

Chicago Mobility Collaborative
March 14, 2024
6:00 PM – 7:30 PM
Pui Tak Center & Virtual
Meeting Summary

Event Date & Time: Thursday, March 14, 2024 from 6:00 – 7:30 PM

Number of Attendees: 100 total attendees (including participants joining via Zoom and in-person at Pui Tak Center)

CDOT Staff Attendees: Romina Castillo; Mary Nicol; Erica Schroeder

Guest speaker: Beatrix Yan, CMAP; Ald. Nicole Lee, 11th Ward

Leadership Group Attendees: Rochelle Jackson, Grace Chan McKibben

Summary of Meeting: This meeting was held both in-person at the Pui Tak Center and virtually via Zoom. CMC representative, Grace Chan welcomed everyone to the meeting reminding attendees about the meeting format, the general goals of the CMC, and the community agreements of engagement. Attendees were also welcomed by Ald. Lee from the 11th Ward, who highlighted some of the exciting initiatives taking place in the Ward, as well as some of the mobility challenges constituents face every day. After this, Romina Castillo, Director of Outreach and Engagement shared CDOT updates and upcoming projects and initiatives, see below for a complete list of updates. Beatrix Yan from the Chicago Metropolitan Agency for Planning (CMAP) presented on the agency’s initiative “Next: Chinatown Implementation Assistance”. This initiative is focused on bicycle and pedestrian safety, wayfinding, and on the creation of an implementation resource guide. Grace Chan introduced the Community Tables facilitated by representatives of CDOT, CTA, CDPH, the Pedestrian and Traffic Safety Committee, civic organizations, and members of the public. These conversations are summarized below.

CDOT Updates:

- Tom Carney is the new CDOT Commissioner
 - He is being confirmed by the Committee on Pedestrian and Traffic Safety and will appear in front of City Council on March 20th to make his appointment official.
- Bike and Pedestrian improvements
 - Crews have been pouring concrete for the new protected bike lane on Milwaukee Ave from North to Campbell. The project also includes pedestrian safety enhancements like bum-pouts and a refuge island. This will also create a more comfortable connection to the Bloomingdale Trail and Leavitt Greenway.

- On the Dearborn protected bike lane in River North, we've recently installed and activated two new dedicated bike signals at Chicago Ave and Ontario St. These provide a dedicated signal phase for people on bikes. While people biking and walking have the green light or walk signal, left-turning motorists will have a red turn arrow.
- Increase the number of bike racks across the city
 - We're in the process of adding more than 500 new bike racks across Chicago. You can request bike parking online and CDOT will review your request in the field looking for sites on the public right-of-way that don't interfere with pedestrian travel and are clear of other street furniture.
<https://chicagocompletestreets.org/streets/bikeparking/>
- Divvy
 - Divvy expansion is underway that will add at least 450 stations to the system by 2025.
 - The expansion will bring stations to neighborhoods that currently do not have any, will upgrade areas currently served only by lightweight stations (e-bike only) and will add stations to neighborhoods that currently have lower station densities.
 - Most importantly, the expansion program will allow classic Divvy bikes to go anywhere in the city. This is particularly important for Chicagoans that can't afford the per-minute fees associated with ebikes or those that don't want to ride an ebike. Classic bikes allow up to 45 minutes of ride time for Divvy members with no additional fees.
 - Divvy also hit a new annual ridership record last year, with over 6.6 million bike and scooter rides in 2023.
- Smart Street Pilot will launch this summer
 - This is a pilot program focusing on improving safety and optimizing bus lanes and traffic flow.
 - This pilot will promote a more reliable, efficient, and accessible bus service by deterring drivers from parking in bus-only lanes or at designated bus stops.
 - Cameras are being installed on City poles or CTA vehicles to identify drivers blocking/idling on a bus lane.
 - Warning notices without fines will be issued for the first 30 days after each new camera is installed and activated.
- School Zone Safety Improvements
 - Currently, 8 schools are experiencing multiple safety upgrades including curb bump-outs, raised crosswalks, refuge islands, enhanced signage, reduced speed limits, and truck restrictions.

Community Tables Summaries

Table 1 [CANCELLED] – Better Streets for Transit: engagement strategies around transit Facilitators – Audrey Wennink (Leadership Group, MPC), Jennifer Henry (CTA), Jason Meter (CTA), Kurt Facknitz (CDOT)

THIS TABLE WAS CANCELLED BUT WILL RECONVENE THE NEXT CMC MEETING IN JUNE.

Table 2 - Beyond the Bike Lane: cross neighborhood collaboration Facilitators – Kate Eakin, MPDC / Eladio Montenegro

- Action Items
 - No action items were identified.
- High-level participant feedback and conversation overview
 - The conversation at this table centered around the advocacy work of the McKinley Park Development Council (MPDC) to develop bike/walking paths along the south branch to increase safety for active mobility as well as connectivity in the Southwest Side.
 - MPDC answered multiple questions from attendees regarding development projects along the south branch, walkability/bikeability safety, land remediation, and public transit accessibility in the focused area.

Table 3 (Hybrid Table) – Committee on Pedestrian and Traffic Safety: speed limit changes – impact & implementation

Facilitators – Committee Staff

- Action Items
 - Participants in this conversation will reach out to their Alders to discuss how reducing the speed limit could improve the safety in their communities.
 - The Committee on Pedestrian and Traffic Safety will continue consulting with community members on the cons and pros of reducing the speed limit.
 - The Committee on Pedestrian and Traffic Safety will conduct additional research to address the concerns of community members.
- High-level participants feedback and conversation overview
 - Participants were encouraged to reach out to the Committee to continue the conversation.
 - The Committee, CDOT, and community members will continue developing a comprehensive speed limit policy as well as compiling evidence of the efficacy of the policy.
 - Participants and facilitators decided to reconvene this discussion during a future CMC meeting because there was not enough time to go over the agenda prepared for the Table and participants have further input to share. In addition, as the speed limit policy continues to be developed and refined, input from community members will be vital.

- Additional data around emissions, traffic congestion, stop signals, and bicyclist behavior was suggested to make available during future conversations.

Table 4 – Design Trust Chicago’s Vision Exercise: Canal Street viaducts

Facilitators – Emma Jasinski, Design Trust Chicago

- Action Items
 - No action items identified.
- High-level participants feedback and conversation overview
 - This table discussed how people travel through viaducts, the challenges and conflicts, experienced at viaducts, and what viaducts connect (or create barriers) across neighborhoods.
 - The group identified key infrastructure maintenance they would like to experience/see at viaducts to improve the public’s overall feeling of safety.

Announcements

- Next CMC meeting will take place on June 13, 2024. Location TBD.
- CDOT is hiring for multiple positions including a full time Ambassador, seasonal Ambassadors, a Planner in the Traffic Safety and Vision Zero team. Visit the links below for more information:
 - [Full time Ambassador](#)
 - [Seasonal Ambassadors](#)
 - [Transportation Planner](#)