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:

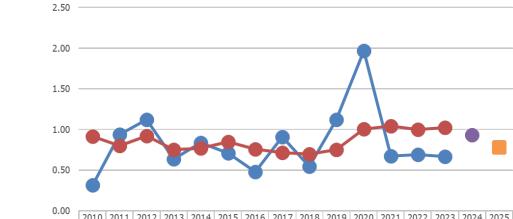
Rate of Fatalities per 100 million VMT (all public roads)

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)

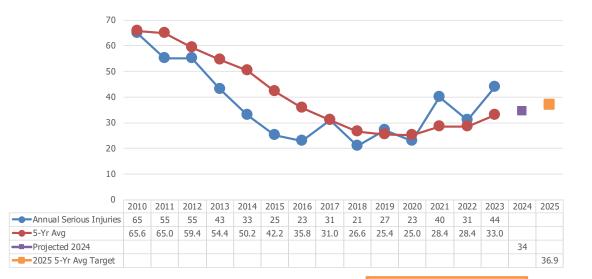
This measure includes the total number of persons suffering at least one serious injury in a crash during a calendar year using five-year rolling averages. Law enforcement provides crash information to the Kansas Department of Transportation (KDOT) for compiling and KDOT dispenses the data to the MPO. 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

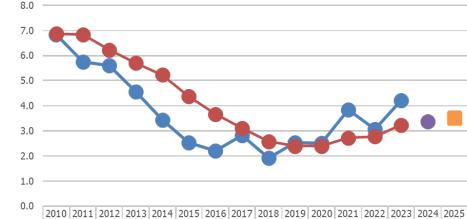
Performance Measure 12: Rate of Serious Injuries per 100 million VMT (all public roads)

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 | | | | | | | | | | | | | | | |
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| | 8 | | | | | • | 1 | | | | | | | | | |
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| | 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. | County Crash on Road F 7.8 7.6 7.8 Kansas Depart 7.6 Kansas Depart 7.6 Kansas Depart 7.4 7.4 7.4 7.4 7.8 *Some crashes do 5.4 4.4 4.8 12 rehicle, bicycle, and nes. 12 10 8 6 4 2 0 Annual Non-Motorized Fatalities & Serious Injuries 0 S-Yr Avg Projected 2024 | CountyCrash on Road Maintain7.87.87.67.87.87.67.47.47.497iva7.597iva< | County Crash on Road Maintained b 7.8 City of 7.8 Dougla 7.8 Kansas Department of Trans 7.6 Kansas Turnpike 7.4 Private (L 7.4 University 7.8 Un 7.0 S.8 5.4 Some crashes don't have map 5.4 4 4.4 4.8 rehicle, bicycle, and nes. 12 10 12 10 2 10 2 11 12 12 14 13 2 14 2 15 10 16 7 17 19 18 2010 2010 2011 2010 2011 2011 2012 <td>County Crash on Road Maintained by 7.8 City of Lawn 7.6 Douglas C 7.8 Kansas Department of Transport 7.6 Kansas Turnpike Auth 7.4 Private (Lawn 7.4 University of Ka 7.8 Unmap 7.0 5.8 5.4 5.4 5.4 5.4 5.4 5.4 5.4 6 4 2 0 2010 2011 2012 2013 4 2 0 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7.4</td><td>County Crash on Road Maintained by 2018 7.8 City of Lawrence 4 7.6 Kansas Department of Transportation 0 7.6 Kansas Turnpike Authority 0 7.4 Private (Lawrence) 0 7.4 University of Kansas 0 7.8 Some crashes don't have mappable 4 5.8 5.4 5.4 5.4 5.4 4.4 4.8 4.8 6 9 2010 2011 2012 2013 2014 2015 10 12 10 12 10 12 10 12 10 12 10 12</td><td>County City of Lawrence 4 7.8 City of Lawrence 4 7.8 Douglas County 0 7.8 Kansas Department of Transportation 0 7.6 Kansas Turnpike Authority 0 7.4 Private (Lawrence) 0 7.8 University of Kansas 0 7.8 Total 4 7.8 Some crashes don't have mappable 4 *Some crashes don't have mappable 10 8 9 2010 2011 2012 2013 2014 2015 2016 2017 10 12 10<</td><td>County Crash on Road Maintained by 2018 2019 7.8 City of Lawrence 4 1 7.6 Douglas County 0 1 7.8 Kansas Department of Transportation 0 0 7.6 Kansas Turnpike Authority 0 0 7.4 University of Kansas 0 1 7.8 University of Kansas 0 1 7.8 University of Kansas 0 0 7.4 University of Kansas 0 0 7.8 Some crashes 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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