### CITY OF CHICAGO

**Pedestrian Fatalities by Month**

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<td>TOTAL (Jan 1-Apr 30)</td>
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<td>TOTAL</td>
<td>47</td>
<td>27</td>
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<td>46</td>
<td>37</td>
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Non-Governmental MPAC Member Collaborative Project
Process

- CDOT staff, consultants, and Adam generated list of potential community-led strategies that would advance priorities across multiple pedestrian- and active transportation-focused plans
- MPAC members identified three priorities they could endorse
  - Non-Governmental Members: strategies they could commit to
  - Governmental Members: strategies they endorsed
- At February 2018 MPAC meeting groups shared their priorities
- April 23rd meeting of non-governmental MPAC members
  - CLOCC, Lurie Children’s IPRC, Active Transportation Alliance, AARP
  - Focused on strategies our four organizations could commit to
Goals

- To raise awareness about pedestrian safety
- To increase visibility of Vision Zero and similar strategies
- To support neighborhood engagement in Vision Zero
- To focus efforts in Vision Zero High Crash Areas/Corridors
- Supplement with city-wide emergency room data on crash-related serious injury
Strategy: Support walkability initiatives at the neighborhood level

- Including collaboration on grant proposals to bring such efforts to scale
- Being tool “agnostic” but prioritizing tools that are already in use in Chicago
  - Using CLOCCs Neighborhood Walkability Initiative
  - Using AARP’s walkability audit
  - Using other tools as appropriate to community and audience
Strategy: Conduct data dissemination about crashes, injuries, and fatalities

- Including data now available to Lurie Children's Hospital
- Working with CDOT and other partners on crash/fatality data analysis and plans to share
- Share trends, comparisons to national data, specific incidences by area, etc. in priority areas and with priority constituencies
  - E.g., elected officials, media, community-based organizations, active transportation activists
Strategy: Build grassroots support for legislation and funding

- Focus at all levels: local, state, and federal legislation
- Work with government and non-governmental agencies to understand funding streams, current levels, and identify opportunities for expansion
- Advocate for legislative priorities
- Link legislative priorities to walkability initiatives
  - engage communities in policy development
  - educate communities about policy approaches and priorities
  - grassroots lobbying activities (for those organizations that can)
Discussion

- Reflections on these ideas
- How can your agencies contribute?
- Currently limited by organizational capacity and resources:
  - Ideas for funding and partnering?
- Coordination of efforts
  - future meetings of non-governmental partners?
  - Use of future MPAC meetings?
  - Other ways to connect and advance?
Chinatown Community Vision Plan

- Partnership with 25th Ward Alderman Solis and Chicago Metropolitan Agency for Planning (CMAP) LTA
- Centennial celebration in 2013
- 2000 people provided input through postcards, surveys: focus groups, intercept, 2 townhalls
- Plan was completed in 2015
- 5 implementation committees have been formed
Area of Study: Chinatown/Greater Chinatown
Chinatown Walkability Project

- Aging population (aging-in-place)
- Generation gap in bicycling (Chicago Reader)
- Public has urban planners
- Neighborhood taking control of its own destiny
- Applied and received funding by Healthy Chicago 2.0 grant (PHIMC and Chicago Department of Public Health)
Data Collection

- CLOCC Neighborhood Walkability Assessment Tool (NWAT) - 46 volunteers
  - 34 intersections and 51 blocks were audited at three different time points (weekday morning, weekday evening, weekend)
  - *Sidewalk conditions, motorist and pedestrian behaviors, signage, perception of violence, neighborhood aesthetics and nearby amenities*

- Focus Groups/Charrettes
  - Open-ended questions about walking and biking destinations, safety challenges, and recommended amenities
  - 100 community members participated
    - High School Students
    - College Students/Young Adults
    - Seniors
    - ESL Students
    - General Public
Key Findings

- Walking (Chinatown Square, Wentworth Corridor, Chinese American Service League, Library as major destinations)
  - Amenities to be considered: clean streets (26%), better lighting (19%), public seating (16%), more police (14%), improved sidewalks (11%)

- Biking (Chinatown Square, Wentworth Corridor, Chinatown Library, groceries, work as destinations)
  - Amenities to be considered: dedicated bike lanes (29%), bike parking (16%), protected bike lanes (7%), clean and even streets (6%), improved crosswalks (6%)

- Safety (least safe in viaducts, alleyways, problematic intersections, sidewalk and road conditions)
  - Amenities to be considered: improved lighting (18%), more police (15%), improved sidewalks (13%), regulated traffic (10%), improved viaducts (6%)
Key Findings Con’t

- Challenges to accessibility: narrow sidewalks, poorly maintained sidewalks, damaged or missing curb cuts/ramps, missing sidewalks, pathways obstructions, litter
- Challenges to safety: speeding traffic, misaligned/obstructed pedestrian lights, missing stop signs, inadequate pedestrian count lighting, pedestrian count timing, viaducts in poor conditions, missing countdown timers, cars not yielding to pedestrian
- Challenges to biking: lack of protected bike lanes, bike racks, cyclists on sidewalks
- Favorable assets for community: countdown timers, curb bump outs, painted crosswalks, stop signs, shops/restaurants, CTA, benches, home gardens, landscaping, signage, parks, library, shade from trees, more people
Recommendations Examples

- Infrastructure improvements: ADA compliant curb ramps; repair cracked or uneven segments of sidewalks, audible pedestrian signals; restripe and maintain crosswalks; protected bike lanes; bicycle parking; public art
- Amenities improvements: lighting under viaducts; pedestrian counts; lighting on residential streets; trash cans along business corridors; public seating and bus shelters
- Educational campaigns: bilingual promotion of obeying traffic rules and regulations; bilingual promotion of benefits of active transportation
- Other: traffic study on Archer-Cermak-Princeton; placemaking
Implementation

- Some changes were made by Alderman Solis during the study period
- Changes will be made in coming years as part of the Wells-Wentworth realignment project + river improvements
- Placemaking as a strategy for improved sense of community and safety (held two events - Chinatown is Beautiful, Festival of Trees)
- Encourage local elementary schools (and high school) to run education on cycling/connect schools to resources
- Signage plan + Chinatown SSA in future (future of parking lots?)
- Serve as a resource for other communities looking to work on neighborhood planning and/or walkability
- Read the full plan at cbcacchicago.org!
Thank You!

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The Coalition for a Better Chinese American Community
debbieliu@cbcacchicago.org
Please join us for the next Mayor’s Pedestrian Advisory Council Meeting

Wednesday, August 8th, 2018