

LELAND NEIGHBORHOOD GREENWAY

Community Meeting #2
January 18, 2022





Andre Vasquez
40th Ward Alderman



Matt Martin
47th Ward Alderman

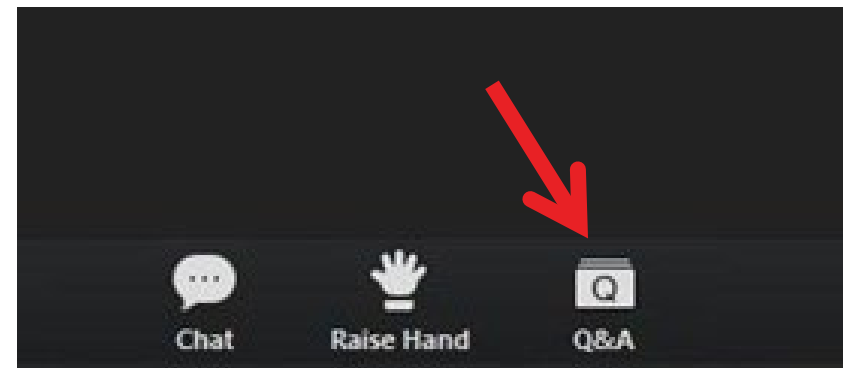
AGENDA

- ▶ Project Background
- ▶ Comments Received
- ▶ Design Updates
- ▶ Next Steps
- ▶ Q&A/Comments
- ▶ Meeting will end at 7:30 PM

QUESTIONS & COMMENTS

We will answer as many questions as we can during today's meeting

- ▶ Please type your question into the Q&A box and we'll answer as many questions as possible at the end
- ▶ We will also provide an opportunity for folks on the phone to ask questions at the end of the presentation
- ▶ Meeting materials will be made available at:
www.ChicagoCompleteStreets.org
- ▶ Printed copies will be made available at the 40th and 47th Ward offices
- ▶ Additional questions and comments can be emailed to:
CDOTBikes@cityofchicago.org
- ▶ Comments will be compiled for the next two weeks (until February 1st)



LELAND NEIGHBORHOOD GREENWAY

FAMILY-FRIENDLY BIKING CONNECTION

for people not comfortable riding on busier streets like Lawrence and Wilson.

Includes safety elements to slow cars and **MAKE THE STREET SAFER FOR EVERYONE**—whether you are walking, biking, or driving.





20 MPH Speed Limit



High Visibility Crosswalks



Smooth Speed Humps



Formalize Two-Way Biking

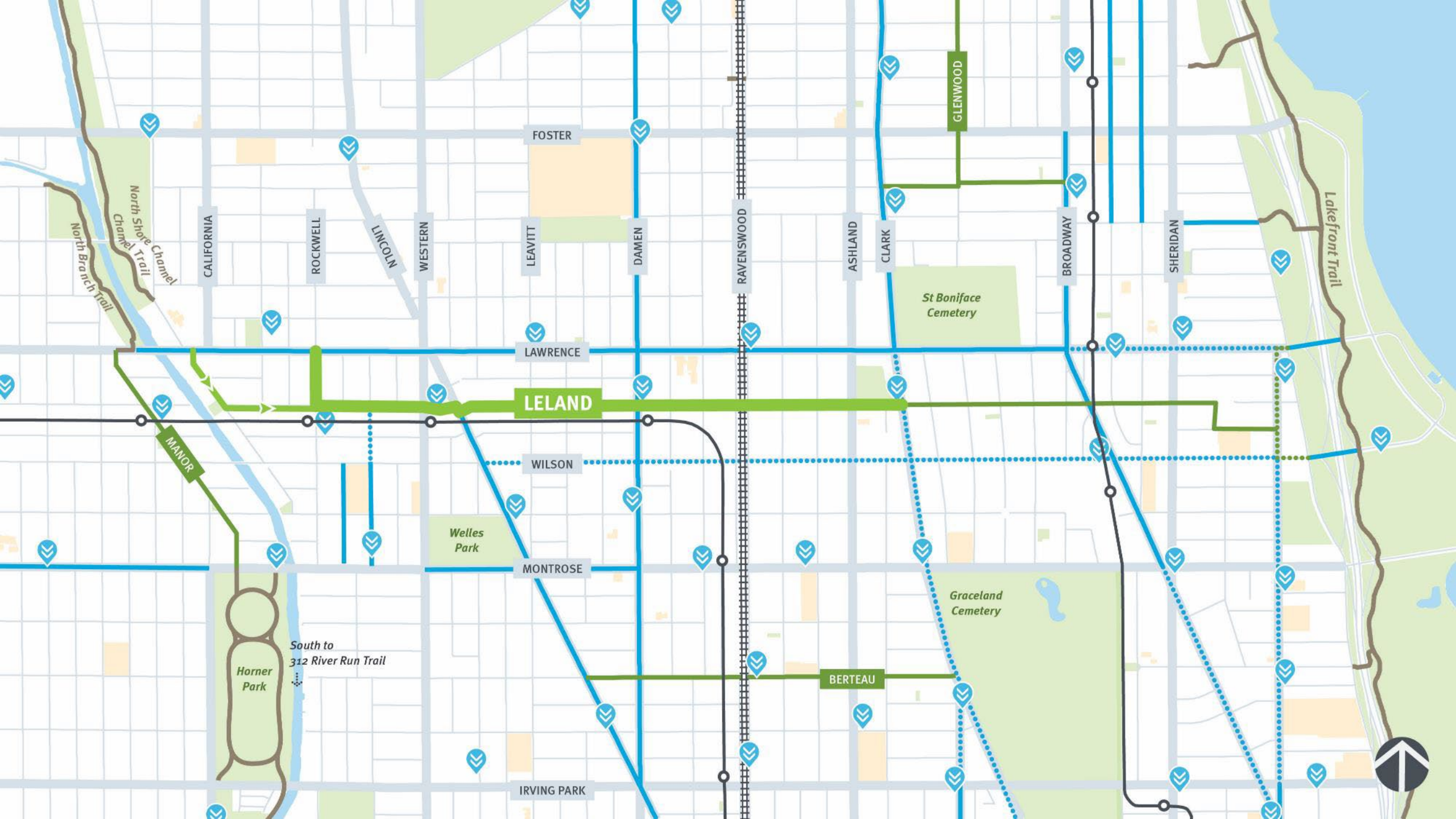


Signage



Curb Extensions

Most elements for
**pedestrian safety &
traffic calming**



North Branch Trail
Chanel Trail
North Shore Channel

CALIFORNIA

ROCKWELL

LINCOLN

WESTERN

LEAVITT

DAMEN

RAVENSWOOD

ASHLAND

CLARK

BROADWAY

SHERIDAN

Lakefront Trail

FOSTER

LAWRENCE

LELAND

WILSON

MONTROSE

IRVING PARK

St Boniface Cemetery

Welles Park

Graceland Cemetery

Horner Park

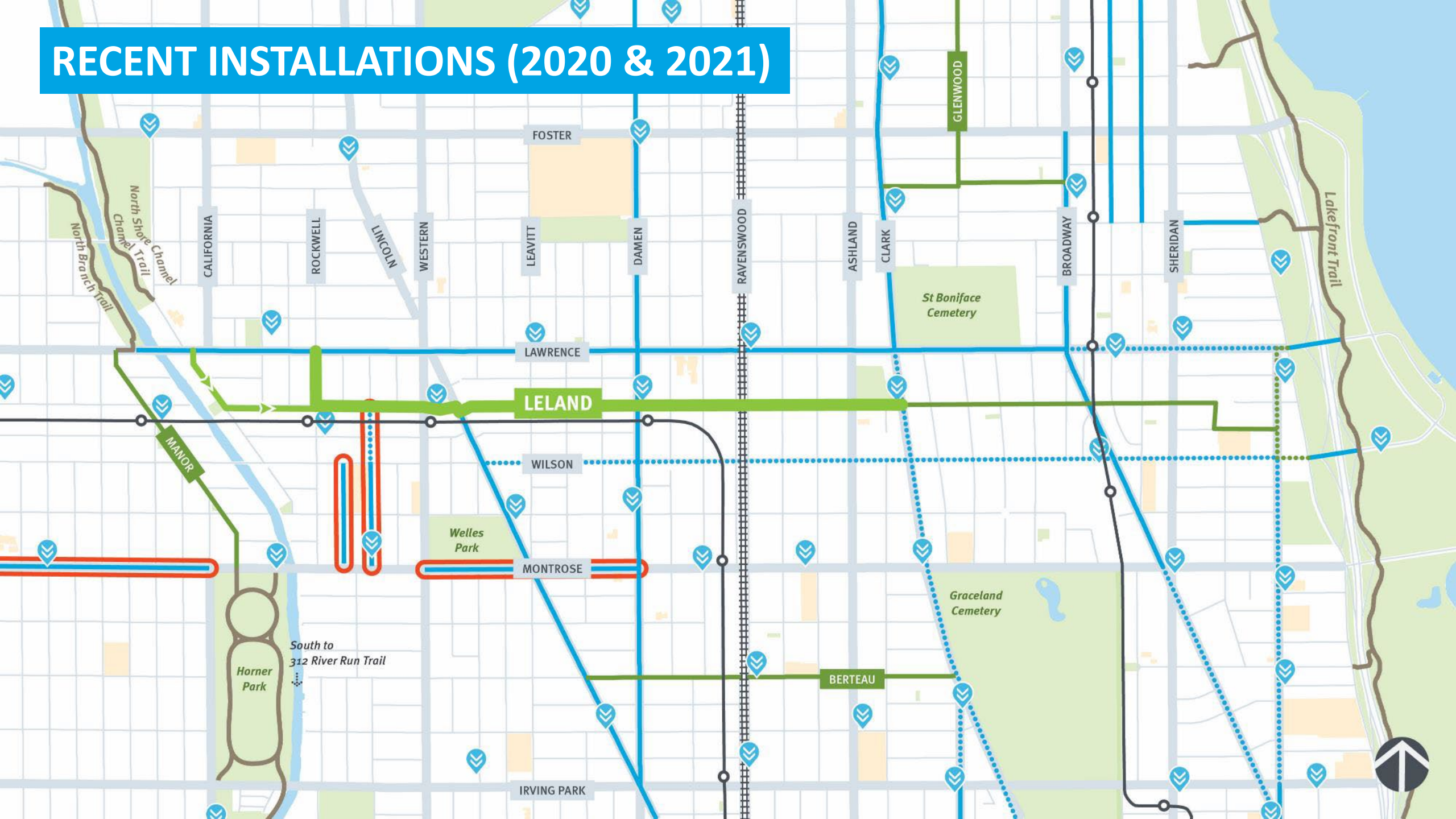
South to
312 River Run Trail

MANOR

BERTEAU



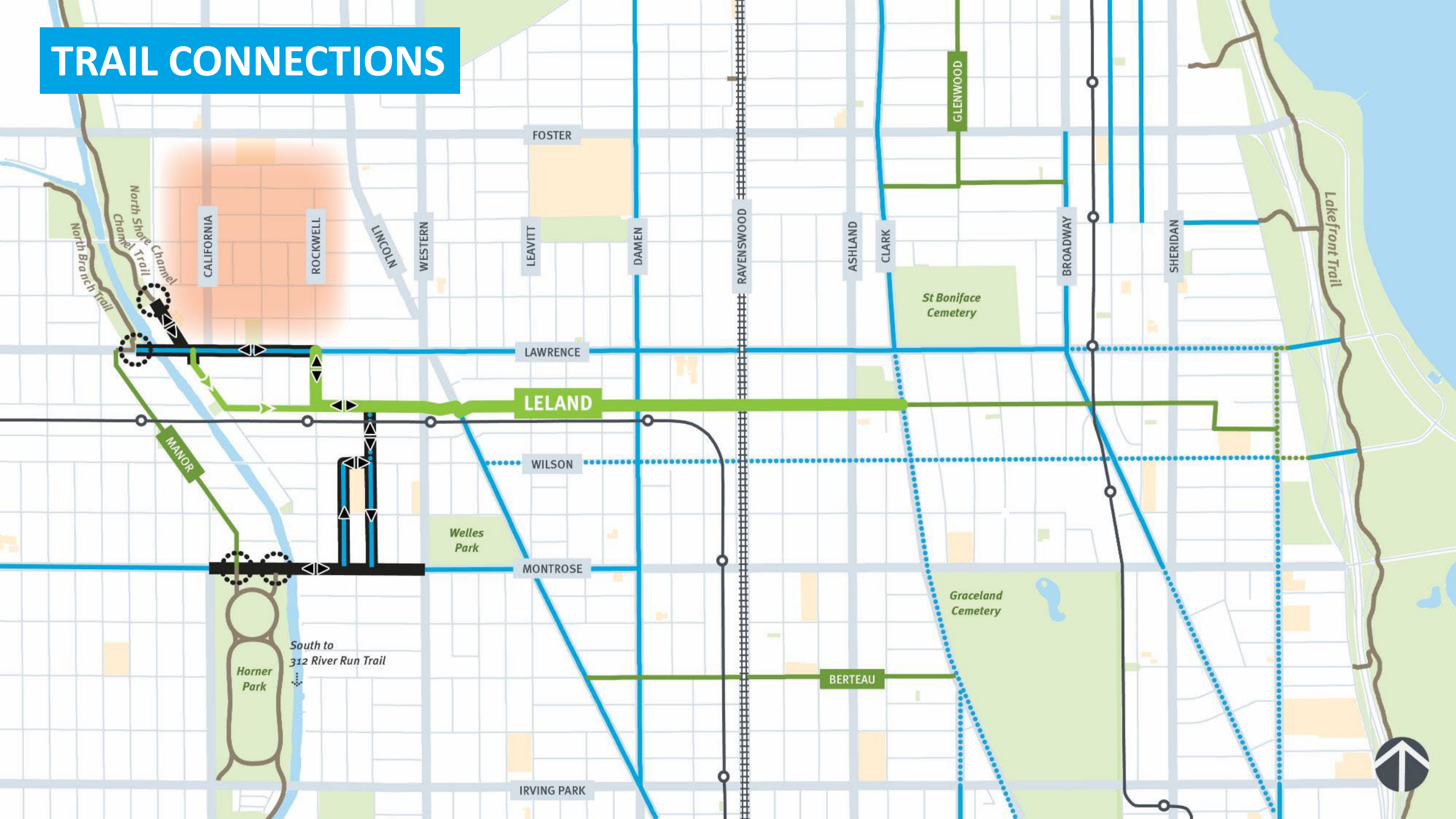
RECENT INSTALLATIONS (2020 & 2021)



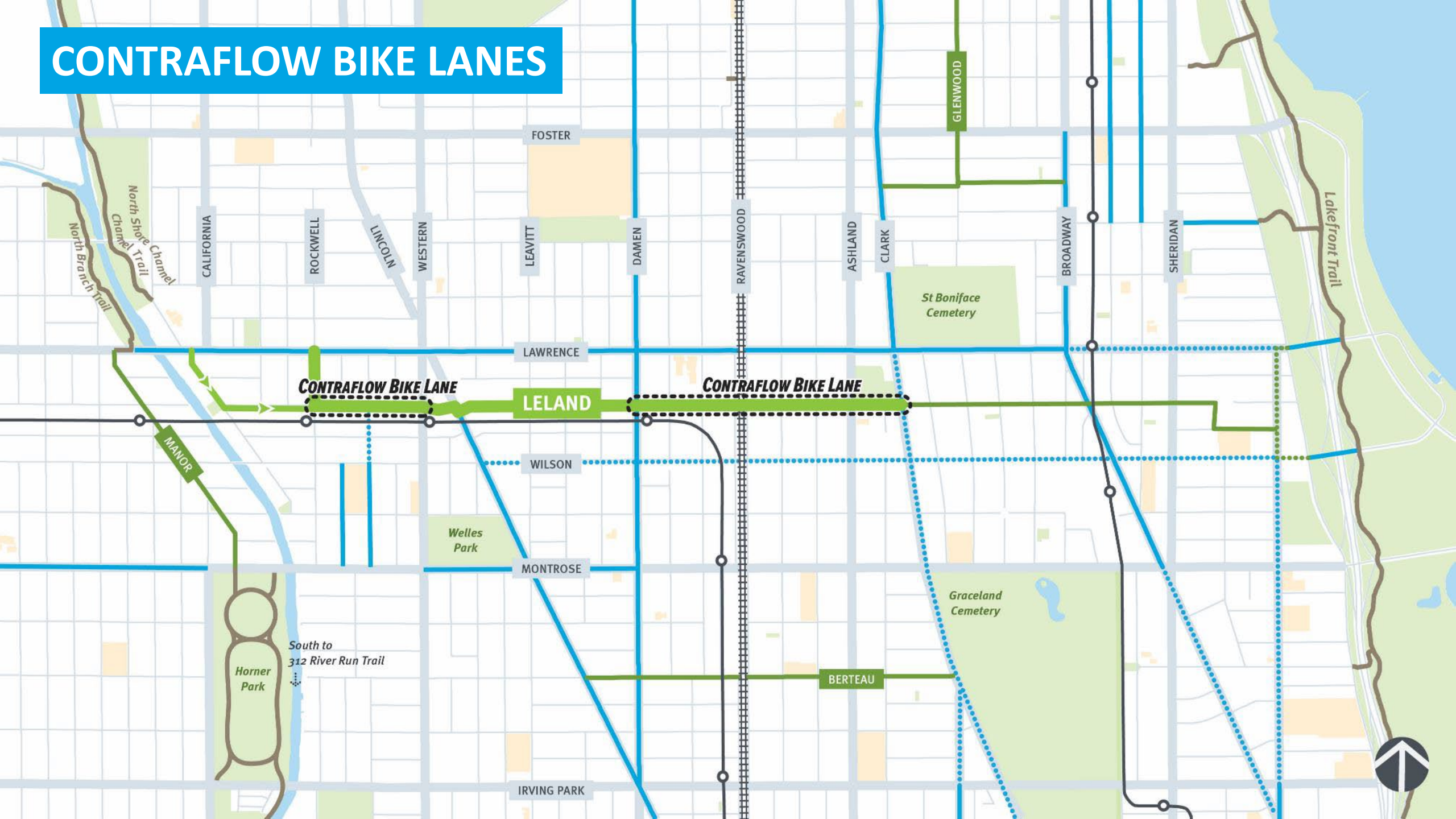
UPCOMING INSTALLATIONS



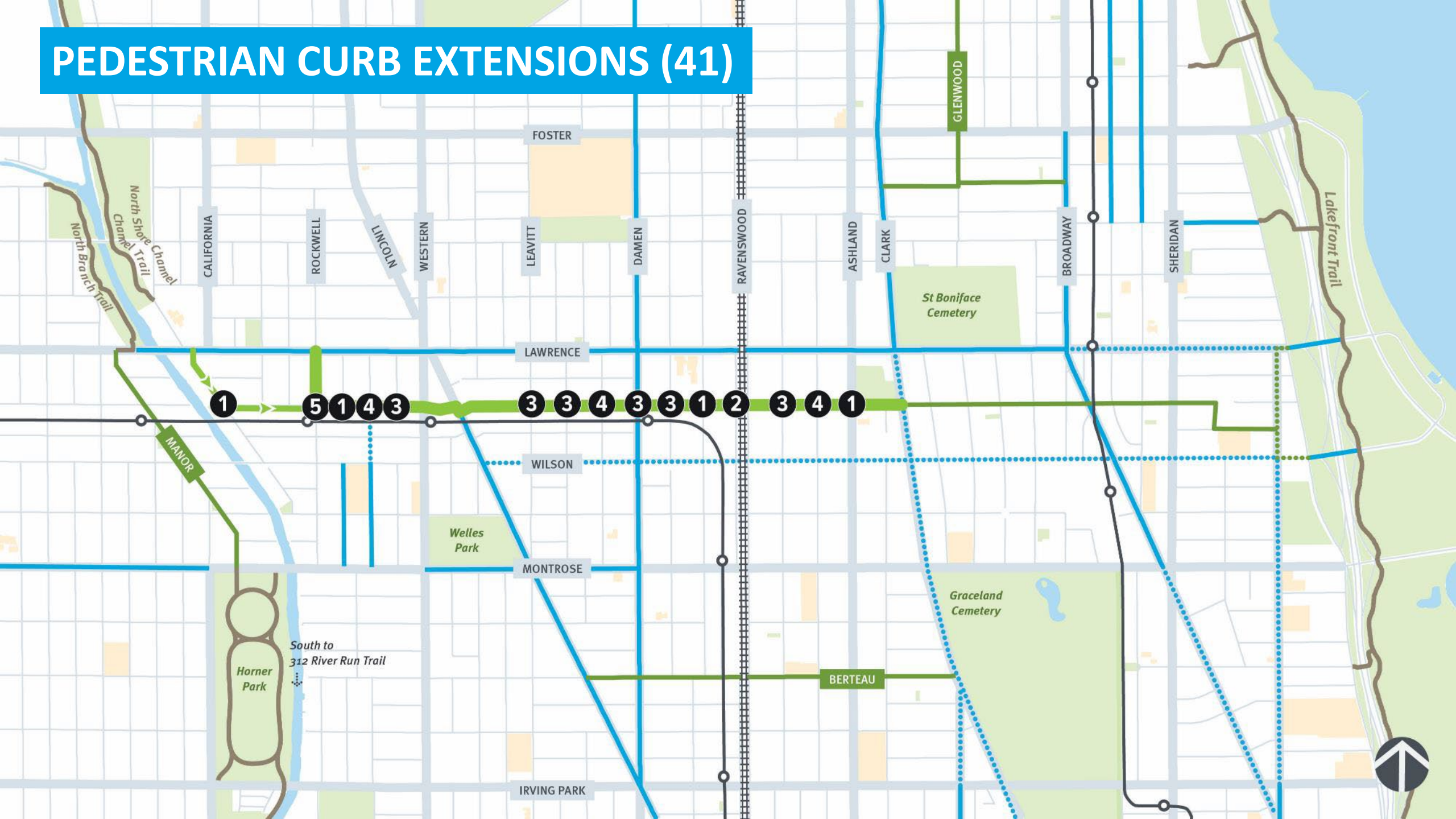
TRAIL CONNECTIONS



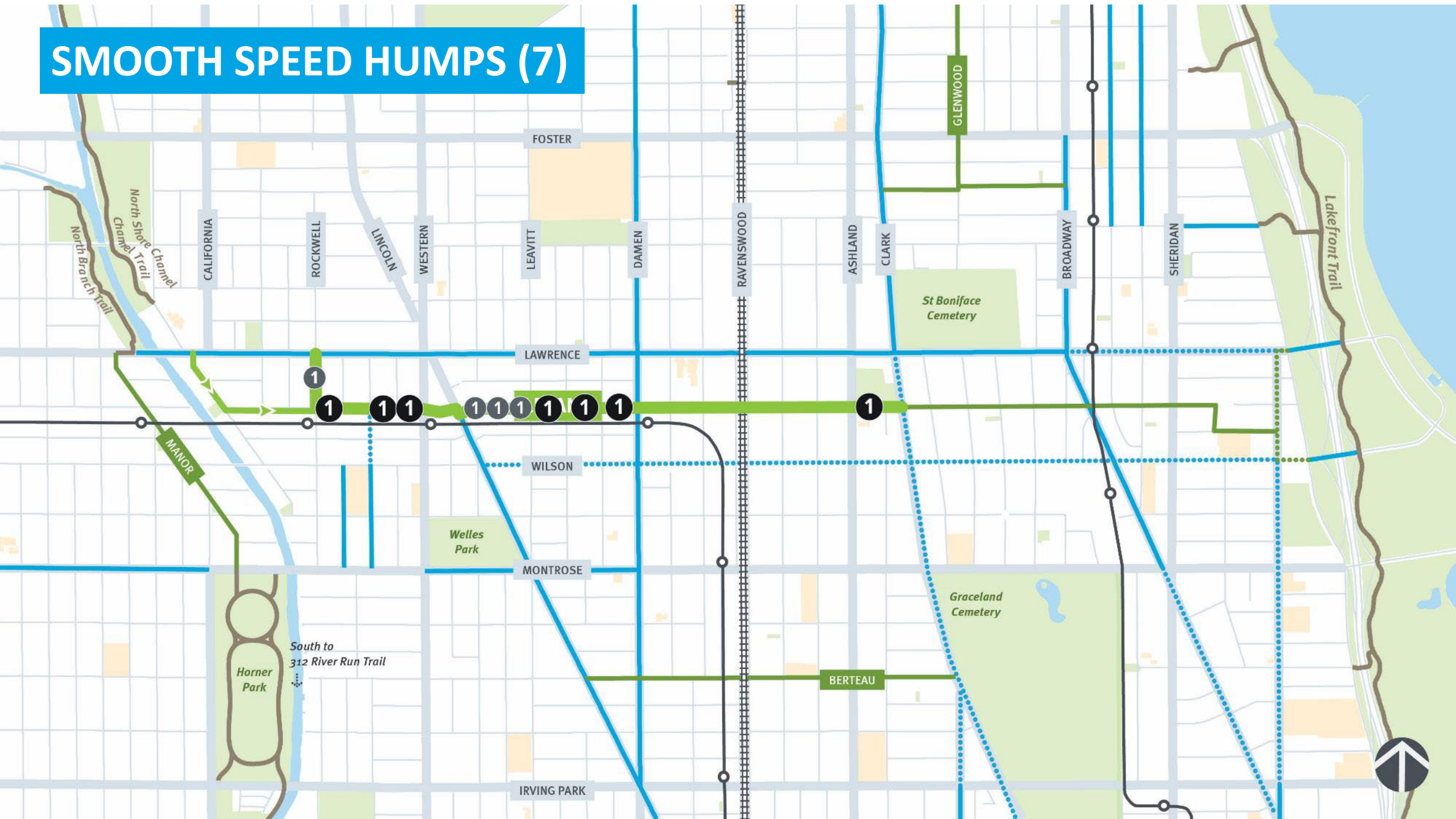
CONTRAFLOW BIKE LANES



PEDESTRIAN CURB EXTENSIONS (41)



SMOOTH SPEED HUMPS (7)



PROJECT GOALS

IMPROVE PEDESTRIAN SAFETY

- ▶ Make it safer and easier for pedestrians to cross the street
- ▶ Make pedestrians more visible to motorists and bicyclists

ORGANIZE THE STREET

- ▶ Clearly define space on the street for each mode
- ▶ Make bicyclists already riding on the street more predictable

ENCOURAGE CONSISTENT & PREDICTABLE VEHICLE SPEEDS

- ▶ Ensure cars and bicycles are traveling at appropriate speeds

PROVIDE A LOW-STRESS, FAMILY-FRIENDLY EAST/WEST CONNECTION

- ▶ Provide another option for people not comfortable walking or biking on busy streets
- ▶ Connect to trails, the Lakefront, schools, parks, local businesses & CTA

WHY IS THIS BEING PROPOSED?

- ▶ **COMPLETE STREETS POLICY** – all Chicagoans deserve to travel safely and comfortably to the places they need to go, no matter how they get around.
- ▶ Citywide focus on providing people with **SAFE, HEALTHY, LOW-STRESS TRAVEL OPTIONS**.
- ▶ **BICYCLING IS GROWING** and will continue to grow in Chicago. Bicycling along Leland is growing even faster.
- ▶ **LELAND IS ALREADY A POPULAR ROUTE** for families and people of all ages and abilities. Extension of the existing Leland Greenway east of Clark.
- ▶ **CONNECT LINCOLN SQUARE** to trails, greenways, the Lakefront, local businesses & CTA.

GREENWAYS USE TRAFFIC CALMING TO

- ▶ 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** behaviors

NEIGHBORHOOD GREENWAYS

A study of other Neighborhood Greenways in Chicago found...

- ▶ **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

COMMENTS RECEIVED

What have we heard so far?

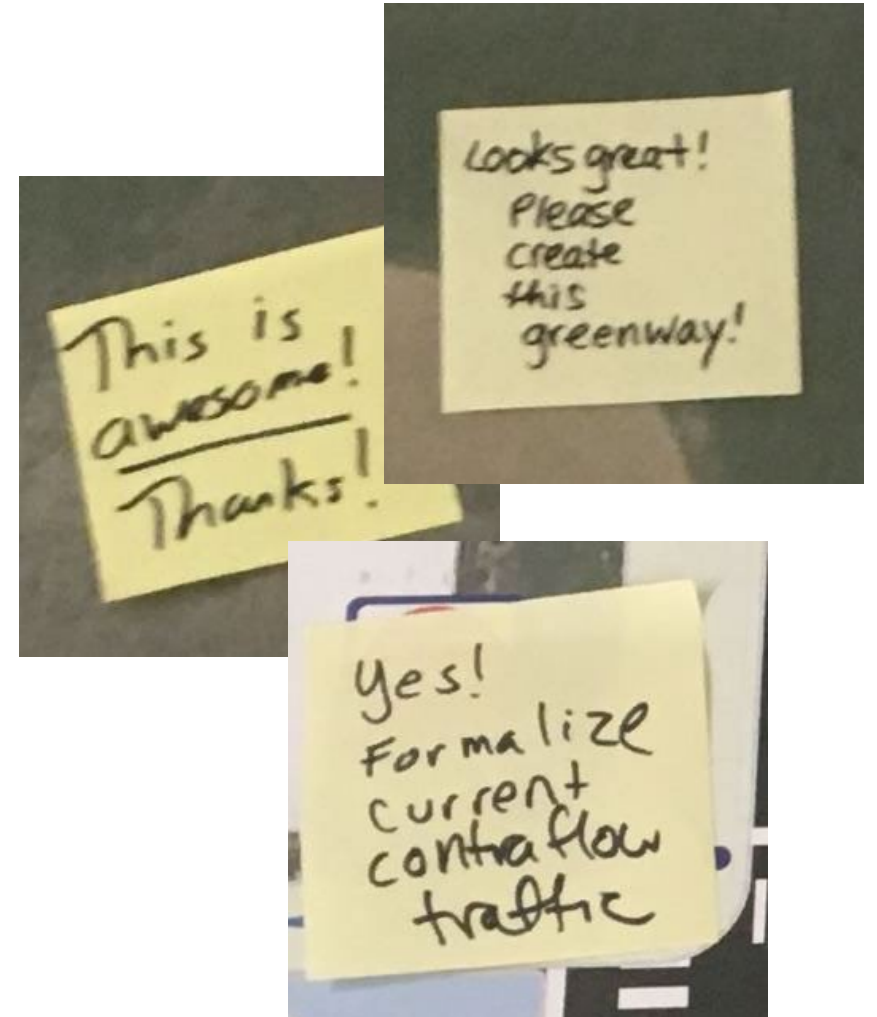
WHAT WE'VE HEARD

We've heard from a lot of folks about the project

- ▶ 2019 public meeting
- ▶ Neighborhood groups & Chamber of Commerce
- ▶ Other emails and messages

Overall positive reception to the Leland Neighborhood Greenway

- ▶ This makes sense, people already bike in both directions on Leland.
- ▶ Lawrence is not a street I'd feel comfortable riding a bike on
- ▶ Some concerns with contraflow bike lane at alleys
- ▶ Interest in opportunities for landscaping
- ▶ Additional locations for traffic calming identified



WHAT WE'VE HEARD

Cut through traffic and speeding is a problem

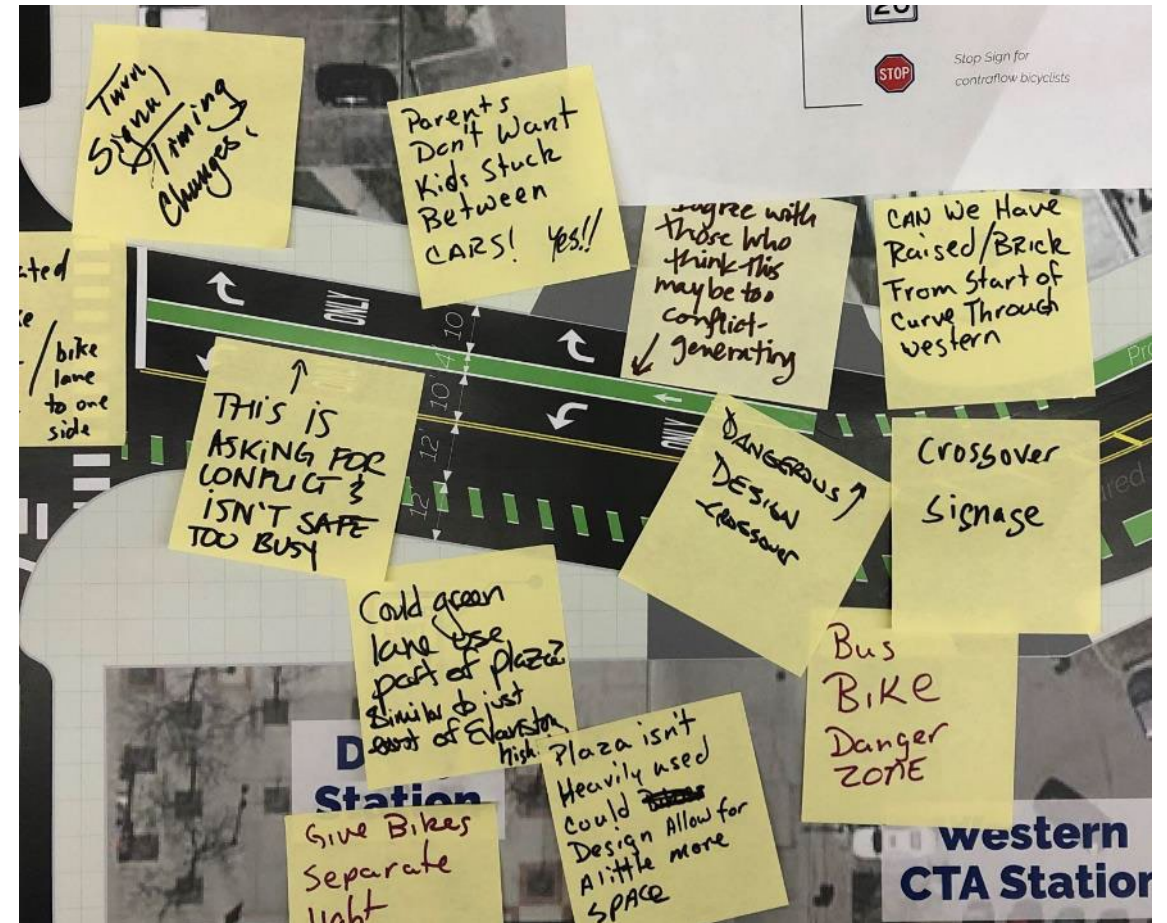
- ▶ Over the years, the 40th and 47th Wards have received many requests to address cut through traffic on Leland

Improve the design through Lincoln Square

- ▶ Improved bicycle comfort through Lincoln Square between Western & Lincoln is needed
- ▶ Western Avenue is a barrier which divides the neighborhood and is difficult for people to cross

Better connect to the North Shore Channel Trail

- ▶ Need for improvements at Lawrence & Francisco/Virginia and better connection to North Shore Channel Trail



LELAND SHARED STREET



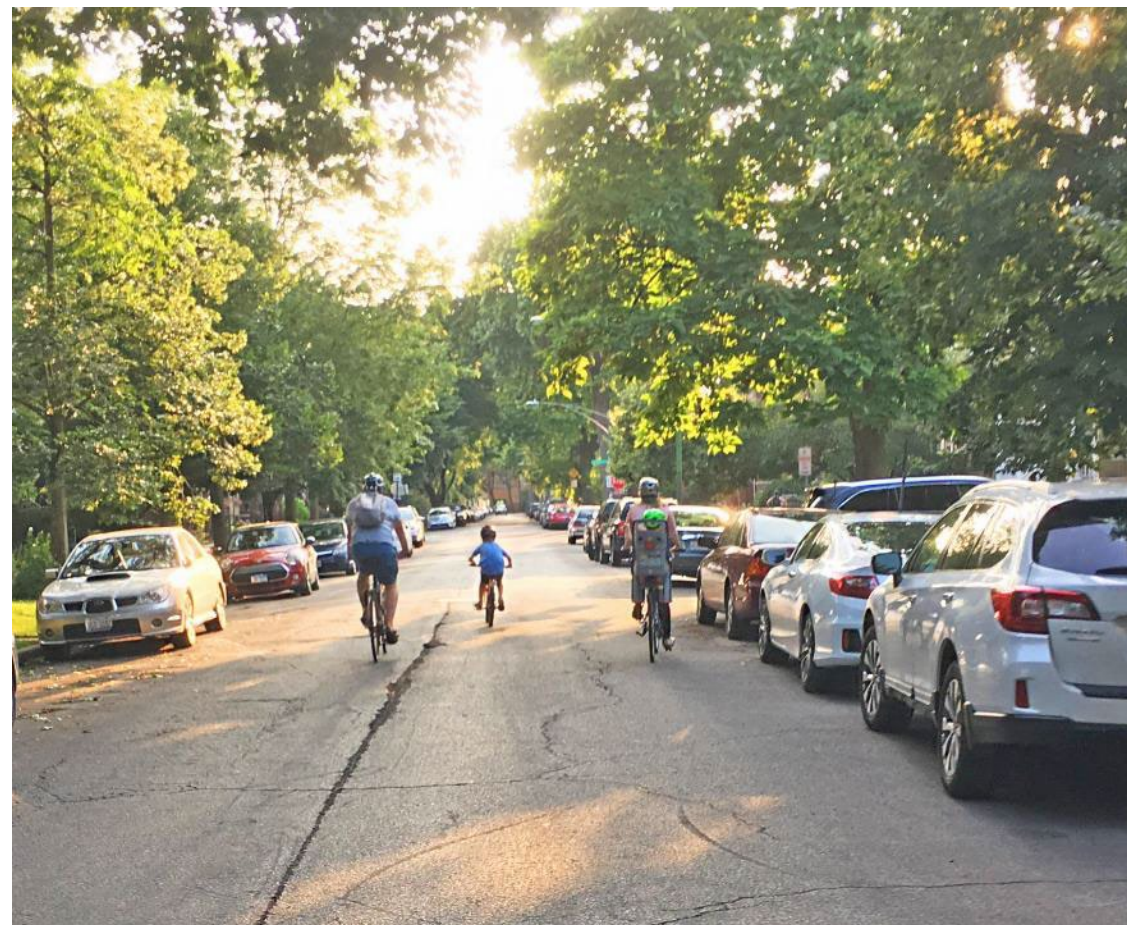
DESIGN UPDATES

What has changed since the last meeting?

ADDITIONAL TRAFFIC CALMING

Since the last meeting, additional traffic calming is added at key intersections identified by the community

- ▶ **Leland & Virginia** – New concrete bumpout
- ▶ **Leland & Artesian** – New concrete bumpouts
- ▶ **Leland & Damen** – New high visibility green bicycle markings across intersection & increased bike parking



LAWRENCE & FRANCISCO

Changes are coming to the Lawrence & Francisco intersection

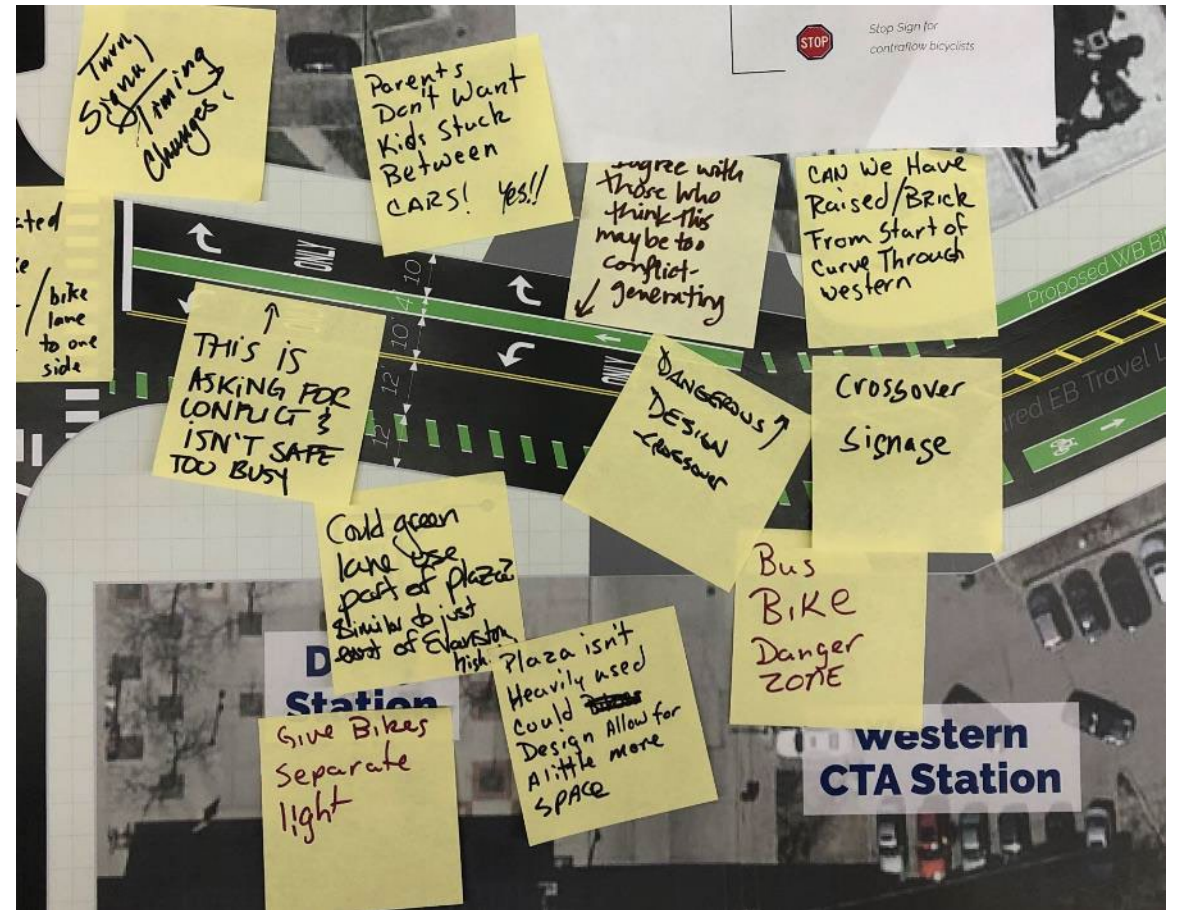
- ▶ To be implemented through the Lawrence Avenue streetscape
- ▶ More comfortable for people to walk and bike across Lawrence
- ▶ New connection to/from the North Shore Channel Trail for people biking
- ▶ Construction anticipated to start in 2022
- ▶ See www.ChicagoCompleteStreets.com for more information



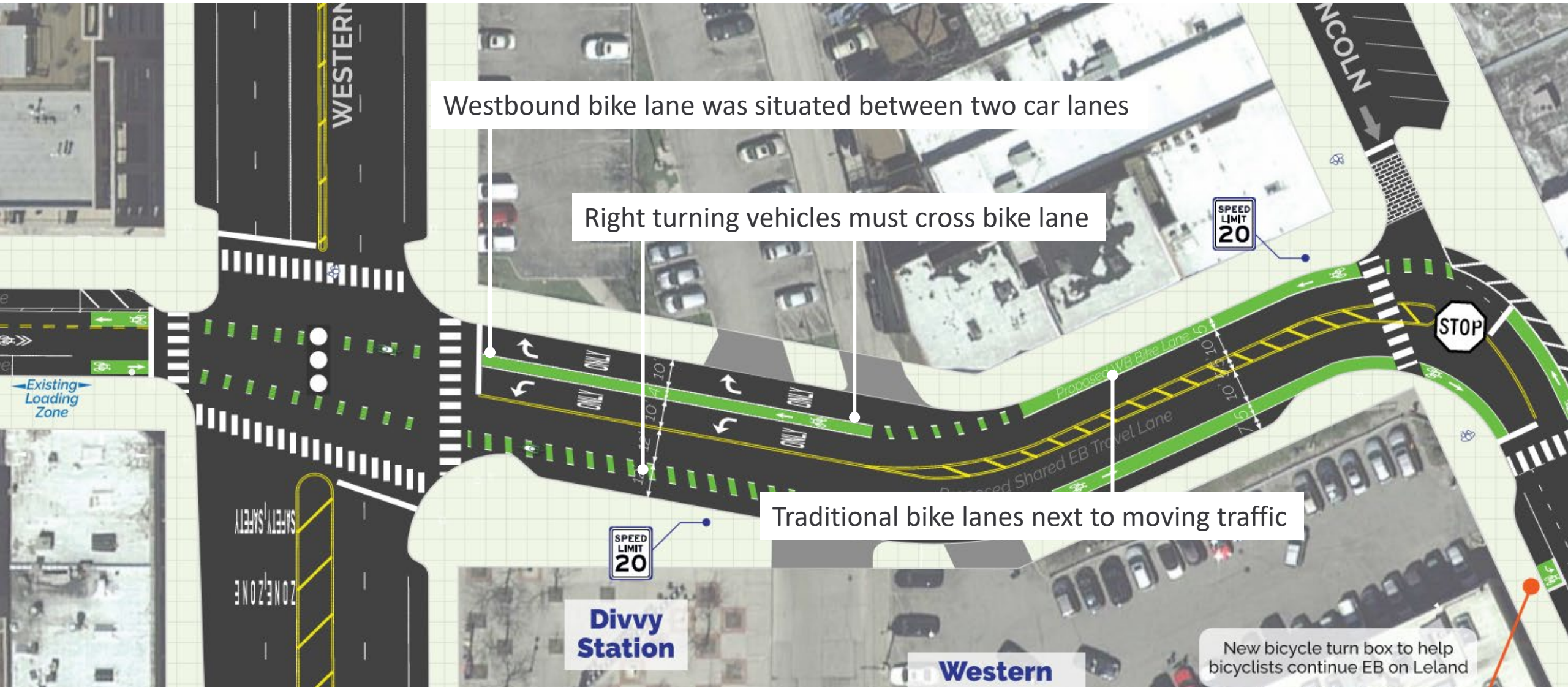
LELAND – WESTERN TO LINCOLN

We heard the need to **improve the design through Lincoln Square** and the Western Avenue intersection to make it **more comfortable for people of all ages and abilities**

We've redesigned this stretch to be more family friendly and **completely separate people biking from vehicles**



LELAND – WESTERN TO LINCOLN (PREVIOUS)



Westbound bike lane was situated between two car lanes

Right turning vehicles must cross bike lane

Traditional bike lanes next to moving traffic

New bicycle turn box to help bicyclists continue EB on Leland

**Divvy
Station**

Western

LELAND – WESTERN TO LINCOLN (PROPOSED)



Two-way protected bike lane
People on bikes are separated from vehicles

**Divvy
Station**

**Western
CTA Station**

LELAND – WESTERN TO LINCOLN (PROPOSED)

Direct connection across Western Ave to/from the contraflow bike lane

Two-way protected bike lane
People on bikes are separated from vehicles



LELAND – WESTERN TO LINCOLN (PROPOSED)

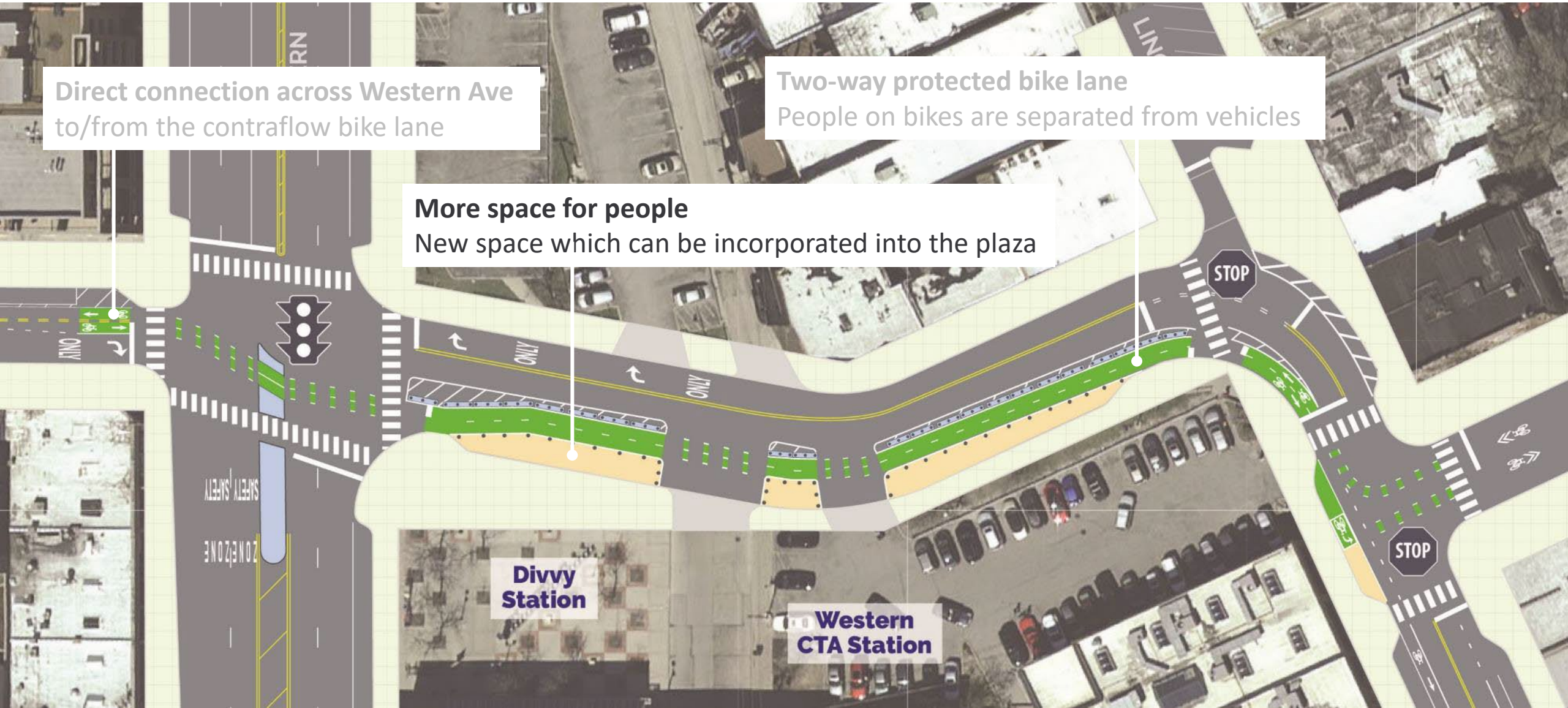
Direct connection across Western Ave to/from the contraflow bike lane

Two-way protected bike lane
People on bikes are separated from vehicles

More space for people
New space which can be incorporated into the plaza

Divvy Station

Western CTA Station



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Direct connection across Western Ave to/from the contraflow bike lane

Two-way protected bike lane
People on bikes are separated from vehicles

More space for people
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Parking Lot

Divvy Station

4 parking spaces relocated
Parking still available in the off-street parking lot

CIA Station



LELAND – WESTERN TO LINCOLN (PROPOSED)



Direct connection across Western Ave to/from the contraflow bike lane

Two-way protected bike lane
People on bikes are separated from vehicles

More space for people
New space which can be incorporated into the plaza

Parking Lot

Pedestrian Refuge island

Divvy Station

4 parking spaces relocated
Parking still available in the off-street parking lot

CIA Station

WESTERN AVE BROWN LINE STATION PLAZA

Lincoln Square Chamber of Commerce leading an effort to redesign the Brown Line Station Plaza

- ▶ See www.lincolnsquare.org/ssa-master-plan-cta-station-area-study for more information
- ▶ This project could **enhance the Leland Greenway** between Lincoln and Western
- ▶ Concrete curb or sidewalk-level bike lanes could further improve the comfort of people biking through



LELAND & WESTERN INTERSECTION

What we've heard...

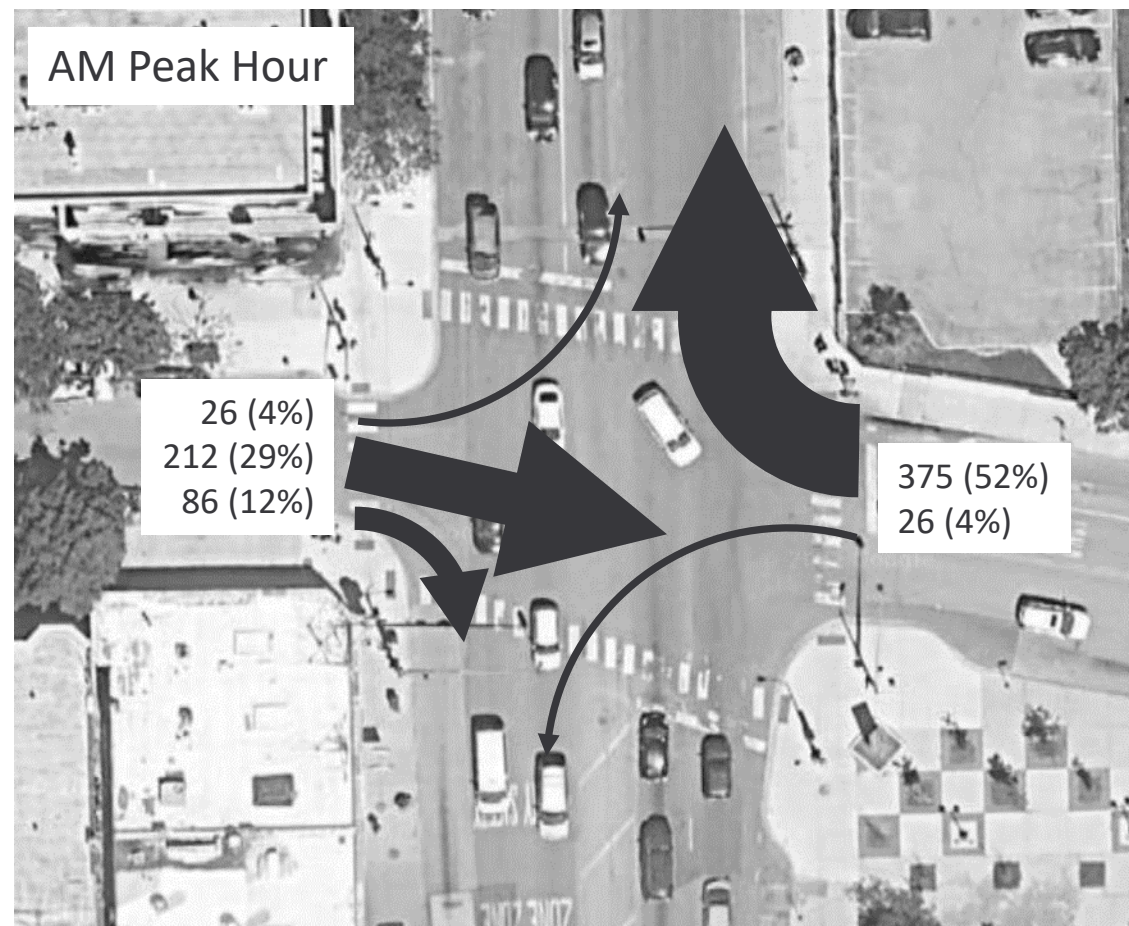
- ▶ **Western Avenue is a barrier** which divides the neighborhood and is difficult for people to cross
- ▶ Families and children need to cross Western to get to school each day
- ▶ The community has called for changes to make this crossing safer over the years
- ▶ **Improve the design of the greenway** across Western to be more family friendly
- ▶ **Cut through traffic and speeding is a problem** on Leland between Virginia/Lawrence and Western
- ▶ The 40th and 47th Wards have received many requests to address cut through traffic on Leland



LELAND & WESTERN INTERSECTION

Turning movements

- ▶ Most vehicles are coming to Western from the east
- ▶ Nearly all westbound vehicles are turning right onto Western from Westbound Leland
- ▶ Very few left turns are made from Leland onto Western from either direction
- ▶ Eastbound vehicles driving straight through Western are likely cut through drivers

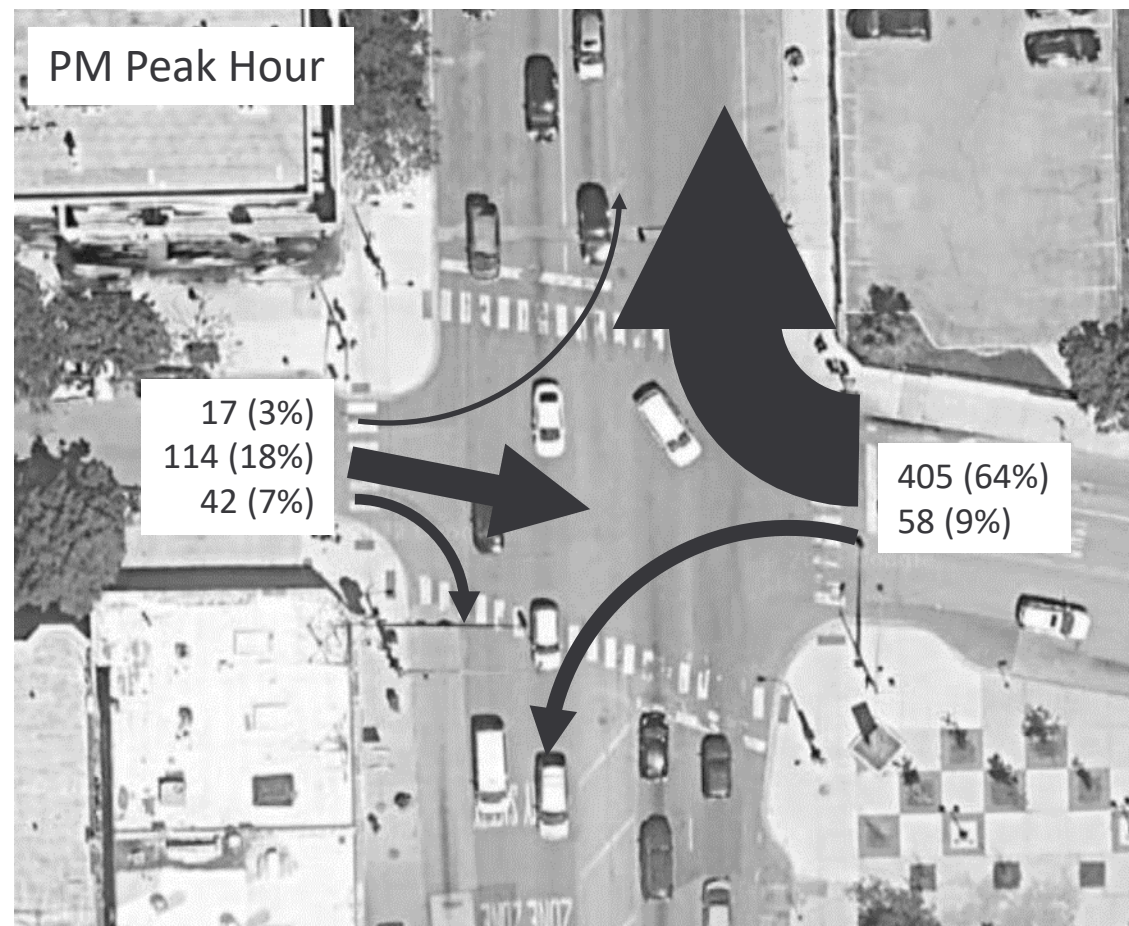


* Size of arrows are relative to each other

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LELAND – WESTERN TO LINCOLN (PROPOSED)

Only right-turns will be allowed from Leland at Western
Very few left turns made from Leland to Western
Will help discourage cut through traffic in the neighborhood
No changes to turns from Western



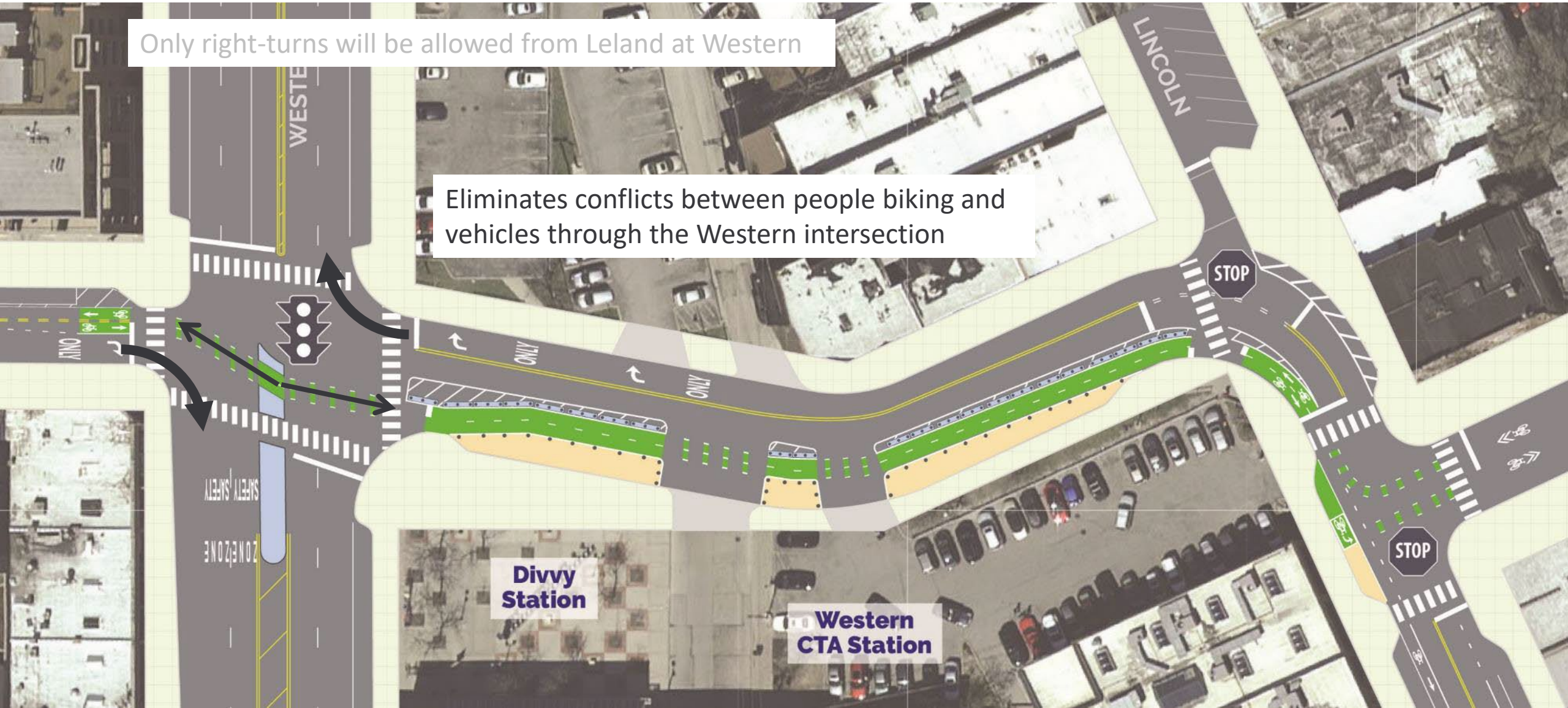
LELAND – WESTERN TO LINCOLN (PROPOSED)

Only right-turns will be allowed from Leland at Western

Eliminates conflicts between people biking and vehicles through the Western intersection

**Divvy
Station**

**Western
CTA Station**



LELAND – WESTERN TO LINCOLN (PROPOSED)

Only right-turns will be allowed from Leland at Western

Eliminates conflicts between people biking and vehicles through the Western intersection

Eliminates conflicts between people walking and left-turning vehicles

Divvy Station

Western CTA Station



LELAND & WESTERN INTERSECTION

Design addresses many community concerns

A family friendly design

- ▶ Greatly improves the comfort of people walking and biking through the intersection to connect the neighborhood
- ▶ Removes all conflicts between people biking and vehicles through the Western intersection
- ▶ Removes left turn conflicts for people walking across Western at Leland

Will help discourage cut-through traffic in the neighborhood

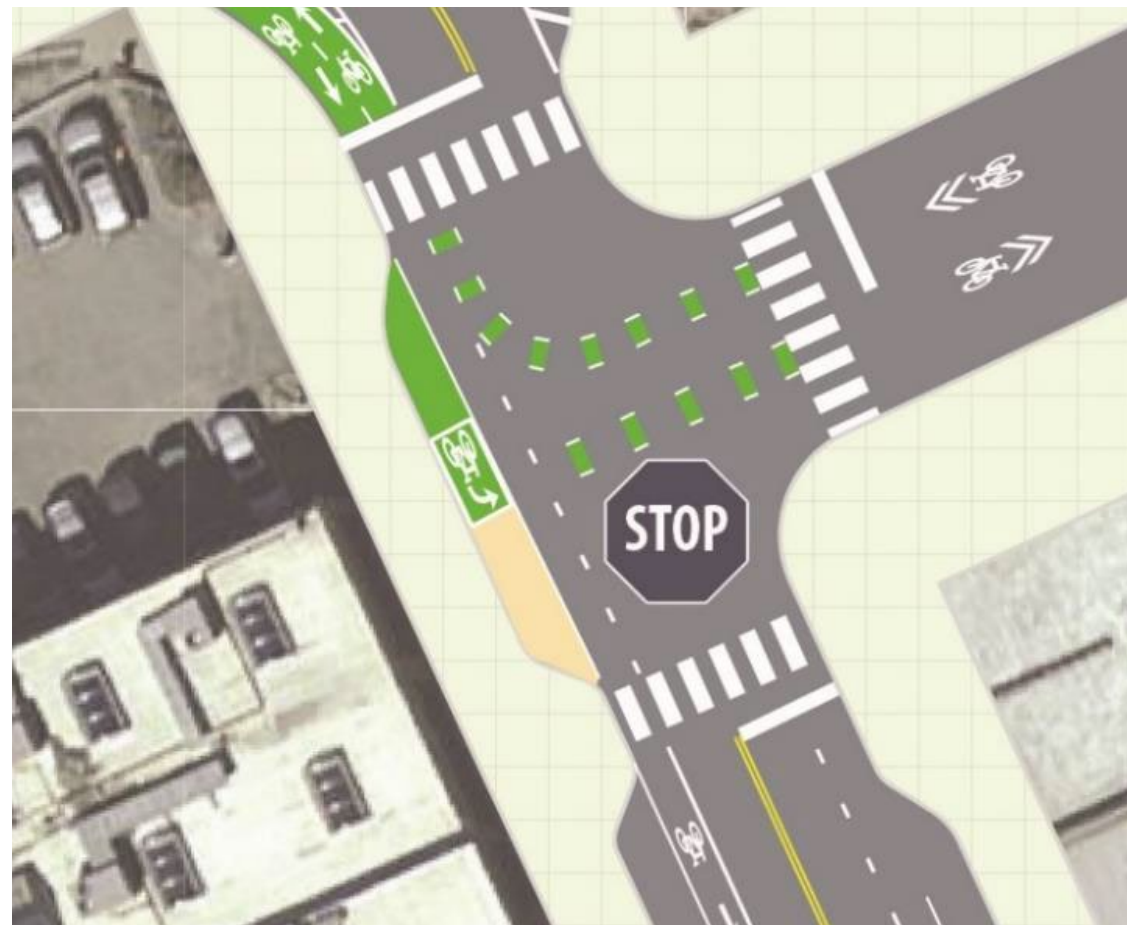
- ▶ Small number of turning movements impacted
- ▶ Street grid and nearby signals allow neighbors to still get wherever they need to go



LELAND & LINCOLN INTERSECTION

The stop sign at Lincoln & Leland will allow people on bikes to transition to and from the protected bike lane

- ▶ Green markings help people on bikes ride through the intersection and alert motorists to watch for bikes
- ▶ All crosswalks and stop bars will be refreshed
- ▶ A left turn box will further help people turn onto Leland heading east
- ▶ Potential for additional bike parking, scooter parking, fix-it station, or other amenities
- ▶ This requires relocating about two parking spaces



NEXT STEPS

- ▶ We'll spend the next two weeks listening to you
- ▶ We'll make any final adjustments to the design after that
- ▶ We're coordinating with the Western Ave Brown Line Station Plaza project

Anticipated Project Installation: Summer/Fall 2022

Questions & Comments

We will answer as many questions as we can during today's meeting

- ▶ We will begin with questions typed in the Q&A box
- ▶ Then we'll allow anyone who wishes to ask a question verbally by using the Raise Hand feature
- ▶ Those on the phone can raise their hand by dialing *9
- ▶ Meeting materials will be made available at: www.ChicagoCompleteStreets.org
- ▶ Printed copies will be made available at the 40th and 47th Ward offices
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