



# The Chicago Cycling Strategy

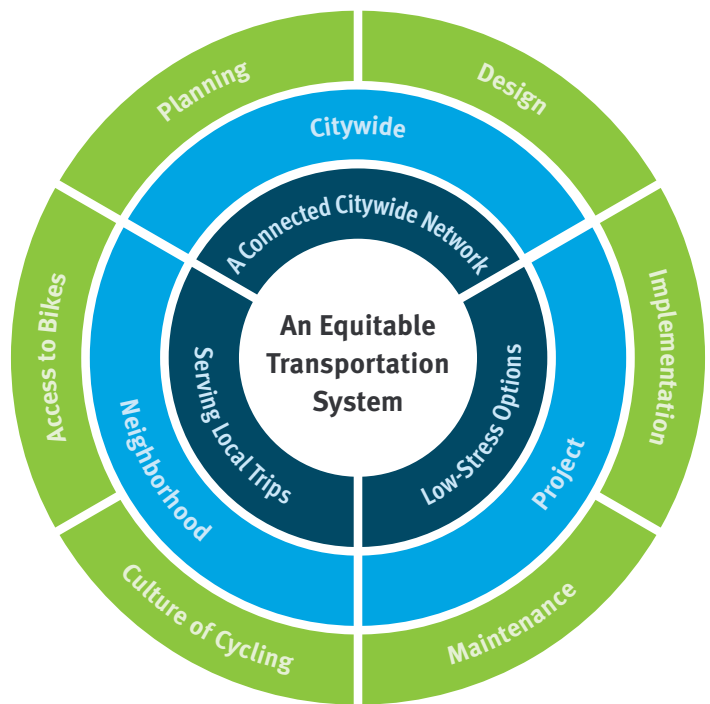


The **Chicago Cycling Strategy** represents a new path toward achieving an equitable transportation system through cycling. It is a Chicago-specific strategy tailor-made for moving cycling forward. The Strategy is guiding the planning and implementation of our bike network and reflects the rapidly evolving nature of the transportation landscape. Not only are mobility technologies changing quickly, but best practices for engagement and design will continue to evolve.

The **Chicago Cycling Strategy** is built around three **Strategic Pillars** for everyday biking, requires working at multiple **Network Scales**, and advances cycling through six foundational **Building Blocks**. It is dynamic and flexible, focused on achieving the larger vision without being overly prescriptive of particular routes. This allows for individual communities to be active participants in the development of a more equitable transportation system. Chicago truly is a diverse city of neighborhoods, so we won't rely on a one size fits all approach to planning and implementing our bike network. Our cycling system must function for all trip types and a wide cross-section of people.

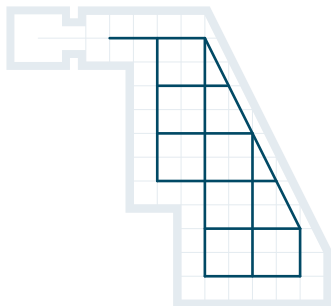
The Chicago Cycling Strategy offers **Our Vision for the Next 150 Miles of Bikeways** to be designed and implemented by the Chicago Department of Transportation (CDOT) in partnership with stakeholders in the next couple of years. **Of the identified projects, 85% are protected bike lanes and neighborhood greenways.** The map of projects will continually evolve and expand so that Chicagoans can have an understanding of the near-term direction of network growth.

**A safe, comfortable, and connected cycling network that serves all of Chicago not only improves and expands our city's transportation system—it also helps to make our communities healthier, cleaner, more vibrant, and more equitable.**



- THE STRATEGIC PILLARS
- THE NETWORK SCALES
- THE BUILDING BLOCKS

# Building the Best Bike Network in the Country



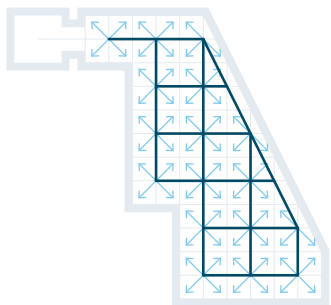
## **A Connected Network** serving all neighborhoods and all Chicagoans

### **What this means**

Every neighborhood is connected to a citywide network of continuous bikeways that connect to regional destinations.

### **How do we make it happen**

By prioritizing long crosstown corridors which cross barriers and connect multiple neighborhoods together. We will continue filling gaps to ensure continuous bikeways.



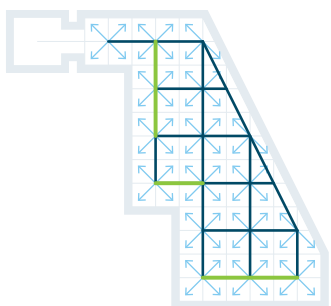
## **Focused on Local Trips** to get people to the places that are meaningful to them

### **What this means**

Every neighborhood has a network of connected bikeways so more people can use biking as a way to get around for local trips.

### **How do we make it happen**

By expanding the bikeway network through connected Neighborhood Bike Networks in communities with low bikeway density, building momentum from one neighborhood to the next.



## **Providing Low-Stress Options** to make everyday cycling safe and convenient

### **What this means**

Every Chicagoan has access to the low-stress bikeway network (trails, neighborhood greenways, and protected bike lanes).

### **How do we make it happen**

By developing connected low-stress networks and continuous low-stress corridors throughout the city.

## **HOW WE MOVE FORWARD**

The Chicago Cycling Strategy is focused on implementation of low-stress infrastructure and building relationships to support long-term success. Building the best bike network in the country requires working at both the neighborhood and citywide scale.

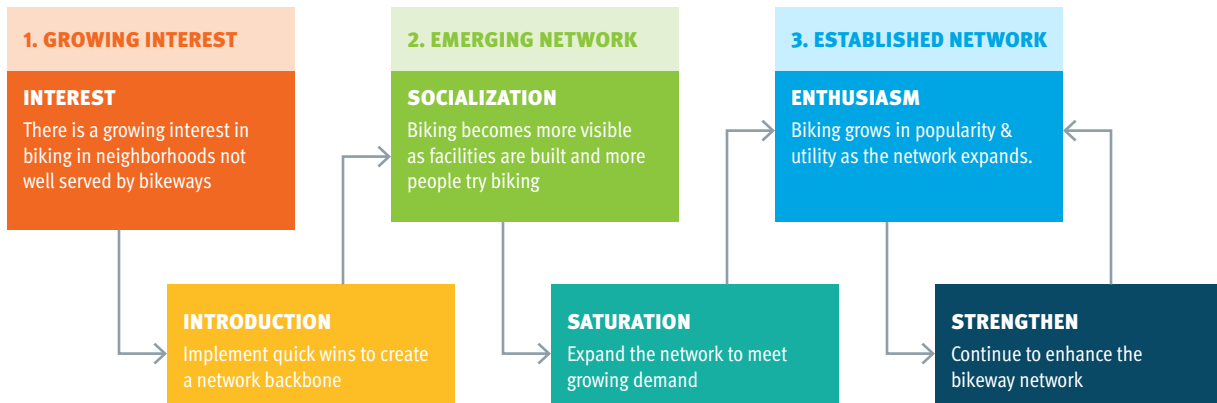
Cycling networks that make it easier for people to bike to neighborhood destinations will be connected together by crosstown corridors.

**Creating a system of neighborhood greenways and protected bike lanes is the most effective way to make biking a great option for more people.**



Jackson Boulevard Protected Bike Lane through Columbus Park

## STAGES OF BIKE NETWORK DEVELOPMENT



Stages of Bike Network Development	Social Characteristics	Network Strategy
<p><b>Growing Interest</b> Neighborhood has little to no bikeways, but there is a growing culture of cycling.</p>	<p><b>Interest</b> There is a growing interest in biking in neighborhoods not well served by bikeways.</p>	<p><b>Introduction</b> Identify quick wins and develop network connections to adjacent neighborhoods.</p>
<p><b>Emerging Network</b> Neighborhood has some bikeways connected to the citywide network, but further infill is needed to support local trips.</p>	<p><b>Socialization</b> Biking becomes more visible as facilities are built and more people try biking.</p>	<p><b>Saturation</b> Develop connected Neighborhood Bike Networks and to support more local trips.</p>
<p><b>Established Network</b> Neighborhood is fully connected to the citywide bikeway network and has a connected neighborhood network supporting local trips.</p>	<p><b>Enthusiasm</b> Biking grows in popularity &amp; utility as the network becomes more connected and comfortable.</p>	<p><b>Strengthen</b> Upgrade to protected bike lanes where feasible and fill in the gaps with neighborhood greenways.</p>



Berwyn Avenue Neighborhood Greenway in Lincoln Square

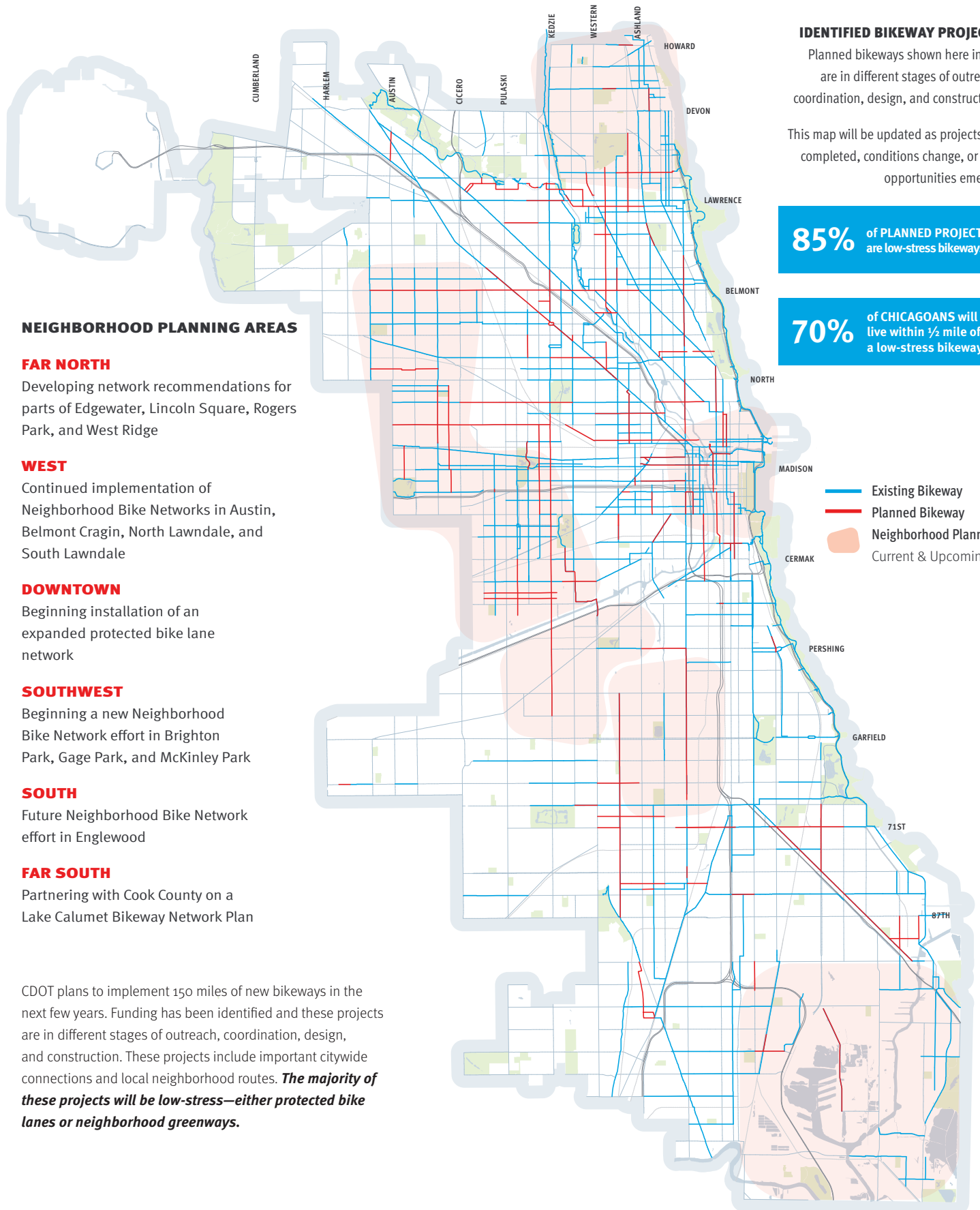
### CENTERING COMMUNITIES & FOCUSING ON AN EQUITABLE PROCESS

- **A City of Neighborhoods** – Each community has its own set of needs, contexts, and perspectives. Each neighborhood is in a different stage of network development.
- **A Dynamic Approach** – Partnering with neighborhoods allows for a planning and engagement process tailored to best respond to a community's needs while building a connected Neighborhood Bike Network.
- **An Iterative Process** – Investment in cycling is a never-ending process. No matter the stage of network development, there will always be work to do in every community to make cycling safe, reliable, and convenient.

CDOT's Neighborhood Bike Networks initiative is a community-driven approach to expanding our cycling network and advancing communities through the Stages of Bike Network Development.



# Our Vision for the Next 150 Miles of Bikeways



## IDENTIFIED BIKEWAY PROJECTS

Planned bikeways shown here in red are in different stages of outreach, coordination, design, and construction.

This map will be updated as projects are completed, conditions change, or new opportunities emerge.

**85%** of PLANNED PROJECTS are low-stress bikeways.

**70%** of CHICAGOANS will live within 1/2 mile of a low-stress bikeway.

## NEIGHBORHOOD PLANNING AREAS

### FAR NORTH

Developing network recommendations for parts of Edgewater, Lincoln Square, Rogers Park, and West Ridge

### WEST

Continued implementation of Neighborhood Bike Networks in Austin, Belmont Cragin, North Lawndale, and South Lawndale

### DOWNTOWN

Beginning installation of an expanded protected bike lane network

### SOUTHWEST

Beginning a new Neighborhood Bike Network effort in Brighton Park, Gage Park, and McKinley Park

### SOUTH

Future Neighborhood Bike Network effort in Englewood

### FAR SOUTH

Partnering with Cook County on a Lake Calumet Bikeway Network Plan

- Existing Bikeway
- Planned Bikeway
- Neighborhood Planning Areas Current & Upcoming

CDOT plans to implement 150 miles of new bikeways in the next few years. Funding has been identified and these projects are in different stages of outreach, coordination, design, and construction. These projects include important citywide connections and local neighborhood routes. **The majority of these projects will be low-stress—either protected bike lanes or neighborhood greenways.**