

Chicago Department of Transportation 2013 Bikeways - Year in Review





Wells Street between Chicago Avenue and North Avenue

Table of Contents

2013 Achievements	04
Barrier Protected Bike Lanes	06
Buffer Protected Bike Lanes	10
Neighborhood Greenways	12
Other Bikeways	14
Restriping	15
Bridge Improvements	16
Bike Corrals	17
Bike Counts	18
List of All 2013 Projects	21



Cover Image: Milwaukee Avenue at Grand Avenue



Milwaukee Avenue at Ohio Street

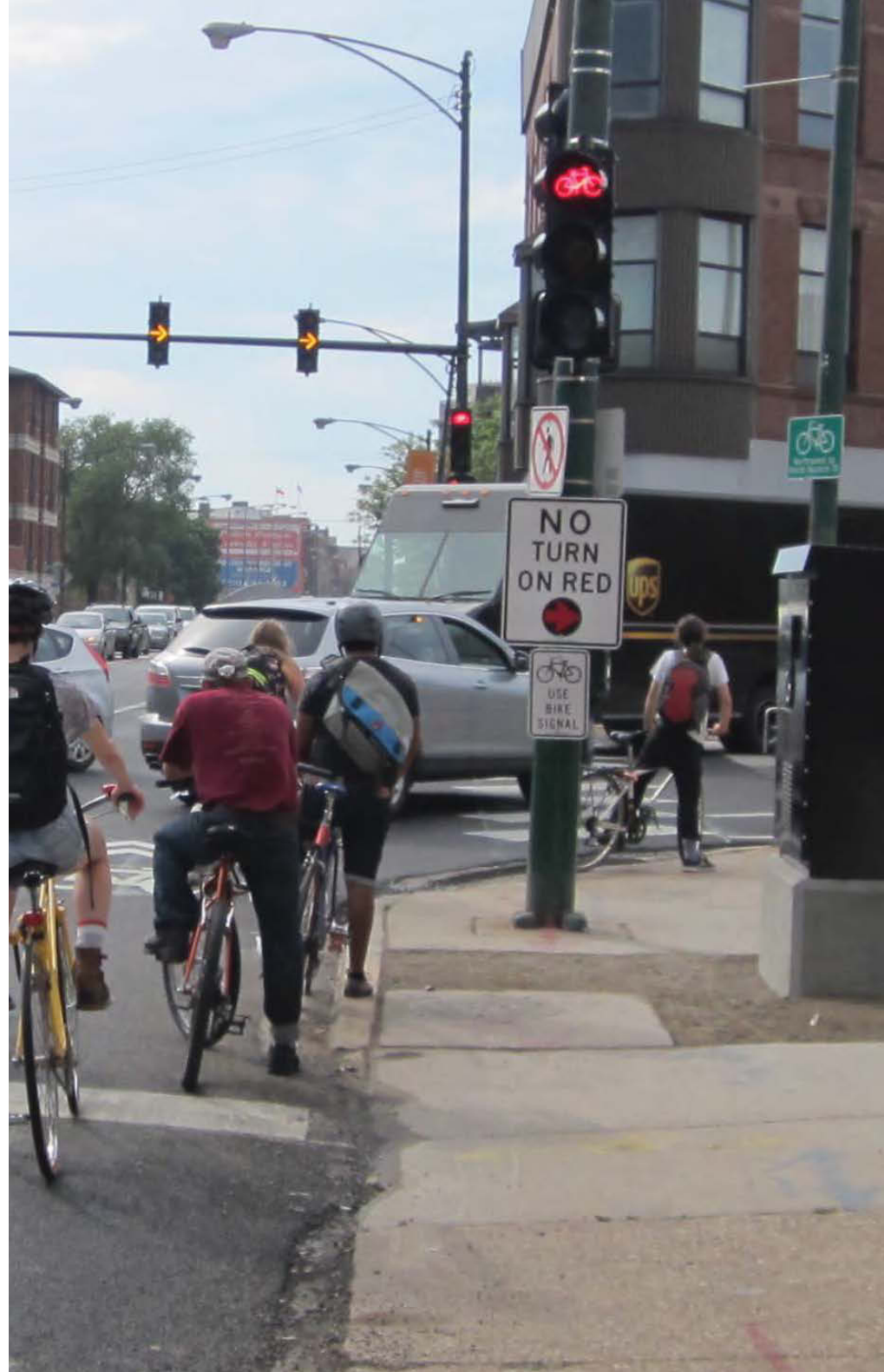
2013 Achievements

In 2013 CDOT installed **31 miles of new and restriped bikeways**, including **19 miles of barrier and buffer protected bike lanes**, bringing the amount of protected bike lanes installed in Chicago since May 2011 to 49 miles.

Achievements in 2013 include:

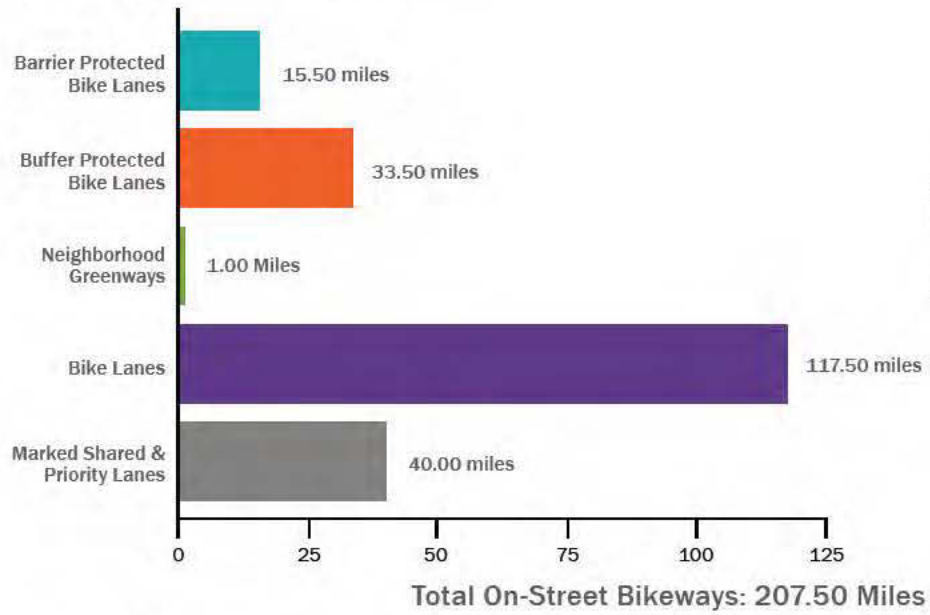
- Chicago's first neighborhood greenway
- Upgrades to Milwaukee Avenue, Chicago's most popular street for bicycling
- Build-out of Chicago's Spoke Routes on Milwaukee Avenue, Vincennes Avenue, State Street, and Archer Avenue
- Expanded use of bicycle signals and bike boxes

In addition to installing new bicycling infrastructure, maintenance of existing facilities continued as well. A total of **8.75 miles of existing bike facilities were restriped** in 2013. Ensuring the existing bikeway network is in good condition is just as important as installing new facilities.



Milwaukee Avenue at Elston Avenue

Chicago's On-Street Bikeways

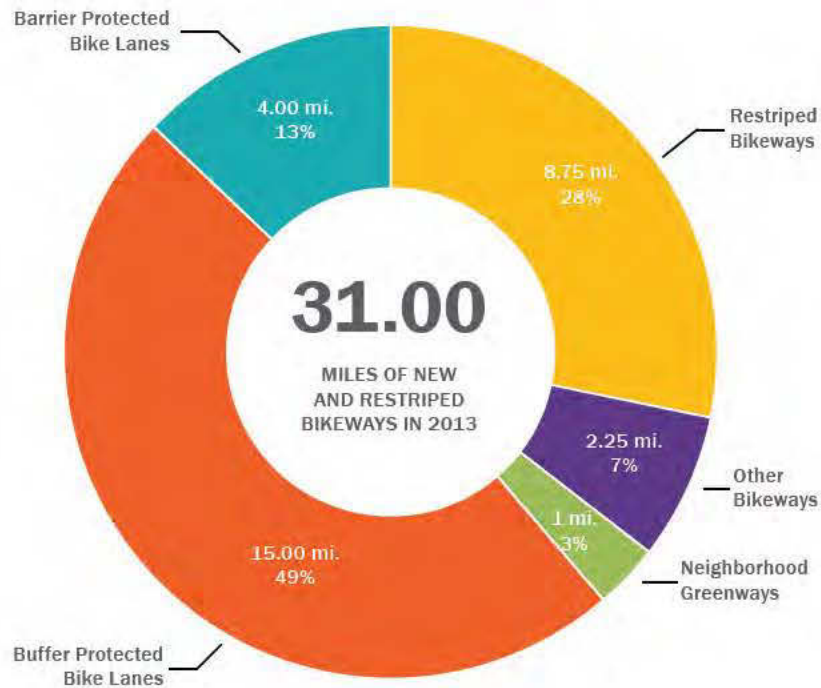


2013 Project Locations

*Complete listing of 2013 projects available at end of report



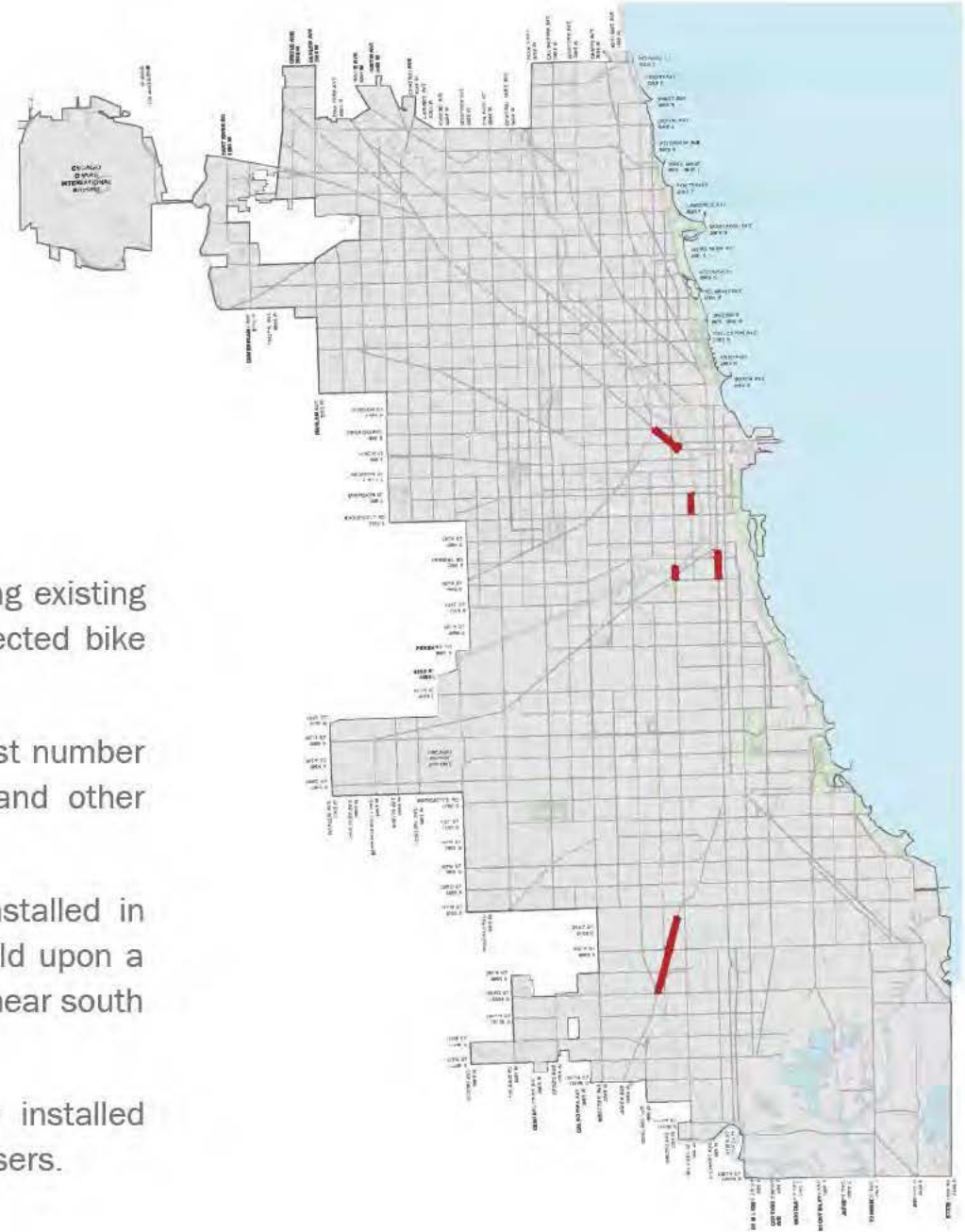
New and Restriped Miles - 2013



1 Barrier Protected Bike Lanes

In 2013, 4 miles of barrier protected bike lanes were installed throughout Chicago. Additionally, the Dearborn Street two-way protected bike lane installed in late 2012 received several design upgrades in spring 2013 to notify pedestrians, bicyclists, and motorists of the new roadway configuration. Barrier protected bike lanes installed in 2013 include:

- **Canal Street** – Existing bike lanes in the South Loop were upgraded to barrier protected bike lanes.
- **Halsted Street** – As part of a larger project upgrading existing bike lanes, sections of Halsted received barrier protected bike lanes.
- **Milwaukee Avenue** – Chicago's street with the highest number of bicyclists received barrier protected bike lanes and other improvements to prioritize bicycle travel.
- **State Street** – Barrier protected bike lanes were installed in the South Loop and Bronzeville neighborhoods to build upon a growing network of protected bike lanes between the near south side and the Loop.
- **Vincennes Avenue** – Barrier protected bike lanes were installed as part of an effort to increase roadway safety for all users.



Featured Project: Milwaukee Avenue Spoke Route

Milwaukee Avenue is Chicago's most heavily bicycled street. On average, more than **6,000 bicyclists per day** ride Milwaukee Avenue throughout most of the year, and bicyclists represent over **40% of peak hour traffic**. Prior to 2013, bicyclist accommodations between Kinzie Street and Elston Avenue consisted of bike lanes and marked shared lanes. In June of 2013, CDOT installed a combination of barrier and buffer protected bike lanes to provide more space for bicyclists, reduce conflicts between bicyclists and motorists, and prioritize bicycle travel.

Local Opinions

"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)*

Features

Milwaukee Avenue Spoke Route

- Bicycle signal at Elston Avenue
- Bike boxes at Kinzie Street, Grand Avenue, and Ogden Avenue to provide space for bicyclists to queue at red lights
- Pavement markings up to and through all intersections
- Green pavement markings
- Bike passing lanes over the Ohio Feeder Ramp
- Solar lights in the buffer protected bike lanes
- Installation of a bike corral near Ogden Avenue
- Addition of 4 Divvy Stations
- Improved viaduct lighting



Passing lane at Ohio Street



Solar lights in buffer zone

Vincennes Avenue Safety Project from 103rd Street to 84th Street

7 - 8 AM Preliminary Speed Study

	Before	After
# of Vehicles	718	681
Average Speed	38 MPH	32 MPH
% Over 30 MPH	87%	64%
% Over 35 MPH	64%	27%
% Over 40 MPH	27%	8%

Before



After



Upgrades to Dearborn Street from Polk Street to Kinzie Street



"Look Bikes" stencils to alert pedestrians



Green pavement at driveways



Bike Boxes for easier turning

Canal Street from Roosevelt Road to Harrison Street

Before



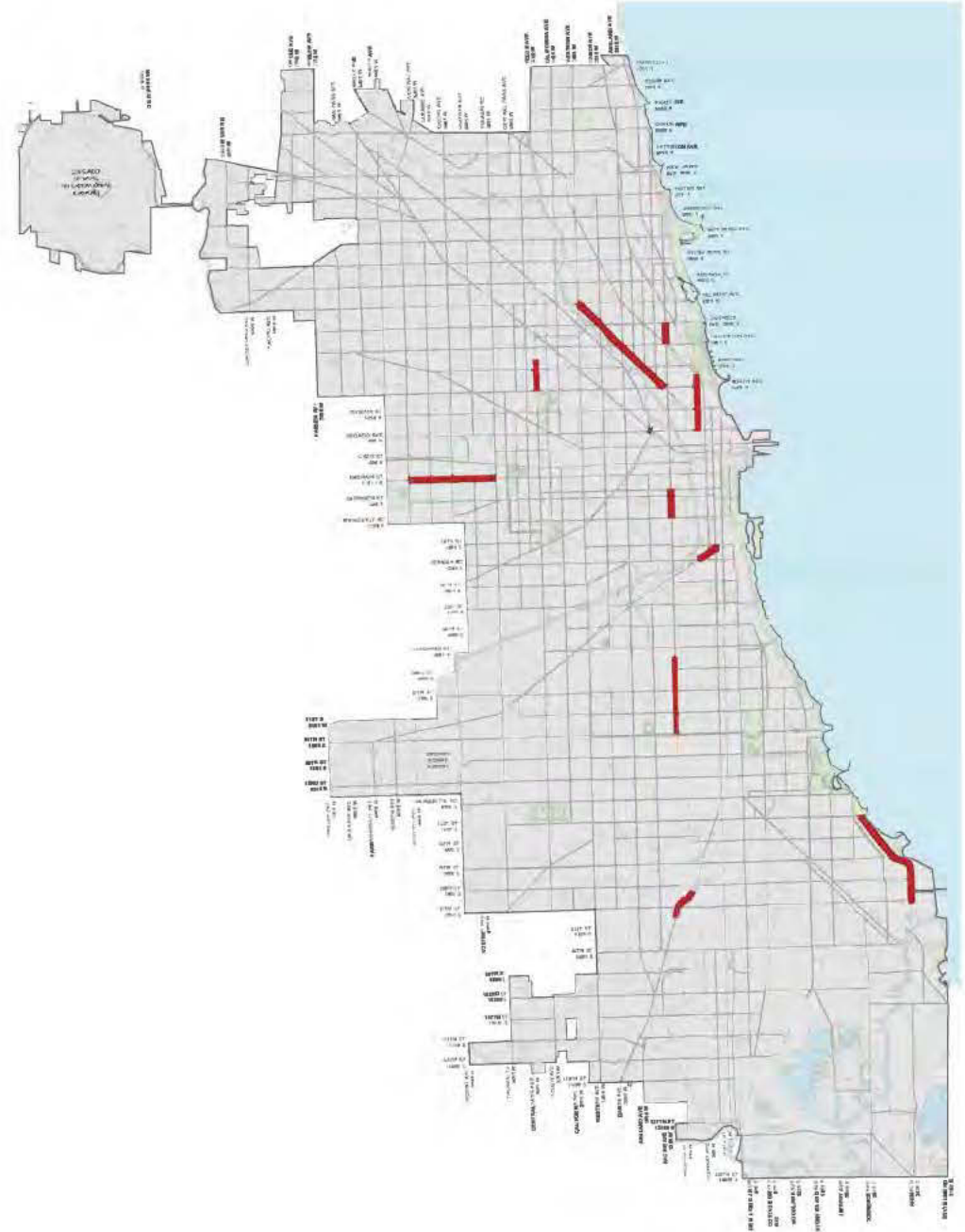
After

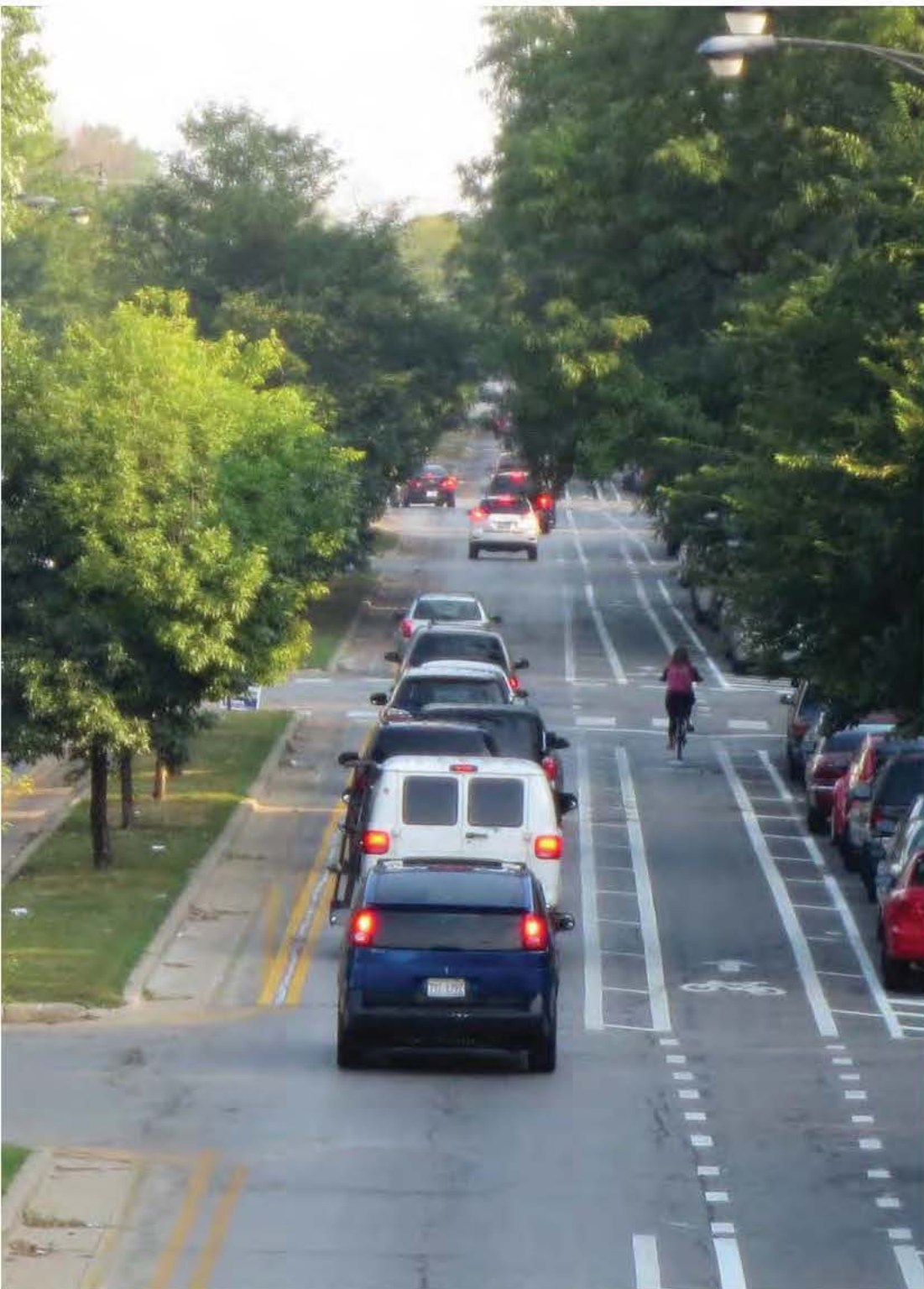


2 Buffer Protected Bike Lanes

Buffer protected bike lanes are installed when roadway width or other characteristics prevent the installation of barrier protected bike lanes. These lanes protect bicyclists from the door zone of parked vehicles and provide extra space from moving motor vehicles. CDOT installed **15 miles** of buffer protected bike lanes in 2013. These projects include:

- **Archer Avenue** – Buffer protected bike lanes were installed in conjunction with a resurfacing project and as part of a road diet project aimed at making the roadway more comfortable and safer for all users.
- **U.S. 41** – This 1.25 mile stretch of buffer protected bike lanes on a newly dedicated roadway serves as an important connection between the Lakefront Trail to the north and the Burnham Greenway Trail to the south.
- **Wells Street** – In conjunction with a resurfacing project, this major commuter route was upgraded to buffer protected bike lanes.





Kedzie Avenue between North Avenue and Palmer Street

Halsted Street from 26th Street to Van Buren Street

Before

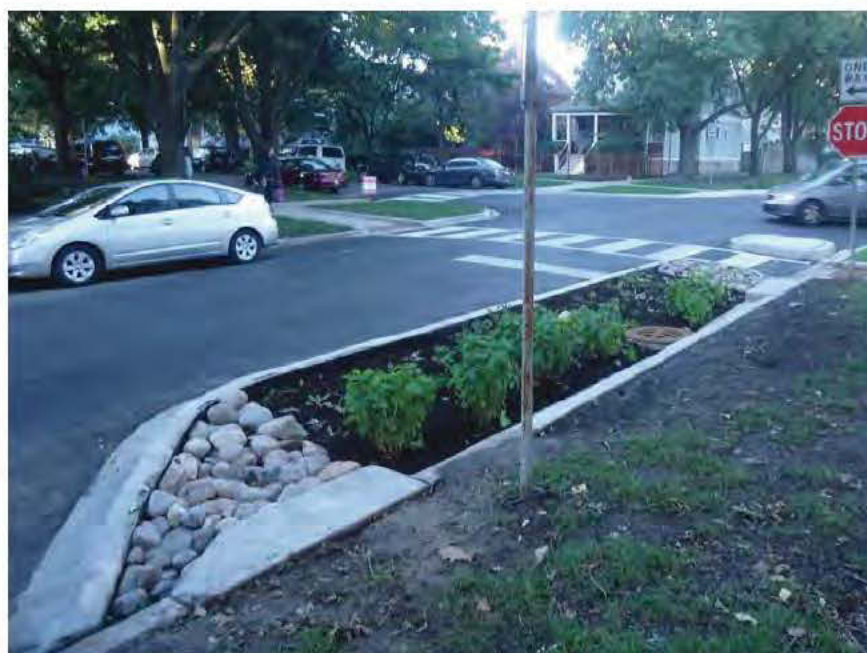


After



3 Neighborhood Greenways

Neighborhood greenways are typically installed on residential roadways and optimize bicycle and pedestrian travel by reducing motor vehicle speeds and cut-through traffic. In 2013, CDOT installed Chicago's first neighborhood greenway on Berteau Avenue. This project provides an important east-west connection for bicyclists traveling between Lincoln Avenue and Clark Street and incorporates traffic calming elements to reduce motor vehicle speeds and stormwater best management practices to reduce flooding and runoff.



Stormwater bumpout on Berteau Avenue



Featured Project: Berteau Neighborhood Greenway

Features

Berteau Neighborhood Greenway

- Contraflow bike lane for eastbound bicyclists
- 20 MPH speed limit to improve safety for all users
- Pedestrian refuge island at Clark Street
- Stormwater bumpouts to reduce pedestrian exposure and storm water runoff
- Bike traffic signal for eastbound bicyclists at Damen
- Berteau prioritized at Greenview intersection
- High visibility crosswalks for improved pedestrian crossings
- Green pavement to highlight bike lane
- Narrower travel lane to reduce motor vehicle speeds

Berteau Avenue from Lincoln Avenue to Clark Street

Before

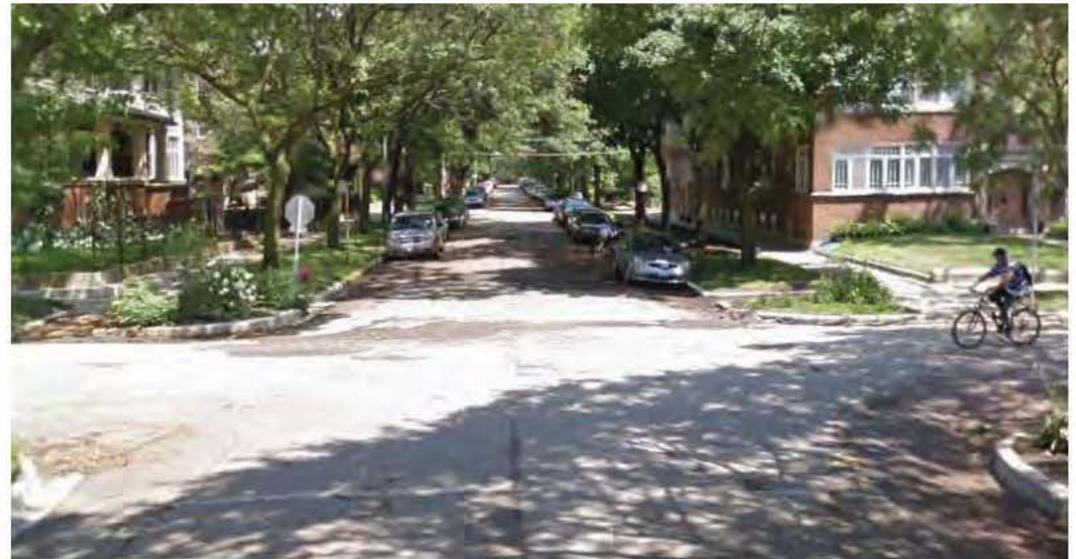


Photo Credit: maps.google.com

After



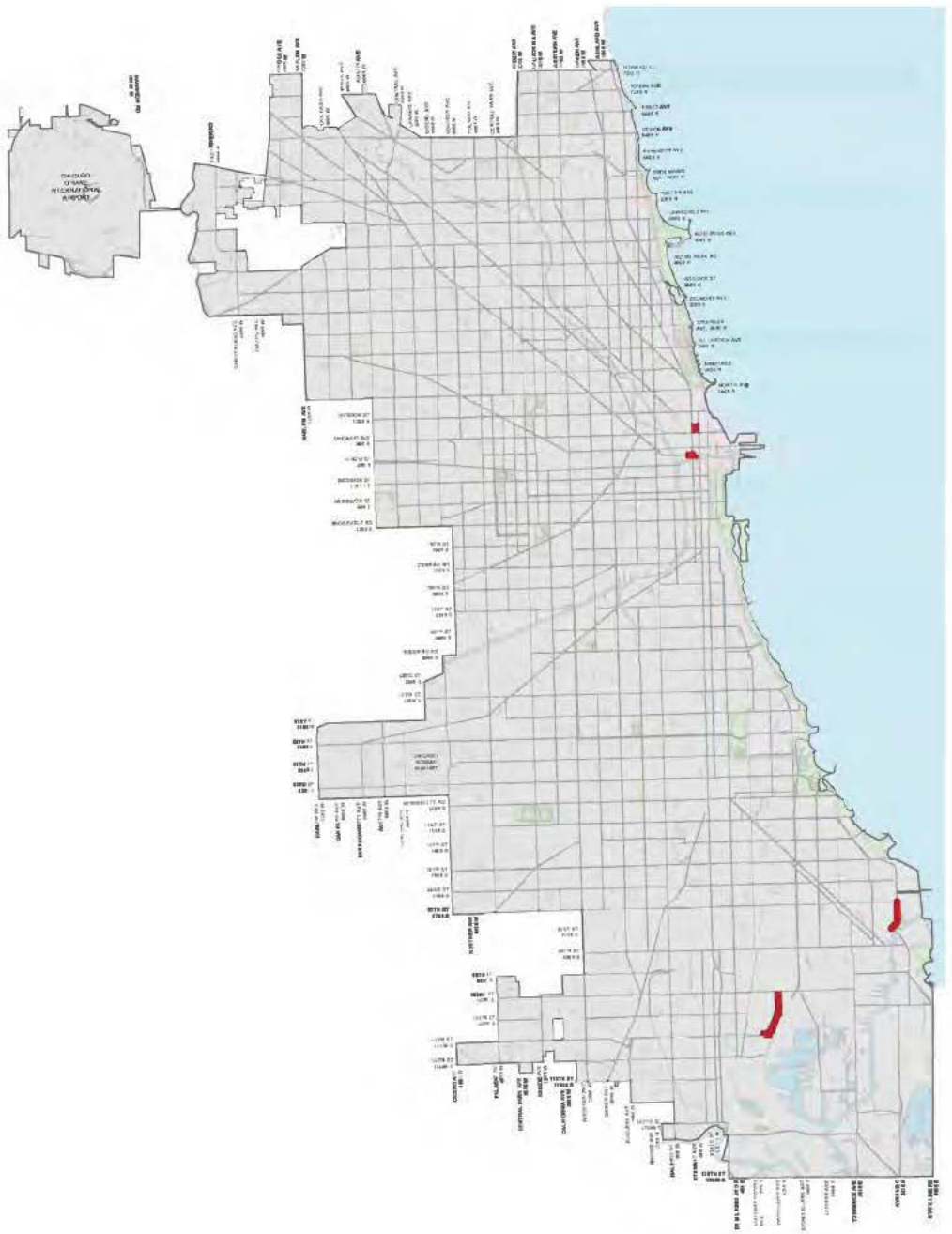
4 Other Bikeways

In 2013, CDOT installed 2.25 miles of new bike lanes:

- **Dearborn Street** – from Chicago Avenue to Walton Street
- **Doty Avenue/Woodlawn Avenue** – from 111th Street to 103rd Street
- **Kinzie Street** – from Wells Street to Dearborn Street
- **U.S. 41** – from 92nd Street to 87th Street



Dearborn Street between Chicago Avenue and Walton Street

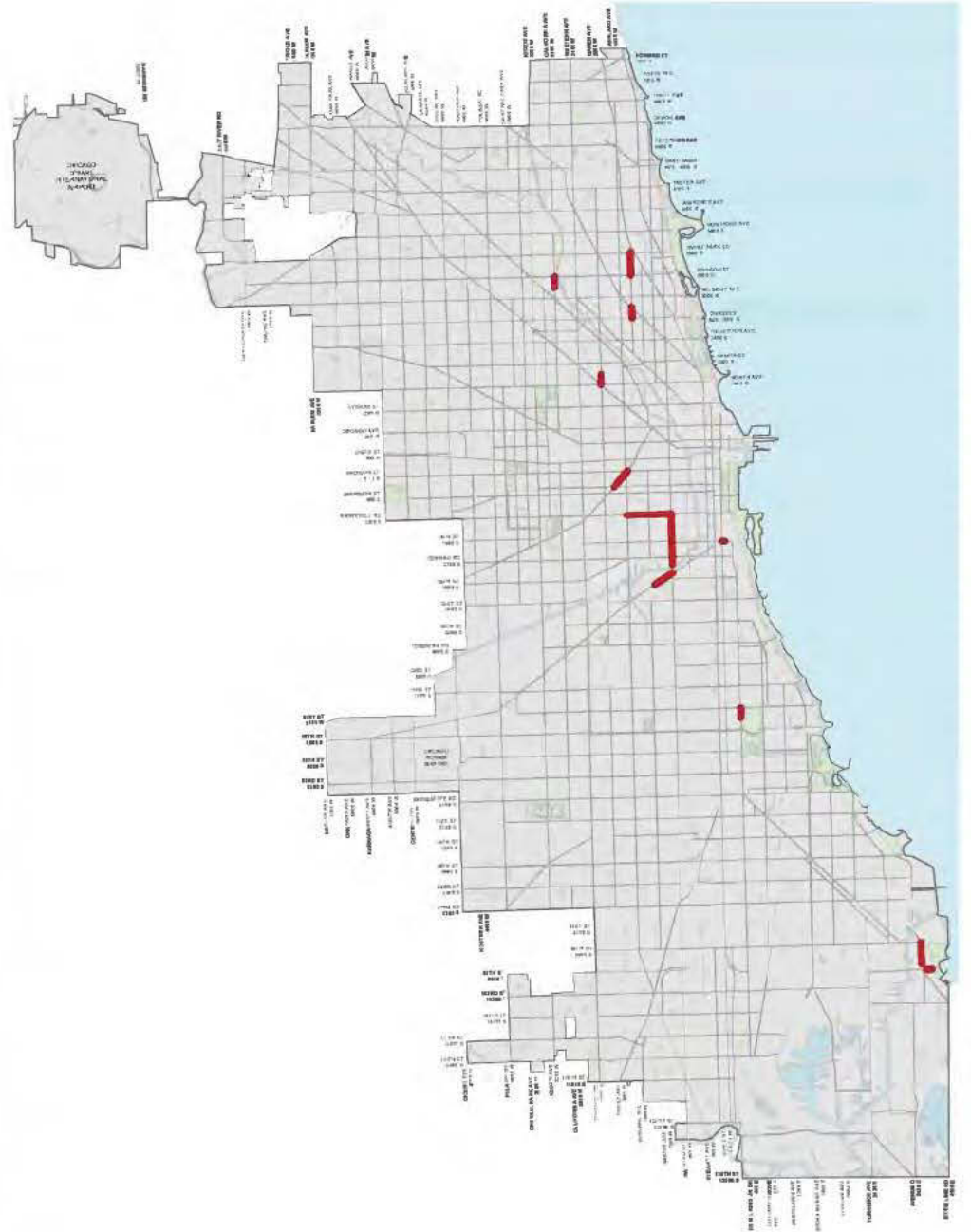


5 Restriping

Maintaining the existing bikeway network is as important to CDOT as expanding the network with new facilities. CDOT refreshes bicycle markings whenever possible and ensures other City departments or outside entities properly replace bicycle markings when doing work in the roadway. CDOT also works with local aldermen to refresh bikeways in their respective wards. In 2013, CDOT restriped **8.75 miles** of existing bikeways, including 5.25 miles of bike lanes and 3.5 miles of marked shared lanes.



Roosevelt Road Between Ashland Avenue and Halsted Street



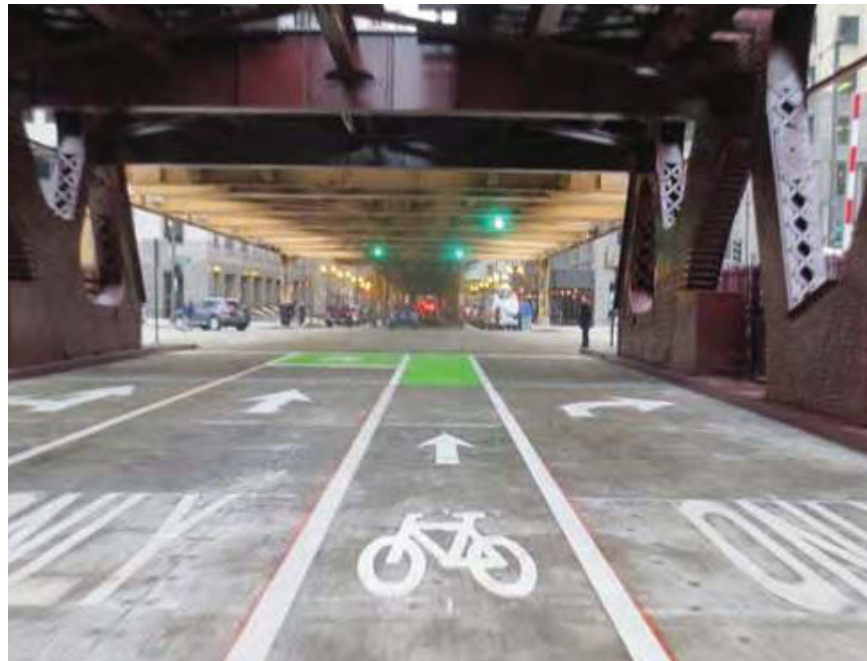
6 Bridge Improvements

In 2013, CDOT continued to place an emphasis on retrofitting metal grate bridges to make them bicycle-friendly. The Kedzie Avenue Bridge over the Sanitary and Ship Canal and the Dearborn Street Bridge over the Chicago River received bicycle-friendly treatments, and new pavement markings and concrete infill on the Wells Street Bridge over the Chicago River were installed.

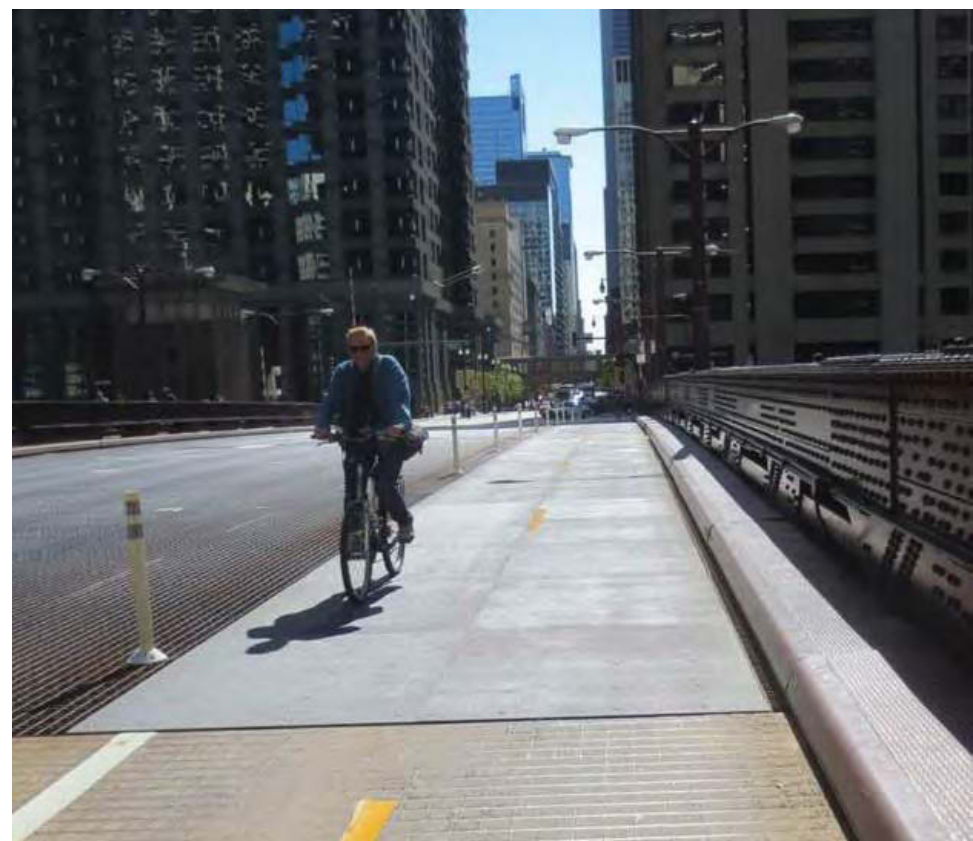
Since Mayor Emanuel took office in May of 2011, eleven bridges have been made bicycle-friendly.



Construction Crew on the Kedzie Avenue Bridge over the Sanitary and Ship Canal



Redesigned Bike Lane on the Wells Street Bridge over the Chicago River



Two-way Dearborn Protected Bike Lane on the Dearborn Street Bridge over the Chicago River

7 Bike Corrals

In 2013, CDOT installed **12 bike corrals** in partnership with **11 businesses**, bringing the total number of bike corrals installed throughout Chicago since May of 2011 to 17. Bike corrals represent a cooperative effort between CDOT, aldermen, and the local businesses that provide ongoing maintenance for the corral.

On-street bike corrals provide parking for up to 12 bikes in the place of one car parking space. Bike corrals are convenient for bicyclists, benefit local businesses, and free up sidewalk space for pedestrians in high-traffic areas.



Detail and wide view of on-street bike corral installed in Andersonville in partnership with the Anderson Development Corporation.

8 Bike Counts

CDOT conducts bike counts monthly at six locations throughout the city. These locations are listed at right in order from most to least bicyclists counted in 2013. CDOT counted **35,925 total bicyclists** during the 2013 monthly counts.

For monthly counts, the direction of travel and gender of each bicyclist are recorded during peak travel hours. Peak hours are 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM weather permitting.

CDOT uses the data obtained through monthly counts to assess and monitor past projects and promote bicycling as a viable form of transportation.

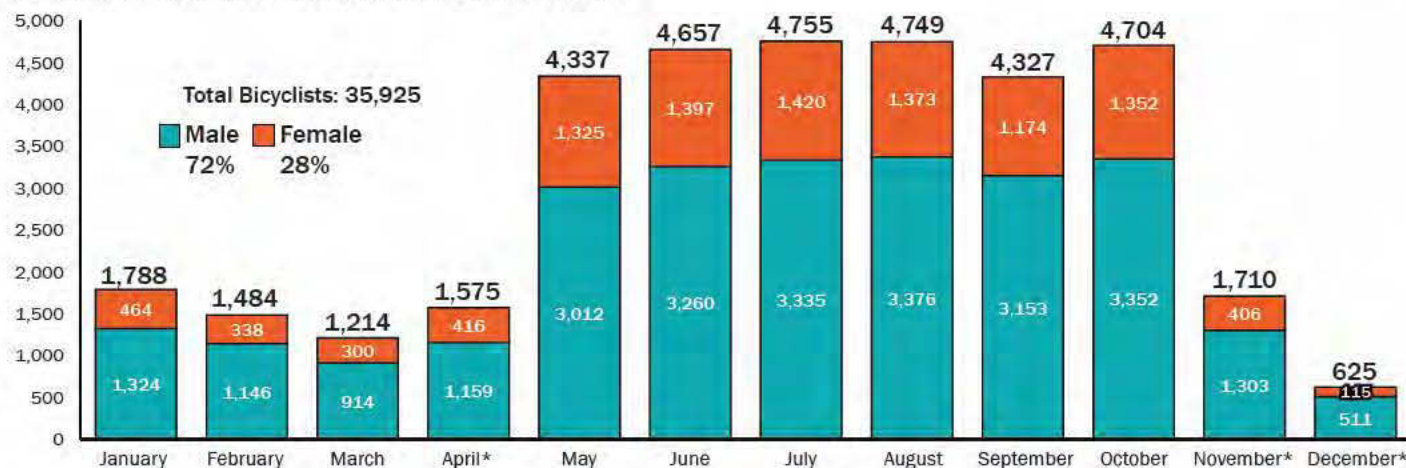
1. Milwaukee and Elston
2. Clark and Lincoln
3. Jackson and Halsted
4. Lake and Damen
5. 18th and Canal
6. King and 31st

Monthly Counts

Map of Monthly Count Locations



Number of Bicyclists by Month for All Locations

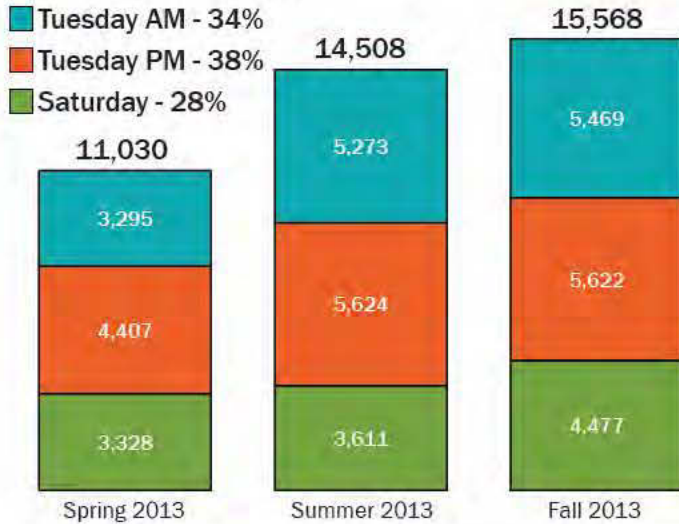


[*] Indicates a short count due to weather. Totals shown were estimated using data from the corresponding months in 2012 to project the partial data from 2013 for the full count time. Raw count numbers for these months and weather information for all months can be found on the CDOT website at: <http://chicagocompletestreets.org/your-streets/bikeways/bike-counts/>.

Seasonal Counts

Number of Bicyclists by Season and Count Time for All Locations

Total Bicyclists: 41,106



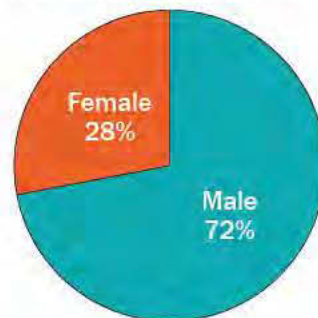
Highest Count Locations for All Seasons

- Tuesday 7:00 AM - 9:00 AM**
 - Lakefront Trail at Chicago Ave. - 2,611
 - Kinzie Bridge - 2,584
 - Lakefront Trail at Balbo Ave. - 1,777
- Tuesday 4:00 PM - 6:00 PM**
 - Lakefront Trail at Chicago Ave. - 4,132
 - Kinzie Bridge - 2,260
 - Lakefront Trail at Balbo Ave. - 2,046
- Saturday 12:00 PM - 2:00 PM**
 - Lakefront Trail at Chicago Ave. - 3,952
 - Lakefront Trail at Balbo Ave. - 1,836
 - Kinzie Bridge - 1,289

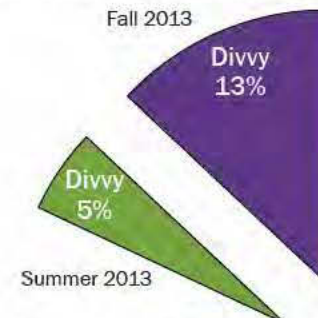
CDOT also conducts seasonal bike counts in the spring, summer, and fall in the Central Business District. Seasonal counts record bicyclists entering and leaving Downtown Chicago during the weekday morning and evening rush periods, 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, as well as at midday, 12:00 PM to 2:00 PM, on the weekend. In 2013 over 50 volunteers counted **41,106 total bicyclists** during the three 2013 Downtown bike counts. These counts took place on Tuesday, April 30th and Saturday, March 4th; Tuesday, July 23rd and Saturday, July 27th; and Tuesday, September 24th and Saturday, September 28th. A breakdown of the data by season and count time is at left.

The purpose of the seasonal counts is to track commuter bike traffic during weekday peak hours as well as recreational bike traffic on the weekend, according to season, in Downtown Chicago. As with the monthly counts, surveyors record the direction of travel and gender of each bicyclist in fifteen minute increments. The seasonal count boundaries are Chicago Ave., Canal St., Harrison St., and the Lakefront Trail. Bicyclists are counted at 20 locations on Tuesdays and 25 locations on Saturdays. For more information visit: <http://chicagocompletestreets.org/your-streets/bikeways/bike-counts/>

Percent of Bicyclists by Gender for All Locations and Count Times



Divvy as a Percent of Total Ridership for Summer 2013 and Fall 2013*



[*] Divvy bikeshare program was launched on June 28th 2013.



Dearborn Street at Jackson Boulevard

Photo Credit: People for Bikes

List of All 2013 Projects

BARRIER PROTECTED BIKE LANES

STREET	FROM	TO	MILES
Canal	Roosevelt	Harrison	0.50
Halsted	26th	Lumber	0.50
Milwaukee	Kinzie	Elston	0.50
State	26th	Cullerton	0.50
Vincennes	103rd	89th	2.00
BARRIER PROTECTED TOTAL			4.00

BUFFER PROTECTED BIKE LANES

STREET	FROM	TO	MILES
Archer	Stewart	State	0.50
Clybourn	North	Belmont	3.00
Halsted	Garfield	41st	2.00
Halsted	Roosevelt	Van Buren	0.50
Halsted	Fullerton	Diversey	0.50
Kedzie	North	Palmer	0.75
Madison	Central	Pulaski	2.00
Milwaukee	Kinzie	Elston	0.50
South Shore Dr.	79th	71st	1.25
State	Cullerton	18th	0.25
U.S. 41	87th	79th	1.25
Vincennes	89th	84th	1.00
Wells	Chicago	Lincoln	1.50
BUFFER PROTECTED TOTAL			15.00

NEIGHBORHOOD GREENWAYS

STREET	FROM	TO	MILES
Berteau	Lincoln	Clark	1.00
NEIGHBORHOOD GREENWAYS TOTAL			1.00

OTHER BIKEWAYS

STREET	FROM	TO	MILES
Dearborn	Chicago	Walton	0.25
Doty/Woodlawn	111th	103rd	1.25
Kinzie	Wells	Dearborn	0.25
U.S. 41	92nd	87th	0.50
OTHER BIKEWAYS TOTAL			2.25

RESTRIPED BIKEWAYS

Bike Lanes

STREET	FROM	TO	MILES
100th	Avenue J	Avenue G	0.25
18th	Michigan	Indiana	0.25
Archer	Throop	Halsted	0.50
Avenue L	99th	95th	0.50
California	Roscoe	Addison	0.25
Damen	North	Willow	0.25
Halsted	Lumber	Roosevelt	1.00
King	53rd	51st	0.25
Ogden	Van Buren	Madison	0.25
Roosevelt	Ashland	Halsted	1.00
Southport	Diversey	Wellington	0.25
Southport	Addison	Irving Park	0.50
Restriped Bike Lanes Total			5.25

Marked Shared Lanes

STREET	FROM	TO	MILES
California	George	Roscoe	0.50
Damen	Grace	Montrose	0.75
Lincoln	Grace	Montrose	1.00
Ogden	Taylor	Van Buren	1.00
State	101st	100th	0.25
Restriped Marked Shared Lanes Total			3.50
RESTRIPED BIKEWAYS TOTAL			8.75

2013 INSTALLATION TOTAL 31.00



CDOT

CHICAGO DEPARTMENT
OF TRANSPORTATION

