



Chicago's 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 operate safely within the public right of way."

healthy places

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Chapters

1. **Introduction**
2. **Typology**
3. **Design Guidance**
4. **Implementation**

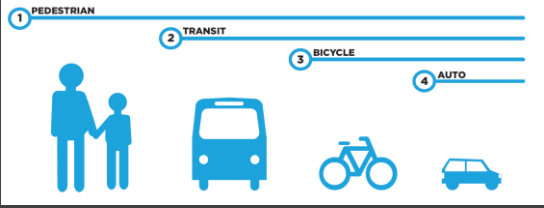

Key Complete Streets Themes

Modal Hierarchy, Typology, Design Values, Procedures

healthy places

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Introduction
Modal Hierarchy – Pedestrian First



1 PEDESTRIAN
2 TRANSIT
3 BICYCLE
4 AUTO

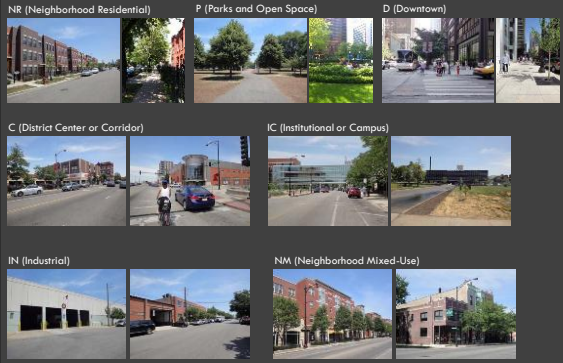

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Chapter 2. Typology



- Building Form & Function
- Roadway Form & Function
- Intersections & Crossings
- Overlays

Typology
Building Form & Function



NR (Neighborhood Residential) P (Parks and Open Space) D (Downtown)
C (District Center or Corridor) IC (Institutional or Campus)
IN (Industrial) NM (Neighborhood Mixed-Use)

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Typology
Roadway Form & Function

healthy places

TH (Thoroughfare) SE (Service) PW (Pedestrian Way)

NE (Neighborhood) CO (Connector) MA (Main)

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Typology
Intersections and Crossings

healthy places

SIG (Signal) RBT (Roundabout, Traffic Circle)

MID (Midblock Pedestrian Crossing) AWS (All-way Stop) DW (Driveway)

STY (Stop, Yield) UNC (Uncontrolled)

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Typology
Overlays

healthy places

SRT (State Route) MOB (Mobility Priority Street) BIK (Bicycle Priority Street) SNW (Snow Route)

SRA (Strategic Regional Arterial) CTY (County Route) PED (Pedestrian Priority Street) TRK (Truck Route)

BRT (Transit Priority Street) HBS (Historic Boulevard System) TOD (Transit-Oriented District) PRK (Park Streets)


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Typology
Roadway Typology & Functional Classification

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	Thoroughfare	Connector	Main	Neighborhood Service, Pedestrian Way
Primary Arterial				
Secondary Arterial				
Collector				
Local				


Chapter 3. Design Guidance



- 3.1 Modal Hierarchy
- 3.2 Design Trees
- 3.3 Cross-Section Elements
- 3.4 Intersections
- 3.5 Geometric and Operational Policies

Design Guidance
Default Modal Hierarchy

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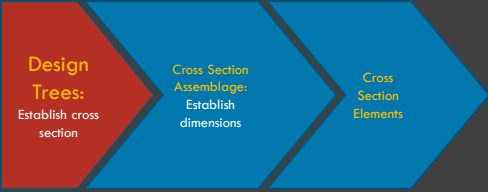


Other hierarchies:

- Transit > Pedestrian > Bicycle > Automobile**
along a major transit corridor
- Bicycle > Pedestrian > Transit > Automobile**
along a bicycle priority street with bikeways or a bicycle boulevard
- Automobile > Bicycle > Pedestrian > Transit**
in an industrial corridor or along a parkway with no bus service

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Design Guidance
General Design Process


Design Trees:
Establish cross section

Cross Section Assemblage:
Establish dimensions

Cross Section Elements

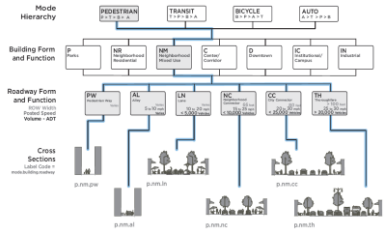
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Design Guidance
Design Trees




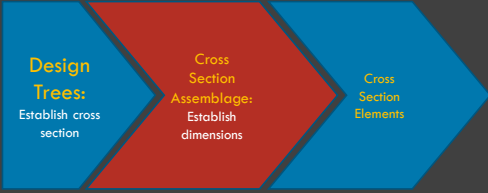
After street typology and modal hierarchy have been established, design trees will guide cross-section selection using three parameters:

- Mode Hierarchy
- Building Form and Function
- Roadway Form and Function
- Cross Sections



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Design Guidance
General Design Process


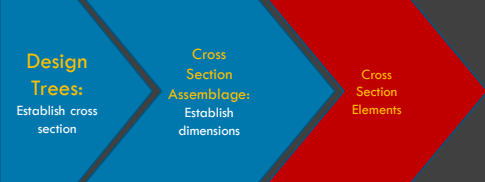
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Cross Section Assemblage:
Establish dimensions

Cross Section Elements

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Design Guidance
General Design Process



Design Trees:
Establish cross section

Cross Section Assemblage:
Establish dimensions

Cross Section Elements

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Design Guidance
Other Cross Section Elements

<ul style="list-style-type: none"> Stoop area Door Zone Yards Building Setbacks Walkways Trees Sidewalk Furniture Driveways 	<ul style="list-style-type: none"> Curbs Bicycle Lanes Protected Bike Lanes Parking Turn Lanes 	<ul style="list-style-type: none"> Landscaping Pedestrian Refuges Bus-rapid Transit Protected Bike Lanes Turn Lanes 	<ul style="list-style-type: none"> Curbs Bicycle Lanes Protected Bike Lanes Parking Turn Lanes 	<ul style="list-style-type: none"> Stoop area Door Zone Yards Building Setbacks Walkways Trees Sidewalk Furniture Driveways
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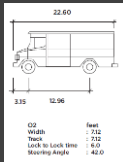
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Design Guidance
Geometric and Operational Policies



The final section outlines key CDOT geometric and operational policies.

- Level of Service
- Traffic Control (Signals)
- Right Turn on Red
- Design and Control Vehicles
- Design and Target Speed
- Lane Width

GVW	16,000	Height	7.52
Width	7.52	Wheel	6.10
Track	6.10	Lock to Lock Time	6.40
Steering Angle	42.0		

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Chapter 4. Implementation



Implementation

Project Delivery Process

1	GOAL: Identify and promote projects that advance Complete Streets	<p>challenges: urban form, infrastructure, development</p> <p>barriers: government condition, outdated planning, safety</p> <p>moving forward: health analysis, partnership, advocacy</p>	<p>Scoping:</p> <ul style="list-style-type: none"> See 1: Establish Objectives See 2: Perform Research See 3: Conduct Site Visits See 4: Assemble Data See 5: Set Priority Hierarchy See 6: Reveal Objectives <p>Design:</p> <ul style="list-style-type: none"> See 1: Draft Alternatives See 2: Develop Design See 3: Evaluate Impact See 4: Obtain Feedback See 5: Prepare Final Design
2	GOAL: Address all modes - consider land use and roadway context	<p>project needs: existing conditions, mode deficiencies, gaps and funding</p> <p>options: prioritized modes, staff vs. board, top-down use</p> <p>desired outcomes: community needs, system opportunities, modal hierarchy</p>	
3	GOAL: Address objectives defined during scoping stage	<p>cross-section: diverse stakeholders, address all modes, community needs</p> <p>intervention design: geometric design, signal timing, modal conflict issues</p> <p>trade-offs: accessibility, program, modal hierarchy, slow for feedback</p>	
4	GOAL: Ensure project is built as designed for Complete Streets	<p>issues and conflicts: how to build the right address provisions, do not sacrifice modal components</p> <p>opportunities: contractor incentives to contractors allow for design improvements, avoid efficiency</p>	
5	GOAL: Measure the effectiveness of the Complete Street	<p>before: no exceptions, decrease safety, variable measures</p> <p>monitoring: measure people, vehicle counts, fear rate and walk</p> <p>after: health and economic impacts, travel, consistency and travel time, process streamlining, coordination, and feedback</p>	
6	GOAL: Ensure all users are accommodated through the projects lifespan	<p>coordinate: include maintenance staff in scoping CD, include maintenance staff in design CD</p> <p>funding: program funds for maintenance, maintenance should not limit complete designs</p>	

+ ENGAGE PUBLIC STAKEHOLDERS
 Find key opportunities to interface with community groups, residents, and business owners - allow projects to be influenced by lessons learned through outreach efforts.

*** ENGAGE AGENCIES & DEPARTMENTS**
 Coordinate CDOT projects and measure-ment with external agencies and other city departments to assure the best use of resources and meet multiple objectives.

Thank You

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