Chicago Forward: Multimodal Transportation in Action

Gabe Klein, Commissioner
Minnesota Urban Land Institute
Elevated Railway Station at Van Buren and State Street, c. 1905
State and Madison Streets, c. 1910
Chicago’s Transportation Network: The Envy of the Nation . . .

- The freight rail hub of North America
- Grid street network & hub of Interstate Highways
- The nation’s only dual-hub airport
- A well-established and well-used bicycle network
- High performing, 24-hour transit services
But Substantial Challenges Remain

- First in the nation for regional auto congestion
- Bottlenecks knot up our freight and passenger rail services
- Traffic safety continues to be a challenge
- A third of Chicago children are overweight - 17% are clinically obese
CDOT by the Numbers

- $600-800 Million Annual Budget
  - More than half from state or federal grants
- 262 bridges and viaducts
- 4,091 miles of streets (excluding Expressways)
- 26,658 intersections (2,935 signalized)
- 10,646,110 feet of lane striping
- 12,145 bike racks
- 10,997 trees planted/year
- 59 stations and 50 miles of track owned by CDOT but operated by CTA
Improving Transportation in Chicago is Making the Most of Every Option

- **Pedestrians** – Countdown Signals, Safety Improvements & Campaign
- **Cyclists** – Bike Sharing, Innovative and New Bikeways, Expand Parking
- **Motorists** – Use technology to improve Signal Timing and Traveler Info
- **Freight Rail** – CREATE Program to improve efficiency
- **Transit** – Rebuild systems, Improve Access, Implement Bus Rapid Transit
Chicago Forward

Department of Transportation

Action Agenda
Six Principles

- Safety First
- Rebuild and Renew Chicago
- Serving Chicagoans
- Sustainable Chicago
- A More Livable City
- Fuel our Economy
...for all: Pedestrians, cyclists, motorists, children, seniors, people with disabilities

- Evaluate: the root causes of safety hazards
- Engineering: Design and Standardize
- Education: Increase awareness of all residents and travelers
- Enforcement: Partner and Refocus
Safety Issues

- Over 130,000 crashes per year involving autos
- More than 3,000 crashes involving pedestrians each year
- 40% of pedestrian fatalities are hit-and-run (vs. 20% national)
- Speeding is rampant with limited enforcement
- 28% of crashes in CBD involve taxis
- An unsafe city won’t attract families, businesses
- Speeding a factor in many crashes
Bicycle Crash Trends: 2005-2010

- 8,861 injury crashes and 32 fatal crashes during study period
- 28% decrease in fatal crashes
- 27% increase in injury crashes
- 45% increase in cycle commuters
- 25% of crashes were hit and runs
- 8% of crashes involved taxicabs

Source: Illinois Department of Transportation Motor-Vehicle Crash Data
Speed Kills
Safety Drives the Program.

Chance a pedestrian struck by a vehicle will survive drops dramatically as vehicle speed increases

Source: UK Department of Transport
Sample Treatments

- Safety Zone Stencil
- Median Refuge Island
- Countdown Timers
- High Visibility Crosswalk
- Stop-for-Ped Sign
- Speed Feedback Sign
First Round Safety Zones

- **Schools:**
  - Claremont Community Academy
  - Disney Magnet School
  - Hancock
  - Hanson Park/Prosser Vocational
  - Pickard
  - Morgan Park

- **Parks:**
  - Garfield
  - Humboldt
  - McKinley
  - Washington
  - Major Taylor Trail
  - Senn
Bike and Safe Routes Ambassador Programs
Ambassador Contacts

Bike Ambassadors
• 61,180 people educated in 2011
• 399 events
• 13,000 people stopped at 62 targeted enforcement events
• 16,000 youth educated at 165 Park District Day Camps

Safe Routes Ambassadors
• 9,921 students educated in 2011
• 104 schools visited
• 6,400 students visited twice (70 schools)
• 4,578 students receiving context based practice
Bike Camp:
Schwinn donated bikes for participants
Enforcement Actions

- Continue red-light automated enforcement program (map at left)
  - Reduced angle ("T-Bone") crashes by 29% in 2 years
- Automated speed enforcement in Safety Zones around schools & parks.
- Targeted crosswalk enforcement efforts (100/yr) across city with Police
  - Publicity magnifies impact
Pedestrian Enforcement

Actions

- Targeted enforcement efforts 100/yr across city with Police Department, Aldermen
  - Even occasional publicity magnifies impact
- Help Police integrate pedestrian and bicycle protection enforcement into officers’ regular duties.
- Encourage assignment of bicycle and pedestrian safety trainers in the Police Department.
Preserve our multi-billion dollar assets

🌟 On-time, scheduled maintenance
🌟 Fix it first, build it better
🌟 Inspect and Coordinate
🌟 Secure resources to keep up with needs
Rebuilding Wacker Drive
Grand/State Subway Reconstruction

- New expanded mezzanine
- Northbound platform
- New backlit signage wall
- New entrance kiosk
Utility Responsibility:
Updated Regulations for Openings, Construction, and Repair of the Public Way

- New Regulations published July 16, 2012 apply to utilities and contractors
- Pavement markings must be restored with the repair of any street opening
- All pavement markings removed during construction must be replaced
- If any portion of the markings are disturbed at any quadrant at any intersection, restoration must be curb-to-curb, including crosswalks, stop bars, lane markings, center-line markings, and bike lane treatments and symbols
- Temporary markings required if the restoration is lasting longer than 14 days
For physical and economic health, expand and improve all modes

- Complete Streets
- Make Chicago the best big city in the world for walking/cycling
- Efficient, affordable, attractive transit
- Improve inter-modal connections
- Predictable, safe, reliable motor vehicle operations
Complete Streets Policy

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 Design Guidance

Baseline Mode Hierarchy

Other potential hierarchies:

- T > P > B > A - BRT corridor
- B > P > T > A - cycletrack corridor
- A > B > P > T - industrial corridor
Complete Streets Design Guidance

Cross Section Development

- Stoop area/Yards
- Door Zone
- Building Setbacks
- Walkways
- Trees
- Sidewalk Furniture
- Driveways

- Landscaping
- Pedestrian Refuges
- Bus-rapid Transit
- Cycle Tracks
- Turn Lanes

- Curbs
- Bicycle Lanes
- Cycle Tracks
- Parking
- Turn Lanes

Sample: 66' Neighborhood/Mixed Use/Main Street

Sample: 100' Transit Corridor/Major Road
16 Tools for improving pedestrian conditions
20 Safety recommendations
16 Connectivity recommendations
6 Livability recommendations
10 Health-oriented recommendations
Bicycle Commuting in Chicago

- 15,096 daily bicycle commuters
- 2.5 times as many as in 2000
- Over twice the national average
- More per capita than NYC or LA
100 Miles of Protected Bike Lanes in four years
Kinzie Street: Chicago’s First Protected Bike Lane

- 55% increase in bicyclists post-construction
- Approximately 50% of a.m. eastbound traffic is bikes
- Little to no increase in motor vehicle travel times
Chicago Bike Sharing

- 4,000 bikes, the largest in the United States

- Launching Summer 2013, starting in greater central area

- Designed for shorter, point-to-point trips
  - First half hour free for members
  - Can drop off at any open station

- Well-maintained, convenient, and adjustable, with bell and lights

- Provides transit/bike connectivity
Central Loop BRT

- Improve on 3-5 mph bus speed
- Rail-style amenities incl. level boarding
- Adjacent/Parallel protected bike lanes
- Transit Center at Union Station with pedway to Amtrak/Metra concourse
Serves 6 routes that combine to offer rides every 2 minutes in the corridor

- Serves top commuter rail terminals, 7 rapid transit lines
- Serves routes to state’s top tourist attraction, Navy Pier and United Center (NBA/NHL stadium), shopping, offices, hospitals
Washington/Wabash Loop El
(will replace two, century-old stations two blocks apart)

View from street

Platform view

Elevation along Wabash Ave.
New Morgan Station
Transform the agency to both serve and move people

Responsiveness

Transparency and Public Communications

Customer Information

Build agency and staff capacity and increase efficiencies
Engage the Public Through Social Media

CDOT @ChicagoDOT
@thomasbcbowen @gabe_klein Thanks, our friends at the Water Department are going out to investigate.

CDOT @ChicagoDOT
Take a look at this training video for Chicago Police Officers, created in partnership between the Chicago Police... fb.me/P1OuVGxE

CDOT @ChicagoDOT
Chicago au rythme du vélo lapresse.ca/voyage/201209/...

Grid Chicago @gridchicago
Recent post: Getting ready for the protected bike lane "breakthrough" j.mp/RFM8mF

CDOT @ChicagoDOT
Commissioner @Gabe_Klein answers questions about Chicago transportation on @WBEZ soundcloud.com/wbez/cdot-comm...
Digital Public Way
A More Sustainable City

 enumerable items in a list format:

- Support the Chicago Climate Action Plan
- Enhance Chicago Green Streets program
- Reduce Stormwater Runoff
- Promote energy conservation
- Reduce waste; increase use of recycled materials
Plug-in Electric Vehicles & Infrastructure: Phase 1

- Will create densest network of Quick Charge stations in the world
- City and State partnership
- $2M State/Federal leverages almost $7M in private investment
- 280 Charging Stations
  - 73 Public DC Fast Chargers
  - 146 Public Level 2
  - 61 Level 2 stations for car-sharing organizations
Green Alley Program

- Six pilot locations, and over 175 locations citywide
- Program includes use of permeable pavements, recycled materials, high-albedo pavements, and dark-sky lighting.
- Improves stormwater management and energy use through infrastructure improvements
High Albedo Permeable Concrete Alley
Fuel our Economy

Support a $500+ Billion GDP regional economy

- Make streets great for commerce
- Improve Freight Operations
- Improve Truck Mobility
- Work with Regional Partners
- Improve connections to the world (air/rail)
People Spots
Build parklets and pop-up cafes on platforms in the parking lane of streets with narrow sidewalks or high pedestrian volumes.

People Streets
Convert “excess” asphalt into hardscape parks, creating safer intersections and more public open space.

People Plazas
Activate existing CDOT Malls, Plazas and Triangles with new programming and retail opportunities,

People Alleys
Enable use of alleys for artwalks, seating and events to support placemaking and economic development.
Make Way For People: Plans Into Action

- Enabling ordinance passed June 27th
- Identifying strong local partners
  - Where: Pedestrian activity / Retail corridor / Open space deficits
- Three People Spots completed & in use
- May 2012 People Streets Demo:
  - 2300 block of North Kenmore Avenue temporarily closed for the month
  - DePaul University hosted family-friendly events, including “Pop-up Concerts”
- 2013: Big Rollout w/ SSA’s & Partners
Corwith Intermodal Yard
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