# Fatality Statistics

**Year to date 2015 (CPD):** 30  
**Year to date 2014 (CPD) (through July):** 21  
**Year to date average, 2009-2013 (IDOT) (through July):** 18.2

## Pedestrian Fatalities by Month

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<td><strong>TOTAL Year to Date (Jan-July)</strong></td>
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Chicago Pedestrian Plan: Connectivity Highlights

MPAC
August 6, 2015

Mike Amsden, AICP
Assistant Director of Transportation Planning
1) Maintain Pedestrian Access During Construction
   • Updates to CDOT’s “Rules and Regulations for Work in the Public Way” are ongoing

2) Improve Snow Removal Practices
   • Sidewalk Snow Removal Task Force established in summer 2014
   • The Sidewalk Snow Removal Task Force is considering revisions to city ordinances establishing snow clearance responsibilities

3) Ensure Clear Pedestrian Routes on Sidewalks
   • May be included with issues identified in Goal 13, “Identify all barriers and gaps in the existing pedestrian network”
4) Improve Connectivity to Transit

The Mayor’s Office has introduced changes to the 2013 TOD ordinance, including increasing the effective radius of TOD incentives.

Graphic: MPC
4) Improve Connectivity to Transit

MPC has contributed analysis, kicked off the Grow Chicago campaign, and rolled out a TOD calculator

Graphic: MPC
4) Improve Connectivity to Transit

Infrastructure improvements are proposed at 13 transit stations in 2015 and 2016 through CDOT’s Walk to Transit I and II projects and Arterial Resurfacing projects.
5) Ensure Connectivity for Persons with Disabilities

- Sidewalks and crossings are upgraded for ADA compliance during street resurfacing or reconstruction
- May be included with issues identified in Goal 13, “Identify all barriers and gaps in the existing pedestrian network”

6) Improve At-Grade Rail Crossings

- At-grade rail crossings are being improved on a project-by-project basis
6) Improve At-Grade Rail Crossings

130th Street & Torrence Avenue - Existing
6) Improve At-Grade Rail Crossings

130th Street & Torrence Avenue - Proposed
7) Collaborate on Future School Sitings
   • No update at this time

8) Improve Non-Standard Intersections
   • Non-standard intersections are being improved on a project-by-project basis
     – Channelized right turns are being removed where engineering judgment allows
     – Turning movements are being restricted at atypical intersections
   • Lincoln Hub Presentation by Lee Crandell, Executive Director, Lakeview Chamber of Commerce

9) Improve Underpasses
   • CDOT has prioritized viaduct improvement work throughout the city in 2015
9) Improve Underpasses

Viaduct Improvement Program 2015

- 13 roadway reconstruction projects
- Viaduct Renewal at 70 locations
  - Power wash and paint
  - Light fixtures
  - Sidewalk and asphalt patching
- CDOT’s supporting DFSS’s One Summer Chicago Youth Jobs Program
  - 300 viaducts power washed and painted
10) Improve Expressway Entrances and Exits
• Expressway entrances and exits are being improved on a project-by-project basis through coordination with the Illinois Department of Transportation

11) Develop Standards for Pedestrian Facilities within Parking Lots
• Existing code requires pedestrian design accommodations in parking lots with more than 200 spaces
• Based on preliminary parking lot crash analysis CDOT estimates less than 5% of Chicago’s pedestrian crashes occur in parking lots

12) Improve Pedestrian Data Collection and Sharing Methods
• CDOT is encouraging consultants and developers to count pedestrians when conducting intersection counts
• Standards for volume counts have been created in keeping with the National Bicycle and Pedestrian Documentation Project
• CDOT is developing a database of all counts conducted to date
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13) Identify Barriers and Gaps in the Pedestrian Network

14) Improve Wayfinding
- RTA has developed and deployed interagency signage at two City of Chicago locations (Van Buren St Station and 95th/Western); the next phase of deployment is ongoing
- Local area maps have been provided at all 476 Divvy stations

15) Identify Potential Streets for P-Street Designation
- MPAC P-Street subcommittee formed in 2014
- Mayor’s Office introduced changes to the 2013 TOD ordinance, including increasing the effective radius of p-street incentives

16) Improve Analysis of Pedestrian Operations
- CDOT continues to monitor national progress on MMLOS development and deployment of other methods for evaluating streets, including continued involvement in the development of various NACTO guidelines
Connectivity Chapter Discussion: Identifying Barriers and Gaps in the Network

MPAC
August 5, 2015

Eric Hanss
Identifying Barriers and Gaps in the Network

• Opportunity to develop criteria for collecting information on pedestrian barriers and gaps

• What are the barriers and gaps that are not defined within the Pedestrian Plan?

• How have other organizations addressed this issue? What tools are out there?
Lakeview Chamber & SSA 27

SSA 27 Mission: To support a vibrant local economy and high quality of life for the benefit of Lakeview businesses and residents by improving and enhancing public streets and spaces, creating memorable experiences, encouraging spending locally and promoting the neighborhood.
Lakeview Area Master Plan

- Released 2011, APA-IL Award for Outreach
- **Goals for Lincoln Avenue:**
  - Create reasons for people to linger
  - Visually connect both sides of the street, especially at Southport Avenue, through landscaping on the corners
  - Advocate for sidewalk extensions, pedestrian islands and repaving
  - Develop an activity center for regularly programmed activities, utilizing the plaza space in front of St. Alphonsus Church
  - Focus and cluster initial pedestrian enhancements, including landscape buffers, facade improvements and infrastructure improvements on the 2900 N. Lincoln Avenue and 3000 N. Lincoln Avenue blocks to create noticeable impact
LAKEVIEW — Is Lincoln Avenue south of Belmont in danger becoming a dead zone?

With several popular independent businesses — Bottle and Bottega, Heritage Bicycles, Sam and George’s, to name a few — the answer’s no for now.

The street has “a lot of potential,” said Heather Way Kitzes, executive director of the Lakeview Chamber of Commerce, but the stretch between Diversey Parkway and Belmont Avenue "is definitely in need of some updating."
Outreach & Planning
Outreach & Planning
Project Goals

- **People-friendly**: Create places that invite people to linger, with more sidewalk cafes and seating
- **Greenery**: Add more trees and plants to beautify and soften the street and provide more shade
- **Pedestrian-friendly**: Make walking and crossing streets safer, more accessible and more comfortable
- **Traffic Calming**
- **Town Square**
Project Scope

- Lincoln Ave. from Belmont to Diversey
- Clusters of new seating and planters with sidewalk art motif. 38 seats & 16 planters in 2015
- Focal point at Lincoln/Wellington/Southport with traffic calming
Lincoln Hub: Goals

- Reduce crossing distance for pedestrians
- Reduce vehicle speeds, especially for turning vehicles that may conflict with pedestrians
- Provide additional pedestrian space for seating and landscaping
National Precedent
National Precedent
National Precedent
Lincoln Hub: Scope

Combines traffic calming, pedestrian improvements and public art to create a memorable focal point for the corridor.

- Art installation painted on street surface, visually ties corners together
- Painted curb extensions will shorten the crossing distance, slow down vehicles, and provide additional space for seating and planters
- Opportunity for community programming on wider sidewalks
34% Reduction in Crossing Distance
Implementation

- City approvals
- RFP
- Vendor selection
- Construction
Questions?

Lee Crandell
ssa27@lakeviewchamber.com
Please join us for the next Mayor’s Pedestrian Advisory Council Meeting
Thursday, November 5