Safety Performance Measures
2026 Target Setting

Transportation Policy Board | February 2, 2026

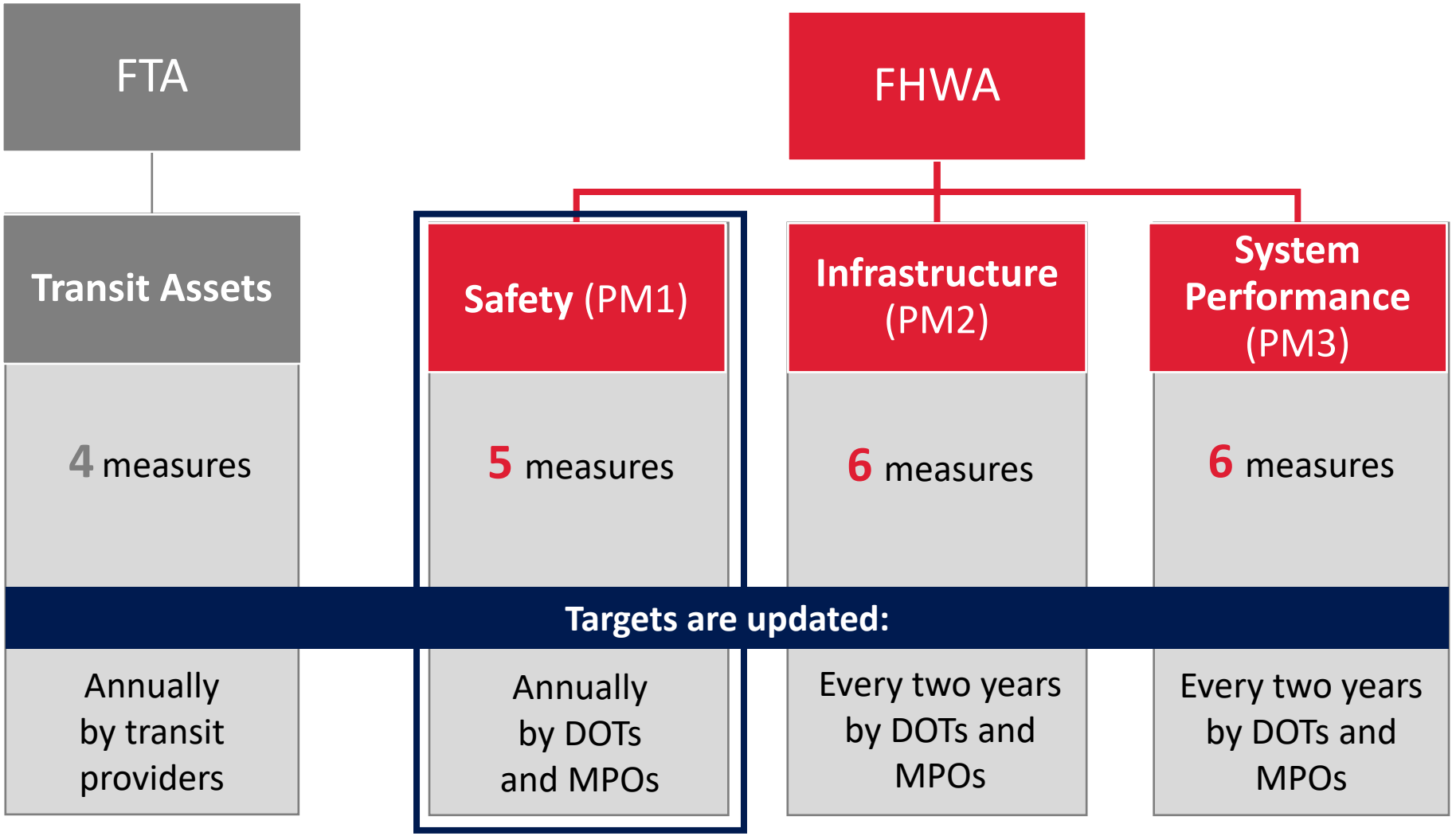
AAMPO

Overview

- Target-Setting Process
- Trends in Texas and the AAMPO Region
- 2026 Texas Safety Targets
- Safety Efforts

Target-Setting Process

Federal Performance Measure Target Updates



Five Federal Safety Performance Measures

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Serious Injuries

Road to Zero Goal Development

On May of 2019, the Texas Transportation Commission (TTC) adopted **Minute Order 115481**, directing TxDOT to work toward the goal of **reducing the number of deaths on Texas roadways to half by 2035 and to zero by 2050**.

The calculations for the fatality goal was developed by using the following formula:

$$\frac{\text{FY2019 Crash Record Information System (CRIS) Fatalities}}{\text{2050 – current year}}$$

FY2019 CRIS Fatalities = year the Road to Zero direction was adopted

2025 Safety Target Methodology

- TxDOT ***2022-2027 Strategic Highway Safety Plan*** uses trend data from **2017-2021** towards the statewide safety target.
- AAMPO's safety target methodology matches this process with its own updated **2021-2025 data**.
- Targets are set by projecting the trend, with a **2% decrease**.
- If the actual 5-year average increases, targets are to remain the **same** or **decrease** from the previous year based on IIJA requirements.

Texas

2017-2021 Forecasted Trendline Number X 2% decrease = Safety Target

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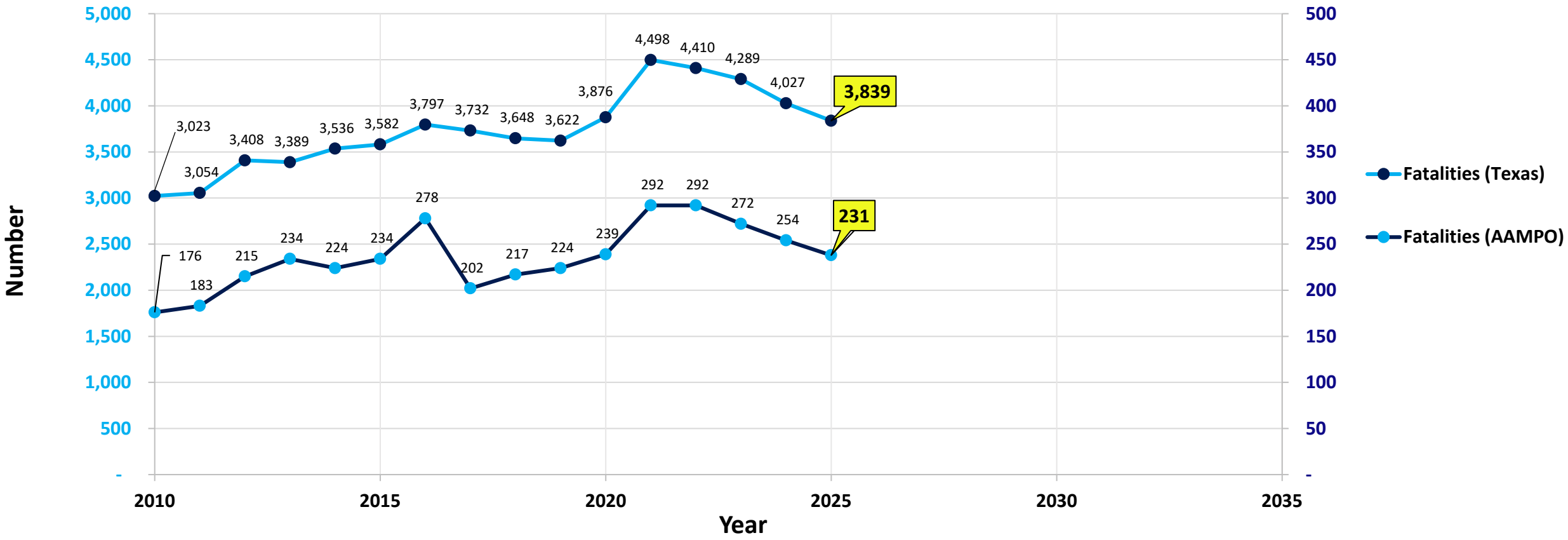
2021-2025 Forecasted Trendline Number X 2% decrease = Safety Target

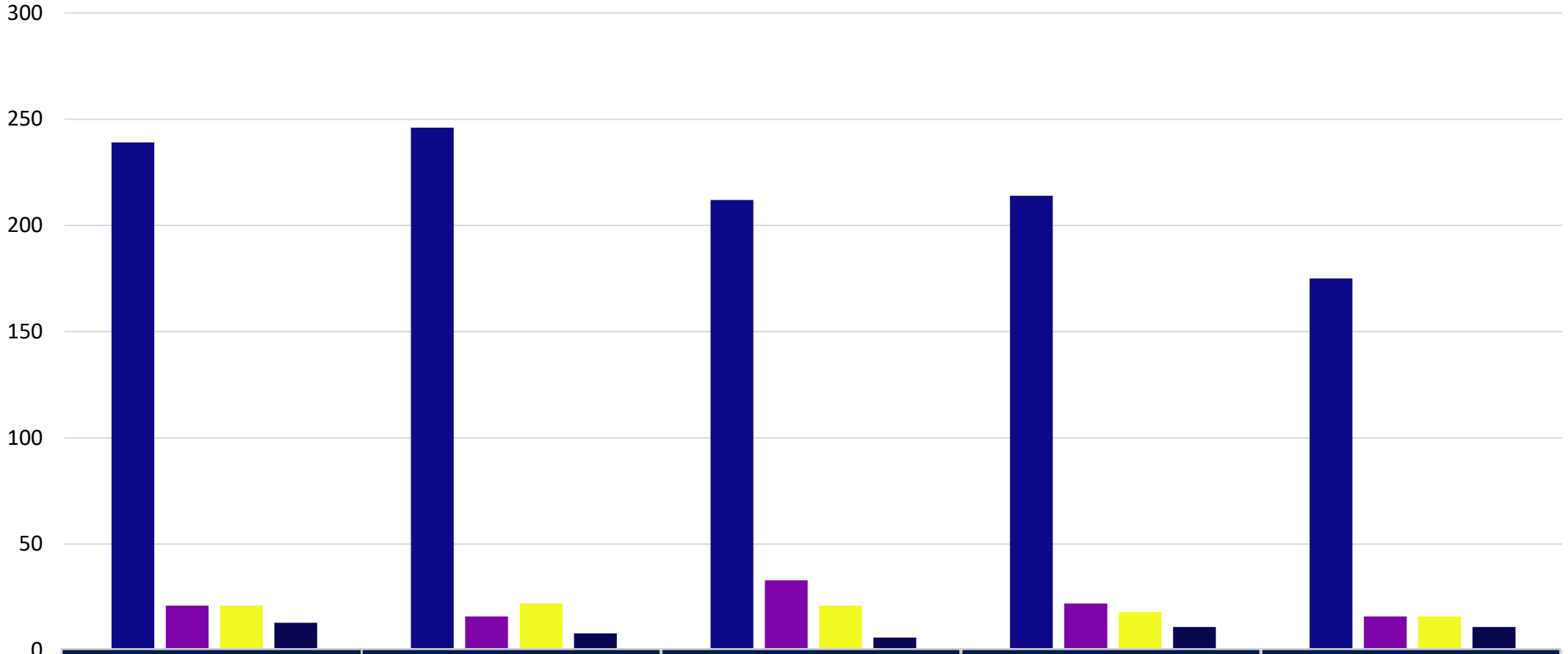
Trends in Texas and the AAMPO Region

Number of Fatalities (2010-2025)



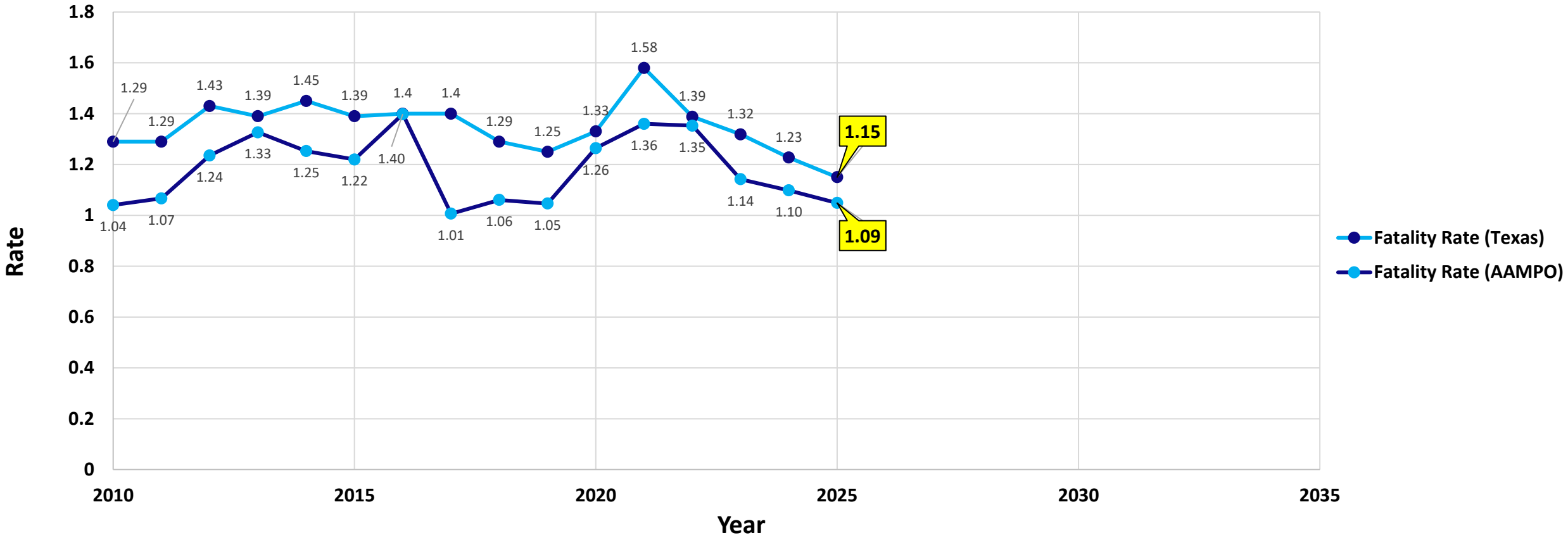
2025 Statewide Target	2025 Statewide Actual	2025 AAMPO Target	2025 AAMPO Actual
Reduce traffic fatalities to **2,933**	***Not on Target***	Reduce traffic fatalities to **267**	***On Target***

Number of Fatalities per AAMPO County (2021-2025)



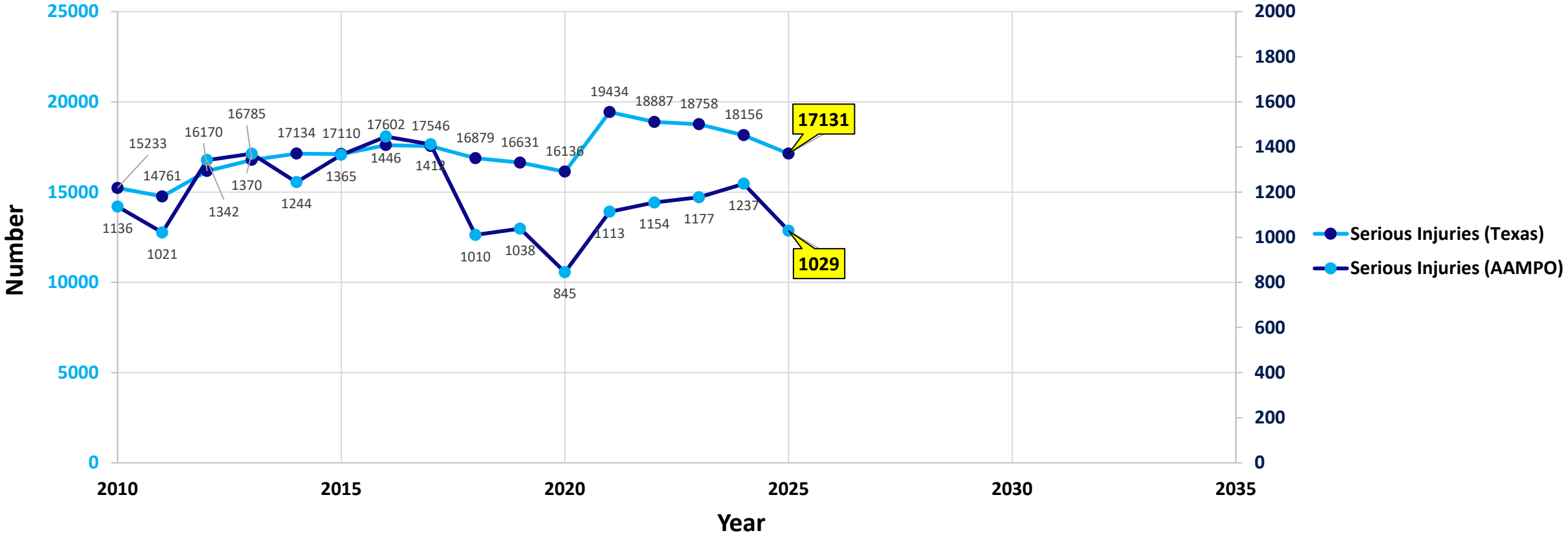
	2021	2022	2023	2024	2025
Bexar	239	246	212	214	↓ 175
Comal	21	16	33	22	↓ 16
Guadalupe	21	22	21	18	↓ 16
Kendall	13	8	6	11	= 11

Rate of Fatalities (2010-2025)



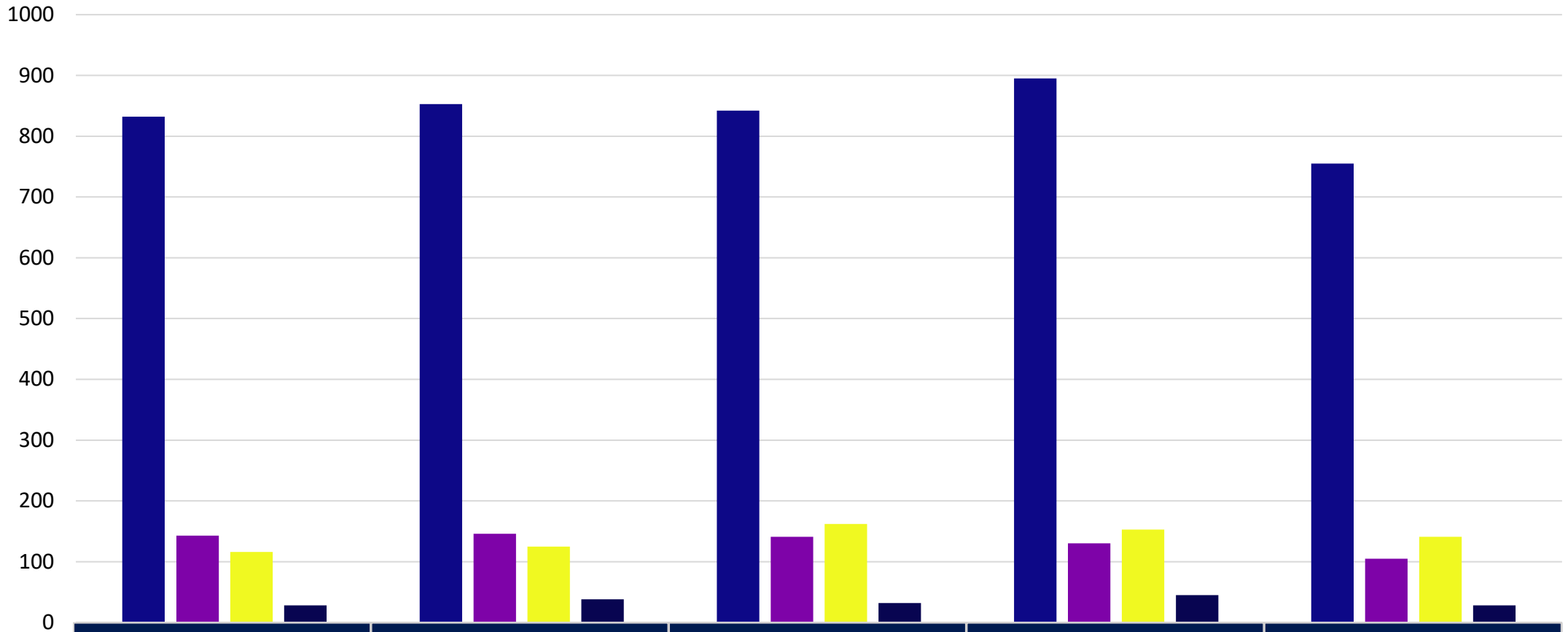
2025 Statewide Target	2025 Statewide Actual	2025 AAMPO Target	2025 AAMPO Actual
Reduce traffic fatalities to **1.09**	***Not on Target***	Reduce traffic fatalities to **1.19**	***On Target***

Number of Serious Injuries (2010-2025)



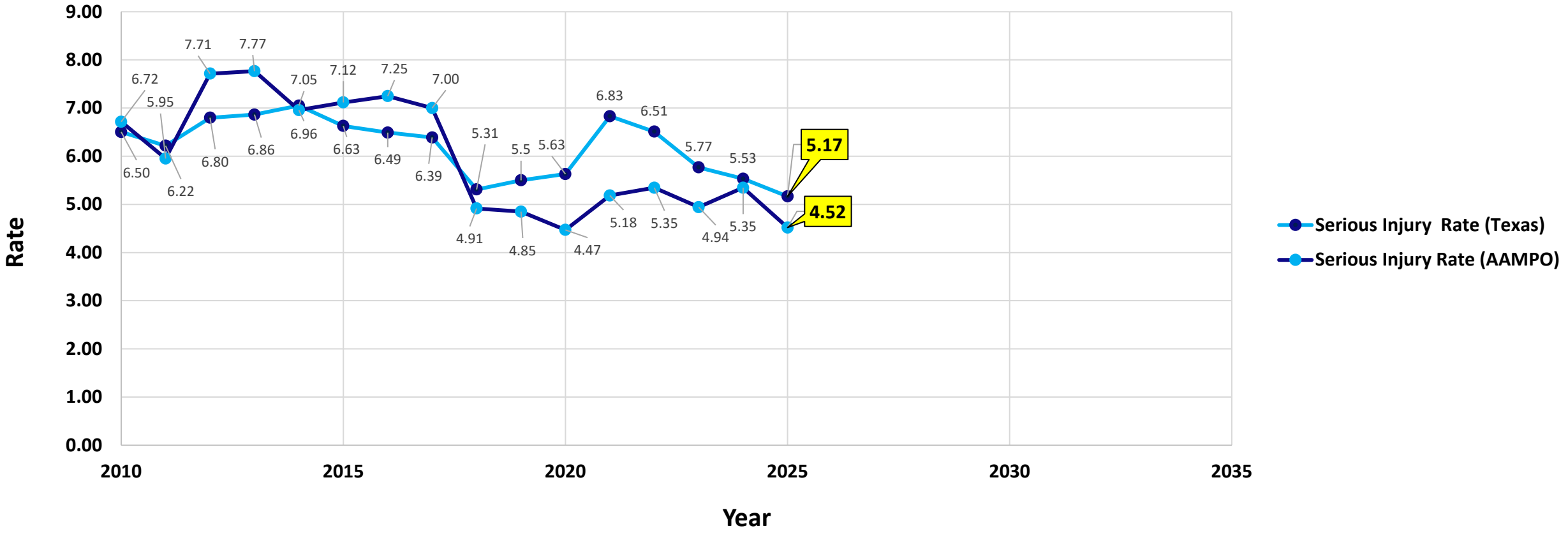
2025 Statewide Target	2025 Statewide Actual	2025 AAMPO Target	2025 AAMPO Actual
Reduce traffic SI to **18,370**	***On Target***	Reduce traffic SI to **1,189**	***On Target***

Number of Serious Injuries per AAMPO County (2021-2025)



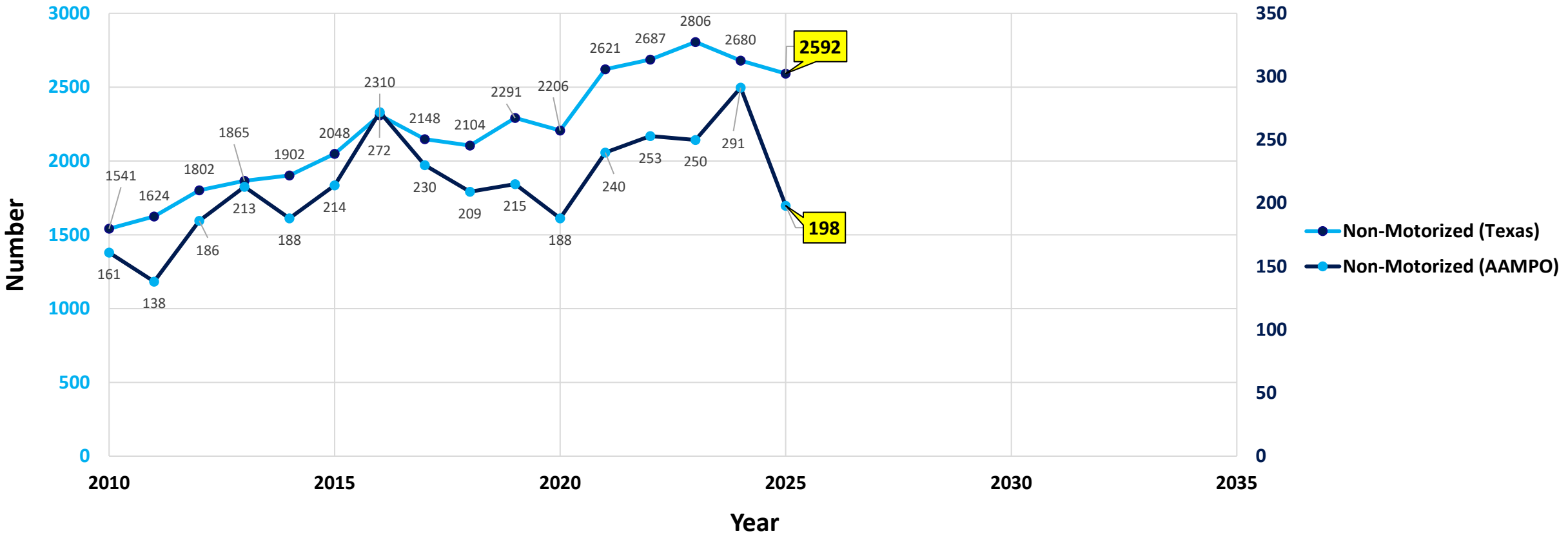
	2021	2022	2023	2024	2025
Bexar	832	853	842	895	↓ 755
Comal	143	146	141	130	↓ 105
Guadalupe	116	125	162	153	↓ 141
Kendall	28	38	32	45	↓ 28

Rate of Serious Injuries (2010-2025)



2025 Statewide Target	2025 Statewide Actual*	2025 AAMPO Target	2025 AAMPO Actual*
Reduce traffic SI Rate to **6.83**	***On Target***	Reduce traffic SI Rate to **5.44**	***On Target***

Number of Non-motorized Fatalities & Serious Injuries (2010-2025)



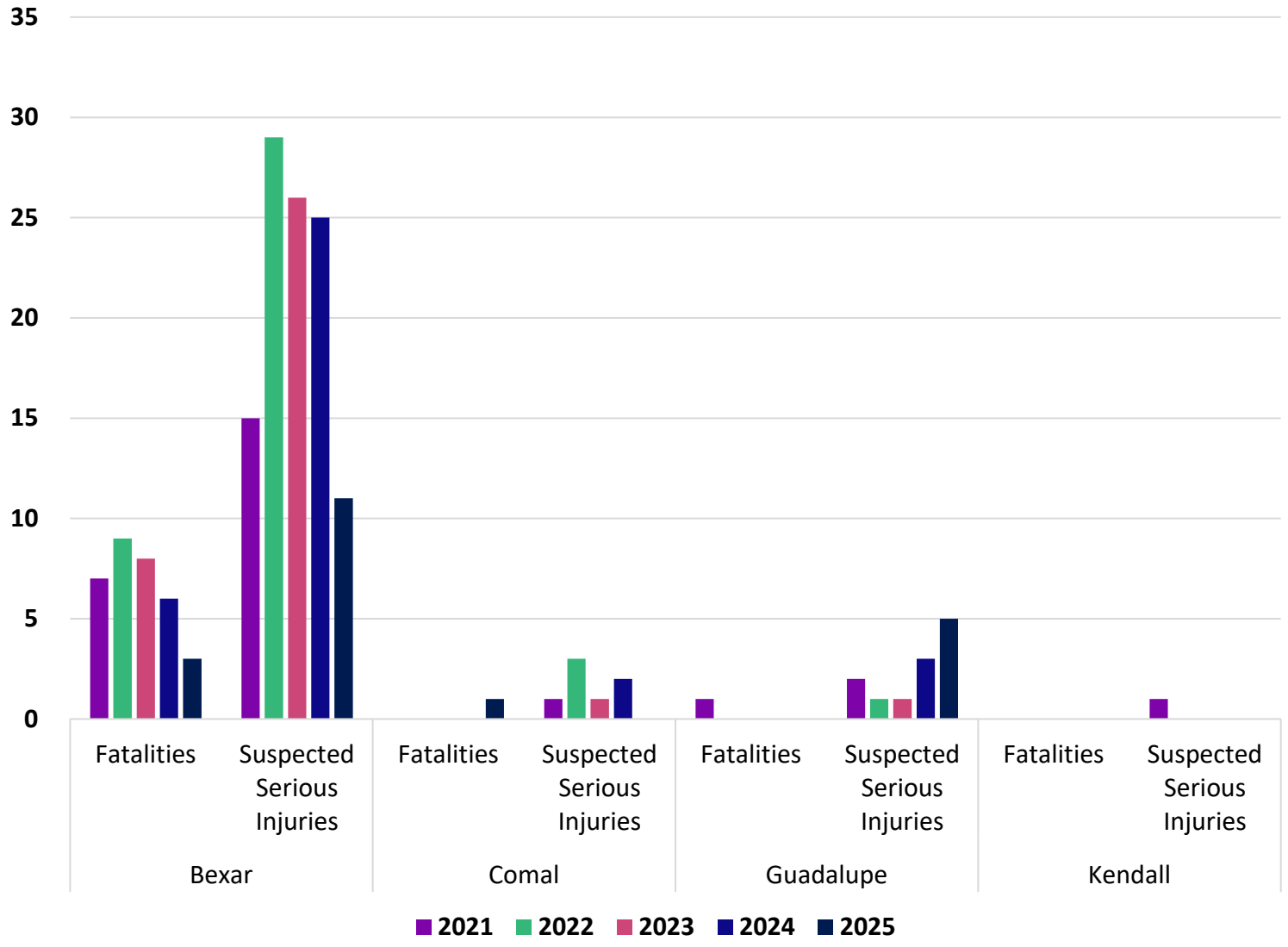
2025 Statewide Target	2025 Statewide Actual*	2025 AAMPO Target	2025 AAMPO Actual*
Reduce traffic fatalities for non-motorized to **2,378**	***On Target***	Reduce traffic fatalities for non-motorized to **272**	***On Target***

Number of Pedalcyclist Fatalities & Serious Injuries per AAMPO County (2021-2025)

PEDALCYCLIST						
		2021	2022	2023	2024	2025
Bexar	Fatalities	7	10	8	9	↓ 5
	Suspected Serious Injuries	15	28	28	36	↓ 19
Comal	Fatalities	0	0	1	0	↑ 1
	Suspected Serious Injuries	1	3	2	3	↓ 0
Guadalupe	Fatalities	1	0	0	0	→ 0
	Suspected Serious Injuries	2	1	1	3	↑ 5
Kendall	Fatalities	0	0	0	0	→ 0
	Suspected Serious Injuries	1	0	0	0	→ 0

**As of September 30, 2025.*

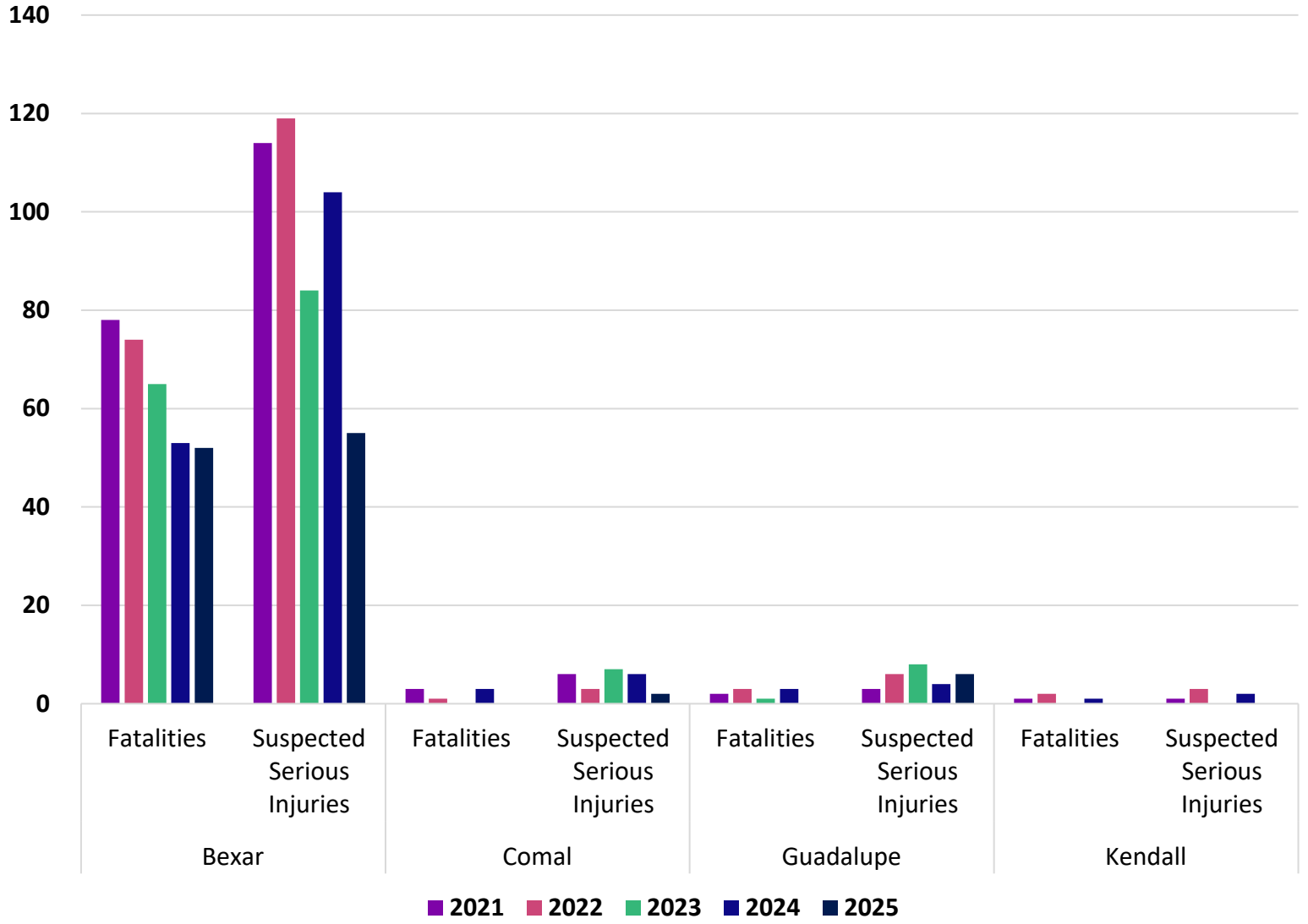
Pedalcyclist: A non-motorized vehicle propelled by pedaling. This also includes an electric bicycle. *Transportation Code: Section 541 .201 (24).*



Number of Pedestrian Fatalities & Serious Injuries per AAMPO County (2021-2025)

PEDESTRIAN						
		2021	2022	2023	2024	2025
Bexar	Fatalities	78	74	79	69	↓ 66
	Suspected Serious Injuries	114	120	108	140	↓ 86
Comal	Fatalities	3	1	0	5	↓ 1
	Suspected Serious Injuries	6	3	8	6	↓ 3
Guadalupe	Fatalities	2	3	1	4	↓ 1
	Suspected Serious Injuries	3	6	9	7	↑ 8
Kendall	Fatalities	1	2	0	1	→ 1
	Suspected Serious Injuries	1	3	0	3	→ 3

**As of September 30, 2025.*



Pedestrian: Any person who is not an occupant of a motor vehicle in transport. Also includes motorized and non-motorized wheelchairs.
Texas Transportation Code: Section 542.009 (b).

Staff proposes supporting statewide 2026 safety targets and 2050 zero deaths goal

Performance Measure	2026 State Target	2026 AAMPO Target	2026 AAMPO 5-Year Average
Number of Fatalities	2,820	267	273
Rate of Fatalities	1.03	1.19	1.22
Number of Serious Injuries	18,642	1,119	1,105*
Rate of Serious Injuries	6.81	5.07	5.18
Number of Bike/Pedestrian Fatalities & Serious Injuries	2,397	241	246

- TxDOT Targets were derived from the *Texas Strategic Highway Safety Plan 2022-2027*
- 2026 AAMPO targets were set using a projection based on an updated **2021-2025 trendline** with a **2% decrease** as standard with TxDOT
- Staff Recommendation: ***support 2026 statewide targets*** and **2050 zero deaths goal**

*Targets stay at 2025 level in compliance with IIJA requirements

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Safety Efforts

AAMPO's Safety Efforts

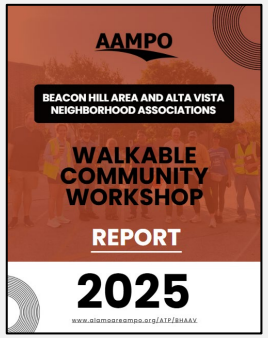
What does AAMPO have the ability to effect?

- Safer People
- Safer Roads
- Safer Speeds
- Post-Crash

FHWA Safe System Approach

https://www.transportation.gov/safe-system-approach

AAMPO's Safety Efforts



Safer People, Roads, Speeds

Working with communities to educate and investigate ways to improve active transportation through ***Walkable Community Workshops***

Safer People, Speeds

Partnering with organizations to target traffic safety apathy and pedestrian death awareness through initiatives like ***National Pedestrian Safety Month/WALKtober*** and ***Bike Month***

Safer People

Leveraging the ***Alamo Commutes Program*** to shift driving culture, promote multimodal transportation usage and increase visibility of traffic safety information

AAMPO's Safety Efforts

Category	Project Scoring			Scoring Guidelines
	Points	Maximum Points	Description	
High-Crash Locations		2	Project will directly improve safety through improvements at a high-crash location	Project includes elements that (while not present in existing condition): increase person-volume but do not increase SOV vehicle speeds or capacity, intersection improvements, installation of raised medians, conversion of intersection to roundabout, install lighting where it currently does not exist, install bridge guard rails, install bridge shoulder, install dedicated bus lanes, lower posted speed limits, install raised crosswalks and/or Pedestrian Hybrid Beacons (PHB), installation of traffic calming, narrow lane widths, decrease curb radii, any FHWA crash modification factors, and pilot programs for safety infrastructure (EX. rest-in-red signal timing, quick-build/temporary infrastructure, etc.). High-Crash Locations = corridors with a Fatal and Severe Injury Crash Rate (Year 2020-2024 crashes per 100 million vehicle miles) greater than 15.
		1	Project may improve safety at a high-crash location	Project could include demand management, transit, bike, or traffic diversion to a new corridor in High-Crash Locations. Includes projects with elements above, but for added capacity projects.
		0	Project has no impact on safety	
		-1	**Project may introduce factors that could adversely impact multimodal safety at a high-crash location**	**Projects could include elements that: increase vehicular speeds, increase traffic volumes, non-supportive design features, or increase vehicle miles traveled (VMT) in High-Crash Locations without safety elements.**
Non-High-Crash Locations		1	Project may directly improve safety through improvements (regardless of existing crash situation)	See +2 improvements for "High-Crash Locations", but in Non-High-Crash Locations.
		0	Project has no impact on safety	Includes all projects that scored 0-2 on "High-Crash Locations"
		-1	**Project may introduce factors that could adversely impact multimodal safety**	**See -1 guidelines for "High-Crash Locations", but in Non-High-Crash Locations.**
Points of Conflict/ROW Priority		2	Project will significantly reduce the number of conflict points for all modes of transportation and will include design elements to promote compliance with ROW priority	Project decreases the number of conflict points along the corridor through physical infrastructure such as driveway consolidation, protected intersections for cycling, conversion of a TWLT lane to a raised median, etc. and include some element that emphasizes priority at a conflict point such as raised crosswalks, PHB/installation of pedestrian/cyclist midblock or intersection crossing signals, introduction of no right on red, removal of simultaneous left-turn arrow with pedestrian signal, or other physical infrastructure.
		1	Project may reduce the number of conflict points for some modes of transportation or will include design elements emphasizing conflict zones and ROW priority	Project may decrease the number of conflict points along the corridor or encourage yields and stops for modes without ROW priority at crossings through paint or signage such as pavement markings, signage, mixing zones, leading pedestrian intervals, etc.
		0	Project will not affect the number of conflict points	Generally includes ADA, transit, and signal timing/coordination projects
		-1	**Project will increase the number of conflict points for some modes of transportation**	**Project includes an increase in the number of conflict points along a high-speed (>35mph) roadway without intersecting another roadway (EX. adding a lane to a high-speed roadway where there are numerous driveways present without a driveway consolidation plan or planned median installation)**
Multimodal Safety		1	Project may improve safety in a regional center	Use +2 for "High-Crash Locations", but in non-high crash locations to define improve safety. Use regional center definition defined in "Regional Center Access and Reliability".
		1	Project may improve safety in a location identified as a Vision Zero/Safe Streets Priority Network within a local municipality's plans	Projects include (but are not limited to): reduction of vehicular speeds along corridor, decrease in the number of conflict points, improved transit stations/shelters, bike share infrastructure, pedestrian infrastructure that are in high development potential locations with frequent transit service, such as TOD (Transit-Oriented Development)
Points Subtotal:	0	/5		

Safer Roads, Speeds

FY27-30 STBG Project Scoring Safety Section

To enhance safety, AAMPO evaluates proposed transportation projects by considering factors that may **negatively impact** safety.

Safety category accounts towards **30%** of total **STBG project scoring criteria**

Projects may receive **reduced** technical scores unless they include elements to help mitigate adverse safety effects (e.g., shared-use paths).

AAMPO and TxDOT Safety Efforts

Safer Roads, Post-Crash

Leveraging the ***HERO program*** can help reduce secondary incidents by assisting stranded motorist and warning others of stopped vehicles

Safer Roads

Funding AAMPO's FY27–30 TIP including ***IH 35 at SL 337***, ***IH 410 at Moursund***, ***IH 410 at Southton***, and ***SH 46 at Herff*** to include proposed shared-use path elements to enhance safety for people walking and biking

Safer People

Promoting driver awareness and pedestrian safety through ***targeted safety campaigns*** and the use of ***walking billboards*** helps reinforce safe driving behaviors and increases visibility for people walking

Image credit: TxDOT San Antonio Pedestrian Safety Campaign

Data Sources

Fatalities	Serious Injuries	VMT	Performance Measures & Targets
• 2010-2016 – Fatality Analysis Reporting System (FARS) • 2017 Annual Report File (ARF) • 2018-2025 Crash Record Information System (CRIS)	• 2010-2025 CRIS	• TxDOT Roadway Inventory Annual Reports • AAMPO Travel Demand Model	• TxDOT Roadway Inventory Annual Reports • AAMPO Travel Demand Model

Motion to approve a Resolution Adopting the Safety Targets Established by the Texas Department of Transportation for Year 2026 for Performance Measure 1.

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Thank you!

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