

# EXISTING HIGHWAY SAFETY PLANS

The existing highway safety plans are aligned within this SHSP. The plans include the GOHS Highway Safety Plan (HSP), GDOT Highway Safety Improvement Program, Department of Public Safety (DPS) Commercial Vehicle Safety Plan (CVSP), and Metropolitan Planning Organizations (MPO's). Below are summaries of the aligned safety plans, and when available, online links to view the full plans.

## THE GOVERNOR'S OFFICE OF HIGHWAY SAFETY: FFY 2015 HIGHWAY SAFETY PLAN

The Highway Safety Plan (HSP), developed and maintained by the GOHS, is based on the latest statistics available from the National Highway Traffic Safety Administration (NHTSA) for highway safety problem solving. All data stated within this document will correlate and reference back to the summary of performance measures as agreed upon by NHTSA and The Governor's Highway Safety Association (GHSA). The data has been obtained through the National FARS database with the exception of the *number of serious injuries in traffic crashes* which has been documented with state crash data files.

The HSP contains *education and enforcement* countermeasures for reducing crashes, injuries and fatalities on Georgia roads. It also documents strategic, comprehensive, and collaborative efforts with the *engineering and emergency medical services* components to roadway safety in the State. This "4-E" approach will result in a balanced and effective strategy to saving lives on Georgia's roadways.

In FFY 2014, Governor's Office of Highway Safety (GOHS) made tremendous gains in state collaborations to reach its mission with unprecedented partnerships with the Georgia Department of Driver Services (DDS), Georgia Department of Public Safety (DPS), Georgia State Patrol (GSP), Georgia Department of Public Health (DPH), Georgia Department of Transportation (GDOT), Georgia Sheriff's Association, Administrative Office of the Courts (AOC), Prosecuting Attorney's Council (PAC), and the University of Georgia (UGA). With these committed partnerships, the Governor's Office of Highway Safety (GOHS) embraced the Strategic Highway Safety Planning by facilitating the 5-E's Model Approach – Education, Enforcement, Engineering, Emergency Medical Services, and Evaluation

Georgia Governor's Office of Highway Safety's (GOHS) Highway Safety Plan is designed to serve as a guideline for staff members to implement, monitor, and evaluate activities throughout the federal fiscal year. Each section of the Highway Safety Plan (HSP) begins with a program goal statement which explains the broad purpose, ultimate aim and ideal destination of the program. It provides a general umbrella under which other identified programs with the same focus are grouped together. Included are the most recently available data that substantiate the depth of the problem and verify the need for it to be addressed. The target population section specifies the group that is expected to benefit from the activities and the performance objective section indicates the expected results and measurable outcomes of the plan. Performance measures indicate the values to be used in determining if progress was made beyond baselines. It gives a gauge of where the project is prior to implementation compared to after implementation. Strategies are the activities that are required to implement the objectives.

The performance measures and goals listed in the 2015 Highway Safety Plan are identical and in alignment with the goals and activities identified in the State Strategic Highway Safety Plan. Housed within the Governor's Office of Highway Safety, the Operations Manager for the Strategic Highway Safety Plan works closely with the Department of Transportation, Department of Public Safety, Department of Public Health, and other highway safety partners in leading the collaboration in the development of the two plans. With the Governor's Strategic Highway Safety Plan, Georgia's highway safety goals are clearly defined. Measurable lifesaving strategies contribute to specific highway safety areas to achieve the desired, lifesaving outcomes. The Strategic Highway Safety Plan (SHSP) Emphasis Area Task Teams are organized in developing specific emphasis area countermeasures. Countermeasures are represented in proposed safety projects within each of the emphasis area Task Teams. Individual safety agencies have progressed in their respective safety planning efforts. Existing highway safety plans and organizational contributions are aligned to leverage existing resources. The results are Georgia's annual highway fatalities continuing to decline.

## **GEORGIA DEPARTMENT OF TRANSPORTATION: HIGHWAY SAFETY IMPROVEMENT PROGRAM**

The HSIP is a core Federal-aid program that is primarily focused on engineering safety improvements. The program developed by GDOT in coordination with the Federal Highway Administration under Moving Ahead for Progress in the 21st Century Act (MAP-21). This legislation went into effect on October 1, 2012 and continued the Highway Safety Improvement Program (HSIP) prescribed in SAFETY-LU. The basic goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. The program requires data-driven, strategic approaches for improving highway safety on all public roads. The program is to provide for a continuous and systematic procedure that recognizes and reviews specific traffic safety issues around the state to identify locations with potential for improvement.

Increasing traffic volumes, an aging population, aggressive driving, speeding and driver attentiveness all create new challenges for transportation engineers. Many of these driver characteristics can be addressed with engineering related solutions. Recognizing the need to increase the focus on these efforts, the Department has committed to continue their partnership with the Governor's Office of Highway Safety to further the Strategic Highway Safety Plan (SHSP) using the Integrated Safety Management Process. This approach incorporates the input from a broad range of inter-disciplinary professional from enforcement, emergency medical; citizen groups GOHS and other units of state and federal government.

From this diverse team, projects are developed for consideration. A project may qualify as a safety project because of a positive impact on an existing safety problem, because of evidence that it will prevent a hazardous condition, or because it may fall into one of several pre-approved categories of improvements that are known to provide safety benefits. Examples of these pre-approved categories include guardrail, traffic signals, railroad crossing warning devices, improvements on High Risk Rural Roads, and most intersection operational improvements. Public pedestrian and bicycle facilities and traffic calming projects may also be eligible for hazard elimination projects.

Specifically, GDOT's High Risk Rural Road program systematically addresses safety concerns on Georgia's rural roads. Following MAP-21HRRR special rule, Georgia obligates at least 6.3 million dollars annually on qualifying projects. In conjunction with the HRRR program, more than \$8 million is programmed annually by GDOT to enhance safety off of the state route system (via the Off-System Safety program). Much of this program is directed toward our rural roads. By leveraging these programs, GDOT works with local governments and district staff to deliver solutions designed to reduce serious injuries and fatalities.

It is through this collaboration and execution of projects that the HSIP goals and implementation plans are aligned to the SHSP.

## **THE DEPARTMENT OF PUBLIC SAFETY'S MOTOR CARRIER COMPLIANCE DIVISION FY 2015 COMMERCIAL MOTOR VEHICLE SAFETY PLAN**

The Department of Public Safety (DPS) is the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) in Georgia. The Department of Public Safety's Motor Carrier Compliance Division (MCCD) is responsible for the implementation of, and compliance with, the MCSAP guidelines in the state of Georgia.

It is the mission of this agency to reduce the number of fatal and injury related crashes on Georgia's highways by the effective and fair regulations of the commercial motor carrier industry and to raise awareness of the general public about sharing the roads safely with commercial motor vehicles.

Georgia is currently ranked 5<sup>th</sup> in the nation for federally reportable crashes. A federally reportable crash is identified as one where a fatality, injury or tow-away is involved. By implementing the plans set forth in the 2015 Commercial Vehicle Safety Plan, the Motor Carrier Compliance Division's goal is to reduce the fatal crash rate by the end of FY 2015 by 0.02. We will continue our goal of improving the quality of our data so that proper identification can be made of high risk carriers, drivers, vehicles and highways within the State.

The State is divided into nine geographic regions and one administrative region. The administrative region is comprised of the Safety Compliance Unit. The Safety Compliance unit consists of the Compliance Review division and the School Bus Safety division. Compliance reviews are conducted to investigate potential safety violations and complaints on motor carriers. The results of the review may result in enforcement action. Georgia law requires that each school bus that is owned or operated by a state, county or municipal government, or under contract by any independent school system be inspected annually to ensure

safe operating conditions. Approximately 20,000 school buses are inspected per year and if no defects are found, the school bus is put in service to transport children. In addition, The Motor Carrier Compliance Division patrols the HOV and HOT lanes in metro Atlanta.

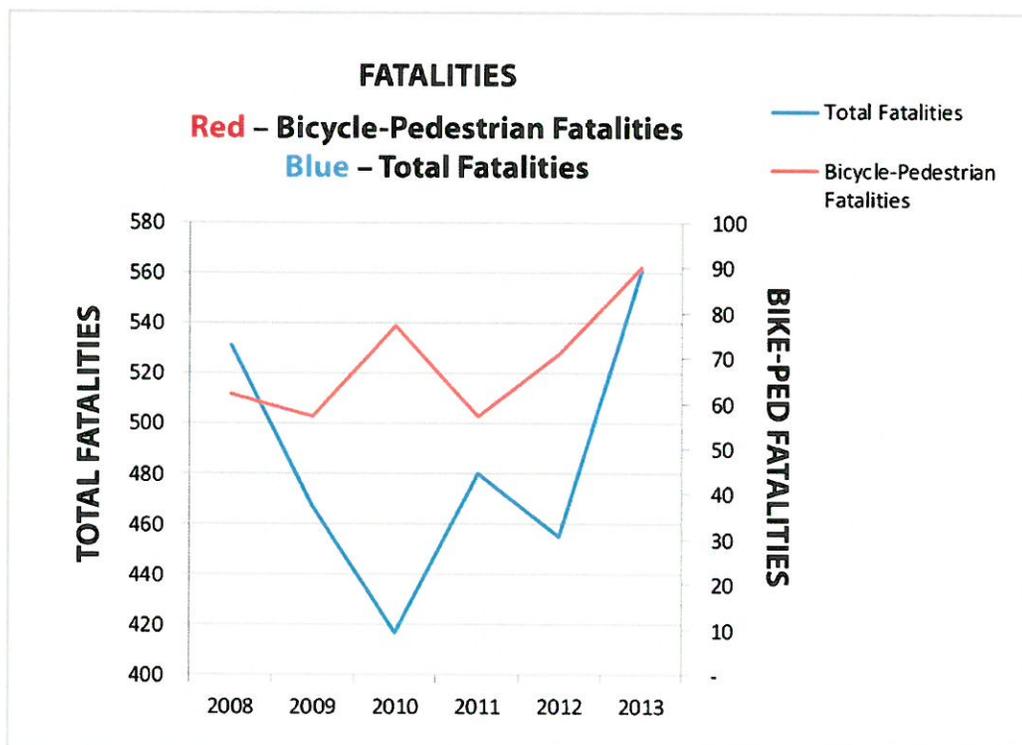
As identified in the 2015 CVSP, the MCCC will increase speed enforcement utilizing speed detectors especially in identified high crash corridor and rural routes areas. In addition, perform screening for impaired driving and occupant protection and will continue our public information and outreach programs designed to educate the general public and motor carriers regarding driving safety on Georgia’s highways.

The CVSP is available online at:  
[www.gahighwaysafety.org/highway-safety/shsp/](http://www.gahighwaysafety.org/highway-safety/shsp/)

## METROPOLITAN PLANNING ORGANIZATION PLANS

There are currently 15 Metropolitan Planning Organizations (MPOs) in the State of Georgia. These MPO’s comprise about 65% of the total state’s population, and occupy 19% of the state’s total land area. In 2008, the Georgia Association of Metropolitan Planning Organizations (GAMPO) was formed. GAMPO consists of 15 Board of Director members, representing each of the 15 MPOs in Georgia. The Association provides a forum where MPOs can share and exchange knowledge on metropolitan planning, and access guidance and information from state and federal transportation agencies.

MPO responsibilities include planning for safe and efficient transportation systems through analysis of travel patterns, trends and forecasts. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was passed by Congress. The Act requires state DOTs and MPOs to proactively incorporate safety in the transportation planning process, including the tracking of performance measures for total serious injury and fatality crashes, as well as total injury and fatality crash rates. At the MPO level, safety planning should include collecting and analyzing crash statistics; coordinating and communicating with local jurisdictions and communities on safety issues; prioritizing projects in short-term and long-range transportation plans based on safety goals; evaluating current programs to incorporate safety countermeasures; and further integrating safety planning as an overarching policy to ultimately reduce crashes, injuries and fatalities.



The Atlanta Regional Commission (ARC), the 18-county Atlanta region MPO, used crash statistics in evaluating potential projects for the most recent update to its transportation improvement program (TIP). Further research by the ARC shows that Atlanta's total injury and fatal crashes continues to increase, as the totals for the State of Georgia decline. From 2008 to 2013, the total number of fatalities in the ARC increased from 531 to 561, increasing its share of the statewide total from 35% to nearly 43%. During this same timeframe, bicycle and pedestrian fatalities increased from a total of 62 in 2008 to 90 in 2013.

The multi-faceted analysis would help local jurisdictions, communities and other stakeholders identify safety issues and incorporate safety measures into programs and projects. The report outlines the crash trends associated with the different crash types, along with high crash locations, which enables jurisdictions to identify areas of concern and allocate safety improvement projects. The crash analysis can also help set overarching goals for enhancing safety through capital improvement programs and long-range comprehensive plans.

At the regional level, the analysis would aid in further integrating safety policies into the long-range transportation planning process. The report can be utilized to compare identified hotspot locations for the different types of crashes with current regional planned and programmed safety improvement projects. Looking forward, the technical analysis presented sets a platform for further investigating motor-vehicle crash causes, trends and countermeasures in the Atlanta region. It also leverages the integration of safety measures into regional activities, including project prioritization, program evaluation, and institutionalizing safety policy into the transportation planning process.

Finally, crashes and crash-related injuries and fatalities should be viewed as preventable incidents that can be reduced through an integrated approach of safety planning and design, public education, enforcement, incident management, and continued monitoring and evaluation of crash statistics.