



**CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT
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Streets for CHICAGO



Overview ■

Each day, hundreds of thousands of Chicagoans walk or drive in the city. Ensuring their safety is the City's top priority.

Over the past several years, Chicago has developed many successful strategies to provide a safe driving and walking environment citywide. From rebuilt streets to new pedestrian infrastructure to technologies like pedestrian countdown signals and red-light enforcement cameras, the City has invested significantly in a safe transportation network.

Safe Streets for Chicago is a new program that takes that effort even further. Safe Streets for Chicago combines current programs and policies with new initiatives, each designed to make driving and walking even safer.

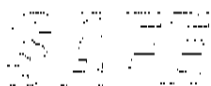
Among the components of Safe Streets for Chicago:

- Enforcement
- Infrastructure
- Technology
- Policies and design standards
- Public awareness

Several city departments are part of Safe Streets for Chicago, including the Police Department, Chicago Department of Transportation, and the Office of Emergency Management and Communications' Traffic Management Authority.

By providing safe and attractive streets for walking and driving, we can continue to improve quality of life for all Chicagoans.





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Strategies ■

The City of Chicago will employ the following traffic safety strategies to protect residents and visitors across the City.

■ PUBLIC OUTREACH STRATEGIES

- Create Mayor's Pedestrian Advisory Council
- Launch public awareness campaign

■ ENFORCEMENT STRATEGIES

- Pilot LIDAR speed gun system
- Deploy new CPD Targeted Traffic Team (T3)
- Increase number of Red Light Cameras—across the city.

This program has already helped reduce the number of red light violations at 30 city intersections by an average of 40 percent

- Initiate crosswalk-awareness campaign for drivers

■ INFRASTRUCTURE STRATEGIES

- Implement pedestrian crossing safety improvements adjacent to parks and schools
- Expand successful traffic-calming program

■ TECHNOLOGY STRATEGIES

- Add pedestrian countdown signals on all new traffic signal constructions and traffic signal modernizations
- Retrofit existing pedestrian signals with pedestrian countdown signals
- Explore automated pedestrian sensors

■ POLICY AND DESIGN STRATEGIES

- Analyze accident data to identify trends and develop countermeasures
- Focus on City's "Complete Streets" policy
- Update all Chicago Department of Transportation and Office of Emergency Management and Communications project managers and design engineers on new guidelines in 2006
- Create a long-term Pedestrian Plan, through the Mayor's Pedestrian Advisory Council

■ LEGISLATIVE STRATEGIES

- Request assistance from the Illinois General Assembly to study safety benefits of speed cameras and stop sign cameras
- Reduce statutory speed limit on low-volume residential streets





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CPD Targeted Traffic Team (T3) ■

The Chicago Police Department is launching a new initiative aimed at enhancing enforcement of traffic laws at various targeted locations throughout the City. This plan is modeled after our successful nationally recognized crime reduction targeting strategy that uses intelligent analysis of statistical data, coupled with feedback from the community, to put our Officers where the crime is occurring.

The new Targeted Traffic Team (T3), consists of three (3) teams of Police Officers and Sergeants who will target locations that have been selected for enhanced enforcement based upon accident data and input from the community, the Aldermen and District Commanders.

In addition to using normal traffic enforcement techniques, Officers will use LIDAR (Light Detection And Ranging) Speed Guns—innovative hand-held devices that point infrared light beams at offending vehicles to determine speed.

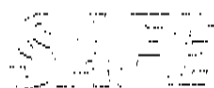
Once a T3 Officer has been able to determine the speed of an offending motorist, the Officer will communicate via radio to other T3 Officers enabling them to target and stop the offending vehicle and take appropriate enforcement action.

The Targeted Traffic Team will be assigned to the most problematic areas of the City, covering up to 3 locations or small geographical areas simultaneously each day.

Enhanced District Enforcement ■

The Chicago Police Department will also begin a training program to include officers from all police districts in an effort to train at least 150 additional Officers to use LIDAR Speed Gun technology, thereby further increasing traffic safety in all of our communities.





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Chicago's Complete Streets Policy ■

The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable—children, elderly, and persons with disabilities—can travel safely within the public right of way.

Examples of how the Complete Streets policy may be implemented:



- Design and construct right-of-way improvements in compliance with Americans With Disabilities Act accessibility guidelines.



- Incorporate features that create a pedestrian friendly environment, such as:

- Narrower traffic lanes
- Median refuges
- Curb extensions (“bulb-outs”)
- Countdown pedestrian signals



- Improve pedestrian accommodation and safety at signalized intersections by:

- Using good design to minimize crossing distances and increase visibility between pedestrians and motorists
- Timing signals to minimize pedestrian delay and conflicts
- Balancing competing needs of vehicular level of service and pedestrian safety (e.g., 2007 version of MUTCD to reduce design walking speed from 4 ft./sec. to 3.5 ft./sec.)



- Reclaim street space for other uses through the use of “road diets” by:

- Converting 4-lane roadway to 3-lane roadway with marked bike lanes





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Pedestrian and Driver Safety Tips ■

■ Driver Tips:

- Always obey the speed limit. Speed is major factor in pedestrian injury and fatality.
- Pay attention and use caution when approaching a crosswalk or intersection.
- Refrain from using your hand-held cell phone.
- Yield to pedestrians. The Illinois Vehicle Code requires it.
- Be especially cautious driving around schools—children can be unpredictable in traffic.
- Don't block crosswalks when stopping at intersections.
- Always look out for pedestrians, especially before turning at a green light or making a right turn at a red light.
- Be careful when passing stopped vehicles. They might be stopping for pedestrians.
- Share the road. It's your responsibility to look out for others.

■ Pedestrian Tips:

- Cross at crosswalks and intersections, not in the middle of the block.
- Always look both ways before crossing the street.
- Wait for vehicles to stop before crossing in front of them.
- Don't cross against signals.
- Begin crossing the street on "Walk" signals—never on a solid or flashing "Don't Walk."
- Make eye contact with drivers so they see you. Never assume they do.
- Stay visible after dark and in bad weather with reflectors or retroreflective clothing.
- Set a good example for children.





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Pedestrian Accidents ■

In the United States¹

Nationally in 2004, 4,641 pedestrians were killed and 68,000 injured in traffic crashes.

An average of one pedestrian is killed in a traffic crash every 113 minutes and one is injured every 8 minutes.

49 percent of fatalities occur on Friday, Saturday and Sunday.

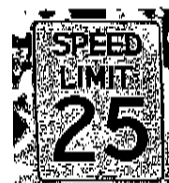
Children age 15 and younger accounted for 8 percent of the pedestrian fatalities and older persons (age 70+) accounted for 15 percent of all pedestrian fatalities.

In Chicago²

The number of pedestrian accidents declined 18.9 percent between 2000 and 2004—from 4,478 to 3,632.

The number of pedestrian fatalities declined 26 percent between 2000 and 2004—from 73 to 54.

Despite these declines, pedestrians are still vulnerable, and far too many accidents involve pedestrians.



Pedestrian Accidents by Year

2004: 3,632
2003: 3,773
2002: 4,188
2001: 4,105
2000: 4,478

Pedestrian Fatalities by Year

2004: 54
2003: 72
2002: 73
2001: 67
2000: 73

¹ National Highway Traffic Safety Administration

² IDOT

