



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: December 16, 2022

Subject: 2023 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 2023 highway safety targets and requests the committee approve recommending the targets to the CMAP Board and MPO Policy Committee for approval.

Action Requested: Approval

Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets as five-year rolling averages, in this case 2019-2023, 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 choice to support the state's roadway safety targets or develop their own roadway safety targets for any or all individual measures. Since this requirement took effect in 2018, CMAP has elected to adopt the State's targets. The targets for the number and rate of traffic fatalities have not been achieved to date, due to an upward trend in traffic fatalities that began in 2014 and spiked in 2020 and 2021. This is a deeply concerning issue that is occurring nationally as well as locally. CMAP will be reexamining our safety target setting over the next year to ensure that we continue to account for recent trends, our developing program of work, and ON TO 2050 principles.

CMAP continues to take actionable steps to improve regional roadway safety, as reflected in the presentation to this committee on November 18, 2022. Among those activities are a new and

expanded Safe and Complete Streets Program, which will continue the agency's planning and policy work on traffic safety; a regionally coordinated US DOT Safe Streets for All application to do safety action planning for six of the seven counties in our region, a [strategic partnership](#) with IDOT and CDOT to advance safety that includes coordinated planning, policy development as well as a [media campaign](#). As CMAP and its regional partners continue to develop actionable plans and strategies to address safety on our roadways, CMAP staff will consider best practices when setting meaningful and achievable future roadway safety targets.











Because this work remains ongoing and the Safe and Complete Streets program is in its initial phase, CMAP staff will again recommend that the CMAP Board and MPO support IDOT's 2023 roadway safety targets, which reflect a two percent reduction in the five-year average for the fatality and non-motorized related measures and an Ordinary Least Squares (OLS) or trendline method for the serious injury related measures. *Staff requests that the Transportation Committee recommend support of IDOT's highway safety targets to the CMAP Board and MPO Policy Committee.*

A [memo](#) outlining the requirements and background on the Safety PM rule was provided to the Transportation Committee at the December 11, 2020 meeting. The current memo reviews roadway safety targets trends, IDOT's 2023 statewide highway safety targets, and next steps.

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. For example, the baseline for the 2020 targets was the 2014-2018 5-year average. The current annual performance trend and the three annual assessments by FHWA is shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2020

Performance Measure	Desired trend	Current trend	2018 target	2019 target	2020 target
Number of Fatalities			No	No	No
Rate of Fatalities			No	No	No
Number of Serious Injuries			Made significant progress	Yes	Yes
Rate of Serious Injuries			Made significant progress	Yes	Yes
Number of Non-Motorized Fatalities and Serious Injuries			No	No	Made significant progress

In 2020, the state achieved its target for the number and rate of serious injuries and made significant progress for the non-motorized targets. However, the state neither met nor made significant progress towards the two fatal performance targets. 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.

IDOT 2023 safety performance targets

As in past years, for 2023, IDOT's fatality and non-motorized roadway safety targets are set using a policy-based two percent annual reduction in the five-year rolling average. The serious injuries related targets are set using an OLS (trendline) method. For setting the targets, IDOT uses the method that results in the greatest decrease in the 5-year average. The target selection method chosen is a direct indication of the trend to the 5-year average: a policy-based two percent reduction when the 5-year average is trending up (getting worse) and the OLS method when the average shows a downward trend. IDOT's statewide safety targets along with statewide and CMAP region's rolling five-year average are in table 2.

Following national trends, both the state and region have experienced an increase in the five-year average for fatalities and rate of fatalities per 100 million VMT. At the same time the state and region are experiencing a decreasing trend in the five-year average for the serious injuries related measures. The non-motorized fatalities/injuries measure saw an increase compared to 2020 at the regional level and a decrease at the state level.

Table 2. IDOT Statewide and CMAP Region's Safety Performance Measures and 2023 Safety Targets

	5-year average					2023 target
Performance Measure	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2019-2023
Number of Fatalities - Statewide	1,016.2	1,025.0	1,042.0	1,081.2	1,133.0	1,088.1
Number of Fatalities - CMAP	443.8	453.2	471	503.6	549.4	-
Rate of Fatalities - Statewide	0.957	0.960	0.972	1.036	1.097	1.054¹
Rate of Fatalities - CMAP	0.746	0.759	0.783	0.866	0.959	-
Number of Serious Injuries - Statewide	12,182.6	11,966.6	11,566.2	10,712.0	10,246.4	9,316.7²
Number of Serious Injuries - CMAP	6,720.8	6,613.2	6,426.2	5,980.4	5,980.4	-
Rate of Serious Injuries - Statewide	11.429	11.222	10.795	10.178	9.832	9.0²
Rate of Serious Injuries - CMAP	11.325	11.104	10.708	10.179	10.049	-
Number of Non-Motorized Fatalities and Serious Injuries - Statewide	1,494.4	1,526.0	1,548.8	1,513.0	1,498.2	1,438.9¹
Number of Non-Motorized Fatalities and Serious Injuries - CMAP	1,182.0	1,215.0	1,238.4	1,162.4	1,181.2	-

¹ - Two percent annual reduction in five-year average.

²— Ordinary Least Square or trendline reduction in five-year average.

Next steps

Following discussion and approval by the Transportation Committee, the recommended 2023 roadway safety targets will be brought to the CMAP Board and MPO Policy Committee in January for approval. By agreeing to support IDOT's roadway 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 into its planning process and program projects that help meet the State's targets.

ACTION REQUESTED: Approval

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