

Chicago Mobility Collaborative
June 22, 2023
6:00 PM – 7:30 PM
Hamilton Park Field House & Virtual
Meeting Summary

Event Date & Time: Thursday, June 22nd, 2023 from 6:00 – 7:30 PM

Number of Attendees: 61 total attendees (including participants joining via Zoom and in-person at Hamilton Park Field House)

CDOT Staff Attendees: Commissioner Gia Biagi, Romina Castillo (Director), Dave Smith (Complete Streets Manager), Kurt Facknitz (Managing Engineer), Michael Kent (Vision Zero Program Coordinator); Mary Nicol (Director of Policy); Erica Schroeder (Director of Communications)

Leadership Group Attendees: Peter Taylor, Rochelle Jackson, Ruth Rosas, Greg Polman.

Summary of Meeting: This meeting was held both in-person at the Hamilton Park Field House and virtually via Zoom. CMC representative, Peter Taylor welcomed everyone to the meeting reminding attendees about the meeting format, the general goals of the CMC, and the community agreements of engagement. After this, Complete Streets Director David Smith shared CDOT updates and upcoming projects and initiatives. This included a brief overview of the bikeways-focused discussions CDOT has been conducting with various business owners. David Smith also introduced the Community Tables facilitated by members of the public, various CDOT staff and CMC Leadership Group members. These conversations are summarized below.

Community Tables Summaries – What we heard from participants.

Table 1 – Bus Rapid Transit (BRT): corridor design and implementation

Facilitators – Audrey Wennink (Leadership Group, MPC), Jennifer Henry (CTA), Jason Meter (CTA), Kurt Facknitz (CDOT)

- Number of participants: 8
- Action Items
 - Better communicate the “gold standard” definition for BRT and feasibility of BRT for various road types in Chicago.
- High-level participant feedback
 - Participants reviewed diagrams of 3 typical roadway types with different street widths (Western Avenue, 79th Street, and Illinois Street) to learn about the different elements in roadway design, including bike lanes, parking lanes, travel lanes, and sidewalks.

- Participants discussed tradeoffs for how street space is allocated to build BRT with fully dedicated bus lanes in Chicago. To make room for bus only lanes, the City typically must remove a parking lane or a travel lane.
- The group discussed the tradeoffs between buses running in the median or buses running on the curb-side lane.

Table 2 - Beyond the Bike Lane: building community support for bike infrastructure
Facilitators – David Smith, CDOT / Fabian Cisneros Northwest Center representatives

- Number of participants: 14
- Action Items
 - The effort in Belmont Cragin can serve as a model in other communities. Invite other community partners to conduct the survey created by the Northwest Center and CDOT to collect more local data and draw comparisons/differences to identify specific local solutions.
 - Find champions within the business community (owner, chamber, SSA) to advocate amongst their peers.
 - Building support for complete streets and infrastructure changes from within the business community is important to improve access to neighborhood commercial corridors.
- High-level participant feedback
 - Northwest Center representatives provided an update on the pilot survey that they developed in partnership with CDOT to engage business owners and patrons around their mobility choices/options to access the Belmont Cragin commercial corridor. Here are some relevant findings:
 - Business owners have two primary concerns related to curbside parking: (1) having enough parking for customers and (2) having space for loading/deliveries.
 - Many business owners and customers are not necessarily aware of all the parking options in the community.
 - Customers on the corridor often live in the neighborhood and are interested in biking, walking, transit infrastructure - while many business owners don't live in the community.
 - Education is key to identify local solutions to improve safety among all users along commercial corridors.
 - We need to close the gap between what many customers value in our public space and the perception of some business owners
 - Both customer experience/feedback and economic data can support complete streets efforts

Table 3 – Barriers for Active Mobility: the built environment
Facilitators – Jane Haley, Far Southside resident; Michael Kent (CDOT)

- Number of participants: 12
- Action Items
 - Consider partnering with Streets & Sanitation and utilize City tow trucks to remove illegally parked vehicles in bike lanes.
 - Consider a citizen citation program to enforce parking restrictions and raise dedicated revenue for street improvements.
 - Install more protected bike lanes at improve barriers at pedestrian-and-bike only bridges.
- High-level participants feedback
 - Barriers to biking include:
 - Incomplete bike networks
 - Gaps in bike network in Far South, East Sides
 - Lack of north/south bike lanes on the South Side
 - Threats to personal safety particularly for women cyclists
 - Dangerous driving or interactions with vehicles
 - Lack of enforcement for bike lane infractions such as illegal parking in the bike lane
 - Fast-moving IDOT routes or drivers exiting the expressway
 - Shared sentiments that driving behaviors have become more dangerous since COVID (perhaps due to less enforcement of dangerous driving)
 - Lack of tree canopies on arterial streets that can encourage faster driving
 - Barriers to walking include:
 - Loud noises and fast-moving traffic
 - Broken or poorly maintained sidewalks
 - Snow in the sidewalks
 - Existence of slip lanes
 - Participants expressed sentiments that street design and safe streets infrastructure are more effective tools to curb dangerous driving behaviors than education efforts.
 - There was wide support among attendees for the City's Safe Streets Pilot Ordinance, an effort to increase automated enforcement measures for cars parked in bike lanes, bus-only lanes, bus stops, and crosswalks.

**Virtual Table – Beyond the Bike Lane: building community support for bike infrastructure
Facilitator – Romina Castillo (CDOT)**

- Number of participants: 27 total participants
- Action Items
 - Provide more information and opportunities for engagement about infrastructure investment priorities during CMC.

- Invite more representatives from other City Departments and local agencies to CMC meetings to encourage more comprehensive discussions about infrastructure and other investments in communities.
- High-level participant feedback:
 - Bike networks cannot be designed as “one-size-fit-all”, they have to be closely developed in partnership with community members.
 - Mobility investment cannot happen in isolation, destinations, businesses, services and other investments must happen in tandem to infrastructure improvements.
 - Community members should be compensated for their time and labor advocating for equitable infrastructure project outcomes.
 - Community members would like to learn more about how funding is distributed across neighborhoods and how investments are prioritized.