

GA IMPAIRED DRIVING TASK FORCE

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GA STRATEGIC HIGHWAY SAFETY PLAN

The Georgia Strategic Highway Safety Plan (SHSP) is a data-driven, comprehensive, multidisciplinary plan that integrates the “4 Safety E’s”- Engineering, Education, Enforcement, and Emergency Medical Services.

The 2022-2024 Strategic Highway Safety Plan (SHSP) establishes statewide traffic safety performance goals and emphasis areas where substantial progress can be made to improve traffic safety for all road users. The successful development and implementation of the SHSP require leaders, champions, and safety partners from multi-disciplinary agencies to work together to bring different perspectives and solutions that address traffic safety concerns. No death or serious injury is acceptable.

GEORGIA IMPAIRED DRIVING TASK FORCE

What it is: A group of people representing agencies or organizations who deal with impaired driving, brought together to conduct the Strategic Planning Process for the State's Georgia Strategic Highway Safety Plan (GSHSP).

Who's in the group: GOHS, GA Public Safety Training Center, ARC, GA DOT, Memorial University Health Center, Pooler County PD, Prosecuting Attorneys' Council of GA, GA DDS, MADD Georgia, retiree NHTSA as an advisor.

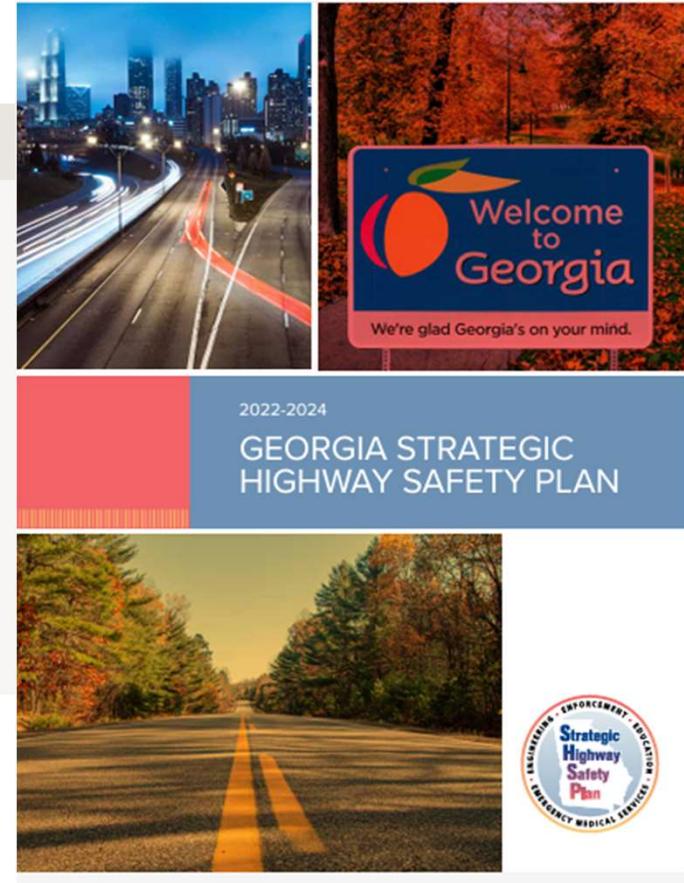
<https://www.gahighwaysafety.org/shsp/>



GA STRATEGIC HIGHWAY SAFETY PLAN
CURRENT STRATEGIC PLAN 2022-2024

STRATEGIC PLAN 2022-2024 EMPHASIS AREAS

PEDESTRIAN	MOTORCYCLE	IMPAIRED DRIVERS	DISTRACT DRIVERS	BICYCLE
Decrease Number of Serious Injuries Dec 2024	Decrease Number of Fatalities and Serious Injuries Dec 2024	Decrease Number of Serious Injuries Dec 2024 due to Impaired Driving	Decrease Number of Serious Injuries due to confirmed or suspected distracted drivers by Dec 2024	Decrease Number of bicyclist Serious Injuries or Fatalities by Dec 2024





STRATEGIC PLAN: IMPAIRED DRIVING

Mid-Range Status

Currently, GA is a low-range state – average impaired driving fatality rate is .30 or lower

Mid-Range – average impaired driving fatality rate is between .30 to .60

Mid-Range states required to develop a plan to address the problem of impaired driving

Fatality Rate: ratio of the number of fatalities to the number of vehicle miles traveled in a calendar year

Impaired Driving Countermeasures Grant

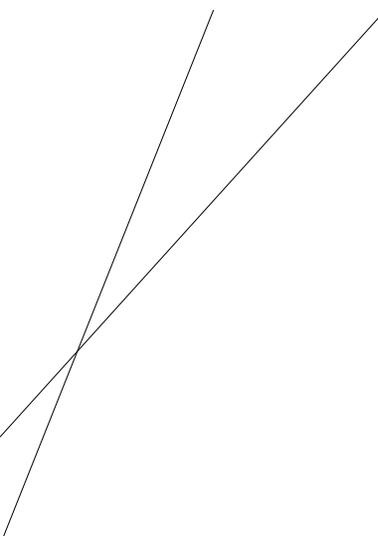
Addresses those factors of impaired driving

Governor's Office of Highway Safety

May include larger Task Force Coalition to ensure stakeholder engagement and participation as well as different perspectives in order to address impaired driving

AREAS OF FOCUS

PROG MGMT/ STGC PLAN	PREVENTION	CRIMINAL JUSTICE	COMMUNICA TION	ALCOHOL/ DRUG MISUSE/ PREVENT	PROGRAM EVAL & DATA
<p>Strong Management Data Driven Monitored for Effectiveness</p>	<p>Programs: Promote responsible alcohol service Promote Transportation Alternatives Community Based approaches</p>	<p>Laws Enforcement Publicize High Visibility Enforcement Prosecution Adjudication Admin Sanctions and Driv License Progs</p>	<p>Comprehensive & year-round Use traffic related data Culturally relevant and multi-lingual where appropriate</p>	<p>Screening/ Assessment Treatment/ Rehab Monitor Impaired Drivers</p>	<p>Reliable Data Mechanism to Monitor Progress Record Retention</p>



TIMELINE

Dec 2023 – Mar 2024

Core Group meetings, division of responsibilities on the plan

Sub-groups meet to flesh out parts of the plan

Bring in additional people, agencies and organizations

Mar 2024 – Jun 2024

NHTSA issues range designation

Completion of plan

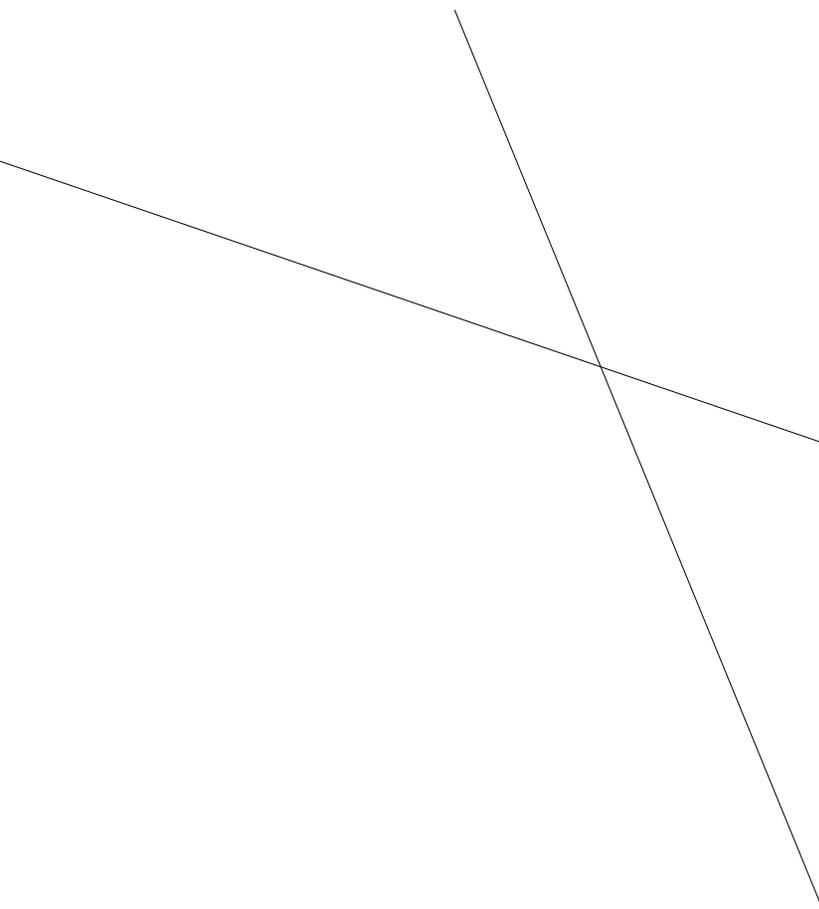
Outline parameters to address impaired driving for the grant

Stakeholders/ agencies/ coalition

Jul 2024 –onward

Submit plan

Grant submission/deadline



OUR REQUEST

As we go through this strategic planning process, we ask

- Engagement and Feedback
- Data & Information
- Promote & Inform



THANK YOU

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