

DICKENS NEIGHBORHOOD GREENWAY

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Chicago Department of Transportation

Community Meeting #2

August 22, 2019



PROJECT BACKGROUND

- Identified need in Lincoln Park for increased pedestrian, bicycle, and motor vehicle safety
- No low-stress east/west bikeway exists in Lincoln Park
- Dickens was identified as the best opportunity for a family-friendly route
- Dickens was identified as a neighborhood bicycle route in the Streets for Cycling 2020 plan



PUBLIC OUTREACH

April 2019

Stakeholder Meetings

Meetings with stakeholder groups to introduce the project and get initial feedback.

May 2019

Public Meeting #1

August 2019

Public Meeting #2

CDOT and the 43rd Ward met with representatives from:

- Sheffield Neighborhood Association
- Lincoln Central Association
- RANCH Triangle
- Lincoln Park High School
- St James Lutheran Church & School
- Chicago Park District
- Active Transportation Alliance

WHAT WE'VE HEARD

- Why Dickens when there are bike lanes on Armitage?
- Will this project invite more bicyclists onto Dickens?
- Bicyclists don't follow the rules
- Concerns about pedestrian safety
- Questions about the Oz Park path
- Concerns about school pick-up/drop-off at St James

WHAT WE'VE HEARD

- This will make the street safer for people walking
- This will provide a more comfortable alternative to biking on Armitage
- Add more traffic calming
- Two-way bike travel makes sense. That's how people already use the street.
- A family-friendly bike route would be great for our children

ACTIONS SINCE MAY COMMUNITY MEETING

- **MORE DATA COLLECTED** on Dickens and other Neighborhood Greenways
- **ADDITIONAL PEDESTRIAN SAFETY ELEMENTS ADDED**
- **REVISED CURB EXTENSIONS** at the Dickens/Lincoln/Cleveland intersection
- **OPTIONS DEVELOPED** for St James School
- **OPTIONS DEVELOPED** for Oz Park
- **ADDITIONAL BIKE PARKING** for Oz Park

DICKENS NEIGHBORHOOD GREENWAY

1. IMPROVE PEDESTRIAN SAFETY

Make it safer and easier for pedestrians to cross the street
Make pedestrians more visible to motorists and bicyclists
Improve access to schools, parks, and other destinations

2. ORGANIZE THE STREET

Clearly define the travel lane to stop dangerous driving behaviors
Stop motorists from driving the wrong way on the street
Make bicyclists already riding on the street more predictable

3. CONSISTENT & PREDICTABLE VEHICLE SPEEDS

Ensure cars and bicycles are traveling at appropriate speeds

NEIGHBORHOOD GREENWAYS ARE NOT



NEIGHBORHOOD GREENWAYS ARE



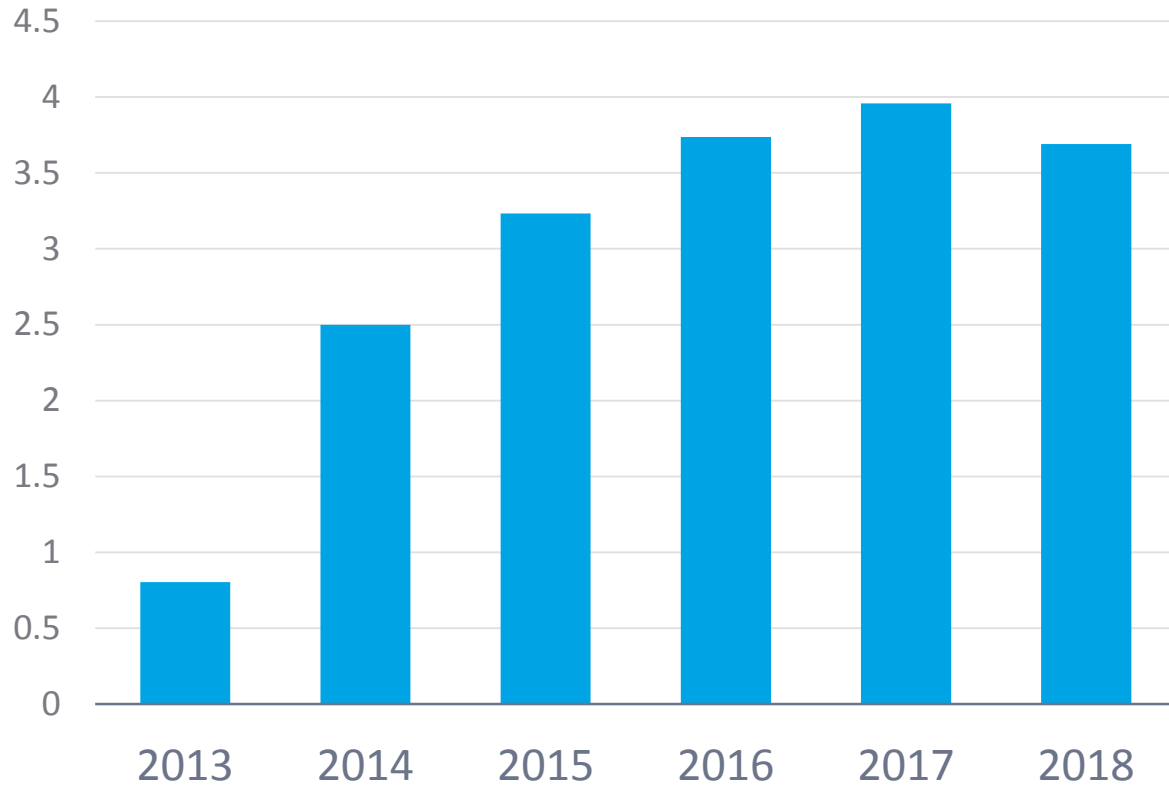
NEIGHBORHOOD GREENWAYS ARE



Bicycling is Growing...

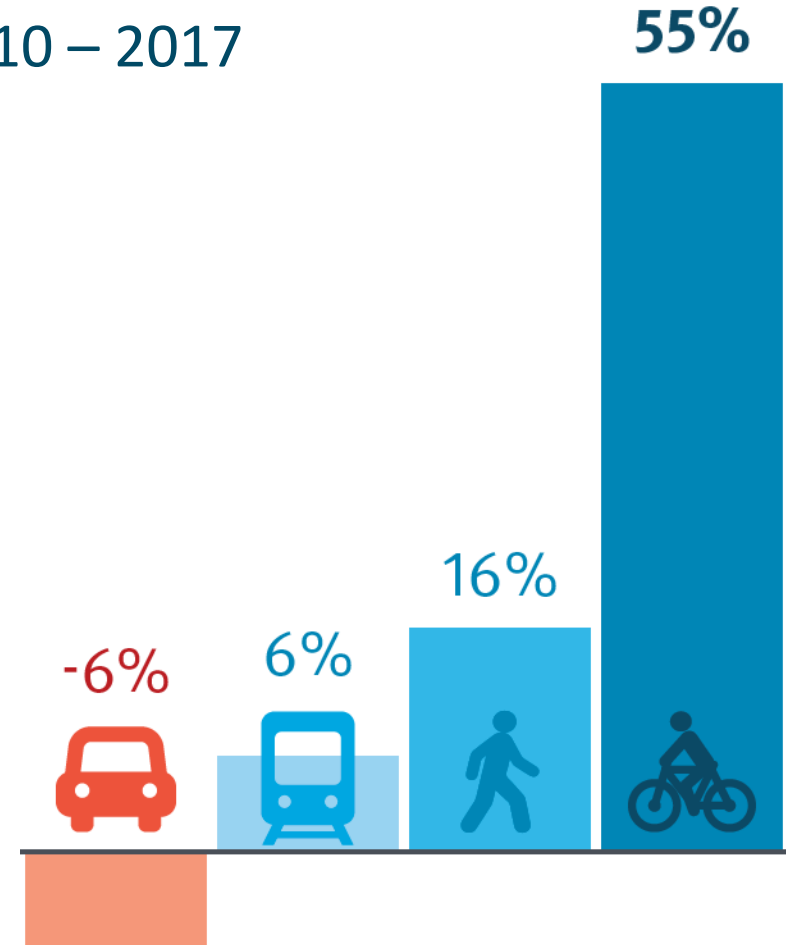
IN CHICAGO

ANNUAL DIVVY TRIPS (Millions)



CHANGE IN MODE SHARE

2010 – 2017

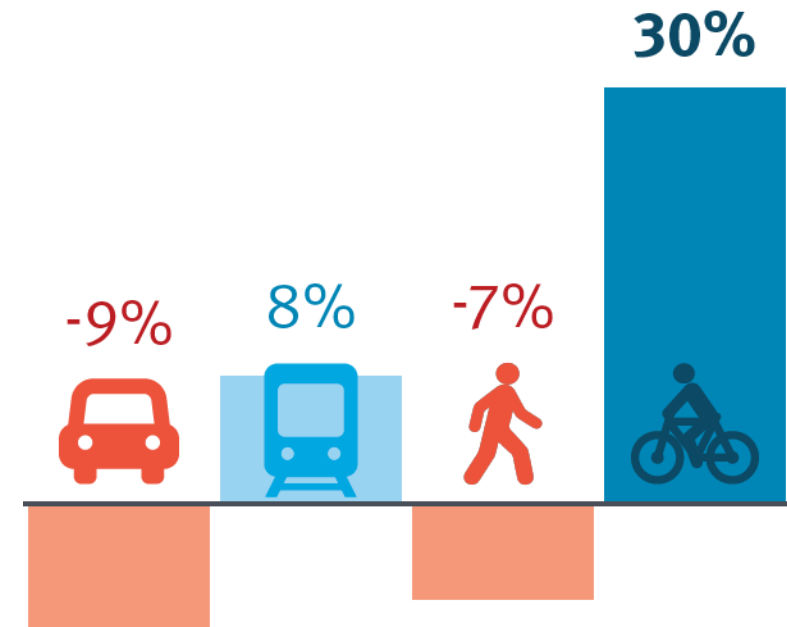


Bicycling is Growing... IN LINCOLN PARK

OZ PARK DIVVY STATION Top 15% in Usage



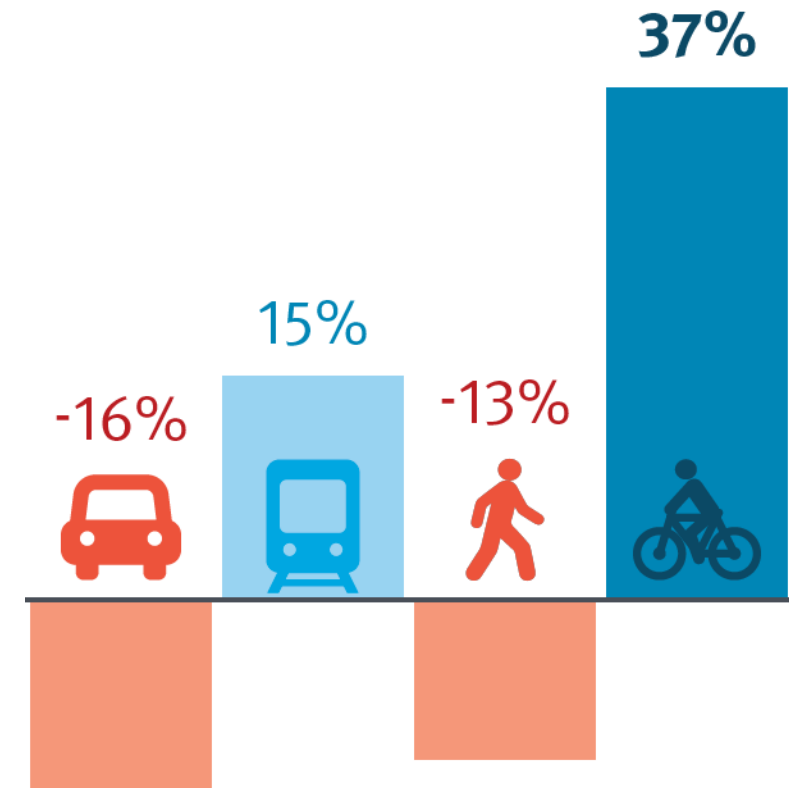
CHANGE IN MODE SHARE
2010 – 2017



Bicycling is Growing... **ALONG DICKENS**



CHANGE IN MODE SHARE 2010 – 2017



TRAFFIC COMPLIANCE

- **We all have to do better**

Multiple national studies found bicyclists and motorists comply with traffic laws at the same rate

- **Compliance in Numbers**

Studies show bicycle compliance in traffic laws increase as ridership increases

- In Chicago bicycle-specific infrastructure has increased compliance

- Bike-specific traffic signals have increase red light compliance by 197%
- Protected bike lanes have decreased sidewalk riding 73%

CHICAGO BIKE AMBASSADORS

- CDOT will commit our Bike Ambassadors and CPD as the project is implemented
- CPD believes enforcement missions are effective at improving traffic law compliance



Types of events:

- Bike safety at schools
- Safe routes for seniors
- Learn to ride a bike
- Helmet fittings
- Bike rides
- Outreach at events
- Police engagement

CHICAGO BIKE AMBASSADORS

- CDOT & CPD can provide resources and stage enforcement missions on Dickens and at Oz Park
- We believe enforcement missions make a difference and improve traffic law compliance

2018 Outreach:

- 515 events
- 115 parks
- 76 schools
- 61 police engagements

2,137 bicyclists & motorists warned
75,263 people educated

TRAFFIC CRASHES

- **40,000 people** are killed by motor vehicles each year in the United States
 - National Safety Council
- Motor vehicle crashes are the **#1 cause of child deaths** in the United States
 - Center for Disease Control
- Cities with high biking rates show a much lower risk of fatal crashes for everyone compared to other cities
 - University of Colorado

In Chicago:

- 80,000+ crashes
- 100+ fatalities
- 35+ pedestrian fatalities
- 21,000+ injury crashes

WHY DICKENS?

- Provides a low-stress alternative to Armitage
- Traffic signals and all-way stop signs to cross major streets
- Lower traffic volumes
- Neighborhood connections
- Already used by many people of all ages and abilities

LOW-STRESS BIKEWAYS

HIGH

LOW



SHARED LANE



BIKE LANE



BUFFERED
BIKE LANE



NEIGHBORHOOD
GREENWAY

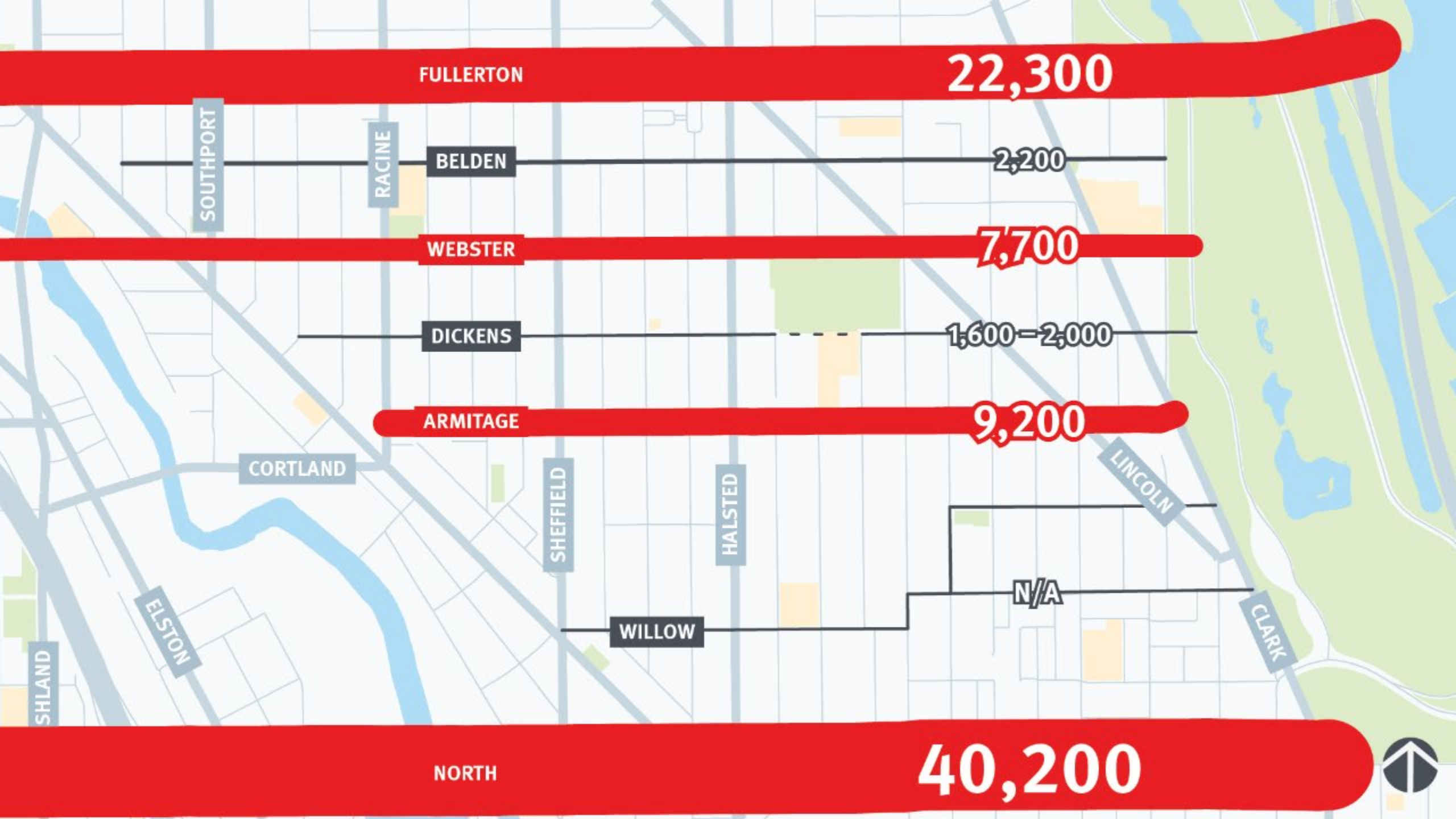


PROTECTED
BIKE LANE



SHARED USE
PATHS

LOW-STRESS BIKEWAYS
Comfortable for people of all ages and abilities



FULLERTON

22,300

SOUTHPORT

RACINE

BELDEN

2,200

WEBSTER

7,700

DICKENS

1,600-2,000

ARMITAGE

9,200

CORTLAND

SHEFFIELD

HALSTED

LINCOLN

SHLAND

ELSTON

WILLOW

N/A

CLARK

NORTH

40,200



ARMITAGE IS NOT A LOW-STRESS BIKEWAY

- Busy commercial corridor
- High traffic volumes
- High parking turnover
- Buses, delivery vehicles, pick-ups/drop-offs
- Minimum bike lane width
- Bike lane cannot be upgraded without wholesale parking removal



WHY DICKENS?

DICKENS

38' W

Very wide one-way street

1,800

Vehicles per day

17.2

MPH average

29.4%

Over 20 MPH

6

Cars over 30 MPH

ARMITAGE

44' W

Narrow commercial street

9,000

Vehicles per day

18.6

MPH average

46.3%

Over 20 MPH

112

Cars over 30 MPH

WHY DICKENS? CRASH DATA

DICKENS

66

Total Crashes

21%

with Injuries



86% of injuries

ARMITAGE

230

Total Crashes

33%

with Injuries



76% of injuries

WHY DICKENS?

DICKENS

- 115 bicyclists per weekday
- 110 bicyclists per Saturday
- 40% riding contraflow



ARMITAGE

- 530 bicyclists per weekday
- 385 bicyclists per Saturday





DICKENS IS A POPULAR BICYCLE ROUTE



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DICKENS IS A POPULAR BICYCLE ROUTE

NEIGHBORHOOD GREENWAYS

CDOT analyzed three existing Neighborhood Greenways & their corresponding arterial street

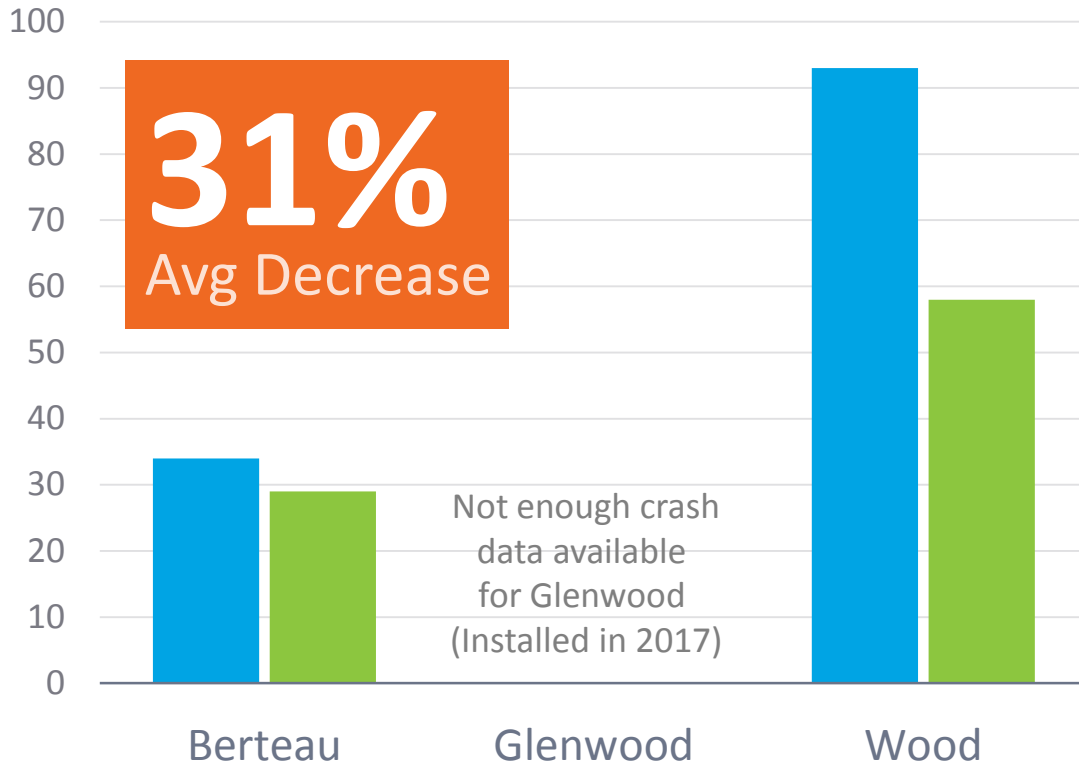
- **Berteau Greenway** – Damen to Clark
Provides a low-stress alternative to Montrose Avenue (signed bike route)
- **Glenwood Greenway** – Foster to Ridge
Provides a low-stress alternative to Clark Street (shared lane markings)
- **Wood Greenway** – Augusta to Milwaukee
Provides a low-stress alternative to Damen Avenue (bike lanes)

NEIGHBORHOOD GREENWAYS

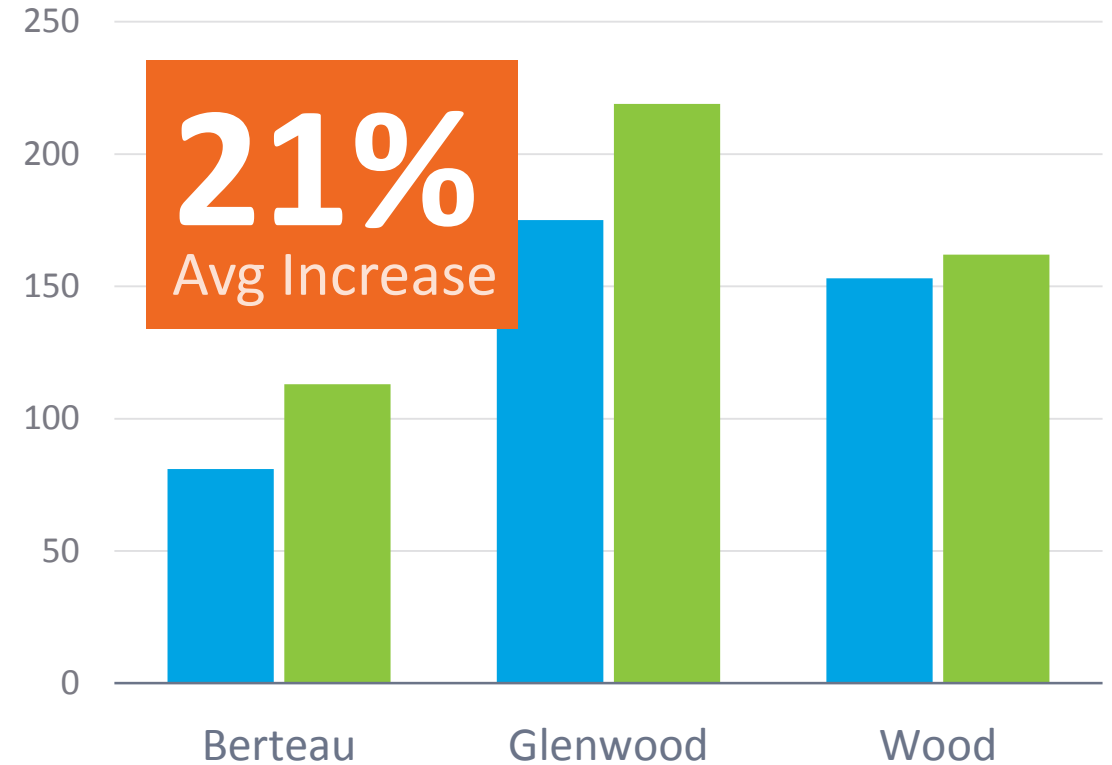
- **CRASHES DECREASED** on Neighborhood Greenways
- **NUMBER OF BICYCLISTS INCREASED** on Neighborhood Greenways, but they are still not as busy as the nearby arterials
- **MORE WOMEN AND CHILDREN** bike on Neighborhood Greenways than on the nearby arterial streets
- **BICYCLISTS RIDE SLOWER** on Neighborhood Greenways than on the nearby arterial streets

NEIGHBORHOOD GREENWAYS

CRASHES DECREASED



BICYCLISTS INCREASED



NEIGHBORHOOD GREENWAYS

- Cities across the country have implemented neighborhood greenways
- Neighborhood Greenways have been found to reduce crashes
- Evaluation of nine greenways in Seattle, Washington found:
 - Motor vehicle speeds dropped 17%
 - No fatal or serious injuries from crashes
- Study of seven greenways in Berkley, California found:
 - Greenways carry a lower overall severe injury risk than arterials

BERTEAU GREENWAY

- Damen to Clark
- Provides a low-stress alternative to Montrose Avenue (signed bike route)
- Installed in 2013
- Includes contraflow bike lanes

Chicago's first Neighborhood Greenway



BERTEAU GREENWAY



BERTEAU GREENWAY



BERTEAU GREENWAY



BERTEAU GREENWAY



BERTEAU GREENWAY



BERTEAU GREENWAY



BERTEAU GREENWAY



BERTEAU GREENWAY



BERTEAU GREENWAY

GLENWOOD GREENWAY

- Foster to Ridge
- Provides a low-stress alternative to Clark Street (shared lane markings)
- Includes contraflow bike lanes
- Installed in 2017



EXCEPT
BIKES



GLENWOOD GREENWAY



GLENWOOD GREENWAY



GLENWOOD GREENWAY





GLENWOOD GREENWAY



EXCEPT BICYCLES



EXCEPT BIKES



GLENWOOD GREENWAY



GLENWOOD GREENWAY



EXCEPT
BIKES



GLENWOOD GREENWAY



DO NOT
ENTER

EXCEPT
BIKES

GLENWOOD GREENWAY



GLENWOOD GREENWAY

THE NEW GLENWOOD AVENUE BIKE LANE IS HERE!

Ridge Avenue to Carmen Avenue

Thank you for following the rules of the road!



- Look for people on bikes in both directions, especially when entering/exiting driveways, at cross streets, and when parking



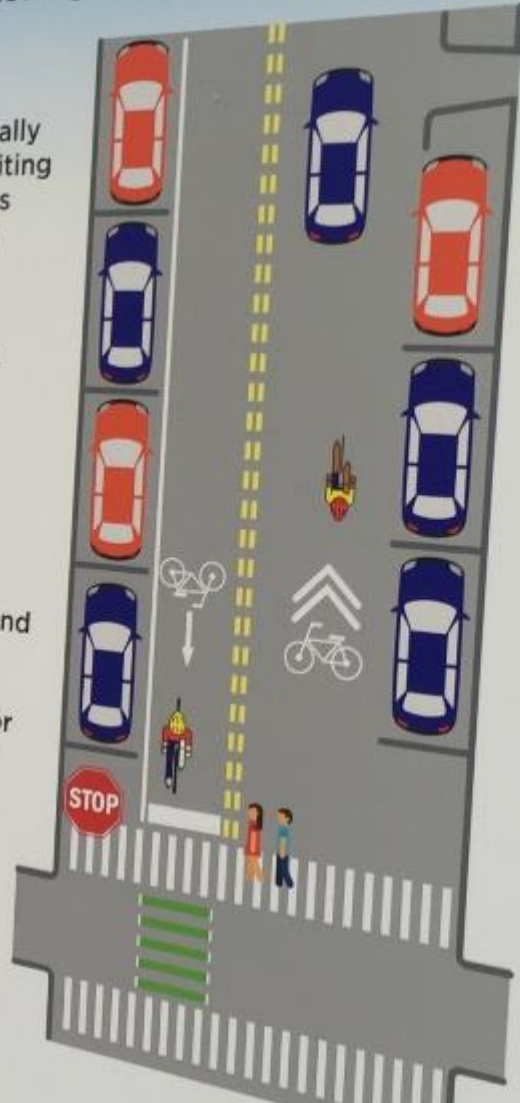
- Ride in the shared lane when riding northbound

- Ride in the bike lane when riding southbound

- Stop at stop signs and traffic signals



- Look both ways prior to crossing the bike lane and street



GLENWOOD GREENWAY



EXCEPT BIKES

WEDNESDAY
HELEN C. PEIRCE CENTENNIAL 2015

SCHOOL of INTERNATIONAL STUDIES
JUNE 8TH BAC 815 AM
JUNE 9TH PAC 815 AM



GLENWOOD GREENWAY

WOOD GREENWAY

- Augusta to Milwaukee
- Provides a low-stress alternative to Damen Avenue
- Includes contraflow bike lanes
- Installed in 2014



WOOD GREENWAY



WOOD GREENWAY



WOOD GREENWAY

A photograph of a tree-lined street. The street is paved with asphalt and has a green-painted bike lane in the foreground with a white arrow pointing forward. A cyclist is riding a blue bicycle in the bike lane. The street is lined with mature trees on both sides, casting shadows on the road. Several cars are parked along the left side of the street. In the background, there are multi-story brick buildings. A street lamp is visible on the right side of the road.

WOOD GREENWAY



WOOD GREENWAY



WOOD GREENWAY

WOOD GREENWAY



DICKENS GREENWAY

- Already a popular bicycle route
- Providing a **FAMILY-FRIENDLY** alternative to bicycling on Armitage
- **CONNECTING** people to Oz Park, Lincoln Park, Schools, Retail Corridors



BELDEN

WEBSTER

RACINE

St. James School

Oz Park

Lincoln Park High School

ARMITAGE

CORTLAND

CLYBOURN

SHEFFIELD

BISSEL

FREEMONT

DAYTON

HALSTED

ORCHARD

LARRABEE

MOHAWK

CLEVELAND

SEDGWICK

LINCOLN

CLARK



TRAFFIC CALMING

Elements added to the street which...

- Make people walking **MORE VISIBLE** to motorists and bicyclists
- Encourage **SAFER & MORE PREDICTABLE SPEEDS** for everyone
- Allow vulnerable users, such as children and the elderly, to more **SAFELY CROSS THE STREET**
- Improve the safety of people walking, biking, and driving by **REDUCING THE LIKELINESS AND SEVERITY OF CRASHES** in the future
- **DISCOURAGE DANGEROUS DRIVING** like going the wrong-way

TRAFFIC CALMING

- Proven safety countermeasures
- Reduce motor vehicle speeds
- Decrease crashes
- Improve the safety of people walking
- Effective throughout the country

Endorsed by:

- US Department of Transportation
- Federal Highway Administration
- Illinois DOT & other state DOTs
- Institute of Transportation Engineers & other professional organizations

WHAT IS BEING PROPOSED?

- 20 MPH speed limit
- Wayfinding signage
- High visibility crosswalks **(27)**
- Concrete curb extensions **(45)**
- Raised crosswalks **(5)**
- Sinusoidal speed humps **(5)**
- Shared lane markings
- Bike lanes and contraflow lanes



WAYFINDING SIGNAGE

- Indicates bicyclists are on a designated bikeway
- Typically placed at decision points along a neighborhood greenway
- Directs bicyclists to nearby destinations



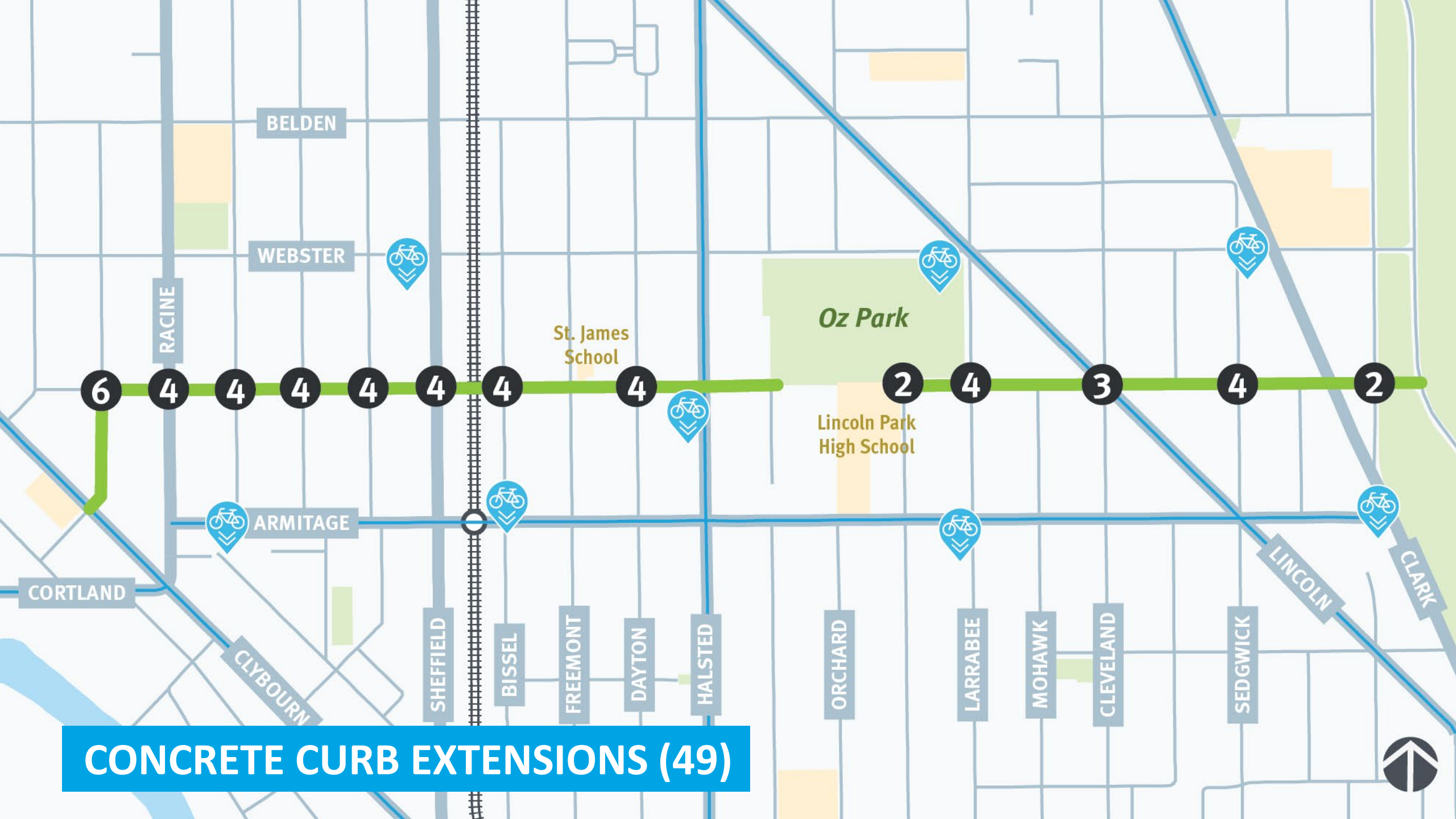
HIGH VISIBILITY CROSSWALKS

- More visible to approaching vehicles than standard crosswalks
- Have been shown to improve yielding behavior of motorists

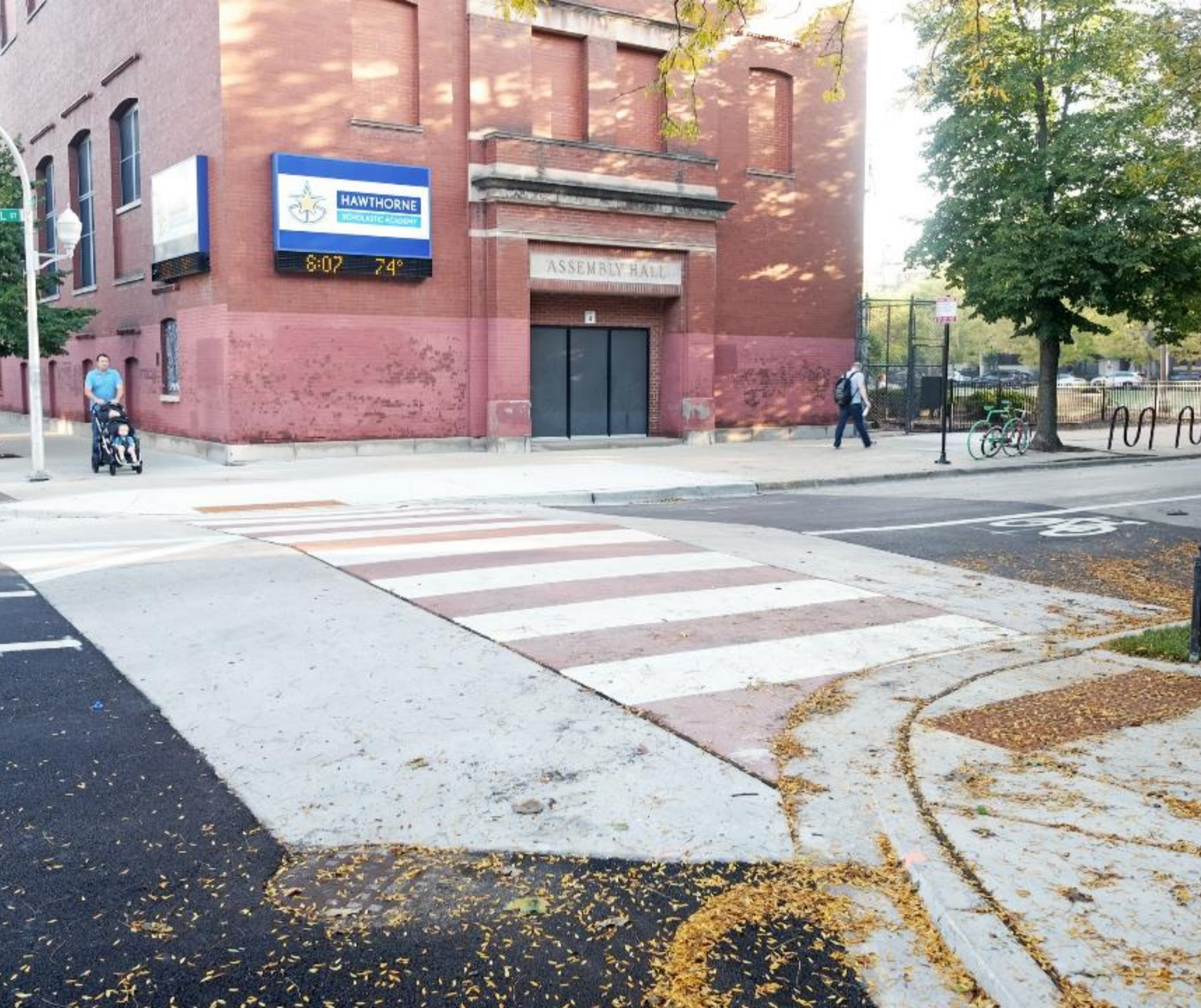


CONCRETE CURB EXTENSIONS

- Reduce the crossing distance for pedestrians
- Make pedestrians more visible to motorists and bicyclists before crossing the street
- Encourage slower speeds for turning and through vehicles
- Stamped concrete or landscaped



CONCRETE CURB EXTENSIONS (49)



RAISED CROSSWALKS

- Make pedestrians more visible to motorists and bicyclists as they cross the street
- Encourage motorists and bicyclists to fully stop before entering the intersection
- Encourage slower, more consistent speeds

45% Pedestrian Crash Reduction



BELDEN

WEBSTER

RACINE

St. James School

Oz Park

Lincoln Park High School

ARMITAGE

CORTLAND

CLYBOURN

SHEFFIELD

BISSEL

FREEMONT

DAYTON

HALSTED

ORCHARD

LARRABEE

MOHAWK

CLEVELAND

SEDGWICK

LINCOLN

CLARK

RAISED CROSSWALKS (4)





SINUSOIDAL SPEED HUMPS

- Effective at reducing speeds and volumes on neighborhood streets
- Smoother to drive and bike over than regular speed humps
- Encourage slower and more consistent vehicle and bike speeds

50% Crash
Reduction



BELDEN

WEBSTER

RACINE

St. James School

Oz Park

Lincoln Park High School

ARMITAGE

CORTLAND

CLYBOURN

SHEFFIELD

BISSEL

FREMONT

DAYTON

HALSTED

ORCHARD

LARRABEE

MOHAWK

CLEVELAND

SEDGWICK

LINCOLN

CLARK

SINUSOIDAL SPEED HUMPS (5)





SHARED LANE MARKINGS

- Denote shared bicycle and vehicle travel lanes
- Remind motorists that bicycle travel is prioritized
- Encourage proper positioning by bicyclists
- Help direct bicyclists along a route



BIKE LANES

- Separate bicyclists from motorists to provide a dedicated space to ride
- Organize the street so motorists know where to expect bike riders
- Slow automobile traffic to safer speeds



CONTRAFLOW BIKE LANES

- Allow two-way bicycle traffic on one-way streets
- “Desire lines” where bicyclists are already riding in both directions
- Organize the street so motorists know where to expect bike riders
- Slow automobile traffic to safer speeds





CONTRAFLOW BIKE LANES



CONTRAFLOW BIKE LANES

ST JAMES SCHOOL

Pick-up/drop-off was identified as a concern from the community

- Raised crosswalks added to increase the safety & visibility of students, parents, teachers, and visitors to the school
- Working with the 43rd Ward to provide more curbside space for student pick-up and drop-off
- St James evaluating their pick-up and drop-off procedures

St James Lutheran School

NPTZ
School Days
8am - 6pm

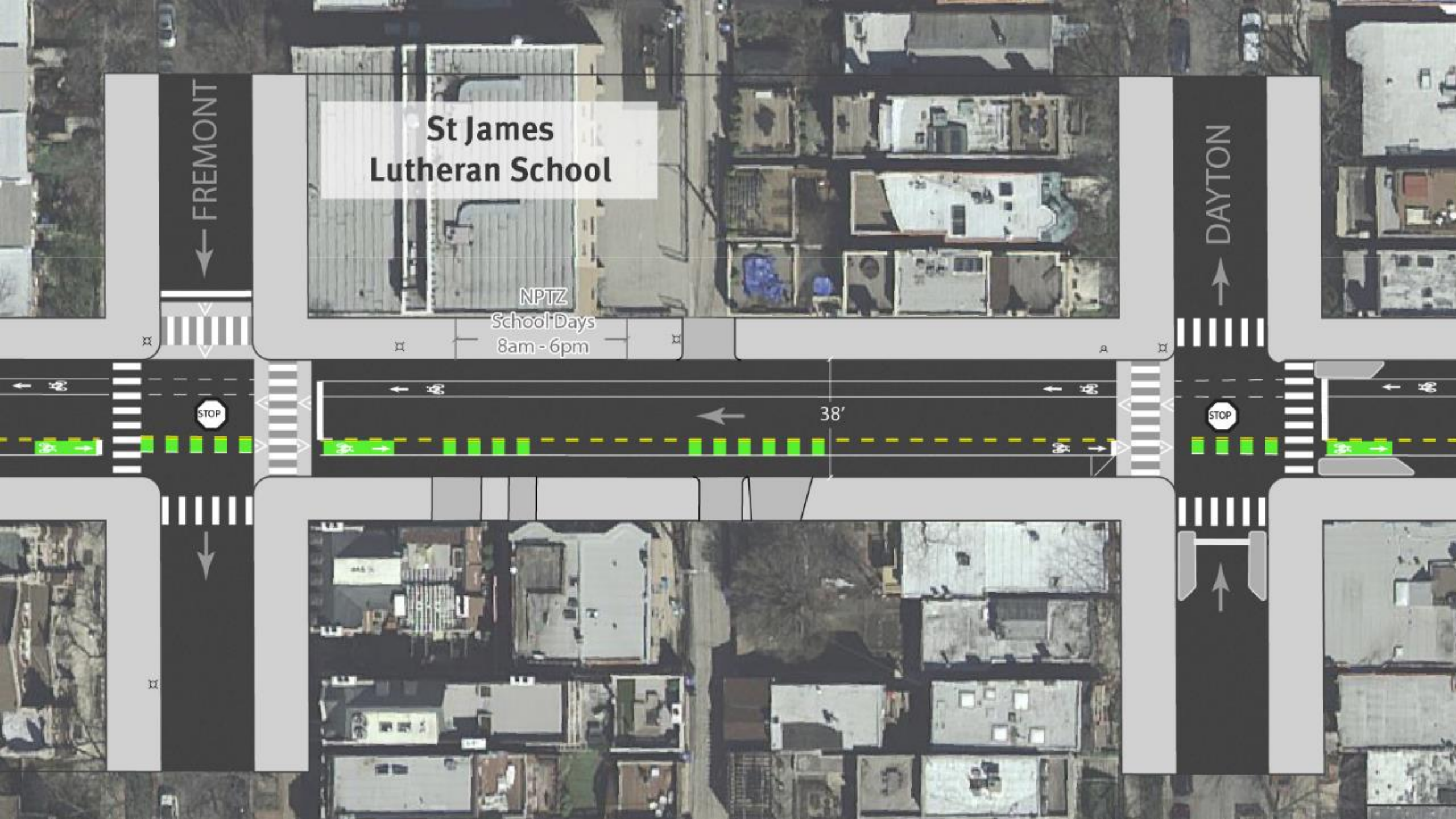
38'

FREMONT

DAYTON

STOP

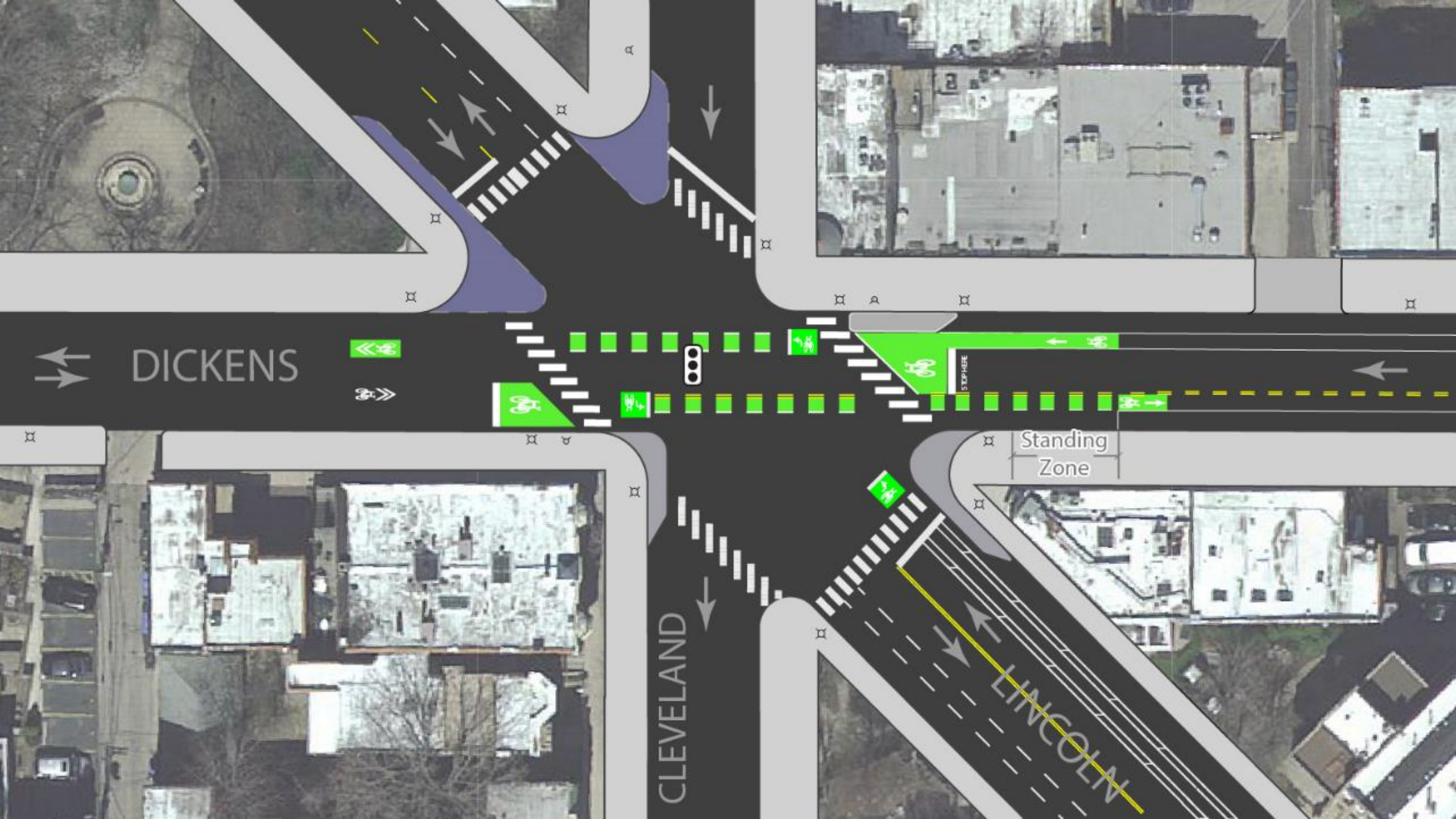
STOP



DICKENS/LINCOLN/CLEVELAND

Intersection identified as a concern for people walking and biking

- Curb extensions to improve pedestrian safety and shorten crossing distances
- Pavement markings to help guide bicyclists through the intersection
- Turn boxes to help bicyclists turn onto Lincoln from Dickens
- Coordination with CTA to improve transit operations



OZ PARK

Oz Park was identified as a concern from the community

- Oz Park is a destination for people on bikes
- Numerous options were evaluated near Oz Park
- Bike parking proposed throughout the park
- Wayfinding signage to highlight Oz Park as a destination
- Park entrances designed to slow people biking if they enter the park



OZ PARK IS A DESTINATION FOR PEOPLE ON BIKES



OZ PARK IS A DESTINATION FOR PEOPLE ON BIKES



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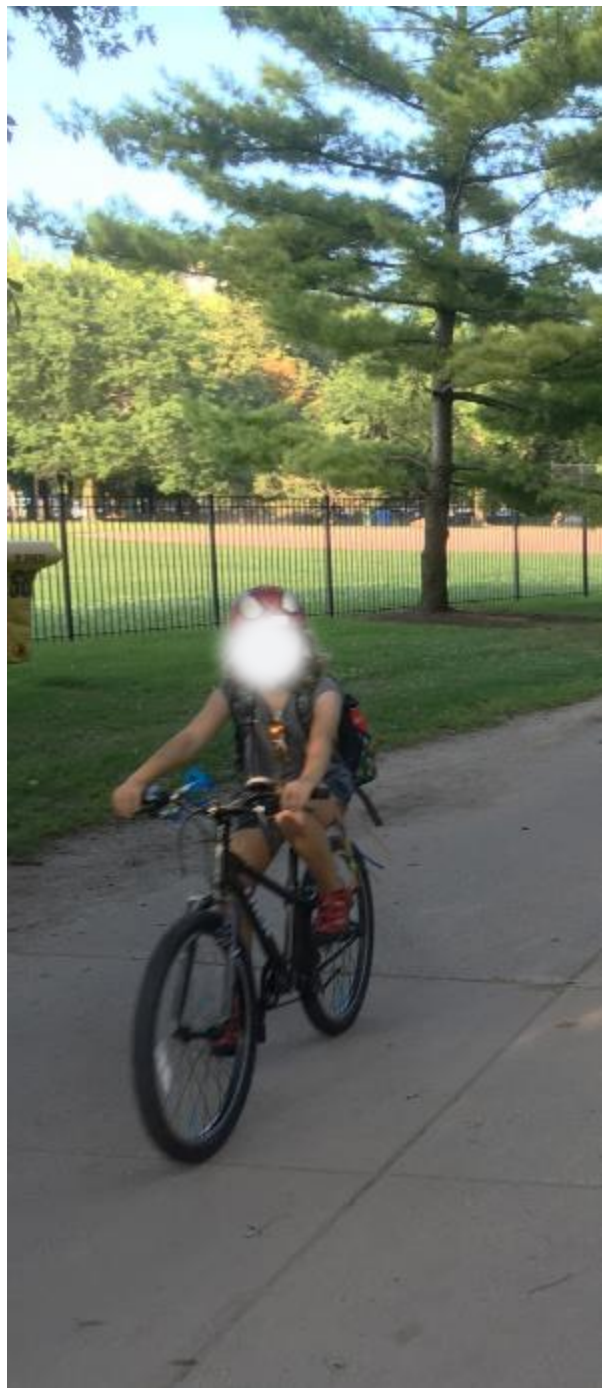
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OZ PARK IS A DESTINATION FOR PEOPLE ON BIKES











WEBSTER

LINCOLN

DICKENS

CLEVELAND

DAYTON

HALSTED

BURLING

HOWE

LARRABEE

MOHAWK

ARMITAGE



WEBSTER

LINCOLN

DICKENS

DAYTON

ARMITAGE

HALSTED

BURLING

HOWE

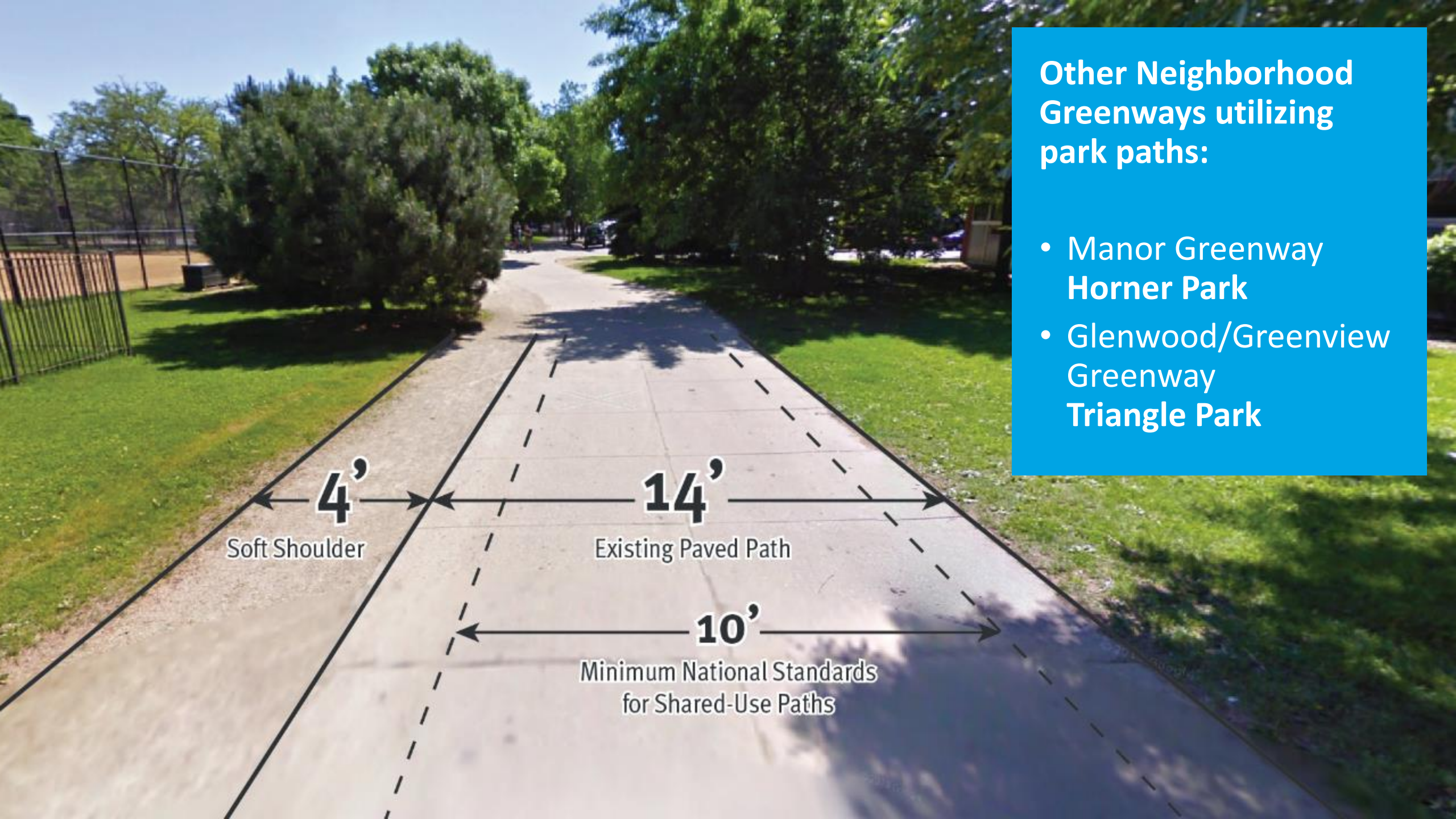
LARRABEE

MOHAWK

CLEVELAND

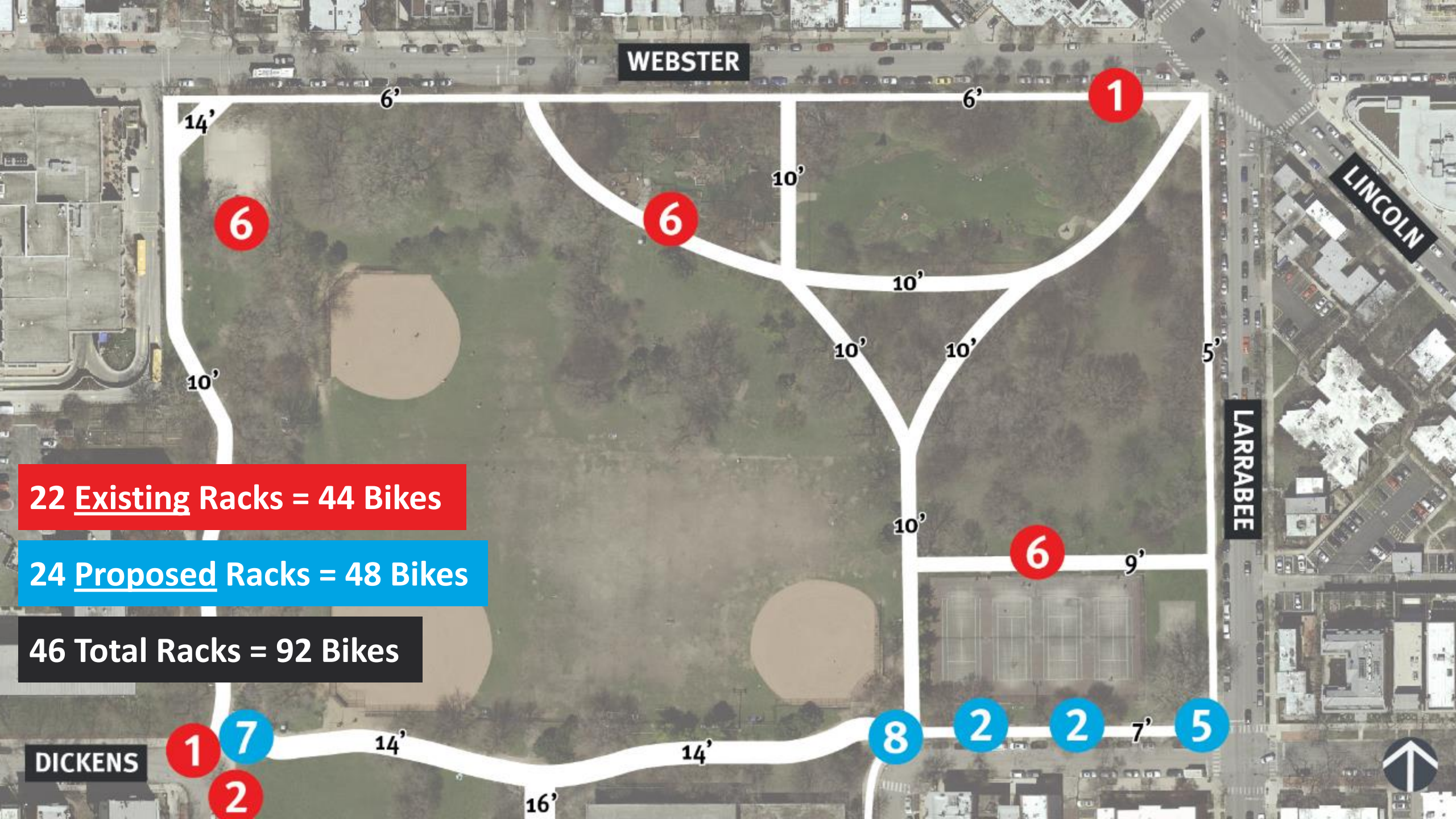
PATH WIDENING





Other Neighborhood Greenways utilizing park paths:

- Manor Greenway
Horner Park
- Glenwood/Greenview Greenway
Triangle Park



WEBSTER

LINCOLN

LARRABEE

DICKENS

22 Existing Racks = 44 Bikes

24 Proposed Racks = 48 Bikes

46 Total Racks = 92 Bikes

6

6

1

6

1

7

2

8

2

2

5

14'

6'

6'

10'

10'

10'

10'

10'

5'

10'

9'

14'

14'

16'

7'





18TH AND CALUMET

New ramp offset to slow people biking



N Burling St

N Main St



N Burling St

SLOW





NEXT STEPS

- Compile feedback from tonight
- Post presentations and exhibits on 43rd Ward website
- Collect and review all feedback
- CDOT to make a final recommendation

**Please visit the boards to provide comments
on proposed project elements**

THANK YOU!



David Smith, AICP

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Chicago Department of Transportation

CHICAGOCOMPLETESTREETS.ORG

CDOTbikes@cityofchicago.org

