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Agency for Planning

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MEMORANDUM

To: CMAP Board and MPO Policy Committee
From: CMAP Staff
Date: January 5, 2022
Re: 2022 Highway safety performance targets

Metropolitan planning organizations (MPOs) contribute to the federal transportation performance management process to track national goals at the state and regional level for highway safety, highway asset condition, system performance, congestion mitigation and air quality (CMAQ), transit asset condition, and transit safety. Under federal law, State departments of transportation (DOTs) and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures (PMs) to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads.¹ MPOs have the choice to support any or all the state's highway safety targets, develop their own highway safety targets for any or all individual measures. Last year staff provided a [memo](#) to the CMAP Board and MPO Policy Committee that included background on the Safety PM rule. This memo reviews IDOT's 2022 statewide highway safety targets, CMAP's safety efforts that support the state's highway safety targets, and next steps.

CMAP has initiated several efforts to develop actionable steps to improve regional roadway safety. The numerous projects underway range from policy development, research, to localized planning; they are described below. As the region continues to develop strategies to address safety on the roadways, CMAP staff will again recommend that the CMAP Board and MPO support IDOT's 2022 highway safety targets, which reflect a two percent reduction in the five-year average for all performance measures. **CMAP staff recommends that the CMAP Board and MPO Policy Committee support IDOT's 2022 highway safety targets.**

IDOT 2022 safety performance targets

State DOTs and MPOs are required to establish annual highway safety targets as five-year rolling averages, in this case 2018-2022, 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

¹ The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Highway Safety Improvement Program](#) final rule.

serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. The five-year average smooths large changes from year to year that can occur with fatalities and serious injuries from traffic crashes as they can vary considerably due to numerous factors.

As in past years, for 2022, all IDOT's safety targets are set using a policy-based two percent annual reduction in the five-year rolling average. IDOT's statewide safety targets along with statewide and CMAP region's rolling five-year average are in table 1 below.

Following national trends, both the state and region have experienced an increasing trend in the five-year average for fatalities and rate of fatalities per 100 million VMT. While fatalities have been trending up, the serious injury related measures, number of serious injuries and rate of serious injuries per 100 million VMT, have been trending down in the last five years for both the state and region. The non-motorized measure saw a decrease in the 2020 five-year average compared to previous years. According to FHWA's most recent assessment, IDOT did not meet or make significant progress toward meeting the 2015-2019 fatality related and non-motorized targets. However, significant progress was made on the serious injuries targets.

Table 1. IDOT Statewide and CMAP Region's Highway Safety Performance Measures and 2022 Safety Targets

	5-year average					2022 Target
Performance Measure	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2018-2022¹
Number of Fatalities - Statewide	989.4	1,016.20	1,025.00	1,042.00	1,081.00	1,038.20
Number of Fatalities - CMAP	426.2	443.8	453.2	471	503.6	-
Rate of Fatalities - Statewide	0.938	0.956	0.96	0.972	1.04	0.99
Rate of Fatalities - CMAP	0.722	0.746	0.759	0.783	0.866	-
Number of Serious Injuries - Statewide	12,184.40	12,182.40	11,971.60	11,448.60	10,704.00	10,280.10
Number of Serious Injuries - CMAP	6,662.80	6,720.80	6,613.20	6,426.20	5,980.40	-
Rate of Serious Injuries - Statewide	11.553	11.476	11.224	10.682	10.17	9.77
Rate of Serious Injuries - CMAP	11.306	11.325	11.104	10.708	10.179	-
Number of Non-Motorized Fatalities and Serious Injuries - Statewide	1,498.80	1,505.80	1,526.00	1,548.80	1,490.60	1,431.60
Number of Non-Motorized Fatalities and Serious Injuries - CMAP	1,149.00	1,182.00	1,215.00	1,238.40	1,162.40	-

¹ IDOT target based on a two percent annual reduction in five-year average.

CMAP Roadway Safety Efforts

By agreeing to support IDOT's highway safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead, it is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The selection of the target does not directly affect the allocation of funding at the MPO level. However, the targets selected for different measures should inform funding priorities.

Metropolitan Chicago has unique safety needs. The CMAP region greatly influences the safety performance trends at the statewide level because of its share of the state's population and multimodal transportation system. The region accounts for 47 percent and 56 percent of the state's 5-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the region accounts for roughly 78 percent of the state's total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

Fatal and serious injury crashes occur on all public roads regardless of jurisdiction. According to a CMAP analysis of IDOT crash data, the share of fatalities and serious injuries that occurred on local jurisdiction roads over the past 5 years (2016-2020) was 40 percent and 48 percent, respectively. To help reduce the number of fatalities and serious injuries that occur every year on the region's roadways, CMAP staff are dedicated to incorporating traffic safety in its planning and programming efforts. IDOT has the Bureau of Safety Programs and engineering that is focused on roadway safety efforts on the state jurisdiction roadways, but municipalities across the CMAP region do not have the staff to support traffic safety on an ongoing basis. Because of this, CMAP has committed to assisting local agencies across the region in traffic safety efforts.

To facilitate progress on highway safety targets, many of the recommendations identified in the 2017 traffic safety white paper are currently being implemented. CMAP has incorporated highway safety into its annual work plan and programming decisions. Traffic safety has become an annual work plan item and CMAP is assisting communities in traffic safety planning through CMAP's Local Technical Assistance (LTA) and Surface Transportation Program-Shared Fund programs. In addition, traffic safety continues to be included as a component of project evaluation for CMAP's planning and programming efforts.

The safety action agenda annual work plan item is a multi-year effort to develop a regional strategy for improving traffic safety. This project lays out policy research that CMAP and potentially other agencies need to undertake to help improve traffic safety at the state, regional, and local level. CMAP staff formed a resource group consisting of regional partners working on various aspects of safety to help guide and develop a regional strategy for improving traffic safety. For the current fiscal year, the resource group identified speed management and bicycle and pedestrian safety as the focus areas for the safety action agenda. CMAP staff continue to engage with the group to compile best practices and develop actionable recommendations and

strategies to reduce traffic fatalities and serious injuries on all roadways, regardless of jurisdiction.

In addition, CMAP applied for and awarded a State Planning and Research (SPR) grant to take a deeper dive into speeding related crashes and identify problem locations. The SPR grant includes funding to purchase data and hire a consultant to analyze regional vehicle speed data to identify corridors where vehicle speed issues coincide with high rates of crashes. CMAP plans to potentially work with the agency that has jurisdiction over the identified corridor and help implement safety countermeasures and policies to make the corridor safer for all roadway users through speed management. In addition to purchasing and analyzing the speed data, the SPR grant will allow CMAP to purchase equipment that can track vehicle speed through a corridor. This equipment, along with crash data, will be used to capture the impact of the countermeasure and/or policies implemented along the corridor.

Local solutions will be critical to addressing challenges in different types of communities. CMAP's LTA program has expanded its focus on traffic safety by including traffic safety specific project types in its program and has incorporated traffic safety in projects where possible. The initial traffic safety related project awarded through the LTA program, a local road safety plan for the Village of Flossmoor will be completed this winter and is being developed through stakeholder engagement, collaboration, and data analysis to tailor it to the local safety issues on all roads in the village. Furthermore, the CMAP LTA program just awarded three communities (Bellwood, Calumet City, and Riverdale) with site-specific safety plans for four intersections and one corridor. For the intersection locations, CMAP will work with the community and a consultant to develop an intersection design study and safety action plan. A consultant, with input from CMAP and the community, using a complete streets approach will complete the corridor safety study.

CMAP continues to include traffic safety in program and project evaluations. The CMAQ and STP-L Shared Fund programs incorporate safety into project evaluations and many of the eleven Council of Mayors STP project evaluation included safety as a measure. Traffic safety is included in the evaluation of regional significant projects in the ON TO 2050 regional plan and plan update.

While these efforts will continue and ideally expand, making a significant impact on deaths and serious injuries requires more work. Further work across the region, for example, will be necessary to address other dimensions such as racial inequities or disparities for other sensitive populations. CMAP will continue to work with its partners to explore new avenues to address traffic safety through its planning and programming activities.

Next steps

Following consideration by the CMAP Board and MPO Policy Committee, CMAP staff requests approval of the recommended 2022 highway safety targets. CMAP staff will continue to keep the Transportation Committee, Board, and MPO Policy Committee informed and engaged on the efforts underway to improve roadway safety for all users of the transportation system.

ACTION REQUESTED: Approval

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