

MEETING AGENDA

North Lawndale Neighborhood Bike Network

Neighborhood Taskforce Meeting #2

Thursday, April 08, 2021

5:00 – 6:30 pm

Virtual meeting; Microsoft Teams

ATTENDEES

CDOT Representatives

David Smith – Bicycle & Pedestrian Program Manager

Amanda Woodall – Divvy Program Manager

Gia Biagi – Transportation Commissioner

Brad Huff, TY Lin – Bikeways Program Manager

John Pickering, TY Lin – Bikeways Planner

Shameka Turner, Sam Schwartz Engineering – Program Manager SAFE Ambassadors

Romina Castillo, MUSE – Vision Zero

Johntuanay Johnson, Lyft – Outreach Coordinator Divvy

Taskforce Members

Alderman Scott (Mike Albert) – 24th Ward

Coach Charles Rice – 24th Ward

Angela Sillas – Chicago Park District

Brenda Palms-Barber – Lawndale Employment Network

Brian Gannon – Lawndale Christian Health Center

Brittany Spralls – UCAN, NLCCC Public Safety Committee

Dereck Faulkner – Chicago Park District

Sgt Jermaine Harris – Chicago Police Department

Julie Globokar – Boxing Out Negativity

Mamie Grey – NLCCC Greening Committee

Megan Ostrowski – Mount Sinai Community Institute, NLCCC Health & Wellness Committee

Rochelle Jackson – NLCCC Transportation Committee

Tanisha House – North Lawndale Employment Network

Tracie Worthy – I AM ABLE Center for Family Development

Trevor Clarke – Working Bikes

PROJECT UPDATES

David Smith, Bicycle & Pedestrian Manager, from the Chicago Department of Transportation (CDOT), welcomed back the taskforce and recapped highlights and goals from the previous meeting. New members to the Taskforce voiced support for the Neighborhood Bike Network and the Divvy Bike Share expansion. Since the last meeting, CDOT has begun implementing other initiatives including:

- Contacted additional stakeholders to join the taskforce
- Held targeted meetings with additional stakeholders to discuss the Neighborhood Bike Network
- Coordinated resources to provide more bike parking locations which will be installed in 2021 & 2022
- Coordinated bike education resources for future events in North Lawndale
- Developed outreach material & an online survey

NETWORK INTRODUCTION

To determine a potential network of bicycle routes, CDOT, using feedback regarding opportunities and destinations from the first Taskforce meeting, scoped 23 miles of streets for potential bike routes. This draft bike network was sorted into short- and long-term potential projects. Short-term projects can begin installation in 2021 whereas long-term projects, due to their jurisdiction being under the Illinois Department of Transportation (IDOT), will require further coordination. 15 miles of streets within the network are options for short-term installations while the remaining 8 miles are long-term due to their jurisdiction. CDOT noted that this does mean bike routes cannot at some point be installed, rather they will take more time, coordination, and support from the community.

Short-term projects will be evaluated over time to understand where upgrades can be incorporated including concrete and traffic calming improvements. CDOT reiterated that the Neighborhood Bike Network is an ongoing effort and installations and route scoping will continue past 2022 to strengthen the network. The potential network discussed at the taskforce meeting reflects only those streets identified under the short-term bucket.

Neighborhood Routes

Two types of streets were identified as part of the Neighborhood Bike Network: Neighborhood and Connector routes. Neighborhood routes are low-stress, low-volume residential streets, generally with existing signals at major intersections and can serve as an alternative to busier nearby streets. On these types of streets, people biking are prioritized and traffic calming measures are implemented to encourage safe driver behavior. Bicycle signage, green pavement, and pavement markings are installed on neighborhood routes, signaling the presence of people biking. Traffic calming which can include, shortened crossing distances, elevated crosswalks, bicycle-friendly speed humps, and traffic diverters are among some of the options that can be implemented. **No legal on-street parking will be affected by neighborhood routes.** By creating space for people biking and driving, streets become safer and more comfortable for everyone, including people walking.

Connector Routes

Connector routes are streets with higher vehicle volumes, CTA routes, and/or commercial activity where the goal is to separate people driving and people biking as much as possible. Depending on width and street characteristics, various forms of bike lanes can be installed without reducing any on-street parking. However, due to the limited street width, physically separating people biking from people driving requires tradeoffs which can include on-street parking consolidation. If protected bike lanes cannot be installed in the short-term, there are still opportunities to upgrade but will require community support and an understanding of the benefits and tradeoffs.

Forms of Bike Lanes that can be installed on Connector routes:

- **Marked shared lanes (or Sharrows):** Pavement markings (a bicycle symbol with a chevron) that denote shared bicycle and vehicle travel lanes and remind motorists that bicycle travel is prioritized. The markings encourage proper positioning by bicyclists by placing them where the bicyclist is expected to ride. Additionally, these markings can help reinforce the route along with wayfinding signage.
- **Bike Lane:** Exclusive space for people biking located on the street and designated with pavement markings and signage. Bike lanes are adjacent to the vehicle travel lane and travel in the same direction.
- **Buffered Bike Lane:** Similar to *Bike Lanes* but paired with a designated striped buffer between the travel lane and/or the parking lane to allow more space for people biking.
- **Protected Bike Lane:** Exclusive and protected space for people biking that physically separates them from people driving and/or the parking lane through the use of vertical protection that can include: concrete curbs, bollards, or parking lanes. Protected bike lanes can either be one-way, typically with the flow of traffic, or two-way, where bicycle movement is allowed in both directions on one side of the street.

Feedback

When asked for feedback regarding the Neighborhood Bike Network as a whole, the Taskforce was receptive but expressed the need for targeted outreach especially along the boulevards. **CDOT explained no high-impact changes or loss of residential parking would occur on neighborhood routes** and that all street conditions would be surveyed ahead of time. The Taskforce reiterated a strong desire to continue to work together on long-term routes, especially on Pulaski and Roosevelt, and to build additional eastbound connections.

PROPOSED DESIGNS

With feedback regarding streets and destinations from the taskforce, CDOT presented on some of the potential short-term installations that could be installed in 2021 & 2022 along with their benefits and tradeoffs.

Protected Bike Lanes

- **Independence and Douglas Boulevards** – The Taskforce liked the idea of protected bike lanes on Independence but stressed the importance of having targeted meetings with stakeholders along the Boulevard. The Boulevard is an active place and is used for community engagement events and understanding how it functions will help its reception. Other members noted that the protected bike lanes would further activate the boulevard while providing comfortable routes accessible to more people. Members also liked how bike lanes on the left side would reduce conflicts with residential parking, but asked how crossing the Boulevard to turn right would function. CDOT discussed the benefits tradeoffs to this design and stated that more evaluation and outreach will be necessary.

Neighborhood Routes

- **Keeler – Cermak to Jackson** – Taskforce members confirmed the street would be a good neighborhood route, but there are sections that are in poor condition. CDOT responded that there is an upcoming water main project that will repave the sections discussed by the Taskforce. Some concern was raised about whether this would impact residential parking, but CDOT reiterated that no parking loss would occur.
- **Ridgeway: Douglas to 19th** – Taskforce confirmed this is a good residential route paired with Hamlin. “Great rides”

- **Hamlin – Douglas to Cermak** – Taskforce confirmed this is a good residential route paired with Ridgeway. “Great rides”

Other taskforce members inquired about bike routes on 5th Ave or in the northwest corner of the Study Area. CDOT responded they will evaluate this area for future opportunities.

Connector Routes

- 16th – Kilbourn to Albany – The Taskforce was pleased to see bike routes on 16th Street and saw opportunities to consolidate under-utilized on-street parking to install protected bike lanes. The corridor has multiple vacant lots and members mentioned these are areas where on-street parking can be consolidated. CDOT expressed this would be an ongoing effort with more opportunities to evaluate the street and hear from neighbors to improve and upgrade traffic calming measures.

Other routes mentioned by the taskforce for protected bike lanes were **Pulaski** and **Roosevelt**. CDOT responded those are targeted as long-term due to IDOT jurisdiction but would continue to explore opportunities to improve these streets.

OUTREACH

CDOT has developed an online survey and printed materials to be shared and promoted through each Taskforce members contacts and neighborhood events. This survey will focus on understanding the state of bicycling in North Lawndale and take about 10 minutes. Printed materials will also be provided to Taskforce members who request them.

CDOT will also reach out to the Taskforce to begin coordinating additional outreach events and efforts in the neighborhood.