safe systems in the real world: opportunities for regional planning
Chicago Metropolitan Agency for Planning
Traffic Fatalities in northeastern Illinois

- CMAP region, annual fatalities
- CMAP region, 5-year average fatalities

Source: CMAP analysis of crash data obtained from the Illinois Department of Transportation
Bicycle and Pedestrian (Non-motorized) fatalities and serious injuries in northeastern Illinois

Source: CMAP analysis of crash data obtained from the Illinois Department of Transportation
rate of traffic **fatalities** in the CMAP region

Source: CMAP analysis of crash data obtained from the Illinois Department of Transportation
Road deaths per million inhabitants
2020; 2010; 2001

2020 US rate = 1.27

EU Road Deaths Down by 3900 in 2020
June 16, 2021

Why The European Union’s Roads Are The Safest In The World
Dec 31, 2019, 04:27pm EST

Tanya Mohn
Contributor
Travel
I cover road safety and consumer travel.
“The [European] Commission is today publishing the final figures on road fatalities for 2020, following the publication of the preliminary figures in April 2021. These figures show that an estimated 18 800 people were killed in a road crash last year, an unprecedented annual fall of 17% on 2019. This means almost 4 000 fewer people lost their lives on EU roads in 2020 compared to 2019.”
CMAP’s Safety Action Agenda

1. Regional coordination and collaboration
2. Policy development and legislative work
3. On-the-ground safety planning for all ages, abilities, modes, incomes
4. Raise awareness
5. Data and resources
Traffic safety levers at MPO level

- Funding and project selection
- Equity lens
- Regulations & Policies
- Education & Behavior
- Data & Information sharing
- Technical expertise
- Coordination
- Operations & Technology

Systemic Safety
policy and regulations
developing policy

• identify patterns and trends based on local data

• address priorities on a regional or state level

• address context

• work with partners to implement systemic change
Speed management
Share of All Fatal or Serious Injury Crashes by Speed Limit and Road Jurisdiction, CMAP Region 2019

[Bar chart showing the percentage of fatal or serious crashes by speed limit and road jurisdiction, with categories 0-5, 10-20, 25-30, 35-40, 45-50, 55-60, and 65-75 for County or Municipal Roads and State Roads.]

- 0-5: County or Municipal Roads < 5%, State Roads < 5%
- 10-20: County or Municipal Roads < 5%, State Roads < 5%
- 25-30: County or Municipal Roads 30%, State Roads 70%
- 35-40: County or Municipal Roads < 5%, State Roads < 5%
- 45-50: County or Municipal Roads < 5%, State Roads < 5%
- 55-60: County or Municipal Roads < 5%, State Roads < 5%
- 65-75: County or Municipal Roads < 5%, State Roads < 5%
If a pedestrian is struck by a vehicle traveling

- **20 MPH**: 90% will survive
- **30 MPH**: 60% will survive
- **40 MPH**: 20% will survive

emerging policy speed management

• help communities understand how and where to lower speeds where they are unsafe

• provide new guidance for self-enforcing streets

• improve existing guidance for design and speed limit setting, context-sensitive

• provide speed data information
data and information
serving the region with information

- help deliver timely, relevant data to locals
- create new data sources to help communities understand safety issues
  - speeding
  - bicycle and pedestrian activity and routing
- link data to resources and toolkits
Percent of streets with no sidewalk by census tract and Chicago Community Area

- 0 - 5%
- 6 - 25%
- 26 - 75%
- 76 - 100%

Source: Chicago Metropolitan Agency for Planning analysis of the 2018 Regional Sidewalk Inventory.
Regional greenways and trails plan

- **Existing**
- **Under Development**
- **Planned**

Source: Chicago Metropolitan Agency for Planning, 2018.
technical assistance
leveraging technical assistance

• use human-centered approach to improve plans and livability
• do pilot projects to establish typologies and regional examples
• bridge jurisdictional issues
• measure impacts to inform future priorities and guidance
• identify funding for implementation – new opportunities with IIJA
Flossmoor Local Road Safety Plan

The Village of Flossmoor is working together with the Chicago Metropolitan Agency for Planning (CMAP) and other stakeholders to develop a Local Road Safety Plan (LRSP). The Village of Flossmoor LRSP is a review of all the public roads within the community. It contains recommendations for all relevant safety related roadway infrastructure improvements, explaining how these recommendations were developed and why they are important for the future of the community. An additional component of the LRSP is to identify opportunities to influence and improve behavior of all roadway users (e.g., motorists, bicyclists and pedestrians).
safety planning

• improve safety, mobility, economic development and quality of life for all ages, abilities, modes

• outreach with targeted stakeholders

• DOT coordination

• safety action plans

• early thinking on funding opportunities
coordination and collaboration
a regional traffic safety culture

- build consensus around safety and policy change
- target efforts through research and data analysis
- align messages
- leverage partnerships
- move toward a ‘zero-deaths’ regional charter
safe systems for MPOs

- cohesive, consistent design and policy
- regionally-relevant data and guidance
- cross-disciplinary consensus and collaboration
- technical safety assistance for local agencies
- programming and project selection
Victoria Barrett
vbarrett@cmap.illinois.gov