

## Local Bike Planning Basics: Products and Process



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## Topics

### 1) Bike planning summary

- Why/what/how

### 2) Bikeway network

- Tutorial on bikeway types

### 3) Ride Illinois and other consultants

- Technical, strategic assistance is available



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## Why plan for bicycles?

- Quality of life, popular
- Economic development
- Health benefits
- Environmental



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## Why plan for bicycles?

- Recreation and fitness
- Transportation choice
- Transportation necessity: *safer conditions for the many who don't drive for economic, age, etc.*



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## Bicycle plan = action plan

### *Purpose of a bike plan:*

“Identify the projects, policies, and programs that are needed in order to fully integrate bicycling as a viable mode of transportation within a community.”

- A bike plan can also be the roadmap to a BFC award
- Having an adopted bike plan helps to win grants

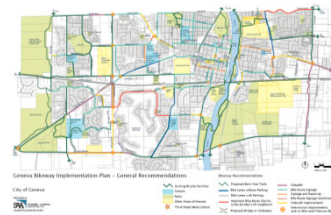


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## What are a bike plan's products?

Bike network/grid (off-road and on-road segments)  
*Goals: Continuous network, 1/2 to 1 mile spacing*



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## What are a bike plan's products?

The Five E's:

- Engineering (bike network, other)
- Education
- Encouragement
- Enforcement
- Evaluation



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## How to develop a plan?

- Steering committee – City staff, cyclists, etc.
- Define goals, products, bike network guidelines
- In-house, or consultant help needed?



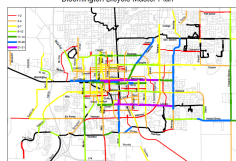
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## How to develop a plan?

- Kick-off meeting – brainstorming session
- Outputs: possible bike network routes, spot improvements --- and support



Routes to Study "Votes" - 3/18/2014 Meeting  
Bloomington Bicycle Master Plan

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## How to develop a plan?

- Field work, select appropriate treatments, prioritize

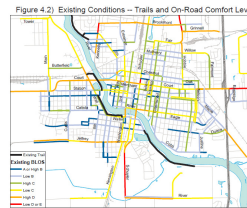


Figure 4.2) Existing Conditions – Trails and On-Road Comfort Level

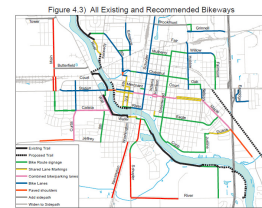


Figure 4.3) All Existing and Recommended Bikeways

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## How to develop a plan?

### - IMPLEMENTATION!

- Name a staff person in charge; committee
- Start with "low-hanging fruit" to build support
- Be opportunistic; strategize retrofit funding



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## Bikeway types... Trails\*

\* - separate from roadway corridors/rights-of-way

- Along rivers, expressways
- On utility easements
- Railroad corridors



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## Bikeway types... Trails\*

• Used for recreation and transportation, for a broad audience and various user types

- Can form backbone of bikeway network



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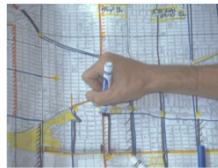
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## Is bike planning more than providing trails for recreation?

- Trails don't go everywhere cyclists want/need to go; most cycling is on roads.

- Yes! Combination of trails and bike-friendly roads serves more people, recreation & transportation



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## Sidepaths – trails along roads



- “Sidepath” trails parallel to road
- 10 ft wide, 5 ft buffer (or barrier)
- Generally for busier, faster (posted 40mph+) roads without many crossings
- Not appropriate in many other places

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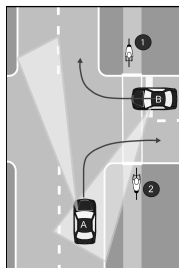
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## Sidepath or sidewalk riding

Many believe sidepaths or sidewalks are always safer than on-road

Surprisingly, this is not true where there are many crossings – esp. for “contra-flow” cyclists



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## On-road bikeway types...



- Vast majority of roads do not need anything extra
- “Shared roadways”
- Residential roads, minor collector roads

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## Bicycle Level of Service - on-road bike suitability measure

- Measure of perceived comfort & safety for teen/adult bicyclists
- **Brings objectivity!!**
- For on-road bicycling: based on mid-block roadway geometry and traffic conditions



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## On-road bikeway types – bike lanes

- Both sides, each 1-way, 5 feet (max. 6 feet)
- Lower-speed (< 40mph) urban arterials, collectors
- Dedicated space attracts broader range of cyclists



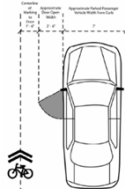
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## On-road bikeway types – Shared Lane Markings (“sharrows”)

- When not enough room for bike lanes – mostly (not always) used with on-street parking. Lower speeds.
- Positions cyclists out of “door zone”
- Indicates shared lanes; alerts motorists more effectively than signs



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## On-road bikeway types – Bike Routes



- Some preferred roadways designated as “Bike Routes” with signage
- May include “wayfinding signage” to destinations
- No specified geometry; flexibility on signage

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## On-road bikeway types – Combined Bike/Parking Lanes

- An option for **wide residential collector streets** with **LOW** parking occupancy (“party parking”), but politically can’t remove
- NOT exclusive “Bike Lanes”, more like **paved shoulder** with general **Bike Route signage**.



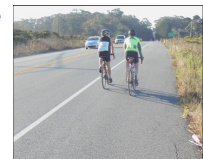
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## On-road bikeway types – Paved shoulders

- **For significant rural roads**
- Vary width with traffic level, type
- Other advantages for motorist safety, road maintenance
- If rumble strips must be used, bike-friendly designs exist
- Like bike lanes, need sweeping



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## Strategic and technical help from Ride Illinois

Bike planning, Bicycle Friendly Community award, education, enforcement, ... Dozens of Illinois cities.

- *Pro Bono* – few hours – or *Hourly assistance*
- *Supplement existing planning staff*
- *Comprehensive bike plans* (e.g. Bloomington, Kankakee, Palatine, Rochelle, 12 others)



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## Leading consultants – Summit sponsors/speakers

Bike planning and/or bikeway engineering design

### Alta Planning & Design

- Illinois Bike Transportation Plan; Peoria bike plan

### Sam Schwartz Consulting

- Bike/ped plans in South Elgin, Niles, Chicago

### Toole Design Group

- Bike plans in Will County, U of Chicago



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## Leading consultants – Summit sponsors/speakers

### T.Y. Lin International

- Chicago, Evanston bikeways; C-U MCORE project

### Christopher B. Burke Engineering

- Bike lanes in Oak Park, Skokie; Lake-Cook path

### Farnsworth Group

- Monticello, Livingston County plans; Lincoln trail



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## Questions?



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