



ACTIVE TRANSPORTATION
ALLIANCE

2016-2017 ANNUAL REPORT



Ever since 1985, Active Trans has been working collaboratively to bring healthy transportation choices to communities across Chicagoland. That's how we helped Chicago become one of the most bike-friendly large cities in the nation — and why we represent a powerful force as we push for expanding and improving Chicagoland's network of bike, pedestrian and transit facilities.

Active Trans made big strides in 2016 and 2017 thanks to many thousands of members, supporters, friends and partners. Whether it was working with federal legislators, municipal staff in south suburban Richton Park or enlisting volunteer bike mechanics at one of our fundraising rides, we're always focused on creating healthy, sustainable transportation options throughout the region.

**Take a look at our accomplishments
in 2016 and 2017.**



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New bike lanes

The city of Chicago saw 34 miles of new bike lanes built, including curb-separated lanes on Clybourn, Washington and Randolph Streets. Active Trans mobilized hundreds of advocates to successfully push for bike lanes added to Milwaukee Avenue in Wicker Park.

Chicago named #1 bike city

In 2016 Chicago took first place among best US cities for bicycling, moving up from second place since Bicycling magazine's last national ranking. The ranking recognized that Chicago has become a national leader for bicycling thanks to a flood of new riders and bold new projects that Active Trans helped foster.

South Shore Line allows bikes on trains

Due to the multi-year efforts of Active Trans and other local advocacy organizations, the South Shore commuter train line started a pilot project that allows passengers to bring their bikes on the train.

Tallying regional crashes

In a report that compiled and analyzed public data on trends of bicycle and pedestrian crashes, Active Trans found the death toll on suburban roads nearly three times more than in the city in 2015. Suburban communities have a higher rate of crashes, the report points out, because more people are driving more cars at faster speeds on roads that are often designed to maximize travel speeds at the expense of public safety.

Speeding up Chicago buses

As part of our new campaign to speed up bus service in Chicago, we collected feedback on the quality of bus service from community groups, businesses and more than 2,000 bus riders. Based on this feedback as well as input from national and local experts, Active Trans developed a report that focuses on key improvements: expanding the city's network of dedicated bus lanes, increasing transit signal priority corridors and boosting the number of bus routes with prepaid/all-door boarding. Active Trans was excited to see CTA making steps toward these goals by launching prepaid boarding pilots at four locations and building new dedicated bus lanes on Washington, Madison and Clinton Streets in the Loop.

Multi-year Lakefront Trail campaign pays off

After many years of Active Trans advocating for a safer, more welcoming Lakefront Trail, the city announced it would build separate trails for people biking and walking along the busiest parts of the trail. Following this announcement, local philanthropist Ken Griffin donated \$12 million to ensure that the entire Lakefront Trail has separate trails for people biking and people on foot.

Supporters rally to oppose cuts

In response to the threat of federal budget cuts to transit, biking and walking programs, we activated hundreds of supporters in the region to contact their members of Congress and oppose the measures.

Big Marsh bike park opens

Big Marsh Park, a 278-acre eco-recreation park, opened in the Lake Calumet region of Chicago's Far South Side. We've been strong advocates for making the park easy to reach by people biking from nearby neighborhoods. Active Trans has been continuing to work with local residents and stakeholders to ensure that the priorities outlined in our Big Marsh Access Action Plan are implemented.



North Branch Trail extended south

Thanks in part to Active Trans' efforts, the North Branch Trail, the busiest trail in the Cook County Forest Preserve system, was extended from 18 miles to 22 miles, bringing the path all the way south to Gompers Park at Foster Avenue and Pulaski Road.

Paving the way for better suburban biking

The state of limited bicycling options for Chicago's suburban residents is documented in a report we released called Suburban Bikeways for All. The report, which garnered front-page coverage in the Chicago Tribune, spells out the main problems and what needs to happen to get our region on track. The report urges local municipalities to pass complete streets policies, pursue Vision Zero goals, adopt active transportation plans and approve transportation budgets that include a fair share for walking and biking.

Suburban advocacy gains momentum

Active trans launched the Chicago Leadership Network to provide training and support for local leaders who want to advocate for better biking, walking and transit in their communities. Through one-on-one outreach and a series of networking events, we have enlisted nearly 100 community partner organizations and 75 grassroots leaders. Also, in the suburbs, we launched Bike Walk Every Town, a program designed to build skills and provide resources for strengthening biking and walking in an individual's community.



Launched Chicago River Trail campaign

The launch of our new campaign to create a continuous trail along the Chicago River in Chicago was met with plenty of public enthusiasm, including a frontpage article in the *Chicago Tribune*. The campaign focuses on making the river an active transportation corridor that connects Chicago's diverse neighborhoods to the river and to each other. In addition to launching the campaign and forming a coalition of local organizations that will work toward a continuous river trail, Active Trans also published its Chicago River Trail Action Plan, which highlights the overall vision, the current opportunities in expanding the trail and enhancing accessibility to the river, and the next steps needed to complete the river trail.

Our River Trail campaign encompasses numerous advocacy efforts in proximity to the river, including development of the Weber Spur Trail and El Paseo, and Logan Boulevard improvements.

Removing dangerous obstructions in bike lanes

In response to drivers parking in bike lanes and other types of dangerous bike lane obstructions, our Clear the Way campaign prompted Chicago supporters to submit 500 photos with comments detailing particular bike lane obstructions. The campaign generated multiple stories in local media and prompted the city of Chicago to make the process easier for reporting obstructed bike lanes.



City's Vision Zero plan unveiled

The city of Chicago released its 3-year Vision Zero Action Plan, which was built upon input from Active Trans and other civic and community stakeholders. In advance of the release, our quarterly newsletter featured a special section that told the stories of five local victims of traffic violence.

Improvements to truck safety

In a move that Active Trans campaigned for, Chicago City Council passed an ordinance requiring trucks owned by the city and those contracted by the city to install sideguards and safety mirrors to better protect people biking and walking.

Meeting with lawmakers

Active Trans organized meetings with five key members of Congress following the 2016 election. We brought along supporters who live in their districts and asked lawmakers to affirm their support for federal investment in biking, walking and public transit. In preparation for the 2017 suburban municipal elections, we developed a candidate survey and voter guide.



Healthy HotSpots in suburban Cook County

Active Trans completed the final year of a two-and-a-half year technical assistance program in suburban Cook County. The Healthy HotSpot project, led by the Cook County Department of Public Health, focused on the following:

Completed active transportation plans for six communities.

Hosted “tactical suburbanism” events in six communities and released a series of short films that document each community’s project and one film that summarized the entire project.

Held Complete Streets technical assistance workshops in five communities.

Developed Complete Streets policies in 10 communities.

Created corridor plans for four communities and helped four communities get 125 bike racks installed.

Education and Events

Chicago Bike Week becomes an Active Trans event

Active Trans organized and hosted Chicago Bike Week in 2016 and 2017 — our first two years of producing the event after taking it over from the city of Chicago. The event featured a series of exciting events interwoven with our advocacy campaigns and membership recruitment efforts. For the Bike Commuter Challenge, we extended the challenge to two weeks and reworked the scoring system, making it easier to calculate winners and establishing a greater incentive for recruiting new riders.

MB Bike the Drive keeps getting better

In addition to increasing the size of our MB Bike the Drive festival by 25 percent, we hosted a beer garden for the first time and hit a record year for in-kind donations for the event. We also added new features like custom rider numbers and a 30-mile challenge.

Education and Events



Bike safety for kids

Our Kids on Wheels project, which loans out two bike fleets for kids' education programs, reached 850 students in River Forest, Midlothian and Northbrook. We expanded the Oak Park River Forest High School on-bike safety program, reaching 140 students. After two years the program has been handed off to the school faculty to run the program.

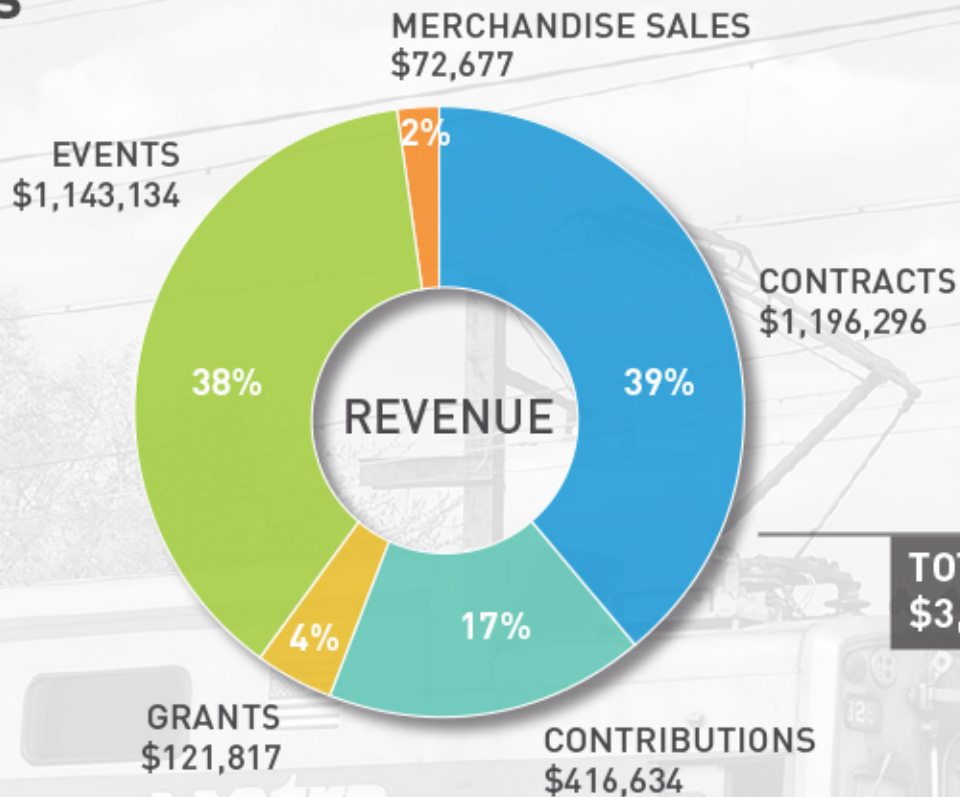
Keeping riders moving year round

We registered more than 500 riders for the winter bike commuting competition and hosted a Winter Bike to Work Day Rally in Daley Plaza.

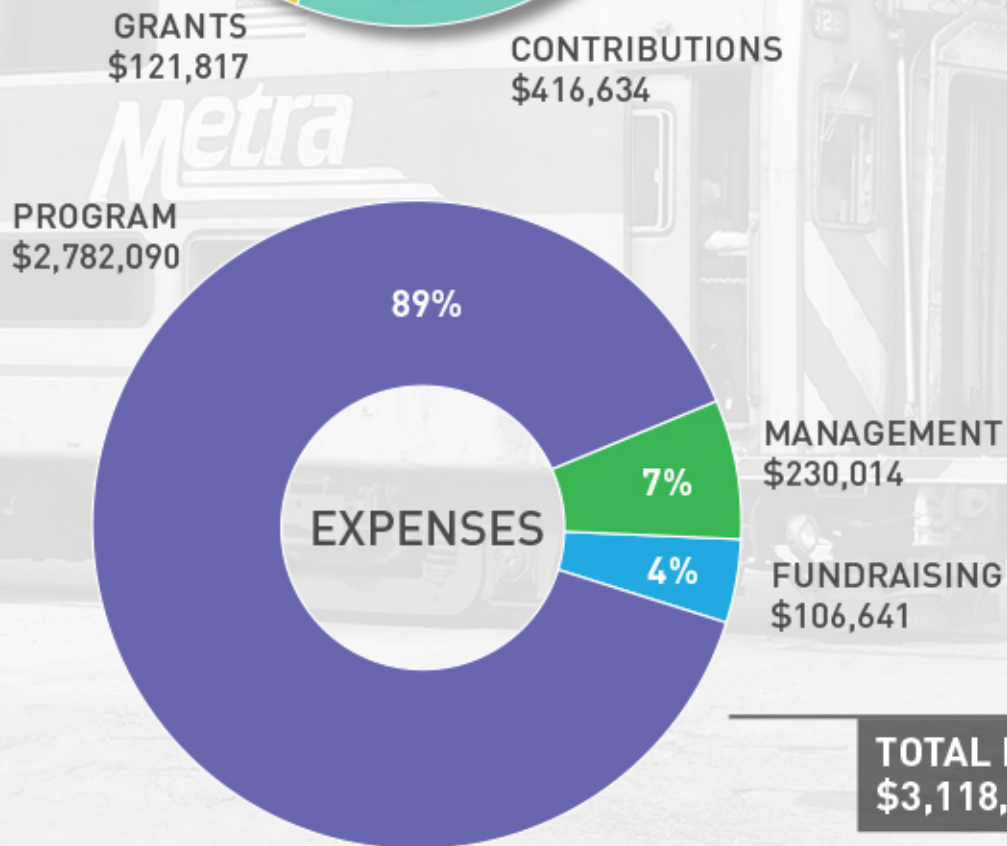
Kickstand Classic in Bartlett

In 2016 and again in 2017, we held the Kickstand Classic, a new type of event in northwest suburban Bartlett. The event was a chip-timed closed-course bike race intended for people of all skill levels — from newbie riders to seasoned racers — and included a festival with live music.

Financials



TOTAL REVENUE
\$3,044,745



TOTAL EXPENSES
\$3,118,745

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50,000+

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