# 2027 Safety Performance Target Adoption (PM1) *(5 mins)*

## Vision

ONE **great** REGION

## Mission

*Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.*

## Values

**Excellence** | **Integrity** | **Equity**

## Goals



**Healthy, safe, livable communities** in the Atlanta Metro area.



**Strategic investments** in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



**Diverse stakeholders engage** and take a regional approach to solve local issues.



**A competitive economy** that is inclusive, innovative, and resilient.

# Federal law requires ARC, as the Atlanta region's MPO, to adopt safety targets every year

## Federal law[1]

- GDOT sets annual statewide safety targets
- ARC agrees to contribute toward the accomplishment of GDOT's safety target

In addition, ARC sets its own aspirational safety targets[2]

*1: Since MAP-21 (2012); kept by the FAST Act (2015) and IIJA (2021)*

*2: ARC Regional Safety Strategy (2022): 5% reduction target each year for all safety performance measures*

## The targets are:

*Five measures on all public roads*

- Fatalities
- Serious injuries
- Fatality rate per 100M VMT
- Serious-injury rate per 100M VMT
- Non-motorized fatalities + serious injuries

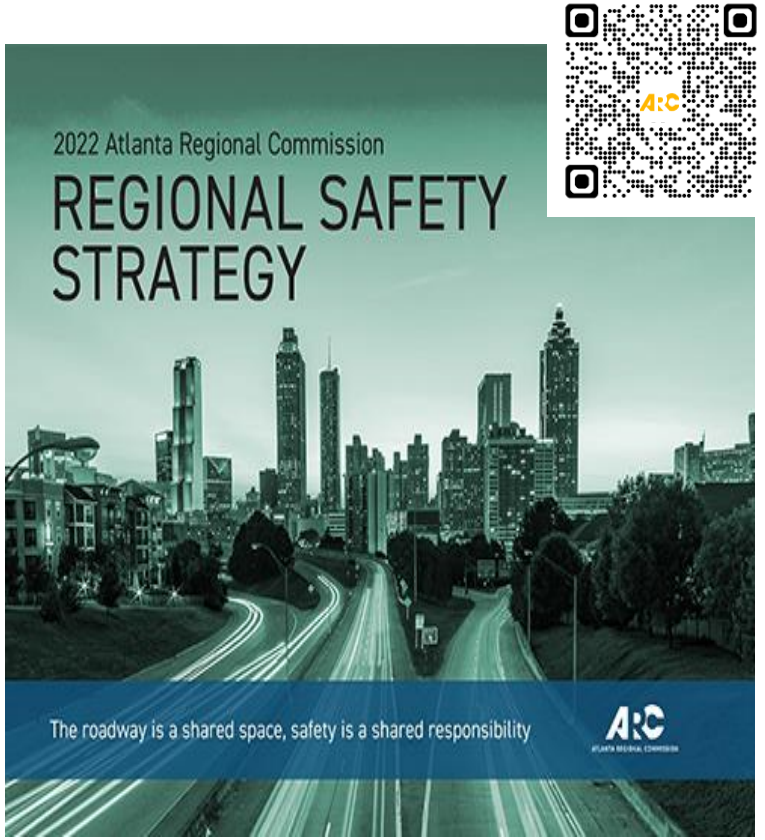
# Action Requested: Support GDOT's 2027 Safety Targets and Adopt ARC's Aspirational Targets

| Measure | | 2026 GDOT | 2027 GDOT | 2025 ARC | 2026 ARC | 2027 ARC proposed |
|---|---|---|---|---|---|---|
| **Fatalities (K)**<br>People fatally injured in crashes in the MPO area | Target | 1,367 | 1,349 | 662 | 629 | 508 |
| | Observed | — | — | 563* | — | — |
| **Serious injuries (A)**<br>People seriously injured in crashes in the MPO area | Target | 7,712 | 7608 | 3,707 | 3,522 | 3,358 |
| | Observed | — | — | 3,721* | — | — |
| **Fatality rate**<br>Fatalities per 100 million VMT | Target | 1.130 | 1.120 | 1.141 | 1.084 | 0.793 |
| | Observed | — | — | 0.900* | — | — |
| **Serious injury rate**<br>Serious injuries per 100 million VMT | Target | 6.322 | 6.237 | 6.373 | 6.054 | 5.244 |
| | Observed | — | — | 5.945* | — | — |
| **Non-motorized K + A**<br>Pedestrians and bicyclists fatally or seriously injured | Target | 1,008 | 955 | 444 | 422 | 550 |
| | Observed | — | — | 609* | — | — |

* Preliminary observed data. **How the 2027 ARC targets were set:** re-baselined to 2025 preliminary observed data. For instance, in 2025, the fatality target (629) sat above observed (563), so the 2027 targets restart from 2025 observed: 5% off for 2026, 5% off again for 2027..

# Questions?

[ARC's Regional Safety Strategy (2022)]




**Coming in January 2027** An in-depth Board/TAQC discussion of the safety targets, the data behind them and emerging trends, challenges and opportunities.

# Appendices

## Additional Safety Information Table of Contents


The Safe System Approach: designing roads that forgive human mistakes

How safety is built into ARC project selection and GDOT/ARC funding

Where we stand: deaths down 29% since 2021, yet 533 died last year

Anatomy of a fatal crash in the ARC area

Fatal crashes per capita by county, 2021–2025

Deaths per 100 million miles: ARC area vs Georgia and the US

Crash frequency vs severity: ARC area vs Georgia and the US

Dedicated safety dollars and the project-scoring lever

Sources and data notes

# The Safe System Approach expects human mistakes and layers five protections so crashes stay survivable

*Georgia's SHSP, ARC's Regional Safety Strategy and Safe Streets all follow FHWA's Safe System Approach; it is the logic behind the targets on the slides that follow.*

**1 WHY · HUMANS ARE VULNERABLE** › **2 WHAT CHANGES · THE PARADIGM SHIFT** › **3 HOW THE REGION APPLIES IT · THREE PLANS**

**A pedestrian hit by a vehicle at…**

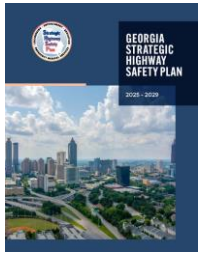
| 20 mph | 40 mph |
|---|---|
| **13%** | **73%** |

…has this chance of being fatally injure injured or seriously injured.

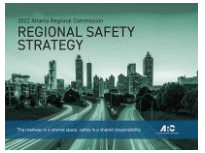
**Speed decides whether a mistake is survivable.** The Safe System accepts that people will err and manages kinetic energy so the crash that still happens does not kill.

| Traditional approach | Safe System approach |
|---|---|
| Prevent crashes | Prevent death and serious injuries |
| Improve human behavior | Design for human mistakes/limitations |
| Control speeding | Reduce system kinetic energy |
| Individuals are responsible | Share responsibility |
| React based on crash history | Proactively identify and address risks |

Source: FHWA, The Safe System Approach (2020), Figure 7.




**Georgia SHSP 2025–2029**
All modes. Goal of zero deaths and serious injuries; 5% reduction every year on a straight-line path to zero deaths by 2100.




**ARC Regional Safety Strategy, 2022**
Screens roads by risk, not only crash history.




**Safe Streets for Walking & Bicycling**
Zero pedestrian and bicyclist deaths by 2030. Crash hotspots catch only 13% of severe pedestrian crashes, so risky designs are fixed region-wide.

**Five layered elements: when one fails, another catches it**

| Safe road users | Safe vehicles | Safe speeds | Safe roads | Post-crash care |
|---|---|---|---|---|
| Education and enforcement | Crash avoidance and protection | Speeds set for survivable crashes | Designs that forgive mistakes | Fast emergency response |

FHWA, Federal Highway Administration; GOHS, Governor's Office of Highway Safety; SHSP, Strategic Highway Safety Plan; HSIP, Highway Safety Improvement Program; TPM, Transportation Performance Management. Transportation Performance Management. Sources on the last slide.

# Safety is built into how ARC picks projects and how GDOT and ARC fund them

## THE SAFETY LENS · HOW PROJECTS GET INTO THE MTP AND TIP

**KDP1** **Policy filter: no safety, no entry**

Roads of four or more lanes must have a median. Every project must follow Complete Streets and include Proven Safety Countermeasures, or it is not scored.

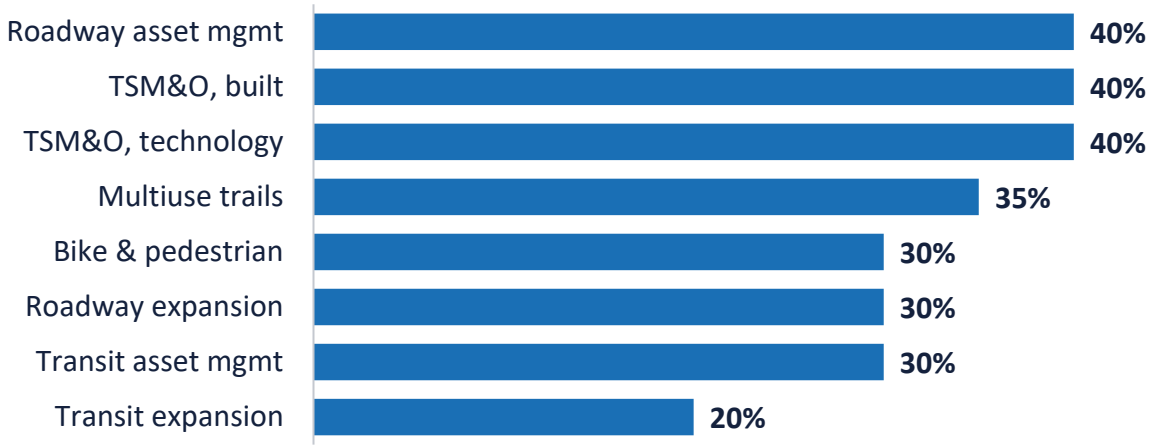
**KDP2** **Technical score: safety is 20–40%**

Crash history from GDOT's Numetric data, plus the countermeasures proposed, set the safety score. A project with no countermeasures scores zero on safety.

**KDP3** **Final factors: safety in dollars**

Roadway projects get a safety benefit-cost: deaths and serious injuries avoided, valued using the Regional Safety Strategy's crash modification factors.

### SAFETY SHARE OF THE KDP2 SCORE BY PROJECT TYPE




### DEDICATED SAFETY BUCKETS, FY 2027–2030

**$100M/yr**

**GDOT Lump Sum Safety bank (STIP).** $90M HSIP plus $10M state a year, statewide: guardrail, cable barrier, intersections, roundabouts, signals. GDOT picks the projects.

**~$140M/yr**

**ARC-programmed funds (TIP).** No separate safety bucket; every dollar is safety-scored. 2026 awards, $89M: TSM&O $28M, bike/ped $21M, trails $16M, transit $14M, widening $0.

# Why we plan for safety, and where we stand: deaths are down 29% since 2021, yet 533 people died in our area last year

*MAP-21 (2012) made federal highway funding performance-based; the safety rule took effect in 2017; Georgia set its first targets that year and this Board adopted ARC's first in February 2018. The gains are real, not fewer miles driven: Georgia's fatality rate fell from 1.50 to 1.15 per 100 million miles (2021–24) while travel grew about 1% a year.*

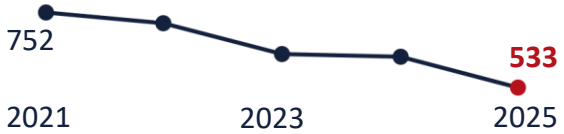
**533**
ARC-area traffic deaths, 2025 (752 in (752 in 2021, −29%)

**1,367**
Georgia traffic deaths, 2025 (1,893 in (1,893 in 2021, −28%)

**160**
People walking or biking fatally injured, ARC area, 2025 (189 in 2021, 2021, −15%)

**8.1**
11-county fatal crashes per 100,000, 2025 (12.0 in 2021, −33%)

**ARC-area deaths, 2021–25**




**Georgia deaths, 2021–25**



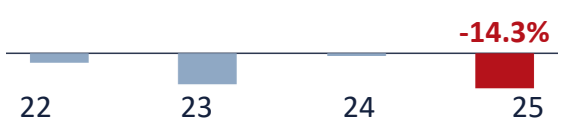

**Non-motorized deaths, 2021–25**



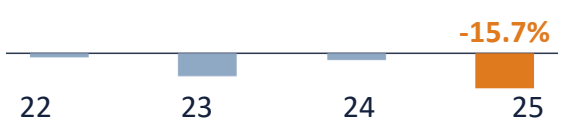

**11-county fatal crashes per 100,000**



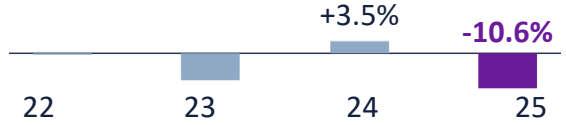

**ARC deaths, yearly change**



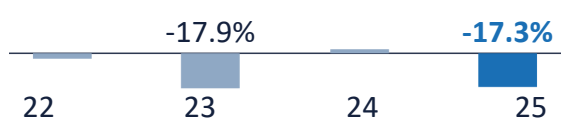

**Georgia deaths, yearly change**




**Non-motorized, yearly change**




**Fatal crash rate, yearly change**




## WHAT THE NUMBERS MEAN FOR THE TARGETS

**1 Walking and biking lag behind**
Non-motorized deaths fell 15% since 2021 against 29% overall; nearly 3 of every 10 people fatally injured were outside a vehicle.

**2 Where, when, who and how**
Most likely fatal crash: one vehicle (53%), state-route arterial (60%), after dark (61%), weekend night, striking a tree or a person walking, unbelted occupant (41% of deaths).

**3 The road has to absorb the mistake**
Speed, darkness and belt use drive severity, so design must forgive error: recovery zones, lighting, safe crossings, slower arterials. The Safe System Approach behind ARC's plans.

Acronyms: ARC, Atlanta Regional Commission; MPO, Metropolitan Planning Organization; GDOT, Georgia Dept. of Transportation; MAP-21, FAST Act, IIJA: the 2012, 2015 and 2021 federal reauthorizations. Sources on last slide.

# Anatomy of a fatal crash in the ARC area: one vehicle, a state arterial, after dark, a weekend, no seat belt

*Share of the 3,036 fatal crashes in the Atlanta MPO area, 2021–2025, by where, when, how and who. Red marks the most common condition in each group; factor shares overlap because one crash can carry several.*

## Where

### ROAD OWNER

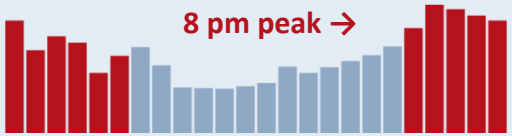
| | |
|---|---|
| **State routes** | **60%** |
| County roads | 30% |
| City streets | 9% |

### ROAD TYPE

| | |
|---|---|
| **Minor arterial** | **32%** |
| Principal art. | 21% |
| Interstate | 18% |
| Local street | 14% |
| Collector | 11% |

## When

### HOUR OF DAY




### LIGHT

| | |
|---|---|
| **Dark, unlit** | **37%** |
| Dark, lit | 24% |
| Daylight | 36% |

### DAY OF WEEK

| | |
|---|---|
| **Sat + Sun** | **33%** |
| Fri | 15% |
| Mon–Thu | 52% |

## How

### MANNER OF COLLISION

| | |
|---|---|
| **No other vehicle** | **54%** |
| Angle | 22% |
| Head-on | 11% |
| Rear-end | 10% |

### STRUCK, IF NOT A VEHICLE

| | |
|---|---|
| **Tree** | **7%** |
| Pedestrian | 4% |
| Curb | 3% |
| Overturn | 2% |

## Who and what

### FACTORS (OVERLAP)

| | |
|---|---|
| **Unbelted** | **46%** |
| Intersection | 33% |
| Road departure | 30% |
| Pedestrian | 28% |
| Speeding | 17% |
| Motorcycle | 12% |
| Impaired | 8% |

### PEOPLE FATALLY INJURED

| | |
|---|---|
| **No seat belt** | **41%** |
| Belted | 59% |

**Read together:** the most likely fatal crash is a single vehicle on a state-route arterial, after dark, on a weekend night, striking a tree or a person walking, with an unbelted occupant. Every one of those conditions has a proven countermeasure: lighting, safe crossings, recovery zones, slower arterial speeds and belt enforcement.

https://www.dot.ga.gov/GDOT/Pages/CrashReporting.aspx



MPO, Metropolitan Planning Organization. Sources on the last slide.

# Fatal crashes per capita fell in all 11 ARC counties, but the south and east of the region still run twice the rate of the north

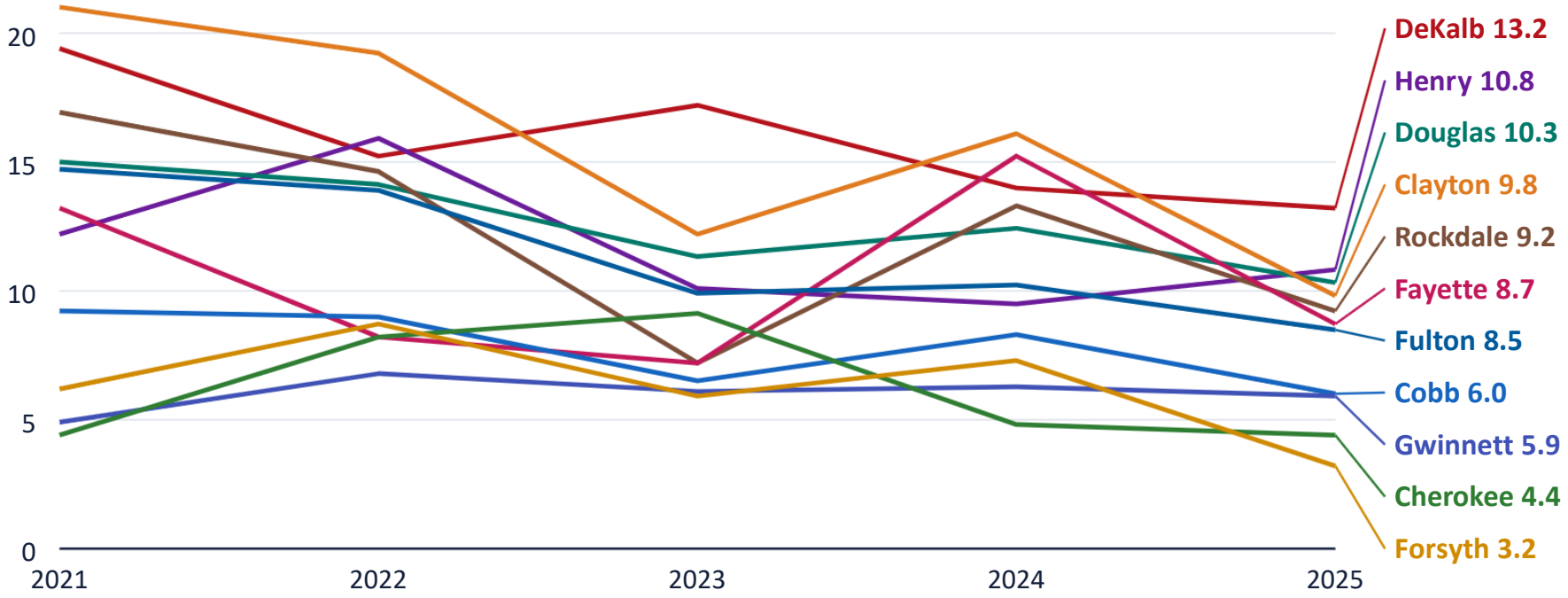
DeKalb, Henry, Douglas and Clayton remain above 10 fatal crashes per 100,000 residents; Forsyth, Cherokee, Gwinnett and Cobb are at 6 or below

**–33%**
11-county fatal crashes per 100,000 residents, 12.0 in 2021 to 8.1 in 2025

**8 of 11**
Counties below 10 per 100,000 in 2025, up from 4 in 2021 2021

**4 to 1**
Gap between the highest county (DeKalb 13.2) and lowest (Forsyth 3.2) in 2025, down from 5 to 1

**Fatal crashes per 100,000 residents, by county**




KABCO, crash severity scale (K = fatal, A = serious injury, B = minor injury, C = possible injury, O = property damage only). Sources on the last slide.

# Per mile driven, the ARC area is now safer than Georgia and the nation: 0.90 deaths per 100 million miles in 2025, versus 1.09 and 1.10

*The federal measure divides deaths by travel, so growth in driving does not hide progress. All three curves peaked in 2021 and have fallen every year since. ARC-area travel is back above its 2019 level (62.6 billion miles in 2025) while deaths are a third below the 2021 peak.*

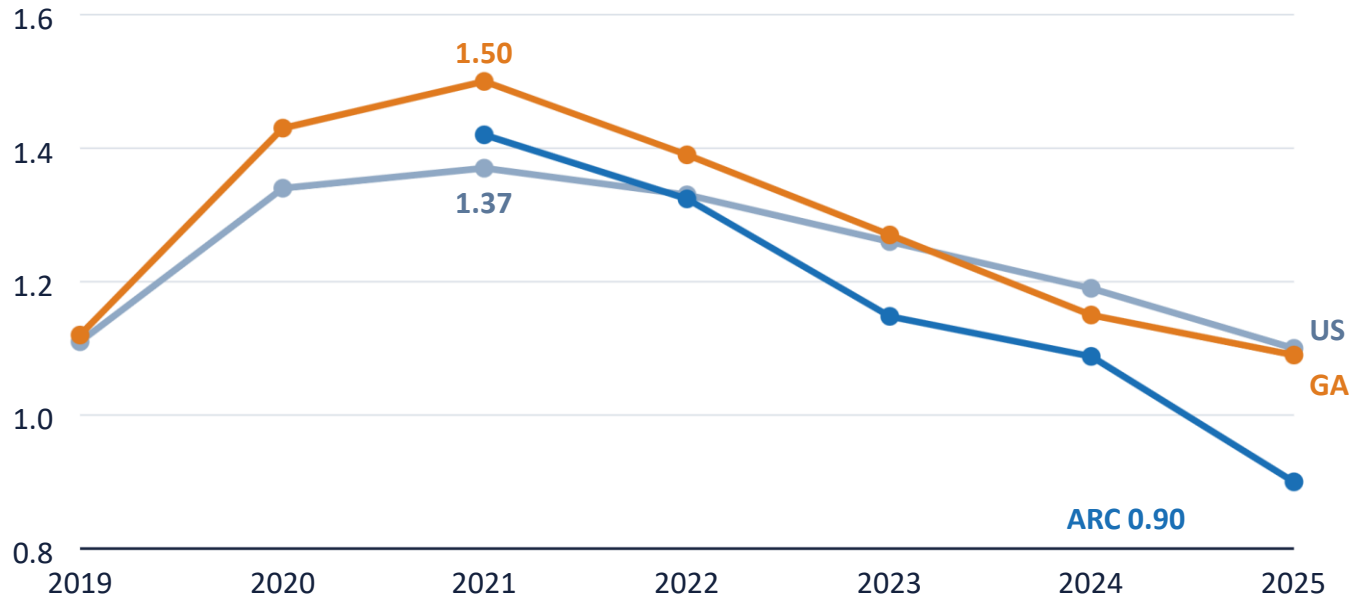
**0.90**
ARC area, 2025: 563 deaths on 62.6 billion miles (GDOT)

**1.09**
Georgia, 2025 preliminary; 1.15 in 2024

**1.10**
United States, 2025 preliminary; 1.19 in 2024

**–37%**
ARC-area rate since the 2021 peak (1.42 to 0.90)

**Traffic deaths per 100 million vehicle miles traveled**




**PEER REGIONS, LATEST PUBLISHED**

| Region (MPO) | Rate | Year |
|---|---|---|
| Dallas–Fort Worth (NCTCOG) | 0.80 | 2024 |
| Atlanta (ARC) | 1.09 | 2024 |
| Atlanta (ARC), preliminary | 0.90 | 2025 |
| Houston (H-GAC) | 1.13 | 2023 |
| Georgia statewide | 1.15 | 2024 |
| United States | 1.19 | 2024 |

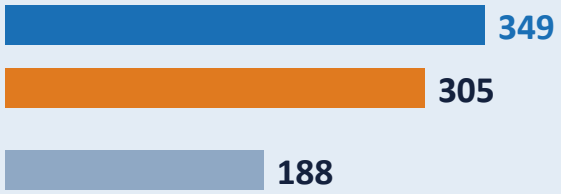
**Why rate matters for the Board.** Two of ARC's five federal targets are rates. A region that grows its travel 1% a year while cutting deaths 5% a year will beat its rate target faster than its count target.

ARC rate = GDOT crash-report deaths in MPO counties ÷ GDOT Report 445 daily VMT × 365 (2024–25 published; 2021–23 scaled from the 11 counties). 2025 preliminary. VMT, vehicle miles traveled; FARS, Fatality Analysis Reporting System. Sources on last slide.

# Per mile driven, the ARC area has nearly twice the nation's crashes but far fewer deaths per crash: our problem is frequency, the nation's is severity

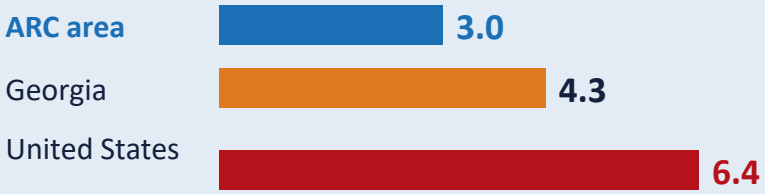
*Dense urban travel means more conflicts per mile, but lower speeds mean each crash is less likely to kill. The Safe System Approach targets the second number: it accepts that crashes will happen and designs so they are survivable.*

### CRASHES PER 100 MILLION MILES, 2024



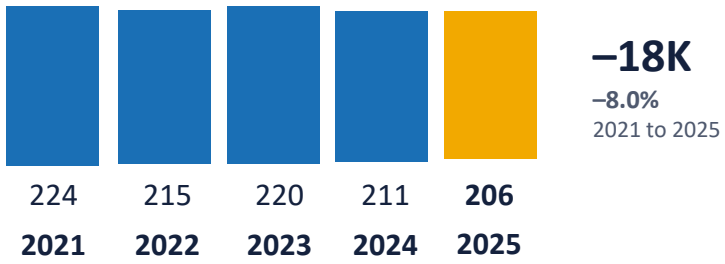

ARC 210,609 crashes on 60.4B miles (GDOT); Georgia 372,983 on 122B; US 6.18M on 3,294B.

### DEATHS PER 1,000 CRASHES, 2024



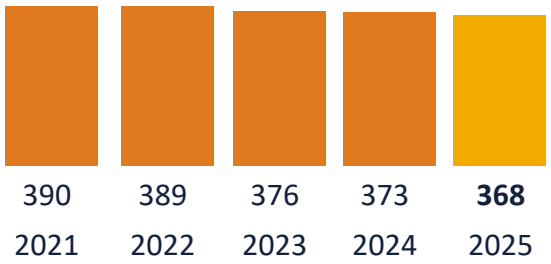

ARC 622 deaths; Georgia 1,621 (GDOT basis); US 39,254. A crash in the US is twice as likely to kill as one in metro Atlanta.

**ARC-area crashes, all severities, 2021–25 (thousands)**




**–18K**
**–8.0%**
2021 to 2025

**Georgia crashes, all severities, 2021–25 (thousands)**




**–22K**
**–5.6%**
2021 to 2025

**Crashes fell 8%, deaths fell 29%.** ARC-area crashes went from 224,000 to 206,000 (2021–25) while deaths fell from 752 to 533. The system is getting more forgiving, not just quieter.

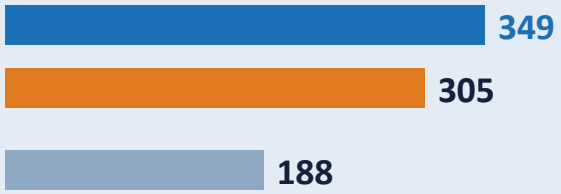
**What to watch.** Crash counts track congestion and reporting; the Board's targets are about deaths and serious injuries. Severity, not frequency, is the measure of success.

Crash counts: GDOT Crash Data Dashboard (reported crashes, all severities) and NHTSA (police-reported crashes). Reporting thresholds differ by state; treat the US comparison as US comparison as indicative. ARC VMT from GDOT Report 445. Acronyms: ARC, Atlanta Regional Commission; VMT, vehicle miles traveled; GDOT, Georgia Department of Transportation. Department of Transportation. Sources on last slide.

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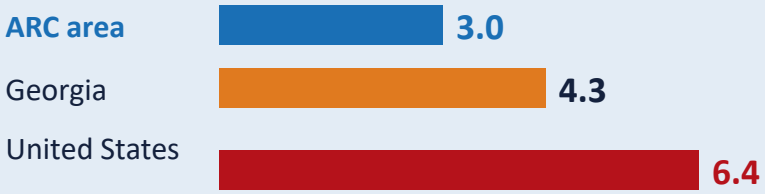
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### CRASHES PER 100 MILLION MILES, 2024



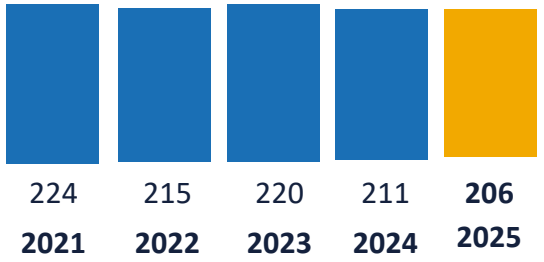

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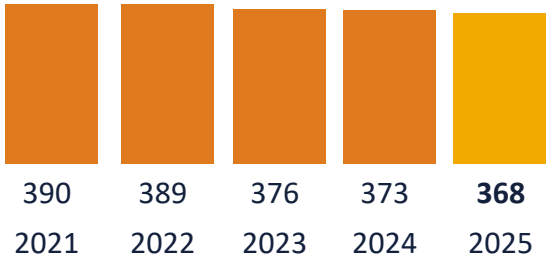



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**ARC-area crashes, all severities, 2021–25 (thousands)**




**Georgia crashes, all severities, 2021–25 (thousands)**




**Crashes fell 8%, deaths fell 29%.** ARC-area crashes went from 224,000 to 206,000 (2021–25) while deaths fell from 752 to 533. The system is getting more forgiving, not just quieter.

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# Dedicated safety dollars are small next to the loss, so ARC's biggest lever is how it scores every project

**GDOT · STATEWIDE (STIP)**

## $105.7M

Georgia's FY 2026 federal Highway Safety Improvement Program (HSIP) apportionment, including a $15.9M set-aside for vulnerable road users. GDOT selects and programs these projects.

**ARC · REGIONAL (TIP)**

## ~$140M/yr

Federal funds ARC programs directly. STBG-Urban, TAP and CRP. The 2026 call awarded $89.2M to 43 projects, each scored up to 40% on safety.

**FEDERAL GRANTS (SS4A)**

## $44.6M+

Safe Streets and Roads for All awards in the region, including Atlanta $30M (Pryor St/Central Ave), Buckhead CID $10M, ARC $3M and Gwinnett $1.6M.

**Georgia's entire yearly HSIP apportionment equals about 1% of what fatal crashes cost this region each year (~$9.6B). year (~$9.6B).**

[Staff to add: $__ of HSIP and safety-funded projects in the FY 2027–2030 TIP within the ARC area]

CMAQ (Congestion Mitigation and Air Quality) is administered by GDOT, including the call for projects and selections, and is not part of ARC's ~$140M. SS4A, Safe Streets and Roads for All; USDOT, U.S. Department of Transportation; FY, fiscal year; CID, Community Improvement District; STBG, Surface Transportation Block Grant; TAP, Transportation Alternatives Program; CRP, Carbon Reduction Program. Sources on the last slide.

# Sources and data notes

**Federal framework (slide 2)**

MAP-21, Moving Ahead for Progress in the 21st Century Act, P.L. 112-141 (July 6, 2012); FAST Act, Fixing America's Surface Transportation Act, P.L. 114-94 (2015); IIJA, Infrastructure Investment and Jobs Act, P.L. 117-58 (2021).

23 U.S.C. 134 and 150; 23 CFR 490 (national performance measures; MPO targets within 180 days of the State's); 23 CFR 924 (HSIP).

FHWA, Safety Performance Management Measures Final Rule, 81 FR 13881 (Mar 15, 2016); FHWA, Guidance: Safety Performance Measure Computation and Target Assessment, fhwa.dot.gov/tpm.

**Targets and schedule (slide 3)**

GDOT, TPM MPO Update, PM1 Safety (Aug 7, 2026), cdn.atlantaregional.org/wp-content/uploads/tpm-mpo-update-presentation-arc-master-slides.pdf. Preliminary 2027 statewide targets; confirm final.

ARC Board/TAQC, 2026 Safety Target Setting (Jan 14, 2026), cdn.atlantaregional.org/wp-content/uploads/2026-01-14-bod-taqc-safety-targets.pdf. ARC 2027 targets rebenchmarked to 2025 observed, 5% a year.

**Plans and method (slides 5–6)**

FHWA, The Safe System Approach (FHWA-SA-20-015, 2020), Figure 7, and highways.dot.gov/safety/zero-deaths.

GOHS, Georgia Strategic Highway Safety Plan 2025–2029, gahighwaysafety.org/wp-content/uploads/2025/01/SHSP-2025-2030-web.pdf.

ARC Regional Safety Strategy (2022), cdn.atlantaregional.org/wp-content/uploads/arc-regional-safety-strategy-9-may-23.pdf. Crash types 2013–2021; cost per fatal crash; crash modification factors.

ARC, Safe Streets for Walking and Bicycling (2018; rev. Mar 2019), cdn.atlantaregional.org/wp-content/uploads/arc-safe-streets-webview-revmar19-1.pdf.

ARC TIP Project Evaluation Framework (Winter 2024), Table S1; GDOT Draft STIP FY 2027–2030, Table 7 and Lump Sum Safety banks.

**Crash data (slides 7–11)**

GDOT Crash Data Dashboard, gdot.aashtowaresafety.net/crash-data-dashboard. Pulled Oct 20, 2026. Filters: MPO = Atlanta MPO; years 2021–2025; KABCO = K for crash breakouts; County filter for the 11-county series. Counts come from crash reports and run above FARS; 2025 is preliminary.

GDOT, Report 445, mileage and VMT by county and MPO (2024–25 published; 2021–23 scaled from the 11 counties).

NHTSA, Early Estimate of Motor Vehicle Traffic Fatalities for 2025, crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813800. Georgia 1,403 (2024), 1,307 est. (2025).

IIHS Fatality Facts 2024, state by state, iihs.org/research-areas/fatality-statistics/detail/state-by-state.

ARC 2024 Population Estimates, cdn.atlantaregional.org/wp-content/uploads/mc-popestimates-2024-002-1.pdf. 2021–22 interpolated; 2025 extended at the 2023–24 rate.

ARC Regional Safety Task Force (2021), cdn.atlantaregional.org/wp-content/uploads/arc-rstf-051321.pdf. State routes: 14% of lane-miles, 52% of VMT.

**Funding (slides 6 and 12)**

FHWA FY 2026 apportionment tables, Table 5 (HSIP), highways.dot.gov/iija/funding/fy-2026-computational-tables/table-5.

ARC 2026 TIP Briefing (Aug 2026), cdn.atlantaregional.org/wp-content/uploads/2026-tip-briefing-presentation-final-as-of-8-11-26.pdf; ARC TCC, FY 2027–2030 TIP (Oct 2, 2026), cdn.atlantaregional.org/wp-content/uploads/20261002-tcc-fy-2027-2030-tip.pdf. ARC programs STBG-Urban, TAP and CRP; GDOT administers CMAQ.

USDOT Safe Streets and Roads for All awards: ARC $3M (atlantaregional.org, Jan 2025); Atlanta $30M (Urbanize Atlanta, Feb 2023); Buckhead CID $10M and Gwinnett $1.6M (WABE). List is not exhaustive.

**Peer context, if asked**

NCTCOG 2026 safety targets (Mar 2026); DRCOG 2026 federal safety targets (Dec 2025); H-GAC performance scorecard; Smart Growth America, Dangerous by Design 2026 metro rankings (FARS 2020–2024).

**Acronyms**

ARC, Atlanta Regional Commission; CFR, Code of Federal Regulations; FARS, Fatality Analysis Reporting System; FHWA, Federal Highway Administration; GDOT, Georgia Department of Transportation; GOHS, Governor's Office of Highway Safety; HSIP, Highway Safety Improvement Program; MPO, Metropolitan Planning Organization; NHTSA, National Highway Traffic Safety Administration; STIP/TIP, Statewide/Transportation Improvement Program; TPM, Transportation Performance Management; VMT, vehicle miles traveled.