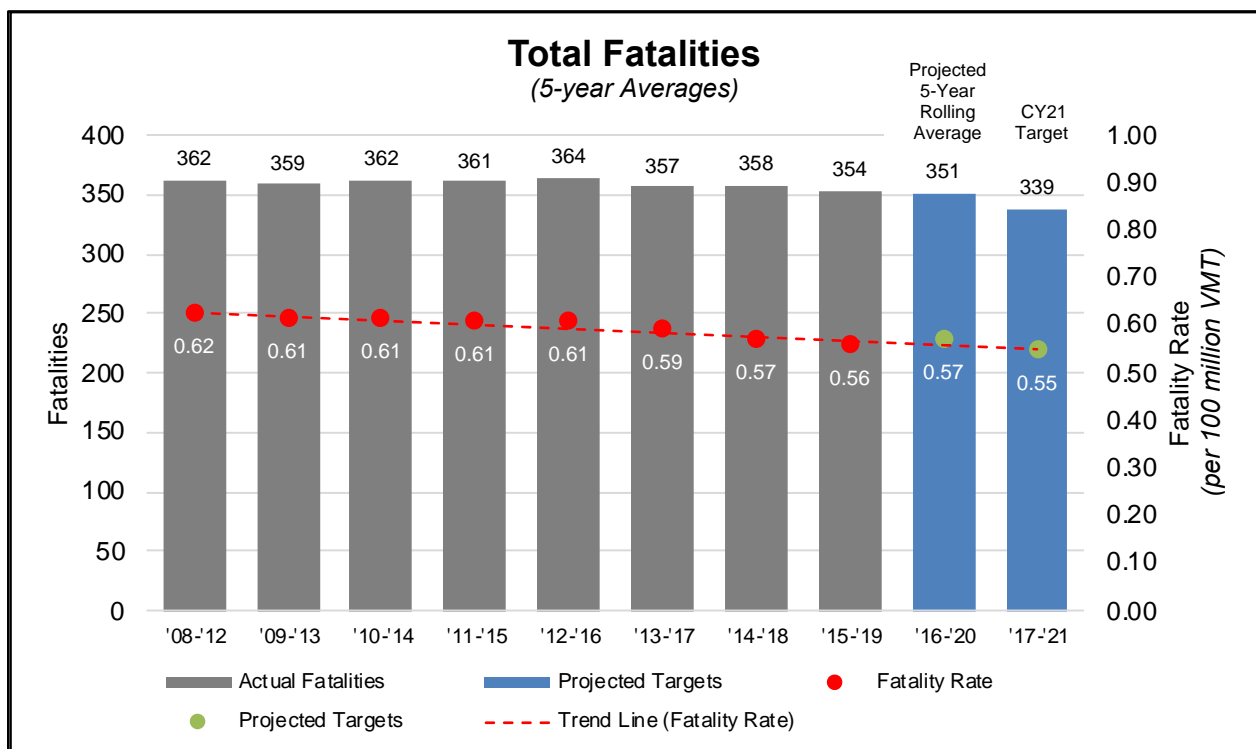


MassDOT CY21 Safety Performance Measure Targets (PM1)

Total Fatalities: Per guidance from the Federal Highway Administration (FHWA), MassDOT's 2021 safety target setting process began with a trend line projection based on the most recent available data (up to 2018). The calendar year (CY) 2021 target of 339 was set to reflect an anticipated decrease in fatalities due to joint initiatives across MassDOT related to sustainable transportation; commitment to several FHWA Every Day Counts (EDC) initiatives (e.g. reducing rural roadway departures); and strategies and legislative proposals that were part of the 2018 Strategic Highway Safety Plan (SHSP), such as the primary seat belt and hands-free driving laws.

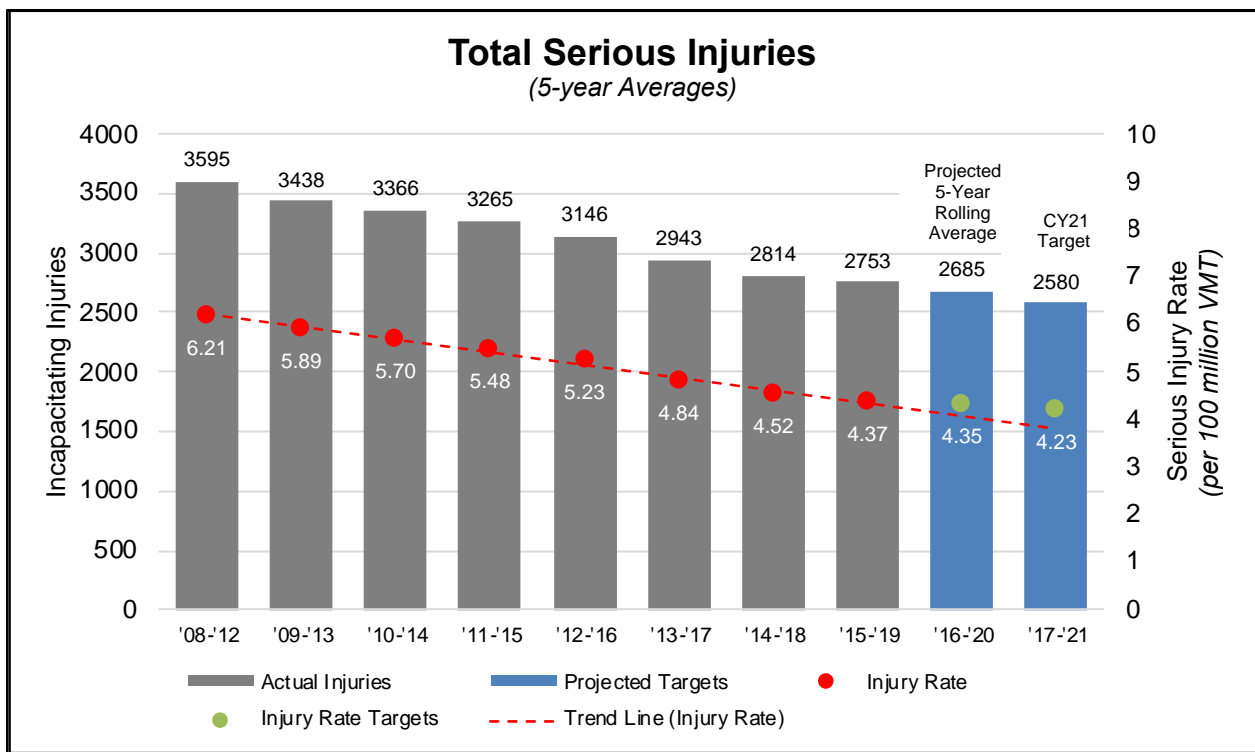
Fatality Rate: The CY 2021 target of .55 fatalities per 100 million vehicle miles traveled (VMT) reflects an overall reduction from previous years. It should be noted that MassDOT's long-term goal is to move towards zero deaths.



MassDOT CY21 Safety Performance Measure Targets (PM1)

Total Serious Injuries: It is anticipated that there will be an overall decrease in the number of serious injuries due to a continual downward trend line as well as the implementation of countermeasures that are being developed as part of the 2018 Strategic Highway Safety Plan (SHSP). The CY 2021 target of 2,580 was set to reflect this trend. For this performance measure, it is important to note that on January 1st, 2019, Massachusetts moved from the term “incapacitating injuries” to “serious injuries,” per federal requirements.

Serious Injuries Rate: Similar to the fatality rate, it is anticipated that the downward trend line will result in a drop in the rate of serious injuries from 4.35 per 100 million VMT between 2016–2020 to 4.23 between 2017–2021.



MassDOT CY21 Safety Performance Measure Targets (PM1)

Total Number of Non-Motorized Fatalities and Serious Injuries: The most recent data for non-motorized fatalities and serious injuries indicates that the previously increasing trend decreased in 2017, and has continued to decrease since then. The CY 2021 target has been set to reflect continued projected reductions in non-motorized fatalities and injuries due to a number of multi-disciplinary and multi-agency implementation strategies contained within the Statewide Bike Plan, Statewide Pedestrian Plan, and Strategic Highway Safety Plan.

It is important to note that in prior years, only bicyclist and pedestrian data were used to calculate this target. More recently, it was determined that this category would include other non-motorists. In addition to bicyclists and pedestrians, this category includes skaters and users of wheelchairs and other mobility devices. The historical data within the graph below includes these additional users.

