



VISION ZERO CHICAGO

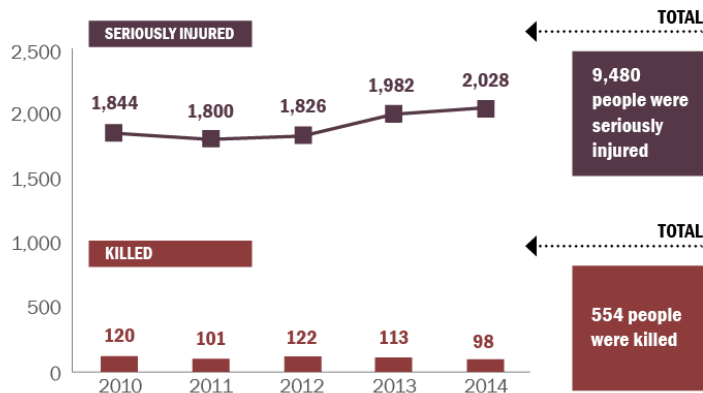
INTRODUCTION TO VISION ZERO

SEAN WIEDEL, ASSISTANT COMMISSIONER
CHICAGO DEPARTMENT OF TRANSPORTATION | MAY 7, 2018

CHICAGO: DEATH AND SERIOUS INJURIES FROM TRAFFIC CRASHES INCREASED BY 8% FROM 2010- 2014

Death and serious injuries from traffic crashes increased by 8% from 2010-2014.

PEOPLE KILLED OR SERIOUSLY INJURED IN TRAFFIC CRASHES,
CITY OF CHICAGO, 2010-2014



Data Source: Illinois Department of Transportation 2010-2014. Data excludes crashes that occur on interstate expressways.

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.

Vision Zero Action Plan, p. 15

THE VISION ZERO APPROACH

1. A traffic crash is not an “accident,” but a predictable and preventable occurrence.
2. No traffic-related death is acceptable when the tools exist to prevent the conditions and behaviors that lead to these tragedies.
3. Cities should adopt policies and technologies and build partnerships that prioritize traffic safety.
4. Both the public and the government share responsibility to improve safety.

ALIGNS WITH OTHER CITY PLANS AND PROGRAMS

ADDRESSING ROOT CAUSES

GOAL 1 Improve Chicago's built environment and transportation so that residents can live and age well in healthy communities

Objectives

- Increase the percentage of adults who walk, bike or take public transportation to work by 10%
- Increase percentage of people who feel safe in their community



Strategies

- Continue implementation of Chicago's Pedestrian Plan and institutionalize Chicago's Complete Streets Policy and CDOT's Pedestrian First modal hierarchy by prioritizing pedestrians in the planning, design, operations and maintenance of the built environment
- Continue to implement the Streets for Cycling Plan 2020, Chicago's bikeway network plan, and adopt an updated, policy-based, citywide bike plan that includes equity, health and economic development
- Foster partnerships between bike share and public health providers to identify local needs and health inequities in support of equitable planning and increased use of the Divvy program
- Improve the public transit system by investing in CTA and Metra commuter railroad modernization that ensures full accessibility for riders of all ages and abilities
- Promote the Make Way for People program and encourage art and programmed activities in public spaces
- Continue the Large Lot Program to make city-owned vacant land available to current property owners
- Examine ways to encourage and fund development near transit that includes mixed land use
- Implement the Age Friendly Chicago plan, which incorporates emerging Aging in Community policies and guidelines



**People who feel safe
using parks, playgrounds & walking paths
in their neighborhoods**

GOAL 2 Realize Chicago's Vision Zero initiative by eliminating all pedestrian, bicycle and motor vehicle traffic crash fatalities in Chicago

Objective

- Reduce the number of serious injuries resulting from traffic crashes by 10% annually

Strategies

- Form an inter-agency committee to foster new partnerships and productive strategies around crash reduction
- Support the creation of a Vision Zero action plan focused on inter-agency partnerships and national best practices for enforcement, education, infrastructure design and data analysis

Traffic Crash Fatalities

118



In 2014

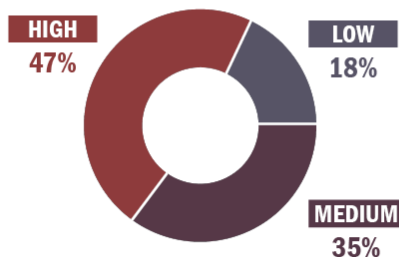
SEVERE CRASHES AFFECT CHICAGOANS WHATEVER THEIR RACE, GENDER, AGE, AND INCOME LEVEL, BUT SOME COMMUNITIES ARE IMPACTED MORE THAN OTHERS.

Chicagoans living in communities of high economic hardship die in traffic crashes more often and at a higher rate than other Chicagoans.

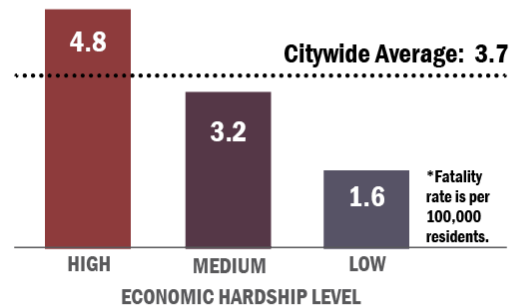
Economic Hardship Index

The Chicago Department of Public Health creates a relative index score comparing Chicago communities by Economic Hardship. High Economic Hardship Communities experience higher rates of unemployment, poverty, number of dependents, and crowded housing, and lower per-capita income and educational attainment.

**DISTRIBUTION OF FATALITIES BY ECONOMIC
HARDSHIP LEVEL, CITY OF CHICAGO, 2010-2014**



**TRAFFIC CRASH FATALITY RATE* BY ECONOMIC
HARDSHIP LEVEL, CITY OF CHICAGO, 2010-2014**



Data Sources:

Illinois Department of Transportation 2010-2014. Data excludes crashes that occur on interstate expressways.
American Community Survey 2014 5-year estimates, Illinois Department of Health, Vital Statistics.

VISION ZERO CHICAGO: REMOVING BARRIERS TO SAFE MOBILITY

- Equity lens for Chicago's Vision Zero Action Plan
- Integrate equity indicators into data analysis
- Set expectations for enforcement practices
 - Citations are not used as a metric or benchmark
 - Emphasis on education and positive interactions
- Establish an inclusive outreach process
 - Community-level approach
 - Identify the barriers that exist for a safe transportation system
 - Invest in communities
 - Funded by National Safety Council



VISION ZERO CHICAGO

Vision Zero is Chicago's commitment to eliminating death and serious injury from traffic crashes by 2026.

WHAT IS THE ACTION PLAN?

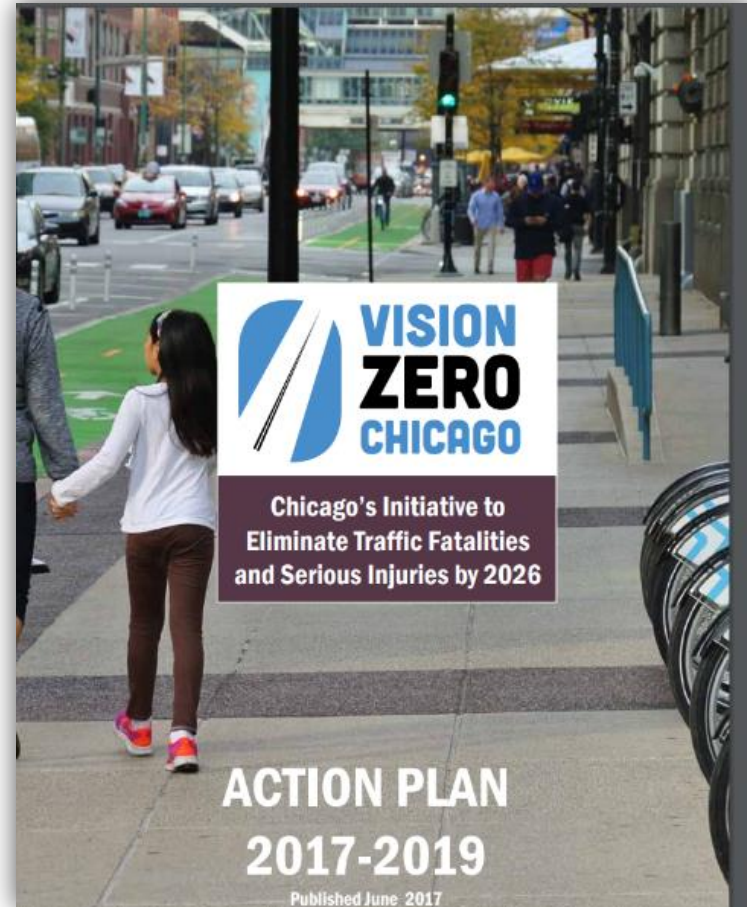
Starting point

Commitment to Vision Zero's new approach to traffic safety from the Mayor's Office, City departments and other agencies

Data analysis

Identification of current and needed resources

A Citywide plan with a community focus





Vision Zero Citywide Policies

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

Vision Zero Action Plan Goals

1. Invest equitably in communities that are most affected by severe traffic crashes.
2. Work to change behaviors and perceptions to build a citywide culture of safety.
3. Make streets safer for all users.
4. Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers.



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

- Planning for High Crash Corridor improvements underway
- Vision Zero West Side Ongoing
 - Staff has had contact with over 5,000 people through events on the West Side
 - Series of three public meetings held in September.
 - Working to build a pathway for Vision Zero that is reflective of the community input and priorities.
 - VZWS will continue through the spring.

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

- Working to secure a private sponsor for a behavioral marketing campaign to complement awareness campaign released using City resources (bus ads, digital billboards)
- Taking a strong focus on safe speeds in our policies at CDOT.
- Continuing education and encouragement events reaching tens of thousands of Chicagoans





Make streets safer for all users.

- Launched interim treatments program showing the immediate effect street design has on the safety and comfort for everyone using the street.
- Continuing Learn to Ride classes and partnerships with schools, parks, and senior centers.

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

- Following the passage of the Side Guard Ordinance, we are working to ensure that City contractors are aware of the regulations and prepared to comply with the first benchmark, July 1, 2018.
 - Side Guard Demo event held November 1
 - Rulemaking completed with input from industry
- CDOT has joined a shared study with the USDOT's Volpe Center and NACTO to determine technology and equipment best practices for the next generation of City fleet vehicles.



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WWW.VISIONZEROCHICAGO.ORG

View Chicago's Vision Zero Action Plan, take the VZ pledge and sign up for updates.