

Chicago Department of Transportation 2014 Bikeways - Year in Review





Buffer-protected bike lane on Hubbard Street

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Cover Image: Wood Street neighborhood greenway at Augusta Boulevard

Barrier-protected bike lane on Harrison Street at State Street

2014 Achievements

In 2014, CDOT installed **51.25 miles of new and restriped bikeways**, including **36.50 miles of barrier and buffer-protected bike lanes**. Since May of 2011, 85.50 miles of protected bike lanes have been installed throughout Chicago.

Achievements in 2014 include:

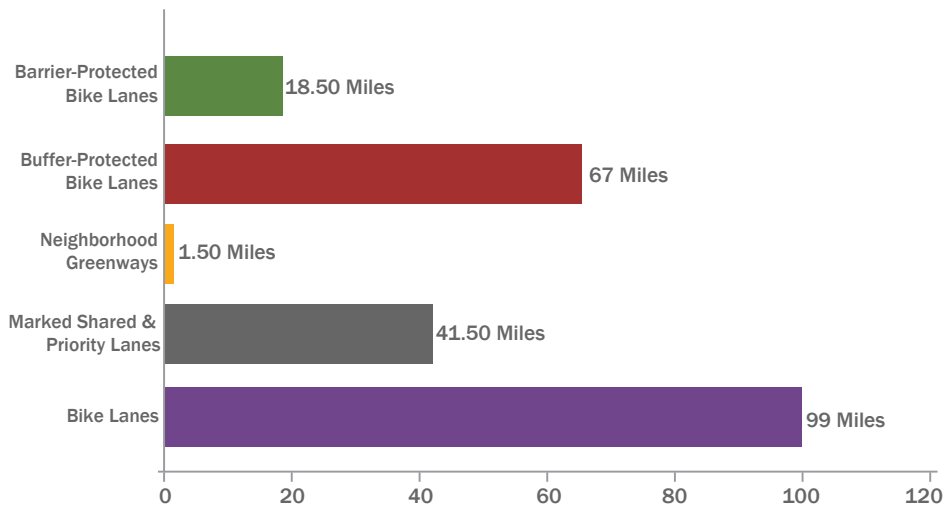
- Installed more miles of bikeways in 2014 than any previous year
- Installed bike lanes in 33 wards
- Chicago ranked 2nd Best City for Cycling in Bicycling Magazine
- Expanded use of bike boxes, green pavement markings, and intersection markings
- Developed new, easy to use, bike rack request website
- Continued coordination with resurfacing projects resulting in 14 miles of new bikeways on resurfaced roadways

In addition to installing new bicycling infrastructure, maintenance of existing bikeways through restriping and pavement improvements continued as well. A total of **11.75 miles of existing bikeways were restriped** in 2014.



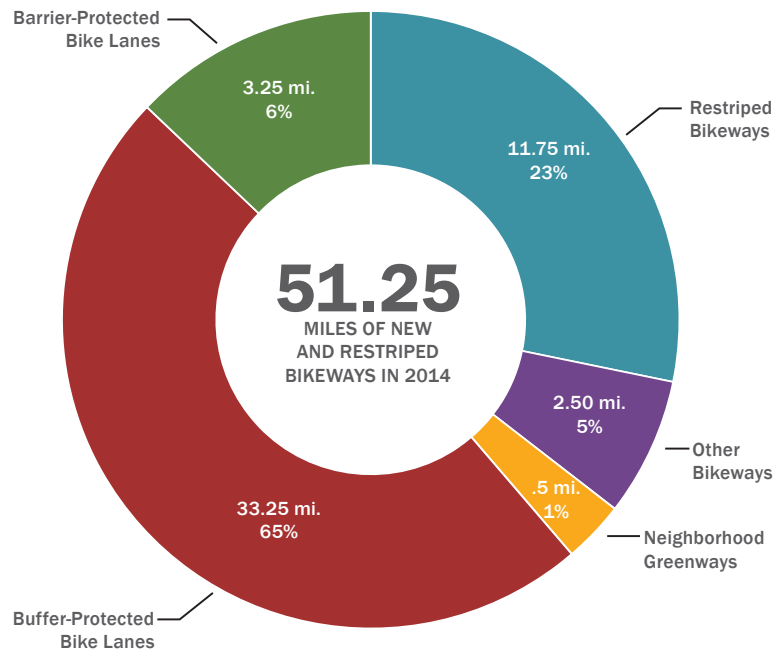
Barrier-protected bike lane on Broadway south of Wilson Avenue

Chicago's On-Street Bikeways



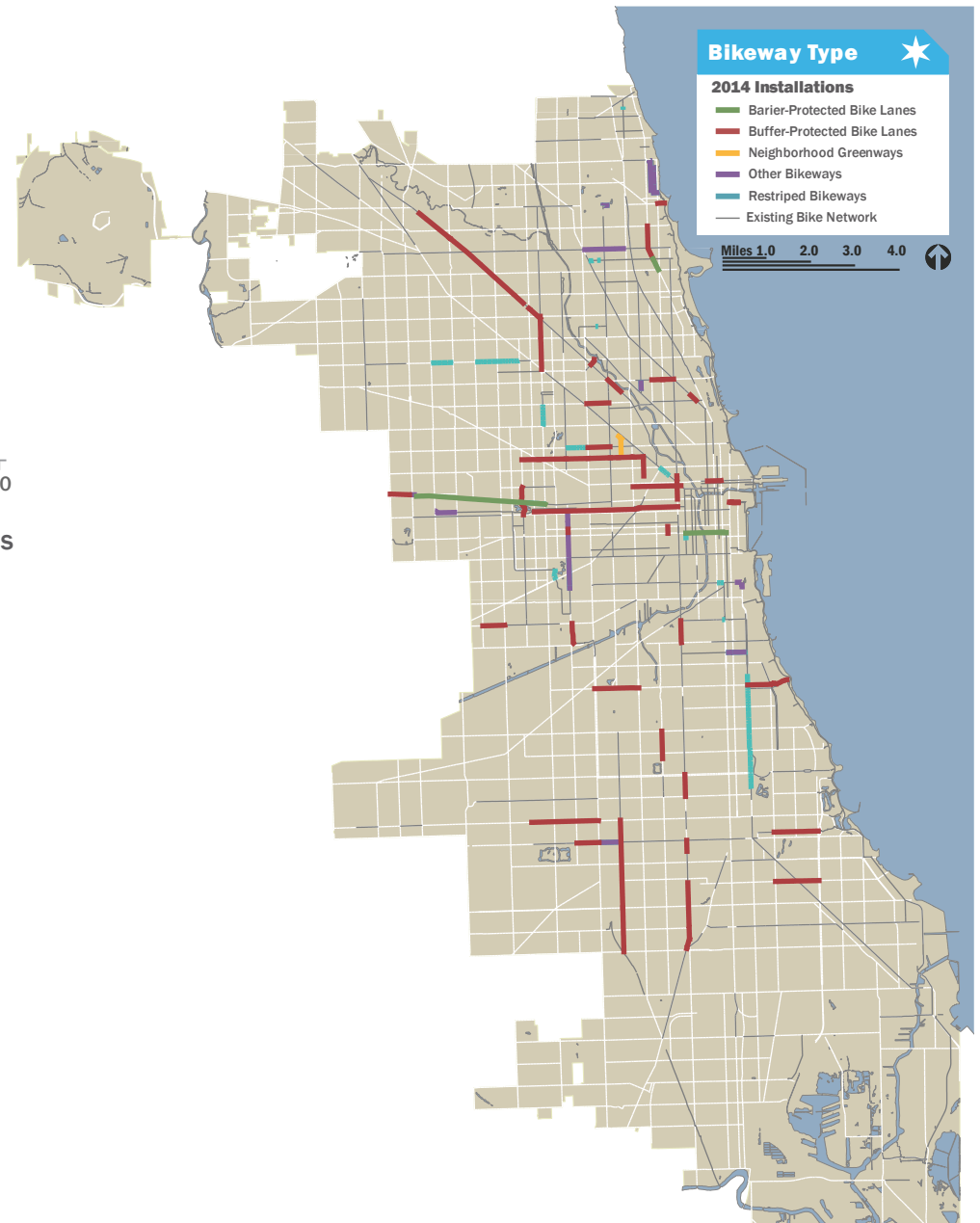
Total On-Street Bikeways: 227.50 Miles

New and Restriped Miles - 2014



2014 Project Locations

*Complete listing of 2014 projects available at end of report

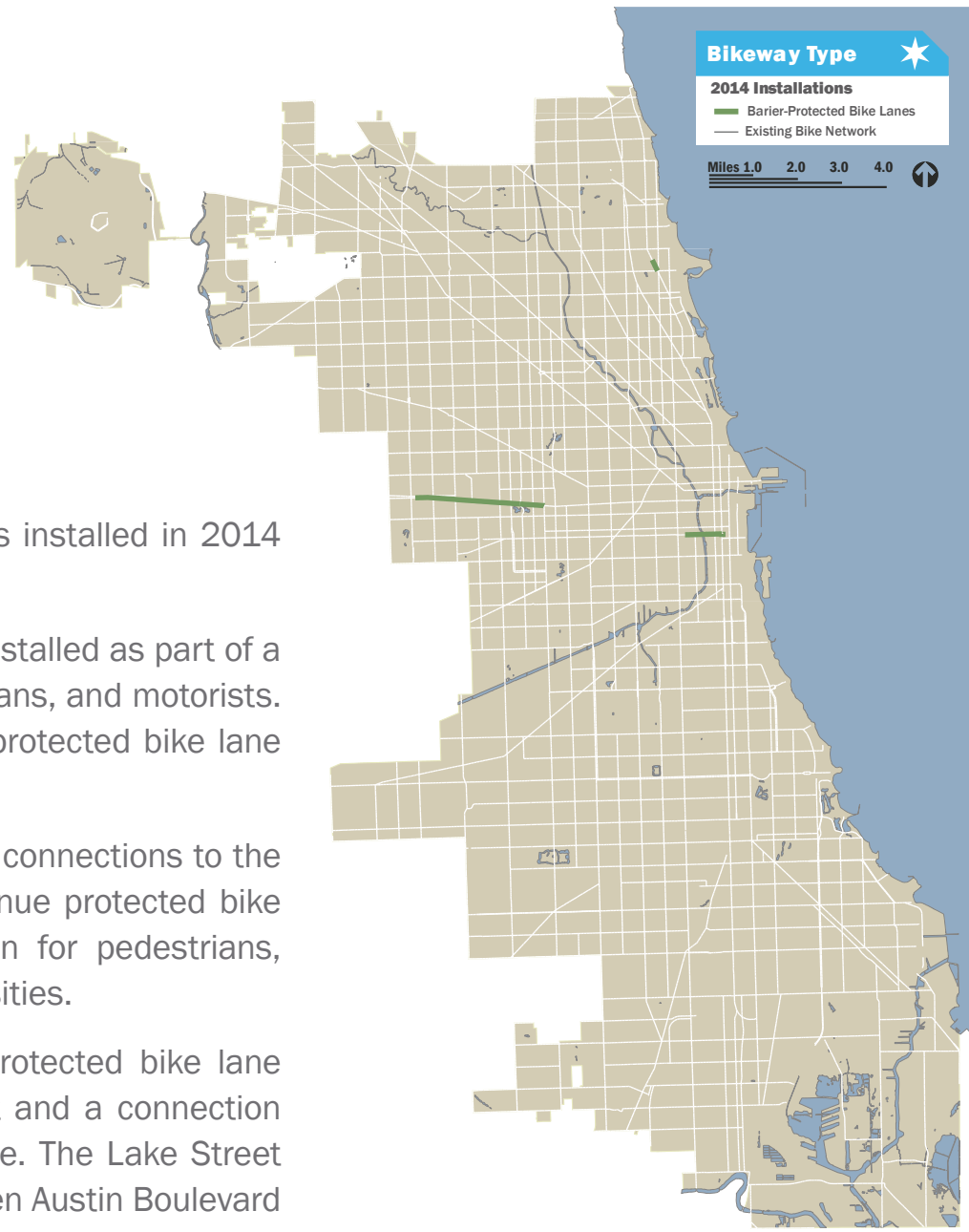


1 Barrier-Protected Bike Lanes

Chicago is recognized as one of the best cities in America for bicycling because of its rapidly expanding network of protected bike lanes. Michael Anderson, blogger for the national bike advocacy group *People for Bikes* wrote, “If the country’s embrace of bike transportation keeps accelerating, it’ll be because cities like Chicago turn solid projects like these into standard operating procedure.”

In 2014, **3.25 miles** of barrier-protected bike lanes were installed throughout Chicago. Barrier-protected bike lanes installed in 2014 include:

- **Broadway** – Montrose Avenue to Wilson Avenue was installed as part of a road diet that improved comfort for bicyclists, pedestrians, and motorists. North of Wilson Avenue to Foster Avenue is a buffer-protected bike lane that was installed as part of the same project.
- **Harrison Street** – Barrier-protected bike lane provides connections to the Desplaines Street, Dearborn Street, and Wabash Avenue protected bike lanes. This project provides an east-west connection for pedestrians, bicyclists, and motorists to several schools and universities.
- **Lake Street** – Resurfacing project included barrier-protected bike lane extension providing improved access to public transit and a connection between the Austin neighborhood and Near West Side. The Lake Street Spoke Route now includes protected bike lanes between Austin Boulevard and Damen Avenue.



Featured Project: Harrison Street Barrier-Protected Bike Lane

In 2014, barrier-protected bike lanes were installed on Harrison Street providing a connection to protected bike lanes on Desplaines Street, Dearborn Street and Wabash Avenue. Green pavement markings are used throughout the project, including through the State Street intersection. The Harrison Street protected bike lane provides comfortable bicycle access across the Chicago River and connections to Blue Line, Red Line and Metra Stations.



Barrier-protected lane on Harrison Street



Green intersection markings crossing State Street

Features

Harrison Street Barrier-Protected Bike Lane

- Intersection markings provide guidance through complex intersections Green pavement markings
- Pavement markings up to and through all intersections
- High visibility crosswalks
- Reduced pedestrian exposure to vehicles while crossing Harrison Street
- Connections to several existing protected bike lanes

Harrison Street Barrier-Protected Bike Lane

Before



After



Milwaukee Avenue Resurfacing & Restriping

Milwaukee Avenue, Chicago's most popular street for bicycling, was resurfaced and restriped in 2014.



Milwaukee Avenue newly resurfaced



New striping and green pavement installation



Striping complete

Lake Street Barrier-Protected Bike Lane and Resurfacing Project



Before



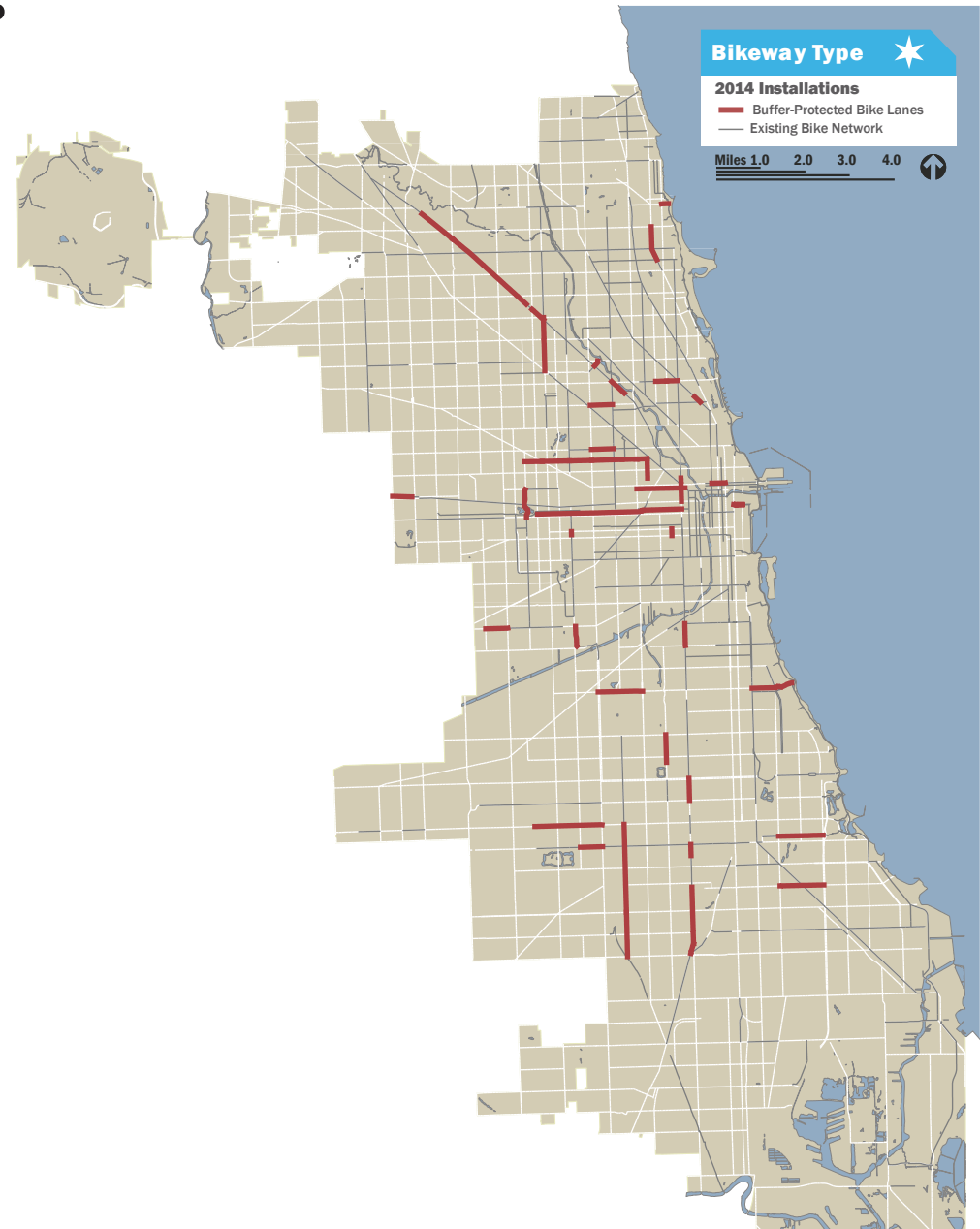
After

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 separation from motor vehicles in the travel lane. CDOT installed **33.25 miles** of buffer-protected bike lanes in 2014. These projects include:

- **Armitage Avenue** – Buffer-protected bike lane was installed from Western Avenue to Damen Avenue in conjunction with a roadway resurfacing project.
- **Damen Avenue** – This important three-mile connection to the Major Taylor Trail received a buffer-protected bike lane between 87th Street and 63rd Street. This project closed a gap in the bike network between 79th Street and 71st Street and included upgrades to existing pavement.
- **Hubbard Street** – New buffer-protected bike lane provides a comfortable and convenient east-west bike route that connects to the Milwaukee Avenue Spoke Route.



Kedzie Avenue Milwaukee Avenue to Addison Street

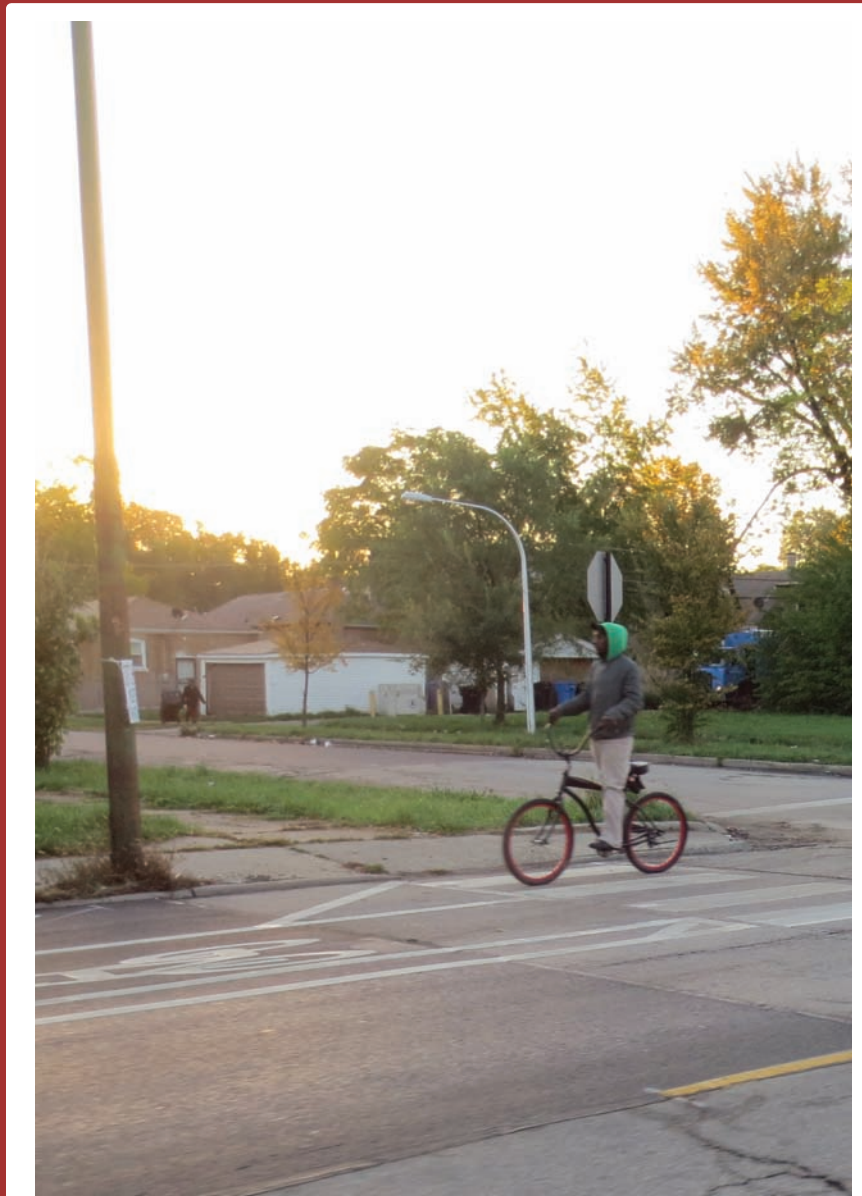
Buffer-protected bike lane between Milwaukee Avenue and Diversey Avenue



Green pavement marking at Belmont Avenue Underpass



Damen Avenue 87th Street to 63rd Street



3 Road Diets

Road diets can reduce crashes and increase comfort for all roadway users by reallocating roadway space for better pedestrian, bicyclist, and motorist accommodations. Road diets often include pedestrian refuge islands, reduced pedestrian crossing distances, protected bike lanes, and center turn lanes for motorists.

CDOT installed 5.25 miles of bikeways through road diet projects in 2014, including Broadway, Lawrence Avenue, Oakwood Boulevard and Sacramento Drive.



Pershing road diet and buffer-protected bike lane



Pedestrian refuge island and buffer-protected bike lanes on 63rd Street road diet

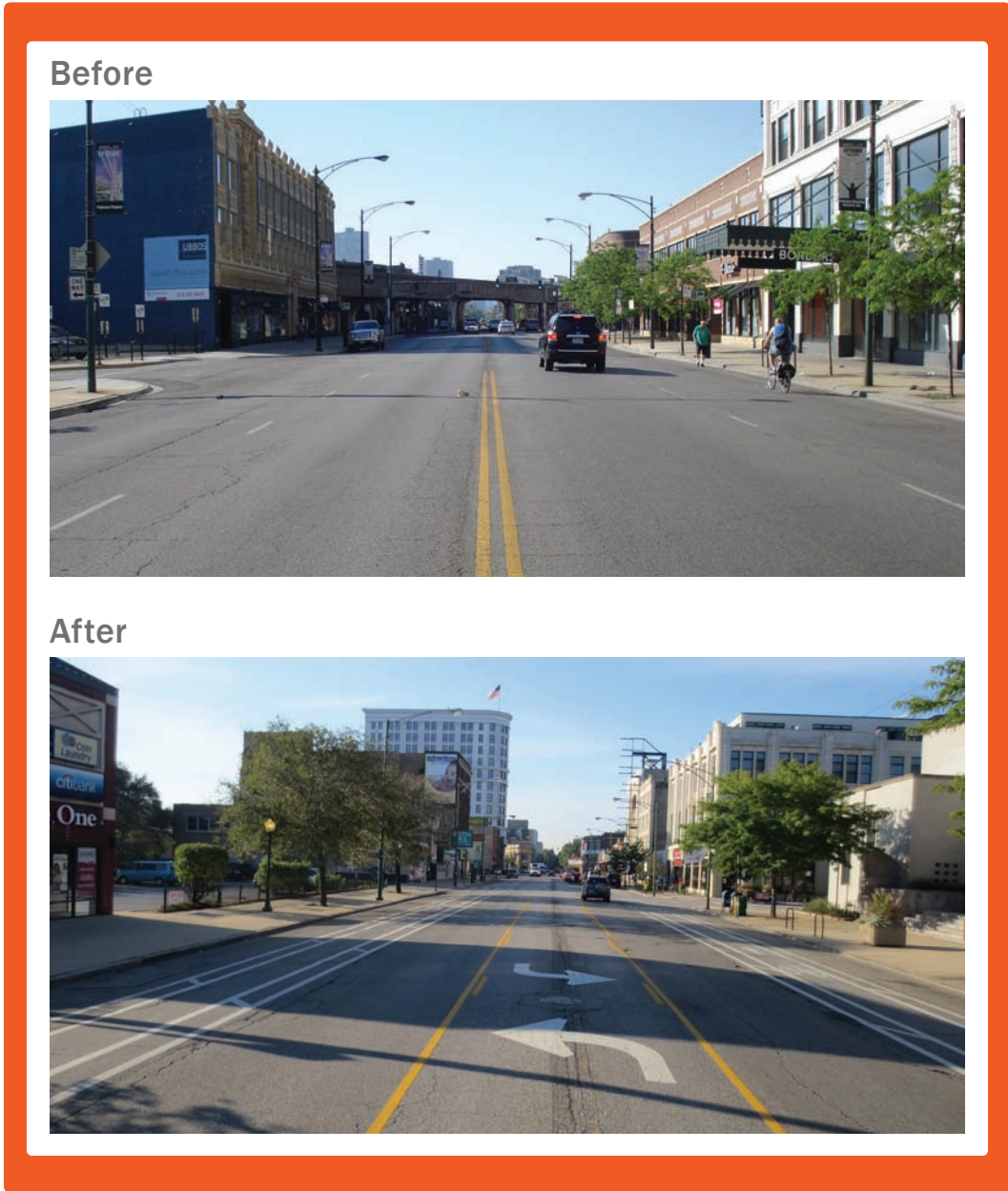


Buffer-protected bike lane on Broadway road diet

Featured Project: Broadway Road Diet

People for Bikes ranked the Broadway project the tenth best protected bike lane project in the United States in 2014. This project reallocated roadway space to provide pedestrian refuges, protected bike lanes, and better left turn accommodations for motorists.

Before-and-after bike counts found significant improvements for bicyclists. There was an overall 14% increase in riders on Broadway, with a 62% increase in female ridership. Accompanying this was a 72% reduction in bicyclists riding on the sidewalk. The increase in female ridership and the significant decrease in sidewalk riding indicate the roadway is much more comfortable to ride on than the previous roadway design.



Community Response

"I am a biker, a driver and an Argyle resident. I admit that I was worried that these lanes would stall traffic, but I haven't noticed ANY impact on the vehicle traffic in the area. I think it's great!"

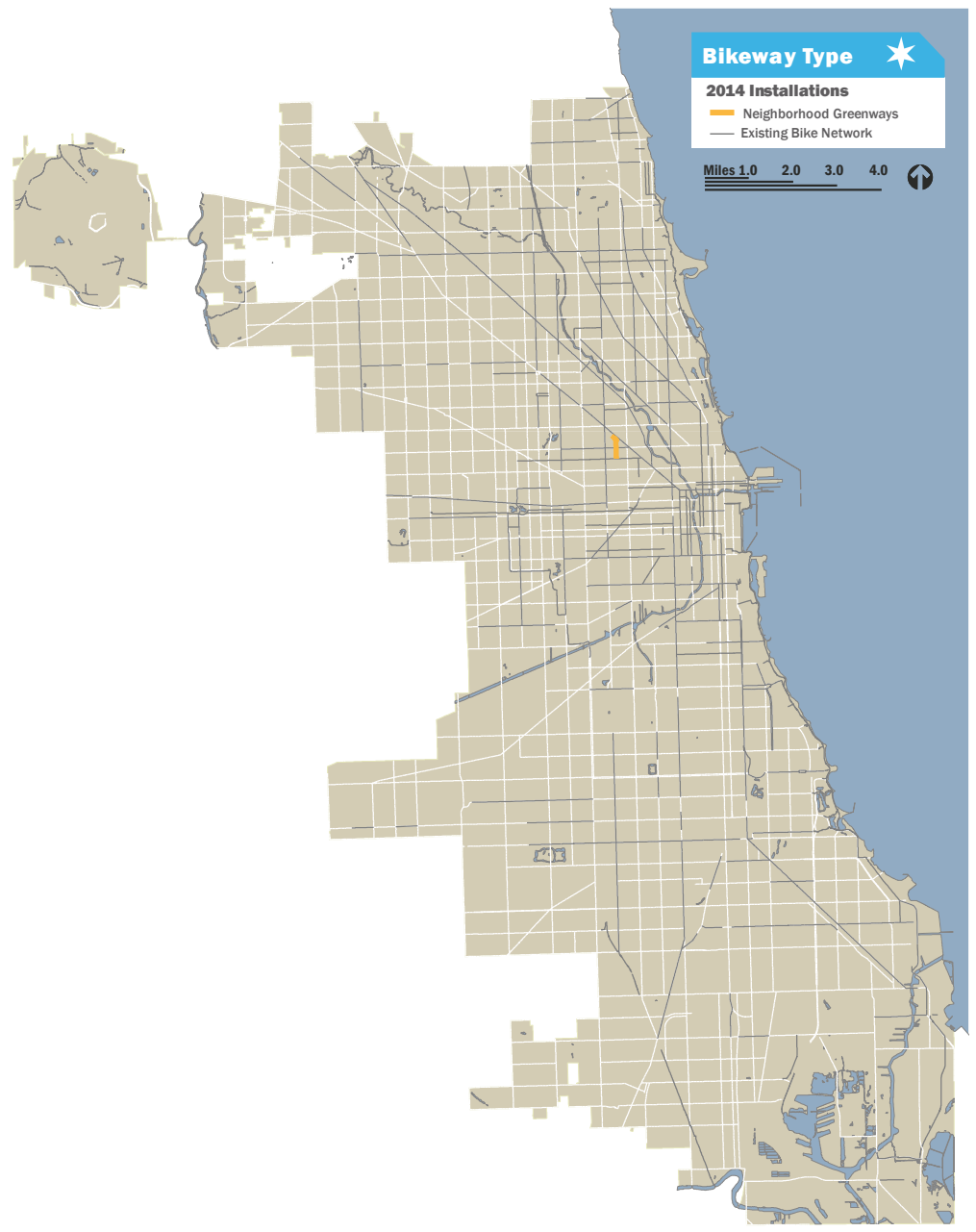
– Ramon Cota, 9/9/2014, Facebook

4 Neighborhood Greenways

Neighborhood greenways are typically installed on residential roadways with low motor vehicle traffic volumes. Neighborhood greenways prioritize bicycle and pedestrian travel by reducing motor vehicle speeds and cut-through traffic. In 2014, CDOT installed Chicago's second neighborhood greenway on Wood Street between Augusta Boulevard and Milwaukee Avenue. This residential street provides a low stress connection to Milwaukee Avenue, Division Street, and Augusta Boulevard. The Wood Street Project includes bike boxes, green pavement markings, and a contraflow bike lane formalizing this popular bike route between West Town and Wicker Park.



Bike box on Wood Street at Division Street



Featured Project: Wood St. Neighborhood Greenway

Features

Wood Street Neighborhood Greenway

- Contraflow bike lane on Wicker Park Avenue
- Bike boxes at major intersections
- Green shared lane markings highlight turns along the greenway
- High visibility crosswalks
- Signage directing bicyclists and alerting motorists
- Connections to several popular bikeways

Wood Street from Augusta Boulevard to Milwaukee Avenue

Before



After



Bike box at Wood Street and Augusta Boulevard

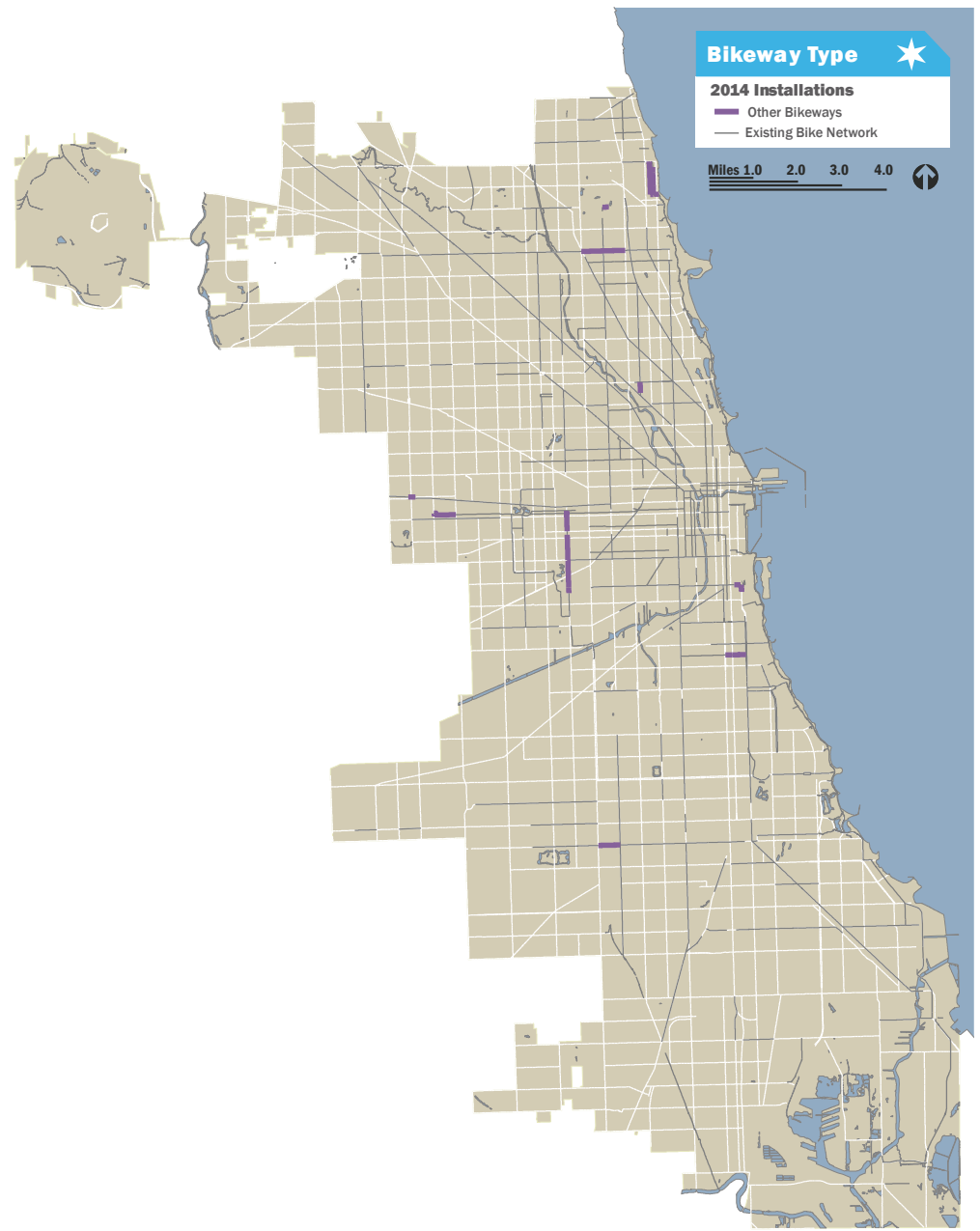
5 Other Bikeways

In 2014, CDOT installed **2.50 miles** of bike lanes and marked shared lanes:

- **18th Street / Calumet Avenue** – From Indiana Avenue to Cullerton Avenue
- **Sacramento Avenue** - From Douglas Boulevard to Roosevelt Road
- **California Avenue** – From Van Buren Street to Washington Boulevard and Roosevelt Road to Congress Parkway
- **Lawrence Avenue** - From Western Avenue to Clark Street



Streetscape project on Lawrence Avenue



Featured Project: 18th Street / Calumet Avenue

The 18th Street and Calumet Avenue project installed a new bicycle curb ramp at the 18th Street access point to the Lakefront Trail and Museum Campus. This ramp provides bicyclists with a direct connection to the Lakefront Trail and the South Loop neighborhood and allows bicyclists to transition between the trail and street without having to dismount their bike or ride on sidewalks. Additionally, green shared lane markings and better signage were installed to encourage bicyclists to use the ramp.

18th Street / Calumet Avenue at Lakefront Trail Access Ramp



Green Shared Lane Marking

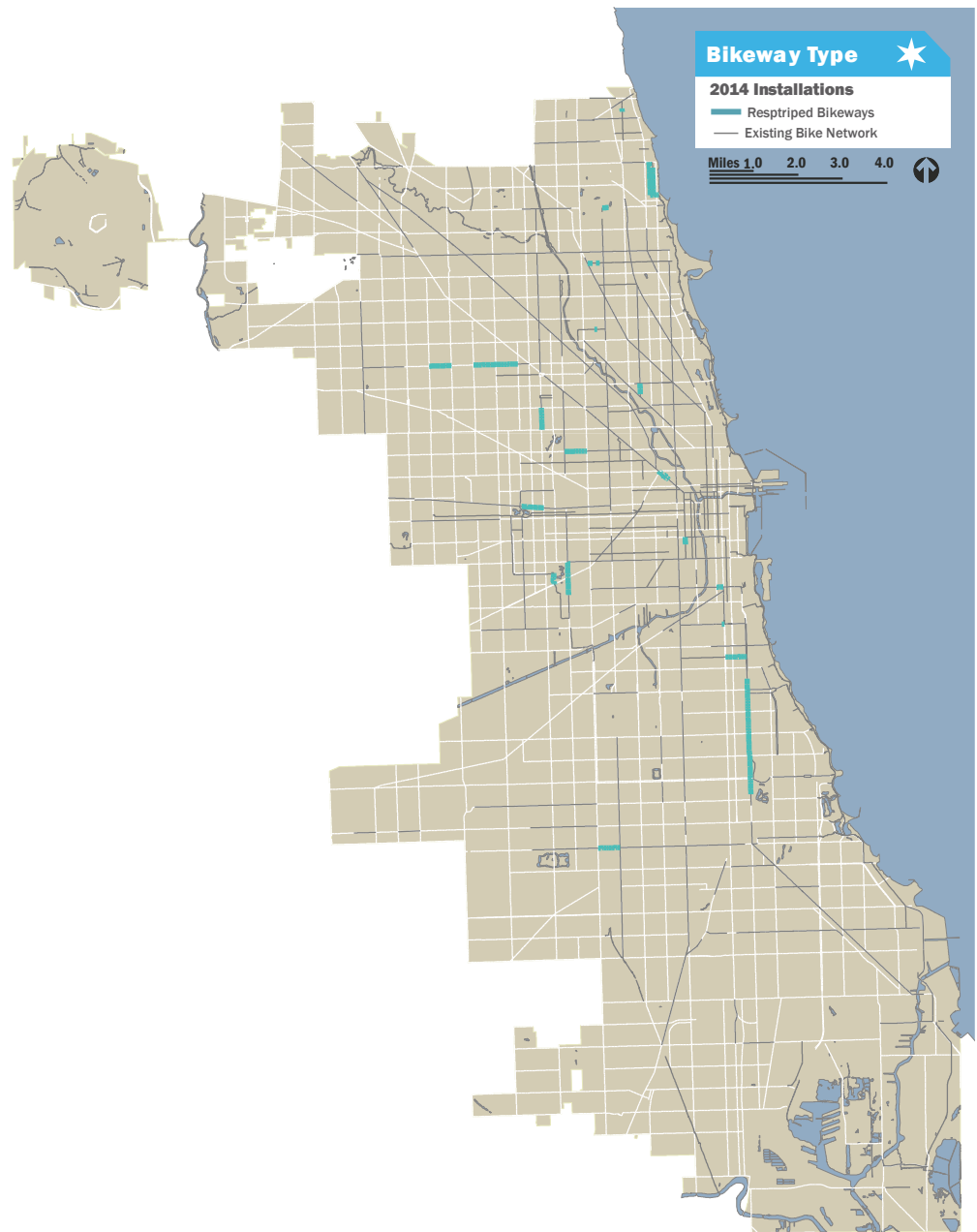


6 Bikeway Restriping

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 aldermen to refresh bikeways in their respective wards. In 2014, CDOT restriped **11.75 miles** of existing bikeways, including 3.85 miles of protected bike lanes, 6.4 miles of bike lanes, and 1.5 miles of marked shared lanes.



New pavement markings on Winthrop Avenue and Ardmore Avenue help to route bicyclists to the Lakefront Trail



7 Bike Parking

In 2014, CDOT installed three bike corrals in partnership with three businesses. Since May of 2011, 17 bike corrals have been installed throughout Chicago, providing space for 196 parked bicycles. Bike corrals represent a cooperative effort between CDOT, aldermen, and the local businesses that provide ongoing maintenance for the corral. Bike corrals are convenient for bicyclists, benefit local businesses, and free up sidewalk space for pedestrians in high-traffic areas. In addition to the three bike corral installations, 482 U-racks and four mini-plaza racks were installed in 2014. Mini-plaza racks provide parking for up to 10 bikes.



On-street bike corral installed in Uptown



U-rack installation at 112 S. Michigan Avenue



Mini-plaza racks installed at Theodore Roosevelt High School

List of All 2014 Projects

BARRIER-PROTECTED BIKE LANES

STREET	FROM	TO	MILES
Broadway	Montrose	Wilson	0.25
Harrison	Desplaines	Wabash	1.00
Lake	Laramie	Central Park	2.00
BARRIER-PROTECTED TOTAL			3.25

BUFFER-PROTECTED BIKE LANES

STREET	FROM	TO	MILES
Halsted	31st	26th	0.50
Halsted	69th	67th	0.25
Augusta	Damen	Noble	0.75
26th	Kostner	Pulaski	0.50
Halsted	59th	Garfield	0.50
Racine	52nd	47th	0.50
Halsted	85th	75th	1.50
Bryn Mawr	Sheridan	LFT	0.25
Oakwood	Lake Park	LFT	0.25
Broadway	Wilson	Foster	0.75
Augusta	Grand	Western	1.00
Central Park	Jackson	Franklin	1.00
Noble	Erie	Augusta	0.50
Randolph	Michigan	Columbus	0.25
75th	Cottage Grove	Stony Island	1.00
Marquette	California	Western	0.50
Augusta	Western	Damen	0.50
Marquette	Cottage Grove	Stony Island	1.00
Damen	87th	63rd	3.00
63rd	Central Park	Western	1.50
Grand	Wells	State	0.25
Kedzie	Milwaukee	Addison	1.25
Washington	Homan	Halsted	3.50
Pershing	King	Oakwood	0.75
Morgan	Harrison	Van Buren	0.25
California Blvd	31st	26th	0.50
Washington	Laramie	Cicero	0.50
Lake	Austin	Laramie	1.00
Armitage	Western	Damen	0.50
Elston	Webster	Damen	0.50

Logan	Western	Diversey	0.25
Hubbard	Ashland	Milwaukee	1.00
Pershing	Western	Ashland	1.00
Augusta	Central Park	Grand	0.50
Fullerton	Racine	Halsted	0.50
Division	Western	Damen	0.50
Halsted	Lake	Lake	0.50
Elston	Cicero	Lynch	1.00
Elston	Kedzie	Kimball	0.25
Elston	Kimball	Cicero	2.25
Lincoln	Armitage	Halsted	0.25
Summit	Vincennes	Halsted	0.25
BUFFER-PROTECTED TOTAL			33.25

NEIGHBORHOOD GREENWAYS

STREET	FROM	TO	MILES
Wood	Augusta	Milwaukee	0.50
NEIGHBORHOOD GREENWAYS TOTAL			0.50

OTHER BIKEWAYS

STREET	FROM	TO	MILES
Sacramento	Douglas	Roosevelt	0.25
Lawrence	Western	Clark	1.00
California	Van Buren	Washington	0.50
California	Roosevelt	Congress	0.50
18th/Calumet	Indiana	Cullerton	0.25
OTHER BIKEWAYS TOTAL			2.50

RESTRIPED BIKEWAYS

Barrier-Protected Bike Lanes

STREET	FROM	TO	MILES
Milwaukee	Erie	Ogden	0.25
Lake	Central Park	Kedzie	0.50
Restriped Barrier-Protected Bike Lanes Total			0.75

Buffer-Protected Bike Lanes

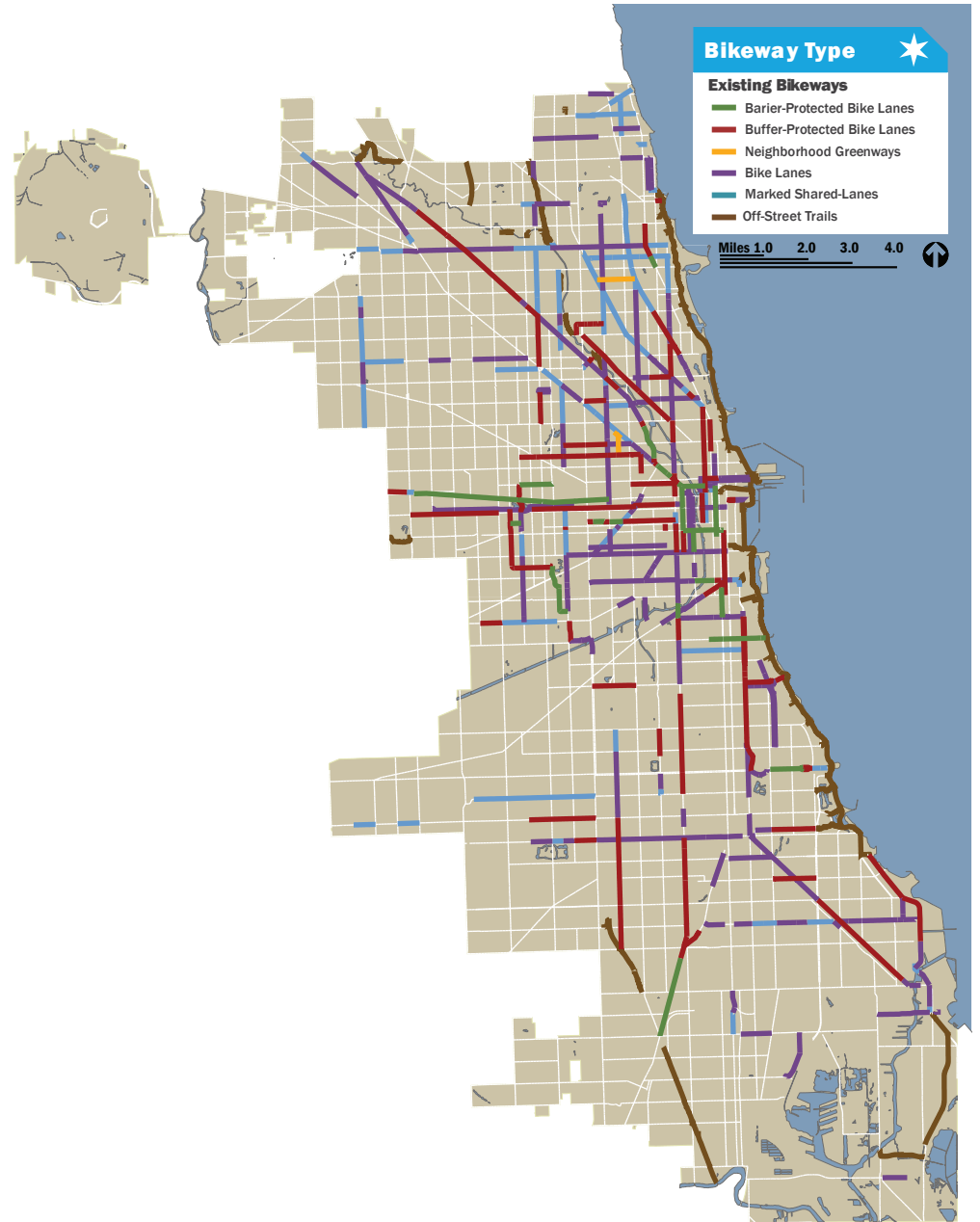
STREET	FROM	TO	MILES
King	38th	37th	0.10
King	51st	38th	1.65

List of All 2014 Projects

Kedzie	North	Armitage	0.50
Desplaines	Harrison	Polk	0.15
18th	Clark	State	0.15
Roscoe	Leavitt	Hamilton	0.05
Division	California	Western	0.50
Restriped Buffer-Protected Bike Lanes Total			3.10

Bike Lanes			
<i>STREET</i>	<i>FROM</i>	<i>TO</i>	<i>MILES</i>
26th	Dearborn	State	0.25
California	19th	Roosevelt	0.75
Winthrop	Ardmore	Sheridan	0.75
Kenmore	Ardmore	Rosemont	0.75
Southport	Webster	Fullerton	0.25
Bryn Mawr	Damen	Wolcott	0.15
Marquette	Western	Damen	0.50
Diversey	Central Park	Pulaski	0.50
Diversey	Laramie	Cicero	0.50
Diversey	Kostner	Pulaski	0.50
Sacramento	Ogden	Douglas	0.25
Lincoln	Fullerton	Diversey	0.75
Washington	Homan	Albany	0.50
Restriped Bike Lanes Total			6.40

Marked Shared Lanes			
<i>STREET</i>	<i>FROM</i>	<i>TO</i>	<i>MILES</i>
Ardmore	Winthrop	Lakefront Trail	0.25
33rd	State	King	0.50
Ashland	Sherwin	Jarvis	0.25
Wilson	Hamilton	Seeley	0.25
Wilson	Lincoln	Leavitt	0.25
Restriped Marked Shared Lanes Total			1.50
RESTRIPIED BIKEWAYS TOTAL			11.75
2014 INSTALLATION TOTAL			51.25



Chicago Bikeways Network



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