

Dickens Neighborhood Greenway

Summary of Public Meeting #3

May 18, 2021

A third public meeting was held on May 18, 2021. Due to the Covid-19 pandemic, the meeting was held as a virtual meeting via Zoom. CDOT recapped the background and goals of the project and presented new design updates based on community feedback heard since the first meeting. Questions and comments were collected during the presentation with CDOT fielding a Q&A. Additional questions and comments were requested through emails to CDOT and aldermanic offices.

The project team collected questions and categorized and summarized responses below.

Summary of Meeting Attendance

- 314 people registered to attend the virtual meeting
- 197 people attended the meeting (either via Zoom or calling in from a phone)
- 343 individual questions/comments were entered in the Q&A box

Summary of Questions Received with Responses

Please note, multiple questions on similar topics were consolidated.

Topic	Summary of Comment/Question	Response
Scope	Why was Dickens selected for the Neighborhood Greenway?	Dickens was first identified in the Streets for Cycling 2020 plan as a Neighborhood Bike Route. CDOT has reviewed the street network and found that the existing wide street, traffic signals, and natural traffic diverters can provide a low-stress alternative to other bike routes nearby. Observations revealed a high amount of people biking in the contraflow direction and is used by people of all ages and abilities.
Scope	What are the limits of the Neighborhood Greenway?	The Neighborhood Greenway includes Dickens – Magnolia to Stockton & Magnolia – Clybourn to Dickens. The Neighborhood Greenway will create a connection between the existing bike route on Clybourn to Lincoln Park Zoo and Lincoln Park at Stockton.
Traffic Calming	What traffic calming measures are proposed?	The greenway will include a variety of traffic calming measures that will improve the street for all modes. Most of these elements are focused on enhancing pedestrian safety and traffic calming. These include: reduced 20 mph speed limit, high visibility crosswalks, smooth speed humps, contraflow bicycle lanes, signage, and pedestrian curb extensions.

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Traffic Calming	How will pedestrian curb extensions work?	Concrete curb extensions are proposed at intersections with existing pedestrian crosswalks. These measures reduce the crossing distance for people walking while increasing visibility from vehicles. They also help to reinforce stop signs for vehicles and prevent illegal parking. Additionally, they narrow the street width both visually and physically which helps to reduce and encourage lower motor vehicle speeds.
Traffic Calming	How do smooth speed humps work?	These types of speed humps have a more gradual profile, making them more comfortable to bike and drive over at a low speed. The updated profile works in conjunction with the new 20 mph speed limit by redesigning the street to encourage a consistent, slower speed for both people driving and biking.
Traffic Calming	I would like to see additional traffic calming measures at specific locations.	Thank you for your feedback. CDOT has collected and is reviewing input for additional traffic calming and design revisions.
Traffic Calming	Will the Neighborhood Greenway reduce cut-through traffic?	CDOT heard from the community and observed that Dickens is used as a cut through street for motor vehicles. The Neighborhood Greenway will incorporate traffic calming measures that create slow, consistent speeds for all users of the street. By designing streets for slower and calmer speeds, neighborhood greenways have been shown to help reduce cut through volumes and motor vehicle speeds.
Traffic Calming	Can landscaped bumpouts be installed instead of concrete bumpouts?	Any plantings, including landscaped pedestrian curb extensions require a maintenance agreement with an established community organization. If you are interested in a landscaped pedestrian curb extension, please reach to CDOT at CDOTbikes@cityofchicago.org to discuss options and opportunities.
Traffic Calming	How far will the pedestrian curb extensions enter the street?	The concrete curb extensions will shadow the parking lane and will not interfere with the dedicated contraflow lane nor shared travel lane.
Usage	What has the usage been like for other Neighborhood Greenway in Chicago?	CDOT has analyzed the performance of existing neighborhood greenways and found that crashes reduced while the number of people biking increased. Past Neighborhood Greenways include the Glenwood Greenway, Berteau Greenway, and Wood Greenway.

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Usage	Will people walking be allowed in the Neighborhood Greenway similar to the Shared Street Program?	No. The Shared Streets program and Neighborhood Greenway are separate projects. The Dickens Shared Street concluded in 2020 and reprioritized the street during the Covid-19 pandemic to allow for safe and socially distanced travel. During the Shared Street program, people walking were allowed in the street and vehicles were slowed with temporary traffic calming measures. The Neighborhood Greenway will install permanent traffic calming measure and will formalize people biking in both directions. However, the Neighborhood Greenway does not promote people to walk in the street. People walking should use the sidewalks.
Design	Will the two-way segments of Dickens be converted to one-way?	CDOT is not recommending altering the street direction for motor vehicles. Where Dickens is one-way, a contraflow bike lane will be created to allow for bi-directional bike travel. Motor vehicle flow will be unaffected.
Neighborhood Greenways	Do any other Neighborhood Greenways connect through parks?	Yes. Manor Neighborhood Greenway connects users of the North Branch Channel Trail into Horner Park. A new concrete island and bicycle crossing was installed on Montrose that directs people biking to enter Horner Park onto the existing shared use paths. Additionally, the Glenwood Greenway routes people biking through Triangle Park via the shared use trail.
Neighborhood Greenways	Are Neighborhood Greenways safe?	Yes. Nationally and locally Neighborhood Greenways have been proven to reduce motor vehicle speeds and volumes. CDOT has analyzed the performance of existing greenways and found that crashes reduced while the number and variety of people biking have increased.
Contraflow Bike Lane	How do Contraflow Bike Lanes work?	Contraflow lanes allow people to bike in both directions on one-way streets by providing a dedicated bike lane in the opposite direction of motor vehicle traffic. Contraflow bike lanes are commonly installed on one-way streets where two-way biking is already occurring. By formalizing two-way biking, contraflow bike lanes help to better organize the street by separating automobiles from bicyclists already riding in the opposite direction. This provides clear expectations for all users of the street and provides dedicated space for all modes and directions of travel. Contraflow bike lanes also help calm traffic and encourage slower vehicle speeds by narrowing the travel lane for motor vehicles.

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Contraflow Bike Lane	Why does Dickens need a Contraflow Bike Lane?	Dickens is currently a wide one-way street between Magnolia & Halsted and Cleveland & Clark yet experiences people biking in both directions. CDOT observations found that in the peak travel times, 33% of people biking on Dickens were doing so in the contraflow movement. Dedicating a lane for this movement will better organize the street and make all users of the street more predictable to one another.
Contraflow Bike Lane	How will the Contraflow Bike Lane operate at alleys?	Where the contraflow bike lane crosses alleys, green pavement markings and signage will highlight where bikes and motor vehicles interact. Motor vehicles exiting and entering alleys where the contraflow lane interact should continue to look both ways for people walking and biking.
Oz Park	How do people biking in Oz Park interact with park users/activity?	Oz Park currently has a wide shared use path that is already used by both people biking and walking. CDOT conducted various observations of the existing shared use path in Oz Park. Observations were conducted during weekday (before, during, and after school) and weekend (including during baseball games) time periods. Staff observed how people walking and biking interacted with one another found users reasonably shared the space.
Oz Park	How will people biking enter Oz Park?	To help encourage slow speeds entering Oz Park a new curb ramp for people biking and strategically positioned bike racks will create an offset route. This offset route will prohibit a direct path from the street to the shared use path to communicate bikes are entering a shared space. This approach has been successfully implemented at other locations within Chicago.
Oz Park	Can the path be widened to accommodate a bike only lane?	CDOT does not propose widening the path in Oz Park to create a bike only lane. The existing path is currently 14-ft paved with a 4-ft wide soft shoulder, totaling 18-ft. Current minimums national standards for shared-use paths are 10-ft. Widening the path further would require the removal of several trees.
Oz Park	Why was the Neighborhood Greenway routed through Oz Park?	Oz Park currently has a wide shared use path that is already used by both people biking and walking. This existing shared use path exceeds the national minimum width standards for shared use paths and provides the most direct and accessible route for people biking.
Oz Park	Will any trees be removed?	No. No trees in Oz Park or along the Neighborhood Greenway will be removed as part of this project.

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St James School	How will the Neighborhood Greenway interact with pick up/drop off activity at St James School?	CDOT worked with the Ward and St James School to include traffic measures and to ensure the Neighborhood Greenway will not negatively impact school activity. New raised crosswalks will slow vehicles and help children and families cross Dickens and Fremont. Additional signage including stop signs for people biking and new school zone signs for pick-up and drop-off will be installed.
Enforcement	How will the Neighborhood Greenway help enforce the rules of the road for all users?	All users of the street, no matter whether they are driving, biking, or walking, have a responsibility to follow the rules of the road. In conjunction with implementation of the Neighborhood Greenway, CDOT will educate the community with the help of the SAFE Ambassadors. CDOT's SAFE (Streets are for Everyone) ambassadors will be sent out on Dickens to inform the community on the forthcoming design and teach how the design will operate.
Enforcement	Can I bike on the sidewalk?	People over the age of 12 are not permitted to ride on the sidewalk in Chicago. With the installation of the Neighborhood Greenway, the street will be designed for all ages and abilities to feel comfortable and safe to bike on the street.
Parking	Will any residential parking be affected by the greenway?	No. CDOT is not recommending any reductions to on-street parking as part of this project. Concrete pedestrian curb extensions are proposed at intersections where existing No Parking Tow Zone signs are located.
Parking	Will any bike parking be included in this project?	Additional bike parking will be installed in Oz Park and around Lincoln Park High School. CDOT is looking for opportunities for additional bike parking and seeking input from the community on locations. Please visit: https://bikeparking-chicago.hub.arcgis.com to submit locations for bike parking.
Parking	Will delivery vehicles still be allowed on the Neighborhood Greenway?	Yes. Delivery vehicles will still be allowed to access the street.
Emergency Access	Will emergency vehicles be able to access the Neighborhood Greenway?	Yes. The neighborhood greenway was designed to accommodate emergency vehicles as well as maintenance vehicles including plowing, sweeping, and garbage collection.
Divvy	Are any additional Divvy stations included in this project?	No additional Divvy stations are proposed as part of this project.
Public Input	What previous public outreach efforts have happened?	Two community meetings were held for this project in 2019. Both meetings were well attended. Previous input and community feedback have been incorporated into the design.

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Funding	How will this project be funded?	This project will utilize a combination of local and federal funding.
Funding	How much will this project cost?	This project is expected to cost approximately \$900,000.
Timeline	What is the timeline?	After all community input has been reviewed and any revisions to the design implemented, construction is planned to occur in Summer/Fall 2022.
Resources	Where can I find additional resources on biking in Chicago?	Check out Chicagocompletestreets.org for additional information such as active projects, SAFE (Streets Are For Everyone) ambassador information, bike routes, and additional resources.