

# WILMAPCO Council

## Action Item Summary Sheet

Meeting Date: January 11, 2018

**Action Item #12:** To Adopt the WILMAPCO Safety Performance Targets for Cecil County and New Castle County

**Description/Summary of Item:** As part of the Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the FAST Act, performance requirements for States and MPOs under the Transportation Performance Management (TPM) program are now required. Per these requirements, the Delaware and Maryland Departments of Transportation have established their safety targets for each of the following performance measures:

Number of fatalities  
Number of serious injuries  
Fatalities/100 million VMT  
Serious injuries/100 million VMT  
Non-motorized fatalities & serious injuries

**Summary of Action Taken by PAC:** No Action taken by PAC

**Summary of Action Taken by TAC:** The TAC recommends adoption of the Statewide safety targets

**Summary of Action Taken by Subcommittee/Task Force (if applicable):**

**WILMAPCO Staff Recommendations:** The WILMAPCO staff recommends that the Council adopt the Statewide safety targets for use in the performance measure requirements.

WILMAPCO Council:

## DRAFT RESOLUTION

**John Sisson, Chair**  
*Delaware Transit Corporation  
Chief Executive Officer*

**Robert J. Alt**  
*Mayor of Elkton*

**Jennifer Cohan**  
*Delaware Dept. of Transportation  
Secretary*

**Connie C. Holland**  
*Delaware Office of State Planning  
Coordination, Director*

**Alan McCarthy**  
*Cecil County Executive*

**Matthew Meyer**  
*New Castle County Executive*

**Heather Murphy**  
*Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming*

**Michael S. Purzycki**  
*Mayor of Wilmington*

**Michael Spencer**  
*Mayor of Newport*

**WILMAPCO Executive Director**  
*Tigist Zegeye*

### BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE ADOPTION OF DELAWARE TRANSPORTATION PERFORMANCE MANAGEMENT SAFETY TARGETS

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the FAST Act, established performance management requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

**WHEREAS**, the Delaware Department of Transportation coordinated with WILMAPCO on the development of their Delaware Strategic Highway Safety Plan and targets for five safety performance measures: (1) fatalities, (2) rate of fatalities, (3) serious injuries, (4) rate of serious injuries, and (5) number of non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, WILMAPCO will adopt the TPM safety targets, as established by the Delaware Department of Transportation, for the State of Delaware; and

**WHEREAS**, WILMAPCO will report baseline safety performance and progress toward achieving the targets in the system performance report of the Regional Transportation Plan (RTP); and

**WHEREAS**, WILMAPCO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets;

**NOW THEREFORE BE IT RESOLVED** that WILMAPCO adopts the State of Delaware's targets and agrees to plan and program projects to accomplish said targets.

Date: \_\_\_\_\_

\_\_\_\_\_  
John Sisson, Chairperson  
Wilmington Area Planning Council

WILMAPCO Council:

John Sisson, Chair  
Delaware Transit Corporation  
Chief Executive Officer

Robert J. Alt  
Mayor of Elkton

Jennifer Cohan  
Delaware Dept. of Transportation  
Secretary

Connie C. Holland  
Delaware Office of State Planning  
Coordination, Director

Alan McCarthy  
Cecil County Executive

Matthew Meyer  
New Castle County Executive

Heather Murphy  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

Michael S. Purzycki  
Mayor of Wilmington

Michael Spencer  
Mayor of Newport

WILMAPCO Executive Director  
Tigist Zegeye

## DRAFT RESOLUTION

### BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE ADOPTION OF MARYLAND TRANSPORTATION PERFORMANCE MANAGEMENT SAFETY TARGETS

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the FAST Act, established performance management requirements for States and MPOs under the Transportation Performance Management (TPM) program; and

**WHEREAS**, Maryland Department of Transportation coordinated with WILMAPCO on the development of their Maryland Strategic Highway Safety Plan and targets for five safety performance measures: (1) fatalities, (2) rate of fatalities, (3) serious injuries, (4) rate of serious injuries, and (5) number of non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, WILMAPCO will adopt the TPM safety targets, as established by Maryland Department of Transportation, for the State of Maryland; and

**WHEREAS**, WILMAPCO will report baseline safety performance and progress toward achieving the targets in the system performance report of the Long Range Transportation Plan (LRTP); and

**WHEREAS**, WILMAPCO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets;

**NOW THEREFORE BE IT RESOLVED** that WILMAPCO adopts the State of Maryland's targets and agrees to plan and program projects to accomplish said targets.

Date: \_\_\_\_\_

\_\_\_\_\_  
John Sisson, Chairperson  
Wilmington Area Planning Council

## Summary of Delaware's 2018 Safety Performance Measure Target Setting

In compliance with FHWA requirements for establishing safety performance measure (SPM) targets, the Delaware Department of Transportation (DelDOT) and Delaware Office of Highway Safety (OHS) have collaborated to develop targets for the five safety performance measures established by FHWA.

### Target Development Methodology

During 2015, DelDOT, OHS, and other safety partners throughout the state worked to develop the *2015 Delaware Strategic Highway Safety Plan: Toward Zero Deaths*, which provides a framework to reduce fatalities and serious injuries resulting from crashes on Delaware's roadways. The overall goal of the SHSP (see graphic at right) includes annual target reductions for fatalities and serious injuries. DelDOT and OHS performed extensive data and trendline analyses to identify potential methodologies for establishing Delaware's 2018 targets. DelDOT and OHS met with FHWA and NHTSA representatives in April 2017 to review the data and potential methodologies for establishing targets.

In order to maintain consistency with the 2015 SHSP, DelDOT and OHS agreed to use the annual targets included in Delaware's 2015 SHSP as the basis for developing Delaware's 2018 five-year rolling average targets for each SPM. As shown in the table below, the number of fatalities and serious injuries in 2016 were reduced by 3 and 15 per year, respectively to obtain target values for 2017 and 2018. Consistent methodologies were applied to establish the target values for the rate of fatalities, rate of serious injuries, and combined number of non-motorized fatalities and serious injuries. The 2014 through 2018 values were then averaged to calculate the 2018 rolling average target values.

The goal of the *Delaware Strategic Highway Safety Plan: Toward Zero Deaths* is to achieve a reduction of at least 3 fatalities and 15 serious injuries annually and continue to reduce the total number of fatalities and serious injuries to achieve at least a 50 percent reduction by 2035.

Year	SPM # 1 Number of Fatalities	SPM # 2 Rate of Fatalities	SPM # 3 Number of Serious Injuries	SPM # 4 Rate of Serious Injuries	SPM # 5 Combined Number of Non-Motorized Fatalities & Serious Injuries
2014 (known value)	124	1.29	625	6.53	101
2015 (known value)	126	1.27	567	5.72	100
2016 (known value)	120	1.20	582	5.82	93
2017 (projected value)	117	1.16	567	5.62	90
2018 (projected value)	114	1.12	552	5.42	87
<b>2014 - 2018 Rolling Average Target</b>	<b>120.2</b>	<b>1.208</b>	<b>578.6</b>	<b>5.822</b>	<b>94.2</b>

Delaware's 2018 safety performance measure targets based on 5-year rolling averages are summarized below:

#### *SPM #1: Number of Fatalities*

Delaware's 2018 5-year rolling average target for the number of fatalities is **120.2**.

#### *SPM #2: Rate of Fatalities*

Delaware's 2018 5-year rolling average target for the rate of fatalities (per 100 million vehicle miles traveled) is **1.208**.

#### *SPM #3: Number of Serious Injuries*

Delaware's 2018 5-year rolling average target for the number of serious injuries is **578.6**.

#### *SPM #4: Rate of Serious Injuries*

Delaware's 2018 5-year rolling average target for the rate of serious injuries (per 100 million vehicle miles traveled) is **5.822**.

#### *SPM #5: Combined Number of Non-Motorized Fatalities and Serious Injuries*

Delaware's 2018 5-year rolling average target for the combined number of non-motorized fatalities and serious injuries is **94.2**.



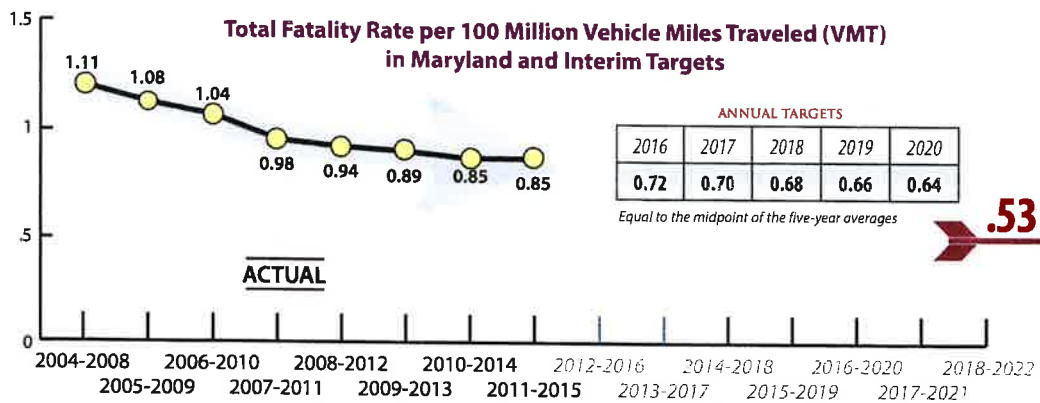
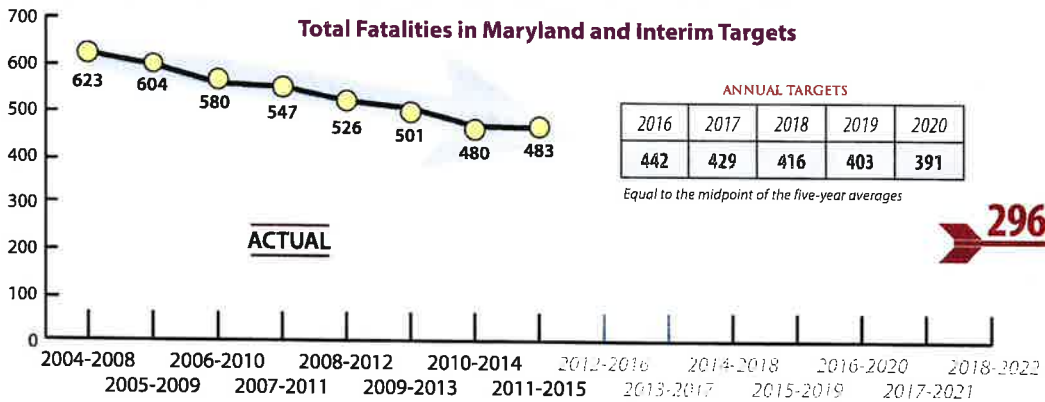
# 4.

The five required Safety Performance Measures from the Federal Highway Administration (FHWA) below have been incorporated into the Maryland SHSP. It is important to note that the base year numbers and targets will not match our overall visionary goals (halving fatalities and serious injuries by 2030) nor the base year numbers and targets for each emphasis area in the SHSP. This is due to differences in data definitions between the NHTSA Fatality Analysis Reporting System (FARS) and the State crash data system. The source for all fatality data is the most recently available FARS data, and serious injury data was obtained through State data. All federally required performance measures below are set using a five-year average and exponential trend method described on page 3.

The Maryland SHSP establishes the following reduction targets through December 31, 2020, for all Maryland roads.

**Five-year Average (2004-2008) and 2020 Performance Targets**

Fatalities	Serious Injuries
623 → 391	6,171 → 2,939
Fatality Rate	Serious Injury Rate
1.11 → 0.64	10.97 → 5.23
Non-Motorized Fatalities and Serious Injuries	
685 → 433	



The targets for serious injuries and serious injury rate were set in accordance with the TZD approach used for the fatalities and fatality rates. This methodology originally used the number of serious injuries observed in 2008 to set the 2030 goal. Since the 2030 goal remains unchanged, the significant decline in serious injuries observed in recent years resulted in minimal reductions needed during the intervening years to reach the 2030 goal.

