

Comment on the draft 2026 Transportation Safety Performance Targets

The Lawrence-Douglas County Metropolitan Planning Organization (MPO) is releasing draft 2026 safety targets. The 15-day public comment period for these draft targets starts on October 16, 2025 and will end on October 31, 2025.

Shown on Page 2-8: Safety measures include: the number of fatalities and serious injuries, rate of fatalities and serious injuries per 100 million Vehicle Miles Traveled, and the number of non-motorized fatalities & serious injuries.

Shown on Page 9: Transit Safety measures include: the number of fatalities, injuries and safety events, rates of fatalities, injuries, safety events per 100 thousand Vehicle Revenue Miles and system reliability (vehicle revenue miles/failures)

These targets will come before the Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board for approval on November 20, 2025. Following MPO Policy Board approval targets will be incorporated into [Transportation 2050](#) .

Written comments may be emailed to mpo@lawrenceks.gov or mailed Lawrence-Douglas County MPO, PO Box 708, Lawrence, KS 66044.

Safety

Performance Measure 9: Number of Fatalities (all public roads)

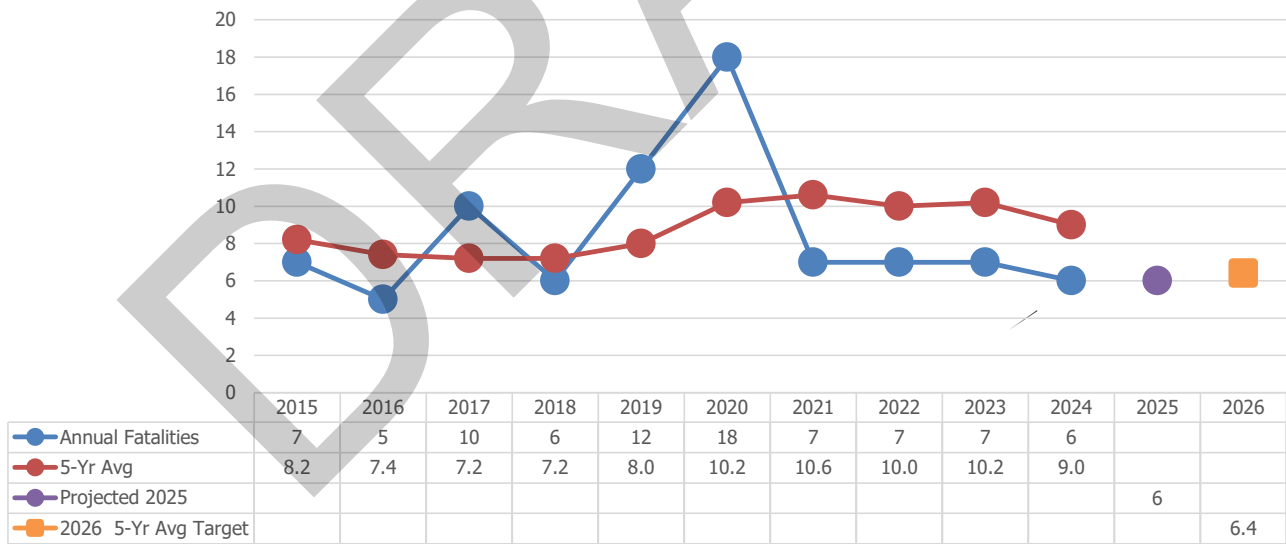
This measure includes the total number of persons suffering fatal injuries in crashes during a calendar year using five-year rolling averages. Law enforcement provides crash information to the Kansas Department of Transportation (KDOT) for compiling and KDOT dispenses the data to the MPO. The MPO target represents a linear forecasting to 2050 to meet the Vision Zero by 2050. Crashes are 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
2011-2015	8.2
2012-2016	7.4
2013-2017	7.2
2014-2018	7.2
2015-2019	8.0
2016-2020	10.2
2017-2021	10.6
2018-2022	10.0
2019-2023	10.2
2020-2024	9.0

Note: Includes vehicle, bicycle, and pedestrian crashes.

Crash on Road Maintained by	2020	2021	2022	2023	2024
Army Corps of Engineers	0	0	0	0	1
City of Lawrence	4	2	4	4	2
Douglas County	3	1	2	2	0
Kansas Department of Transportation	10	3	0	0	3
Kansas Turnpike Authority	1	0	0	0	2
Townships	0	0	1	1	0
Unmapped	0	0	0	0	1
Total	18	6	7	7	9

*Some crashes don't have mappable data



Source: Kansas Department of Transportation
Anticipated Update: Yearly
Target Set by MPO Policy Board: [November 20, 2025](#)

2026 Target

6.4

Safety

Performance Measure 10:

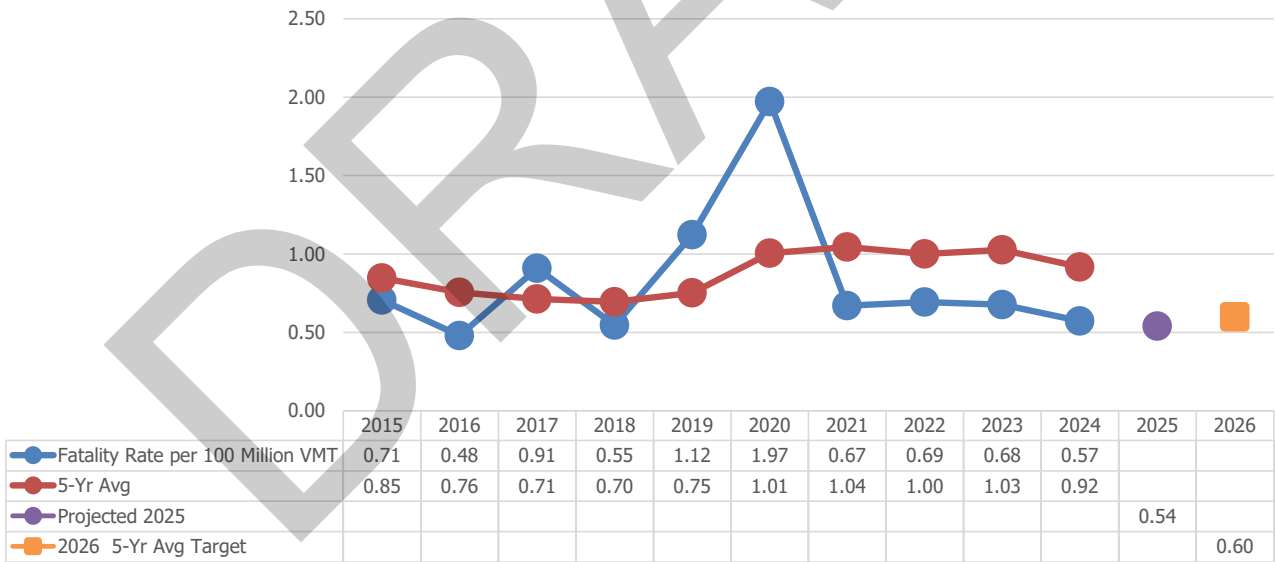
Rate of Fatalities per 100 million VMT (all public roads)

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 target represents a linear forecasting to 2050 to meet the Vision Zero by 2050. The total Douglas County rolling average for the five year period is the official measure and MPO target.

Rolling Averages	Total Douglas County
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
2020-2024	0.92

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.



Source: Kansas Department of Transportation
Anticipated Update: Yearly
Target Set by MPO Policy Board: [November 20, 2025](#)

2026 Target

0.60

Safety

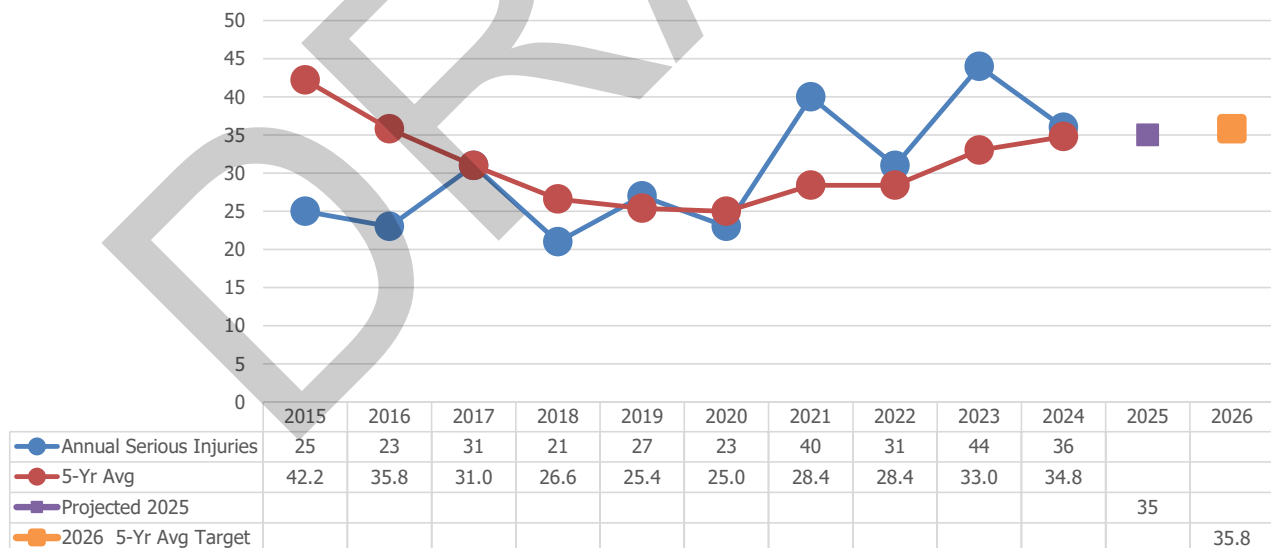
Performance Measure 11:

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 target represents a linear forecasting to 2050 to meet the Vision Zero by 2050. Crashes are 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	Crash on Road Maintained by	2020	2021	2022	2023	2024
2011-2015	42.2	Army Corps of Engineers	0	0	0	0	1
2012-2016	35.8	City of Baldwin City	0	2	0	0	0
2013-2017	31.0	City of Eudora	0	0	0	1	0
2014-2018	26.6	City of Lawrence	8	8	17	17	13
2015-2019	25.4	Douglas County	3	8	3	8	3
2016-2020	25.0	Kansas Department of Transportation	7	12	6	12	7
2017-2021	28.4	Kansas Turnpike Authority	2	3	1	4	4
2018-2022	28.4	Private (Lawrence)	0	0	1	0	0
2019-2023	33.0	University of Kansas	0	1	0	0	1
2020-2024	34.8	Townships*	0	2	3	2	3
Note: Includes vehicle, bicycle, and pedestrian crashes.		Unmapped**	3	4	0	0	4
		Total	23	40	31	44	36

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



Source: Kansas Department of Transportation

Anticipated Update: Yearly

Target Set by MPO Policy Board: [November 20, 2025](#)

2026 Target

35.8

Safety

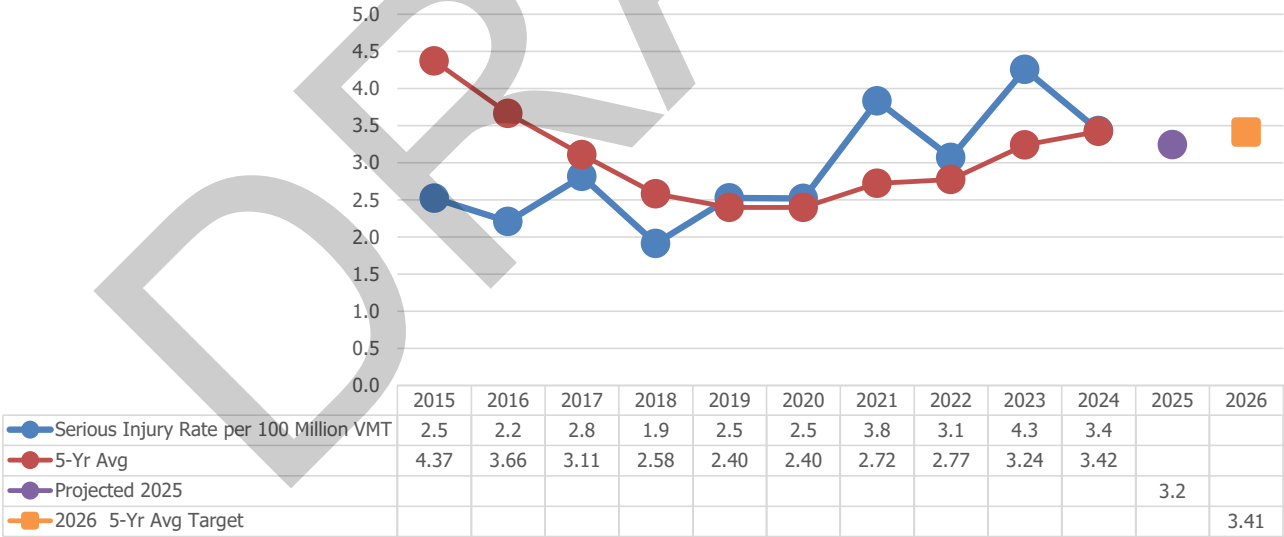
Performance Measure 12: Rate of Serious Injuries per 100 million VMT (all public roads)

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 target represents a linear forecasting to 2050 to meet the Vision Zero by 2050. Data is shown by jurisdiction, but the total Douglas County number is our official measure and MPO target.

Rolling Averages	Total Douglas County
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
2020-2024	3.4

Note: Includes vehicle, 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.



Source: Kansas Department of Transportation
Anticipated Update: Yearly
Target Set by MPO Policy Board: [November 20, 2025](#)

2026 Target

3.41

Safety

Performance Measure 13:

Number of Non-Motorized Fatalities & Serious Injuries (all public roads)

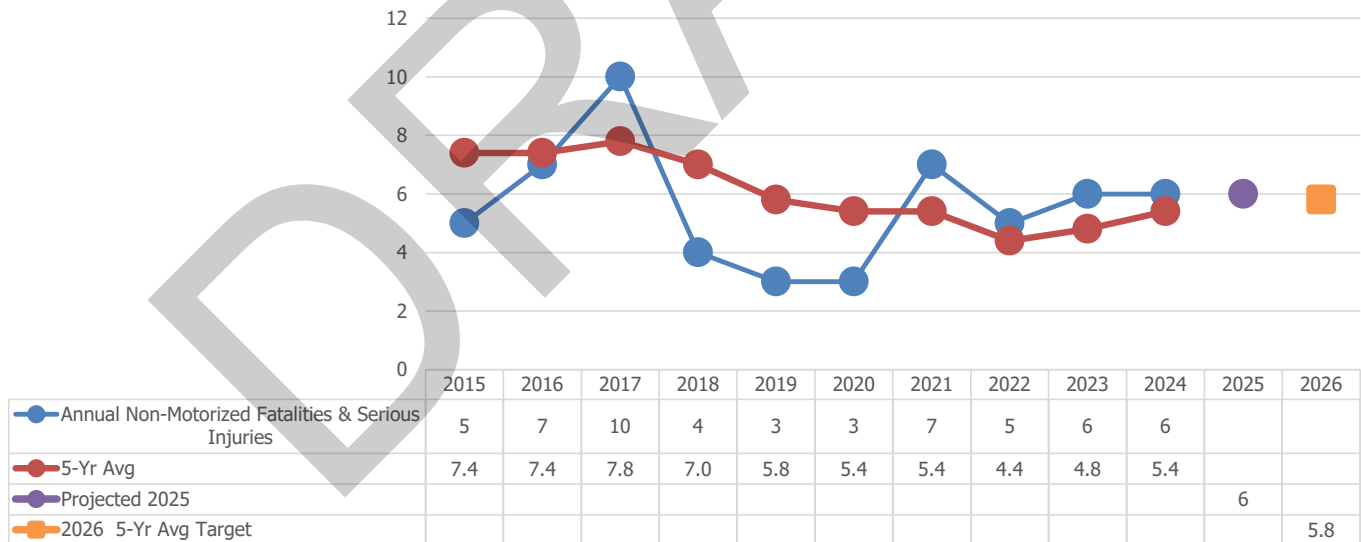
This measure includes the combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year using five-year rolling averages. KDOT changed to the national definition of serious injuries on January 1, 2019. The MPO target represents a linear forecasting to 2050 to meet the Vision Zero by 2050. Crashes are 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
2011-2015	7.4
2012-2016	7.4
2013-2017	7.8
2014-2018	7.0
2015-2019	5.8
2016-2020	5.4
2017-2021	5.4
2018-2022	4.4
2019-2023	4.8
2020-2024	5.4

Note: Includes bicycle, and pedestrian crashes.

Crash on Road Maintained by	2020	2021	2022	2023	2024
City of Lawrence	3	3	4	4	2
Kansas Department of Transportation	0	0	1	1	1
Kansas Turnpike Authority	0	0	0	1	0
University of Kansas	0	0	0	0	2
Unmapped*	0	4	0	0	1
Total	3	7	5	6	6

*Some crashes don't have mappable data



Source: Kansas Department of Transportation

Anticipated Update: Yearly

Target Set by MPO Policy Board: [November 20, 2025](#)

2026 Target
5.8

Safety

Serious Injuries Definition:

The Kansas Department of Transportation (KDOT) changed the definition of “Serious Injuries” used in crash reporting to the national definition of serious injuries on January 1, 2019. The new definition is defined in the Model Minimum Uniform Crash Criteria Guideline, or MMUCC (MMUCC) 4th Edition “Suspected Serious Injury (A)” attribute found in the “injury status” data element.¹

A suspected serious injury is defined in the MMUCC 4th Edition as any injury other than fatal that results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis (loss of the ability to move or feel in part or most of the body)

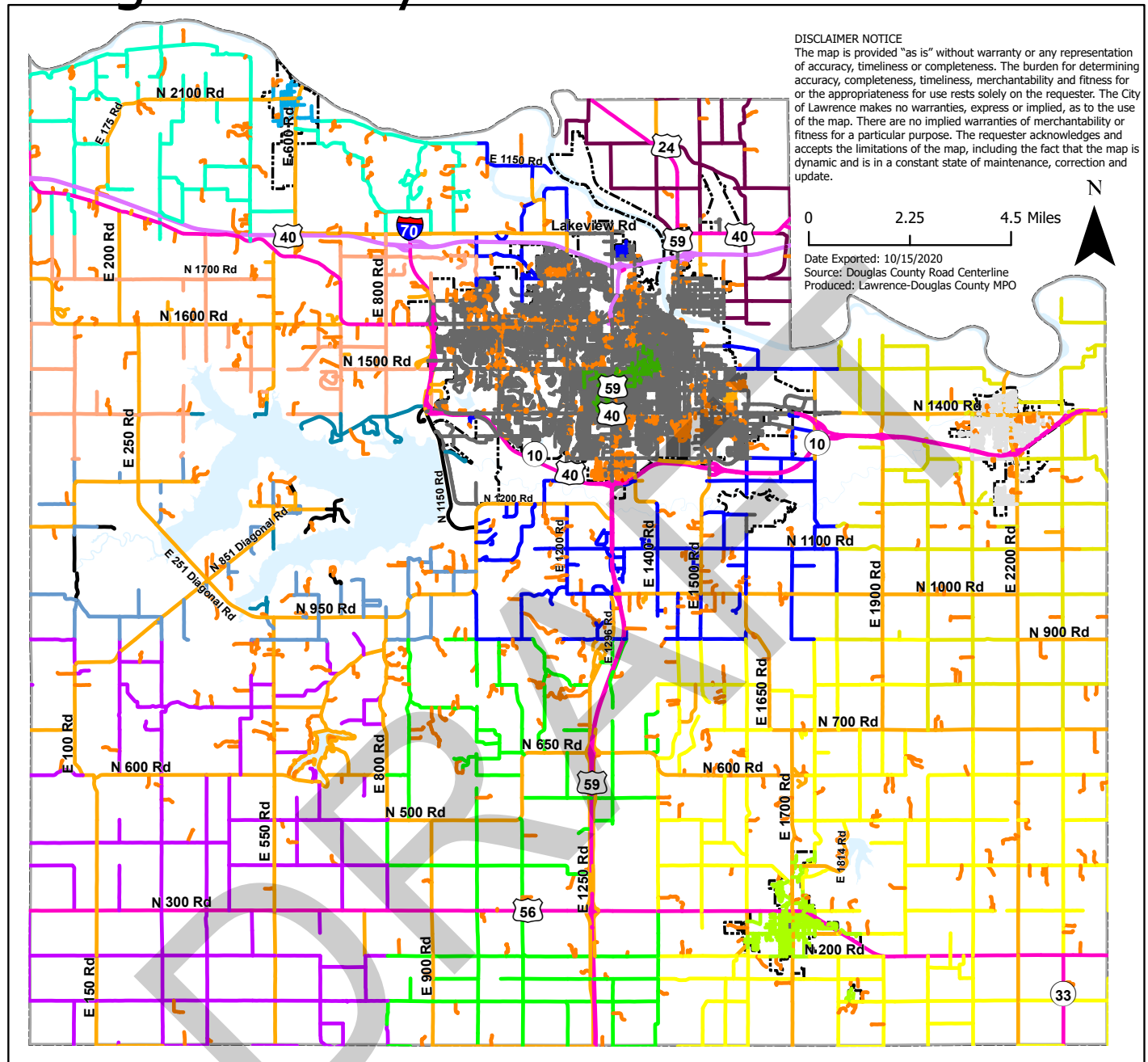
The definition KDOT utilized prior to January 1, 2019 was:

A Disabling (incapacitating) injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. This includes:

- Severe lacerations
- Broken or distorted limbs
- Skull or chest injuries
- Abdominal injuries
- Unconsciousness at or when taken from the accident scene
- Inability to leave the accident scene without assistance.

¹ <https://safety.fhwa.dot.gov/hsip/spm/docs/factsheet-mmucc-4edition.pdf>

Douglas County Road Maintenance Entities



Road Maintained By:

- Army Corps of Engineers
- City of Baldwin
- Clinton Township
- Douglas County
- Eudora Township
- City of Eudora
- Grant Township
- Kansas Department of Transportation

- Kansas Department of Wildlife, Parks, and Tourism
- Kanwaka Township
- Kansas Turnpike Authority
- University of Kansas
- City of Lawrence
- City of Lecompton
- Lecompton Township
- Marion Township
- Other

- Private
- Palmyra Township
- Willow Springs Township
- Wakarusa Township
- University
- Water
- City Limits
- County Limits

Transit

Performance Measure 27: Transit Safety Performance

Safety events are comprised of collisions, fires, hazardous material spills, act of nature, evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, in a transit revenue facility, or in a transit revenue vehicle and meeting established NTD thresholds. Safety performance is an organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Mode of Transit Service	2024						System Reliability (vehicle revenue miles/failures)*
	Fatalities (total)	Fatalities (per 100 thousand vehicle revenue miles)	Injuries (total)	Injuries (per 100 thousand vehicle revenue miles)	Safety Events (total)	Safety Events (per 100 thousand vehicle revenue miles)	
Fixed Route Bus Service	0	0	0	0	0	0	60,337
Demand Response Bus Service	0	0	0	0	0	0	186,464

2026 Targets

Mode of Transit Service	2026 Targets						System Reliability (vehicle revenue miles/failures)*
	Fatalities (total)	Fatalities (per 100 thousand vehicle revenue miles)	Injuries (total)	Injuries (per 100 thousand vehicle revenue miles)	Safety Events (total)	Safety Events (per 100 thousand vehicle revenue miles)	
Fixed Route Bus Service	0	0	0	0.0	0	0	40,000
Demand Response Bus Service	0	0	0	0.0	0	0.0	40,000

Source: Lawrence Transit Agency Safety Plan and Lawrence Transit.

Frequency of Data Update: Yearly

Anticipated Update: 2026

Target Set by MPO Policy Board: [November 20, 2025](#)

Vehicle Revenue Miles

The miles driven when a vehicle is operating and is available for the general public to ride and there is the expectation for carrying passengers. Revenue miles excludes miles that transit vehicles travel for deadhead services (leaving or returning to the maintenance facility), vehicle maintenance testing, etc.