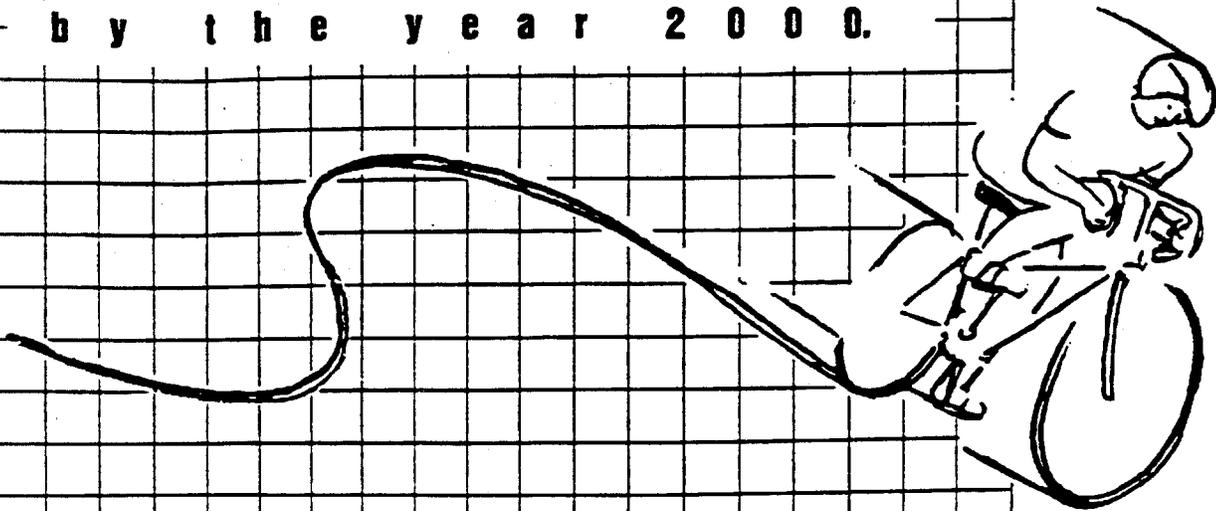


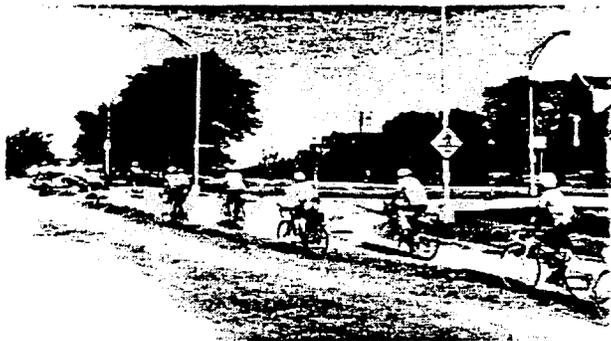
THE BIKE 2000 PLAN

A plan to make Chicago
bicycle friendly
by the year 2000.

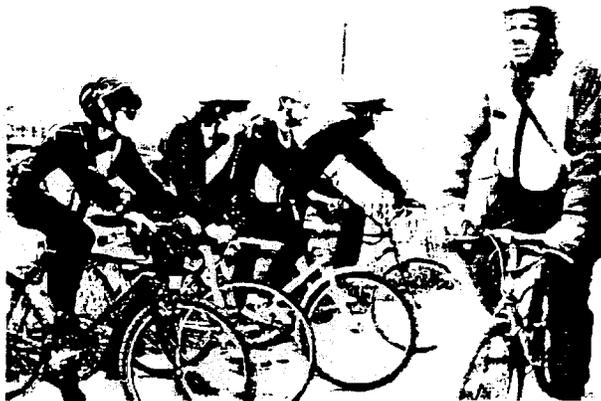


City of Chicago
Richard M. Daley, Mayor

Mayor's Bicycle Advisory Council



“... the commercial use of bicycles for deliveries has become a significant business in Chicago.”



“The Chicago region . . . will be required to reduce its emissions by 15 per cent by the year 1996.”

THE BIKE 2000 PLAN

A plan to make Chicago bicycle-friendly by the year 2000.

INTRODUCTION

National bicycle statistics provided by the Bicycle Federation of America indicate that in the past five years the number of adults who use a bicycle for commuting to work, for utilitarian purposes, for recreation, and for touring or racing, has grown by more than 20%, to 93 million.

An estimated 90% of current bicycle use is for recreation. Both adults and children find bicycling to be an enjoyable way to exercise and to experience what Chicago has to offer. Expanded use of bicycles serves the public interest in a number of ways beyond improved recreation. Better air quality, reduced energy use, reduced traffic congestion and reduced road maintenance costs are additional benefits. Furthermore, the commercial use of bicycles for deliveries has become a significant business in Chicago. Bicycle delivery services should continue to be encouraged as a means of reducing the number of automobiles, congestion, and parking problems in the Central Business District.

In December of 1990, Congress amended the Clean Air Act to include stricter requirements for meeting its standards. The amendment is called the Clean Air Act of 1990 or the '90 CAAA. The Chicago area, whose existing air quality condition is rated as "severe," will be required to reduce its emissions by 15% by the year 1996. To achieve this goal, the region must implement transportation control measures (TCM's) which limit auto travel. One of several ways to reduce auto travel is to convert a percentage of auto trips to bicycle trips. Travel by bicycle is inherently fast, efficient, and environmentally sound. If substituted for auto trips, bicycle use could help to reduce traffic congestion and the air quality and energy costs associated with automobile use. Congress further has recognized through the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) that bicycles are an integral part of the nation's transportation network. ISTEA provides federal funding for the development of bikeways as a means of improving air quality, reducing energy costs, reducing congestion on existing roadways, and helping to provide for lower overall transportation costs.



August, 1991

Mayor Daley announced
the formation of the Mayor's
Bicycle Advisory Council



The City of Chicago is serious about improving its air quality. It is equally serious about its commitment to developing and implementing strategies that promote and encourage the benefits of recreational bicycling and commuting to work by bike. However, we recognize that historically, Chicago's streets have been inhospitable to bicyclists. Many bicycle riders feel unsafe sharing the road with motorized vehicles.

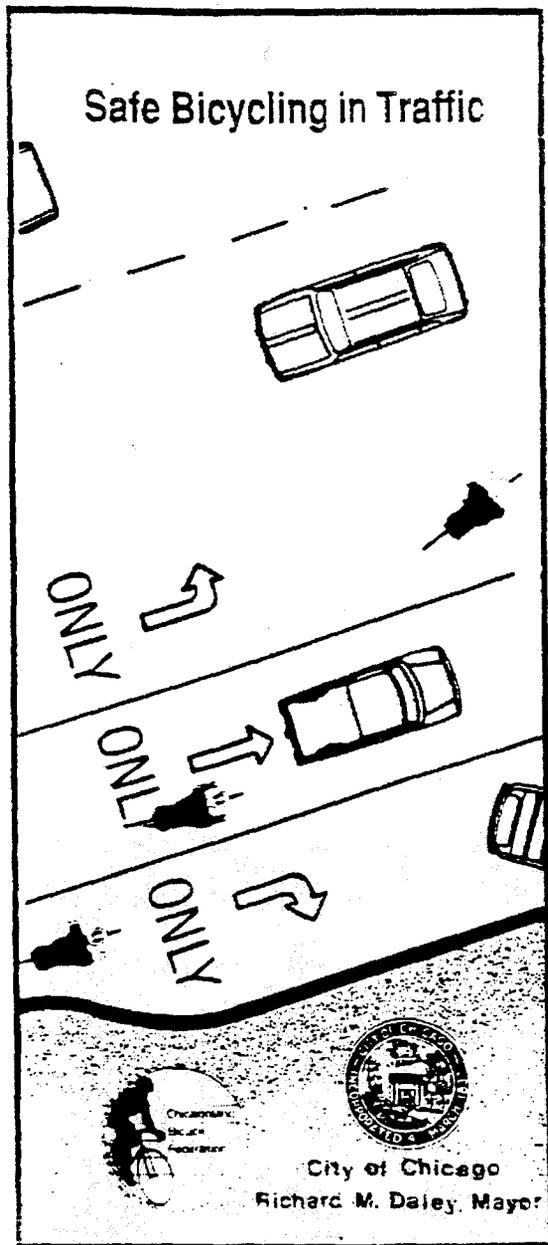
In other cities where the bicycle has been planned into the roadway system, the percentage of bicycle trips is significant. In Davis, California 25% of all trips are by bicycles. In Madison, Wisconsin, with weather similar to Chicago's, 11% of all work trips are by bicycle.

In August of 1991, Mayor Richard M. Daley announced the formation of the Mayor's Bicycle Advisory Council, whose purpose is to establish city-wide policies for bicycle-related improvements. The Mayor's Council has provided this Bike 2000 Plan to encourage public and private entities to implement key strategies and the series of recommendations set forth below. The Mayor's Council set forth the goals and the recommendations in this plan to enhance the recreational opportunities for bicyclists and to ensure that the bicycle is considered as a serious alternative transportation mode.

The goals of the Bike 2000 Plan are:

- Attain 10% of all short (5 miles & under) individual vehicle (single occupancy) trips by bicycle by the year 2000.
- Improve air quality and the environment of Chicago and reduce the use of diminishing natural resources.
- Develop bicycling as a serious alternative transportation mode by the year 2000.
- Enhance Chicago's economic viability by:
 - increasing mobility and reducing costly traffic congestion
 - providing an affordable transportation alternative for individuals, businesses and government
 - increasing the commercial use of bicycles
- Improve the health of Chicagoans.
- Increase awareness of bicycle safety.
- Improve and increase bicycle recreation opportunities.

The recommendations of the Bike 2000 Plan will be addressed in the following four sections entitled Education, Encouragement, Engineering, and Enforcement, all of which are major components of bicycle enhancement and safety.



“Sponsor an Annual Bicycle Week to promote all aspects of . . . plan.”

EDUCATION

Comprehensive bicycle safety education requires a program designed for particular age groups: grade school, high school, and adults—as well as educational programs for commercial users such as bike messengers.

Bicycle safety must be maximized through existing educational programs within the Chicago Police Department. Supplemental safety programs could be provided through the Illinois Secretary of State’s Office, the State Board of Education, and the Chicago Park District. Educational programs should include the following:

- Utilize educational programs within the police department and other agencies to teach children and adults, cyclists and motorists to safely share the roads and trails.
- Advise bicyclists on how to minimize bicycle theft.
- Advise bicyclists to wear safety helmets.
- Develop programs to encourage the safe commercial use of bicycles.
- Provide City and Park District staff with the training and resources required to implement the recommendations set forth in the Bike 2000 Plan.

Education also includes public information and promotion of bicycle routes and paths, safety information and the benefits of bicycling, which include healthy bodies and a healthy environment. Educational events and materials can include:

- An Annual Bicycle Week to promote all aspects of the Bike 2000 plan.
- A City Bicycle Map, Safety Brochure and other bicycle publications, which should be regularly updated.

ENCOURAGEMENT

The Mayor’s Bicycle Advisory Council requests other public agencies and private organizations to join the Mayor’s team in implementing programs which encourage bicycle use for commuting and recreation. The Bike 2000 plan offers the following recommendations:

- Develop incentives and accommodations to encourage employees of the City, other public agencies and private industry to commute to work by bicycle.
- Implement the use of work bikes by the Police Department, the Chicago Park District and other city agencies where feasible, to meet their transportation needs.

“... the city must take aggressive steps to overcome our traditionally hostile environment to bicycles.”

- Promote publicized bicycle parking at all major special events and festivals (similar to CTA publicity program).
- Encourage public transit/bicycle ridership by providing secure bike parking at all transit, subway, and “El” stations and actively promote combined bike transit trips.
- Close selected park roadways to cars on weekends to provide safe opportunities for park users.
- Encourage bicycle manufacturers and dealers to provide and market bicycling products that facilitate the use of bicycles for commuting and utilitarian uses.
- Develop a marketing program that promotes the advantages of and the need for bicycle commuting in accord with the 1990 Amendments to the Clear Air Act (CAAA).

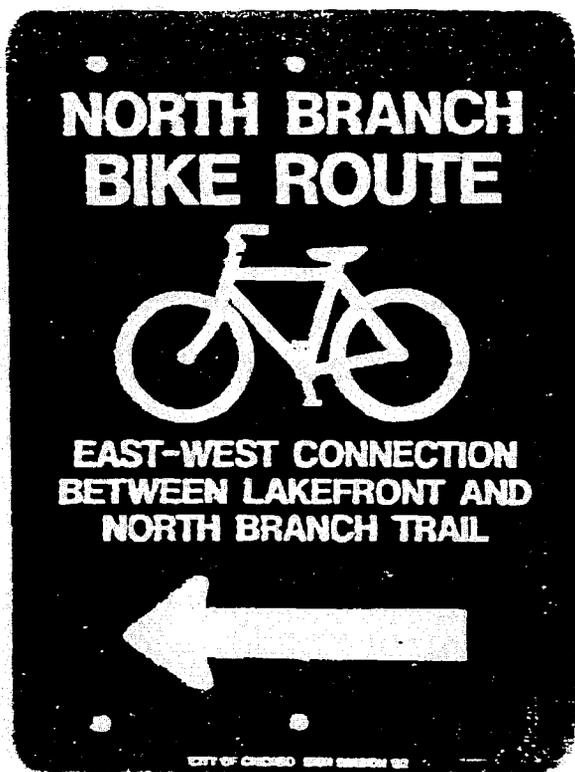
ENGINEERING

The Mayor’s Bicycle Advisory Committee recognizes that the city must take aggressive steps to overcome the traditionally hostile environment to bicycles. The Bike 2000 Plan recommends the following steps to correct this problem:

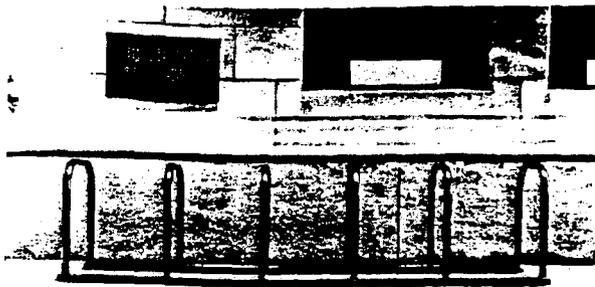
- Develop a network of a minimum of 300 miles of bikeways that encourage and support safe bicycle use between neighborhoods, to the central business district, and to suburban areas. These bikeways would include one or more of the following:
 - wide right curb lanes
 - on-street painted bike lanes
 - signed routes
 - separate bike paths
- Develop and expand continuous bicycle paths along waterways.
- Convert abandoned and under-utilized rail corridors into bicycle trails.
- Increase and improve access to the lakefront bike path and forest preserve paths.

There are several important steps the City must take to convert Chicago to a “bicycle-friendly” environment and to achieve our goal of improved air quality and reduced congestion:

- Provide improved coordination of mass transit facilities and bicycles.
- Establish secure bicycle parking:



- Provide short-term and long-term parking at City and Chicago Park District buildings and parks.
- Formulate guidelines which require bicycle parking in new buildings and developments.
- Develop programs for providing bike parking at existing downtown buildings.
- Adopt standards for the design of bicycle pathways in street improvements along the 300 mile bike network. The standards should be similar to the American Association of State Highway And Transportation Officials (AASHTO) standards.



- Adopt engineering standards for street and road designs where feasible that mandate the consideration of bicycles in new roadway construction and in roadway improvement projects.
- Systematically identify and reduce road hazards and barriers such as potholes, glass, and sewer grates.
- Develop a means of measuring bicycle usage and related effects of the Bike 2000 Plan.

The expansion of the city's bicycle facilities cannot be done without the commitment of allocated funds. By following the guidelines established by the U.S. Department of Transportation as a model, the Mayor's Council recommends:

- Encourage the state and federal governments to allocate a percentage of roadway spending to develop the 300 mile bicycle network.
- Secure funding for roadway improvements for bicycles from the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.
- Develop programs to support bicycling in public works, capital improvements and development planning.

ENFORCEMENT

Law enforcement is a necessary component of bicycle safety. Significant conflicts and violations have been cited by both motorists and bicyclists. Community education and support of enforcement efforts build respect between motorists and bicyclists. The Mayor's Bicycle Advisory Council recommends the following strategies that have been successful in reducing accidents and complaints:

“develop engineering standards for street and roadway designs that incorporate the accommodation of bicycles.”

“... develop a selective enforcement program to reduce accidents.”

- Identify the most significant bicycle safety problems and develop a selective enforcement program to reduce accidents.
- Develop an enforcement program to complement the city's bike messenger ordinance as well as other safety programs.
- Improve the bicycle registration process to allow for recovery of stolen bicycles.

STRATEGIES

To implement the Bike 2000 Plan the following strategies are recommended:

- Continue the Mayor's Bicycle Advisory Council for the following purposes:
 - To oversee the implementation of the Bicycle 2000 Plan.
 - To work with city departments to develop engineering standards for street and roadway designs that accommodate bicycles.
 - To review roadway projects and project planning to insure appropriate bicycling accommodations.
 - To review the incorporation of bicycling appropriate accommodations in all departmental plans.
 - To advise the Mayor and the Department of Transportation on actions in these areas as well as other measures which will make Chicago a bicycle-friendly city.
 - To develop an annual work plan and report progress on the prior year's plan.
- Incorporate the goals of the Bike 2000 Plan into the specific planning processes of all city departments.



ACKNOWLEDGEMENTS

This plan was developed by the Mayor's Bicycle Advisory Council.

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Howard Zar, Chicagoland Bicycle Federation

Chicago Park District
City of Chicago

Department of the Environment
Department of Planning and Development
Department of Police
Mayor's Office of Special Events
Department of Streets & Sanitation
Department of Transportation
Chicago Public Library

The **Mayor's Bicycle Advisory Council** was formed in the fall of 1991 for the purpose of developing strategies to make bicycling a more convenient and attractive transportation alternative, for both commuters and recreational users. The Council includes representatives from the bicycling and business communities, environmental organizations, and government agencies.

The **Bike 2000 Plan** was prepared by the Council as a working document to provide guidance and direction for the implementation of bicycling improvements in Chicago. The Council and the City welcome comments from all interested parties. Please direct inquiries and suggestions to the Chicago Department of Transportation, Room 406, 121 N. LaSalle Street, Chicago IL 60602. Tel. (312) 744-3600; TT/TDD: 744-2969.