



Social Vulnerability Index (SVI)

Data: Considering Under Served Opportunities

Safety Performance Target Setting: State-of-the-Practice Report

Per 23 CFR part 490 subpart B

- States are required to set safety performance targets in the HSIP annual report. The performance measures are based on 5-year rolling averages

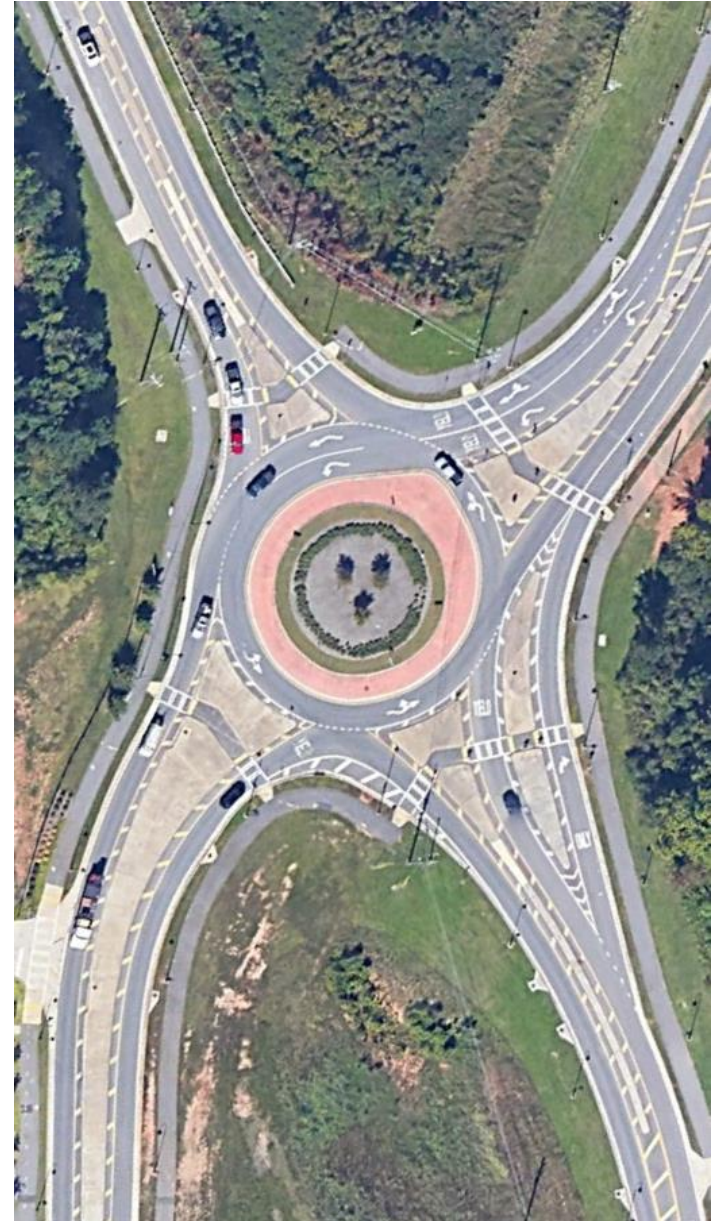
Per Performance Plan (23 CFR 1300.11(c))

- Beginning with FY 2018 HSPs, the IFR required States to submit targets using a five-year rolling average for three performance measures common to both NHTSA and FHWA (total fatalities, serious injuries and fatality rates) and to identify identical performance targets for these common performance measures.

Safety Performance Targets

Per 23 CFR part 490 subpart B

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injury per 100 Vehicle Miles Traveled (VMT)
- Number of Non-Motorized Fatalities and Serious Injuries

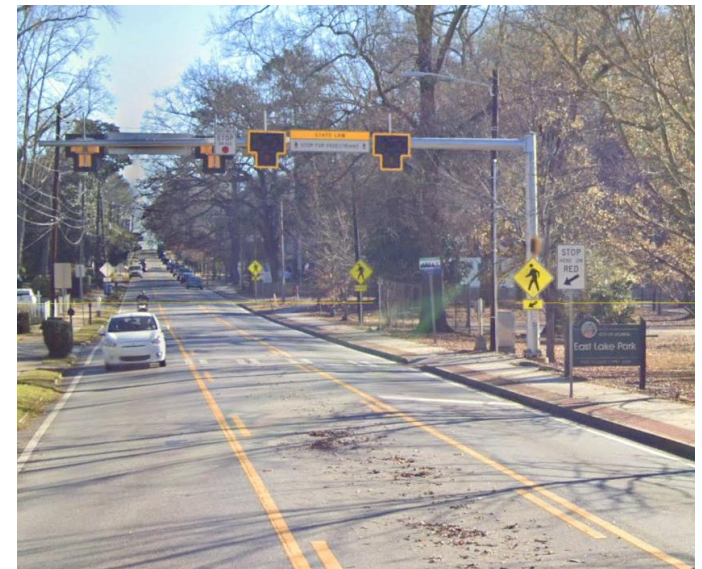
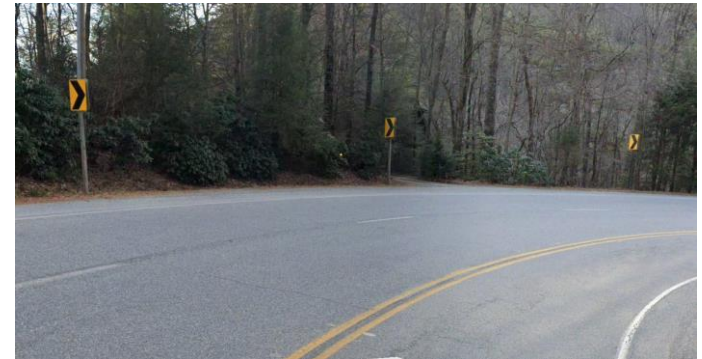


Safety Performance Targets



Safety Performance Targets

- **Governor's Office of Highway Safety**
 - Georgia Highway Safety Plan (HSP)
 - NHTSA
- **Georgia Department of Transportation**
 - Highway Safety Improvement Program (HSIP)
 - FHWA





Safety Performance Management Target Setting

Data Considerations



Safety Performance Targets

Current Definitions

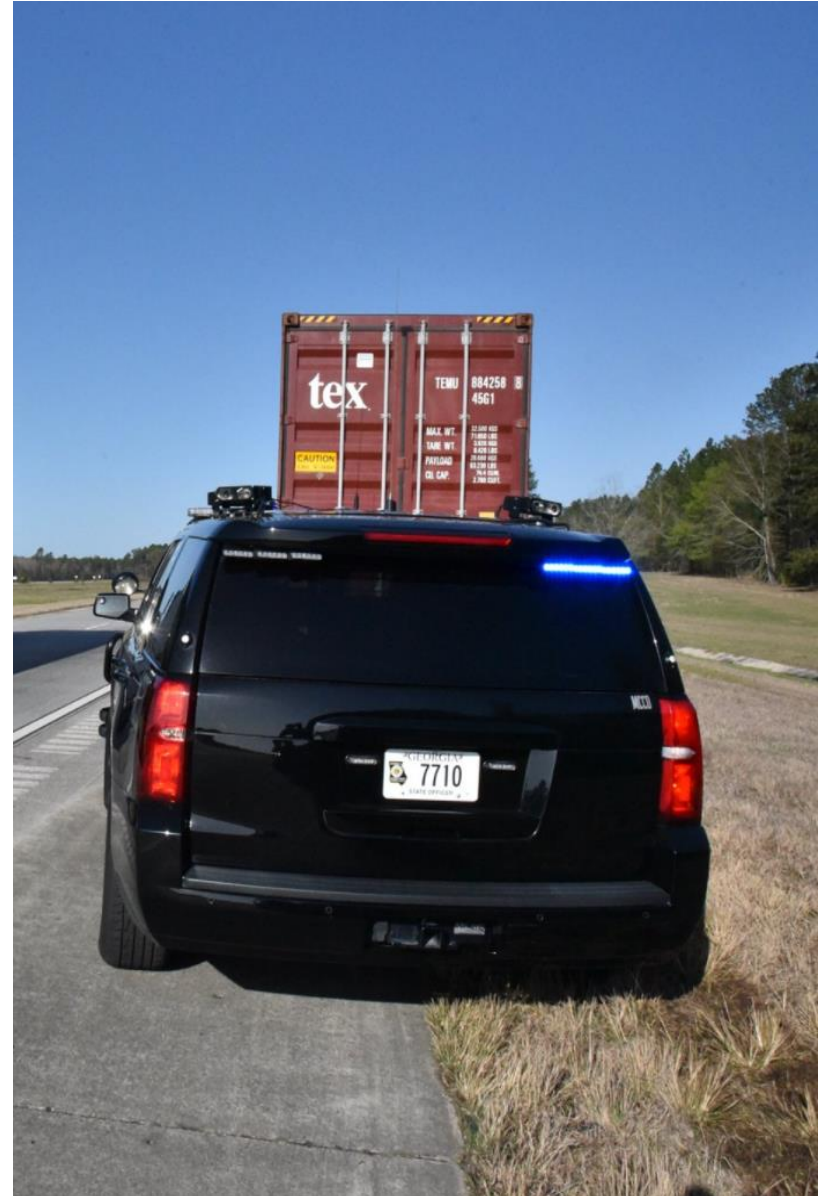
- 2018-2019 Transition from Old Serious Injury to New Suspected Serious Injury
- 3 more years of mixed SI definitions
- (Old) Any injury that prevents the injured person from walking, driving, or normally continuing the activities that, that person was capable of performing prior to the accident.



Safety Performance Targets

Current Definitions

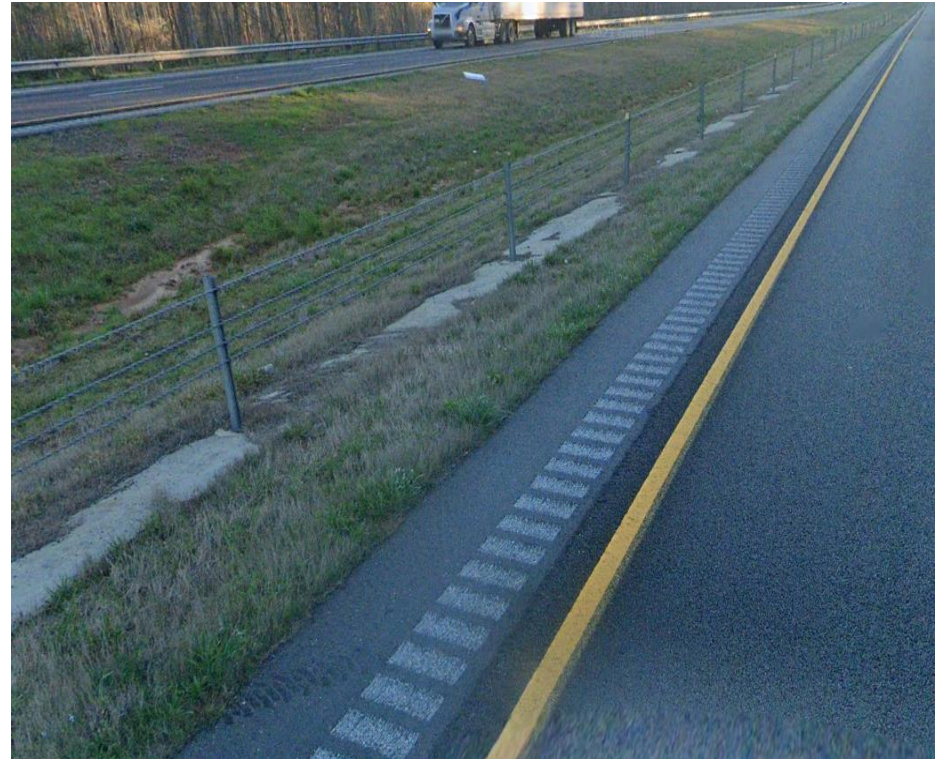
- (New) A suspected serious injury is any injury other than fatal which results in one or more of the following:
 - Severe laceration resulting in exposure of underlying tissues/muscle/organs or
 - resulting in significant loss of blood
 - Broken or distorted extremity (arm or leg)
 - Crush injuries
 - Suspected skull, chest or abdominal injury other than bruises or minor lacerations
 - Significant burns (second and third degree burns over 10% or more of the body)
 - Unconsciousness when taken from the crash scene
 - Paralysis



Safety Performance Targets

Current Definitions

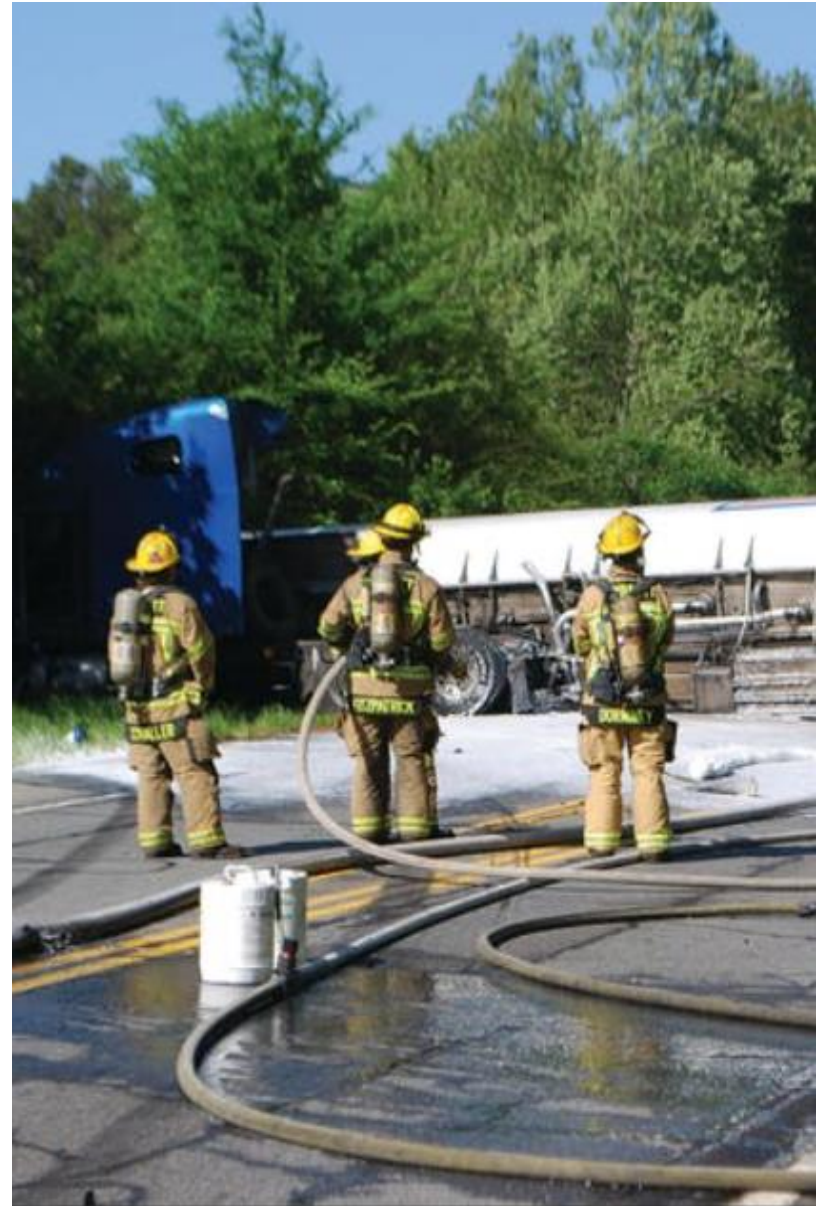
- Hospital Variables for Injury Severity Score (ISS)
 - Minor
 - Moderate
 - Serious
 - Severe
 - Critical
 - Maximal
- CODES & TRCC Worked to Create Queries to Bridge Difference



Safety Performance Targets

GUMVAR 1st Serious Injury Query

- All pedestrian and bicycle occupants that were coded as serious
- All pedestrian and bicycle occupants that were coded as visible and was transport by EMS
- All other occupants that were coded as serious and transport by EMS
- 50% of all other occupants that were coded visible, transport by EMS, and damage to vehicle (extensive or fire present)



Safety Performance Targets

Current Serious Injury Query

- Link All Serious Injuries Coded on Crash Reports to EMS and Hospital Records
- Link All Minor Injuries Coded on Crash Reports to EMS and Hospital Records





Safety Performance Management Target Setting

**Additional Data
Considerations**





Safety Performance Targets

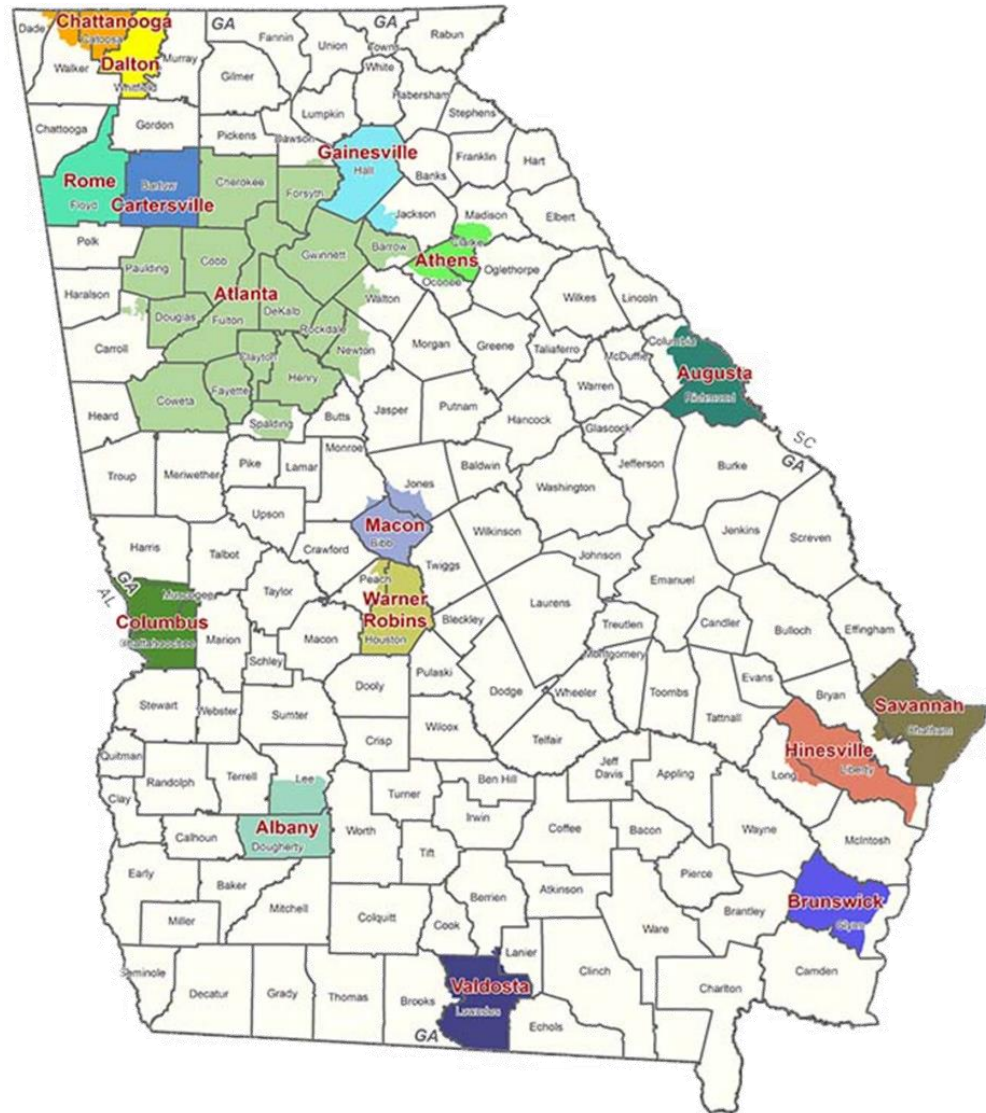
Law Enforcement

- **Software**
 - 13 Current Software Providers
- **Training**
 - GPSTC
 - Local Training Officer
- **Reporting**
 - Electronic
 - Paper
 - None

Safety Performance Targets

Defined Boundaries

- State
- County
- Law Enforcement Agency
- No MPO Boundaries
- No Electoral Boundaries
- Historic GIS
- Mapping Waterfall injury focused started in 2020

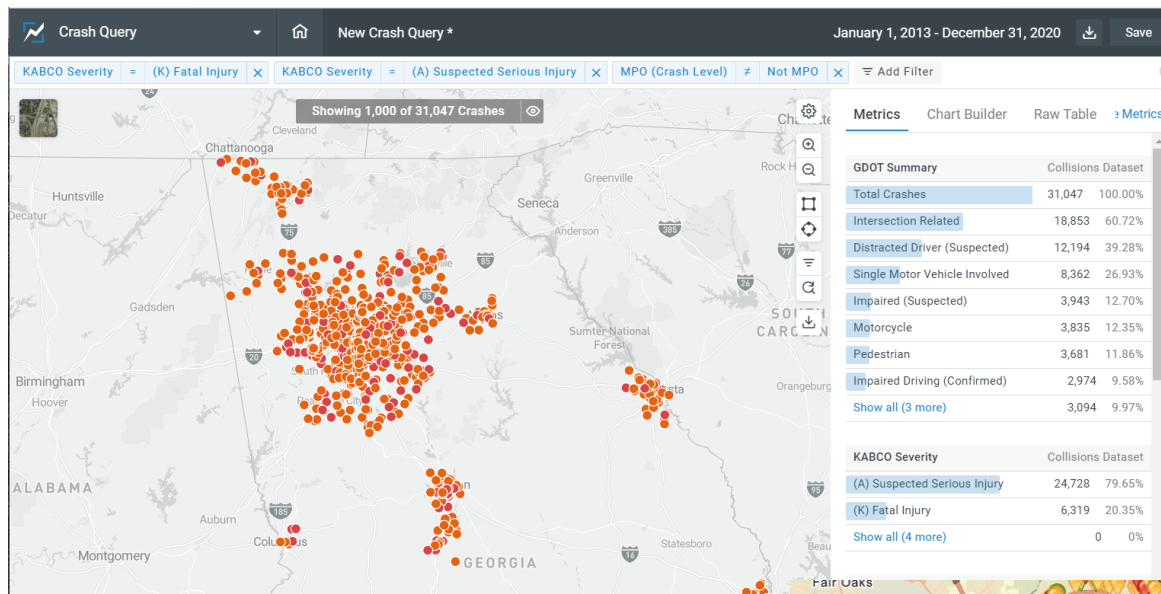




Safety Performance Targets

MPO Targets

- The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area
- States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year
- MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets



Safety Performance Targets

MPO Resources

- Numetric
- GEARS

GEARS
Georgia Electronic Accident Reporting System

Case #, MRN or Microfilm

E Adams

Home

Crash Data

- Find a Document
- GIS Search
- Report Reset
- Advanced Search
- Simple Search

Crash Analytics

Reports & Extracts

Administration

Information Center

GIS Search

Save

Criteria:

del | edit Date of Collision is between 1/1/2017 and 12/31/2021 And

del | edit Injury Code is one of: Fatal Injury (K), Suspected Serious Injury (A) And

del | edit County is one of: FULTON

Index

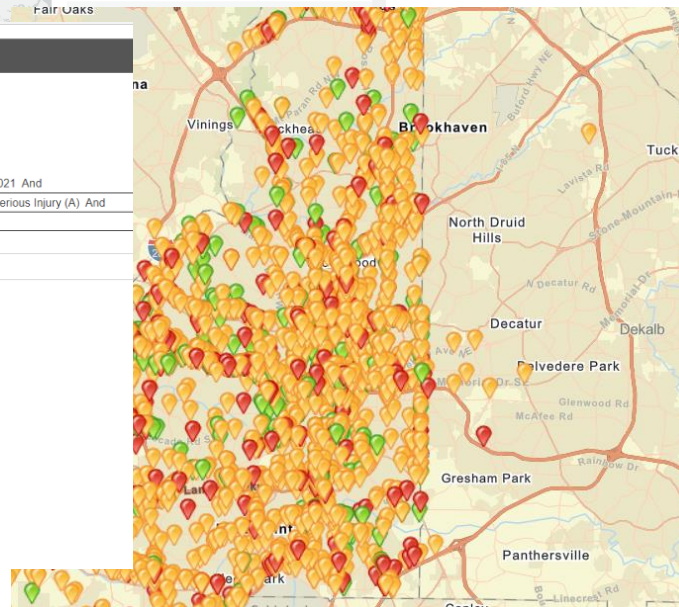
Agency is one of:

Operand

Show All ☒

☐ Search Only Flagged Reports

Run Clear Search



Overview
Strategic Highway Safety Plan (SHSP)
Highway Safety Improvement Program (HSIP)
Safety Performance Management (Safety PM)
Railway-Highways Crossings (Section 130) Program
High Risk Rural Roads (HRRR)
Program Contact Danielle Betkey danielle.betkey@dod.gov

Overview

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

- The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries. Below are helpful resources to support the implementation of the Safety PM Final Rule.

Resources



Overview
Strategic Highway Safety Plan (SHSP)
Highway Safety Improvement Program (HSIP)
Safety Performance Management (Safety PM)
State Safety Performance Targets
Railway-Highways Crossings (Section 130) Program
High Risk Rural Roads (HRRR)
Program Contact
Danielle Betkey danielle.betkey@dcdt.gov (202) 366-9417

Overview



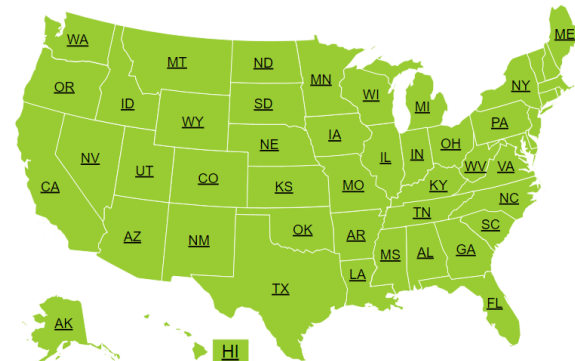
- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and number of non-motorized serious injuries

State Safety Performance Targets

FHWA does not prescribe a methodology for States to set their annual safety performance flexibility to use the methodology they deem most appropriate. The agency encourages States to consider factors that may affect targets. The safety performance targets should be attainable and should align with the performance management framework and legislative

MPO Resources

- **FHWA Safety**
- https://safety.fhwa.dot.gov/hisp/spm/state_safety_targets/



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Safety Performance Management Target Setting

**Calendar Year 2022
Targets**





Safety Performance Targets

Calendar Year 2023 Targets

- Maintain traffic fatalities under the projected **1,680** (2019-2023 rolling average) by 2023
- Maintain serious injuries under the projected **8,966** (2019-2023 rolling average) by 2023
- Maintain traffic fatalities per 100M VMT under the projected **1.36** (2019-2023 rolling average) by 2023
- Maintain serious injuries per 100M VMT under the projected **7.679** (2019-2023 rolling average) by 2023
- To maintain the number of non-motorist serious injuries and fatalities under the projected **802** (2019-2023 rolling average) by 2023

Safety Performance Targets

Calendar Year 2023 Targets

- Use the statewide five-year rolling average (2016-2020 FARS and GEARS SI data)
- the team plots the five most recent data points to determine the “best fit” model (linear or quadratic polynomial) that shows the relationship between the five-year rolling average and time. The model with the highest R2 value (reflective of a correlation between the five-year rolling average and time) is used to derive the FY2023 target values and determine FY2022 progress status
- Many traffic safety practitioners and data analysts consider the 2020 year to be an anomaly; however, the full impact of the COVID-19 pandemic on traffic safety is still unknown. The methodology used to determine the FY2022 traffic safety performance measures progress status and the FY2023 targets were not adjusted to address the rise in 2020 traffic fatalities due to the COVID-19





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