

SAFETY ON GRAND



WHY DOES GRAND NEED SAFETY IMPROVEMENTS?

- West Town is a **High Crash Community Area**. It experiences a disproportionately high number of crashes compared to the rest of Chicago.
- Grand has a history of dangerous motor vehicle speeds, crashes, and safety concerns from the neighborhood.
- People walking and biking on Grand are disproportionately harmed in crashes
- It's challenging for people walking to cross the street.
- Grand is an important route connecting people from one end of Chicago to the other

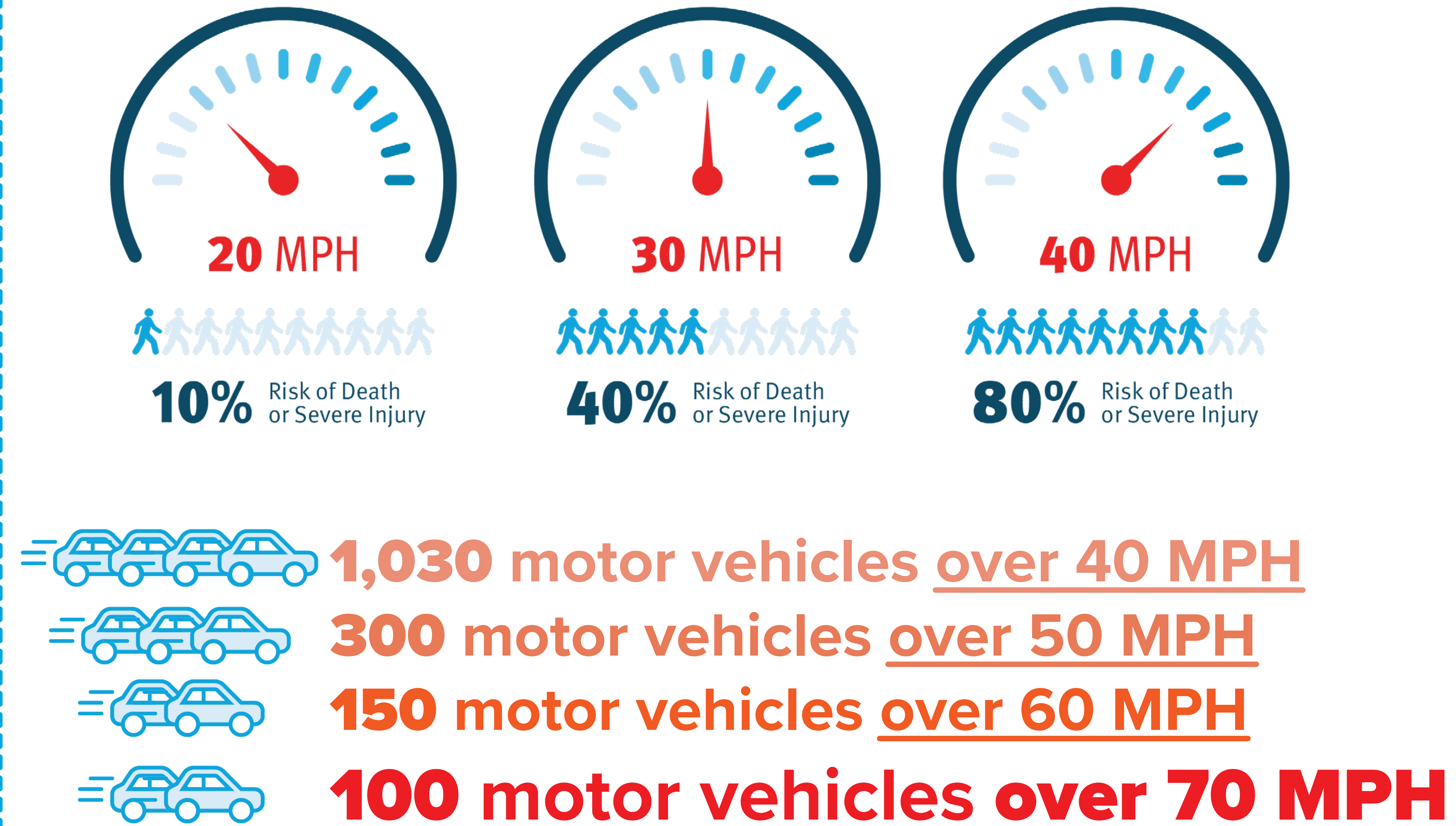
CRASHES ON GRAND: CHICAGO TO OGDEN (2017-2021)

652 **TOTAL CRASHES OVER 5 YEARS**

96% **OF CRASHES INVOLVING PEOPLE WALKING OR BIKING RESULT IN AN INJURY**

TURNING **TOP CRASH TYPE ON GRAND**

THE LIKELIHOOD OF A PERSON BEING KILLED INCREASES AS MOTOR VEHICLE SPEEDS INCREASE



THESE ARE FATAL SPEEDS FROM ONE DAY ON GRAND

8,900 **MOTOR VEHICLES TRAVELING FASTER THAN THE 30 MPH SPEED, EVERY DAY**

37% **OF SPEEDING OVER 75 MPH WAS RECORDED DURING SCHOOL DISMISSAL AND EVENING COMMUTES**

CHICAGO CYCLING STRATEGY

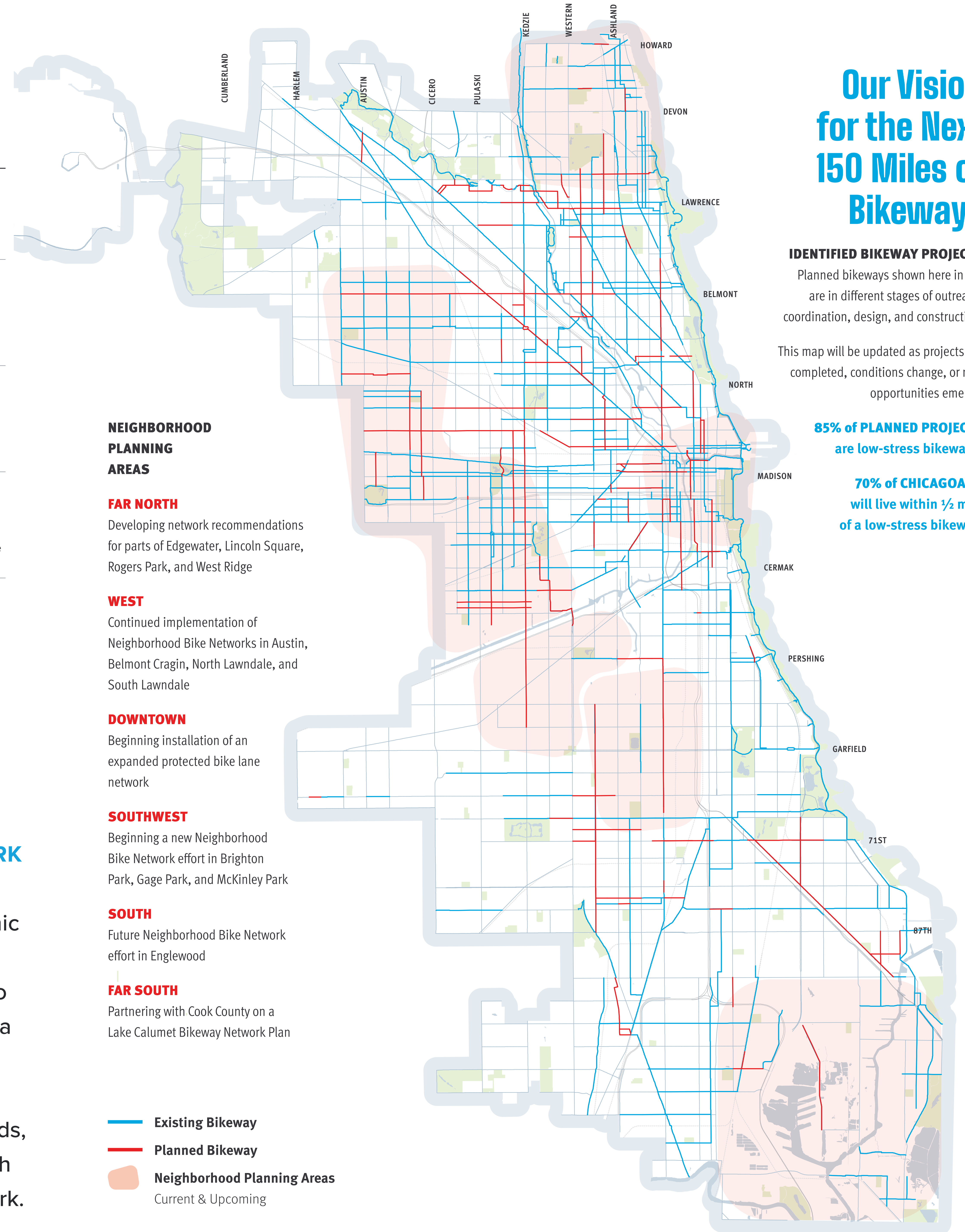


WHERE WE ARE GOING

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 will guide 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.

	Traditional Bike Plans	Chicago Cycling Strategy
Adaptability	<p>Static Traditional bike plans are static. As time passes they cannot keep up with new and emerging trends and adapt to new circumstances.</p>	<p>Dynamic This strategy guides long-term network development with flexible approaches to implementation which remain responsive to changing conditions.</p>
Scale	<p>Citywide only Traditional bike plans are mostly planned at the city level and lack nuance and context to identify meaningful local connections within individual neighborhoods.</p>	<p>Citywide & Neighborhood We are planning our cycling network at both the citywide and neighborhood scales, building upon local expertise within each community.</p>
Engagement	<p>Limited Citywide Engagement Traditional bike plans have a limited citywide engagement period which does not allow for enough meaningful conversations within each neighborhood.</p>	<p>Ongoing Neighborhood Engagement This strategy includes ongoing localized coordination through Neighborhood Bike Networks. This allows us to cultivate community relationships and trust.</p>
Funding	<p>Ad-hoc Ad-hoc funding means buildout is slow and inconsistent. Each funding source has its own requirements and limitations, and funding cannot be relied upon year after year.</p>	<p>Dedicated Local Funding Chicago Works provides CDOT with dedicated local funding for Complete Streets projects. This is crucial for the fast and continuous buildout of our bike network.</p>



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

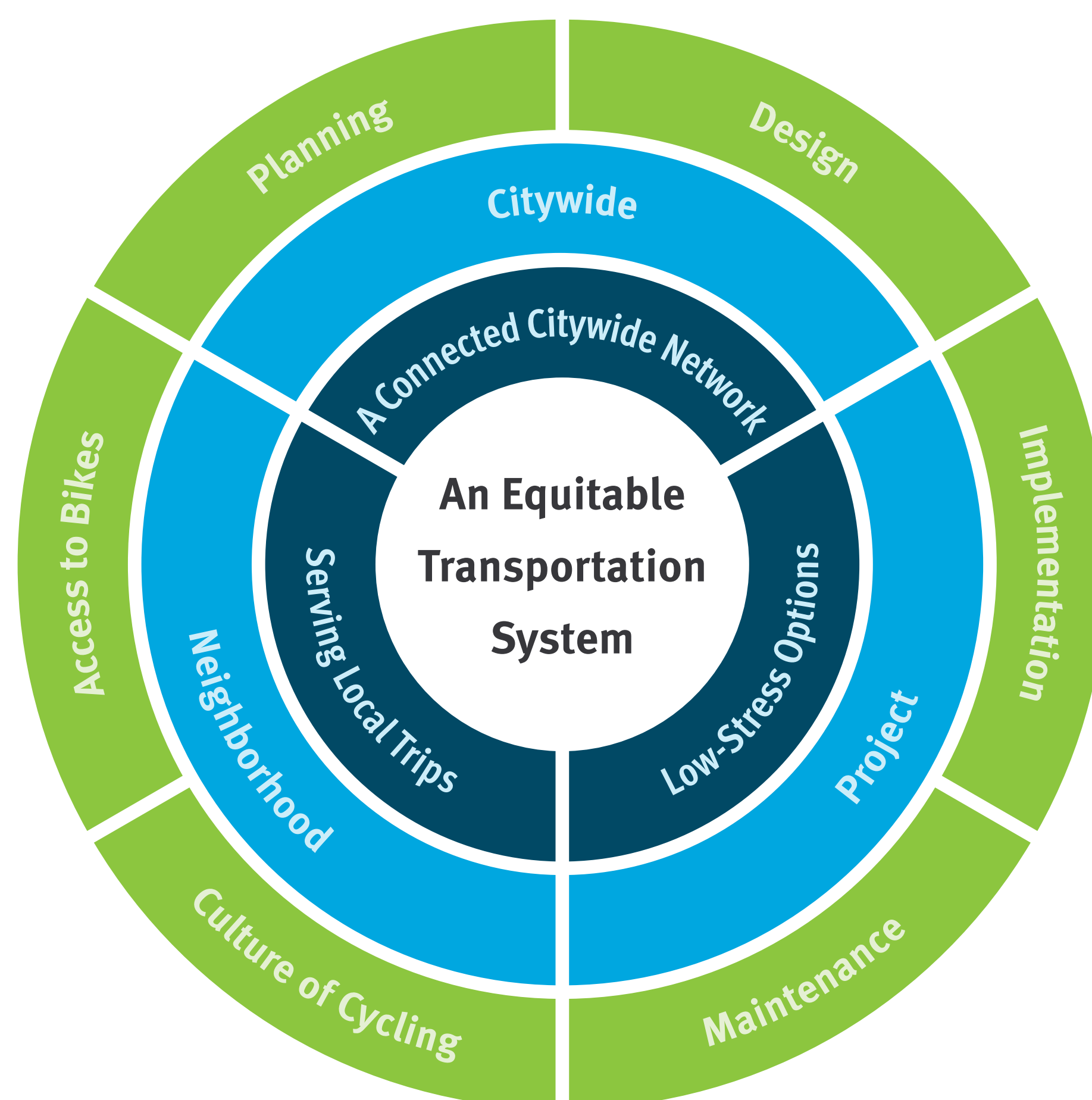
SOUTHWEST
Beginning a new Neighborhood Bike Network effort in Brighton Park, Gage Park, and McKinley Park

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

STRATEGIC PILLARS FOR EVERYDAY CYCLING



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

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 and allowing 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.

To find more information about projects, visit: chicago.completestreets.org/projects/active-projects