

# REGIONAL ROADWAY SAFETY

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TPB Bicycle and Pedestrian Subcommittee  
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# Presentation Items

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- Part I: Regional Roadway Safety Trends 2019 through 2023
- Part II: Regional Roadway Safety Summit



# Highway Safety Targets



# Federal Requirements – Highway Safety Plans

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- Federal PBPP regulations require State DOTs and MPOs to:
  - Adopt annual safety performance targets for five (5) safety performance measures
  - Measure and report progress towards those targets each year
  - State DOTs are required to report their safety targets annually through their HSIP report by August 31, and MPOs are required to report their safety targets within 180 days thereafter
- Requirement supports implementation of the Highway Safety Improvement Program (HSIP), which requires States to improve highway safety on public roads using a data-drive, strategic approach



# Highway Safety Performance Measures

Performance Measure	Description
Number of Fatalities <i>(5 year rolling average)</i>	Total number of fatalities during a calendar year
Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total fatalities to VMT
Number of Serious Injuries <i>(5 year rolling average)</i>	Total number of serious injuries during a calendar year
Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total serious injuries to VMT
Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i>	Total number of fatalities and serious injuries during a calendar year



# Measuring Safety Performance

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- TPB staff collaborates with State DOT partners to gather and analyze crash data
- Adjustments to the methodology this year
  - Data for Maryland jurisdictions is sourced from Maryland Department of State Police (MDSP) instead of MDOT Highway Safety Office
    - MDSP includes “non-traffic” fatal crashes (i.e., fatal crash due to a medical event)
  - Data for urbanized area of Fauquier County is no longer included



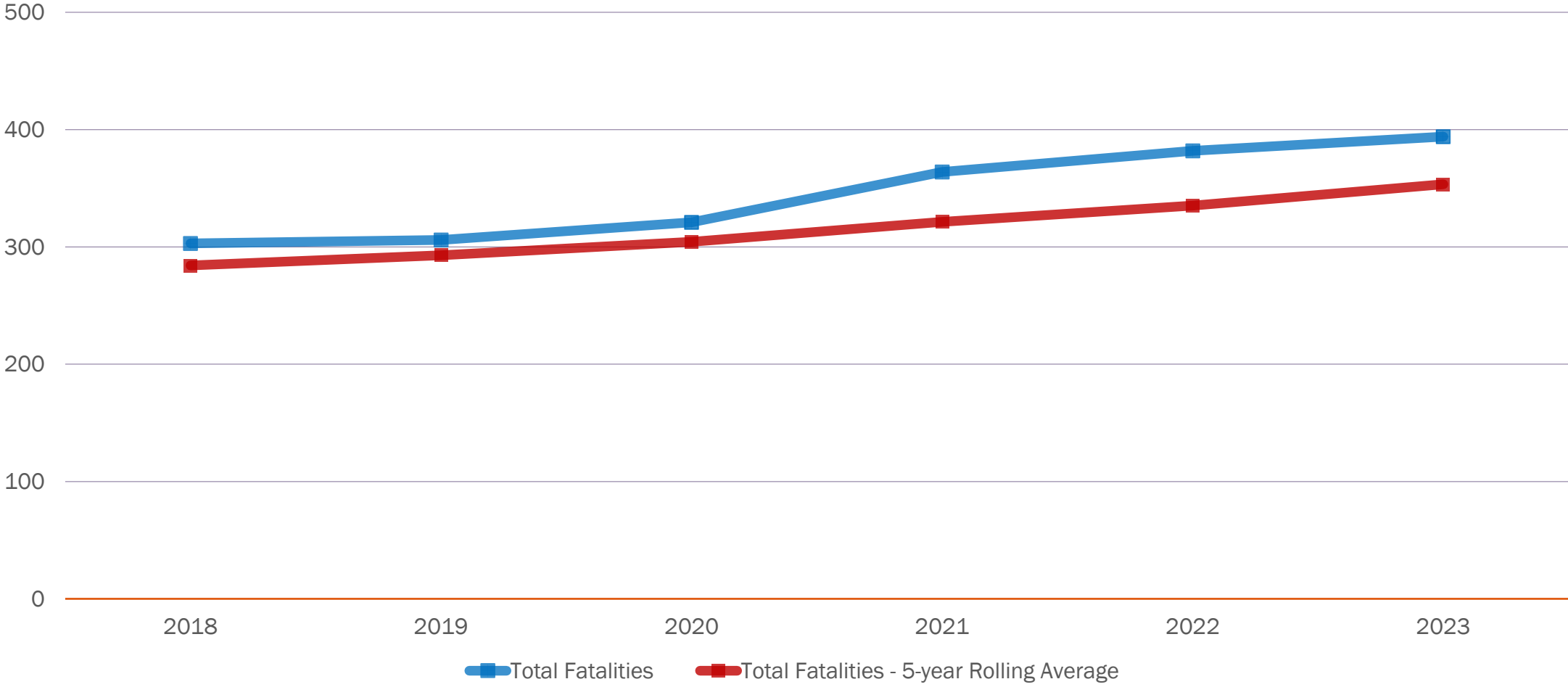
# NCR Annual Highway Safety Data: 2019 through 2023

	2019	2020	2021	2022	2023	Change from 2022-2023
# of Fatalities	306	321	364	382	394 <sup>1</sup>	↑ 3.14%
Fatality Rate (per 100 MVMT)	0.673	0.876	0.896	0.940	0.849 <sup>1</sup>	↓ 9.62%
# of Serious Injuries	2,371	1,839	2,221	2,178	2,295	↑ 5.37 %
Serious Injury Rate (per 100 MVMT)	5.211	5.016	5.464	5.358	4.948	↓ 7.66 %
# Nonmotorist Fatalities & Serious Injuries	593	443	520	637	586	↓ 8.01 %
Annual Vehicle Miles Traveled (100 M)	454.97	366.60	406.47	431.91	463.86	↑ 7.4 %

Note<sup>1</sup>: Figures listed are from preliminary state fatality data; 2023 FARS data not yet published.

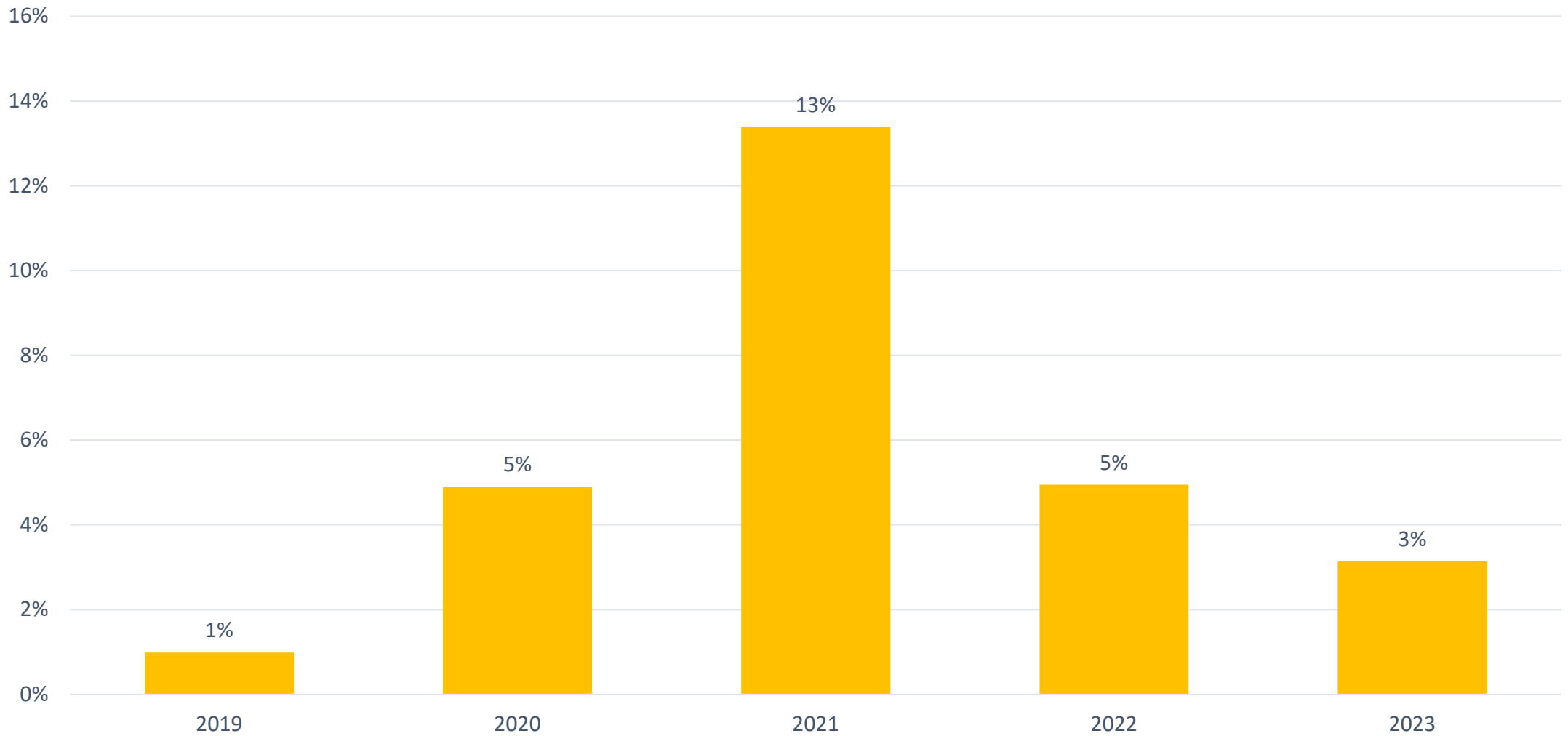


# National Capital Region Roadway Fatalities

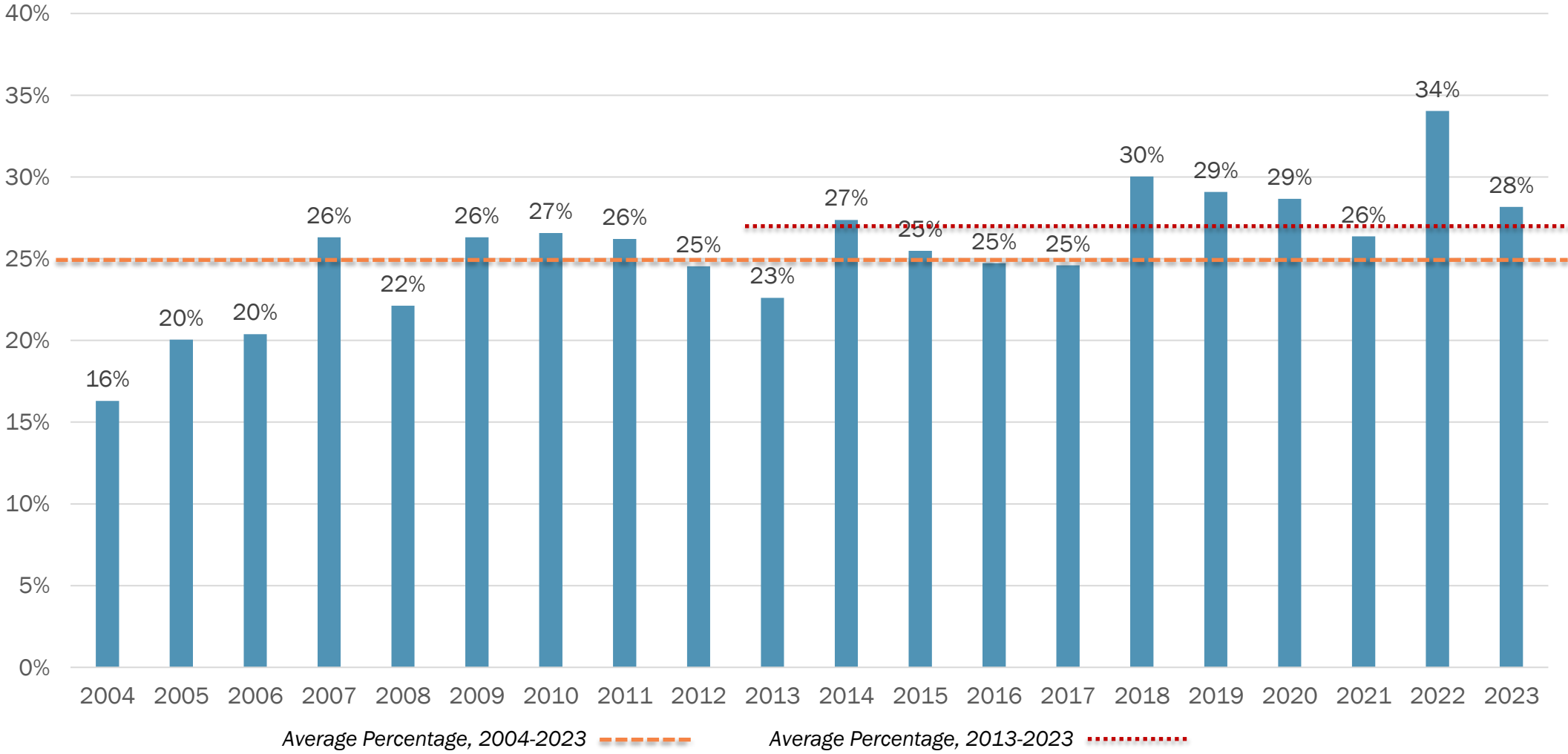




## National Capital Region Fatalities: Annual Percent Change



# Pedestrian Fatalities as a Proportion of Total Roadway Fatalities



# 2019-2023 NCR Actual Performance vs. Targets

Performance Measure (5-year rolling average)	Adopted 2019- 2023 Targets (Dec 2022)	Actual 2019-2023 Performance	Status
# of Fatalities	253.0	353.4 <sup>1</sup>	<b>Not met</b>
Fatality Rate (per 100 MVMT)	0.588	0.842 <sup>1</sup>	<b>Not met</b>
# of Serious Injuries	1,757.4	2,153.0	<b>Not met</b>
Serious Injury Rate (per 100 MVMT)	3.733	5.200	<b>Not met</b>
# Nonmotorist Fatalities & Serious Injuries	486.9	564.2	<b>Not met</b>



Note<sup>1</sup>: Figures listed are from preliminary state fatality data; 2023 FARS data not yet published.  
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# Next Steps

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- November 20: Present draft regional transit and highway safety targets to the TPB
  - Recap federal requirements, process, and recent safety performance
- Finalize targets based on any final information and board feedback
- December 18: Request board approval of final regional targets

# Regional Roadway Safety Summit





## Overview

- The Summit took place on October 31, 2024, in Alexandria, VA
- The event aimed to:
  - Share information about current safety trends and safety frameworks
  - Facilitate the generation of potential regional safety actions the TPB could pursue
- Approximately 60 people attended in-person, including 13 Board members and alternates
- Additional members attended virtually

Photo: Regional Roadway Safety Summit (COG/TPB Staff)



# Review of Presentations



Photo Credit: COG/TPB Staff

## Session 1

- Session 1 provided understanding about national and regional safety trends
- Vanessa Holt, Fairfax County staff, reviewed preliminary regional crash data and trends
- Nicole Waldheim, Fehr & Peers, spoke about taking a systemic approach to address roadway safety to address “upstream” contributing factors





# Review of Presentations



Photo Credit: COG/TPB Staff

## Session 2

- Session 2 provided frameworks for the development of potential safety strategies
- Paul Teicher, USDOT Office of the Secretary, discussed the goals of the National Roadway Safety Strategy and Allies for Action campaign
- Dr. Jeffrey Michael, Johns Hopkins University Bloomberg School of Public Health, provided an overview of the Safe System Approach and shared success stories





# Summit Proposed Recommendations

In Session 3, TPB members and alternates raised ideas for action

- 1) Inventory and report on safety-supportive activities undertaken by TPB members pertaining to TPB Safety Resolution R3-2021
- 2) Join the USDOT's Allies in Action partnership
- 3) Partner with and assist COG to develop a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement)
  - Gather more data about the impacts of automated enforcement systems
- 4) Continue to provide input on federal safety rulemaking and coordinate with COG on regional advocacy strategies
- 5) Regionally track/raise awareness of transportation safety funding opportunities
- 6) Assist member jurisdictions to pursue Vision Zero activities
  - Gather information on what has worked best in Vision Zero plans elsewhere
  - Link inventories and plans to each of the identified top factors involved in crashes<sup>1</sup>
  - Use a systemic approach of preventive measures
  - Enhance coordination with non-transportation partners such as medical examiner offices
  - Explore emerging technologies
  - Initiate a regional Vision Zero plan

<sup>1</sup> - Preliminary staff/consultant analysis of regional traffic fatality data from 2019 through 2023 identified these factors to be roadway departure; intersection; speeding; not wearing a seatbelt; pedestrian hit by a vehicle; and impaired driving. These data analysis results are still to be finalized, anticipated in spring 2025.



# Outlook

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- Meeting recording and materials are available on the COG website:  
<https://www.mwcog.org/events/2024/10/31/2024-regional-roadway-safety-summit-regional-safety-program-tpb-traffic-safety/>
- Recommendations will be discussed at the November 20 and December 18 TPB meetings



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