

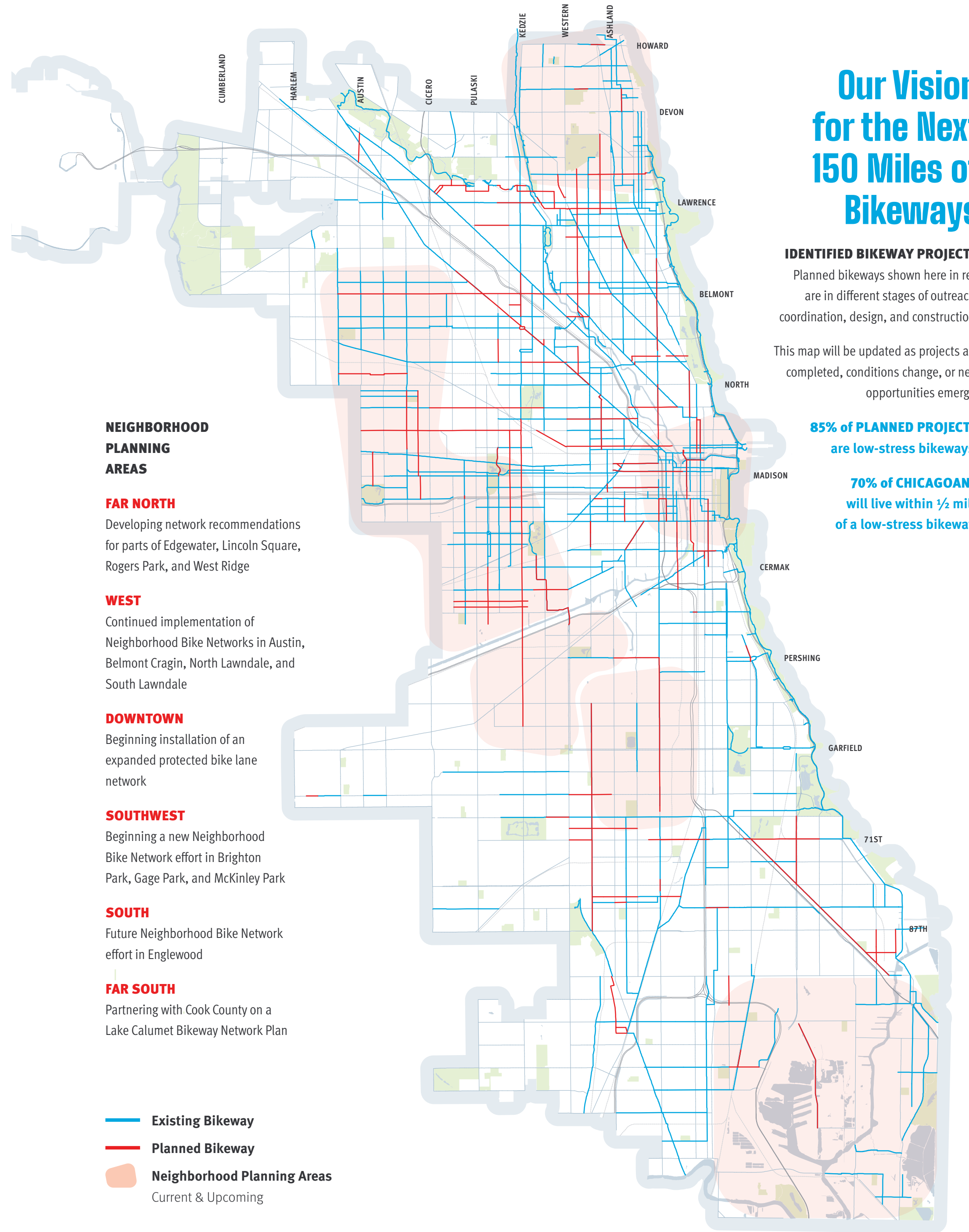
# CHICAGO, IL



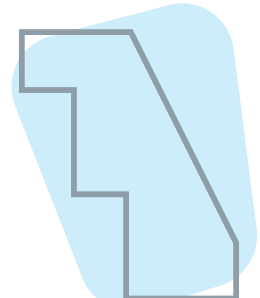
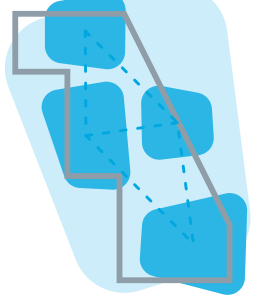
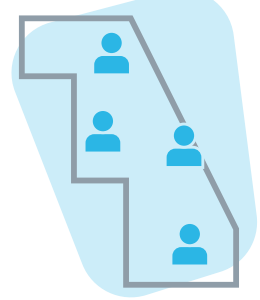
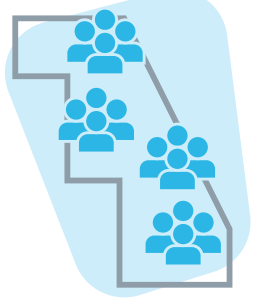
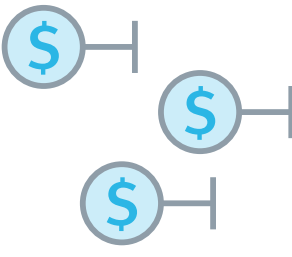
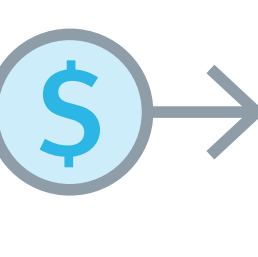
*A dynamic approach to expanding our cycling network*

## THE CHICAGO CYCLING STRATEGY

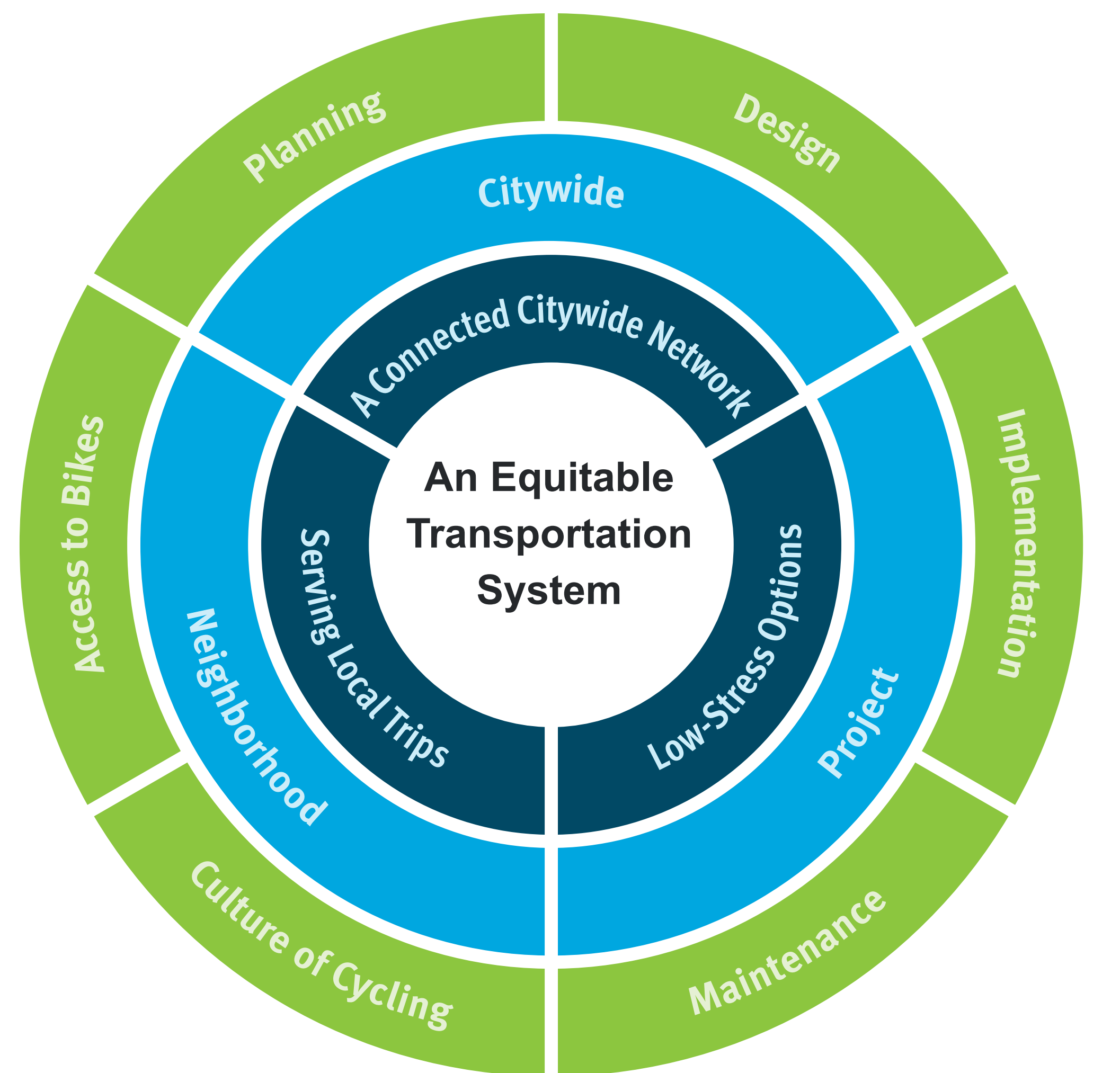
The Chicago Cycling Strategy represents a new path toward achieving an equitable transportation system through cycling. It is a Chicago-specific strategy tailor-made for moving cycling forward. The Strategy will guide the planning and implementation of our bike network and reflects the rapidly evolving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

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.



	Traditional Bike Plans	Chicago Cycling Strategy
<b>Adaptability</b>	 <p><b>Static</b> Traditional bike plans are static. As time passes they cannot keep up with new and emerging trends and adapt to new circumstances.</p>	 <p><b>Dynamic</b> This strategy guides long-term network development with flexible approaches to implementation which remain responsive to changing conditions.</p>
<b>Scale</b>	 <p><b>Citywide only</b> 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><b>Citywide &amp; Neighborhood</b> We are planning our cycling network at both the citywide and neighborhood scales, building upon local expertise within each community.</p>
<b>Engagement</b>	 <p><b>Limited Citywide Engagement</b> Traditional bike plans have a limited citywide engagement period which does not allow for enough meaningful conversations within each neighborhood.</p>	 <p><b>Ongoing Neighborhood Engagement</b> This strategy includes ongoing localized coordination through Neighborhood Bike Networks. This allows us to cultivate community relationships and trust.</p>
<b>Funding</b>	 <p><b>Ad-hoc</b> 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><b>Dedicated Local Funding</b> 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>

The Chicago Cycling Strategy is different than past planning efforts. It will guide the implementation of our network moving forward and reflects the rapidly evolving nature of the transportation landscape.



THE STRATEGIC PILLARS

THE NETWORK SCALES

THE BUILDING BLOCKS

