Valdosta-Lowndes
Metropolitan Planning Organization

2011 Annual Crash Report

Data from 2007-2009

June 2011

Southern Georgia
Regional Commission

Table of Contents

Introduction

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

Subsequent Crash Reports have continued the ongoing study of crash data and safety planning in Lowndes County, Georgia. This latest report includes data from the years 2007-2009, and it will continue to use the Georgia Governor's Office of Highway Safety Strategic Highway Safety Plan as a model.

This Vehicle Crash Report is the follow-up and continuation of an ongoing study of crash data and safety planning in Greater Lowndes County, Georgia. As noted previously, this report includes three years of data (2007, 2008 and 2009). By including multiple years of data any abnormalities in data can be averaged out over time to reflect a more accurate picture of the overall crash frequency, severity and location (among other data) in Lowndes County.

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

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

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

This report will be used by the VLMPO and local jurisdictions to evaluate projects in the 2035 Transportation Plan and annual Transportation Improvement Program updates. 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.

The 4 E's of Highway Safety

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

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

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

Engineering includes working with local and state public works, and highway and transportation departments to improve the physical characteristics of the roadway and right-of-way. The Engineering E includes: improving horizontal and vertical curvature of roadways, enhanced signage and roadway markings, access management, improved intersection sight distances, and overall intersection and roadway design. The implementation of Intelligent Transportation Systems that help motorists move through the urban area while making safer and better informed decisions. This includes the synchronizing of signal timings, which Valdosta is a leader in.

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

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

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

Strategic Highway Safety Plan

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

The SHSP was based on the latest statistics available for highway safety problem solving. The document contains Education and Enforcement countermeasures for reducing crashes, injuries and fatalities on Georgia roads. It also documents strategic, comprehensive, and collaborative efforts with the Engineering and Emergency Medical Services components to improve roadway safety in the State. This "4-E" approach will result in a balanced and effective strategy to saving lives on Georgia's roadways.

Tragically, 1,493 people died on Georgia roadways during 2008 according to the National Center for Statistics and Analysis. Georgia will work to analyze the casual factors of these deaths to help mitigate their causes. As more current data becomes available, the Governor's Office of Highway Safety (GOHS) will use the data to refine its HSP. Utilizing the latest data

[2] Source: 2007 Georgia Strategic Highway Safety Plan

available, GOHS plans to develop, promote, implement and evaluate projects that are designed to address the major highway safety factors that contributing to injuries and fatalities[3] The goals of the 2010 SHSP are as follows:

- Increase the rate of observed safety belt use from baseline 89.6% in 2008 to 91% by the end of FFY 2010 for drivers and front seat passengers.
- Reduce the alcohol related fatality rate (BAC = .08+) from estimated 2008 baseline of 0.38 fatalities (416) per 100 million VMT to 0.37 (404) per 100 million VMT (based on 110,290 million VMT).
- Reduce the percentage of speed related fatal crashes from baseline 21% in 2008 to 19% by the end of FFY 2010.
- Reduce the percentage of pedestrian related fatal crashes from baseline 9.8% (146) in 2008 to 9.7% by end of FFY 2010.
- Continue implementation of the Strategic Highway Safety Plan with all roadway safety stakeholders in Georgia.

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

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

Crash Data Collection

When a crash occurs in Georgia the applicable law enforcement agency completes a Uniform Motor Vehicle Crash Report (an example report is included in the appendix). Once completed, these reports are sent to the Georgia Department of Transportation Office of Traffic Safety and Design. The data is compiled by this GDOT Office and the University Of Alabama College Of Engineering into the Critical Analysis Reporting Environment (CARE) software. The CARE software is designed to allow planners and other professionals a means by which crash data can be sorted, cross tabulated, and allows multi-parameter searches which can be utilized in graphs and or tables displaying the results of localized crash data in a timely fashion. The CARE 9 version of the software was used for data analysis in this report. The data in this report includes crash record data from the years 2007, 2008 and 2009.

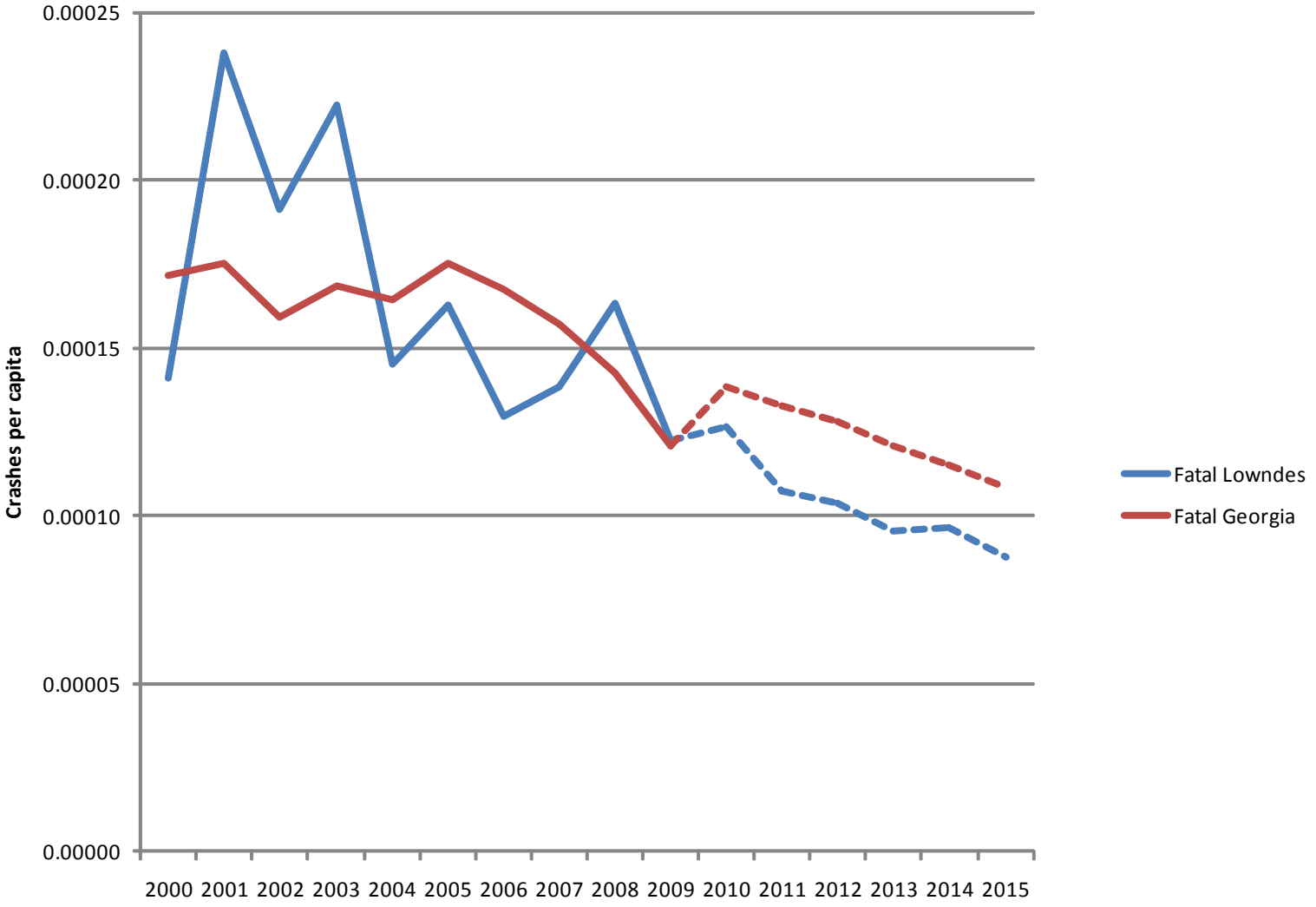
Overview of Crashes 2000-2009

Overall in Lowndes County in the last ten years crashes have decreased slightly, by about 5.46%. In Georgia crashes have decreased as well, but by a much larger amount, 13.11% in the last ten years (see Chart 1). In the same time period Lowndes County has seen a 15.54% increase in population while Georgia has seen a 19.88% increase in population.

Following are maps that depict the change in the number of crashes from the 2000-2002 reporting to the 2007-2009 reporting period. The maps show where the number of crashes have increased or decreased over time. The data presented in this map is not surprising given the crashes have followed the general pattern of development in the City of Valdosta and Lowndes County. For example, there are an increasing number of crashes near the intersection of St. Augustine Road and Norman Drive in Valdosta. In this area is a large regional shopping center that has experienced considerable growth over the past decade.

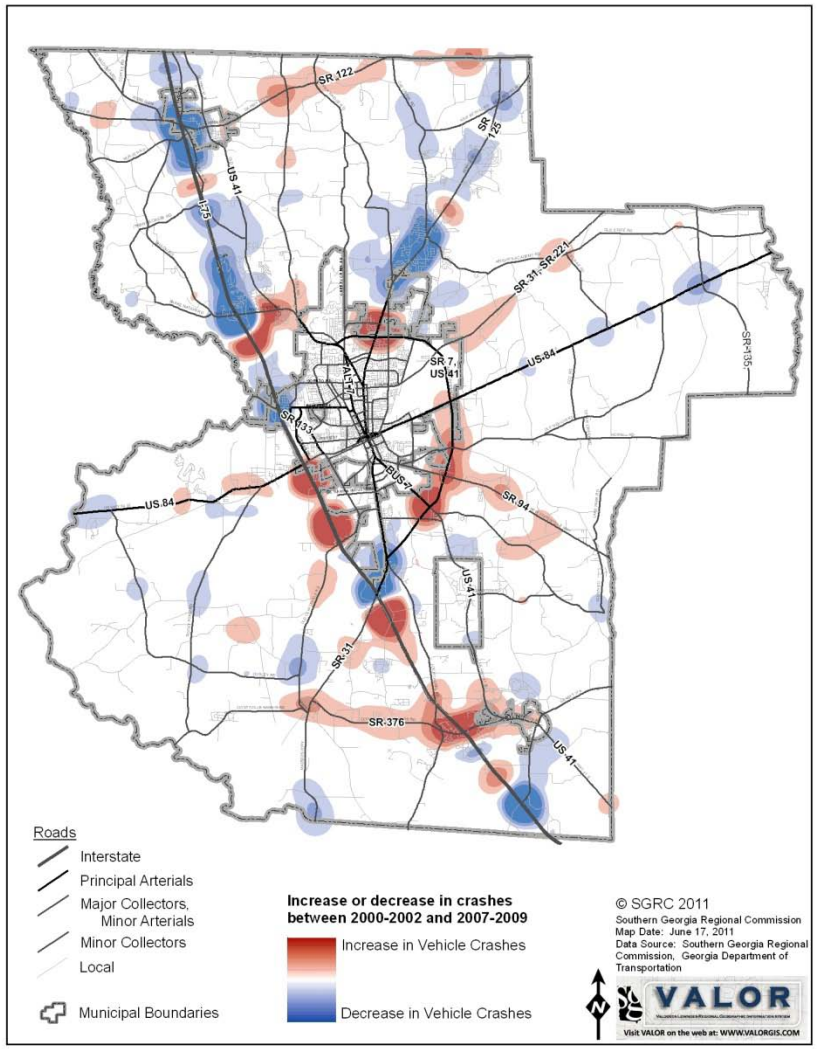
Comparison of Peer Communities 2007-2009						
	Total Crashes	Fatal	Fatal Rate	% Crashes Urban	Bike/Ped	2009 Population
Dougherty	9,765	30	0.31%	92.58%	56	95,859
Floyd	10,608	48	0.45%	79.64%	32	96,250
Whitfield	8,580	58	0.68%	*	22	93,698
Newton	7,704	41	0.53%	*	8	99,944
Lowndes	9,865	44	0.45%	74.02%	70	106,814
*In Whitfield and Newton Counties over 70% of the data did not have an urban/rural identification						

Chart 1. Fatal Crashes and Trend in Lowndes County and Georiga, 2000-2009



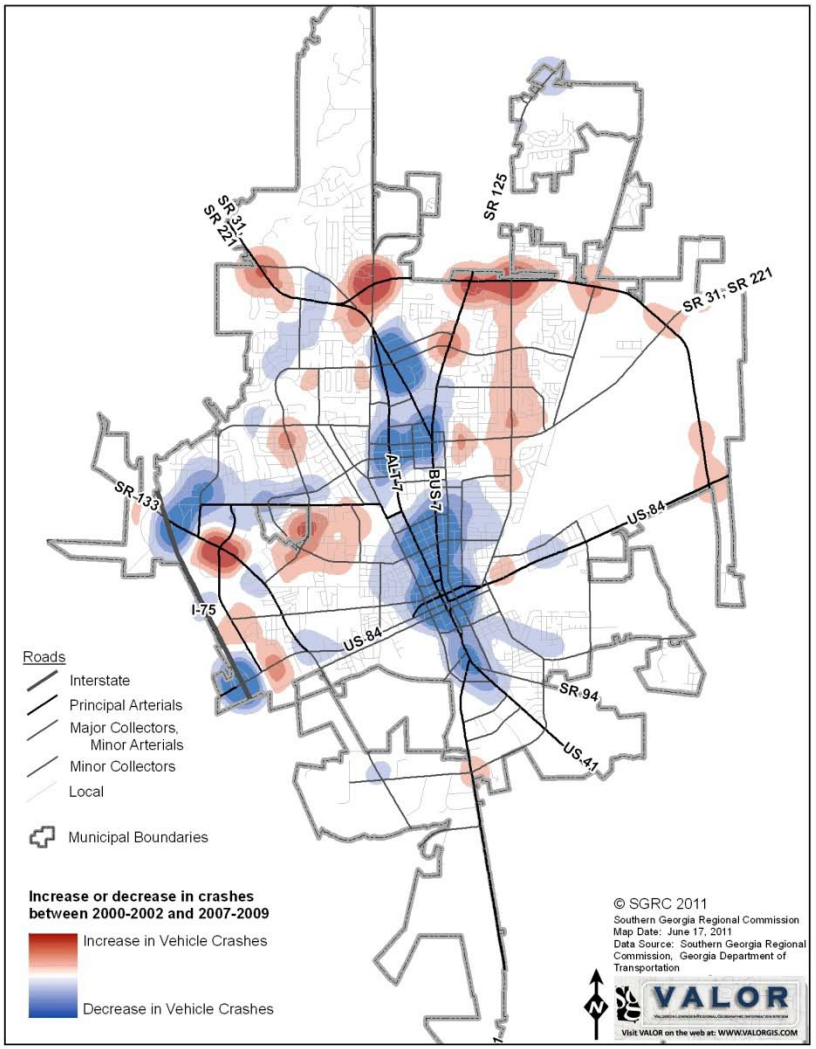
Comparison of Vehicle Crashes - Lowndes Co., GA

Increase or decrease in crashes between 2000-2002 and 2007-2009



Comparison of Vehicle Crashes - Valdosta, GA

Increase or decrease in crashes between 2000-2002 and 2007-2009



Crashes from Peer Communities

To better understand if the crash rates in Lowndes County are high, low or the same as other communities this report looks at several peer communities from throughout Georgia.

Comparisons were made between the Counties of Doughtery, Floyd, Newton and Whitfield. Each of these counties is similar in population size to Lowndes County or the Valdosta Urbanized Area.

In these communities fatal crashes are all less than 1% of the total crashes; however it varies widely from 0.31% in Doughtery County to 0.68% in Whitfield County.

As was reported in the 2010 Crash Report, most crashes in Lowndes County are within the urban area. The map in Figure 1 demonstrates the density of crashes at various locations in the County, especially in the urban areas of Valdosta.

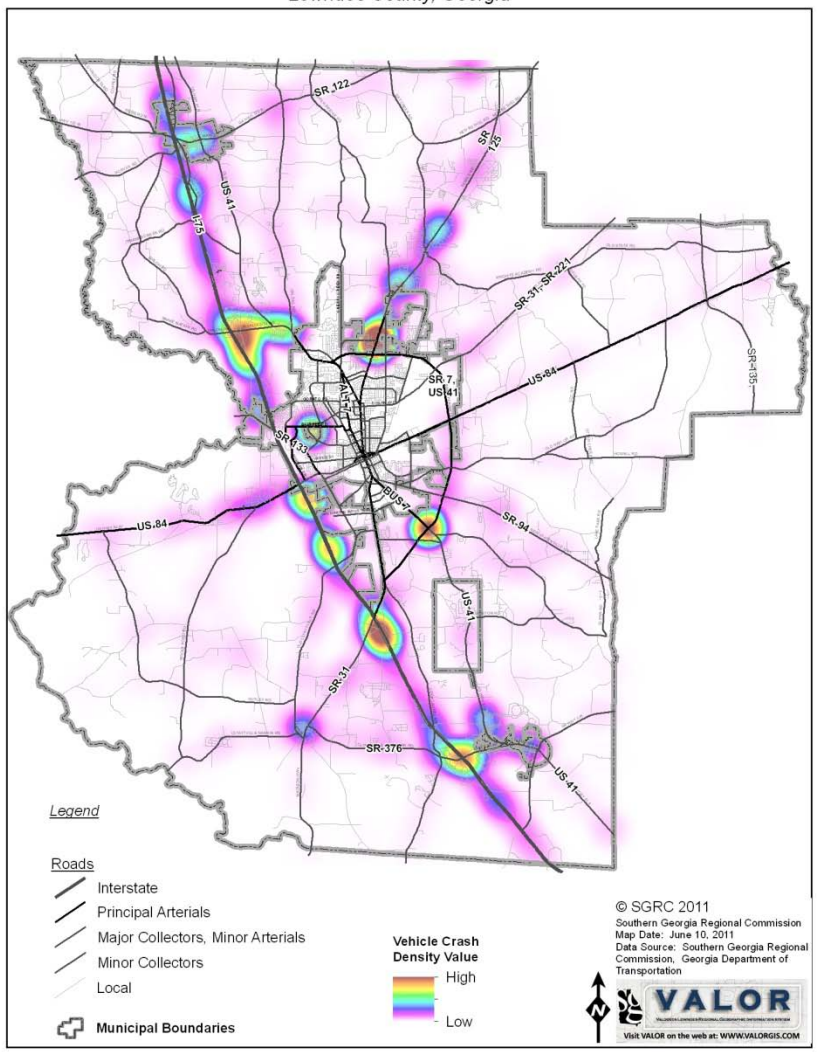
Of the over 9,800 crashes for which the data is available, 35% of the drivers are between the ages of 16 and 21. This age group was involved in 1.53 more crashes than the same age group in the peer communities (see Chart 2). As Lowndes County is a center of higher education one would expect this larger population to have more crashes. However, the 16-18 year old group (who are generally still in high school) had 12% more crashes than the average of the peer communities. In the younger age groups education is key to informing people about the responsibilities of driving defensively and without distraction. The local community should take a more proactive role in educating young drivers in both the high school and college setting.

Unfortunately alcohol or other drugs are involved in many crashes often with fatal consequences. When comparing Lowndes County to the peer communities, drivers here are 88% more likely to be involved in an alcohol related crash.

As noted previously, there is a large college-age population in Lowndes County and one might be inclined to think that this age group contributes to this high presence of alcohol related crashes. However the exact opposite is nearly the case. In crashes involving alcohol the driver of the causal vehicle was above the age of 25 in 68% of the crashes. While there are many factors that may contribute to this data it is important to know that education of all drivers is important. The local community should be more proactive in educating and reminding all drivers (not just younger drivers) of the dangers of driving while under the influence of alcohol or other substances.

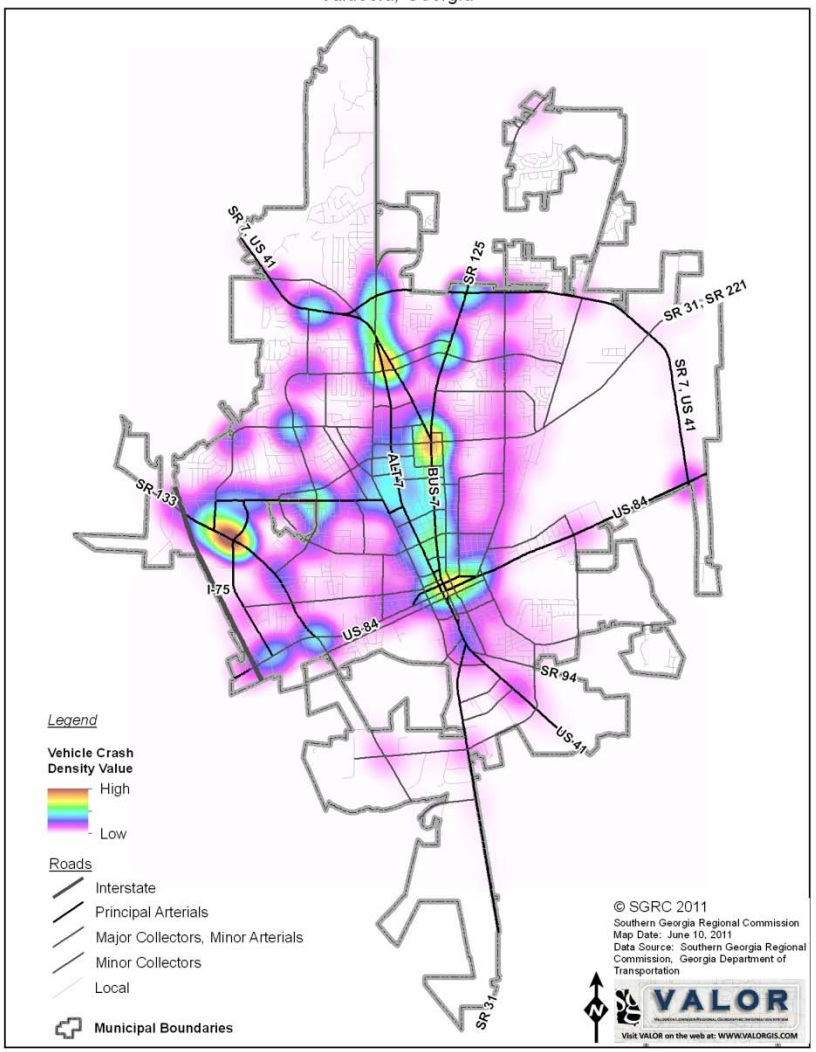
Density of Vehicle Crashes, 2007-2009

Lowndes County, Georgia



Density of Vehicle Crashes, 2007-2009

Valdosta, Georgia



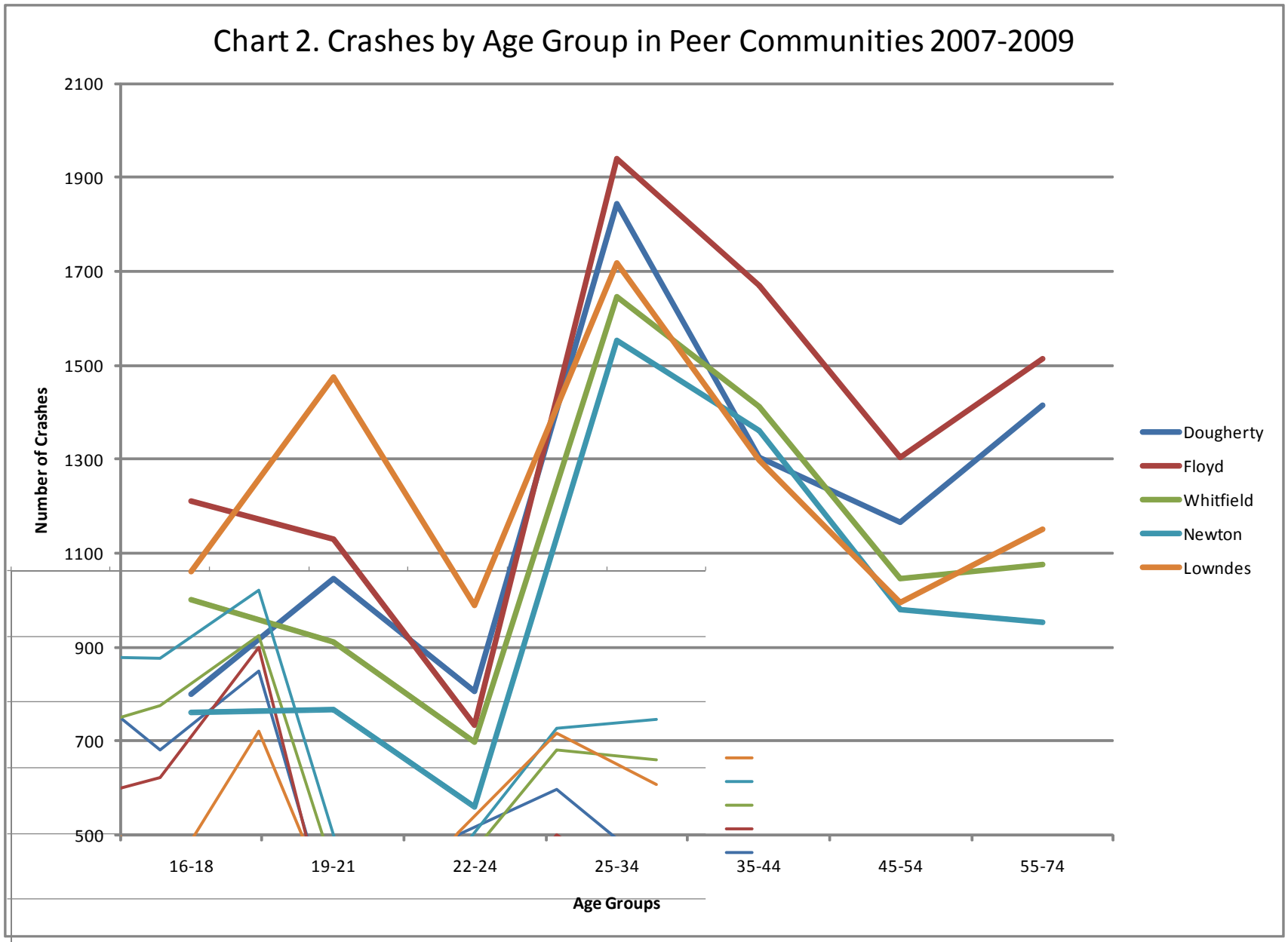


Chart 2. Crashes by Age Group in Peer Communities 2007-2009
2100
1900
1700
1500
1300
1100
900
700
500
Number of Crashes
16-18
19-21
22-24
25-34
35-44
45-54
55-74
Age Groups
Dougherty
Floyd
Whitfield
Newton
Lowndes

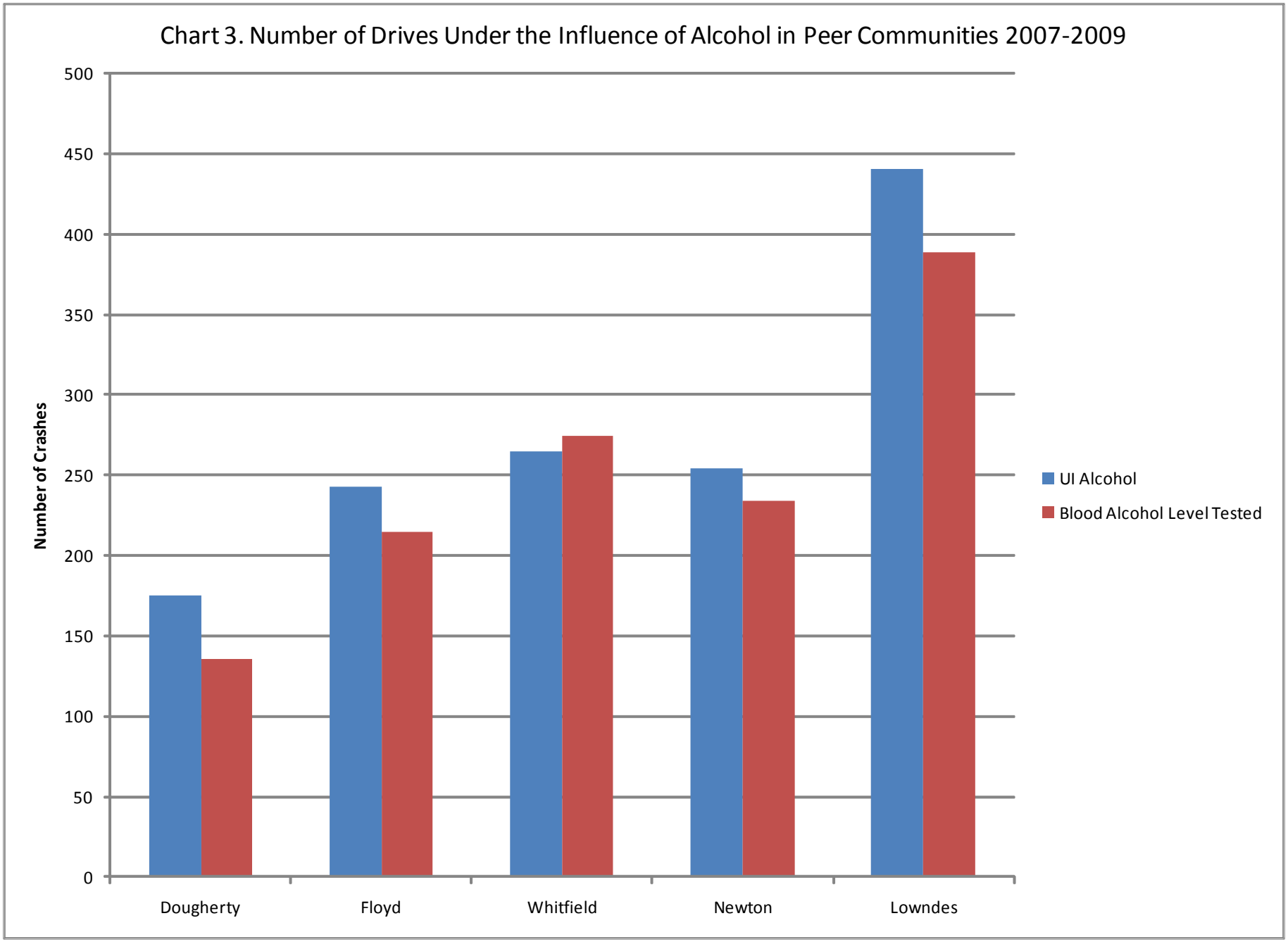


Chart 3. Number of Drives Under the Influence of Alcohol in Peer Communities 2007-2009
Number of Crashes
500
450
400
350
300
250
200
150
100
50
0
Dougherty
Floyd
Whitfield
Newton
Lowndes
UI Alcohol
Blood Alcohol Level Tested

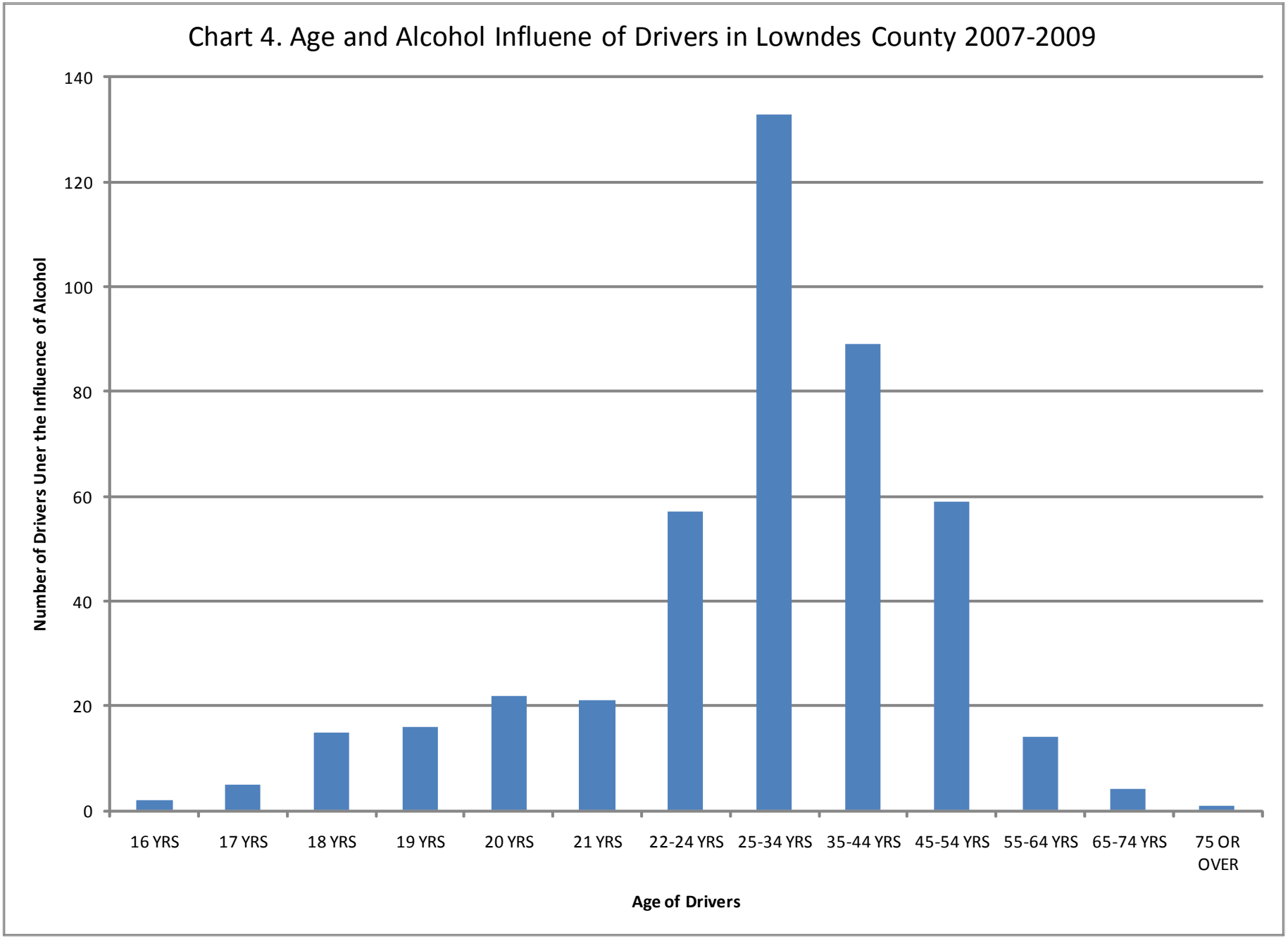


Chart 4. Age and Alcohol Influene of Drivers in Lowndes County 2007-2009
Number of Drivers Uner the Influence of Alcohol
140
120
100
80
60
40
20
0
16 YRS
17 YRS
18 YRS
19 YRS
20 YRS
21 YRS
22-24 YRS
25-34 YRS
35-44 YRS
45-54 YRS
55-64 YRS
65-74 YRS
75 OR OVER
Age of Drivers

Pedestrian and bicycle safety

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

Bike and pedestrian crashes in Lowndes County account for 0.7% of all crashes, much less than the state average, and only one fatality occurred during the study period. However, as Lowndes County continues to grow these types of crashes are only going to increase. The high student population associated with Valdosta State University and other schools are the primary areas of concern when looking to prevent these types of crashes.

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

During the course of this study further data was requested on pedestrian and bicycle crashes. During the study period there were a total of 70 pedestrian or bicycle crashes of which 53 crashes involved an injury or death.

Crashes involving pedestrians and bicyclists were highest from 2 p.m. to 6 p.m. (see Chart 6), when 46% of these types of crashes occurred. This is not surprising considering this is an active time period for most individuals. However nine crashes occurred during the nighttime hours from 9 p.m. to 6 a.m. when it is generally dark and it may be harder to see bicyclists and pedestrians.

Of the 70 crashes involving a pedestrian or bicyclist, 73% of the time the pedestrian or bicyclist was at fault in the crash. This indicates a need for more education at an early age regarding safe road crossing and bicycling, as well as the need for additional signage, pedestrian signals, crosswalks, etc. This also indicates that law enforcement agencies should enforce the pedestrian and bicyclist laws just as they do for motorists.

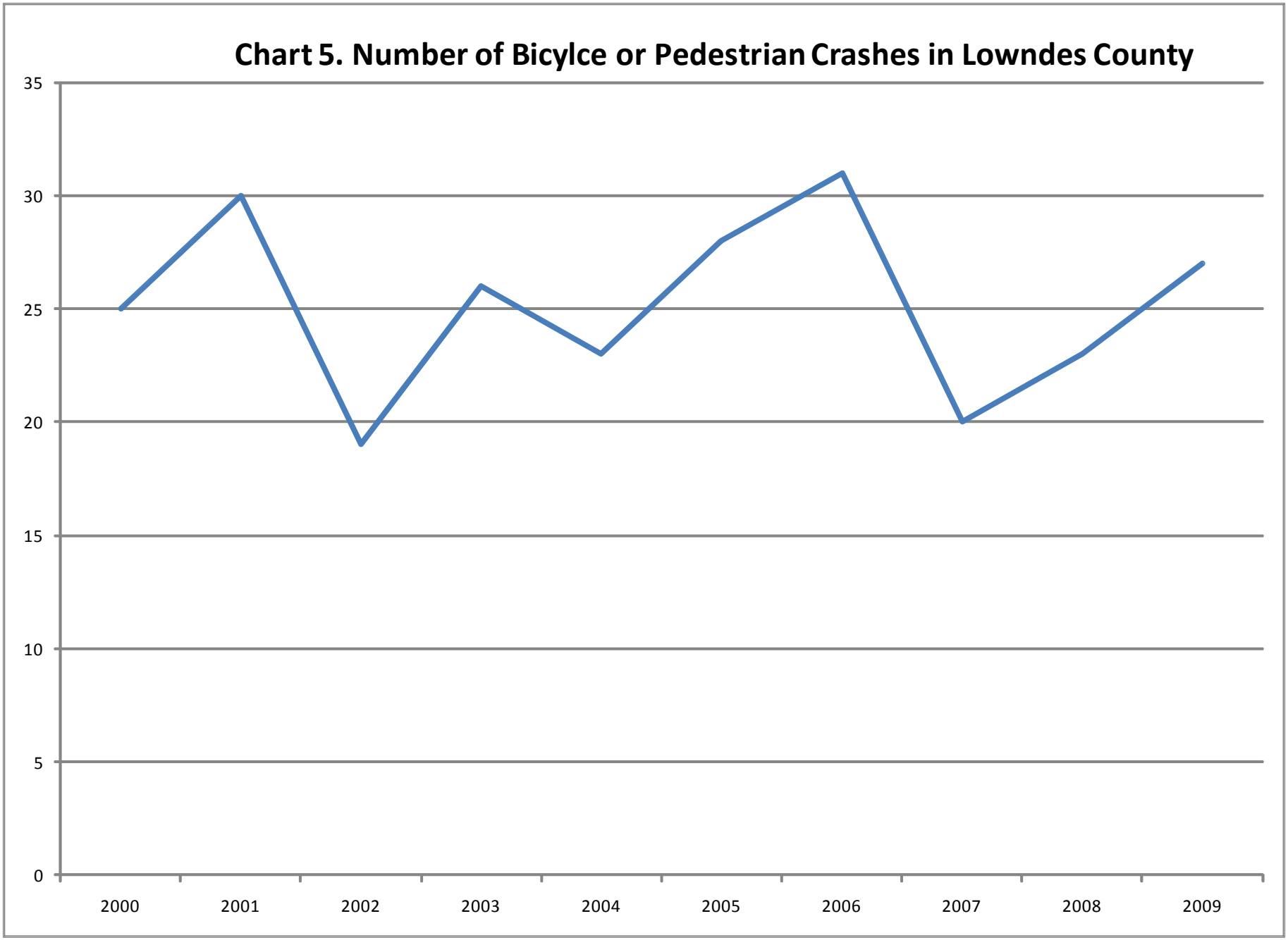
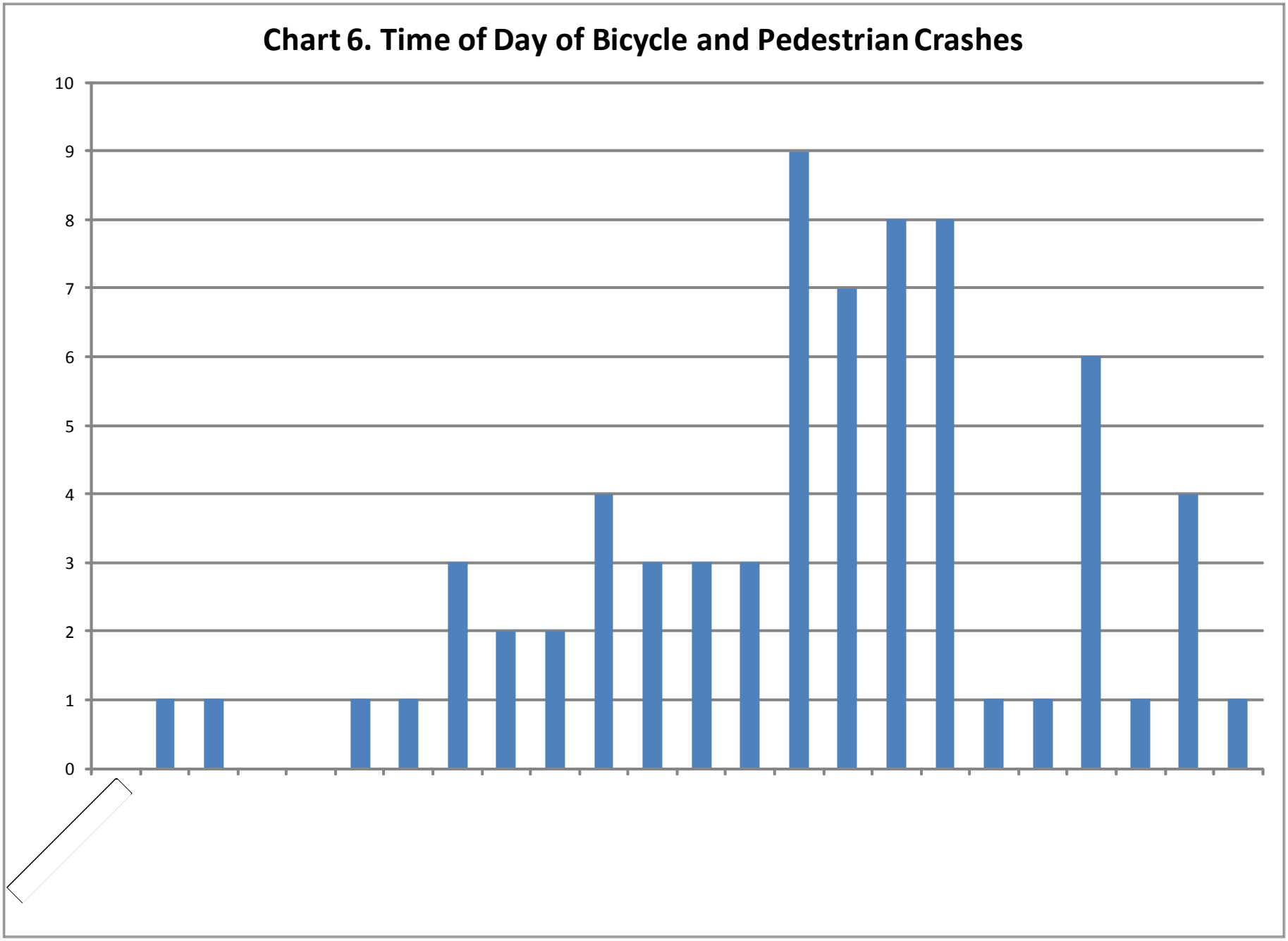


Chart 5. Number of Bicylce or Pedestrian Crashes in Lowndes County
35
30
25
20
15
10
5
0
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009

Chart 6. Time of Day of Bicycle and Pedestrian Crashes



High Crash Locations

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

The Top 20 crash locations in the urban area were determined through the CARE 9 software program. The software returned the 20 locations with the most crashes during the three year study period. A secondary ranking is also present in the crash rate; and it is used to split ties between the numbers of raw crashes. The crash rate is the number of crashes per 1,000,000 vehicles entering the intersection. Included in this listing are only crashes at intersections; crashes at mid-block locations are not included at this time.

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

On the following pages are the Top 20 crash locations in the urban and rural areas of Lowndes County for the 2007-2009 study period.

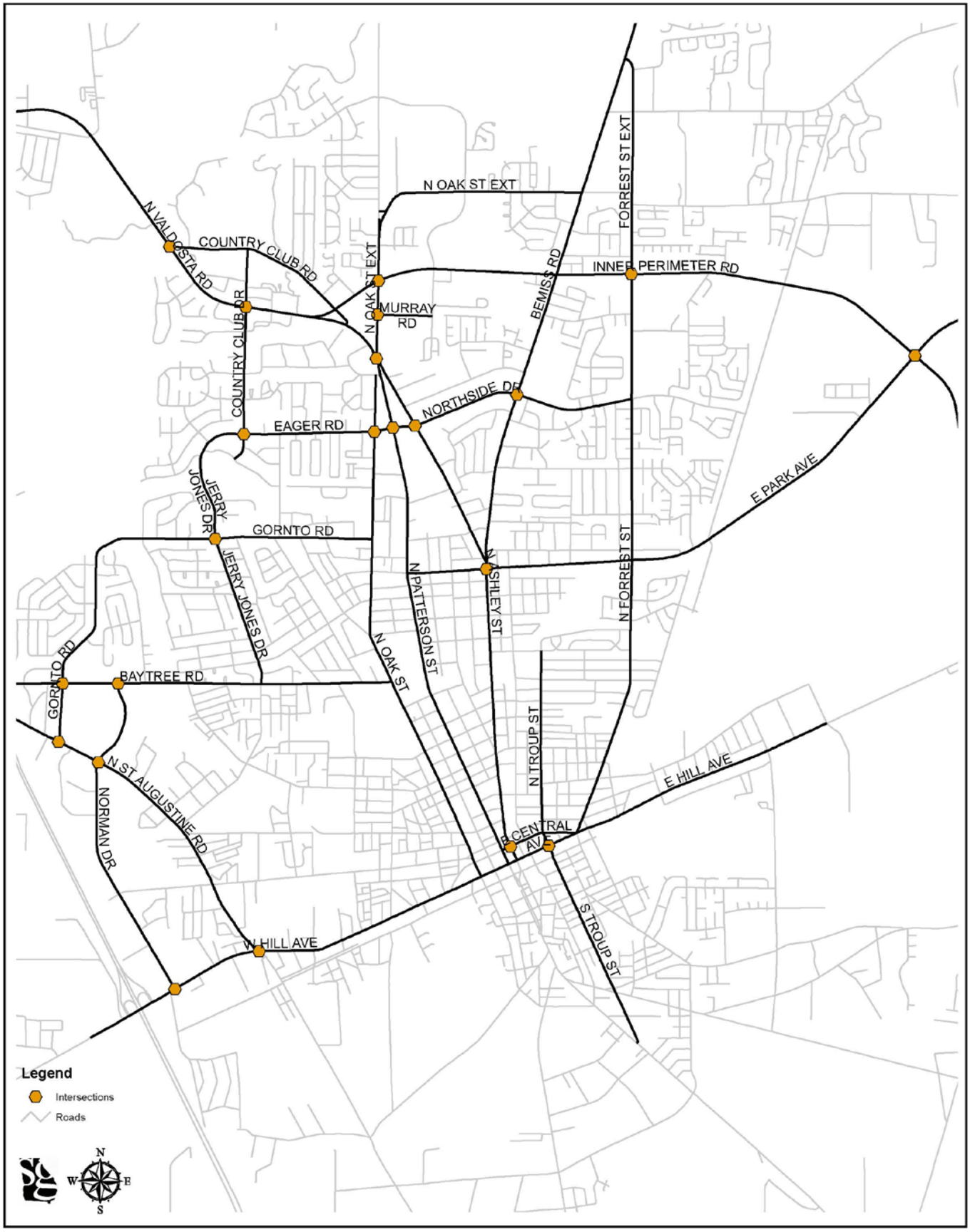
For the crashes in the urban area the primary contributing factor in *all* of the crashes was that drivers were following too closely. This resulted in most crashes being rear-end collisions or angle crashes. One of the only ways to solve this problem is through better driver education and training programs.

In the rural areas of Lowndes County the primary contributing factors are numerous and include: mechanical failure, disregard of signs, following too closely, improper backing, changing lanes improperly, driving on the wrong side of the road, animals or other objects, weather, speed and lack of driver control. The primary contributing factor to crashes in the rural areas was the failure to yield the right-of-way. It should be noted that driving under the influence of alcohol and drugs was also a significant factor in crashes in rural Lowndes County.

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

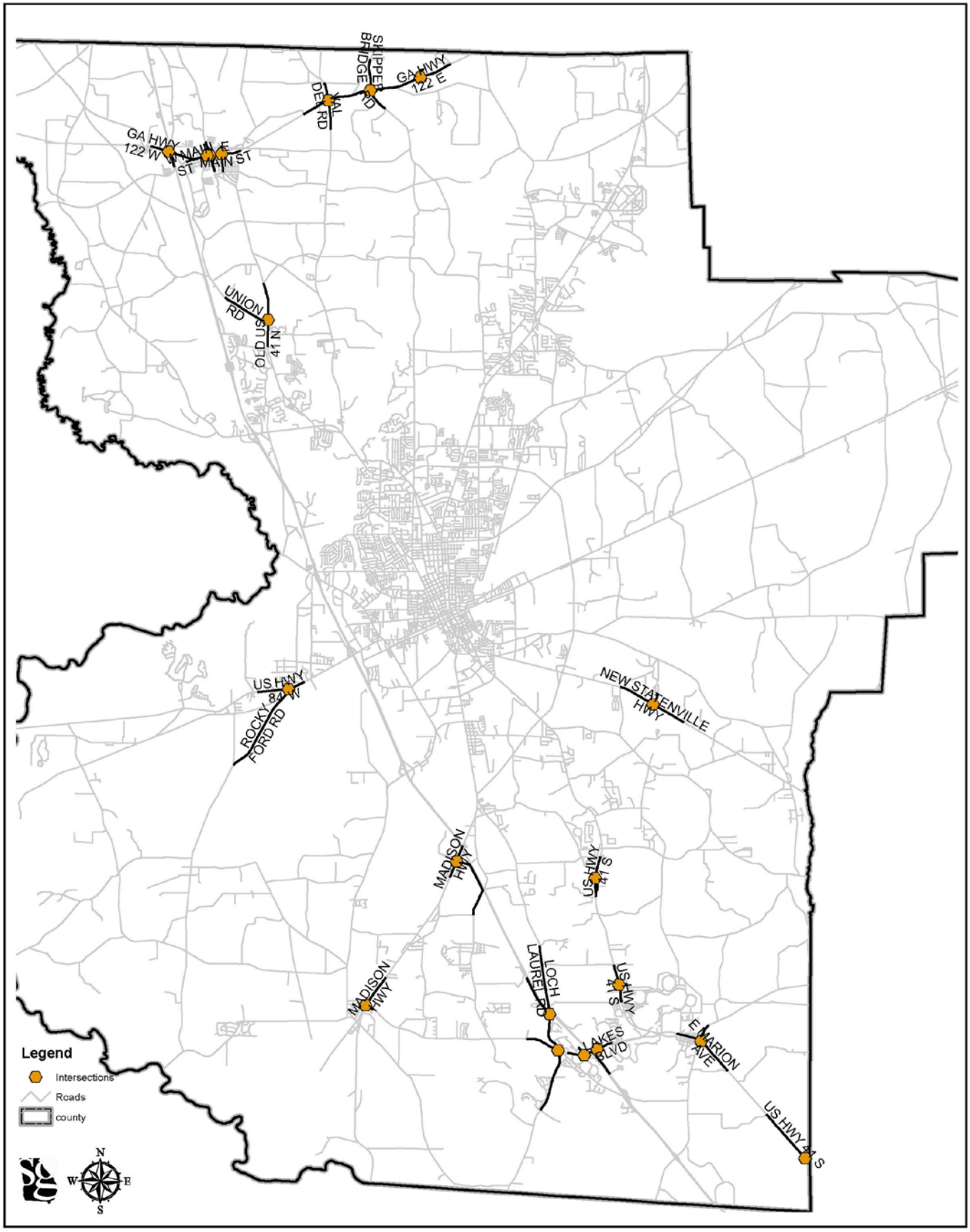
Urban Crashes in Lowndes County for 2007-2009 – High Crash Locations

Rank	Intersection		Total Crashes	Fatal	Injury	PDO	Crash Rate	Annual Avg.	Last year
1	Ashley Street	Bemiss Road/Park Avenue	154	0	38	116	12.89	51.33	17
2	Five Points		116	0	21	95	9.34	38.67	19
3	St. Augustine Road	Norman Drive	105	0	23	82	9.35	35.00	1
4	North Valdosta Road	Country Club Drive	101	0	25	76	8.99	33.67	6
5	St. Augustine Road	Gornto Road	76	0	13	63	6.76	25.33	4
6	Inner Perimeter Road	Oak Street Extension	75	0	14	61	6.68	25.00	9
6	Hill Avenue	St. Augustine Road	75	0	23	52	6.68	25.00	3
8	Northside Drive	Bemiss Road	72	0	20	52	6.41	24.00	NR
9	Ashley Street	Central Avenue	70	0	12	58	6.23	23.33	NR
10	Gornto Road	Jerry Jones Drive	65	0	10	55	5.79	21.67	NR
11	Inner Perimeter Road	Park Avenue	60	0	14	46	5.34	20.00	14t
12	Ashley Street	Northside Drive	59	0	17	42	5.25	19.67	10t
13	Inner Perimeter Road	Forrest Street	54	0	12	42	4.81	18.00	12t
14	Patterson Street	Eager Drive	46	0	9	37	4.09	15.33	8
15	Hill Avenue	Norman Drive	44	0	11	33	3.92	14.67	5
15	Norman Drive	Baytree Road	44	0	6	38	3.92	14.67	NR
17	Hill Avenue	Troup Street	41	0	11	30	3.65	13.67	10t
18	Gornto Road	Baytree Road	39	0	6	33	3.47	13.00	NR
19	Oak Street Extension	Murray Road	38	0	8	30	3.38	12.67	NR
20	Oak Street	Eager Road	37	0	4	33	3.29	12.33	NR
20	North Valdosta Road	Country Club Road	37	0	13	24	3.29	12.33	NR
20	Jerry Jones Drive	Country Club Drive	37	0	7	30	3.29	12.33	NR


N OAK ST EXT
FORREST ST EXT
N VALDOSTA RD
COUNTRY CLUB RD
N OAK ST EXT
BEMISS RD
INNER PERIMETER RD
COUNTRY CLUB DR
MURRAY RD
NORTHSIDE DR
EAGER RD
JERRY JONES DR
GORNTO RD
E PARK AVE
JERRY JONES DR
N ASHLEY ST
N PATTERSON ST
N FORREST ST
N OAK ST
GORNTO RD
BAYTREE RD
N TROUP ST
E HILL AVE
N ST AUGUSTINE RD
NORMAN DR
E CENTRAL AVE
S TROUP ST
W HILL AVE
Legend
Intersections
Roads
N
W
E
S

Rural Crashes in Lowndes County 2007-2009 – High Crash Locations

Rank	Intersection		Total Crashes	Fatal	Injury	PDO	Crash Rate	Annual Avg.	Last year
1	SR 122	Sheriff's Boys Ranch Road	18	0	11	7	10.01	6.00	NR
2	SR 376	Loch Laural Road	13	0	1	12	9.05	4.33	NR
2	Marion Ave.	East Street	13	0	5	8	3.54	4.33	NR
4	SR 31/Madison Highway	SR 376	9	0	4	5	5.28	3.00	NR
5	Main Street	US 41 North	8	0	0	8	5.06	2.67	NR
5	Lakes Boulevard	Mill Store Road	8	0	0	8	4.21	2.67	NR
5	SR 122	Val Del Road	8	0	5	3	1.41	2.67	NR
6	SR 94	Howell Drive	7	0	3	4	4.71	2.33	NR
6	US 84	Rocky Ford Road	7	0	2	5	1.60	2.33	NR
6	Main Street	Nelson Street	7	0	0	7	0.77	2.33	NR
11	US 41	Park Drive	6	0	2	4	1.60	2.00	NR
11	US 41	Melrose Road	6	0	3	3	1.60	2.00	NR
13	Webb Street	Main Street	5	0	0	5	1.89	1.67	NR
13	SR 31/Madison Highway	Whitewater Road	5	1	2	2	1.07	1.67	NR
13	SR 376	Timber Drive	5	0	3	2	0.77	1.67	NR
16	Frontage Road	Loch Laural Road	4	0	1	3	3.19	1.33	NR
16	US 41	Old 41 (Dasher)	4	0	2	2	2.24	1.33	NR
16	SR 122	Morven Road	4	0	0	4	1.80	1.33	NR
16	SR 122	Skipper Bridge Road	4	0	3	1	1.29	1.33	NR
20	US 41	Union Road	3	0	1	2	1.22	1.00	NR


SHIPPER BRIDGE RD
GA HWY 122 E
DEAL RD
GA HWY 122 W
E MAIN ST
W MAIN ST
UNION RD
OLD US 41 N
US HWY 84 W
ROCKY FORD RD
NEW STATENVILLE HWY
MADISON HWY
US HWY 41 S
LOCH LAUREL RD
LAKES BLVD
E MARION AVE
US HWY 441 S
Legend
Intersections
Roads
county
N
W
E
S

Planned Improvements from 2035 Transportation Plan and Valdosta Transportation Master Plan

Intersection		Improvement	Plan	Timeline
Ashley Street	Bemiss Road/Park Avenue	Intersection Improvement	Valdosta TMP	Short
Five Points		Intersection Improvement	2035 TP, Valdosta TMP	2016-2020
St. Augustine Road	Norman Drive	Intersection Improvement	2035 TP, Valdosta TMP	2010-2015
North Valdosta Road	Country Club Drive	None Planned		
St. Augustine Road	Gornto Road	Intersection Improvement	2035 TP, Valdosta TMP	2010-2015
Inner Perimeter Road	Oak Street Extension	Widening	2035 TP, Valdosta TMP	2016-2020
Hill Avenue	St. Augustine Road	Intersection Improvement	2035 TP, Valdosta TMP	2016-2020
Northside Drive	Bemiss Road	None Planned		
Ashley Street	Central Avenue	None Planned		
Gornto Road	Jerry Jones Drive	Widening	2035 TP, Valdosta TMP	2010-2015
Inner Perimeter Road	Park Avenue	None Planned		
Ashley Street	Northside Drive	None Planned		
Inner Perimeter Road	Forrest Street	Widening	2035 TP, Valdosta TMP	2016-2020
Patterson Street	Eager Drive	None Planned		
Hill Avenue	Norman Drive	Gateway Improvement	Valdosta TMP	Short
Norman Drive	Baytree Road	Widening	Valdosta TMP	Long
Hill Avenue	Troup Street	None Planned		
Gornto Road	Baytree Road	Widening	Valdosta TMP	Long
Oak Street Extension	Murray Road	Widening	2035 TP, Valdosta TMP	2016-2020
Oak Street	Eager Road	None Planned		
North Valdosta Road	Country Club Road	None Planned		
Jerry Jones Drive	Country Club Drive	Widening	2035 TP, Valdosta TMP	2010-2015
SR 122	Sheriff's Boys Ranch Road	None Planned		
SR 376	Loch Laural Road	None Planned		
Lakes Boulevard	East Street	None Planned		
SR 31/Madison Highway	SR 376	None Planned		
Main Street	US 41 North	None Planned		
Lakes Boulevard	Mill Store Road	None Planned		
SR 122	Val Del Road	None Planned		
SR 94	Howell Drive	None Planned		
US 84	Rocky Ford Road	None Planned		
Main Street	Nelson Street	None Planned		
US 41	Park Drive	None Planned		
US 41	Melrose Drive	None Planned		
Webb Street	Main Street	None Planned		
SR 31/Madison Highway	Whitewater Road	Intersection Improvement	2035 TP	2010-2015
SR 376	Timber Drive	None Planned		
Frontage Road	Loch Laural Road	None Planned		
US 41	Old 41	None Planned		
SR 122	Morven Road	None Planned		
SR 122	Skipper Bridge Road	None Planned		
US 41	Union Road	Widening	2035 TP	2021-2025

Conclusion

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

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

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

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

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

This report identifies various ways in which the population of Lowndes County can be better educated to not drink and drive, to not follow too closely and to in general be safer drivers.

This report will continue to be updated annually. The next report will cover the years 2008-2010.

Page ___ of __

GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT

Accident Number 1	Agency NCIC No. 2		County 3		Date Rec. by DOT 4
Date 5	Day of Week 6 ☐ Sun ☐ M ☐ T ☐ W ☐ Th ☐ F ☐ S	Time 7	Off. Arrived 8	Total Number of: 9 Vehicles / Injuries / Fatalities	Inside City Of: 10

Road of Occurrence 11 — 1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ City St.

At Its Intersection With 12 — 1 ☐ 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ City St.

Not At Its Intersection But 13 — ☐ Miles 1 ☐ North 3 ☐ East ☐ Feet 2 ☐ South 4 ☐ West Of: 14 — 1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ city St. 5 ☐ Co. Line

And continuing in the direction checked above, the Next Reference Point is 15 — 1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ City St. 5 ☐ Co. Line

Corrected Report? Yes ☐ 16

Suppl. To Original? Yes ☐

Hit and Run ? Yes ☐ 17

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

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

Driver #	LAST NAME	FIRST	MIDDLE
	Address		
Ped # ☐	City	State	Zip
DOB	Driver's License No.	Class	State
☐ Male ☐ Female	Posted Speed	Insurance Co.	Policy No.
Year	Make	Model	Telephone No.
VIN	Vehicle Color		
Tag #	State	County	Year
Trailer Tag #	State	County	Year
☐ Same as Driver	Owner's Last Name	First	Middle
Address			
City	State	Zip	
Removed By	☐ Request	☐ List	

Alcohol Test	Type	Results	Drug Test	Type	Results
Driver Cond	Direction Of Travel		Vision Obscured	Contributing Factors	
Veh Cond	Veh Maneuver		Ped. Maneuver		
Most Harmful Event	Veh Class:	Veh Type:			
Traffic Ctrl	Device Inoperative? ☐ Yes ☐ No				

Injured Taken To: 57 By:

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

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

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

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

COMMERCIAL VEHICLES ONLY

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

75 C.D.L.? 1 ☐ Yes 2 ☐ No 76 C. D.L. Suspended? 1 ☐ Yes 2 ☐ No
77 Vehicle Placarded? 1 ☐ Yes 2 ☐ No 78 Hazardous Materials? 1 ☐ Yes 2 ☐ No
79 Released? 1 ☐ Yes 2 ☐ No
If YES, Name or 4 Digit Number from Diamond or Box: 80
1 Digit Number from Bottom of Diamond: 81
__ Ran Off Road __ Down Hill Runaway __ Cargo Loss or Shift __ Separation of Units

Carrier Name			
Vehicle #			
Address	State	Zip	
No. of Axles	G.V.W.R.	Fed. Reportable 1 ☐ Yes 2 ☐ No	Cargo Body Type
Vehicle Config.	I.C.C.M.C. #	U.S. D.O.T. #	Interstate ☐ Intrastate ☐

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

Back of the Accident Report Form

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

83 PAGE ____ OF ____

REMARKS 82

INDICATE ON THIS DIAGRAM WHAT HAPPENED 84

INDICATE NORTH

CITATIONS – VEHICLE # _____ 85

CITATIONS – VEHICLE # _____

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

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

100 SKID DISTANCE BEFORE IMPACT _____ VEH. AFTER _____ VEH. Width of Road _____ VEH. _____ VEH. _____101_____

Damage Other Than Vehicle: 102 Owner:

Occupants 103	Driver #	Or Pedestrian #
	Driver #	Or Pedestrian #

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

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

Georgia Department of Transportation **Version 2.0**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEX
M - Male F - Female

TAKEN FOR TREATMENT
1 - Yes 2 - No

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

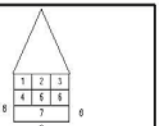
Construction / Maintenance Zone Codes
0 - None 1 - Construction 2 - Maintenance 3 - Utility 4 - Unknown Type

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

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

EXTRICATION (Equipment Used)
1 - Yes 2 - No

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



SEATING POSITION

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