

# Mayor's Pedestrian Advisory Council

Wednesday, August 9

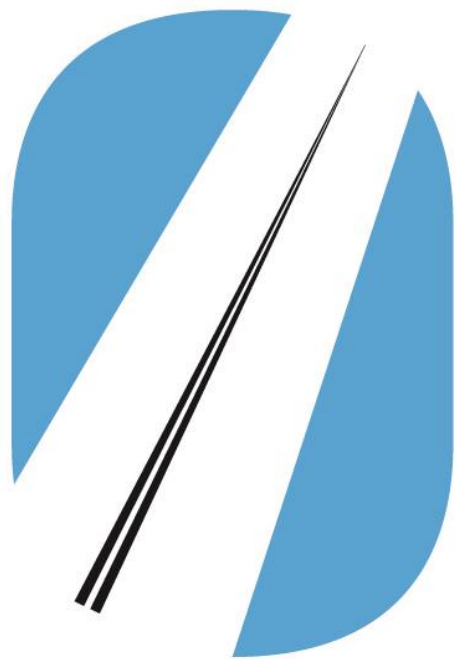


Year-to-Date Pedestrian Fatalities, 2017 (CPD): 6

Year-to-Date Pedestrian Fatalities, 2016 (CPD): 5

Year-to-Date Pedestrian Fatalities, 2010-2014 (IDOT): 2

<b>CITY OF CHICAGO</b>								
Pedestrian Fatalities by Month								
Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT
	2011	2012	2013	2014	2015	2016	2017	2011-2015 Average
January	1	2	1	4	5	5	6	2.6
February	3	5	2	0	2	4	3	2.4
March	3	2	2	3	6	4	4	3.2
April	3	1	2	6	4	3	1	3.2
May	3	3	2	3	6	4	4	3.4
June	2	0	3	4	6	3	4	3
July	3	3	3	4	2	3	5	3
August	2	11	4	3	3	8		4.6
September	5	5	2	3	2	1		3.4
October	5	4	0	2	4	3		3
November	2	7	1	1	1	5		2.4
December	4	4	5	2	5	1		4
<b>TOTAL (Jan 1- July 31)</b>	18	16	15	24	31	26	27	20.8
<b>TOTAL</b>	36	47	27	35	46	44	27	38.2



**VISION**  
**ZERO**  
**CHICAGO**

**VISION ZERO UPDATE: ACTION PLAN & NEXT STEPS**



**[WWW.VISIONZEROCHICAGO.ORG](http://WWW.VISIONZEROCHICAGO.ORG)**

**View Chicago's Vision Zero Action Plan and sign up for updates.**

# KEY PLAN COMPONENT:

## LARGE VEHICLE SAFETY EQUIPMENT



**12%**

**While large vehicles travel 8% of miles driven in Chicago, they are associated with 12% of fatal bicyclist and pedestrian crashes.**

*Sources: CMAP Regional Travel Model Results for Air Quality Conformity Analysis Approved in October 2016.*

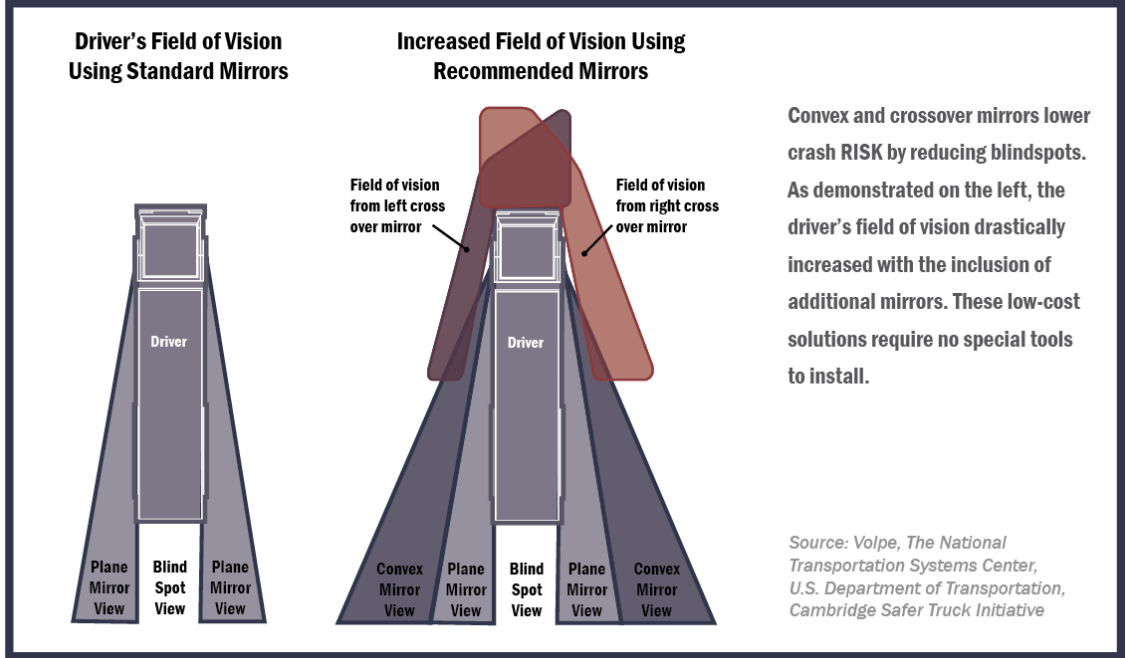
*Illinois Department of Transportation 2010-2014. Crashes excludes crashes that occur on interstate expressways.*

# KEY PLAN COMPONENT:

## LARGE VEHICLE SAFETY EQUIPMENT

- **Side Guards & Additional Mirrors**

### Tool: Convex and crossover mirrors



# KEY PLAN COMPONENT:

## LARGE VEHICLE SAFETY EQUIPMENT

- **Side Guards & Additional Mirrors**
- **Will be standard for the City Fleet**
- **Will be a required in any City contract over \$2 million**
- **Phased over 4 years**

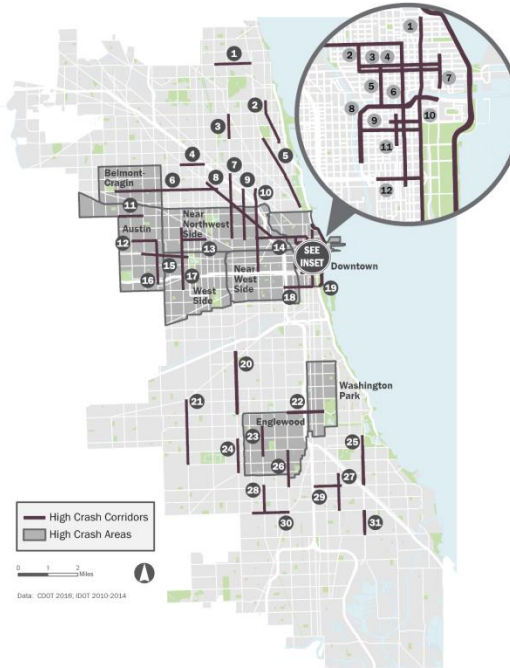


# KEY PLAN COMPONENT:

## COMMUNITY-BASED TRAFFIC SAFETY

- Provide an opportunity for community engagement on traffic safety and involvement in Vision Zero

### VISION ZERO HIGH CRASH CORRIDORS & AREAS



Data: CDOT 2016; IDOT 2010-2014

### NEIGHBORHOOD HIGH CRASH CORRIDORS

Numbered North to South

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

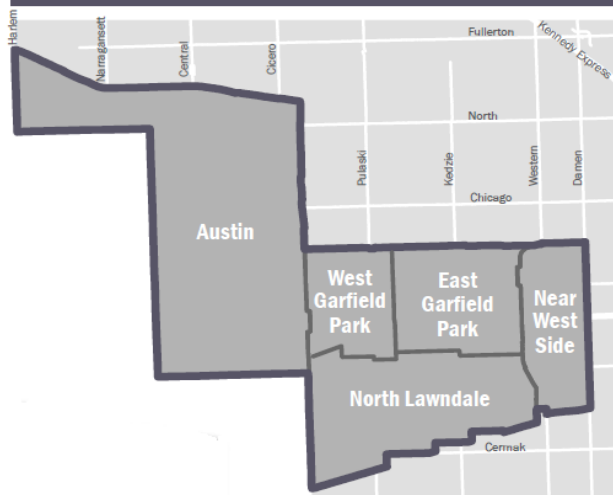
### METHODOLOGY

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) the share of corridors within the downtown area was limited to 10 miles 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.



## Vision Zero West Side: Focus Area



### Quick Facts



People Killed or Seriously Injured in West Side Crashes

**915** 2010-2014

Serious Injuries and Fatalities per 100,000 residents

**485.6** CityWide: 302



Percentage of Census Tracts rated as High Economic Hardship\*

**69%** CityWide: 33%

Median Household Income

**\$21,689** CityWide: \$48,883



# VISION ZERO WEST SIDE

## WEST SIDE COMMUNITY MEETINGS

Douglas Library

Tuesday 9/26, 5:30 - 7:30

Legler Library

Wednesday 9/27, 5:30 - 7:30

Austin Library

Saturday 9/30, 1 pm - 3 pm

[westside@visionzerochicago.org](mailto:westside@visionzerochicago.org)





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**Consultant, Chicago Department of Transportation**

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**[WWW.VISIONZEROCHICAGO.ORG](http://WWW.VISIONZEROCHICAGO.ORG)**

**View Chicago's Vision Zero Action Plan and sign up for updates.**



Chicago Department of Cultural Affairs and Special Events

# Mayor's Pedestrian Advisory Council Presentation

Wednesday, August 9, 2017



City of Chicago  
Mayor Rahm Emanuel

CHICAGO DEPARTMENT OF  
**DCASE**  
CULTURAL AFFAIRS & SPECIAL EVENTS

# Mission

A large crowd of people is sitting on a grassy field in front of the Chicago skyline at sunset. The sun is low on the horizon, casting long shadows and a warm glow over the scene. The skyline features several prominent skyscrapers, including the Willis Tower. The people are engaged in various activities, some sitting on blankets, others standing and talking. The overall atmosphere is relaxed and communal.

The City of Chicago's Department of Cultural Affairs and Special Events (DCASE) is dedicated to enriching Chicago's artistic vitality and cultural vibrancy.

# Impact + Reach



CHICAGO DEPARTMENT OF  
**DCASE**  
CULTURAL AFFAIRS & SPECIAL EVENTS

- 2,000+ programs, services and events annually.
  - Festivals and cultural attractions host **20 million+ people** from all over the world.
  - Summer events contribute **\$246 million+** in total business activity to the Chicago economy and generate **\$5.6 million+** in tax revenues for the City.
  - We support hundreds of individual artists and arts organizations via **\$1.7 million** in cultural grants.

# Cultural Attractions

## ■ Millennium Campus

- Chicago's town square, Millennium Park is the #1 attraction in the Midwest and among the Top 10 most-visited sites in the U.S.
  - 2016 attendance: 12.9 million++
- Programming highlights: summer + holiday/winter, art exhibitions, dance, family fun, film, music, nature, fitness



# Lakefront Festivals + Special Events



## ■ Chicago SummerDance

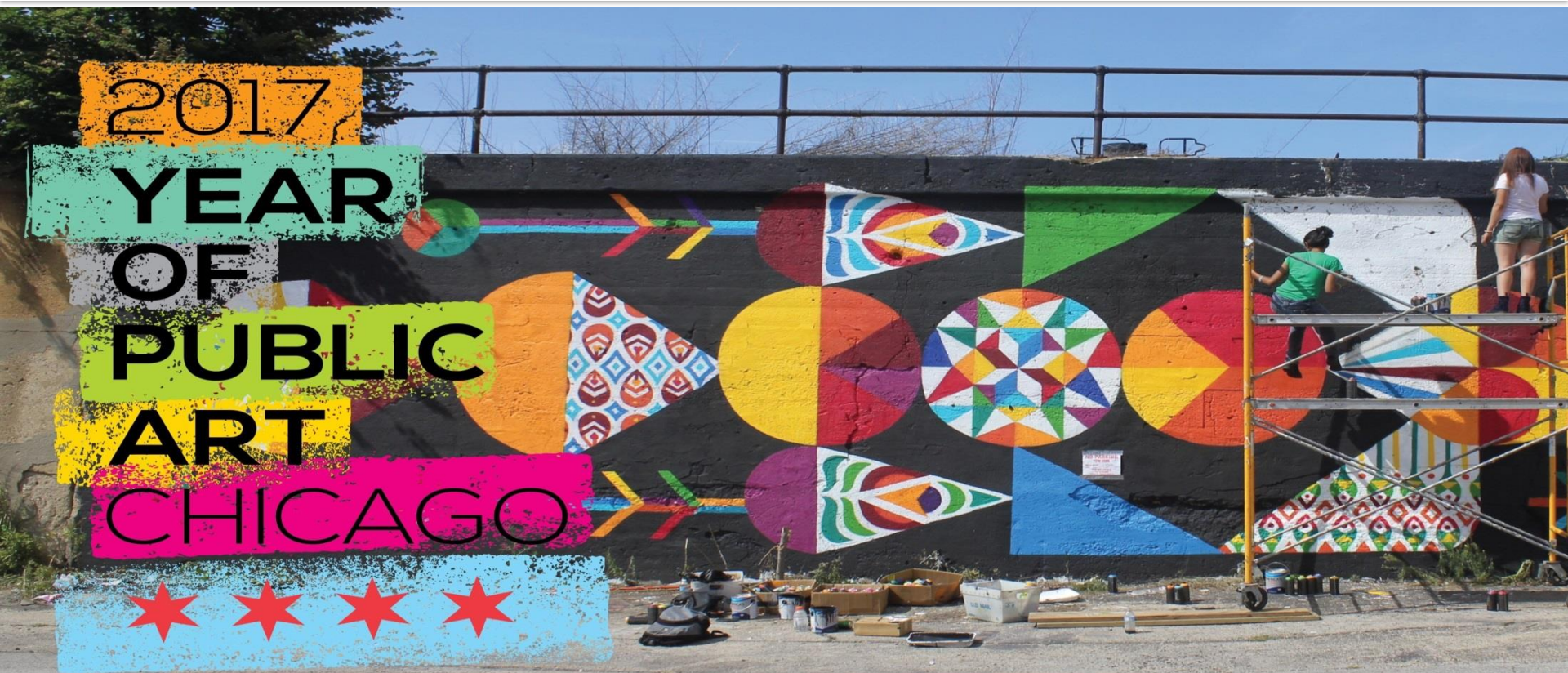
- June–September, Grant Park and neighborhood parks
- SummerDance Celebration (August 26), Millennium Park



# DCASE Values



# DCASE Initiatives



# DCASE Initiatives

- **2017 is the “Year of Public Art”  
across the city of Chicago.**
- Mission: We will honor and explore the legacy of public art in Chicago as we seek to push the boundaries of how we define public art—and seek to include public art in the lives of Chicagoans and throughout our neighborhoods.

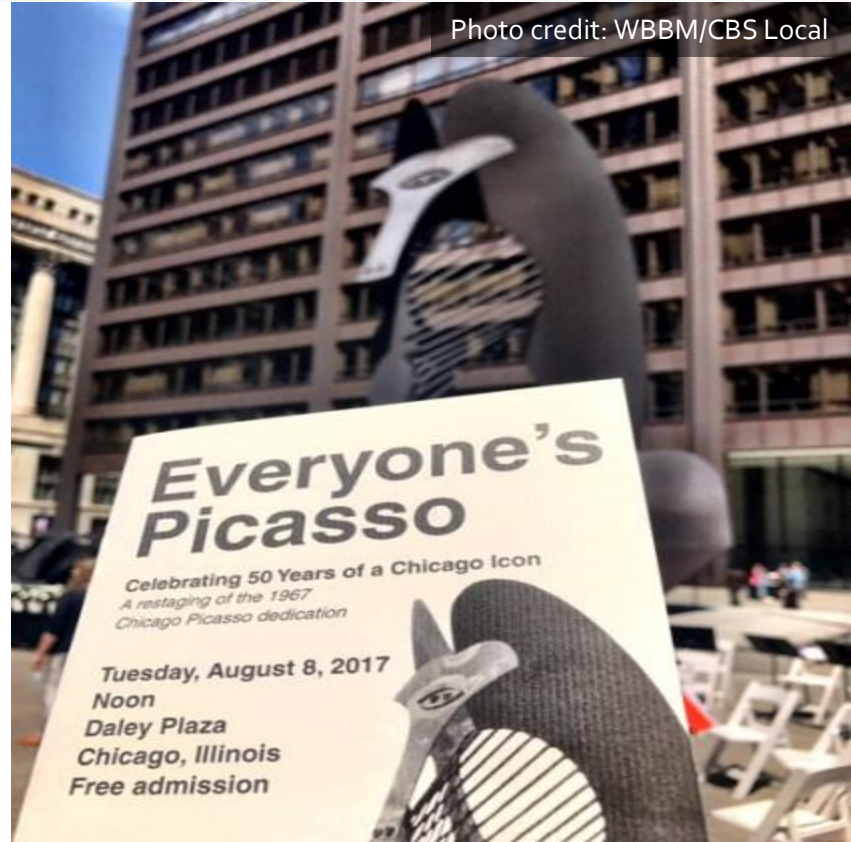


# DCASE Initiatives

## ■ Year of Public Art

January – December 2017

- 50<sup>th</sup> Anniversary Celebrations
- Public Art Youth Corps
- Festival Presence and Exhibitions
- Public Art Festival and Symposium
- Cultural Grants
- Public Art Plan



# DCASE Initiatives



Photo credit: Austin Talks

- 50X50  
Neighborhood  
Arts Project
  - New public art in every ward
  - Partnership program to promote public art across the city



Thank you!

Questions?



City of Chicago  
Mayor Rahm Emanuel

CHICAGO DEPARTMENT OF  
**DCASE**  
CULTURAL AFFAIRS & SPECIAL EVENTS



# Keep in touch!

[cityofchicago.org/dcse](http://cityofchicago.org/dcse)  
[dcse@cityofchicago.org](mailto:dcse@cityofchicago.org)  
[@ChicagoDCASE](https://twitter.com/ChicagoDCASE)



City of Chicago  
Mayor Rahm Emanuel

CHICAGO DEPARTMENT OF  
**DCASE**  
CULTURAL AFFAIRS & SPECIAL EVENTS

ON TO 2050

**CMAP**

**Non-Motorized Transportation Snapshot**

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**Chicago Department of Transportation**

**MAYORS PEDESTRIAN ADVISORY COUNCIL**

**August 9, 2017**



# Topics Covered Today

- Snapshot background
- Phase 1 Research Questions / Topics
  - Bicycle facilities, ridership, funding, and policies, programs and plans
  - Pedestrian infrastructure, walking, ADA, and programs, policies and plans
  - Equity
  - Safety / health
  - Economic Development
- Phase 2 Research and Analysis
  - Fundamentals of walkability (WalkMetric)

# Purpose and structure of snapshot

- Provide an overview of existing conditions and trends in non-motorized transportation in the region, focusing on trends and developments since 2010.
  - Phase 1: Analysis of broad trends in bicycling and walking, equity, safety and economic development
  - Phase 2: Detailed analysis of NMT trends and growth areas, walkability indicators
- Draw upon and support other ON TO 2050 development work
- Review and update pertinent GO TO 2040 indicators

# Project schedule / timeframe

**Phase 1:** Research and analysis of broad trends (Dec. 2016 – Feb. 2017)

**Phase 2:** Detailed analysis of NMT trends and growth areas, walkability indicators (Feb. – Apr. 2017)

**Phase 3:** Draft the snapshot (Apr. – Jun. 2017)

## **Bicycle Facilities, Ridership, Funding, and Policies, Programs and Plans**

- How have regional bicycle facilities been expanded since 2010?
- Are there new facility designs that are increasing in popularity ?
- What policies and programs are supporting growth in bicycle travel?

# On-street facilities

**Evanston: Protected Bikeway**



*Credit: David Wilson, Flickr  
Creative Commons*

**Aurora: Protected Bikeway**



*Credit: CMAP staff*

**Chicago: Protected Bikeway**



*Credit: CDOT*

**Chicago: Buffered Bicycle Lane**



*Credit: Active Transportation  
Alliance*

**Chicago: Protected Intersection**



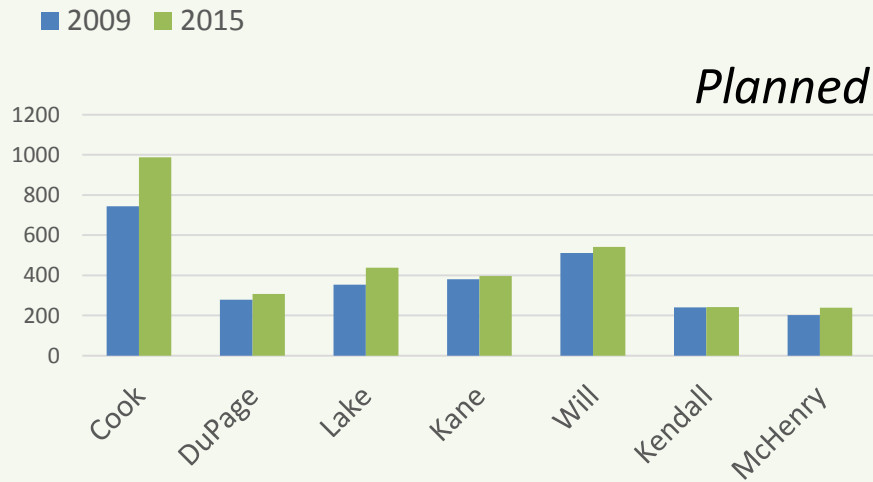
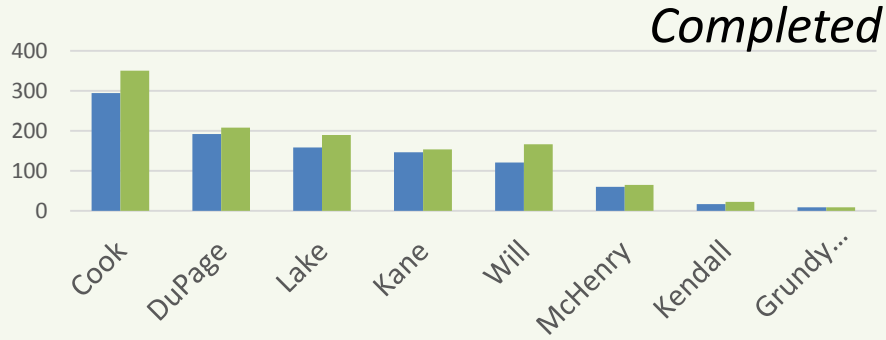
*Credit: John Greenfield (Streetsblog)*

**Chicago: Through-lane marking**



*Credit: DNAinfo/Tanveer Ali*

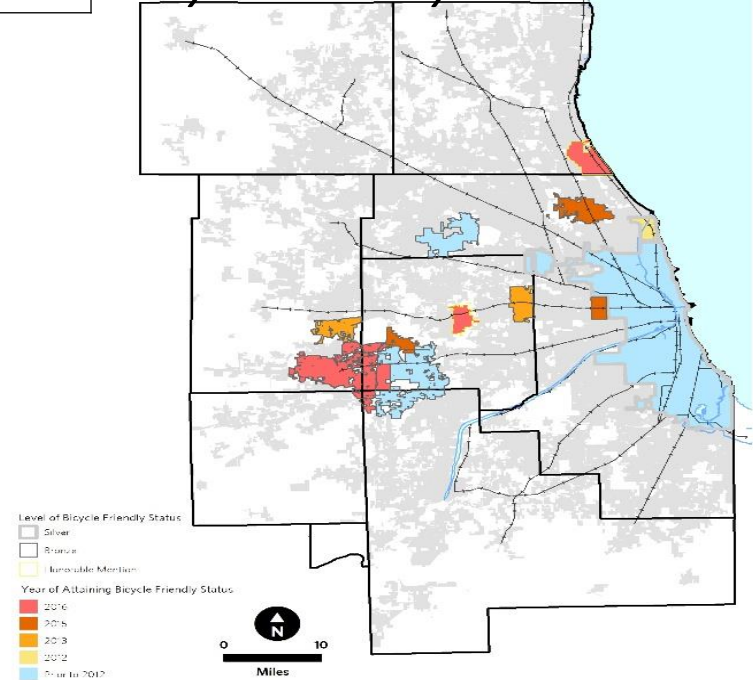
# Regional Greenways and Trails (2009 and 2015)



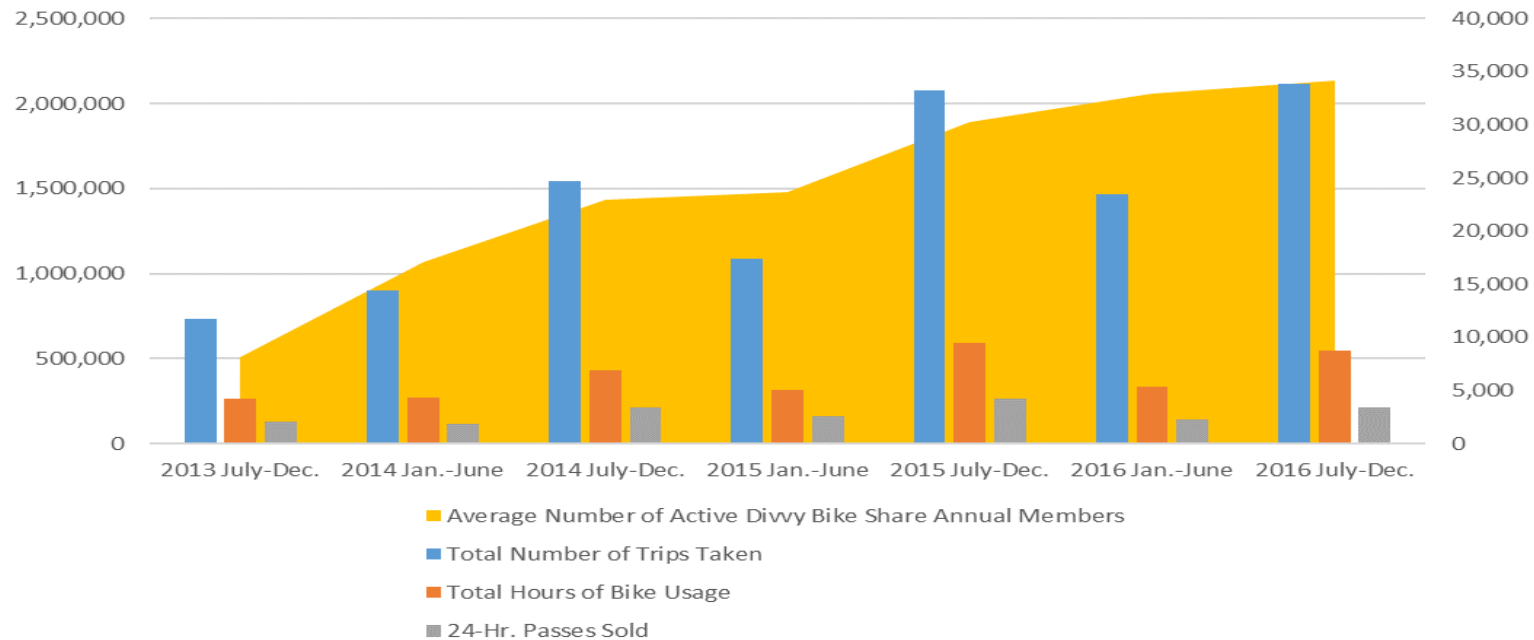
Prior to 2012	2012	2013	2014	2015	2016
<b>Chicago</b>	<b>Evanston</b>	<b>Batavia</b>		<b>Glenview</b>	<i>Evanston</i>
<b>Schaumburg</b>		<b>Elmhurst</b>		<b>Oak Park</b>	<i>Schaumburg</i>
<b>Naperville</b>		<i>Naperville</i>		<b>Warrenville</b>	<b>Aurora</b>
				<i>Chicago</i>	<b>Highland Park</b>
					<b>Glen Ellyn</b>

<b>Silver</b>	<i>Renewed</i>
<b>Bronze</b>	
<b>Honorable mention</b>	

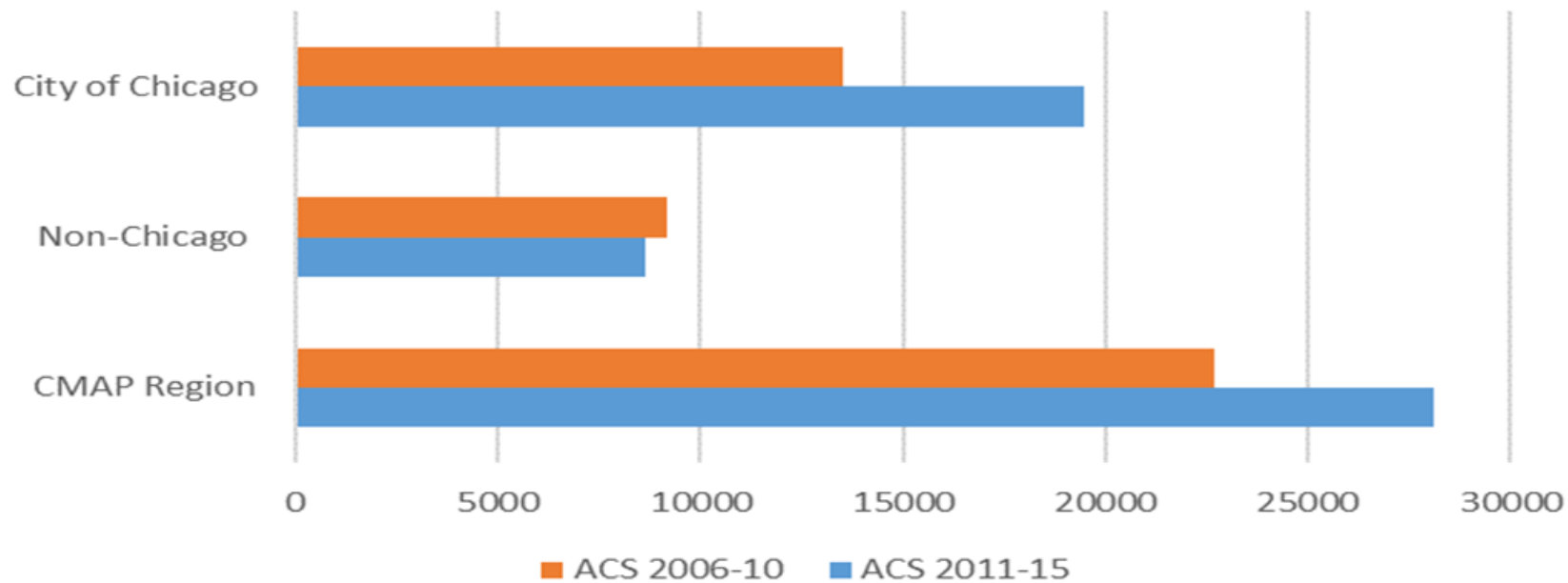
## Bicycle Friendly Communities



## Divvy Ridership metrics

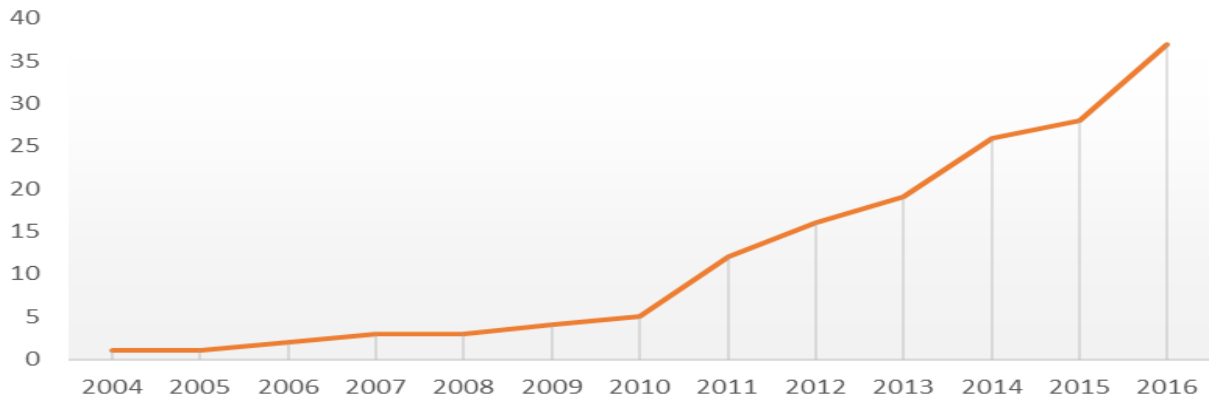


## Number of bicycle commuters

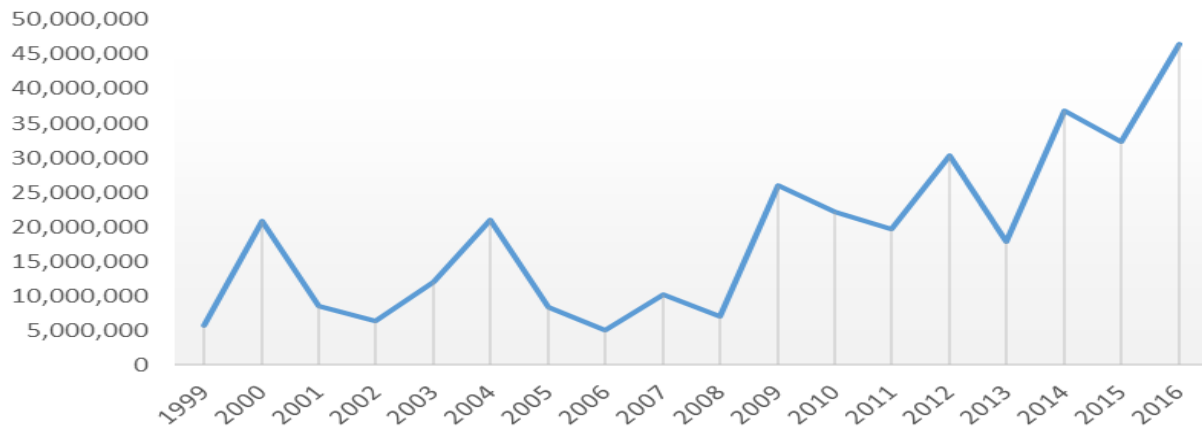




Total number of adopted Complete Streets Policies,  
2004 - 2016

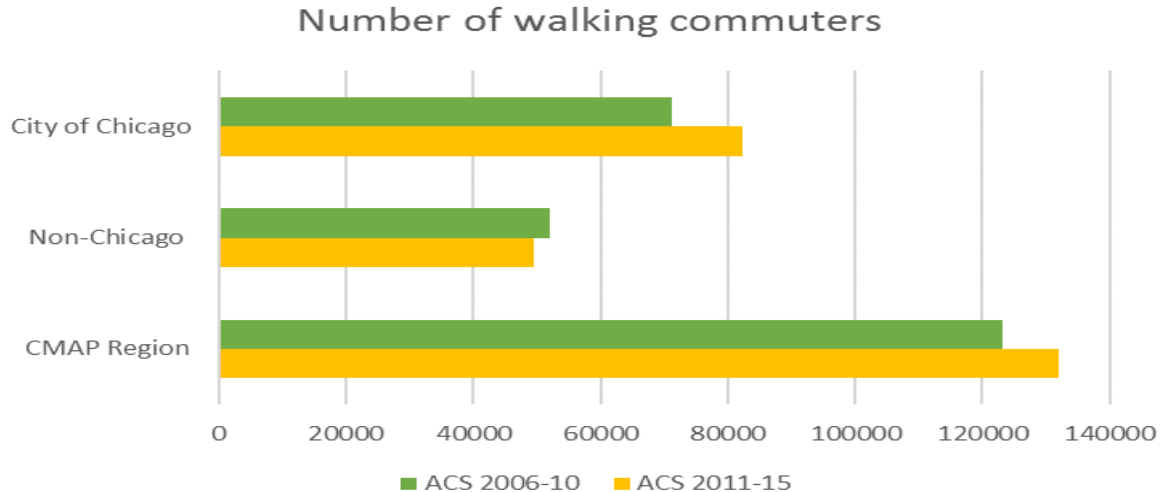


Bicycle & Pedestrian Projects & Programs,  
total funding



## Pedestrian , Policies, and Planning

- Have there been innovations in pedestrian treatments in the region since 2010?
- How are communities planning for and implementing ADA Impr



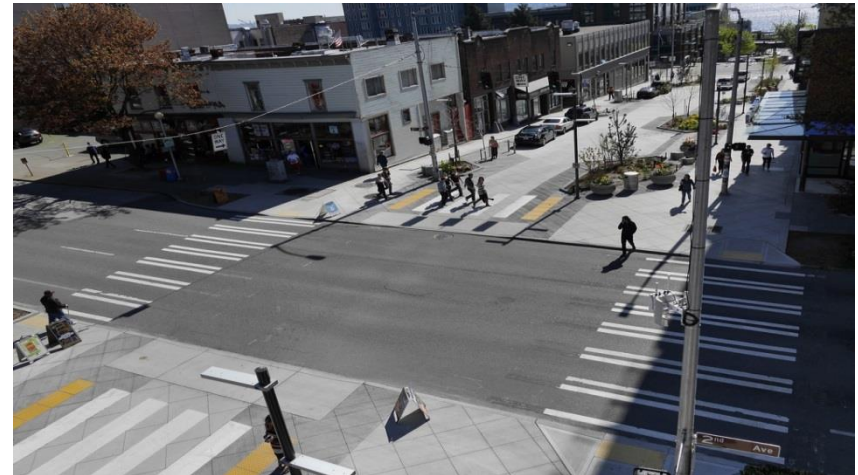
# Key Research Questions – Walking

## Pedestrian Facilities, Policies, and Planning

- Have there been innovations in pedestrian treatments in the region since 2010?
- How are communities planning for and implementing ADA improvements?



Credit: Eli Naeher

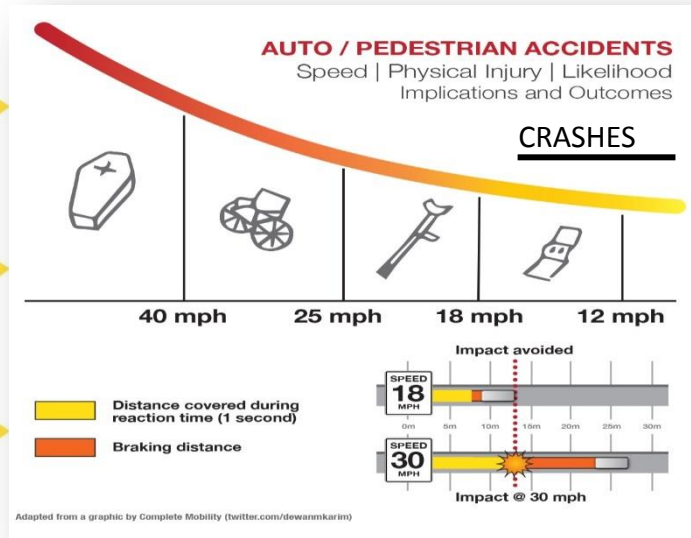
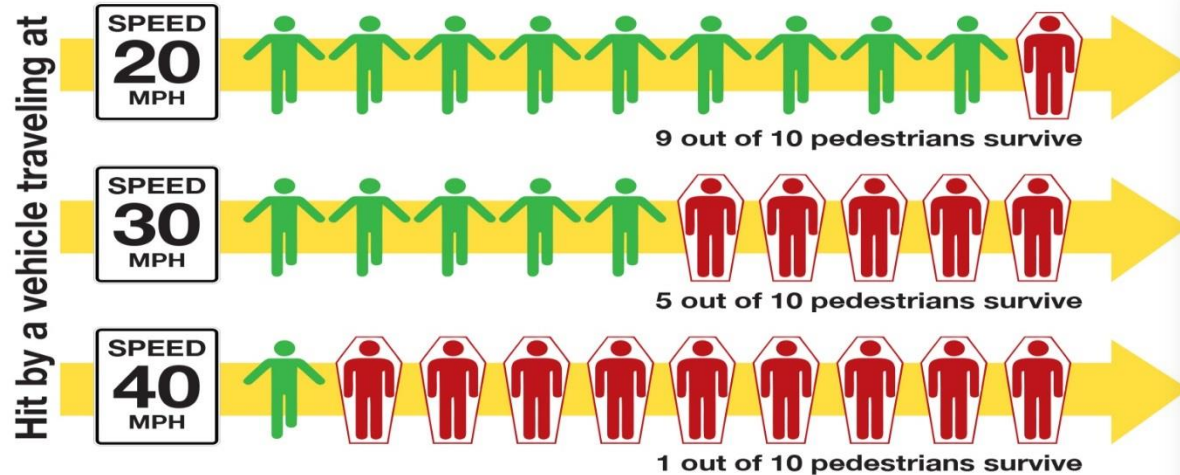


Credit: 48<sup>th</sup> Ward

# Key Research Questions – Crashes and Safety

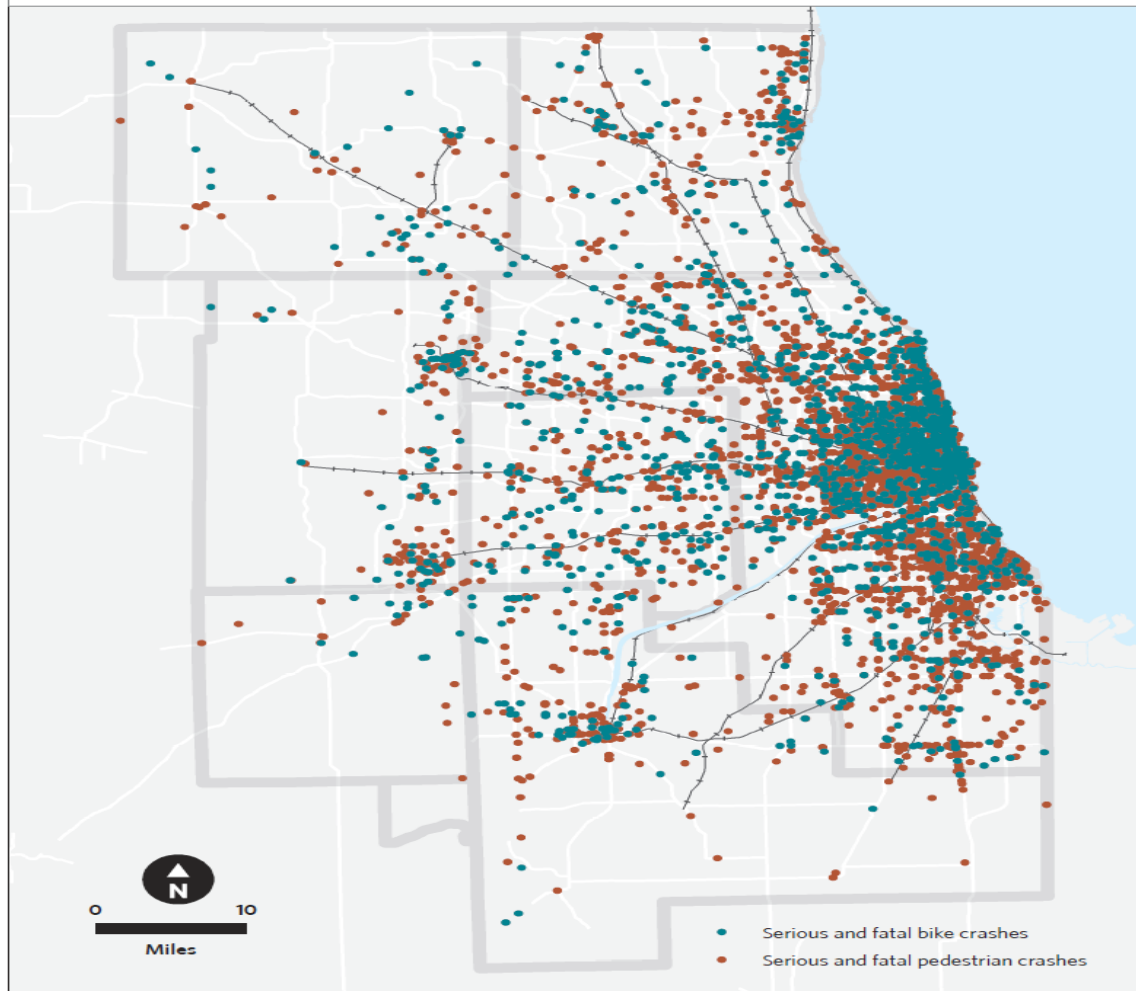
## Crashes and Safety

- How have conditions and safety for non-motorized transportation changed?



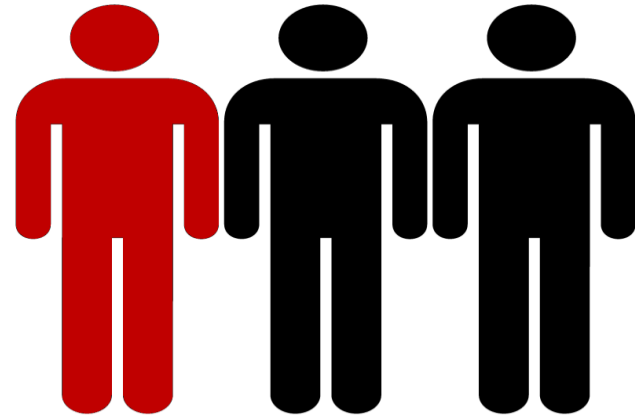
Credit: NTSB

# 2010-2014 Serious and Fatal Bike and Pedestrian Crashes



- Between 2010 and 2014, an average of

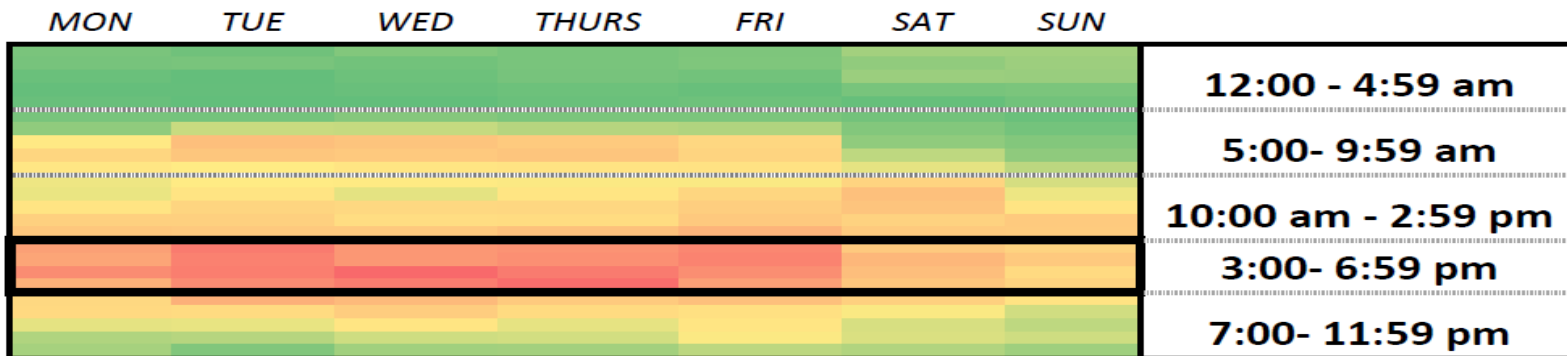
**3 people** in our region have been killed or seriously injured while walking or biking every day.



# High-crash times

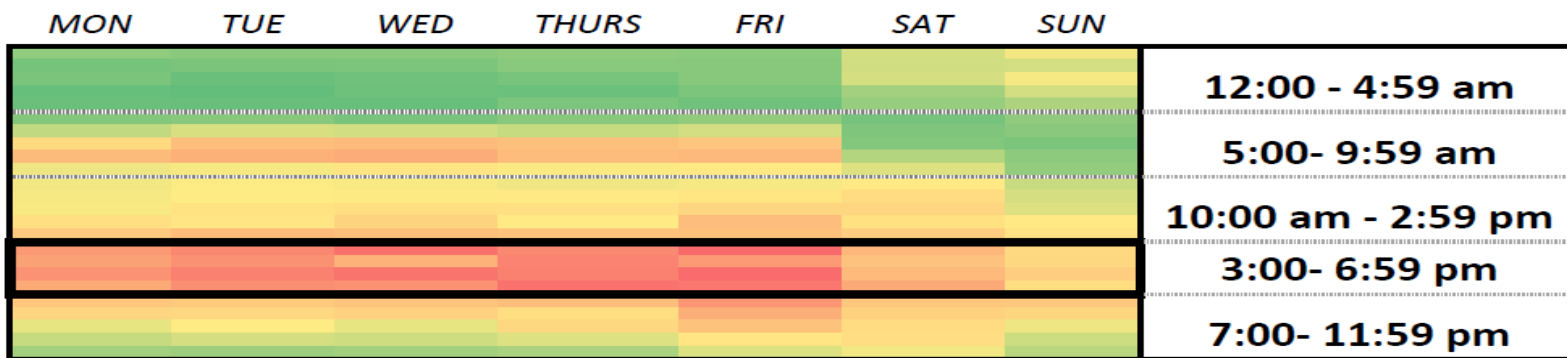
## Bicyclists

(MIN = 6, MAX = 580)



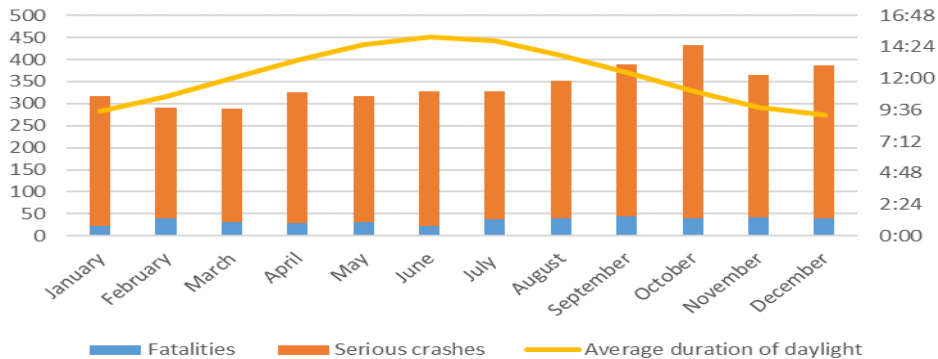
## Pedestrians

(MIN = 19, MAX = 762)

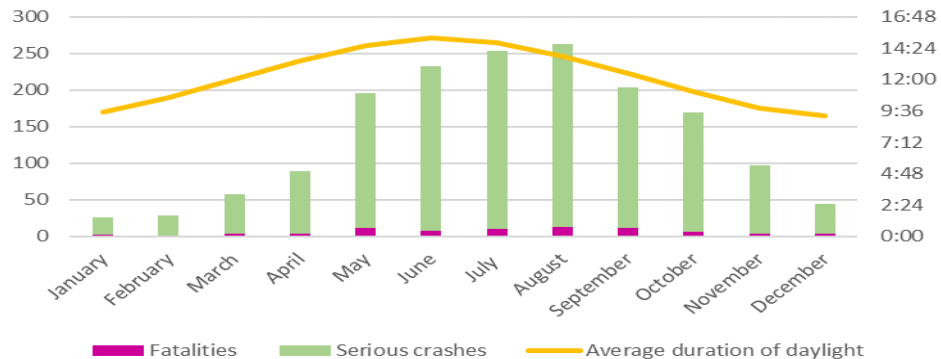


# Crashes

### Serious pedestrian crashes, fatalities, and daylight

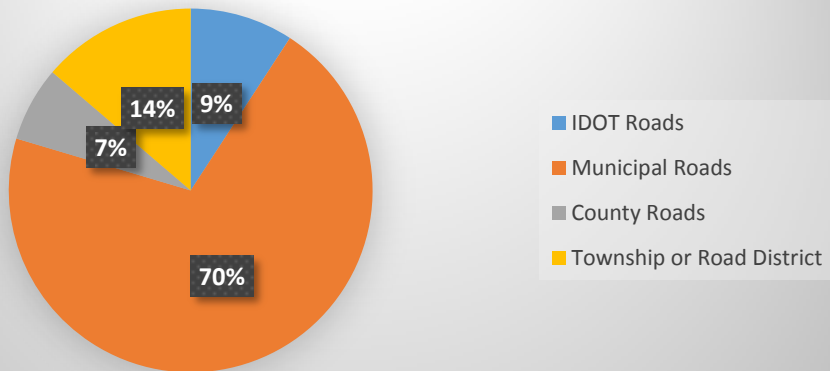


### Serious bicyclist crashes, fatalities, and daylight

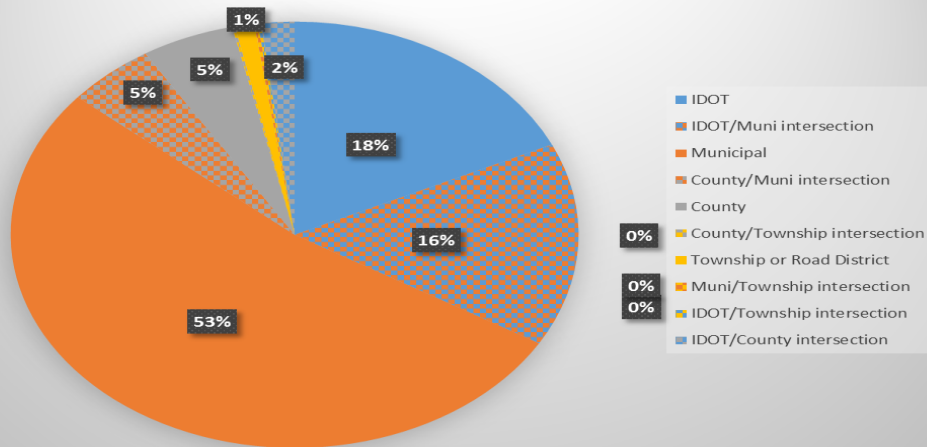




## Regional Roadway Jurisdiction (miles)



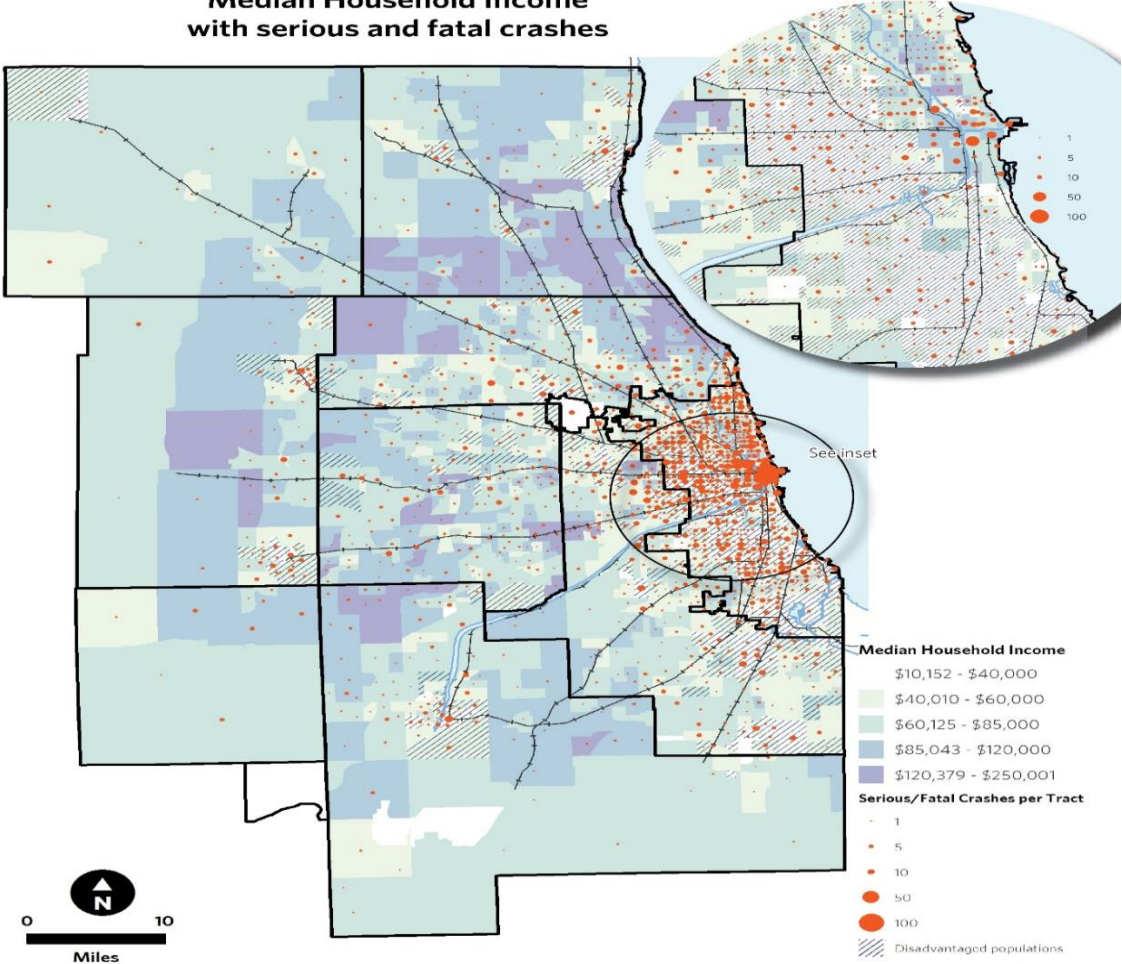
## Fatal & Serious Bike and Ped Crashes (by jurisdiction)



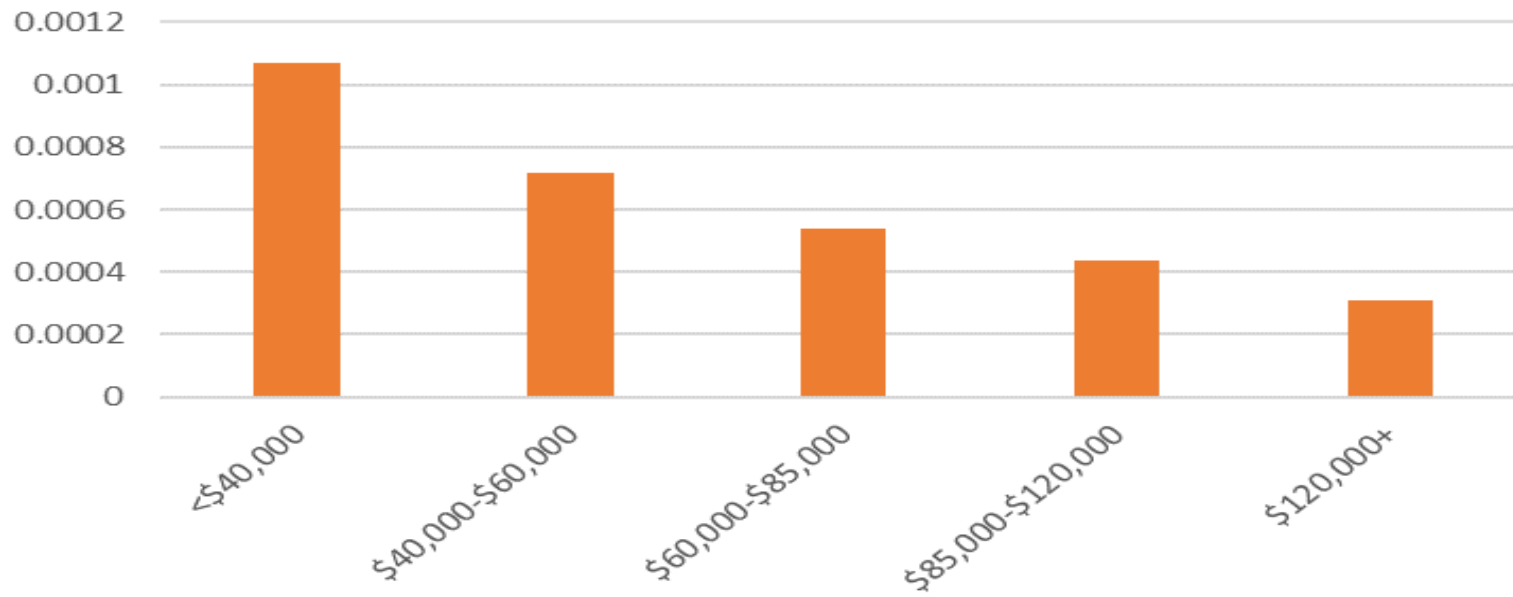
## Equity

- Are there demographic trends reflected in safety for people walking and biking, such as income levels, race and ethnicity, population density, mode share breakdown?
- Where are crashes occurring?

# Median Household Income with serious and fatal crashes



# Serious and Fatal Crash Rate by Median Household Income



# Walkability



- What makes a place walkable?
- How can we measure walkability at a regional scale?

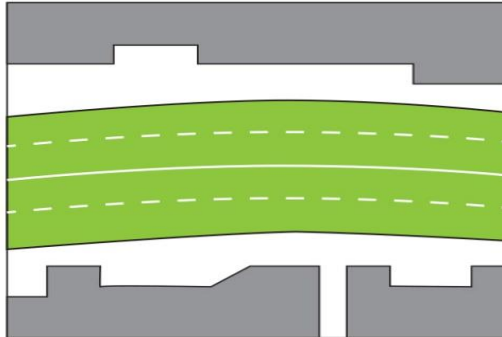
# Walkability: Links and places

## CHARACTER: A REFLECTION OF PRIORITIES

### LINK

Street as a movement conduit

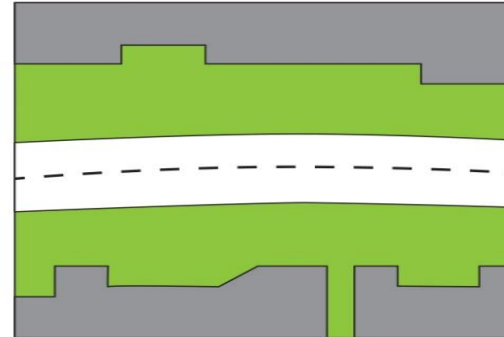
Design objective: **Save time**



### PLACE

Street as a destination

Design objective: **Spend time**



Private Development

Prioritized Users

Secondary Users

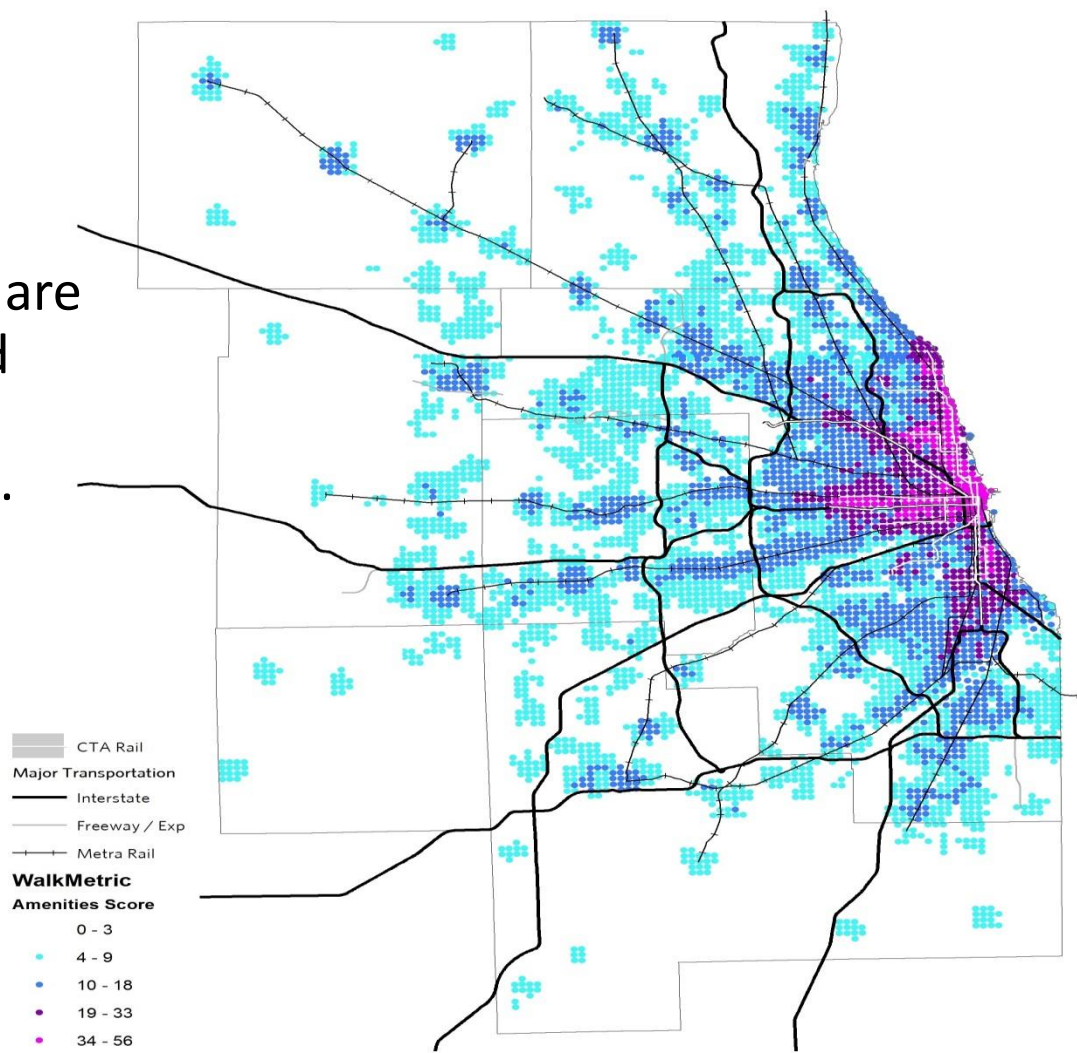
Adapted from a graphic by Complete Mobility ([twitter.com/dewanmkarim](https://twitter.com/dewanmkarim))  
Image credit: (L) [flickr.com/photos/countylemonade](https://www.flickr.com/photos/countylemonade) | (R) [flickr.com/photos/la-citta-vita](https://www.flickr.com/photos/la-citta-vita)

# Walkability

- Useful
  - Most aspects of daily life are located close at hand and organized in a way that walking serves them well.
- Safe
  - The street has been designed to give pedestrians a fighting chance against being hit by automobiles, feels safe.
- Comfortable
  - Buildings and landscape shape urban streets into 'outdoor living rooms,' in contrast to wide-open spaces, which usually fail to attract pedestrians.
- Interesting
  - Sidewalks are lined by unique buildings with friendly faces and that signs of humanity abound.

# Walkability

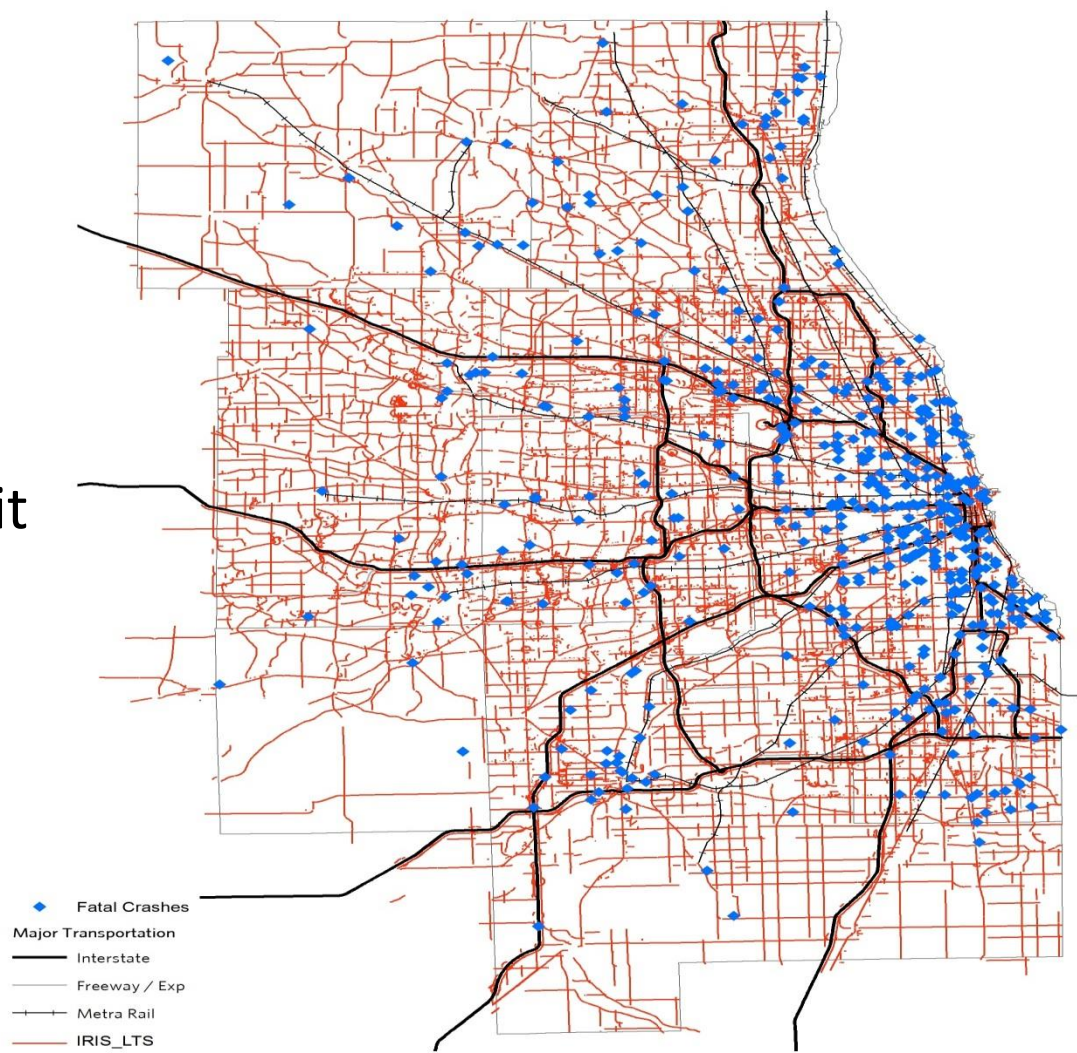
- Useful
  - Most aspects of daily life are located close at hand and organized in a way that walking serves them well.
  - Supermarkets
  - Libraries
  - Schools
  - Transit





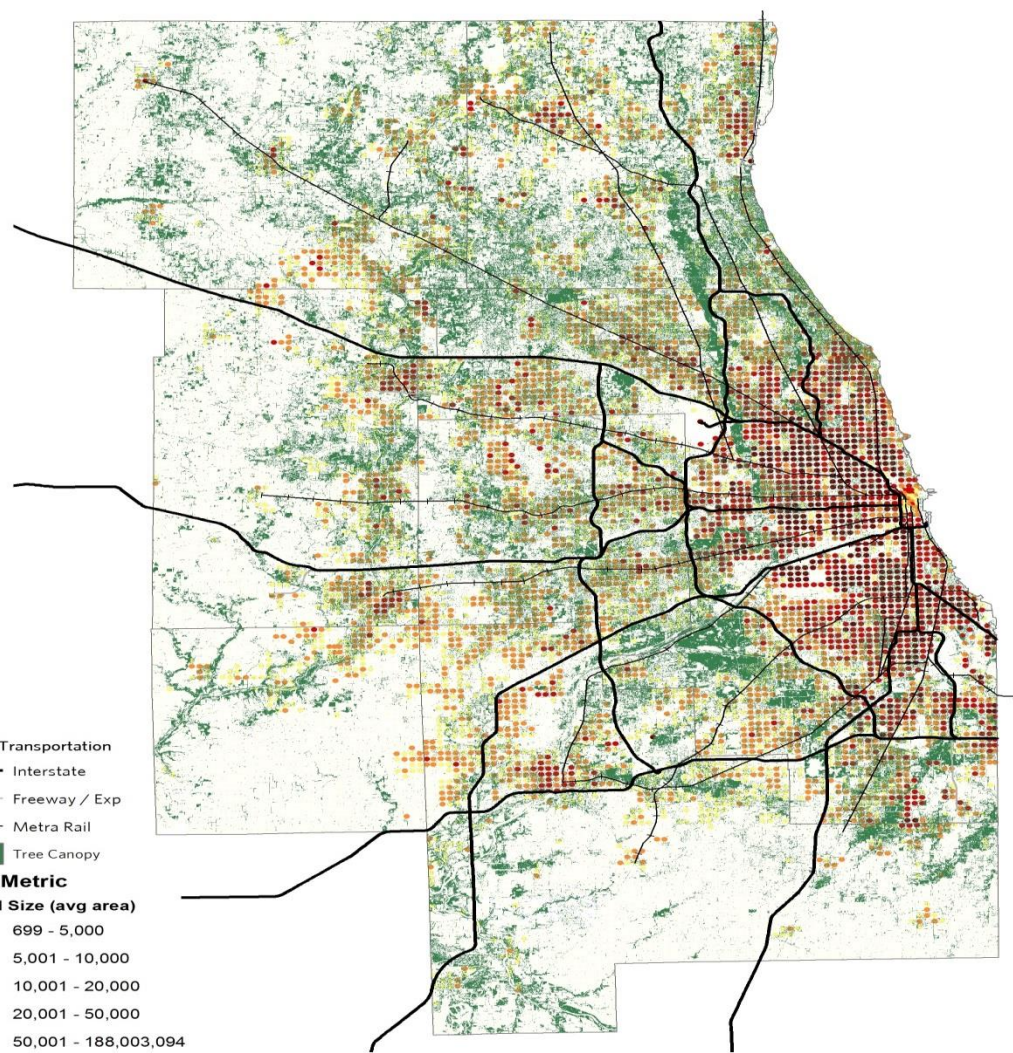
# Walkability

- Safe
  - The street has been designed to give pedestrians a fighting chance against being hit by automobiles, feels safe.
  - Level of Traffic Stress
  - Fatal crashes



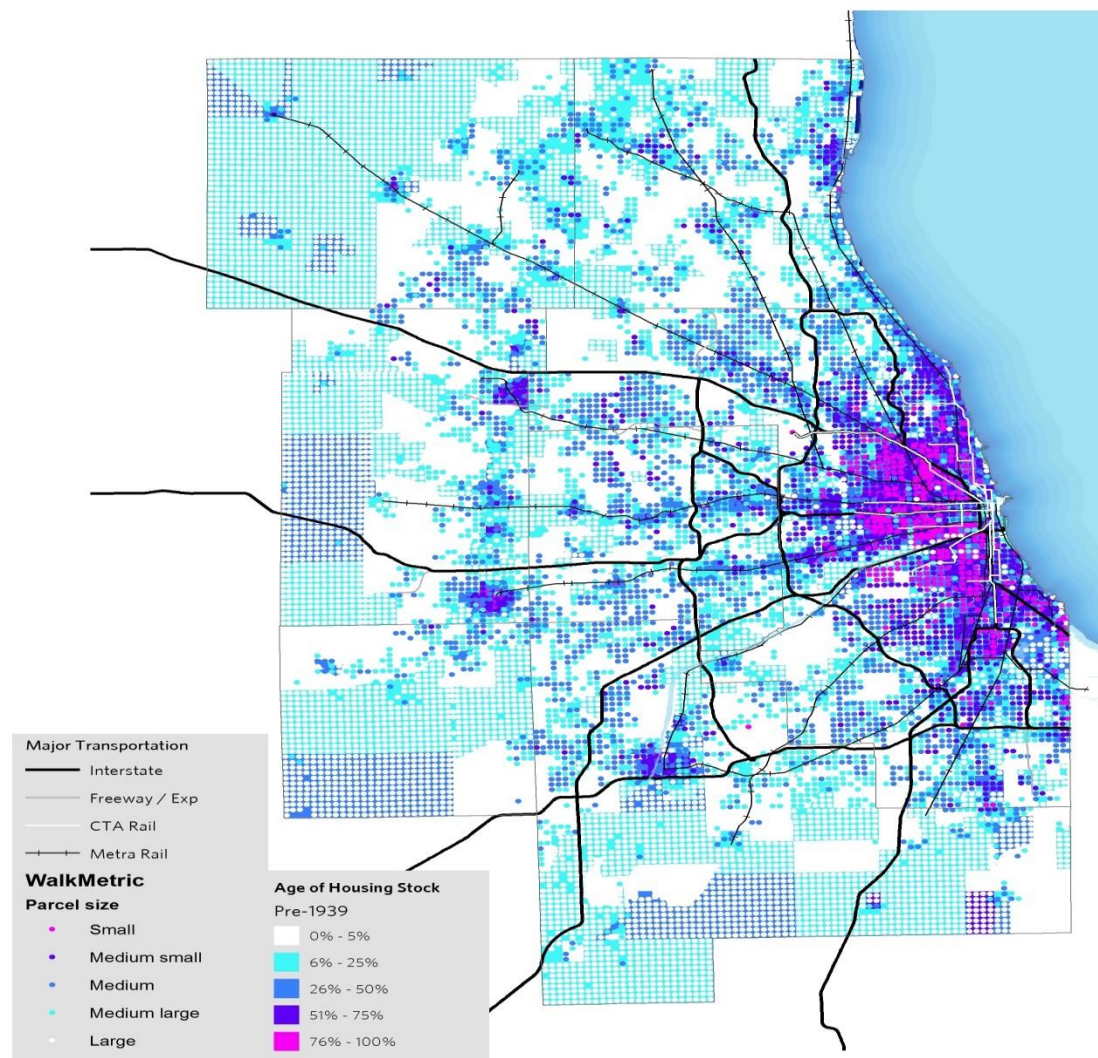
# Walkability

- Comfortable
  - Buildings and landscape shape urban streets into 'outdoor living rooms,' in contrast to wide-open spaces, which usually fail to attract pedestrians.
  - Tree Cover
  - Parcel size
  - Block length
  - Block size
  - Parking spaces
  - Intersection density



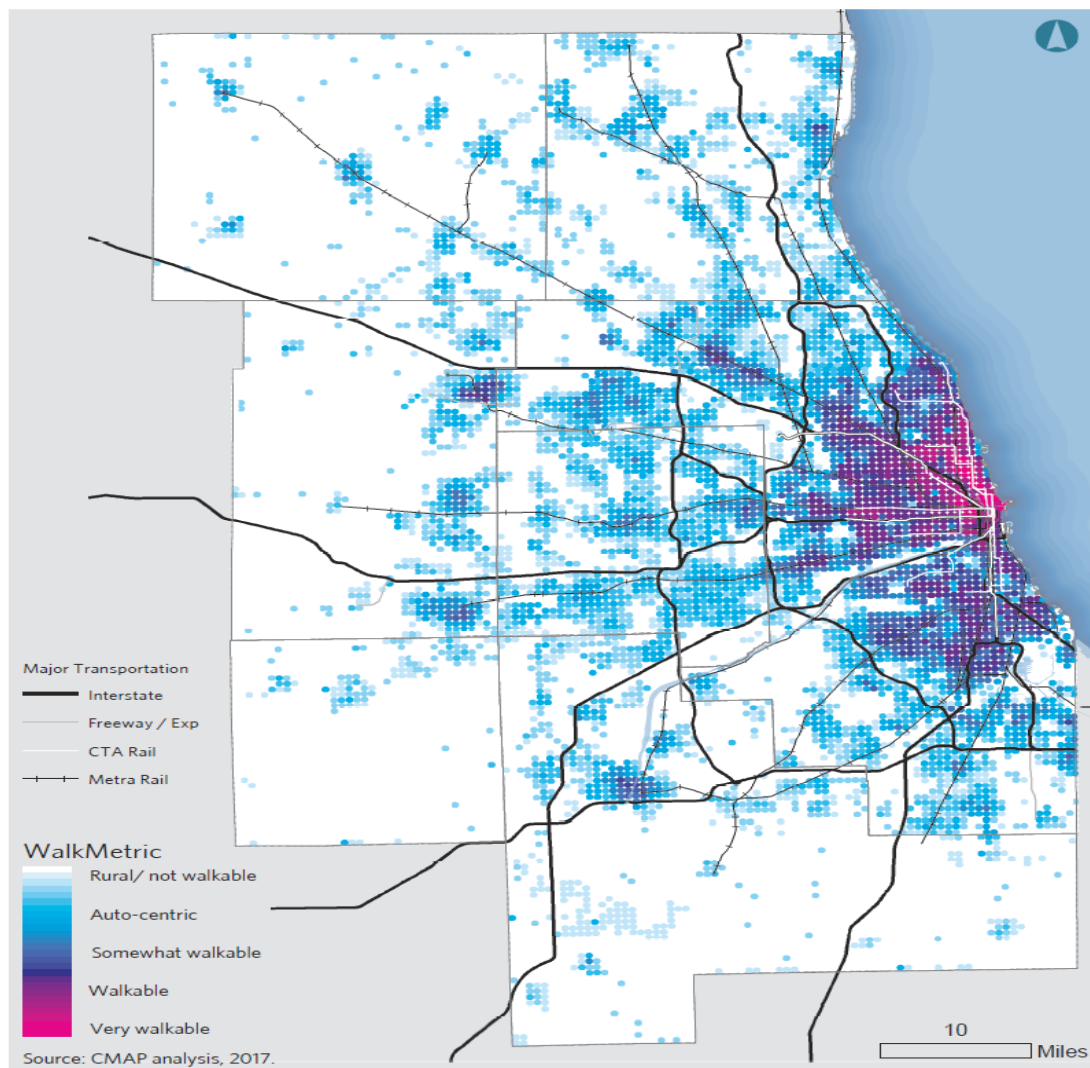
# Walkability

- Interesting
  - Sidewalks are lined by unique buildings with friendly faces and that signs of humanity abound.
  - Percentage of housing stock built before 1939
  - Parcel size

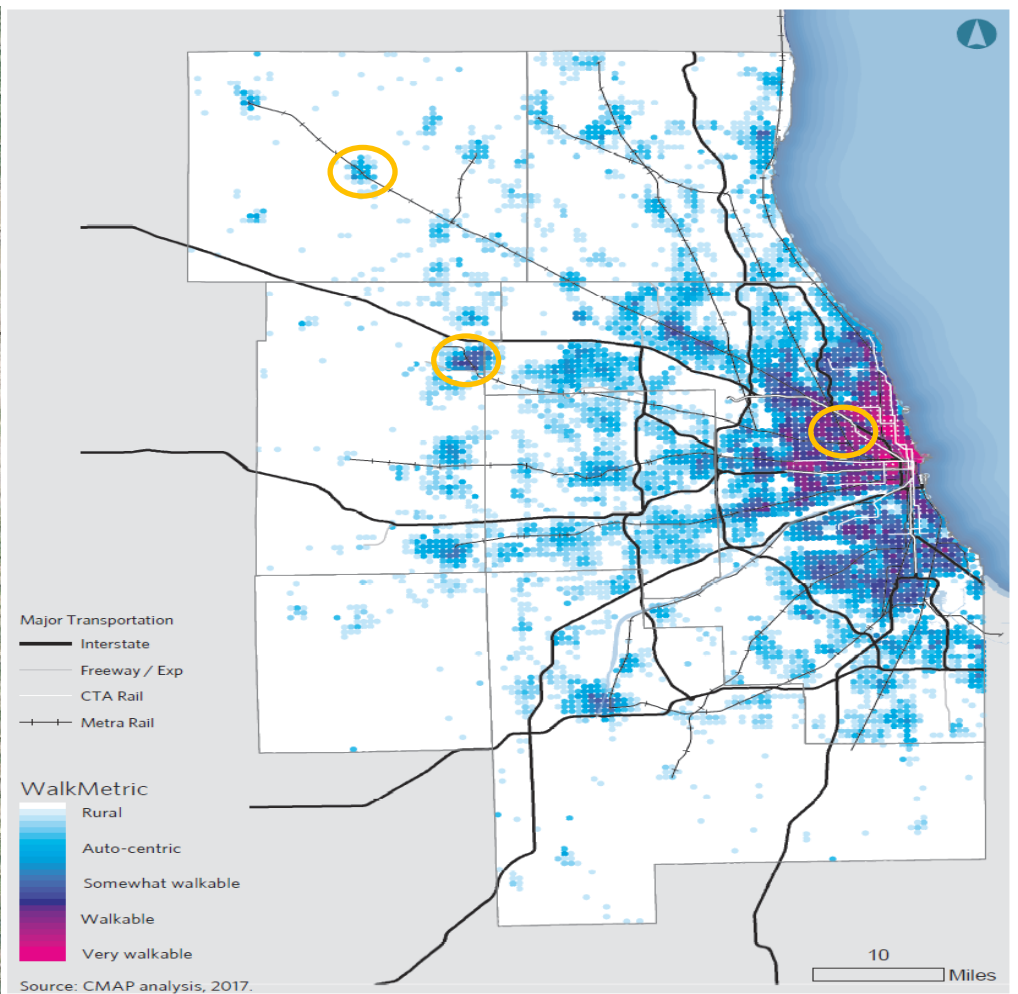
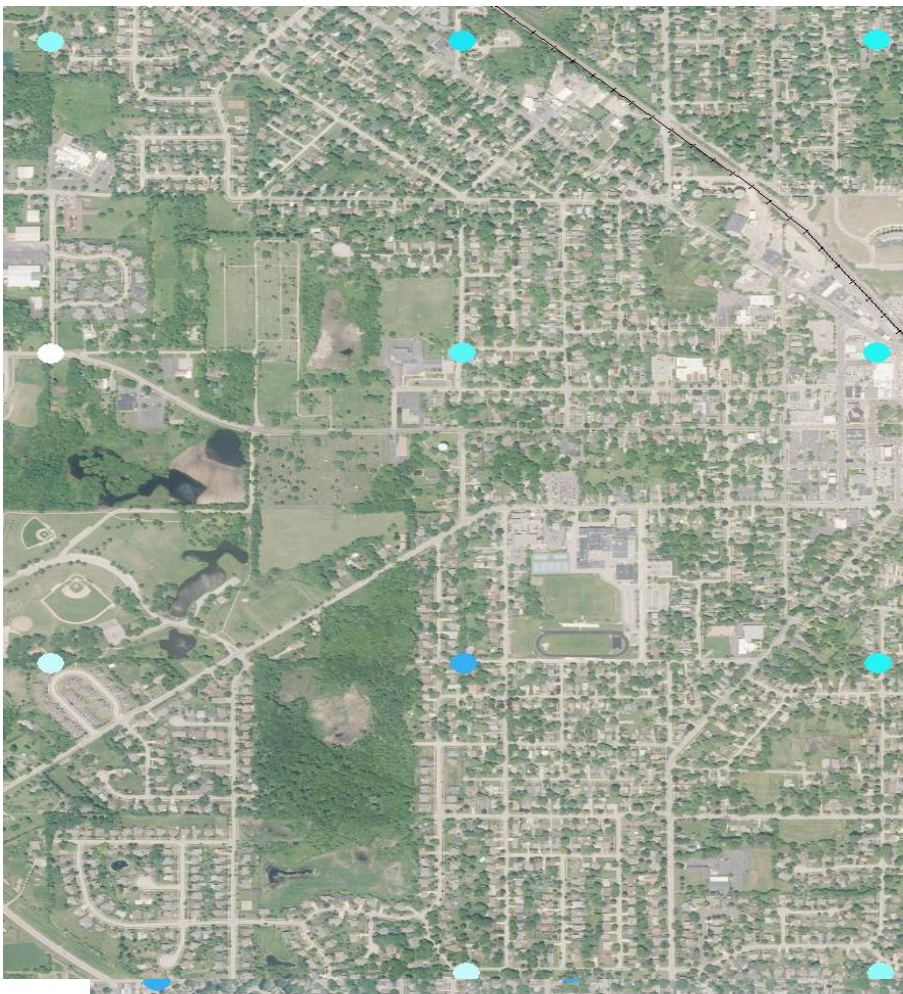


# Regional Score

- Added total score for amenities, intersection density, block length, block size, fatal crashes (penalty), no residential (penalty)

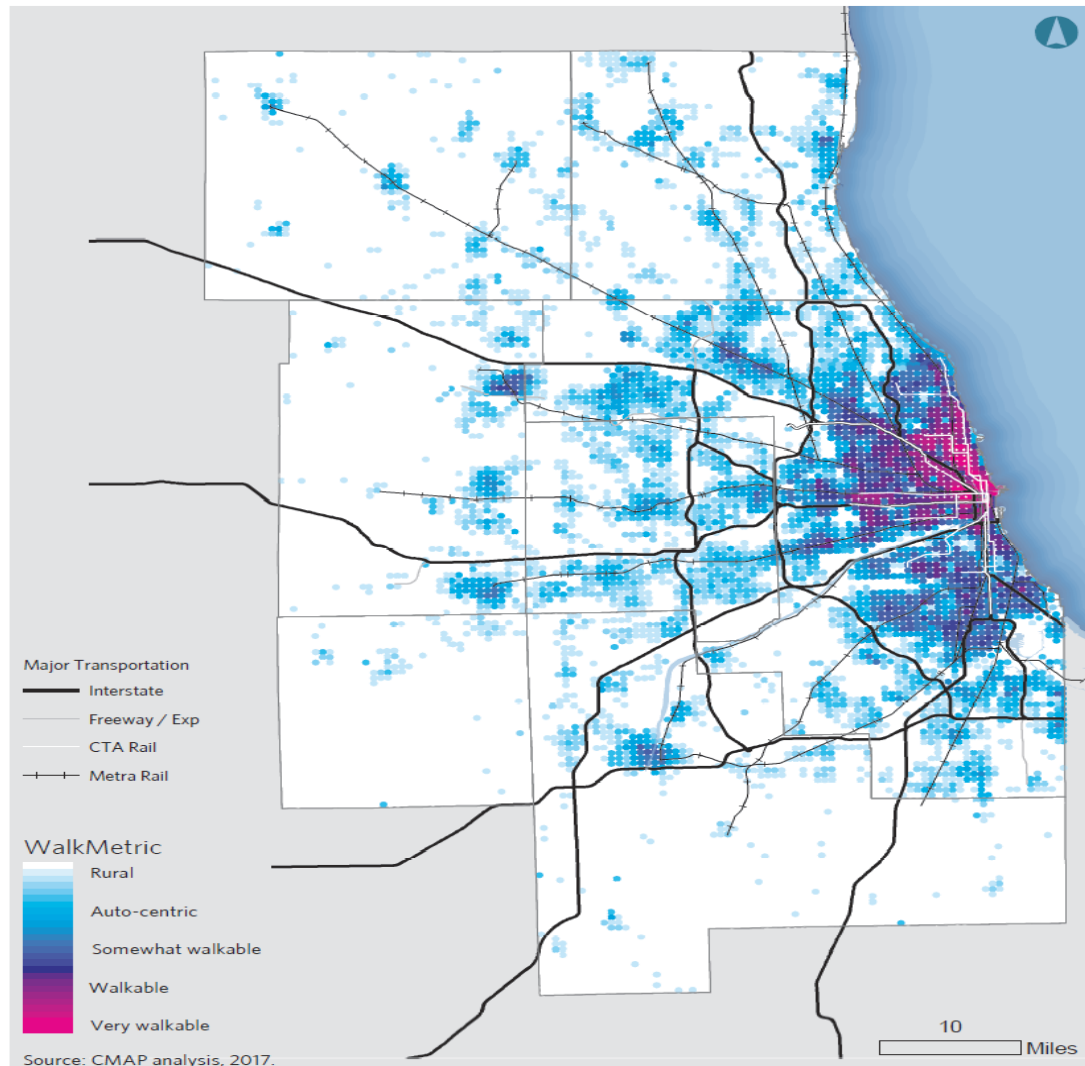


# Different ranking, same scale



# Regional Score

- Localized assessments require more in-depth analysis
  - ADA compliance
  - Sidewalk coverage
  - Quality of the walk
  - Land use mix
  - Number of lanes
  - Traffic volume and speeds
  - Shade/ shelter
  - Air quality
  - Noise levels
  - Crime



ON TO 2050

## Feedback

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Lindsay Bayley  
(312) 386-8826  
[lbayley@cmap.illinois.gov](mailto:lbayley@cmap.illinois.gov)



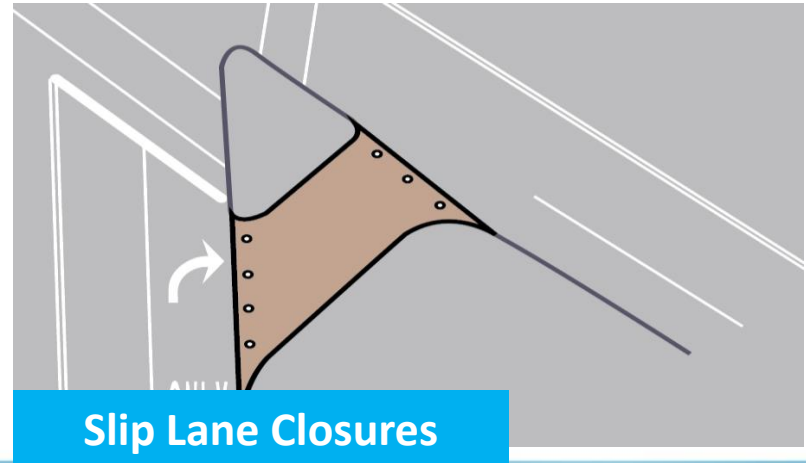
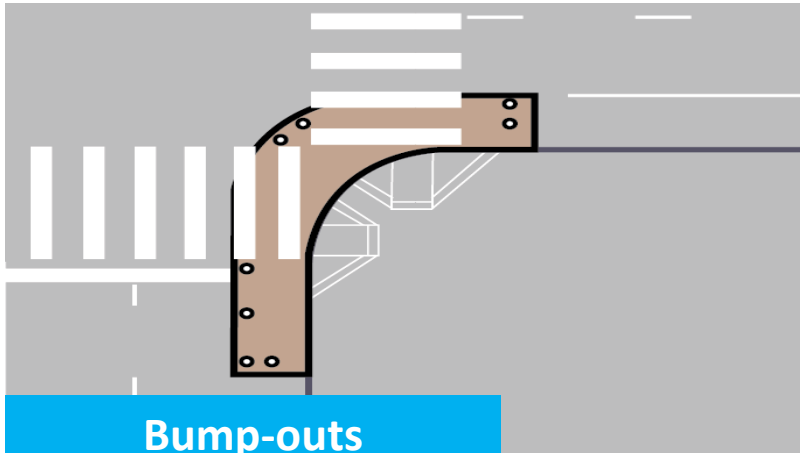
## Interim Treatments Program

Eric Hanss  
Principal Pedestrian Planner  
August 9, 2017



# What Are Interim Treatments?

- Low cost, low impact geometric improvements to the public way made with pavement markings, signage, colored pavement, and flex posts that can be designed and installed quickly and adjusted easily



# Benefits of Interim Treatments

- Inexpensive
- Safety improvements can be made with quickly
- Designs, particularly those with impacts, can be piloted before they are made permanent
- Can be used in locations where capital improvements are prohibitively expensive

## INTERIM TREATMENTS

\$

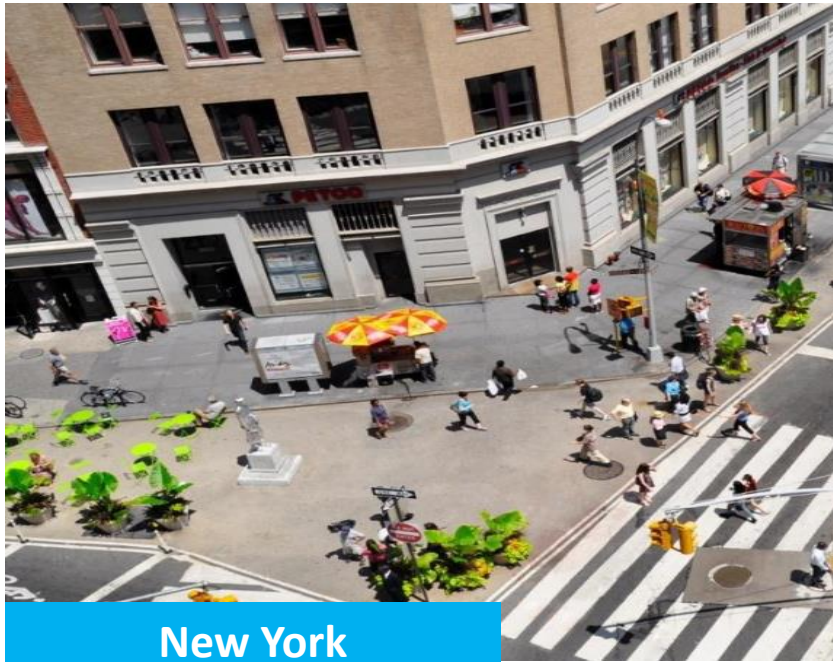


## CAPITAL IMPROVEMENTS

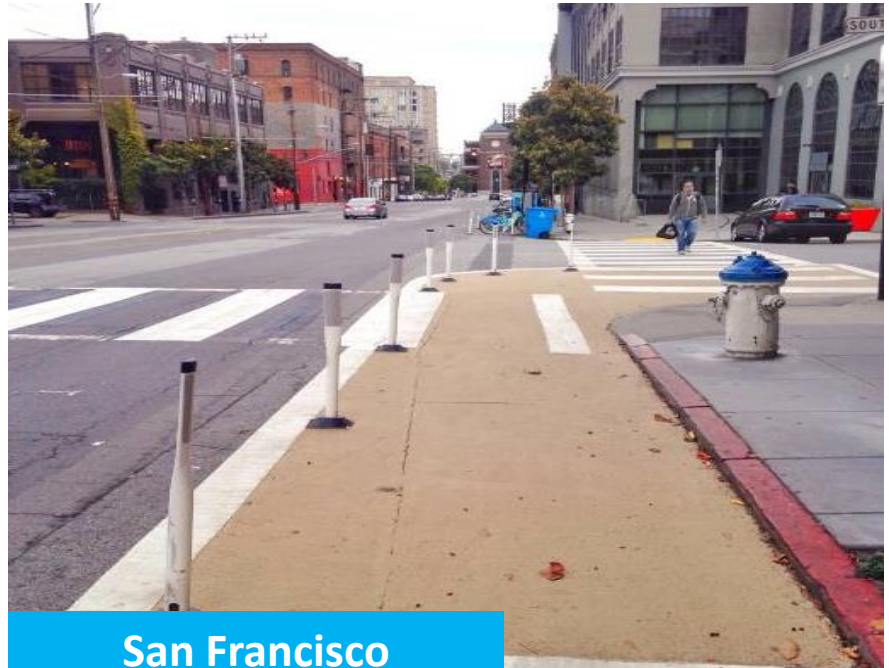
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# Interim Treatments in Other Cities



New York



San Francisco

# Existing Local Installations



Madison/Canal



Oakwood/Lake Shore Drive

# Existing Local Installations



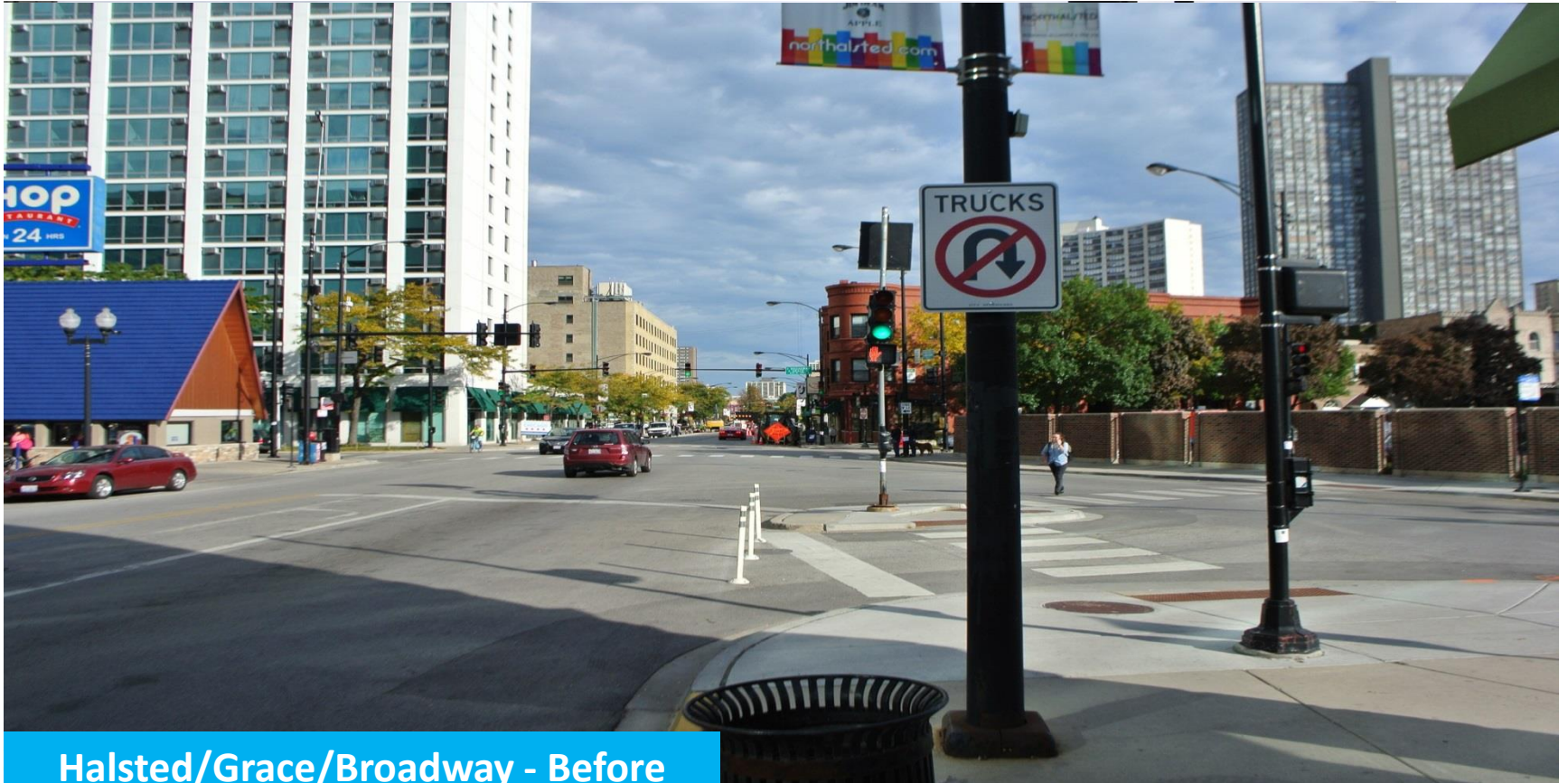
LINCOLN HUB  
Lincoln/Southport/Wellington

# Existing Local Installations



Halsted/Grace/Broadway

# Existing Local Installations



Halsted/Grace/Broadway - Before

# Existing Local Installations



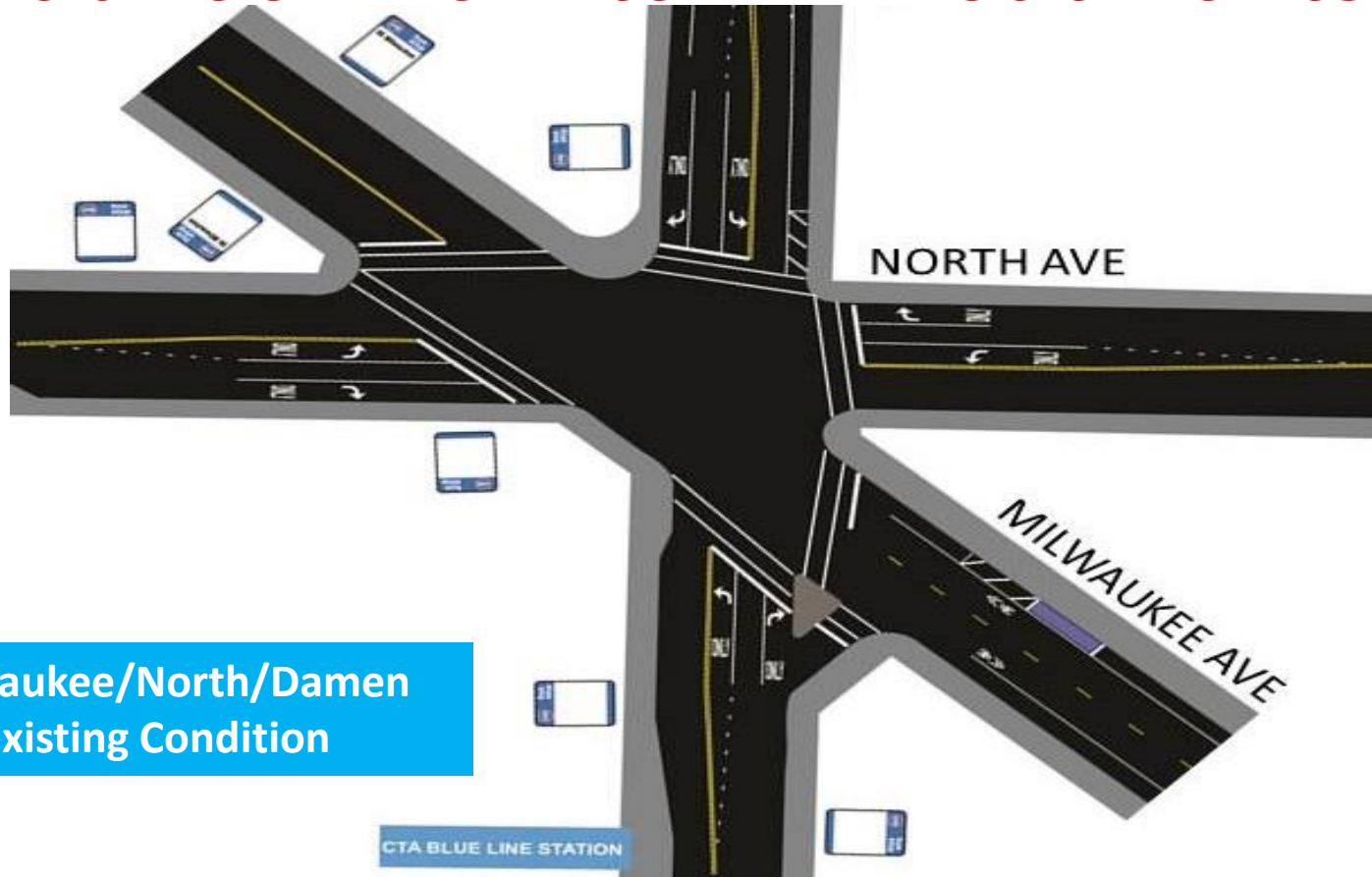
Halsted/Grace/Broadway - After



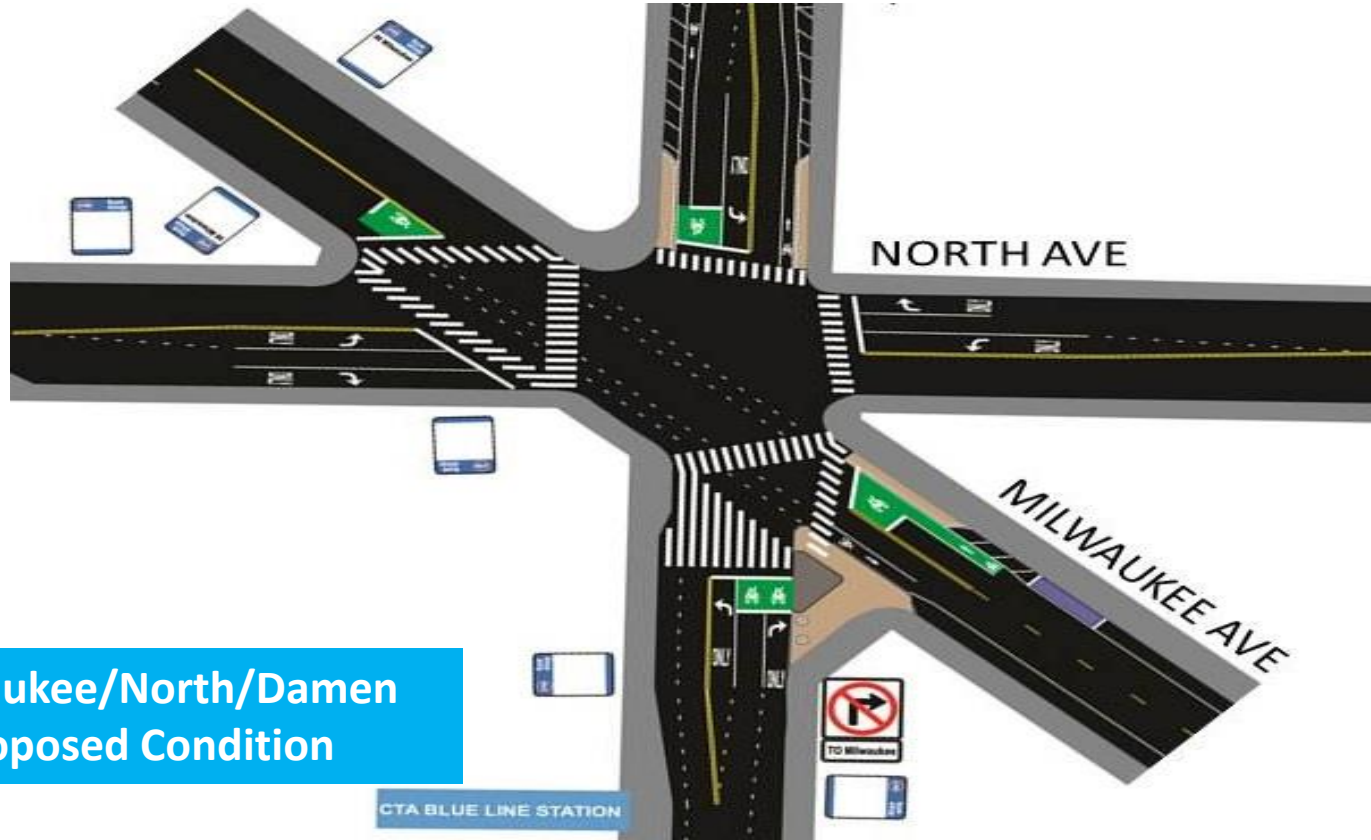
# Milwaukee Ave Interim Treatments



# Milwaukee Ave Interim Treatments



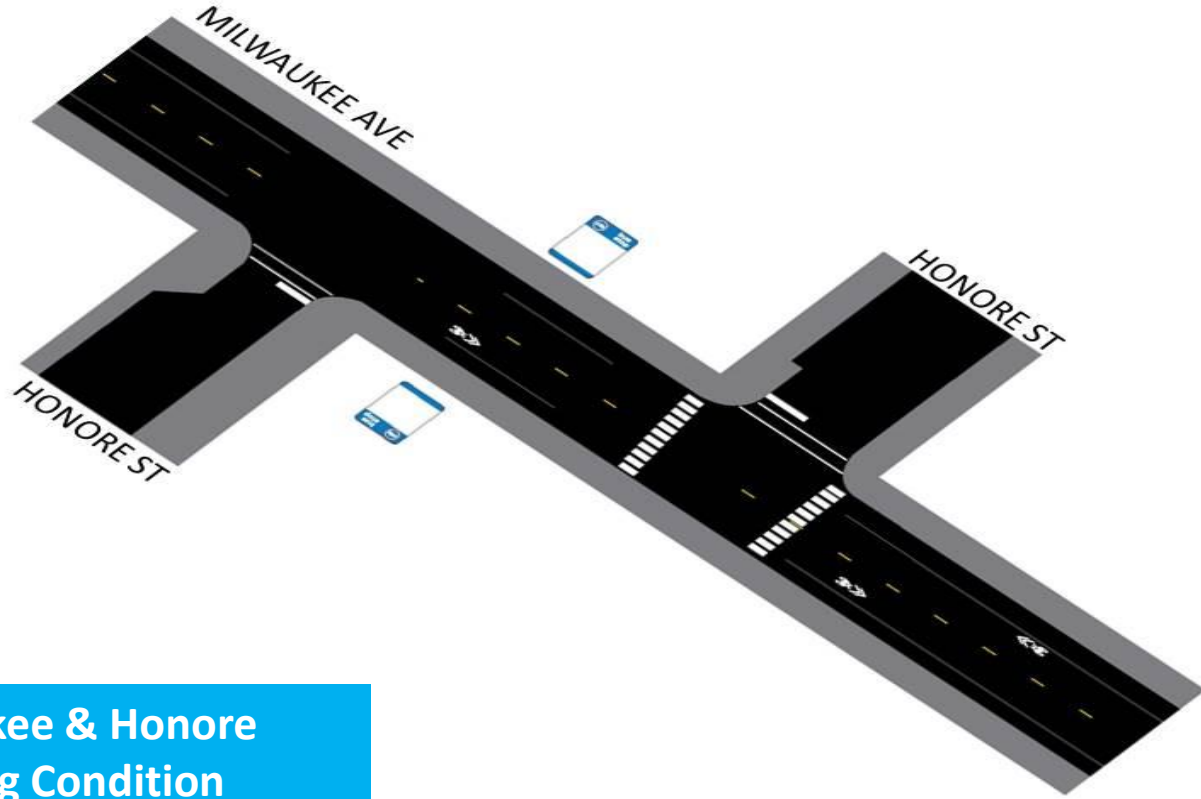
# Milwaukee Ave Interim Treatments



Milwaukee/North/Damen  
Proposed Condition

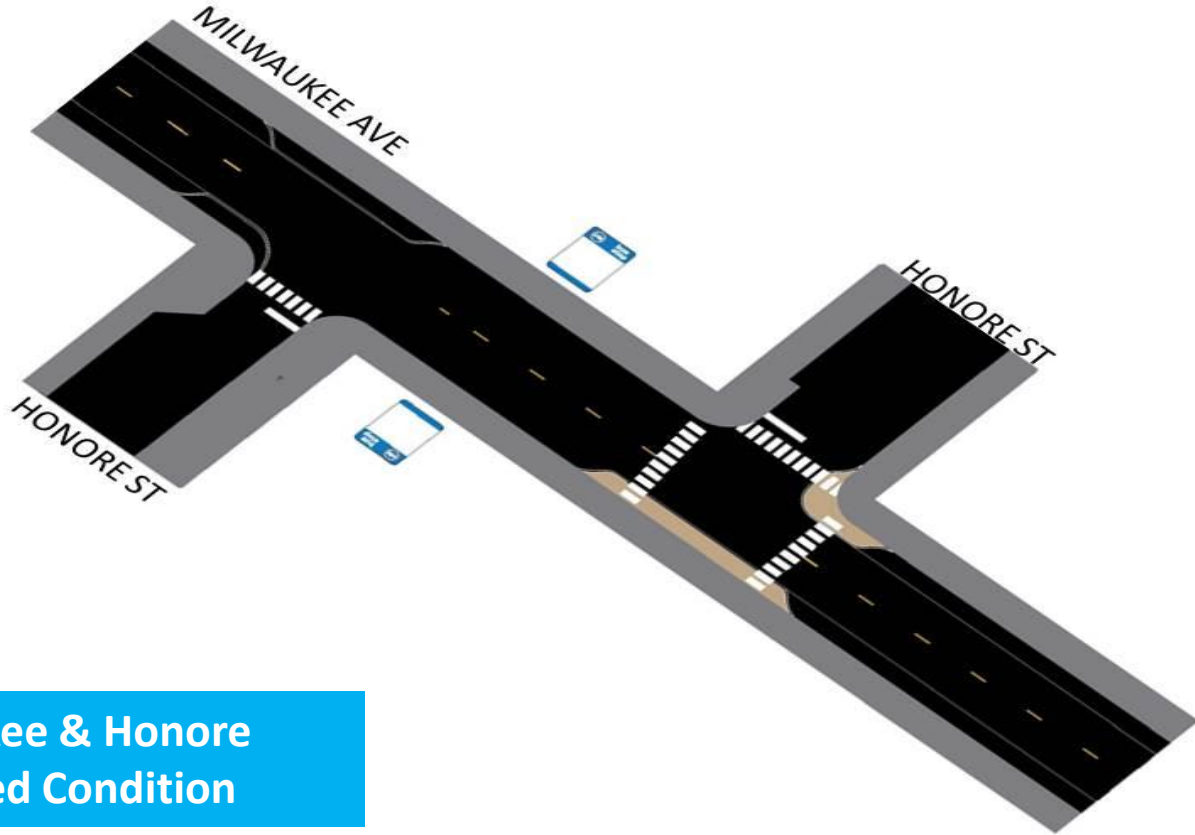
CTA BLUE LINE STATION

# Milwaukee Ave Interim Treatments



Milwaukee & Honore  
Existing Condition

# Milwaukee Ave Interim Treatments



Milwaukee & Honore  
Proposed Condition

# Interim Treatments Program

CDOT-led, focused on safety

- In anticipation of upcoming capital projects
- In response to identified safety needs
- At locations where capital projects are financially infeasible given constraints

2017 work plan:

- Implement corridor-wide interim treatments project and other spot improvements
- Evaluate existing installations, materials, and upkeep
- Use lessons learned to develop standards and guidance
- Distribute information about use of interim treatments

# Livability



Creating Opportunities for  
Programming &  
Placemaking through  
Make Way for People

Please join us for the next  
**Mayor's Pedestrian Advisory  
Council Meeting**

November 8, 2017

