

# SOUTHWEST SIDE NEIGHBORHOOD BIKE NETWORK

Neighborhood Taskforce Meeting #3



## MEETING SUMMARY

### Southwest Side Neighborhood Bike Network

Neighborhood Taskforce Meeting #3

Thursday, November 11, 2023

10:30 – 12:00 pm

Virtual Meeting - Microsoft Teams

## ATTENDEES

### CDOT Representatives

Brad Huff, CDOT – Complete Streets Planning Manager

John Pickering, TY Lin – Complete Streets Planner

Steph Nappa, MUSE Community + Design – Complete Streets Planner

### Taskforce Members

Carlos Diaz – 11th Ward

Bill Drew – 12th Ward

Andrew Spaulding – McKinley Park Resident

Tony Adams – McKinley Park Development Council

Brenda Vidal – Esperanza Health Center

Brian Kopinski – PODER

## WELCOME AND INTRODUCTION

Brad Huff, Complete Streets Planning Manager, welcomed the Taskforce, introduced the Project Team, and gave a summary of the Southwest Side Neighborhood Bike Network. This effort is focused on designing a connected network of protected bike lanes and neighborhood greenways throughout the Brighton Park, Gage Park, and McKinley Park neighborhoods. The network would provide safe and accessible connections to important community destinations and provide links to other parts of the city.

### Updates from Taskforce Meeting #2

Taskforce members had emphasized the importance of arterial streets for making connections between the neighborhoods as well as the rest of the city. They felt the bike network should focus on protected bike lanes on streets such as Archer and 35th. The Project Team took this input into consideration when developing the proposed network map.

## COMMUNITY ENGAGEMENT

Steph Nappa summarized the community engagement efforts that took place over the summer. CDOT attended more than 20 engagement events and worked with over 17 community organizations to get input on what residents want to see from their neighborhood bike network. CDOT's SAFE Ambassador's offered Learn to Ride classes in McKinley Park throughout the summer. They taught 85 students, and classes were held in both English and Spanish.

# SOUTHWEST SIDE NEIGHBORHOOD BIKE NETWORK

Neighborhood Taskforce Meeting #3



## SURVEY RESULTS

CDOT has received nearly 400 survey responses, in both English and Spanish. CDOT is encouraged by the diverse sample of respondents, which included higher percentages of women, Hispanic/Latino, and younger respondents than have traditionally engaged with city surveys.

When asked about their preferred mode of travel, respondents shared that they would like to bike more and drive less than they do now. When asked about how comfortable they would feel biking on busier commercial/arterial streets, 90% of respondents said they would feel comfortable if there were protected bike lanes, while 87% said they would feel uncomfortable with no bike lanes. This demonstrates the importance of protected bike lanes for the network, especially within the study area where arterial streets are the only options for connecting between the neighborhoods or for accessing other parts of the city.

80% of respondents felt their neighborhood would be a better place to live if more people were able to ride bikes. They felt the biggest barriers to biking were a lack of dedicated bike infrastructure and the risks posed by dangerous driving.

## STREET AND BIKE FACILITY TYPES

John Pickering gave an overview of arterial and neighborhood street types and the bicycle facilities generally used for each. Arterial streets are busier streets with more vehicle traffic. They sometimes have high parking demand due to commercial activity or adjacent residences, though streets with industrial land uses generally have lower parking demand. Neighborhood streets are lower volume streets in residential areas where most vehicles using the street are residents accessing their homes. Sometimes these streets experience cut-through traffic and speeding, so neighborhood greenways on these streets generally include traffic calming elements that slow speeds and discourage non-local traffic.

## PROPOSED NEIGHBORHOOD BIKE NETWORK

Brad Huff shared the updated priority project map and walked through the evaluation process for selecting the chosen routes. The Project Team began by evaluating the full network of arterial streets and narrowed down the list based on factors such as jurisdiction, street width, parking demand, and neighboring land uses.

To supplement the network of arterial streets and protected bike lanes, the Project Team also identified neighborhood streets that could fill in gaps and provide low-stress alternatives to the arterial streets that can't implement protected bike lanes in the short-term. Brad stressed that even though some streets were not designated as part of the priority network, this doesn't mean they won't be considered for bike infrastructure in the future. The priority network is meant to designate the "low hanging fruit" of most impactful projects.

### Taskforce Member Questions

Bill Drew commented that 35th Street and Archer are important connections. He felt overall the plan creates a good network.

Andrew Spaulding asked about 35th Street being prioritized over Pershing (a change from previous meeting), Brad responded that 35th Street is now prioritized due to the feedback from the previous meeting, plus additional projects being planned on 35th Street further east. However, protected bike lanes were recently installed on Pershing along McKinley Park, and there are plans for additional protected bike lanes further to the east.

Andrew commented that the Pershing & Western intersection feels particularly dangerous. Brad agreed. While the current arterial resurfacing project wrapping up has installed some improvements, further improvements will require significant changes to the railroad viaduct at the intersection.

## SOUTHWEST SIDE NEIGHBORHOOD BIKE NETWORK

Neighborhood Taskforce Meeting #3



Carlos Diaz commented that the 11th Ward appreciates the protected bike lanes on Pershing. Due to the industrial land uses they fear that any traffic crash involving a cyclist could be “worst case scenario” due to the speeds and types of vehicles using Pershing. They feel the protected bike lanes are important even if Pershing isn’t a commonly used bike route.

### Comments on 35th Street:

Crossing Western is both important and challenging. Andrew observed that many cars parked on 35th Street seem to park for long periods of time, even multiple days. He wondered if the demand that’s observed is actual demand for the businesses or just people parking on the street long term. He asked about options for time limited parking zones or paid parking to get more appropriate parking turnover. Brad responded yes, there are tools which could improve parking turnover and reduce long-term parking.

### NEXT STEPS

The bikeways engineers will work on designing the primary network projects over the winter and projects will begin implementation over the 2024 construction season. Protected bike lane projects will likely need additional data collection and public engagement, which will take place before designs are finalized. The Taskforce will be informed about any public engagement opportunities to review project plans as they are scheduled. In the meantime, Taskforce members are encouraged to remain in touch with CDOT and let us know if any community events will be taking place where a discussion of specific project plans, or the broader neighborhood network plans, would be fruitful.