



Chicago Metropolitan
Agency for Planning

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MEMORANDUM

To: Transportation Committee
From: CMAP staff
Date: September 11, 2020
Re: Safety action agenda

While traffic fatalities dropped slightly in 2019 relative to 2018, and the rate of serious injuries has decreased somewhat in the past few years, traffic safety is improving too slowly to meet statewide targets. At its November 2019 meeting, the Transportation Committee urged CMAP to form a safety committee to address the problem. Staff responded at the April 2020 TC meeting with a proposal to form a resource group that would be responsible for helping CMAP develop its traffic safety action agenda, which is one item in CMAP's work plan for FY21.

Work activities this year

The safety action agenda is meant to encourage doing while planning. To that end, the project is expected to produce 1 – 2 implementation-oriented products while also mapping out work to develop over the next few years. The overall scope is:

- **Set the background** (e.g., update safety trends from CMAP's 2017 [traffic safety strategy paper](#), document implementation of the current Strategic Highway Safety Plan recommendations, identify safety impacts by race and income, etc.)
- **Narrow emphasis areas** for the resource group to focus on in FY21 (this assessment will weigh factors like ability to influence, lack of progress on emphasis area, likelihood of success, etc.) and select two to develop more detailed implementation products. Early thinking is that they should be focused on speeding/speed management and bicycle and pedestrian safety.
- **Develop 1 – 2 more detailed implementation products** for the two selected emphasis areas -- early thinking is that these would be:

1. A policy paper on speed management
 2. Establishing a local opt-in safety commitment or program, potentially branded as a Vision Zero, which could include a customizable set of policy principles (for example, on the role of racial equity), departmental training materials, etc. Outreach to local governments would be a central part of the project.
- Identify a list of **other work plan projects** for future fiscal years, including potential initiatives to coordinate regional action on safety, such as:
 - Growing a regional traffic safety coalition
 - Refining the sidewalk inventory to include a safety element
 - A regional data product tracking safety metrics with geographic detail aimed at a general audience
 - Expanding current usRAP pilot project

Goals

The chief goal of the traffic safety action agenda is to determine a more specific and aggressive course of action for the region to achieve its traffic safety targets. It is intended to selectively address traffic safety topics rather than cover all emphasis areas. Subsidiary goals include forging stronger partnerships among state, county, and municipal highway and traffic enforcement agencies, including the State Police and the Secretary of State, and raising the prominence of traffic safety issues at the local government level.

The speed management paper would build the case for, and establish guidance for jurisdictions in the region about, limiting traffic speed. Ultimately roadway jurisdictions would adopt alternative approaches to setting speed limits and invest more in capital projects to support safe traffic speeds. Identifying strategies to encourage speed limit enforcement while assuring racial and economic equity would be a key element of this work.

For the opt-in safety commitment, the goal is to give municipalities a framework to limit traffic fatalities and injuries. About 60 percent of traffic fatalities occur on non-state roads, many of those municipal. CMAP has a unique role in municipal transportation through the Council of Mayors.

Traffic safety resource group

CMAP expects to form a “resource group” to help develop the safety action agenda. Resource groups 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 would be tasked with helping develop the products listed above and meet virtually or in person 6 – 7 times to do so

over the next year and a half. The group will be 15 – 20 people in size and should include advocacy groups and academics besides the 4Es.

Category	Example
Engineering	Chicago Department of Transportation, DuPage DOT, IDOT District 1, IDOT Central Office, RTA, Planning Liaisons, etc.
Advocacy	Metropolitan Planning Council, Center for Neighborhood Technology, Active Transportation Alliance, Access Living, etc.
Emergency services	Illinois State Ambulance Association, tow truck driver representative, Illinois Emergency Services Management Association, Chicago Department of Public Health, Illinois Department of Public Health, etc.
Enforcement	Illinois State Police, IDOT Law Enforcement Liaison, court system representative, Illinois Association of Chiefs of Police, individual police department representatives, etc.
Education	American Automobile Association, Secretary of State, AARP, Illinois drivers education representative, etc.
Academic	Northwestern University, University of Illinois at Chicago, etc.

In addition to the safety action agenda work described above, CMAP continues to work on traffic safety issues through other venues, most importantly via Local Technical Assistance projects and programming funding toward projects addressing traffic safety.

ACTION REQUESTED: Discussion

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