



# Performance-Based Planning and Programming: DDOT Highway Safety Update



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# Background

- Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) – December 4, 2015
  - Authorizes \$305 billion over fiscal years 2016 through 2020
  - The Highway Safety Improvement Program (HSIP) core program under the FAST ACT
    - Authorized under section 148 of title 23, United States Code, with implementing regulations at 23 CFR part 924.



Highway Safety Improvement Program  
*Data Driven Decisions*

# HSIP & Performance

## Target Setting

- Main purpose to reduce fatalities and serious injuries on all public roads
- Annual report is required to track HSIP implementation and effectiveness
  - States/District is required to select and implement projects that contribute to reductions in number of fatalities and serious injuries
  - Consistent with the Strategic Highway Safety Plan (SHSP) goals and performance targets
  - Performance target setting helps to demonstrates the success of safety programs.



# Summary of Performance Measure

- Number of fatalities;
- Number of serious injuries;
- Fatality rate per hundred million vehicle miles traveled (HMVMT);
- Serious injury rate per HMVMT; and
- Number of non-motorized fatalities and non-motorized serious injuries.

## **Federal Rule:**

- significant “state” progress toward the targets defined when four (of five) measures:
  - met target or
  - did not exceed the base year (e.g., 2016 for 2018)

# Source of Data

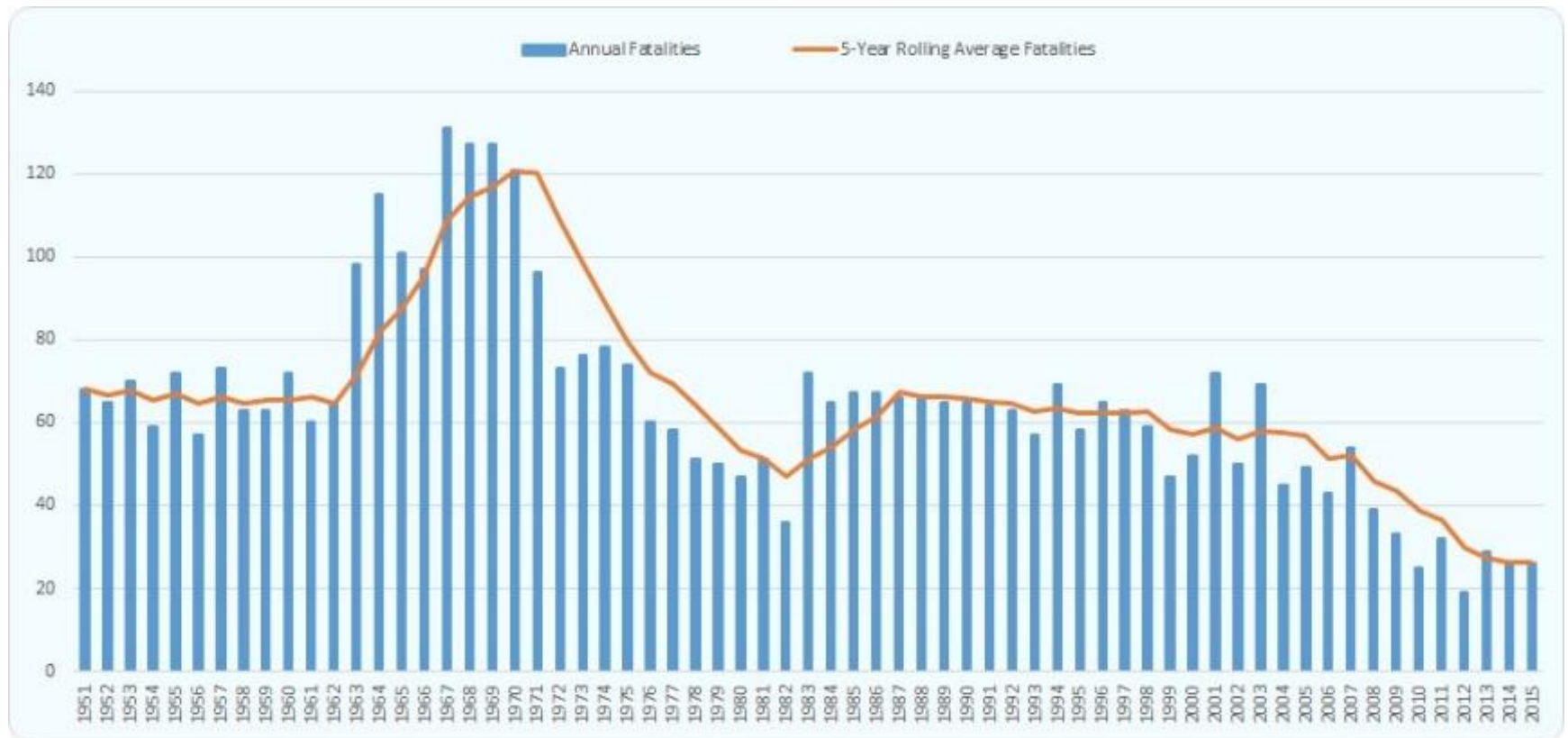
- Number of fatalities [**Fatality Analysis Reporting System, FARS**] ;
- Number of serious injuries [**Metropolitan Police Dept., MPD**] ;
- Fatality rate per hundred million vehicle miles traveled (HMVMT) [**FARS, MWCOCG**] ;
- Serious injury rate per HMVMT [**MPD, MWCOCG**]; and
- Number of non-motorized fatalities and non-motorized serious injuries [**MPD, FARS, MWCOCG**].

# MPD Data

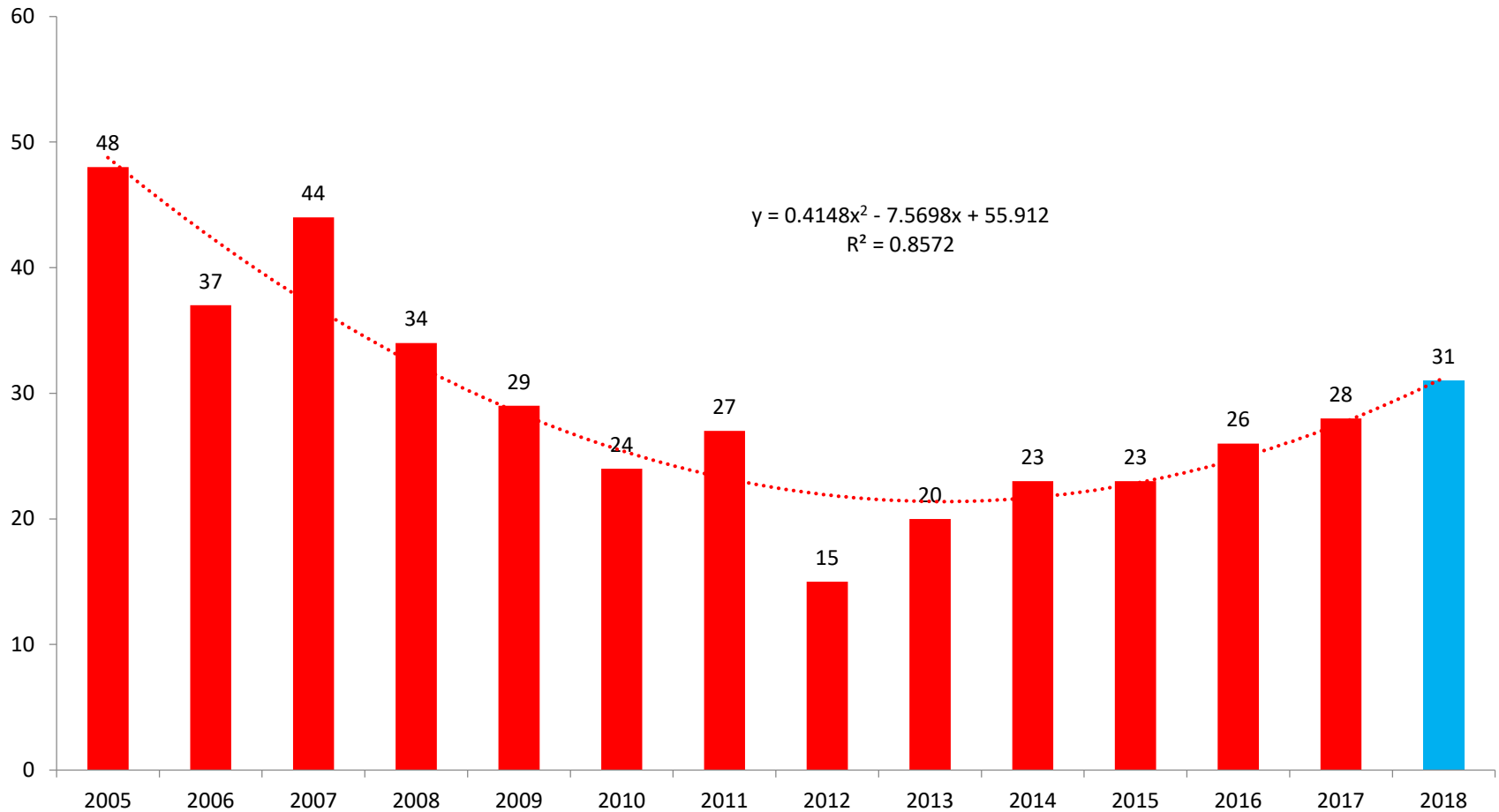
- MPD has changed its crash data application and also the schema from August 23rd, 2015
- New schema more in line with Model Minimum Uniform Crash Criteria (MMUCC) requirements (partially)
- Pedestrian and Bicyclist injury data are corrected by reviewing any narrative that had the words “Pedestrian” and/or “Bicyclist”

Before Aug 2015	After Aug 2015	
Fatal	Apparent Broken Bones	Suspected Serious Injury
Disabling Injury	Concussion	
Non-Disabling Injury	Loss of Teeth	
Complaint of Pain (no visible injury)	Other Major Injury	
No injury	Severe Laceration	
	Unconsciousness	Suspected Minor Injury
	Abrasions	
	Apparent Minor Injury	
	Bleeding	
	Bruises	
	Minor Cuts	
	Swelling	

# Fatalities

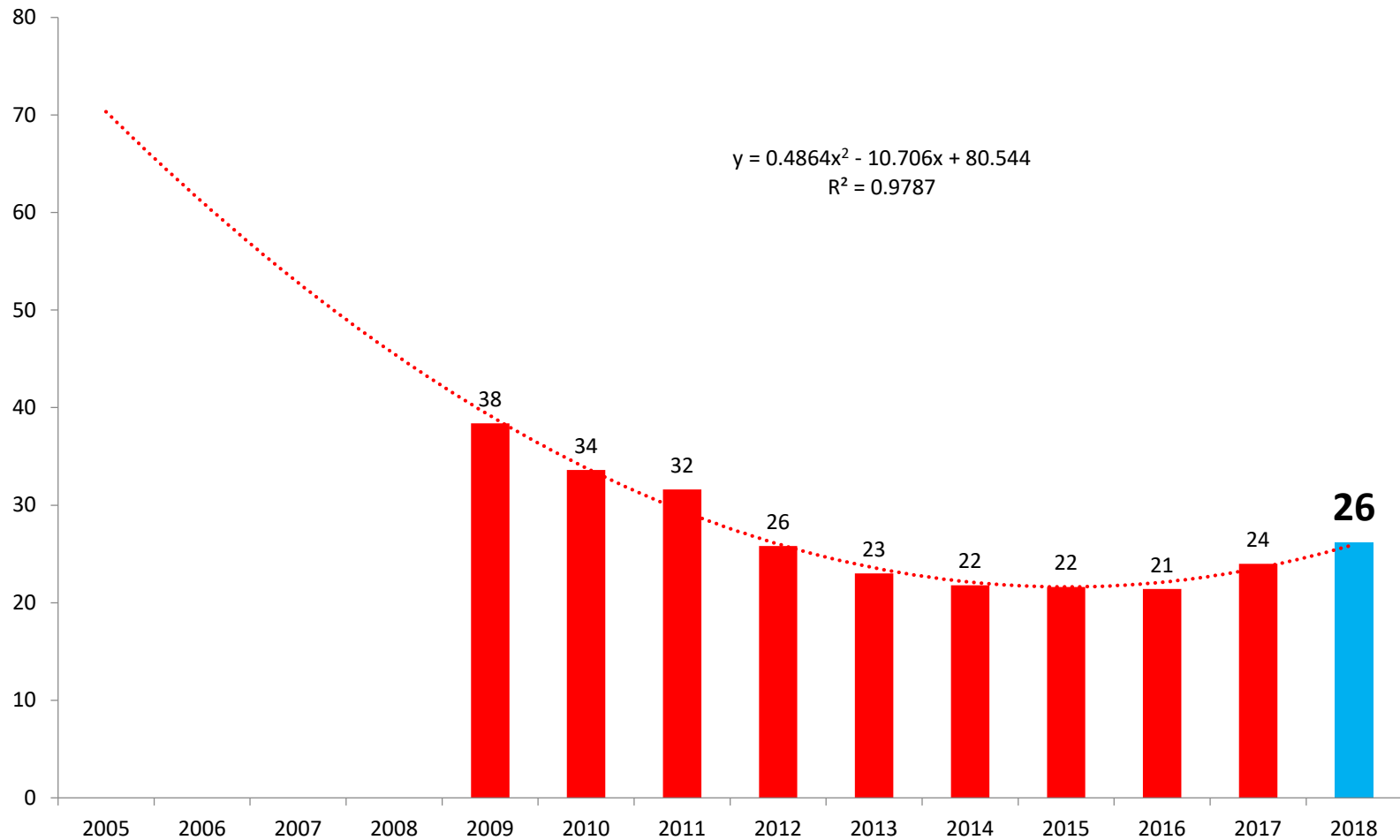


# Annual Fatality (FARS)

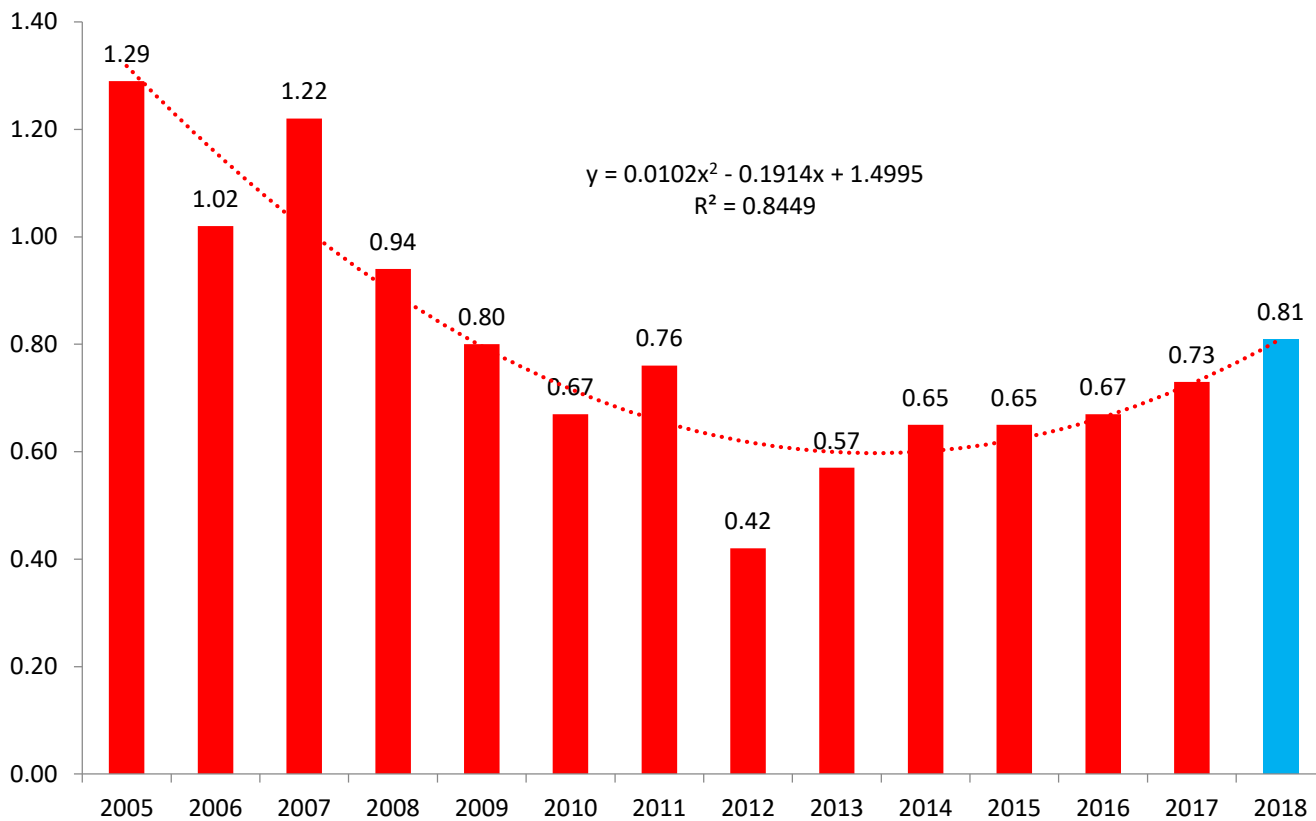




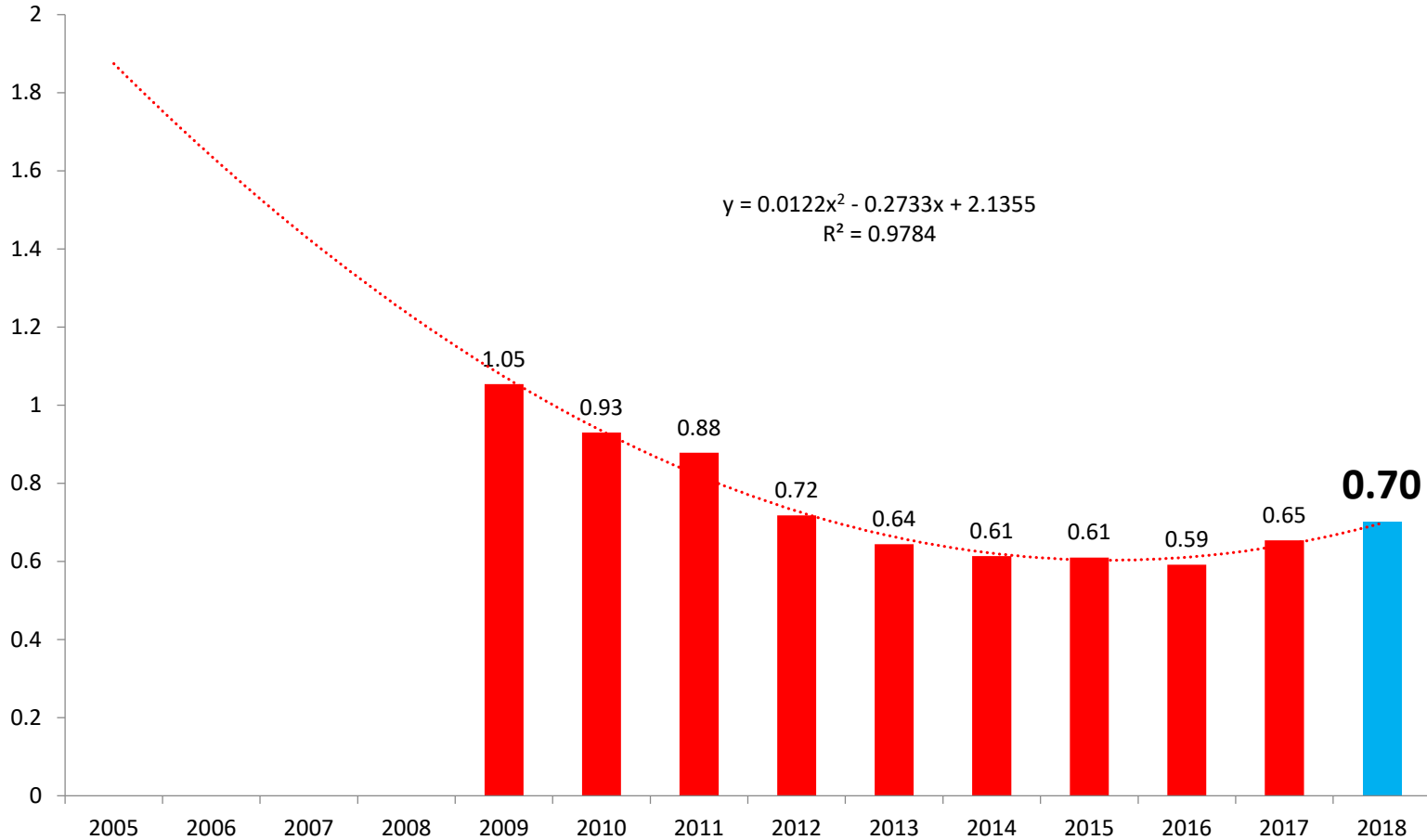
# Average 5-yr Rolling Fatality (FARS)



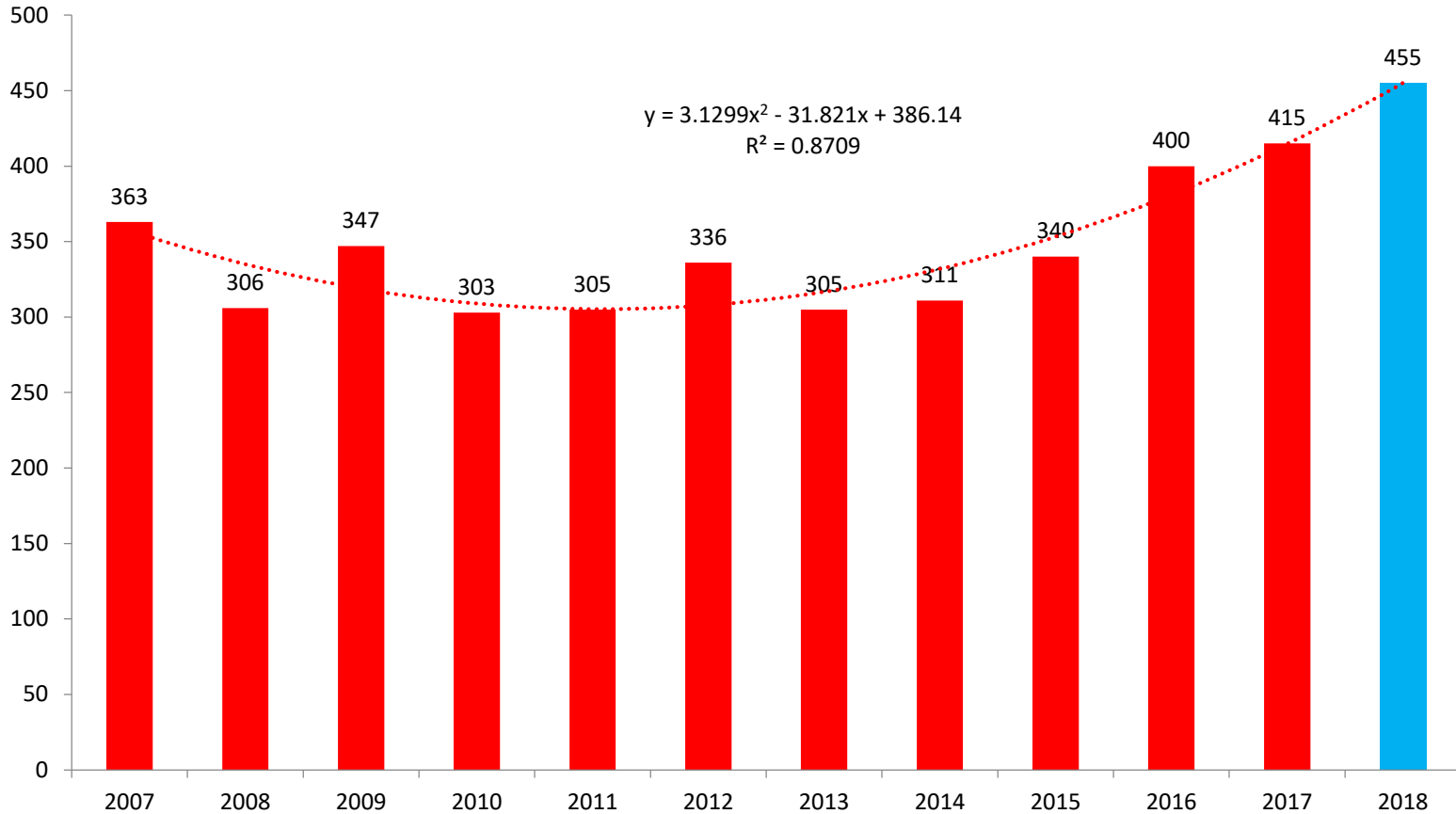
# Annual Fatality Rate per 100M VMT



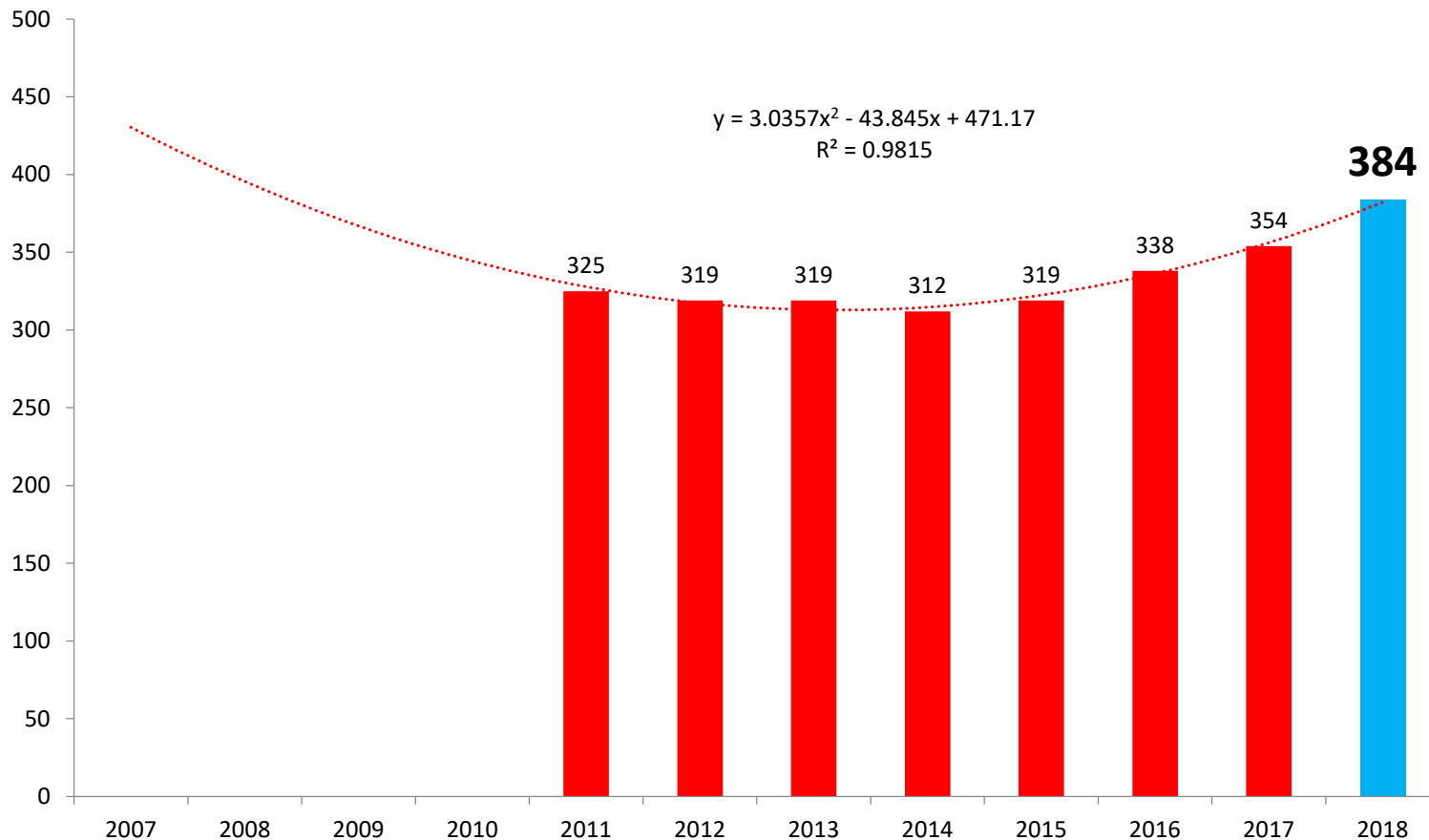
# Average 5-yr Rolling Fatality Rate per 100M VMT



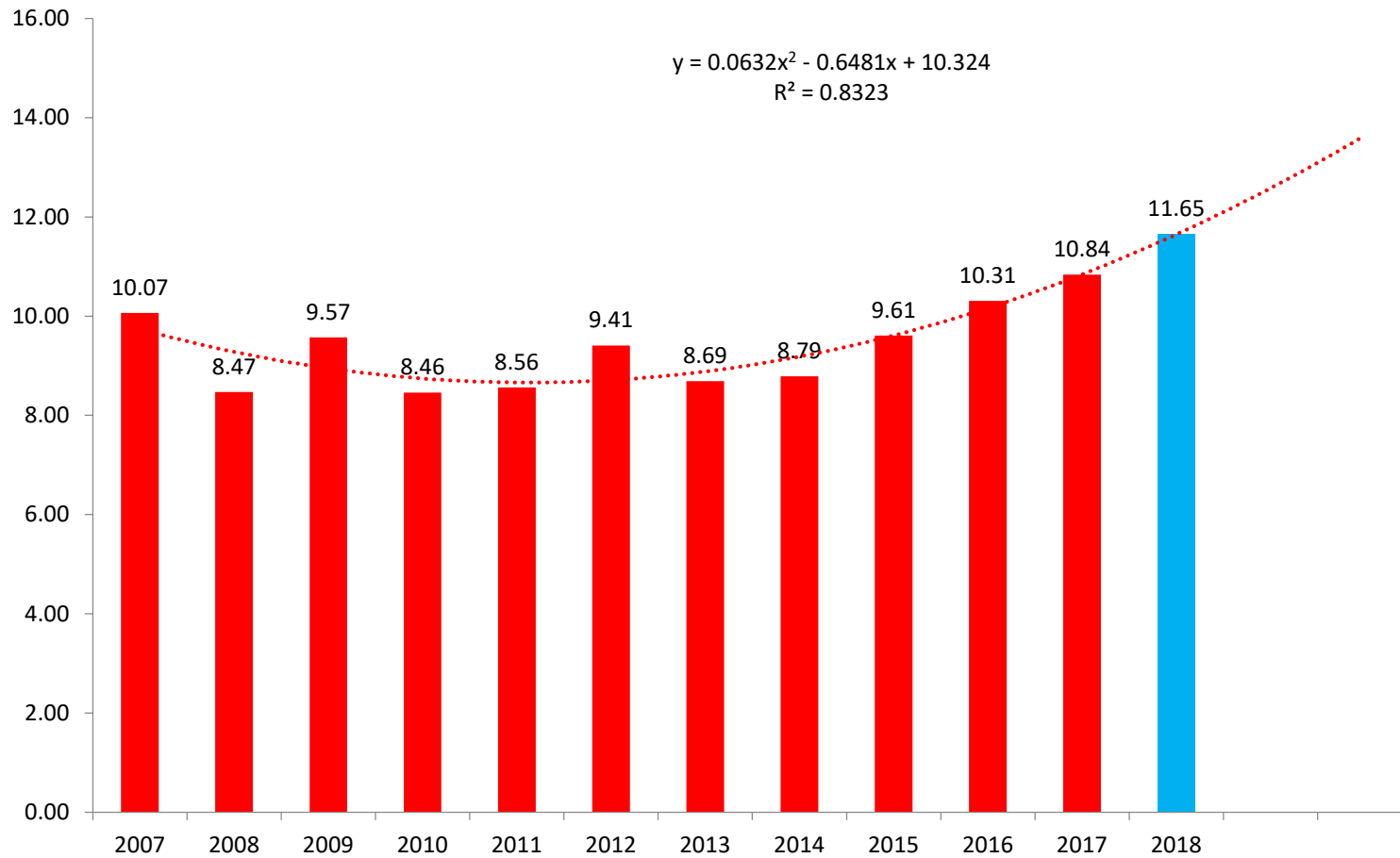
# Annual Serious Injury



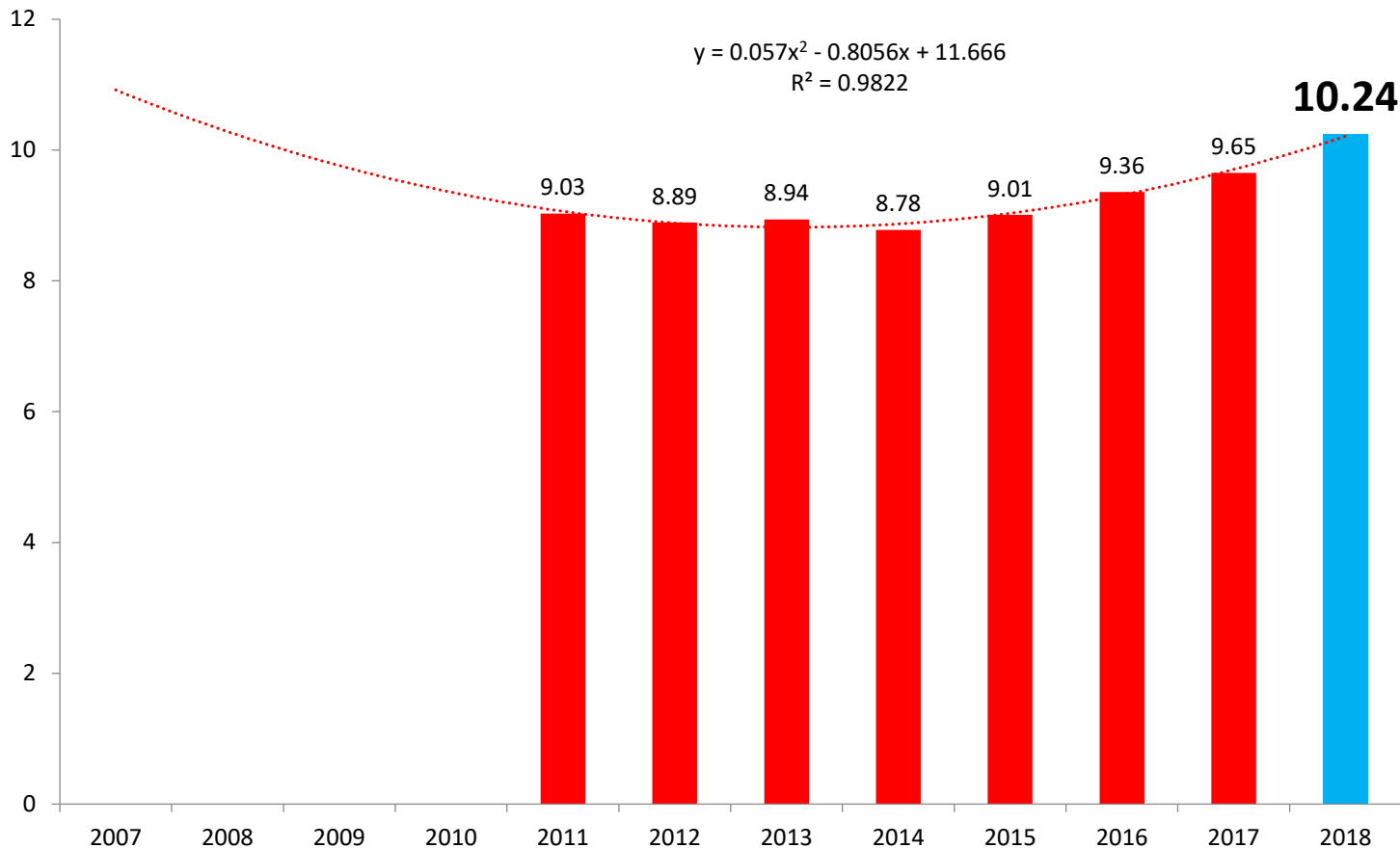
# Average 5-yr Rolling Serious Injury



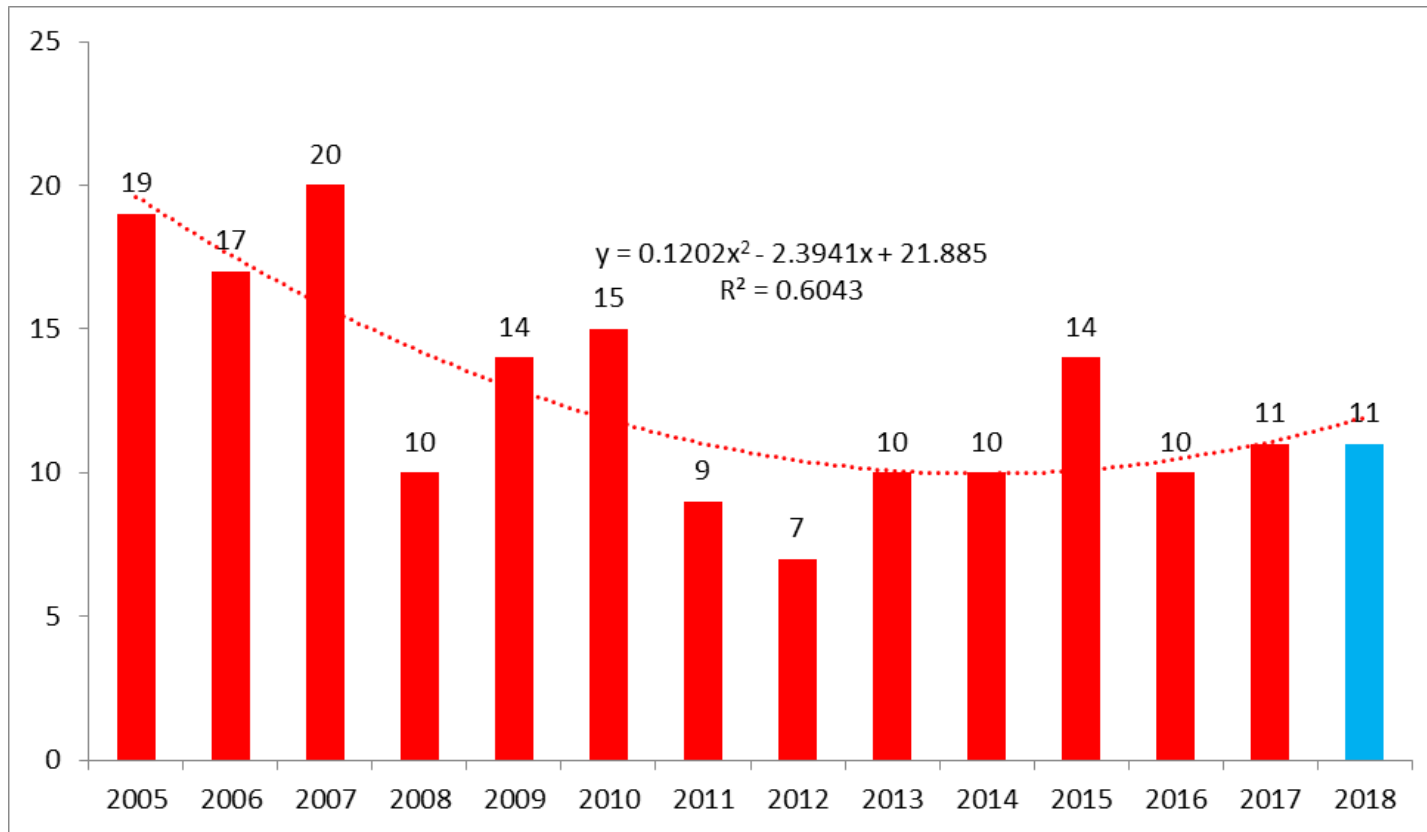
# Annual Serious Injury Rate



# 5-Yr Rolling Average Serious Injury Rate

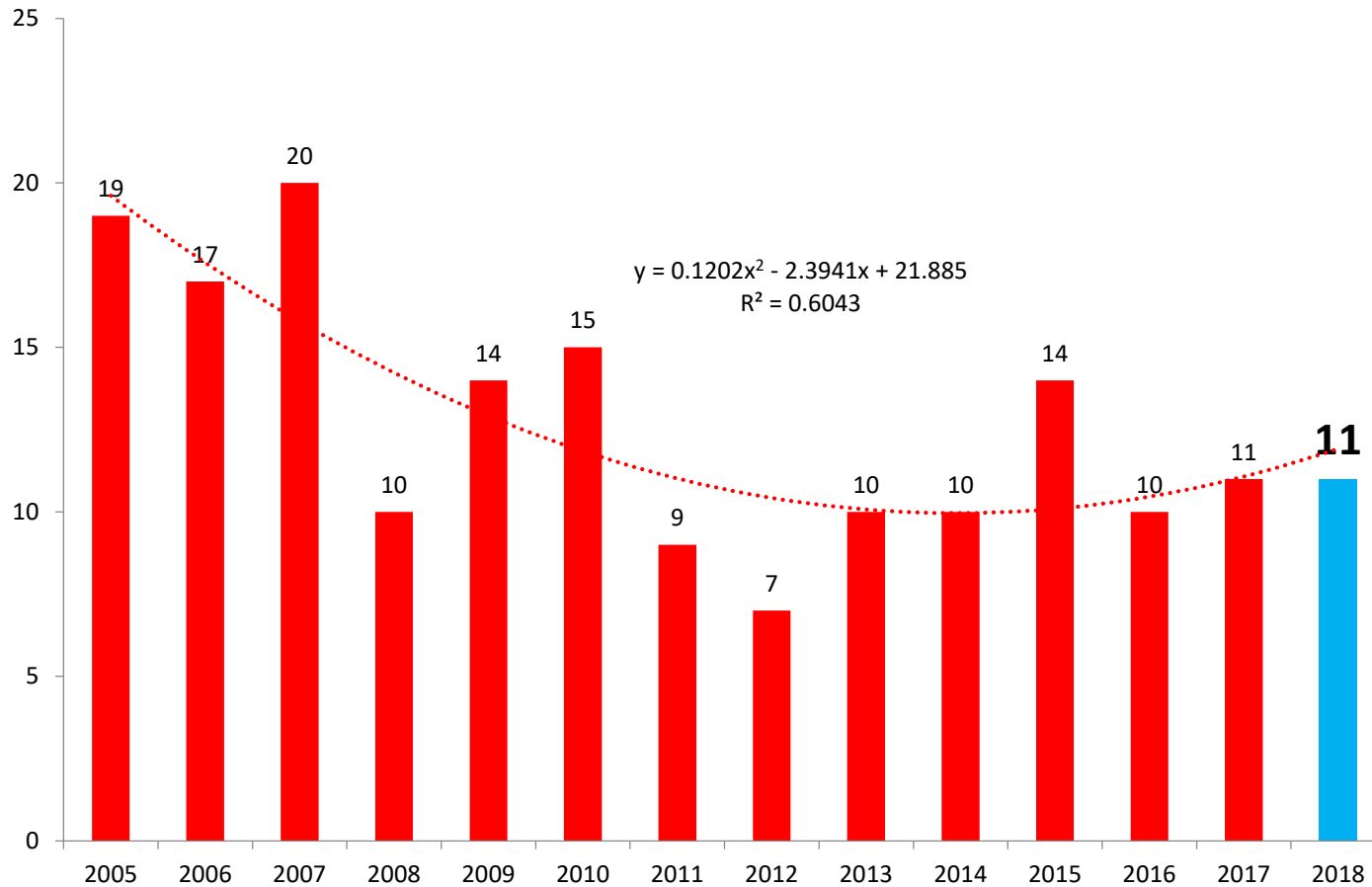


# Annual Non-Motorized Fatalities

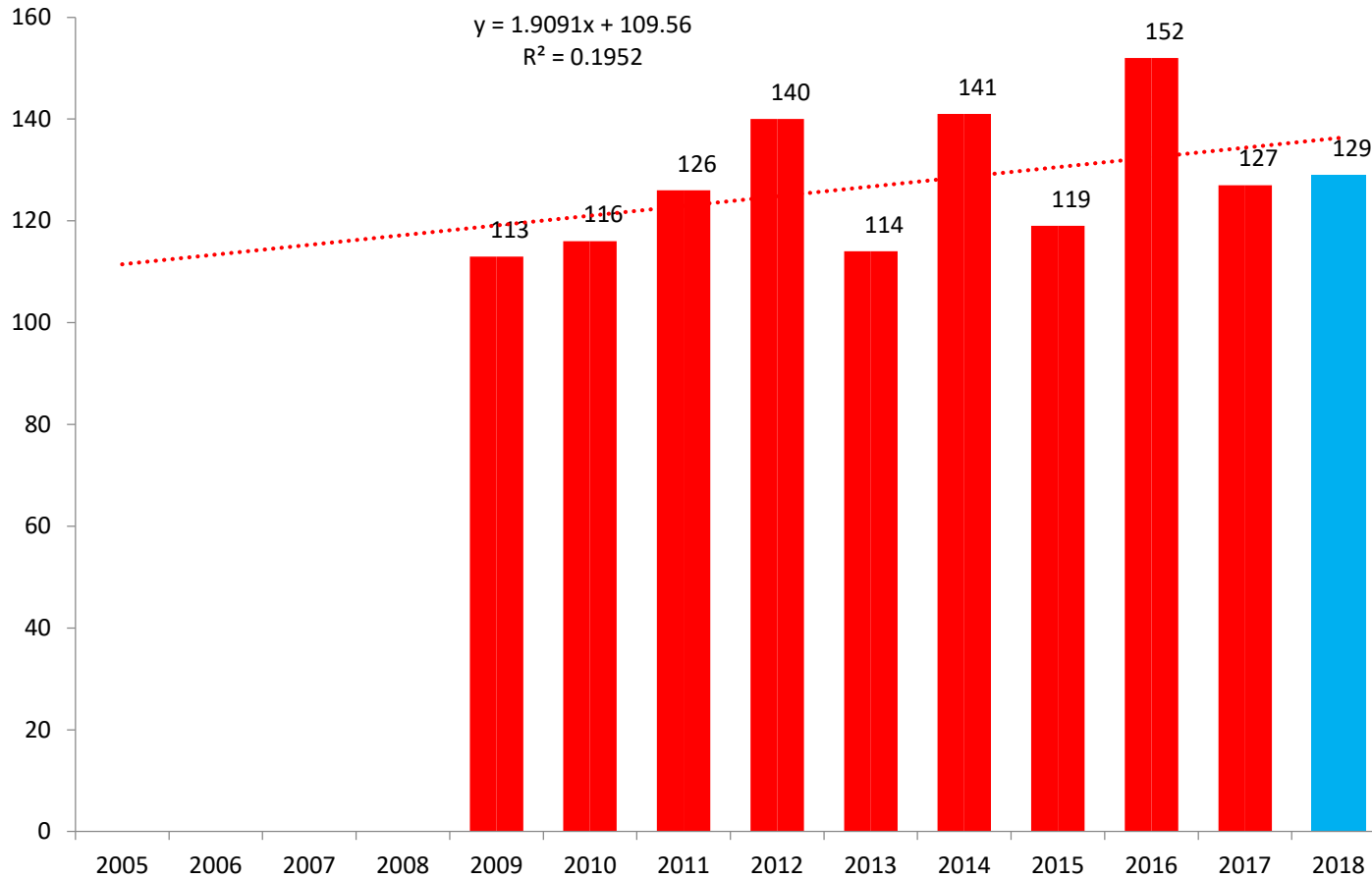




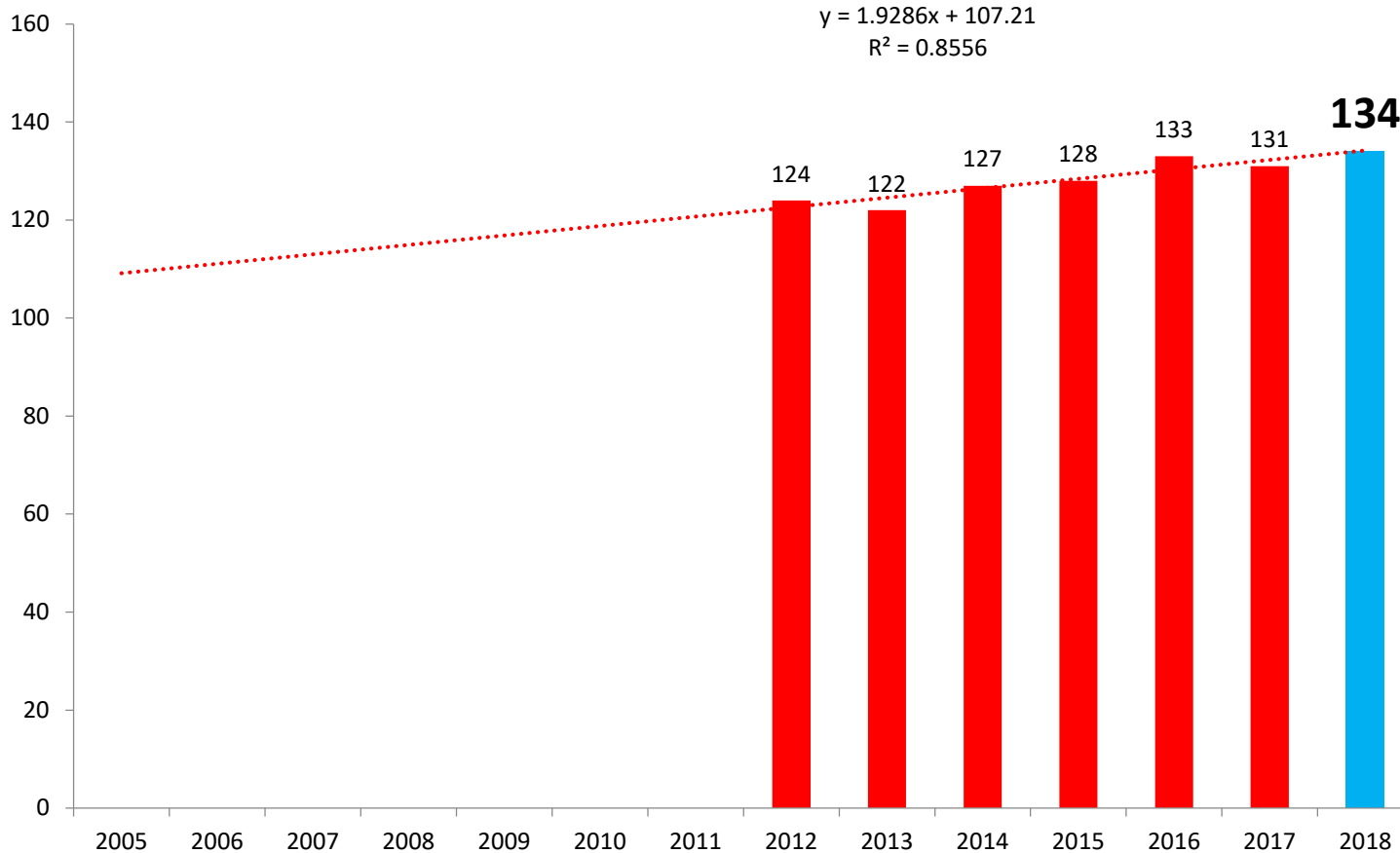
# 5-Yr Rolling Average Non-Motorized Fatalities



# Annual Non-Motorized Serious Injuries



# 5-Yr Rolling Average Non-Motorized Serious Injuries




# Summary of Targets

- Number of fatalities - **26**
- Number of serious injuries - **384**
- Fatality rate per hundred million vehicle miles traveled (HMVMT) - **0.70**
- Serious injury rate per HMVMT - **10.24**
- Number of non-motorized fatalities and non-motorized serious injuries - **11 & 134**

# Summary of Targets

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- Targets are higher than recent year
    - District population is increasing (681,000; 13.2 percent increase since the 2010 U.S. Census)
    - Workforce increasing by 1.2 percent per year
    - Commuters who live outside of the District account for 70 percent of all DC jobs; this is also projected to increase
    - In 2015 the District welcomed a total of 21.3 million visitors, a 5 percent increase from 2014. Projected to increase by at least 2–3 percent per year
    - Bikeshare trips increased by over 10 percent per day from 2015 to 2016 to approximately 8,500 trips or over 2.0 million per year
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Questions?

