INTRODUCTION



43rd Ward - Alderman Smith

Safe Streets for All Chicagoans

Every Chicagoan deserves to travel safely and comfortably to the places they need to go—no matter if they are walking, biking, taking transit, or driving. Recent plans and policies were developed to ensure Chicago's streets are safe for everyone.



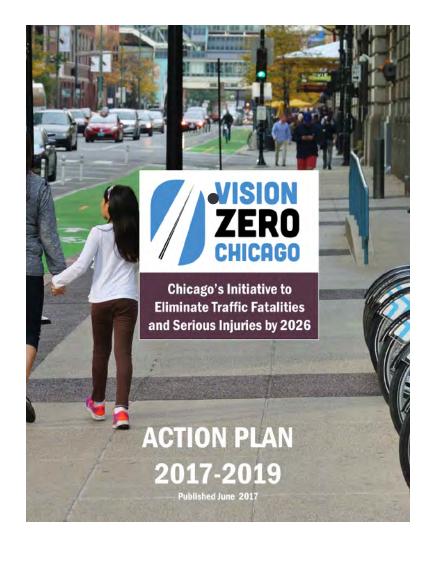
COMPLETE STREETS POLICY

Every Chicagoan has the right to travel safely and comfortably to the places they need to go, whether they are walking, biking, taking transit, or driving. Chicago's Complete Streets Policy ensures that Chicagoans of all ages and abilities have safe options as they travel on our streets.



STREETS FOR CYCLING PLAN 2020

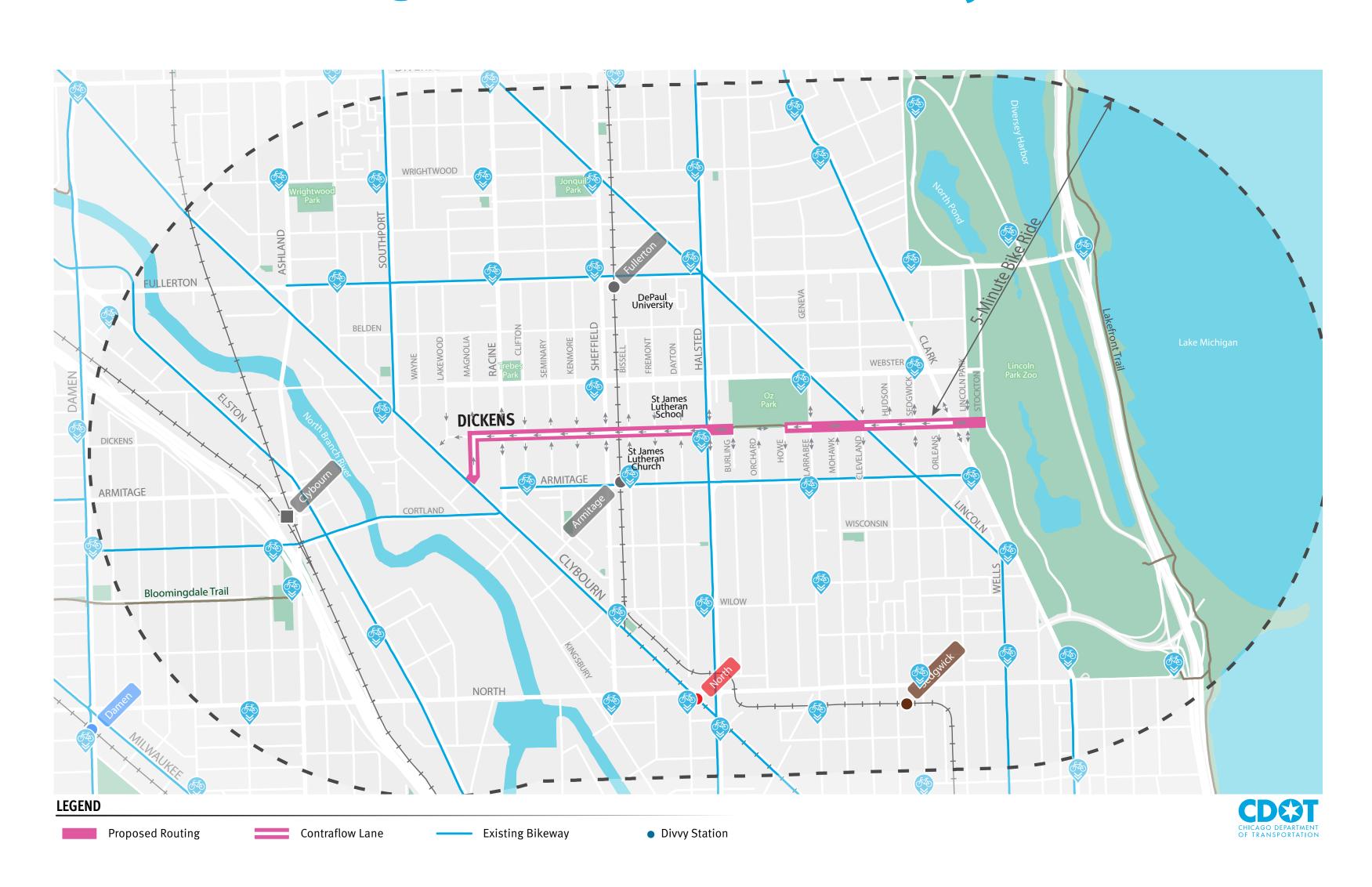
The Streets for Cycling Plan outlines a comprehensive network of bikeways to ensure all Chicagoans have access to safe bicycle infrastructure. It was developed after extensive public outreach and analysis.



VISION ZERO CHICAGO

Vision Zero is a citywide effort to eliminate traffic fatalities and serious injuries on Chicago's streets. The Vision Zero Chicago Action Plan commits to reducing traffic crashes that cause death and serious injury through an equitable distribution of resources and inclusive community engagement.

Dickens Neighborhood Greenway



THE DICKENS NEIGHBORHOOD GREENWAY WILL...

- Be a family-friendly bike route with safety improvements for people walking
- Provide a low-stress bicycle connection for those who are not comfortable on Armitage
- Encourage all users to travel at safe speeds

WHY DICKENS?

- A neighborhood bikeway on Dickens was recommended by the Chicago Streets for Cycling Plan 2020
- Dickens is already a popular bicycle route within the neighborhood due to it's low traffic volumes

PROJECT FUNDING

A federal grant will provide 80% of the funding for the project.

WHAT ABOUT ARMITAGE?

- While there are bike lanes on Armitage, it is a busy commercial street. Not everyone is comfortable riding on Armitage.
- Armitage has much higher traffic volumes than Dickens
- Dickens would be a low-stress alternative for people who prefer to slowly ride their bike on a quieter street
- Those who prefer to ride their bike faster can continue to do so on Armitage

COMMUNITY CONNECTIONS

The Dickens Neighborhood Greenway will provide a safe connection to neighborhood destinations such as:

- Local parks (Oz Park and Lincoln Park)
- Neighborhood schools (Lincoln Park HS and St James Lutheran School)
- Neighborhood shopping (on Clybourn, Halsted, Lincoln, and Clark)
- Divvy stations (at Halsted & Dickens and within Oz Park)
- Bike lanes on Clybourn, Halsted & Lincoln
- Lake Michigan and the Lakefront Trail

COMMUNITY OUTREACH

CDOT and the 43rd Ward have met with representatives of a number of community stakeholders, including:

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

PROJECT TIMELINE

- Public Open House May 2019
- Finalize Design Summer/Fall 2019
- Construction Fall 2020 or Spring 2021

NEIGHBORHOOD GREENWAYS



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What are Neighborhood Greenways?

Bike routes on low-stress residential streets

Provide family-friendly, safe, and comfortable connections for people biking and walking

Are appropriate for people of all ages and abilities to ride a bike on, whether they are 8 years old or 80 years old

Feature traffic calming elements to **slow** vehicle traffic, making the street safer for neighborhood residents and visitors, whether they are walking, biking, or driving

Serve as an alternative to biking on busier arterial streets and often provide connections to schools, parks, trails, shopping, and other local destinations

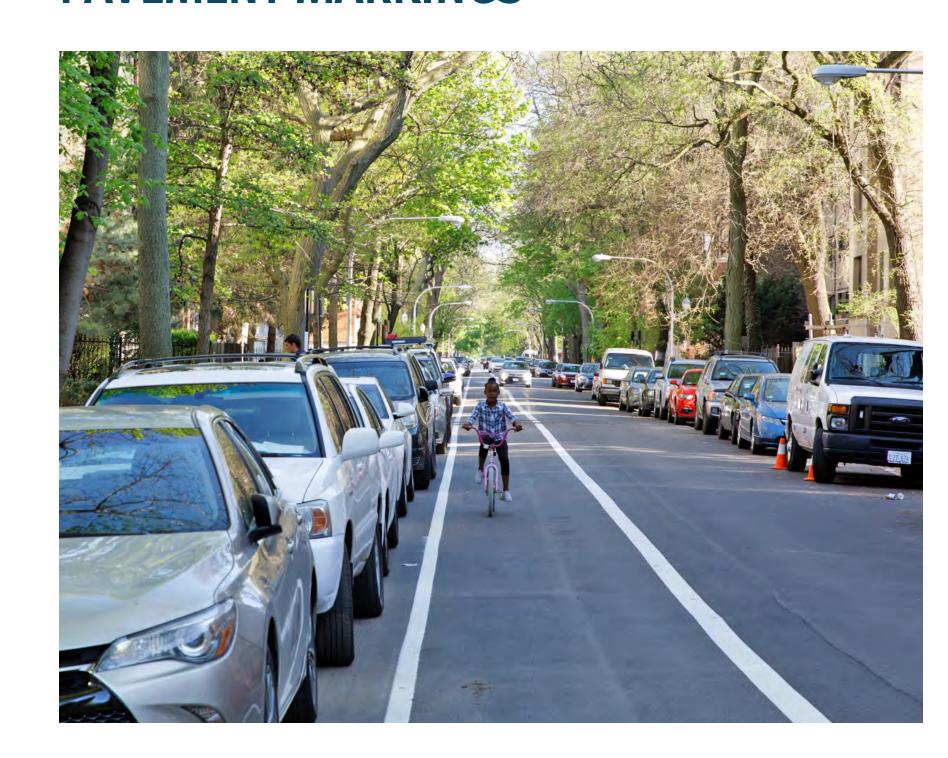
20 MPH SPEED LIMIT



- This family-friendly project would reduce the speed limit to 20 MPH on Dickens Avenue
- 20 MPH is a more appropriate speed for a residential street
- When combined with traffic calming elements, reducing the speed limit will encourage everyone travel to at safer, more consistent speeds
- Slower vehicle speeds are essential to reducing fatal and serious injury crashes

Common Features of Neighborhood Greenways

PAVEMENT MARKINGS



Helps guide bicyclists along the route

BIKE-FRIENDLY SPEED HUMPS

- Reminds motorists that bicycle travel is prioritized
- Better organizes the street so everyone has a place

WAYFINDING SIGNAGE

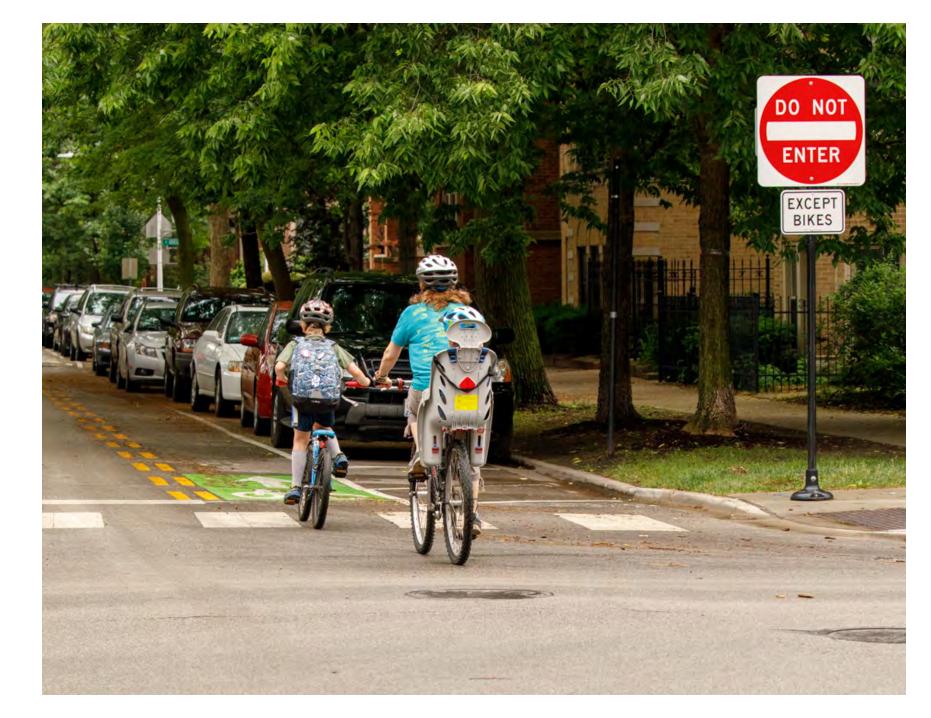


- Communicates to all street users that this is a designated bikeway
- Guides bicyclists to nearby destinations



- Comfortable to ride a bike over
- Slows motor vehicle traffic
- Encourages safer, more consistent travel speeds

CONTRAFLOW BIKE LANES



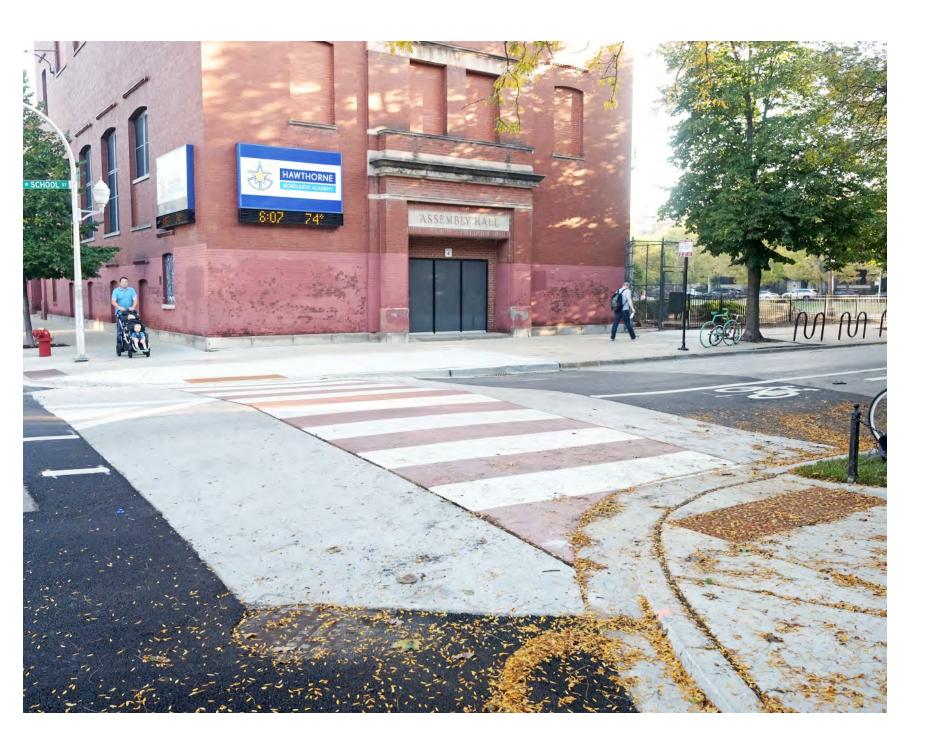
- Provides continuity in the bikeway network
- Allows bicyclists to safely ride in both directions in an organized manner on one-way streets
- Helps reduce vehicle speeds on overly wide streets by narrowing the travel lane

PEDESTRIAN BUMPOUTS



- Reduces the distance people must walk to cross the street
- Helps make pedestrians more visible to motorists
- Encourages slower motor vehicle speeds through an intersection

RAISED CROSSWALKS



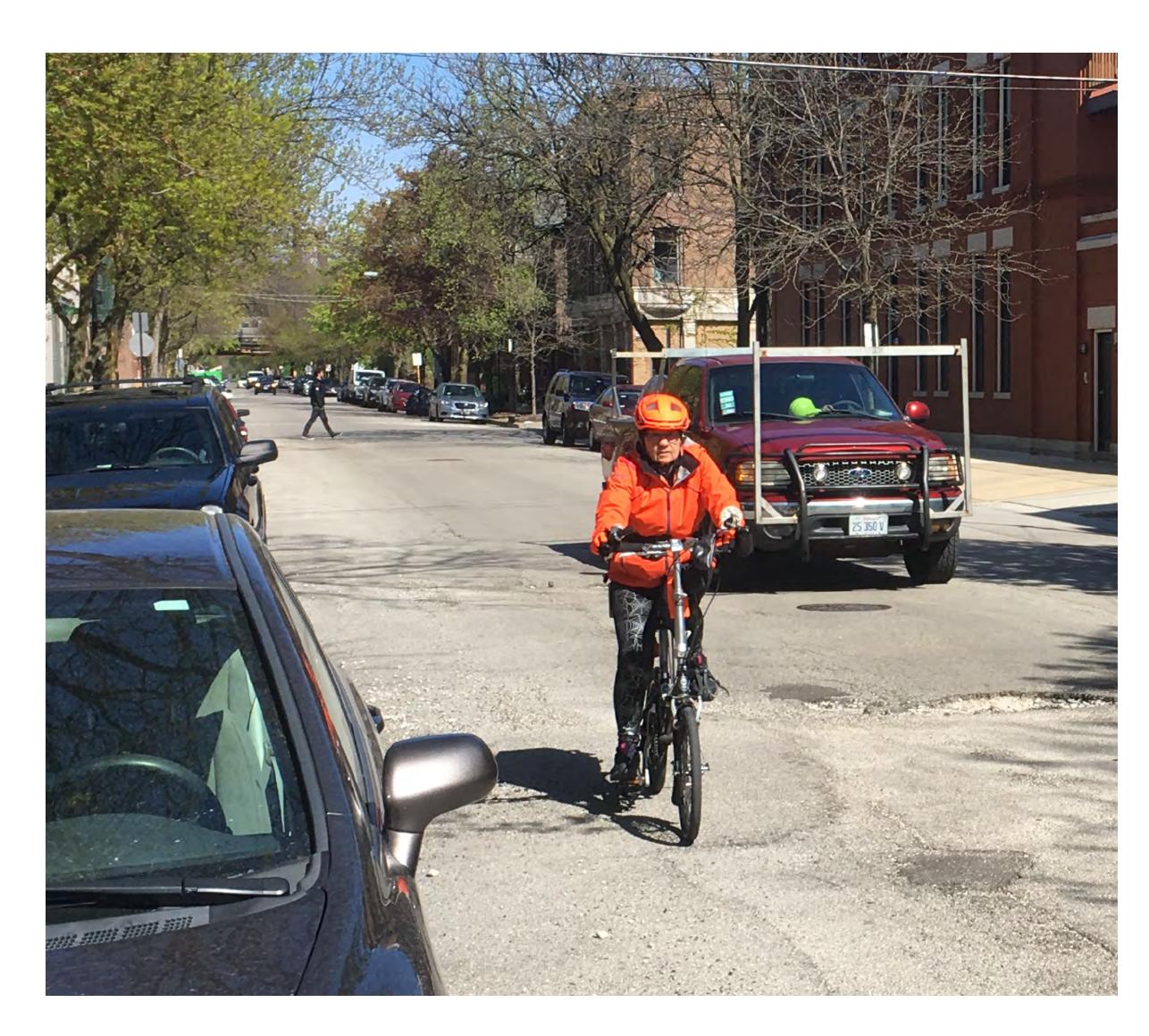
- Helps make pedestrians more visible to motorists as they cross the street
- Encourages safer, more consistent travel speeds
- Can be installed at intersections or midblock crossings

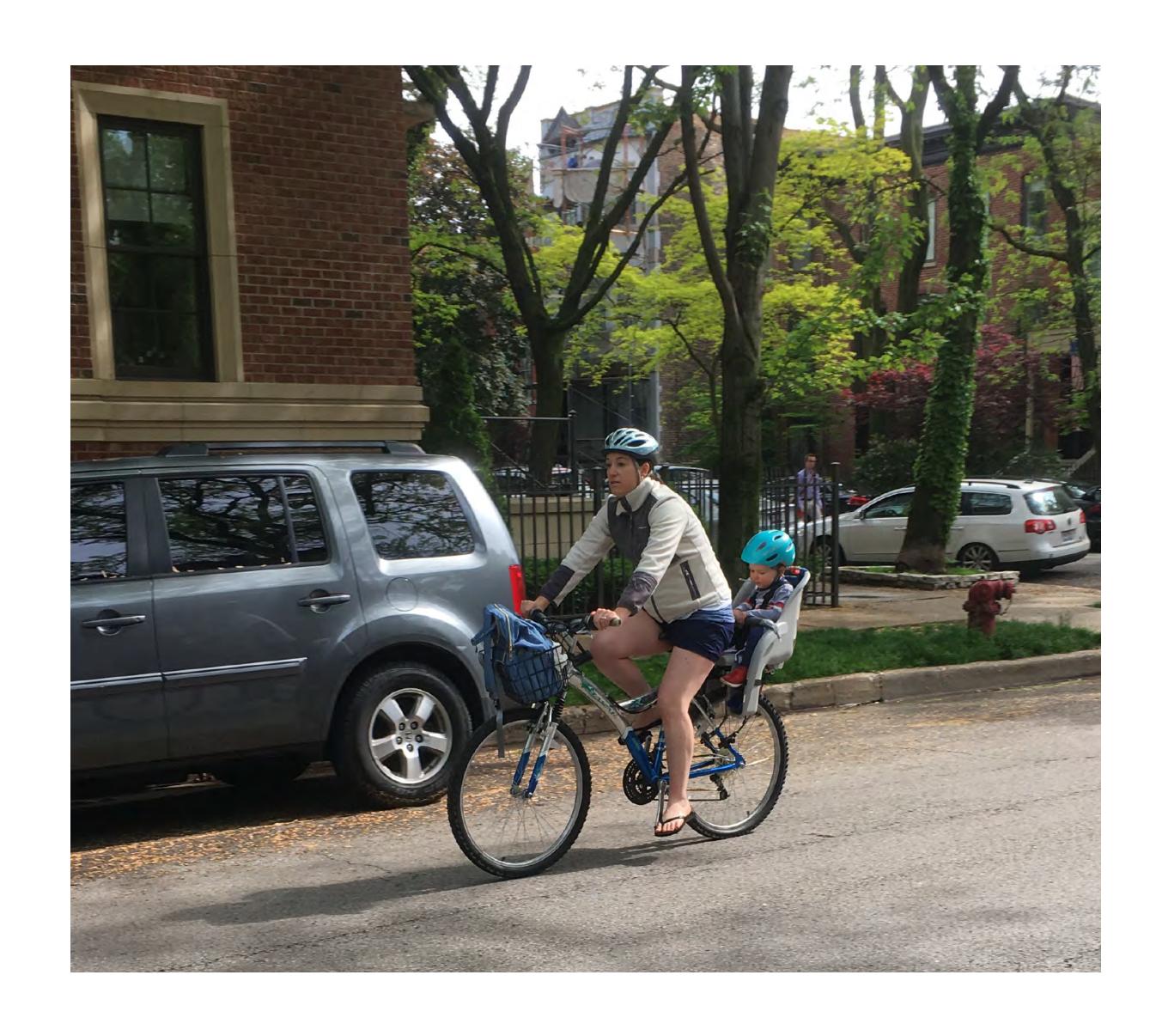
BIKING ON DICKENS



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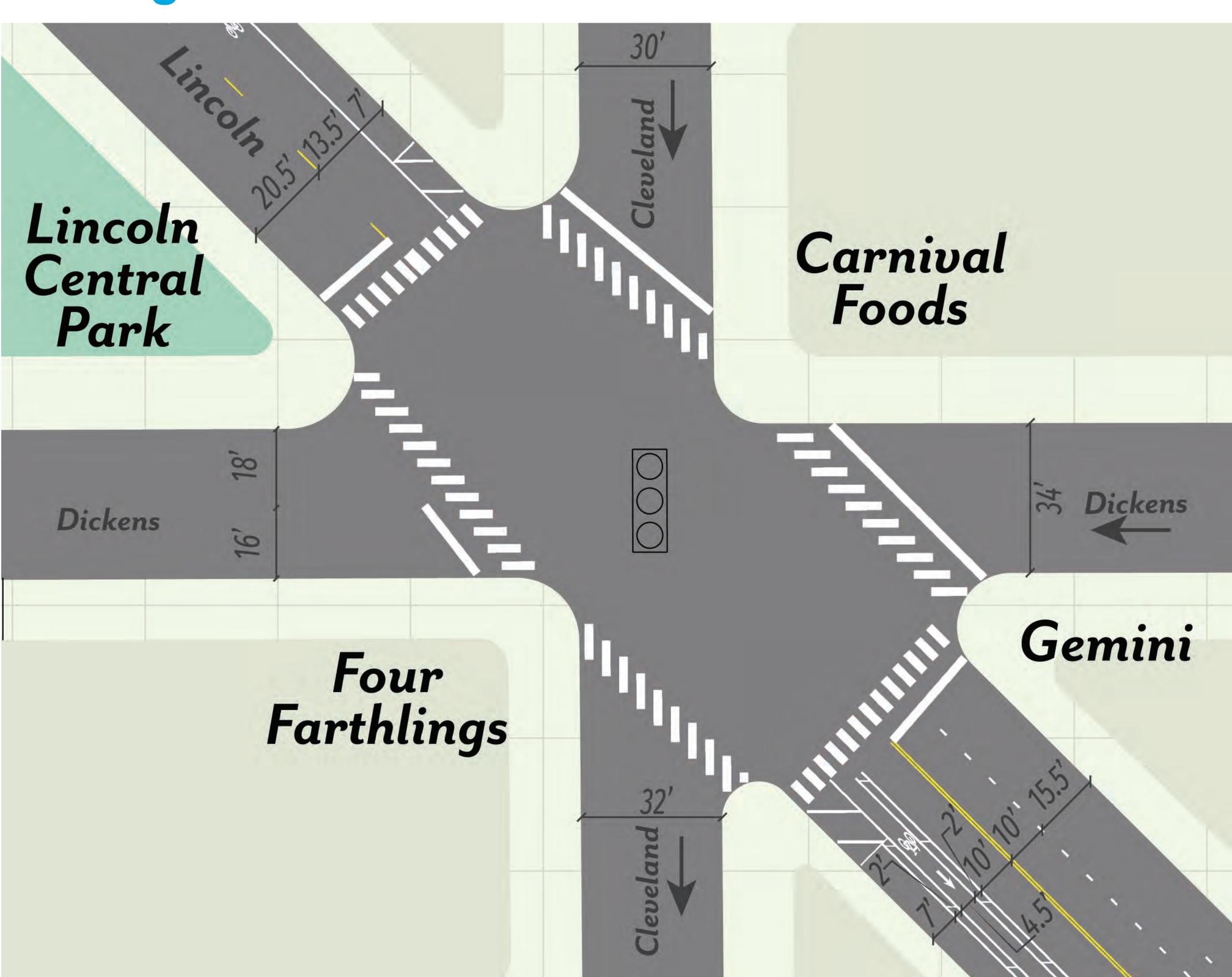


DICKENS/LINCOLN/CLEVELAND INTERSECTION



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Existing Conditions



Let us know what you think.

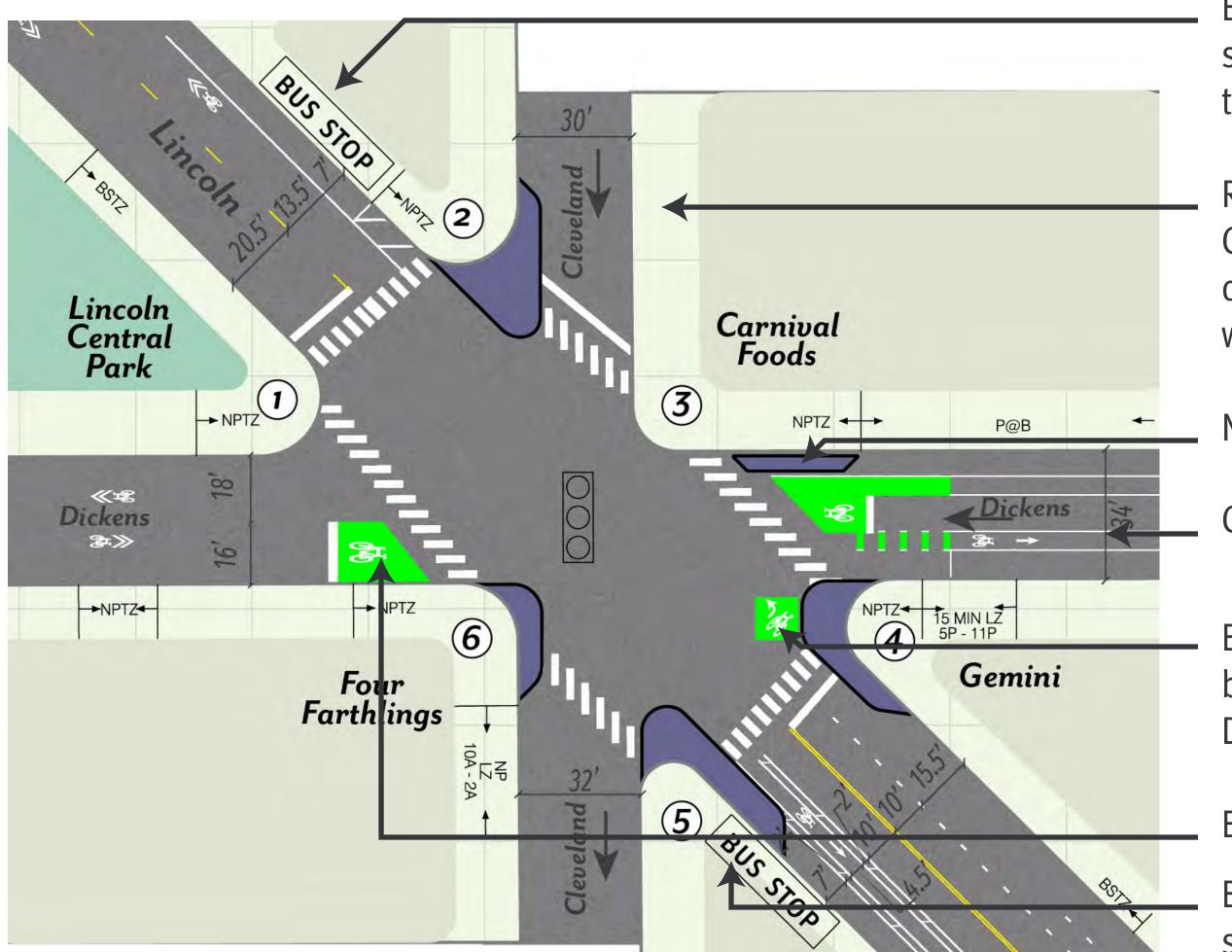
Where do you have trouble crossing this intersection?

Where do you feel unsafe?

What features from each concept to you like?

Use the numbers at each corner to describe what features you like from each concept.

Concept 1



Bus Stop relocated to north side of Dickens to improve transit operations

Right turns restricted from Cleveland allow for a shorter crossing distance for people walking

New concrete bumpouts

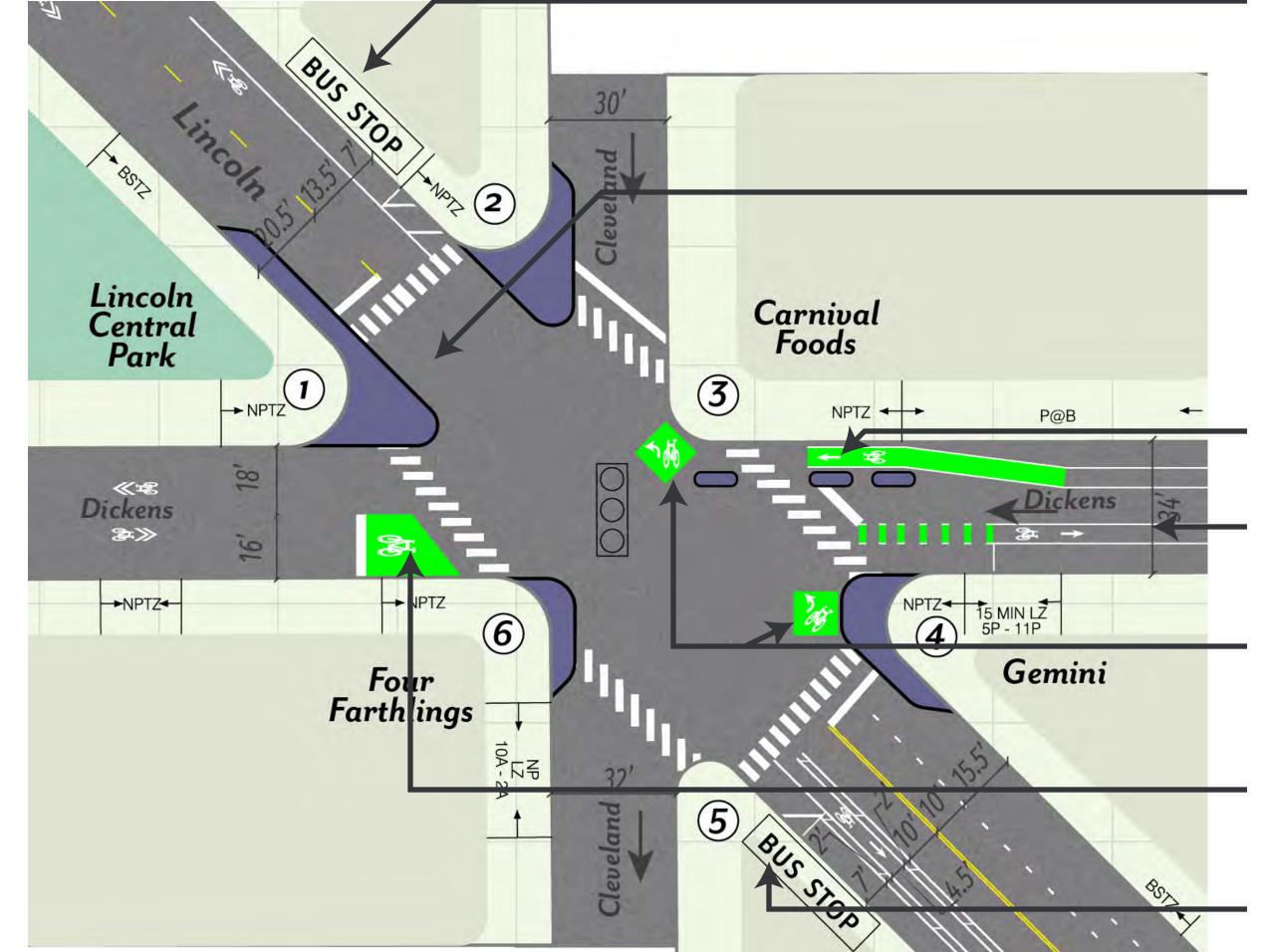
Contraflow bike lane

Bike turn box to help bicyclists turn left from Dickens to Lincoln

Bike boxes

Bus Stop relocated to south side of Dickens to improve transit operations

Concept 2



Bus Stop relocated to north side of Dickens to improve transit operations

Right turns restricted from Cleveland and Lincoln allow for a shorter crossing distance for people walking

New concrete bumpouts

Contraflow bike lane

Bike turn box to help bicyclists turn left

Bike boxes

Bus Stop relocated to south side of Dickens to improve transit operations

WEST OF OZ PARK

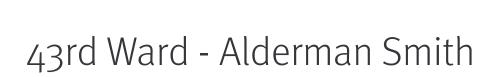
Let us know what you think.

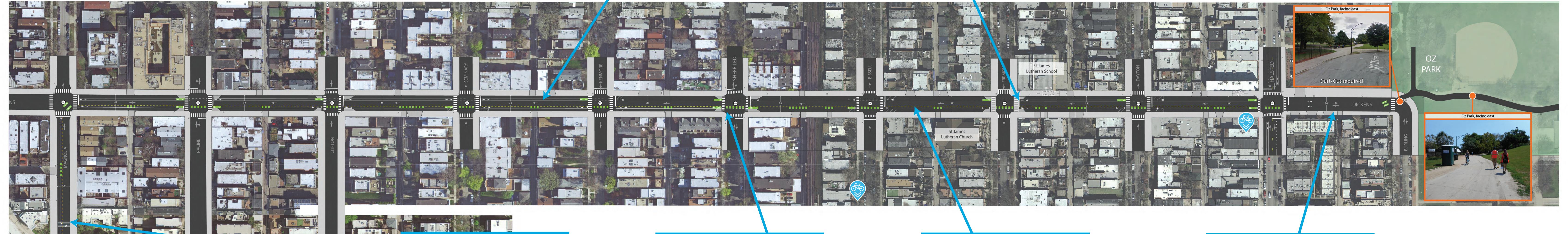
Where would you like to see traffic calming?

















EAST OF OZ PARK

Let us know what you think.

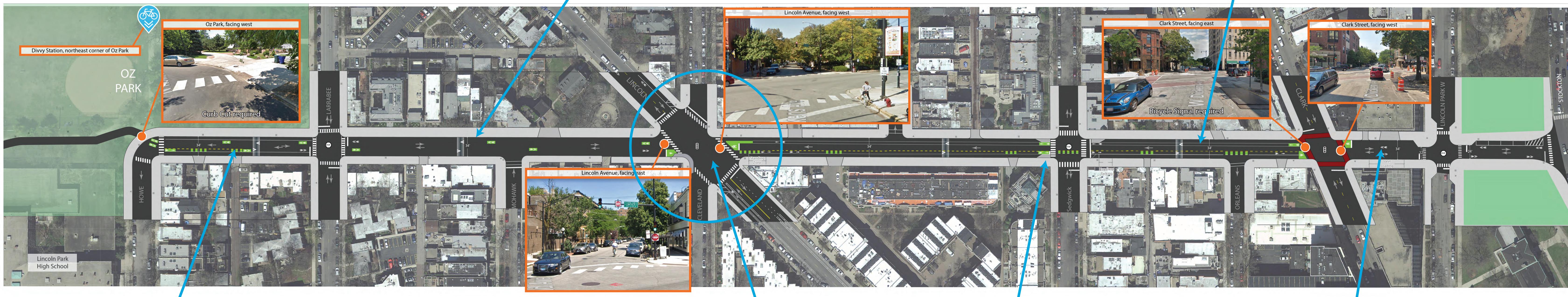
Where would you like to see traffic calming?







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See the Lincoln / Dickens / Cleveland Intersection board for more details on this intersection



