City of Chicago’s Complete Streets Policy

Graphic courtesy of European Commission:
Reclaiming City Streets for People / Chaos or Quality of Life
Complete Streets policy
Targeted Traffic Teams (T-3)
Public awareness campaign
Mayor’s Pedestrian Advisory Council
What are “Complete Streets”? Complete Streets are designed, operated & maintained so they are safe, comfortable and convenient for all users – pedestrians, bicyclists, transit users & motorists of all ages and abilities.
Why Do We Need Complete Streets?

- Safety
- Choice
- Cost effective
- Fight climate change
- Encourage healthy/active living
Pedestrian Safety

- 2003 - 2007 averages:
  - 3,552 pedestrian crashes per year
  - Over 60 pedestrian fatalities per year
- 3% of total crashes but 29% of fatalities
- Named 1 of 5 “focus” cities by FHWA
- Higher speeds = greater chance of serious injury or death
  - 20 MPH = 15%
  - 30 MPH = 45%
  - 40 MPH = 85%
Americans Want to Walk & Bike More

52% of Americans want to bike more than they currently do.
Americans Want to Walk & Bike More

55% of Americans would prefer to drive less and walk more.
Not All Trips are Auto-Trips

- Approximately 33% of Americans do not drive
- Nearly 30% of Chicagoans do not own a car
- Approximately 500 million annual CTA trips
- Approximately 40% of work trips in Chicago are non-auto trips
- Those who choose not to drive
- Increasing bicycle, pedestrian & transit trips
Bicycle Counts

Wells at Chicago – Both Directions
• Thursday, 7/24/03 (7-9 a.m.): 228 Bikes
• Thursday, 6/19/08 (7-9 a.m.): 518 Bikes
127% Increase

Lincoln at Webster – Both Directions
• Thursday, 8/21/03 (7-9 a.m.): 115 Bikes
• Thursday, 6/17/08 (7-9 a.m.): 294 Bikes
156% Increase

Milwaukee at Ohio – Both Directions
• Thursday, 7/15/03 (7-9 a.m.): 168 Bikes
• Thursday, 6/24/08 (7-9 a.m.): 803 Bikes
378% Increase

*Source: Chicago Department of Transportation – Bicycle Program
Pedestrian Counts

Bridges - Main Branch of the Chicago River
• Weekdays, 1999: 85,278 Pedestrians
• Weekdays, 2007: **89,774** Pedestrians
**5.2% Increase**

Bridges - South Branch of the Chicago River
• Weekdays, 1999: 141,574 Pedestrians
• Weekdays, 2007: 152,737 Pedestrians
**7.8% Increase**

Michigan Avenue – River to Oak
• Saturdays, 1999: 549,990 Pedestrians
• Saturdays, 2007: **637,839** Pedestrians
**16% Increase**

*Source: TranSystems & TransInfo LLC, “Pedestrian Activity in Chicago’s Downtown”, December 2008*
Transit Ridership

CTA Bus & Rail

• 2007: 499,867,709 Riders
• 2008: 524,930,958 Riders

5% Increase

We Can Build Good Streets
We Can Build Accessible Streets
We Can Accommodate All Users During All Phases of a Project
We Can Promote a Land Use/Transportation Connection that Accommodates All Users
Yet Many Streets are Built Like This
Many Streets Are Not Complete

Sidewalks & Crosswalks in Disrepair
Many Streets Are Not Complete

Uninviting to Bicyclists
Many Streets Are Not Complete

Difficult to Cross on Foot
Many Streets Are Not Complete

Inaccessible
Many Streets Are Not Complete

Construction Zones Create Unique Pedestrian Challenges
Many Streets Are Not Complete

Construction Zones Create Unique Pedestrian Challenges
Many Developments are Auto-Centric
Complete Streets Policies

*Nationwide & Statewide* movement aimed at designing, operating & maintaining the entire right-of-way to ensure safety & accessibility for *all* users.
## Nationwide Movement

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The Complete Streets Act of 2009

- S. 584 / H.R. 1443
- Introduced March 2009
- DOTs & MPOs to adopt CS policies within 2 years
- Apply to federally funded transportation projects
- Redirect % of non-compliant state STP funds to safety projects
- Code updates, research, data collection

Bicycle & Pedestrian Ways:

- Should be considered in the planning of all State plans and programs
- Shall be established in conjunction with the construction or reconstruction of any transportation facility
“The safety and convenience of all users of the transportation system, including pedestrians, bicyclists, transit users, 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.”
What Does Complete Streets Mean for Chicago?

- New approach to planning, design, construction & operation
  - Each project becomes an opportunity
  - Engineering countermeasures
    - wider sidewalks
    - curb extensions/bump-outs
    - raised intersections
    - road diets
    - median refuge islands
    - LPI / NTOR
What Does Complete Streets Mean for Chicago?

- Implementation strategy
  - “Operationalize” Complete Streets approach
  - Intra- and interdepartmental coordination
  - Checklist Tool
What Does Complete Streets Mean for Chicago?

Pedestrian Safety Initiatives

- Crosswalk right-of-way enforcement
- Safe Routes to School and Walk to Transit infrastructure improvements
- Night Safety Zone study
What Does Complete Streets Mean for Chicago?

Pedestrian Safety Action Plan

- Vision/Goal-setting
- Improve safety & convenience of the pedestrian experience
- Implementation strategy – education, engineering, enforcement
- Prioritization methodology
- Evaluation methodology
- Community outreach
Resources

- http://www.fhwa.dot.gov/environment/bikeped/
- http://www.completestreets.org
- http://www.pedbikeinfo.org
- http://www.walkinginfo.org
- http://www.saferoutestoschool.org
- http://www.bikewalk.org
- http://www.streetsblog.org
- http://www.activetrans.org
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Questions?