

2016

Hall County Crash Profile



Prepared by

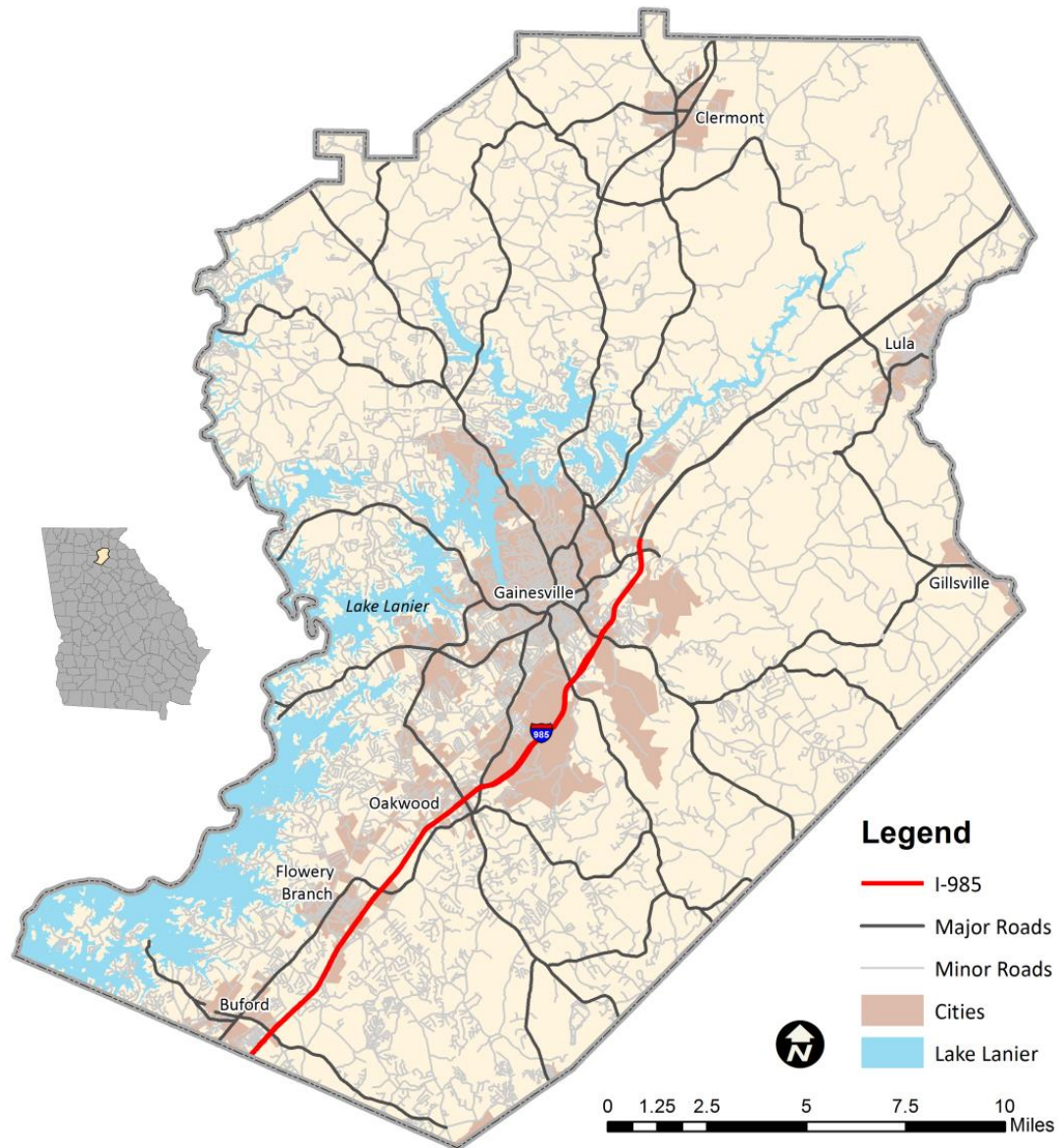
Gainesville-Hall Metropolitan Planning Organization

Based on Crash Data from

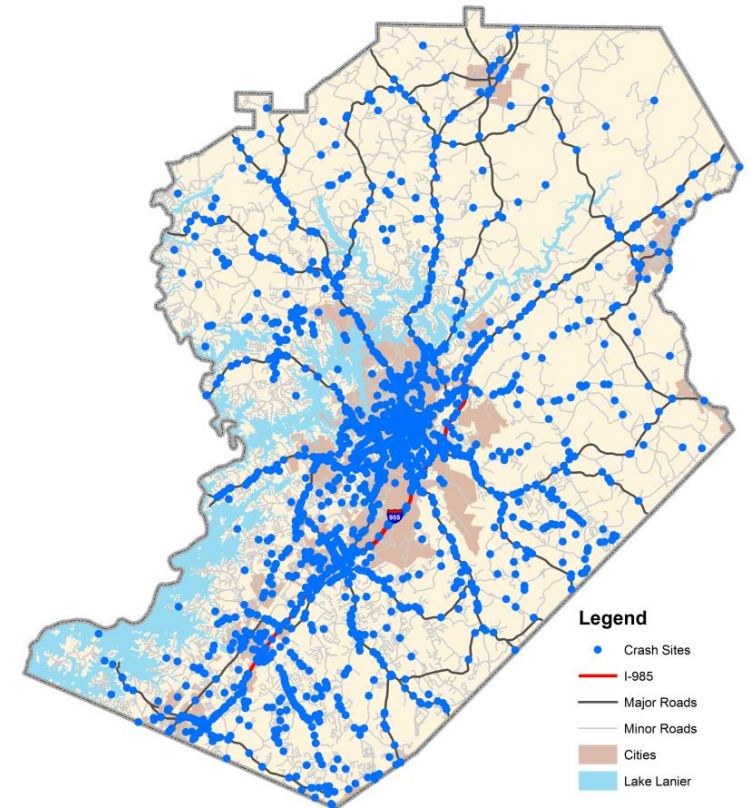
Georgia Electronic Accident Reporting System (GEARS)

6/1/2016

Hall County, Georgia



2015 Car Crash Locations



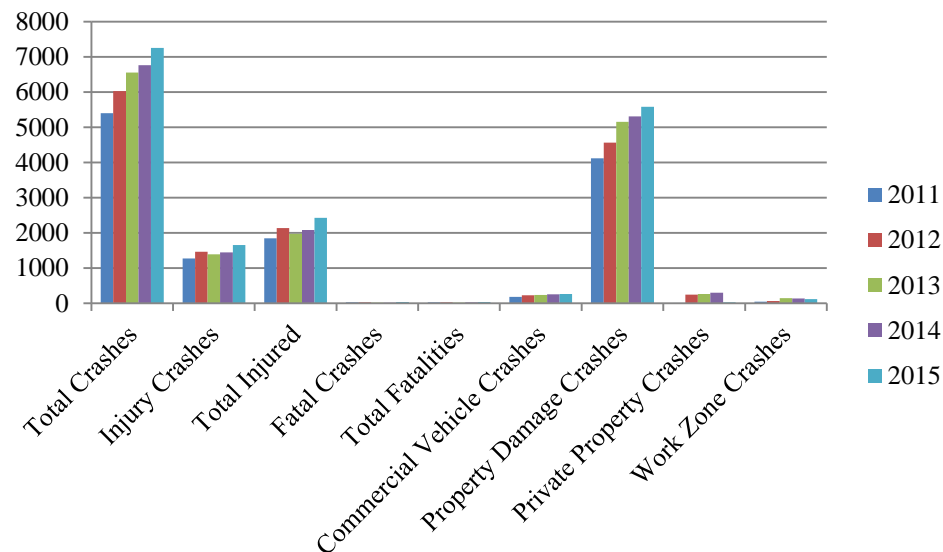
Data Source: Georgia Electronic Accident Reporting System



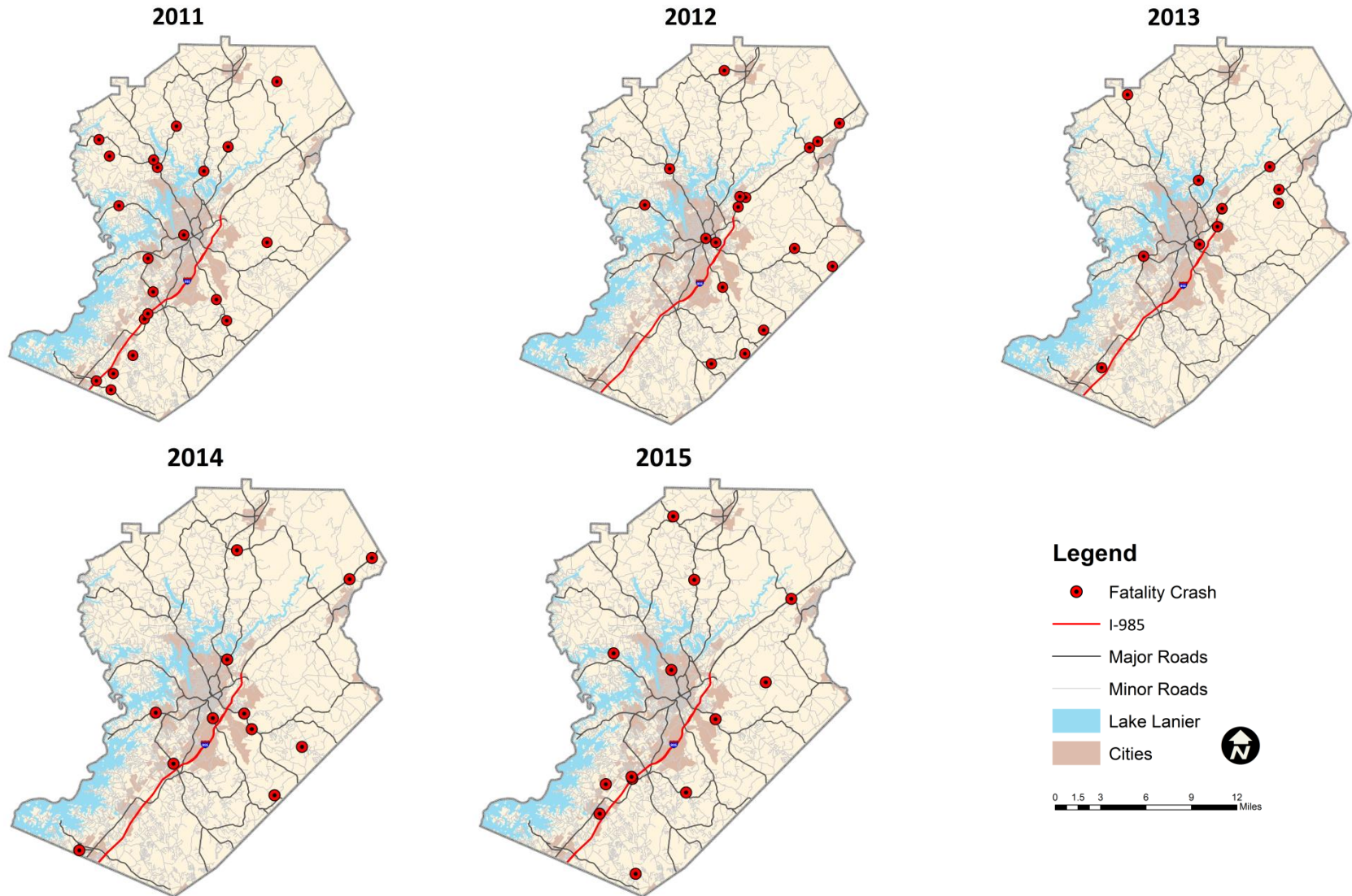
This profile has been prepared based on the crash data available from the Georgia Electronic Accident Reporting System (GEARS) developed by the Georgia Department of Transportation. This online tool has crash data from 2011 through 2015.

The following table and graph show certain crash statistics by year. The data shows that crashes have increased every year.

	2011	2012	2013	2014	2015
Total Crashes	5,401	6,027	6,553	6,757	7,248
Injury Crashes	1,270	1,460	1,391	1,443	1,652
Total Injured	1,847	2,138	1,969	2,083	2,427
Fatal Crashes	25	23	16	16	34
Total Fatalities	28	26	18	21	35
Commercial Vehicle Crashes	182	223	235	248	259
Property Damage Crashes	4,119	4,557	5,152	5,306	5,579
Private Property Crashes	9	244	264	299	25
Work Zone Crashes	47	60	146	133	119



Crashes with fatalities fell between 2011 and 2014 from 24 fatal crashes to 16, but then doubled to 34 fatal crashes in 2015.



State Route 53/Mundy Mill Road had the highest number of collisions. In fact, six locations along this road are listed near the top.

High Accident Locations

January 1, 2011 through December 31, 2015

	TOTAL COLLISIONS	TOTAL FATAL COLLISIONS	TOTAL INJURY COLLISIONS	TOTAL PROPERTY DAMAGE	NUMBER KILLED	NUMBER INJURED
MUNDY MILL RD HWY 53 &	340	0	2	338	0	2
SPOUT SPRINGS RD &	178	0	3	175	0	5
MUNDY MILL HWY 53 &	145	0	0	145	0	0
MUNDY MILL RD HWY 53 & MATHIS DR	121	0	18	103	0	23
MUNDY MILL RD HWY 53 & OLD OAKWOOD RD	115	1	32	82	1	52
MUNDY MILL RD HWY 53 & THURMON TANNER PKWY	108	0	27	81	0	35
WINDER HWY 53 &	98	0	1	97	0	1
PEARL NIX PKWY & SR 53	92	0	15	77	0	15
ATLANTA HIGHWAY 13 & MUNDY MILL RD HWY 53	91	0	7	84	0	8
MUNDY MILL RD HWY 53 & MUNDY MILL DR	80	0	17	63	0	24
SR 53 N & SR 53	79	0	21	58	0	26
SR 53 E & SR 53	72	0	14	58	0	16
ATLANTA HIGHWAY 13 & POPLAR SPRINGS RD	64	0	12	52	0	15
WASHINGTON ST & SR 53	61	0	5	56	0	5
I 985 N &	59	0	11	48	0	18



Highway 53 / Mundy Mill Road Crashes 2011-2015

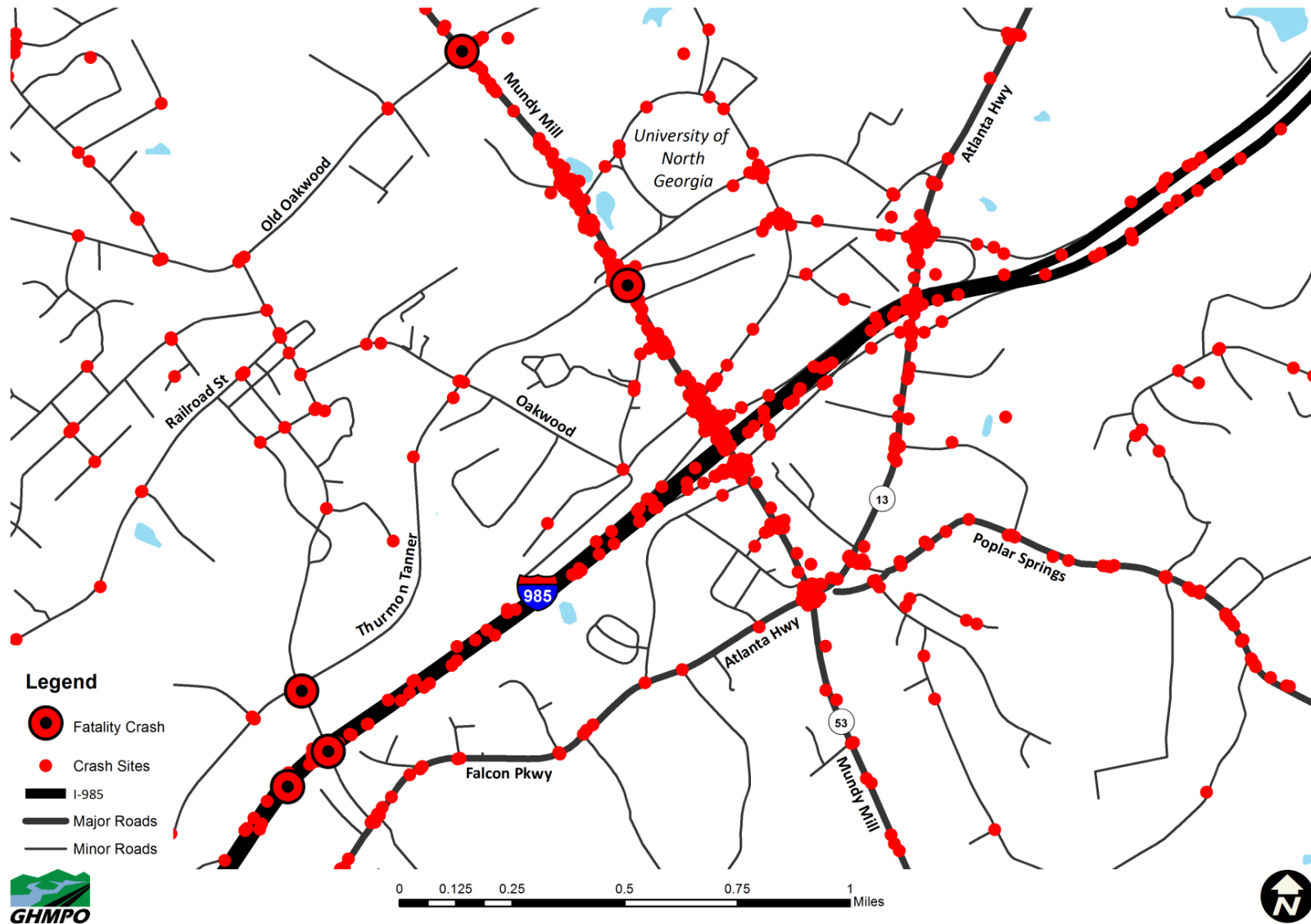


Figure 2: Mundy Mill/Hwy 53 Crash Data from 2011-2015 (Source: GEARS)

Majority of the collisions occurred during the **afternoon rush hours** between 4:00 p.m. and 7:00 p.m.:

Collisions by Time of Day

January 1, 2011 through December 31, 2015

	TOTAL COLLISIONS	TOTAL FATAL COLLISIONS	TOTAL INJURY COLLISIONS	TOTAL PROPERTY DAMAGE	NUMBER KILLED	NUMBER INJURED
22:00 TO 23:59 - LATE EVENING	1,205	5	240	960	5	315
00:00 TO 05:59 - LATE NIGHT	1,752	14	351	1,387	17	474
09:00 TO 10:59 - MID MORNING	2,569	7	591	1,971	11	834
19:00 TO 21:59 - EARLY EVENING	3,545	21	845	2,679	23	1,258
06:00 TO 08:59 - TO WORK	4,346	19	933	3,394	20	1,323
14:00 TO 15:59 - MID AFTERNOON	4,888	10	1,160	3,718	13	1,735
11:00 TO 13:59 - LUNCH	5,764	21	1,280	4,463	22	1,894
16:00 TO 18:59 - FROM WORK	7,918	17	1,759	6,142	17	2,631
Total:	31,987	128	7,159	24,714	114	10,464



Over the past five years, **Friday** had the highest number of collisions of the week:

Collisions by Day of the Week

January 1, 2011 through December 31, 2015

	TOTAL COLLISIONS	TOTAL FATAL COLLISIONS	TOTAL INJURY COLLISIONS	TOTAL PROPERTY DAMAGE	NUMBER KILLED	NUMBER INJURED
Sunday	3,028	10	744	2,274	11	1,082
Monday	4,980	14	1,125	3,841	19	1,614
Tuesday	4,961	23	1,056	3,882	25	1,536
Wednesday	4,744	17	1,036	3,691	19	1,480
Thursday	4,847	16	1,077	3,754	16	1,502
Friday	5,532	16	1,205	4,311	18	1,817
Saturday	3,895	18	916	2,961	20	1,433
Total:	31,987	128	7,159	24,714	114	10,464



Collisions by Contributing Circumstances

January 1, 2011 through December 31, 2015



While many collisions had no contributing factors, among the collisions that did have a contributing factor, **following the vehicle in front too closely** was the primary factor, followed by **failing to yield**.

	TOTAL COUNT
Cell Phone	74
Changed Lanes Improperly	839
D.U.I	900
Disregard Police Officer	13
Disregard Stop Sign/Signal	599
Distracted	484
Driver Condition	191
Driver Lost Control	906
Driverless Vehicle	43
Exceeding Speed Limit	76
Failed to Yield	2,812
Following too Close	6,031
Improper Backing	553
Improper Passing	96
Improper Passing Of School Bus	1
Improper Turn	364
Inattentive	753
Mechanical Or Vehicle Failure	537
Misjudged Clearance	883
No Contributing Factors	14,257
No Signal/Improper Signal	12
Object Or Animal	701
Other	1,186
Parked Improperly	29
Surface Defects	27
Too Fast For Conditions	603
Weather Conditions	521
Wrong Side of Road	240

Total: 33,731

Drivers between ages **20 and 25** were involved in more crashes than any other age group.

Driver's Age at Time of Collision

January 1, 2011 through December 31, 2015

	TOTAL COLLISIONS INVOLVED WITH	TOTAL PROPERTY DAMAGE	NUMBER KILLED INVOLVED WITH	NUMBER INJURED INVOLVED WITH
NOT SPECIFIED	1,819	1655	0	164
13 TO 15	108	79	0	29
16	676	476	3	197
17	1,014	708	0	306
18	1,403	1059	0	344
19	1,226	926	4	296
20 TO 25	5,522	4227	9	1,286
26 TO 30	2,982	2235	8	739
31 TO 40	4,798	3661	22	1,115
41 TO 50	4,491	3530	20	941
51 TO 60	3,535	2749	14	772
61 TO 70	2,160	1685	13	462
71 TO 80	1,094	806	11	277
81 TO 90	431	329	1	101



Male drivers were involved in more crashes than female drivers. They experienced fatalities almost twice as much as females.

Driver's Gender at Time of Collision

January 1, 2011 through December 31, 2015

LOCATION: ALL						
	TOTAL COLLISIONS	TOTAL FATAL COLLISIONS	TOTAL INJURY COLLISIONS	TOTAL PROPERTY DAMAGE	NUMBER KILLED	NUMBER INJURED
Male	22,700	96	5,225	17,379	106	7,739
Female	19,630	48	4,564	15,018	59	6,878
Total:	42,330	144	9,789	32,397	165	14,617



October and **November** had the highest number of collisions. This happens to be the period when daylight savings time ends. We cannot tell from this data, however, whether the reduction in daylight is the contributing factor why the number of collisions went up during this period.

Collisions by Month

January 1, 2011 through December 31, 2015

	TOTAL COLLISIONS	TOTAL FATAL COLLISIONS	TOTAL INJURY COLLISIONS	TOTAL PROPERTY DAMAGE	NUMBER KILLED	NUMBER INJURED
JANUARY	2,515	7	521	1,987	7	726
FEBRUARY	2,308	9	462	1,838	8	685
MARCH	2,582	11	640	1,933	9	948
APRIL	2,656	14	613	2,030	13	924
MAY	2,688	4	631	2,053	4	911
JUNE	2,456	17	586	1,857	13	878
JULY	2,412	10	528	1,876	8	792
AUGUST	2,717	7	679	2,031	7	1,012
SEPTEMBER	2,648	18	620	2,012	16	930
OCTOBER	3,014	14	683	2,319	12	984
NOVEMBER	3,035	6	579	2,450	6	806
DECEMBER	2,956	11	617	2,328	11	868
Total:	31,987	114	7,159	24,714	128	10,464



While most of the traffic volumes were on higher classes of roads such as freeways and arterials, most of the collisions occurred on **local roads** and **collectors**. This could be because there are more local roads and collector streets than freeways and arterials. In addition, the lower classes of roads contain traffic lights, intersections, and stop signs—points where collisions are likely to occur.

Collisions by Road Classification

January 1, 2011 through December 31, 2015

	TOTAL COLLISIONS	TOTAL FATAL COLLISIONS	TOTAL INJURY COLLISIONS	TOTAL PROPERTY DAMAGE	NUMBER KILLED	NUMBER INJURED
State Route	11,599	59	3,228	8,312	69	4,967
US Route	14	0	4	10	0	7
Other	18,823	48	3,569	15,206	52	4,973
Interstate	1,551	7	358	1,186	7	517
Total:	31,987	114	7,159	24,714	128	10,464

