

## NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016  
(847) 296-9200 • Fax (847) 296-9207  
[www.nwmc-cog.org](http://www.nwmc-cog.org)



*A Regional Association of Illinois  
Municipalities and Townships  
Representing a Population of Over One Million*

### MEMBERS

Antioch  
Arlington Heights  
Bannockburn  
Barrington  
Bartlett  
Buffalo Grove  
Deer Park  
Deerfield  
Des Plaines  
Elk Grove Village  
Evanston  
Fox Lake  
Glencoe  
Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
Skokie  
Streamwood  
Vernon Hills  
West Dundee  
Wheeling  
Wilmette  
Winnetka  
  
*President*  
Rodney Craig  
Hanover Park  
  
*Vice-President*  
Donna Johnson  
Libertyville  
  
*Secretary*  
Eric Smith  
Buffalo Grove  
  
*Treasurer*  
John Lockerby  
Skokie

*Executive Director*  
Mark L. Fowler

## Northwest Municipal Conference Bicycle-Pedestrian Committee Agenda

**Tuesday, October 8, 2024  
10:30 a.m.**

**NWMC Offices or via Video Conference**

**<https://us02web.zoom.us/j/87088861939?pwd=jYrco69n8fo72waHzAaPqa7jiPBeKl.1>**

**Meeting ID: 870 8886 1939  
Passcode: 470044**

- I. Call to Order/Introductions**
- II. Approval of September 10, 2024 Meeting Minutes (Attachment A)**  
***Action Requested:*** Approve Minutes
- III. CMAP Speed Management Report (Attachment B)**  
In response to the regional traffic safety crisis affecting northeastern Illinois, CMAP released its [speed management report](#), identifying speed as the contributing factor in 35 to 40 percent of fatal crashes in Illinois. CMAP staff will present on the report, exploring the factors that contribute to speed-related traffic safety risks and provide recommendations on road design, speed limit policy, education, and equitable enforcement.  
***Action Requested:*** Informational/Discussion
- IV. Other Business**
- V. Next Meeting**  
The next meeting of the NWMC Bicycle and Pedestrian Committee is scheduled for Tuesday, November 12 at 10:30 a.m. in person at the NWMC offices or virtually via Zoom.
- VI. Adjourn**

**NORTHWEST MUNICIPAL CONFERENCE**

1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016  
(847) 296-9200 • Fax (847) 296-9207  
[www.nwmc-cog.org](http://www.nwmc-cog.org)



*A Regional Association of Illinois  
Municipalities and Townships  
Representing a Population of Over One Million*

**MEMBERS**

Antioch  
Arlington Heights  
Bannockburn  
Barrington  
Bartlett  
Buffalo Grove  
Deer Park  
Deerfield  
Des Plaines  
Elk Grove Village  
Evanston  
Fox Lake  
Glencoe  
Glenview  
Grayslake  
Hanover Park  
Highland Park  
Hoffman Estates  
Kenilworth  
Lake Bluff  
Lake Forest  
Lake Zurich  
Libertyville  
Lincolnshire  
Lincolnwood  
Morton Grove  
Mount Prospect  
Niles  
Northbrook  
Northfield  
Northfield Township  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
Skokie  
Streamwood  
Vernon Hills  
West Dundee  
Wheeling  
Wilmette  
Winnetka

*President*  
Rodney Craig  
Hanover Park

*Vice-President*  
Donna Johnson  
Libertyville

*Secretary*  
Eric Smith  
Buffalo Grove

*Treasurer*  
John Lockerby  
Skokie

*Executive Director*  
Mark L. Fowler

**Northwest Municipal Conference****Bicycle-Pedestrian Committee****Meeting Minutes****Tuesday, September 10, 2024****NWMC Offices and Video Conference****Members Present**

Trustee Herb Porter, Village of Hanover Park, Chair  
Adriana Webb, Village of Glenview  
Phil Green, Village of Hoffman Estates  
Luke Foresman, Village of Mount Prospect  
Nathan Bruemmer, Village of Niles  
A.C. Buehler, Village of Northbrook  
Larry Schroth, Village of Palatine  
Mayor Lara Sanoica, City of Rolling Meadows  
Ross Klicker, Village of Wheeling

**Others Present**

Andrew Barna, Village of Bartlett  
Sarah D. FioRito, City of Evanston  
Aram Beladi, Village of Northbrook  
Jake O'Donnell, Village of Northbrook  
Ron Milanesio, Village of Wilmette  
Ralph Banasiak, Daily Herald  
Dave Simmons, Ride Illinois  
Mark Fowler, Northwest Municipal Conference  
Larry Bury, Northwest Municipal Conference  
Eric Czarnota, Northwest Municipal Conference  
Brian Larson, Northwest Municipal Conference

**I. Call to Order/Introductions**

Trustee Porter called the meeting to order at 10:30 a.m.

**II. Approval of June 11, 2024 Meeting Minutes**

*Mayor Sanoica moved approval of the June 11, 2024 meeting minutes. Mr. Buehler seconded the motion, which was unanimously approved.*

**III. NWMC Response to Public Transit Legislation**

Mr. Czarnota provided a brief overview of the origin of the transit fiscal cliff, the status of the hearings and the NWMC Regional Transit Legislation Guiding Principles. He highlighted the potential impact of the new system and a concern regarding pension liabilities and noted that NWMC is still monitoring potential changes to governance.

#### **IV. North and Northwest Suburb Bicyclist Fatalities**

Mr. Czarnota and Mr. Larson led a discussion on the recent increase in bicyclist fatalities in NWMC member communities, and how member communities have previously addressed similar instances.

Ms. FioRito shared that Evanston is piloting safe cycling courses and safe sidewalk practices.

Mr. Simmons shared that Ride Illinois offers safe driver and cyclist workshops.

Mayor Sanoica highlighted their recent Kirchoff Road corridor study, which researched existing conditions and provided resident feedback at an open house. She shared that this provides an opportunity to leverage tools such as road diets and protective structures, and they will evaluate results of their outreach soon.

Trustee Porter asked how to get the Illinois Secretary of State office to include safety tips in driving test. Mr. Simmons responded that currently only 8 questions on the drivers test are related to bicycle and pedestrian safety, with only 1 regularly appearing. He added that Ride Illinois is working on ways to revise the quiz, with an annual opt-in quiz to identify new infrastructure. Mr. Simmons asked whether municipalities would support that action. Trustee Porter expressed support and desire to push for legislation.

Ms. FioRito asked how to increase municipal coordination on more robust infrastructure changes beyond education, providing as an example that Evanston and Skokie are actively addressing Priority Corridors within their boundaries. Mr. Czarnota shared that the NWMC could host a roundtable on those projects. Mr. Fowler added that the NWMC Multimodal Plan establishes the planning of the Priority Corridors for the municipalities, but that the municipalities need to advocate for those projects.

Mayor Sanoica shared that the local advocacy and funding of Complete Streets projects is difficult to achieve, and communities need bike and pedestrian safety project financing options that are not competitive.

Mr. Banasiak asked whether ITEPs can be joint applications. Mr. Czarnota responded that yes, but the maximum grant is \$3MM, which limits the scope of a project.

Ms. FioRito shared that Evanston has had a Complete Streets policy since 2016 but faces difficulties to build out and put its policy into progress. She added that she would like to see municipalities collaborate before design begins. Trustee Porter agreed, and asked what methods would be best to make the collaboration happen. Mr. Fowler asked whether it would be useful to host information sessions on the Multimodal Plan and bring together communities along the major corridors. Mr. Larson shared that the North Shore Council of Mayors Surface Transportation Program methodology currently lacks an incentive to collaborate ahead of time, and project scoring could be revised to incentivize collaboration.

Mayor Sanoica shared that once created, projects have been successful, and would like to see a discussion of those successes as well as project failures. Ms. FioRito agreed and that a lot of people still see cycling infrastructure as an extra mostly for leisure cyclists rather than infrastructure to enable sustainable transportation mode shift.

Mr. Simmons agreed that regular, planned collaboration amongst member communities to revisit the Multimodal Plan and set annual priorities with member community input would help advance the Plan's goals.

Mr. Czarnota concluded the discussion by saying that he and Mr. Larson would coordinate with Trustee Porter on how to create these ongoing conversations and workshops.

**V. Grant Opportunities Closing Soon**

Mr. Larson shared bicycle and pedestrian project grant opportunities that would be closing before the next committee meeting, including the Ruby Bridges Walk to School Mini-Grant, Illinois Transportation Enhancement Program, Railroad Crossing Elimination Grant, and Reconnecting Communities Pilot Program.

**VI. Other Business**

Mayor Sanoica shared that Rolling Meadows would be participating in the Public Transportation Town Hall hosted at Northwest Community Hospital on September 10, and encouraged members to attend.

Ms. FioRito shared that Evanston launched a Bicycle Access Voucher pilot program, open to those over the age of 14 to apply for vouchers and accessories. She added that the project is inclusive of adaptive and ebikes, as well as regular bikes. She shared that interest in the program is already robust, and Evanston will engage in data collection and analytics following the program's conclusion.

**VII. Next Meeting**

Trustee Porter shared that the next meeting of the NWMC Bicycle and Pedestrian Committee is scheduled for Tuesday, October 8 at 10:30 a.m. in person at the NWMC offices or virtually via Zoom.

**VIII. Adjourn**

*Mr. Buehler moved to adjourn the meeting at 11:31 a.m. Ms. FioRito seconded the motion, which was unanimously approved.*





Executive summary

# Speed Management

Addressing our regional traffic safety crisis



Chicago Metropolitan  
Agency for Planning

June 2024



# Addressing northeastern Illinois' traffic safety crisis

As the federally designated metropolitan planning organization for northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) is responsible for setting and reporting on highway safety performance targets. CMAP's first report on the region's highway safety performance targets in 2019 showed **increases in fatalities for drivers and non-drivers alike. There was also a rise in serious injuries among bicyclists and pedestrians.**

In response, CMAP launched the Safe Travel for All Roadmap (STAR), a comprehensive program to understand and address traffic safety issues in the region. STAR is a multiyear effort to improve roadway safety and reduce the number of traffic fatalities in the region through policy change, planning, and resources. This work is being done in collaboration with federal, state, and regional partners.

## STAR includes:

- A resource group of regional safety stakeholders
- A policy development initiative to establish recommendations to improve travel safety
- A data assessment for CMAP and local partners
- Technical assistance to plan traffic safety improvements
- Regionally coordinated safety action plans for counties



Learn more about STAR and CMAP's regional traffic safety work at [cmap.is/safety](https://cmap.is/safety)



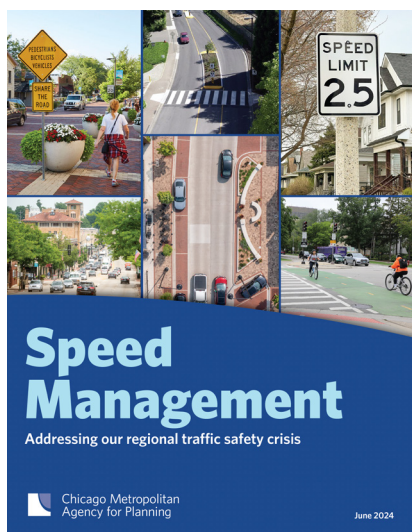
# Purpose

## Addressing speeding can help achieve regional safety goals

Improving travel safety is a key goal of [ON TO 2050](#), the comprehensive plan for northeastern Illinois. That goal has become more urgent with upward trends in traffic fatalities, including concerning increases in pedestrian and bicyclist fatalities over the past few years.

CMAQ's *Speed Management* report examines the causes of speed-related injuries and fatalities — particularly among vulnerable travelers like pedestrians and bicyclists — and highlights opportunities to reduce vehicle speed through research-based policies, designs, programs, and resources, using the Safe System Approach.

The research findings detailed in the report inform recommendations, including lower speed limits in urban areas, alternative methods of setting speed limits, and self-enforcing street designs that use physical and visual elements to inherently slow drivers down. Equitable enforcement and a traffic safety culture that aligns social norms across disciplines and environments can support these tools and promote safe driving speeds.



Read the full report at [cmap.is/safe-speeds](https://cmap.is/safe-speeds)

## Putting safety first

### The region should adopt policy, design, and enforcement practices that prioritize safety over speed

Traditional transportation planning practices emphasize fast and efficient automobile travel when considering roadway design, speed limits, and who roads should serve. **These vehicle-centered priorities are often at odds with the safety needs of pedestrians, bicyclists, and other vulnerable travelers.**

Many agencies in the U.S. are adopting the **Safe System Approach** to traffic safety, which is informed by [Vision Zero](#) successes in other countries. The Safe System Approach offers a set of principles and objectives that work together to create multiple layers of protection against the risk of crashes occurring and the risk of those crashes resulting in deaths.

### Safe System Approach principles

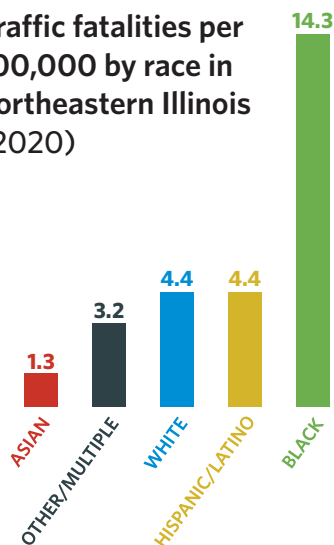
1. Death and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is critical

# Background

## Traffic fatalities have been increasing in northeastern Illinois



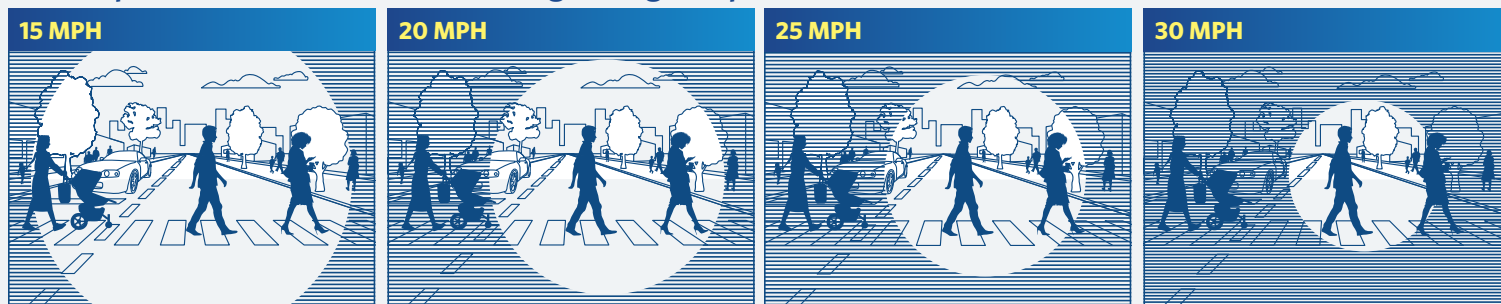
### Traffic fatalities per 100,000 by race in northeastern Illinois (2020)



Traffic fatalities in our region have been increasing since 2014, with a significant spike during the COVID-19 pandemic that was paralleled by higher levels of pedestrian and bicyclist fatalities. Over the past several years, **speeding has been identified as a contributing factor in approximately 35-40% of fatal crashes in Illinois**. The impacts of speeding are not equitable; Black residents in our region experience disproportionately high rates of traffic fatalities, highlighting the need for equity assessments.

**Speeding-related crashes are increasingly prevalent on lower-speed urban roads and coincide with higher rates of fatalities and serious injuries.** These roads have frequent intersections, provide access to businesses, schools, and neighborhoods, and tend to serve multiple modes of transportation including people walking, biking, rolling, and accessing transit. In these complex environments, speeding creates dangers related to field of vision, reaction time, and the severity of injury.

### Drivers perceive less of their surroundings at higher speeds



Source: "Walkable City Rules," 2018.

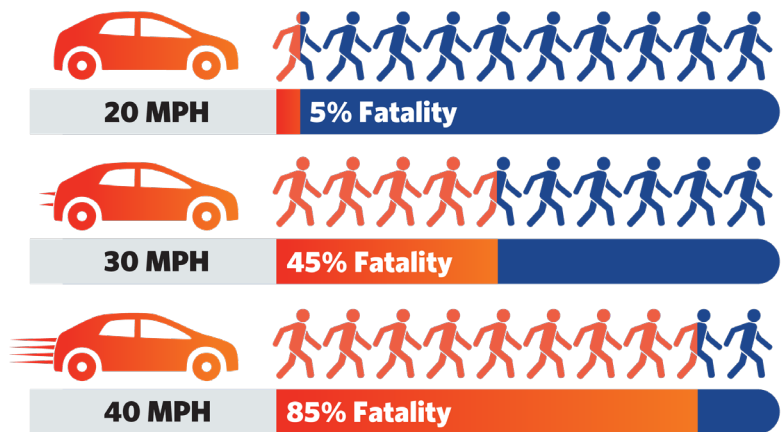
# How speed impacts safety

Speeding is especially dangerous to people walking, bicycling, using wheelchairs, and other vulnerable road users (VRUs)

VRUs do not have the protective shell of a vehicle to absorb some of the **kinetic energy** — the damaging force that is a function of an object's speed and weight — generated in a crash. This means that higher vehicle speeds significantly increase the risk of pedestrian fatality.



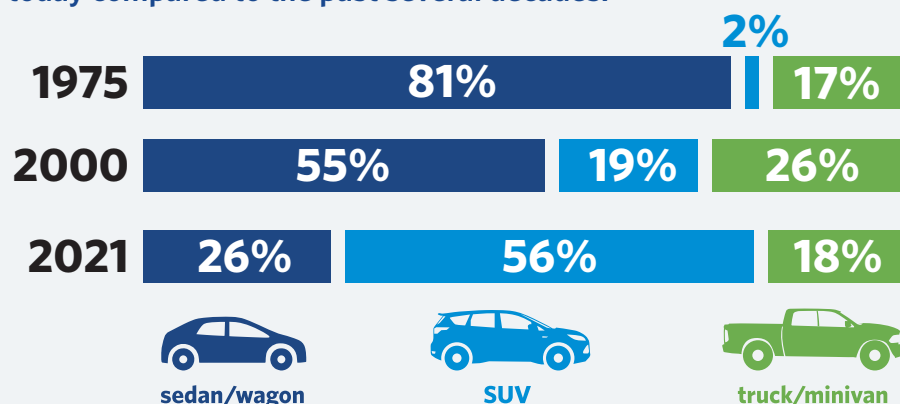
**Did you know?** Small changes in vehicle speed can have a big impact on the severity of a vehicle-pedestrian crash. For example, the **risk of pedestrian fatality drops by 64%** when cars travel an average of 26 mph rather than 30 mph.



Modern vehicles are larger and heavier on average, meaning they deliver more kinetic energy in a collision and pose a greater risk to other drivers and VRUs. Electric vehicles also tend to be heavier than their gas-powered counterparts. Lower-income drivers are more likely to drive older and smaller vehicles, further increasing the inequity of collision risks.

Policies, design standards, land use planning, education, and enforcement need to consider the features and risks of the modern vehicles on the road as they relate to safety of other drivers and VRUs.

**Larger and heavier vehicles make up a greater share of vehicles on the road today compared to the past several decades.**

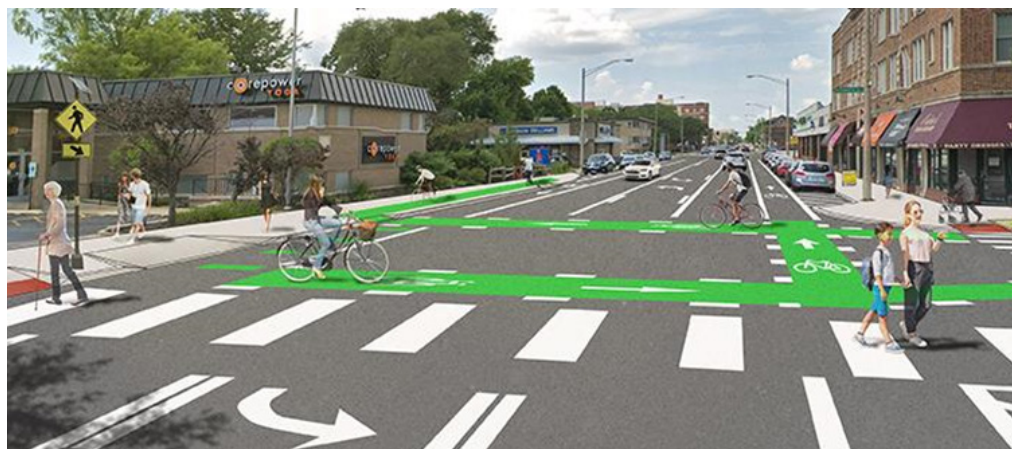




# Design, policy, and enforcement

## Prioritizing safety requires coordination across disciplines

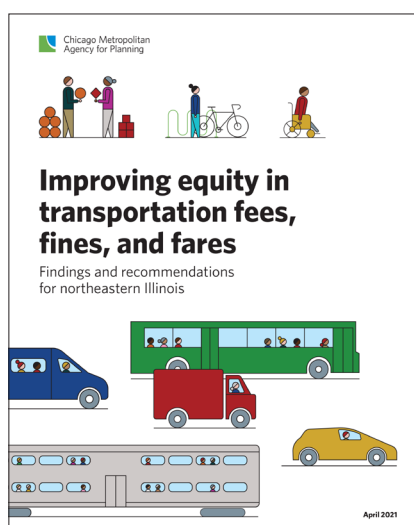
Our region must reconcile decades of infrastructure investments, policies, and practices that promote historic transportation priorities of speed and efficiency, often at the expense of safety for all road users. *Speed Management* details self-enforcing streets designs, speed limit setting methods, traffic safety culture strategies, and other tools that can support a regionally coordinated approach.



Above: The “road diet” on Madison Street in Oak Park, Illinois supports slower vehicle speeds and pedestrian/bicyclist safety through design features such as reduced vehicle lanes, marked bike lanes, and high-visibility crosswalks. Source: Federal Highway Administration.

## Equitable enforcement is critical to achieving public safety goals


Law enforcement plays a role in reducing speeding and changing driver behavior, but in-person police enforcement presents equity challenges. Automated speed cameras, on the other hand, theoretically mitigate issues related to racial profiling and traffic stops escalating to violence; further study on equity impacts is needed. Cameras also effectively leverage the certainty of enforcement to motivate drivers to slow down, though there are equity concerns around fines. Any speed enforcement program should be paired with alternatives to fines to further advance equity and safety.



Learn more about CMAP’s work improving equity in transportation fees, fines, and fares at: [cmap.is/fees-fines-and-fares](https://cmap.is/fees-fines-and-fares)

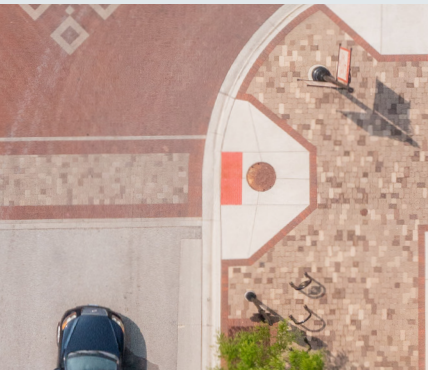


# Recommendations



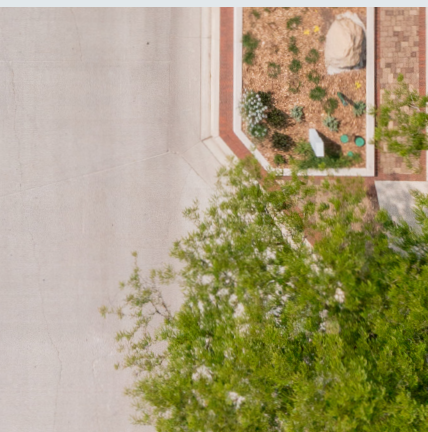
## Improve roadway design and capacity guidance to reduce speeding and exposure to safety risks

- Study and pilot new approaches to roadway capacity and design that reduce travel demand, encourage slower operating speeds, and support compliance with speed limits
- Improve existing design guidance and standards to support compliance with speed limits
- Increase funding for speed management projects by updating scoring metrics
- Improve project-level design guidance and local approaches to reduce speeding



## Reduce speed limits in urbanized areas where people walk, bike, and use transit

- Improve guidance to allow and encourage reduced speed limits
- Identify the most impactful changes to the motor vehicle code to support reduced speed limits
- Reduce the risks posed by larger and heavier vehicles
- Reduce speed limits by ordinance



## Support safe driving behavior with education and equitable enforcement

- Adopt the Safe System Approach
- Promote enforcement techniques that have been shown to improve driver behavior, reduce speeds proactively, and advance equity
- Improve the data needed to understand and address speeding
- Create a framework for a traffic safety culture that leverages education

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [cmap.illinois.gov](https://cmap.illinois.gov) for more information.

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607  

---

cmap.illinois.gov  
312-454-0400