



Damen Ave Protected Bike Lane, 2021  
Key bicycle connection over the Chicago River

# Chicago Community Cycling Network Update





# We Will Make Cycling a Safe, Affordable Transportation Option for all Chicagoans

**More Chicagoans are biking than ever. This boom in biking has been fueled by the City's investment in more and better bike infrastructure alongside growing interest in biking as a safe, affordable, sustainable, and healthy way to get around.**

*Chicago Works* is Mayor Lightfoot's five-year capital plan that is investing in neighborhoods, including expanded and upgraded bicycle infrastructure. The Chicago Department of Transportation (CDOT) has drafted this *Community Cycling Network Update* to communicate existing efforts underway in 2021 and to preview strategies for implementing infrastructure to make Chicago a city where everyone has the option to ride a bike. We will focus on building connected networks within neighborhoods that help people get to important local destinations by bike. These Neighborhood Networks will be identified, planned, and implemented in collaboration with community partners. In addition to focusing efforts in neighborhoods with a growing interest in biking, we will build comfortable bike routes connecting neighborhoods and within our Central Business District. We are committed to increasing the number of protected bike lane miles annually, expanding our network of low-stress routes, and implementing new designs at conflict points to increase comfort and safety.

## And We Will Get There Together

Our success to date in expanding Chicago's bikeways network and growing bike riding as a convenient travel choice has been achieved by building close relationships with community partners. We will continue collaborating with community partners and advocates to develop our strategies to grow the culture of bicycling in an organic and authentic way. This Community Cycling Network Update will evolve and be refreshed as we expand the bikeways network, identify new initiatives, and advance the culture of bicycling.

Our goal is to make Chicago the best city for biking, and we invite your feedback and ideas on making this happen. Please provide feedback and ideas for collaboration to [cdotbikes@cityofchicago.org](mailto:cdotbikes@cityofchicago.org).



### STRATEGIC PLAN FOR TRANSPORTATION

In July 2021 CDOT released a Strategic Plan for Transportation. The Plan establishes a goal to make cycling a safe, affordable transportation option for more Chicagoans. Strategies supporting this goal include expanding Chicago's bike network, prioritizing protected bike lanes wherever feasible.



Biking Out Negativity, May 2021  
North Lawndale

## Chicago Bikeways Vision: Mobility, Access & Opportunity through Biking

**Chicago will increase mobility options, access, and opportunity for all residents and visitors by building the most connected bicycle network in the nation—a network that serves all neighborhoods, makes everyday bicycling safe and convenient for people of all ages and abilities, and is useful for trips of all types.**

### **BICYCLING IN CHICAGO CONTINUES TO GROW YEAR AFTER YEAR...**

- More Chicagoans are biking than ever, including short neighborhood trips, recreational activities, and commuting to work.
- Bicycle infrastructure has more than doubled in the past decade. Chicago will soon have over 400 miles of on-street bikeways and off-street paths.
- Divvy bike share is expanding citywide and has recorded over 7 million rides in the last two years, and ridership continues to break records.

### **CHICAGO'S BIKE NETWORK WILL CONNECT PEOPLE TO NEIGHBORHOOD DESTINATIONS...**

- To make riding a bike a more appealing way to get around in Chicago we must focus on the broad variety of short-trips that happen in daily life.
- Bike network expansion will be built upon collaborative partnerships in each neighborhood.
- Expanding biking is a key strategy to support economic development and build healthier, cleaner, and safer communities.





Bikes for Belmont Cragin, May 2021  
Belmont Cragin

## Achieving the Vision: Community Collaboration

**Chicago will build connected neighborhood bike networks through a collaborative process with community leaders and key stakeholders.**

### Neighborhood Bike Networks Process

- 1 Community Collaboration** – Partner with community leaders, understand neighborhood perceptions of bicycling, and identify key neighborhood destinations.
- 2 Data Collection** – Understand existing conditions in the neighborhood, such as traffic crashes and existing community plans.
- 3 Identify the Network** – Develop a Quick-Build network of bikeways for rapid implementation and establish long-term goals.
- 4 Community Education** – Educate residents on the benefits of biking through community leaders, the SAFE Ambassadors, the Divvy outreach team, and local Ward offices.
- 5 Continued Investment** – In the following years build upon the established community partnerships and work toward advancing long-term projects.

*CDOT attended the Bikes for Belmont Cragin Ride, hosted by the Northwest Side Housing Center, to talk about the Belmont Cragin Neighborhood Bike Network.*

CDOT is working with community leaders in Austin, Belmont Cragin, and North Lawndale to implement connected Neighborhood Bike Networks.

**In 2021, we will begin implementing 45 miles of new bikeways within these three communities.**

Neighborhoods lacking a concentration of bikeways will be prioritized for the Neighborhood Bike Networks process over the coming years.

# Achieving the Vision: Connecting People & Places

## TRIPS BY CAR IN CHICAGO

**22% Under 1 mile**  
**39% Under 2 miles**  
**51% Under 3 miles**

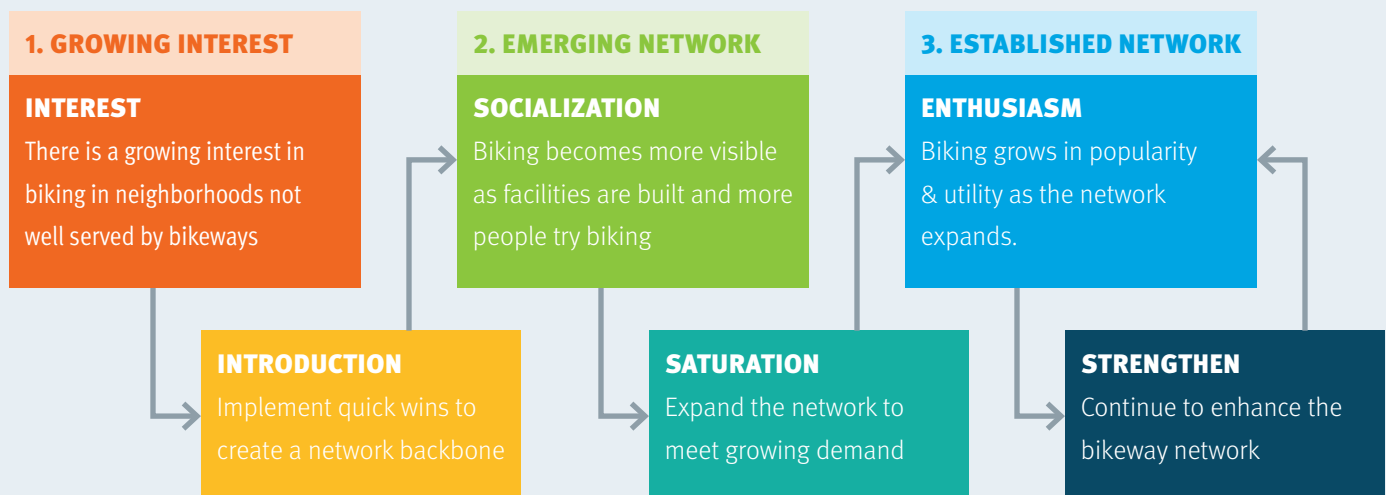
*Inrix: Micromobility Potential in the  
US, UK and Germany (2019)*

**Chicago will grow its bicycle infrastructure with a focus on neighborhood networks and connecting people to the places they want and need to go.**

Growing our bike network is not a one size fits all approach. Every neighborhood has different opportunities, challenges, and perceptions of biking. This means different strategies are required for different neighborhoods. No matter the strategy, collaboration with community stakeholders is essential in every neighborhood.

We will partner with community stakeholders to implement connected neighborhood bike networks in communities that lack infrastructure and where there is **growing interest**. The goal is to establish the foundation of a network by quickly implementing projects based upon important destinations within a neighborhood. As cycling grows within a community, we will continue to expand and upgrade facilities in neighborhoods where there are **emerging bike networks**. In areas of the City with an **established network** of cycling infrastructure, we will identify opportunities to close network gaps, upgrade existing bikeways, and continue to build upon past successes.

## Stages of Bike Network Development







Campbell Avenue Protected Bike Lane, 2021  
Roscoe Village

## 2021 Bikeway Initiatives

**PROTECTED BIKE LANES** – Expanding our network of protected bike lanes is a top priority. We are currently designing 12 miles of new protected bike lanes for installation in 2021 and 2022, and we will continue identifying additional miles.

**NETWORK EXPANSION** – We are committed to rapidly building out the bikeways network across the entire City. In 2021 we are working toward expanding Chicago’s bikeway network by 50 miles with a focus on the West Side, Far South Side, and the other initiatives described below. *Please see page 9 for a map of the next 100 miles of bikeways to be installed in 2021 and 2022. Additional projects are being identified.*

**DOWNTOWN** – We are developing a plan for an expanded Downtown protected bike lane network to increase safety for all street users, help reduce congestion by efficiently moving people throughout the downtown, and improve access to places of employment and other destinations.

**NEIGHBORHOOD BIKE NETWORKS** – In 2021 we will begin a two-year process of building 45 miles of connected neighborhood bike networks in Austin, Belmont Cragin, and North Lawndale. Building upon work completed in 2020, we will install 13 additional miles of bikeways on the Far South Side.

**DESIGN INNOVATION** – We are identifying opportunities to pilot enhanced infrastructure designs at bus stops and intersections to increase comfort and safety. For example, we are advancing a design for a new bus boarding island on Milwaukee Ave. in Logan Square.

**NETWORK GAPS** – In 2021 we will work towards a continuous bike network by conducting a network gap analysis and begin filling breaks in the bikeway network.

*CDOT recently installed a protected bike lane with concrete curb on Campbell Avenue in Roscoe Village. The project was funded through Chicago Works.*

**CDOT’S STRATEGIC PLAN FOR TRANSPORTATION** establishes benchmarks to expand Chicago’s bike network, **prioritizing protected bike lanes wherever feasible**, including:

Set new criteria and benchmarks for bikeway network expansion

Complete 50 miles of bikeway network expansion focusing on South/West sides

Plan for and begin implementing an expanded downtown protected bike lane network

Establish a framework for Neighborhood Bike Network planning

Identify opportunities to pilot enhanced infrastructure designs to increase cyclist comfort and safety

Conduct bike network gap assessment and eliminate 5 miles of network gaps

Work with IDOT to install protected bike lanes on state routes





Damen Ave Protected Bike Lane, 2021  
Over the Chicago River

*The Damen bike lane over the Chicago River, a popular north/south connection between Bucktown and Roscoe Village, was upgraded to a protected bike lane in 2021.*

## 2021 Protected Bike Lanes

CDOT is currently designing 12 miles of protected bike lanes. Some of those projects to be installed in 2021 include:

### ■ 119th – Ashland to Halsted

New protected bike lanes on the Far South Side connecting to the Major Taylor Trail and Coleman Elementary Academy.

### ■ Clark – Hollywood to Devon

New protected bike lanes connecting the Andersonville, Edgewater, and Rogers Park neighborhoods.

### ■ Damen – Fullerton to Diversey

A protected bike lane providing more comfortable access over the Chicago River and connecting to the Elston Protected Bike Lane and Clybourn Buffered Bike Lane.

### ■ Roscoe/Campbell – Belmont to Western

Improving access to the 312 River Run, Clark Park, and DePaul College Prep with a curb-separated protected bike lane implemented with street resurfacing.

### ■ Taylor – Morgan to Canal

Filling a network gap between UIC and Downtown with connections to bikeways on Halsted, Desplaines, Clinton, and Canal.

### ■ Woodlawn – 111th to Olive Harvey

New link to the Pullman neighborhood and Monument, Pullman Community Center, Pullman Omnplex Stadium, and Olive Harvey College.

### LOW-STRESS BIKEWAYS

Protected bike lanes and neighborhood bike routes are critical to creating low-stress options for getting around by bike.

**CDOT will prioritize establishing as many low-stress bike routes and design features as possible** to make sure biking is a convenient and comfortable option for everyone.



# Bikeway Projects Currently Identified

## 100 MILES OF BIKEWAY IMPROVEMENTS

Projects shown here in red are currently funded and planned for implementation in 2021 and 2022.

Individual projects are in different stages of outreach, coordination, design, and construction.

### 2021 NEIGHBORHOOD BIKE NETWORKS

Neighborhood Bike Networks in Austin, Belmont Cragin, and North Lawndale

### DOWNTOWN

Planning for expanded protected bike lane network

### FAR SOUTH SIDE

Continued investment following 2020 network expansion

- Existing Bikeways
- New/Upgraded Bikeways
- Current Focus Areas



### **Chicago Department of Transportation**

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[chicago.gov/transportation](http://chicago.gov/transportation)

 [@chicagodot](https://twitter.com/chicagodot)

 [facebook.com/CDOTNews](https://facebook.com/CDOTNews)

 [@chicago.dot](https://www.instagram.com/chicago.dot)

### **Vision Zero Chicago**

[visionzerochicago.org](http://visionzerochicago.org)

### **Learn more about the Divvy Bike Share expansion**

[divvybikes.com/expansion](http://divvybikes.com/expansion)

### **Request bike racks**

[bikeparking-chicago.hub.arcgis.com](http://bikeparking-chicago.hub.arcgis.com)

### **Request the SAFE Ambassadors at your event**

[chicagocompletestreets.org/requestambassador](http://chicagocompletestreets.org/requestambassador)