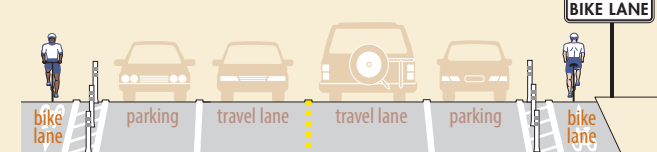


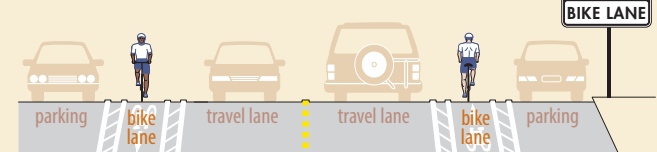
Types of Bikeways

Barrier-Protected Bike Lanes



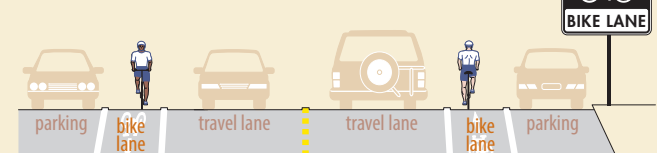
A portion of the roadway designated by striping, signing, and pavement markings for the exclusive use of cyclists which also provides physical and lateral separation of cyclists from adjacent travel or parking lanes. Barrier-protected bike lanes provide the greatest comfort to cyclists.

Buffer-Protected Bike Lanes



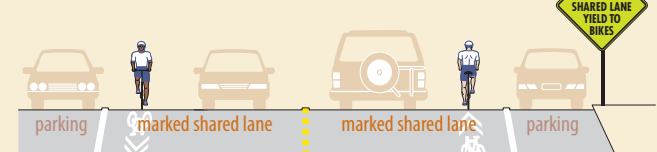
A portion of the roadway designated by striping, signing, and pavement markings for the preferential or exclusive use of cyclists which can provide marked buffer space on one or both sides of the bike lane. Buffer-protected bike lanes provide greater lateral separation from adjacent travel lanes and/or parking lanes than bike lanes.

Bike Lanes



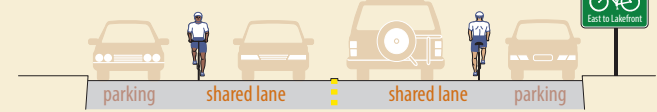
A portion of the roadway designated by striping, signing, and pavement markings for the preferential or exclusive use of cyclists.

Marked Shared Lanes



A portion of the roadway open to both bicycle and motor vehicle travel designated by striping, signing, and pavement markings as a preferred route for cyclists. Marked shared lanes are typically installed when there is insufficient roadway width for a bike lane.

Bike Routes



Roads open to both bicycle and motor vehicle travel identified as routes suitable for bicycle use and often signed with bicycle guide signs. Bike Routes are often lower-speed streets and/or have sufficient room for a bicycle to travel alongside motor-vehicles.

Multi-use Trails

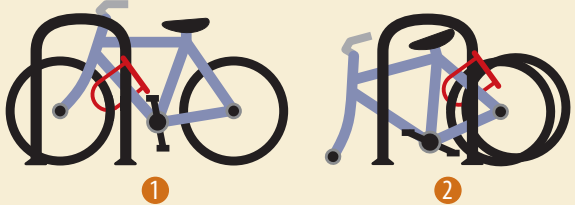


Paved paths separated from the road and marked for use by bicyclists, walkers, runners, and in-line skaters (such as the Lakefront Trail).

Theft Prevention

Most bike thefts are due to unlocked or improperly locked bikes. Following these tips will help prevent your bike from being stolen.

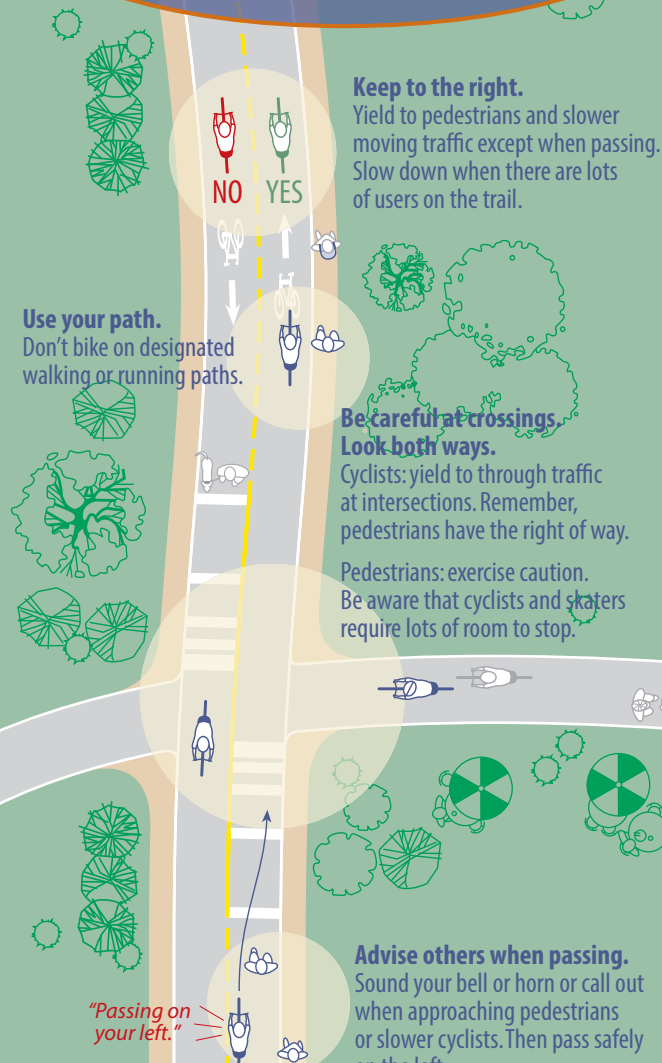
- Never leave your bike unlocked—not even for a second.
- Always use a high-quality U-lock or chain. For added security, use both.



- Always lock the frame and front wheel to either a rack or pole (see illustration 1).
- For extra security, remove the front wheel and lock it with the frame and rear wheel (see illustration 2).
- Note Some bike locks with cylindrical keys may be opened with a pen or similar object. Check with your local bike shop to determine the need to upgrade or replace your lock.

Sharing the Trail

Off-street Biking

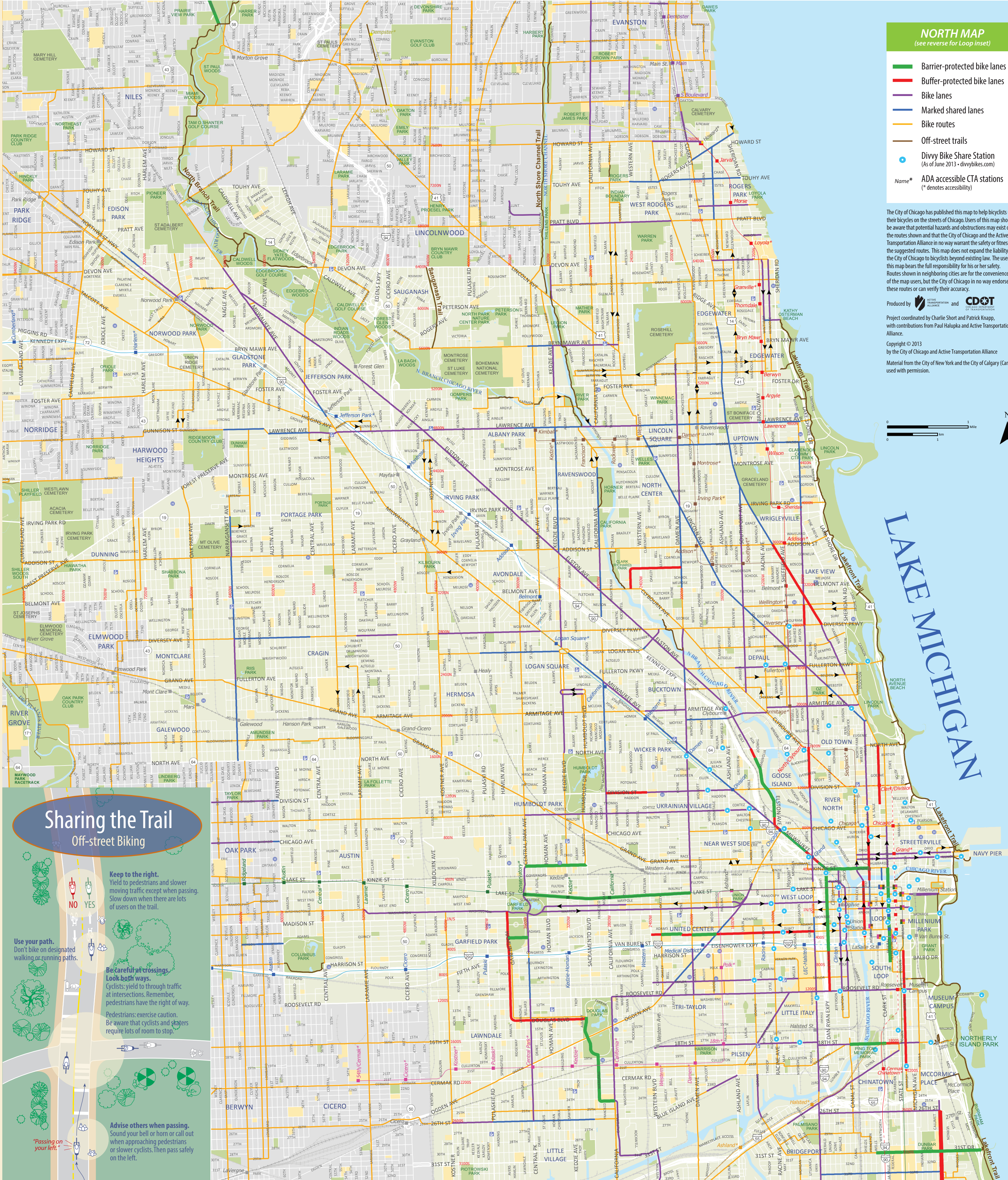


Keep to the right.
Yield to pedestrians and slower moving traffic except when passing. Slow down when there are lots of users on the trail.

Use your path.
Don't bike on designated walking or running paths.

Be careful at crossings.
Look both ways. Cyclists yield to through traffic at intersections. Remember, pedestrians have the right of way. Pedestrians exercise caution. Be aware that cyclists and skaters require lots of room to stop.

Advise others when passing.
Sound your bell or horn or call out when approaching pedestrians or slower cyclists. Then pass safely on the left.



NORTH MAP

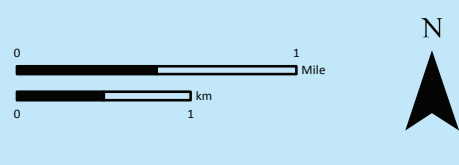
(See reverse for Loop Inset)

- Barrier-protected bike lanes
- Buffer-protected bike lanes
- Bike lanes
- Marked shared lanes
- Bike routes
- Off-street trails
- Divy Bike Share Station (As of June 2013 - divybike.com)

Name* ADA accessible CTA stations (* denotes accessibility)

The City of Chicago has published this map to help bicyclists use their bicycles on the streets of Chicago. Users of this map should be aware that potential hazards and obstructions may exist on the routes shown and that the City of Chicago and the Active Transportation Alliance in no way warrant the safety or fitness of the suggested routes. This map does not exceed the liability of the City of Chicago to bicyclists beyond existing law. The user of this map bears the full responsibility for his or her safety. Routes shown in neighboring cities are for the convenience of the map users, but the City of Chicago in no way endorses these routes or can verify their accuracy.

Produced by **Active Transportation Alliance** and **CDOT**
Project coordinated by Charlie Short and Patrick Knapp, with contributions from Paul Halupka and Active Transportation Alliance.
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Sharing the Road

Biking on Streets

- Don't stop in crosswalks.** (Illustration of a car stopping in a crosswalk)
- Obey all traffic regulations.** Riding predictably and following the law are the keys to safe bicycling on Chicago streets. Knowing and following the rules help all road users properly anticipate and react to each other.
- Ride in a straight line.** Avoid weaving between parked cars. Ride in a straight line at least 4 feet away from parked cars to avoid the Door Zone (see below).
- Never ride against traffic.** Riding against traffic is dangerous and illegal. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.
- When necessary, use entire travel lane.** Move toward the center when the lane is too narrow for motorists to pass safely or when you're moving at the same speed as traffic.
- Always stop for pedestrians in crosswalks.** (Illustration of a cyclist stopping for a pedestrian)
- To cross an intersection, use the lane farthest to the right that you are going.** Follow lane markings to cross an intersection. If you can't change lanes to turn left, ride across the street to the other side and align your bike with traffic.
- The Door Zone** is the 4-foot area along the side of a parked car where an opening door can hit and seriously injure a cyclist.
- When riding in a bike lane, ride on the left side of the lane—at least 4 feet from parked cars.
- Look inside each parked car before you pass it.** If you're unable to see someone inside or you spot someone inside, move outside the Door Zone or slow down and pass carefully.
- Watch behind you.** Keep track of traffic behind you, so you'll know whether you have enough room if you must swerve suddenly out of the Door Zone. A mirror helps you see traffic behind you as you pedal forward.

Chicago's Streets for Cycling

This map identifies good streets for bicycling in Chicago. Hundreds of streets were considered and thousands of miles were biked to select routes that are convenient and fun for bicycling. Conditions considered in identifying the 425-mile network include whether there was enough room for cars and bikes to share the road and where there were traffic signals or stop signs at busy intersections.

This map is designed to help you travel throughout Chicago by bicycle. Many of the recommended routes will help you get around unfriendly bicycling situations (such as expressways). While routes throughout Chicago are identified, some areas of the city have fewer choices than others. Always remember that potential hazards exist along all routes and that conditions vary depending on the time of day, day of the week, and season.

Information & Resources

City of Chicago's Bicycle Program
Call the Chicago Department of Transportation at 312-742-BIKE (2453) to request a copy of this map and other free publications, or visit www.ChicagoBikes.org. To request a bicycle rack call 311 or submit a request online at www.ChicagoBikes.org/bikeparking/

Street Maintenance
Call the City of Chicago's 24-hour City Services Request hotline to report city street locations with potholes, broken glass, and other maintenance or repair needs.

Lakefront Trail
Call 312-742-5239 to report maintenance and repair needs for the Lakefront Trail, or visit www.chicagoparkdistrict.com.

North Branch Trail
Call the Forest Preserve District of Cook County at 708-403-7391 to report maintenance and repair needs. For a free map of the trail, visit www.fpdcc.com.

Bicycle Commuting
Call the Active Transportation Alliance at 312-427-3325 for information on commuting by bike in Chicago, the latest issues facing bicyclists in the region, bicycle advocacy opportunities, events, and to request the *Chicagoan Bicycle Map*, or visit www.activetrans.org.

Bike Valet
For a list of festivals offering valet, visit www.bikechicago.com.

McDonald's Cycle Center
Located on the south side of Upper Randolph Street east of Michigan Avenue, the McDonald's Cycle Center offers indoor bicycle parking, bicycle repair and rentals, and membership, with benefits including showers and changing facilities. For more information on hours and services, call 1-888-BIKE-WAY or visit www.cyclestation.com.

Divvy Bikes
Divvy is Chicago's bike sharing system. For customer service, call 855-55-DIVVY or visit divvybikes.com.

Emergencies
Call 911.

This map is updated and reprinted on a regular basis. An online version of this map is available on our website. Sign-ups to improve the map and accompanying information are welcome!

You can contact us and view the online map at www.ChicagoBikes.org.

Mayor Rahm Emanuel

Have fun!

Together to make Chicago a safer place to ride.

When you hop on your bike this year, please remember to take responsibility.

With care for yourself and fellow Chicagoans, and don't hesitate to contact us with suggestions on how to improve our streets.

One of my top priorities as mayor is to create a bike network that allows every Chicagoan—from kids on their first ride to senior citizens on their way to the grocery store—to feel safe on our streets.

Increasing the number of bikes added each year and protecting the creation of protected bike lanes.

I am committed to strengthening our network of bike routes, both by way to the grocery store—to feel safe on our streets.

To help promote a culture of biking in Chicago, we've opened this easy-to-read map that identifies the city's best bike routes.

Whether it's managing neighborhood streets with family and friends or catching a breeze along the lakefront on the way to work, more Chicagoans are discovering the benefits of biking. It's fast, fun, healthy and affordable.

Dear friend,

to driving, cycling reduces traffic congestion, promotes a cleaner environment, and through our parks. Enjoy taking advantage of Chicago's numerous options for cyclists, and keep your eye out for improvements and expansions in the years to come.

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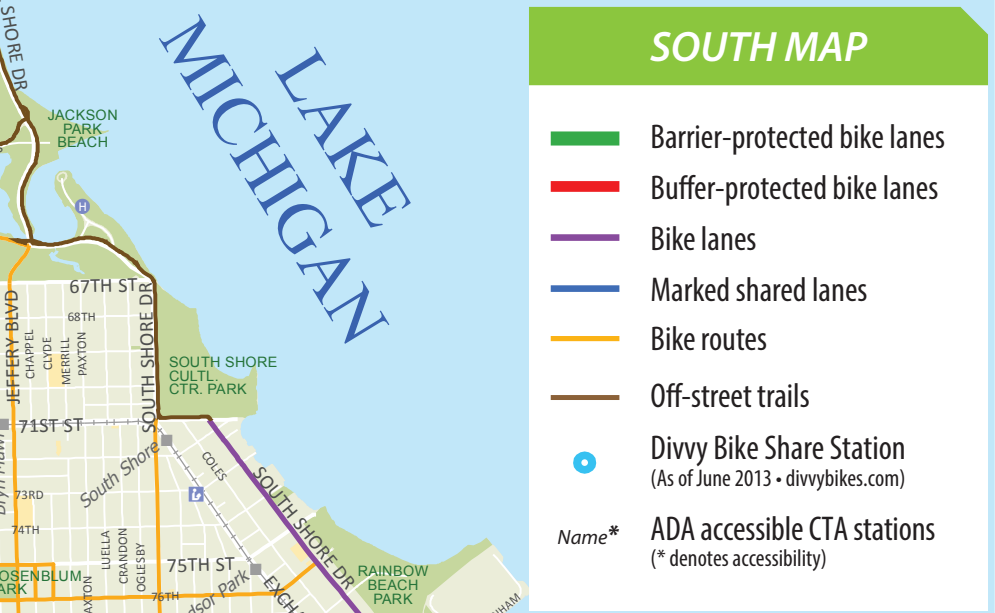
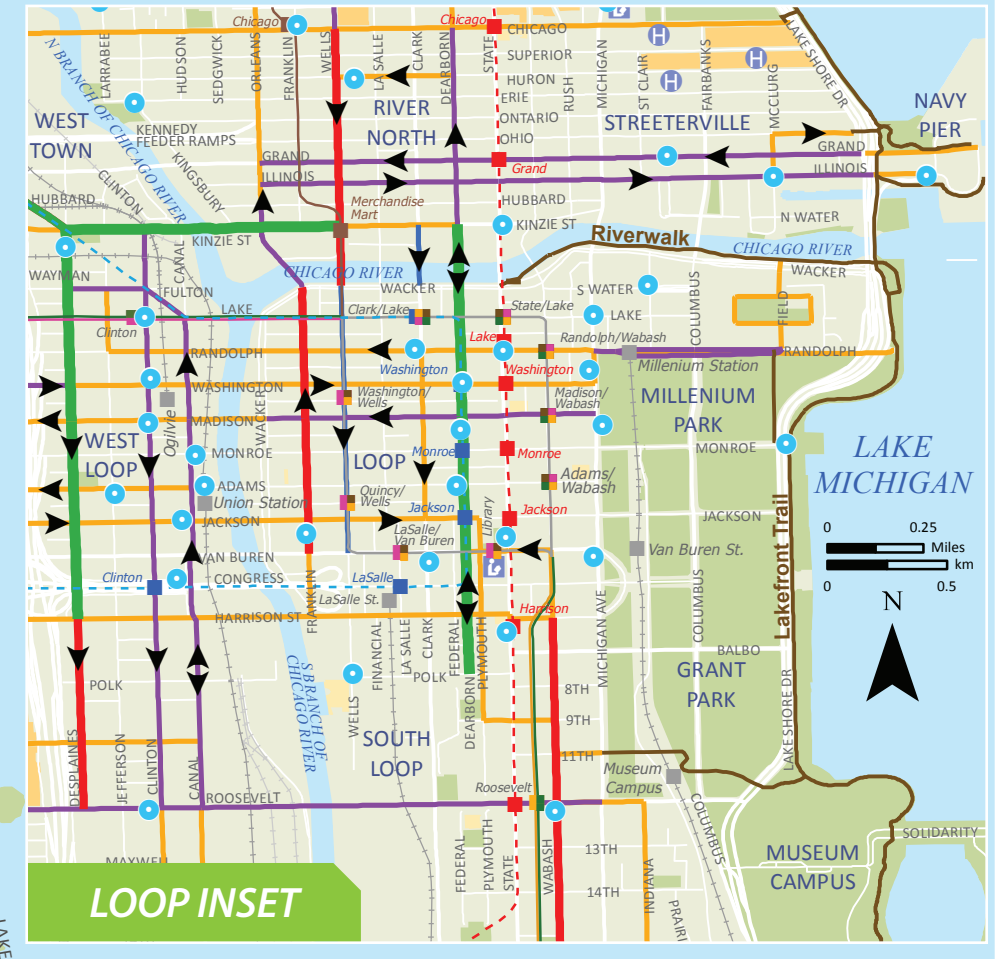
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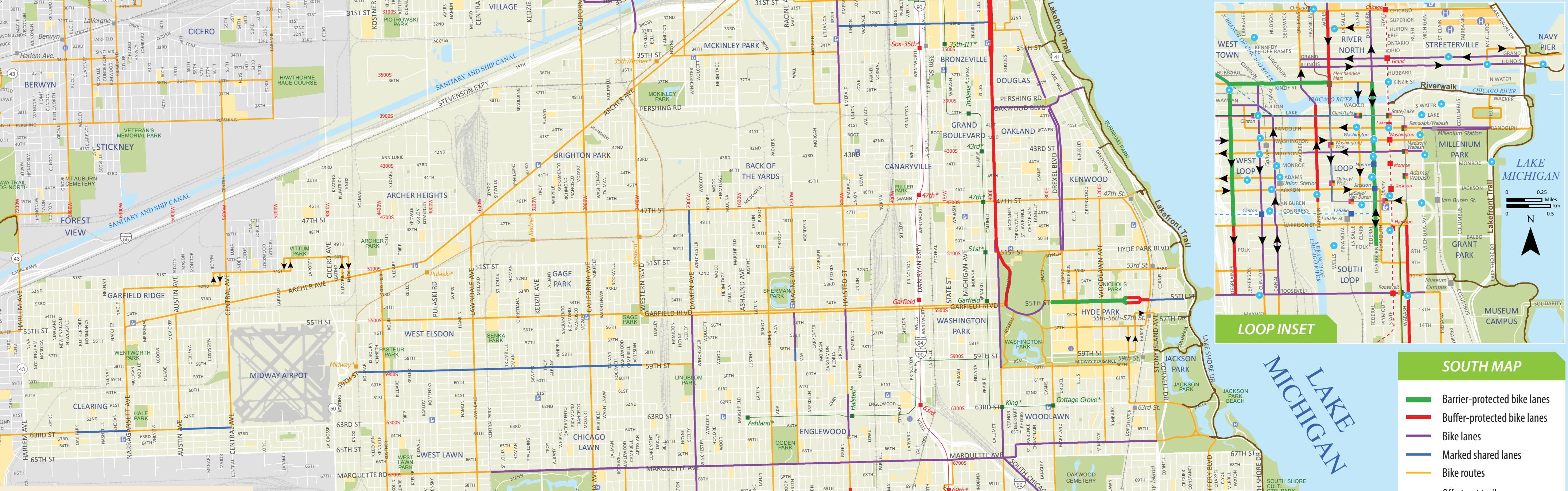
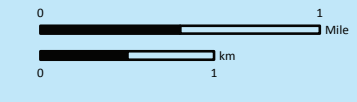
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- █ Barrier-protected bike lanes
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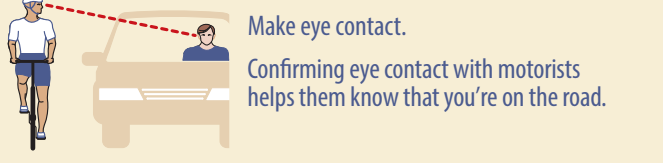


Communicate

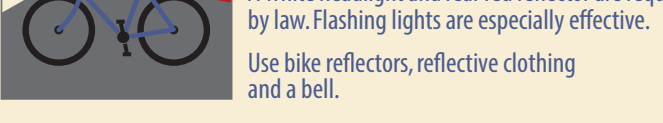
The Municipal Code of Chicago (9-52-010) requires cyclists to obey all of the same traffic laws as motorists. This means obeying stop signs and stop lights, and stopping for pedestrians in crosswalks.



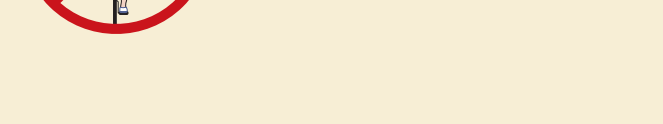
Use hand signals so that drivers know where you're going. Signal all your turns and stops ahead of time. Also, before turning, look over your shoulder for any traffic. Check and only move when it's safe.



Make eye contact. Confirming eye contact with motorists helps them know that you're on the road.



See. Be seen. Be heard. Use lights at night or when visibility is poor. A white headlight and rear red reflector are required by law. Flashing lights are especially effective. Use bike reflectors, reflective clothing and a bell.

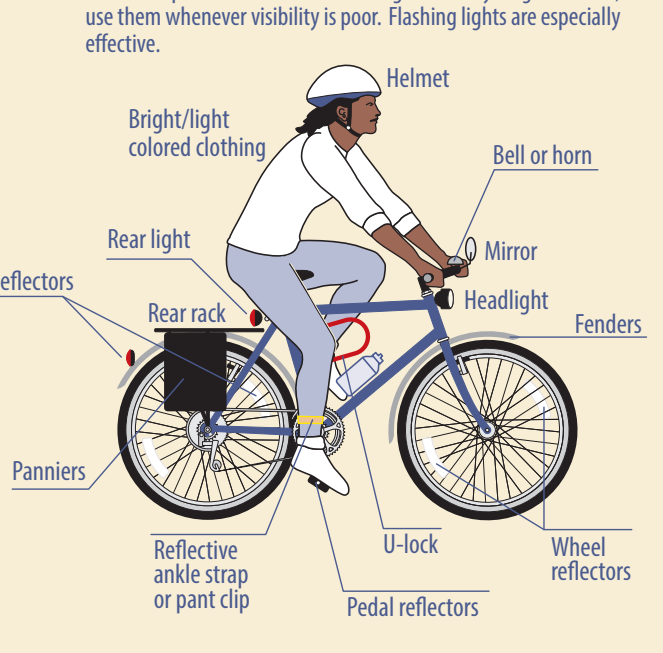


Never use earphones. Using earphones is dangerous, because you won't be able to hear what's going on around you.

Street-Smart Cyclist

Be Seen and Avoid Injury

- Always wear a bicycle helmet to reduce the risk of permanent injury or death from a crash.
- To make sure your helmet fits correctly, put it on and use the "eyes, ears, mouth" test. Eyes: When you look up, you should see the front rim. If not, your helmet won't protect your forehead. Ears: The side straps should come to a "V" just below each ear. Mouth: When you open your mouth wide, you should feel the helmet push down on your head. If your helmet doesn't pass the test, adjust its buckles.
- Wear bright clothing and use lights, reflectors, a bell and a mirror to see, be seen and be heard.
- Consider using the other equipment illustrated below to make your ride safer and more comfortable.
- The Municipal Code of Chicago (9-52-080) requires cyclists to use a headlamp and red rear reflector or light when cycling after dark, use them whenever visibility is poor. Flashing lights are especially effective.



Bikes on Transit

CTA Buses and Trains
Bring your bike on all CTA trains except weekdays 7:00–9:00 a.m. and 4:00–6:00 p.m. (Note: If trains are too crowded, bikes may be prohibited.) For more information on taking bicycles on trains or buses or for a free copy of the "Bike & Ride" brochure and route map, call 1-888-YOUR-CTA or visit www.transitchicago.com.

Metra Trains
Bring your bike on all Metra trains except weekday trains arriving in Chicago before 9:30 a.m. and leaving Chicago between 3:00–7:00 p.m. (Note: If trains are too crowded, bikes may be prohibited. In 2013, bicycles are also prohibited all day July 10–14, August 2–4, and August 17 & 18.) For more information, including rules and regulations, schedules and fares, call 312-836-7000 or visit www.metra.com.

Pace Buses
For route information, call 312-836-7000 or visit www.pacebus.com.

Bicycle Racks on Buses
Bicycle racks are available on the front of all CTA and Pace of operation for each route. Racks accommodate two bicycles at a time. Remove large accessories from your bike before loading your bike. If you're concerned about the safety of your bicycle, lock your bicycle's front wheel to your frame before the bus arrives.

- Alert the bus operator
- Lower the rack by squeezing the center handle.
- Load bicycle (in the available spot closest to the bus) and secure front tire with support arm.
- Board the bus and pay fare.
- When exiting, alert the bus operator that you'll be removing your bicycle.
- Unload your bicycle. If no other bicycles remain, stow the rack against the bus in the upright position.

