

Leland Avenue

Thursday February 21, 2019

6:30 PM

47th Ward Office

4243 N Lincoln

Attendees

Ryan Warsing – Lincoln Square Ravenswood Chamber of Commerce

Michael Sewall – Greater Ravenswood Chamber of Commerce

Jordan Paradise

Judy Hergenreder – 40th Ward

Connie Barnes – Rockwell Organization

Megan Bunimovich – Greater Ravenswood Chamber of Commerce

Danny Drees – 47th Ward

David Smith – CDOT: Bicycle/Pedestrian Program Manager

Brad Huff – TY Lin: Bicycle Program Manager

John Pickering – TY Lin: Bicycle Program Planner

A Neighborhood Greenway was installed on Leland between Clark Street and the Lakefront Trail in 2018. CDOT is proposing to extend the Leland Greenway west of Clark. This extension will provide a continuous, low-stress bicycle connection between the North Shore Channel Trail and the Lakefront Trail. It is part of a citywide commitment to better connect residents to the river. The Leland Greenway Extension would also connect to other bike lanes, the Lincoln Square commercial corridor, public transportation, and the upcoming 312 River Run trail.

David Smith from CDOT presented on the project, which would include traffic calming elements and contraflow bike lanes where Leland is one-way. Smith summarized the success of the existing Leland Greenway and led a group discussion to identify key issues along the corridor. He explained the concept of contraflow bike lanes, and solicited feedback on specific traffic calming treatments and locations where improvements could be made.

Contraflow Bike Lanes

- Attendees asked for clarification on how contraflow bike lanes would interact with alleys, driveways, and intersections. CDOT clarified green pavement markings, signage, and stop signs for bicyclists would help indicate motorists of the contraflow bike lane.
- Stakeholders were receptive to signage and pavement markings at alleys and other conflict points. Speed humps in the alleys was also suggested. CDOT mentioned that any speed humps in the alley were not eligible for the funding which would be utilized for this project.

Leland Greenway Extension – Taskforce Meeting #1

The Glenwood Neighborhood Greenway was given as an example of a successful project with contraflow bike lanes. Some attendees spoke to their experiences riding in the Glenwood Greenway contraflow bike lane and confirmed it is comfortable to ride in.

Funding and Timing

- The project would be funded through a federal grant. A 20% local funding match is required. Typically, CDOT has utilized menu or TIF funding for local match of similar projects.
- CDOT anticipates 2020 or 2021 construction.

Existing Issues

- Due to the proximity to the North Branch of the Chicago River, flooding occurs towards the western terminus of Leland Avenue. This area was built in a floodplain and the street can get flooded enough to make it difficult for vehicles to maneuver.
- The stop sign at Leland Avenue and Artesian Avenue was identified for possible removal. This is a 'T' intersection, and Artesian is one-way northbound street leading away from Leland.
- The Lincoln Square area, near the Lincoln/Leland intersection and Western Brown Line Station, is difficult for both bicyclists and pedestrians to safely navigate. CDOT recently completed a pedestrian safety project in the area which included a new bumpout on the western side of Lincoln Avenue to help reduce the distance pedestrians must cross while increasing visibility. Additionally, the Master Plan commissioned by the SSA is working to address this issue and is preparing ideas for improvements.
- Damen Avenue was identified as a busy intersection with high volumes of vehicles, buses, and people walking & biking. The Damen Brown Line Station is just south of the intersection. This intersection would be a candidate for bumpouts and other traffic calming features.
- The Rockwell Street intersection also experiences a high volume of people walking and biking, with the Rockwell Brown Line Station just to the south. Brown Line trains run at the street level at Rockwell.
- On the Berteau Greenway, trucks using Berteau for access to the Ravenswood corridor frequently damage/get stuck in the bioswale bumpouts. Berteau is used because of viaduct clearance. Concerns were raised about similar issues happening on Leland near Ravenswood.

Traffic Calming

- Stakeholders supported the use of bumpouts along the corridor.
- Concerns were raised about who would maintain any landscaped bumpouts. CDOT requires maintenance agreements with a responsible party to maintain any landscaped bumpouts.
 - The Heart of Lincoln Square was raised as a group that might be interested in maintaining landscaped bumpouts.
 - Schools in the area might be willing to maintain landscaped bumpouts if an educational aspect could be incorporated.
 - Representatives from GROW prefer landscaped bumpouts and indicated a willingness to maintain them.
 - CDOT's Landscape Architect could meet with any groups interested in maintaining landscaped bumpouts.

Leland Greenway Extension – Taskforce Meeting #1

- Bike friendly speed humps were discussed and how they differ from the typical speed hump found throughout Chicago. Stakeholders were receptive to this type of traffic calming.

Proposed Route

- Stakeholders were receptive to the proposed striping, but exact types and locations of traffic calming features need to be fleshed out more.
- Stakeholders recommended signage and markings help direct bicyclists to the North Shore Channel Trail located directly north of Leland Avenue.

Next Steps

- CDOT and the 47th Ward to reach out to additional stakeholders, such as:
 - Stakeholders mentioned Mark Dawson, an avid cyclist who resides on Leland Avenue and may be interested in the project and could help advocate for it.
 - Chase Park Advisory Council
 - Schools near the corridor
- A community bike ride may be organized when the weather improves to ride the corridor and discuss route details, potential traffic calming, and any issues.
- CDOT and the 47th Ward to determine whether an additional taskforce meeting would be beneficial, or to move forward with an open house to discuss the project in more detail with the community.