

## Leland Neighborhood Greenway

Summary of Public Meeting #2

January 18, 2022

The Chicago Department of Transportation (CDOT), along with the 40th and 47th Wards, held a second community meeting for the Leland Neighborhood Greenway on January 18<sup>th</sup>, 2022. Due to the Covid-19 pandemic, the meeting was held as a virtual meeting via Zoom.

CDOT staff gave a formal presentation to explain the goals of the project and present changes to the project's design made since the previous community meeting. Throughout the meeting, the Zoom's Q&A feature was utilized to collect questions and comments. Following the formal presentation, the Project Team answered as many questions as possible during the remainder of the meeting. Additionally, attendees were asked to submit additional questions and comments via email during a two-week comment period.

Following the meeting, meeting materials were posted online at <https://chicagocompletestreets.org/portfolio/leland-neighborhood-greenway/> for public access.

### Summary of Public Comments

#### Virtual Meeting

- 317 people registered to attend the virtual meeting
- 199 people attended the meeting (192 via Zoom and 7 calling in from a phone)
- 75 individual questions were asked via the Q&A box

#### Emailed Questions & Comments

- 78 emails received following the virtual meeting
- 31 emails asked a question
- 53 emails explicitly expressed support for or opposition to the project
  - 44 emails (83%) expressed support for the proposed Leland Neighborhood Greenway
  - 9 emails (17%) expressed opposition to the proposed Leland Neighborhood Greenway

## Summary of Questions Received with Responses

Please note, multiple questions on similar topics were consolidated.

Topic	Question	Response
Scope	What are the limits of the Neighborhood Greenway?	The project will include improvements on: Virginia from Leland to Lawrence, Leland from Virginia to Clark, and Rockwell from Leland to Lawrence. While traffic calming and pavement markings for eastbound bicyclists will be provided on Virginian and Leland to the west of Rockwell, a contraflow bike lane to allow two-way bicycle travel will not be included on this stretch. Contraflow bike lanes will only be included on Leland east of Rockwell.
Scope	Are there any plans for additional bike routes in the area?	Yes. New bikeways are planned on Montrose from California to Western, Montrose from Damen to Clark, Sunnyside from Maplewood to Lincoln, Francisco from Lawrence to the North Shore Channel Trail, Lawrence from Central Park to the Chicago River. Additionally, CDOT is working with the 40th and 47th Wards to identify additional bike connections to the North Shore Channel Trail.
Scope	How were the termini streets selected?	The project will extend the existing Leland Neighborhood Greenway (between Clark and the Lakefront Trail) further west from Clark to Lawrence near the North Branch of the Chicago River (via Virginia and Rockwell). Rockwell will allow people biking to connect to the North Shore Channel Trail via bike lanes on Lawrence and Francisco. After completion, the Leland Neighborhood Greenway will provide a continuous 2.5 mile low-stress route that will connect trail users on the North Shore Channel Trail and North Branch Trail to the Lakefront.
Data Collection	How have the number of people biking increased on other Neighborhood Greenways?	An analysis of other Neighborhood Greenways in Chicago found the number of people biking increased by 21% after the Neighborhood Greenway was installed.
Data Collection	How will CDOT measure how the Neighborhood Greenway is performing after it has been installed?	After installation of the project, CDOT will conduct follow up bike and traffic counts to understand how the number of bikes and cars have changed. CDOT will also conduct a speed study to evaluate how motor vehicle speeds have changes. An analysis of crash data will also be conducted.
Traffic Calming	Was a 10 MPH speed limit considered instead of 20 MPH?	No. State law does not allow CDOT to reduce the speed limit on Leland any less than 20 MPH.
Traffic Calming	What traffic calming elements are proposed?	Traffic calming measures proposed for the project include a 20 MPH speed limit, high visibility crosswalks, speed humps, concrete curb extensions, and contraflow bike lanes.

Topic	Question	Response
Traffic Calming	Why were these traffic calming elements chosen over others?	Other traffic calming elements such as traffic circles, chicanes, and speed cushions are not currently proposed in the project. Traffic circles are not feasible at most residential street intersections due to insufficient widths. Additional considerations for traffic circles include underground utility coordination. Raised Intersections were not included due to high costs and extensive impacts to drainage and underground utilities. Chicanes were not included due to the residential parking reduction required. Speed Cushions were not considered because the smooth speed humps provide similar functionality.
Traffic Calming	How will pedestrian curb extensions work?	Curb extensions provide a variety of traffic calming benefits, including: <ul style="list-style-type: none"> <li>• Reducing the crossing distance for people walking across the street</li> <li>• Preventing illegal parking in no parking zones (sometimes referred to as NPTZs or No Parking Tow Zones) near intersections and crosswalks, which blocks the visibility of people walking across the street, thus making pedestrians more visible to motorists and bicyclists</li> <li>• Physically and visually narrowing the street to encourage slower travel speeds</li> <li>• Encourage slower turning onto and off of the street</li> <li>• Reinforcing stop signs at intersections for better stop sign compliance</li> </ul>
Traffic Calming	Can landscaping be added to the curb extensions?	Landscaping could potentially be included within proposed curb extensions, pending compatibility with underground utilities. Any landscaped curb extensions would require a maintenance agreement with a community partner. The Greater Rockwell Organization (GRO) has previously expressed interest in maintaining landscaped bumpouts. CDOT is working with the 40th and 47th Wards to discuss opportunities for landscaping on the project corridor.
Traffic Calming	What will happen to the existing landscaped curb extensions west of Western?	Any existing landscaped curb extensions would remain. This project would not change any existing landscaped bumpouts on Leland.
Traffic Calming	How will curb extensions impact drainage?	The curb extensions will be designed in a way to not impeded existing drainage. The curb extensions will be detached from the existing curb, allowing existing drainage patterns to be maintained.
Traffic Calming	Will curb extensions block access to fire hydrants?	No. Curb extensions placed near fire hydrants would not block fire department access. Additionally, curb extensions at fire hydrants would ensure cars cannot block access to fire hydrants.

Topic	Question	Response
Traffic Calming	How do smooth speed humps work?	Also known as sinusoidal speed humps, these speed humps have a more gradual profile than traditional speed humps, making them more comfortable to bike or drive over at low speeds. They are designed to reinforce a target speed between 15 and 20 MPH. This speed hump design will work in conjunction with the proposed 20 MPH speed limit to encourage a safe, consistent travel speed on the street.
Traffic Calming	Will speed humps impact how Leland is plowed in the winter?	No. Speed humps are common on residential streets throughout Chicago, including on Leland, and do not impact snow plowing operations.
Traffic Calming	Can you add more smooth speed humps throughout the corridor?	CDOT is evaluating the feasibility of smooth speed humps throughout the corridor. Unfortunately we are unable to install speed humps at some locations due to distance requirements from intersections, driveways, and alleys.
Traffic Calming	How do contraflow bike lanes work?	<p>Contraflow lanes allow people to bike in both directions on one-way streets by providing a dedicated bike lane in the opposite direction of motor vehicle traffic. Contraflow bike lanes are commonly installed on one-way streets where two-way biking is already occurring. By formalizing two-way biking, contraflow bike lanes help to better organize the street by separating automobiles from bicyclists already riding in the opposite direction. This provides clear expectations for all users of the street and provides dedicated space for all modes and directions of travel. Contraflow bike lanes also help calm traffic and encourage slower vehicle speeds by narrowing the travel lane for motor vehicles.</p> <p>Contraflow bike lanes are proposed on the one-way portions of Leland between Rockwell and Western and between Damen and Clark. Contraflow bike lanes are not proposed on Leland west of Rockwell.</p>
Traffic Calming	How have Neighborhood Greenways worked elsewhere?	CDOT has analyzed the performance of existing neighborhood greenways in Chicago and found that crashes reduced while the number of people biking increased. Neighborhood Greenways included in this analysis included the Glenwood Greenway, Berneau Greenway, and Wood Greenway.
Traffic Calming	I would like to see additional traffic calming measures at specific locations.	CDOT has collected and is reviewing input for additional traffic calming and design revisions throughout the project corridor.
Traffic Calming	How will the project limit cut through traffic? Are any traffic diverters proposed?	The proposed 20 MPH speed limit and traffic calming elements will reinforce slower speeds on Leland to make the street less appealing for motorists use as an alternative to Lawrence. The changes proposed changes at Western will act as a traffic diverter by not allowing motorists to turn left or drive through the intersection.

Topic	Question	Response
Design	Are you closing Leland to motor vehicle traffic?	No. The proposed project will not restrict motor vehicles from driving on Leland.
Design	What will the design look where Leland is two-way?	Where Leland is two-way, shared-lane markings, signage, and traffic calming measures will be implemented. Shared lane markings denote shared bicycle and motor vehicle travel lane and remind people driving that bicycle travel is expected and prioritized. On these sections, the street is not wide enough to provide separate motor vehicle travel lanes and bike lanes.
Design	What will the design look where Leland is one-way?	Contraflow bike lanes are proposed on the one-way portions of Leland between Rockwell and Western and between Damen and Clark. A contraflow bike lane will allow people to bike westbound. People biking eastbound would share a travel lane with motor vehicles. Where the contraflow lane crosses intersections, driveways, and alleys, green pavement and signage will notify people driving to the presence of bicyclists.
Design	Can two-way biking be allowed without contraflow bike lanes where Leland is one-way, such as west of Rockwell?	Two-way biking on one-way streets require a dedicated contraflow bike lane.
Design	Will the Neighborhood Greenway change the width of the street?	No. The proposed design will not change the width of the street.
Design	Will any street directions be reversed or changed?	At this time, CDOT is not proposing to reverse the direction of any one-way streets or convert any two-way streets to one-way. CDOT will continue to work with the 40th and 47th Wards and community stakeholders to review the feasibility and community support to any such changes.
Design	Will the Neighborhood Greenway impact any developments planned for this area?	The project is not anticipated to impact any private developments occurring along the corridor.
Design	Why not make Leland a protected bike lane in the neighborhood by swapping the parking lane and the bike lane.	Leland is not wide enough to provide a protected bike lane. Even removing one side of parking would not provide enough room to provide protected bike lanes. On low-volume residential streets such as Leland, where protected bike lanes are not feasible, it is preferable to utilize traffic calming to reinforce slow and predictable travel speeds for all users.
Design	Can you add benches along the route?	Benches are not currently included in the scope of this project, but additional pedestrian amenities could be included in the redesign of the CTA Brown Line Station Plaza. Please visit <a href="https://www.lincolnsquare.org/ssa-master-plan-cta-station-area-study">https://www.lincolnsquare.org/ssa-master-plan-cta-station-area-study</a> to learn more and provide your feedback.
Design	Will wayfinding signage be included in the design?	Yes. Wayfinding signage will be included throughout the corridor to help guide people biking to nearby trails and destinations.

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Lawrence	What is happening on Lawrence?	<p>Separate from this project, the Lawrence Avenue Streetscape is anticipated to begin construction later this year. That project will include new crossings for between walking and biking at Lawrence and Francisco. The streetscape project will also include a new two-way bike lane on Francisco connecting Lawrence to the North Shore Chanel Trail. Additional information can be found at <a href="https://chicagocompletestreets.org/portfolio/lawrence-avenue-western-avenue-to-the-chicago-river-streetscape/">https://chicagocompletestreets.org/portfolio/lawrence-avenue-western-avenue-to-the-chicago-river-streetscape/</a>.</p>
Lawrence	Are additional N-S routes across Lawrence included in this design?	<p>CDOT is working with the 40th Ward Office to identify additional bike connections to the North Shore Channel Trail in the area.</p>
Western Intersection	How will the design at the Leland & Western intersection function?	<p>Please refer to the meeting materials for a rendering of the proposed changes at the Leland &amp; Western intersection. This design was developed in response to community feedback after the first community meeting calling for better separation between people biking and motor vehicles through the Leland &amp; Western intersection.</p> <p>To facilitate a more comfortable, low-stress connection for people biking, as well as to discourage cut through motor vehicle traffic through the neighborhood, left turns and throughs will be prohibited. Motor vehicles will only be allowed to make right turns from Leland to Western. These changes will be reinforced by pavement markings, signage, and concrete curb. No changes to turns from Western are proposed. These changes will eliminate conflicts between people biking and motor vehicles through the intersection and allow bikes traveling along the Leland Neighborhood Greenway to proceed through the Western intersection without crossing paths with motor vehicles.</p> <p>Additionally, a new concrete refuge island will be installed on Western at the Leland intersection. This refuge island will promote the visibility of people walking across the southern leg of the Western intersection and reduce pedestrian exposure time to motor vehicles. This refuge island will also help guide people biking through the Western intersection and reinforce the new left turn restrictions at the intersection.</p>
Western Intersection	Why can't you keep the westbound bike lane on the north side of the street and use a signal to separate bikes and motor vehicles at Western?	<p>Due to the high volume of right turns from westbound Leland to northbound Western, reducing green time for right turns to provide a bike-only phase was not deemed feasible.</p>

Topic	Question	Response
Leland Plaza	How will bicycle operations work through the CTA Brown Line Station Plaza?	Between Lincoln and Western, a new two-way protected bike lane along Leland’s southern curb will provide people biking with a dedicated space to travel separate from motor vehicle traffic. Green pavement markings will highlight the protected bike lane and alert buses crossing the protected bike lane to access the CTA Western Brown Line Station and motor vehicles crossing the protected bike lane to access the Farmer’s Market parking lot to watch for crossing bicyclists.
Leland Plaza	Is this project being coordinated in conjunction with the CTA Brown Line Station Plaza Study?	Yes. CDOT and the Lincoln Square Chamber of Commerce are coordinating the design of the Leland Greenway with the CTA Brown Line Station Plaza Study. The two-way protected bike lane proposed with the Leland Greenway would be incorporated into the design of the CTA Brown Line Station Plaza. The plaza design would provide for an opportunity to enhance the two-way protected bike lane.
Leland Plaza	Will the two-way protected bike lane be upgraded to concrete?	Material utilized for construction of the two-way protected bike lane is being determined through final design. The CTA Brown Line Station Plaza Study will provide an opportunity to further enhance the two-way protected bike lane through a redesign of the plaza. While the study is still underway, enhancements to the two-way bike lane could include raising it to sidewalk level. More information about the CTA Brown Line Station Plaza Study can be found at <a href="https://www.lincolnsquare.org/ssa-master-plan-cta-station-area-study">https://www.lincolnsquare.org/ssa-master-plan-cta-station-area-study</a> .
Leland Plaza	Can Leland Ave be closed entirely to vehicular traffic between Leland & Western?	The project does not propose closing Leland to motor vehicle traffic between Lincoln and Western. A change of that magnitude is beyond the scope of this project. The Lincoln Square Chamber of Commerce is leading a study to redesign the CTA Brown Line Station Plaza. Please visit <a href="https://www.lincolnsquare.org/ssa-master-plan-cta-station-area-study">https://www.lincolnsquare.org/ssa-master-plan-cta-station-area-study</a> to learn more and provide your feedback.
Enforcement	How will the Neighborhood Greenway help enforce the rules of the road for all users?	All users of the street, no matter whether walking, biking, or driving, have a responsibility to follow the rules of the road. After construction of the project, CDOT will utilize its SAFE Ambassador education and outreach team to conduct outreach events throughout the Leland corridor. This would include talking with people traveling on Leland to ensure everyone understands how to properly travel on the neighborhood greenway. Additionally, CDOT will work with the 40th and 47th Wards as well as the Lincoln Square Chamber of Commerce to promote and distribute educational material.
Enforcement	Will people on bikes be required to stop at stop signs?	Yes. People on bikes are required to follow all rules of the road. New stop signs specifically for the contraflow bike lane are proposed at all intersections with stop signs for motor vehicles.

Topic	Question	Response
Parking	Are you removing any on-street parking next to Chase Park?	No. There are existing no parking zones along the north side of Leland adjacent to Chase Park.
Parking	Will the Neighborhood Greenway eliminate any residential on-street parking?	No. The proposed project will not remove or change any existing residential on-street parking. The proposed curb extensions will be placed where parking is already not permitted to prevent illegal parking and improve visibility at intersections.
Parking	Will the Neighborhood Greenway make any changes to the existing residential permit parking.	No. The proposed project will not make any changes to the existing residential permit parking restrictions.
Parking	Will any commercial parking be affected by the greenway?	Approximately six on-street parking spaces between Western and Lincoln would be removed through this project. The Lincoln Square Chamber of Commerce is supportive of this change. Parking will still be provided in the existing nearby off-street parking lot.
Parking	Will bike parking be included in this project?	CDOT is working with the 40th and 47th Wards and the Lincoln Square Chamber of Commerce to identify additional opportunities for bike parking in the area. Additionally, CDOT regularly collects suggestions for new bike racks throughout the city. Please visit: <a href="https://bikeparking-chicago.hub.arcgis.com">https://bikeparking-chicago.hub.arcgis.com</a> to submit locations for new bike parking.
Maintenance	How will the Neighborhood Greenway be maintained?	CDOT monitors and evaluates pavement markings and will work with the 40th and 47th Ward offices if restriping is required. This project will utilize material generally used on arterial streets that experience heavier traffic. Due to the material used and lower motor vehicle volumes, CDOT anticipates the pavement markings to remain in good condition for years to come.
Maintenance	How will the two-way protected bike lane be maintained in the winter?	CDOT is responsible for the sweeping and plowing of all protected bike lanes in the City of Chicago. CDOT crews will use dedicated equipment specifically meant for maintaining protected bike lanes to clear the proposed two-way protected bike lane.
Maintenance	Will the Neighborhood Greenway impact street sweeping or winter maintenance of Leland Avenue?	The pavement markings and traffic calming elements proposed with this project will not impact existing street sweeping and snow plowing operations on the street.
Funding	How will the project be funded?	The project will utilize a combination of local and federal funds.
Funding	How much will the project cost?	The project is anticipated to cost approximately \$900,000. Final cost will be determined following completion of detailed design.
Timeline	When will construction begin?	Construction is anticipated to begin in late Summer/early Fall of 2022.
Resources	Where can I find additional resources on biking in Chicago?	Visit <a href="https://chicagocompletestreets.org/">https://chicagocompletestreets.org/</a> for information on active projects, the SAFE (Streets Are For Everyone) Ambassadors, bike routes, and additional resources.