

Mayor's Bicycle Advisory Council

Wednesday, December 13th, 2017



Bicyclist Fatalities, Year to Date (January 1 – November 30, 2017) - MBAC Briefing

Bicyclist Fatality Statistics

Year to date total, 2017 (CPD): 5

Year to date total, 2016 (CPD): 6

Year to date average, 2011-2015 (IDOT): 5.6

Bicyclist Fatalities by Month								
Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT
	2011	2012	2013	2014	2015	2016	2017	2011-2015 Average
January	1	0	0	0	1	0	1	0.4
February	0	0	0	0	0	0	0	0
March	0	0	0	0	0	0	0	0
April	0	0	0	0	1	0	0	0.2
May	1	0	1	2	0	0	0	0.8
June	1	1	0	0	0	2	1	0.4
July	0	2	1	1	0	1	1	0.8
August	3	1	0	2	0	2	0	1.2
September	0	1	0	1	2	1	0	0.8
October	0	2	0	0	2	0	0	0.8
November	1	0	0	0	0	0	2	0.2
December	0	1	1	0	1	0		0.6
TOTAL (Jan 1- Nov 30)	7	7	2	6	6	6	5	5.6
TOTAL	7	8	3	6	7	6	5	6.2



Vision Zero Citywide Policies

- Approach death and serious injury from traffic crashes as a public health issue.
- Design streets so that speeds are safe for all users of the roadway.
- Lead by example on vehicle safety equipment and driver training.
- Police traffic laws fairly, focusing on education and the dangerous driving behaviors that cause most severe crashes.
- Commit to investing resources equitably.

Vision Zero Action Plan Goals

1. Invest equitably in communities that are most affected by severe traffic crashes.
2. Work to change behaviors and perceptions to build a citywide culture of safety.
3. Make streets safer for all users.
4. Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers.

Invest equitably in communities that are most affected by severe traffic crashes.


- Planning for High Crash Corridor improvements underway
- Vision Zero West Side Ongoing
 - Working to build a pathway for Vision Zero that is reflective of the community input and priorities.
214 events Attended
7,775 people contacted
368 surveys completed
 - VZWS will continue through the spring.



Work to change behaviors and perceptions to build a citywide culture of safety.

- Working to secure a private sponsor for a behavioral marketing campaign to complement awareness campaign released using City resources (bus ads, digital billboards)
- Taking a strong focus on safe speeds in our policies at CDOT.
- Continuing education and encouragement events reaching tens of thousands of Chicagoans.



 **A CRASH IS NOT AN ACCIDENT**

72% of crashes resulting in death involve one or more of these **FIVE** dangerous driving behaviors:

- Speeding
- Failure to Stop for People Walking in Crosswalks
- Using A Cellphone while Driving
- Driving Under the Influence
- Running Red Lights and Stop Signs

SPEEDING

Speed increases the distance to stop.

Speed (FEET)	Distance to Stop (FEET)
40	3
75	11
118	23



Make streets safer for all users.

- Launched interim treatments program showing the immediate effect street design has on the safety and comfort for everyone using the street.
- \$2 million from Alderman in Menu-funded Vision Zero improvements.
- \$1.3 million Invest in Cook grant will cover safety improvements on four corridors.
- Continuing Learn to Ride classes and partnerships with schools, parks, and senior centers.



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

- Following the passage of the Side Guard Ordinance, we are working to ensure that City contractors are aware of the regulations and prepared to comply with the first benchmark, July 1, 2018.
- CDOT has joined a shared study with the USDOT's Volpe Center and NACTO to determine technology and equipment best practices for the next generation of City fleet vehicles.



Bicycling and Safe Routes Ambassadors Year End Review - 2017



Mayor's Bicycle Advisory Council Meeting

December 13th, 2017

Jose Briceño and Karen Serrano, Chicago Bike Ambassadors

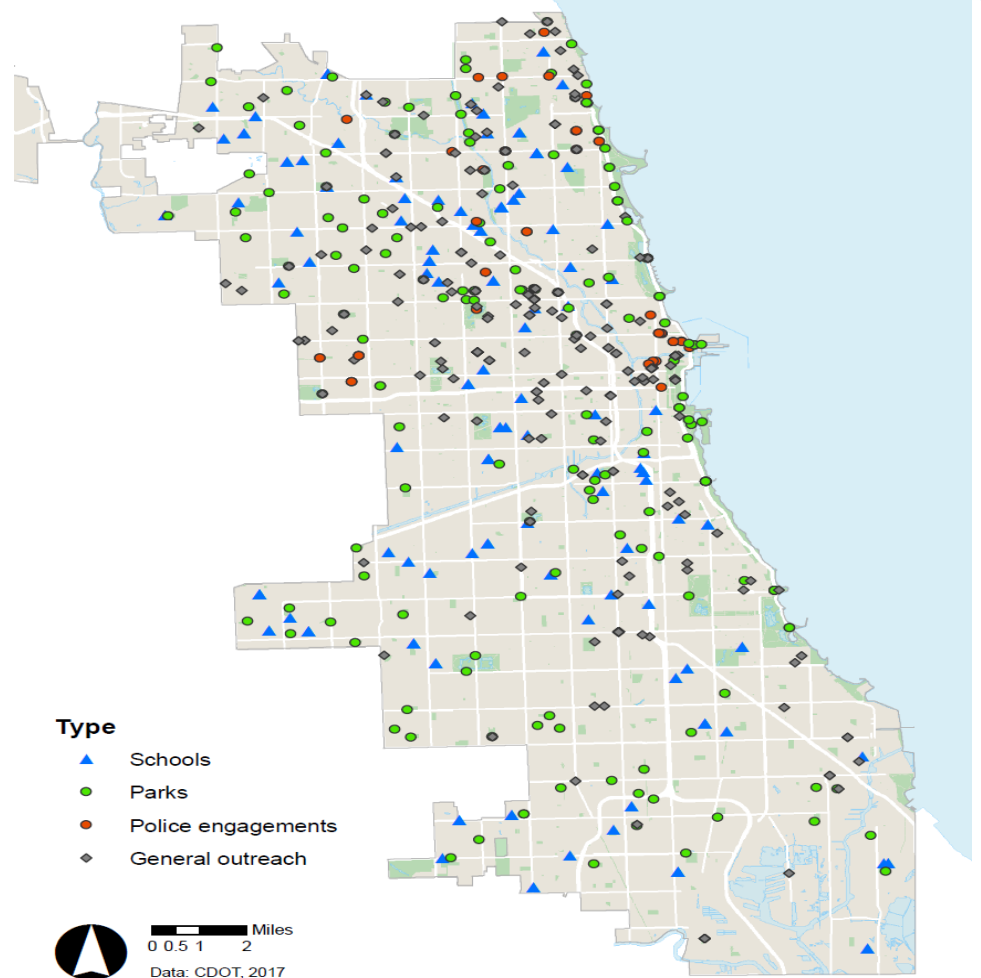
Who are the Chicago Bicycling Ambassadors?



- In 2017, we educated 105,418 Chicagoans
- 617 Events
- 15,000 helmet fits
- 2018 marks our 18th outreach season
- 30% of outreach occurred in Vision Zero high-crash areas
- Outreach includes all kinds of events

617 Events

- 158 school events, 473 classroom visits
- 37 senior education events
- 147 Chicago Park District day camp events
- 56 Chicago Police Department community education events
- 21 Learn to Ride events
- 198 general outreach events



Children and Youth Education



- The Safe Routes Ambassadors attended 101 schools and presented to 473 classrooms.
- They educated 11,650 2nd, 5th and 10th graders on walking and biking safety.

- The Junior Ambassadors went to 147 park events in just 6 weeks.
- They educated over 15,000 children and youth through bike rides, rodeos and presentations.



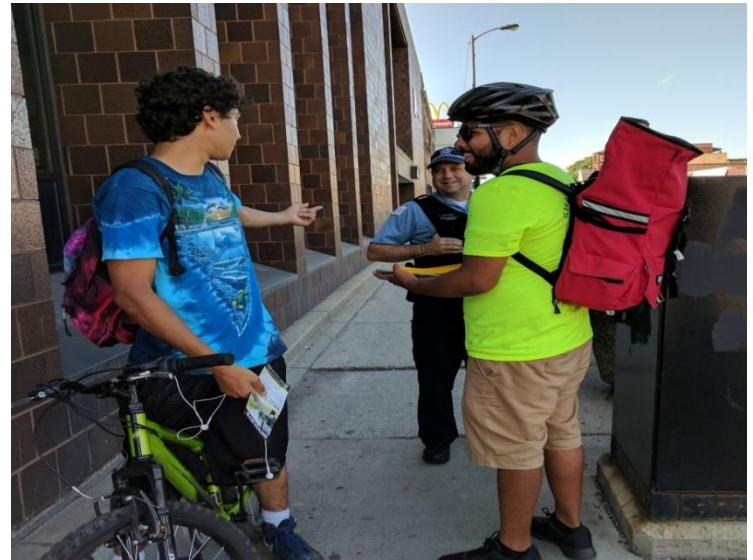
Safe Routes for Seniors

- In 2017, Ambassadors attended 37 seniors events at facilities across Chicago.
- 17,684 total seniors educated this year.



Police Engagement and Enforcement

- The Ambassadors attended 56 police education and enforcement events.
- We educated 14,636 Chicagoans.





Learn to Ride

- 2nd year of pilot program
- 21 events
- Taught 99 people to ride
- Average student is 55 years old
- 67% of participants are female



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www.facebook.com/chicagobicyclingambassadors





North Milwaukee Ave.

from Logan Square to Belmont

Mayor's Bicycle Advisory Council Meeting

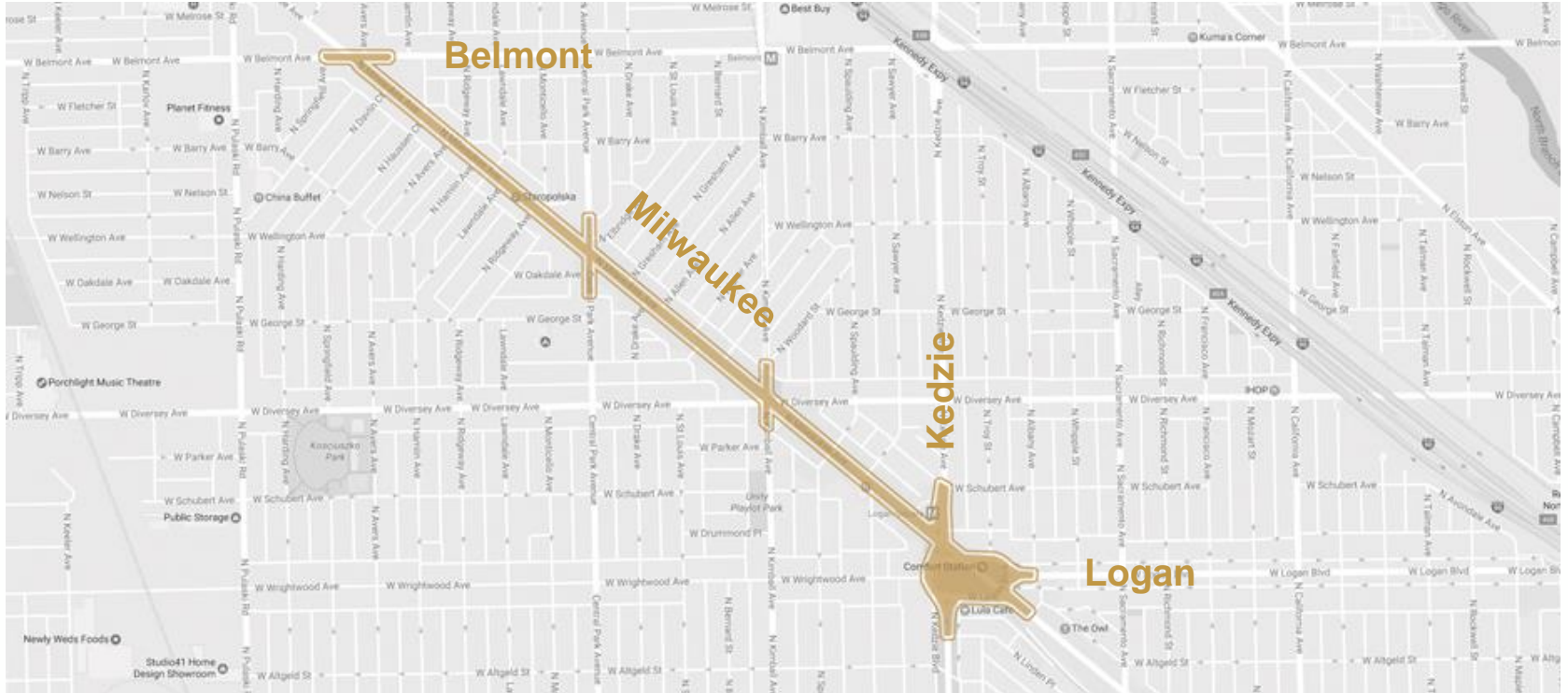
December 13, 2017

Study Team



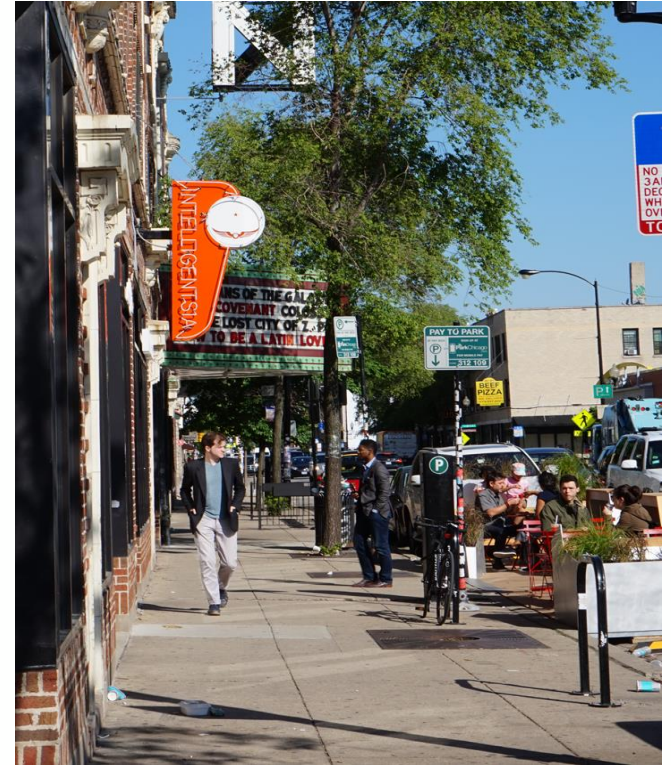
BLUE DARING

Study Area



PROJECT OVERVIEW

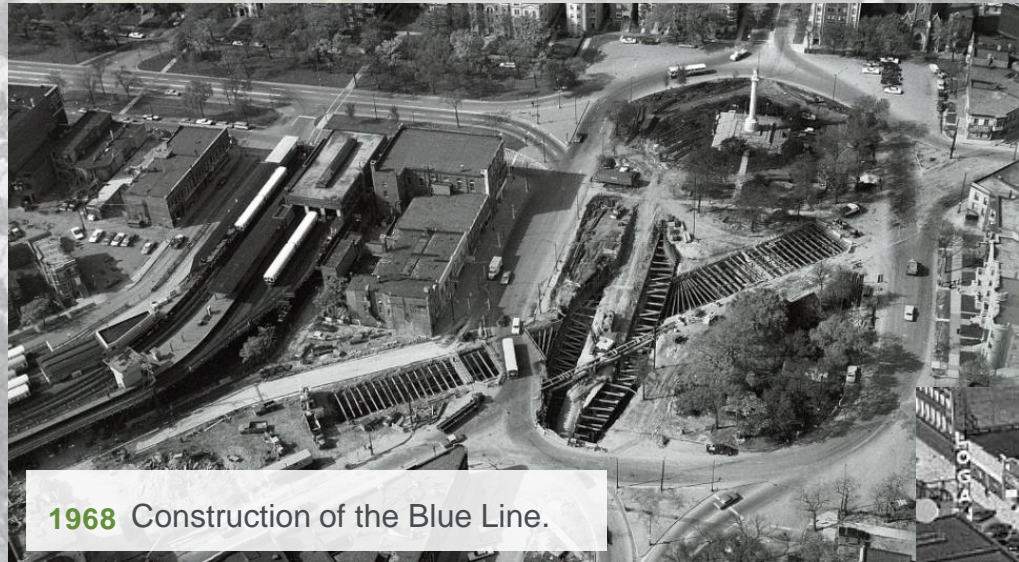
From the Spring of 2017 through Summer 2018, CDOT will be working with community members to identify traffic and safety improvements that will make Milwaukee Avenue from West Logan Boulevard to Belmont Avenue more user-friendly.



PROJECT OVERVIEW

This includes potential updates to Logan Square, building off the Logan Square Bicentennial Improvements Project. We will seek to maintain the Square's historic integrity while balancing the needs of the area's diverse residents, businesses, and commuters.





1968 Construction of the Blue Line.



1940s-1950s Streets are widened around the Square, New Lighting



1965-1970 Blue Line extension to Jefferson Park constructed.

Looking NE along Humboldt Boulevard as it crosses the Square

Study Goals

North Milwaukee Avenue is a local and regional street for multiple modes of transportation. It is officially zoned and functions as a Pedestrian Street southeast of Diversey.

The key goals of this study are to:



Create public space and improve walkability



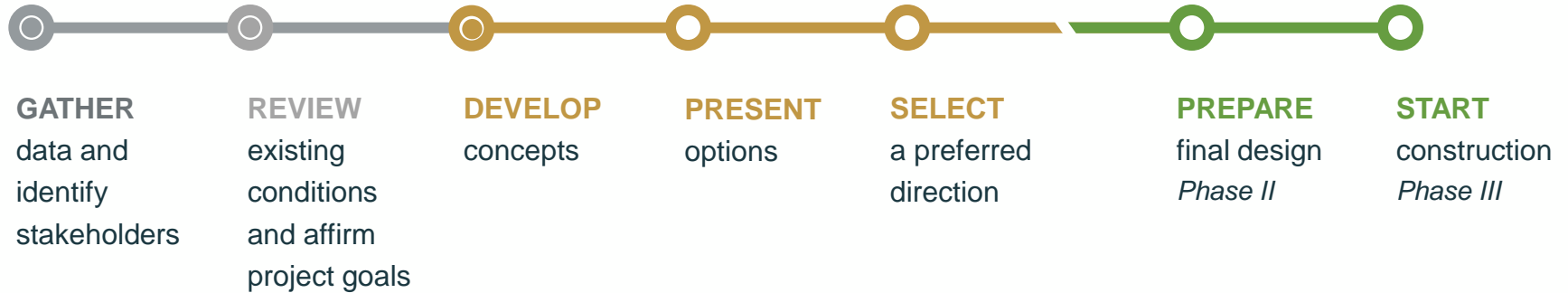
Achieve Vision Zero* by enhancing traffic safety and access to the area



Harmonize the various modes of transportation

*Vision Zero will reduce the number of roadway crashes with the goal of eliminating traffic fatalities and serious injuries in Chicago by 2026.

Project Milestones



Previous Studies

- 2003 | Logan Square Open Space Plan *Chicago Park District*
- 2008 | The North Milwaukee Avenue Corridor Plan *Dept. of Planning and Development*
- 2014 | Logan Square Bicentennial Improvements Project *resident generated*
- 2015 | Corridor Development Initiative (CDI) *Metropolitan Planning Council*
- 2015 | Your New Blue Plan *Chicago Transit Authority*

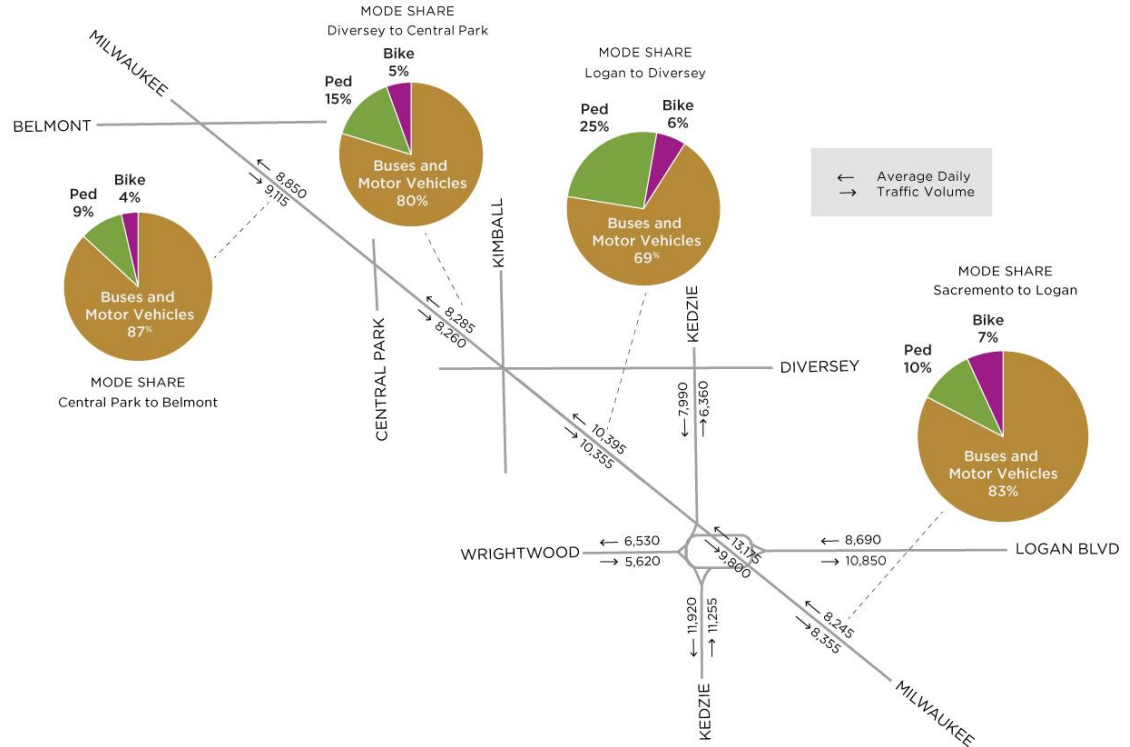
Mode Share

How are people traveling in the study area?

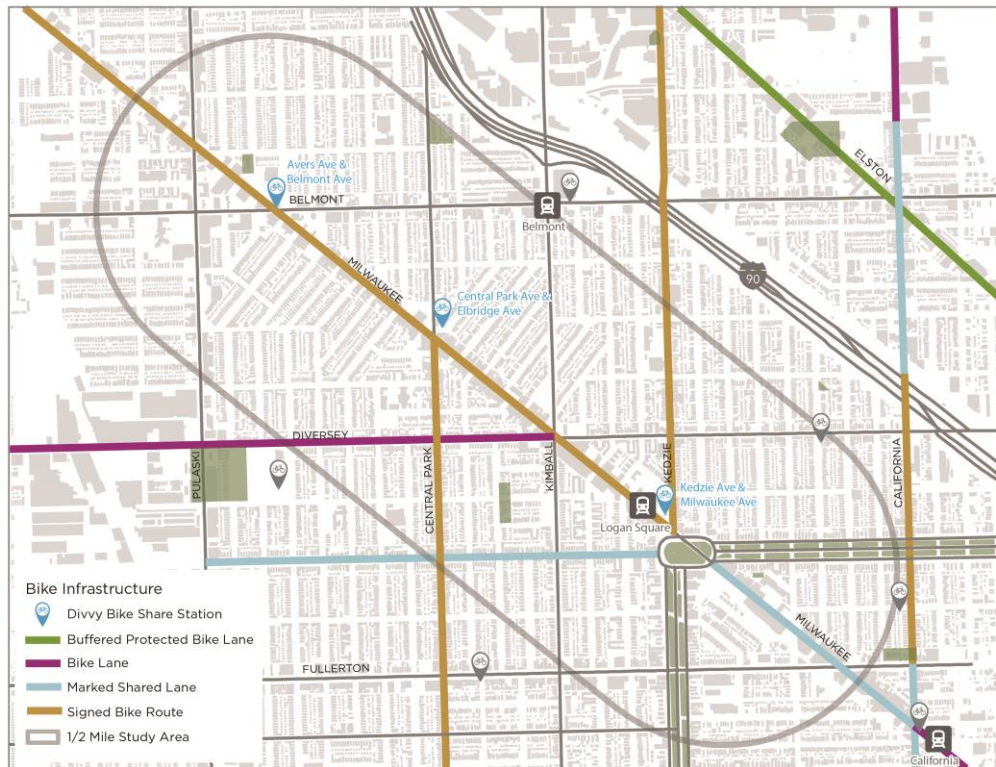
Milwaukee Avenue is a **multi-modal corridor** used by people walking, biking, taking transit, and driving.

Over 5,200 pedestrians per day use the sidewalks on Milwaukee Avenue northwest of Logan Square.

Bicycles make up 4% to 7% of daily traffic on Milwaukee Avenue, and approximately 11% of inbound morning traffic and outbound afternoon rush hour traffic south of Logan.



Bike Sharing Infrastructure



There are three Divvy stations in the area. The station at Logan Square ranks **148 out of 580** for trips per day.

Kedzie Ave & Milwaukee Ave
May 2016-April 2017

DAILY AVERAGE	YEARLY TOTAL
50	17,817

Avers Ave & Belmont Ave

DAILY AVERAGE	YEARLY TOTAL
7	2,422

Central Park Ave & Elbridge Ave

DAILY AVERAGE	YEARLY TOTAL
5	1,840

Public Involvement

To obtain public input, we've created a Project Study Group of key community stakeholders, and additionally host public meetings for the larger community.

Over the course of the study, we will hold three public and PSG meetings.

MEETING 1

Public shares its perspectives on the project

Public Meeting Aug 30

MEETING 2

Focus on the potential alternatives

Public Meeting Winter 2018

MEETING 3

Present the preferred design for comment.

Public Meeting #1 Summary

WHAT WE HEARD

102 people attended

including Alderman Waguespack and Alderman Ramirez-Rosa.

Reported on DNAinfo and Chicagoist.

Improve traffic safety.

Create a multi-modal corridor that considers and balances the needs of residents, businesses, and users.

Create easier access and connectivity to the Square and within the neighborhood.

Improve pedestrian crossings and sidewalks.

Create more useful public and green space.

Control traffic speeds, improve intersection flow, rebuild traffic signals, and add more traffic signs.

Integrate native plants, trees, lighting, and outdoor seating.

Preserve neighborhood identity and historic features.

Potential Improvements

Bicycle (shared bike lanes, dashed bike lane, separated bike lane, pocket bike lanes, wrap around bike lanes at bus stops)

Open public space (rerouting Milwaukee Ave., adjusting Logan Blvd, creating public plaza)

Transit (updated bus stop spacing, shelters, queue jumps, Transit Signal Priority)

Pedestrian (updated and new marked crosswalks, curb extensions, pedestrian refuge islands, street trees, lighting)

Traffic (improved signage, traffic signals modernizations, channelization)

Next Steps

Public Meeting #2 is tentatively scheduled for Winter 2018.

- 1 Present alternatives**
Share suggested improvements and evaluation criteria
- 2 Obtain input from stakeholders**
Determine liked features
- 3 Refine alternatives to select preferred**
Review feedback and choose alternative to carry forward

Thank you

Follow project updates on
ChicagoCompleteStreets.org



DIVVY
DIVIDE & SHARE

DIVVY UPDATE

DOCKLESS BIKESHARE SYSTEMS



- Bikes can be parked anywhere
- Customers access bikes via phone app

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

Wednesday, March 7th, 2018



www.chicagocompletestreets.org/getinvolved/mayors-advisory-councils/