Regional Pavement Management Pilot program

November 16, 2018

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Pilot program

- Collect pavement condition data
  - STP funding distribution formula
  - Federal aide eligible routes
  - IRIS
  - Data collection 100% complete

- Support completion of municipal pavement management plans
Pilot data and sample output

- Detailed distress used to calculate PCI
- Condition data collected consistent with Federal Pavement performance measures
  - International Roughness Index, faulting, rutting, & cracking percent
Municipal Plans

- Complete pavement management plan for municipality
- Open call
- Currently working on 12
- Awarded State Planning and Research grant to extend program
Transportation Safety

November 11, 2018

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Traffic safety

- ON TO 2050
- Key safety themes
- Regional emphasis areas
- Potential CMAP Roles
- Safety performance targets
Behavior theme

Primary cause of fatal and serious injury crashes in the CMAP region, 2010-2014
Total annual enforcement level in 2016 (top) and change in traffic enforcement measures, 2006-2008 average vs. 2014-2016 average (bottom)
Vulnerable users theme

Pedestrian, bicyclist, and vehicle occupant shares of crashes, injuries, and fatalities
Advances in technology

- Automatic emergency braking systems
- Lane departure warning systems
- Blind spot detection
- Forward collision
- Intelligent speed adaptation
- Autonomous and connected vehicle technology

Share of vehicle occupants in crashes who sustain serious injury or fatality by vehicle model year, Illinois statewide, 2014
Regional crash analysis and recommendations

- Pedestrian and bicyclist
- Speeding and aggressive driving
- Seatbelt use
- Alcohol use/impaired driver
- Intersections
- Roadway departure
- Age of drivers
- Distracted drivers
- Vehicle type
Potential CMAP roles

- Incorporate safety into local programming
- Assist local agencies in safety planning
  - Produce actionable safety analysis
  - Provide assistance for local HSIP funding
  - Support local road safety plans
  - Local safety forum
- Collaborate with partners to expedite release of regional crash data
Regional safety targets

- **ON TO 2050**
  - Transportation indicator
  - Set targets for 2025 and 2050
  - Set zero fatality goal

- **System performance report**
  - ON TO 2050 appendix
  - Support IDOT’s safety targets
  - Integration of performance targets into regional planning and TIP
Municipal Survey Results
Has your public safety staff been trained in highway incident management techniques?
Survey results

- Has your community adopted goals for highway incident clearance times?

<table>
<thead>
<tr>
<th>Results</th>
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<tbody>
<tr>
<td>No</td>
<td>142</td>
<td>60%</td>
</tr>
<tr>
<td>Yes</td>
<td>29</td>
<td>12%</td>
</tr>
<tr>
<td>No response</td>
<td>65</td>
<td>28%</td>
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If yes, please describe:

- Follow MUTCD guidelines
- The state and county police are the ones that prolong accident clearance times, not this municipality.
- The City's Fire Rescue Department has a policy on how to manage highway incidents of varying scales.
- The Will County Sheriff and Grundy County Sheriff handle traffic crashes in our community.
- Contracts with towing companies on vehicle removal within a set time frame
Survey results

- Does your municipality have access to Illinois crash reports?
Survey results

- If you answered no to the previous question, what are the issues with obtaining the crash data? q5
Survey results

- Does Your municipality use crash data in planning transportation projects?

![Pie chart showing survey results]

- No: 57 (24%)
- Yes: 113 (48%)
- No response: 66 (28%)
Survey results

- If yes, does your municipality use IDOT crash reports or data from the local law enforcement agency? q7
Survey results

- Does your municipality apply for local Highway Safety Improvement Program (HSIP) funding?

- Yes: 117 (50%)
- No: 62 (26%)
- No response: 57 (24%)
If you answered no to the previous question, please select the reasons for not applying for local HSIP funding:

- Staffing issues: 44
- Application process is difficult: 24
- Don’t have access to proper crash data: 5
- Cost issues: 26
- No traffic safety issues in the municipality: 48
Does your Police Department (or equivalent) apply for Highway Safety Program (HSP) funds?
If you answered no to the previous question, please select the reasons for not applying for local HSP funding:

- Staffing issues: 44
- Application process is difficult: 11
- Funding levels available are not adequate: 16
- Programs are restrictive: 17
Surveys results

- Does your municipality have a local road safety plan (LRSP)?

![Pie chart showing survey results]

- No: 136 (58%)
- Yes: 33 (14%)
- No response: 67 (28%)
- Interested in receiving assistance from CMAP to complete a LRSP?
Safety planning - County

- How does your county address traffic safety issues?
  - Use IDOT crash records/County level SHSP
  - Apply for local HSIP funds
  - Countermeasures you find effective
  - Target specific emphasis area
  - Have a complete streets policy
  - Have a TOD policy
  - Access management
Where do you see CMAP having the greatest impact on traffic safety?

- Organizing safety workshops at the Council of Mayor geography
  - Present analysis of traffic safety issues at the COM level – use a combination of IDOT and CMAP crash analyses
  - Bring in presenters from the 4E’s of safety – Education, Enforcement, EMS, & Engineering
  - Discuss local HSIP funding and application process
- Engaging local municipalities to partner with other agencies to apply for local HSIP funding
- Identifying corridor safety projects and develop working groups to address the safety issues identified along corridor. Working groups would have representation from the 4E’s along the corridor.
Where do you see CMAP having the greatest impact on traffic safety?

- Develop emphasis area or crash type focus area for region or Council of Mayor.
- Hosting regional safety summits or annual committees