



Metropolitan **Planning** Council

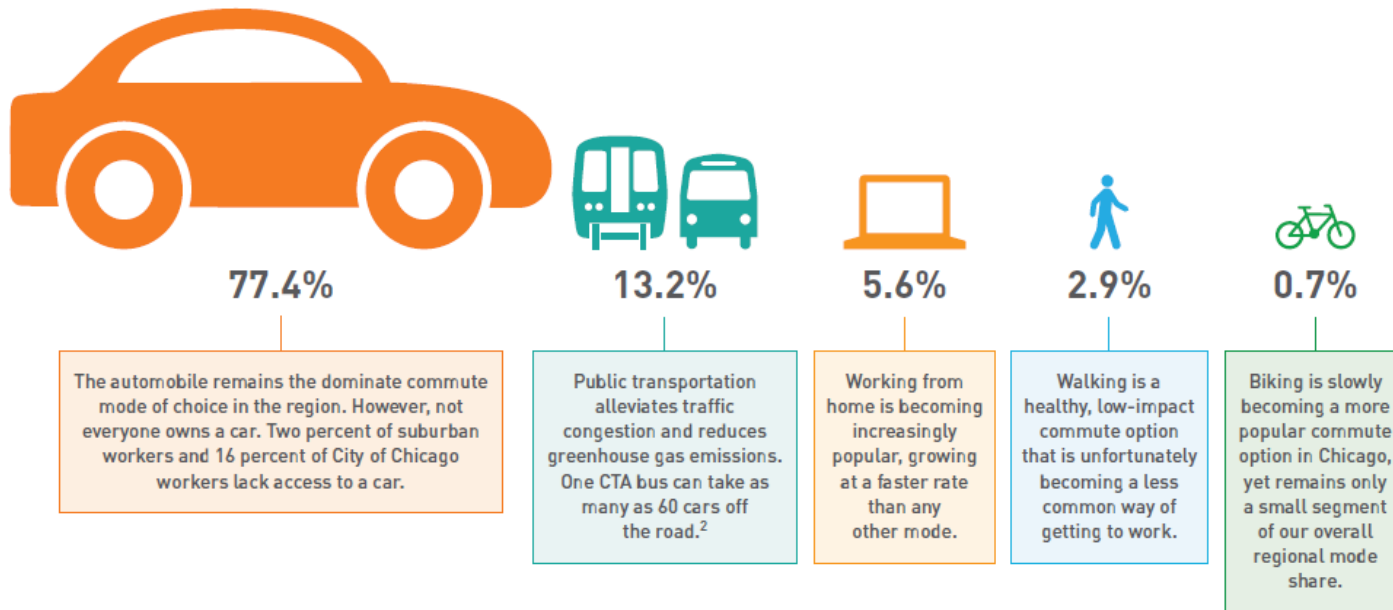
**Post COVID Mobility:  
Prioritizing Sustainable  
and Safe Modes**

March 13, 2022

Lifesavers Conference

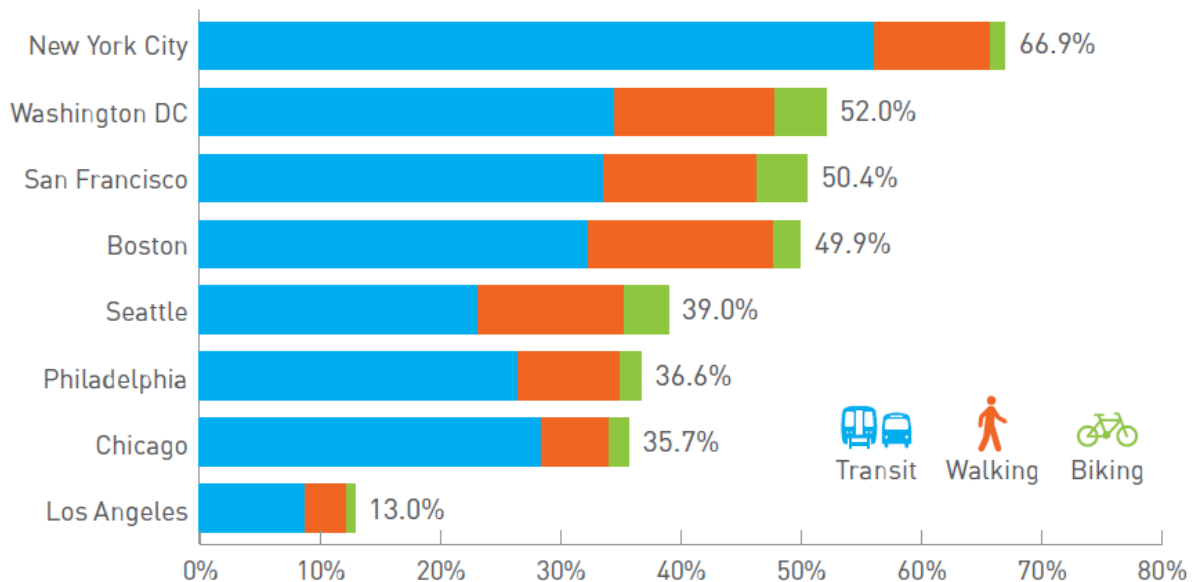
# How did we travel to work in Chicago before COVID?

2018 Chicagoland mode share snapshot<sup>1</sup>



Source: Active Transportation Alliance 2020 Regional Mode Share Report, American Community Survey

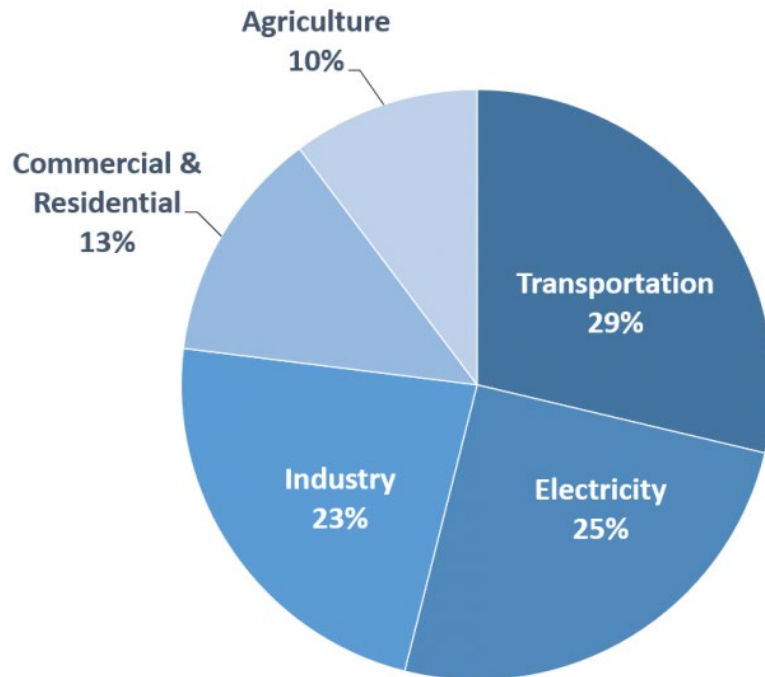
# Non-Auto Commute Mode Share of Large Cities



Source: Active Transportation Alliance 2020 Regional Mode Share Report, American Community Survey

# Transportation is largest source of GHG emissions

## Total U.S. Greenhouse Gas Emissions by Economic Sector in 2019



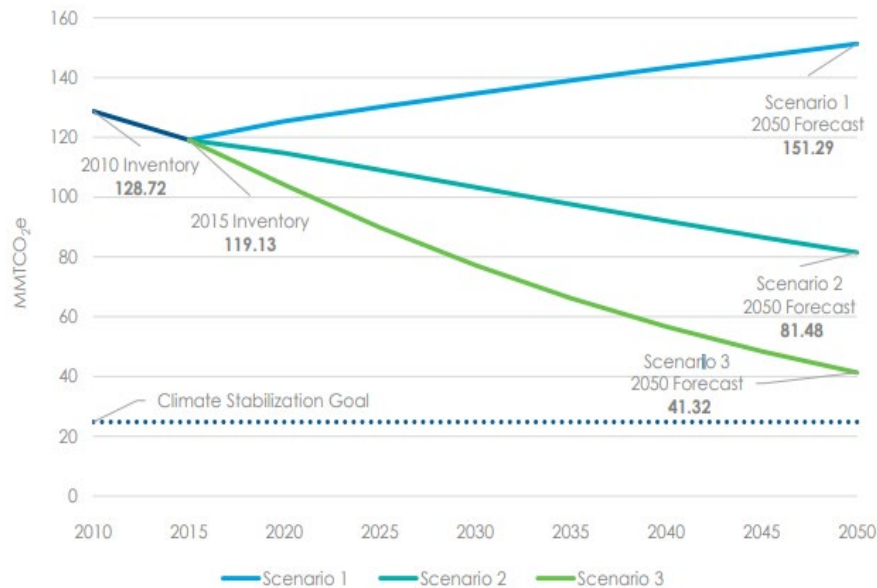
Source: US EPA

# 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

Emissions Estimates and Projections for the Chicago Region, 2010–2050



Note: The climate stabilization goal is equivalent to a reduction of emissions to 80% below 1990 levels by 2050. This goal aligns with the scientific consensus regarding the level of emissions necessary in developed countries to stabilize the climate with a global temperature increase of no more than 2 degrees Centigrade.

# 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?

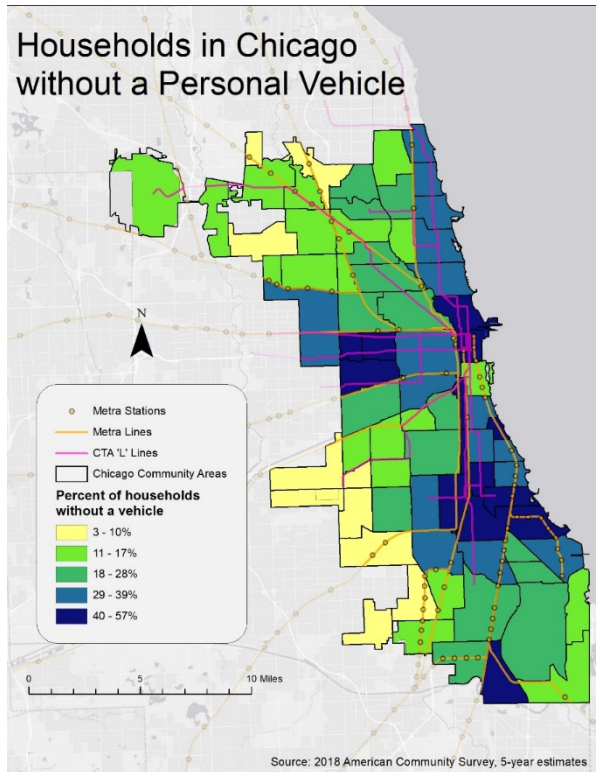
# What's the Potential for Increasing Walking and Biking in Chicago?

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

<b>Trips 0-1 miles</b>	<b>Trips 1-2 miles</b>	<b>Trips 2-3 miles</b>	<b>Combined</b>
<b>22%</b>	<b>17%</b>	<b>12%</b>	<b>51%</b>

[Source: https://inrix.com/press-releases/micromobility-study-us-2019/](https://inrix.com/press-releases/micromobility-study-us-2019/)

# 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

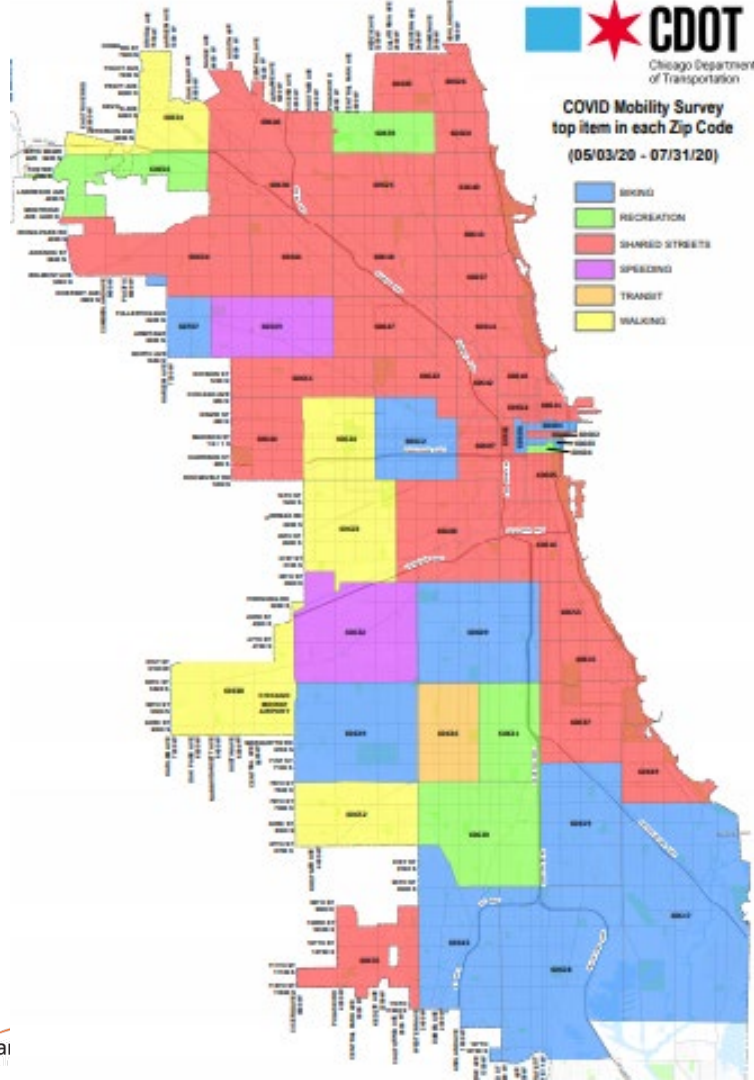


# What is the longer term future for transit?

- 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)**



**COVID Mobility Survey  
top item in each Zip Code  
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## Shared Streets Survey Results

Surveys Received

✓ 828

Last update: a minute ago

Responses



Yes 70% No 30%

Would you like Chicago to create more Shared Streets this year?



Yes 68% No 25% Unsure 6%

Would you like Shared Street Program an option for neighborhoods in 2021?



What do you enjoy most about Shared Streets?







# Dine Out Chicago street closures Summer 2021





# Chicago Neighborhood Bicycle Networks Approach

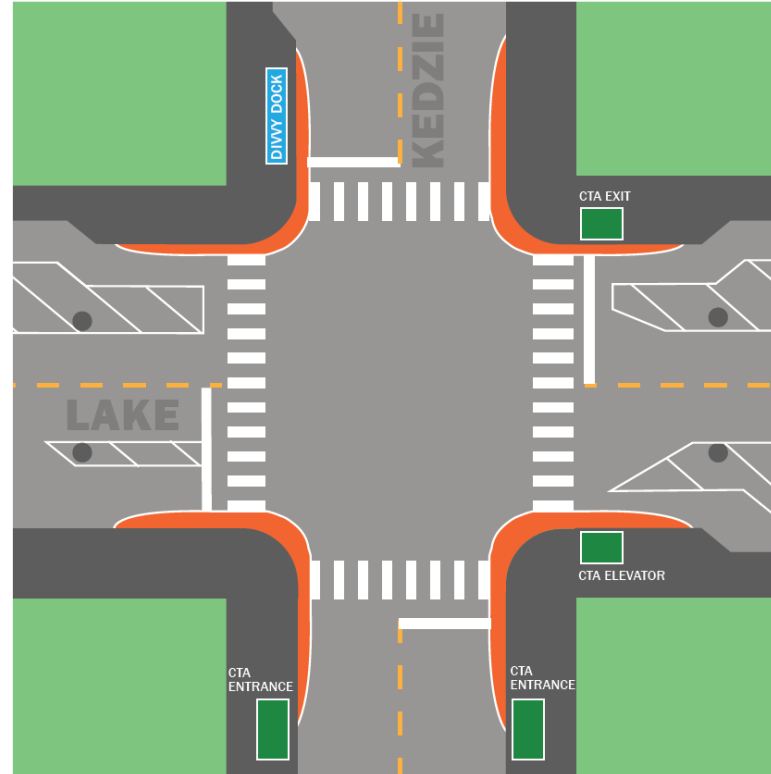
- Intense focus on a neighborhood
- Build culture
- Empower community groups

## 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



# MPO Guidebook for Using Safety as a Project Prioritization Factor

September 2016



# 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 21<sup>st</sup> Century Streets

## Designing safer streets

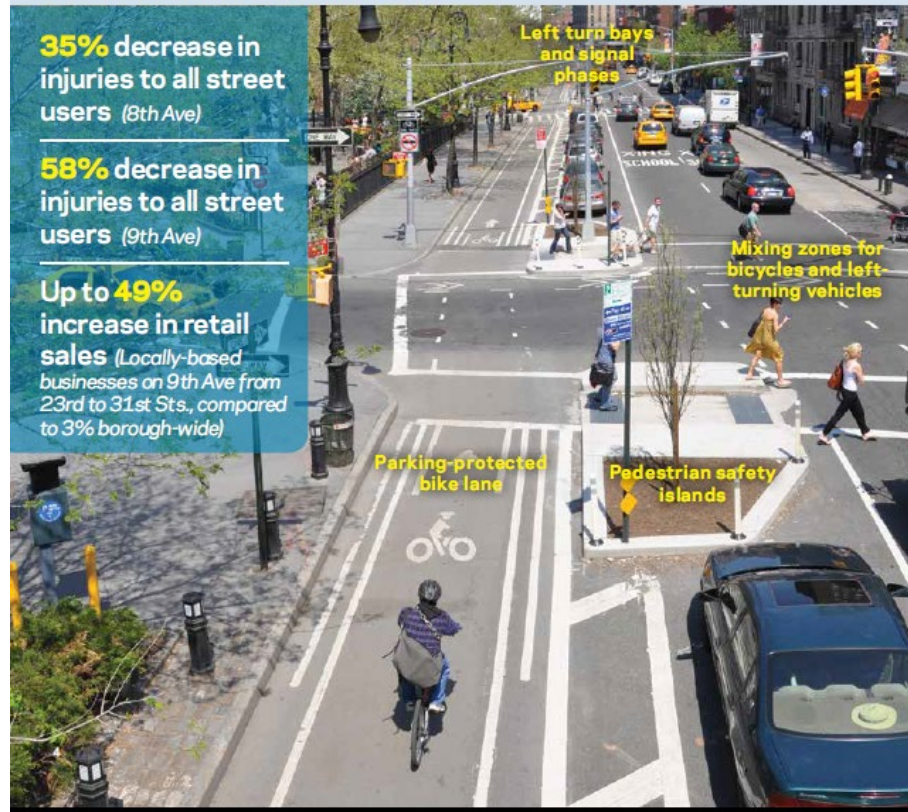
Safe and attractive options for all users

First protected bicycle lane in the US:  
8th and 9th Avenues (Manhattan)

**35%** decrease in injuries to all street users (8th Ave)

**58%** decrease in injuries to all street users (9th Ave)

Up to **49%** increase in retail sales (Locally-based businesses on 9th Ave from 23rd to 31st Sts., compared to 3% borough-wide)



# Thank You!

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