

Chicago Mobility Collaborative
June 13, 2024
6:00 PM – 7:30 PM
Douglass Park Cultural and Community Center
Meeting Summary

Event Date & Time: Thursday, June 13, 2024- from 6:00 – 7:30 PM

Number of Attendees: 119 total attendees (including participants joining via Zoom and in-person at Douglass Park)

CDOT Staff Attendees: Romina Castillo; David Smith; Erica Schroeder; Vanessa Irizarry; Cody Matchen

Guest speaker: Vanessa Irizarry, CDOT; Sarah Moore, IDOT

Leadership Group Attendees: Rochelle Jackson, Ismael Cuevas,

Summary of Meeting: This meeting was held both in-person at Douglass Park Cultural & Community Center, and virtually via Zoom. CMC representative, Rochelle Jackson 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. Scott from the 24th 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, David Smith, Director of Complete Streets at CDOT shared some Department updates, upcoming projects, and initiatives, see below for a complete list of updates. Vanessa Irizarry from CDOT provided an overview of the Ogden Ave Streetscape Project. Sara Moore was invited to discuss IDOT's efforts in the agency's Public Participation and Engagement Initiative. Romina Castillo, Director of Outreach and Engagement introduced the Community Tables facilitated by representatives of CDOT, CTA, UIC, the Pedestrian and Traffic Safety Committee, civic organizations, and members of the public. These conversations are summarized below.

CDOT Updates:

- Independence Boulevard (between Taylor and Polk)
 - Lowered the grade of landscaped area to keep stormwater from running into the bike lane/street
 - New Pedestrian Lighting that is dark sky friendly has been installed.
 - The first pour of new concrete trail on a Historic Boulevard in decades went down. Carbon Cure concrete was used - it embodies the carbon within the concrete, so it has a lower carbon footprint and is climate friendly.
- Damen Green Line

- Crews are making great progress on the new Damen Green Line CTA station, which will open this summer and fill an important transit gap on the Near West Side.
- Chicago Ave bus lane
 - CDOT is installing red bus-only lanes on Chicago Avenue between Sangamon St and Larrabee St.
 - And is completing the installation of new bus priority lanes between Grand Avenue and Cambell Ave.
 - This work builds upon previous transit projects on Chicago Ave, creating a nearly continuous 3.9 miles bus lane from Grand to Ashland and from Milwaukee to Michigan Ave.
 - Chicago Ave is part of a network of corridors identified in the Better Streets for Buses Plan released by CDOT and CTA.

Community Tables Summaries

Table 1 – Better Streets for Transit: BRT corridor implementation: building projects and building coalitions

Facilitators – Robert Schultz, (ATA), Jennifer Henry (CTA), Jason Meter (CTA), David Smith (CDOT), Julia Hage, CNT

- Action Items
 - No action items were identified.
- High-level participant feedback and conversation overview
 - Bus prioritization planning should be centered in equity through inclusive community engagement.
 - Implement multi-modal corridors by better coordinating bike lane infrastructure planning, design, and installation along with bus priority corridors.
 - Prioritize corridors in transit-disconnected areas.
 - Provide a path forward for automated enforcement of bus lanes, bus stops, and bike lanes.

Table 2 - Beyond the Bike Lane: Divvy & Scooter Updates: how we are building a better system together

Facilitators – David Powe, CDOT

- Action Items
 - Continue expanding the network.
- High-level participant feedback and conversation overview
 - Participants are interested in reconvening this community table to get updates about micromobility more often.
 - A future conversation topic will be identifying locations for infill stations across the city.

- Data gaps identified: CDOT is working on how to better address fees associated with docking outside of a station when the station is full.

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
 - Suggestions and recommendations discussed during this conversation about enforcement:
 - Using automated enforcement adjusted to having lower fines.
 - Use non-fine tickets by referring individuals to driver’s education modules.
 - Focus on equitable ticketing – use the revenue generated by speed cameras to improve infrastructure at the location of the cameras.
 - Suggestions and recommendations discussed about education and engagement:
 - Messaging campaigns should emphasize the impact and harm that speed has on the safety of the most vulnerable road users such as children, older adults, and people with disabilities.
 - Leverage social media to reach a wider audience.
 - Partner with community groups to co-design public awareness campaigns.
 - Prompt news outlets to publish stories about speed limit changes.

Table 4 – Featured Project: Project Sidewalk – Yochai Eisenberg, UIC – Project Sidewalk Team

- Action Items
 - Schedule a meeting between Project Sidewalk team at UIC and representatives from NLCCC Transportation Committee.
- High-level participants feedback and conversation overview
 - This table tested the Project Sidewalk tool to identify problematic intersections across North Lawndale.
 - The group discussed how Project Sidewalk could potentially be used by North Lawndale community groups and by the Alder to prioritize pedestrian infrastructure improvements in her Ward.

- Participants pointed out that residents, to help collect data with this tool, should be compensated for their time and local expertise.

Table 5 – Walkshop: Street Activations & Placemaking – Jonathan Kelley, Pop Up Spot

- Action Items
 - No actions identified.
- High-level participants feedback and conversation overview
 - This table tested the Project Sidewalk tool to identify problematic intersections across North Lawndale.
 - The group discussed how Project Sidewalk could potentially be used by North Lawndale community groups and by the Alder to prioritize pedestrian infrastructure improvements in her Ward.

Announcements

- [Envision Summer Cycling](#) – Sign up to become a buddy cycling volunteer.