Getting to Livable Streets

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Project Director
Chicago’s public way represents 23% of the City’s land area

Over 70% of the City’s total Public Open Space
Getting to Livable Streets

- Modal hierarchy & mode share
- Ecological Services
- Placemaking

Livable Streets

Complete Streets Chicago
Department of Transportation

Guidelines and Policies

Streets for People:
Placemaking in the public way
Chicago Department of Transportation
"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."
Sustainable Urban Infrastructure Guidelines and Policies (SUIG)

**Mission and Purpose:** Create and maintain a city where all benefit from a high quality of life without depleting our natural resources.

**Performance Metrics** to quantify benefits.
The continuum of Placemaking

- Cultural Programming and activation
- Tactical Urbanism
- Small scale capitol and full scale prototyping
- Large scale capitol and programming implementation
Livable Streets

- Support Economic Development
- Improve Public Safety and Public Health
- Enhance Quality of Life and Sense of Place
- Upgrade Infrastructure
- Be Multi-modal and Transit Friendly
- Incorporate Sustainable Best Practices
- Ensure Maintainability
- Be Beautiful

...and cost less.
Make Way for People

Photo Credit: DNA INFO/Serena Dai
New Plazas
Berteau Neighborhood Greenway
Ashland to Greenview

Bicycle Features
• Contraflow bike lane
• Green pavement to improve visibility of bike lane
• Bike Signal to improve crossing
• Bike symbols to guide cyclists out of the door zone
• Reorient stop signs to prioritize Berteau traffic

Motorist Improvements
• Traffic circle to reduce motor vehicle speeds
• 20 MPH posted speed limit
Pedestrian Features

- Infiltration curb extensions to improve pedestrian crosswalks and reduce storm water runoff
- High visibility crosswalks to reduce pedestrian exposure
- Pedestrian refuge island to improve crossing
Flex Streets

Flexible space is defined and protected by landscaped bump-outs, colored pavement and movable bollards.

Allows 8’ sidewalks to quickly expand to 15’ with a 3’ buffer with bollards.
Argyle Shared Street – Broadway to Sheridan

- CTA train station
- Asian market place
- Night market
- Community support
- Business support
Shared Streets

WHAT IS A SHARED STREET

“Shared Space is more a way of thinking than it is a design concept. It is most readily recognized as a street space where all traffic control devices such as signals and stop signs, all markings such as crosswalks, and all signing have been removed. Curbing is removed to blur the lines between sidewalks and motorized travel way. The philosophy is that absence of all of those features forces all users of the space — from pedestrians to drivers — to negotiate passage through the space via eye contact and person to person negotiation.”

- Gary Toth, Aug. 17, 2009 http://www.pps.org/blog/shared-space

DESIGN ELEMENTS
Speeds less than 15 mph
Blurred lines between pedestrian and vehicular spaces
Removal of barrier curbs

BENEFITS
Kensington High Street in London showed a 43% decrease in casualties/injuries over a two year period after converted to a Shared Street
Increased safety through individual responsibility
Expansion of Public Urban Space
Increased pedestrian and bicycle traffic
Drivers are fourteen times more likely to give-way to pedestrians
Promotes economic development
Flexible for street fairs, markets, parades
Promotes safe and comfortable outdoor cafe space

SHARED STREET

July 1, 2013

ARGYLE STREETSCAPE
Task Force Meeting

CDOT
Burns & McDonnell
site design group, ltd.
Catalyst
Shared Streets – Argyle Street
Lincoln Square Neighborhood existing assets

- Rerouted Lincoln Ave
- One-way Access Pedestrian Mall
- New Pedestrian Plaza Space
Lincoln Square Neighborhood existing conditions
Lawrence Avenue – Post Construction
Claremont Plaza
So, How Complete is your Street?

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