

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
- Request to Adopt Resolution R12-2021



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
- Performance measures applicable to all public roads – in effect, these are roadway safety targets
- 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 Roadway 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



Review of Resolution Language

- Includes “WHEREAS” clauses to reiterate the requirement for the targets to be data driven and to reflect the issues, concerns, and actions of the TPB, including:
 - The numbers of fatalities and serious injuries continue to be unacceptably high
 - The targets are *data-driven* in accordance with federal regulations and do not reflect the *aspirations* of the TPB
 - 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.
 - The federally-required target setting process will be used by the TPB to track progress toward achieving aspirational goals



Recommended Highway Safety Targets

Performance Measure	2017-2021 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)	2,435.8
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	5.539
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	508.6



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