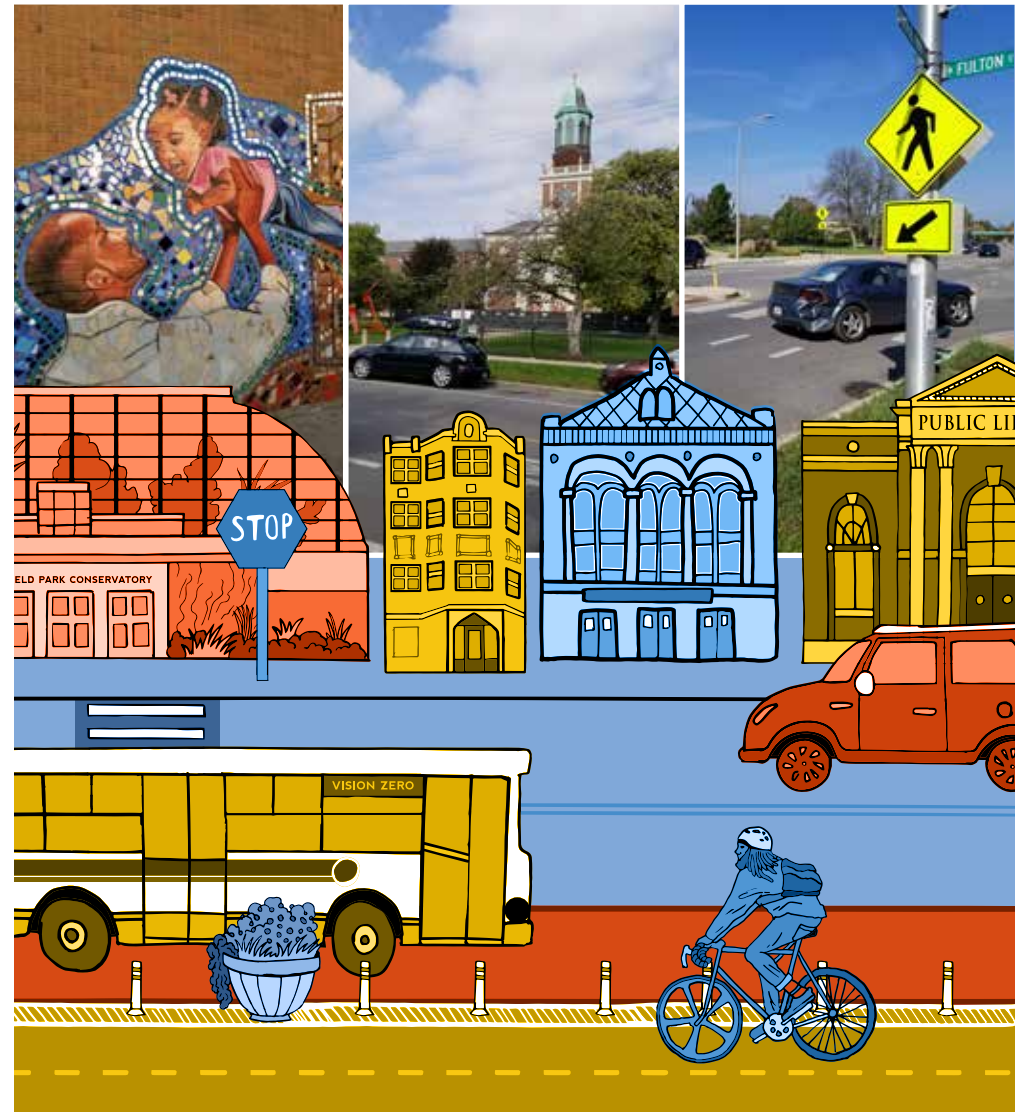


# WEST SIDE



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

[www.visionzerochicago.org](http://www.visionzerochicago.org)

VISION ZERO  
NEIGHBORHOOD PLAN



# TABLE OF CONTENTS



<b>What is Vision Zero?</b>	<b>6</b>
Vision Zero Chicago Mission	
West Side Goals	
<b>Why This Matters</b>	<b>10</b>
What the Data Says	
What the People Say	
<b>Progress Summary</b>	<b>18</b>
Lessons Learned	
Making Real Progress	
Making Safe Streets Matter	
Ingredients for Success	
The Success of “Design a Street”	
<b>Recommendations</b>	<b>32</b>
Working Across Scale	
Aligning Goals and Strategies	
Recognizing Progress	
<b>Austin</b>	<b>40</b>
Austin Partnership	
Big Idea: Central Ave	
Community Recommendations	
<b>North Lawndale</b>	<b>54</b>
North Lawndale Partnership	
Big Idea: Bike Network	
Community recommendations	
<b>Garfield Park</b>	<b>70</b>
Garfield Park Partnerships	
Big Idea: Lake/Kedzie Intersection	
Community recommendations	
<b>Safe Streets Toolkit</b>	<b>82</b>
Vision Zero Case Studies	
Public Art as a Tool	
How to be a Vision Zero Ally	
How to Counter Skeptics	
Resources	
Know Your Ward	
Safety Evaluation	
Vision Zero Vocabulary	
<b>Vision Zero Assessment Worksheets</b>	<b>93</b>
Community Cohesion	
Equitable Investment	
Education & Encouragement	
Credits	

# WHAT IS VISION ZERO?



**VISION ZERO IS BOTH THE COMMITMENT AND THE APPROACH TO ELIMINATING DEATH AND SERIOUS INJURY FROM TRAFFIC CRASHES.**

**BY CHANGING HOW WE DESIGN, USE, AND VIEW OUR STREETS, WE CAN MAKE THEM SAFER FOR EVERYONE.**



## VISION ZERO CHICAGO MISSION



- **Even one life lost in a traffic crash is unacceptable.** We all have the right to walk, bike, take public transit, and drive on streets that are safe for everyone, regardless of who we are or where we live.
- **Vision Zero brings together the policies, partnerships, and technologies that prevent death and serious injury from traffic crashes.** Traffic crashes are not “accidents.” We acknowledge that traffic deaths are preventable and unacceptable, and commit to using all available tools to influence the conditions and behaviors that lead to serious crashes.
- **Working together, we can eliminate traffic deaths and life-altering injury.** The Vision Zero initiative builds a partnership between City leadership and the public to prioritize human life and the safety of our streets. The Vision Zero Chicago Action Plan commits to reducing traffic crashes that cause death and serious injury through an equitable distribution of resources and inclusive community engagement.

## WEST SIDE GOALS

### INVEST EQUITABLY

All Chicagoans have the right to safe streets. Vision Zero cannot just address traffic crashes, but must also consider the disparity of where crashes occur and who they impact. The City commits to prioritizing equity in all programs and policies pursued under Vision Zero.

### EDUCATE & ENCOURAGE

More people walking, biking, and taking public transit has many benefits beyond improved traffic safety. Lowering the number of trips made in personal vehicles reduces traffic congestion, improves air quality, supports local businesses, and increases positive community health impacts.

### PROGRAM FOR COHESION

Streets should serve the needs of all community members, no matter how they get around. Well-designed and programmed streets provide more than mobility for all modes of transportation; they also support local economic development. City departments can work together with the community to create a safer, more inviting environment and to improve quality of life.



# WHY THIS MATTERS

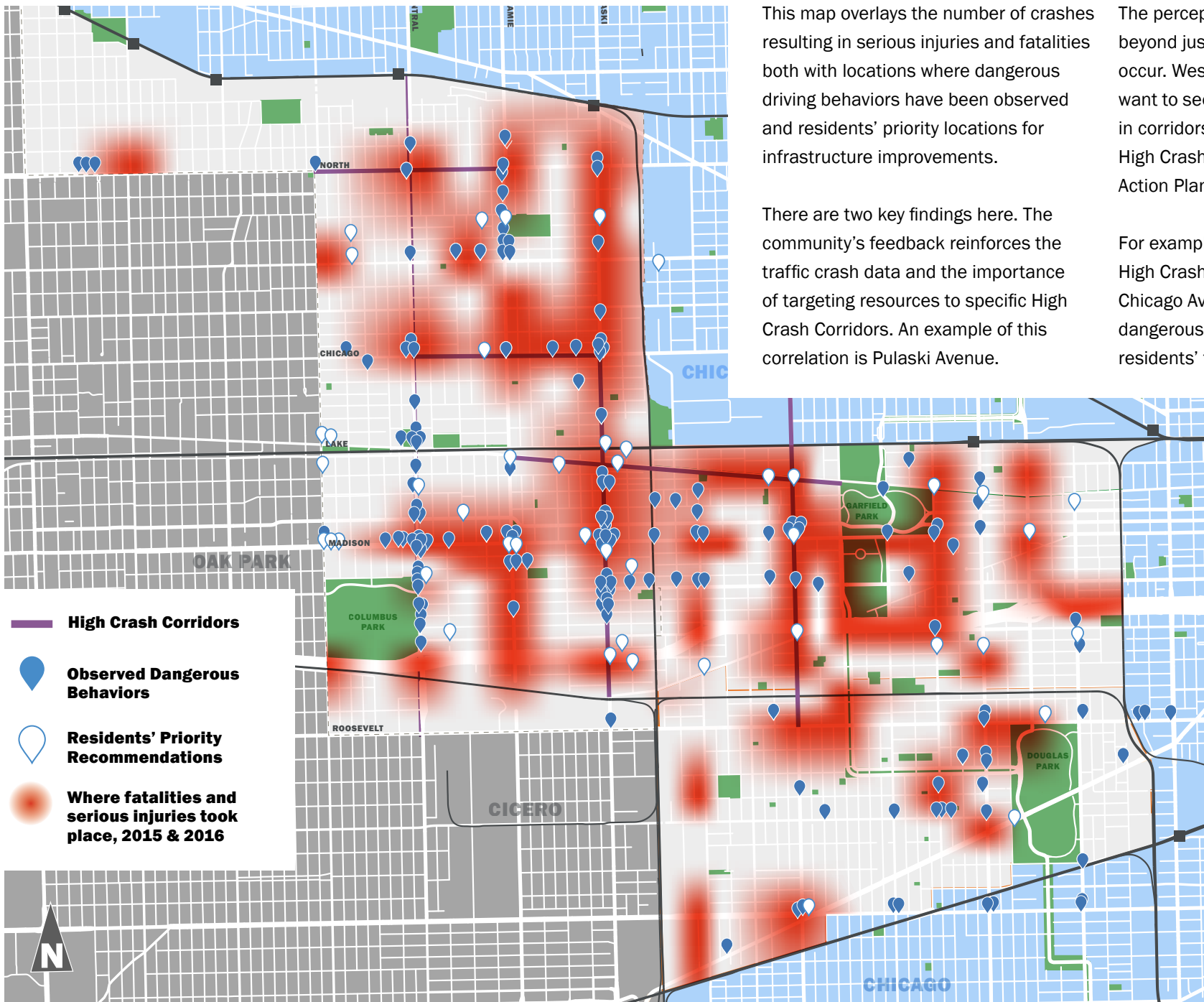


**THE WEST SIDE EXPERIENCES SIGNIFICANTLY HIGHER RATES OF CRASHES THAT CAUSE DEATH AND SERIOUS INJURY THAN CHICAGO'S AVERAGE.**

**INVESTING IN COMMUNITIES MOST AFFECTED BY SEVERE TRAFFIC CRASHES HELPS US GET TO ZERO.**



# WHAT THE DATA SAYS



This map overlays the number of crashes resulting in serious injuries and fatalities both with locations where dangerous driving behaviors have been observed and residents' priority locations for infrastructure improvements.

There are two key findings here. The community's feedback reinforces the traffic crash data and the importance of targeting resources to specific High Crash Corridors. An example of this correlation is Pulaski Avenue.

The perception of traffic safety goes beyond just the number of crashes that occur. West Side residents may also want to see infrastructure improvements in corridors that might not be listed as High Crash Corridors in the Vision Zero Action Plan.

For example, Central Avenue is not a High Crash Area, but between I-290 and Chicago Ave has a number of observed dangerous driving behavior and residents' feedback.

The five identified dangerous driving behaviors are:

- Speeding
- Failure to give the right of way
- Using a cell phone while driving
- Driving under the influence
- Disobeying traffic signals

# 72%

Of all crashes resulting in death involve one or more of five dangerous driving behaviors.

While severe crashes affect Chicagoans regardless of their ethnicity, gender, age, or income level, our research shows that some communities are more impacted than others. A few facts stand out:

**8**

Chicago communities designated as High Crash Areas.

**36%**

Share of Chicago's severe crashes that happen in these communities.

**20%**

Of Chicago's geographic area that these communities comprise.

**5 PEOPLE** are seriously injured in a Chicago traffic crash every day.

**EVERY 3 DAYS** someone dies in a Chicago traffic crash.

Chicagoans of color are **MORE AT RISK OF DYING** in a traffic crash than white Chicagoans.

Chicagoans living in communities of high economic hardship **DIE IN CRASHES MORE OFTEN** than other Chicagoans.

**2016 West Side Traffic Fatalities:**

**Austin:**

**4**

**North Lawndale**

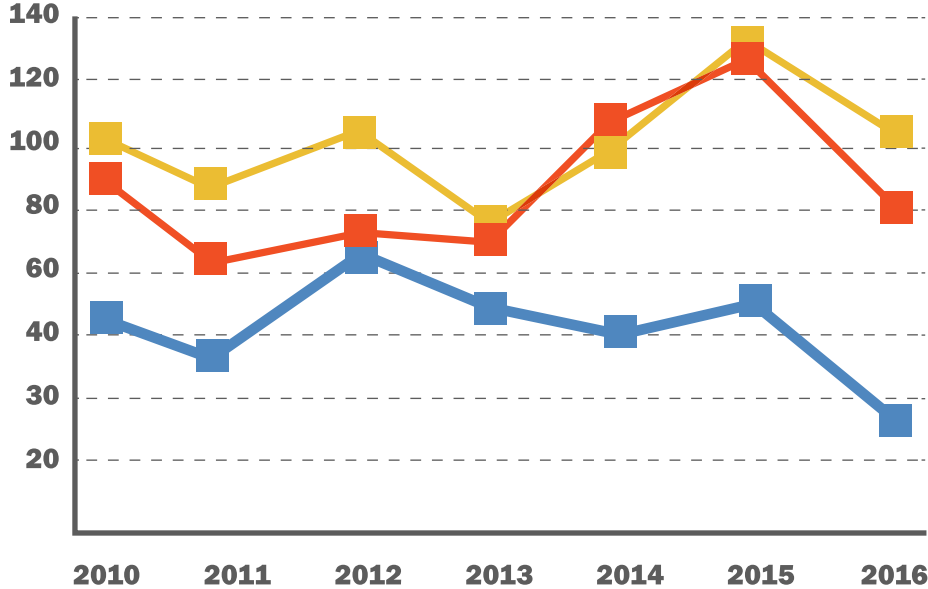
**3**

**Garfield Park**

**8**

All three communities have experienced similar trends regarding crashes since 2010. After a steady increase in crashes from 2013 to 2015, these communities have experienced a significant decrease in crashes in 2016. Although still far from reaching zero, this decrease represents an important win for safer streets in the West Side.

**WEST SIDE CRASHES RESULTING IN SERIOUS INJURIES, 2010-2016**

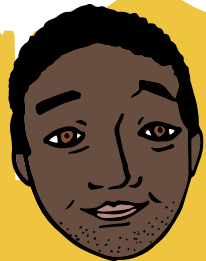


■ Austin  
 ■ Garfield Park  
 ■ North Lawndale

A "serious injury" is defined by the Illinois Department of Transportation 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. Source: IDOT data, 2010-2014. Data excludes crashes that occur on interstate expressways.

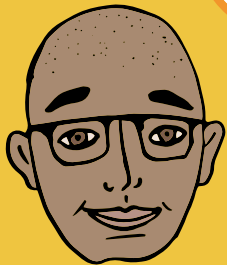
## WHAT THE PEOPLE SAY

The Vision Zero team has talked to a lot of people! The following are personal stories from West Side residents and represent common topics the Vision Zero team heard throughout the engagement process:



*"Everyone goes way too fast down Ogden. And off the busy streets, no one pays attention to the stop signs. It can be hard to cross the street even in a car, let alone walking or biking. It's dangerous and no one seems to be enforcing traffic laws."*

*"A lot of people come through Lake and Kedzie going to and from the Green Line. The lighting is bad there and it doesn't feel safe."*



*"I was surprised that I live near a High Crash Area and that my community has so many crashes despite not having as much density as other places. I don't know how to undo decades of disinvestment on the West Side, but education would help change the culture to make it unacceptable to violate traffic rules."*



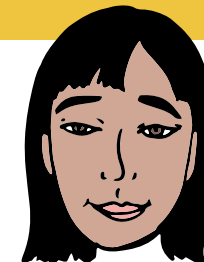
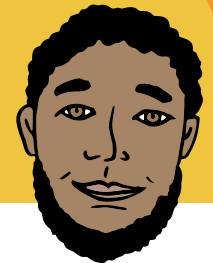
*"I frequently drive on Lake Street, but I'm still not used to the bike lane there. I was trying to turn and wasn't sure where to do it with all the new markings. I got pulled over, but I just had no idea about how to drive with a bike lane!"*



*"My ideal street would have a bike zone, so that cars know that's not where they're supposed to go. A lot of people ride bikes so we don't want them getting run over because of the cars."*

*"I'm a competitive runner but I run far from home because it's just not worth it when the sidewalks aren't shoveled or in good condition."*

*"There's a great park on our block but someone was shot there recently. I don't feel safe walking there with my kids, so we all drive to parks elsewhere."*







# PROGRESS SUMMARY



## LESSONS LEARNED



Vision Zero Chicago builds a partnership between City leadership and the public to prioritize human life and safety of the City's streets. In 2017, the Vision Zero Chicago Action Plan was released to support the implementation of this initiative and guide the "Road to Zero" initiatives via an equitable distribution of resources and inclusive community engagement.

To invest equitably in communities most affected by severe traffic crashes, Vision Zero identified eight communities as high crash areas that account for 36% of fatal crashes. Vision Zero West Side outreach has focused on the neighborhoods of Austin, Garfield Park, and North Lawndale. The main goal of this outreach process was to collect input from residents to develop strategies that reflect these communities' priorities and address the five most dangerous driving behaviors and other traffic safety issues.

One of the key findings from the initial outreach was that Westsiders prefer 'education events' as their preferred intervention to improve traffic safety in their neighborhoods. This led the Vision Zero Chicago team to plan a series of events as an intervention tools to lay the groundwork for an inclusive engagement and educational initiative.

- Factors that influence safe streets include and extend beyond traffic and infrastructure. Violence is the main reason for not feeling safe biking, walking or using public transportation followed by dangerous driving.
- Residents saw education events as the most preferred way to improve traffic safety.
- A lack of destinations is seen as one of the biggest barriers to traveling throughout the West Side. People feel there are not enough places they want to go in their neighborhoods.
- Residents would like to see the Chicago Police involved in Vision Zero mainly through education and community engagement events.
- Respondents want to see events such as walking tours, community walks or bike rides, and community-led forums in their neighborhoods.
- Community members are eager to implement actions to improve traffic safety in the West Side.

2017 Vision  
Zero outreach:

**9,000**

West Side residents  
engaged by VZ's four  
organizers.

**130+**

Local meetings  
attended by VZ's four  
West Side organizers.

**329**

Map data points  
collected from  
residents.

**285**

Written surveys  
collected.

**73**

Locations where road  
behavior was analyzed.

# MAKING REAL PROGRESS



Vision Zero has helped implement numerous changes, including improved sidewalks, shorter crossings, bump outs, and even bus shelter advertising.

## WEST SIDE IMPLEMENTATION PARTNERS ROUNDTABLE:



Attendees brainstorming potential future Vision Zero initiatives

After months of organizing, Vision Zero convened dozens of its local community partners the following winter for an event to share notes and resources on moving this work forward.

Attendees shared strategies that worked for them and were most intrigued by the concept of “Rapid Delivery Improvement Projects” as an efficient way to make a notable difference quickly.

Attendees shared visions of “Open Streets” events to encourage socializing and sharing the message of safe streets.

Season	Major accomplishment
<b>SUMMER 2017</b>	Four Community Organizers spent the summer going to a plethora of local community meeting and events.
<b>FALL 2017</b>	Held three Vision Zero open houses.
<b>WINTER 2018</b>	Convened a West Side round table with dozens of local groups and stakeholders.
<b>SPRING 2018</b>	Held three “Train the Trainer” workshops and follow up meetings with past participants.
<b>SUMMER</b>	The 2018 event series of four large community partnerships; Developed a curriculum for Ambassadors.
<b>FALL 2018</b>	Developed this West Side plan and toolkit.
<b>WINTER 2018</b>	Distributed plan and continued advocating for Vision Zero ideals and goals.
<b>SPRING 2019</b>	Began plan implementation.

## OTHER ACCOMPLISHMENTS

2017 citywide safety improvements:

# 90

Pedestrian improvement projects completed

# 10

Schools that received pedestrian safety improvements.

# 16

Miles of new bikeways installed citywide.

# 22

Miles of existing bikeways restriped citywide.

# 20

Speed feedback signs installed near parks and schools.



Since the release of the Vision Zero Action Plan in June of 2017, the City has made strides towards eliminating traffic fatalities and serious injuries by 2026. We are dedicated to this mission to protect our residents. We know this is an ambitious goal. The following achievements reflect the successes of the first year of the Vision Zero initiative, but there is still much to be done.

### MILWAUKEE AVE. SAFETY PROJECT

CDOT added a myriad of improvements to several of Milwaukee Avenue's blocks busiest with cyclists and pedestrians. Improvements included dashed bike lanes, reduced vehicle lanes and reduced speed limits across the corridor.

### SIDE GUARD ORDINANCE

Chicago enacted a Truck Side Guard Ordinance requiring safety enhancing equipment on large vehicles to reduce traffic fatalities and injuries. The term "safety enhancing equipment" includes side guards that prevent people from falling under a truck's rear tires, crossover mirrors and convex mirrors.

### E-CRASH ELECTRONIC CRASH REPORTING

The City worked with IDOT and CPD to convert its paper-based crash reporting system to an electronic one. The new system was deployed for police crash investigators in 2017. The data is available on the City's Data Portal and allows the public to more quickly access traffic crash data. The anonymized data will be available to the public within days, eliminating the lag time of a year or two under the previous paper-based system.



# MAKING THE CASE FOR SAFE STREETS



Even though we all use streets daily and want to be safe doing so, road design and infrastructure is not something most people think about on regular basis. For this reason, Vision Zero Chicago adopted an approachable and engaging message that could be shared with everyone.

Uneven sidewalks, lack of street lighting, dangerous intersections and other issues affect us all. Vision Zero helps community members understand the connection between elements in our built environment that contribute to creating safer streets such as crosswalks and pedestrian islands to the behavioral changes needed to build a culture of safety.

## REFRAMING THE MESSAGE

Vision Zero's message is frame in a way that allows for understanding how these strategies can move forward communities' goals, especially for anyone intending to address some of the following:

- Improve public health by encouraging walking, running, and cycling.
- Create more vibrant streets where people feel safer.
- Improve the perception of safety by bringing more people out.
- Minimize congestion and speeding by installing bike lanes, pedestrian islands, and other design interventions.
- Help drive much-needed targeted investment.
- Spur more community pride and a stronger sense of place.
- Help bring the police, community and other partners to share the responsibility of improving traffic safety for all.
- Position traffic violence as something within residents' power to change.

## WHAT WESTSIDERS SAID

Vision Zero draws from the vision of each of the stories heard during engagement events to develop comprehensive recommendations that are specific to each community. These are some of the comments shared by Westsiders:

Intersection	Resident feedback:
<b>Lake / California:</b>	<i>"Need bump outs here!"</i>
<b>Lake / California:</b>	<i>"Needs a yield sign here."</i>
<b>5th / Kostner:</b>	<i>"People always run red lights here."</i>
<b>Ogden / Fairfield:</b>	<i>"Really hard/dangerous crossing Ogden from Mt. Sinai to Schwab Rehab Hospital."</i>
<b>Cermak / Pulaski:</b>	<i>"Hard to walk across the street. Low visibility while driving"</i>
<b>Cermak / Harding:</b>	<i>"You can't get across Harding here!"</i>
<b>Ogden / Albany:</b>	<i>"Drivers running red lights. Service road traffic going East on Ogden hit cars going North on Albany. Three lanes down to two, no clear marking for the one ending, needs better signage."</i>
<b>Ogden / Homan:</b>	<i>"Put a stop sign here to slow down fast drivers."</i>

### 2018 Vision Zero outreach:

4

West Side  
community events

3

"Train the Trainer"  
workshops held

800+

Local residents  
engaged

50

Events led by the  
Bike Ambassadors



# INGREDIENTS FOR SUCCESS



Vision Zero Chicago partnered with four community organizations to sponsor and co-host events in the neighborhoods of Austin, Garfield Park, and North Lawndale. These events embedded the Vision Zero message 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. By inviting people to draw on the sidewalk, lounge in the street, envision their ideal safe street, map their walking routes, decorate bump outs, and share their feedback on community priorities, we were able to spark conversations about how we can collectively reach Vision Zero's ambitious goals.

Through these events, Vision Zero was able to reach hundreds of West Side residents in a meaningful and relevant way. Relationships with partners such as Build Chicago, Garfield Park Community Council, Breakthrough, Lawndale Christian Health Center and Divvy were strengthened and enhanced. It will take all of us to reach zero, but Westsiders demonstrated that reaching zero is a challenge they are willing to take!



*Vision Zero's outreach tools included stickers, swag, kiosks, and a magnetic game to "Design a Street!"*

## HOW TO REPLICATE THIS WORK:

### 1. Build on existing community assets

Why start from scratch when you can build on work already being done? Partner with other community organizations to sponsor and co-host an event where traffic safety IS NOT the sole theme. Community members are most receptive to Vision Zero when the message is embedded into existing community-led initiatives/events.

### 2. Ask the right questions and share the right message

Collecting data is not all about just gathering information, it is important to identify what is it that you want to learn from your community to ensure you ask the right questions. This feedback can be collected in the form of maps, surveys, or other activities. Make sure the format fits the type of questions.

### 3. Street Design and traffic safety do not have to be boring

Even though it impacts their daily lives, road design is not something people think about all the time. Get creative when facilitating educational activities regarding street design/engineering and traffic safety; but remember you do not need to reinvent the wheel! See the activities the Vision Zero team developed and elsewhere to get inspiration or reach out to the Vision Zero team for inspiration.

### 4. Community Experts = Technical Experts

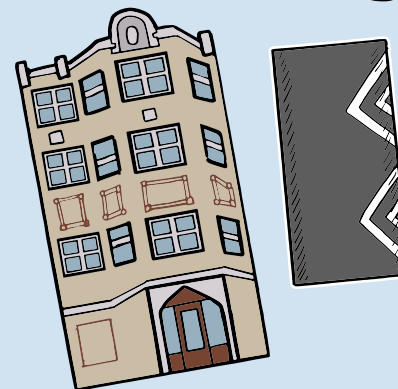
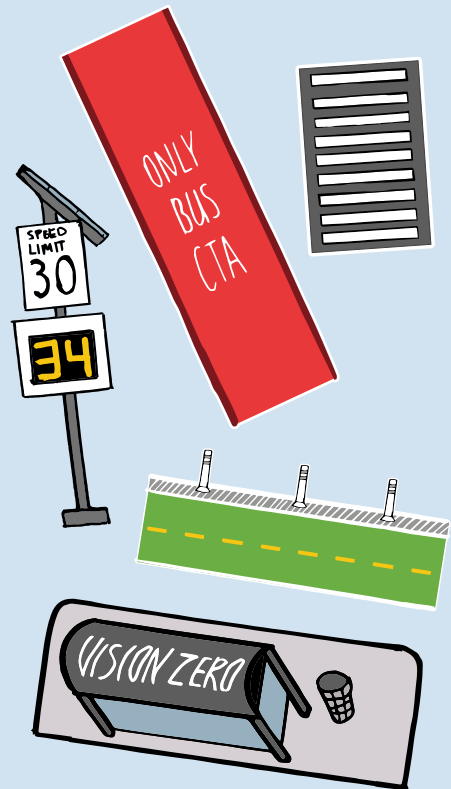
Those who live, work, and invest in a community have an expertise that is equal to or greater than the technical experts! Community experts know the assets, the gaps, and the vision for their community. Use the input collected and the events you organized to build momentum around safety improvements. Advocate with your Alderman to leverage resources to make those improvements possible.

# THE SUCCESS OF “DESIGN A STREET”



The goal of the “Design a Street” activity was to help community members envision an ideal safe street by learning about different interventions that can be arranged on an abstract street.

Attendees could play with dozens of hand-drawn magnetic pieces depicting streetscape elements such as stop lights, sidewalks, kids on bikes, emergency vehicles, and bump-outs, plus buildings and landmarks from each community. All the pieces were labeled and reference photos were provided so to help people become more familiar with obscure jargon such as “bioswales”.



Kids, some as young as six, needed no invitation, and giddily moved the pieces on the magnetic board. For the adults, it was helpful to see the elements in place and having them provoked many far-ranging, authentic conversations about re-envisioning city streets and ways to help enforce a culture of safety.

However, seeing the pieces in place also made many adults wonder, ask questions, and perhaps see streets in a slightly different way.



## RECOMMENDATIONS





# WORKING ACROSS SCALE



Identifying the scale in which the strategies in this plan are recommended will help communities develop SMART (Specific, Measurable, Achievable, Relevant, Timed) neighborhood-specific objectives and impactful action steps.

This plan is designed so that each community represents a scale intervention with other recommendations at each scale for each community. This matrix provides a comprehensive overview of potential strategies residents, advocates, and others can take in working toward safe streets.

	North Lawndale	Austin	Garfield Park
Community	●		
Corridor		●	
Site			●

## COMMUNITY



Working at the community-level provides a comprehensive perspective of an entire community area and how to tackle its issues around safe streets. This scale's high-level approach attempts to shine light on ways to tackle solutions across the other two scales.

Across Chicago, eight communities were identified as having a high number of traffic-related incidents, which the Vision Zero Action Plan dubs High Crash Areas.

## CORRIDOR



Corridors are stretches of street where a high number of crashes or other observed issues occur. The Vision Zero Action Plan identified many such places; these corridors are known as High Crash Corridors.

These corridors dot the West Side and provide ample opportunity to make improvements that have far-reaching benefits.

## TARGET SITE



This is the smallest scale for implementation strategies and refers to small, well-defined areas such as a single intersection, portion of a block, bus stop, or transit station.

This scale offers great potential to help enforce better driver behavior.

# ALIGNING GOALS AND STRATEGIES

By aligning Vision Zero’s recommendations with other planning efforts in Austin helps reinforce the community’s vision when it comes to safer streets, infrastructure investment and traffic safety education.

## AUSTIN

	QUALITY OF LIFE PLAN	VISION ZERO ACTION PLAN	VISION ZERO HIGH CRASH CORRIDOR FRAMEWORK PLAN	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Implement & enforce safer speeds for all travel choices on Central & Chicago Avenues.	●	●		●
Prioritize investment in Pedestrian Safe Zones on Chicago and Central Avenues.	●	●	●	●
Target safety improvements around public transit stops and stations.		●	●	
Prioritize safety & air quality over capacity on Cicero.	●			
Implement Safe Routes to School programs in Austin schools	●	●		●
Build stronger community/police partnerships	●	●		

## GARFIELD PARK

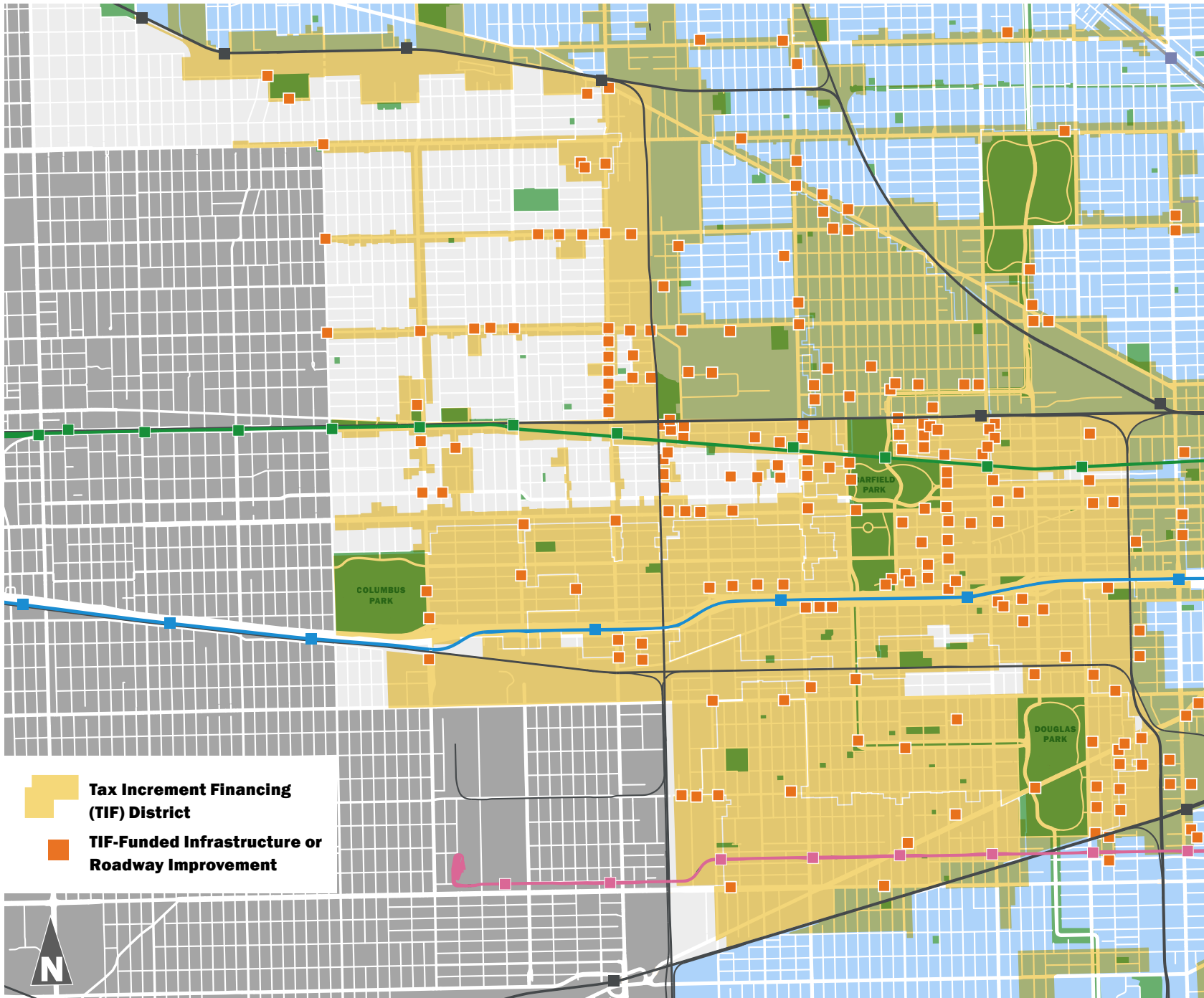
Target transit improvements around equitable transit oriented development	●	●	●	
Prioritize investment in pedestrian safety on Madison St.	●	●		●
Implement Safe Routes to school in Garfield Park schools		●		●
Build stronger community/police partnerships	●	●		
Advocate for permanent pedestrian safety improvements on Lake & Kedzie		●		
Explore other opportunities for rapid deliver projects in the neighborhood		●	●	

## NORTH LAWDALE

	QUALITY OF LIFE PLAN	VISION ZERO ACTION PLAN	VISION ZERO HIGH CRASH CORRIDOR FRAMEWORK PLAN	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Prioritize safety for all modes on Ogden Avenue.	●	●		●
A Targeted Capital Project at the “Five Corners” intersection of Pulaski/Ogden/Cermak.	●	●	●	
Target safety improvements around Lawndale’s three public transit stations.	●	●	●	
Prioritize pedestrian safety investments along 16th Street.	●		●	●
Explore a rapid delivery project at Ogden & Central.	●		●	
Facilitate bicycling education for adults and youth		●		●
Promote programming within the intersection of physical wellness and safety.	●	●		●
Prioritize bicycling infrastructure improvements.	●	●		●
Introduce traffic safety into the violence interruption model.	●			
Strengthen community/police partnerships.	●	●		

The recommendations in this document include a feature project or “big idea” that illustrates how implementing Vision Zero strategies can help the community move forward already-identified priority projects. In addition, these recommendations include potential actions and an estimated time frame for completion

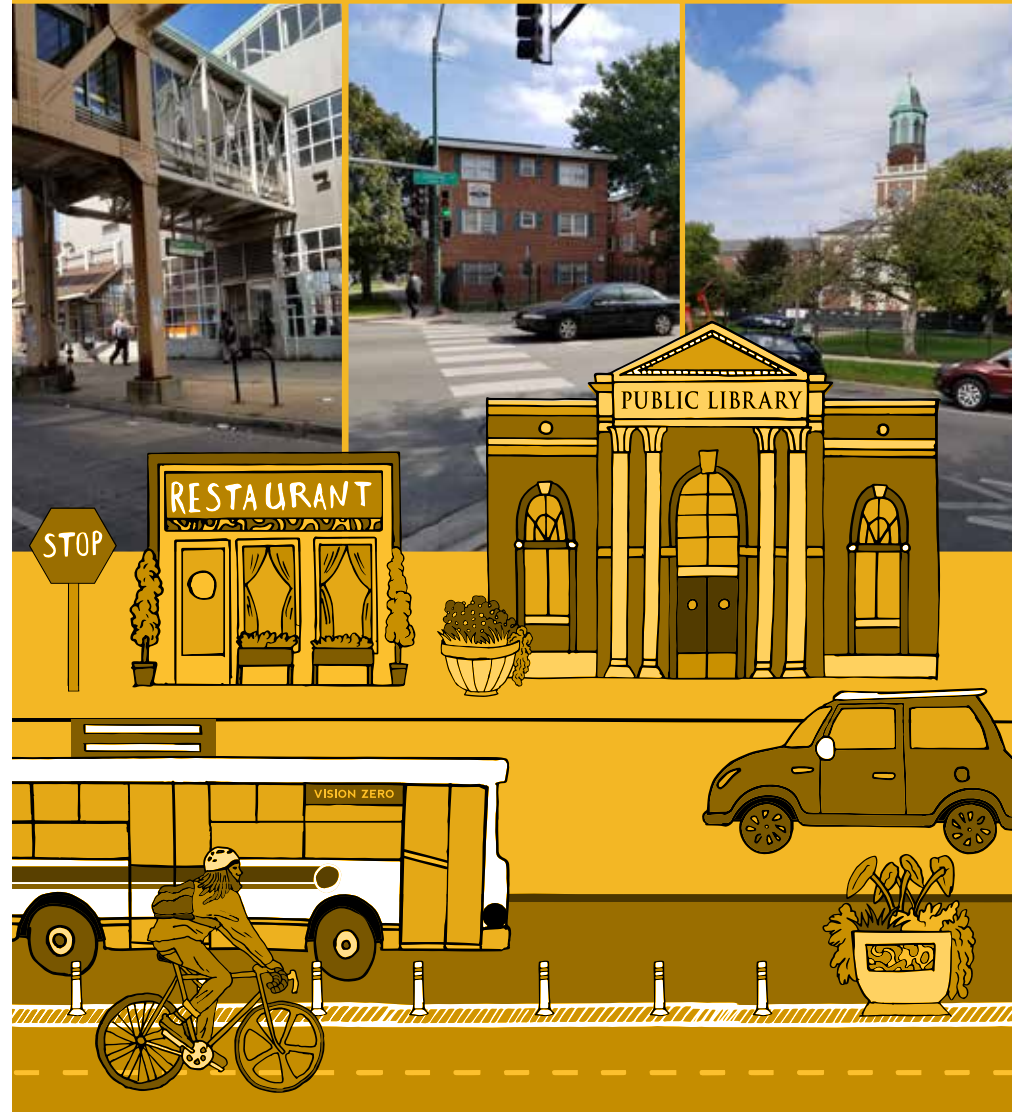
# RECOGNIZING PROGRESS



Across the West Side and beyond, multiple efforts are improving the city's streets. This includes streetlights and lighting, pedestrian countdown timers, and crosswalks, resurfacing and even all-new streetscapes. But given our city's size, much work remains and it is up to each community to voice where the need for investment is most critical.

Tax Increment Financing (TIF) is a major source of funding much-needed safety improvements. This is where the city is making just some of its investments across the West Side.

# AUSTIN



RECOMMENDATIONS + BIG IDEA

## AUSTIN PARTNERSHIP:



The Vision Zero supported BUILD Chicago to 'Light the Night' at the Hubbard Playlot, which was once site of bustling basketball tournaments, but since has seen some violence. In August of 2018, Vision Zero helped put on a night of activities, food, and music to remind people about the importance of fostering a culture of safety in their community. As a result, attendees walked away with a better understanding of the connection between traffic and interpersonal violence.

**LIGHT IN THE NIGHT** events are an intervention in public spaces perceived or identified as "hot spots" by the police department. The activities are intended to reduce the prevalence of violence by engaging the community and connecting them with available resources such as health and wellness, employment, education opportunities and other services. Metropolitan Family Services sponsors multiple events throughout the Summer in different communities in the West and South Sides of Chicago.

# AUSTIN BIG IDEA: CENTRAL AVE.

## COMMUNITY ASSETS ALONG CENTRAL AVENUE



Central Avenue is regarded by Austin's residents as both the community's "spine" and a potential driver of economic development. Being one of Chicago's largest community areas, Austin encompasses four distinct neighborhoods and, in many ways, Central Avenue knits them together by connecting residential areas, businesses, schools, parks, and other key destinations.

As it crosses Austin, the physical character of Central Avenue also changes - at some points its two lanes, elsewhere it is four. Revitalizing this corridor where vehicles and public transit can circulate efficiently while prioritizing pedestrian safety is a priority for community members.

The following are strategies for Austin's stakeholders to implement and help move forward the community's vision for this corridor:



### **Safer Speeds for all Travel Choices**

- Lower speed limits if/when appropriate.
- Evaluate tree canopy or other green elements to improve streetscaping conditions.
- Consider automated speed enforcement if appropriate.

### **Intersection Improvements**

- Install bump-outs to shorten pedestrian crossings.
- Turn restrictions.
- ADA-accessible sidewalk ramps.

### **Better Signalization**

- Pedestrian countdown timers.
- Turn arrows if appropriate.
- Stop signs, yield signs or other traffic signs when necessary.

### **Infrastructure improvements around transit stations**

- Prioritize improvements around the Central Green Line station and bus #85 stops to facilitate transfers.
- Work with the CTA to explore bust stop optimization.

# RECOMMENDATIONS



## IMPLEMENT & ENFORCE SAFER SPEEDS FOR ALL TRAVEL CHOICES ON CENTRAL AND CHICAGO AVENUES

While planning Austin’s Quality of Life Plan, the community identified Central Ave as the ‘spine’ of Austin that connects its neighborhoods. As a connector, the community wishes Central Ave to become safer for all road users and specially as a pedestrian-friendly road.

Streets should be designed for safe speeds and the street design should enforce these. Community-led behavioral observations can help identify traffic calming infrastructure improvements along Central Ave. Similar implementation projects could apply to Chicago Ave, which is both a High Crash Area and priority for the community to revitalize as Austin’s main commercial corridor.

Timeframe	Recommended Action
Long	Conduct observations for speeding and other dangerous driving behaviors along these two avenues.
Short	Recommend to the City ideal speed limits on these avenues if different from the one posted.
Short	Coordinate High Visibility Traffic Missions with CDOT Safe Routes Ambassadors and Vision Zero.
Medium	Develop a campaign to raise awareness of the danger/impact of speeding - high visibility encouragement.



## PRIORITIZE INVESTMENT IN PEDESTRIAN SAFETY ON CENTRAL AND CHICAGO AVENUES

Improving pedestrian safety along Central and Chicago Ave is key when measured through an economic development lens. These corridors would highly benefit from prioritizing investment to transform them into Pedestrian-First Streets.

A Pedestrian-First Street design includes sidewalks sufficiently wide for a full range of anticipated pedestrian activity, discourages high vehicle speeds, provides safe, short crossing opportunities, accommodates pedestrians of all ages and abilities, and includes features that contribute to pedestrians’ comfort and enjoyment such as bike racks and other street furniture, plus trees

Timeframe	Recommended Action
Medium	Align efforts and leverage resources with other planning processes such as the Retail Thrive Zone, TIFs, and Special Service Area.
Short	Facilitate a community-led evaluation of pedestrian safety conditions along these corridors.
Short	Advocate with the Alderman for impactful short-term improvements.

Short = up to 6 months  
 Medium = up to 1 year  
 Long = 1 or more years

# RECOMMENDATIONS



COMMUNITY

## IMPLEMENT SAFE ROUTES TO SCHOOL INITIATIVES IN AUSTIN'S SCHOOLS

Safe Routes to School Programs (SRTS) works to increase the amount of walking and bicycling trips to and from school while also improving safety for children walking or bicycling to school. SRTS programs are community-based and are intended to be comprehensive.

CDOT provides free resources to help schools implement SRTS-related activities through its Safe Routes Ambassadors program. Schools and community partners can collaborate with the Ambassadors to facilitate education workshops, and events for students, school personnel, parents, and community members about safe walking and bicycling behavior. In addition, the program supports schools to identify risky elements of the traffic environment around schools to make recommendations for improvements that would make walking or bicycling safer for children and their families.

Studies have found an association between active transport to school and a lower Body Mass Index (BMI), plus better performance on standardized tests (Active Living Research, 2015).

Giving Austin children the opportunity to walk and/or bike to school can give them a plethora of benefits across their lifespan!

Nationwide facts about Safe Routes to School:

**TRAFFIC CRASHES ARE THE LEADING CAUSE OF DEATH FOR KIDS 4 - 15.**

**13%**

Children 5-14 years old that walk or bike to school.

**5,100**

U.S. schools participating in International Walk to School Day each year.

**44%**

Children that arrive at school in their parents' car, 2009.

[saferoutespartnership.org](http://saferoutespartnership.org)

Timeframe	Recommended Action
Short	Collaborate with CDOT Safe Routes Ambassadors to facilitate workshops and presentations at schools.
Short	Identify schools that would most benefit from Safe Routes Program - ones near High Crash Areas or ones where a high number of incidents occur.
Medium	Evaluate safety conditions around priority schools and draft recommendations for infrastructure and programmatic improvements.
Medium	Organize Walk and Bike to School events with schools in the neighborhood in partnership with other community partners.
Medium	Conduct built environment evaluations such as walkability studies and pedestrian counts around area schools.



CDOT's Safe Routes Ambassadors giving an interactive in-class presentation.



# RECOMMENDATIONS



## STRENGTHEN COMMUNITY AND POLICE PARTNERSHIPS

Austin community members value developing engagement between the community and the Police Department and already much work is done to help bring the two together. At a time when there is a vast divide between the two and there is broad concern of over-policing and profiling over minor infractions that discourages biking and walking.

CDOT's Safe Routes Ambassadors can leverage their relationships with the Police Department to support programming of events relating to traffic safety and traffic education with schools and other community organizations.

At the same time, its key for the Police Department to listen closely to the community's concerns and work towards providing fair policing and transparent enforcement.

Timeframe	Recommended Action
Medium	Work with the CPD to expand opportunities for traffic safety education in Austin.
Short	Implement High Visibility Traffic Missions in coordination with CDOT Safe Routes Ambassadors.
Long	Coordinate efforts with CPD in implementing Safe Routes to School initiatives across Austin.
Short	Organize Community Traffic Safety & Education Events in coordination with Police Department



## TARGET SAFETY IMPROVEMENTS AROUND PUBLIC TRANSIT STOPS AND STATIONS

The community views its transportation challenges as a systemic barrier to accessing basic services, jobs, and opportunities. Making improvements to local transit could make a vast difference in the lives of Austin residents.

Looking at this issue through an economic development lens, poor maintained transportation facilities and dangerous conditions around them dampen transit use, limiting residents' mobility options and hurting their chance at achieving success. -

Timeframe	Recommended Action
Short	Conduct observation studies to identify safety issues around transit stations.
Medium	Advocate for priority improvements with the Aldermen.
Long	Align infrastructure improvement efforts with other City plans to leverage resources.



*The conditions around bus stops and transit stations can be improved to benefit both transit users and drivers alike.*

# RECOMMENDATIONS



## PRIORITIZE SAFETY & AIR QUALITY OVER TRUCK TRAFFIC CAPACITY ON CICERO AVE.

Prioritizing safety for all modes of transportation in all streets is a core tenet of Vision Zero. This goal also applies to streets that are normally considered heavily industrial corridors like Cicero.

Through appropriate traffic calming implementation strategies, this corridor could potentially better manage its truck traffic and also increase safety conditions for other modes of transportation and improve air quality for residents living along or close by Cicero Avenue.

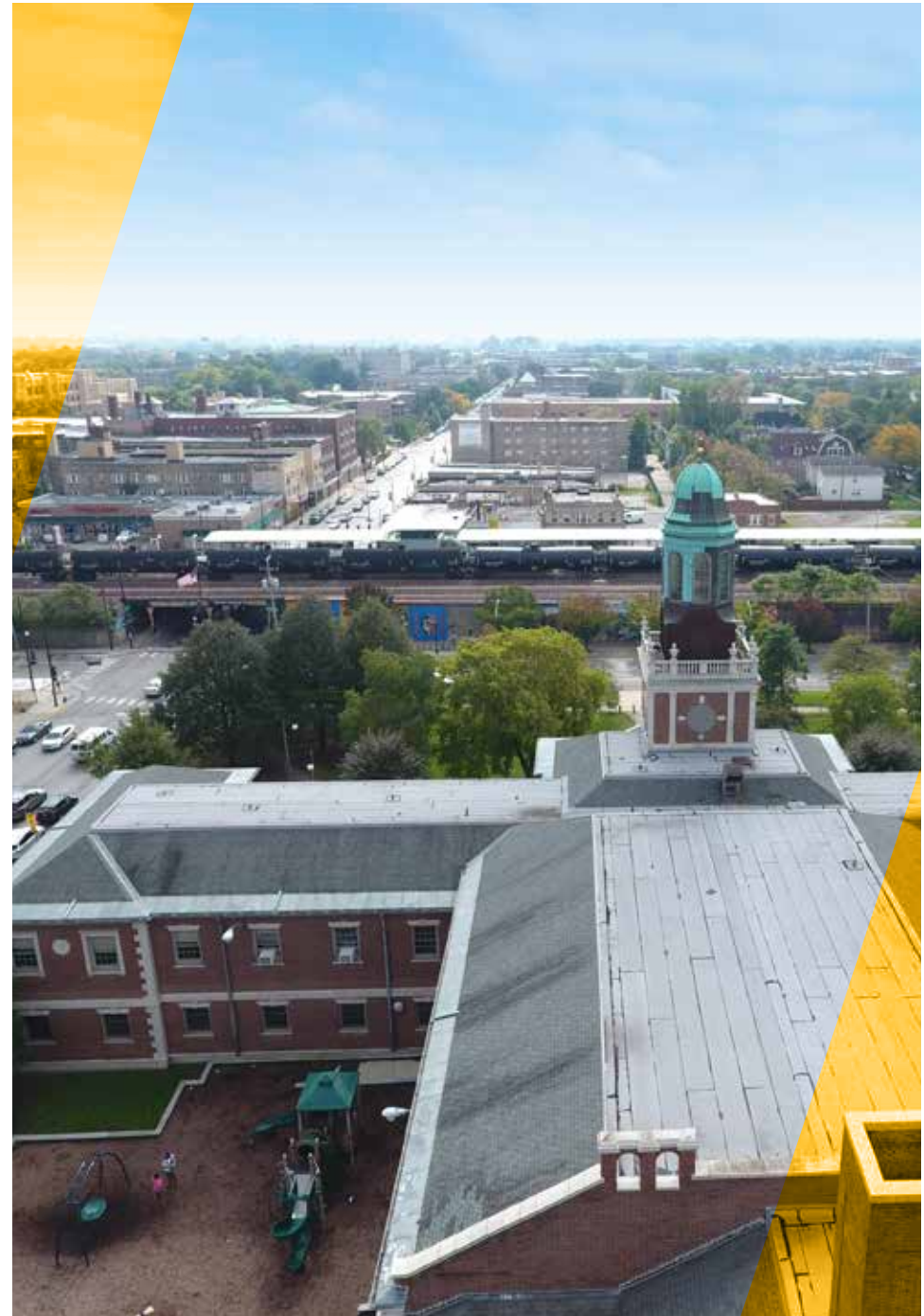
A comprehensive engagement process with industries along this corridor and CDOT is recommended to evaluate alternative routes and avoid congestion and idling on Cicero Avenue.

Timeframe	Action
Short	Identify traffic safety issues taking place on Cicero Avenue.
Medium	Facilitate conversations with industries along Cicero to understand the circulation patterns and needs of trucks moving through Austin.
Medium	Draft recommendations on how to address issues that most impact air quality along Cicero Ave.

## SAFE STREETS + AIR QUALITY

*A growing body of research shows that well-designed streets are not only safer, more efficient, and more enjoyable for all users, but they in fact can improve air quality by minimizing engine idling and lowering traffic congestion that adds harmful particulates into the air we all breathe. In this way, a complete street is also a healthier street!*

*Plus, redesigning streets to include street trees, bioswales, and sidewalk cafes with planters also help absorb air pollution and benefit quality of life for the city as a whole – without detracting from the area's capacity to serve as an industrial corridor.*



# NORTH LAWNSDALE



RECOMMENDATIONS + BIG IDEA

## NORTH LAWDALE PARTNERSHIP:



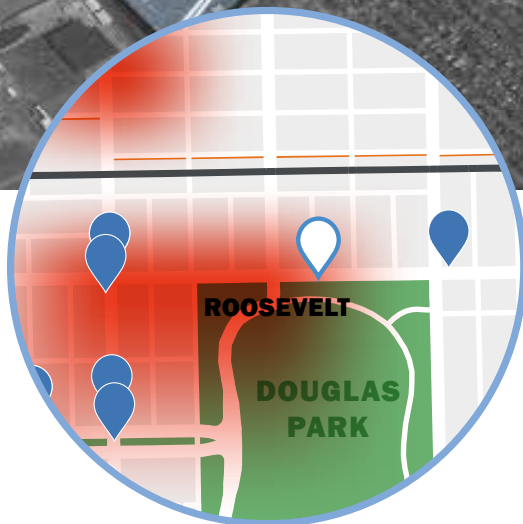
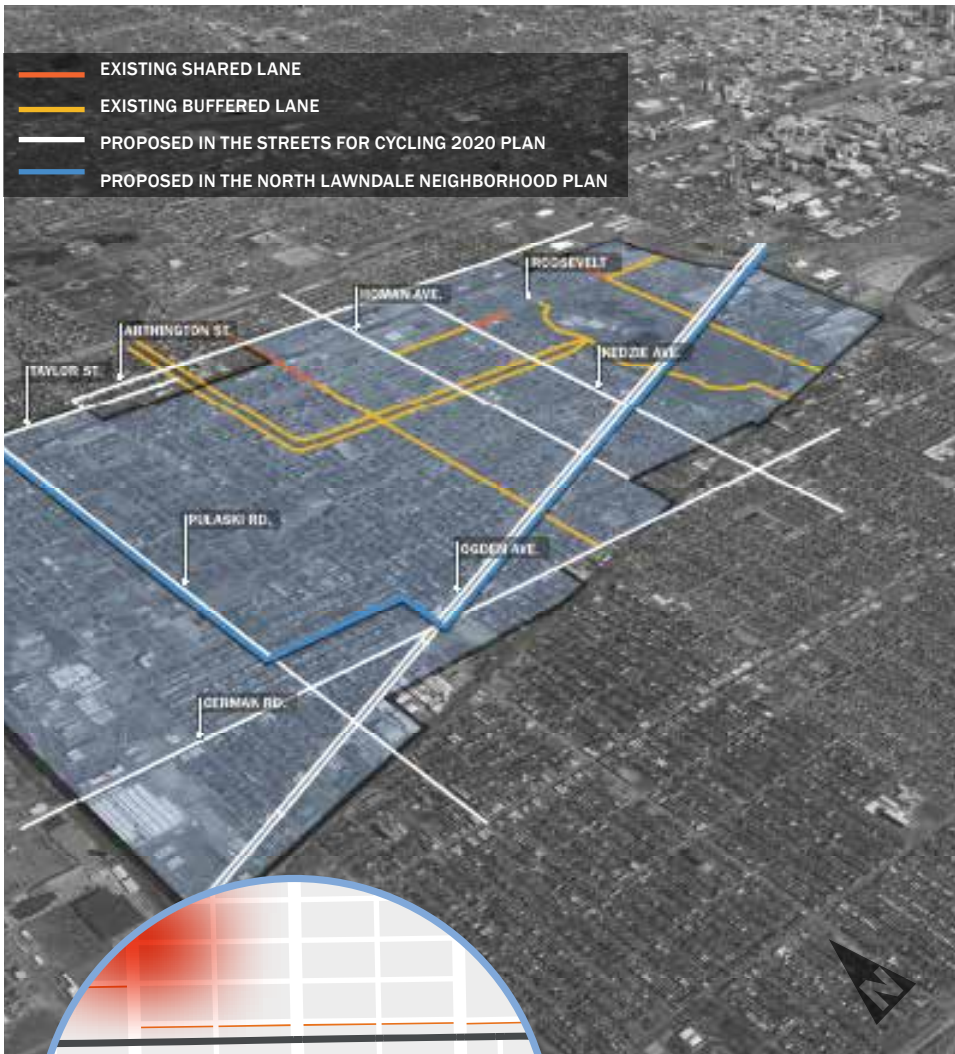
The 1,500-plus attendees of **Lawndale Christian Health Center's** 11th annual Lawndale 5K had a surprise waiting for them - a pop-up Vision Zero Oasis complete with palms, grass, and chairs, plus live-painting, chair-massages, and more! That day, the Vision Zero team talked to several hundred runners and spectators of all ages about what safe streets can look like and how to achieve them. The "Design a Street" activity - aside from familiarizing people with

transportation lingo - sparked thoughtful conversations about the ways each individual can tackle some of their neighborhoods' most pressing safety issues.

Other partners on hand included:

- **Divvy Bikes** and its photo-booth and cookie-decorating;
- **Active Transportation Alliance** advocated for infrastructure investment,
- **Urban Art Dreams** pop-up paint studio facilitated a community painting experience with participants of all ages about the idea of safe streets.

# LAWNDALE BIG IDEA: BIKE NETWORK



*Roosevelt in North Lawndale lacks protection for bicycles east of Kedzie. Filling that gap would connect existing lanes and complete a key stretch of the neighborhood's bike network.*



Residents want to see neighborhood-wide investments in bicycle infrastructure and education to promote cycling and to make local streets more inviting to bike on.

North Lawndale stakeholders would like to harness the transformative power of cycling that other Chicago communities have experienced by expanding both the physical bike network and awareness of the benefits of bike riding. Investing in both infrastructure and education would increase safety conditions and perceptions for cyclists and was also clearly expressed during Lawndale's Quality of Life planning process. It is recommended that North Lawndale scales efforts to improve the hard and soft infrastructures as follows:

## **HARD INFRASTRUCTURE :**

**(Bike lanes, bike-sharing system, route network, bike shops)**

- Advocate for the installation of bike facilities with the Alderman.
- Leverage resources with other planning efforts and CDOT.
- Conduct Tactical Urbanism projects to "install" pop-up bike lanes for and build ownership of the infrastructure.
- Invite Divvy's Outreach Team to community events and learn more about this bike sharing network.
- Advocate for the expansion of the system and recommend locations for new stations.

## **SOFT INFRASTRUCTURE:**

**(Bike safety education, bike repair workshops, education on biking)**

- CDOT Bike Ambassadors participation in community events to raise awareness about the benefits of biking and educate residents on safe cycling behavior.
- CDOT Bike and Safe Routes Ambassadors workshops at schools and other community institutions.
- Collaboration with local bike shops to facilitate bike repair mobile workshops.
- Organize community bike rides - Partner with Divvy and other cycling organizations to obtain loaner bikes for these types of events.

# RECOMMENDATIONS



## PRIORITIZE EFFORTS AND INVESTMENTS THAT FOCUS ON SAFETY FOR ALL MODES ON OGDEN

Through the planning process for the Quality of Life Plan in North Lawndale, community members identified Ogden as a focus area with the need for transformation to better accommodate through traffic, while providing a more pedestrian and cycling-friendly environment.

To better understand potential limitations for right-of-way realignment and other improvements, it is recommended stakeholders conduct tactical urbanism projects to pilot community-led design studies; at the same time, this type of projects will allow residents understand the impact street design elements can have in improving safety for all modes on Ogden Ave.

Timeframe	Recommended Actions
Long	Conduct behavioral observations for dangerous behaviors along Ogden Avenue.
Short	Coordinate High Visibility Traffic Missions with CDOT Safe Routes Ambassadors and Vision Zero.
Medium	Develop a campaign to raise awareness of the impact of dangerous behavior.
Short	Facilitate community-led evaluations of pedestrian and cycling safety.
Short	Campaign Aldermen for short term improvements that will be impactful to the community
Medium	Conduct walkability studies or other built environment evaluations.
Short	Implement a Tactical Urbanism project to pilot right-of-way realignment and increase pedestrian safety



## IMPLEMENT A STREET TRANSFORMATIVE PROJECT AT THE “FIVE CORNERS” OF PULASKI/CERMAK/ OGDEN

A significant reconfiguration of this corner to make it safer for all user is been proposed by community stakeholders through the Quality of Life Plan. The scale and level of impact of such project will require significant coordination with community partners and agency stakeholders. The organization of a “Five Corners Redesign Committee” will allow the community build capacity to coordinate efforts. Educational activities to discuss design options to improve safety and charrettes that can help community members envision possible design solutions can be facilitated with the support of the Vision Zero.

Timeframe	Recommended Actions
Long	Advocate for funding allocation for this project with the Alderman
Medium	Leverage existing resources and coordinate efforts with CDOT.
Medium	Organize a committee to explore how to better align local bus lanes, place cycling facilities, and improve pedestrian safety at the complex intersection.
Short	Coordinate efforts to implement a Tactical Urbanism Project to evaluate the effectiveness of potential permanent improvements.

Short = up to 6 months  
 Medium = up to 1 year  
 Long = 1 or more years

# RECOMMENDATIONS



## TARGET SAFETY IMPROVEMENTS AROUND PUBLIC TRANSIT STATIONS

For many in the community, its transportation challenges form a systemic barrier to accessing basic services jobs and opportunity. Making improvements to local transit could make a vast difference in the lives of North Lawndale residents.

Looking at this issue through an economic development lens, poor maintained transportation facilities and dangerous conditions around them dampen transit use, limiting residents' mobility options and hurting their chance at achieving success.

Timeframe	Recommended Actions
Short	Conduct observation studies to identify safety issues around transit stations
Medium	Advocate for priority improvements with the Alderman
Long	Align infrastructure improvement efforts with other City plans to leverage resources for maximum impact.



## PRIORITIZE PEDESTRIAN SAFETY INVESTMENTS ALONG 16TH STREET

The community has identified a six-block stretch of 16th Street between Spaulding and Central Park as ideal for a local commercial corridor. Improving pedestrian safety here would lay the foundation for a place that is desirable to walk, linger, and shop.

To achieve this, the community can advocate for walkability studies to identify key priorities and projects such as new refuge islands, curb extensions, and upgraded traffic signals. Additionally, the street can be designated as a “P-Street,” a designation that would codify 16th as a pedestrian shopping district.

Timeframe	Recommended Actions
Medium	Align efforts with other planning initiatives to improve local walkability to improve walkability via beautifying streetscapes and others means.
Short	Facilitate community-led evaluations of pedestrian safety along 16th.
Short	Advocate with the Alderman for impactful, short-term improvements.
Long	Advocate for a P-Street designation along 16th Street.

### WHAT IS A “P-STREET?”

#### Nearby P-Streets:

- 26th St. in Little Village
- 18th St. in Pilsen
- Taylor St. in Little Italy
- Cermak Rd. in Marshall Square

*A P-Street is a zoning classification that recognizes Chicago's key pedestrian-oriented shopping streets and intersections; It is a tool to promote transit, economic vitality, and pedestrian safety and comfort and prioritizes walking as the primary way of travel.*

*P-Streets prohibit drive-throughs and car-oriented businesses. They also require new construction and renovations to have a certain amount of transparency in all pedestrian-facing facades.*

# RECOMMENDATIONS



## INSTALL A “RAPID DELIVERY PROJECT” AT OGDEN AND CENTRAL PARK

The goal of a community-led Tactical Urbanism project is to pilot street design options at a small focus area to evaluate the impact of a possible permanent infrastructure change. Once the desired changes have been identified, the community can work with CDOT to explore installing a Rapid Delivery Project, which is a low-cost installation using interim materials.

Timeframe	Recommended Actions
Short	Engage the community to educate residents about street design improvements and how to pilot different design options.
Medium	Submit designs to CDOT and advocate for the installation of a Rapid Delivery Project.



The newly-opened Farm on Ogden is yet another local destination that makes investing in this intersection all that more important.



## FACILITATE BIKE EDUCATION FOR YOUTH AND ADULTS NEIGHBORHOOD-WIDE.

Installing bicycling infrastructure alone will not increase the number of people cycling, nor improve safe cycling behavior. These investments should happen hand-in-hand with robust education.

Luckily, CDOT already provides free bike education services through its Bike Ambassadors program. CDOT’s ambassadors can attend schools and lead bike rodeos, bike safety workshops, Learn To Ride classes, and other bike-related activities. Community bike rides should also be organized with area bike shops, bike advocates, and Divvy’s “Divvy For Everyone” program.

Timeframe	Recommended Actions
Short	Partner with CDOT Bike Ambassadors to facilitate bike clinics for adults and bike rodeos for youth.
Short	Schedule additional Learn To Ride workshops.
Medium	Collaborate with Bike Ambassadors to educate residents on bike safety and infrastructure.
Short	Organize community bike rides.
Short	Implement rider conspicuity initiatives with Bike Ambassadors and CPD.

### THE SUCCESS OF LEARN-TO-RIDE:

To encourage the use of Chicago’s growing bike network and encourage safe cycling behavior, Divvy Bikes, Blue Cross Blue Shield, and the City’s Bicycling Ambassadors partnered on a series of free two-hour bike riding and handling skills classes for adults across the City’s South and West Sides.

Geared for those who either never learned or wanted to re-learn how to ride, participants received a free bike helmet just for taking the class with Divvy bikes provided for riders ages 16 and older.

Learn more:  
[www.chicagocompletestreets.org/learn-to-ride-a-bike](http://www.chicagocompletestreets.org/learn-to-ride-a-bike)



# RECOMMENDATIONS



## ADVOCATE FOR BIKE SHARE NETWORK EXPANSION

A closer collaboration with the Divvy for Everyone Outreach team is highly recommended. The team can partner in community events and bring resources and information on its \$5 dollar memberships for qualifying applicants. Also, bike rides with Divvy can be organized to help residents understand how to use and benefit from this system.

These tactics can help the community to explore how to improve connectivity across the neighborhood, especially as new active transportation sharing systems are being piloted across the City.

Timeframe	Recommended Actions
Short	Invite the Divvy for Everyone team to area festivals and events.
Medium	Analyze the feasibility of installing additional bike sharing stations in Lawndale to close the service gap in the streets between Keeler Avenue, the Eisenhower, and Cermak Road, plus the Pulaski and Kostner L stations.
Long	Explore other opportunities for innovative bike sharing programs in the community.

### DIVVY FOR EVERYONE:

Divvy's D4E program provides a one-time \$5 Divvy annual membership to qualifying Chicagoans and incorporates a cash payment option for those who do not have the debit or credit card required to join.

After the first year, the cost gradually increases over a period of 4 years to \$75. D4E also members have the option for cash payment option for overage fees

at participating 7-Eleven, Family Dollar stores, and CVS. Participants can also keep their membership through a LISC-supported credit-building program.

Learn more: [www.divvybikes.com/pricing/d4e](http://www.divvybikes.com/pricing/d4e)



## PRIORITIZE NEIGHBORHOOD-WIDE BICYCLING INFRASTRUCTURE IMPROVEMENTS

The community has expressed a strong desire to develop a community-wide bicycling network to supplement the local streets that have designated bike lanes so as to connect to citywide and regional routes. Chicago's Streets for Cycling 2020 Plan and CMAP's North Lawndale Neighborhood Plan both propose several routes that the community can begin to develop with CDOT.

The community can also employ Tactical Urbanism methods to pilot a temporary bike lane for several days or more, using the event to educate both cyclists and drivers about safe behavior such as cyclists' right to the road, the need for mutual respect, passing laws, and ways to be alert when exiting the car.

Timeframe	Recommended Actions
Medium	Advocate with Aldermen to leverage funding for infrastructure.
Short	Prioritize most feasible bike routes such as Ogden Ave and Keeler and submit recommendations to the CDOT Bike Program.
Short	Facilitate Tactical Urbanism projects to pilot temporary bike lanes.
Medium	Conduct a campaign to increase drivers' awareness of bicyclists' rights and need for respecting all road users.

### WHAT IS THE DUTCH REACH?

Dooring is a traffic collision where a cyclist rides into or is struck by a car door suddenly opened by those exiting a car.

The "Dutch Reach" is a simple, but potentially lifesaving, habit that people exiting cars can adopt to reduce the danger of "dooring" a bicyclist

Drivers and passengers each use their far hand to open car door and reach across for the door handle. By forcing oneself to swivel also forces car users look back for approaching bikes.

Learn more: [www.dutchreach.org](http://www.dutchreach.org)

**302** Doorings reported in Chicago in 2015.

**80%** Of cyclists who are doored are injured.

# RECOMMENDATIONS



## PROMOTE PROGRAMMING AT THE INTERSECTION OF PHYSICAL WELLNESS AND SAFETY

Reinforce the connection between safety conditions in our built environment and physical wellness and healthy habits is key. North Lawndale already has a broad number of health and wellness partners and events working in this arena, such as the Lawndale 5K sponsored by the Lanwdale Christian Fitness Center. Other similar events can incorporate activities that explicitly help make this connection with. Plus, walkability assessments and other built environment evaluations can be led by community and its walking and running clubs.

Timeframe	Recommended Actions
Short	Coordinate community walks and bike rides and other events that encourage biking and walking.
Short	Conduct conspicuity enhancement missions for pedestrians and bikers by handing out reflective gear at key opportunity events and sites.
Short	Facilitate walkability assessments, pedestrian counts, and other similar built environment evaluations.
Medium	Coordinate efforts with community partners that encourage walking, running, biking, and riding public transit.

## MAKING PROGRESS: THE LAWDALE 5K



*For the past 11 years, the Lawndale 5k run/walk has promoted wellness in the community. The 2018 race brought over 1,250 participants for a day of fun and celebrated being healthy and active.*

*The race is also a chance to re-envision Lawndale's streets as more than just conduits for cars, as the event takes over streets where residents want to see a myriad of safety improvements.*

*Learn more: [www.lawndale5k.org](http://www.lawndale5k.org)*



## BUILD STRONG COMMUNITY/POLICE PARTNERSHIPS

North Lawndale community members value the importance of developing engagement opportunities between community and the Police Department to bridge the divide between law enforcement and residents.

The Department of Transportation Safe Routes Ambassadors can leverage their relationships with the Police Department to support with programming of events relating to traffic safety and traffic education with schools and other community organizations. The Bridging the Divide program in an incredible opportunity to build on existing programs; the officers engaging with students could partner with Safe Routes Ambassadors to incorporate traffic safety messaging into their activities and curriculum.

Timeframe	Recommended Actions
Medium	Work with the Police to expand traffic safety education.
Short	Implement High Visibility Traffic Missions with CDOT Bike Ambassadors.
Long	Incorporate Vision Zero messaging into the YMCA's Bridging the Divide Program.

## PARTNER PROFILE: BRIDGING THE DIVIDE

*A program of the YMCA's Youth Safety and Violence Prevention Team and the Chicago Police Department, Bridge the Divide works to increase understanding between youth, law enforcement, and community members via dialogue and community-building activities.*

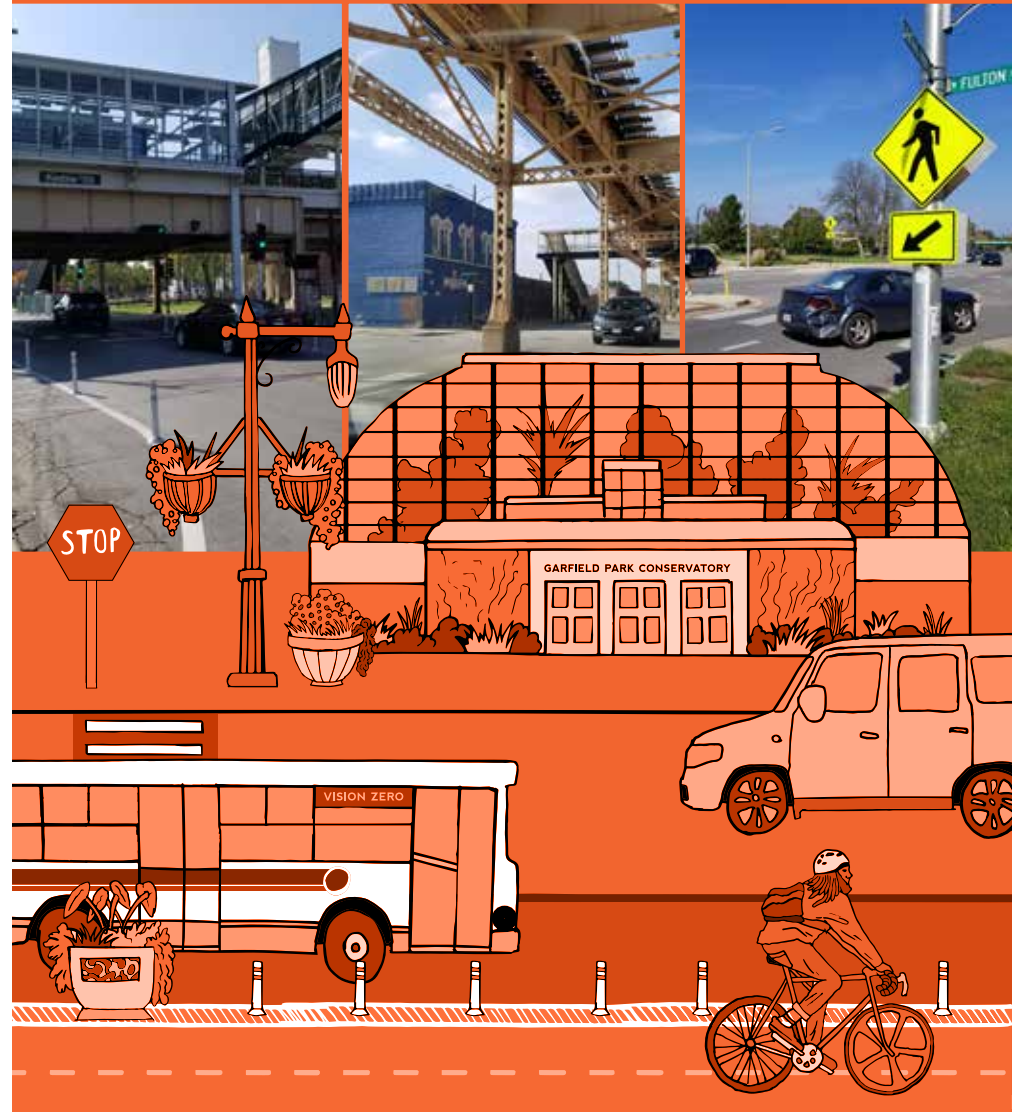
*The program developed a toolkit to help improve youth and police relationships that included:*

- A story album featuring the voices of both Chicago youth and police officers.*
- A flexible curriculum for conversations.*
- Posters to expand ideas about community safety.*

*Learn more:*

*[www.ymcachicago.org/programs/youth-safety-and-violence-prevention-bridging-the-divide](http://www.ymcachicago.org/programs/youth-safety-and-violence-prevention-bridging-the-divide)*

# GARFIELD PARK



RECOMMENDATIONS + BIG IDEA

## GARFIELD PARK PARTNERSHIPS:

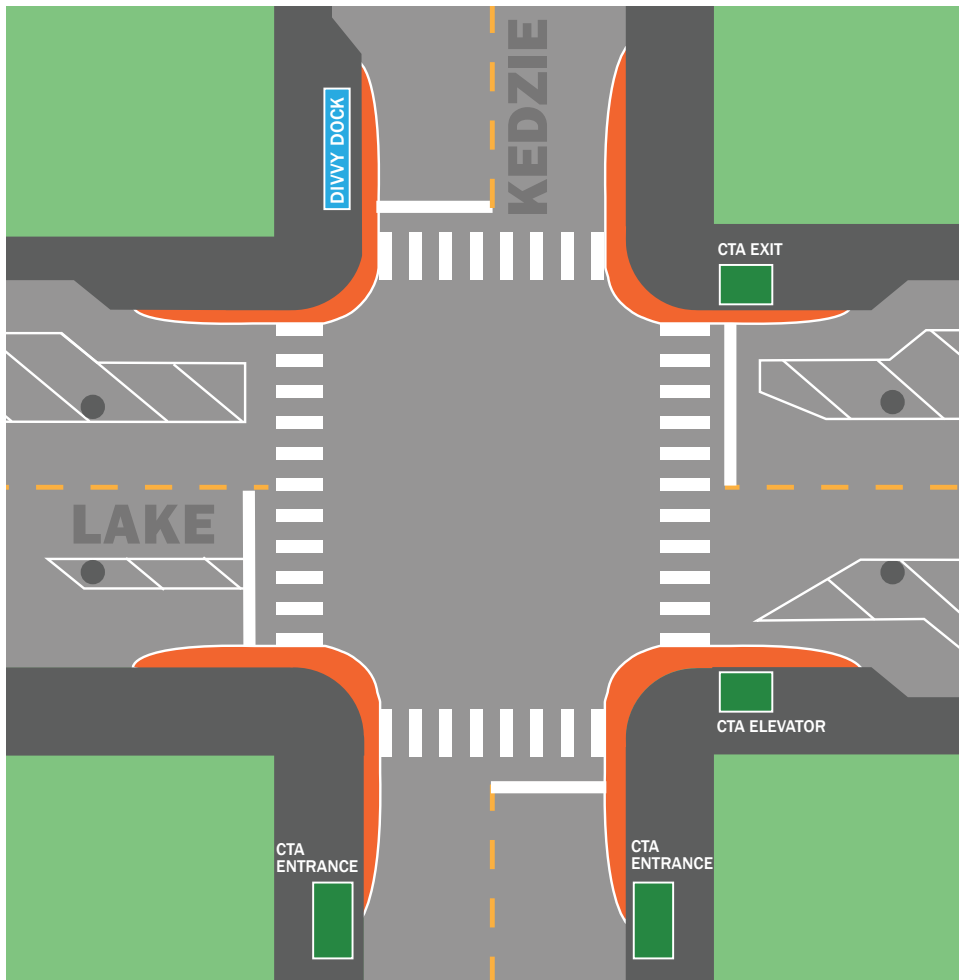


In Garfield Park, Vision Zero partnered with the **Garfield Park Community Council** and **Breakthrough Ministries** to co-host a “Light in the Night” event with each organization. These involved music, a petting zoo, a bouncy house and food were some of the attractions –along with Vision Zero’s swag, kiosks, and games. The events took place near or at the intersection of Lake Street and Kedzie Street, a priority location for improvements as identified by the community. Vision Zero leverage sresources with CDOT to install a “rapid delivery” pilot design of paint and post bump outs to help narrow crossings and make pedestrians more visible.



To make the Lake/Kedzie intervention stand out and make it more community-friendly, the Vision Zero team used temporary spray-chalk to color in between the lines of the bump outs. The result were colorful designs in a space otherwise made dark by the L tracks overhead. To help track local response, the team collected surveys about how the intervention was being perceived.

## GARFIELD PARK BIG IDEA: LAKE & KEDZIE



This site was repeatedly identified by the community as needing an intervention - particularly due its proximity to area schools. The Rapid Delivery project installed at this intersection was a win for the community as it improves crossing conditions for pedestrian by shortening the crossing distance and slows down vehicles when turning. Moving forward, it is recommended that the community advocates for permanent solutions at this site by leveraging resources to implement the next phase of capital improvements.



### **The following safety elements can include:**

- Painted or raised bump-outs
- Upgrade the traffic signal with a pedestrian countdown timer.
- Installation of more street lighting under the L.
- Fresh paint on crosswalks and bike lane

### **Community stakeholders can also advocate for:**

- Roll out an awareness campaign to build support for and educate residents about this project.
- Conduct surveys to collect residents input on improvements as well as signatures to request further investment at this intersection.

# RECOMMENDATIONS



## TARGET TRANSIT IMPROVEMENTS AROUND EQUITABLE TRANSIT ORIENTED DEVELOPMENT (ETOD)

Transportation challenges are a barrier to access services, jobs, and other resources. Looking at this issue through the lens of economic development, poor maintained transportation facilities and dangerous conditions around stations deter residents from using public transit, hence limiting their mobility in accessing services, jobs, and school.

Elevated Chicago works to use Chicago's transit assets as catalysts for neighborhood rejuvenation. This initiative focuses on putting people and their needs to the forefront of new development proposals.

Timeframe	Recommended Actions
Short	Collaborate with Elevated Chicago to align priority infrastructure improvement efforts.
Short	Conduct observation studies to identify safety issues around transit stations.
Medium	Advocate for priority improvements with the Aldermen.

### PARTNER SPOTLIGHT:



*Elevated Chicago promotes racial equity, prosperity & resiliency around transit hubs. Equitable Transit-Oriented Development, or eTOD, is the tool that Elevated uses to envision a global, inclusive Chicago where all residents thrive in neighborhoods whose health and resiliency indicators no longer depend on race.*

*Elevated Chicago launched to present community-led solutions to neighborhood displacement and inequities using the City's public transit system as a catalyst.*

[www.elevatedchicago.org](http://www.elevatedchicago.org)



## PRIORITIZE INVESTMENT IN PEDESTRIAN SAFETY ON MADISON STREET

Improving pedestrian safety along Madison is key when measured through the lens of economic development. This corridor would highly benefit from prioritizing investment to transform it into a pedestrian-first street.

A Pedestrian-First street includes sidewalks sufficiently wide for the full range of anticipated pedestrian activity, discourages high vehicle speeds, provides safe, short crossing opportunities, accommodates pedestrian of all ages and abilities, and includes features that contribute to pedestrian comfort and enjoyment such as street furniture and trees.

The community can lead walkability studies or other evaluations to identify the desired design priorities and advocate for the projects with the Alderman.

Timeframe	Recommended Actions
Short	Align efforts and leverage resources with other planning initiatives that seek to improve walkability conditions such as beautifying streetscapes.
Medium	Facilitate a community-led evaluation of pedestrian safety conditions along these corridors.
Short	Advocate with the Alderman on short-term improvements that will be impactful to the community

Short = up to 6 months  
 Medium = up to 1 year  
 Long = 1 or more years

# RECOMMENDATIONS



## IMPLEMENT SAFE ROUTES TO SCHOOL (SRTS) AROUND GARFIELD PARK SCHOOLS

CDOT provides free resources to help schools implement SRTS-related activities through its Safe Routes Ambassadors program to help increase the rates of students walking and biking to and from school.

Schools and community partners can collaborate with CDOT's Ambassadors on workshops and events for students, school staff, parents, and neighbors about safe walking and bicycling. The program also help schools identify risky traffic elements around schools to facilitate conditions to help make walking and bicycling safer for children and families. Lower weight and higher performance on standardized tests are just some of the many benefits for students getting to school via active transportation.

Timeframe	Recommended Actions
Short	Collaborate with CDOT's Ambassadors to facilitate workshops and presentations at schools.
Short	Prioritize schools that will most benefit from Safe Routes Program - schools along high crash corridors or where a high number of incidents have occurred.
Medium	Evaluate safety conditions around priority schools and draft recommendations for infrastructure. and programmatic improvements.
Medium	Organize Walk and Bike to School events with schools in the neighborhood in partnership with other community partners.



## STRENGTHEN COMMUNITY/POLICE PARTNERSHIPS

Garfield Park community members value the importance of developing engagement opportunities between community and the Police Department to bridge the divide between law enforcement and residents. The Department of Transportation Safe Routes Ambassadors can leverage their relationships with the Police Department to support with programming of events relating to traffic safety and traffic education with schools and other community organizations.

Timeframe	Recommended Actions
Medium	Work with the CPD to expand opportunities for traffic safety education.
Short	Implement High Visibility Traffic Missions in coordination with Bike Ambassadors.

### PARTNER PROFILE: BREAKTHROUGH MINISTRIES

*Breakthrough and its partners are helping tackle the tensions between law enforcement and the community. Breakthrough holds events where residents and officers from the local precinct discuss racial profiling, police brutality, and how to improve public safety.*

Learn more:  
[www.Breakthrough.org](http://www.Breakthrough.org)

### PARTNER PROFILE: IF CHARITIES

*If Charities holds an annual "Shop with a Cop" event where youth spend a day playing games and on a shopping spree with local Chicago Police Officers. Youth learn emotional skills and discuss public safety.*

Learn more:  
[IfCharities.org/shop-with-a-cop](http://IfCharities.org/shop-with-a-cop)

# RECOMMENDATIONS



## EXPLORE OTHER OPPORTUNITIES FOR RAPID DELIVER PROJECTS IN THE NEIGHBORHOOD

Safety improvements at Lake & Kedzie could become a catalyst for a comprehensive re-envisioning process of other intersections across East and West Garfield Park. The community - in partnership with Vision Zero - can engage residents on other tactical urbanism projects to pilot potential design improvements and educate locals on the importance of designing our streets with to prioritize safety. Walkability assessments and other built environment evaluations are recommended to help stakeholders identify the most dangerous intersections and prioritize resources and capacity to address the issues.

Timeframe	Recommended Actions
Short	Engage the community on other tactical urbanism projects.
Medium	Encourage walkability assessments and other built environment evaluations.



Many other intersections across Garfield Park could benefit from being improved with pedestrian and cyclist safety in mind.



## IMPLEMENT & ENFORCE SAFER SPEEDS FOR ALL TRAVEL CHOICES ON KEDZIE AVE.

The community has identified Kedzie as an important neighborhood corridor where multiple businesses, community organizations, schools and other community assets are located. The community wishes for Kedzie to become a street that is safer for all users, but especially as one that is pedestrian-friendly. Streets should be design for safe speeds and the street design should enforce the designated speeds. Community-led behavioral observations can help identify traffic calming infrastructure improvements along Kedzie Avenue.

Timeframe	Recommended Actions
Long	Conduct behavioral observations for speeding along this road.
Short	Recommend to the City ideal speed limits on these avenues if different from the one posted.
Short	Coordinate High Visibility Traffic Missions with CDOT Safe Routes Ambassadors and Vision Zero.
Medium	Develop a campaign to raise awareness of the danger/impact of speeding - high visibility encouragement.

## PARTNER PROFILE: BUILDING A BETTER KEDZIE

A program of the Garfield Park Community Council, Building a Better Kedzie works to boost the neighborhood's vitality via:

- Keeping local businesses in place.
- Redeveloping commercial properties and corridors with streetscaping and remodeling.
- Building stronger business networks, attracting retailers, and marketing

Strategies include increasing access to CTA rail and bus facilities, plus increasing public safety. Both Kedzie & Madison, plus Lake & Kedzie are focus sites of this work.

Learn more:  
[www.gpcommunitycouncil.org/GPCC-Programs/Retail.html](http://www.gpcommunitycouncil.org/GPCC-Programs/Retail.html)





## SAFE STREETS TOOLKIT



# VISION ZERO CASE STUDIES

As more and more cities around the country adopt to the Vision Zero methodology, more are employing creativity in advocating for safer streets. This includes commissioning artists to design murals and yard signs, holding rallies, and partnering with high schools to help change a culture that accepts traffic violence as status quo. Below are examples of Vision Zero work from Denver, Tampa, and Los Angeles.

These ideas are:

- Bold & creative
- Highly visible
- Community-Driven
- Tackling real issues

In the year since this pedestrian scramble was installed, the number of crashes here dropped from 19 to just one!



## LOS ANGELES

These markers count collisions and are updated as new ones occur.

## DENVER



Artists worked with youth to decorate utility boxes with Vision Zero stencils.



## TAMPA



The community painted temporary crosswalks while the county explores permanent solutions.



Vision Zero Denver held a "Love-In" on Valentine's Day with a procession from Union Station to City Hall.



A high school along a high crash area and its students were tapped to spread the Vision Zero message.

Photos: Vision Zero Denver

# PUBLIC ART AS A TOOL

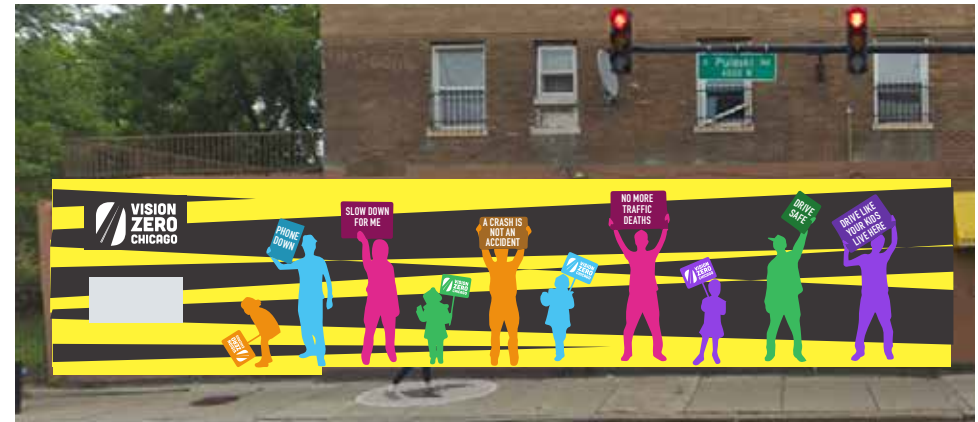
Chicago has a rich tradition of public art, with hundreds of murals scattered across its neighborhoods. Public art has also been a tool used by other cities to bring Vision Zero messages to the public. Here's how Chicago can follow set an example of its own with graphics that reinforce the message of Vision Zero in places that need it most:

## AUSTIN



This is a wall at Chicago and Cicero, an intersection where two High Crash Areas meet. One approach could be a simple mural with oversize graphics that educates many drivers and passersby

## GARFIELD PARK



This long blank wall on Pulaski could be transformed with colorful silhouettes of people holding pro-safety signage and the Vision Zero branding.

## NORTH LAWDALE



A stretch of empty storefronts on Ogden could play host to a stark reminder of why safe streets matter and catalyze locals to take action toward realizing safer streets community-wide.

## HOW TO BE A VISION ZERO ALLY

Do you see reckless driving in your community? Cars speeding down your block? Kids afraid to cross a street because of speeding cars? Here are five small ways you can advocate for safer streets - and start making a big difference!

### 1: DECIDE TO MAKE A DIFFERENCE

- We can't achieve Vision Zero's lofty goals alone. It's up to each of us to play a part in envisioning safer streets - for all!
- Whether you decide to advocate for an intersection, a corridor, or an entire community, there is plenty of work to do.

### 2: GET IN THE KNOW

- It's hard to argue with data, and it helps having the numbers to back your argument.
- Look for recent plans for your community, or call your Aldermanic office and ask them to look into the data for you. It's all freely available online.

### 3: SPREAD THE WORD

- Think of everyone you know - kids walking to school, friends who run, and your cyclist friends - and how solving the problems you identified can benefit them.
- Whether you're 8 or 80, each of us stands to benefit from safer streets and the more allies you have, the more momentum you can build!

### 4: CELEBRATE SMALL VICTORIES

- This work takes time and change can be incremental. Whether its getting face-time with local leaders, hosting a round-table discussion, or a newly-painted crosswalk - these steps help change minds & spread the message of Vision Zero!

### 5: DREAM BIG!

- How different would Chicago streets have to be for Vision Zero to be a reality? Use that vision to guide your advocacy.

## HOW TO COUNTER SKEPTICS

When advocating for safer streets, a few excuses are commonly used in keeping the status quo. Too much is at stake to let fear derail your vision!

### 1: THIS IS WORTH THE HASSLE!

- Preventing even one death or serious injury is definitely worth it.
- Small, incremental changes can make a big difference.
- Losing a loved one because a street is poorly designed is unacceptable

### 2: SLOWING CARS IS GOOD FOR BUSINESS!

- Streets that invite pedestrians and cyclists have more economic vibrancy, not less.
- Swapping out a single parking space for a bike corral can bring dozens of customers.
- Improvements make drivers comply with posted signs

### 3: SAFE STREETS BENEFITS EVERYONE!

- Well-designed streets incentivize walking, running, and cycling
- More cyclists = less congestion & less pollution
- Plus, streets can be designed without disrupting fire, police, and ambulance service.

### 4: PEOPLE ARE ASKING FOR IT!

- Communities across Chicago have been asking for fair investment in their transportation for years.
- Vision Zero aims to amplify communities' advocacy efforts and give residents a seat at the table when it comes to meeting their transportation needs.

### 5: MOBILITY IS A HUMAN RIGHT!

- How each of us accesses jobs, school, and opportunity is innately connected to all aspects of our lives.

## RESOURCES

### CMAP'S COMMUNITY SNAPSHOTS:

[cmap.illinois.gov/data/community-snapshots](http://cmap.illinois.gov/data/community-snapshots)

- These snapshots - for Chicago and each of its 77 community areas are packed with useful demographics

### HOUSING + TRANSPORTATION INDEX:

[htaindex.cnt.org](http://htaindex.cnt.org)

- Explore the connection between transportation access and housing costs in this nationwide survey. See how your community ranks.

### TRAFFIC VOLUME DATA:

[gettingaroundillinois.com](http://gettingaroundillinois.com)

- This website has data about Illinois streets and roads such as the Annual Average Daily Traffic and up-to-date numbers for major streets.

### THE BUSINESS CASE FOR TRANSIT:

[transitmeansbusiness.metroplanning.org](http://transitmeansbusiness.metroplanning.org)

- The Metropolitan Planning Council explores the connection between economic output and a well-functioning transit system.

### CONNECT TO COOK:

[www.maps.cookcountyil.gov/connecttocook](http://www.maps.cookcountyil.gov/connecttocook)

- Explore a trove of census and traffic data that can help understand one's community in a new way.

### CHICAGO HEALTH ATLAS

[www.chicagohealthatlas.org](http://www.chicagohealthatlas.org)

- This portal make accessible health-related data for the public to review, explore and compare over time and across communities.

### CHICAGO DATA PORTAL- TRAFFIC CRASHES

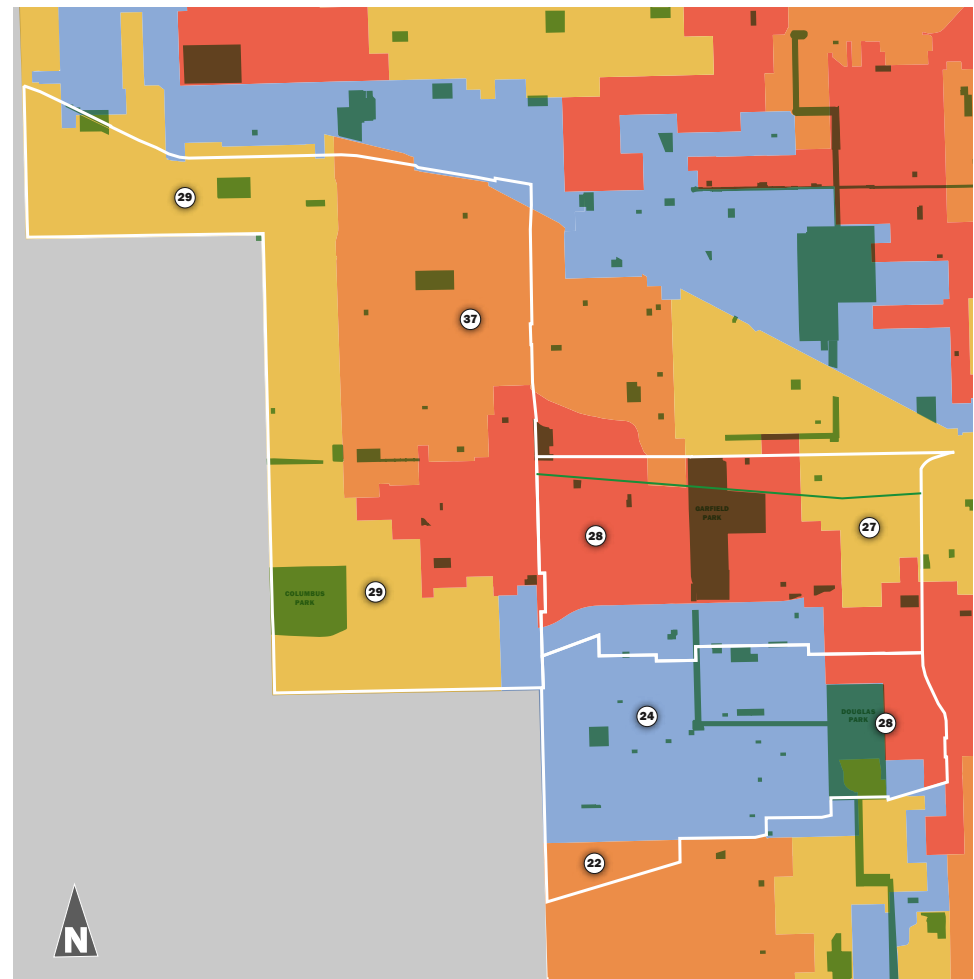
[www.data.cityofchicago.org/Transportation/Traffic-Crashes-Crashes](http://www.data.cityofchicago.org/Transportation/Traffic-Crashes-Crashes)

- Data about each traffic crash on Chicago streets and under CPD's jurisdiction. Anonymized data are shown as is from CPD's E-Crash reporting system.

### VISION ZERO NETWORK [www.visionzeronetwork.org](http://www.visionzeronetwork.org)

- The Network is helping communities across the nation mobilize to address the crisis of 40,000 traffic deaths a year in this country, and millions more injuries

## KNOW YOUR WARD



The first step in making any kind of improvement - be it on your block, an intersection, or a nearby corridor is knowing which Aldermanic Ward it's in. These West Side communities are split among portions of multiple wards, divided between six wards. Building consensus about safe streets will first require getting to know whose jurisdiction that area falls under.

# VISION ZERO VOCABULARY

Equip yourself with some of the many terms commonly used in this kind of work:

## BIOSWALE

- Shallow, landscaped areas that capture water and help minimize flooding, while also being a tool to calm traffic at intersections.
- These can be integrated with medians, sidewalk bulb outs, and other traffic calming interventions.

## BUFFERED BIKE LANE

- Providing more distance between vehicles and bicyclists protects cyclists from fast-moving traffic and encourages cycling by making cycling feel safer.
- Putting the buffer between parked cars and bike lane also encourages cyclists to ride outside of the door zone.

## BUS BULB

- This brings the bus stop out toward the parking lane, allowing buses to stop and board passengers without ever leaving their travel lane.
- Bus bulbs avoid buses losing time lost when merging in and out of traffic, helping them move faster and more reliably.
- This can also act as a traffic-calming device and gives more space to pedestrians.

## CURB EXTENSION

- These visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.
- They may be implemented on downtown, neighborhood, and residential streets, large and small.

## LANE WIDTH

- Historically, travel lanes of 11–13 feet have been favored to facilitate faster traffic movement.
- Studies show that narrow travel lanes is a key way to calm traffic and avoid the severity of all crashes, particularly pedestrian ones.

## MINI ROUNDABOUT

- Mini roundabouts and neighborhood traffic circles lower speeds at minor intersection crossings and are ideal for uncontrolled intersections.
- Mini roundabouts may be installed using simple markings or raised islands, but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood.

## PEDESTRIAN REFUGE ISLAND

- These reduce the time a pedestrian is exposed while crossing an intersection and makes pedestrians more visible - helping drivers also.
- Safety islands may be used on both wide and narrow streets, but are generally applied where speeds and volumes make crossings prohibitive, or where three or more lanes of traffic make pedestrians feel exposed in the intersection.
- Islands should be at least 6 feet wide, based on the length of a bicycle or person pushing a stroller. The refuge is ideally 40 feet long.

## SAFE ROUTES TO SCHOOL

- The goal of Safe Routes to School Programs (SRTS) is to encourage more walking and bicycling to and from schools while simultaneously improving safety for children and their families. SRTS programs are community-based led and include education on safe walking, bicycling and driving behavior. In addition, programs include engineering activities/assessments to improve traffic safety and reduce or eliminate risky elements of the built environment around schools.

## RAPID DELIVERY PROJECT

- These are interim solutions to safety challenges, implemented opportunistically where safety needs, stakeholders support, and available funding align. Rapid Deliver Projects can be completed quickly, within six months to one year. Common elements include: pavement markings, colored pavement treatments, flexible delineators, changes to signage, bump-outs and traffic signal timing improvements.

## TARGETED CAPITAL PROJECT

- Targeted Capital Projects consist of safety improvements at strategic locations along a corridor. They do not drastically change a street's configuration as they minimally impact the street. These improvements will typically take one to two years to be completed. Common elements include: pedestrian refuge islands, bump-outs, and upgrades traffic signals with pedestrian countdown.

*Adapted from the National Association of City Transportation Officials (NACTO) [www.nacto.org](http://www.nacto.org)*





# Education & Encouragement Assessment Worksheet

## CREDITS

Name: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

Location of assessment: (Address or Intersection) \_\_\_\_\_

Select the top three dangerous driving behavior you observe here:

- \_\_\_\_\_ Speeding
- \_\_\_\_\_ Failure to give the right of way
- \_\_\_\_\_ Driving under the influence
- \_\_\_\_\_ Disobeying traffic signs
- \_\_\_\_\_ Using a cell phone/ distracted driving
- \_\_\_\_\_ Other: \_\_\_\_\_

Are there speed limit signs posted in the assessment location?      Y      N

What other traffic signs do you see?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Count the number of people & cyclists walking/riding by. Determine for how long you will make the counts at this location:

- Total pedestrians observed during \_\_\_\_\_ min: \_\_\_\_\_
- Number of cyclists observed during \_\_\_\_\_ min: \_\_\_\_\_

Are there any crossing guards in this assessment location:      Y      N

Is there any Police presence in the assessment location?      Y      N

What did you observe the Police do during your observation? Select all that apply:

- Enforcing traffic safety/ rules of the road
- Driving by
- Stopping traffic violators
- Engaging with the community
- Sitting inside their police car
- Other: \_\_\_\_\_

How would you describe this Police interaction during your observation?

- \_\_\_\_\_ Friendly
- \_\_\_\_\_ Courteous
- \_\_\_\_\_ Professional
- \_\_\_\_\_ Neutral
- \_\_\_\_\_ Hostile
- \_\_\_\_\_ Violent
- \_\_\_\_\_ Other
- \_\_\_\_\_ No Police Interaction

This plan and the preceding outreach process was generously funded by the National Safety Council through their Road to Zero initiative. Getting to zero is a collaborative effort. We'd like to thank the following for their partnership and support:

Rahm Emanuel, Mayor

### Chicago Department of Transportation:

- Rebekah Scheinfeld, Commissioner
- Luann Hamilton, Deputy Commissioner
- Sean Wiedel, Assistant Commissioner

### Chicago Department of Public Health:

- Dr. Julie Morita, Commissioner
- Anne Cibulskis, Coordinating Planner
- Jennifer Herd, Senior Health Policy Analyst

### Consultant Team:

- Courtney Kashima, AICP, Muse Community + Design
- Romina Castillo, Muse Community + Design
- Vitaliy Vladimirov, Muse Community + Design
- Stacey Meekins, Sam Schwartz Consultants

Rosanne Ferruggia,

Active Transportation Alliance

Katie Bowes,

Active Transportation Alliance

Laura Wilkison, Metro Strategies

Colin Fleming, Metro Strategies

Lilliane Webb, Metro Strategies

### Community Partners:

- Austin Coming Together
- Breakthrough Ministries
- BUILD Chicago
- Garfield Park Community Council
- North Lawndale Community Coordinating Council
- Lawndale Christian Health Center
- Lawndale Christian Fitness Center
- Divvy for Everyone

### West Side Community Organizers:

- Brittanii' Batts
- DeAndre Bingham
- Shameka Manning
- Antonio Redmond

HELP US GET TO ZERO! LEARN HOW AT:  
**VISIONZEROCHICAGO.ORG**