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

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<td>4</td>
<td>7</td>
<td>3</td>
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<td>February</td>
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<td>4</td>
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<td>May</td>
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<td>4</td>
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<td>2</td>
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<td>3.6</td>
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<td>October</td>
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<td>4</td>
<td>0</td>
<td>2</td>
<td>2</td>
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<tr>
<td>November</td>
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<td>2</td>
<td>7</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<td>December</td>
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<td>4</td>
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<td>5</td>
<td>2</td>
<td>5</td>
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<tr>
<td>TOTAL (Jan 1- Apr 30)</td>
<td>13</td>
<td>10</td>
<td>10</td>
<td>7</td>
<td>13</td>
<td>17</td>
<td>14</td>
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<tr>
<td>TOTAL</td>
<td>32</td>
<td>36</td>
<td>47</td>
<td>27</td>
<td>35</td>
<td>46</td>
<td>14</td>
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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

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<tr>
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<tbody>
<tr>
<td>7-10 Inches*</td>
<td>50.7 Inches **</td>
<td>82 inches **</td>
</tr>
<tr>
<td>4 Snow Events*</td>
<td>14 Snow Events**</td>
<td>17 Snow Events**</td>
</tr>
<tr>
<td>3654 CSR Requests</td>
<td>5739 CSR Requests</td>
<td>3647 CSR Requests</td>
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</tbody>
</table>

*National Weather Service 2015-2016 Unofficial

**NWS Official
Winter Wonder Award 2015-2016

• My Block, My Hood, My City
  • La Cienaga
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

Mayor's Pedestrian Advisory Council
May 6, 2016
Health Impact Pyramid* 

Counseling, Education

Clinical Interventions

Long-Lasting Protective Interventions

Changing the Context to Make Individuals’ Default Decisions Healthy

Socioeconomic Factors

http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2836340/
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

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

*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
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.
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.
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
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
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

Inset: Character of a pedestrian/bicycle trail along the 49th Street rail line. View looking west near Back of the Yards Park.
Project Example: Chinatown Community Vision Plan
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
Regional Challenges

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

- Condition of the network
- Need for transportation improvements
- Roadway safety
- Transit connectivity

Please give a 1-5 star rating for 4 or more items.
Please join us for the next Mayor’s Pedestrian Advisory Council Meeting

Wednesday, August 3