2023 Regional Safety Targets

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Board of Directors

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Federal Guidance

- TPM guidance established under MAP-21, continues with FAST Act and IIJA
- MPOs must establish safety performance targets for the following measures:
  - (1) the number of fatalities;
  - (2) the rate of fatalities per 100 million vehicle miles traveled (VMT);
  - (3) the number of serious injuries;
  - (4) the rate of serious injuries per 100 million VMT; and
  - (5) the number of non-motorized fatalities and non-motorized serious injuries.
- 5-Year rolling average is used rather than yearly statistics to smooth data

National Trends

- Fatalities seem to be leveling off after a pandemic-era surge
  - Through September 2022, there has been a .2% increase in national roadway fatalities. (Whereas 2021 saw a 6% increase over 2020)
- Interesting differences depending on the type of crash and driver:

Fatalities in 2022 decreased:

- 10% in people younger than 24
- 10% on urban collector and local roads
- 7% in unbelted people in passenger vehicles
- 2% in speeding related crashes.

Fatalities in 2022 increased:

- 12% on rural roads
- 10% in crashes involving at least one large truck
- 8% among cyclists
- 2% among pedestrians
- 5% among motorcyclists

Local Context

- Fatalities continue to rise
  - 3.6% increase in fatalities
- Serious Injuries number and rate declined slightly
  - Accompanying rise in VMT is related
  - Behavior change may be related: increase in seatbelt usage
- Non-Motorized Serious Injuries and Fatalities continue to rise moderately

	5-Year Rolling Average - Actual 2017-2021	5-Year Rolling Average - Actual* 2018-2022	Percent Change
Number of Fatalities	314.80	326.20	3.6%
Fatality Rate (per 100 million VMT)	1.14	1.147	0.3%
Number of Serious Injuries	1932.40	1930.87	-0.1%
Rate of Serious Injuries (per 100 million VMT)	7.03001304	6.81	-3.2%
Number of Non-Motorized Fatalities and Serious Injuries Combined	249.4	252.32	1.2%

*Compiled using unofficial 2022 data and trendline projections

Target Setting

- Historically, EWG has adopted the methodology IDOT uses for setting safety targets: **2% reduction across all five measures**
- In the past 3+ years, our region has NOT met this target for the majority of these measures
  - This is the first time in three years that ANY targets have been met (Serious Injury Total and Serious Injury Rate)
- In light of the upcoming Safety Action Plan, EWG staff will research more comprehensive ways of setting safety targets and aligning them with projects and programs that improve regional safety outcomes.

Comprehensive Safet

- **Safe Streets for All** Grant – **AWARDED**
- More info to come in the next few weeks
- Should be finalized in time for the third round of funding (implementation)
- Will likely include a reevaluation of safety target setting methodologies

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
City of Columbia	City of Columbia, Missouri Safe Streets for All Supplemental Action Planning	Supplemental Action Plan	Rural	$1,440,000.00
City of Gower	Safety Action Plan for the City of Gower, MO	Action Plan	Rural	$50,000.00
City of Kansas City	Vision Zero KC: Supplemental Action Planning	Supplemental Action Plan	Urban	$880,000.00
City of Kirkwood	City of Kirkwood Toward Zero: Advancing the Kirkwood Vision Zero Action Plan	Supplemental Action Plan	Urban	$480,000.00
City of Sedalia	City of Sedalia Safe Streets and Roads 4 All Action Plan	Action Plan	Rural	$200,000.00
East-West Gateway Council of Governments	SS4A Action Plan Grant for St. Louis Region	Action Plan	Urban	$580,551.92
Northeast Missouri Regional Planning Commission	Northeast Missouri Action Plan to Prevent Roadway Fatalities	Action Plan	Rural	$200,000.00
Ozarks Transportation Organization	Ozarks Transportation Organization's Safe Streets and Roads for All Action Plan Application	Action Plan	Urban	$228,800.00
Total Missouri				**$4,419,351.92**

Safety Trends and Targets

Fatalities
350.00
340.00
330.00
320.00
310.00
300.00
290.00
280.00
270.00
260.00
250.00
269.20
281.60
292.60
304.40
314.80
326.20
337.6
319.676
2017
2018
2019
2020
2021
2022
2023
Fatalities
Trend
Target

Fatalities Rate
1.18
1.16
1.14
1.12
1.10
1.08
1.06
1.04
1.09
1.13
1.12
1.14
1.14
1.15
1.16
1.12
2017
2018
2019
2020
2021
2022
2023
Fatalities Rate
Trend
Target

Serious Injuries
1960.00
1940.00
1920.00
1900.00
1880.00
1860.00
1840.00
1820.00
1800.00
1849.80
1859.00
1885.00
1910.40
1932.40
1930.87
1947.09
1892.25
2017
2018
2019
2020
2021
2022
2023
SI
Trend
Target

Serious Injuries Rate
8
7.5
7
6.5
6
5.5
7.47260741
7.431259357
7.2491638
7.191222332
7.030013043
6.806338136
6.673084281
6.670211373
2017
2018
2019
2020
2021
2022
2023
SI Rate
Trend
Target

Non-Motorized Fatalities and Serious Injuries
270
260
250
240
230
220
210
225
220.4
233.8
244.6
249.4
252.32
257.784
247.2736
2017
2018
2019
2020
2021
2022
2023
Bike/Ped
Trend
Target

2023 Regional Safety Targets

2022 Regional Safety Performance				
Performance Measure	5-Year Rolling Average Regional Target 2018-2022	5-Year Rolling Average - Actual* 2018-2022	2023 Target Annual Reduction Values	5-Year Rolling Average Regional 2023 Targets**
Number of Fatalities	299.90	326.20	-2%	319.68
Fatality Rate (per 100 million VMT)	1.120	1.147	-2%	1.124
Number of Serious Injuries	1989.40	1930.87	-2%	1892.25
Rate of Serious Injuries (per 100 million VMT)	7.40	6.81	-2%	6.67
Number of Non-Motorized Fatalities and Serious Injuries Combined	234.0	252.32	-2%	247.27
*Compiled using unofficial 2022 data and trendline projections				
**Targets based on 5-year rolling average from CY 2018-2022 and a projected 1% VMT increase per year.				