

Setting Regional Safety Targets For 2024

*In coordination with FHWA
and MassDOT*



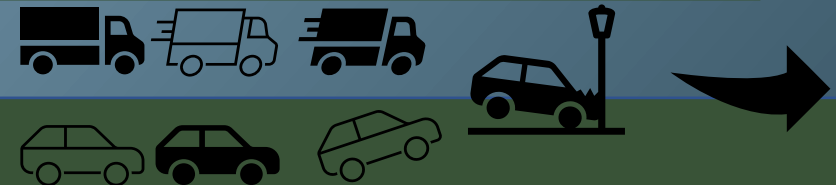
Background

- Required under MAP-21 (Section 1203), continued with **Infrastructure Investment and Jobs Act (IIJA)**
- Requires annual coordination of target setting with MPOs:
 - MPOs establish their own set of quantifiable performance targets every year, or
 - MPOs adopt State's performance targets (for the entire Commonwealth – no quantifiable target required for region)
 - Either way, MPOs must set targets, and incorporate them into Certification Documents



A Few Things to Note

- MassDOT overarching goal is towards zero deaths.
- The Performance Measures are presented in 5 year rolling averages and the trendline has been established using historical data.*
- The term “Serious Injuries” is used instead of “Incapacitating Injuries” per federal requirements.
- The Infrastructure Investment and Jobs Act (IIJA) requires “performance targets to demonstrate constant or improved performance,”
- Non-motorized definition includes wheelchairs, rolling blades, skaters and other non-powered devices.
- A VRU is a non-motorist and refers to individuals such as pedestrians, bicyclists, anyone walking along a road, individuals on skateboards, scooters, roller skates, wheelchairs, and other micromobility devices.



Background

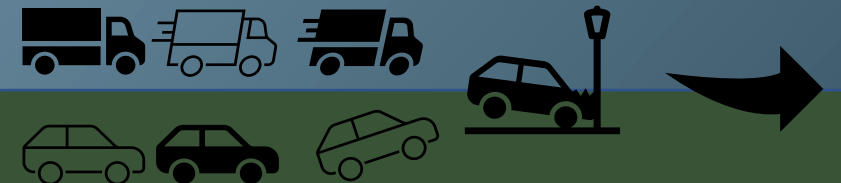
- MassDOT also developed a 2022-2026 target to be consistent with the Highway Safety Office and National Highway Traffic Safety Administration (NHTSA).
- Higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, roadway fatalities were increasing relative to previous years.
- Federal law prohibits States from using increasing “targets.”
- Latest 2023 data suggests fatalities are trending towards pre-COVID levels, though the data is incomplete and was not used when the target setting process began.



MassDOT Targets 2024

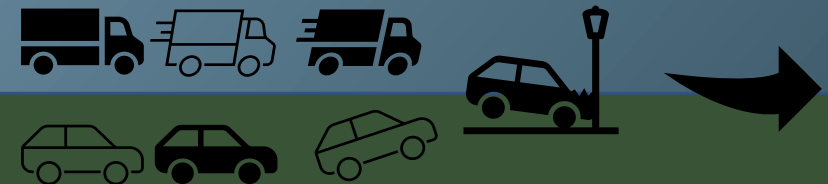
For CY24, the 5 statewide safety targets are:

- Total fatalities: **377**
- Fatality rate per 100 million VMT: **0.61**
- Total Serious Injuries: **2,708**
- Serious Injury rate: **4.36** per 100 million VMT
- Total Combined Non-Motorist Injuries + Fatalities: **445**



Fatalities Methodology

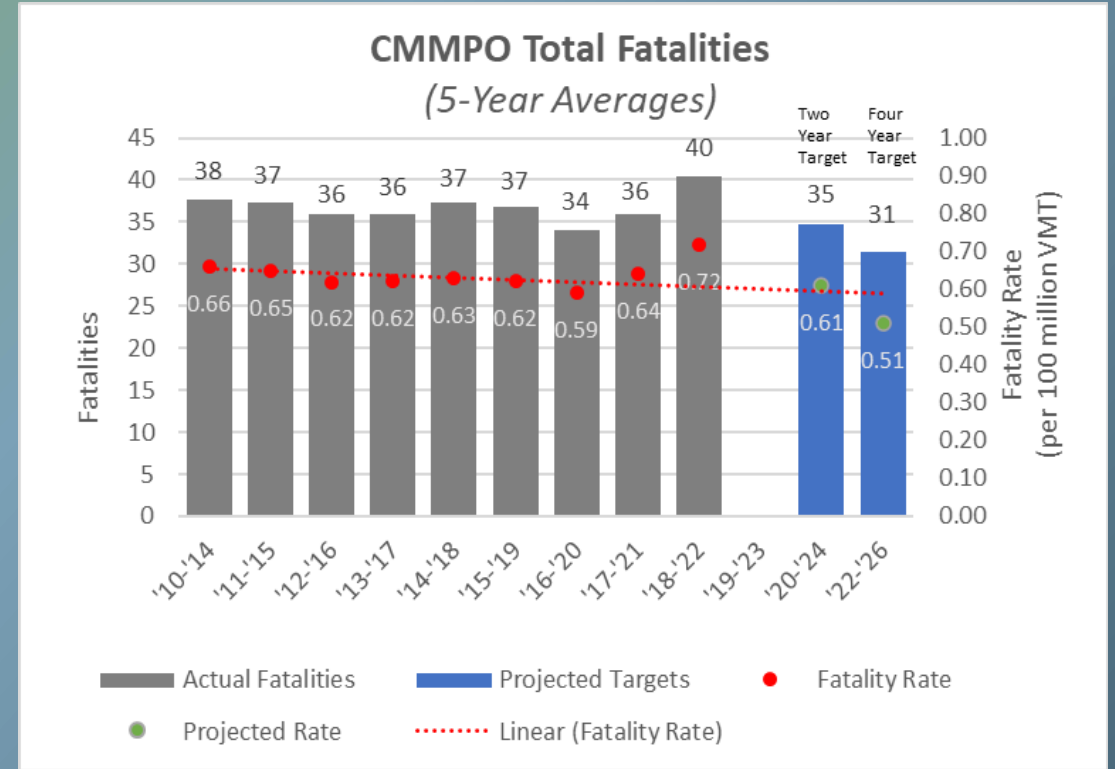
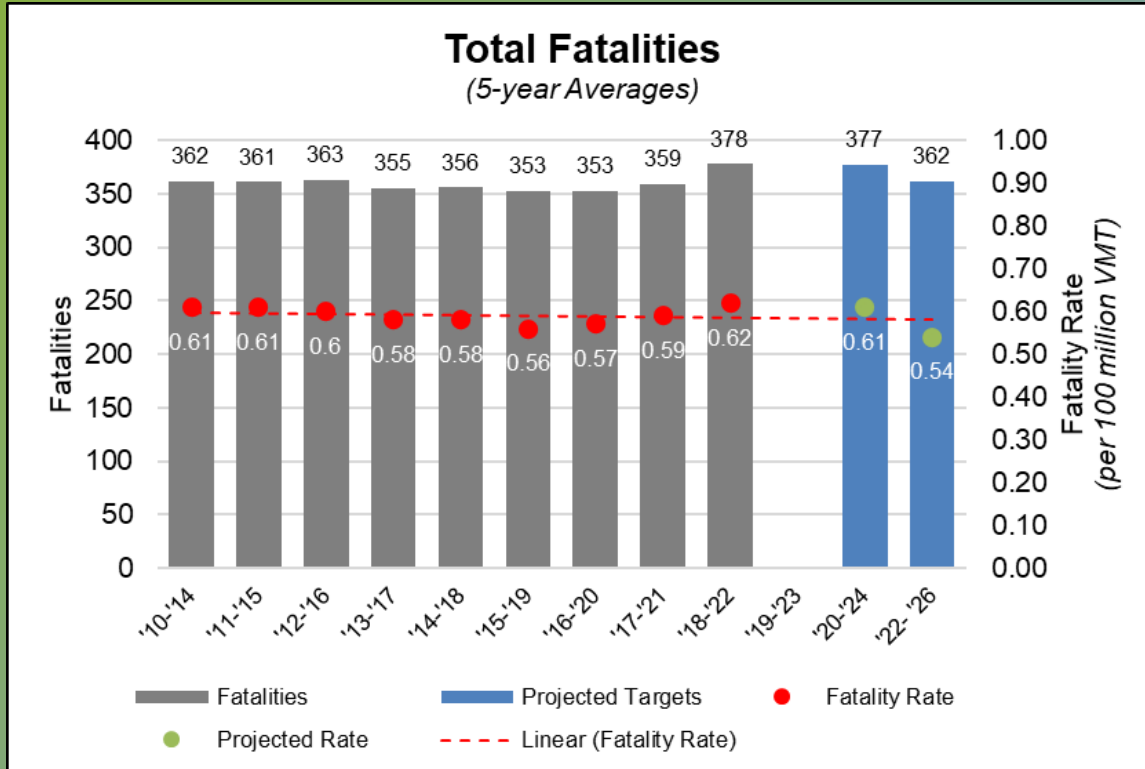
- **CY 2024** Targets were made by projecting the **2023** and **2024** fatalities to be in line with pre-COVID data (Trend line projection based on most recent available data)
- Year over year changes reflect a decrease of approximately **20%** when comparing **2021** and **2022** to **2023** and **2024**.
- The 5-year average from **2018-2022** to **2020-2024** sees only a minor decrease from **378** to **377**. If this trend continues, the **2022-2026** average will drop to **362**, a reduction **4%**.
- Data projections for **2023** indicate VMT will exceed pre-pandemic levels.
- Fatality Rate: Five-year average fatality rate is expected to decrease from **0.62** fatalities per 100 million VMT for **2018-2022**, to **0.61** fatalities per 100 million VMT in **2020-2024**, a reduction of **1.63%** If this trend continues, MassDOT projects a decrease to **0.54** fatalities per 100 million VMT, a reduction of **12%**.



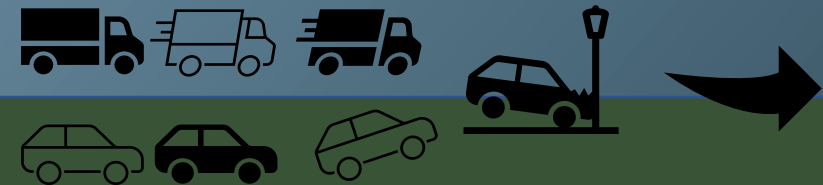
Total Fatalities and Fatality Rates

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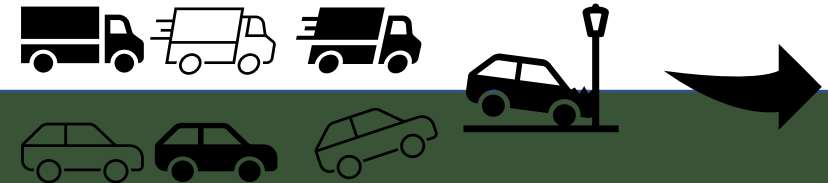


Note: 2023 data is not complete and therefore was not used for target setting purposes.



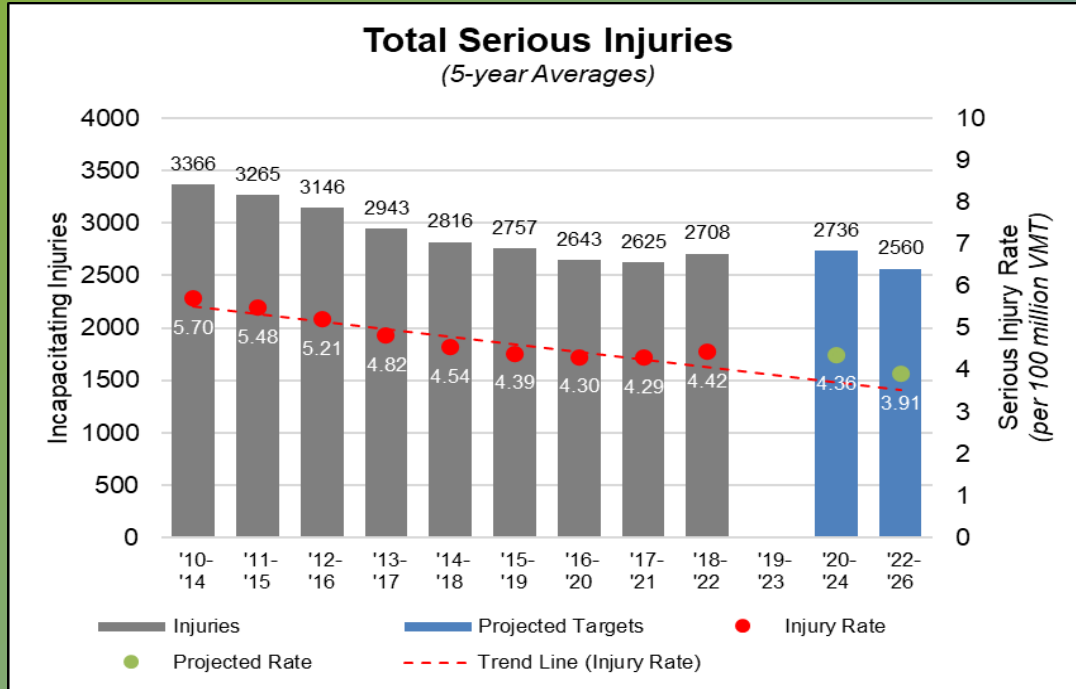
Serious Injuries Methodology

- MassDOT was unable to use a pure trendline approach to set **CY 2024** targets
- MassDOT developed the target for **CY 2024** by projecting the **2023** and **2024** fatalities to be in line with pre-COVID data - year over year changes reflect a decrease of approximately **10%** when comparing **2021** and **2022** to **2023** and **2024**.
- 5-year average from **2018-2022** to **2020-2024** remains the same at **2,708** serious injuries. If this trend continues, the **2022-2026** average will drop to **2,603**, a **4%** reduction.
- Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in **2020** and the lingering impacts in **2021** and **2022**, serious injuries increased relative to previous years.
- Serious Injuries Rate: Serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now **4.36** serious injuries per 100 million VMT for **2020-2024**. This reflects a **1.36%** reduction compared to the **2018-2022** serious injuries rate of **4.42**. If this trend continues, the **2022-2026** rate will drop to **3.91** serious injuries per 100 million VMT, a **11%** reduction

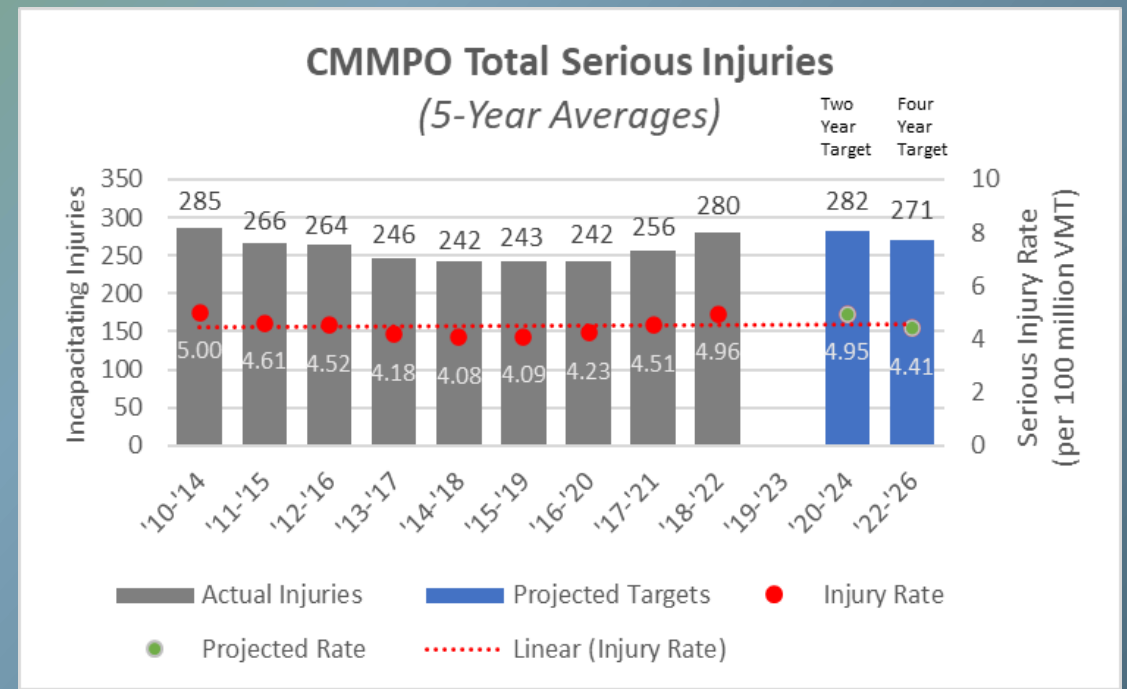


Total Serious Injuries and Injury Rate

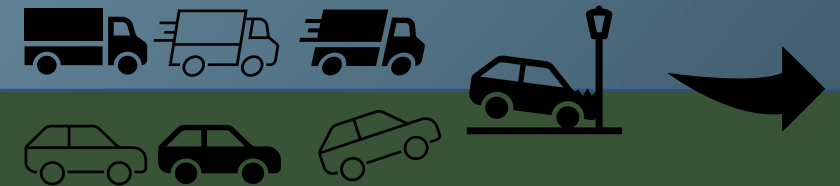
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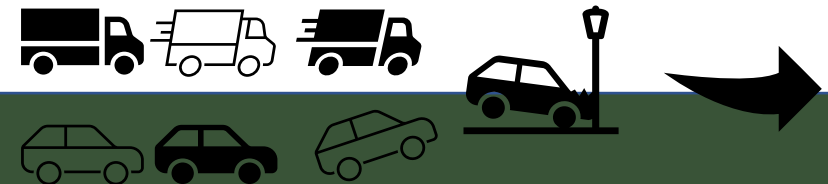


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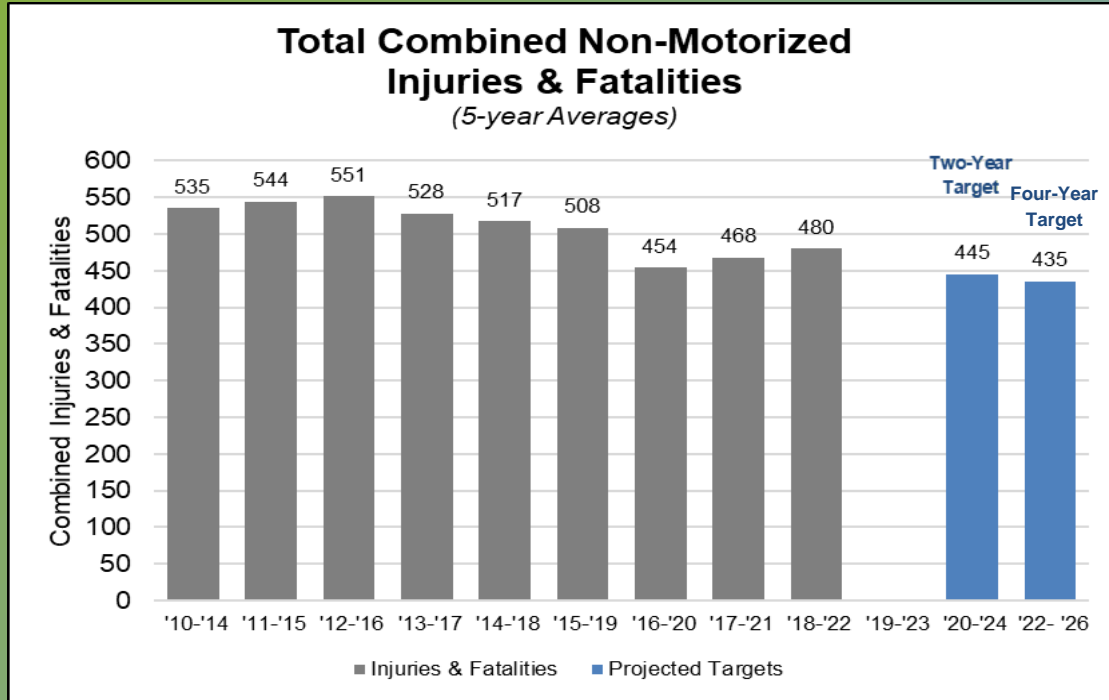
Total Combined Non-Motorized Injuries & Fatalities Methodology

- The number of non-motorized fatalities and serious injuries decreased during the start of the pandemic in **2020**, followed by an increase in **2021** and dramatic spike in **2022**.
- Based on the state's emphasis on vulnerable road users, MassDOT anticipates the **2023** and **2024** numbers to reflect those from **2020**.
- This results in a 5-year average of non-motorist fatalities and serious injuries decreasing from **480 (2018-2022)** to **445 (2020-2024)**, a **7.3%** reduction.
- Looking ahead to 2026, the average combined non-motorist fatalities and serious injuries is expected to decrease to **435**, a reduction of approximately **9%**.

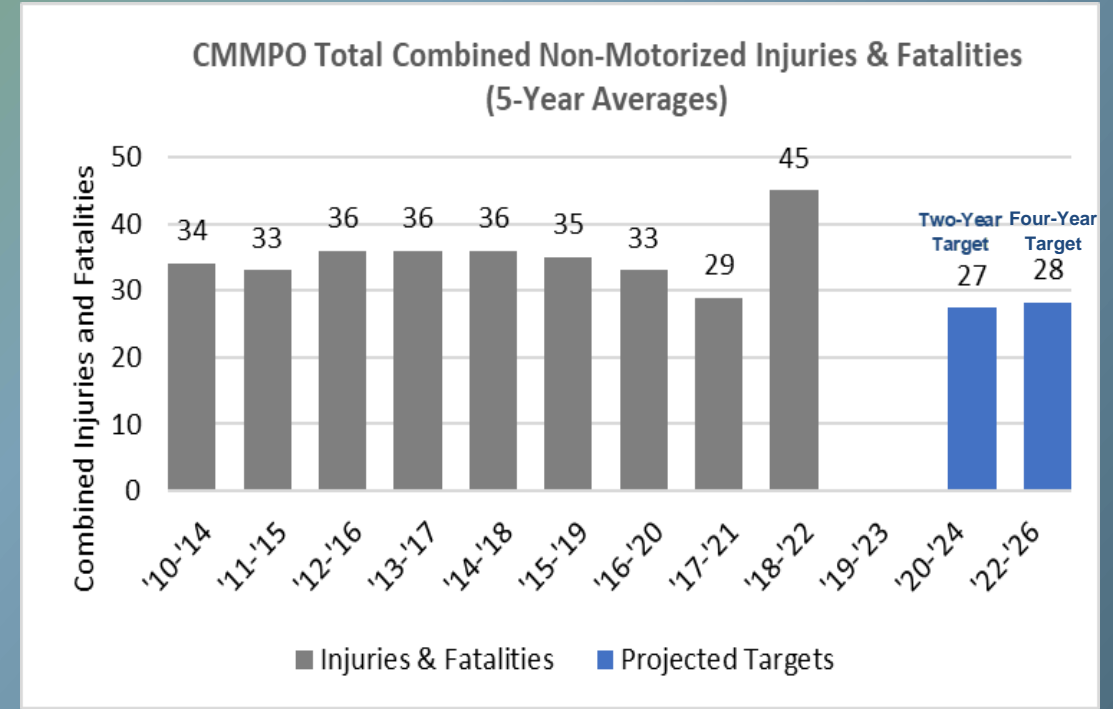


Total Number of Non-Motorized Fatalities and Injuries

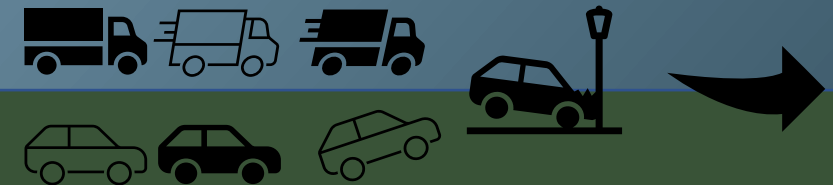
MassDOT



CMMPO



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Notes and Next Steps

- Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not “goals” but realistic targets considering the events of the last 3+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth's goal.
- **MPOs must either set their own 5 quantifiable safety targets or adopt MassDOT's targets as an action item by February 29, 2024.**
- **The safety targets must be included in the FFY 2025-2029 TIPs**

