Road crashes are a public health crisis impinging on social and economic development in low- and middle-income countries (LMICs). Indeed, LMICs bear a disproportionate burden of this epidemic accounting for some 90% of the 1.25 million global road deaths annually. Within a broad framework for comprehensive advancement, the Sustainable Development Goals (SDGs) 3 and 11 directly address the importance of safe transport to the human development endeavor. We maintain, however, that provision of safe transport affects (and is affected by) other SDGs and is absolutely integral to sustainable development LMICs. We analyze two very different sets of national traffic safety data to explore relationships among factors contributing to road crashes and underlying relationships among socioeconomic and development related issues and trends. One data set comprises some 29,000 detailed crash records from 2012 through 2015 obtained from the Namibia National Road Safety Council. The other data set was extracted from an openly accessible portal of development-related data across 35 administrative divisions (i.e., states and territories) in India. The resulting analyses illuminate issues of urban versus rural development pressures and their impact on transport safety in addition to very specific matters such as rapid motorization, freight transport, employment of young men, reliance on informal sector transport providers, and impacts on child health. As such we document ways in which the provision of safe transport is interrelated (and essential) to successful attainment of the broader SDGs including those not explicitly addressing safe transport such as 4, 5, 8, 9, 16, and 17. We compare and contrast the results from India with those from Namibia as well as offer observations regarding data availability and quality issues and how they impact such development-oriented studies.