

Mayor's Bicycle Advisory Council, June 2009

Breakout Session: Bike 2015 Plan Led by Ben Gomberg (CDOT)

Wednesday, June 17, 2009 at Daley Bicentennial Plaza Fieldhouse
Prepared by Frank Zurek

Ben gave a very brief overview of the plan and the three questions posed:

1. Why bother preparing a plan?
2. If you were writing Chicago's bike plan, what would you include?
3. If you had \$5 million dollars to implement the plan's 3 key strategies, how much would you spend on each and why?

1. Why bother preparing a plan? Attendees' comments:

- Plans are usually afterthoughts, If you fail to plan, then plan to fail
- They provide achievable short term measures
- Helps you become independent from political decisions
- Benchmark progress
- Improves communication
- Easier to secure funding
- Provides realistic and measurable goals
- Defines the agenda
- Provides leverage and buy-in from city departments

2. What would you include? Attendees' comments:

Cycle tracks, tourism section, safer street trails ??, dedicated bike L cars, better data gathering, lane markings, more parking, grated bridges, public meetings, more education, street signs, mapping, lower car speed limits, enforce motorist and cyclist laws, close streets to cars on Sundays.

Chicago Department of Transportation

3. \$5 million to spend on three strategies. Attendees' comments:

The prevailing thoughts were that most money should be spent on bike lanes. Safety was one of the most important factors for the attendees when cycling and bike lanes provide that. Bike lanes are also available 24/7 and seem to be the most efficient use of money.

Bike lanes and riding with traffic may still intimidate beginner cyclists. Raised or separated bike lanes are needed as a stepping stone for them.

“Sunday parkways” and “open streets” are also a good stepping stone to get people on their bikes. They also force cyclists to experience to new routes.

Miscellaneous comments:

- Rich Valadez commented that there is too much messenger regulation and biases from building associations and owners.
- Sarah Miller and others believed there should be geographically spaced bike stations.
- Community cycle centers, similar to the West Town Bikes model, should be established around the city.
- Bike blackouts for public transit were brought up.
- More signage on trails and intersections.