



Public Meeting Questions and Answers

Questions and answers from the three public meetings and two webinars are listed below. Thank you again to everyone who participated in these meetings.

1. What is the target number for protected bike lanes?

The initial target number is 100 miles of protected bike lanes by 2015. Our overall goal is to have a safe and comfortable bicycle facility within 1/2 mile of every Chicagoan.

2. Where did you get the number for the goals?

Mayor Emanuel's Transition Report called for 25 miles of protected bike lanes in 2012 and 100 miles by 2015.

3. Sum up how you will create a first class bike network in Chicago?

The City and its leadership is truly committed to creating a network of safe, connected facilities that all residents will feel comfortable and enjoy using.

4. What is the greatest obstacle to implementing this plan?

Time and the size of Chicago. There is a lot to do in a short period of time and Chicago is a huge city.

5. Will the plan connect different segments of protected bike lanes?

Yes. Connecting the network and providing access to destinations are the main goals of the plan.

6. Do you have stats on the cities that have already significantly implemented protected bike lanes/neighborhood greenways?

Almost every city that has installed protected bike lanes and neighborhood greenways has seen increased bicycling activity and a decrease in bicycle crashes. New York City doubled bicycle commuting trips between 2007 and 2011 while improving safety for all roadway users – pedestrians, bicyclists and motorists. On Kinzie, bicycle ridership increased significantly after the protected bike lane was installed.

7. What are CDOT's plans to quantify the increase in bike usage as more protected bike lanes are installed?

CDOT conducts bike counts on a monthly and quarterly basis and will conduct before/after counts at each new protected bike lane.

8. What about a bike bridge? Is that a "big project"?

Yes, that would be a big project. The closest thing we have to that in Chicago is the Navy Pier Flyover. We have not defined a "big project", but they will most likely include significant infrastructure, time and money.

9. Are there plans to ban bikes on streets to get them on streets with protected bike lanes or bike lanes?

No. We will not ban bicyclists from using streets they can currently ride on, as they are legal users of the roadway. The idea is that the infrastructure will encourage people to use certain routes, though.

10. What kind of partnerships has CDOT made with educational institutions to educate kids about biking?

Chicago's Bicycling Ambassadors educate middle and high school students throughout the year.

11. Will there be an interactive map we can mark online?

There is not an interactive map as part of this project. We can provide you with instructions on how to send us your own Google map by emailing us at streetsforcycling2020@gmail.com.

12. How will this plan connect to the suburbs?

We are looking at suburban plans and will consider how to connect to our neighbors as we develop the network.

13. Are you looking at schools as part of this plan?

Yes. Providing access to schools, parks, transit and retail areas are primary considerations when planning the network.

14. How does bike sharing fit into this project?

This plan is not a part of the bike sharing project. Bike sharing has received a federal grant to start a point to point system where stations will be every block or couple of blocks.

15. I would like to see better integration with the CTA and Metra, particularly improvements in granting bicyclists access to bring their bikes on trains.

CTA and Metra are partners in this plan. CDOT continues to work with Metra to try and make it easier for riders to bring their bike on the train. Bike sharing will also give Metra commuters the option of riding their bike to their station, parking it, taking Metra into the city, and then picking up a bike sharing bicycle to ride to their final destination.

16. This effort has to lead to an integrated change in the way people get around. Metra, CTA, aldermen; this effort is bigger than just CDOT. Is the Mayor behind this plan? And the Aldermen?

The Mayor and many other major stakeholders are supportive of this plan. Additional outreach is a big part of this effort. This is being led by the Active Transportation Alliance and their ongoing Neighborhood Bikeways Campaign. CDOT will continue to coordinate our efforts with aldermen, CTA and Metra. CDOT is leading the effort with the plan, but the plan will only be successful if we have buy in from our various partners.



17. What are you doing with snow removal of protected bike lanes?

The protected bike lanes will be cleared of snow. It's a learning process, but we have done a pretty good job so far with Kinzie, Jackson, and 18th Street. We're talking to other cities that have snow and protected bike lanes, like New York, Washington DC, Montreal, to see how we can improve our efforts.

18. How does this work with the Chicago Pedestrian Plan?

They will both work together in Chicago's overall Complete Streets effort to make the city streets safer for all users. Several components of protected bike lanes and neighborhood greenways benefit pedestrians as well by slowing motor vehicle traffic.

19. How will this plan address enforcement?

Bicyclists and motorists are required to follow the rules of the road, and the Bike 2015 Plan has several enforcement strategies to ensure this happens.

20. How does bike parking fit into this project? And strategies for dealing with bike theft?

CDOT has a separate program that focuses on bike parking and bike parking has an entire chapter in the Bike 2015 Plan, which CDOT will continue to implement.

21. Are there opportunities to install more bike corrals? How do the parking meters affect this?

Bike corrals allow for on-street bike parking, sometimes up to 16 spots, in a space that would normally allow only one vehicle to park. CDOT's commissioner is committed to improving bike parking and we will be adding more bike corrals, either by using existing loading zones or swapping metered parking spaces.

22. Will all the protected bike lanes look like Kinzie? There are many different treatments, including one in DC where the bollards go up and down.

No. As we move on, we will try different treatments. The goal is to remove the posts eventually.

23. How does the privatization of parking meters affect this plan?

The parking meters may have an impact in some potential locations. As the network is developed, the early projects will most likely not remove metered parking. If metered parking must be removed, we will identify how many spaces will be removed and the associated impacts.

24. How will buses and bus stops operate along a protected bike lane?

There are several designs we are considering to ensure bicyclists and bus operators can safely share the road. CTA is a partner in this project and we will collaborate with them as we develop the network.

25. Bikes take longer to clear an intersection. Is increasing the clearance time for bikes also on your radar?

Yes, this is something that will be considered as part of the traffic engineering analysis to ensure all bicyclists can safely travel through an intersection.



26. When will we see bike signals?

Bike signals will likely be part of future protected bike lane projects. No firm date has been set for the installation of the first bike signal.

27. Could leading pedestrian interval phases also be leading bike phases?

CDOT will consider leading bicycle phases in conjunction with bicycle signals.

28. Will all the boulevards be getting protected bike lanes?

Additional boulevards are being considered for future protected bike lanes as part of the overall network.

29. On the PowerPoint slide with the Kinzie Street protected bike lane, what does the sign “[Bike Symbol] STOP FOR PEDS” mean? Stop only for pedestrians?

It means that pedestrians have the right-of-way. We have heard similar confusion around the sign, which demonstrates the need to provide more education around these new treatments.

30. Is there a plan to resurface streets where protected bike lanes are being considered?

If you’re aware of a street with poor pavement condition where we’re proposing a protected bike lane please let us know. We will try to resurface streets when needed, as we don’t want to make it less safe to ride. We are also piggybacking on other projects. The Elston Avenue protected bike lane, for example, will go on brand new pavement in the spring.

31. Have you considered using the land adjacent to the river as a bike corridor?

That would be considered a “big project.” There are improvements happening along the Chicago River, but they are gradual.

32. What are the limits of the Berteau Avenue greenway? Which bike streets are they connecting?

It connects Clark Street and Lincoln Avenue, two very popular bike corridors, as well as the neighborhoods between these two streets.

33. Is it possible to get a two-way bike lane with one-way car traffic layout?

Yes, by using a contraflow bike lane. A good example of this is Ardmore Avenue on the north side, between Sheridan Road and Kenmore Avenue.

34. Is the Lakefront Trail a part of this plan? Including upgrades to the trail?

Connections to the Lakefront are a big part of this project as it is one of the most popular destinations for bicyclists. The Trail itself is under the jurisdiction of the Chicago Park District and they are responsible for maintenance and improvements.



35. Status of the Navy Pier Flyover?

The Navy Pier Flyover has received federal funding for design. Construction will be staggered in three phases, with the first phase likely starting in 2 or 3 years.

36. Is there dedicated budget from the City for this initiative or for bike infrastructure in general?

One of the challenges is lining up funding and we are looking at a variety of sources, such as TIF funding, menu funds or salvage funds from other CDOT projects. There is no one dedicated source, but there will be different sources available that we can use. Going forward, the City has received a \$40 million federal grant for implementation of this plan, which will be available in 2013.

37. Is there budget for bike lanes to be repainted? It would be great if they were repainted annually. Also, potholes are an issue and cause drivers to drive in the bike lane.

We've been successful over the past 3 years in restriping existing bike lanes. CDOT's commissioner has also committed to better maintenance of our existing roadway markings.

38. Are you concerned about the new transportation bill?

Yes.

39. How much federal support are you getting?

The City received a \$40 million grant to fund the implementation of the plan.

40. Do you have a larger outreach plan? How do you plan on reaching out to those who don't currently ride a bike? And how do you plan on educating motorists?

Yes. In addition to the public meetings, the Community Advisory Groups have reached out to residents all over Chicago to get their input on the project. We will continue to try and reach as many people as we can during this project through a number of different methods. The Active Transportation Alliance's Neighborhood Bikeways Campaign will continue to reach out to residents and leaders outside of this project to educate and garner support.

41. How much resistance have you faced from protected bike lanes and how does that affect site selection?

Change is always hard, but we've actually faced very little resistance so far.

42. Once you select a neighborhood greenway, will you ask the neighborhood about the design?

Yes. Outreach will be a very important part of creating neighborhood greenways.

43. How do I get in touch with CAG leaders?

Please email us at streetsforcycling2020@gmail.com and we will pass your name along to the appropriate leaders.



44. How do I get my Alderman to support bike initiatives?

Once the plan is complete, you can identify the projects in your Ward and contact your alderman to express your support of the project.

45. How can businesses support this plan?

Special Service Areas and Chambers of Commerce can help make information available about these projects and work with individual businesses that might not fully understand the benefit of these new facilities.

46. Have you experienced backlash from the “enthused/confident” and “strong/fearless” bicyclists?

We have received some complaints from bicyclists who have been riding in Chicago for years. But we’re trying to plan and design facilities that reach all Chicagoans, not just those confident enough to ride with motor vehicle traffic. If we’re truly going to increase the percentage of people who bicycle, we need to start providing safer facilities.

47. Last year, Chicago was part of a Bike Infrastructure Symposium with officials from the Netherlands. Has that contributed to the plan/is the team aware of that?

Both Mike and Mark participated in the symposium and are applying lessons learned from the Dutch in the plan.

48. Are you picking the brains of planners in NYC, Seattle, Portland, as those cities already have some of the infrastructure mentioned in the presentation?

Yes. In October we held a meeting through NACTO with transportation officials from other cities.

