

RECOMMENDED 2016-2020 HIGHWAY SAFETY TARGETS

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December 18, 2019



Presentation Items

- Quick Review of Federal Requirements and Target Setting Methodology
- Overview of Recommended Regional Highway Safety Targets
- Review of Resolution Language
- Request to Pass Resolution R6-2020



Federal Requirements

- 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*



2016-2020 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*

* Capped to equal previously set target

Review of Resolution Language

- TPB Resolution R6-2020 establishes the regional highway safety targets for the 2016-2020 period
- Includes “WHEREAS” clauses based on staff’s understanding of the many issues and concerns expressed by this board, including:
 - The targets are *data-driven* in accordance with federal regulations and do not reflect the *aspirations* of the TPB
 - The numbers of fatalities and serious injuries are unacceptably high
 - The TPB has commissioned a safety study to determine the factors contributing to fatal and serious injury crashes in the region and recommend countermeasures
 - The TPB will take appropriate actions based on the study findings as well as other relevant safety improvement ideas that are presented
 - The TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety



Recommended Highway Safety Targets

Performance Measure	2016-2020 Target
Number of Fatalities <i>(5 year rolling average)</i>	253.0
Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i>	0.588
Number of Serious Injuries <i>(5 year rolling average)</i>	2,692.1
Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i>	6.157
Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i>	508.6



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