

Mayor's Bicycle Advisory Council, June 2009

Breakout Session: On-street Bikeways Led by David Gleason (CDOT)

Wednesday, June 17, 2009 at Daley Bicentennial Plaza Fieldhouse
Prepared by John Alex Colón

Session 1

Chris Brunn (reader)

Erica (table scribe)

David Gleason provided background and history on Chicago's bikeways.

The City's Bicycle Program considers innovative treatments. There is still a great deal to be developed, as the Bicycle Program is relatively youthful, as are bikeways.

Some of the considered treatments are nationwide developments, as well as locally-initiated innovations and trials. There are pro's and con's. The Bicycle Program has ideas, but the goal of MBAC is to get the views of public.

Activity Question 1:

What factors should be considered in the planning, engineering, and construction of on-street bikeways in Chicago?

- existing Right of Way (ROW) for motorists
- usage, e.g. cyclist density
- automobile density, both parking and travel
- high auto speed, e.g. Western Ave., where a lane would not be safe
- auto speed on roads with marked lanes, e.g. Roosevelt, leading to lack of use
- cyclist must deal with dooring one side, fast cars on the other
- whether there is room for a lane on the roadway
- land use
- destinations served by the proposed bikeway
- encouraging businesses to promote less on-street parking to make room for lanes
- removing parking for a 2-way bike path
- timing of parking/bike lanes, e.g. Clark St. bus/bike lane
- whether the lane will become a shared lane during peak traffic hours
- pavement conditions
- whether the bikeway will be cost-effective

Activity Question 2:

What are the advantages and disadvantages of one of the following innovative designs for on-street bikeways? (bold was chosen)

- a) Colored bike lanes
- b) Separated bike lanes**

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- c) Bike boulevards
- d) Bike boxes

Advantages:

- Cyclist visibility
- Delineates the bike and auto travel lanes
- Lane lines can fade over time—this facility would be more permanent

Disadvantages:

- Cost
- Winter maintenance, e.g. snow, ice
- Raised-separated: cyclist may fall off grade, not a real auto deterrent, dooring
- Ice and snow would deter cyclists from using in the winter
- Barrier-separated: nowhere to bail out for cyclist, passenger doors become an issue
- Complicates overall flow of traffic
- Danger to cyclist if raised pavement markers used for delineation
- May not be feasible with delivery trucks, buses, double-parking autos
- General lack of political will for new bikeway designs

SUMMARY:

1. Play with available parking and regulations to decrease the abundance of automobile parking and make room for bikeways
2. Safety for cyclists in traffic, in terms of auto speed and direct bikeway routes
3. **Separated bike lanes** are an issue of cost versus reward

Session 2

Lowell (scribe)

Cynthia (reader)

Activity Question 1:

What factors should be considered in the planning, engineering, and construction of on-street bikeways in Chicago?

- Destination served by bikeway
- Amount of traffic
- Width of roadway
- Capacity for treatment
- Different colors for lanes
- Lane lines will get dirty or fade over time
- Street lighting
- Pavement conditions
- Existing parking regulations
- Proximity to parked cars, e.g. dooring

Activity Question 2:

What are the advantages and disadvantages of one of the following innovative designs for on-street bikeways? (bold was chosen)

- a) Colored bike lanes
- b) Separated bike lanes
- c) **Bike boulevards**
- d) Bike boxes

Advantages:

- Traffic calming features deter high auto speeds
- Cul-de-sac feature would be appreciated by cyclists
- Residential streets have less cross-traffic
- Cyclist density may increase with new facility
- Less crashes with autos
- Reduced speeds for autos
- Infrastructure exists for this design

Disadvantages:

- Doesn't prohibit cars on the bikeway
- Traffic circles are easily out-maneuvered by motorists, threat to cyclists if not seen
- Impatient/speeding automobiles on cross-streets could roll through a stop sign
- Winter maintenance, e.g. snow pile-ups in winter at cul-de-sacs, ice/snow in cut-thru

SUMMARY:

1. Visibility on the bikeway
2. Destination of bikeway
3. **Bike boulevards** would increase cyclist comfort and safety, but maintenance is a concern.