

Transportation & Infrastructure

<p>Why are we spending so much on the redline extension as opposed to increasing service and lowering fares on bus lines and the Metra electric lines?</p>	<p>We are doing both. There is a pilot program to reduce fares on the Metra Electric District and Rock Island now: Fair Fares South Cook. The Red Line extension is a long-promised project that is needed to connect people to destinations throughout the CTA rail system and is currently progressing through the development process. CDOT and CTA are working to improve street infrastructure for public bus service through the Better Streets for Buses Plan.</p>
<p>Have there been conversations or considerations around how to integrate some of these wonderful projects into economically challenged neighborhoods?</p>	<p>You can review all the goals, objectives, and policies here: https://www.chicago.gov/content/dam/city/depts/dcd/we_will/WWC_PolicyIdeas_071422.pdf Yes, the City of Chicago is prioritizing infrastructure investments in disinvested neighborhoods using an index of mobility and economic disadvantage, which is shown on slide 34 in this slide presentation.</p>
<p>Is there an analysis and/or data of whether there are disparities in scope and frequency of service between the North, South, and West sides? If so, what actions to abate disparities is the city willing to take?</p>	<p>The city acknowledges the disparity in CTA rail service and is advancing the CTA Red Line Extension to reach communities on the south side. The Better Streets for Buses study underway by CTA and CDOT is also looking to improve bus service by identifying a network of corridors for prioritizing future street treatments and developing a toolbox of street treatments that includes ideas like enhanced traffic signals, better bus stops, dedicated bus lanes and more</p>
<p>How are cars kept out of bus-only lanes?</p>	<p>Bus-only lanes are currently designated by red paint and signage.</p>
<p>Often the treatments proposed in the Better Streets For Buses campaign are proposed for busy crowded streets that do not have room for them. Why not put them on less crowded streets instead?</p>	<p>Selection of corridors for Better Streets for Buses improvements are underway now. The goal will be to improve bus speeds for the largest numbers of bus riders in the city with these investments. On some corridors the number of people on buses is similar or may exceed the number of people in cars and it is appropriate to give those using the most sustainable transportation modes priority.</p>

<p>What is the Chicago Department of Transportation (CDOT)'s language access policy?</p>	<p>Chicago DOT does not currently have a language access policy but is working to develop one.</p>
<p>What does CDOT mean when it says pre-cast concrete curbs are "less disruptive?" Does this mean to drivers, cyclists, or everyone?</p>	<p>This refers to being less disruptive to install. The pre-cast curbs can be installed on existing pavement whereas poured-in-place curbs take more time and require a more intense process. Pre-cast curbs are quicker.</p>
<p>What is stopping Chicago from being a leader in the US when it comes to adopting European-style car-free streets?</p>	<p>Chicago is working to make progress in prioritizing pedestrians, cyclists and transit users. The city is in the process of authorizing the permanent pedestrianization of Clark Street between Grand and Kinzie between May 1 and Oct. 31. The City has also held many Open Boulevards events during the pandemic and during 2022.</p>
<p>How can I get in touch with the Director of Outreach and Engagement?</p>	<p>Romina Castillo is the new Director of Engagement at Chicago DOT. Her email is: Romina.CastilloGuerrero@cityofchicago.org</p>

<p>How does the Illinois Department of Transportation (IDOT) factor into our plans as a city? Their rules and standards may be more stringent than Chicago's.</p> <p>What about the Regional Transportation Authority (RTA)? Have they been involved in We Will Chicago?</p>	<p>The City of Chicago works in partnership with IDOT to make improvements to roadways that are owned by IDOT within the city of Chicago, such as Ashland, Western, Irving Park and 95th Street.</p> <p>RTA was not on the part of the Research Teams or Advisory Committee.</p>
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