Improving Conditions for Bicycling and Walking

A Best Practices Report

January 1998

Prepared for the Federal Highway Administration

by Rails-to-Trails Conservancy
and the Association of Pedestrian
and Bicycle Professionals

additional resources

(Not including references included in Best Practices reports themselves)

General

National Bicycling and Walking Study Final Report, FHWA, 1993

National Bicycling and Walking Study Case Studies (24), FHWA, 1993

Bicycle and Pedestrian Safety and Accommodations, a three-day training course available through the National Highway Institute, FHWA, 1996

A Synthesis of Bicycle Safety-related Research, FHWA, 1994

Pedestrian Crash Types: A 1990s Informational Guide, FHWA, 1997

Bicycle Crash Types: A 1990s Informational Guide, FHWA, 1997

Planning

Bicycle and Pedestrian Planning Under ISTEA: A Synthesis of the State of the Practice, FHWA, 1997

Bicycle and Pedestrian Planning Under ISTEA: A Training Manual, FHWA, 1994

Selecting Roadway Design Treatments to Accommodate Bicyclists, FHWA, 1992

Bicycle Facility Planning: APA Planning Advisory Service Report 459, APA, 1995

Making the Connection: Integrating Land-use and Transportation Planning for Livable Communities, 1000 Friends of Oregon, 1997

A Bicycle-friendly City (video), Bicycle Federation of America, 1995. ($20)

Off-road Facilities

Guide to the Development of Bicycle Facilities, AASHTO, 1991

Trails for the 21st Century: A Planning, Design and Management Manual for Multi-use Trails, Rails to Trails Conservancy, 1993

Greenways, Flink and Searns, Conservation Foundation, 1993

Trail Intersection Design Guidelines (Draft) prepared for Florida DOT by the University of North Carolina Highway Safety Research Center in 1996.

Rails with Trails: Sharing Corridors for Transportation and Recreation. Rails to Trails Conservancy, 1998.

On-road Facilities

Guide to the Development of Bicycle Facilities, AASHTO, 1991

A Policy on Geometric Design of Streets and Highways, AASHTO, 1995

Making Streets that Work, City of Seattle, 1996 (video and workbook)

Design of Pedestrian Facilities, Report of Recommended Practice. Institute of Transportation Engineers (ITE).

Residential Street Design and Traffic Control, ITE

Traffic Calming. APA Planning Advisory Service Report Number 456, 1995.

The Pedestrian Environment, 1000 Friends of Oregon, 1993.

Education, Encouragement and Enforcement

Mean Streets: Pedestrian Safety and Reform of the Nation's Transportation Law. Environmental Working Group, 1997

Share the Road: Let's Make America Bicycle-friendly. Environmental Working Group, 1997

The Complete Guide to Police Cycling ($20), IPMBA.

Where to Obtain these Resources

FHWA PUBLICATIONS
National Bicycle and Pedestrian Clearinghouse
1506 21st Street NW, Suite 210
Washington, DC 20036
(800) 760-6272

RAILS-TO-TRAILS CONSERVANCY
1100 17th Street, NW; 10th Floor
Washington, DC 20036
(202) 331-9696

BICYCLE FEDERATION OF AMERICA
1506 21st Street, NW; Suite 200
Washington, DC 20036
(202) 463-6622

LEAGUE OF AMERICAN BICYCLISTS
1612 K Street, NW; Suite 401
Washington, DC 20006
(202) 822-1333

ENVIRONMENTAL WORKING GROUP
1718 Connecticut Ave., NW;
Suite 600
Washington, DC 20009
(202) 667-6982

INSTITUTE OF TRANSPORTATION ENGINEERS
525 School Street, SW; Suite 410
Washington, DC 20024

AMERICAN PLANNING ASSOCIATION
122 S. Michigan Avenue, Suite 1600
Chicago, IL 60603

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
444 North Capitol Street, NW;
Suite 225
Washington, DC 20001
(202) 624-5800

1000 FRIENDS OF OREGON
534 SW 3rd Avenue, Suite 300
Portland, OR 97204
(503) 497-1000

FLORIDA DEPARTMENT OF TRANSPORTATION
Bicycle and Pedestrian Program
605 Suwannee Street, MS-82
Tallahassee, FL 32399
(850) 487-1200

CONSERVATION FUND
1800 North Kent Street, Suite 1120
Arlington, VA 22209
(703) 525-6300

CITY OF SEATTLE
Bicycle and Pedestrian Program
Seattle Engineering Department
600 4th Avenue, Room 708
Seattle, WA 98104

By Ben Gomberg and Randy Neufeld

chicago bike parking

Action to Make Chicago Bicycle-Friendly: The Bike Rack Program

One of the best examples of Chicago's successes is the City's Bike Rack Program. Bike racks were a natural beginning project given the new availability of Congestion Mitigation and Air Quality Improvement program (CMAQ) funding and the Bike 2000 Plan's emphasis on short trips. By the end of 1997, 4,250 racks were in place throughout the city. The racks have been installed as a part of three separate CMAQ grants totaling $1.5 million. Another $170,000 CMAQ grant has been received for 1998 rack installation.

Early in 1992 the Mayor's Bicycle Advisory Council decided to test new bike rack designs. Thirty-one wave and inverted-U racks were tested at 10 buildings: city hall, libraries, and municipal offices. The racks looked good and attracted use immediately. The test cost less than $15,000 and was funded through an existing guardrail contract.

The city applied for $750,000 for bike parking in the first call for CMAQ project proposals which occurred soon after this successful trial. The first 1,100 racks were sited according to suggestions from city staff and volunteer survey teams from the Chicagoland Bicycle Federation. Special attention was given to distribute available racks between government buildings, cultural institutions, parks, neighborhood retail, and the central business district.

At first the Illinois Department of Transportation wanted site plans for all 1,100 racks. Later they accepted a set of standardized installation configurations and a list of installation locations. Because of the initial quantity of rack installations, it was not feasible to contact adjacent property owners. A letter was sent to each alderman listing installation locations in their ward. The first responses to the racks were mostly negative, but only a handful of racks were actually relocated. However, the positive response came quickly and clearly: the racks attracted use; several of those who asked that racks be removed asked to keep them; and businesses that didn't get racks wanted to know why they were overlooked.

The 1998 project will include a demonstration of higher security, longer term parking.

Some of the strategies that have made the projects successful:

- The "Inverted-U" design functions especially well. These racks do not obstruct the sidewalk, they can accommodate any type of lock, and it is easy to stand bikes against them.
- Cyclists and property owners are invited to suggest locations through postcards, newspaper articles, and the Internet.
- Consent to install a nearby rack is received from nearby property owners.
- The importance of locating racks as close as possible to the building entrance cannot be overemphasized.
- The managers of schools, parks, transit stations, museums, libraries, post offices, and other institutions are systematically asked if racks are needed.

The racks utilize high quality materials, "bombproof" coatings, and secure mountings. These make the racks more expensive initially but they look better and require less maintenance.

Chicago, IL

contact and publication

THE BIKE 2000 PLAN,
BIKE RACK PROGRAM SPECIFICATIONS, AND OTHER CHICAGO BICYCLE PROGRAM PUBLICATIONS ARE AVAILABLE FROM, BEN GOMBERG, CHICAGO DEPARTMENT OF TRANSPORTATION
30 N. LASALLE, ROOM 400, CHICAGO, IL 60602
E-MAIL: bgomberg@ci.chi.il.us

other examples

CITY OF SEATTLE, WA:
PETER LAGERWEY, (206) 684-5108

CITY OF MADISON, WI:
ARTHUR ROSS, (608) 266-6225