Chicago Metropolitan Agency for Planning

Pedestrian Safety and Illinois Complete Streets

Presented October 26, 2007
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Complete Streets: Before Pictures

What Complete Streets Means

When We Build or Alter a Road,
We Need to Accommodate All Traffic,
Including Bicycles and Pedestrians

Why Complete Streets Are Important for CMAP

- Safety: Crashes Near Cary Demonstrated the Need to Provide Walking and Bicycle Accommodations During Construction and Reconstruction.
- Complete Streets Are A Critical Transit Issue: Transit Requires Accommodation for Walking and Bicycling.
- Complete Streets Has Financial Implications.
- CMAP and Partners Should See that Interests and Needs Are Met.

Surface Transportation: Community Infrastructure

STREETS FOR RESIDENTIAL CONNECTIVITY

BIKEWAYS

SIDEWALKS

TRANSIT

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Surface Transportation: Long-standing Issues

SUPPORT OF ECONOMIC AND COMMUNITY DEVELOPMENT

AIR QUALITY, SAFETY, AND OTHER PUBLIC HEALTH ISSUES

PROVISION OF PUBLIC AND OPEN SPACE

Surface Transportation: Evolving Needs

SENIORS

SAFE ROUTES TO SCHOOL

PEOPLE WITH DISABILITIES

Chicago Metropolitan Agency for Planning

Complete Streets: 23 USC 217

- "Bicyclists and Pedestrians Shall Be Given Due Consideration in the Comprehensive Transportation Plans Developed by Each Metropolitan Planning Organization and State…."
- "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted."
- "Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians."

Complete Streets: USDOT Policy (2000)

- Bicycle and Pedestrian Ways Shall Be Established in New Construction and Reconstruction Projects in All Urbanized Areas Unless:
  - Bicyclists and Pedestrians Are Prohibited by Law
  - The Cost of Establishing Bikeways or Walkways Exceeds 20% of the Cost of the Larger Project
  - There Is a Sparcity of Population or Other Factors (Natural Resources, Severe Grade)
- Sidewalks, Shared Use Paths, Street Crossings, Pedestrian Signals, Signs, Street Furniture, Transit Stops and Facilities, and All Connecting Pathways Shall Be Designed, Constructed, Operated, and Maintained So That All Pedestrians, Including People with Disabilities, Can Travel Safely and Independently.

Complete Streets: USDOT Policy (2000) Continued

- Design and Development of the Transportation Infrastructure Shall Improve Conditions for Bicycling and Walking By:
  - Planning Projects for the Long-Term. E.g., a 50-Year Bridge Design Should Provide for Bicycle and Pedestrian Use Even If Not Currently Connected.
  - Addressing Bicyclists' and Pedestrians' Needs to Cross Corridors, as Well as Travel along Them.
  - Getting Exceptions Approved at a Senior Level.
  - Designing Facilities to the Best Currently Available Standards and Guidelines.

Complete Streets: USDOT Implementation

- AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities (2004)
- AASHTO Guide for the Development of Bicycle Facilities (1997)
- FHWA How to Develop a Pedestrian Safety Action Plan (2006)
- Public Right of Way Accessibility Guidelines (2008?)

Local Complete Streets

Policies Exist in:

- City of Chicago
- DuPage County

Complete Streets Illinois

- Senate Bill 314 Introduced 2/7/07
- Passed Both Houses, Amendatory Veto
- Enacted by Legislative Override of Gubernatorial Veto.
  - Senate Vote: 53 - 0
  - House Vote: 109 – 3
- Public Act 95-665 Enacted 10/17/07
- Overwhelming Vote Demonstrates Strong Legislative Mandate for Walking and Bicycling Accommodations.

Complete Streets Illinois: PA 95-665

- Bicycle and Pedestrian Ways Shall Be Given Full Consideration in the Planning and Development of Transportation Facilities, Including the Incorporation of Such Ways into State Plans and Programs
- In or Within One Mile of an Urban Area, Bicycle and Pedestrian Ways Shall Be Established In Conjunction with the Construction, Reconstruction, or Other Change of Any State Transportation Facility

Complete Streets Illinois: PA 95-665 (Continued)

- Exceptions:
  - Pavement Resurfacing Projects that Do Not Widen the Existing Traveled Way or Do Not Provide Stabilized Shoulders
  - Where Approved by the Secretary of Transportation Based Upon Documented Safety Issues, Excessive Cost, or Absence of Need
- Bicycle and Pedestrian Ways May Be Included in Pavement Resurfacing Projects When Local Support Is Evident or Bicycling and Walking Accommodations Can Be Added within the Overall Scope of the Roadwork.

Complete Streets Illinois: PA 95-665 (Continued)

- The Department Shall Establish Design and Construction Standards for Bicycle and Pedestrian Ways.
- Beginning July 1, 2007, This Section Shall Apply to Planning and Training Purposes Only.
- Beginning July 1, 2008, This Section Shall Apply to Construction Projects.

- 605 ILCS 5/4-220

Complete Streets: CMAP Interests

- Interests of Local Communities
- Supporting Public Transportation
- Ensuring Accessible Public Rights-of-Way
- Improving Efficiency by Reducing Need for Retrofits
- Reducing Single-Occupant Vehicle Travel Demand
- Improving Safety

CMAP Pedestrian Safety Initiative

- Direct Assistance to Four Communities
- Develop Policies and Procedures for Pedestrian Safety
- Develop Plan for Education and Enforcement

CMAP Pedestrian Safety Initiative: Two Safety Challenges

Types of Crash Sites:

- Sites with High Exposure Rates.
- Sites with High Risk Rates.

Complete Streets Implementation Needs to Address Both Types of Crash Sites

Complete Streets: Pedestrian Safety Initiative Role

- Model Language
- Training
- Promoting What Works

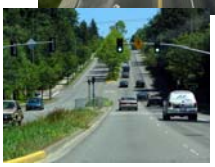
CMAP Pedestrian Safety Initiative

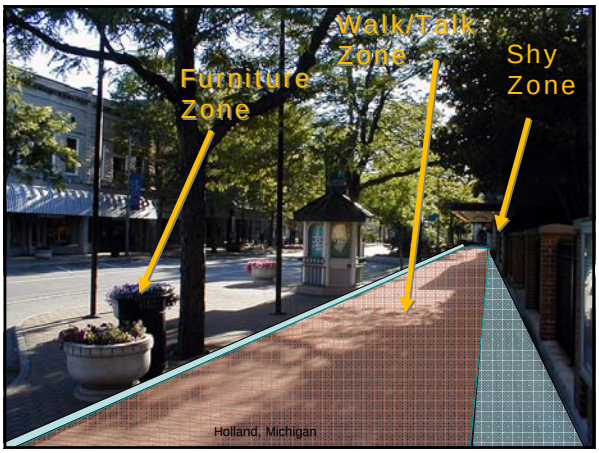
- Promote What Works:
  - Sidewalks
  - Reducing Exposure through Landscaped Medians, Refuge Islands, Curb Bulbouts, and Shorter Crossing Distances
  - Controlling Vehicle Speed, e.g. through Tighter Intersection Turn Radii, Reduce Excessive Widths
  - Improved Signal Operations: Adequate Clearance Intervals, Leading Pedestrian Intervals, Protected Left Turns, Pedestrian Count-Downs
  - Enforcement and Education

What CMAP Partners Can Expect

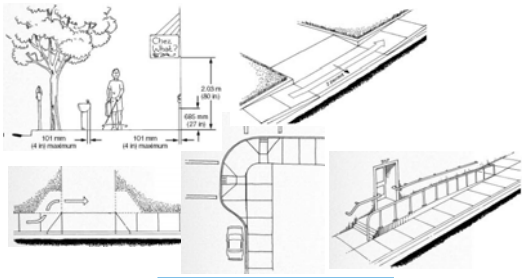
- Municipalities should no longer have to fight battles about whether there will be sidewalks
- Low-income communities will get accommodations.
- Complete Streets will remove design uncertainty earlier in the engineering process, and reduce work necessary for local agreements.
- How sidewalks are included will affect maintenance and compliance with Rehabilitation Act and ADA.
- Better Decisions and Faster Decisions.

What Complete Streets Can Look Like





Accessibility Is Coming (And Is Required)



2030 Regional Transportation Plan Capital Element Update

Recommendation Category	Typical Projects	Capital Allocation
Management	Management and Operations, Maintenance, Reconstruction	$47B (72%)
Committed	Projects Under Construction	$4B (5%)
Strategic	Rail Freight, Bicycle/Pedestrian, Arterial, Transit	$5B (8%)
Major Capital	New Transportation Corridors, System Additions	$9B (15%)
Total		$65B

Pedestrian Safety and Illinois Complete Streets

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Thank You