



**EAST-WEST GATEWAY**  
**Council of Governments**

Creating Solutions Across Jurisdictional Boundaries

**Memo to:** Board of Directors  
**From:** Staff  
**Subject:** 2023 Regional Safety Performance Targets  
**Date:** February 8, 2023

As established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including, safety.

### Safety Performance Measures

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

To fulfill the requirements of the Safety PM, the East-West Gateway Board of Directors (the Board) must set safety targets for 2023 by February 2023, no more than 180 days after IDOT and MoDOT set their targets (August 2022). The MPO has the option to set quantitative regional targets or support the statewide targets. These performance targets ensure states and MPOs invest resources in transportation projects that make progress toward the achievement of national goals.

The Safety PM requires state DOTs and MPOs to establish safety targets as **five-year rolling averages** on all public roads for:

- (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.

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Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year rolling average is intended to smooth larger fluctuations.

Following approval by the Board, staff will inform IDOT and MoDOT that the EWG has established 2023 regional safety targets. While we are currently operating under the new Infrastructure Investment and Jobs Act (IIJA), no new guidance has been issued for MPOs around performance measure reporting. This may change over the next year, and EWG staff will continue to follow updates to ensure we are complying with all federal requirements.

### **National Trends**

According to the latest report for the National Highway Traffic Safety Administration (NHTSA) total fatalities for our nation rose **.2% in 2022**. While this small increase represents the third year in a row that national fatalities have risen, there is reason to believe that the pandemic-era spike in fatalities may be leveling off.

A look at the differences in how national fatalities have increased or decreased gives a more nuanced look at national trends. Compared to 2021...

- Fatalities in 2022 decreased:
  - 10% in people younger than 24
  - 10% on urban collector and local roads
  - 7% in unbelted people in passenger vehicles
  - 2% in speeding related crashes.
- Fatalities in 2022 increased:
  - 12% on rural roads
  - 10% in crashes involving at least one large truck
  - 8% among cyclists
  - 2% among pedestrians
  - 5% among motorcyclists

### **EWG Collaboration with State DOTs to Promote Safety**

As an MPO, EWG is required to report targets for Safety PMs, but there are no repercussions if our region does not meet its targets. That said, state DOTs *may* see a loss of funding in some areas and reallocation to safety improvement measures if reported

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targets are not reached. Therefore, it is EWG's role to support MODOT and IDOT safety performance measures to the greatest extent possible.

### **A Note on Target Setting Methodology**

MPOs have a choice between adopting State DOT safety targets and setting their own. As a two-state region, EWG has set our own targets, but since the implementation of the target setting process, we have use the same methodology as Illinois (2% reduction across all measures). In light of the upcoming Comprehensive Safety Action Plan (CSAP), our region has an opportunity to rethink the target setting process. As the CSAP gets underway, EWG staff will study more comprehensive ways of setting safety targets and aligning them with projects and programs that improve regional safety outcomes.

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### 2023 Regional Safety Targets

The table below includes the previously approved 5-year rolling average targets for the year 2022, the estimated actual 5-year rolling average for the year 2022, and the staff recommended 5-year rolling average targets for the year 2023 based on a 2% reduction.

| 2022 Regional Safety Performance  |  |   |                                     |   |
|---|--|---|-------------------------------------|---|
| Performance Measure   | 5-Year Rolling Average Regional Target 2018-2022 | 5-Year Rolling Average - Actual** 2018-2022 | 2023 Target Annual Reduction Values | 5-Year Rolling Average Regional 2023 Targets* |
| Number of Fatalities  | 299.90   | 326.20                                      | -2%                                 | 319.68  |
| Fatality Rate (per 100 million VMT)   | 1.120  | 1.147                                       | -2%                                 | 1.124   |
| Number of Serious Injuries  | 1989.40  | 1930.87                                     | -2%                                 | 1892.25                                       |
| Rate of Serious Injuries (per 100 million VMT)  | 7.40   | 6.81  | -2%                                 | 6.67  |
| Number of Non-Motorized Fatalities and Serious Injuries Combined                                      | 234.0  | 252.32                                      | -2%                                 | 247.27  |
| * Targets based on 5-year rolling average from CY 2018-2022 and a projected 1% VMT increase per year. |  |   |                                     |   |
| ** Compiled using unofficial 2022 data and trend line projections                                     |  |   |                                     |   |

**Staff Recommendation:** Staff recommends that the Board establish quantitative safety targets for the East-West Gateway (EWG) planning area as recommended above.