



Places for People: How Transportation Choices, Infill development and Good City Design Can Reshape our Communities

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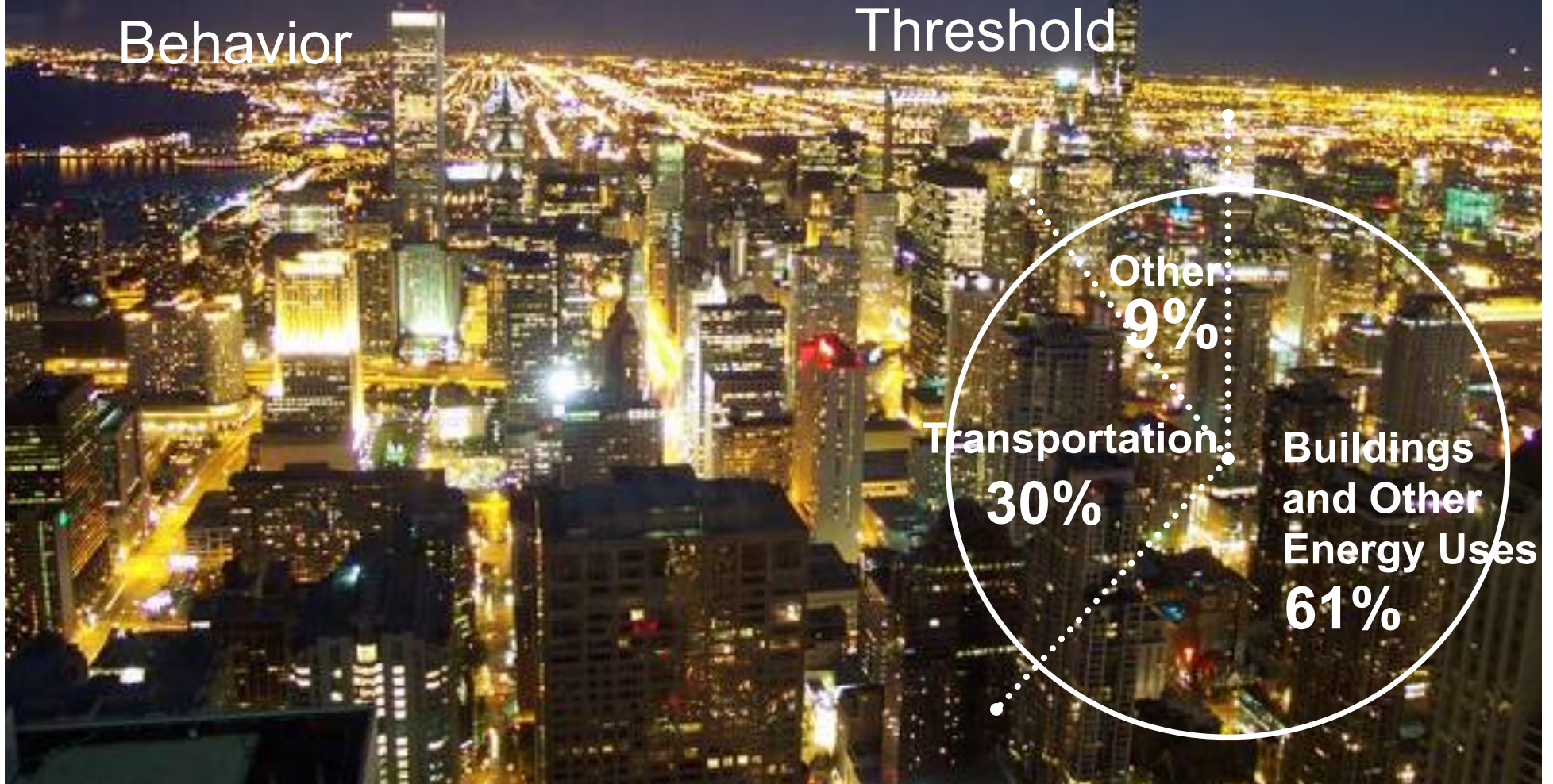
312-744-5900

Rahm Emanuel
Mayor



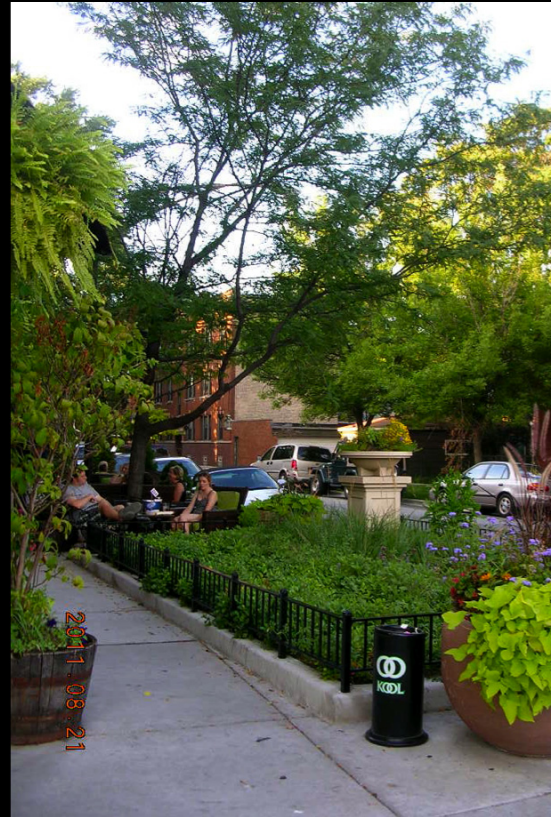
Transportation Infrastructure and Cities

- Infrastructure in Poor Condition
- Direct Effect on Behavior
- Large Capital Projects with a Long Design Life
- 50% Population Threshold

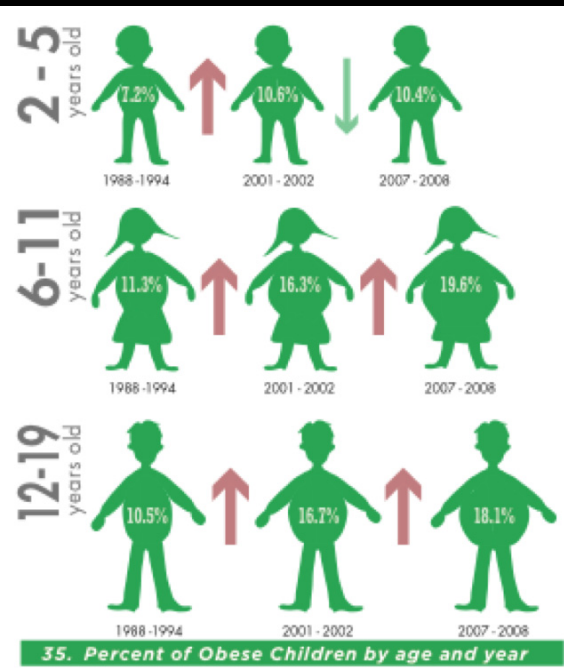


Public Space

Public Right
of Way = Public
Space

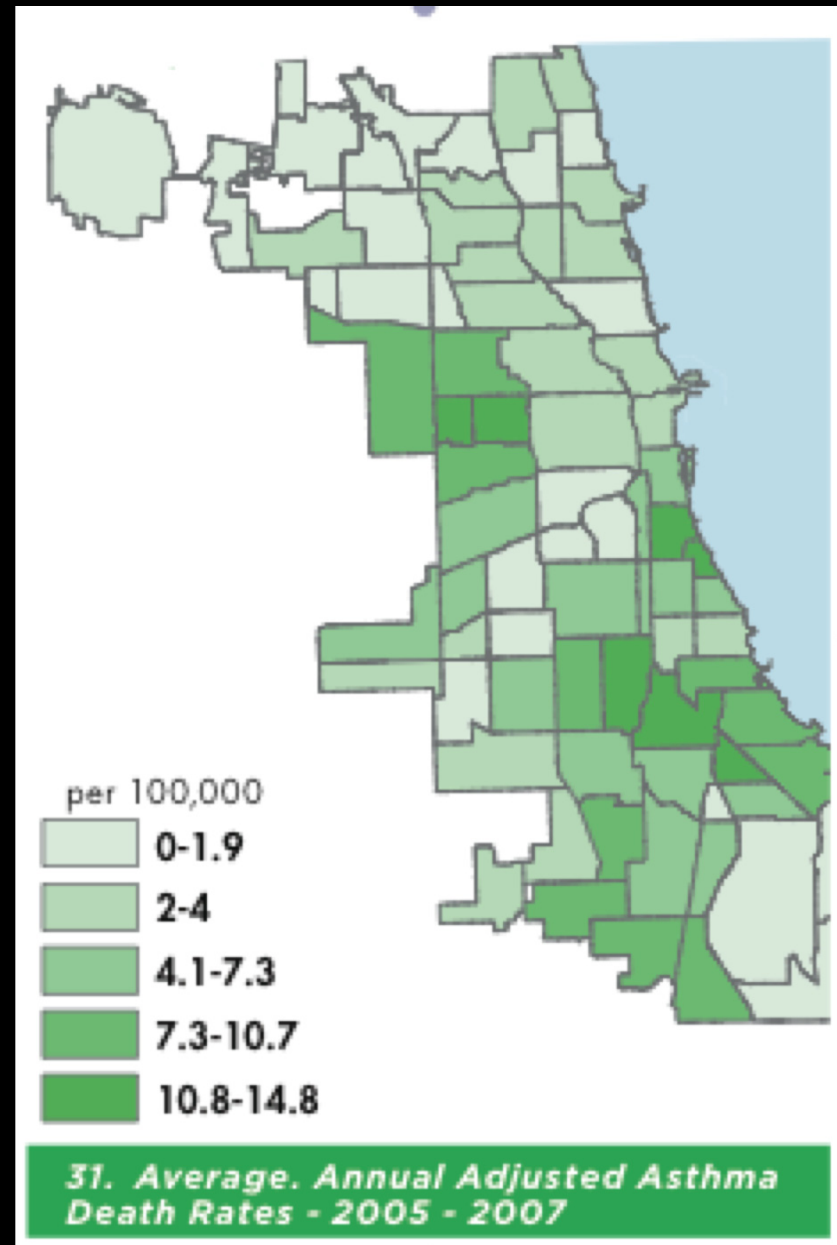
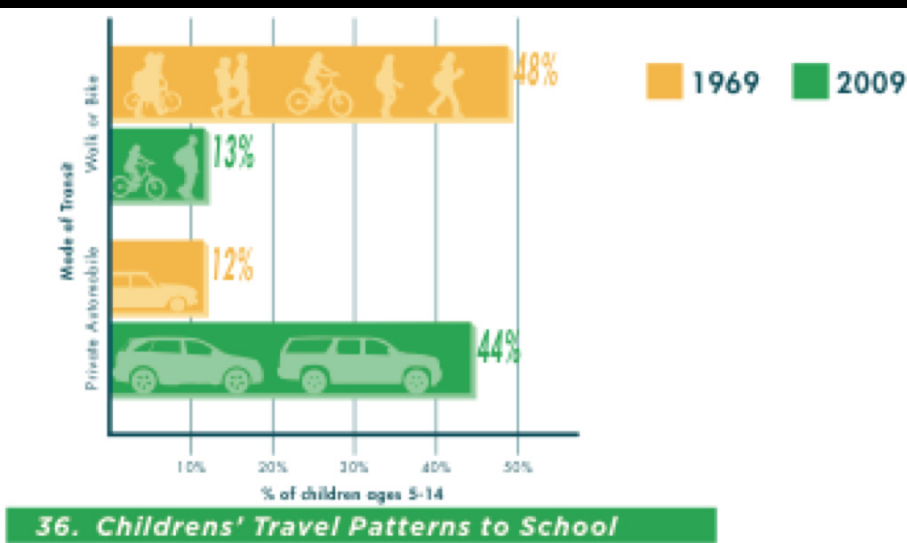


Public Health

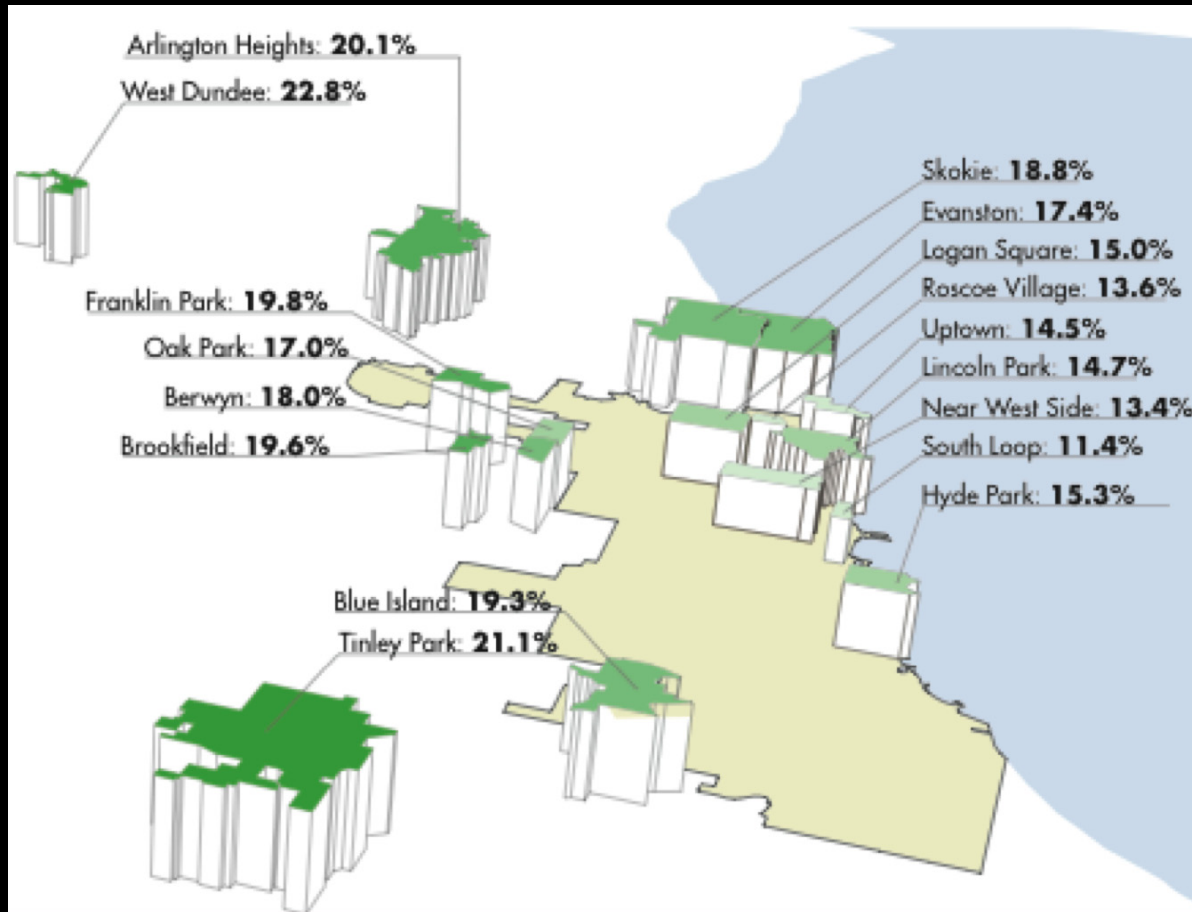


•obesity cost the state more than \$700 million every year and cost individuals an additional \$1,429 annually — 42% more than normal weight persons.

-Illinois Cardio Vascular Task Force, June 2000

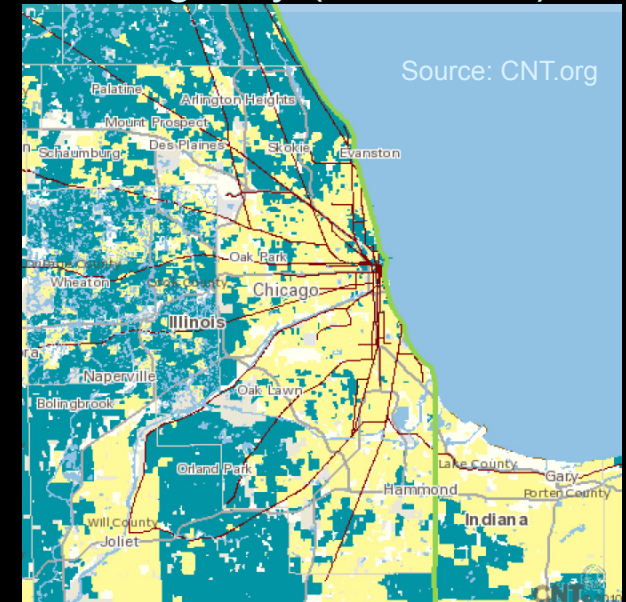


Housing and Transportation Costs

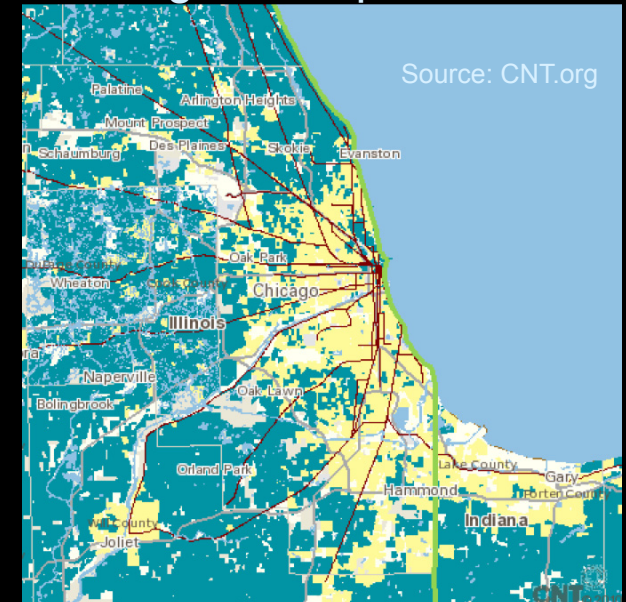


Percent of Average, Median Household Income Spent on Transportation by Neighborhood

Housing only (% income)



Housing + transportation



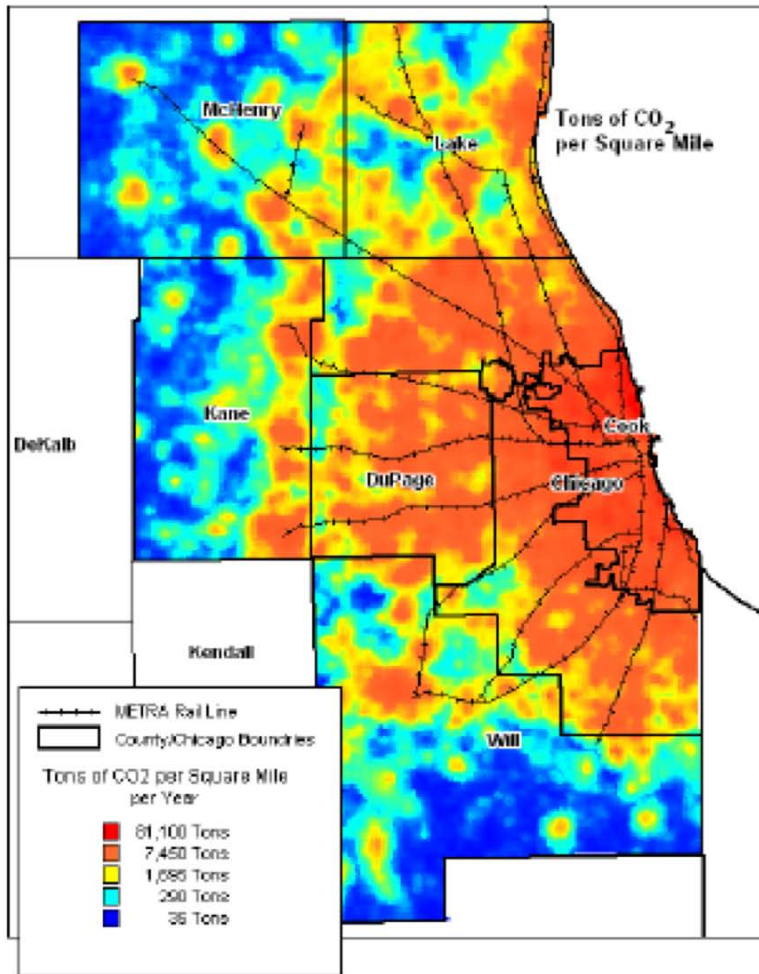
Carbon Emissions and Transportation

Two Views of Cities and CO₂

CO₂ Generated by Automobiles in the Chicago Region per Year

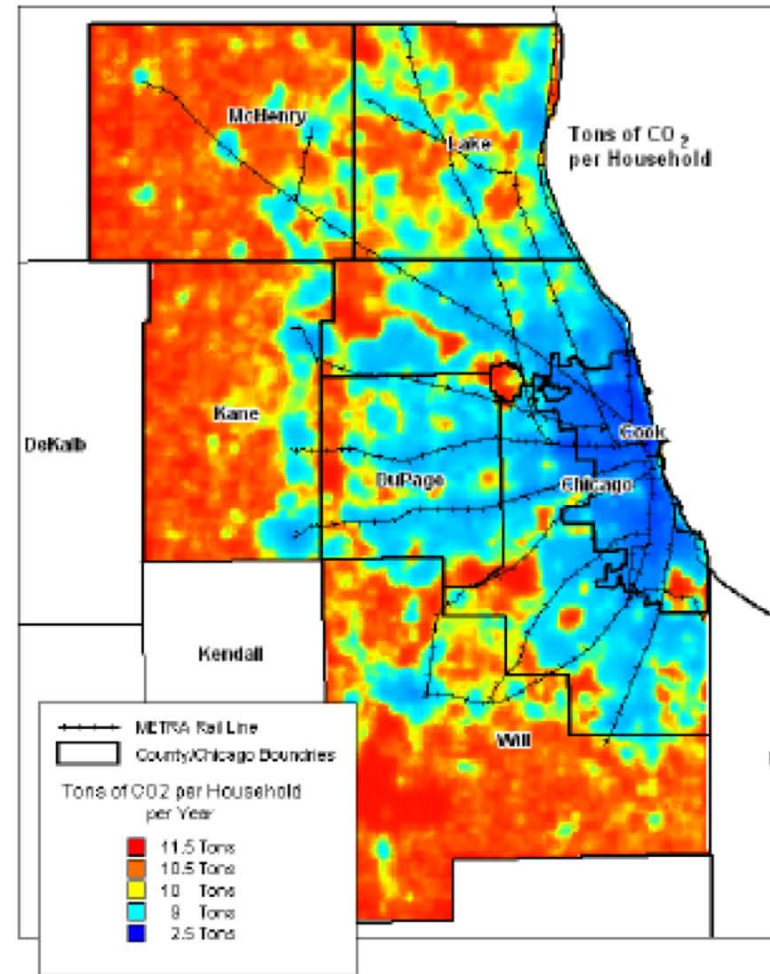
Traditional View:

Cities produce large amounts of GHGs.

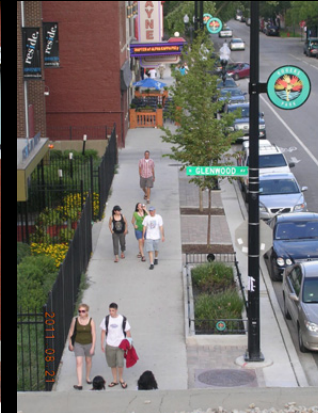


Emerging View:

City dwellers produce relatively low amounts of GHGs.



Old Fashioned and New Fashioned Sustainability



Public Space = **Public right of Way** = 23% of land area



Accommodate the needs of ALL users in a limited amount of space

Minimize impact on land, air and water resources

Streetscape and Sustainable Design Program Goals

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.



So How Do We Achieve This?

- Work Closely with Sister Agencies, Fellow Departments, & IDOT
- Establish Guiding Documents:
 - Fast Forward Chicago
 - Streetscape Design Guidelines
 - Complete Streets Design Guidelines
 - Sustainable Design Guidelines
 - Pedestrian Plan
 - GoTo 2040 Bike Plan
- Public/Private Partnerships
 - Community Organizations
- Design for the 21st Century
 - Advance New Technologies
 - Drive New Material Development
 - Digital Public Way
- Partner with Utilities to Better Manage the Public Way

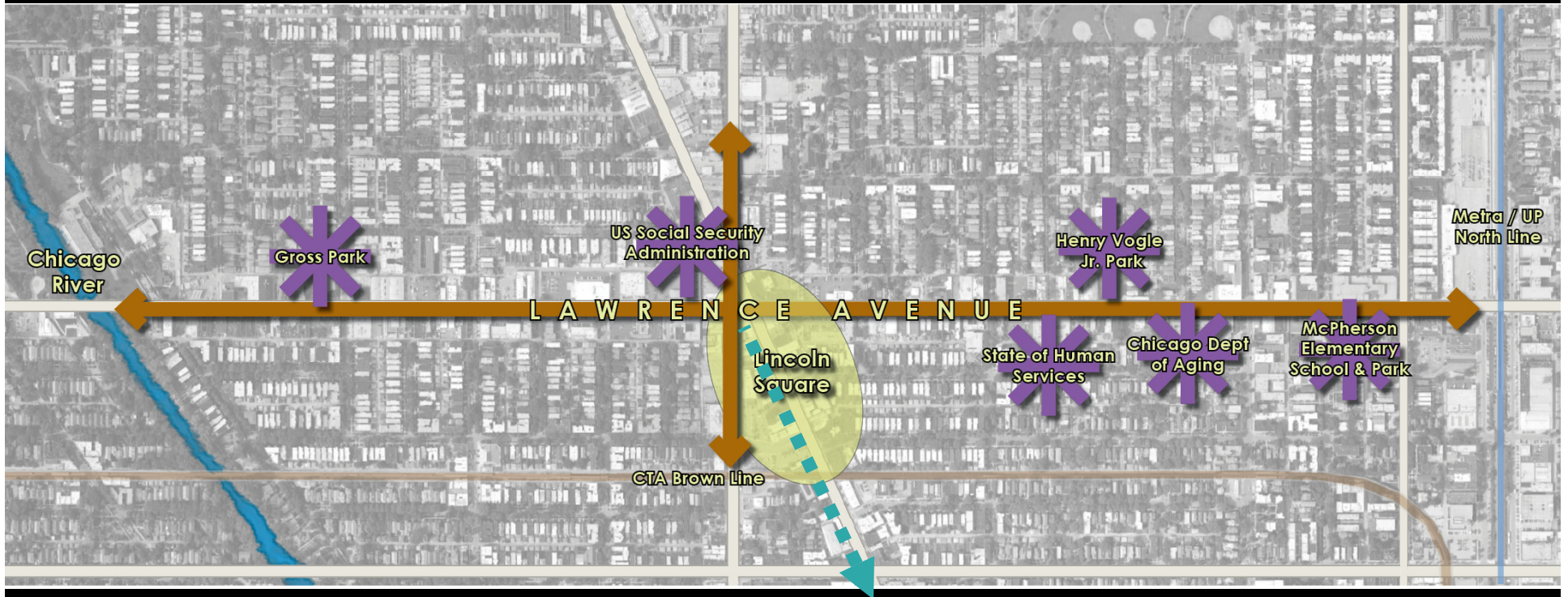


So How Do We Achieve This?

- Balance safety, mobility, community and environmental goals in all projects
- Involve the public and stakeholders early and continuously throughout the planning and project development process
- Use an interdisciplinary team tailored to project needs
- Address all modes of travel
- Apply flexibility inherent in design standards
- Incorporate aesthetics as an integral part of good design



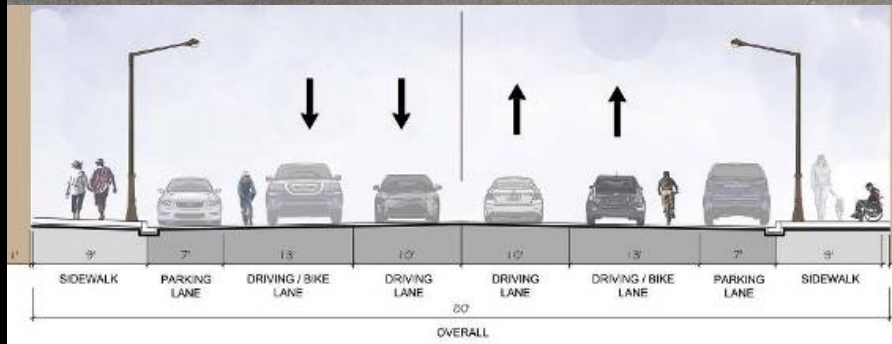
Lincoln Square Neighborhood existing assets



Lincoln Square and Giddings Plaza

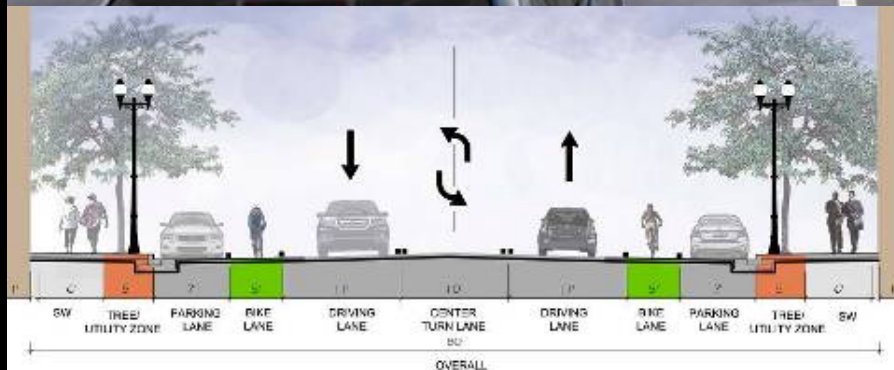


Streetscapes – Lawrence Avenue



Existing Cross Section

Streetscapes – Lawrence Avenue



Proposed Cross Section



Congress Pkwy



Protected Bike Lanes – Stony Island Cycle Track



Make Way for People

People Spots

People Spots (aka: parklets, pop-up cafes) are platforms built in the parking lane next to sidewalks in neighborhoods with narrow sidewalks or high pedestrian volumes.



People Streets

People Streets convert “excess” asphalt into hard-scape parks with the purpose of creating safer intersections and/or the addition of open space in neighborhoods with open space deficits.

People Plazas

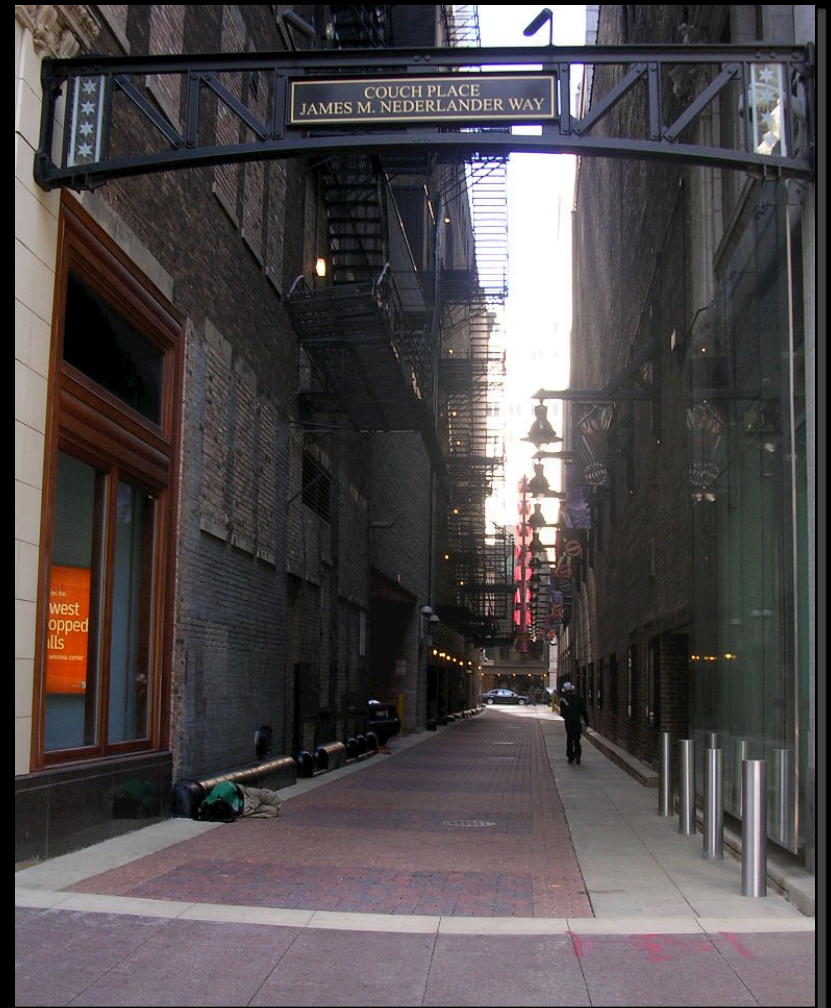
People Plazas will activate existing CDOT Malls, Plazas and Triangles with the introduction of new programming and retail opportunities with private partners.



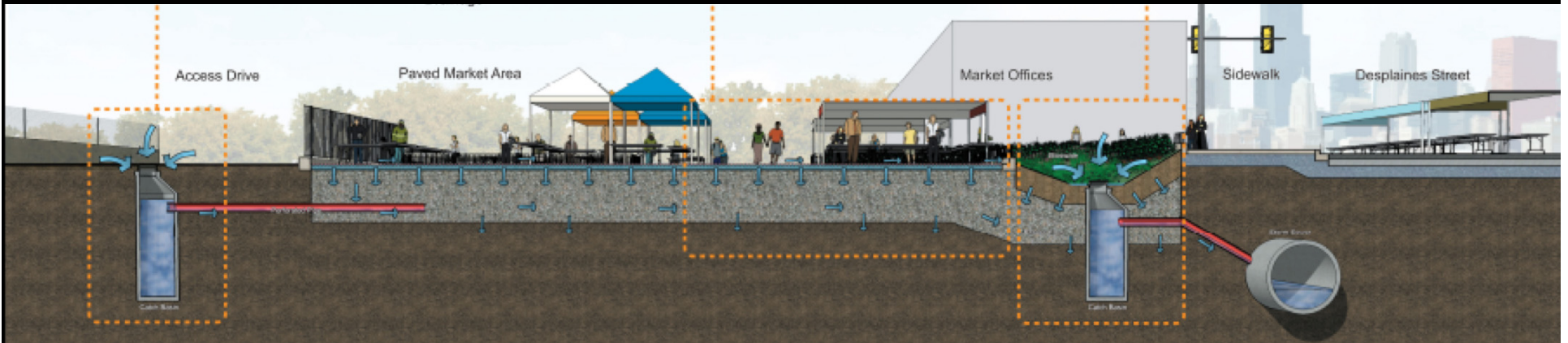


Green Alley Program

- 1,900 miles of public alleyways in Chicago, the largest of any city in the world.

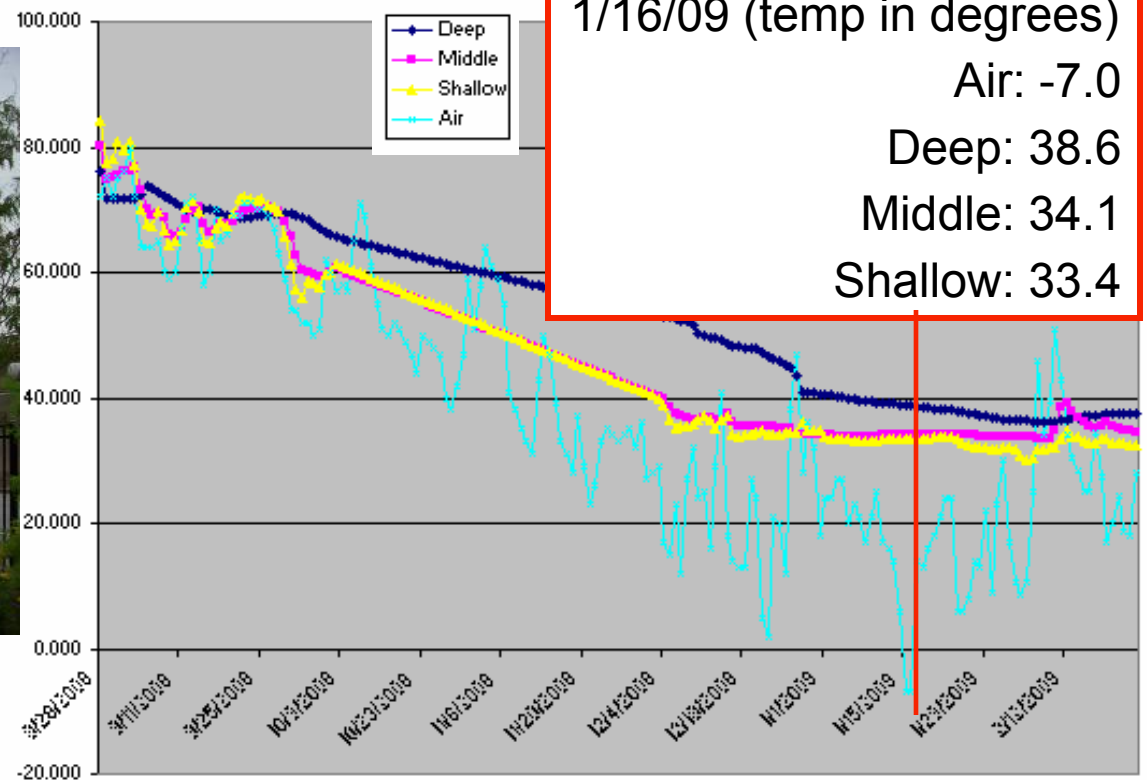


Maxwell Street Permeable Market Plaza

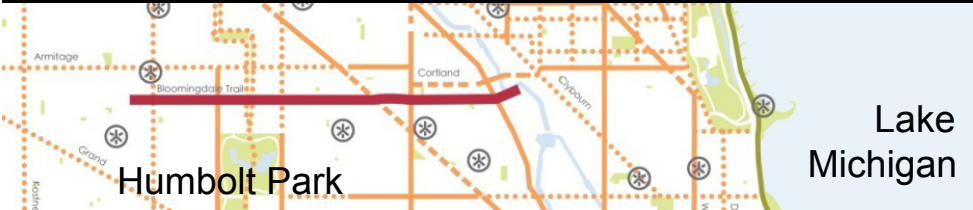
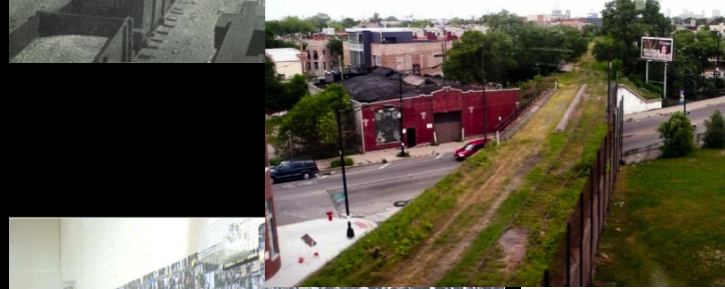
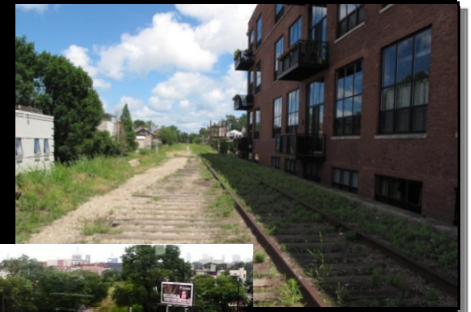
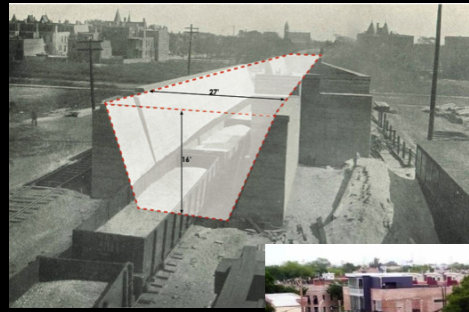


Sept 2008- Feb 2009

Temperature Data (Degrees Farenheit) from Probes at Location 1239946



Bloomington Trail



The Cermak / Blue Island Sustainable Streetscape

Project Sustainable Goals

Stormwater Management

Water Efficiency

Transportation

Energy Efficiency

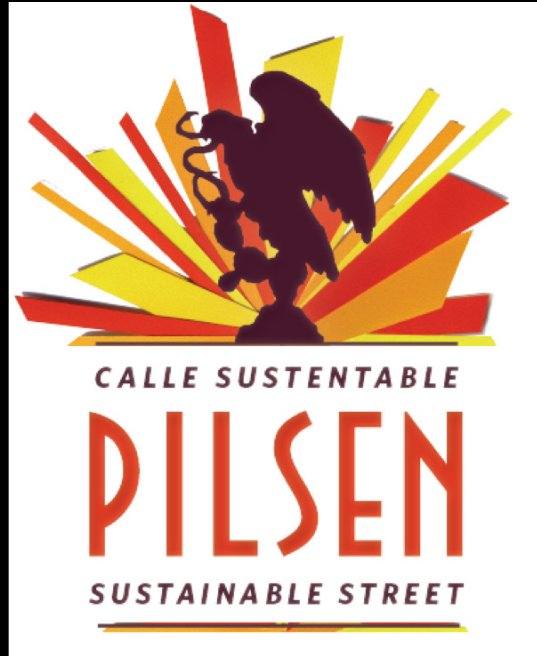
Recycling

Urban Heat Island,

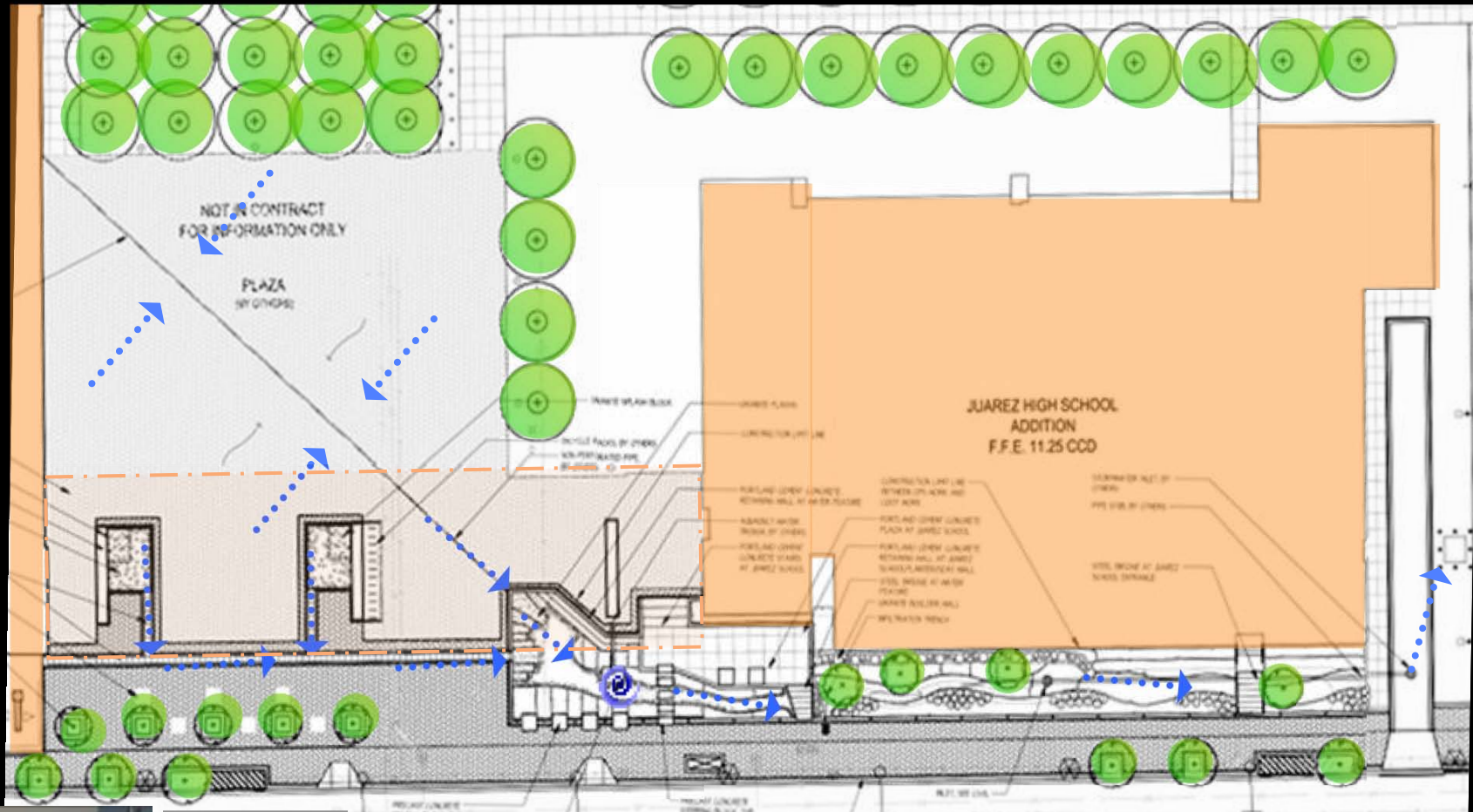
Air Quality

*Education,
Beauty &
Community*

Commissioning



BENITO JUAREZ HIGH SCHOOL WATER FEATURE



The Cermak / Blue Island Sustainable Streetscape

Integrated Infrastructure Design Example: Blue Island Cross-section

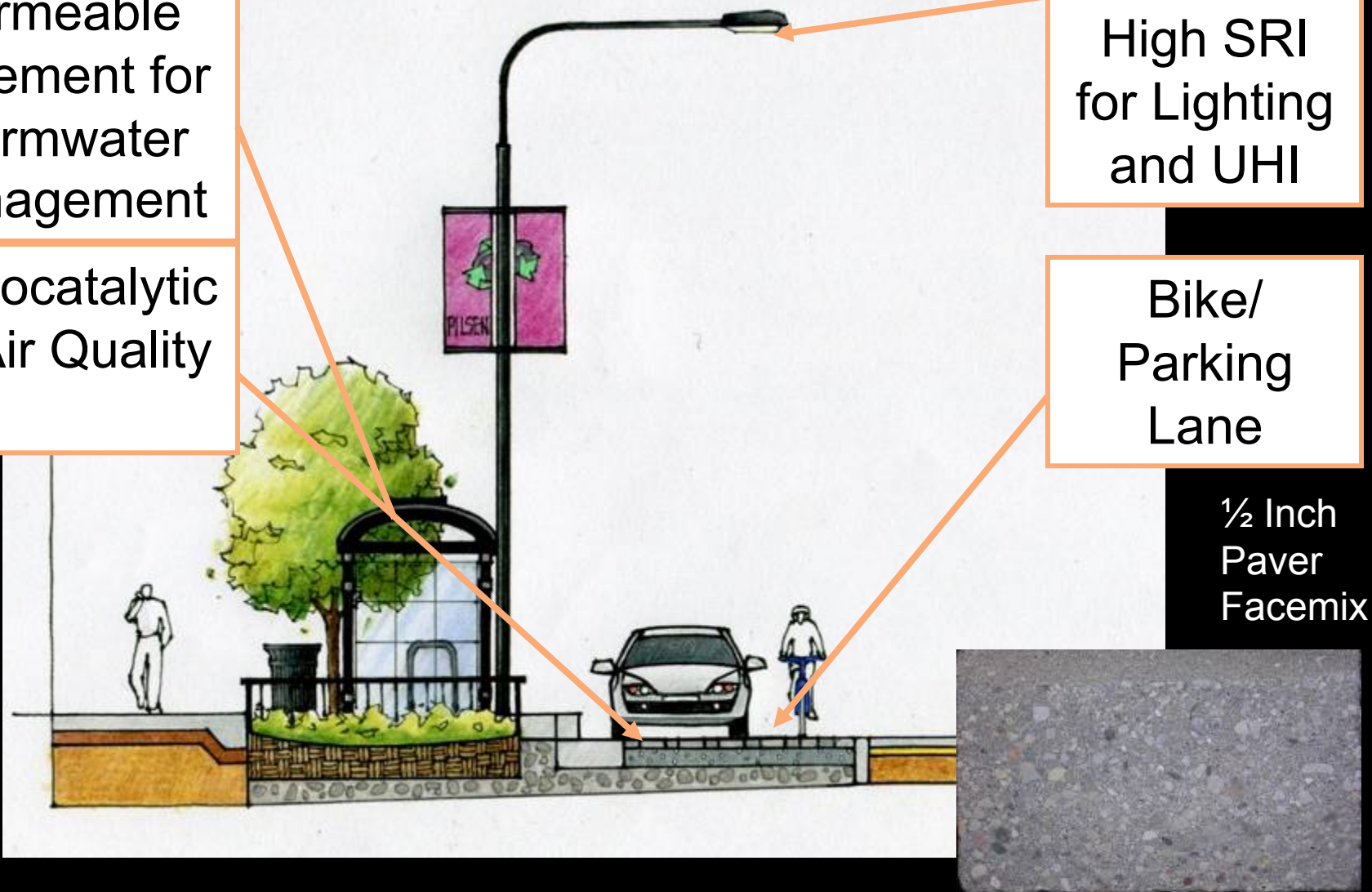
Permeable
Pavement for
Stormwater
Management

Photocatalytic
for Air Quality

High SRI
for Lighting
and UHI

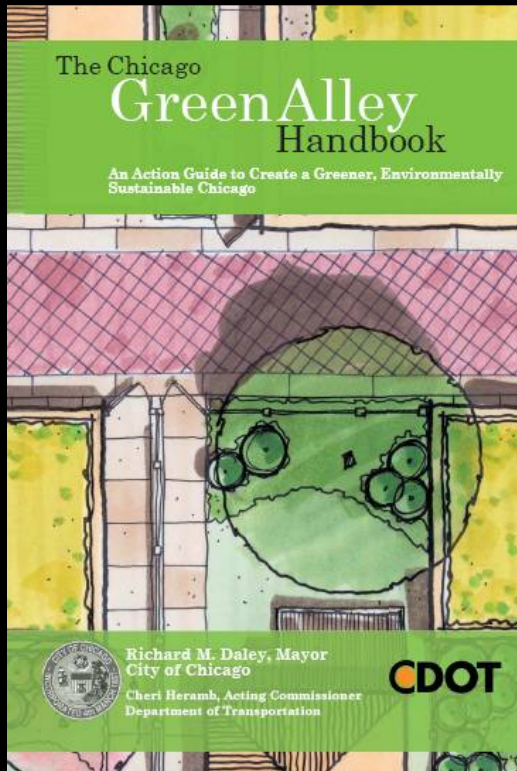
Bike/
Parking
Lane

1/2 Inch
Paver
Facemix



Education

People, especially children, can not be expected to maintain what they do not understand.



MICROTHIN CONCRETE OVERLAY

WHAT IS IT?
If you look out at Cermak Road from where you stand, you'll see that part of the street is light grey instead of dark grey. That's because those lanes are topped with a thin layer of lighter-colored concrete called a micro-thin concrete overlay.

HOW DOES IT HELP?
Heat Island Reduction
Remember about that driveway that you've seen always end in a hot summer day? That's with dark pavement absorbing so much heat that they can get as hot as a burner on a stove. That's where the city's streetlights heat and you aren't comfortable. The light-colored overlay on the street will reduce heat instead of absorbing it. With this overlay, our sustainable street helps lower the temperature and light this "urban heat island effect".

Energy Conservation
With a more comfortable temperature outside thanks to a reduced heat island effect, you won't have to use the air conditioning so much. That saves you money and conserves the limited supply of fossil fuels that power appliances.

Technology that helps improve the way we live in Chicago. This is what sustainability is all about. It's not just a word, it's a way of life.

Microthin concrete overlays are just one part of Pilsen Sustainable Streets demonstration project of the City of Chicago's Sustainable Streets program. How you can explore sustainability in action. We've installed innovative technologies on this street that can improve the quality of your life and create a healthier environment for the future. Take a look at other signs like this one to see the ways you've changed this street for the better.

CDOT

ALTERNATIVE TRANSPORTATION

WHAT IS IT?
Did you ever wonder how much money you could save by walking, biking, or taking public transit? How many pounds of harmful fossil fuel emissions do you think you could prevent from being released into the air just by taking alternative transportation?

In Chicago, taking alternative transportation is easy, and our streets make it even easier. With our pedestrian-friendly streets, our extensive bus routes, and public squares, you can enjoy your commute. But there's one more benefit: alternative streets put you in the rest of the city through our extensive network of bikeways.

HOW DOES IT HELP?
Alternative Transportation
Did you know that cities are actually the most sustainable places to live? That's because in the city you don't have to travel so far to get to school, work, and the grocery store.

When you exercise more often with your neighbors by walking, biking, or taking public transit, you conserve limited oil supplies and reduce traffic congestion. You also help reduce air pollution, save money, and get more exercise.

Energy Conservation
The sun that you're walking in a hot climate on our streets, leading us to the shelter of a car. Many of the bus shelters on our streets feature solar-powered lighting. Solar panels in the roof of these shelters convert sun rays into electricity which keeps the lights on in the shelter at night. This conserves fossil fuel.

Walking and biking are just one part of Pilsen Sustainable Streets demonstration project of the City of Chicago's Sustainable Streets program. How you can explore sustainability in action. We've installed innovative technologies on this street that can improve the quality of your life and create a healthier environment for the future. Take a look at other signs like this one to see the ways you've changed this street for the better.

CDOT

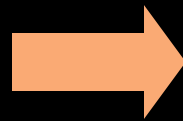
National and Local Rating Systems

CATEGORY	Design Strategy	Rating System			
		I-LAST Rating System (IDOT)	Green Roads Rating System	Sustainable Sites Initiative	LEED-ND
Planning	Identify Stakeholders and develop Stakeholders Involvement Plan	2	-----	-----	-----
	Engage Stakeholders to conduct Context Audit and develop project purpose	2	-----	-----	-----
	Involve Stakeholders to develop and evaluate alternatives	2	-----	4	2
	Employ Stakeholder involvement techniques to achieve consensus for Preferred Project Alternative	2	-----	-----	-----
	Plan for Context Sensitive Solutions (CSS)	-----	5	-----	-----
TOTAL POINTS EARNED:		130	79	100	32
POINTS POSSIBLE:		228	118	250	100
Percentage % of possible points:		57%	67%	40%	32%
Ranking:		N/A	Evergreen (>60% of total)	One Star (Four Star possible)	(need 8 more Points to become "Certified")

Stimulating New Jobs and the Economy

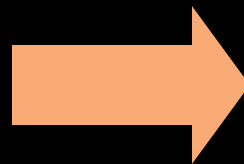
For every 1.25 Billion spent...

New
Infrastructure



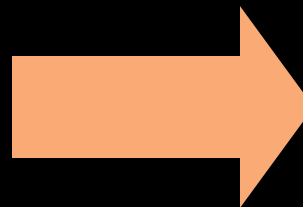
43,200 jobs

Infrastructure
Rehabilitation



47,000 jobs

Green
Infrastructure



51,200 jobs

Places for People: How Transportation Choices, Infill development and God City Design Can Reshape our Communities



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