



Safety

Transportation Performance Measures

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Background

- ▶ TPMS are required by FAST ACT (federal transportation legislation)
- ▶ In January 2019, MPO adopted Safety measures along with measures for transit assets, bridge and pavement condition and system performance (e.g., travel delay and reliability)
- ▶ Two options:
 - MPO establish own measures
 - Support NCDOT measures
- ▶ In all four TPMs, MPO adopted NCDOT target so can use NCDOT data gathering
- ▶ MPO must re-adopt Safety targets by February 27, 2020 (other three TPMs are not due for re-adoption)
- ▶ At this point, no known consequences for MPO if targets not achieved

Safety Targets

Safety Measure	Targets (percent reduction per year)			
	2018	2019	2020	% change
Total Fatalities	5.01	5.59	6.23	24%
Fatality Rate	4.75	5.02	5.39	13%
Total Serious Injuries	5.1	6.77	8.54	67%
Serious Injury Rate	4.75	6.12	7.64	61%
Total Non-motorized Fatalities and Serious Injuries	5.3	6.02	7.13	35%

Proposed targets

Current targets

- Safety targets are based on 50% reduction by 2030 (2014 NC Strategic Highway Safety Plan Goal)
- Note that targets' percent reduction increases each year (i.e., greater improvement) to achieve 50% reduction by 2030

Actual vs. Targets

Target Setting Crash Data DCHC MPO

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	29.8	0.634	74.4	1.586	18.4
2009 - 2013	31.2	0.649	70.8	1.474	17.6
2010 - 2014	32.4	0.656	75.0	1.517	18.6
2011 - 2015	33.2	0.659	80.4	1.597	20.2
2012 - 2016	34.4	0.667	78.6	1.526	20.6
2013 - 2017	36.0	0.675	83.8	1.569	19.2
2014 - 2018	35.6	0.651	87.4	1.597	19.8
2020 Target*	31.0	0.579	75.2	1.404	17.0

Fatalities and serious injuries are increasing

The rates (per miles traveled) are relatively flat

Non-motorized fatalities and serious injuries is relatively flat

Recommendation

Adopt the proposed NCDOT 2020 Safety targets by resolution:

- ▶ The proposed targets are ambitious, i.e., 50% reduction by 2030
- ▶ Using the NCDOT targets allows the MPO to use NCDOT data
- ▶ The MPO can revisit the other three TPMs in 2020 to see if want to change them