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Appendix IV: Georgia and the FHWA Guidance Checklist

Initiate the Development Process.

1. The SHSP considers the results of State, regional or local transportation and highway safety planning processes.

23 USC § 148(a) (6) (E).

Yes, Georgia's SHSP satisfies the statutory requirement. In developing the SHSP, Georgia considered all the different planning processes involved in the various transportation plans. The SHSP has engaged in consultation with the responsible stakeholders involved in the statewide metropolitan long range plans, local transportation plans, Commercial Vehicle Safety Plan, Highway Safety Plan and Highway Safety Improvement Plan. All highway safety partners continue to participate in the SHSP planning process. The following considerations are incorporated into Georgia's SHSP:

- ✓ Section 130 Railroad crossing.
- ✓ Aligning safety goals with the SHSP goals.
- ✓ Comparing priorities with other plans.
- ✓ Roles of other plans in implementing the SHSP.
- ✓ The affect of the SHSP on other plans.

During the first year of SHSP development, interaction of the safety plan owners quickly pointed out the sense of responsibility and ownership of the respective plans. Further consideration as to combining the goals and resources represents the dynamics to the ongoing SHSP. Georgia has considered all the items and continues to build on the suggested components.

Gather Data.

2. The State has in place a crash data system with the ability to perform safety

problem identification and countermeasure analysis.

23 USC § 148(c) (2) (A).

Yes, Georgia's SHSP satisfies the statutory requirement. Georgia has a crash data evaluation system used to organize and analyze crash characteristics. Data system needs have been identified along with when and how the data system improvements will be made. Georgia's crash data system is a vital component of Georgia's "*Strategic Plan for Traffic Records Improvement.*" Within this plan, the priorities, goals and objectives and detailed action plans provide Georgia's direction to making the needed crash data system improvements. This includes the electronic creation of law enforcement crash reports and submitting electronically into the crash data system repository.

3. The State's capabilities for traffic records data collection, analysis, and integration with other sources of safety data has advanced in a manner that--

- ✓ Complements the State highway safety program and the commercial vehicle safety plan.
- ✓ Includes all public roads.
- ✓ Identifies hazardous locations, sections, and elements on public roads that constitute a danger to motorists (including motorcyclists), bicyclists, pedestrians, and other highway users.
- ✓ Includes a means of identifying the relative severity of hazardous locations described in terms of accidents, injuries, deaths, and traffic volume levels.

23 USC § 148(c) (2) (D)

Yes, Georgia's SHSP satisfies the statutory requirement. Georgia's crash record database has not been integrated with CVISN, courts data, citation data or driver license systems. Georgia has developed a

hospital data related system maintained and administered within the Department of Human Resources and Georgia's Crash Outcome Data Evaluation System (CODES). Future investments in upgrading the traffic records capabilities are included in over \$7 million worth of improvements included in the "Strategic Plan for Traffic Records Improvement." The State crash database continues to develop and identify when and how to meet the model minimum uniform crash criteria (MMUCC). The State's latest traffic records assessment was conducted in late 2004 to satisfy the ongoing steps and plan on how to satisfy requirements in the future.

Analyze Data.

4. The SHSP analyzes and makes effective use of State, regional or local crash data.

23 USC § 148(a)(6)(B).

Yes, Georgia's SHSP satisfies the statutory requirement. Georgia analyzes crash data for all public roads. The State crash report identifies roadway location as well as state route or local route. The crash data analysis provided the prioritization needed to identify Georgia's safety emphasis areas. The best available information was used. The data is accessible by all potential users. Further steps have been adopted to provide easier access to the data. For example, Georgia's state crash data analysis utilizes the CARE crash data program. The CARE program is being offered to all MPO's and local government highway safety planners. Further crash data improvements continue to address data deficiencies. New location tools are being developed to enter global positioning coordinates and cross references to roadway location.

Establish a Working Group.

5. The SHSP was developed by the State transportation department.

23 USC § 148(a) (6).

Yes, Georgia's SHSP satisfies the statutory requirement. The State transportation department provided leadership in the development of the SHSP. Georgia is prepared to implement the SHSP. The implementation includes the dynamics of further development of the key emphasis areas. An Operations Manager is accountable for the development, implementation, evaluation, and continued management of the SHSP. The Federal Highway Administration approved funding for three years to reimburse Georgia for the related planning expenses to develop the SHSP.

6. The SHSP was developed after consultation with all statutorily required stakeholders.

23 USC § 148(a) (6) (A).

Yes, Georgia's SHSP satisfies the statutory requirement. Initial consultation was conducted individually with all the required stakeholders. The consultation is ongoing participation in a working group, key emphasis area task team, risk analysis and evaluation team, and safety program leaders. A highway safety summit type event is still being considered. Local involvement includes collaboration with statewide law enforcement networks, MPO's, EMS service districts, and local road engineers. According to the SHSP guiding principles, a systematic review and implementation of all current and proposed highway safety strategies shall include representatives from all 4E's. All stakeholders' concerns are given adequate consideration. Consultation with all the required stakeholders will continue to improve and remain consistent with the intent of SAFETEA-LU.

Consultation was conducted with the following stakeholders:

- ❖ Highway Safety Representatives.
 - The Governor's Office of Highway Safety is one of the early leaders of the Georgia SHS.

- Governor Sonny Perdue and his operations policy staff.
 - ❖ Regional transportation planning organization and metropolitan planning organizations.
 - The Georgia Regional Transportation Authority is represented on the Safety Program Leadership, Risk Analysis and Evaluation Team, Working Group and task teams.
 - Georgia MPO's are reconstituting a professional association that coincides with the developing SHSP.
 - Association of County Commissioners of Georgia.
 - Georgia Municipal Association.
 - ❖ Representatives of major modes of transportation.
 - SHSP involved major modes include motor common carriers, passenger carriers, and rail transportation. The Federal Railroad Administration and corresponding State railroad crossing safety office participates in the SHSP.
 - ❖ State and local traffic enforcement officials.
 - Law enforcement agencies include State, county and city jurisdictions. The Governor's Office of Highway Safety maintains the Georgia Traffic Enforcement Network (GATEN). GATEN is comprised of 75% of all Georgia law enforcement agencies.
 - Georgia State Patrol.
 - Motor Carrier Compliance Division.
 - Georgia Sheriffs Association.
 - Georgia Association of Chiefs of Police.
 - ❖ Persons responsible for administering Section 130 (Railway Highway Crossings Program) at the State level.
 - The Federal Railway Administration and state office of railroad crossing program are actively engaged in the SHSP.
 - ❖ Representatives conducting Operation Lifesaver.
 - The State coordinator for Georgia Operation Lifesaver is involved in the SHSP.
 - The National Safety Council participates in the SHSP.
 - ❖ Representatives conducting a motor carrier safety program.
 - The Federal Motor Carrier Safety Administration and the State Motor Carrier Compliance Division of the DPS provide expert support of Georgia's commercial vehicle safety planning.
 - ❖ Motor Vehicle Administration agencies.
 - The Georgia Department of Revenue and Department of Driver Services are represented on the Safety Program Leadership, Risk Analysis and Evaluation Team, Working Group and task teams.
 - ❖ Other major State and local safety stakeholders.
 - The Independent Insurance Agents of Georgia participate in the Working Group.
 - The Georgia Department of Human Resources.
 - Many other major safety stakeholders are invited to participate in all areas and phases of the SHSP.
- Adopt a Strategic Goal.**
7. The SHSP adopts strategic and performance based goals:
- 23 USC § 148(c) (2) (C).*
- Yes, Georgia's SHSP satisfies the statutory requirement.**
- ✓ Georgia adopted the statewide strategic goal of reducing the fatality rate per 100 million vehicle miles traveled to **1.0 by 2010**.
 - ✓ Further performance based goals will be developed in each key emphasis area task team action plan.
 - ✓ Each performance based goal will address traffic safety, including behavioral and infrastructure problems and opportunities on all public roads.
 - ✓ Resources will be focused on areas of greatest need and highest effectiveness.

- ✓ The SHSP will coordinate with other State highway safety programs.

Identify Strategies and Countermeasures.

8. The SHSP describes a program of projects of strategies to reduce or eliminate safety hazards.

23 USC § 148(a) (6) (F).

Yes, Georgia's SHSP satisfies the statutory requirement. Data is used to determine the most effective strategies and countermeasures. Comprehensive crash data bases exist within the GDOT and GOHS. Highway safety programs are prioritized based on the crash data within all jurisdictions. The newly developed SHSP will be incorporated into the updated HSIP.

9. The SHSP identifies opportunities for preventing the development of such hazardous conditions.

23 USC § 148 (c) (2) (E) (ii).

Yes, Georgia's SHSP satisfies the statutory requirement. Existing highway safety plans consider proactive approaches to address potentially hazardous locations and features. The GDOT produces the top 150 serious crash locations. The data identifies crash by county location or injury severity. Traffic enforcement efforts focus on the most hazardous locations to prevent increased crash incidence.

10. The SHSP addresses engineering, management, operation, education, enforcement, and emergency services elements of highway safety as key factors in evaluating highway safety projects.

23 USC § 148(a) (6) (C).

Yes, Georgia's SHSP satisfies the statutory requirement. The SHSP integrates the 4E guiding principal strategies in all key emphasis area action plans. The 4E's will be addressed to the fullest extent practical

through a variety of task team participants. New organizational structures will be formed to administer and manage safety programs so that the SHSP can be implemented.

Determine Priorities for Implementation.

11. The SHSP determines priorities for the correction of hazardous road locations, sections, and elements (including railway-highway crossing improvements), as identified through crash data analysis.

23 USC § 148(c) (2) (E) (i).

Yes, Georgia's SHSP satisfies the statutory requirement. Current highway safety strategies are factored by statewide presence and the existing level within local jurisdictions. Appropriate program interventions are identified by common denominators like population, number of licensed drivers, age, and vehicle miles traveled. Priority is given to safety projects that can be supported by data. The highest impact and most cost effective priorities are selected.

12. The SHSP considers safety needs of, and high fatality segments of, public roads.

23 USC § 148(a) (6) (D).

Yes, Georgia's SHSP satisfies the statutory requirement. The State considers safety improvements for local roads. The State plans to make safety improvements where needed even if needed off the State DOT system. The GDOT is implementing a safety engineer in each transportation district to work with local, off State road improvements.

13. The SHSP identifies hazardous locations, sections and elements that constitute a danger to motorists (including motorcyclists), bicyclists, pedestrians and other highway users.

23 USC § 148(c) (2) (B) (i).

Yes, Georgia's SHSP satisfies the statutory requirement. The State considers all highway users and modes during the SHSP data analysis. Key emphasis areas identify non-motorized users, heavy trucks, motorcycles. As the specific action plans are developed, system-wide improvements will be considered.

14. As part of the SHSP, the State establishes the relative severity of those locations, in terms of accidents, injuries, deaths, traffic volume levels, and other relevant data.

23 USC 148(c) (2) (B) (ii).

Yes, Georgia's SHSP satisfies the statutory requirement. Georgia establishes crash severity data within the Department of Transportation as well as the hospital data organized within the Department of Human Resources CODES program. Current highway safety plans priorities are weighed with benefit/cost analysis.

15. The SHSP has been approved by the Governor of the State or a responsible State Agency.

23 USC § 148(a) (6) (G).

Yes, Georgia's SHSP satisfies the statutory requirement. Georgia's SHSP has been approved by the Governor Sonny Perdue. His Safety Program Leadership represents the highest level of transportation and highway officials in Georgia. The SHSP will continue to improve effective highway safety initiatives with the combined leadership. Together, they will provide the life saving "Legacy" to Georgia transportation users.

16. As part of the SHSP, the State establishes and implements a schedule of highway safety improvement projects for hazard correction and hazard prevention.

23 USC 148(c) (2) (E) (iii).

Yes, Georgia's SHSP satisfies the statutory requirement. Georgia's current data analysis is one of the most significant ways to proactively address hazards. Safety improvements for local roads are a priority for implementation. The implementation of the SHSP will continue to develop through the appointment of an Operations Manager and stakeholders' newly organized structure within the SHSP. The HSIP is being updated to enable Georgia to implement the infrastructure related safety improvements. The SHSP will be implemented within the DOT based on the review of current highway safety plans and combining strategies and new approaches. Other agencies and organizations will be joining the SHSP effort and providing new innovations to highway safety measures. The SHSP implementation through action plans will be each key emphasis area development. No funding has been identified for implementing strategies in the SHSP. Georgia is preparing to implement the strategies outlined in the SHSP through the other safety programs.

Linking the SHSP with the Transportation Planning Process.

17. The SHSP is consistent with the requirements of section 135 (g) [Statewide Transportation Improvement Program] of Title 23 U.S.C.

The requirements met by Georgia's SHSP are:

- ✓ All federally funded projects, including all capital and non-capital projects, and all regionally significant transportation projects requiring Federal approval or permits.
- ✓ Developed in consultation with affected non-metropolitan local officials and with Indian tribal governments.
- ✓ Provides interested parties with a reasonable opportunity for comment.
- ✓ Consistent with the Statewide Transportation Plan.
- ✓ Fiscal constraint.

23 USC § 148(a) (6) (H).

Georgia’s SHSP is working towards satisfying the statutory requirement.

Further development continues as to how the key emphasis areas and strategies in the SHSP will be implemented through the statewide transportation planning and programming process. The SHSP will incorporate the common statewide MPO planning issues. The MPO consultation continues to develop consistent planning efforts with the MPO’s plan and TIP.

Evaluating the SHSP.

18. The State has established an evaluation process to analyze and assess results achieved by highway safety improvement projects identified in the SHSP.

23 USC § 148(c) (2) (F) (i).

Georgia’s SHSP is working towards satisfying the statutory requirement.

Georgia will determine post project methodologies that will be used for evaluation of strategies and countermeasures. Further development of a responsible unit accountable for the evaluation process will be identified within the Working Group efforts. A future evaluation process has not been established. The process will identify the unit or individuals to be involved, frequency, and how the SHSP will be affected by the evaluation.

19. The State will use the evaluation information in setting priorities for highway safety improvement projects.

23 USC § 148(c) (2) (F) (i).

Yes, Georgia’s SHSP satisfies the statutory requirement. Georgia will consider how the evaluation results will affect future safety programs. Future revisions to the SHSP will consider the effect of periodic evaluations reflected in the HSIP and other highway safety plans including; section 130, Highway Safety Plan, Commercial Vehicle Safety Plan, Statewide Transportation

Program, Transportation Improvement Plans.

20. The State will evaluate the plan on a regular basis to ensure the accuracy of the data and priority of proposed improvements.

23 USC § 148(c) (1) (C)

Yes, Georgia’s SHSP satisfies the statutory requirement. Georgia has established an initial annual evaluation period.

Furthermore, the SHSP will consider the need for additional evaluation periods to meet future planning needs. The evaluation results will determine the appropriate level of feed back into other safety programs.

The SHSP provides the foundation to Georgia’s comprehensive highway safety, life saving efforts. The FHWA checklist provides a thorough observation of Georgia’s current achievements. What needs to be achieved, and “will” be achieved in the first year’s implementation is documented within the SHSP for all highway safety stakeholders.