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
CITY OF CHICAGO
Pedestrian Fatalities by Month

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<td>TOTAL (Jan 1- Jan 31)</td>
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<td>7</td>
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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.

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.

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

<table>
<thead>
<tr>
<th>Economic Hardship Level</th>
<th>Traffic Fatality Rate</th>
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<tr>
<td>Low</td>
<td>1.6</td>
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<td>Medium</td>
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<td>High</td>
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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

Rate of fatality & serious injury DECREASED

14%

-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

Departments & Sister Agencies

Citywide Stakeholders

Action Plan Release

City & Stakeholders

Community Groups & Residents

High Crash Area Plans
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