

To: CRCOG Transportation Committee
From: Roger Krahn, Principal Transportation Engineer
 Devon Lechtenberg, Senior Transportation Planner
Date: November 5, 2021
Subject: Performance Measures – 2022 Annual CTDOT Safety Targets

In accordance with Federal Highway Administration (FHWA) requirements, the Connecticut Department of Transportation (CTDOT) has established five safety performance targets for calendar year 2022. FHWA requires Metropolitan Planning Organizations to either support the State’s targets, or to set their own targets within 180 days of the setting of state-level targets. To achieve this deadline, CRCOG will need to endorse safety targets no later than February 27, 2022. Historically, CRCOG has supported CTDOT’s targets, considering that selecting specific targets for the Capitol Region would require substantial data collection and analysis efforts as well as dedicated resources for attaining said targets.

FHWA uses 5-year moving averages to determine the State’s progress towards achieving safety targets. However, states may use any methodology deemed appropriate to calculate the target value for each performance measure. Since 2021, CTDOT uses a modified approach of both a 5-year moving average trendline and annual trendlines to guide the selection of targets. The attached CTDOT technical memo titled “Safety Performance Targets, CTDOT’s proposed targets for year 2022” (13 pages) explains the selection of target values. Note that graphs show annual trendlines (blue) and 5-year moving average trendlines (red).

The table below shows CTDOT’s 2022 target values, compared to previous years’ targets. It should be noted that the term “Target” is used in accordance with the Federal Register. The ultimate goal is to reduce the number of traffic related serious injuries and deaths to zero.

Measure	2018 Target	2019 Target	2020 Target	2021 Target	2022 Target
Number of Fatalities	257	274	277	270	270
Fatality Rate (per 100 million VMT)	0.823	0.873	0.883	0.885	0.850
Number of Serious Injuries	1,571	1,574	1,547	1,360	1,300
Serious Injury Rate (per 100 million VMT)	5.03	5.02	4.93	4.30	4.30
Number of Non-Motorist Fatalities and Serious Injuries	280	290	307	300	280

CRCOG staff has prepared the attached draft resolution for approval of CTDOT targets by the Policy Board. It is recommended that the Transportation Committee adopt a recommendation for approval at their meeting on December 13, 2021.

CRCOG will continue to promote regional efforts to reduce fatalities and serious injury crashes, including:

- Integrating highway safety in the standard work tasks, and special studies and projects, that are included in the CRCOG Unified Planning Work Program, such as the Regional Roundabout Safety Screening.
- Supporting the Safety Circuit Rider program and working in partnership with UConn's Training and Technical (T2) Assistance Center to collaborate in promoting safety on local roads and incorporating safety countermeasures in projects.
- Promoting infrastructure safety improvements in LOTCIP projects.
- Administering the Greater Hartford Traffic Incident Management Coalition.
- Supporting the efforts of the newly created Vision Zero Council, which is directed under (Public Act 28-21) to develop a state-wide policy and interagency approach to eliminate all transportation related fatalities and severe injuries to pedestrians, bicyclists, transit users, motorists, and passengers.
- Developing procedures for annual evaluation and implementation of the Regional Transportation Safety Plan, which was adopted in 2020.

**RESOLUTION
SUPPORTING TARGETS FOR
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 Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2021; and

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

- (1) Number of fatalities: 270
- (2) Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.850
- (3) Number of serious injuries: 1,300
- (4) Rate of serious injuries per 100 million VMT: 4.30
- (5) Number of non-motorized fatalities and non-motorized serious injuries: 280; and

WHEREAS, the CTDOT coordinated the establishment of safety targets with the eight Metropolitan Planning Organizations (MPOs) in Connecticut at a coordination meeting on May 4, 2021; and

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

WHEREAS, CRCOG strives to maintain and enhance its focus on transportation safety in the region; and

WHEREAS, the CRCOG Transportation Committee has discussed and endorsed CTDOT's 2022 targets for the five safety performance measures identified above,

NOW THEREFORE, BE IT RESOLVED, that the CRCOG Policy Board has agreed to support CTDOT's 2022 targets for these five safety performance measures; and

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

CERTIFICATE

I certify the above is a true copy of a resolution adopted by the Policy Board at its meeting held on December 15, 2021.

BY: _____ DATE: _____
Lori L. Spielman, Secretary

Safety Performance Targets

CTDOT's proposed targets for year 2022

March 2021

This technical memo documents the new safety target selection process used by CTDOT to select the 5 safety performance targets for 2022 that CTDOT will submit to USDOT in two separate reports.

- *The Safety Engineering Section within the Division of Traffic Engineering will submit the targets through the annual report of its Highway Safety Improvement Program (HSIP) that is submitted to FHWA.*
- *The Highway Safety Office (HSO) in the Planning Bureau will submit the targets through the annual update of its Highway Safety Plan (HSP) that is submitted to NHTSA.*

It is important to note that the term “Target” used in this technical memo is in accordance with the [Federal Register](#). The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average.

The U.S. DOT requires that each state DOT evaluate highway safety in the state using 5 highway safety performance “measures” and data from motor vehicle crashes in the state for the previous 5 years.

1. **Number of traffic fatalities**
2. **Fatality rate (Fatalities/100 million vehicle miles traveled)**
3. **Number of serious (A) injuries**
4. **Serious (A) injury rate (Serious Injuries/100 million vehicle miles traveled)**
5. **Number of non-motorist fatalities and serious injuries¹**

Every year the state DOT must establish a specific performance “target” for each performance measure. The Safety Engineering Section in the Bureau of Engineering and Construction, and the Highway Safety Office in the Bureau of Planning must work collaboratively to establish a single common set of five (5) performance targets. The shared targets are subsequently submitted to and tracked by the U.S. DOT through the Federal Highway Administration (**FHWA**) and the National Highway Traffic Safety Administration (**NHTSA**). FHWA and NHTSA encourages setting objectives that are Specific, Measurable, Action-oriented, Reasonable and Time-Bound (S.M.A.R.T). Federal regulations require that states must achieve their targets or risk penalties applied to Federal Highway safety funds. There are two (2) penalties, if states fail to meet four (4) of the five (5) targets:

¹ Non-motorists include pedestrians, other pedestrians (wheelchair, person in a building, skater, pedestrian conveyance), bicyclists, and other cyclist (non-motorist using a non-motorized pedal-powered vehicle other than a bicycle, such as a unicycle or adult tricycle), per the MMUCC investigators guide. .

- States lose the ability to ‘flex’ some of their FHWA safety funds to other programs, are required to spend 100% of their safety funds on safety projects.
 - This penalty has no real impact on CTDOT since safety is a priority and our goal for the last few years has been to spend all of our federal safety funds on safety projects.
- States must prepare a HSIP Implementation Plan that details how the safety funds will be spent and how the proposed program will improve safety.

The CTDOT tries to balance target setting process by selecting targets that:

- impact safety programing in a way that accomplishes the overall goal of reducing serious injuries and fatalities on the State’s roadways, and
- that are still practical and achievable.

Achieving the balance has proven difficult in the last few years as we adapt to new federal guidelines, and to changes in both national and state trends in fatalities and serious injuries. The fatalities and fatality rates have fluctuated but seem to be slowing down or leveling off in the last few years with the exception of 2020 as discussed below. Of special concern in Connecticut, is the increase in [non-motorist](#) fatalities and serious injuries that began around 2014-2015. The increase in pedestrian fatalities has been observed at the national level and is not limited to Connecticut.

The question facing CTDOT as we prepare this year’s report is whether some of these undesirable trends will continue, level off, or possibly even reverse themselves.

Smoothing Data with 5-Year Moving Averages. FHWA uses 5-year moving averages to determine the State’s progress towards achieving safety targets. However, States may use any methodology deemed appropriate to calculate the target value for each performance measure. States are encouraged to review data sets, trends, anticipated funding, and consider other factors that may affect targets. The use of 5-year moving averages smooths out what can sometimes be significant fluctuations in data from one year to the next. Since large annual fluctuations in data are relatively common, basing performance targets on “annual” data alone can result in the selection of faulty targets and an inability to achieve the selected performance targets. The 5-year moving average is one method that can help avoid or reduce the problem caused by large “annual” fluctuations.

For this year’s Safety Performance Target submittals to FHWA and NHTSA, CTDOT is required to report on the 5-year period from 2015 to 2019. The preliminary 2020 data, where available, is used for better decision-making regarding target selection. While the targets are determined jointly, separate submittals are made to each federal agency. Planning’s Highway Safety Office submits a report to NHTSA, and the Safety Engineering Section submits a report to FHWA.

Disadvantage of 5-year Moving Average. Connecticut has not been satisfied with the prior practice of using the 5-year moving average as the sole indicator to set the future years’ safety performance targets. While the moving average does smooth fluctuations, the use of a 5-year period means that we are including some fatality and serious injury data in our moving averages that is 4 and 5 years old. During that timeframe, motor vehicle crash trends might have changed. In fact, Connecticut has experienced a change in trend for some performance measures in just the last 2-3 years.

Connecticut believes that the 5-year moving average is a “lagging indicator” that cannot serve as the sole or even primary guideline for setting safety performance targets.

New Target Setting Approach. Since 2021, Connecticut is using a modified approach to target setting. We are using both a 5-year moving average trendline and an annual trendline to guide the selection of targets. In addition, for 2022, we have used 10 years of data for the annual trendline to assist with better decision making. The final target selection is also based on professional judgement, and a strengthened commitment to advancing CTDOT’s overall safety goal of improving the safety of all roadway users.² The Department is committed to setting “aggressive” safety targets and then developing a strong program to achieve the targets.

This aggressive target setting increases the risks of not achieving targets, but it is consistent with the high priority that CTDOT has given to advancing its safety program. Additionally, FHWA recognizes states may choose to set aggressive targets as part of their strong commitment to safety. *See the inset.*

Considerations for Aggressive Safety Targets

A State that chooses a very aggressive target is making a very strong commitment to safety. This approach will require aggressive implementation efforts to improve performance. While an aggressive target introduces greater risk of missing the target, it is an opportunity to emphasize commitment to safety, strengthen safety policies, and improve consideration of safety in investment decisions.

[The above FHWA statement is taken from page 14 of “Safety Target Setting Coordination Report,” FHWA, 2016.](#)

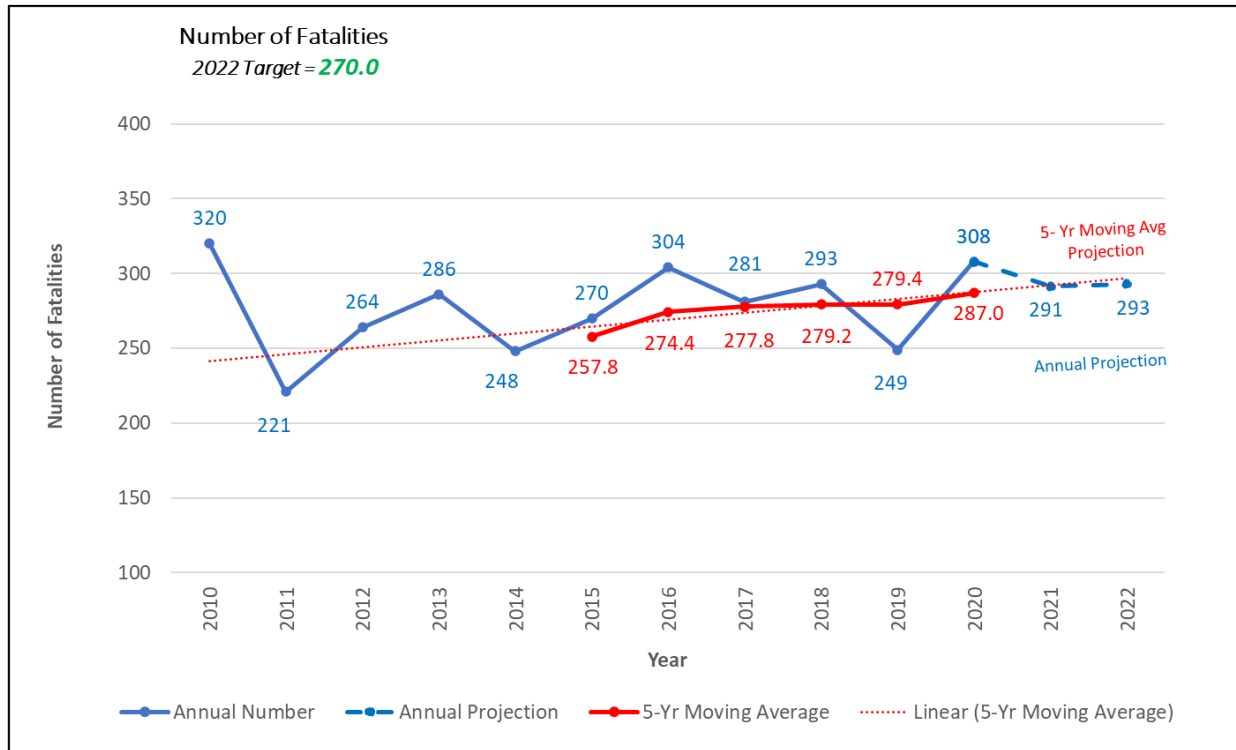
Special Challenge Posed by Pandemic in 2020. The COVID-19 pandemic in 2020 posed an unusual challenge to state DOTs. The pandemic caused traffic volumes to drop 40-50% of normal in March and April of 2020, and a slow increase in traffic volumes from the month of May onwards. However, the traffic volume had not returned to the 2019 level by the end of 2020. While reduced traffic volumes should result in a similar drop in crashes, injuries, and fatalities; that was not necessarily the case. The total number of crashes and serious injuries decreased, but the number of fatalities increased. This might have been caused by significant increases in the percentage of drivers driving in excess of 85 mph, which is considered reckless driving.

Due to these highly unusual circumstances, we will have to carefully examine the 2020 data when the data sets are fully compiled. Where available, we have considered the 2020 preliminary data in our target selection.

² For example, the Department’s SHRP includes a goal of reducing the number of fatalities and serious injuries on all public roads in Connecticut 15 percent by 2021.

Performance Measure: Number of Traffic Fatalities

The trends in number of fatalities are illustrated in the graph below. Annual fatalities are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2022 as described below.



Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CTDOT Data as of 03/15/21

“Annual” Fatalities.

- The annual number of fatalities have fluctuated from year to year, but the **annual data** also suggest a **downward trend** since a high point of 320 in 2010. The year 2020 has been an exception when most of the states in the U.S., including CT, saw an increase in traffic fatalities with a significant drop in traffic volume during the COVID-19 pandemic.
- A time series **regression analysis** was conducted to project the likely number of fatalities in 2021 and 2022 (our target year). Based on the regression analysis, we should expect the fatalities around 290, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

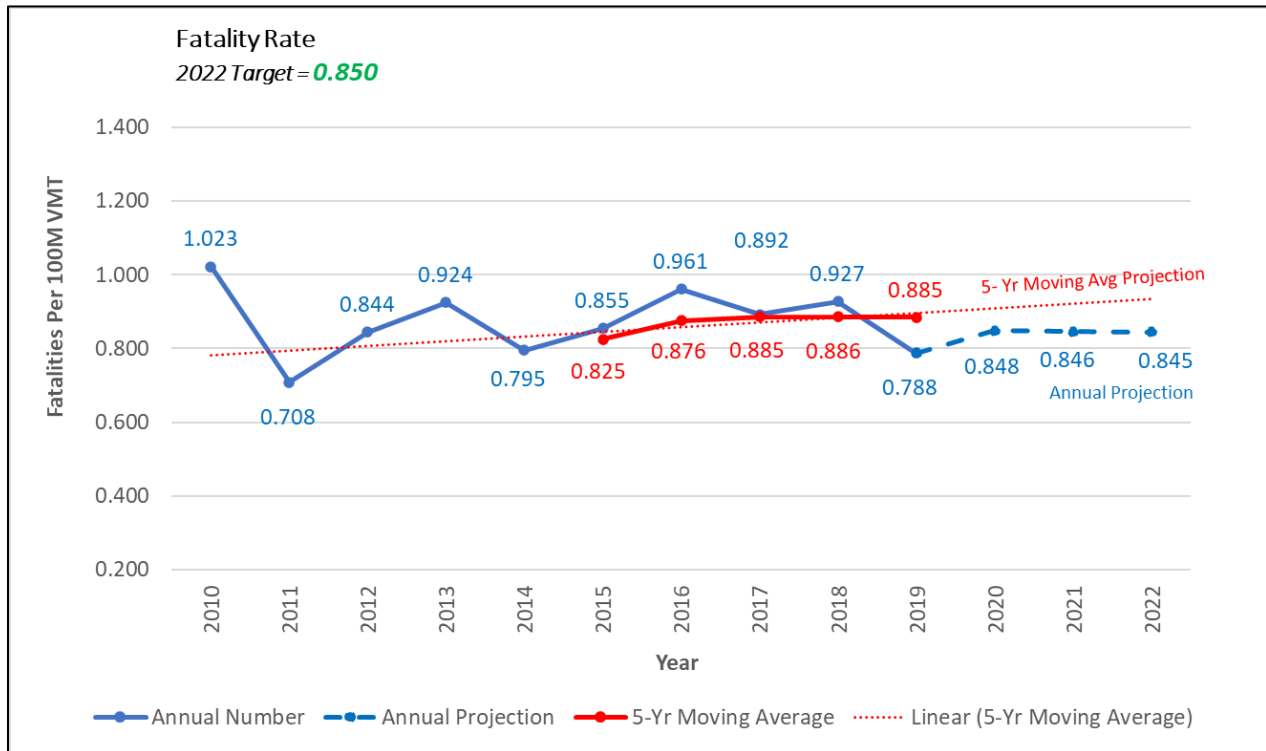
- The 5-year moving average trendline shows the projected fatalities of around 290, similar to the projection with the annual numbers for the target year of 2022.

TARGET:

- CTDOT is choosing to set a 2022 fatality target of **270.0**. The selection is based on careful consideration of the following:
 1. CTDOT has chosen to set an aggressive target that will move the state back toward fatality levels experienced in 2014 - 2015.
 2. There has been a decreasing trend in the number of fatalities for the past couple of years with safety related infrastructure projects as well as enforcement and educational campaigns. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic which resulted in higher than expected traffic fatalities when the traffic volume was significantly lower. This was an unexpected consequence observed in most of the states in the U.S.

Performance Measure: **Fatality Rate (Fatalities/100 million vehicle miles traveled)**

The trends in the fatality rate³ are illustrated in the graph below. Annual fatality rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2022 as described below.



Source: FARS Final files 2010-2018, FARS Annual Report File 2019

Note: The data for 2020 has not been included in the data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document.

“Annual” Fatality Rate.

- The annual fatality rate has fluctuated from year to year, but the **annual data** suggest a **downward trend** since a high point of **1.023 fatalities/100M VMT in 2010**.
- A time series **regression analysis** was conducted to project the likely number of fatalities in 2021 and 2022 (our target year). Based on the regression analysis we should expect the fatality rates to **drop to 0.845**, but there is a significant amount of statistical variance around the projection.

³ Fatality rate is calculated as the number of fatalities per 100 million Vehicle Miles Traveled annually. Comparing the number of fatalities relative to the volume of annual travel eliminates annual fluctuations in fatalities that one might expect due to differences in travel volumes from year to year. It adjusts for one source of variation that is known to directly impact the number of fatalities.

5-Year Moving Average.

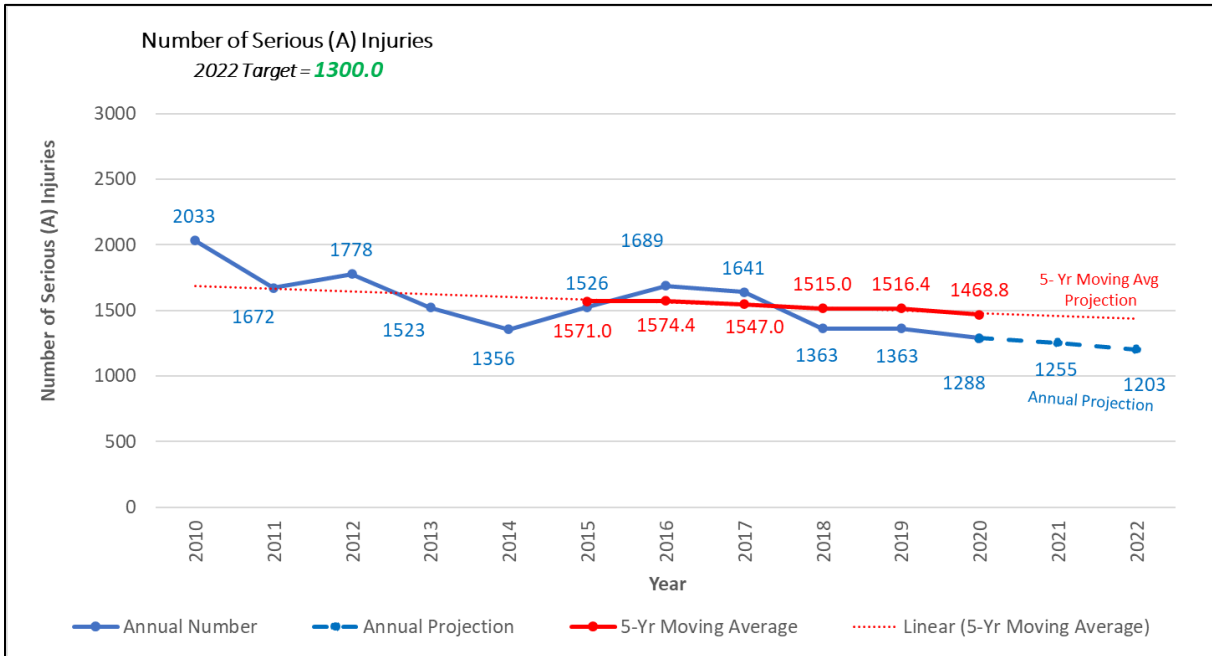
- In contrast to the annual numbers, the 5-year moving average is exhibiting an **upward trend**. The trendline for the 5-year moving average suggests the fatality rate could be up to 11% higher (or a rate of 0.936 versus 0.845) than rates suggested by the “annual” projection. (The annual trend reflects the influence of a decreasing fatality rate.)

TARGET:

- CTDOT is choosing to set a 2022 fatality rate target of **0.850**. The selection is based on careful consideration of the following:
 1. The 2 trendlines in the graph suggest the actual value should lie fall **between 0.845 and 0.936**.
 2. CTDOT wants to set an **aggressive target** that will move the state back toward fatality rate levels experienced in **2014 - 2015 time period**.
 3. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic where CT saw an increase in traffic fatalities with a significant drop on traffic volume. The 2020 Vehicle Miles Traveled (VMT) data will not be available until later but it is highly likely that the fatality rate for 2020 will be higher than any of the previous years.
 4. The latest available NHTSA data for 2018 suggests that historically, Connecticut has one of the lowest fatality rates in the country. In 2018, it had a rate of 0.930 that was the 11th lowest rate nationwide. The national average of 1.13 was 20% higher. Despite having an already exceptionally low fatality rate, Connecticut is choosing to strive for an even lower rate by setting target at 0.850 for 2022. The goal is to return to 2014 - 2015 levels.

Performance Measure: **Number of Serious (A) Injuries**

The trends in number of serious injuries are illustrated in the graph below. Annual serious injuries are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2022 as described below.



Source: CT Crash Data Repository as of 03/15/21

Note: The definition of "Serious (A) Injury" was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (A) Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; paralysis

"Annual" Serious Injuries.

- The annual number of serious injuries have fluctuated from year to year, but the **annual data** also suggest a major **downward trend** since a high point of **2033** in **2010**.
- A time series **regression analysis** was conducted to project the likely number of serious injuries in 2021 and 2022 (our target year). Based on the regression analysis, we should expect large drop in serious injuries. The drop is expected to bring the annual number down to around **1200**, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- Unlike the case for *fatalities*, the 5-year moving average for *serious injuries* is exhibiting a steady **downward trend**. Nonetheless, there is still a large difference between the 5-year

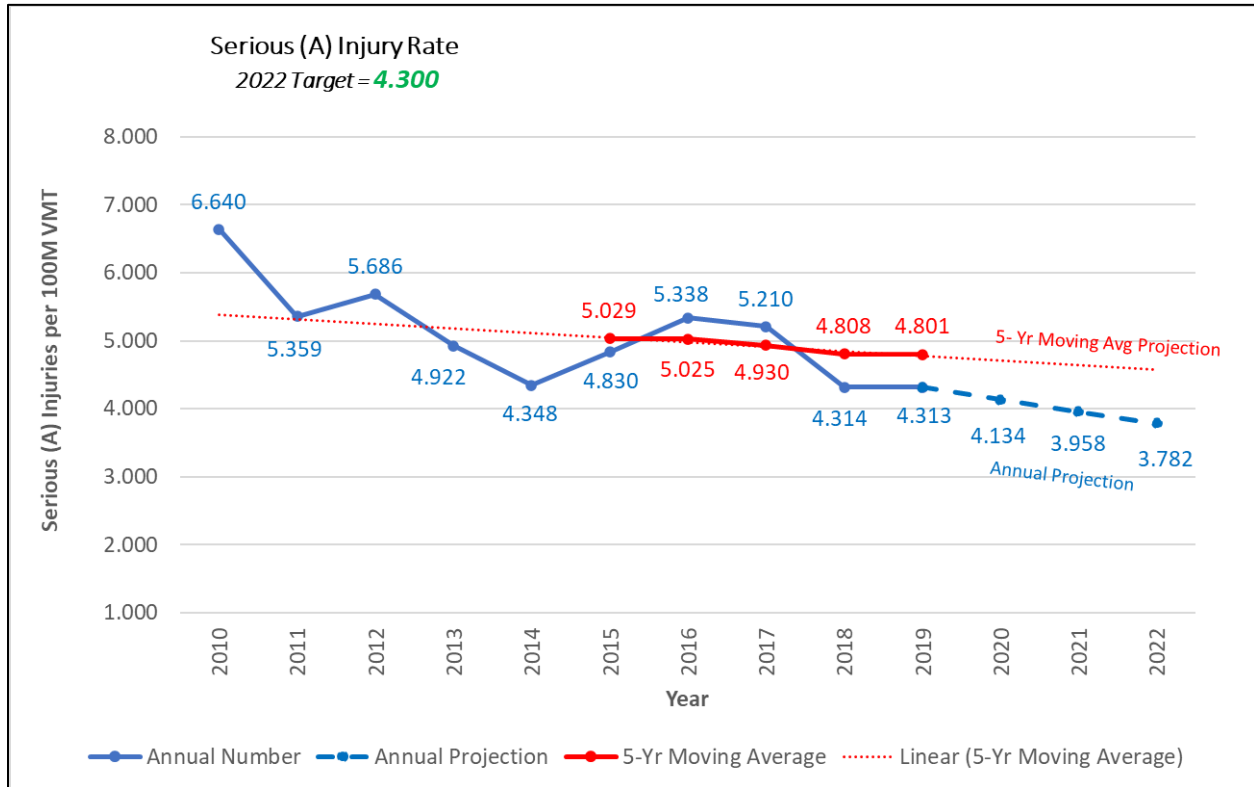
average trendline and the annual regression analysis forecast. The 5-year average is expected to drop to around 1439, while the regression forecast is around 1200.

TARGET:

- CTDOT is choosing to set a 2022 target of **1300.0 serious injuries**. The selection is based on careful consideration of the following:
 1. The 2 trendlines in the graph suggest the actual value should lie fall between 1203 - 1439.
 2. CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2014 or lower.

Performance Measure: Serious (A) Injury Rate (Serious Injuries/100 million vehicle miles traveled)

The trends in serious injury rates⁴ are illustrated in the graph below. Annual serious injury rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2022 as described below.



Source: CT Crash Data Repository as of 03/15/21

Note: 1.) The data for 2020 has not been included in the data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document; 2.) The definition of “Serious (A) Injury” was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (A) Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; paralysis.

“Annual” Serious Injury Rates.

⁴ The serious injury rate is calculated as the number of serious injuries per 100 million Vehicle Miles Traveled annually. Comparing the number of serious injuries relative to the volume of annual travel eliminates annual fluctuations in injuries that one might expect due to differences in travel volumes from year to year. It adjusts for one source of variation that is known to directly impact the number of serious injuries.

- The annual serious injury rates have fluctuated from year to year, but the **annual data** suggest a major **downward trend** since a high point of **6.640 serious injuries/100 million VMT** in **2010**.
- A time series **regression analysis** was conducted to project the likely serious injury rates in 2021 and 2022 (our target year). Based on the regression analysis, we should expect a large drop in the serious injury rates. The drop is expected to bring the annual rate down to **3.700 – 4.000**, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

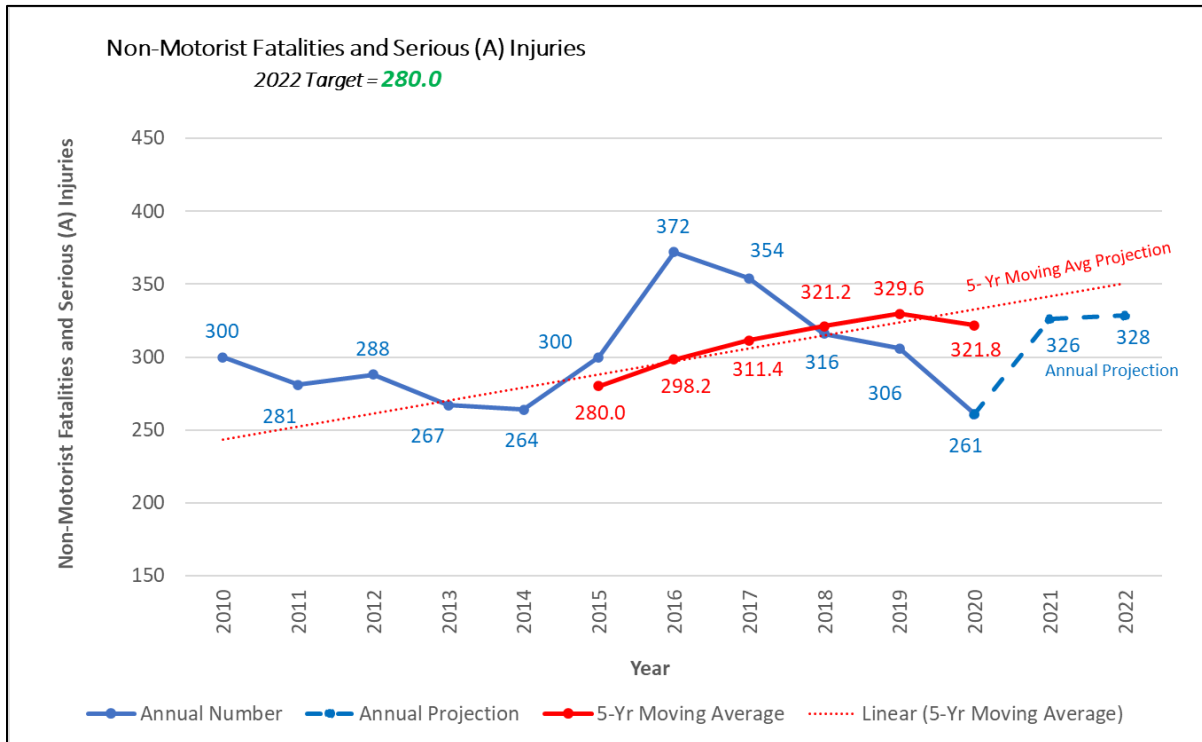
- Unlike the case for *fatality rates*, the 5-year moving average for *serious injury rates* is exhibiting a steady **downward trend**. Nonetheless, there is still a large difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to drop to around **4.582**, while the regression forecast is **3.700 – 4.000**.

TARGET:

- CTDOT is choosing to set a 2022 target of **4.300 serious injuries/100M VMT**. The selection is based on careful consideration of the following:
 1. The 2 trendlines in the graph suggest the actual value should lie fall between **3.700 – 4.600**.
 2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in **2014** or lower.
 3. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic. There was a decrease in the number of serious injuries and a significant drop in the traffic volume. The 2020 Vehicle Miles Traveled (VMT) data will not be available until later but it is highly likely that the serious injury rate for 2020 will be higher than the past couple of years due to the drop in traffic volume.

Performance Measure: **Number of Non-Motorist Fatalities and Serious (A) Injuries**

The trends in number of non-motorist fatalities and serious injuries are illustrated in the graph below. Annual fatalities & serious injuries for non-motorists are shown in **blue**, and the 5-year moving average is shown in **red**. These two lines are compared and used to select a target for 2022 as described below.



Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CTDOT Data as of 03/15/21

“Annual” Non-Motorist Fatalities & Serious Injuries.

- The annual number of non-motorist fatalities and serious injuries have fluctuated from year to year, but the **annual data** also suggest a major **downward trend** since a high point of **372** in **2016**.
- A time series **regression analysis** was conducted to project the likely number of non-motorist fatalities and serious injuries in 2021 and 2022 (our target year). There is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- Unlike the “annual” projections of fatalities and injuries, the 5-year moving average for non-motorist fatalities and serious injuries is exhibiting a steady **upward trend since 2015**. **However, the 2020 preliminary data is encouraging and suggests a small drop**. The diverging trends yield a significant difference between the 5-year moving average trendline and the

annual regression analysis forecast. The 5-year moving average is expected to increase to around **350.6**, while the regression forecast is **325-330**.

TARGET:

- CTDOT is choosing to set a 2022 target of **280.0** non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:
 1. High Priority for Pedestrian Safety. The safety of pedestrians became a major issue in Connecticut when pedestrian fatalities unexpectedly jumped in 2014. While it was part of a larger national trend, it raised great concern in a state that is heavily urbanized and walking and bicycling are essential modes of transport for many residents. These forms of active transportation are also increasingly popular forms of physical exercise. CTDOT adopted pedestrian safety as a high priority, and it has a major program to improve safety and expand opportunities for walking and bicycling. Several safety-related infrastructure projects were undertaken from 2015 – 2020 to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signing. Connecticut remains committed to these goals.
 2. 5-year Moving Average Trendline is Problematic. Given CTDOT’s commitment to pedestrian safety, we are unwilling to accept the higher a higher performance target of 350 fatalities and serious injuries that is projected using the 5-year moving average trendline.
 3. “Annual” Trendline More Acceptable. The projection using regression analysis suggests a value between **300-330** that we believe to be more likely than the 5-year average, and it is more acceptable given CTDOT’s goal to improve non-motorist safety.
 4. Aggressive Target. The CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and lower.

CTDOT SAFETY PERFORMANCE TARGETS REPORTED TO FHWA

Targets Reported		2018	2019	2020	2021 <i>CTDOT Adopted New Target Setting Methodology</i>	2022
	Target Years	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
	Performance Assessment Year	2020	2021	2022	2023	2024
Number of Traffic Fatalities		257.0	274.0	277.0	270.0	270.0
Fatality Rate		0.823	0.873	0.883	0.850	0.850
Number of Serious (A) Injuries		1571.0	1574.0	1547.0	1360.0	1300.0
Serious (A) Injury Rate		5.033	5.024	4.931	4.300	4.300
Number of Non-motorized Fatalities & Serious (A) Injuries		280.0	290.0	307.2	300.0	280.0

2018 Safety Performance Target Assessment Summary from FHWA Website

Connecticut Safety Performance Target Assessment Summary

PERFORMANCE MEASURE	2014-2018 TARGET	2014-2018 OUTCOME	2012-2016 BASELINE	MET TARGET?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	257.0	279.4	274.4	No	No	NO
Rate of Fatalities	0.823	0.886	0.874	No	No	
Number of Serious Injuries	1,571.0	1,496.6	1,573.0	Yes	N/A	
Rate of Serious Injuries	5.033	4.752	5.020	Yes	N/A	
Number of Non-Motorized Fatalities and Serious Injuries	280.0	311.8	298.0	No	No	

State Highway Safety Report (2018) - Connecticut

<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Connecticut>