

CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: MILWAUKEE AVENUE FROM WESTERN AVENUE TO CALIFORNIA AVENUE

STUDY CORRIDOR:

Milwaukee Avenue from Western Avenue to California Avenue in Logan Square

CONTROL CORRIDOR:

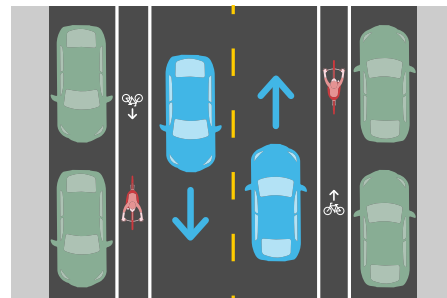
Armitage Avenue from Western Avenue to California Avenue in Logan Square

Protected bike lanes were installed on Milwaukee Avenue, between Western Avenue and California Avenue, in 2020. Prior to 2020, Milwaukee Avenue had traditional bike lanes. When the protected bike lanes were installed, parking was consolidated to one side of the street. Parking currently alternates from one side of the street to the other along the corridor. The control corridor did not have bike lanes during the analysis period (2018-2023).

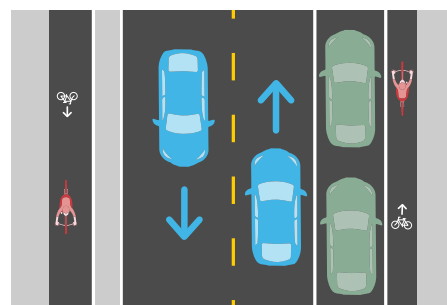


Photo: Milwaukee Avenue bike lanes encourage people to incorporate cycling into their daily trips.

MILWAUKEE AVENUE CROSS SECTIONS:



BEFORE: BIKE LANE



AFTER: PROTECTED BIKE LANE

FINDINGS

AFTER THE BIKE LANE INSTALLATION ON MILWAUKEE AVENUE:

Milwaukee Avenue has continued to attract business. Sales tax revenue and private sector employment have increased.

This coincides with an increase in Divvy trips on the corridor, and a decrease in crash costs suggesting that the corridor is becoming more multimodal and safer.

Almost all residents and visitors (97%) who responded to the public survey are supportive of bike lanes, even if it means consolidating parking.

Over half (66%) of corridor visitors reported that they walk or bike to Milwaukee Avenue more frequently since the COVID-19 pandemic.

Business owners and developers believe that parking and access to the curb space is important for business.

In general, developers and brokers say that bike lanes can be a positive attribute to a property, but parking consolidation can change how a space is marketed.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: MILWAUKEE AVENUE FROM WESTERN AVENUE TO CALIFORNIA AVENUE

A summary of the data analysis, surveys, focus groups and interviews are included below. Where a dataset is noted as *Outperformed*, the study corridor outperformed the control corridor. Where a dataset is noted as *Improved*, it has improved since the bike lane installation, but not to the same degree as the control corridor.

Data Says...

Sales Tax Revenue



Improved

After the protected bike lane installation, sales tax revenue **increased 66%** along the Milwaukee Avenue corridor, while the control corridor (Armitage Avenue) saw an 111% increase.

Sales recovered steadily through 2023 on both corridors and have generally recovered to pre-COVID-19 pandemic levels. While sales tax revenue on Milwaukee Avenue is positive, the corridor has recovered from the COVID-19 pandemic slower compared to the Armitage Avenue control corridor.

Private Sector Employment



Outperformed

After the protected bike lane installation, employment along the Milwaukee Avenue corridor **increased 37%**, and increased 9% along the control corridor (Armitage Avenue).

Commercial Property Vacancy



Outperformed

After the protected bike lane installation, commercial vacancies along the **Milwaukee Avenue corridor increased 17%, and increased 19% along the control corridor** (Armitage Avenue).

Because vacancies increased in both study and control corridors, it is unlikely that protected bike lanes are alone responsible for the trends. This trend may be partially explained as a lagging effect of the COVID-19 pandemic. Census tracts making up the Logan Square Community Area overall experienced a 10.5% commercial address vacancy increase during this time.



Commercial Property Values



Outperformed

After the protected bike lane installation, commercial property values along the Milwaukee Avenue corridor **increased 49%**, and increased 43% along the control corridor (Armitage Avenue).

It is not possible to determine whether protected bike lanes had a significant positive or negative impact on assessed property values. This increase of property values after reassessment is consistent with the City as a whole.

Crash Costs



Improved

After the protected bike lane installation, crash costs along the Milwaukee Avenue corridor **decreased 44%**, and decreased 59% along the control corridor (Armitage Avenue).

As the number of crashes and crash severity decrease, crash costs also decrease. Therefore, a reduction in crash costs signify an increase in safety.

Divvy Trip Starts



Improved

After the protected bike lane installation, Divvy trip starts on the Milwaukee Avenue corridor **increased 28-66%** and increased 115% along the control corridor (Armitage Avenue).



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: MILWAUKEE AVENUE FROM WESTERN AVENUE TO CALIFORNIA AVENUE

Residents and Visitors say...

97% of public survey respondents would support safer bike lane designs, even if it means consolidation of parking and 92% of respondents are supportive or very supportive of bike lanes and pedestrian-friendly designs in general.

The **most important roadway features, ranked by respondents, are protected or dedicated bike lanes**, ample sidewalks, bus stops and bike racks. Parking was least important.

55% of public survey respondents walk, bike, or roll to and through the study corridor at least once a week, 32% do so about once a month.

Since the onset of the COVID-19 pandemic in early 2020, **66% of respondents bike or roll to Milwaukee Avenue more frequently**, while only 1% drive more frequently.

Business Owners say...

Business owners who responded to the business owner survey and participated in a focus group expressed their top corridor concern is the street configuration. The current parking configuration changes block-to-block and causes confusion for bicyclists and drivers.

Loading zones are important to businesses along Milwaukee Avenue.

Food and drinking establishments and other retail shops have adopted delivery and pick-up services. Business owners reported that drivers often double park and drive into the bike lanes if it is not convenient or possible to park on a side street, or if there is no alley.

The study corridor is a pedestrian-heavy area, with some customers traveling to Milwaukee Avenue by bike. **Business owners added that they support bike lanes in general and confirmed that some employees will choose to bike to work.**



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: MILWAUKEE AVENUE FROM WESTERN AVENUE TO CALIFORNIA AVENUE

Real Estate Experts and Developers say...

In general, bike lanes are not viewed negatively by developers or brokers.

However, where parking is removed (as could occur due to the installation of bike lanes), the marketability of a commercial space could be more challenging.

Brokers and developers noted that loading for delivery trucks and quick drop-offs and pick-ups for rideshares are issues on Milwaukee Avenue.

Potential retail tenants want parking. Without parking, rents need to be slightly lower to compensate.

If bike lanes or Divvy stations reduce storefront visibility, this would also be viewed negatively.

Bike lanes are not a significant factor for residential developers when looking for sites. Bike lanes can be positive when they are part of a transit-oriented area. More apartment buildings include bike parking, often because of requirements agreed upon with financial partners. **The bike lanes make it safer for residents who bike, which is viewed positively.**

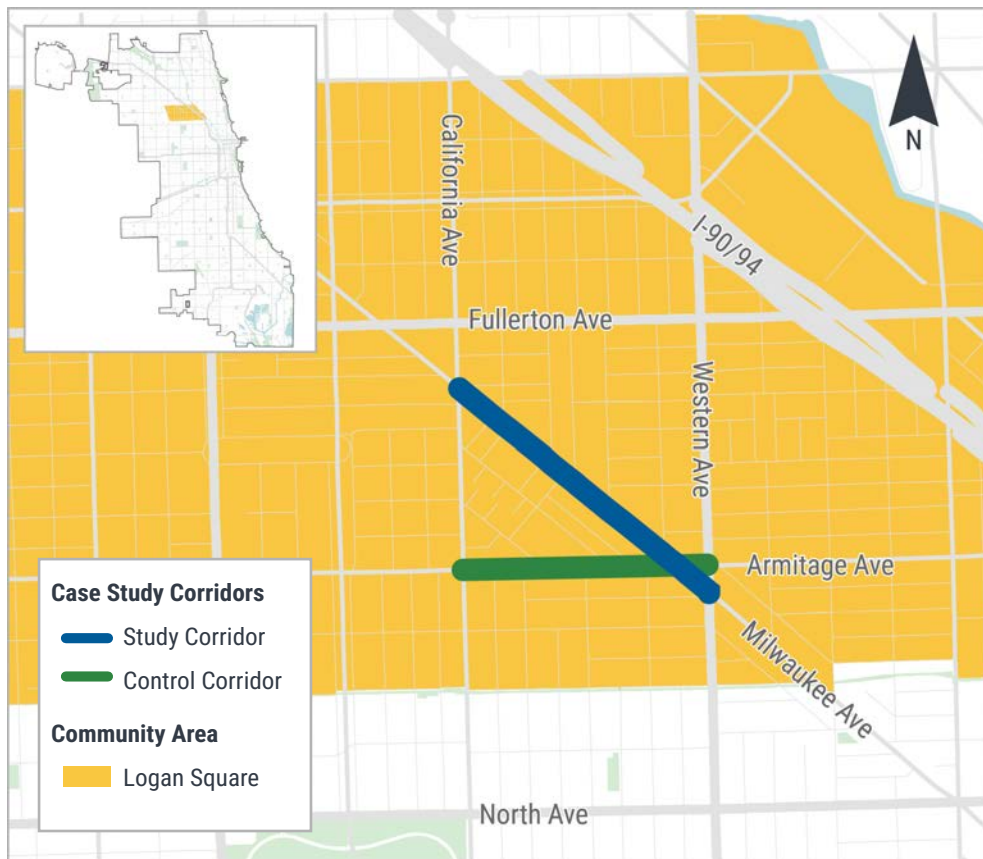


Photo: Bike parking supports local businesses.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: MILWAUKEE AVENUE FROM WESTERN AVENUE TO CALIFORNIA AVENUE



This study demonstrates whether economic indicators remained unchanged or trended positively or negatively following a bike lane installation. Due to data limitations and other external factors, it is difficult to distinguish causation and correlation between bike lanes and economic activity.

This study aims to understand the economic impacts to businesses along corridors where the Chicago Department of Transportation (CDOT) installed bike lanes.

CDOT identified six study corridors throughout the City, including Milwaukee Avenue from Western Avenue to California Avenue. Milwaukee Avenue was compared to a control corridor with similar characteristics where bike lanes have not been installed. Impacts were assessed using data, surveys and interviews. CDOT received 502 public survey responses, 38 business owner survey responses and interviews, and conducted 6 interviews with real estate experts and developers.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLARK STREET, LAWRENCE AVENUE TO EDGEWATER AVENUE

STUDY CORRIDOR:

Clark Street from Lawrence Avenue to Edgewater Avenue in Edgewater and Uptown

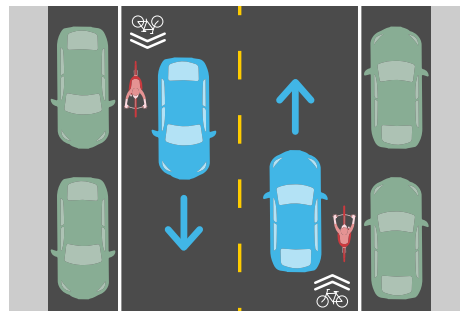
CONTROL CORRIDOR:

Broadway from Foster Avenue to Granville Avenue in Edgewater

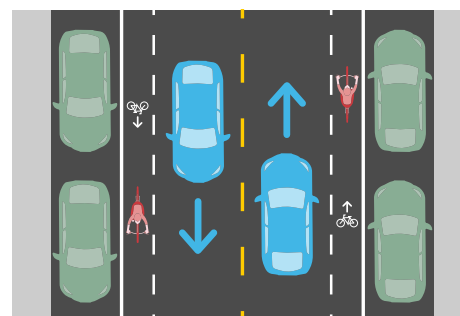
Bike lanes were installed on Clark Street, between Lawrence Avenue and Edgewater Avenue, in 2019. Prior to 2019, Clark Street had marked shared lanes, where people biking shared the same travel lane as motorists. The bike lanes are striped, and therefore, no parking was consolidated as part of their installation.



CLARK STREET CROSS SECTIONS:



BEFORE: MARKED SHARED LANE



AFTER: BIKE LANE

Photo: Clark Street bike lanes encourage people to incorporate cycling into their daily trips.

FINDINGS

AFTER THE BIKE LANE INSTALLATION ON CLARK STREET:

More people are biking on the corridor. Divvy trips almost doubled.

Crash costs decreased, suggesting that people are traveling safer.

Clark Street has continued to attract business. Commercial property vacancy decreased, employment increased, and overall sales tax revenue has rebounded to pre-COVID 19 levels.

Most residents and visitors (83%) who responded to the public survey are supportive of bike lanes, even if parking is consolidated.

Business owners and developers believe that parking and access to the curb space is important for business.

In 2025, protected bike lanes were installed on Clark Street between Lawrence Avenue and Winnemac Avenue, including parking consolidation.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLARK STREET, LAWRENCE AVENUE TO EDGEWATER AVENUE

A summary of the data analysis, surveys, focus groups and interviews are included below. Where a dataset is noted as *Outperformed*, the study corridor outperformed the control corridor. Where a dataset is noted as *Improved*, it has improved since the bike lane installation, but not to the same degree as the control corridor.

Data Says...

Divvy Trip Starts



Outperformed

After bike lane installation, Divvy trip starts on the Clark Street corridor **increased 86%** and 72% along the control corridor (Broadway).

Sales Tax Revenue



Outperformed

After bike lane installation, sales tax revenue **did not change** along the Clark Street corridor, while the control corridor (Broadway) saw a 10% decrease. Sales tax revenue fell by 50% during the COVID-19 pandemic but has since recovered to pre-pandemic sales tax revenue. To the extent bike lanes make the district easier and more enjoyable to visit, they may have helped Clark Street businesses quickly attract customers as life regained normalcy post the COVID-19 pandemic.

Private Sector Employment



Improved

After bike lane installation, employment along the Clark Street corridor **increased 14%** and increased 15% along the control corridor (Broadway).

Commercial Property Vacancy



Outperformed

After bike lane installation, commercial vacancies along the Clark Street corridor **decreased 18%** and decreased 14% along the control corridor (Broadway).

It is not possible to determine whether bike lanes are a significant factor in commercial vacancy rates, but to the extent that bike lanes make Clark Street livelier and safer for people walking and biking, the corridor may also be more attractive to some businesses.

Commercial Property Values



Outperformed

After bike lane installation, commercial property values along the Clark Street corridor **increased 18%** and increased 13% along the control corridor (Broadway).

It is not possible to determine whether marked bike lanes had a significant positive or negative impact on assessed property values on the Clark Street or Broadway corridors within this study. Even so, property values on both corridors remain above pre-2020 levels.

Crash Costs



Outperformed

After bike lane installation, crash costs along the Clark Street corridor **decreased 26%** and increased 26% along the control corridor (Broadway).

As the number of crashes and crash severity decrease, crash costs also decrease. Therefore, a reduction in crash costs signify an increase in safety.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLARK STREET, LAWRENCE AVENUE TO EDGEWATER AVENUE

Residents and Visitors say...

83% of public survey respondents are supportive of bike and pedestrian improvements, even if parking were to be reduced in the future.

53% of public survey respondents **bike or roll to Clark Street more frequently** since the onset of COVID-19 pandemic, while only 17% reported they drive more frequently.

63% of public survey respondents feel that the bike lanes in the study corridor are not safe. 45% say it is because the **bike lanes do not have enough protection from vehicular traffic**.

Business Owners say...

47% of business owners who responded to the business owner survey support bike lanes, though this support decreases to 37% if parking were to be reduced.

Business owners' top concerns expressed at the focus group :

More education is needed for drivers and bicyclists on rules to avoid conflicts. Clark Street attracts locals but is also a destination for tourists who do not always know how to navigate around the bike lanes.

Loading and deliveries are challenging, but these conditions were existent before the bike lane installations, as many businesses do not have alley access.

Parking has always been an issue on Clark Street. Around half of the business owners who attended the focus group hear parking complaints from their customers. Almost all agreed that more bike racks along Clark Street are needed as well.

Real Estate Experts and Developers say...

Parking is important for businesses along Clark Street. However, not all businesses require parking. For example, it is likely less critical for coffee shops and bakeries but more important for grocery and liquor stores and others where customers are making bulky purchases.

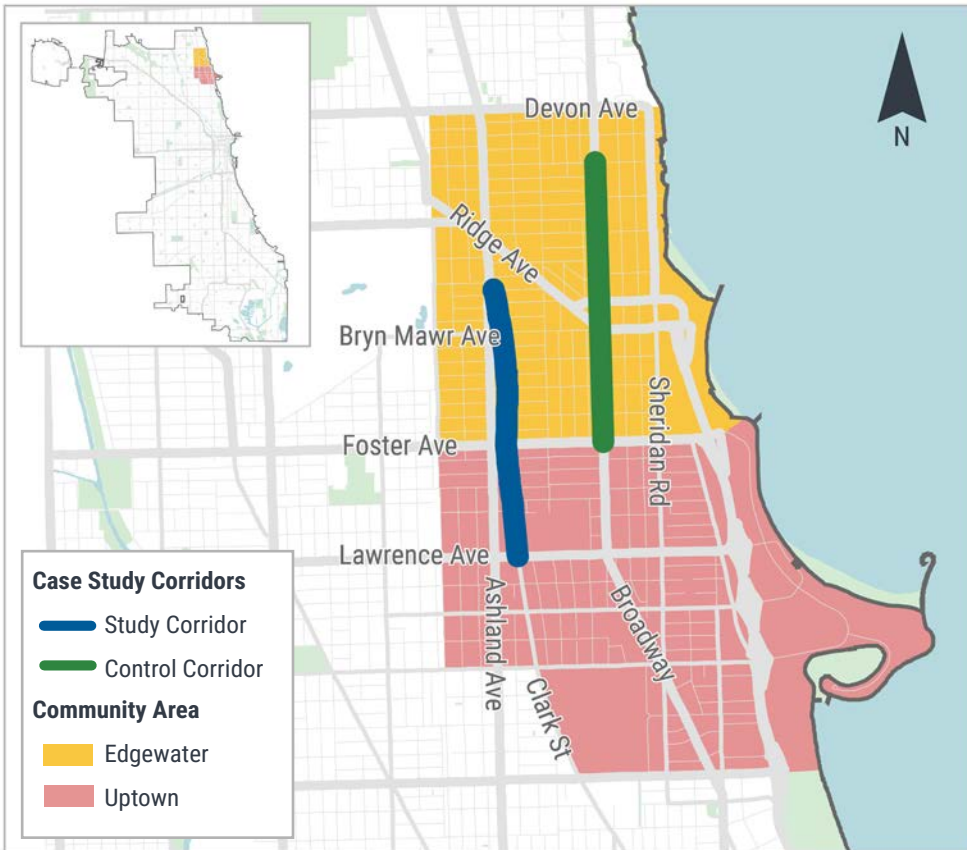
The bike lanes have not had a notable impact on commercial leasing. However, they are not viewed as an amenity by potential commercial tenants.

Retail rents are high along the study corridor (Clark Street), particularly at major corners, and are higher than the control corridor (Broadway).



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLARK STREET, LAWRENCE AVENUE TO EDGEWATER AVENUE



This study aims to understand the economic impacts to businesses along corridors where the Chicago Department of Transportation (CDOT) installed bike lanes.

CDOT identified six study corridors throughout the City, including Clark Street from Lawrence Avenue to Edgewater Avenue. Clark Street was compared to a control corridor with similar characteristics where bike lanes have not been installed. Impacts were assessed using data, surveys, and interviews. CDOT received 2,015 public survey responses, 73 business owner survey responses and interviews, and conducted 5 interviews with real estate experts and developers.

This study demonstrates whether economic indicators remained unchanged or trended positively or negatively following a bike lane installation. Due to data limitations and other external factors, it is difficult to distinguish causation and correlation between bike lanes and economic activity.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLYBOURN AVENUE, FROM DIVISION STREET TO HALSTED STREET

STUDY CORRIDOR:

Clybourn Avenue, from Division Street to Halsted Street in Near North Side

CONTROL CORRIDOR:

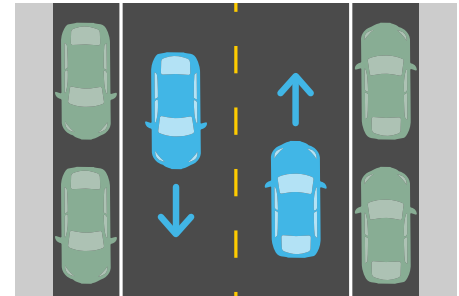
North Avenue, Orchard Street to LaSalle Drive in Lincoln Park and Near North Side

A combination of protected and buffered bike lanes were installed along Clybourn Avenue from Division Street to Halsted Street in 2015. Parking was consolidated to one side of the street to accommodate this change. Prior to 2015, Clybourn Avenue did not have any bike lanes.

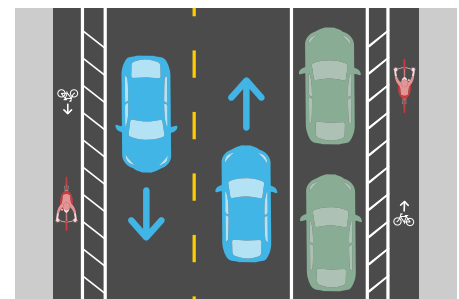
There are no bike lanes along North Avenue, between Orchard Street and LaSalle Drive. On-street parking along North Avenue is permitted in two sections along the corridor: Sedgewick Street to Cleveland Avenue and LaSalle Drive to North Park Avenue.



CLYBOURN AVENUE CROSS SECTIONS:



BEFORE: NO BIKE LANE



AFTER: BUFFERED/PROTECTED BIKE LANE

Photo: Clybourn Avenue bike lanes encourage people to incorporate cycling into their daily trips.

FINDINGS

AFTER THE BIKE LANE INSTALLATION ON CLYBOURN AVENUE:

Crash costs dropped by more than half (56%), suggesting that people are traveling safer.

More people are biking on the corridor. Divvy trips have increased by 26%.

Most residents (80%) and visitors (93%) who responded to the public survey are supportive of bike lanes, and half of corridor visitors say they walk or bike to Clybourn Avenue shops at least once a week.

Most residents and visitors (74%) who responded to the public survey say they would support bike lanes even if it means parking consolidation.

More than two-thirds (67%) of business owners who responded to the survey say that parking in front of their business is not important or significant.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLYBOURN AVENUE, FROM DIVISION STREET TO HALSTED STREET

A summary of the data analysis, surveys, focus groups and interviews are included below. Where a dataset is noted as *Outperformed*, the study corridor outperformed the control corridor. Where a dataset is noted as *Improved*, it has improved since the bike lane installation, but not to the same degree as the control corridor.

Data Says...

Commercial Property Values



Improved

After the protected bike lane installation, commercial property values along the Clybourn Avenue corridor **increased 21%**, and increased 38% along the control corridor (North Avenue).

Crash Costs



Outperformed

After the protected bike lane installation, crash costs along the Clybourn Avenue corridor **decreased 56%**, and increased 98% along the control corridor (North Avenue).

The study corridor has less vehicle lanes, more pedestrian infrastructure, and a lower speed limit. Therefore, it is not possible to determine whether the protected bike lane installation by itself impacted safety along the study corridor, but it likely contributed.

Divy Trip Starts



Outperformed

After the protected bike lane installation, Divvy trip starts on the Clybourn Avenue corridor **increased 26%** and increased 4% along the control corridor (North Avenue).

Sales Tax Revenue



After the protected bike lane installation, sales tax revenue decreased 28% along the Clybourn Avenue corridor, while the control corridor (North Avenue) saw a 10% decrease.

It seems unlikely that the protected bike lanes on Clybourn Avenue contributed to the sales tax revenue decline evident in the data. The largest retailers on this corridor are in New City, which have dedicated parking. Additionally, sales tax revenue on North Avenue also declined.

Private Sector Employment



After the protected bike lane installation, employment along the Clybourn Avenue corridor decreased 21%, and decreased 16% along the control corridor (North Avenue).

Both the study and control corridors follow the same trend as the ZIP code overall, suggesting the protected bike lanes did not have an impact on private sector employment along the study corridor.

Commercial Property Vacancy



After the protected bike lane installation, commercial vacancies along the Clybourn Avenue corridor increased 25%, and increased 26% along the control corridor (North Avenue).



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLYBOURN AVENUE, FROM DIVISION STREET TO HALSTED STREET

Residents and Visitors say...

80% of residents and 93% of visitors who responded to the public survey say they **are supportive or very supportive of bike lanes and pedestrian-friendly designs** in their community.

74% of residents and 94% of visitors who responded to the public survey **support bike lanes even if it means parking consolidation.**

Among residents who responded to the public survey, **50% who walk, bike, or roll** to Clybourn Avenue to shop, dine, etc. **visit at least once per week**, as do 56% of those who drive to the corridor.

The most important roadway features, ranked by residents and visitors who responded to the public survey, are protected bike lanes and ample sidewalks, followed by dedicated bike lanes. Parking is a low priority for residents and visitors, presumably because most shopping centers in the area have their own off-street parking.

Business Owners say...

Some business owners do not believe many customers arrive by bike, and that most bicyclists traveling through the corridor do not stop.

The business owners who responded to the business owner survey generally support bike lanes and other bike and pedestrian-friendly designs, even if it means consolidating parking.

However, some retailers that do not have parking lots or parking behind their businesses were unhappy with the bike lane installation and consolidation of parking.

Notably, **of business owners who responded to the survey, 67% say parking in front of their business is not important or significant for business.** Perhaps this is because a large share of customers and employees walk, bike, or use public transit to reach businesses on Clybourn Avenue.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLYBOURN AVENUE, FROM DIVISION STREET TO HALSTED STREET

Real Estate Experts and Developers say...

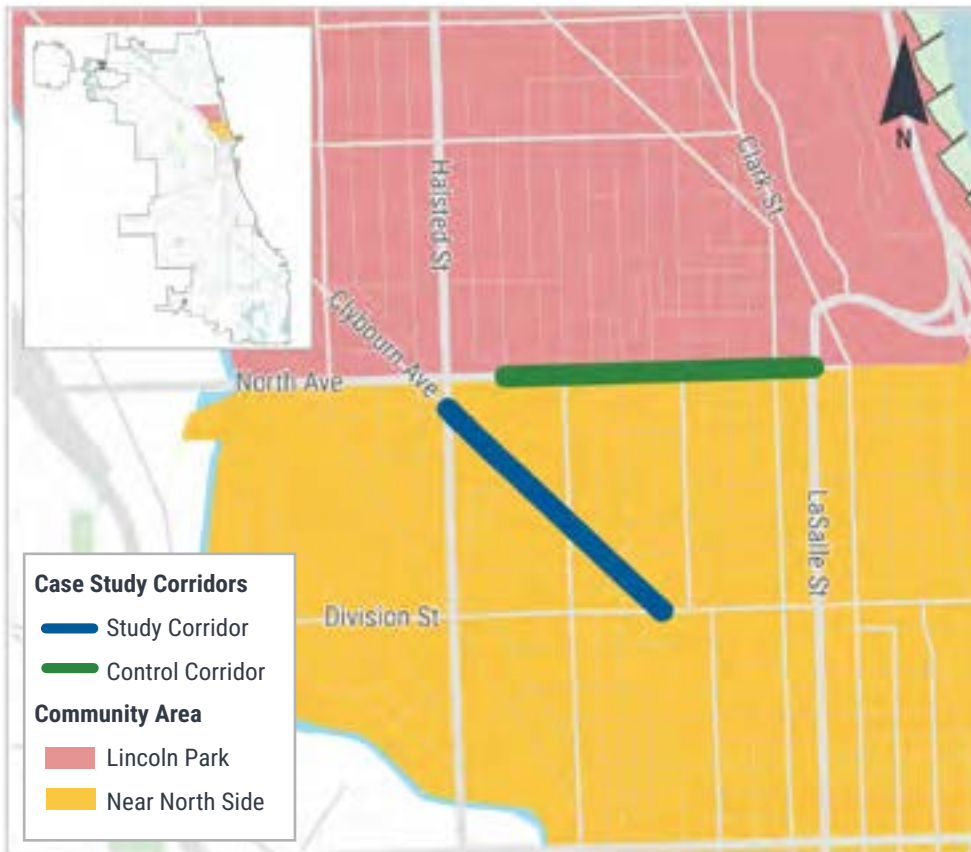
Protected bike lanes can be considered an amenity. Protected bike lanes provide a buffer between pedestrians and the parking lane and/or travel lane. Additionally, connectivity to bike trails can also be considered an amenity.

One broker noted that the removal of parking is a key issue for commercial development and is generally viewed negatively for a site. Despite this, the **broker added that the presence of protected bike lanes did not appear to affect their clients' decisions.**



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: CLYBOURN AVENUE, FROM DIVISION STREET TO HALSTED STREET



This study aims to understand the economic impacts to businesses along corridors where the Chicago Department of Transportation (CDOT) installed bike lanes.

CDOT identified six study corridors throughout the City, including Clybourn Avenue, from Division Street to Halsted Street. Clybourn Avenue was compared to a control corridor with similar characteristics where bike lanes have not been installed. Impacts were assessed using data, surveys and interviews. CDOT received 179 public survey responses, 21 business owner survey responses and interviews, and conducted 3 interviews with real estate experts and developers.

This study demonstrates whether economic indicators remained unchanged or trended positively or negatively following a bike lane installation. Due to data limitations and other external factors, it is difficult to distinguish causation and correlation between bike lanes and economic activity.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: NORTH AVENUE, CENTRAL PARK AVENUE TO CALIFORNIA AVENUE

STUDY CORRIDOR:

North Avenue, Central Park Avenue to California Avenue
in Humboldt Park and West Town

CONTROL CORRIDOR:

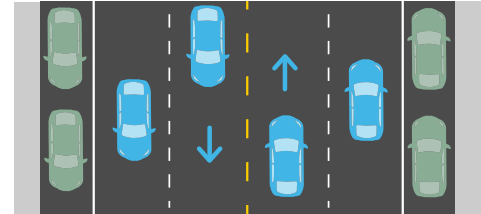
Fullerton Avenue, from Central Park Avenue to California Avenue
in Logan Square

Buffered bike lanes were installed on North Avenue, between Central Park Avenue and California Avenue, in 2020. Prior to 2020, North Avenue did not have any bike facilities. There is parking on both sides of the street, and no parking was removed due to the buffered bike lane installation in 2020.

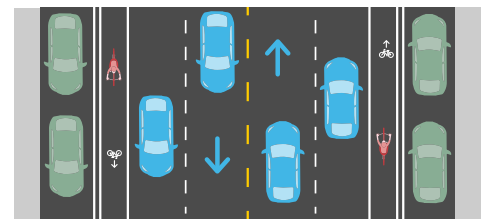
There are no bike lanes along Fullerton Avenue from Central Park Avenue to California Avenue. However, there are bike racks along the corridor. There is on-street parking on both sides of the street.



NORTH AVENUE CROSS SECTIONS:



BEFORE: NO BIKE LANE



AFTER: BUFFERED BIKE LANE

Photo: Bike parking supports local business.

FINDINGS

AFTER THE BIKE LANE INSTALLATION ON NORTH AVENUE:

More people are biking on the corridor.
Divvy trips have increased by 69%.

North Avenue has continued to attract business.
Not only has commercial property vacancy decreased, but North Avenue outperformed its control corridor (Fullerton Avenue) in sales tax revenue and private sector employment.

Most residents and visitors (87%) and a majority of business owners (60%) who responded to the survey are supportive of bike lanes, even if it means parking is consolidated.

Real estate experts and developers say that bike lanes generally do not affect the marketability of a site. Bike lanes are an indicator of connectivity and are marketed as an amenity.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: NORTH AVENUE, CENTRAL PARK AVENUE TO CALIFORNIA AVENUE

A summary of the data analysis, surveys, focus groups and interviews are included below. Where a dataset is noted as *Outperformed*, the study corridor outperformed the control corridor. Where a dataset is noted as *Improved*, it has improved since the bike lane installation, but not to the same degree as the control corridor.

Data Says...

Sales Tax Revenue



Outperformed

After the buffered bike lane installation, sales tax revenue decreased 3% along the North Avenue corridor, while the control corridor (Fullerton Avenue) saw a 27% decrease.

Sales tax revenue increased slightly following the introduction of buffered bike lanes in 2020, but the increase was small and dropped slightly by 2023. The trend does not support a “bump” in sales due to buffered bike lanes; neither does it show a decline related to them.

Private Sector Employment



Outperformed

After the buffered bike lane installation, employment along the North Avenue corridor decreased 2%, and decreased 14% along the control corridor (Fullerton Avenue).

Commercial Property Vacancy



Outperformed

After the buffered bike lane installation, commercial vacancies along the North Avenue corridor **decreased 20%**, and increased 12% along the control corridor (Fullerton Avenue).

Commercial Property Values



Improved

After the buffered bike lane installation, commercial property values along the North Avenue corridor **increased 9%**, and increased 16% along the control corridor (Fullerton Avenue).

Crash Costs



After the buffered bike lane installation, crash costs along the North Avenue corridor increased 6% and decreased 65% along the control corridor (Fullerton Avenue).

Despite the crash cost increase, the number of crashes involving bicyclists remained the same prior to and after the buffered bike lane installation (9 crashes between 2018-2019 and 9 crashes between 2021-2022).

Divvy Trip Starts



Outperformed

After the buffered bike lane installation, Divvy trip starts on the North Avenue corridor **increased 69%** and increased 51% along the control corridor (Fullerton Avenue).



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: NORTH AVENUE, CENTRAL PARK AVENUE TO CALIFORNIA AVENUE

Residents and Visitors say...

86% of residents and 84% of visitors who responded to the public survey **are supportive or very supportive of bike lanes and pedestrian-friendly designs**. 87% of both groups are supportive of safer bike lane designs even if it means parking is consolidated.

79% of residents and 85% of visitors who responded to the public survey believe it is not safe to bike on North Avenue, primarily because there is not enough protection from vehicular traffic and poor road conditions.

48% of residents who responded to the public survey **walk, bike, or roll to the corridor to shop, dine, etc at least weekly**, compared to only 30% who drive and 22% who use public transit.

Business Owners say...

Business owners who responded to the business owner survey were generally supportive of bike lanes and pedestrian-friendly designs, and **60% support safer bike lane designs even if it means consolidation of parking**.

Business owners interviewed do not believe the buffered bike lanes on North Avenue are heavily used, and suggested people traveling in the neighborhood do not know the buffered bike lanes are there.

Business owners interviewed noted that North Avenue is difficult and dangerous to navigate, especially at the Homan Avenue intersection. There is the perception that there are safer bike routes in the area, such as the nearby pedestrian and bicycle trail, referred to as 'the 606'. Although, other business owners pointed out that the 606 is largely a recreational trail, somewhat separated from the transportation network.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: NORTH AVENUE, CENTRAL PARK AVENUE TO CALIFORNIA AVENUE

Real Estate Experts and Developers say...

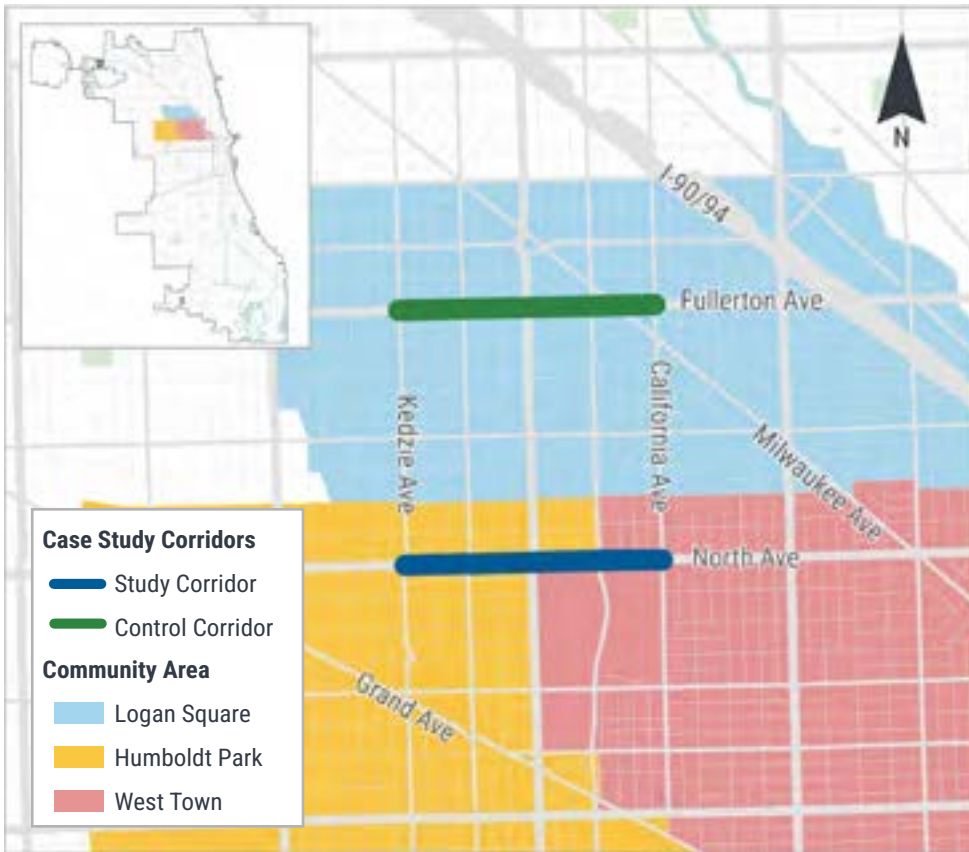
Bike lanes are **perceived as positive overall**. One developer tries to connect to and complement them in their residential building designs. The developer believes protected lanes may be slightly better for marketability. Otherwise, they view bike lanes as neutral to positive overall for marketability and report no impact on land prices or rents for residential buildings.

A residential developer confirms that developers do not consider bike lanes much in development except as an indicator of connectivity and an amenity for project marketability. They report that whether any removal of parking affects marketability depends on the location and accessibility to other transit options. Otherwise, there is not a difference in marketability based on the type of separation unless the bike lane makes it harder to enter or exit a site.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: NORTH AVENUE, CENTRAL PARK AVENUE TO CALIFORNIA AVENUE



This study demonstrates whether economic indicators remained unchanged or trended positively or negatively following a bike lane installation. Due to data limitations and other external factors, it is difficult to distinguish causation and correlation between bike lanes and economic activity.



This study aims to understand the economic impacts to businesses along corridors where the Chicago Department of Transportation (CDOT) installed bike lanes.

CDOT identified six study corridors throughout the City, including North Avenue, from Central Park Avenue to California Avenue. North Avenue was compared to a control corridor with similar characteristics where bike lanes have not been installed. Impacts were assessed using data, surveys and interviews. CDOT received 387 public survey responses, 30* business owner survey responses and interviews, and conducted 2 interviews with real estate experts and developers.

**Although a total of 22 business surveys were completed, most questions had only 5-10 responses.*



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: 71ST STREET FROM JEFFREY BOULEVARD TO YATES BOULEVARD

STUDY CORRIDOR:

71st Street from Jeffrey Boulevard to Yates Boulevard in South Shore

CONTROL CORRIDOR:

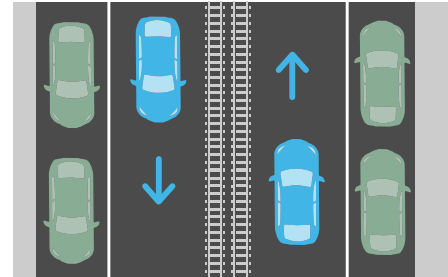
87th Street from Cregier Avenue to Dante Avenue in Avalon Park and Calumet Heights

The City installed buffered bike lanes on 71st Street from Jeffrey Boulevard to Yates Boulevard in 2021. Prior to 2021, there were no bike lanes in the study corridor. There is parking on both sides of the street, and no parking was removed due to the buffered bike lane installation. The Metra Electric Train Line runs along the center of 71st Street.

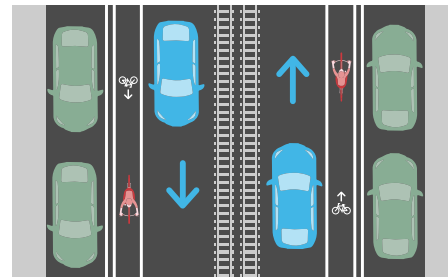


Photo: Bike parking supports local business.

71ST STREET CROSS SECTIONS:



BEFORE: NO BIKE LANE



AFTER: BUFFERED BIKE LANE

FINDINGS

AFTER THE BIKE LANE INSTALLATION ON 71ST STREET:

More people are biking on the corridor. Divvy trips starts remain higher than the control corridor.

71st Street has continued to attract business, as sales tax revenue increased. The corridor continues on a path towards recovery after the COVID-19 pandemic, although pandemic-era business support has ended.

Over half (60%) of survey respondents are supportive of bike lanes and pedestrian-friendly designs in their community. Respondents also rate parking as the least important of a variety of roadway features.

Almost two-thirds (60%) of residents and visitors who responded to the public survey say they visit the corridor at least once a week.

Business owners view bike lanes on 71st Street as an opportunity to attract cyclists traveling along the Lakefront Trail.

Developers noted that bike lanes do not impact rents, but they are increasingly a common amenity in Chicago, and can play a role in keeping the corridor competitive.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: 71ST STREET FROM JEFFREY BOULEVARD TO YATES BOULEVARD

A summary of the data analysis, surveys, focus groups and interviews are included below. Where a dataset is noted as *Outperformed*, the study corridor outperformed the control corridor.

Data Says...

Sales Tax Revenue



Outperformed

After the buffered bike lane installation, sales tax revenue **increased 14%** along the 71st Street corridor, while the control corridor (87th Street) saw a 5% increase.

Commercial Property Vacancy



While commercial property vacancy rates increased on 71st Street, the increase was small, and vacancies remain lower than in 2019. This trend may be partially explained as a lagging effect of the COVID-19 pandemic and reflects the number of businesses that have not been able to recover after pandemic-era business support ended.

Commercial Property Values



After the buffered bike lane installation, commercial property values along the 71st Street corridor decreased 12%, and decreased 5% along the control corridor (87th Street). Since the peak in 2021, average assessed values have fallen, even though properties have not been reassessed. This may be due to changes at the property level, perhaps due to commercial vacancies or assessment appeals. The 71st Street corridor has an anchor grocery store, while there are none on the control corridor, potentially influencing assessed values. Even so, commercial property values remain similar to pre-2021 levels on both corridors.

Divvy Trip Starts



Divvy trip starts along the 71st Street corridor started to decrease in 2020, a year before the buffered bike lane installation. Divvy trip starts on the 71st Street corridor decreased 32% and increased 109% along the control corridor (87th Street). Despite this decline, the actual number of **Divvy trip starts along the study corridor remain higher than the control corridor.****

***There are two Divvy stations along 71st Street, which totaled 2,044 trip starts in 2022. There is one Divvy station along 87th Street, which totaled 146 trip starts in 2022.*



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: 71ST STREET FROM JEFFREY BOULEVARD TO YATES BOULEVARD

Residents and Visitors say...

60% of residents and visitors who responded to the public survey are **supportive of bike lanes and pedestrian-friendly designs in their community.**

63% of residents and visitors who responded to the public survey **support bike lanes**, in general, even if it means parking consolidation.

62% of residents who responded to the public survey, **walk, bike, or roll to the corridor at least once a week.** 65% of residents who responded to the public survey, drive to the corridor at least once a week.

The most important roadway features, ranked by residents and visitors who responded to the public survey, are ample sidewalks, vehicle lanes, and bus stops; and parking is ranked at least important.

Business Owners say...

Half of business owners who responded to the business owner survey do not believe the number of people visiting their business by bike or car has changed since the buffered bike lanes were installed. Half of business owners say that the number of customers visiting their business has not changed since the pandemic.

Business owners who joined a focus group did not believe a significant number of customers traveling to their business on bicycles. However, they acknowledged that some South Shore residents rely on their bicycles for transportation as they do not have access to a private car.

Business owners also noted that they would like to see more recreational bicyclists who use the lakefront bike trail turn west onto 71st Street and patronize local businesses. **71st Street is a turning point for cyclists going south on the trail and there is a tremendous opportunity to serve them. However, publicity about what is available on 71st Street, better signage, and placemaking are needed to encourage bicyclists to visit 71st Street.**



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: 71ST STREET FROM JEFFREY BOULEVARD TO YATES BOULEVARD

Real Estate Experts and Developers say...

A developer who proposed a new building along the corridor noted that the buffered bike lanes did not factor into his location decision, but the fact that the site is transit-oriented was important.

The bike lanes do not directly correlate to higher apartment rents or higher land prices in South Shore. However, a developer noted that the **“community will be functionally obsolete if it does not have bike lanes.”** People will not choose to move to South Shore without these types of amenities.

Another developer with a project in South Shore indicated that bike lanes connecting secondary streets to arterials with Metra/CTA stops are a benefit to residents and can create connectivity, which is important.

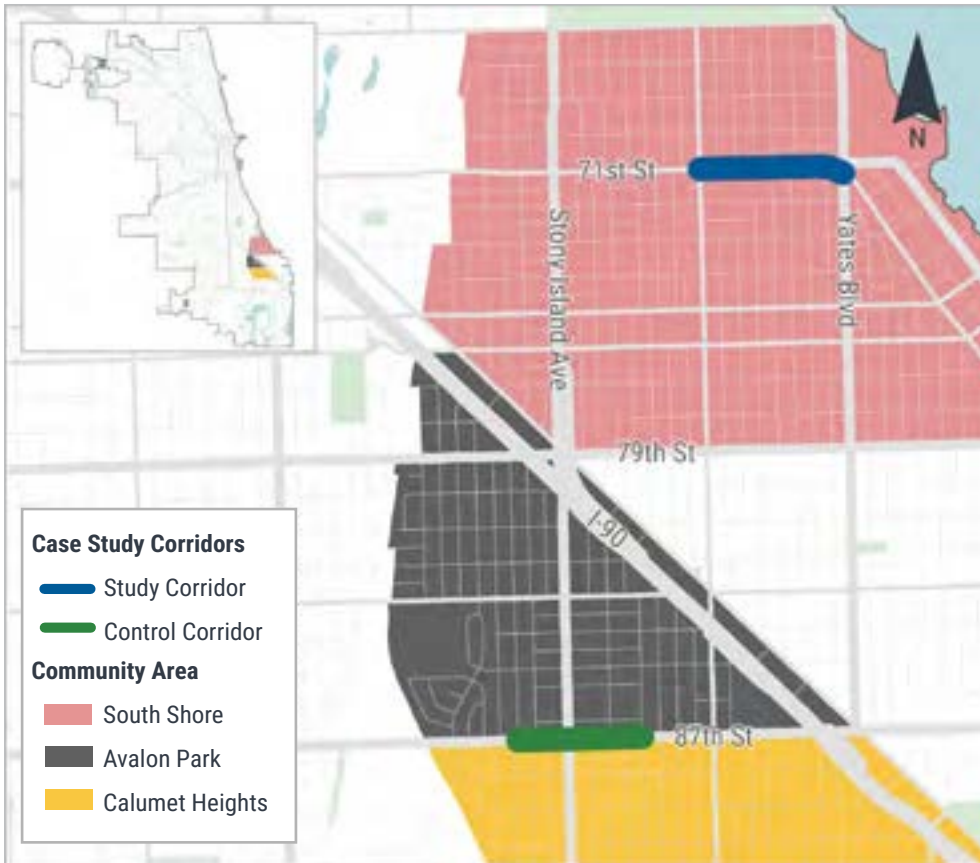


Photo: 71st Street bike lanes provide access to the Metra Electric Train Stations.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: 71ST STREET FROM JEFFREY BOULEVARD TO YATES BOULEVARD



This study aims to understand the economic impacts to businesses along corridors where the Chicago Department of Transportation (CDOT) installed bike lanes.

CDOT identified six study corridors throughout the City, including 71st Street from Jeffrey Boulevard to Yates Boulevard. 71st Street was compared to a control corridor with similar characteristics where buffered bike lanes have not been installed. Impacts were assessed using data, surveys and interviews. CDOT received 53 public survey responses, 22 business owner survey responses and interviews, and conducted 2 interviews with real estate experts and developers.

This study demonstrates whether economic indicators remained unchanged or trended positively or negatively following a bike lane installation. Due to data limitations and other external factors, it is difficult to distinguish causation and correlation between bike lanes and economic activity.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: EWING AVENUE FROM 104TH STREET TO 108TH STREET

STUDY CORRIDOR:

Ewing Avenue from 104th Street to 108th Street in East Side

CONTROL CORRIDOR:

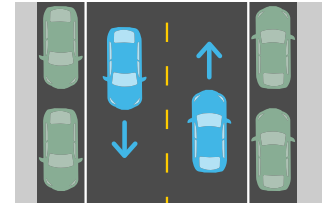
Commercial Avenue from 86th Street to 93rd Street in South Chicago

The City installed bike lanes on Ewing Avenue from 104th Street to 108th Street in 2020. Prior to 2020, there were no bike lanes along the study corridor. There is a dashed bike lane between 104th and 106th streets, and a buffered bike lane between 106th and 108th streets. There is parking on both sides of the street, and no parking was removed due to the bike lane installation.

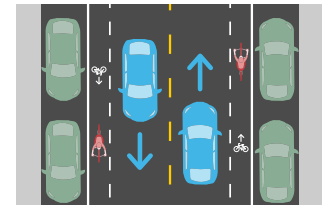
Protected bike lanes were installed on Commercial Avenue (control corridor), between South Chicago Avenue and 90th Street in 2024, after the data analysis period.



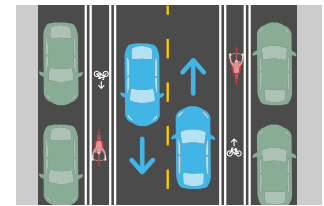
EWING AVENUE CROSS SECTIONS:



BEFORE: NO BIKE LANE



AFTER:
(104TH TO 106TH)
BIKE LANE



AFTER:
(106TH TO 108TH)
BUFFERED BIKE LANE

FINDINGS

AFTER THE BIKE LANE INSTALLATION ON EWING AVENUE:

More people are biking on the corridor.
Divvy trips have increased by 11%.

Ewing Avenue has continued to attract business, as sales tax revenue increased and commercial property vacancy decreased.

Over half (57%) of survey respondents are supportive of bike lanes and pedestrian-friendly designs in their community even it means parking consolidation.

Business owners who responded to the survey do not believe the bike lanes are heavily utilized; however, bike lanes are viewed a a great amenity for the community. A business located near bike parking and a recreational bike path reported to attract more bicyclist customers.

A local realtor relayed that bike lanes have not impacted rent or sale prices along the corridor, but have the potential to contribute to increases in the future.



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: EWING AVENUE FROM 104TH STREET TO 108TH STREET

A summary of the data analysis, surveys, focus groups and interviews are included below. Where a dataset is noted as *Outperformed*, the study corridor outperformed the control corridor. Where a dataset is noted as *Improved*, it has improved since the bike lane installation, but not to the same degree as the control corridor. Where the dataset is noted as *Neutral*, the study corridor is relatively consistent with the control corridor.

Data Says...

Sales Tax Revenue



Neutral

After the bike lane installation, sales tax revenue **increased 11%** along the Ewing Avenue corridor, while the control corridor (Commercial Avenue) saw a 13% increase.

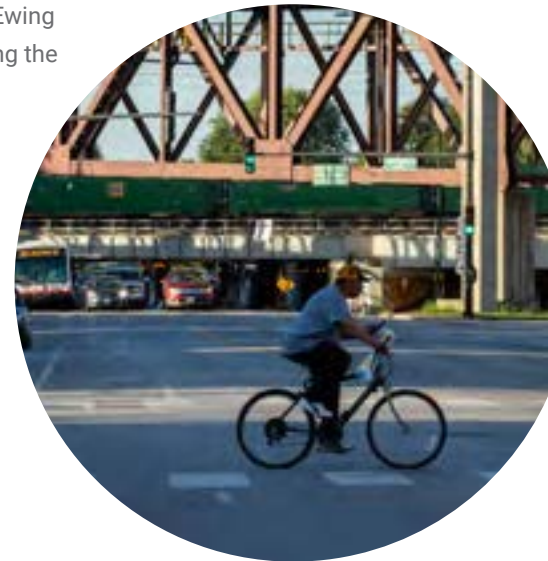
Overall, based on the sales tax data, it appears that bike lanes are not impacting Ewing Avenue, positively or negatively, at this time. Following the introduction of bike lanes in 2020, sales tax revenue declined only slightly (5% from 2020 to 2021). By 2023, sales tax revenue was 20% higher than at any point during the analysis period (2016 - 2023).

Private Sector Employment



After the bike lane installation, employment along the Ewing Avenue corridor decreased 1%, and increased 13% along the control corridor (Commercial Avenue).

Employment on Ewing Avenue increased prior to the pandemic and remained flat through 2021, before the bike lane installation. While employment has not risen to pre-pandemic levels on Ewing Avenue, it also has not fallen significantly after the lane installation.



Commercial Property Vacancy



Outperformed

After the bike lane installation, commercial vacancies along the Ewing Avenue corridor **decreased 4%**, and increased 14% along the control corridor (Commercial Avenue).

Commercial Property Values



Improved

After the bike lane installation, commercial property values along the Ewing Avenue corridor **increased 1%**, and increased 15% along the control corridor (Commercial Avenue).

Crash Costs



After the bike lane installation, crash costs along the Ewing Avenue corridor increased 63%, and increased 61% along the control corridor (Commercial Avenue).

There is no evidence that the bike lane installation has impacted safety along Ewing Avenue, since both the study and control corridor show a similar increase in crash costs. Ewing Avenue continues to be a safer corridor compared to the control corridor, with estimated combined crash costs of \$4 million (2021-2022), compared to estimated combined crash costs of \$30.6 million along Commercial Avenue during the same period.

Divvy Trip Starts



Outperformed

After the bike lane installation, the Divvy trip starts on the Ewing Avenue corridor **increased 11%** and decreased 15% along the control corridor (Commercial Avenue).



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: EWING AVENUE FROM 104TH STREET TO 108TH STREET



Residents and Visitors say...

57% of survey respondents support bike lanes, even if it means parking consolidation.

57% of residents who responded to the survey drive to the study corridor at least once per week, while 83% of residents walk, bike, or roll to the corridor one to six times a year.

Business Owners say...

Business owners who responded to the survey or were interviewed consider bike lanes to be neither positive nor negative for their businesses. They feel Ewing Avenue is busy with auto traffic which could deter bicyclists from using the bike lanes along the corridor. All business owners surveyed or interviewed feel that parking is important for the corridor.

The business owner of an ice cream shop noted that they have many bicyclists visit because they are closer to bike parking and closer to a recreational bike path north of the study corridor on Indianapolis Boulevard.

At least one small retail business owner believes **bike lanes are a great amenity for the community** that will lead to greater attraction, based on bicyclists stopping to window shop.

Business owners noted during the focus group and surveys that they have observed an increase in people riding scooters along the corridor, and that they are often reckless while traveling along Ewing Avenue. However, the number of pedestrian and bicyclist crashes have remained unchanged, with 3 combined crashes following the bike lane installation (2021-2022).

**CDOT received 7 public survey responses, 12 business owner survey responses and interviews, and conducted 1 interview with real estate experts and developers.*



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: EWING AVENUE FROM 104TH STREET TO 108TH STREET

Real Estate Experts and Developers say...

A local realtor reported that **they have not seen a direct correlation yet between rent or sale prices and the presence of bike lanes** but feels that it could eventually contribute to increases.

They added that they do not think it would make a large difference whether bike lanes are painted or separated with bollards or concrete but preferred painted bike lanes and signage.

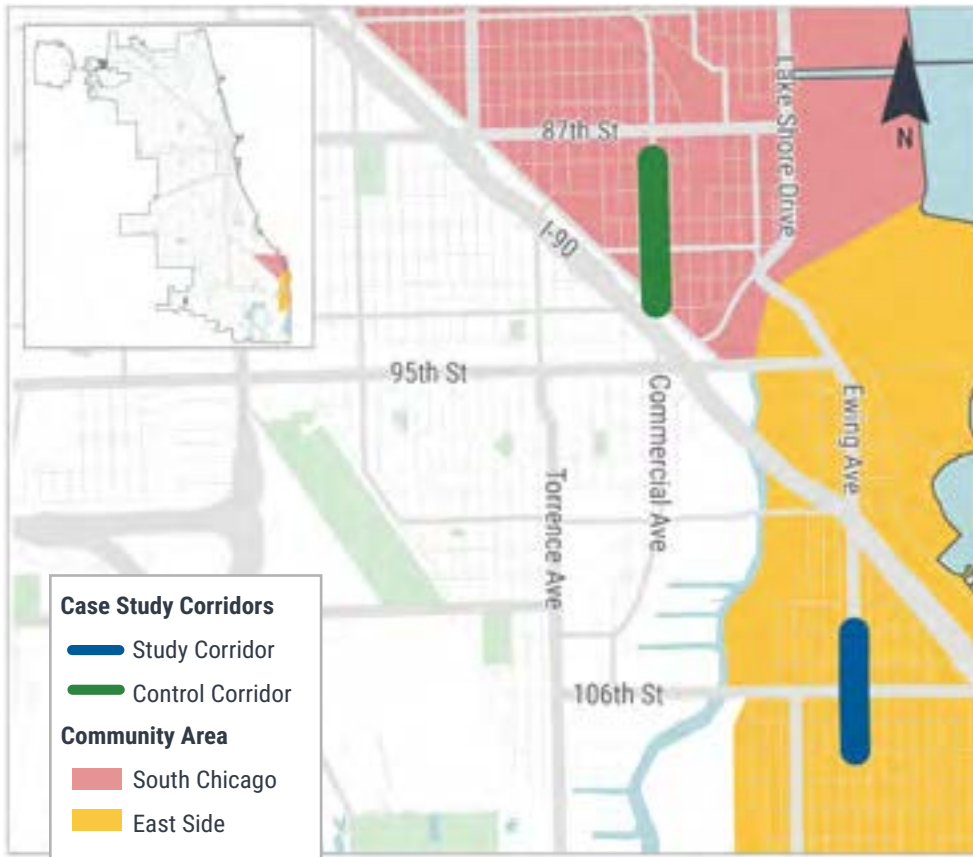
They also emphasized the importance of yearly or more frequent maintenance of the bike lanes and signage.

**CDOT received 7 public survey responses, 12 business owner survey responses and interviews, and conducted 1 interview with real estate experts and developers.*



CDOT Economic Impacts of Bike Lanes Study

CASE STUDY: EWING AVENUE FROM 104TH STREET TO 108TH STREET



This study aims to understand the economic impacts to businesses along corridors where the Chicago Department of Transportation (CDOT) installed bike lanes.

CDOT identified six study corridors throughout the City, including Ewing Avenue from 104th Street to 108th Street. Ewing Avenue was compared to a control corridor with similar characteristics where bike lanes have not been installed. Impacts were assessed using data, surveys and interviews. CDOT received 7 public survey responses, 12 business owner survey responses and interviews, and conducted 1 interview with real estate experts and developers.

This study demonstrates whether economic indicators remained unchanged or trended positively or negatively following a bike lane installation. Due to data limitations and other external factors, it is difficult to distinguish causation and correlation between bike lanes and economic activity.

