

Bike Planning: A New Day

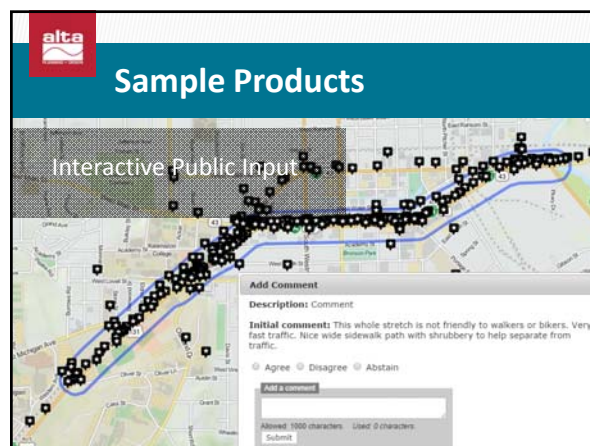
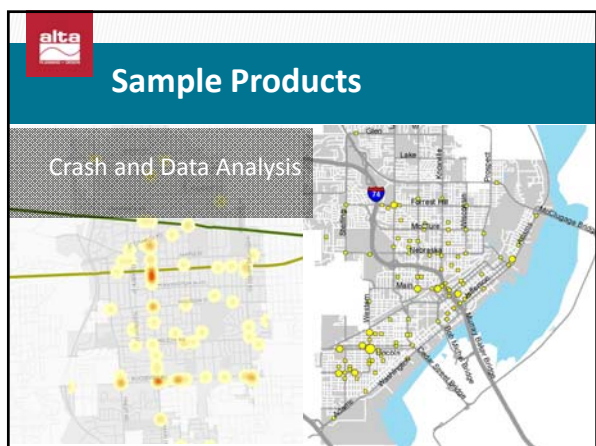
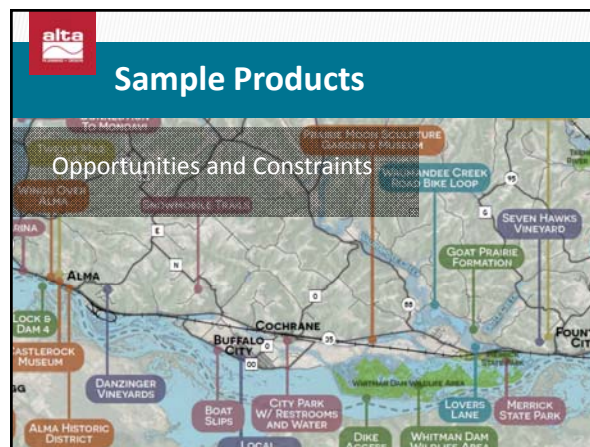
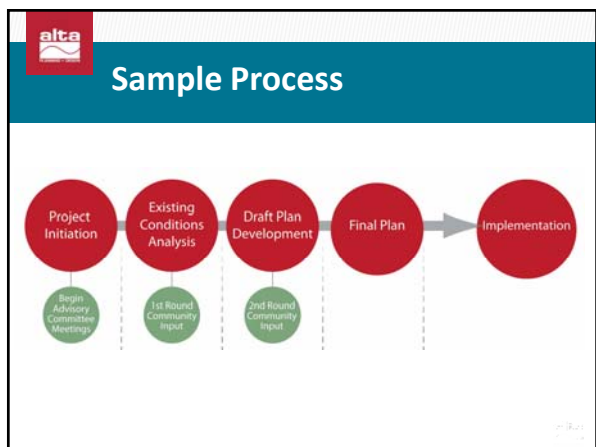
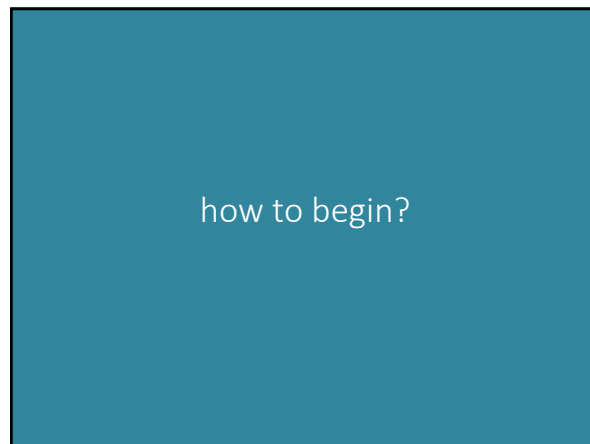
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Illinois Bike Summit
October 28, 2015

cities of all sizes are
changing






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Sample Products

Funding




Bicycle and Pedestrian Funding Opportunities / Federal Transit and Federal Highway Funds

Activity	TEGR TIGER TIGER TIGER	EIA	ATI	CMOQ CMAQ CMAQ	HSRP	NIJF NIJF NIJF	STP	TAP TAP TAP	REP	SRIS SRIS SRIS	PLAN PLAN PLAN	NSA	FATF
Access enhancements to public transportation	\$	\$	\$	\$			\$	\$				\$	\$
ADA/504 Self Evaluation / Transition Plan	\$/plan						\$	\$				\$	\$
Bicycle and/or pedestrian plans	\$/plan	\$					\$	\$				\$	\$
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle parking	\$*	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bike racks on transit	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$


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Sample Products

Wayfinding




- SHADE TREES
- SEAT WALLS
- SHADE STRUCTURE W/ SEATING & KIOSK
- ORNAMENTAL GRASSES & PERENNIALS



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Sample Products


Bike Share Feasibility



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Trainings



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Sample Products

Education & Marketing Program



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Plan for Implementation



Chicago Make Way for Play

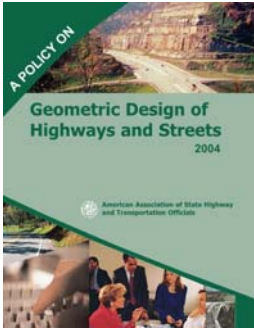
Section 1 - Vision and Goals
The Illinois Department of Transportation's State Transportation Plan Implementation

Bike

SUSTAINABILITY

government institutions are catching up to the grassroots

2004



"The bicycle has become an important element for consideration in the highway design process. Fortunately, the existing street and highway system provides most of the mileage needed for bicycle travel."

- 900 pages of guidance
- Less than 1 page on bicycles

2010 Design Accommodation Memo

"...DOT encourages transportation agencies to **go beyond the minimum requirements**, and proactively provide convenient, safe, and context-sensitive facilities that foster **increased use by bicyclists and pedestrians of all ages and abilities**, and utilize universal design characteristics when appropriate."

fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm

NACTO Urban Bikeway Design Guide

<p>BIKE LANES</p> <ul style="list-style-type: none"> -Conventional Bike Lanes -Left-side Bike Lanes -Contra-Flow Bike Lanes -Buffered Bike Lanes 	<p>SIGNALS</p> <ul style="list-style-type: none"> -Bicycle Signal Heads -Signal Actuation and Detection -Active Warning Beacon for Bike Route at Unsignalized Intersection -Hybrid Signal for Bike Route Crossing of Major Street 	<p>BICYCLE BOULEVARDS</p> <ul style="list-style-type: none"> -Route Planning -Signs and Pavement Markings -Speed Management -Volume Management -Minor Street Crossings -Major Street Crossings -Offset Intersections -Green Infrastructure
<p>CYCLE TRACKS</p> <ul style="list-style-type: none"> -One-way Protected Cycle Tracks -Raised Cycle Tracks -Two-way Cycle Tracks 	<p>INTERSECTIONS</p> <ul style="list-style-type: none"> -Bike Boxes -Intersection Crossing Markings -Two-stage Turn Queue Boxes -Median Refuge Island -Through Bike Lanes -Combined Bike Lane/Turn Lane -Cycle Track Intersection Approach 	
<p>SIGNING & MARKING</p> <ul style="list-style-type: none"> -Bike Route Wayfinding Signage and Markings System -Colored Bike Facilities -Colored Pavement Material Guidance -Shared Lane Markings 		

2013 Design Flexibility Memo



Subject: **GUIDANCE:** Bicycle and Pedestrian Facility Design Flexibility Date: August 20, 2013

From: Gloria M. Shepherd, Associate Administrator for Planning, Environment and Realty. In Reply Refer To: HRP11-10

Walter C. (Bunch) Waideich, Jr., Associate Administrator for Infrastructure

Jeffrey A. Lindley, Associate Administrator for Operations

Tony T. Furst, Associate Administrator for Safety

To: Division Administrators

cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the

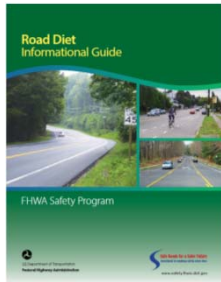
www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.cfm

2013 Design Flexibility Memo

"...support for taking a **flexible approach** to bicycle and pedestrian facility design. FHWA **supports the use of [NACTO, ITE and other] resources** to further develop nonmotorized transportation networks, particularly in urban areas."

www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.cfm

2014 FHWA Road Diet Guidance:



2015 FHWA Separated Bike Lane Planning and Design Guide



“FHWA encourages the use of all appropriate design resources as well as continued experimentation and modifications of designs, in order to develop safe, comfortable, and predictable separated bike lane treatments that fit unique site conditions and needs for each project.”

2015 FHWA Bicycle and Pedestrian Funding Misconceptions



2015 “Clarifying Document”

1. Federal Funds **CAN** be used to build protected bike lanes
2. Federal Funds **CAN** be used for road diets
3. Engineers are **ALLOWED** to use design guides other than the AASHTO Green Book for projects that receive federal funds
 1. FLEXIBILITY in Design
4. “Highway” funding **CAN** be used for bike and pedestrian infrastructure
5. Vehicle lanes **DON’T** have to be a certain width to receive federal funds
6. Curb extensions, roundabouts and trees **CAN** be used on streets in the NHS
7. Speed limits **DO NOT** need to be set using average (85%) vehicle speeds.

<https://www.transportation.gov/fastlane/separating-fact-fiction-bike-ped-project-funding-design-and-environmental-review>

new tools are ready for you





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