

# DRAFT 2019 HIGHWAY SAFETY TARGETS FOR THE NCR

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## Performance Based Planning & Programming

Jon Schermann  
TPB Transportation Planner

Transportation Planning Board  
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# Purpose

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- Provide background about updating highway safety targets
- Share proposed updates to the highway safety targets adopted last year
- Highlight trends revealed by latest safety data
- Review qualifying language for TPB resolution to adopt updated highway safety targets



# Background (or Why, What, and How)

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- Federal requirement for MPOs to update highway safety targets on an annual basis
- TPB adopted first set of safety targets on January 17, 2018. An updated set of targets needs to be adopted by February 27, 2019
- Highway safety targets to be set for 5 performance measures
- Targets shall be data-driven and realistic
- Targets are averages for a given 5-year period (ex., 2014-2018, 2015-2019, etc.)



# Adopted 2014-2018 Highway Safety Targets\*

Performance Measure	Targeted Average 2014-2018
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)	3,007.3
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	6.791
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	528.8

Note: These targets were set before 2017 and 2018 data were available.

\* TPB Resolution R10-2018 (January 17, 2018)



# Comparison of 2014-2017 Data with 2014-2018 Targets

Performance Measure (5-year rolling average)	2014-2017 Actual*	2014-2018 Target
# of Fatalities	278.5	253.0
Fatality Rate (per 100 MVMT)	0.640	0.588
# of Serious Injuries	2,769.0	3,007.3
Serious Injury Rate (per 100 MVMT)	6.332	6.791
# Nonmotorist Fatalities & Serious Injuries	549.0	528.8

\* Four year average data



# Observations

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- With 2017 data now in, it is challenging to meet the adopted 2014-2018 fatality and fatality rate targets
- Preliminary data show that 2018 was not good for fatalities
- However, serious injuries and serious injury rates look better
- Nonmotorist numbers decreased in 2017 - still possible to meet the target
- No regulatory consequences for MPOs that do not meet the targets, unlike state DOTs
- TPB staff are commissioning a study to better understand what's driving our numbers and how we can move them downward



# Draft 2019 Highway Safety Targets for the NCR

Performance Measure	Proposed 2015-2019 Target	Adopted 2014-2018 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	2,919.6	3,007.3	88 fewer serious injuries
Serious Injury Rate (per 100 MVMT)	6.564	6.791	3% lower
# Nonmotorist Fatalities & Serious Injuries	508.6	528.8	20 fewer

Note: These targets were set before 2017 and 2018 data were available.

\* TPB Resolution R10-2018 (Jan 17, 2018)



# Possible Resolution Clauses (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



# Possible Resolution Clauses (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 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



# Next Steps

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- Finalize highway safety targets based on board feedback
- Request board approval of highway safety targets at the January 16, 2019 TPB meeting



## Jon Schermann

TPB Transportation Planner

(202) 962-3317

[jschermann@mwkog.org](mailto:jschermann@mwkog.org)

[mwkog.org/tpb](http://mwkog.org/tpb)

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
Transportation Planning Board