Mayor’s Bicycle Advisory Council

Wednesday, March 8
Traffic Crash Fatalities in the City of Chicago
January 1, 2016 - December 31, 2016

<table>
<thead>
<tr>
<th></th>
<th>Pedestrians</th>
<th>Cyclists</th>
<th>Motorists</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year-to-Date 2016 (CPD)</td>
<td>44</td>
<td>6</td>
<td>63</td>
</tr>
<tr>
<td>Year-to-Date 2015 (CPD)</td>
<td>46</td>
<td>7</td>
<td>57</td>
</tr>
<tr>
<td>Avg. Year-to-Date 2010-2014 (IDOT)</td>
<td>35.4</td>
<td>5.8</td>
<td>70.6*</td>
</tr>
</tbody>
</table>

* does not include crashes on interstates
Data: IDOT 2010-2014; CPD 2015-2016
Note: CPD statistics do not include traffic fatalities reported by State Police

Fatality by User
- ▲ Pedestrian
- ♦ Cyclist
- ● Driver/passenger

Map showing locations of traffic crash fatalities with a scale indicating miles.
## Bicyclist Fatalities, Year to Date (January 1 – February 28, 2017)

**MBAC Briefing**

**Bicyclist Fatality Statistics**

- Year to date total, 2017 (CPD): 1
- Year to date total, 2016 (CPD): 0
- Year to date average, 2010-2014 (IDOT): 0.2

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<tbody>
<tr>
<td>January</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0.2</td>
</tr>
<tr>
<td>February</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>March</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.2</td>
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<tr>
<td>April</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0.2</td>
</tr>
<tr>
<td>May</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
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<td>0</td>
<td>0</td>
<td>0.8</td>
</tr>
<tr>
<td>June</td>
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<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td></td>
<td>0.4</td>
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<tr>
<td>July</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0.8</td>
</tr>
<tr>
<td>August</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td></td>
<td>1.4</td>
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<tr>
<td>September</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>1</td>
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<td>0.8</td>
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<tr>
<td>October</td>
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<td>2</td>
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<td>November</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>0.2</td>
</tr>
<tr>
<td>December</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td></td>
<td>0.4</td>
</tr>
<tr>
<td>TOTAL (Jan 1- Feb 28)</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0.2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5</td>
<td>7</td>
<td>8</td>
<td>3</td>
<td>6</td>
<td>7</td>
<td>6</td>
<td>1</td>
<td>5.8</td>
</tr>
</tbody>
</table>
Traffic Crash Fatalities in the City of Chicago
January 1, 2017 - February 28, 2017

<table>
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<tr>
<th>Year-to-Date</th>
<th>Pedestrians</th>
<th>Cyclists</th>
<th>Motorists</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017 (CPD)</td>
<td>9</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>2016 (CPD)</td>
<td>9</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>Avg. Year-to-Date 2010-2014 (IDOT)</td>
<td>4.8</td>
<td>0.2</td>
<td>11.6*</td>
</tr>
</tbody>
</table>

* does not include crashes on interstates
Data: IDOT 2010-2014; CPD 2015-2016
Note: CPD statistics do not include traffic fatalities reported by State Police

Fatalities by User
- Pedestrian
- Cyclist
- Driver/passenger

0 1 2 4 Miles

CBD

Map of Chicago showing traffic crash fatalities in the City of Chicago from January 1, 2017 to February 28, 2017.
MBAC Survey Results

January 3 –31, 2017
The function of MBAC meetings has evolved over several years. CDOT wants MBAC meetings to be productive and serve the City’s goals for bicycling. 125 people responded between January 3 – 31, 2017.
Who responded?

Gender:
- Male: 63%
- Female: 36%
- No response: 1%

Age:
- 18-24: 36%
- 25-34: 21%
- 35-44: 21%
- 45-54: 13%
- 55-64: 7%
- 65+: 7%

Results from 125 total responses
Who responded?

Racial Background

- 83%: White
- 8%: Asian
- 4%: Black or African American
- 3%: No Answer
- 2%: Multiple

Results from 125 total responses
Where do respondents live?

Results from 125 total responses

- Other North Side: 38%
- Suburban: 12%
- Other South Side: 12%
- Other West Side: 5%
- Logan Square: 8%
- Humboldt Park: 5%
- Loop: 8%
- Andersonville/Edgewater: 6%
- Lincoln Park: 6%
Riding History and Motivation

How long have you been riding in Chicago?

- Less than 1 year: 2%
- 1 - 3 years: 6%
- 3 - 5 years: 14%
- 5 - 10 years: 22%
- More than 10 years: 49%
- Don’t ride: 7%

What is the primary reason you ride?

- Commuting: 47%
- Social: 3%
- Errands: 4%
- Save Money: 6%
- Environment: 4%
- Health: 15%
- Fun: 13%
- Other: 8%

Results from 125 total responses
The Good News

How have riding conditions changed since you began bicycling in Chicago?

Results from 125 total responses
MBAC Attendance in 2016

How many MBAC meetings did you attend in 2016?

Results from 125 total responses

- Zero: 59%
- One or more: 41%
Results from 2016 Attendees

Agenda Items

<table>
<thead>
<tr>
<th>Category</th>
<th>Agenda Items to Avoid</th>
<th>Agenda Items to Include</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Initiatives</td>
<td>6%</td>
<td>88%</td>
</tr>
<tr>
<td>Crash Updates</td>
<td>6%</td>
<td>69%</td>
</tr>
<tr>
<td>Project Profiles</td>
<td>22%</td>
<td>49%</td>
</tr>
<tr>
<td>Non-Profit Initiatives</td>
<td>22%</td>
<td>49%</td>
</tr>
<tr>
<td>Upcoming Events</td>
<td>27%</td>
<td>41%</td>
</tr>
</tbody>
</table>

Results from 51 responses
Results from 2016 Attendees

Agenda Format

- **Stakeholder Group**
  - Other: 14%
  - 8%

- **Geographic Region**
  - 18%

- **Topic Area**
  - 22%

- **Keep Current Format**
  - 39%

Results from 51 responses
Questions/Discussion
Chicago is committed to eliminating death and serious injury from traffic crashes by 2026.
Vision zero is more than traditional traffic safety programming.

Severe traffic crashes are preventable, not accidents

Data-driven and focused on severe crashes

Safe System approach

Social equity
Severe crashes affect thousands of Chicagoans.

544 people were killed and another 9,480 were seriously injured while in vehicles, walking, or riding a bicycle on Chicago streets from 2010-2014.
Crashes are a social equity issue.

**Distribution of Fatalities by Economic Hardship Level**

- **High**: 47%
- **Medium**: 35%
- **Low**: 18%

People of High and Medium Hardship comprise 82% of Chicago’s traffic fatalities.
Crashes are a social equity issue.

Areas of High Economic Hardship have more than 3 times the number of fatalities per 100,000 residents than Low Economic Hardship areas.

Traffic Fatality Rate by Level of Economic Hardship

- **High**: 4.9
- **Medium**: 3.2
- **Low**: 1.6

Citywide Rate: 3.7

Fatalities per 100,000 residents
The Action Plan establishes the framework for further progress.

- Use data to identify greatest opportunities for change
- Connect the resources and expertise of City departments
- Establish policies and processes that will enable communities to make their streets safer
The Vision Zero Action Plan establishes interim benchmarks for a three-year period.

- Reduce deaths from traffic crashes by 20% by 2020.
- Reduce serious injuries from traffic crashes 35% by 2020.
Goal 1: Target resources in communities disproportionately affected by severe traffic crashes.

Belmont Cragin | Austin | West Garfield Park | East Garfield Park | North Lawndale |
Humboldt Park | West Town | Near West Side | Near North | Loop
West Englewood | Englewood | Washington Park | Grand Boulevard

20% 25% 36%

of Chicago’s Geographic Area of Chicago’s Population of Chicago’s Severe Crashes
Goal 1: Target resources in communities disproportionately affected by severe traffic crashes.

Reduce severe crashes in High Crash Areas and high economic hardship communities by developing community-driven plans for addressing traffic safety issues.
Goal 2: Influence measurable change in behaviors and perceptions to build a citywide culture of safety.

- Speeding
- Failure to Give the Right of Way
- Using a Cell Phone While Driving
- Driving Under the Influence
- Disobeying Traffic Signals

72% of crashes resulting in death involve one or more of these top five dangerous driving behaviors.
Goal 2: Influence measurable change in behaviors and perceptions to build a citywide culture of safety.

- Decrease speed-related fatal and serious injury crashes.
- Increase awareness of dangerous driving behaviors, as measured through survey data.
- Have 100,000 Chicagoans sign the Vision Zero Pledge.
Goal 3: Make streets safer for all users.

Bicycle Commuters
INCREASED

Rate of fatality & serious injury
DECREASED

22% INCREASED
-47% DECREASED

Fatality and serious injury rates calculated per 10,000 walking or biking commuters Source: U.S. Census Bureau, American Community Survey 5-year estimates 2010-2014 and IDOT crash data, 2010-2014
Goal 3: Make streets safer for all users.

By 2020:
Increase the percentage of adults who walk, bike, or take transit to work by 10%

By 2030:
Reach 50% of commuters walking, biking or taking transit instead of driving by 2030

Improve pedestrian infrastructure at 300 intersections.

Complete 50 miles of better bike lanes, as established in Mayor Rahm Emanuel’s goals for his second term.
Goal 4: Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers.

Commercial vehicle drivers accounted for 20% of cyclist fatalities 2010-2014.
Goal 4: Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers.

- Eliminate fatal crashes involving City fleets, CTA buses, and public chauffeurs by 2020.

- Ensure that training for City fleet drivers and City-regulated drivers include Vision Zero curriculum components. Include Vision Zero curriculum in training for new CTA bus operators and recertification program for existing operators.

- Collaborate with private industry and associations to create recommended standards for voluntary safety equipment for large vehicles.
FOCUS GOAL: TARGETING RESOURCES
VISION ZERO CHICAGO ACTION PLAN - PROCESS

- Departments & Sister Agencies
- Citywide Stakeholders
- Action Plan Release
- City & Stakeholders
- Community Groups & Residents
- High Crash Area Plans
HIGH CRASH AREAS
INPUT SESSION:

HOW CAN WE BUILD SUPPORT FOR CYCLING IN THESE TARGET AREAS?
MORE OPPORTUNITIES FOR ENGAGEMENT

Sign up for e-newsletters at www.VisionZeroChicago.org

Attend or host community meetings in High Crash Areas

Quarterly reports at MBAC
Please join us for the next Mayor’s Bicycle Advisory Council Meeting

Wednesday, June 14

www.chicagocompletestreets.org/getinvolved/mayors-advisory-councils/