

Cycle Highways for Chicagoland!

See Italy, Chicago, China, London, Copenhagen, LA, and a proposed work-in-progress system in Chicagoland's region.



By Cyclist Mike Erickson, 4/29/18

*...all cost estimates are fluid.

Silvia Marchetti, CNN • Published 27th April 2018

We can augment our urban/suburban auto congested highways with elevated bicycle highways. Use existing tech in new ways and build a better world for cycling in NEIL.

Chicagoland...be inspired by [Italy](#)'s new Lake Garda elevated cycle highway!



Italy: constructed project length of 87 miles for \$124 million = \$1.4 million/mile.



"Garda By Bike," the 2.6-meter-wide path will circle the whole lake connecting three intersecting regions -- Lombardy, Veneto and Trento.

A good investment given ~ \$100m in cost; \$1000m in benefits!
Chicagoland will need to solve associated gentrification issues!

...bike path is being constructed 60 meters (197 feet) above the lake to complete a 140-km circle.

Chicagoland's ECH can be 17.5' high in sections, 16' wide, and opening at 15 miles, will run over 100 miles.





The €102 m (\$124 m project is to open in the summer of 2018, ... completed in 2021.

Chicagoland's ECH built with new modern materials. New tech construction will save m's in dollars and tons of CO2. Alt-funds will finance it.

The sleek steel and wooden route features elegant iron fences built as futuristic balconies with views of...

...could be a new view of Illinois making bicycle transportation healthy and enjoyable for all.





The good news is that the whole path won't be exclusive to cyclists but also accessible to pedestrians.

Pedestrian access is not a problem, it is a challenge, an opportunity to expand ECH services to citizens.

"We limited environmental impact by balancing, in an optimal way, design and safety needs with preserving the natural setting of the cliffs and shrubs growing on the rocks," Antonio Lotti, chief engineer at Studio Fontana & Lotti-Lorenzi, tells CNN Travel.





Only \$50.2 million/mile. Is something wrong here? No, it is an investment in our health.

The Riverview Bridge will soar 18 feet above the water and cross over the North Branch from the eastern edge of Clark Park to the western side of California Park. In 2018, it'll be the longest pedestrian river bridge in the city and span a length of 1,000 feet. Chicago.

Though CDOT declined to assign a cost to the Riverview Bridge, so as not to influence contractor bids, a 2012 presentation pegged the estimated price tag at \$9.5 million. The project is being funded with federal dollars. THAT IS \$50.2 MILLION PER MILE in CHICAGO!



The Chinese city of Xiamen.

At 4.8 m (~16 feet) wide it has capacity for over 2000 bikes at a time, and will join up with 11 bus stations and two subway stations. As well as space to park bikes, it will also have bikes available to hire.

Designed and completed in six months, the project was the latest in a number of raised cycleways by Danish architects Dissing+Weitling.

Cost estimates are unavailable.

The 7.6-kilometre route (4.7 miles) is well used! A 10-mile route in Chicago would be 2-times this world record.



London is among cities considering elevated bike paths...unveiled plans to create a 220 km (137 miles) car-free cycle network around the city and surrounds...at up to 49 feet wide. At \$10 billion for 137 miles, that's \$72 million/mile; at 16 feet wide, that's \$23.5 million/mile.

Over 200 entrance points would be dotted across the UK capital to provide access to ten different cycle paths. Each route yields up to 12,000 cyclists/hour and could improve journey times across the city by up to half an hour.



Copenhagen has status as a bike-friendly city, and yet it aims to build a network of 28 cycle superhighways, covering 500 km (310 miles)...will reduce public health expenses by €40.3m (\$49 m) annually.

[Active Living Research says, cost-benefit analysis shows investment of \$162 million in bicycling will produce health care cost savings of over \$1 billion by the year 2040.]



It is not
about
the
gondola

...

Los Angeles. Aerial Rapid Transit Technologies has approached LA's Office of Extraordinary Innovation with an unsolicited proposal to build a \$125 million gondola to ferry 5,000 fans an hour to and from Dodger Stadium. By 2022, ARTT wants to run gondola service high above the 110 freeway, connecting the stadium to other transit options at the city's Union Station, less than a mile away. The best part is that ARTT wants to build the whole thing for free.

It is about ...a handy process for handling unconventional projects, one that's unique among government agencies: an unsolicited proposal policy. **Chicago.**

An unsolicited proposal process, run out of LA's Metro's Office of Extraordinary Innovation, a 10-person team within a 10,000-person agency, brings pizzazz to public transit planning.



Example Photo:
proposed
indoor/outdoor
elevated
bicycle highway
(ECH). [Guard rail not shown]
Here above the
CTA Blue Line,
running from
Chicago to
O'Hare Airport.

Cars have highways, and for good reason, why not elevated bicycle highways for cyclists?

It is about

...offering relief to a transport network that is already at capacity, and expects \$11.4 billion in total yearly costs for wasted gas and time to all Chicago-land.



Example Photo:
proposed
indoor/outdoor
elevated bicycle
highway (ECH).

[Guard rail not shown]

Part of a 100+
mile region-wide
system.

Part of a solution
to expand cycling.

Cost/Benefit: for \$425 million spent/ECH, Chicago-land saves over \$2.6 billion by 2040; not including the billions cut from our yearly \$11.4 billion in auto-traffic congestion costs!

May 7, 2018 -- IL Bike Summit Day

How we saw the Jane Byrne Interchange (JBI) Highway reconstruction project...

This is an example of the extraordinary level of effort we need in this state to create an Elevated Cycle Highway (ECH) system in Chicagoland.

JBI project timeframe 6-years at least, estimated cost for now \$475 million, cost per mile \$95 million, ultimate result...more auto-congestion region-wide than ever before.

CMAP data on VMT and congestion after add lane projects in NEIL confirms the sorry ultimate result.

Good effort, wrong project. Build ECH for a healthy future. Reprioritize spending.

