Resolution #19-16
Safety Performance Target Setting
January 22, 2019
For 2019 Plan, BRTB Needs To:

- Set measures and targets for *Maximize2045: A Performance-Based Transportation Plan*
- Coordinate with MDOT (two options):
  1. Adopt state measures and targets OR
  2. Set regional measures and targets
- MDOT’s performance measure website: [http://arcg.is/1r04uH](http://arcg.is/1r04uH)
- Also working on how to incorporate measures and targets into the Transportation Improvement Program (TIP) – will apply to all TIPs and TIP amendments adopted after May 20, 2019
FTA Measures

- Transit Asset Management
  - Four measures to assess condition
  - Four safety measures (reported by mode)

- MTA has up to 1 year (i.e., until July 19, 2019) to develop a Public Transportation Agency Safety Plan (PTASP) - BRTB will have up to 180 days after MTA sets targets
# FHWA – Performance Areas

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Area</th>
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<tbody>
<tr>
<td>1.</td>
<td>Serious injuries per vehicle miles traveled (VMT)</td>
<td>System Safety (PM1)</td>
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<tr>
<td>2.</td>
<td>Fatalities per VMT</td>
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<tr>
<td>3.</td>
<td>Number of serious injuries</td>
<td></td>
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<tr>
<td>4.</td>
<td>Number of fatalities</td>
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<tr>
<td>5.</td>
<td>Number of non-motorized fatalities + serious injuries</td>
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<td>6.</td>
<td>Pavement condition on the Interstate System (2)</td>
<td>System Condition (PM2)</td>
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<td>7.</td>
<td>Pavement condition on the non-Interstate NHS (2)</td>
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<td>8.</td>
<td>Bridge condition on the NHS (2)</td>
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<td>9.</td>
<td>Performance of the Interstate System</td>
<td>System Performance (PM3)</td>
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<td>10.</td>
<td>Performance of the non-Interstate NHS</td>
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<td>11.</td>
<td>Freight movement on the Interstate System</td>
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<td>12.</td>
<td>Traffic congestion</td>
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<td>13.</td>
<td>On-road mobile source emissions</td>
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Terminology

- **Goal** – A broad aspiration or guiding principle (e.g., “Improve highway safety”)
- **Strategy** – An approach or policy to help implement a goal (e.g., “Eliminate hazardous or substandard conditions in high-crash locations and corridors”)
- **Performance Measure** – A specific metric used to assess progress toward achieving a goal (e.g., “Decrease number of highway fatalities in the region”)
- **Performance Target** – A specific level to be reached within a certain time frame (e.g., “Decrease number of highway fatalities in the region to 166 by 2020”)

Safety Performance Measures

• State Strategic Highway Safety Plan (SHSP) was written in 2015 and spans 2016-2020. It includes safety performance measures, targets, and goals.

• Those goals are incorporated into the Highway Safety Plan (HSP) and Highway Safety Improvement Program (HSIP).
Strategic Highway Safety Plan (SHSP)

- Updated every five years
- Infrastructure and behavioral countermeasures
- SHSP process approved by FHWA
- Requirement of HSIP

Highway Safety Improvement Program (HSIP)

- Report submitted annually
- Infrastructure improvements
- FHWA approved

Highway Safety Plan (HSP)

- Plan submitted annually
- Behavioral programs
- NHTSA approved

Source: Federal Safety Performance Management Webinar
Safety Performance Measures

• Federal regulations state that MPOs must set safety performance targets 180 days after the State HSIP Report is submitted.

• Initial BRTB safety targets set in January 2018.
BRTB Target-Setting Process

• Follow Maryland’s methodology - Toward Zero Deaths
  – Reduce by 50% from 2008 → 2030

• Set the five targets specific to the BRTB region

• Updated targets to be approved no later than February 26, 2019
  – Incorporate new year of data into five–year rolling averages
  – Adjust exponential trend line with same fixed end point
BRTB – Fatalities – Toward Zero Deaths (50% reduction 2008-2030)

2008 Baseline:
242

2015-2019 Target:
184

2030 TZD Goal:
121
## Baltimore Region Yearly Highway Safety Targets

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<tbody>
<tr>
<td>Number of Fatalities</td>
<td>242</td>
<td>228</td>
<td>230</td>
<td>0.88%</td>
<td>184</td>
<td>121</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>1,868</td>
<td>1,432</td>
<td>1,678</td>
<td>17.18%</td>
<td>1,211</td>
<td>934</td>
</tr>
<tr>
<td>Fatality Rate per 100 Million VMT</td>
<td>0.93</td>
<td>0.83</td>
<td>0.83</td>
<td>0.48%</td>
<td>0.70</td>
<td>0.47</td>
</tr>
<tr>
<td>Serious Injury Rate per 100 Million VMT</td>
<td>7.21</td>
<td>5.23</td>
<td>6.05</td>
<td>15.60%</td>
<td>4.62</td>
<td>3.60</td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities &amp; Serious Injuries</td>
<td>286</td>
<td>342</td>
<td>366</td>
<td>7.02%</td>
<td>222</td>
<td>143</td>
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BRTB Strategies
(paraphrased from Maximize2045)

• Adopt relevant state and local plans
• Improve traveler safety in all modes
• Invest in cost-effective safety improvements
• Improve the ability of agencies to respond to emergency incidents
• Improve conditions for pedestrians and bicyclists
• Support research of bicycle and pedestrian crashes
• Educate all travelers of all modes
For More Information

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