

**To:** CRCOG Transportation Committee  
CRCOG Transportation Subcommittee

**From:** Roger Krahn, Principal Transportation Planner/Engineer  
Devon Lechtenberg, Sr. Transportation Planner

**Date:** October 11, 2019

**Subject:** Performance Measures – 2020 Annual Safety Targets

In accordance with FHWA requirements, the Connecticut Department of Transportation (CTDOT) established 5 safety performance targets for calendar year 2020. FHWA requires Metropolitan Planning Organizations to either support the Department’s targets or to set their own. CTDOT has requested CRCOG to adopt a resolution endorsing CTDOT’s targets, no later than February 27<sup>th</sup>, 2020. This will result in compliance with FHWA’s requirement for MPO’s to establish their performance targets no more than 180 days after CTDOT’s August 31, 2019 submission of targets.

<b>2020 CT Statewide Targets</b>		
<b>Measure</b>	<b>2017 Actual Reported</b>	<b>2020 Target</b>
<b>Number of Fatalities</b>	278	<b>277</b>
<b>Fatality Rate (per 100 million vehicle miles traveled (VMT))</b>	0.883	<b>0.883</b>
<b>Number of Serious Injuries</b>	1,643	<b>1,547</b>
<b>Serious Injury Rate (per 100 million VMT)</b>	5.22	<b>4.93</b>
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	345	<b>307</b>

Federal regulations require states to meet a threshold when achieving targets, or risk penalties applied to Federal Highway Funds. CTDOT has chosen to set targets that maintain the five-year moving average of the 5 performance measures listed above. Five year moving averages are used to normalize data over time and prevent spikes or sudden decreases from influencing year to year target setting.

Note that 2020 Targets in the table above use the five-year average, for years 2013 through 2017, since 2018 data still considered preliminary. A more detailed description of the data, trends, and rationale of each target, is included in the attached 7 page document received from CTDOT.

**CRCOG staff recommends committee action to support CTDOT’s 2020 safety targets and has attached a DRAFT Policy Board resolution for comment.**

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CRCOG plans to continue promote regional highway safety efforts, including:

- Supporting the efforts of CTDOT (and their consultant) in preparation of a Regional Transportation Safety Plan report, that will document the top crash corridors and intersections in the region and identify countermeasures.
- Supporting the Safety Circuit Rider program and working in partnership with UConn's Technology Transfer Center to collaborate in addressing safety on local roads and understanding best practices as it relates to safety projects.
- Integrating highway safety in the standard work tasks, and special studies and projects, that are included in the CRCOG Unified Planning Work Program.

## RESOLUTION REGARDING TARGETS FOR FIVE SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTDOT

**WHEREAS**, the Capitol Region Council of Governments (CRCOG) has been designated by the Governor of the State of Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Capitol Region; and

**WHEREAS**, the National Performance Management Measures final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2019, and

**WHEREAS**, the Connecticut Department of Transportation (CTDOT) has established targets for five safety performance measures for:

- (1) Number of fatalities,
- (2) Rate of fatalities per 100 million vehicle miles traveled (VMT),
- (3) Number of serious injuries,
- (4) Rate of serious injuries per 100 million VMT,
- (5) Number of non-motorized fatalities and non-motorized serious injuries, and

**WHEREAS**, the CTDOT coordinated the establishment of safety targets with the eight Metropolitan Planning Organizations (MPOs) in Connecticut at the June 4, 2019 MPO Coordination meeting, and

**WHEREAS**, the CRCOG may establish performance targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State's targets, or establish its own target within 180 days of the State establishing and reporting its performance targets, and

**WHEREAS**, CRCOG wishes to maintain and enhance its focus on transportation safety in the region,

**NOW THEREFORE, BE IT RESOLVED**, that the MPO Policy Board has agreed to support CTDOT's 2020 targets for the five safety performance targets as previously discussed and endorsed, and

**BE IT FURTHER RESOLVED**, that the CRCOG Policy Board will plan and program projects that contribute to the accomplishment of said targets.

*CERTIFICATE: The undersigned duly qualified CRCOG Board Member certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the CRCOG on **XXXXXXX, XX, 2019**.*

\_\_\_\_\_  
Lori L. Spielman, Secretary  
Capitol Region Council of Governments

\_\_\_\_\_  
Date

## **Introduction**

The U.S. DOT requires that State Departments of Transportation work collaboratively to establish data-driven performance targets. These shared targets are submitted to and tracked by the U.S. DOT through the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA). Targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART). Federal Regulations require that states must meet a threshold when achieving targets or risk penalties applied to Federal Highway Funds.

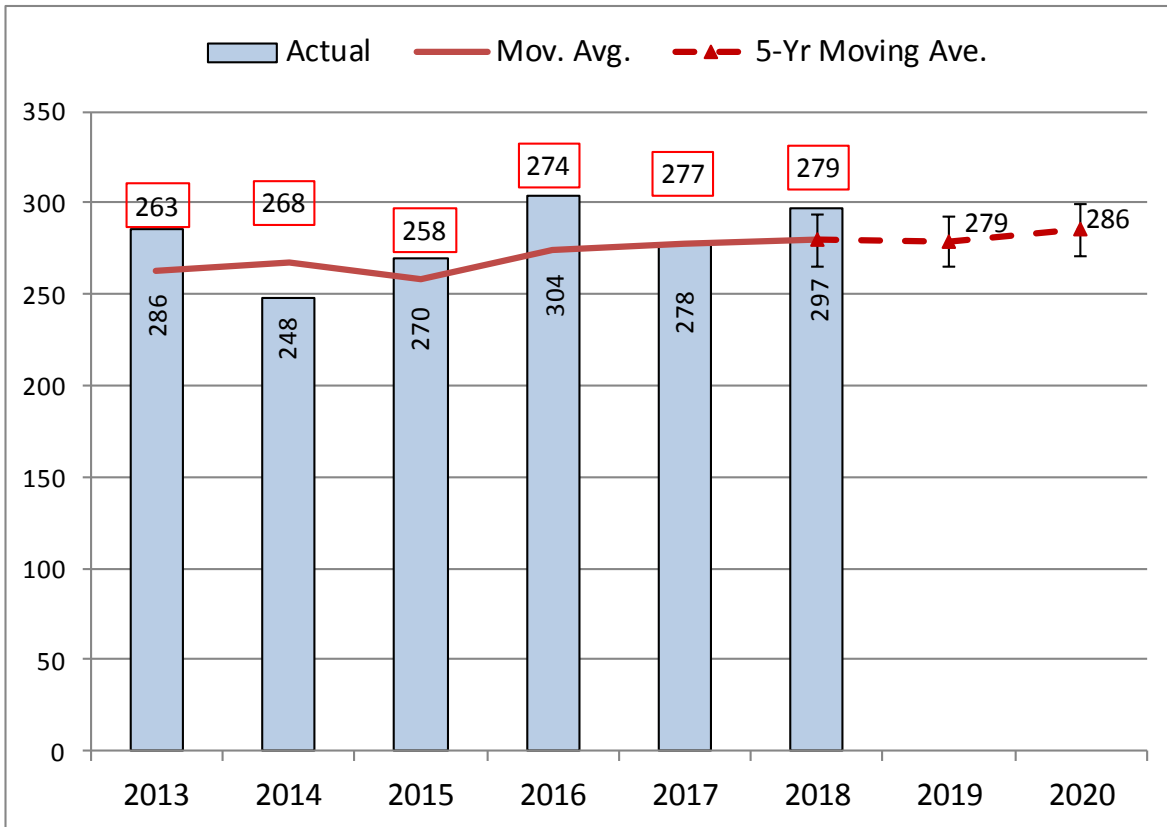
The DOT tries to balance setting targets that impact safety programing in a way that accomplishes the overall goal of reducing injuries and fatalities on the State's roadways while still being achievable. Both state and national trends have shown increasing roadway fatalities and injuries in recent years. Here in Connecticut, these trends are especially concerning when looking at increases in pedestrian and alcohol-impaired driving fatalities. Five-year moving averages are used to normalize data over time to prevent spikes or sudden decreases from influencing year-to-year target setting.

While the current levels of roadway fatalities and serious injuries are unacceptable, the Federal requirement to set data-driven, achievable targets necessitates conservative and realistic and target setting. For this reason, DOT has chosen to set targets that maintain the current levels of roadway fatalities and injuries (and their rates) to prevent further increases in the face of consistently rising trends.

**Summary Table**  
**Safety Performance Targets for 2020**  
(for federal reporting purposes)

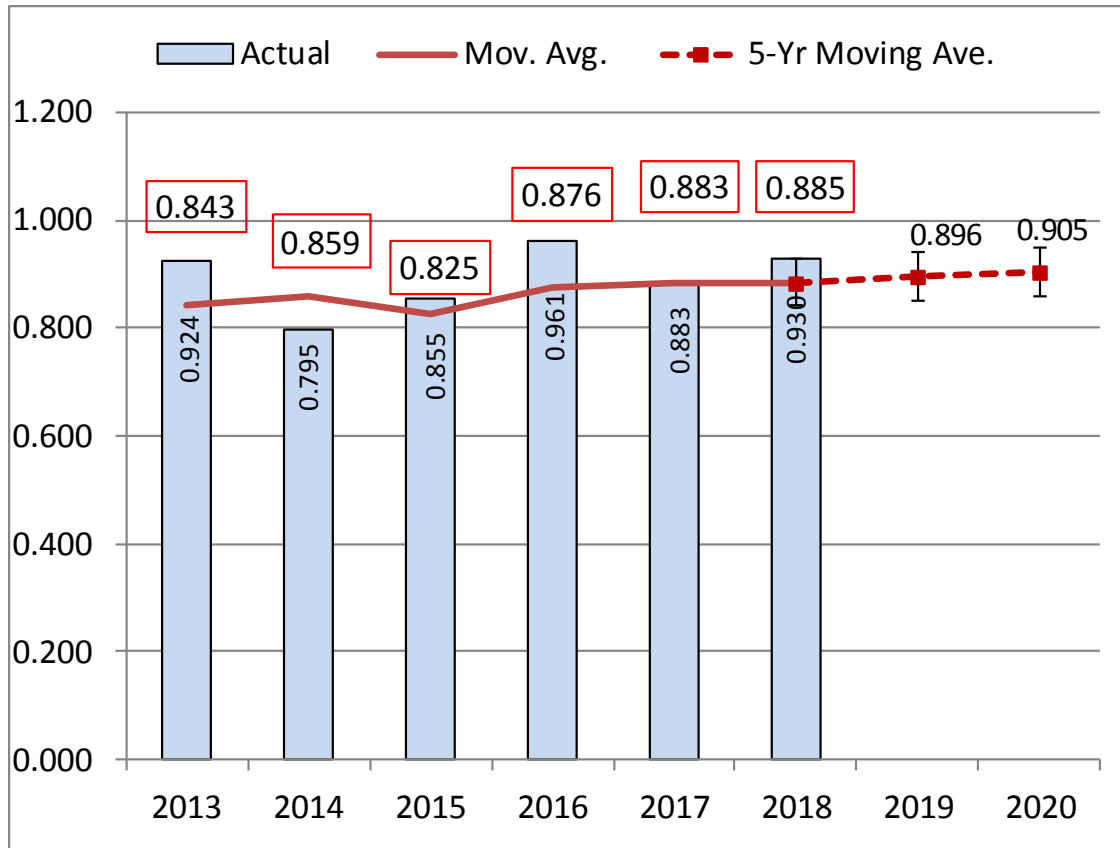
<b>Measure</b>	<b>Target</b>	<b>Numeric Target for 2020</b>
<b>Fatalities</b>	<b>Maintain</b> 5-yr average	<b>277</b> per year
<b>Fatality Rate</b>	<b>Maintain</b> 5-yr average	<b>0.883</b> per 100 million VMT
<b>Serious Injuries</b>	<b>Maintain</b> 5-yr average	<b>1,547</b> per year
<b>Serious Injury Rate</b>	<b>Maintain</b> 5-yr average	<b>4.93</b> per 100 million VMT
<b>Non-Motorist Fatalities &amp; Serious Injuries</b>	<b>Maintain</b> 5-yr average	<b>307</b> per year

### Fatalities 2013-2018



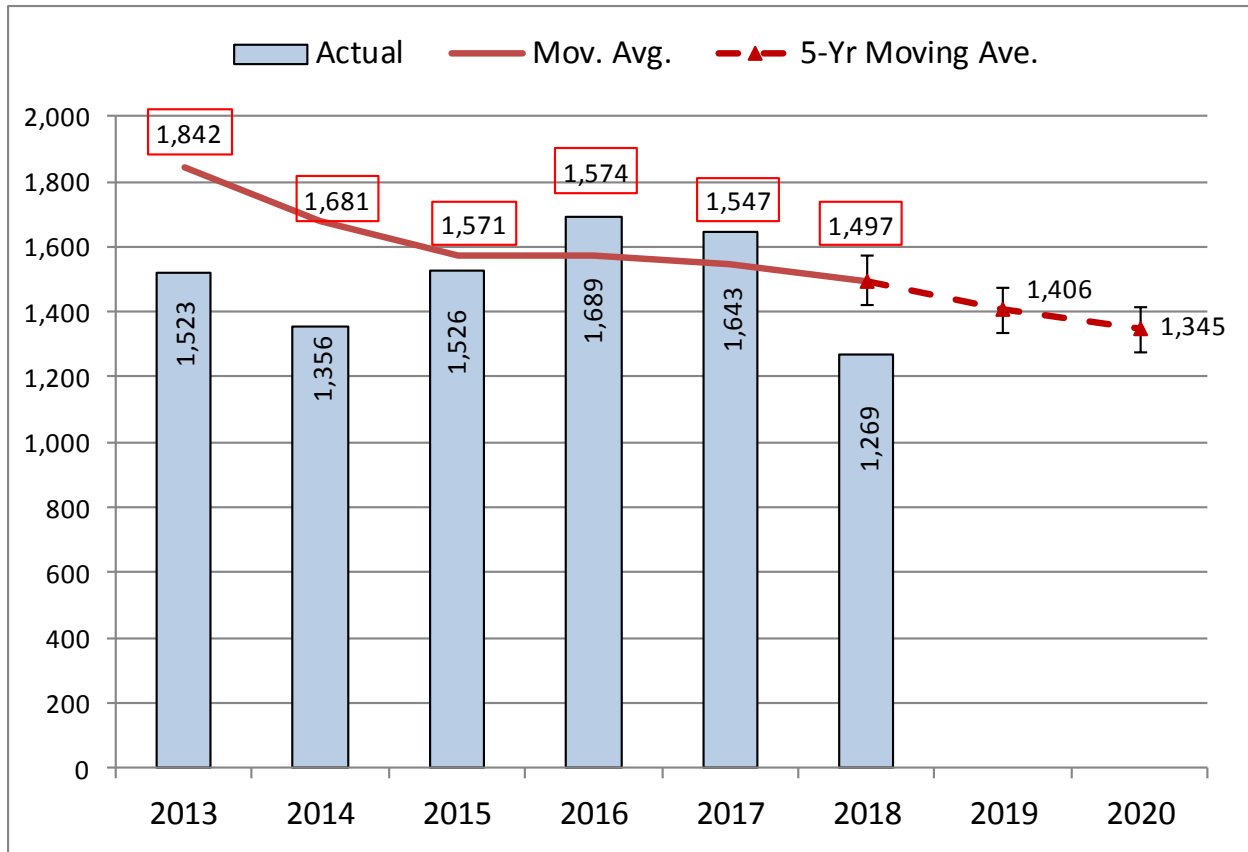
- There were 278 Fatalities in 2017, a single year decrease from the 304 recorded in 2016.
- Although the single year fatality total decreased, the five-year average continued to rise to 277 in 2017.
- The most current preliminary data show there were 297 Fatalities in 2018, a single year increase from the 278 recorded in 2017. The 2018 five-year moving average value of 279 also represents an increase from the previous year. This figure is also the highest five-year moving average recorded during the reporting period.
- The projected five-year moving average predicts an increase in fatalities for the period for which this target will be set.
- **TARGET:** Based on the recent and projected increases in fatalities, Connecticut chooses to set a target to maintain the five-year moving average of 277 for the 2020 HSP planning period.

Fatality Rate per 100M VMT 2013-2018



- There were 0.883 Fatalities per 100M VMT in 2017, a single year decrease from the 0.961 recorded in 2016.
- Although the single year fatality rate decreased, the five-year average continued to rise to 0.883 in 2017.
- The most current preliminary data show the fatality rate of .930 for 2018, a single year increase from the .883 recorded in 2017. The 2018 five-year moving average value of 0.885 also represents an increase from the previous year. This figure is also the highest five-year moving average recorded during the reporting period. These rate projections are based on 2017 VMT data.
- The projected five-year moving average predicts an increase in the fatality rate per 100M VMT for the period for which this target will be set.
- **TARGET:** Based on the recent and projected increases in fatalities, Connecticut chooses to set a target to **maintain the five-year moving average** of .883 Fatalities per 100M VMT for the 2020 HSP planning period.

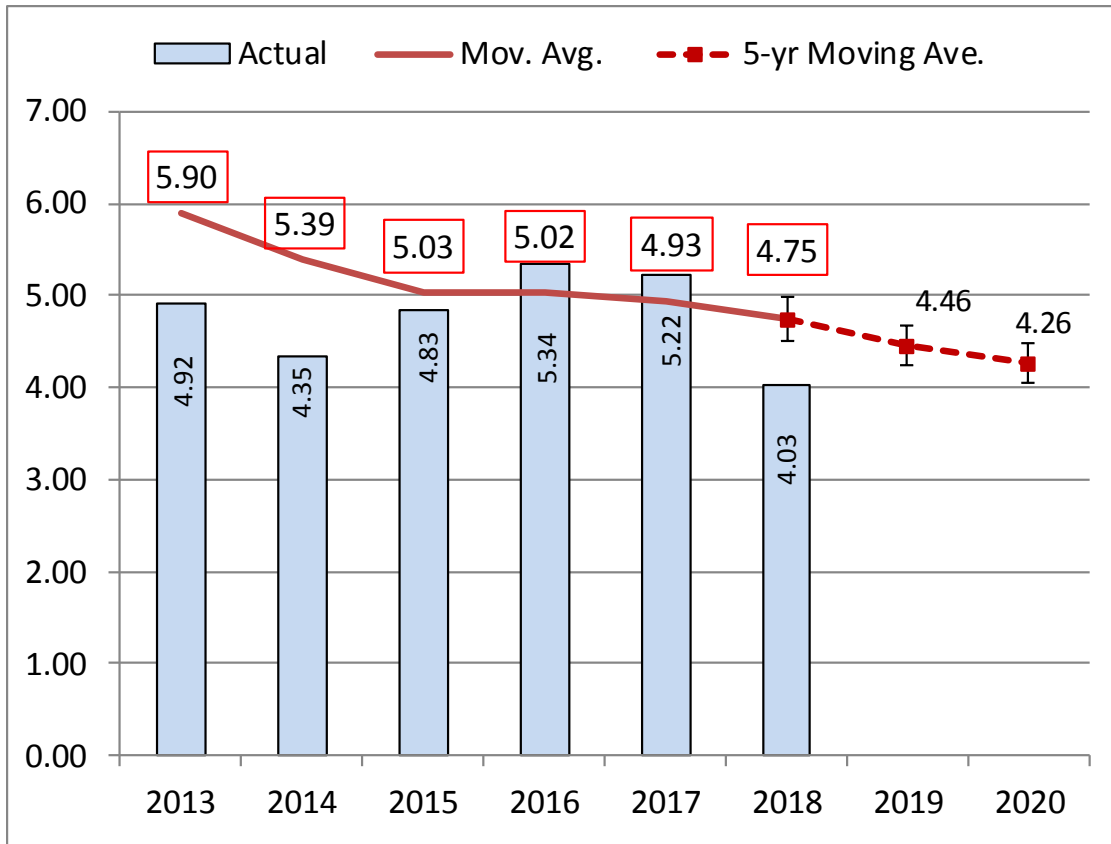
### Serious (A) Injuries 2013-2018



- There were 1,643 Serious (A) Injuries in 2017, a single year decrease from the 1,689 recorded in 2016.
- The 2017 five-year moving average of 1,547 Serious (A) Injuries in 2017 also decreased from the 1,574 recorded in 2016.
- The most current preliminary data show there were 1,269 Serious (A) Injuries in 2018, a single year decrease from the 1,643 recorded in 2017. The 2018 Serious (A) Injury total could be an anomaly, based on recent single year totals and trends. It is the lowest single year value recorded during the reporting period. The 2018 five-year moving average value of 1,497 also represents a decrease from the previous year and is the lowest recorded during the reporting period.
- The projected five-year moving average projects a decrease in Serious (A) Injuries for the period for which this target will be set.
- **TARGET:** Although there have been recent decreases in Serious (A) injuries, the preliminary 2018 figure and projected moving average may be an anomaly. Based on current data, Connecticut chooses to set a target to **maintain the five-year moving average** of 1,547 Serious (A) Injuries for the 2020 HSP planning period.

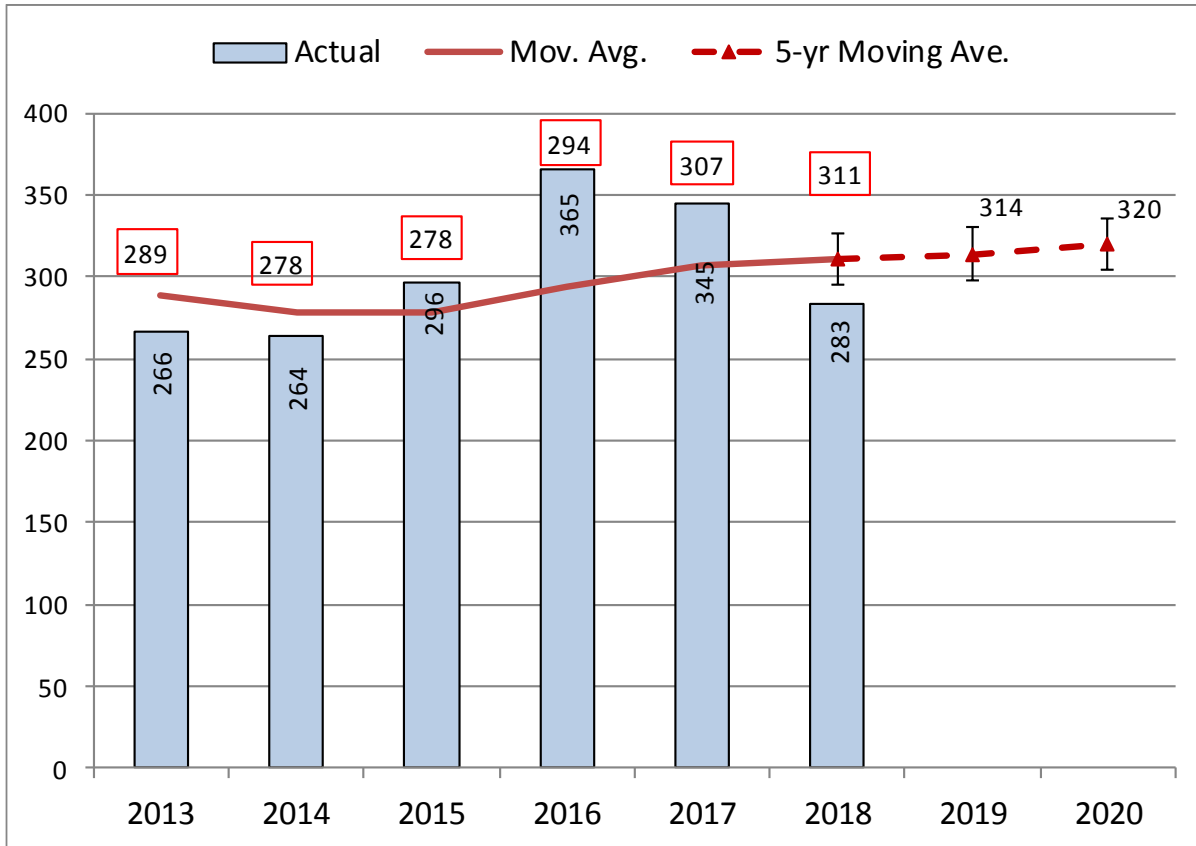


### Serious (A) Injuries per 100M VMT



- There were 5.22 Serious (A) Injuries per 100M VMT in 2017, a single year decrease from the rate of 5.34 recorded in 2016.
- The 2017 five-year moving average of 4.93 Serious (A) Injuries per 100M VMT in 2017 also decreased from the 5.02 recorded in 2016.
- The most current preliminary data show a rate of 4.03 Serious (A) Injuries per 100 M VMT in 2018, a single year decrease from the 5.22 recorded in 2017. The 2018 Serious (A) Injury total and rate could be an anomaly, based on recent single year totals and trends. It is the lowest single year rate recorded during the reporting period. The 2018 five-year moving average value of 4.75 also represents a decrease from the previous year and is the lowest recorded during the reporting period.
- The projected five-year moving average projects a decrease in Serious (A) Injuries for the period for which this target will be set.
- **TARGET:** Although there have been recent decreases in Serious (A) injuries, the preliminary 2018 figure and projected moving average may be an anomaly. Based on current data, Connecticut chooses to set a target to maintain the five-year moving average of 4.93 Serious (A) Injuries per 100M VMT for the 2020 HSP planning period.

### Non-Motorist Fatalities and Serious (A) Injuries 2013-2018



- There were 345 Fatalities and Serious (A) Injuries in 2017, a single year decrease from 365 recorded in 2016.
- The 2017 five-year moving average of 307 Fatalities and Serious (A) Injuries in 2017 increased from the 294 average number in 2016.
- The most current preliminary data show 283 Fatalities and Serious (A) Injuries in 2018, a single year decrease from the 345 recorded in 2017. The 2018 five-year moving average value of 311 represents an increase from the previous year. This figure is also the highest five-year moving average recorded during the reporting period.
- The projected five-year moving average for 2013-2017 predicts an increase in Fatalities and Serious (A) Injuries for the period for which this target will be set.
- **TARGET:** Based on the trend line, the five-year moving average of non-motorist fatalities and serious (A) injuries is expected to remain relatively the same or increase slightly. The new target is proposed to **maintain the current five-year moving average** of 307 Fatalities and Serious (A) Injuries for the 2020 HSP planning period.