



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: March 28, 2017
SUBJECT: **Traffic Safety Performance: Regional Collision Data Trends and MAP-21 Compliance**

AT A GLANCE – INFORMATION

This Memo introduces traffic Safety Performance provisions of the federal transportation act, MAP-21, including a presentation of current trend data and a timeline for WSDOT and RTC compliance with the new federal safety performance management requirements.

BACKGROUND: RTC’s ROLE IN TRAFFIC SAFETY ASSESSMENTS

Safety for all modes of travel is an important component of the metropolitan transportation planning process. Keeping people safe as they travel to their destinations has long been a priority for Washington State, this region and its local jurisdictions. Efforts to improve the safety of our residents by reducing the frequency and severity of crashes can result from analysis of the collision data and an understanding of why collisions happen. Providing collision information has long been included in RTC’s safety planning process.

The 2005 federal transportation act, SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users), first called out safety as a stand-alone planning factor and mandated that Metropolitan Planning Organizations develop a safety element as part of their long-range transportation plans. The Act also required each State to develop a statewide coordinated safety plan. RTC’s subsequent safety planning efforts resulted in the development of Safety Management Assessment reports in 2011 and 2014 incorporated into the respective 2011 and 2014 Regional Transportation Plans for Clark County. These reports further transportation safety awareness, provide collision data, and assist in coordinating safety efforts.

The goal of RTC’s safety process has been the same as that of Target Zero, Washington’s Strategic Highway Safety Plan, to reduce traffic fatalities and serious injuries to zero by 2030. This represents a vision that every life is important. Washington’s Target Zero Plan has been updated every three years since its 2007 publication to meet the requirements of SAFETEA-LU.

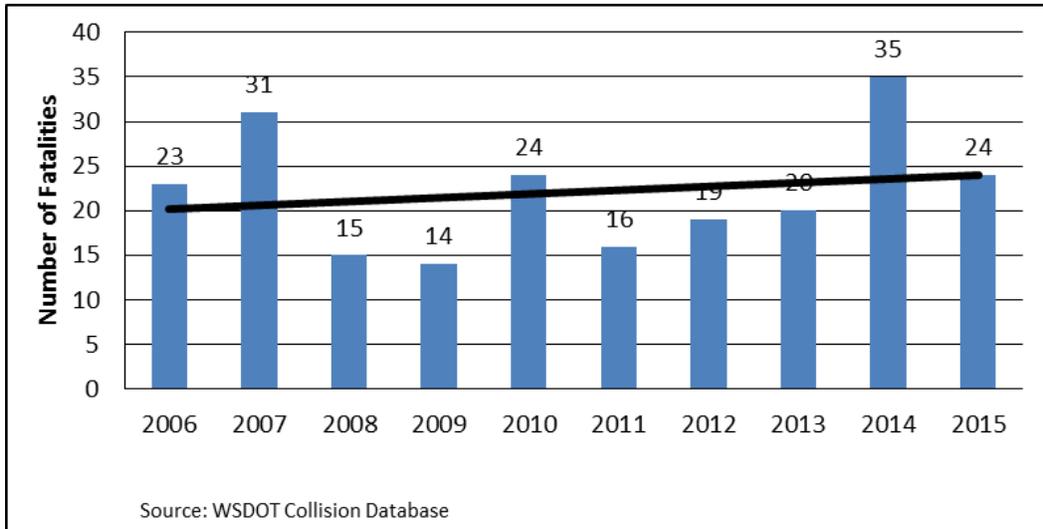
Transportation performance based planning and programming, first instituted in the 2012 federal transportation act, MAP-21, and continued under the 2015 FAST Act now require WSDOT and RTC to work together to include safety performance factors as part of the planning process. This Memo reports on the most recent Clark County collision data available and the trends revealed by the data. It also previews the timeline for WSDOT and RTC to comply with the federal performance based planning requirements under MAP-21 and the FAST Act.

CLARK COUNTY COLLISION DATA: TRENDS

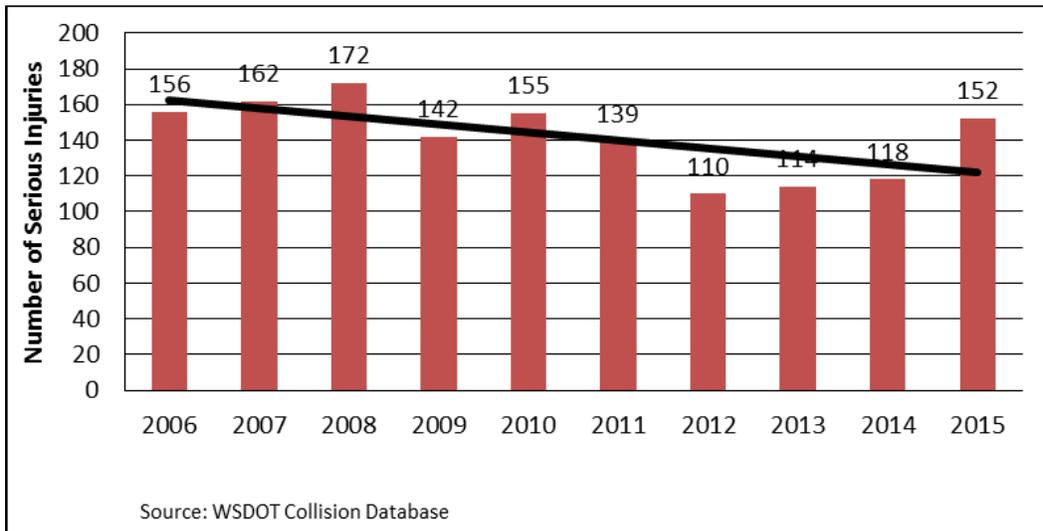
Over the past several decades, national and statewide safety trends had shown significant reduction in fatalities and serious injuries resulting from traffic collisions. However, in the last couple of years this trend has reversed with the number of fatalities and serious injuries now trending upward. Clark County's collision data has followed similar trends.

Using the most recent available safety data, from 2006 to 2015, Clark County has seen fatalities and serious injuries increase during the last two years. Preliminary 2016 collision data shows a continuation of this upward trend. The following two figures display trends for both fatalities and serious injuries within Clark County between the years 2006 and 2015.

Clark County Fatalities, 2006-2015



Clark County Serious Injuries, 2006-2015



CLARK COUNTY COLLISION FACTORS

Regional traffic safety priorities have been set based upon the most frequently cited contributing factors. More than one factor is commonly involved in most collisions. This results in each fatal and serious injury collision being represented under multiple factors. The factors in fatal and serious traffic collisions are grouped into three Priority Levels within Target Zero based on the percentage of traffic fatalities and serious injuries associated with each factor.

Clark County 2012-2014	Fatalities		Serious Injuries	
	# of People	% of Total	# of People	% of Total
Priority Level One				
Impaired Driver Involved	39	52.7%	75	21.9%
Speeding Involved	33	44.6%	93	27.2%
Young Driver 16-25 Involved	27	36.5%	153	44.7%
Run Off the Road	27	36.5%	79	23.1%
Intersection Related	20	27.0%	132	38.6%
Priority Level Two				
Unrestrained Vehicle Occupants	19	25.7%	24	7.0%
Unlicensed Driver Involved	18	24.3%	0	0.0%
Distracted Driver-Involved	16	21.6%	90	26.3%
Pedestrian	14	18.9%	56	16.4%
Motorcyclist	13	17.6%	60	17.5%
Opposite Direction (Head-on)	8	10.8%	26	7.6%
Priority Level Three				
Older Driver 75+ Involved	7	9.5%	16	4.7%
Heavy Truck Involved	4	5.4%	18	5.3%
Drowsy Driver Involved	1	1.4%	10	2.9%
Bicyclists	1	1.4%	9	2.6%
Work Zone	0	0.0%	7	2.0%
Wildlife	0	0.0%	2	0.6%
School Bus Involved	0	0.0%	1	0.3%
Vehicle-Train	0	0.0%	0	0.0%
Total	74		342	

NEW FEDERAL REQUIREMENTS FOR SAFETY PERFORMANCE MANAGEMENT

In July 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law with new provisions for performance based planning and programming. The primary objectives of MAP-21 are to increase the transparency and accountability related to investment of federal taxpayer dollars into transportation infrastructure and services, and to ensure that funds are used for transportation projects that collectively make progress toward the achievement of national goals. MAP-21's performance-based planning is carried into the current federal transportation act, the FAST Act. It attempts to make the transportation investment decision-making process both informed and accountable.

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation and Metropolitan Planning Organizations to set safety targets for five safety performance measures on all public roads. These safety performance measures are:

- Number of Fatalities
- Rate of Fatalities per 100 Million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 Million Vehicle Miles Traveled
- Number of Non-Motorist (bicyclists and pedestrians) Fatalities and Serious Injuries

TIMELINE

New Safety Performance Management Measures will require both WSDOT and RTC to formally set safety targets in the upcoming year. Safety performance measures and targets will need to be incorporated into RTC's next Regional Transportation Plan update and there will be repercussions for the state if significant progress towards set targets is not made. Key dates for the safety target-setting and related activities are listed in the table overleaf:

Key Dates for Implementation of Safety Performance Measures and Target-Setting	
Date	Description
2017	
April	<ul style="list-style-type: none"> • WSDOT will publish a MAP-21 & Safety folio and methodology outline • WSDOT will provide crash data by county to MPOs in late April
By July 1	<ul style="list-style-type: none"> • State Highway Safety Office to report HSIP targets in the Highway System Plan (HSP) to National Highway Traffic Safety Administration (NHTSA)
By August 31	<ul style="list-style-type: none"> • State DOT's report statewide 2014-2018 HSIP targets to FHWA
2018	
By February 27	<ul style="list-style-type: none"> • MPOs to establish regional 2014-2018 HSIP targets
Updated On or After May 27	<ul style="list-style-type: none"> • RTPs must include safety performance measures and targets. • TIPs must include a description of how the TIP contributes to achieving the performance targets in the RTP.
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By August 31	<ul style="list-style-type: none"> • State DOT's report statewide 2016-2020 HSIP targets to FHWA
December	<ul style="list-style-type: none"> • FHWA determines whether a State has met or made significant progress toward meeting 2014-2018 HSIP targets using 2012-2016 data as the baseline for assessing progress.
2020	
By June 30	<ul style="list-style-type: none"> • States that did not meet or make significant progress toward meeting 2014-2018 HSIP targets must submit an HSIP Implementation Plan to FHWA.
Oct. 1 2020 to Sept. 30, 2021	<ul style="list-style-type: none"> • States that did not meet or make significant progress toward meeting 2014-2018 HSIP targets must use obligation authority equal to the Fiscal Year 2017 HSIP apportionment only for highway safety improvement projects.

As noted in the table above, RTC will need to set safety performance targets by the end of February 2018 as well as include safety performance measures and targets in RTC's 2018

Regional Transportation Plan update and document the contribution of projects programmed in the TIP toward meeting safety targets. For the RTC Board, safety performance will become a more regular agenda item as the Board will need to adopt updated performance targets annually.

NEXT STEPS

RTC will continue to work closely with WSDOT in analyzing collision data and in setting safety targets. The RTC Board will be kept informed of the work as it progresses and will eventually be asked to approve and adopt RTC's safety targets to comply with the Performance Based Planning and Programming provisions of MAP-21.