

NORTH LAWNSDALE NEIGHBORHOOD BIKE NETWORK

Neighborhood Taskforce
Meeting #2

April 8, 2020



GOALS FOR TODAY

- ▶ Recap what we heard at the last meeting
- ▶ Review short-term and long-term projects for North Lawndale
- ▶ Discuss potential designs for short-term projects
- ▶ Discuss outreach with the community

INTRODUCTIONS

- ▶ Is there anyone new who could not join us for the first taskforce meeting?
- ▶ What initiatives is your group working on in North Lawndale? How can bicycling contribute to that effort?

WHAT WE HEARD

What's already going on in North Lawndale?

- ▶ Many of you are already using biking to build community connections and promote neighborhood assets
- ▶ Lots of community bike rides happening

How to engage with the community

- ▶ Trusted messengers are important when discussing biking with the community
- ▶ Engage with young people
- ▶ Local newspapers, mailings, and door-to-door knocking

WHAT WE HEARD

Perceptions of biking in North Lawndale

- ▶ Concerns of gentrification
- ▶ More men than women biking currently
- ▶ Residents don't see many people like themselves riding bikes
- ▶ Concern with dangerous driving and sharing space with cars
- ▶ Build the most comfortable bike facilities, such as protected bike lanes, wherever possible

WHAT WE HEARD

Streets and destinations important to North Lawndale

- ▶ Connect to schools, parks, boulevards, transit, and other community assets
- ▶ Commercial streets like Pulaski and Roosevelt provide vital connections but don't feel safe
- ▶ Neighborhood streets feel safer and are a good alternative to busier streets
- ▶ Fill gaps in the existing bike lanes

WHAT WE'VE DONE SINCE LAST MEETING

- ▶ Developed a draft network of bike routes based on your feedback and identified what is possible on each street
- ▶ Coordinated resources to provide more bike parking this year in North Lawndale
- ▶ Coordinating bike education events in North Lawndale
- ▶ Developed a survey to better understand how people get around in the neighborhood
- ▶ Created materials to help you start talking about this effort with your neighbors

DRAFT BIKE NETWORK

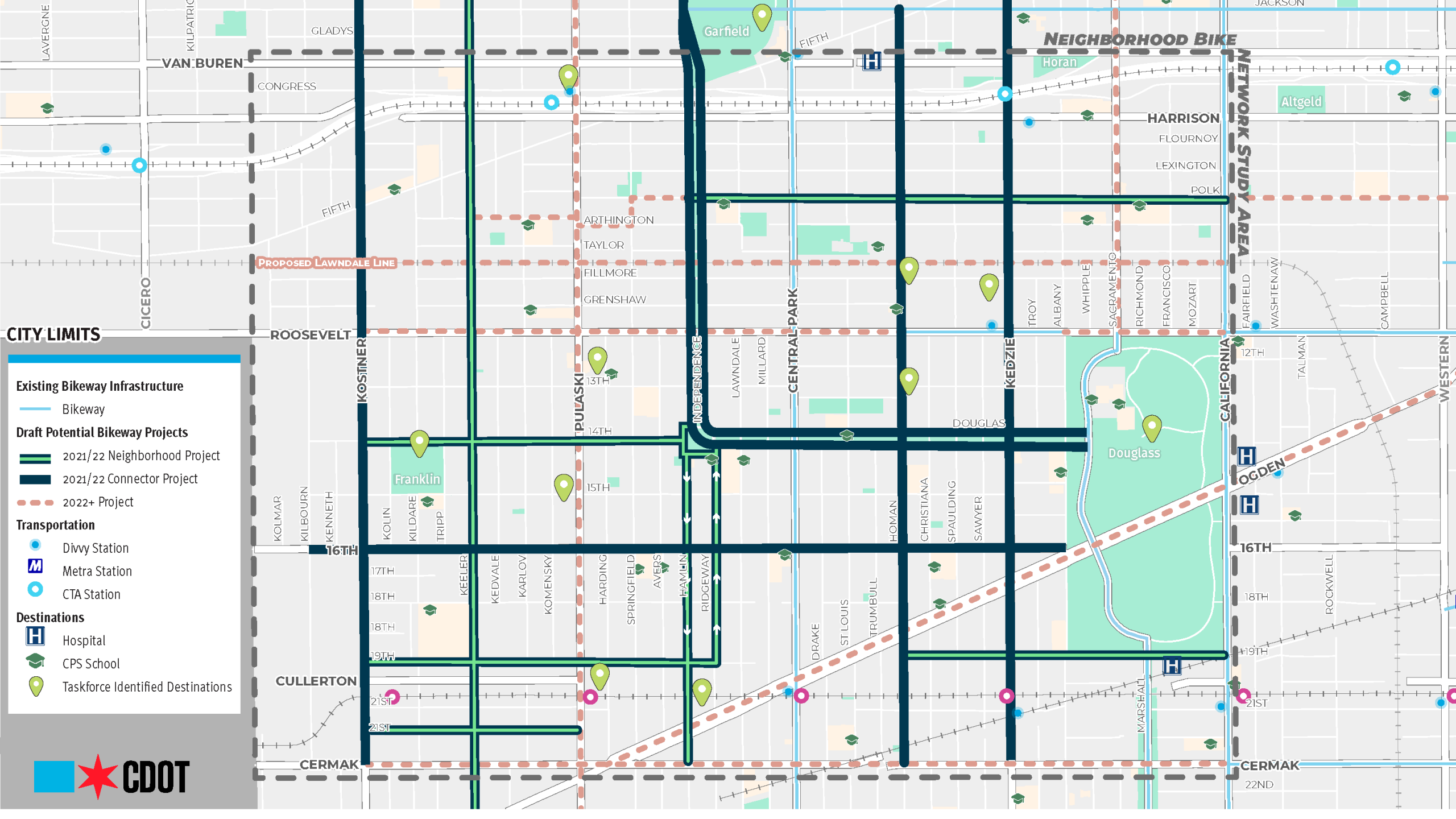
- ▶ Short-term projects we can install in 2021 and 2022
- ▶ Long-term projects which need more collaboration and analysis before they can be installed

DEVELOPING THE NETWORK

- ▶ Looked at 23 miles of streets in North Lawndale
 - 8 miles of long-term projects need additional approvals from the Illinois Department of Transportation
 - 15 miles of short-term projects
- ▶ Developed a high, medium, and low connectivity score based on:
 - What designs are possible to install this year
 - How comfortable the route would be for people biking
 - Connections to Divvy stations, other bike lanes, and important destinations

DEVELOPING THE NETWORK

	Streets	Bikeways	%
Today in North Lawndale	86 miles	6.5 miles	8%
After Short-Term Projects	86 miles	20 miles	23%
After Long-Term Projects	86 miles	28 miles	33%
Chicago Average			8%



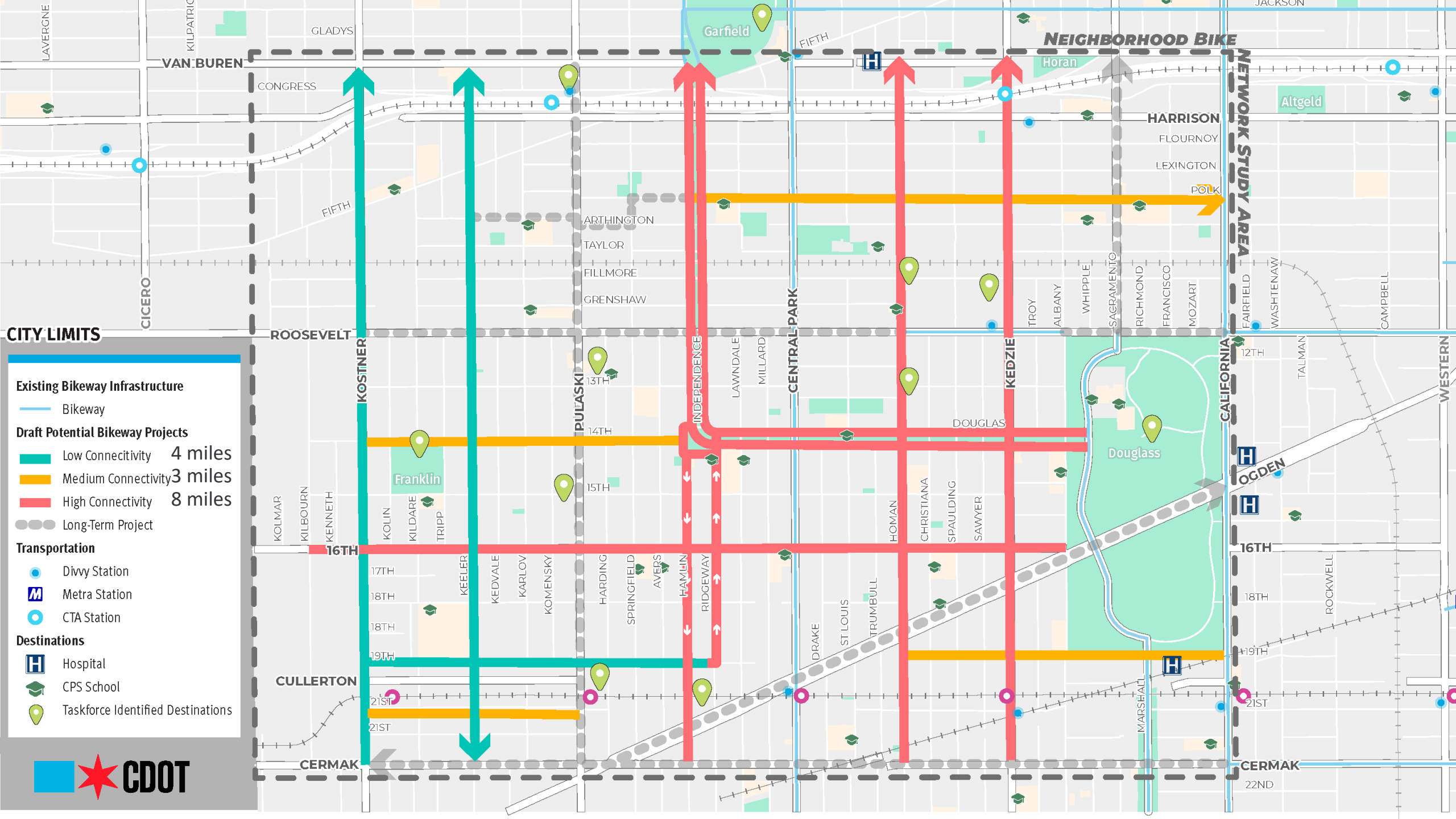
NEIGHBORHOOD BIKE NETWORK STUDY AREA

- Existing Bikeway Infrastructure**
- Bikeway
- Draft Potential Bikeway Projects**
- 2021/22 Neighborhood Project
 - 2021/22 Connector Project
 - 2022+ Project
- Transportation**
- Divy Station
 - Metra Station
 - CTA Station
- Destinations**
- Hospital
 - CPS School
 - Taskforce Identified Destinations

CITY LIMITS



Map labels include street names: VAN BUREN, CONGRESS, FIFTH, GARFIELD, HARRISON, FLOURNOY, LEXINGTON, POLK, ARTHINGTON, TAYLOR, FILLMORE, GRENSHAW, ROOSEVELT, KOSTNER, PULASKI, INDEPENDENCE, LAWDALE, MILLARD, CENTRAL PARK, KEDZIE, TROY, ALBANY, WHIPPLE, SACRAMENTO, RICHMOND, FRANCISCO, MOZART, CALIFORNIA, FAIRFIELD, WASHTEENAW, CAMPBELL, COLMAR, KILBOURN, KENNETH, KOLIN, KILDARE, TRIPP, KEELER, KEDVALE, KARLOV, KOMENSKY, HARDING, SPRINGFIELD, AVERS, HAMLIN, RIDGEWAY, DRAKE, ST LOUIS, TRUMBULL, CHRISTIANA, SPAULDING, SAWYER, DOUGLASS, DOUGLAS, 12TH, TALMAN, WESTERN, 16TH, 18TH, 19TH, OGDEN, ROCKWELL, CULLERTON, 21ST, MARSHALL, CERMAK, 22ND.



Existing Bikeway Infrastructure

- Bikeway

Draft Potential Bikeway Projects

- Low Connectivity 4 miles
- Medium Connectivity 3 miles
- High Connectivity 8 miles
- Long-Term Project

Transportation

- Divvy Station
- Metra Station
- CTA Station

Destinations

- Hospital
- CPS School
- Taskforce Identified Destinations



CITY LIMITS

NEIGHBORHOOD BIKE NETWORK STUDY AREA

NETWORK STUDY AREA

Transportation

Destinations

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CITY LIMITS

NEIGHBORHOOD BIKE NETWORK STUDY AREA

NETWORK STUDY AREA

Transportation

Destinations

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- Low Connectivity 4 miles
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PROPOSED DESIGNS

- ▶ What can be designed and installed this year
- ▶ Does not mean we cannot upgrade these projects in the future
- ▶ Help us identify who we need to talk to for each route (block groups, churches, important businesses, etc)

MAKING BIKE ROUTES MORE COMFORTABLE

Separating Bikes from Cars

- ▶ Reducing on-street parking to install protected bike lanes

Reducing the Speed of Cars

- ▶ Lowering the speed limit to 20 MPH, installing speed humps and pedestrian bumpouts

Reducing the Number of Cars

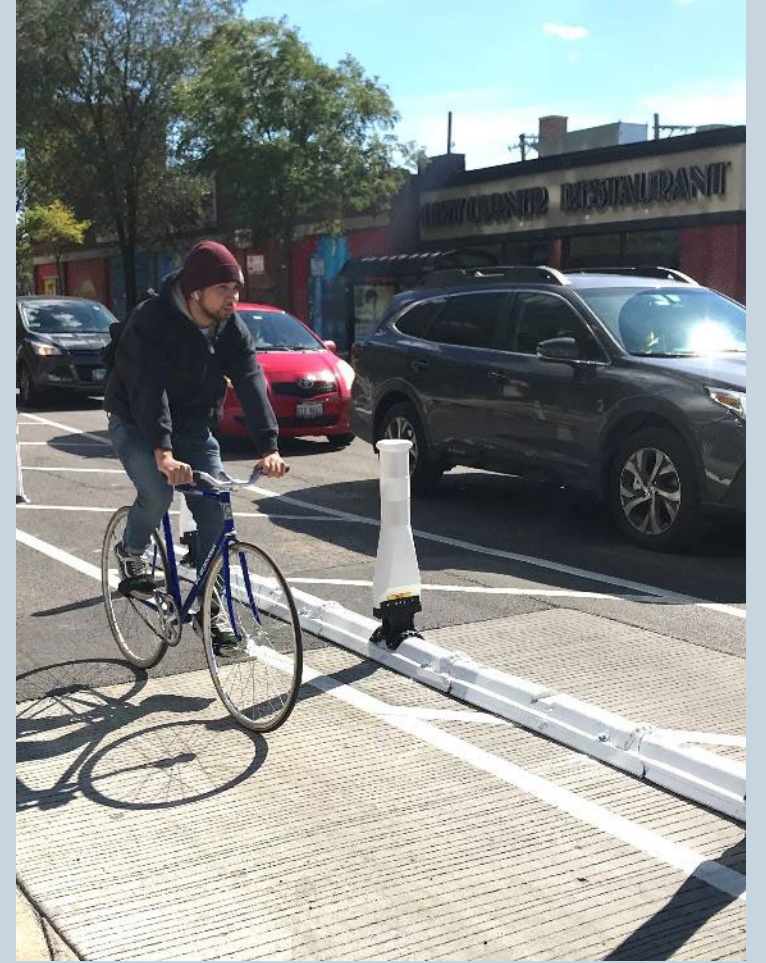
- ▶ Prohibiting cut through traffic on neighborhood streets

Each of these strategies requires tradeoffs. Help us find the right balance for each street.

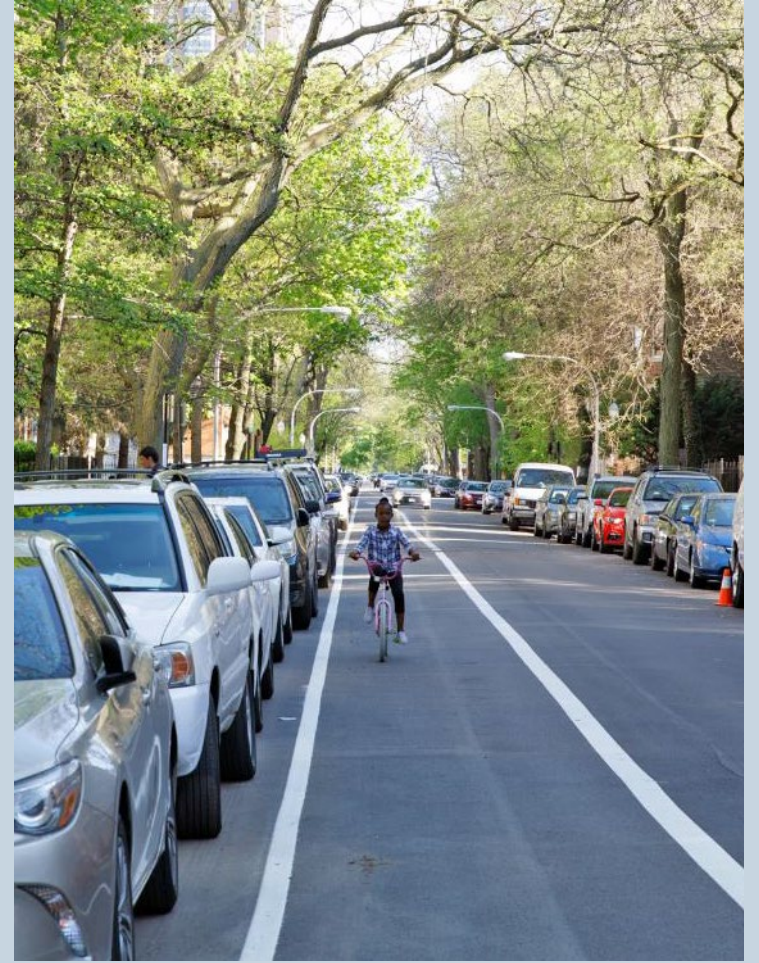
BIKE LANES



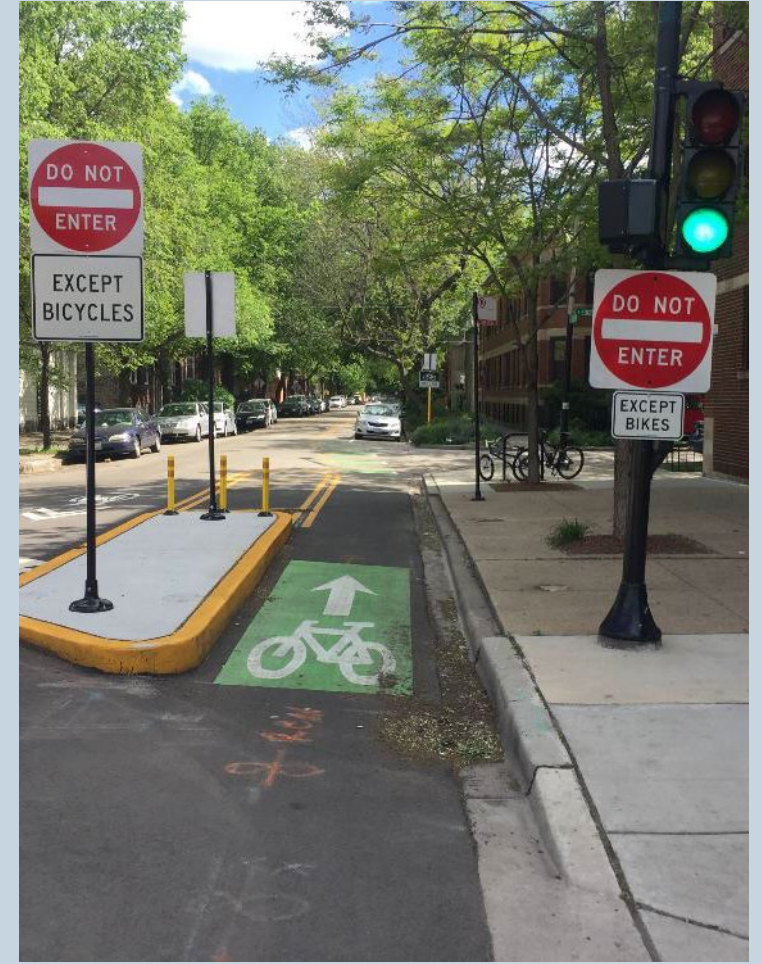
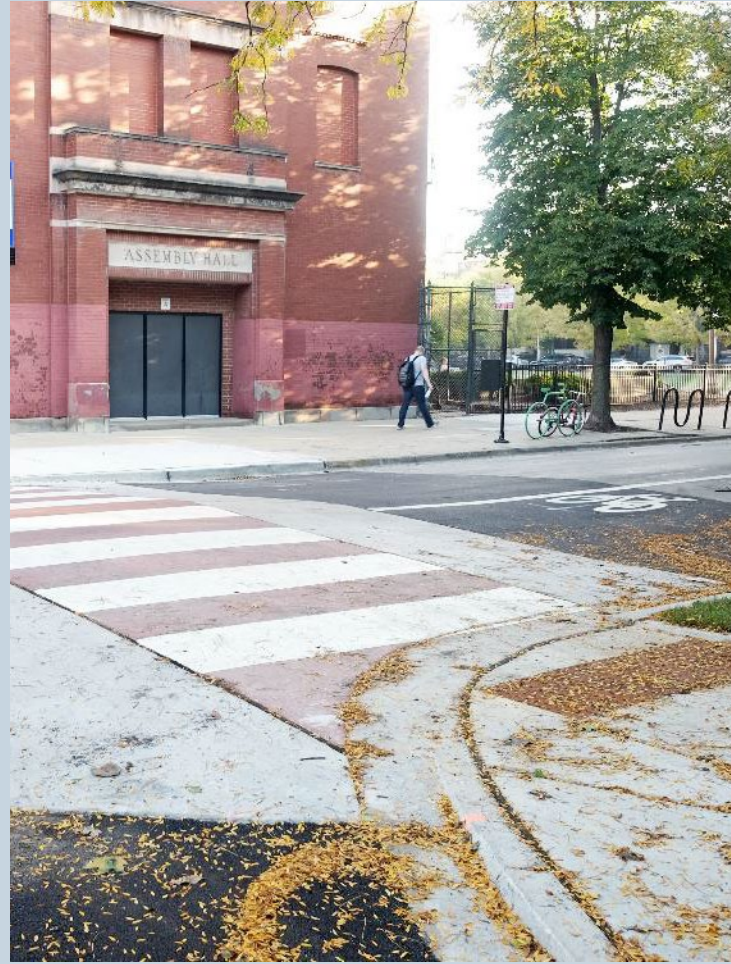
PROTECTED BIKE LANES

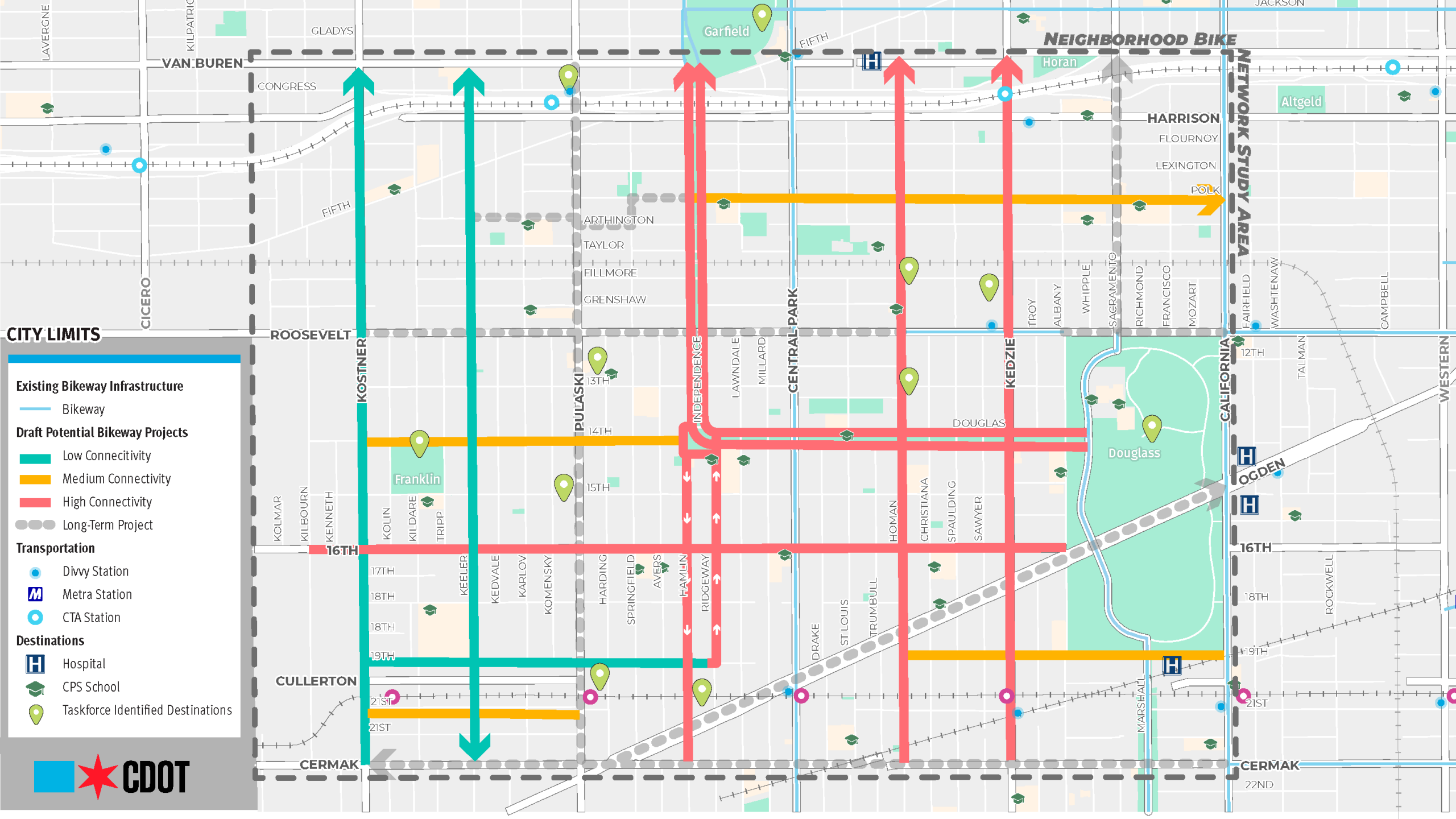


NEIGHBORHOOD BIKE ROUTE



TRAFFIC CALMING





NEIGHBORHOOD BIKE NETWORK STUDY AREA

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- Divvy Station
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- Hospital
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CITY LIMITS

Existing Bikeway Infrastructure

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INDEPENDENCE BLVD

GLADYS AVE TO DOUGLAS BLVD (0.9 MILES)



2021 Recommendation: Protected Bike Lane

Independence Blvd is a connector street that carries northbound and southbound traffic and has existing bike lanes. Recommendations include relocating the existing buffered bike lanes to the side of the boulevard to create a protected bike lane which will reduce conflicts at alleys, driveways, and with residential parking. In the short term, the buffered bike lane will be protected using flexible posts. The bike network will extend south by connecting to Ridgeway Ave.

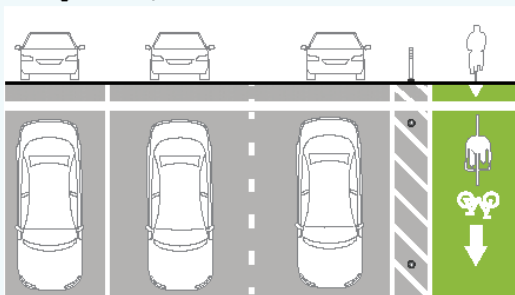
Why this route is recommended

- Recommended by *Chicago Streets for Cycling 2020 Plan*
- Serves as a low-traffic north-south alternative to Pulaski Rd and Central Park Ave
- Connects to Garfield Park
- Connects to CTA bus routes
- Provides access over the Eisenhower Expressway

Next Steps

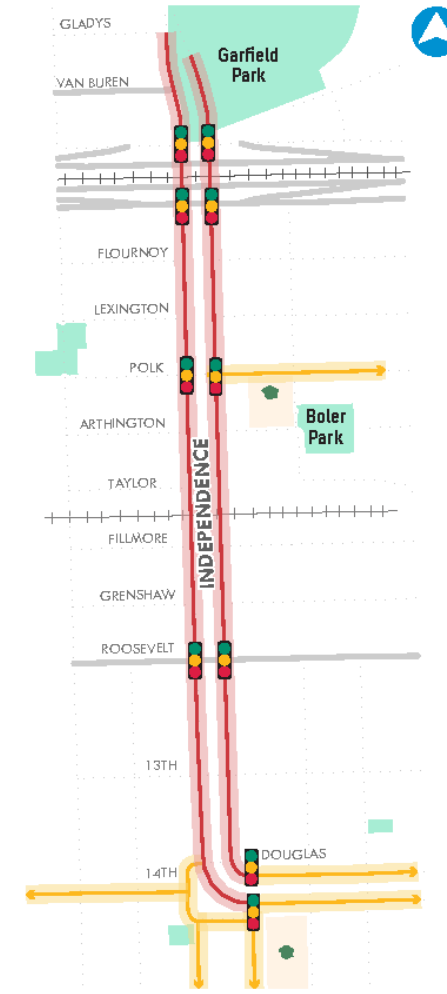
- Discuss protected bike lanes with stakeholders
- Identify and evaluate opportunities for traffic calming elements to encourage safe travel speeds
- Facilitate seamless connection at Hamlin Ave, Ridgeway Ave, 14th St, Douglas Blvd, Independence Blvd

Short term recommendations for protected bike lanes along the boulevard (Gladys Ave to Douglas Blvd)



Project Spotlight

Protected bike lanes on Kinzie St



Bikeways
— Proposed Project — Other Proposed Project — Existing Facility

Destinations
● CTA 'L' Station ● School ● Traffic Signal



DOUGLAS BLVD

ALBANY AVE TO INDEPENDENCE BLVD (0.8 MILES)



2021 Recommendation: Protected Bike Lane

Douglas Blvd is a connector that carries eastbound and westbound traffic with existing buffered bike lanes that connect to Independence Blvd. Recommendations include relocating the existing buffered bike lanes to the side of the boulevard to create a protected bike lane which will reduce conflicts at alleys, driveways, and residential parking. In the short term, the buffered bike lane will be protected using flexible posts. The bicycle route will extend west by connecting to 14th St.

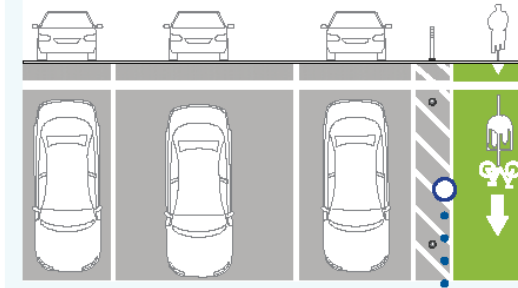
Why this route is recommended

- Recommended by *Chicago Streets for Cycling 2020 Plan*
- Connects to several schools
- Overlaps with CPS Safe Passage route
- Connects to Douglass Park
- Connects to CTA bus routes

Next Steps

- Identify and evaluate opportunities for traffic calming elements to encourage safe travel speeds
- Facilitate seamless connection at Hamlin Ave, Ridgeway Ave, 14th St, Douglas Blvd, and Independence Blvd

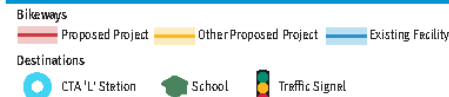
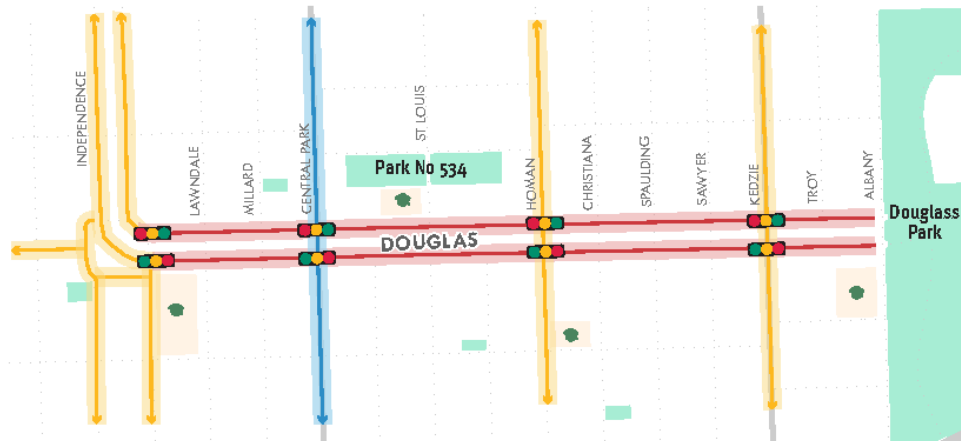
Short term recommendations for protected bike lane (Albany Ave to Independence Blvd)



Relocating the bike lane along the boulevard and parking lane makes bicycling more comfortable

Project Spotlight

Protected bike lanes on Kinzie St



16TH ST

ALBANY AVE TO KILBOURN AVE (1.7 MILES)

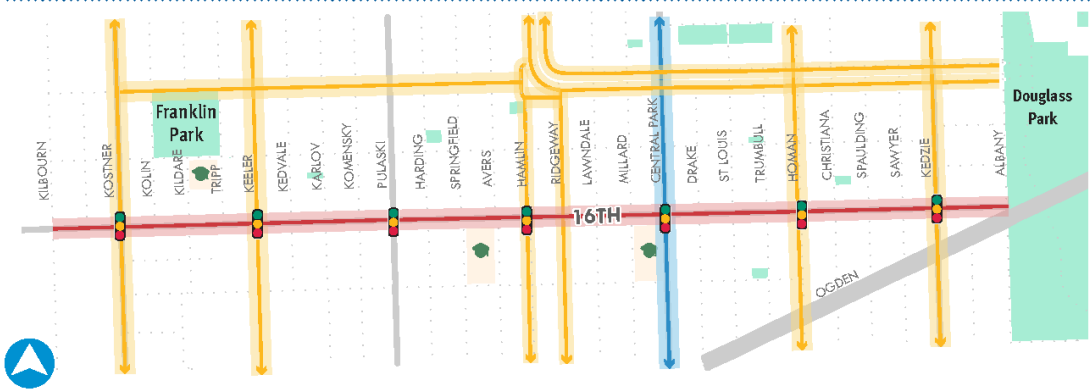


2021 Recommendation: Dashed Bike Lanes

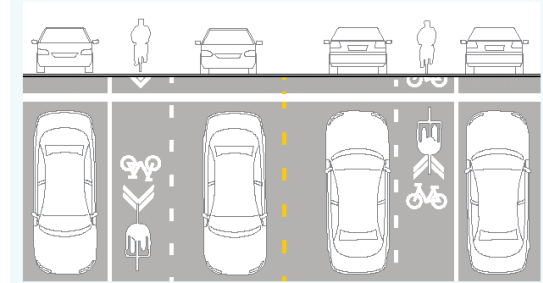
16th St is a street that carries eastbound and westbound traffic and hosts community gardens, businesses, and residences. In the short term, dashed bike lanes are recommended for 16th St. **Dashed bike lanes** establish the corridor for vehicles and bicycles by indicating to people driving to expect and yield to people bicycling. On some segments of 16th St, there are opportunities for parking consolidation to provide protected bike lanes using flexible posts.

- Why this route is recommended**
- Recommended by North Lawndale Task Force
 - Low-traffic residential street
 - Connects to several schools
 - Connects to Douglass Park
 - Connects to CTA bus route
 - Overlaps CPS Safe Passage Route

- Next Steps**
- Connect with stakeholders along 16th St
 - Identify and evaluate opportunities for traffic calming elements to encourage safe travel speeds
 - Explore options for protected bike lanes
 - Discuss opportunities for parking consolidation
 - Coordinate work with CTA

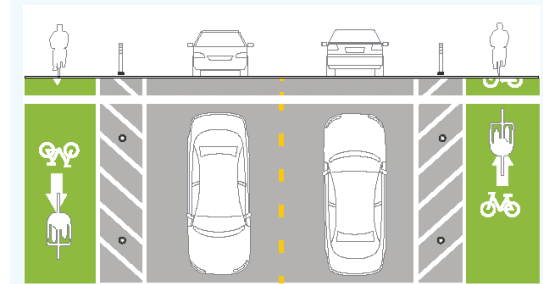


Two way street with dashed bike lanes and striped parking (Albany Ave to Kilbourn Ave)



Project Opportunity

Two way street protected bike lanes on segments where parking can be consolidated



Bikeways
 Proposed Project (Red line) Other Proposed Project (Yellow line) Existing Facility (Blue line)

Destinations
 CTA 'L' Station (Blue circle) School (Green house icon) Traffic Signal (Traffic light icon)



14TH ST

HAMLIN AVE TO KOSTNER AVE (0.7 MILES)



2021 Recommendation: Neighborhood Bike Route with Contra-Flow Lane

14th St is a low-volume neighborhood street that carries westbound traffic. The proposed route would continue the bike network from Douglas Blvd west and serve as a connector between Independence Blvd and Kostner Ave. Short term recommendations include designating 14th St as a **neighborhood bike route**, or a low-volume street which prioritizes people bicycling. The neighborhood bike route may feature marked shared lanes, bikeway signage, high visibility pavement markings at crossings, and a 20 MPH speed limit. A **contra-flow lane** is recommended to designate space for two-way bicycle travel for eastbound bicyclists on the one-way 14th St. Contra-flow lanes include signage to alert people driving to look for people bicycling. Additional traffic calming efforts, such as pedestrian bumpouts and bicycle-friendly speed humps, are recommended. Short term **bumpouts** use pavement markings and flexible posts to designate space for pedestrians at intersections and shorten the distance to cross the street.

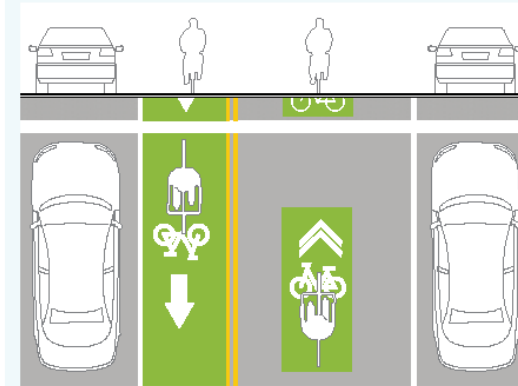
Why this route is recommended

- Recommended by North Lawndale Task Force
- Low-traffic residential street
- Connects to Franklin Park
- Connects to CTA bus route

Next Steps

- Connect with stakeholders along 14th St
- Identify and evaluate opportunities for traffic calming elements to encourage safe travel speeds
- Evaluate long term opportunity for eastbound bike signal at Pulaski Rd
- Facilitate seamless connection at Hamlin Ave, Ridgeway Ave, 14th St, Douglas Blvd, Independence Blvd

One way street with marked shared lane and contra-flow lane (Hamlin Ave to Kostner Ave)



Project Spotlight

Neighborhood Bike Route on Glenwood Ave



Bikeways

- Proposed Project (Red line)
- Other Proposed Project (Yellow line)
- Existing Facility (Blue line)

Destinations

- CTA 'L' Station (Blue circle)
- School (Green house icon)
- Traffic Signal (Traffic light icon)



HAMLIN AVE

INDEPENDENCE BLVD TO CERMAK RD (0.8 MILES)



2021 Recommendation: Neighborhood Bike Route Paired with Ridgeway Ave

Hamlin Ave is a neighborhood street that carries southbound traffic. Short term recommendations include designating Hamlin Ave and Ridgeway Ave as paired **neighborhood bike routes**, or a low-volume street which prioritizes people bicycling. In this case, Hamlin Ave serves people bicycling south while Ridgeway Ave serves people bicycling north. The neighborhood bike route may feature marked shared lanes, bikeway signage, high visibility pavement markings at crossings, and a 20 MPH speed limit. Additional traffic calming efforts, such as pedestrian bumpouts and bicycle-friendly speed humps, are recommended. Short term **bumpouts** use pavement markings and flexible posts to designate space for pedestrians at intersections and shorten the distance to cross the street.

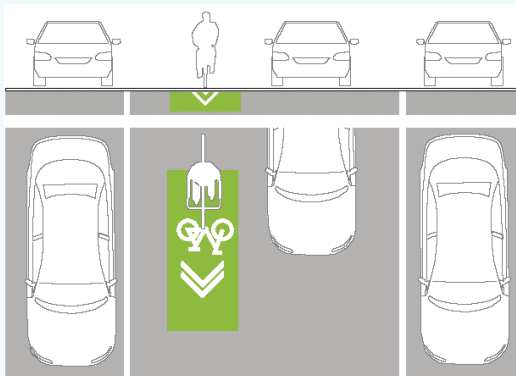
Why this route is recommended

- Extends the network from Independence Blvd south
- Low-volume residential street
- Comfortable north-south alternative to Central Park Ave
- Connects to Ogden Ave, a priority corridor identified in *Invest South/West*
- Traffic signal at Ogden Ave provides safe crossing for people bicycling

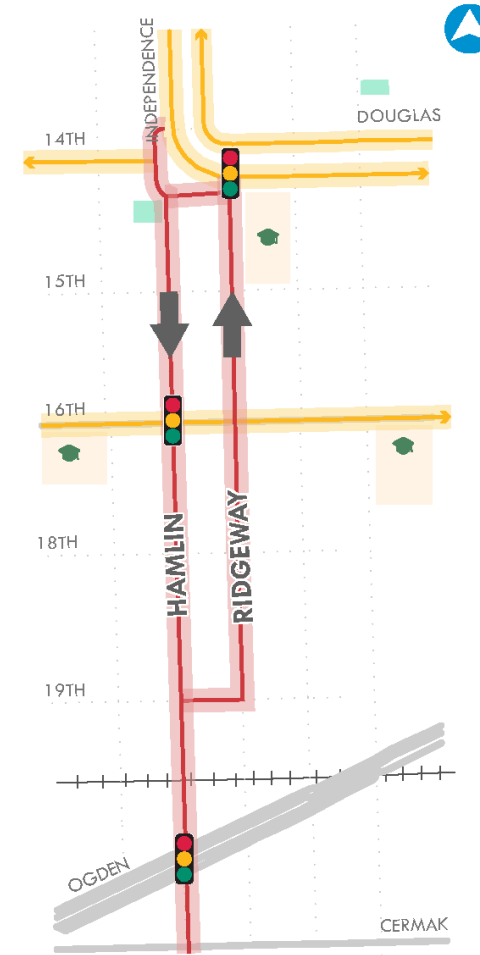
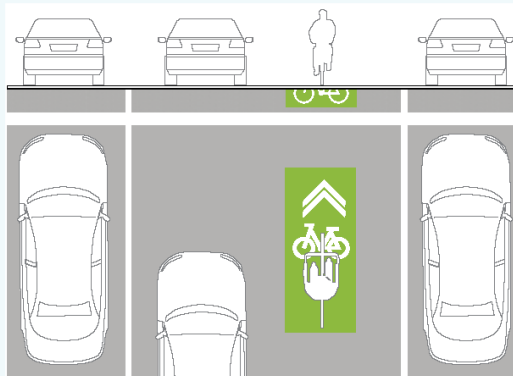
Next Steps

- Discuss with stakeholders and neighbors preferred neighborhood bike routes on Ridgeway Ave and Hamlin Ave
- Identify and evaluate opportunities for traffic calming elements to encourage safe travel speeds
- Facilitate seamless connection at Hamlin Ave, Ridgeway Ave, 14th St, Douglas Blvd, and Independence Blvd

One-way southbound street with marked shared lanes (Hamlin Ave)



One-way southbound street with marked shared lanes (Ridgeway Ave)



KEELER AVE

JACKSON BLVD TO CERMAK RD (1.8 MILES)



2021 Recommendation: Neighborhood Bike Route with Contra-flow Lane

Keeler Ave is a neighborhood route that carries northbound and southbound traffic. Short term recommendations include designating Keeler Ave as a **neighborhood bike route**, or a low-volume street which prioritizes people bicycling. The neighborhood bike route may feature marked shared lanes, bikeway signage, high visibility pavement markings at crossings, and a 20 MPH speed limit. A **contra-flow lane** is recommended to designate space for two-way bicycle travel for northbound bicyclists on one-way segments of Keeler Ave. Contra-flow lanes include signage to alert people driving to look for people bicycling. Additional traffic calming efforts, such as pedestrian bumpouts and bicycle-friendly speed humps, are recommended. Short term **bumpouts** use pavement markings and flexible posts to designate space for pedestrians at intersections and shorten the distance to cross the street.

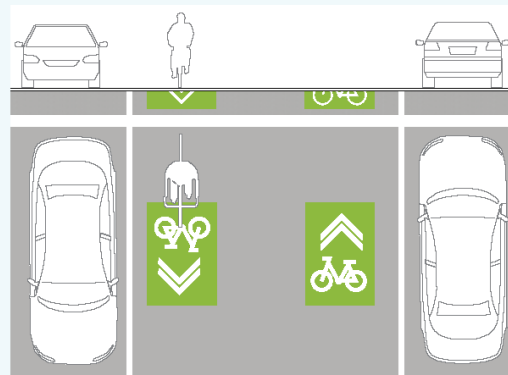
Why this route is recommended

- Proposed in the *North Lawndale Quality of Life Plan* & *Chicago Streets for Cycling Plan*
- Connects to Mason Elementary School
- Connects to several CTA bus routes
- Low-volume residential street
- Comfortable alternative to Kostner Ave or Pulaski Rd
- Adjacent to Franklin Park
- Provides access over Eisenhower Expressway

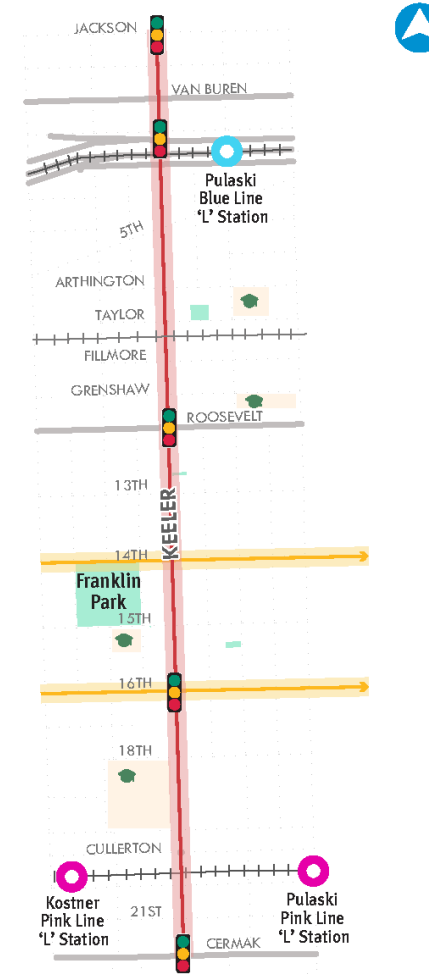
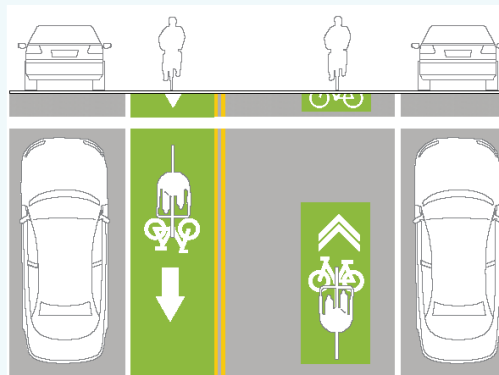
Next Steps

- Connect with neighbors on Keeler Ave
- Identify and evaluate opportunities for traffic calming elements to encourage safe travel speeds
- Discuss long term opportunities with community stakeholders and neighbors

Two-way segment with shared lane markings (Arthington St to Cermak Rd)



One way segment with contra-flow lane (Jackson Blvd to Arthington St)



Bikeways
— Proposed Project — Other Proposed Project — Existing Facility

Destinations
● CTA 'L' Station ■ School ● Traffic Signal



KEDZIE AVE

JACKSON BLVD TO OGDEN AVE (1.3 MILES)



2021 Recommendation: Dashed Bike Lane

Kedzie Ave is a thoroughfare through the North Lawndale community that carries northbound and southbound traffic. In the short term, dashed bike lanes are recommended for Kedzie Ave. **Dashed bike lanes** establish the corridor for vehicles and bicycles by indicating to people driving to expect and yield to people bicycling.

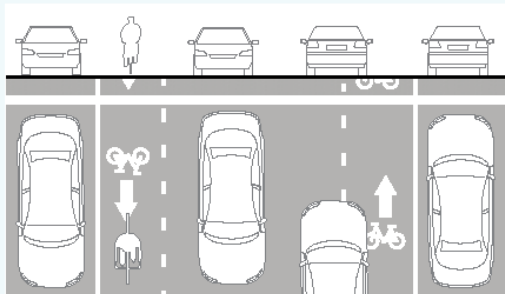
Why this route is recommended

- Connects to several proposed and existing routes
- Connects to CTA 'L' stations and bus routes
- Overlaps CPS Safe Passage Route
- Provides access over the Eisenhower Expressway

Next Steps

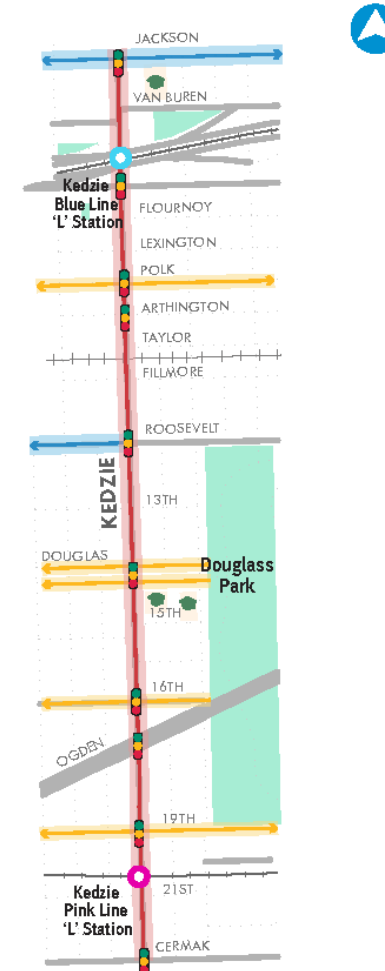
- Discuss a protected bike lane with stakeholders
- Discuss opportunities to consolidate parking to upgrade the bike route
- Coordinate work with CTA

Two way street with striped bike lanes (Jackson Blvd to Ogden Ave)



Project Spotlight

Dashed bike lanes on Milwaukee Ave



Bikeways

- Proposed Project (Red line)
- Other Proposed Project (Yellow line)
- Existing Facility (Blue line)

Destinations

- CTA 'L' Station (Blue circle)
- School (Green house icon)
- Traffic Signal (Traffic light icon)



HOMAN AVE

JACKSON BLVD TO CERMAK RD (1.2 MILES)



2021 Recommendation: Bike Lane

Homan Ave is a connector that carries northbound and southbound traffic. Short term recommendations include installing a striped bike lane. A **bike lane** designates space for people bicycling to travel adjacent to people driving. Additional recommendations include replacing all pavement markings and all crosswalks.

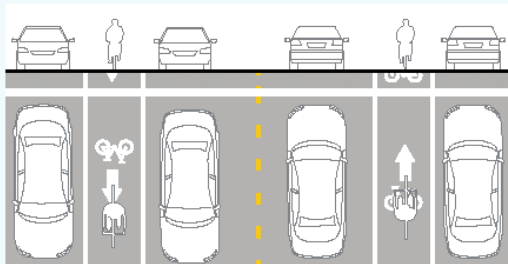
Why this route is recommended

- Recommended by North Lawndale Task Force
- Connects to North Lawndale Employment Network
- Connects to several CTA bus routes
- Connects into Ogden Ave, a priority corridor identified in *Invest South/West*
- Connects to several schools
- Access to Douglas Branch Chicago Public Library
- Connects to existing bike routes
- Provides access over the Eisenhower Expressway and to Garfield Park

Next Steps

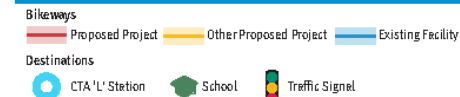
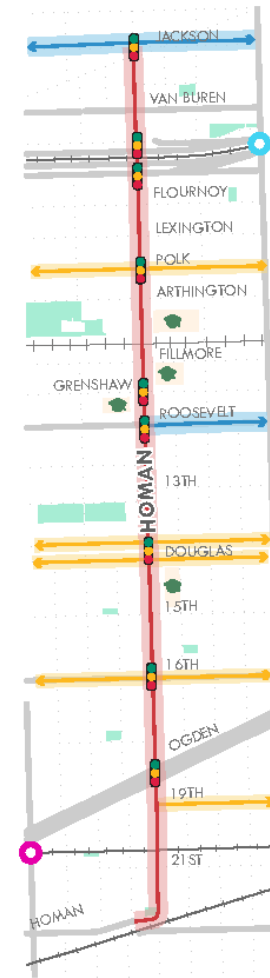
- Discuss a protected bike lane with stakeholders
- Discuss opportunities for parking consolidation
- Evaluate connection at Cermak Rd

Two way street with striped bike lanes (Jackson Blvd to Cermak Rd)



Project Spotlight

Striped bike lanes on Armitage Ave



POLK ST

CALIFORNIA AVE TO INDEPENDENCE BLVD (1.2 MILES)



2021 Recommendation: Neighborhood Bike Route & Dashed Bike Lanes

Polk St is a low-volume residential street that carries eastbound and westbound traffic. Short term recommendations include designating Polk St as a **neighborhood bike route**, or a low-volume street which prioritizes people bicycling. The neighborhood bike route may feature marked shared lanes, bikeway signage, high visibility pavement markings at crossings, and a 20 MPH speed limit. Additional traffic calming efforts, such as pedestrian bumpouts and bicycle-friendly speed humps, are recommended. Short term **bumpouts** use pavement markings and flexible posts to designate space for pedestrians at intersections and shorten the distance to cross the street. Where Polk St is wide enough, dashed bike lanes are proposed to better separate people bicycling from people driving.

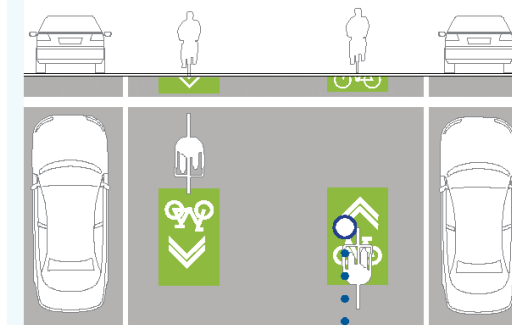
Why this route is recommended

- Recommended by *Chicago Streets for Cycling 2020 Plan*
- Low-traffic residential street
- Connects to several schools
- Connects to CTA bus routes
- Overlaps CPS Safe Passage Route

Next Steps

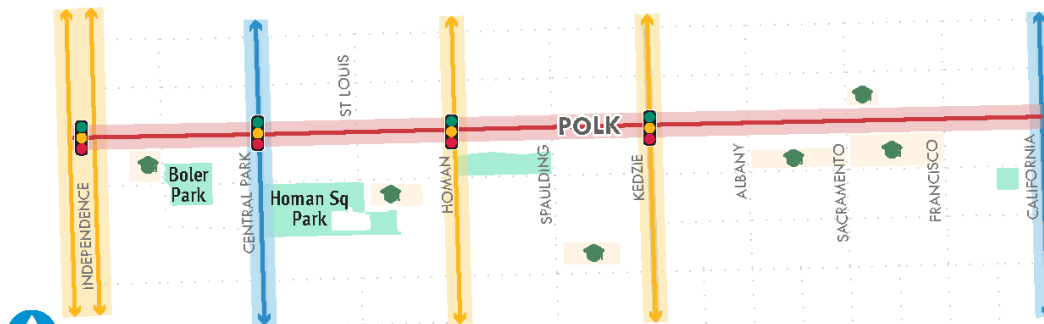
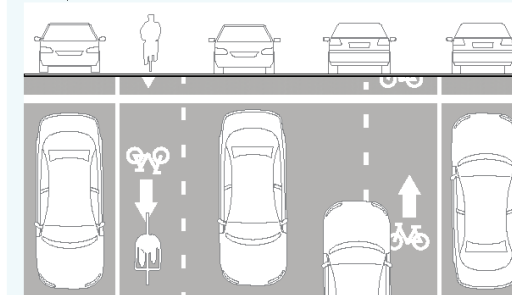
- Explore options to extend bike route west (via Arthington St)
- Identify and evaluate opportunities for traffic calming elements to encourage safe travel speeds
- Discuss long term opportunities with community stakeholders and neighbors

Marked shared lanes (California Ave to Kedzie Ave)



Marked shared lanes indicate the street is to be shared by people bicycling and driving

Dashed bike lanes (Kedzie Ave to Independence Blvd)



Bikeways

- Proposed Project (Red line)
- Other Proposed Project (Yellow line)
- Existing Facility (Blue line)

Destinations

- CTA 'L' Station (Blue circle)
- School (Green house icon)
- Traffic Signal (Traffic light icon)



19TH ST

CALIFORNIA AVE TO HOMAN AVE (0.8 MILES)



2021 Recommendation: Neighborhood Bike Route with Contra-flow Lane

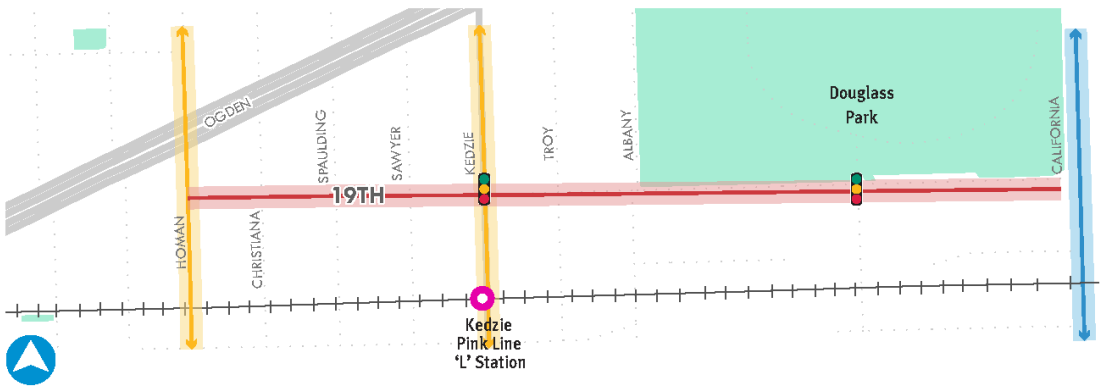
19th St is a low-volume neighborhood street that carries eastbound and westbound traffic, varying by segment. Short term recommendations include installing marked shared lanes. **Marked shared lanes** use pavement markings known as ‘sharrows’ to indicate the travel lane is to be shared by people bicycling and driving. Sharrows help raise driver awareness and designate a preferred route for people bicycling. A **contra-flow lane** is recommended to designate space for two-way bicycle for westbound bicyclists travel on parts of 19th St that are one-way. Contra-flow lanes include signage to alert people driving to look for people bicycling.

Why this route is recommended

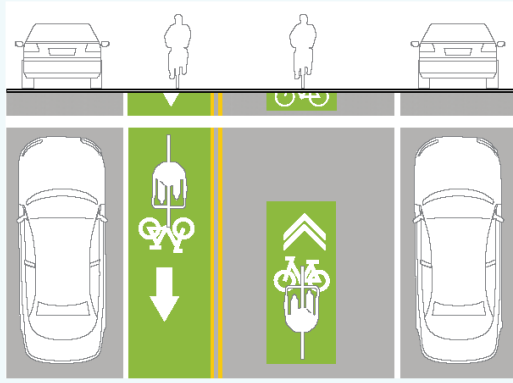
- Connects to Douglass Park
- Connects to existing bikeway
- Connects to CTA bus routes
- Street crossings at major intersections have existing traffic signals

Next Steps

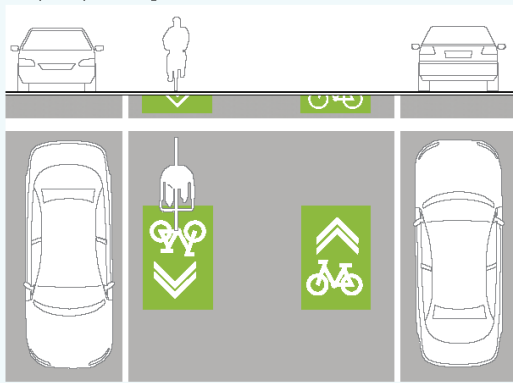
- Connect with community stakeholders
- Discuss contra-flow lanes with neighbors



One street with marked shared lanes and contra-flow lane (California Ave to Kedzie Ave)



Two way street with marked shared lanes and striped parking (Kedzie Ave to Homan Ave)



Bikeways

- Proposed Project (Red line)
- Other Proposed Project (Yellow line)
- Existing Facility (Blue line)

Destinations

- CTA 'L' Station (Pink circle)
- School (Green house icon)
- Traffic Signal (Red/yellow traffic light icon)



19TH ST

RIDGEWAY AVE TO KOSTNER AVE (0.8 MILES)



2021 Recommendation: Neighborhood Bike Route with Contra-flow Lane

19th St is a low-volume neighborhood street that carries eastbound traffic. Short term recommendations include designating 19th St as a **neighborhood bike route**, or a low-volume street which prioritizes people bicycling. The neighborhood bike route may feature marked shared lanes, bikeway signage, high visibility pavement markings at crossings, and a 20 MPH speed limit. A **contra-flow lane** is recommended to designate space for two-way bicycle travel for westbound bicyclists. Contra-flow lanes include signage to alert people driving to look for people bicycling.

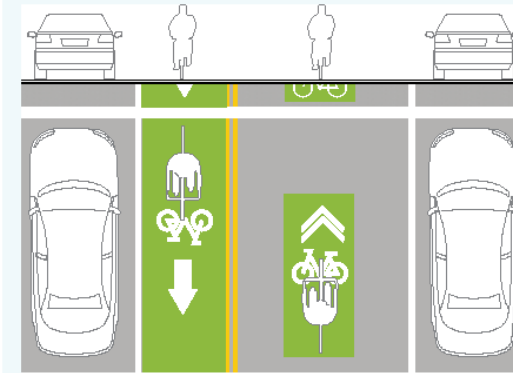
Why this route is recommended

- Connects to Mason Elementary School
- Connects to Unity Park and multiple gardens
- Connects to CTA bus route
- Street crossings at major intersections have existing traffic signals

Next Steps

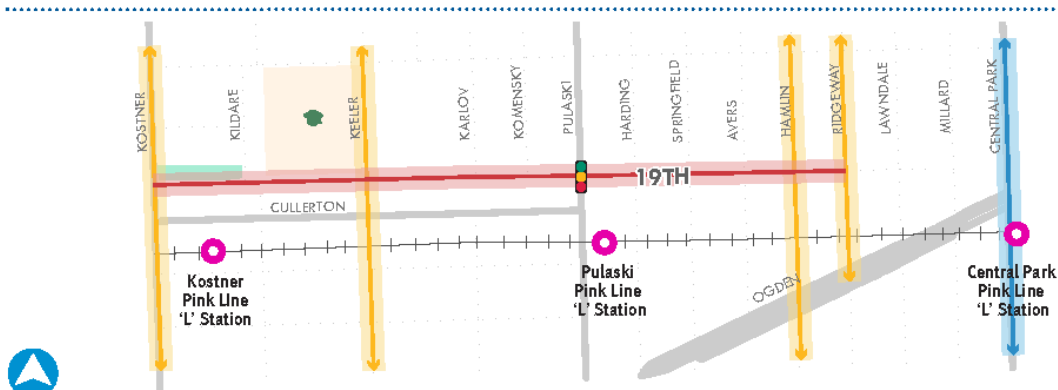
- Consider preferred routing between Pulaski Rd and Keeler Ave
- Connect with community stakeholders
- Discuss contra-flow lanes with neighbors
- Evaluate opportunity for bike signal at Pulaski Rd

One way street with marked shared lane and contra-flow lane (Ridgeway Ave to Kostner Ave)



Project Spotlight

Neighborhood Bike Route on Berteau Ave



Bikeways

- Proposed Project (Red line)
- Other Proposed Project (Yellow line)
- Existing Facility (Blue line)

Destinations

- CTA 'L' Station (Pink circle)
- School (Green house icon)
- Traffic Signal (Traffic light icon)



KOSTNER AVE

JACKSON BLVD TO CERMAK RD (1.8 MILES)



2021 Recommendation: Bike Lane

Kostner Ave is a connector that carries northbound and southbound traffic. Short term recommendations include installing a striped bike lane. A **bike lane** designates space for people bicycling to travel adjacent to motor vehicle traffic. Additional recommendations include to stripe the parking lanes. Striped parking lanes encourage people driving to park closer to the curb, giving more space to the bike lane.

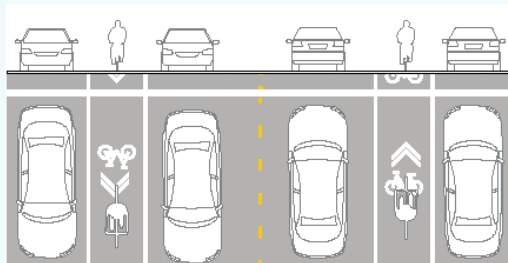
Why this route is recommended

- Serves as a north-south connector on the west side of the North Lawndale community
- Provides access into Garfield Park to the north
- Connects to CTA bus routes
- Provides access over the Eisenhower Expressway

Next Steps

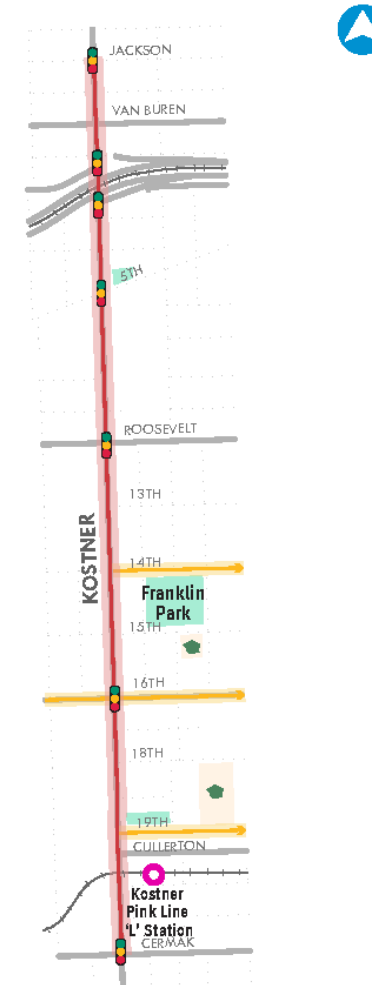
- Discuss a protected bike lane with stakeholders
- Discuss opportunities for parking consolidation
- Consider traffic safety measures as Kostner Ave is recommended as a 'priority truck route' in the *North Lawndale Quality of Life Plan*

Two way street with striped bike lanes (Jackson Blvd to Ogden Ave)



Project Spotlight

Striped bike lanes on Armitage Ave



Bikeways

- Proposed Project (Red line)
- Other Proposed Project (Yellow line)
- Existing Facility (Blue line)

Destinations

- CTA 'L' Station (Blue circle)
- School (Green house icon)
- Traffic Signal (Traffic light icon)



NEXT STEPS FOR OUTREACH

- ▶ Promoting the survey
- ▶ Conversations with youth organizations
- ▶ General outreach for the effort
- ▶ Targeted outreach for specific routes

ONLINE SURVEY

- ▶ Will help us understand how people currently and want to get around and how bicycling is perceived
- ▶ Will help direct our outreach
- ▶ Need your help promoting the survey
- ▶ Flyers, text, and graphics you can distribute via email, social media, newsletters, and events
- ▶ We can send printed flyers to you



NEIGHBORHOOD BIKE NETWORKS



WE WANT TO HEAR FROM YOU!

The Chicago Department of Transportation (CDOT) is partnering with community members to identify and build a connected bicycle network in 2021 in the Austin, Belmont Cragin, and North Lawndale neighborhoods. This will include on-street bike routes linking together schools, parks, local businesses, and other important destinations so people have safe, healthy, and fun options for getting around the neighborhood. Making our streets more comfortable for biking will improve safety and accessibility for everyone.

Take a short online survey to help us understand how you choose to get around in your neighborhood, how bicycling is perceived in the community, and how a network of bike routes may impact you. This survey is your first opportunity to get involved in this exciting effort.



Scan the QR code on your mobile phone to take you directly to the survey.

Help us make biking safe, convenient, and better connected to the places you want and need to go in your community.

bit.ly/CDOTBikes

The survey is available in English and Spanish and will remain open until May 31, 2021.

For questions related to the project or online survey, visit the project website at chicago.com/completestreets.org/projects/active-projects/ or contact the Public Involvement Lead Berenice Alvarez at balvarez@morrealecomm.com or 773-413-9392.

April 2021

OTHER OUTREACH

- ▶ Scheduling meetings with youth organizations to talk about these proposed projects
- ▶ What important community events are coming up in North Lawndale?
- ▶ How can we help you talk about this effort with the community?
- ▶ We want to begin targeted outreach with key stakeholders along each route
 - Block clubs, churches, important businesses, etc

THANK YOU!

- ▶ Let's continue the conversation. We can email, talk on the phone, or schedule a follow up virtual meeting.
- ▶ The third Taskforce meeting is planned for May
- ▶ Online map for feedback coming soon