Mayor’s Bicycle Advisory Council

Wednesday, June 14
Bicyclist Fatalities, Year to Date (January 1 – June 14, 2017)
MBAC Briefing

Bicyclist Fatality Statistics
Year to date total, 2017 (CPD): 2
Year to date total, 2016 (CPD): 0
Year to date average, 2011-2015 (IDOT): 1.4

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<td>TOTAL (Jan 1- May 31)</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>2</td>
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<td>TOTAL</td>
<td>7</td>
<td>8</td>
<td>3</td>
<td>6</td>
<td>7</td>
<td>6</td>
<td>2*</td>
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* Includes Fatality on June 5, 2017
VISION ZERO UPDATE: ACTION PLAN & NEXT STEPS
WWW.VISIONZEROCHICAGO.ORG

View Chicago’s Vision Zero Action Plan and sign up for updates.
Chicago has recently experienced an increase in fatal crashes involving large vehicles and people riding bicycles.

21% of fatal bicycle crashes involved a large vehicle 2010-2014.

67% of fatal bicycle crashes involved a large vehicle 2016.

Data Sources: Illinois Department of Transportation 2010-2014. Chicago Police Department, 2016. Crashes excludes crashes that occur on interstate expressways.
KEY PLAN COMPONENT:
LARGE VEHICLE SAFETY EQUIPMENT

- Side Guards & Additional Mirrors

Tool: Convex and crossover mirrors

Convex and crossover mirrors lower crash RISK by reducing blindspots. As demonstrated on the left, the driver's field of vision drastically increased with the inclusion of additional mirrors. These low-cost solutions require no special tools to install.

Source: Volpe, The National Transportation Systems Center, U.S. Department of Transportation, Cambridge Safer Truck Initiative
KEY PLAN COMPONENT:

LARGE VEHICLE SAFETY EQUIPMENT

- Side Guards & Additional Mirrors
KEY PLAN COMPONENT:

LARGE VEHICLE SAFETY EQUIPMENT

- Side Guards & Additional Mirrors
- Will be standard for the City Fleet
- Will be a required in any City contract over $2 million
- Phased over 4 years
KEY PLAN COMPONENT:
COMMUNITY-BASED TRAFFIC SAFETY

- Provide an opportunity for community engagement on traffic safety and involvement in Vision Zero
### Quick Facts

<table>
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<tr>
<th>Category</th>
<th>West Side</th>
<th>Citywide</th>
<th>Description</th>
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<tr>
<td>People Killed or Seriously Injured in West Side Crashes</td>
<td>915</td>
<td>302</td>
<td>2010-2014</td>
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<tr>
<td>Serious Injuries and Fatalities per 100,000 residents</td>
<td>485.6</td>
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<td>Percentage of Census Tracts rated as High Economic Hardship*</td>
<td>69%</td>
<td>33%</td>
<td>Median Household Income</td>
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<tr>
<td>Median Household Income</td>
<td>$21,689</td>
<td>$48,883</td>
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*Note: Citywide statistics are for comparison purposes.
VISION ZERO
WEST SIDE

- Four community organizers
- Focused on ground-up outreach
- Community-specific, culturally relevant content and context for crash reduction strategies
- Lasting relationships with stakeholders, open lines of communication
- westside@visionzerochicago.org
Rosanne Ferruggia
VISION ZERO COORDINATOR
Consultant, Chicago Department of Transportation
rmf@chicagocompletestreets.org

WWW.VISIONZEROCHICAGO.ORG

View Chicago’s Vision Zero Action Plan and sign up for updates.
Milwaukee/North/Damen + Milwaukee Ave
Complete Streets Improvements

Mayor’s Bicycle Advisory Council Meeting
June 14th, 2017
Mike Amsden, AICP – Assistant Director of Transportation Planning
Project Goals

• Improve accommodations for people walking, biking, taking transit & visiting the area by implementing projects identified in the Wicker Park Bucktown Master Plan
• Implement low-cost, quick-hit pilot projects that are prioritized and supported by members of the community
• Evaluate before / after effects of pilot project treatments
Vision Zero Action Items

• Evaluate High Crash Corridors for appropriate redesigns
• Create High Crash Corridor improvement plans that identify opportunities for interim safety projects
• Work with the community to identify opportunities to reduce the posted speed limit on pedestrian, bicycle, & transit priority streets
• Follow the Complete Streets Design Guidelines
• Improve service and access to public transit, especially on High Crash Corridors
Crash Data (2010 – 2014)

Overview
- High Crash Corridors
- 1,097 total crashes, with M/N/D having the highest concentration of crashes
- M/N/D a high-pedestrian crash intersection (2011 and 2015 analyses) and a high-bicycle crash intersection (2012 analysis)

Pedestrian / Bicyclist Crashes
- People walking and biking involved in 20% of all crashes, but represent;
  - 66% of injury crashes
  - 68% of serious injury crashes
- 74 reported dooring crashes represent 6% of reported dooring crashes citywide
Projects in the WPB Master Plan

Project 4.2 – Adjust Operations at Milwaukee/North/Damen to Better Accommodate all Forms of Transportation

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project**
- Add new high visibility crosswalks
- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Convert slip lane to pedestrian space
- Investigate eliminating some turn lanes and/or turning movements
Projects in the WPB Master Plan

Project 1.1 – Improve Pedestrian Crossings
- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Investigate eliminating turn lanes and/or turning movements

Project 4.1 – Re-envision Milwaukee Ave to Balance all Users
- Work with CDOT to develop, implement, and study the before/after effects of a pilot project to introduce bike lanes on Milwaukee Ave
- Investigate reducing the speed limit to 20 MPH on Milwaukee Ave

PROPOSED MILWAUKEE AVENUE CONFIGURATION – PER THE WPB MASTER PLAN
Projects in the WPB Master Plan

Project 2.2 – Complete Bike Lanes where Gaps are Present
  • Continue to build out a comprehensive network of bikeways
  • Milwaukee Ave is a Spoke Route and Damen Ave is a Crosstown Bike Route in the Streets for Cycling Plan 2020

Project 4.3 – Increase Visibility of Existing Bike Lanes
  • Bike improvements at intersections, including bike boxes and bike lanes up to and through intersections
  • Upgrade to green bike lanes where possible / needed

![Image of bike lane]
Scope of Work

- Restriping Project in 2017
  - Upgraded markings
  - Colored pavement markings
- “Paint and Post” Treatments
- Turning Movement Modifications

Paint and Post Bump-out – San Francisco, CA

Slip Lane Closure – Halsted St at Broadway

Bike Box – Milwaukee Ave at Halsted St/Grand Ave
Existing Conditions – Milwaukee / North / Damen

Slip Lane Utilization
• Over 1,000 people walking during the combined AM & PM peak hours
• 32 people turning right during the combined AM & PM peak hours

Pedestrian Volumes
• Over 5,000 crossings during the combined AM & PM peak hours
• Congested sidewalks at peak periods
• People standing in street due to minimal sidewalk widths
Existing Conditions – Milwaukee / North / Damen

Pedestrian desire lines at unmarked crosswalk locations
Existing Conditions – Milwaukee / North / Damen

• Over 800 people riding through the intersection during the AM peak
• People on bikes represent 40% of peak-direction traffic on Milwaukee Ave and 10-12% of peak-direction traffic on Damen Ave during peak hours
• 65% of people arriving at a southbound red light on Milwaukee Ave use the pedestrian signal to cross to Starbucks (all data from April/May 2017)
Existing Conditions – Milwaukee Ave Corridor

- 42’ wide with minimal pavement markings
- Heavily used curbside activity
- 13,000 motor vehicles/day
- #56 CTA Bus
- Over 5,000 people riding bikes/day at various points along Milwaukee Ave
Existing Conditions – Milwaukee Ave Corridor

- Speed limit posted at 25 MPH and 30 MPH
- Average speed at Evergreen is 17 MPH
- 85% of people are driving 24 MPH or slower
Project Schedule

- **Data Collection & Community Input**: April – Early June
- **Design Concepts & Preferred Alternative**: May – July
- **Community Meeting #1**: Mid-July
- **Community Meeting #2**: Mid-July
- **Construction**: August
- **Evaluation**: Fall ’18 – Spring ‘19
Thank You!
mike.amsden@cityofchicago.org

Website
www.chicagocompletestreets.org

Twitter
@CDOTNews

Facebook
facebook.com/CDOTNews
The City of Chicago’s Bicycling Ambassadors

2017 Season Update
Who are the Bike Ambassadors

- Safety and education team dedicated towards encouraging more trips by bike, more people riding safely.
- Largest and longest running outreach/education program of its kind in North America.
- Outreach includes Safe Routes and Bike Ambassador events.
Safe Routes Ambassador Types of Outreach

Safe Routes to School

- 2nd grade pedestrian safety
- 5th grade bike safety
- 10th grade bike and traffic safety

Safe Routes for Seniors

- 311
- Alderman Requests
- Snow Removal
- CTA / Pace
Bike Ambassador Types of Outreach

General Outreach

- Health fairs
- Street Festivals
- Libraries
- Alderman bike rides

Enforcement

- Riding on sidewalk, parking in bike lanes, distracted driving, dooring
- Education focused
- Prioritized per Chicago Vision Zero plan high crash corridors and Aldermanic request
Junior Ambassador Program

- Unique peer-to-peer outreach program
- Partners with Chicago Park District
- 4 Adult Ambassadors, 10 Juniors
- 140-150 of approximately 200 Chicago Park District Day Camps
- Safety Presentations
- Bike Rides/ Rodeos
- Helmet Fittings
Learn to Ride

- Partnership with Divvy and BCBS Illinois
- Started 2016, 37 signups
- 2017 – June through August
- Two Locations: Kennedy King College and Chicago Center for Green Technology
- Over 80 signups to date
- Median Age is 44
- 78 percent are women
Contact the City of Chicago’s Bicycling Ambassadors

Lauren Crabtree: (312) 744-8017
Lauren@chicagocompletestreets.org

facebook.com/chicagobicyclingambassadors
Divvy’s Outreach Initiative
Summer 2017
Goals of Program

» Increase engagement of 2015 and 2016 expansion areas

» Increase ridership and number of people on bikes

» Have Divvy’s membership be reflective of the city's diverse populations
Our Engagement + Outreach Strategy

» **General outreach**: Areas of low ridership

» **Location**: South Shore community area.

» **Objectives**: Learn from residents, improve perceptions of Divvy, demystify the system, and increase the number of people on Divvy bikes.

» **Citywide**: Financial Opportunity Center locations

» **Locations**: Ravenswood, Logan Square, North Lawndale, Little Village, Bronzeville, and Englewood.

» **Objectives**: Provide support for current D4E registration sites and build genuine outreach partnerships.
South Shore Approach

We wish to establish working partnerships with community members, businesses, and various community organizations to engage more qualified and interested residents around Divvy and D4E specifically.

» Docking station siting of all 17 stations
» Identify and engage community stakeholders and residents
» Station post ups
» Assist in scheduled events
  » Tabling/D4E registrations, organizing local bike rides, facilitating workshops/presentations/and demonstrations, as well as having trained Outreach Leaders present to register any and all qualified/interested community members for D4E.
Thank you for your time!

Xia Xiang
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Work: (773)551-5266

Dan Black
Email: danblack@motivateco.com
Work: (773)580-6641
Please join us for the next Mayor’s Bicycle Advisory Council Meeting

September 13th, 3:00 – 4:30 pm