Task Team Purpose
1) To improve the collection, management and analysis of transportation safety data
2) To improve the timeliness, accuracy and reliability of transportation safety data
3) To help regional partners make data-driven transportation safety decisions

1) Welcome

2) Chair Position

3) Data Timeliness

4) Safety Performance Measures
   o Missouri
   o Kansas
   o MARC

5) Other Updates

6) Next meeting: Tuesday, Dec. 1st, 9 a.m.
Transportation Safety Data Task Team

Meeting Summary
Chair: Tamara Pitts

Tuesday, August 4 | 9:00 - 10:30 AM | GoToMeeting
gotomeet.me/MARC25A
Meeting ID: MARC25A
Passcode: 4658032

Task Team Purpose
1) To improve the collection, management and analysis of transportation safety data
2) To improve the timeliness, accuracy and reliability of transportation safety data
3) To help regional partners make data-driven transportation safety decisions

1) Welcome
   Attendees:
   - Carla Anderson, KDOT
   - Theresa Havenstein, KDOT
   - Jenny Lancaster, KTSRO
   - Phyllis Larimore, Children’s Mercy
   - Matthew McMichael, MoDOT
   - Karen Miller, MoDOT
   - Tamara Pitts, MoDOT
   - Ray Shank, MoDOT
   - Brad Winfrey, Children’s Mercy
   - Paul Bushore, MARC
   - Amanda Horner, MARC
   - Logan Strasburger, MARC

2) Data Team Role
   Group was posed with the question regarding what they see their role as regarding safety data. Conversation topics included:
   - Informing Destination Safe of trends in data
   - Identifying consistency between Kansas and Missouri data
   - Analyzing data as a whole
   - Discussion of how to improve data collection, including
     - Timeliness – This topic will be discussed in more detail at next meeting
     - Data cleaning
     - Communication
   - Presenting data accurately

   Currently, both Kansas and Missouri have finalized their 2019 fatality data. Finalizing 2019 serious injury data has been delayed due to COVID. Carla, Theresa and Ray offered themselves as contacts for updates regarding the status of the finalization of data.

3) Safety Performance Measures
   - Do we have what we need to best analyze the safety performance measures?
     - # of fatalities
     - Rate of fatalities
     - # of serious injuries
     - Rate of serious injuries
     - Non-motorized crash fatalities and serious injuries

   It is a priority of this group to make performance measure targets more center to the conversations within all of Destination Safe. The group discussed what types of data or projects could benefit the conversations and prioritization. Both states are looking at ways to use level of service of safety (LOSOS), which looks at roadway characteristics to make predictive measurements of safety improvements.
   - Kansas is looking at road segments only, can rank by excess crash frequency
   - Missouri plans to compare intersections across the state
• Intersection study may help to collect information within urban areas

4) Other Updates
Paul is working on a data dictionary to map the differences between Kansas and Missouri data

5) Next meeting: Tuesday, October 6th, 9 a.m.,
Missouri Statewide Safety Targets
August 2020 (reported in HSP and HSIP)

Targets based on 5-year rolling average from CY 2017-2021:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>5-Year Rolling Average Baseline (2015-2019)</th>
<th>5-year Rolling Average Statewide Target for CY2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities*</td>
<td>910.0</td>
<td>871.6</td>
</tr>
<tr>
<td>Fatality Rate per 100 Million VMT*</td>
<td>1.213</td>
<td>1.119</td>
</tr>
<tr>
<td>Number of Serious Injuries*</td>
<td>4681.2</td>
<td>4463.9</td>
</tr>
<tr>
<td>Serious Injury Rate per 100 Million VMT^</td>
<td>6.241</td>
<td>5.829</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries^</td>
<td>462.2</td>
<td>462.2~</td>
</tr>
</tbody>
</table>

*Performance Measures were reported in the 2020 Highway Safety Plan.

^Performance Measures were reported in the 2020 Highway Safety Improvement Program Annual Report.

**Methodology:** Targets are based on Zero by 2030 fatality reduction, Zero by 2040 serious injury reduction, 1% VMT increase, and non-motorized reduction based on overall fatality and serious injury reductions. An exception is made for instances where the baseline 5-year rolling average is less than the calculated target using the parameters previously described. When this occurs, the baseline will be used as the target.

~The Number of Non-Motorized Fatalities and Serious Injuries using the methodology above was calculated to be 475.8. This is greater than the 462.2 for the baseline, therefore the baseline was used for the target.

More data below:

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Crash Data</th>
<th>5-Year Rolling Average Baseline (2015-2019)</th>
<th>5-year Rolling Average Statewide Target CY2021</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018 Final</td>
<td>2019 Preliminary</td>
<td>2020 Interim Target</td>
</tr>
<tr>
<td>Number of Fatalities*</td>
<td>921</td>
<td>880</td>
<td>838</td>
</tr>
<tr>
<td>Fatality Rate per 100 Million VMT*</td>
<td>1.211</td>
<td>1.146</td>
<td>1.031</td>
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<tr>
<td>Number of Serious Injuries*</td>
<td>4717</td>
<td>4486</td>
<td>4272</td>
</tr>
<tr>
<td>Serious Injury Rate per 100 Million VMT^</td>
<td>6.202</td>
<td>5.840</td>
<td>5.507</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities and Serious Injuries^</td>
<td>440</td>
<td>517</td>
<td>492</td>
</tr>
</tbody>
</table>
2020 Safety Performance Measure Targets

The following graphs help to visualize the crash and injury data in the 5 required areas:

1. Crash fatalities
2. Crash fatality rate per 100M vehicle miles traveled (VMT)
3. Crash serious injuries
4. Crash serious injury rate per 100M VMT
5. Non-motorized crash fatalities and serious injuries

The purpose of these graphs is to assist in setting the 2020 performance measure targets for the MARC region. Additional information:

- Actual fatality and/or serious injury totals are shown in blue and/or gray bars
- Actual 5-year average, based on data starting in 2000 (except for VMT, which begins in 2007 and non-motorized data, which begins in 2008), is shown in the solid yellow line
- The 2018 and 2019 voted performance measure targets are shown as green diamonds
- The 5-year average trend line, based on data starting in 2000 (except for non-motorized data, which begins in 2008), is shown in the dotted yellow line
- The incremental steps to reach the “Together Toward Zero 2018-2022 Kansas City Regional Transportation Safety Blueprint 2022” target is shown in the orange dotted line

Because zero traffic crash fatalities and serious injuries is our ultimate goal, and the efforts of KDOT, MoDOT and all Destination Safe partners continue to work toward that goal, it is recommended that the 2020 Performance Measure targets are based on the “Together Toward Zero 2018-2022 Kansas City Regional Transportation Safety Blueprint 2022,” with the exception of the crash fatalities. The Regional Safety Blueprint target for crash fatalities for 2022, 197.4, was reached in 2018. For this reason, the Destination Safe Leadership Team voted to reduce the crash fatalities target by 5%. All 2020 performance targets are as follows:

1. Crash fatalities – 191.4
2. Crash fatality rate per 100M vehicle miles traveled (VMT) - .869
3. Crash serious injuries – 1004.9
4. Crash serious injury rate per 100M VMT – 4.481
5. Non-motorized crash fatalities and serious injuries – 102.1
2020 Federal Performance Measure Targets: Annual Crash Fatalities

**Annual Fatalities - MARC Region**

- **MO Fatalities**: Graph showing the number of MO fatalities from 2014 to 2022, with values ranging from 48 to 172.8.
- **KS Fatalities**: Graph showing the number of KS fatalities from 2014 to 2022, with values ranging from 95 to 171.6.
- **Regional Blueprint 2022 Target**: Graph showing the target number of fatalities for each year from 2014 to 2022, with values ranging from 191.4 to 203.6.
- **Approved Targets**: Graph showing the approved targets for each year from 2014 to 2022, with values ranging from 172.8 to 197.4.
- **MARC 5 Year Average**: Graph showing the 5-year average fatalities for each year from 2014 to 2022, with values ranging from 180.4 to 197.4.
- **Trend**: Graph showing the trend of fatalities from 2014 to 2022, with a smooth line.
- **2020 Target**: Graph showing the 2020 target fatalities, with a diamond marker.

**Annual Fatality Rate per 100M VMT - MARC Region**

- **MPO Rate**: Graph showing the annual fatality rate per 100M VMT from 2014 to 2022, with values ranging from 0.73 to 0.892.
- **MARC 5 Year Average**: Graph showing the 5-year average fatality rate per 100M VMT from 2014 to 2022, with values ranging from 0.860 to 0.948.
- **Approved Targets**: Graph showing the approved targets for each year from 2014 to 2022, with values ranging from 0.892 to 0.895.
- **Regional Blueprint 2022 Target**: Graph showing the target fatality rate per 100M VMT for each year from 2014 to 2022, with values ranging from 0.869 to 0.890.
- **Trend**: Graph showing the trend of fatality rate per 100M VMT from 2014 to 2022, with a smooth line.
- **2020 Target**: Graph showing the 2020 target fatality rate, with a diamond marker.
2020 Federal Performance Measure Targets: Annual Crash Serious Injuries

Serious Injuries - MARC Region

Serious Injury Rate per 100M VMT - MARC Region
2020 Federal Performance Measure Targets: Non-Motorized Fatalities and Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>MARC Region</th>
<th>MARC 5 Year Average</th>
<th>Approved Targets</th>
<th>Regional Blueprint 2022 Target</th>
<th>Trend</th>
<th>2020 Target</th>
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<tbody>
<tr>
<td>2014</td>
<td>124.4</td>
<td></td>
<td>116</td>
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<tr>
<td>2015</td>
<td>121.2</td>
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<tr>
<td>2016</td>
<td>118.0</td>
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<tr>
<td>2017</td>
<td>117.0</td>
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<td>121</td>
<td></td>
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<tr>
<td>2018</td>
<td>121.0</td>
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<td>101.7</td>
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<td>2019</td>
<td>117.5</td>
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<td>106.0</td>
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<tr>
<td>2020</td>
<td>116.8</td>
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<td>102.1</td>
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<tr>
<td>2021</td>
<td>92.6</td>
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</tr>
<tr>
<td>2022</td>
<td>83.1</td>
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