

Chicago Mobility Collaborative

Quarter 3 Session

September 29th 2022, 6:00 – 7:30 PM



Today's Agenda

- Welcome & Intro (10 min)
- CMC Leadership Group Introduction (5 min)
- Breakout Sessions (65 min)
 - Neighborhood Bikeways Networks
 - Pedestrian Facilities
 - Better Streets for Buses
 - Engagement & Education Programs
- Open Discussion & Announcements (10 min)
- Meeting Close

CMC Leadership Group

Greg Polman – The Chicago Lighthouse

Mike Tomas – GPCC

Jeremy Cuebas – Northwest Center

Garth Katner – West Town Bikes

Grace Chan – CBCAC

Ismael Cuevas – Amtrak

Anton Seals – Grow Greater Englewood

Ruth Rosas – CLOCC, TEN

Rochelle Jackson – NLCCC

Peter Taylor – Friends of the Major Taylor Trail

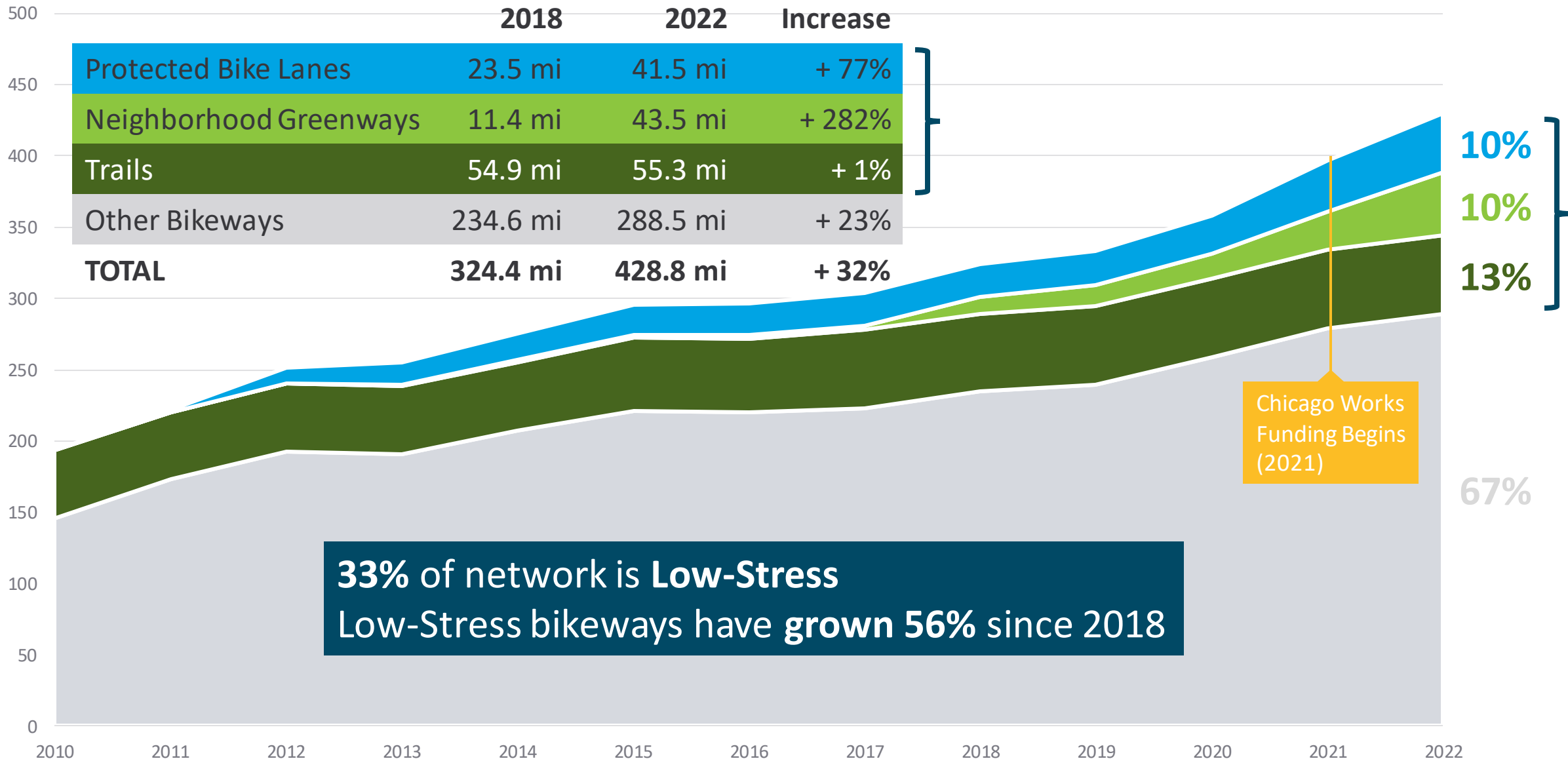
Breakout Session Slides - Cycling Strategy

Cycling Strategy

Chicago Mobility Collaborative

September 29, 2022





2021 Bikeway Initiatives

Low-Stress Bikeways

- ▶ More low-stress bikeways installed in 2021 (18 mi) & 2022 (23 mi) than previous years

Network Expansion

- ▶ Doubled the rate of bikeways installed per year

Design Innovation

- ▶ Updating design standards to allow for more and better low-stress options

Closing Gaps

- ▶ On track to fill 15 miles of network gaps



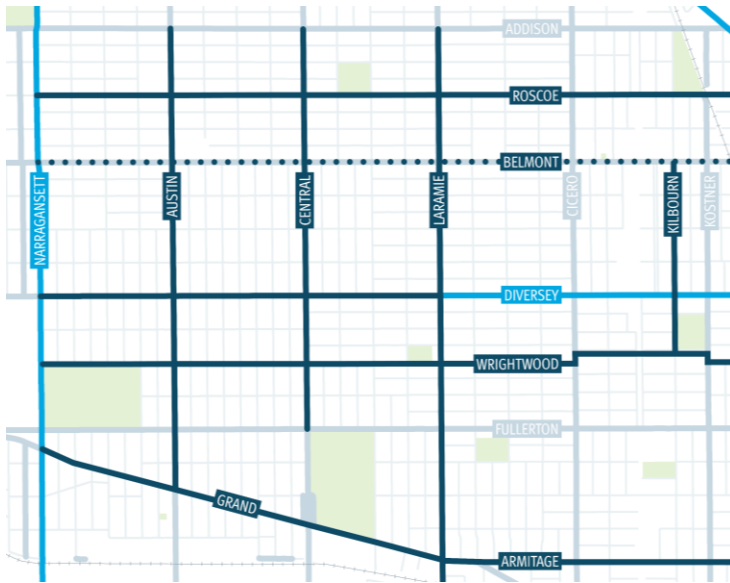
Chicago Community Cycling Network Update



September 2021

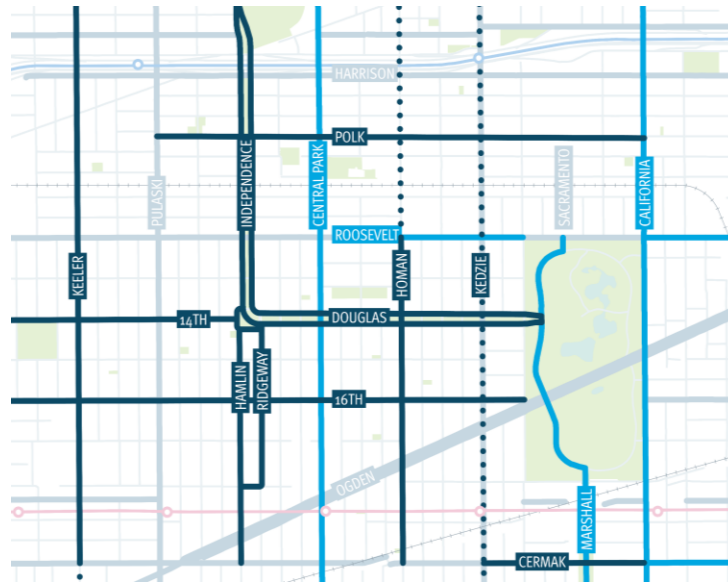


Neighborhood Bike Networks



3x the bikeways in Belmont Cragin

15 miles of new bikeways (2021 & 2022)



3x the bikeways in North Lawndale

11 miles of new bikeways (2021 & 2022)

74%

of bikeway network growth has been on the South & West sides (2019-2021)

Low-Stress Bikeways

40 miles in 2021 & 2022

Upcoming Protected Bike Lanes

- ▶ 71st – S. Chicago to Dorchester
- ▶ Augusta – Western to Milwaukee
- ▶ Belmont – Kimball to Western/Clybourn
- ▶ Central Park – Madison to Franklin
- ▶ Clark – Irving Park to Montrose
- ▶ Kedzie – Diversey to Elston
- ▶ Milwaukee Ave – Addison to Irving Park
- ▶ Milwaukee Ave – Chicago to Division



Where We're Going

Connecting Chicagoans to One Another
through Cycling

A connected network serving all neighborhoods and all Chicagoans, **focused on local trips** to get people to the places they want and need to go, **providing low-stress options** to make everyday bicycling safe and convenient.

How We Get There

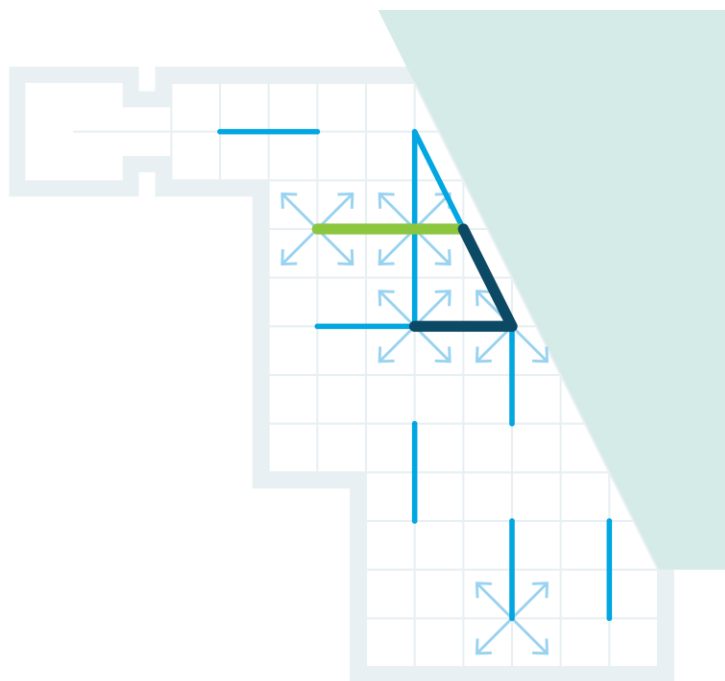
4,000+ miles of streets

2.8 million people

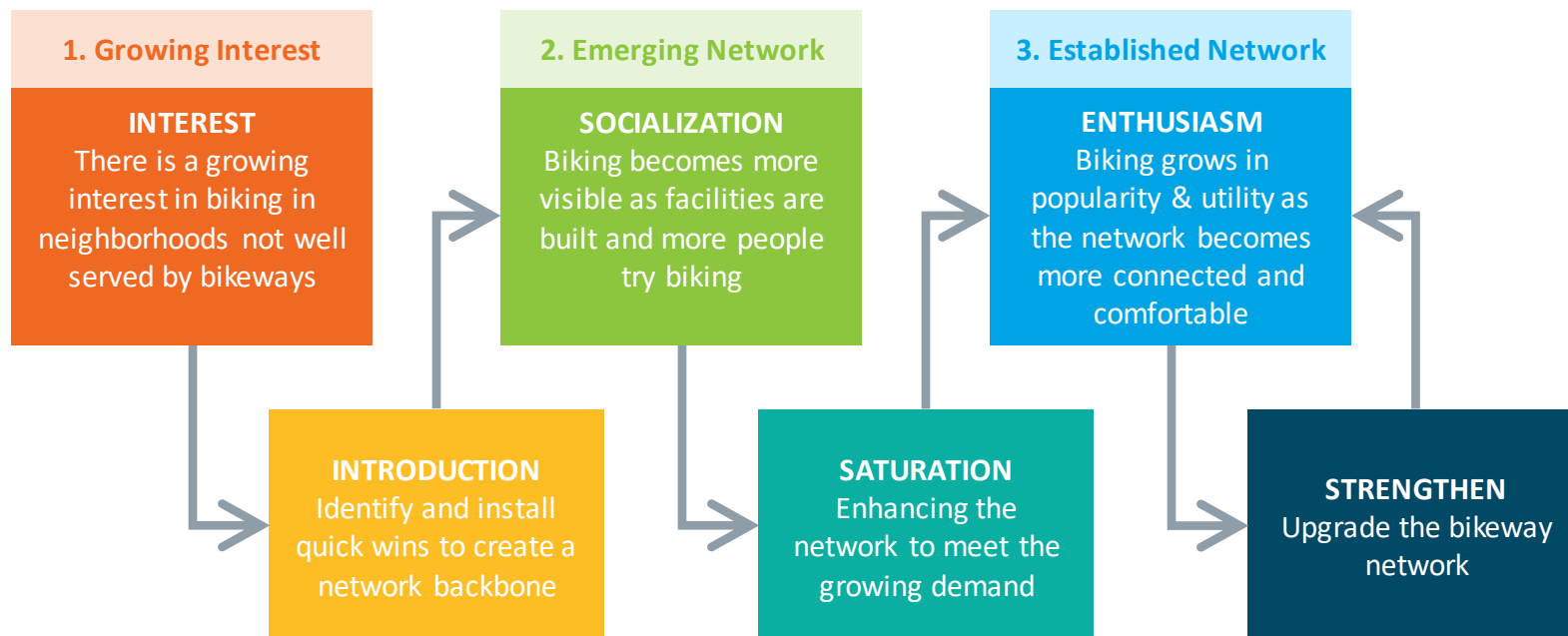
77 community areas

How do we prioritize?

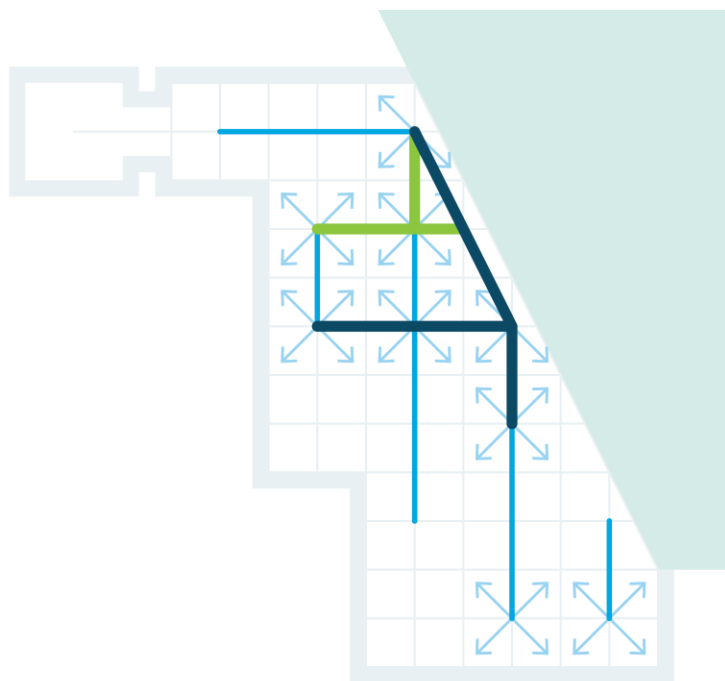
How We Get There



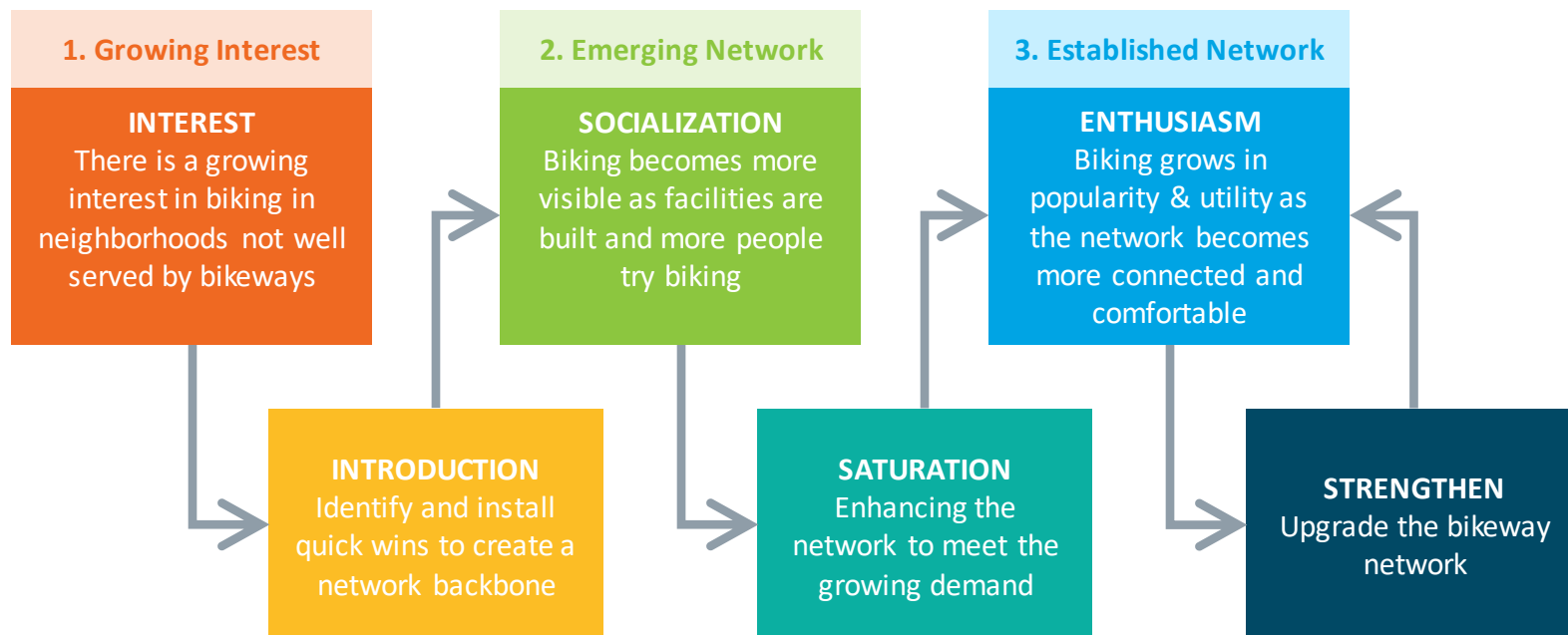
Working at the neighborhood and citywide scale to achieve this vision



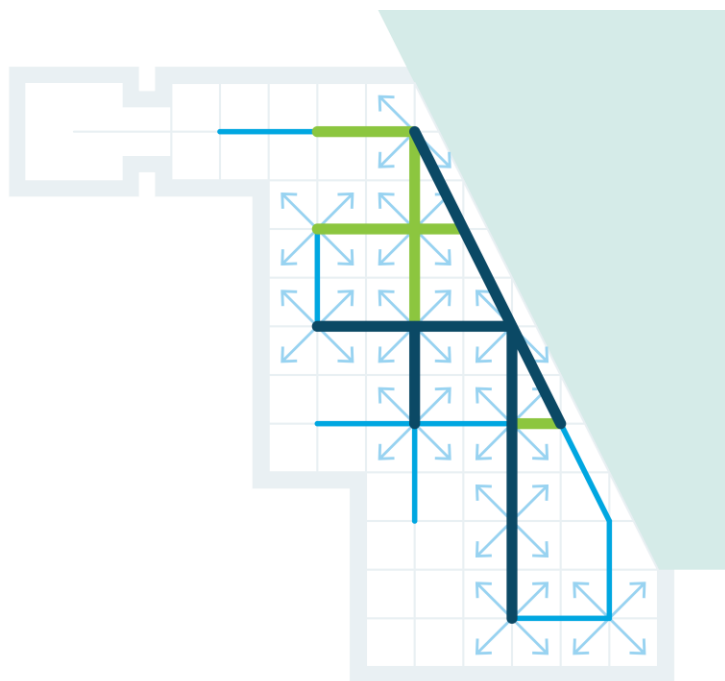
How We Get There



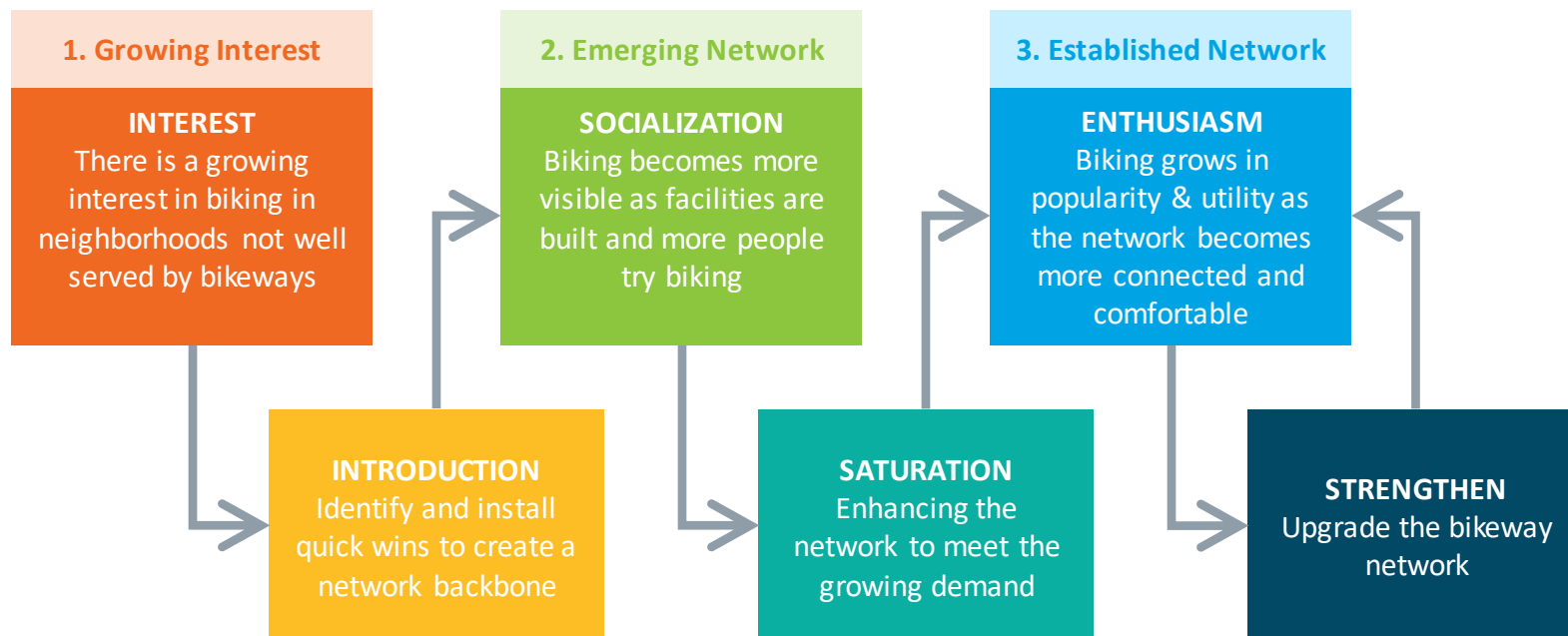
Working at the neighborhood and citywide scale to achieve this vision



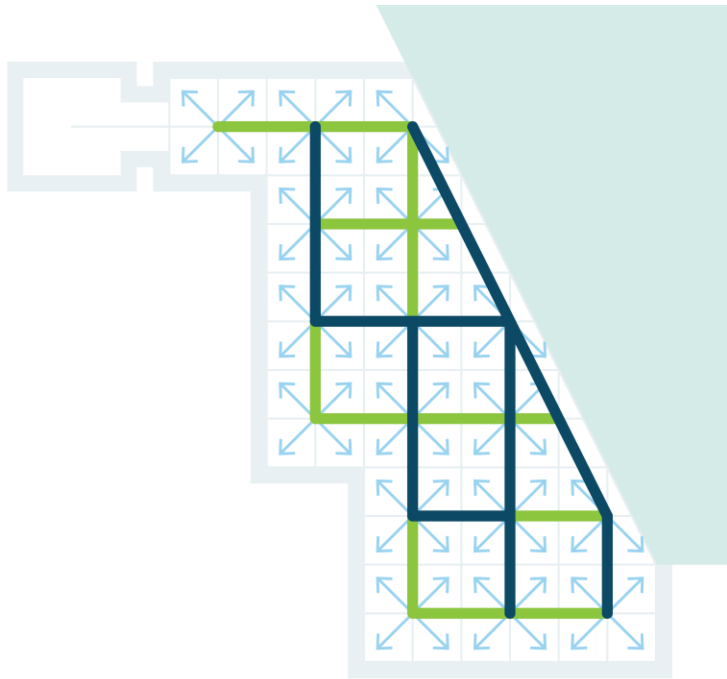
How We Get There



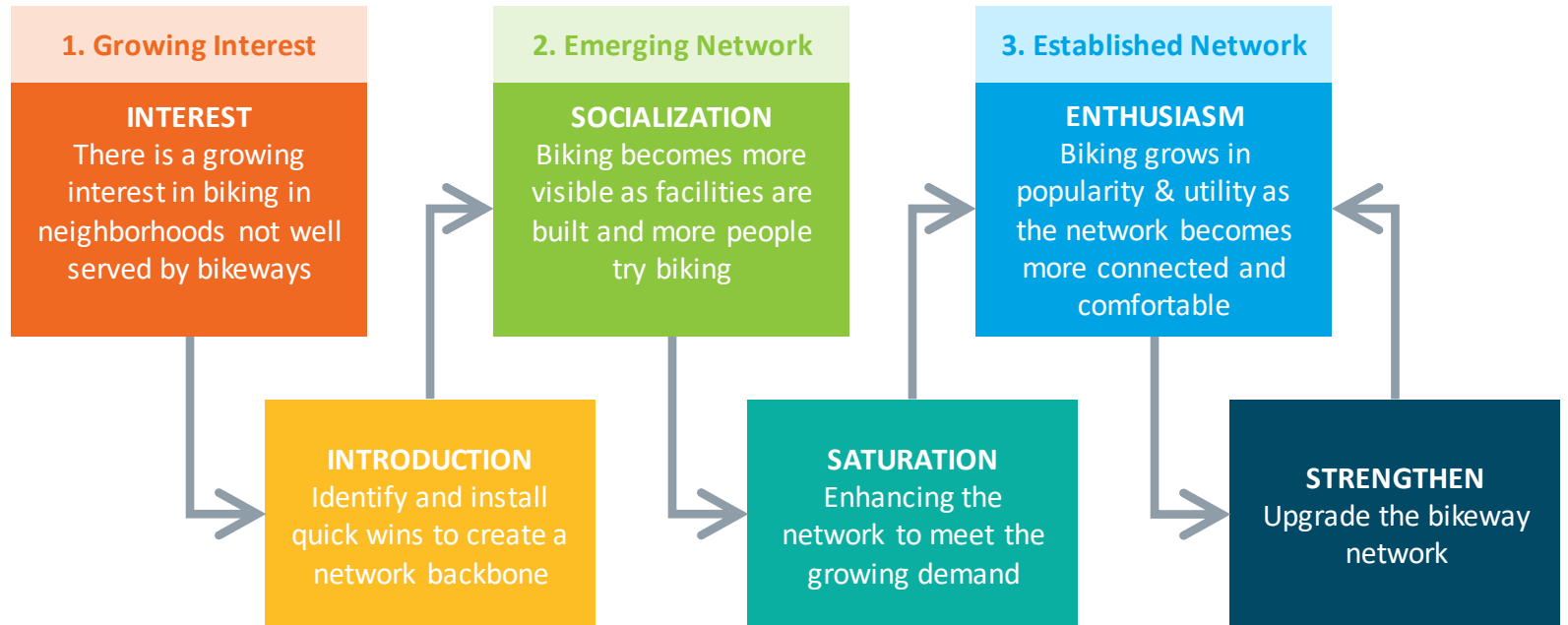
Working at the neighborhood and citywide scale to achieve this vision



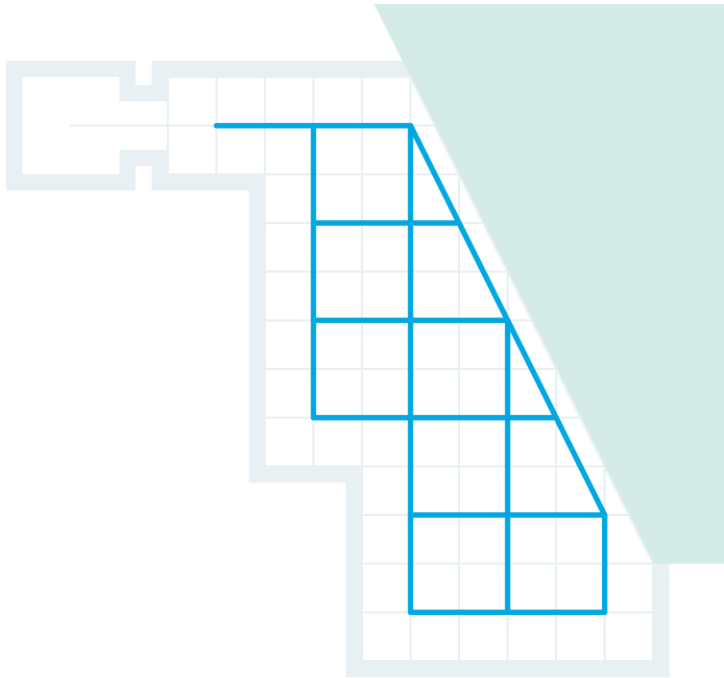
How We Get There



Working at the neighborhood and citywide scale to achieve this vision



Connecting Chicagoans to One Another



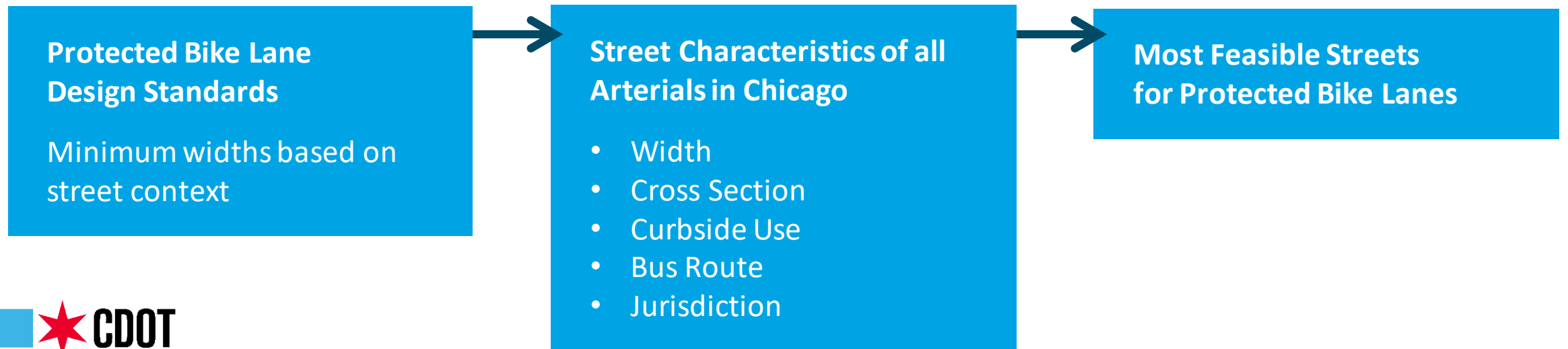
A connected network serving all neighborhoods and all Chicagoans

- ▶ **Long-Term Goal** – Every neighborhood is connected to the citywide network of continuous bikeways that cross barriers between neighborhoods
- ▶ **Short-Term Strategy** – Define a short-term priority network & begin implementation; continue filling gaps

Building A Connected Network: Near-Term Priorities

Citywide protected bike lane feasibility analysis

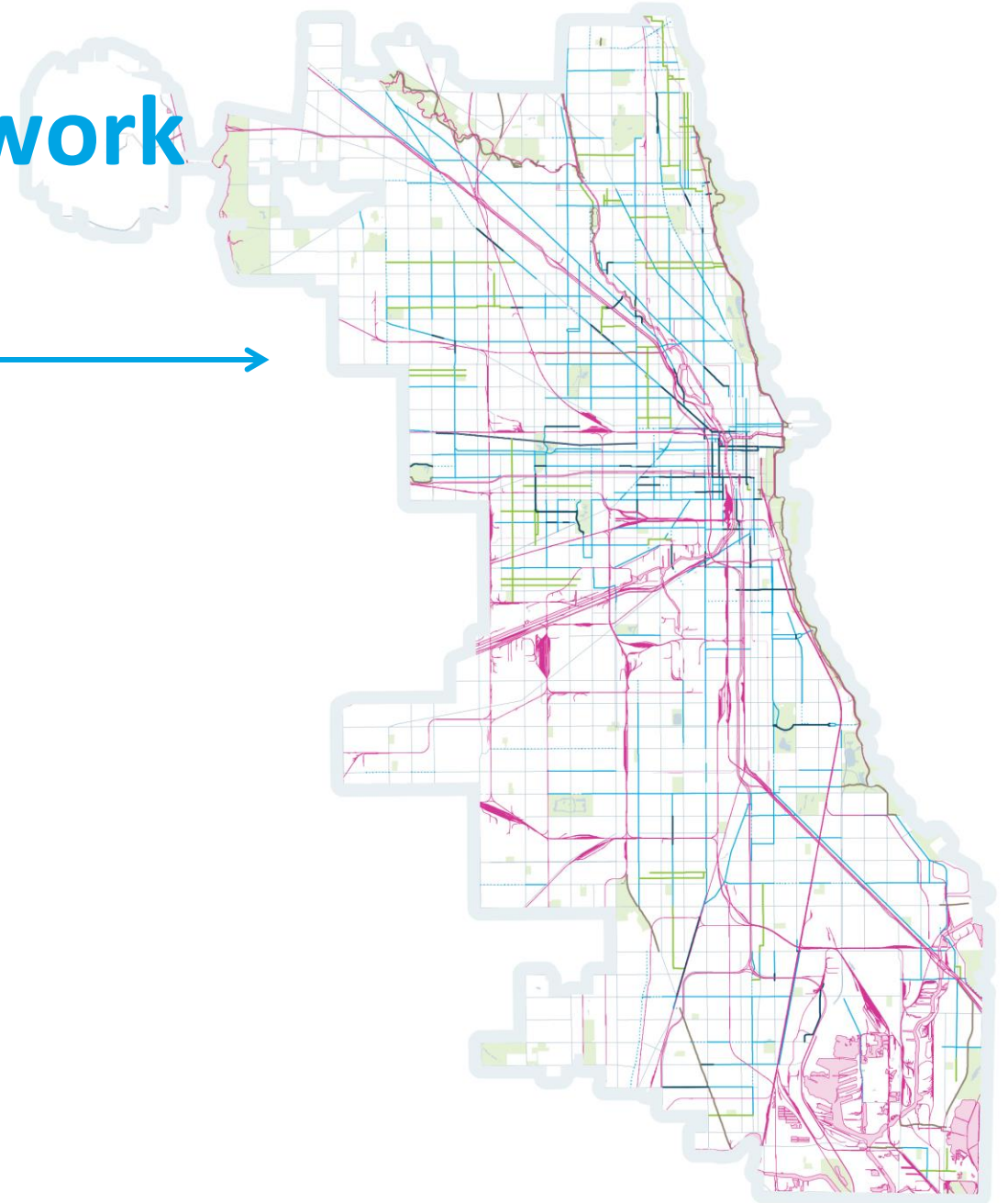
- ▶ Analyzing all arterial streets in the city
- ▶ Understanding what is needed to fit a protected bike lane
- ▶ Identifying the most feasible near-term protected bike lanes
 - Based on updated design standards
 - Barriers and Surrounding Network



Building A Connected Network


Citywide barrier analysis

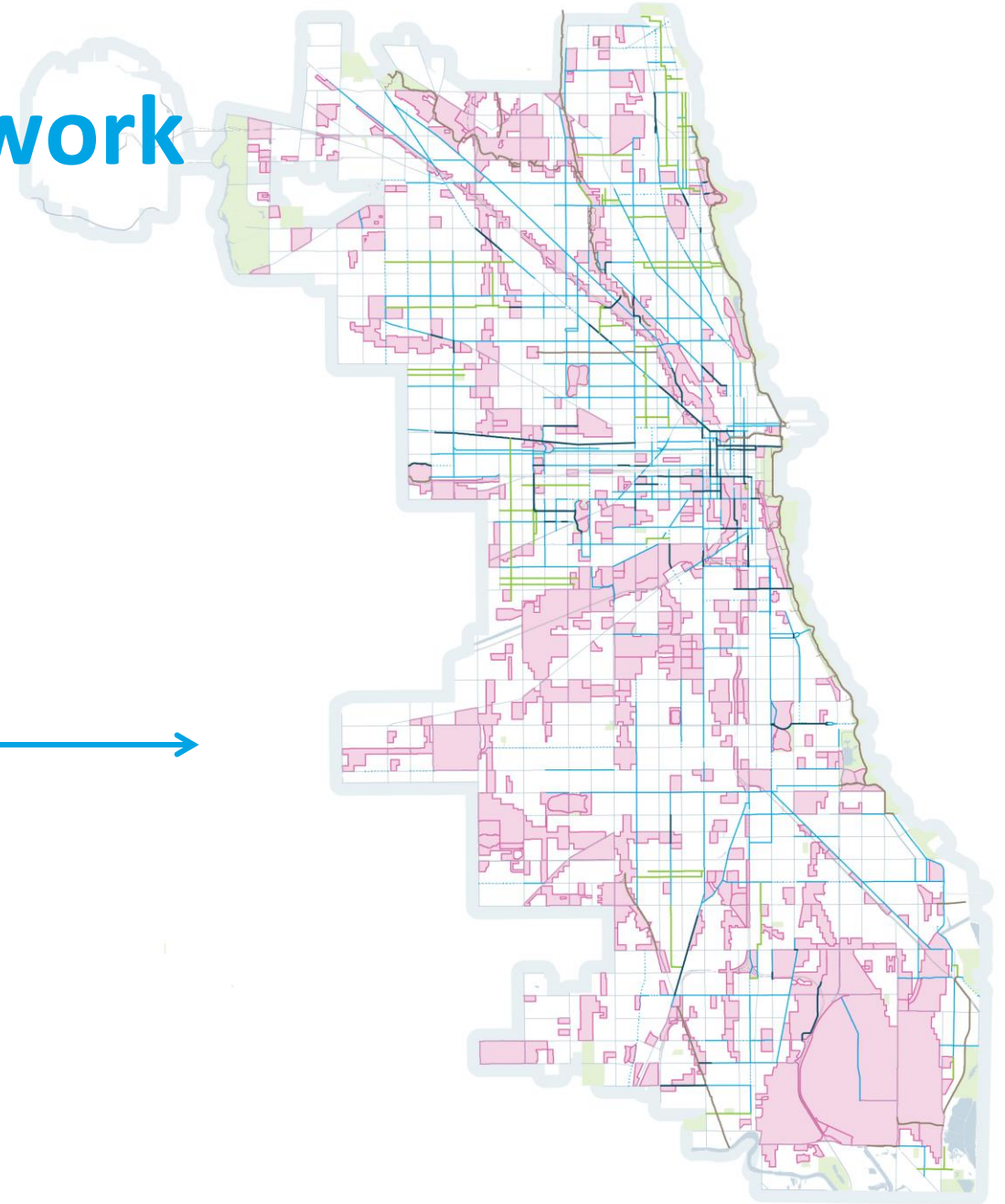
- ▶ **Identifying barriers throughout the city** →
 - Rivers
 - Expressways
 - Railroads & multimodal yards
 - Large land uses (Midway airport)
- ▶ Where the street grid breaks down
 - Large areas where streets don't connect through



Building A Connected Network

Citywide barrier analysis

- ▶ Identifying barriers throughout the city
 - Rivers
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- ▶ **Where the street grid breaks down** 
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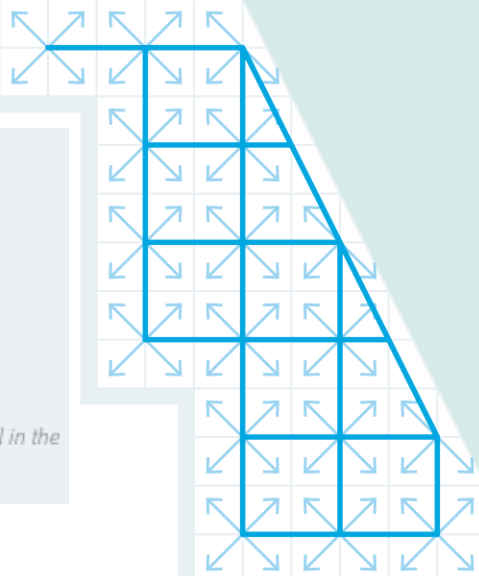


Connecting Chicagoans to One Another

TRIPS BY CAR IN CHICAGO

22% Under 1 mile
39% Under 2 miles
51% Under 3 miles

*Inrix: Micromobility Potential in the
US, UK and Germany (2019)*



Focused on local trips to get people to the places they want and need to go

- ▶ **Long-Term Goal** – Every neighborhood has a network of connected bikeways to facilitate local trips
- ▶ **Short-Term Strategy** – Focus neighborhood bike networks in areas with low bikeway density

Lessons Learned

COLUMNS & OPINION

The backlash against the Marshall Boulevard bike lanes is a cautionary tale for planners

Community input and outreach are crucial for avoiding resentment from noncyclists.



Concerns from locals about protected lanes on the West Side boulevards

State of Independence: The protected lane will change to a buffered lane

Lessons Learned

- ▶ Initial approach did not work
- ▶ Years spent building relationships & regaining trust with the community
- ▶ North Lawndale Neighborhood Bike Network
- ▶ Independence & Douglas Boulevards upgraded to protected bike lanes in 2021
- ▶ Concrete curbs to be added



Neighborhood Bike Networks

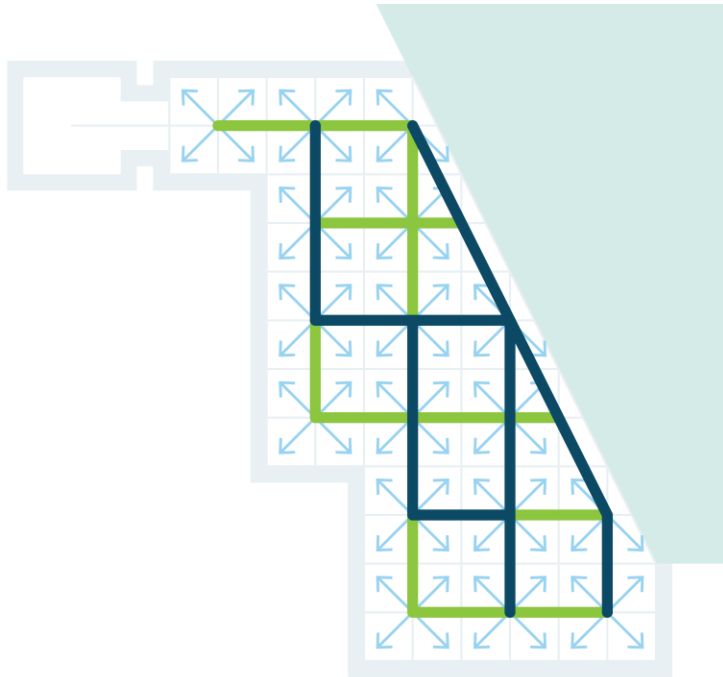
Community-Driven Approach – Cultivating relationships and building trust between CDOT and the community

- ▶ Partnering with Community-based Organizations, advocates, and trusted neighborhood voices
- ▶ Linking biking and traffic safety to other community goals
- ▶ Quick wins for immediate impact
- ▶ Building momentum for larger changes in the future



Photo: John Greenfield

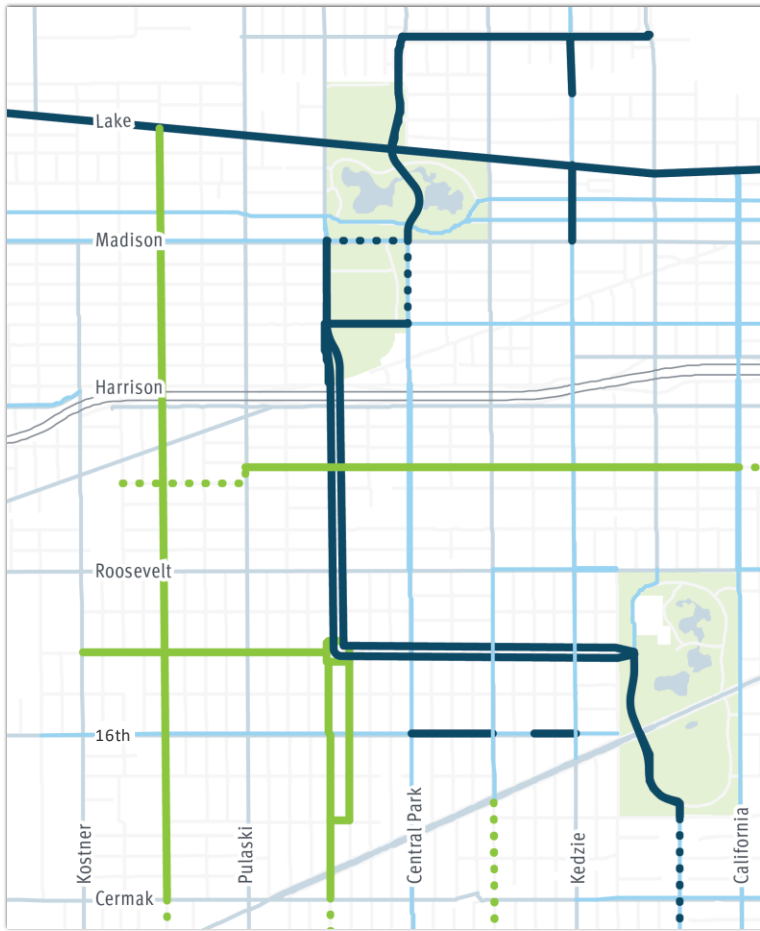
Connecting Chicagoans to One Another



Providing low-stress options to make everyday bicycling safe and convenient

- ▶ **Long-Term Goal** – Every Chicagoan can access the low-stress bikeways network (trails, greenways, protected bike lanes)
- ▶ **Short-Term Strategy** – Develop connected low-stress networks and continuous low-stress corridors

Networks Within the Network

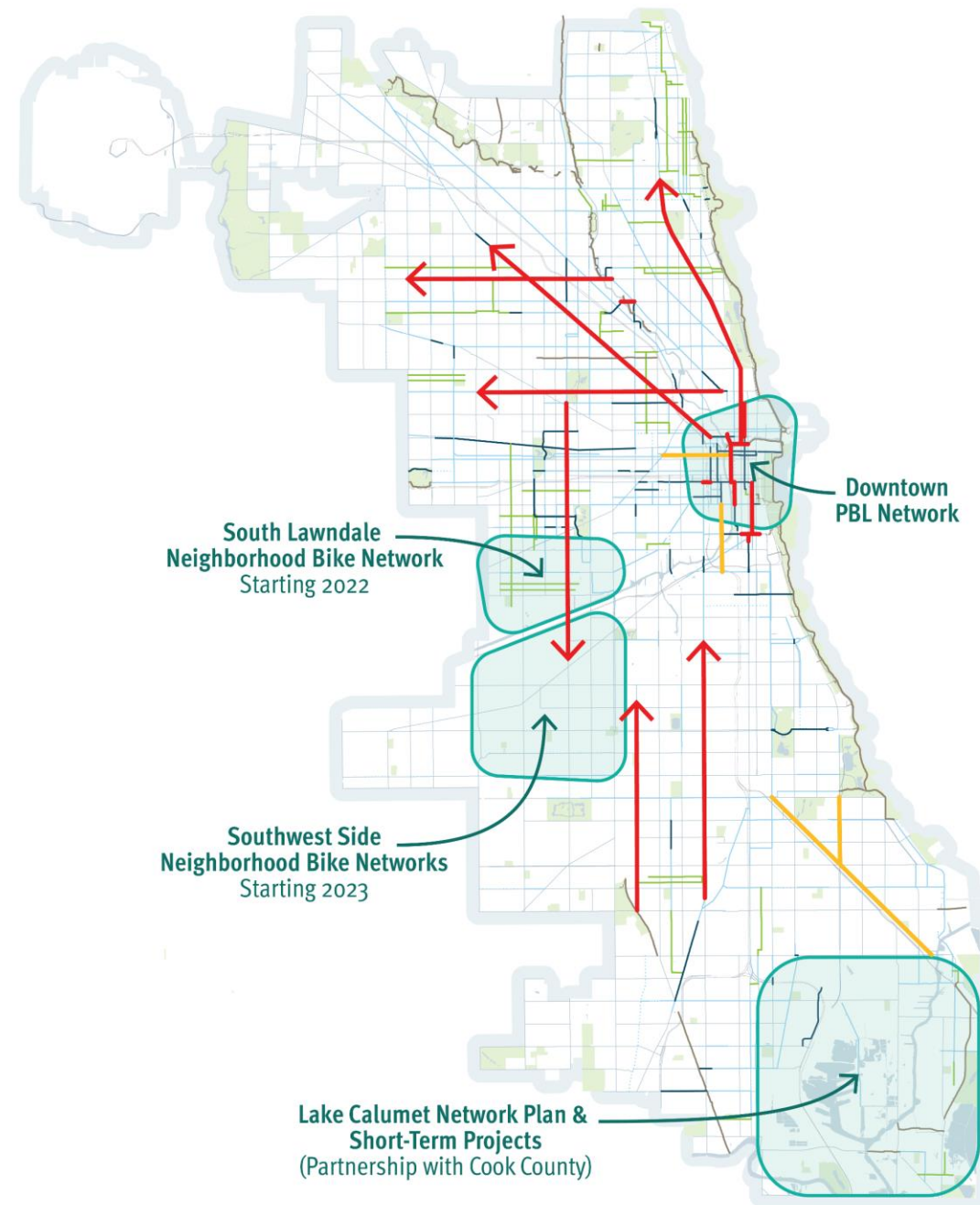


  Existing/Upcoming Low-Stress Bikeway

 Potential Connection

2023 Priorities

- ▶ Finish protected bike lane concrete curb upgrades
- ▶ **Begin planning, design, and buildout of priority corridors**
- ▶ **Partner with IDOT on protected bike lanes**
- ▶ **Neighborhood bike network expansion – Southwest Side**
- ▶ **Lake Calumet Network Plan (with Cook County)**
- ▶ **Expanded Downtown Protected Bike Lane Network**



Open Discussion

- ▶ **There's a lot of work to do!** – How should we prioritize projects and neighborhoods?
- ▶ **We must bring every neighborhood along** – How can we engage neighborhoods on the importance of a citywide connected low-stress bikeway network?
- ▶ **Rushing the progression of network development has not always worked in the past** – How can we quickly move each neighborhood from one stage to the next?
- ▶ **Support from community leaders is necessary** – How can we give community leaders the confidence to support major changes to our streets?
- ▶ **Expanding Support** – How do we continue to strengthen the coalition of support?

Breakout Session Slides - Pedestrian Safety Strategies



Strategy for Chicago Works Pedestrian Safety Projects

Chicago Mobility Collaborative - September 2022

Where we are

Over 22,600 intersections

Nearly 3000 signals

Nearly 18,000 intersections with at least one traffic crash

Over 3700 intersections with at least one pedestrian crash

400 intersections improved with pedestrian improvements in 2021

Over 7500 new ADA ramps installed in 2021

Over 100 bus stops being upgraded for accessibility in 2022

Departmental effort

Complete Streets

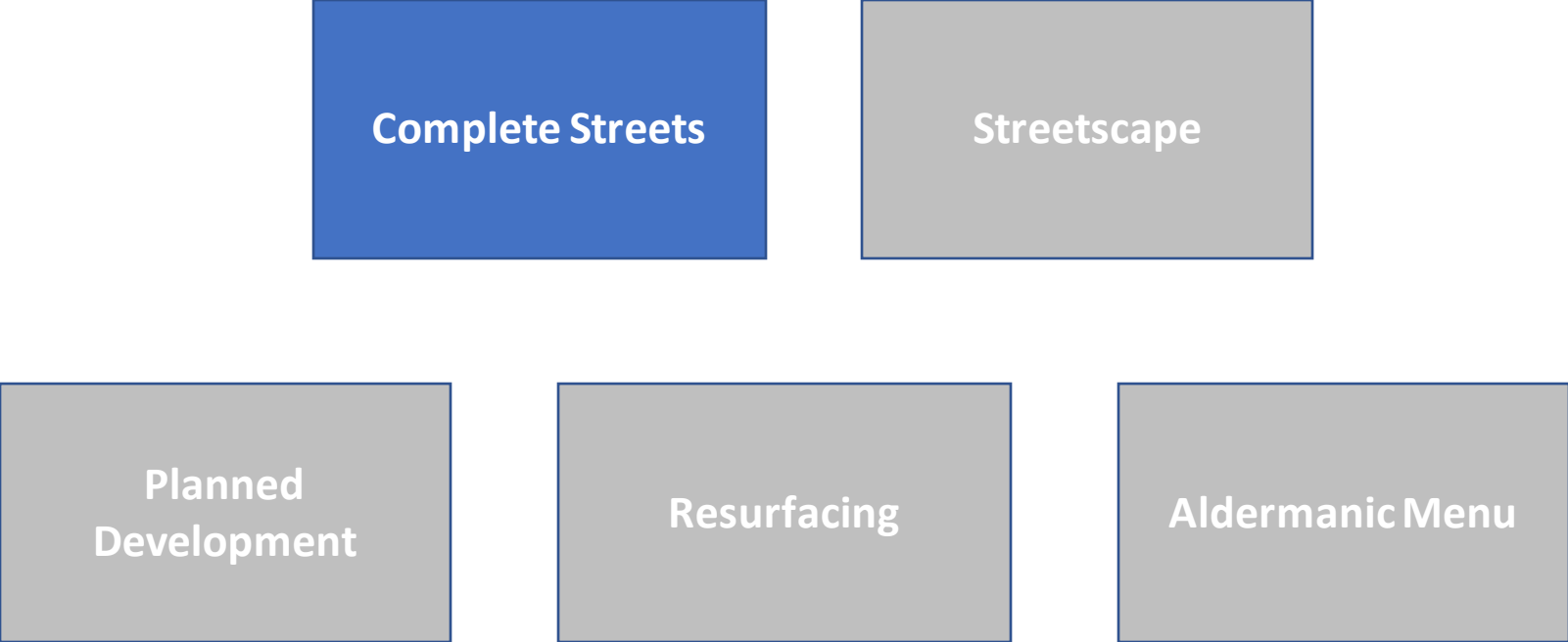
Streetscape

Planned
Development

Resurfacing

Aldermanic Menu

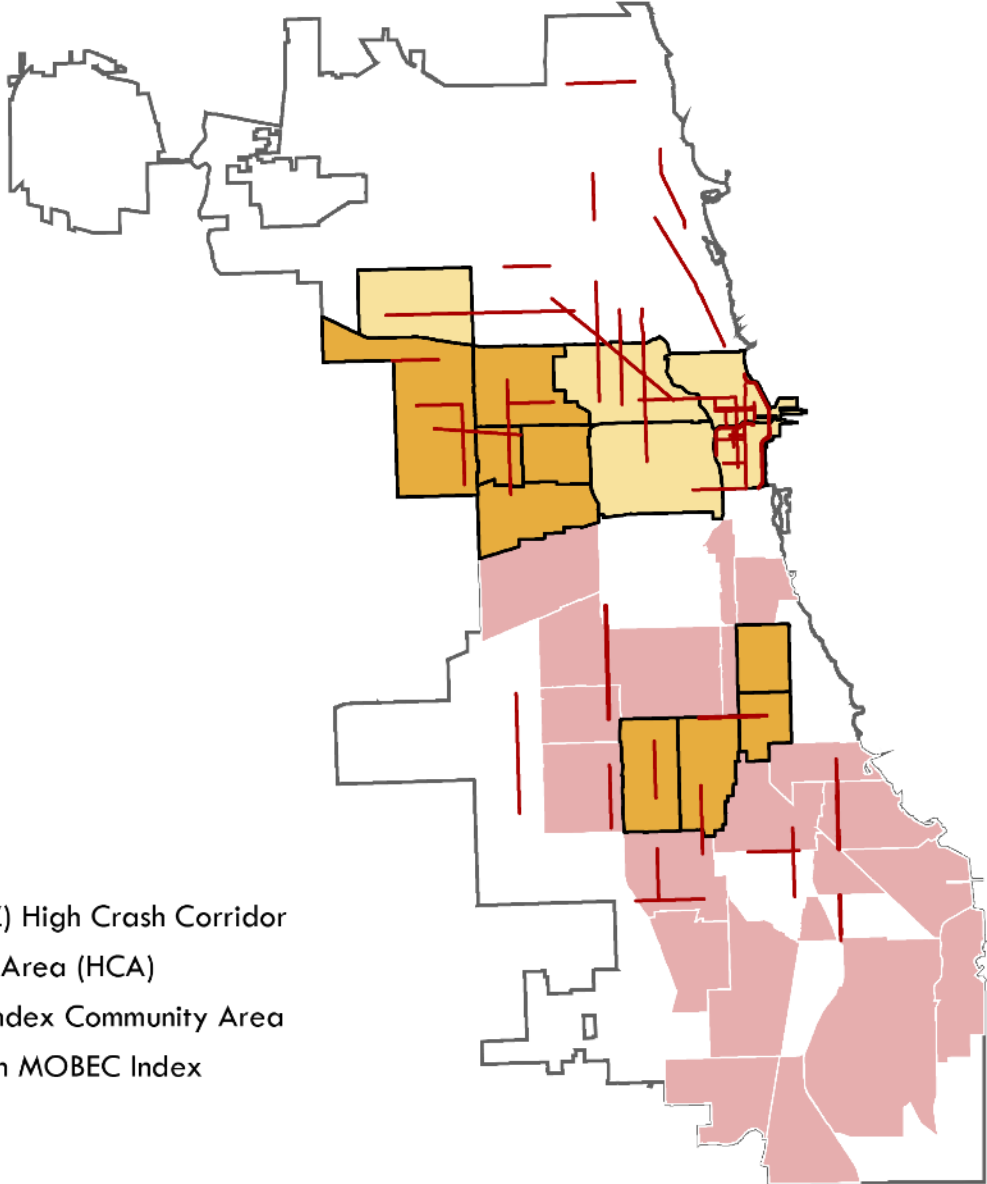
Departmental effort



What we are doing

Focusing on community areas:

- High Mobility & Economic Hardships
- Vision Zero High Crash Areas
- Vision Zero Community Plans



Legend

- Vision Zero (VZ) High Crash Corridor
- VZ High Crash Area (HCA)
- High MOBEC Index Community Area
- VZ HCA + High MOBEC Index

Vision Zero Community Planning

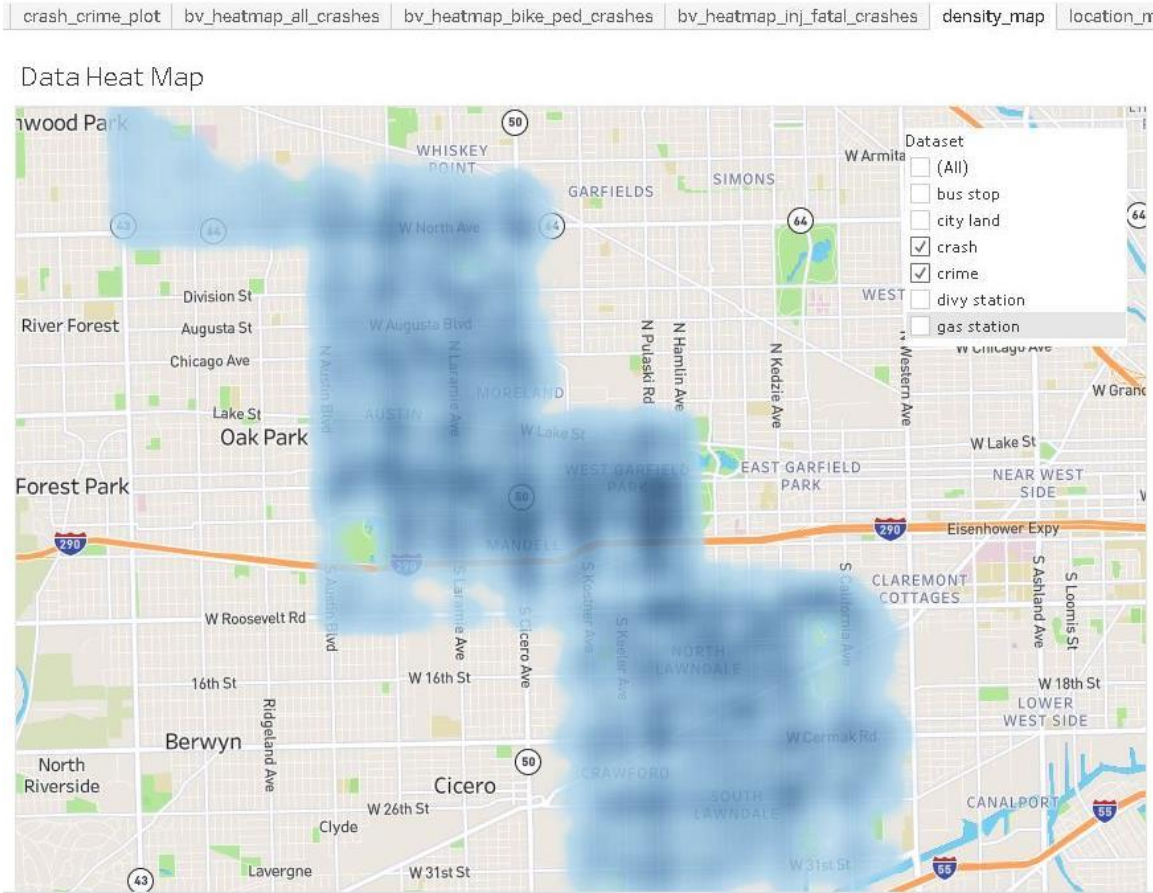
Areas where CDOT has committed improvements & engaged with the community: Vision Zero West Side & Vision Zero South Side

Community recommended the City improve safety for people walking to:

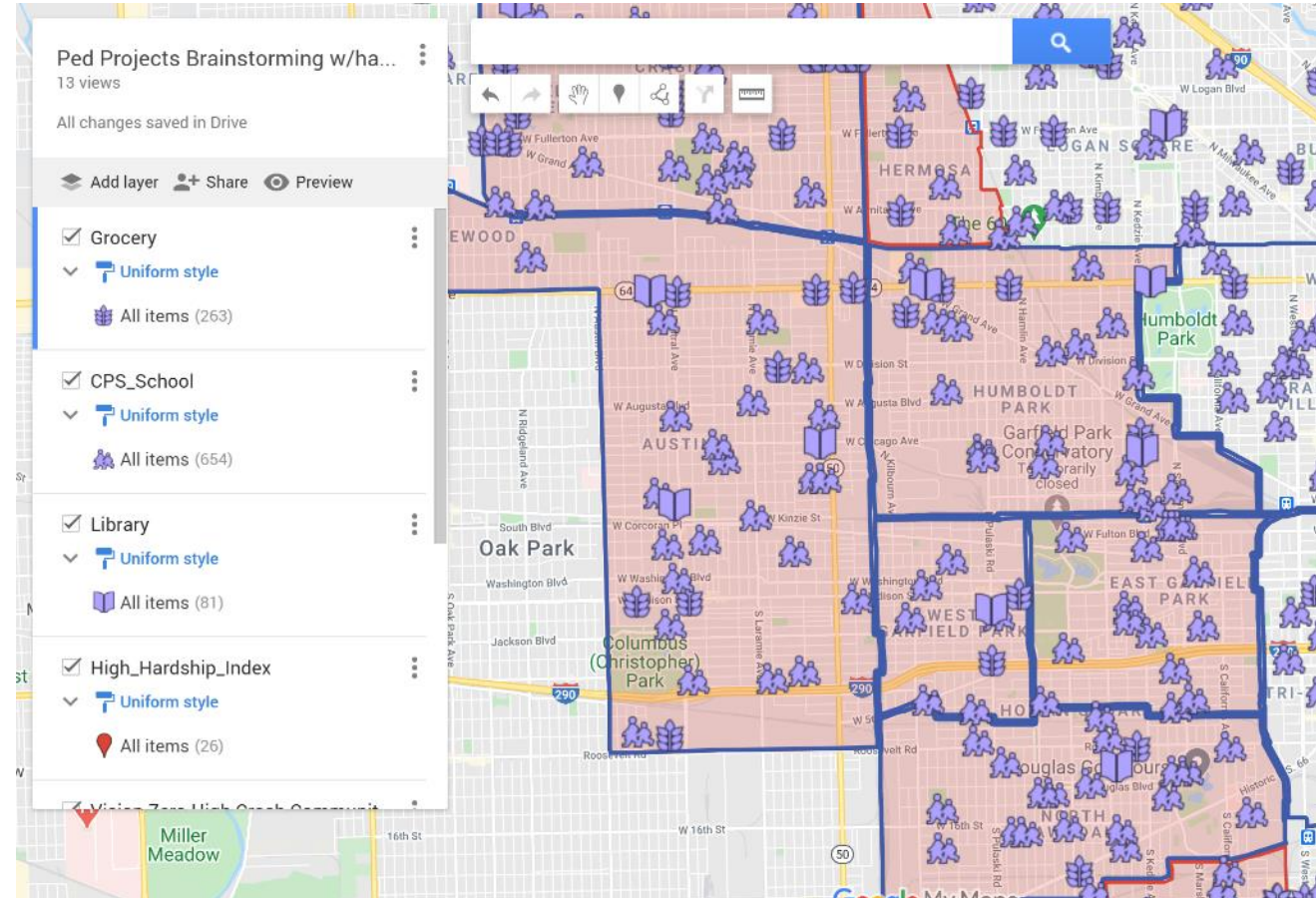
- Schools
- Transit Stations
- Parks



We looked at data + community assets

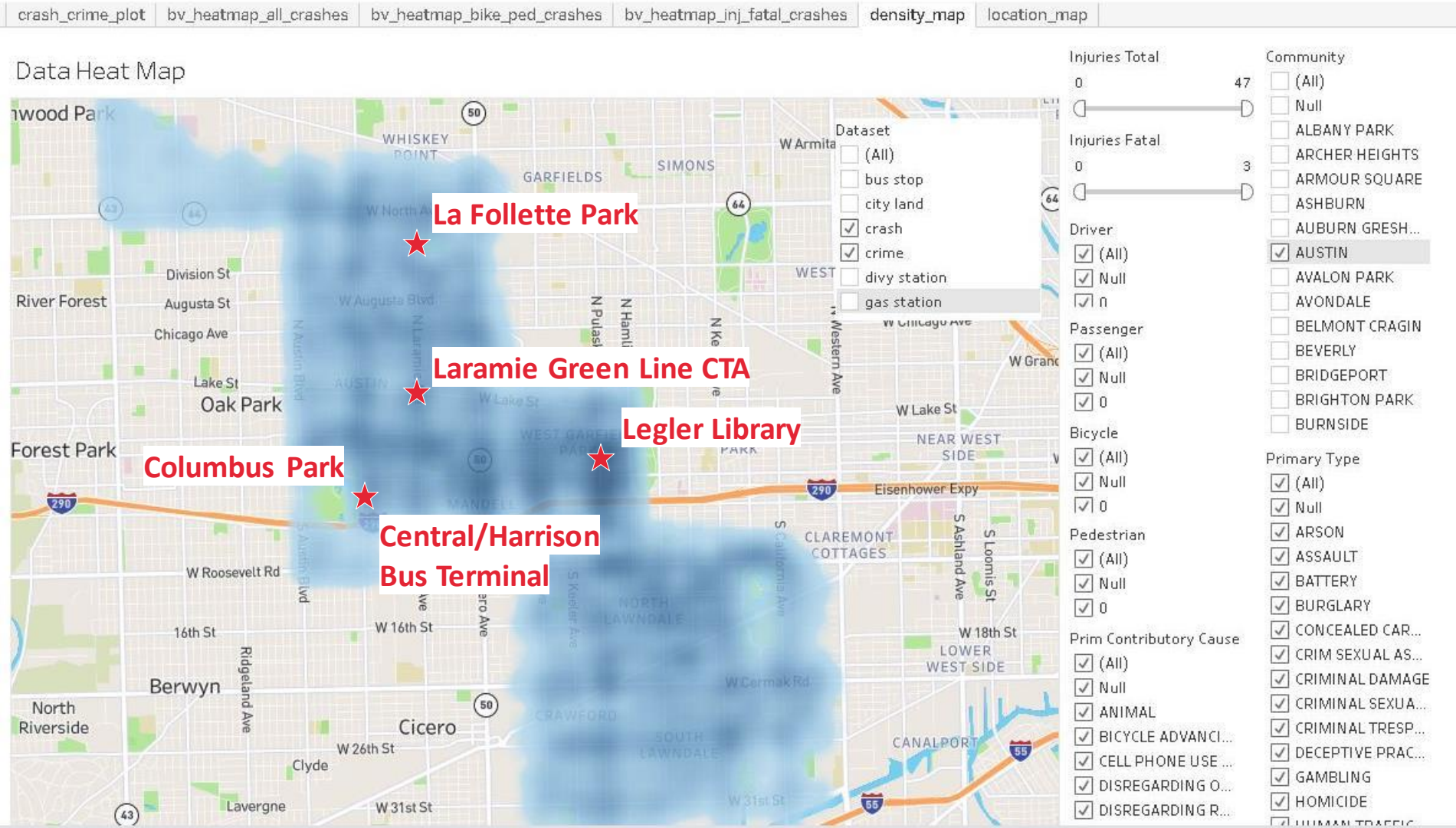


Density Map of Crashes + Crime in the VZ West Side Communities



Looked at pedestrian generators such as Schools, Parks, Libraries, Grocery stores & Transit

We selected nodes



Chicago Works funded pedestrian program projects: Jackson Blvd



Chicago Works funded pedestrian program projects



Focus Projects + Partnerships

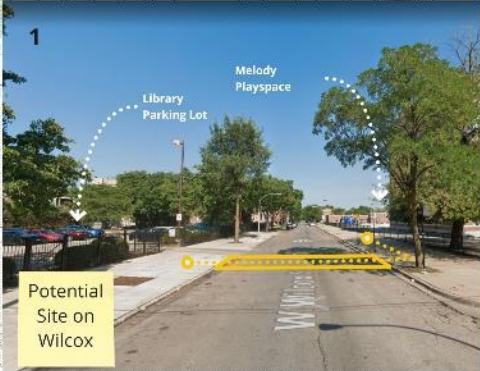


Rooted Change:
Chicago Neighborhood Activation

Connecting Melody to Legler Library and Community Garden



Example



Potential Site on Wilcox



Potential Site on Adams

Focus Projects + Partnerships



Rooted Change:
Chicago Neighborhood Activation

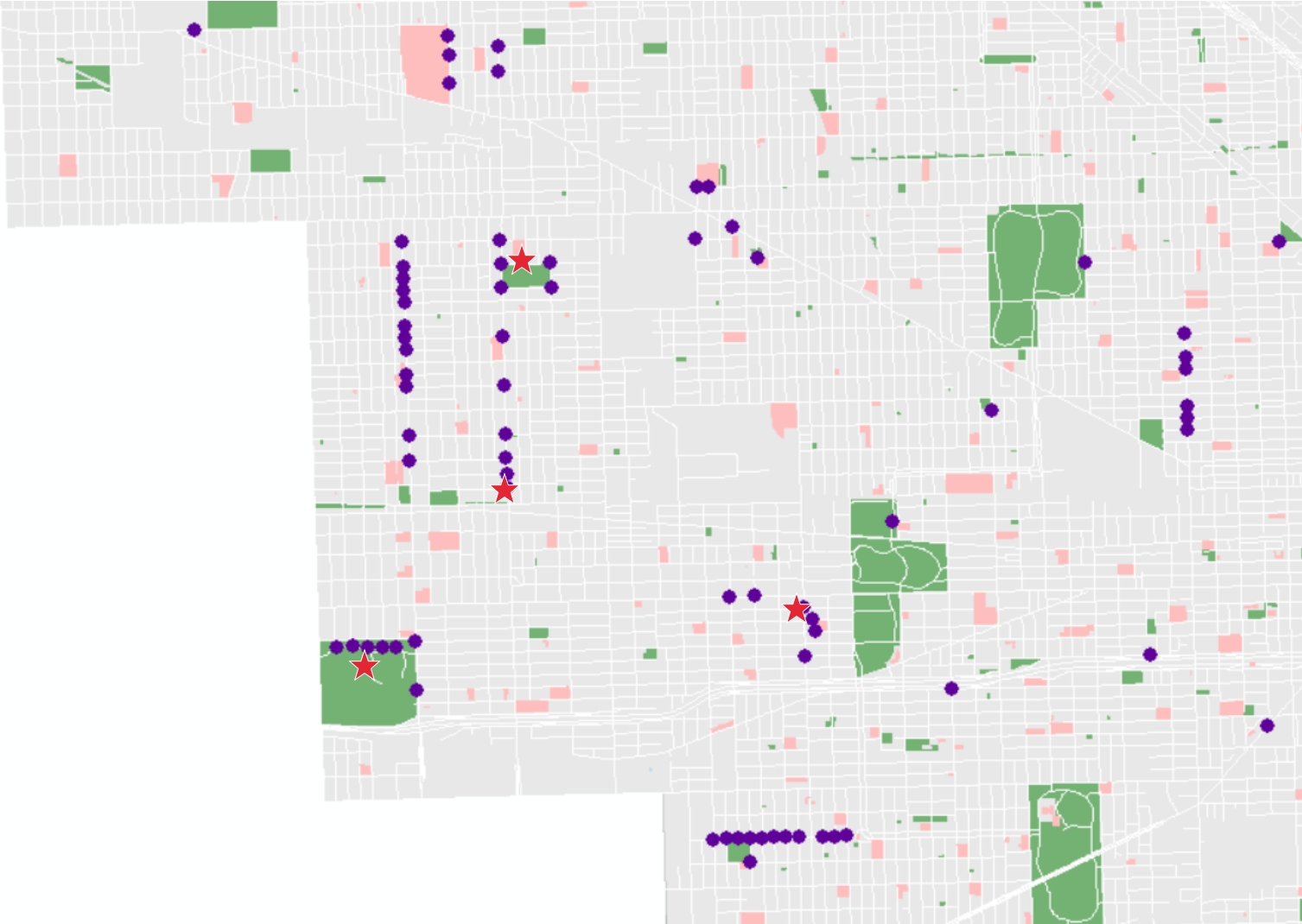
Continuing Pedestrian Crosswalks Along Pulaski Rd

■ Vacant Lot (Public)
 0 25' 50' 100'
1" = 100'

Focus Projects + Partnerships



Chicago Works funded pedestrian program projects



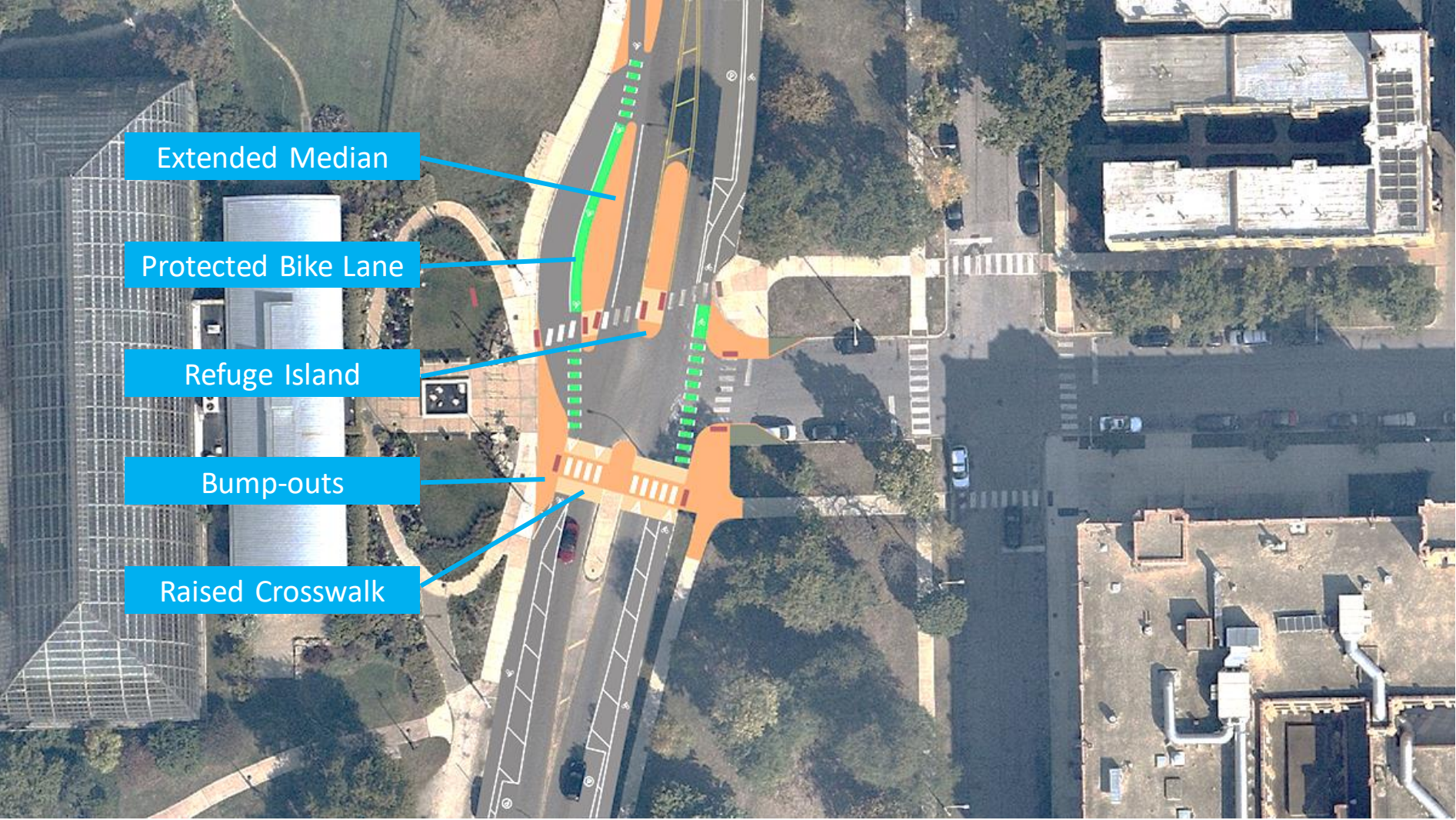
★ Initially identified focal points

■ Park grounds

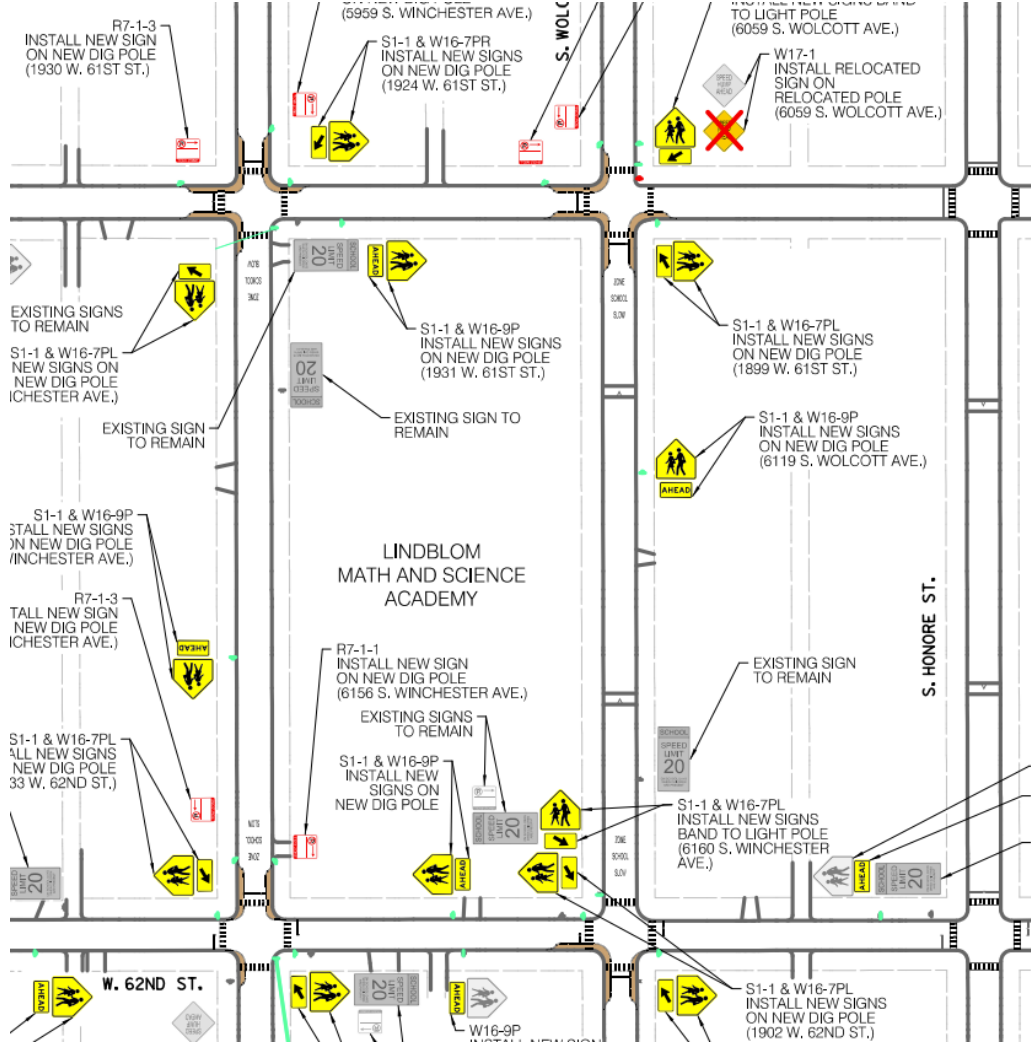
■ School grounds



Focusing on schools & parks: Central Park Ave in Garfield Park



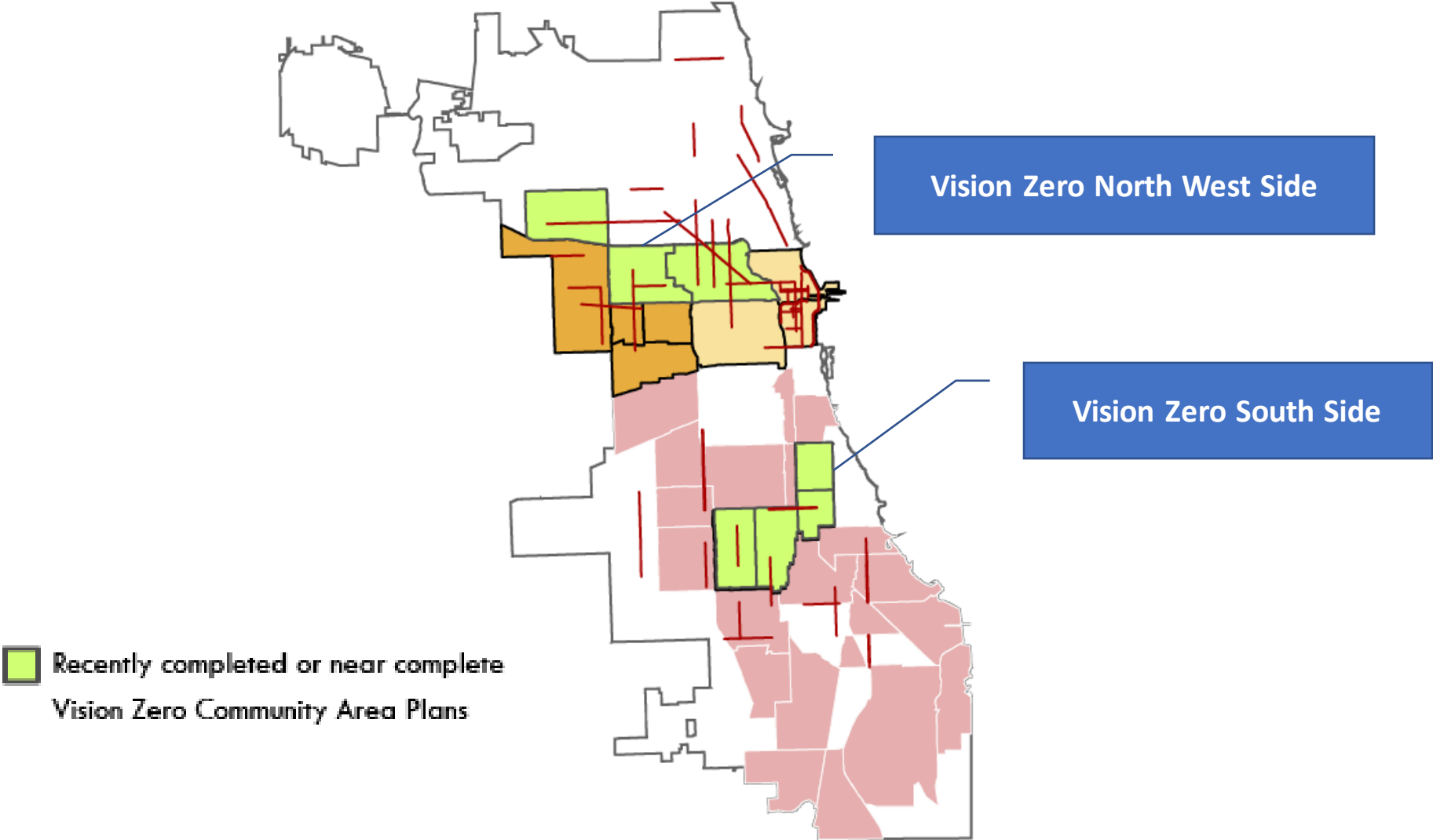
Focusing on schools & parks: Lindblom Academy



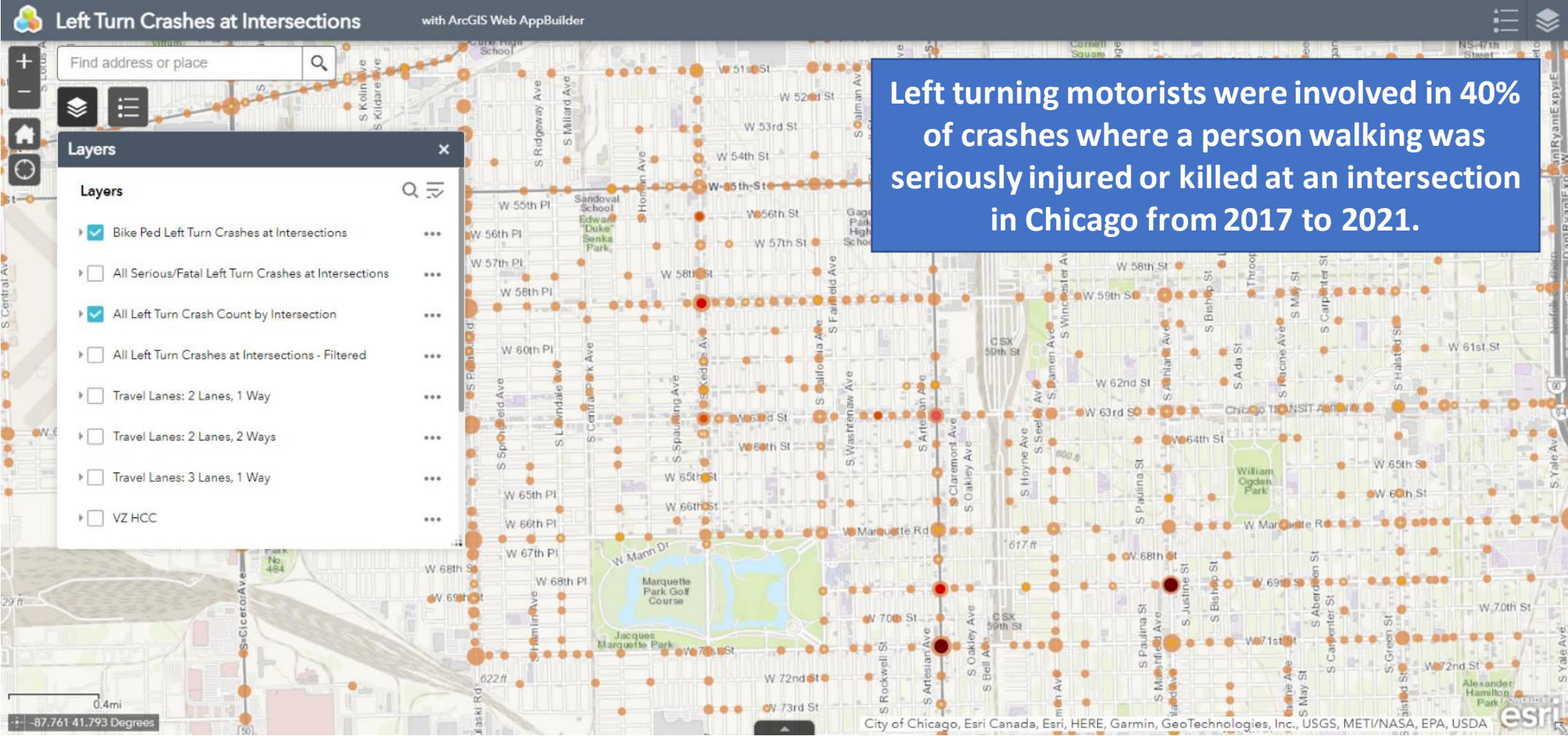
Rapid Delivery Projects



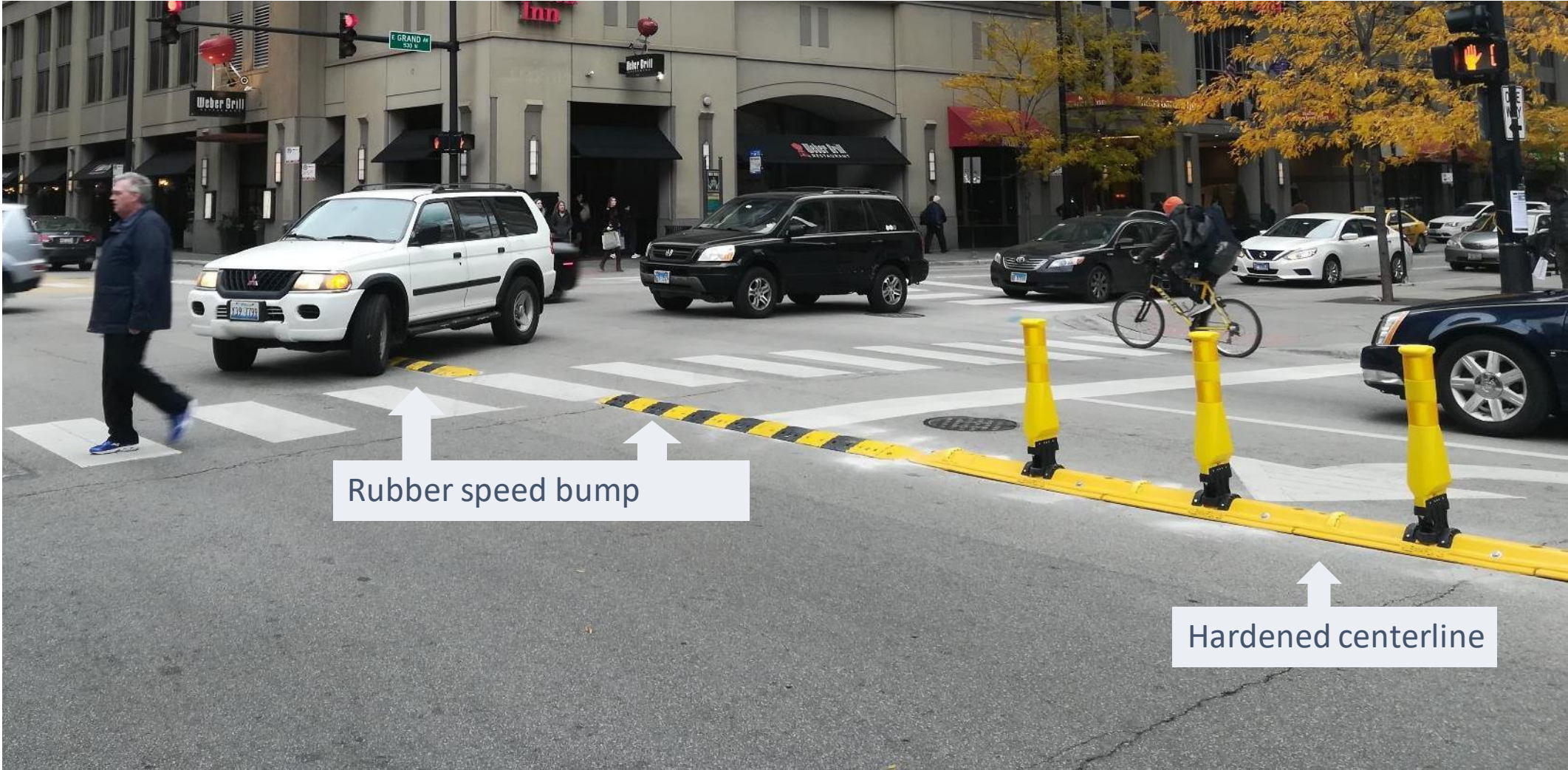
Continuing Vision Zero Community Planning



Pilot project: Left turn crash analysis



Pilot project: Left Turn Traffic Calming



What is coming up

- **Vision Zero South Side Community Planning:**
 - Cottage Grove Safety Workshop: Saturday, October 15th
 - 59th St Safety Workshop: Wednesday, October 26th
- **Open Boulevards**
 - Drexel Blvd in Bronzeville: Sunday, September 18th (complete)
 - Douglas Blvd in North Lawndale: Sunday, October 16th
 - Logan Blvd in Logan Square: Sunday, October 30th
- **World Day of Remembrance:** Sunday, November 20th
- **Vision Zero Northwest Side Community Plan Release**
- **Vision Zero South Side Community Plan Release**

Breakout Session Slides – Transit Strategies

CHICAGO MOBILITY COLLABORATIVE



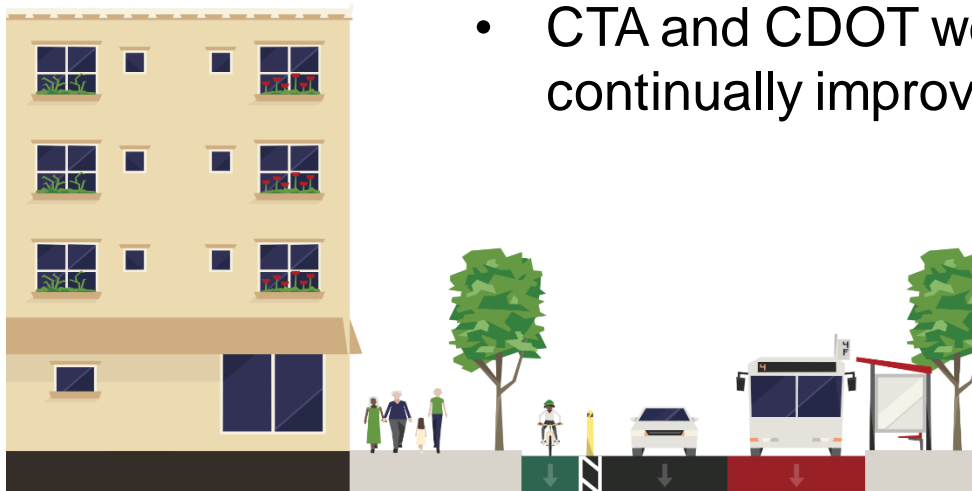
9/29/2022 TRANSIT UPDATE & BREAKOUT DISCUSSION

DRAFT 9/26/2022



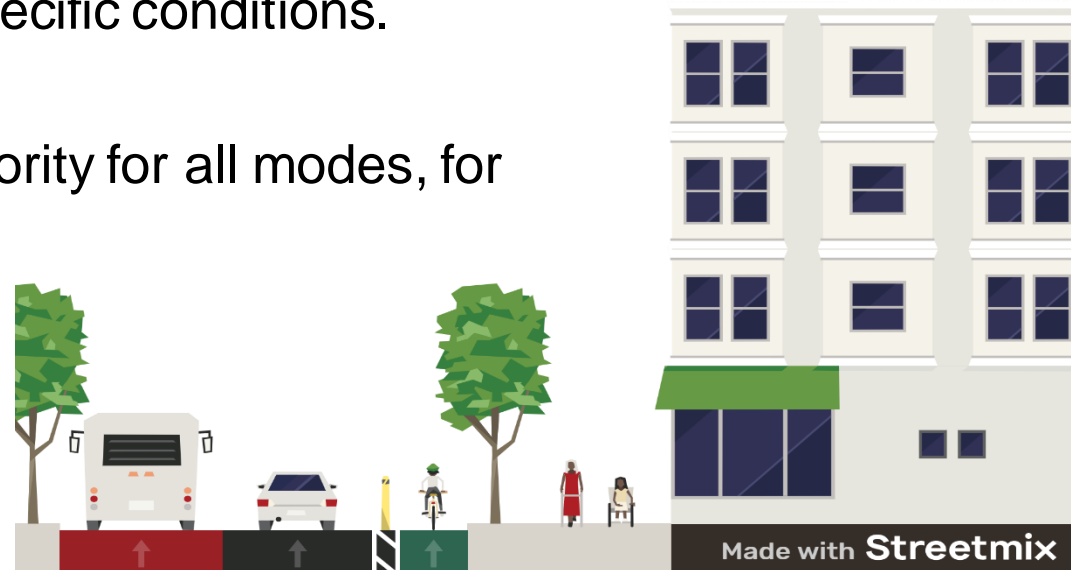
Transit Mobility Strategy

- Public transit is a key element to the city's overall mobility strategy, especially with respect to equity and sustainability goals.
- Design and management of the public right-of-way (ROW) can directly impact the quality and experience of transit, especially bus service.
- CTA and CDOT work together to try to continually improve the transit network.



Transit Mobility Strategy

- Much of this work involves determining the best balance of space allocation, given multiple modes and uses within a limited roadway width.
 - Different corridors have different uses, needs, and community priorities.
 - Effective street treatments/improvements will vary based on site-specific conditions.
- Safety is always a top priority for all modes, for any design.



Agenda

- Examples of existing bus priority projects in Chicago
- Transit improvement projects coming soon
- Longer term plans
- Questions and discussion



EXISTING EXAMPLE TRANSIT PROJECTS



Existing Examples

- Jeffery Jump
- Loop Link
- Bus Priority Zones
- TSP



Bus Priority Zones (BPZs)

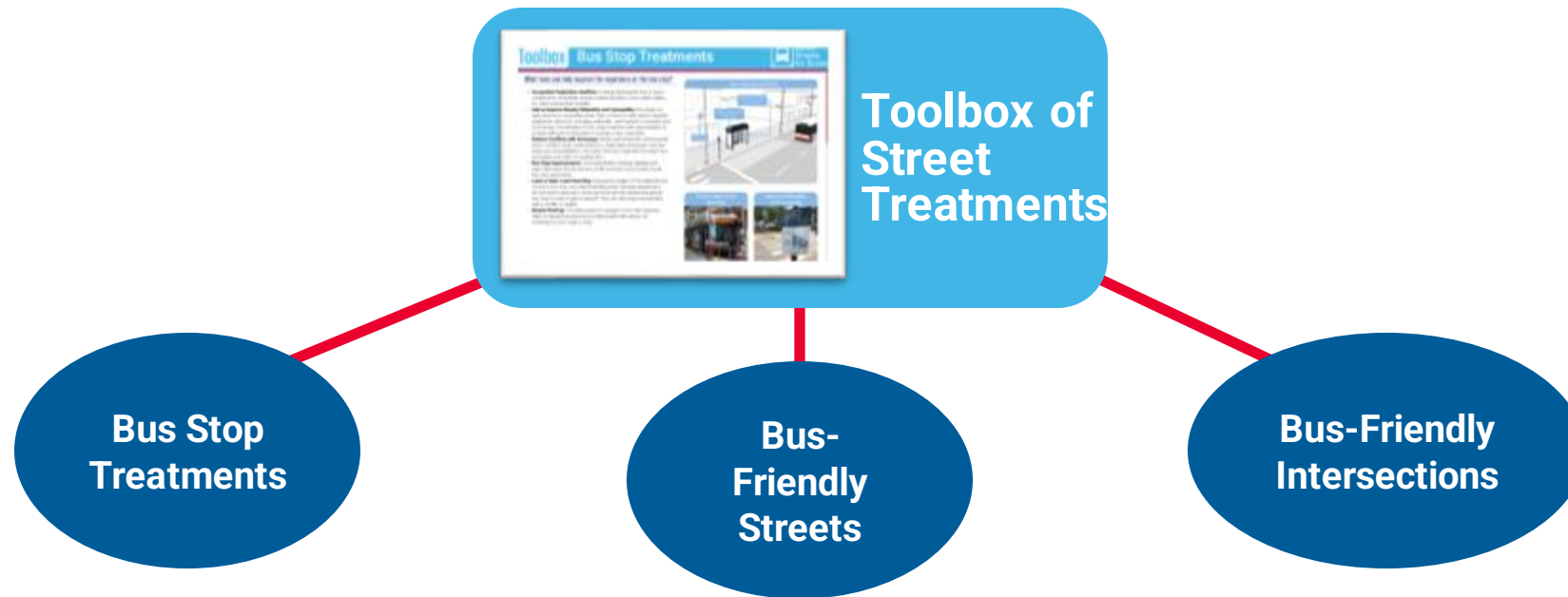
- By using elements from a toolkit of street treatments that help give priority to public transit, these targeted projects are intended to make bus operations smoother and address specific slow segments and pinch-points for buses.



More Info: <https://www.transitchicago.com/newsprojects/bpz/>



Bus Priority Street Treatments

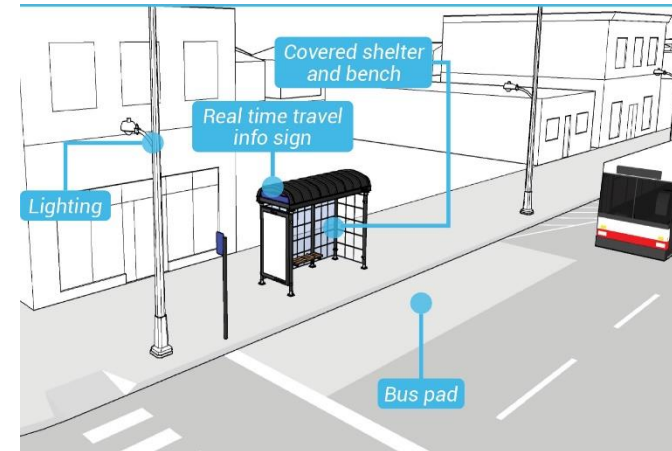


Category 1: Bus Stop Treatments

Level or Near-Level Boarding



Bus Stop Improvements

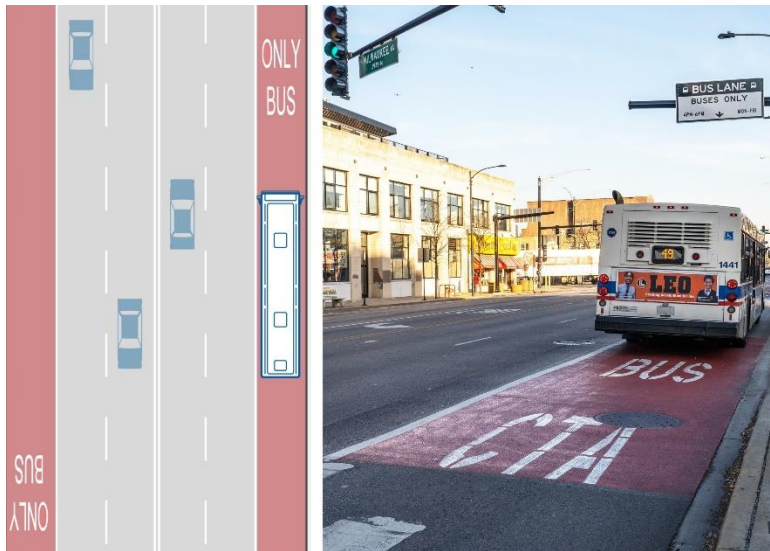


Other tools...

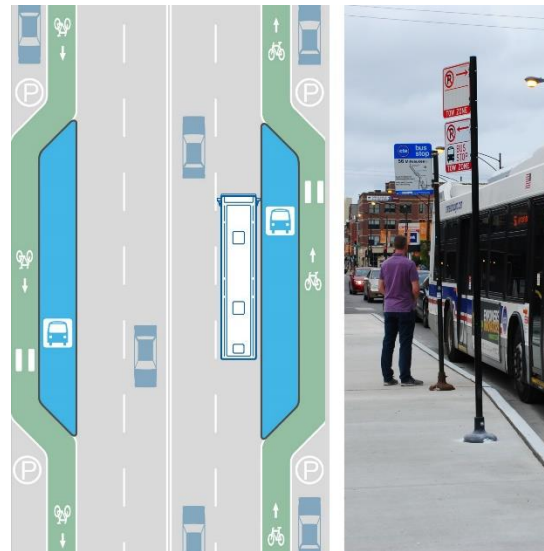
- Accessible pedestrian facilities
- Added or improved nearby sidewalks & street crossings
- Reduction in driveway conflicts

Category 2: Bus-Friendly Streets

Curbside Bus Lane



Boarding Island

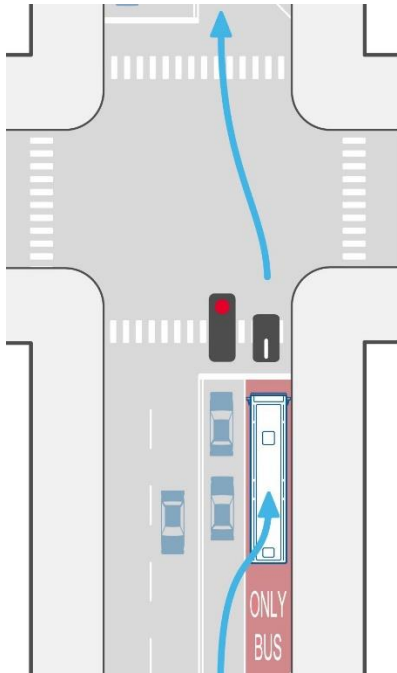


Other tools...

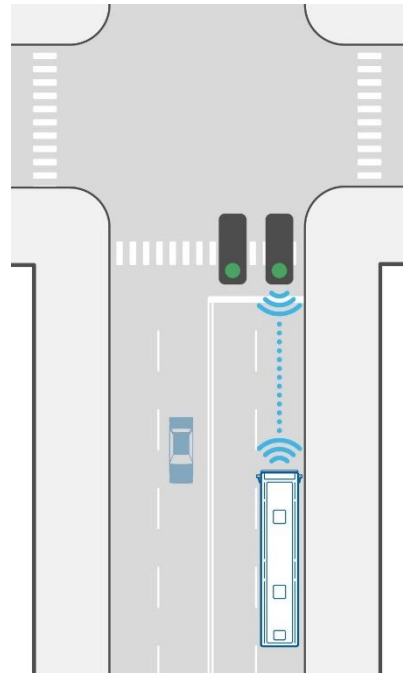
- Other bus lane configurations
- Bus stop bump out
- Bus-Bike lane
- Far side bus stop
- Bus stop lengthening
- Bus stop markings
- Bus stop pad

Category 3: Bus-Friendly Intersections

Queue Jump



Transit Signal Priority



Other tools...

- Convert stop sign to traffic signal
- Traffic signal timing
- Added turn arrow

TRANSIT PROJECTS COMING SOON



Bus Stop Improvements

1300+ Tactile Signs



100+ Accessibility Improvements

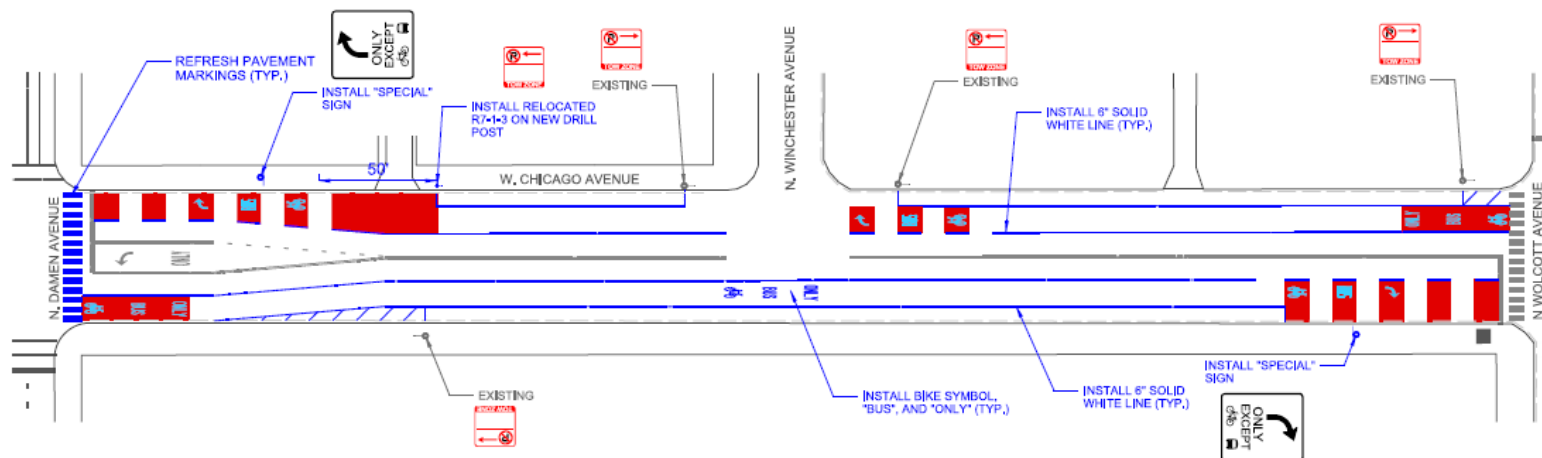
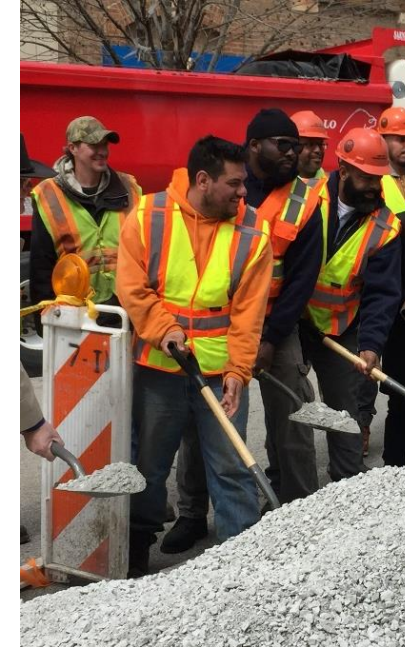


More Info: <https://www.transitchicago.com/cta-rolls-out-new-tactile-bus-stop-sign-pilot/>



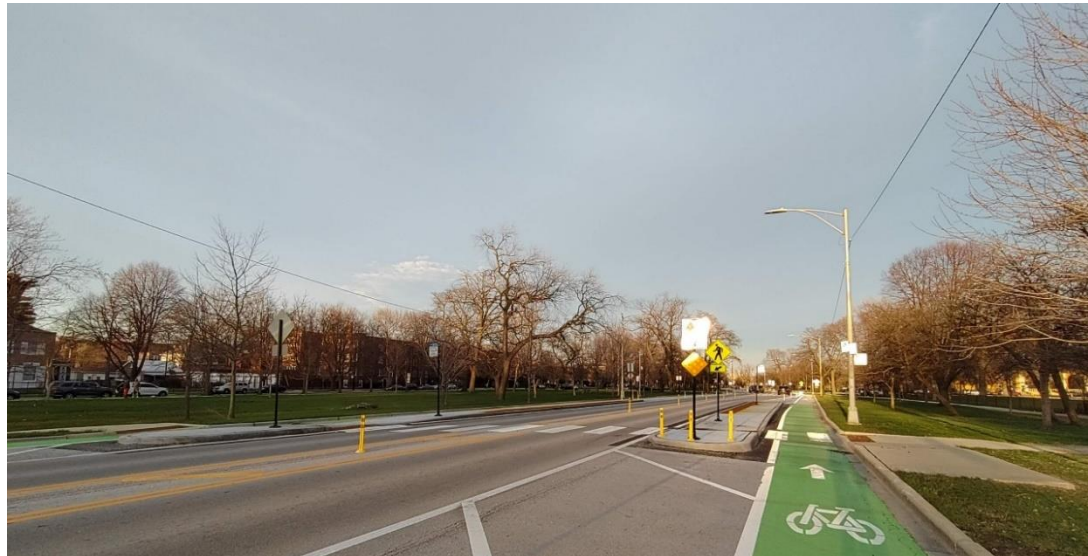
Bus Priority Zones (BPZs)

- Anticipated 2022/Spring 2023:
 - **79th at Columbus/Kedzie:** bus lanes, queue jump signal, bus stop improvements, cul-de-sac and intersection safety improvements
 - **Western from Logan to George:** Curbside peak-hour bus lanes
 - **Chicago from Western to Ashland:** “Offset” bus-bike lanes



Bus Boarding Islands

- Bus boarding islands separate the bus stop area from the bike lane, minimizing conflicts and improving safety and comfort for cyclists, bus riders, and bus operators.



Before and after: Bus boarding islands and new bike lanes on Jackson Blvd through Columbus Park

Hybrid Bus Bulb-Bike Lane



Rendering of hybrid bus bulb / bike lane to be installed on Laramie within the next year



LONGER TERM TRANSIT PROJECTS



Bus Priority Zones (BPZs)

- CTA and CDOT have secured grant funding to expand the BPZ initiative to reach additional corridors and neighborhoods.
 - Candidate BPZ locations will be identified along high-ridership bus routes that have an opportunity for operational and other improvements
 - Individual BPZs will be developed jointly by CTA and CDOT
 - Balancing roadway space for different users will be considered throughout
 - Designs will be vetted with public stakeholders
 - Opportunities for cost savings with overlapping projects will be pursued as much as possible



Better Streets for Buses Plan



- **Establish a citywide framework** to guide how CTA and CDOT utilize infrastructure to achieve faster and more reliable bus service, improved access to bus stops, and better bus stops.
- Focused on **the overlap** between the two agencies—the street, sidewalk, and signal infrastructure that can impact the bus riding experience.

BSB Plan Components

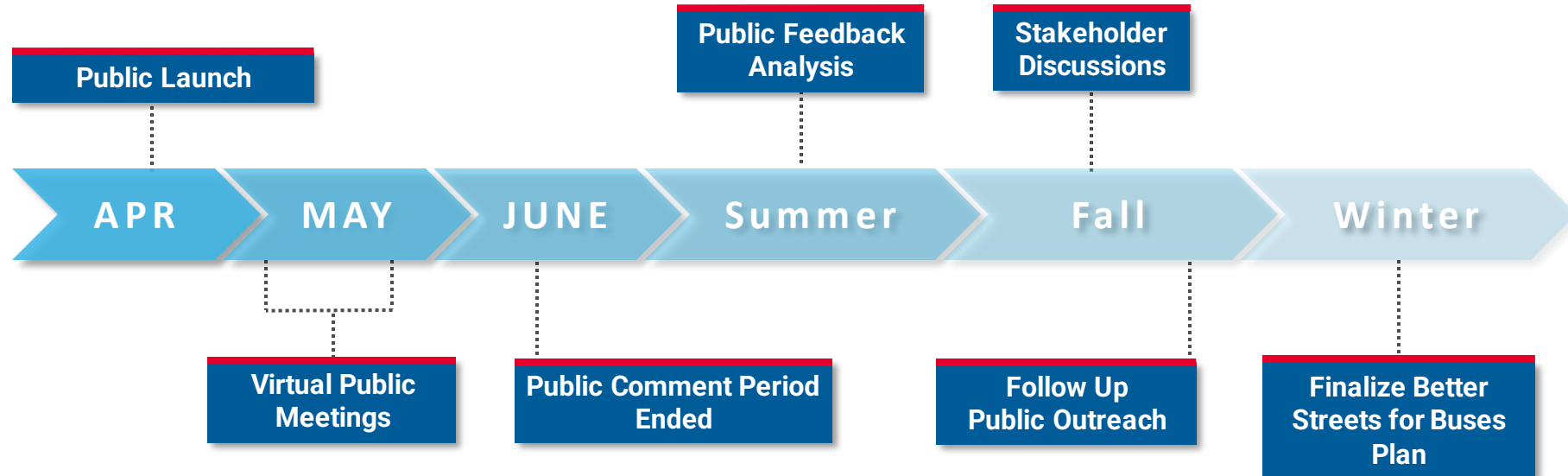


Street Network



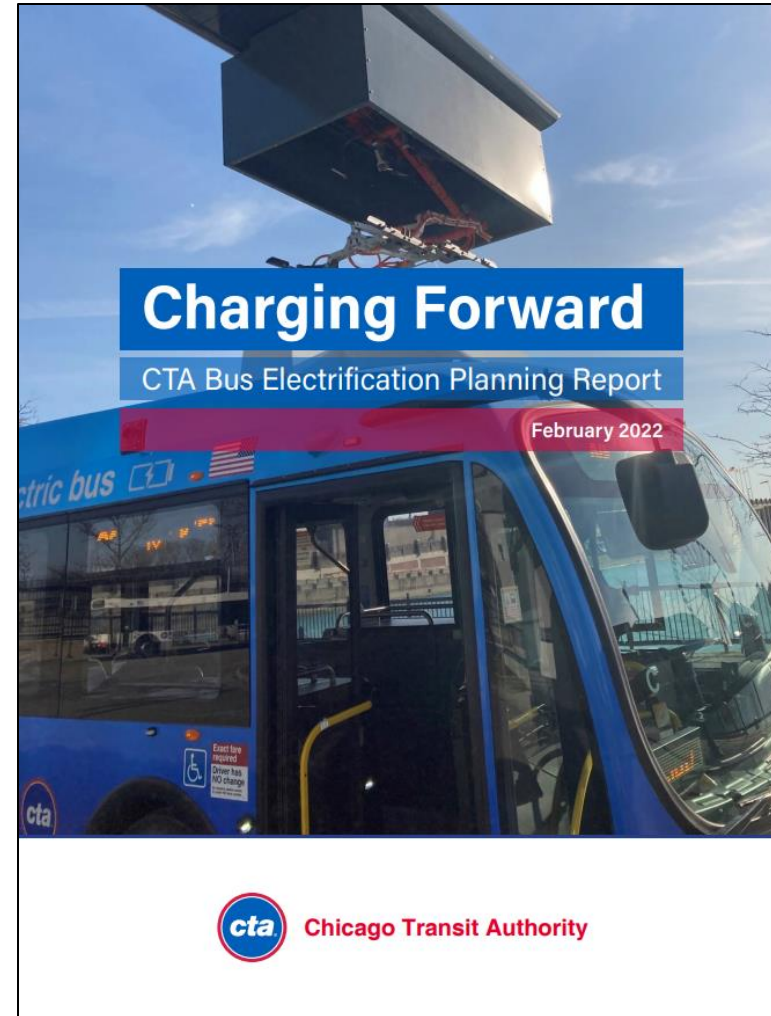
Toolbox of Street Treatments

BSB Schedule



“Charging Forward” Bus Electrification Plan

- Provides a roadmap for full electrification of CTA’s bus fleet, facilities, and supporting infrastructure by 2040.
- Equity considerations are at the forefront.
- 13 Proterra electric buses out in service, we expect 10 more by end of year.
- Recently secured additional federal funds to advance the electrification of our Chicago Ave garage.



More Info: <https://www.transitchicago.com/electricbus/>



Charging Infrastructure

- There are currently three on-route charging locations: Navy Pier, Chicago/Austin, Midway.
- Charging Forward's analysis concluded the best approach to charging electric buses is to maximize charging at bus garages.
- Anticipating a very limited number of supplemental on-route fast chargers at key layover locations; little or no impact on public ROW.



Questions for Discussion

- How do you think we should determine the types and locations of bus priority (or other transit-related) projects to be implemented?
- How do we prioritize from among potential transit projects?
- What strategies would help advance our goal of creating a platform for collaboration, consensus, and coalition of support?
- Concrete next steps?



Breakout Session Slides - Engagement Strategies



Engagement Strategies for Safe & Active Travel

Chicago Mobility Collaborative - September 2022



Advancing CDOT Goals*



- Increase the percentage of adults who walk, bike, or take public transit to work
- Eliminate traffic fatalities and serious injuries
- Increase awareness of dangerous driving behaviors
- Improve driver safety education
- Prioritize High Crash Areas and Corridors for events
- Bike Chicago giveaway – 5000 bikes over 4 years



*CDOT strategic plan, Vision Zero Action Plan, Chicago Climate Action Plan



Community Engagement



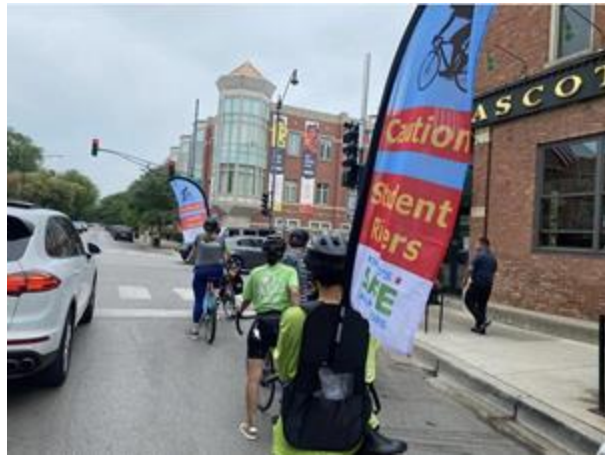
- Street festivals & block club parties
- Neighborhood pop-up events
- Community bike rides
- Health fairs
- CDOT open house events
- Ward hosted events
- Open Boulevards events



FREE Learn to Ride Classes



Beginner
Class



Road Ride & Skill
Builder



Kids Learn to
Ride



SAFE Routes to School



2nd & 5th Grade Safe Routes to School Presentations



Pilot: High School Mobility Education

★ CHICAGO'S ★ **SAFE** AMBASSADORS

Bike Chicago Giveaway



Safety & Maintenance



Route Planning &
Transport Info



Lasting Relationships

Challenges & Strategies

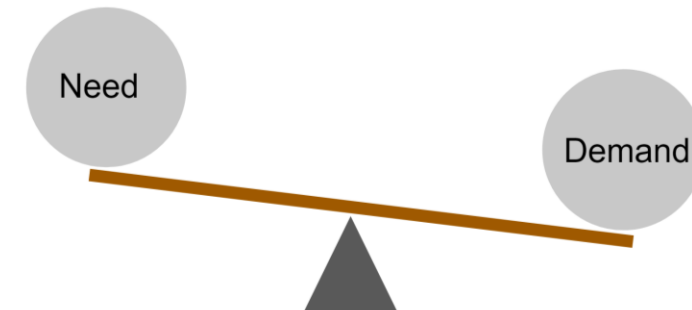
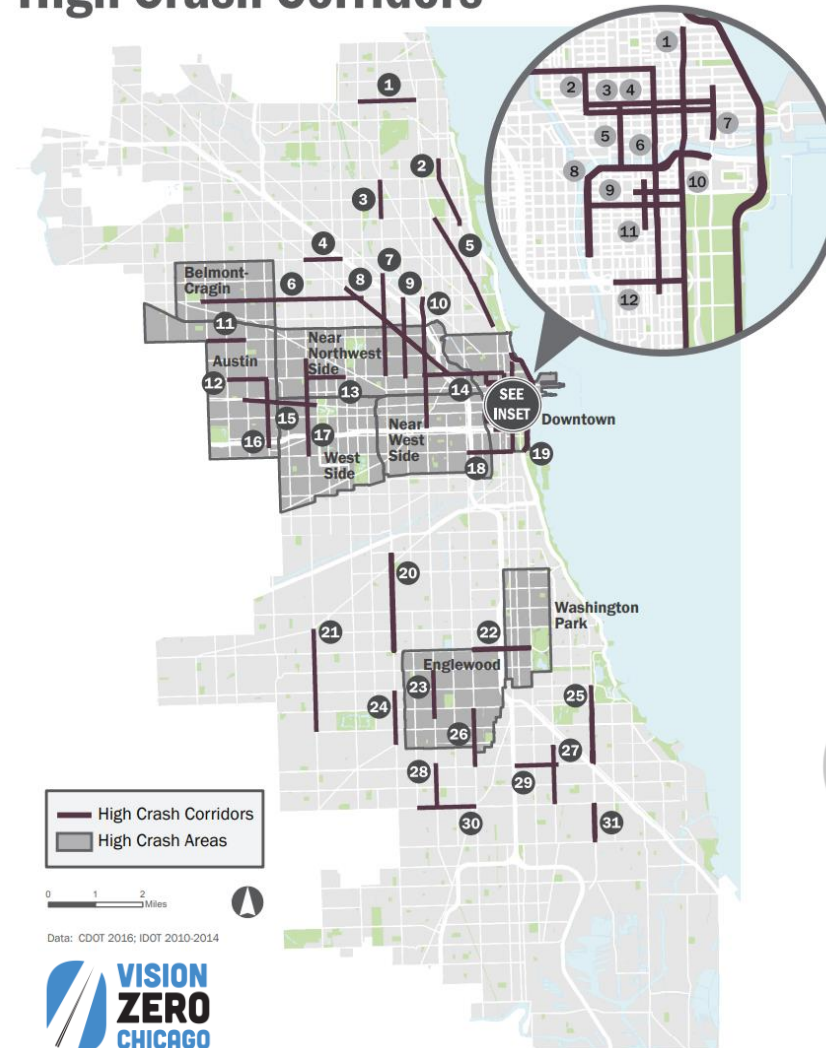
Addressing Challenges

- Balancing need against demand
- Unique approach for each community

Looking Forward

- Program growth
- Increasing full time staff
- Building deeper relationships

High Crash Corridors





Next Steps & Collaboration

We're Seeking:

- Upcoming events or opportunities where SAFE can have a presence
- Youth-oriented organizations or efforts that might be interested in partnership
- Any other ideas for building deeper long term relationships with communities and residents
- Additional ideas, comments, and questions





Contact & Social Media



Website:

<https://chicagocompletestreets.org/safety/>

fb: www.facebook.com/ChicagoSAFE

Twitter: [@ChicagoSAFE](https://twitter.com/ChicagoSAFE)

TikTok: [@ChicagoSAFE](https://www.tiktok.com/@ChicagoSAFE)

Instagram: [@ChicagoSAFE](https://www.instagram.com/ChicagoSAFE)

Angel: angel@chicagocompletestreets.org

Shameka: sturner@samschwartz.com



Ground Rules

- Bring a collaborative spirit
- Be kind and respectful to each other
- One person speaks at the time – one mic
- Land the plane
- Move up/Move back
- We all have valuable feedback and experiences to bring into these conversations

Re-Group

There will be a follow-up survey from CDOT for additional comments and ideas.

Open Discussion and Announcements

- Please raise your hand to be called on
- Use the chat for announcements about upcoming events
- There will be a follow-up survey for additional comments

Next CMC Meeting Date

Thursday, December 8th, 2022

6:00 pm – 7:30 pm

THANK YOU!