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Action Plan for Rapid Cycling Growth in Your City

Your action plan displays the top 10 measures your city can take to improve conditions for cyclists and grow ridership in the short term, while devising a more comprehensive, long-term approach to support cycling as a viable transportation mode.

Actions are categorized into three types: **Infrastructure, Policies, and Education/ Awareness-building.**

Actions are weighted according to their relative impact in terms of expanding access, security, safety, and awareness of cycling. Actions were also given a score for time and cost to implement. These scores can help to compare individual actions, and to prioritize action plans according to different criteria. In some cases, actions included in a plan may already be implemented, but could be improved upon.



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Grow Cycling Toolkit
Action Plan

CONNECTED NETWORK OF BICYCLE INFRASTRUCTURE

ACTION TYPE **Infrastructure**

IMPACT TIME COST

- **Install protected bicycle lanes and/or add protection to existing lanes**
- **Transition "quick build" or temporary cycle lanes to permanent design**
- **Ensure bicycle lanes connect with greenways, low-speed low-volume streets, and cycle highways to form a network throughout the city**
- **Ensure lanes are well-lit, well-maintained, and reflect city conditions**

Bicycle infrastructure—which includes protected and unprotected cycle lanes, neighborhood greenways, low-speed, low-volume streets, and protected intersections—should be implemented as part of a connected network, designed to ensure that cyclists have various safe route options between destinations. To improve the safety and visibility of cyclists on major roads, protected bicycle lanes— which use planters, parked cars, posts, or curbs to physically separate cyclists from vehicles—are preferred. Protected lanes have been linked to an increase in ridership, and can help to decrease bicycle crashes and injuries. For example, after implementing a bicycle lane on Kinzie Street, a busy street in downtown Chicago, the street saw a 55% increase in bicycle ridership[1].

Much the same as sidewalks, cycle lanes should be well lit, both to ensure cyclists are visible to one another and drivers, and to create an environment where people commuting by bicycle feel safe regardless of the time of day. Cycle lanes should also be maintained over time—particularly to minimize damage from potholes or other road quality issues—and should include features that reflect city conditions (i.e.: trees planted along bicycle lanes in cities with high daytime temperatures).

RESOURCE:

Global Street Design Guide (NACTO)

Streets for Walking and Cycling (ITDP + UN Habitat)

Design Manual for Bicycle Traffic (CROW)

Share the Road: Design Guidelines for Non Motorised Transport in Africa (UNEP + FIA Foundation)



A network of safe, connected bicycle infrastructure is critical for encouraging more—and more types of—people to travel by bicycle.
Source: ITDP

1 Chicago Department of Transportation. 2011, Initial Findings: Kinzie Street Protected Bike Lane.