McKinley Park, Brighton Park, & Gage Park

Southwest Side Neighborhood Bike Network

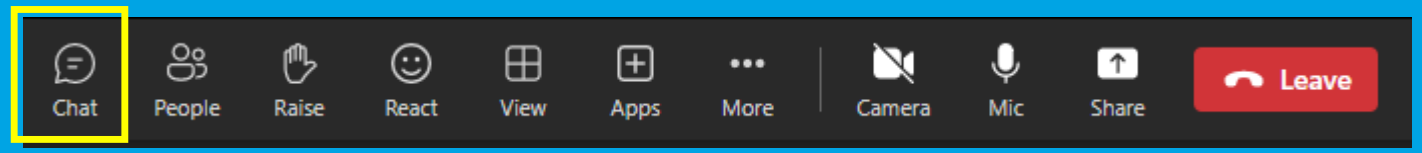
CDOT
Chicago Department of Transportation

Neighborhood Taskforce Meeting #3

November 2, 2023

WELCOME!

- We want to have an open conversation about biking and getting around your neighborhoods.
- We're here to listen to you.



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INTRODUCTIONS

- Is there anyone new?

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AGENDA

- Recap & Updates since Taskforce #2
- Survey & Key Results
- Proposed Bike Network
- Protected Bike Lane Opportunities

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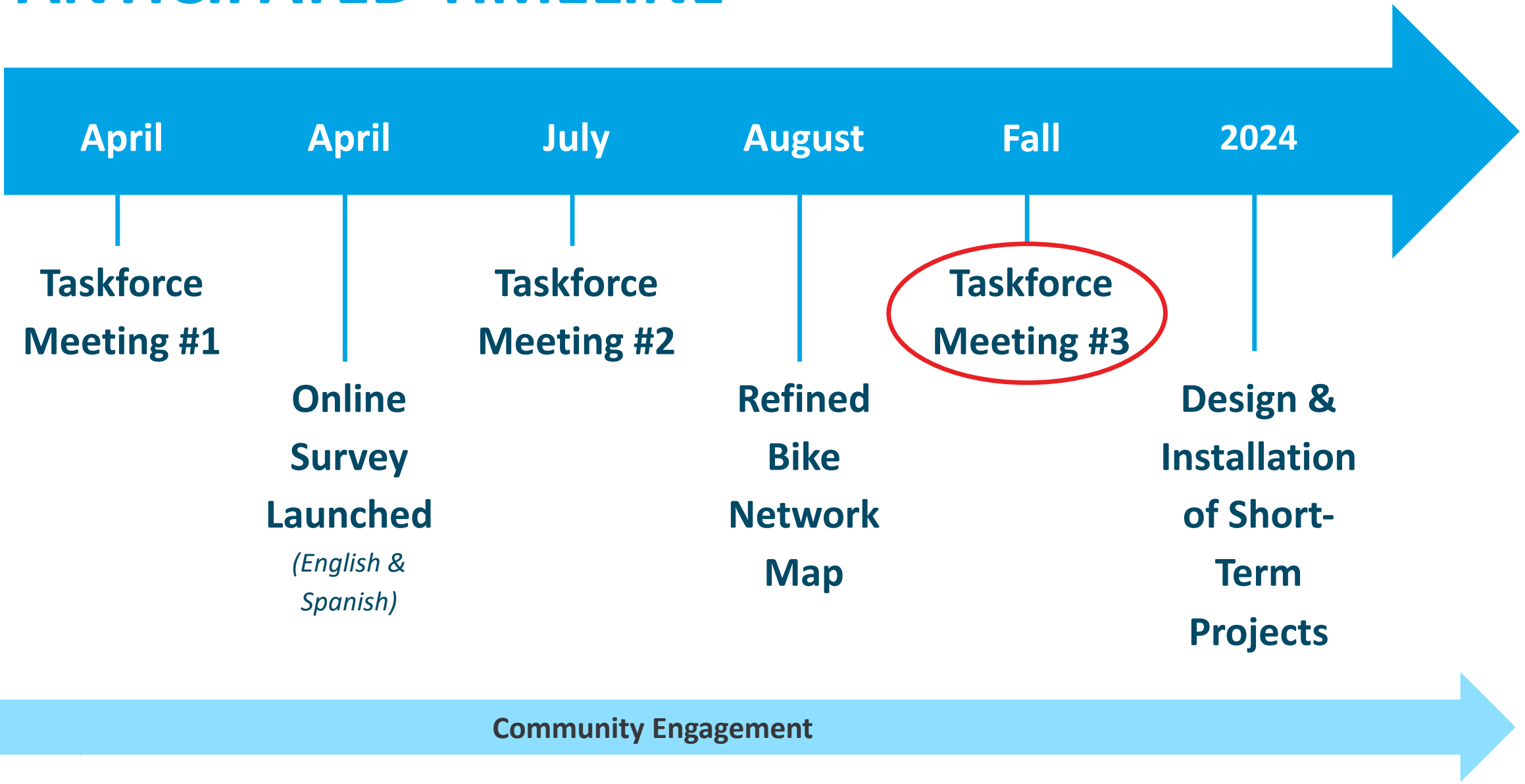
ANTICIPATED TIMELINE



COMMUNITY ENGAGEMENT

- 20+ meetings & events
- 12+ community-based organizations
- 700+ people engaged with in the neighborhoods

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WHAT WE'VE DONE SINCE LAST MEETING

- Distributed outreach material throughout the neighborhoods and community groups
- Finished Learn to Ride at McKinley Park
- Engaged with the community at neighborhood and ward events
- Met with additional community groups
- Analyzed and refined a Proposed Bike Network

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LEARN TO RIDE

McKinley Park

- Beginner Learn to Ride & Skills Builder Classes
- 85 students throughout the Summer at McKinley Park
- About half returned for additional support and education

New sizes of bikes available for the first time

Classes available in Spanish

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KELLY HIGH SCHOOL
SAFE ROUTES TO SCHOOL

Improving connections to help students and neighbors safely access Kelly High School and Kelly Park

Features:

- **NEW - Concrete Curb Extensions** to help reduce the time spent crossing the street
- **NEW - Raised Crosswalk** at Kelly Park to help slow motor vehicles and increase visibility of students and neighbors
- **NEW - Contraflow Bike Lane** at Kelly Park to allow two-way bicycle movement
- **IMPROVED - Crosswalks** to highlight locations where neighbors are crossing the street

Projects to begin in 2024

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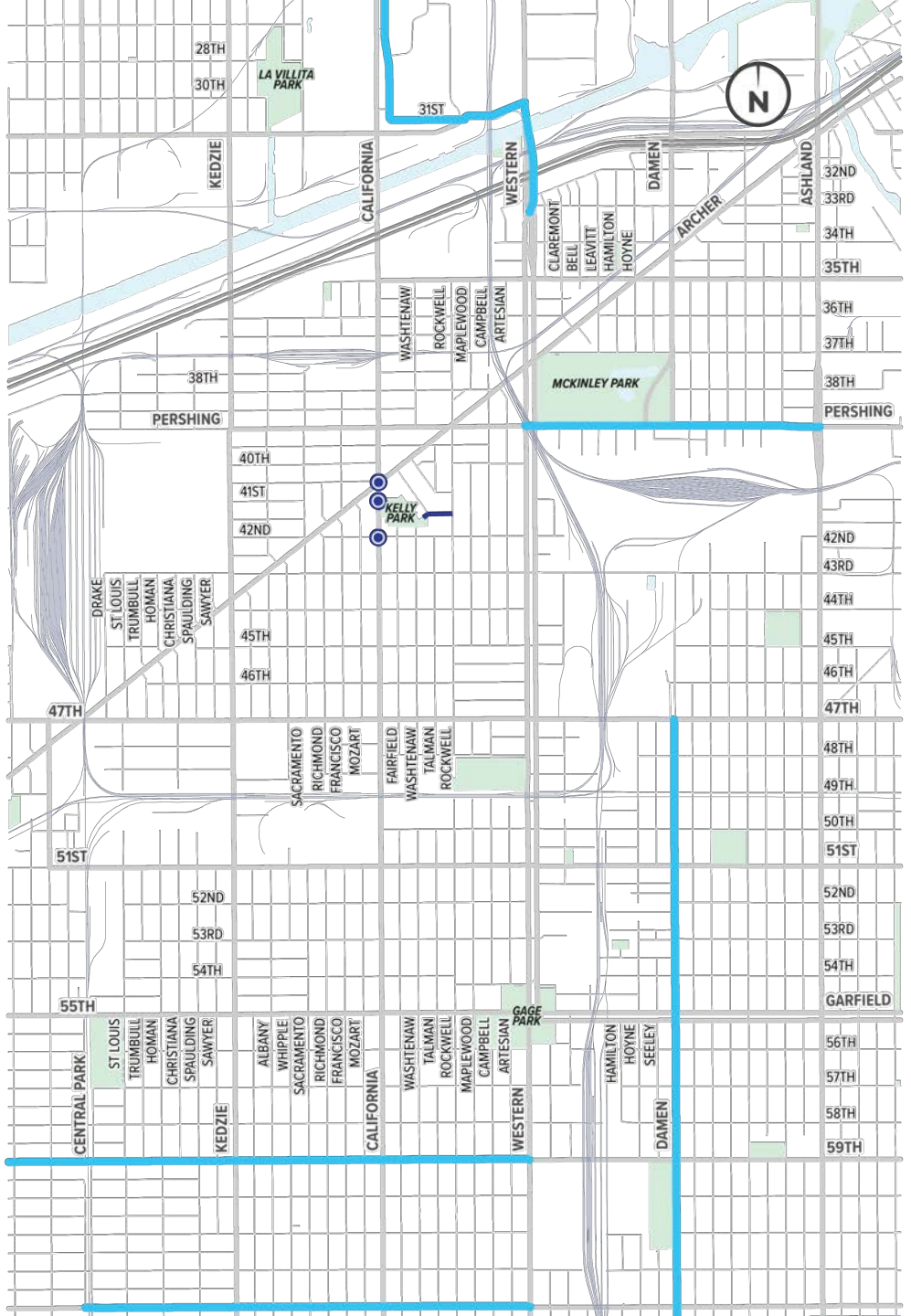

SURVEY RESULTS

- Over 360 responses
- Combination of English and Spanish surveys

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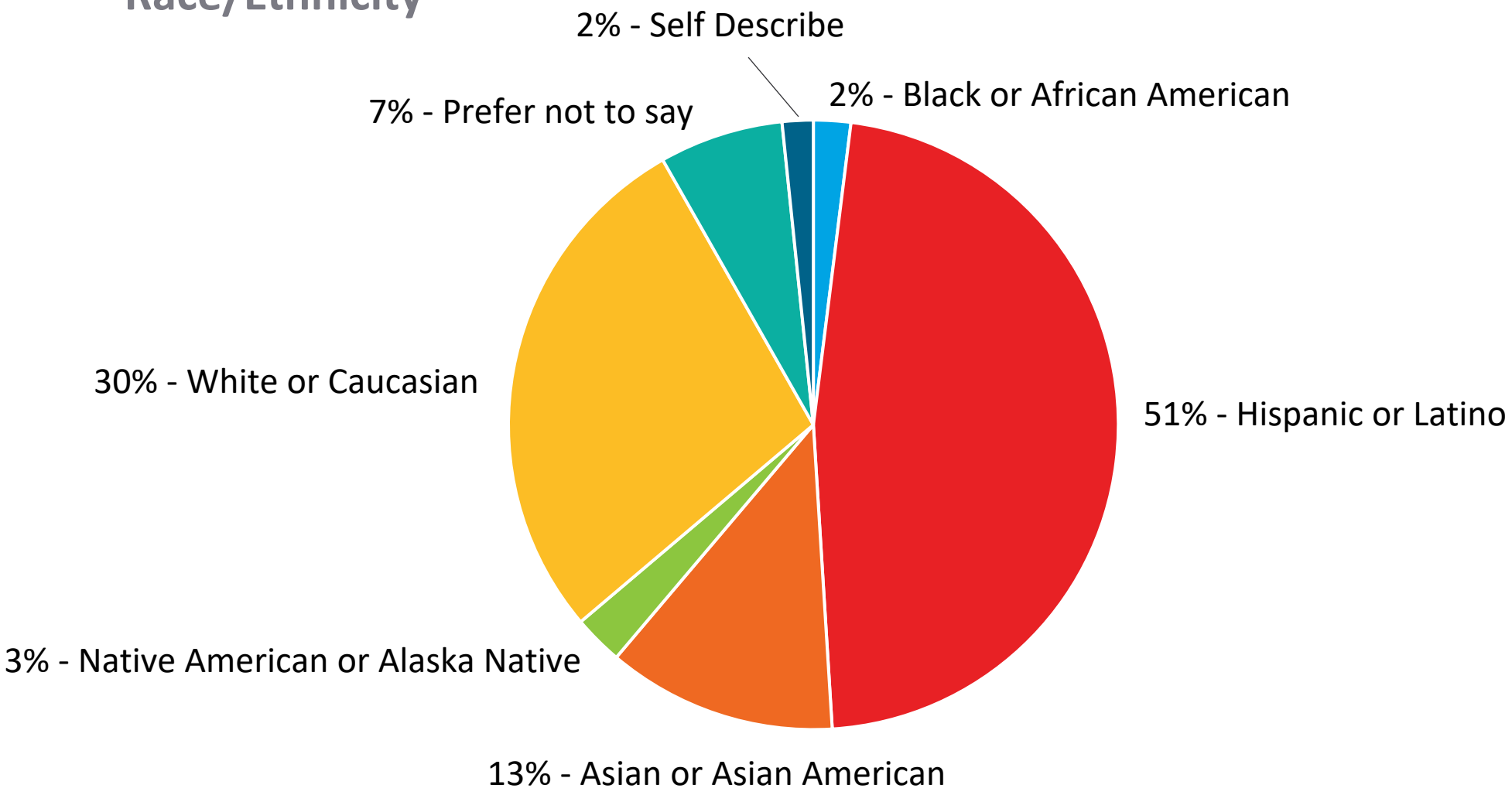
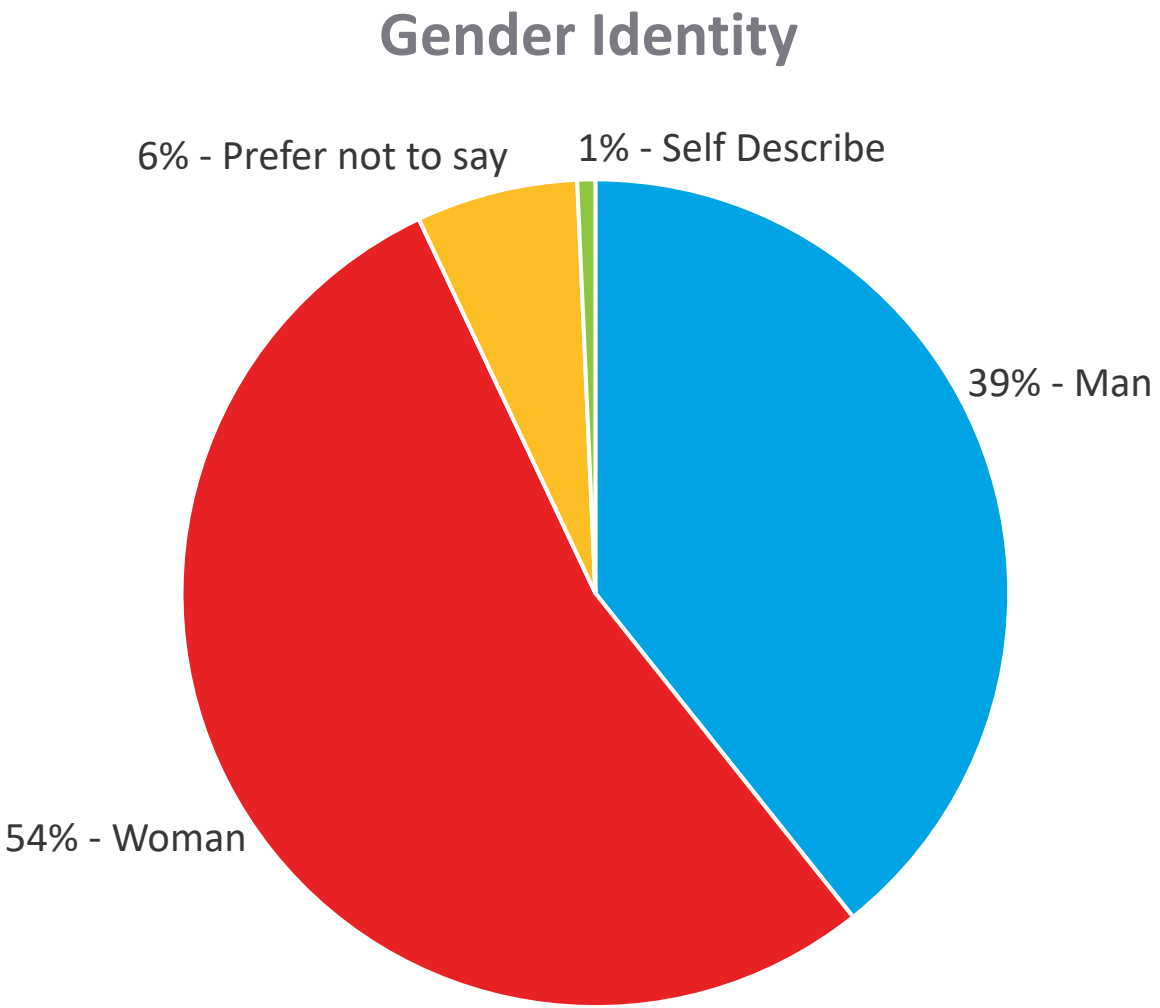
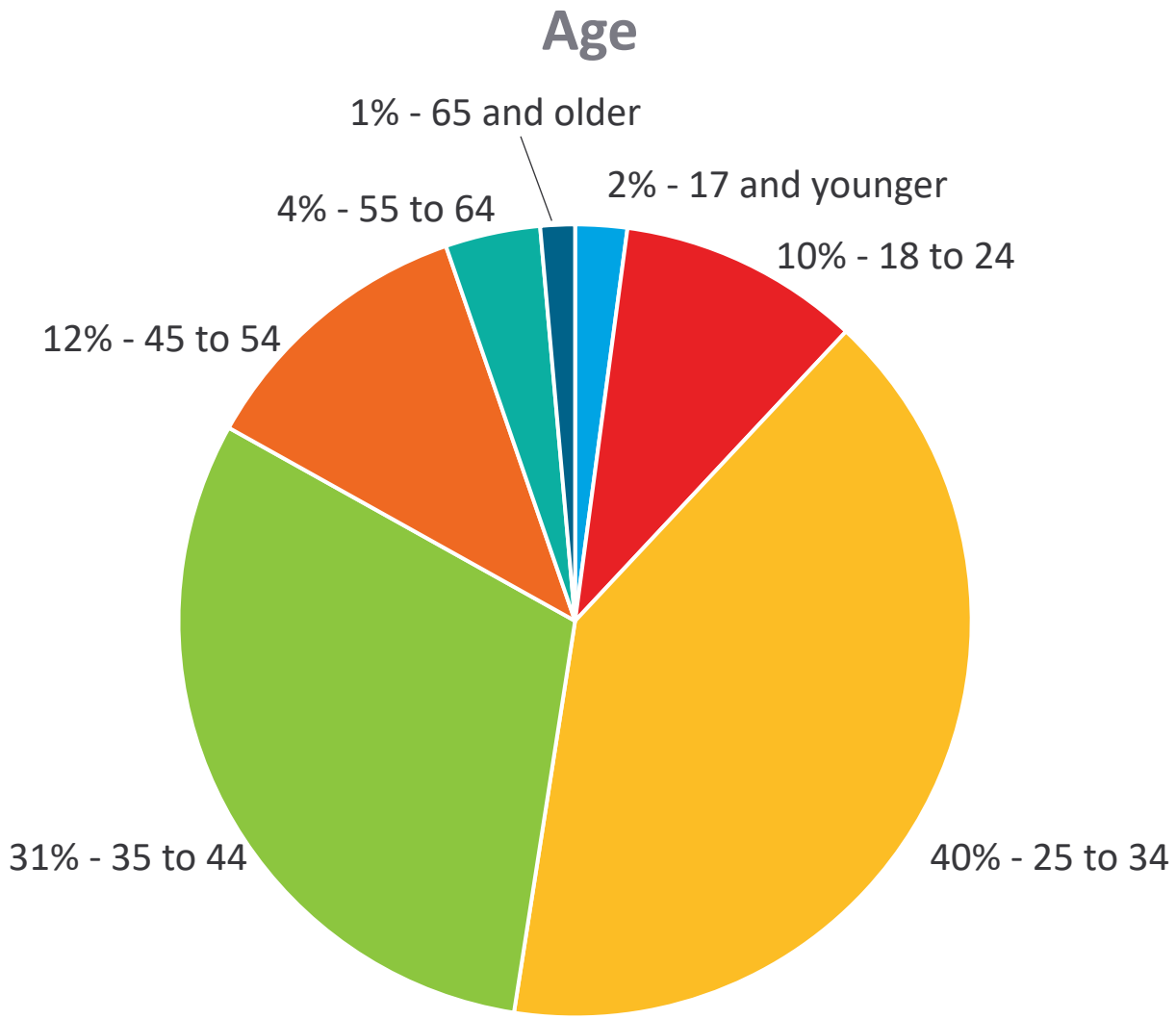
WHO DID WE HEAR FROM?

Race/Ethnicity

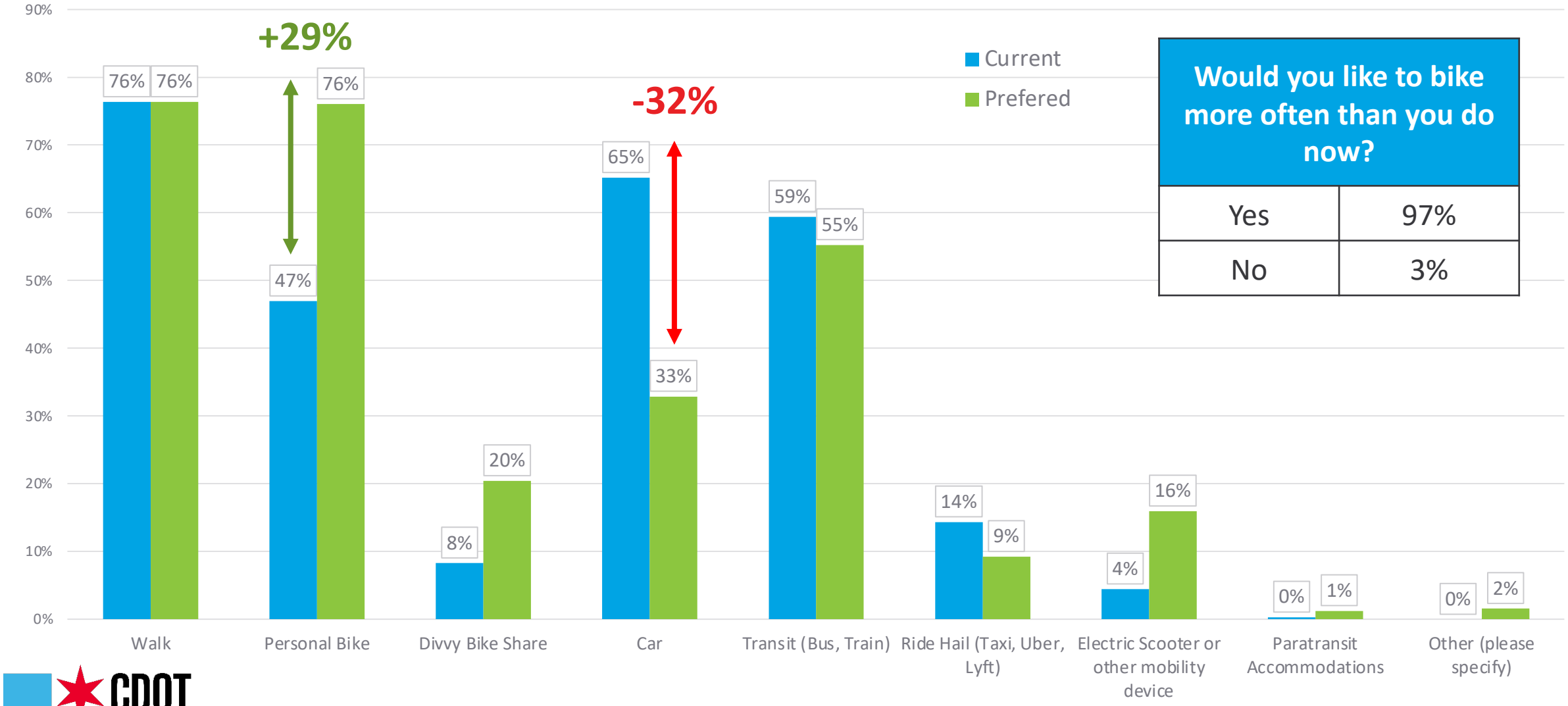


WHO DID WE HEAR FROM?





HOW DO NEIGHBORS WANT TO GET AROUND?



Would you like to bike more often than you do now?	
Yes	97%
No	3%

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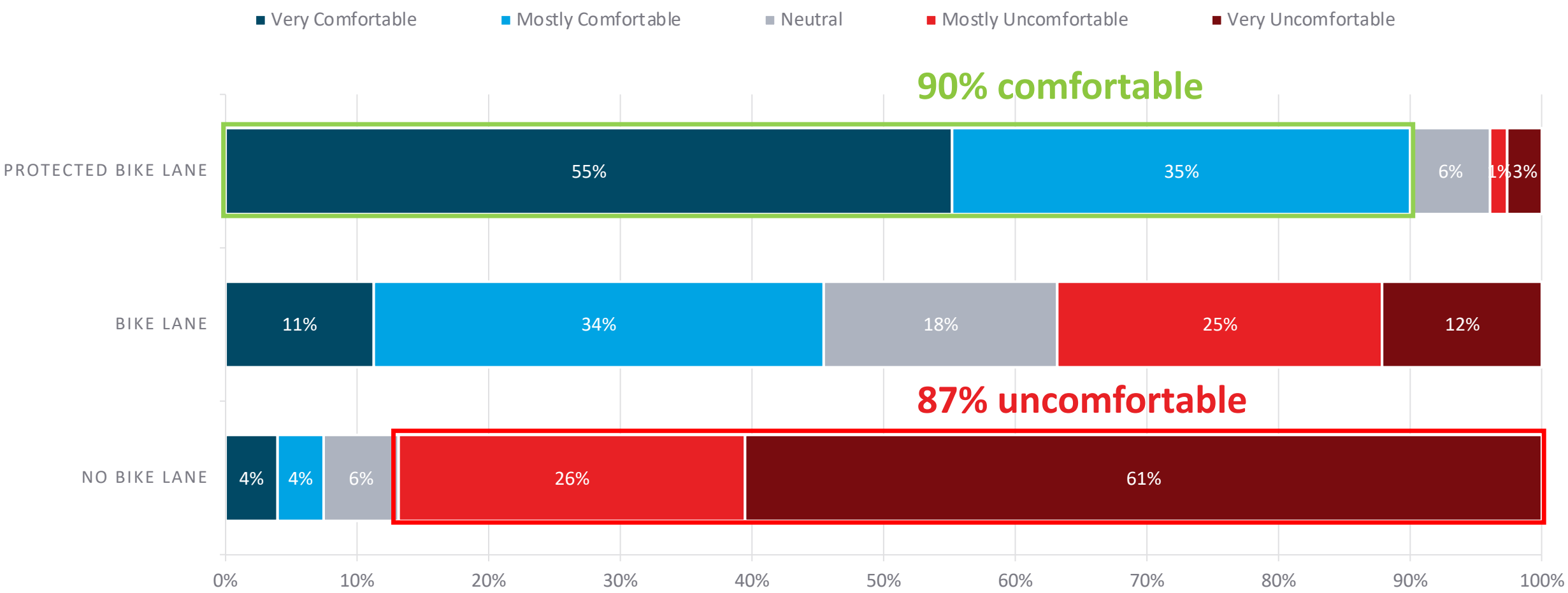
HOW COMFORTABLE DO NEIGHBORS FEEL BIKING ON:



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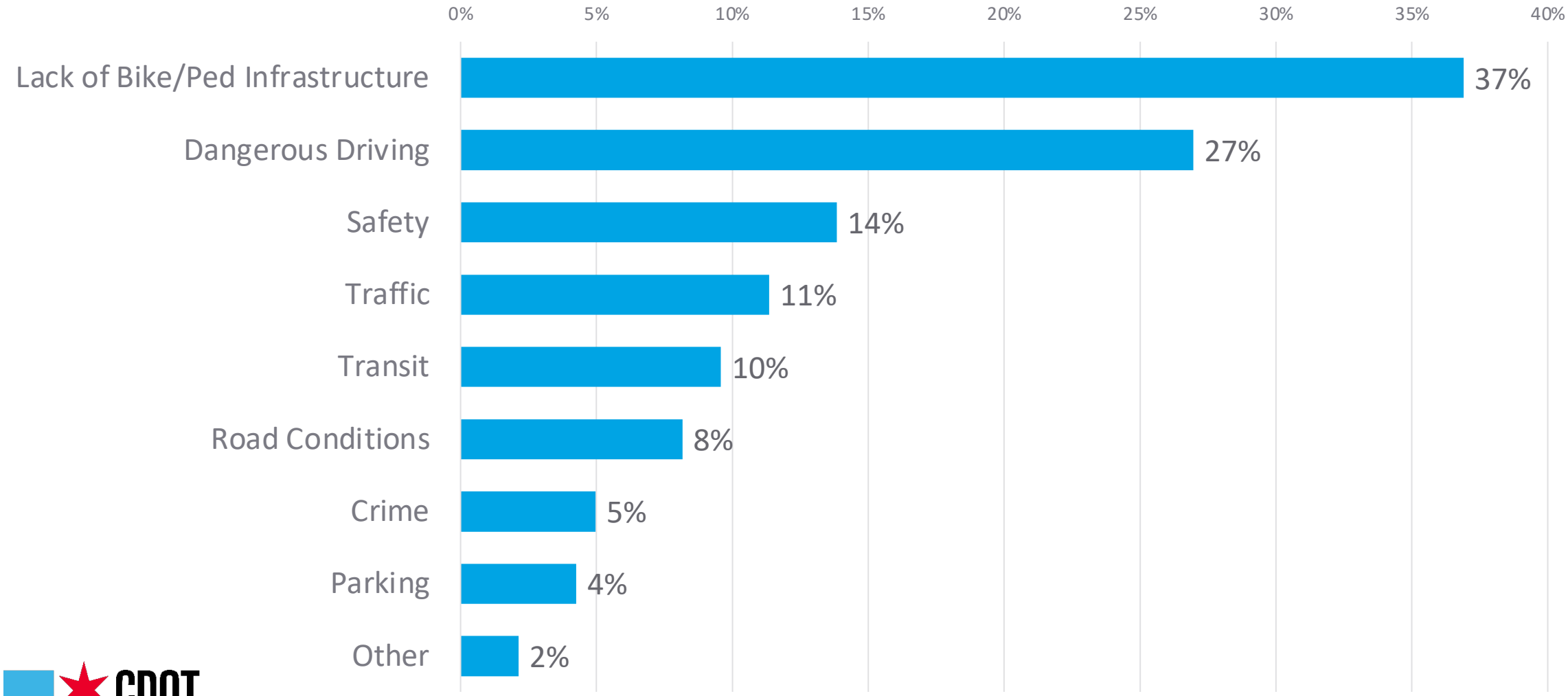
WHAT ARE NEIGHBOR'S BIGGEST BARRIERS?



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WHERE DO NEIGHBORS WANT TO GO?

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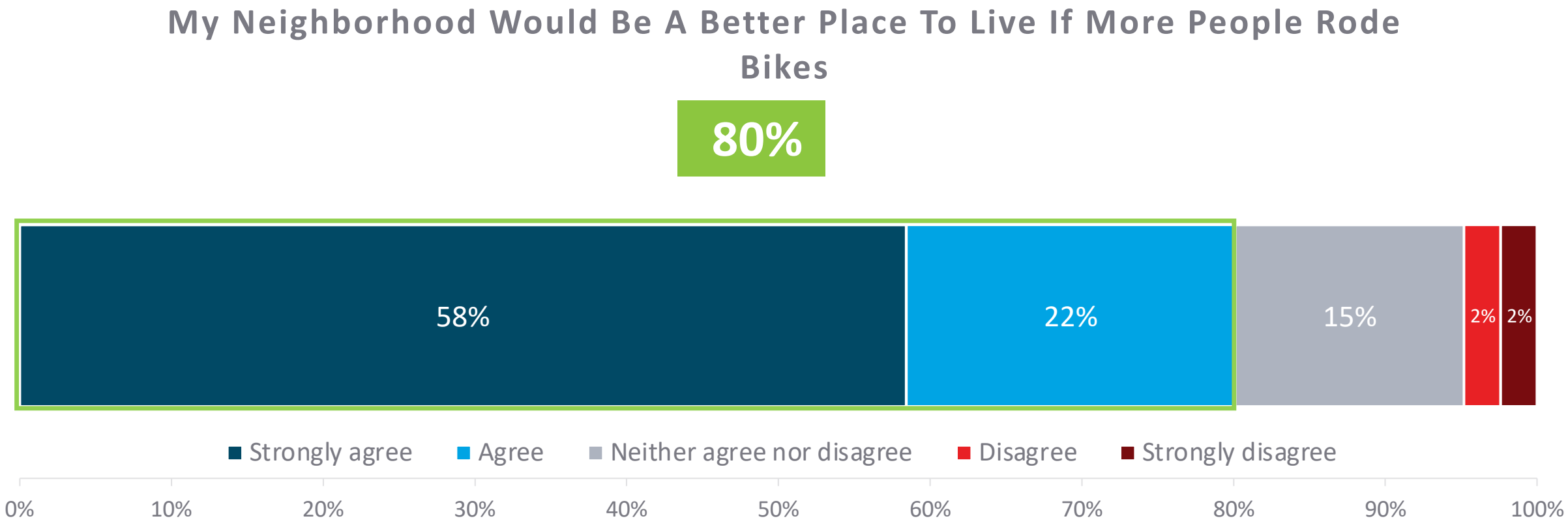
MORE PEOPLE BIKING = BETTER NEIGHBORHOOD



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TYPES OF STREETS

Neighborhood Street

Side streets that focus on slowing cars and stopping cut-through traffic

Arterial Street

Busier streets that would benefit from protected bike lanes

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NEIGHBORHOOD STREETS

Neighborhood bike routes are…

- Low-volume side streets
- Comfortable alternative to arterial streets
- Connect to community
- Traffic controls at busy intersections

Neighborhood streets can be made more comfortable by…

- **Reducing the Speed of Cars** – 20 MPH speed limit and traffic calming to encourage safe car speeds
- **Reducing the Number of Cars** – Prohibiting cut-through traffic (both cars & trucks) at strategic locations

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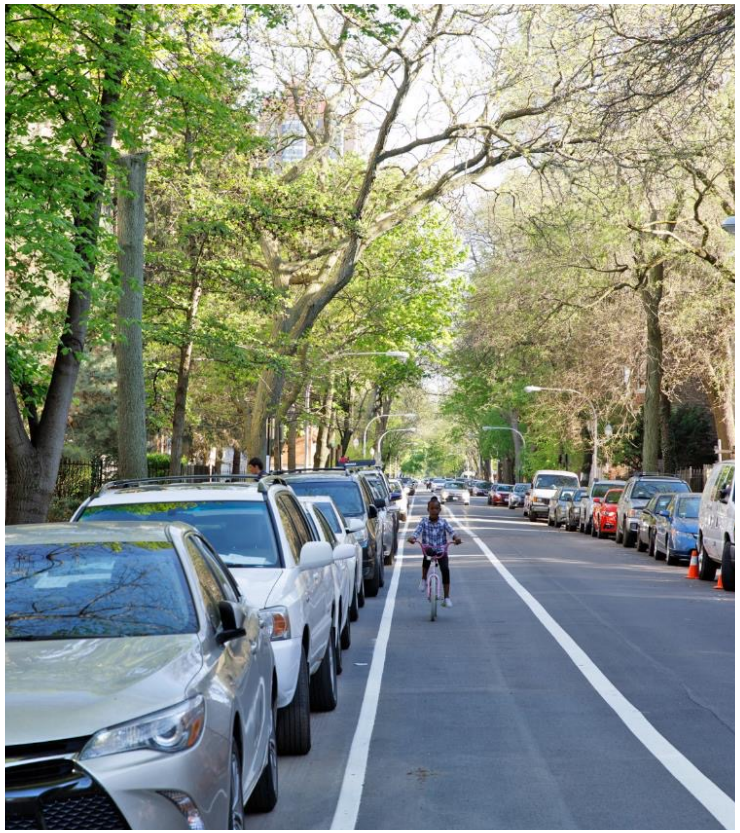
NEIGHBORHOOD BIKE ROUTE OPTIONS

Marked Shared Lanes

Contraflow Bike Lanes



Bike Lanes

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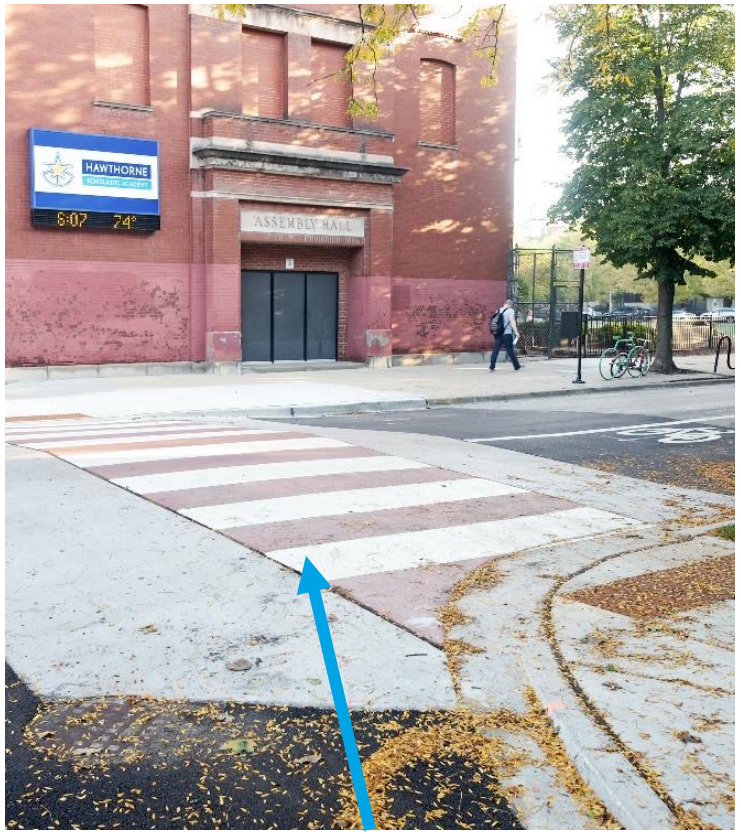
NEIGHBORHOOD BIKE ROUTES FEATURES - TRAFFIC CALMING

Concrete Bump-Outs



Raised Crosswalks

Smooth Speed Humps

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NEIGHBORHOOD BIKE ROUTES FEATURES - TRAFFIC DIVERTERS

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ARTERIAL STREETS

Arterial streets…

- Busier streets with higher speeds
- Truck traffic
- **Arterial streets in the southwest side are narrow**
- **Limited opportunity for protected bike lanes without tradeoffs with on-street parking**

Arterial streets can be made more comfortable by…

- **Separating Bikes from Cars** – Consolidating on-street parking to install protected bike lanes
- **Reducing the Speed of Cars** – Traffic calming elements to encourage safe travel speeds by people driving

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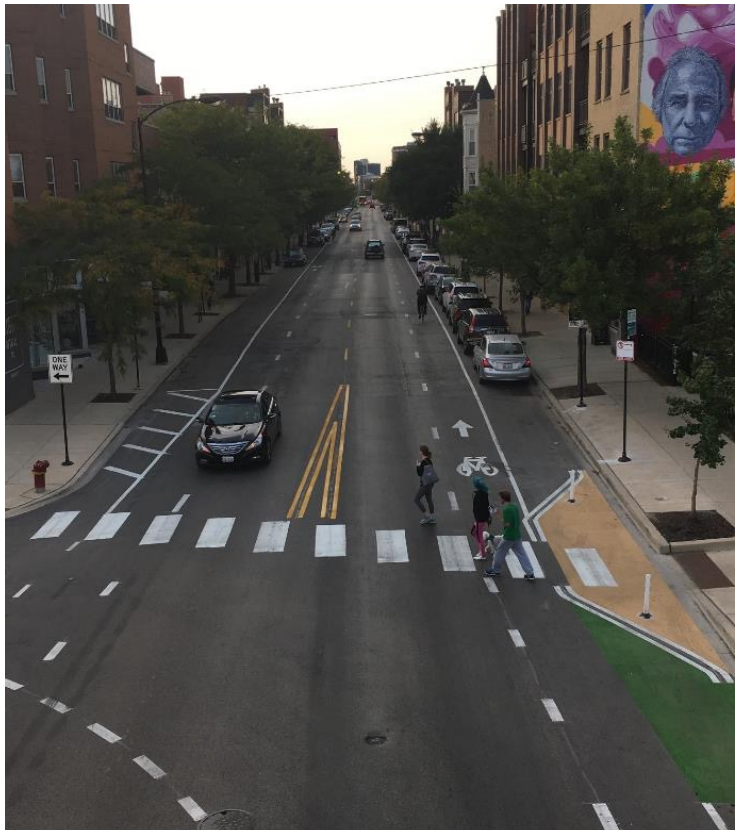
ARTERIAL STREETS

Depending on street width…

Bike Lanes



Dashed Bike Lanes

Buffered Bike Lanes

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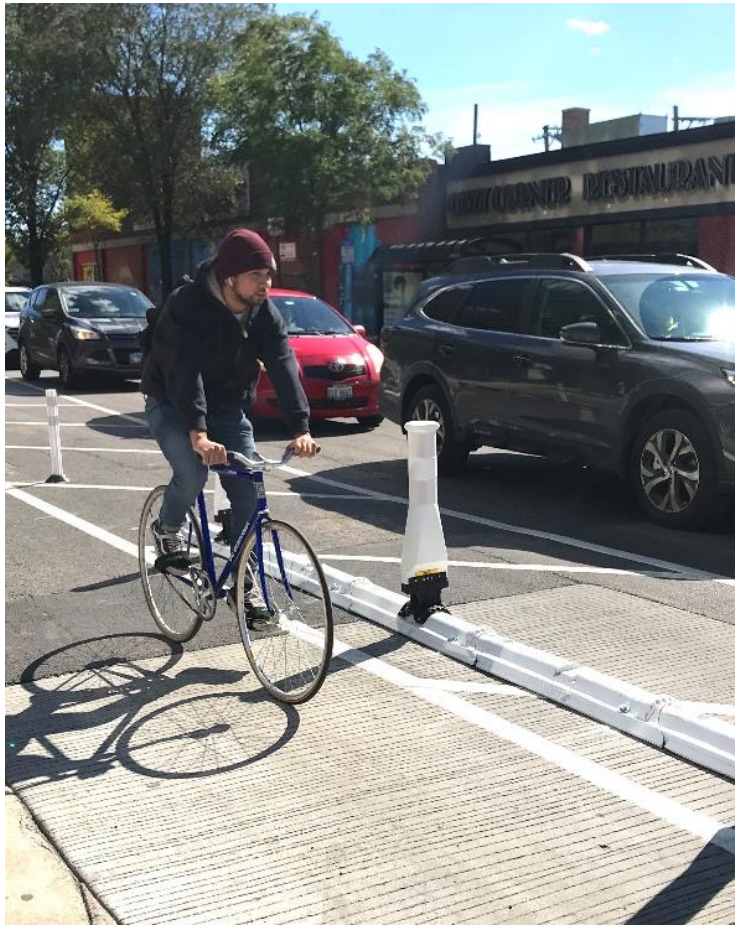
PROTECTED BIKE LANES

60% of survey respondents state they would be comfortable bike on streets with protected bike lanes



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PROPOSED BIKE NETWORK

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PROTECTED BIKE LANE
EVALUATION PROCESS

All arterial streets were evaluated based on:

- **JURISDICTION**
- **WIDTH OF STREET**
- **OBSERVED PARKING OCCUPANCY**
- **NETWORK CONNECTIVITY**

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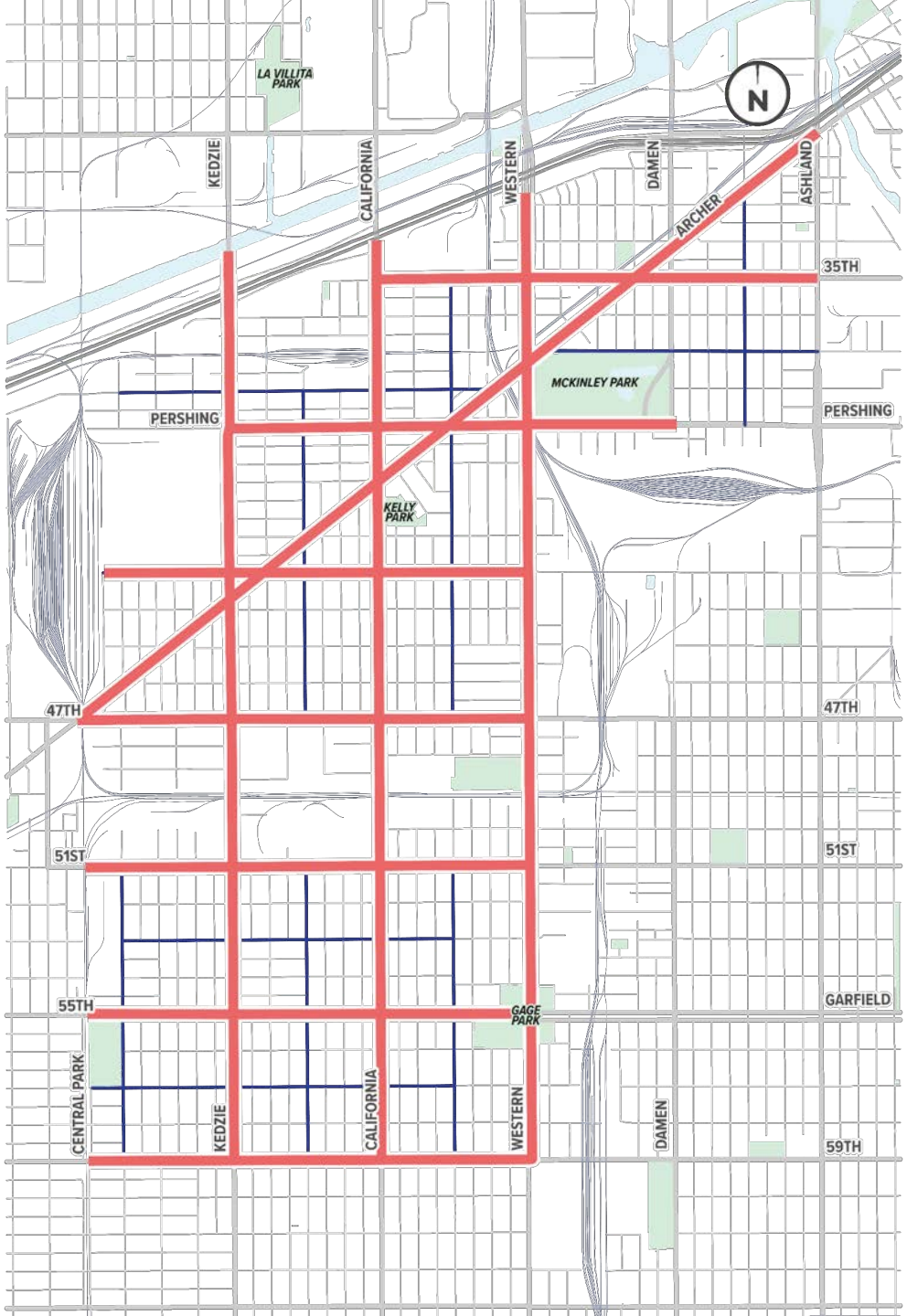
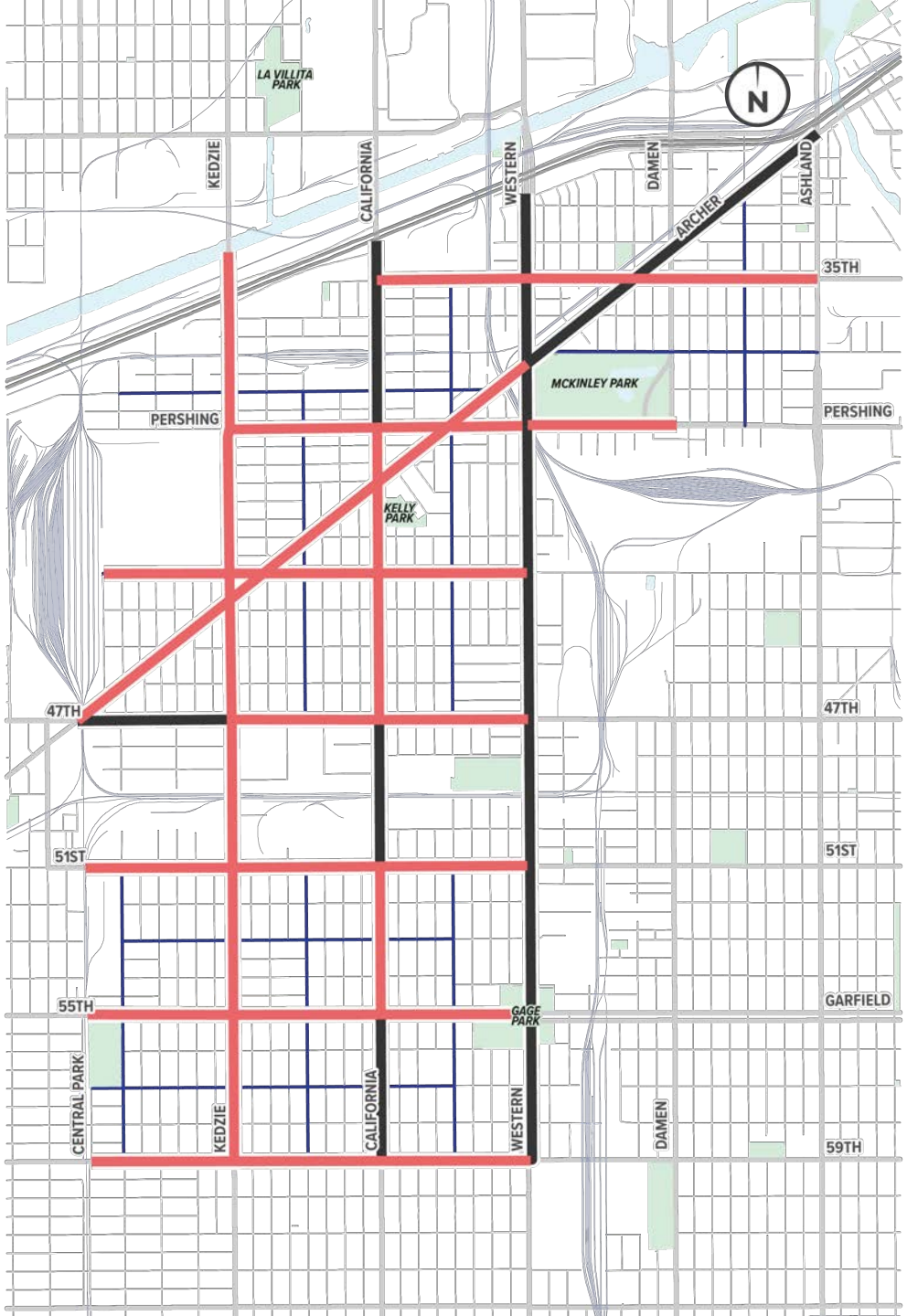


IDOT JURISDICTION



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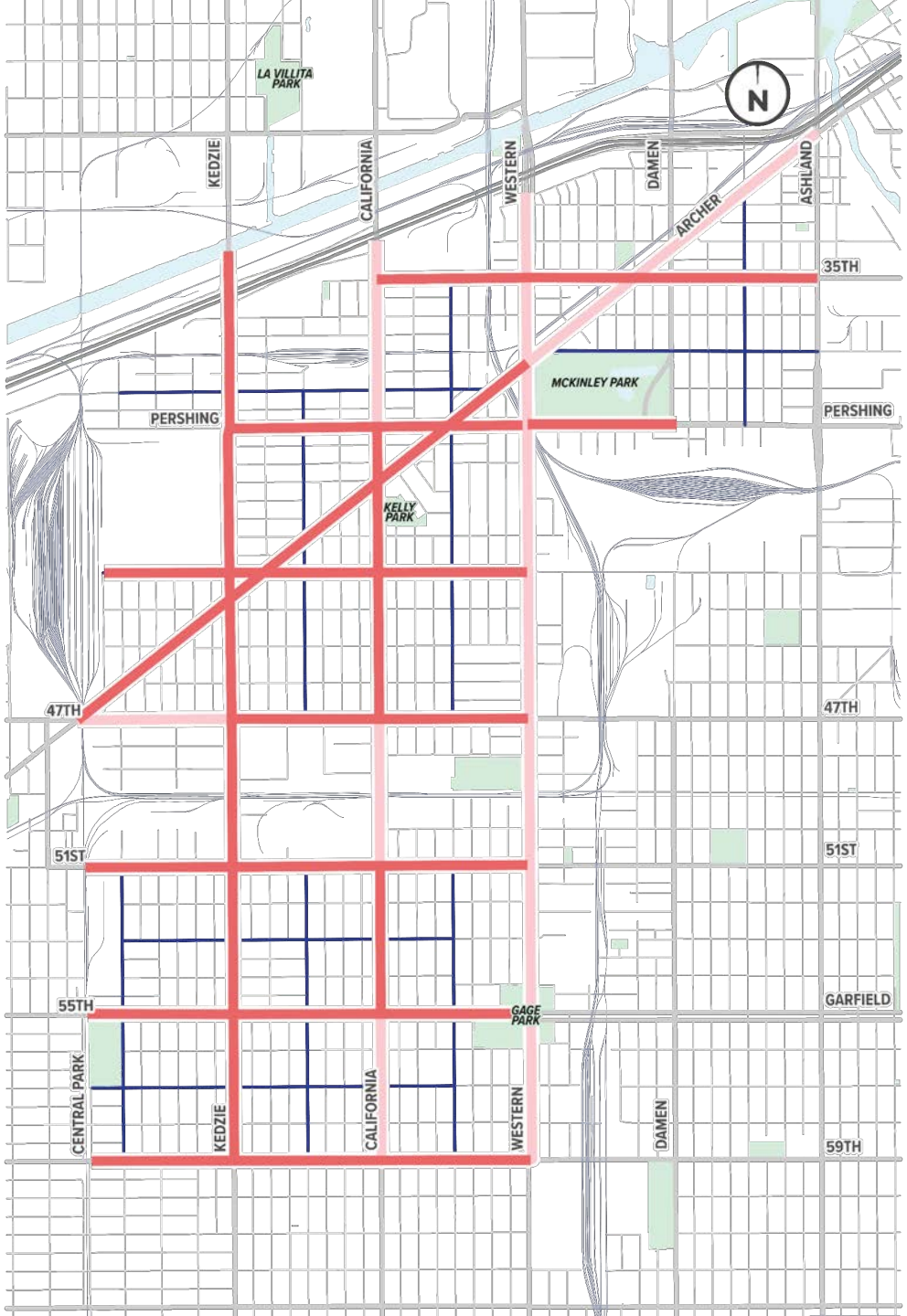
IDOT JURISDICTION

Protected Bike Lane Feasibility

- Remaining Opportunity
- Not Feasible in Short-Term



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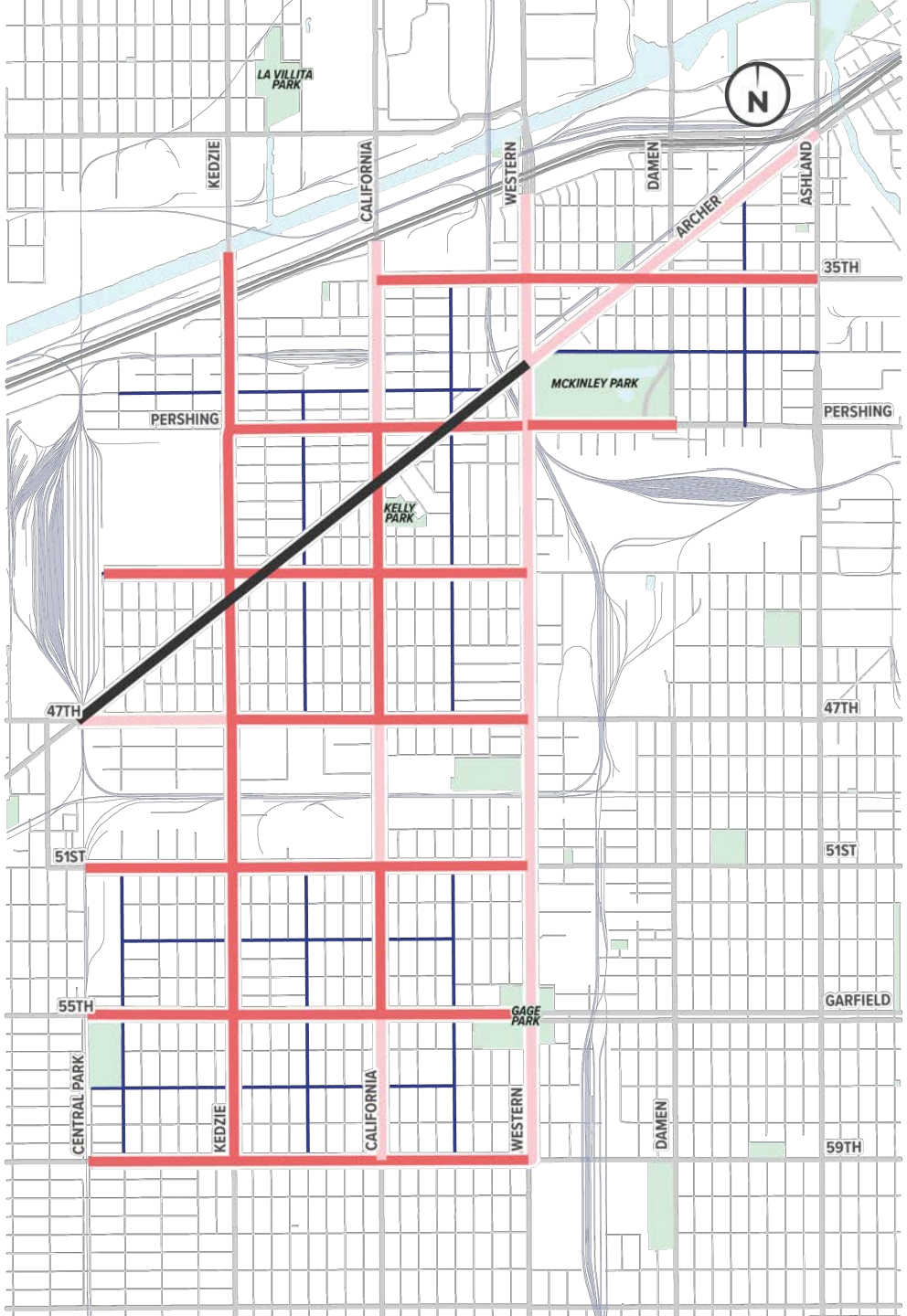
FURTHER STUDY REQUIRED



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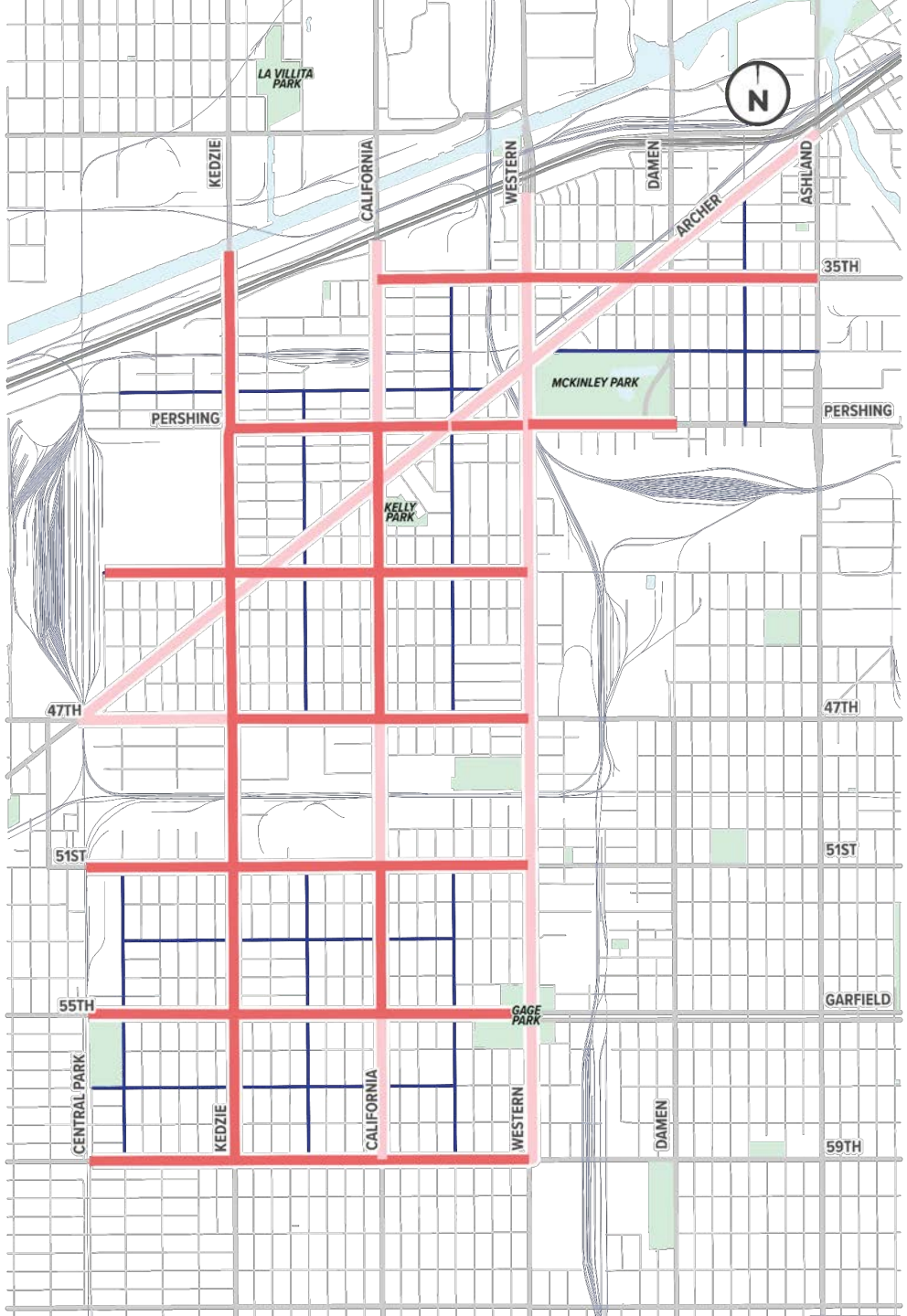

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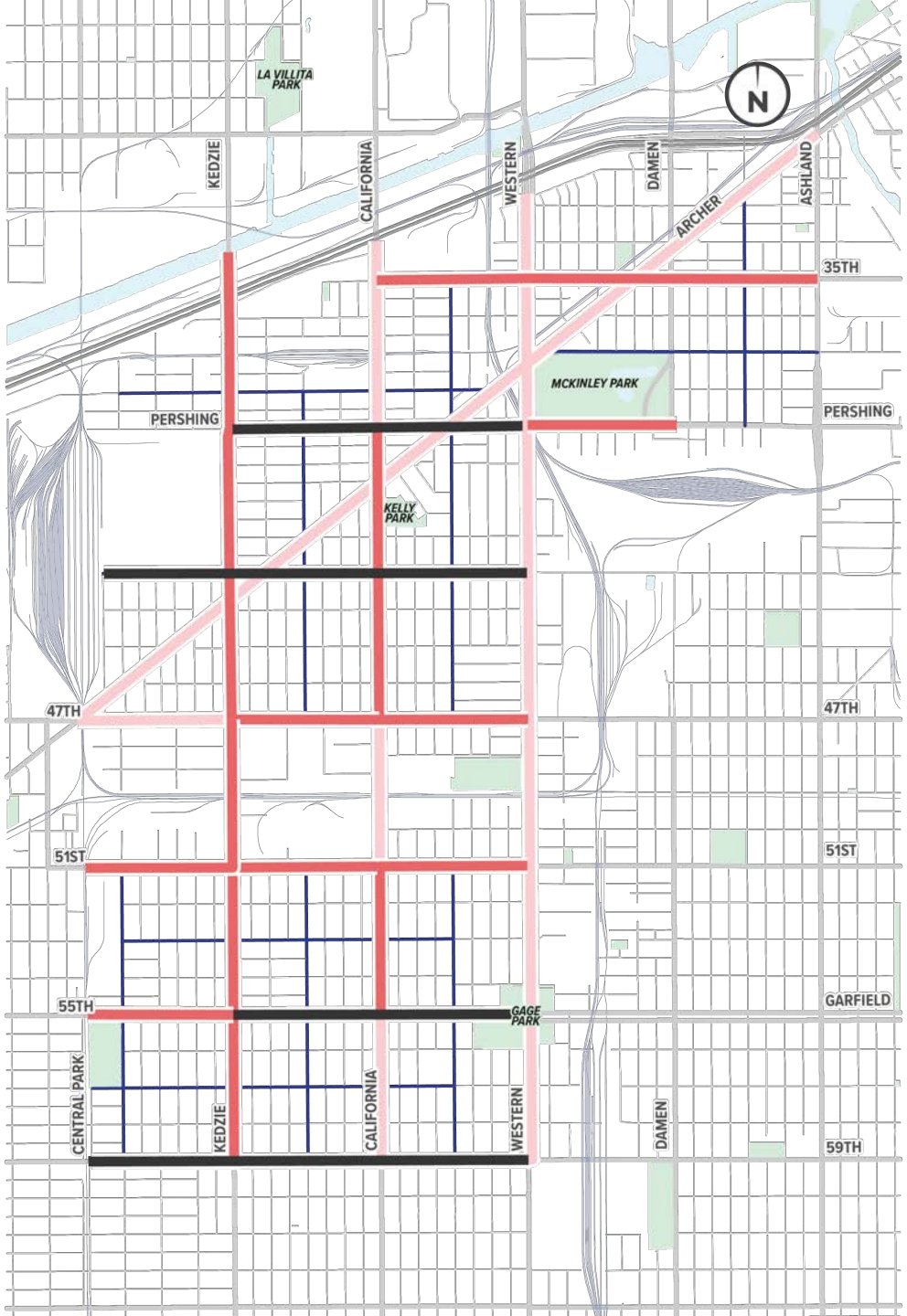
BOTH SIDES PARKING REMOVED



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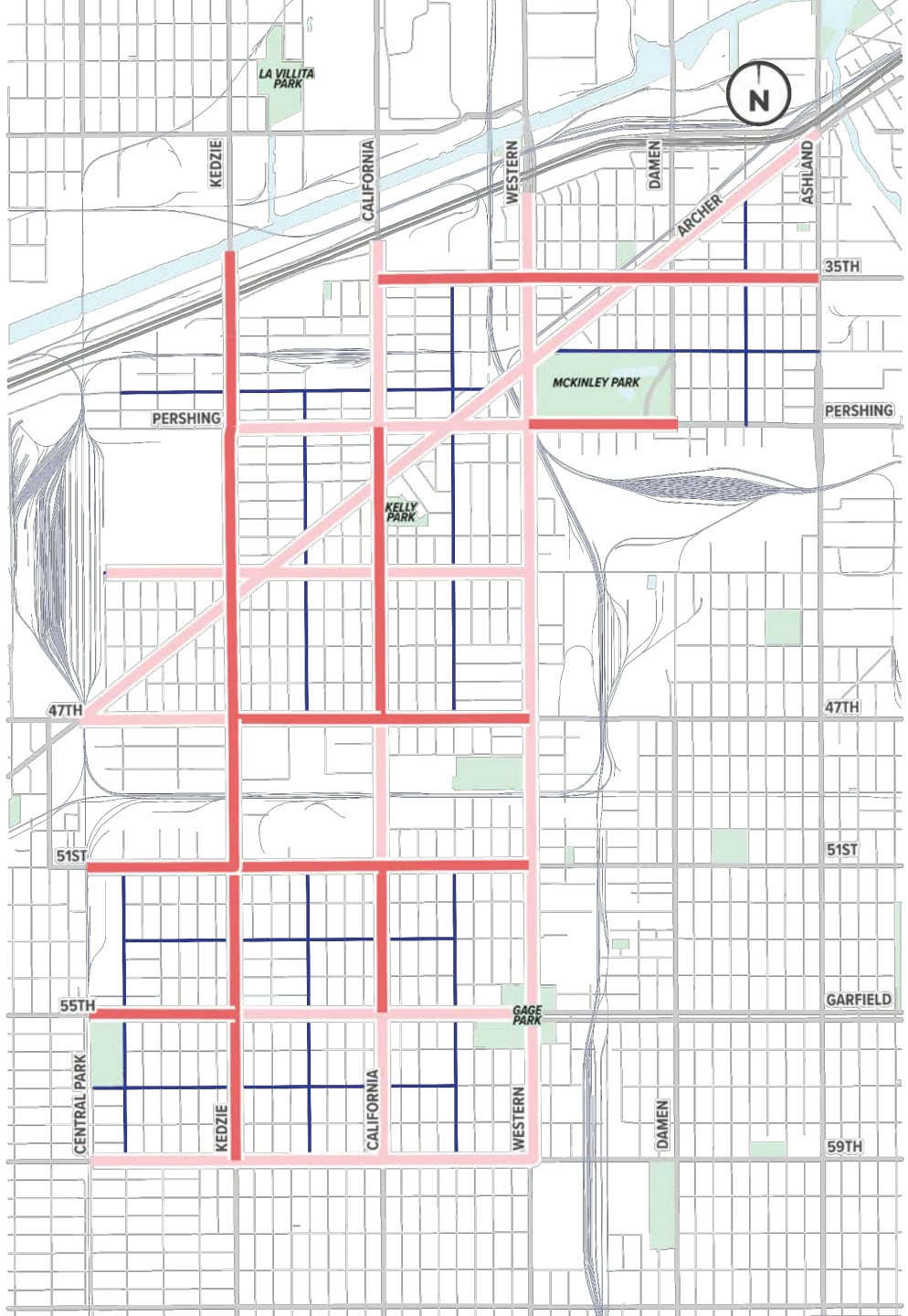

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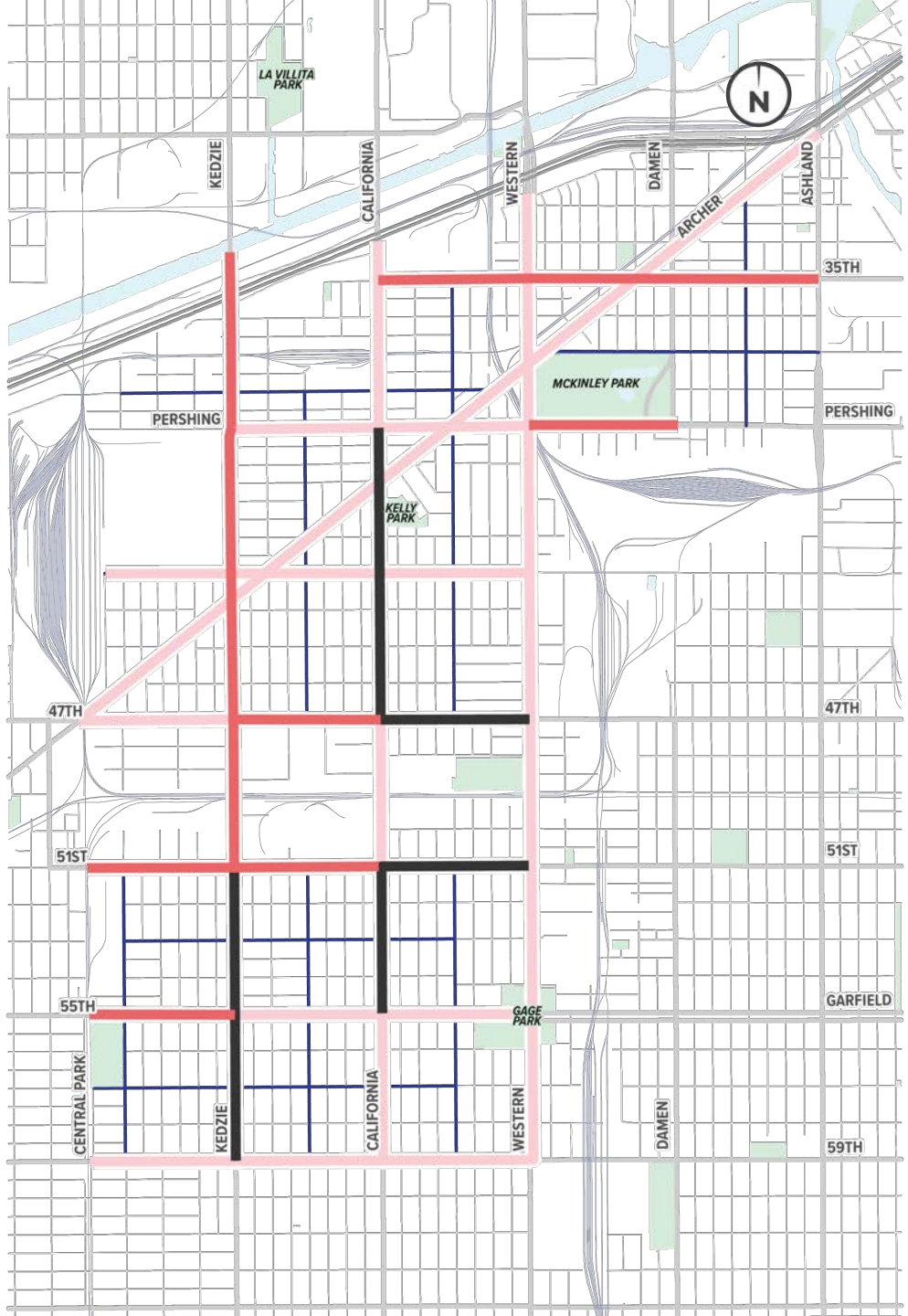
OBSERVED HIGH OCCUPANCY AND RESIDENTIAL LAND USE



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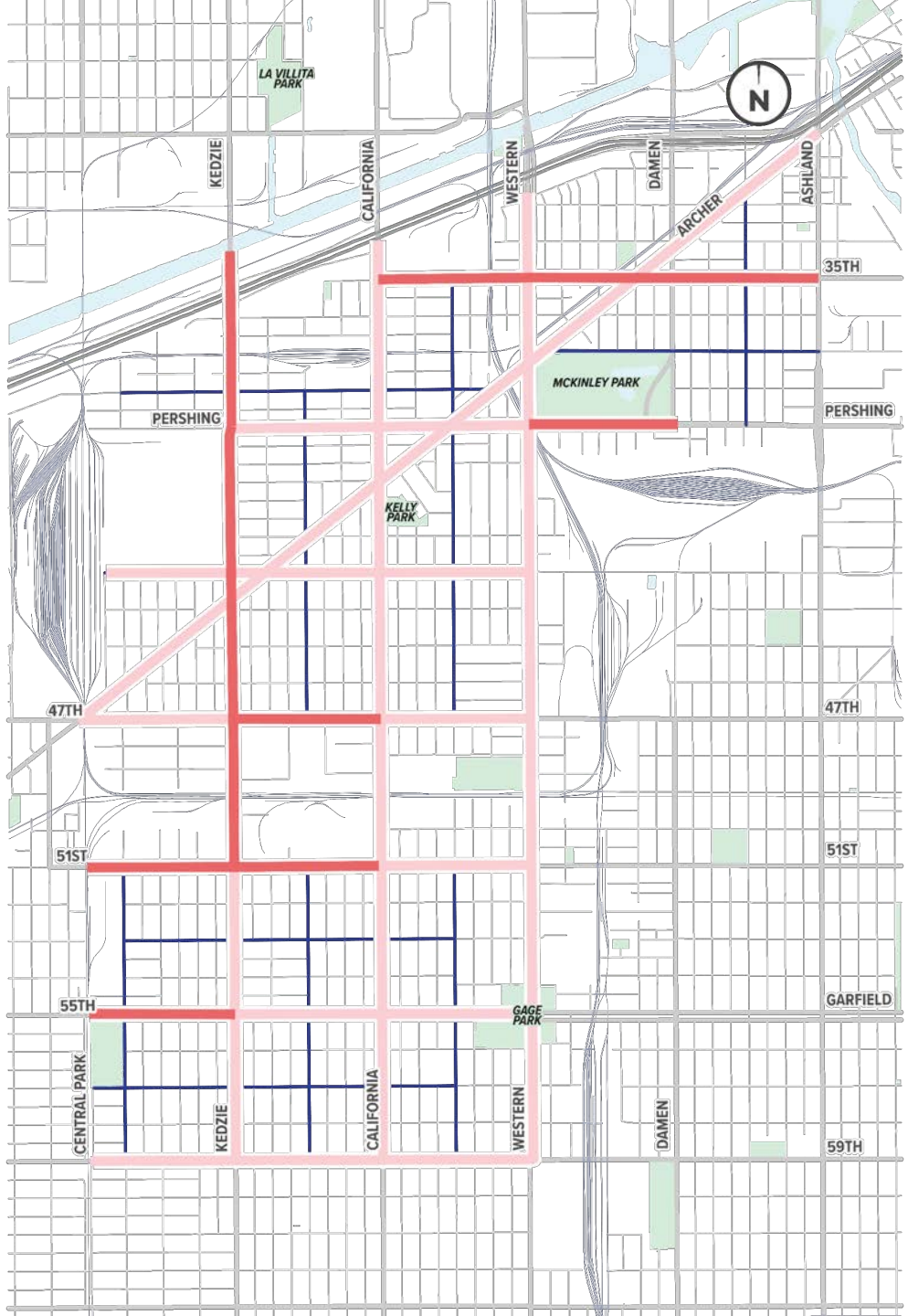

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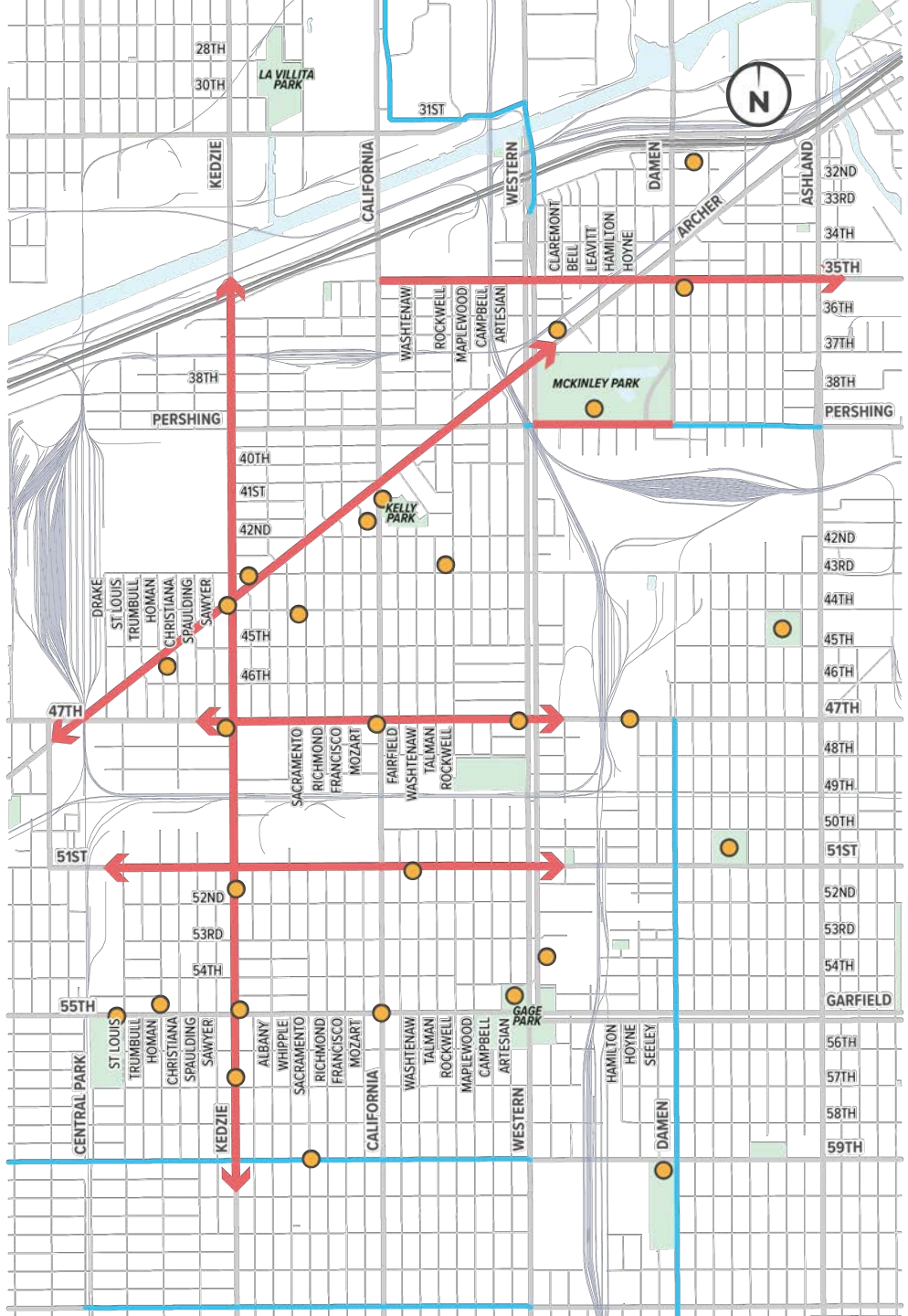
POTENTIAL CORRIDORS FOR PROTECTED BIKE LANES

1. Archer: 47th to Western
2. Kedzie: 59th to Canal
3. 47th: Kedzie to Western
4. 35th: California to Ashland
5. 51st: Central Park to Western



Short-Term Feasibility

- Opportunity for Protected Bike Lane
- Neighborhood Bike Route
- Community-Identified Destination

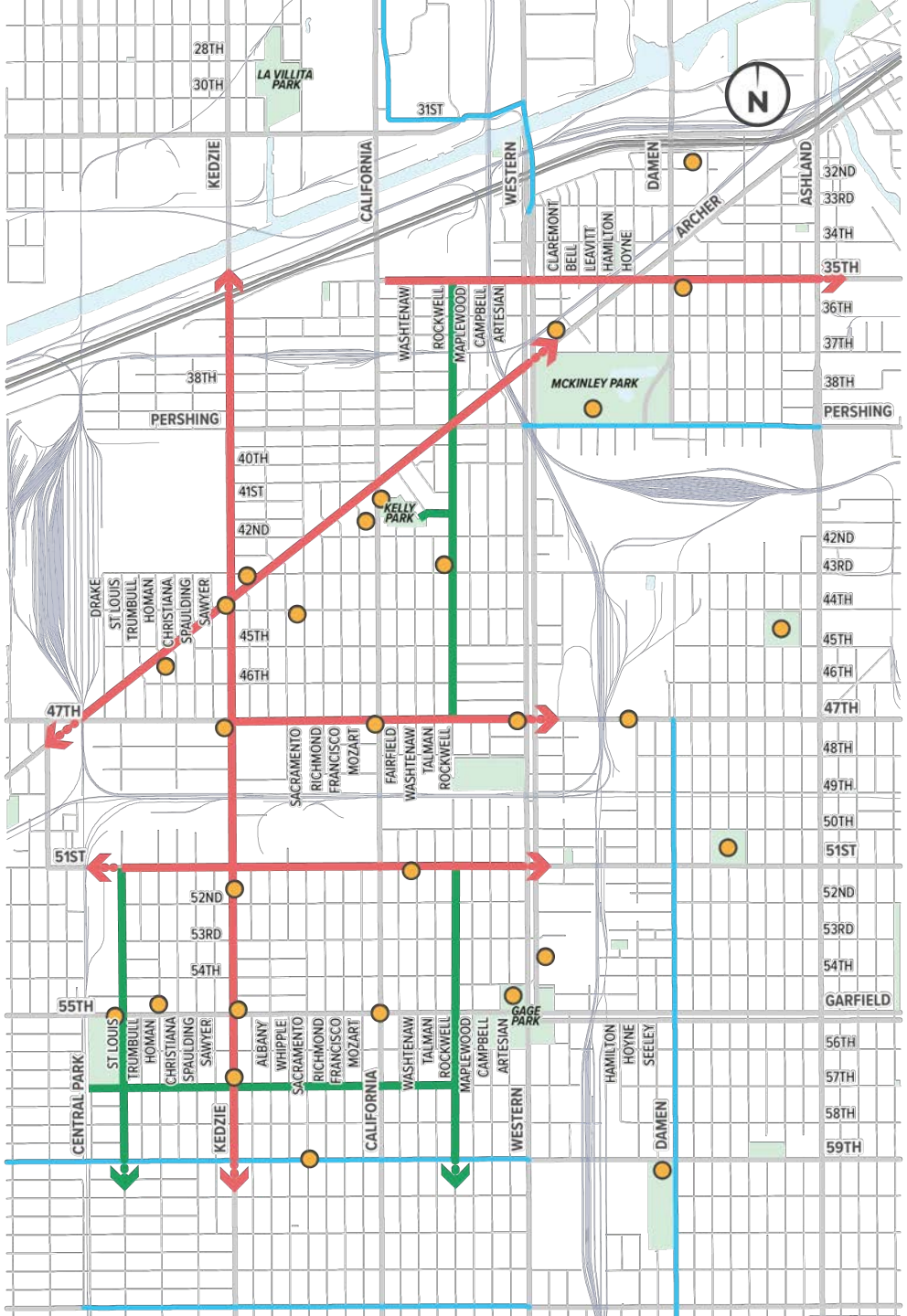
PROPOSED NETWORK
PRIMARY PROJECTS

Primary projects that will help form the **backbone** of the network

Primary projects will begin in 2024/2025

Proposed Network

- Arterial
- Neighborhood
- Existing Bike Route
- Community-Identified Destination



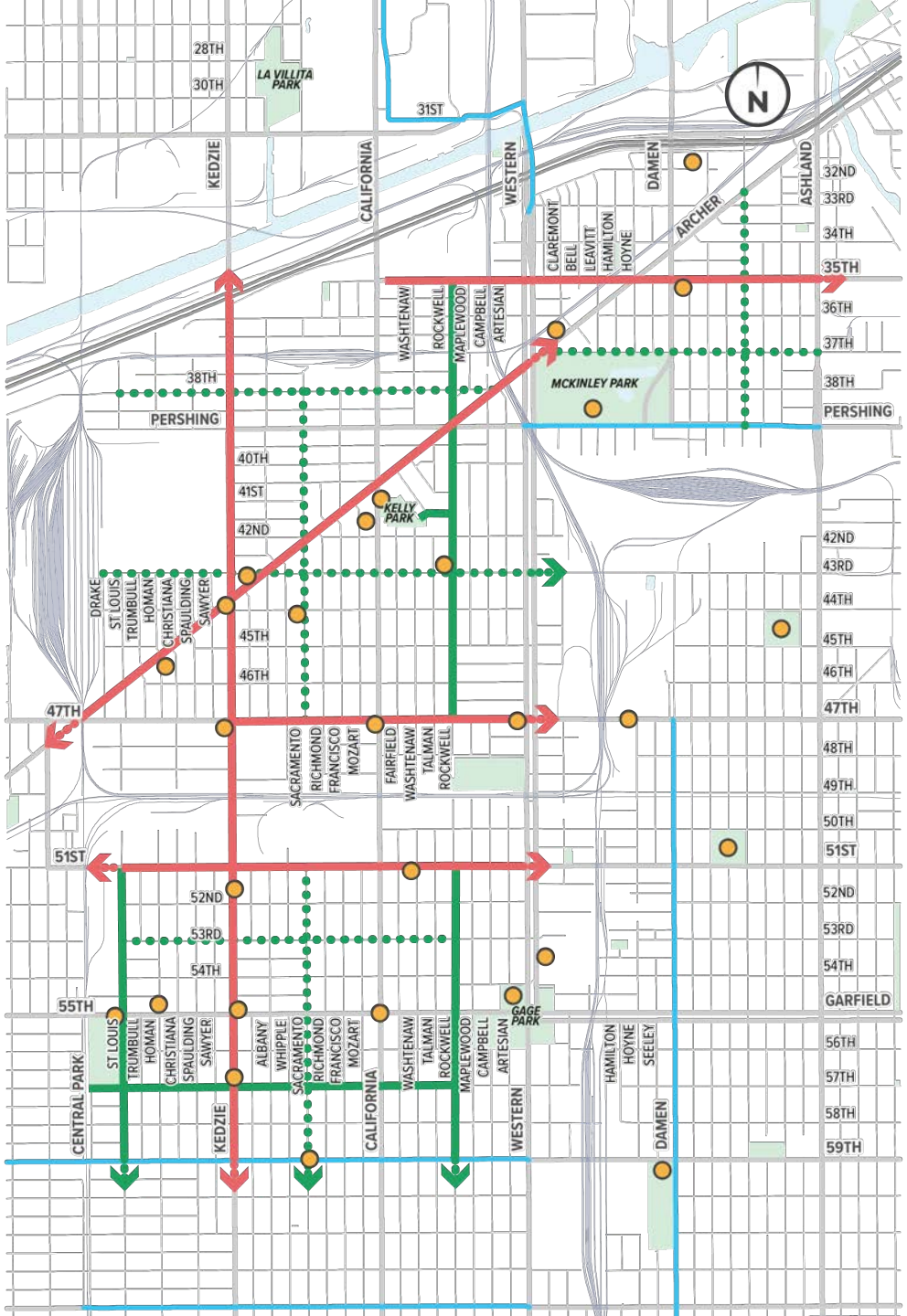
PROPOSED NETWORK
PRIMARY & SECONDARY PROJECTS

Primary projects that will help form the **backbone** of the network

Secondary projects will improve connections to primary routes and community destinations

Proposed Network

- Primary Arterial
- Primary Neighborhood
- Secondary Neighborhood
- Existing Bike Route
- Community-Identified Destination



PROTECTED BIKE LANE CORRIDORS

- What streets should be prioritized for protected bike lanes?
- Where are opportunities to remove under-utilized on-street parking to allow for protected bike lanes?
- How to best build support within the community?

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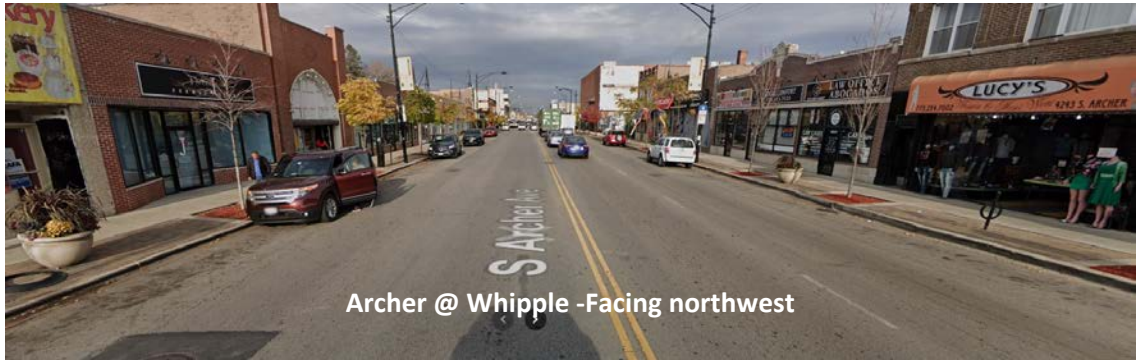
ARCHER AVE: 47TH TO WESTERN

Opportunities for Protected Bike Lanes:

ROAD DIET and/or PARKING REMOVAL (1-side):

- Converting 4 travel lanes to 3
- New center turn lane throughout
- Potential for parking removal
- Remove Rush Hour Parking Restrictions

Archer @ Trumbell -Facing northwest



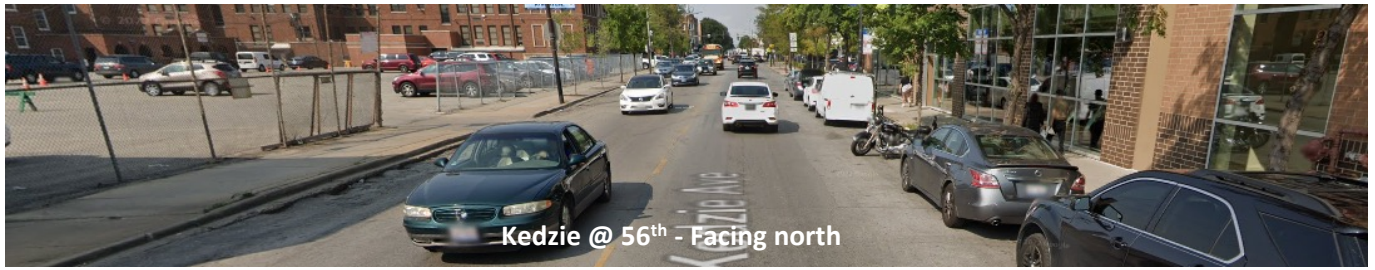
Archer @ Whipple -Facing northwest

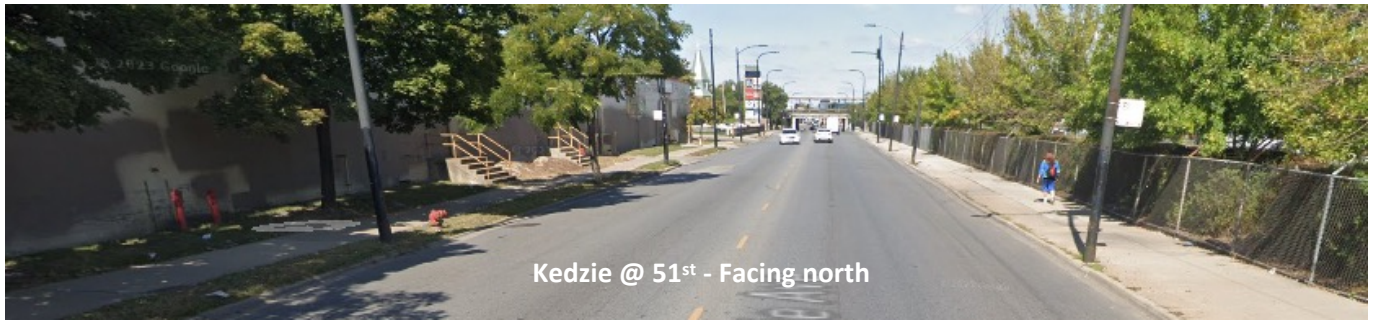
KEDZIE: 59TH TO 47TH

Opportunities for Protected Bike Lanes:

PARKING REMOVAL (1-side):

- Retain parking on one side of the street
- Remove Rush Hour Parking Restrictions



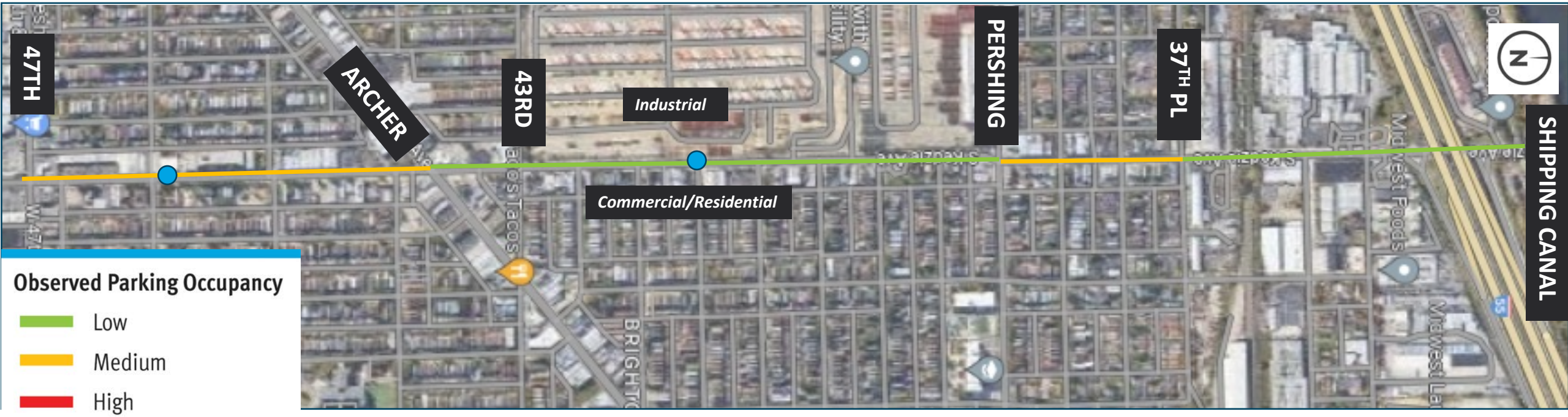


KEDZIE: 47TH TO CANAL

Opportunities for Protected Bike Lanes:

PARKING REMOVAL (1-side):

- Retain parking on one side of the street
- Remove Rush Hour Parking Restrictions

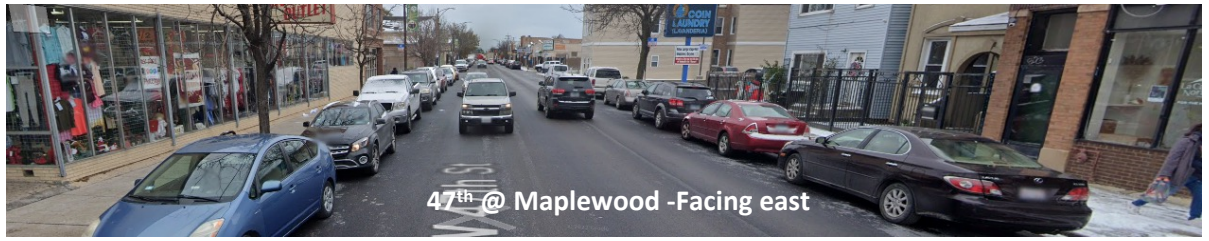


47TH: ARCHER TO WESTERN

Opportunities for Protected Bike Lanes:

PARKING REMOVAL (1-side):

- Retain parking on one side of the street
- Remove Rush Hour Parking Restrictions

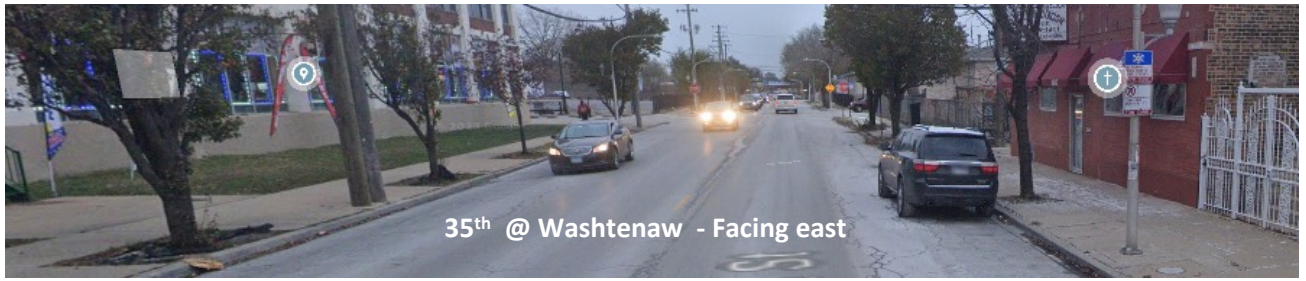


35TH: CALIFORNIA TO ASHLAND

Opportunities for Protected Bike Lanes:

PARKING REMOVAL (1-side):

- Retain parking on one side of the street
- Remove Rush Hour Parking Restrictions

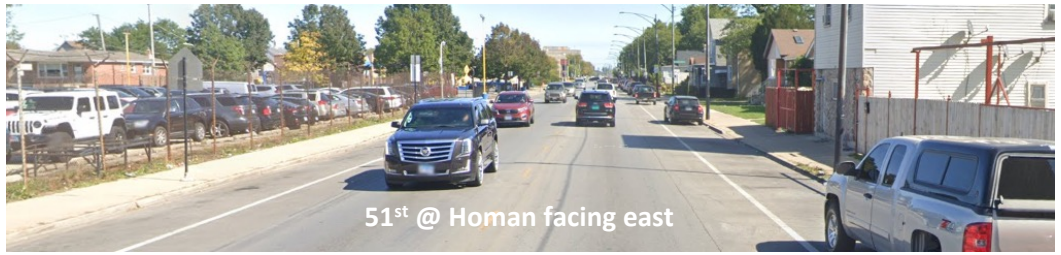


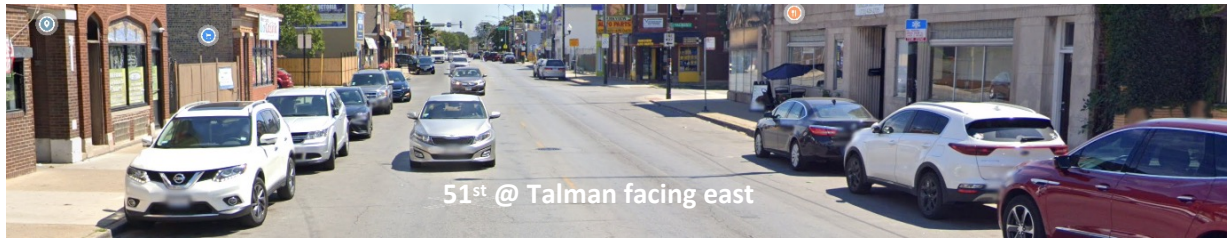
51ST: ST LOUIS TO ROCKWELL

Opportunities for Protected Bike Lanes:

NO CHANGE & PARKING REMOVAL (1-side):

- **St Louis to Kedzie**
  - Reconfigure parking
- **Kedzie to California**
  - Retain parking on one side of the street
  - Remove Rush Hour Parking Restrictions





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PROPOSED NETWORK PRIMARY & SECONDARY PROJECTS

Proposed Network

- Primary Arterial
- Primary Neighborhood
- Secondary Neighborhood
- Existing Bike Route
- Community-Identified Destination

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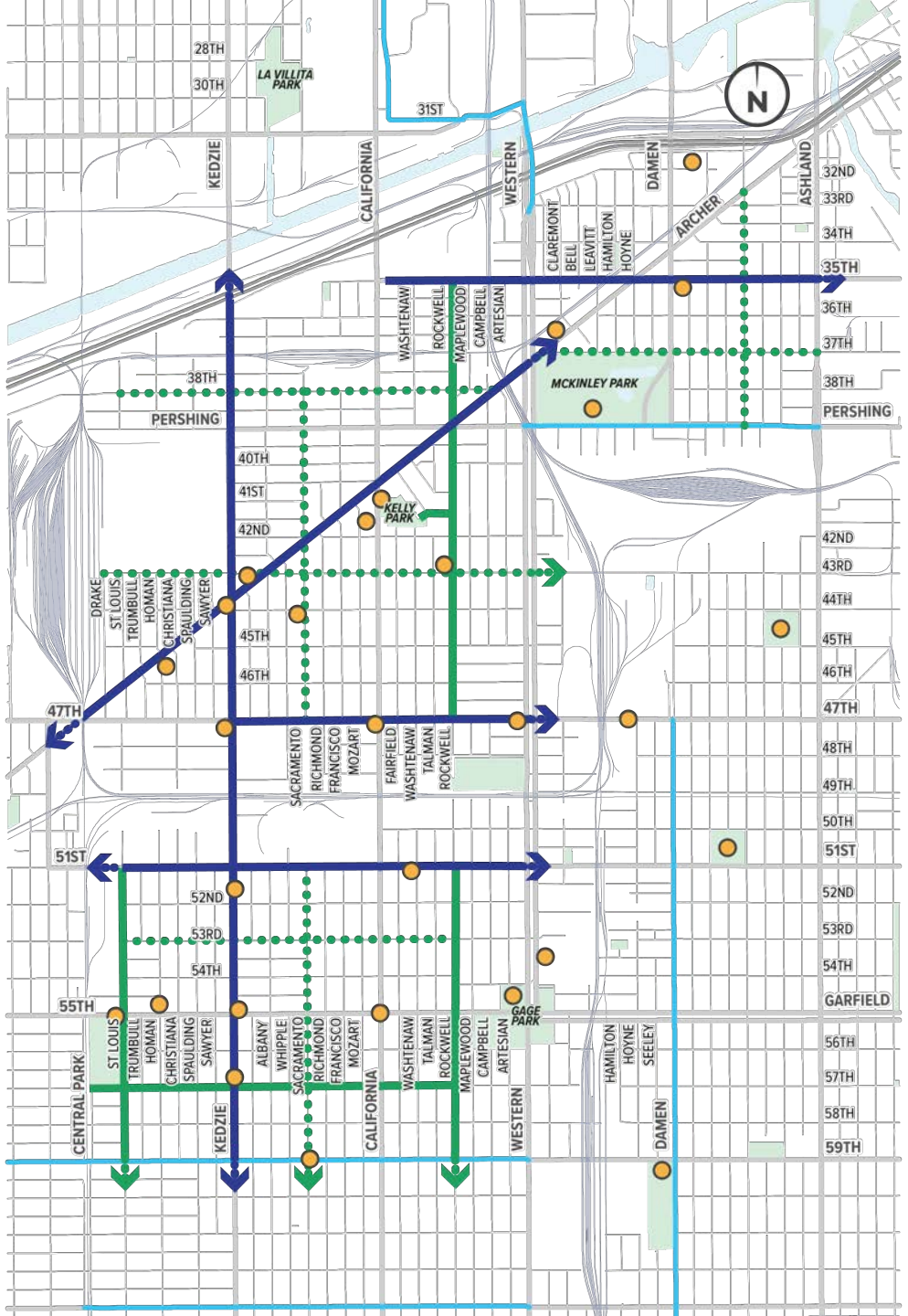

Secondary projects will improve connections to primary routes

NEXT STEPS

1. Engage community as projects are designed
2. Begin installation of projects beginning in 2024
3. Continue partnership with the neighborhood

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THANK YOU!

- We appreciate everyone’s time and thoughts in guiding this effort

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ILLINOIS DEPARTMENT OF TRANSPORTATION **JURISDICTION**

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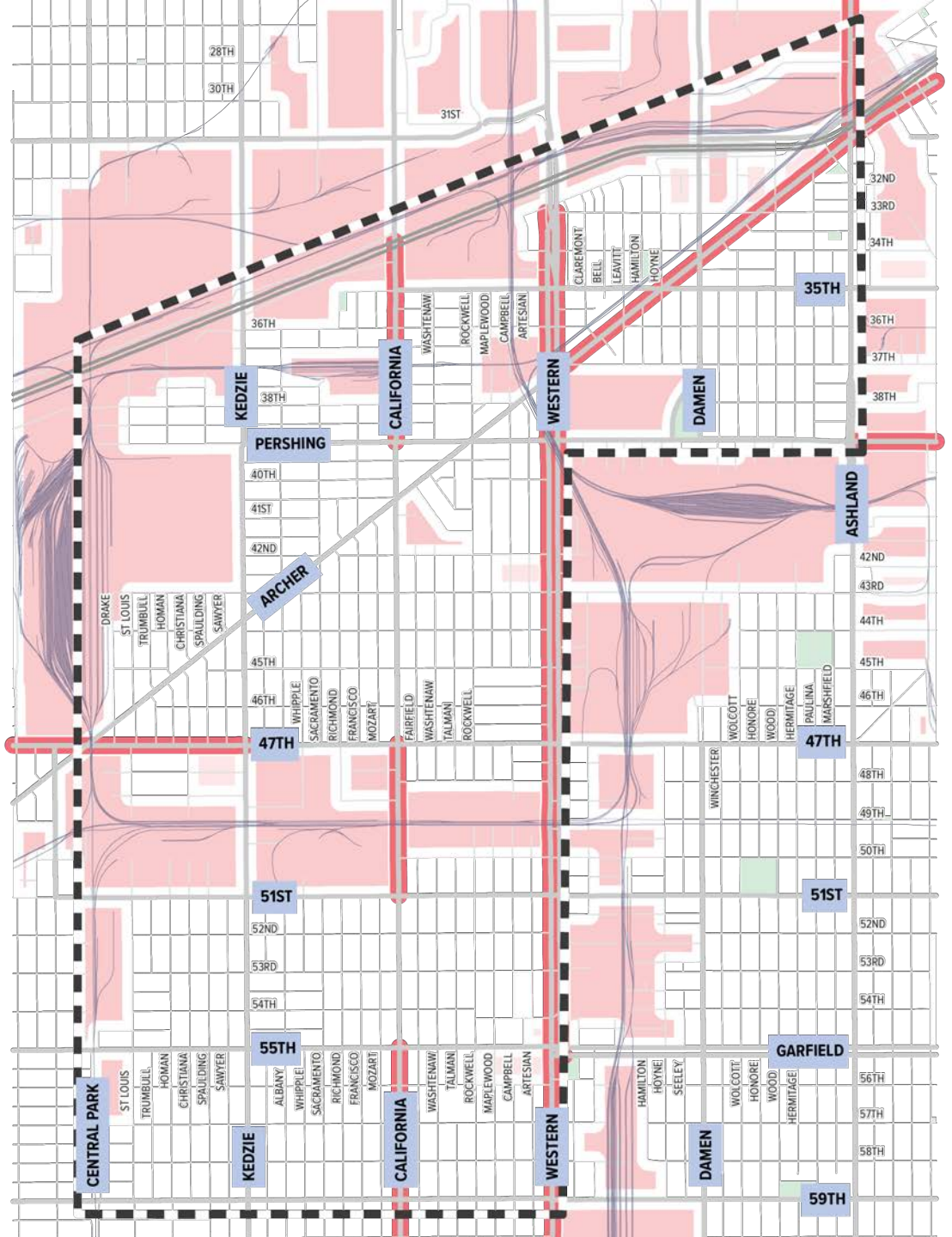

BARRIERS & ACCESS

Neighborhood Bike Network

- Focus Area
- Multilane Street
- Land Barrier
- Railroad

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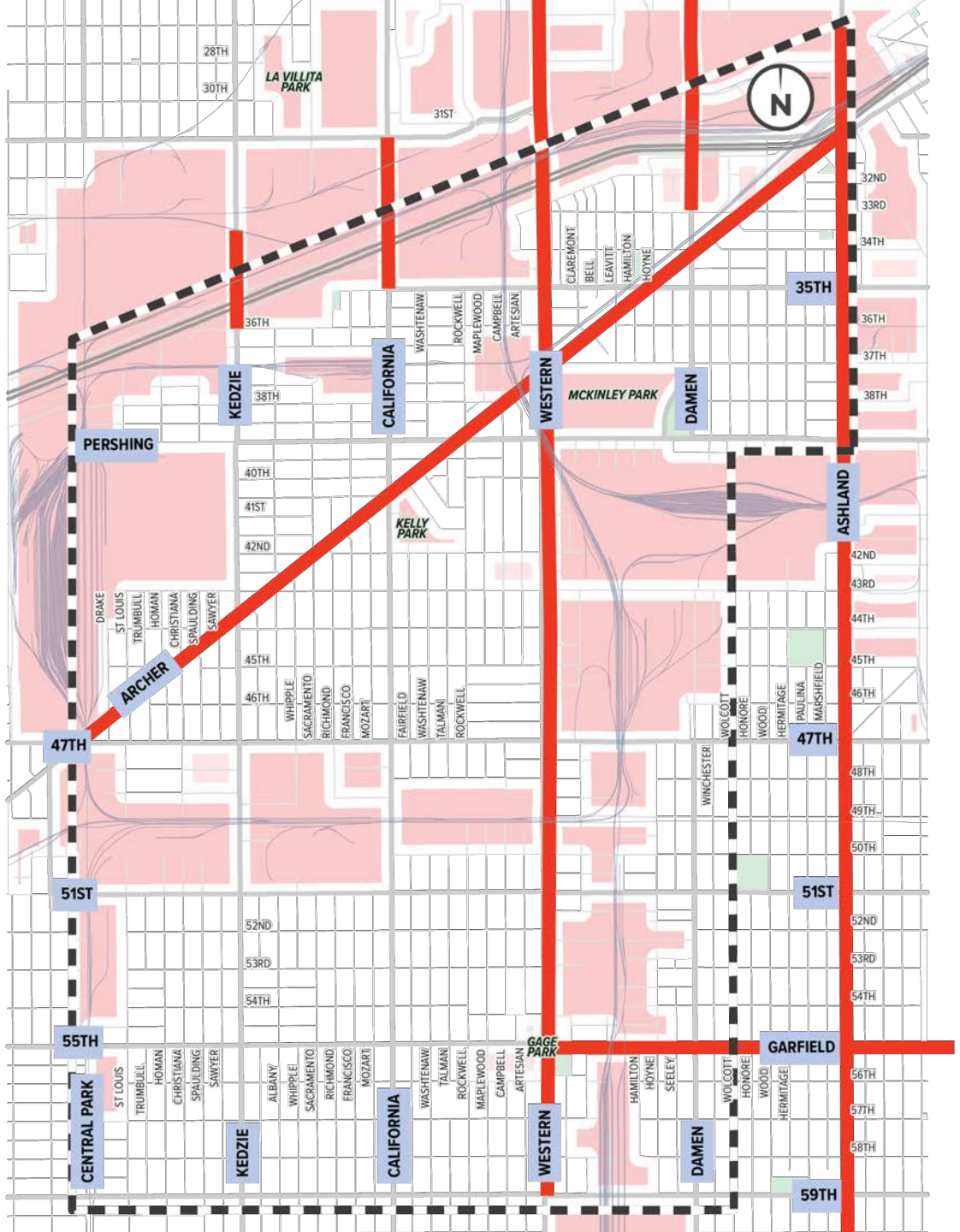

CRASHES
FATAL & SERIOUS INJURY

Crash Summary (2017-2021)

- **16,146 Total Crashes**
  - 3,229 Average Crashes/Yr
- **27 People killed in crashes**
  - 1 person on a bike
  - 10 people walking
  - 16 people driving
- **304 People seriously injured**
- **30% of Fatal or Serious crashes involve people biking or walking**

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