Overview

As per the Highway Safety Improvement Program final rule (23 CFR Part 490); States are required to set targets for five safety performance measures. The measures are the 5-year rolling averages for:

1. Number of Fatalities*
2. Rate of Fatalities (Fatalities / 100M VMT) *
3. Number of Serious Injuries*
4. Rate of Serious Injuries (Serious Injuries / 100M VMT)
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries


NYSDOT’s Target Setting Framework

1. Estimate existing trend
   - A linear trendline is used as the forecasting method. It is a clear, straightforward method recommended by FHWA.
   - The five-year moving average (current year plus four preceding years) is used as the data point for each year.

2. Adjust forecast for reasonability

3. Adjust forecast based on external and other factors where necessary

Step 1: Estimate existing trend

- Forecast 2023 using a 5-yr moving average linear trendline.

Step 2: Adjust for reasonability

- Round the % change between 2019-2023 vs. 2016-2020.
- Apply a -1% cap. The cap allows for a target that forecasts a significant reduction but recognizes that large decreases are difficult to sustain year after year.

Step 3: Adjust trend for external and other factors

- NYS has a host of safety programs designed to reduce fatal and serious injury crashes including the HSIP program, NYC’s Vision Zero and the NYSDOT Pedestrian Safety Action Plan (PSAP).
- The safety program goal is to continue to reduce crashes despite the impacts of COVID-19.

MPO Requirements

MPOs establish safety targets by either:

- Agreeing to plan and program projects that contribute toward the accomplishment of the State DOT target or
- Committing to a quantifiable safety target for the metropolitan planning area.

Timeline

- GTSC reports targets in the annual HSP on July 1 each year.
- NYSDOT establishes safety targets in the HSIP annual report on August 31, 2022.
- MPOs must agree to support state targets or establish their own within 180 days of the State establishing and reporting its safety targets. The MPO targets are due February 27, 2023.
2023 Targets and Supporting Data

<table>
<thead>
<tr>
<th>Measure</th>
<th>Last Annual and 5 yr. baseline</th>
<th>Step 1: Forecast Using 5-Yr Moving Average Trendline</th>
<th>Step 2: Round and apply 1% Cap</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>1,046</td>
<td>998.2</td>
<td>895.1</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.021</td>
<td>0.844</td>
<td>0.768</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>10,634</td>
<td>11,198.2</td>
<td>11,034.1</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>10.377</td>
<td>9.431</td>
<td>9.370</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>2,525</td>
<td>2,660.0</td>
<td>2,503.3</td>
</tr>
</tbody>
</table>


*Fatality Rate computed using VMT from FHWA Highway Statistics Series, Table VM-2

**Serious Injury Rate computed using VMT from FHWA Highway Statistics Series, Table VM-2

*** Based on combined total of Pedestrian Fatalities and Bicyclist and Other Cyclist Fatalities from FARS.