

Mayor's Pedestrian Advisory Council

Wednesday, May 4



Pedestrian Fatality Statistics

Year to Date Pedestrian Fatalities 2016 (CPD): 14

Year to Date Pedestrian Fatalities 2015 (CPD): 17

Year to Date Average, 2010-2014 (IDOT): 10.6

Pedestrian Fatalities by Month								
Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT
	2010	2011	2012	2013	2014	2015	2016	2010-2014 Average
January	2	1	2	1	4	7	3	2
February	4	3	5	2	0	1	4	2.8
March	6	3	2	2	3	6	4	3.2
April	1	3	1	2	6	3	3	2.6
May	5	3	3	2	3	6		3.2
June	4	2	0	3	4	6		2.6
July	1	3	3	3	4	5		2.8
August	1	2	11	4	3	2		4.2
September	3	5	5	2	3	2		3.6
October	2	5	4	0	2	2		2.6
November	1	2	7	1	1	1		2.4
December	2	4	4	5	2	5		3.4
TOTAL (Jan 1- Apr 30)	13	10	10	7	13	17	14	10.6
TOTAL	32	36	47	27	35	46	14	35.4

Vision Zero Focus Cities Update

Action Plan:

- CDOT is working with multiple City departments, particularly Police, Public Health, and the Mayor's Office to develop a three-year Vision Zero action plan
- A Cabinet-level Steering Committee has determined overarching goals for the Plan, and staff-level working groups are developing the engineering, enforcement, education, and data strategies to meet those goals.

Vision Zero Network:

- The Chicago Department of Public Health and Healthy Chicago 2.0 were featured in a case study from the Vision Zero Network entitled "[The Central Role of Public Health in Vision Zero.](#)"

Snow Statistics 2015-2016

Winter 2015-2016	Winter 2014-2015	Winter 2013-2014
7-10 Inches*	50.7 Inches **	82 inches**
4 Snow Events*	14 Snow Events**	17 Snow Events**
3654 CSR Requests	5739 CSR Requests	3647 CSR Requests

*National Weather Service 2015-2016 Unofficial

**NWS Official

Winter Wonder Award 2015-2016

- My Block, My Hood, My City
 - La Cienaga

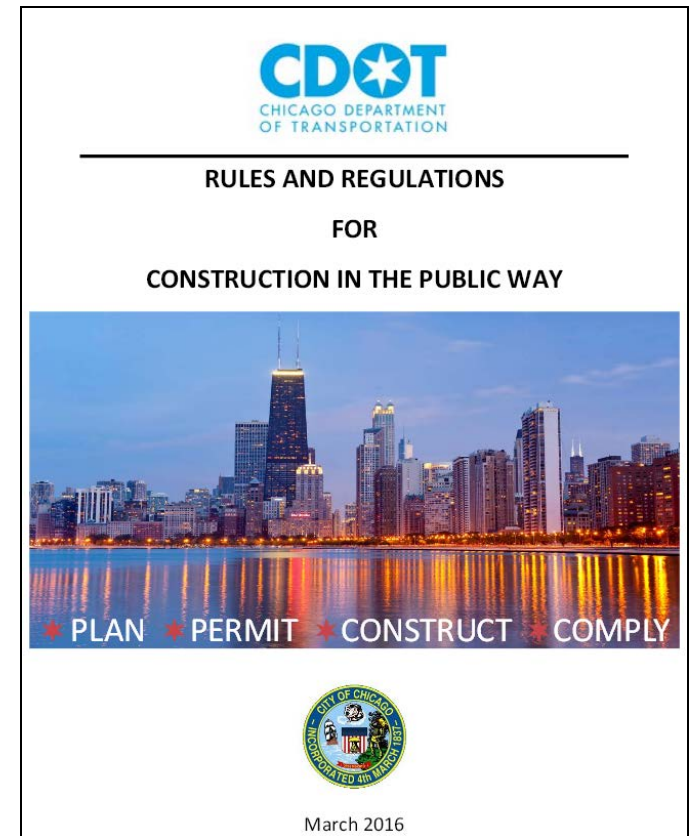
Pedestrian Plan Connectivity Chapter Overview

Maintain Pedestrian Access During Construction:

- CDOT's Rules and Regulations for Construction in the Public Way were updated in 2016 with strengthened guidelines for pedestrian access and accommodation during construction

Improve Snow Removal Practices:

- Amendments to the Municipal Code of Chicago took effect in November of 2015 to clarify snow removal responsibilities and address gaps in existing practices, such as ADA ramp clearance



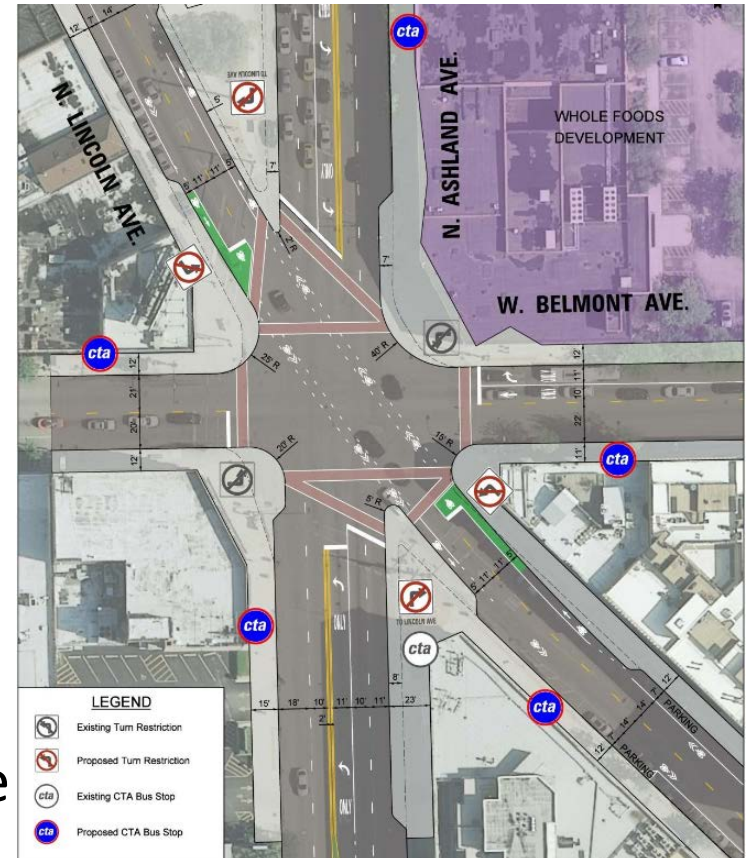
Pedestrian Plan Connectivity Chapter Overview

Improve Pedestrian Connectivity to Transit:

- In 2015 City Council passed an updated Transit Oriented Development ordinance, including an increased effective radius with expanded incentives
- Walk to Transit Project – pedestrian improvements at 10 CTA stations in late 2016/early 2017

Improve Non-Standard Intersections:

- Lincoln/Ashland/Belmont streetscape underway
- Improvements as part of arterial resurfacing projects



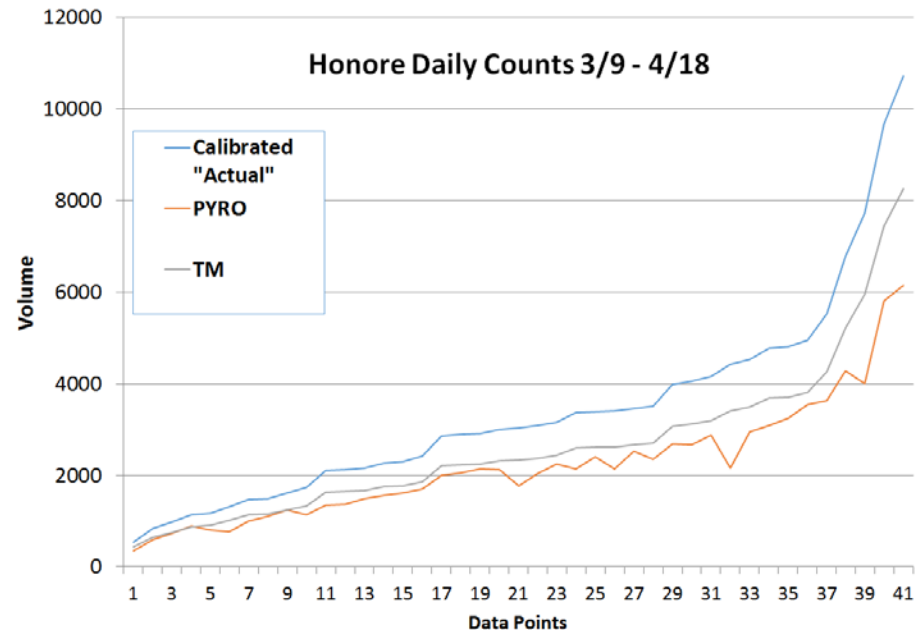
Pedestrian Plan Connectivity Chapter Overview

Improve Underpasses:

- One Summer Chicago 2016 Infrastructure Program

Improve Pedestrian Data Collection and Sharing Methods:

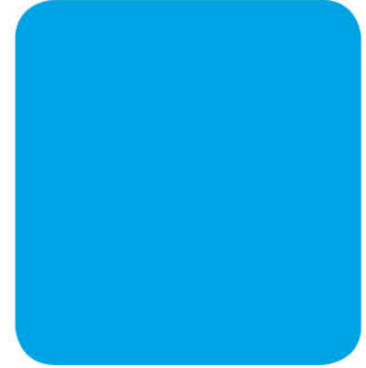
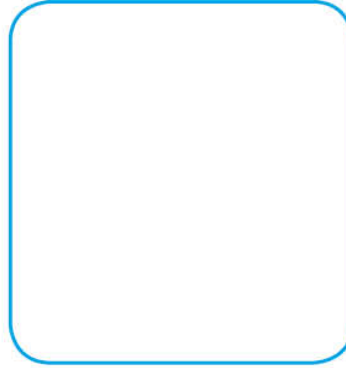
- Automated counter trials on the Bloomingdale Trail
- Various pedestrian counts at high-crash locations



CLOCC's Neighborhood Walkability Initiative

Pedestrian Plan focus on Connectivity

Adam B. Becker PhD, MPH
Executive Director, CLOCC



Consortium to Lower Obesity
in Chicago Children
clocc

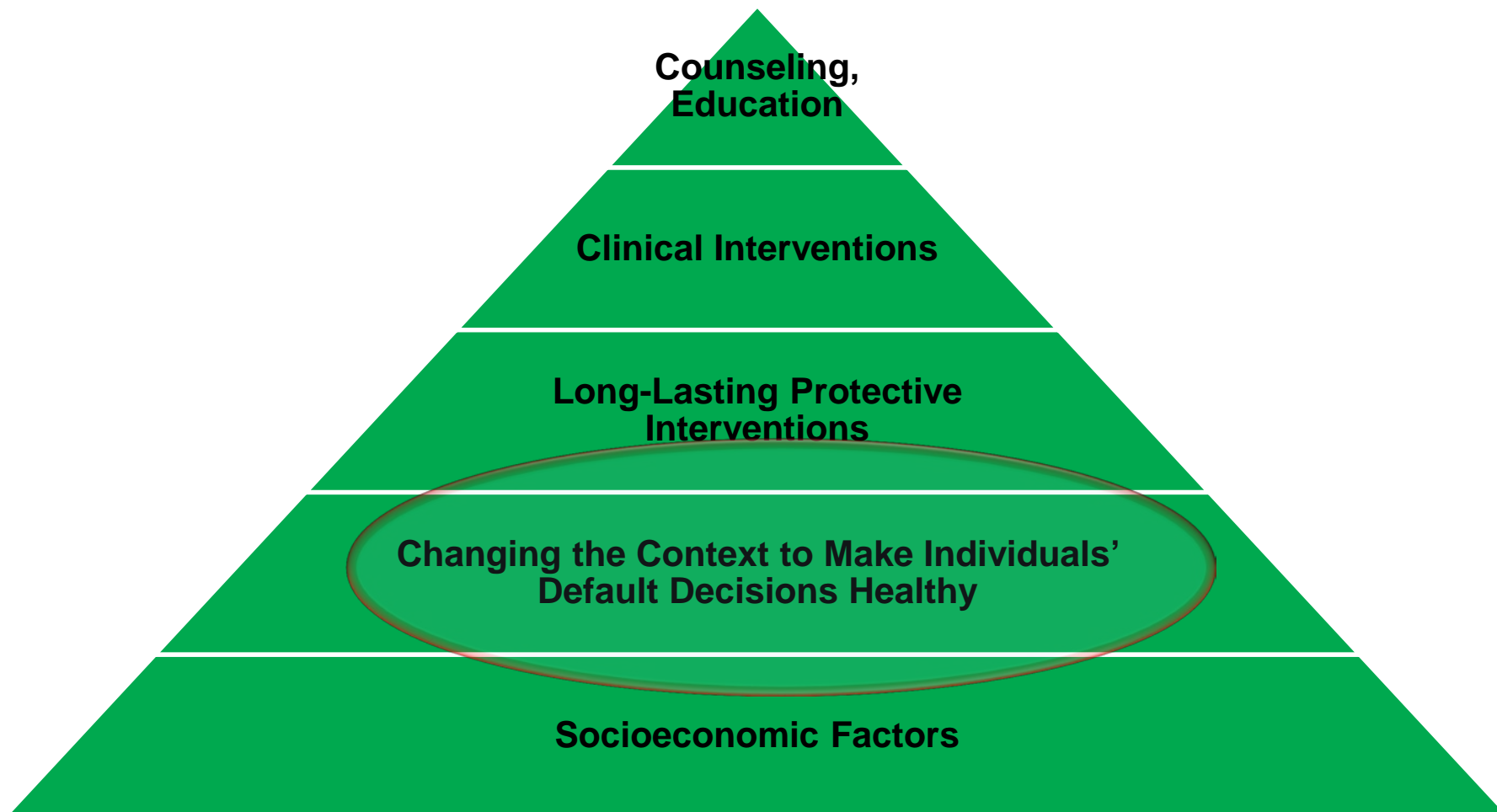


Mayor's Pedestrian
Advisory Council

May 6, 2016



Health Impact Pyramid*



Environment Matters, Disparities Exist for Physical Activity



Chicago's China Town
Median Household Income
= \$30,942 - \$41,099



Chicago's River North
Median Household Income
= \$48,244 - \$94,524

Neighborhood Walkability Initiative

- Begins with CLOCC's Neighborhood Walkability Assessment Tool (NWAT)
 - Based on Irvine Minnesota Inventory and others validated for research
 - Adapted for use in Chicago neighborhoods
- Three-part tool
 - Assessing environment
 - Facts and rights
 - Recommendations aligned with obstacles
- Prioritizing issues and developing action plan

Context for Change: Sample Questions and Baseline Data

Criteria	% intersections (I; n=398) or blocks (B; n=410)*
Cars stop at stop signs	79% I
Pedestrian countdown timers	42% I
Crosswalks painted clearly/visible	61% I
Sidewalks have curb cuts/ramps	88% I
Cars obey speed limit	88% I
Individuals feel safe walking on sidewalk	89% B
Sidewalk continues whole block	73% B
Empty Lots	33% B

*100 intersections measured in 4 segments, 200 Blocks measured in 2 segments

Revisions: NWAT 2.0 – Will Debut in 2016 Incorporating Crime and Safety

“Does the current policing strategy (overall presence, frequency of patrols, interaction with residents etc.) make you feel safe?”

“Are there organizations or groups in the neighborhood concerned about the neighborhood and residents?”

“Is there gang graffiti, tagging or vandalism present?”

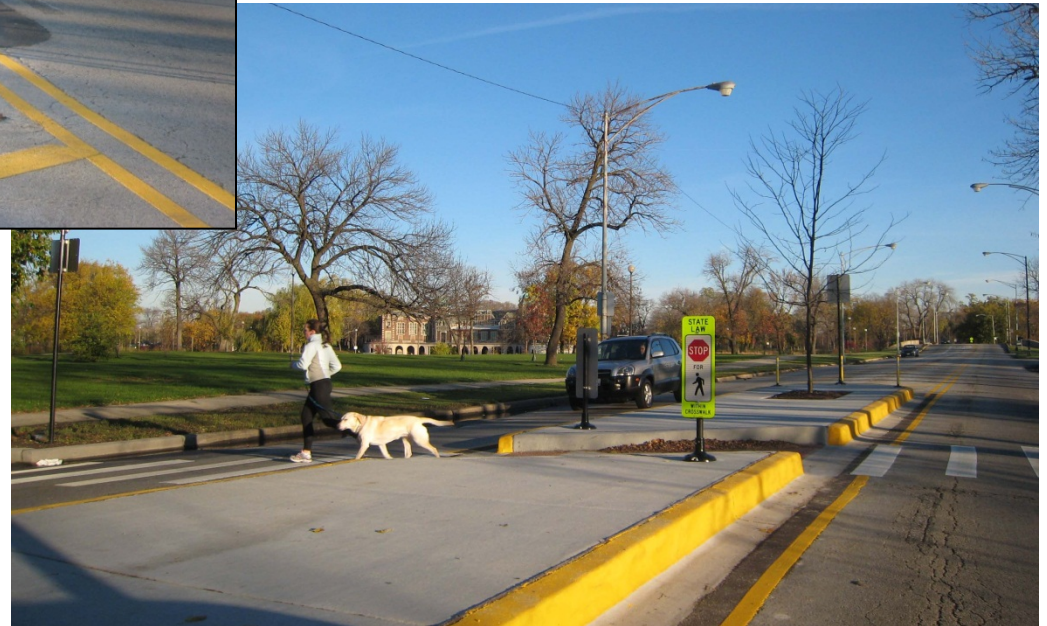


Photo: Creative Commons: John Creefield

Progress and Outcomes: Humboldt Park



Progress and Outcomes: Humboldt Park



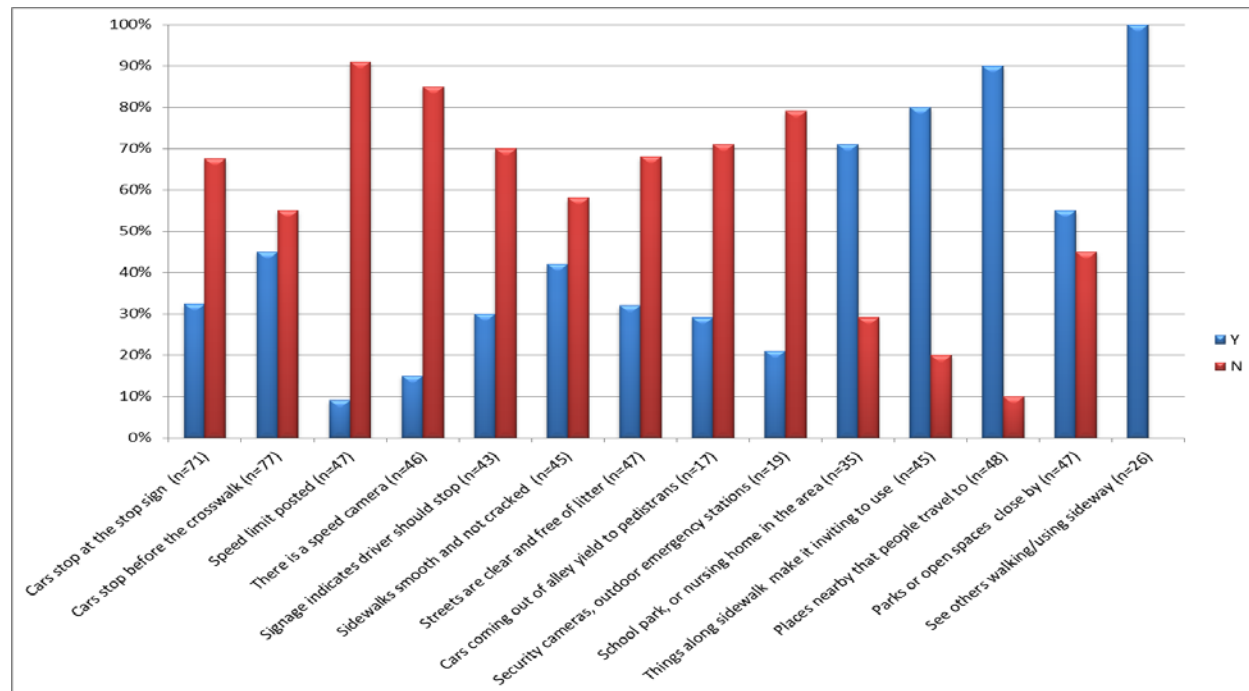
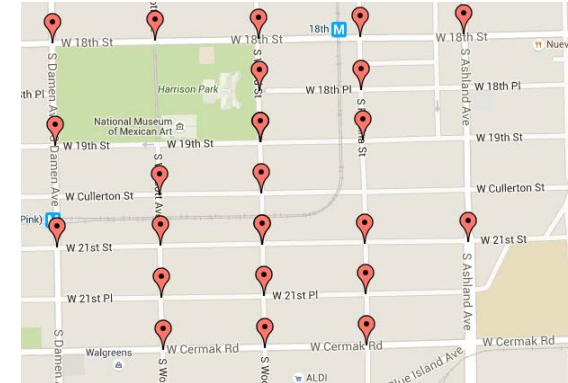
Progress and Outcomes: Brighton Park



Ongoing Projects: UIC and El Valor - Pilsen

Project Priorities:

- Implement policies that would make the neighborhood safer in terms of walkability.
- Promote the importance of respecting the traffic signals through a campaign and police enforcement.
- Install speed cameras in main streets.
- Repair sidewalks.



Ongoing Projects: Enlace – Little Village

Project Goals

- Analyze how changes in the built environment around school could positively affect schools in the community.
- Share findings with Chicago Public Schools (District Office).
- Organize parents to advocate for the needs of their schools.
- Meet with Alderman on regular basis to push the work forward.



Whitney Elementary School

Future Actions

- Kick-off event to introduce revised tool (TBA)
- “Go-Live” for on-line repository for NWAT data
- Fundraising to roll out initiative across Chicago neighborhoods with high prevalence of obesity and pedestrian crashes

THANKS for Your Attention!

For more about CLOCC and the Neighborhood Walkability Initiative:

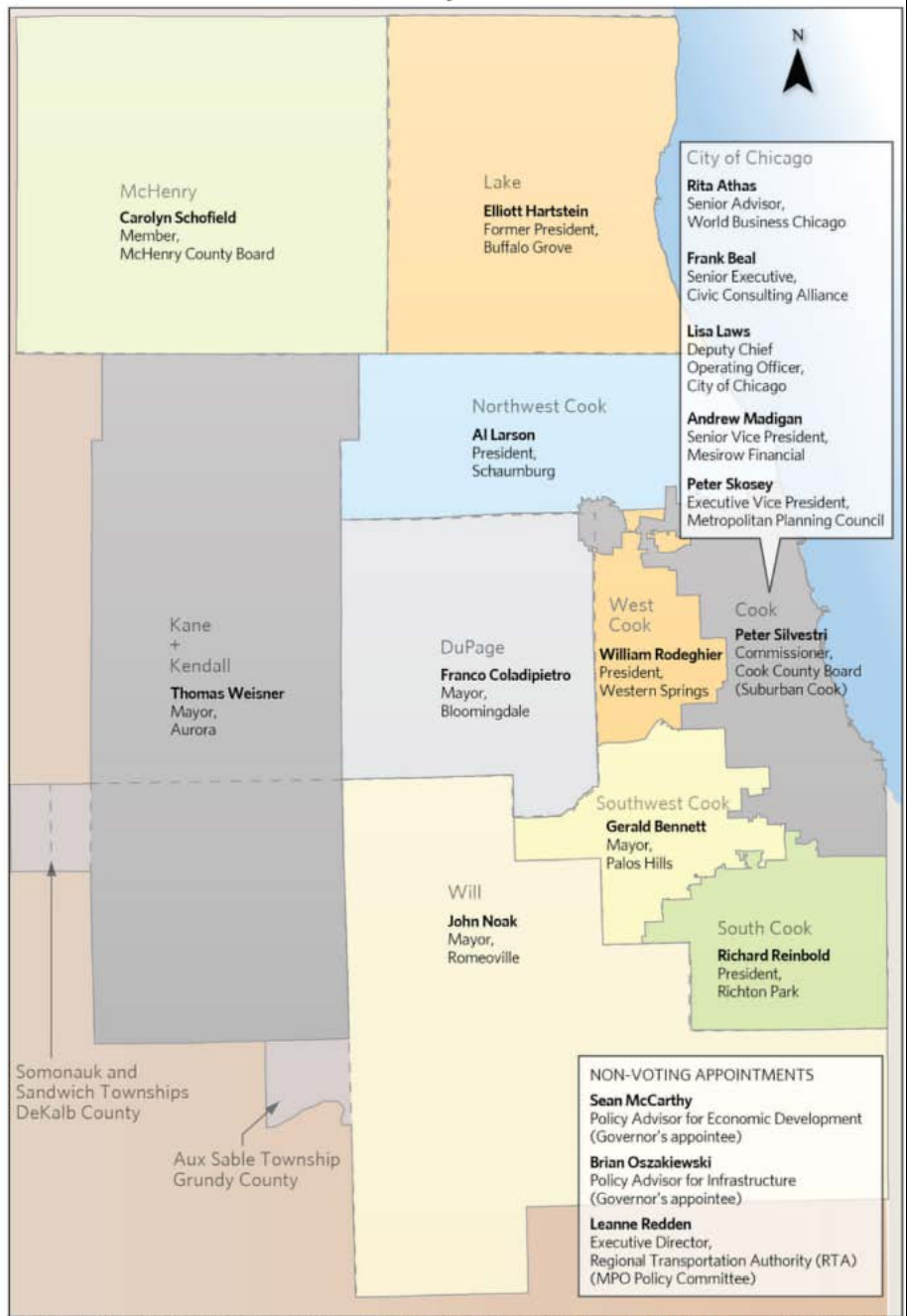
www.clocc.net

An aerial night photograph of a city, likely Toronto, showing a dense network of glowing streetlights and a large body of water in the upper right. The city lights are concentrated in the lower and middle sections, with a grid-like pattern in some areas and more irregular patterns in others. The water is dark and occupies the top right portion of the frame.

Local Technical Assistance Program and ON TO 2050

Mayor's Pedestrian Advisory Council

May 4, 2016



CMAP Background

Formed by state law in 2005 to integrate planning for transportation and land use

Seven-county area, with geographically representative Board

CMAP



GO TO

20

40

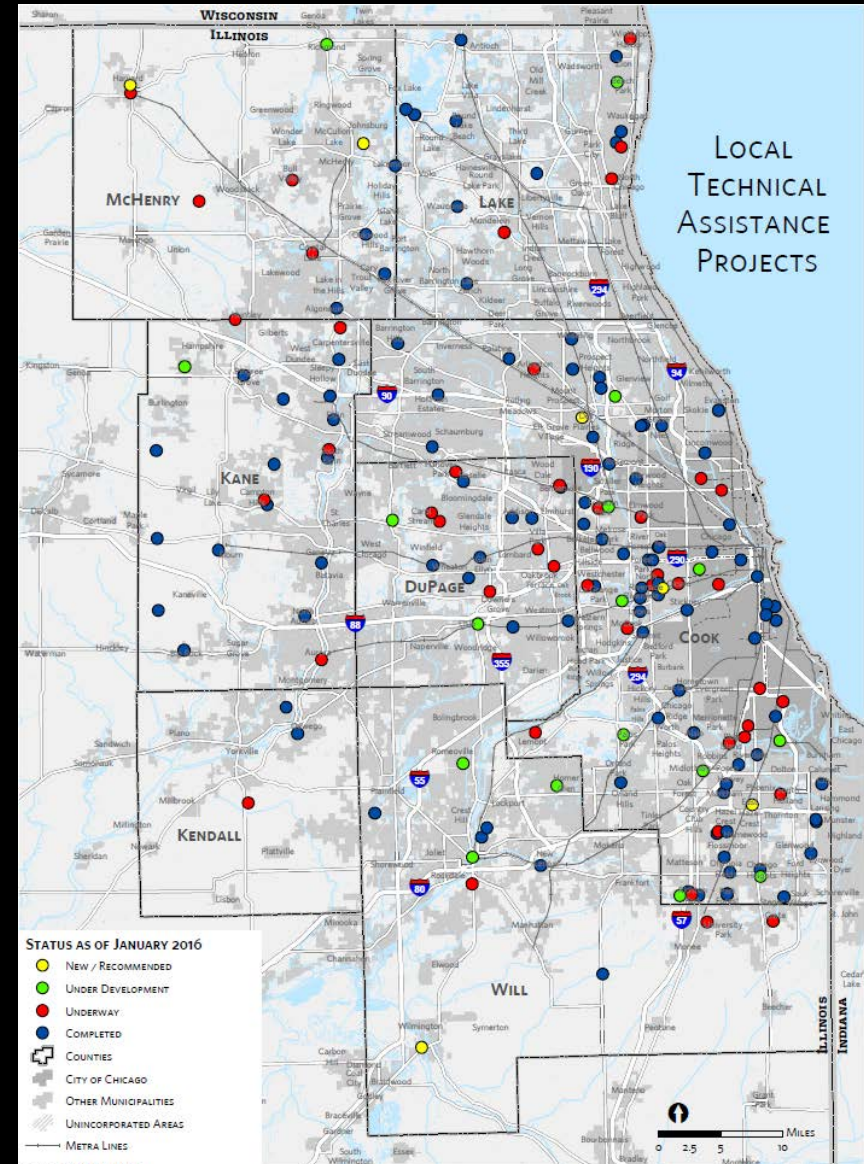
Local Technical Assistance (LTA) Program

Implements GO TO 2040 by providing planning assistance to local communities

Initiated in 2011; nearly 130 plans completed and 45 underway

Priority given to lower-capacity communities

New projects selected annually



Project Example: Green Healthy Neighborhoods Plan

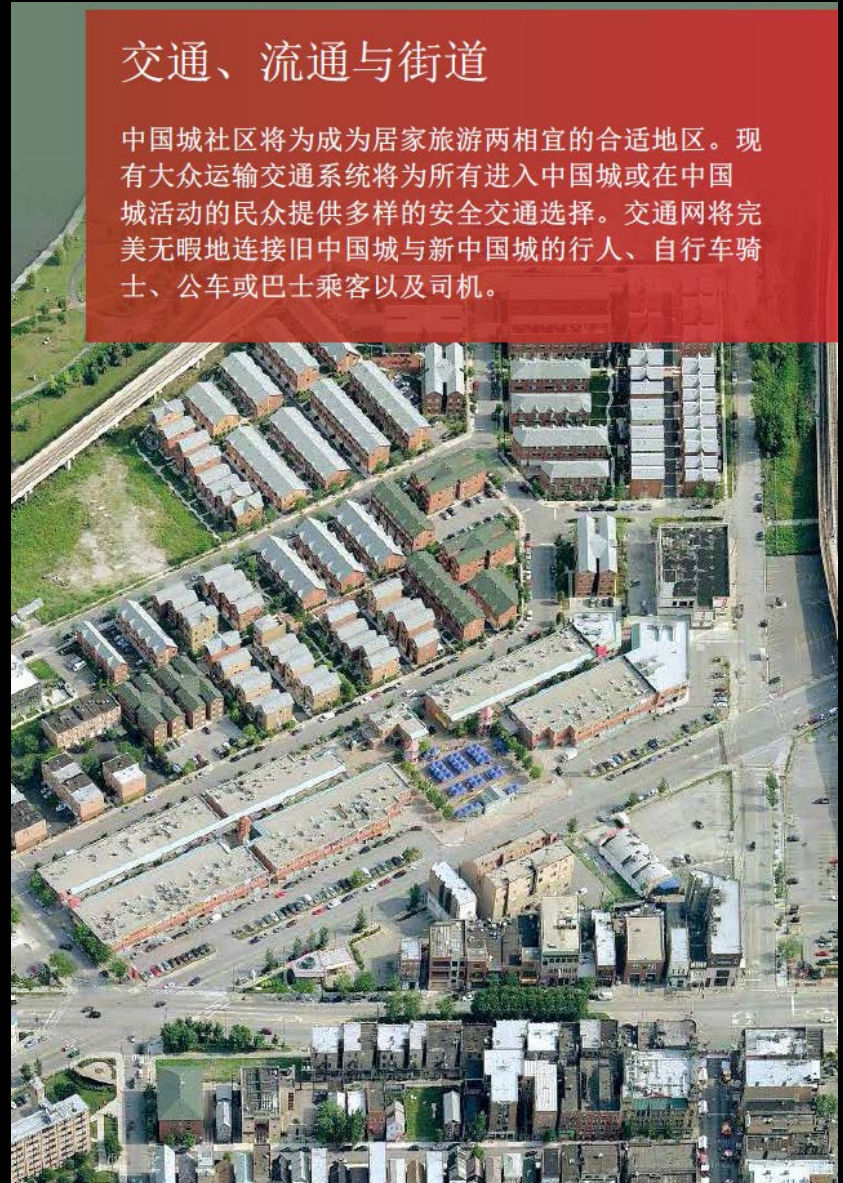


Project Example: Chinatown Community Vision Plan



交通、流通与街道

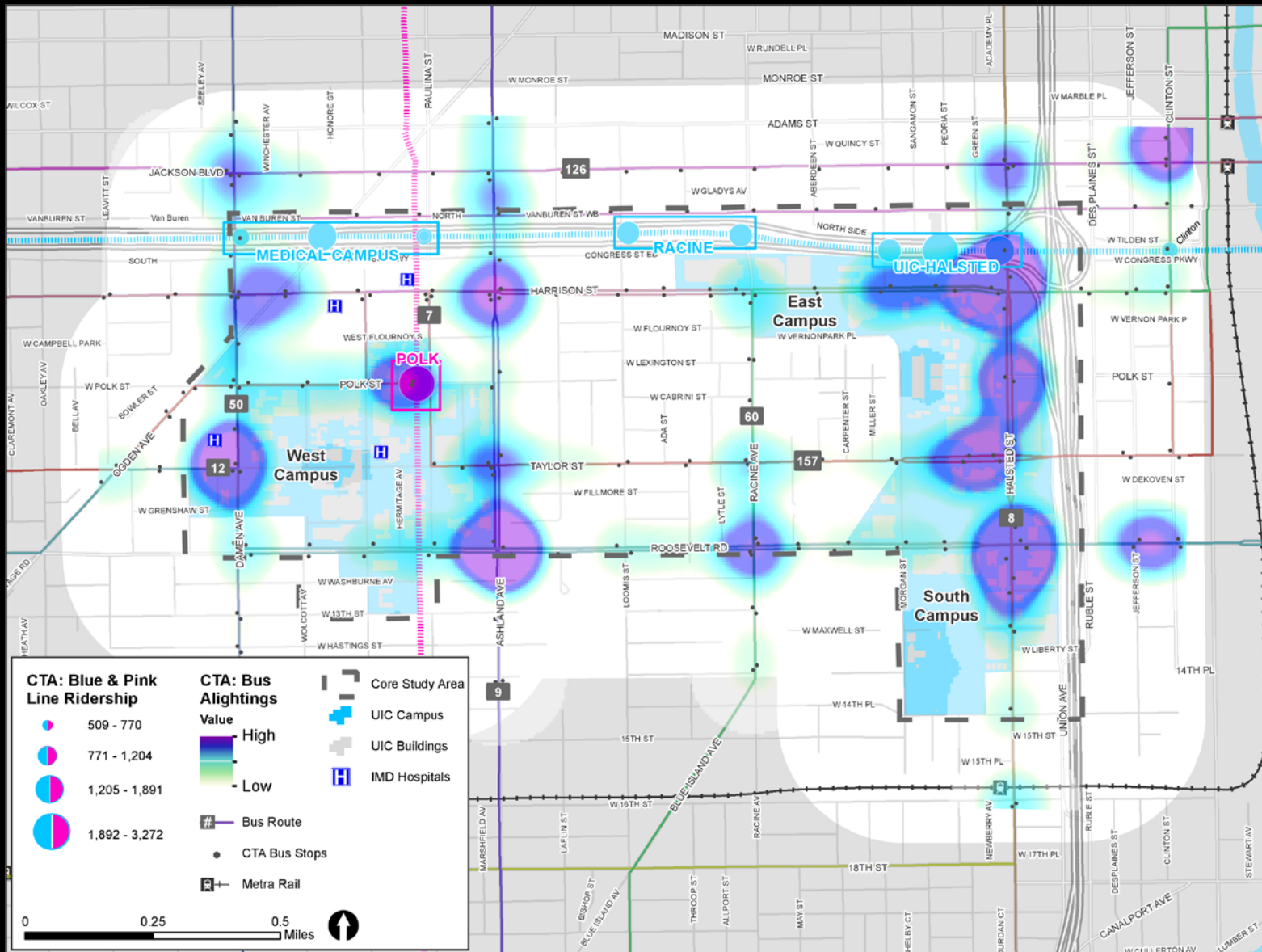
中国城社区将为成为居家旅游两相宜的合适地区。现有大众运输交通系统将为所有进入中国城或在中国城活动的民众提供多样的安全交通选择。交通网将完美无暇地连接旧中国城与新中国城的行人、自行车骑士、公车或巴士乘客以及司机。



Project Example: Pilsen-Little Village Land Use Plan



Project Example: UIC Multimodal Transportation Plan



Other Project Examples

Completed: Devon Avenue corridor study (border between Chicago and Lincolnwood); West Pullman 119th Street corridor plan; Wicker Park-Bucktown parking study

Underway: MPC Great Rivers Chicago; North Lawndale community plan; North River Communities neighborhood plan; Pullman National Historic Park transportation plan**

Upcoming: Riverdale multimodal transportation plan**

** on hold due to state budget issues



Metropolitan Chicago's Next Comprehensive Regional Plan

ON TO 2050

 CMAP

2 Regional Challenges

WELCOME

REGIONAL CHALLENGES

Transportation Challenges

Land Use Challenges

Economic Development Challenges

Environment Challenges

Governance Challenges



Do you agree that the following are critical transportation challenges for our region?

More about this

Regional Challenges
What to do

ON TO 2050 is your chance to identify and help explore ways to improve the region. The following quotes are based on initial public input as regional challenges we should address. Do you agree? Rate your response from strongly disagree (1 star) to strongly agree (5 stars) and click on the "comment button" to add your own idea.

Please give a 1-5 star rating for 4 or more items.

Comment

Done More

"Condit

"Need f

"Roadw

"Transit

Suggest another item



Comment



Comment



Comment



Comment

Next Category

3 POTENTIAL RESPONSES

4 2050 BIG IDEAS

5 STAY INVOLVED



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

Wednesday, August 3

