

# SAFE CROSSINGS FAQ

## HOW CAN I JOIN THE CAMPAIGN?

Sign-up as a supporter by visiting [activetrans.org](http://activetrans.org) and providing your name, email address and zip code. We'll keep you informed with campaign updates and provide opportunities for you to get involved in your neighborhood. If you're interested in working more closely with Active Trans and our community partners around a particular intersection or crossing, contact Campaign Director Kyle Whitehead at [kyle@activetrans.org](mailto:kyle@activetrans.org).

## HOW DID YOU PICK THE INTERSECTIONS AND CROSSINGS?

We selected the sites based upon our analysis of crash data from the Illinois Department of Transportation (IDOT), staff feedback and public input. The dataset we analyzed included all reported crashes from Jan. 1, 2006 to Dec. 31, 2012. We received more than 800 site recommendations from our members, supporters, community partners and the general public, the most popular of which ended up on our list.

## WHAT ARE YOU PLANNING TO DO AT THE SELECTED INTERSECTIONS? HOW CAN I GET INVOLVED?

We will work with community organizations, businesses and local residents to push for improvements at these and other problem areas throughout the region. We recognize implementing significant improvements will take time so our goal is to secure commitment from the government body or bodies controlling each site to officially agree to a plan to improve the intersection/crossing. If you're interested in working more closely with Active Trans and our community partners around a particular intersection or crossing, contact Campaign Director Kyle Whitehead at [kyle@activetrans.org](mailto:kyle@activetrans.org).

## WHY ISN'T INTERSECTION/CROSSING X IN MY NEIGHBORHOOD ON THE LIST?

The list represents a sample of some of the most dangerous intersections and crossings in the region to start a regional conversation about pedestrian safety issues and launch targeted advocacy campaigns around a few specific sites. We recognize it is NOT all-inclusive and there are hundreds of other problem areas in the city and suburbs. The strategies we use to push for change at the selected sites can easily be applied to other areas and we hope to continue to build momentum for pedestrian improvements at a growing list of intersections and crossings regionally.

## WHAT IS A BARRIER CROSSING?

A barrier crossing is an intersection with the potential for significant pedestrian traffic but where currently few pedestrians attempt to cross because the barrier to pedestrian travel (e.g. fast moving traffic, multiple wide lanes of traffic, no sidewalks, no signal or crosswalk, etc.) is so significant. These intersections are not as easy to identify as high-crash intersections but are just as critical to creating walkable and livable communities throughout the region.

# SAFE CROSSINGS FAQ CONTINUED

## WHAT CAN BE DONE TO IMPROVE INTERSECTION SAFETY?

Tools to improve intersection safety with varying costs and levels of impact are well-known to agencies like the Chicago Department of Transportation (CDOT) and Illinois Department of Transportation (IDOT), as well as municipal governments charged with making decisions about city streets. These include marked crosswalks; stop for pedestrian signs; pedestrian refuge islands; traffic signals and beacons; accessible pedestrian signals; pedestrian countdown timers; leading pedestrian intervals; lagging left turns; road diets; speed feedback signs; and roundabouts.

## WHO IS RESPONSIBLE FOR FIXING OUR STREETS?

Multiple government bodies have jurisdiction over the streets in Chicago region, including the Chicago Department of Transportation (CDOT), Illinois Department of Transportation (IDOT), and county and municipal governments. Typically, in Chicago the city controls most neighborhood streets and the state has jurisdiction over high-traffic arterial roadways.

## WHERE DOES THE MONEY COME FROM TO PAY FOR PEDESTRIAN IMPROVEMENTS?

Unlike in some other major cities, there is currently no dedicated annual funding source for the maintenance of pedestrian facilities. Instead, leaders are forced to make changes as part of resurfacing projects or through aldermanic menu money.

## WHAT IS VISION ZERO?

Vision Zero is an international initiative promoting the concept that no loss of life is acceptable and cities should no longer regard traffic crashes as “accidents” but as preventable incidents that can be reduced or eliminated with systemic changes. Started in Sweden and proven to be highly successful, the initiative has been embraced by cities across America, including Chicago, New York City and San Francisco.

## DOES THE CITY OF CHICAGO HAVE A VISION ZERO GOAL? WHAT IS BEING DONE TO ACHIEVE IT?

Yes. In its 2012 “Chicago Forward” Action Agenda, the city set a goal of eliminating traffic fatalities within 10 years. The Chicago Department of Transportation’s 2012 plan and 2013 update include several concrete steps being taken to achieve this goal.