

# Chicago Department of Transportation 2012 Bikeways - Year in Review







Franklin Boulevard



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Elston Avenue at Augusta Boulevard

# 2012 Achievements

The Chicago Department of Transportation [CDOT] followed a ground-breaking year for bike infrastructure in 2011 with an even better 2012. CDOT installed **39 miles of new and restriped facilities**, including **27 miles of barrier and buffer protected bike lanes**, bringing the number of protected bike lanes installed in Chicago since May 2011 to 30 miles.

Achievements in 2012 include:

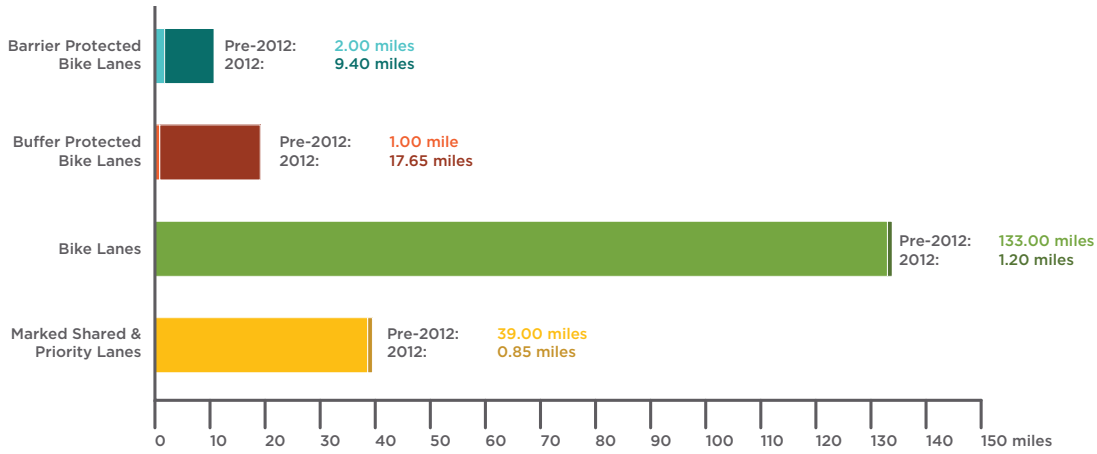
- First protected bike lanes in the Loop
- First two-way protected bike lane in Chicago
- Numerous bicycle-friendly bridge treatments
- First priority bike lane
- Expansion of bike corral parking

In addition to installing new lanes, maintenance of existing facilities continued as well. A total of **10 miles of existing bike facilities were restriped** in 2012. Ensuring the existing bikeway network is in good condition is just as important as installing new facilities.



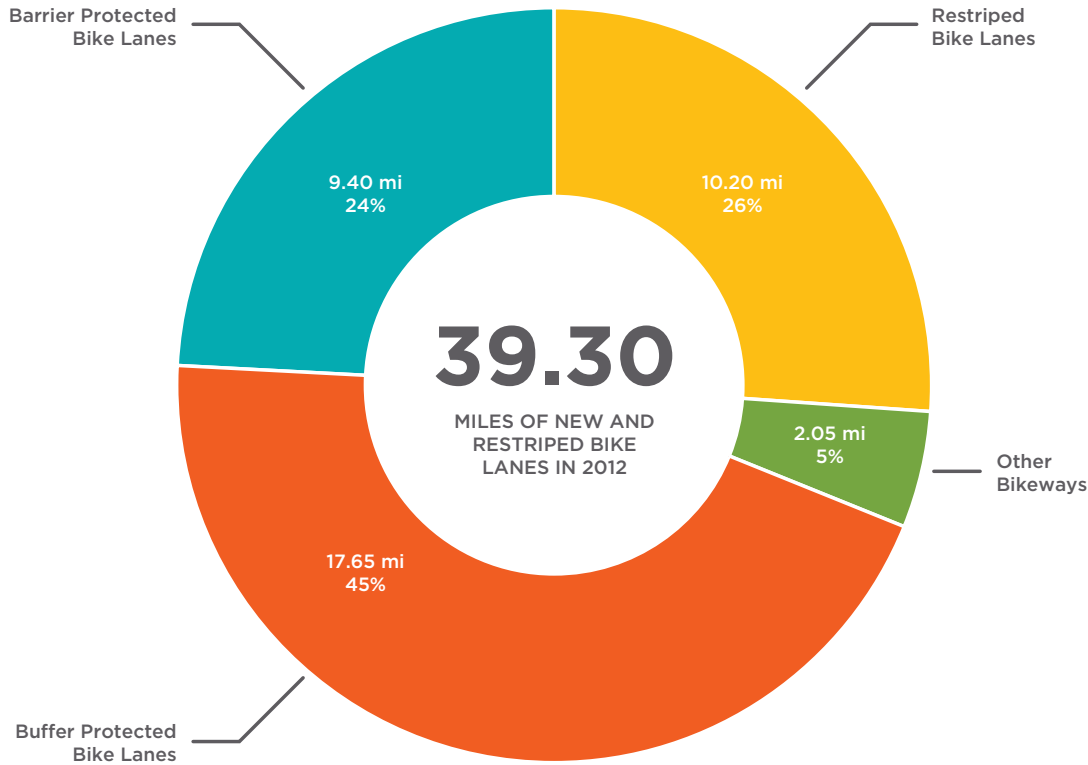


## MILEAGE BREAKDOWN



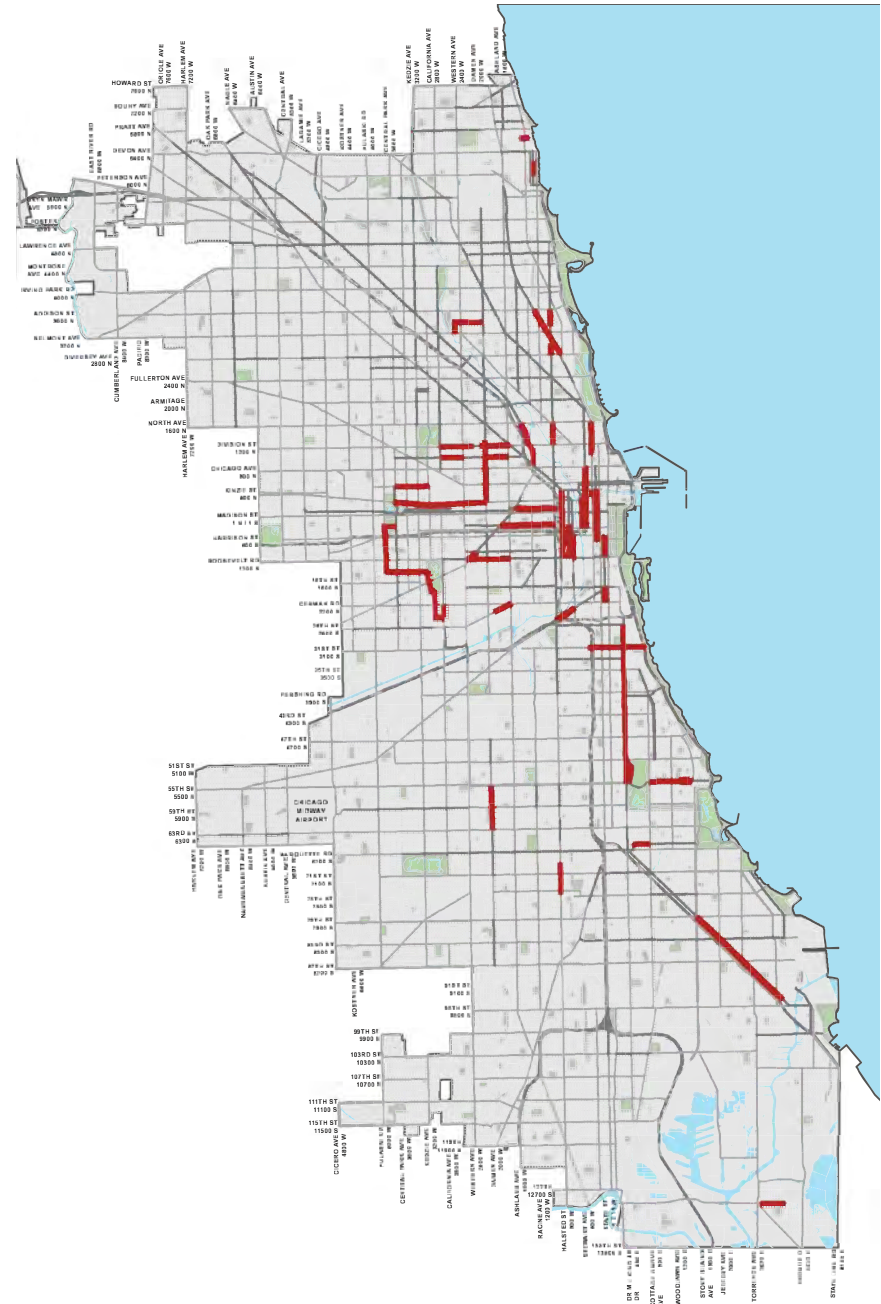
TOTAL ON-STREET BIKEWAYS: 204 MILES

## NEW AND RESTRIPIED MILES



## 2012 PROJECT LOCATIONS

\*Complete listing of 2012 projects available at end of report

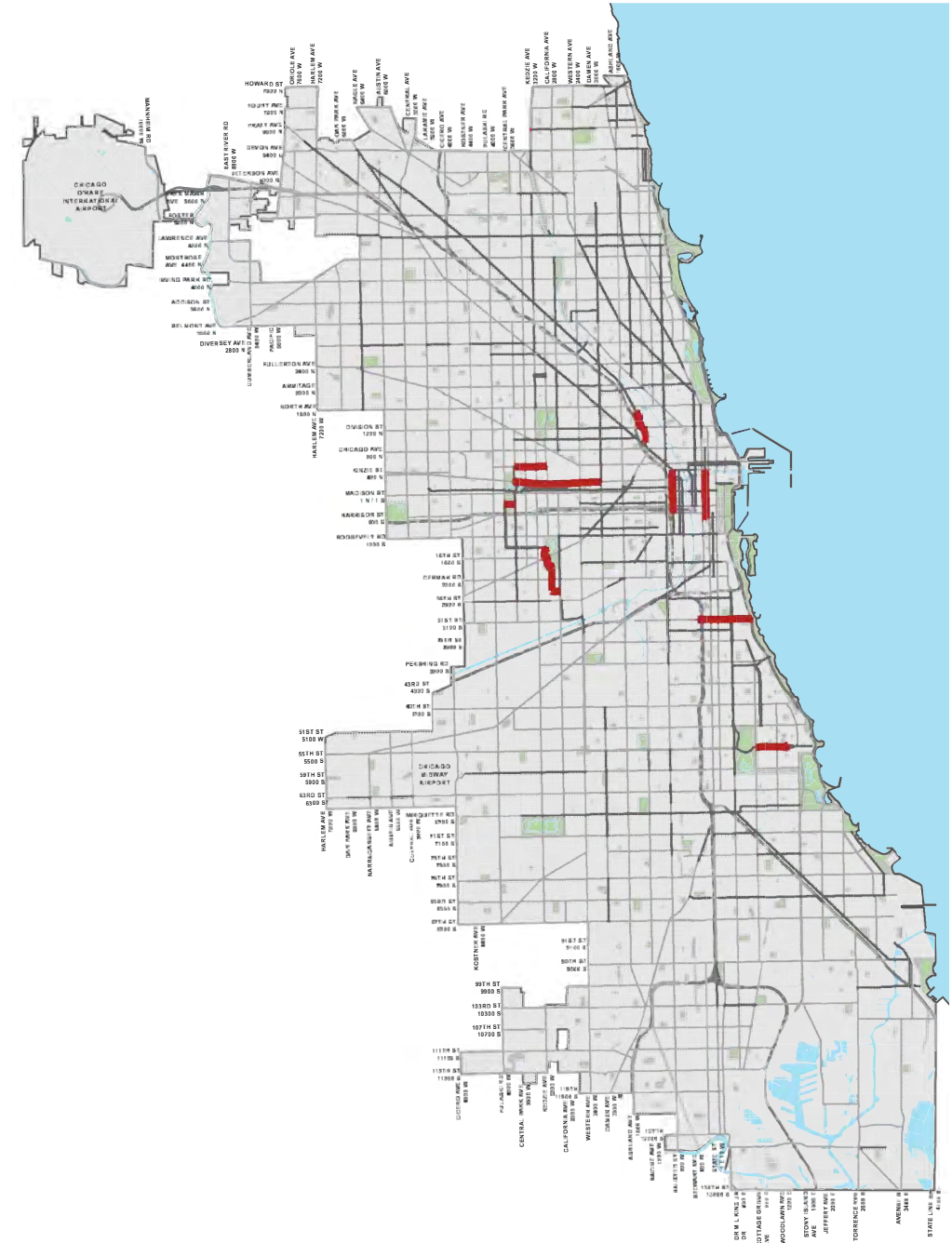




# 1 Barrier Protected Bike Lanes

Considered best practice where street widths allow, **9.40 miles** of barrier protected bike lanes were installed throughout Chicago in 2012. While the two-way barrier protected bike lane on **Dearborn Street** received much of the attention, a number of other projects were installed citywide, including:

- **Elston Avenue** - a major commuter route to the northwest side was upgraded with new barrier protected lanes.
- **Lake Street** - barrier protected lanes provide commuters from the west side with a comfortable route while also calming motor vehicle traffic.
- **55th Street** - received barrier protected lanes as part of a road diet aimed at increasing safety for all roadway users.







Lake Street at St. Louis Avenue



55<sup>th</sup> Street at Greenwood Avenue



# ELSTON AVENUE at MAGNOLIA AVENUE



8 BEFORE

AFTER



# LAKE STREET at TALMAN AVENUE



**BEFORE**

**AFTER**



# Featured Project: Dearborn Street

The opening of the Dearborn Street two-way protected bike lane was a landmark moment for CDOT. Dearborn Street marked the first protected bike lane in the Loop, the first two-way protected bike lane in Chicago, and the first bicycle traffic signals in Chicago. One motor vehicle travel lane was removed to install the protected bike lanes, but by installing a two-way protected lane, CDOT was able to minimize impact to other roadway users – pedestrians, motorists and transit users.

The Dearborn Street project was an exclamation mark for all the bicycle improvements in Chicago in 2012. Locally and nationally, the project garnered positive media attention to the efforts of Mayor Emanuel and CDOT to make Chicago a national leader in bicycling infrastructure.



A city worker installs a bicycle signal head on Dearborn Street  
Courtesy Chicago Tribune, 14 December 2012

**CHICAGO LEAPS TO THE FORE  
IN BIKE INFRASTRUCTURE WITH  
PROTECTED DOWNTOWN LANE**

*-Chicago Magazine,  
December 2, 2012*

**CHICAGO BIKE ENVY SWEEPS  
NATION**

*-Streetsblog, December 5, 2012*

**WHY CHICAGO BUSINESS NEEDS  
PROTECTED BIKE LANES**

*-Crain's Chicago Business,  
December 11, 2012*

**FUTURE OF CITY'S TRANSIT RIDES  
ON BIKE LANES**

*-Chicago Sun-Times,  
December 14, 2012*

**CHICAGO LIKES BIKES - AND IT'S  
ABOUT TO PROVE IT IN A BIG WAY**

*-Grist, December 14, 2012*

**HEADLINES  
DEARBORN STREET**



# DEARBORN STREET at VAN BUREN STREET



**BEFORE**



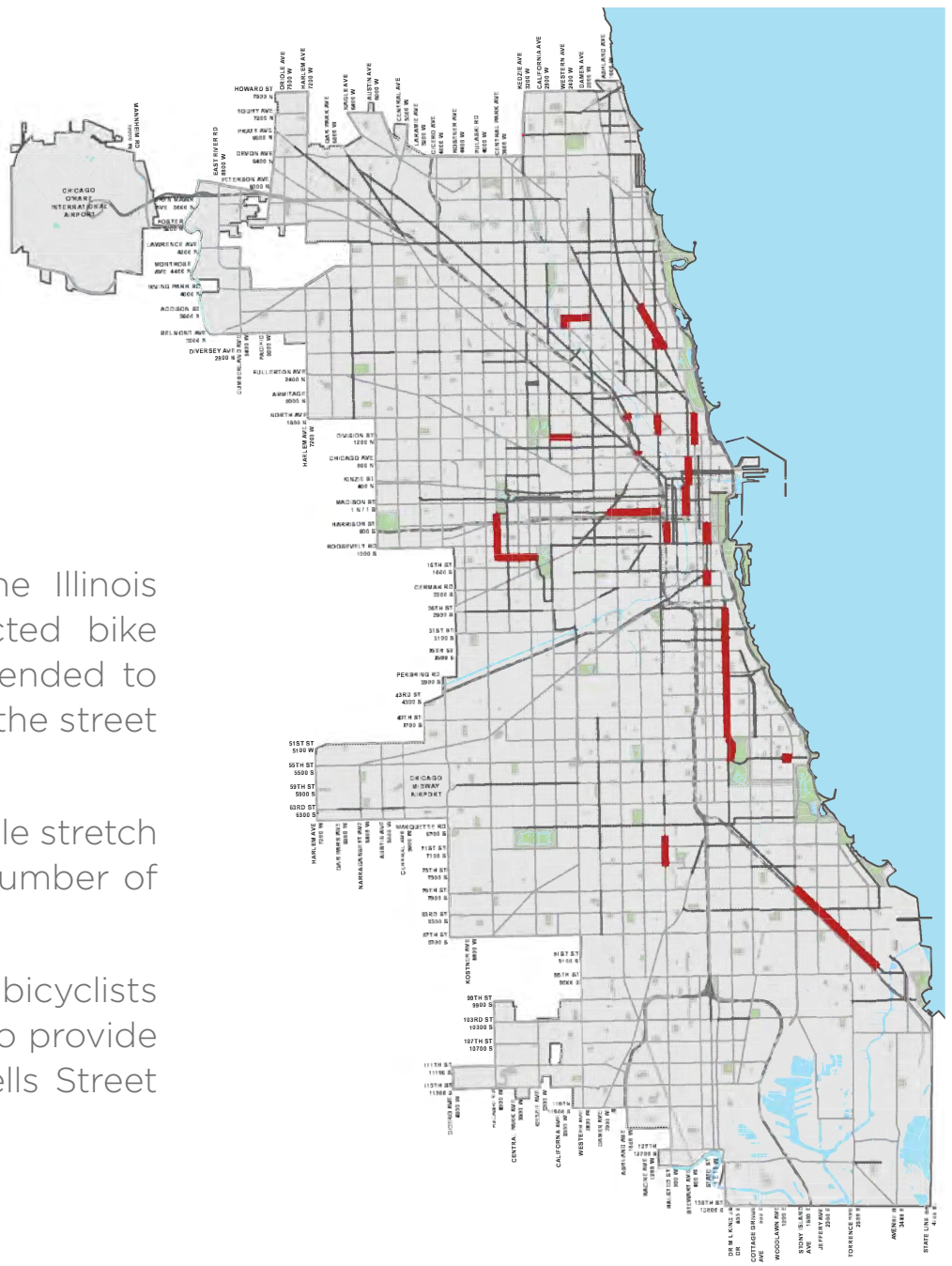
**AFTER**



# 2 Buffer Protected Bike Lanes

Buffer protected bike lanes are installed when roadway size or 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 **17.65 miles** of buffer protected bike lanes in 2012, a few notable projects are highlighted here.

- **South Chicago Avenue** - working with the Illinois Department of Transportation, buffer protected bike lanes were installed as part of a road diet intended to reduce excess motor vehicle speeds and make the street more comfortable for all users.
- **King Drive and Ellsworth Avenue** - this 3.5-mile stretch of buffer protected bike lanes connects to a number of new and existing bikeways.
- **Wells Street** - a major commuter route for bicyclists was upgraded to a buffer protected bike lane to provide more space for commuters converging on Wells Street from numerous North Side bike routes.





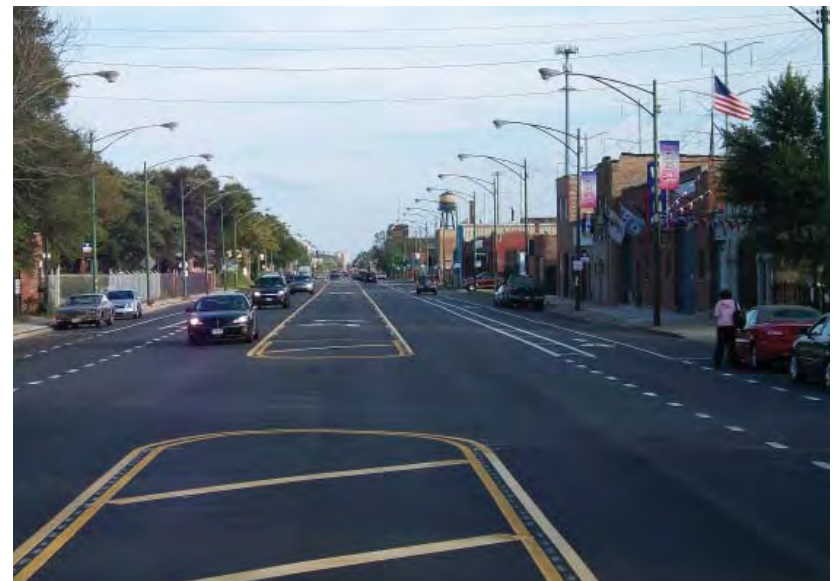


Halsted Street at Oakdale Avenue

## SOUTH CHICAGO AVENUE at EAST END AVENUE



**BEFORE**



**AFTER**

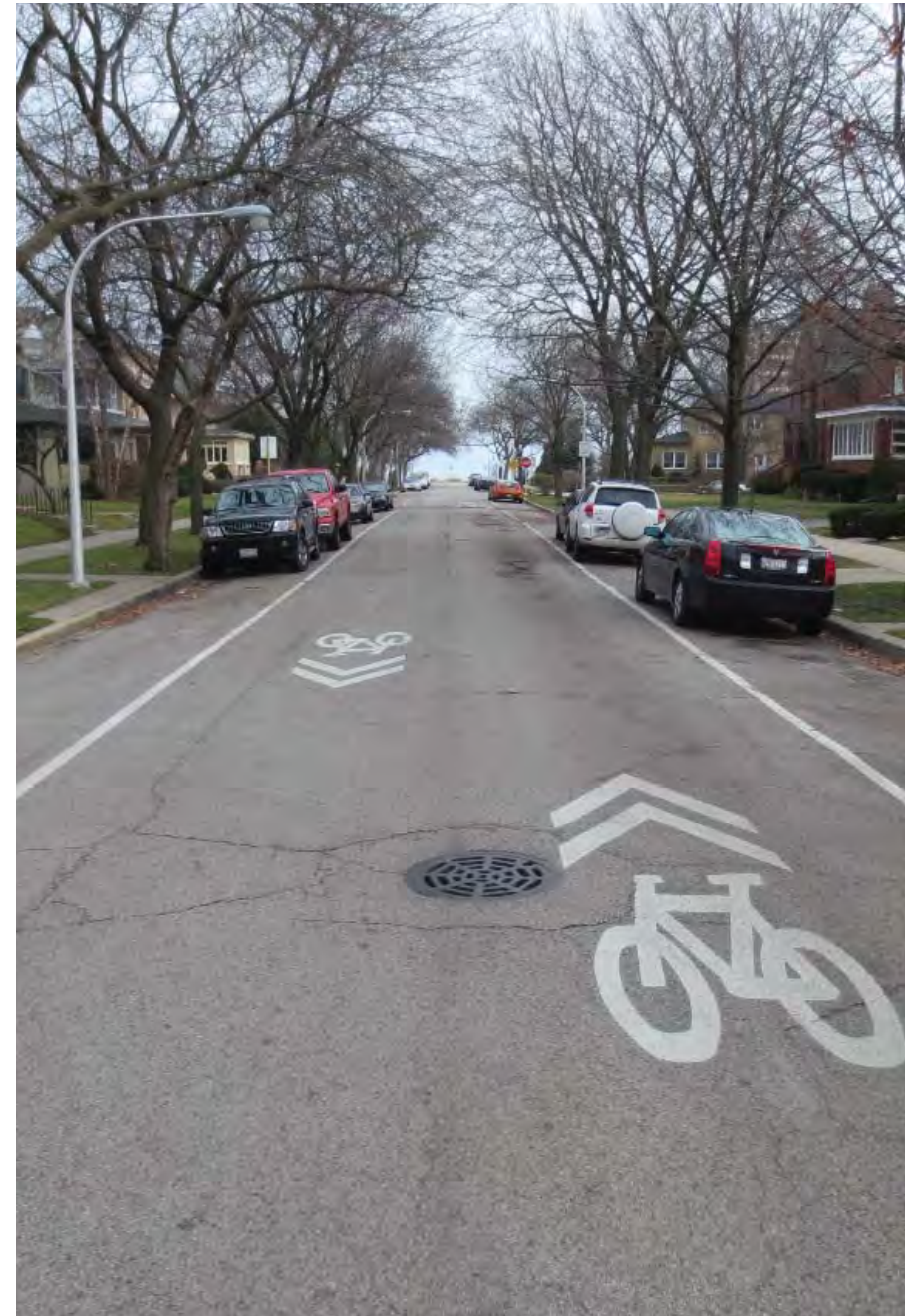


# 3 Other Bikeways

In 2012, CDOT installed 1.00 miles of new bike lanes, 0.70 miles of priority bike lanes, 0.20 miles of contra-flow bike lanes, and 0.15 miles of marked shared lanes.



130<sup>th</sup> Street at Marquette Avenue



Albion Avenue at Winthrop Avenue



# Bike Lanes

While new installations of traditional bike lanes tapered off in 2012 in favor of protected bike lanes, traditional bike lanes are still installed on roadways too narrow for protected bike lanes. CDOT is also installing through intersection markings when possible when installing traditional bike lanes to provide bicyclists with guidance through the intersection.



130<sup>th</sup> Street at Muskegon Avenue



Blue Island Avenue at Paulina Street



# Priority Bike Lanes

The first priority bikes lanes were installed in Chicago in 2012. These lanes utilize marked shared lanes enclosed by skip dash markings in the middle of a travel lane to alert bicyclists and motorists that bicyclists are expected to take the lane. The pavement markings are also accompanied by “Bikes May Use Full Lane” signs as an additional reminder to all roadway users.

Most notably, priority bike lanes were installed on **Wells Street** south of Wacker Drive below the El tracks as a continuation of the Wells Street bicycle corridor from the North Side. Priority bike lanes also appear on a short stretch of **Desplaines Street** and may appear elsewhere in coming years.



Wells St. Priority Lane in the Loop

# Contraflow Bike Lanes

Contraflow bike lanes allow bicyclists to travel in either direction on a one-way street for motorists. Unlike the two-way barrier protected bike lane on Dearborn Street, contraflow bike lanes are typically used on short stretches of residential roadways to provide greater options in route connectivity for bicyclists. The one contraflow bike lane installed in 2012, on **Albion Avenue**, provides bicyclists with an alternative to Sheridan Road when riding north in the Rogers Park neighborhood.



Albion Avenue at Lakewood Avenue

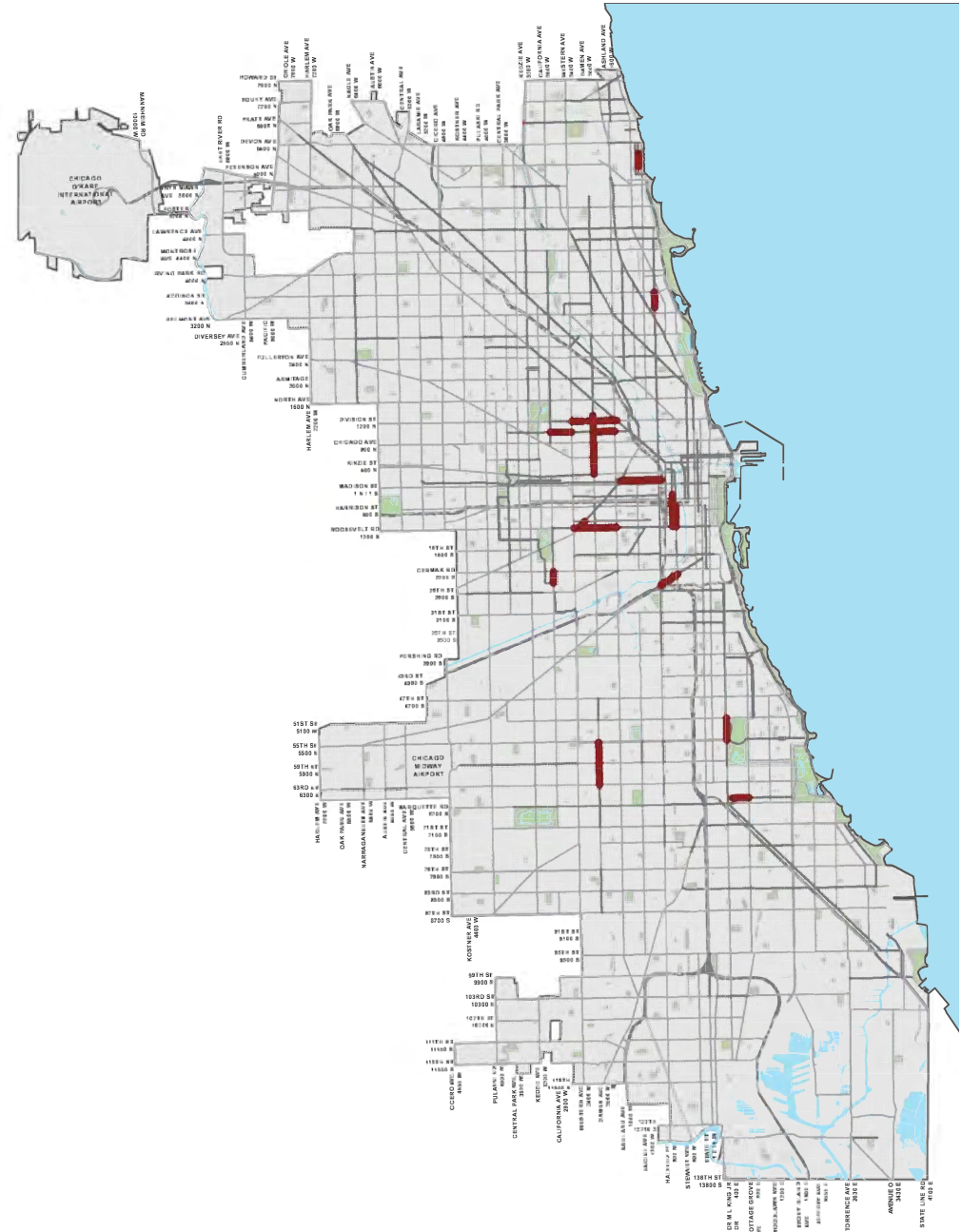


# 5 Restriping

Maintaining the existing bikeway network is as important to CDOT as expanding the network with new facilities. CDOT places an emphasis on refreshing bicycle markings whenever possible and ensuring 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 2012, CDOT restriped **10.20 miles** of existing bikeways.



Halsted Street at Aldine Avenue



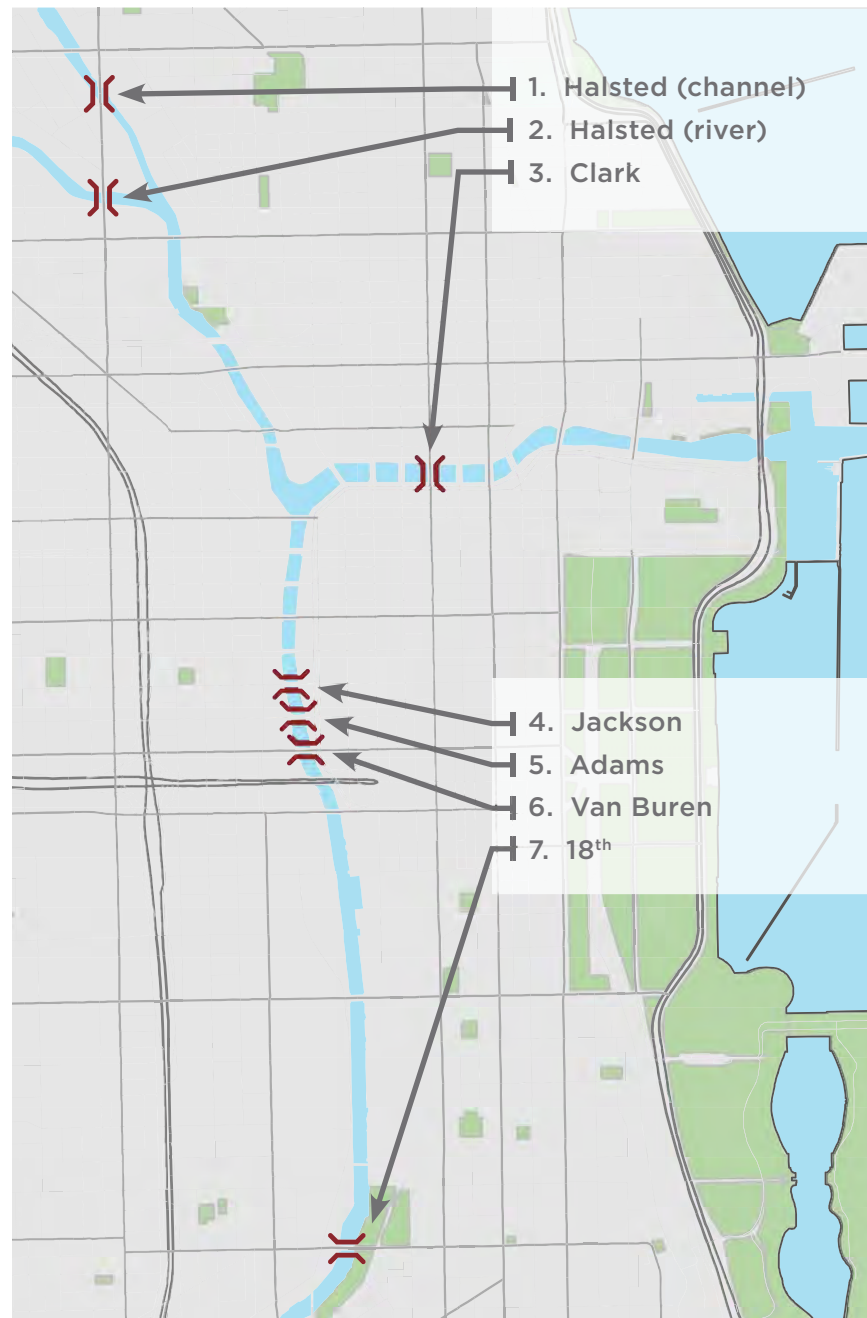
# 6 Bridge Improvements

Chicago is famous for its bascule bridges spanning our waterways throughout the City. Many of these bridges have open metal grate surfaces that can be uncomfortable for bicyclists to ride on. In 2012, seven bridges were retrofitted to make them bicycle friendly.

Several bridges were treated with fiberglass plates to create a smooth surface where bicyclists typically ride, whereas other bridges were treated with concrete infill adjacent to the edge of the bridge to provide a flat surface for bicyclists. Since Mayor Emanuel took office in May of 2011, nine bridges have been made bicycle-friendly.



Open grate bridge treated with concrete infill on Van Buren Street





# 7 Bike Corrals

After installing the city’s first on-street bike corral in 2011 in Wicker Park, CDOT installed an additional four on-street bike corrals in 2012. Bike corrals represent a cooperative effort between CDOT, aldermen, and the local businesses that provide ongoing maintenance for the corral.

In place of a parking space for a single car, on-street bike corrals provide parking for up to 12 bikes. Not only is this a convenience for bicyclists, bike corrals free up valuable sidewalk space for pedestrians in high-traffic areas.



Bike corral in Pilsen outside Cafe Jumping Bean, 18<sup>th</sup> Street and Bishop Street

**BARRIER PROTECTED BIKE LANES**

<i>STREET</i>	<i>FROM</i>	<i>TO</i>	<i>MILES</i>
31st	Wells	Lake Shore	1.30
55th	Cottage Grove	Dorchester	0.80
Dearborn	Polk	Kinzie	1.15
Desplaines	Harrison	Kinzie	1.00
Elston	Chestnut	Le Moyne	0.80
West Side			
Boulevards	California	Douglas	1.30
Franklin	Central Park	Sacramento	0.75
Jackson	Hamlin	Central Park	0.25
Lake	Central Park	Damen	2.05

**BARRIER PROTECTED TOTAL 9.40**

**BUFFER PROTECTED BIKE LANES**

<i>STREET</i>	<i>FROM</i>	<i>TO</i>	<i>MILES</i>
Campbell/Roscoe	Belmont	Damen	0.85
Division	California	Western	0.50
Wells	Wacker	Chicago	0.70
55th	Dorchester	Lake Park	0.25
Elston	Milwaukee	Chestnut	0.10
Elston	LeMoyne	North	0.15
Franklin	Van Buren	Wacker	0.70
Halsted	75th	69th	0.75
Halsted	Diversey	Wellington	0.25
Wabash	Cermak	18th	0.35
Wabash	Roosevelt	Harrison	0.50
Clark	Oak	North	0.75
South Chicago	Baltimore	79th	2.65
Clark	Diversey	Addison	1.15
Halsted	Division	North	0.50
Desplaines	Roosevelt	Harrison	0.50
West Side			
Boulevards	Douglas Park	Garfield Park	2.25
King/Ellsworth	55th	26th	3.55
Jackson	Ogden	Halsted	1.20

**BUFFER PROTECTED TOTAL 17.65**

**OTHER BIKEWAYS**

<i>STREET</i>	<i>FROM</i>	<i>TO</i>	<i>MILES</i>
Albion	Lakewood	Winthrop	0.20
Wells	Madison	Wacker	0.70
130th	Saginaw	Baltimore	0.55
Blue Island	Wolcott	Ashland	0.45
Clark	Wacker	Kinzie	0.15

**OTHER BIKEWAYS TOTAL 2.05**

**RESTRIPEB BIKEWAYS**

<i>STREET</i>	<i>FROM</i>	<i>TO</i>	<i>MILES</i>
Marquette	Eberhart	Cottage Grove	0.40
Damen	Lake	Potomac	1.40
Halsted	Aldine	Addison	0.40
Kenmore	Thorndale	Granville	0.30
Archer	Halsted	Canal	0.50
California	24th	Cermak	0.30
Canal	Roosevelt	Harrison	0.50
Clinton	Roosevelt	Jackson	0.75
Damen	63rd	Garfield	1.00
King	Garfield	51st	0.55
Augusta	Damen	Ashland	0.50
Augusta	California	Western	0.50
Division	Western	Leavitt	0.25
Division	Hoyne	Milwaukee	0.70
Ogden	Roosevelt	Taylor	0.20
Roosevelt	Western	Ashland	1.00
Washington	Ogden	I-90/94	0.95

**RESTRIPEB BIKEWAYS TOTAL 10.20**

**2012 INSTALLATION TOTAL 39.30**

**PHOTO CREDITS**

All photos are courtesy of the City of Chicago and Sam Schwartz engineering, except for the following:

*PRIVATE COLLECTIONS*

Page 7: University of Chicago

Page 10: Chicago Tribune, 14 December 2012





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