Mayor’s Bicycle Advisory Council

Thursday, June 6, 2019
### Year to Date Cyclist Fatalities, 2019 (CPD): 1
### Year to Date Cyclist Fatalities, 2018 (CPD): 1
### Year to Date Cyclist Fatalities, Annual Avg 2012-2016 (IDOT): 0.4

#### Bicyclist Fatalities by Month

<table>
<thead>
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<tr>
<td>TOTAL (Jan 1-May 31)</td>
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<td>2</td>
<td>2</td>
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<td>1</td>
<td>1</td>
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<td>6</td>
<td>5</td>
<td>1</td>
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Cyclist Fatalities in the City of Chicago
January 1, 2019 - May 31, 2019

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<tr>
<th></th>
<th>Pedestrians</th>
<th>Cyclists</th>
<th>Motorists</th>
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<tr>
<td>Year-to-Date 2019 (CPD)</td>
<td>12</td>
<td>1</td>
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<td>Year-to-Date 2018 (CPD)</td>
<td>20</td>
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<td>28</td>
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<tr>
<td>Annual Avg. 2012-2016 (IDOT)</td>
<td>16</td>
<td>1</td>
<td>28.8*</td>
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</table>

* does not include crashes on interstates
Data: IDOT 2012-2016; CPD 2017-2018
Note: CPD statistics do not include traffic fatalities reported by State Police

Fatalities by User
- Pedalcyclist
- High Crash Corridors
- High Crash Community Areas
City Updates
DIVVY 2019 COMMUNITY ENGAGEMENT

COMMUNITY AREAS

- Auburn Gresham
- Avalon Park
- Beverly
- Burnside
- Calumet heights
- Chatham
- East Side
- Hegewisch
- Morgan Park
- Mount Greenwood
- Pullman
- Riverdale
- Roseland
- South Chicago
- South Deering
- Washington Heights
- West Pullman
DIVVY 2019 COMMUNITY ENGAGEMENT

JUNE MBAC INPUT SESSION

• Date and Location TBD
  — Expect an invite soon!

GOALS:

• Engage MBAC Community Representatives & Members

• Identify existing community needs and interests

• Gather ideas for:
  — Potential partners
  — Event ideas
  — Locations
  — Format
Vision Zero West Side Plan

[Image of the Vision Zero West Side Plan document]

[Austin
- Implement & enforce safer speeds for all travel modes along Chicago Avenue.
- Target safety improvements around public transit stops, stations.
- Advocate for traffic safety & air quality over truck traffic capacity on Cicero Avenue.
- Implement programs that encourage safe and active transportation to and from school.
- Strengthen community and police partnerships.

Garfield Park
- Prioritize investment in pedestrian safety on Madison Street.
- Implement programs that encourage safe active transportation to and from schools.
- Explore other opportunities for "Rapid Delivery Projects" in new neighborhoods.

North Lawndale
- Prioritize efforts and investment that focus on safety for all modes along Oglesby Avenue.
- Implement a Street Transformation Project at the "Five Corners" - Pulaski/Oglesby/Comiskey avenues.
- Target safety improvements around public transit stations.
- Prioritize pedestrian safety investments along 18th Street.
- Advocate for bike share network expansion.
- Promote programming that advances both physical wellness and safety.
- Strengthen community and police partnerships.]

[Table showing specific actions and priorities for each area]
MBAC COMMUNITY OVERVIEW

Southwest Region
MBAC Southwest Region

List of Neighborhoods:

- Brighton Park
- McKinley Park
- Archer Heights
- Marquette Park
- Gage Park
- West Lawn
- West Elsdon
- Clearing
- Garfield Ridge
- Back of the Yards
- Little Village
- Pilsen
High Crash Corridors

- Western Avenue (35th to Garfield & from 63rd to 74th)
- Pulaski (Archer to 71st)
Region Overview

- Total Population: 455,000 +
- Economic Context: According to the Chicago Health Atlas, most of the neighborhoods in this region experience high economic hardship.
- Dense neighborhoods on the southwest side with Little Village being the densest.
- Predominantly Latinx neighborhoods, though neighborhoods such as Garfield Ridge are predominately white.
- Most of the neighborhoods in this region used to be predominately white and white flight in the mid-20th century ushered in demographic change. Some of the newest Latinx neighborhoods are in the southwest side.
- Brighton Park, for example, did not start become majority Latinx until the 1990s.
Southwest Region Assets

- Green space
  - Harrison Park
  - La Villita Park
  - Marshall Boulevard
  - Mckinley Park

- Transit access
  - Pink and orange line access
  - Major bus routes: Pulaski, Western, Ashland, Archer, and Cermak

- Commercial districts
  - 26th Street (rivals Magnificent Mile)
  - Pulaski Road

- Bike shops
  - Working Bikes
  - Sanchez Bike Repair
  - Pilsen Bike Shop
Southwest Region Bike Infrastructure
Southwest Region Bike Infrastructure
Bike Network Issues/ Challenges

- Truck traffic/industry
  - Community groups like LVEJO have brought up the issue of heavy truck traffic making it unsafe for residents.
- Industrial parts of the community making it unsafe to bike
- Street infrastructure riddled with potholes and stretches of the community have poor lighting at night
- Few low-stress routes for cyclists
- Lack of safe crossings of the Sanitary and Ship Canal
MBAC Community Region Priorities

- Address how industry and truck traffic is connected to creating livable streets
- Discuss environmental pollution in the area and how it connects to bike connectivity and safety
- Develop recommendations for safe crossings along the the Sanitary and Ship Canal with consideration to environmental and transportation challenges in the southwest side
# Little Village Bike Infrastructure

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Barrier protected bike lanes</td>
<td>Bike lanes protected by a barrier</td>
</tr>
<tr>
<td>Buffer protected bike lanes</td>
<td>Bike lanes protected by a buffer</td>
</tr>
<tr>
<td>Neighborhood greenways</td>
<td>Greenways along neighborhood streets</td>
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<tr>
<td>Bike lanes</td>
<td>Standard bike lanes</td>
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<tr>
<td>Marked shared lanes</td>
<td>Shared bike lanes with markings</td>
</tr>
<tr>
<td>Signed bike routes</td>
<td>Bike routes designated for safety</td>
</tr>
<tr>
<td>Off-street trails</td>
<td>Bike routes on off-street paths</td>
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<tr>
<td>Open metal grate bridge</td>
<td>Metal grates with caution</td>
</tr>
<tr>
<td>Divvy Bike Share Station</td>
<td>Bike share stations</td>
</tr>
<tr>
<td>Bike shop location</td>
<td>Locations for bike shops</td>
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<tr>
<td>ADA accessible</td>
<td>Bike shops accessible to people with disabilities</td>
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<tr>
<td>CTA &amp; Metra stations</td>
<td>Stations for Chicago Transit Authority and Metra</td>
</tr>
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</table>
Little Village Community Area Profile Spotlight

- 85% Latino, primarily Mexican
- 73,826 people
- Median household income: $30,603
- Median age in neighborhood: 29
- 29% under age of 18
- 32% of the population with no health insurance coverage.
Little Village Community Assets

- Green space
  - Marshall Boulevard
  - La Villita Park
  - Community gardens
  - Douglas Park
- Transit access
  - Pink Line
  - Bus routes: Cermak Road, 26th Street, Blue Island Avenue, Kedzie Avenue, Pulaski Road
- Commercial districts
  - 26th Street, which is the highest grossing shopping and revenue hub after the Mag Mile
- Schools
  - Little Village HS
  - Farragut
  - Telpochcalli
  - Saucedo
- Bike shops
  - Working Bikes
  - Sanchez Bike Repair
NEXT STEPS

Rolling forward!

- Meet with key community stakeholders to learn more about region’s biking assets and challenges
- Map out community assets throughout the region
- Host a community meeting in one neighborhood in the region to start conversations.
List of Neighborhoods:

- Austin
- North Lawndale
- West Garfield Park
- East Garfield Park
- Humboldt Park
- Hermosa
- Belmont Cragin
- Montclare
COMMUNITY AREA PROFILE

- Total Population: 336,881
- Income Diversity: Household poverty ranges from 18% to 44% All experience high economic hardship except for Austin (medium); low to very low child opportunity
- Race / Ethnicity: Majority Black/Latino
- Age: On average 40% of pop. is under age 25
HIGH CRASH AREA/ CORRIDORS

High Crash Area(s)
- Austin
- Humboldt Park
- West Garfield Park
- East Garfield Park
- North Lawndale
- Belmont Cragin

High Crash Corridors
- Fullerton (Meade to California)
- North Ave. (Austin to Laramie)
- Chicago Ave. (Central to Cicero)
- Lake St. (Lockwood to Hamlin)
- Cicero (Arthington to Chicago)
- Pulaski (Roosevelt to Cicero)
- Chicago (Pulaski to Kedzie)
Region-Led Planning Efforts

HERMOSA AND LOGAN SQUARE WEST
HERE TO STAY

NORTH LAWNDALE
THE NEXT CHAPTER

BELMONT CRAGIN
UNITED, VIBRANT & DIVERSE

AUSTIN
FORWARD. TOGETHER.
Region ASSETS

- Austin Coming Together
- North Lawndale Community Coordinating Council
- Garfield Park Community Council
- Northwest Side Housing Center
- Blocks Together
- Center for Changing Lives
- Logan Square Neighborhood Association
- Bickerdike
Region ASSETS

- Green space
  - Columbus Park (Refectory)
  - Humboldt Park
  - Riis Park
  - Garfield Park (Conservatory)
  - Douglas Park
  - Tons of vacant lots
- Transportation
  - Several stops along Blue, Green, Pink lines
  - Bus routes connecting residents to the loop and beyond
  - 290
- Commercial Corridors
  - Fullerton, Belmont, North Ave, Division, Chicago, Madison, Ogden
West Region Bike Infrastructure

- 19 bike routes
- 345 bike racks
- 145 divvy stations
  - None in Montclare or Belmont Cragin
BIKE NETWORK ISSUES / CHALLENGES

- Lack of bike infrastructure does not give residents safe routes to bike
- Streets like Pulaski and Cicero are unwelcoming to pedestrians and bicyclists alike
- Region includes streets that connect residents from north to south sides of the region, as well as east/west streets that lead directly to the loop, however majority lack bike routes.
- Number of streets need to be repaved
- Safety
  - High crash communities/corridors
- Other pressing concerns
  - Living wages
  - Education
  - Housing
  - Safe neighborhoods
MBAC COMMUNITY REGION PRIORITIES

- Engage West region stakeholders
  - Bicycling efforts
  - Is bicycling a priority? Why or why not?
- Become familiar with process of implementing bike routes
- Cultivate a collaborative effort to inspire a new narrative around bicycling
- Incorporate bicycling into annual community events
- Address safety concerns of streets like Cicero and Pulaski
NEXT STEPS

Rolling forward!

- Find out how many residents within .5 and 1 mile radius have access to bike infrastructure.
- Identify ongoing and upcoming streetscape projects and inquire about bike infrastructure.
- Survey west region to identify partners, plans, or projects that may want to considering bike infrastructure.
- Partner with community stakeholders on potential development projects to advocate for bike infrastructure.
What We’ve Heard…

- Interest in high quality jobs for the community, particularly in agriculture and food manufacturing.

- Traffic congestion and truck traffic, particularly along 31st Street is a public safety concern.

- Proposed changes to the Sustainable Development Policy need to be effective in addressing air quality.

- An understanding of how land use changes may affect housing affordability.

- A strong desire for more time in the project schedule to allow for additional community feedback.

- Simultaneous translation should be provided at public meetings.
Little Village Industrial Corridor

Existing Boundary

Legend

NAME
- Industrial Corridor Boundary
- Schools
- Parks
- Wards
Proposed Goals

1. Maintain the Little Village Industrial Corridor as an Employment Center

2. Provide Better Access for all Modes within and around the Little Village Industrial Corridor

3. Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions
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1. Maintain the Little Village Industrial Corridor as an Employment Center

2. Provide Better Access for all Modes within and around the Little Village Industrial Corridor

3. Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions
Transportation
Provide better access for all modes within and around the Little Village Industrial Corridor

- Strategy 2.1: Continue to assess existing traffic and roadway conditions within the City’s industrial corridors on the Southwest Side
- Strategy 2.2: Assess the feasibility of establishing an East/West industrial access road
- Strategy 2.3: To enhance access, improve the Little Village Industrial Corridor to better serve all modes
Transportation

Provide better access for all modes within and around the Little Village Industrial Corridor

• Strategy 2.4: Assess viaduct clearance projects for North/South and East/West viaducts outside of the Industrial Corridor

• Strategy 2.5: Modernize traffic signals and timing to alleviate traffic congestion

• Strategy 2.6: Coordinate appropriate corridor improvements to facilitate transit access to the corridor

• Strategy 2.7: Evaluate existing bus stops along 31st Street and Kedzie Avenue in coordination with CTA
Transportation Study for Industrial Corridors on Southwest Side will seek funding to:

- Better understand traffic conditions for industrial corridors as a system
- Identify opportunities to make the corridors more accessible and safer for all users
**Transportation Design Guidelines**

**PEDESTRIAN ACCESS**
Provide clear pedestrian access from the public way and parking areas to all main building entrances. Active uses such as office space should face the public way to enhance the pedestrian scale of the building. Proposed developments at intersections should coordinate with CDOT to provide pedestrian safety improvements such as new ADA ramps and high visibility crosswalks.

**BICYCLE ACCESS**
Bicycle parking should be provided at highly visible areas near building entrances. Per the Chicago Sustainable Development Policy, consider providing indoor bike parking and showers for employees. Coordinate with CDOT for potential placement or relocation of Divvy stations.
TRANSPORTATION

Design Guidelines

TRANSIT ACCESS
Coordinate with CTA for opportunities to improve bus stop access, spacing, and amenities.
El Paseo: Opportunities for Community and Culture

The four-mile linear path can provide space for:

- Walking and Biking
- Cross-generational gathering spaces
- Community gardens and healthy food
- Art, murals, cultural installations
- Access to adjacent employment centers

Sangamon: no rail user, abandonment process underway, environmental clean-up underway
Cermak: no rail user, abandonment process underway
Blue Island: on-street connection, one rail user
Little Village: no rail user, abandonment process underway
El Paseo
Phase I Engineering and Framework Plan

• **Phase I Engineering**
  ✓ Preliminary engineering and regulatory approval
  ✓ Survey
  ✓ Cultural, ecological and geotechnical analysis
  ✓ Access points and trail alignment
  ✓ Environmental analysis

• **Framework Master Plan**
  ✓ Develop a plan to guide design, create a vision and unifying themes, schematic design
  ✓ Community engagement ~ 18 months

• **Timeline**
  ✓ Finalizing contract – target for kick-off is summer 2019

  • Necessary to complete a Phase I in order to apply for federal funding
Site Visits Update
Site Visits Update

• North Side Bike Ride
  – Monday June 24th
  – Meeting time 6pm / Meeting location TBD

• Big Marsh
  – Monday July 15

• El Paseo
  – Last week of August
Please join us for the next Mayor’s Bicycle Advisory Council Meeting

September 5, 2019