

**ITEM 7 – Information**  
**November 15, 2023**

**PBPP: Targets for Transit Safety and Highway Safety**

**Background:** The board will be briefed on draft regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. In addition, WMATA will provide a briefing on its transit safety performance. The board will be asked to approve the regional safety targets at its December meeting.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
Janie Nham, TPB Transportation Planner  
**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Highway Safety Targets  
**DATE:** November 9, 2023

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At the November 3 TPB Technical Committee meeting, TPB staff briefed committee members on the National Capital Region's progress in meeting its 2018-2022 highway safety targets and shared recommendations for highway safety targets for the 2020-2024 period. In response to the briefing, the committee requested a deeper breakdown of crash data and asked that more context be provided to understand the 2022 safety outcomes. This memorandum summarizes the safety results presented to Technical Committee members on November 3, addresses the request to further explore the crash data, and outlines recent TPB safety efforts and ongoing programs.

### **NATIONAL CAPITAL REGION 2022 ROADWAY SAFETY PERFORMANCE**

The TPB has adopted annual highway safety performance targets since 2018 in accordance with federal regulation, which requires state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) to set highway safety targets and measure progress against those targets annually for their respective planning areas.

On November 3, 2023, TPB staff briefed the TPB Technical Committee on the National Capital Region's safety outcomes for 2022 and how they compared to the TPB's highway safety targets for 2018-2022, adopted in January 2022. Table 1 shows the National Capital Region's performance in each of the five federally-required performance categories during this period. Performance data for 2022 were provided by State agencies as the federal Fatality Analysis Reporting System (FARS) has not yet published information for 2022. In addition, vehicle miles traveled (VMT) data from 2021 was used to calculate the fatality and serious injury rates pending receipt of 2022 regional VMT data from state Departments of Transportation. Consequently, the fatality and serious injury rates may be adjusted after receiving finalized VMT figures.

Compared to increases in 2021, the percent change in the number of traffic fatalities and serious injuries in the region moderated in 2022. Roadway fatalities increased but at a relatively slower rate (by five percent) than in 2021 (when fatalities rose by 13 percent). In addition, the number of serious injuries *decreased* by 1.9 percent following a 21 percent increase in 2021. The most notable change was the rise in the number of nonmotorist fatalities and serious injuries, which increased by approximately 23 percent. This change represents the highest annual increase since at least 2006, the earliest year for which TPB staff has crash data.

Table 1: National Capital Region Highway Safety Trends, 2018-2022

|   | 2018  | 2019  | 2020  | 2021  | 2022                 | Change from 2021-2022 |
|---|-------|-------|-------|-------|----------------------|-----------------------|
| # of Fatalities                             | 303   | 306   | 321   | 364   | 382 <sup>1</sup>     | ↑ 4.9%                |
| Fatality Rate (per 100 MVMT)                | 0.673 | 0.673 | 0.876 | 0.896 | 0.940 <sup>1,2</sup> | ↑ 4.9 %               |
| # of Serious Injuries                       | 2,464 | 2,371 | 1,839 | 2,221 | 2,178                | ↓ 1.9 %               |
| Serious Injury Rate (per 100 MVMT)          | 5.473 | 5.211 | 5.016 | 5.464 | 5.358 <sup>2</sup>   | ↓ 1.9 %               |
| # Nonmotorist Fatalities & Serious Injuries | 553   | 593   | 443   | 520   | 637                  | ↑ 22.5 %              |

Note<sup>1</sup>: Figures listed are from state fatality data; 2022 FARS data not yet published. Fatality counts meet federal criteria for traffic fatalities.

Note<sup>2</sup>: 2021 regional VMT data was used to calculate rates pending the availability of 2022 regional VMT data.

As a result of the region’s roadway safety performance between 2018 and 2022, the region fell short of meeting its highway safety targets (see Table 2). The fatality and serious injury rates may be adjusted following the receipt of updated VMT figures as described above, but TPB staff does not anticipate it will change the status of these performance measures.

Table 2: 2018-2022 Actuals vs. Targets

| Performance Measure (5-year rolling average) | Adopted 2018-2022 Targets | Actual 2018-2022 Performance | Status  |
|--|---------------------------|------------------------------|---------|
| # of Fatalities                              | 253.0                     | 335.2 <sup>1</sup>           | Not met |
| Fatality Rate (per 100 MVMT)                 | 0.588                     | 0.804 <sup>1,2</sup>         | Not met |
| # of Serious Injuries                        | 1,889.7                   | 2,214.6                      | Not met |
| Serious Injury Rate (per 100 MVMT)           | 3.867                     | 5.305 <sup>2</sup>           | Not met |
| # Nonmotorist Fatalities & Serious Injuries  | 492.4                     | 549.8                        | Not met |

Note<sup>1</sup>: Reflects fatality data from state DOTs and FARS. Fatality counts meet federal criteria for traffic fatalities.

Note<sup>2</sup>: 2021 regional VMT data was used to calculate rates pending the availability of 2022 regional VMT data.

**PROPOSED 2020-2024 HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION**

Based on the region’s roadway safety performance in 2022 and the targets adopted by the region’s three state DOTs, staff proposes the following highway safety targets for 2020-2024 (see Table 3). As in past years, the fatality and fatality rate targets are capped so as not to increase from the previous year’s targets for these measures. The draft targets will be briefed to the TPB at its November 15 meeting. Comments will be taken through the end of November, after which the targets will be finalized for adoption at the TPB’s December meeting.

*Table 3: 2020-2024 Proposed Highway Safety Targets*

| Performance Measure<br>(5-year rolling average) | Adopted 2019-<br>2023 Targets | DRAFT 2020-<br>2024 Targets | Difference | Percent<br>Difference |
|---|-------------------------------|-----------------------------|------------|-----------------------|
| # of Fatalities                                 | 253.0                         | <u>253.0</u>                | 0.0        | 0.0%                  |
| Fatality Rate<br>(per 100 MVMT)                 | 0.588                         | <u>0.588</u>                | 0.0        | 0.0%                  |
| # of Serious Injuries                           | 1,757.4                       | <u>1,675.7</u>              | -81.7      | -4.6%                 |
| Serious Injury Rate (per 100<br>MVMT)           | 3.733                         | <u>3.222</u>                | -0.511     | -13.7%                |
| # Nonmotorist Fatalities &<br>Serious Injuries  | 486.9                         | <u>473.5</u>                | -13.4      | -2.8%                 |

**ADDITIONAL DATA ANALYSIS AND TPB SAFETY EFFORTS**

Given that 2022 safety performance and target data has only recently become available, TPB staff is still working to understand the nature and location of recent crashes. This level of analysis would additionally involve input from state and local partners, such as state DOTs and state and local police forces. TPB staff intends to conduct the study over the next several months, similar to the regional Safety Study completed in 2020, and will brief the TPB on findings as soon as they become available.

The study would supplement several other roadway safety activities recently undertaken by the TPB, in coordination with state and local partners. These activities include:

- **2022 Safety Roundtable with state DOTs**, during which safety officials from the Maryland Department of Transportation (MDOT), District Department of Transportation (DDOT), and Virginia Department of Transportation (VDOT) briefed the TPB on their recent safety outcomes, strategies, and programs. Presentations from that special work session and a recording of the event can be accessed via the TPB website: <https://www.mwcog.org/events/2022/11/16/tpb-special-work-session-safety-roundtable-with-state-departments-of-transportation/>
- **2020 Safety Study**, which spanned two years and evaluated regionwide crash data for 2013-2017 to gain insight into the location, type, and contributing factors of regional fatal and

serious injury crashes. The study also examined the distribution of crashes inside and outside of Equity Emphasis Areas (EEAs) and found that fatal and serious injury crashes were overrepresented in EEA communities. Materials from staff briefings to the TPB about the study can be accessed via: <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/>

- **Street Smart Safety Campaign**, a COG/TPB program, which has been running for 20 years and is focused on reducing the number of pedestrian and bicyclist injuries and deaths in the region. See <https://www.bestreetsmart.net/>.
- **Regional Roadway Safety Program (RRSP)**, which encourages jurisdictions to implement roadway safety improvements by providing technical assistance for local, small-scale planning or preliminary engineering projects focused on roadway safety. See <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>.
- **TPB Transportation Safety Subcommittee**, which provides local transportation practitioners a forum to exchange best practices, learn about emerging trends and developments in roadway safety, and coordinate on regional roadway safety matters. The subcommittee has been operating since 2012.

These safety efforts complement those of state and local jurisdictions in the region, many of whom have adopted Vision Zero or similar “zero deaths” goals and policies and continue to implement strategies. The following is a partial summary of major safety initiatives by TPB member jurisdictions.

#### **District of Columbia**

- District of Columbia – operates under [Vision Zero DC](#)

#### **Maryland**

- Charles County – developed a Roadway Safety Plan in 2023
- Frederick County – operates under [Towards Zero Deaths Frederick County](#)
- Montgomery County – operates under [Montgomery County Vision Zero](#)
- Prince George's County – operates under [Vision Zero Prince George's](#)
- City of Frederick – adopted Vision Zero resolution in 2021
- City of Gaithersburg – awarded RRSP technical assistance grant in 2023 to develop a Local Road Safety Plan, and Safe Streets for All grant in 2023 to develop a Safety Action Plan
- City of Rockville – operates under [Vision Zero Rockville](#)

#### **Virginia**

- Arlington County – operates under [Vision Zero Arlington County](#)
- Fairfax County – operates under [Safe Streets for All](#) program
- Loudoun County – awarded a Safe Streets for All grant in 2023 to develop a Safety Action Plan
- Prince William County – awarded a Safe Streets for All grant in 2023 to develop a Safety Action Plan
- City of Alexandria – operates under [Vision Zero Alexandria](#)