

## MEETING SUMMARY

### South Lawndale Neighborhood Bike Network

Neighborhood Taskforce Meeting #3

Wednesday, June 28, 2022

10:00 – 11:30 pm

Virtual meeting: Microsoft Teams

### ATTENDEES

#### CDOT Representatives

David Smith, CDOT – Complete Streets Manager

Brad Huff, TY Lin – Bikeways Program Manager

John Pickering, TY Lin – Bikeways Planner

#### Taskforce Members

Abraham Celio – Universidad Popular

Alderman Mike Rodriguez – 22<sup>nd</sup> Ward

Angelica Arroyo – Chicago Youth Boxing Club

Brian Hacker – Department of Planning & Development

Carlos Gamboa – 22<sup>nd</sup> Ward

David Babb – Beyond the Ball

Elianne Bahena – 22<sup>nd</sup> Ward

Ivette Trevino – Little Village Chamber of Commerce

Jennifer Idrovo – Sinai Hospital

Jess Torres – Blue Door

Lucia Flores – Esperanza Health Center

Mario Gastelum – Latinos Progresando

Ruth Rosa – Consortium to Lower Obesity in Chicago Children (CLOCC)

## RECAP OF TASKFORCE #2

David Smith, Complete Streets Manager from the Chicago Department of Transportation (CDOT), welcomed back the Taskforce and recapped highlights from the previous meeting. Since the last meeting, CDOT has implemented other initiatives including:

- Attended and engaged with residents at community events in South Lawndale
- Held targeted meetings with stakeholders to solicit feedback on the Neighborhood Bike Network and promote the survey
- Promoted the survey online and through social media
- Began Learn-to-Ride series in La Villita Park
- Distributed materials to community partners and local businesses in South Lawndale
- Analyzed community identified streets for potential new bike routes

## COMMUNITY ENGAGEMENT

CDOT has attended **over 15 meetings and events** in South Lawndale and **met with 20 community-based organizations** to engage with the community and promote the survey. The SAFE Ambassadors concluded their Learn-to-Ride series at La Villita Park and will be at Piotrowski Park bi-weekly all July. Other engagement efforts include giveaways at busy intersections throughout South Lawndale and at community-identified destinations. To date, CDOT has engaged with over 500 people to promote the survey and discuss the Neighborhood Bike Network. These engagement efforts will continue throughout summer.

## SURVEY RESULTS

As of the third Taskforce meeting over 200 respondents had answered the survey either online or in-person. Survey responses echoed what CDOT heard from the group at the first two Taskforce meetings. **Over 75% of respondents cited dangerous driving and lack of safe infrastructure as challenges to getting around in South Lawndale.** Additionally, 50% disagreed or strongly disagreed that it is currently easy to bike around South Lawndale while 80% **agreed or strongly agreed that the neighborhood would be a better place if more people rode bikes.** When asked what would make people bike more in South Lawndale, 87% cited more bike routes in the neighborhood and 85% cited more places to ride a bike separated from motor vehicles.

When asked about destinations within South Lawndale that residents would like improved access to, respondent's top destinations were: **26<sup>th</sup> Street Commercial Corridor, grocery stores, and Little Village.** When asked about destinations outside the neighborhood, respondent's top destinations were: **Downtown/The Loop, Little Village, and Lake/Lakefront Trail.**

## POTENTIAL BIKE NETWORK

CDOT evaluated streets suggested from the South Lawndale community for potential bike routes. Different bike facilities are appropriate depending on the type of street (local/neighborhood street or commercial/arterial street).

### Neighborhood Streets

Neighborhood streets, or side streets, are typically residential, low-volume, and comfortable alternatives to arterial streets. Various types of bike routes can be installed on neighborhood streets including: marked shared lanes, contraflow lanes, and bike lanes. The context and street width determine which route type is appropriate.

To make these streets more comfortable for all modes, traffic calming measures can also be implemented that will help reduce the speed and volume of motor vehicles. These options include: concrete bump outs, smooth speed humps, traffic diverters, and raised crosswalks. Additionally, these streets are signed 20 MPH to encourage safe motor vehicle speeds.

When asked what neighborhood streets should be prioritized, the Taskforce recommended starting with projects on the **western limits of South Lawndale**. They also noted the abundance of one-way streets that could be used for contraflow bike lanes, lanes that provide dedicated space for people biking and allow them to travel in the contraflow movement to motor vehicles. The taskforce noted the **need to create east-west bike routes** and that these should be prioritized. Connecting to community destinations, specifically parks and green space was also suggested for neighborhood routes. Specific streets mentioned to prioritize: **25<sup>th</sup> Street, 28<sup>th</sup> Street, 30<sup>th</sup> Street, Keeler Avenue, and Homan Avenue**.

### Arterial Streets

Arterial streets are typically commercial corridors that have higher motor vehicle speeds and volumes. Types of bike routes that can be installed on these types of streets include: buffered bike lanes, bike lanes, and protected bike lanes. CDOT noted that many of the arterial streets in South Lawndale are narrow. Installing high comfort bike routes, such as protected bike lanes, will likely require tradeoffs including travel lane reductions and/or parking removal.

When asked about the tradeoffs for protected bike lanes, including parking removal and travel lane reductions, the multiple members of the Taskforce noted **challenges regarding on-street parking removal** and **emphasized continued outreach and support** will be needed to accomplish this. It was discussed that land use patterns and employment locations make driving a necessity for many South Lawndale residents. One person noted that taking things away (removing on-street parking) would not be the best strategy for building community support. However, the Taskforce acknowledged the safety issues that affect all modes including high motor vehicle speeds and volumes and the need to provide safe places to ride a bike. Another issue mentioned was school pick-up and drop-off times that include double parking and gridlock which create safety issues for people walking and biking.

As part of the continued outreach, Taskforce members recommended continuing the pop-up events CDOT has been hosting in South Lawndale as well as giveaways. These engagements efforts could be held on streets that will have future bike routes and could also be used to discuss the tradeoffs and benefits to build protected bike lanes, including curbside parking removal.

Taskforce members noted that **access over the canal and improved east-west connections are most needed**. They also suggested reducing the width of travel lanes to help reduce speeds of motor vehicles. **Arterial streets to prioritize include: Kedzie Avenue over the canal, 31<sup>st</sup> Street, Pulaski Road, and Kostner Avenue**.

### Protected Bike Lane Feasibility

CDOT reviewed all arterial streets in South Lawndale to evaluate the feasibility of installing protected bike lanes. One of three categories were assigned to each arterial street: No Changes to Parking (a protected bike lane could be installed while keeping parking lanes on each side of the street), Impacts to Parking (one or both parking lanes would need to be removed to install a protected bike lane), and State Jurisdiction (Coordination with and approval from the Illinois Department of Transportation is required to install a protected bike lane).

Streets with no changes to parking include:

- Marshall Boulevard
- California
- 31<sup>st</sup>

- Western Boulevard

Streets that would require some parking removal include:

- 31<sup>st</sup> Street
- 26<sup>th</sup> Street
- Kostner Avenue
- Pulaski Avenue
- Central Park Avenue
- Kedzie Avenue

Cermak Road, Ogden Avenue, and parts of Central Park Avenue are under the jurisdiction of the IDOT and would require additional coordination but could be feasible as long-term bike route options.

The Taskforce reiterated that parking reductions on 26<sup>th</sup> Street will be difficult as the community is currently an auto-dominated community, but there is a need to reduce and slow down motor vehicles. CDOT noted there are areas where parking occupancy is low towards the east end of 26<sup>th</sup> Street and protected bike lanes could make sense in those locations. CDOT will continue to engage and educate the South Lawndale community regarding protected bike lanes and tradeoffs while building upon the 2022 short-term projects that will be installed this year.

#### Next Steps

CDOT will review streets prioritized by the Taskforce and begin design and implementation of short-term projects. Additional follow ups will likely be scheduled with Taskforce members to discuss individual projects. CDOT will also continue to promote the survey and attend events in South Lawndale to educate and engage residents. Construction for the Neighborhood Bike Network will begin later in 2022.