



Outline

- Background
- Problem Definition & Context
- Complete Streets
- Legislative Initiatives
- Divvy Bike Share
- Talking About Bike Share

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
- **Non-motorized** mode share: 38%
- **First** in the U.S. for regional auto congestion
- ~**40** pedestrian & ~10 cyclist fatalities/year
- **1/3** of Chicago children are overweight; 17% are clinically obese

Public Safety Problem

LOCAL 7

Woman charged in car crash that kills toddler

Sunday, September 04, 2011



TAGS: local

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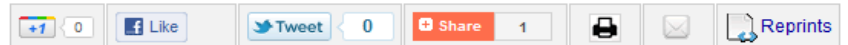
September 4, 2011 (CHICAGO) (WLS) -- Police have charged a driver who ran over a 2-year-old girl and her grandmother.

ADVERT



Bicyclist killed in hit-and-run, driver arrested

SUN-TIMES MEDIA WIRE August 23, 2011 5:10AM



Updated: August 23, 2011 5:12AM

A man riding his bike to meet friends was struck and killed in a hit-and-run accident in the Southwest Side Pilsen neighborhood early Tuesday, police said. Officers caught up with the driver and arrested him.

Share



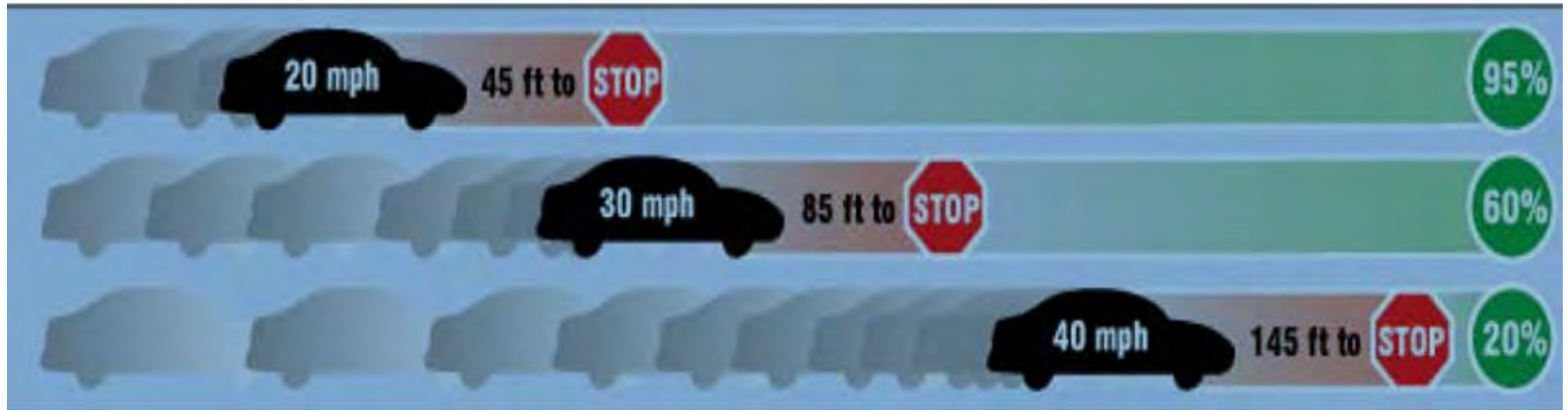
Bicyclist killed by semitrailer while swerving to avoid car door

As Chicago has tried to transform into a bike-friendly city, advocates say more work is needed to keep cyclists safe

Public Safety Problem

- Chicago 163rd out of 200 cities for safety
- Over 130,000 crashes per year involving autos
- Approximately 1,500 crashes involving bicyclists each year
- More than 3,000 crashes involving pedestrians each year
- Speeding is a major concern
- An unsafe city won't attract families, businesses, young talent...

Pedestrian fatalities increase dramatically as vehicle speed increase.



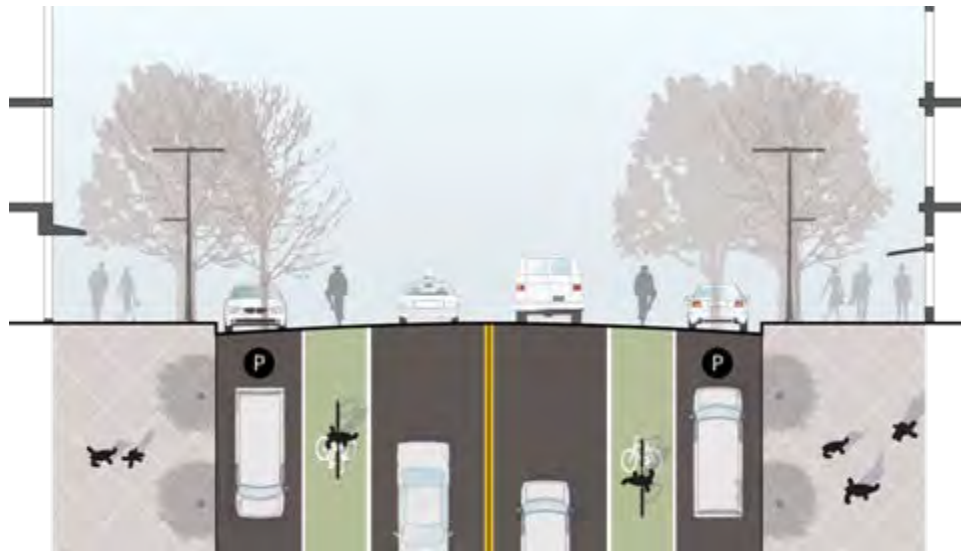
Bicycle Crash Data

- Bike Crashes
 - 2011: 1,424 bike crashes
 - 2012: 1,396 bike crashes
- Dooring Crashes:
 - 2011: 300 dooring crashes
 - 2012: 251 dooring crashes
- In 2012 there were 6 fatal bike crashes; this year only 1 fatal crash to date.



Complete Streets Policy

The **safety** and convenience of **all users** of the transportation system, including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and **balanced** in all types of transportation and development projects and through **all phases** of a project so that **even the most vulnerable** – children, elderly, and persons with disabilities – **can travel safely** within the public right of way.



Complete Streets Policy



“... all users ...
shall be
accommodated
and balanced
...”

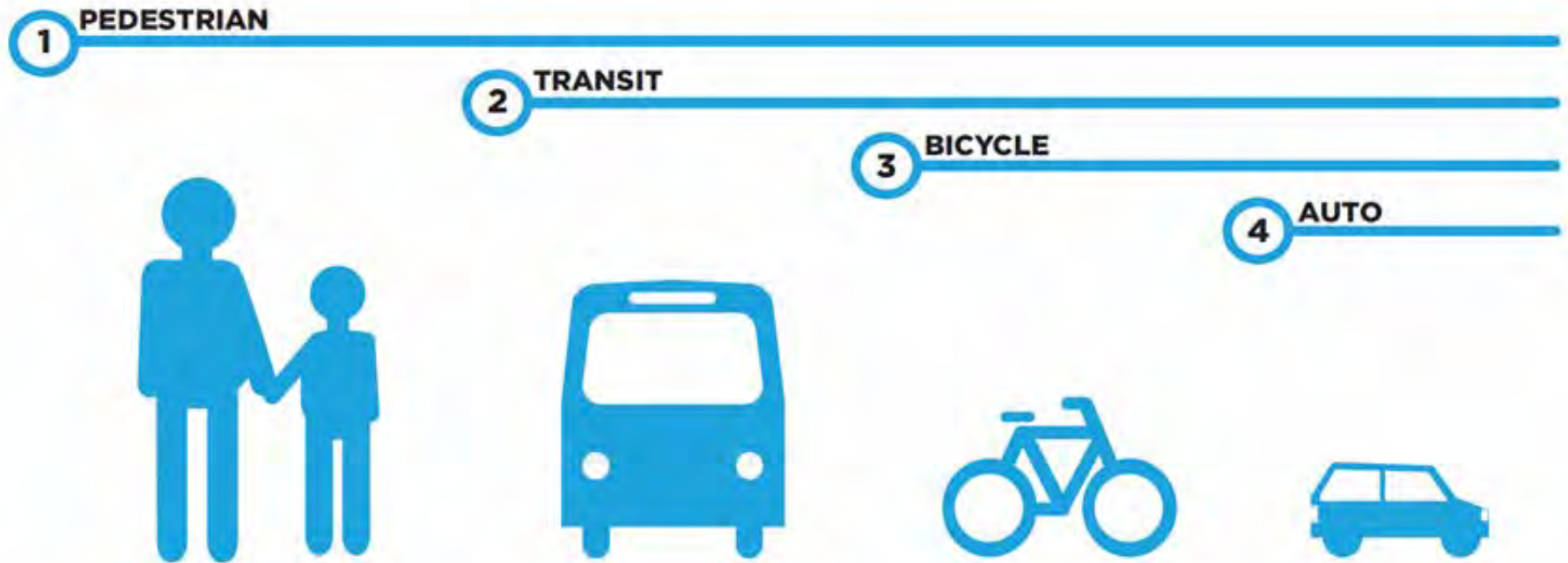
Complete Streets Users



- **Pedestrians** – Countdown Signals, Safety Campaigns
- **Cyclists** – New Bikeways, Bike Sharing
- **Transit** – Rebuild systems, Implement Bus Rapid Transit
- **Motorists** – Traffic Signal Interconnects

Complete Streets Design Guidance

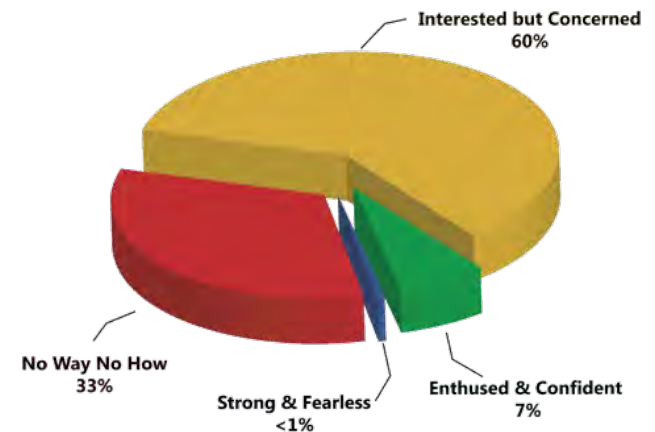
Baseline Mode Hierarchy



Chicago's Bike Renaissance

Mayor Emanuel's Transition Report – May 2011

- Improve street safety by reducing fatalities and crashes
- Build 100 miles of protected bike lanes
- Build bikeways that are comfortable for all ages and abilities
- Introduce a citywide bike share system

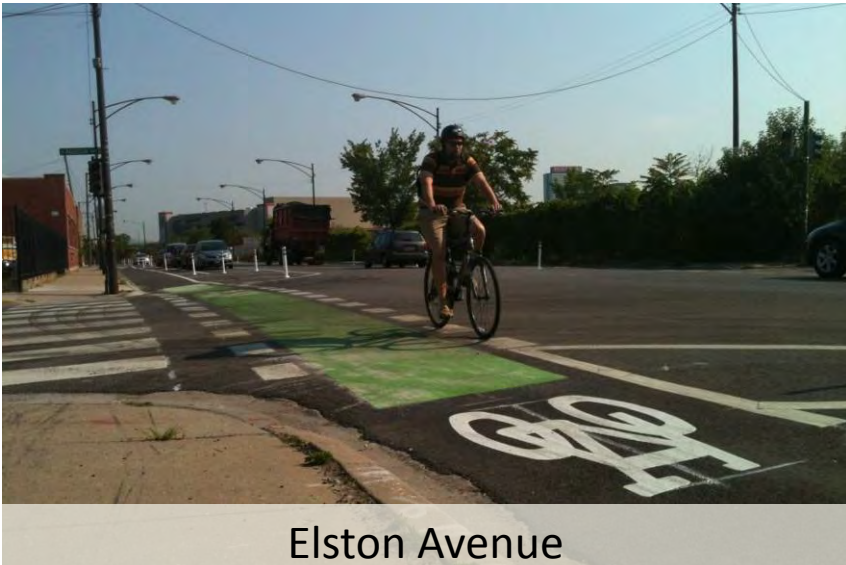


Four Types of Cyclists

Protected Bike Lanes



Protected Bike Lanes



Safety for All Roadway Users

NYC Protected Lanes

- Injury crashes to all street users down 56%

Montreal Protected Lanes

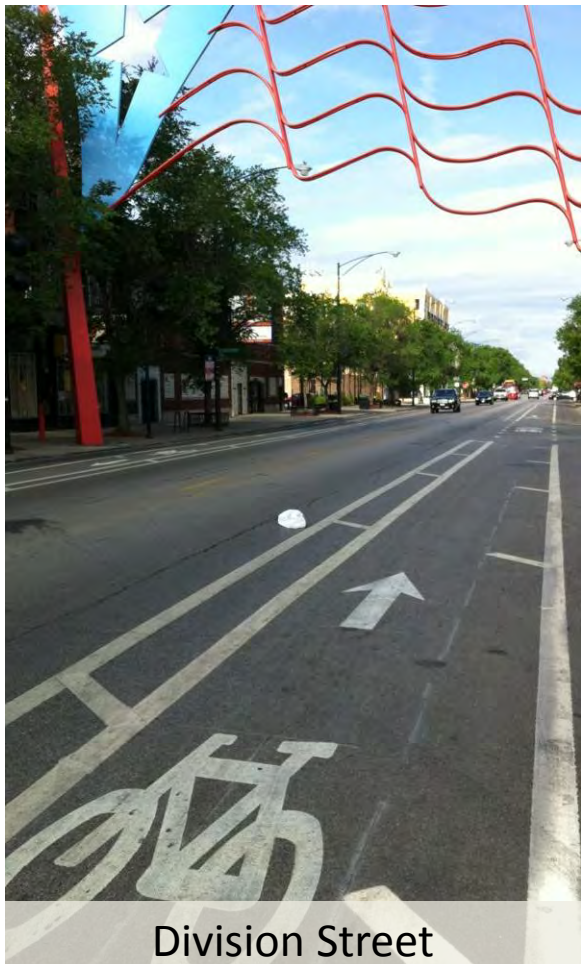
- 28% reduction in injury on streets with cycle tracks vs. those without
- Preferred by women, children and seniors

DC Protected Lanes

- Cyclists believe cycle tracks are safer (96%), easier (98%), more convenient (98%) and would go out of their way to ride them (93%)



Buffered Bike Lanes



Division Street



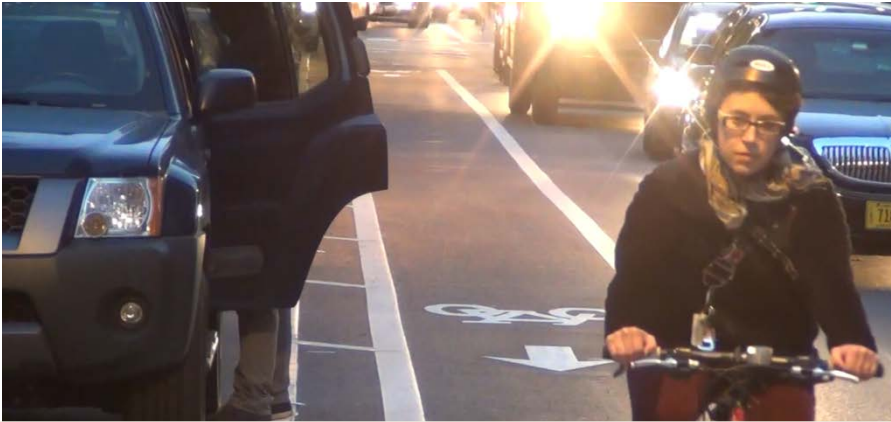
Halsted Street



Elston Avenue

Buffered Bike Lanes

- Encourages proper lateral positioning
 - Motorists park closer to curb
 - Bicyclists ride outside door zone (85% - early findings)
 - Greater distance between moving motorists and cyclists
- Better sightlines on roadways with numerous driveways and alleys



Clark Street, Chicago



Halsted Street, Chicago

Neighborhood Greenways

- Low volume residential street that encourages bicycling and pedestrian activity
- Conducive to bicyclists and pedestrians of all ages and abilities
- Accomplished using traffic calming, pavement markings, signage and intersection crossings treatments
- Minimize cut through motor vehicle traffic, but does not prohibit it



Berkeley, CA

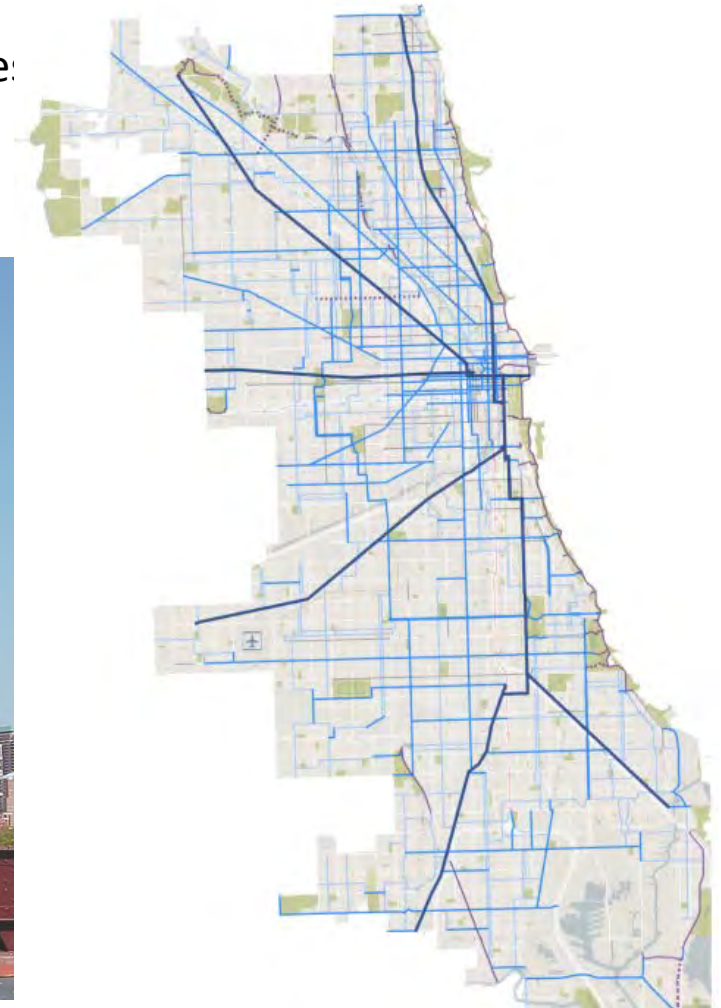


Portland, OR

Streets for Cycling Plan 2020

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

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



Dearborn Street Complete Street



Dearborn Street - Before



Dearborn Street - After

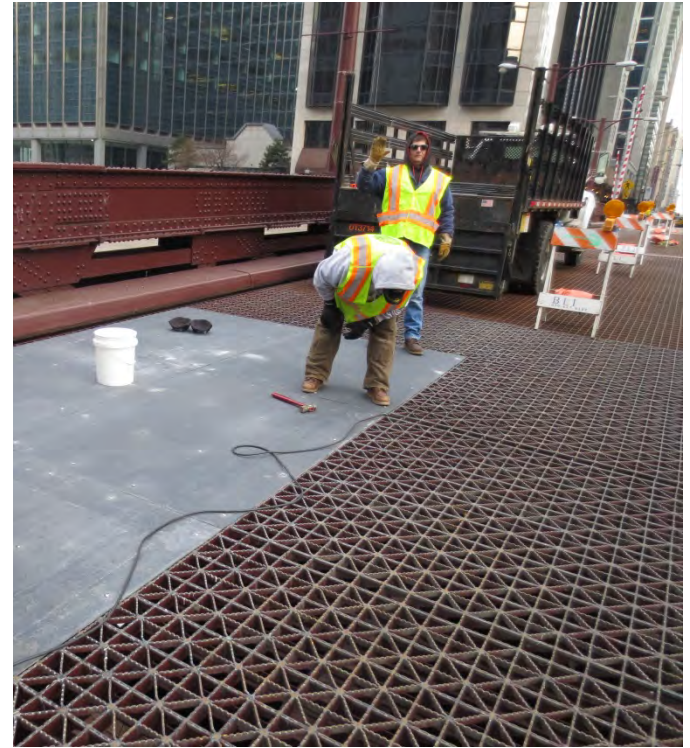
Dearborn Street Complete Street

- Bike lane adjacent to turn lane (no mixing)
- Designed to eliminate conflicts
- Supplementary signage



Dearborn Street Complete Street

- Special features to alert pedestrians
- Bicycle-friendly bridge treatments
- Permanent installation this spring



Moving Forward – Proving the Benefits



- Safety and use data
- Business impacts
- Partnerships and collaboration with others



Bike & Pedestrian Safety Ordinance Amendments

- Brings the Municipal Code of Chicago into compliance with Illinois State Statutes
- Raises fines for cyclists that break traffic laws
- Doubles the fines for dooring when motorists open their doors in front of oncoming cyclists

Bike & Pedestrian Safety Ordinance Amendments

- Installing LOOK! bike and ped safety stickers in all cabs with BACP



Rules of the Road

- 12 years or older must ride on the street
- Always ride with traffic
- Obey all traffic signals
- Stop for pedestrians in crosswalks
- Helmet use strongly recommended





DI VY
DIVIDE & SHARE

Bike Share Comes to Chicago

CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION



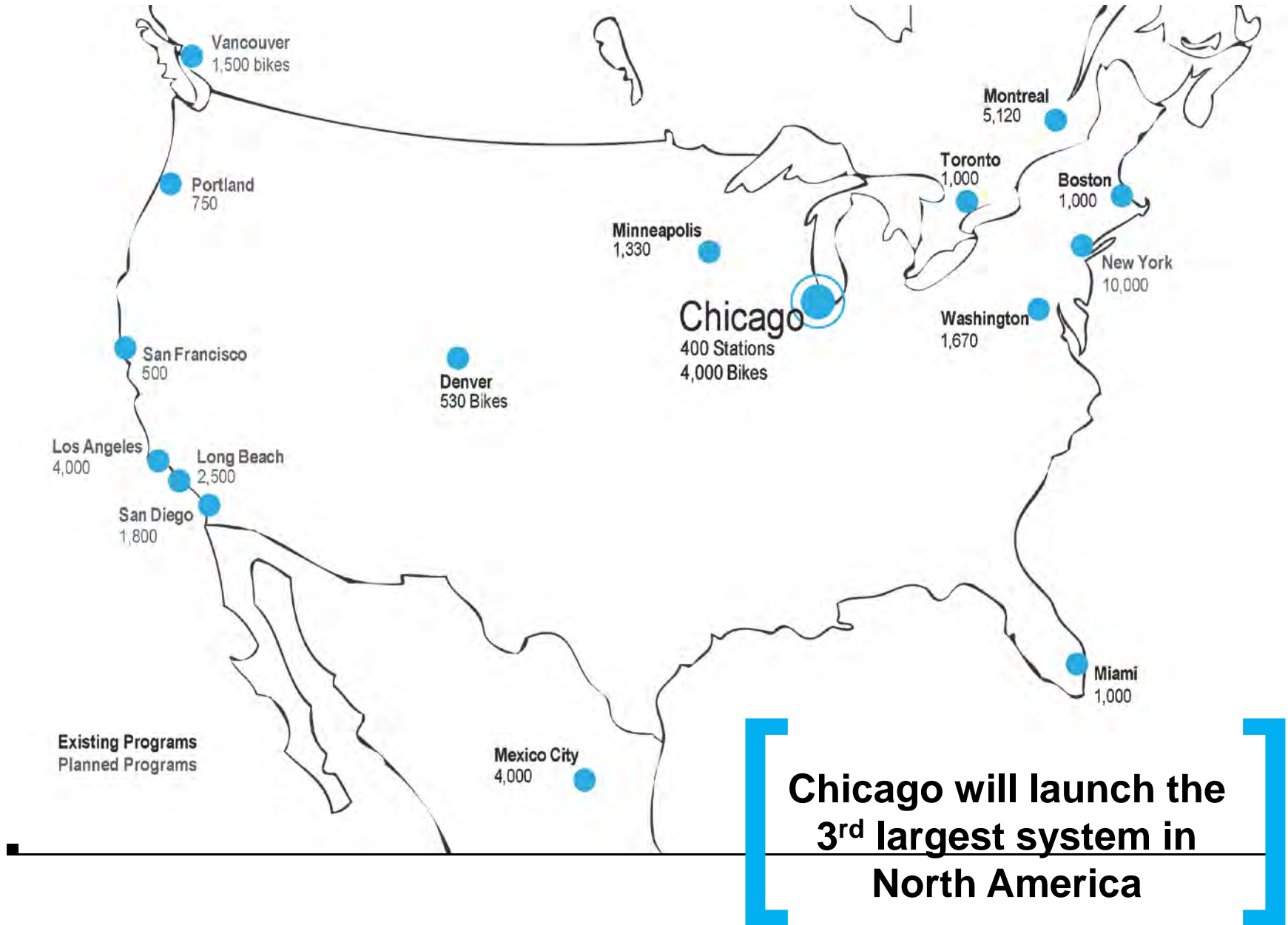
MAYOR EMANUEL'S VISION

“Create a world class bike network and increase cycling”

REALIZING THE VISION

- » Establish 100 miles of protected bike lanes by 2015
- » Create bikeways for all ages and abilities
- » **Launch a “robust” public bike share program**

BIKE SHARE IN NORTH AMERICA





DI  **Y**
DIVIDE & SHARE

What is Bike Share?

BIKE SHARE IS...

- » **A new transit system** for Chicago
- » Ideal for short trips and commutes
- » Allows you to pick up a bike at any station and return it to any other
- » Available 24/7 year-round



CONVENIENT

Stations will be placed where people

WORK and **LIVE**



COMFORTABLE



Front and rear fenders to protect clothing

Basket holds up to 20lbs; straps to hold loose items

Step through design and chain guard allows riders to wear suits or skirts



AFFORDABLE

- » **\$75 Annual Membership**
- » **\$7 Daily Pass**
- » First 30 minutes of each ride are free



SUSTAINABLE



- » **Eco-friendly** transportation option
- » **Sponsorships and advertising** ensure the system is self-sustaining and pays for its operation and expansion

FOR CHICAGO

- » Will create up to **150** jobs
- » City-owned system
- » Operated by Alta Bicycle Share
- » Secure (minimal theft)
- » Performance driven



DI  **Y**
DIVIDE & SHARE

How Does It Work?

HOW IT WORKS



1.

BUY

Purchase access to the system for 24-hours or one year.



2.

TAKE

Unlock an available bike using your unlocking code or member key.



3.

RIDE

Run an errand, grab a bite, commute to work or school. Don't forget your helmet and watch your ride time!



4.

RETURN

Lock the bike back at any station. Wait for the green light to confirm the bike is secure.



5.

REPEAT

Take as many trips as you want during your access period. Take any Divvy bike, any time!

KEYS TO YOUR NEW RIDE




DIVVY Member Keys







DIVVY

\$7 24-HOUR BIKE PASS

INCLUDES unlimited station-to-station trips up to 30 minutes in duration for 24 hours. Trips longer than 30 minutes incur overtime fees:
30:01-60:00 MINUTES: \$2.00
60:01-90:00 MINUTES: \$6.00
Each additional 30 minutes: \$8
Trips longer than 360 minutes: \$102

 <p>Unlock a bike from any DIVVY station.</p>	 <p>Unlimited trips up to 30 minutes in duration.</p>	 <p>Return bike to an open dock at any station.</p>
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16+
RIDERS MUST BE AT LEAST 16 YEARS OLD. Minors must be accompanied by parent or legal guardian.

    APP

A MAXIMUM OF 4 PASSES may be rented per card.

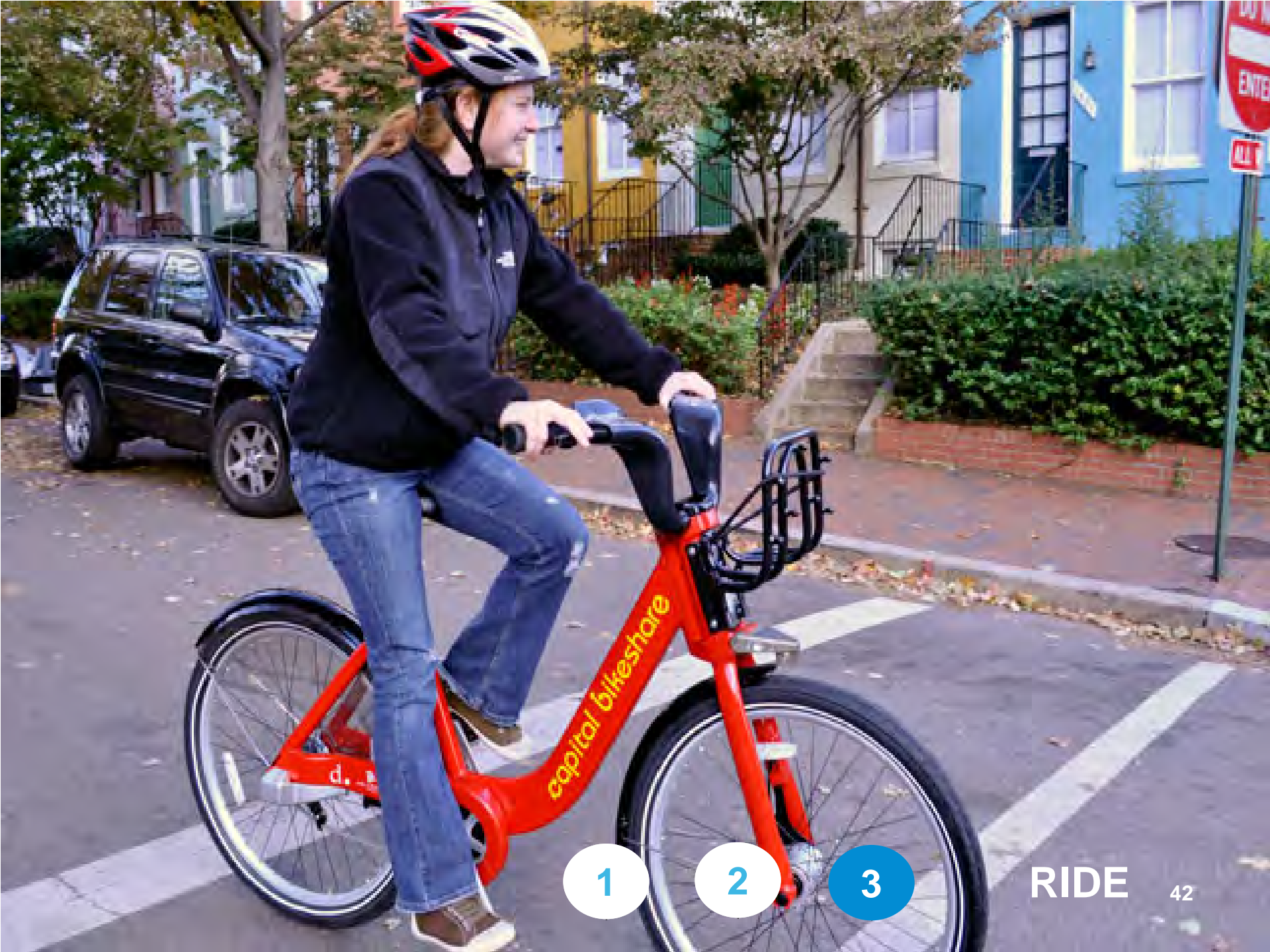
DOWNLOAD THE FREE DIVVY APP on your phone for system information.

IS THIS STATION FULL OF BIKES? Request a 15 minute time credit to your trip using the touch screen below.

1 BUY A MEMBERSHIP AND GET A KEY TO USE AT ANY KIOSK



2 PICK A BIKE 41



1

2

3

RIDE



1

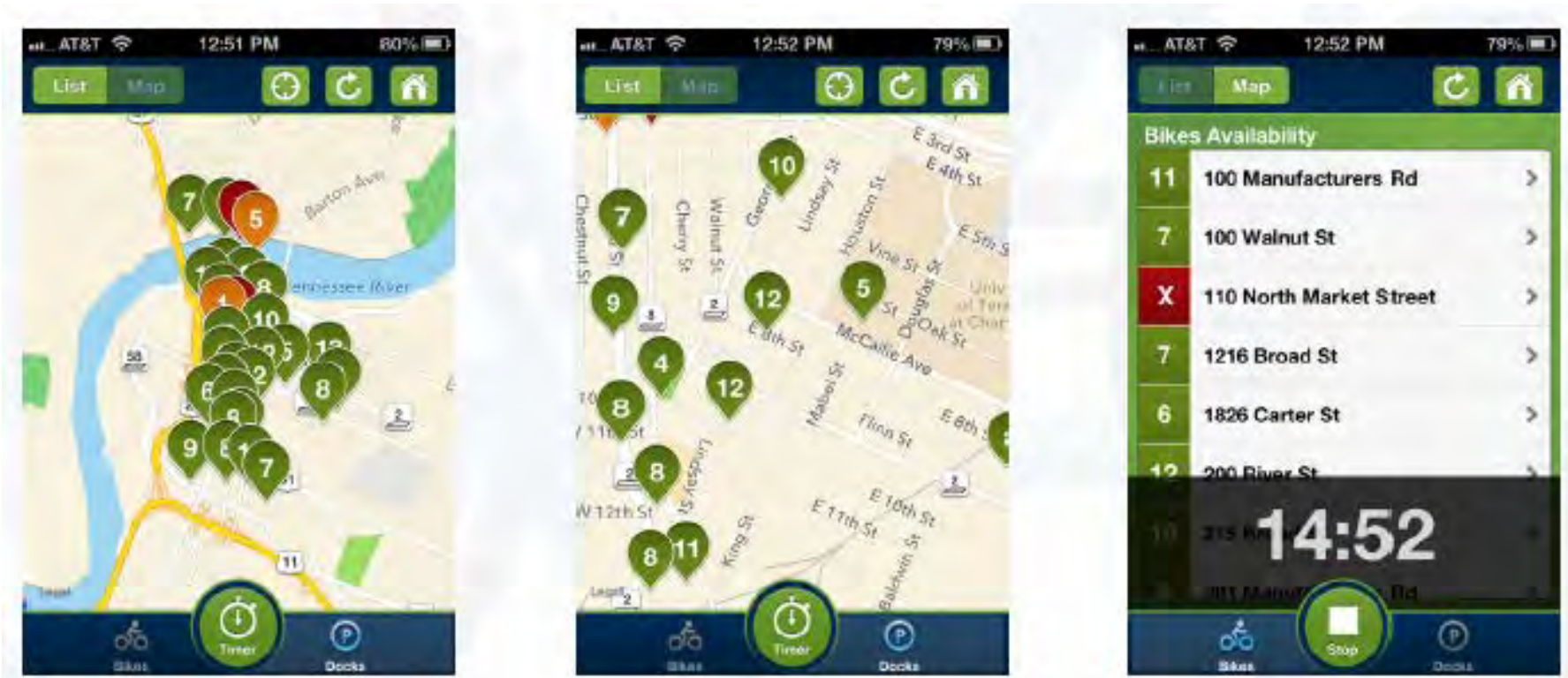
2

3

4

RETURN

FINDING A STATION

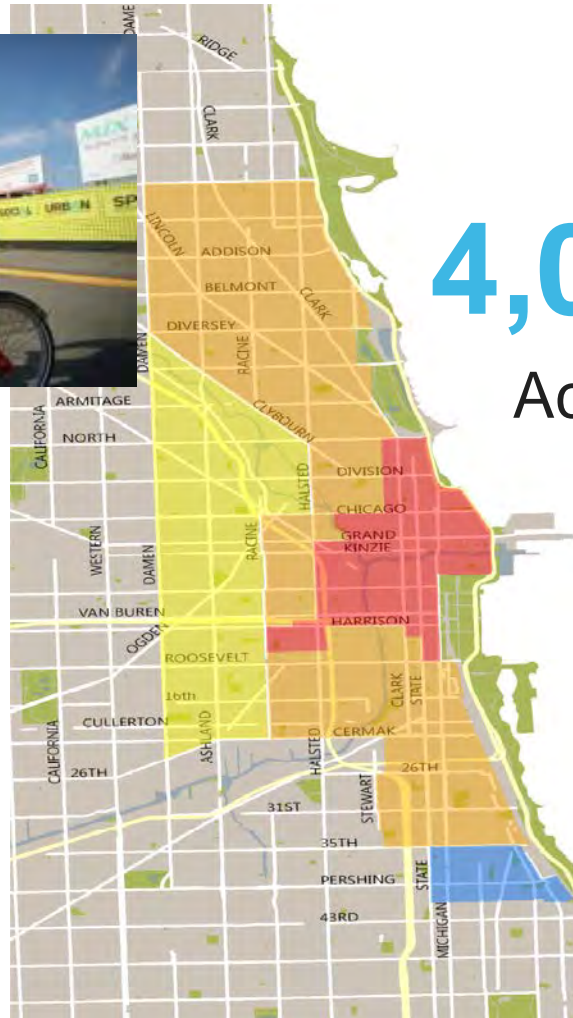




DI  **Y**
DIVIDE & SHARE

Making It Happen

BIKE SHARING IN CHICAGO



Downtown Station Density
(20 Stations per Square Mile)

High Station Density
(15 Stations per Square Mile)

Medium Station Density
(10 Stations per Square Mile)

Low Station Density
(5 Stations per Square Mile)


4,000 bikes @ **400** stations

Across 14 wards bordered by:



- **Devon** on the NORTH
- **California** on the WEST
- **63rd Street** on the SOUTH

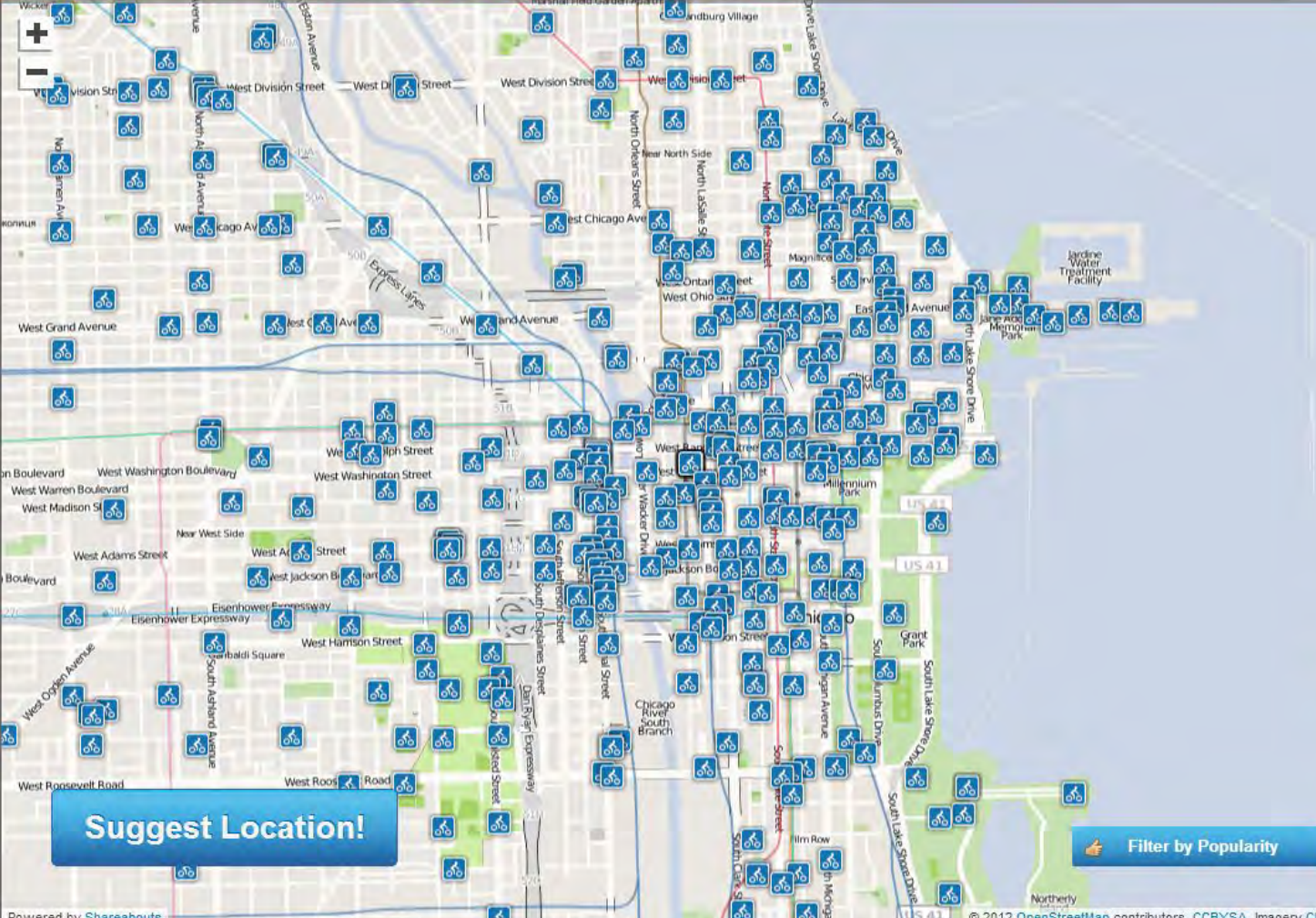
ENGAGING CHICAGO RESIDENTS

Chicagoans Can Request Stations Online




[About](#) [Timeline](#) [FAQ](#) [Keep in touch](#)

SIGN UP WITH  










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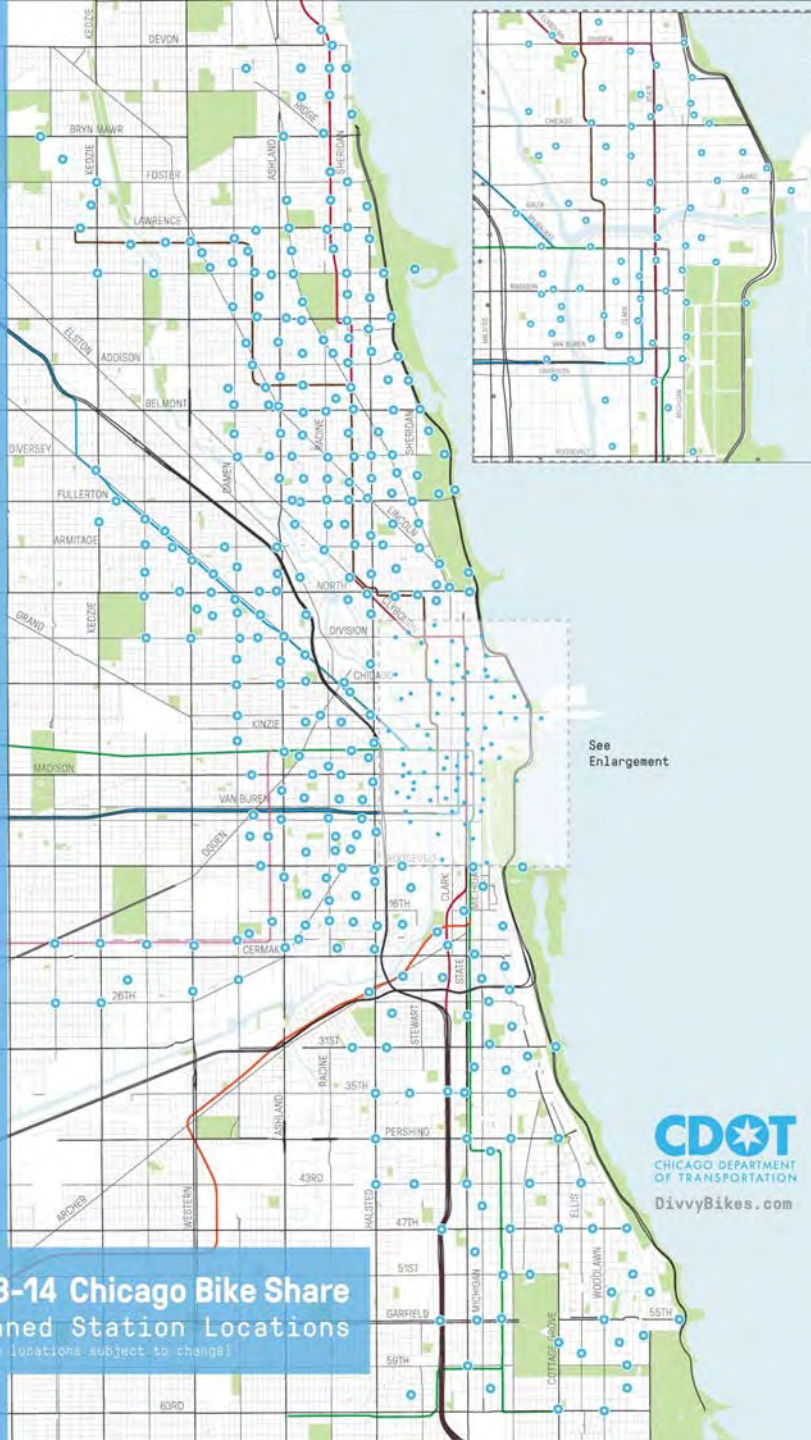
Help plan Chicago's Bike Share program!

Use the map to suggest locations for bike share stations. Explore and share suggestions, add your comments, and show support.



-  Chris suggested a station in South Lawndale.
-  Chris suggested a station in Lower West Side.
-  Chris suggested a station in New City.
-  Chris suggested a station in Mckinley Park.
-  Chris suggested a station in Mckinley Park.
-  Chris suggested a station in South Lawndale.

DIVVY



See Enlargement

CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION
DivvyBikes.com

CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION

**2013-14 Chicago Bike Share
Planned Station Locations**
(station locations subject to change)

STATIONS ARE EASY TO INSTALL

- » **FAST**
 - » Install under an hour
- » **GREEN**
 - » Solar-powered and wireless
- » **EASILY-MOVED**
 - » Portable



BIKE STATION SITING

- » Convenient to users
- » On sidewalks wherever possible
- » Distance between stations
- » Technical considerations
- » Residents' suggestions



CTA Stations



Wide Sidewalks

Parking



Bike Share Facts

- Bike share exists in cities all over the world including New York, London, DC and Boston
- Helmets aren't mandatory, but are strongly encouraged
- CDOT is working on bike and pedestrian safety awareness campaigns to complement Divvy
- Divvy launched with 75 stations grow to 300 stations in 2013 and 400 stations in 2014

Bike Share Facts

In DC:

- **More than half (56%) of recent bike share trips were for non-work purposes.** About 22% of respondents used bike share most recently for a social/entertainment trip and 13% made an errand/personal appointment trip.
- **On average, Capital Bikeshare members save \$819 per year on personal travel costs.** This translates into more disposable income for neighborhood shopping and to more opportunities to use local businesses.
- **Capital Bikeshare access makes establishments more attractive to bike share members.** More than eight in ten respondents said they were either much more likely (31%) or somewhat more likely (52%) to patronize an establishment that was accessible by Capital Bikeshare.

Bike Share Facts

- In Minneapolis, over 33% of Nice Ride members indicate that they travel to grocery stores, restaurants, cafes, and bars using the bike sharing system.
- In a bike-friendly neighborhood in NYC, shoppers arriving by bike reportedly spend more than 7X what shoppers arriving by car spend.



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[**DivvyBikes.com**](http://DivvyBikes.com)

[**Facebook.com/DivvyBikes**](https://Facebook.com/DivvyBikes)

[**Twitter.com/DivvyBikes**](https://Twitter.com/DivvyBikes)

[**DivvyBikes.Tumblr.Com**](https://DivvyBikes.Tumblr.Com)

