



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: March 27, 2020

Re: Further Activities in Traffic Safety to Support State and Regional Performance Targets

At its November meeting, the Transportation Committee (TC) discussed the need for additional regional efforts to improve traffic safety and help achieve the state's and region's safety performance targets. In particular, TC proposed forming a stakeholder group focused on safety. CMAP staff prepared this memo to present TC with potential goals for that group as well as discuss expected CMAP staff work activities and TC's own role in traffic safety.

CMAP Work Activities

CMAP set out recommendations for its agency work in the 2017 [traffic safety strategy paper](#). Most of these are being implemented. In the past few years, CMAP has brought traffic safety considerations into capital programming for CMAQ and the STP Shared Fund. Similarly, CMAP is assisting communities with safety planning. The most recently adopted program of Local Technical Assistance (LTA) projects includes a local road safety plan for the Village of Flossmoor. In already initiated LTA projects, staff is seeking to strengthen the focus on traffic safety where possible.

While these efforts will continue and ideally expand, making a significant impact on deaths and serious injuries requires more work. CMAP's upcoming (FY 2021) annual work plan calls for developing a safety action agenda for CMAP and regional partners. The safety stakeholder group would assist with developing the safety action agenda.

Role and Composition of the Safety Stakeholder Group

One option for the safety group would be to form a standing CMAP committee. CMAP has several mode- or topic-specific committees, such as the Freight Committee and Bicycle-Pedestrian Task Force. But forming a standing committee has some downsides. Membership would be needed from across the 4Es (enforcement, education, emergency response, and engineering) of transportation safety, but it will probably be challenging to attract and sustain

attendance outside of the highway agencies. Adding additional meetings may fatigue regular CMAP committee attendees and sets up an ongoing staffing commitment.

A preferable approach is a resource group, which at CMAP are short-term, special-purpose groups set up to help develop a particular product, usually a special report, and then disbanded afterward. Limited commitment can help encourage involvement by non-traditional stakeholders. This group could be tasked with helping develop the safety action agenda and meet a handful of times to do so. The group should be 10 – 15 people in size and should include advocacy groups, particularly those focusing on equity, besides the 4Es.

Looking further ahead, making significant improvements in traffic safety will require coordinated action by many players. It is not so much a CMAP committee that can play this coordinating role, but instead a regional coalition of agencies and groups. The resource group would be asked to help think through what this coalition could look like.

Safety Action Agenda Focus Areas

The safety action agenda is expected to lay out policy research that CMAP and potentially other agencies need to undertake, provide a framework for a safety coalition, and help prioritize actions that could help the state and region achieve their safety targets. Some areas of work that the action agenda could include are speed management, revising the state's complete streets law and implementation, consideration of whether a plan is needed that quantifies potential safety improvements and compares them to the targets, etc.

The Role of the Transportation Committee

The main way TC can assist is to serve as a more general sounding board for safety issues. Recently member agencies have been giving overview presentations of their capital programs at TC, helping members learn how different agencies approach similar issues. Over the next year, TC members could present instead on their safety initiatives. For instance, Chicago Department of Transportation could discuss its Vision Zero implementation efforts, and DuPage County could present on the local road safety plan it recently began, and Illinois Department of Transportation could discuss its strategic highway safety plan.

Next Steps

CMAP expects to form the safety resource group in summer. Staff is seeking suggestions on members, particularly from outside the planning/engineering disciplines.

ACTION REQUESTED: Discussion

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