

RECOMMENDED 2017-2021 HIGHWAY SAFETY TARGETS

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Presentation Items

- Quick 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, and December 2019
 - Federal regulations require State DOTs and MPOs to set highway safety targets on an annual basis
 - State DOTs approved their most recent set of targets in August 2020
- 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., 2016-2020, 2017-2021 etc.)

2017-2021 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 for last year’s (2016-2020) targets*



Summary: NCR Highway Safety Targets

| Performance Measure | Proposed 2017-2021 Target | Adopted 2016-2020 Target | Compared to Previously Adopted Target |
|---|---------------------------|--------------------------|---------------------------------------|
| # of Fatalities | 253.0 | 253.0 | no change* |
| Fatality Rate (per 100 MVMT) | 0.588 | 0.588 | no change* |
| # of Serious Injuries | 2,435.8 | 2,692.1 | 256 fewer serious injuries |
| Serious Injury Rate (per 100 MVMT) | 5.539 | 6.157 | 10% lower |
| # Nonmotorist Fatalities & Serious Injuries | 508.6 | 508.6 | no change* |

* Capped to equal 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 a resolution 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 | 2017-2021 Target |
|--|------------------|
| Number of Fatalities <i>(5 year rolling average)</i> | 253.0 |
| Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i> | 0.588 |
| Number of Serious Injuries <i>(5 year rolling average)</i> | 2,435.8 |
| Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i> | 5.539 |
| Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i> | 508.6 |



Next Steps

- Finalize recommended safety targets based on board feedback and with NHTSA data when/if available
- Request board approval of targets at the December TPB meeting



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