Bike and Pedestrian Safety Initiatives

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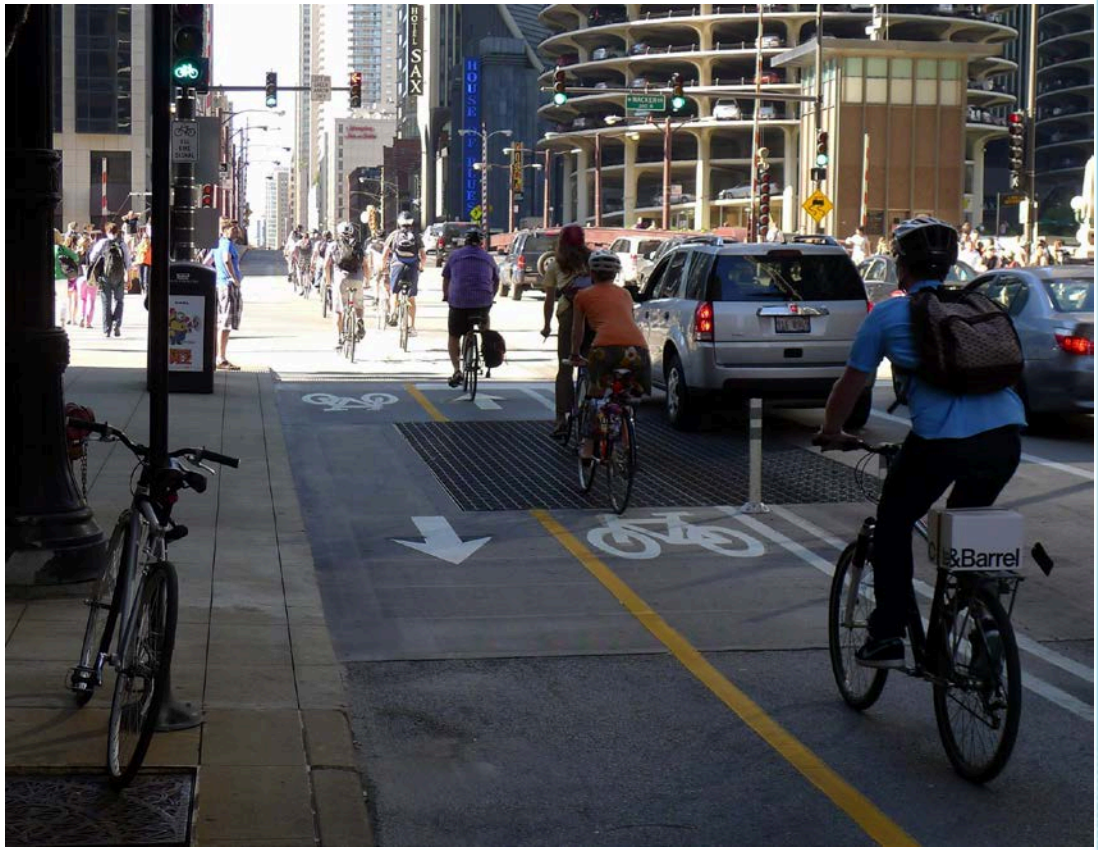
Presentation Focus Areas

- Chicago Introduction
- Bike Signals
  - Two-way cycle track
  - Bike lane
  - Contraflow bike lane
  - Increased compliance
- Road Diets
  - Complete Streets projects
  - Speed reduction

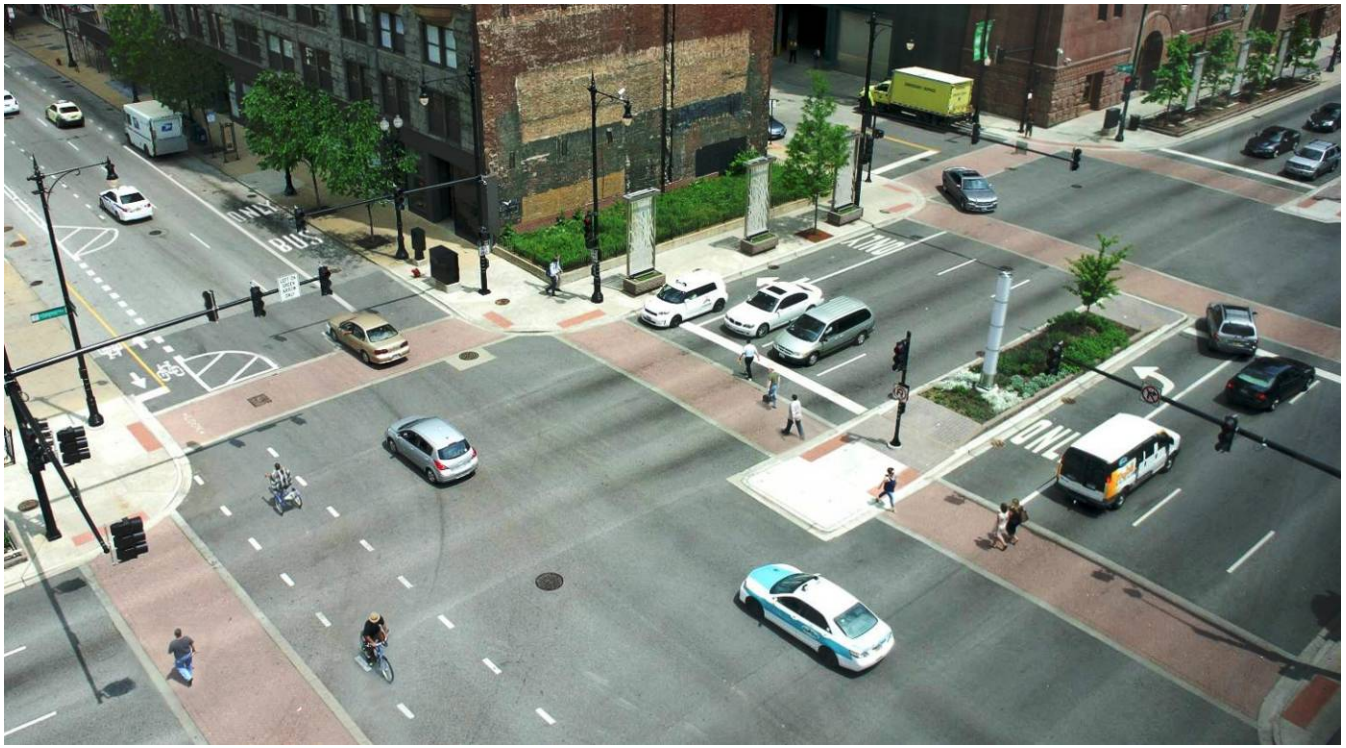


Chicago by the Numbers

- **Population**: 2.7 million; 3rd largest city in the U.S.
- **$600-800** million/year for transportation
  - More than half from state or federal grants
- **Non-motorized** mode share: 41%
- Frequently ranked **First** in the U.S. for regional auto congestion
- **~ 30-50** pedestrian & **~ 5-10** bicyclist fatalities/year

Complete Streets Policy (2006)

The safety and convenience of all users of the transportation system, including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way.



Complete Streets – Where We Were

Traffic Safety Problem

- Approx. 80,000 crashes per year involving autos
- 1,200 – 1,500 crashes involving bicyclists each year
- More than 2,500 crashes involving pedestrians each year
- Speeding is a major concern
- Traffic safety is key to attracting families, businesses, etc.

Woman charged in car crash that kills toddler

Sunday, September 04, 2011

TAGS: local

Comment Now Email Print Report a typo

September 4, 2011 (CHICAGO) (WLS) -- Police have charged a driver who ran over a 2-year-old girl and her grandmother.

Bicyclist killed in hit-and-run, driver arrested

SUN-TIMES MEDIA WIRE August 23, 2011 5:10AM

Updated: August 23, 2011 5:12AM

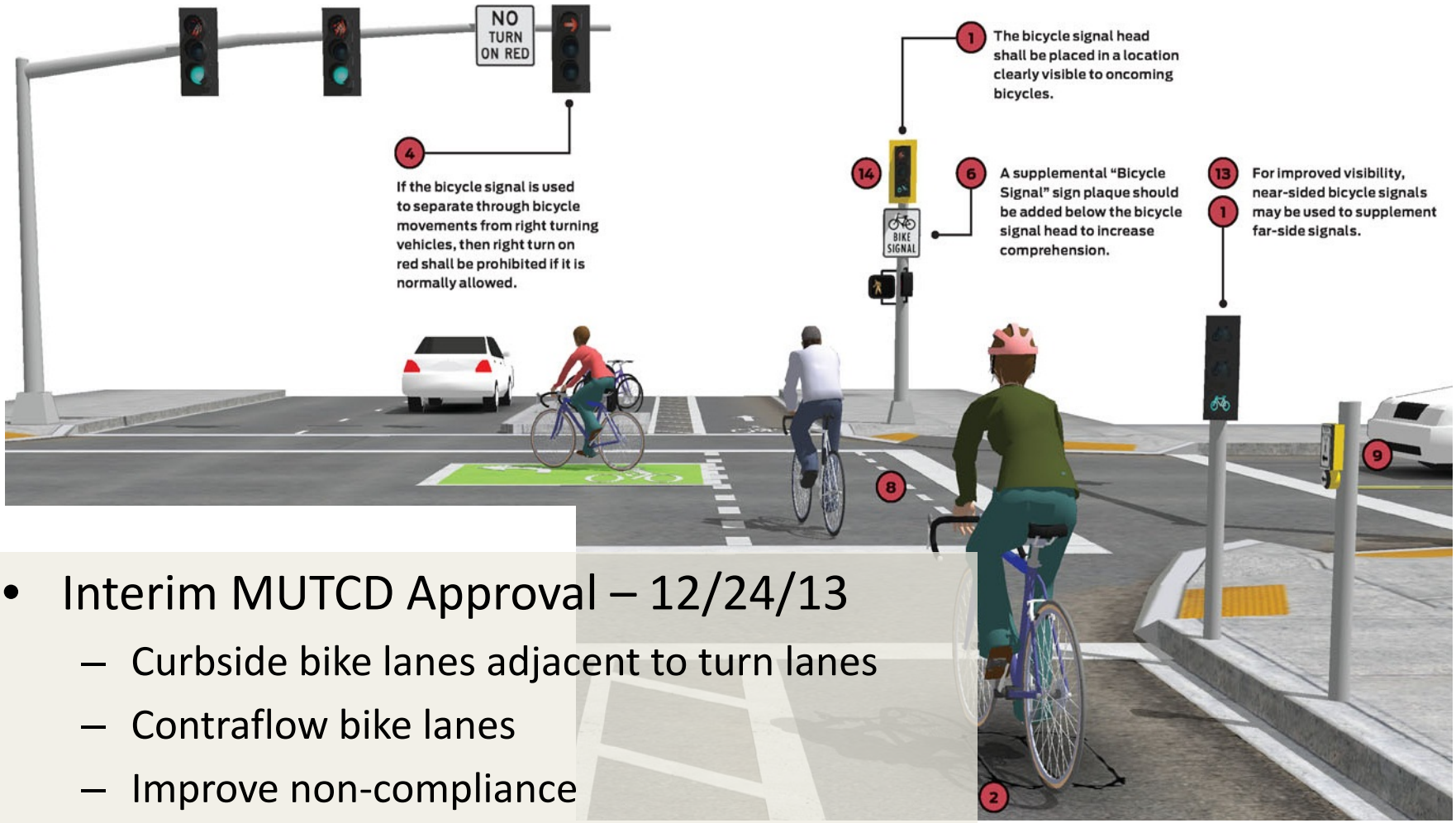
A man riding his bike to meet friends was struck and killed in a hit-and-run accident in the Southwest Side Pilsen neighborhood early Tuesday, police said. Officers caught up with the driver and arrested him.

Where We're at Today

Mayor Emanuel's Transition Report – May 2011

- Improve street safety by reducing fatalities and crashes
- Complete the City's first Pedestrian Plan
- Build 100 miles of protected bike lanes and bikeways that are comfortable for all ages and abilities

Bicycle Signals



- Interim MUTCD Approval – 12/24/13
  - Curbside bike lanes adjacent to turn lanes
  - Contraflow bike lanes
  - Improve non-compliance
  - Leading or lagging bicycle movement
  - Increase safety through complex intersections

Dearborn Street Before

Dearborn Street After

Curbside Bike Lanes

Traffic Signal Phasing

Phase A: Bikes, Thrus and Rights

Traffic Signal Phasing

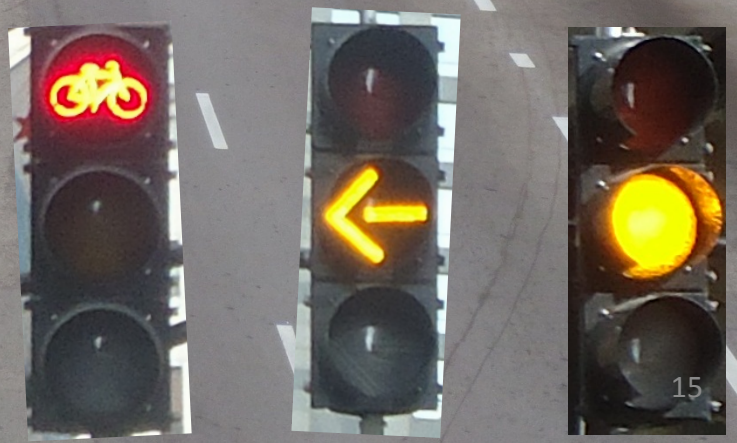
Phase B: Bike Clearance

Traffic Signal Phasing

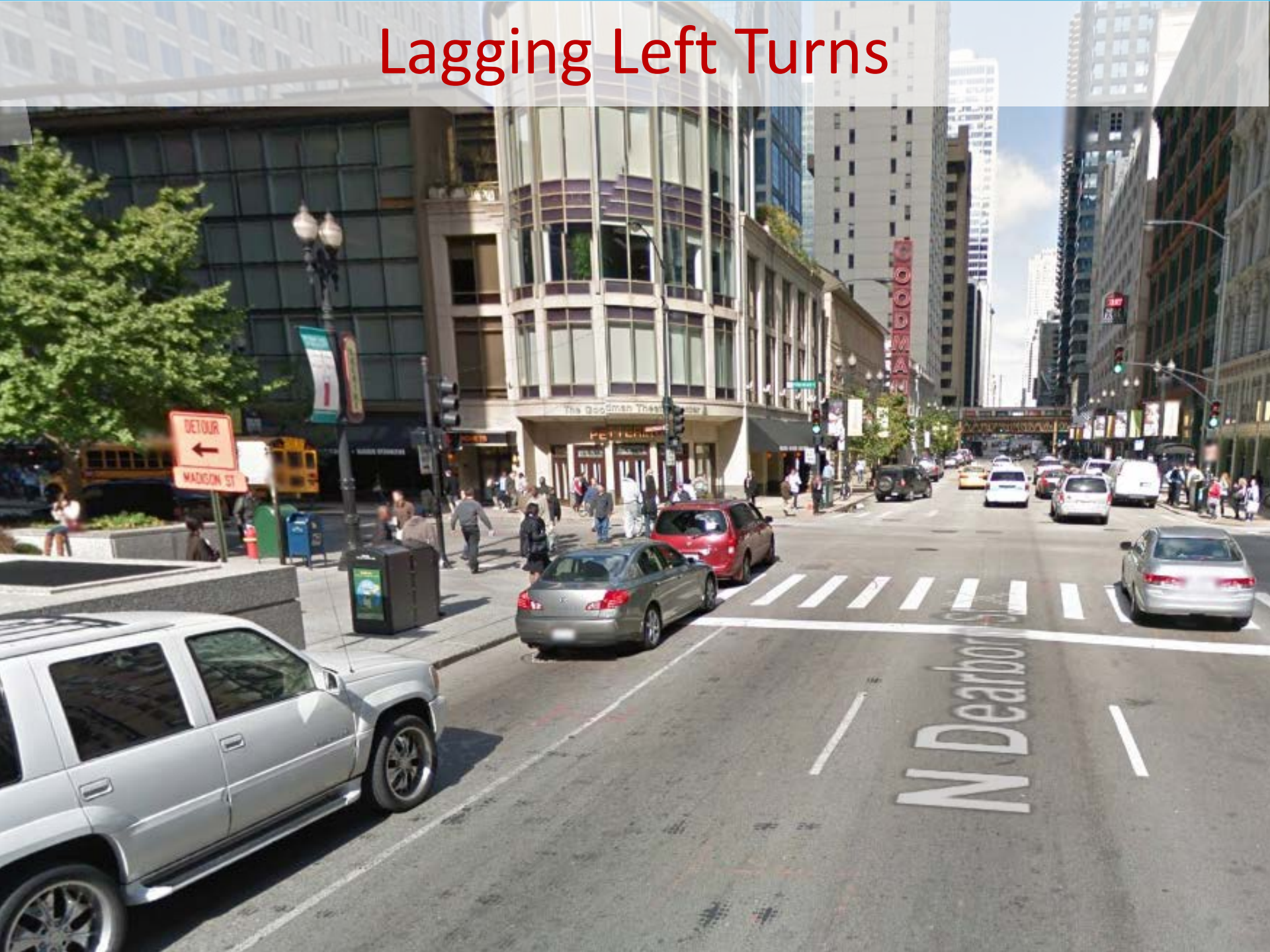
Phase C: Lefts and Thrus

Traffic Signal Phasing

Phase D: Vehicle Clearance



Lagging Left Turns



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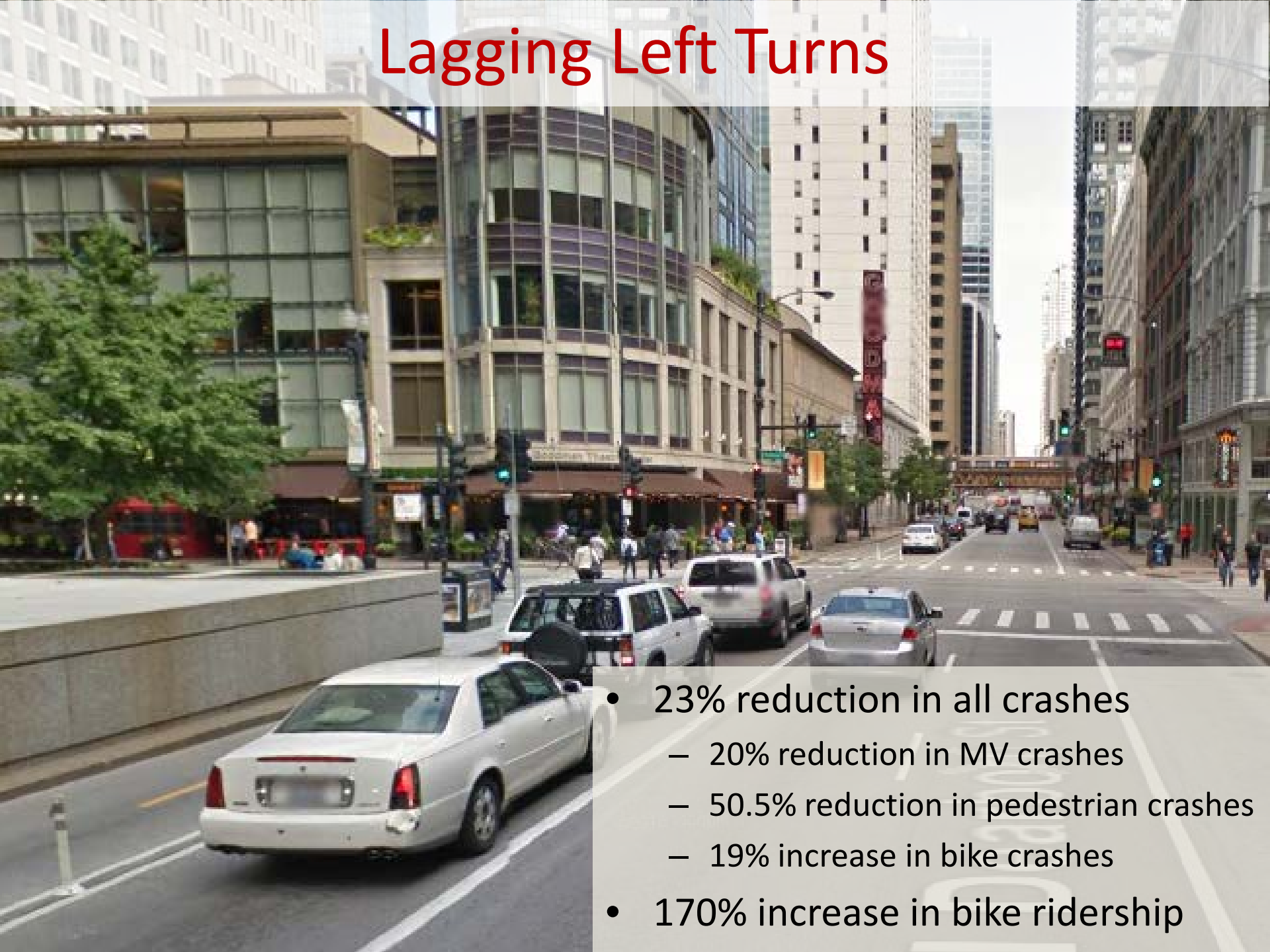


- 23% reduction in all crashes
  - 20% reduction in MV crashes
  - 50.5% reduction in pedestrian crashes
  - 19% increase in bike crashes
- 170% increase in bike ridership

Lagging Right Turns

Lagging Right Turns

Bicycle Signals

Compliance

- 31% before
- 90+% after

Contraflow Movements

Contraflow Movements

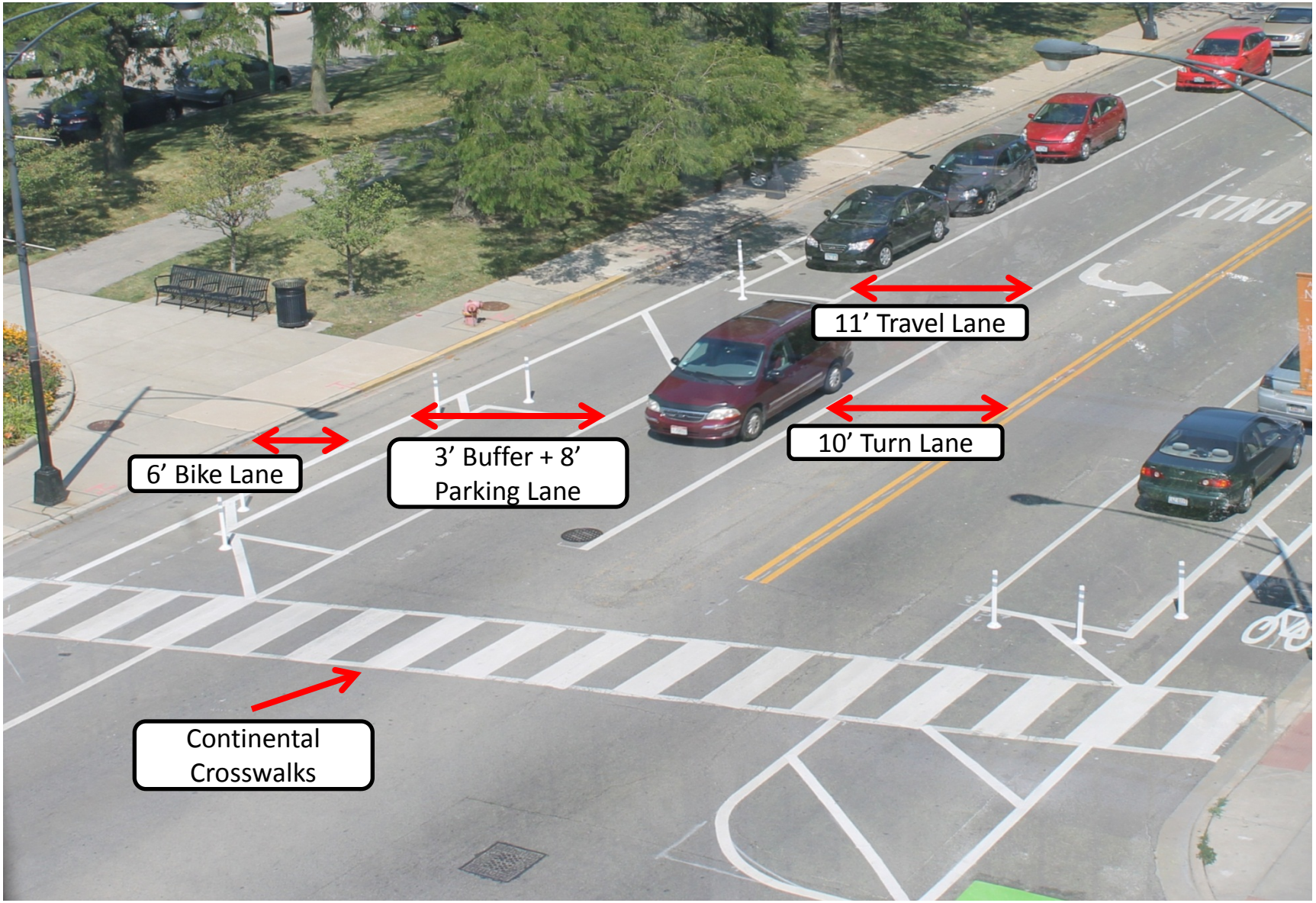
Increased Compliance

55th Street – Existing Conditions

55th Street – Existing Conditions

- 13,500 motorists/day
- 26% of motorists speeding
- Popular bus route
- Poorly marked crosswalks
- No bike accommodations
- No left turn lanes at several intersections

55th Street – Road Diet



55th Street – Road Diet

- 32% reduction in all crashes
- Bike ridership increased by 117%
- 85th percentile speed went from 36mph to 32mph
- Travel time increase of less than 20 seconds

South Chicago Ave. Safety Project

Before:

- 12,300 ADT
- 85th Percentile Speed = 42mph
- 80% above 30mph speed limit
- 23% above 40mph
- 6 fatal crashes (1 ped, 2 bikes)

After:

- 9,300 ADT
- 85th Percentile Speed = 34mph
- 44% above 30mph speed limit
- 4% above 40mph

Questions?

Thank You!

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www.chicagocompletestreets.org