Edgewater Neighborhood Bike Network

Community Meeting – June 24, 2017
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The Goals

• Develop a well-connected bike network designed for all people living and visiting Edgewater
• Establish formal bike connections to important community destinations
• Improve biking and walking on both commercial and residential streets
• Build upon existing support and enthusiasm
• Increase the number of biking trips
The Vision

*Edgewater is an active community with a formal network of streets where all residents and visitor feel comfortable biking.*

*Riding a bike to commercial corridors, schools, public transit, parks, and other community destinations is an option for everyone.*
Stakeholders

- 48th Ward office
- Residents
- Various neighborhood groups
- Schools + University
- Edgewater Chamber of Commerce / SSA
- Andersonville Chamber of Commerce / SSA
- Edgewater Sustainability Project / Go Edgewater
Study Area

North Limit: Devon Avenue
West Limit: Clark Street
South Limit: Argyle Street
East Limit: Lakefront
Census Data

- Non-motorized mode share: 41%
  - 1.8% bike, 6.7% walk, 28.3% transit
  - 2nd highest bike % among cities over 1 million people

- Since 2005:
  - +160% bike commuters
  - -67% bike fatalities/10K commuters
  - -54% bike injuries/10K commuters
Census Data

**Edgewater Data**

- Commute by bike: up to 6%
- Commute by transit: 45%
- Population density: 31K / sq mi
- Zero car household: 12%
- 10,000 Edgewater residents work in the Loop, Evanston, or surrounding area
Community Destinations

- Commercial corridors
- Schools
- Transit
- Parks
- Community centers
Existing Network

- Bike Lanes
- Neighborhood Greenway
- Marked Shared Lanes
- Lakefront Trail
Level of Traffic Stress

Qualitative measure of stress of a street or bicycle facility as perceived by a typical bicyclist

LTS 1  Low stress, suitable for most adults
LTS 2  Suitable for “interested but concerned” bicyclists
LTS 3  Suitable for “enthused and confident” bicyclists
LTS 4  High stress, likely only to be used by “strong and fearless” bicyclists

Image Source: MassDOT
Neighborhood Routes

• 8 to 80 years old
• Low volume, low speed
• Focus on intersection crossings
• Take advantage of existing traffic calming
Neighborhood Routes

- New east/west routes
- Build upon existing north/south routes
- Connect to schools
- Crossing Broadway / Clark / Ashland
- Closing gaps
Speeds need to be consistent, predictable, and appropriate for all users
Reinforcing appropriate speeds...
Everyone needs to know these are great routes...
Contraflow Biking
Cut-through motor vehicle traffic can be reduced, while maintaining access for people biking.
Commercial Corridors

Research has shown that people who regularly bike and walk to commercial corridors spend more than people who drive.

- Bicycle-Friendly Business District
- Provide amenities: bike parking, foot rests
- Coordinate programming with SSA/Chambers
Commercial Corridors

- Access to local business
- Connections to transit stations
- Connections to LFT
- Increase options to local businesses
- Various curbside uses
Protected Bike Lanes
• Level of Stress: 1
• Physical separation
• Bike lane next to sidewalk

Buffered Bike Lanes
• Level of Stress: 2
• Increased space for biking
• Parking remains next to curb
Curbside Activity

- On-street parking
- Loading zones
- Standing zones
- Bus stops
Intersection Improvements
Intersection Improvements

*Streets that prioritize pedestrians will be comfortable and inviting to everyone.*
Lowering Speeds on commercial streets will:

1) make it safer to cross
2) help make biking an option for everyone
3) improve the visibility of local business
Data collection

- Community feedback
- Bicycle counts
- Motor vehicle counts
- Parking utilization
- Curbside uses
- Roadway width and pavement markings
- Existing signage
Funding

- 80% Federal
- 20% Local
- Coordination with IDOT and FHWA
Timeline – Planning Phase

• Kick-Off Meeting: June 24, 2017
• Organized bike ride: Summer 2017
• Task Force Meetings: Summer/Fall 2017
• Community Meeting #2: Winter 2017

• Engineering Coordination: 2018
• Implementation: 2019
What We Want To Hear

- Important destinations
- Routes that you use now
- Routes that you want to use
- Barriers to biking and walking
- Opportunities for success
- Programming ideas
Thank You!

• Q/A Session: 20 minutes
• Public Feedback: 60 minutes

Questions or comments:
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