Lincoln/Ashland/Belmont Reconstruction

Public Meeting – March 29, 2016

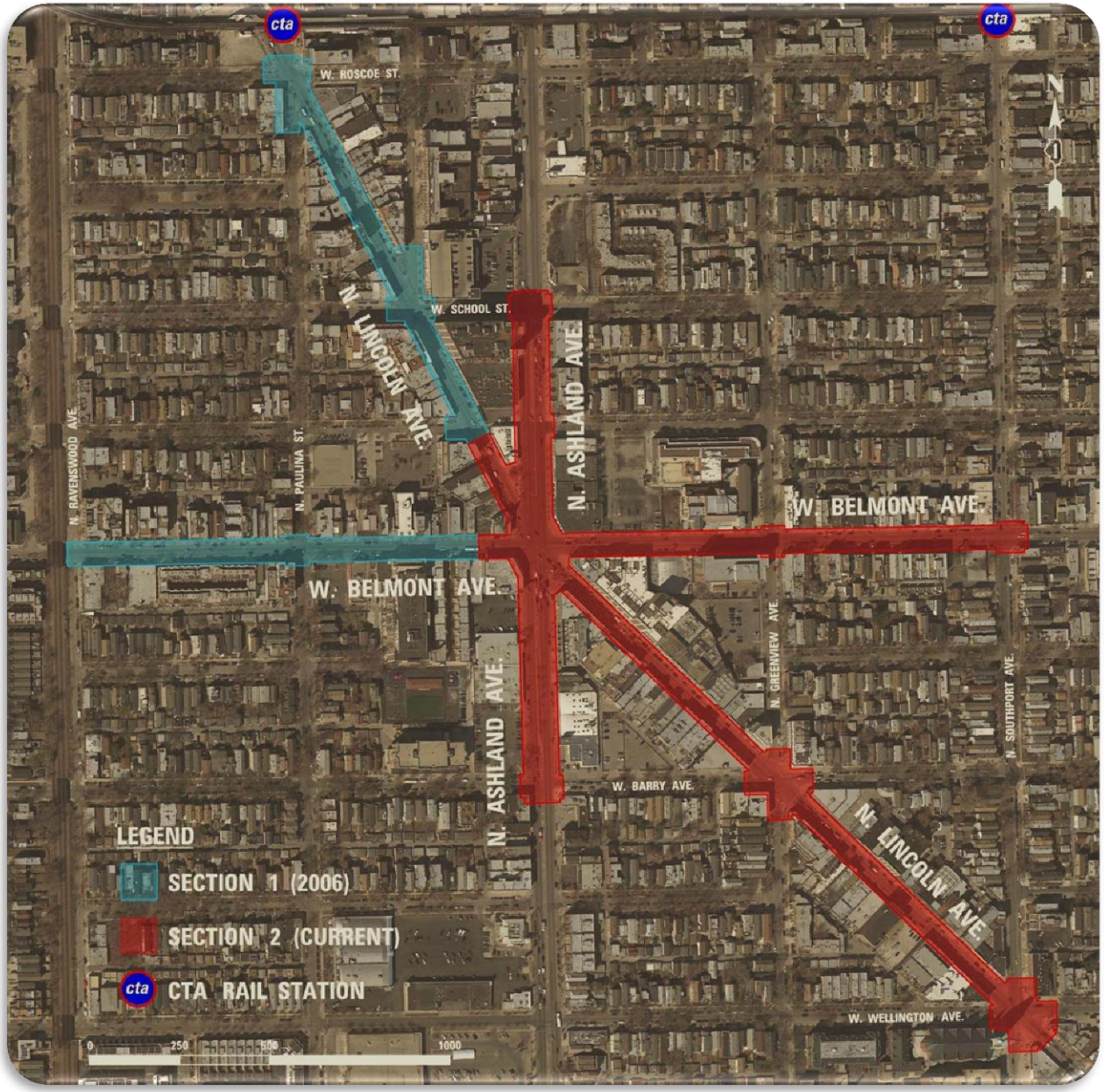
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

AECOM

PROJECT OVERVIEW

Project Limits

- LAB Streetscape Section 1 (2006)
- LAB Reconstruction Section 2 (Current)
- Lincoln Avenue Jurisdiction
  - CDOT (Diversey – Lawrence)
  - IDOT (outside CDOT limits)

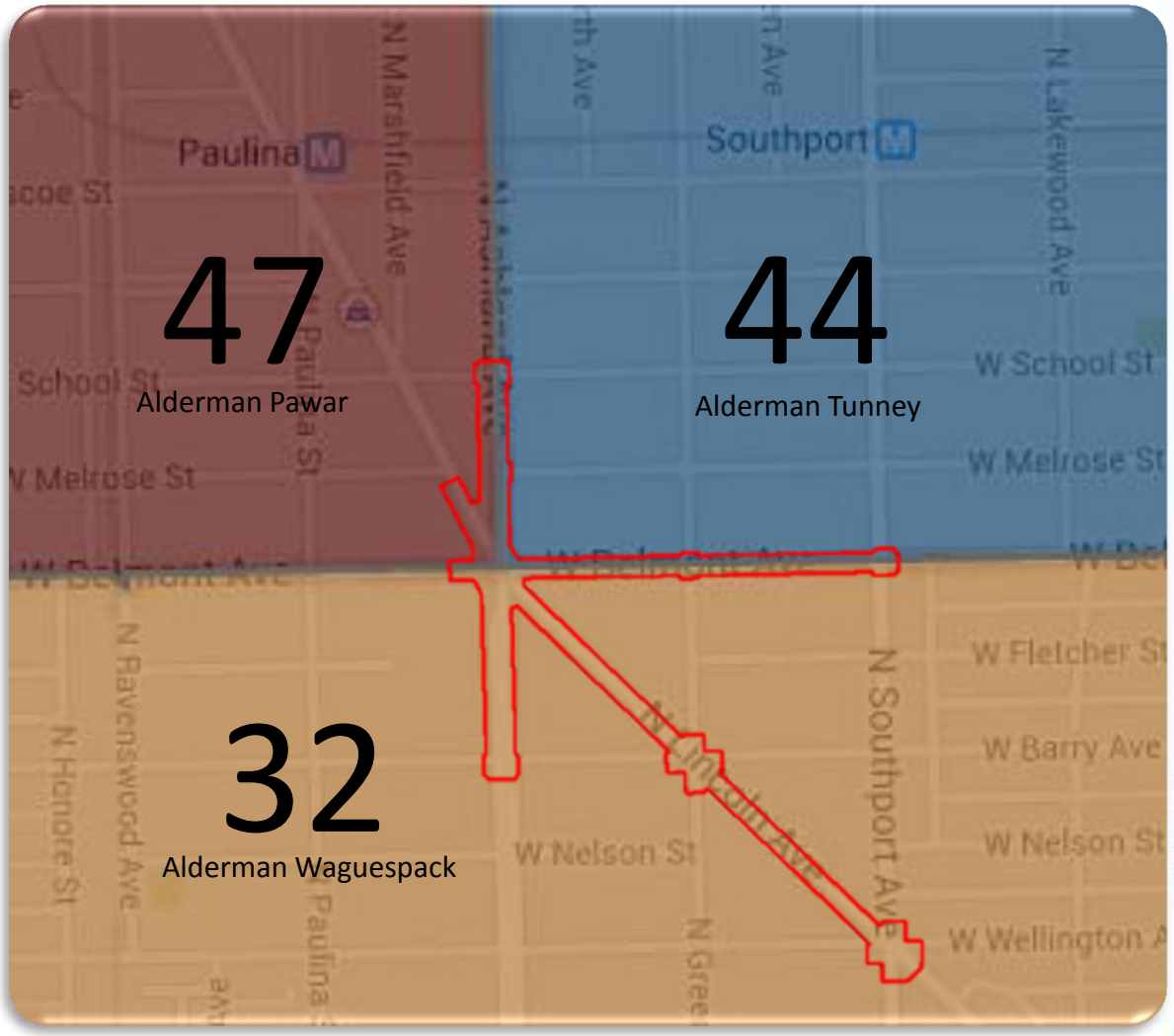


CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Project Wards

Project Touches 3 Wards

- Ward 32 – Ald. Waguespack
- Ward 44 – Ald. Tunney
- Ward 47 – Ald. Pawar

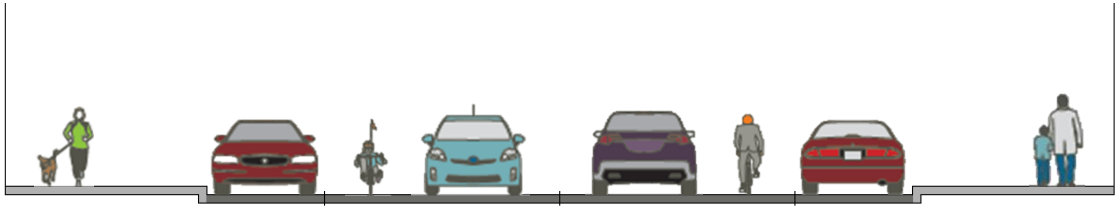


CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

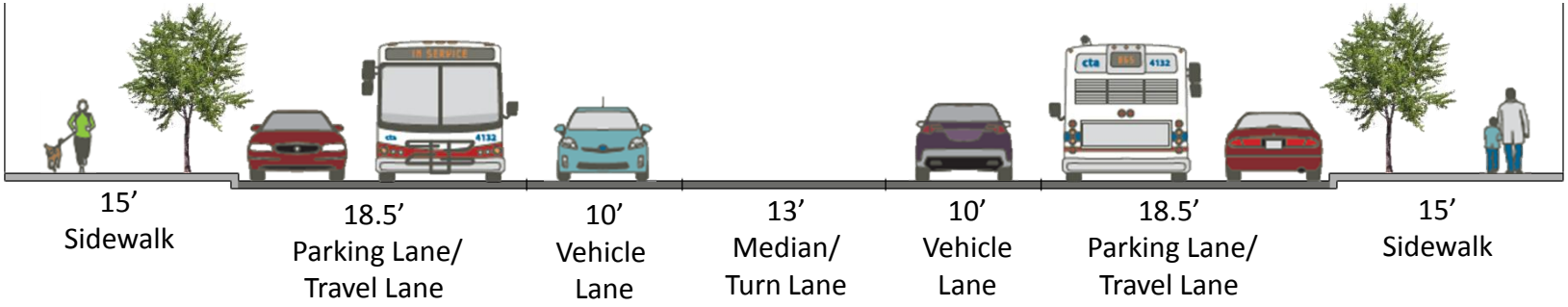
Existing Conditions

Cross Sections

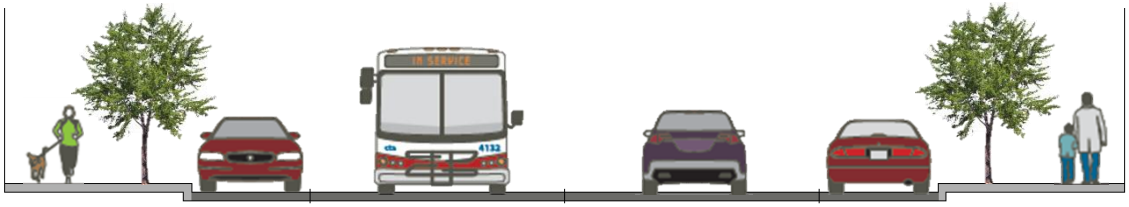
Lincoln Ave
66’ ROW
42’ XSEC



Ashland Ave
100’ ROW
70’ XSEC



Belmont Ave
66’ ROW
44’ XSEC



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Existing Conditions

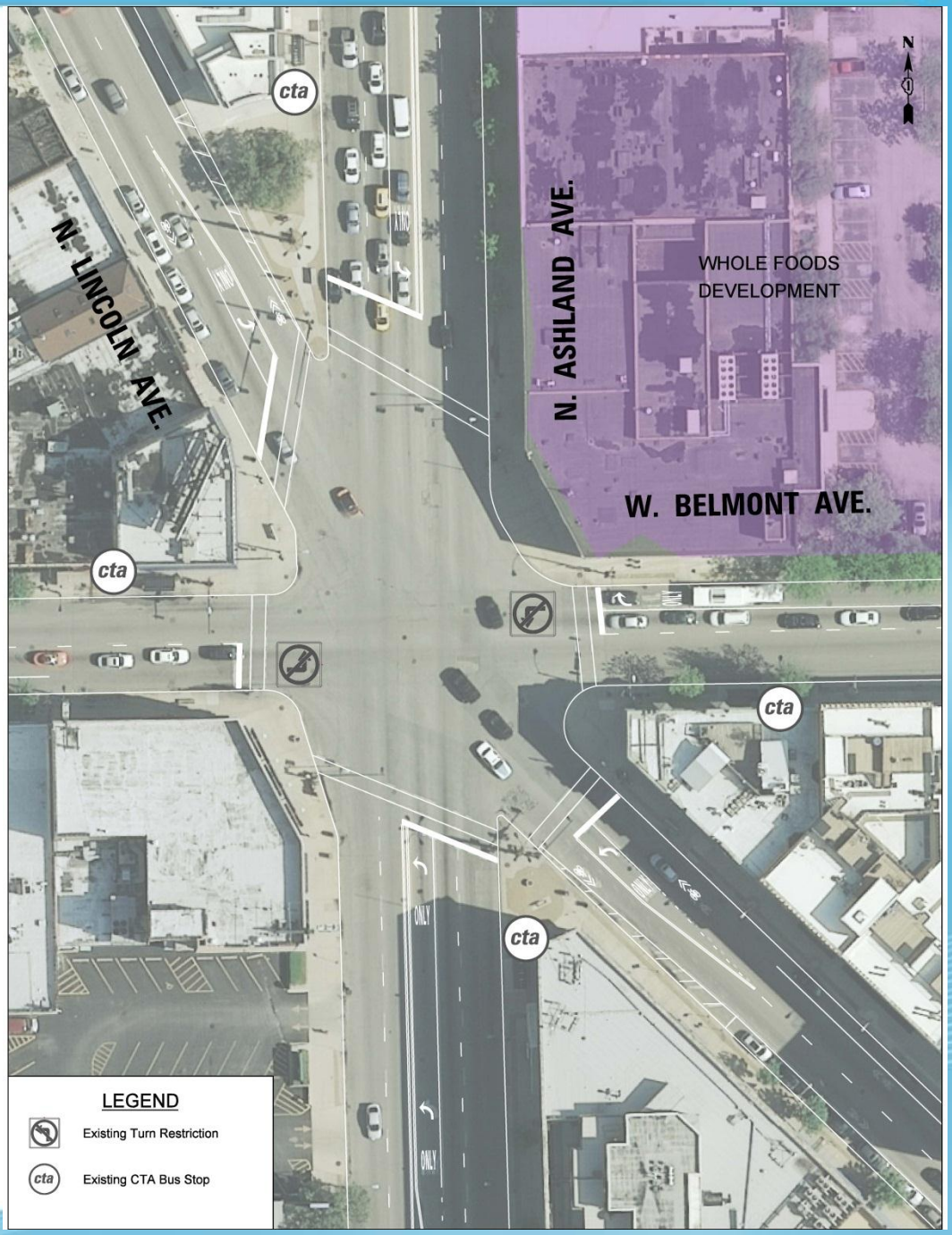
Geometry

Lincoln/Ashland/Belmont

Design Challenges

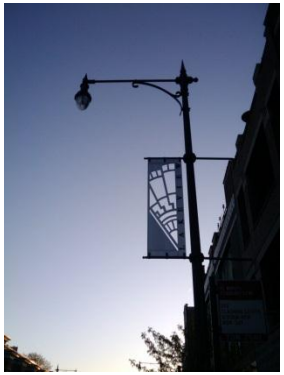
- Large intersection footprint
- Undefined roadway space
- Long, indirect crosswalks
- Existing shared bike lanes on Lincoln
- Major transit corridors

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION



Context

- Existing Neighborhood
  - Within ½ mi. of Project Corridor: 64,200 Residents; 7,700 Jobs
  - Within 1 mi. of Project Corridor: 157,700 Residents; 31,000 Jobs



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Pedestrians

- Pedestrian Street Overlay
  - Lincoln Avenue – North of L/A/B
  - School Street – West of Ashland
- Opportunities to enhance pedestrian travel paths
- Challenges of 6-legged intersections
  - Long crossing distances
  - Traffic signal timing
  - Sight lines
- Existing sidewalk widths
  - Lincoln: 12-ft
  - Ashland: 14 to 16-ft
  - Belmont: 11 to 12-ft

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Transit

- **CTA Bus Routes**
  - **Rt 9 – Ashland**
    - Approx 4:00am – 1:30am every day
    - Peak: 6-10 minutes
    - Off-Peak: 10-20 minutes
  - **Rt 77 – Belmont**
    - 24 hrs/day every day
    - Peak: 3-7 minutes
    - Off-Peak: 6-16 minutes
  - **Rt 11 – Lincoln** (TBD – Spring 2016 Service)
- **CTA Rail Service**
  - **Brown Line** (Paulina & Southport stations)

Rank	CTA Bus Route		Annual Total Rides (2013)
1	9	Ashland	9,842,223
2	79	79th	8,852,939
3	49	Western	8,624,255
4	66	Chicago	8,359,283
5	4	Cottage Grove	7,412,689
6	77	Belmont	7,394,131
7	22	Clark	7,055,209
8	3	King Drive	6,784,858
9	53	Pulaski	6,693,150
10	151	Sheridan	6,681,951

Source: http://www.transitchicago.com/assets/1/ridership_reports/2013-Annual.pdf

Bicycle Facilities

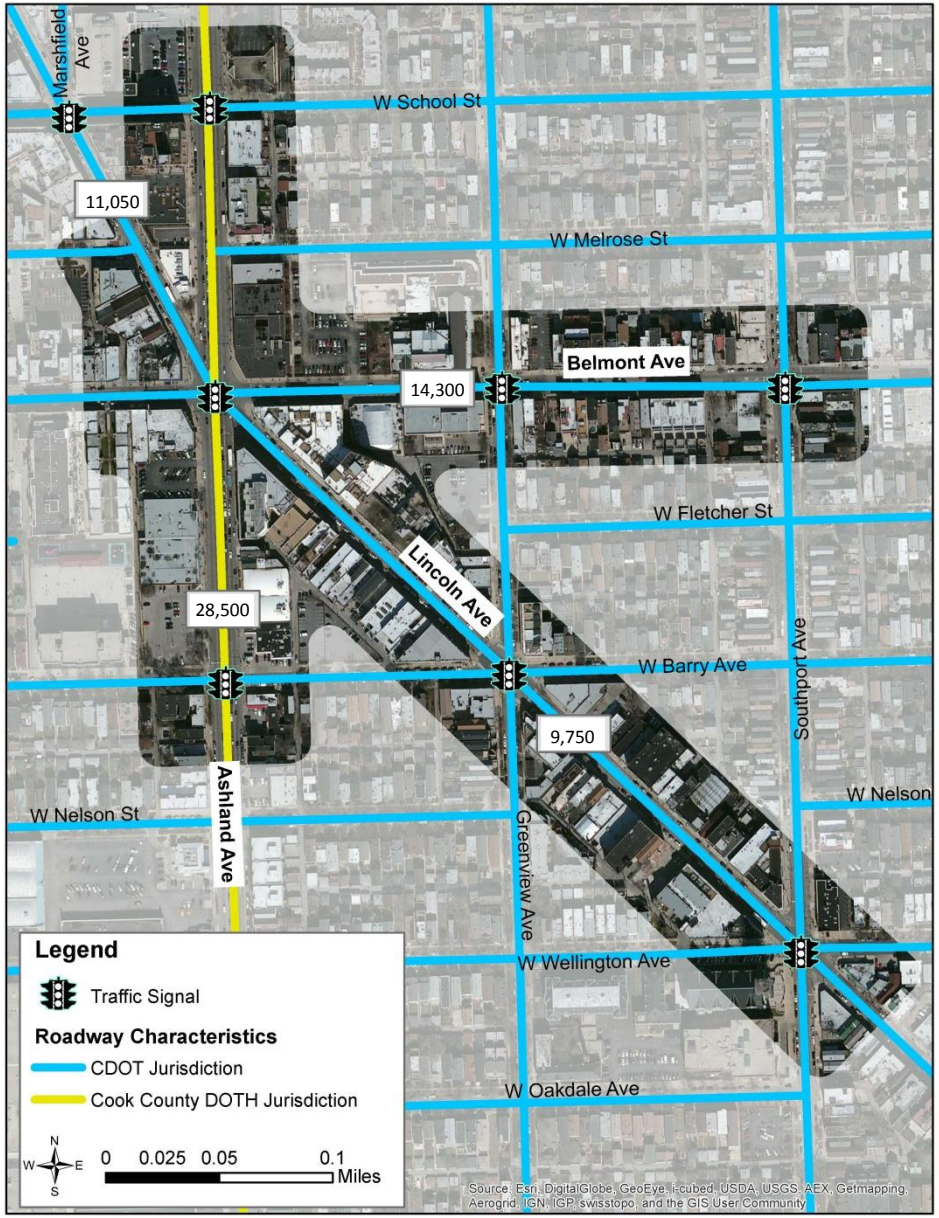
- **Streets for Cycling 2020 Plan**
  - Crosstown Bike Routes
    - Lincoln Avenue
    - Belmont Avenue
  - Neighborhood Routes
    - School Street
    - Greenview Avenue
    - Southport Avenue
    - Barry Avenue
    - Wellington Avenue
- **Primary Connections**
  - 0.9 miles to Clark Street Spoke Route
  - 1.6 miles to regional Lakefront Trail

Source: Chicago Streets for Cycling 2020

Automobiles

Street	IDOT Functional Classification	Daily Traffic	Lanes
Lincoln	Major Collector	9,750 – 11,050	1
Ashland	Minor Arterial	28,500	2
Belmont	Minor Arterial	14,300	1

Street	CDOT Form/Function
Lincoln	Main Street (MS)
Ashland	Thoroughfare (TH)
Belmont	Main Street (MS)

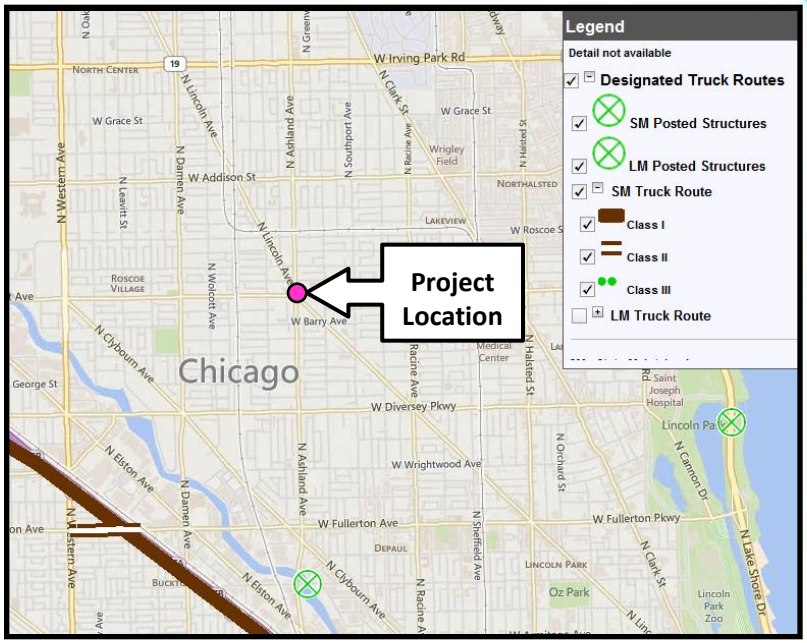


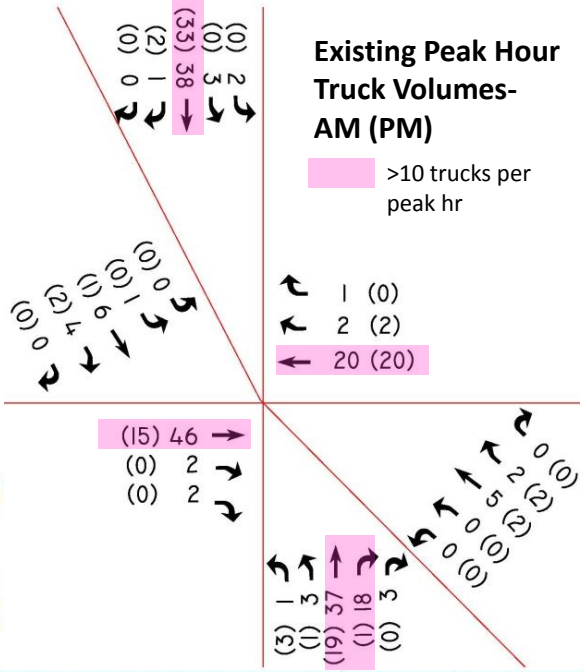
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

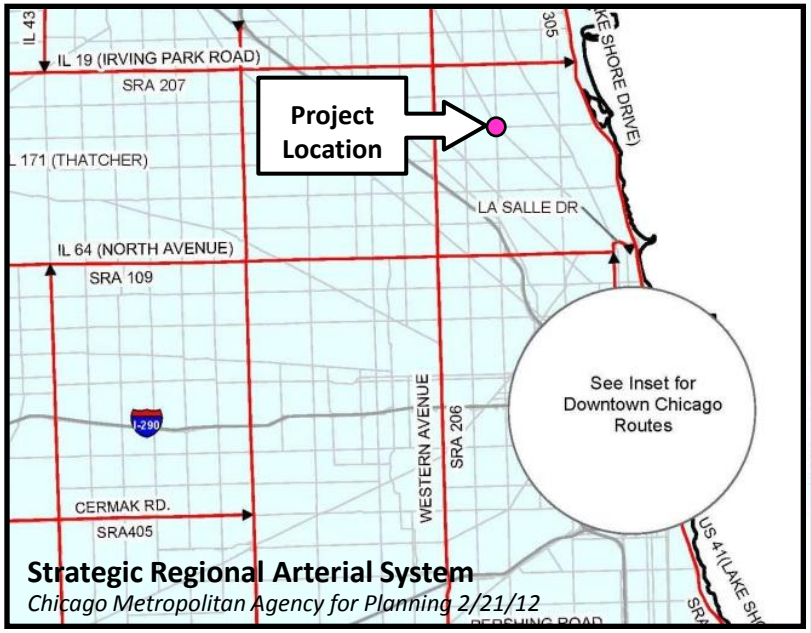
Heavy Vehicles

Street	Functional Classification	Daily Truck Traffic	% HV
Lincoln	Major Collector	890	6.7 %
Ashland	Minor Arterial	1,540	5.1 %
Belmont	Minor Arterial	310	1.7 %

- No Truck Routes or SRA's
- High truck volume NB Ashland to EB Belmont
  - 15% HV NB Ashland to EB Belmont (diagrammed below)







CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Crash Analysis – Injury Type

Chicago's Most Dangerous Intersections (2010)			
Intersection	ADT	Crashes	Crash Rate
Stony Island, South Chicago, 79th	62,100	63	2.78
Western and Peterson	74,500	47	1.73
Kedzie and Belmont	34,100	47	3.78
Roosevelt and Canal	50,500	43	2.33
Lincoln Ashland Belmont	**61,770**	**35**	**1.44**

Injury Type	Quantity in Project Limits	Quantity at Lincoln /Ashland/Belmont
Fatality	1 *	0
A- Incapacitating	16	7
B- Non-incapacitating	48	17
C- Injury reported, not evident	46	14
PD – Property Damage	474	139
TOTAL	585	177

**Fatality - Vehicle WB on Melrose at Ashland continued straight at a T-intersection and hit a utility pole*

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Project Area Crash Analysis
Time of Day/Pavement Condition

	All Crashes		Ped/Bike Crashes	
Night	173	30%	17	30%
Wet	97	17%	9	16%
Ice/Snow	25	4%	1	2%

- Ped/Bike crash percentages are comparable to total vehicular crash percentages under the above conditions

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Project Area
Pedestrian/Cyclist Crashes

Collision Type	Quantity within Project Limits	Quantity at Lincoln/Ashland/Belmont
Pedestrian	25	7
Bicyclist	32	14

Collision Type	Quantity of Injury Crashes in Project Limits				Quantity of Injury Crashes at Lincoln/Ashland/Belmont			
	A	B	C	**Total**	A	B	C	**Total**
Pedestrian	6	14	5	**25**	1	4	2	**7**
Bicyclist	4	14	8	**26**	3	5	3	**11**

- **100%** of Pedestrian and **80%** of Cyclist crashes result in injury

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Project Area
Intersection Crash Data

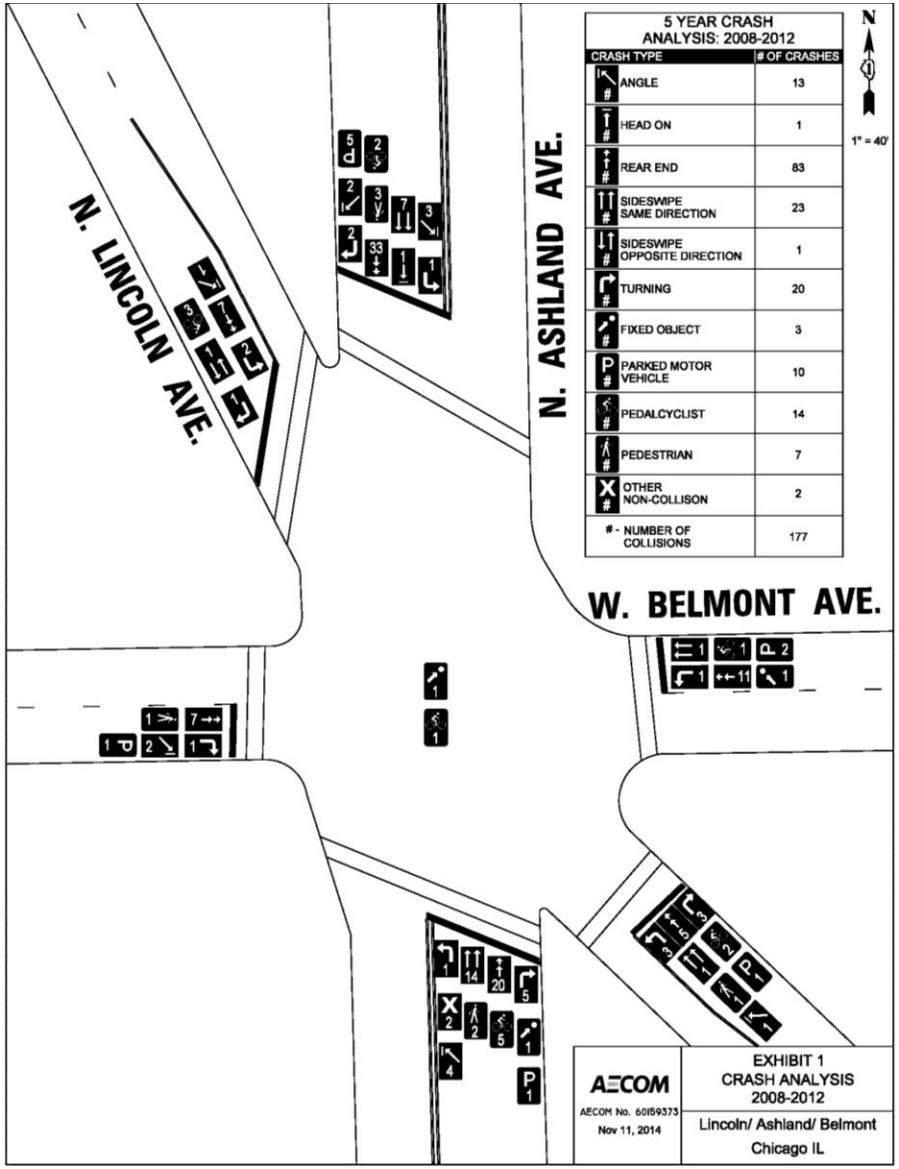
Intersection	# of Crashes Per Year					Total
	2008	2009	2010	2011	2012	
Ashland & Barry	16	8	9	11	9	53
Ashland & Melrose	5	5	0	4	0	14
Ashland & School	10	11	10	14	14	59
Lincoln, Ashland, & Belmont	37	34	34	40	32	177
Lincoln, Barry, & Greenview	11	3	6	3	4	27
Lincoln & Melrose	4	0	3	4	0	11
Lincoln & Wellington	1	4	10	7	8	30
Belmont & Greenview	1	7	7	7	7	29
Belmont & Southport	9	4	10	11	6	40
Total Crashes at intersections	**94**	**76**	**89**	**101**	**80**	**440**

- **75%** of all Crashes Occur at an Intersection
- **11%** of Intersection Crashes Involve Peds/Bikes

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Intersection Crash Diagram

- Crash Analysis (2008-12)
  - Rear-End Crashes (47%)
  - Sideswipe Crashes (13%)
  - Turning Crashes (11%)
  - Crash Rates – Intersection 1.44 per MVEI
    - Lincoln 1.18 per MVEI
    - Ashland 1.84 per MVEI
    - Belmont 0.85 per MVEI
- Injuries and Fatalities
  - No fatalities reported
  - 21% of all crashes resulted in injury
- Geometric Concerns
  - Break in Lincoln Alignment
  - Setback of North leg of intersection (Ashland & Lincoln)
  - Confusion for left-turning vehicles
  - Pedestrians crossing at awkward angle to traffic
  - Uncontrolled intersection space



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

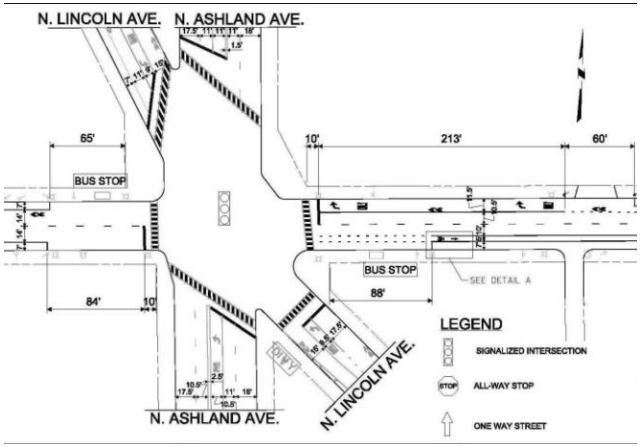
Projects and Initiatives

Whole Foods Development

- NE Corner of Belmont / Ashland
- Anticipated Spring 2017 Opening
- Future Traffic Signal Ashland / Melrose
- Proposed Parking Restrictions on Belmont, E of Ashland
- No Modifications to Existing CTA Bus Stops under Whole Foods proposal

Others

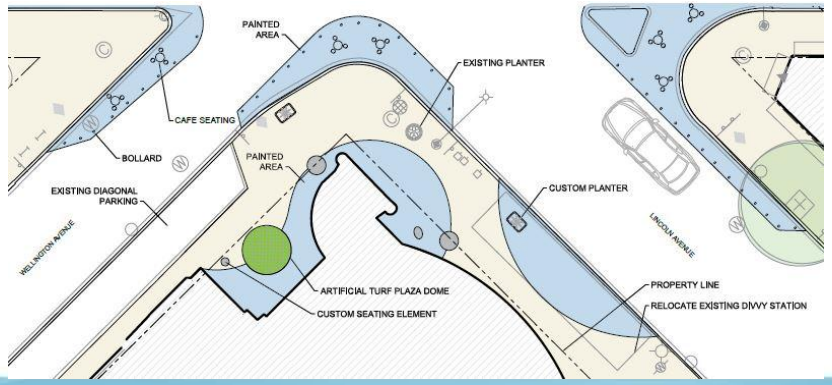
- School Street Neighborhood Greenway
- Potential EB only greenway



Lincoln Ave. Enhancement Project

(Lakeview Chamber of Commerce)

- Lincoln Ave: Diversey to Belmont
- Placemaking and Plaza Spaces
  - Painted bumpouts and sidewalks
  - Custom seating elements
  - Planters, screenings, identifiers



Streets for Cycling Program (CDOT)

- Belmont Ave: Kedzie to Clark
- Shared lanes west of LAB intersection
- Dedicated lanes east of LAB intersection
- Design currently at 60%

Overarching Goals

- Increase Safety for ALL roadway users
- Enhance Walkability
- Reduce “Barrier Effect” of Ashland and L/A/B intersection
- Upgrade Infrastructure
- Support…
  - Cycling Needs
  - Transit Infrastructure
  - Placemaking
  - Reinvestment
  - Economic Growth

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Project Goals and Challenges

Goals

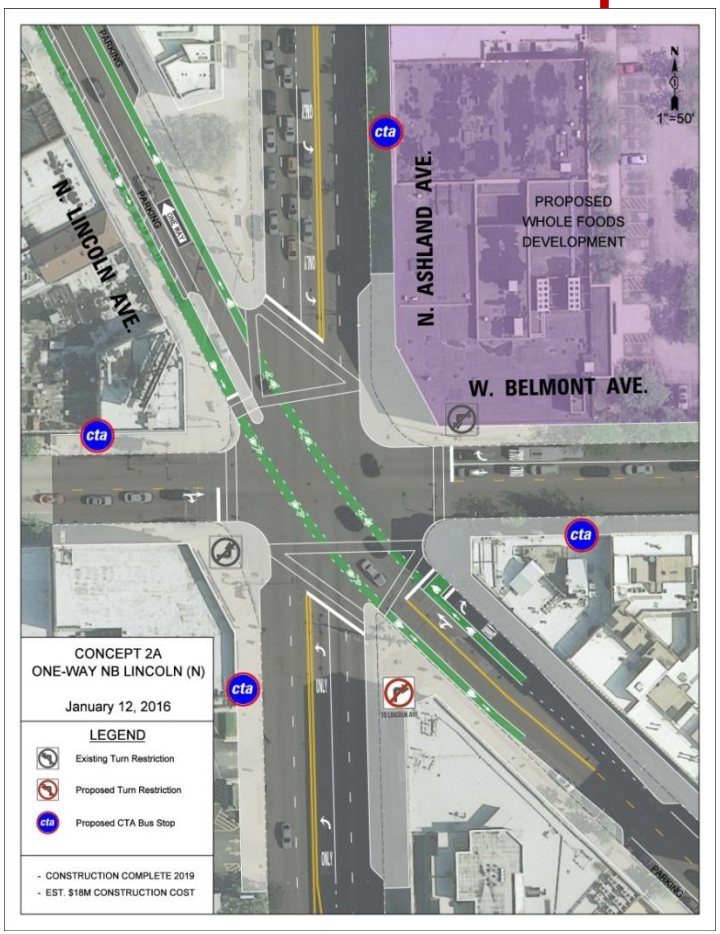
- Pedestrians
  - Shorten crosswalks
  - New crosswalks where needed
  - Sidewalk bumpouts
  - Promote Walkability
- Transit
  - Implement far side bus stops where feasible
  - Support current and future transit infrastructure
- Bicyclists
  - Provide dedicated lanes where possible
- Automobiles
  - Improve intersection alignment
  - Accommodate heavy truck turning maneuvers
  - Accommodate Whole Foods development plans

Challenges

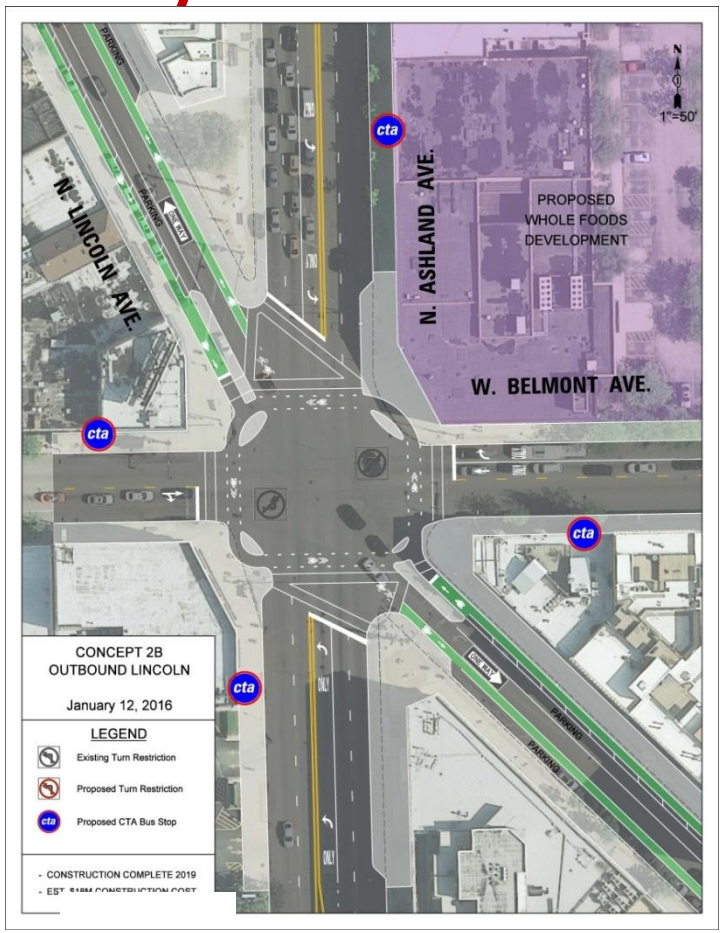
- Intersection Geometry
  - 6-legged intersection
  - Diagonal crosswalks
  - Multiple destinations for turning vehicles
  - Kink in Lincoln Avenue alignment
- Traffic Signals
  - Additional traffic signal phase
  - Dense traffic signal network
  - Shortened turn lane storage lengths
- Roadway Function
  - Heavy truck traffic
  - Vehicular accessibility
  - High demand for on-street parking
- Safety
  - Undefined roadway space within the intersection
  - Long and skewed crosswalks
  - Stop bars pulled back from intersection

Concept Development

Concepts Analyzed



One-Way Lincoln Ave., North of LAB

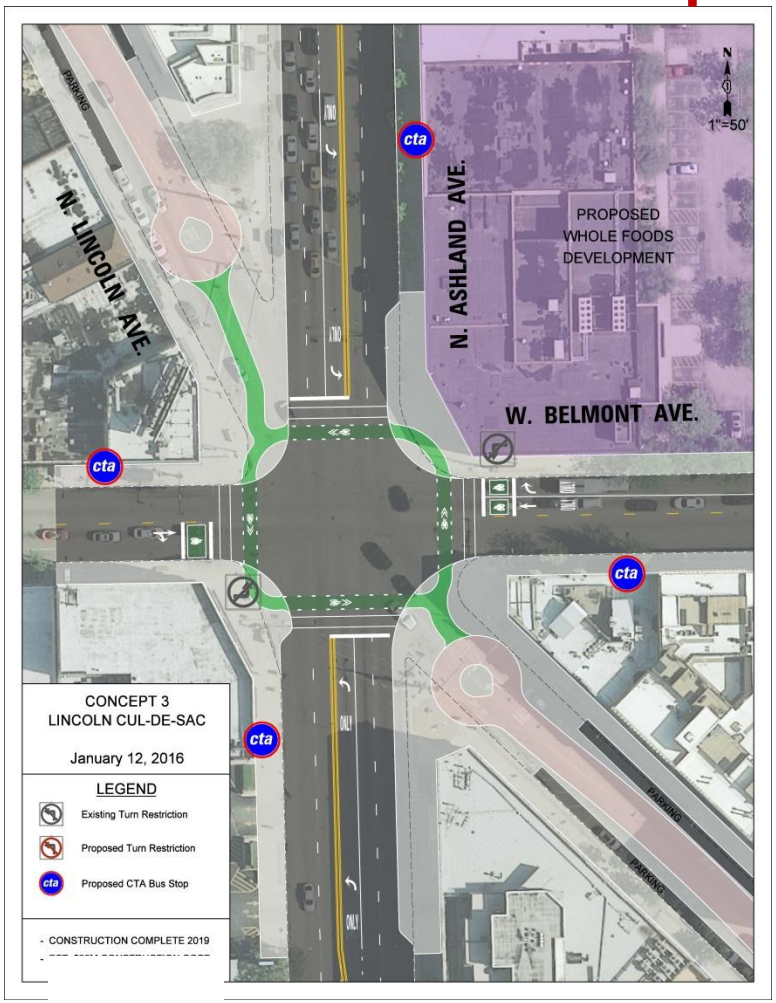


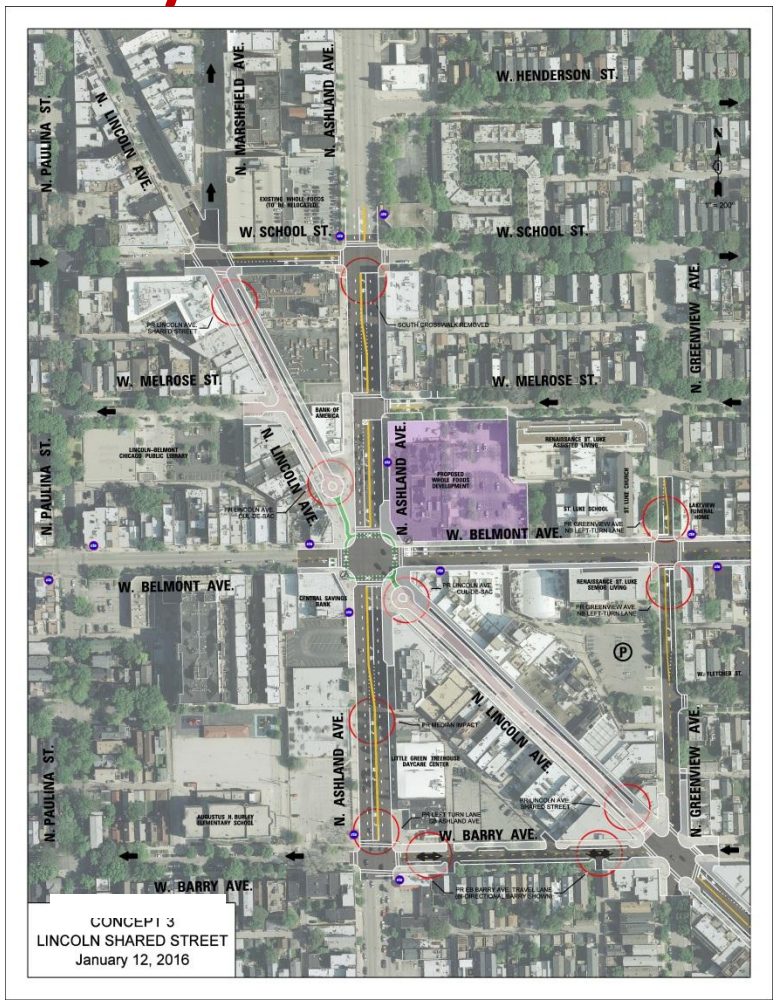
Outbound Lincoln Avenue from LAB

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

- Significant impact on the surrounding street network
- Improvements at LAB pushed traffic to surrounding intersections
- Too much strain on neighborhood streets

Concepts Analyzed





Shared Street (closing thru traffic through the LAB intersection)

- Placemaking advantages but concerns about traffic impacts
- CMAP model showed traffic would not disperse outside of neighborhood streets

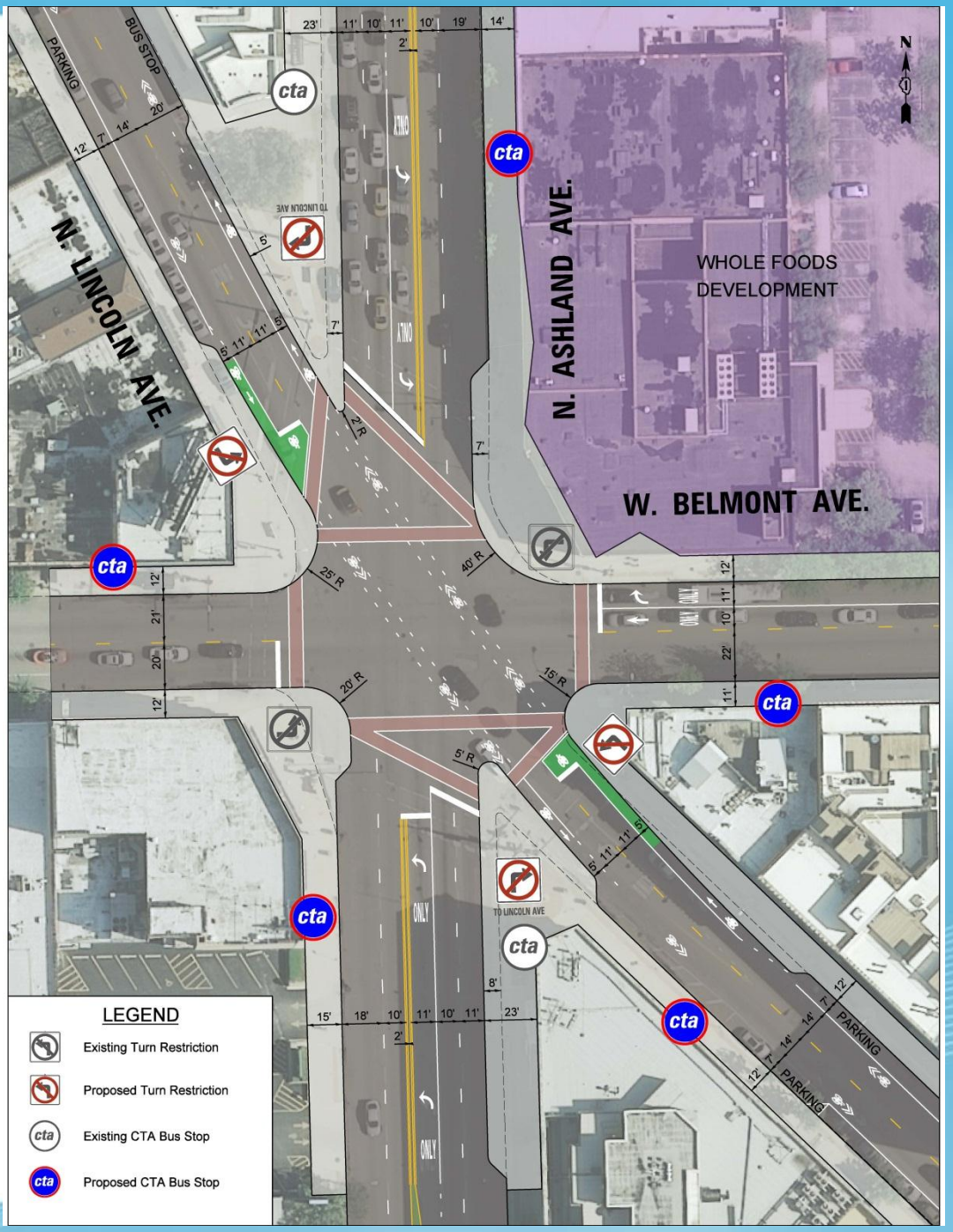
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Proposed Geometry

Lincoln/Ashland/Belmont

- Proposed farside bus stop locations
- Improved Lincoln Avenue alignment
- Proposed sidewalk bumpouts on Lincoln and Ashland
- Proposed Left-turn restrictions on Lincoln at intersection
- Proposed Belmont crosswalks
- Existing cross-section maintained on Belmont
- Dedicated Bike lanes introduced on Lincoln at intersection
- Geometry accommodates heavy truck movements

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

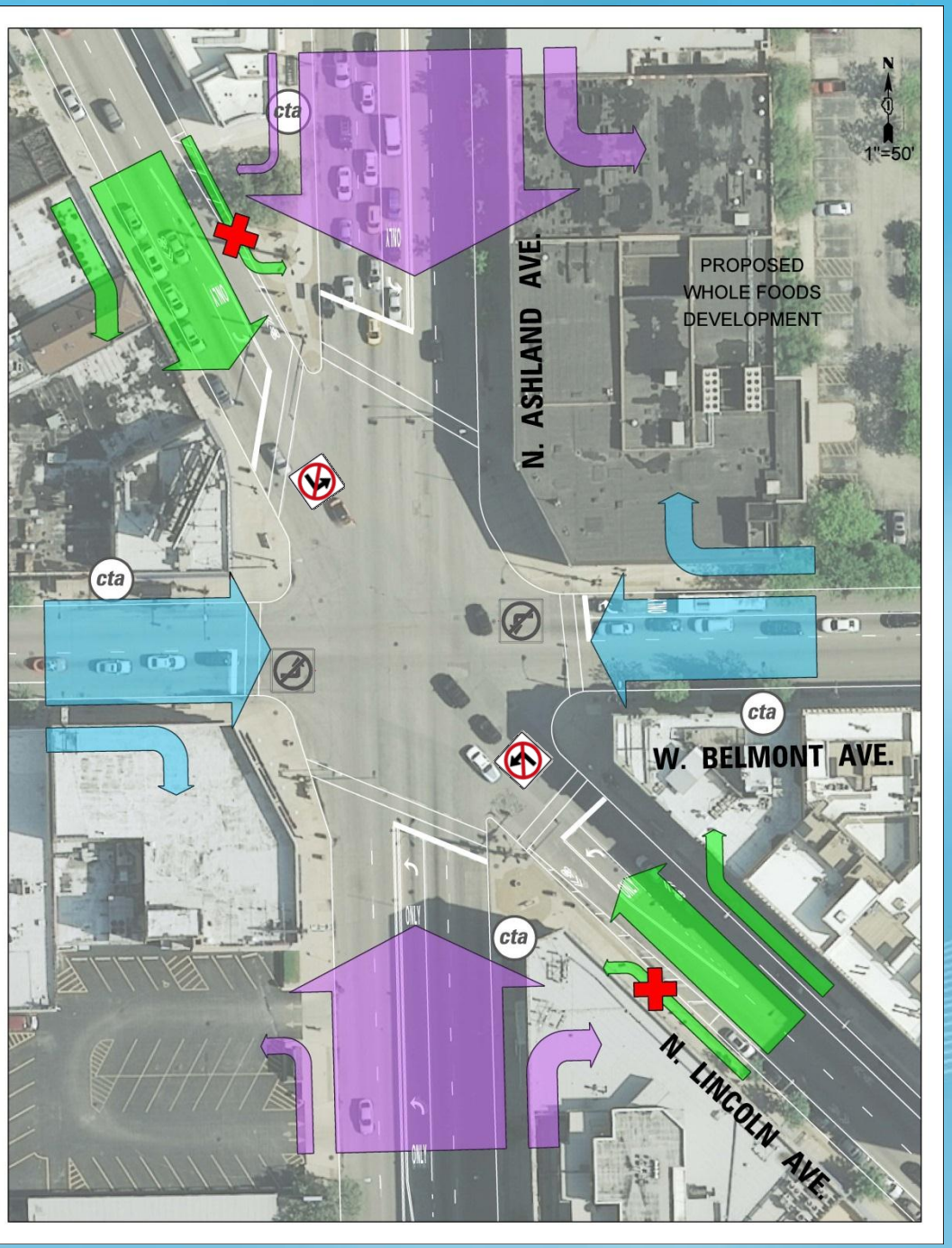


Proposed Geometry

Left-Turning Lincoln Ave Traffic Mitigation

- Proposed geometry restricts left-turns from Lincoln Avenue
- Lincoln Avenue left-turn volumes makes up 2% - 4% of all intersection traffic
- During rush hour periods, left-turns make up 8% - 16% of all traffic on Lincoln Avenue
  - SB Lincoln LT volume – 48 (AM), 61 (PM)
  - NB Lincoln LT volume – 51 (AM), 86 (PM)
- Proposed improvements present no substantial change in accessibility
  - No significant change the amount of Vehicle Miles Traveled (VMT)

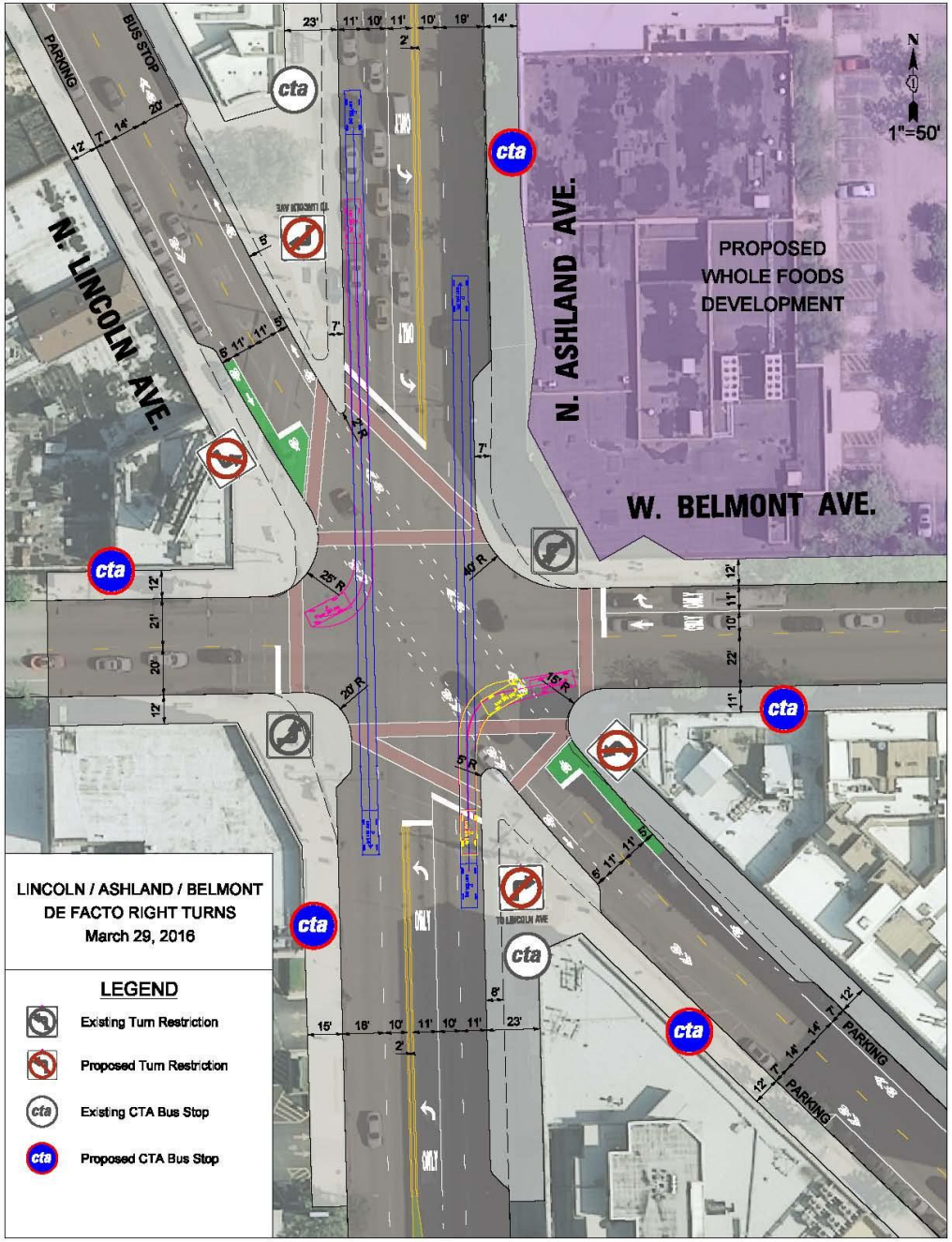
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION



Proposed Geometry

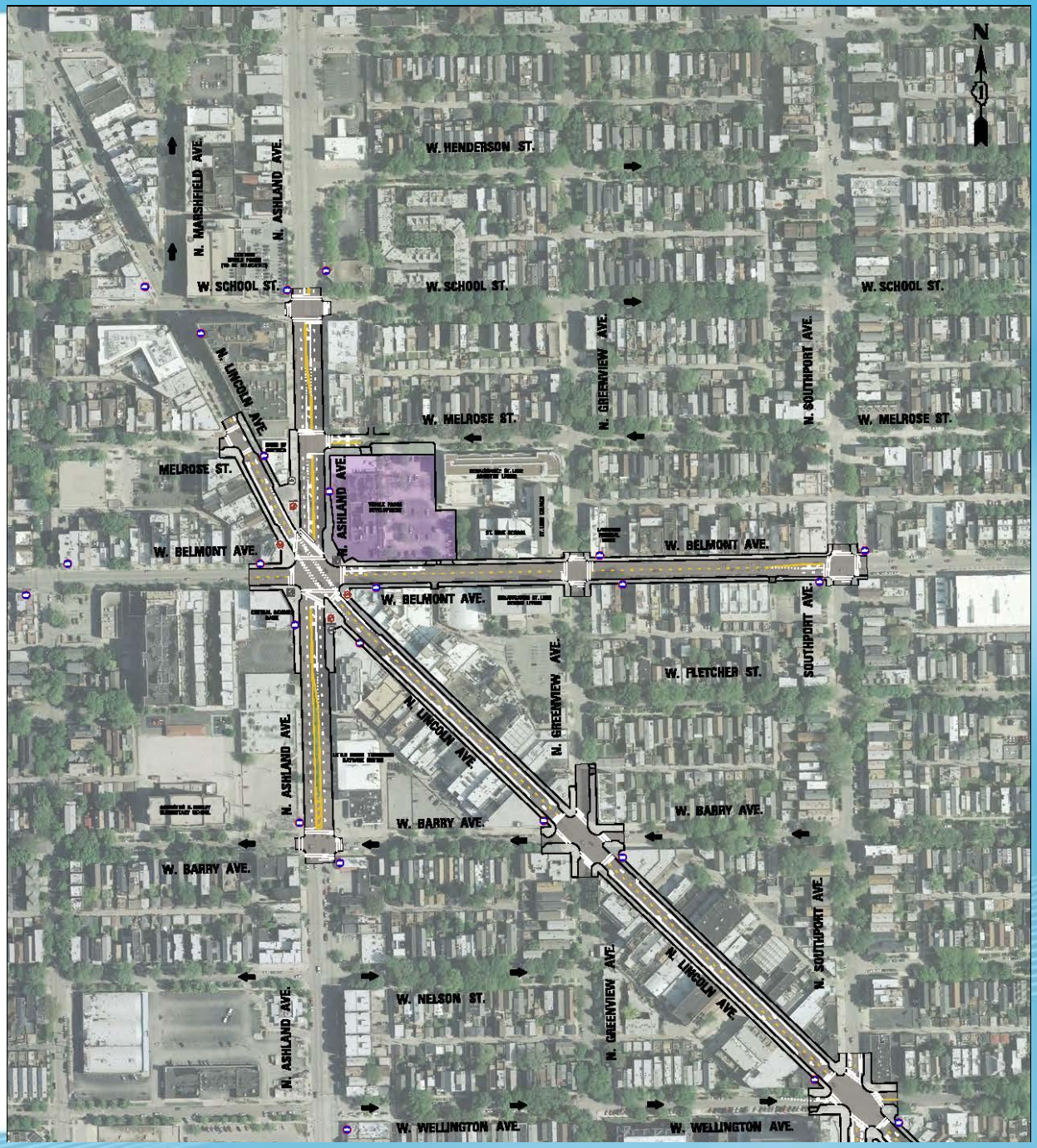
De facto Right-Turning Traffic
Ashland Avenue

- Proposed geometry eliminates the Ashland parking lane which can be used for storing right-turn queues
  - EX. NB Ashland RT vol. – 135 (AM), 126 (PM)
  - EX. SB Ashland RT vol. – 37 (AM), 62 (PM)
- Proposed geometry allows for (1) SB and (2) NB vehicles to store within the intersection
- Removing sidewalk bumpouts would adversely impact pedestrians



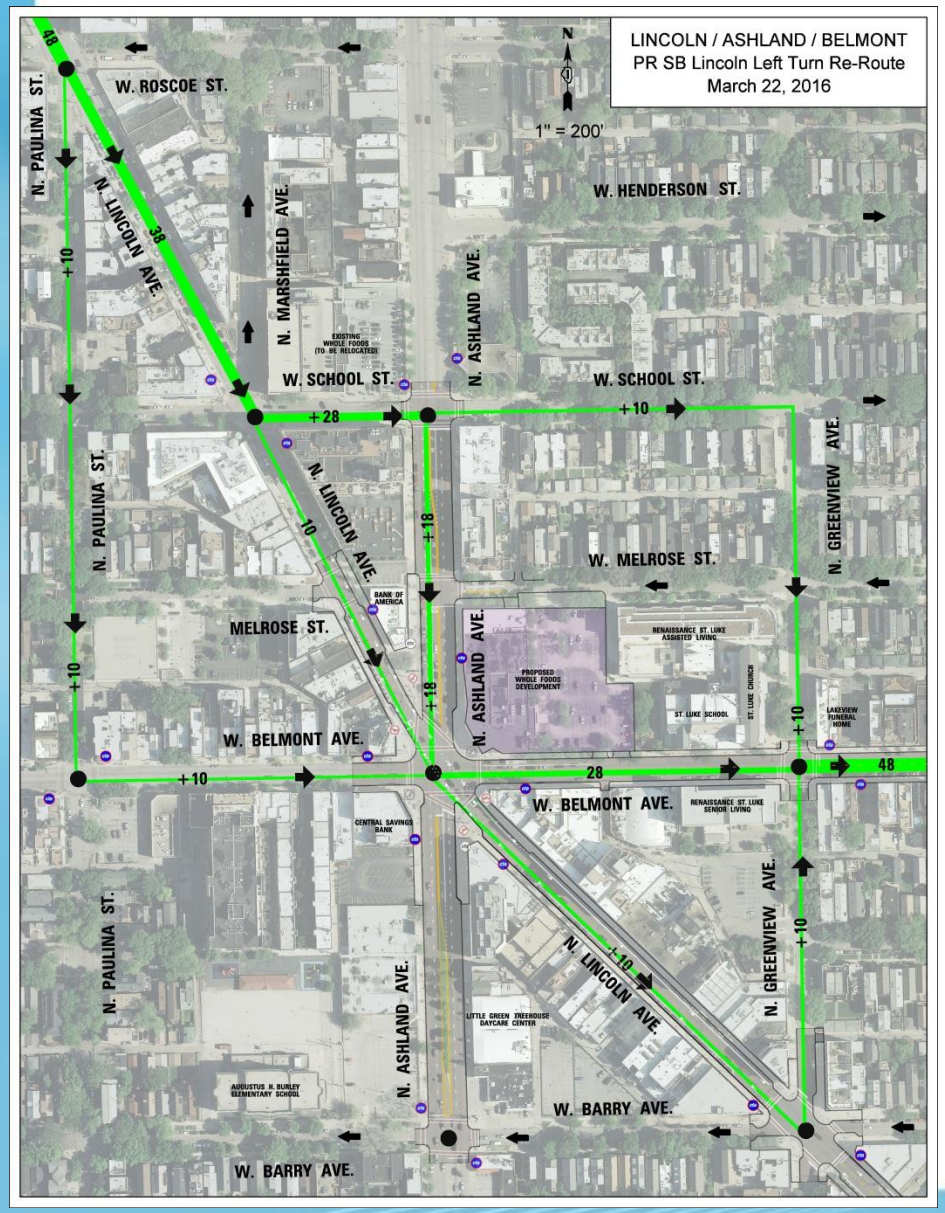
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

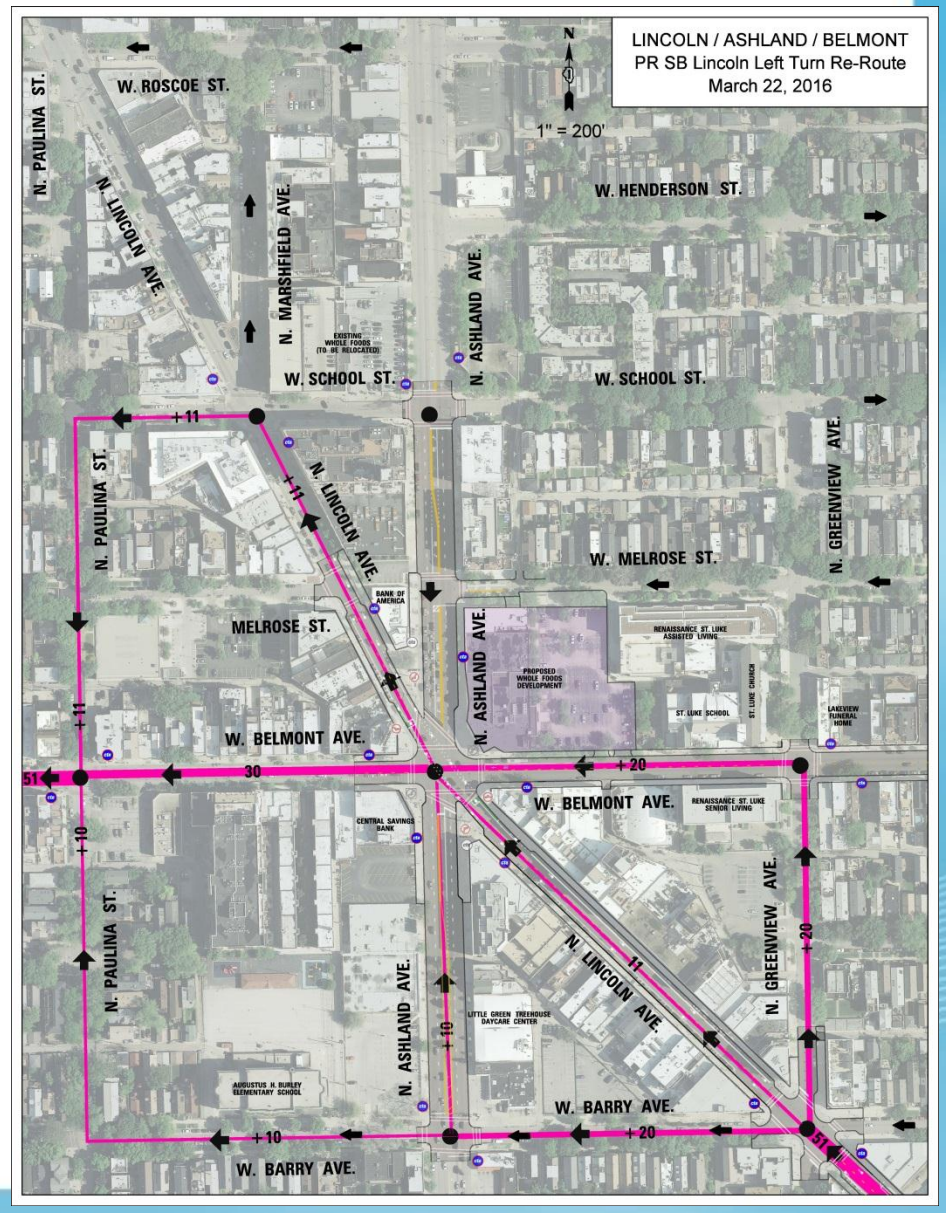
Proposed Local Street Network



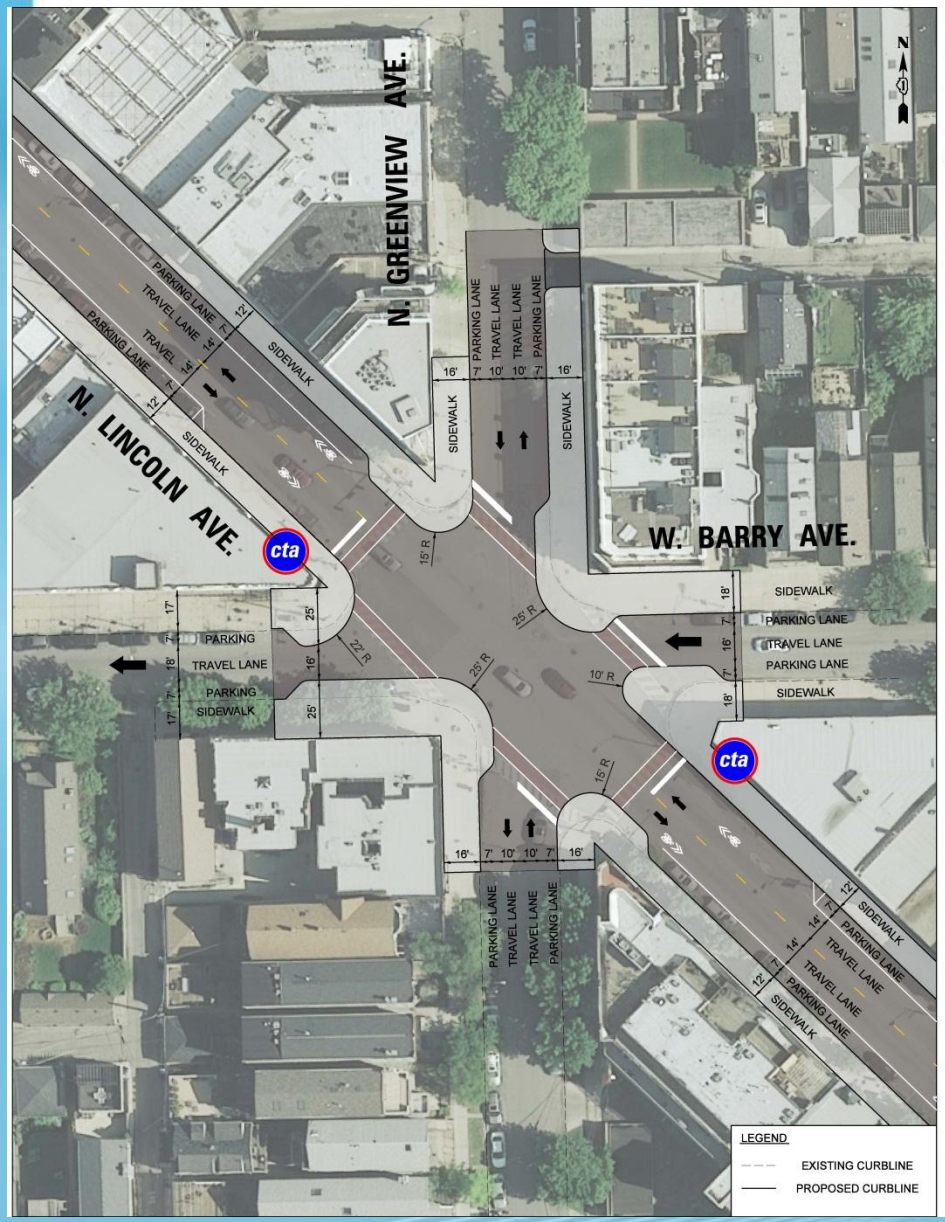
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

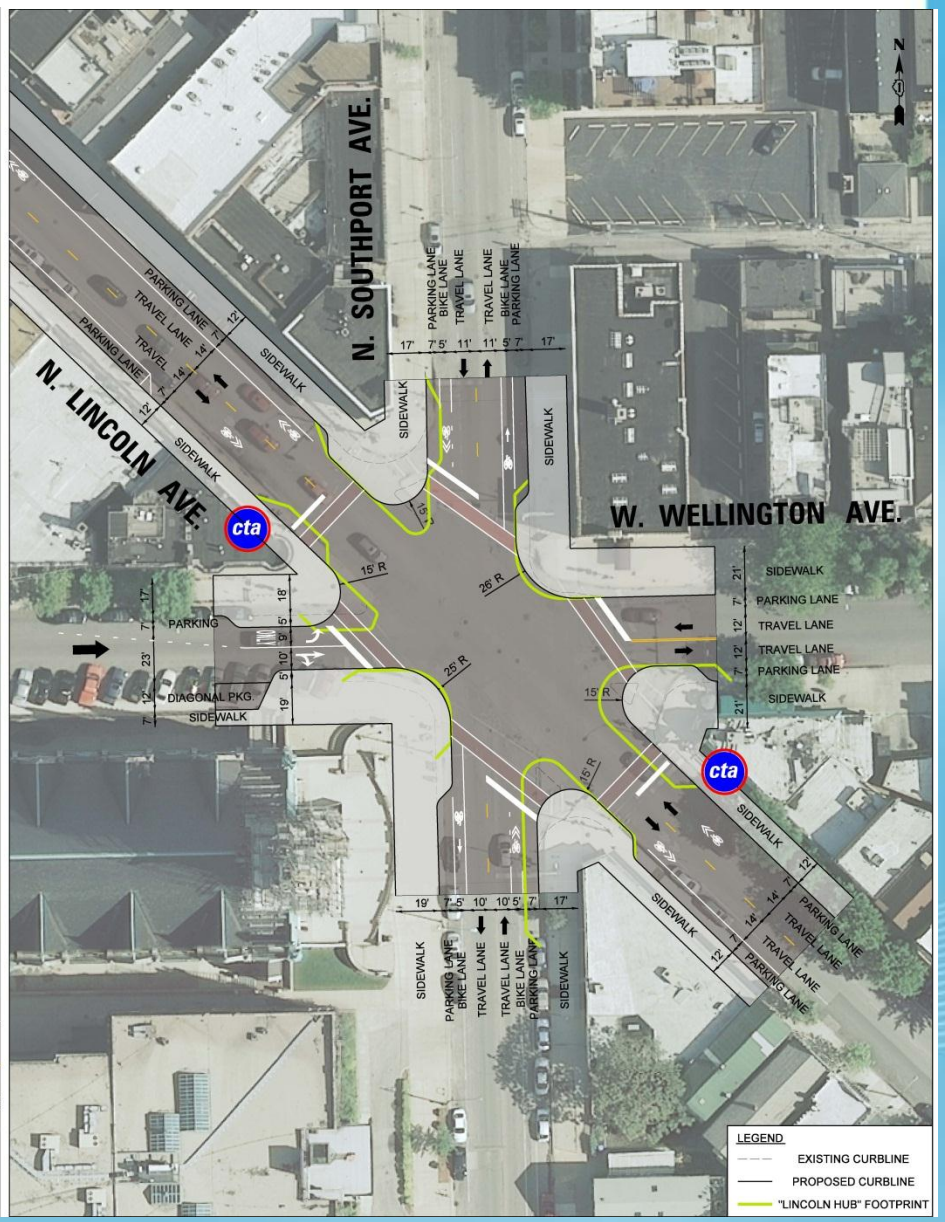
Proposed Geometry – Lincoln Ave. Rerouted LT Traffic





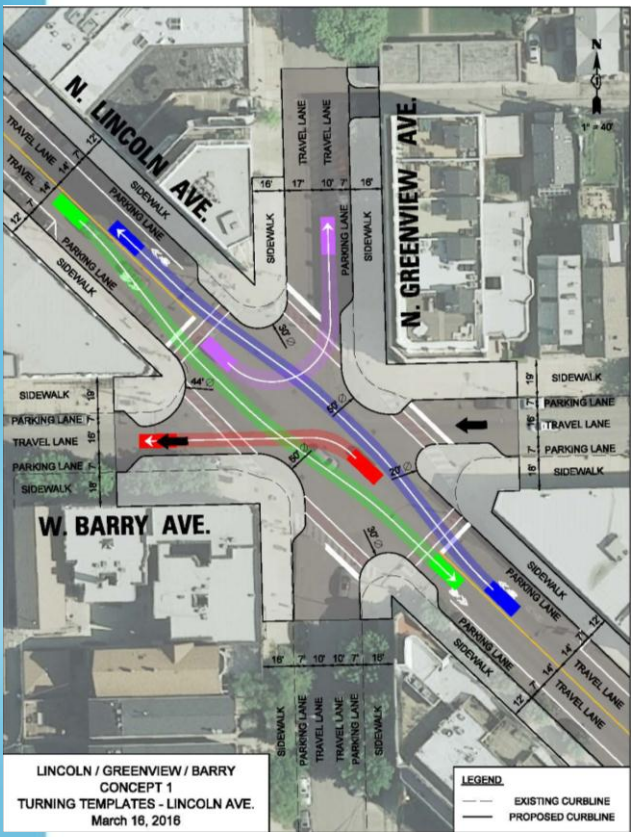
Proposed Lincoln Avenue Bumpouts

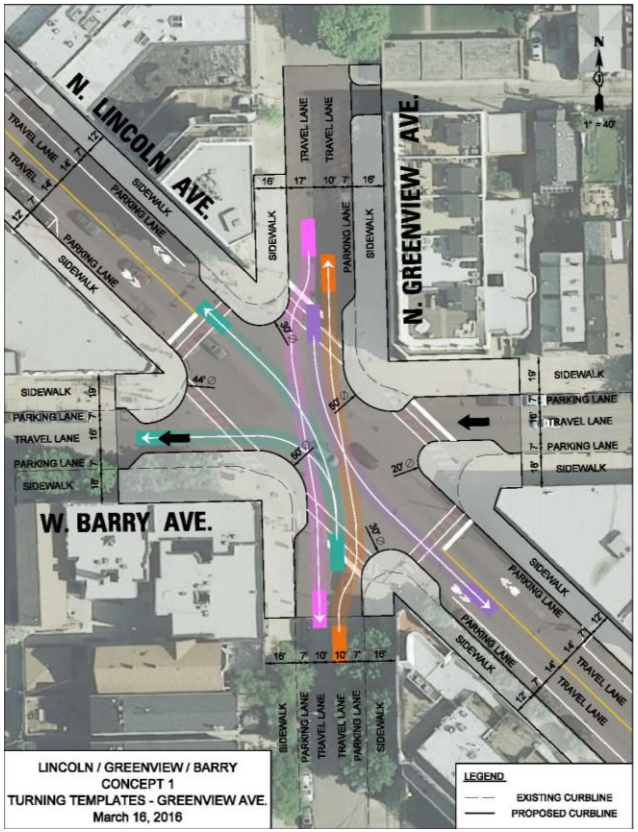


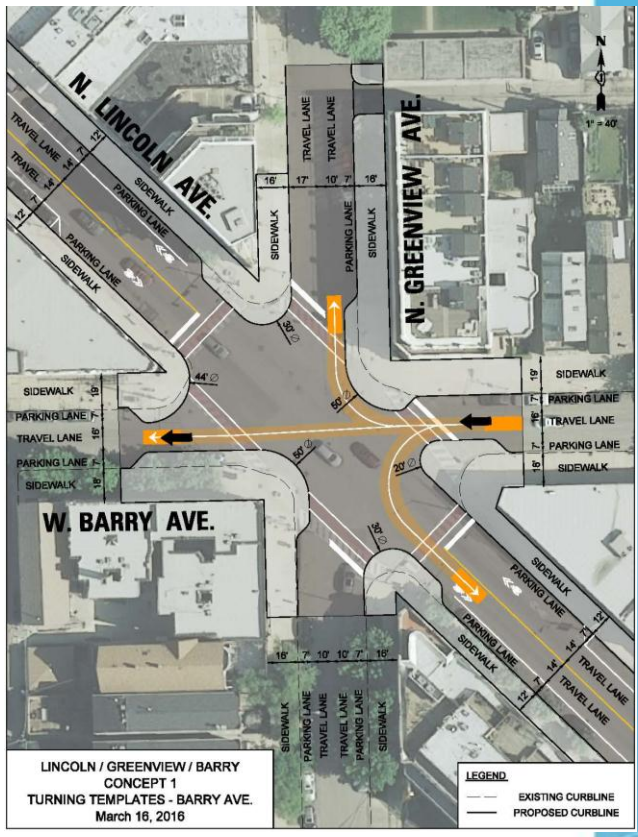


Concept 1

Greenview Ave. Turning Movements



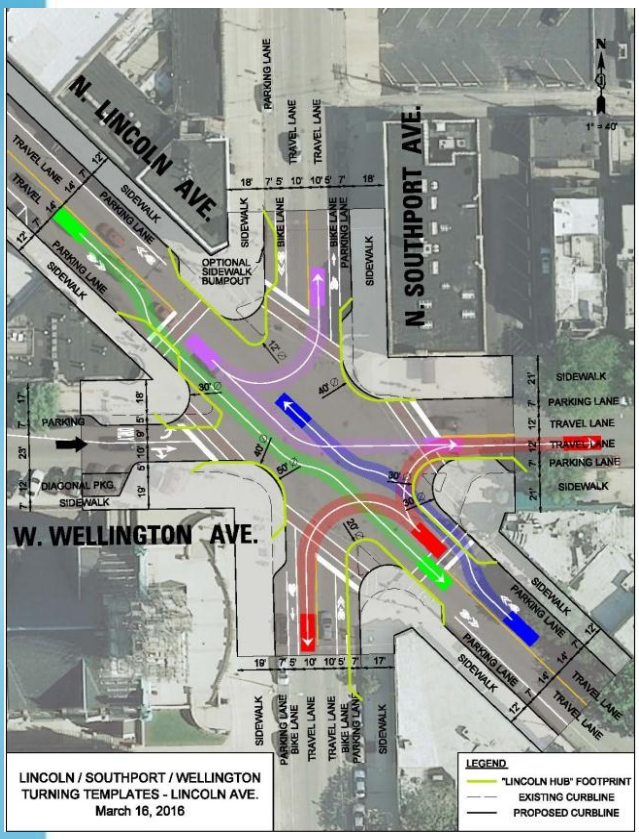


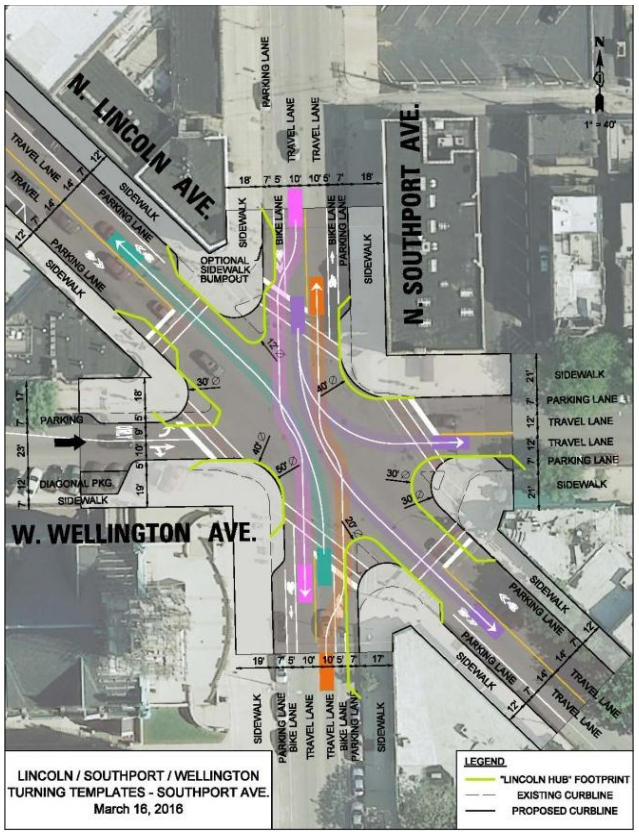


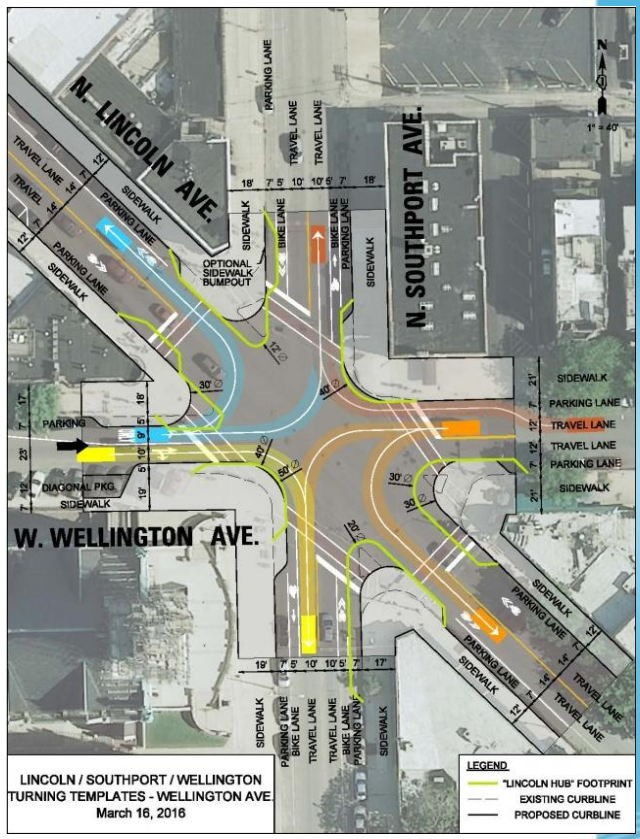
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Concept 1

Lincoln-Southport-Wellington Turning Movements





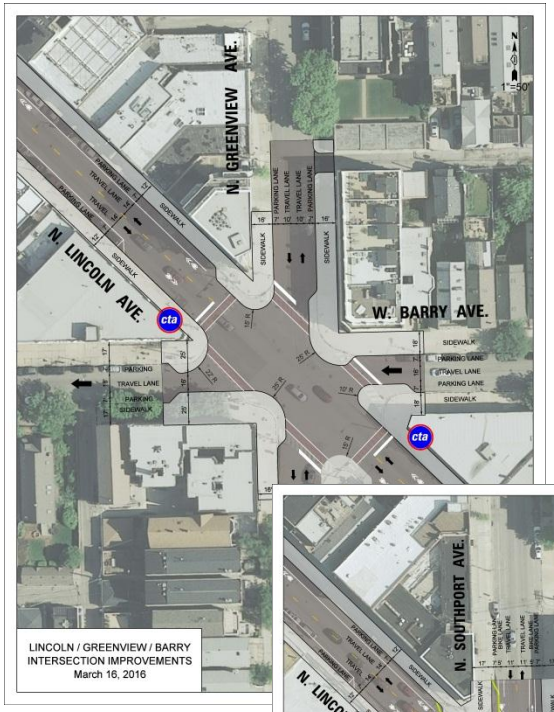


- Existing Lincoln Hub Street Analyzed
- Bumpouts modified to allow turning movements

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

CTA Bus Stop Locations

- Proposed Farside bus stops at LAB
  - Allows buses to maximize green time
  - Reduces passenger wait times, bus delays
- Proposed Nearside bus stops at LGB, LSW
  - Minimize parking impacts
    - Nearside bus stops (85’ bus stop length)
      - 6 spaces impacted
    - Farside bus stops (140’ bus stop length)*
      - 14 spaces impacted
  - Maximizes new pedestrian space
    - Complements vehicular passing concerns
    - Reduces “footprint” of underutilized roadway space
  - Nearside curbline operates as de-facto turn lane
    - Allows right-turning vehicles to avoid thru traffic



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

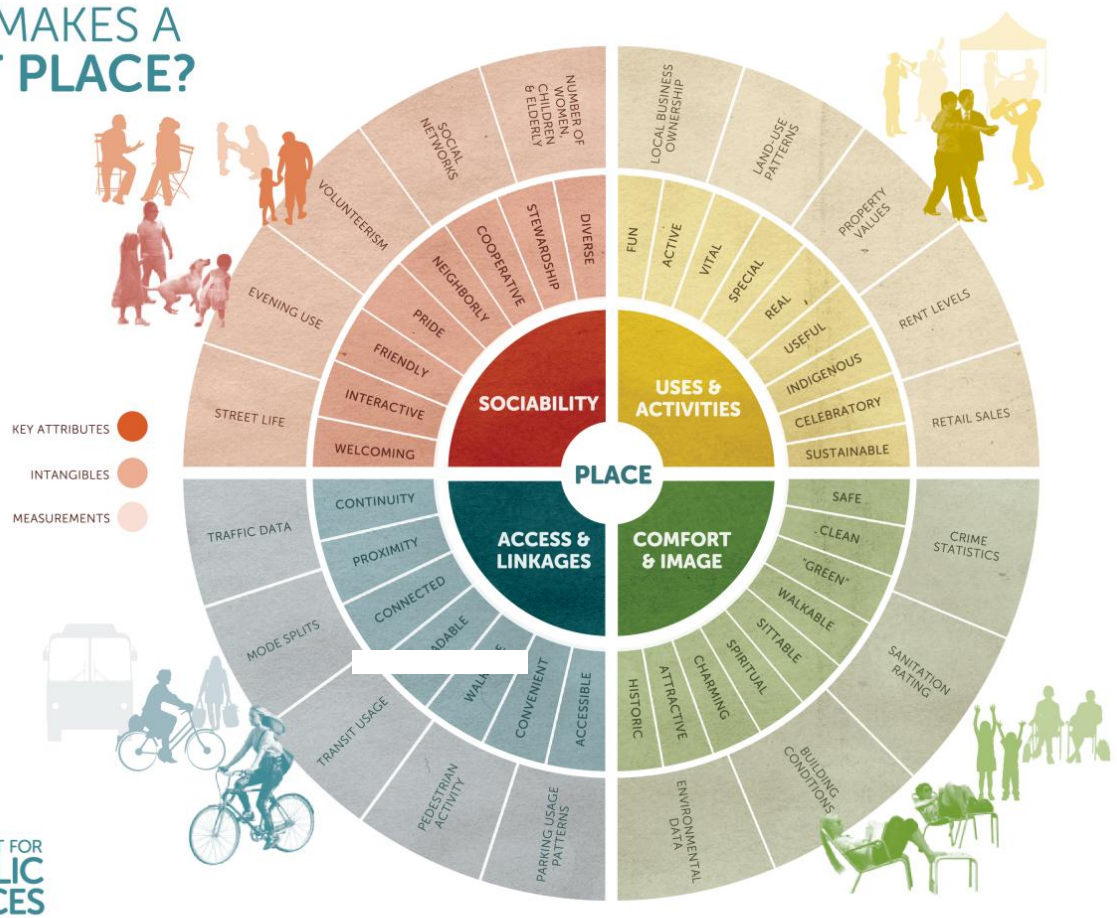
Placemaking

Placemaking refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

- Project for Public Spaces

Successful public places…

- Are accessible to the community
- Encourage pedestrian activity
- Provide a sense of comfort and community image
- Places where people gather and socialize



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

PROJECT FOR PUBLIC SPACES

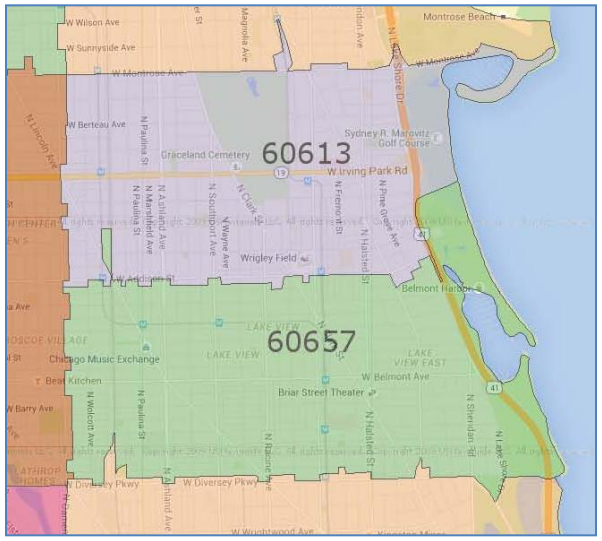
Placemaking is vital because it creates community cohesion and a unique identity

- Promotes economic vitality by connecting businesses to the public way, encouraging pedestrian activity
- Creates an inviting community engage and provides accessible places for community gathering
- Street trees and landscaping softens the urban environment, making streets more inviting, increasing pedestrian and commercial activity
- Creates a sense of community, bringing people together and promoting community activity
- Promote walkable and bikeable communities

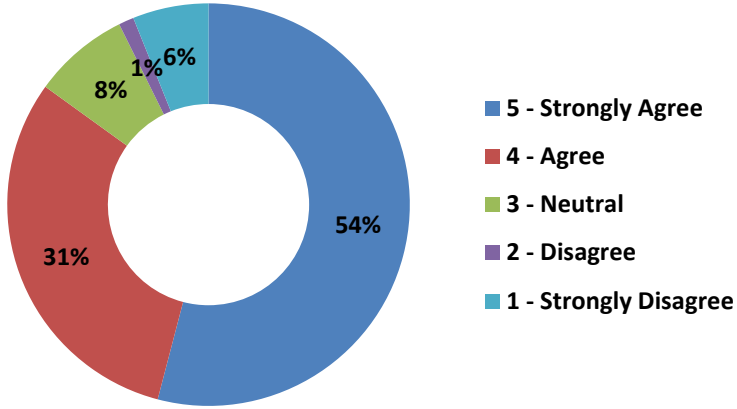
If you plan cities for cars and traffic, you will get cars and traffic. If you plan your cities for people and places, you will get people and places.
- Fred Kent, Project for Public Spaces

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

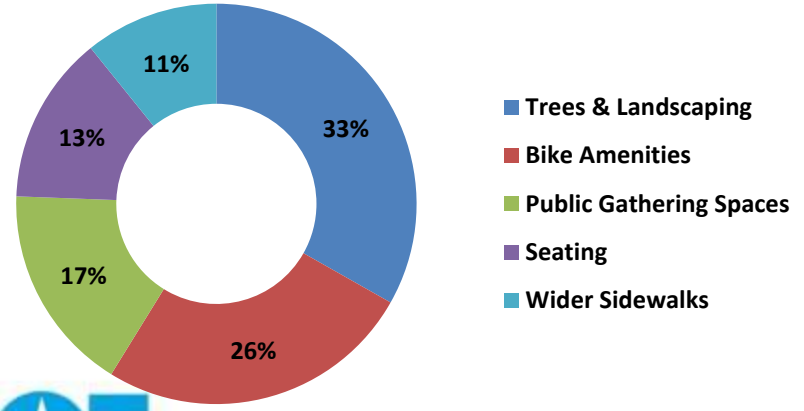
CDOT Placemaking Survey – *Project Area*



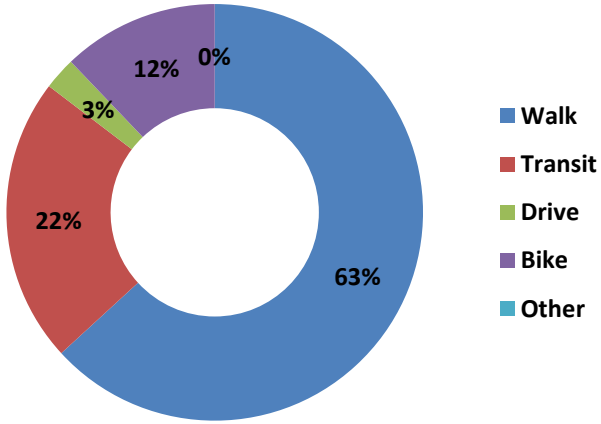
- Survey Conducted January-June 2015
- 4,514 Responses Citywide
- Analyzed project area
- Approximately 250 responses from project area



85% of participants strongly agree or agree that a well-designed street can create public open space



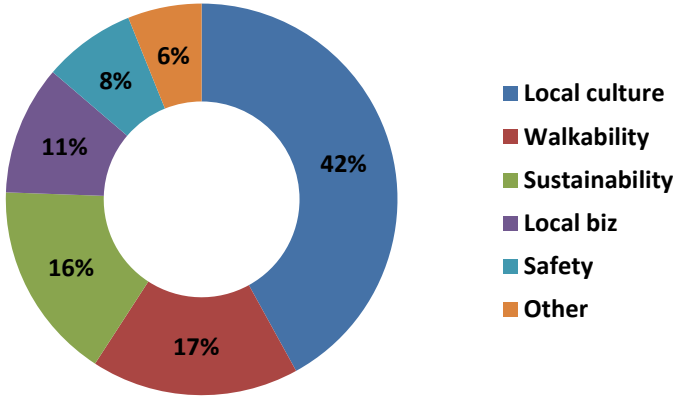
33% of respondents would like to see more trees & landscaping for Chicago's Streets



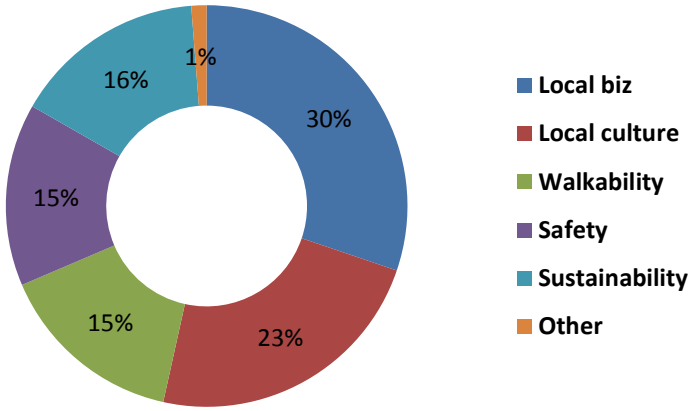
An overwhelming majority of participants walk to get around their neighborhood

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

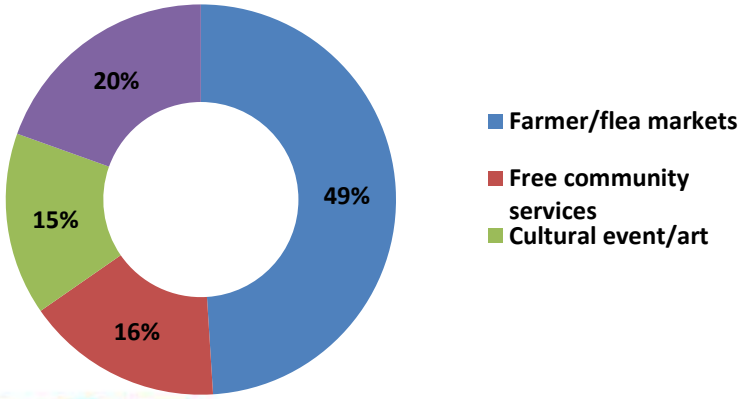
CDOT Placemaking Survey - *Project Area*



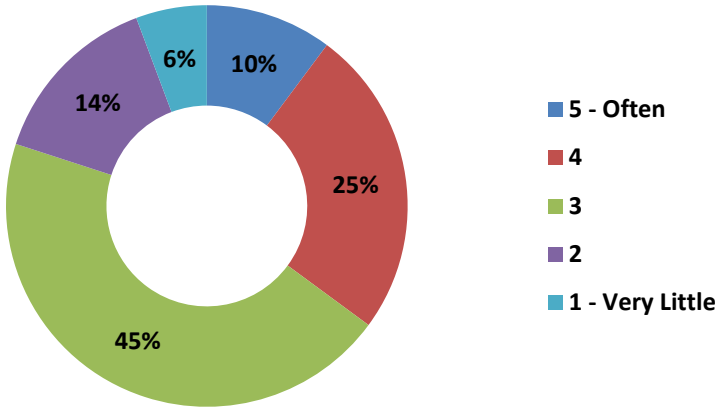
42% of participants believe that the #1 benefit of new improvements/events is helping local culture



Participants also believed new improvements support local business



Respondents would like to see more farmer/flea markets in Chicago

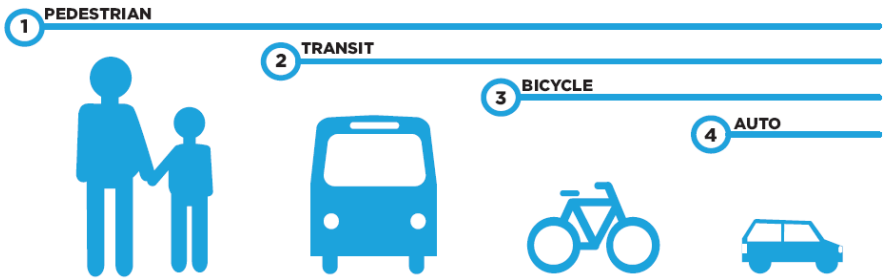


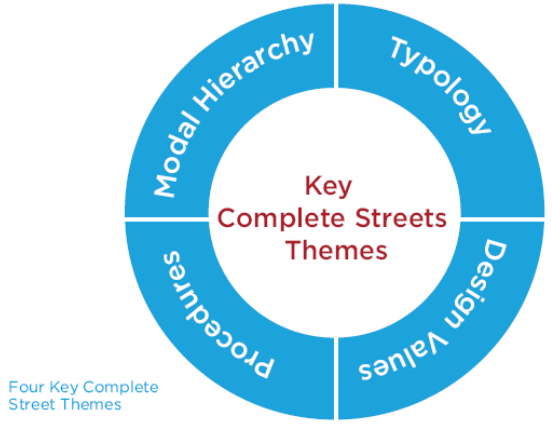
The majority of participants feel that they somewhat participate in community activities

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Chicago Complete Streets Policy

"The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way."





Four Key Complete Street Themes

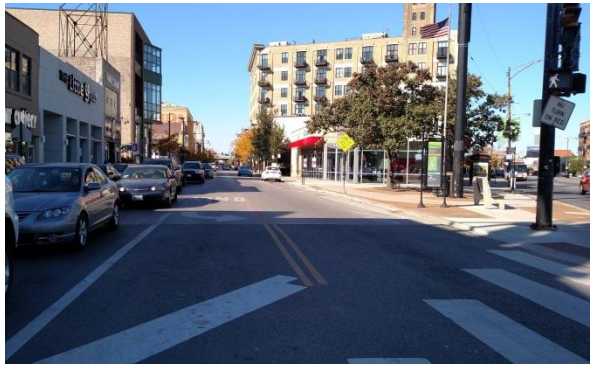
- CDOT has adopted a pedestrian-first modal hierarchy. All transportation projects and programs, from scoping to maintenance, will favor pedestrians first, then transit riders, cyclists, and automobiles.

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

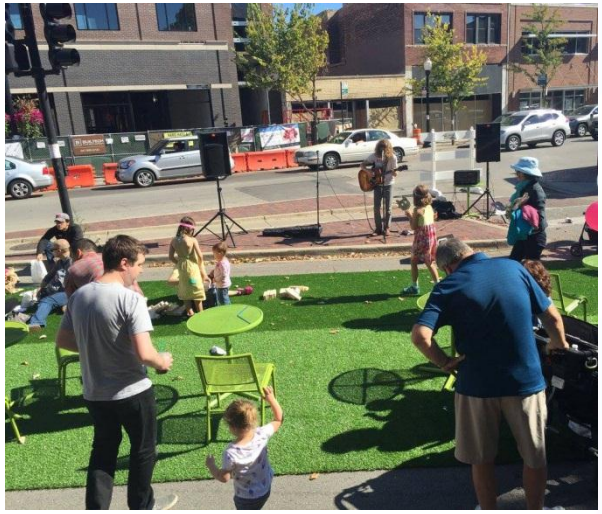
Four Key Themes

- Modal Hierarchy
- Typology
- Design Values
- Procedures

Gathering Spaces / Plazas





Lakeview Area Master Plan Identifies Plaza Needs

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

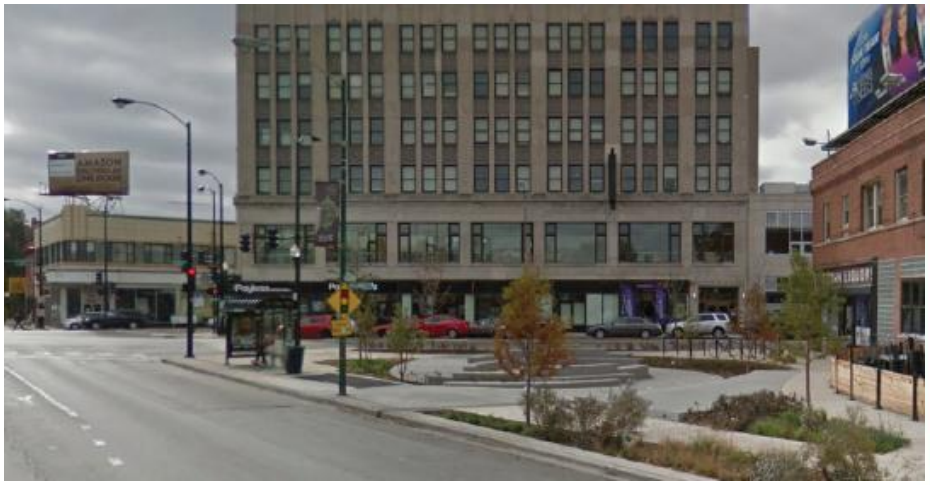
- Plazas were selected on the top three types of open space/park features for the neighborhood
- The vision for the LAB area included the integration of programmed pedestrian plazas
- The plan recommends a larger triangular plaza space for bigger community events, performances and gatherings

- Plaza connects five legged intersection together to create a sense of place
- Program includes solar panels which power the plaza fountain and lights
- Serves as a focal point of commercial activity
- Holds the Columbia Heights Community Market Place

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Columbia Heights Civic Plaza Washington, DC

Woodard Plaza (35th Ward), Chicago IL

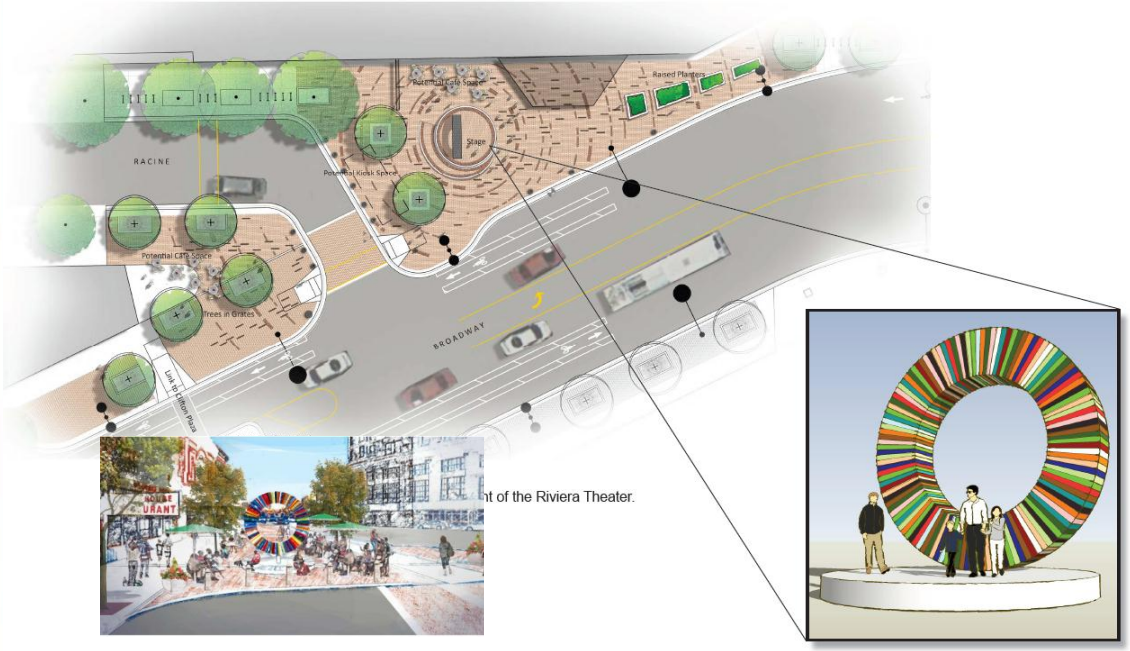


PROGRAM

- Approx. 8,000 square feet (LAB plaza is approx. 5,500 square feet)
- Woodward Street Closure
- New sidewalks
- Seating area – raised stage with electrical outlets
- Decorative stormwater runnels
- Infiltration planters
- Trees
- Bike racks
- Updated ADA ramps at intersections

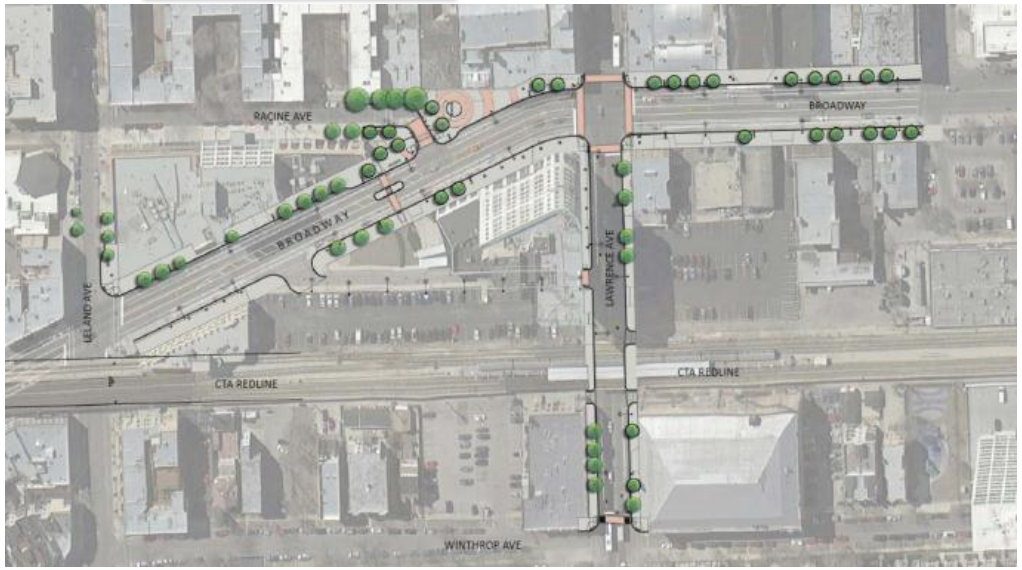
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Racine Plaza (46th Ward), Chicago IL



nt of the Riviera Theater.

- Approx. 5,000 square feet
- Plaza converts an unsafe intersection into a pedestrian gathering place
- The plaza includes a stage and identifier creating a sense of place serving as a gateway for the community
- It serves as a focal point for the areas music district



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Improvement of Pedestrian and Cycling Amenities

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Bumpouts and Landscaping

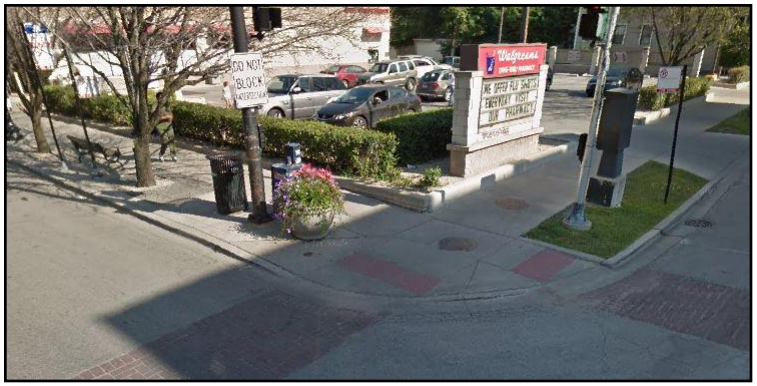
Bumpouts…

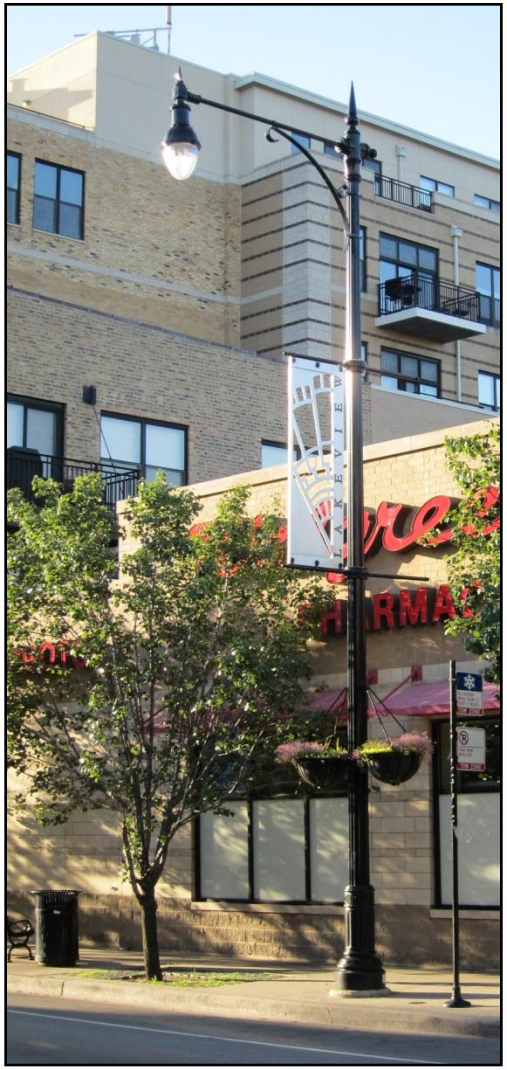
- ***shorten* turning radius for cars**, thus **calming traffic** and preventing higher speed turns
- ***shorten* the crossing** distance for pedestrians and their exposure to live traffic
- ***occupy* corner clear-outs** in the street (such as areas of no parking prior to a stop bar where cars do not belong)
- ***allow* for clear sight-distance** for cars and pedestrians at intersections
- ***promote* stop** compliance
- ***give* opportunities for landscaped or programmed spaces**
- ***provide* buffers** from the commercial corridor to neighborhoods

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Belmont Avenue

Potential Streetscape Expansion Features





CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION

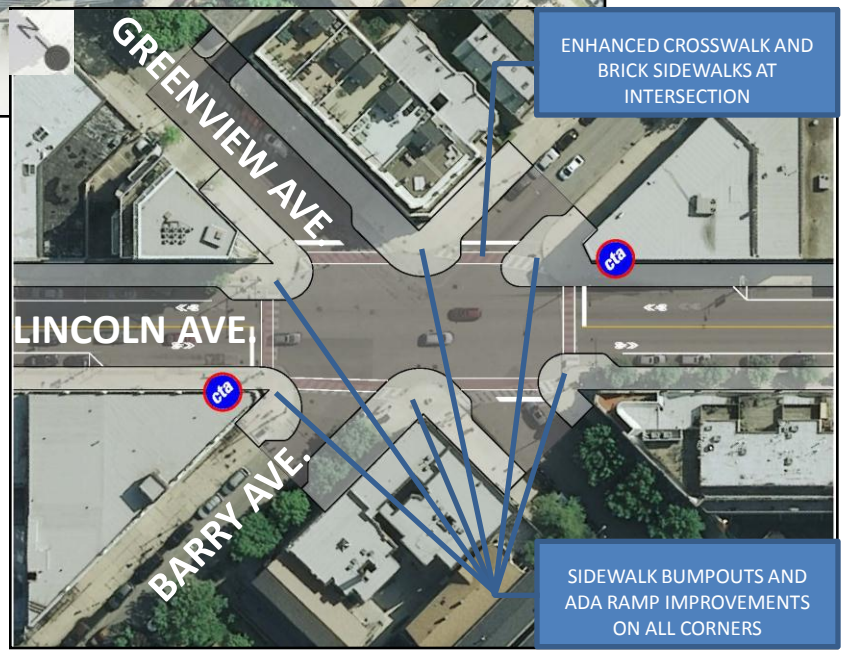
Lincoln Avenue

Potential Streetscape Expansion Features

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

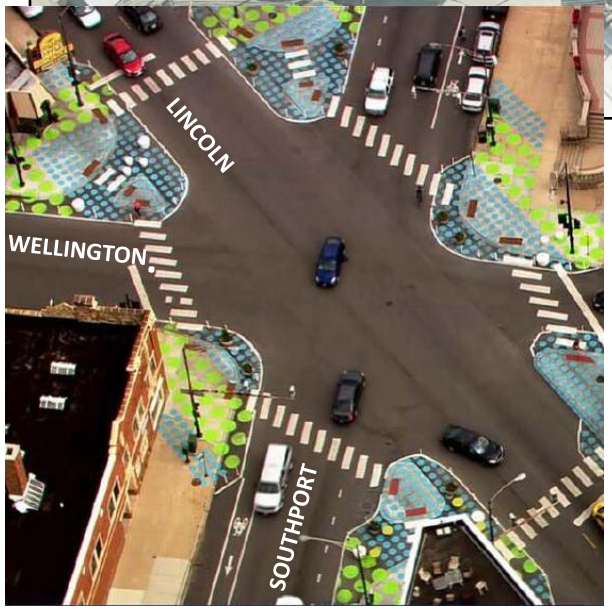
Lincoln Avenue:

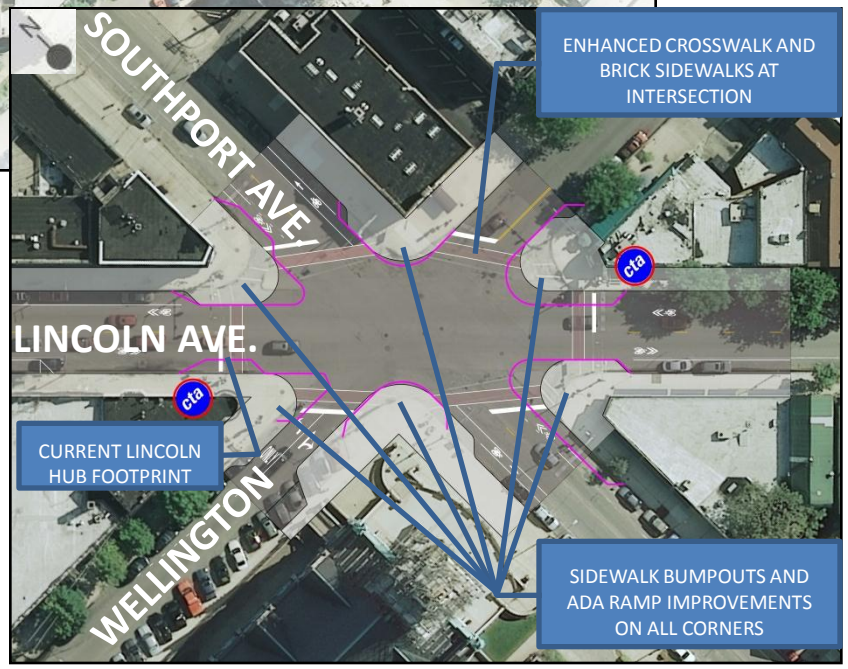
Potential Streetscape Treatments (1 of 2)



Lincoln Avenue:

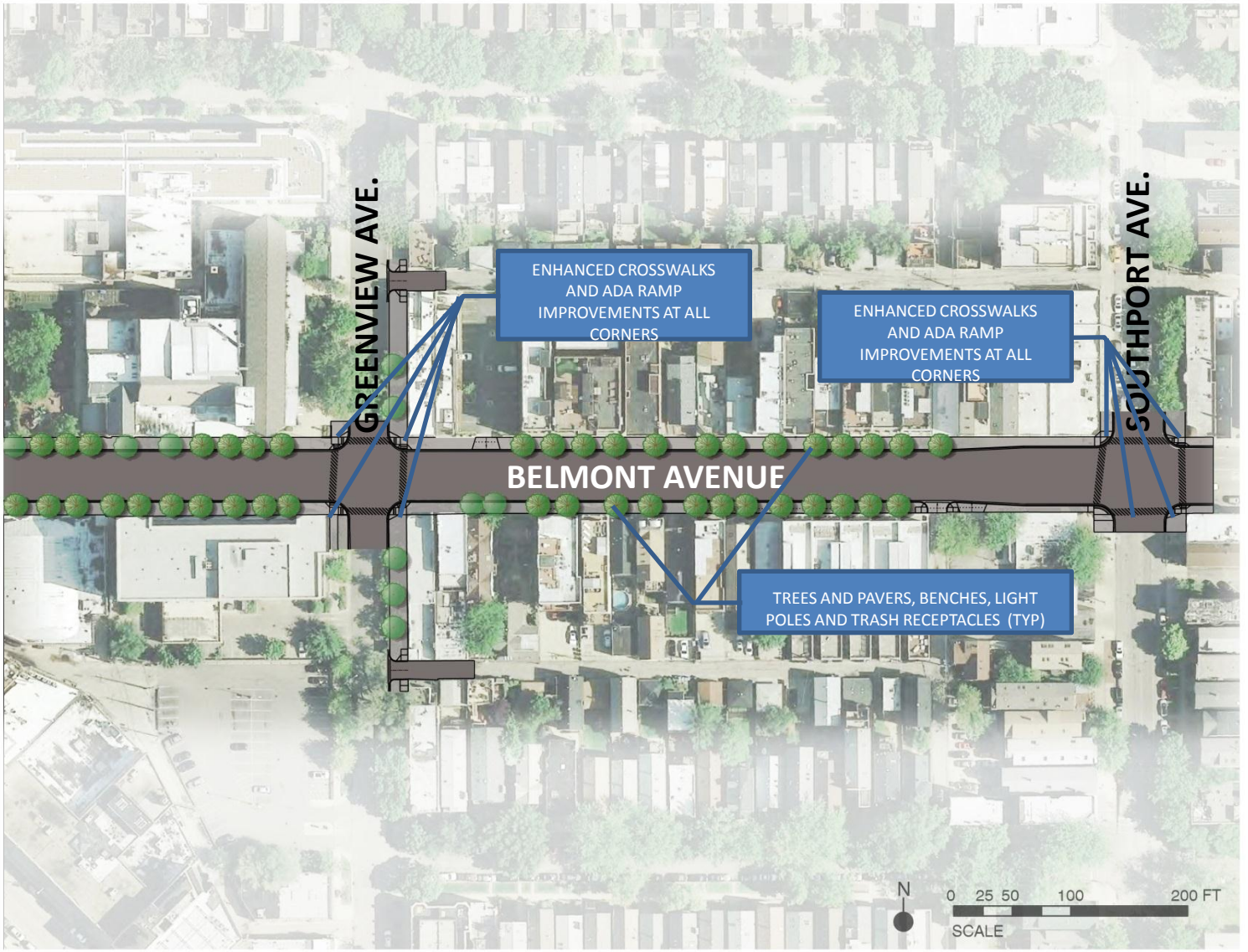
Potential Streetscape Treatments (2 of 2)





Belmont Avenue

Potential Streetscape Treatments



Anticipated Project Schedule

DESIGN SCHEDULE

Lincoln / Ashland / Belmont Reconstruction

Anticipated Project Schedule

AECOM

Chicago Department of Transportation

Project S-8-141

	Description	2015	2016				2017				2018				2019			
		Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
	Option 1 - Low Impact Design																	
	Phase I Engineering	©		★	★													
	Phase II Design																	
	Construction																	

© *Community Task Force Meeting*

★ *Public Meeting*

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

Next Steps

- Schedule
  - Phase I (2015-16)
  - Phase II (2017-18)
  - Construction (2018-19)
- FHWA / IDOT Meeting (April 2016)
  - Confirm Logical Termini / Project Limits
  - Environmental Processsing
    - 9-12 month timeline
- Public Meeting #2 (Fall 2016)

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Thank You!

Question & Answer Session

Janet Attarian, Livable Streets Director
janet.attarian@cityofchicago.org

Vanessa Irizarry, Project Manager
vanessa.irizarry@cityofchicago.org

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION