

## ABOUT THE COVER

### What is TADRA?

In July 1997, Georgia teenagers and their parents were introduced to graduated driver's licensing through the Teenage and Adult Driver Responsibility Act (TADRA). TADRA was enacted to directly address the leading killer of young people in the state by imposing additional requirements for licensing and restrictions on drivers aged 16 to 18.

### Has TADRA had an effect on teen crashes?

While not always popular with teen drivers, TADRA has made a significant impact on the number, resulting injuries, and causes of crashes involving teen drivers in Albany and Dougherty County. The City of Albany Traffic Division of the Engineering Department collected and analyzed data from local crashes involving teen drivers.

### CRASH NUMBERS

In the decade since graduated driver's licensing began, the number of crashes involving teen drivers

### What is "Joshua's Law"?

As of January 1, 2007, mandatory state approved driver's education has been implemented for 15 year-olds. Teenagers who do not take driver's education must wait until their seventeenth birthday to get a class D license.

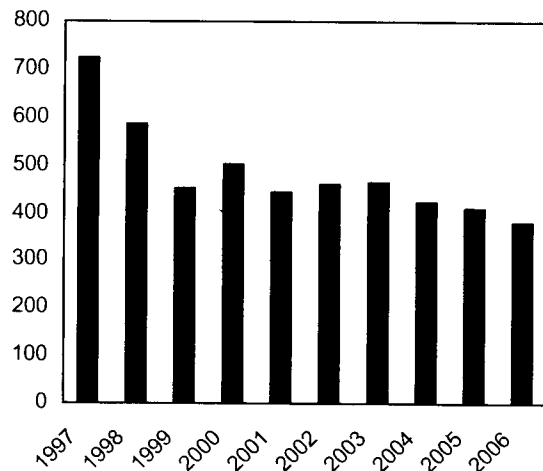
### What are my options for driver's education?

- Thirty hours of classroom instruction and 6 hours of supervised driving at a Department of Driver Services approved school PLUS 40 hours of parent supervised driving; or
  - Thirty hours of classroom instruction at a Department of Driver Services approved school and the completion of the 40-hour Parent/Teen Driving Guide; or
  - Thirty hours of online instruction from a DDS approved program and 6 hours of supervised driving at a DDS approved school PLUS 40 hours of parent supervised driving; or
  - Thirty hours of online instruction from a DDS approved program and the completion of the 40-hour Parent/Teen Driving guide.
- ALL STUDENTS MUST HAVE 6 HOURS OF SUPERVISED DRIVING AT NIGHT.**

### Where can I find approved driver's education?

All Department of Driver Services approved training courses, including the Parent/Teen Driving Guide, can be found online at [www.dds.ga.us](http://www.dds.ga.us).

TEEN CRASHES IN ALBANY/  
DOUGHERTY COUNTY  
1997—2006



ers in Albany/Dougherty County has dropped by 47% from 723 crashes in 1997 to 381 in 2006. This drop in crashes is despite a 36% increase in the

number of daily vehicle miles traveled. In addition, local teen drivers have decreased their contribution to all crashes from 17% to 11%.

### RESULTING INJURY

The decline in teen crashes has translated into a significant reduction in their resultant injuries. In 1997, when graduated driver's licensing was introduced, 851 injuries were reported in teen crashes. A 21% improvement to 676 was seen in 1998. In 2000, the Georgia primary safety belt law went into effect and teen crash injuries fell to 123, a decrease of 85%. While the number of injuries sustained in teen crashes has fluctuated slightly in the intervening years, the average of 138 is 84% lower than in 1997.

### CRASH CAUSES

The top five contributing factors to teen crashes between 1997 and 2006:

1. Following too Close
2. Failure to Yield
3. Disregarding a Stop Sign or Signal
4. Improper Backing
5. Too Fast for Conditions

With one notable difference, the contributing factors for 15 to 19 year olds correlate closely with those for drivers 20 years and older. After age 19, Too Fast for Conditions is replaced with Improper Turning as the fifth most prevalent cause of crashes.

### DID YOU KNOW?

Drivers who are 18 years of age or older, hold a Class D license, and who have not been charged with any major traffic offenses within the previous 12 months are *eligible* for a Class C license. However, the license must be upgraded to Class C or the license holder will be held to Class D restrictions regardless of age.

## "TOP 10" CRASH LOCATIONS

In 2006, the list of intersections rated as the "Top 10" crash locations had several significant changes. Based on crash frequency, severity and exposure to traffic, the intersections are listed in order of rank with the 2005 rank in parentheses.

1. Nottingham Way @ Westover Blvd. (1)
2. Dawson Rd. @ Westover Blvd. (4)
3. Mock Rd. @ Oglethorpe Blvd. (7)
4. Clark Avenue @ Cordele Road (n/a)
5. Dawson Road @ Whispering Pines Road (n/a)
6. W. Oglethorpe Blvd. @ S. Slappey Blvd. (n/a)
7. Gillionville Road @ Westover Road (2)
8. E. Oglethorpe Blvd. @ Radium Springs Rd. (9)
9. Gillionville Rd. @ Slappey Blvd. (n/a)
10. N. Jefferson St. @ Liberty Expressway East Bound Off Ramp (n/a)

In the "Top 10" locations, rear-end collisions made up 45% of all crashes. Right-angle crashes account for 17%, and 30% percent were right-angle, left turn collisions.

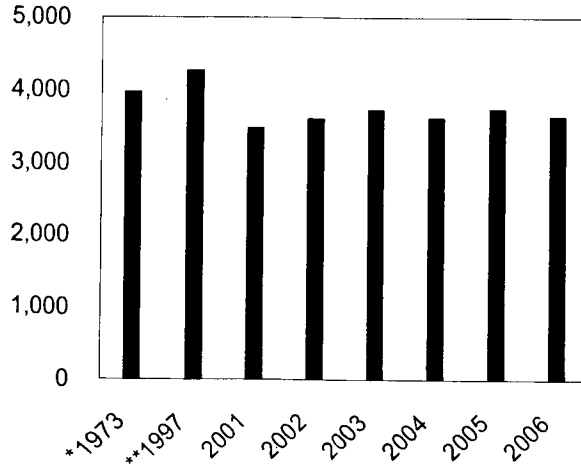
The City of Albany's Traffic Engineering Division conducts annual investigations of high crash sites to determine what corrective measures, if any, can be taken to reduce crash rates.

Based on crash frequency, injuries and fatalities, and exposure to traffic, the "Top 10" non-intersection crash locations for 2006 are listed below.

1. Westover Blvd. — Nottingham Way to Archwood Dr.
2. N. Slappey Blvd.—Broad Ave. to Brooks Plaza
3. Dawson Rd. — Westgate Dr. to Meredyth Dr.
4. Nottingham Way—Stuart Ave. to Friar Tuck Ln.
5. Old Dawson Rd. — Westover Blvd. to Pointe North Blvd.
6. Dawson Rd.—Stuart Ave. to Westover Blvd.
7. Dawson Rd.—Westover Blvd. to Pointe North Blvd.
8. Stuart Ave.—Buckingham Ct. to Dawson Rd.
9. Pine Ave.—Washington St. to Jackson St.
10. N. Slappey Blvd.— Temple Avenue to 18th Street

## A LOOK AT THE RECORD

### TOTAL NUMBER OF TRAFFIC CRASHES 1973, 1997, 2001-2006



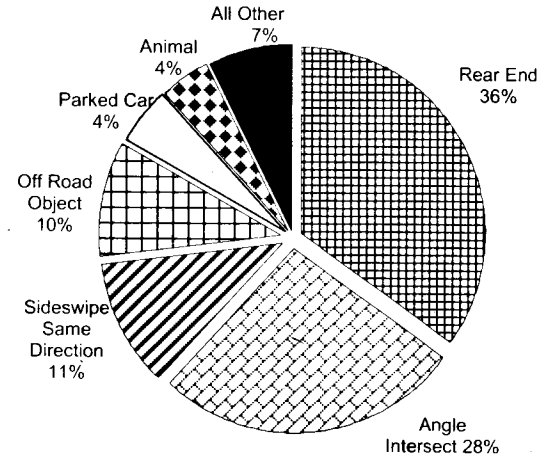
\*1973 is used as the base reference year. \*\*1997 had the highest number of crashes.

The number of traffic crashes declined by 3% to 3,641 in 2006. This total is 9% lower than the number of crashes during the baseline year of 1973 and 15% lower than 1997, which had the highest number of crashes recorded at 4266.

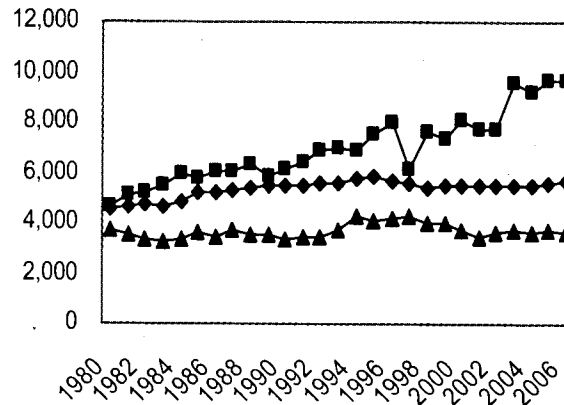
### FREQUENTLY REQUESTED TRAFFIC CRASH STATISTICS

	2005	2006	% Change 2005 to 2006
<b>Total Crashes</b>	3746	3641	-3%
<b>Total Fatalities</b>	14	10	-40%
<b>Total Injuries</b>	1757	1696	-4%
<b>Pedestrian Crashes</b>	34	23	-48%
<b>Bicycle Crashes</b>	22	23	4%
<b>DUI Crashes</b>	76	77	1%
<b>Angle Crashes</b>	1083	989	-10%
<b>Rear End Crashes</b>	1323	1268	-4%

## 2006 TRAFFIC CRASHES BY TYPE



### PROJECTED CRASHES FOR VEHICLE MILES TRAVELED & NUMBER OF REGISTERED VEHICLES



\*1973 is used as the base reference year.

The two upper lines in the graphs above represent the number of traffic crashes that were expected, given the number of vehicle miles traveled and registered vehicles in Albany and Dougherty County. The lower line represents the actual number of crashes. Of note, during the base reference year of 1973, residents traveled a combined 409 million miles on roads within Dougherty County. By 2006, the number had more than doubled to 995 million miles. In addition, the number of vehicles registered rose by 43% from 56,000 to 80,000 in the same time frame. In contrast, the actual number of crashes declined by 9%, from 3974 in 1973 to 3641 in 2006.

## WHAT HAS BEEN DONE?

The mission of the Engineering Department, Traffic Division, is to move traffic quickly, efficiently, and safely on the roads and streets of Albany and Dougherty County. Listed below are some of the safety improvements that have recently been completed:

### New Signal Installation/Improvements

- Installation of solar-powered School Zone flashing signals for:
  - Radium Springs Middle School—Radium Springs Road
  - Radium Springs Elementary School—Holley Drive
  - Lamar Reese Elementary School—Lily Pond Road
  - Martin Luther King, Jr. Elementary School—Martin Luther King, Jr. Drive
- New signal installation on Old Dawson Road @ Pointe North Boulevard

## WHAT IS PLANNED?

Through various funding mechanisms such as the Special Purpose Local Option Sales Tax and federal and state transportation projects, many traffic safety improvements are planned over the next few years:

Construction of the Moultrie Road and Liberty Expressway interchange redesign will begin in 2007. This redesign includes the removal of cloverleaf ramps and installation of straight incline ramps with traffic signals at the intersections.

The traffic signals on Oakridge Drive from Jackson Street to Newton Road and on Newton Road from Oakridge Drive to Jefferson Street will be upgraded. This upgrade includes the installation of new signal heads and poles, and the upgrade of handicapped ramps at all signalized intersections.

Gillionville Road will be widened from Lockett Station Road/Weymouth Drive to Eight Mile Road.

Construction of the redesign of the westbound entrance and exit ramps at N. Jefferson St.

The southbound exit ramp from the Liberty Expressway onto Clark Avenue will be widened to provide dual left turn lanes.

Clark Avenue will be widened to three lanes in each direction from the Liberty Expressway east to State Route 300 (Cordele Road).

# 2007

## REPORT ON TRAFFIC SAFETY in ALBANY & DOUGHERTY COUNTY

# TEENS & CRASHES

# The Impact of Graduated Driver's Licensing...

## in Albany

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