

PBPP: DRAFT 2018-2022 ROADWAY SAFETY TARGETS

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Presentation Items

- Review of Federal Requirements and Target Setting Methodology
- Overview of Recommended Regional Highway Safety Targets
- Review of Resolution Language
- Next Steps



Federal Requirements

- The TPB set regional targets in January 2018, January 2019, December 2019, and December 2020
 - Federal requirement for State DOTs and MPOs to develop roadway safety targets on an annual basis
 - State DOTs approved their most recent set of targets in August 2021
- Data-driven and realistic highway safety targets are to be set for 5 performance measures
- These data-driven performance measures enable us to consistently track regional safety results
- Targets are averages for a given 5-year period (ex., 2017-2021, 2018-2022 etc.)



2018-2022 Target Setting Methodology

- Apply Maryland’s approach to identify a “sub-target” for the Maryland portion of the NCR
- Apply Virginia’s suggested approach for its MPOs to identify a sub-target for the Virginia portion of the NCR
- Incorporate the District of Columbia’s target as a sub-target for the DC portion of the NCR
- Combine the three sub-targets into a regional target for the NCR
- If a calculated target is higher than the previous target, set the target equal to the previous target
- *Note that this is the same methodology as was used to set last year’s (2017-2021) targets*



Summary: NCR Highway Safety Targets

Performance Measure (5-year rolling average)	Proposed 2018-2022 Target	Adopted 2017-2021 Target	Compared to Previously Adopted Target
# of Fatalities	<u>253.0</u>	253.0	no change*
Fatality Rate (per 100 MVMT)	<u>0.588</u>	0.588	no change*
# of Serious Injuries	<u>1,889.7</u>	2,435.8	546 fewer serious injuries
Serious Injury Rate (per 100 MVMT)	<u>3.867</u>	5.539	43% lower serious injury rate
# Nonmotorist Fatalities & Serious Injuries	<u>492.4</u>	508.6	16 fewer nonmotorist fatalities & serious injuries

* Capped to previously set target



Proposed Resolution Language

- Include “WHEREAS” clauses to reiterate the requirement for the targets to be data driven and to reflect the issues, concerns, and actions of the board, including:
 - The targets are *data-driven* in accordance with federal regulations and do not reflect the *aspirations* of the TPB
 - The federally-required target setting process will be used by the TPB to track progress toward achieving aspirational goals
 - The numbers of fatalities and serious injuries continue to be unacceptably high
 - The TPB has reviewed the findings of the regional safety study and adopted Resolution R3-2021 based on those findings
 - The TPB urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes
 - The TPB has established and funded a Regional Safety Program to assist its member jurisdictions to develop and/or implement projects, programs or policies to equitably improve safety outcomes for all roadway users.



Recommended Highway Safety Targets

Performance Measure	2018-2022 Target
Number of Fatalities (5 year rolling average)	253.0
Rate of Fatalities per 100 million VMT (5 year rolling average)	0.588
Number of Serious Injuries (5 year rolling average)	<u>1,889.7</u>
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	<u>3.867</u>
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	<u>492.4</u>



Next Steps

- Finalize recommended roadway safety targets based on board feedback
- Request board approval of targets at the January TPB meeting



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