



Chicago's Innovative Bicycle Infrastructure

Brad Huff, AICP
Senior Transportation Planner – TY Lin
Program Manager – CDOT Bike Program
May 7, 2017

Bicycling

THE 50 BEST

BIKE CITIES

CITY STATS KEY



CITY POPULATION:
According to US Census data



BICYCLE FACILITIES: Miles of buffered bike lane, cycle track, standard bike lane, bike boulevard, and dedicated path per square mile



BICYCLING-FRIENDLY BUSINESS SCORE: Sum of designated points for each business recognized by the League of American Bicyclists: platinum (4 points), gold (3), silver (2), bronze (1)



PEOPLE PER BIKE-SHARE BIKE:
Calculated using US Census data



MEDIAN HOME VALUE:
Calculated by Zillow



2014 RANK: Blue means a city improved its standing in 2016; red indicates a drop

Named #1 on
September 19, 2016



CHICAGO CITY STATS



2,695,598



7



\$208,600



1.0



568



2



Where were we in 2011?

- No protected bike lanes
- No buffered bike lanes
- No neighborhood greenways
- No bike facilities in the Loop



CITY HALL

Theatre | Opera
Parking



W Washington St





EVITA

EVITA

W Randolph St





Chicago's Bike Renaissance

From 2011 on...

Emphasis on protected and buffered bike lanes



Chicago Complete Streets

Department of Transportation



LOOK!



YOUR STREETS

YOUR SAFETY

YOUR RIDE

YOUR ENVIRONMENT



THIS IS JUST THE BEGINNING.



BLOW A CROSSWALK.
HIT A CHILD.

YOUR LIVES WILL NEVER BE THE SAME.

CHICAGOPEDSAFETY.ORG

● ○ ○ ○ ○ ○ ○ ○ ○ ○

Everyone is a Pedestrian.

CDOT IMPLEMENTS COMPLETE STREETS

GUIDELINES

CDOT takes the next step towards implementing great streets with the [Complete Streets Chicago Design Guidelines](#) and the [Sustainable Urban Infrastructure Guidelines and Policies](#)

[Resources](#)

[Contact Chicago 311](#)

[City of Chicago](#)

[Transportation](#)

Complete Streets Chicago

Department of Transportation



Design Guidelines

Chicago Pedestrian Plan

Department of Transportation



Chicago Streets for Cycling Plan 2020

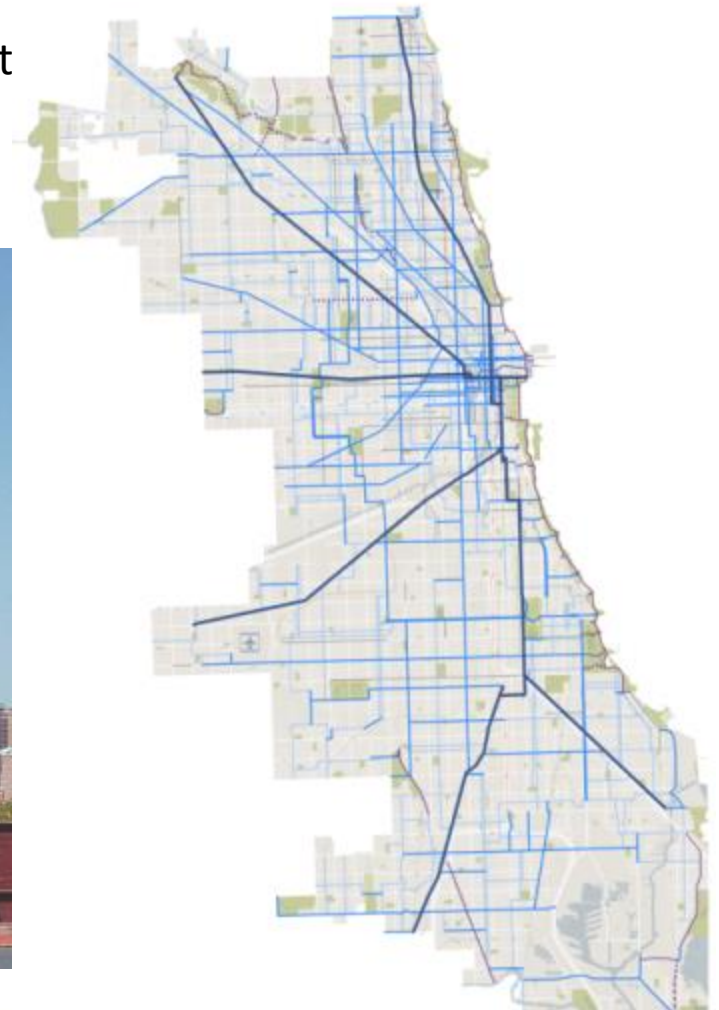
Department of Transportation



Streets for Cycling Plan 2020

Citywide plan for a world-class network of bike routes that are safe and comfortable for all Chicagoans

- Released in 2012
- Over 600-mile network of Neighborhood Bike Route, Crosstown Bike Routes, and Spoke Routes
- Bike facility within ½ mile of every Chicagoan



Protected Bike Lanes

Kinzie St



Protected Bike Lanes

Milwaukee Ave



Protected Bike Lanes

Milwaukee Ave



“As business owners on Milwaukee Avenue, we fully support the city’s proposal to install protected bike lanes – overall it will make our street a more comfortable place to hang out, helping us to attract more customers and greater investment into our neighborhood.” – Big Shoulders Café, 694 Wine and Spirits, Windy City Café (Chicago Sun Times, 5/5/13)

Protected Bike Lanes

Clybourn Ave



Since May 2011

- 22.5 miles of cycle tracks
- 94.5 miles of buffered bike lanes
- 3.2 miles of neighborhood greenways



Dearborn St

Before



Dearborn St

After



Dearborn St

Bike Signals
Needed for
contraflow bike
movement



Dearborn St

Pedestrian Warnings

SB bikes not
expected on a
one-way NB
street.



Dearborn St

Pedestrian Warnings



Dearborn St

Speed Strips



Dearborn St

Green Pavement
For added visibility
at driveways



Dearborn St



Dearborn St



Dearborn St



Dearborn St



“The neighborhood’s access to bike lanes is attractive to the typical startup employee...” – *Motorola Mobility Leaving Libertyville for Downtown Chicago* (Chicago Tribune 7/26/12)

“The protected bike lanes being installed through the heart of Chicago's business district on Dearborn Street will go a long way toward making Chicago a bike-friendly city. This shows that Chicago is serious about being bike-friendly — and about being tech job-friendly.” – Don Wilson, Founder and CEO DRW Trading Group (Crain’s Chicago, 12/11/12)

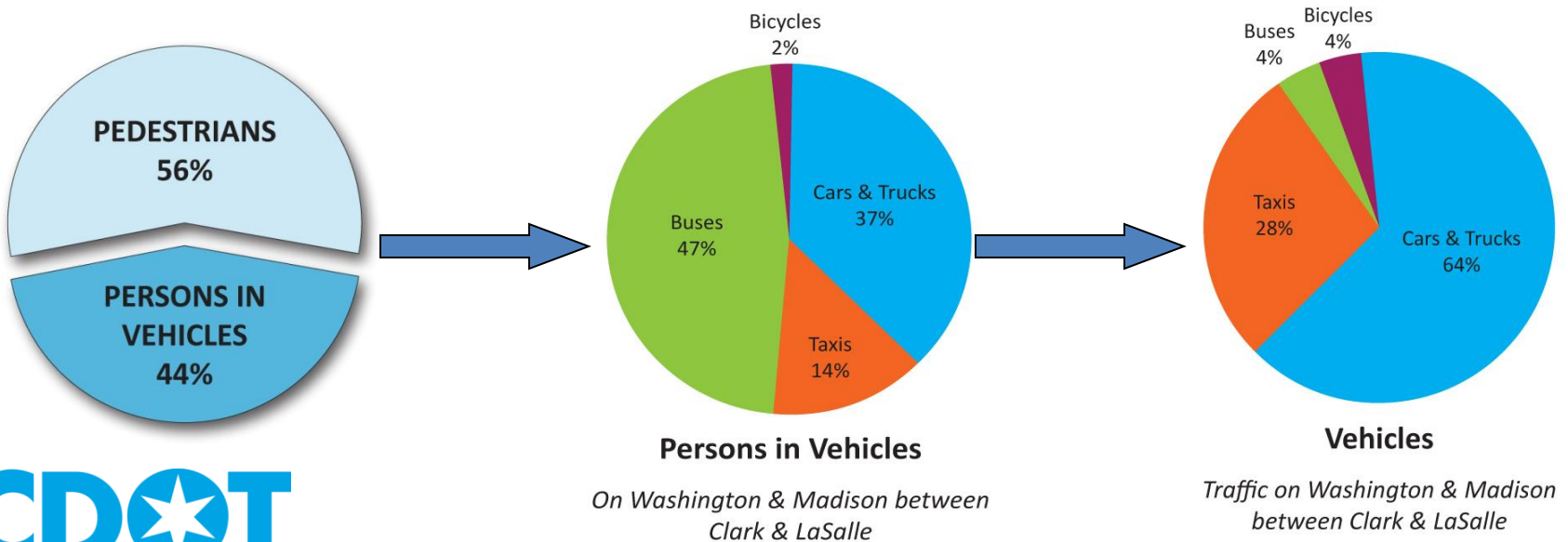
“The demographic we're going for is 20- to 30-somethings,” says Mark Treschl, co-founder and chief technology officer.
“Finding talent that was willing to get on the train was hard. They'd rather get on a bike.” – *Another Suburban Tech Company Moves Downtown* (Crain’s Chicago, 9/17/13)

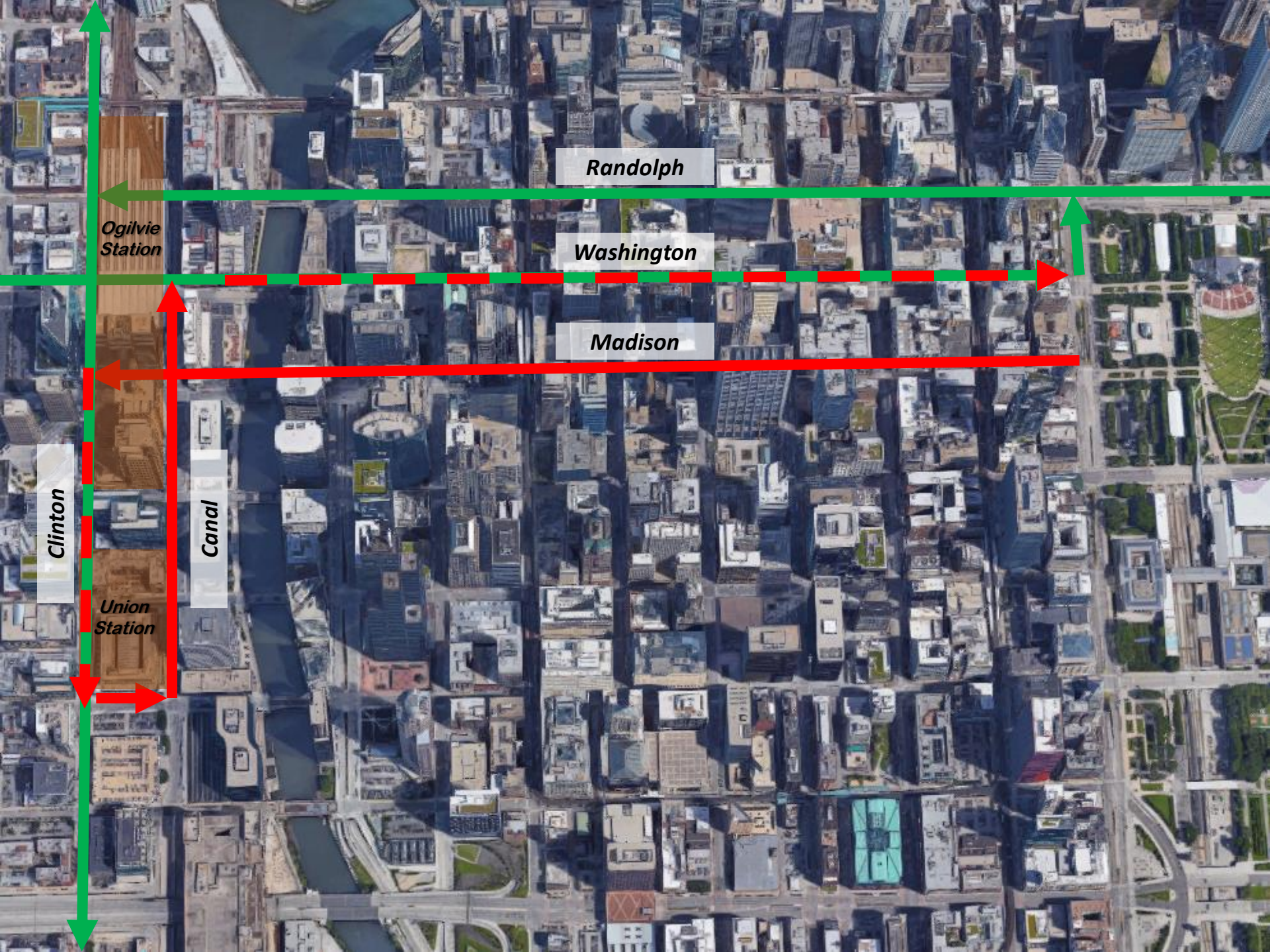
Dearborn Street

- A complete street
not just a protected bike lane
- Extensive outreach and business coordination
 - Loading zones and parking
 - Understand their needs and concerns
- Striping completed in one weekend
- Educate the public
 - Bike Ambassadors engaged with public on the street before and after installation

Loop Link Background

- Improve mobility in the Loop for residents, employees, businesses and visitors
- Provide faster, more reliable bus service
- Organize traffic flow and improve pedestrian environment and bike network





Randolph

Washington

Madison

Ogilvie Station

Union Station

Clinton

Canal

Washington St



Washington St

Floating Bus Stations



Washington St

Signal Improvements



Washington St

Bike Signals



Washington St

Bike Signals



Washington St

Protected Intersection



Washington St

Protected Intersection



Clinton St

Before



Clinton St

After



Clinton St

Before



Clinton St

After



Clinton St

After



Clinton St

After



Clinton St

After



Preliminary Findings



Washington Street:

60% increase in people riding bikes

People on bikes represent 7% of traffic, and 19% of people in vehicles during AM peak hours

Improved bus travel times

Clinton Street:

People on bikes represent 30% of traffic during peak hours

Takeaways

- Not just bike projects, complete streets
- First impressions matter
 - Do your homework
 - Take the time to get the first one right
- There will be a learning curve
- Outreach and education doesn't end at installation

Questions?



Brad.huff@tylin.com
www.chicagocompletestreets.org