

**Minutes – Mayor’s Bicycle Advisory Council Meeting  
September 10, 2014**

1. **Luann Hamilton** (CDOT): Welcome and introductions; minutes from 6/11/14 were reviewed and accepted.
2. **Luann Hamilton** (CDOT): Introduction of New MBAC Community Representatives  
South and Southwest Sides: Anne Alt, President of the Chicago Cycling Club, Secretary of the Friends of the Major Trail, Paralegal for Freeman Kevenides Law Firm.  
West Side: Miguel Morales, worked at CLOCC and served on MBAC for CLOCC in 2012; active community member and currently finishing MPH work.  
Northwest Side: Bob Kastigar, active on the Sauganash Trail Advisory Council, advocate for bicyclist concerns and bike facilities on the Northwest Side.  
North Side: Kathy Schubert, advocate for bridgeplates throughout Chicago, involved with Chicago Cycling Club, Cyclist Sisters, Active Trans, West Town Bikes and organized bike tours.
3. **Rebekah Scheinfeld** (CDOT): Bike Fatalities Update  
Commissioner Scheinfeld reported there have been five fatalities since the June MBAC meeting totaling 7 for the year 2014; in 2013 there were three bike fatalities to date. Four of the five were fatal motorist-cyclist crashes, and the fifth fatality was between a cyclist and a CTA Brown Line train. The incidences occurred on the Northwest and Southwest sides of the city and the victims were 20-55 years of age.
4. **Mike Amsden** (CDOT): Streets for Cycling Plan 2020  
*100-Mile Update:* CDOT on track to meet the 100-mile protected bike lane goal by May 2015 and has installed 67.75 miles of buffer- and barrier-protected bike lanes to date with 19.50 miles installed in 2014. 45 more miles of buffer- and barrier-protected lanes have been designed with 23.5 miles in Federal CMAQ funds for Spring 2015 installation, specifically on Lawrence: Central to Central Park and on Milwaukee: Lawrence to Elston. 14 miles are currently in the approval process for Fall 2014 and Spring 2015 including Elston: Webster to Milwaukee, Kedzie: Milwaukee to Addison, Pershing: King to Oakwood. Additionally, 7.5 miles are tied to resurfacing projects for Fall 2014 and Spring 2015 including Armitage: Western to Damen, Augusta: Central Park to Grand, and Lake: Austin to Laramie. Projects beyond the 100-mile goal are in the planning stages.  
*Protected Bike Lanes and Parking Enforcement:* CDOT continues to partner with other agencies to ensure the public is educated about parking around new bike facilities. CDOT continues to increase flyer distribution to parked vehicles, work directly with businesses and stakeholders, modify designs to discourage illegal parking, and coordinate with Department of Finance and Chicago Police Department on targeted enforcement. Suggested that residents report violators “parking in the bike lane” by calling 311, and to also email [cdotbikes@cityofchicago.org](mailto:cdotbikes@cityofchicago.org) with information about location and time of day.
  - Question asked if the public can distribute CDOT flyers; a pdf of the flyer will be posted to the Complete Streets website. Commissioner suggested adding “illegal” and “\$150 fine” to the flyer.*Disabled and Elderly Citizens and Protected Bike Lanes:* CDOT is part of a national conversation about this topic and has explored both short and long-term design changes. Some considerations on how to successfully accommodate disabled parking access on roads with protected bike lanes include: education, engaging individual stakeholders, promotion and awareness, and using a different color paint for the disabled parking or loading areas in bike lanes. The Council was invited to provide other suggestions:
  - Council member recommended a ramp from the curb to the parking area, which is a long term solution that CDOT has considered.
  - Council member inquired if a temporary solution might be a standing zone instead of a parking zone? Mike Amsden responded yes but the Department would have to make both codes successful.
  - Question from public if there have been any year to date bike fatalities associated with protected bike lanes? Mike Amsden responded no, and that in barrier- or buffer- protected bike lanes crash numbers go down.
  - Question from public if the same loading or standing solutions also work for businesses? Mike Amsden responded business loading/standing will occur in the floating parking lanes.
  - Council member inquired if there will be more bridge plates. Plates will be added to the Halsted Street bridge over the South Branch. In the past three years, CDOT has added bicycle-friendly treatments to 11 bridges and continues to look at retrofitting more, but is dependent on the bridge’s age and weight.
5. **Charlie Short** (Active Transportation Alliance/CDOT): Education: Preliminary 2013-2014 Results  
In the 2013-2014 Bicycling Ambassador and Safe Routes Ambassadors season, outreach staff went to 650 events, educated 83,000 people, fit 2,000 helmets, visited approximately 180 schools for a total of 212 visits. The Program educated more than 40,000 children and youth at all events, 15,000 of whom were participating in Chicago Park District summer day camps. There were approximately 75 bike safety enforcement events where 5,000 people were talked to at those events. In 2014, the program expanded its outreach by 13% and

increased its school visits by 20%. 2014-2015 goals include increasing bicycle education in schools, increasing enforcement outreach and greater university outreach.

6. **Anne Alt, Bob Kastigar, Kathy Schubert, Miguel Morales** (MBAC Community Representatives): Discussion Inquired about various Northside off-street trails: *Weber Spur Trail* has a new consultant who is currently conducting data collection as part of a Phase 1 design study which is 18-24 months. The project is expected to be completed in 4 to 5 years. Next steps include applying for CMAQ construction funding in addition to purchasing land from Union Pacific Railroad.

The bridge connecting the North Shore Channel Trail from the east side of the channel to the west side immediately north of Lincoln Avenue currently has federal construction funding and is expecting the design kickoff in October. Project completion is estimated to be in 2017.

*Navy Pier Flyover* is also in construction. The first Phase to Jane Addams Park is scheduled to be completed by December 2015, along with the DuSable segment starting in 2015 and ending in 2017; the Chicago River Bridge segment will be the last and is currently in Phase 2 design and estimated completion date is 2018.

- Inquired about no safe access to CTA Red Line, especially around 95<sup>th</sup>, and 103<sup>rd</sup>, Cottage Grove, Torrence and 111<sup>th</sup> Street Bridge. Mike Amsden responded that CDOT is in discussion about planning, strategy and funding to improve those areas.
- Inquired about Ogden, east of Western, to receive better bike accommodations. Mike Amsden responded there are no current plans but will look for opportunistic improvements as well as alternate routes.
- Inquired if CDOT had app to discover bike rack locations. Mike Amsden responded that the Bike Parking Program currently does not have an app but the new website is mobile friendly and lists locations of racks throughout the city. Attendee suggested the Program make all bike parking data publicly available via the City's Open Data Portal; the Bike Parking Program will look into updating existing bike parking data on the Portal.

7. **Luann Hamilton** (CDOT): Divvy Update

Provided Divvy updates: 300 stations with 3,000 bikes; 23,542 active annual members; 2,507,027 trips taken; 5,528,945 million miles travelled. Divvy recently announced that the expansion is being delayed until Spring 2015 due to ongoing issues with equipment supply due to the bankruptcy of PBSC in Montreal. CDOT placed its formal purchase order of 175 stations and 1,750 bikes on Friday, August 29th. CDOT expects delivery of equipment in February 2015 with installation of new stations beginning in March. With the expansion, Divvy will surpass Montreal's current operation of 450 stations to become North America's largest system in terms of stations. Divvy's service area will also expand to 87 square miles across 31 wards, which will also be the largest of any North American city serving approximately 40% of the city (currently 21%). With this expansion, Divvy will reach Touhy Avenue on the north, 75th Street on the south, and as far west as Pulaski Road. We will also be adding new stations in existing areas to fill in the system for greater service and accessibility.

- Question if the new bikes will be the same bikes? Luann Hamilton responded that yes the current bikes are decidedly the best ones considering their weight, ease of use, balance and durability.
- Question about the problems and glitches when trying to check out a bike? Commissioner responded that is a problem that goes back to the supply chain. Alta is working with PBSC to get back on track and the new ownership support system has better software and hardware.
- Question about uneducated Divvy cyclists and if there should be a requirement before one is allowed to be a Divvy member? Luann responded there are instructions on each bike as well as on the website and at kiosks. Divvy also offers an extra month of membership if members take a free Bike Safety Quiz through the League of Illinois Bicyclists website.

8. **Kindy Kruller** (Cook County Forest Preserve): North Branch Trail Southern Extension Project Update

The existing Trail travels 18 miles through 10 communities. This project will extend the Trail 4.2 miles south to connect to Irene Hernandez Picnic Grove. Currently has funding through CMAQ. While the project has a lot of supporters, there has also been negative feedback primarily from the Edgebrook Woods community where there are only two streets to exit onto Central for 40 homes in that neighborhood. Residents are not in favor of having to cross a trail in order to turn onto Central. Phase 2 should begin in November, and Phase 3 in Spring 2015.

- Luann Hamilton suggested the Council draft a letter of support to the Cook County Forest Preserve and the Council moved to do so.
- For more information about the project: <http://fpdcc.com/preserves-and-trails/plans-and-projects/north-branch-trail-southern-extension/>