

Public Survey Summary

CDOT Division of Planning and Policy

EXECUTIVE SUMMARY

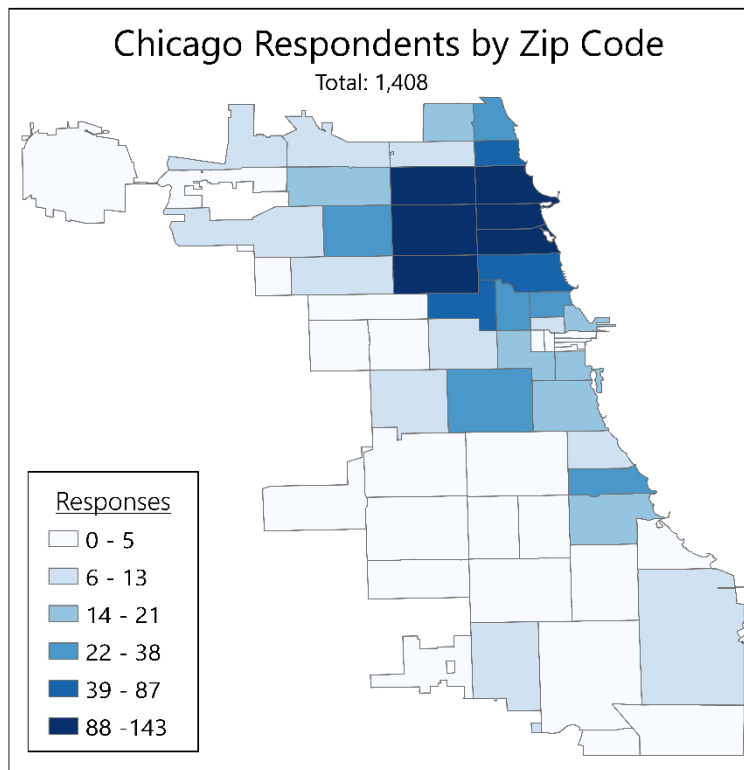
CDOT collected 1,457 responses between December 2024 and January 2025 to assess public opinion on what CDOT's new Division of Planning and Policy should research or develop.

The following themes were cited most frequently by respondents:

- De-prioritize private vehicles and increase investment in public and active transportation.
- Expand bike and bus lanes, especially along major corridors.
- Provide more frequent and reliable bus service, including Bus Rapid Transit (BRT).
- Expand the City's Safe Streets Pilot to provide increased enforcement of bus and bike lanes.
- Continue traffic calming measures to provide safer pedestrian crossings.
- Improve community engagement via accessible meetings and local partnerships.

SURVEY DETAILS

The public was able to submit feedback between December 16, 2024 to January 31, 2025 and CDOT received 1,457 unique responses. 1,408 responses came from across 56 Chicago zip codes. CDOT saw the greatest responses from the North Side, along the Lakefront, and the Near West Side. Responses were analyzed using qualitative coding to identify keywords, phrases, and themes.



KEY FINDINGS

Public demand for safer and more efficient transportation options was clear, as most respondents wanted improvements for residents related to public and active transportation options. A total of 371 respondents (25%) supported adding or improving bus lanes, while 221 (15%) backed the implementation and/or expansion of BRT systems to ensure faster and more dependable service.

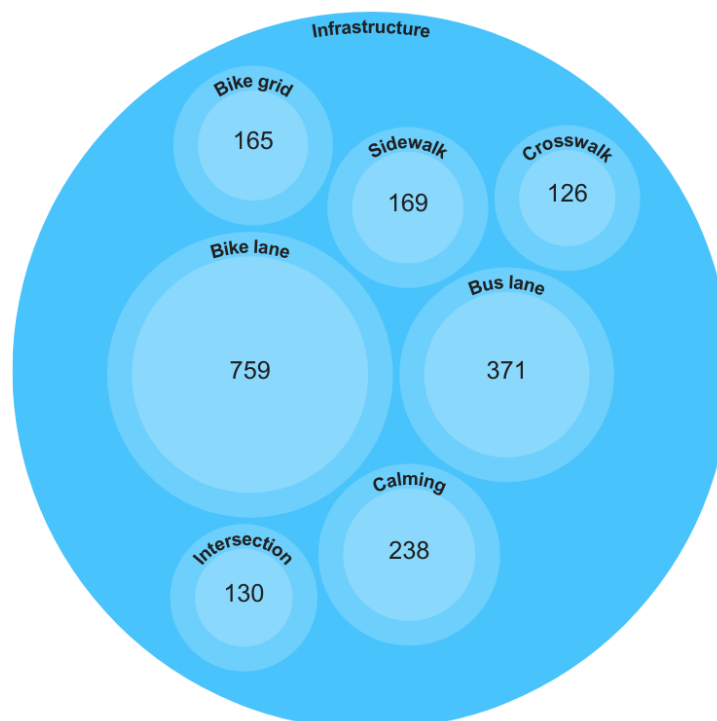
A significant portion of respondents called for safer cycling options. In particular, there was strong support for expanding bike lanes, from about half of respondents. 165 respondents (6%) emphasized the importance of completing a fully connected bike grid to improve accessibility. 511 respondents (35%) specifically mentioned protected bike lanes with physical barriers to enhance safety.

Expanding shared mobility options—such as more Divvy stations, improved bike parking, and incentives for e-bikes and scooters—also gained traction, with 55 respondents (4%) supporting such initiatives.

Pedestrian safety also featured prominently in responses, with numerous calls for better crosswalks, improved lighting, and traffic calming measures to enhance walkability. Traffic calming measures, such as road diets, curb extensions, and bump outs, were mentioned by 238 respondents. These measures were discussed primarily for intersections, which were noted by 130 respondents. A related concern was vehicle speed, with over 100 respondents (8%) wanting reduced speed limits.

Enforcement of vehicles blocking travel lanes was a recurring theme, particularly regarding vehicles obstructing dedicated lanes. 330 respondents (23%) mentioned enforcement, and most wanted to see it increased. More than a third of these respondents specifically emphasized the need to keep bike and bus lanes clear of obstructions. Additional transportation priorities included a congestion fee, backed by 50 respondents (3%), to reduce traffic congestion in high-density areas.

Mentions of Key Infrastructure Themes



COMMUNITY ENGAGEMENT PREFERENCES

CDOT asked what types of partnerships and community engagement efforts would help people feel more involved and informed about transportation projects impacting their area. The public responses suggest that the most valued forms of engagement are meetings (238 responses) and project-specific involvement (228 responses), highlighting a preference for direct participation and detailed project discussions.

Partnerships and collaborations (226 responses) also ranked highly, indicating interest in working with organizations or other stakeholders. Engagement at the ward or neighborhood level (165 responses) and through alder person involvement (150 responses) suggests that local engagement is wanted by residents.

Among communication methods, polls/surveys (151 responses) and newsletters/emails (116 responses) were relatively popular, followed by general communication efforts (116 responses) and signage (79 responses). Social media (56 responses) and websites/online resources (44 responses) had moderate interest, while advertising (29 responses) and campaigns (35 responses) were less emphasized.

Smaller but notable interest appeared for community events, such as farmers markets and block parties, (70 responses) and school engagement (27 responses). Many respondents also stated that CDOT's current engagement strategies are sufficient and would like to see a focus on action and implementation.

Overall, direct interaction (meetings, partnerships, projects) and localized engagement are the most preferred, with a mix of surveys, email updates, and signage supplementing outreach.