



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 13, 2024

Subject: 2025 Roadway safety performance targets

Purpose: Under federal law, state departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. Staff will summarize the proposed 2025 highway safety targets and request the committee approve the targets for consideration by the CMAP Board and MPO Policy

Action Requested: Approval

Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets on all public roads for the following metrics:

- (1) number of fatalities,
- (2) rate of fatalities per 100 million vehicle miles traveled (VMT),
- (3) number of serious injuries,
- (4) rate of serious injuries per 100 million VMT, and
- (5) number of non-motorized fatalities and non-motorized serious injuries.

MPOs have the option of either supporting their respective state's roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of state safety targets, or by February 27, 2025 for the 2025 annual targets. The federal law went into effect in 2018. Since then, CMAP has supported the State's safety targets, which has been common practice among U.S. MPOs. The primary reason for this is that most MPOs have not had the means or experience to reasonably quantify the impacts of regional safety work.

ON TO 2050 reinforces CMAP's commitment to [reducing regional traffic fatalities to zero by 2050](#) and the agency has expanded its safety work, the [Safe Travel for All Roadmap](#) (STAR), to address growing concerns with traffic safety and mobility for all modes of travel. A cornerstone

project in the STAR program is the [Safe Travel for All](#) regional safety planning effort, which is funded by a grant from the USDOT's Safe Streets for All (SS4A) program. This project is comprised of six county safety action plans, which are currently underway. This planning work, along with other safety-related efforts, is coordinated both across divisions and with the efforts to develop the regional transportation plan.

At the [September 2023 meeting](#) of the Transportation Committee, CMAP staff explained that it would continue to support IDOT's annual safety targets until the conclusion of the [Safe Streets for All](#) regional safety action planning effort. This work, expected to conclude in early 2026, will articulate both county-level safety targets and comprehensive work plans for achieving the county-level targets. Armed with this county-specific data and plans for action, CMAP intends to identify regional targets no later than 2027. This work will inform the agency's next long-range transportation plan, which is scheduled for completion in late 2026.

For 2025, CMAP staff will continue to recommend that the CMAP Board and MPO Policy Committee support IDOT's 2025 roadway safety targets. CMAP support of these targets indicates a commitment to integrate the targets as goals into CMAP projects and programs, in order to help meet the State's targets. CMAP will continue to do this by prioritizing projects that improve safety and working with local partners on projects, policies, and funding initiatives that improve safety outcomes for residents in our region, as described above.

Staff requests that the Transportation Committee recommend support of IDOT's highway safety targets (see Table 2 below) to the CMAP Board and MPO Policy Committee.

Roadway safety targets trends and target performance

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to have met their targets if at least four of the five targets are achieved. FHWA considers a state to have 'made significant progress' if their outcome metric was better than the baseline, which is the five-year average ending with the year prior to the establishment of the safety targets. The current annual performance trend and the five annual assessments of IDOT by FHWA are shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2022

Performance Measure	2018 Target	2019 Target	2020 Target	2021 Target	2022 Target
Fatalities	No	No	No	No	No
Fatality Rate	No	No	No	No	No
Serious Injuries	Better than baseline	Yes	Yes	Yes	Yes
Serious Injury Rate	Better than baseline	Yes	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries	No	No	Better than baseline	Yes	Yes

In 2022, the state achieved its targets for the number and rate of serious injuries as well as that for non-motorized fatalities and serious injuries. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike during the COVID-19 pandemic. While 2022 fatalities were lower than the previous year, the number remains above pre-pandemic levels, indicating an urgent need to address traffic safety urgently and comprehensively.

IDOT 2025 safety performance targets

As discussed previously with this committee, IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2025, IDOT's targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This target reflects IDOT's commitment to reversing the upward trend. The targets for serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT's statewide safety targets and the rolling five-year averages are shown in table 2.

Table 2. IDOT 2025 Statewide Safety Performance Targets

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2025
Fatalities	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1099.5
Fatality Rate	0.960	0.972	1.036	1.108	1.151	1.083
Serious Injuries	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7816.8
Serious Injury Rate	11.222	10.795	10.177	9.923	9.401	8.046
Non-motorized Fatalities and Serious Injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,332.4

Next steps

Following discussion and approval by the Transportation Committee, the recommended 2025 roadway safety targets will be brought to the CMAP Board and MPO Policy Committee in early 2025 for approval.

ACTION REQUESTED: Approval

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