

City of Chicago's Complete Streets Policy





- Complete Streets policy
- Targeted Traffic Teams (T-3)
- Public awareness campaign
- Mayor's Pedestrian Advisory Council



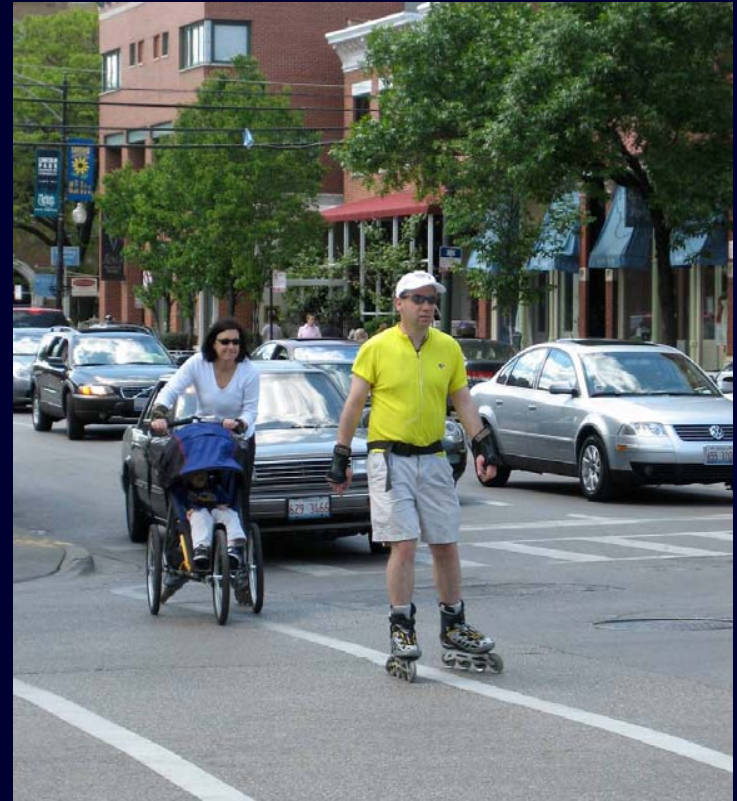
What are “Complete Streets”?

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%

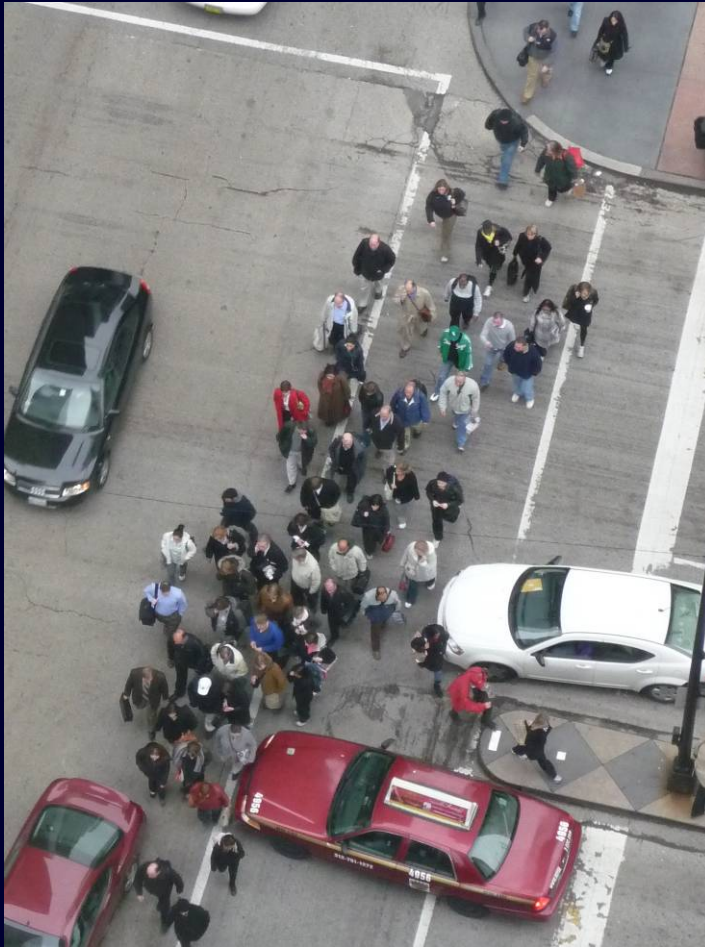


Americans Want to Walk & Bike More



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



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



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

	State	County	MPO	City
Legislation or resolution	OR, FL, RI, SC, MA, IL, CA, MD	DuPage San Diego Jackson, MI	San Francisco	Seattle Honolulu Columbia, MO
Policies	TN, CA, KY, VA, PA, MA	Arlington, VA Johnson, IA	Cleveland Knoxville Austin	Chicago Salt Lake City Charlotte Boulder Santa Barbara Ft. Collins

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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**

Illinois Complete Streets Act (2007)

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**

City of Chicago's Complete Streets Policy (2006)

*“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?

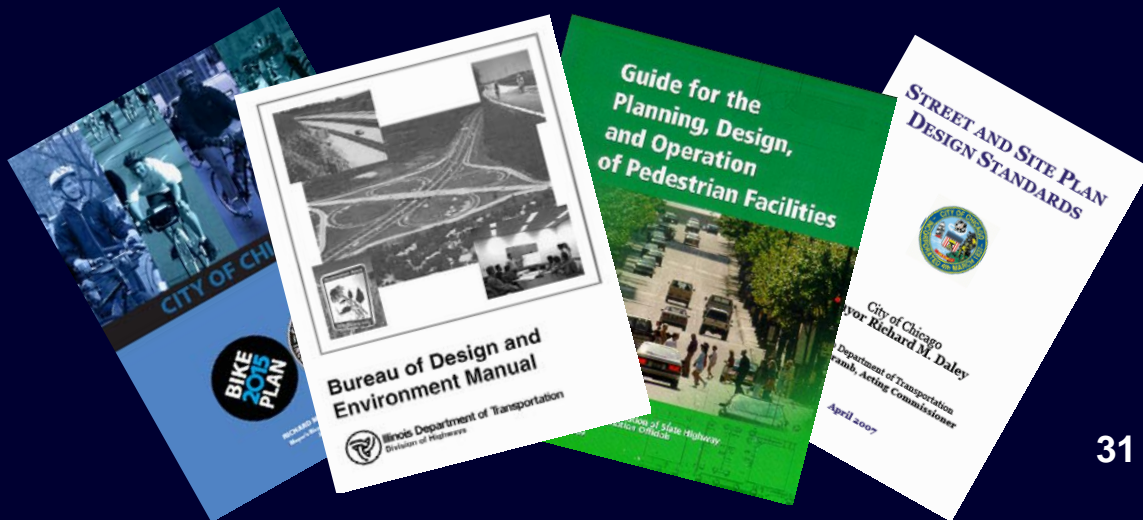
- New approach to planning, design, construction & operation
 - Each project becomes an **opportunity**
 - Engineering countermeasures
 - ✓ wider sidewalks
 - ✓ curb extensions/bump-outs
 - ✓ raised intersections
 - ✓ road diets
 - ✓ median refuge islands
 - ✓ LPI / NTOR



What Does Complete Streets Mean for Chicago?

➤ Implementation strategy

- “Operationalize” Complete Streets approach
- Intra- and interdepartmental coordination
- Review of Current Policies, Standards, Existing & Best Practices & Trends
- 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?

