



# Chicago Mobility Collaborative

**Quarter 2 Session**

**June 13, 2024**

**Douglass Park**





# Agenda

- Welcoming
- Community Voices
- CDOT Updates
- Knowledge-sharing presentation: Ogden Ave. Streetscape, CDOT
- Partner/Project Introduction: Public Engagement Initiative, IDOT
- Community Tables overview
- Community Tables breakout conversations
- Regroup
- Announcements
- Meeting Close

# **Today's goals**

1. Make new connections and identify opportunities for partnerships.
2. Inform the public on key CDOT projects, traffic safety data, and traffic safety strategies.
3. Advance conversations and efforts identified at past Community Tables.
4. Discuss opportunities for actions and advocacy efforts.



## **CMC Goal**

**The goal of the Chicago Mobility Collaborative is to establish a forum for meaningful participation, where collaboration is encouraged, learning is facilitated, partnerships are fostered, and where Chicagoans have a voice in the decision-making that impacts them.**

# **Community agreements of engagement**

1. Listen actively to understand others' views and perspectives.
2. One person speaks at the time.
3. Seek clarity, avoid making assumptions.
4. Be accountable for your words and their impact.
5. Your experience is valuable and unique, and it is worth sharing.
6. Provide constructive criticism of ideas and projects, not of individuals.



# Community Voices

Ald. Scott

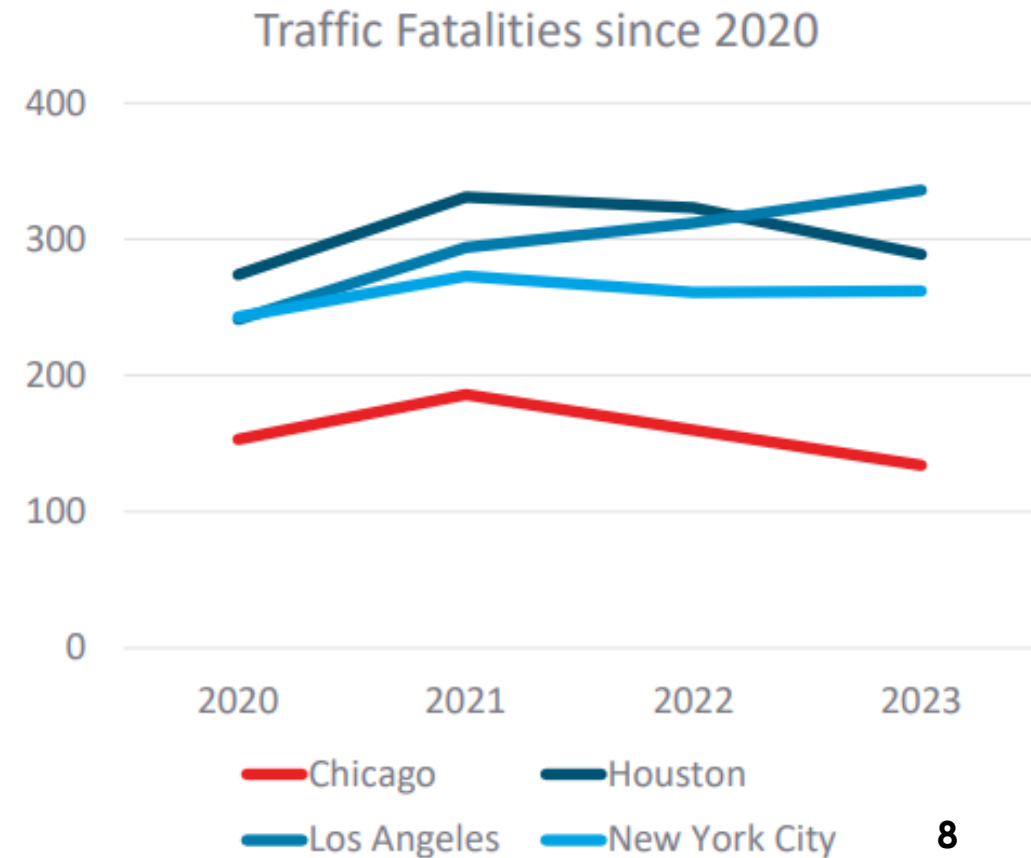


# CDOT Updates

Traffic Safety Data & Project Highlights

# Complete Streets Projects Make Our Streets Safer and Can Save Lives

- ▶ Traffic injuries and fatalities rose after Covid-19, matching with nationwide trends
- ▶ Chicago saw a 30% decrease in traffic fatalities in from 2021 to 2023
- ▶ Corresponds to the implementation of more complete streets improvements than ever before





## Traffic Fatalities in the City of Chicago

### April 2024 Update

		People Walking	People Biking	People in Motor Vehicles*	All Modes
THIS MONTH	April 2024 (CPD Provisional)	1	0	5	6
THIS YEAR	Jan - Apr 2024 (CPD Provisional)	13	0	17	30
LAST YEAR	Jan - Apr 2023 (CPD Provisional)	19	0	22	41
5-YEAR AVERAGE	Jan - Apr 2018 - 2022 (IDOT)	12.6	1.4	22.4	36.4
10-YEAR AVERAGE	Jan - Apr 2013 - 2022 (IDOT)	12.6	1	21.5	35.1

Illinois Department of Transportation (IDOT); \*does not include crashes on interstates, includes motorcycles and other vehicles

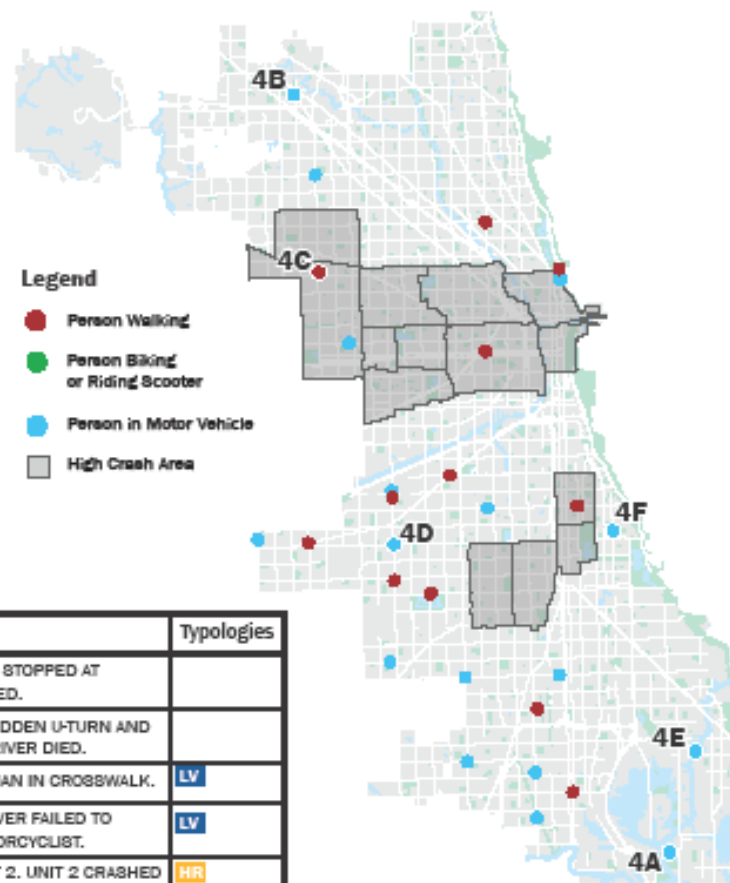
### Fatal Traffic Crashes in April 2024 (PROVISIONAL):

Map Key	Crash Date	Crash Time	Crash Location	Victim	# Fatal	Crash Circumstance	Typologies
4A	4/4/2024	2:45 PM	2401 E 130TH ST	DRIVER	1	UNIT 1 REAR ENDED CARS STOPPED AT SIGNAL. UNIT 1 DRIVER DIED.	
4B	4/6/2024	5:25 PM	5883 N MILWAUKEE AVE	DRIVER	1	UNIT 1 DRIVER MADE A SUDDEN U-TURN AND STRUCK UNIT 2. UNIT 1 DRIVER DIED.	
4C	4/11/2024	4:05 AM	1701 N CENTRAL AVE	PEDESTRIAN	1	DRIVER STRUCK PEDESTRIAN IN CROSSWALK.	LV
4D	4/14/2024	7:13 PM	5501 S PULASKI RD	MOTORCYCLIST	1	LEFT TURNING UNIT 1 DRIVER FAILED TO YIELD TO ONCOMING MOTORCYCLIST.	LV
4E	4/22/2024	2:40 AM	3033 E 108TH ST	DRIVER	1	UNIT 1 WAS CHASING UNIT 2. UNIT 2 CRASHED INTO A POLE. UNIT 2 DRIVER DIED.	HR
4F	4/30/2024	1:00 PM	5335 S WOODLAWN AVE	DRIVER	1	UNIT 1 DRIVING ERRATICALLY STRUCK UNIT 2. UNIT 1 FLIPPED AND DRIVER DIED.	

### About this Report

The Chicago Department of Transportation (CDOT) conducts a timely analysis of fatal traffic crash reports furnished by the Chicago Police Department (CPD) to understand the circumstances associated with such crashes. Based on these analyses, CDOT has identified trends, patterns, and correlations associated with each fatal traffic crash. These factors are then grouped into fatal crash typologies as listed to the right. Classifying crashes based on these typologies is among the preliminary outcomes of the analysis process and supports CDOT's efforts to develop relevant and data-informed actions to increase traffic safety. This report provides summary information related to fatal traffic crashes reviewed and analyzed by CDOT that occurred in the month specified.

## Fatal Traffic Crash Locations in 2024 through April



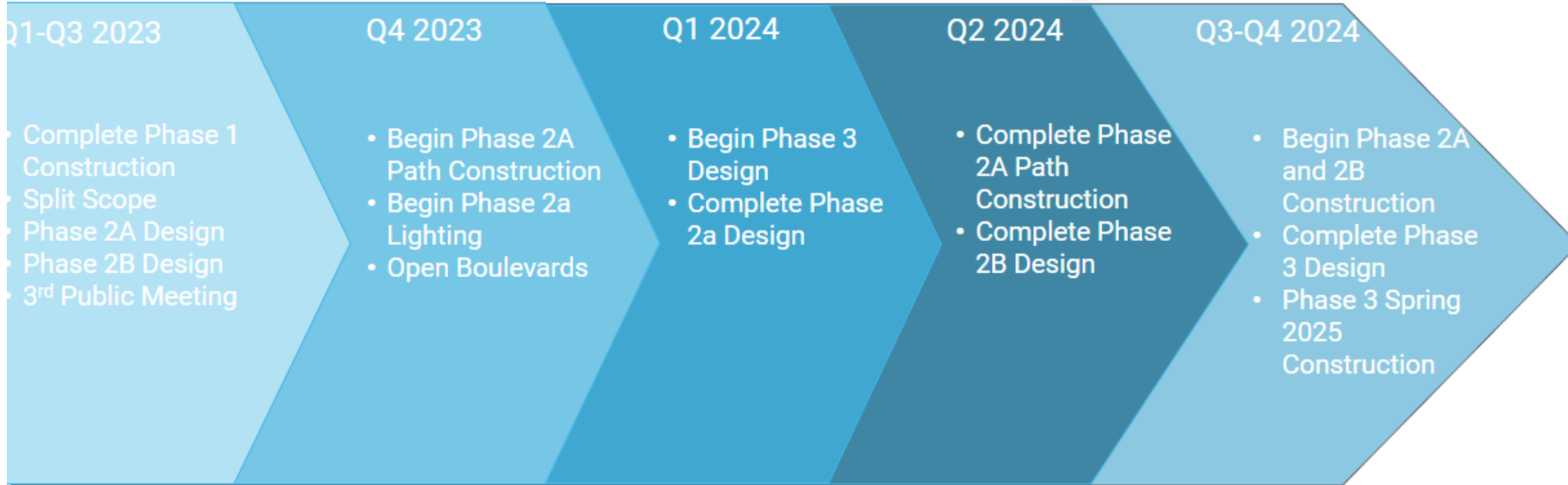
### Typologies

- BP** Speeding
- DT** Disregard Traffic Signal/Sign
- DS** Distracted
- HR** Hit & Run
- SU** Single-Unit Crash
- LV** Striking Driver in Large Vehicle



# Independence Boulevard

WE ARE  
HERE



January- December 2023

January – March

April-June

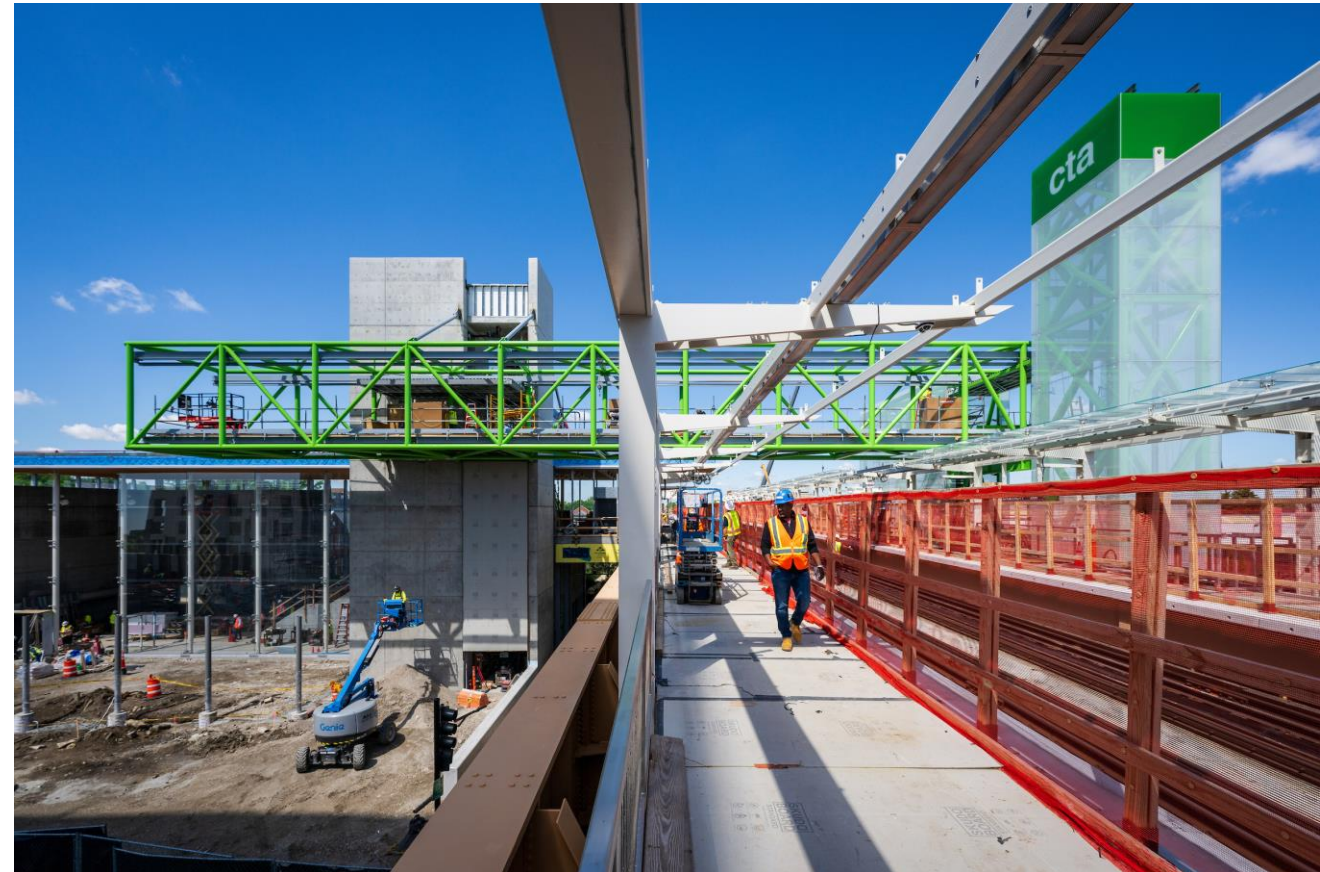
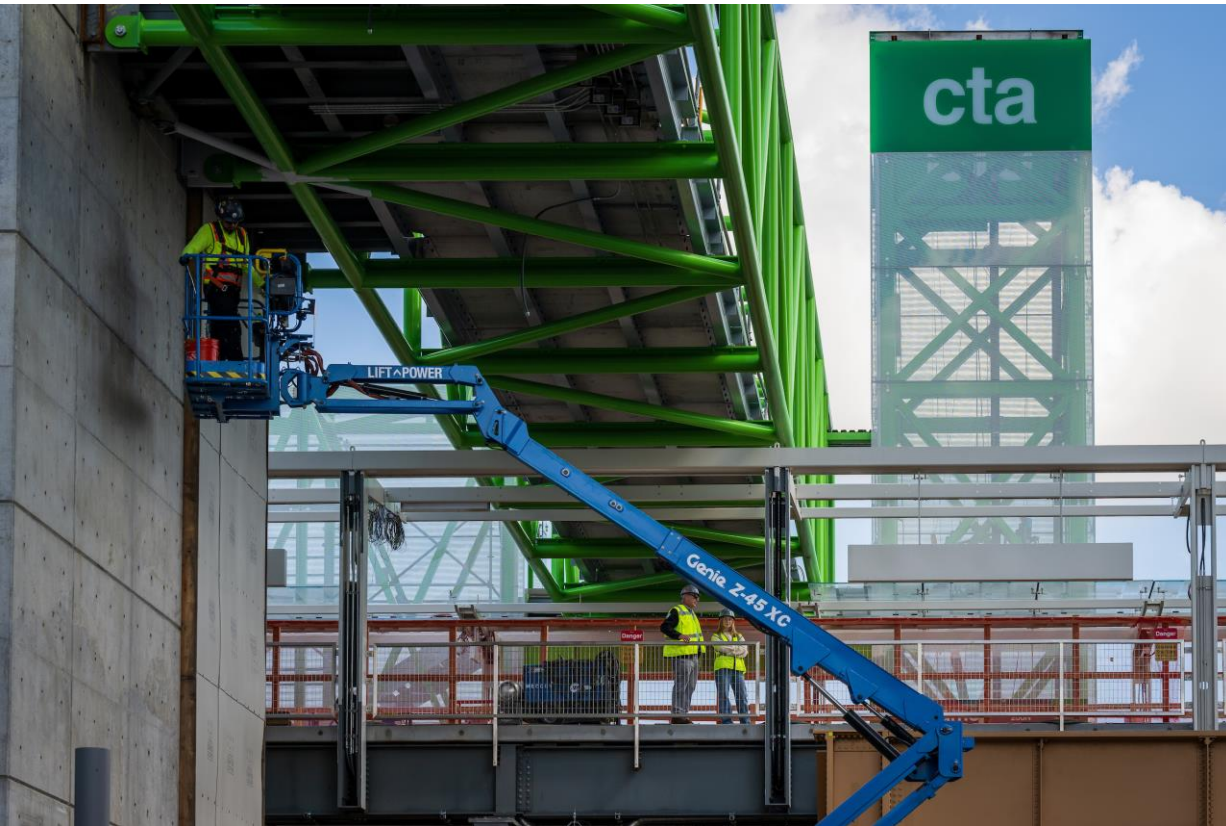
July-December



# Independence Boulevard



# Damen Green Line



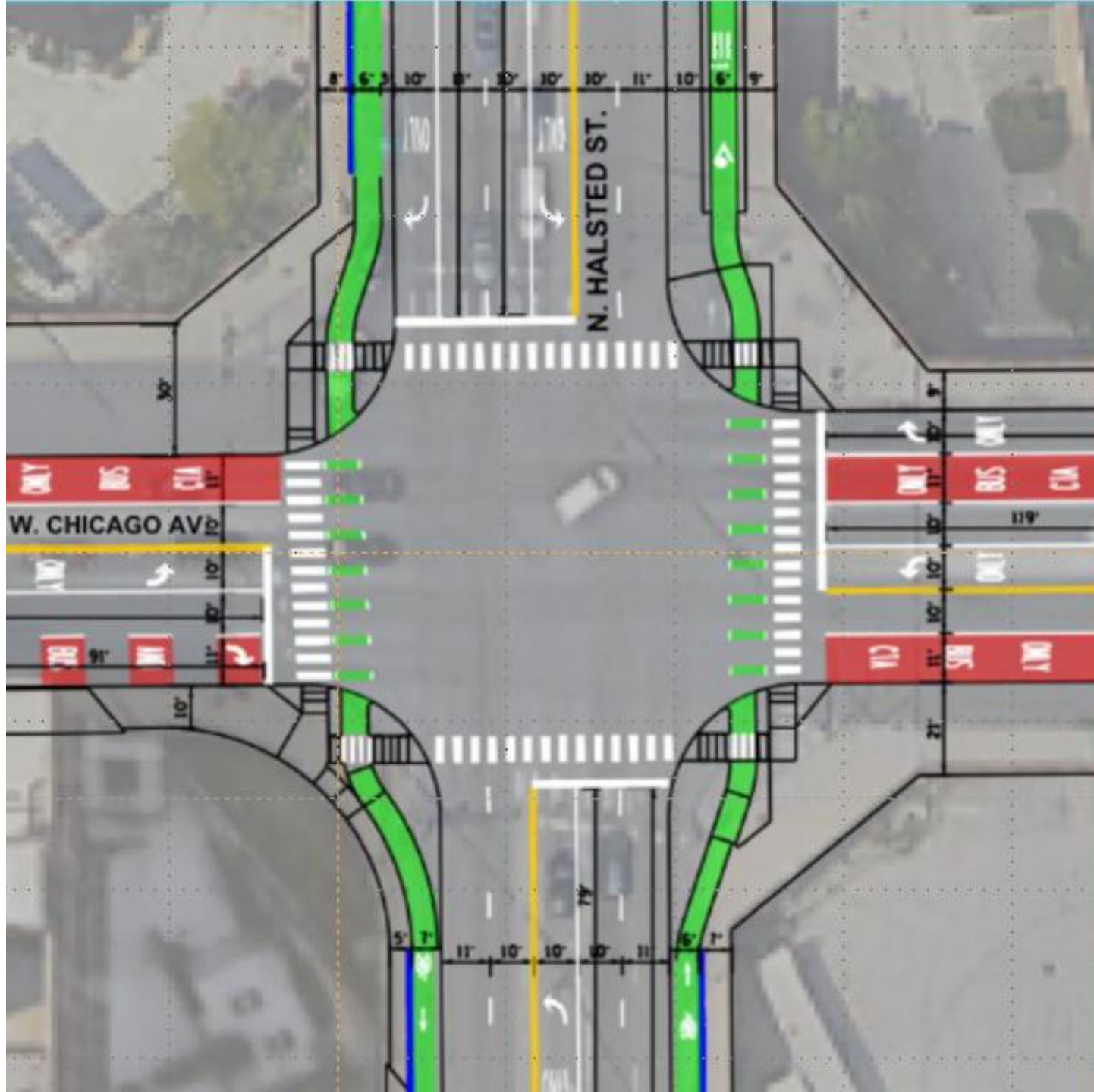


## Chicago Avenue Transit Lanes

- Grand to Western
- Sangamon to Larrabee



- Raised bike lanes
- Transit lanes
- Shorter Pedestrian Crossings
- Improved Bus Stops
- Traffic Signal Improvements



# Chicago Infrastructure Investments Boost Biking

An analysis of biking in Chicago from Fall 2019 to Spring 2023 with Replica data

Chicago has seen a remarkable growth in cycling trips across the city. As outlined in the **Chicago Cycling Strategy**, the city is building a low-stress bike network to provide safe and comfortable bike connections for trips at every network scale. The strategy focuses on local trips connecting people to destinations most meaningful to them while strengthening the citywide network for crosstown trips.

## Biking is up 119%

Chicago saw the highest growth among the 10 largest cities in the U.S.

## Crosstown trips are up 180%

Neighborhood trips are up 113%  
Neighborhood trips saw the highest increase in numbers\*

### Who is biking more in 2023?

166% growth in non-White cyclists

207% growth in zero-auto households

Every age group saw growth in people biking

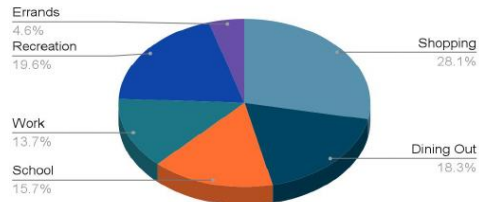
### Which bike trips are up?

117% for Shopping

93% for Dining Out

8% for Commuting

### What do Chicagoans bike for?

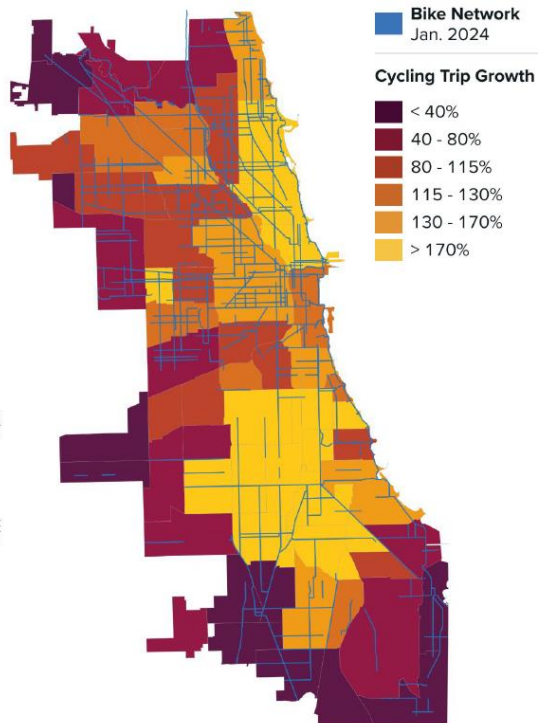


### Other sources confirm

According to Divvy Bikeshare, **bike and scooter trips are up by 108%**.

According to Shared-Use Mobility Center (SUMC) community surveys, **over 50%** say they are biking **"much more often"** or **"somewhat more often."**

### Percentage Change of Bicyclists Trips



\*Crosstown trips are bike trips that span across four or more neighborhoods (community areas);  
Neighborhood trips are trips within a community area.

- Biking in Chicago has more than doubled since 2019
- Highest growth of any large-city in U.S.
- Growth in every neighborhood
- Neighborhood trips for shopping/dining represent largest growth

Replica is a mobility data company that sources a diverse array of data to estimate how people interact with the built environment. This analysis utilizes Replica's disaggregate bicycle count data to measure the change in bicycling from a weekday in the Fall of 2019 to a weekday in the Spring of 2023.

# NEW BIKE ROUTES ARE COMING: BRIGHTON PARK, GAGE PARK, & MCKINLEY PARK



The Chicago Department for Transportation (CDOT) and the 12<sup>th</sup> Ward have partnered with a group of community leaders to identify and build a **CONNECTED NETWORK OF BIKE ROUTES** in Brighton Park, Gage Park, and McKinley Park.

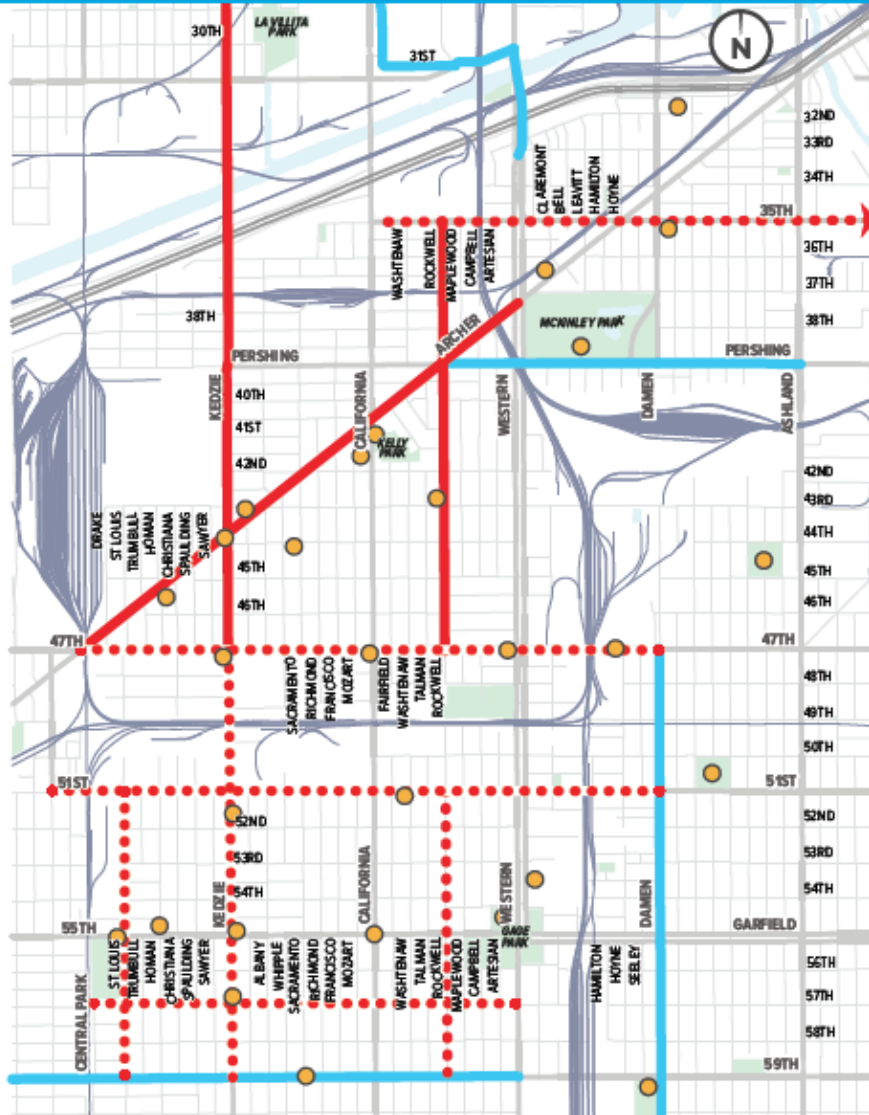
These new bike routes will connect neighbors to community-identified destinations including: schools, parks, local businesses, and other important destinations so residents of the southwest side have safe, healthy, and fun options for getting around.

A connected network of bike routes can **IMPROVE ACCESSIBILITY, SAFETY, PUBLIC HEALTH**, and overall quality of life.

Making streets in the southwest side more comfortable for biking will improve the safety and accessibility for everyone, no matter if they are walking, biking, taking transit, or driving.

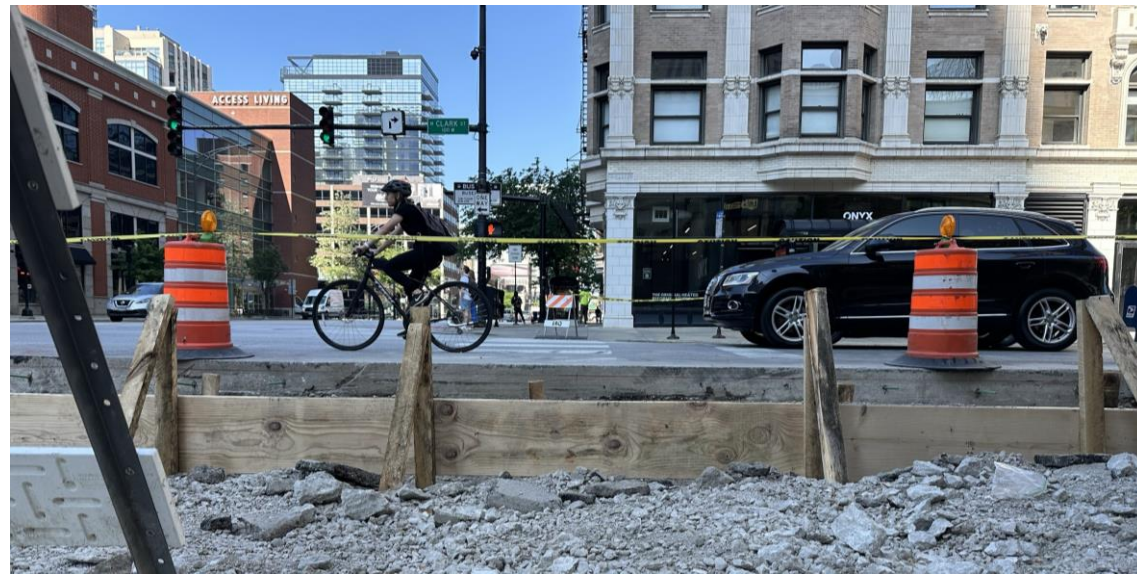
**IN 2024, CDOT WILL BEGIN INSTALLING NEW PROJECTS ON ARCHER, KEDZIE, AND ROCKWELL.** Next year, we will continue expanding the bike network within the Brighton Park, Gage Park, and McKinley Park neighborhoods.

- Legend
- Existing Bike Route
  - 2024 Project
  - Future Project
  - Community-Identified Destination



To find more information, visit [chicago.gov/completestreets](https://chicago.gov/completestreets)







# Knowledge-sharing presentation

Ogden Ave. Streetscape

Vannesa Irizarry

The background is a grayscale photograph of a wide, multi-lane street in North Lawndale, Chicago. The street is lined with buildings, streetlights, and parked cars. On the right side, there are signs for 'LAWNDALE CHRISTIAN' and 'LEGAL CENTER'. A speed limit sign for 30 mph is also visible. The text 'North Lawndale Ogden Avenue Corridor Improvements' is overlaid in large, bold, blue letters. Below it, 'PULASKI ROAD TO ROOSEVELT ROAD' is written in smaller, brown letters. At the bottom, 'Chicago Mobility Collaborative Meeting' is in large, bold, brown letters, and 'June 13, 2024' is in red. There are blue and red decorative elements on the left and right sides of the slide.

# North Lawndale Ogden Avenue Corridor Improvements

PULASKI ROAD TO ROOSEVELT ROAD

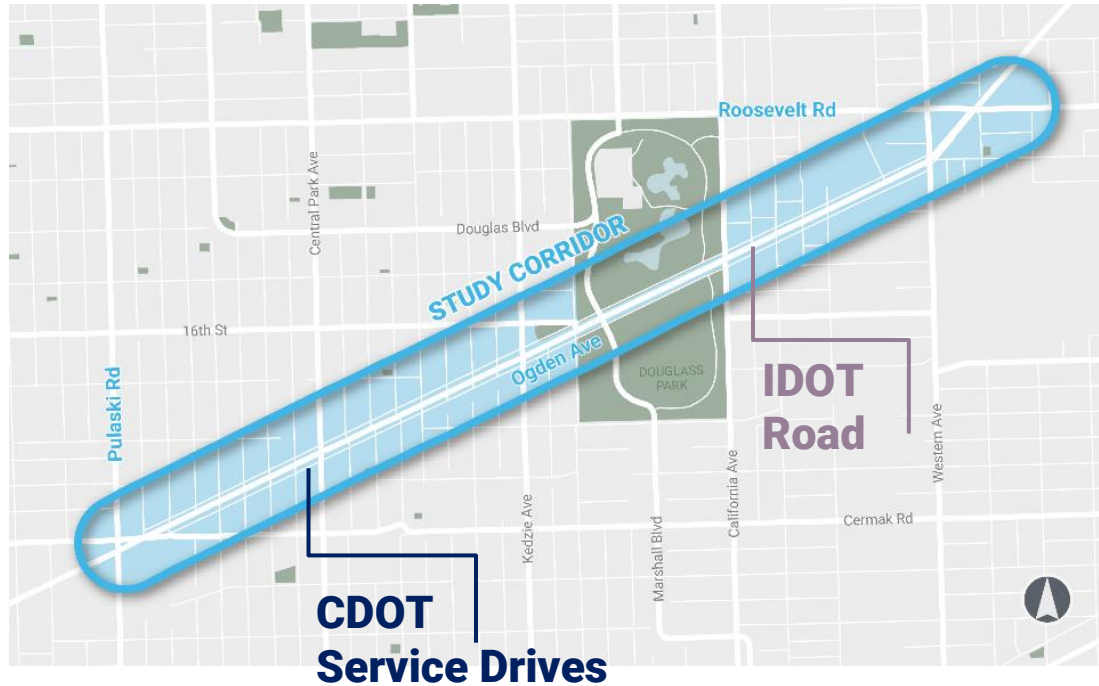
## Chicago Mobility Collaborative Meeting

June 13, 2024

# PROJECT LIMITS + SCOPE

Re-activate neighborhood cores that have historically served as focal points for pedestrian activity, shopping, services, transportation, public spaces and quality-of life amenities for residents.

Streetscapes consist of infrastructure, pedestrian safety, and placemaking improvements with the goal of creating unified, safe, walkable, and attractive street. The streetscape projects are comprehensive and include public right-of-way improvements from building face to building face.



This is an opportunity to reimagine Ogden Avenue as a **multimodal transportation corridor**, as a hub for **community activity**, and catalyst for **economic development**.



Street Geometry



Drainage Improvements



Sidewalk Improvements



Light Pole Identifiers



Road Resurfacing & Pavement Markings



Lighting



Intersection Improvements



Gateway Identifiers



Landscaping/Sustainability



Seating Areas



Curb Extensions / ADA Upgrades

## Project Timeline



RRIDOR IMPROVEMENTS





**Community Advisory Group**

**Public Meetings**

**Topic – Specific Workshops**

**Stakeholder Meetings**

**Website and Newsletter**

**Public Surveys**

## 3 Community Workshops gathered targeted feedback

### Corridor Identity Workshop August 2023

- Discuss potential corridor identity themes
- Generate ideas for corridor identifier designs

### Placemaking Workshop October 2023

- Discuss potential placemaking opportunities and locations
- Discuss locations for corridor identifiers

### Street Design Workshop January 2024

- Discuss potential roadway configurations
- Discuss tradeoffs with placemaking opportunities





The primary concern is safety, and intersections are generally perceived as dangerous for pedestrians, bicyclists, and drivers.



"I would like to see better crosswalks because it needs to be safer."

"Infrastructure needs to be redesigned on the islands to ensure people waiting on the are safe and feel safe."

"...there should be better lane signage on the ground. The far left lane is a turning lane and vehicle goes just sit there. It causes accidents."

"I would like to see better insections walkway, signal lights, pathways, etc...."

"Eateries / dining, area for concerts, space for celebratiosn outdoors, ."

About repurposing the service drives:  
"convertible spaces for markets or cultural events"

Ogden Avenue is an important asset for the community. There is interest in creating community spaces and more opportunities for business growth, cultural activities, etc.

## North Lawndale and Route 66 History

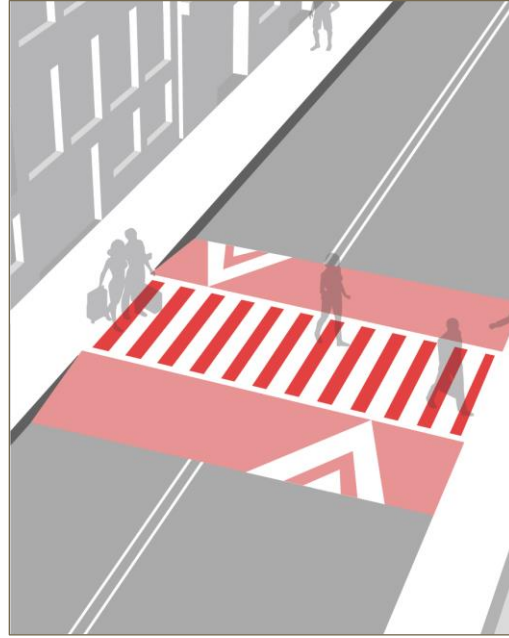
*Focus on the overall history of the community and the people, events and places - including Route 66 - that played a role in the development of North Lawndale.*

*Design elements can include historic references along the corridor to Route 66 and the overall North Lawndale community.*



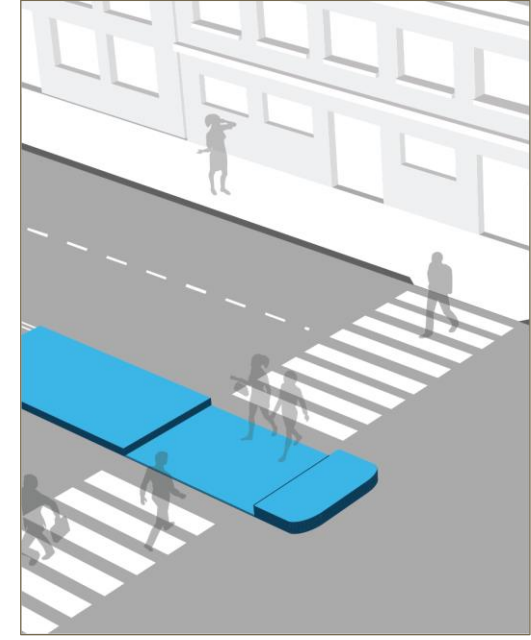
## CURB EXTENSIONS

- Shorten crossing distance
- Reduce speed of turning vehicles
- Improve pedestrian visibility
- Allow for placemaking opportunities



## RAISED CROSSWALKS

- Increase pedestrian visibility
- Encourage slower vehicle speeds at intersections
- Easier street crossing for pedestrians and bicycles



## PEDESTRIAN REFUGE ISLANDS

- Reduce crossing distance
- Increase pedestrian visibility
- Draws attention to crosswalk
- Provide a place to wait when crossing multiple lanes

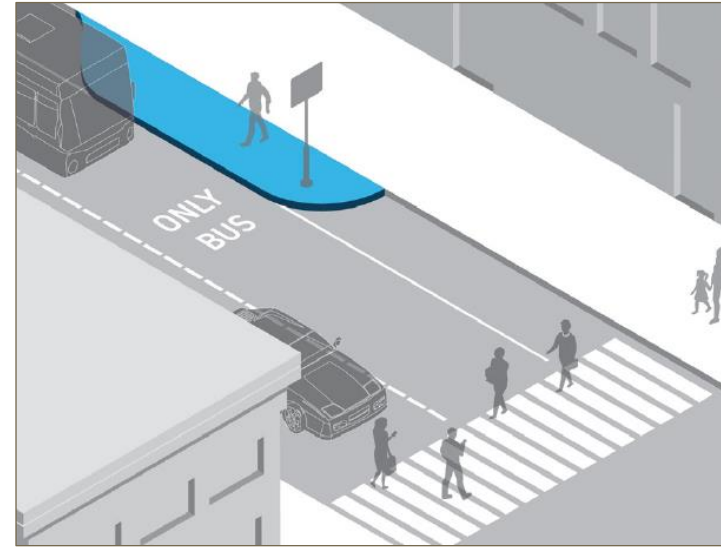


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## BIKE FACILITIES

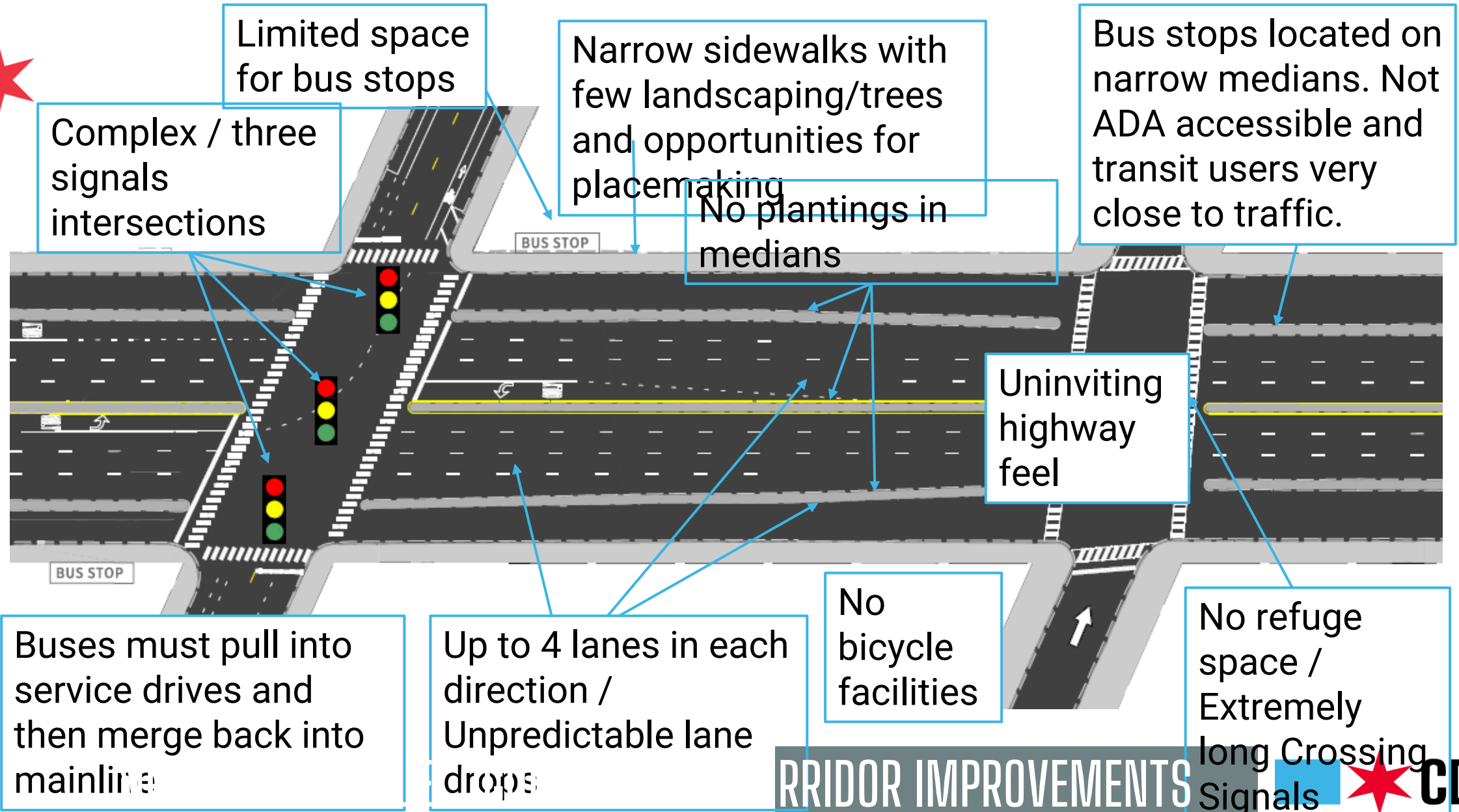
- Raised to sidewalk level to physically separate from motorists
- Provides high comfort level
- Keeps motorist from easily entering the facility



## BUS BULBS

- More space for waiting for the bus
- Increased transit efficiency
- Allows space for shelters, benches and ADA accommodations

\*Image by National Association of City Transportation Officials (NACTO)





## Strategy 1



### Key Features:



- Simplified intersections



- Consistent travel lanes
- Shortened crossings



- Curb extensions



- Raised crosswalks
- Off-street protected bike facility



- Bus bulbs with enhanced waiting areas



- Placemaking features

- Streetscape

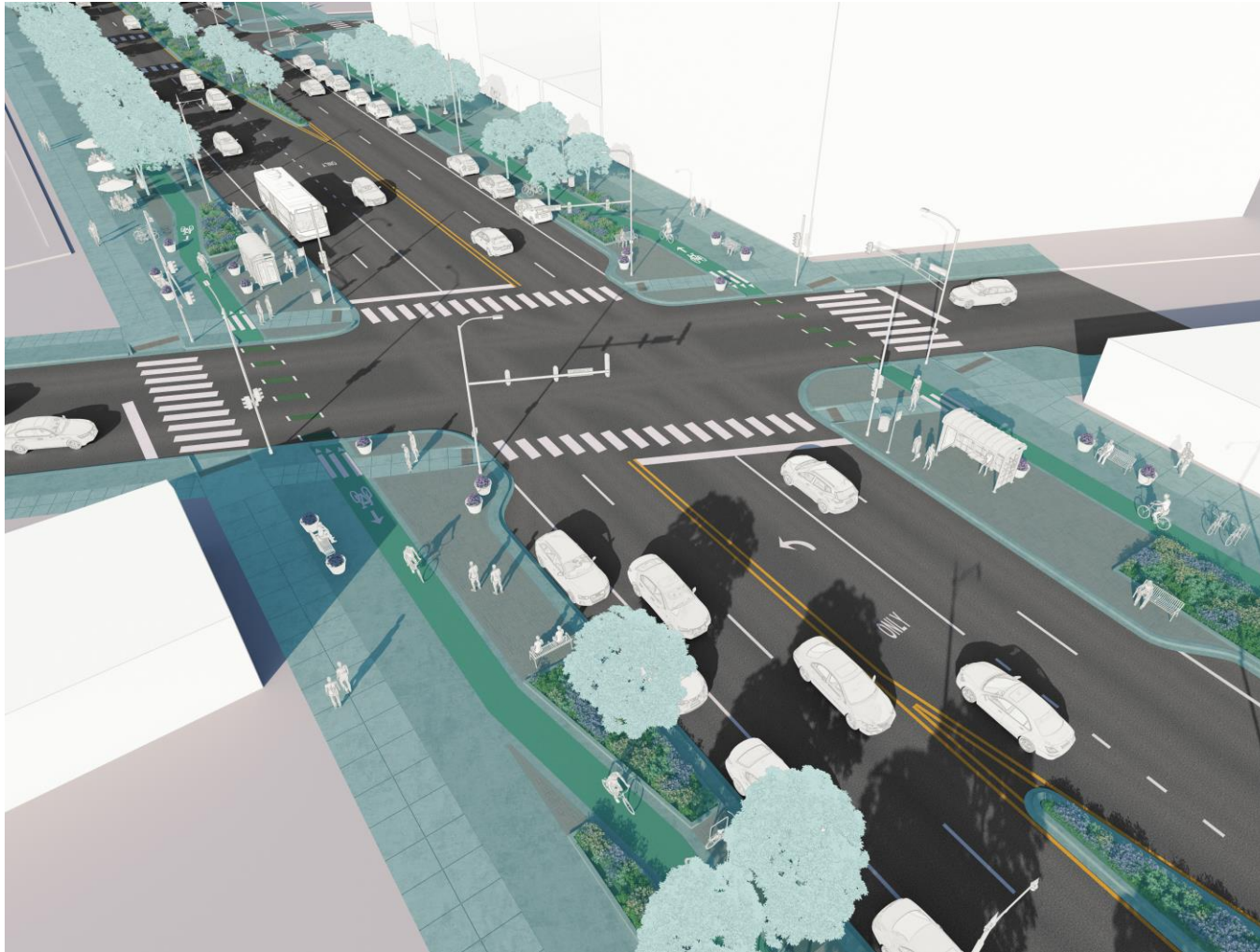
ARRIDOR IMPROVEMENTS

- Street trees and





## Strategy 2



### Key Differences:



- Parking located adjacent to travel lanes
- Expanded sidewalks



- for additional placemaking and landscape opportunities



# Keep an eye out for Public Meeting #2 Invitation and Upcoming Surveys!



Email comments to the  
Project Team:  
[info@improveogdenave.org](mailto:info@improveogdenave.org)



Fill out the Online Comment  
Form & Subscribe to the Project  
Newsletter on the Project  
Website:  
[ImproveOgdenAve.org](http://ImproveOgdenAve.org)



Spread the word! Please tell your friends and  
neighbors about the project!

# THANK YOU!





# Partner/Project Introduction

**Public Engagement Initiative**

**Sarah C. Moore, IDOT**



# Community Tables

Group Conversations

# **Community Tables Vision Statement**

**Community Tables will foster dialog, inclusion, and empowerment; they will be a platform to build trust with fellow Chicagoans and an opportunity for CDOT to strengthen relationships with communities; the tables will be centered on lived experiences and will be intentional in the ways they will create space for diverse voices, stories, and bodies.**

**Community Table participants will seek to become connectors, conveners, and collaborators.**

# ★ How to submit your ideas

- Fill out an online form with 10 questions including:
  - What is the goal of the conversation?
  - Three expected outcomes/actions
  - Define the issue/opportunity
  - Who is most impacted?



## CMC Community Table Form



Scan this code to submit your ideas



Submit your ideas to facilitate Community Table conversations and co-develop approaches to make our streets more equitable, sustainable, and safe.

**Help us set the Chicago Mobility Collaborative agenda!**

For more information visit: [bit.ly/chicagomobilitycollaborative](https://bit.ly/chicagomobilitycollaborative)

# **March 2024 Community Tables**

- **Table 1. *Better Streets for Transit: Corridor Implementation: building projects and building coalitions-*** Robert Schultz, ATA / Julia Hage, CNT, Jen Henry, CTA
- **Table 2. *Beyond the Bike Lane: Divvy & Scooter Updates: how we are building a better system together-*** David Powe, CDOT
- **Table 3. *(Hybrid) Committee on Pedestrian & Traffic Safety: Speed Limit Changes: Impact & Implementation*** – Committee Staff
- **Table 4. *Featured Project: Project Sidewalk-*** Yochai Eisenberg, UIC
- **Table 5. *Walkshop: Street Activations & Placemaking*** – Jonathan Kelley, Pop-up Spot



# Regroup



# Announcements

# ★ Announcements



[www.envisionunlimited.org/join-fun-summer-cycling-2024](http://www.envisionunlimited.org/join-fun-summer-cycling-2024)



# ★ Announcements



**JUNE 27, 2024 6-7PM**

Chicago Union Station is seeking input from AMTRAK and Metra users. Your feedback will help shape the future of bicycle storage facilities, ensuring they meet the needs of our cycling community. Register now to participate!



**[SIGN UP HERE!](#)**



[IMPROVEMENTSCUS@AMTRAK.COM](mailto:IMPROVEMENTSCUS@AMTRAK.COM)



[HTTPS://CHICAGOUNIONSTATION.COM](https://chicagounionstation.com)



# **Join us next CMC meeting!**

**Thursday, September 12, 2024**

**6:00 – 7:30 pm**

**Far South Side/Location TBD**



# Thank you!!!

If you have any questions, contact:

**Romina Castillo** [romina.castilloguerrero@cityofchicago.org](mailto:romina.castilloguerrero@cityofchicago.org)

For more info visit: [bit.ly/chicagomobilitycollaborative](https://bit.ly/chicagomobilitycollaborative)

- Submit your ideas for Community Tables
  - Review notes from the meeting
  - Watch the meeting's recording
- Access information from past meetings