# Cook County



Transportation Committee April 2023

















First-ever county-wide bike plan

Promotes Healthy, Sustainable, and Smart Communities *Policy Roadmap* strategies

Unique role for Transportation and Highways:

- Sister agency to Forest Preserves
- Coordination among jurisdictions
- Invest in Cook program



## **BACKGROUND**



Invest in Cook: nearly \$20 million for 99 bike and pedestrian projects to date

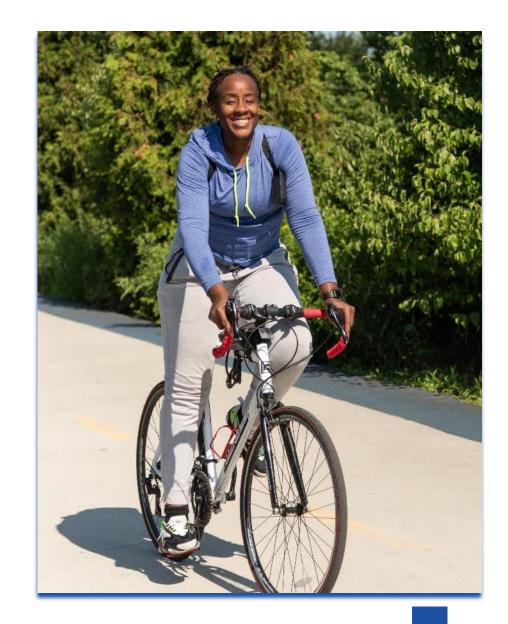
County leadership in inter-jurisdictional bike projects, like Skokie Valley Trail and Burnham Multimodal Connector

Partnerships with City of Chicago on several bike studies and projects

Bike Plan refines strategy for how we help communities advance their bike priorities



- Increase everyday cycling by supporting bike commuting and better transit integration;
- 2. Create a core low-stress network of bike trails and bike lanes that appeal to all ages and abilities;
- 3. Invest equitably to make sure bike facilities are distributed to under-served communities.



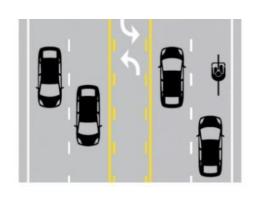
### **NOT STRESS NETWORK FOR ALL AGES AND ABILITIES**

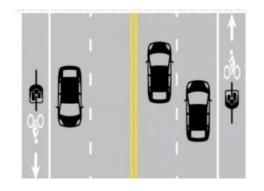
**Very Stressful** No bike lane, busy street

Stressful Narrow bike lane or shoulder, busy street

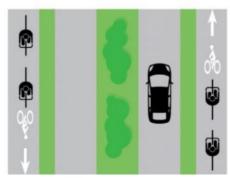
**Less Stressful** Buffered bike lane, calmer street

**Least Stressful** Separated lane or off-street trail, calm streets













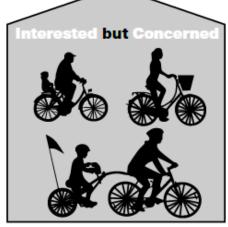




Low-stress attracts the most riders for everyday trips

### **LOW STRESS NETWORK FOR ALL AGES AND ABILITIES**







Major Roads Traffic calming and safer crossings

May use sidepaths and more protected on-street bike lanes/cycle tracks

Greater safety on preferred commuting and most direct routes.

Residential Streets

More, safer crossings of major roads and pleasant streets for walking

Lower stress routes for recreational or purposeful trips

Greater overall network connectivity and less stressful alternatives to major road routes.



ADA access to open spaces, greater connectivity of streets to parks

Preferred routes

Preferred routes if they are convenient and well connected to other parts of the network

60%

### **INVESTING EQUITABLY**



Bike planning too often based on needs of only most experienced cyclists

Unequal access to trails within 1 mile of home:

24% of white residents

28% of Asian residents

14% of Latine residents

14% of Black residents

75% of side paths on County roads are in higher-income communities



### **Strategies:**

Prioritize bike facilities that serve communities of color Target underrepresented groups in our outreach



### **COMMUNITY ENGAGEMENT**



Actionable information
Equitable outreach
Meaningful partnerships



#### **SCHEDULED EVENTS**

- Public Open Houses 4
- Interest Group Meetings 6
- Technical Advisory Committee 4
- Transportation Equity Network 4
- Event tables like at Bike the Drive



#### **ON-DEMAND ENGAGEMENT**

- Website 3,939 unique users with 15,841 visits
- Interactive Mapping 794 map comments
- Surveys 704 participants

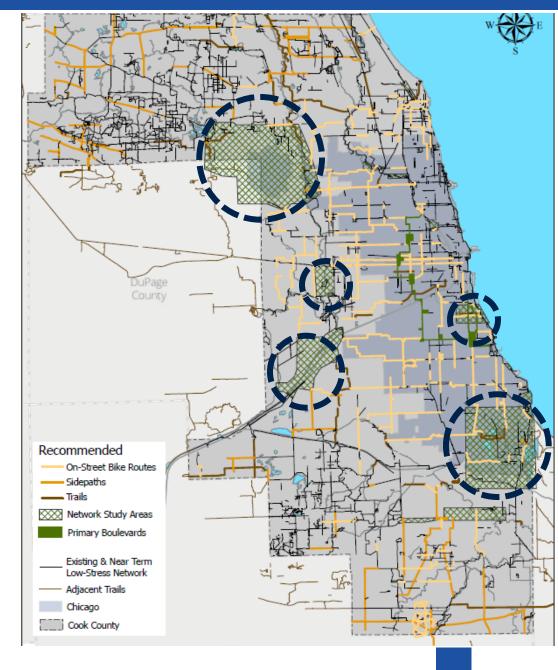
# SELECTED IMPLEMENTATION ACTIONS

### **CREATING A CORE LOW-STRESS NETWORK**

- Make key connections by building bike paths and lanes along DoTH roadways
- Study new trails outside DoTH right-of-way, followed by funding assistance for feasible projects
- Carry out subarea network studies in challenging locations – O'Hare, Lake Calumet, Bronzeville, etc.

### **METRICS INCLUDE:**

 Advance 1 – 3 new segment feasibility studies per year, including through Invest in Cook



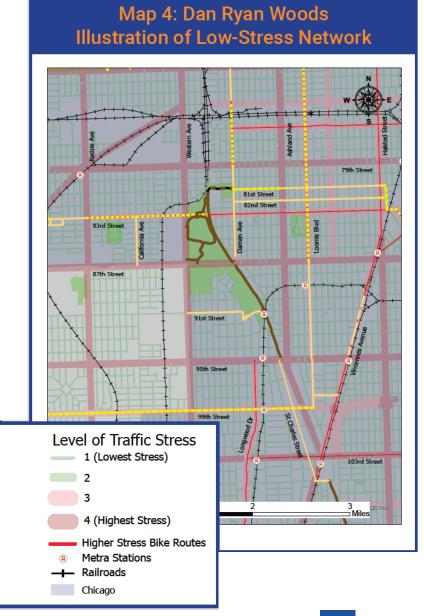
# SELECTED IMPLEMENTATION ACTIONS

### SUPPORTING LOCAL BIKE NETWORKS

- Work with municipalities to designate bike routes on comfortable residential streets
- Work with partner agencies to make bike route intersections with major roads safer
- Tie together on-street and off-street networks
- Pioneer new models for long-term maintenance

### **METRICS INCLUDE:**

 Construct at least 15 miles of sidepath on DoTH right-of-way over the next ten years.



Low-Stress Network

**Existing Bike Routes** 

Major Taylor Trail

Upgraded Bike Routes

New Trail in Dawes Park

Trail Crossing

Recommended

# SELECTED IMPLEMENTATION ACTIONS

### INTEGRATING TRANSIT AND BICYCLING

- Work with partners to expand bike share beyond Chicago
- Work with partners to ensure infrastructure at and near transit stations supports biking

# IMPROVING DATA AVAILABILITY AND QUALITY

- Begin regional bike count program
- Continue to document growing bike network

### **METRICS INCLUDE:**

• Implement a county-wide bike counting program starting in 2025.



