

## 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*  
Tom Dailly  
Schaumburg

*Vice-President*  
Rodney Craig  
Hanover Park

*Secretary*  
Donna Johnson  
Libertyville

*Treasurer*  
John Lockerby  
Skokie

*Executive Director*  
Mark L. Fowler

## Northwest Municipal Conference

### Transportation Committee

#### Agenda

February 29, 2024

8:30 a.m.

### NWMC Offices and Video Conference

<https://us02web.zoom.us/j/85275123980>

Meeting ID: 852 7512 3980

Passcode: 961497

Dial by your location: (312) 626-6799

#### I. Call to Order

#### II. January 25, 2024 Meeting Minutes (Attachment A)

**Action Requested:** Approve Minutes

#### III. Agency Reports

- a. CMAP (Attachment B)
- b. Cook County Department of Transportation and Highways
- c. IDOT Highways
- d. IDOT Local Roads
- e. Illinois Tollway
- f. Metra
- g. Pace
- h. RTA (Attachment C)

#### IV. CMAP Plan of Action for Regional Transit (PART) Update

NWMC staff will present an update on the status of the CMAP Plan of Action for Regional Transit (PART).

**Action Requested:** Informational

#### V. Safe Travel for All Roadmap (STAR) (Attachment D)

CMAP staff will present on the [Safe Travel for All Roadmap \(STAR\)](#). STAR was created to address increasing numbers of roadway deaths, with an people cycling and walking representing an increasing number. STAR will provide a framework for safety research and programs within northeastern Illinois.

**Action Requested:** Informational/Discussion

#### VI. Safe Streets for All (SS4A) Demonstration Grants (Attachment E)

NWMC staff will share the federal Safe Streets for All (SS4A) grant program, which has opened for applications, with a focus on temporary street design demonstration projects. NWMC will share examples of the types of projects that could be implemented.

**Action Requested:** Informational/Discussion

**VII. Winter Weather Infrastructure Clearance Policies**

NWMC staff will initiate a discussion regarding regional winter weather clearance policies, and what member communities do to maintain transit, pedestrian, and bicyclist infrastructure access following severe weather events.

***Action Requested:*** Discussion

**VIII. Other Business**

**IX. Next Meeting**

The next meeting of the NWMC Transportation Committee is scheduled for Thursday, March 28 at 8:30 a.m. at the NWMC offices and via videoconference.

**X. Adjourn**

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**Northwest Municipal Conference  
Transportation Committee  
Minutes  
Thursday, January 25, 2024  
NWMC Offices and Video Conference**

**MEMBERS**

Antioch  
Arlington Heights  
Bannockburn  
Barrington  
Bartlett  
Buffalo Grove  
Deer Park  
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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*  
Tom Dailly  
Schaumburg  
  
*Vice-President*  
Rodney Craig  
Hanover Park  
  
*Secretary*  
Donna Johnson  
Libertyville  
  
*Treasurer*  
John Lockerby  
Skokie

*Executive Director*  
Mark L. Fowler

**Members Present**

Donna Johnson, Mayor, Libertyville, Co-Chair  
Heather Lis, Village Engineer, Barrington  
Kyle Johnson, Deputy Public Works Director/Village Engineer, Buffalo Grove  
Bob Benton, Trustee, Deerfield  
Eric Heiker, Civil Engineer, Des Plaines  
Dudley Onderdonk, Trustee, Glencoe  
Bill McLeod, Mayor, Hoffman Estates  
Terri Gens, Trustee, Mount Prospect  
Sean Dorsey, Director of Public Works, Mount Prospect  
Bob Israel, Trustee, Northbrook  
Lou Arrigoni, Senior Civil Engineer, Park Ridge  
Mayor Lara Sanoica, Rolling Meadows  
Brian Bieschke, Trustee, Schaumburg  
Samantha Maximillian, Senior Engineer, Skokie

**Others Present**

Mike Skibbe, Buffalo Grove  
Eric Schmidt, Elk Grove Village  
Jack Bielak, Northbrook  
Tim O'Brien, Niles  
Jose Rodriguez, IDOT  
Katie Herdus, IDOT  
Sanjay Joshi, Cook County Department of Transportation and Highways  
Steven Andrews, Pace Suburban Bus  
Katelyn Dote, Metra  
Kendra Johnson, RTA  
Joe Cwynar, Engineering Enterprises  
Tom Gill, Thomas Engineering Group  
Eric Czarnota, NWMC  
Brian Larson, NWMC

**I. Call to Order**

*Mayor Johnson called the meeting to order at 8:32 a.m.*

**II. November 30, 2023 Meeting Minutes**

*Mayor Sanoica moved approval of the November 30, 2023 minutes. Trustee Bieschke seconded the motion, which was unanimously approved.*

### III. Agency Reports

#### a. CMAP

The CMAP communications team was unable to attend because of a conflict but a written report was provided prior to the meeting.

#### b. Cook County Department of Transportation and Highways

Mr. Joshi reported that the Invest in Cook grant program was now open for applications. The County is hosting a virtual workshop regarding the Invest in Cook program and Community Development Block Grant program on January 31 for those interested in applying for the programs. Mr. Joshi also mentioned that CCDOTH would be developing reports on projects that will be shared at future meetings.

#### c. IDOT Highways

Ms. Herdus reported that little has changed on the current report. Ms. Herdus asked that any functional reclassification requests be sent to her and to make sure that all supporting documentation is signed.

#### d. IDOT Local Roads

No written report.

#### e. Illinois Tollway

No written report.

#### f. Metra

Ms. Dote reported on the new fare structure that Metra will implement on February 1. The changes include a slight increase in price; the discontinuation of the current 10 zone fares for four zones; and the replacement of the 10-ride ticket with a 5-pack day pass. She also highlighted the Access Pilot Program, the new passenger code of conduct, and ticket vending machines that are in the process of being installed.

Trustee Israel asked if there were any plans to remodel stations since the ticket offices will be closing. Ms. Dote said that there have been conversations regarding a few stations, but as every station has different ownership there's no blanket approach that Metra is using. She urged anyone interested in redeveloping the station space to reach out to Metra.

Trustee Bieschke said that while it had been reported that the ticket vending machines would accept cash and cards, the vending machine at Schaumburg is card only. Ms. Dote said that some stations would have two vending machines so it is possible that one would be card only but the second one would accept cash. She said that she would look into this and get back to the committee.

#### g. Pace

Mr. Andrews reported that Pace ridership is up 15% from last month and is currently at 70% pre pandemic levels. He also reported that ADA paratransit certified riders would be able to ride fixed route busses for free. He also mentioned a new on demand route that provides weekday On Demand service to the Arlington Heights - Rolling Meadows



area, roughly bounded by Euclid Avenue, Arlington Heights Road, I-90/Golf Road, and Highway 53.

**h. RTA**

Ms. Johnson reported the RTA budget was approved at their December meeting and thanked everyone who had participated in that process. She also mentioned that the [RTA had developed a social media toolkit that municipalities could use to inform their residents of the Access Pilot program](#) and would share that with staff to be distributed following the meeting.

**IV. CMAP Small Area traffic Forecasts Revisions**

Jose Rodriguez, CMAP, presented on recent updates and improvements to the modeling involved in localized traffic forecasting, and what these forecasts effect.

**V. CMAP Plan of Action for Regional Transit (PART) Update**

Mr. Czarnota informed the committee that staff would provide updates regarding the Plan of Action for Regional Transit as they came up. The only update at the moment was that the plan was submitted to the legislature on December 7.

**VI. CMAP Bylaw Proposals**

Mr. Larson provided an update on the proposed changes to the CMAP bylaws. The most notable changes related to virtual meeting options, expanded duties the executive committee could conduct on behalf of the board, and some other miscellaneous items related to emergency funding.

**VII. Other Business**

Mr. Czarnota asked the committee if anyone was experiencing any issues with the Illinois Works Apprenticeship program that required 10% of the workforce for state grant funded projects over \$500,000 to be apprentices. Up to this point, none of the attendees have had any issues.

**VIII. Next Meeting**

Mayor Johnson announced that the next meeting of the NWMC Transportation Committee is scheduled for Thursday, February 29 at 8:30 a.m. at the NWMC offices and via videoconference.

**IX. Adjourn**

*Trustee Israel moved to adjourn the meeting at 9:31 a.m. Mr. Arrigoni seconded the motion, which was unanimously approved.*

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## CMAP News

The CMAP office is open daily and [staff](#) have established hybrid work schedules. All CMAP committee meetings are held in-person, and a quorum of committee members must be physically present. CMAP continues to provide options for non-member attendees to participate in meetings virtually. Meeting materials, webinar links, minutes, and recordings can be found on [CMAP's Legistar page](#). For general questions, complete our [contact form](#). Subscribe to updates from CMAP on transportation, the economy, climate and more [here](#).

## Job Opportunities

CMAP is hiring for several full-time positions: a [GIS Specialist](#) in the Research, Analysis, and Programming division; a [Senior Accountant](#) and [Accounts Payable](#) in the Finance division; a [Planner](#) in the Planning division. Paid seasonal internships are currently open across all divisions and will remain open through **February 22**. Visit CMAP's [Careers page](#) to discover more job opportunities.

Additionally, the Kane County DOT is seeking a [Bicycle/Pedestrian Planner](#).

## Program Status Updates

### Surface Transportation Program

The [STP Project Selection Committee](#) last met on November 2, 2023. The committee is scheduled to meet next on **April 11, 2024**, at 9:30 am. [Meeting Materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors and an accounting of available, programmed, and obligated funds for the region were updated in February and are available on CMAP's [STP web page](#).

Staff Contact: [Kama Dobbs](#) (312-386-8710)

### Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction (CRP), and Transportation Alternatives (TAP-L)

The most recent [CMAQ Project Selection Committee](#) (PSC) meeting was held on February 15, 2024. The committee's next meeting is scheduled for **April 11, 2024**, at 11:00 am. [Meeting materials](#) are posted on CMAP's Legistar page one week in advance of the meetings. Information for submitting change requests for CMAQ, CRP, or TAP-L funded projects can be found on CMAP's [CMAQ web page](#).

Staff Contact: [Doug Ferguson](#) (312-386-8824)

### Safe Travel for All Roadmap (STAR)

CMAP's STAR program continues to work to improve regional travel safety with assistance, resources and policy development. CMAP's Speed management paper is in the final stages of review to share with partners and the public. Our *Safe Streets and Roads for All* Regional Safety Action Plan program is starting, with six county-led safety action plans across the region. Staff initiated the contract process with six vendors; Kane, McHenry, and DuPage have executed contracts and kick off meetings scheduled or completed. The Regional Equity and Engagement consultant will be notified once the three remaining contracts are executed.

Technical assistance work also includes:

- Glendale Heights Bicycle and Pedestrian Plan (Draft plan development phase)
- Round Lake Beach Bicycle and Pedestrian Plan (Recommendations phase)

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- Alsip Bicycle and Pedestrian Plan (existing conditions phase)
- Richmond Bicycle and Pedestrian Plan (initiation phase)
- West Cook Bicycle and Pedestrian Plan (initiation phase)
- Greater Ashburn Safety Action Plan (anticipated start early February)

Staff Contact: [Lindsay Bayley](#) (312-386-8826)

## CMAP News, Products, and Data

### Improving Accessibility in the Region

CMAP has launched a program to help communities in northeastern Illinois improve accessibility for their residents and visitors with disabilities. This [CMAP webpage](#) provides communities and partners with essential information about improving accessibility and complying with the Americans with Disabilities Act. Sign-up to receive the Accessible Communities newsletter by updating your subscriber preferences [here](#).

CMAP also conducts a series of free ADA trainings, which cover ADA and Title II requirements, completing a self-evaluation, the role of an ADA coordinator, and developing a transition plan. Training slides and recordings from previous sessions are available on the [CMAP website](#). Registration is now open for spring [2024 ADA trainings](#), which will cover the following topics:

#### Public Right-of-Way Accessibility Guidelines (PROWAG)

*Tuesday, March 5, 9:00 a.m. to 1:00 p.m. (PROWAG I)*

*Wednesday, March 6, 9:00 a.m. to 1:00 p.m. (PROWAG II)*

#### The ADA and Title II of the ADA

*Tuesday, March 12, 9:00 a.m. to 1:00 p.m.*

#### ADA self-evaluation and design standards

*Monday, April 15, 9:00 a.m. to 1:00 p.m.*

#### ADA transition plans

*Tuesday April 16, 9:00 a.m. to 1:00 p.m.*

#### Public Right-of-Way Accessibility Guidelines (PROWAG)

*Wednesday, May 1, 9:00 a.m. to 12:15 p.m. (PROWAG I), 1:15 p.m. to 4:00 p.m. (PROGWAG II)*

#### Illinois Accessibility Code

*Thursday, May 2, 9:00 a.m. to 11:30 a.m.*

Additionally, the U.S. Access Board has released a [series of videos](#) on PROWAG. These videos review the accessibility requirements to make sidewalks, crosswalks, shared use paths, on-street parking, and other pedestrian facilities accessible to people with disabilities.

### 2024 northeastern Illinois priority transportation investments

CMAP recently released [Northeastern Illinois Priority Investments](#), a blueprint documenting the highest-priority projects across the region for 2024. It reflects collaboration between CMAP and our partners at the Illinois Department of Transportation, the Chicago Department of Transportation, the Regional

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Transportation Authority (RTA), the Chicago Transit Authority (CTA), Metra, Pace, the region's seven counties, and the CREATE Program partners.

Our region has a vision, reflected in [ON TO 2050](#), the long-range plan for northeastern Illinois. As a legacy transportation system, implementers are working to maintain historic infrastructure while meeting current challenges with innovative and sustainable solutions. The projects described in this booklet reflect efforts to improve the lives of those who live, work, travel, and conduct business in northeastern Illinois. Additional [online resources](#) to provide communities and partners with the essential information they need to know about IJJA and its benefits to the region are also available.

### **Plan of Action for Regional Transit (PART)**

At the direction of the CMAP Board and MPO Policy Committee, CMAP delivered the PART report to the Governor and Illinois General Assembly. The final PART report can be found, [here](#) and a recording of the PART launch event can be found [here](#).

Next steps? The 132-page report includes legislative options that the agency will distill for state legislators to guide their work for a responsive and sustainable public transit system for northeastern Illinois. CMAP will also share that legislative guide with county and municipal officials. CMAP will continue to provide updates about legislative initiatives related to the PART report and the future of public transit in northeastern Illinois. Please contact [Jane Grover](#) if you would like a briefing on the PART report.

### **Proposed FY2025 budget and work plan**

Every day, CMAP serves our region in an effort to make northeastern Illinois a stronger, more resilient place to live. Our work is strategically planned in the region's long-range plan and in its annual budget and work plan. The CMAP Board recently approved the [proposed FY2025 Budget and Work Plan](#) for the next fiscal year starting July 1, 2024.

[Watch this 7-minute video](#) that highlights our work to strengthen the region's transportation system, economy, and resiliency to climate impacts. In addition, read our informative budget document to understand who we are, what we do, how we serve the region, where the money comes from and where it goes, our governance structure, and more.

### **Explore the CMAP Data Hub**

CMAP's [Data Hub](#) provides vetted and trustworthy information about northeastern Illinois so local governments, community organizations, academic researchers, businesses, and more can learn and make informed decisions about their communities. The Data Hub allows you to search or browse by categories and tags. You can find tables or shapefiles for transit routes and stops, greenhouse gas emissions, economically disconnected and disinvested areas, bikeway inventory system, and more!

### **Public Participation Plan**

CMAP's Metropolitan Planning Organization Policy Committee approved a new [public participation plan](#) for the agency at its January meeting. CMAP creates a public participation plan every four years to inform regional stakeholders about opportunities to guide the agency's work and to commit to best practices for proactive, meaningful, and inclusive public engagement. The public participation plan guides CMAP's proactive engagement of the residents and stakeholders of northeastern Illinois and

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provides residents with guidance on participating in regional policy development and decision-making processes.

### **2023 Community Data Snapshots**

Updated CMAP [Community Data Snapshots](#) are now available. The annual snapshots provide data-driven profiles for every county, municipality, and Chicago Community Area (CCA) in our region. The snapshots include updated demographic, socioeconomic, and employment data from the American Community Survey (ACS) datasets, updated land use summaries using data from the [Land Use Inventory](#), and updated estimated vehicle miles traveled per household. Staff has also created a [toolkit](#) to help communities share this information.

### **2023 CMAP Annual Report**

The [Annual Report](#) highlights progress toward our region's shared vision and ON TO 2050 goals to make northeastern Illinois a stronger, more resilient place to live. In the past year, our region has made great strides toward our shared transportation, climate, and economic goals. These 2023 successes spotlight a strong, thriving, and resilient northeastern Illinois. We will share the report with the Illinois General Assembly and other key stakeholders. Copies will be made available for communities to distribute to their constituencies.

### **From Our Partners**

#### **IDOT BLRS Circular Letter 2024-04 Phase I Engineering Forms Update**

On February 13, IDOT BLRS issued [Circular Letter 2024-04](#) outlining changes to a number of phase 1 engineering forms. These forms are effective immediately and are required for all new projects initiated after March 1, 2024. See the CL for details and always remember to download current forms from IDOT's [website](#) before submitting!

#### **IDOT BLRS Circular Letter 2024-05 QBS Threshold Limit Adjustment**

On February 16, IDOT BLRS issued [Circular Letter 2024-05](#), amending the Qualified Based Selection (QBS) threshold value for procurement of engineering and professional services from \$40,000 to \$49,011 in Chapter 5 of the BLRS Manual, effective immediately.

#### **Regional transit ridership reached post-pandemic highs in 2023**

Ridership across the Chicago region's transit system continued to increase throughout 2023, according to the latest data from the CTA, Metra, and Pace. The region's fixed route system finished out the year with a total of 326.6 million rides, marking the first time since the pandemic that ridership was above 300 million. Adding 45 million rides over 2022 represents an increase that is equal to the annual transit ridership of Dallas. Read how ridership has changed in the [RTA Connections Blog](#).

#### **Pace's first electric bus enters service**

On Friday, January 19, Pace Suburban Bus debuted its inaugural battery-electric bus. The state-of-the-art GILLIG bus is now operational on [Route 381 95th Street](#) serving riders in the southwest suburbs, including Evergreen Park, Oak Lawn, Chicago Ridge, Bridgeview, Hickory Hills, and Palos Hills, and providing connections between the CTA Red Line and Moraine Valley College.

Pace, with its commitment to environmental stewardship as a key priority of the agency's [Driving Innovation](#) strategic vision plan, is actively working to reduce its carbon footprint and enhance air

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quality. Pace's ambitious initiative, [Project Zero](#), aims to convert its entire fleet of over 700 buses to zero-emission vehicles by 2040.

### **IDOT 2022 Pavement and Structure Data**

Pavement and structure condition data, collected in 2022, is available on the IDOT website [here](#). At the bottom of the page, you can download a zip file, which contains Excel and GIS layer packages containing the data.

### **2022 Statewide Crash Data**

On June 20, 2023, IDOT released [Circular Letter 2023-18](#) regarding the 2022 statewide crash data and safety portal. The information can be accessed by logging into [IDOT's Safety Portal](#), which provides access to search and retrieve individual crash reports, view the location of a crash on a map, access the full 10-year retention period for historical and trend analysis purposes of sites and crashes, and generate standardized summary reports of crash data based on various input parameters. Additional crash data may be requested by contacting the Bureau of Data Collection at [DOT.DTS.DataRequests@illinois.gov](mailto:DOT.DTS.DataRequests@illinois.gov). Additionally, the 2021 Illinois [Crash Facts and Statistics Publications](#) are also available on the IDOT website.

### **Bicycle Facility Inventory System**

IDOT has launched the [Bicycle Facility Inventory System](#). Users have access to add new facilities, update existing facilities, and mark facilities as decommissioned. A recording of the April 5th [webinar](#) which demonstrates how to use the system is available. For questions and additional information please email: [DOT.BikePed@Illinois.gov](mailto:DOT.BikePed@Illinois.gov).

### **Vulnerable Road User Safety Assessment (VRUSA)**

IDOT is excited to announce that the [Vulnerable Road User Safety Assessment \(VRUSA\)](#) has been completed and is now available for download and use. The VRUSA contains the Department's efforts to help stakeholders identify programs and projects to address vulnerable road user safety through stakeholders' engagement and data analysis. It also outlines safety strategies based on the safe system approach with a profound consideration for equity principles. It is our intention for this document to be an important tool for stakeholders to continue to address the needs of VRU's in their communities.

In the coming months IDOT will be developing tools that can assist our various partners with identification of safety trends and effective countermeasures to increase VRU safety. The final document, recordings to the webinars, and more information can be found at the VRU webpage, the most current information will be posted [here](#).

## **Funding Opportunities**

### **CMAP 2024 technical assistance call for projects opens February 26**

Mark your calendars! CMAP and the RTA are partnering to host this year's call for projects to receive planning support to make roads safer, increase accessibility, and improve connections for all users. The online application covers the different program offerings and asks interested applicants a series of questions to identify their project goals and strategies. Communities will be able to submit applications beginning Monday, February 26, until noon Friday, March 22. For questions about the application process, please email [applications@cmmap.illinois.gov](mailto:applications@cmmap.illinois.gov).

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The planning assistance opportunities offered through the call are meant to support communities as they continue to collaborate, innovate, and plan for a more prosperous future post-pandemic. Communities selected for projects will have opportunities to strengthen planning capacity, cultivate innovative transportation approaches, and better prepare for the many funding opportunities available under the IIJA. Visit the [call for projects web page](#) to learn more about last year's call, and what you might expect this year.

### **Federal Safe Streets and Roads for All grant application opening soon**

The U.S. Department of Transportation (USDOT) anticipates opening applications for the next round of [Safe Streets and Roads for All \(SS4A\)](#) grant funding in February. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries, including CMAP's [Safe Travel for All Roadmap](#).

Need help understanding USDOT grants?

- USDOT offers resources for applicants including the [DOT Navigator](#) and [Project Readiness Checklist](#).
- [Local Infrastructure Hub](#) offers courses to help small and mid-sized cities develop competitive infrastructure grant applications, including a [Grant Application Bootcamp](#) for SS4A.

### **FHWA Announces \$9.7 Billion in Available Funding for Bridge Investment Program**

On December 20, 2023, FHWA [announced](#) the availability of \$9.7 billion in funding through the Bridge Investment Program. FHWA is soliciting applications for "Planning" grants for planning, feasibility analyses, and revenue forecasting associated with the development of a project, and "Bridge Project" grants for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less. The application deadline is **March 19, 2024**. More information is available on FHWA's [BIP funding webpage](#), and applications can be submitted at [grants.gov](#).

### **Cook County Announces Invest in Cook and Community Development Block Grant Applications**

Applications are officially open for the Department of Transportation and Highways (DoTH) [Invest in Cook grant program](#) to assist communities with transportation infrastructure improvements. If you have any questions, are interested in finding out if Invest in Cook is a good fit for a potential project or need help applying, please email [InvestinCook.CC@cookcountyil.gov](mailto:InvestinCook.CC@cookcountyil.gov).

In conjunction, the Bureau of Economic Development (BED) is also accepting [Community Development Block Grant \(CDBG\)](#) applications to support economic development in the County through capital improvement, public service and Emergency Solution Grant (ESG) programs. If you have any questions, please email [info.edev@cookcountyil.gov](mailto:info.edev@cookcountyil.gov).

The application deadline for all grant opportunities is **Friday, March 22 at 5 p.m.**

## **Training Opportunities**

### **FHWA Learning Management System**

FHWA's National Highway Institute launched its [Blackboard Learning Management System \(LMS\)](#) to provide a more interactive and user-friendly platform, offering easier access to course information, simplified course registration, transcript viewing, and online management of profile information and passwords.

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**IDOT BLRS 2024 MFT Eligibility and Spending Process T2 Training**

IDOT's T2 Center has announced that a new, informative 2024 MFT [training](#) is now available for live access. For more information on how to navigate this training, along with 35+ additional trainings offered by T2 Center, please reference the [Getting Started Guide](#). New users will need to contact [Barry.Kent@illinois.gov](mailto:Barry.Kent@illinois.gov) for credentials.

**USDOT climate change center 2024 webinar series**

The [USDOT Climate Change Center](#) is hosting a webinar series on climate change and transportation topics, ranging from greenhouse gas reduction strategies to climate resilience activities to research and technology advancements. Register for all webinars below and learn more about the USDOT Climate Change Center.



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## **Federally-Funded Project Implementation and Active Program Management Reminders – February/March 2024**

- 2/20/2024: TIP changes due (April 2024 letting and other changes)
- 2/23/2024: Pre-final plans due for projects targeting the August 2024 state letting
- 3/4/2024: Final agreements due for projects targeting the April 2024 state letting  
Final plans and draft agreements due for projects targeting June 2024 state letting
- 3/13/2024: Final ROW certification must be completed for projects targeting April 2024 state letting
- 3/26/2024: Conformity changes due (for MPO Policy Committee approval in June 2024)
- 3/28/2024: CMAQ, TAP-L, and CRP change requests due for the April 11, 2024, PSC meeting

###

This information is compiled from these official sources:

- IDOT Bureau of Local Roads and Streets Region One Letting Schedule (latest version available from IDOT District 1 BLRS staff)
- CMAP's TIP Due Dates and Master Transportation Schedule (latest version posted [here](#))
- [STP Active Program Management Policies](#)
- CMAP's call for projects [web page](#) (Refreshed prior to each call)
- CMAP's [CMAQ and TAP-L Program Management and Resources web page](#)

***If there are any discrepancies in dates, the dates listed on the official sources above should be used. Consult with your planning liaison to resolve any questions or concerns.***




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## Local Government Update

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175 W Jackson Blvd  
Suite 1550  
Chicago, IL 60604  
312 913 3200  
[rtachicago.org](http://rtachicago.org)

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## February 2024 Update

### Regional transit ridership increased in 2023

Ridership across Chicago's transit system increased by 16 percent in 2023 according to the latest data from CTA, Metra, and Pace, continuing the system's strong ridership growth since 2020. The system finished out the year with a total of 326.6 million rides, marking the first time since the pandemic that ridership broke 300 million. All three transit operators have worked to adapt their service to meet the changing needs of riders in 2023, one of the action items from the RTA's regional transit strategic plan, *Transit is the Answer*. More information and data on ridership can be found on RTA's [Connections Blog](#).

### Metra Access pilot program expands reduced fares to people experiencing low income

The Access Pilot Program is now open, offering [reduced Metra fares to residents of the Chicago region](#) enrolled in the Supplemental Nutritional Assistance Program, or SNAP. This 18-month pilot program is available to all SNAP recipient household members living within the six-county region. Eligible households are able to apply at [fares.rtachicago.org](http://fares.rtachicago.org). The pilot discount is not offered with other regional fare products and cannot be combined with other free or reduced fare discounts, student pricing, or group tickets. The RTA is seeking funding to support the pilot and expand it to include CTA and Pace, who are eager to join.

### RTA to host Safety & Security Summit on Feb. 27

RTA, CTA, Metra, and Pace will be joined by leaders from peer systems and health, police, and social services departments to host a Public Transit Safety and Security Summit on Tuesday, February 27 from noon to 5 p.m.. The half-day workshop will feature panel discussions and breakout groups diving into key rider issues related to personal safety and the event will explore holistic solutions. Portions of the program will be livestreamed, and a link will be made public leading up to the event. If you are interested in participating in the summit, please contact [kyle.whitehead@rtachicago.org](mailto:kyle.whitehead@rtachicago.org).



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### **Local Government Update**

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175 W Jackson Blvd  
Suite 1550  
Chicago, IL 60604  
312 913 3200  
rtachicago.org

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### **Community Planning Program call for projects opens soon**

The RTA [Community Planning program](#) provides funding and technical assistance to local governments to help foster the growth of sustainable, equitable, walkable, and transit-friendly communities. Projects funded by the program include transit-oriented development planning, transit corridor planning, neighborhood mobility hub and mobility improvement, curb management studies, special financing districts, engagement with developers, and zoning code updates. The next call for projects will open on February 26. More details, including the application and instructions will be available on the RTA's [Community Planning website](#) once the application process is open.



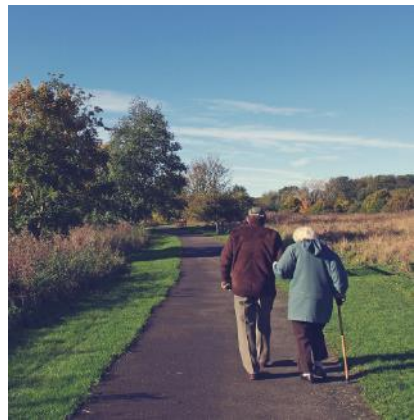
Chicago Metropolitan  
Agency for Planning

# Safe Travel for All Roadmap & speed management

**Lindsay Bayley**

Program Lead, Safe and Complete Streets

@cmapillinois |    



The logo for the STAR Safe Travel for All Roadmap is displayed on a green-to-blue gradient background. The word "STAR" is in large, white, bold, sans-serif capital letters. The letter 'S' contains a white graphic of a winding road with dashed lines. The letter 'T' contains a white graphic of a bicycle. The letter 'A' contains a white graphic of a road sign that reads "ONLY BUS". The letter 'R' contains a white graphic of a crosswalk with white stripes. Below the word "STAR" is the text "Safe Travel for All Roadmap" in a smaller, white, sans-serif font.

# STAR

Safe Travel for All Roadmap

A five-year effort to improve traffic safety in the region through innovative data analysis, compelling policy recommendations and local collaborative planning and project implementation

# Safe Streets and Roads for All: Planning grant

- **\$4.87M for a regional safety plan**
- **Justice 40 program**
- **County-wide safety action plans based on a regional framework**
- **DuPage, Kane, and McHenry have started; Will, Lake, Cook coming soon**







Chicago Metropolitan  
Agency for Planning

# Setting the stage with safety data

ATTACHMENT D

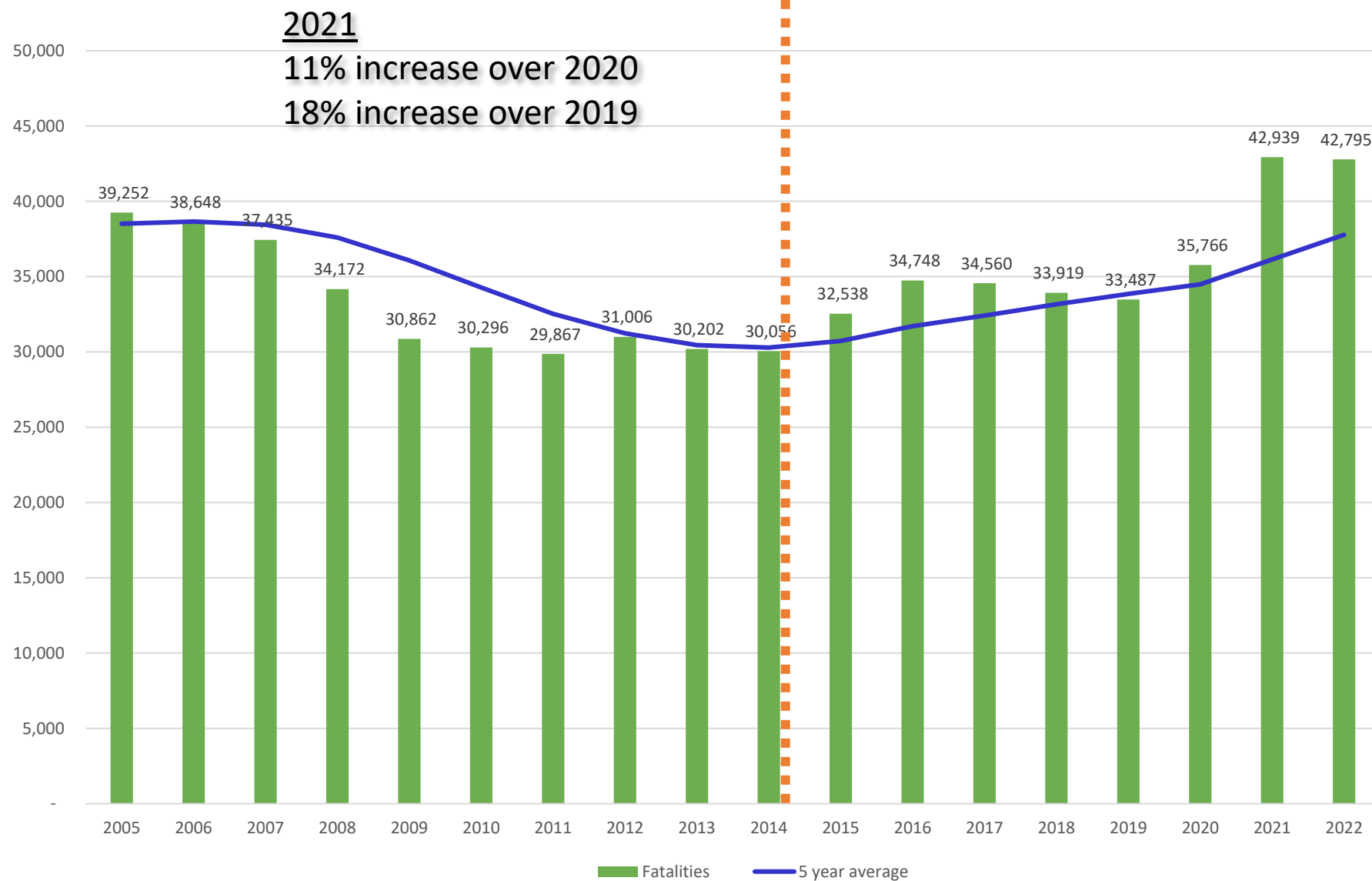


# Traffic fatalities

Nationwide  
2010–2021



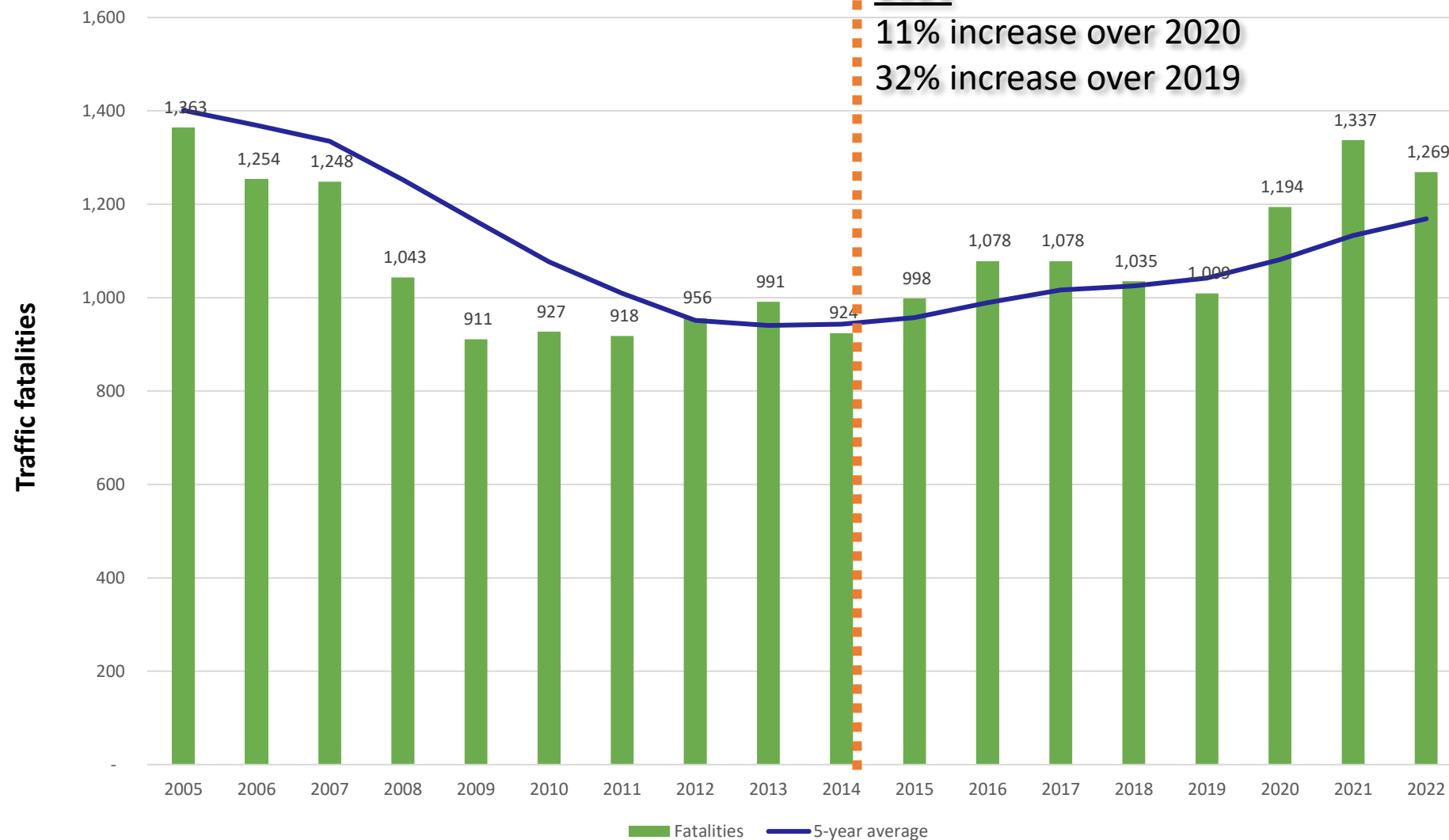
Traffic fatalities





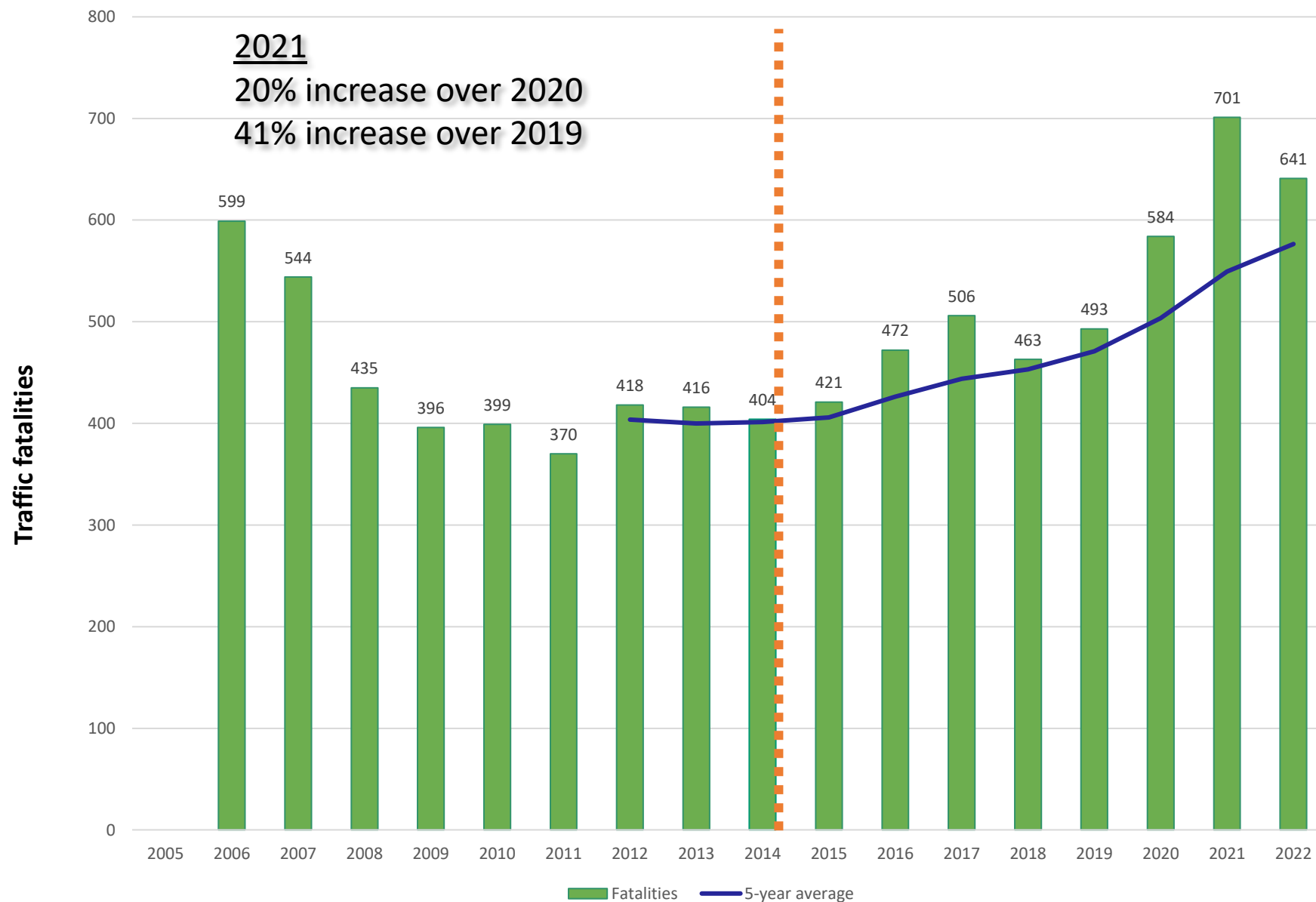
# Traffic fatalities

Illinois  
2010–2021



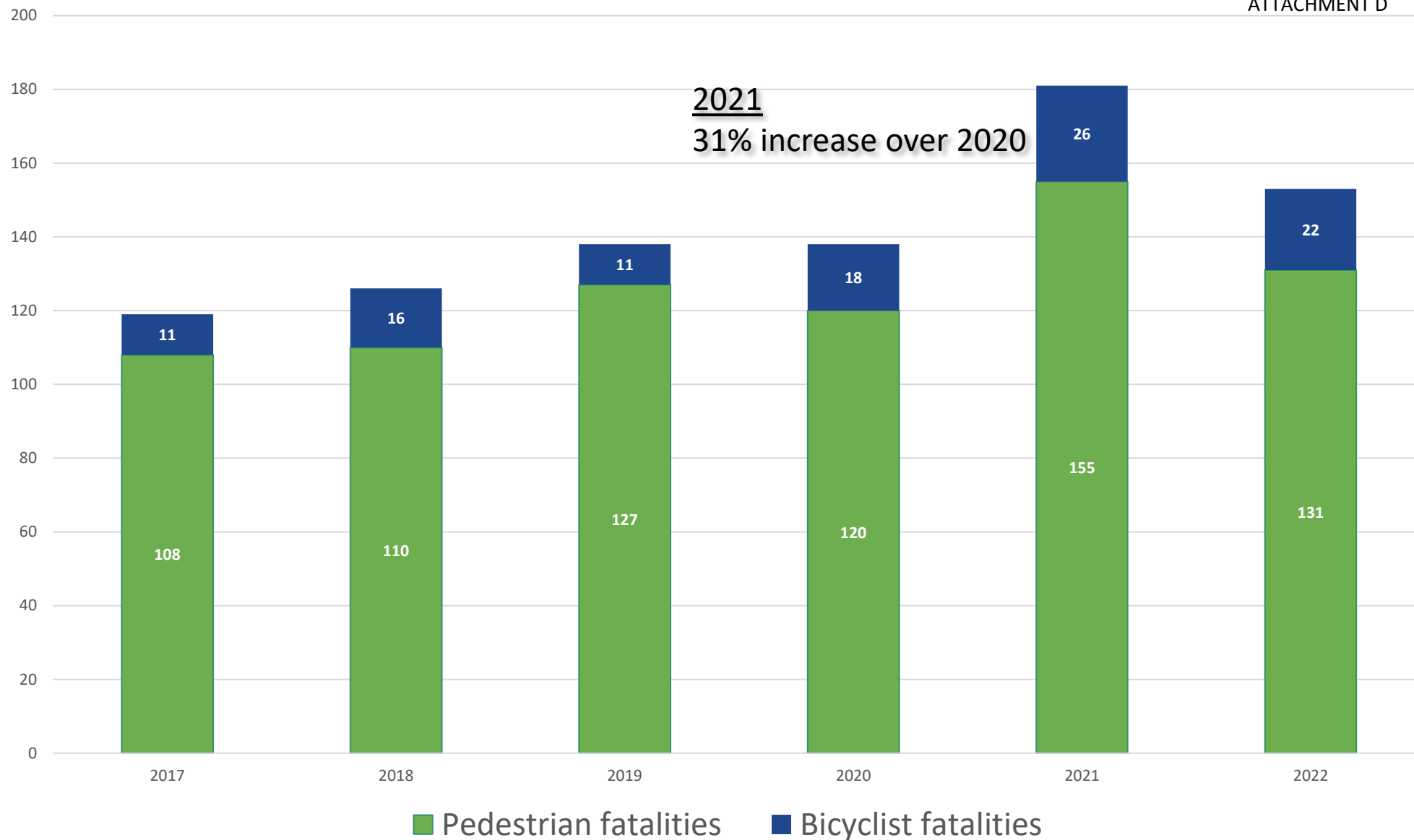
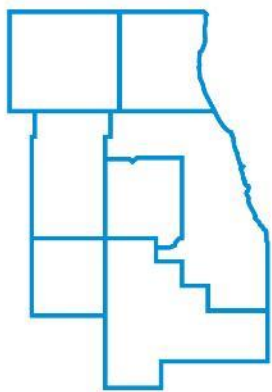
# Traffic Fatalities

CMAP region  
2010–2021



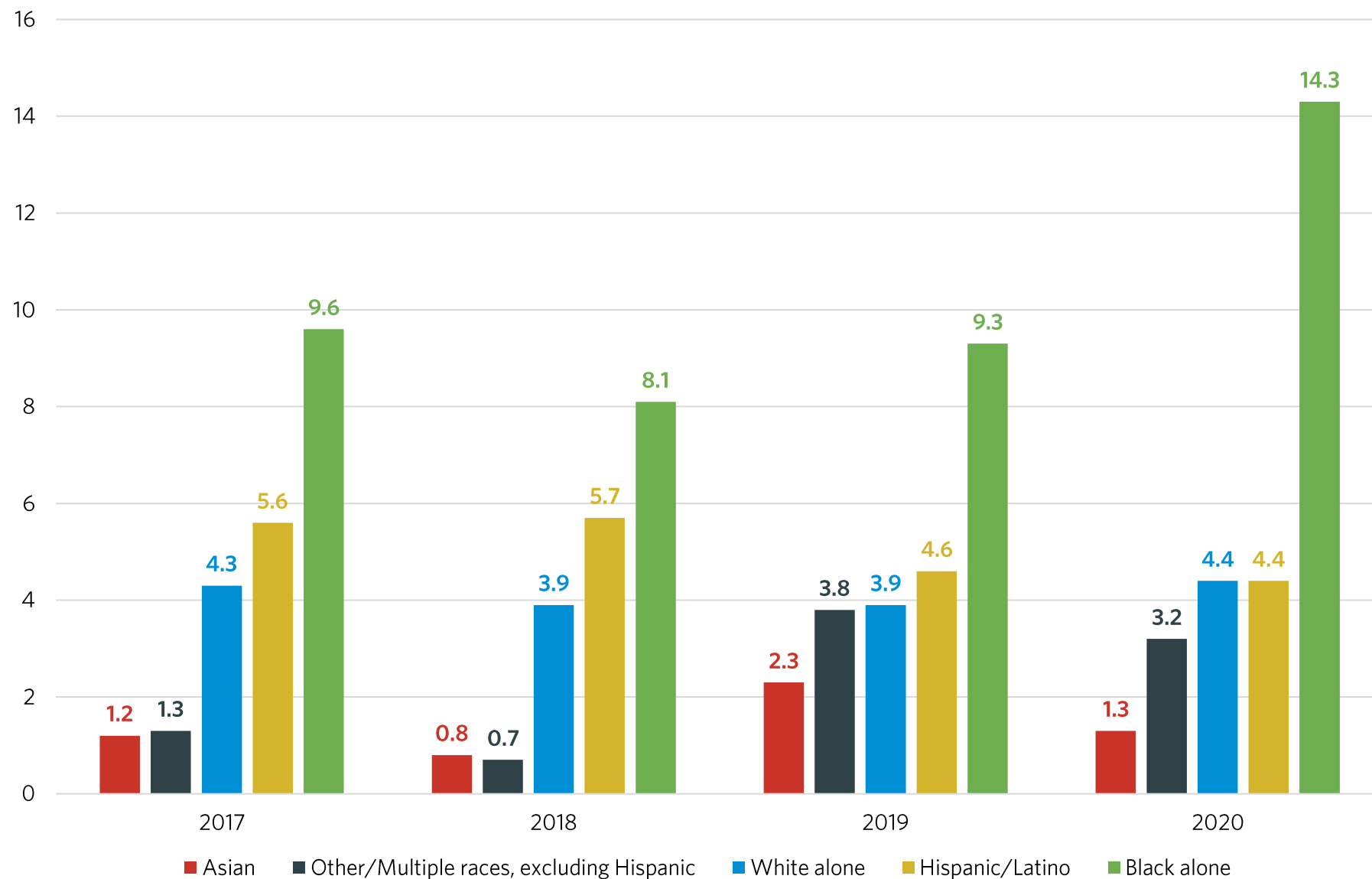
# Pedestrian and bicyclist fatalities

CMAP region  
2017–2021



# Traffic fatality rates by race, 5-year average

CMAP region  
2015–2019



Note: Fatalities that did not have race information by year 2019: 23; 2018: 1; 2017: 1; 2016: 5; in 2015: 3.

# Traffic deaths as public health risk; global comparison

ATTACHMENT D

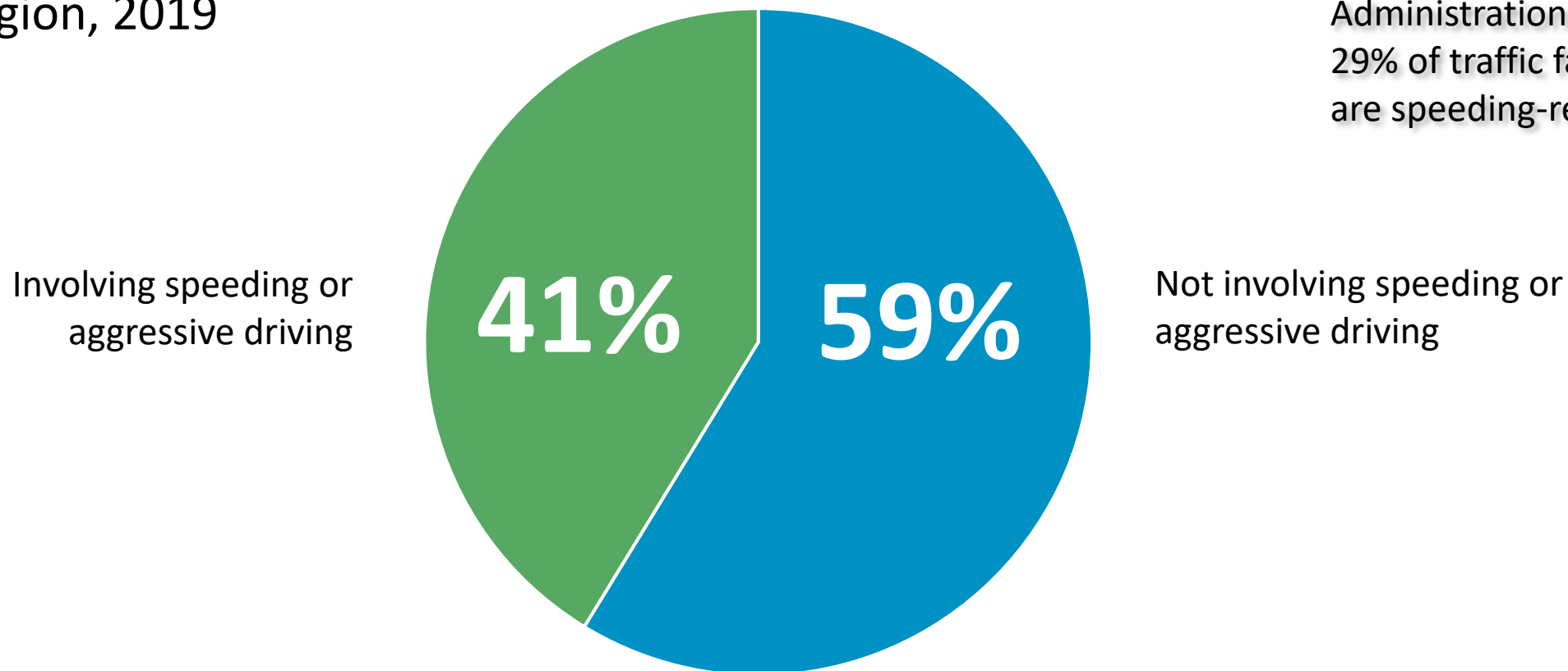
Country	Fatality rate per 100,000 inhabitants
United States	12.4
Canada	5.8
Australia	5.6
Japan	4.1
United Kingdom	3.1
Sweden	2.8
Fatality rates based on 2016 data in the Global status report on road safety, World Health Organization	

# Speeding is a deadly epidemic



## Share of fatal and serious injuries involving speeding or aggressive driving

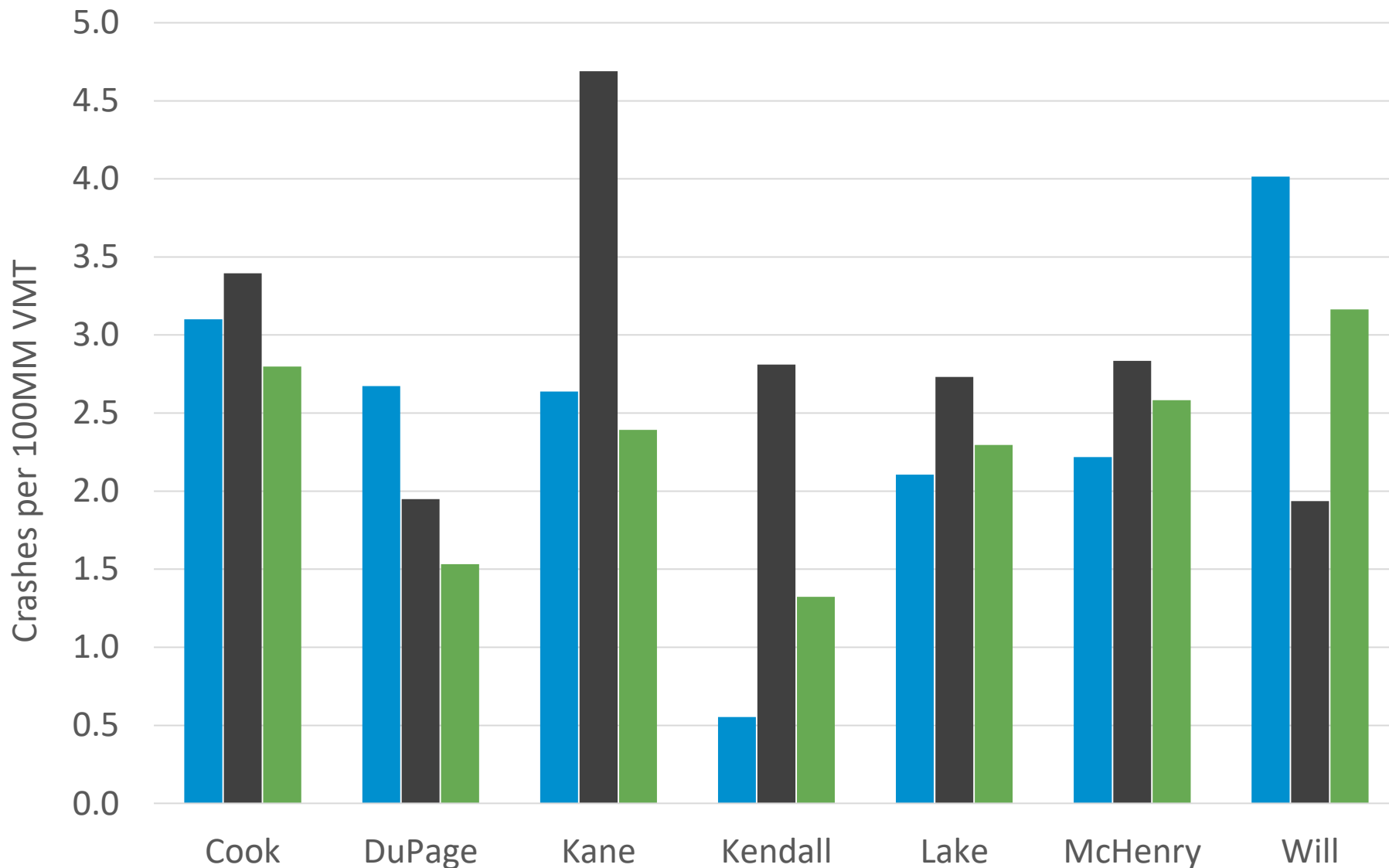
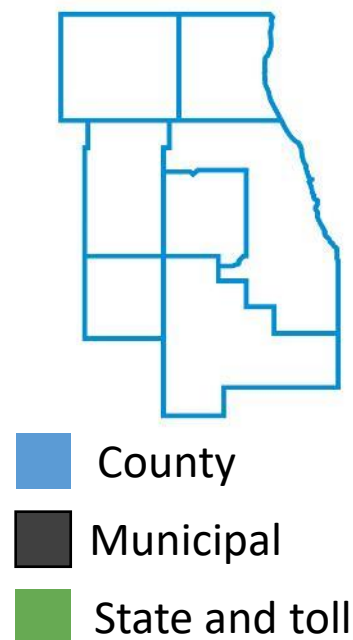
CMAP region, 2019



Nationally, the National Highway Traffic Safety Administration reports 29% of traffic fatalities are speeding-related

# Fatal and serious injury rates for speeding-related crashes by county and road jurisdiction

CMAP region, 2019



Total municipal VMT for the region is approximately half with a functional class of "local roads" and the other half arterials and collectors.

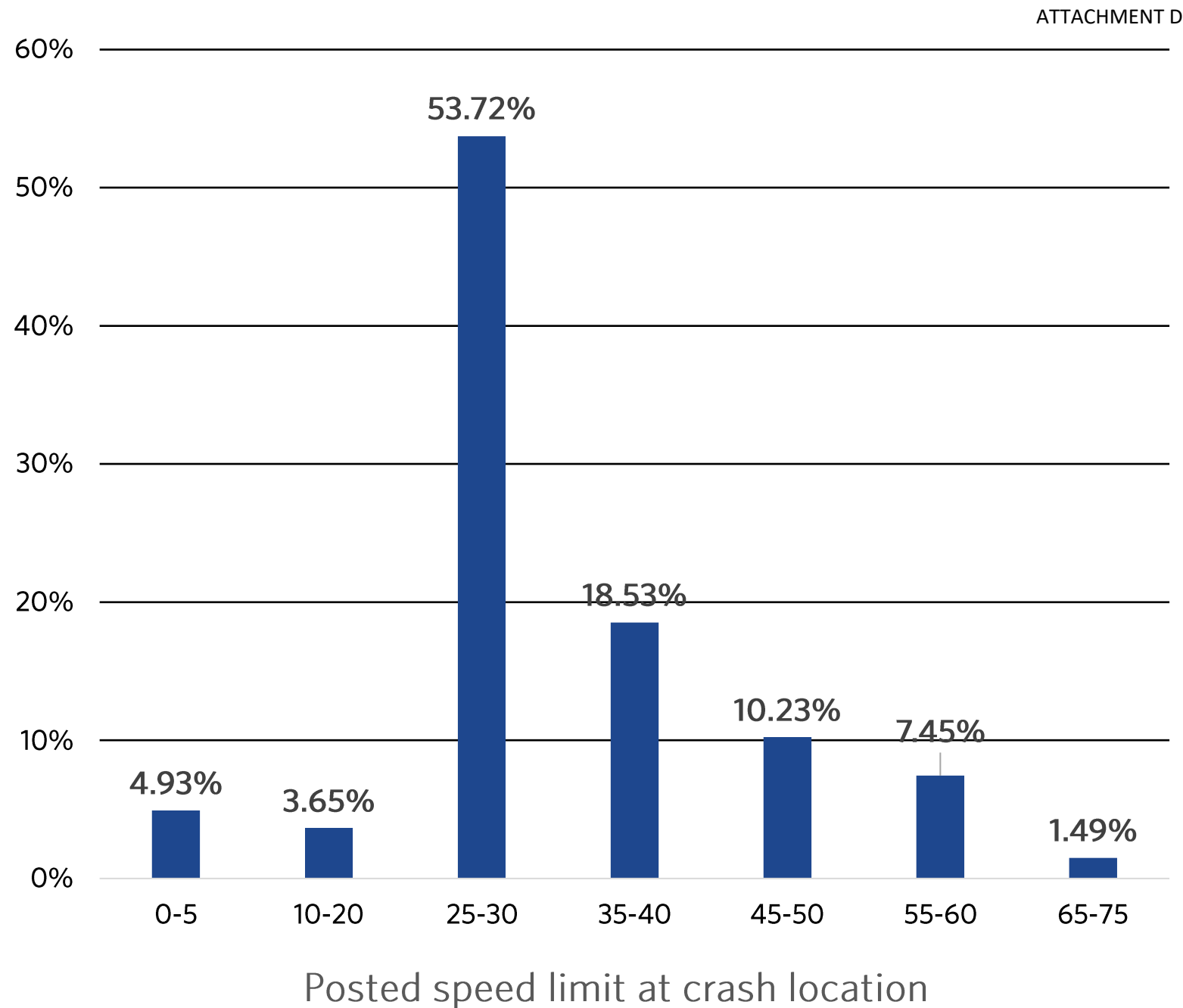
Share of VMT on arterials and collectors varies within each county.

Source: CMAP analysis of Illinois Department of Transportation and HERE Technologies data



# Share of crashes in northeastern Illinois resulting in fatalities or serious injuries by speed limit

Source: CMAP analysis of IDOT crash data

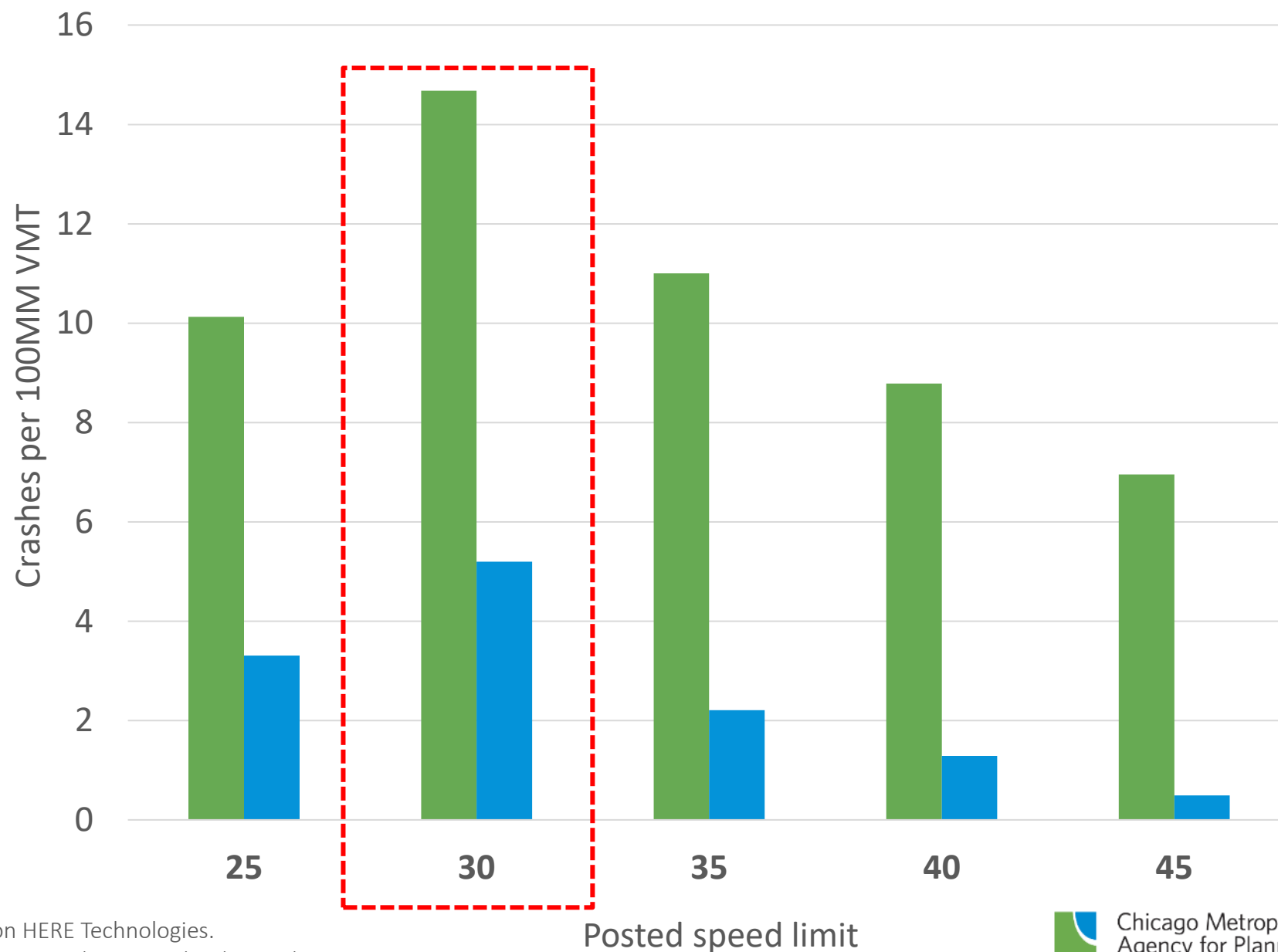


# Fatal and serious injury rate by travel mode and posted speed limit (crashes per 100 million miles of vehicle travel)

CMAP region, 2015–2020

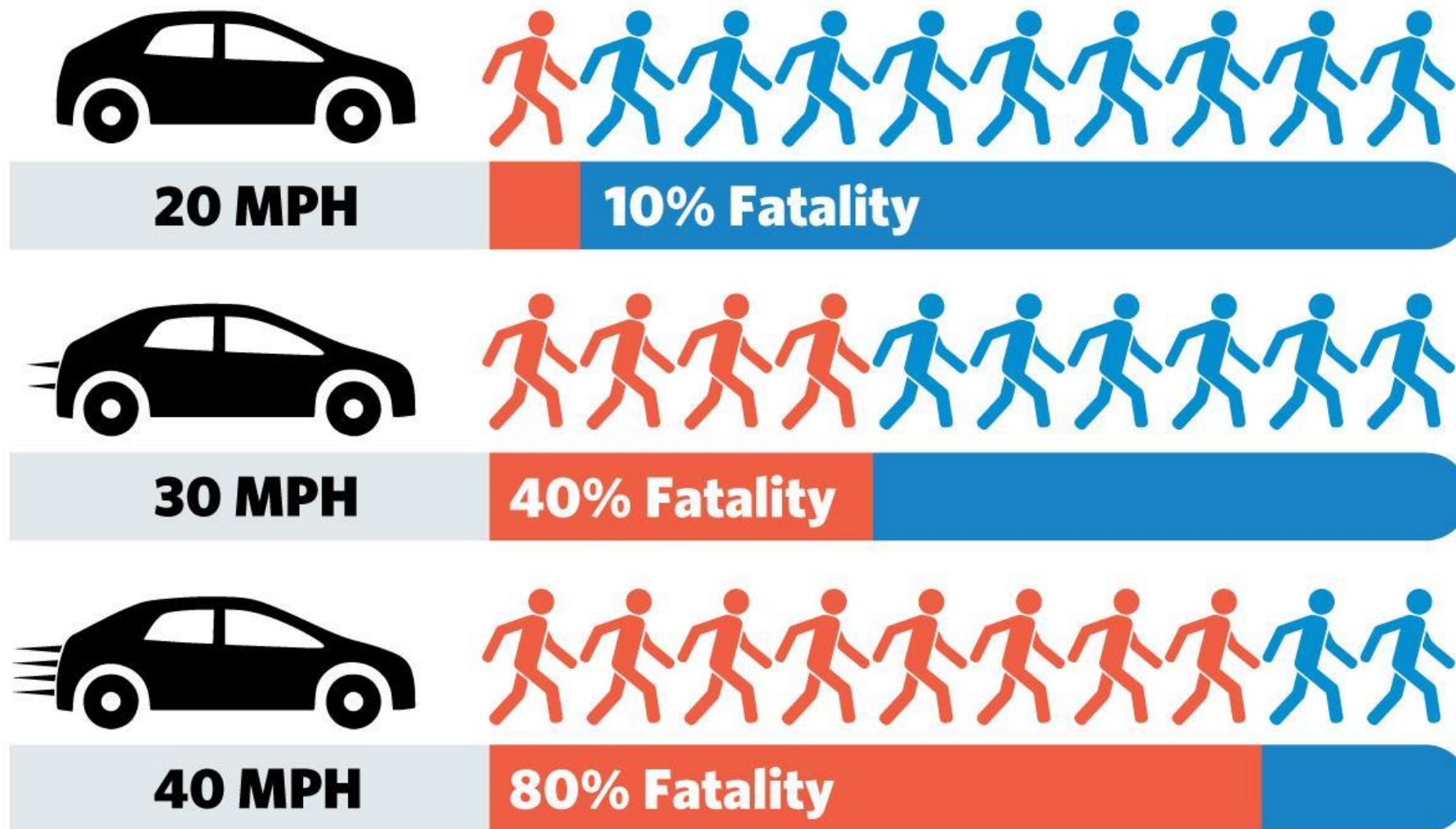
Vehicle

Cyclist and pedestrian



Estimated annual VMT in sample. Speed limit data based on HERE Technologies.  
Source: CMAP analysis of Illinois Department of Transportation and HERE Technologies data

If hit by a  
car traveling:



Source: U.S. Department of Transportation











# Speed decreases a driver's field of vision

ATTACHMENT D

Field of vision at **15 MPH**



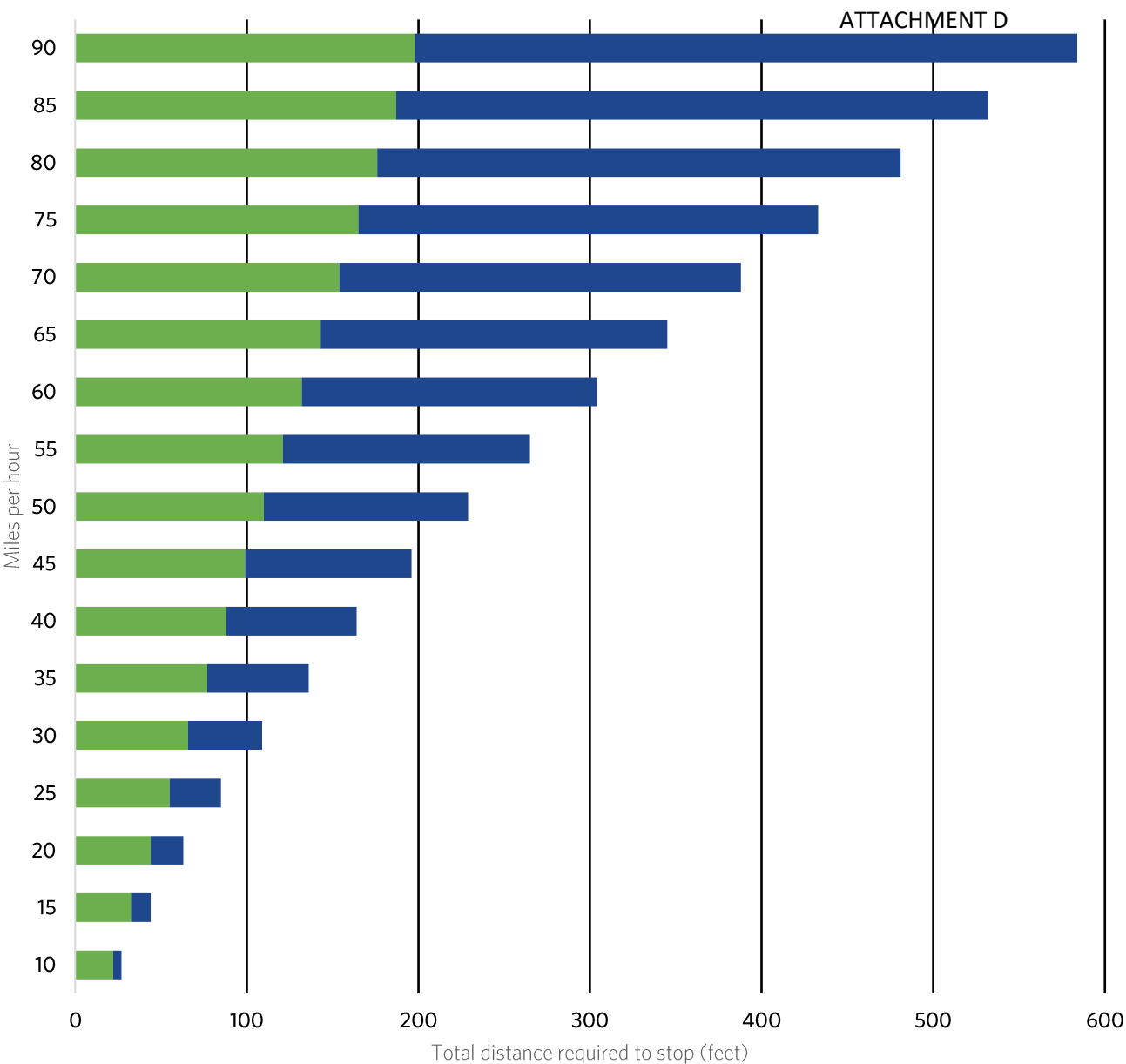
Field of vision at **30 to 40 MPH**



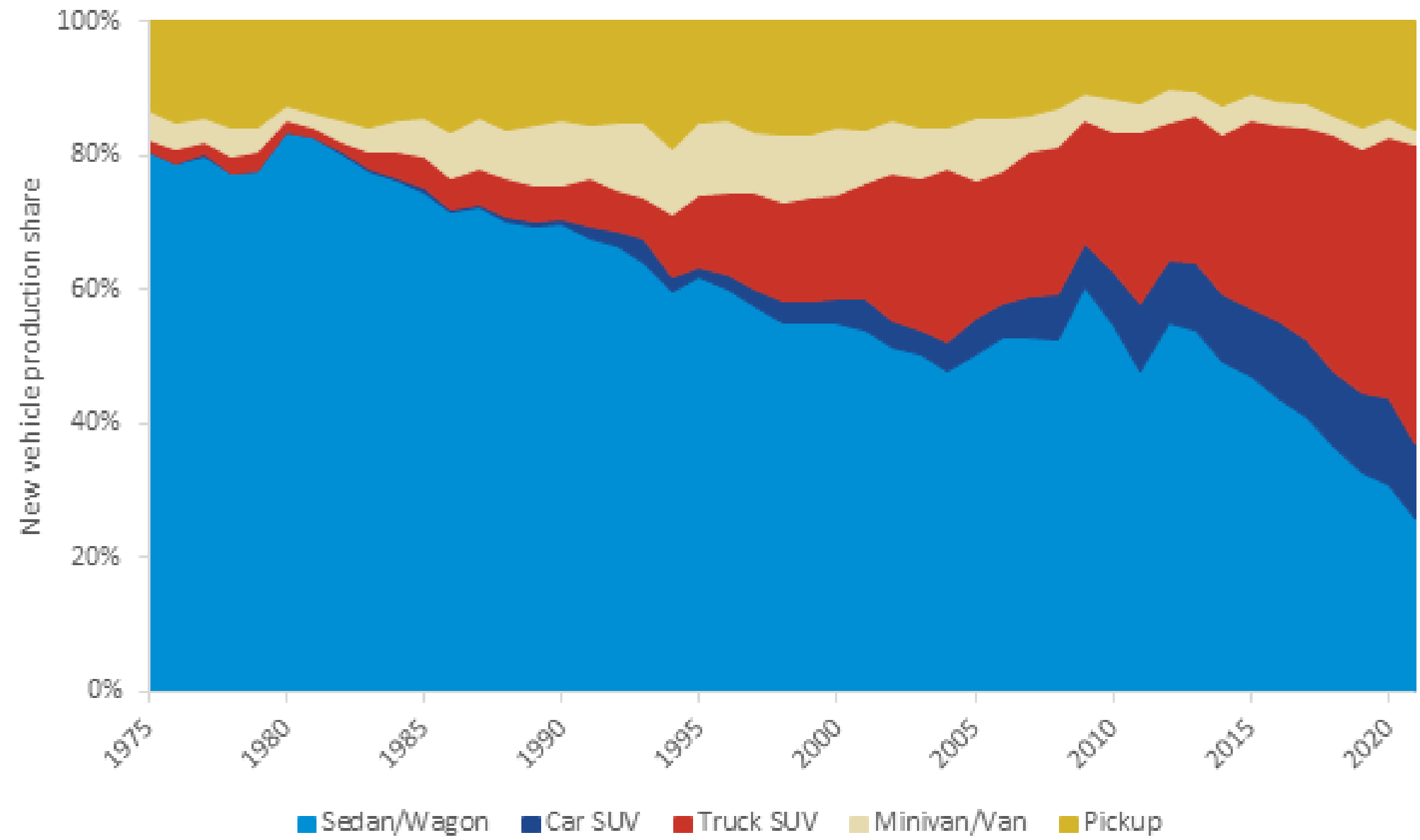
Higher speeds increase the distance required for a driver to stop\*

- Perception Reaction Distance
- Braking Deceleration Distance

Source: CMAP analysis of the National Association of City Transportation Officials' "Vehicle Stopping Distance and Time" report.

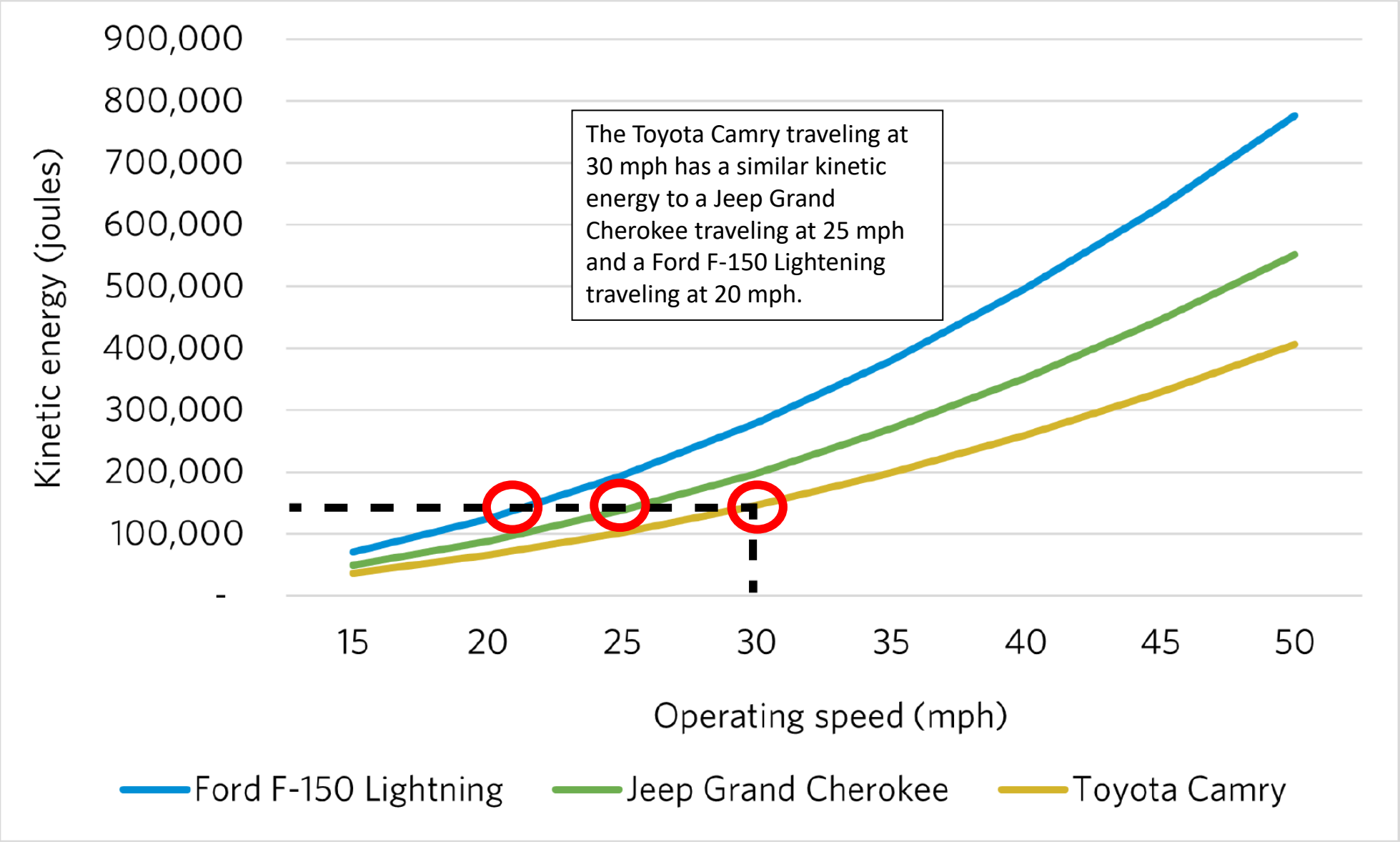


# Vehicles are larger and heavier today





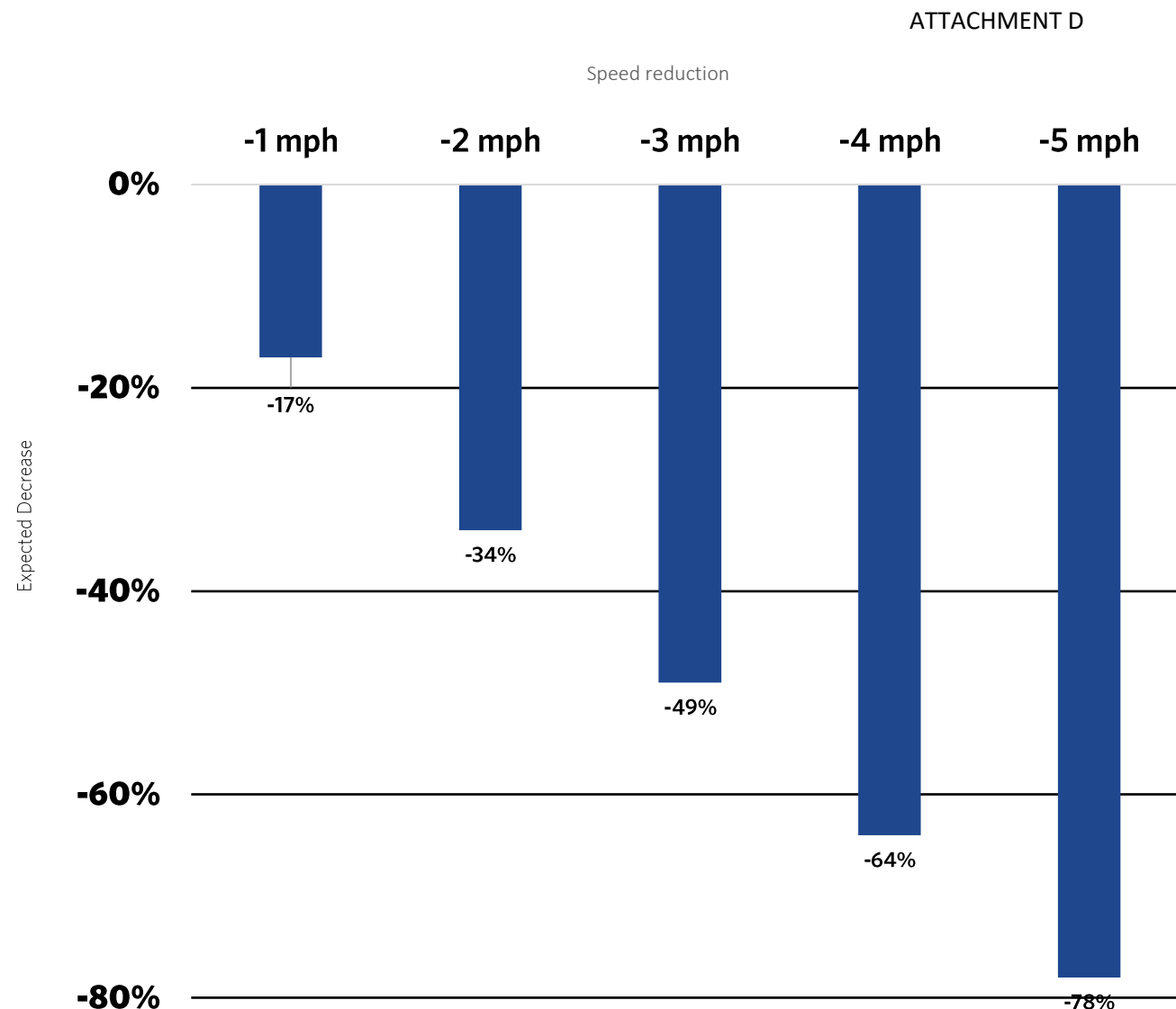
# Kinetic energy increases with vehicle weight and speed



# Speed management makes a big difference in reducing the risk of fatal crashes

Expected decrease in pedestrian fatality rate with reduction in vehicle speed from 30 mph

Note: Figure based on “Crash Modification Factors for Changes in Average Operating Speed” from the Highway Safety Manual, 1<sup>st</sup> Edition.  
Source: CMAP depiction of Pedestrian and





Chicago Metropolitan  
Agency for Planning

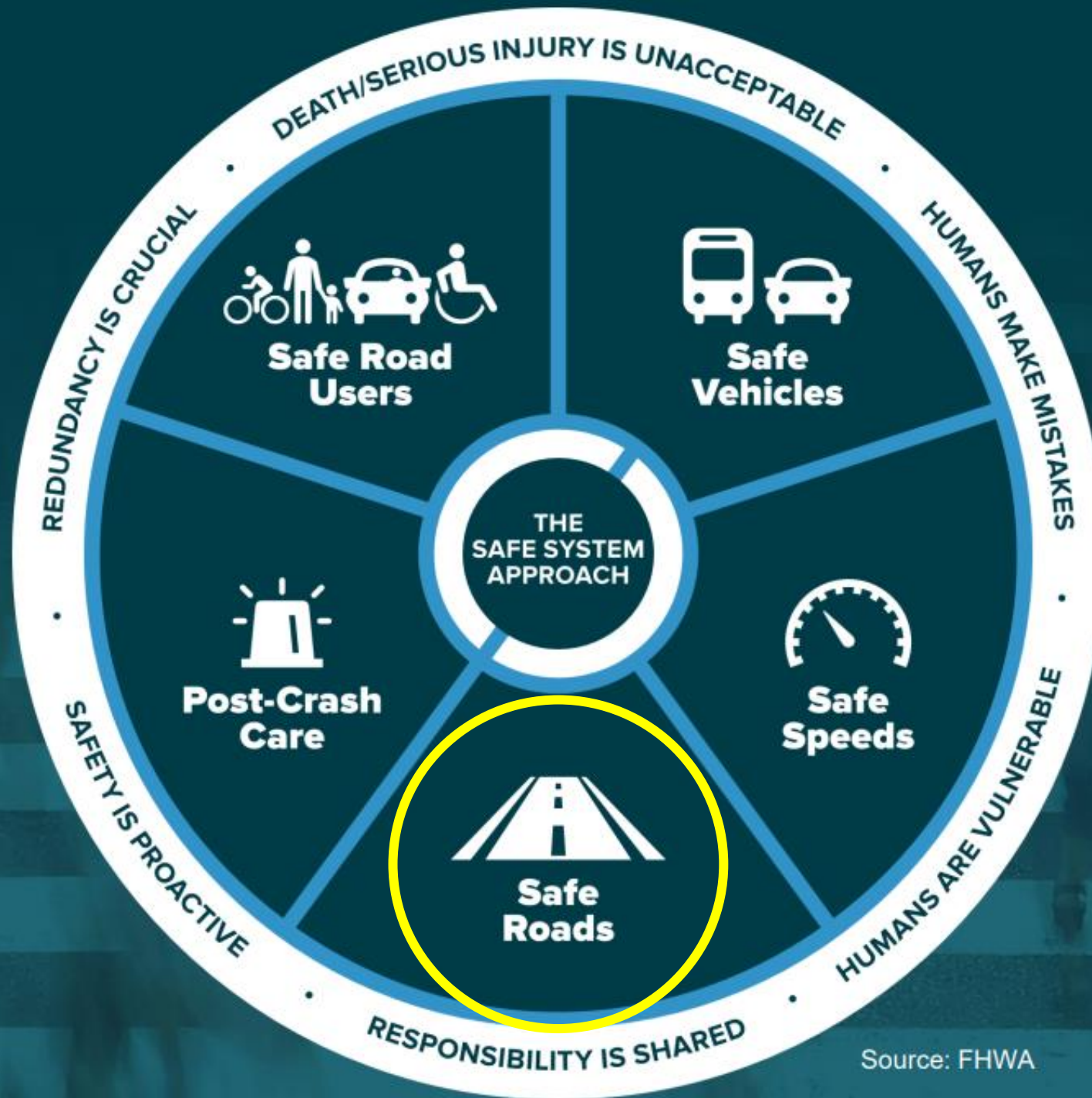
# Strategies to Manage Speeding

ATTACHMENT D



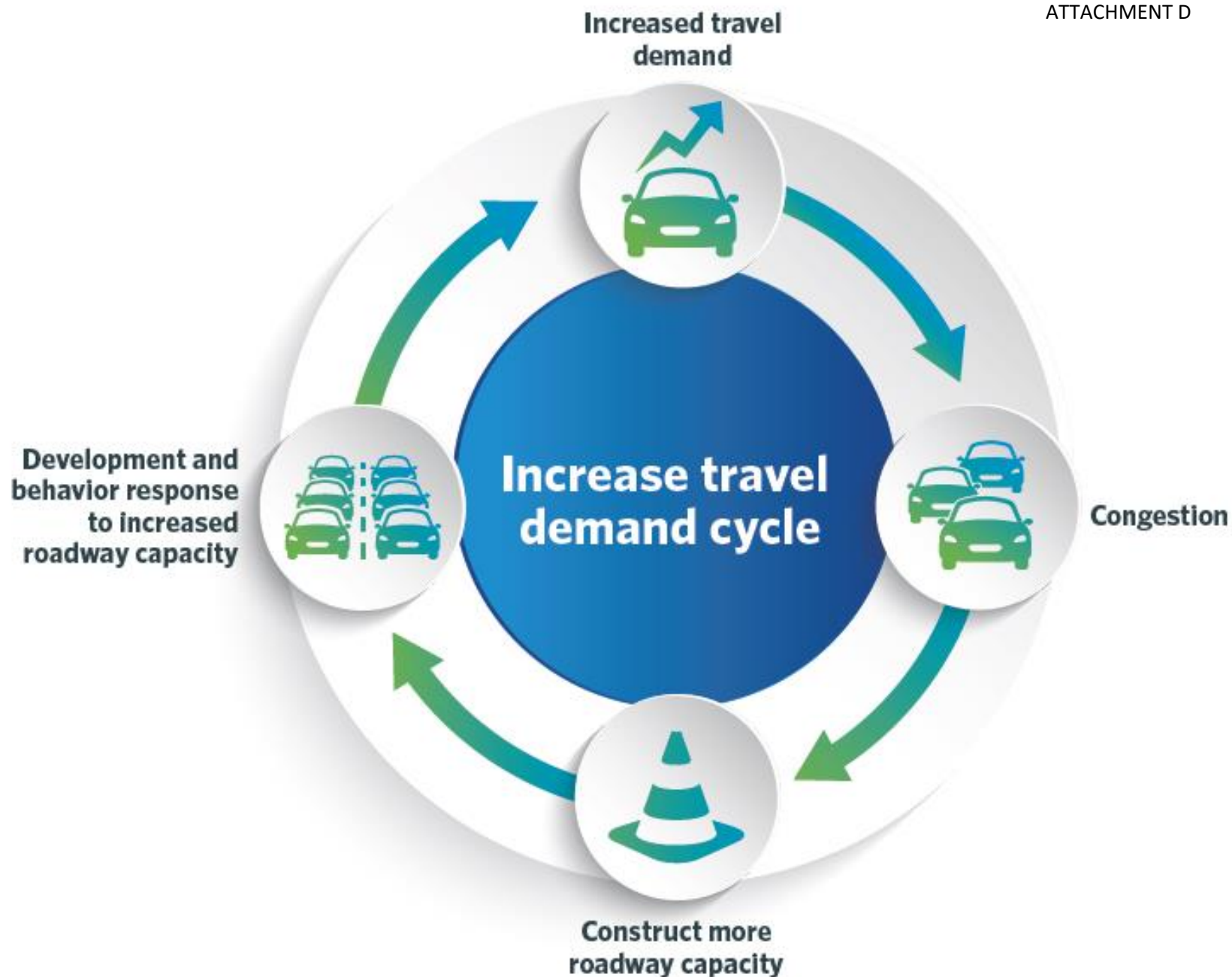


# THE SAFE SYSTEM APPROACH



Source: FHWA

**Adding capacity to accommodate travel demand has resulted in more driving, a larger surface transportation network, and more exposure to risks**





# Self-Enforcing Streets

“A self-enforcing road (sometimes referred to as a “self-explaining roadway”) is a **roadway that is planned and designed to encourage drivers to select operating speeds in harmony with the posted speed limit.**”


- Self-Enforcing Roadways  
Guidance Report (FHWA, 2018)



Self-  
enforcing  
Streets







**Howard street in Niles:  
A road diet and a  
pedestrian crossing  
with RRFB**

Photo credit: Christopher Burke Engineering

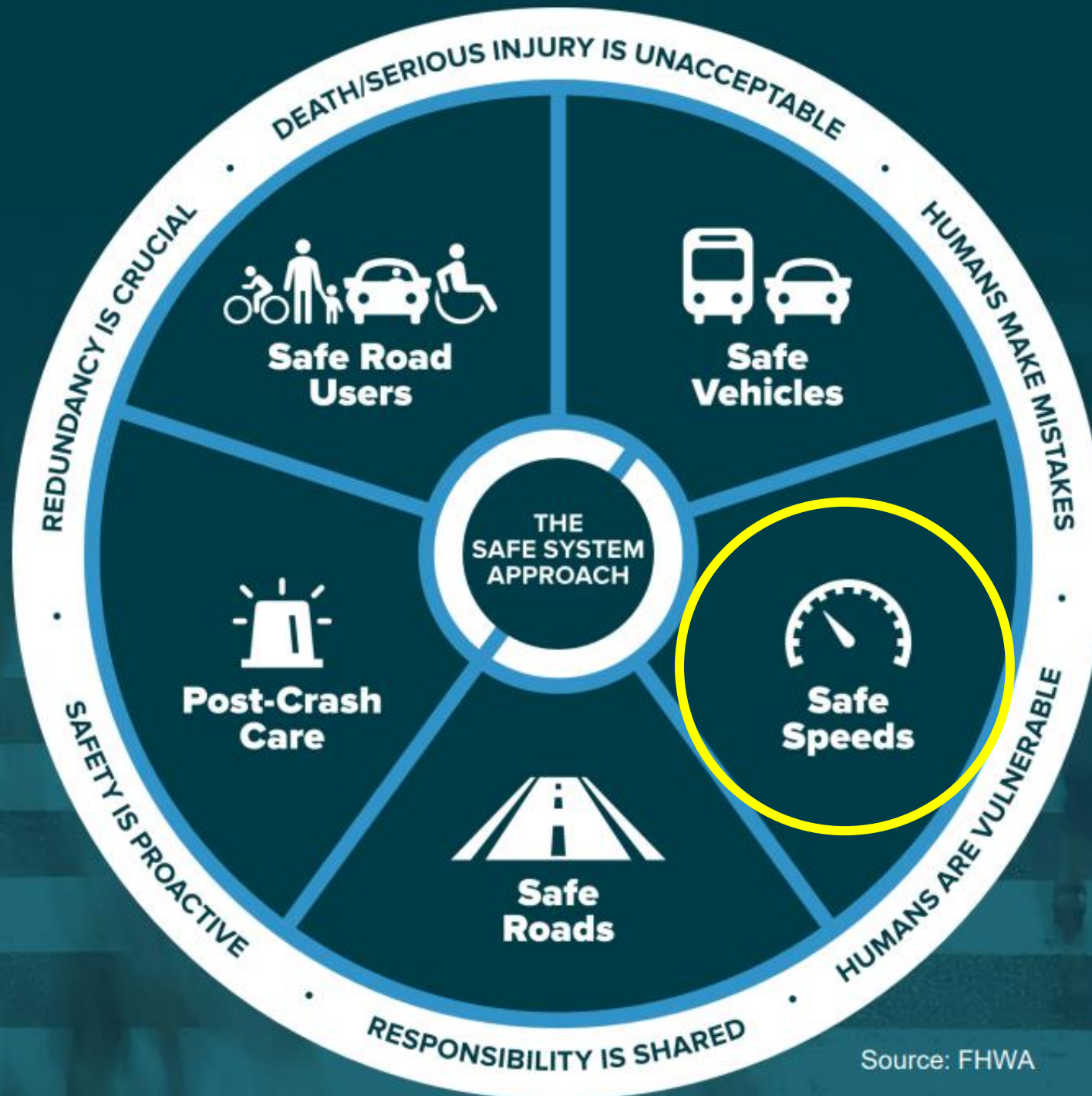


# Pilot self-enforcing streets, using target speed, right-sizing roads





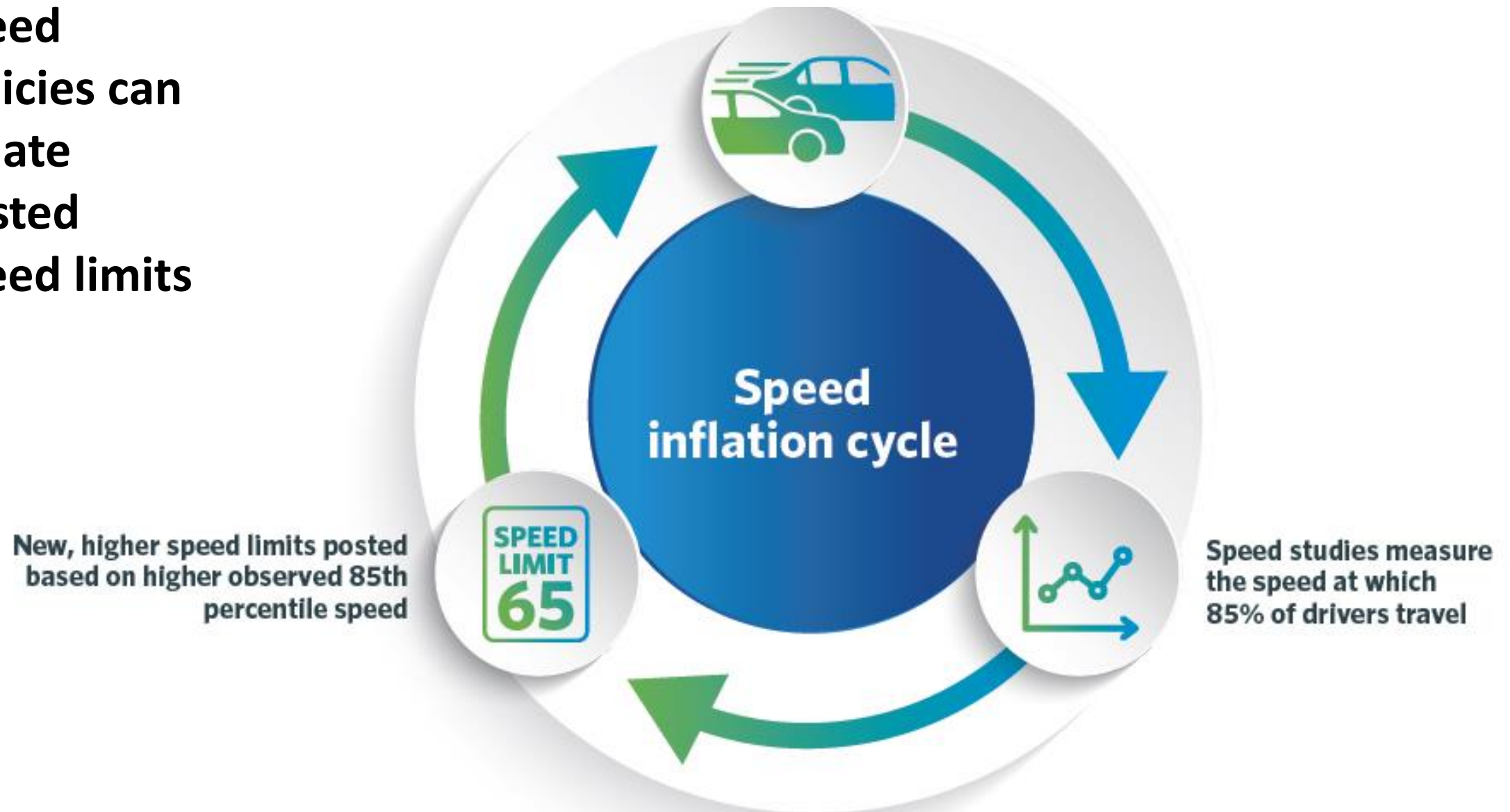
# THE SAFE SYSTEM APPROACH



Source: FHWA

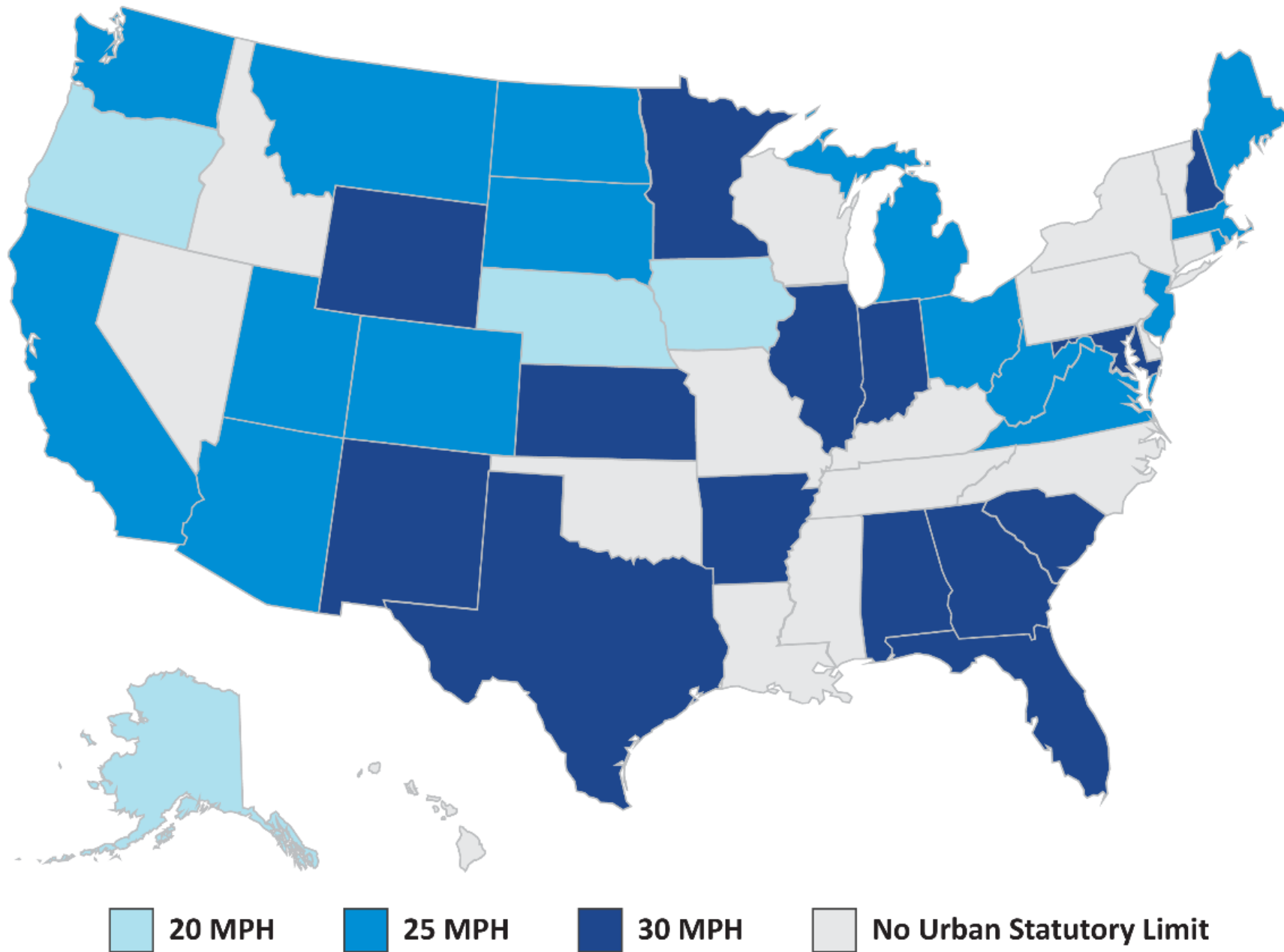
# Percentile speed policies can inflate posted speed limits

Design speed informs geometry that accommodates higher speeds for 'safety'



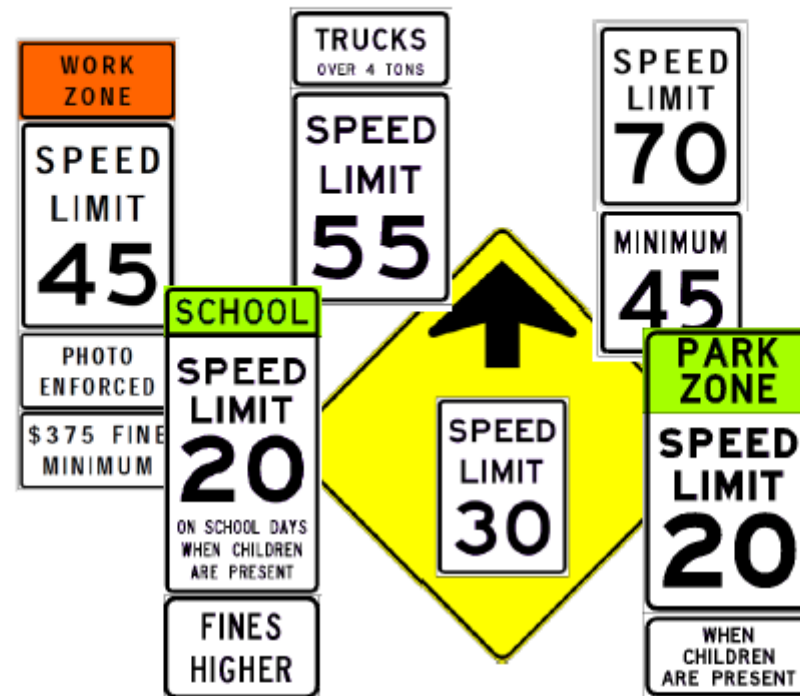
## ATTACHMENT D

**22 states have  
statutory speed  
limits of 20mph  
or 25 mph for  
urban districts**



# Revise speed limit policy in Illinois

Work with partners to study statutory limits and clarify language and policy.



## Policy on Establishing and Posting Speed Limits on the State Highway System

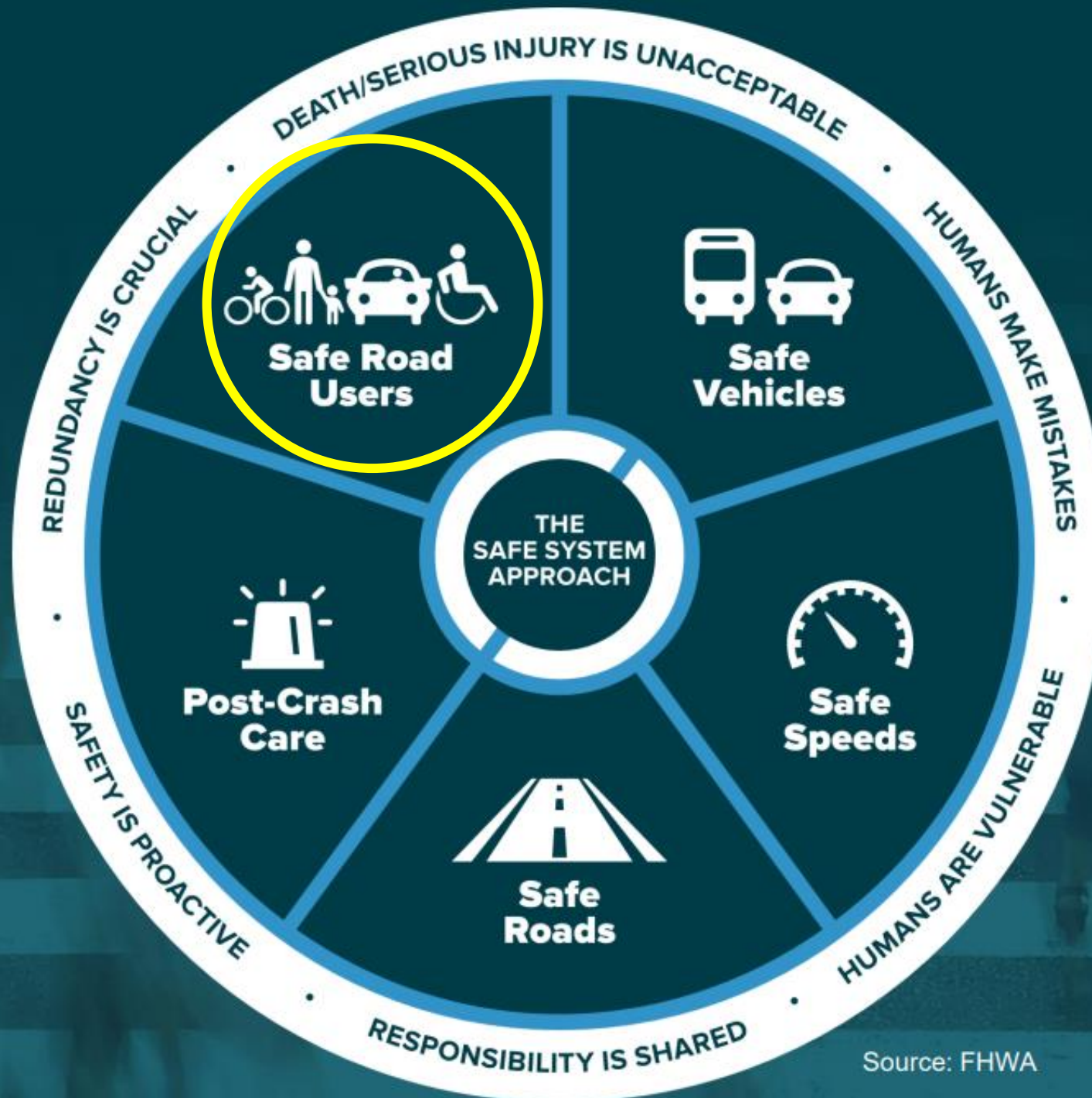
Effective January 1, 2014



Illinois Department of Transportation



# THE SAFE SYSTEM APPROACH



Source: FHWA

# Create a culture around safe speeds



## HOME

encourage families to adopt rules to follow posted speed limits



## SCHOOL

programs and public service announcements about the dangers of speeding



## WORKPLACE

messaging about safe speeds, and for fleet operators, policies and programs to encourage compliance



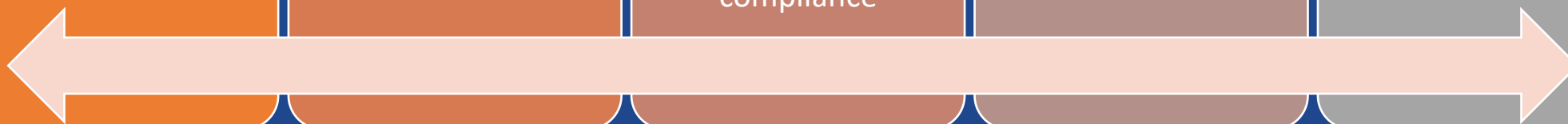
## ENFORCEMENT

high-visibility law enforcement campaigns online and in the field around the dangers of speeding



## COMMUNITY

community leaders and elected officials discuss the dangers of speeding in public forums







# Speed safety cameras are delivering results

## Broad benefits



A global review of programs correlated speed safety cameras with a

**20-25%**

average reduction in fatal and serious injury crashes

## Improving safety



In Chicago, speed safety camera locations saw an

**18% lower rate**

of fatal and serious crashes compared to the city average.

## Changing behavior



In New York City

**55%**

of drivers who received speeding camera tickets did not receive a second ticket at any camera location in 2021, despite more cameras being added

## Reducing speeds

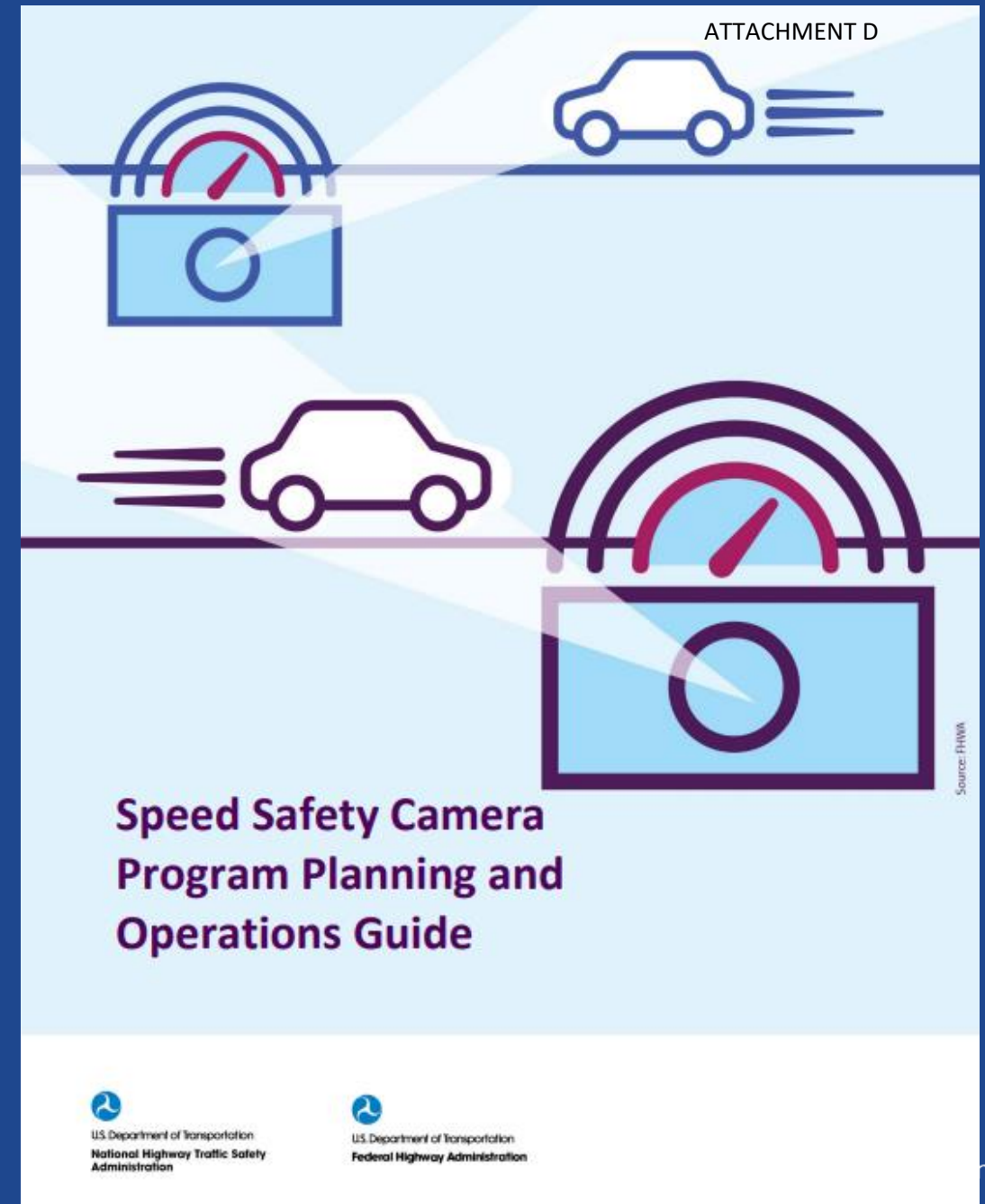


In Montgomery County, Maryland, speed cameras were associated with a

**10% reduction**

in mean speeds

- Center enforcement programs on safety, deterrence, equity
- Allow speed safety cameras as a tool for communities in Illinois
- Improve crash report training





# Thank you!

# T4AMERICA **BLOG**

News, press releases and other updates

## Supercharge your community's quick-build safety demonstration projects with Safe Streets for All (<https://t4america.org/2024/02/13/supercharge-your-communitys-quick-build-safety-demonstration-projects-with-safe-streets-for-all/>)

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13 Feb 2024 Posted by Steve Davis (<https://t4america.org/author/sdavis/>)

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Because of a mistake by Congress in the 2021 infrastructure law, 40 percent of the new \$1 billion-per-year Safe Streets for All program (<https://www.transportation.gov/grants/SS4A>) must be directed to planning rather than constructing tangible infrastructure projects. A clarification that the planning grants can support quick-build safety demonstration projects presents an enormous opportunity for cities and towns to directly tap the available \$400 million and experiment with low-cost temporary street safety projects. This is the first of two blogs regarding opportunities to use this funding. To learn more, read part two here (<https://smartgrowthamerica.org/six-things-to-know-about-applying-for-the-next-round-of-safe-streets-for-all-funding/>).



([https://t4america.org/wp-content/uploads/2024/02/2023.11.11-by-Kurt-Martig-DJI\\_0557-scaled.jpg](https://t4america.org/wp-content/uploads/2024/02/2023.11.11-by-Kurt-Martig-DJI_0557-scaled.jpg))

*Photo by Kurt Martig, courtesy of the City of Chattanooga.*

Cities and towns can typically make street safety improvements in one of two ways: they can spend their own local money on streets that they control, which comes with its own set of challenges, or they can engage their state DOT which controls federal formula transportation dollars and many of the most dangerous streets. The new Safe Streets for All (SS4A) program was so crucial because it created a new way for cities, towns, and counties to directly access federal funds to quickly create and execute on Vision Zero plans.

After Congress's mistake requiring 40 percent of SS4A to go toward planning grants, USDOT wisely broadened their definition of planning to include demonstration projects (<https://www.transportation.gov/grants/ss4a/eligible-supplemental-planning-and-demonstration-activities>). **This creates an incredible opening for cities to receive funding to pilot temporary street design changes.**

The program has \$5 billion over the life of the infrastructure law, or about \$1 billion per year. The next round of funding is expected to be made available this month, and cities of all sizes should consider applying for planning grants that can support quick-build demonstration projects.

## What are quick-build demonstration projects?

Quick-builds, also known as demonstration projects or tactical urbanism projects, are temporary, low-cost improvements to test new changes to street design.



These quick, light, flexible, adaptable projects allow everyone involved—community members, transportation staff, elected leaders—to test specific designs and interventions that measurably improve safety and convenience for everyone who uses the street, all while gathering valuable feedback. They incorporate methods and designs that are proven to reduce crashes, injuries, and fatalities—documented and supported by the Federal Highway Administration (FHWA).

Even though temporary, these projects are a vital first step toward making real, tangible changes. And many demonstration projects often end up staying in place indefinitely, or (more typically) forming the basis of the design for a permanent project to come later. The process of creating and executing them builds new knowledge and partnerships—within the transportation department and even with other jurisdictions, related agencies, and advocates—that are vital for building permanent projects.



([https://t4america.org/wp-](https://t4america.org/wp-content/uploads/2024/02/tucson-painting-bike-lanes.jpg)

[content/uploads/2024/02/tucson-painting-bike-lanes.jpg](https://t4america.org/wp-content/uploads/2024/02/tucson-painting-bike-lanes.jpg))

*Photo courtesy of Living Streets Alliance staff. From Smart Growth America's profile (<https://smartgrowthamerica.org/tucson-complete-streets-is-about-more-than-pavement/>) of Tucson's Complete Streets policy.*

## Why should a community consider quick-build projects?

Doing something concrete—even temporarily—is a powerful way to improve safety for people walking, biking, rolling (and driving), and demonstrate an ongoing commitment to protecting all road users. It also shows how stemming the tide of preventable traffic deaths and injuries requires immediate action, creativity, and a willingness to test new things. Despite the urgent need to make streets safer immediately, even the most simple, common sense projects to build new crosswalks, widen sidewalks, add a new bike lane, or make other improvements for safety and convenience can take a lot of time and money.

Quick-build projects are one way to make some level of improvement nearly overnight at an incredibly low cost, while providing a venue for gathering valuable feedback, testing the impact of the changes, and surfacing potential pushback from community members who might oppose a permanent project. In some cases, quick-build projects end up staying in place until capital budgets and planners can execute a permanent project.

Smart Growth America will soon be releasing a summary of their 2023 Complete Streets Leadership Academy (<https://smartgrowthamerica.org/tag/complete-streets-leadership-academies/>), where they worked with 10 cities and four state DOTs to design quick-build demonstration projects on state-owned roads. Stay tuned!

Demonstration projects can also be incredibly cheap. We've supported numerous successful demonstration projects over the last few years with grants as low as \$5k-15k. Imagine what a city could do with \$1 million to support a Vision Zero planning effort that's paired with as many demonstration projects as they can build with several hundred thousand dollars?

## Nearly \$1 billion will be available for planning grants alone

The notice of funding availability (NOFO) from the US Department of Transportation is expected to be released sometime in February, so cities, towns, counties, metro areas or others interested in putting an application together should be getting their act together now. Unlike other USDOT grant programs that are oversubscribed, this one is far less competitive: Nearly every jurisdiction that applied for planning grants so far has been awarded funds.

In fact, over the first two rounds, USDOT didn't receive anywhere close to \$400 million in applications for planning grants. This means that nearly \$450 million is rolling into this round and between \$900 million and \$1 billion is expected to be available for planning activities (and demonstration projects!) in this round alone. That's an enormous sum.

## This is only a temporary fix—in more ways than one

Congress made this mistake, and Congress will have to be the one to fix it. But a legislative fix is a long shot and changes to the makeup of Congress or the administration next January could complicate things further. This is just the second year of SS4A funding, and many cities already have Safety Action Plans created. As more planning funds are awarded, cities will need more capital grants instead of planning dollars. A million more demonstration projects would have a significant impact, but we need permanent changes on our streets, and more of the SS4A program should be devoted to making those permanent changes.





Finally, while demonstration projects are productive for all the reasons listed above, they're still just short-term solutions to the long-term crisis of streets that are unsafe and inconvenient for people to use without a car. The best quick-build projects will make people safer today while also supporting and advancing local plans to apply for future implementation dollars, or create a foundation for other long-term solutions to address fatalities.



← Older posts (<https://t4america.org/2024/02/12/takeaways-from-the-smart-growth-electrification-roundtable/>)

Newer posts → (<https://t4america.org/2024/02/13/let-congress-know-its-time-for-real-complete-streets/>)

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## #3: Eligible Demonstration Activities

Demonstration activities are temporary safety improvements that inform [comprehensive safety action plans](#) (referred to as “Action Plans”) by testing proposed project and strategy approaches to determine future benefits and future scope.

Eligible activities must **measure** potential benefits through data collection and evaluation (e.g., pre- and post-demonstration results) to inform an Action Plan’s list of selected projects and strategies and their future implementation at a systematic level.

Demonstration activities do not involve permanent roadway reconstruction.

Eligible demonstration activities include, but are not limited to the following:

### Feasibility Studies

**Feasibility studies** using quick-build strategies, low-cost, and temporary materials that have the potential to inform future permanent projects are eligible demonstration activities.

Examples include the following:

- Planters, temporary speed humps/bumps, and other removable safety and traffic calming improvements (see photo 1 below)
- Paint and plastic delineator posts to experiment with temporary roadway design changes (see photos 2 and 3 below)



Photo 1. Source: Solomon Foundation



Photo 2. Source: U.S. DOT Volpe Center



Photo 3. Source: Solomon Foundation

## Manual on Uniform Traffic Control Device (MUTCD) Engineering Studies

**Various MUTCD Engineering Studies** that further safety applications of the MUTCD are eligible demonstration activities.

Examples include the following:

- General application of roadway signage (e.g., overhead sign installations, sign conspicuity treatments, Yield/Stop/All-Way Stop sign installations, warning signs and object markers)
- Setting safe speed limits and/or variable speed limits
- Evaluating warrants for traffic signal installation
- Evaluating warrants for pedestrian hybrid beacon installations
- Warrants for use of edge lines
- Accessible pedestrian signal display installation
- Rectangular rapid-flashing beacons for vulnerable road users
- Mid-block crosswalk installations
- Lane-use/reversible lane control signs
- Maintaining minimum pavement marking retro-reflectivity
- High-visibility crosswalk markings
- Bike lane treatments

## Behavioral or Operational Activity Pilot Programs

**Pilot programs for behavioral or operational activities** that include at least one element of the [Safe System Approach](#) are eligible demonstration activities.

Examples include the following:

- **Testing out, on a small scale, a new education campaign’s messaging** related to distracted driving or car seat safety or promoting the use of seat belts.
- **Offering “pop-up” safety demonstrations** using materials to temporarily demonstrate potential and planned street design treatments and safety infrastructure to create safer public spaces (e.g., temporary traffic gardens or open streets pilot events).
- **Pilot testing programs to better engage with community members** on traffic safety in their neighborhoods, such as bus-stop

engagements to collect feedback or setting up a booth at community events.

- **Pilot testing a ride share or alternative transportation program** in an area that has high impaired driving crashes/fatalities.
- **Piloting a [Safe Routes to School](#) program** that incentivizes parents to lead Bike Buses or Walking School Buses.
- **Making trial changes to test how emergency medical services respond to crashes**, including enhancing data collection efforts and piloting new operational plans for crash response or trainings for EMS staff responding to crashes.

## New Technology Pilot Programs

**Pilot programs that demonstrate safety benefits of new technologies** are eligible demonstration activities. Eligible technologies must be commercially available, not yet adopted in the community, and at a prototype or advanced technological readiness level.

Examples include the following:

- Variable speed limits
- Speed safety cameras installations
- Retrofitting public transit with dash cameras or Intelligent Speed Assist
- Adaptive signal timing
- Signal preemption for emergency vehicles
- Safety warnings for wrong-way driving alerts
- Intelligent Transportation Systems
- Vehicle-to-infrastructure technology, especially those that use the 5.905 – 5.925 GHz spectrum frequency
  - Eligible vehicle-to-infrastructure demonstrations use interoperable vehicle-to-everything (V2X) communications capabilities using 4G LTE cellular V2X (C-V2X) technology in the 5.905 – 5.925 GHz spectrum frequency band to enable safety applications for public fleet vehicles.

## Demonstration Activity Requirements

### Example Temporary Materials

Temporary materials include those that do not make permanent changes to roadways or infrastructure and can include things like paint, plastic delineator posts, water-filled plastic barriers, planters, traffic cones, raised line separators, and temporary speed humps/bumps.

These types of temporary materials can be used in a variety of ways to conduct activities like implementing road diets, creating curb extensions, shortening crosswalk distances, creating roundabouts, establishing bike lanes, and implementing other safety countermeasures that slow speeds and make the roads safer for multiple road user types.

### Proceeding with Demonstration Activities After Grant Completion

To satisfy the requirements of the SS4A program, eligible demonstration activities must include data collection and analysis to measure the project's success and impact on the development of a community's Comprehensive Safety Action Plan. The SS4A program expects the grant recipient to determine the next steps for how to implement demonstration activities as a project and/or strategy.

Temporary measures that are assessed and determined to have minimal or negative safety benefits are expected to be removed.

### Updating Action Plans with Demonstration Activities

If an applicant is doing a demonstration activity while working on their Action Plan, but the Action Plan is not a part of the grant, they are required to finalize the Action Plan to close out the grant.

Applicants are required to update Action Plans when receiving funding for demonstration activities and integrate those findings into the Action Plan's list of projects or strategies and/or show how the findings inform another part of the Action Plan.

### Data Requirements for Demonstration Activity Assessment

Data collection and evaluation will likely vary depending on the specifics of the demonstration activity, the size of the SS4A award, the length of the pilot period, and local capacity.

At a minimum, the SS4A program expects applicants to collect and analyze before-and-after crash data related to the safety problem being addressed.

Other suggestions include collecting quantitative data to measure changes to vehicle speeds, traffic volume, driver compliance rates in yielding to pedestrians, warnings/citations for safety violations, etc. Qualitative data collected via public meetings, interviews, surveys, public comments, and other sources to assess the impact of a safety demonstration activity are also encouraged.

