To: Transportation Committee and Transportation Technical Committee

From: William Dickinson, Chairman, Transportation Committee

Date: January 2, 2019

Subject: Wednesday, January 9, 2019
Meeting of the Transportation Committee and Transportation Technical Committee at 12:00, in the offices of SCRCOG

Presentation
Traffic Signal Circuit Rider Program Theresa Schwartz, PE, PTOE

Action Items:
1. Meeting Minutes of November 14, 2018
2. Annual Endorsement of CTDOT Targets for Safety Performance Measures

Informational Items:
3. New Haven-Meriden STP-Urban Program and LOTCIP
4. Other Business
Transportation and Transportation Technical Committee Distribution List

All Receiving Agenda Notice via Email or Fax

Municipalities

Bethany: A. Marek, A. Green
Branford: J. Cosgrove, T. Milici, J. Hoefferle
East Haven: K. White
Guilford: M. Hoey, M. Damiani, K. Quercia, J. Plaziak
Hamden: E. Fuller, T. Wydra, M. Austin
Madison: T Banisch, R. Russo, J. Iennaco
Meriden: D. White, D. Brunet, H. Weissberg
Milford: B. Blake, D. SULKIS, C. Saley, G. PIDLUSKI
New Haven: T. Harp, A. Scott, B. Notghi, M. Piscitelli, D. Hausladen, G. Zinn
North Branford: K. Weiss, M. Paulhus,
North Haven: M. Freda, A. Fredricksen, B. Cummings, J. Bodwell
Orange: P. Kaplan, B. Brinton
Wallingford: W. Dickinson, D. Roe, R. Baltramaitis
West Haven: N. Rossi, A. Quadir
Woodbridge: W. Connors

1voting Technical Transportation Committee member appointed by chief elected official

ARCADIS: R. Deitz
Cardinal Engineering: J. Cermola
Center for Disability Rights: M. Gallucci
CDM Smith: J. Balskus
CME Associates: J. Koolis
CTDOT: M. Rolfe, G. Wright, D. Larosa, J. Redeker, R. Etuka, K. Chukwa, E. Wynkoop
Connecticut League of Women Voters (New Haven Chapter): N. Ciarleglio
Connecticut Transit: S. Willis, B. Diggs, J. Rickman
CT Latino News
CTRIDES: J. Cavadini, C. Zeifman
Dewberry: A. Zysk
FHWA: A. Jackson-Grove, E. Shortell, K. Shooshan-Stoller
GEI Consultants: K. Brady
Greater New Haven Chamber of Commerce: T. Rescigno,
Greater New Haven Convention and Visitors Bureau: G. Kozlowski
Greater New Haven Transit District: K. Dunham, M. Marrero
GM2 Inc.: T. Margiotta
Hartford Courant
Inner City News
Integrated Management Controls: S. Gale
Kennedy Center: A. Gagliardo
La Voz Hispana
Luchs Associates: R. Dagan
MaGrann Associates J. Ball
Masters Manna: C. Trzcinski
Milford Transit District: H. Jadach
New Haven Parking Authority: J. Staniewicz, M. Fortunata
New Haven Register: M. Zaretsky
Office of Congresswoman Rosa DeLauro: L. Mangini
Office of Senator Richard Blumenthal: E. Graham
Office of Senator Chris Murphy: E. Johnson
PBAmericas (Glastonbury): A. Moretti, J. Kulpa
PelicanCorp: N. Holly
PRIME AE Group D. Imig
RBA Group D. Lapping
Spanish Community of Wallingford: M. Harlow
Technical Planning Associates: B. Sacco
UCONN: S. Levy
United Illuminating Company: S. Saczynski
Wallingford Committee on Aging: W. Viola
Wallingford Youth and Social Services: C. Turner
Website Signups
West Haven Chamber of Commerce: N. DeMatties
Connecticut’s Traffic Signal Circuit Rider Program

The Technology Transfer Center at UCONN is very pleased to offer a program to help local municipal agencies effectively manage their traffic signals.

Traffic signal management involves the planning, design, integration, maintenance, and proactive operation of a traffic signal system in order to achieve policy based objectives to improve the efficiency, safety and reliability of signalized intersections.

The Connecticut Traffic Signal Circuit Rider provides no cost technical assistance and training to local agency representative’s responsible for municipal traffic signals.

Some of the services that are available through the program:

- Assistance in development of Traffic Signal Operations and Maintenance Plan
- Technical briefs on traffic signal related topics
- Assistance with traffic signal system retiming projects
- Training on traffic signal systems topics
- Statewide roundtables on traffic signal topics
- Timing plans for municipalities with signals at intersections that work in isolation
- Equipment loan program

For more information, please contact:

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Traffic Signal Systems Circuit Rider
Connecticut Technology Transfer Center
University of Connecticut
Email: theresa.schwartz@uconn.edu
Phone: 203 583 2134 (cell)
Transportation Committee Minutes – November 14, 2018

Transportation Committee Members
Wallingford, Mayor William Dickinson, Chairman
Branford, FS James Cosgrove
Guilford, FS Mathew Hoey
New Haven, Giovanni Zinn, Proxy for Mayor Harp

Guests
Edgar Wynkoop, CTDOT
Mary Bigelow, GNHTD

Transportation Technical Committee
Branford, John Hoefferle
Guilford, Janice Plaziak
Hamden, Mark Austin
Madison, J. Iennaco
Meriden, Howard Weissberg
Milford, Greg Pidulski
North Haven, J. Andrew Bevilacqua
Orange, Bob Brinton

SCRCOG
Stephen Dudley, James Rode, Rebecca Andreucci

Mayor Dickinson called the meeting to order at 12:02 PM

Action Item #1: Meeting Minutes of October 10, 2018
FS Cosgrove made a motion to approve the Minutes of the October 10, 2018 meeting. H. Weissberg seconded the motion, which passed unanimously.

Action Item #2 2018-2021 Transportation Improvement Program Amendment 10
S. Dudley began the discussion for Amendment 10. He informed those present that there is, included within the FAST Act, a planned rescission of funds for FY20. To address the possible loss of funding, CTDOT has developed a plan to reduce the impact to the transportation program. The plan requires TIP action to change the funding source for a number of projects in the region and must be approved by January 2019. After some discussion, FS Hoey made a motion to recommend approval of Amendment 10. M. Austin seconded the motion, which passed unanimously.

Information Item #3: New Haven-Meriden STP-Urban Program and LOTCIP
S Dudley gave an update on the program and those present discussed their projects and asked questions.

J. Plaziak made a motion to adjourn J Hoefferle seconded the meeting adjourned at 12:25PM.
2019 Safety Performance Measures & Targets
for Federal Reporting Purposes

This report documents the safety performance targets required by the Federal Highway Administration (FHWA) and the National Highway Transportation Safety Administration (NHTSA). The performance measures are defined in federal law, and CTDOT and the MPOs are required to set specific performance targets, review whether or not they meet the targets, and set new performance targets based on the evaluation of past performance and projected trends. The reassessment and target setting must be done every year.

Each of the five required performance measures and targets are presented on a separate page that is indicated below:

1. Number of fatalities per year  page 3
2. Number of fatalities per 100 million vehicle miles traveled  page 4
3. Number of serious injuries (level A) per year  page 5
4. Number of serious injuries (level A) per 100 million vehicle miles traveled  page 6
5. Number of non-motorist fatalities and serious injuries (level A) per year  page 7

Federal targets vs. CTDOT’s own goals. Please be aware that CTDOT has established its own state performance goals and targets for these same safety measures. CTDOT’s goal is always to reduce all highway fatalities and serious injuries, and each year we develop strategies and projects to help achieve that goal. However, for federal reporting purposes, we must set annual targets that are attainable or CTDOT will risk federal penalties. For that reason, the federal targets selected in this report reflect the nationwide trend of increasing fatalities and injuries that has been observed since 2015.
Summary Table. Provided below is a summary table of the five federal safety performance measures and their respective targets for 2019. All measures and targets are based on a 5-year moving average of the respective measure. Graphs depicting the annual data and the 5-year moving average for each respective measure are provided on the five following pages. These were submitted to FHWA in the Highway Safety Improvement Program (HSIP) in August 2018.

<table>
<thead>
<tr>
<th>Measure</th>
<th>Target</th>
<th>Numeric Target for 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>Maintain 5-yr average</td>
<td>274 per year</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>Maintain 5-yr average</td>
<td>0.873 per 100 million VMT</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>Maintain 5-yr average</td>
<td>1,574 per year</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>Maintain 5-yr average</td>
<td>5.02 per 100 million VMT</td>
</tr>
<tr>
<td>Non-Motorist Fatalities &amp; Serious Injuries</td>
<td>Maintain 5-yr average</td>
<td>290 per year</td>
</tr>
</tbody>
</table>
TARGET: Maintain the 2016 five year moving average of 274 fatalities

TARGET Year: 2019

TRENDS & target setting explanation

- Annual fatality figures have fluctuated during the five year reporting period, but the 5-year moving average has been flat or increasing. This upward trend is also occurring at the national level.

- The 5-year moving average calculated for 2012-2016 is 274 fatalities.

- The projected 5-year trend line based on regression analysis is relatively flat for the next 2 years.

- Based on the projected trend line, the number of fatalities per year is expected to remain flat or slightly increase during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to “maintain the current five year moving average of 274.”
TARGET: Maintain the 2016 moving average of 0.873 fatalities per 100 million VMT

TARGET Year: 2019

TRENDS & target setting explanation

- While annual fatality rate (per million VMT) has fluctuated year to year, the 5-year moving average has been flat or slightly increasing.
- The 5-year moving average (for 2012-2016) is 0.873 fatalities per 100 million vehicle miles.
- The projected 5-year trend line based on regression analysis is relatively flat for the next 2 years.
- Based on the projected trend line, the number of fatalities per 100 million vehicle miles traveled is expected to remain flat or slightly increase during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to “maintain the current five year moving average of 0.873.”
TARGET: Maintain the 2016 moving average of 1,574 serious (A) injuries

TARGET Year: 2019

TRENDS & target setting explanation

- While serious (A) injuries have fluctuated year to year, the 5-year moving average has been trending down – although flat the last 2 years.

- The 5-year moving average calculated for 2012-2016 is 1,574 serious injuries.

- The projected 5-year trend line based on regression analysis is slightly decreasing for the next 2 years. However, the 3 most recent years (2015-2017) of data suggest the number of serious injuries per year is no longer decreasing, but instead annual injuries might be flattening out.

- Based on the projected trend line, and the most recent 3 years of data, the number of serious (A) injuries is expected to be flat during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to "maintain the current five year moving average of 1,574."
TARGET: Maintain the 2016 moving average of 5.024 serious (A) Injuries per 100 million VMT

TARGET Year: 2019

TRENDS & target setting explanation

- While the serious (A) injury rate has fluctuated year to year, the 5-year moving average has been trending down – although flat the last three years.

- The 5-year moving average calculated for 2012-2016 is 5.024 injuries per million VMT.

- The projected 5-year trend line based on regression analysis is slightly decreasing for the next 2 years. However, the 3 most recent years (2015-2017) of data suggest the number of serious injuries per year is no longer decreasing, but instead serious injuries per million vehicle miles traveled might be flattening out.

- Based on the projected trend line and the most recent 3 years of data, the number of serious (A) injuries is expected to be flat during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to maintain the current five year moving average of 5.024."
TARGET: Maintain the 2016 moving average of 290 non-motorist fatalities and serious (A) injuries

TARGET Year: 2019

TRENDS & target setting explanation

- While non-motorist fatalities and serious (A) injuries fluctuated year to year, the 5-year moving average has increased during the last two years.

- The 5-year moving average calculated for 2012-2016 is 290 fatalities and serious injuries.

- The projected 5-year trend line based on regression analysis is flat for the next 2 years. However, the 3 most recent years (2015-2017) of data suggest the number of non-motorist fatalities and serious injuries per year is actually increasing.

- Based on the trend line, the number of non-motorist fatalities and serious (A) injuries is expected to remain the same or decrease slightly. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to "maintain the current five year moving average of 290."
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTDOT

WHEREAS, the South Central Regional Council of Governments (SCRCOG) 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 South Central 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, 2018, and

WHEREAS, the Connecticut Department of Transportation (CTDOT) has established targets for five performance measures based on five year rolling averages 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, and
(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 2018 RPO Coordination meetings, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 2018 and

WHEREAS the SCRCOG may establish safety 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 safety targets.
NOW THEREFORE, BE IT RESOLVED, that the SCRCOG has agreed to support CTDOT’s 2019 targets for the five safety performance targets as attached herein, and

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on January 31, 2018

Date: January 23, 2019
By: ____________________________
   , Secretary
   South Central Regional Council of Governments