Marketing Transportation Services to Chicago’s Polish Community

White Paper
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Executive summary of recommendations

Marketing transportation services to Chicago’s Polish Community

At one time, the Polish population in the Chicago area was the largest outside of Warsaw, Poland. While this may no longer be true due to multiple factors including Poland’s entry to the European Union, the Polish community is still second largest foreign group in the state of Illinois, Chicago Metropolitan area, and the city of Chicago.

There have been four waves of Polish immigration to the United States and Chicago area. These include people that immigrated from the 1850s to the early 1930s, from World War II through the 1950s, the 1980s through the 1990s, and those people that immigrated after 1990. After Poland joined the European Union in 2004, immigration to the United States and the Chicago area has dropped, due to Poles being able to travel more freely and work in nearby European countries.

While Cook County has the largest number of Poles in the Chicago area, both the City of Chicago and suburban Cook County have seen declines in their Polish population of 16.3 percent and 2.6 percent, respectively, from 2000 to 2010. DuPage County’s Polish population remained stable during that time, while the Polish populations in Kane, Lake, McHenry, and Will Counties have increased.

In the City of Chicago, Poles tend to concentrate near both airports, Midway and O’Hare, on the Southwest and Northwest sides of the city, as well as in the Northwest suburbs and Southwest suburbs adjacent to those areas. The epicenter of Polish Chicago appears to be around the Harlem-Irving Plaza in Norridge. Traditional Polish neighborhoods on the near Northwest side of Chicago and near Southwest side of Chicago have lost Polish residents, either due to gentrification, or being replaced by Hispanic residents.

Some Chicago transit information is in Polish. CTA publishes some materials in Polish, and Ventra information is available in Polish. Pace prints two schedules operating in communities with sizable Polish populations in Polish. The Regional Transportation Authority (RTA), Metra, and South Shore print no Polish transportation materials.

Polish media in Chicago, particularly the Dziennik Zwiakowy (Polish Daily News) covers Chicago area transportation issues, and we have examples of two stories that are covered in the report.

MPC primarily conducted secondary research for this project. We found that much of the existing data was several years old, and had not been updated since it had been originally conducted. We feel that more research is needed, particularly as there are changes in Chicago’s Polish community. The “waves” of immigrants are likely to have very different needs, in terms of how they receive information, their familiarity with Polish, and how they identify themselves. Also, as the Polish community becomes more suburban, and has more of a presence in the collar counties, are there missed opportunities to reach out to this community about commuting issues.

Changes in Polish immigration to the U.S., and the Chicago area should be monitored. The admission of Poland to the European Union in 2004 has impacted the number of Poles who immigrate here. Depending on immigration trends, this community could become less prominent in a generation, and the need for Polish language services could change.

Finally, lessons we have learned with the Polish community regarding transportation marketing and information have parallels that can be adapted to other ethnic groups in the Chicago area.
The Polish and Polish-American community in the Chicago area

The Chicago area has the largest Polish and Polish-American community in the United States. While at one time, it was the largest Polish community outside of Warsaw, Poland, that may not be the case today. Since Poland was admitted to the European Union in 2004, immigration from Poland to the United States has levelled off. Today, the U.S. is the fifth most popular destination for Poles, after 4 European countries (Germany, UK, Ireland, and Italy).

Recent demographic data has shown that New York may have slightly more Poles than Chicago, and that London has a larger Polish population than Chicago. Nearly 10 million Polish people live in the United States. Illinois has the second largest Polish population after New York. In Illinois, Poles are the second largest immigrant group after Mexicans.

Chicago has a sizable Polish community. Based on 2010 census data, there are approximately 175,000 Poles living in the City of Chicago, and over 800,000 in the metropolitan area.

Poles are the second largest immigrant group in the Chicago metropolitan area, Cook County, and the City of Chicago.

History of Polish Immigration to America

There have been four distinctive waves of Polish immigration to America.

The first wave started arriving in the mid 1800’s and lasted until the 1930s. This wave mainly came to America due to economic reasons in addition to political and religious reasons. This wave is generally called Za Chlebem (for bread).

It is difficult to account for this first wave of Polish immigration since during this time Poland did not exist as a sovereign state, but was partitioned between Austria, Prussia and Russia; so these individuals were registered as citizens of these three countries rather than Poland.

The second wave of immigration started during World War two and lasted until the 1950s. This wave was spurred on by the damaging effects that WWII had on Poland and the Soviets who initially liberated Poland and subsequently turned Poland in to a Communist state. Poland had more casualties as a percentage of total population than...
any other country in WWII (approximately 16%). In addition to the loss of life, economically Poland was devastated. Individuals in this wave were primarily dissidents, intellectuals, and/or political prisoners.6

The third wave was prompted by the implementation of Martial Law in Poland in 1981 in an attempt to crush the political opposition which had been growing for the previous decade; the largest of political dissident group was the Solidarity trade union whose members constituted one third of all working adults by 1981 although only being created a year earlier. Martial Law only reinforced the Polish people’s want of a more democratic system in Poland and general unrest became even more widespread. The individuals that immigrated to America during this wave were primarily leaving Poland due to political oppression.

The fourth wave started in 1990 immediately after the fall of Communism in Poland. The individuals in this wave were immigrating to America for economic reasons, since the economy in Poland needed to be completely restructured after the fall of Communism. This wave is distinct from the preceding wave as these immigrants were leaving Poland lawfully.9

Polish Demographics

As of the most current census (2010) the total Polish population for the six-county region is 836,974. This is a 2% increase from the 2000 census when the total Polish population was 820,548. However, it is a decrease of 2% from the 1990 population of 853,742.

The county with the largest number of Poles is Cook, which had 312,057 in 2010. All counties saw an increase in Poles from 2000 to 2010, except for Cook which saw an 8% decrease. Much of this decrease in Cook is attributed to Poles moving out of the City of Chicago which saw a decrease in Polish population of 16.2%. When Cook is examined without Chicago the loss is much lower than the aforementioned 8% decrease in Poles, it is only 2.6%; although this still makes it the only county to have a loss in Polish population it is still much lower.

DuPage County, which has the second largest number of Poles almost saw no growth from 2000 to 2010, which is interesting since in the preceding decade from 1990 to 2000 it had a 4.6% growth. Unlike DuPage, Will County, which has the third largest number of Poles, saw an increase of 45.6%. In the past two decades it has increased in Poles from 39,499 in 1990 to 89,171 in 2010. At this rate it will eclipse DuPage County as the second largest county with Poles before 2020. The three other counties, Lake, Kane and McHenry, all saw double digit growth in Poles. The national increase in population from 2000 to 2010 was 9.7%; this is almost five times larger than the rate that the Polish population for the six-county region grew. That means that the vast majority of the high double digit growth that the four counties surrounding Cook experienced was due to Poles leaving Cook and settling in the counties near Cook. Polish population growth in Kane, Lake McHenry, and Will Counties was higher than the general population increase in those counties from 2000 to 2010.

Charts showing the Chicago area Polish population trends from 1990 to 2000, and from 2000 to 2010, are shown below.

The first chart showing the demographics from 1990 to 2000 shows that the regional center for Poles is Cook County with more Poles than all the other counties combined in the six county region. From 1990 to 2000 Cook was the only county which lost Poles. Every county gained a large percentage of Poles, three being in high double digits. As a whole the six county region had a 4% decrease in Polish population.

The second chart shows a continuation of the trend that was seen in the first chart. The largest difference is that although Chicago continued to lose Poles in double digit percentages, Cook on the other hand lost a much lower percentage than the

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6 This wave could be said to have ended due to “Polish October" which occurred in 1956. This event is marked by the de-Stalinization period, the granting of greater autonomy to the Polish Government from the USSR and the election of Władysław Gomułka.

9 This wave ended in December 2007 when Poland entered the Schengen Area. The Schengen Area is an agreement between countries to abolish passport or any other type of border control in-between their common borders. The Schengen Area currently has 26 member states, all of which are in Europe, and is scheduled to increase in member states.

10 http://culture.polishsite.us/articles/art41fr.htm
previous decade. Whereas in the previous decade it lost 8%, from 2000 to 2010 it lost only 2%. Also unlike the previous decade where Polish population as a whole dropped by 4%, in this decade it actually grew by 2%.

Where Poles work

According to the 2010 report “Engaging Chicago’s Diverse Communities in the Chicago Climate Action Plan: Community #3 The Polish Community conducted by the Field Museum’s Environment Culture and Conservation, a Division of Science

“Poles in Chicago work in a wide range of professions but are strongly represented in the construction trades, domestic work (cleaning services and daycare), and the health fields. Research participants explained that Polish immigrants in the trades often arrive with valuable skills acquired in Poland. Additionally, the allocation of visas specifically for Poles in the health professions has made it easier for people with this training to emigrate. But many with limited English language skills end up doing domestic work, in part because it can be challenging for Polish immigrants to work in the areas for which they have trained. In addition to language barriers, they often find it difficult to transfer college credits and degrees from Poland and meet U.S. licensing and credential requirements.” (Engaging Chicago’s Diverse Communities in the Chicago Climate Action Plan: Community #3: The Polish Community, 2010)
Polish movement in the Chicago Region 2000-2010?

<table>
<thead>
<tr>
<th>County</th>
<th>2000</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago (city)</td>
<td>210,422</td>
<td>176,295</td>
</tr>
<tr>
<td>Cook County (suburban)</td>
<td>320,224</td>
<td>312,057</td>
</tr>
<tr>
<td>DuPage County</td>
<td>110,425</td>
<td>110,757</td>
</tr>
<tr>
<td>Kane County</td>
<td>28,020</td>
<td>39,862</td>
</tr>
<tr>
<td>Lake County</td>
<td>57,249</td>
<td>65,403</td>
</tr>
<tr>
<td>McHenry County</td>
<td>32,974</td>
<td>43,429</td>
</tr>
<tr>
<td>Will County</td>
<td>61,235</td>
<td>89,171</td>
</tr>
</tbody>
</table>

2010 Census Data From [http://factfinder2.census.gov/](http://factfinder2.census.gov/)
2006-2010 American Community Survey Data from [http://factfinder2.census.gov/](http://factfinder2.census.gov/)
2000 Data from Engaging Chicago’s Diverse Communities in the Chicago Climate Action Plan- Community #3: The Polish Community. Permission from The Polish Museum of America
Where does the Polish Community live in the Chicago area?

Based on the maps shown below, there are several distinct geographic areas which have substantial Polish populations. Poles tend to live around both airports, O’Hare and Midway.

In the City of Chicago, this is on the Northwest side in communities north of Belmont Avenue and west of Cicero Avenue. These include Portage Park, Dunning, O’Hare, Jefferson Park, Norwood Park, and Edison Park. Dunning has the highest percentage of Polish people with 34.8%.

Adjacent West and Northwest suburban communities in Cook County also have high concentrations of Poles. These include communities along Metra’s Milwaukee West Line from Elmwood Park to Schaumburg, and communities along Metra’s Union Pacific Northwest line from Park Ridge to Arlington Heights. The villages of Norridge and Harwood Heights, which are surrounded by the city of Chicago, have large Polish communities, with Norridge being the suburb with the highest Polish population percentage at 29.9%.

The Harlem-Irving Plaza, a major shopping center located at Irving Park Road and Harlem Avenue in Norridge is the epicenter of the Northwest Side and Northwest Suburban Polish community, as it borders two communities (Norridge and the Dunning neighborhood of Chicago) with large Polish communities.

On the Southwest Side of Chicago, there are sizable Polish communities near Midway Airport in the Garfield Ridge and Clearing neighborhoods, and in adjacent southwest suburban communities such as Burbank, Hickory Hills, and Justice. While Lemont in Cook County has a long established Polish community, surrounding areas such as Homer Glen have large numbers of Poles.

There is a long established Polish community in Hegewisch, on Chicago’s southeast side. Other concentrations of Poles are in the western suburbs along Metra’s Burlington Northern line in Riverside, Brookfield, and LaGrange Park.

“Newer” Polish areas include Mc Henry County communities of Algonquin, Lake in the Hills, Huntley, and Crystal Lake.

Since the Polish population in the City of Chicago dropped 33% from 1990(261,899) to 2010 (176,295), population losses have occurred in Northwest side communities such as West Town, Avondale, Logan Square, and Belmont-Cragin. They have also occurred in Southwest side communities such as Archer Heights, West Lawn, and West Elsdon. West Town and Logan Square have gentrified. Avondale, Belmont-Cragin, and the Southwest Side Communities have had increased Hispanic populations.

The figures 1 through 4 below show in more detail where Poles live in both absolute numbers and in percentages as Polish population divided by total population.

Figure 1 shows that there are many municipalities in the six county region that have at least 5,000 resident Poles.

Figure 2 displays municipalities with that have Polish populations that are 5% or more of the total population of that municipality. For Chicago it shows the Community Areas with more than 5% resident Poles. Dunning and Norridge are the Chicago Community Area and municipality, respectively, with the highest percentage of resident Poles. The only municipality with 5,000 or more Poles that does not have a 5% or more Polish population is Aurora with 4.7%.

Figure 3 shows the same information as Figure 2, but is focused on only Chicago.

Figure 4 shows the trend for Poles to go Northwest and Southwest of Chicago. We can see this by looking at municipalities that have populations of 15% of more resident Poles.
Figure 1- Municipalities with a total of 5,000 or more Polish residents

Legend

Municipalities with Polish Populations of at least 5,000 Polish People

2010 Census Data From http://factfinder2.census.gov/
2006-2010 American Community Survey Data from http://factfinder2.census.gov/

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chicago City</td>
<td>176,295</td>
</tr>
<tr>
<td>Naperville City</td>
<td>15,623</td>
</tr>
<tr>
<td>Joliet City</td>
<td>14,334</td>
</tr>
<tr>
<td>Arlington Heights Village</td>
<td>12,420</td>
</tr>
<tr>
<td>Schaumburg Village</td>
<td>11,923</td>
</tr>
<tr>
<td>Oak Lawn Village</td>
<td>11,843</td>
</tr>
<tr>
<td>Tinley Park Village</td>
<td>10,148</td>
</tr>
<tr>
<td>Orland Park Village</td>
<td>10,058</td>
</tr>
<tr>
<td>Mount Prospect Village</td>
<td>9,709</td>
</tr>
<tr>
<td>Des Plaines City</td>
<td>9,648</td>
</tr>
<tr>
<td>Palatine Village</td>
<td>9,622</td>
</tr>
<tr>
<td>Burbank City</td>
<td>9,415</td>
</tr>
<tr>
<td>Aurora City</td>
<td>9,369</td>
</tr>
<tr>
<td>Park Ridge City</td>
<td>7,624</td>
</tr>
<tr>
<td>Downers Grove Village</td>
<td>7,492</td>
</tr>
<tr>
<td>Hoffman Estates Village</td>
<td>7,198</td>
</tr>
<tr>
<td>Bolingbrook Village</td>
<td>7,074</td>
</tr>
<tr>
<td>Homer Glen Village</td>
<td>6,952</td>
</tr>
<tr>
<td>Elk Grove Village</td>
<td>6,843</td>
</tr>
<tr>
<td>Niles Village</td>
<td>6,747</td>
</tr>
<tr>
<td>Elgin City</td>
<td>6,145</td>
</tr>
<tr>
<td>Bartlett Village</td>
<td>5,953</td>
</tr>
<tr>
<td>Lockport City</td>
<td>5,937</td>
</tr>
<tr>
<td>Crystal Lake City</td>
<td>5,928</td>
</tr>
<tr>
<td>Elmwood Park Village</td>
<td>5,916</td>
</tr>
<tr>
<td>Lombard Village</td>
<td>5,899</td>
</tr>
<tr>
<td>Wheaton City</td>
<td>5,226</td>
</tr>
<tr>
<td>Lake in the Hills Village</td>
<td>5,160</td>
</tr>
<tr>
<td>Glenview Village</td>
<td>5,133</td>
</tr>
<tr>
<td>Norridge Village</td>
<td>5,070</td>
</tr>
<tr>
<td>Elmhurst City</td>
<td>5,039</td>
</tr>
</tbody>
</table>
Figure 2- Municipalities and Chicago Community Areas by Percent of resident Poles

Legend

Polish Population as a Percentage of Total Population
- 5-9.9%
- 10-14.9%
- 15-24.9%
- 25% or more
- Dunning and Norridge

2010 Census Data From [http://factfinder2.census.gov/](http://factfinder2.census.gov/)
Figure 3- Chicago Community Areas by Percent of resident Poles

Legend

- Polish Population as a Percentage of Total Population
  - 5-9.9%
  - 10-14.9%
  - 15-24.9%
  - 25% or more
  - Dunning
  - Chicago’s Polish Percentage is 6.5%

2010 Census Data From [http://factfinder2.census.gov/](http://factfinder2.census.gov/)
2006-2010 American Community Survey Data from [http://factfinder2.census.gov/](http://factfinder2.census.gov/)
Figure 4- Displays the Trend of Poles to move Northwest and Southwest of Chicago

Legend
Polish Population as a Percentage of Total Population
15-24.9%
25% or more

2010 Census Data From [http://factfinder2.census.gov/](http://factfinder2.census.gov/)
2006-2010 American Community Survey Data from [http://factfinder2.census.gov/](http://factfinder2.census.gov/)
Chicago Area Activity Centers

In reviewing what we’re calling “activity centers” for the Polish community, we wanted to determine where they were. In our research, we felt that these would most likely be areas where Poles would concentrate, and might consider using public transit to reach. We looked at the following types of locations:

1. Polish Cultural Organizations
2. Polish language schools (which often operate on Saturdays).
3. Catholic churches that have at least one mass in Polish in the Archdiocese of Chicago, Diocese of Joliet, or Diocese of Rockford
4. Doma and Polamer locations. These companies provide shipping services to Poland, as well as money transfers, and in some cases, travel services.
5. Polish Food locations-these include supermarkets, delicatessens, and bakeries.
6. (We did not include Polish restaurants due to being unable to find a comprehensive list).

A map of these organizations follows this section of the report. A detailed view of these organizations is in the appendix.
Figure 5: Shows the activity centers in the Chicago Region

Legend
- 🌱 Polish Organizations
- 🔴 Polish Schools
- 🔴 Polish Churches
- 🔵 Doma Locations
- 🌂 Polish Food Locations
- 🌞 Polamer Locations
**Polish Transit Information**

In reviewing if RTA and the service boards provide Polish language information to their customers, we found the following materials.

**CTA:** CTA prints some material in Polish (as well as Spanish and English). The Night Owl brochure is printed in all three languages. A copy of the brochure is presented on the following page.

When the CTA reopened the Pink Line a few years ago, information was also printed in Polish, as well as Spanish and English. CTA does not print any timetables in Polish.

**Pace:** Two of Pace’s timetables, Route 250 Dempster Street and Route 270 Milwaukee Avenue, are printed in Polish. Both routes serve communities with substantial Polish populations, including Niles, Park Ridge, and Des Plaines. Copies of both schedules are presented below.

Pace conducted its 2011 Customer Satisfaction Survey in English, Polish, and Spanish. However, only eleven Polish surveys were received which are too small of a sample to be statistically valid. In conversations with Pace’s Marketing and Media Relations Departments, while Pace doesn’t specifically target Polish media, they will provide translation services in areas where there are large number of Polish speakers, such as recent outreach in Niles on service issues.

**Ventra,** which is valid on Pace and Metra, provides a Frequently Asked Questions page about their services in English, Polish, and Spanish. An example of Ventra Polish language information is shown later in this report.

Metra, RTA, and South Shore do not have any information in Polish.
### Fare Information

<table>
<thead>
<tr>
<th>Type</th>
<th>On Rail</th>
<th>On Bus</th>
<th>Transfers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FULL</strong></td>
<td>$2.25</td>
<td>$2.00</td>
<td>$2.00</td>
</tr>
<tr>
<td><strong>REDUCED</strong></td>
<td>$1.25</td>
<td>$1.00</td>
<td>$1.00</td>
</tr>
</tbody>
</table>

**Transit Cards**

- Chicago Card/Chicago Card Plus
- Great value — the Chicago Card and Chicago Card Plus are the faster, easier ways to pay your fare. Enjoy quick "touch and go" boarding on CTA buses and trains and Pace buses.
- Chicago Cards cost just $6 each. The fee is waived for first-time users who register their cards.

**Transit Cards**

Deduct full fares and transfers on CTA. Full-fare Transit Cards can be purchased from ticket vending machines at CTA rail stations. Put in the exact amount you want on the card ($20.00 to $100.00). Value can also be added at ticket vending machines. Up to seven full-fare customers can share a Transit Card.

### Service Overview

Chicago Transit Authority's Night Owl Service is a core network of bus and rail service that operates 24 hours a day, seven days a week. Two rail lines and 18 bus routes allow customers traveling after midnight and before 5am to reach neighborhoods in Chicago, Cicero, Evanston, Forest Park, Oak Park and Rosemont.

Complementing these routes are CTA's other rail lines, most of which operate until after midnight, and numerous bus routes that operate until as late as 2am. CTA Night Owl routes provide mobility to early morning workers, late-night travelers or anyone who needs to get around during off-peak hours.

**Bus Routes**

Night Owl bus routes are designated by the Night Owl symbol on bus stop signs, a letter 'N' designation before the route number on the bus destination sign, and in the First Bus/Last Bus Times section of the CTA Bus & Rail Map. This brochure also provides a map of Night Owl routes.

**Bus Destination Sign**

During day/weekday appears as:

- 4 Cottage Grove

Night Owl Service appears as:

- N4 Cottage Grove

**Rail Lines**

The CTA Red Line between Howard & 59th/Dan Ryan and the Blue Line between O'Hare & Forest Park operate 24 hours per day, seven days per week.

**Easy, Safe Downtown Connections**

Night Owl bus routes serving Downtown have timed connections allowing easy connections with little waiting. Generally, from midnight until 5am, buses depart the vicinity of State and Washington at 10 and 40 minutes after each hour.

### Safety

The safety and security of our customers is a top priority at CTA. While every effort is made by CTA to provide a safe and secure trip, you as a customer can also minimize the chances that a crime will occur.

- Prepare in advance for your trip by checking schedules to reduce waiting time.
- Have your fare ready, or purchase fares cards or passes in advance.
- Stay alert and awake. Familiarize yourself with your surroundings and those persons around you.
- Keep purses, bags and other personal belongings on your lap, on your arm or between your feet.
- Use the rail car intercom, station platform call buttons or speak directly to bus operators to inform CTA personnel of suspicious activities.

### Figure 6- Shows the CTA’s Night Owl Service in Polish (Front)
Figure 7- Shows the CTA’s Night Owl Service in Polish (Back)
Figure 8- Shows Pace Route 250 in Polish

Figure 9- Shows Ventra information in Polish
Oto nowa metoda dokonywania płatności

Wprowadzenie systemu Ventra - nowego wygodnego systemu płatności w CTA oraz Pace - umożliwia pasażerom dokonywanie płatności za przejazdy pociągami oraz autobusami przy użyciu tej samej metody, która stosuje podczas codziennych zakupów. Klienci mogą z łatwością zarządzać swoim kontem online oraz dokonywać wyboru sporządzonych bezpłatnych metod płatności:

- Karta Ventra Card: do przejazdów + opcjonalna karta debetowa Debit MasterCard® z której można korzystać do przejazdów oraz codziennych zakupów
- Bilety Ventra Tickets: jednorazowe i jednodniowe
- Osobiste bezpłatne karty kredytowe i debetowe wydawane przez bank mogą być używane do przejazdów
- W końcu rozwożona kompaktowana ze smartfonami!

Dzięki systemowi Ventra podróżowanie po obszarze Chicago będzie bardziej wygodne i sprawne niż kiedykolwiek wcześniej.

https://www.ventrachicago.com/polish/
Transportation Stories in the Chicago area in Polish media

In reviewing local Polish media, we found two stories in April that were covered in the Dziennik Zwiakowy, Polish Daily News. This paper, which has been in existence for over 100 years, has a daily circulation of 30,000. Enclosed are two recent stories, one about safety on the CTA; the other about Divvy. Stories are presented below in Polish and English.

Pasażer zawsze bezpieczny? Na pewno nie w CTA

O 1 Kwietnia 2014

Na stacji linii niebieskiej na O’Hare już nie ma șadu po wykolejeniu pociągu. Miejsce katastrofy, gdzie przednie wagony uderzyły w peron i wjechały na ruchome schody, zostało starannie posprzątane. Z incydentu pozostały ju酯ylko przykre wspomnienia, nagrania wideo i sprawy sądowe. Z perspektywy czasu katastrofa mogłaby być potraktowana jako odosobniony przypadek i dziwaczny zbieg mało prawdopodobnych okoliczności, gdyby nie fakt, że chicagowski system komunikacji miejskiej CTA znajduje się niemal na ostatnim miejscu w kraju pod względem bezpieczeństwa.

![Image](https://example.com/image.jpg)

Badanie przeprowadzone przez telewizję NBC5 plusuje Chicago Transit Authority na ostatnich miejscach trzech z czterech kategorii bezpieczeństwa w porównaniu z innymi wielkimi systemami komunikacji miejskiej w całym kraju.

Na przestrzeni ostatnich dziesięciu lat, w kategorii wypadków śmiertelnych CTA zajęło pierwsze miejsce przed Nowym Jorkiem (największym w kraju systemem komunikacji miejskiej), Waszyngtonem i San Francisco. W latach 2004-2013 przedsiębiorstwo CTA odnotowywało średnio sześć wypadków śmiertelnych w skali rocznej. Spośród 61 przypadków śmiertelnych zameldowanych władzom federalnym, pięć dotyczyło pasażerów. 36 miało miejsce na stacjach lub terenach należących do CTA, a w pozostałych 20 udział brali przechodnie i pracownicy CTA. Chicagowska komunikacja miejska uplasowała się najniżej pierwszym miejscu w kategorii kolizji i zderzeń. Średnio 15 kolizji na rok Chicago ponownie wyprzedziło Nowy Jork i San Francisco. Nasze miasto zdobyło też trzecie miejsce w kategorii wykolejeń pociągów. Tylko w minionym roku odnotowano 59 takich incydentów. Jedyną kategorią w której Chicago miało lepsze notowania niż Nowy Jork i San Francisco była liczba rannych. Dochodzenie w sprawie wypadku przed tygodniem na linii niebieskiej na stacji O’Hare jeszcze jest w toku. Koncentruje się ono na motorniczej, na jej rozkładzie pracy i przygotowaniu zawodowym oraz na systemach bezpieczeństwa, które zawiodły. 25-letnia Britney T. Haywood przyznała się do zasiedzenia za kierownicą samochodu i nie po raz pierwszy zresztą. W lutym kobieta też została prowadzona w skamieniałości, ale nie zatrzymała się na stacji Belmont. Związki zawodowe bronnią motorniczej...
Passengers always safe? Certainly not on the CTA

O 1 April 2014

On the blue line station at O’Hare been no sign of the derailed train. The crash site, where the front carriages hit the platform and entered the escalator has been carefully cleaned. In the incident remained only unpleasant memories, videos and litigation. In retrospect, a disaster could be treated as an isolated incident and bizarre coincidence improbable circumstances, if not for the fact that the Chicago CTA transport system is almost in last place in the country in terms of security.

A study conducted by TV NBC5 Chicago Transit Authority ranks in the last places three of the four categories of safety compared to other major transportation systems throughout the country.

Over the last ten years, in the category of fatalities CTA took first place ahead of New York (the country’s largest public transportation system), Washington and San Francisco. In the years 2004-2013 the company CTA reported receiving an average of six deaths per year. Of the 61 deaths reported traffic to federal authorities, the five affected passengers, 36 took place at the stations or areas belonging to the CTA, and the remaining 20 involved pedestrians and workers were taking the CTA. Chicago public transportation is also ranked in first place in the category of collisions and collisions. Number average of 15 collisions per year in Chicago again ahead of New York and San Francisco. Our city has also won a front runner in the category of train derailments. Only in the past year has seen as many as five such incidents. The only category in which Chicago had better quotes than New York and San Francisco was the number of wounded. The investigation of the accident a week ago on the blue line at the station OHare is still in progress. It focuses on motorniczej, on its schedule of work and occupational training and
Ponad milion rowerzystów skorzystało z programu Divvy

O 27 KWIETNI 2014

Z programu wypożyczania rowerów w Chicago skorzystało już ponad milion mieszkańców miasta i turystów. Niebawem na ulicach pojawią się kolejne stacje Divvy.

Stacja rowerów Divvy w 7. dzielnicy Chicago fot. Steve Vance/Wikipedia

O powodzeniu zapoczątkowanego w czerwcu 2013 roku systemu Divvy i nadziei na dalszy rozwój tego programu mówił Rahm Emanuel. Ogłaszając dni 21 – 28 kwietnia tygodniem Divvy, burmistrz zapowiedział ulgi za całodniowe opłaty za wypożyczenie roweru i dodatkowe korzyści za całoroczne członkostwo w programie, jak bezpłatne burrito w restauracjach Chipotle lub mrożony jogurt z Forever Yogurt po obniżonej cenie.

Początkowo 750 rowerów można było wypożyczyć z 75 stacji rozmieszczonych między 7. dzielnicy a ulicami Fullerton na północy, Damen na zachodzie i 23. na południu miasta.

Jak podaje stacja ABC, wiosną tego roku system Divvy wprowadzi do użytku kolejne 4 tys. rowerów na 400 stacjach, które zostaną instalowane na dłuższych trasach: aż do 6550 N.Loyola Ave. na północy, 3600 W. Central Park na zachodzie i 6300 S. 63rd Street na południu miasta.

Pomysłodawcą programu Divvy był poprzednik Rahma Emanuela, Richard Daley. Po powrocie z Paryża, gdzie taki program istniał już od kilku lat, Daley, zapamiętali rowerzysty, postanowił przeszkopić pomysł Francuzów do Chicago. Kontrakt na zakup, instalację i nadzór nad wypożyczaniem rowerów podpisała firma Alta Bicycle Share. (eg)

More than a million cyclists have benefited from the program Divvy

O 27 APRIL 2014

With bike rental program in Chicago have already benefited more than one million inhabitants and tourists. Soon the streets there will be more stations Divvy.

![Divvy bike station in downtown Chicago](fot.Steve Vance / Wikipedia)

The success launched in June 2013 Divvy system and hope for the further development of this program Rahm Emanuel said. Announcing the days 21 - 28 April Divvy week, the mayor announced a relief for all-day bike rental fee and additional benefits for the year membership in the program as a free burrito at Chipotle restaurants or frozen yogurt from Yogurt Forever at a reduced price.

Initially, 750 bicycles can be rented from 75 stations located between downtown and the streets of Fullerton to the north, Damen in the west and 23 south of the city.

According to ABC, in the spring of this year Divvy system put into use another 4 thousand bikes on the 400 stations that will be installed on longer routes: up to 6550 N.Loyola Ave. in the north, 3600 W. Central Park in the west and 6300 S. 63rd Street to the south of the city.

The originator of the Divvy was Rahm Emanuel's predecessor, Richard Daley. After returning from Paris, where such a program existed for several years, Daley, passionate cyclist, decided to transplant the idea of Frenchmen to Chicago. The contract for the purchase, installation and supervision of signed bike hire company Alta Bicycle Share. (eg)
What we’ve learned about how the Polish community receives transit information?

In February 2014, MPC contacted the Polish-American Association, which is the nation’s only human services organization providing a comprehensive range of bilingual and bicultural services to the Polish community and others in need. Their mission is to serve the diverse needs of the Polish community in the Chicago metro area by providing resources for changing lives, with emphasis on assisting immigrants.

In 2004, they issued a report researched by Rob Paral of Rob Paral & Associates, “the Polish Community in Metro Chicago, a community profile of strengths and needs” This report provided an overview of the Polish community based on 2000 census data.

We asked the Polish American Association if they receive inquiries from their clients about transportation questions. We were told that sometimes there are calls from people asking for directions but they mostly drive. The ones that involve public transportation are usually within the city of Chicago. One person on staff is very helpful and checks the trip planner for those that need public transportation in the city or suburbs.

Next steps

MPC conducted secondary research for this project. We found that much of the existing research on Polish demographics in Chicago was ten years old. There is a need to update this research, especially as the community has changed. Lower rates of immigration to the US will impact the Polish community in future years, probably causing it to be less prominent, than it has been.

Since there are four waves of immigrants that came from the U.S. from Poland, their ties to Poland, Polish language skills, and ways they receive information vary. Second and third generation Polish Americans may be less likely to have ties to Poland, or speak Polish. A 2010 study “Polish Americans Today” conducted by the Piast Institute showed Polish language websites being the third highest source of news and the “local Polonia newspaper” being the fourth highest. (Thaddeus C. Radzilowski, 2010)

While there are several Polish newspapers serving the Chicago area, they reach one segment of the population. Younger people may be more likely to use mobile apps or internet to receive information. There is one Polish TV station, and several Polish language radio programs, but how much transportation or “current events” they cover also varies. Determining the best mix of outlets to reach this community is necessary.

It will be important to monitor immigration trends from Poland to the United States and the Chicago area in upcoming years. If fewer Poles immigrate here, what impact will it have on the prominence of this community in the Chicago area, and the need for Polish language materials?

Also, as the Polish community has become more suburban and residing in the collar counties, are the needs of Poles whose first language is not English being met?

It is our recommendation that more research on this subject would be helpful to gauge the best ways to reach this community. In reviews we conducted of ethnic marketing transit campaigns in the U.S., many of the concepts being used to reach the Polish community in the Chicago area can also be applied to other groups whose first language is not English.
Appendix
Appendix

Figure 1A: Doma and Polamer locations in Chicago Region

Legend

▲ Doma Locations
▲ Yellow Polamer Locations

DOMA locations
1. 8878 North Milwaukee 60714
2. 1736 West Golf Rd. 60056
3. 1132 South Roselle Rd. 60193
4. 126 East Irving Park 60191
5. 9611 West Grand 60131
6. 3414 North Harlem 60634
7. 5524 West Lawrence 60630
8. 4448 North Milwaukee Avenue 60630
9. 5749 West Belmont 60634
10. 3021 North Milwaukee 60618
11. 2520 South State Street 60616
12. 5034 South Archer 60632
13. 6287 South Archer 60638
14. 5603 West 79th Street 60459
15. 10644 South Roberts Rd. 60465

POLAMER locations
1. 88 South Milwaukee Ave 60090
2. 901 East Rand Road 60056
3. 2190 Oxford Road 60018
4. 6140 North Milwaukee 60646
5. 4747 North Harlem 60656
6. 2747 North Harlem 60707
7. 5514 West Belmont 60641
8. 3094 North Milwaukee 60618
1. Jan Matejko
2. St. Margaret Mary
3. Fryderyk Chopin
4. Interclub Education Center at St. Peter’s Lutheran School
5. Akademie Języka Polskiego im. Wandy Rutkiewicz
6. Ignacy Paderewski Polish School
7. St. John Brebeauf Parish
8. Polish Consulate RP
9. Emilia Plater Polish School
10. Czesław Miłosz
11. Driscoll Catholic High School
12. St. Faustyna Kowalska
13. Polska Szkoła im. Marii Skodowskiej-Curie
14. St. Thecla Parish
15. Casimir Kosciuszko at Szkoła im. T. Kosciuszki
16. Jan Kochanowski
17. Casimir Pulaski Polish School
18. St. Maksymilian Maria Kolbe
19. Interclub Education Center at St. John’s Lutheran School
20. Interclub Education Center
21. Casimir Kosciuszko at Gueerin Prep High School
22. Gen. J. Henryk Dabrowski School of Polish Language
23. St. Ferdinand
24. Casimir Kosciuszko at Parafia Św. Władysława
25. St. James Apostle
26. St. Hyacinth Parish
27. St. Trinity Parish
28. Marii Konopnickiej at Five Holy Parish
29. Prłat Stanisław Cholewinski
30. Polska Szkoła Millenijna im. Mikolaja Reja
31. St. Joseph Parish
32. Saint Blase
33. Polska Szkoła Millenijna im. Mikolaja Reja
34. Marii Konopnickiej at St. Louis de Montfort Parish
35. Prłat Stanisław Cholewinski
36. Jan Brzechwa
37. John Paul II

Figure 2A- Polish Schools in the Chicago Region

Legend

Polish Schools
Figure 3A- Churches with at least one Polish service every week in the Chicago Region

Legend

- Polish Churches

Insert of Chicago and nearby Suburbs
Side of Chicago and nearby Suburbs

1. Most Blessed Trinity
2. Transfiguration
3. St. Margaret Mary
4. St. John the Evangelist
5. St. Thomas of Villanova
6. St. Joseph the Worker
7. St. Thomas Becket
8. St. Zachary
9. St. John Brebeuf
10. St. Thecla
32. Divine Mercy
48. St. Blasé
49. St. Albert the Great
50. St. Fabian
51. Our Lady Mother of the Church / Polish Mission
52. Sacred Heart
53. S.S. Cyril & Methodius
54. St. Andrew the Apostle Parish
55. St. Mary Immaculate Parish
56. Holy Cross Parish
57. St. John Vianney Parish
58. St. Stephen, Deacon and Martyr
59. St. John the Baptist

Churches in insert are listed below
11. St. Monica
12. St. Constance
13. St. Rosalie
14. St. Francis Borgia
15. St. Gertrude
16. St. Priscilla
17. St. Pascal
18. Shrine of the Sacred Heart
19. St. Ladislaus
20. St. Ferdinand
21. St. William
22. St. James
23. St. Stanislaus Bishop and Martyr
24. St. Wenceslaus
25. St. Hyacinth Basilica
26. St. Hedwig
27. St. Mary of the Angels
28. St. Stanislaus Kostka
29. Holy Trinity Polish Mission
30. Holy Innocents
31. St. Helen
32. St. Adalbert
33. St. Ann
34. St. Mary of Czestochowa
35. Blessed Sacrament
36. St. Joseph- Chicago
37. St. Pancratius
38. Five Holy Martyrs
39. St. Bruno
40. St. Richard
41. St. Turibius
42. Our Lady of the Snows
43. St. Camillus
44. St. Jane De Chantal
45. St. Daniel the Prophet
46. St. Joseph- Summit
Figure 6A- Insert of Food Stores in Northwest Suburbs

Legend

Polish Food Locations

19. Oak Mill Bakery
20. Deli 4 You
21. Oak Mill Bakery
22. Sobczak’s Avondale Sausage
23. Shop & Save Market
24. Jaga Deli
25. Shop & Save Market
26. Roman’s Kitchen & Deli
27. Kalinowski Europeana Style
28. Somencik’s European Pastry Shop
29. Sophie’s Polish Deli
30. Wally’s Market
31. Polonez European Deli
32. Grandma’s Deli
33. Polish American Delicatessen
Figure 7A - Insert of Food Stores in Northwest side of Chicago and nearby Suburbs

Legend

Polish Food Locations

44. Rich's Foods
45. Oak Mill Bakery
46. Boniek's Deli
47. Red Poppy Deli
48. Oven Fresh Bakery
50. Kordian's Market
51. Sweet World
52. Andy's Deli
53. Yolanta's deli
54. J & L European Deli
55. Kalinowski Sausage Shop
56. Delightful Pastries
57. Krakus Homemade Sausage
58. Chester Deli
59. Burzawa Sausage Shop
60. Montrose Deli
61. Hagen's Fish Market
62. Szymanski's Delicatessen
63. Halina's Polish Food Specialty
64. Wally's Market
65. Miara's Continental Pastry
66. Polmart Deli
67. Irena's Delicatessen
68. Mazzeo's Baking Co.
70. Kolatek Bakery
71. Avenue Food Mart
72. Smakowski Bakery
73. Harczak Sausages
74. Alicja's Deli
75. Stefan's Deli INC.
76. Richard's Polish Bakery
77. John's Market
78. Oak Mill Bakery
79. Alexandra Foods-Pierogi
80. Hetman Deli
81. Gene's Sausage Shop
82. The Little Polish Deli
83. Cicero Deli
84. Wally's Market
85. Stanley Sausage Shop & Liquor
86. Marek's Jabluszko
87. Pasieka Bakery
88. Endy's Deli
89. Backi Processing & Deli
90. Alex Deli
91. Laramie Bakery
92. Mirek's Bakery
93. Gorski Bakery
94. Grace's Delicatessen
95. Gebka's Deli & Liquors
96. Polish Delicatessen
97. Nowak's Farmer Market
98. Barbara's Bakery
100. Ashland Sausage Company
101. Mitch & Janina
102. Boniek's Delicatessen
103. Polish Specialty Meat Products
104. Polonia Food Mart
105. Stanley Stawski Distributing
106. Kasia's Polish Delicatessen
107. Caesar's Polish Deli
108. Andy's Deli
109. John's Tarnow Deli
Figure 8A- Insert of Food Stores on Southwest side of Chicago and nearby Suburbs

Legend

Polish Food Locations

112. Kolatek’s Bakery
113. Krakus Delicatessen
114. Soltys Deli & Meat Market
115. Europa Bakery
116. Gilmart
117. Dunajec
118. Celina’s Deli
119. Wladzia’s Deli
120. Bobak Sausage Co.
121. Old Warsaw Delicatessen
122. Racine Bakery
123. Polish Deli
124. Joe & Frank’s Market
125. Oak Mill Bakery
126. Garfield Ridge Polish Deli
127. Best Taste Deli
128. Central Deli
129. Burbank Deli
130. E&J Delicatessen
131. Joe & Frank’s Market
132. A & R Pierogi
133. Village Pita & Bakery
134. Witek’s Bakery
135. Joe’s Deli
136. Batory Food & Deli
Figure 9A: Shows Polish Organizations in the Chicago Region

Legend

 Polish Organizations

1. Polish Women’s Alliance
2. Polish National Alliance
3. Copernicus Center
4. Polish American Chamber of Commerce
5. Polish American Association
6. Polish Consulate
7. Polish Museum of America
8. Polish Highlanders Alliance of America
9. Polish American Association