

Safety Performance Targets

Calendar Year 2022 Targets *

Number of Fatalities:1671.0

Describe the basis for established target, including how it supports SHSP goals.

During the period of 2015-2019, there was an increase in the unweighted 5-year rolling average number of traffic fatalities. Despite this increase in the averages, the actual number of traffic fatalities decreased in 2019 compared to 2018. Using the 5-year rolling average and polynomial modeling (R2 of 0.99), The State's SHSP set the target to maintain traffic fatalities under the projected 1,696 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it is a lower number compared to the previous FY2021 HSP target of 1,715 traffic fatalities (2017-2021 rolling average). Additionally, this established target takes into consideration preliminary crash data that shows an increase in the number of overall traffic fatalities in 2020

Number of Serious Injuries:8443.0

Describe the basis for established target, including how it supports SHSP goals.

To maintain serious injuries in traffic crashes under the projected 8,443 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it should be noted as mentioned earlier, this estimate is impacted by the recent updates to the state's crash report. In a few years, the trend line should reflect a reasonable trend solely based on the new injury definitions.

Fatality Rate:1.210

Describe the basis for established target, including how it supports SHSP goals.

Since 2015, the 5-year rolling average traffic fatalities per 100M VMT has steadily increased. However, the rate decreased from 1.27 fatalities/100M VMT in 2016 to 1.12 in 2019. Using the 5-year rolling averaging method and polynomial modeling (R2 of 0.99), The State's SHSP set the target to maintain traffic fatalities per 100M VMT under the projected 1.21 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it is a lower rate compared to the previous FY2021 HSP target of 1.23 fatalities/100M VMT (2017-2021 rolling average).

Serious Injury Rate:4.610

Describe the basis for established target, including how it supports SHSP goals.

To maintain serious injuries in traffic crashes per 100M VMT under the projected 6.08 (2018-2022 rolling average) by 2022. While the FY2022 target is considered an "increasing target" (a value greater than the baseline), it should be noted as mentioned earlier, this estimate is

impacted by the recent updates to the state's crash report. In a few years, the trend line should reflect a reasonable trend solely based on the new injury definitions.

Total Number of Non-Motorized Fatalities and Serious Injuries:793.0

Describe the basis for established target, including how it supports SHSP goals.

Individually, the SHSP program goals state that we will maintain pedestrian fatalities under the projected 281 (2018 - 2022 rolling average) by 2022, and maintain bicyclist fatalities under the projected 25 (2018 - 2022 rolling average) by 2022.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

GDOT met multiple times with Governor's Office of Highway Safety, FHWA, the State's MPO's, NHTSA and our safety partners. In particular, the SHSP data team conducted several CODES and Data Task Team sessions to review the state's data and the state's approach to developing performance targets. GDOT presented the finding and approach to GDOT Planning and the State's MPOs. Additionally, we held separate meeting with FHWA and NHTSA regional representatives to discuss our serious injury data analysis efforts. We highlighted how the updates to the serious injury data will impact to our performance measures and data reporting.

Describe progress toward meeting the State’s 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

| PERFORMANCE MEASURES | TARGETS | ACTUALS |
|---|---------|---------|
| Number of Fatalities | 1698.0 | 1551.4 |
| Number of Serious Injuries | 24094.0 | 6382.0 |
| Fatality Rate | 1.280 | 1.242 |
| Serious Injury Rate | 21.800 | 5.101 |
| Non-Motorized Fatalities and Serious Injuries | 1163.0 | 665.0 |

Reviewing the number of Serious Injuries and the rate it is clear that the data has changed dramatically. The reasons for this change has been shared with both FHWA and NHTSA regional representatives. In 2016, the state adopted the MMUCC injury definitions. The new definitions were implemented through the state's revised crash report that was rolled out in 2018. Prior to this time, the state did not have a serious injury value on the crash report. Therefore, the SHSP CODES Task Team developed a Serious Injury estimate based on hospital records and motor vehicle crash data. Like the old crash report, the hospital injury codes do not align with MMUCC injury definitions. Now that our law enforcement officers are applying the correct definitions, we are able to pull crash data verses applying an estimated injury definition. Because the crash report has changed, it is impossible to back into the

previous SI estimates. Therefore, it is necessary to use the data as is knowing that the serious injury targets will move to more appropriate measures in the near future.