

# DICKENS NEIGHBORHOOD GREENWAY

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Chicago Department of Transportation

**Community Meeting #3**

May 18, 2021



# AGENDA

- ▶ Project background
- ▶ Proposal for Dickens Neighborhood Greenway
- ▶ Comments and concerns received
- ▶ Lessons learned from 2020 Shared Street
- ▶ Oz Park observations & findings
- ▶ Project updates

# PUBLIC OUTREACH

**April 2019 – Stakeholder Meetings**

**May 2019 – Public Meeting #1**

**August 2019 – Public Meeting #2**

**May 2021 – Stakeholder Update**

**May 2021 – Public Meeting #3**

**CDOT and the 43<sup>rd</sup> Ward met with representatives from:**

- Sheffield Neighborhood Association
- Lincoln Central Association
- RANCH Triangle
- Mid-North Association
- Lincoln Park High School
- St James Lutheran Church & School
- Chicago Park District
- Oz Park Advisory Council

# PROJECT BACKGROUND

## Dickens identified as the best opportunity for a family-friendly route

- ▶ Oz Park and LPHS is the destination for neighbors, families, and students
- ▶ Identified as a neighborhood bicycle route in the Streets for Cycling 2020 plan

## Bicycling is growing in Lincoln Park

- ▶ Bicycling is growing faster than any other transportation modes, driving is declining

## Safer connections are needed in every neighborhood

- ▶ There are over 80,000+ traffic crashes and 100+ fatalities in Chicago each year

## National studies show Neighborhood Greenways can raise property values

# PROJECT GOALS

## 1. IMPROVE PEDESTRIAN SAFETY AND COMFORT

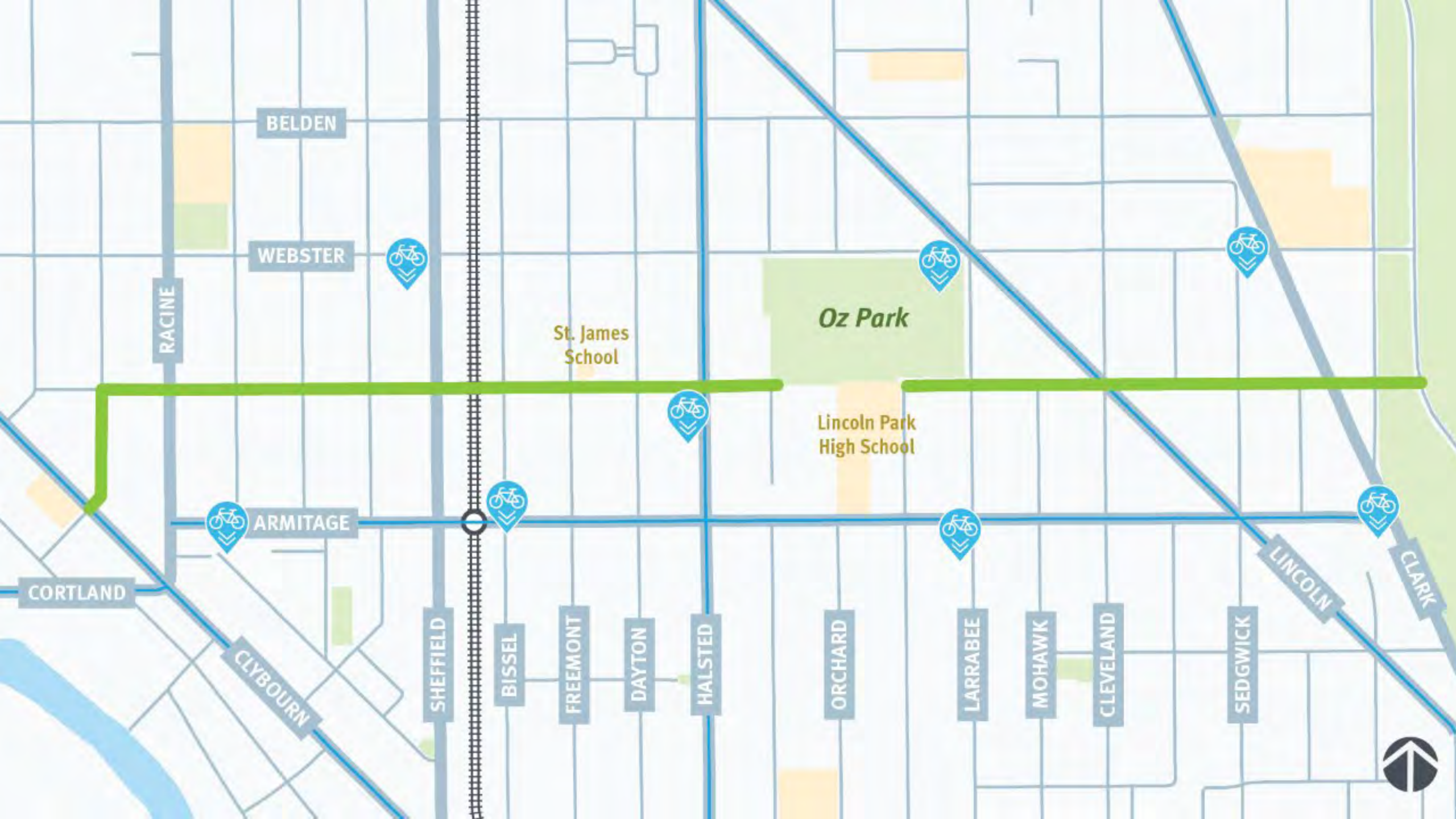
- ▶ Make it safer and easier for pedestrians to cross the street
- ▶ Make pedestrians more visible to motorists and bicyclists
- ▶ Improve access to schools, parks, and other destinations

## 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



BELDEN

WEBSTER

RACINE

ARMITAGE

CORTLAND

CLYBOURN

SHEFFIELD

BISEL

FREMONT

DAYTON

HALSTED

ORCHARD

LARRABEE

MOHAWK

CLEVELAND

SEDGWICK

LINCOLN

CLARK

St. James School

Oz Park

Lincoln Park High School





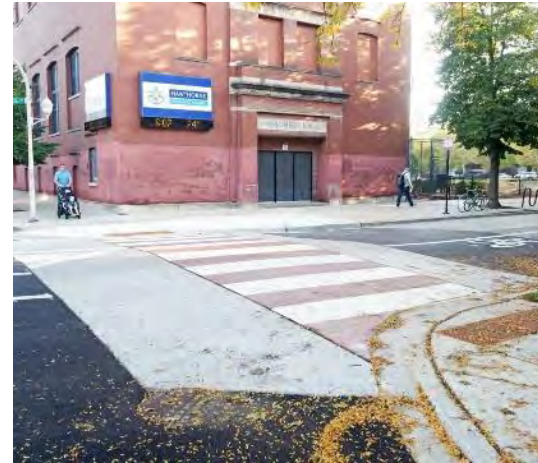
# NEIGHBORHOOD GREENWAYS



20 MPH Speed Limit



High Visibility Crosswalks



Raised Crosswalks



Formalize Two-Way Biking



Signage



Curb Extensions



Smooth Speed Humps

80%

of elements for  
pedestrian safety



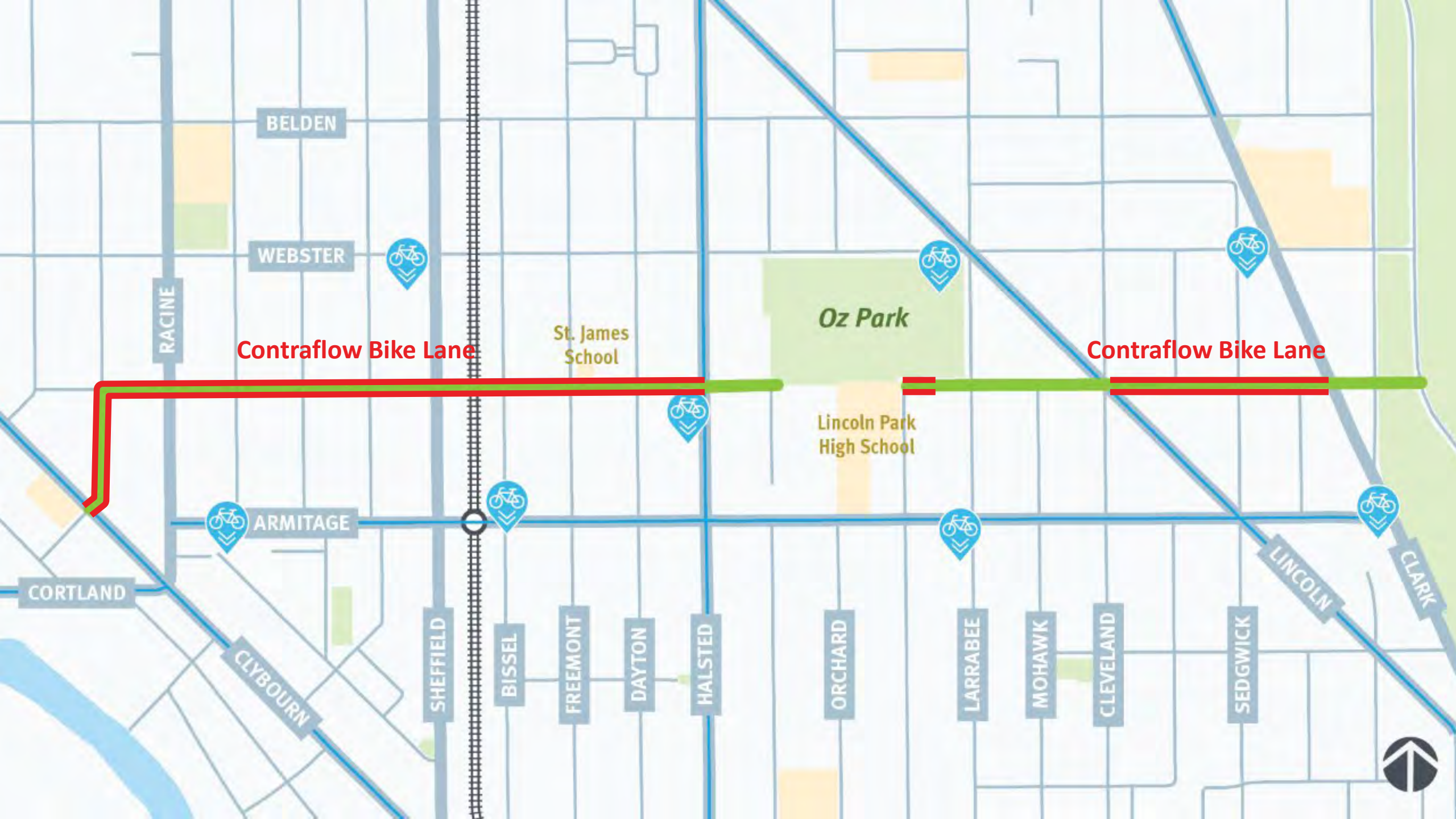
# CONTRAFLOW BIKE LANES

Contraflow bike lanes benefit all users – people walking, biking, and driving

- ▶ **1/3 to 1/2** of people biking on Dickens today are riding against traffic
- ▶ Organize what is already happening
- ▶ Cars and bikes will be more predictable
- ▶ Installed throughout Chicago and the nation







Contraflow Bike Lane

Contraflow Bike Lane

BELDEN

WEBSTER

RACINE

ARMITAGE

CORTLAND

CLYBOURN

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**PEOPLE ENJOY BIKING ON DICKENS**





**PEOPLE ENJOY BIKING ON DICKENS**





**PEOPLE ENJOY BIKING ON DICKENS**





**PEOPLE ENJOY BIKING ON DICKENS**

# WHY IMPROVE SAFETY ON DICKENS?

**While far less crashes occur on Dickens compared to Armitage...**

- ▶ There are still about 13 crashes per year
- ▶ A top speed of 45 MPH was recorded on Dickens
- ▶ Nearly all people injured by a motorist in a crash were walking or biking
- ▶ Families and children walk or bike on Dickens every day to go to school or Oz Park
- ▶ No number of crashes are acceptable
- ▶ Neighborhood Greenways have been shown time and time again to **improve comfort and reduce crashes**



# NEIGHBORHOOD GREENWAYS ARE SAFE

- ▶ Cities across the country are implementing neighborhood greenways
- ▶ Neighborhood Greenways in Chicago have been found to reduce crashes by 30%
- ▶ 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

# WHY DO WE NEED TO ORGANIZE THE STREET?

**Dickens is very wide and lacks organization**

- ▶ Clearly defined lanes for people driving and people biking
- ▶ Cars and bikes will become more predictable to people crossing the street
- ▶ Better organization will reduce dangerous driving behaviors and prioritize those most vulnerable





# WHY DO WE NEED TO ORGANIZE THE STREET?

**Deliveries, pick-ups, and drop-offs are increasing**

- ▶ More drivers from outside the neighborhood are using Dickens
- ▶ Need to clearly show these drivers where they need to be
- ▶ Communicate that drivers need to watch for people walking and biking, including families and children





# COMMENTS & CONCERNS

What have we heard so far?

# PUBLIC COMMENTS

## Public Meeting – August 7, 2019

- ▶ Speakers
- ▶ Comment Cards
- ▶ Post-It Notes on the roll plot

Petitions for and against the project

Emails to CDOT

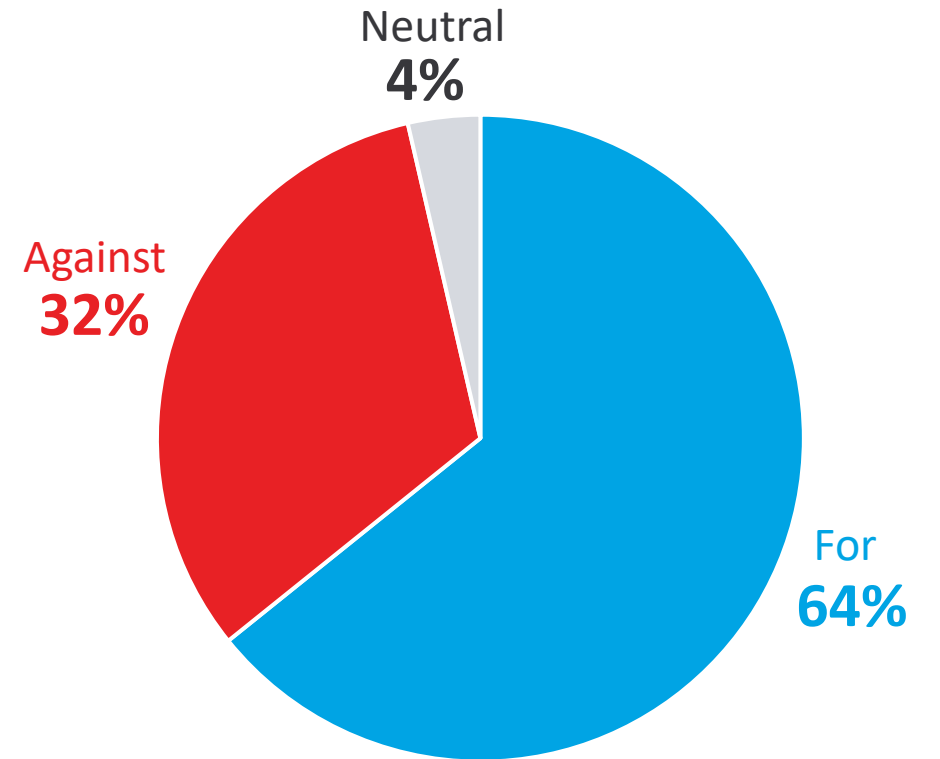
Emails to 43<sup>rd</sup> Ward





# PUBLIC COMMENTS

|                                   | For        | Against    | Neutral   |
|-----------------------------------|------------|------------|-----------|
| Public Meeting - Speakers         | 31         | 15         | 13        |
| Public Meeting - Comment Cards    | 13         | 2          | 10        |
| Public Meeting - Post It Notes    | 12         | 6          | 5         |
| Petitions For and Against Project | 338        | 227        | 0         |
| Emails to CDOT                    | 88         | 1          | 1         |
| Emails to 43rd Ward               | 141        | 61         | 6         |
| <b>Total</b>                      | <b>623</b> | <b>312</b> | <b>35</b> |



# PUBLIC COMMENTS

## Comments For – Key Themes

- ▶ Traffic Safety – Neighborhood needs safer ways to get around
- ▶ Formalizing an already popular route
- ▶ Community Connections – Safer way for neighbors to get to Oz Park and Lincoln Park

## Comments Against – Key Themes

- ▶ Public Safety – Concern of people coming into the neighborhood
- ▶ “Bike Highway”
- ▶ Contraflow bike lane safety
- ▶ Bicyclists crossing Oz Park



# ADDITIONAL ANALYSIS

What have we done since the last public meeting?

# 2020 SHARED STREET

- ▶ 2020 was unprecedented
- ▶ Significant drop in traffic volumes
- ▶ Bike boom unlike Chicago has ever seen
- ▶ Pent-up demand for safe, socially-distant recreational opportunities

**Dickens Shared Street allowed us to test demand for the Neighborhood Greenway**

**Alderman Smith asked CDOT to respond to public concerns and the experience from the Shared Street**





# LESSONS LEARNED

- ▶ Far more pedestrians utilized Dickens than bicyclists
- ▶ Fewer bicyclists utilized Dickens than other shared streets
- ▶ Dickens did not take the place of the Armitage bike lanes
- ▶ There were still far fewer bikes than cars that typically drive on Dickens
- ▶ Cars and bikes need to safely coexist
- ▶ Oz Park is a destination (not a throughway)
- ▶ Aesthetics matter

2020 Shared Street

# FAR MORE PEDESTRIANS UTILIZED DICKENS THAN BICYCLISTS

| Weekday               | Bikes | Peds | Total |
|-----------------------|-------|------|-------|
| Dickens Shared Street | 277   | 836  | 1,113 |
|                       | 25%   | 75%  |       |

Summer 2020, one month after shared street installed



2020 Shared Street

# FAR MORE PEDESTRIANS UTILIZED DICKENS THAN BICYCLISTS

| Weekend               | Bikes | Peds | Total |
|-----------------------|-------|------|-------|
| Dickens Shared Street | 636   | 913  | 1,549 |
|                       | 41%   | 59%  |       |

Summer 2020, one month after shared street installed

2020 Shared Street

# FEWER BICYCLISTS UTILIZED DICKENS THAN OTHER SHARED STREETS

| Weekday               | Bikes | Peds | Total |
|-----------------------|-------|------|-------|
| Dickens Shared Street | 277   | 836  | 1,113 |
| Leland                | 523   | 560  | 1,083 |
| Cortland/Wabansia     | 537   | 402  | 939   |

Summer 2020, one month after each shared street installed



2020 Shared Street

# DICKENS DID NOT TAKE THE PLACE OF THE ARMITAGE BIKE LANES

Dickens

**277 Bikes**

Summer 2020, During unprecedented boom in bicycle riding

Armitage

**530 Bikes**

Summer 2019

2020 Shared Street

# THERE WERE STILL FAR FEWER BIKES THAN CARS THAT TYPICALLY DRIVE ON DICKENS

Dickens

**277 Bikes**

Summer 2020, During boom in bicycle riding

Dickens

**1,800 Cars**

Summer 2019, During typical conditions

# OZ PARK SHARED USE PATH OBSERVATIONS

Shared use path in Oz Park already allows people to bike on it

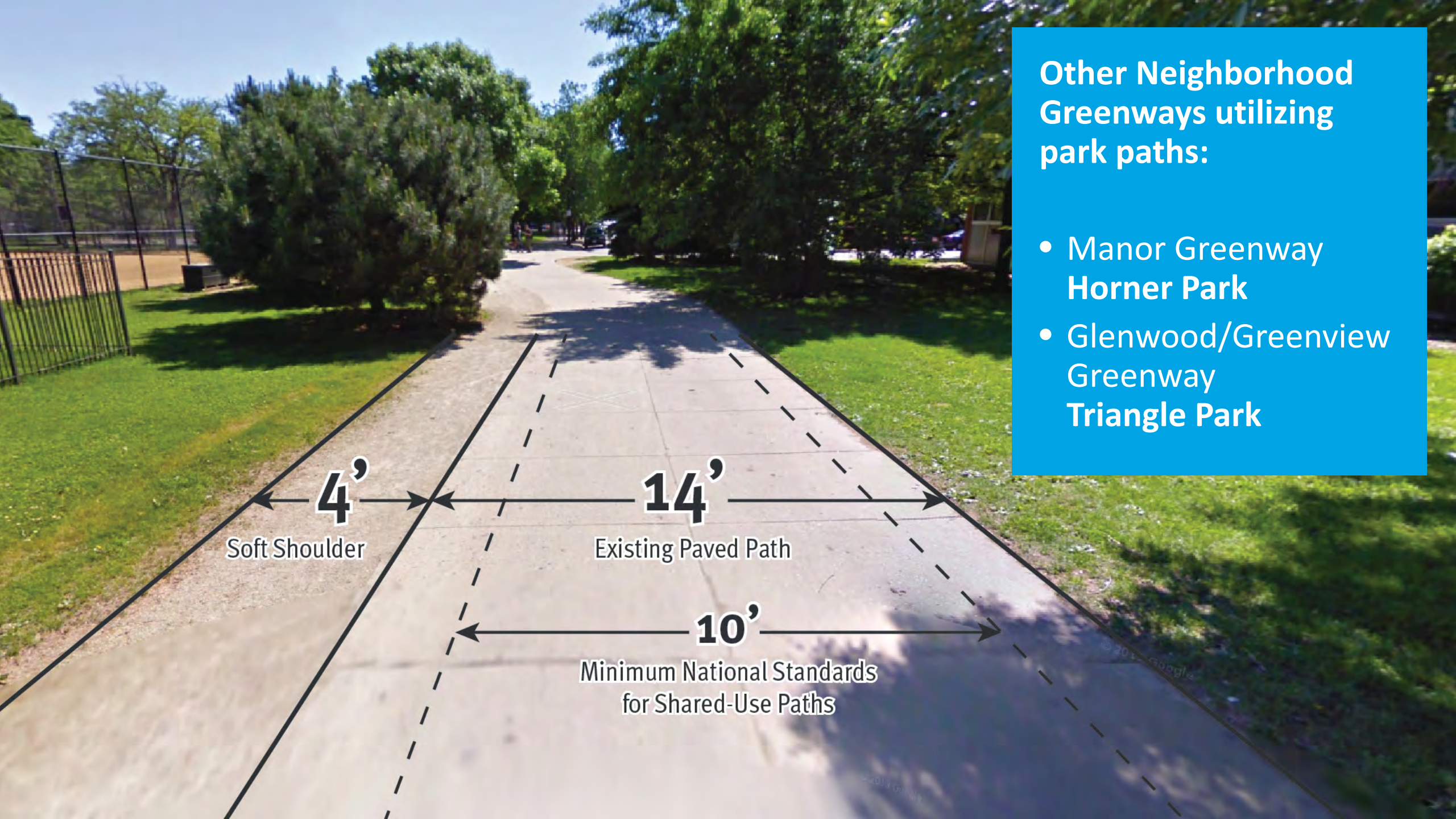
**23 hours of observations in Oz Park at two locations in Fall 2019 (43 hours of data)**

- ▶ 4 weekdays and 2 Saturdays (during baseball games)
- ▶ 12,400 total users observed
- ▶ Only 11% of users were on a bike

**Bike speeds slowed as the path became busier**

**No collisions were observed**





**4'**  
Soft Shoulder

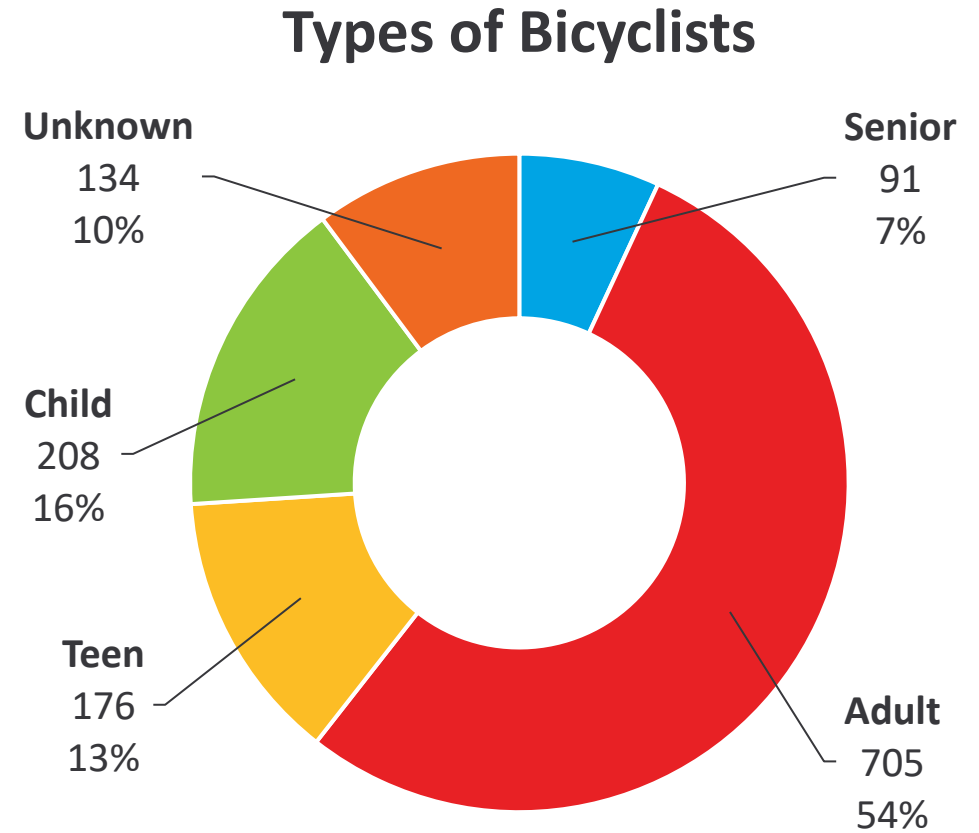
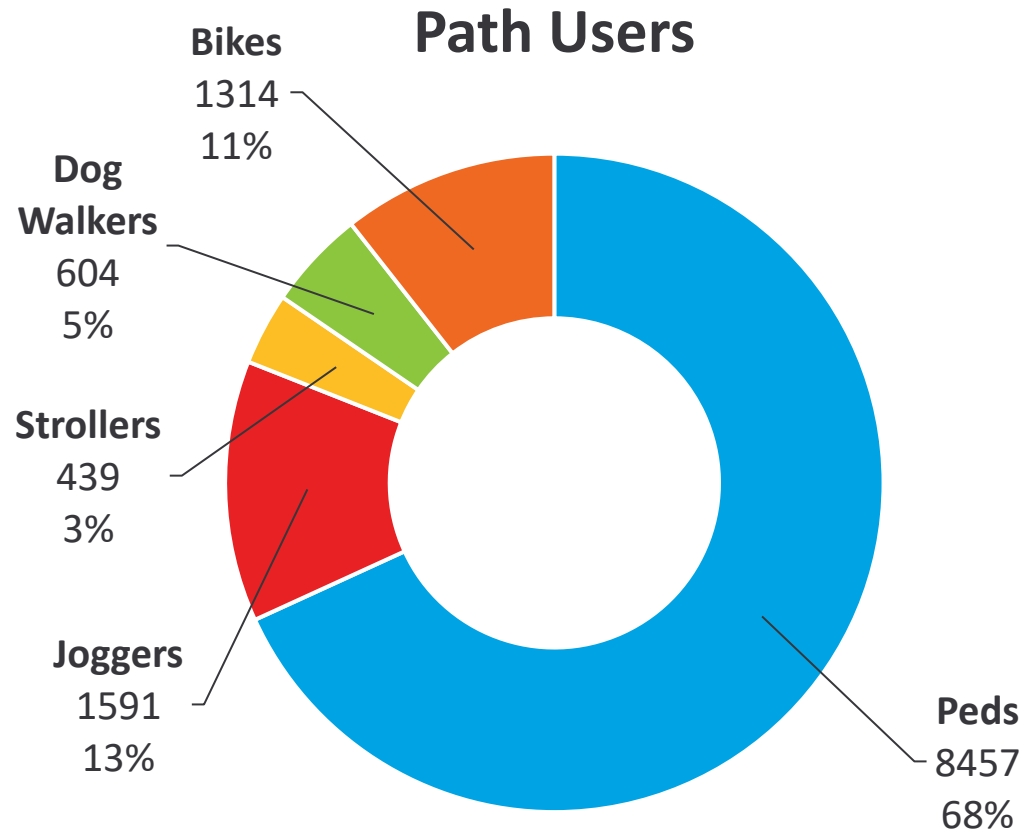
**14'**  
Existing Paved Path

**10'**  
Minimum National Standards  
for Shared-Use Paths

**Other Neighborhood Greenways utilizing park paths:**

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

# OZ PARK SHARED USE PATH OBSERVATIONS

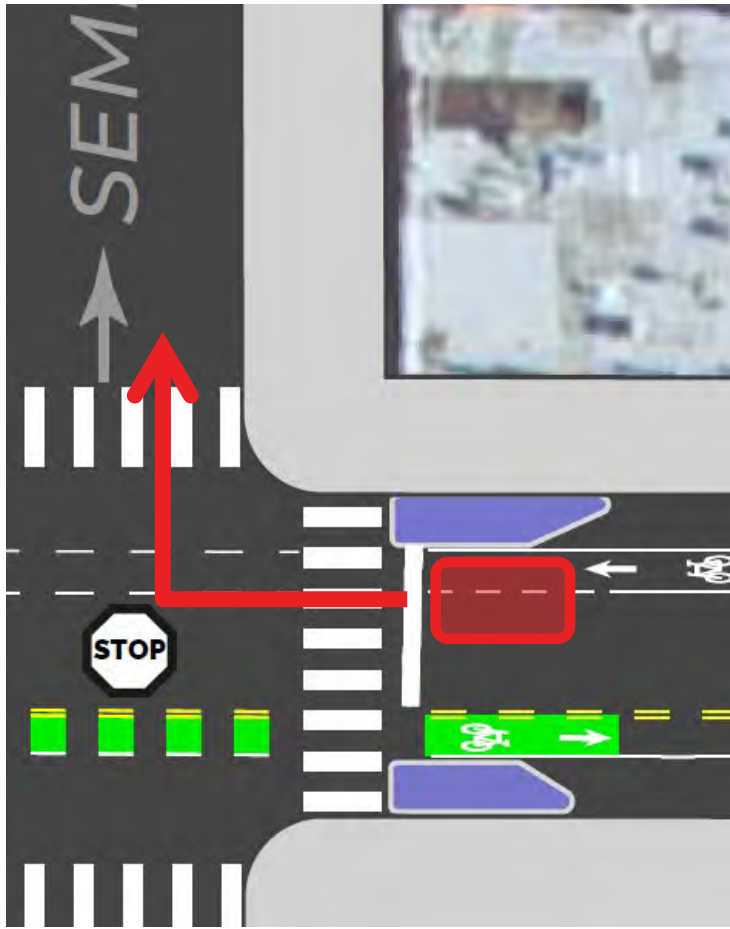


# DESIGN UPDATES

What has changed since the last public meeting?



# DESIGN UPDATES FOR CAR/BIKE SAFETY



## Concerns About Bike/Car Interactions

**Bike lane dashing at right turns** allow turning cars to cross into the bike lane – making it clear that cars can be primary to bikes in turning right

**Wider contraflow bike lane** than is standard to allow for better visibility of bicyclists



# CONTRAFLOW BIKE LANE SAFETY: MARKINGS



Highlighting contraflow lane at all intersections and alleys  
Making contraflow lane even wider than typical for even better visibility

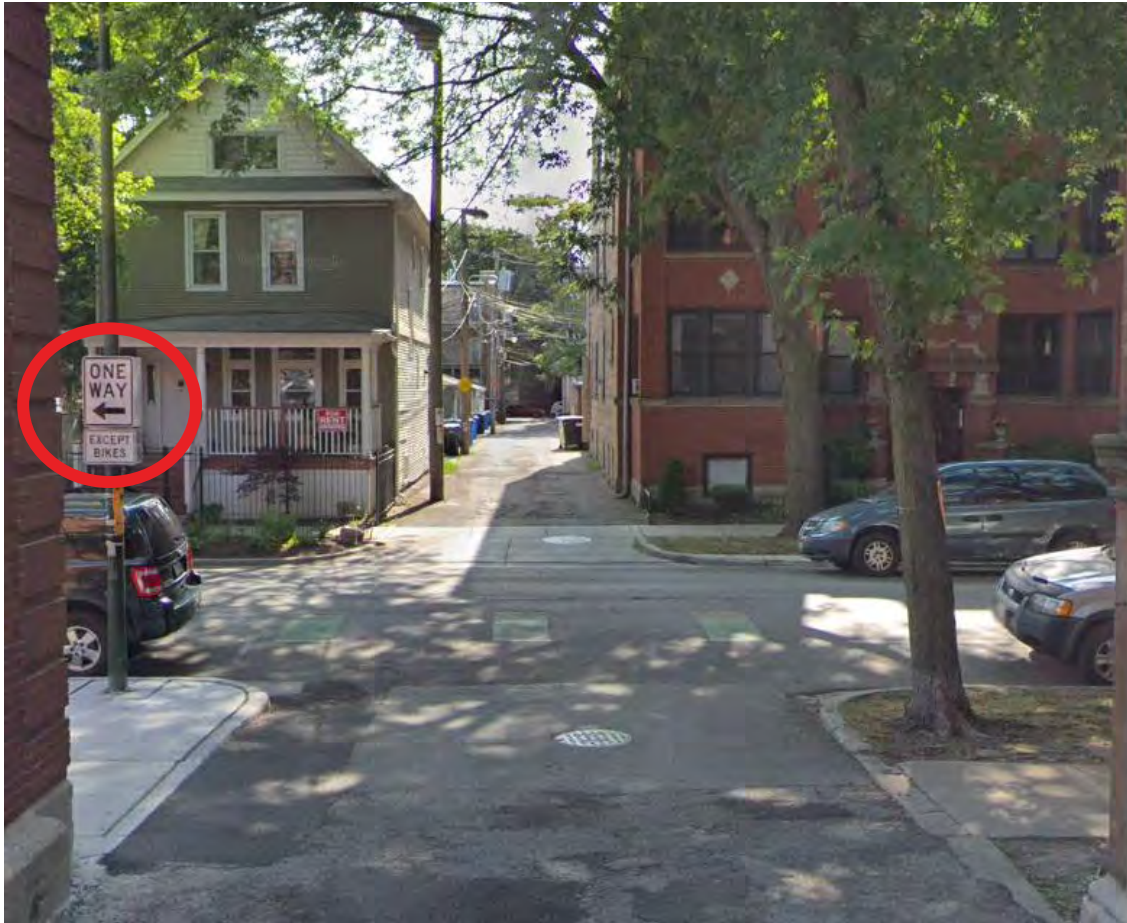


# CONTRAFLOW BIKE LANE SAFETY: SIGNAGE





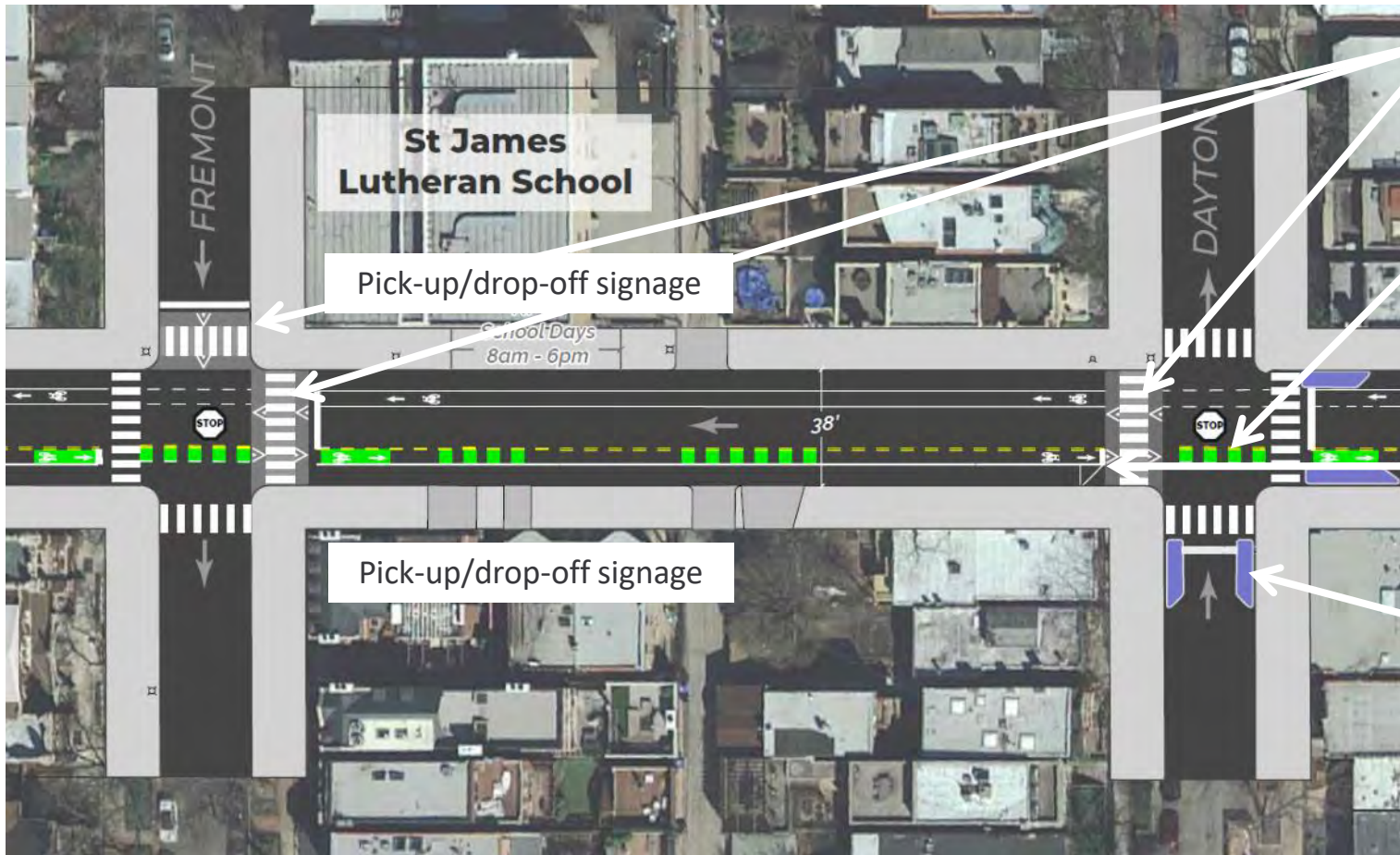
# CONTRAFLOW BIKE LANES: VISIBILITY AT ALLEYS



Exploring where parking can be slightly pulled back at alleys for more visibility



# ST JAMES SCHOOL: PICK UP AND DROP OFF



**Raised crosswalks** to slow cars and bikes and make children and families more visible as they cross the street

**Green markings** to highlight alleys and intersections

**Stop signs for bicyclists** riding in the contraflow bike lane

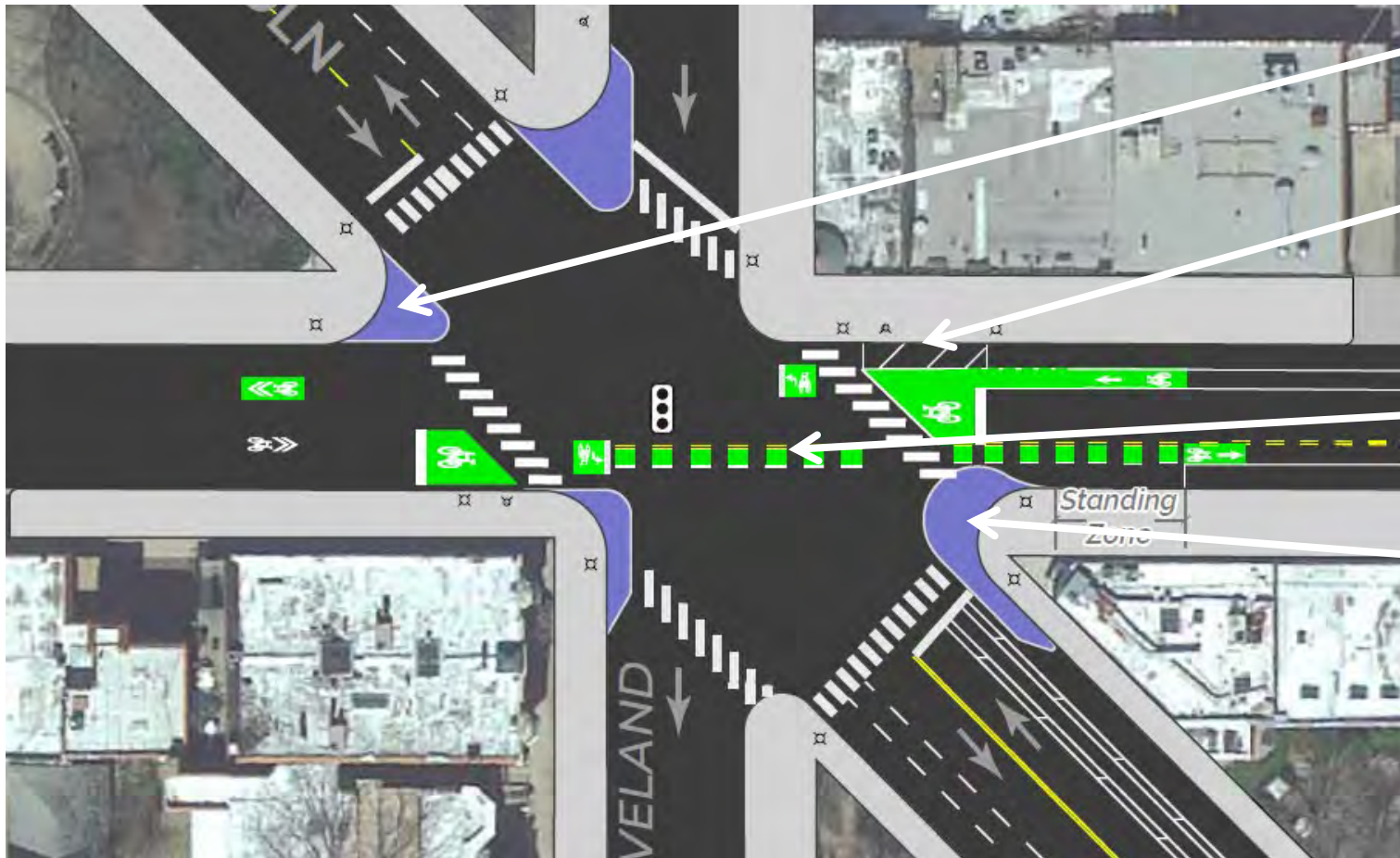
**Curb extensions** to slow vehicles at intersections

**School Zone** signage updates

**New pick-up/drop-off signage**

**Bike lanes will not interfere** with pick-up/drop-off activity

# DICKENS AND LINCOLN: INTERSECTION SAFETY



**Bumpout modified** and bus stop to remain in existing location

**Bumpout removed** to accommodate pick-ups and drop-offs for Carnival Foods

**Green markings** to highlight contraflow bike lane

**Bumpout modified** to better accommodate truck turns



# OZ PARK

## Goal is Helping people safely get to Oz Park

- ▶ Oz Park is the destination for:
  - The many LPHS students who ride a bike to school
  - Families going to play baseball
  - Families going to playground
- ▶ More than double bike parking throughout the park and additional bike parking at LPHS
- ▶ Ward is investigating additional signage to welcome visitors







**OZ PARK IS A DESTINATION FOR PEOPLE ON BIKES**





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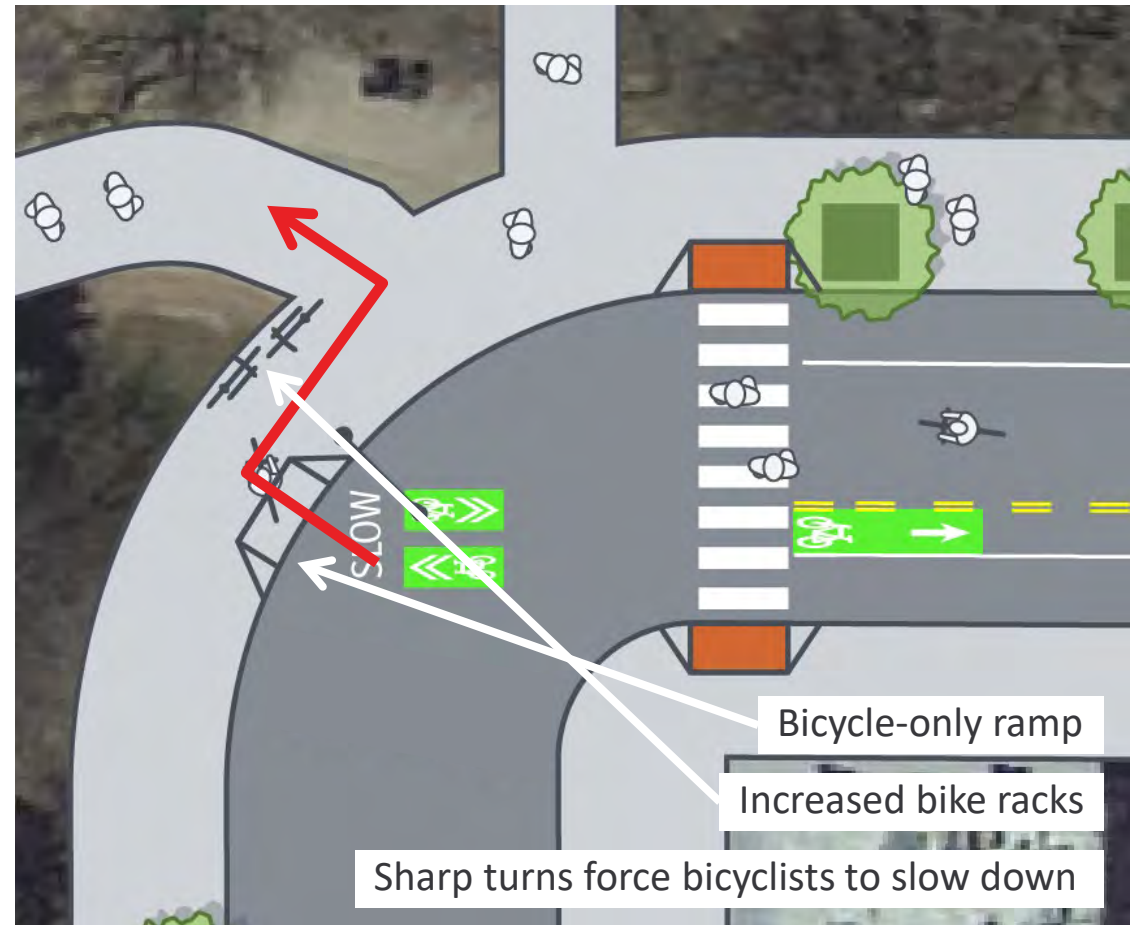
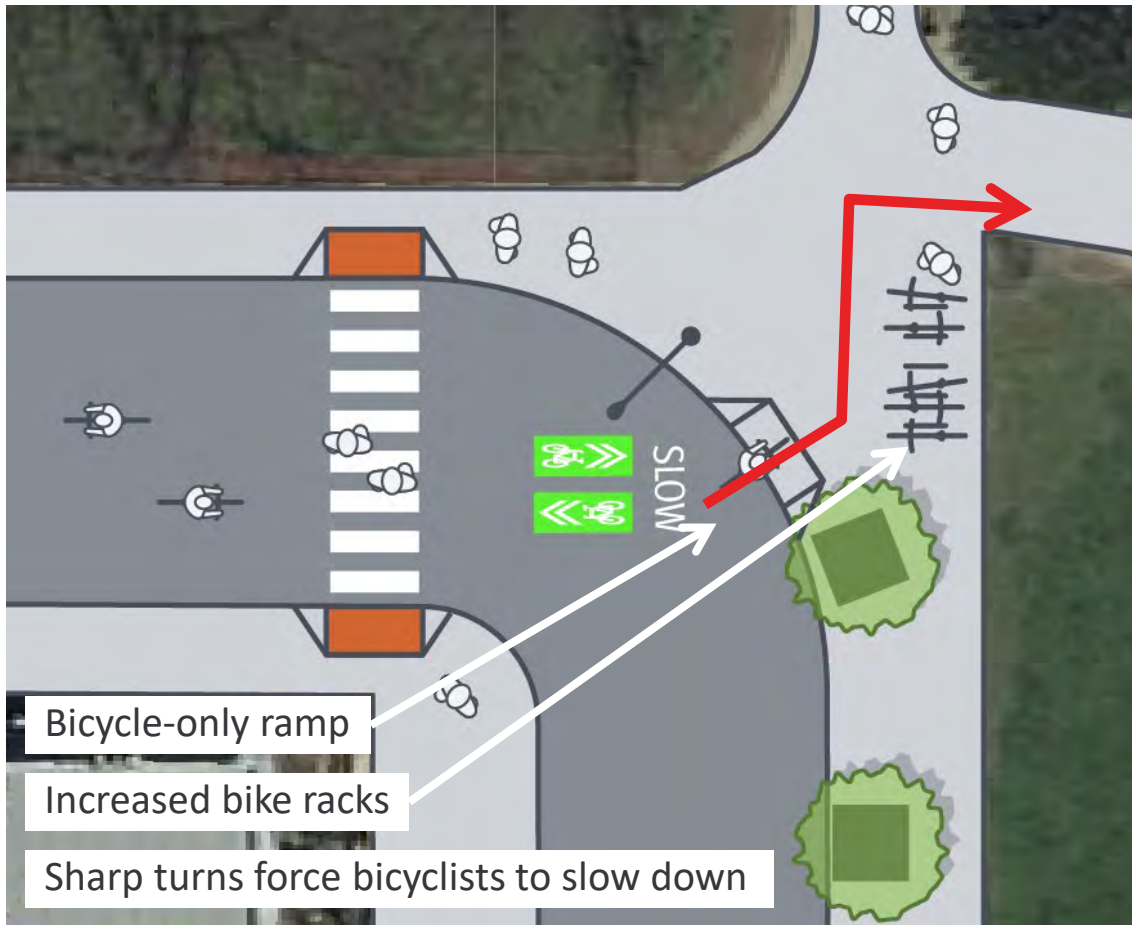




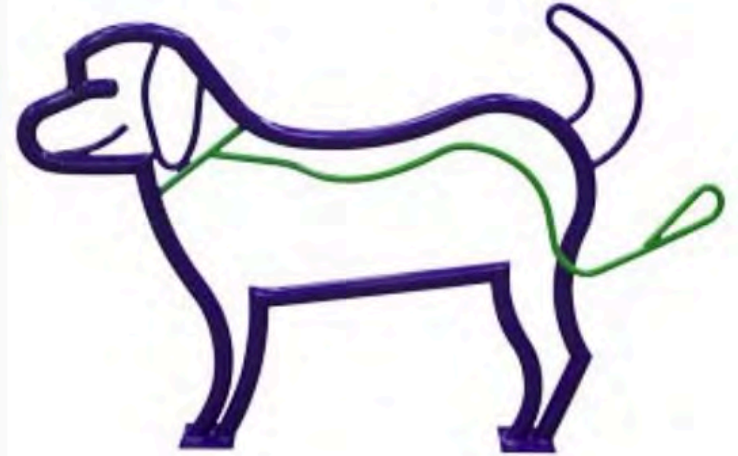
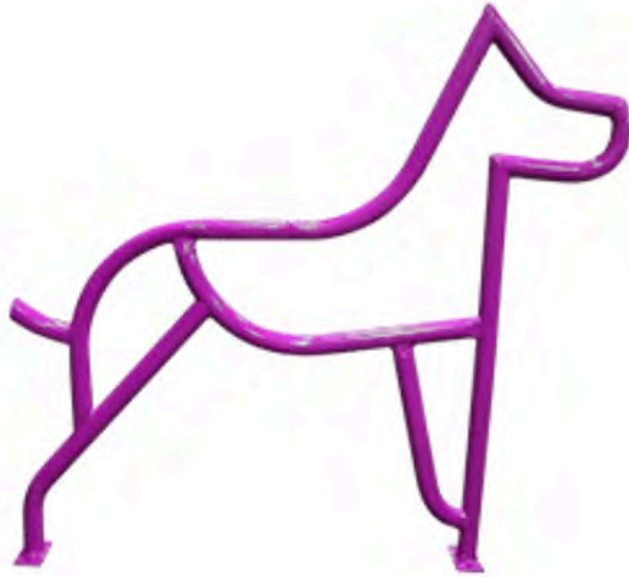
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# OZ PARK ENTRANCES

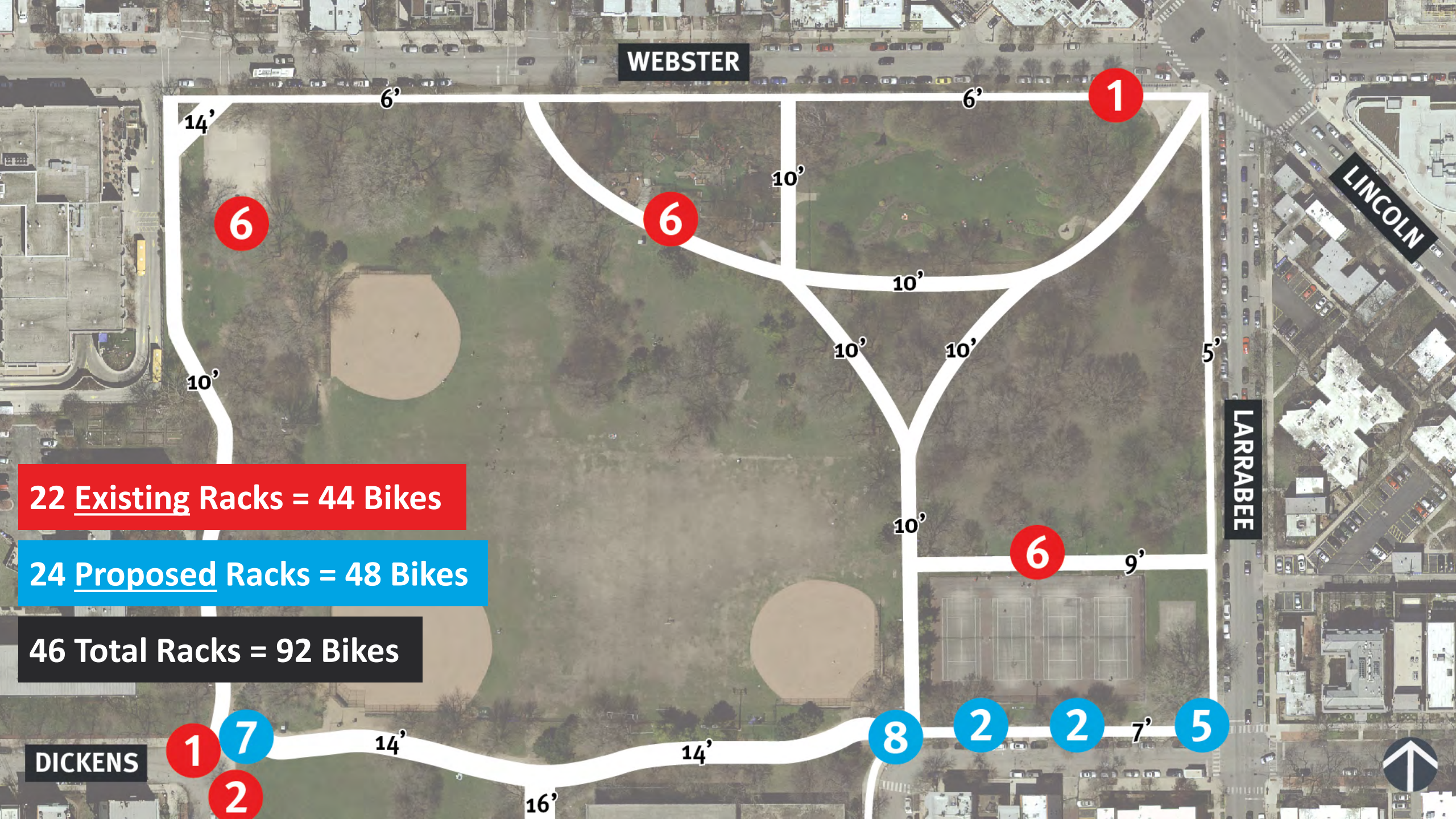


# OZ PARK AESTHETICS



Custom Oz-Park Themed Bike Racks and Identifiers – Eye Catching and Inviting to Stop





WEBSTER

LINCOLN

LARABEE

DICKENS

6

6

1

6

1

7

2

8

2

2

5

22 Existing Racks = 44 Bikes

24 Proposed Racks = 48 Bikes

46 Total Racks = 92 Bikes

6'

6'

14'

10'

10'

10'

10'

10'

5'

10'

9'

14'

14'

16'

7'



# OTHER IMPROVEMENTS TO DICKENS

**CDOT and 43<sup>rd</sup> Ward are coordinating other improvements to Dickens**

- ▶ Sidewalk repair
- ▶ Street resurfacing
- ▶ St James School – pick-up/drop-off signage
- ▶ Tree Trimming
- ▶ Light pole painting
- ▶ Opportunities for voluntary planting to bumpouts; otherwise stamped concrete



# EDUCATING ALL USERS OF THE STREET

CDOT educational team (SAFE Ambassadors) will be on location after installation and annually

- ▶ Discuss safe behaviors and responsibilities with **ALL USERS**, including people biking and driving
- ▶ Help families understand how to safely bike on the street
- ▶ Educate bicyclists on their responsibilities as a street user
- ▶ Educate drivers on the new layout and their responsibilities to drive safely and watch for people walking and bicycling





Community Events



Adult Learn How to Ride Classes



Youth Education at Schools and Parks



# THANK YOU!



**David Smith, AICP**

Bicycle and Pedestrian Program Manager  
Chicago Department of Transportation

**CHICAGOCOMPLETESTREETS.ORG**

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