

Dickens Public Meeting #1

May 30, 2019

A public meeting for the proposed Dickens Neighborhood Greenway was held on May 30, 2019 at St James Lutheran Church. Stations were provided with project information and the proposed design presented on posters and large format plots. Members of the Project Team were available to engage the public, provide additional information, and answer questions. A formal presentation by CDOT staff was also provided, followed by a question-and-answer/public comment period. The following summarizes the questions asked and comments given during the meeting. These questions and comments are grouped by themes.

Questions and comments during the meeting generally fell within the following themes:

1. Why Dickens? Why not others?
2. This is not needed
3. Will this project invite more traffic onto Dickens?
4. Can Oz Park accommodate bicyclists
5. St James pick-up/drop-off – How will it be impacted?
6. Results of other greenways? How have other contraflow lanes turned out?
7. Accountability of bicyclists

Summary of Questions & Comments

Design

- What is traffic calming?
- Which side of the street would the bike lanes on?
- Concern over the concrete bumpouts and drainage. Should use bollards instead.

St James School

- Concerns over pick-up/drop-off at St James School

Safety

- People want a street to get away from bikes
- What about children in strollers?
- Slow biking won't be enforced
- As a driver I'm concerned about hitting a bicyclist
- How many people have been killed or seriously injured due to a crash with a bicyclist?
- Don't promise a slow street and increased safety for children going to school. It is irresponsible to use the term "safe." How can you guarantee a safer street when there is no enforcement?
- How will you address enforcement to make everyone safer?
- Fixed gear bike riders are dangerous
- How can you prove it'll be safer?
- Do you have crash statistics of contraflow lanes?

Alderman Smith: As a driver, I don't feel safe around bicyclists. As a bicyclist, I'm nervous around vehicles.

Alderman Smith: We all have to act more responsibly. It's on all of us.

Why Dickens

- Why Dickens? Where are your proposals for other streets?
- There's already bike lanes on Armitage
- We already have enough bike lanes. Why aren't you giving to other neighborhoods?
- If the goal is to have everyone in the city live within ½ mile of bicycle facilities and we have a bicycle lane on Armitage, why not focus efforts on other parts of the city?
- Our bike lanes are safe enough as is
- Want to see more effort on Armitage and Halsted, not Dickens. The greenway is not the right thing to do. Don't believe contraflow lanes are appropriate. Why aren't the resources being devoted to Dickens instead focused on making Halsted, Armitage, other routes where people are already bicycling better?
- Armitage has bicycle lanes. Dickens is a street to get our children away from bicycles. Why this street?
- Will there be targeted enforcement against law-breaking bicyclists?
- Why do you refer to Armitage has "high-speed" bicyclists when there are stop signs at every intersection?

Oz Park

- How will this make Oz Park safer when you're inviting more bikes into the park
- Do other greenways connect through parks?
- Add bike racks to Oz Park
- It is hard for me to imagine how Oz Park gets safer with this proposal.
- We go to Oz Park to bike with our children. The path cannot handle additional bike traffic.
- Why does the bicycle route need to go through Oz Park?

Other

- Transparency. Will you provide the data that backs up your points on neighborhood greenway safety?
- How do you stop rideshare drivers from blocking bike lanes?
- An increase in rideshare vehicles is negatively impacting the city's streets. Is there an engineering solution to this issue?
- Do you have a projection of how many new bicyclists will be using the greenway?
- How will Lincoln Yards affect the project?
- Why is this the first time we are hearing about this?

Summary of Written Comments on the Proposed Design

During the open house portion of the meeting, a large plot of the proposed design was provided. Meeting attendees were encouraged to review the plot and provide comments and suggestions via written comments on post-it notes. The following summarizes the written comments provided. These comments are generally grouped by location.

General Comments

- Add parklets
- Do not add curb extensions on Dickens west of Halsted
- Please form an initiative for bike enforcement. They endanger themselves as well.
- Install bioswales or plantings in bumpouts instead of concrete.
- Who will maintain plantings in bumpouts?
- Make sure that speed humps and raised crosswalks don't cause more drainage issues
- Make sure humps don't cause more noise from cars going over them
- Address traffic violations
- Can't wait for this to connect to the 606

Racine

- Speed Humps requested on Racine north and south of Dickens
- Racine traffic gets backed up due to Oscar Mayer school pick-up and drop-off

Kenmore to Sheffield

- Perpendicular parking allowed at driveway on north side of Dickens (1014 W.). Parked cars extend into roadway

Freemont/Church/School

- People driving cars speed through this intersection. Could be good location for raised crosswalks.
- During pickup and dropoff for the school many drivers double park. Creating longer School Day NPTZs would be helpful, specifically the North side between Freemont and Dayton and the South side between Bissell and Freemont.

Dayton

- Existing drainage issues at all four corners of intersection

Halsted

- Add more green pavement markings to Halsted for EB bicyclists

Oz Park

- Add physical barrier between pedestrian path and bike path through Oz Park
- Run path south of LPHS along Armitage instead of through Oz
- Add special markings to path
- Avoid Oz Park - too dangerous for pedestrians
- Oz Park can be worked out + be safe

Larrabee

- Traffic has greatly worsened recently on Larrabee, with people driving cars speeding through these stop signs. Could be a good location for raised crosswalks across Larrabee.

Dickens/Lincoln/Cleveland Intersection

- Most of the conversation was centered around how dangerous this intersection feels for pedestrians.
 - The signal timing for pedestrians needs to be improved. The signal buttons for peds do not work (they have been abandoned). When there is a green light for drivers on Lincoln and Dickens, the North crossing at Cleveland should be green but is red for pedestrians.
 - Most people were in support of not allowing the sharp right turns from Cleveland to Lincoln and Lincoln to Cleveland in order to allow for shorter pedestrian crossings.
- Bike box was the preferred design for the WB bike lane.
 - Would be more visible for people driving.
 - Easier to bike through.
 - Does not necessitate parking space (2) removal.
- There was no preference for the bus stop locations.

Sedgwick to Clark

- Resident that lives at Clark/Dickens mentioned the need for ride share spots in this area. Ride share drivers double park in this stretch often.
- He said it's easy to find a parking spot in this area due to more and more residents moving in without cars.
- Bike signal at Clark was well received.

Stockton

- Add signs to help direct people to the Lakefront Trail.