The City of Chicago's

Bike 2015 Plan

Nick Jackson, Deputy Director
Chicagoland Bicycle Federation

RAIL-VOLUTION 2006

- Plan funded by $75,000 grant from the Unified Work Program (UWP) received from the Chicago Area Transportation Study (CATS)

- Two public meetings with over 175 people attending

- Regular meetings with a Technical Advisory Committee created to provide departmental input & guide the *Plan*

- Regular meetings with a Citizen Advisory Committee created to provide citizen input & guide the *Plan*

- Meetings with key staff from more than 15 agencies & organized involved in *Plan* implementation

- A website & newsletter created to provide updated *Plan* information & to solicit citizen input

The ***Bike 2015 Plan*** Elements:

Vision

Goals

Chapters

Objectives

Strategies

Performance Measures

Best Practices

Funding

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2. **To reduce the number of bicycle injuries by 50 percent from current levels.**

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2. Bicycle-friendly Streets
3. Bike Parking
4. Transit
5. Education
6. Marketing & Health Promotion
7. Law Enforcement & Crash Analysis
8. Bike Messengers

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Dortmund, Germany

Portland, Oregon

Chicago's *Bike 2015 Plan*

The City of Chicago's vision to make bicycling an integral part of daily life in Chicago.

Paris, France

Dortmund, Germany

Chicago, Illinois

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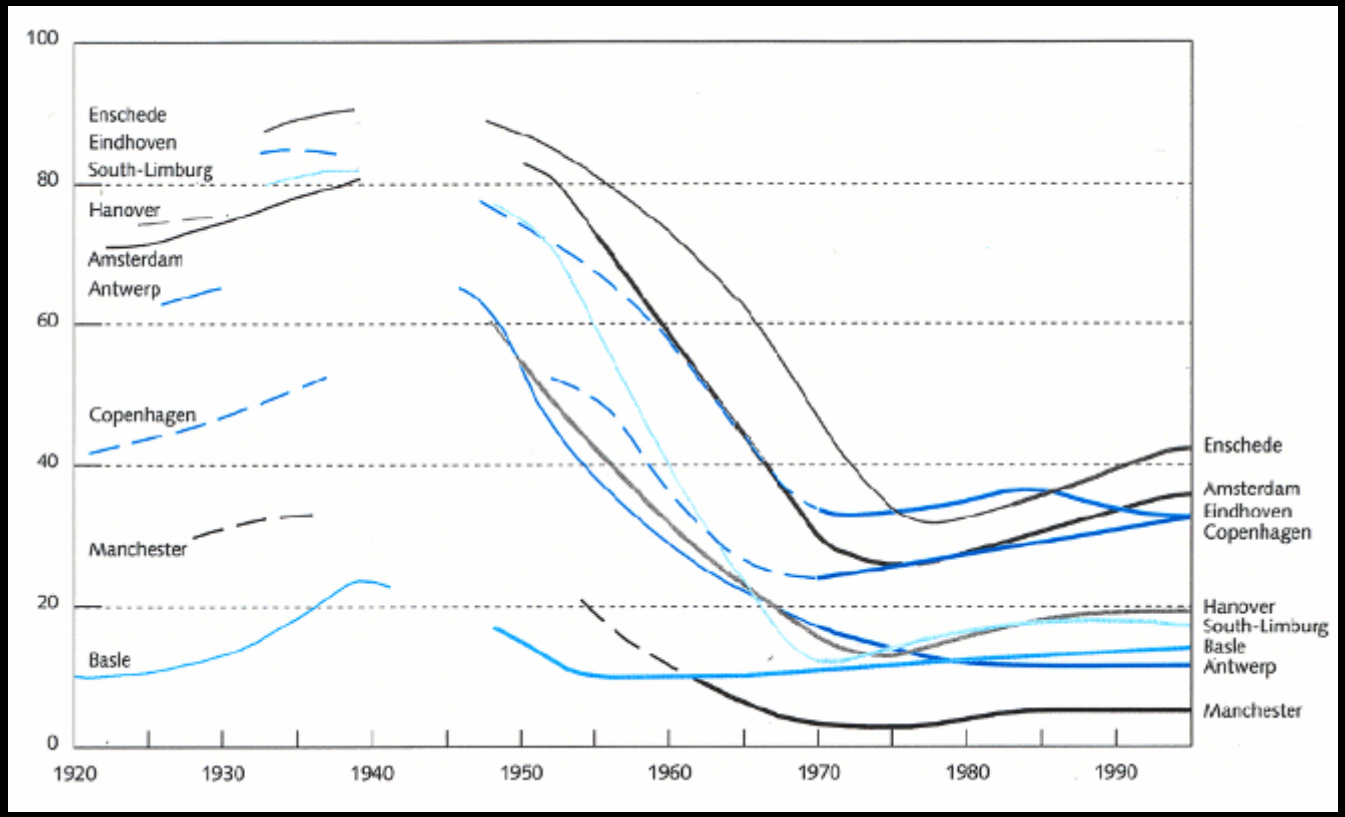
Percent of trips made by bicycle in 9 western European cities; 1920-1995



Chicago's *Bike 2015 Plan*

The City of Chicago's vision to make bicycling an integral part of daily life in Chicago.

Chapter 1: Bikeway Network

Goal:

Establish a bikeway network that serves all Chicago residents & neighborhoods.

Performance Measure:

Establish a 500-mile bikeway network by 2015.

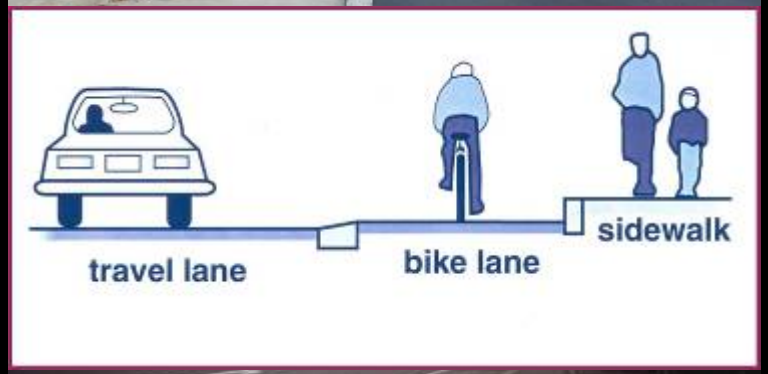
Objectives:

1. **Add new bike lanes & signed bike routes.**
2. **Establish new off-street trails, improve existing trails, & improve access to trails.**
3. **Use innovative designs to expand & enhance the bikeway network.**
4. **Establish bikeways to priority destinations.**
5. **Help current & potential bicyclists choose safe, convenient routes.**
6. **Prioritize ongoing maintenance & repair of the bikeway network.**

Objective # 4:
Use innovative designs to expand & enhance the bikeway network.

Strategy # 4:

Install raised bike lanes at appropriate locations.



Performance Measure:

Identify 3-5 potential raised locations in 2006.

Test 2-3 locations by 2010.

Objective # 4:
Establish Bikeways to priority destinations.

Strategy # 4.2:

Connect bikeways to adjoining municipalities.
Work with adjoining municipalities to establish seamless connections to their bikeways, so that there are continuous and clearer connections.

Performance Measure:

Connect bikeways to 5 adjoining municipalities by 2007.

Chapter 2: Bicycle-friendly Streets

Goal:

Make all Chicago's streets safe & convenient for bicycling.

Performance Measure:

Bicyclists' needs considered in every Chicago roadway project by 2010.

Objectives:

1. **Accommodate bicycling in every city, county, & state road construction, resurfacing, streetscape, & traffic calming project.**

2. **Increase bicyclist safety & comfort on streets outside the bikeway network.**

Chapter 3: Bike Parking

Goal:

Provide convenient & secure short-term & long-term bike parking throughout Chicago.

Performance Measure:

Install 5,000 bike racks & 1,000 long-term bike parking spaces installed by 2015.

Objectives:

1. **Expand the Chicago Department of Transportation's bike rack program.**
2. **Install bike parking with new development & construction.**
3. **Provide bike parking at train stations.**
4. **Provide bike parking at large events & sports facilities.**
5. **Encourage bike storage facilities at existing multi-family residential buildings.**

Chapter 3: Bike Parking

Strategies:

- **Install bike parking shelters to provide extra protection to bicycles in inclement weather.**
- **Expand efforts to encourage bike parking inside large commercial buildings.**

Best Practice: City Hall, Chicago

Chapter 4: Transit

Goal:

Provide convenient connections between bicycling & transit.

Performance Measure:

Increase the number of bike-transit trips by 10% per year.

Objectives:

1. **Improve bicycle access to CTA stations & trains.**
2. **Encourage Metra to improve bicycle access to their stations & trains.**
3. **Ensure that all CTA & Pace buses have functional bike racks.**
4. **Provide bike parking at train stations.**
5. **Market & promote the bike-transit connection.**

Objective # 1:
Improve bicycle access to CTA stations and trains.

Strategy # 1.4:
Provide bicycle access in the planning, design, and operation of new and refurbished CTA stations and trains.

Performance Measure:
Prepare planning, design, and operational guidelines on providing bicycle access to CTA stations and trains by 2007. Widely distribute to appropriate staff and consultants.

Best Practice: Portland, OR. TriMet

Objective # 2:
Encourage Metra to improve bicycle access to their stations and trains.

Strategy # 2.1:
Encourage Metra to permit bicycles on their trains on a year-round basis.

Performance Measure:
Encourage Metra to allow bicycles on their trains on a year-round basis, beginning in 2006.

Best Practice: State of California, Caltrain; Philadelphia, PA, SEPTA

Objective # 4:
Provide bike parking at transit stations.

Strategy # 4.8:
. Establish another bicycle station

Best Practice: Chicago, IL

Objective # 4:
Provide bike parking at transit stations.

Strategy # 4.9:
Establish large bike parking areas at select Metra and CTA stations.

Chapter 5: Education

Goal:

Educate bicyclists, motorists, & the general public about bicycle safety & the benefits of bicycling.

Performance Measure:

Educate 250,000 people per year about bicycle safety & the benefits of bicycling.

Objectives:

1. **Educate motorists & bicyclists to share the road.**
2. **Deliver bicycle education programs & conduct campaigns to target audiences.**
3. **Establish partnerships to deliver bicycle information more effectively & at a lower cost**
3. **Train city staff & consultants to implement the *Bike 2015 Plan*.**
4. **Produce & distribute bicycle education material.**
5. **Reduce the incidence of bicycle theft through education & enforcement.**
6. **Determine the effectiveness of the education & marketing initiatives in this plan.**

Objective # 4:
Train city staff and consultants to implement the *Bike 2015 Plan*.

Strategy # 4.2:
Train transportation engineers and planners how to accommodate bicycling in their projects. Training will help ensure routine accommodation of bicycling in transportation projects. Training will also help ensure that bicycle facilities are constructed to appropriate standards, including AASHTO's *Guide for the Development of Bicycle Facilities* and the proposed *Bikeway Design Manual*. Provide continuing education credits, where possible.

Performance Measure: *Stage 10 – 15 workshops in 2006, with an annual workshop afterwards.*

Best Practices: Chicago Area Transportation Study, *Soles and Spokes* conference

Chapter 6: Marketing & Health Promotion

Goal:

Increase bicycle use through marketing & health promotion.

Performance Measure:

Encourage 150,000 people per year to make additional bicycle trips because of targeted marking & health promotion.

Objectives:

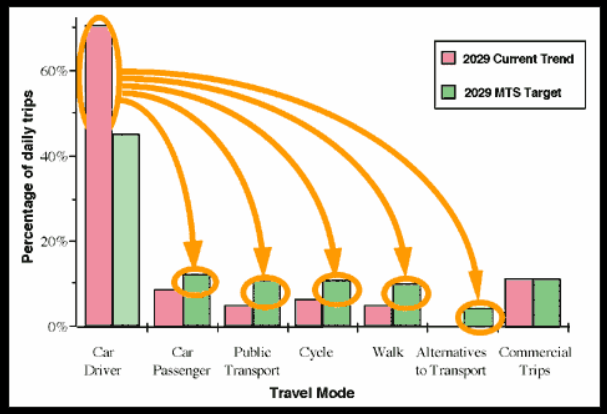
1. **Promote the health benefits of bicycling.**
2. **Stage cost-effective events & programs to encourage bicycling.**
3. **Market bicycling as an alternative to automobile trips to target groups.**
4. **Market the benefits of bicycling to specific destinations.**
5. **Promote Chicago as a destination for bicycle tourism.**
6. **Determine the effectiveness of the education & marketing initiatives in this plan .**

Objective # 3:

Market bicycling as an alternative to automobile trips to target groups.

Strategy # 3.2:

Pilot an individualized marketing campaign to people receptive to replacing automobile trips with bicycling, walking, transit, and carpooling. This cost-effective social marketing program identifies people receptive to changing the way they travel and then provides them with personalized information about their preferred option(s). Partner with the CTA, Regional Transit Authority (RTA), and other appropriate agencies and groups. Expand and improve campaign based on the results of the pilot.



Performance Measure: Pilot an individualized marketing campaign by 2007.

Best Practice: Perth, Australia, *TravelSmart*; Portland, OR, *TravelSmart*; Seattle, WA, *Way to Go, Seattle!*; London, England, *TravelOptions* .

Chapter 6: Marketing and Promotion

Strategies:

- Establish a health task force of the Mayor's Bicycle Advisory Council to advance the health strategies of this plan.

- Develop and implement a *Bike to Health* Strategy to integrate bicycle promotion with the promotion of physical activity.

- Create a "Sunday Ciclovia" by closing a network of streets to motorized traffic on Sunday morning and early afternoon to encourage families to engage in regular physical activity.

Best Practice: Bogotá, Columbia

Chapter 7: Law Enforcement & Crash Analysis

Goal:

Increase bicyclist safety through effective law enforcement & detailed crash analysis.

Performance Measure:

Reduce the number of serious & severe bicycle crashes by 50% by 2015.

Objectives:

1. **Monitor the progress of the Chicago Police Department's bicyclist safety efforts.**
2. **Train police officers on bicycling issues.**
3. **Focus enforcement efforts on traffic violations that pose the greatest threats to bicyclist safety.**
4. **Ensure that local laws address the rights & responsibilities of Chicago's bicyclists.**
5. **Improve the reporting & analysis of bicycle crashes.**

Objective # 5:

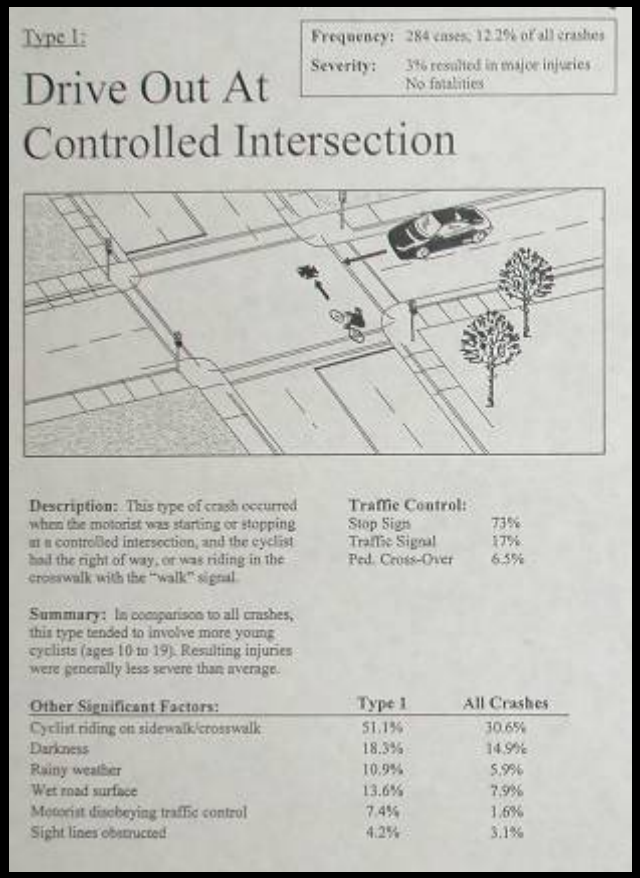
Improve the reporting and analysis of bicycle crashes.

Strategy # 5.2:

Identify locations with a high number of bicycle crashes; determine the primary factors contributing to these crashes; and implement appropriate engineering, education, and enforcement and countermeasures. Identify the probable causes of the crashes; injury types and trends; and other relevant issues, including sidewalk bicycling, wrong-way bicycling, nighttime bicycling without required equipment, failure to obey right of way rules, and crashes in driveways, parking lots, and trails. Consider examining ambulance, emergency room, hospital discharge, and mortality data in addition to police accident data.

Performance Measure:

Identify locations every 2 years, beginning in 2007. Implement countermeasures at 5 – 10 problem areas per year, beginning in 2007. Submit an annual report with recommendations to prevent bicycle crashes to the Mayor's Bicycle Advisory Council, beginning in 2007.



Type I:

Frequency: 284 cases, 12.2% of all crashes

Severity: 3% resulted in major injuries
No fatalities

Drive Out At Controlled Intersection

Description: This type of crash occurred when the motorist was starting or stopping at a controlled intersection, and the cyclist had the right of way, or was riding in the crosswalk with the "walk" signal.

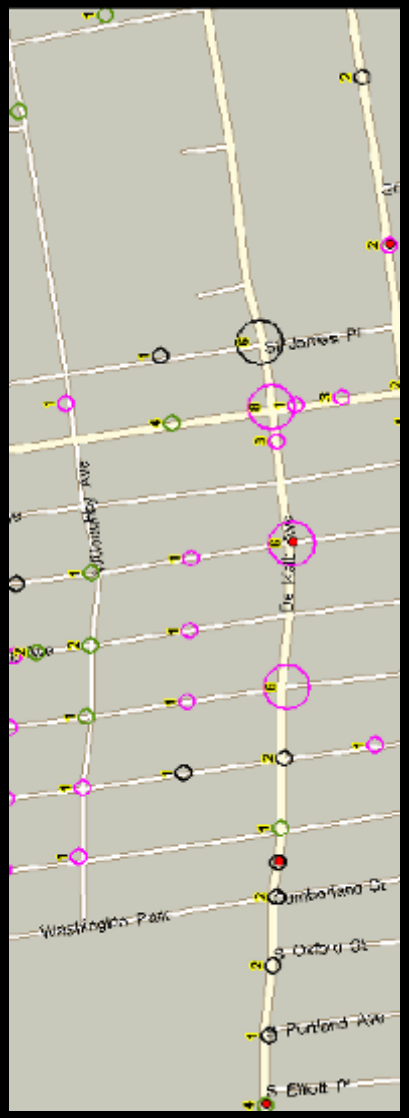
Summary: In comparison to all crashes, this type tended to involve more young cyclists (ages 10 to 19). Resulting injuries were generally less severe than average.

Traffic Control:

Stop Sign	73%
Traffic Signal	17%
Ped. Cross-Over	6.5%

Other Significant Factors:	Type 1	All Crashes
Cyclist riding on sidewalk/crosswalk	51.1%	30.6%
Darkness	18.3%	14.9%
Rainy weather	10.9%	5.9%
Wet road surface	13.6%	7.9%
Motorist disobeying traffic control	7.4%	1.6%
Sight lines obstructed	4.2%	3.1%

Objective # 5:
Improve the reporting and analysis of bicycle crashes.



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Best Practice: Los Angeles, CA, Department of Transportation, *Bicycle Collisions in Los Angeles*; New York, NY, *TrafficStat* system and the Manhattan Traffic Task Force Traffic Safety Team.

Web Site:
www.bike2015plan.org

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