



To: Bicycle and Pedestrian Task Force
From: Tom Murtha, Staff Liaison
Date: February 2, 2005
Subject: Recommendation to Seek "Lead City" designation

Summary

A Pedestrian Safety Work Group met and has recommended that CATS participate in the Transportation Research Board, National Cooperative Highway Research Program's (NCHRP) "Lead City" program for improving pedestrian safety. The lead city designation would complement and facilitate the Pedestrian Safety Initiative work program proposed by the Work Group.

The Lead City program is part of NCHRP Project 17-18, Implementation of the AASHTO Strategic Highway Safety Plan. As a Lead City in pedestrian safety, Chicago, along with major cities such as New York City, will receive technical assistance from the NCHRP pedestrian safety consultants, peer support from other Lead Cities, travel assistance to meet with the pedestrian safety consultants and peers, and other resources. The objective of this Lead City program is to determine the feasibility of applying the pedestrian safety implementation guide in combination with the region's existing programs and staffing to substantially reduce traffic fatalities and injuries cost effectively.

Staff suggests that this recommendation be forwarded to the Work Program Committee for a subsequent recommendation to the Policy Committee.

Background

Implementation Guide

One of the major products emerging from NCHRP 17-18 is an array of Implementation Guides in specific emphasis areas, including pedestrian safety.

The Implementation Guides were developed with the following attributes:

- A team of national experts skilled in each emphasis area developed them.

- The teams reviewed national crash data related to the emphasis area, conducted comprehensive and critical literature research reviews, and solicited input from a number of practitioners, academia, and federal/state/local government officials.
- The draft guidance documents were given to a number of state and local governments for demonstration, evaluation, use, and input prior to finalizing the documents.

Each Implementation Guide provides sets of strategies and countermeasures, their characteristics, requirements, cost information, effectiveness (if known), other related information, and an implementation process.

Expected Products

Each Lead City will be expected to develop two products:

- A Pedestrian Safety goal expressed in terms of a specified reduction of fatalities and possibly injuries within a defined time frame.
- An action plan detailing the strategies and deployment practices and levels needed to achieve the goal.

Note: There is no requirement to implement the plan, although cities are encouraged to implement the priority recommendations to the best of their ability considering competing priorities.

In addition, cities will be asked to share their goals, strategic action plans, best practices and lessons learned with others.

Assistance Provided To Lead Cities

Assistance will be provided to Lead Cities in terms of technical/process assistance and out of state travel costs for the focal point.

Technical and process assistance will come from three sources as follows:

- Pedestrian safety consultants under NCHRP 17-18 who developed the guidance documents.
- FHWA and NHTSA personnel who have significant knowledge and skills in pedestrian safety.
- The assistance will be provided in face-to-face meetings, telephone discussions, e-mail, and written correspondence.
- Out of state travel costs for city focal points to participate in national peer-to-peer meetings.