

Analyzing Chicago bike infrastructure distribution





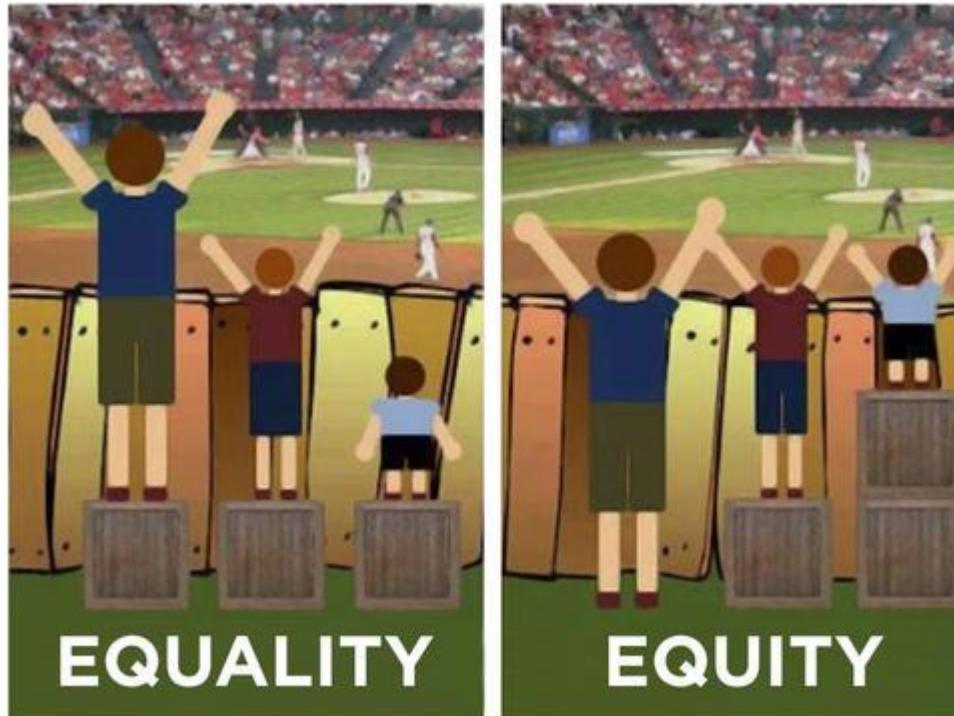
Why I Ride & Why I Don't



Slow Roll Chicago & the Coalition

- History
- Mission
- Vision
- Target Audience
- Three-Fold Strategy
 - Signature Ride Series
 - Youth Programs
 - Bicycle Advocacy
- The Coalition

Equality vs. Equity



Source: City of Portland Office of Equity & Human Rights

Achieving equity through biking

- Historical and institutional factors have left some communities at a disadvantage in terms of *economics, violence, and health*
- Biking is one efficient and potent tool to overcome some of these disadvantages and achieve *equity* of capabilities

A grayscale photograph of a person riding a bicycle from a side-front angle. The background is blurred, creating a sense of speed. The rider is wearing a light-colored shirt and dark pants. The bicycle has a basket on the front.

The Benefits of Biking

Economic: Cyclists shop locally

Bike Lanes NYC 2012

- Retail Sales ↑ 49%
- Commercial Vacancies ↓ 49%

Broad St. Memphis 2010

- 16 New Businesses
- 17 Blighted Buildings Renovated

Sources: <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

http://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf

Economic: Bicycling is cheap

- Annual Expense of Different Travel Modes
 - Car ~\$8,876
 - CTA ~\$1,200
 - Bike ~\$672

Sources: <http://newsroom.aaa.com/2014/05/owning-and-operating-your-vehicle-just-got-a-little-cheaper-aaas-2014-your-driving-costs-study/>
<https://www.mint.com/blog/consumer-iq/the-true-cost-of-bike-ownership-0313/>

Violence: Cohesion, trust, & collective efficacy

- **Belief** that neighbors share your values
- **Expectation** that neighbors will take action
- Cars insulate from interaction
- Bikes expand interaction

Health impacts

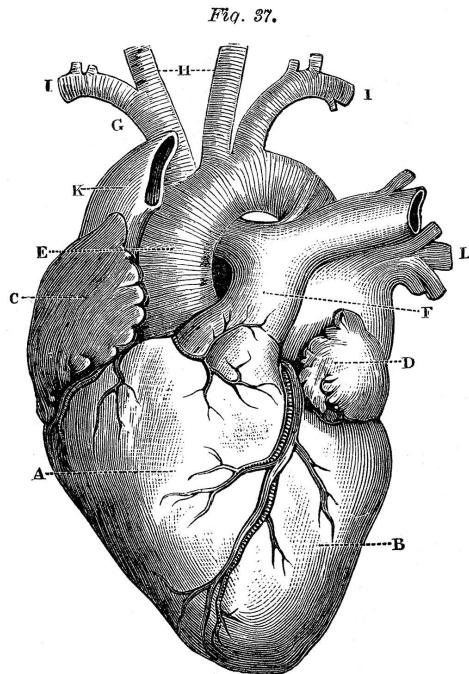
- Increased ridership
- + Increased perception of safety

- = More physical activity



Photo: CDOT

Health impacts



We mapped:

- Bike counts
- Hypertension rates

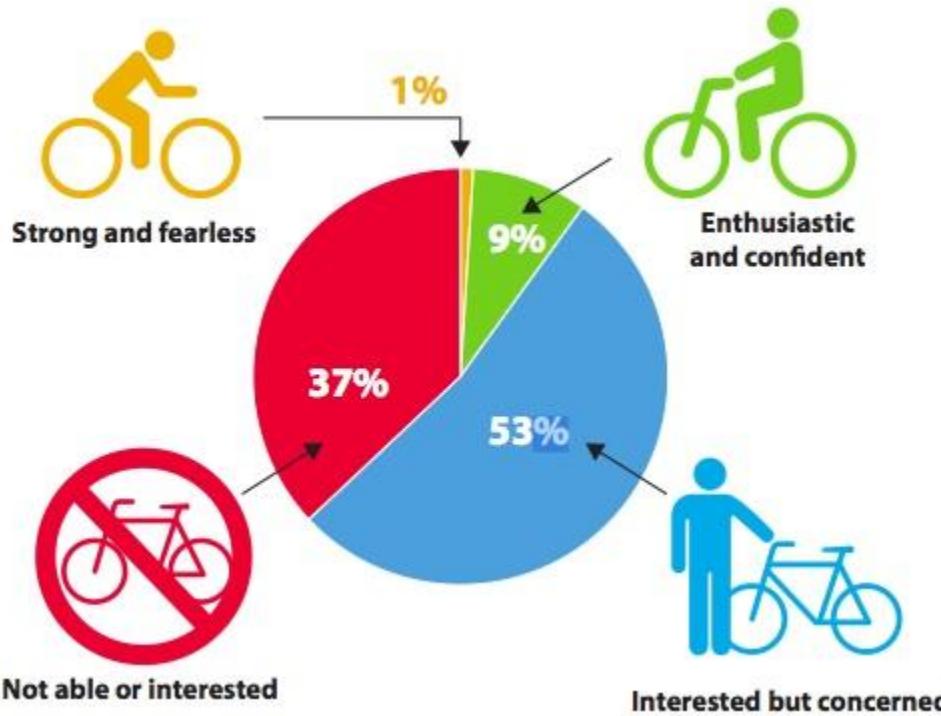
Hypertension

Best defense:
30 minutes
of physical activity



Photo: Streetsblog Chicago

Bicycling interest varies



Access Index

[Start Over!](#)

2. 3132 South Prairie Avenue, Chicago, IL

Bike lanes: 7 within 1/2 mile

- 2 are protected bike lanes
- 2 are buffered bike lanes

Estimated hypertension

prevalence in ZIP code 60616 for 2006-2012 is **21.51 percent**

Bike parking: 13 racks within 1/2 mile

1. 3124 South Morgan Street, Chicago, IL

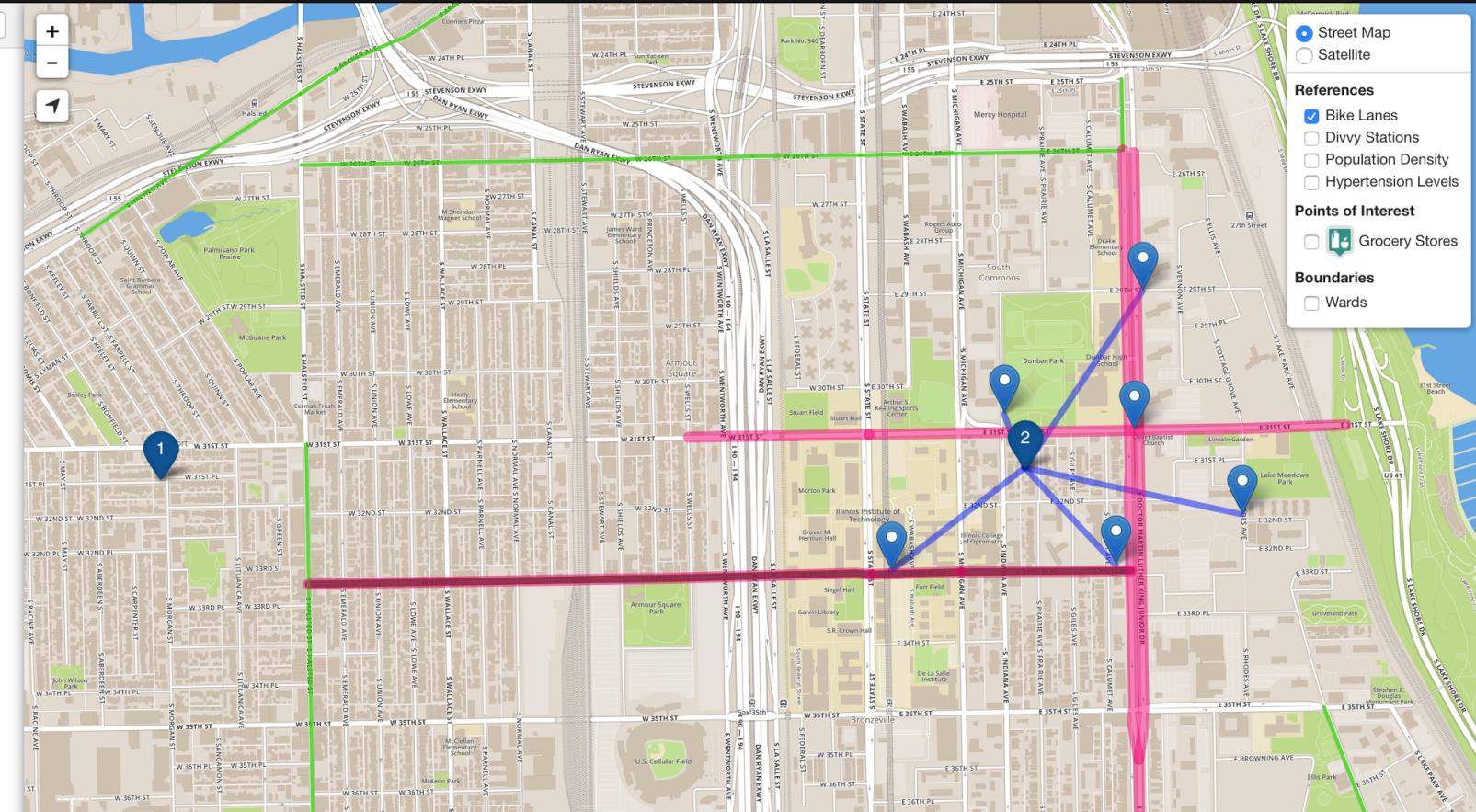
Bike lanes: 4 within 1/2 mile

- 1 are buffered bike lanes

Estimated hypertension

prevalence in ZIP code 60608 for 2006-2012 is **20.23 percent**

Bike parking: 19 racks within 1/2 mile



Get your own Access Index at stelevance.net/SlowRollChicago

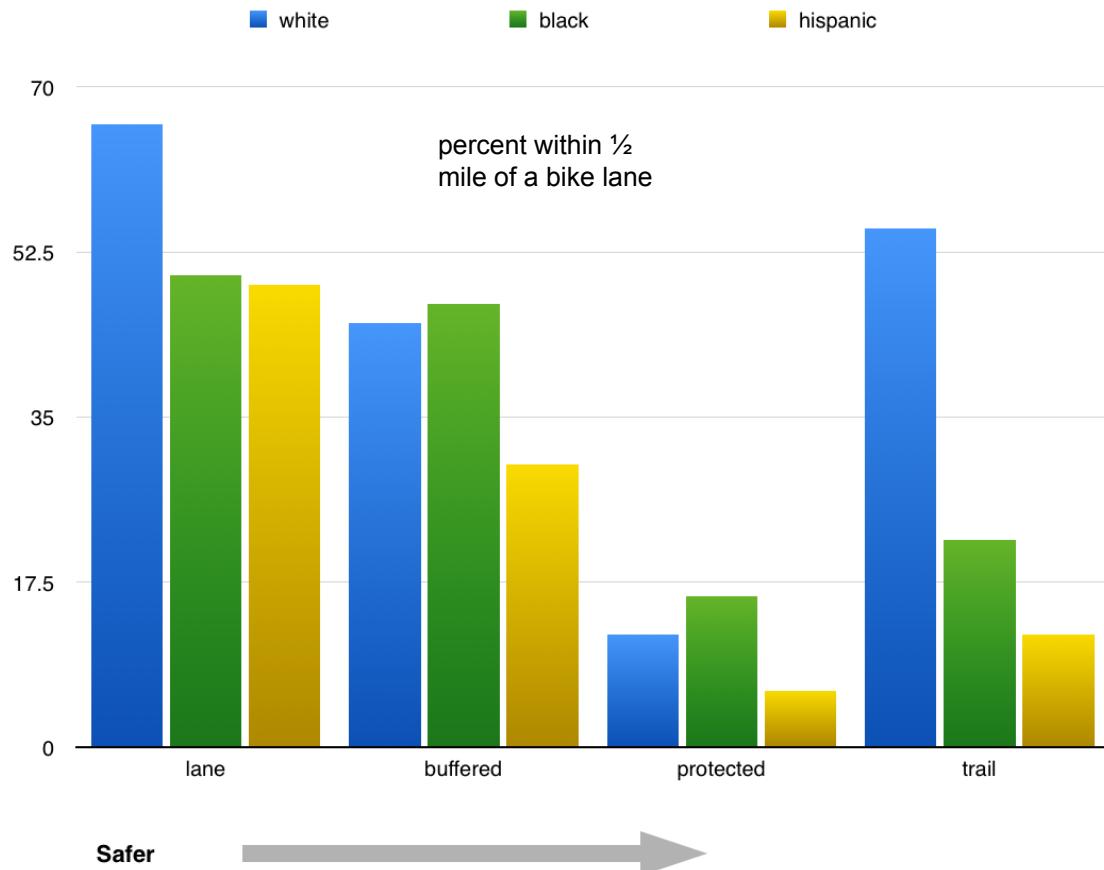
Access

Bike lane access varies by type and by race and ethnicity

- Whites: better access to lanes and trails
- Blacks: better access to buffered and protected
- Hispanics: no better access

Buffered and protected bike lanes weren't options before 2011

Excludes Bloomingdale Trail



More analysis

Health

- Hypertension data collection
- What sort of data can help us describe potential health benefits of cycling?

Transportation equity

- Counting: where people are biking now versus where the infrastructure is
- Connections & gaps between bike lanes
- Pavement quality
- Built for the right reasons
- Built in the right places

