

Safety Target Setting



All MPOs must set a target for each of the five Safety Performance Measures

MPOs may adopt and support the State's target, develop their own, or use a combination

MPO targets **are not** annually assessed for significant progress toward meeting targets

MPO targets are reported directly to VDOT

Source of facts and additional information can be found -
https://safety.fhwa.dot.gov/hsip/spm/docs/mpo_factsheet.pdf



SHSP/HSIP Methodology

- Consistent with the FHWA 5-year rolling average safety performance measures
- Consistent with the 2017-2021 Virginia SHSP annual reduction objectives

2%

annual
reduction for
fatalities

843 (2017)

**Target:
840 (2019)**

3%

annual
reduction
for **fatality
rate**

7,634 (2017)

**Target:
7,689 (2019)**

5%

annual
reduction for
**serious
injuries**

4%

annual
reduction for
**non-
motorized
fatal and
serious
injuries**

736 (2017)

**Target:
714 (2019)**

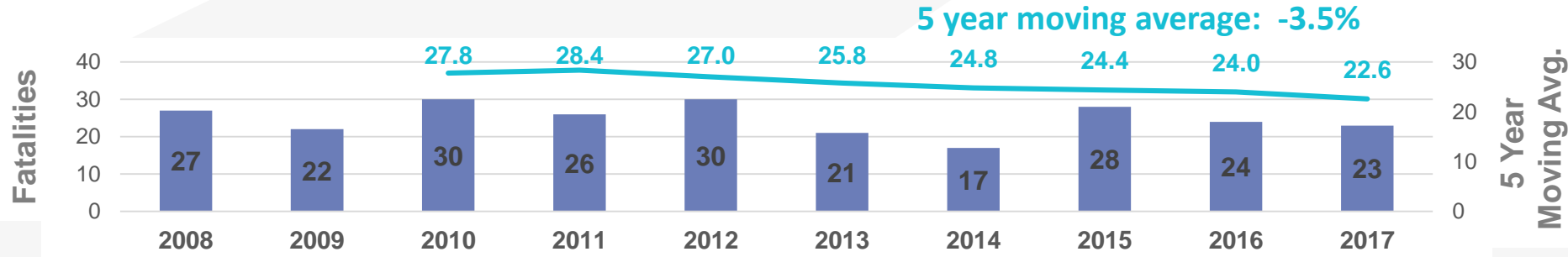


Target Setting Tools

- VDOT developed online data tool
 - » MPO Boundaries
 - » Urban Areas
 - » Jurisdictions
 - » Non-Motorized Crashes
- Provides total annual crashes and persons by severity and by rate (per 100 million VMT)
- Enables data review and trend testing to inform target setting



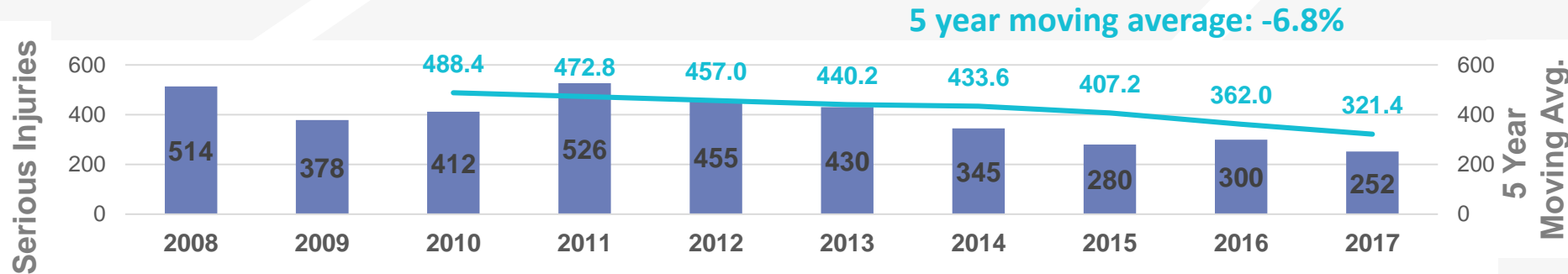
Regional Safety Trends – Fatal and Serious Injuries (people)



VDOT Target **2%** annual reduction for fatalities



FAMPO Trend **5%** annual reduction for fatalities (2013-17)

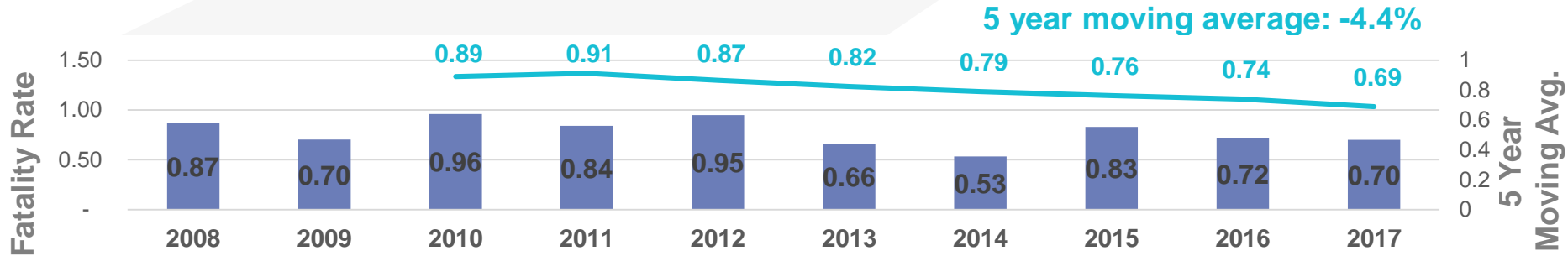


VDOT Target **5%** annual reduction for serious injuries



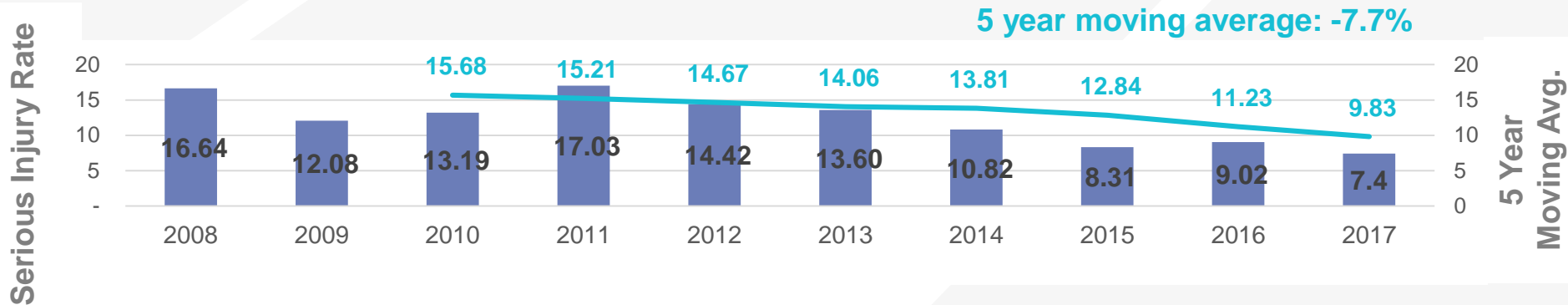
FAMPO Trend **7%** annual reduction for serious injuries (2013-17)

Regional Safety Trends – Fatal and Serious Injury Rate (people)



VDOT Target **3%** annual reduction for fatality rate

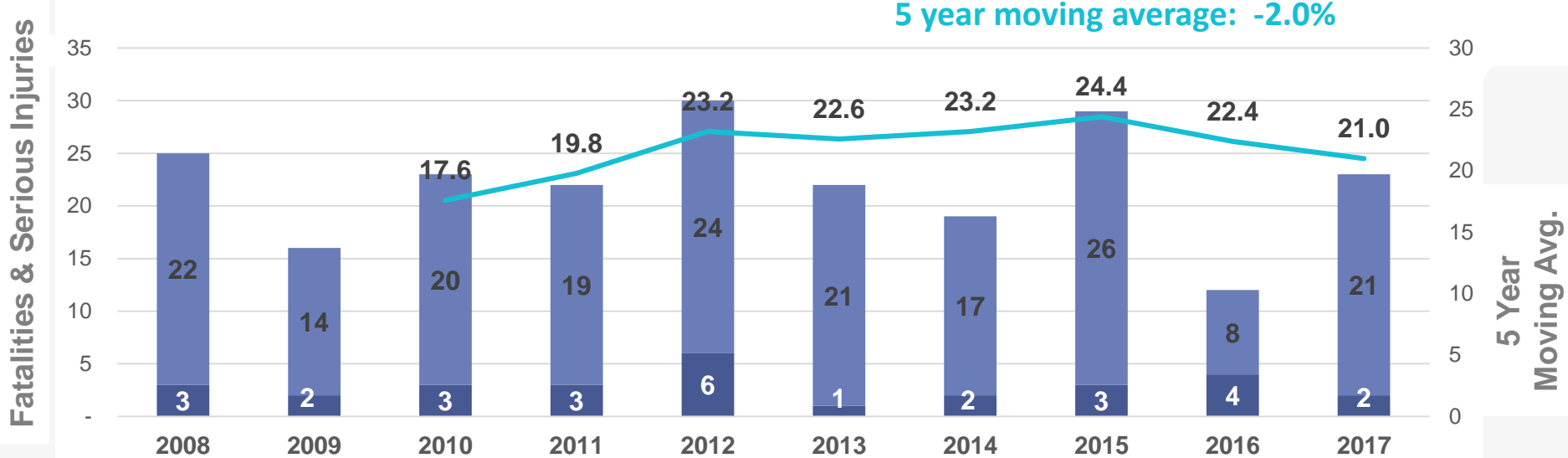
FAMPO Trend **6%** annual reduction for fatality rate (2013-17)



VDOT Target **7%** annual reduction for serious injury rate

FAMPO Trend **12%** annual reduction for serious injury rate (2013-17)

Five Year Rolling Averages – Non-Motorized (people)



VDOT Target

4%

annual reduction for non-motorized fatal and serious injuries



FAMPO Trend

5%

annual reduction for non-motorized fatal and serious injuries (2013-16)

Recommendation

➤ Adopt Statewide targets

- » FAMPO specific crash and VMT trends are consistent with statewide trends
 - For all measures the trend shows performance within the region that will help Virginia meet statewide targets
- » HSIP, SHSP, and project specific safety outcomes in FAMPO region anticipated to support/exceed state targets
- » **Note:** CTB safety target adoption directed OIPI, VDOT, and DMV to develop a more rigorous data-driven methodology that will be used in the future to establish targets for the Federal Safety Performance Measures



Next Steps

- Include reference to targets in TIP and LRTP
 - » Describe capital investments, programs, initiatives in the TIP and LRTP that support attainment of the targets
 - » Present current crash trends