

Removal of Parking Meters

CDOT's Bicycle Program has already begun to address the impact of lost bike parking as a result of converting parking meters to pay-and-display areas. This subject is addressed in the Bike 2015 Plan.

What CDOT is Doing Now

- The Bike Program has hired a full-time summer intern to review areas where meters have been removed for possible bike rack installation.
- In the short term, the City plans leave some meters in place in many locations to serve as bike parking, when no bike rack is available nearby. These poles will remain with meter heads in place in order to provide safe locking, just as they do today.
- CDOT is working with the biking community to determine how many meter poles need to remain in areas where pay and display is installed. The best place to request a bike rack is through the Bike Program's web site (www.chicagobikes.org/bikeparking) or by calling 311. More than 11,000 bike racks have been installed citywide to date, and that number will continue to grow.

What CDOT Plans for the Future

- The City will work to identify funding so that the meter heads can be removed and a more permanent rack facility installed (potentially something similar to one of the designs pictured below.)
- The City is also reviewing what's occurred in other cities where parking meter conversions have occurred, and is exploring other equipment options that might be used to provide additional parking.
- CDOT also continues to explore other funding sources in addition to the state and federal grant dollars we receive.



For more information, please contact
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Bike to Transit: what lessons can we learn from recent installations?

To encourage bicycle and transit use, the Chicago Department of Transportation (CDOT) began a federally-funded project in July 2008 to provide covered bike parking in highly visible areas of four CTA stations:

- Midway Orange Line Station: 112 bike parking spaces
- Sox 35th / Red Line Station: 42 bike parking spaces inside the station
- Jefferson Park Blue Line Station: 120 bike parking spaces
- Damen Blue Line Station: 108 spaces inside the station

Due to maintenance concerns, a rack design was selected with a fixed locking loop rather than another model that featured a longer, movable locking arm.

The Problem

- CDOT has long recommended that bicyclists secure their bicycles by using a heavy duty U-shaped lock, and that they pass the lock through the bicycle frame and at least one wheel.
- However, when the new high-capacity racks were installed and first became available for use, CDOT received feedback from the bicycling community that the fixed locking loop does not permit locking bikes in this way unless multiple U-locks are used.
- Since most cyclists do not carry multiple U-locks, the racks cannot accommodate the recommended secure locking practices. Therefore, a modification of these racks is required to make them functional.

The Solution

- In consultation with members of the bicycling community, CDOT has decided to retrofit the double-deck bike racks with the original movable locking arm, thus permitting secure proper locking procedures.
- CDOT ordered fabrication of the movable locking arms (as seen in photos below) in May this year; fabrication should be complete in July, with installations beginning that month.



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