Safety Performance Management

Targets

Transportation Policy Board • January 11, 2018
Federal Requirements - Background

- MAP-21/FAST Act established new emphasis on performance and outcome based planning
  - Required USDOT to establish performance measures in a number of areas, and
  - State DOTs and MPOs to “collaboratively” set targets for these measures

### PSRC Board Schedule

<table>
<thead>
<tr>
<th>Performance Targets</th>
<th>Action</th>
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</thead>
<tbody>
<tr>
<td>Transit Asset Management</td>
<td>Approved, June 2017</td>
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<tr>
<td>Safety Performance Management</td>
<td>Anticipated, January 2018</td>
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<tr>
<td>Freight Movement</td>
<td>Anticipated 2018</td>
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<tr>
<td>Pavement &amp; Bridge Condition</td>
<td>Anticipated 2018</td>
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<tr>
<td>System Performance</td>
<td>Anticipated 2018</td>
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<tr>
<td>Congestion Mitigation and Air Quality (CMAQ)</td>
<td>Anticipated 2018</td>
</tr>
</tbody>
</table>
1. Number of fatalities

2. Rate of fatalities per 100 million vehicle miles traveled (VMT)

3. Number of serious injuries

4. Rate of serious injuries per 100 million vehicle miles traveled

5. Number of non-motorized fatalities and serious injuries
State and Regional Safety Targets

- Methodology for setting targets was developed collaboratively through the WSDOT/MAP-21 Target Setting Working Group.

- State’s methodology is based on the Strategic Highway Safety Plan, Target Zero, straight-line projection from 2016 to reach zero fatalities and serious injuries by 2030.

- WSDOT/MAP-21 Target Setting Working Group recommends that all MPOs (including PSRC) in Washington State apply a similar methodology and adopt regional targets that align with statewide targets.

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Sample Template for Safety Target Setting (5-year Rolling Averages)

2018

TARGET

2030:

ZERO

OBSERVED DATA

2009 - 2016

TARGET ZERO PROJECTED TREND LINE

2017 - 2030

2030:

ZERO
**Target Zero: Washington’s Travel Safety Plan**

- Goal is to eliminate traffic fatalities and serious injuries by the year 2030

- Developed by the Washington Traffic Safety Commission and partners including WSDOT, WSP, DOL, and others

- A data-driven plan that identifies priority factors (e.g. Impaired Driving, Speeding) based on the percentage of fatalities and serious injuries associated with them

- Includes a wide array of strategies to reduce fatal and serious injury collisions
Strategies fall under 5 main categories:

- **Education**: Inform system users so they can make the best decisions
- **Enforcement**: Use data-driven analysis to identify and address hot spots
- **Engineering**: Design roadways that prevent or reduce the severity of collisions
- **Emergency Medical Services**: Provide rapid emergency response to injury collisions
- **Leadership/policy**: Strategies that involve laws, agency rules, or policy changes
Local jurisdictions are addressing safety through various approaches:

- Creating safer pedestrian and bicycle pathways, including safe routes to school
- Employing road design techniques that improve safety
- Deploying street calming measures in residential areas
- Upgrading railroad crossings
- Educating users of the transportation system through pamphlets and events
Number of Fatalities (5-Year Rolling Averages)
Target Zero Projection and 2018 Targets

Please note, the methodology for data provided in these figures was changed as of 2010, which factors into the five-year rolling averages shown for 2009 to 2013. However, per WSDOT, the revised methodology produces minimal differences.

Source: WSDOT
Fatality Rate Per 100M VMT (5-Year Rolling Averages)
Target Zero Projection and 2018 Targets

Please note, the methodology for data provided in these figures was changed as of 2010, which factors into the five-year rolling averages shown for 2009 to 2013. However, per WSDOT, the revised methodology produces minimal differences.

Source: WSDOT
Number of Serious Injuries (5-Year Rolling Averages)
Target Zero Projection and 2018 Targets

Please note, the methodology for data provided in these figures was changed as of 2010, which factors into the five-year rolling averages shown for 2009 to 2013. However, per WSDOT, the revised methodology produces minimal differences.

Source: WSDOT
Serious Injury Rate Per 100M VMT (5-Year Rolling Avgs.)
Target Zero Projection and 2018 Targets

Please note, the methodology for data provided in these figures was changed as of 2010, which factors into the five-year rolling averages shown for 2009 to 2013. However, per WSDOT, the revised methodology produces minimal differences.

Source: WSDOT
Bike/Ped Fatalities & Serious Injuries (5-Year Rolling Avgs.)
Target Zero Projection and 2018 Targets

<table>
<thead>
<tr>
<th>Year</th>
<th>Observed Data</th>
<th>WSDOT Target</th>
<th>PSRC Target</th>
</tr>
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<tbody>
<tr>
<td>2009</td>
<td>312</td>
<td>488</td>
<td>312</td>
</tr>
<tr>
<td>2010</td>
<td>281</td>
<td>473</td>
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</tr>
<tr>
<td>2011</td>
<td>309</td>
<td>503</td>
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<tr>
<td>2012</td>
<td>264.5</td>
<td>431.5</td>
<td>264.5</td>
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<tr>
<td>2013</td>
<td>488</td>
<td>473</td>
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<tr>
<td>2014</td>
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</tbody>
</table>

Target Zero Projection

PSRC Target: 264.5
WSDOT Target: 431.5

Please note, the methodology for data provided in these figures was changed as of 2010, which factors into the five-year rolling averages shown for 2009 to 2013. However, per WSDOT, the revised methodology produces minimal differences.

Source: WSDOT
Next Steps

• Outcomes will be measured at the regional and statewide level

• WSDOT will provide regional performance data to MPOs and report performance to FHWA annually

• FHWA will assess whether **significant progress** has been made at the statewide level
  • 4 out of 5 targets must either (A) be met or (B) have an outcome better than the baseline number
Recommended Action

The Transportation Policy Board should recommend that the Executive Board adopt the 2018 Regional Safety Performance Management targets as included in the agenda packet.