

## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** November 17, 2023

**Subject:** 2024 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 2024 highway safety targets and requests the committee approve recommending the targets to the CMAP Board and MPO Policy Committee for approval.

**Action Requested:** Approval

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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 supporting the 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, 2024 for the 2024 roadway safety targets.

CMAP staff presented to this committee in [September of 2023](#) on the agency's approach to target setting. Since 2018, CMAP has supported the State's safety targets, which is common practice among MPOs in the U.S. The primary reason for this is that most MPOs have not been in a position to reasonably quantify the impacts of regional safety work.

CMAP intends to set regional safety targets for the first time at the conclusion of the regional safety action planning effort, which is funded by a [Safe Streets and Roads for All \(SS4A\)](#) grant from the USDOT. This work is expected to conclude by early 2026 and will include county-level safety targets and

comprehensive work plans associated with achieving the targets. CMAP’s goal is to align the county safety targets to create regional targets no later than for the year 2027. This work will be incorporated into the agency’s next long-range transportation plan, which is schedule for completion in late 2026.











CMAP is committed to [reducing regional traffic fatalities to zero by 2050](#) and the agency’s safety work continues with urgency. In addition to the SS4A work mentioned above, CMAP’s [Safe Travel for All Roadmap](#) (STAR) program includes many important projects for 2024, including four safe and complete streets projects, and five bicycle and pedestrian plans, each with an emphasis on safety. Additionally, the STAR program includes a regional safety data effort to improve traffic safety knowledge and data products for the agency and our partners. Staff are also collaborating closely across the STAR and ADA programs, to ensure that both leverage every opportunity to improve travel safety for all road users, with a focus on those most vulnerable to traffic safety risks.

For 2024, CMAP staff recommend that the CMAP Board and MPO Policy Committee support IDOT’s 2024 roadway safety targets. ***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 be complying if they have met their targets or improved from the baseline (i.e., made significant progress) in at least four of the five required performance targets. The baseline is defined as the 5-year average ending with the year prior to the establishment of the safety targets. The current annual performance trend and the four annual assessments by FHWA is shown in table 1 below.

**Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2021**

Performance Measure	Desired Trend	Current Trend	2018 Target	2019 Target	2020 Target	2021 Target
Fatalities			No	No	No	No
Fatality Rate			No	No	No	No
Serious Injuries			Made significant progress	Yes	Yes	Yes
Serious Injury Rate			Made significant progress	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries			No	No	Made significant progress	Yes

In 2021, 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 2024 safety performance targets**

IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2024, 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 reflects the agency’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 2024 Statewide Safety Performance Targets**

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2024
Fatalities	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1,121.9
Fatality Rate	0.960	0.972	1.036	1.108	1.151	1.105
Serious Injuries	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	8,418.0
Serious Injury Rate	11.222	10.795	10.177	9.923	9.401	8.498
Non-motorized Fatalities and Serious Injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,375.7

**Next steps**

Following discussion and approval by the Transportation Committee, the recommended 2024 roadway safety targets will be brought to the CMAP Board and MPO Policy Committee in early 2024 for approval. By agreeing to support IDOT’s roadway safety targets, CMAP is agreeing to integrate the targets as goals into its planning process and program projects that help meet the State’s targets.

**ACTION REQUESTED:** Approval

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