

Leavitt Neighborhood Greenway

Diversey to Berwyn

Community Meeting

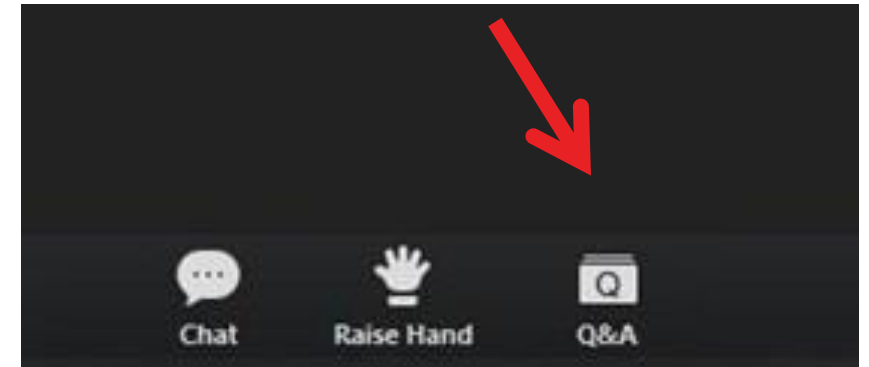
July 10th, 2023



Questions & Comments

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

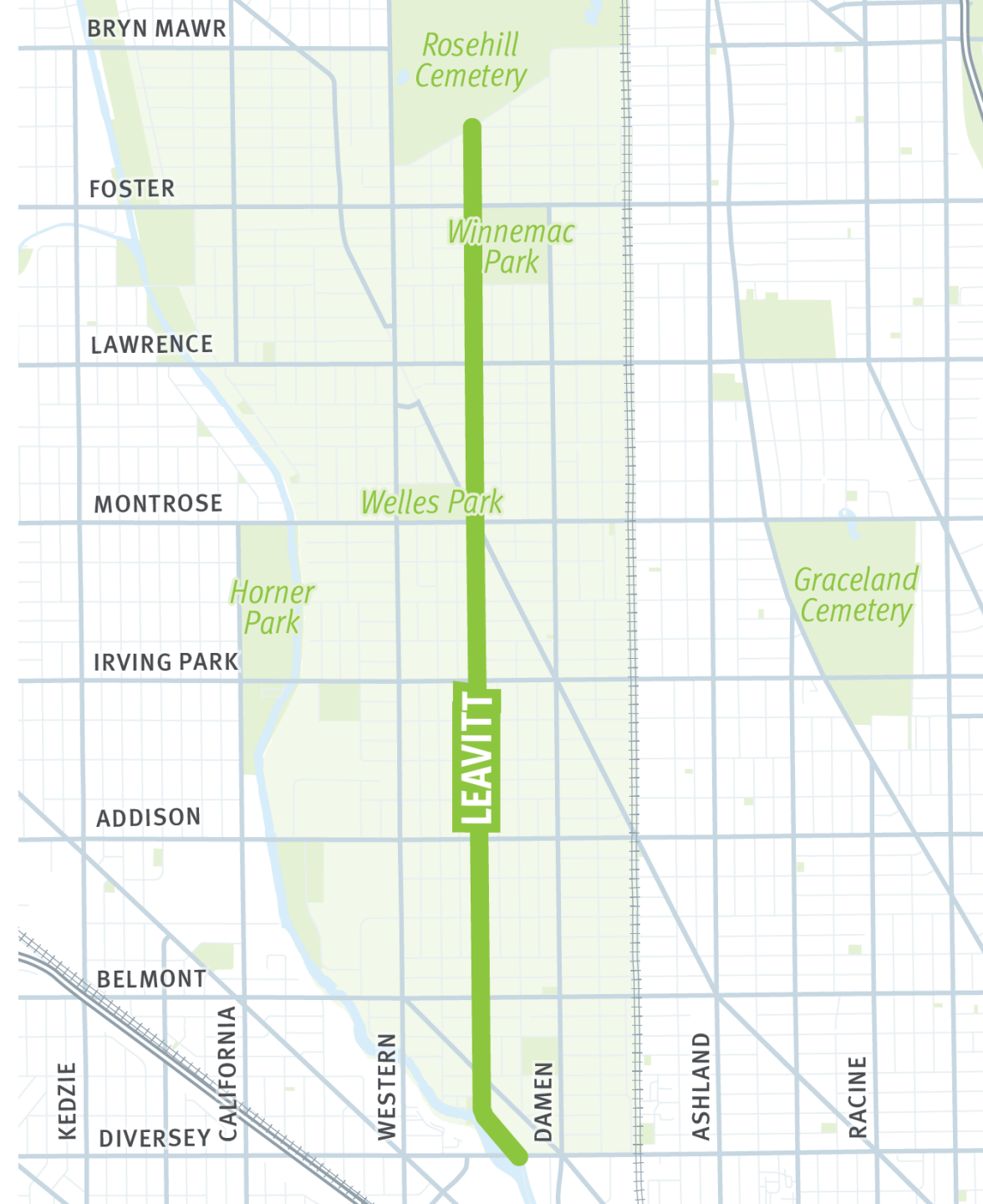
- ▶ Please type your question into the Q&A box and we'll answer as many questions as possible at the end
- ▶ Meeting materials will be made available at: www.ChicagoCompleteStreets.org
- ▶ Additional questions and comments can be emailed to: info@chicagocompletestreets.org



Leavitt Neighborhood Greenway

- ▶ Diversey to Rosehill Cemetery
- ▶ Lincoln Square & North Center community areas
- ▶ 3.3 miles

No changes to on-street parking



Neighborhood Greenways

- ▶ Low-volume residential streets designated for people biking
- ▶ Low-stress alternative to busier streets
- ▶ Formalize already popular routes
- ▶ Often include traffic calming
- ▶ Connect to community assets like schools and parks



Neighborhood Greenways

- ▶ Low-volume residential streets designated for people biking
- ▶ Low-stress alternative to busier streets
- ▶ Formalize already popular routes
- ▶ Often include traffic calming
- ▶ Connect to community assets like schools and parks



Neighborhood Greenways

- ▶ Low-volume residential streets designated for people biking
- ▶ Low-stress alternative to busier streets
- ▶ Formalize already popular routes
- ▶ Often include traffic calming
- ▶ Connect to community assets like schools and parks



Neighborhood Greenways

- ▶ Low-volume residential streets designated for people biking
- ▶ Low-stress alternative to busier streets
- ▶ Formalize already popular routes
- ▶ Often include traffic calming
- ▶ Connect to community assets like schools and parks



Neighborhood Greenways

- ▶ Low-volume residential streets designated for people biking
- ▶ Low-stress alternative to busier streets
- ▶ Formalize already popular routes
- ▶ Often include traffic calming
- ▶ Connect to community assets like schools and parks



HIGHER STRESS

LOWER STRESS



SHARED LANE

BIKE LANE

BUFFERED
BIKE LANE

NEIGHBORHOOD
GREENWAY

PROTECTED
BIKE LANE

OFF-STREET
TRAILS

LOW-STRESS BIKEWAYS

The Number of Families and Children in the Neighborhood is Growing

Change in Under 18 population (2011 to 2021)

- ▶ Chicago – 12% decrease
- ▶ Neighborhood – **27% increase**
- ▶ Along Leavitt – **43% increase**

People Walking and Biking are Disproportionately Harmed in Crashes

In the neighborhood, people walking and biking make up:

3% of all crashes

27% of all injury crashes

42% of all fatal and serious injury crashes

The Likelihood of Fatality Increases with Vehicle Speeds



20 MPH



10% Risk of Death or Severe Injury



30 MPH



40% Risk of Death or Severe Injury



40 MPH



80% Risk of Death or Severe Injury

Neighborhood Greenways

- ▶ **Make the street safer for everyone** whether they are walking, biking, or driving.
- ▶ **Reinforce slower and more consistent vehicle speeds.**
- ▶ **Better organize the street** so everyone is more predictable.
- ▶ **Provide family-friendly connections** for people not comfortable walking or biking on busier streets like Western or Damen.



Strategic Plan for Transportation

Make cycling a safe, affordable
transportation option for more
Chicagoans



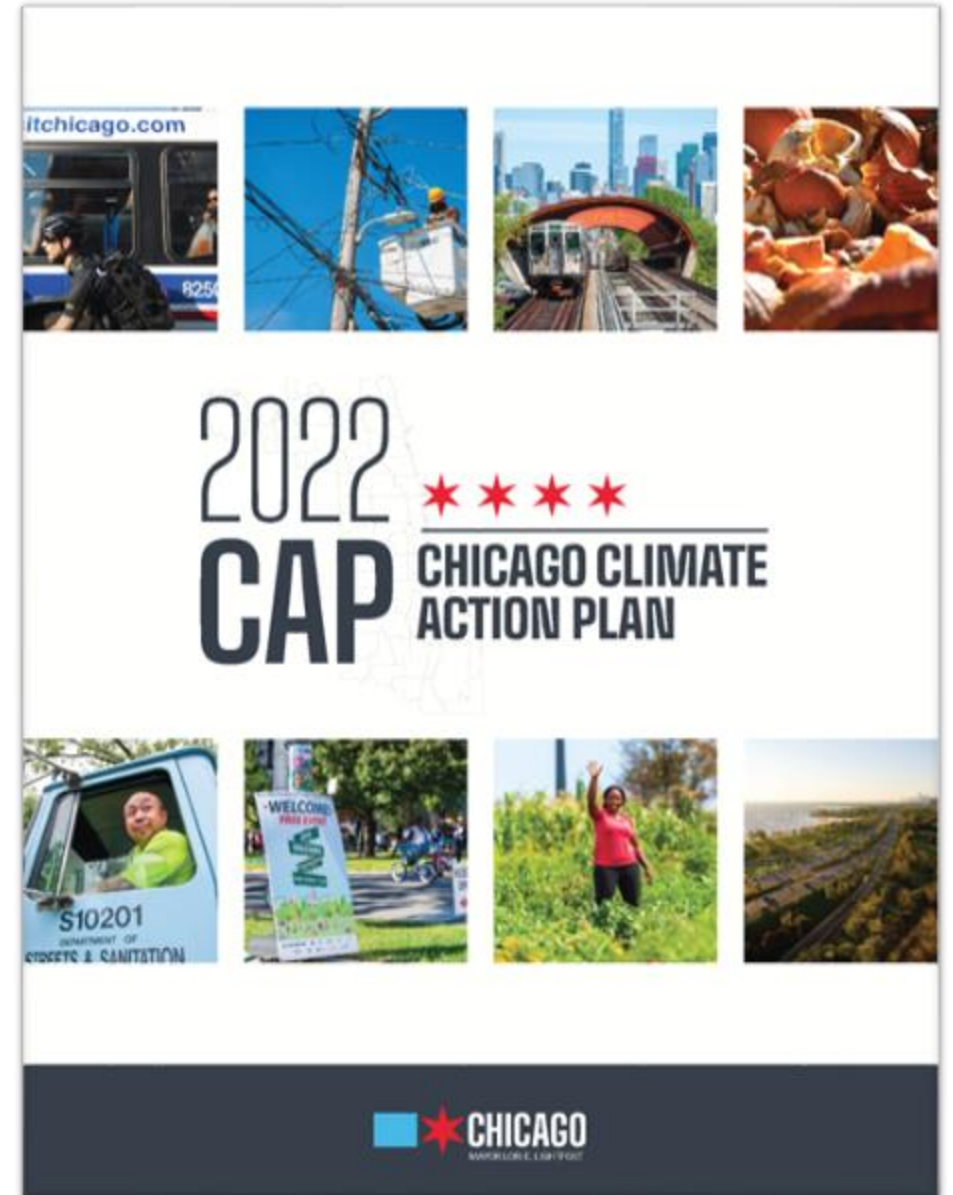
Chicago Cycling Strategy

Making everyday cycling safe and convenient by providing **more low-stress options** for getting around by bike, including protected bike lanes and **neighborhood greenways**



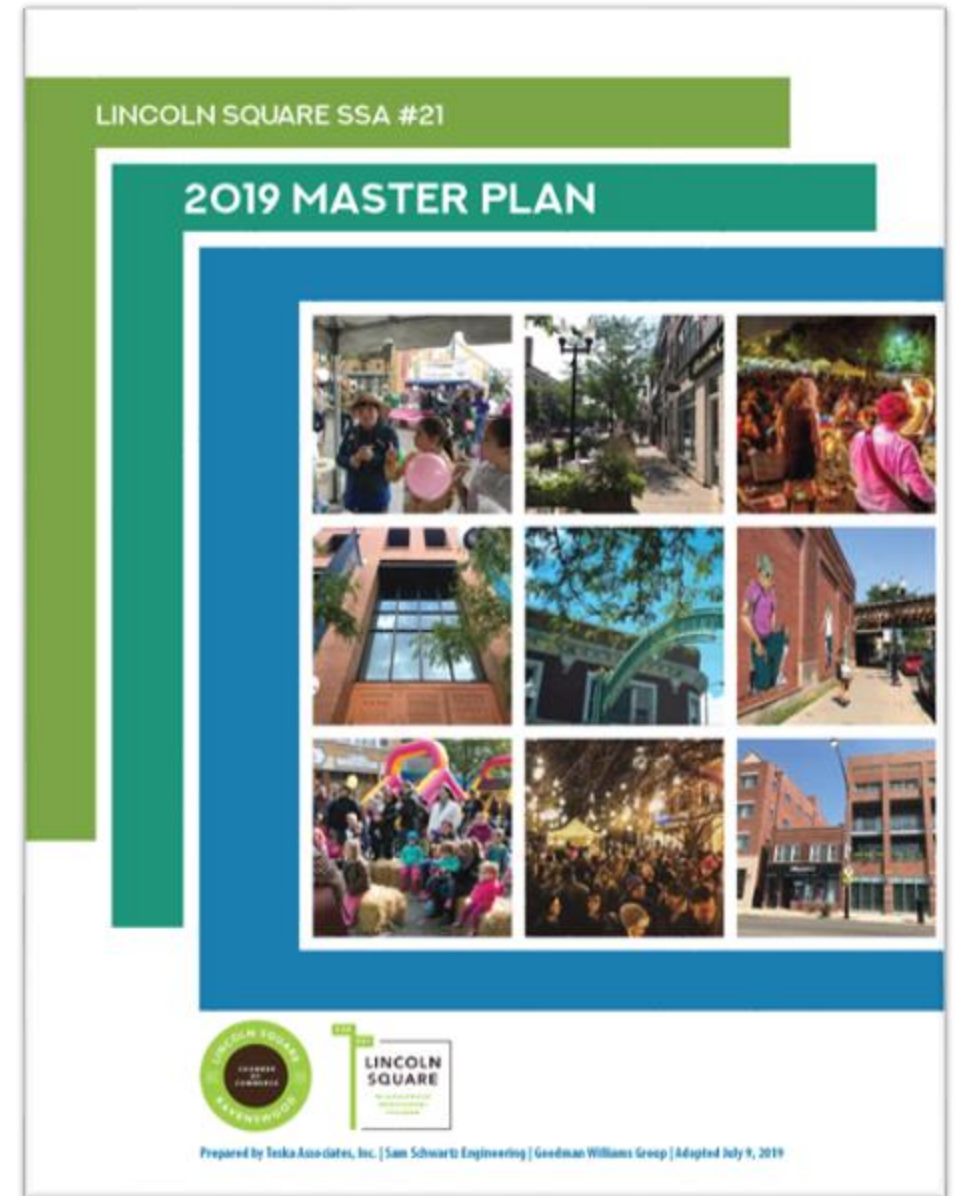
Chicago Climate Action Plan

Make biking a viable options for all trips and expand high-quality and **low-stress on-street bikeways**



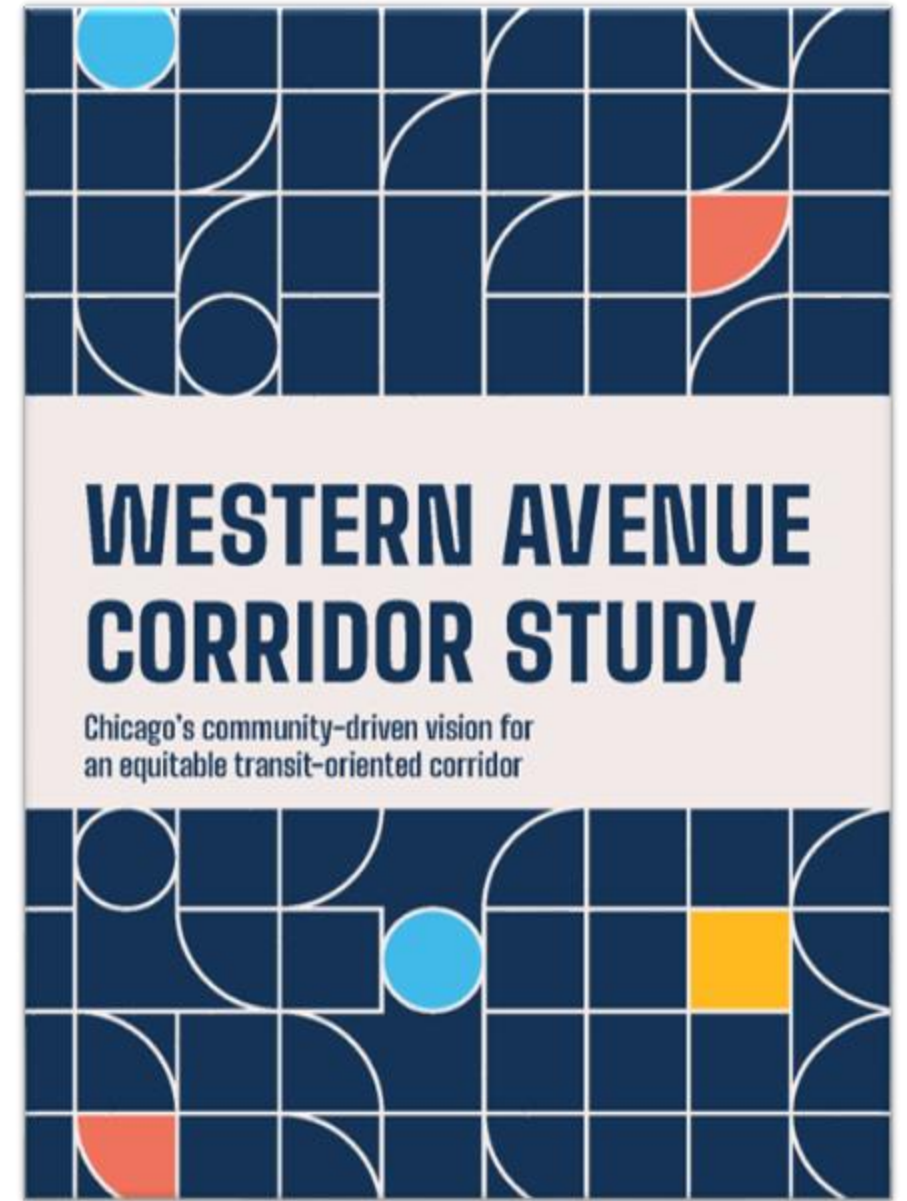
Lincoln Square Master Plan

Establish a network of **low-stress bicycle facilities** throughout the neighborhood, including low-stress north/south and east/west bike routes



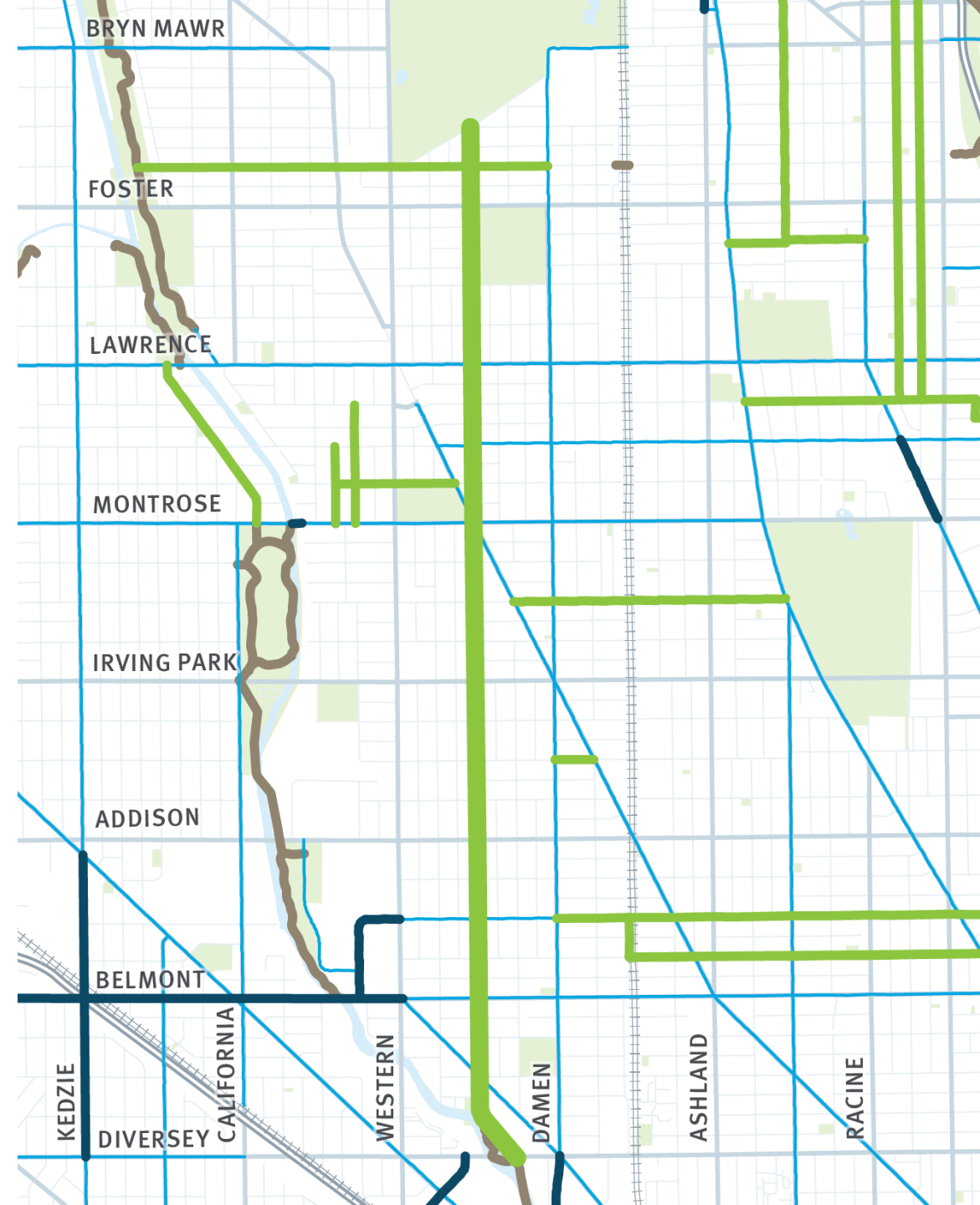
Western Avenue Corridor Plan

Improve east/west bike connections
across Western and direct **north/south**
bike traffic to lower-stress routes



Why Leavitt?

- ▶ Only non-arterial north/south street that connects through the neighborhood
- ▶ It features traffic signals at every major intersection to allow safe crossings
- ▶ Alternative to Western and Damen
- ▶ Already a popular route for families
- ▶ 8 Schools & 4 Parks



Why Leavitt?

- ▶ Only non-arterial north/south street that connects through the neighborhood
- ▶ It features traffic signals at every major intersection to allow safe crossings
- ▶ Alternative to Western and Damen
- ▶ Already a popular route for families
- ▶ 8 Schools & 4 Parks



Why Leavitt?

- ▶ Only non-arterial north/south street that connects through the neighborhood
- ▶ It features traffic signals at every major intersection to allow safe crossings
- ▶ Alternative to Western and Damen
- ▶ Already a popular route for families
- ▶ 8 Schools & 4 Parks



Why Leavitt?

- ▶ Only non-arterial north/south street that connects through the neighborhood
- ▶ It features traffic signals at every major intersection to allow safe crossings
- ▶ Alternative to Western and Damen
- ▶ Already a popular route for families
- ▶ 8 Schools & 4 Parks



Why Leavitt?

- ▶ Only non-arterial north/south street that connects through the neighborhood
- ▶ It features traffic signals at every major intersection to allow safe crossings
- ▶ Alternative to Western and Damen
- ▶ Already a popular route for families
- ▶ 8 Schools & 4 Parks





Why Leavitt?

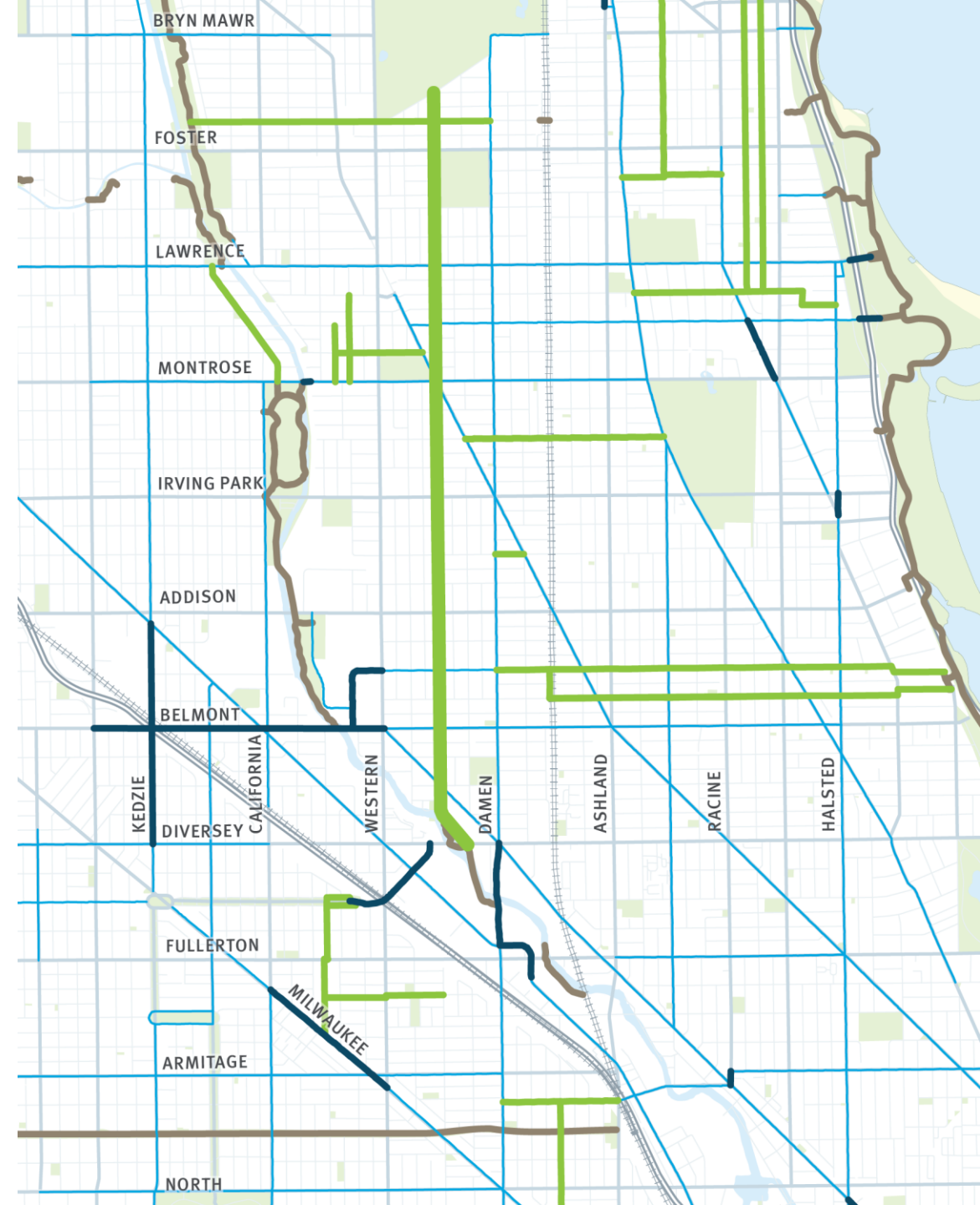
- ▶ Only non-arterial north/south street that connects through the neighborhood
- ▶ It features traffic signals at every major intersection to allow safe crossings
- ▶ Alternative to Western and Damen
- ▶ Already a popular route for families
- ▶ 8 Schools & 4 Parks



Connecting a Growing Low-Stress Bike Network

Existing Bike Network

-  Protected Bike Lanes
-  Neighborhood Greenways



Connecting a Growing Low-Stress Bike Network

Existing Bike Network

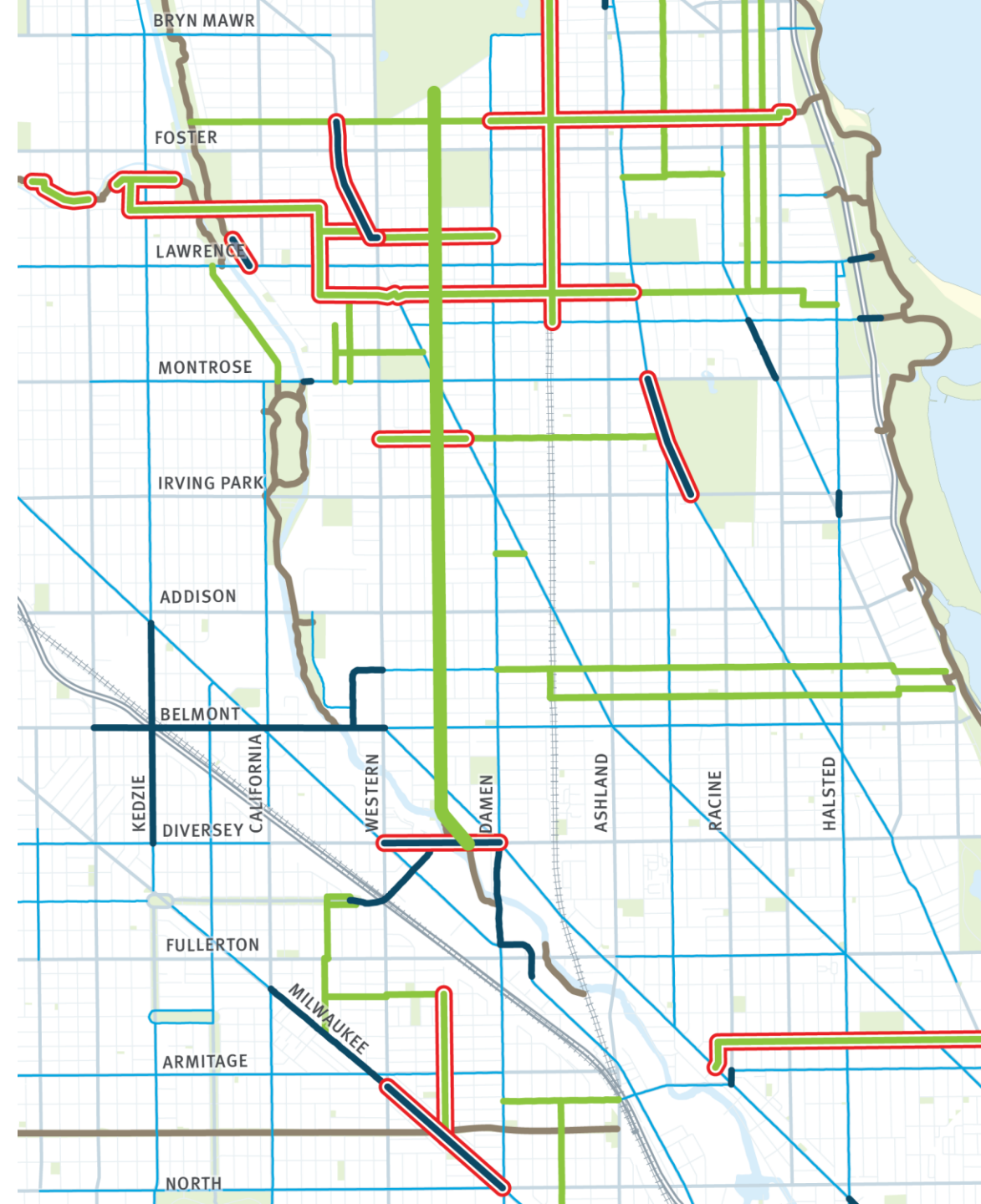
— Protected Bike Lanes

— Neighborhood Greenways

Upcoming Low-Stress Bikeways

▭ Protected Bike Lanes

▭ Neighborhood Greenways





20 MPH Speed Limit



High Visibility Crosswalks



Smooth Speed Humps



Formalize Two-Way Biking



Signage



Curb Extensions



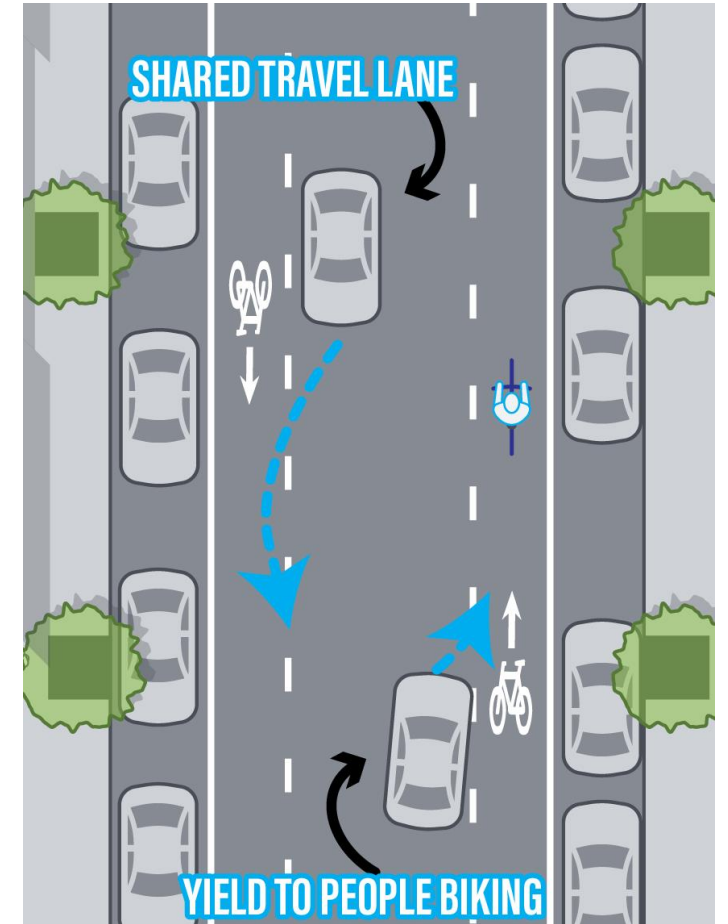
Patching & Repaving

Project Elements

Where Leavitt is Two-Way – Shared Lanes



Where Leavitt is Two-Way – Advisory Bike Lanes



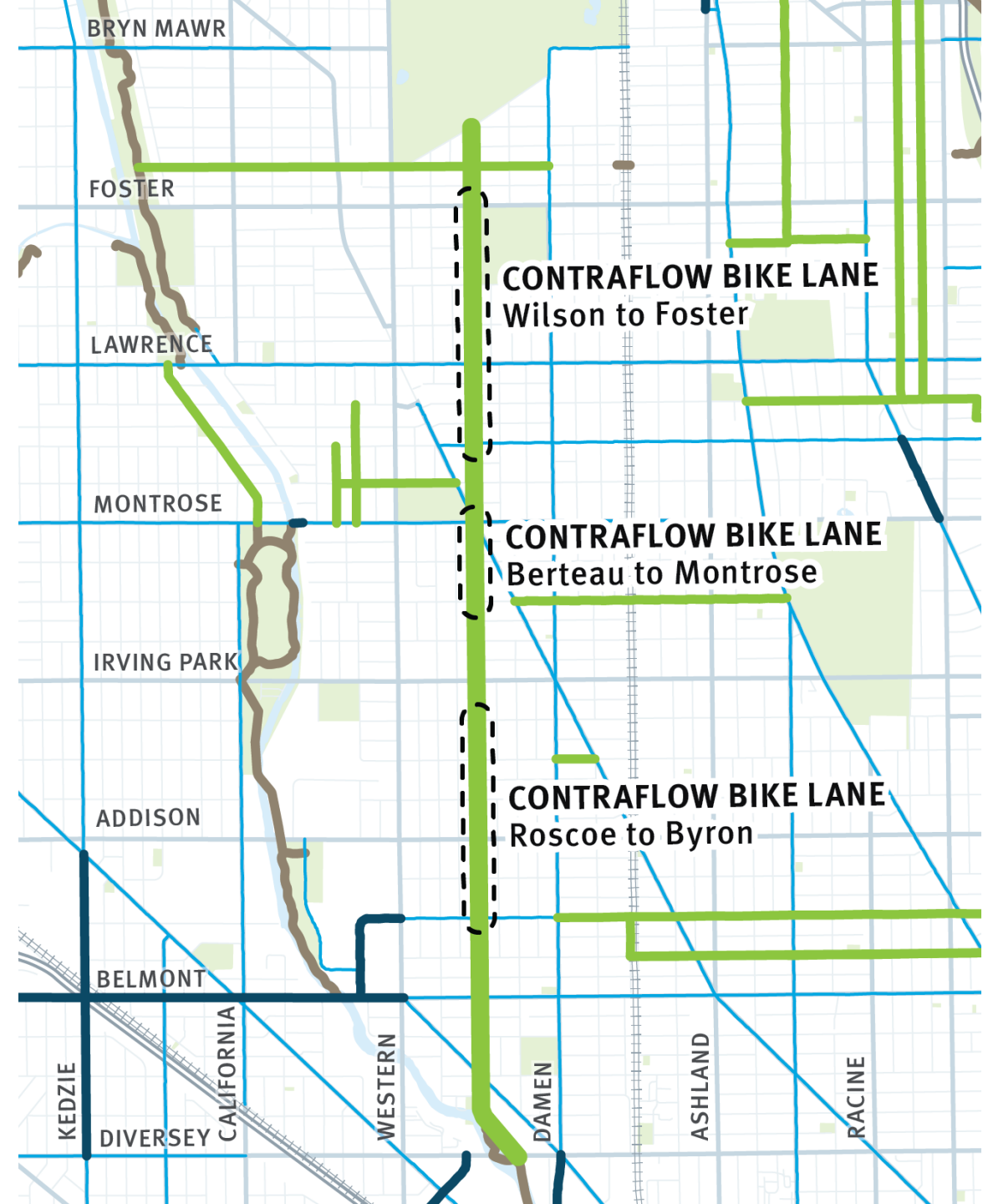
Where Leavitt is One-Way – Contraflow Bike Lane

- ▶ Allows 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



Where Leavitt is One-Way Contraflow Bike Lane

- ▶ 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



Montrose/Lincoln/Leavitt Intersection

- ▶ Planned signal project
- ▶ Provides opportunity for larger improvements
- ▶ Dedicated bike connection through cul-de-sac
- ▶ Design not yet started



Project Timeline

- ▶ Resurfacing and patching (ongoing)
- ▶ Speed Humps (following resurfacing and patching)
- ▶ Pavement Markings & Signage (following speed humps)
- ▶ Curb Extensions (late summer/early fall)
- ▶ Montrose/Lincoln/Leavitt Intersection (TBD)