

### **ACTION I: ELECTRIFY 100% OF THE CITY'S FLEET BY 2035**

The City's vehicle fleet will transition to electric vehicles by 2035. New vehicle purchases will be electric as the fleet expands and as older vehicles are phased out.

#### **GHG IMPACTS**



#### **CO-BENEFITS**

- Reduced pollution burden
- Community health and resiliency

#### **CITY PARTNERS**

AIS, CDOT, CPS

#### **EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Prioritize EJ areas

### **ACTION II: SUPPORT EQUITABLE ELECTRIFICATION OF RIDE HAIL AND TAXI FLEETS BY 2030**

Both Uber and Lyft have committed to transition to zero emission fleets by 2030. The Federal Infrastructure Investment and Jobs Act includes \$7.5 billion for electric vehicles. By 2030, electric vehicle sales are expected to reach 50% of total US vehicle sales. The time to transition to electric vehicles is now. Ride hail and taxi fleet electrification will reduce citywide emissions, reduce fuel costs for ride hail and taxi drivers, and improve air quality across the City.

#### **GHG IMPACTS**



#### **CO-BENEFITS**

- Reduced pollution burden
- Community health and resiliency

#### **CITY PARTNERS**

BACP, CDOT

#### **EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Conduct community mobility needs assessments
- Prioritize EJ areas

### **STRATEGY 4: INVEST IN INFRASTRUCTURE, POLICIES AND PROGRAMS THAT ENABLE WALKING, BIKING, OR TRANSIT AS VIABLE OPTIONS FOR ALL TRIPS**

Virtually every Chicagoan must navigate the city's roads and sidewalks as part of their transit journey. Streets that are safe to cross and sidewalks that are maneuverable and wide enough to accommodate a wheelchair or stroller are necessary preconditions for a livable and well-connected communities. Every neighborhood should have Complete Streets—streets that have the necessary infrastructure to ensure safe and comfortable travel for everyone. Sidewalk condition assessments must be conducted, prioritizing historically underserved communities. Poor quality sidewalks must be improved, and new sidewalks must be added where they are missing. Crosswalks and curb ramps at transit stops and other priority locations will continue to be installed or enhanced.

Continuing to make cycling a greater part of how we get around in Chicago requires a biking network that serves all neighborhoods and makes every day bicycling safe and convenient for people of all ages and abilities. Biking must *feel* safe, in addition to being statistically safe. The City aims to make cyclists feel safe and experience a low

level of traffic stress. The network of protected lanes, neighborhood greenways, and off-street trails will continue to grow citywide, and traffic flows will continue to be evaluated to optimize bike routes for safety and convenience.

To ensure that walking, biking, and transit use remain viable for all trips, the City must prioritize sidewalk and road maintenance by using an equity lens along with condition assessments to address historic imbalances in the upkeep of City infrastructure.

#### Known Hurdles

- Time-intensive nature of network planning to seek meaningful input from community stakeholders
- Funding for total system completion
- Acceptance of bike lanes
- Sidewalk quality data
- Biking network, while in progress, has gaps

#### First Next Steps

- Evaluate effectiveness of e-bike charging stations
- Complete 50 miles of bike lane network expansion with a focus on South/West Sides
- Establish a framework for Neighborhood Bike Network planning and begin the process in 3 West Side communities
- Implement CDOT Strategic plan

- Conduct and publicly report sidewalk condition assessments
- Establish transit mode measurement and reporting
- Install 200 (total) new Divvy stations on the South, Southwest, West, and Northwest sides

#### Performance Metrics

- Daily Divvy trips of 1.5 per 1,000 residents in five economic hardship areas from May to October
- Miles of protected bike lanes
- Miles of total bike lanes
- Miles of off-street trails
- Transportation mode distribution
- Transportation mode distribution
- Sidewalk quality indicators

### **ACTION 1: INVEST IN INFRASTRUCTURE, POLICIES AND PROGRAMS THAT ENABLE CHICAGOANS TO WALK, BIKE, TAKE PUBLIC TRANSIT, OR USE SHARED MICROMOBILITY FOR 45% OF ALL TRIPS BY 2040**

Decreasing vehicle miles traveled, with particular focus on minimizing single occupancy vehicle trips, is the largest opportunity to reduce Chicago's transportation emissions. Strategies and actions that focus on making roads and sidewalks safer for all users will make the City more walkable, bikeable, and transit friendly. The transportation mode used needs to be measured to evaluate how effective the City is in incentivizing shifts from driving to lower-carbon modes of travel. It is estimated that walking, biking, or transit riding account for 36.5% of commuting trips in Chicago. The City will invest in the lowest carbon and highest efficiency modes of transportation to increase walking, biking, transit, or shared micromobility use to 45% of all trips by 2040.

**GHG IMPACTS**



**CO-BENEFITS**

- Reduced pollution burden
- Equitable access to critical infrastructure
- Community health and resiliency

**CITY PARTNERS**

CDOT, CTA, DPD

**EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Conduct community mobility needs assessments
- Prioritize EJ areas

**ACTION II: EXPAND HIGH-QUALITY AND LOW-STRESS ON-STREET BIKEWAYS AND OFF-STREET TRAILS TO REDUCE TOTAL ANNUAL FOSSIL FUEL-BASED TRAFFIC BY 50M VEHICLE MILES PER YEAR**

Chicago's bike network includes 400 miles of bike lanes, including 35 miles of protected lanes, 113 miles of buffered lanes, and 27 miles of neighborhood greenways (residential routes). Cyclists can also access 55 miles of off-street paths (including the 18.5-mile Lakefront Trail). Protected bike lanes separate cyclists from vehicular traffic using concrete curbs or other types of physical barriers. High-quality and low-stress bikeways must continue to be added to the city's network to reduce emissions from transportation.

**GHG IMPACTS**



**CO-BENEFITS**

- Economic inclusion and savings
- Reduced pollution burden
- Equitable access to critical infrastructure
- Community health and resiliency

**CITY PARTNERS**

CDOT, DPD

**EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Conduct community mobility needs assessments
- Prioritize EJ areas

**ACTION III: INCREASE DIVVY AND SHARED MICROMOBILITY TRIPS 30% BY 2030 REDUCING FOSSIL-BASED TRAFFIC BY 2.2M MILES PER YEAR**

Over 5.5 million Divvy rides were taken in 2021, a 60% increase over 2020 ridership (3.4 million rides) and a 44% increase over 2019 ridership (3.81 million rides). Over 200 new Divvy stations will be delivered to the South, Southwest, West, and Northwest sides. By the end of 2022, the Divvy network will expand to serve the entire City with 16,500 bikes. The City targets achieving a ridership of at least 1.5 Divvy trips per day for every thousand residents in five economic hardship areas (identified via census and public health data) from May to October. Increasing Divvy ridership to reduce fossil-based traffic by 2.2 million miles will improve City air quality, public health, and reduce citywide emissions.

**GHG IMPACTS**



**CO-BENEFITS**

- Reduced pollution burden
- Community health and resiliency

**CITY PARTNERS**

CDOT

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**EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Conduct community mobility needs assessments
- Continue education efforts in EJ areas, especially learn-to-ride classes
- Prioritize EJ areas
- Subsidize access for overburdened populations

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**ACTION IV: UPDATE LAND USE POLICIES TO ENSURE NEW DEVELOPMENT PRIORITIZES STREET SAFETY AND ACCESSIBILITY, ESPECIALLY NEAR TRANSIT, BY 2022**

Access to public transit is most useful if people can safely and comfortably reach transit stops. Unfortunately, many streets near transit are not people-friendly due to sidewalk interruptions, poor lighting, or unwelcoming or vacant storefronts. Many Chicago residents, especially seniors, people with disabilities, families, and children, express feeling unsafe when walking to and from transit due to vehicles that interrupt pedestrian ways. Ensuring that new developments prioritize pedestrian safety and accessibility – especially near transit – is critical to making it easier to live car-free or car-lite and thereby reduce greenhouse gas emissions. This action aligns with the City’s ETOD Policy Plan.

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**GHG IMPACTS**



**CO-BENEFITS**

- Equitable access to critical infrastructure
- Community health and resiliency

**CITY PARTNERS**

CDOT, DPD

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**EQUITY, RESILIENCY, AND EJ CONSIDERATIONS:**

- Prioritize infrastructure investments in overburdened communities
- Enable community use of vacant lots