

VISION

2050



One Region, Focusing on Our Future

**PRELIMINARY RECOMMENDED TARGETS FOR SAFETY
NATIONAL PERFORMANCE MEASURES
JANUARY 18, 2018**

Safety National Performance Measures

- ❑ Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, established National Performance Management Framework
 - Included instructing FHWA to develop safety performance measures and processes for States and MPOs to establish targets
 - Established timeline for States and MPOs to set targets
 - Continued in Fixing America's Surface Transportation (FAST) Act in 2015
- ❑ Safety performance measure rules published by Federal Highway Administration in March 2016 which established:
 - Five performance measures (five-year rolling average) for all public roads
 - Data requirements
 - Methodology for determining significant achievement of targets

Five Safety Performance Measures

- ❑ Number of fatalities
- ❑ Rate of fatalities per 100 million vehicle miles travelled (HMVMT)
- ❑ Number of serious injuries
- ❑ Rate of serious injuries per HMVMT
- ❑ Number of non-motorized (pedestrians/bicyclists) fatalities and serious injuries

Safety Performance Target Setting

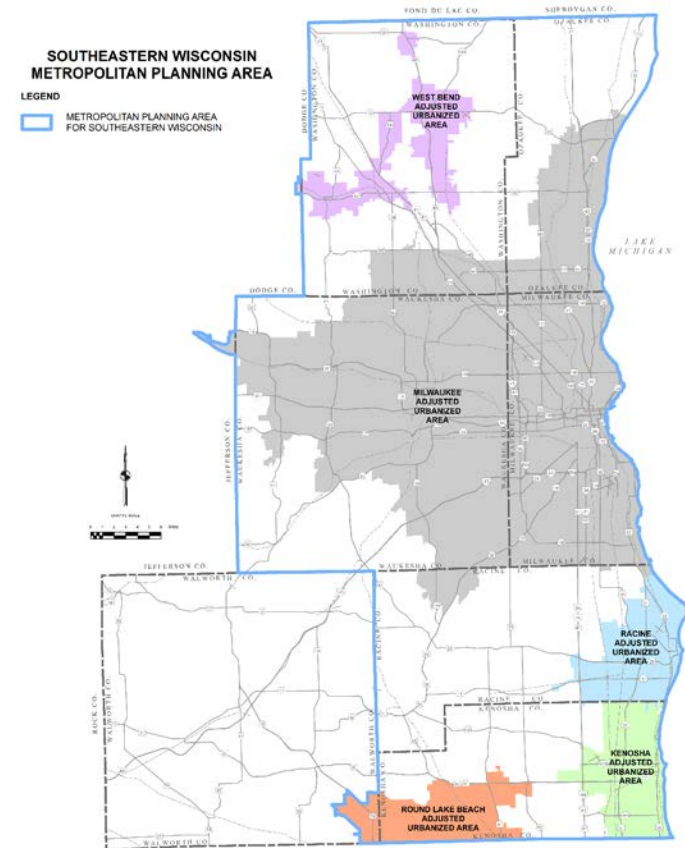
- ❑ Targets are short-term (2 years)
 - Set for following year based on previous year's data
- ❑ Targets set annually
- ❑ WisDOT established baseline data/performance targets for State
 - Published in 2017 Annual HSIP Report on August 31, 2017
 - 2 percent reduction for fatality-related safety targets and 5 percent reduction for remaining targets

**YEAR 2014-2018 STATEWIDE BASELINE LEVELS AND TARGETS
FOR THE NATIONAL SAFETY PERFORMANCE MEASURES**

Performance Measure	Year 2012-2016 Baseline 5-Year Average	Year 2014-2018 Target
Number of Fatalities	567.4	556.1
Fatalities Per 100 Million Vehicle-Miles Travelled	0.936	0.917
Number of Serious Injuries	3,183.0	3,023.9
Serious Injuries Per 100 Million Vehicle-Miles Travelled	5.260	4.997
Number of Non-Motorized Fatalities and Serious Injuries	361.4	343.3

Safety Performance Target Setting (continued)

- Commission establishes baseline safety data/targets by February 27, 2018, for same time period as WisDOT
 - Accept State's targets or set own targets
 - Metropolitan Planning Area
 - Commission will report targets in manner agreed to with State
- Commission must document system performance and progress to achieving targets in Regional Plan (VISION 2050)
 - Unlike State, no consequences for not making progress towards targets
 - Commission only needs to demonstrate that our planning processes are meeting Federal requirements



Note: While all of Walworth County is not subject to the MPO planning requirements, it is included within the seven county SEWRPC Region, and as a practical matter included in all regional transportation planning activities.

Commission Staff Proposal for Incorporation into VISION 2050 Planning Process

- ❑ Set separate areawide targets (rather than accepting State targets)
- ❑ Set long-range targets to year 2046-2050
 - Set short-term trends for metropolitan planning area based on long-range targets
- ❑ Amend long-range targets into VISION 2050
- ❑ Monitor annually in Annual Report and on website
- ❑ Review and update long-range targets:
 - Every 4 years as part of interim review and update (next to be completed in 2020)
 - Every 10 years as part of major review and update (next to be completed in 2026)

Proposed Process for Establishing Safety Targets

- ❑ Establish baseline data (2012-2016)
- ❑ Establish year 2046-2050 targets for Region (including portion of Dodge and Jefferson Counties)
 - Review historical trends
 - Review safety related recommendations (Strategic Highway Safety Plan and VISION 2050)
 - Develop alternative methods for safety targets
 - Alternative rate-related long-range targets based on applying projected VMT to alternatives developed for number of fatalities and number of serious injuries targets
 - Set preliminary recommended targets based on evaluation of alternatives

Baseline Data

YEAR 2012-2016 BASELINE LEVELS FOR THE NATIONAL SAFETY PERFORMANCE MEASURES: SEVEN-COUNTY SOUTHEASTERN WISCONSIN REGION^a

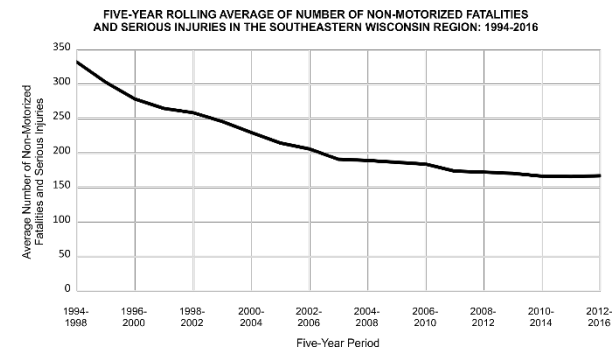
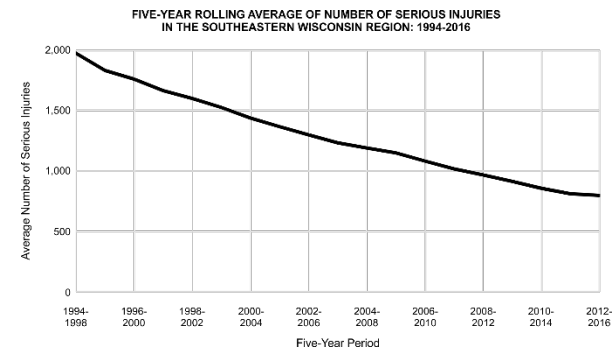
Performance Measure	Year					5-Year Average
	2012	2013	2014	2015	2016	
Number of Fatalities	162	125	145	150	179	152.2
Fatalities Per 100 Million Vehicle-Miles Travelled	1.039	0.789	0.926	0.931	1.080	0.953
Number of Serious Injuries	898	834	745	716	798	798.2
Serious Injuries Per 100 Million Vehicle-Miles Travelled	5.758	5.265	4.759	4.444	4.813	5.008
Number of Non-Motorized Fatalities and Serious Injuries	183	168	151	165	169	167.2

^aIncludes the portion of Jefferson County within the Milwaukee urbanized area and the portion of Dodge County within the West Bend urbanized area.

- ❑ About 25 percent of the State's fatalities and serious injuries (about 25 percent of State's VMT)
- ❑ About 45 percent of the State's non-motorized fatalities and serious injuries (about 35 percent of State's population)
- ❑ Reduction in crashes in Region would contribute to State achieving its targets

Historic Trends

- ❑ Fatalities (1975-2016)
 - Long-term decline
 - Fluctuated since 1998 (overall slight decline)
 - Short-term increase since 2013
- ❑ Serious Injuries (1994-2016)
 - Steady long-term decline
 - Exception between 2011 and 2016
- ❑ Non-motorized fatalities and serious injuries (1994-2016)
 - Long-term decline
 - Flatter decline since 2003
- ❑ Reductions accomplished based on past efforts in reducing crashes



Strategic Highway Safety Plan

- ❑ Framework for all State planning and programming related to reducing fatalities and serious injuries
- ❑ Last updated in 2017 and covers years 2017-2020
- ❑ Identifies types of crashes to be emphasized over the next four years (for example: distracted drivers, intersection crashes, speed-related crashes, alcohol/drug-related crashes)
- ❑ Recommends measures and policies to address each of the emphasized crash types (engineering, enforcement, and education)

VISION 2050 Safety Recommendations

- ❑ Recommendations for reducing crashes, including fatalities and serious injuries
 - ❑ Regional Safety Implementation Plan
 - Assist State and local governments in identifying priority corridors and intersections
 - ❑ Future crash estimates did not take into account long-term trend
 - Difficult to estimate without rigorous analysis of crash benefits of project and system-level improvements
 - Regional Safety Improvement Plan could assist in estimating
- Minimize total traffic crashes
 - Minimize crashes involving fatalities and serious injuries
 - Minimize bicycle and pedestrian-related crashes
 - Reduce conflicts between automobiles and public transit
 - Reduce vehicle traffic conflicts with traffic engineering measures, including:
 - Freeway modernization
 - Congestion mitigation
 - Alternative intersections
 - Access management standards
 - Regional Safety Implementation Plan

Alternative Methods to Develop Safety Targets

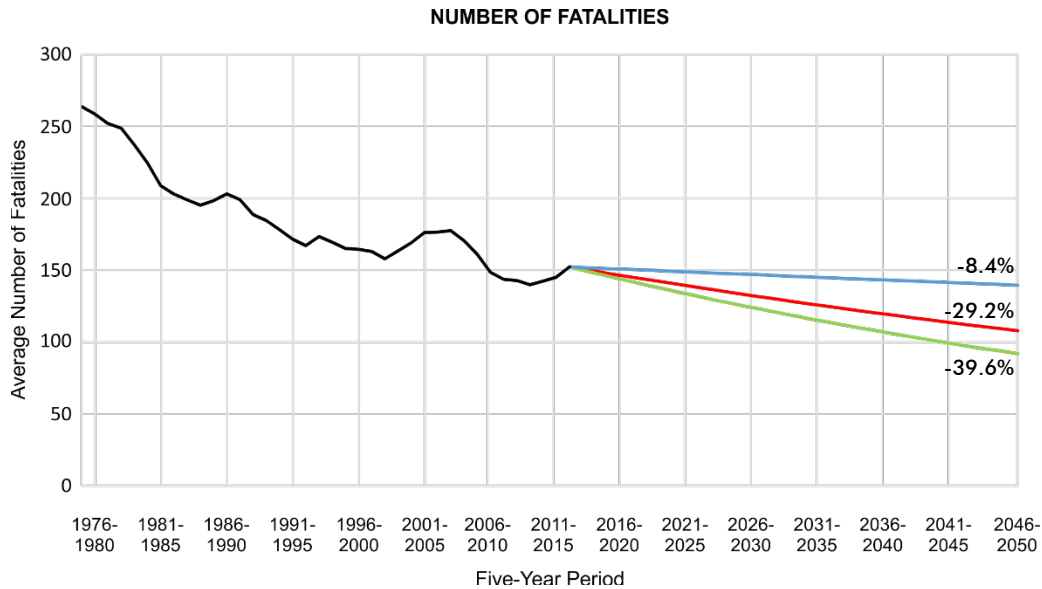
- ❑ Goal: meet aspirational nature of VISION 2050, while recognizing effectiveness of past efforts to reduce crashes

- ❑ Three Alternative target-setting methods developed
 - Based on State targets

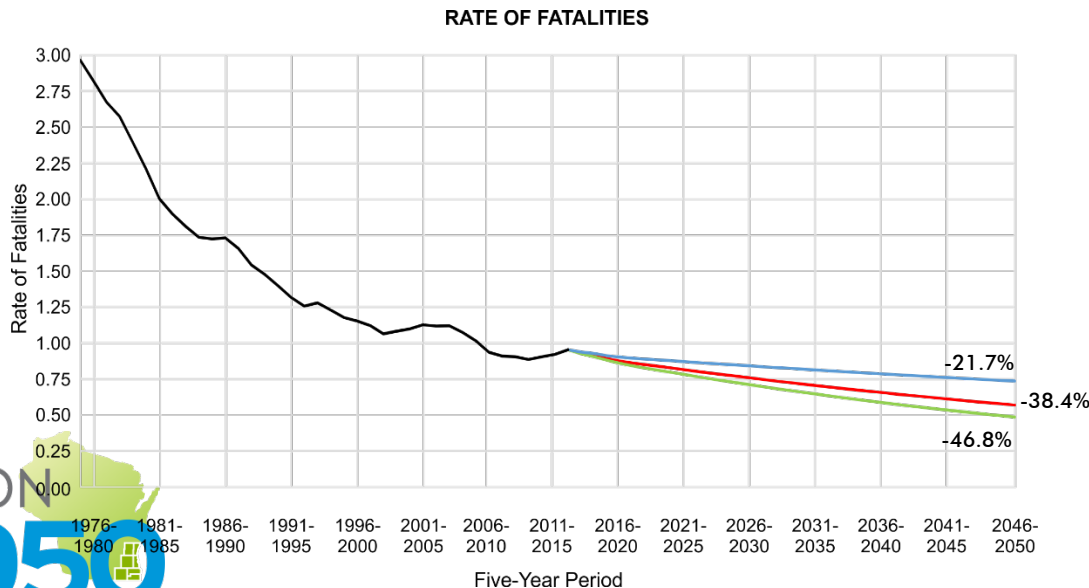
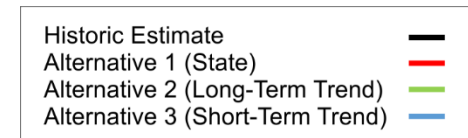
 - Based on long-term trends

 - Based on short-term trends

Alternative Safety Targets 2046-2050 – Fatality Related Performance Measures

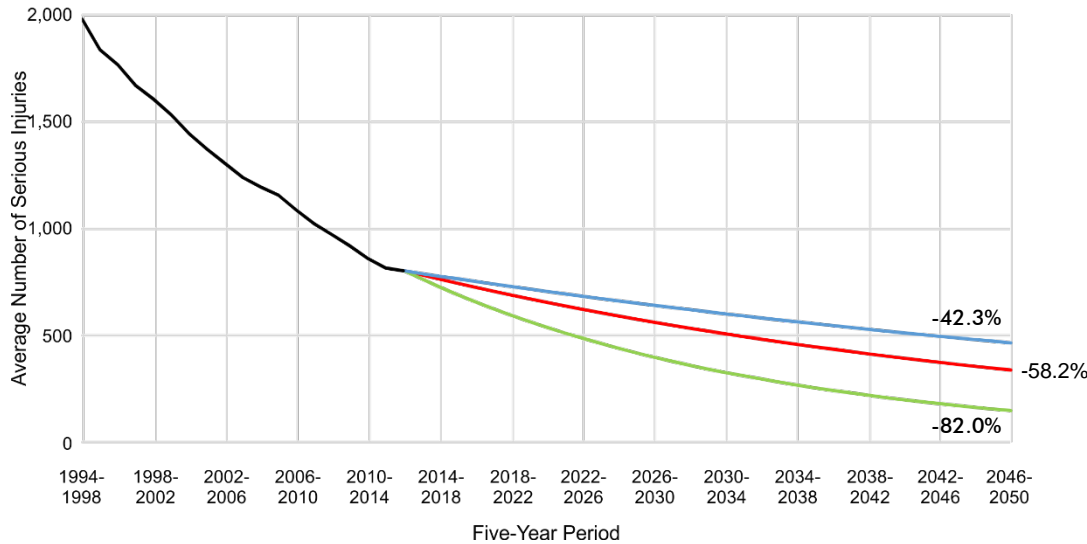


■ Commission staff preliminarily recommends Alternative 2 (based on long-term trend)



Alternative Safety Targets 2046-2050 – Serious Injury Related Performance Measures

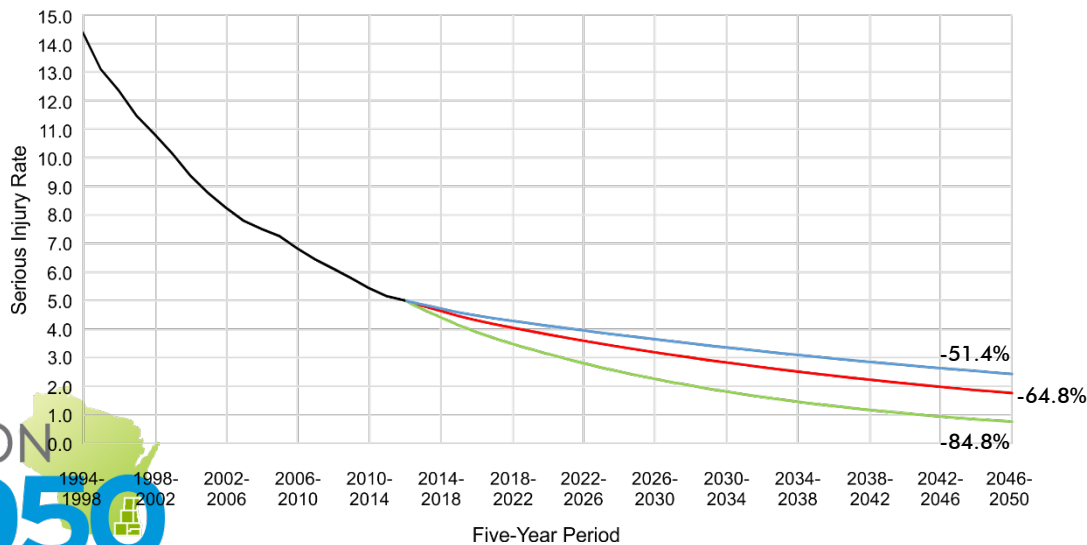
NUMBER OF SERIOUS INJURIES



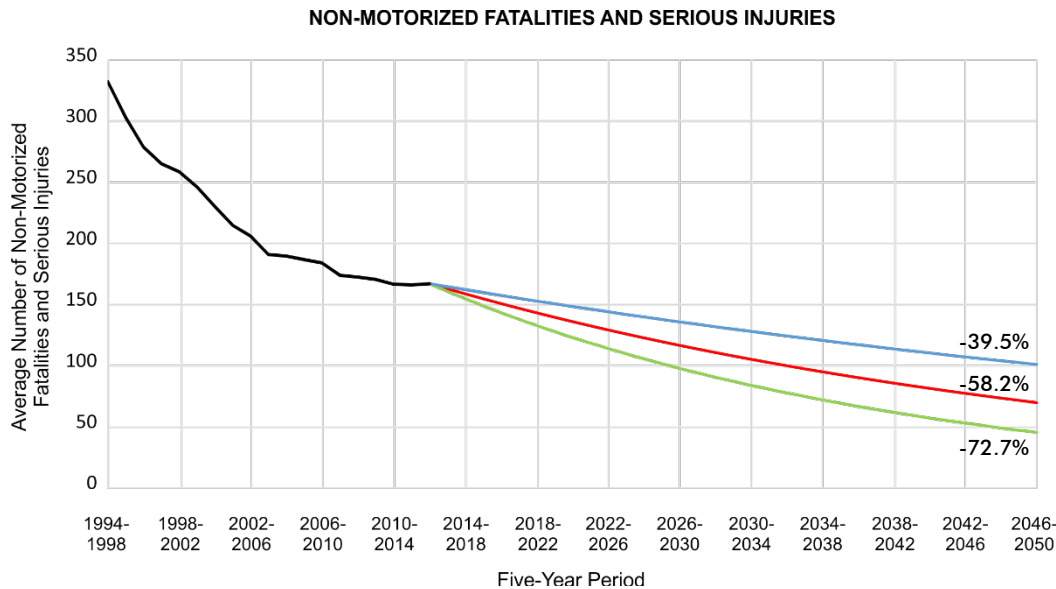
Commission staff preliminarily recommends Alternative 2 (based on long-term trend)



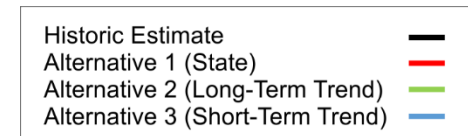
RATE OF SERIOUS INJURIES



Alternative Safety Targets 2046-2050 – Non-Motorized Related Performance Measures



- Commission staff preliminarily recommends Alternative 2 (based on long-term trend)



Preliminary Recommended 2046-2050 Targets

Performance Measure	2012-2016 Baseline Data	Preliminary Recommended 2046-2050 Target	Percent Change from 2012-2016 Base Year
Number of Fatalities	152.2	91.9	-39.6
Fatalities Per 100 Million Vehicle-Miles Travelled	0.953	0.485	-46.8
Number of Serious Injuries	798.2	144.1	-82.0
Serious Injuries Per 100 Million Vehicle-Miles Travelled	5.008	0.762	-84.8
Number of Non-Motorized Fatalities and Serious Injuries	167.2	45.7	-72.7

- ❑ To assist in achieving safety targets, Commission will initiate work on Region Safety Implementation Plan (RSIP)
 - Include estimating crash reduction benefits of RSIP recommendations

Resulting 2014-2018 Targets

Performance Measure	Metropolitan Planning Area		Seven-County Region	
	2012-2016 Baseline Data	Resulting 2014-2018 Target	2012-2016 Baseline Data	Resulting 2014-2018 Target
Number of Fatalities	137.2	133.2	152.2	147.7
Fatalities Per 100 Million Vehicle-Miles Travelled	0.887	0.869	0.953	0.905
Number of Serious Injuries	743.8	672.5	798.2	721.7
Serious Injuries Per 100 Million Vehicle-Miles Travelled	4.829	4.390	5.008	4.420
Number of Non-Motorized Fatalities and Serious Injuries	161.0	149.2	167.2	154.9

Next Steps of TPM Target Setting

- ❑ Inclusion in VISION 2050
 - Public Comment (February 2018)
 - Advisory Committee Vote on Revised Draft (March 2018)
 - Commission Meeting (March 2018)

- ❑ Short-term targets
 - Commission's Executive Committee (February 15th)

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QUESTIONS?
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