

The City of Chicago's  
***Bike 2015 Plan***

Nick Jackson, Deputy Director  
Chicagoland Bicycle Federation

**RAIL-VOLUTION 2006**



**Chicago's *Bike 2015 Plan***

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

- 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



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# The *Bike 2015 Plan* Elements:

Vision

**Goals**

*Chapters*

Objectives

Strategies

Performance Measures

Best Practices

Funding



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1. To increase bicycle use, so that 5 percent of all trips less than five miles are by bicycle.

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

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1. Bikeway Network
2. Bicycle-friendly Streets
3. Bike Parking
4. Transit
5. Education

## Strategies

## Performance Measures

## Best Practices

6. Marketing & Health Promotion
7. Law Enforcement & Crash Analysis
8. Bike Messengers

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**Dortmund, Germany**



**Portland, Oregon**



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Paris, France



Dortmund, Germany



Chicago, Illinois



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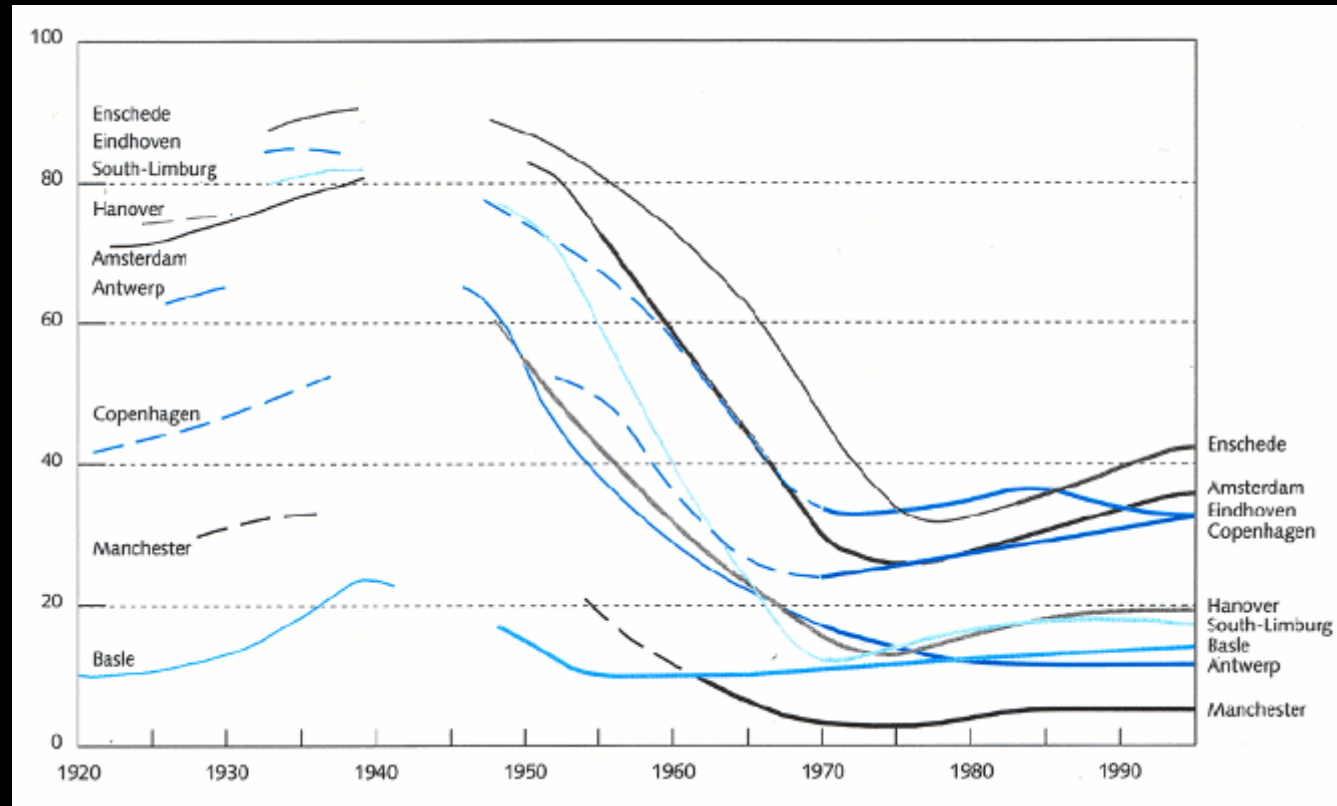
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Percent of trips made by bicycle in 9 western European cities; 1920-1995



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# 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.**



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## Objective # 4:

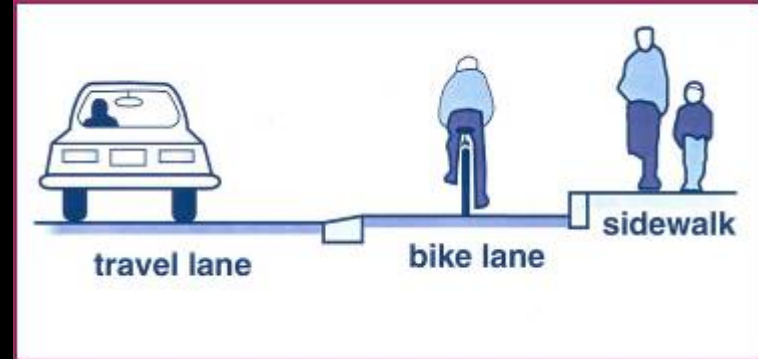
Use innovative designs to expand & enhance the bikeway network.

### 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.



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## **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.



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# 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.**



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# 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.**



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# 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**



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# 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.



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## **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



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## **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



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## Objective # 4:

Provide bike parking at transit stations.

### Strategy # 4.8:

. Establish another bicycle station



Best Practice: Chicago, IL



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## **Objective # 4:**

**Provide bike parking at transit stations.**

### **Strategy # 4.9:**

**Establish large bike parking areas at select Metra and CTA stations.**



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# 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.



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## **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**



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# 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 marketing & 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 .**



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## Objective # 3:

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

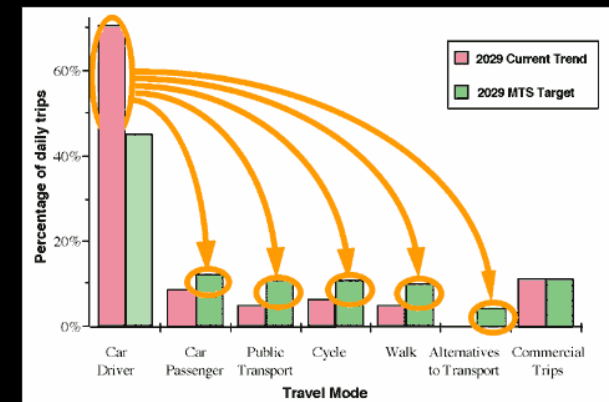
### Strategy # 3.2:

**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* .



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# 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 Ciclovía" 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**



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# 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.



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## 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.

Traffic Control:

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

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.

Other Significant Factors:	Type I	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%



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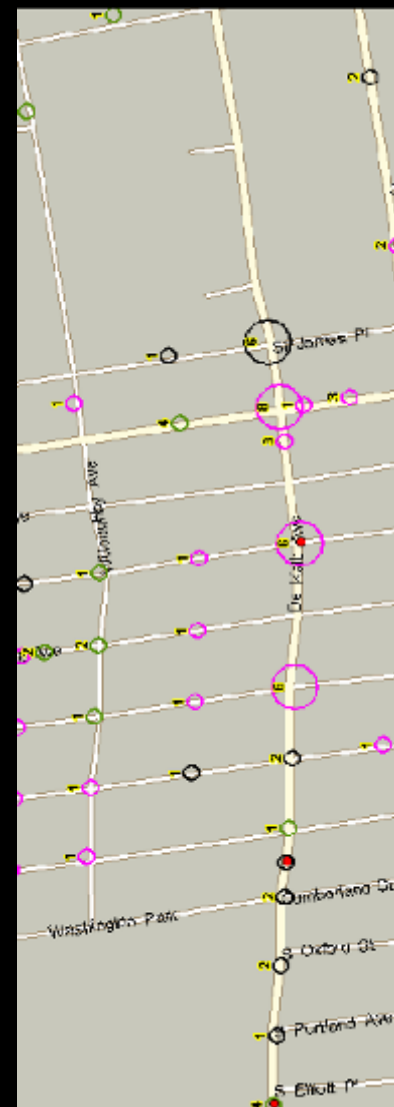
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Best Practice: [Los Angeles, CA, Department of Transportation, \*Bicycle Collisions in Los Angeles\*](#); [New York, NY, TrafficStat system and the Manhattan Traffic Task Force Traffic Safety Team](#).



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# Web Site: [www.bike2015plan.org](http://www.bike2015plan.org)

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