### Bicyclist Fatalities, Year to Date (January 1 – August 31, 2016)

#### MBAC Briefing

**Bicyclist Fatality Statistics**

Year to date total, 2016 (CPD): 4
Year to date total, 2015 (CPD): 2
Year to date average, 2010-2014 (IDOT): 4

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Mayor Emanuel Launches Vision Zero Chicago Initiative To Eliminate Traffic Fatalities And Serious Injuries Across The City

The City will release a three-year Vision Zero Action Plan in the fall of 2016. The plan will look at traffic safety as a public health issue and identify priorities for the City’s engineering and education initiatives, as well as enforcement support for reducing crashes. City departments are currently working with stakeholders and the public to develop the final goals and strategies included in the plan.

“Every day someone is injured or worse as the result of a car crash on Chicago’s streets – and that is simply unacceptable,” Mayor Emanuel said. “These crashes are preventable, and that is why we are stepping up our efforts, developing partnerships with communities and private industry. We are going to use all the resources at our disposal to eliminate traffic fatalities and serious injuries in Chicago.”
Bikeway Projects – Pending Construction

• Protected Bike Lanes – 3 miles
  – Elston
  – Franklin (concrete upgrade)
  – Randolph and Clinton (Loop Link)

• Buffered Bike Lanes – 14 miles
  – Locally Funded – 2 miles
  – Arterial Resurfacing – 3.25 miles
  – Federally Funded – 8.75 miles

• Neighborhood Bike Routes – 1.75 miles
  – Wood (Augusta to Hubbard)
  – Glenwood (Broadway to Ridge)
  – Manor Greenway Diverter Trial
### Bikeway Restriping

- **11 Miles Completed**

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- **12 Miles Pending**

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Bikeway Resurfacing

• Kinzie (Desplaines to Wells)
  – Scheduled for mid-September
  – Protected bike lane reinstalled

• Dearborn (Madison to Wacker)
  – Scheduled for mid-September
  – Protected bike lane reinstalled

• Randolph (Michigan to Clinton)
  – Scheduled to start this week
  – New westbound protected bike lane
Bikeway Projects – In Design

• Neighborhood Greenways
  – Manor (Montrose to Lawrence)
  – Cortland/Wood
  – South Loop Connection (Dearborn to Grant Park)
  – Glenwood/Greenview (Devon to Evanston)
  – School/Roscoe (Lincoln to Lakefront Trail)

• 2017 Construction
Bikeway Projects – In Design

• Concrete Upgrades
  – Dearborn (Polk to Kinzie)
  – Milwaukee (Kinzie to Ogden)
  – Harrison (Desplaines to Wabash)
  – Elston (Milwaukee to North)

• Provides physical separation between people riding bikes and people driving/parking

• Parking endcaps to define parking lanes and minimize illegal parking in bike lanes

• 2017 Construction
Bikeway Projects – In Design

• South / West Side Outreach
  – Chicago Ave (Austin to Laramie)
  – Polk (Independence to California)
  – Kedzie (Polk to Franklin)
  – Torrence (126th to 100th)
  – 103rd (Vincennes to Michigan)
  – Stony Island (122nd to Doty)

• 2017 / 2018 Construction
Thank You!

Website
www.chicagocompletestreets.org

Twitter
@CDOTNews

Facebook
facebook.com/CDOTNews
Divvy Update

Mayor’s Bicycle Advisory Council
September 7, 2016
DIVVY TO DATE

2016 Expansion Completed
• 584 stations; 5800+ bikes
• Includes suburbs of Evanston & Oak Park

Ridership
• ~ 19 million miles traveled
• 8.9 million trips
  • 6.2 million member trips
  • 2.7 million 24-hour
• 34,000+ annual members
EXPANSION IMPACT

- 44% of the City’s geography served (up from 38%)
- 64% of Chicago’s population lives within ½ mile of station (up from 56%)
- 52% of population served is non-white (up from 46%)
- 11 of 15 community areas with median household income under $30K/year served by Divvy
- 38% of Divvy stations are within one block of train station (up from 25%)
D4E YEAR 1 RESULTS

• 1,600+ members to date
• 1,400+ members in Year 1

Demographic Snapshot
• ~35% African American
• ~37% White
• ~15% Hispanic
• 53% Male
• 46% Female

As of July 6, 2016
• 82% have used Divvy
• 53% have taken 10+ trips
NEW PROGRAM FEATURES

Add’l Enrollment Opportunities

- Little Village Central States SER
- Slow Roll Chicago Events

Transitional pricing for continuing (renewing) D4E members

- $50.00/year
- $5.00/month

Cash payment with PayNearMe

- Required for those without debit or credit cards
- Pay cash in person at 7-Eleven or Family Dollar stores
Bike Ambassador Learn To Ride
First Year Update
Goal: Develop recommendations for trail signage, education, and other strategies to improve Lakefront trail use.
Q2 What are the biggest factors contributing to safety concerns on the Lakefront Trail?

- Insufficient knowledge of “proper” path etiquette: 75.95% of respondents
Welcome to the Lakefront Trail!

Trail Etiquette

1. Use catwalks. Keep feet on the concrete where provided.
2. Hunting, horseback riding, biking, and snowmobiling are prohibited in the park.
3. Cleaning up after pets is expected in the park.
4. Parking is limited. Do not block entrances or exits.
5. Grilling is not permitted.
6. Take everything with you.
7. Please respect our natural environment.
8. Keep noise levels to a minimum.
9. No gatherings.
10. No alcohol.

LAKEFRONT TRAIL ETIQUETTE
Separated lanes for different traffic—i.e. runners, cyclists—83.12% of respondents
Sign #3 -- 49.36% of respondents
STRIPING IMPROVEMENTS, SIGNAGE, & TRAIL SEPARATION

PAVEMENT MARKINGStencil
54 inch Ped Crossing - 1/8” Polyethylene - # STL-108-5030

PAVEMENT MARKING Stencil
78 inch Bike Lane - 1/8” Polyethylene - # STL-108-5035

CHICAGO PARK DISTRICT
KEEP RIGHT
RENDERING OF TRAIL SEPARATION

PROPOSED PEDESTRIAN PATH

3' WIDE SOFT SURFACE SHOULDERS

14' WIDE ASPHALT PEDESTRIAN TRAIL

PROPOSED COMMUTER PATH

12' WIDE ASPHALT COMMUTER TRAIL
SOUTH LAKEFRONT TRAIL SEPARATION
31st TO 51st
Plan View of 31st Street Improvements
NEXT CONSTRUCTION ACTIVITY
35TH TO 40TH
NEXT STEPS
- Lakefront Trail updates on CPD website and social media
- 31st Trail Separation completed by mid-September
- Start painting graphics on trail when not as active
- Complete design from 35th to 51st
- 35th to 51st to start construction mid September
COMMUNICATION STRATEGY

- Lakefront Trail updates on CPD website and social media #CHILFT, updates through ATA, CARA
- Working on new page on our website
- Annually work will occur in Spring when asphalt plants open to repave, repair stretches of trail damaged over the winter
- Trail work is both weather dependent and material specific
- Welcome your comments and feedback
Go Campaign Goals

• Reduce drive-alone trips in neighborhood;
• Increase trips made by foot, bicycle, transit, and carpool;
• Increase the use of bike share, particularly at stations within neighborhood;
• Foster a sense of community around walking and bicycling activities; and
• Support local businesses and community efforts.
Campaign Structure

1) Stakeholder Interviews
2) Hire Ambassadors
3) Communication
4) Go Kits
5) Community Outreach & Events
Program Structure

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Target = 10,000 households
Program Structure

1) Stakeholder Interviews
2) Hire Ambassadors
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4) Go Kits
5) Community Outreach & Events

Go Kits Ordered & Delivered:
- Go Bronzeville: 767
- Go Pilsen: 894
- Go Albany Park: 965
- Go Edgewater: 1,210
- Go Garfield Park: 930

“I love my kit!”
Program Structure

1) Stakeholder Interviews
2) Hire Ambassadors
3) Communication
4) Go Kits
5) Community Outreach & Events
Events
Events
Events
Interest in Biking

- Independence
- Focus on Health
- Leisure
Barriers & Needs

• Safety Concerns
• Education (Rules of the Road)
• Infrastructure
  – Better streets
  – Debris/potholes
  – North/south lanes
• Bike Shop
• Bike Programming
Questions?

Visit us at gogarfieldpark.org and facebook.com/gogarfieldpark
GREENCORPS CHICAGO YOUTH

» Two Core Areas — Horticulture and Biking
» Regional Capacity and Strong Institutional Knowledge from CDOT and DFSS
» High Quality Instructors and Mentors (10:1 youth to mentor ratio)
» 6 Weeks of Paid Work Experience for Youth (Ages 15-19) from CPS at-risk-for-violence high schools
» Nearly 3,000 youth have participated in the program since 2013
Please join us for the next Mayor’s Bicycle Advisory Council Meeting

Wednesday, December 7