Post COVID Mobility:
Prioritizing Sustainable and Safe Modes

March 13, 2022
Lifesavers Conference
How did we travel to work in Chicago before COVID?

2018 Chicagoland mode share snapshot

- **77.4%**: The automobile remains the dominate commute mode of choice in the region. However, not everyone owns a car. Two percent of suburban workers and 16 percent of City of Chicago workers lack access to a car.

- **13.2%**: Public transportation alleviates traffic congestion and reduces greenhouse gas emissions. One CTA bus can take as many as 60 cars off the road.!

- **5.6%**: Working from home is becoming increasingly popular, growing at a faster rate than any other mode.

- **2.9%**: Walking is a healthy, low-impact commute option that is unfortunately becoming a less common way of getting to work.

- **0.7%**: Biking is slowly becoming a more popular commute option in Chicago, yet remains only a small segment of our overall regional mode share.

Source: Active Transportation Alliance 2020 Regional Mode Share Report, American Community Survey
Non-Auto Commute Mode Share of Large Cities

Source: Active Transportation Alliance 2020 Regional Mode Share Report, American Community Survey
Transportation is largest source of GHG emissions

Source: US EPA
Chicago Regional GHG Inventory

- None of the GHG scenarios achieves the Climate Stabilization goal

Source: 2015 Regional Greenhouse Gas Emissions Inventory, Chicago Metropolitan Agency for Planning
Reshaping travel in the COVID Era

Biking and walking have been very important. To make them more safe and appealing strategies have included:

- Temporary shared streets
- Increased bike lanes
- Improved traffic safety measures
- Increased pedestrian spaces
- More space for bike parking, including in offices

How do we avoid a huge increase in auto travel?
What’s the Potential for Increasing Walking and Biking in Chicago?

More than 50% of car trips in Chicago are less than 3 miles.

<table>
<thead>
<tr>
<th>Trips 0-1 miles</th>
<th>Trips 1-2 miles</th>
<th>Trips 2-3 miles</th>
<th>Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>22%</td>
<td>17%</td>
<td>12%</td>
<td>51%</td>
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Reliance on Transit, biking and walking

- 27 percent of Chicago households don’t have a car
- 13 percent of regional households don’t have a car
Chicago’s Cycling Infrastructure - 2022

- Protected bike lanes – 35.2 mi
- Buffered bike lanes – 113.2 mi
- Striped bike lanes – 114.1 mi
- Neighborhood greenways – 26.9 miles
- Chicago has 4,000 miles of streets

Courtesy Barry Kafka
What is the longer term future for transit?

• Prioritize riders who rely on transit
• Aggressively build trust in transit
• Develop new funding/operational structures
COVID Mobility Survey
top item in each Zip Code
(05/03/20 - 07/31/20)

- BIKING
- RECREATION
- SHARED STREETS
- SPEEDING
- TRANSIT
- WALKING
Shared Streets Survey Results

Surveys Received

✅ 828

- Would you like Chicago to create more Shared Streets this year?
  - Yes: 70%
  - No: 30%

- Would you like Shared Street Program an option for neighborhoods in 2021?
  - Yes: 68%
  - No: 25%
  - Unsure: 6%

- What do you enjoy most about Shared Streets?
  - Car Free Travel: 142
  - More Neighborhood Space: 123
  - Outside Social Distance: 118
  - Quiet and More Pleasant Streets: 82
Chicago Neighborhood Bicycle Networks Approach

• Intense focus on a neighborhood
• Build culture
• Empower community groups

Belmont Craigin and Hermosa
Chicago Quick Delivery Pedestrian Safety Measures

- Bump-outs at intersections
- Median refuge islands
- Improved crosswalk markings
- Leading pedestrian interval signal timing
Mode Shift Approach

- Shift travel from auto to other safer modes of travel, i.e. transit, safe biking and walking facilities.
- Reduce speeds, reduce conflicts, and separate facilities

Safer cities tend to be ones with extensive public transportation, good conditions for walking and cycling, and fewer cars on the road driving short distances at safer speeds.

Saving Lives with Sustainable Transport, World Resources Institute, 2012.
Complete Streets Approach

• Prioritize projects that incorporate Complete Streets elements such as:
  – Add/widen sidewalks
  – Improve crosswalks/shorten crossing distance
  – Add bike lanes
  – Slow auto travel speeds
Complete Streets

Results:
• Decrease in injuries to all street users
• Increase in economic activity

Source:
Measuring the Street: New Metrics for 21st Century Streets
Thank You!

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