

**VISION
ZERO
CHICAGO**

**Annual Report
2017-2018**



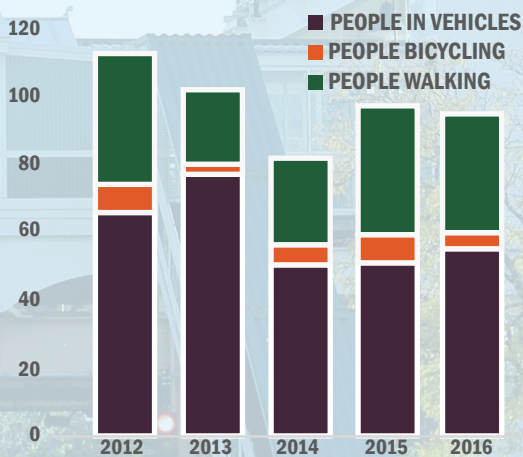


VISION ZERO OVERVIEW

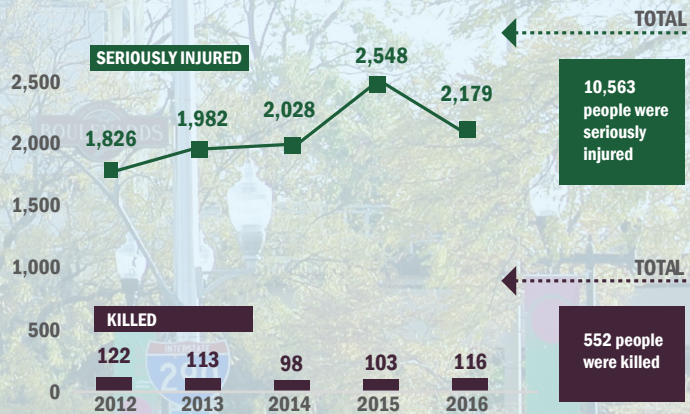
In June 2017, Mayor Rahm Emanuel released the *Vision Zero Chicago Action Plan*, a three-year guiding document detailing the City's commitment and approach to eliminating deaths and serious injuries from traffic crashes by 2026. Under the leadership of the Office of the Mayor, more than a dozen City departments and sister agencies collaborated to develop the plan.

Vision Zero Chicago commits to several principles, most importantly, that traffic crashes are not "accidents" and that the tools and technologies exist to prevent loss of life. This comprehensive approach to traffic safety is a partnership between City leadership and staff, City residents and visitors, and the private sector to create a transportation system that will better serve everyone.

FATAL TRAFFIC CRASHES BY TRAVEL CHOICE, CITY OF CHICAGO, 2012-2016



PEOPLE KILLED OR SERIOUSLY INJURED IN TRAFFIC CRASHES, CITY OF CHICAGO, 2012-2016



A "serious injury" is defined by the Illinois Department of Transportation (IDOT) as incapacitating, meaning the individual was transported from the scene by ambulance. Serious injuries can include head injuries, deep lacerations, broken bones, or internal bleeding. IDOT data is typically released and distributed to local departments of transportation one and a half years after the end of a calendar year. Data from 2017 will be incorporated in Vision Zero Chicago analyses as it is available.

The four *Action Plan* goals use data to prioritize the City's resources to ensure they will be most effective, complemented by citywide policies designed to build connections between traffic safety, economic development, and community-building efforts across Chicago.

GOALS

GOAL 1: Invest equitably in communities that are most affected by severe traffic crashes.

GOAL 2: Work to change behaviors and perceptions to build a citywide culture of safety.

GOAL 3: Make streets safer for all users.

GOAL 4: Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers.

CITYWIDE POLICIES

1. Approach death and serious injury from traffic crashes as a public health issue.
2. Design streets so that speeds are safe for all users of the roadway.
3. Lead by example on vehicle safety equipment and driver training.
4. Police traffic laws fairly, focusing on education and the dangerous driving behaviors that cause most severe crashes.
5. Commit to investing resources equitably.

INTRODUCTION

Since the release of the *Vision Zero Chicago (VZC) Action Plan* in June 2017, the City has made headway towards eliminating traffic fatalities and serious injuries. VZC is dedicated to this mission and to achieving this ambitious goal. The *2017-2018 Annual Report* details these achievements, reflects the successes of the first year and a half of the VZC initiative, and outlines the work still to be done.

Milestones

In July 2017, the City Council passed an ordinance requiring contractors to install safety equipment on large vehicles and the City committed to retrofitting its own fleet, **SEE PAGE 20.**

Beginning September 2017, all crashes are recorded electronically by CPD and are reported on the City Data Portal, **SEE PAGE 11.**

The High Crash Corridor Framework Plan was developed and released, recommending improvement types and funding sources for each of the 43 corridors, **SEE PAGE 6.**

IDOT committed the highest funding level yet for safety education, allowing the VZC team to expand its reach, **SEE PAGE 26.**

The Annual Report document reviews VZC work completed to date and previews upcoming priorities.

**SIDE GUARD
ORDINANCE**
SUMMER 2017

E-CRASH
FALL 2017

**HCC
FRAMEWORK**
SPRING 2018

**EXPANDED
EDUCATION**
FALL 2018

**ANNUAL
REPORT**

**ACTION
PLAN**
SUMMER 2017

**WEST SIDE
PLANNING**
SUMMER 2017

**FATAL CRASH
RESPONSE
COORDINATION**
WINTER 2018

**DOWNTOWN
PLANNING**
SUMMER 2018

**WORLD DAY OF
REMEMBRANCE
EVENT**
FALL 2018

The VZC Action Plan was released in June 2017, the culmination of work across City agencies and partners.

Outreach began in the Summer of 2017 around High Crash Area planning on the West Side, **SEE PAGES 7, 26.**

The Fatal Crash Response Coordination Committee reviews fatal crashes and suggests improvements across agencies, **SEE PAGES 10, 15.**

The Downtown Task Force was convened in June 2018 to plan safety improvements in the Central Business District, **SEE PAGE 7.**

VZC honored road traffic victims at a November 2018 memorial as part of an international commemoration, **SEE PAGE 27.**

Chicago's Vision Zero work is led by a Steering Committee made up of interagency City staff and community and advocacy partners. Since June 2017, the Steering Committee has met on a quarterly basis, and has served as a platform for the members to provide updates and discuss Vision Zero strategies. As the work of VZC has evolved, this group will be reorganized by partner type and function, making way for enhanced collaboration on communications and advocacy strategies.

Steering Committee

City Departments & Sister Agencies

- Office of the Mayor
- Chicago Department of Transportation (CDOT)
- Chicago Department of Public Health (CDPH)
- Chicago Police Department (CPD)
- Chicago Park District
- Chicago Fire Department (CFD) / Emergency Medical Services (EMS)

- Office of Emergency Management & Communications (OEMC)
- Chicago Transit Authority (CTA)
- Chicago Department of Fleet & Facilities Management (2FM)
- Business Affairs & Consumer Protection (BACP)
- Department of Innovation & Technology (DoIT)
- Chicago Public Schools (CPS)
- Department of Cultural Affairs & Special Events (DCASE)

Non-Profit & Advocacy Partners

- AARP
- Access Living
- Active Transportation Alliance (ATA)
- Austin Coming Together
- Blue Cross and Blue Shield of Illinois (BCBSIL)
- Chicago Community Trust
- Chicago Metropolitan Agency for Planning (CMAP)
- Chicago Urban League
- Consortium to Lower Obesity in Chicago Children (CLOCC)

- The Corner Project
- Equiticity
- Garfield Park Community Council (GPCC)
- Go Bronzeville
- Greater Auburn-Gresham Development Corporation
- LISC Chicago
- Lurie Children's Hospital - Injury Prevention Center
- Metropolitan Planning Council (MPC)
- National Safety Council (NSC)
- Ride of Silence
- SRAM

REPORT OUTLINE

The implementation of VZC is structured around foundational initiatives that guide Vision Zero work and three strategy areas under which individual projects are organized. The *2017-2018 Annual Report* provides an overview of the work completed within the foundational initiatives and each strategy area, features spotlight projects as examples of the breadth of the work completed, and provides a look at the VZC work coming in 2019.



FOUNDATIONAL INITIATIVES

A number of the VZC initiatives outlined in the *Action Plan* and undertaken in 2017-2018 guide Vision Zero project selection and encompass work across Vision Zero strategy areas. The *2017-2018 Annual Report* details their results in the Foundational Initiatives section.



INFRASTRUCTURE STRATEGIES

Over the past year and a half, VZC has made physical changes to the public right of way that facilitate improved behavior, comfort, and safety for residents and visitors who walk, bike and/or drive in the City. Project counts, highlights, and an overview of project selection are included in the Infrastructure section.



POLICY & ENFORCEMENT STRATEGIES

In addition to street design, traffic safety is influenced by City policies. The work of VZC has and will continue to prioritize policies that build connections between traffic safety, economic development, and community-building in the City. Major policy achievements that support VZC are included in the Policy & Enforcement section.



EDUCATION & ENGAGEMENT STRATEGIES

VZC programs seek to achieve widespread awareness around traffic safety issues in the City and inspire behavior change. The Education & Engagement section contains updates on a number of these 2017-2018 initiatives.



Protected bike lanes on 55th Street.

FOUNDATIONAL INITIATIVES

VZC Foundational Initiatives in 2017 and 2018 have relied upon the data analysis that identified and defined High Crash Areas and High Crash Corridors in the *VZC Action Plan*. Building on this technical work, location-focused planning and interagency collaboration and problem solving have been key to addressing the streets with the highest crash rates in the City.

High Crash Corridors Framework Plan

Released in June 2018, the *High Crash Corridors Framework Plan* was developed as a step towards achieving VZC's goal of reducing severe crashes in High Crash Areas (HCAs) and on High Crash Corridors (HCCs) by 40% by 2020. The *Action Plan* identified 43 HCCs covering 70 miles of major streets with disproportionately high rates of severe crashes—those resulting in serious injury or death—for people walking, biking, or in vehicles (see map on page 8).

The *High Crash Corridors Framework Plan* provides guidance for CDOT to implement effective and feasible safety improvement projects. Each HCC (or its sub-corridors) was assessed for existing conditions, crash data, potential project complexity, and level of improvement needed.

Based on assessment results, corridors were assigned to one of three project categories: Rapid Delivery Projects, Targeted Capital Projects, and Street Transformation Projects. These categories represent a range of actions to improve safety, with cost and project complexity increasing from Rapid Delivery through Street Transformation.



Wacker Drive and Washington Street Loop Link bicycle and transit infrastructure, a transformative Downtown project.

Coming in 2019

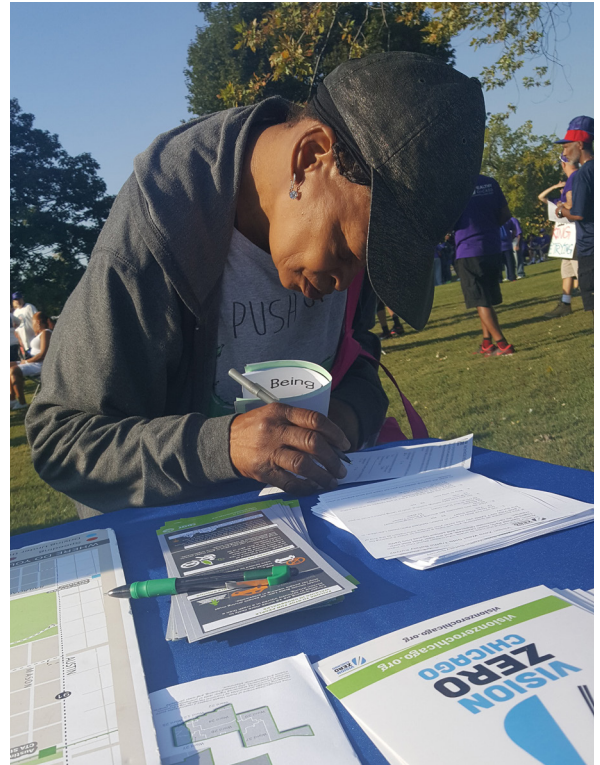
Priorities for 2019 include developing strategies for updates on all remaining HCCs. Planning for changes on HCCs will rely on the recommendations in the *Framework Plan* to guide project selection. For example, as directed by the plan, the Vision Zero Downtown Task Force has drafted infrastructure recommendations centered around Rapid Delivery improvements on the State Street HCC (between Kinzie Street and Chicago Avenue).

High Crash Areas Planning

The eight HCAs were selected through a methodology that considered each area’s rate of serious crashes and concentration of economic hardship. CDOT has committed to developing crash reduction plans for all the HCAs, with planning in progress for three. The resulting HCA plans will list priority infrastructure investments and policy recommendations.

WEST SIDE PLANNING: Two of the eight HCAs identified in the *VZC Action Plan* (see map on page 8) are located on Chicago’s West Side, including three unique neighborhoods—Austin, greater Garfield Park (East and West), and North Lawndale. The planning process, funded by the National Safety Council, began with outreach in the summer of 2017, with plan release slated for spring 2019. The VZC team designed outreach with the goal of understanding existing community concerns around traffic safety and attitudes towards potential improvements. Key to success on the West Side was partnering with active community organizations to learn from their expertise and build from their strong community relationships.

The plan results build on the stories heard during engagement events. This community input allowed VZC to develop comprehensive recommendations that are specific to each community. The community plan contains recommendations for “Big Idea” infrastructure improvements and education strategies that respond to local needs and concerns.



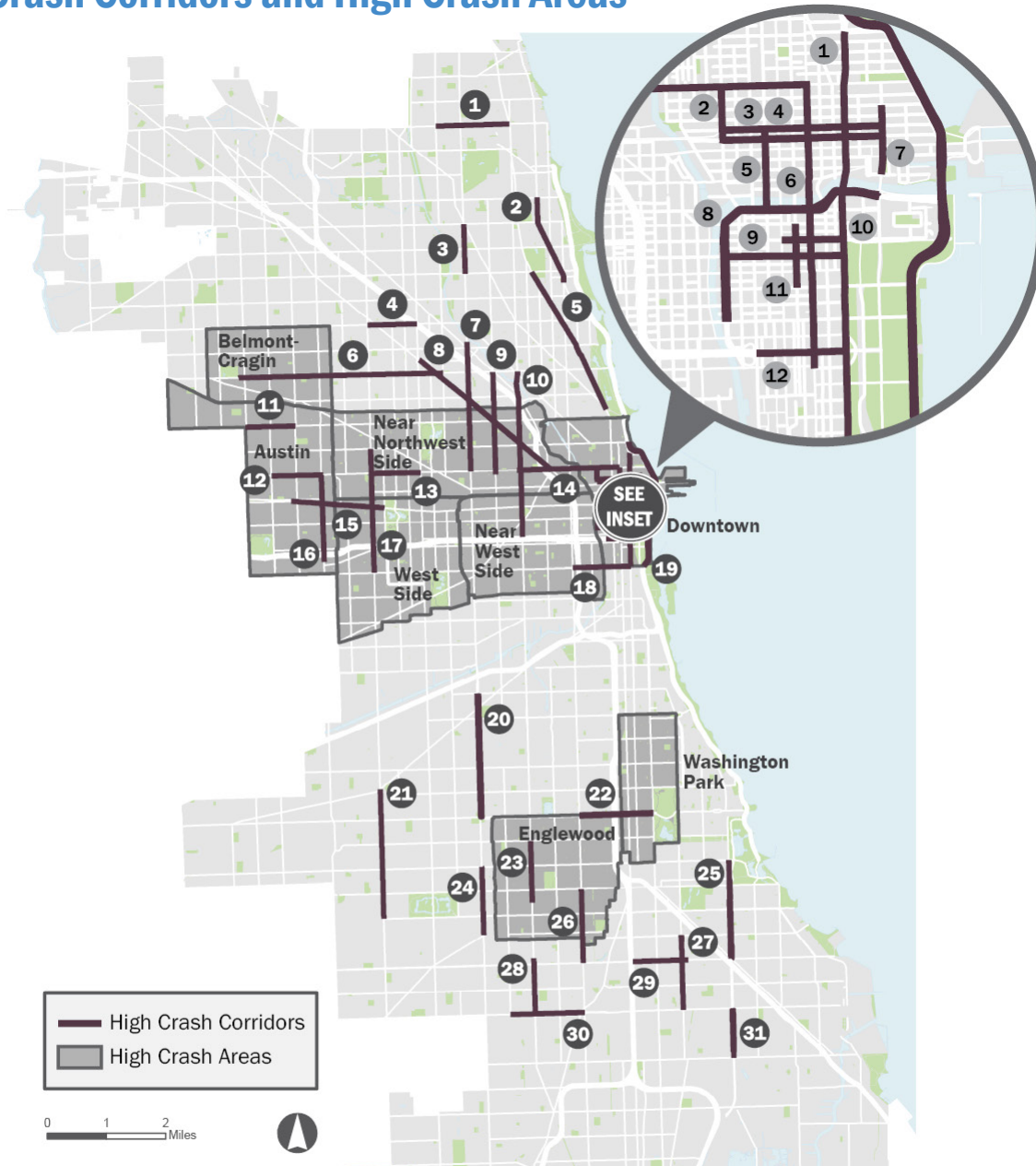
Event participant fills out a VZC West Side comment card at 2018 Lawndale 5K.

DOWNTOWN PLANNING: The Loop and Near North Side, the commercial and transportation hub of the City, make up the Downtown HCA. Following the guidance of the *Action Plan*, a Downtown Task Force was established in June 2018 to convene public and private stakeholders within the Central Business District (CBD). The CBD includes the area generally bounded by Roosevelt Road on the south, Halsted Street on the west, and Chicago Avenue on the north. Led by 42nd Ward Alderman Brendan Reilly as chair and Dr. Joseph Schwieterman of DePaul University’s Chaddick Institute as vice-chair, this group convened four meetings between June and December 2018 to examine the data behind crashes in the CBD and draw on the knowledge and concerns of Task Force members. Draft recommendations cover a series of pilot infrastructure projects, proposed policy changes and tools to build support in partnership with community organizations.



Improved pedestrian crossing at Dearborn Street and Marina Towers.

High Crash Corridors and High Crash Areas



Coming in 2019

2019 will see the release of the West Side HCA Plan and the Downtown HCA Plan, with implementation beginning upon release.

Planning will begin in the Englewood and Washington Park HCAs in 2019. Funding was secured through the federal Unified Work Program and IDOT planning grants for a community-led process that will engage area residents fully in planning with the support of CDOT transportation planning staff, CPD officers, CDPH advisors, and other staff of City agencies.

Planning in the Belmont-Cragin and Near Northwest Side HCAs is slated to begin pending grant funding.

FOUNDATIONAL INITIATIVES

DOWNTOWN HIGH CRASH CORRIDORS

Numbered from North to South

	Street	From	To
1.	Michigan	Oak	Roosevelt
2.	Orleans	Chicago	Ohio
3.	Ontario	Orleans	Fairbanks
4.	Ohio	Orleans	Fairbanks
5.	LaSalle	Ontario	Wacker
6.	State	Chicago	Harrison
7.	Fairbanks	Huron	North Water
8.	Wacker	Jackson	Columbus
9.	Washington	Wacker	Michigan
10.	Randolph	Clark	Michigan
11.	Dearborn	Lake	Monroe
12.	Congress	Wells	Michigan

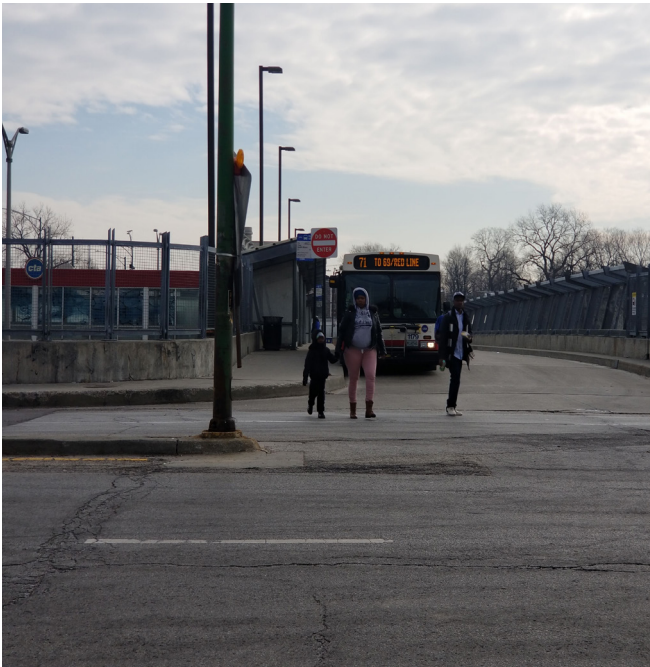
NEIGHBORHOOD HIGH CRASH CORRIDORS

Numbered from North to South

	Street	From	To
1.	Devon	California	Clark
2.	Broadway	Foster	Grace
3.	Western	Lawrence	Irving Park
4.	Belmont	Pulaski	Kedzie
5.	Clark	Irving Park	LaSalle
6.	Fullerton	Meade	California
7.	Western	George	Chicago
8.	Milwaukee	Kedzie	Ogden
9.	Damen	Fullerton	Superior
10.	Ashland	Fullerton	Van Buren
11.	North	Austin	Laramie
12.	Chicago	Central	Cicero
13.	Chicago	Pulaski	Kedzie
14.	Chicago	Paulina	State
15.	Lake	Lockwood	Hamlin
16.	Cicero	Chicago	Arthington
17.	Pulaski	Division	Roosevelt
18.	Roosevelt	Halsted	Michigan
19.	Lake Shore Drive	Division	Roosevelt
20.	Western Ave/Blvd	35th	Garfield
21.	Pulaski	Archer	71st
22.	Garfield	Halsted	King
23.	Ashland	59th	69th
24.	Western	63rd	74th
25.	Stony Island	63rd	79th
26.	Halsted	Marquette	79th
27.	Cottage Grove	75th	87th
28.	Ashland	78th	87th
29.	79th	State	Drexel
30.	87th	Damen	Halsted
31.	Stony Island	87th	95th

Fatal Crash Response Coordination Committee

Formed to better understand behaviors and conditions that lead to severe crashes, the Fatal Crash Response Coordination Committee (FCRCC) began meeting monthly in 2018. The interagency group reviews fatal crash reports and assesses crash sites around the City. Representatives bring findings from examinations back to VZC and Steering Committee agencies and use these findings to guide infrastructure improvements and policy changes. The FCRCC has been key to facilitating discussion across agencies and critical thinking about how the City responds to fatal crashes.



Vision Zero Chicago staff visits the sites of fatal crashes as part of FCRCC review.

Coming in 2019

The FCRCC is honing its method for collecting and reviewing fatal crash data. By selecting a set of data attributes that provide insight on crash patterns, the group will be able to better inform corrective recommendations. For example, FCRCC will begin tracking factors like the time of day when crashes occur and the driver's age. Committee members have also prioritized the development of the next version of an online dashboard to communicate data on fatal crashes and associated trends to the public in a user-friendly manner.

Electronic Crash Reporting

Over the past year and a half, VZC has prioritized the development of a system to share crash data publicly. In partnership with IDOT and CPD, the paper-based crash reporting system was converted to an electronic one. Beginning in September 2017, crash data has been recorded in the system. The open source data is available on the Chicago Data Portal, moving VZC closer to its goal of transparency and accountability through access to data.



INFRASTRUCTURE

The 2017 and 2018 planning and implementation of VZC infrastructure improvements has continued the work of transforming the City's streets to improve safety for all users.



3 WALK TO TRANSIT PROJECTS COMPLETED

10 SAFE ROUTES TO HIGH SCHOOL PROJECTS COMPLETED

46 MILES OF BIKE INFRASTRUCTURE INSTALLED



291 INTERSECTIONS IMPROVED FOR SAFETY

18 PROJECTS COMPLETED ON
HIGH CRASH CORRIDORS

The City of Chicago is committed to building a transportation network that provides safe and comfortable choices for all modes of travel, while minimizing risk to vulnerable roadway users. With this commitment as the touchstone, the City has selected, designed, and completed infrastructure projects to improve street safety and work toward achieving Vision Zero.

Spotlight Projects: Infrastructure

CONNECTING TO TRANSIT & SCHOOLS: The VZC *Action Plan* has guided CDOT's work of creating better connections for people walking to transit stations and schools. Funded by CMAQ grants, three Walk to Transit projects were completed in 2018. Since the *Action Plan* release, 10 Safe Routes to School projects have been completed, including the installation of a new pedestrian refuge island at Roberto Clemente Community Academy. This high return-on-investment safety improvement is located within the Western Avenue HCC (George Street to Chicago Avenue) and allows children walking to safely cross Western Avenue and reach the school.



Pedestrian refuge island at Roberto Clemente Community Academy funded through Safe Routes to School funding.

NEIGHBORHOOD GREENWAYS: In 2018, CDOT installed 8 miles of neighborhood greenways, including the 1.5 mile School Street / Aldine Avenue project. Greenways are typically installed on residential streets with low traffic volumes and are designed to maintain safe vehicle speeds, reduce non-local vehicle traffic, and prioritize people walking and biking. Traffic calming features including enhanced pavement markings, raised crosswalks, bicycle-friendly speed bumps, and 20 mph posted speed limits have been implemented along these corridors.



School Street Neighborhood Greenway.

CITYWIDE BIKE NETWORK: As part of the city-wide expansion of the bike network, buffered bike lanes were installed on Stony Island Avenue (Doty Avenue to 122nd Street) in conjunction with an arterial resurfacing project, making the street more comfortable and safer for all modes. The buffered bike lanes improve access for people biking to Big Marsh Park, a 280+ acre park that hosts various outdoor activities as well as off-road bicycling opportunities. The Downtown bike network has also been improved with expanded connections and upgrades to existing lanes.



Stony Island Avenue bike connections to Big Marsh.

MILWAUKEE AVENUE HCC RAPID DELIVERY

PROJECT: In the summer of 2017, VZC worked with stakeholders in Wicker Park and Bucktown to implement new bike facilities and create more space for people walking along the Milwaukee Avenue HCC (between Western Avenue and Division Street) to enhance the safety and comfort for all users. Improvements were implemented as a Rapid Delivery project, using low-cost, quick implementation techniques including new street markings, colored pavement treatments, and flexible delineators. Project evaluation saw fewer people biking in the door zone, fewer people driving in the bike zone, and more people stopping for pedestrians in crosswalks without stop signs or traffic signals.



Slip lane closure at the Milwaukee Avenue, North Avenue, and Damen Avenue intersection improves safety and creates new pedestrian space.

Infrastructure Project Selection

A combination of crash analyses, existing conditions assessments, and community engagement is used by CDOT and the VZC team to select and prioritize Vision Zero infrastructure projects.

FATAL CRASH RESPONSE COORDINATION COMMITTEE FINDINGS - The FCRCC evaluates the circumstances behind crashes and considers infrastructure and policy improvements that could help prevent future crashes. The results of these conversations, field visits, and data analyses are used to inform infrastructure improvements and recommendations at the locations of fatal crashes.

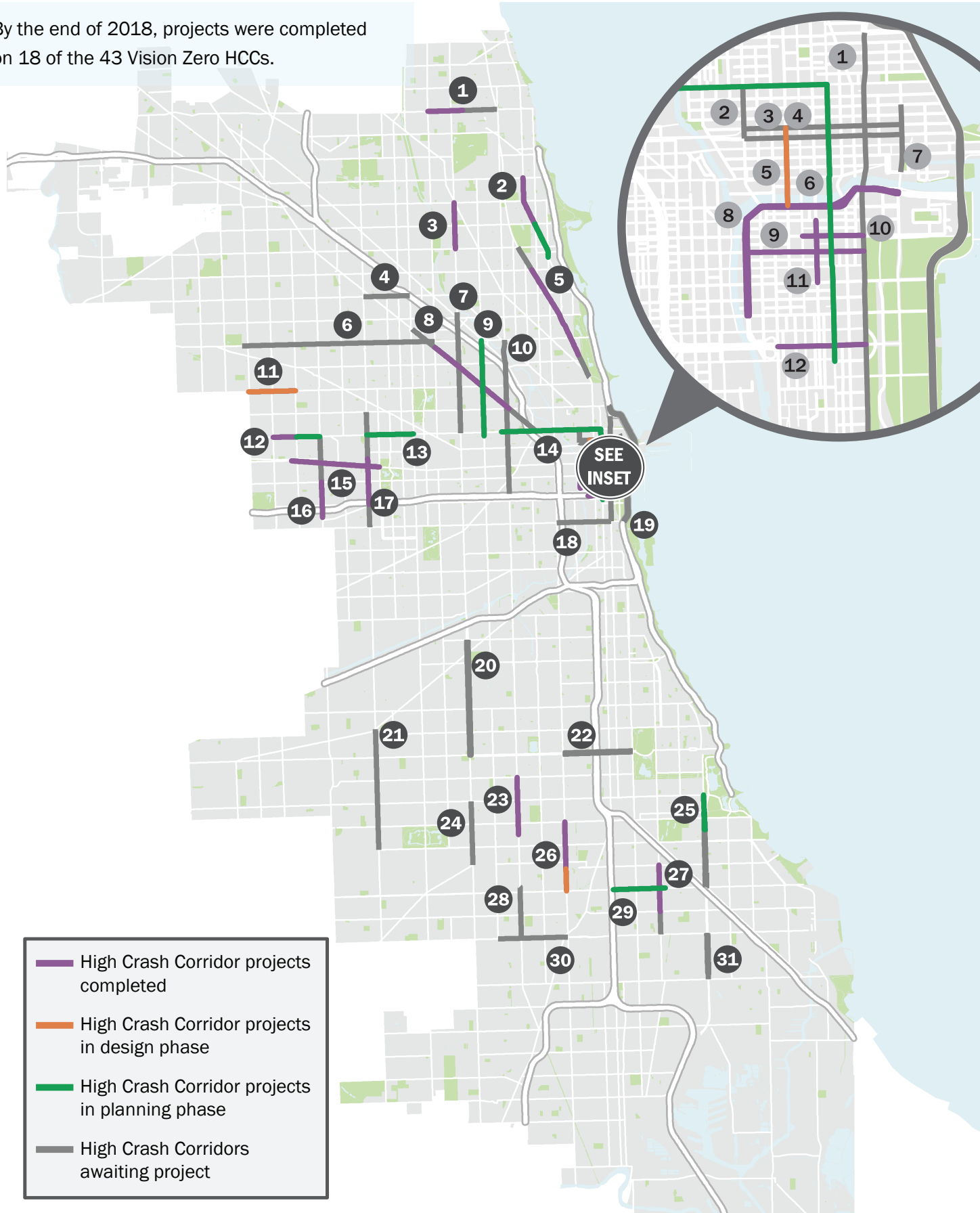
HCA & HCC RECOMMENDATIONS - With the completion of the *HCC Framework Plan* and the ongoing HCA planning, the VZC team along with partner agencies and community leaders have dedicated significant time and resources to evaluating crashes and developing improvements to prevent future crashes. The West Side and Downtown planning processes have developed frameworks for evaluating existing infrastructure within the areas and will arrive at project recommendations.

CONNECTION TO TRANSIT - An additional factor in project selection and funding is proximity and connection to public transit. Achieving the mode share goals established in the *Action Plan* requires improved bike and pedestrian infrastructure that make connecting to transit comfortable and safe.

COMMUNITY-IDENTIFIED PROJECTS - Across the City, safety improvement projects have been identified through both local planning processes and resident-outreach to elected officials. Using some of the \$1.32 million in Menu Funding allocated to each ward, Aldermen have funded Vision Zero improvements, including curb extensions and refuge islands, to address high crash intersections within their wards. The Milwaukee Avenue Rapid Delivery project was identified as part of the Wicker Park Bucktown Chamber of Commerce Master Plan and was partly paid for using Menu Funds.

Status of HCC Projects

By the end of 2018, projects were completed on 18 of the 43 Vision Zero HCCs.





Rapid Delivery curb extensions installed at Randolph Street and Wabash Avenue.

Coming in 2019

SPOT IMPROVEMENT PROJECTS - The City allocated \$500,000 for 2019 Vision Zero pedestrian spot improvement projects. CDOT is evaluating crash data, aldermanic and community requests, and neighborhood plan recommendations to improve pedestrian crossings at various locations throughout Chicago. The funding is dedicated to the installation of infrastructure at approximately five locations, and work is expected to be completed in 2019.

HCC PROJECT PLANNING - Two segments of the Chicago Avenue HCC will receive safety improvements focusing on pedestrians, transit users, and bicyclists through a project funded by the Highway Safety Improvement Program. The goal of the project is to improve the safety, comfort, accessibility, and efficiency for all modes of transportation. The design phase for this project begins in 2019, with construction slated for 2021 or 2022. An additional eight HCC projects are in development.

PROJECT CONSTRUCTION - In 2019, funding has been secured and designs completed for 10 Safe Routes to School Projects and seven Walk to Transit Projects, in addition to a TIF-funded pedestrian safety project on North Avenue. As part of the Arterial Resurfacing program (see page 20), the City will install pedestrian improvements including curb extensions and refuge islands at over 150 intersections in the City, and crosswalk improvements at 80 other locations. The 2019 Arterial Resurfacing projects will also install two miles of new bike lanes and restripe over 20 miles of bike lanes.

POLICY & ENFORCEMENT

Throughout 2017 and 2018, VZC has prioritized policies that benefit the City across geographies and communities.



100% OF ALDERMEN BRIEFED ON VZC
100% OF ALDERMEN REPRESENTING HCAs BRIEFED ON MENU PROGRAM IMPROVEMENT OPTIONS

2,137 TRAFFIC SAFETY WARNINGS GIVEN BY CPD TO PEOPLE DRIVING & BIKING

54 NEW CITY VEHICLES ORDERED WITH SIDE GUARDS

13 ROADWAY MILES WITH REDUCED SPEED LIMITS



Achieving Vision Zero requires the adoption of City policies that reach across geographies and partnerships that prioritize traffic safety. CDOT, together with partners across City and State government, elected officials, and the advocacy community have developed a number of policies and fostered collaboration to improve safety and meet the mobility needs of Chicagoans across communities.

Spotlight Projects: Policy & Enforcement

SIDE GUARD ORDINANCE & IMPLEMENTATION: Chicago enacted a large vehicle safety ordinance requiring side guards and convex mirrors be installed by City contractors on the large vehicles in their fleets. These relatively low-cost items prevent people walking or biking from being trapped under trucks and improve visibility for the driver. July 2018 marked the first reporting deadline for contractors to comply with these requirements. The City is leading by example with a commitment to retrofit its existing fleet and purchase new vehicles with this safety equipment.



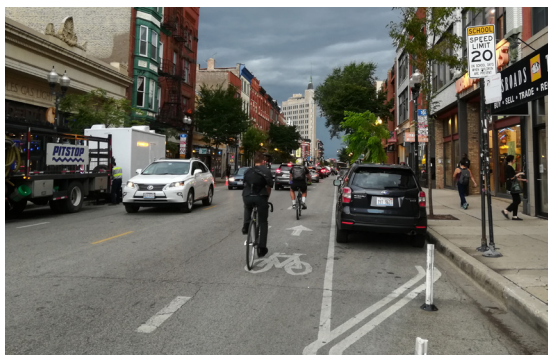
City Leadership celebrates the passage of the Side Guard ordinance.

INTEGRATING VISION ZERO INTO EXISTING PROGRAMS: CDOT is committed to integrating Vision Zero infrastructure improvements into existing programs, projects, and funding streams. In addition to including improvements in streetscape planning, the Department has included Vision Zero improvements in the federally funded Arterial Resurfacing program. Every year, CDOT designates streets to be resurfaced and uses the HCCs and HCAs to help prioritize the roadways. Resurfacing involves repaving, re-striping the road, and installing ADA compliant ramps. Resurfacing presents an opportunity to incorporate Street Transformation Projects and Targeted Capital Projects that improve safety for people walking or biking on busier streets.



Refuge island and bump-outs installed at Cicero Avenue and Barry Avenue in conjunction with an Arterial Resurfacing project.

SPEED LIMIT REDUCTION ON MILWAUKEE AVENUE: Speed plays a role in both crash occurrence and severity, and lower speeds create safer streets for all users. The speed limit on the Milwaukee Avenue HCC was reduced to 20 mph, with the Rapid Delivery infrastructure changes on the corridor reinforcing the new limit. The new lower speed limit has resulted in safer driving speeds and better organization of the street. This corridor represents a portion of the 13 miles of City roadways with reduced speed limits since June 2017.



Milwaukee Avenue HCC with a 20 mph speed limit.

THE DUTCH REACH IN ILLINOIS RULES OF THE ROAD:

Through a partnership between CDOT, Active Transportation Alliance, Ride Illinois, and the Illinois Secretary of State, the “Dutch Reach” was added to the *Illinois Rules of the Road* manual. The “Dutch Reach” is the technique of opening the door of a vehicle with your inside hand (right hand if you are the driver) after parking on a street. This forces you to turn your body and allows you to easily check for bike riders before opening the door. With the inclusion of the “Dutch Reach” in *Rules of the Road*, the Secretary of State is now including questions about biking and walking safety in the pool of questions asked in the written Illinois driver’s license exam.



The Dutch Reach technique of opening a car door with your inside hand to check for bikers.

Enforcement & Chicago Communities

“While enforcement is an important and effective tool to prevent dangerous driving behaviors, Chicago will work in partnership with communities and residents to ensure that all traffic safety interventions are fair, focused appropriately, and support the goals outlined in Vision Zero.”

VISION ZERO CHICAGO ACTION PLAN

VZC has emphasized education programs over enforcement. During the West Side planning process, VZC staff facilitated open conversations with residents about the nature of enforcement to move towards strengthening the relationship between the community and CPD. CPD is a key partner in VZC efforts, providing on-the-ground insight to all *Action Plan* recommendations related to enforcement.

Each year, the Safe Routes/Bicycling Ambassadors work with CPD to conduct outreach events to address a variety of behaviors including parking or driving in bike lanes, failing to obey traffic signals, and distracted driving. In 2018, the Ambassadors conducted 61 events in 18 wards across 14 Police Districts. During these events, people driving received 1,615 warnings, people biking received 522 warnings, and approximately 1,300 bike lights were distributed.

CPD also serves on the FCRCC and provides critical information to the committee on crash reporting to better understand conditions of crashes and how CPD responds to crashes.



An Ambassador partners with CPD on a targeted enforcement mission.



Coming in 2019

CITY DRIVER TRAINING - The City's Department of Fleet and Facility Management (2FM) is developing and will administer driver training for City employees who drive as part of their work. The curriculum combines a traditional defensive driving course with additional Vision Zero elements that focus on safe behaviors when driving around people biking and walking.



Safe Routes Ambassador delivers a warning to a driver during an enforcement mission conducted with CPD.

SPEED REDUCTION - Reducing speeds is a major tenet of Vision Zero. In 2019, work will continue to investigate where and how posted and driven speeds can be reduced throughout the City, particularly in HCAs and along HCCs.

IMPLEMENTATION OF HCA PLAN RECOMMENDATIONS - A number of policy recommendations are forthcoming from the Downtown and West Side HCA plans. In 2019, implementation plans for these policies will be developed.

EDUCATION & OUTREACH

Community outreach and education have been embedded in and were essential to the success of VZC's work in 2017 and 2018.



50 COMMUNITY EVENTS /
BY THE AMBASSADORS ON
WEST SIDE

BICYCLING & SAFE ROUTES
EVENTS IN:

ALL 50 WARDS &

ALL 25 POLICE DISTRICTS



9,800+ RESIDENTS ENGAGED

ATTENDED
THE

285 WRITTEN SURVEYS COLLECTED
350+ UNSAFE LOCATIONS MAPPED

EDUCATION & OUTREACH

Spotlight Projects: Education & Outreach

BICYCLING & SAFE ROUTES AMBASSADORS: The Bicycling and Safe Routes Ambassadors are CDOT's education and outreach team, in partnership with and supported by IDOT. The Ambassadors' goals are to encourage more Chicagoans to walk, bike and use transit, and to do so more often and more safely. The program accomplishes these goals by attending events and visiting locations across the City of Chicago, in all 50 wards and in each police district. This program has existed since 2001, and after the development of the VZC Action Plan, CDOT reoriented the program to focus outreach in HCAs and along HCCs.



Ambassadors lead a community bike ride.

WEST SIDE OUTREACH: VZC West Side outreach took place in the neighborhoods of Austin, greater Garfield Park (East and West), and North Lawndale. The main goal of this outreach process was to collect input from residents to develop strategies that reflect community priorities and address locally identified traffic safety issues.

As part of the engagement process, VZC partnered with community organizations to sponsor and co-host events on the West Side. These partners helped to imbed VZC messages into existing, community-led events.

This model of partnership encouraged a celebration of West Side communities and galvanized community support to build a culture of safety. The activities at these events were designed to make transportation investment, street design, and enforcement strategies engaging topics for all ages.

Through these events, VZC was able to reach hundreds of West Side residents in a meaningful and relevant way. Relationships with Austin Coming Together, Breakthrough Ministries, BUILD Chicago, Garfield Park Community Council, North Lawndale Community Coordinating Council, Lawndale Christian Health Center and Divvy for Everyone were strengthened and enhanced. Westsiders demonstrated that reaching Vision Zero is a challenge they are willing to accept.



Event attendees participate in a street design activity at BUILD Chicago's Light the Night event at the Hubbard Playlot.

PARTNERSHIPS WITH VICTIM SUPPORT GROUPS: The City has two active groups, Ghost Bikes and Ride of Silence, focused on providing support to families who have lost a loved one in a fatal bike crash. These groups pay tribute to the memory of the fallen cyclists while raising awareness of pressing issues affecting the safety of cyclists across the City.

VZC partnered with both groups on Chicago's 2018 Ride of Silence, a bike ride done in silence to honor those who have been killed or injured while riding. The 2018 Chicago ride began along HCCs in West Side communities. In addition, both organizations were invited to lead a conversation at a meeting of the Mayor's Bike Advisory Council to find collaborative solutions to traffic safety issues and concerns.

In November 2018, VZC in collaboration with other City departments and VZC stakeholders, hosted the City's first commemoration of World Day of Remembrance for Road Traffic Victims. This global event, sponsored in Chicago in 2018 by Keating Law Offices, is observed annually to remember the many millions killed and injured on the world's roads, together with their families and friends. Families and mobility advocates played an integral role in making this event possible. They reached out to their networks to ensure there was representation of Chicagoans who have been personally affected by traffic violence.



Vision Zero Chicago's 2018 World Day of Remembrance for Road Traffic Victims Event in Federal Plaza.

Coming in 2019

MARKETING WORKING GROUP - In 2019, VZC will convene a marketing working group that will include communications officers from City agencies and other subject matter experts who will guide the development of VZC messaging and public awareness campaigns. This group will also seek to develop private sector relationships to further spread the VZC mission throughout the City.

ALDERMANIC NOTIFICATION SYSTEM - The Fatal Crash Response Coordination Committee will supplement an existing automatic crash notification system to provide aldermanic offices with an alert when a fatal crash occurs in their ward. The alerts will help to inform elected officials of the need for traffic safety improvements in their community. CDOT will continue to coordinate with Aldermen to implement Vision Zero infrastructure using local funding.

THE ROAD AHEAD

The City of Chicago is committed to eliminating deaths and serious injuries from traffic crashes. We are glad to be able to highlight the successes we have achieved since the *Vision Zero Chicago Action Plan* was released in June 2017 and to reflect on the work still to be done.

VZC can make an impact through continued efforts to design our streets to prioritize safety, enact policies that improve safety across the City, and educate and engage Chicagoans with traffic safety where they live and work. These efforts require continued and expanded collaboration among City agencies and with elected officials, non-profit and for-profit partners, and the people who travel on City streets every day.

As a City, we agree that even one life lost is unacceptable. Let us continue the work necessary to fulfill this commitment together.



Stay Connected

Sign the Vision Zero pledge to commit to safe travel behavior and stay in touch with Vision Zero Chicago at www.visionzerochicago.org/pledge.

You can also follow us on Twitter [@VZChicago](https://twitter.com/VZChicago) or visit

www.visionzerochicago.org for more information.

For any questions or feedback on the *Annual Report*, please contact us at:

info@visionzerochicago.org



Chicago's Initiative to Eliminate Traffic Fatalities and Serious Injuries by 2026.

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