



MEMORANDUM

To: Regional Transportation Operations Coalition

From: CMAP Staff

Date: August 18, 2016

Re: Highway Safety Strategy Paper

Ensuring the safety of all transportation system users, motorized and non-motorized, is a top priority for all transportation agencies in the region. After declining sharply in the late 2000s, traffic-related serious injuries and fatalities remained steady for several years and now appear to be climbing again. GO TO 2040 includes broad recommendations for the region's highway operators to improve safety through a variety of actions. For ON TO 2050, the CMAP Board has called for the development of more specific and actionable strategies in a variety of areas. To do so, CMAP is preparing a strategy paper on highway safety.

Strategy papers are intended to help guide the development of ON TO 2050 and are designed to define specific problems, assess current conditions, and identify potential policies to advance in the plan. This memo describes the scope and timeline of the highway safety strategy paper, which is anticipated to provide a synopsis of current crash trends in the region, identify safety strategies and policies for CMAP to consider in ON TO 2050, and develop potential safety targets for the region to meet new requirements under federal law.

New federal rules

The final rules for the Highway Safety Improvement Program (HSIP) and [national performance management measures for the Highway Safety Improvement Program](#) (Safety PM) went into effect on April 14, 2016. The Safety PM requires state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to establish safety targets as five-year rolling averages on all public roads for: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized fatalities and non-motorized serious injuries. The MPO has the option to establish quantitative targets specific to the MPO planning area or commit to supporting the state DOT targets. The state DOT and MPO are to coordinate in developing the safety targets. State DOTs can be penalized if the state is not meeting or making significant progress towards achieving the safety targets.

Task 1 – Regional safety background and MPO scan

The strategy paper will briefly summarize safety trends and needs. Following the Safety PM final rule, the highway safety strategy paper will focus on motorized and non-motorized crashes involving fatalities and serious injuries (K and A crashes) on all public roads, presenting information on . The paper will include a scan of how similar MPOs are approaching safety and highlight innovative approaches. Additionally, reviewing and integrating the wealth of data and analysis already available through the SHSP and HSP will help in guiding the development of regional recommendations and strategies to be included in the paper.

Task 2 - Target setting

Per the final rulemaking, the MPO has the option to develop safety targets for the planning area or commit to the state DOT targets. Since the MPO has the option to set safety targets, the strategy paper will develop a range of safety targets for the region. Along with developing safety targets, planning-level costs to meet the targets will be estimated. The development of regional safety targets and the associated costs to achieving the targets will heavily rely on trend analysis, literature review, stakeholder input, and expected project/program benefits.

Task 3 - Perspectives and recommendations

CMAP staff plan to interview key stakeholders from highway agencies in the region to gain insight on the types of safety initiatives their agencies find effective and actively implement. The interviews are intended to inform the development of regional recommendations, help define CMAP's role in safety, and inform the discussion on setting safety targets for the region. Furthermore, the interviews will provide insight on how transportation agencies consider safety as they develop highway improvement projects which will allow the recommendations identified in the strategy paper to be informed by current practices in the region.

Stakeholder Involvement and Timeline

RTOC is the main committee to be involved with development of the highway safety strategy paper. Individual agencies will be consulted through interviews, and presentations will be given to the Transportation Committee to solicit broader feedback. The proposed timeline is as follows:

- RTOC – August 2016 -- introduction to topic
- Agency interviews – August/October 2016
- RTOC – November 2016 -- update
- Transportation Committee – late fall 2017
- RTOC – March 2017 – draft paper
- Final paper – May 2017

Action requested: Discussion