



Resolution #19-16

Safety Performance Target Setting

January 8, 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>
- 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

1. Serious injuries per vehicle miles traveled (VMT)
2. Fatalities per VMT
3. Number of serious injuries
4. Number of fatalities
5. Number of non-motorized fatalities + serious injuries

**System Safety
(PM1)**

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6. Pavement condition on the Interstate System (2)
 7. Pavement condition on the non-Interstate NHS (2)
 8. Bridge condition on the NHS (2)

**System Condition
(PM2)**

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9. Performance of the Interstate System
 10. Performance of the non-Interstate NHS
 11. Freight movement on the Interstate System
 12. Traffic congestion
 13. On-road mobile source emissions

**System
Performance (PM3)**

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)

Highway Safety Improvement Program (HSIP)

- Report submitted annually
- Infrastructure improvements
- FHWA approved

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

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:

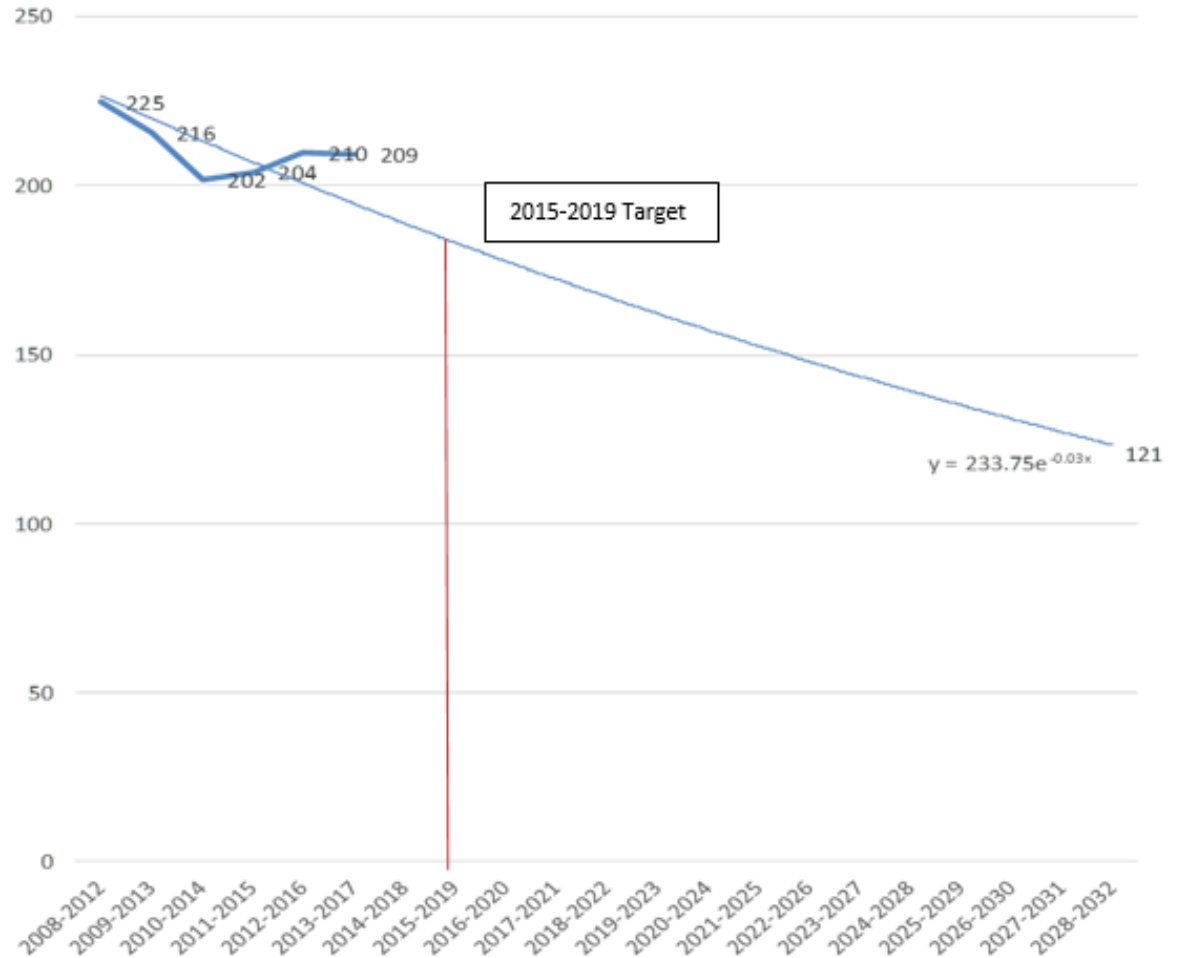
242

2015-2019 Target:

184

2030 TZD Goal:

121



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Baltimore Region Yearly Highway Safety Targets

Performance Measure	2008 Baseline	2016 Actual	2017 Actual	Change 2016-2017	2015-2019 Target	2030 TZD Goal
Number of Fatalities	242	228	230	↑ 0.88%	184	121
Number of Serious Injuries	1,868	1,432	1,678	↑ 17.18%	1,211	934
Fatality Rate per 100 Million VMT	0.93	0.83	0.83	↓ 0.48%	0.70	0.47
Serious Injury Rate per 100 Million VMT	7.21	5.23	6.05	↑ 15.60%	4.62	3.60
Number of Non-motorized Fatalities & Serious Injuries	286	342	366	↑ 7.02%	222	143

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

Cindy Burch | **Transportation Planner - Safety**

410-732-0500 x 1051 | cburch@baltometro.org | www.baltometro.org



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