

DURHAM • CHAPEL HILL • CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Transportation Performance Measures -- Safety --

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Background



- TPMS are required by MAP-21 and FAST ACT (federal transportation legislation)
- January 2019 -- MPO originally adopted Safety measures and targets along with TPMs for transit assets, bridge and pavement condition and system performance, and later, for transit safety
- Since that time, MPO has re-adopted Safety measures and targets annually
- MPO must re-adopt Safety targets by February 2023
- System performance and bridge/pavement condition TPMs are due for re-adoption in 2023 (180 days after NCDOT sets targets)

Background (continued)



- Two options:
 - MPO establish own measures
MPO must manage data to calculate measure
 - Support NCDOT measures →
- NCDOT safety targets based on NCDOT's Strategic Highway Safety Plan (SHSP):
 - Reduce by 50% by 2035
 - Vision Zero by 2050
- At this point, no known consequences for MPO if targets not achieved

In three TPMs, MPO adopted NCDOT target. Why? 1) can use NCDOT data; 2) targets are challenging

- The MPO Board received letter jointly signed by several organizations concerned about rising rates of injuries and deaths on our streets (January 2022)
- MPO Board received roadway safety review (May 2022)
 - Identified local roadway safety processes and coordination among agencies
 - NCDOT identified safety trends, performance measures, resources, and funding
- DCHC MPO applied for *Safe Streets and Roads for All* funding to develop an MPO safety plan. Grant awards are pending.
- NC [Strategic Highway Safety Plan](#) source of strategies, actions and implementing agencies:

Safety Targets

	NCDOT Targets (percent reduction per year)						
Safety Measure	2018	2019	2020	2021*	2022	2023	% change
Total Fatalities	5.0	5.6	6.2	4.2	12.2	19.6	291%
Fatality Rate	4.8	5.0	5.4	4.4	13.8	21.0	341%
Total Serious Injuries	5.1	6.8	8.5	3.2	19.8	30.2	492%
Serious Injury Rate	4.8	6.1	7.6	3.4	21.7	31.8	568%
Total Non-motorized Fatalities and Serious Injuries	5.3	6.0	7.1	3.7	17.9	26.5	400%

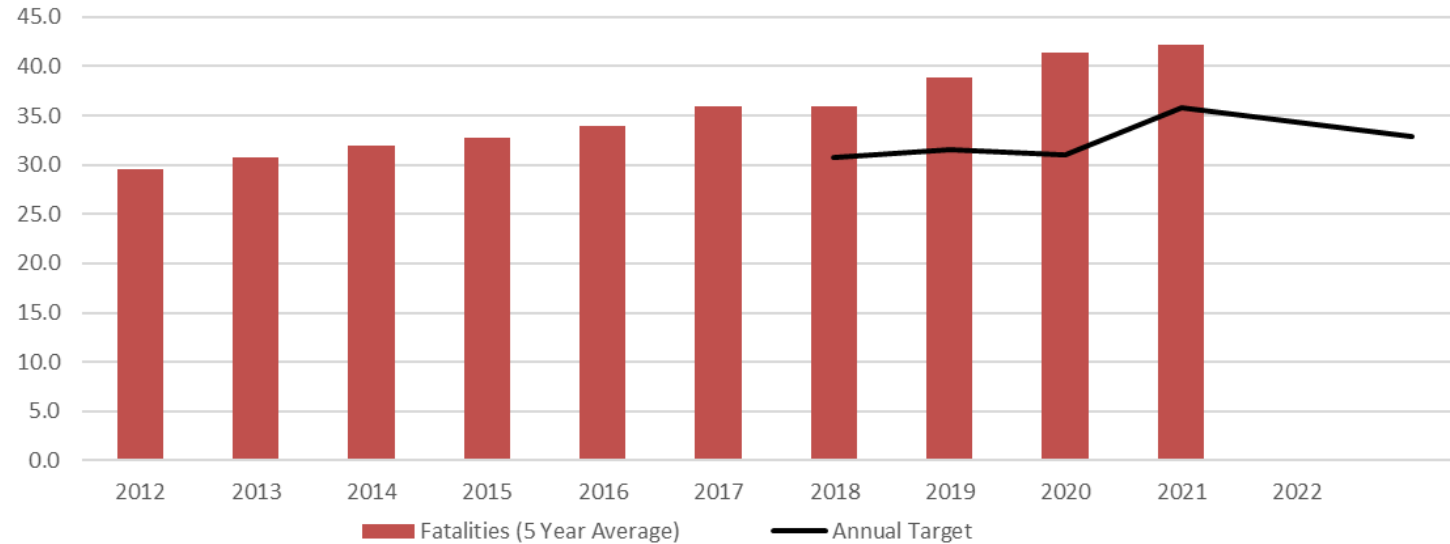
* 2021 reduction targets are much lower than previous years because the horizon year for reducing fatalities and injuries by one-half was changed from 2030 to 2035.

Current targets

Proposed targets

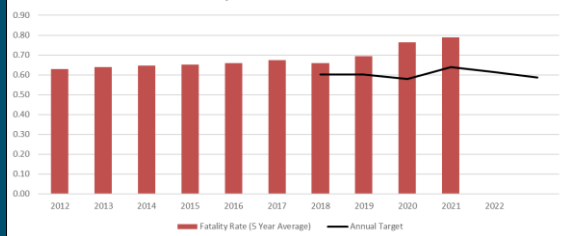
Safety Targets -- Trend

Fatalities - DCHC MPO

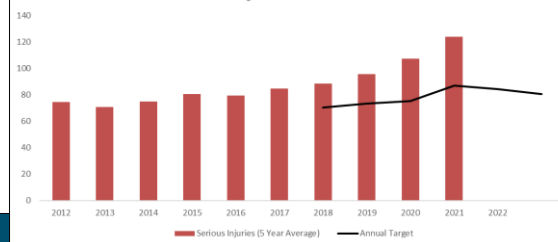


- Same trend in all safety measures:
- Numbers and rates increase
 - Targets decrease

Fatality Rate - DCHC MPO



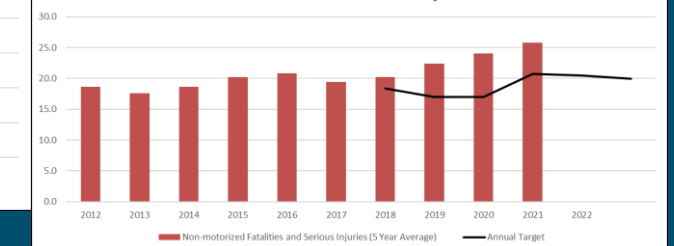
Serious Injuries - DCHC MPO



Serious Injury Rate - DCHC MPO



Non-motorized Fatalities and Serious Injuries - DCHC MPO



Recommendation



- Support NCDOT 2023 Safety targets by resolution:
 - › Resolution: MPO agrees to plan and program projects so that they contribute toward the accomplishments of the NCDOT performance targets
- Continue pursuing funding to develop DCHC MPO safety plan.