

**VISION
ZERO
CHICAGO**

High Crash Corridors Framework Plan

June 2018

**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.**

CONTENTS

VISION ZERO	5
.....	
INTRODUCTION TO HIGH CRASH CORRIDORS	7
.....	
HIGH CRASH CORRIDOR PROJECTS	11
Guiding Design Principles	12
Rapid Delivery Projects	14
Targeted Capital Projects	16
Street Transformation Projects	18
Funding and Implementation	20
Project List	26
.....	
PROJECT EVALUATION	31
.....	
NEXT STEPS	33

Vision Zero Chicago

Mission Statement

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.

VISION ZERO

In June 2017, the City of Chicago released the *Vision Zero Chicago Action Plan*, a commitment to eliminating death and serious injury from traffic crashes by 2026. The *Action Plan* identified the City's priorities and resources for traffic safety initiatives through 2019. Under the leadership of Mayor Emanuel, more than a dozen City departments and sister agencies collaborated to develop the plan. The Chicago Department of Transportation (CDOT) has produced the *High Crash Corridors Framework Plan* to help achieve the ambitious goals laid out in the *Vision Zero Chicago Action Plan*.

Vision Zero commits to several principles, most importantly, that traffic crashes are not “accidents,” and that the tools and technology exist to prevent loss of life. This comprehensive approach to traffic safety is a partnership between the City, community members, and the private sector to create a transportation system that will better serve all street users.

ACTION PLAN BENCHMARKS

- Reduce deaths from traffic crashes 20% citywide by 2020.
- Reduce serious injuries from traffic crashes 35% citywide by 2020.

The *High Crash Corridors Framework Plan* builds on citywide policies and goals set forth in the *Vision Zero Chicago Action Plan*, most notably:

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.**

GOALS

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

Vision Zero Chicago – Goal 1

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

While severe traffic crashes are a persistent problem across the city, crash data show certain communities are more seriously impacted than others. Communities and corridors with disproportionately high rates of severe crashes have been identified as High Crash Areas and High Crash Corridors to prioritize investments for the biggest impact in the shortest amount of time. These High Crash Areas and Corridors will be the focus of investment through 2020, in addition to the citywide efforts.

INTRODUCTION TO HIGH CRASH CORRIDORS

Equitable investment in communities most affected by severe traffic crashes is central to the *Vision Zero Chicago Action Plan*. To this end, the City will prioritize limited resources in areas of highest need. The *Action Plan* identified 43 High Crash Corridors covering 70 miles of major streets with disproportionately high rates of severe crashes—those resulting in serious injury or death—for people walking, people biking, or people in automobiles. The City aims to **reduce severe crashes in High Crash Areas and on High Crash Corridors by 40% by 2020**.

HIGH CRASH CORRIDORS FRAMEWORK PLAN

The *High Crash Corridors Framework Plan* is the next step in improving safety on the High Crash Corridors identified in the *Vision Zero Action Plan*. It provides guidance for CDOT to implement effective and feasible safety improvement projects on each of the corridors moving forward.

To achieve meaningful change on each of the High Crash Corridors, CDOT will prioritize safety interventions through existing programs and funding sources available to the Department and encourage other agencies to invest in these areas of highest need. CDOT will also be vigilant for new opportunities that arise, such as new funding programs or projects initiated by partners, with the goal to complete safety improvements on all 43 High Crash Corridors.

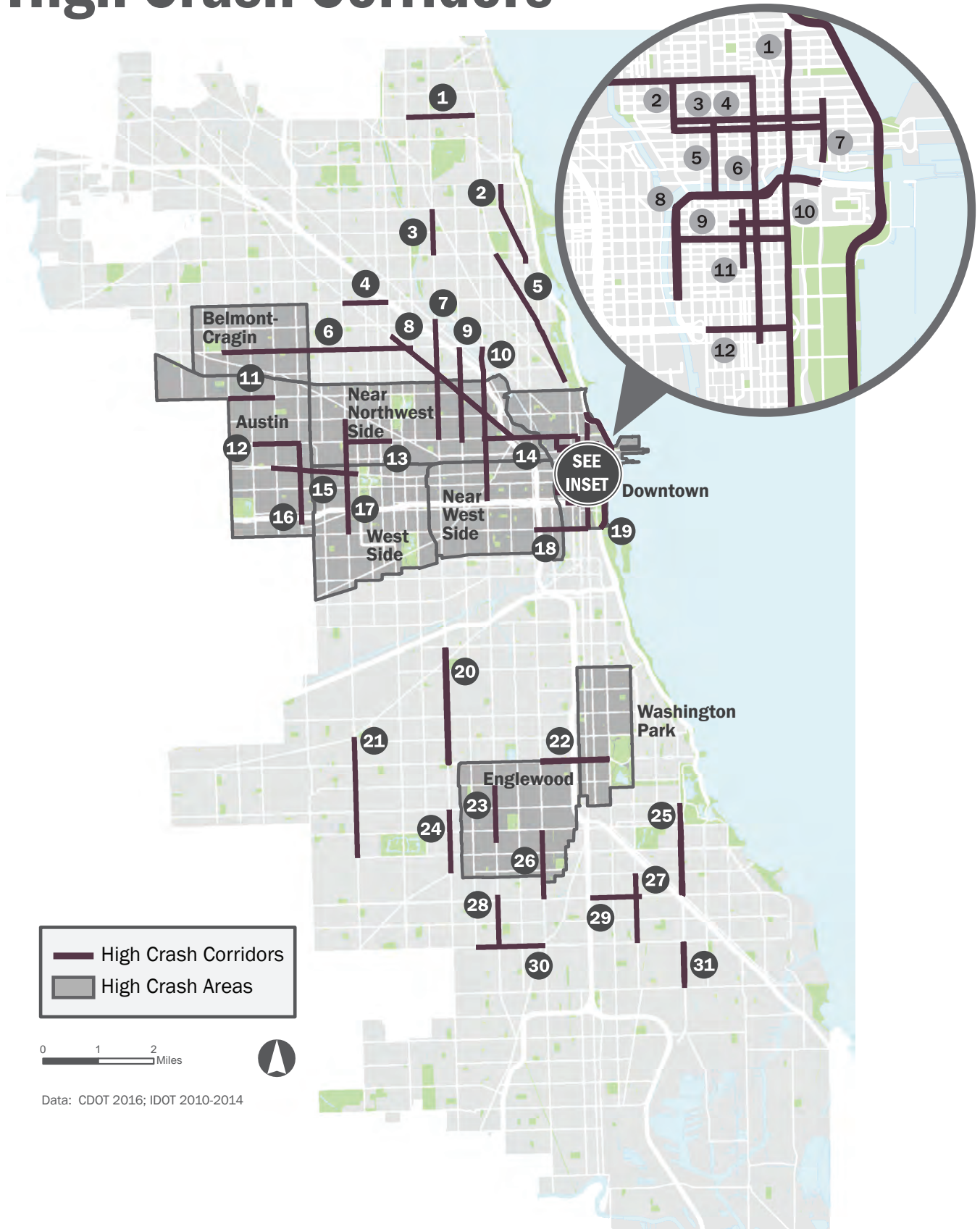
Since 2012, sixteen corridor projects with significant safety benefits have been completed on fourteen of the

High Crash Corridors. CDOT has also secured construction funding for twelve additional projects that include substantial safety improvements on High Crash Corridors, upping the number of corridors with completed and pending improvements to twenty-one. Numerous other safety improvements have also been made at spot locations on many of the High Crash Corridors.

CDOT will pursue funding to initiate and construct projects on the twenty-two remaining High Crash Corridors. CDOT will also pursue funding to make further safety improvements where work is determined to be necessary following evaluation of completed projects on the other twenty-one corridors. The public engagement process, timeline, development of design alternatives, and evaluation approach for each High Crash Corridor project will be directed by the CDOT project manager upon project initiation, subject to processing requirements, which vary based on project scope and the funding source(s) utilized.

Identifying funds, designing and constructing improvements, and evaluating the results of our efforts will be a multi-year initiative involving multiple CDOT divisions and stakeholders from across Chicago. As funds become available, the *Framework Plan* will guide CDOT to most effectively leverage its resources to improve safety on these critical corridors. Completion of safety projects on the High Crash Corridors is dependent on funding and staff resources.

High Crash Corridors



NEIGHBORHOOD HIGH CRASH CORRIDORS

Numbered North to South

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

DOWNTOWN HIGH CRASH CORRIDORS (MAP INSET)

Numbered North to South

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

HIGH CRASH CORRIDOR PROJECTS

See [High Crash Corridors Project List](#), pages 26–29, for more information on planned, completed, and recommended projects.

METHODOLOGY

Candidate Vision Zero High Crash Corridors were identified by evaluating the spatial pattern of citywide non-expressway crashes resulting in fatalities and serious injuries between 2010 and 2014. Each candidate corridor was then ranked by the number of injury crashes per mile with added weight given to fatal and serious injury crashes. The map identifies 70 miles of Vision Zero High Crash Corridors, including (1) 50 miles with the overall highest weighted crash indices, (2) 10 miles within the downtown area with the highest weighted crashes indices (due to high overall numbers of crashes in the commercial center of the city), and (3) additional corridors that ranked highly by crashes involving one mode – pedestrian, bicyclist, or motorist – but did not make the top 50 miles by aggregate index round out the Vision Zero High Crash Corridors list.

The eight High Crash Areas are made up of the top 14 (top 20th percentile) Community Areas as ranked by a composite score of total fatal and serious injury crashes, total fatal and serious injury crashes/100,000 residents, total fatal and serious injury crashes/square mile, economic hardship, and proportion of fatal and serious injury crashes per total crashes. Names broadly describing these areas are used.

**There is no one-size-fits-all
solution to traffic deaths.**

HIGH CRASH CORRIDOR PROJECTS

There is no one-size-fits-all solution to traffic deaths. Traffic safety projects must address community concerns and be responsive to human behavior. The scope and scale of safety projects, therefore, will vary location by location. Each project will require its own workplan – with different funding sources, community engagement approaches, design alternatives, and so on.

Three broad project categories were developed to assist CDOT project managers to initiate feasible, effective projects on each High Crash Corridor: **Rapid Delivery Projects**, **Targeted Capital Projects**, and **Street Transformation Projects**. These categories represent a range of appropriate actions to improve safety on a corridor level, with cost and project complexity rising from Rapid Delivery through Street Transformation. More than one project category may be appropriate within a given corridor due to corridor length, varying street and roadway user characteristics, and transitions in land uses. Where applicable, High Crash Corridors have been divided into sub-corridors to reflect these differences.

Each High Crash Corridor (or its sub-corridors) has been assigned a project category based on existing transportation conditions, project scope, anticipated coordination, and potential to significantly change the layout and function of the street. This framework will be used by CDOT

project managers to identify funding sources, incorporate safety improvements into ongoing projects on High Crash Corridors, determine outreach and coordination needs, and develop in-house projects and priorities.

The project categories are provided as a framework for project managers to build from, rather than a prescription for each corridor. When opportunities arise to make spot improvements on a particular High Crash Corridor, they should be taken, with particular attention paid to the potential for future corridor-level changes. Similarly, a Rapid Delivery Project may precede a Targeted Capital or Street Transformation Project, improving safety in the short-term as well as providing insights that can be applied to the long-term street design.

CDOT project managers and engineers should design all High Crash Corridor Projects in accordance with CDOT's *Complete Streets Chicago Design Guidelines*, with emphasis on street designs that reduce speeding and increase opportunities for Chicagoans of all ages and abilities to travel safely on foot, on transit, by bike, or in a motor vehicle. The *Framework Plan* provides high-level design principles to guide CDOT staff and consultants to develop effective, high quality projects with tangible safety benefits.

Guiding Design Principles

The City of Chicago is committed to designing streets that are safe, comfortable, and provide transportation options for everyone, regardless of age or ability. Chicago's streets should be designed to be predictable and consistent, minimize risk to people walking and biking, and encourage safe speeds (*Vision Zero Chicago Action Plan*, pg. 57). The following principles reiterate guidance found in the *Complete Streets Chicago Design Guidelines* and will be followed when designing Chicago's streets, including the 70 miles of High Crash Corridors.

PUT PEDESTRIANS FIRST

For a street to be safe, it must be designed around the most vulnerable user. People can be found walking everywhere at all hours in Chicago. Chicago's 2013 *Complete Streets Design Guidelines* established a Pedestrian-First Modal Hierarchy that prioritizes the safety, convenience, and comfort of people walking in all CDOT projects so that streets are safe for everyone regardless of how they choose to travel (*Complete Streets Design Guidelines*, pg. 4 & *Vision Zero Chicago Action Plan*, pg. 54). 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 where people walking expect to cross, accommodates pedestrians of all ages and abilities, and includes features that contribute to pedestrian comfort and enjoyment such as street furniture and trees.

PRIORITIZE SAFETY OVER CAPACITY

Prioritizing safety in all street designs is a core tenet of Vision Zero. When considering a design that improves safety and a design that increases the number of vehicles that can pass through an intersection during the peak hour of travel, CDOT will prioritize safety. CDOT's project managers will pursue safety improvements on all projects, and there shall be no minimum motor vehicle level of service for any project. (*Complete Streets Design Guidelines*, pg. 111)

DESIGN STREETS FOR THE MAXIMUM SPEED PEOPLE SHOULD DRIVE

Higher motor vehicle speeds increase crash risk and severity for all users (*Vision Zero Action Plan*, pg. 47). Streets should be designed for safe speeds, typically 30mph or under, and the street design should enforce these maximum speeds—or target speeds—rather than allow for a certain percentage of drivers to exceed them. (*Complete Streets Design Guidelines*, pg. 116)

SEPARATE MODES

The *Complete Streets Chicago Design Guidelines* encourage the separation of modes where speeds and traffic volumes necessitate it to reduce conflicts and increase safety and comfort for people walking, biking, and taking transit.

How to Achieve Safer Streets

SAFE SPEEDS FOR ALL TRAVEL CHOICES



- Right-sized streets/road diets
- Lower speed limits
- Automated speed enforcement
- Peak-hour parking restriction removal
- Lane narrowing
- Shared streets
- Street trees
- Speed feedback signs

INTERSECTION IMPROVEMENTS



- Bump-outs
- Shorter pedestrian crossings
- ADA-accessible sidewalk ramps
- Turn restrictions and no right-on-red
- Tighter corner radii
- Raised crosswalks
- Bike boxes
- Protected intersections

SIGNALIZATION



- Pedestrian countdown timers
- Leading pedestrian/bicycle intervals
- Queue jumps/transit signal priority
- Signal timing/phasing improvements
- Pedestrian hybrid beacons
- Bicycle signals
- Turn arrows

SEPARATION OF MODES



- Pedestrian refuge islands
- Transit-only lanes
- Protected bike lanes

RESIDENTIAL TRAFFIC CALMING



- Traffic calming
- 20mph speed limits
- Neighborhood greenways

TRANSIT IMPROVEMENTS



- Bus bulbs and transit islands
- Level boarding platforms
- Bus stop optimization



Rapid Delivery Projects

Rapid Delivery Projects are low-cost, “quick-hit” changes to the street using interim materials such as pavement markings, colored pavement treatments, flexible delineators, and changes to signage or signal timing. Where necessary, Rapid Delivery improvements can be adjusted based on project results, impacts, and community feedback. Design should be coordinated through targeted community outreach with key stakeholders, such as aldermen, local business groups like Special Service Areas (SSAs), and nearby residents. Low project costs mean the entire project can be funded locally and implemented quickly. These projects can be designed and built in-house or incorporated into existing or upcoming projects.

Rapid Delivery Projects are an interim solution to safety challenges, implemented opportunistically where safety needs, stakeholder support, and available funding align. Following completion, Rapid Delivery Projects will be evaluated for effectiveness in improving safety, and if successful, made permanent through future Targeted Capital or Street Transformation Projects when funding is available.

PROJECT TIMEFRAME

Rapid Delivery Projects can be completed quickly, within six months to one year once funding is secured.

APPROPRIATE FUNDING SOURCES

City funding, outside grant opportunities, or private funding should be used for Rapid Delivery Projects. Federal funding is not appropriate for Rapid Delivery Projects due to low overall costs and the multi-year timeline required by the federal project delivery process.

COMMON ELEMENTS

- Bump-outs and other geometric changes defined by pavement markings, colored pavement, and flexible delineators
- Striping changes
- Signage changes including “No Turn on Red,” posted speed limit changes, bus stop optimization, and peak hour parking restriction removal
- Traffic signal timing improvements to reduce speeding, increased pedestrian crossing time, and leading pedestrian intervals



MILWAUKEE AVENUE WESTERN AVENUE TO DIVISION STREET PILOT PROJECT

CDOT implemented Rapid Delivery improvements identified in the Wicker Park Bucktown SSA Master Plan on Milwaukee Avenue between Western Avenue and Division Street in the summer of 2017. The plan called for improved accommodations for people walking, biking, taking transit, and visiting Milwaukee Avenue, the heart of the Wicker Park neighborhood. The pilot project utilized city funding and was planned, designed, and installed in just six months.

The new design encourages people to drive at the new reduced speed limit, 20mph, which was determined by the community to be appropriate for the variety of users and activities present along the corridor. The design also better delineates spaces for bicycling and driving, reduces conflict points, and increases the visibility of people walking and biking.

Top A dashed bike lane positions motorists closer to the center line and provides more space for people on bikes.

Middle and Bottom Paint and post bump-outs reduce crossing distances, improve pedestrian visibility, and prevent illegal parking in crosswalks.

Opposite Page The six-way intersection of Lincoln, Wellington, and Southport Avenues was transformed through CDOT's Make Way for People program to improve safety at what had previously been a dangerous intersection. Known as Lincoln Hub, the project closed right-turn slip lanes and added bump-outs to improve pedestrian visibility and reduce crossing distances. Plazas were then created with the newly-gained space by adding planters and cafe tables.



Targeted Capital Projects

Targeted Capital Projects consist of high return-on-investment safety improvements at strategic locations along a corridor. They do not drastically change a street's configuration or eliminate a significant number of on-street parking spaces. These projects can be planned, designed, and constructed without substantial community engagement as they minimally impact the street. CDOT will meet with the respective aldermen for all Targeted Capital Projects to determine the level of community engagement necessary. The relatively small size of Targeted Capital Projects means design and construction can be incorporated into existing projects (e.g. resurfacing or street reconstruction), completed as a single project with existing in-house resources, or bid-out as multi-project packages with other similar projects.

PROJECT TIMEFRAME

Targeted Capital improvements will typically take one to two years to be completed once funding is secured.

APPROPRIATE FUNDING SOURCES

A wide range of funding can be used for Targeted Capital Projects, including city, county, state, and federal funds. Federal funds are often utilized when Targeted Capital Projects are incorporated into other larger projects or if they are bundled together as a multi-project package. If federal funds are utilized, a non-federal match is required, typically 20% of project cost.

COMMON ELEMENTS

- Pedestrian refuge islands
- Bump-outs, bus bulbs, and transit islands with striped parking lanes
- Upgraded traffic signals with pedestrian countdown timers or LED signal modernization
- Traffic signal timing improvements for people walking, biking, driving, and on transit



CHICAGO AVENUE CENTRAL AVENUE TO LARAMIE AVENUE SAFE ROUTES TO SCHOOL

In 2016, CDOT improved safety for students and other people crossing Chicago Avenue between Central Avenue and Cicero Avenue on Chicago’s West Side through a federal Safe Routes to School grant. Prior to project construction, crossing Chicago Avenue was difficult and dangerous due to street width and drivers failing to comply with the Illinois Stop for Pedestrians law, limiting access for students and other people walking in the area. Between 2009 and 2013, two pedestrians were killed crossing in front of the Chicago Public Library Branch at Chicago Avenue and Lamon Avenue.

CDOT installed pedestrian refuge islands with high visibility crosswalks at five intersections on Chicago Avenue to make crossings safer and more comfortable for people walking.

Top New pedestrian refuge island across from the West Chicago Avenue Branch of the Chicago Public Library.

Middle Pedestrian refuge islands allow transit riders to more safely walk to bus stops.

Bottom High visibility crosswalks make crossing Chicago Avenue safer and more comfortable for people walking.

Opposite Page A new pedestrian refuge island near Roberto Clemente Community Academy allows people to more safely cross busy Western Avenue.



Street Transformation Projects

Street Transformation Projects significantly reconfigure the street to make it safer and more comfortable for all users. These projects entail redesign of the entire cross section of the street where feasible to reduce speeding, provide facilities for all users, and improve safety for all. These enhancements may repurpose motor vehicle travel lanes or include significant removal of on-street parking to improve safety and enhance transportation options. Transformation Projects may also entail livability enhancement such as widened sidewalks, aesthetic treatments, sustainable stormwater features, and landscaping. The scale and level of impact of these projects requires significant coordination with local community members and agency stakeholders (such as CTA, IDOT, and Department of Water Management).

PROJECT TIMEFRAME

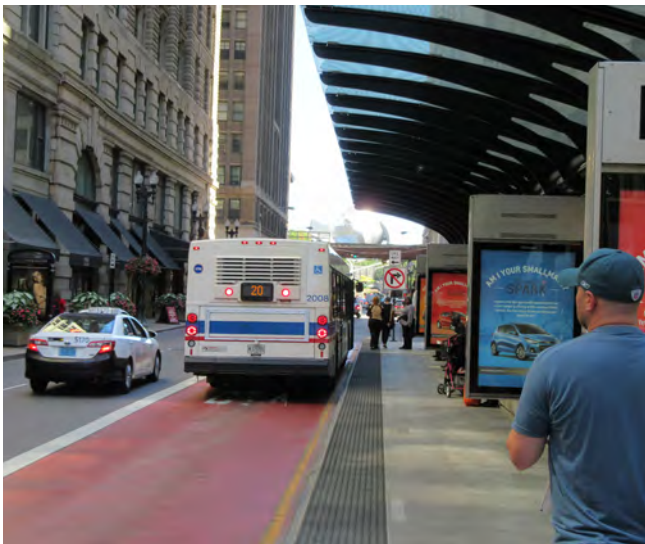
Due to complexity, level of impact, and funding needs, Street Transformation Projects require extensive public and stakeholder coordination and development of design alternatives. Once funding is secured, these projects typically take two to five years to complete.

APPROPRIATE FUNDING SOURCES

Street Transformation Projects often require a wide range of funding sources, such as city, county, state, and federal funds. If federal funds are utilized, a non-federal match, typically 20% of project cost, is required.

COMMON ELEMENTS:

- Reconfiguration of travel and/or parking lanes to add pedestrian, bike, and/or transit improvements such as new medians, protected bike lanes, and bus-only lanes
- Curb line changes including widened sidewalks, transit enhancements for level and pre-paid boarding, lighting upgrades, raised bike lanes, and stormwater features
- Traffic signal equipment upgrades on a corridor level including interconnects and Transit Signal Priority (TSP)



WASHINGTON STREET LOOP LINK

Nearly half of all people traveling on Washington and Madison Streets through the Loop daily (almost 25,000 people) do so on CTA buses. These corridors connect downtown Chicago to the rest of the city and provide an important connection for Metra passengers at Ogilvie Transportation Center and Union Station to the Loop and Lakefront.

Loop Link improved downtown traffic flow by better organizing the streets. The project created dedicated bus-only lanes and traffic signals to separate buses from general traffic. This expedites bus trips, reduces congestion delay, and improves travel time and trip reliability. The project also improved safety by reducing conflicts between people walking, biking, taking transit, and driving. Pedestrians now enjoy more sidewalk space and improved street crossings. Buses use a dedicated bus lane. Bicyclists use protected lanes and improved intersections to get to their destinations safely. Motorists use two dedicated travel lanes, helping them avoid bus and bicycle traffic.

Top Protected Intersections allow people walking and riding bikes to more safely cross busy intersections.

Middle Protected Bike Lanes provide people riding bikes with safe routes through the Loop, while raised platforms allow passengers to board and exit buses more easily, speeding up the boarding process.

Bottom More room for pedestrians on busy downtown sidewalks is possible because Loop Link stations move bus shelters off the sidewalk.

Opposite Page A “Road Diet” on Lawrence Avenue in Lincoln Square repurposed one travel lane in each direction to make room for bike lanes, a center turn lane, and pedestrian refuge islands.

Funding and Implementation

CDOT will evaluate project selection processes for existing programmatic funds to better prioritize traffic safety improvements on High Crash Corridors and will focus grant applications and other outside funding opportunities on these corridors, particularly those in High Crash Areas. CDOT will prioritize projects on High Crash Corridors and in High Crash Areas while recognizing the need to maintain and repair deficient infrastructure citywide such as bridges and viaducts. This combined, opportunistic approach will fund improvements on these critical corridors in lieu of a single dedicated funding source.

A wide variety of federal, state, county, and city funding programs will be used for safety improvements. Not all of the three phases of project development—planning and preliminary engineering (also known as Phase I), design engineering (Phase II), and construction—are eligible for funding through every source. Project timelines and funding cycles also vary. Federal projects, for example, take longer to implement than those using city funds exclusively due to environmental documentation requirements and agency coordination. Certain funds can only be used for certain types of improvements or on certain classes of streets. As a result, certain funding sources are best matched to certain project categories based on the scope of work and the level of outreach, coordination, and design review required. It is likely that a given High Crash Corridor project will combine several funding sources.

CDOT will take the following actions upon release of the *Framework Plan*:

FEDERAL/STATE FUNDING

- 1 Develop future CMAQ applications for public way improvements on High Crash Corridors with strong potential for mode-shift
- 2 Focus existing Congestion Mitigation and Air Quality Improvements (CMAQ) Program bikeway funds on High Crash Corridors with high rates of crashes involving bicyclists
- 3 Submit at least one corridor-level Highway Safety Improvement Program (HSIP) application for a High Crash Corridor per funding cycle
- 4 Prioritize High Crash Corridors in need of resurfacing in the multi-year Arterial Resurfacing (AR) program and incorporate safety improvements on streets resurfaced by the program as opportunities allow
- 5 Prioritize planned street reconstruction projects that are on High Crash Corridors

LOCAL FUNDING

- 6 Prioritize High Crash Corridor improvements in future Invest in Cook applications
- 7 Identify and recommend safety improvements on High Crash Corridors as part of annual Aldermanic Menu briefings
- 8 Pursue Tax Increment Financing (TIF) funds to design and construct projects that improve safety and livability in neighborhood commercial areas along High Crash Corridors
- 9 Prioritize Divvy revenues to develop one High Crash Corridor Rapid Delivery Project each year
- 10 Prioritize city-funded pavement marking maintenance on High Crash Corridors, incorporating striping improvements as opportunities allow

The following descriptions of funding sources and the **Funding Eligibility Summary Table** provide a high-level guide to the options available for funding safety improvements on each of the High Crash Corridors at the time of this plan’s release. This list is not exhaustive. It highlights opportunities currently available to CDOT. Specific High Crash Corridor projects or phases may be eligible for funding under other State-administered programs such as State Planning and Research (SPR), the Illinois Transportation Enhancement Program (ITEP), the Unified Work Program (UWP), and the Transportation Alternatives Program (TAP-L). CDOT has emphasized the following sources based on general suitability for funding safety infrastructure projects through design and construction.

Federal/State Funding

Federal/State funding sources take the form of programmatic or regularly-administered competitive grant programs.

Federal projects are typically administered through and closely coordinated with the Illinois Department of Transportation. Projects using these funds take longer to implement than city-funded projects due to the time associated with grant applications, creating intergovernmental agreements, environmental processing, multi-agency review, and ensuring compliance with other state and federal regulations, standards, and design guidelines. These funds are therefore best used for **Targeted Capital** and **Street Transformation Projects** and are not recommended for Rapid Delivery Projects.

FEDERAL MATCHING FUNDS

With very few exceptions, federal funding sources require a match, typically 20% of the cost of each phase. Non-federal matching funds can come from city, state and/or county sources. The Framework Plan provides a high-level discussion of match sources. CDOT project managers will identify appropriate matching funds on a project by project basis.

CONGESTION MITIGATION AND AIR QUALITY

The **Congestion Mitigation and Air Quality Improvement** (CMAQ) program provides federal funding for projects designed to reduce vehicle emissions through strengthened alternatives to driving, such as walking, biking, and transit improvements, and through vehicle technologies. CMAQ projects are competitively selected from a regional pool of applications by the Chicago Metropolitan Agency for Planning (CMAP), the metropolitan planning organization for the Chicago area. CMAQ cannot fund planning and preliminary engineering but can cover design engineering and construction costs. CMAQ projects are coordinated with IDOT and FHWA. The program typically provides up to 80% of a project’s cost, requiring a 20% non-federal funding match.

USING CMAQ FUNDING

Streets for Cycling Projects – CDOT has successfully secured CMAQ funding to implement the City’s *Streets for Cycling Plan 2020*. Several bikeway improvement projects have been implemented on High Crash Corridors with high rates of bicycle crashes. Future Streets for Cycling projects will prioritize work on the remaining High Crash Corridors with high instances of bicycle crashes. Streets for Cycling projects are best suited for **Targeted Capital Projects**.

CDOT has previously received CMAQ funding for Targeted Capital pedestrian safety projects such as **Walk to Transit** and **Safe Routes to School** improvements. In future CMAQ applications, CDOT will pursue funds to complete designs and construct **Targeted Capital** or **Street Transformation Projects** on High Crash Corridors or in High Crash Areas that increase safety and walking, transit, and biking mode share. This includes projects that improve walkability, build an 8-80 bikeway network, and/or create transit-priority streets. CDOT will use a variety of funding sources to complete planning and preliminary engineering prior to applying for CMAQ funding.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The **Highway Safety Improvement Program** (HSIP) is administered by IDOT through an annual competitive award cycle open to municipalities for safety improvements on local jurisdiction streets. A larger pot of money is used by IDOT to improve safety on streets under the jurisdiction of the state. Project scope is limited to improvements with proven Crash Modification Factors. While HSIP funds can be used for design and construction, projects must be scoped prior to application. Local HSIP projects are coordinated in conjunction with IDOT and FHWA. HSIP-funded projects require a 10% non-federal match and can be used for **Targeted Capital** or **Street Transformation Projects**.

USING HSIP FUNDING

CDOT has received local HSIP funding for Targeted Capital Projects at spot locations as well as Street Transformation Projects along entire corridors. Due to the length of the federal project development process and constraints that exist with HSIP funding, future HSIP applications will be submitted for **Targeted Capital** or **Street Transformation Projects** along an entire High Crash Corridor, rather than at spot locations.

SURFACE TRANSPORTATION PROGRAM

The federal **Surface Transportation Program** (STP) provides design and construction funding to preserve and improve existing infrastructure. The City of Chicago is apportioned a share of STP funds on an annual basis and has discretion on programming the funds to cover a variety of projects, including street reconstruction/preservation, sidewalk rehabilitation, bridge reconstruction, and safety improvements. A pot of regionally competitive funds is anticipated to become available through CMAP beginning in 2019. Projects using STP funds are coordinated with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA). STP is suitable for **Targeted Capital** and **Street Transformation Projects**.

USING STP FUNDING

Arterial Resurfacing Program – CDOT's multi-year Arterial Resurfacing (AR) program restores pavement and upgrades curb ramps on approximately 40 miles of major streets each year at current funding levels. Since 2012, CDOT has incorporated Targeted Capital improvements on select AR streets, including pedestrian refuge islands, bump-outs, and revised striping to better accommodate people walking and biking. Going forward, CDOT will prioritize High Crash Corridors for inclusion in the AR program, and will incorporate Targeted Capital improvements on AR streets where pavement is in poor condition and where opportunities allow. Additionally, High Crash Corridors in need of a Street Transformation Project to improve safety will be designed and constructed separate from the annual AR program, ensuring significant change to the corridor can be realized without delaying the entire AR program. CDOT will also prioritize STP to fund Phase I and II for these Street Transformation Projects.

Capital Improvement Projects – CDOT programs STP to fund project costs for full street reconstructions. CDOT will prioritize the construction of street reconstruction projects on High Crash Corridors already in Phase I design.

High Crash Corridor Improvements – Going forward, CDOT will utilize STP funds for construction of Targeted Capital and Street Transformation Projects on these corridors and prioritize planning, design, and construction funds for safety improvements on the remaining High Crash Corridors.

Local Funding

Projects funded solely through local funding sources are more flexible in scope and quicker to design and construct than projects using Federal/State funding.

COOK COUNTY FUNDING

Cook County initiated its **Invest in Cook** grant program in 2017 to fund projects that prioritize walking, biking, and transit and promote multi-modal access to opportunity, among other priorities in *Connecting Cook*, the County's long range transportation plan. The now annual competitive program allows local agencies to apply for planning, engineering, or construction funding. Invest in Cook grants can be used to fund entire project costs or to match federal dollars. Coordination with IDOT is required when work is planned on streets under state jurisdiction and with FHWA when funds are used to match federal dollars. Based on typical award size, Invest in Cook funds are ideal for **Targeted Capital Projects**.

USING INVEST IN COOK FUNDING

CDOT received 2017 Invest in Cook funding to implement Targeted Capital Projects on four High Crash Corridors. Future Invest in Cook applications will prioritize **Targeted Capital Projects** on High Crash Corridors or match federal dollars for **Street Transformation Projects**.

CITY OF CHICAGO FUNDING

City-funded projects are less constrained by eligibility requirements. Outside review and concurrence with awarded contracts and most designs is not required, speeding delivery. City funding is also used as local match to leverage federal dollars. Low-cost and high-impact **Rapid Delivery** and **Targeted Capital Projects** are ideal applications for city funds.

ALDERMANIC MENU FUNDS

The City of Chicago's **Aldermanic Menu Program** (Menu) provides \$1.32M of funding to each of the city's 50 wards to address local infrastructure needs. Projects are selected by the Alderman of each ward with direction and input from CDOT and can only be applied to projects in their wards. Menu funds can be used to install spot improvements such as pedestrian refuge islands, traffic signal improvements, or bike lane striping. These funds can also be utilized to fund all or a portion of the required non-federal match to a federal award or complement other city funding (see TIF).

USING MENU FUNDING

Since Mayor Emanuel announced Chicago's Vision Zero goal in September 2016, CDOT has met annually with Aldermen with High Crash Areas and/or High Crash Corridors in their wards to discuss potential Targeted Capital or Rapid Delivery Projects that are eligible for Menu funding. In 2017, Aldermen committed approximately \$2,000,000 in Menu funds towards safety improvement projects. CDOT will continue to meet with aldermen on an annual basis and recommend Menu investment for **Rapid Delivery** or **Targeted Capital Projects** along High Crash Corridors, or at locations of previous fatal crashes.

TAX INCREMENT FINANCING

Tax Increment Financing (TIF) is a tool used to invest property tax dollars in infrastructure improvements in the districts where they were collected. The funds cannot be spent outside of a TIF district. TIF requests are coordinated across multiple City departments and in consultation with the local Alderman. TIF funds can be used alone or in combination with other funding and can be utilized as the required non-federal match to a federal funding award. TIF funding is ideal for **Targeted Capital Projects**, but can also be used to fund **Street Transformation Projects** or to match Federal funds.

DIVVY SPONSORSHIP/ADVERTISING REVENUES

The **Divvy** bike share system sponsorship and associated advertising opportunities currently generate revenues that must be used for transportation projects and programming. Divvy funds are used to pay for education and outreach staff as well as bikeways maintenance and a small number of new infrastructure projects every year as directed by the Bicycle and Pedestrian Programs. Divvy funds are best used to fund **Rapid Delivery Projects** installed by in-house crews or through existing CDOT contracts.

CORPORATE FUNDS

CDOT receives **Corporate Funds** on an annual basis through the City of Chicago Budget to maintain pavement markings and signage on streets throughout the city. CDOT has discretion over which streets to restripe and resign each year.

USING TIF FUNDING

CDOT has successfully used TIF funds to fund **Targeted Capital Projects** on numerous High Crash Corridors and to match federal dollars for **Street Transformation Projects**. Going forward, CDOT will prioritize TIF requests for design and construction on safety and livability projects on High Crash Corridors.

USING DIVVY FUNDING

CDOT currently allocates a portion of Divvy revenues towards bike lane installations, match for federal Streets for Cycling Projects, bike lane restriping, and Rapid Delivery Projects on an annual basis. As long as sufficient revenues are available, CDOT will prioritize bike lane installations and match funds on High Crash Corridors with high rates of bicycle crashes and will dedicate a portion of Divvy revenues to develop one **Rapid Delivery Project** each year.

USING CORPORATE FUNDING

Maintenance work has been historically prioritized through 311 calls, aldermanic requests, and the professional judgment of CDOT staff. Beginning in 2018, CDOT is prioritizing restriping work on High Crash Corridors and will incorporate changes to make streets safer and more comfortable for all users where revised designs are available.

SUMMARY OF FUNDING FOR HIGH CRASH CORRIDOR PROJECTS

FUND	SOURCE	TYPE	REQ'D MATCH	PHASES COVERED			OTHER CONSTRAINTS	CURRENTLY FUNDS	SUITABLE USE
STP	Federal	Programmed	20%	PE	DE	C		Arterial Resurfacing Capital Improvements High Crash Corridor Projects	Street Transformation Targeted Capital
HSIP	Federal	Competitive Award	10%	PE	DE	C	Project must be pre-scoped. Scope of work limited to improvements with proven Crash Modification Factors.	High Crash Corridor Projects Spot Improvements	Street Transformation Targeted Capital
CMAQ	Federal	Competitive Award	20%		DE	C	CMAQ will not cover Preliminary Engineering.	Streets for Cycling Projects	Street Transformation Targeted Capital
Invest in Cook	County	Competitive Award	None*	PE	DE	C	Award may only cover selective phases.	High Crash Corridor Projects	Targeted Capital Local Match
TIF	Local	Discretionary	None	PE	DE	C	Project must be fully in a TIF district and contribute to TIF goals.	Streetscapes High Crash Corridor Projects	Targeted Capital Local Match
Menu	Local	Discretionary	None	PE	DE	C	Projects selected by local Alderman.	Rapid Delivery Projects Spot Improvements	Targeted Capital Rapid Delivery Local Match
Divvy	Local	Discretionary	None	PE	DE	C	Project must improve conditions for people walking and biking.	Rapid Delivery Projects Restriping	Rapid Delivery Local Match
Corporate Funds	Local	Discretionary	None			C		Restriping	Rapid Delivery Local Match

Phases Covered PE Preliminary Engineering DE Design Engineering C Construction

Note All federally funded projects are subject to state and federal processing requirements and review

* Match preferred

Project List

Project Categories for each High Crash Corridor were determined after an initial assessment of existing conditions, crash data, potential project complexity, and level of improvement needed. On some corridors, more than one project type is appropriate. In these cases, corridors were broken out into multiple sub-corridors, each with its own project. Designs have not been initiated or completed on all corridors. Once funding has been identified and committed, refined project delivery timelines will be determined on a corridor-by-corridor basis by the level of effort necessary to meaningfully improve safety, conduct public outreach and coordination with outside agencies, and the time required to design, bid out, and construct the project.

These projects are summarized in the **Project List**. Suitable funding sources for each corridor or sub-corridor are laid out to guide CDOT planners and project managers in building multi-year infrastructure programs. The listed sources may not include all eligible funding types but have been determined to be those most germane to the given project category. For example, every corridor is eligible for STP funding, but STP is not a good fit for Rapid Delivery Projects. It is therefore not listed for projects of this type. A suitable source (or sources) of funding for the required local match for each federally funded project will be identified by the project manager.

The list notes corridors or sub-corridors that have already received corridor-level improvements since 2012. While spot improvements have recently been implemented on High Crash Corridors, they are not included as there may be more opportunities to improve safety on a corridor level with a larger toolbox of countermeasures. Corridors with projects completed during or immediately following the period of analysis (2010-14) may already be significantly safer. Recently completed corridor projects will be evaluated as three years of post-construction crash data become available. Where additional improvements are needed, a new Project Category and suitable funding sources will be identified as funding allows.

This project list is not static. CDOT will take an opportunistic approach to High Crash Corridor Projects; it is expected that project types may change as resources are identified or opportunities to build on other initiatives arise. For example, a corridor identified for a Rapid Delivery Project may be upgraded to Targeted Capital or Street Transformation if a funding opportunity for more substantial or permanent change arises. After evaluation, CDOT also intends to upgrade successful Rapid Delivery improvements to make the changes permanent through Targeted Capital or Street Transformation Projects.

DOWNTOWN CORRIDORS

CORRIDOR	FROM	TO	LENGTH	PRELIMINARY PROJECT CATEGORY ¹	PROJECTS TO DATE	POTENTIAL FUNDING SOURCE ²
Congress	Wells	Michigan	0.5	Street Transformation	Streetscape (2013)	
Dearborn	Monroe	Lake	0.3	Street Transformation	Protected Bike Lane (2013)	
Fairbanks	North Water	Huron	0.4	Street Transformation		STP
LaSalle	Wacker	Ontario	0.6	Street Transformation		STP/CMAQ
Michigan	Roosevelt	Oak	2.3	Targeted Capital		STP/CMAQ/Invest in Cook/HSIP
Ohio	Orleans	Fairbanks	0.9	Targeted Capital		STP/HSIP/Invest in Cook
Ontario	Orleans	Fairbanks	0.9	Targeted Capital		STP/HSIP/Invest in Cook
Orleans	Ohio	Chicago	0.3	Street Transformation		STP/CMAQ/TIF
Randolph	Clark	Michigan	0.3	Street Transformation	Loop Link (2017)	
State	Harrison	Wacker	0.8	Street Transformation		STP/CMAQ
	Wacker	Kinzie	0.2	Rapid Delivery		Divvy/Menu
	Kinzie	Chicago	0.5	Rapid Delivery		Divvy/Menu
Wacker	Jackson	Columbus	1.4	Targeted Capital	Wacker Drive Reconstruction (2012)	STP/TIF/Menu
Washington	Wacker	Michigan	0.6	Street Transformation	Loop Link (2016)	

¹ Scope – Depending on need and community/aldermanic demand, Rapid Delivery or Targeted Capital Projects could be implemented on a corridor prior to Street Transformation Projects.

² Funding – All projects are eligible for STP funds, future HSIP, or future Cook County Invest in Cook funding applications; other funding sources may be also become available.

HIGH CRASH CORRIDORS FRAMEWORK PLAN

NEIGHBORHOOD CORRIDORS

CORRIDOR	FROM	TO	LENGTH	PRELIMINARY PROJECT CATEGORY ¹	PROJECTS TO DATE	POTENTIAL FUNDING SOURCE ²
79th	State	Drexel	1.1	Street Transformation		STP/CMAQ/TIF
87th	Damen	Halsted	1.5	Targeted Capital		STP/HSIP/Invest in Cook
Ashland	87th	78th	1.3	Targeted Capital		STP/HSIP/Invest in Cook
	69th	59th	1.3	Targeted Capital	Resurfacing with Safety Improvements (2018) VZ Corridor Project (2018)	STP/Invest in Cook/TIF
	Van Buren	Grand	1.0	Targeted Capital		STP/HSIP/Invest in Cook/TIF
	Grand	Wabansia	1.5	Targeted Capital		STP/HSIP/Invest in Cook
	Wabansia	Fullerton	0.9	Targeted Capital		STP/HSIP/Invest in Cook/TIF
Belmont	Pulaski	Kedzie	1.0	Targeted Capital		STP/Invest in Cook/TIF
Broadway	Grace	Montrose	0.8	Rapid Delivery		Divvy/Menu
	Montrose	Foster	1.1	Street Transformation	Protected Bike Lane (2014); Streetscape (2017-18)	
Chicago	Central	Laramie	0.5	Targeted Capital	Safe Routes to School (2019) VZ Corridor Project (2018)	Invest in Cook
	Laramie	Cicero	0.5	Street Transformation	VZ Corridor Project (2020)	HSIP/TIF
	Pulaski	Kedzie	1.0	Street Transformation	VZ Corridor Project (2020)	HSIP/TIF
	Paulina	Ogden	0.7	Street Transformation		STP/CMAQ
	Ogden	State	1.4	Street Transformation		STP/CMAQ/TIF
Cicero	Arthington	Madison	0.8	Targeted Capital	Resurfacing with Safety Improvements (2014)	STP/HSIP/Invest in Cook/TIF
	Madison	Chicago	1.0	Targeted Capital		STP/HSIP/Invest in Cook/TIF
Clark	Irving Park	Addison	0.6	Targeted Capital		STP/CMAQ/Invest in Cook
	Addison	Dickens	2.1	Targeted Capital	Resurfacing with Safety Improvements (2018)	STP
	Dickens	LaSalle	0.5	Street Transformation		STP/CMAQ
Cottage Grove	87th	83rd	0.5	Targeted Capital		STP/HSIP/Invest in Cook/TIF
	83rd	75th	1.0	Targeted Capital	Streetscape (2017)	TIF
Damen	Superior	Fullerton	2.1	Targeted Capital		STP/CMAQ/HSIP/Invest in Cook
Devon	California	Leavitt	0.7	Street Transformation	Streetscape (2015-18)	
	Leavitt	Clark	0.8	Targeted Capital		TIF/Menu

¹ Scope - Depending on need and community/aldermanic demand, Rapid Delivery or Targeted Capital Projects could be implemented on a corridor prior to Street Transformation Projects.

² Funding - All projects are eligible for STP funds, future HSIP, or future Cook County Invest in Cook funding applications; other funding sources may be also become available.

NEIGHBORHOOD CORRIDORS

CORRIDOR	FROM	TO	LENGTH	PRELIMINARY PROJECT CATEGORY ¹	PROJECTS TO DATE	POTENTIAL FUNDING SOURCE ²
Fullerton	Meade	California	4.2	Street Transformation		STP/TIF
Garfield	Halsted	State	1.0	Street Transformation		STP/Invest in Cook/TIF
	State	King	0.5	Rapid Delivery		Divvy/Menu
Halsted	79th	75th	0.5	Targeted Capital	VZ Corridor Project (2019)	STP/HSIP/Invest in Cook/TIF
	75th	Marquette	1.0	Targeted Capital	Resurfacing with Safety Improvements (2014)	Invest in Cook
Lake	Lockwood	Hamlin	1.9	Targeted Capital	Protected Bike Lane Project (2012)	STP/Invest in Cook
Lake Shore	Roosevelt	Division	2.9	Targeted Capital		STP
Milwaukee	Kedzie	California	0.7	Rapid Delivery		Divvy/Menu
	California	Division	2.1	Street Transformation	Rapid Delivery Project (2017)	STP/CMAQ
	Division	Ogden	0.8	Targeted Capital	Protected Bike Lane Project (2015)	STP/CMAQ
North	Austin	Laramie	1.0	Targeted Capital	VZ Corridor Project (2018)	TIF
Pulaski	71st	Archer	2.6	Targeted Capital		STP/HSIP/Invest in Cook/TIF
	Roosevelt	Harrison	0.5	Street Transformation		STP/HSIP/TIF
	Harrison	Kinzie	1.0	Rapid Delivery	Rapid Delivery Project (2018)	Invest in Cook/TIF/Menu
	Kinzie	Division	1.0	Targeted Capital		STP/HSIP/Invest in Cook/TIF
Roosevelt	Halsted	State	1.0	Targeted Capital		STP/CMAQ/HSIP/Invest in Cook/TIF
	State	Michigan	0.2	Street Transformation	Streetscape (2015)	
Stony Island	95th	87th	1.0	Street Transformation		STP/State/TIF
	79th	67th	1.5	Street Transformation		STP/State/TIF
	67th	63rd	0.5	Street Transformation	South Lakefront Framework Plan Improvements	STP/State/TIF
Western	74th	63rd	1.4	Targeted Capital		STP/HSIP/Invest in Cook/TIF
	Garfield	35th	2.5	Street Transformation		STP/TIF
	Chicago	Fullerton	2.0	Targeted Capital		STP/HSIP/Invest in Cook
	Fullerton	George	0.6	Street Transformation		STP/HSIP/TIF
	Irving Park	Lawrence	1.0	Targeted Capital	VZ Corridor Project (2018)	Invest in Cook/TIF

¹ Scope - Depending on need and community/aldermanic demand, Rapid Delivery or Targeted Capital Projects could be implemented on a corridor prior to Street Transformation Projects.

² Funding - All projects are eligible for STP funds, future HSIP, or future Cook County Invest in Cook funding applications; other funding sources may be also become available.

Vision Zero projects, programs, and policies will be evaluated through qualitative and/or quantitative data on four criteria:

- 1** Did it improve traffic safety and reduce traffic fatalities and serious injuries?
- 2** Did those most disproportionately impacted by severe traffic crashes receive the greatest amount of resources?
- 3** Did it support one of the four goals of the Vision Zero Chicago Action Plan?
- 4** How can it be improved for future application?

PROJECT EVALUATION

By improving High Crash Corridors, CDOT aims to make measurable progress toward the City's Vision Zero goal of eliminating serious injuries and deaths from traffic crashes. To that end, CDOT will evaluate completed projects to determine whether changes to the street have had the intended safety benefits. The results of these evaluations can be used to direct additional investment, make design modifications, or further engage community members on project success. CDOT will not consider a High Crash Corridor to be fully addressed until the data show that severe crashes and dangerous driving behaviors are significantly reduced or eliminated. Project evaluation will also yield lessons learned that can be applied to future CDOT projects.

CDOT commits to evaluating the following metrics before and after project completion on all corridor-level High Crash Corridor projects (not all projects completed to date have 'before' data available). These metrics may also be used to evaluate the performance of spot improvements either as stand-alone projects or, preferably, through a grouped study. Evaluations and data will be posted with the project documentation on [VisionZeroChicago.org](https://www.visionzerochicago.org) and [ChicagoCompleteStreets.org](https://www.chicagocompletestreets.org).

CRASHES

Severe crash reduction is the most important indicator of project success. CDOT will measure crash reduction on all High Crash Corridors and sub-corridors on which a project has been completed (including projects completed prior to the release of the *Framework Plan*). CDOT will pre-assess High Crash Corridor projects using at least one year of crash data collected after project completion. Three years of "after" crash data are required to better understand project impacts along a corridor, but initial data can be used to gauge preliminary project results and to identify any immediate changes that may be necessary. Five years of crash data are needed to determine success in addressing more detailed outcomes, such as changes in collision types or circumstances leading up the crash, particularly in severe crashes.

SPEEDING

CDOT will collect 24-hour speed counts at one or more locations on the project corridor as part of the standard project development process. The "after" data will indicate whether improvements have brought vehicle speeds in line with the project target speed. Comparison with "before" data will also indicate whether the project has resulted in decreased rates of speeding.

MULTIMODAL USER COUNTS

The *Vision Zero Chicago Action Plan* recognizes that as more Chicagoans choose to travel on foot or by bike, severe crashes for these street users decrease because there is safety in numbers. High Crash Corridor projects that encourage more people to walk, bike, or take transit will have safety benefits extending beyond the corridors themselves. "After" user counts by mode collected at least six months from project completion will be analyzed against "before" counts taken along the corridor or at key intersections. The data collection strategy will vary by corridor based on the improvements installed and installation date.

PROJECT-SPECIFIC EVALUATION CRITERIA

Alternative data points can be used to gain an understanding of project success. Other project-specific criteria may also be measured where appropriate. These measurements will depend on the safety issues of a given corridor and funding availability, but may include:

- Motorists failing to stop for pedestrians in the crosswalk
- Local business activity
- Serious crime reduction
- Double parking
- Dangerous driving behaviors
- Bicyclists riding on the sidewalk
- Crashes and speeds on other nearby corridors
- Travel times

**No traffic-related death
is acceptable when the
tools exist to prevent the
conditions and behaviors
that lead to these tragedies.**

NEXT STEPS

CDOT will continue building on early successes of the *Vision Zero Chicago Action Plan*, including the safety improvements on High Crash Corridors completed since 2012.

PRIORITIZE

CDOT will prioritize safety improvements on High Crash Corridors within its capital program. The Department will align existing programs with and prioritize available funding sources to these corridors. CDOT will also focus grant opportunities for additional investment on these corridors.

ENGAGE AND IMPLEMENT

CDOT will prioritize staff time towards implementing projects on High Crash Corridors. CDOT project managers will utilize this *Framework Plan* to properly scope projects on High Crash Corridors. This includes identifying appropriate funding sources, design guidance and safety treatments, and stakeholder involvement. After funding is identified for a High Crash Corridor project, CDOT will work with community members to develop a public outreach process and identify community engagement opportunities for each project. CDOT will work with those most familiar with issues on the street—people living, working, and traveling along the street and in the neighborhood—to develop improvements that reflect community needs and will result in a project supported by the community.

EVALUATE

CDOT will measure Vision Zero projects along High Crash Corridors to evaluate project effectiveness. Prior to initiating High Crash Corridor Projects, baseline data will be collected. After project completion, additional data collection will occur for comparison and evaluation. CDOT will then apply lessons learned from project evaluation to future projects.

BE TRANSPARENT AND ACCOUNTABLE

The City of Chicago is committed to transparency and accountability. CDOT will provide a map of safety improvement projects proposed for construction each year on the High Crash Corridors. Project summary sheets will be updated with data and evaluation metrics as the information is collected. Vision Zero progress reports will be made quarterly to the Vision Zero Steering Committee, and an annual report of all progress, including work on High Crash Corridors, will be completed for each plan year and made available on VisionZeroChicago.org.

Starting in 2018, disaggregated crash data will be continuously updated and made available to the public through the City's open data portal: data.cityofchicago.org.

More information is available at VisionZeroChicago.org.



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

Published June 2018



www.VisionZeroChicago.org