Chicago Department of Business Affairs and Consumer Protection (BACP) regulates Chicago’s taxi industry. In 2007 the Chicago Department of Transportation (CDOT) Bicycle Program partnered with BACP (then Dept. of Consumer Services) to educate taxi drivers about safe road sharing with bicyclists. A training module was implemented at Harold Washington College’s Public Chauffeur Training Institute. BAPC ensures that all new taxi licensees get this important information (approx 2000 people per year), and the taxi licensing exam now includes bike related questions.

- Report incidents with taxi drivers or provide commendations to BAPC – Call 311

Chicago Transit Authority (CTA) is collaborating with the CDOT Bicycle Program on a training video for bus operators and bicyclists about safely sharing the road. The video will address both bicyclists’ and bus operators’ responsibilities, such as: safe passing, best curbing practices, attitude, and courtesy. The project is targeted for completion in Summer 2009, viewing will be mandatory for CTA bus operators.

- Report incidents or provide commendations of bus operators to CTA at 1-888-YOUR-CTA , or go on line to http://www.transitchicago.com/contact/email.aspx

Chicago Police Department (CPD) and the CDOT Bicycle Program partnered to create a training video for police officers about bicycle related traffic laws. The video covers new bike-related traffic laws established in 2008, drivers’ and bicyclists’ responsibilities on the road, and how to report bicycle crashes. CPD plays to video for officers during roll call.

- Watch the video online at www.ChicagoBikes.org
- Report all bike crashes with motor vehicles to CPD – Call 311, or go to your local district. In an emergency call 911.

Chicago Department of Revenue (DOR) is responsible for enforcing Chicago’s bike lane parking ordinance. Vehicles parked in bike lanes endanger cyclists by forcing them to merge with motorized traffic. The CDOT Bicycle Program has partnered with DOR to ensure that all Parking Enforcement Aides are trained to enforce this ordinance. The fine for parking or idling in a bike lane is currently $150.00.

- Call 311 to report vehicles parked in bike lanes – provide date, time, and location.

For more information visit: www.ChicagoBikes.org
www.Bike2015Plan.org
What are some of the ways bicyclists learn about Metra's Bikes on Trains program and policy?

- **Web site** - A link from the home page of metrarail.com links to the Bikes on Trains program parameters. That page also provides a link to our general information page that also outlines the rules and regulations for bringing bikes aboard Metra, including how many bikes per rail line.

- **Bikes on Trains brochure** - This piece provides all the information that exists on the Bikes on Trains page on metrarail.com and is available at Metra stations, inserted into mail fulfillment, made available at transit events and other community forums, and distributed to bike shops throughout the region.

- **On-the-Bi-level passenger newsletter** - Available on the train, this newsletter regularly reminds passengers about the Bikes on Trains program.

- **Posters at stations** - Vivid, yellow posters that outline the Bikes on Trains program are displayed at Metra stations and on trains.

- **Information in schedules** - Metra’s regular-sized schedules all have the Bikes on Trains program basics. The “mini’s” include how many bikes are allowed on each train.

- **On trains and train platforms** - The “Voice of Metra” LED scrolling messaging gives details about the program. Designated bike cars have signs that identify them as such. Additionally, live announcements are made on platforms when trains are at bike capacity.

- **Word of mouth**
What information is not included that should be included on our Web site about Metra’s Bikes on Trains program?

- **Included: rules and regulations** - The basic rules governing Metra’s Bikes on Trains program are provided on metrarail.com, including times bikes are allowed, “black out” dates, number of bicycles per train per line and equipment necessary to secure the bicycle. It also includes clearly stated disclaimers.

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**Bicycles: Metra Rules & regulations for bicycles - 2009**

**GENERAL POLICIES:**

1. Individual cyclists must be at least 16 years old. Riders aged 12 through 15 must be accompanied by an adult. Children under 10 are not permitted.

2. Only three bicycles per ADA car on each diesel train will be allowed in designated priority seating areas; two for each equivalent electric car. For 2009 the following number of bicycles can generally be accommodated per train:

<table>
<thead>
<tr>
<th>Route</th>
<th>Bicycles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Union Pacific North, Northwest &amp; West Lines</td>
<td>12</td>
</tr>
<tr>
<td>Milwaukee North &amp; West Lines</td>
<td>9</td>
</tr>
<tr>
<td>Rock Island Line</td>
<td>9</td>
</tr>
<tr>
<td>Burlington Northern Santa Fe Railway</td>
<td>8</td>
</tr>
<tr>
<td>North Central Service</td>
<td>9</td>
</tr>
<tr>
<td>Southwest Service</td>
<td>9</td>
</tr>
<tr>
<td>Metra Electric</td>
<td>9</td>
</tr>
</tbody>
</table>

   * All ADA cars are accessible; bike capacity varies by number of cars per train.

3. Standard bicycles not exceeding 70 inches in length will be permitted. Tricycles, tandems, trailers, bulky attachments, training wheels or powered bicycles are prohibited.

4. There is no additional charge for bicycles.

5. Train conductors will make the final decisions regarding the ability to accommodate bicycles on each train. All cyclists must follow instructions of Metra train crews.

6. Train crews are not required to assist with boarding bicycles; their primary responsibilities are for passenger safety and assisting those with disabilities.

7. The wheelchair lift will not be used to load or unload bicycles.

8. Cyclists must be considerate and allow all passengers (including those with mobility devices) to board and alight before carrying their bicycles on or off the train.

9. Cyclists may be required to leave the train if ADA space is needed for boarding passengers with disabilities. If cyclists are required to detrain prior to destination, passengers who purchased an on-board cash fare will be given a refund by the conductor who issued same. Passengers riding on One-Way or Ten Ride tickets will have ticket returned with the following notation “Good For One Additional Ride.”

10. Bicycles cannot block aisles or impede passenger movement. Cyclists must stay in the vicinity of their bicycles at all times.

11. In case of evacuation, bikes will be left on the train, clear of aisles and doors.

**EXCEPTIONS:**

12. Metra makes no assurances that space will be available for bicycles on designated bike trains (including late hour trains). Cyclists will be accommodated on a first come, first serve basis.

13. Bicycles are permitted on all weekday trains arriving in Chicago after 8:30 AM and leaving Chicago before 8:00 PM and after 2:00 PM, and on all weekend trains, with the following exceptions:

   - Blueberry Festival June 12 – 14 (weekend only; June 13 & 14)
   - All days during Taste of Chicago June 26 – July 5
   - Lollapalooza August 7 – 9
   - Air and Water Show August 15 – 16
   - Jazz Fest September 4 – 6 (weekend only; September 5 & 6)

**BICYCLE STORAGE & CONDITIONS:**

14. Bicycles must be kept clean and free of dirt and grease while aboard Metra trains. Bicycles that present a hazard to other customers or Metra facilities are prohibited.

15. Bicycles must be secured to the lower rail of folding seats in the priority seating area with long bungee cords (approximately 25” recommended) or other devices supplied by the cyclist which adequately secure the bicycle.

16. Folding bicycles in protective covers are permitted on all trains at all times but should not block train aisles or doorways.

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http://www.metrarail.com/Special_Promotions/bikes_on_trains.html

~ Bikes and Transit ~ Barbara Nelson ~ Metra
Executive Summary

The Bike 2015 Plan is the City of Chicago’s vision to make bicycling an integral part of daily life in Chicago. The plan recommends projects, programs and policies for the next ten years to encourage use of this practical, non-polluting and affordable mode of transportation.

PLAN GOALS

The Bike 2015 Plan has two overall goals:

- To increase bicycle use, so that 5 percent of all trips less than five miles are by bicycle.
- To reduce the number of bicycle injuries by 50 percent from current levels.

The plan has eight chapters, each with a specific goal:

- **Bikeway Network** – Establish a bikeway network that serves all Chicago residents and neighborhoods.
- **Bicycle-friendly Streets** – Make all of Chicago’s streets safe and convenient for bicycling.
- **Bike Parking** – Provide convenient and secure short-term and long-term bike parking throughout Chicago.
- **Transit** – Provide convenient connections between bicycling and public transit.
- **Education** – Educate bicyclists, motorists, and the general public about bicycle safety and the benefits of bicycling.
- **Marketing and Health Promotion** – Increase bicycle use through targeted marketing and health promotion.
- **Law Enforcement and Crash Analysis** – Increase bicyclist safety through effective law enforcement and detailed crash analysis.
- **Bicycle Messengers** – Expand the use of bicycle messengers; improve their workplace safety and public image.

CHAPTER ORGANIZATION

Each chapter of the Bike 2015 Plan identifies specific objectives to accomplish the chapter’s overall goal. One hundred fifty strategies detail how to implement these objectives in realistic, meaningful and cost-effective ways.

Each strategy has one to three performance measures, defining the results expected and the timetable for completion. Strategies are listed in chronological order to indicate the schedule of completion. Most strategies identify “Best Practices” to benchmark with excellent projects. (The Web version of the plan provides hyper-text links to many of these best practices.) Finally, each objective lists possible funding sources, to help ensure the plan can be implemented and at less cost to the City of Chicago. Many of the recommended strategies are eligible for federal funding, particularly through the Congestion Mitigation and Air Quality Improvement (CMAQ), Transportation Enhancement, and highway traffic safety programs.

Adapted from the Bike 2015 Plan - City of Chicago
View the entire Bike 2015 Plan at www.Bike2015Plan.org
PLAN OUTLINE

Streets for Cycling (Chapters 1 and 2)
Encouraging bicycling begins with convenient and safe places to ride. The plan proposes a 500-mile bikeway network, establishing a bikeway within a half-mile of every Chicago resident. Bikeways to priority destinations, including schools, universities and transit stations, are proposed. Bicyclists’ needs should be considered in the planning, design, construction and maintenance of all streets. Special attention should be given to bicycling whenever bridges, underpasses and expressways are constructed or improved so these facilities do not become significant barriers to bicycling. Road hazards such as potholes, broken glass and sewer grates that trap bicycle wheels should be identified on a regular basis and repaired quickly.

Parking (Chapter 3)
A key advantage to bicycling is free, convenient parking. Key strategies to emphasizing this advantage include installing an additional 5,000 bike racks and 1,000 long-term bike parking spaces, encouraging bike parking inside commercial and office buildings, and ensuring that the bike parking requirements of Chicago’s new zoning ordinance are met.

Transit Connections (Chapter 4)
Access to public transit significantly increases the range and flexibility of bicycle trips. Strategies to improve bike-transit connections include considering bicyclists’ needs in the planning, design and operation of trains and stations; establishing bikeways to popular train stations; and providing bike parking inside and outside stations. The goal is to increase the number of bike-transit trips by 10 percent per year.

Education and Marketing/Health Promotion (Chapters 5–6)
Developing safe bicycling skills in adults and children, and teaching motorists to share the road with bicyclists are key education efforts. Education is also the most effective way to prevent bicycle theft. Marketing bicycling as a healthy, fun and convenient way to travel will encourage use. Partnerships with the Chicago Public Schools, Chicago Park District, Chicago Transit Authority, Chicagoland Bicycle Federation, not-for-profit groups, health agencies, media outlets and the private sector would increase the number of people reached and reduce costs.

Law Enforcement and Crash Analysis (Chapter 7)
Enforcement of traffic laws helps reduce the number of injuries suffered by cyclists and establishes a more inviting environment for bicycling. Key strategies include training police officers to enforce laws that support a safe bicycling environment, designating a person at the Chicago Police Department to coordinate bicycle enforcement efforts, and analyzing the circumstances of serious bicycle crashes to help prevent them from recurring.

Messengers (Chapter 8)
Bicycle messengers deliver material quickly and inexpensively, providing an important service to Chicago’s business community. Key strategies include reducing significant barriers to their use, identifying and promoting opportunities for broadening bicycle messenger service, and streamlining the delivery process to make them more efficient. Several strategies identify how to establish a safer work environment.

Adapted from the Bike 2015 Plan - City of Chicago
View the entire plan at www.Bike2015Plan.org
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 to 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 Christopher Gagnon, Bicycle Parking Program Manager, cgagnon@cityofchicago.org or 312-744-4600.
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.

For more information, please contact Christopher Gagnon, Bicycle Parking Program Manager, cgagnon@cityofchicago.org or 312-744-4600.
Mayor’s Bicycle Advisory Council Public Meeting
June 17, 2009

**Off Street Trails**
Chris Gent
Deputy Director, Planning and Development
Chicago Park District

**Introduction**
The Chicago Park District has over 28 miles of off-street shared use trails. The largest and most heavily utilized is the Lakefront Trail that runs 18 miles from 71st Street north to Ardmore Avenue. The other trails include: Riverfront Trail 2.9 miles (Belmont to Devon/Avers), Columbus Park, 0.5 miles, the Burnham Greenway, 1 mile (104th St. to 112th St), The Major Taylor Trail 5.4 miles (129th St to 105th St) Sauganash Trail 1 mile (Bryn Mawr to Devon). We have developed standards for our trails. We also work with CDOT to improve connections between the neighborhoods and the Lakefront trail. These trails will eventually be part of a larger system as identified in the *Chicago Trails Plan*. Visit [www.cpdit01.com/resources/brochures/](http://www.cpdit01.com/resources/brochures/) for a copy of the Lakefront Trail map.

**Activity Questions**

1. **Question 1:** On any of the listed existing trails what works and what needs improvement?

2. **Question 2** Do our current standards meet our future needs?

3. **Question 3** How should the trails be managed during the winter?
Mayor’s Bicycle Advisory Council Public Meeting
June 17, 2009

CTA BIKE AND RIDE PROGRAM

Daniel Thomas
Bike and Ride Manager, CTA

BIKE AND RIDE PROGRAM OVERVIEW
• The CTA Bike & Ride Program supports Mayor Richard M. Daley’s goal to make Chicago the most bicycle-friendly city in the United States.
• CTA started the Bike & Ride Program as a pilot in 1999 with Bikes on Trains, by allowing bicycles on board CTA trains during non-rush hours.
• Bike & Ride Program pay the regular fare to board buses and trains. There is no extra fee to transport bicycles. Two bicycles are permitted per rail car and per bus.

BIKE AND RIDE POLICIES
• Bicycles are permitted on CTA trains every weekday except during rush hours (7 - 9 a.m. and 4 - 6 p.m.) On weekends and holidays, except July 3, bikes are permitted on trains all day.
• Bicycles are permitted on CTA bus racks at all times.
• CTA headquarters has bicycle racks and showers for bicycle commuters.

CTA BIKE AND RIDE INFRASTRUCTURE
• All 2,000+ CTA buses are equipped with bike racks. CTA equips all new buses with bike racks.
• 59 of 142 (42%) CTA rail stations have bicycle parking inside stations. Rail station bike parking capacity is 439 bicycles (9/08). Bike racks are located in paid and unpaid areas depending on the layout of the station.
• 113 of 142 (80%) CTA rail stations have outdoor bike racks. Outdoor bicycle parking capacity at CTA stations is over 1,300 bicycles (9/08).
• At rail stations, interior bicycle parking has increased by 310% since 2002 and exterior bicycle parking capacity has increased by 60% since 2002.
• High capacity bicycle parking facilities were recently constructed at Jefferson Park, Sox/35th, Midway, and Damen (Blue Line).

BIKE AND RIDE PROMOTION
• CTA produces a Bike and Ride brochure for distribution and download.
• The system map illustrates CTA stations with bicycle parking.
• CTA participates in the Mayor’s Bicycle Advisory Council.
• CTA participated in drafting the Bike 2015 Plan.
CTA BIKE AND RIDE PROGRAM

Activity Questions

1. How can we improve the CTA Bike and Ride website?

What information should be there without diluting the message?

CTA recently revamped its website. The same content was brought over which describes how to secure bicycles on buses and when they are permitted on trains. The new CTA webmaster is very easy to work with and is open to adding content.

I am currently in the process of reevaluating what additional information will be useful for potential riders. This might include maps showing how to take transit to regional trails and improved maps indicating where there is bicycle parking.

2. What CTA practices, policies, or lack of facilities inhibit biking to transit?

What CTA practices, policies, or lack of facilities inhibit “bike and riding”?

The Bike and Ride Program can ensure that the existing policies to allow bikes on trains and buses exist. In addition, it can continue to be an officially staffed position that manages the policies, promotion, and infrastructure.

The program continues to survey and evaluate the supply and demand of bicycle parking at CTA stations. We work with CDOT to supply bicycle parking at stations within the City of Chicago. We are also evaluating our abandoned bicycle policies to be more proactive to remove abandoned bicycles and ensure there are reasonable bike parking supplies.

3. How can CTA improve security at stations for bike parking?

In the short run, CTA can encourage the use of better locks which are more theft-resistant. A project this summer will be to add content to the Bike and Ride Program website, which includes photos of good and bad locking practices. This may be old news for seasoned riders, but not all bike and ride users are the same.

If/when cameras are installed in stations, the Bike and Ride Program can work with rail line managers to have internal bike racks under supervision.
What factors should be considered in the planning, engineering and construction of on-street bikeways in Chicago?

Four typical bikeways in Chicago are: Bike Lanes, Marked Shared Lanes, Bus/Bike Lanes and Signed Bike Routes.

**Bike Lanes** are a 5 to 6 feet wide portion of the roadway designated by striping, signing and pavement markings, for exclusive use by bicyclists. Chicago has 113 miles of existing Bike Lanes.

**Marked Shared Lanes** are open to both vehicle and bicycle traffic designated by striping, signing and bike and chevron symbol pavement markings as a preferred route for cyclists. They are typically 12 to 14 feet wide. Chicago has 27 miles of existing Marked Shared Lanes.

**Bus/Bike Lanes** are lanes designated by striping, signing and pavement markings for the exclusive use of shared bus and bicycle traffic. They are typically 12 to 14 feet wide.

**Signed Bike Routes** are roadways designated as a preferred route for cyclists. A well-designed signed route clearly shows directional arrows and mileage to specific destinations in the city. Chicago has 241 miles of existing Signed Bike Routes.

When proposing to install a bikeway, the following factors are considered:

- Total street width. To install a Bike Lane there needs to be enough width for parking (if allowed), 5-6 feet for the Bike Lane and at least 10 feet for the vehicular travel lane.
- Parking. Is on-street parking allowed? If so, how lightly is it used? Are there, rush hour parking restrictions?
- Pavement conditions. If CDOT installs a bikeway, will cyclists have a smooth ride? Will the street need to be resurfaced in the near future?
- Timing. Are there upcoming projects within the projected limits of the bikeway such as CDOT’s Streetscapes, Arterial Streets Resurfacing Program (ASRP) or private developments?
- Traffic Volumes. How congested is the street? Can a travel lane be removed without adversely affecting traffic? Can parking be removed? How will local businesses react?
- Usage. Is there cyclist demand? Is the roadway a designated bus route or heavily used by trucks? What are the observed habits of motorists on the road? Are they prone to speeding or passing on the right?
- Approvals. Many approvals are required before a bikeway can be installed. Depending on the roadway and its jurisdiction, OEMC, Cook County Highway Department, IDOT, CDOT and the Alderman may have to approve the proposed bikeway.
- Costs. Depend on the pavement (concrete or asphalt?) and materials required.
- The right fit. Chicago has an extensive bikeways network. The key to a well-designed network is proper placement. Proper placement allows cyclists in any part of the city to reach retail shops, businesses, schools, parks and neighboring cities using the network in a more efficient way.
- Geography. Will the bikeway establish a facility in a previously underserved location?

The 2009 Federally funded Chicago bikeways project contains designs for 18 miles of new bikeways, approximately 56% located on the south side of the city and the 2010 Federally funded bikeways project contains designs for 17 miles of new bikeways, approximately 71% located on the south side of the city. The 2009 Arterial Streets Resurfacing Projects will potentially install 10 miles of new bikeways citywide.
What are the advantages and disadvantages of one (your choice) of the following innovative designs for on-street bikeways?

Colored Bike Lanes
- Colored bike lanes are currently used in Chicago to denote conflict areas at intersections in which a cyclist and motorist each require use of a lane (e.g. transition from travel lane to turning lane). There is an ongoing Federal Highway Administration (FHWA) study analyzing the effectiveness of green colored bike lanes at such conflict areas. Example locations include:
  - Northbound Dearborn at Chicago
  - Eastbound Milwaukee at Augusta
  - Southbound Halsted at Roosevelt
- CDOT is also investigating the use of full, green bike lanes for possible installation after the FHWA study is complete (i.e. green bike lanes for entire block lengths instead of just conflict areas).
  - **Advantages**: Increases bikeway visibility.
  - **Disadvantages**: Current materials used in Chicago are cost prohibitive.

Grade Separated (Raised) & Barrier Separated Bike Lanes.
- Raised bike lanes are slightly elevated to discourage motorists from driving in the lane, protecting bicyclists from motor vehicle traffic. CDOT has completed designs for two locations, one of which the Illinois Department of Transportation rejected, the other is pending.
  - **Advantages**: Discourages motorists from driving in the bike lane. Maintains ability of cyclist to merge left (e.g. to avoid obstacles or to turn left).
  - **Disadvantages**: Requires extensive curb and gutter reconfiguration.
- CDOT has investigated barrier separated bike lanes but has not yet identified a suitable location.
  - **Advantages**: Protects cyclists from overtaking, motor vehicle traffic.
  - **Disadvantages**: Does not allow merging movements during turns. Does not provide parking, delivery, driveway or alley access. Concentrates bike/car interaction at intersections where most conflicts already occur. Requires more right of way than any other on-street bikeway. Hampers routine roadway maintenance. Extensive infrastructure reconfigurations.

Bike Boulevards
- Bike boulevards are shared roadways designed to optimize flow for bicycle use and discourage motor vehicle use by using traffic calming, intersection treatments and signage to give priority to cyclists. CDOT has identified pilot locations and prepared concept designs. Timeline and funding not yet identified.
  - **Advantages**: Provides an optimal route for bicyclists and pedestrians. Discourages cut-through motor vehicle traffic and encourages community involvement.
  - **Disadvantages**: Treatments may be costly. Strict location requirements.

Bike Boxes/Advanced Stop Lines
- Bike boxes are advanced stop lines installed at intersections with high volumes of bicycle traffic. They provide bicyclists a designated space in front of queued motor vehicles, giving them a head start and extra visibility when stopped at red lights.
  - **Advantages**: Increased safety due to higher visibility. Provides a more comfortable space to wait ahead of vehicle exhaust.
  - **Disadvantages**: May impede traffic movement when light turns green. Bus stop and right turn conflicts may be a concern.
**Mayor’s Bicycle Advisory Council Public Meeting**

**June 17, 2009**

**Shared-use Trail and Trail Connection Development**
Keith Privett  
Coordinating Planner, Chicago DOT  
Project Manager, Chicago Trails Plan.

**Introduction**
The upcoming Chicago Trails Plan includes 37 existing and potential trails around Chicago that contribute to a regional network. CDOT construction projects completed in the last few years include the 6.5-mile Major Taylor Trail to the south city limits, the elevated 1-mile Sauganash Trail to the north City Limits, grade separated access to the lakefront trail access at 18th and 47th Streets, and a grade separate extensions of the North Shore Channel Trail under Lincoln and Peterson Avenue. Except for bridges and the northern segment of the Major Taylor Trail, these are operated by the Chicago Park District. (Also, several segments along the North Branch Trail have been built as requirement of private developments.

Projects in various stages of development include a Lakefront Trail flyover bypass at Navy Pier and widening of the Chicago River Bridge Sidewalk, the elevated 2.65-mile Bloomingdale Trail in Humbolt Park-Wicker Park, Lakefront Trail access bridges at 35th, 41st and 43rd Streets, the Weber Spur Trail from the Elston Bike Lane and Labaugh Wood to the Village of Lincolnwood, paths and lanes concurrent with the new US Hwy 41 at the USX site, an underbridge connection and connector bridge at Addison on the North Branch Riverwalk, and the Forest Preserve District’s extension of the North Branch Trail south toward Foster Avenue (intersecting the Weber Spur). Suburbs have been reaching toward the city in developing the Cal Sag Trail (to Major Taylor, and eventually Burnham Greenway, and Lincolnwood and Skokie are pursuing extensions of the Sauganash and Weber Spur Trails.

**Activity Questions**

1. What types of users must be considered in developing a new trail?

2. When and why do you use trails instead of on-street bikeways?

3. What factors and elements should be most important in developing new trails?