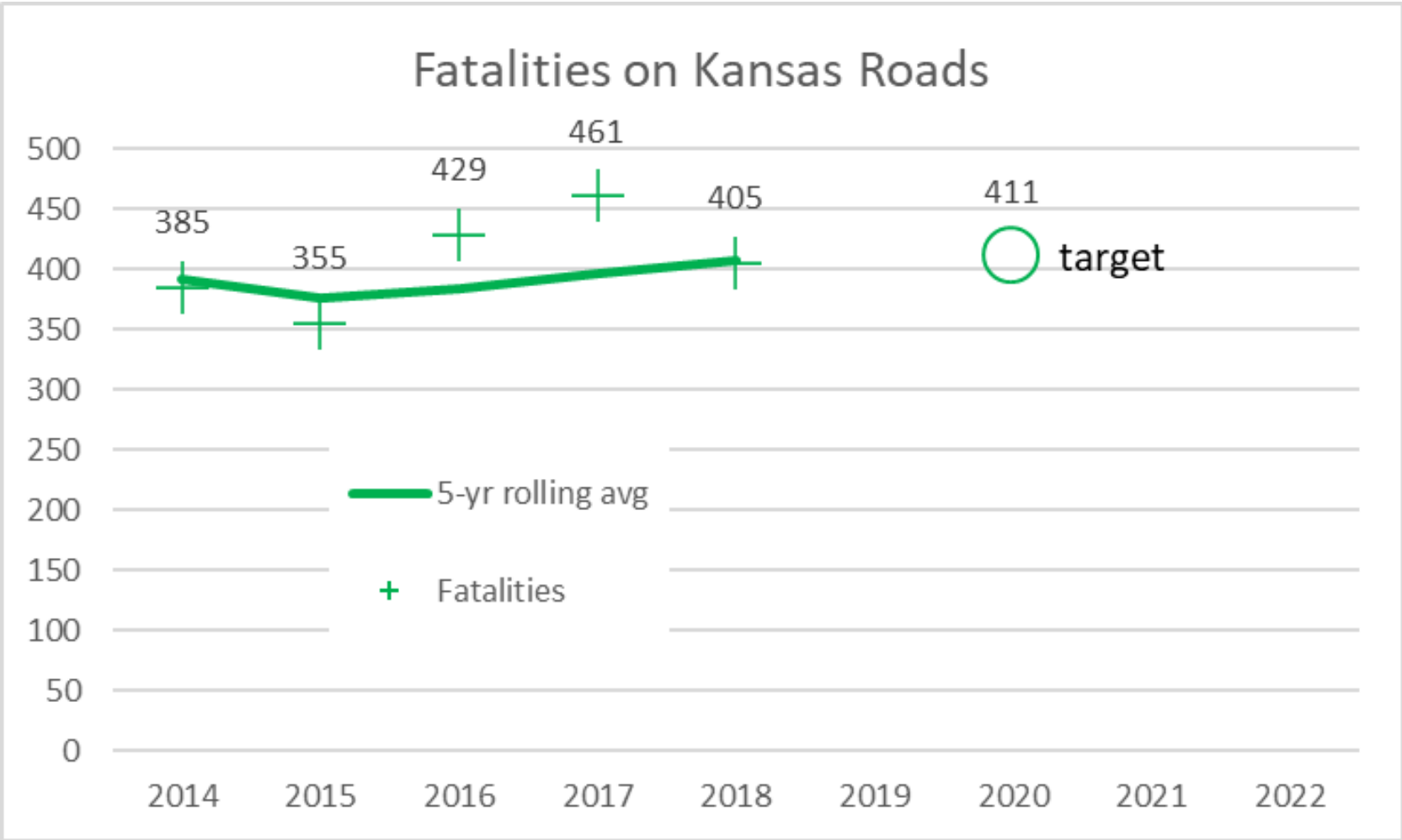


Federal Performance  
Measures (PM)

**Kansas**

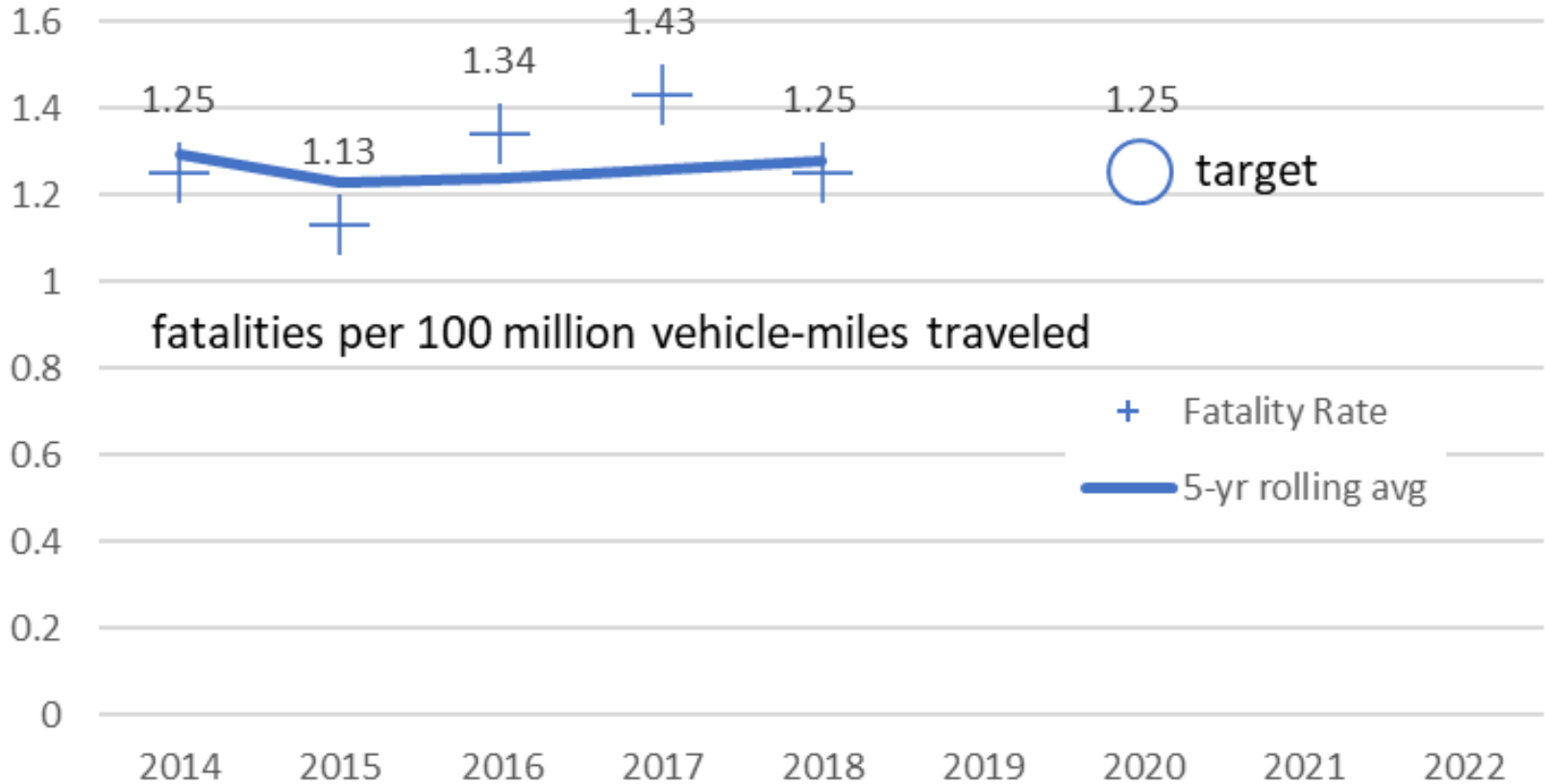
# PM1: Safety Performance Measures

- Fatalities
- Fatality Rate
- Serious Injuries
- Serious Injury Rate
- Non-motorized Fatalities and Serious Injuries



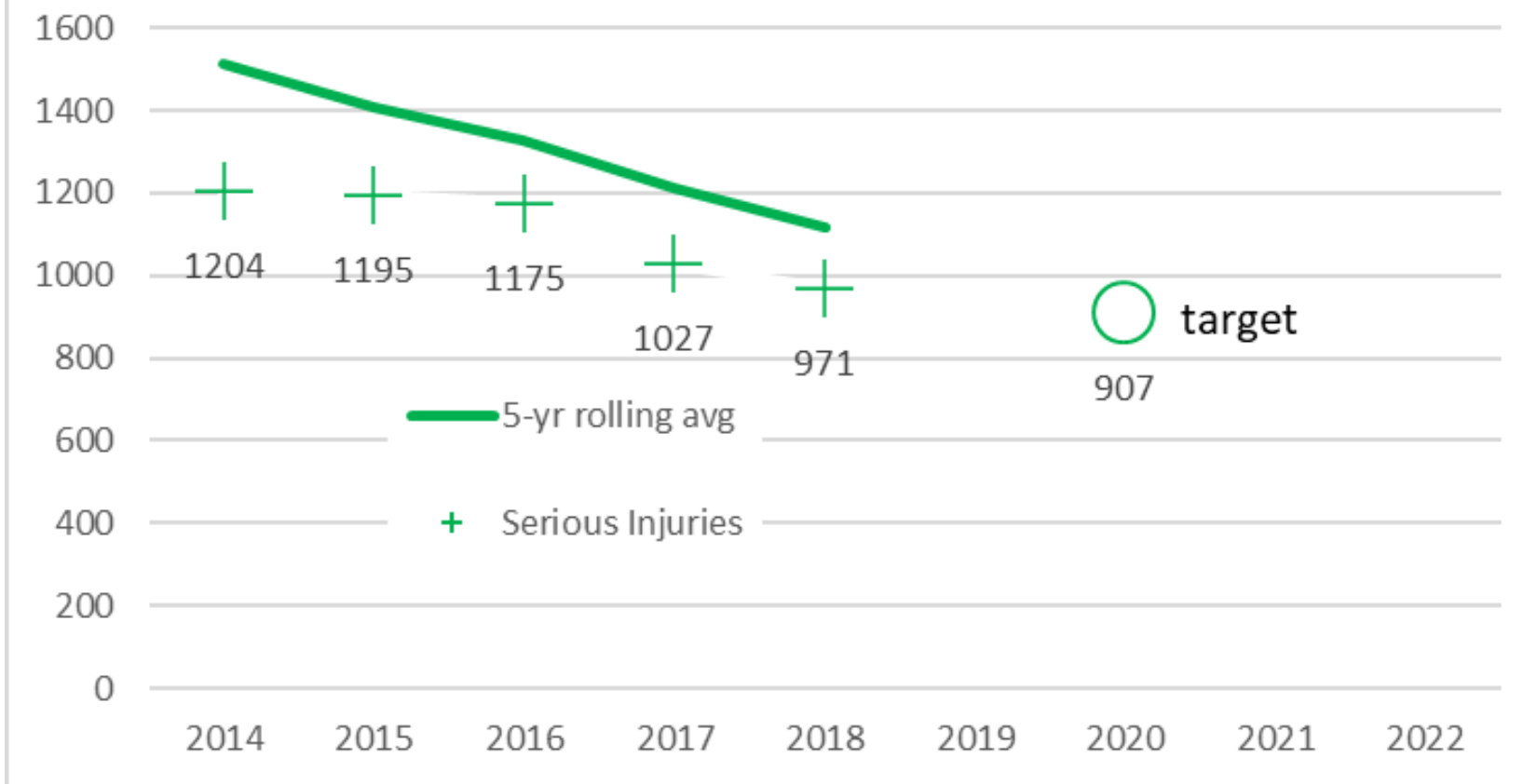
The 2020 five-year moving average projection based upon the trend line indicates 411 fatalities. A flat projection would derive our goal of 411 fatalities in 2020. Based upon recent history, the trend line of the target, the flat projection is realistic and attainable.

## Fatality Rate on Kansas Roads



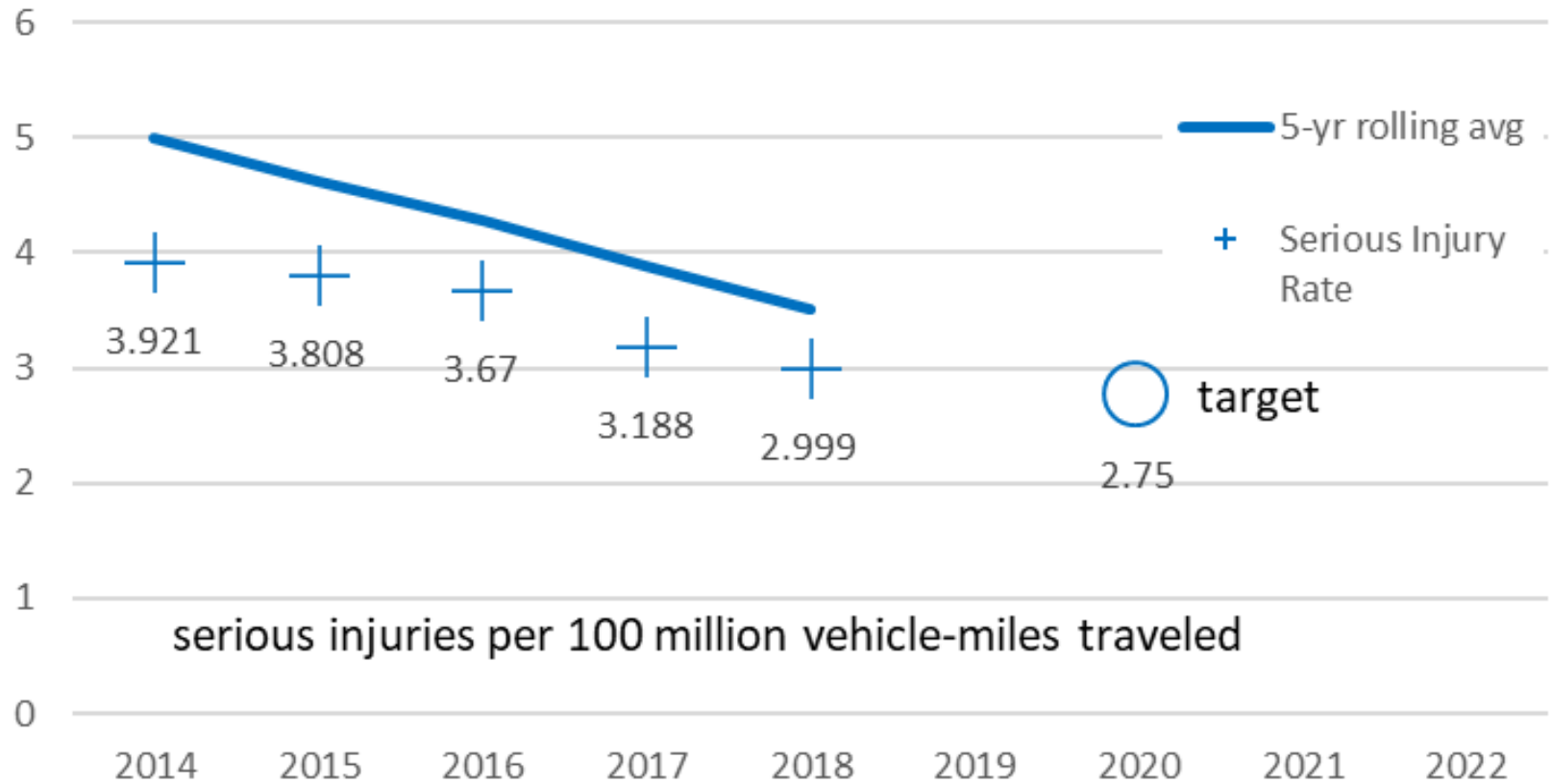
The 2020 five-year moving average projection based upon the trend line indicates a fatality rate of 1.26 fatalities per 100 million vehicle-miles traveled. A 1% reduction in this projection would derive our goal of 1.25 fatality rate in 2020. Based on recent history, the goal of 1% reduction from the trend is realistic and attainable.

## Serious Injuries on Kansas Roads



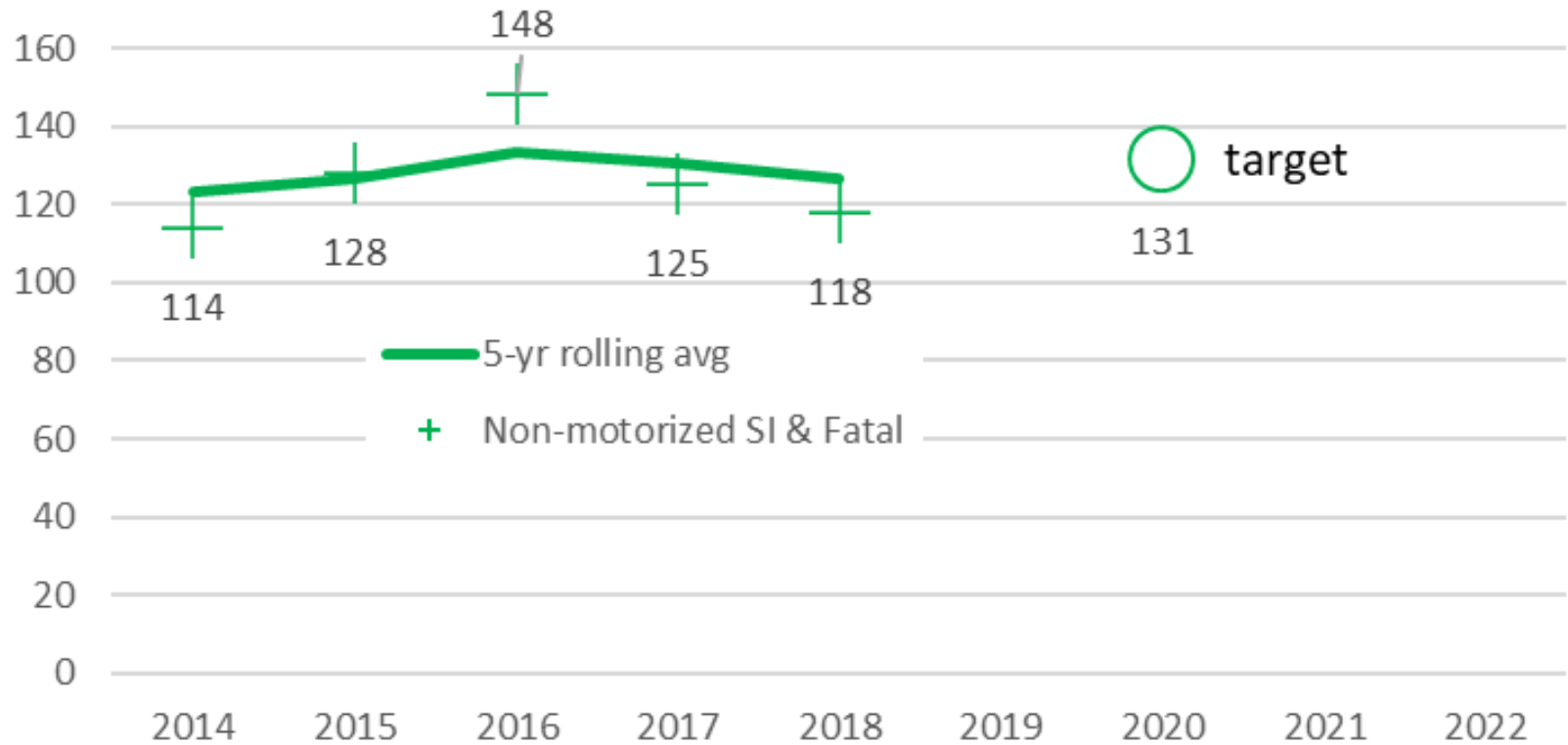
The 2020 five-year moving average projection based upon the trend line indicates 916 serious injuries. A one percent reduction in this projection would derive our goal of 907 serious injuries in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.

## Serious Injury Rate on Kansas Roads



The 2020 five-year moving average projection based upon the trend line indicates 2.77 serious injury rate per 100 million VMT. A 1% reduction in this projection would lead to our goal of 2.75 serious injury rate in 2020. Based on recent history, the goal of 1% reduction from the trend is realistic and attainable.

## Non-motorized Fatalities and Serious Injuries on Kansas Roads



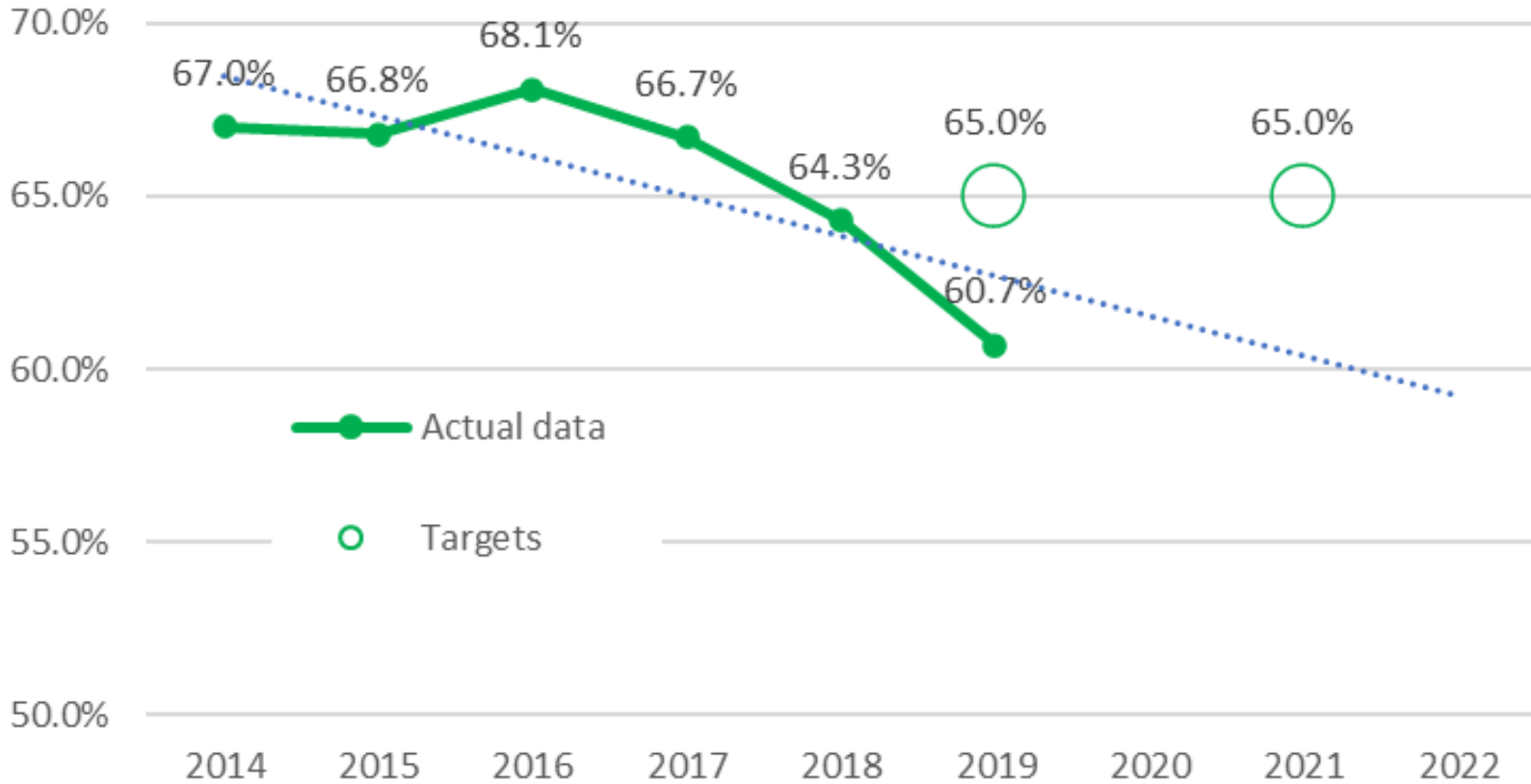
The 2020 five year moving average projection based upon the trend line indicates 133 fatalities and serious injuries to non-motorized users. A 1% reduction in this projection would derive our goal of 131 fatalities and serious injuries in 2020. Based on recent history, the goal of 1% reduction from the trend is realistic and attainable.

## PM2: System Condition Performance Measures

- Interstate Pavement in Good Condition
- Interstate Pavement in Poor Condition
- Non-Interstate NHS Pavement in Good Condition
- Non-Interstate NHS Pavement in Poor Condition
- NHS Bridges in Good Condition
- NHS Bridges in Poor Condition

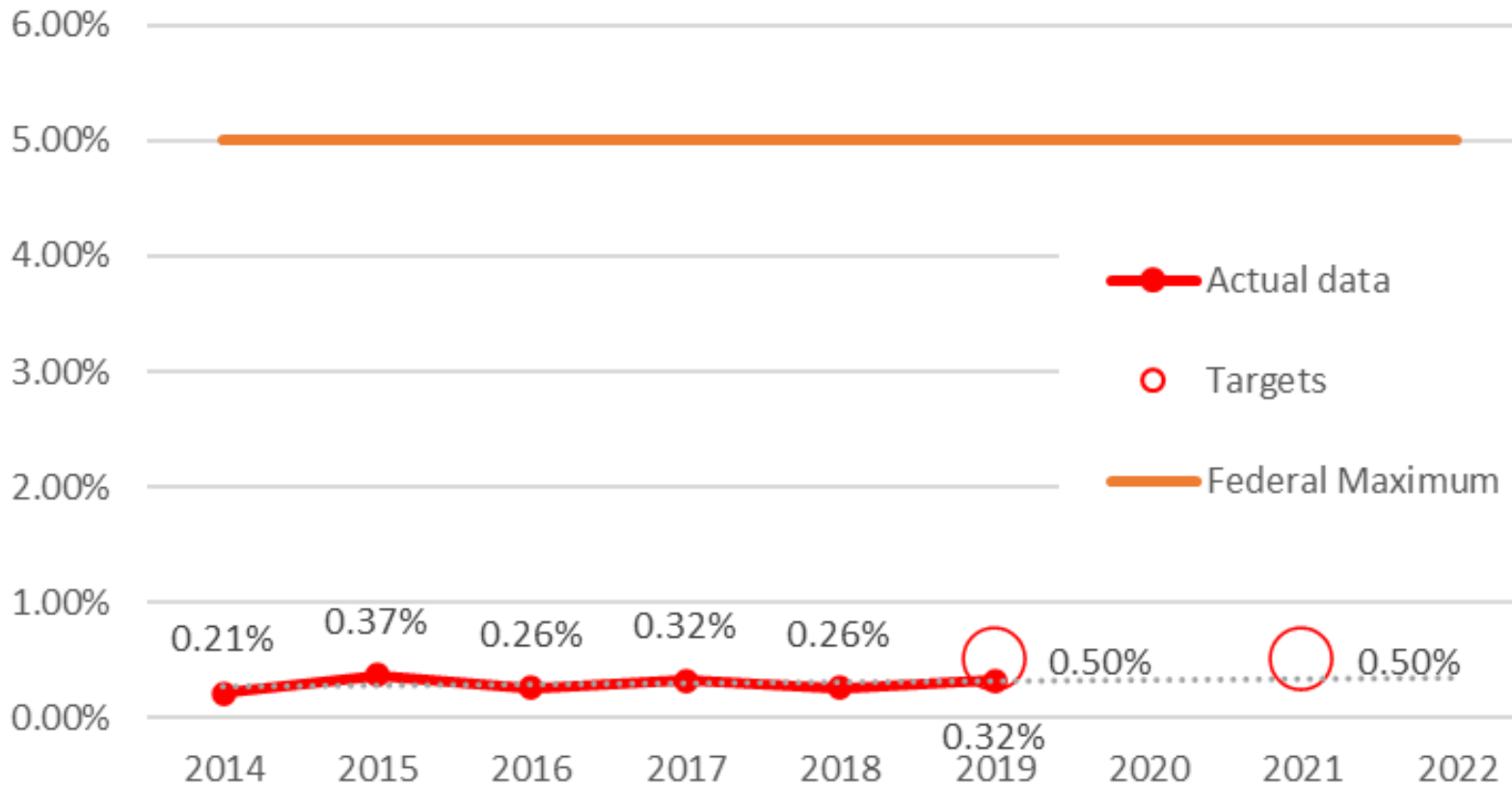


## KS Interstate Pavement in Good Condition

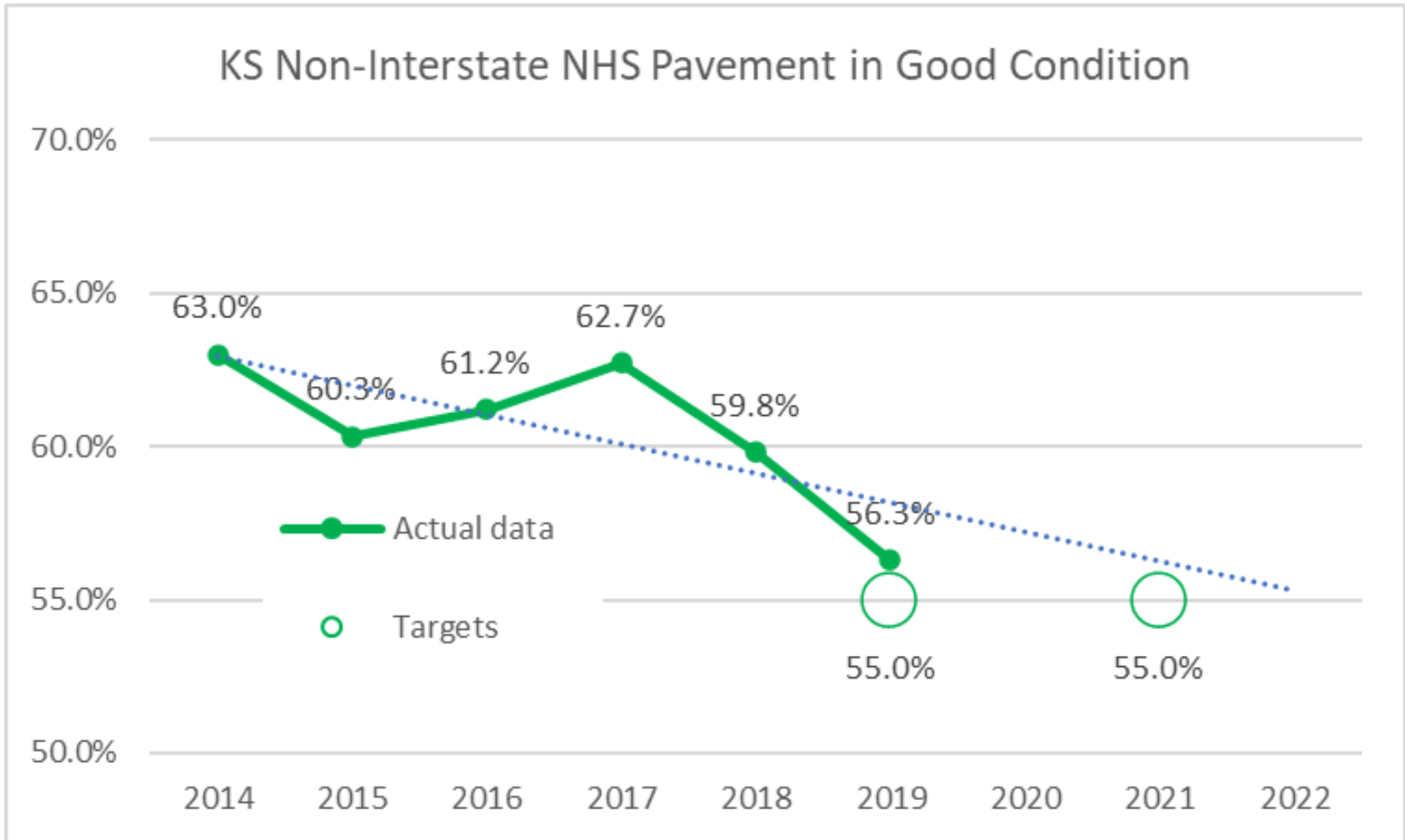


KDOT has long measured pavement condition in order to best manage our pavement resources. In 2018, KDOT converted to the FHWA method of assessing condition and set performance targets using data up to 2017. KDOT has the opportunity to change the 2021 target in calendar year 2020. For more info: <https://www.fhwa.dot.gov/tpm/faq.cfm#pave>

## KS Interstate Pavement in Poor Condition

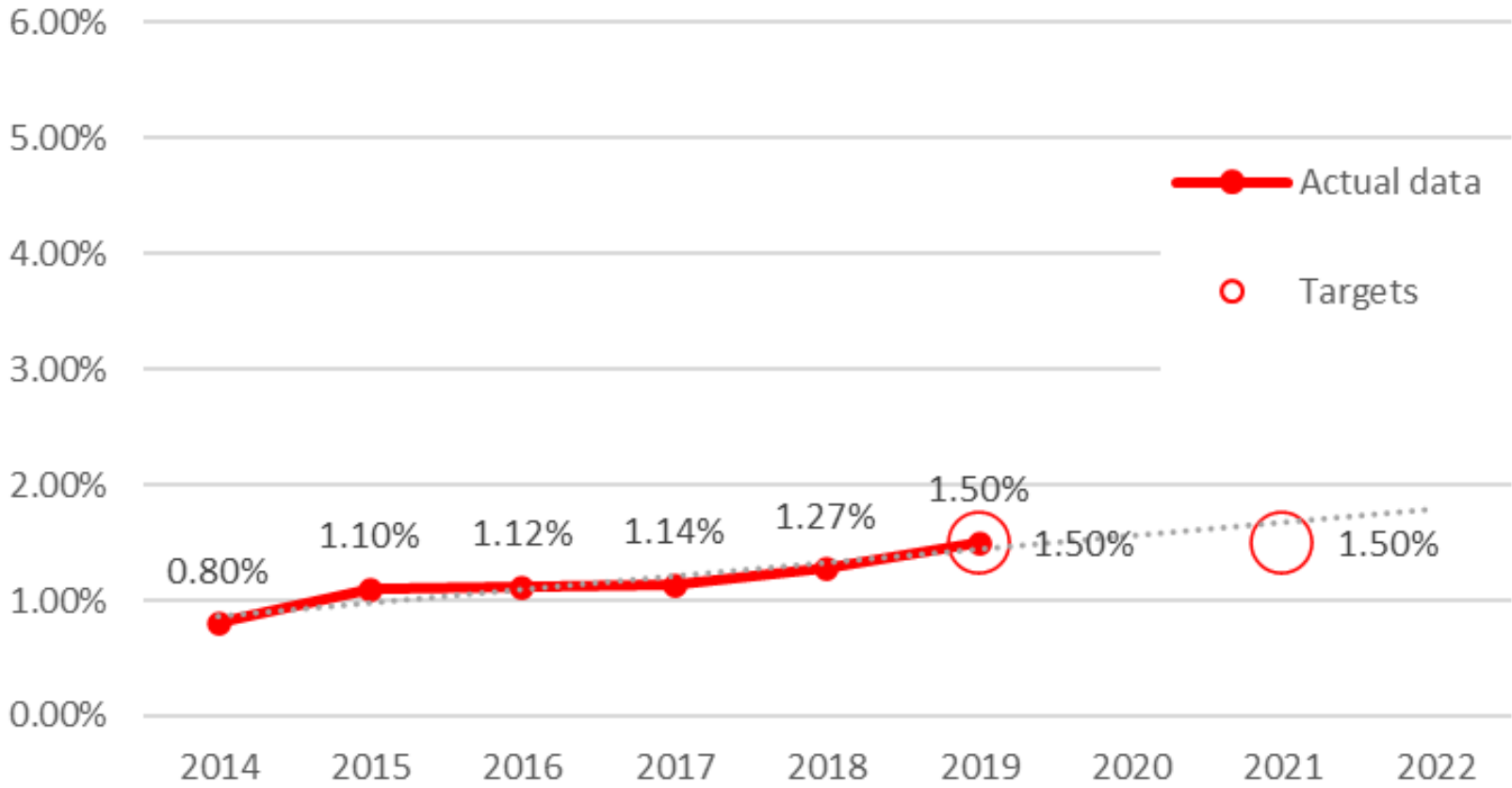


KDOT has long measured pavement condition in order to best manage our pavement resources. In 2018, KDOT converted to the FHWA method of assessing condition and set performance targets using data up to 2017. KDOT has the opportunity to change the 2021 target in calendar year 2020. For more info: <https://www.fhwa.dot.gov/tpm/faq.cfm#pave>



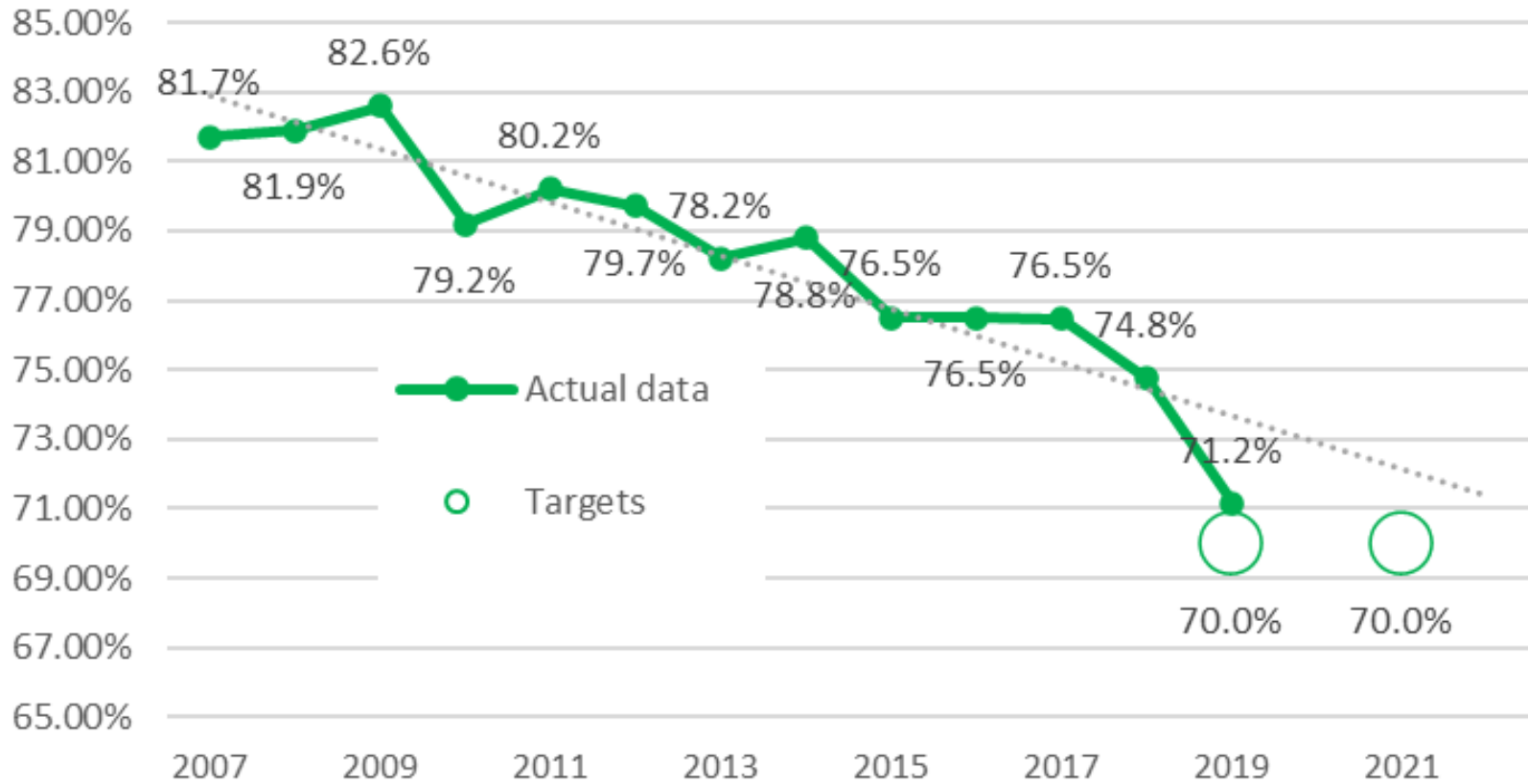
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## KS Non-Interstate NHS Pavement in Poor Condition



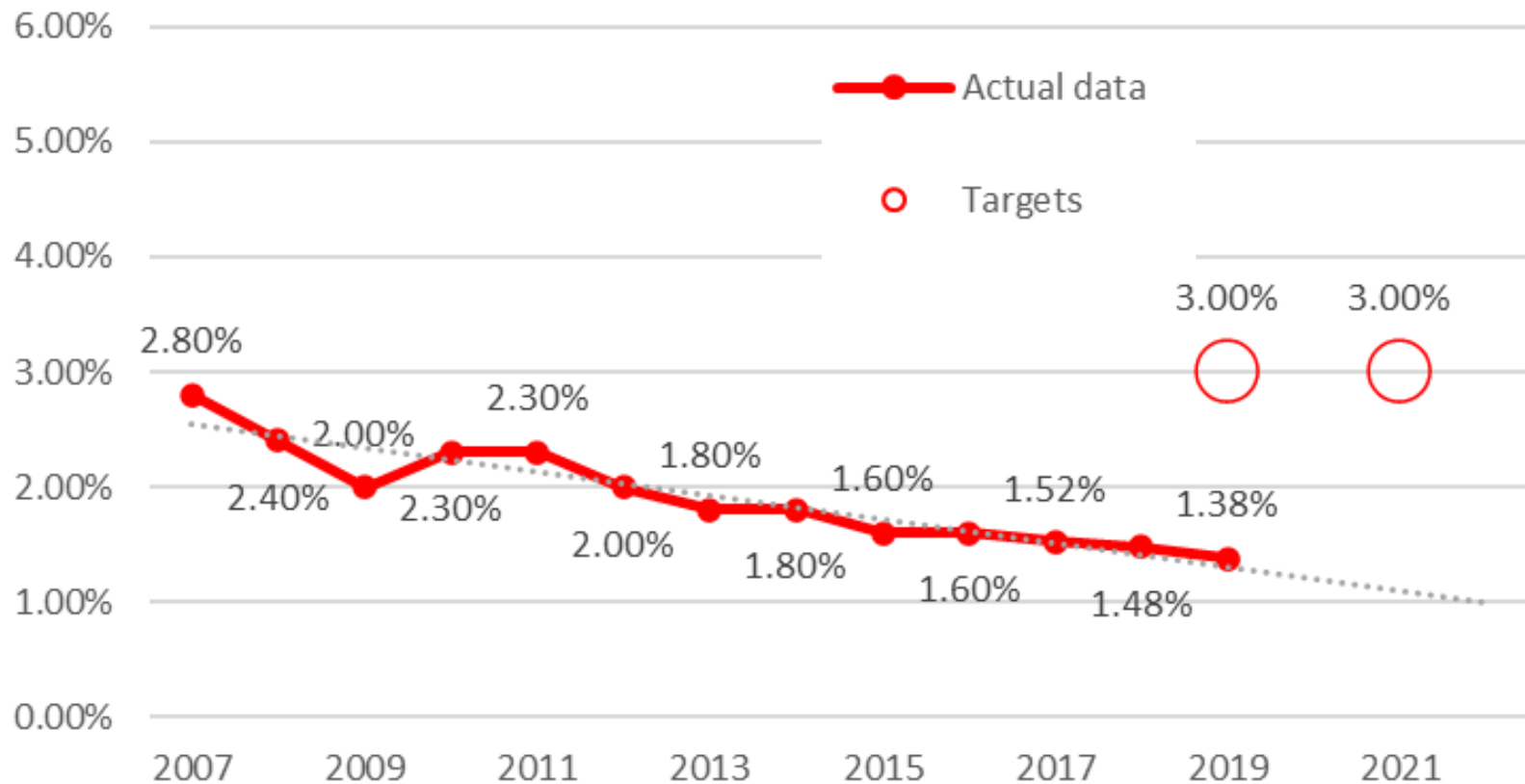
KDOT has long measured pavement condition in order to best manage our pavement resources. In 2018, KDOT converted to the FHWA method of assessing condition and set performance targets using data up to 2017. KDOT has the opportunity to change the 2021 target in calendar year 2020. For more info: <https://www.fhwa.dot.gov/tpm/faq.cfm#pave>

## KS NHS Bridges in Good Condition, by deck area



KDOT has long measured bridge condition in order to best manage our resources. In 2018, KDOT converted to the FHWA method of assessing condition (weighted by bridge deck area) and set performance targets using data up to 2017. KDOT has the opportunity to change the 2021 target in calendar year 2020. For more info: <https://www.fhwa.dot.gov/tpm/faq.cfm#brid>

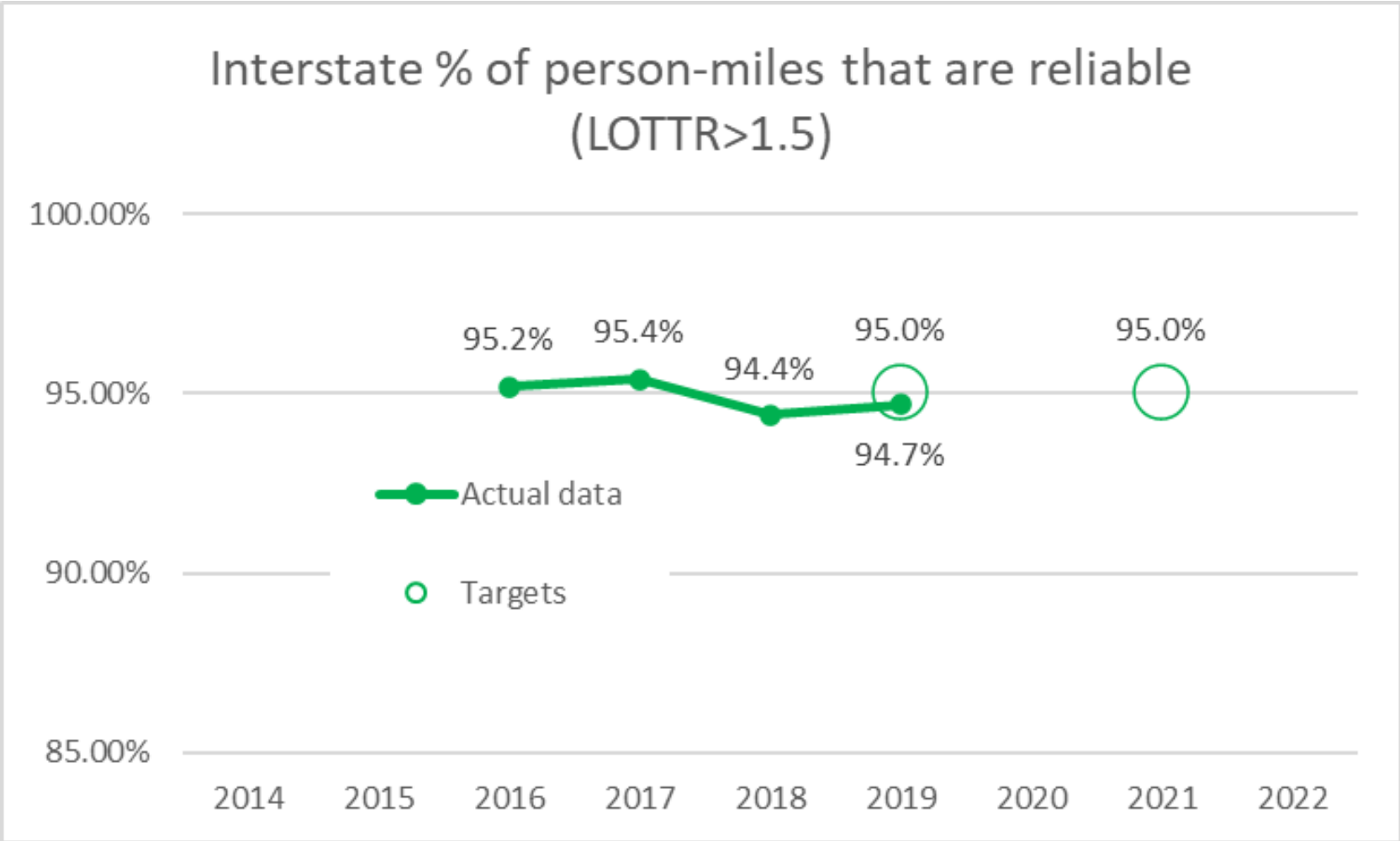
## KS NHS Bridges in Poor Condition, by deck area



KDOT has long measured bridge condition in order to best manage our resources. In 2018, KDOT converted to the FHWA method of assessing condition (weighted by bridge deck area) and set performance targets using data up to 2017. KDOT has the opportunity to change the 2021 target in calendar year 2020. For more info: <https://www.fhwa.dot.gov/tpm/faq.cfm#brid>

## PM3: System Reliability Performance Measures

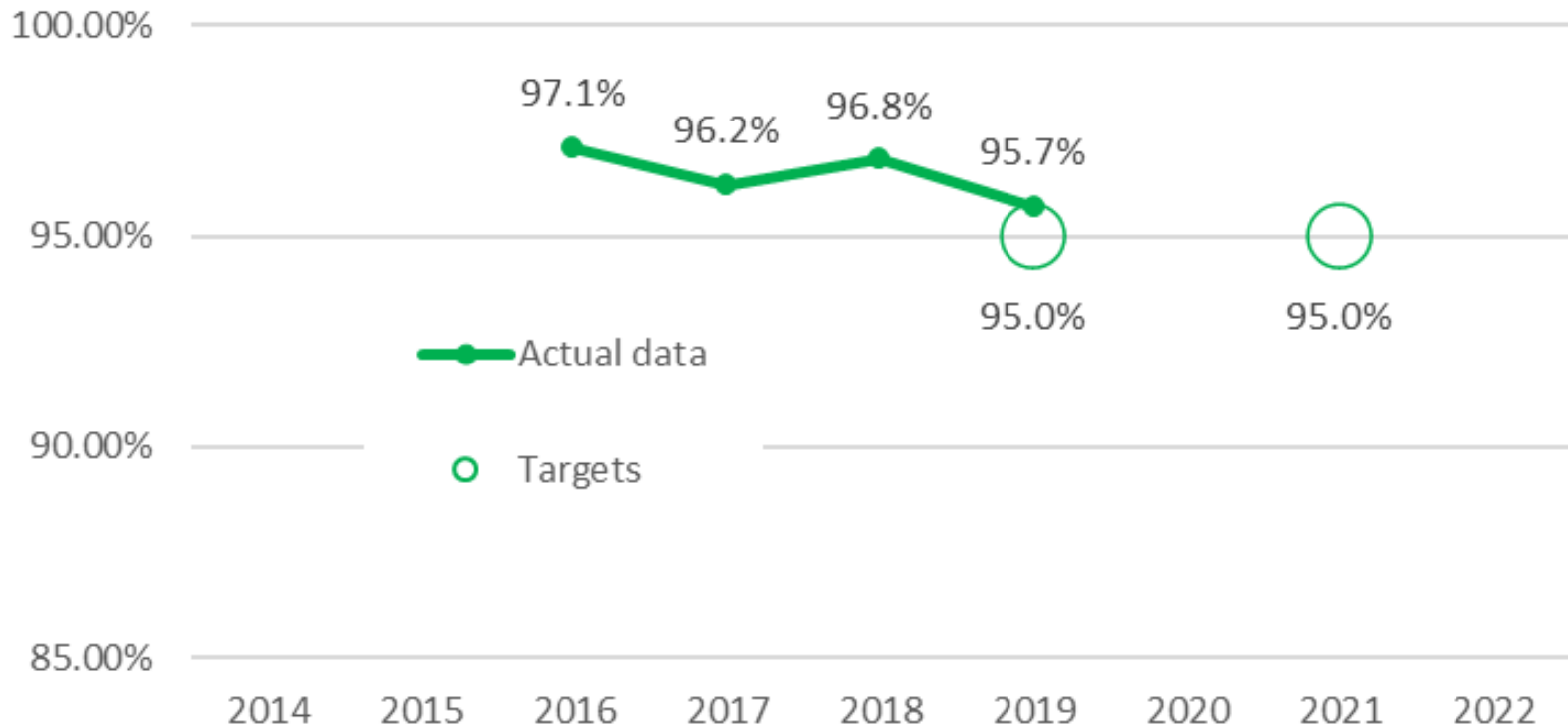
- % of Interstate travel that is reliable
- % of non-Interstate travel that is reliable
- NHS Truck Travel Time Reliability Index



This travel time reliability comes from the National Performance Measure Research Data Set (NPMRDS). An explanation of the measure may be found at <https://www.fhwa.dot.gov/tpm/rule/pm3/reliability.pdf>. A flat target was chosen because only 2 years were available then. KDOT will revisit the targets in 2020.

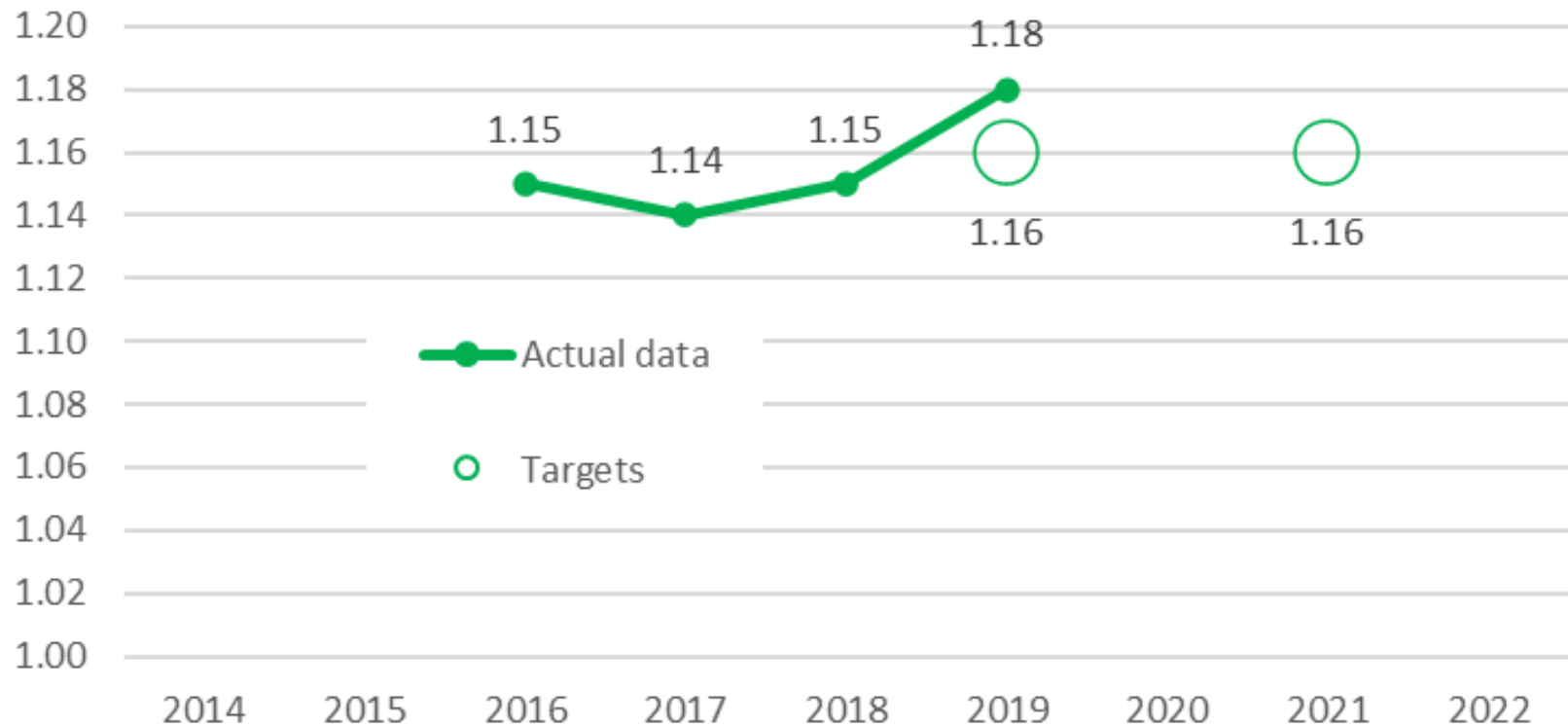


## Non-Interstate % of person-miles that are reliable (LOTTR>1.5)



This travel time reliability comes from the National Performance Measure Research Data Set (NPMRDS). An explanation of the measure may be found at <https://www.fhwa.dot.gov/tpm/rule/pm3/reliability.pdf>. A flat target was chosen because only 2 years were available then. KDOT will revisit the targets in 2020.

## NHS Truck Travel Time Reliability Index (lower is better)



This travel time reliability comes from the National Performance Measure Research Data Set (NPMRDS). An explanation of the measure may be found at <https://www.fhwa.dot.gov/tpm/rule/pm3/freight.pdf>. A flat target was chosen because only 2 years were available then. KDOT will revisit the targets in 2020.