

Chicago's Protected Bike Lane Initiative

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8 to 80 Bikeways

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Chicago's Bike Renaissance



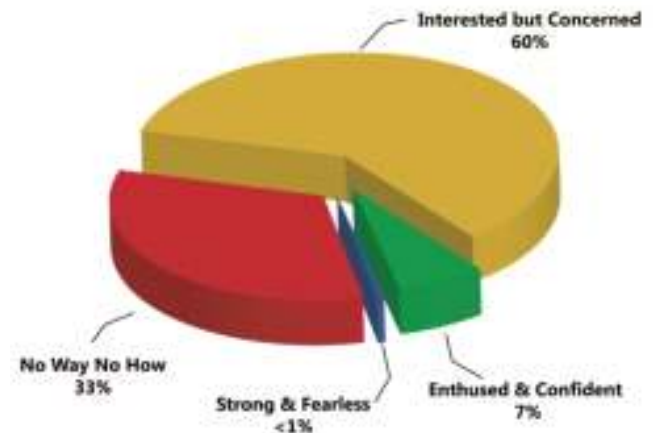
Prior to 2011...

- 2001 – best big city for bicycling
- ~1% of work trips by bike
- Emphasis on bike lanes and marked shared lanes

Chicago's Bike Renaissance

Mayor Emanuel's Transition Report – May 2011

- Improve street safety by reducing fatalities and crashes
- Build 100 miles of protected bike lanes
- Build bikeways that are comfortable for all ages and abilities
- Introduce a citywide bike share system



Four Types of Cyclists

Chicago's Bike Renaissance



From 2011 on...

- Emphasis on protected bike lanes and neighborhood greenways
- Goal of 5% of work trips by bicycle

How We're Getting There

1) Leveraging political support at the local level...



Kinzie Street – May 2011



Kinzie Street – July 2011

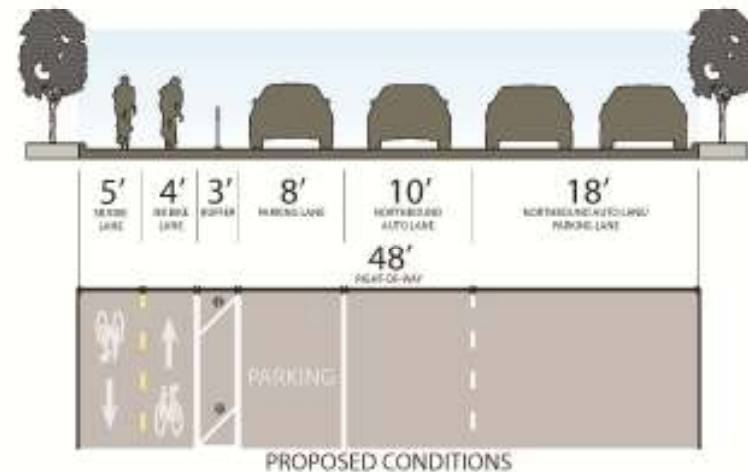
How We're Getting There

2) Identifying local champions...



How We're Getting There

3) Capitalizing on other projects...



Proposed Dearborn Street Two-Way Protected Bike Lane

Challenges with Fast-Tracking Projects

1) Public outreach...



← Loading/Standing Issues

Unique Curbside Uses →



← Resident Complaints

Challenges with Fast-Tracking Projects

2) Street sweeping and snow removal...



Challenges with Fast-Tracking Projects

3) The other "E's" ...



← Enforcement

Education →



← Evaluation



Moving Forward – Citywide Network



Streets for Cycling Plan 2020

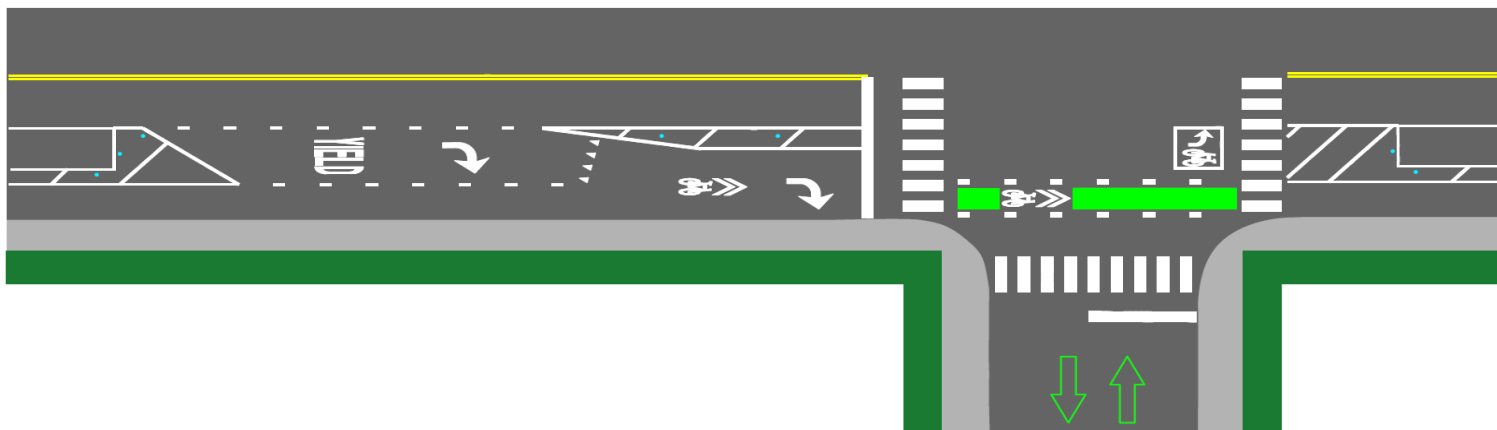
- Citywide plan of protected bike lanes and neighborhood routes
- Guide for future investment
- Induces demand

Moving Forward – Design Details



Chicago Specific Design Standards

- Taking guidance from NACTO to create detailed design standards
- Facilitates faster review
- Makes designs transferable



Moving Forward – Proving the Benefits



- Safety and use data
- Business impacts
- Partnerships and collaboration with others

green ■■■ lane
PROJECT

Questions?



Thank You!

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