

2026 MDOT Safety Targets

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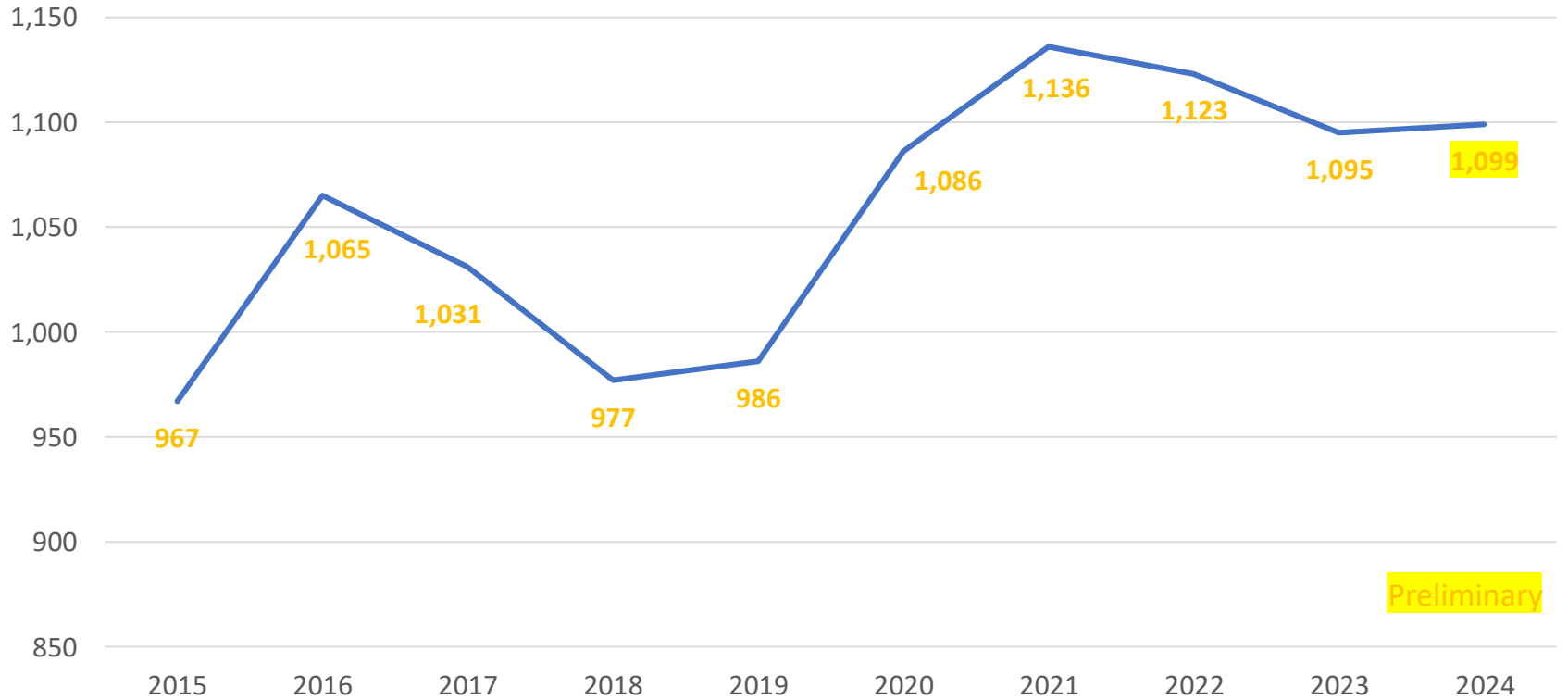
Engineer of Traffic & Safety

Today's Topics

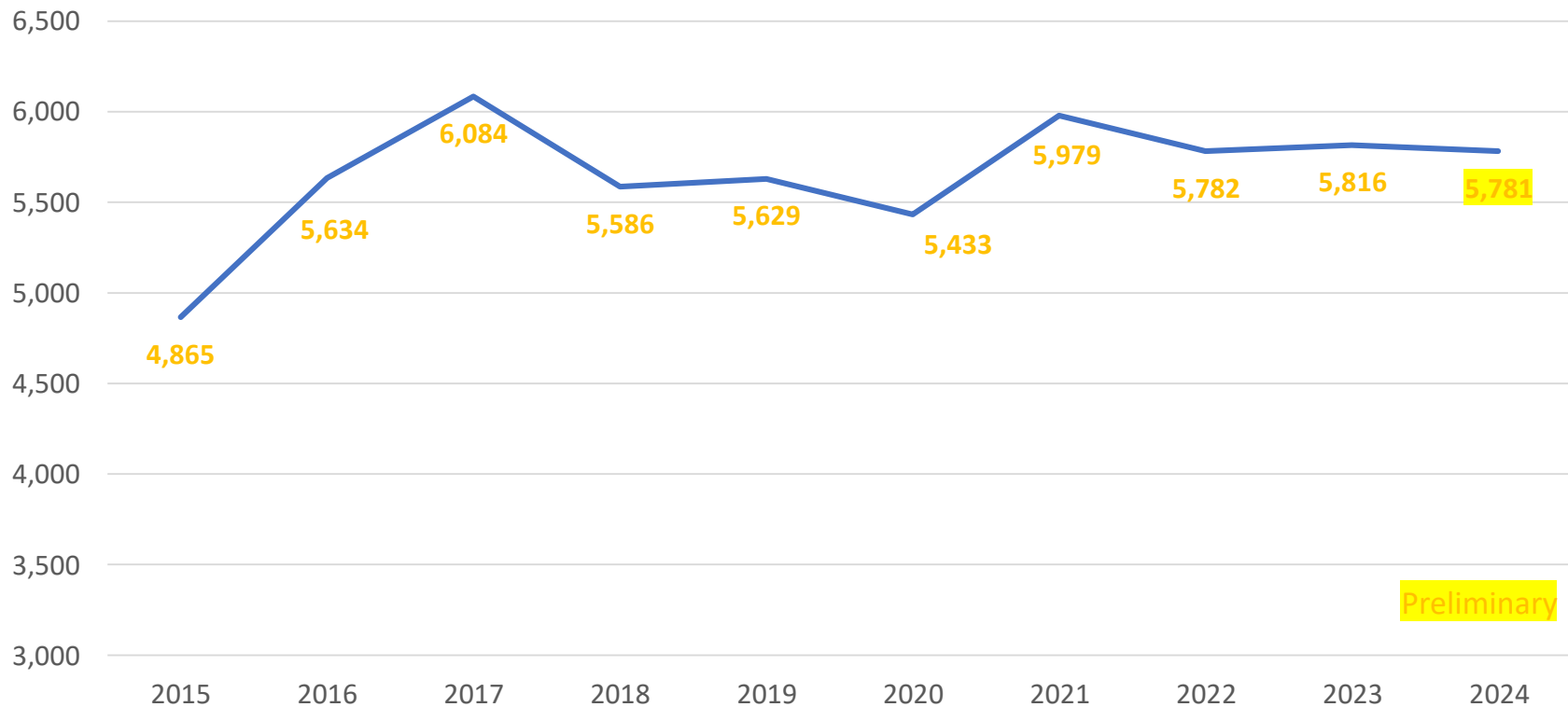
- Crash Trends
 - Fatalities and Serious Injuries
 - Non-Motorized
- Proposed Safety Targets and Methodology
 - Past (Predictions)
 - Present (SHSP)
- Achieving Our Goals

Crash Trends

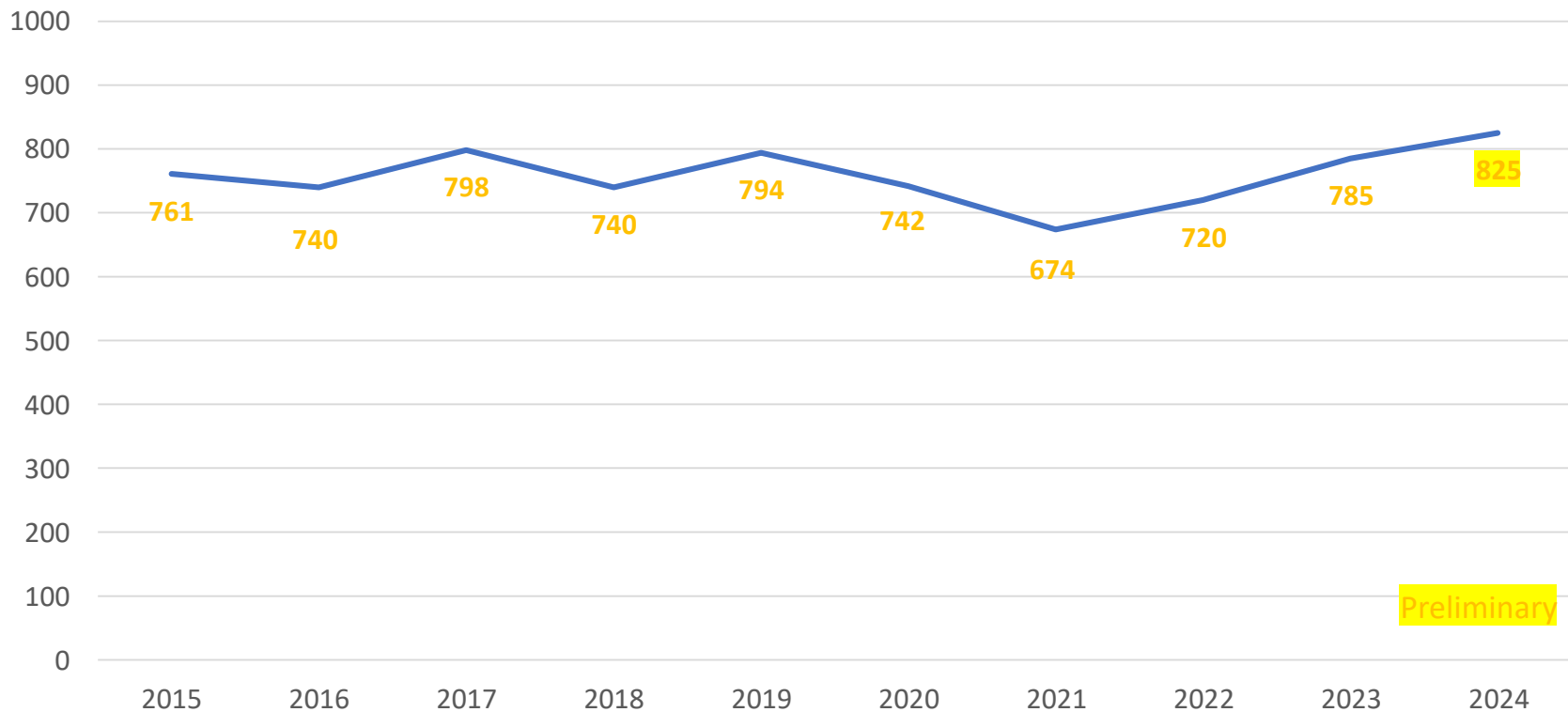
Annual Michigan Fatalities



Annual Michigan Serious Injuries

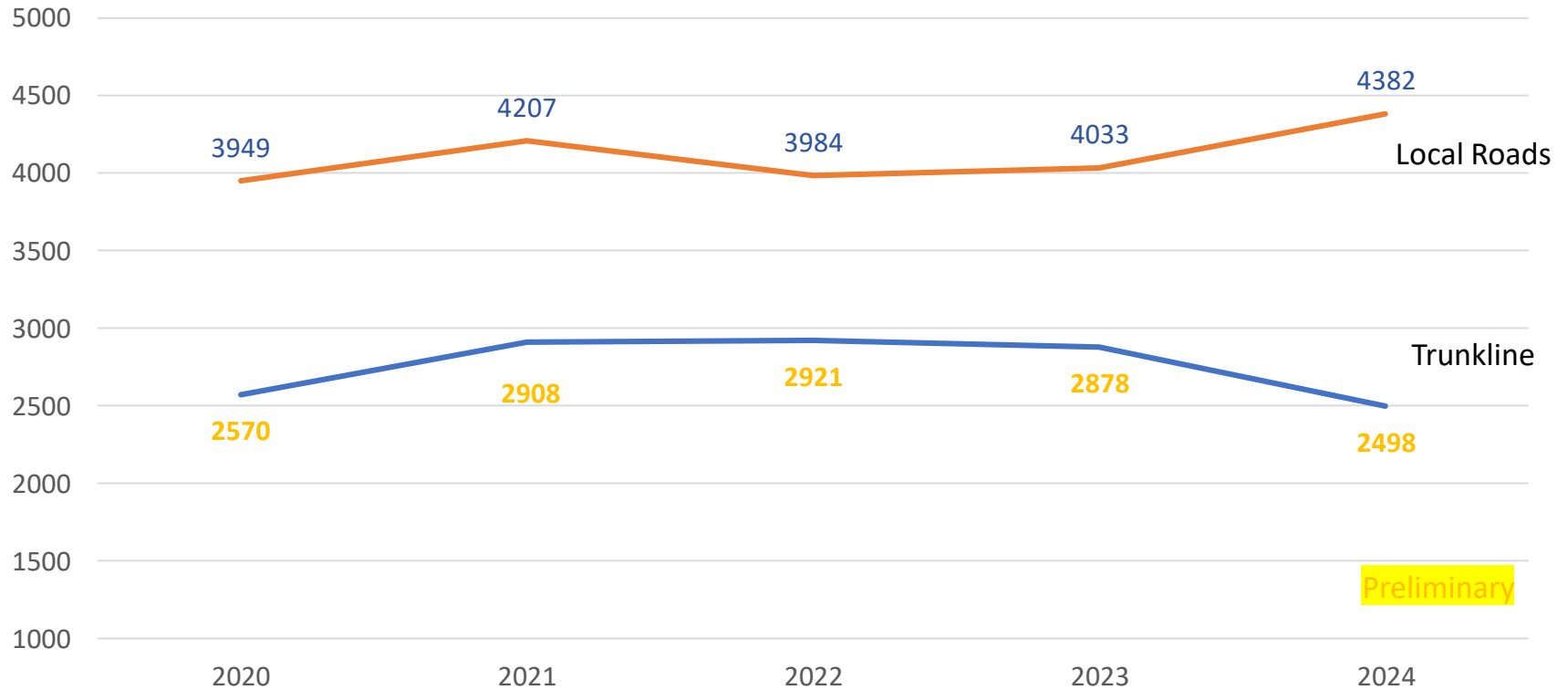


Annual Michigan Non-Motorized K&A

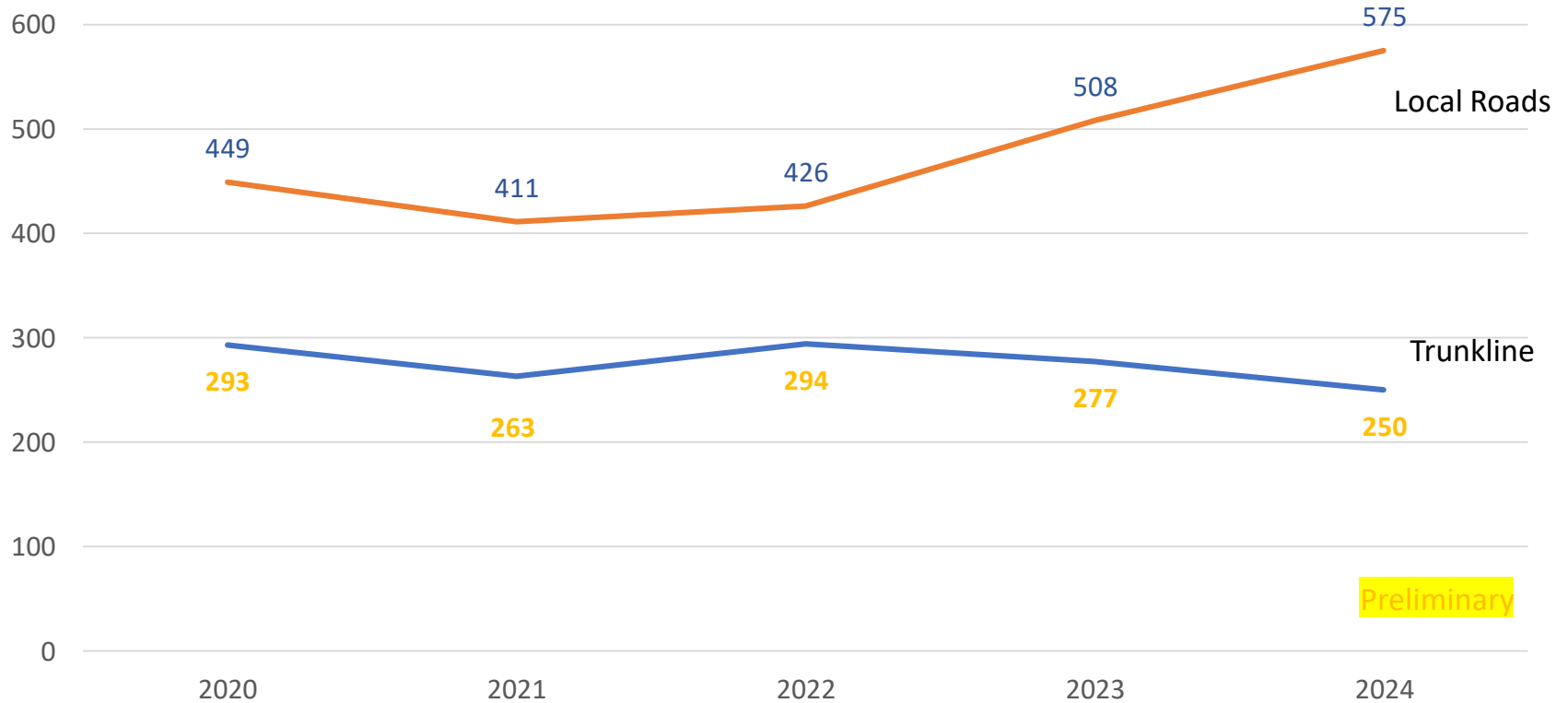


Trunkline vs. Local Roads

Total K&A by Jurisdiction



Non-Motorized K&A by Jurisdiction



Proposed Safety Targets and Methodology

Fatalities

=

Exposure

×

Risk

KEY COMPONENTS

FATALITY MODELS: MOST SIGNIFICANT VARIABLES

≈ 6%

Safety Regulations

Strength of DUI
Laws

Belt Use Rate

Hands-Free Law

≈ 84%

Economic

% Unemployment
16-24 year olds

Beer
Consumption

GDP/capita

Median Income

≈ 10%

Travel

Change in Total
VMT

Proportion Rural
VMT

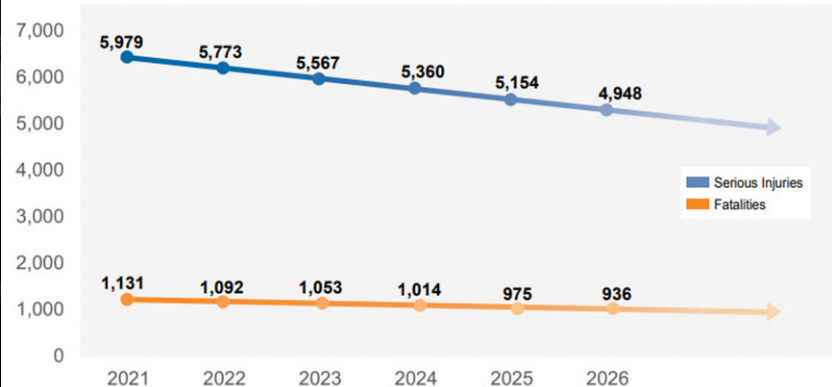


SHSP and Safety Targets

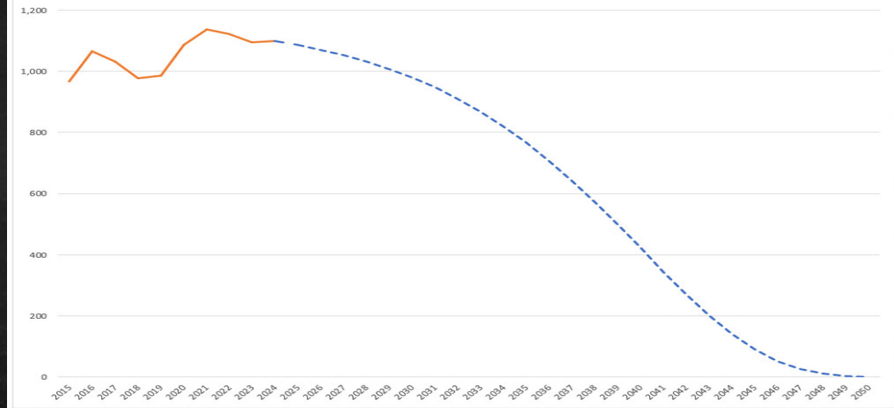
The 2023-2026 SHSP establishes a GOAL of ZERO fatalities and serious injuries by 2050.

MDOT proposes to set targets in line with the SHSP using a methodology that gradually increases the reduction rate over time (non-linear), accounting for time needed to develop and implement new strategies.

2023-2026 MICHIGAN SHSP ANNUAL SAFETY GOALS



Highway Safety Improvement Program
ZERO by 2050



TARGETS REPORTED TO FHWA

Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non-Motorized Fatality/Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6	0.982	5533.6	5.609	771.2
2022	1065.2	1.098	5733.2	5.892	791.6
2023	1105.6	1.136	5909.2	6.058	743.4
2024	1109.2	1.152	5785.0	5.999	710.8
2025	1098.0	1.113	5770.1	5.850	728.3
2026	1094.7	1.100	5744.5	5.772	789.8

Preliminary

Achieving Our Goals

Vulnerable Road Users

Potential Systematic Strategies

Separation in Space: Road Diets

Separation in Space: New Sidewalks & Crosswalks

Separation in Time: New Signals, Pedestrian Hybrid Beacons

Separation in Time: Leading Pedestrian Intervals, All Ped Phase, NTOR

- Predict and compensate for human mistakes to an extent that is reasonable.
- Provide room for error and simplify decisions, without promoting comfortability and complacency amongst road users.
- Be Courageous.
- Focus on the things we can control
- Determine roadway conditions susceptible to fatal and preventable crashes
- Don't

GET MORE COMFORTABLE MAKING
DRIVERS UNCOMFORTABLE.



Questions or Comments?

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