



2024 Regional Safety Targets

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Executive Advisory Committee
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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 declining after a pandemic-era surge
 - ▶ Through June 2023, there has been a 3.3% decrease in national roadway fatalities. (Whereas 2022 saw a .2% increase over 2020)
- ▶ The second quarter of 2023 represents the fifth consecutive quarterly decline in fatalities beginning in the second quarter of 2022.
 - ▶ VMT increased by 2.3%
 - ▶ Fatality Rate per 100 Million VMT decreased from the projected 1.31 to 1.24 fatalities per 100 million VMT

Scan here to view the
National report



<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813514>

Local Context

- ▶ Fatalities continue to rise
 - ▶ 3.38% increase in fatalities
- ▶ Serious Injuries number and rate increased slightly
 - ▶ Decline in VMT in 2022
- ▶ Non-Motorized Serious Injuries and Fatalities continue to rise

2023 Regional Safety Performance			
	5-Year Rolling Average - Actual*	5-Year Rolling Average - Actual**	Percent Change
	2018-2022	2019-2023	
Number of Fatalities	326.8	↑ 337.84	3.38%
Fatality Rate (per 100 million VMT)	1.12	↑ 1.14	1.79%
Number of Serious Injuries	1999	↑ 2017.48	0.92%
Rate of Serious Injuries (per 100 million VMT)	6.87	↓ 6.78	-1.31%
Number of Non-Motorized Fatalities and Serious Injuries Combined	221.2	↑ 223.92	1.23%
* Targets based on 5-year rolling average from CY 2019-2023 and a projected 1% VMT increase per year.			
** Compiled using unofficial 2023 data and trend line 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 second time in three years that ANY targets have been met (Serious Injury Rate; we met Serious Injury Total and Serious Injury Rate targets for 2022)
- ▶ In light of the upcoming Safety Action Plan, EWG staff are exploring more comprehensive ways of setting safety targets and aligning them with projects and programs that improve regional safety outcomes.

Comprehensive Safety Action Plan

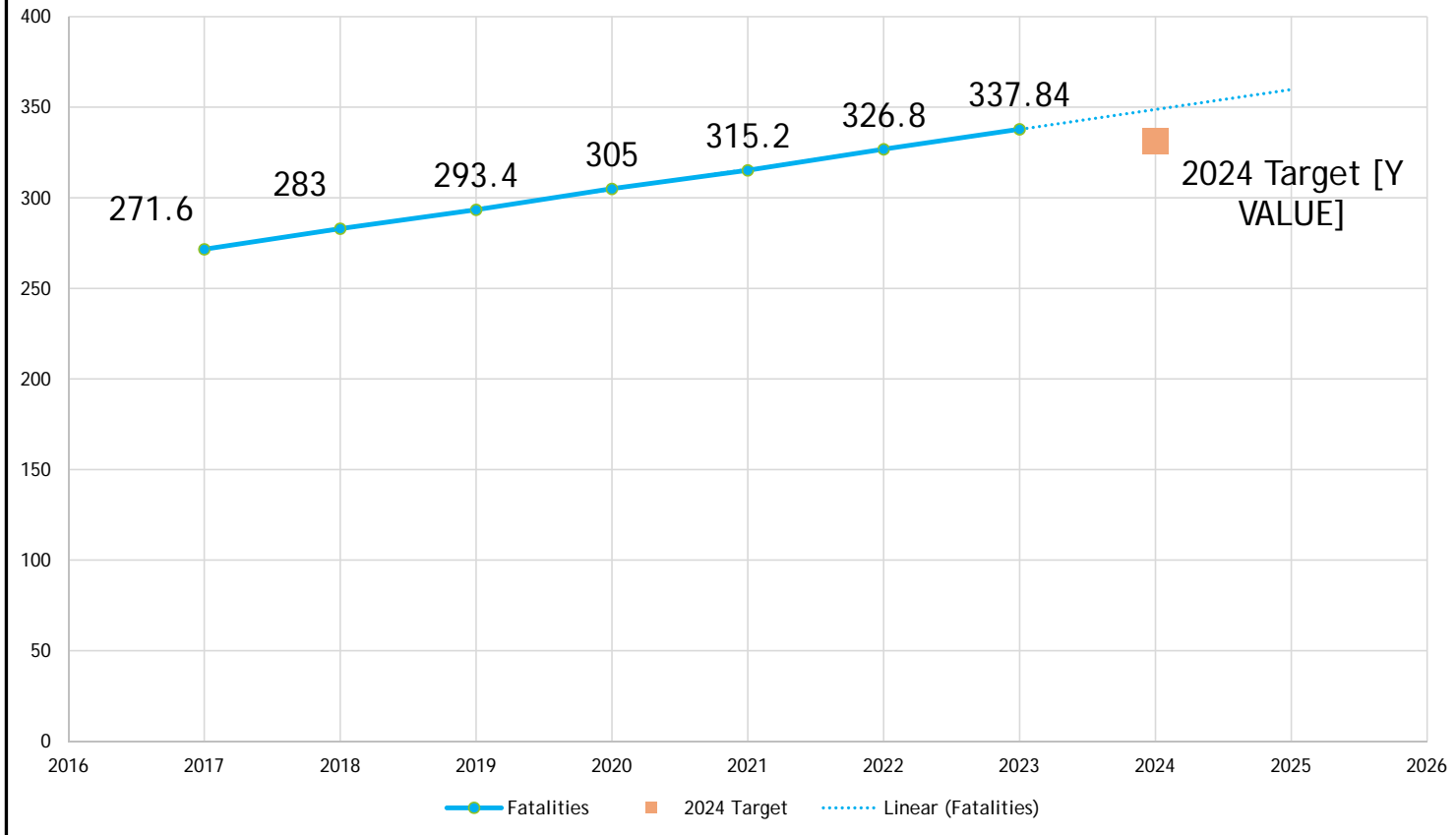
- ▶ Safe Streets for All Grant - **AWARDED**
- ▶ Work in Progress
 - ▶ Will likely include a reevaluation of safety target setting methodologies



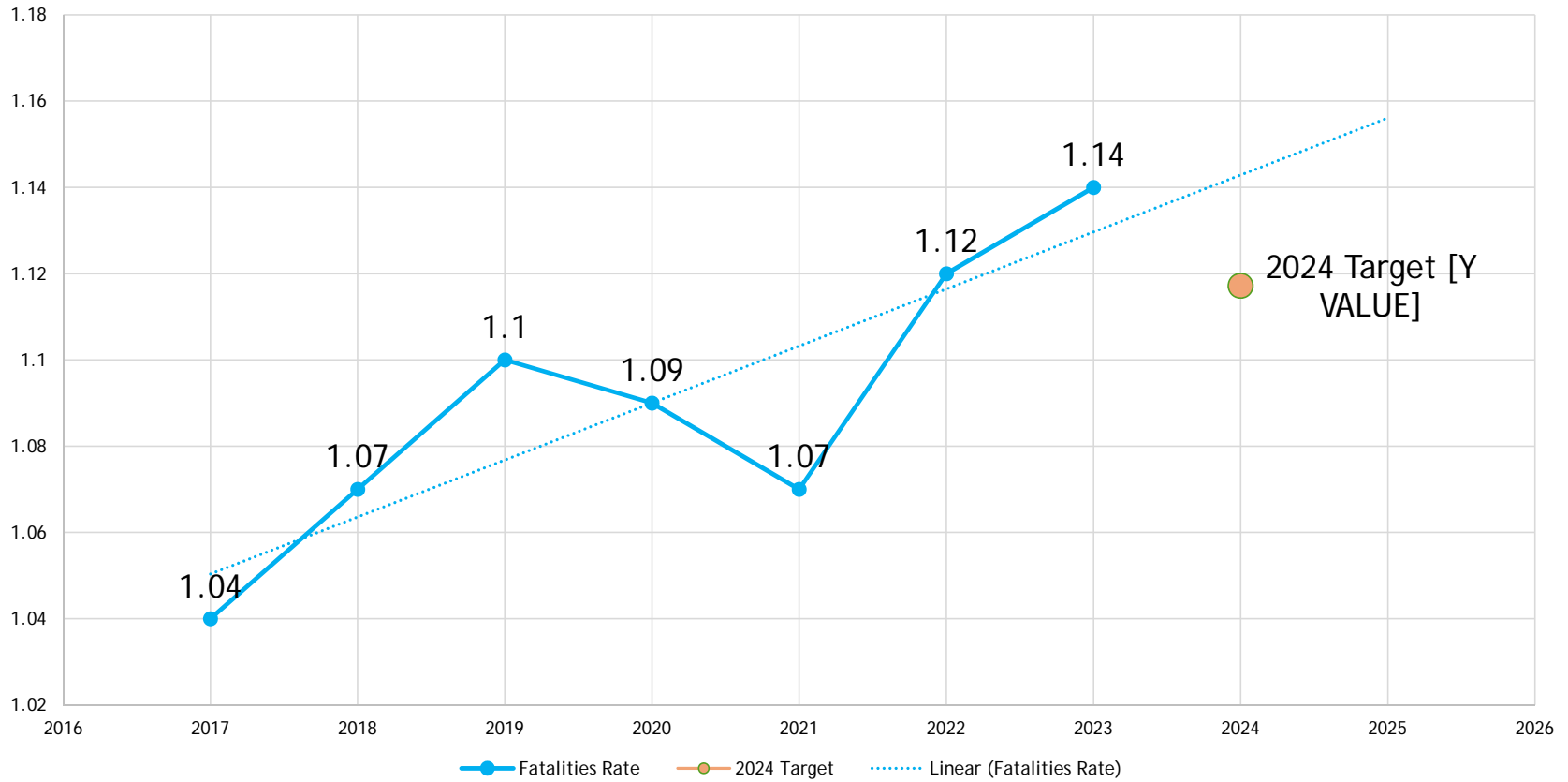


Safety Trends and Targets

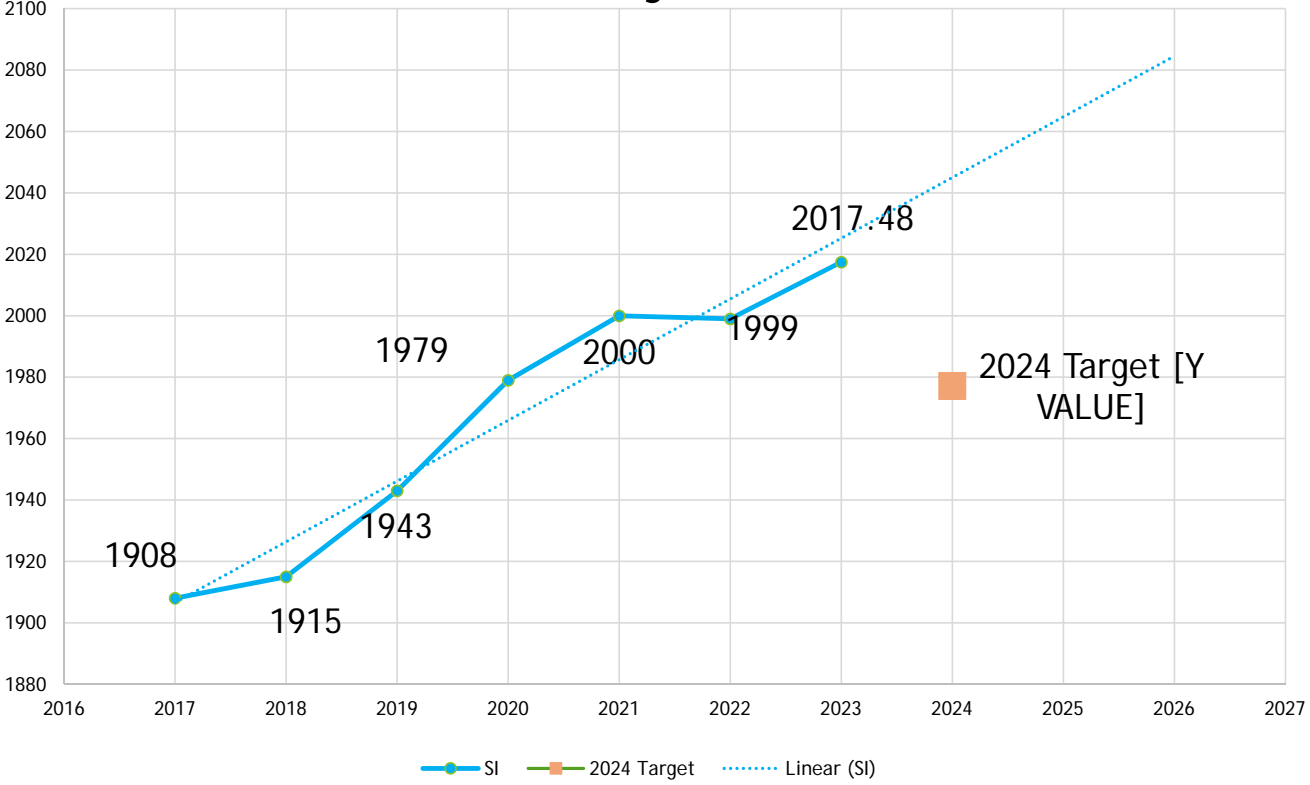
Fatalities



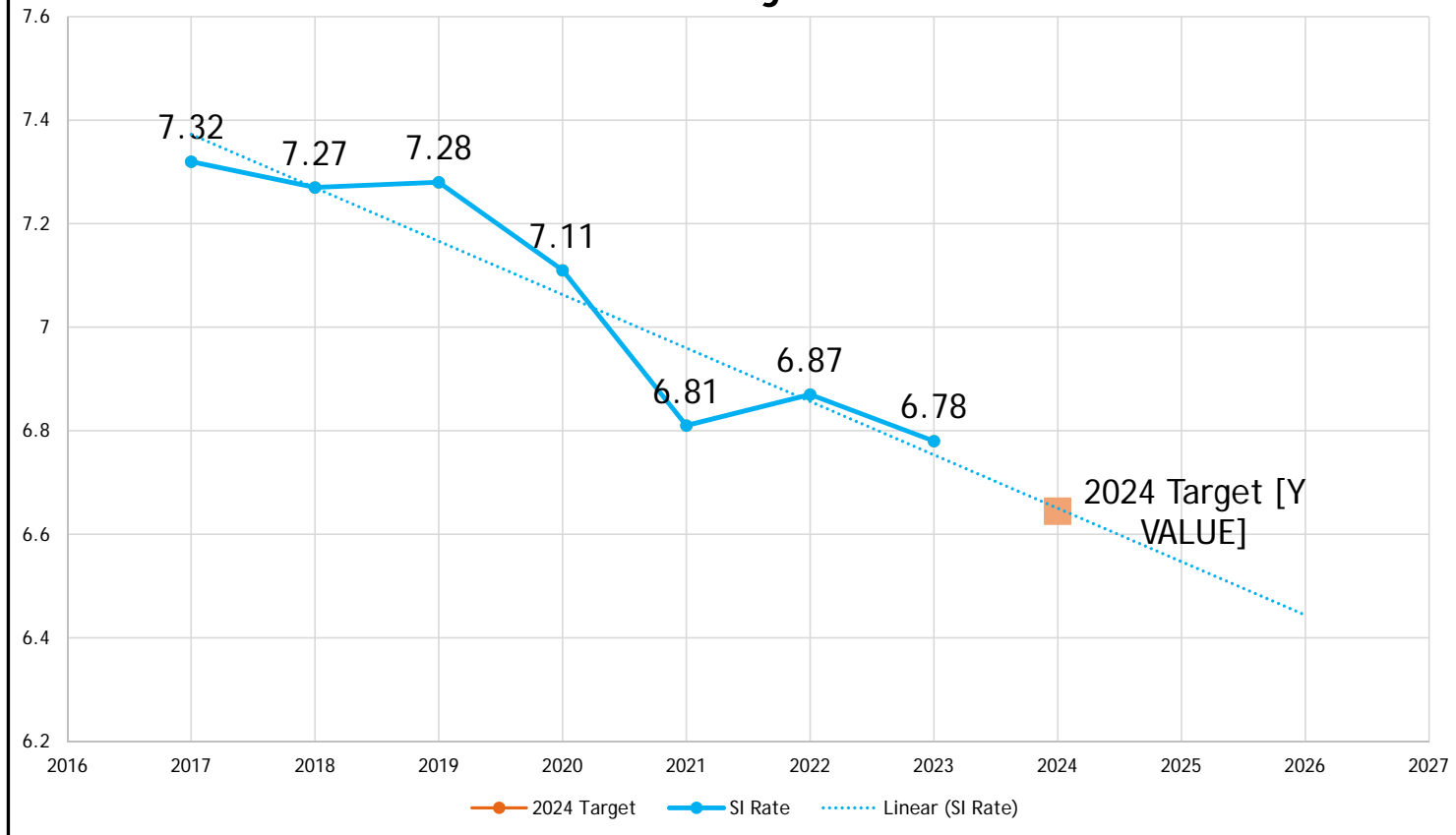
Fatalities Rate



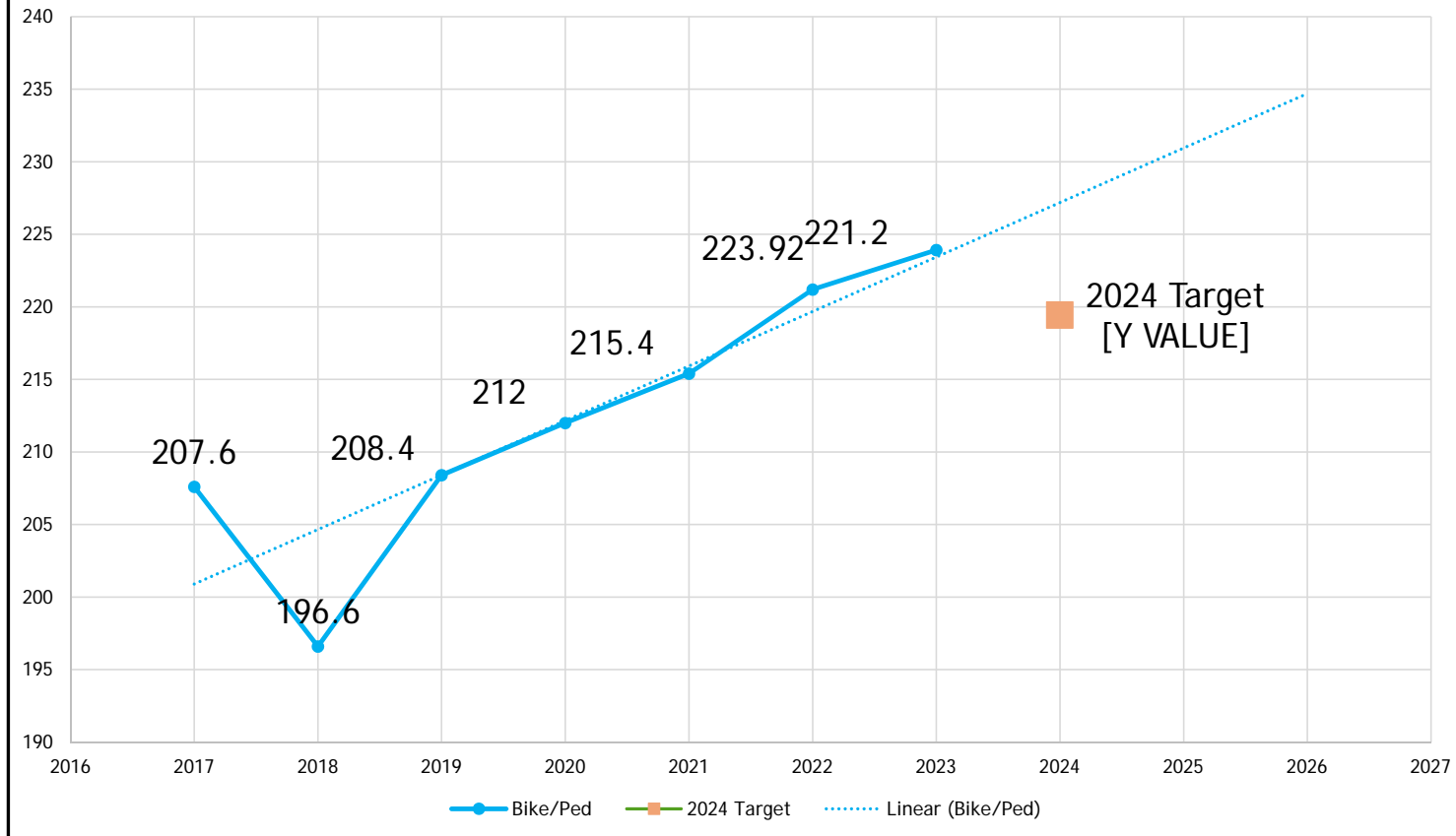
Serious Injuries



Serious Injuries Rate



Non-Motorist Fatalities and Serious Injuries



2023 Regional Safety Performance

Performance Measure	5-Year Rolling Average Regional Target 2019-2023	5-Year Rolling Average - Actual** 2019-2023	2024 Target Annual Reduction Values	5-Year Rolling Average Regional 2024 Targets*
Number of Fatalities	319.68	↑ 337.84	-2%	331.08
Fatality Rate (per 100 million VMT)	1.124	↑ 1.14	-2%	1.12
Number of Serious Injuries	1892.25	↑ 2017.48	-2%	1977.13
Rate of Serious Injuries (per 100 million VMT)	6.67	↓ 6.78	-2%	6.65
Number of Non-Motorized Fatalities and Serious Injuries Combined	247.27	↑ 223.92	-2%	219.44

* Targets based on 5-year rolling average from CY 2019-2023 and a projected 1% VMT increase per year.

** Compiled using unofficial 2023 data and trend line projections

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