

PROPOSED 2016-2020 HIGHWAY SAFETY TARGETS

Jon Schermann
TPB Transportation Planner

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Presentation Items

- Staff Recommended 2016-2020 Regional Safety Targets
- Next Steps



Background

- The TPB set regional safety targets in both January 2018 and January 2019.
 - Federal regulations require State DOTs and MPOs to set highway safety targets on an annual basis
 - State DOTs approved their first set of targets in August 2017, their second set of targets in August 2018, and their third set of targets in August 2019
- Data-driven and realistic highway safety targets are to be set for 5 performance measures
- Targets are averages for a given 5-year period (ex., 2015-2019, 2016-2020, etc.)



2016-2020 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 (2015-2019) targets*



Draft 2019 Highway Safety Targets for the NCR

Performance Measure	Proposed 2016-2020 Target	Adopted 2015-2019 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	2,692.1	2,919.6	227 fewer serious injuries
Serious Injury Rate (per 100 MVMT)	6.157	6.564	6% lower
# Nonmotorist Fatalities & Serious Injuries	508.6	508.6	no change

* TPB Resolution R11-2019 (Jan 16, 2019)

Next Steps

- Finalize safety targets based on any board feedback
- Present and request board approval of highway safety targets at the December 2019 TPB meeting



Jon Schermann

TPB Transportation Planner

(202) 962-3317

jschermann@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board