

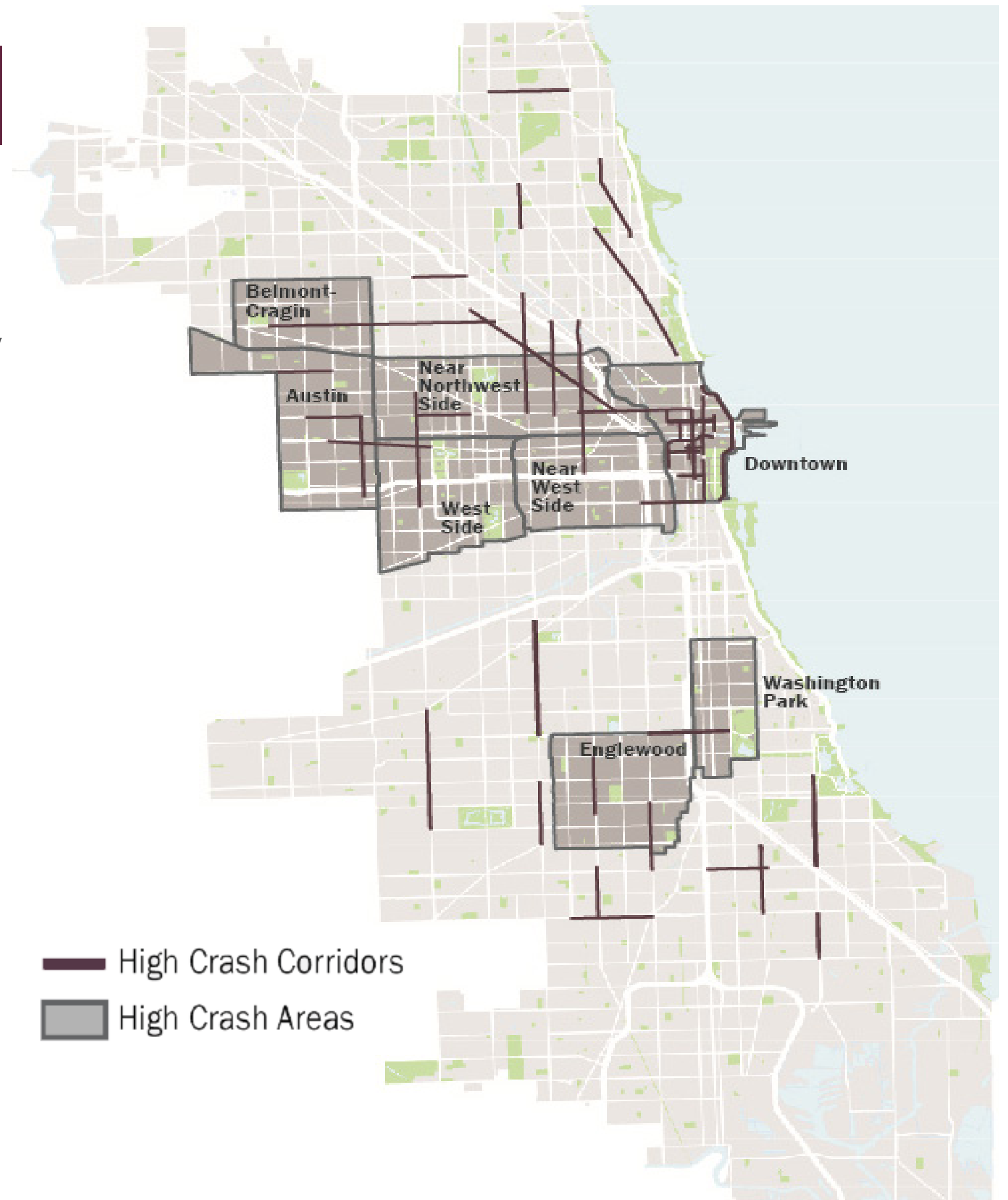
The City of Chicago is implementing targeted safety improvement projects to eliminate traffic fatalities and serious injuries by 2026. Utilizing a data-driven approach, the City is ensuring equitable investment in communities where needs for safer streets are the greatest.

HIGH CRASH CORRIDORS

As part of the Vision Zero Action Plan, the City identified 43 High Crash Corridors covering 70 miles of major streets, and 8 community areas, with a disproportionately high rate of fatalities and severe injuries. Through this data-driven approach, City agencies will drive investment in communities most affected by severe traffic crashes.

CDOT's High Crash Corridor Framework Plan, released in June 2018, identifies a strategy for targeted street improvements along all 43 High Crash Corridors. CDOT will initiate three categories of projects to improve street safety for all users:

- **Rapid Delivery Projects:** Quick and low-cost improvements primarily using city funds, grants, or private funds.
- **Targeted Capital Projects:** Strategic improvements at intersections, with funding from a variety of sources, including federal funds.
- **Street Transformation Projects:** Projects that entail a redesign of the street cross-section to improve safety for every user.



MILWAUKEE AVENUE

CDOT launched a Rapid Delivery Project to improve the safety of the Milwaukee Avenue High Crash Corridor in the summer of 2017. The Vision Zero project went from planning to installation in six months. Based on recommendations from the Wicker Park Bucktown SSA Master Plan and concerns voiced at public meetings, CDOT used a combination of design elements to make Milwaukee Avenue safer for all users:

- 1 20 MPH Speed Limit to reduce the severity of crashes.
- 2 Paint and Post Bump-outs to decrease crossing distances, slow turning speeds, and increase pedestrian visibility.
- 3 Dashed Bike Lanes to designate space for bicyclists in a constrained cross-section.
- 4 Bike Boxes to provide increased visibility for bicyclists at intersections.
- 5 Slip Lane Closures to reduce conflicts at complex intersections and create additional pedestrian space.

SPEED REDUCTION IN NEIGHBORHOODS

Almost 72% of crashes in Chicago that result in fatalities involve one or more of the five most dangerous driving behaviors, including speeding. Chicago is committed to decreasing speed-related fatal and serious injury crashes by 25% by 2020. One of the Vision Zero action items is to identify opportunities to reduce the posted speed limits on neighborhood streets from 30 MPH to 20 MPH and make these streets safer. Besides lowering the posted speed limit, Chicago is installing 'neighborhood greenways,' streets that prioritize bicyclists and pedestrians by incorporating traffic calming infrastructure, signs, and striping. These improvements reduce cut-through traffic and make crossing busy neighborhood streets safer and more comfortable. CDOT is installing 11 miles of neighborhood greenways in 2018 and early 2019.



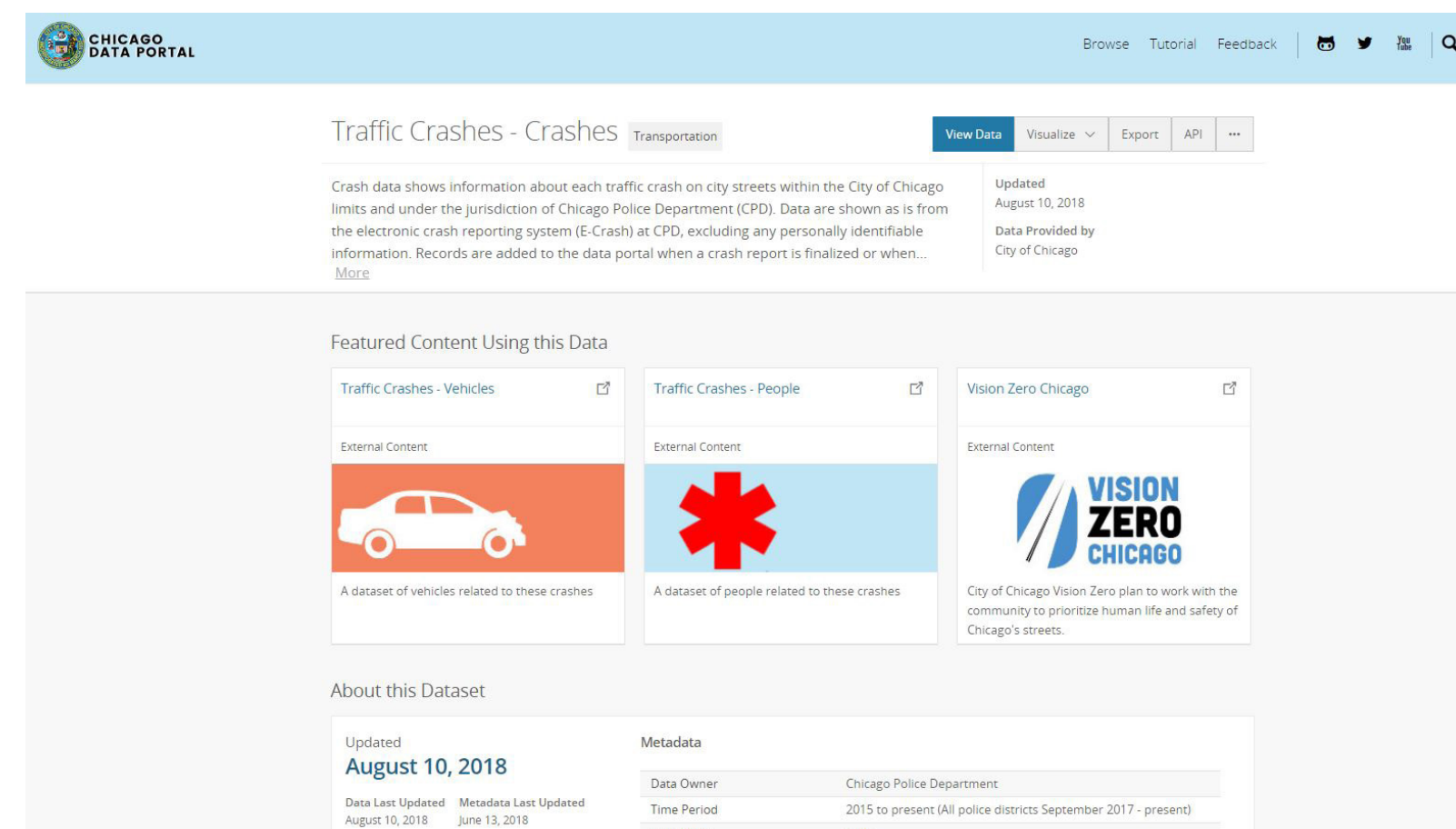


Vision Zero Policies

Vision Zero is both a commitment and the approach to eliminating death and serious injury from traffic crashes in Chicago through equitable investment across the City, building a citywide culture of safety, designing safer streets for all users, and implementing policies, training and technologies that create safer vehicles and professional drivers.

TRANSPARENCY & ACCOUNTABILITY

A new set of data on the City's Open Data Portal enables the public to directly access traffic crash data within days after a crash. This reporting system provides information about the location, the severity, and what contributed to the crash. This level of transparency will support research by the public, academics and advocacy organizations to help in the effort to understand how crashes can be prevented.



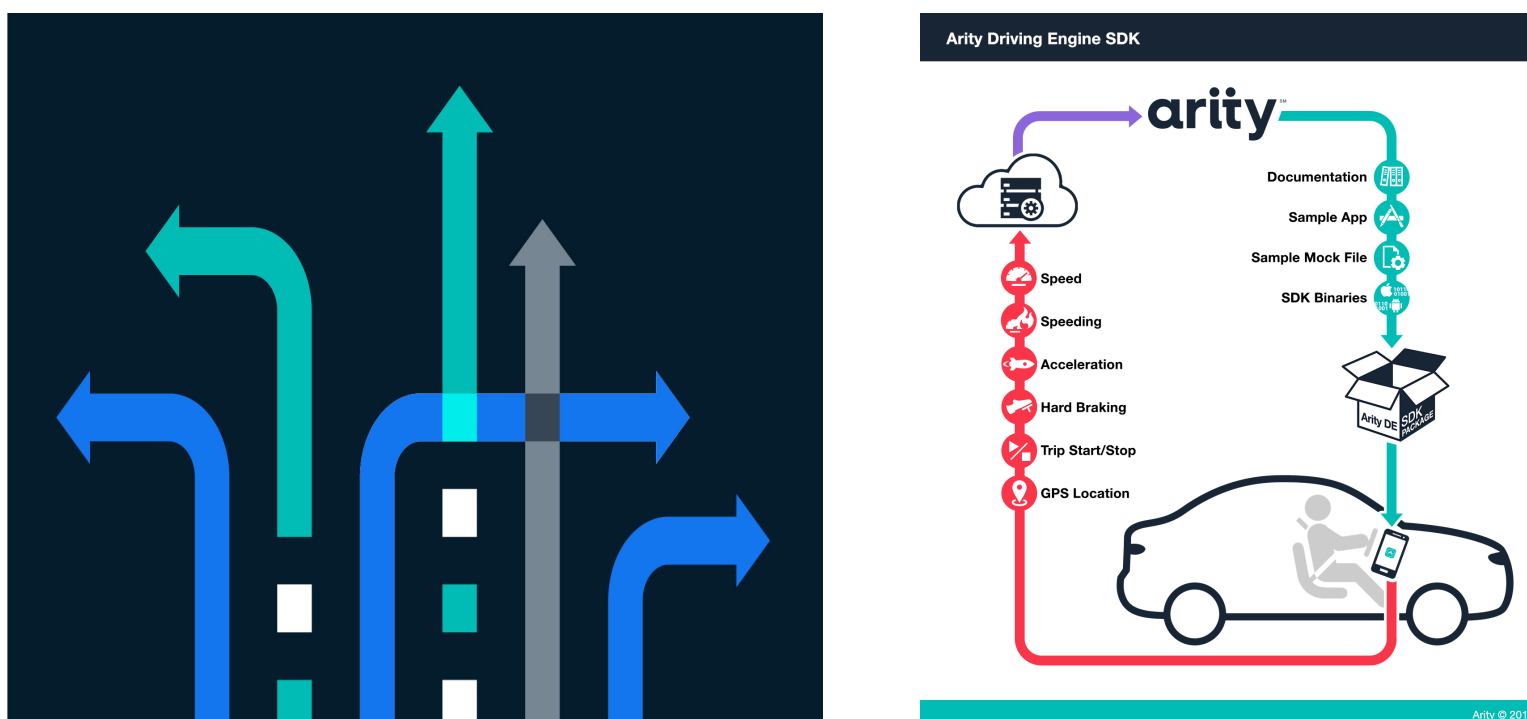
SIDE GUARD ORDINANCE

The City enacted a truck side guard ordinance in 2017 to incorporate additional safety equipment on large vehicles in the City fleet and those used by City contractors, reducing the potential for pedestrian and bicyclist serious injuries and fatalities.



PUBLIC/PRIVATE PARTNERSHIP

A confirmed data partnership with Arity, a subsidiary of The Allstate Corporation, will allow the City build a foundation of insights and predictive analytics to better understand the risk factors of specific segment of roadways and intersections across Chicago.



EDUCATION & ENCOURAGEMENT

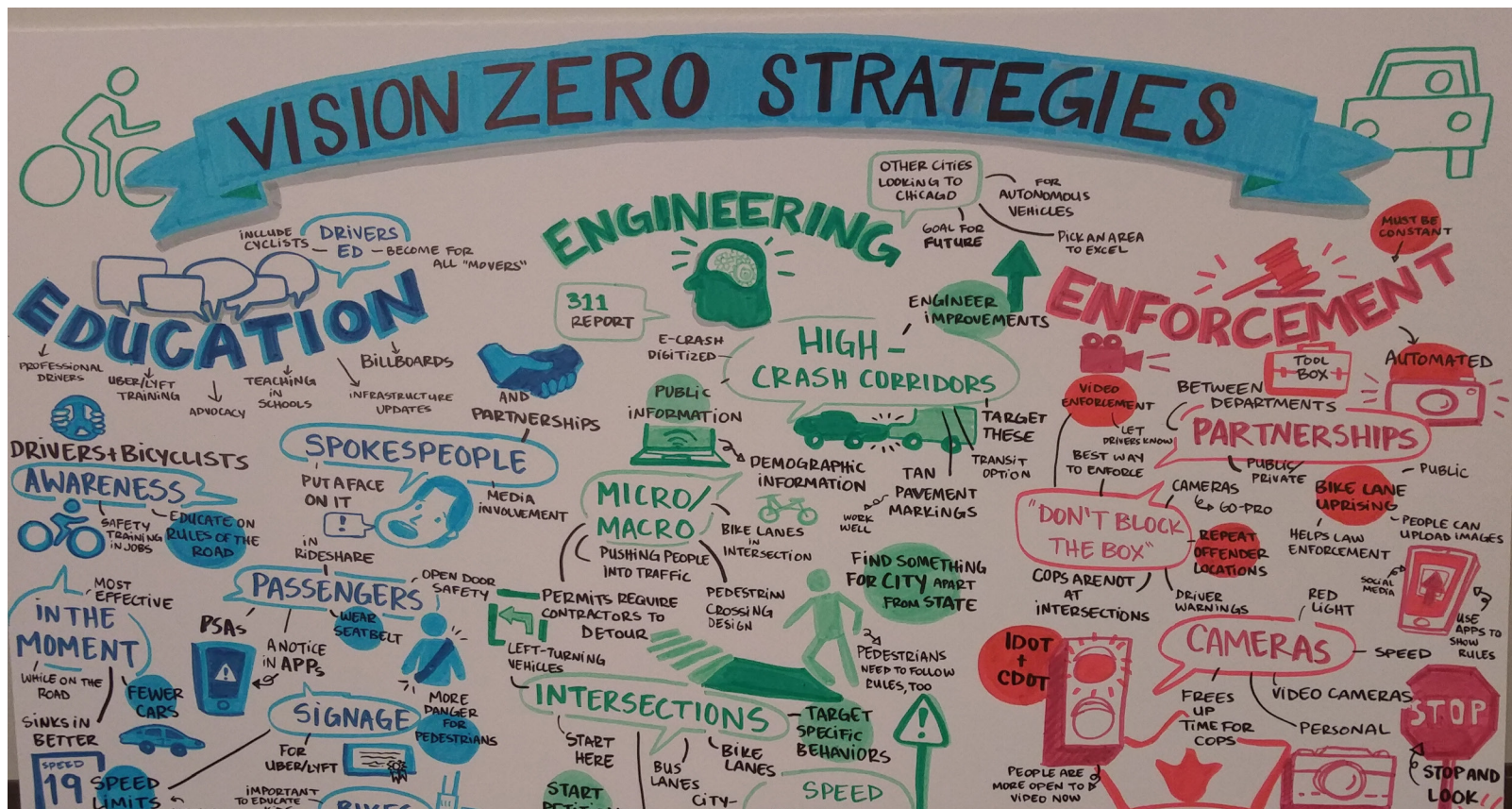
Chicago's Bike/Safe Routes Ambassadors partner closely with the Police Department to host education and encouragement missions across the City's high crash areas to engage with the public and raise awareness around traffic safety.



COMMUNITY-DRIVEN PLANNING IN HIGH CRASH AREAS

DOWNTOWN

Stakeholders from the Central Business District have identified opportunities and resources to educate multiple audiences, engineering priorities to make streets safer for all users, and innovative strategies that could be adopted to enforce the rules of the road. Task Force members are committed to leverage their collective resources to advance Vision Zero goals.



WEST SIDE

In partnership with community groups, Vision Zero will sponsor three events with interactive educational activities and a facilitated dialog. These activities will help establish a framework for action-oriented implementation plans to build a culture of safety, and explore innovative solutions through temporary interventions that can lead to long-term implementations.

