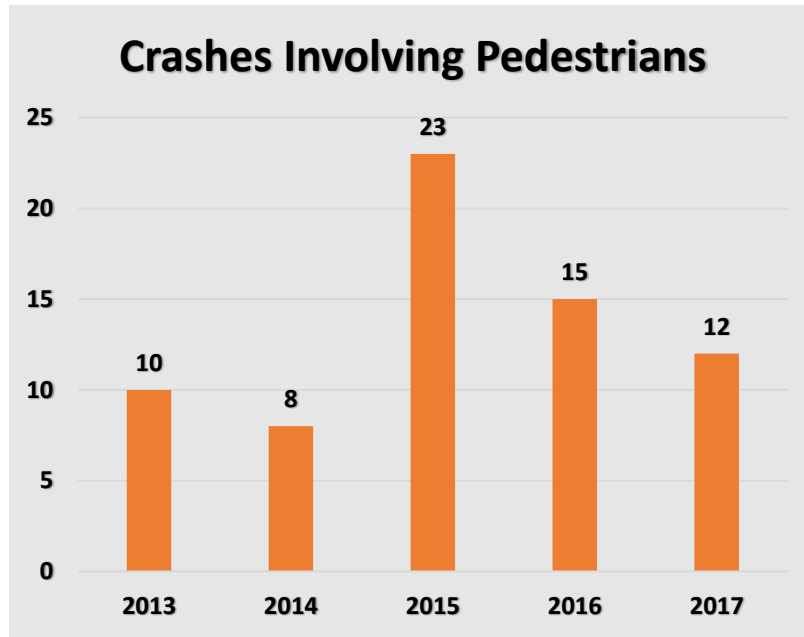


Figure 16: Lowndes County crashes involving pedestrians decreased from 2012 to 2014 and dramatically increased in 2015, but declined in 2016 and 2017.

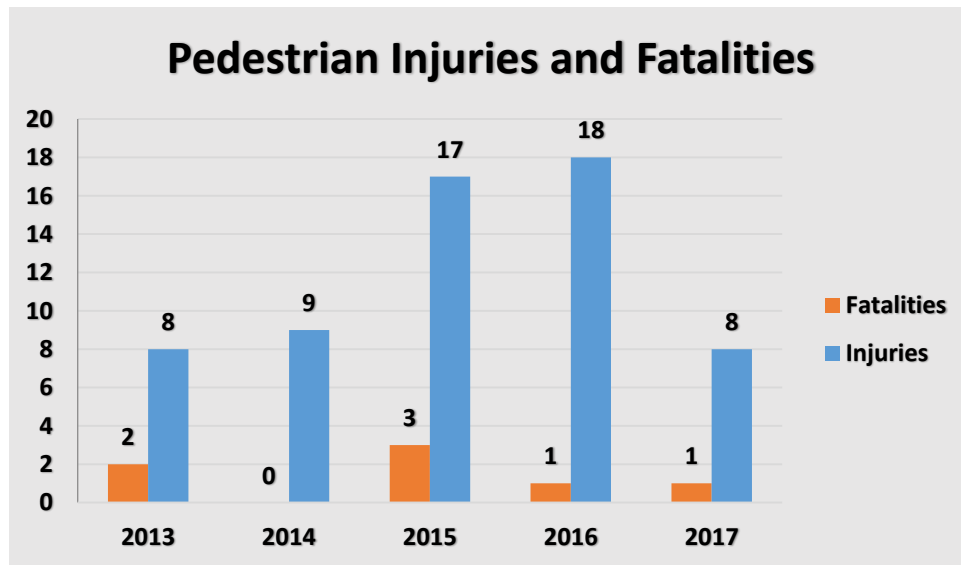


Figure 17: 2015 had the most pedestrian fatalities in Lowndes County in the past 5 years. The rolling averages over the past 5 years were 1.4 pedestrian fatalities and 12 pedestrian injuries.

VLMPO/GDOT PERFORMANCE MEASURE 5: Number of Non-Motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

Non-Motorized Fatalities			
		5-Year Rolling Avg.	
2008	0		
2009	0		
2010	0		
2011	0		
2012	0	2008-2012	0
2013	0	2009-2013	0
2014	0	2010-2014	0
2015	1	2011-2015	0.2
2016	0	2012-2016	0.2
2017	0	2013-2017	0.2

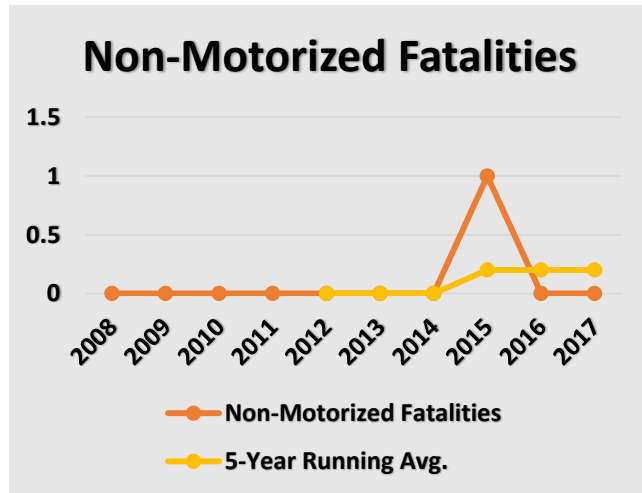


Table 8/Figure 18: Non-Motorized Fatalities were infrequent over the past ten years in Lowndes County.

Non-Motorized Serious Injuries			
		5-Year Rolling Avg.	
2008	0		
2009	0		
2010	0		
2011	1		
2012	1	2008-2012	0.4
2013	0	2009-2013	0.4
2014	0	2010-2014	0.4
2015	0	2011-2015	0.4
2016	0	2012-2016	0.2
2017	1	2013-2017	0.2

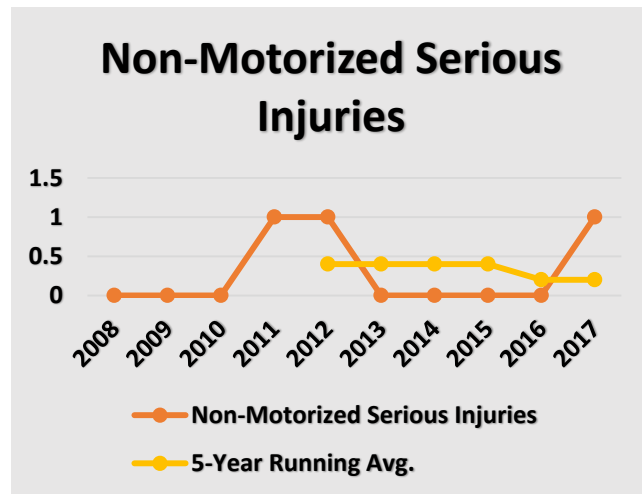


Table 9/Figure 19: Non-Motorized Serious Injuries were infrequent over the past ten years in Lowndes County.

GOHS-11: To decrease bicyclist fatalities 14.3% from 21 (2012-2014 average) to 18 (2015-2017 average) in 2017.

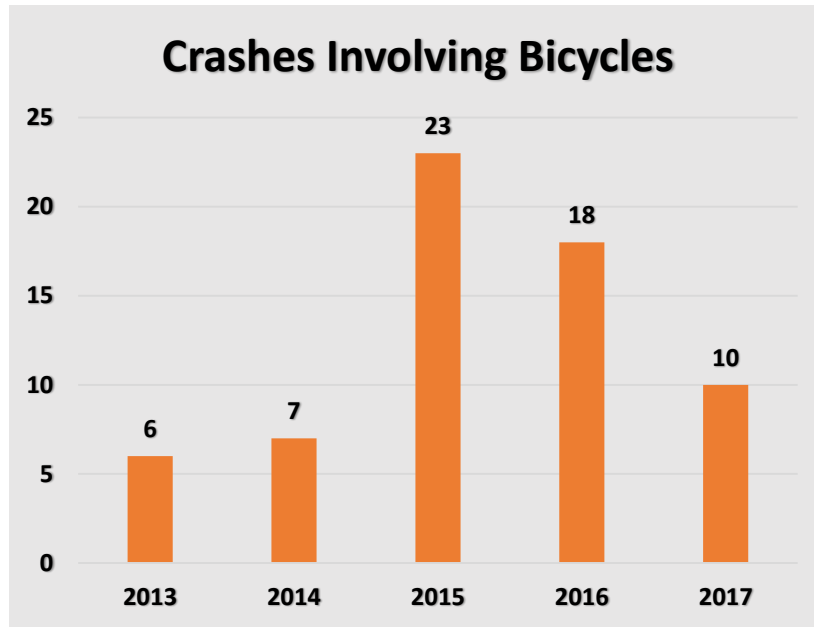


Figure 20: Crashes involving bicycles increased between 2014 and 2015 but have decreased since.

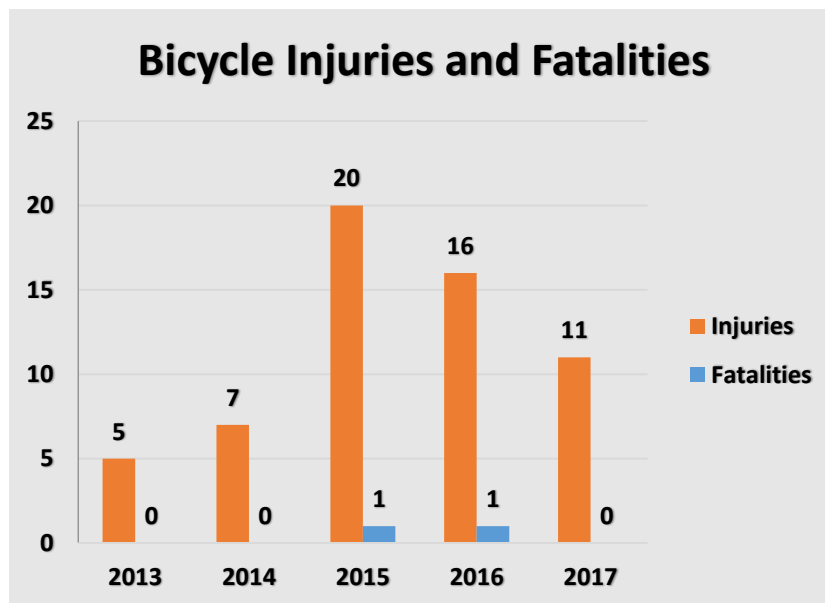


Figure 21: 2015 and 2016 had the most bicycle fatalities in Lowndes County in the past 5 years. The rolling 5 year averages were 0.4 bicycle fatalities and 11.8 bicycle injuries.

GOHS-12: Increase statewide observed safety belt use of front seat outboard occupants in passenger vehicles from baseline 97.3 % in 2015 to 97.7% in 2017.

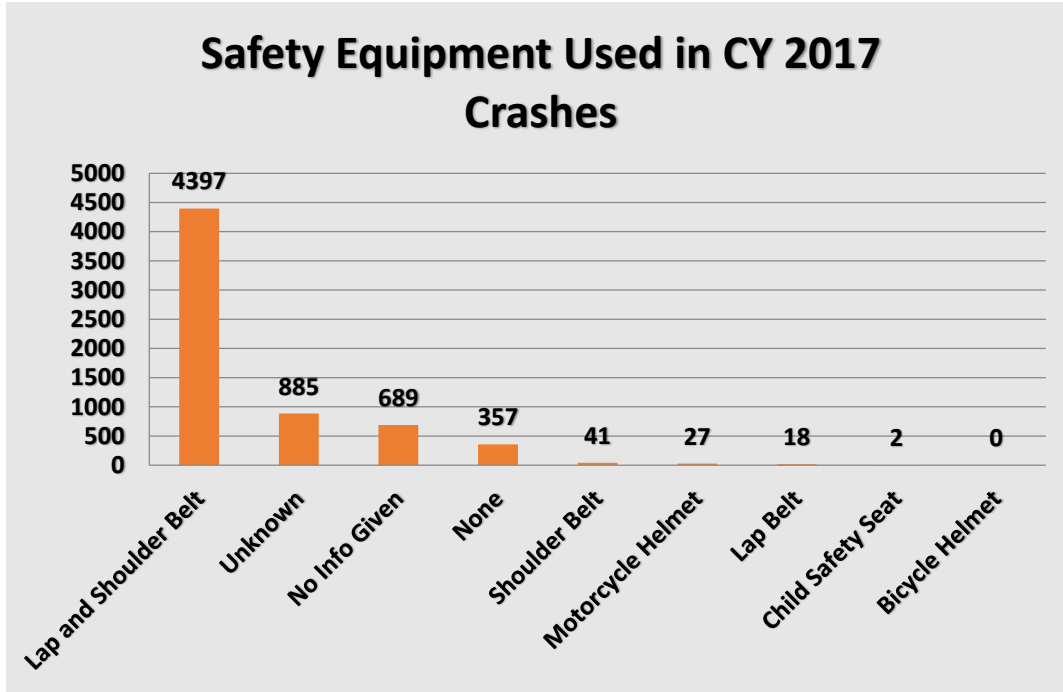


Figure 22: Of all crashes extracted from the GEARS database for 2017, the most common type of safety equipment recorded was a lap and shoulder belt.

NOTE: This takes into account both single-vehicle crashes and multiple-vehicle crashes

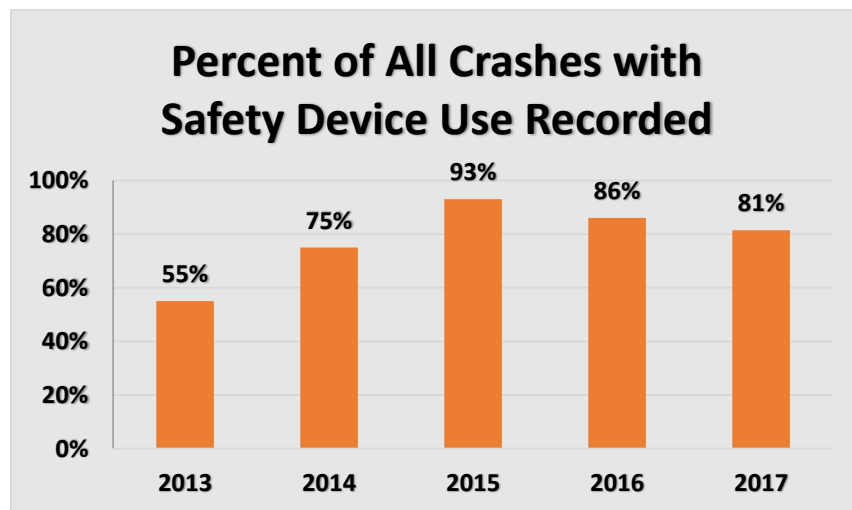


Figure 23: 2015 had the highest percentage of seat belt use among crashes in Lowndes County over the past 5 years. Safety device use declined between 2015 and 2017.

Other Charts and Data

2017 CONTRIBUTING FACTORS

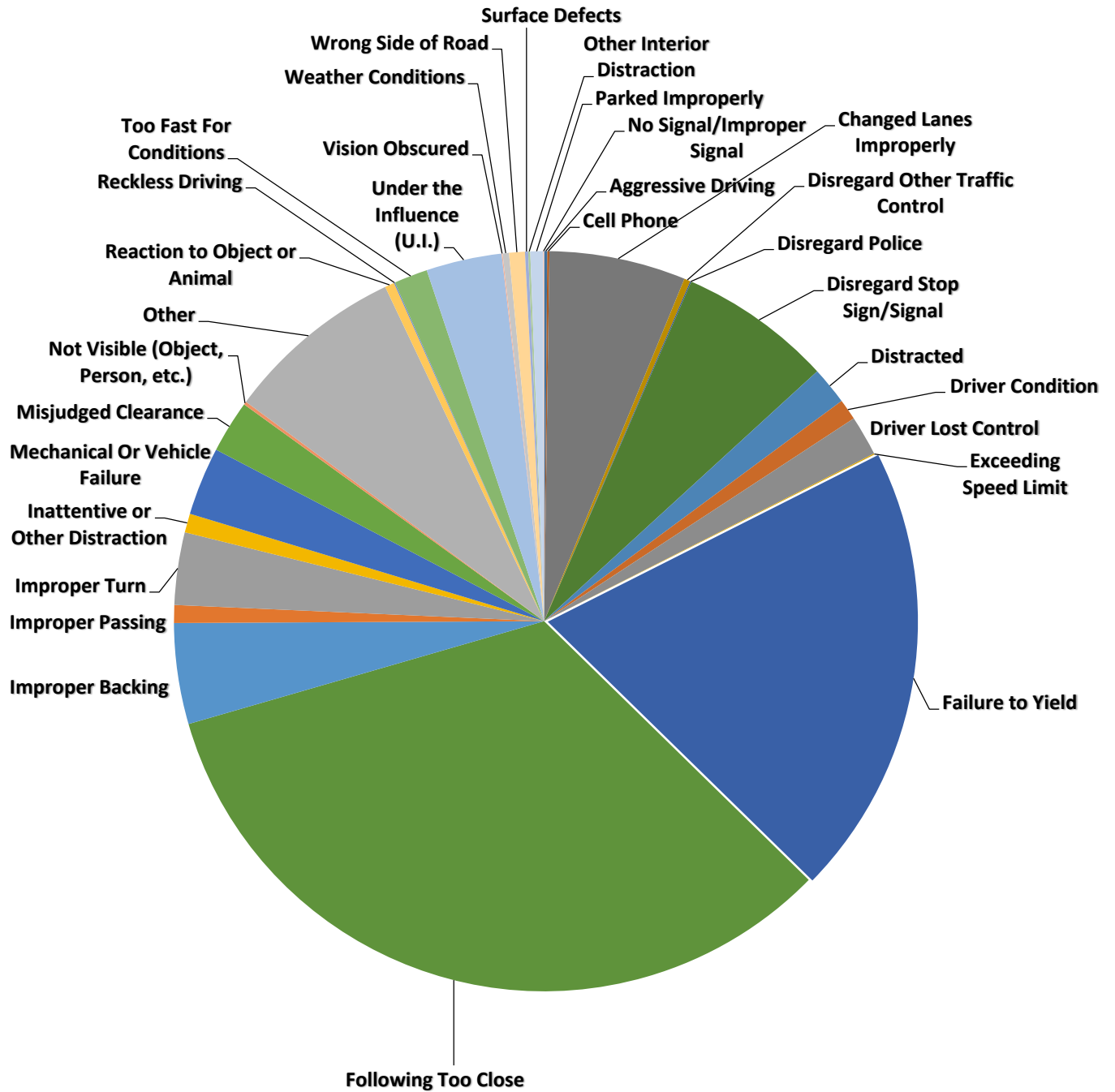


Figure 24: The most cited contributing factors to crashes in the 2017 calendar year were “following too close” and “failure to yield.”

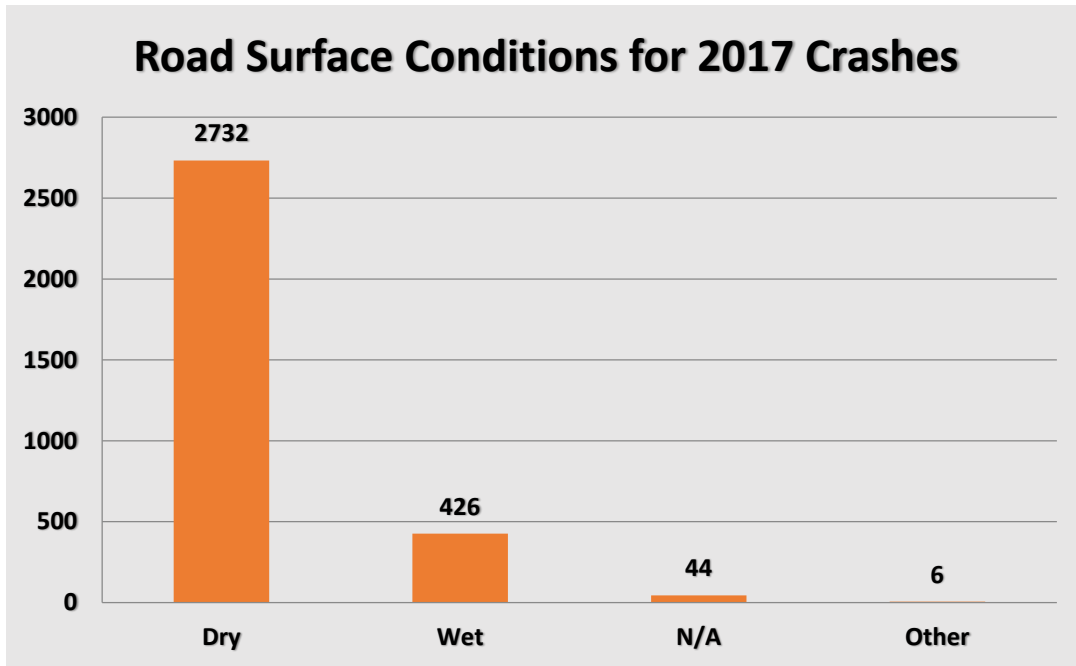


Figure 25: Most crashes in 2017 occurred in dry road surface conditions.

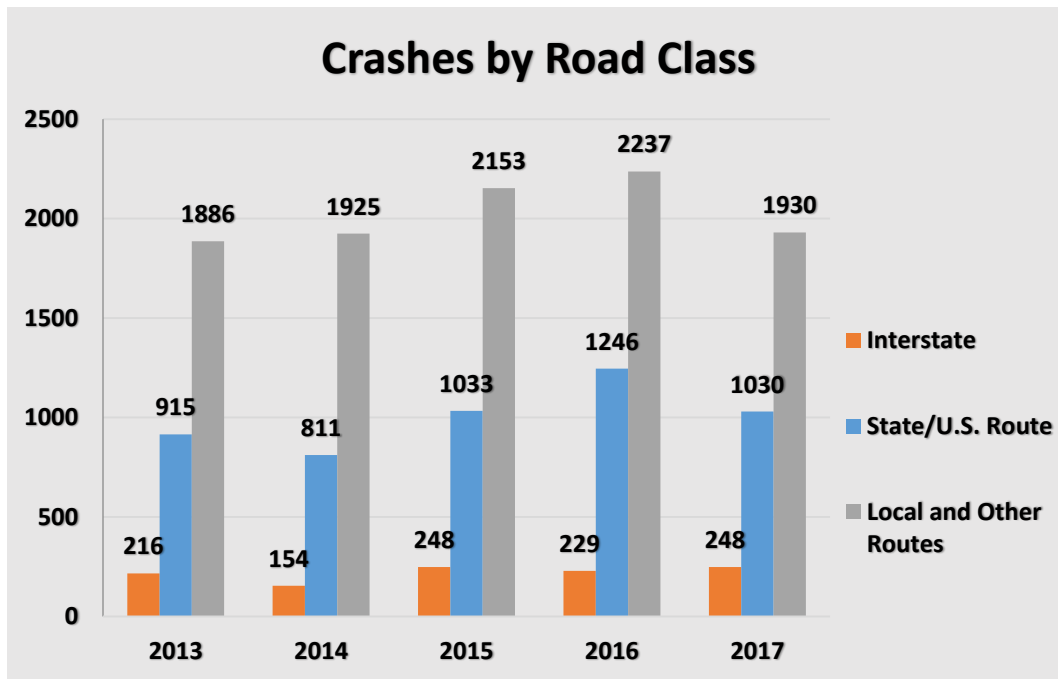


Figure 26: Crashes on local streets have increased the most between 2013 and 2016 but decreased in 2017. Crashes on Interstate 75 have remained relatively constant between 2015 and 2017.

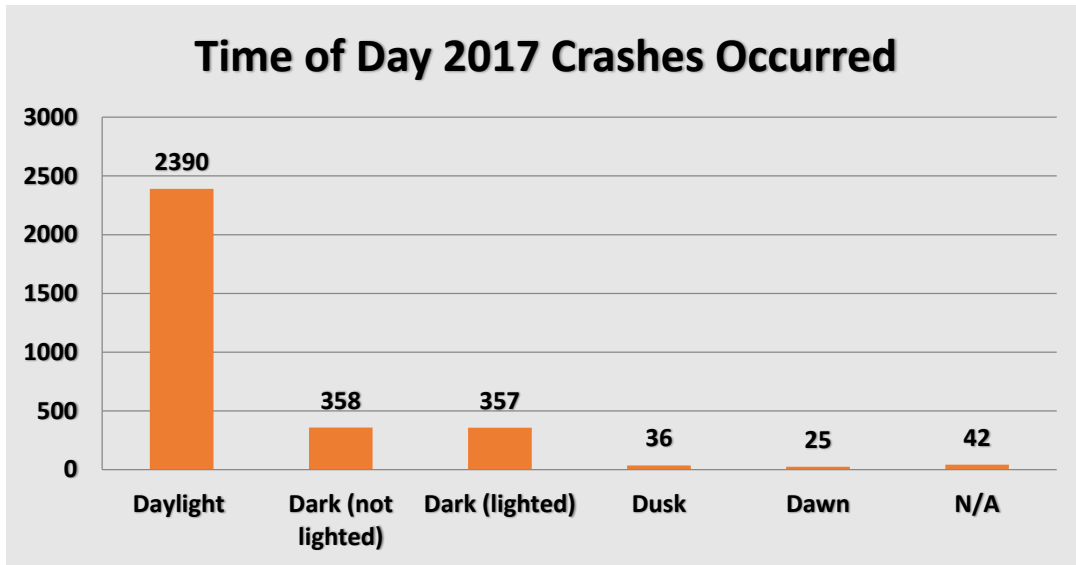


Figure 27: Most crashes from the 2017 calendar year have occurred during daylight hours.

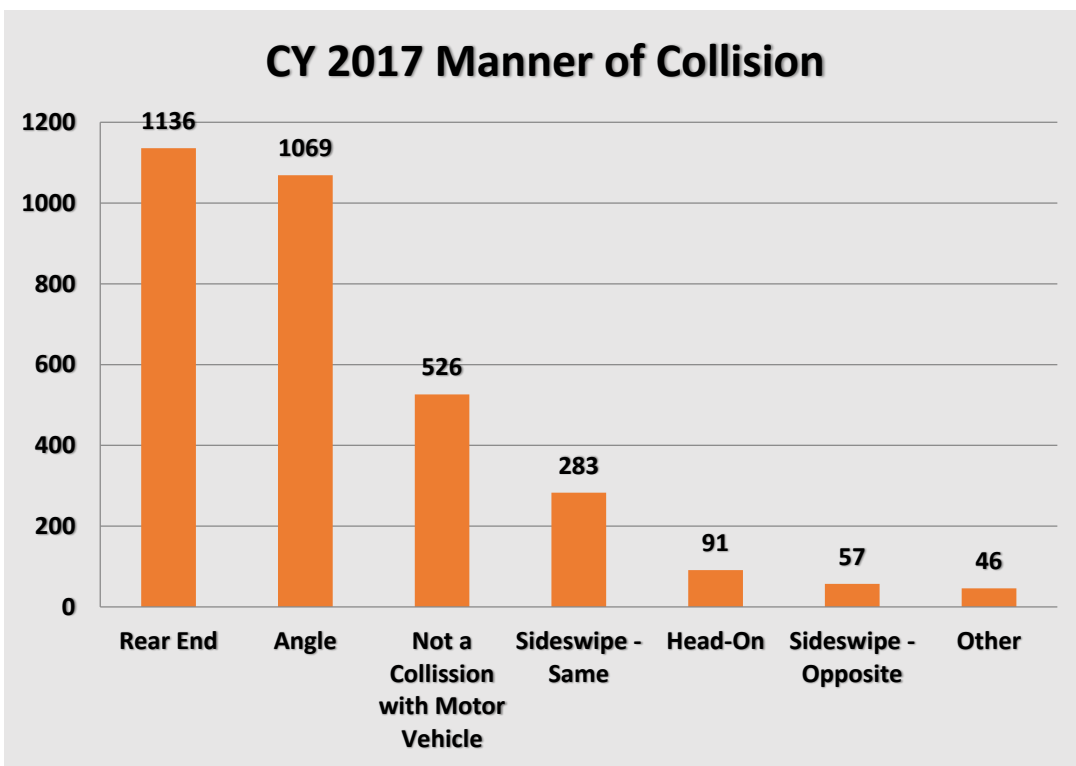


Figure 28: Rear-end and angle collisions were frequent in Lowndes County in 2017.

High Crash Locations

While the previous sections have primarily focused on fatal crashes, their impacts, causes, and how they relate to the overall goals of the Georgia Governor's Office of Highway Safety 2017 Annual Report and the VLMPO/GDOT's safety performance measures, the following section will look at the highest crash locations in the City of Valdosta and Lowndes County.

The Top 20 crash locations were determined through the raw crash data provided by GDOT through GEARS. Using the crash data, the 20 locations with the most crashes during the five-year study period were identified.

Only crashes at intersections were included in this listing; crashes at mid-block locations have not been included at this time.

The City of Valdosta produces an annual crash report examining trends in crashes throughout the City. The City's crash report and this report produced by the MPO are different in several ways. However, many of the Top 20 crash locations are the same. One of the biggest differences is that the City crash report includes data from two-vehicle crashes only. The MPO crash report includes all crashes at each location.

Along with the Top 20 intersections with crashes in the city and county, planned improvements are included. These either originate from the VLMPO 2040 Transportation Vision Plan, the VLMPO Transportation Improvement Plan, or the Southern Georgia Transportation Special Purpose Local Option Sales Tax (TSPLOST) Final Investment List.



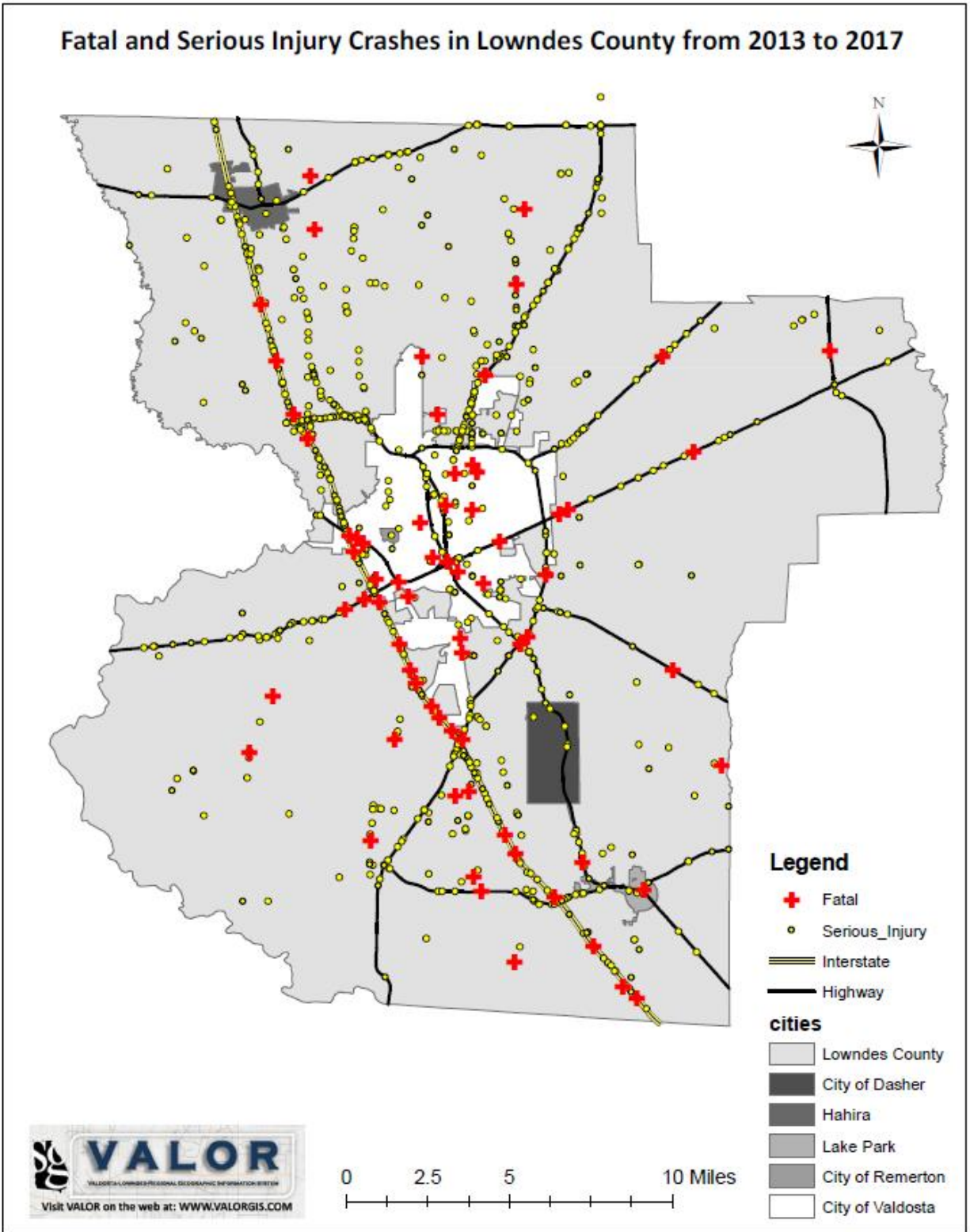
Photo: Valdosta Daily Times.

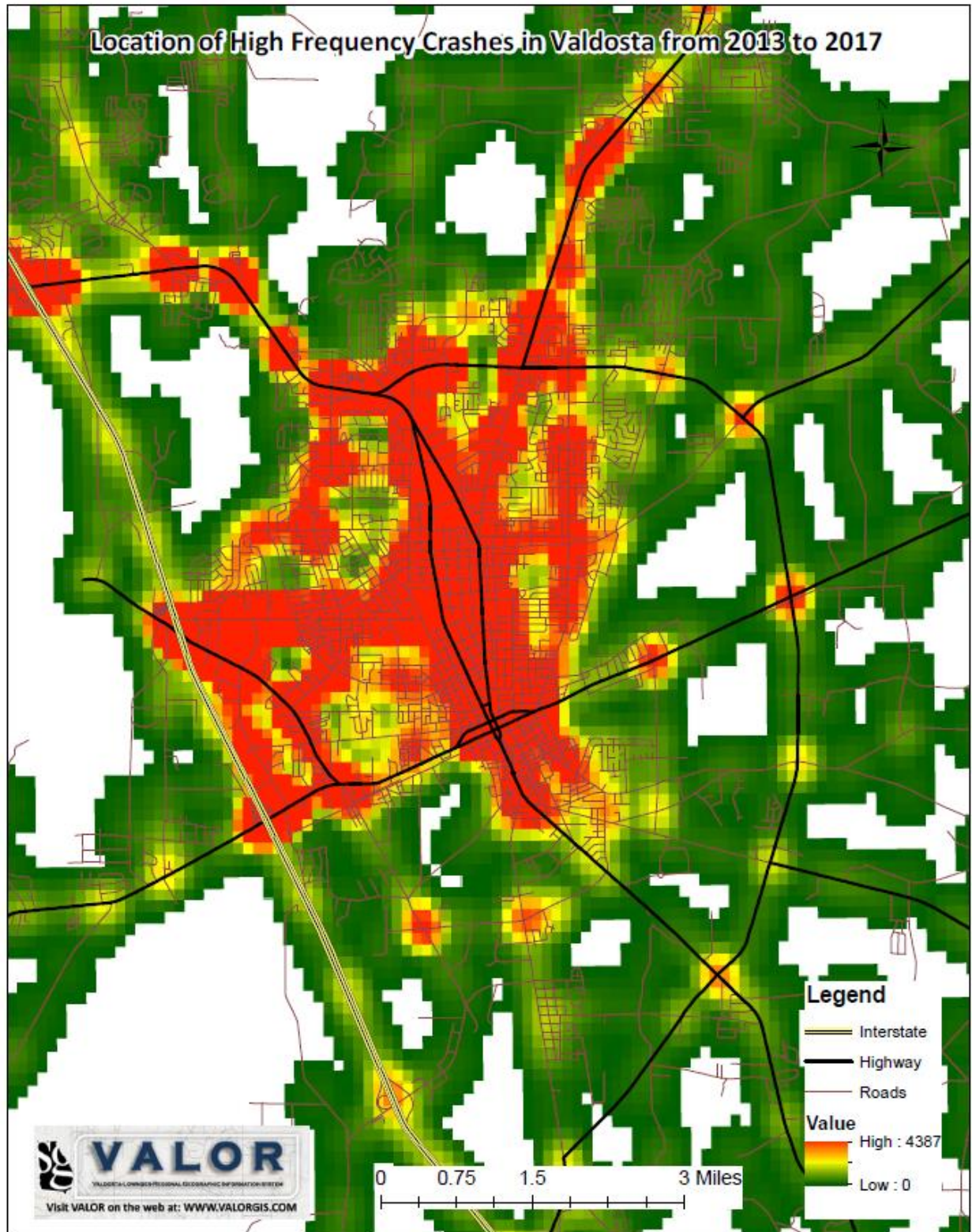


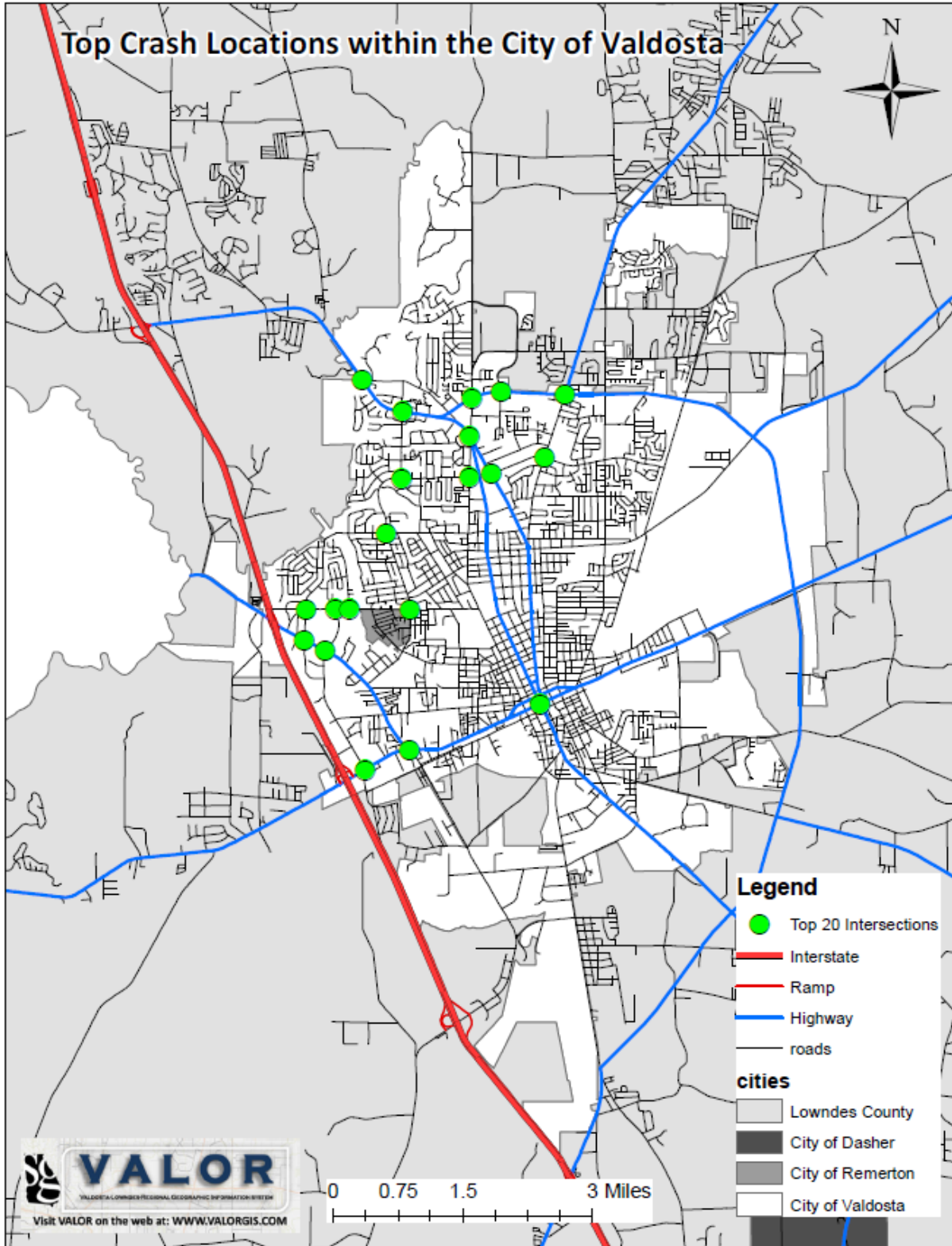
Photo: Valdosta Daily Times.



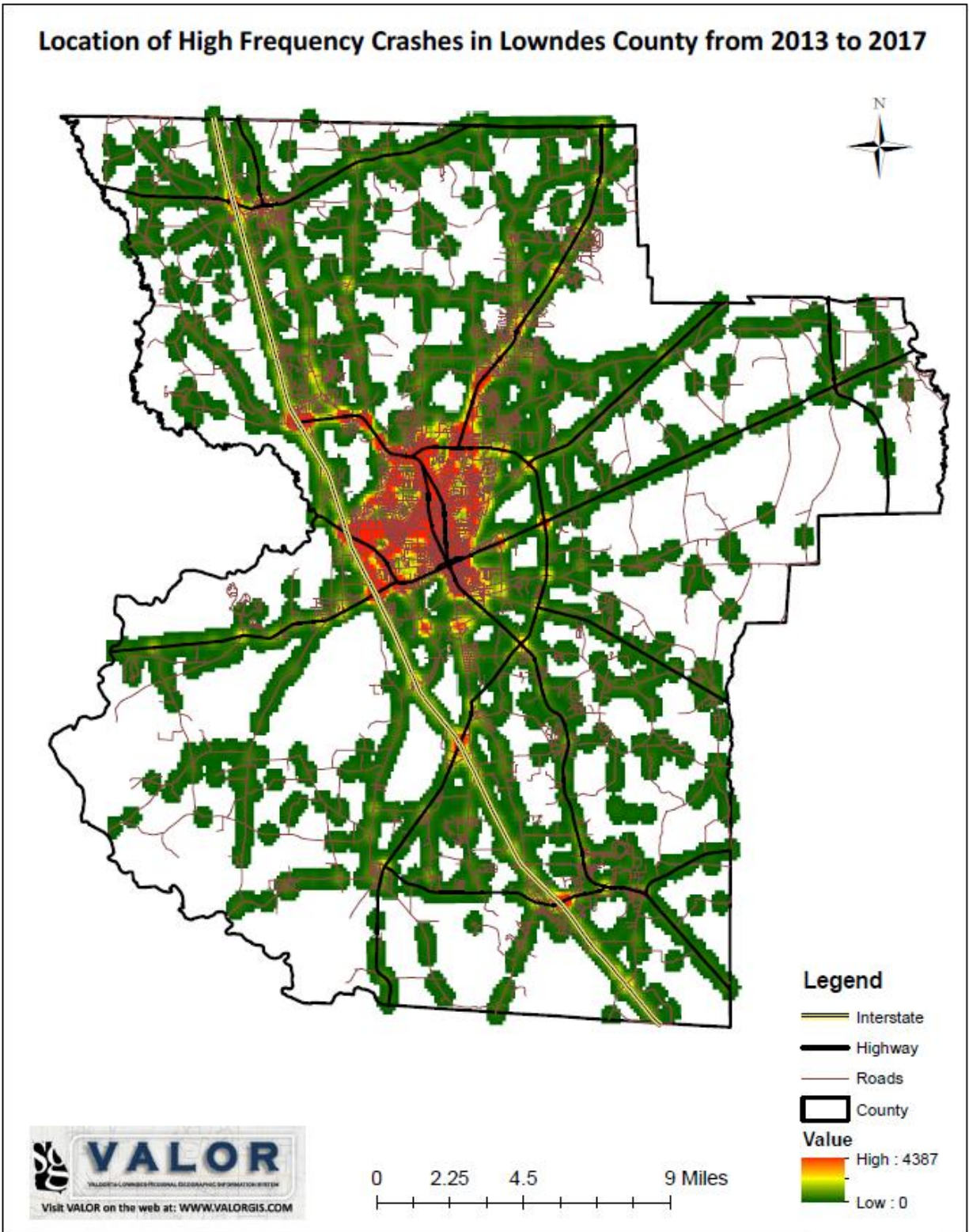
Photo: Valdosta Daily Times.

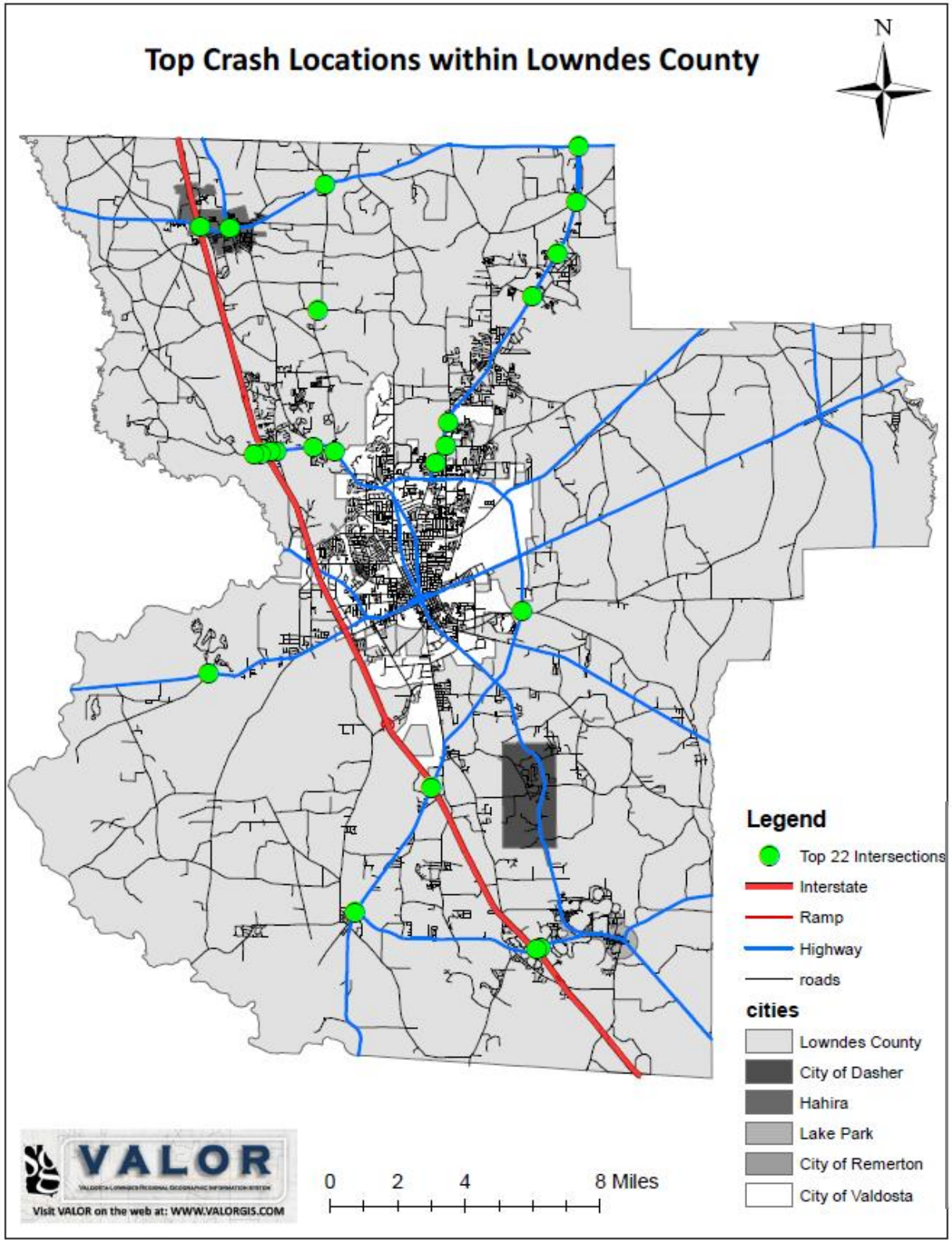






Top 20 Locations in Valdosta 2013-2017				
Rank	Intersection	# of Crashes	Location	Planned Improvements
1	N ST AUGUSTINE RD @ NORMAN DR	120	Valdosta	Intersection Improvements
2	GORNTD RD @ N ST AUGUSTINE RD	107	Valdosta	Intersection Improvements
3	BAYTREE RD @ MELODY LN/JERRY JONES DR	106	Valdosta	Intersection Improvements
4	INNER PERIMETER RD @ N OAK ST EXT	105	Valdosta	
5	BEMISS RD @ INNER PERIMETER RD	104	Valdosta	
6	N ASHLEY ST @ NORTHSIDE DR	100	Valdosta	
T7	COUNTRY CLUB DR @ N VALDOSTA RD	98	Valdosta	Added Travel Lanes
T7	N ASHLEY ST/N VALDOSTA RD @ N OAK ST EXT	98	Valdosta	
9	BAYTREE RD @ GORNTD RD	87	Valdosta	Intersection Improvements
10	BEMISS RD @ NORTHSIDE DR	84	Valdosta	
11	BAYTREE RD @ NORMAN DR	74	Valdosta	Intersection Improvements
12	BAYTREE RD @ S SHERWOOD DR	73	Valdosta	
13	NORMAN DR @ W HILL AVE	71	Valdosta	
14	GORNTD RD @ JERRY JONES DR	69	Valdosta	Added Travel Lanes
T15	COUNTRY CLUB DR @ JERRY JONES DR/EAGER RD	60	Valdosta	Added Travel Lanes
T15	E / W HILL AVE @ N / S PATTERSON ST	60	Valdosta	
17	EAGER RD/W NORTHSIDE DR @ N OAK ST	57	Valdosta	Added Travel Lanes
T18	INNER PERIMETER RD @ LAKE LAURIE DR	54	Valdosta	
T18	COUNTRY CLUB RD @ N VALDOSTA RD	54	Valdosta	
20	W HILL AVE @ N ST AUGUSTINE RD	53	Valdosta	





Top 20 Locations in Lowndes County 2013-2017				
Rank	Intersection	# of Crashes	Location	Planned Improvements
1	VAL DEL RD @ N VALDOSTA RD	51	County	Intersection Improvements
2	N OAK ST EXT @ BEMISS RD	46	County	
3	N VALDOSTA RD @ COLEMAN RD N	44	County	
4	MILL STORE RD @ LAKES BLVD	36	County	
5	KNIGHTS ACADEMY RD @ FORREST ST EX	34	County	
T6	N VALDOSTA RD @ FLYTHE RD	30	County	
T6	SHILOH RD @ I 75 OFF RAMP EXIT 22	30	County	Road Improvements/ Resurfacing
8	OLD US 41 N @ FOXBOROUGH AVE	26	County	Added Travel Lanes
9	N / S CHURCH ST @ E / W MAIN ST	23	Hahira	
10	I 75 NB RAMP EXIT 29 @ GA 122	20	Hahira	
11	VAL DEL RD @ BETHANY RD	16	County	
T12	GA HWY 122 E @ BEMISS RD	15	County	
T12	INNER PERIMETER RD @ HOWELL RD	15	County	
T14	DAVIDSON RD @ BEMISS RD	14	County	
T14	MADISON HWY @ I 75 SB RAMP EXIT 11	14	County	Interchange Improvements
T16	PREWITTE ST @ BEMISS RD	13	County	
T16	KINDERLOU FOREST @ US HWY 84 W	13	County	Median Turn Lanes
T16	CLYATTVILLE LAKE PARK RD @ MADISON HWY	13	County	
T19	NEW BETHEL RD @ BEMISS RD	12	County	
T19	GA HWY 122 E @ VAL DEL RD	12	County	
T19	LAKES BLVD @ I 75 NB RAMP EXIT 5	12	County	
T19	VAL TECH RD @ SHILOH RD	12	County	Road Improvements/ Resurfacing
T19	BEMISS RD @ HUNTLEY DR	12	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 Valdosta and Lowndes County. This report was modeled after the Georgia Governor's Office of Highway Safety 2017 Annual Report to address the same issues and points as that report. It also addresses the VLMPO's newly 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 Top 20 crash locations should be reviewed by local agencies through an analysis that addresses the primary manners of collision and contributing factors at these intersections. The use of Road Safety Audits (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.

Georgia House Bill 673⁷, or Georgia's new Hands-Free Law, took effect on July 1, 2018, and a future examination of crashes in Valdosta and Lowndes County will examine the effects of this law on the safety of all users of public right-of-way. This will likely take the form of two six-month analyses for both the first half of calendar year 2018 where the hands-free law did not exist and the second half of calendar year 2018 marked by the law's enactment and enforcement.

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.

⁷ House Bill 673- "Hands Free Law." Georgia Governor's Office of Highway Safety.
<http://www.headsupgeorgia.com/handsfree-law/>