

South Lawndale

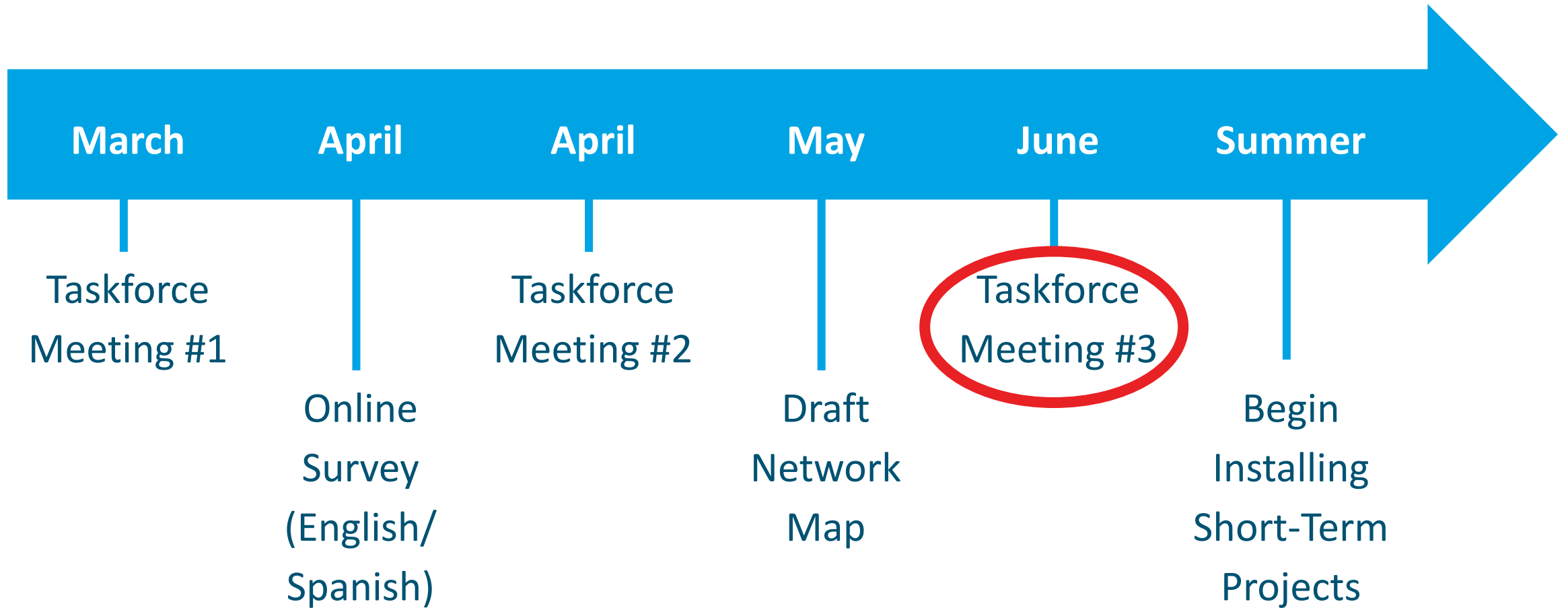
Neighborhood Bike Network

Neighborhood Taskforce Meeting #3

June 29, 2022



TIMELINE



GOALS FOR TODAY

- ▶ Recap engagement to date
- ▶ Summarize survey
- ▶ Review draft network plan
- ▶ Discuss priorities & trade-offs for short-term projects

WHAT WE'VE DONE SINCE LAST MEETING

- ▶ Attended and engaged with folks at community events
- ▶ Promoted the online survey
- ▶ Distributed materials to community partners and local businesses
- ▶ Began Learn-to-Ride classes in South Lawndale
- ▶ Held giveaways and engagement events at targeted intersections
- ▶ Analyzed community identified streets for potential bike routes

COMMUNITY ENGAGEMENT

- ▶ 15+ meetings & events
- ▶ 20 community-based organizations
- ▶ 500+ people engaged
- ▶ 200 survey responses

COMMUNITY ENGAGEMENT

SAFE Ambassadors Learn-to-Ride

- ▶ La Villita Park
- ▶ Piotrowski Park – begins in July 5th Mondays & Wednesdays
- ▶ Ambassadors can attend your event!



COMMUNITY ENGAGEMENT

Community Events

- ▶ Spring 2022 Education + Wellness
- ▶ Biking out Negativity

Pop-Up Engagement

- ▶ La Villita Library
- ▶ Intersection giveaways

Contacted additional stakeholders

- ▶ Little Village Chamber of Commerce
- ▶ Blue Door Neighborhood Center
- ▶ Sanchez Bikes



COMMUNITY ENGAGEMENT

Canvassing at community identified destinations

- ▶ Parks
- ▶ Commercial Corridors
- ▶ Churches
- ▶ Businesses
- ▶ Grocery Stores
- ▶ Schools

Let's us know about your upcoming events



SURVEY RESULTS TO DATE

- ▶ 200 responses so far
- ▶ English & Spanish
- ▶ Keep spreading the word!

WHAT WE'VE HEARD

Challenges to getting around in South Lawndale

1. People driving dangerously (too fast, too close, distracted, etc) – **80%**
2. There are not safe places to ride a bike – **76%**
3. Infrastructure conditions – **76%**

What's your biggest barrier to getting around the neighborhood?

potholes
people feel
Safety
Don't
Traffic
streets
protected
lanes safe
bike
driving
infrastructure
biking
enough
fast
fewer
bikes

WHAT WE'VE HEARD

How would you like to get around South Lawndale?

1. Bike – **83%**
2. Walk – **83%**
3. Transit – **48%**
4. Motor Vehicle – **23%**

It's easy to get around by bike in South Lawndale



South Lawndale would be a better place to live if more people rode bikes



WHAT WE'VE HEARD

What would make you bike more in South Lawndale

1. More bike routes in my neighborhood – **87%**
2. More places to ride a bike separated from cars – **85%**
3. Less dangerous driving – **79%**
4. Slower motor vehicle speeds – **56%**

WHAT WE'VE HEARD

What would it take for you to start riding a bike?

1. More bike routes in my neighborhood – **52%**
2. More places to ride a bike separated from cars – **44%**
3. Less dangerous driving – **44%**

How would you feel riding a bike on commercial streets with protected bike lanes?



How would you feel riding a bike on commercial streets without protected bike lanes?



Very Uncomfortable Uncomfortable Neutral Mostly Comfortable Very Comfortable

What's the most important destination within the neighborhood?



What's the most important destination outside the neighborhood?



POTENTIAL BIKE NETWORK

- ▶ **Neighborhood Street** – Side streets that focus on slowing cars and stopping cut-through traffic
- ▶ **Arterial Streets** – Busier streets that would benefit from Protected Bike Lanes

NEIGHBORHOOD STREETS

Neighborhood streets are...

- ▶ Low-volume residential streets (side streets) designated for people biking
- ▶ More comfortable alternative to busy arterial streets
- ▶ Connect to community destinations like schools and parks
- ▶ Traffic signals/stop signs to help cross 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

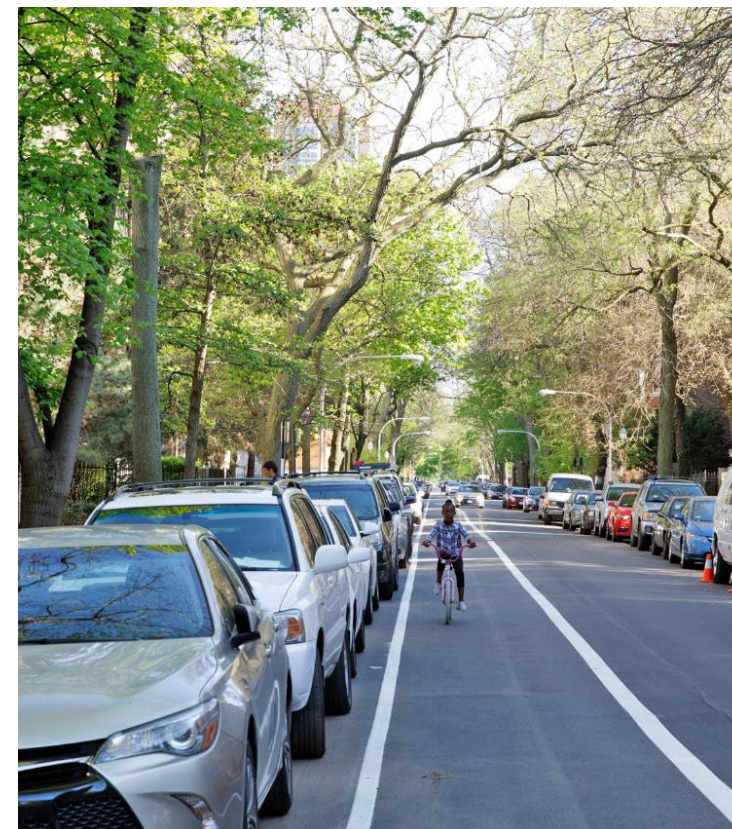
NEIGHBORHOOD BIKE ROUTES



Marked Shared Lanes



Contraflow Bike Lanes

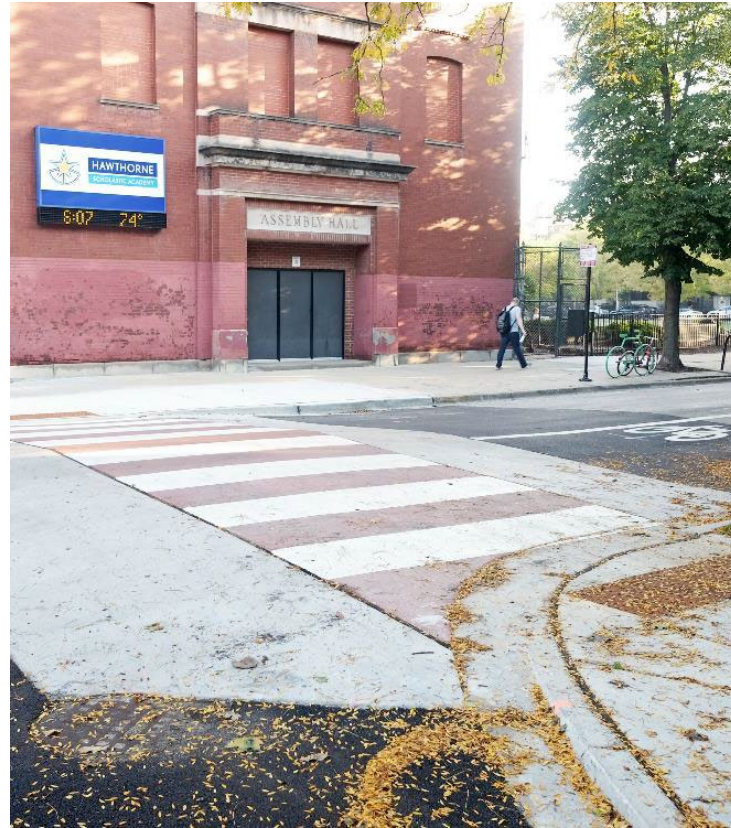


Bike Lanes

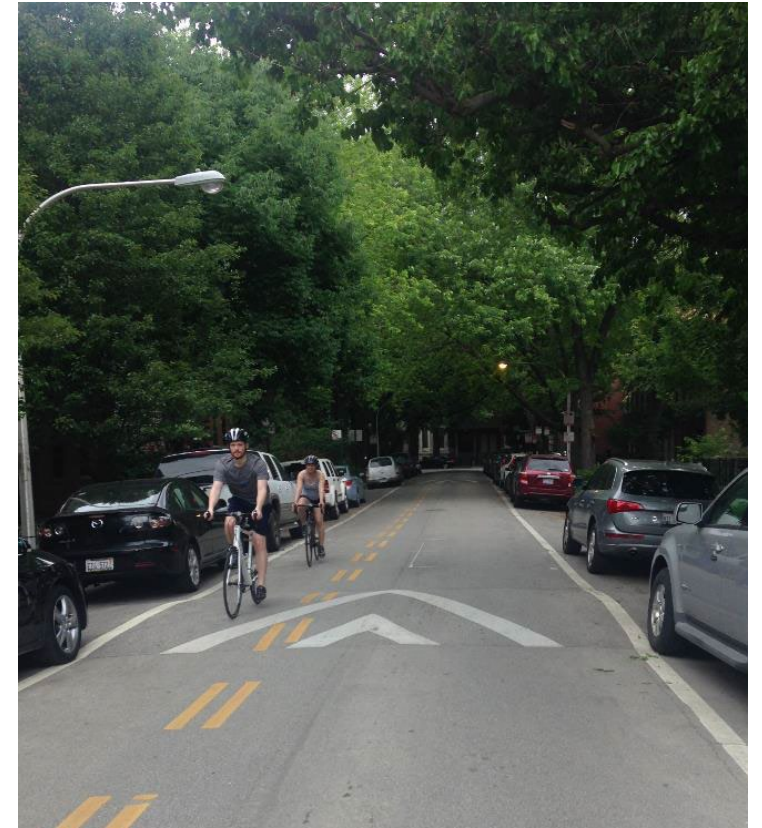
NEIGHBORHOOD BIKE ROUTES - TRAFFIC CALMING



Concrete Bump-Outs



Raised Crosswalks

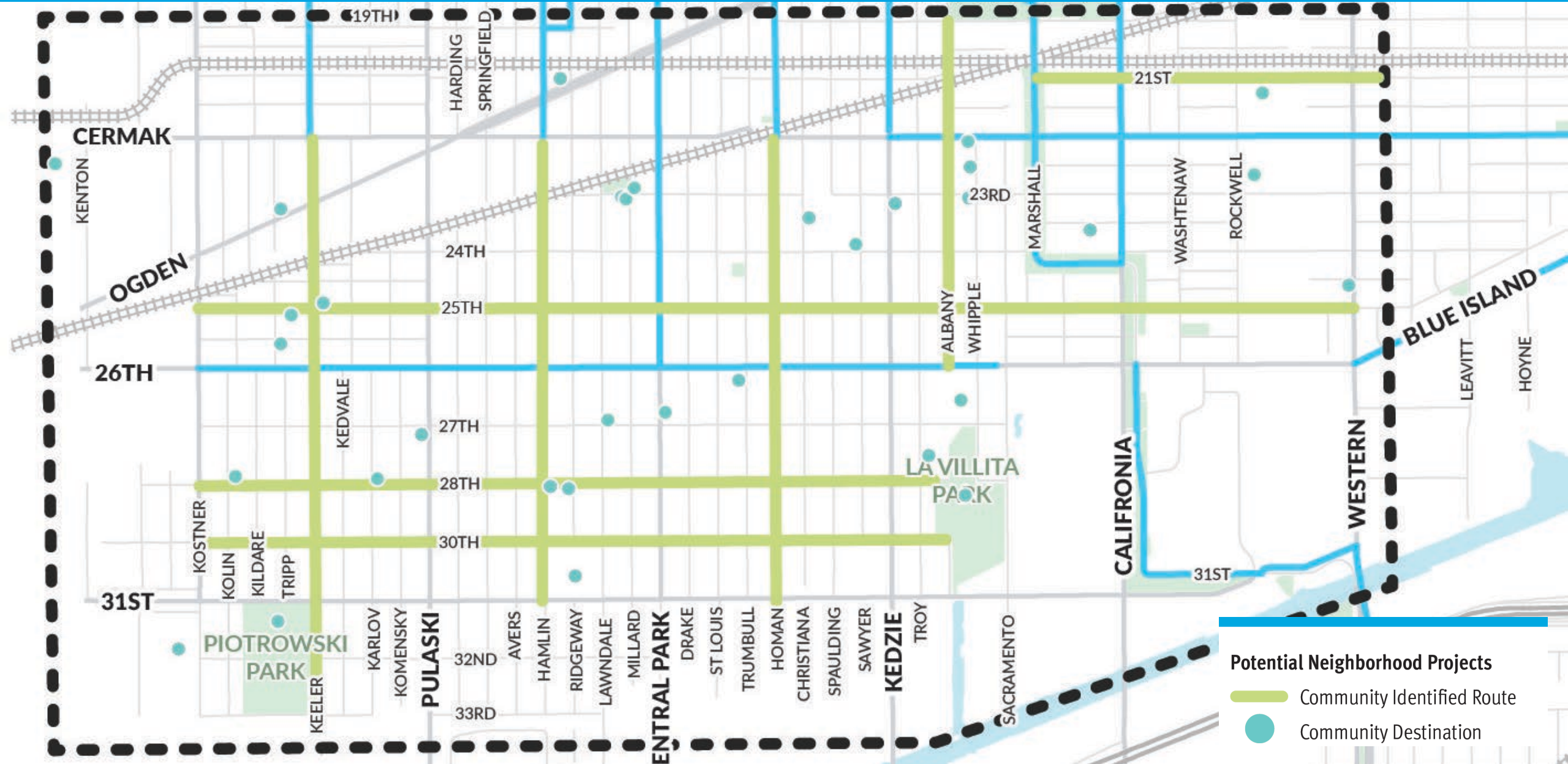


Smooth Speed Humps

NEIGHBORHOOD BIKE ROUTES - TRAFFIC DIVERTERS



POTENTIAL NEIGHBORHOOD STREETS



ARTERIAL STREETS

Arterial streets...

- ▶ Arterial streets are busier streets with higher speeds, sometimes commercial corridors
- ▶ Truck traffic
- ▶ Arterial streets in South Lawndale are narrow
- ▶ Limited opportunity for protected bike lanes without significant tradeoffs with on-street parking

Arterial streets can be made more comfortable by...

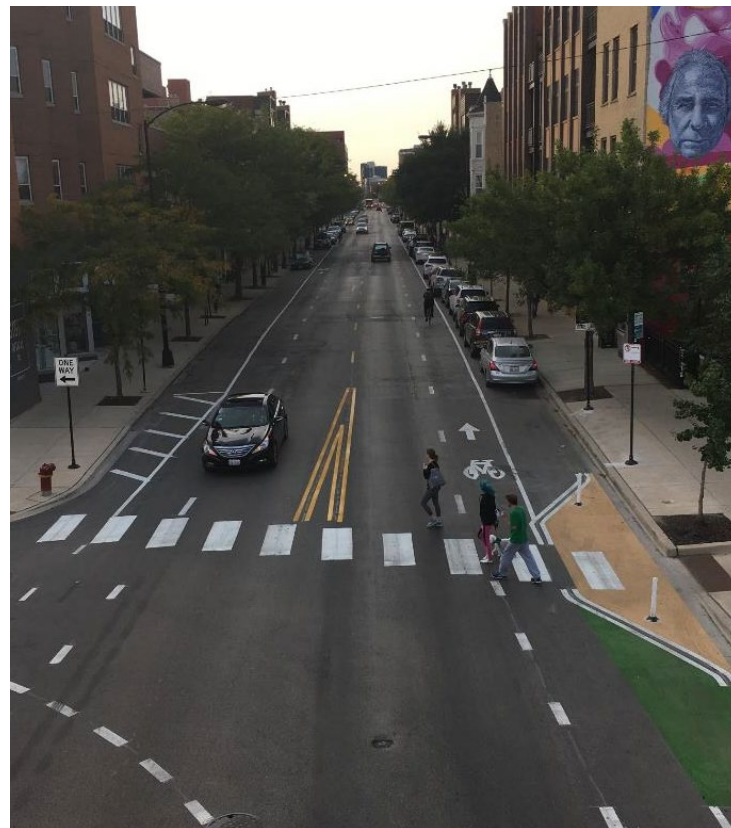
- ▶ **Separating Bikes from Cars** – Consolidating on-street parking to install protected bike lanes
- ▶ **Reducing the Speed of Cars** – Traffic calming elements to encourage safe travel speeds by people driving

ARTERIAL STREETS

Depending on street width...



Bike Lanes

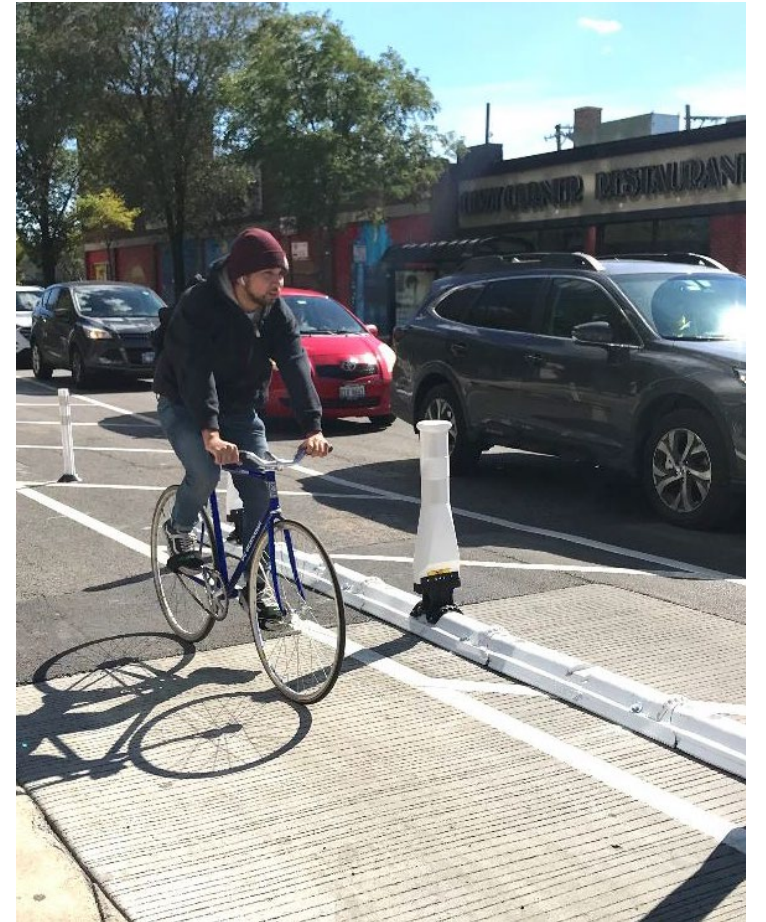


Dashed Bike Lanes

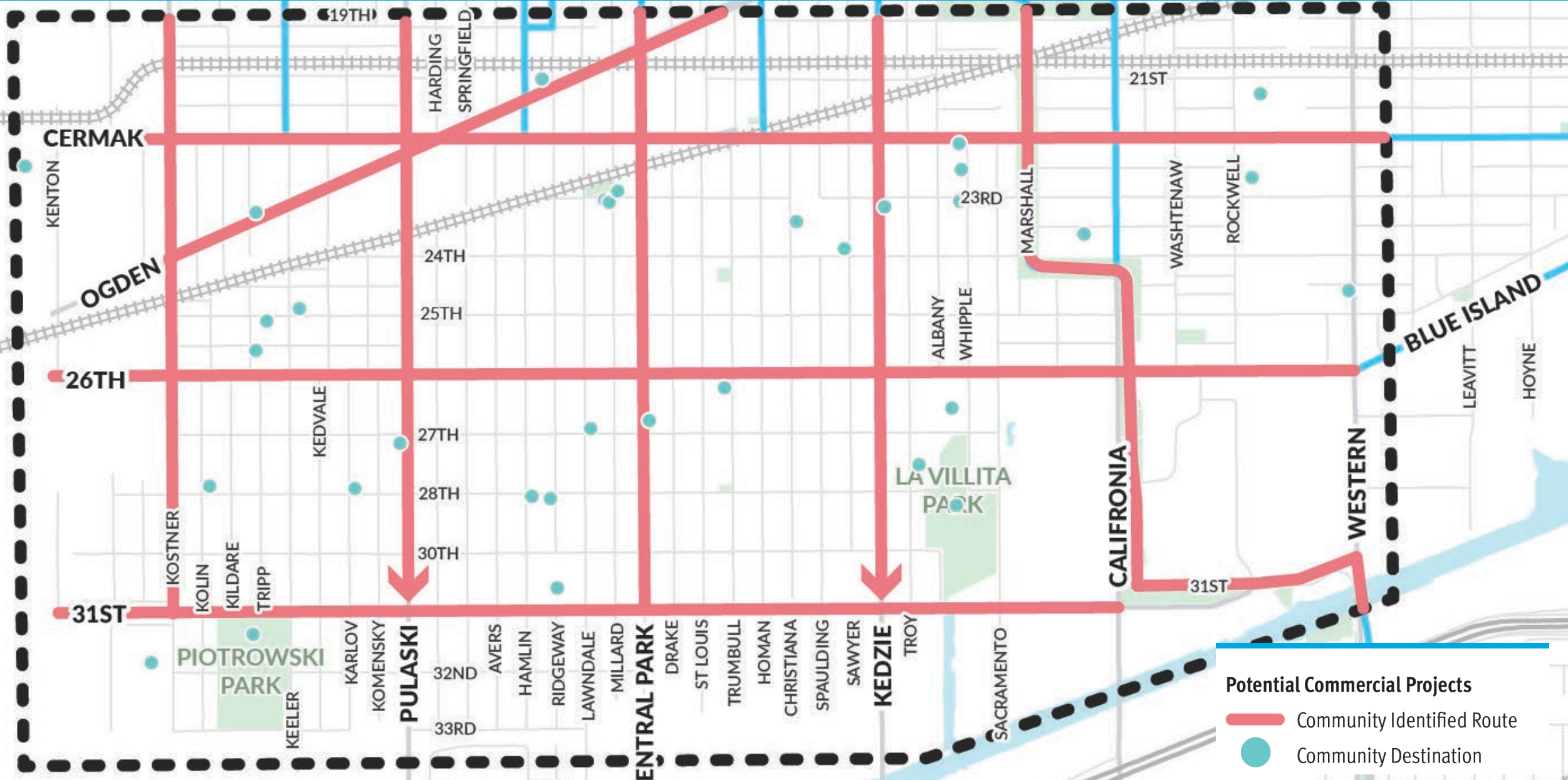


Buffered Bike Lanes

PROTECTED BIKE LANES






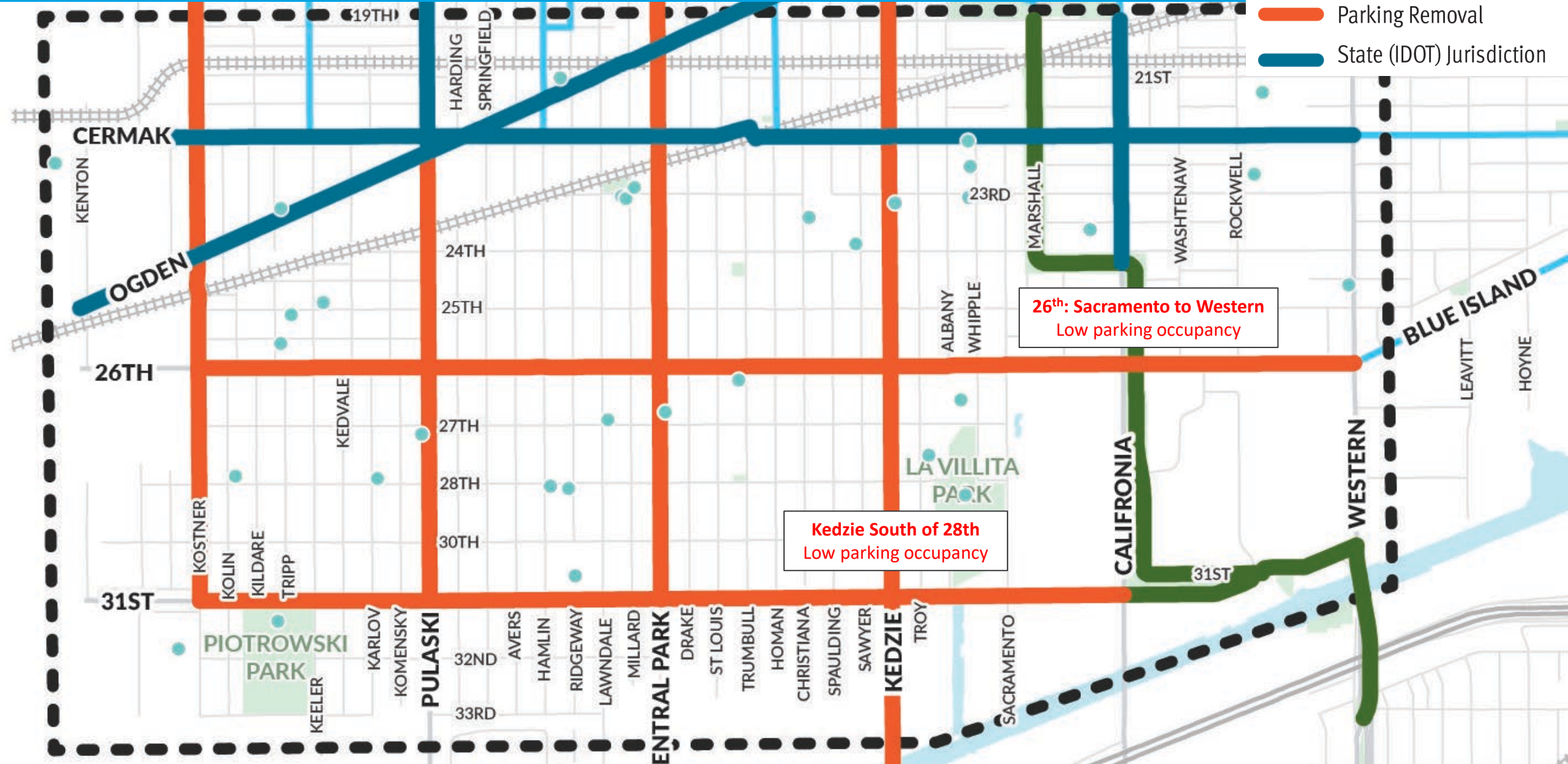
POTENTIAL ARTERIAL STREETS



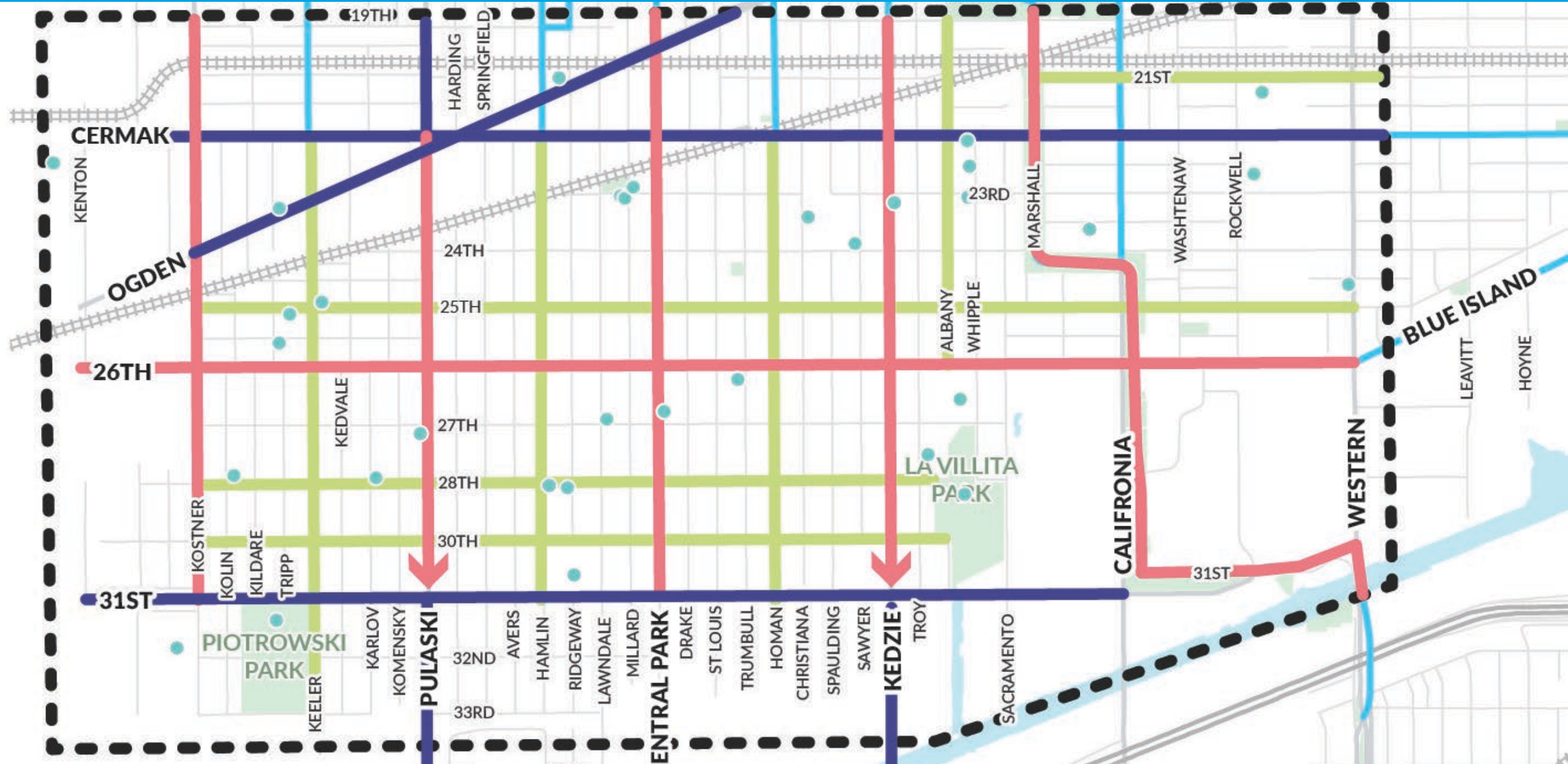
PROTECTED BIKE LANE FEASIBILITY

Protected Bike Lane Feasibility

-  No Changes to Parking
-  Parking Removal
-  State (IDOT) Jurisdiction



RECOMMENDED BIKE NETWORK



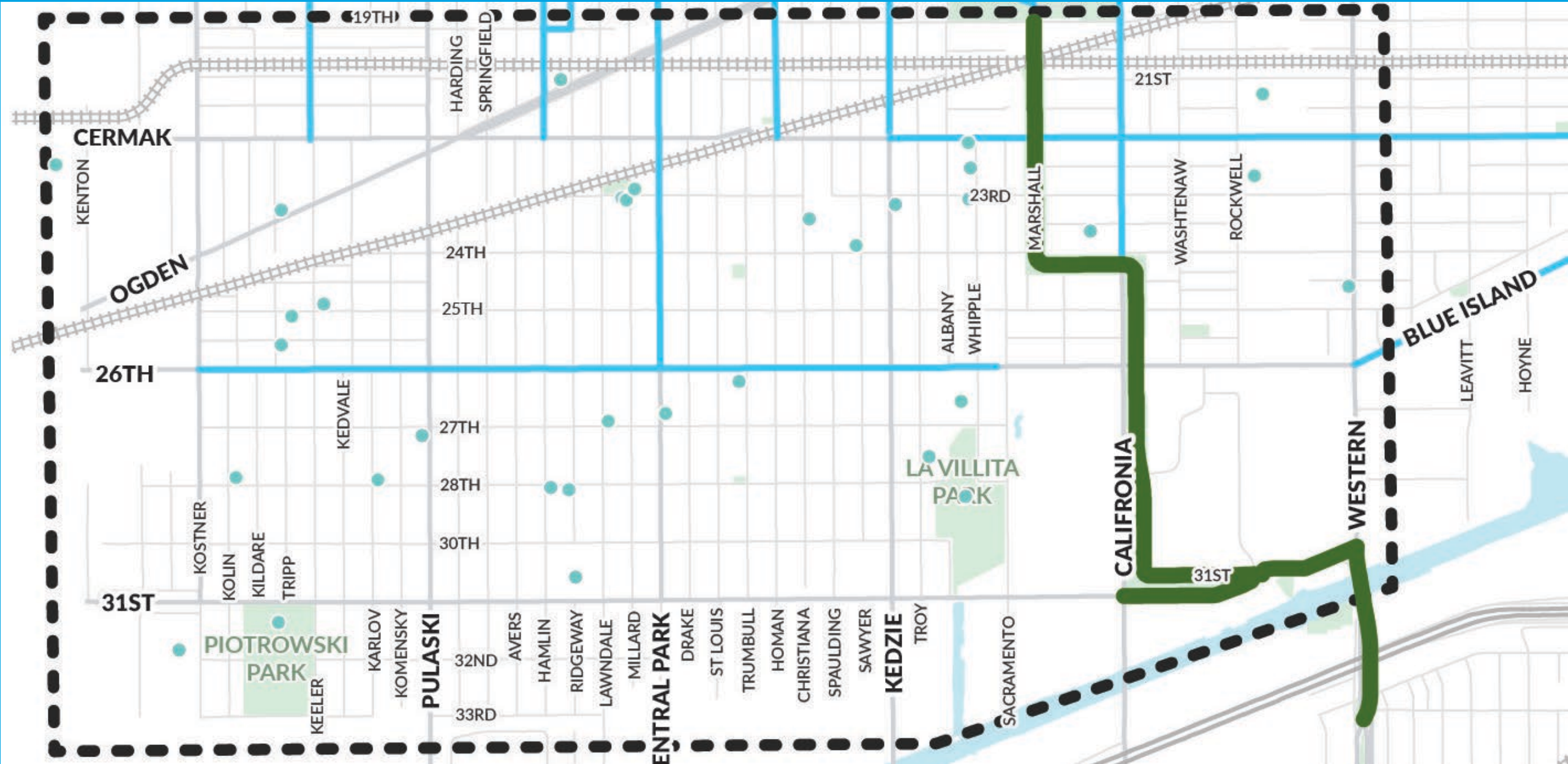
NEXT STEPS

- ▶ Finalize short-term projects based on your feedback
- ▶ Continue to promote the survey
- ▶ Continue to engage with South Lawndale at community events

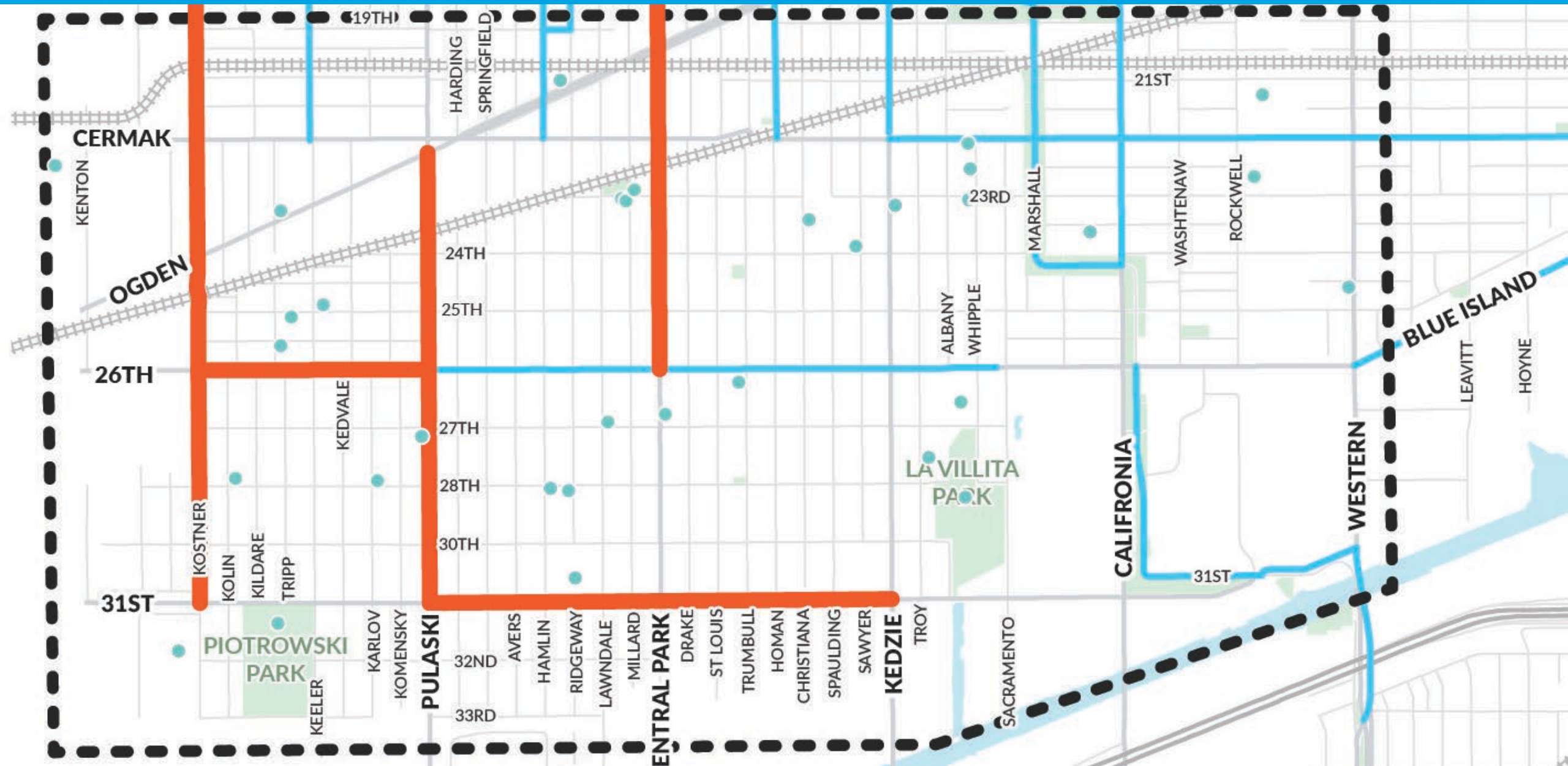
THANK YOU!

Let's continue the conversation. We can email, talk on the phone, or schedule a follow up virtual meeting.

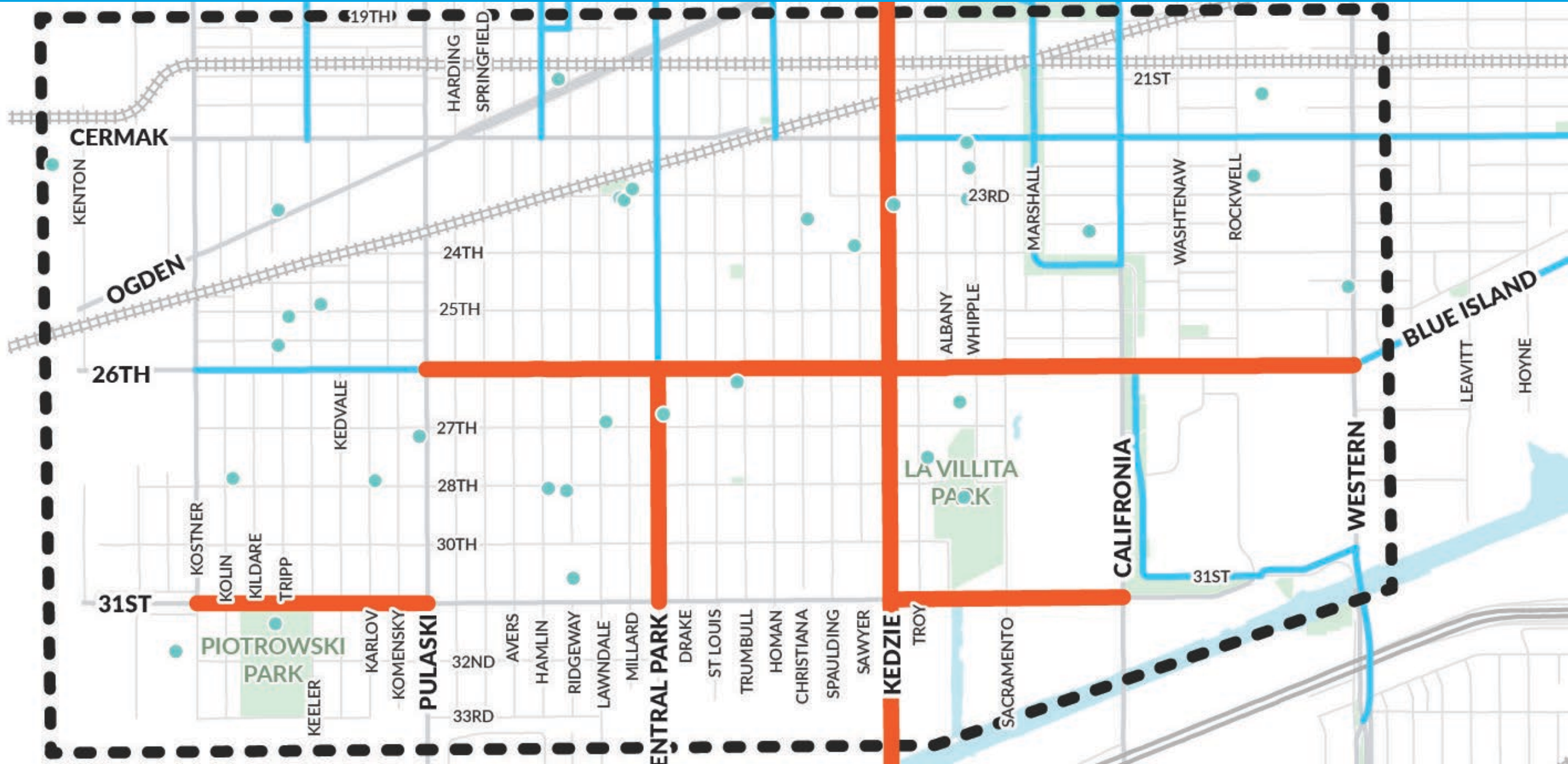
FEASIBILITY – PARKING CAN REMAIN



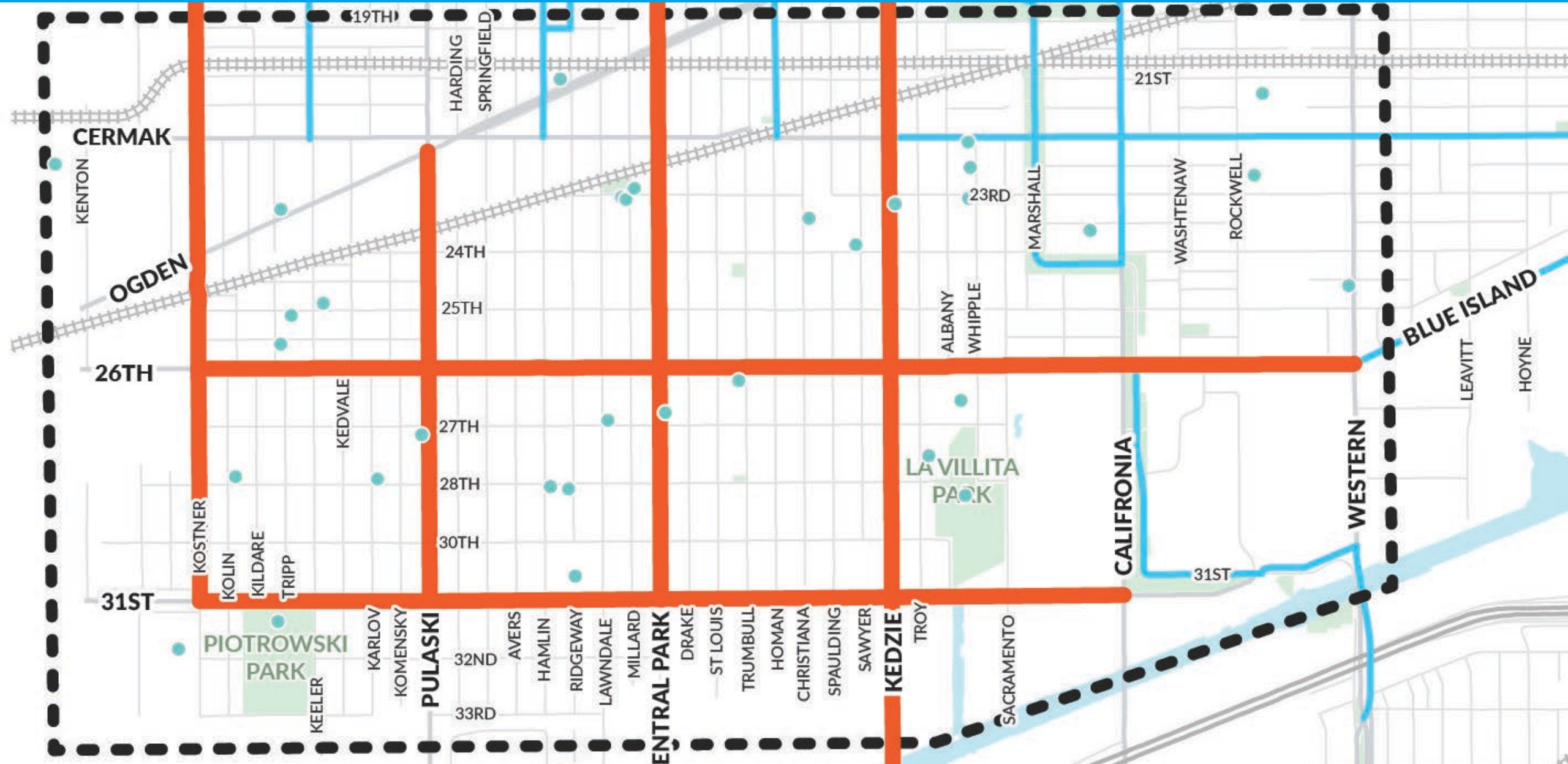
FEASIBILITY – PARKING REDUCTION (1-SIDE)



FEASIBILITY – PARKING REDUCTION (2-SIDE)



FEASIBILITY – PARKING REDUCTION



FEASIBILITY – IDOT

