Performance Measure 9:

Number of Fatalities (all public roads)

This measure includes the total number of persons suffering fatal injuries in crashes during a calendar year using five-year rolling averages. Law enforcement provides crash information to the Kansas Department of Transportation (KDOT) for compiling and KDOT dispenses the data to the MPO. The MPO desires improved safety beyond the target; however, the target reflects rolling averages with projections based on historical trends. Rolling average information is shown for the entity which maintains the road the crash occurred on. View the road maintenance map on page 7. The total Douglas County rolling average for the five year period is the official measure and MPO target.

Rolling Averages	Total Douglas County	Cras	h on	Road	l Mai	intair	ned b	y		20	18	2019	2()20	2021	2	022	2023
2007-2011	7.6					С	ity of	Lawr	ence		0	3		4	2		4	2
2008-2012	8.8		Douglas County								1	3		3	1		2	0
2009-2013	7.2	k	Kansas Department of Transportation								3	5		10	3		0	3
2010-2014	7.4			ł	Kansa	s Tur	npike	e Auth	ority		2	0		1	0		0	2
2011-2015	8.2						٦	Towns	ships		0	1		0	0		1	0
2012-2016	7.4						ι	Jnma	pped		0	0		0	1		0	0
2013-2017	7.2							-	Total		6	12		18	6		7	7
2014-2018	7.2	*Som	e crash	les dor	n't hav	e map	pable	data										
2015-2019	8																	
2016-2020	10.2																	
2017-2021	10.6																	
2018-2022	10																	
2019-2023	10.2	20																
Note: Includes pedestrian cras	vehicle, bicycle, and hes.	18 16 14 12 10 8 6 4 2 0	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
		alities	3	9	11	6	8	7	5	10	6	12	18	7	7	2023	2024	2025
			8.8	7.6	8.8	7.2	7.4	8.2	7.4	7.2	7.2	8.0	10.2	10.6	10.0	10.2		
	Projected 2	2024										ĺ					10.2	
		Avg Target																8.3

Source: Kansas Department of Transportation Anticipated Update: Yearly Target Set by MPO Policy Board: November 21, 2024 2025 Target **8.3**

Safety and Security

Federally Required

Transportation 2050

Safety

Performance Measure 10:

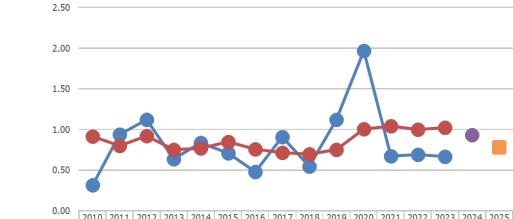
Rate of Fatalities per 100 million VMT (all public roads)

This measure includes the ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year using five-year rolling averages. Law enforcement provides crash information to the Kansas Department of Transportation (KDOT) for compiling and KDOT dispenses the data to the MPO. The MPO desires improved safety beyond the target; however, the target reflects rolling averages with projections based on historical trends. The total Douglas County rolling average for the five year period is the official measure and MPO target.

Rolling	Total Douglas
Averages	County
2007-2011	0.80
2008-2012	0.92
2009-2013	0.75
2010-2014	0.77
2011-2015	0.85
2012-2016	0.76
2013-2017	0.71
2014-2018	0.70
2015-2019	0.75
2016-2020	1.01
2017-2021	1.04
2018-2022	1.00
2019-2023	1.03
Note: Includes	vehicle, bicycle, and

pedestrian crashes.

Fatality crashes are shown by the entity who owns and maintains the road the crash occurred on in Performance Measure 9 (the prior page). However, the Vehicle Miles Traveled (VMT) information provided by KDOT is not split into the specific entities crashes occurred on (e.g. township roads). Thus, only the total Douglas County rate is shown here. To see the per entity crashes go to Performance Measure 9.



0.00	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
-Fatality Rate per 100 Million VMT	0.32	0.94	1.12	0.63	0.83	0.71	0.48	0.91	0.55	1.12	1.97	0.67	0.69	0.67		
	0.92	0.80	0.92	0.75	0.77	0.85	0.76	0.71	0.70	0.75	1.01	1.04	1.00	1.03		
Projected 2024															0.93	
																0.78

Source: Kansas Department of Transportation Anticipated Update: Yearly Target Set by MPO Policy Board: November 21, 2024 2025 Target **0.78**

Safety and Security

Pederally Required

Performance Measure 11:

Number of Serious Injuries (all public roads)

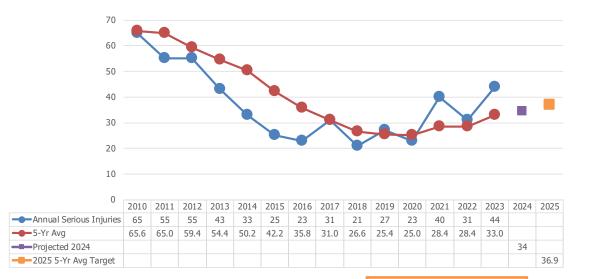
This measure includes the total number of persons suffering at least one serious injury in a crash during a calendar year using five-year rolling averages. Law enforcement provides crash information to the Kansas Department of Transportation (KDOT) for compiling and KDOT dispenses the data to the MPO. KDOT changed to the national definition of serious injuries on January 1, 2019 (see the last page for the definitions). The MPO desires improved safety beyond the target; however, the target reflects rolling averages with projections based on historical trends. Rolling average information is shown for the entity which maintains the road the crash occurred on. View the road maintenance map on page 7. The total Douglas County rolling average for the five year period is the official measure and MPO target.

Rolling	Total Douglas
Averages	County
2007-2011	65.0
2008-2012	59.4
2009-2013	54.4
2010-2014	50.2
2011-2015	42.2
2012-2016	35.8
2013-2017	31.0
2014-2018	26.6
2015-2019	25.4
2016-2020	25.0
2017-2021	28.4
2018-2022	28.4
2019-2023	33.0

Crash on Road Maintained by	2018	2019	2020	2021	2022	2023
City of Baldwin City	0	0	0	2	0	0
City of Eudora	0	0	0	0	0	1
City of Lawrence	8	11	8	8	17	17
Douglas County	2	5	3	8	3	8
Kansas Department of Transportation	5	7	7	12	6	12
Kansas Department of Wildlife, Parks, & Tourism	0	1	0	0	0	0
Kansas Turnpike Authority	3	1	2	3	1	4
Private (Lawrence)	0	0	0	0	1	0
University of Kansas	0	1	0	1	0	0
Townships*	0	0	0	2	3	2
Unmapped**	3	1	3	4	0	0
Total	21	27	23	40	31	44
*Clinton Eudora Grant Kanwaka Lecom	nton Dalr	$m_{ra} M$	akaruca	Willow	Springs	

*Clinton, Eudora, Grant, Kanwaka, Lecompton, Palmyra, Wakarusa, Willow Springs **Some crashes don't have mappable data

Note: Includes vehicle, bicycle, and pedestrian crashes.



2025 Target

36.9

Source: Kansas Department of Transportation Anticipated Update: Yearly Target Set by MPO Policy Board: November 21, 2024

Safety and Security

Federally Required

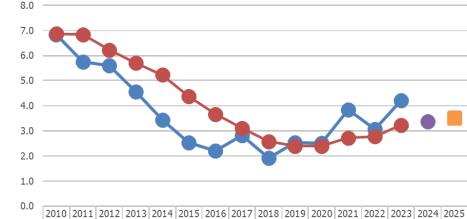
Performance Measure 12: Rate of Serious Injuries per 100 million VMT (all public roads)

This measure includes the ratio of total number of serious injuries to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year using five-year rolling averages. Law enforcement provides crash information to the Kansas Department of Transportation (KDOT) for compiling and KDOT dispenses the data to the MPO. KDOT changed to the national definition of serious injuries on January 1, 2019 (see the last page for the definitions). The MPO desires improved safety beyond the target; however, the target reflects rolling averages with projections based on historical trends. Data is shown by jurisdiction, but the total Douglas County number is our official measure and MPO target.

Rolling	Total Douglas
Averages	County
2007-2011	6.8
2008-2012	6.2
2009-2013	5.7
2010-2014	5.2
2011-2015	4.4
2012-2016	3.7
2013-2017	3.1
2014-2018	2.6
2015-2019	2.4
2016-2020	2.4
2017-2021	2.7
2018-2022	2.8
2019-2023	3.2
Note: Includes v	ehicle, bicycle, and

pedestrian crashes.

Serious injury crashes are shown by the entity who owns and maintains the road the crash occurred on in Performance Measure 11 (the prior page). However, the Vehicle Miles Traveled (VMT) information provided by KDOT is not split into the specific entities crashes occurred on (e.g. township roads). Thus, only the total Douglas County rate is shown here. To see the per entity crashes go to Performance Measure 11.



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Serious Injury Rate per 100 Million VMT	6.8	5.7	5.6	4.6	3.4	2.5	2.2	2.8	1.9	2.5	2.5	3.8	3.1	4.2		
	6.86	6.84	6.22	5.70	5.23	4.37	3.66	3.11	2.58	2.40	2.40	2.72	2.77	3.23		
Projected 2024															3.37	
2025 5-Yr Avg Target																3.51

Source: Kansas Department of Transportation Anticipated Update: Yearly Target Set by MPO Policy Board: November 21, 2024 2025 Target **3.51**

Safety and Security

Pederally Required

Performance Measure 13: Number of Non-Motorized Fatalities & Serious Injuries (all public roads)

This measure includes the combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year using five-year rolling averages. KDOT changed to the national definition of serious injuries on January 1, 2019. The MPO desires improved safety beyond the target; however, the target reflects rolling averages with projections based on historical trends. Rolling average information is shown for the entity which maintains the road the crash occurred on. View the road maintenance map on page 7. The total Douglas County rolling average for the five year period is the official measure and MPO target.

Total Douglas County	Crash on Road N	laintain	ed by	у			2018	2	019	2(020	20	21	202	22	2023
7.8		Ci	ty of l	Lawı	rence	Э	4		1		3		3		4	4
7.6		[Dougla	as C	ounty	y	0		1		0		0		0	0
7.8	Kansas Depart	ment of	Trans	sport	tatior	า	0		0		0		0		1	1
7.6	Kai	nsas Tur	npike	Aut	hority	y	0		0		0		0		0	1
7.4							0		0		0		0		0	0
7.4		Unive	rsity o	of Ka	ansas	S	0		1		0		0		0	0
7.8			Un	map	ped*	<	0		0		0		4		0	0
7.0					Tota	I	4		3		3		7		5	6
5.8	*Some crashes do	on't have	map	pabl	е											
5.4																
5.4																
4.4																
4.8																
	12															
					R			Δ								
	8					•	1									
	ь					V					•			-		
	4									6	-					
	2															
	0	2010 2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Annual Non-	Motorized Fatalities & Serious Injuries	6 7	8	8	9	5	7	10	4	3	3	7	5	6		
		8.8 7.8	7.6	7.8	7.6	7.4	7.4	7.8	7.0	5.8	5.4	5.4	4.4	4.8		
															5.2	5.6
	County 7.8 7.6 7.8 7.6 7.4 7.4 7.4 7.8 7.0 5.8 5.4 5.4 4.4 4.8 rehicle, bicycle, and hes.	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Source: Kansas Department of Transportation Anticipated Update: Yearly Target Set by MPO Policy Board: November 21, 2024



Safety and Security

Federally Required

Transportation 2050