

# TRANSPORTATION SAFETY IN THE WASHINGTON REGION

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Citizen's Advisory Committee  
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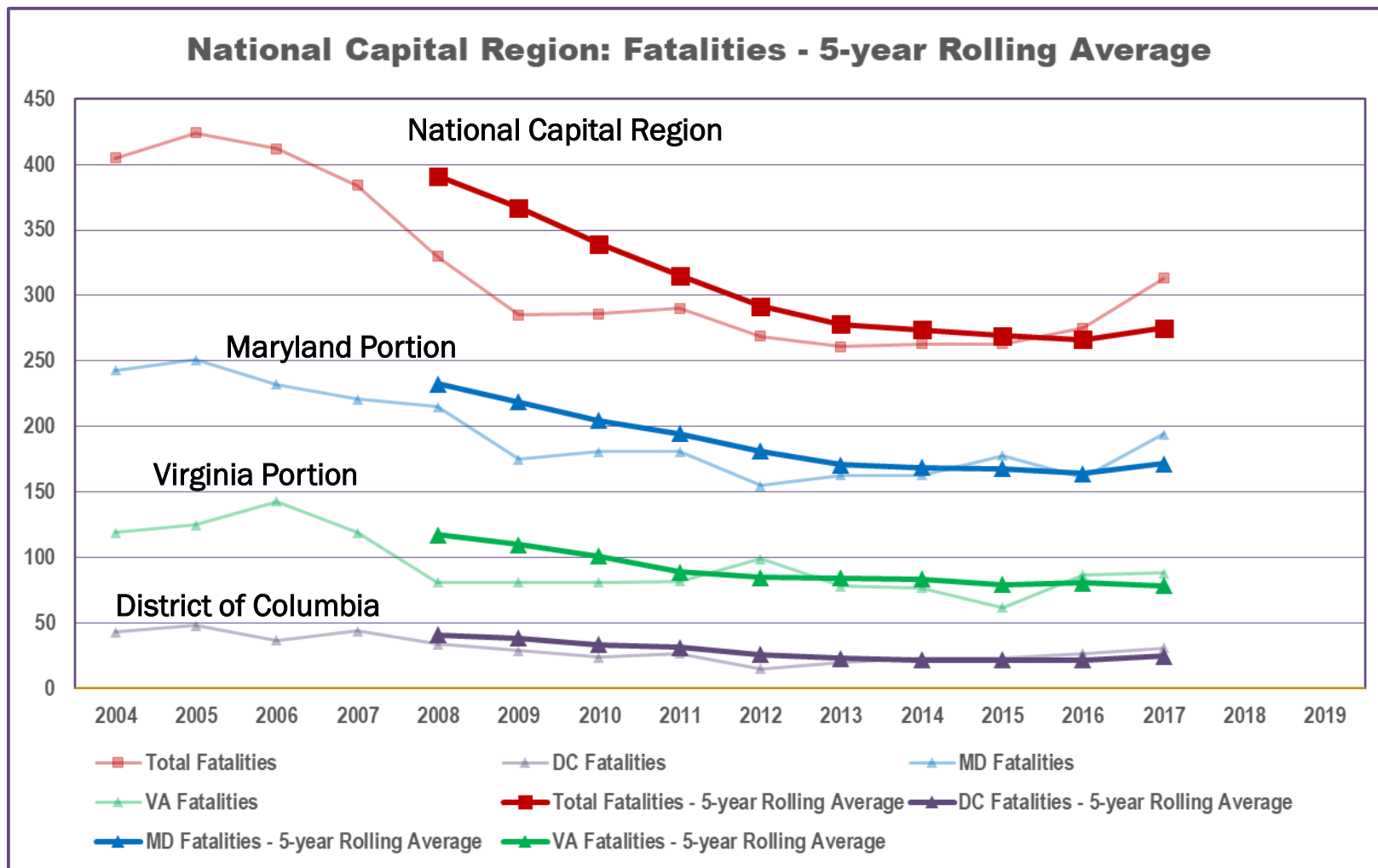
# Presentation Items

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- Previous safety presentation to the CAC – December 2018
- Regional safety performance measures and targets
- TPB safety focus - 2019
- New safety study
- Looking ahead



# Annual and 5-yr Average Fatalities



# Highway Safety Performance Measures

Performance Measure	Description	Data Source
Number of Fatalities (5 year rolling average)	Total number of fatalities during a calendar year	FARS <sup>1</sup>
Rate of Fatalities per 100 million VMT (5 year rolling average)	Ratio of total fatalities to VMT	FARS and HPMS <sup>2</sup> (or MPO estimate)
Number of Serious Injuries (5 year rolling average)	Total number of serious injuries during a calendar year	State reported serious injury data <sup>3</sup>
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	Ratio of total serious injuries to VMT	State reported serious injury data <sup>3</sup> and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data <sup>3</sup>

<sup>1</sup> FARS: Fatality Analysis Reporting System

<sup>2</sup> HPMS: Highway Performance Monitoring System

<sup>3</sup> for the first 36 months – after that States must adopt the Model Minimum Uniform Crash Criteria (MMUCC) definition of serious injury



# Highway Safety Targets for the NCR

Performance Measure	Adopted 2015-2019 Target	Adopted 2014-2018 Target	Comparison to Previous Target
# of Fatalities	<b>253.0</b>	253.0	no change
Fatality Rate (per 100 MVMT)	<b>0.588</b>	0.588	no change
# of Serious Injuries	<b>2,919.6</b>	3,007.3	88 fewer serious injuries
Serious Injury Rate (per 100 MVMT)	<b>6.564</b>	6.791	3% lower
# Nonmotorist Fatalities & Serious Injuries	<b>508.6</b>	528.8	20 fewer



# Whereas Clauses of Interest (1)

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- WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and
- WHEREAS, the TPB encourages every member jurisdiction in the region to adopt similar aspirational goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs, and policies to achieve dramatic reductions in fatalities and serious injuries; and

# Whereas Clauses of Interest (2)

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- WHEREAS, the TPB acknowledges that recent trends for both fatalities and the rate of fatalities per 100 million vehicle miles travelled are moving in the wrong direction, which does not match regional aspirations; and
- WHEREAS, the TPB remains focused on developing and achieving its aspirational goals and will use the annual regional highway safety targets and the target setting process to evaluate the region's progress toward achieving its aspirational goals



# Whereas Clauses of Interest (3)

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- WHEREAS, the TPB will support efforts to reduce fatalities and serious injuries concurrent with the development of increasingly aggressive highway safety targets in the future; and
- WHEREAS, the TPB requests that member DOTs report back on the projects, programs, policies, and initiatives to improve safety on a quarterly basis; and





# State DOT Updates to the TPB

## Safety Improvement Funding

 <p>DMV www.dmv.vir.gov</p>		 <p>2 years funding</p>
<p>\$20M Statewide \$2M in NoVA</p>	<p>\$48M VDOT Statewide \$12M Local Statewide \$6.5 - 7.5M on NoVA VDOT \$1.4 - 2M on NoVA Local</p>	<p>\$390M High Priority Program \$390M District Grants Program \$varies NoVA High Priority \$88M NoVA District Grants</p>

VDOT – 3/20/2019

DDOT – 4/17/2019

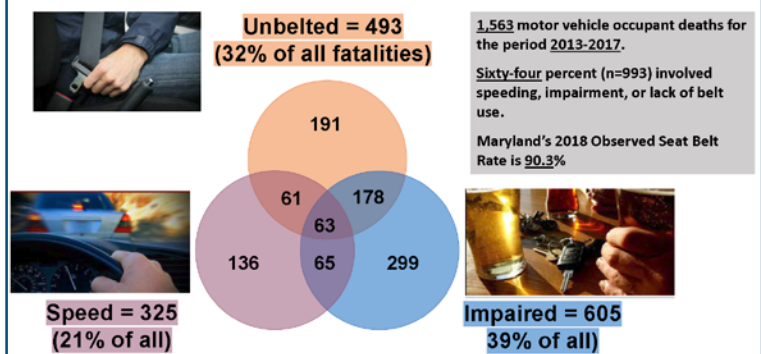
## A FAIR SHOT AT VISION ZERO

*“When we increase access to safe, reliable and affordable transportation options, we give more Washingtonians a fair shot”*

Mayor Muriel Bowser



## Maryland Motor Vehicle Occupant Fatality Contributing Factors



MDOT – 5/15/2019

# New TPB Safety Study – Origin & Scope

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## Analysis of Regional Roadway Safety Outcomes

- Project Origin – staff discussions following initial safety targets
- Scope
  - Analyze the Regional Highway Safety Data
  - Identify the factors and corridors that most contribute to the observed safety outcomes
  - Recommend the types of projects, programs, strategies, and policies with the greatest potential to improve the outcomes
    - Focus on what the TPB and member jurisdictions can do



# New TPB Safety Study – Status

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## Analysis of Regional Roadway Safety Outcomes

- RFP
- Proposals received
- Proposal selected
- Under contract
- Kickoff meeting scheduled for 6/26

# “Driving It Home”

## Prince George’s Councilwoman Monique Anderson-Walker

- Always wear a seat belt
- Don’t text and drive
- Passengers do not distract the driver
- Never drink and drive
- Stop speeding
- Avoid aggressive driving



# A Look Ahead

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- Next round of state DOT updates to the board – September/October  
*Topic: DOT Feedback to the TPB – “what should the board do?”*
- State DOTs submit statewide safety targets – August 31
- TPB action on regional safety targets – December (February is final deadline)
- Updates to the board on the safety study
- Outreach to member jurisdictions for potential safety presentations to the board



# Questions / Discussion

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