

# DRAFT 2016-2020 PBPP HIGHWAY SAFETY TARGETS

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TPB Bicycle and Pedestrian Subcommittee  
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# Presentation Items

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- Part I: Review of Safety Trends
- Part II: Progress Towards the 2014-2018 Safety Targets
- Part III: Staff Recommended 2016-2020 Regional Safety Targets
- Part IV: Next Steps



# Part I

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## Review of Safety Trends



# NCR Safety – With Final 2018 Annual Data

	2014	2015	2016	2017	2018	Change from 2017 to 2018
# of Fatalities	263	263	275	313	292	↓ 6.7 %
Fatality Rate (per 100 MVMT)	0.619	0.610	0.633	0.695	0.649	↓ 6.6 %
# of Serious Injuries	2,858	2,643	2,946	2,595	2,461	↓ 5.2 %
Serious Injury Rate (per 100 MVMT)	6.718	6.134	6.680	5.764	5.472	↓ 5.1 %
# Nonmotorist Fatalities & Serious Injuries	548	526	555	595	551	↓ 7.4 %



# Part II

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## Progress Towards the 2014-2018 Safety Targets



# 2014-2018 Actual vs. Targets - NCR

Performance Measure (5-year rolling average)	2014-2018 Actual	2014-2018 Target	Status
# of Fatalities	282.0	253.0	Not met
Fatality Rate (per 100 MVMT)	0.642	0.588	Not met
# of Serious Injuries	2,700.8	3,007.3	Met
Serious Injury Rate (per 100 MVMT)	6.154	6.791	Met
# Nonmotorist Fatalities & Serious Injuries	554.8	528.8	Not met



# Part III

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## Staff Recommended 2016-2020 Regional Safety Targets



# Background (or Why, What, and How)

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- The TPB has also set regional targets in both January 2018 and January 2019 – and are scheduled to set their next round of targets in December 2019.
  - Federal requirement for State DOTs and MPOs to update 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

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- 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*



## Summary: NCR Highway Safety Targets: pre-cap

	2015-2019 Target	2016-2020 Target	Difference	Percent Difference
# of Fatalities	253.0	<u>281.1</u>	28.1	11.1%
Fatality Rate (per 100 MVMT)	0.588	<u>0.642</u>	0.049	9.2%
# of Serious Injuries	2,919.6	<u>2,692.1</u>	-227.5	-7.8%
Serious Injury Rate (per 100 MVMT)	6.564	<u>6.110</u>	-0.454	-6.9%
# Nonmotorist Fatalities & Serious Injuries	508.6	<u>557.2</u>	48.6	9.6%



# Summary: NCR Highway Safety Targets: with cap

	2015-2019 Target	2016-2020 Target	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588</u>	0.000	0.0%
# of Serious Injuries	2,919.6	<u>2,692.1</u>	-227.5	-7.8%
Serious Injury Rate (per 100 MVMT)	6.564	<u>6.110</u>	-0.454	-6.9%
# Nonmotorist Fatalities & Serious Injuries	508.6	<u>508.6</u>	0.000	0.0%



# Summary: NCR Highway Safety Targets

Performance Measure (5-year rolling average)	2014- 2018 Target	2015- 2019 Target	2016- 2020 Target	Difference	Percent Difference
# of Fatalities	253.0	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	0.588	<u>0.588</u>	0.0	0.0%
# of Serious Injuries	3,007.3	2,919.6	<u>2,692.1</u>	-227.5	-7.8%
Serious Injury Rate (per 100 MVMT)	6.791	6.564	<u>6.110</u>	-0.454	-6.9%
# Nonmotorist Fatalities & Serious Injuries	528.8	508.6	<u>508.6</u>	0.0	0.0%



# Part V

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## Next Steps



# Next Steps

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- Present staff-proposed regional safety targets to the TPB tomorrow
- Finalize staff-proposed targets based on board feedback
- Request board approval of targets at the December TPB meeting

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