

Mayor's Pedestrian Advisory Council

Wednesday, February 15

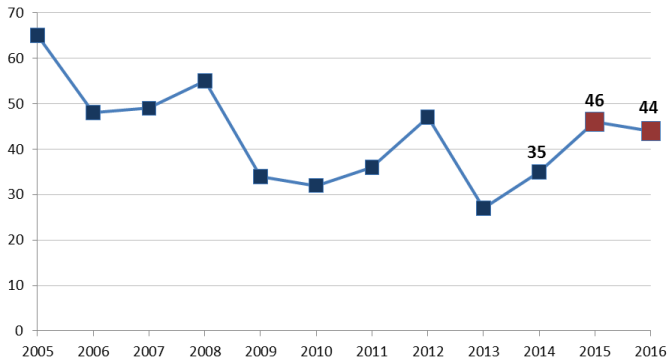


Year-End Pedestrian Fatalities, 2016 (CPD): 44

Year-End Pedestrian Fatalities, 2015 (CPD): 46

Year-End Pedestrian Fatalities, 2010-2014 (IDOT): 35.4

Annual Pedestrian Fatalities 2005-2016



IDOT Data, 2005-2014

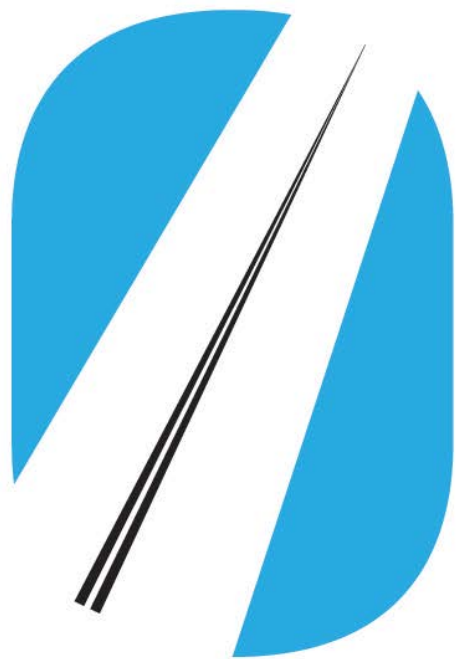
CPD Data, 2015-2016

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

CITY OF CHICAGO									
Pedestrian Fatalities by Month									
Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	CPD	IDOT
	2010	2011	2012	2013	2014	2015	2016	2017	2010-2014 Average
January	2	1	2	1	4	7	5	6	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	4		3.2
June	4	2	0	3	4	6	3		2.6
July	1	3	3	3	4	5	3		2.8
August	1	2	11	4	3	2	8		4.2
September	3	5	5	2	3	2	1		3.6
October	2	5	4	0	2	2	3		2.6
November	1	2	7	1	1	1	5		2.4
December	2	4	4	5	2	5	1		3.4
TOTAL (Jan 1- Jan 31)	2	1	2	1	4	7	5	6	2
TOTAL	32	36	47	27	35	46	44	6	35.4



VISION
ZERO
CHICAGO

VISION ZERO ACTION PLAN UPDATE

Chicago is committed to eliminating death and serious injury from traffic crashes by 2026.



Vision zero is more than traditional traffic safety programming.

Severe traffic crashes are preventable, not accidents

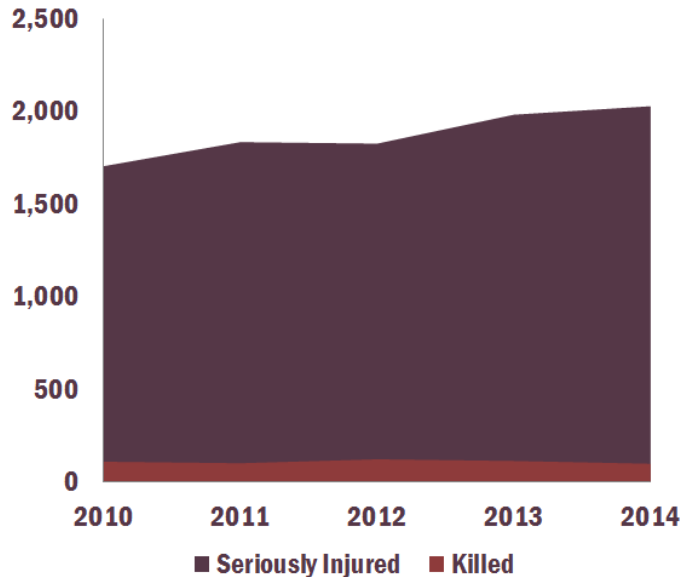
Data-driven and focused on severe crashes

Safe System approach

Social equity

Severe crashes affect thousands of Chicagoans.

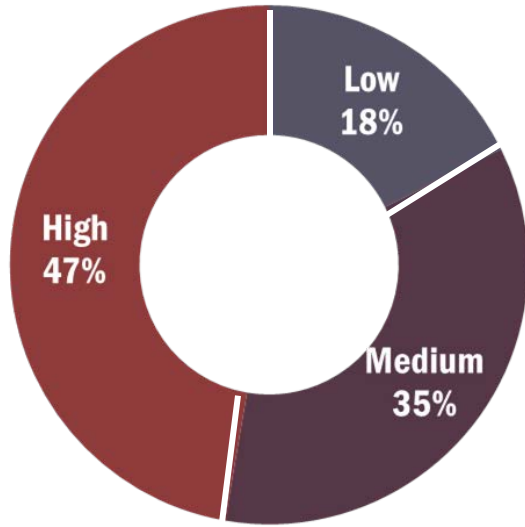
Fatalities and Serious Injuries
from Traffic Crashes



543 people were killed and another 9,374 were seriously injured while in vehicles, walking, or riding a bicycle on Chicago streets from 2010-2014.

Crashes are a social equity issue.

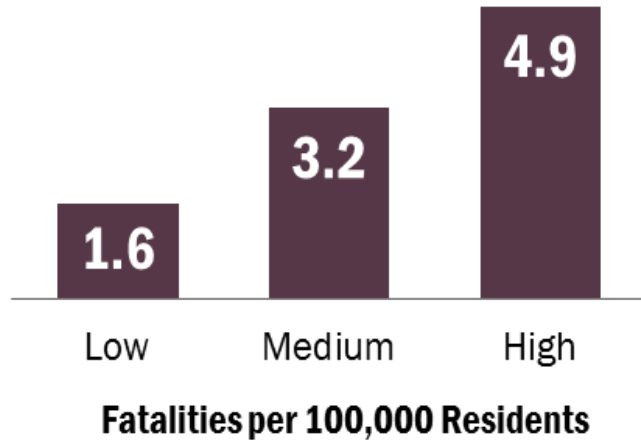
**Distribution of Fatalities
by Economic Hardship Level**



**People of High and Medium Hardship
comprise 82% of Chicago's traffic
fatalities.**

Crashes are a social equity issue.

**Traffic Fatality Rate by
Economic Hardship Level**



Areas of High Economic Hardship have more than 3 times the number of fatalities per 100,000 residents than Low Economic Hardship areas.

The Action Plan establishes the framework for further progress.

Use data to identify greatest opportunities for change

Connect the resources and expertise of City departments

Establish policies and processes that will enable communities to make their streets safer

The Vision Zero Action Plan establishes interim benchmarks for a three-year period.

Reduce deaths from traffic crashes by 20% by 2020.

Reduce serious injuries from traffic crashes 35% by 2020.

Goal 1: Target resources in communities disproportionately affected by severe traffic crashes.

Belmont Cragin | Austin | West Garfield Park | East Garfield Park | North Lawndale |
Humboldt Park | West Town | Near West Side | Near North | Loop
West Englewood | Englewood | Washington Park | Grand Boulevard

20%

of Chicago's
Geographic Area

25%

of Chicago's
Population

36%

of Chicago's
Severe Crashes

Goal 1: Target resources in communities disproportionately affected by severe traffic crashes.

Reduce severe crashes in High Crash Areas and high economic hardship communities by developing community-driven plans for addressing traffic safety issues.

Goal 2: Influence measurable change in behaviors and perceptions to build a citywide culture of safety.

72%

of crashes resulting in death involve one or more of these top five dangerous driving behaviors.

- **Speeding**
- **Failure to Give the Right of Way**
- **Using a Cell Phone While Driving**
- **Driving Under the Influence**
- **Disobeying Traffic Signals**

Goal 2: Influence measurable change in behaviors and perceptions to build a citywide culture of safety.

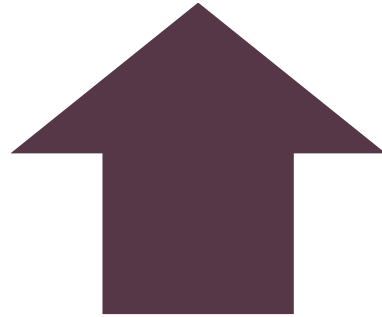
Decrease speed-related fatal and serious injury crashes.

Increase awareness of dangerous driving behaviors, as measured through survey data.

Have 100,000 Chicagoans sign the Vision Zero Pledge.

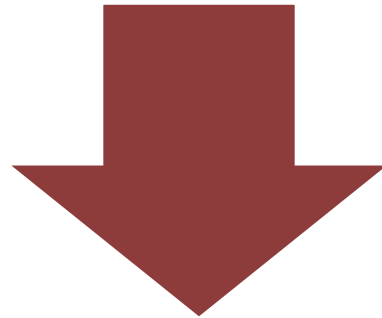
Goal 3: Make streets safer for all users.

**Walking
Commuters
INCREASED**



14%

**Rate of fatality
& serious injury
DECREASED**



-24%

Fatality and serious injury rates calculated per 10,000 walking or biking commuters Source: U.S. Census Bureau, American Community Survey 5-year estimates 2010-2014 and IDOT crash data, 2010-2014

Goal 3: Make streets safer for all users.

By 2020:

Increase the percentage of adults who walk, bike, or take transit to work by 10%

By 2030:

Reach 50% of commuters walking, biking or taking transit instead of driving by 2030

Improve pedestrian infrastructure at 300 intersections.

Complete 50 miles of better bike lanes, as established in Mayor Rahm Emanuel's goals for his second term.

Goal 4: Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers.

Commercial vehicles and professional drivers accounted for 13% of pedestrian fatalities 2010-2014.

Goal 4: Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers.

Eliminate fatal crashes involving City fleets, CTA buses, and public chauffeurs by 2020.

Ensure that training for City fleet drivers and City-regulated drivers include Vision Zero curriculum components. Include Vision Zero curriculum in training for new CTA bus operators and recertification program for existing operators.

Collaborate with private industry and associations to create recommended standards for voluntary safety equipment for large vehicles.

**FOCUS GOAL:
TARGETING RESOURCES**

VISION ZERO CHICAGO ACTION PLAN - PROCESS



HIGH CRASH AREAS INPUT SESSION

MORE OPPORTUNITIES FOR ENGAGEMENT

Sign up for e-newsletters at www.VisionZeroChicago.org

Attend or host community meetings in High Crash Areas

Quarterly reports at MPAC

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

May 10, 2017

