

SAFETY PERFORMANCE FINAL TARGETS (2018)

by

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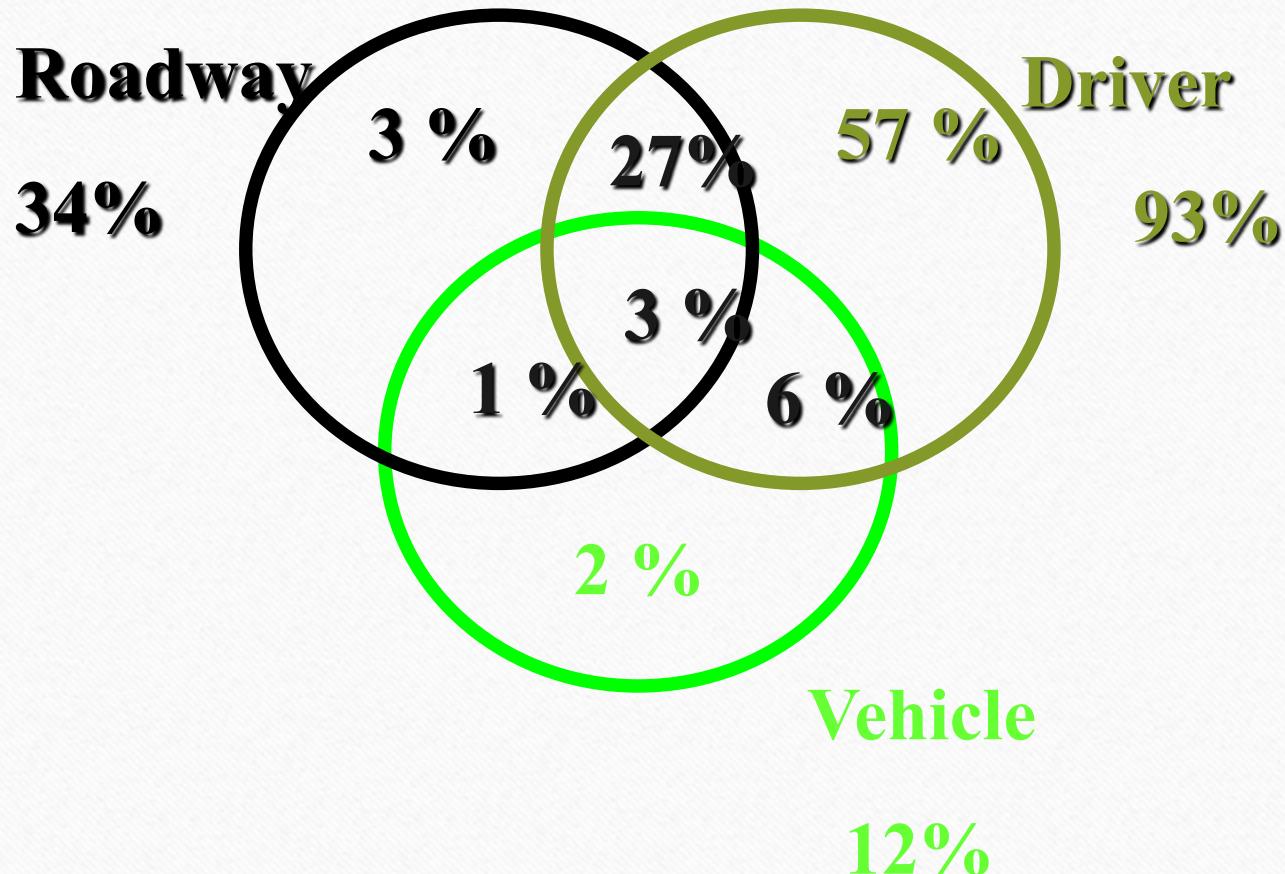
SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Five Performance Targets

- Number of Fatalities (FARS)
- Rate of Fatalities per 100 Million VMT (FARS & HPMS)
- Number of Serious Injuries (SWITRS)
- Rate of Serious Injuries per 100 Million VMT (SWITRS & HPMS)
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) (FARS & SWITRS)

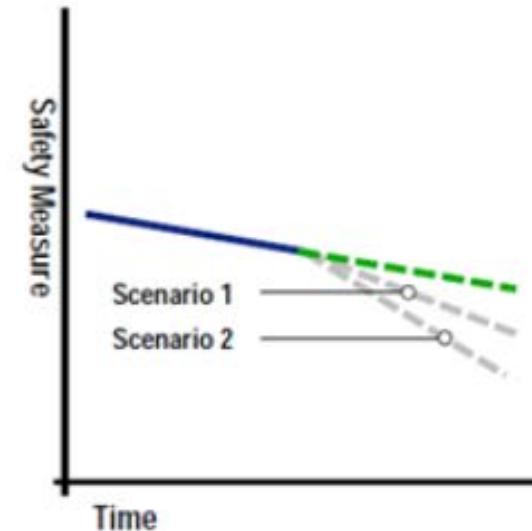
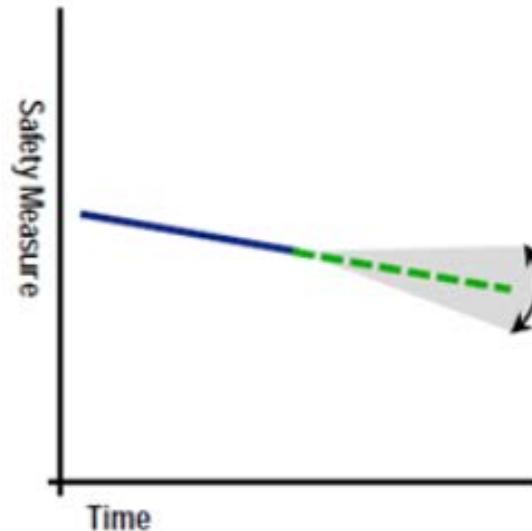
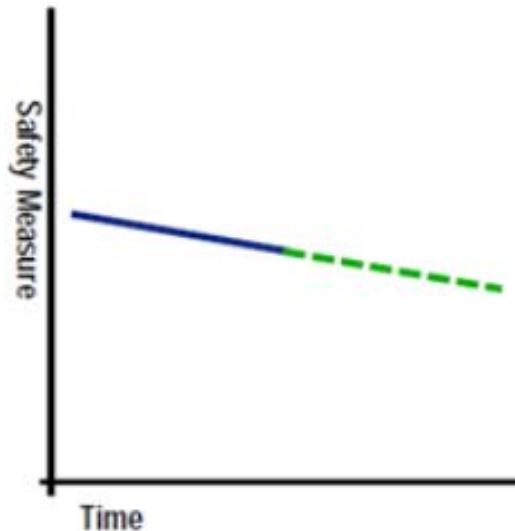
SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Causes of Traffic Collisions



SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

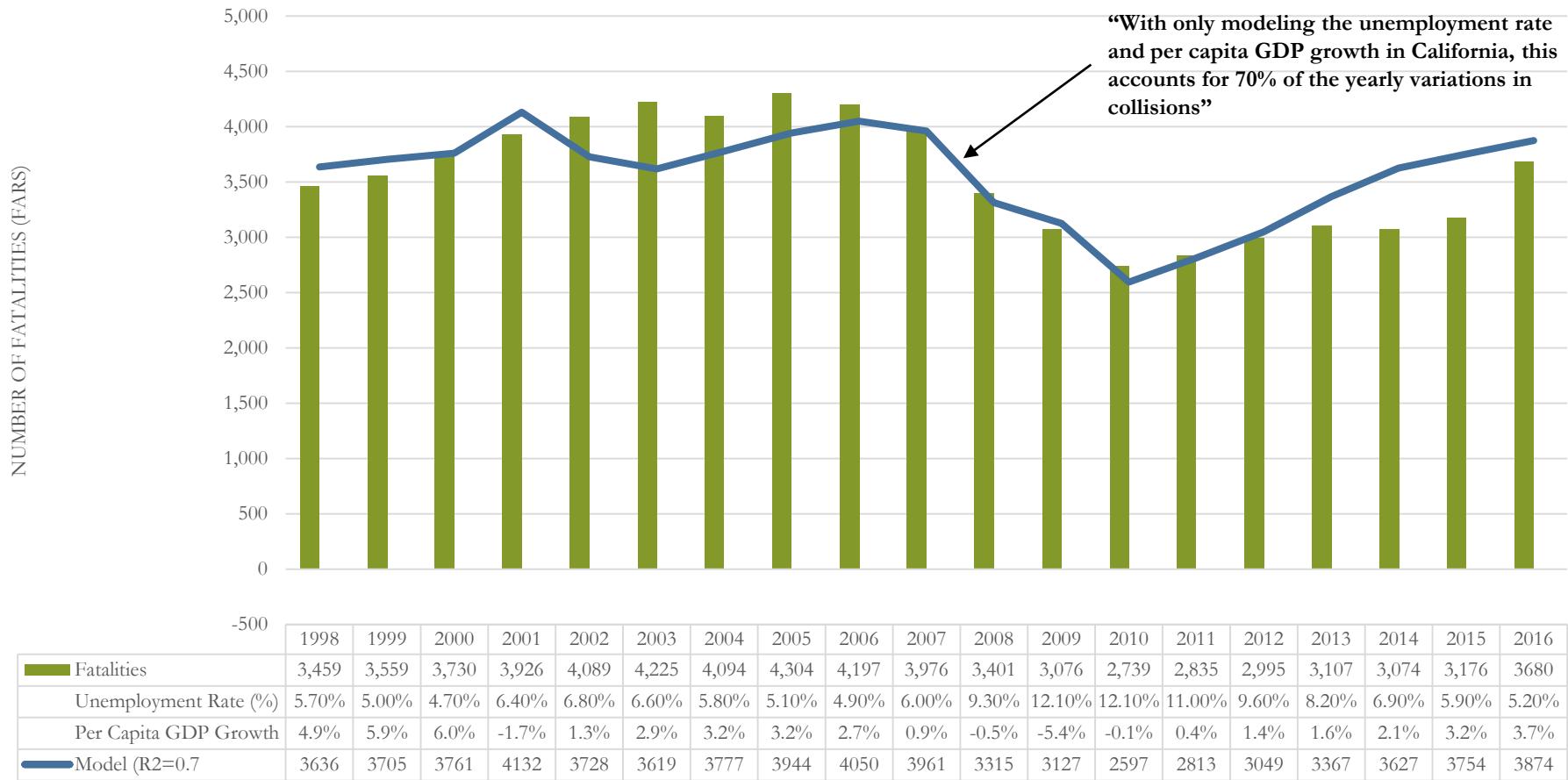
Target Setting Steps



Source: Cambridge Systematics, Inc.

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Economic Determinism (1998-2016)



SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

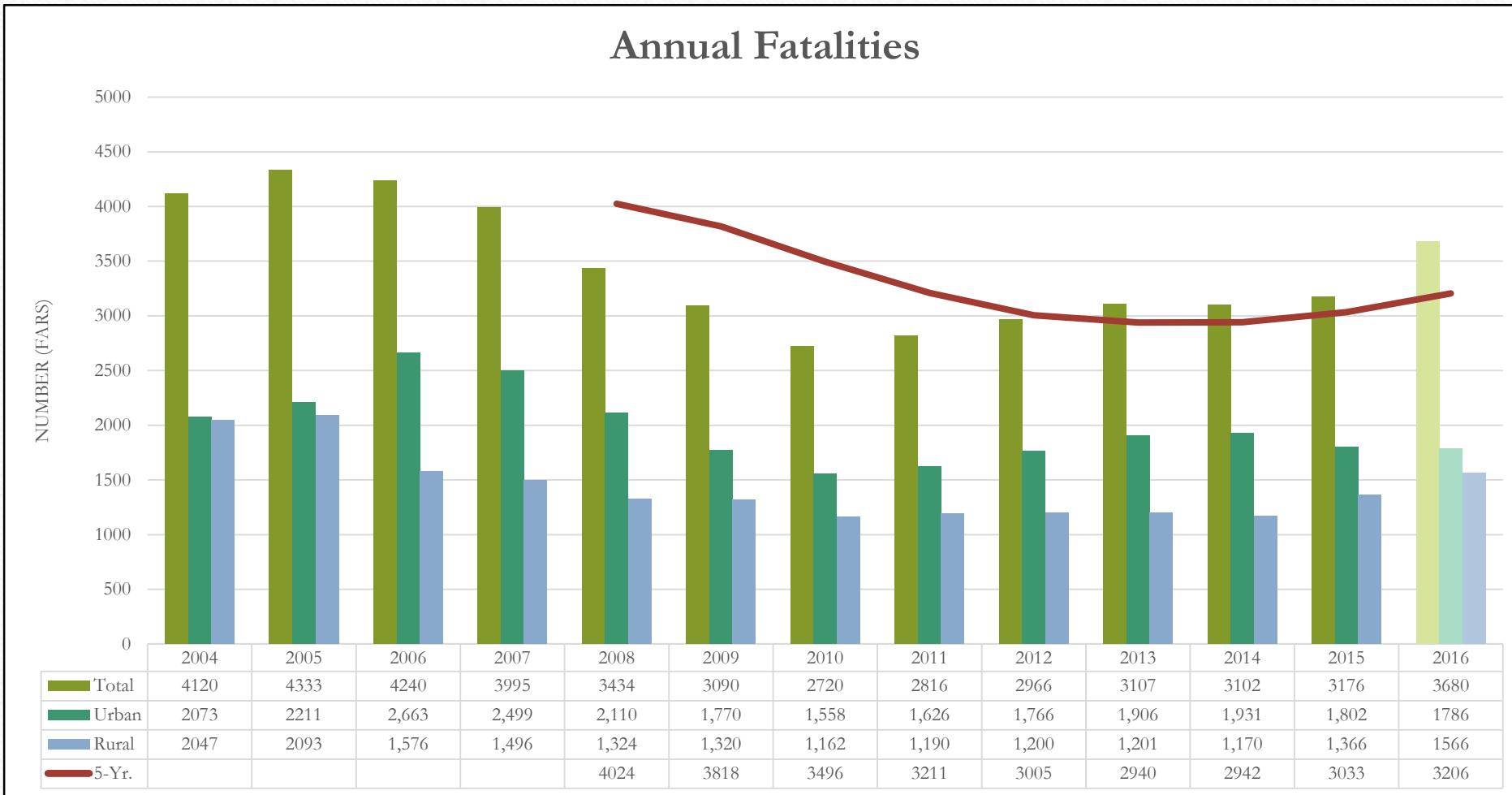
NSC Motor Vehicle Fatality Estimates: Motor-vehicle Deaths continue to rise for the first nine months of 2016

- States in bold show decreasing fatalities
- 37/50 States show increasing fatalities in 2016.
- California has experienced a 13% increase in fatalities from 2015 to 2016

Table 2
State Motor-Vehicle Deaths, Changes, and Rates

| State | Number of Months Reported | Deaths Identical Periods | | | Percent Changes | |
|----------------------|---------------------------|--------------------------|--------|--------|-----------------|--------------|
| | | 2016 | 2015 | 2014 | 2015 to 2016 | 2014 to 2016 |
| TOTAL U.S. | 12 | 40,200 | 37,757 | 35,398 | 6% | 14% |
| Alabama | 12 | 1,044 | 846 | 821 | 23% | 27% |
| Alaska | 12 | 84 | 65 | 71 | 29% | 18% |
| Arizona | 12 | 950 | 881 | 768 | 8% | 24% |
| Arkansas | 12 | 545 | 533 | 467 | 2% | 17% |
| California | 12 | 3,680 | 3,249 | 3,084 | 13% | 19% |
| Colorado | 12 | 605 | 545 | 465 | 11% | 30% |
| Connecticut | 12 | 307 | 283 | 249 | 8% | 23% |
| Delaware | 12 | 119 | 130 | 125 | -8% | -5% |
| Dist. of Columbia | 12 | 28 | 26 | 26 | 8% | 8% |
| Florida | 12 | 3,037 | 2,955 | 2,501 | 3% | 21% |
| Georgia | 12 | 1,540 | 1,394 | 1,145 | 10% | 34% |
| Hawaii | 12 | 119 | 94 | 99 | 27% | 20% |
| Idaho | 12 | 253 | 217 | 186 | 17% | 36% |
| Illinois | 12 | 1,078 | 1,017 | 910 | 6% | 18% |
| Indiana | 12 | 820 | 817 | 727 | 13% | |
| Iowa | 12 | 403 | 320 | 319 | 26% | 26% |
| Kansas | 12 | 431 | 357 | 385 | 21% | 12% |
| Kentucky | 12 | 830 | 748 | 666 | 11% | 25% |
| Louisiana | 12 | 661 | 646 | 630 | 2% | 5% |
| Maine | 12 | 159 | 156 | 135 | 2% | 18% |
| Maryland | 12 | 490 | 508 | 438 | -4% | 12% |
| Massachusetts | 12 | 399 | 354 | 348 | 13% | 15% |
| Michigan | 12 | 1,064 | 982 | 893 | 8% | 19% |
| Minnesota | 12 | 398 | 409 | 358 | -3% | 11% |
| Mississippi | 12 | 670 | 645 | 605 | 4% | 11% |
| Missouri | 12 | 939 | 862 | 759 | 9% | 24% |
| Montana | 12 | 190 | 224 | 192 | -15% | -1% |
| Nebraska | 12 | 217 | 244 | 221 | -11% | -2% |
| Nevada | 12 | 327 | 326 | 285 | 15% | |
| New Hampshire | 12 | 137 | 114 | 92 | 20% | 49% |
| New Jersey | 12 | 607 | 553 | 563 | 10% | 8% |
| New Mexico | 12 | 398 | 296 | 372 | 34% | 7% |
| New York | 12 | 953 | - | - | - | - |
| North Carolina | 12 | 1,435 | 1,396 | 1,259 | 3% | 14% |
| North Dakota | 12 | 113 | 131 | 136 | -14% | -17% |
| Ohio | 12 | 1,129 | 1,105 | 1,011 | 2% | 12% |
| Oklahoma | 12 | 668 | 631 | 655 | 6% | 2% |
| Oregon | 12 | 495 | 446 | 350 | 11% | 41% |
| Pennsylvania | 12 | 1,189 | 1,205 | 1,215 | -1% | -2% |
| Rhode Island | 12 | 53 | 45 | 52 | 18% | 2% |
| South Carolina | 12 | 1,015 | 954 | 823 | 6% | 23% |
| South Dakota | 12 | 116 | 133 | 136 | -13% | -15% |
| Tennessee | 12 | 1,042 | 961 | 967 | 8% | 8% |
| Texas | 12 | 3,751 | 3,490 | 3,464 | 7% | 8% |
| Utah | 12 | 280 | 275 | 256 | 2% | 9% |
| Vermont | 12 | 64 | 57 | 44 | 12% | 45% |
| Virginia | 12 | 750 | 755 | 703 | -1% | 7% |
| Washington | 12 | 536 | 567 | 467 | -5% | 15% |
| West Virginia | 12 | 269 | 270 | 271 | -1% | -1% |
| Wisconsin | 12 | 592 | 561 | 498 | 6% | 19% |
| Wyoming | 12 | 112 | 145 | 149 | -23% | -25% |

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



Note: The year 2016 numbers are preliminary

Number of Fatalities: Targets



Explanation of the Legend

- 1. Fatalities:** The bar chart in dark green denotes the current data that is available in FARS. The light green bar depicts the “NSC Motor Vehicle Fatality Estimates” for 2016. The gray bars show a year-to-year increase of +13% from 2016 to 2017 (which is based on the change of fatalities from 2015 to 2016). In the year 2018, the number of fatalities is 3838.
- 2. 5-Yr (“Vision” Based or Toward Zero Deaths (TZD)):** The red line represents the 5-Yr rolling average from annual fatality numbers that reflect the TZD aspirational goal . This is a “vision” based target is based on a year-to-year decrease of 7.69% from 2017 and onwards. The 5 year rolling average in 2018 is 3590.8.

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



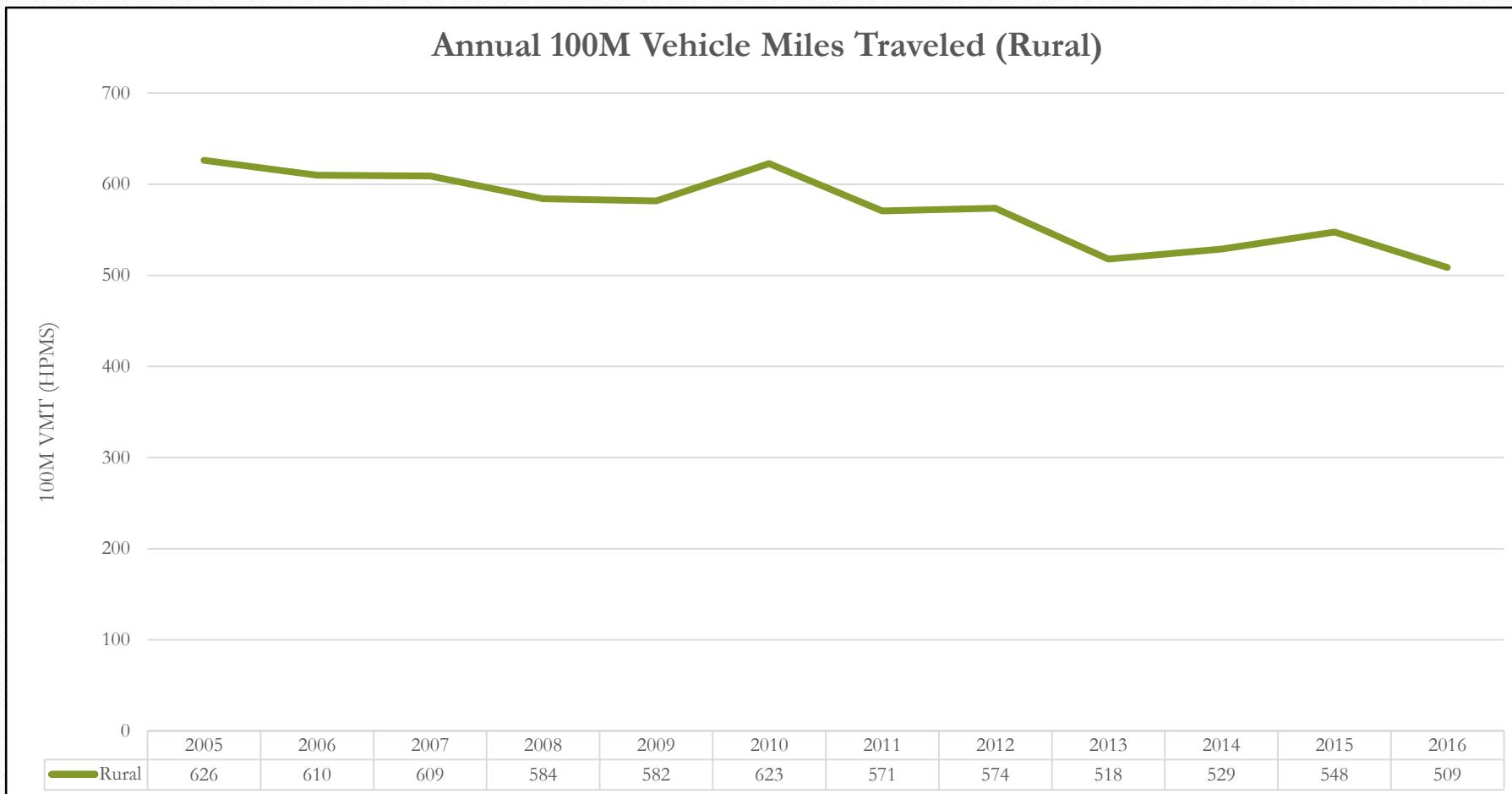
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SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



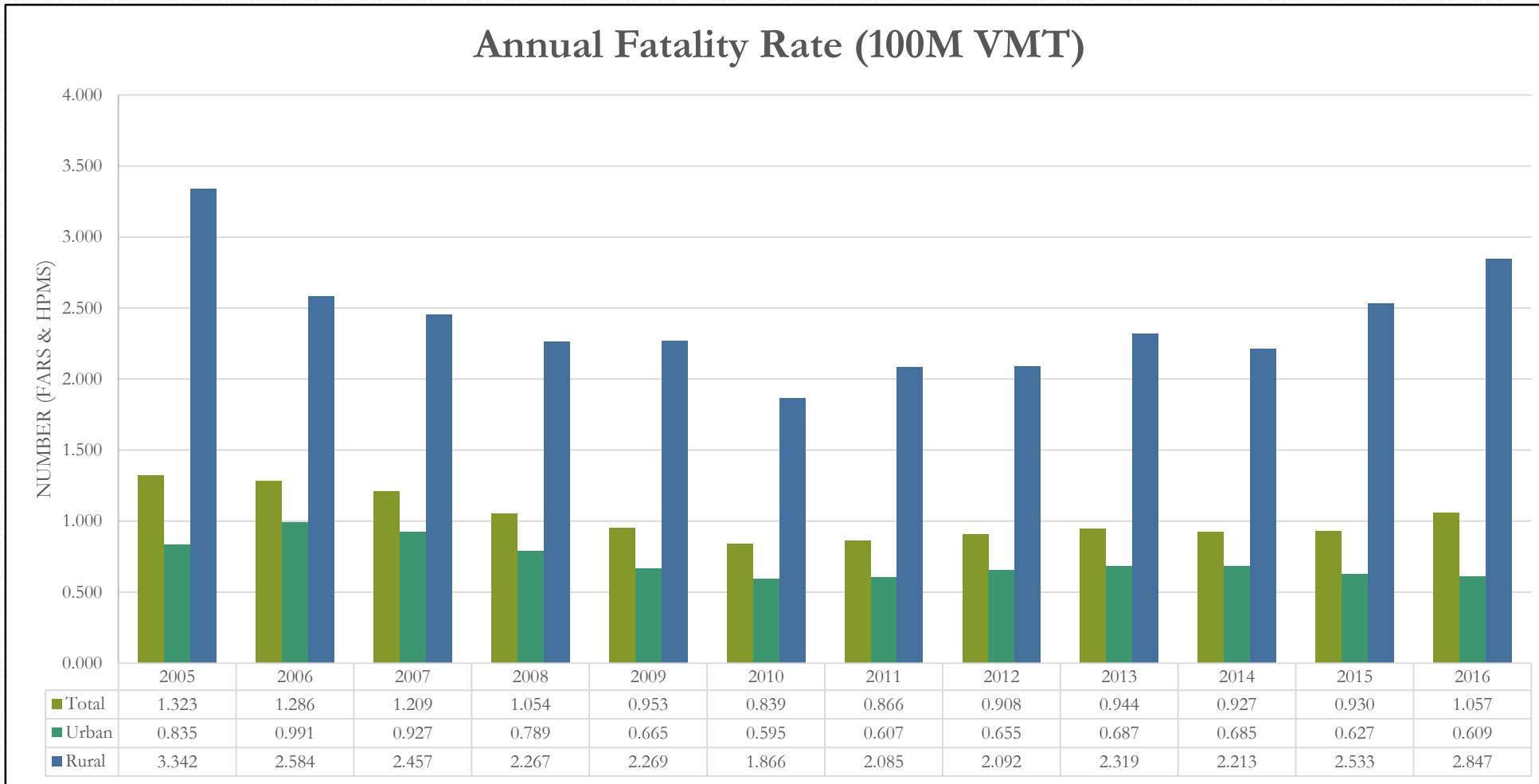
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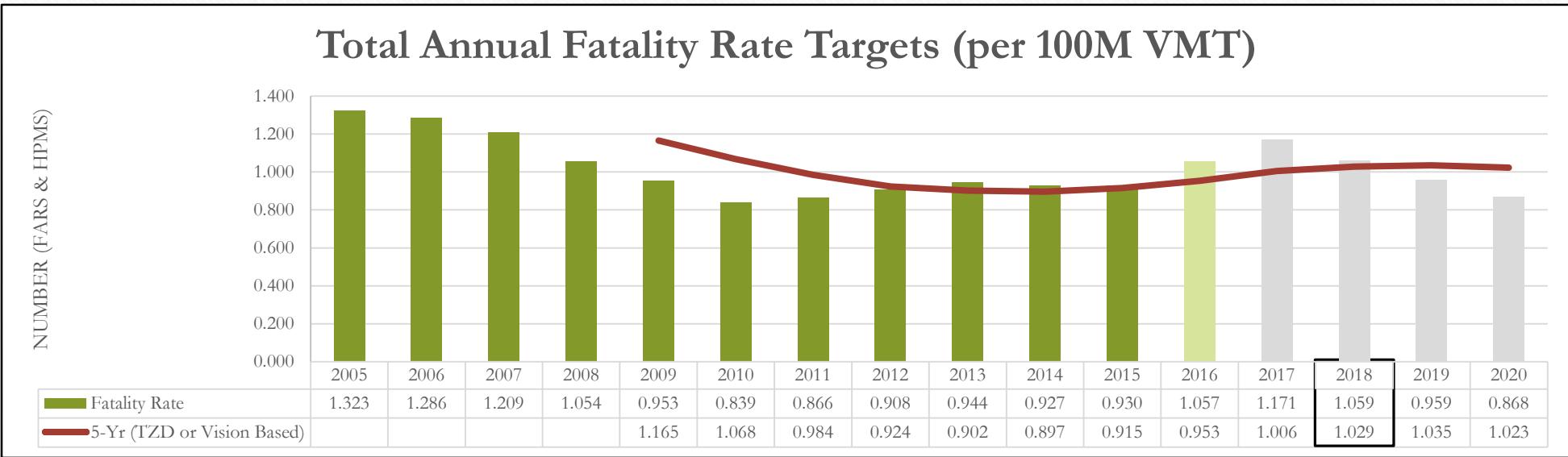
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SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



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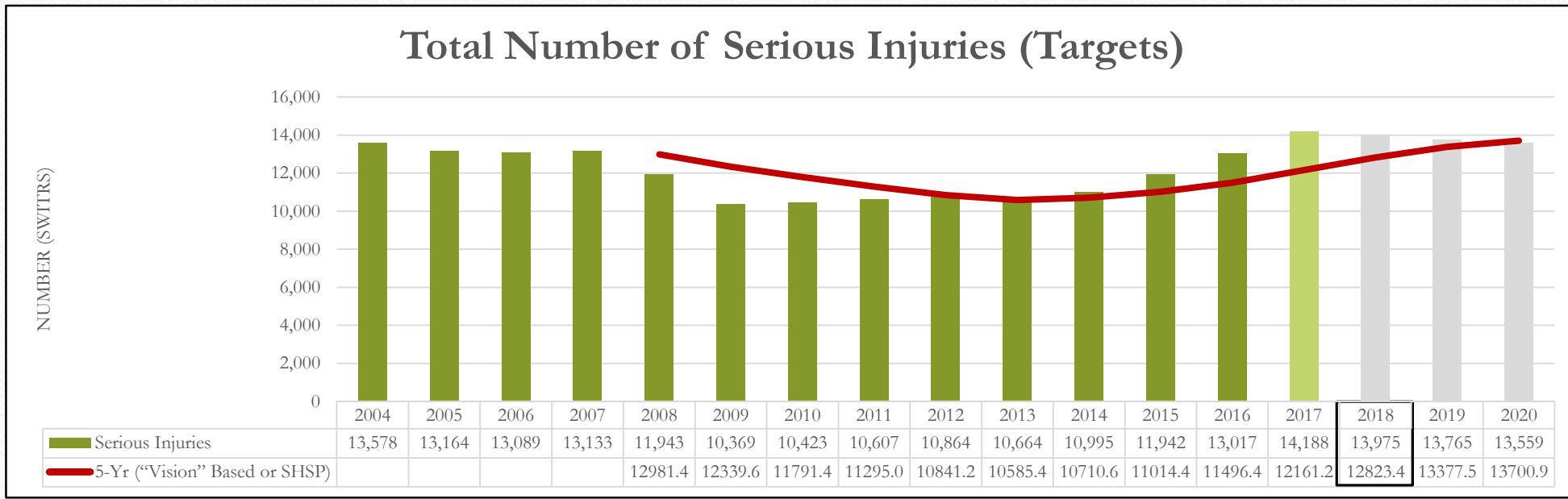
SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



Explanation of the Legend:

- 1. Fatality Rate:** The bars in dark green denote the current data that is available in FARS. The light green bar depicts the “NSC Motor Vehicle Fatality Estimates” for 2016. The gray bars show a year-to-year increase of +13% from 2016 to 2017 (which is based on the change of fatalities from 2015 to 2016). The year 2018 is the first year of the target set at 1.059 fatalities per 100M VMT.
- 2. 5-Yr (Vision Based” or TZD):** The red line represents the 5-Yr rolling average from annual fatality numbers that reflect the TZD aspirational goal . This is a “vision” based target is based on a year-to-year decrease of 7.69% from 2017 and onwards (which is divided by the traffic volumes). The 5 year rolling average set at 2018 is **1.029** per 100M VMT.
- 3. HPMS Volume Data:** The Average Annual Daily Traffic (AADT) volumes are increased 2 percent per year from 2014 levels for the years from 2015 to 2020 (refer to slide 9).

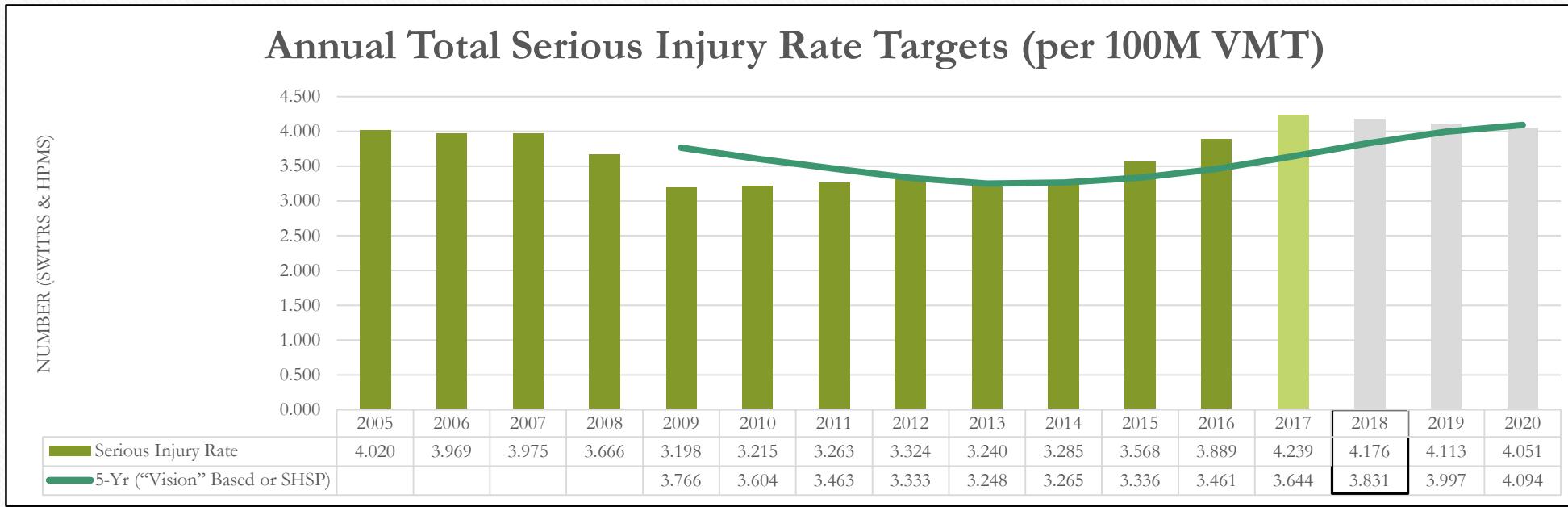
SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



Explanation of the Legend

- 1. Serious Injuries:** The bars in dark green denotes the current data that is available in SWITRS. The light green bar depicts the forecasted values for 2017, which is based on an increase of +9% (the change from 2015 to 2016 for serious injuries). The gray bars show the number of serious injuries when decreased at a rate of -1.5% per year starting in the year 2018. The target year for serious injury numbers is 13,975.
- 2. 5-Yr ("Vision" Based or SHSP):** The red line represents a 5-Yr rolling average from a decrease in serious injuries of -1.5% per year starting in 2017. This target is incorporated in the Strategic Highway Safety Plan (SHSP). This is a "vision" based or "aspirational" target. The 5-year rolling average target for 2018 is 12,823.4.

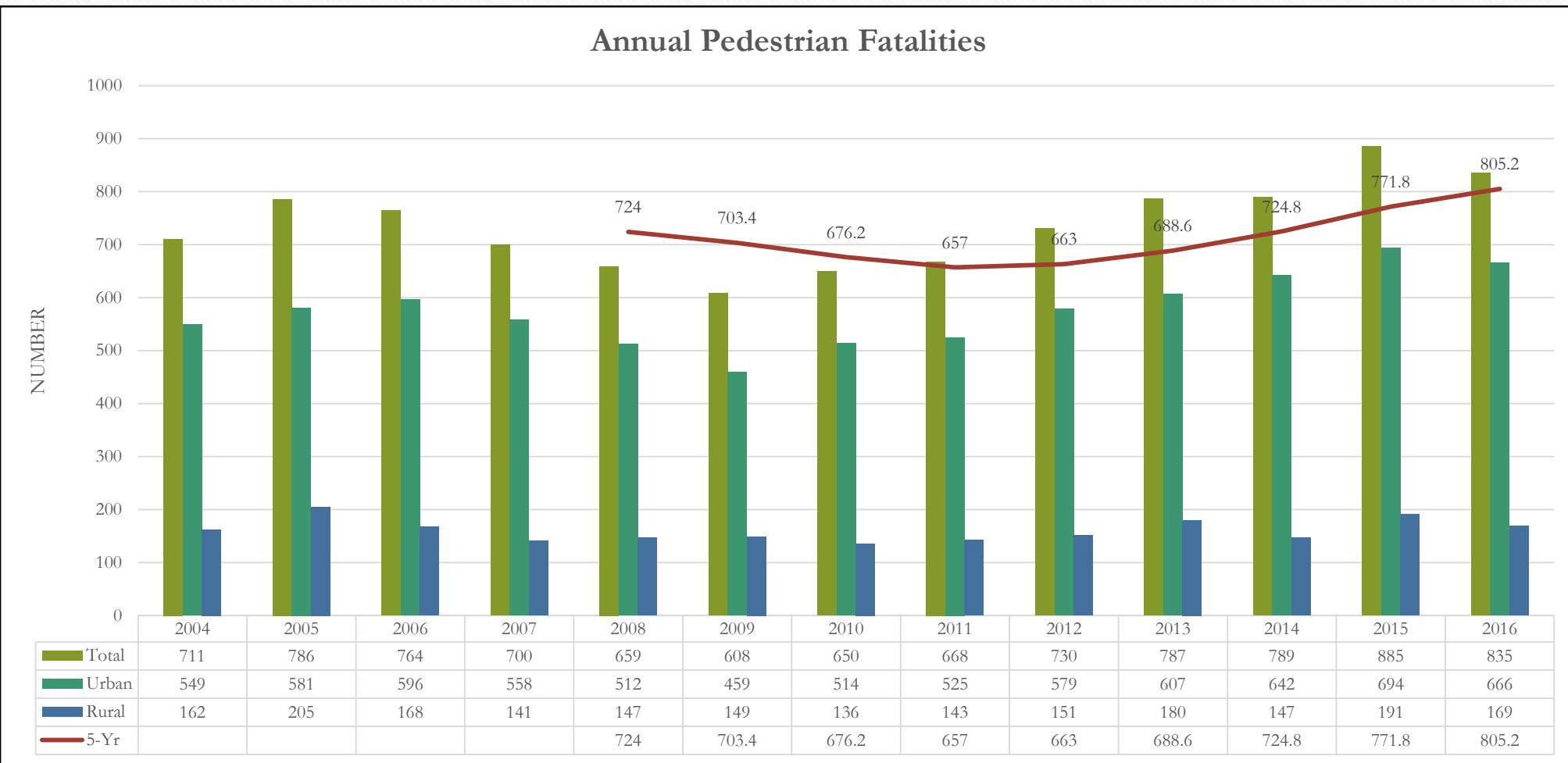
SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



Explanation of the Legend:

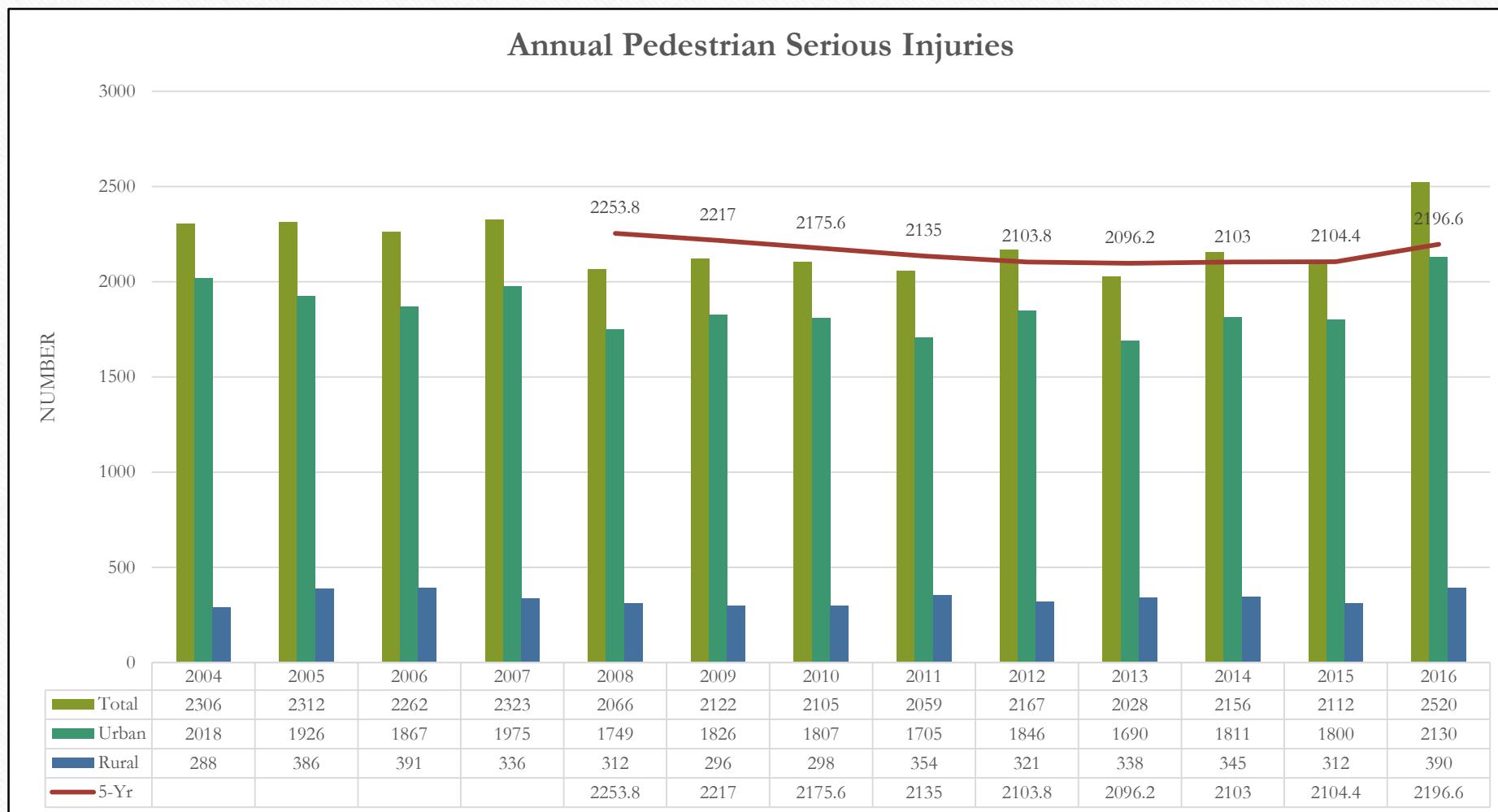
- 1. Serious Injury Rate:** The bars in dark green denote the current data that is available in SWITRS and HPMS. The light green bar shows the 2017 value, which incorporates an increase of +9% for serious injuries. The gray bar charts denote an annualized decrease of 1.5% for serious injuries from 2017. The serious injury rate in 2018 is 4.176.
- 2. 5-Yr ("Vision" Based or SHSP):** The red line represents a 5-Yr rolling average or serious injuries that decrease 1.5 percent per year from 2017. This concept is incorporated in the Strategic Highway Safety Plan (SHSP). This is a "vision" based or "aspirational" target. The 2018 target for the serious injury rate is 3.831.
- 3. HPMS Volume Data:** The Average Annual Daily Traffic (AADT) volumes are increased 2 percent per year from 2014 levels for the years from 2015 to 2020 (refer to slide 9).

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



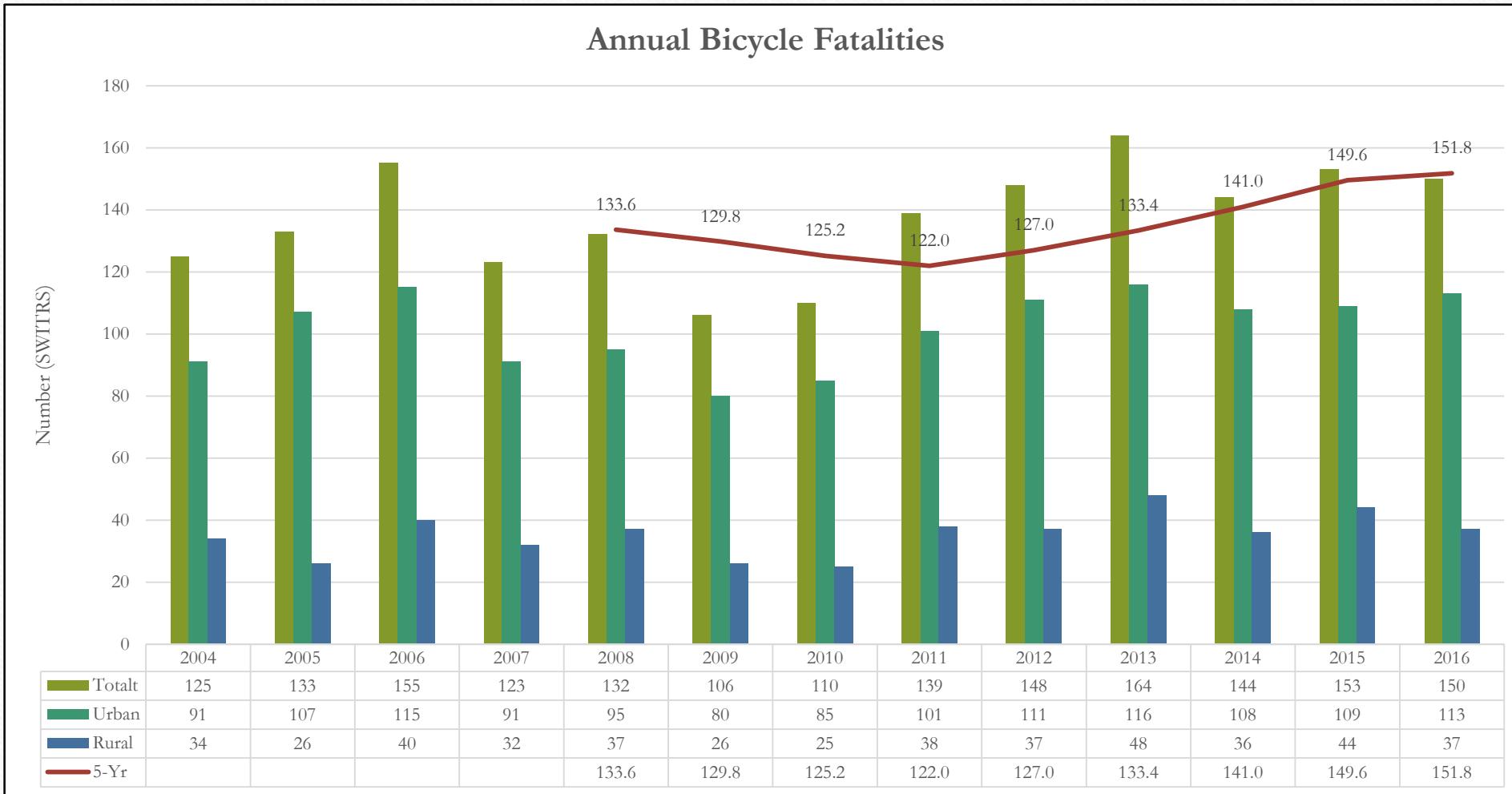
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SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



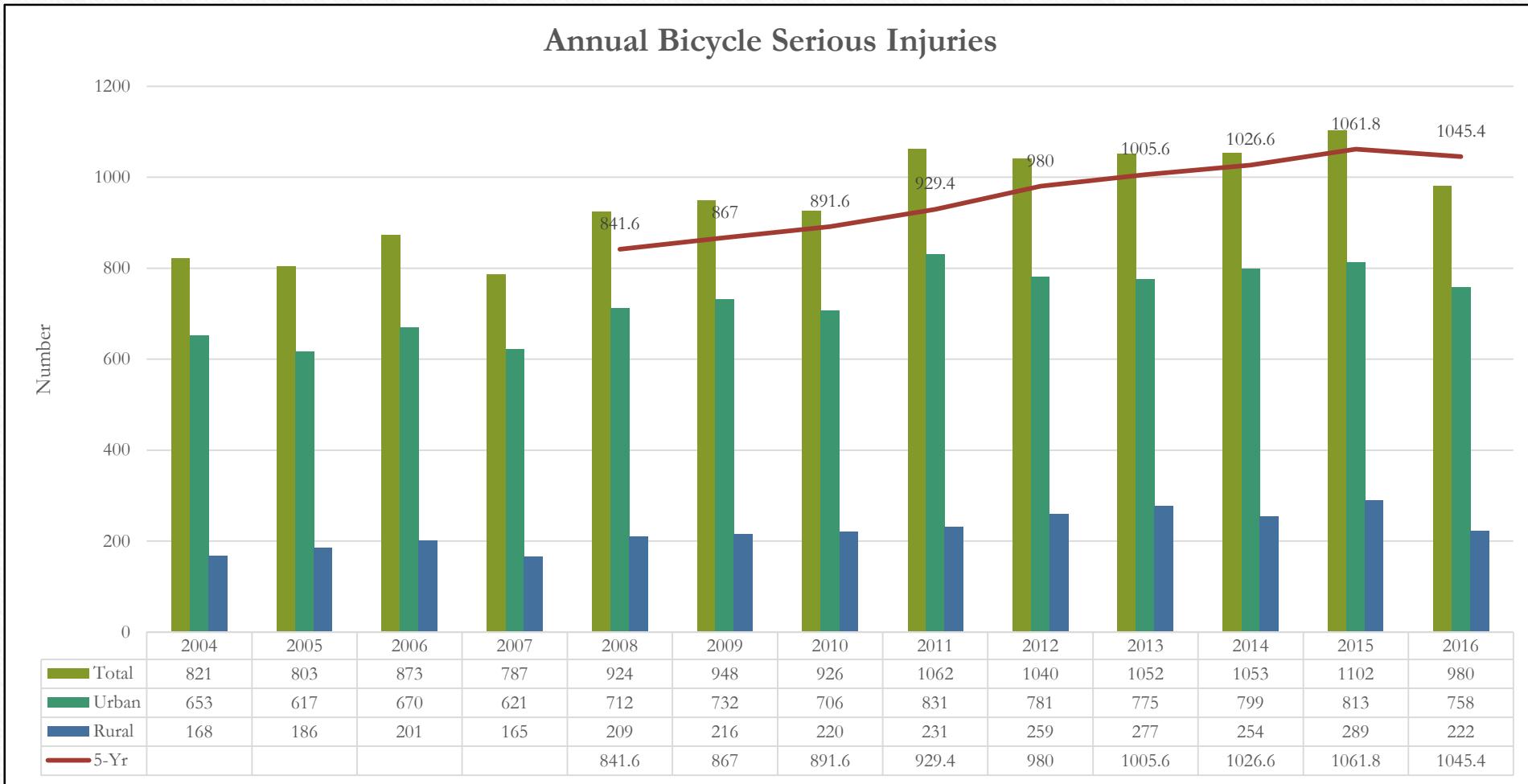
Note: The year 2016 numbers are preliminary

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



Note: The year 2016 numbers are preliminary

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING



Note: The year 2016 numbers are preliminary

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Non-Motorized Targets (Pedestrians and Bicyclists)



Explanation of the Legend

- **Fatalities:** The orange bars show the number of fatalities for pedestrians and bicyclists combined. The number of fatalities is held constant from 2016 to 2017 at 985.
- **Serious Injuries:** The bar chart in green denotes the current data that is available in SWITRS for pedestrians and bicyclists combined. The gray bars depict the forecasts for future years that are based on a year-to-year increase from 2016 to 2017 of 0.00%. That is, the number of serious injuries is held constant at 3500 from 2016 to 2017.
- **5-Yr (“Vision” Based or -10%/yr.):** The red line represents a 5-Yr rolling average for serious injuries that decrease 10% per year from 2017 to 2020 for both fatalities and serious injuries. This is a “vision” based or “aspirational” target. The final target for 2018 is 4271.1.

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

The Challenge Areas: The Number of Fatalities

| Number of Fatalities (SWITRS) | | | | | | | | | | | | | | |
|---|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Challenge Areas | Areas | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| Roadway Departure & Head-On Collisions | Total | 1335 | 1387 | 1267 | 1185 | 983 | 860 | 722 | 731 | 759 | 763 | 717 | 867 | 830 |
| | Urban | 365 | 394 | 385 | 353 | 303 | 253 | 223 | 227 | 241 | 252 | 255 | 273 | 226 |
| | Rural | 970 | 993 | 882 | 830 | 678 | 607 | 499 | 504 | 518 | 511 | 462 | 594 | 604 |
| Intersections, Interchanges, & Other Roadway Access | Total | 1668 | 1737 | 1615 | 1557 | 1378 | 1212 | 1141 | 995 | 1292 | 1323 | 1374 | 1370 | 1319 |
| | Urban | 1117 | 1146 | 1188 | 1101 | 991 | 865 | 792 | 707 | 939 | 980 | 1026 | 953 | 920 |
| | Rural | 551 | 591 | 427 | 456 | 387 | 347 | 349 | 288 | 353 | 343 | 348 | 417 | 399 |
| Alcohol and Drug Impairment | Total | 2050 | 2242 | 2183 | 2036 | 1844 | 1711 | 1557 | 1617 | 1732 | 1855 | 1762 | 1123 | 798 |
| | Urban | 1103 | 1242 | 1215 | 1128 | 999 | 988 | 913 | 941 | 1018 | 1123 | 854 | 622 | 405 |
| | Rural | 947 | 1000 | 968 | 903 | 840 | 723 | 644 | 676 | 714 | 732 | 673 | 501 | 393 |
| Bicycles | Total | 125 | 133 | 155 | 123 | 132 | 106 | 110 | 139 | 148 | 164 | 144 | 153 | 150 |
| | Urban | 91 | 107 | 115 | 91 | 95 | 80 | 85 | 101 | 111 | 116 | 108 | 109 | 113 |
| | Rural | 34 | 26 | 40 | 32 | 37 | 26 | 25 | 38 | 37 | 48 | 36 | 44 | 37 |
| Pedestrians | Total | 711 | 786 | 764 | 700 | 659 | 608 | 650 | 668 | 730 | 787 | 789 | 885 | 835 |
| | Urban | 549 | 581 | 596 | 558 | 512 | 459 | 514 | 525 | 579 | 607 | 642 | 694 | 666 |
| | Rural | 162 | 205 | 168 | 141 | 147 | 149 | 136 | 143 | 151 | 180 | 147 | 191 | 191 |
| Commercial Vehicles | Total | 400 | 426 | 404 | 372 | 310 | 279 | 245 | 281 | 264 | 287 | 320 | 318 | 321 |
| | Urban | 149 | 153 | 167 | 147 | 125 | 123 | 108 | 129 | 109 | 146 | 146 | 139 | 117 |
| | Rural | 251 | 273 | 237 | 225 | 185 | 156 | 137 | 152 | 155 | 141 | 174 | 179 | 204 |
| Motorcycles | Total | 350 | 404 | 433 | 465 | 526 | 383 | 348 | 417 | 451 | 463 | 517 | 490 | 501 |
| | Urban | 159 | 182 | 205 | 217 | 266 | 215 | 192 | 227 | 258 | 276 | 303 | 288 | 262 |
| | Rural | 191 | 222 | 228 | 248 | 260 | 168 | 156 | 190 | 193 | 187 | 214 | 202 | 239 |
| Young Drivers | Total | 814 | 885 | 830 | 717 | 608 | 499 | 390 | 372 | 371 | 411 | 435 | 475 | 443 |
| | Urban | 363 | 479 | 463 | 386 | 338 | 278 | 229 | 196 | 194 | 245 | 268 | 257 | 229 |
| | Rural | 451 | 406 | 367 | 329 | 268 | 221 | 161 | 176 | 177 | 166 | 167 | 218 | 214 |
| Aging Road Users | Total | 704 | 711 | 692 | 731 | 615 | 598 | 585 | 602 | 661 | 671 | 716 | 740 | 800 |
| | Urban | 426 | 410 | 395 | 436 | 370 | 339 | 360 | 373 | 432 | 415 | 466 | 454 | 489 |
| | Rural | 278 | 301 | 297 | 293 | 245 | 259 | 225 | 229 | 229 | 256 | 250 | 286 | 311 |
| Speed and Aggressive Driving | Total | 603 | 691 | 644 | 692 | 567 | 466 | 438 | 447 | 464 | 483 | 484 | 513 | 554 |
| | Urban | 335 | 399 | 396 | 414 | 343 | 273 | 250 | 260 | 294 | 309 | 318 | 323 | 307 |
| | Rural | 268 | 292 | 248 | 278 | 223 | 193 | 188 | 187 | 170 | 174 | 166 | 190 | 247 |
| Occupant Protection | Total | 2228 | 2450 | 2409 | 2066 | 2167 | 1586 | 1025 | 1041 | 1143 | 1255 | 1092 | 1107 | 1041 |
| | Urban | 857 | 854 | 905 | 721 | 689 | 585 | 452 | 476 | 614 | 675 | 528 | 435 | 406 |
| | Rural | 1371 | 1596 | 1504 | 1345 | 1477 | 1001 | 573 | 565 | 529 | 580 | 564 | 672 | 635 |
| Work Zone | Total | 52 | 92 | 103 | 70 | 64 | 55 | 47 | 52 | 56 | 65 | 60 | 71 | 53 |
| | Urban | 28 | 47 | 52 | 46 | 40 | 32 | 26 | 23 | 36 | 36 | 38 | 32 | 25 |
| | Rural | 24 | 45 | 51 | 24 | 24 | 23 | 21 | 29 | 20 | 29 | 22 | 39 | 28 |

Note: The year 2016 numbers are preliminary

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

The Challenge Areas: The Number of Serious Injuries

| Number of Serious Injuries (SWITRS) | | | | | | | | | | | | | | |
|---|-------|------|------|-------|------|------|------|------|------|------|------|------|------|------|
| Challenge Areas | Areas | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
| Roadway Departure and Head-On Collisions | Total | 4968 | 4532 | 4465 | 4328 | 3722 | 3577 | 3203 | 3145 | 3189 | 3131 | 3151 | 3420 | 3658 |
| | Urban | 1889 | 1807 | 1798 | 1716 | 1493 | 1467 | 1265 | 1247 | 1372 | 1316 | 1379 | 1472 | 1508 |
| | Rural | 3079 | 2725 | 2667 | 2610 | 2223 | 2110 | 1938 | 1898 | 1817 | 1815 | 1772 | 1948 | 2150 |
| Intersections, Interchanges, & Other Roadway Access | Total | 5513 | 4783 | 5048 | 4880 | 4305 | 3914 | 3695 | 3816 | 3837 | 3845 | 3880 | 4282 | 4681 |
| | Urban | 4125 | 3512 | 3826 | 3714 | 3251 | 2983 | 2895 | 2852 | 2970 | 2870 | 3059 | 3285 | 3531 |
| | Rural | 1388 | 1271 | 1222 | 1166 | 1054 | 931 | 800 | 964 | 867 | 975 | 821 | 997 | 1150 |
| Alcohol and Drug Impairment | Total | 3839 | 3717 | 3757 | 3913 | 3532 | 3190 | 3015 | 2997 | 3069 | 2842 | 2891 | 3094 | 3237 |
| | Urban | 2185 | 2173 | 2210 | 2170 | 2067 | 1922 | 1752 | 1800 | 1861 | 1607 | 1761 | 1766 | 1825 |
| | Rural | 1654 | 1544 | 1547 | 1737 | 1452 | 1268 | 1263 | 1197 | 1208 | 1235 | 1130 | 1216 | 1412 |
| Bicycles | Total | 821 | 803 | 873 | 787 | 924 | 948 | 926 | 1062 | 1040 | 1052 | 1053 | 1102 | 980 |
| | Urban | 653 | 617 | 670 | 621 | 712 | 732 | 706 | 831 | 781 | 775 | 799 | 813 | 758 |
| | Rural | 168 | 186 | 201 | 165 | 209 | 216 | 220 | 231 | 259 | 277 | 254 | 289 | 222 |
| Pedestrians | Total | 2306 | 2312 | 2262 | 2323 | 2066 | 2122 | 2105 | 2059 | 2167 | 2028 | 2156 | 2112 | 2520 |
| | Urban | 2018 | 1926 | 1867 | 1975 | 1749 | 1826 | 1807 | 1705 | 1846 | 1690 | 1811 | 1800 | 2130 |
| | Rural | 288 | 386 | 391 | 336 | 312 | 296 | 298 | 354 | 321 | 338 | 345 | 312 | 390 |
| Commercial Vehicles | Total | 1181 | 1109 | 1143 | 1128 | 935 | 762 | 692 | 750 | 817 | 919 | 747 | 788 | 1025 |
| | Urban | 518 | 514 | 525 | 573 | 427 | 341 | 341 | 358 | 460 | 432 | 401 | 397 | 476 |
| | Rural | 663 | 595 | 618 | 555 | 506 | 421 | 351 | 392 | 357 | 487 | 346 | 391 | 549 |
| Motorcycles | Total | 1829 | 1815 | 2013 | 2235 | 2286 | 2067 | 2003 | 2080 | 2185 | 2226 | 2406 | 2650 | 2827 |
| | Urban | 838 | 831 | 968 | 1172 | 1180 | 1092 | 1064 | 1164 | 1229 | 1259 | 1369 | 1569 | 1700 |
| | Rural | 991 | 984 | 1045 | 1055 | 1097 | 975 | 939 | 916 | 956 | 967 | 1037 | 1081 | 1127 |
| Young Drivers | Total | 5047 | 4550 | 4639 | 4318 | 3575 | 3246 | 2834 | 2822 | 2634 | 2558 | 2381 | 2746 | 2927 |
| | Urban | 3008 | 2831 | 2899 | 2669 | 2189 | 2069 | 1808 | 1706 | 1642 | 1564 | 1468 | 1625 | 1834 |
| | Rural | 2039 | 1719 | 1740 | 1637 | 1377 | 1177 | 1026 | 1116 | 992 | 994 | 913 | 1121 | 1093 |
| Aging Road Users | Total | 2102 | 2096 | 2433 | 2348 | 2078 | 2079 | 2068 | 2086 | 2209 | 2251 | 2536 | 2710 | 2831 |
| | Urban | 1431 | 1436 | 1385 | 1557 | 1330 | 1371 | 1357 | 1354 | 1391 | 1495 | 1714 | 1805 | 1791 |
| | Rural | 671 | 660 | 1048 | 790 | 738 | 708 | 711 | 732 | 818 | 756 | 822 | 905 | 1040 |
| Speed and Aggressive Driving | Total | 3323 | 3294 | 3590 | 3288 | 3091 | 2907 | 2702 | 2720 | 2841 | 2792 | 2783 | 3175 | 3447 |
| | Urban | 1958 | 2003 | 2142 | 2077 | 1916 | 1799 | 1651 | 1646 | 1764 | 1670 | 1779 | 1954 | 2131 |
| | Rural | 1365 | 1291 | 1448 | 1206 | 1158 | 1108 | 1051 | 1074 | 1077 | 1122 | 1004 | 1221 | 1316 |
| Occupant Protection | Total | 8945 | 6990 | 15859 | 7833 | 5723 | 6211 | 4805 | 4298 | 5281 | 6887 | 3643 | 4168 | 5743 |
| | Urban | 4060 | 3508 | 5018 | 3815 | 2768 | 3993 | 2460 | 2248 | 3630 | 2160 | 2025 | 2283 | 2329 |
| | Rural | 4885 | 3482 | 10841 | 4018 | 2940 | 2218 | 2345 | 2050 | 1651 | 4727 | 1618 | 1885 | 3414 |
| Work Zone | Total | 221 | 294 | 343 | 314 | 246 | 224 | 159 | 211 | 270 | 219 | 266 | 438 | 237 |
| | Urban | 143 | 176 | 196 | 191 | 164 | 107 | 95 | 141 | 145 | 132 | 166 | 160 | 151 |
| | Rural | 78 | 118 | 147 | 123 | 78 | 117 | 64 | 70 | 125 | 87 | 100 | 278 | 86 |

Note: The year 2016 numbers are preliminary

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

The Five Performance Targets for 2018 (5-Yr)

- Number of Fatalities = 3590.8
- Rate of Fatalities per 100 Million VMT = 1.029
- Number of Serious Injuries = 12,823.4
- Rate of Serious Injuries per 100 Million VMT = 3.831
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians) = 4271.1

SAFETY PERFORMANCE MANAGEMENT TARGET SETTING

Questions?