

Chicago: Protected Bike Lanes



David Smith, AICP
Senior Transportation Planner
T.Y. Lin International

June 2016



Radfahren in Köln Auf den Kölner Ringen so sicher radeln wie in Chicago



Von Tim Attenberger

🕒 27.06.16, 07:54 Uhr



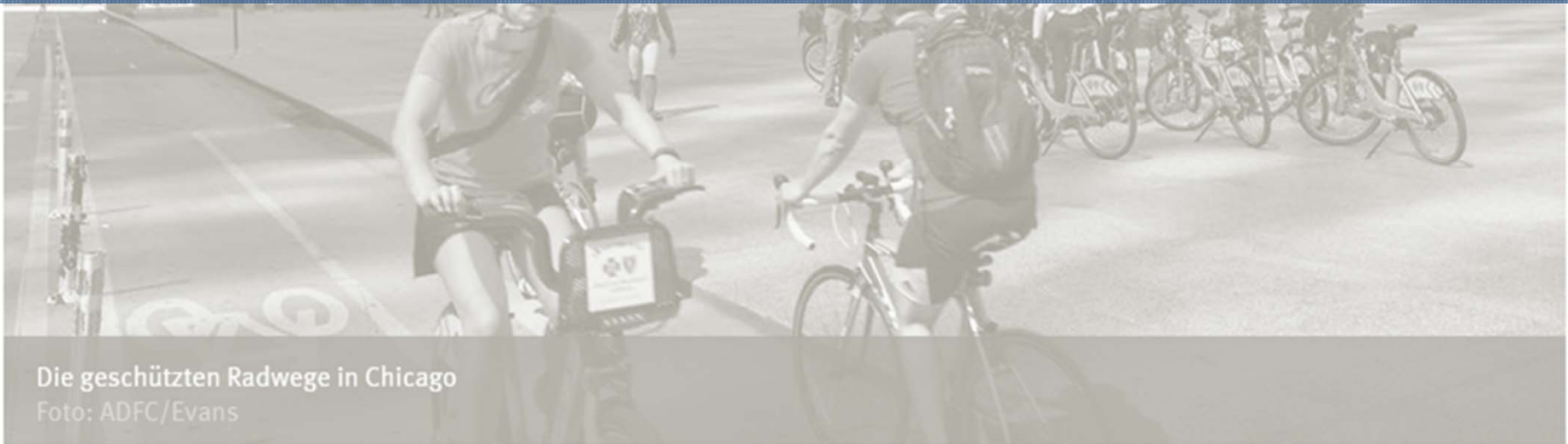
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“It worked!”

-Burkhard Stork



Die geschützten Radwege in Chicago
Foto: ADFC/Evans

1. The Power of Protected Bike Lanes



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2. It is OK to Experiment



1. The Power of Protected Bike Lanes

2. It is OK to Experiment

3. It Takes Years, Not Decades



Protected Bike Lane Success



1. Political support
2. A plan for developing a network
3. Willingness to try new things
4. Commitment to design for all users

Chicago by the Numbers

- **Population: 2.7 million**; 3rd largest city in the U.S.
- **\$600-800 million/year for transportation**
 - More than half from state or federal grants
 - 0.5% of Department annual budget to bike lanes
- **Non-motorized mode share: 41% (U.S. Census data)**
 - 2% bike, 7% walk, 28% transit, 4% work from home
 - +160% bike commuters since 2005
 - -67% bike fatalities/10K commuters since 2005
 - -54% bike injuries/10K commuters since 2005
- **Since 2011: 25 miles (40km) of protected bike lanes**
110 miles (177km) of buffered bike lanes
Currently a 290 (467km) mile network
- **Tech hotspot and corporate relocations**
- **Flat terrain and cold weather city**

2010



2010



2011 – Mayor Emanuel

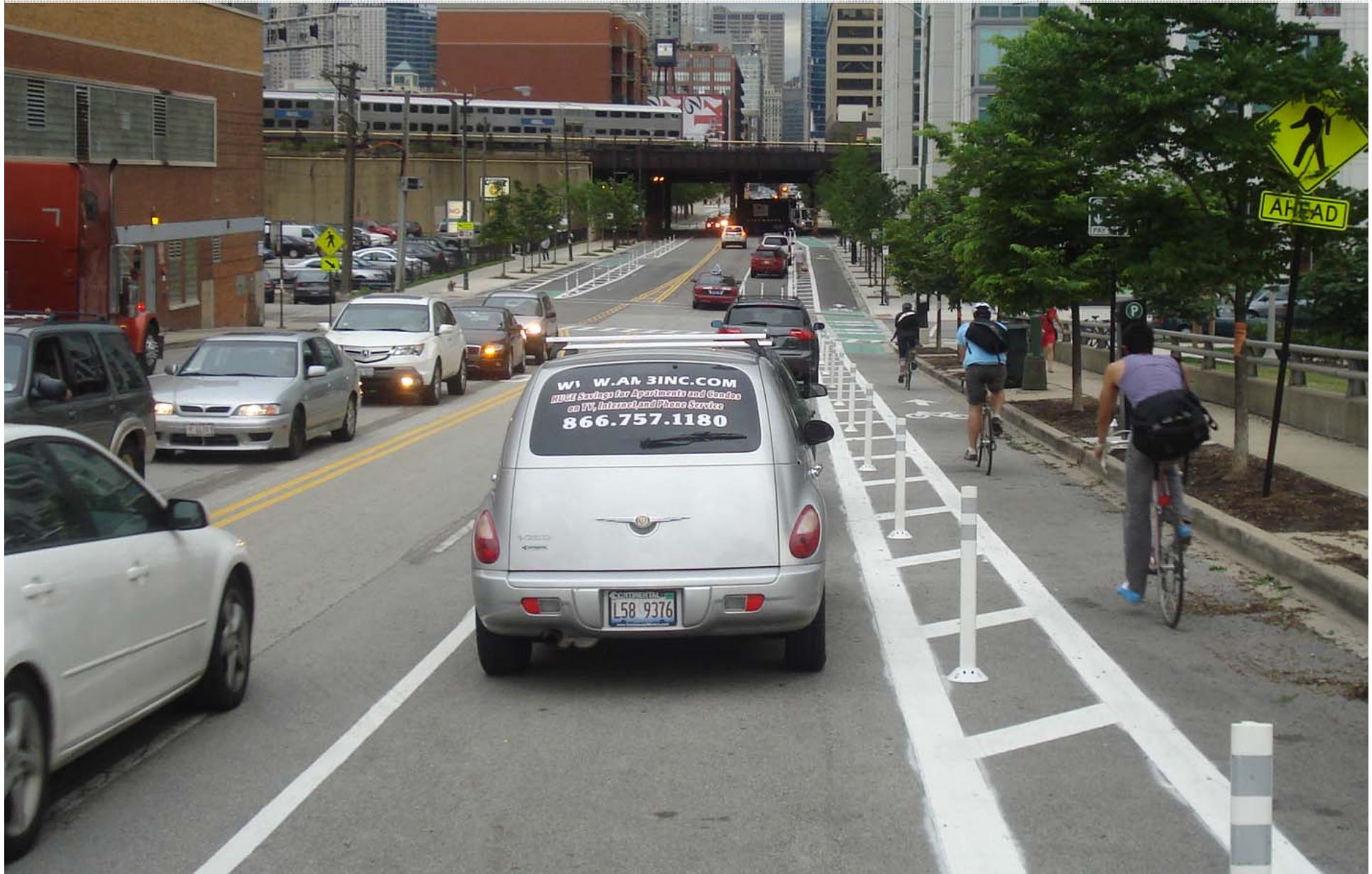


1. Rapid installation of protected bike lanes
2. Launch a bike share system
3. Open the 606 elevated trail

2011 – Kinzie Street



2011 – Kinzie Street



2011 – Kinzie Street



Designed and constructed in 30 days.

2011 – Kinzie Street



Staying within the existing curb lines.

2011 – Kinzie Street



Ridership has increased 150%.

2011 – Green Lane Project



green  lane
PROJECT

Chicago Streets for Cycling Plan 2020

Department of Transportation

**Citywide network that is safe and comfortable
for all Chicagoans**



2013 – Dearborn Street



2013 – Dearborn Street



2013 – Dearborn Street

Construction began Friday evening.



2013 – Dearborn Street



Monday morning,
everything had changed.

2013 – Dearborn Street

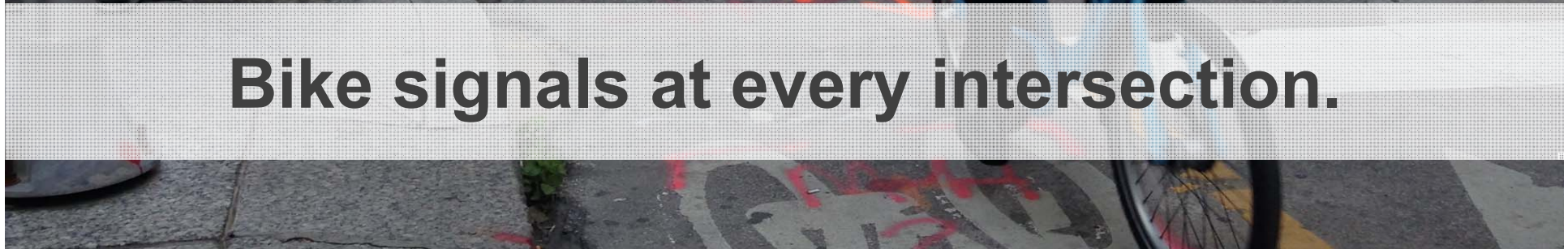


20% of riders changed modes.

50% of riders bike more, citywide.



2013 – Dearborn Street

A close-up photograph of a road surface. In the foreground, a black bicycle wheel is partially visible on the right. The road is paved with grey asphalt. A large, stylized bicycle symbol is painted in red on the road. The symbol consists of a circle with a horizontal bar across the middle, and two curved lines extending from the ends of the bar, representing the front and rear fenders. The background is slightly blurred, showing more of the road and some greenery.

Bike signals at every intersection.

2013 – Dearborn Street



Bike signals at every intersection.

2013 – Bike Share System



- 584 stations
- 5,800 bikes
- 20+ million miles travelled
- 10+ million trips taken
- 33,000+ annual members

2013 – Bike Share System



- 67% more likely to visit a business near Divvy
- 56% have their own bike
- 92% would recommend Divvy to a friend

2014 – Milwaukee Avenue



Chicago's busiest street for cycling, got even busier.



2014 – Milwaukee Avenue

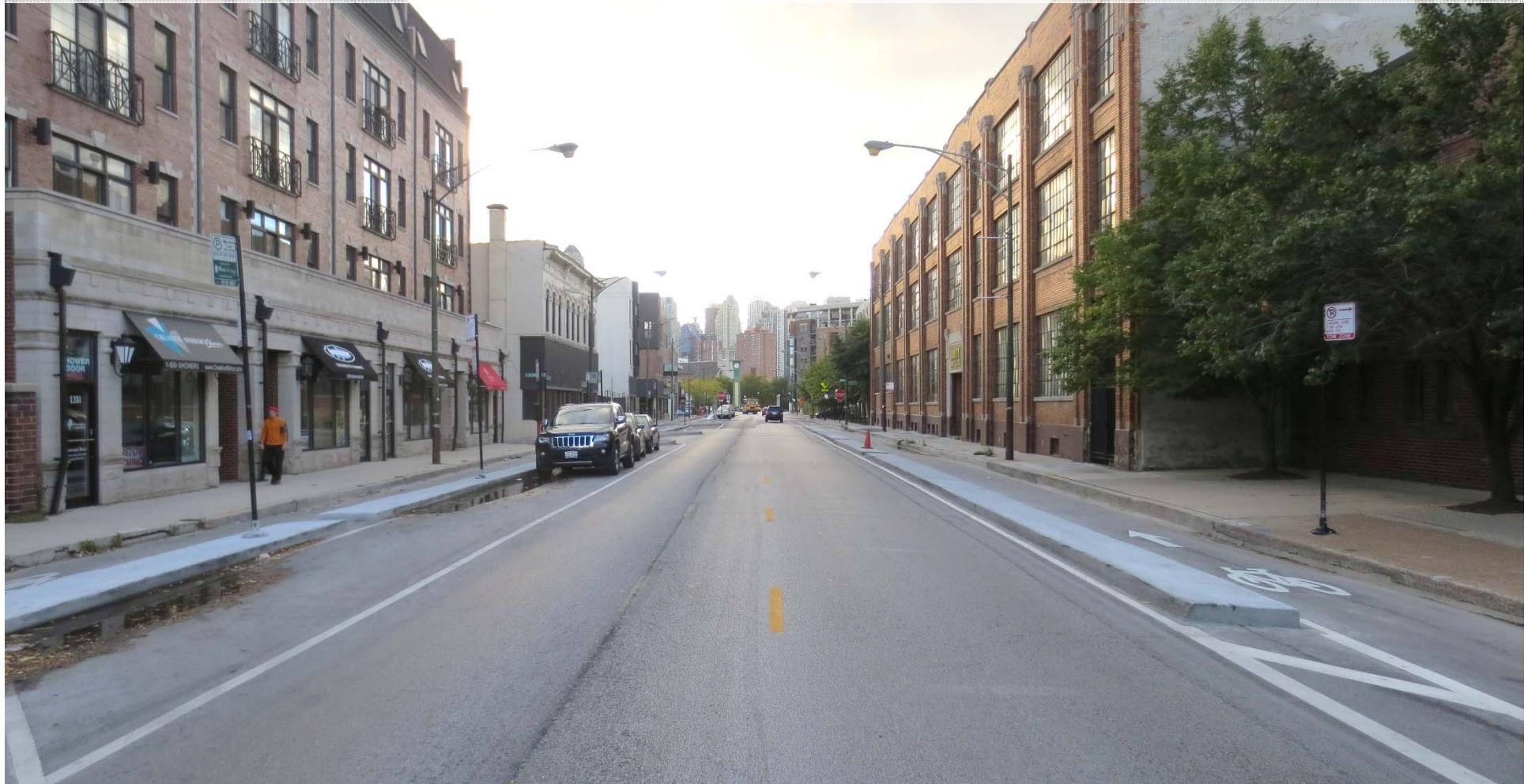
**Removed 60 parking spots, 10 loading zones,
and 2 taxi stands.**



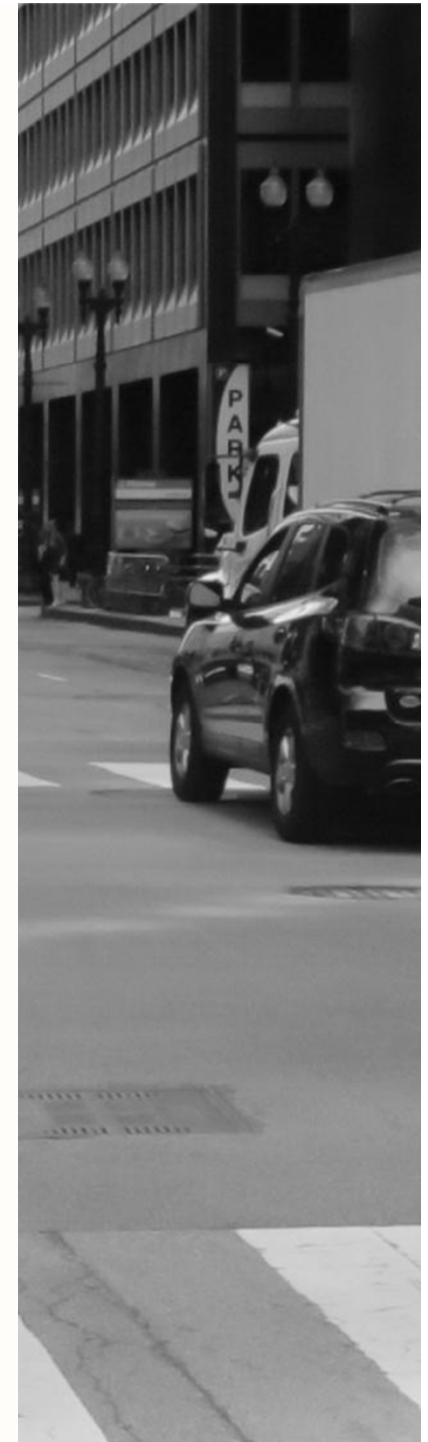
2015 – Clybourn Avenue

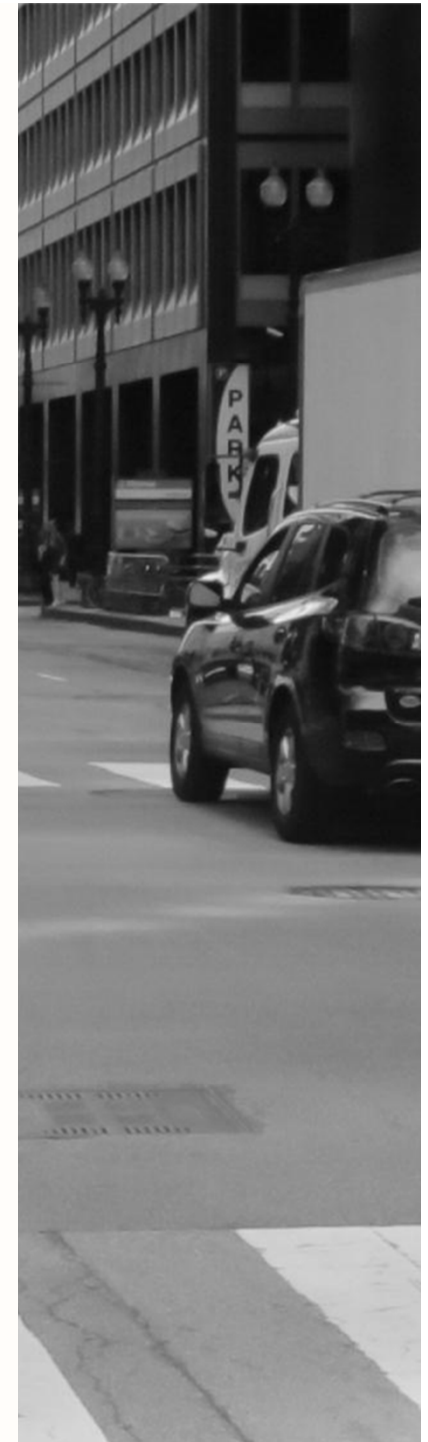


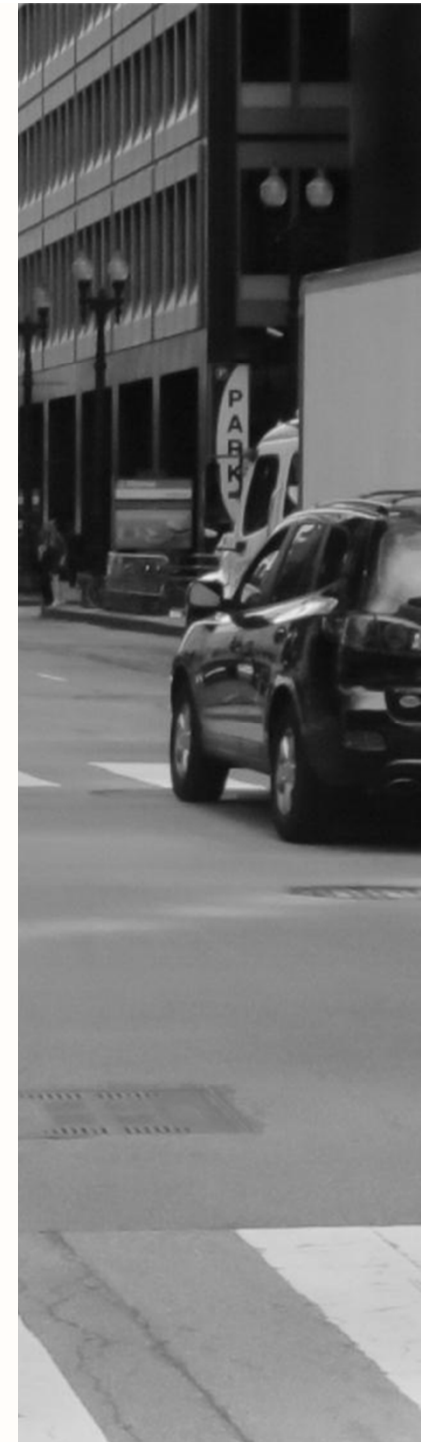
2015 – Clybourn Avenue

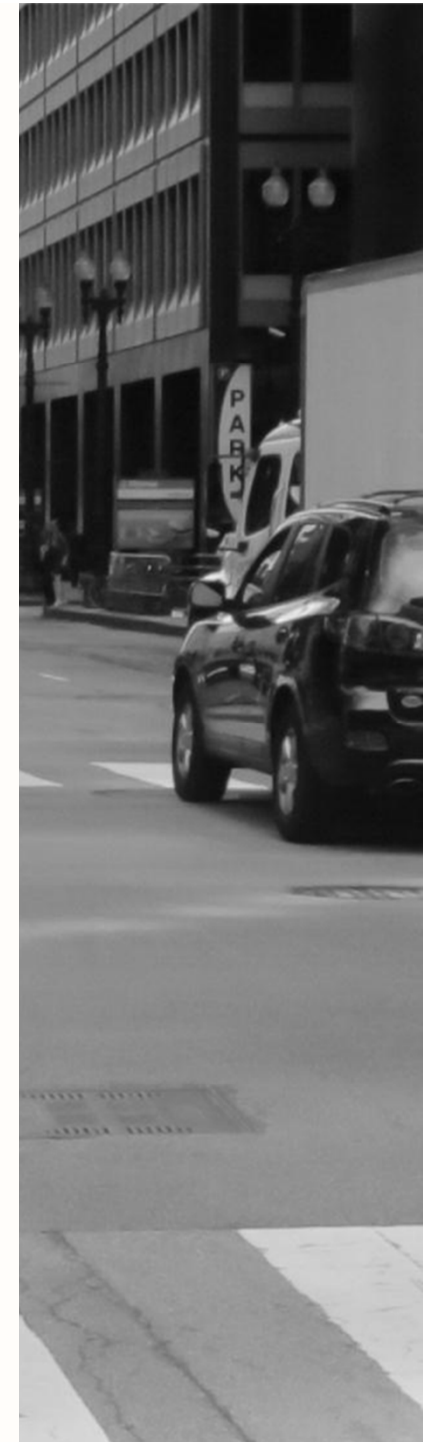


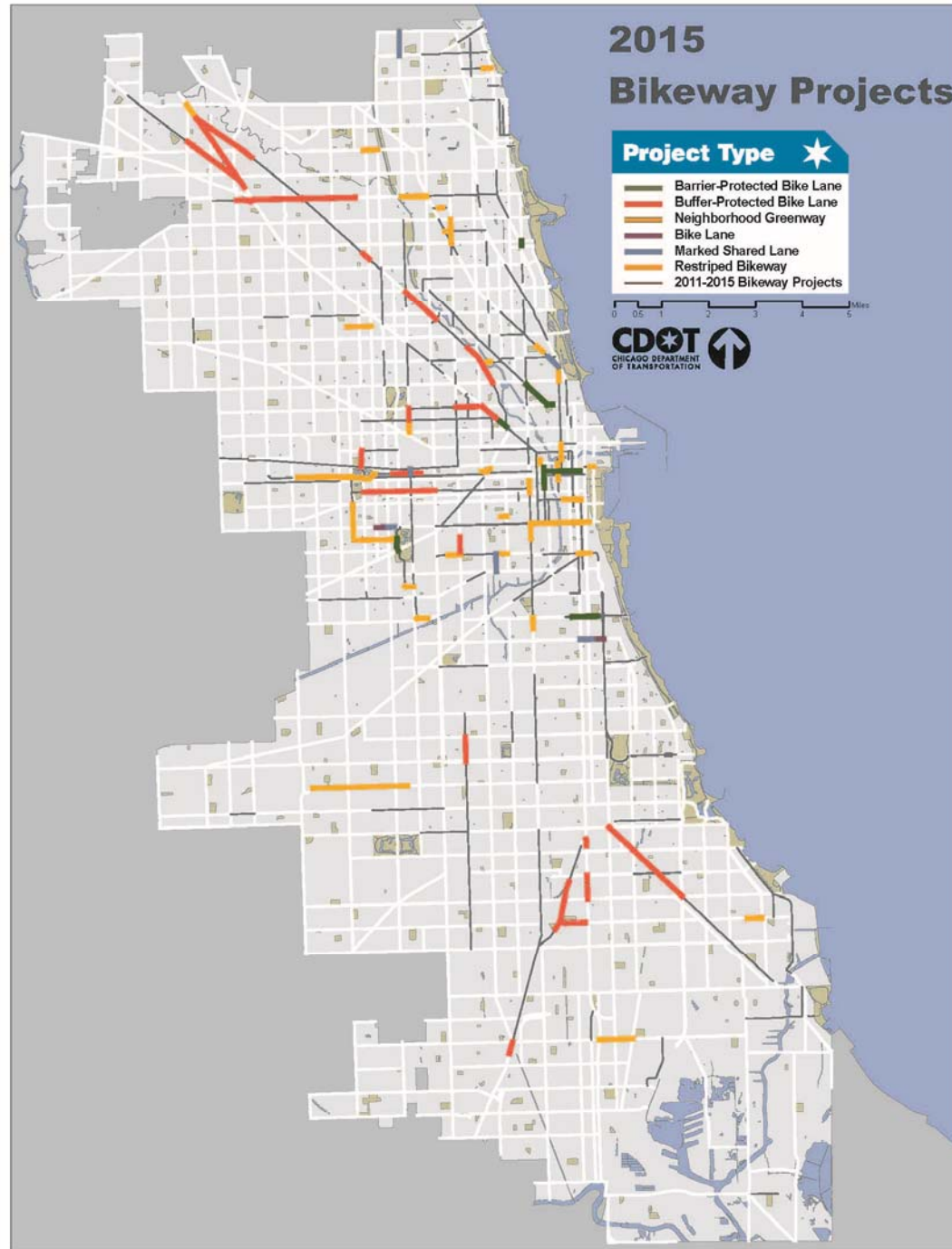
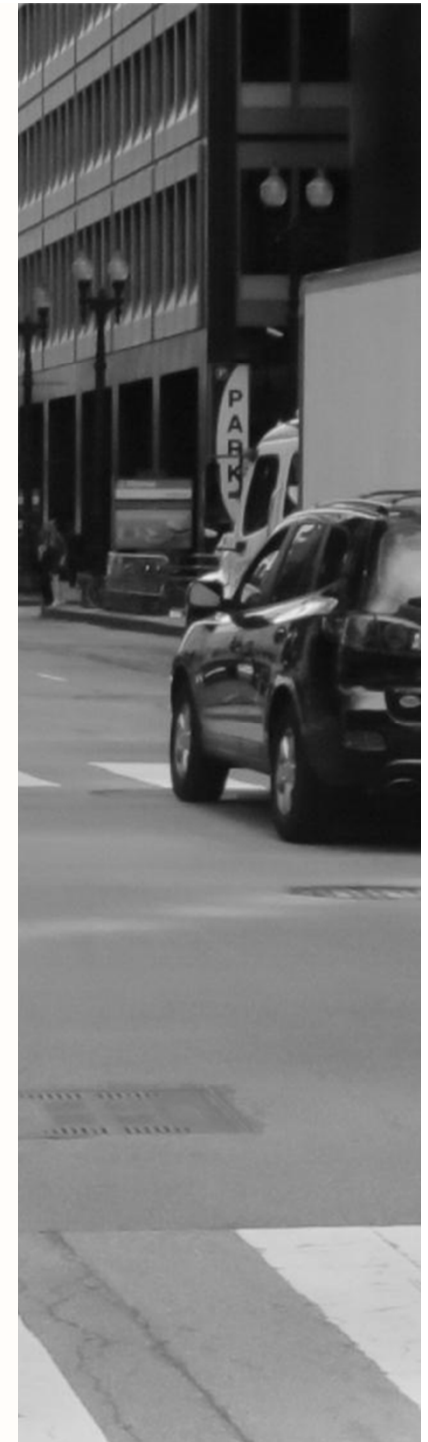
First protected bike lane on a State Route.

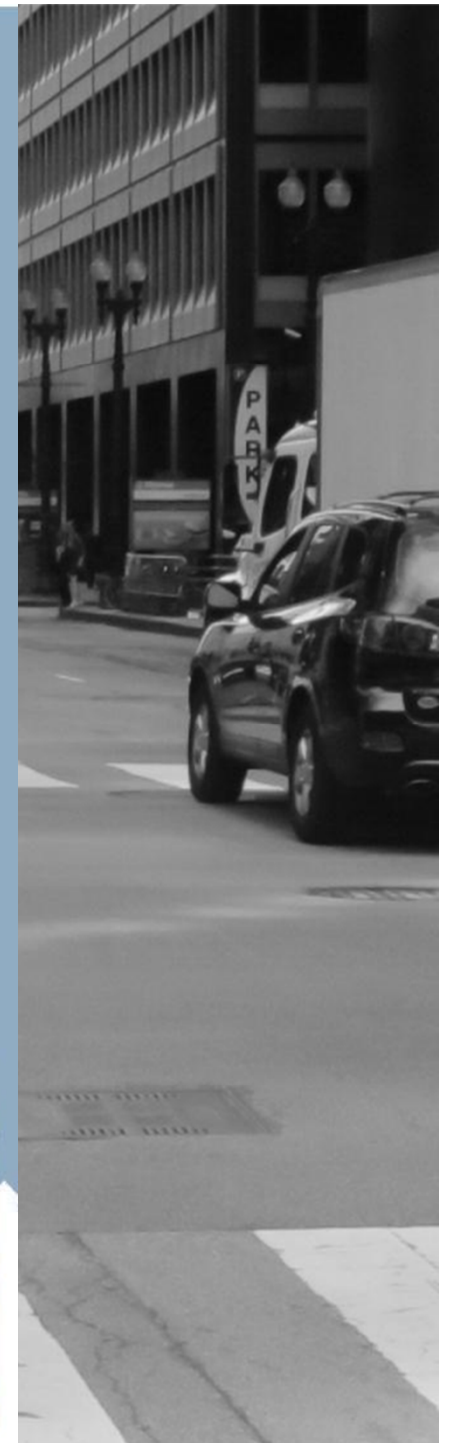




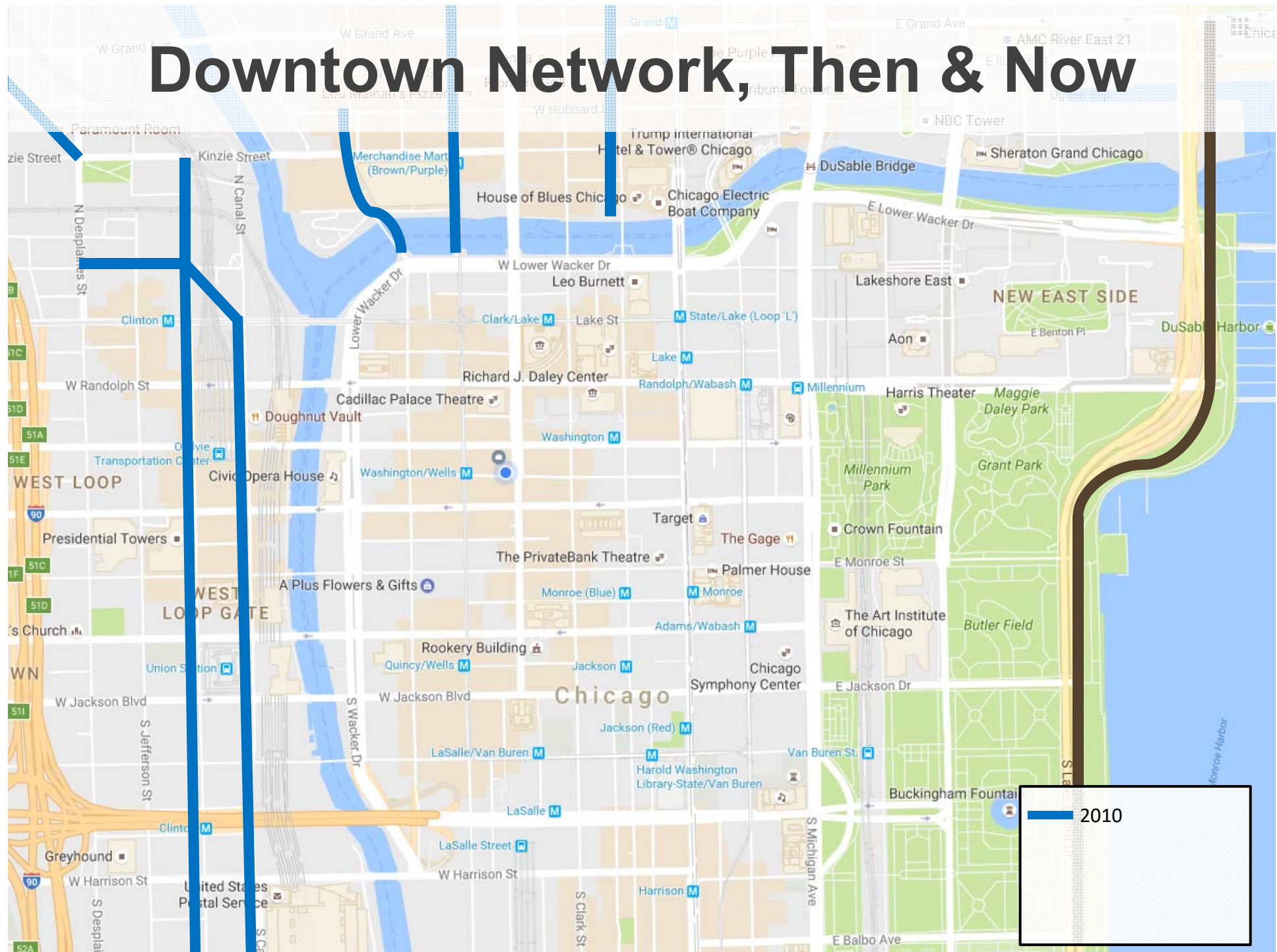




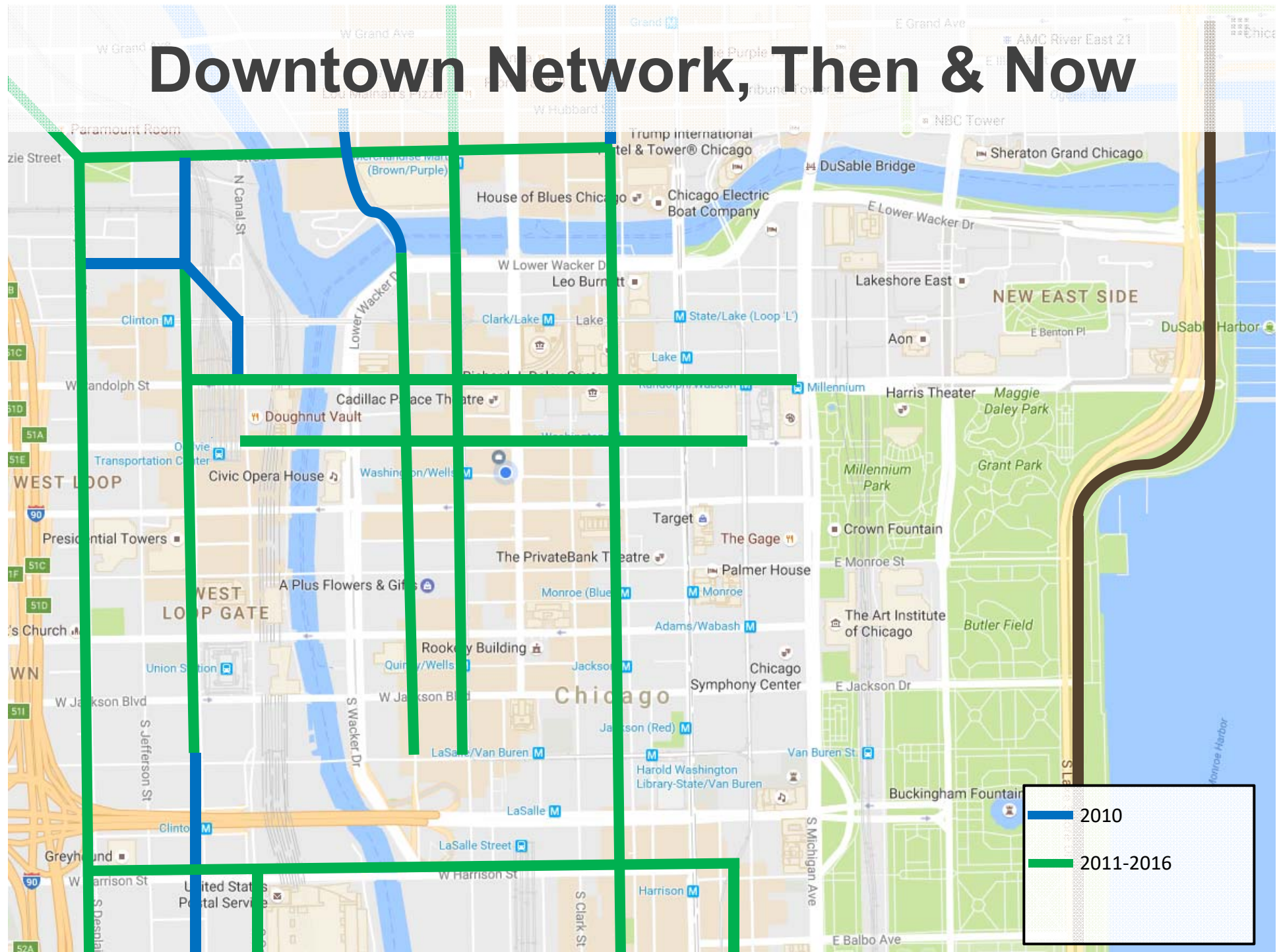




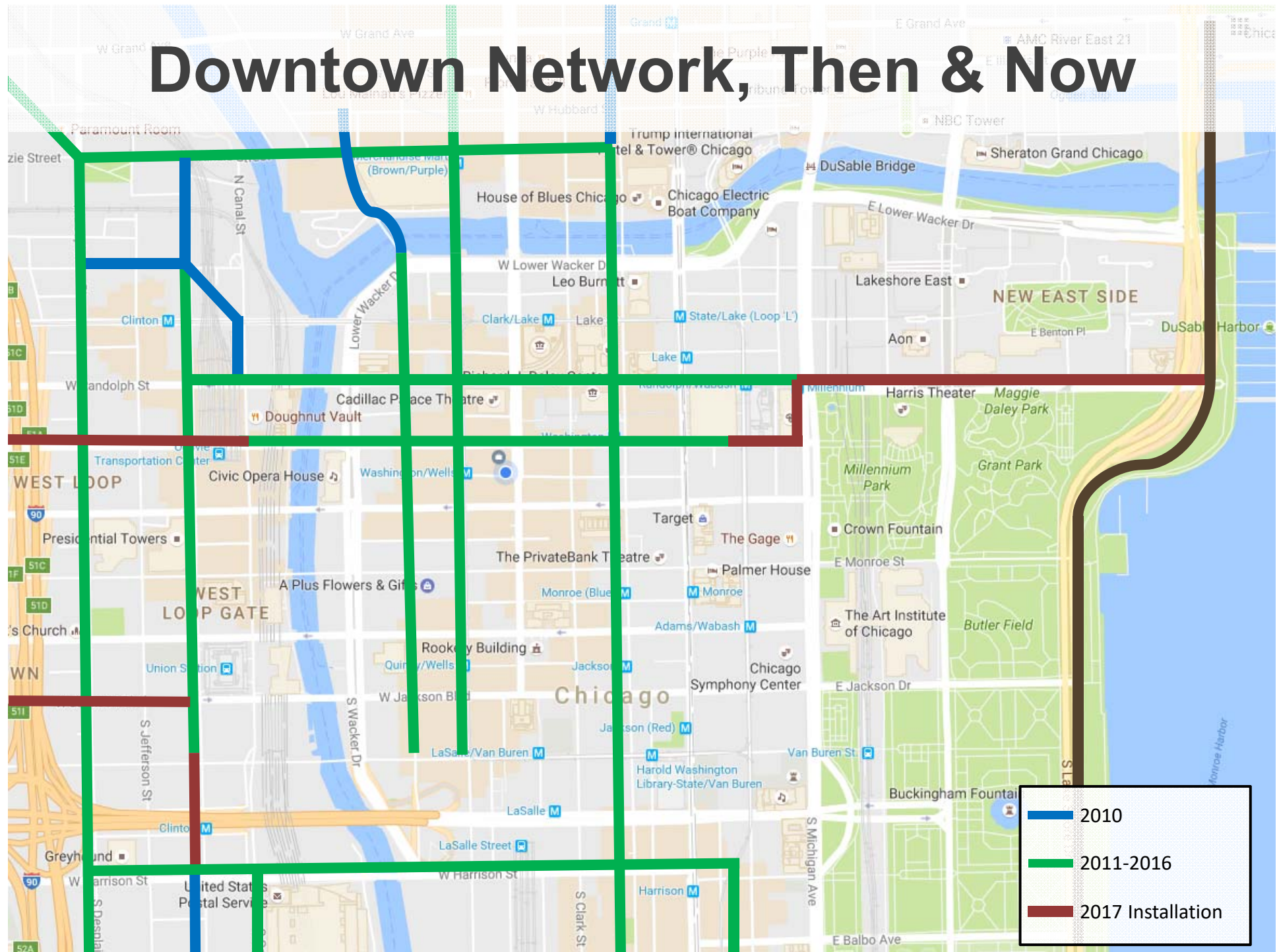
Downtown Network, Then & Now



Downtown Network, Then & Now



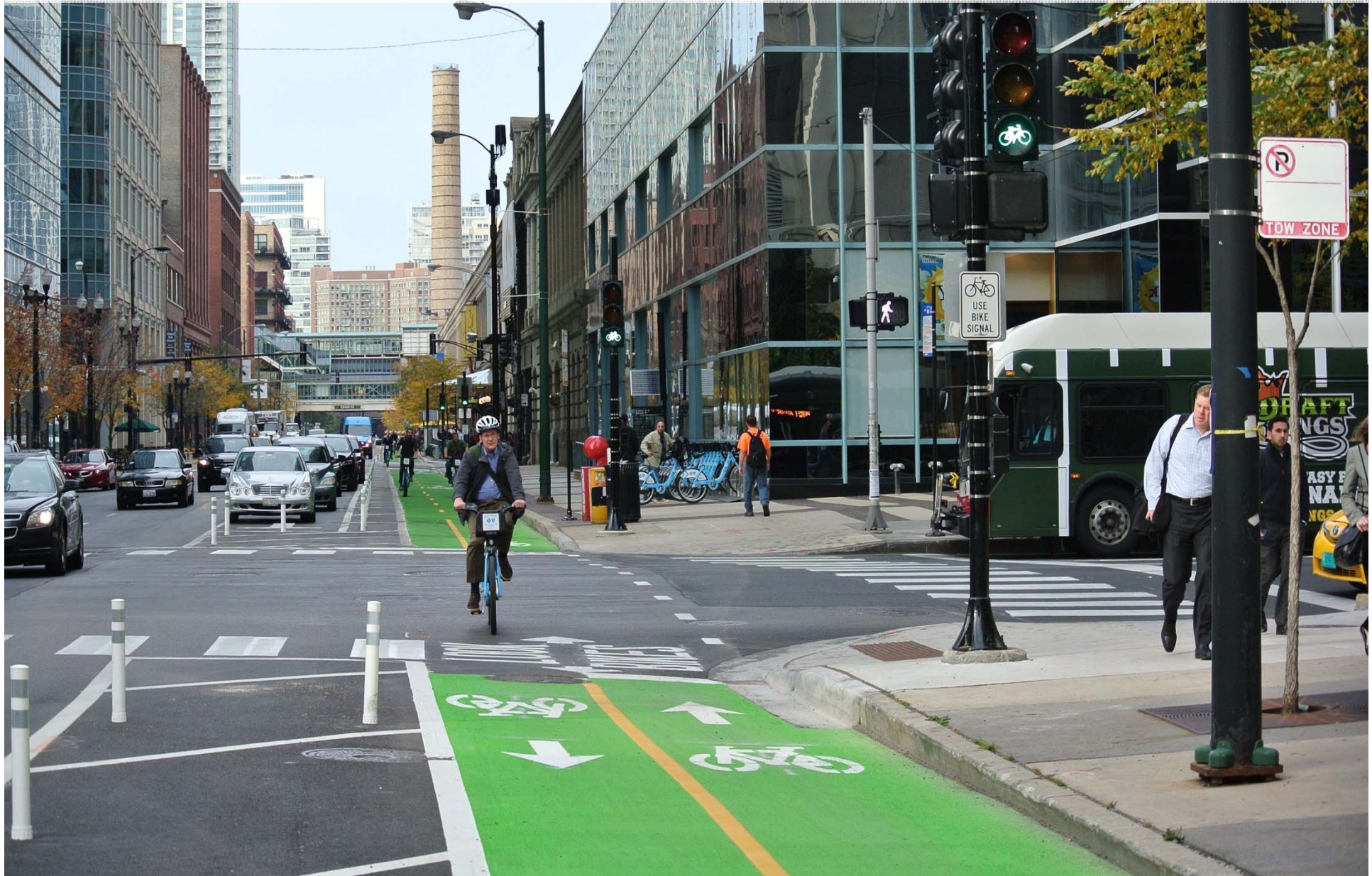
Downtown Network, Then & Now



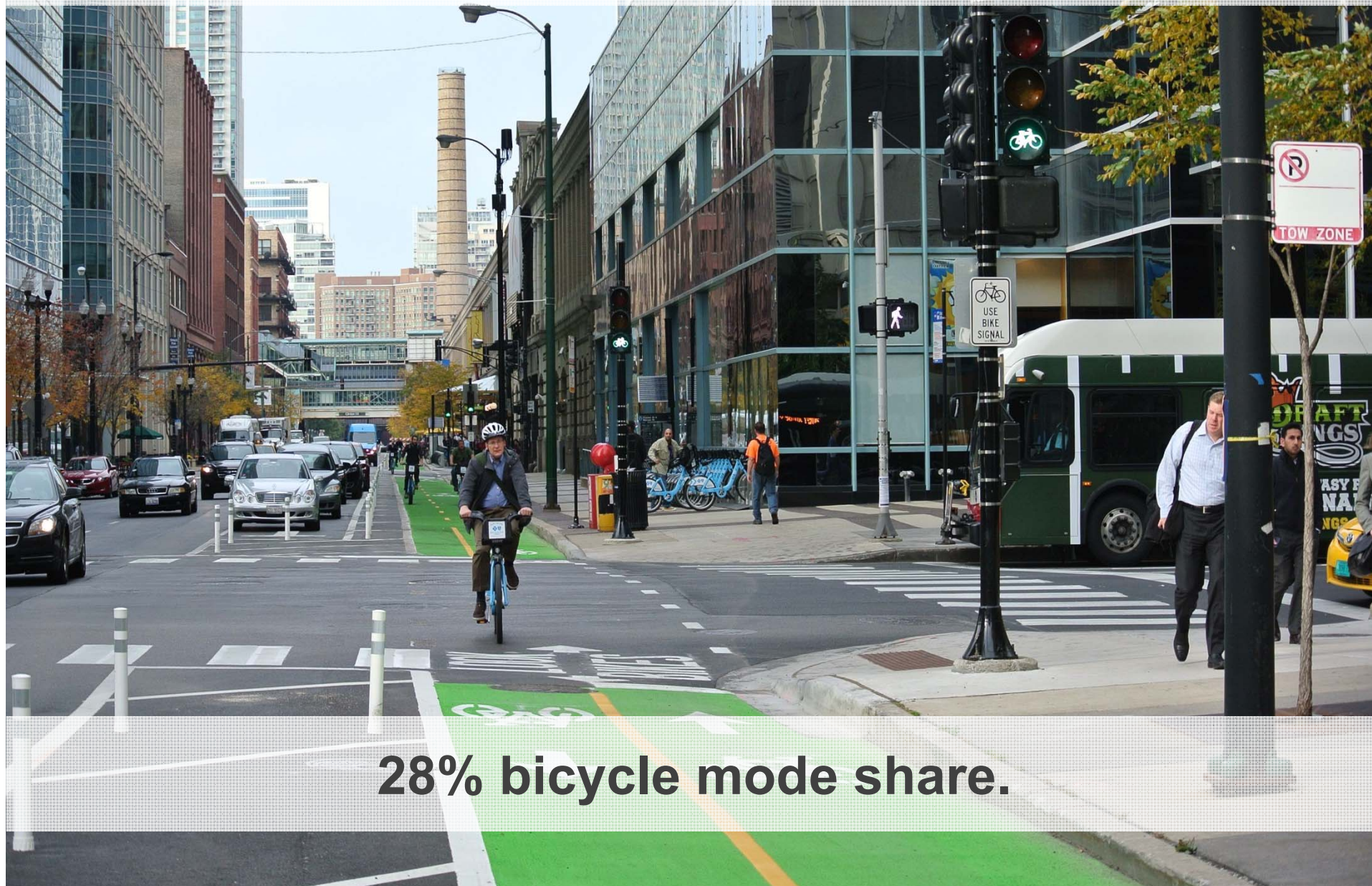
2016 – Downtown Network



2016 – Downtown Network



2016 – Downtown Network



28% bicycle mode share.

2016 – Downtown Network



2016 – Downtown Network



2016 – Downtown Network



20% bicycle mode share.

2016 – Downtown Network



2016 – Downtown Network

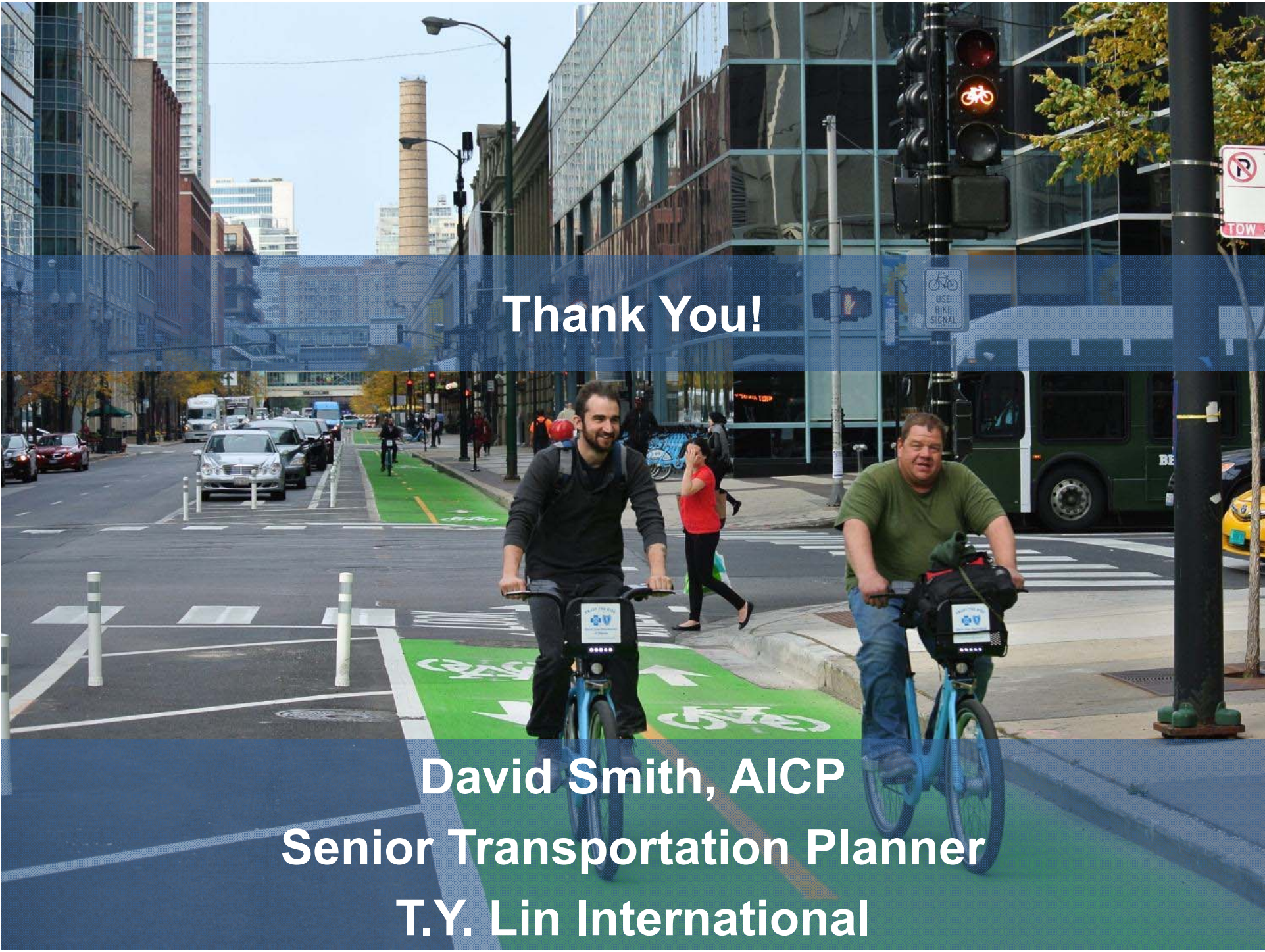


606 Elevated Trail



Chicago: Where Are We?

- **Ranked #1 bike city in U.S. (2016)**
- **Well-connected network of protected bike lanes**
- **25 miles (40km) of protected bike lanes installed in 5 years**
- **Another 25 miles (40km) in design phase**
- **Successful bike share system**
- **Bicycling is the fastest growing mode of transportation**
- **Developing a network of neighborhood greenways**

A photograph of two men riding bicycles on a city street. They are riding on a green-painted bike lane that has white bicycle symbols and arrows. The man on the left is wearing a black long-sleeved shirt and black pants, and the man on the right is wearing a green t-shirt and blue jeans. Both are riding blue bicycles with a small white sign on the front that says "USE THE BIKE SIGNAL". In the background, there are modern glass buildings, a traffic light with a red bicycle signal, a green bus, and other city street elements like cars and pedestrians. A semi-transparent blue banner is overlaid across the middle of the image.

Thank You!

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