Mayor’s Bicycle Advisory Council

Thursday, September 10
**Bicyclist and Pedestrian Fatalities, Year to Date (Jan 1, 2015 – Aug 31, 2015)**

**MBAC Briefing**

**Bicyclist Fatality Statistics**
- Year to date total, 2015 (CPD): 2
- Year to date total, 2014 (CPD): 6
- Year to date average, 2009-2013 (IDOT): 3.6

*Note: fatalities through August 31, 2015 only*

**Bicyclist Fatality Summaries (from CPD)**
- No fatalities this quarter

<table>
<thead>
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<tbody>
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<td>January</td>
<td>0</td>
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<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0.2</td>
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<td>February</td>
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<td>0</td>
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<td>April</td>
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<td>1</td>
<td>0</td>
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<td>0.8</td>
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<td>0</td>
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<td>3</td>
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<td>September</td>
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<td>2</td>
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<td>1</td>
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<td>0</td>
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<td>December</td>
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<td>1</td>
<td>1</td>
<td>0</td>
<td></td>
<td>0.6</td>
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</tbody>
</table>

**TOTAL Year to Date (Jan-Aug)**

| 3 | 3 | 6 | 4 | 2 | 6 | 2 | 3.6 |

**TOTAL**

| 6 | 5 | 7 | 8 | 3 | 8 | 2 | 5.8 |
Junior Bicycling Ambassadors Program
Who are the Junior Ambassadors?

- A team of 5 groups of bicycle education outreach specialists hired each summer to increase bicycling in Chicago.
Hiring Process

• Park District selects a group of teens who have completed programming from different organizations like West Town, Better Boys Foundation, Bikes N’ Roses, and After School Matters.
Education Focus

• Our education is targeted towards children and teens at Chicago park districts.
Education Topics

- Four Reasons to Ride a Bike
- ABC Quick Check
- Helmets
- Locking
- Rules of the Road
- Hazards
ABC Quick Check
Participation
Bike Rodeos
2015 Season

• Total events: 190 events
  - Total Parks: 150 Parks visited
  - Total Adults educated: 7,000
  - Total Kids educated: 14,500
  - Total people educated: 21,500
16 year old Angel
Stay In Touch

Email
Angel@chicagocompletestreets.org

Website
www.chicagocompletestreets.org

Facebook
www.facebook.com/chicagobicyclingambassadors
Divvy for Everyone (D4E)
DIVVY FOR EVERYONE (D4E)

» Credit card required to use Divvy system
   » 12.7% of Chicago households are unbanked
   » 34% of Chicago households live on less than $30,000/year (Bankon.org)

» Daily breakdown of Divvy annual cost is approximately $0.20/day

» Affordable transportation should be available to all Chicagoans, especially those with low and/or fixed incomes
CHICAGO’S UNBANKED

» 12.7% Citywide
» 17% Bronzeville
» 7% Nationwide

HOUSEHOLDS BELOW FPL

» 22% Citywide
» 29% Bronzeville
» 14.5% Nationwide

DIVVY DEMOGRAPHICS

» 65% Male
» 79% Caucasian
» Average age of 34
» 93% have a college degree or more
» Moderate to high household incomes
DIVVY FOR EVERYONE (D4E)

» $75K grant from Better Bike Share Partnership
» $75K match from BCBSIL sponsorship revenues

BlueCross BlueShield of Illinois
5 PROGRAM ELEMENTS

1. Discounted ($5) Membership for qualified applicants for 1st year

2. Pathway to financial empowerment and credit building programs for year 2

3. Loss liability fund to cover lost bikes

4. Deep-dive outreach and education pilot in Bronzeville

5. Citywide outreach
PROGRAM FEATURES

» One-time $5.00 subsidized membership
» No Credit or Debit card required
» In-person enrollment
» Cash payment
» Chicago residents only
» First time Divvy members
» Income level at or below 300% FPL

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<th>Family Size</th>
<th>Annual household income less than:</th>
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<td>$47,790</td>
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<td>3</td>
<td>$60,270</td>
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<td>$72,750</td>
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<td>5</td>
<td>$85,230</td>
</tr>
<tr>
<td>6</td>
<td>$97,710</td>
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</table>
DivvyBikes.com/D4E
Facebook.com/DivvyBikes
Twitter.com/DivvyBikes
DivvyBikes.Tumblr.Com
Amanda.Woodall2@cityofchicago.org
Streets for Cycling Plan 2020
South and West Side Implementation Process

Mike Amsden, AICP
Assistant Director of Transportation Planning
Project Goals

- Engage a wide variety of community members
- Build support for new and better bikeways in communities on the south and west sides
- Prioritize projects for implementation over a specified time-period
- Install projects that are supported and used by local residents
Geographic Boundaries

- Targeted on the west and south sides to complement existing and proposed bike-related amenities / resources
Geographic Boundaries

- Targeted on the west and south sides to complement existing and proposed bike-related amenities / resources

[Map showing streets for cycling in 2020 on the south side map]
## Prioritization Model

- Technical analysis of proposed routes in the Streets for Cycling Plan 2020
- Will identify high, medium, and low-priority routes

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<th>Category</th>
<th>Criteria</th>
<th>Buffer</th>
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<td>Divvy Station</td>
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<td><strong>Destinations</strong></td>
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<td>CTA Train Station</td>
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<td>Library</td>
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<td>Major Park or Forest Preserve</td>
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<td>Minor Park</td>
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<tr>
<td>Connects to Off-Street Trail</td>
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<tr>
<td>Connects to Existing or Programmed Neighborhood Greenway</td>
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<tr>
<td>Connects to Existing or Programmed Protected Bike Lane</td>
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<tr>
<td>Connects to Existing or Programmed Buffered Bike Lane</td>
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<td>Connects to Existing or Programmed Standard Bike Lane</td>
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<td>Connects to Existing or Planned Bicycle Facility in Adjacent Municipality</td>
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<tr>
<td>Crosses Major Barrier</td>
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<td>Crosses Major Roadway</td>
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<td>Crash History</td>
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<td>Bike Commute Mode Share</td>
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<td><strong>Socioeconomic factors</strong></td>
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<td>Low income community area</td>
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<tr>
<td>Public Health – High percentage of “obesity or overweight” school children</td>
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<tr>
<td>Low vehicles per household</td>
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</table>
Community Input

- Aldermanic Coordination
- Community Advisory Groups
  - Economic Development Groups
  - Health Centers
  - Public Institutions
  - Neighborhood groups
- Public Meetings
  - Winter / Spring 2016
- Prioritization Plan in 2016
Thank You!

Website
www.chicagodot.org

Twitter
@CDOTNews

Facebook
facebook.com/CDOTNews
Olatunji Oboi Reed
President & Co-Founder
Slow Roll Chicago

Eric Sherman
Member
Transportation Group, Open Gov
Hack Night
Agenda

• The Movement
• The Strategy
• The Work
• Bicycle Equity
• Next Steps
• The Challenges
• Discussion
The Movement

History

Mission

Vision

Target Audience
The Strategy

Community

Culture

Context
The Work

Signature Ride Series

Youth Programs

Advocacy

Projects
Bicycle Equity

No Consensus Definition

Equity vs Equality

Based on Needs & Benefits

Distribution of Resources
Equality vs. Equity

Source: City of Portland Office of Equity & Human Rights
Equality vs. Equity (thanks to Alex Murphy!)

Equality doesn't mean Equity

Consortium to Lower Obesity in Chicago Children (CLOCC)
Bicycle Equity

Those who need the most, receive the most: People who bike the least.

Those who stand to gain the most, receive the most: People the most disproportionately impacted by healthcare disparities, violence, and unemployment.
The Benefits of Cycling:
Three Socio-Economic Factors

Improving Health

Creating Jobs

Reducing Violence
Chicago Bike Routes, Public Violence per census tract

Bike Routes
Public Violence per 1,000 pop
0
< 2.9
3 - 7.9
8 - 14.9
15 - 29

Chicago 2.9

http://cdb.io/1OfR8A7

Prepared by Margarita Reina, MPH
Chicago Department of Public Health
Office of Epidemiology
August 18, 2015

Source: City of Chicago Portal, Chicago Police Department
Bike Routes and DIVVY Stations, Hardship Category by census tract Chicago Community Areas

http://cdb.io/1OfRkzg

Prepared by Margarita Reina, MPH
Chicago Department of Public Health
Office of Epidemiology
August 18, 2015

Source: City of Chicago portal, American Community Survey 2013 5-year estimates
Bike Routes and DIVVY Stations
Percent Non-Hispanic Black population by census tract
Chicago Community Areas

http://cdb.io/1J0mOSR

Prepared by Margarita Reina, MPH
Chicago Department of Public Health
Office of Epidemiology
August 18, 2015

Source: City of Chicago portal, American Community Survey 2013 5-year estimates
Next Steps

Fair Access % by Race, Income, & Neighborhood

Improved Data Sets

Live Online Mapping Tool
The Challenges

Infrastructural

Cultural

Structural
Discussion
Please join us for the next Mayor’s Bicycle Advisory Council

Thursday, December 10