

Bikeways for All

ENVISIONING CHICAGO'S BIKE NETWORK



ACTIVE
TRANSPORTATION
ALLIANCE

In recent years, bicycling in Chicago has been transformed from a fringe activity to a mainstream mode of transportation, thanks in large part to investments made by city leaders in new trails, Divvy bike sharing and the addition of 100 miles of new and improved bikeways since 2011.

We're excited that Chicago has emerged as a national leader, but we know that our metamorphosis into a world-class city for biking remains incomplete. Too few people have access to high-quality bikeways that provide low-stress routes for people who possess a wide range of skill and comfort levels.

In an effort to make bicycling an easy transportation choice for everyone, the **Active Transportation Alliance** has created a bold new vision for cycling infrastructure in Chicago. The vision — **Bikeways for All** — lays out a plan for creating an equitable, city-wide bicycling network that would allow people of all ages and abilities to get around efficiently and comfortably on a bike.

About one third of Chicagoans live within a quarter mile of a low-stress bike route today. If all the routes in **Bikeways for All** are completed, 80 percent of Chicagoans will live within one quarter mile of a low-stress bike route.

In 2010, Active Trans first proposed to then-mayoral candidate Rahm Emanuel the notion of building 100 miles of advanced bike lanes by 2015. Now that this major goal has been accomplished, it's a perfect time to introduce a new five year goal focusing on 100 miles of protected bike lanes and Neighborhood Greenways. While this report proposes 180 miles of new low-stress bike routes, we're urging city leaders to commit to building 100 of those miles by 2020.



Bikeways for All proposes 180 miles of new low-stress biking routes, which includes upgrading 91 miles of existing routes.

Photo: John Greenfield

Research shows that fear of bicycling in traffic is the most common reason people choose not to bike. This report focuses on creating new biking infrastructure that will shrink those fears significantly — infrastructure proven to make newcomers feel safe — like physically protected bike lanes, trails and quiet side streets optimized for biking. The report proposes five-year goals and longer-term goals for each of these three types of bikeways.

This report excludes discussion of standard bike lanes and shared lanes for people driving and biking because we now know that these types of bike routes have missed the mark when it comes to spurring new riders.

Our vision for Chicago's bike network focuses on three types of routes:

- **Protected Bike Lanes:** Low-stress bike corridors on key streets between neighborhoods that use physically protected bike lanes to create an experience similar to riding on an off-street trail.
- **Neighborhood Greenways:** Local networks of well-marked routes on quiet neighborhood streets optimized for bikes with pavement markings and other treatments, like curb bump-outs and contraflow lanes.

- **Urban Trails:** A connected network of off-street paths along the lakefront, Chicago River, abandoned rail lines and other corridors that provides the ultimate low-stress biking experience for people of any age or skill level.

BETTER BIKING IS A COST-EFFECTIVE INVESTMENT

New biking infrastructure offers an excellent return on investment. With the allocation of a modest amount of local resources, Chicago is able to leverage federal funds for many of the types of projects included in **Bikeways for All**. Currently, the Chicago Department of Transportation puts less than 0.5 percent of its annual budget toward on-street bike infrastructure.

HOW BIKEWAYS FOR ALL WAS DEVELOPED

Most of the routes highlighted in **Bikeways for All** were drawn from Chicago's current bike plan, *Streets for Cycling 2020*. Guidance on the routes was also provided by a diverse group of neighborhood leaders, community-based organizations, bicycle advocates, transportation professionals and by more than 700 residents throughout the city who provided input on a survey.

Bikeways for All (CONTINUED)

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Protected Bike Lanes



On the Near North Side, the newly installed Clybourn Ave. protected bike lane physically separates people on bikes and cars with a robust concrete curb and other features.

Neighborhood Greenways



The Neighborhood Greenway on Berteau Ave. shows how modest changes like mini-roundabouts and curb bump-outs can create a safe and welcoming environment for people biking and walking.

Photo: <http://chicago7.org>

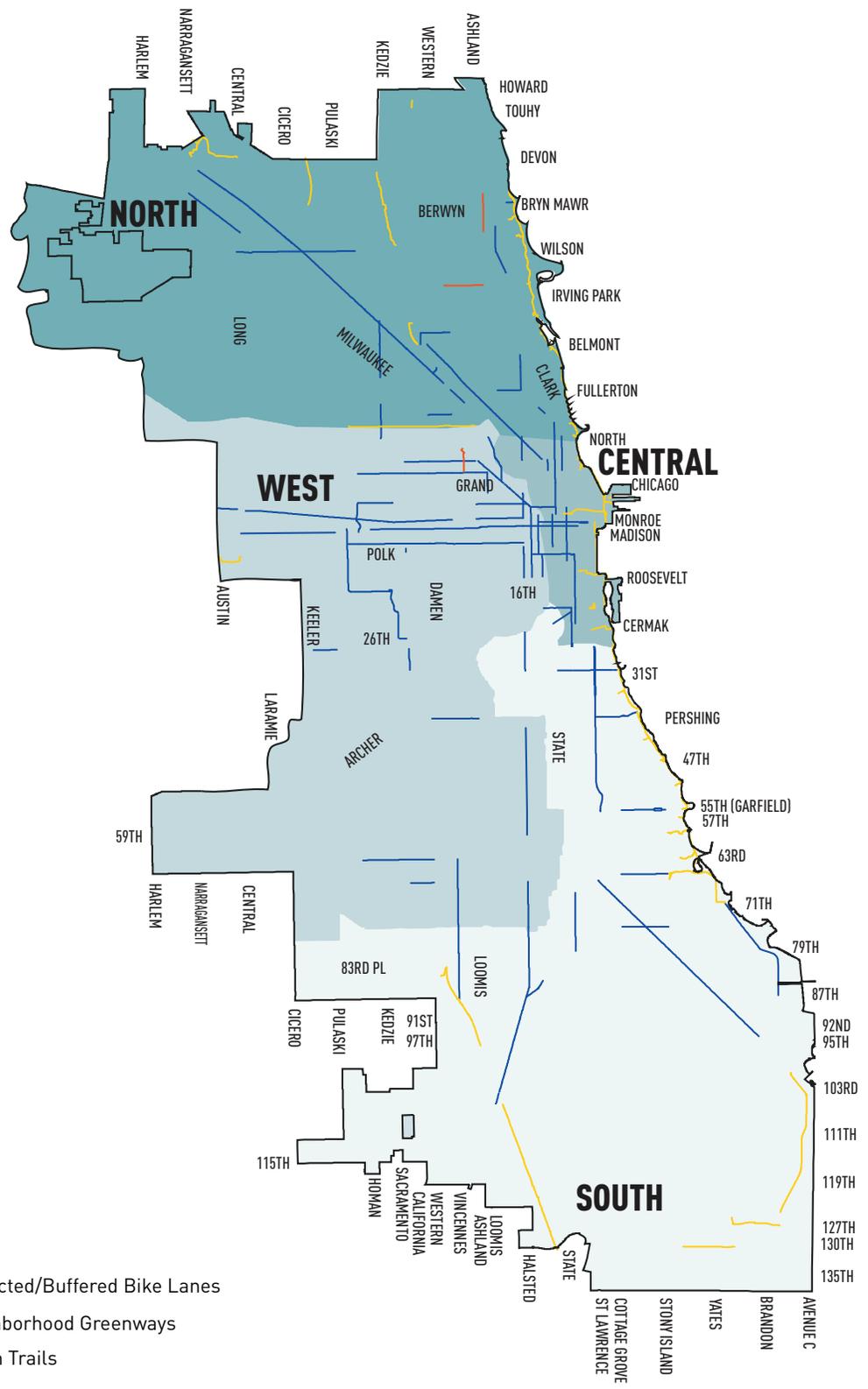
Urban Trails



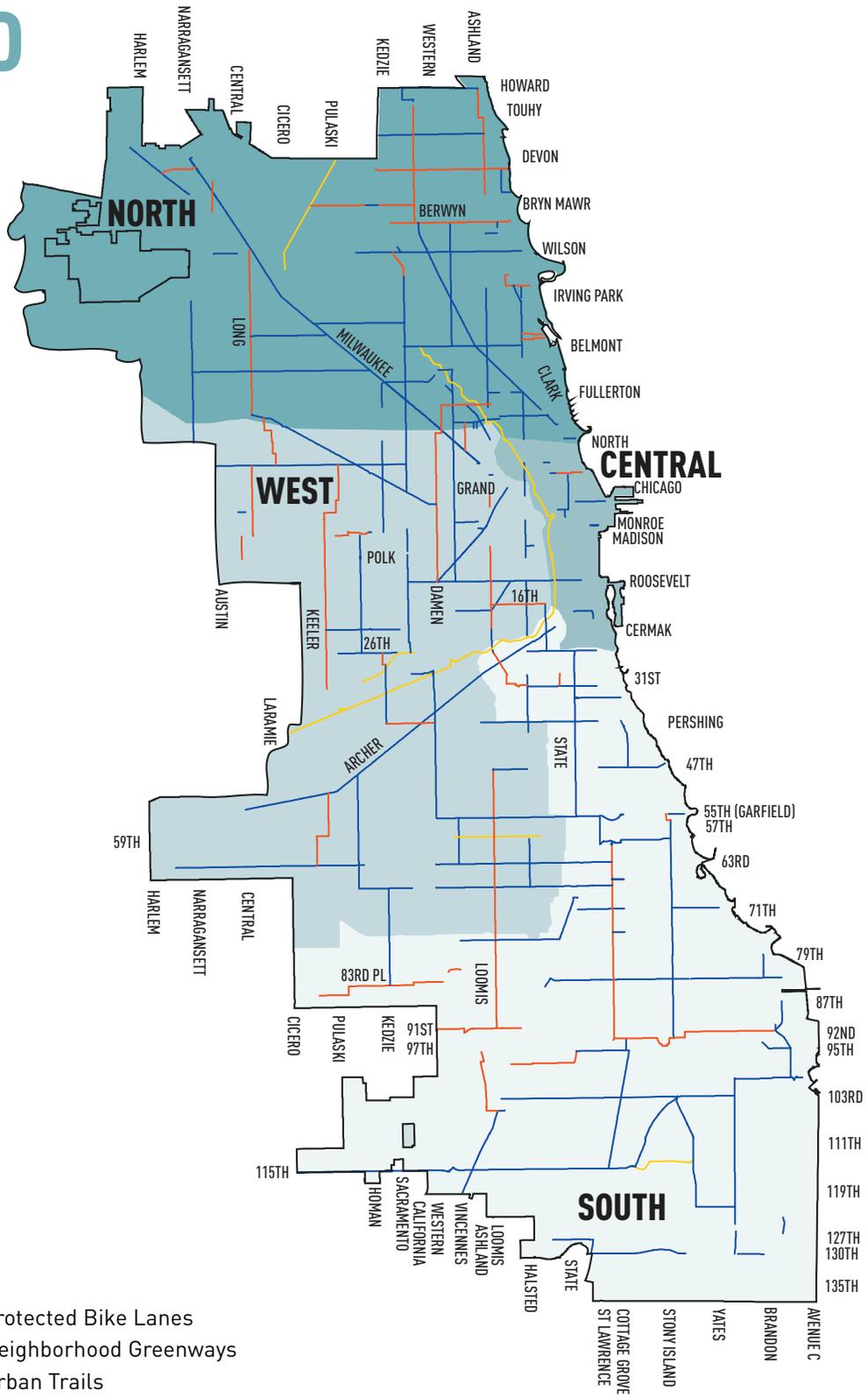
Trails provide the ultimate low-stress environment for biking and will be an essential part of Chicago's future bike network. The successful opening the 606 showcases the pent up demand for off-street trails in Chicago.

Photo: Jeff Banowitz

EXISTING ROUTES



PROPOSED ROUTES



- Proposed Protected Bike Lanes
- Proposed Neighborhood Greenways
- Proposed Urban Trails

NETWORK VISION

Protected Bike Lanes are low-stress routes on busy streets that physically separate people biking from car traffic. Streets featured on this map with no bike facilities will be redesigned to include low-stress bikeways. Streets featured on this map that currently have traditional bike lanes and marked shared lanes will also include upgraded facilities.

Neighborhood Greenways are low-stress residential routes. These streets will include traffic calming measures in key locations to improve the cycling experience.

The existing trail network will be expanded to provide off-street dedicated space connecting key parts of the city.

