

2050 Metropolitan Transportation Plan (MTP)

Performance Measures – Safety (V.a)

Goal – Promote Safety, Health and Well-Being

Objective – Achieve zero deaths and serious injuries on our transportation system

The safety measure is a federal Transportation Performance Measure (TPM) and thus the MPOs are required to set targets for those measures and include those targets in their long-range transportation plan, i.e., Metropolitan Transportation Plan (MTP). CAMPO and DCHC MPO both resolved to plan and program projects to meet the targets in the North Carolina *2022 Highway Safety Improvement Plan (HSIP)*. The HSIP targets are set to reduce fatalities and serious injuries by one-half by the year 2035, and eventually to zero by the year 2050. Those targets included the following statewide reductions by December 31, 2022:

1. total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average);
2. fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average);
3. total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average);
4. serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average); and,
5. total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average).

Based on the U.S. Department of Transportation (USDOT)/Federal Highway Administration (FHWA) review of the safety targets and actual data, North Carolina has not met or made significant progress toward achieving its safety performance targets. In fact, the number of fatalities and serious injuries and the corresponding rates continue to increase. As a result, the North Carolina Department of Transportation (NCDOT) ensure that all federal Highway Safety Improvement Program (HSIP) funding are obligated to safety projects and must develop a detailed implementation plan.

On the next page, the CAMPO and DCHC MPO safety target data are presented in tables that show the 5-year rolling average. Some of the values show slight increases and decreases in the first several years, but all of the values have steadily increased since 2012-2016 period.

Capital Area MPO Safety Data and Targets

Target Setting Crash Data

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	95.6	0.880	149.8	1.378	32.4
2009 - 2013	95.2	0.864	147.0	1.333	34.0
2010 - 2014	92.4	0.823	155.0	1.378	36.6
2011 - 2015	92.0	0.793	163.6	1.403	40.8
2012 - 2016	95.8	0.797	193.4	1.591	43.6
2013 - 2017	93.8	0.756	255.0	2.012	47.0
2014 - 2018	93.6	0.729	328.4	2.519	50.8
2015 - 2019	99.2	0.748	412.8	3.085	62.4
2016 - 2020	108.2	0.836	485.6	3.730	71.8
2022 Target*	86.6	0.651	377.7	2.820	54.7

DCHC MPO Safety Data and Targets

Target Setting Crash Data

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	29.6	0.630	74.6	1.590	18.6
2009 - 2013	30.8	0.640	70.8	1.474	17.6
2010 - 2014	32.0	0.647	74.8	1.514	18.6
2011 - 2015	32.8	0.651	80.6	1.601	20.2
2012 - 2016	34.0	0.658	79.4	1.541	20.8
2013 - 2017	36.0	0.675	84.8	1.586	19.4
2014 - 2018	36.0	0.658	88.4	1.615	20.2
2015 - 2019	38.8	0.695	95.8	1.716	22.4
2016 - 2020	41.4	0.764	107.4	1.995	24.0
2022 Target*	34.3	0.613	84.3	1.507	20.5

*Target based on State's methodology of reducing crashes by 50% by the year 2035

Rates are in units of crashes per 100 MVMT

Last update: 9/16/21