

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago's Streets for Cycling Plan 2020
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Why are we doing this plan?

- Build safer streets for all Chicagoans, from 8 to 80
 - *Bike 2015 Goal: Reduce crashes by 50% from 2006 levels*
- Increase the amount of bicycling activity to parks, schools, work, and retail
 - *Bike 2015 Goal: 5% of trips under 5 miles are made by bike*
- Continue to make Chicago a better place to live, work, and play
 - *Bike 2015 Goal: Ensure that all Chicagoans are within 1/2 mile of a bike facility*

Mayor Emanuel's Transition Plan

"Create a world class bike network and increase cycling"

Typological Grouping of Cyclists

- 1996 – 2010: Planning for the Strong & Fearless/Enthused & Confident
 - 120 miles of bike lanes & 20 miles of marked shared lanes
- May 16, 2011 and beyond: Planning for 8 to 80, the Interested but Concerned
 - 100 miles of protected bike lanes
 - Neighborhood greenways, buffered bike lanes, etc.

Source: <http://www.pactcenteronline.com/transparations/index.do?lc=217677&cc=4027>

Protected Bike Lanes



Protected Bike Lanes: 2011

- Closes a gap between Milwaukee & Wells, Chicago's 2 busiest bike streets
- Creates a continuous bikeway of over 15 miles
- Over 50% of eastbound a.m. traffic in summer months is bike traffic

Kinzie: 0.55 miles

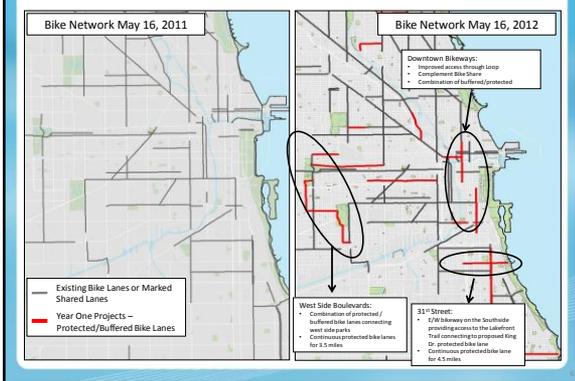
- Closes a gap in the existing bike network
- Creates a continuous 4-mile bikeway on 18th Street
- Connects Pilsen/Chinatown to the Lakefront Trail

18th: 0.50 miles

Jackson: 1 mile

- Opportunistic – installed through resurfacing project
- Provides bikeway to CBD from the near west side

Bike Network



Applying the Right Tool

2011/2012 Focus – Targeted Improvements:

- Neighborhood support
- City jurisdiction streets
- Wide roadways with excess space
- Lower ADT if lane removals required
- Limited metered parking & standing/loading zone removal/relocation
- Connections to existing network



Additional Tools



Buffered Bike Lanes

- Used on roads too narrow for protected bike lanes
- Keeps bicyclists out of the door zone & away from moving traffic
- First 2 lanes installed in 2011



Intersection Markings

- Guides bicyclists through intersections
- Alerts motorists of the presence of bicyclists
- Installed 1st markings in 2011



Bike Lanes

- Bike lanes used on roads too narrow for buffered bike lanes
- Dedicated space for bicyclists to ride



Shared Lanes

- Installed on roads too narrow for bike lanes
- Alerts motorists of the presence of bicyclists
- Guides bicyclists out of the door zone



Streets for Cycling Plan 2020

Citywide plan creating a world-class network of bike facilities that are safe and comfortable for all Chicagoans

- Up to 100 miles of protected bike lanes
- 50 – 150 miles of neighborhood greenways, buffered bike lanes and neighborhood connections

Adding New Tools



Neighborhood Greenways:
Low-volume, residential streets optimized for bicycle traffic through the use of signs, markings and traffic calming features (Photo: Portland, OR)

- Review existing conditions
- Identify possible bikeways
- Planning & engineering review of proposed network
- Extensive public outreach



Streets for Cycling Plan 2020 – City Areas

- Open House
- Public Meetings
- Social Media
- Community Advisory Groups
- Spring Meetings

Plan Milestones & Deliverables

Nov, 2011: public outreach & existing conditions

Feb 28, 2012: Existing Conditions Analysis & Public Outreach Complete

May 15, 2012: Draft Bike Network Complete

June 15, 2012: 2020 Bike Network Complete

July 15, 2012: planning & engineering work to develop bike network

Green Lane Project: Led by Chicago and NYC

- National focus
- Document Progress - results dashboard
- Data collection
- In-depth research/analysis
- Web, social media, video
- Sponsored by U.S. DOT, Bikes Belong, SRAM & NACTO
- Could lead to outside financial support
- Launch in May 2012

The Green Lane Project is an effort to encourage and promote the installation of new bike facilities in the US. The Project will work closely with the six cities that are best poised to make significant progress in creating safer spaces for bikes over the next two years.

Questions?



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