

WELCOME!

Wood Street was one of the first neighborhood greenways installed in Chicago. The corridor serves as a lower-stress alternative to walking and biking on Damen or Ashland Avenues and provides an important north/south connection for the community.

Through participatory budgeting, 1st Ward residents supported a proposal to upgrade the Wood Street Greenway to a two-way protected bike lane while converting Wood Street to a one-way northbound street for vehicles.

The 1st Ward asked CDOT to evaluate this proposal, other protected bike lane configurations, and other potential changes to the neighborhood greenway to improve the comfort of people walking and biking on Wood Street.



What's Happening On Wood Street

High Traffic Volumes

Wood averages

3,200

vehicles per day

National guidance suggests neighborhood greenways should have traffic volumes lower than 2,500 vehicles per day to be comfortable

Generally Slow Speeds



There is high compliance with the existing 20 MPH speed limit

Cut-Through Traffic

On Wood

Over 1/2

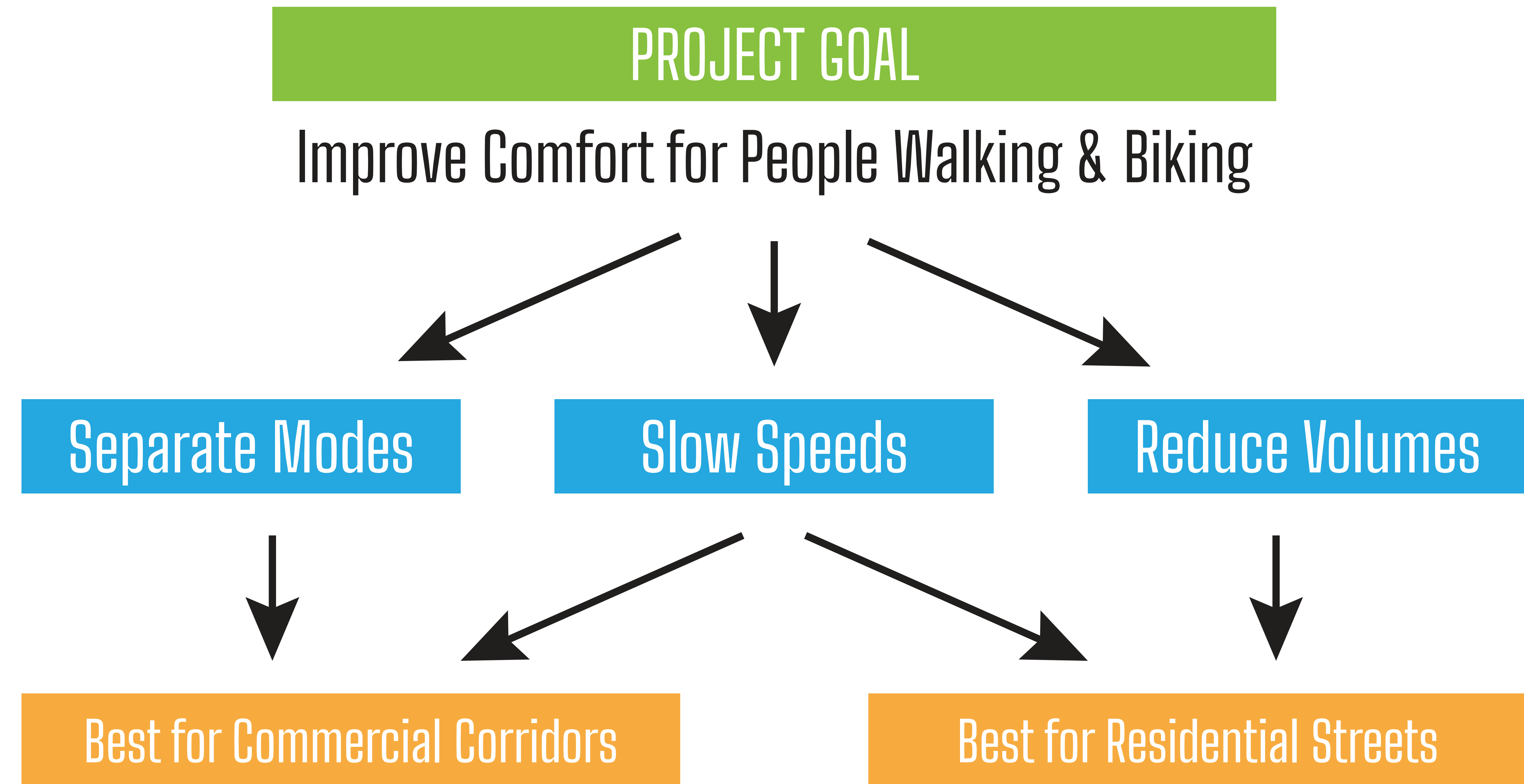
of vehicles continue straight at signalized intersections






Traffic counts suggest there is a lot of non-local cut-through traffic on Wood, particularly in the northbound direction during the afternoon rush hour

PROJECT EVALUATION

EVALUATION CRITERIA

-  **Emergency Vehicle Access**
Impacts to emergency vehicle operations
-  **Connectivity**
Impacts to the street network
-  **Traffic Signal Cost**
Traffic signal changes required
-  **Project Cost**
Project cost compared to available budget
-  **Bicyclist Comfort**
Comfort level of people biking
-  **Parking**
Impacts to residential on-street parking
-  **Snow Removal**
Impacts to snow plow operations



DESIGN ALTERNATIVES		EVALUATION							RESULT	
Concept	Description									
Traffic Diversion & Traffic Calming on Wood	Barriers preventing cut-through vehicle traffic on Wood at Division, Augusta, and Chicago Additional traffic calming on Wood to slow vehicle speeds	+	0	+	+	+	+	+	CDOT RECOMMENDATION Traffic Diversion & Traffic Calming	
One-Way Protected Bike Lane Pair on Wood & Wolcott	Requires converting Wood Street to a one-way northbound street Shifts parking away from the curb and narrows the travel lane space	0	-	0	-	+	0	0		KEY ISSUES WITH PROTECTED BIKE LANE OPTIONS: Emergency Vehicle & Street Maintenance Operations Additional Cost of Signal Work School Pick-up/Drop-off on Wolcott
Two-Way Protected Bike Lane on Wood or Wolcott	Requires converting Wood Street to a one-way northbound street (for the option on Wood only) Shifts parking away from the curb and significantly narrows the travel lane space Requires signal changes at all major intersections	-	-	-	-	+	0	-		

WOOD STREET NEIGHBORHOOD GREENWAY IMPROVEMENTS

PROJECT DETAILS

These proposed improvements aim to reduce cut-through traffic and encourage slower and more consistent vehicle speeds.

TRAFFIC DIVERTER EXAMPLES



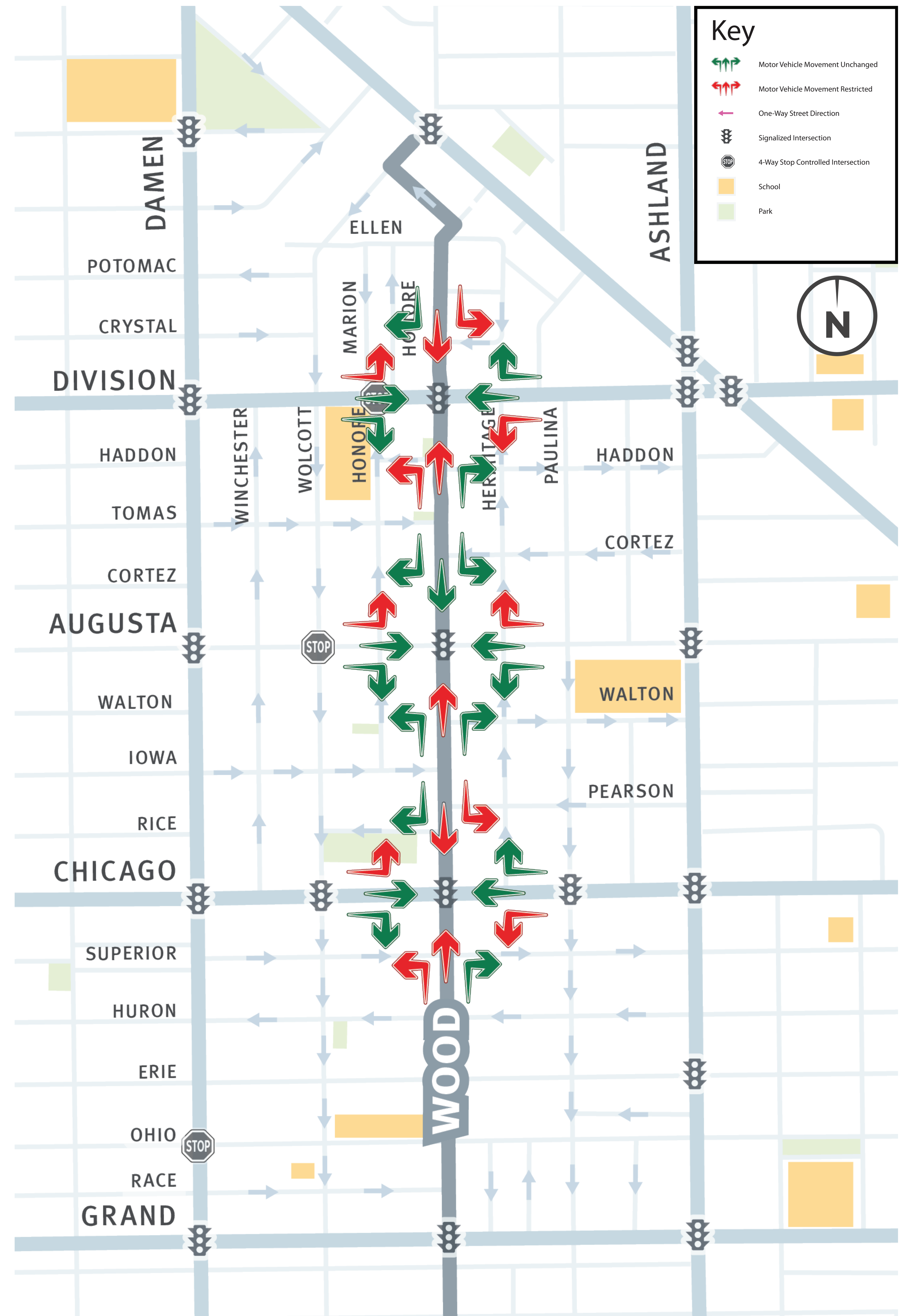
Traffic diverters prevent cars from continuing straight through an intersection, but allow people on bikes to pass through. Some designs also allow emergency vehicles to cross the diverter to reduce impacts to emergency operations. This project will pilot traffic diversion at three intersections on Wood Street.

TRAFFIC CALMING EXAMPLES



To encourage slower travel speeds, this project may install speed humps and curb extensions along the corridor.

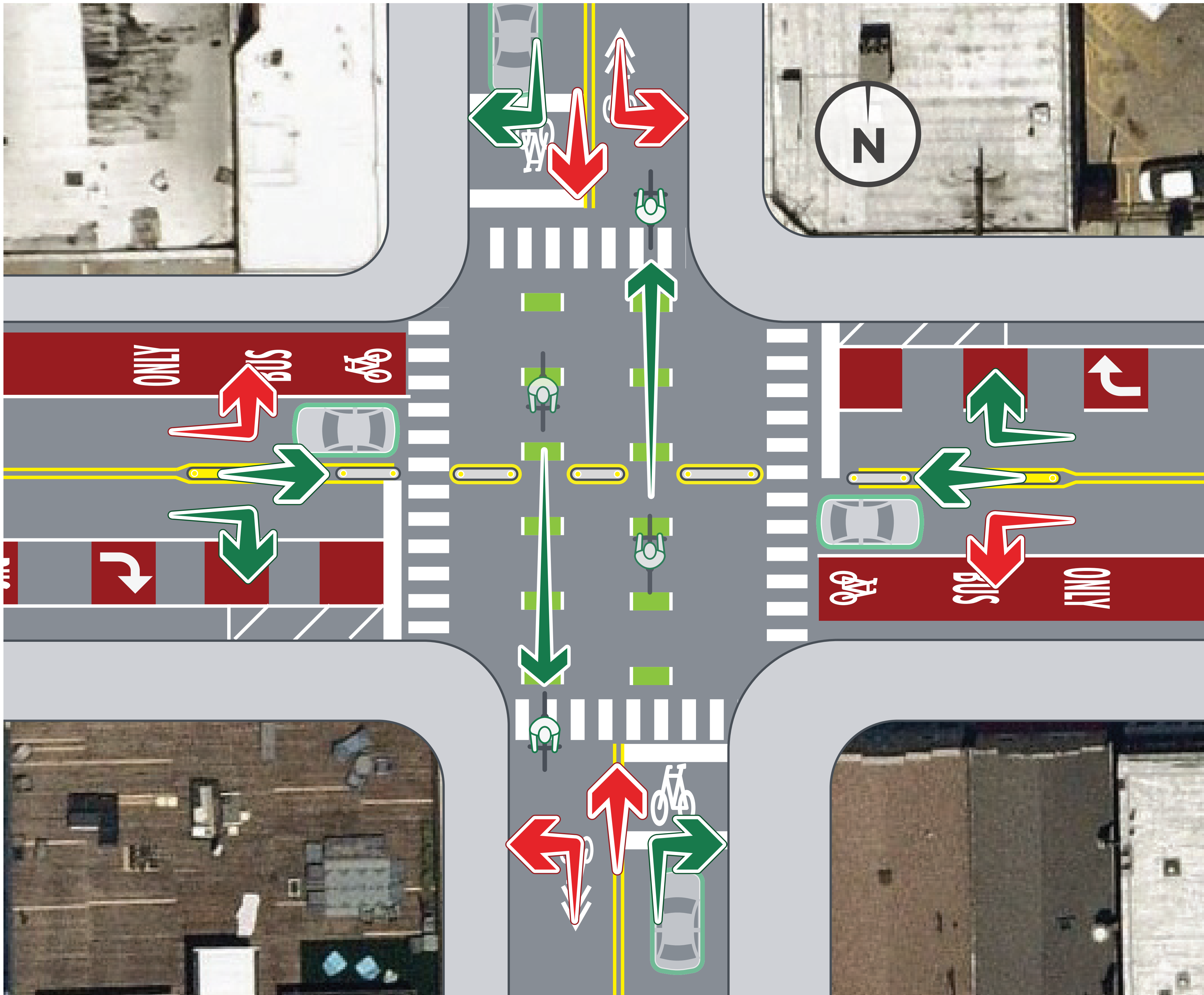
PROPOSED TRAFFIC DIVERSION ON WOOD ST



To find more information about projects, visit:
chicagocompletestreets.org/projects/active-projects

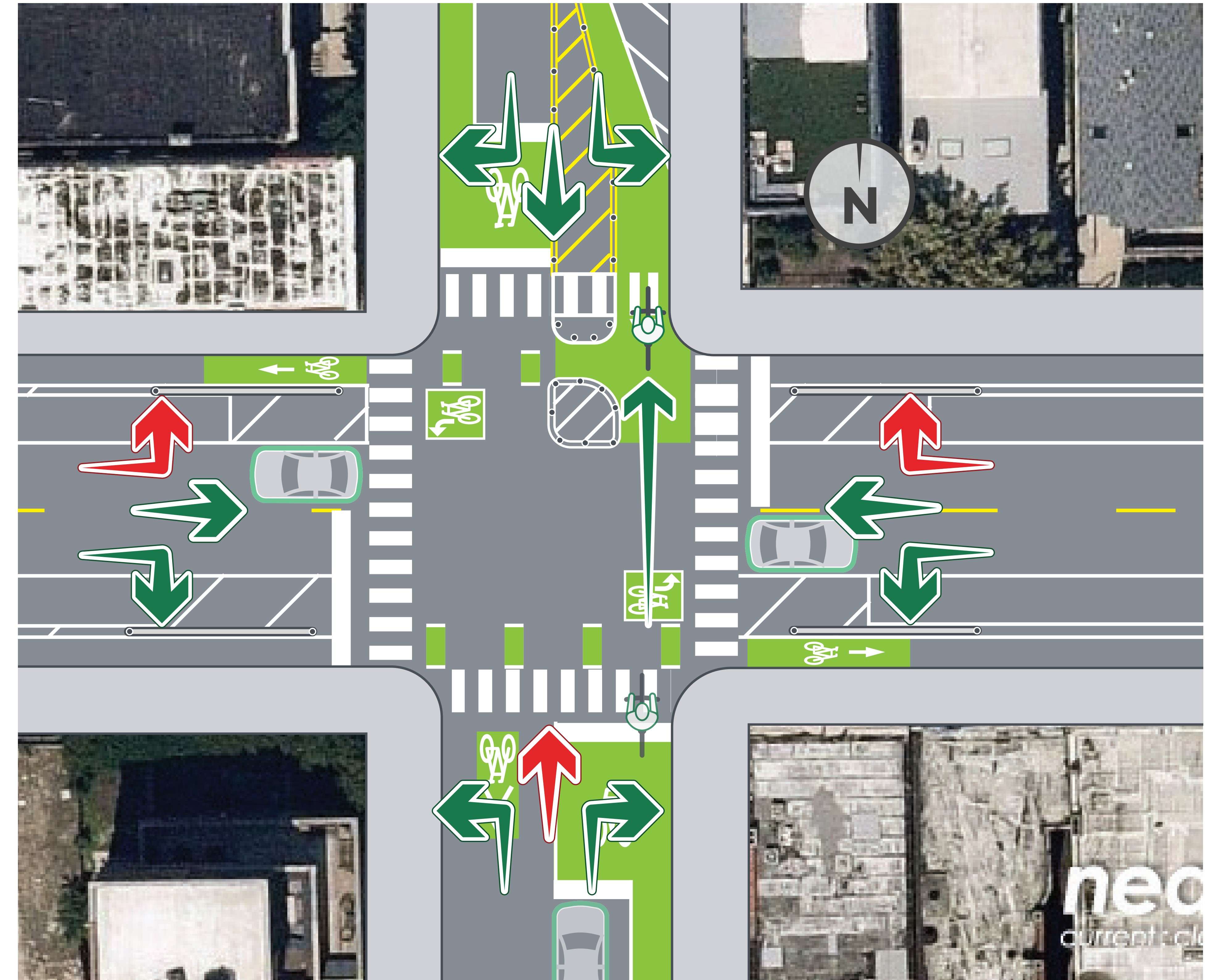
CHICAGO & AUGUSTA INTERSECTIONS

Chicago & Wood Intersection



* Proposed concept, not to scale

Augusta & Wood Intersection

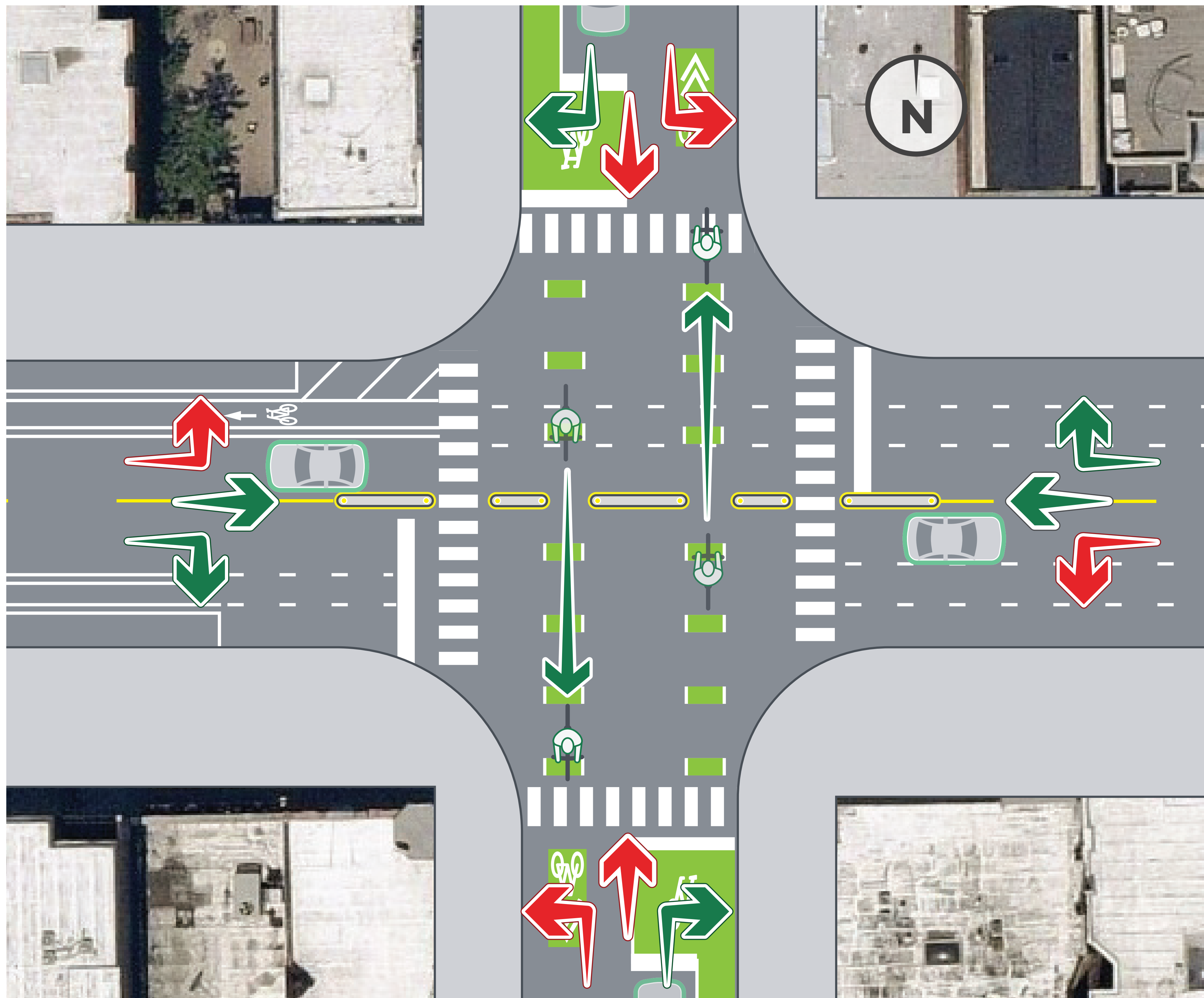


* Proposed concept, not to scale

** Wood St will be one-way south-bound between Augusta and the alley directly north

DIVISION INTERSECTION & PROJECT TIMELINE

Division & Wood Intersection



* Proposed concept, not to scale

PROJECT TIMELINE

Summer 2023 – CDOT presents proposed Wood Greenway Improvements to the community

Fall/Winter 2023 – CDOT & 1st Ward finalize intersection designs at Division, Augusta, and Chicago Avenues and additional traffic calming on the corridor

Spring 2024 – Implement pilot intersection designs at Division, Augusta, and Chicago Avenues and install traffic calming

Summer 2024 – Data collection on neighborhood traffic and traffic speeds

Fall/Winter 2024 – Finalize permanent designs at Division, Augusta, and Chicago Avenues

Spring 2025 – Implement permanent intersection designs