

Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO)
Morristown, TN – Jefferson City, TN – White Pine, TN – Hamblen County, TN – Jefferson County, TN

RESOLUTION 2022-012
SUPPORTING THE SAFETY PERFORMANCE MEASURE TARGETS FOR
THE STATE OF TENNESSEE

WHEREAS, the Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) is the organization responsible for planning an efficient transportation system in the Lakeway Region and for the appropriate use of federal transportation funds in that area; and

WHEREAS, in 2012 Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome based program for transportation decisions; and

WHEREAS, a national goal has been established to achieve a significant reduction in traffic fatalities and serious injuries on all public roads; and

WHEREAS, the Safety Performance Management Measures regulations support the Highway Safety Improvement Program (HSIP) and require State DOTs and MPOs to set Safety Performance Measure Targets, which apply to all public roads, for 5 areas; including number of fatalities, rate of fatalities per 100 Vehicle Miles Traveled (VMT), number of serious injuries, rate of serious injuries per 100 VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, MPOs have 180 days following the establishment and reporting of the State targets in the HSIP Annual Report to make a decision regarding whether to support each state's targets or to establish their own; and

WHEREAS, the Tennessee Highway Safety Office (THSO) submitted the FFY23 Highway Safety Plan (HSP) on July 1, 2022; and

WHEREAS, Official reporting of all 5 PM1 targets by TDOT occurred through the Highway Safety Improvement Program (HSIP) in August 2022; and

WHEREAS, the 2017-2021 Safety Performance Measure Targets adopted by the State are shown on the next page, and

WHEREAS, the LAMTPO Technical Advisory Committee (TAC) approved and supported the Tennessee Department of Transportation (TDOT) 2017-2021 PM1 Safety Performance Measure Targets at their scheduled meeting on November 3, 2022; and

WHEREAS, the LAMTPO Executive Board approves and supports the Tennessee Department of Transportation (TDOT) 2022 PM1 Safety Performance Measure Targets at their scheduled meeting on November 9, 2022; and

BE IT FURTHER RESOLVED, that the LAMTPO Executive Board hereby approves and supports TDOT's 2022 Safety Performance Measure Targets.



Chair,
LAMTPO

November 9, 2022
Date

Verification of Safety Target Reporting (2022)

Please find attached a copy of the 2019-2023 PM1 Safety Performance targets and justification that TDOT submitted in the 2022 Highway Safety Improvement Program annual report. The targets have been reviewed and approved by TDOT executive leaders and the Tennessee Highway Safety Office (THSO).

THSO submitted the FFY23 Highway Safety Plan (HSP) on July 1, 2022. The submittal included the targets for the three common measures that TDOT and THSO share per the final rule. Those measures are number of fatalities, fatality rate, and number of serious injuries.

Official reporting of all 5 PM1 targets by TDOT occurred through the Highway Safety Improvement Program in August 2022.

For each measure, MPOs can choose to support the statewide PM1 target or establish their own numerical target. Those decisions must be made within 180 days after State targets have been officially reported (no later than 27 February 2023). MPOs must make a determination for each of the following PM1 measures:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

Additionally, TDOT provided the following information in the HSIP regarding baseline data:

Performance Measures	2017	2018	2019	2020	2021	Anticipated Baseline*
Fatalities	1,024	1,040	1,135	1,217	1,327	1,148.6
Serious Injuries	7,129	5,742	5,555	5,537	6,015	5,995.6
Fatality Rate (per HMVMT)	1.240	1.280	1.370	1.594	1.600	1.417
Serious Injury Rate (per HMVMT)	8.911	6.960	6.701	7.248	7.260	7.416
Number of non-motorized fatalities	132	147	157	189	192	
Number of non-motorized serious injuries	417	362	345	368	423	
Number of non-motorized fatalities and serious injuries combined	549	509	502	557	615	546.4

*The Federal Highway Administration (FHWA) is responsible for calculating baselines. This table identifies baselines TDOT anticipates will be published by FHWA at their [State Performance Dashboard and Reports](#) webpage.

Please note that this table reflects only what TDOT has submitted in the annual HSIP. TDOT reports only annual data in the HSIP and only those areas in blue are reported. Update cycles and data sources may vary from those identified for use in the PM1 Final Rule. Because baseline data is still preliminary at the time of reporting to FHWA, TDOT does not anticipate these will be the actual baselines used to assess the state's performance in December 2024.

For questions about the 2021 HSIP reporting requirements, please contact Jeff Murphy at Jeff.Murphy@tn.gov or (615) 741-0968.

Safety Performance Targets Calendar Year 2022 Targets *

Number of Fatalities:1201.4

Describe the basis for established target, including how it supports SHSP goals.

The number of traffic fatalities in Tennessee for 2020 increased marking the 5th consecutive year of 1,000 fatalities or more. According to preliminary data, one thousand two hundred seventeen (1,217) fatalities occurred during Calendar Year 2020. This marked a 7.4% increase in fatalities over 2019. This increase occurred despite traffic reductions due to school closures, workforce closures and shifts, and state and local policies. The governor issued a Safer at Home¹ executive order to combat the COVID-19 pandemic that was in effect from March 31, 2020 to April 30, 2020, though many businesses chose to close or have employees work from home prior to and after the order expired. Current YTD fatalities as of June 1, 2021, show 114 more fatalities over the same date in 2020.

The COVID-19 pandemic caused changes in fatal and serious injury crashes. During 2020, Tennessee saw increases in many types of fatality crashes over 2019. Most notably, fatalities with large trucks involved increased by 25% likely due to increased freight volumes.² Further, fatality crashes in urban areas increased by almost 14% while rural fatality crashes remained consistent with 2019. These changes increased uncertainty about future fatal and serious injury crash totals as Tennessee continues to recover and traffic patterns and trends shift.

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on traffic safety. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan³ update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries: data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a

public safety campaign after noting the increase in fatalities despite the decrease in traffic.⁴ The Tennessee Highway Safety Office is running a Slow Down Tennessee⁵ campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

Leadership approved a target of 1,201.4 for the 2018-2022 target setting performance cycle. This target assumes that January – May 2021 fatality data will remain as reported in early June and that June – December data will mimic fatalities from 2020. Fatalities for 2022 are projected as 2019 fatality totals plus the standard deviation for each month based on data from 2015-2022.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

¹Tennessee Office of the Governor, (2020). "AN ORDER DIRECTING TENNESSEANS TO STAY HOME UNLESS ENGAGING IN ESSENTIAL ACTIVITIES TO LIMIT THEIR EXPOSURE TO AND SPREAD OF COVID-19," [Online]. Available:
<https://publications.tnsosfiles.com/pub/execorders/exec-orders-lee22.pdf>

²Tennessee Department of Safety and Homeland Security, TITAN Division, (2021). "Historical Data Fatality Report 2020." [Data set]. Available:
<https://www.tn.gov/content/dam/tn/safety/documents/dailyfatality2020.pdf>

³Tennessee Department of Transportation, Strategic Transportation Investments Division, (2021). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available:
<https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

⁴ Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available:
<https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

⁵Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available:
<https://tntrafficsafety.org/microsites/slow/>

Number of Serious Injuries:5588.6

Describe the basis for established target, including how it supports SHSP goals.

Tennessee has been experiencing a decrease in serious injuries since 2015 but this decrease has begun to stabilize. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. While it is thought that the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement, the number of serious injuries continued to decrease from 2018 to 2019 by 3%. The reduction of serious injuries slowed to 0.4% from 2019 to 2020. Additional information about serious injures can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.¹

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period of time. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. It is unclear how long these trends may continue. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan² update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries. Emphasis areas include data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a public safety campaign after noting the increase in fatalities despite the decrease in traffic.³ Currently, the Tennessee Highway Safety Office is running a Slow Down Tennessee⁴ campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

Leadership approved a target of 5,588.6 for the 2018-2022 target setting performance cycle. This target assumes that the number of serious injuries for both 2021 and 2022 will remain at or below the 2019 total of 5,555.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available:

<https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

2Tennessee Department of Transportation, Strategic Transportation Investments Division, (2020). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available:

<https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

3Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available:

<https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

4Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available:

<https://tntrafficsafety.org/microsites/slow/>

Fatality Rate:1.476

Describe the basis for established target, including how it supports SHSP goals.

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by approximately 8% while traffic fatalities increased by 7% during the same time period.

Travel trends in the first half of 2021 are comparable to 2019 traffic volumes. However, the lingering impacts of COVID-19 may continue to impact traffic volumes for the foreseeable future. A recent article by McKinsey & Company estimates that 20% of business travel may not return. Further, the same article reports that a survey of 278 executives representing 8 countries planned to reduce office space by 30%.¹

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-22 were used for calendar years 2019 and prior. TDOT's Long

Range Planning Division estimates calendar year 2020 VMT at 76,393 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2016-2020 baseline.)

Based on the uncertainty of travel patterns as a result of the COVID-19 pandemic, the team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the fatality rate target. The team estimates Tennessee's 2021 VMT will resemble 2019 data and will increase by 1% in 2022. Once the VMT estimates for calendar years 2021 and 2022 were agreed upon, the rate was then calculated using the 1,201.4 fatality number target to obtain the 1.476 target for the 2018-2022 target setting performance cycle.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, Tennessee Department of Safety and Homeland Security, Tennessee Division Office of the Federal Highway Administration, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization and the Bristol Urban Area MPO was included in the target decision making process.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1McKinsey Global Institute. "The Future of Work after COVID-19," [Online]. Available: <https://www.mckinsey.com/featured-insights/future-of-work/the-future-of-work-after-covid-19>

2Federal Highway Administration, Office of Highway Policy Information, 2019, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2019/pdf/vm2.pdf>

Justifications – Serious Injuries

			Baseline	Target	Baseline	Target	Baseline	Target
Performance Measure			2014-2018	2016-2020	2015-2019	2017-2021	2016-2020 (Preliminary)	2018-2022
Number of Serious Injuries			6988.8	6352.4	6,725.4	6,227.1	6310.8	5588.6

Baseline numbers are determined using preliminary data available as of 4/21/2021 and were used only as a reference point for target setting. TDOT does not anticipate these will be the actual baselines used by FHWA to assess performance.

Tennessee has been experiencing a decrease in serious injuries since 2015 but this decrease has begun to stabilize. A 19% decrease in serious injuries occurred in Tennessee from CY 2017 to CY 2018. In compliance with the Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490), Tennessee revised the crash report in December 2017 to reflect the Model Minimum Uniform Crash Criteria Fourth Edition (MMUCC 4th edition) "Suspected Serious Injury (A)" attribute found in the "Injury Status" element. All states were required to comply with the new definition by April 15, 2019. While it is thought that the drastic decrease in serious injuries in 2018 is likely an effect of updating the crash report to meet FHWA's requirement, the number of serious injuries continued to decrease from 2018 to 2019 by 3%. The reduction of serious injuries slowed to 0.4% from 2019 to 2020. Additional information about serious injuries can be found on the Tennessee Department of Safety and Homeland Security's Fatal and Serious Injury Crashes Dashboard.¹

The Tennessee state legislature passed the 2017 IMPROVE Act requiring TDOT to complete 962 projects over an unspecified period of time. Some of the IMPROVE Act projects include safety improvements, however, there is a lag between the time safety projects are implemented to completion and additional time needed for those projects to then have an impact on results. It is unclear how long these trends may continue. TDOT is hopeful that a long-term transportation bill will be passed in 2021 which may help to increase the number of projects completed by the end of the performance period in 2022.

Work to increase traffic safety in Tennessee is ongoing. Tennessee's Strategic Highway Safety Plan² update was completed and approved in 2020. Strategies are being implemented in six emphasis areas to reduce traffic fatalities and serious injuries. Emphasis areas include data collection and analysis, driver behavior, infrastructure improvements, vulnerable road users, operational improvements, and motor carrier safety.

Targeted safety and enforcement campaigns are being conducted around the state. In January 2021, TDOT and the Tennessee Department of Safety and Homeland Security launched a public safety campaign after noting the increase in fatalities despite the decrease in traffic.³ Currently, the Tennessee Highway Safety Office is running a Slow Down Tennessee⁴ campaign to highlight the close to 23,000 speed-related crashes that occurred between 2017 and 2019.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation

Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

Leadership approved a target of 5,588.6 for the 2018-2022 target setting performance cycle. This target assumes that the number of serious injuries for both 2021 and 2022 will remain at or below the 2019 total of 5,555.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1Department of Safety and Homeland Security, TITAN Division, (2021). "Fatal & Serious Injury Crashes." [Data set]. Available:

<https://www.tn.gov/safety/stats/dashboards/fatalseriousinjurycrashes.html>

2Tennessee Department of Transportation, Strategic Transportation Investments Division, (2020). "Tennessee Strategic Highway Safety Plan 2020-2024," [Online]. Available:

<https://www.tn.gov/content/dam/tn/tdot/strategic/SHSP-2020.pdf>

3Tennessee Department of Transportation, (2021). "TDOT and TDOSHS Launch Public Safety Campaign: Deadly Crashes Up, Traffic Volumes Down." [Online]. Available:

<https://www.tn.gov/tdot/news/2021/1/25/tdot-and-tdoshs-launch-public-safety-campaign.html>

4Tennessee Highway Safety Office, (2021). "No Title" [Online]. Available:

<https://tntrafficsafety.org/microsites/slow/>

Serious Injury Rate:6.869

Describe the basis for established target, including how it supports SHSP goals.

Generally, as the number of vehicle miles traveled (VMT) increases, the opportunity for severe vehicle crashes to occur also rises. However, 2020 VMT dropped by approximately 8% while serious injuries remained relatively stable during the same time period.

Current travel trends are comparable to 2019 traffic volumes. However, the lingering impacts of COVID-19 may continue to impact traffic volumes for the foreseeable future. A recent article by McKinsey & Company estimates that 20% of business travel may not return. Further, the same article reports that a survey of 278 executives representing 8 countries planned to reduce office space by 30%.¹

Published VMT from Federal Highway's Office of Highway Policy Information (OHPI) Highway Statistics Series Table VM-22 were used for calendar years 2019 and prior. TDOT's Long Range Planning Division estimates calendar year 2020 VMT at 76,393 million miles. (Note: Because it is anticipated that VMT numbers will continue to change until published by FHWA, no updates have been made to the agreed upon 2016-2020 baseline.)

Based on the uncertainty of travel patterns as a result of the COVID-19 pandemic, the team reviewed travel data available for March, April and early May and considered several scenarios before opting to take an optimistic but conservative approach for identifying the serious injury rate target. The team estimates Tennessee's 2021 VMT will resemble 2019 data and will increase by 1% in 2022. Once the VMT estimates for calendar years 2021 and 2022 were agreed upon, the rate was then calculated using the 5,588.6 serious injury number target to obtain the 6.968 target for the 2018-2022 target setting performance cycle.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, Tennessee Department Of Safety and Homeland Security, Tennessee Division Office of the Federal Highway Administration, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization and the Bristol Urban Area MPO was included in the target decision making process.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities on our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1McKinsey Global Institute. "The Future of Work after COVID-19," [Online]. Available: <https://www.mckinsey.com/featured-insights/future-of-work/the-future-of-work-after-covid-19>

2Federal Highway Administration, Office of Highway Policy Information, 2019, *State Tables Vehicle-miles of travel, by functional system*, [Online]. Available: <https://www.fhwa.dot.gov/policyinformation/statistics/2019/pdf/vm2.pdf>

Total Number of Non-Motorized Fatalities and Serious Injuries:534.8

Describe the basis for established target, including how it supports SHSP goals.

Over the past decade (2010-2020), the number of non-motorist serious injuries and fatalities decreased an average of 3% each year. However, the 5-year moving average has been steadily increasing since the average was 432.2 serious injuries and fatalities for the initial baseline reporting period for this measure (2012-2016). A total of 557 fatalities and serious injuries occurred in 2020 marking the highest number in recent years. As of June 1, 2021, there were 3

fewer bicyclist fatalities compared to the same date in 2020 while pedestrian fatalities increased by 3.

Projects to widen roadways and maintain wide travel lanes and sight distances have been identified for completion within Tennessee. While these projects may be necessary to alleviate congestion or other transportation problems, they also tend to decrease safety for pedestrians. To mitigate this, TDOT has started a Pedestrian Road Safety Initiative by identifying 12 high pedestrian crash locations, designing safety upgrades for these areas and using Highway Safety Improvement Program (HSIP) funds to employ countermeasures at these locations. Several of these projects are planned to be available for bid in 2021. TDOT's Multimodal Division has worked with TDOT's Data Visualization office to create an FHWA-approved methodology to rank all roads in Tennessee for prioritization. Using the Multimodal Prioritization Tool, the Multimodal Division is currently selecting additional pedestrian crash locations for continuing the Pedestrian Road Safety Initiative with future upgrades.

TDOT has worked closely with FHWA in its Safe Transportation for Every Pedestrian (STEP) technical assistance program. In the last year, TDOT has helped coordinate a Pedestrian Road Safety Audit in Knoxville and four STEP workshops on countermeasures to increase pedestrian safety, one in each of TDOT's four regions. These countermeasures, approved and promoted by FHWA, are the core of the Pedestrian Road Safety Initiative projects mentioned above. Countermeasures include crosswalk visibility enhancements, leading pedestrian intervals (LPIs), pedestrian hybrid beacons (PHBs), pedestrian refuge islands, raised crosswalks, road diets, and rectangular rapid-flashing beacons.

TDOT has also been working to develop the Statewide Active Transportation Plan². This plan will provide guidance to TDOT staff on how to identify, plan, fund and design infrastructure that allows people to safely walk, bicycle, use a wheelchair or use a scooter on Tennessee state roads, whether in stand-alone projects or by incorporating these into current TDOT processes, projects and workflow. This plan is expected to be completed and ready for implementation by August 31, 2021.

Currently, University of Tennessee Knoxville is conducting a research project: Addressing Traffic Safety to Reduce Pedestrian Injuries and Fatalities in Tennessee. This research is expected to analyze pedestrian crashes in order to develop a risk-based assessment framework that can aid in evaluating multi-criteria decision making. This research project is expected to be completed in early 2022. While implementation of survey findings may not impact pedestrian fatalities this performance cycle, it is hoped that this research will help decrease future pedestrian injuries and fatalities.

TDOT has awarded 75 Multimodal Access Grants³ representing over \$58 million in state funds since 2014. Another 23 projects representing \$20 Million has been funded for 2021. Most of

these grants cover sidewalk and pedestrian improvements, and addressing safety issues is included in the scoring to award applicants. While it is expected that projects resulting from the Multimodal Access Grants and Pedestrian Road Safety Initiative will be completed by the end of the target setting cycle, TDOT is still projecting that non-motorist serious injuries and fatalities will remain consistent with 2020's increased non-motorized serious injury and fatality number of 557.

Targets were set by consensus among working group participants which consisted of members of the Tennessee Highway Safety Office, TDOSHS, Tennessee Division Office of Federal Highway, and various divisions within TDOT. Input from the Knoxville Regional Transportation Planning Organization, the Greater Nashville Regional Council, and Bristol Urban Area MPO was included in the target decision making process.

The working group has selected a target of 534.8 for the 2018-2022 target setting performance cycle. This target assumes that the number of non-motorized serious injuries and fatalities for 2020 will remain unchanged for 2021 and 2022 despite Tennessee's mitigation efforts.

It is always the intent of the Tennessee Department of Transportation and our partner agencies to reduce traffic fatalities and serious injuries for all users of our roadways. These targets are performance projections based on historical data and influencing factors.

REFERENCES

1 Federal Highway Administration, (2021). "State Highway Safety Report (2018) - Tennessee," [Online]. Available: <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Tennessee>

2 Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "Statewide Active Transportation Plan," [Online]. Available: <https://www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/statewide-active-transportation-plan.html#:~:text=Active%20transportation%20includes%20walking%2C%20bicycling%2C%20and%20traveling%20by,Tennessee%20for%20people%20of%20all>

3 Tennessee Department of Transportation, Multimodal Transportation Division, (2021). "MMAG Previous Awards 2020," [Online]. Available: <https://www.tn.gov/content/dam/tn/tdot/multimodaltransportation/multimodal-access-grant/MMAG%20Previous%20Awards%202020.pdf>