CORTLAND & WOOD NEIGHBORHOOD GREENWAYS

COMPLETE STREETS PROJECT

WHAT ARE NEIGHBORHOOD GREENWAYS?

Neighborhood greenways are located on lower-volume, residential streets and prioritize the comfort and safety of people walking and riding their bikes. Neighborhood greenways have slower motor vehicle speeds, less cut-through motor vehicle traffic, and improve connections to nearby destinations for all modes of transportation by incorporating traffic calming, pavement markings, and signage.

PROJECT BACKGROUND:

COMMUNITY COORDINATION

The concepts for the Wood and Cortland neighborhood greenways have been developed in coordination with neighborhood representatives and the local aldermen. Your input will further refine the concepts and lead to a final design.

COMMUNITY CONNECTIONS

The Cortland and Wood neighborhood greenways will provide better walking and biking connections for residents to the following:

- Bloomingdale Trail
- The 606
- Neighborhood Retail Districts
- Clybourn Metra Station
- Existing & future bikeways
- Schools
- Parks
- Churches

DATA COLLECTION

CDOT conducted bicycle, pedestrian, and motor vehicle traffic counts in May of 2016. The traffic counts illustrate that both Wood and Cortland are popular streets to walk and ride a bike on. Traffic count were conducted during the weekday peak hours (7-9am & 4-6pm) and weekend mid-day (noon-2pm).

Bicycle Mode Share

Wood Street: 17%
Cortland Street: 20%

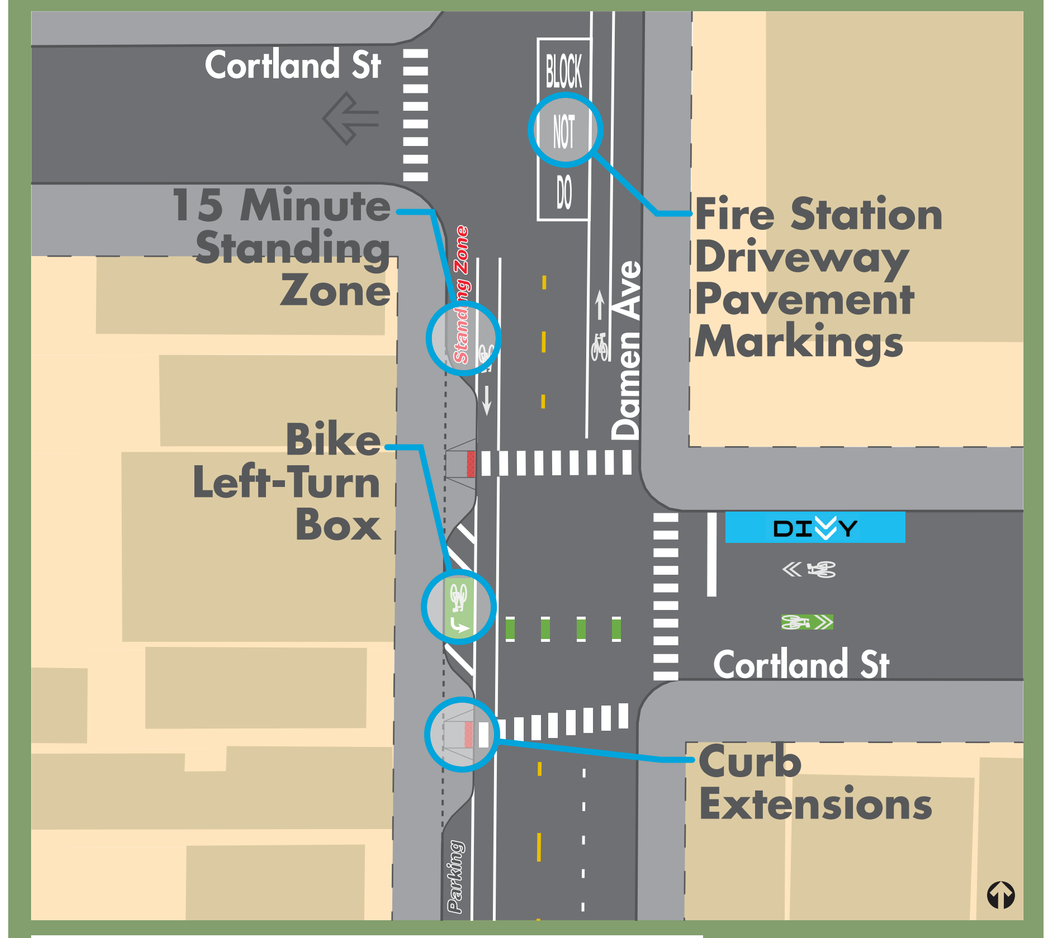
CORTLAND ST GREENWAY

from: Damen Ave
to: Wood St

CORTLAND WEST SEGMENT

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

COMPLETE STREETS PROJECT



BIKE TURN BOX - DAMEN AVE

- Curb extensions to improve pedestrian crossing
- Bike turn box to improve bicyclist crossing
- Fire station pavement markings

TRAFFIC CIRCLE

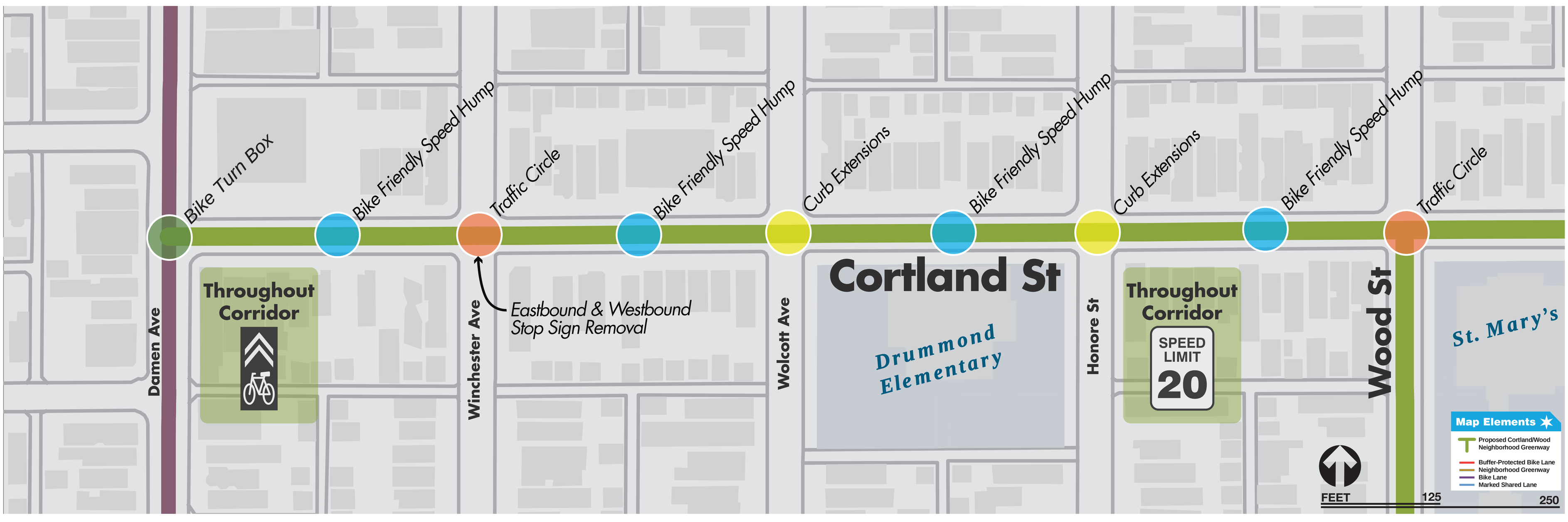
- Reduces motor vehicle speeds
- Reduces injury crashes
- Accommodates buses, maintenance trucks, and emergency vehicles

CURB EXTENSION

- Increases pedestrian visibility
- Reduces pedestrian crossing distance
- May include landscaping

BIKE FRIENDLY SPEED HUMP

- Comfortable to ride a bike over
- Slows motor vehicle traffic
- Discourages motor vehicle cut-through traffic

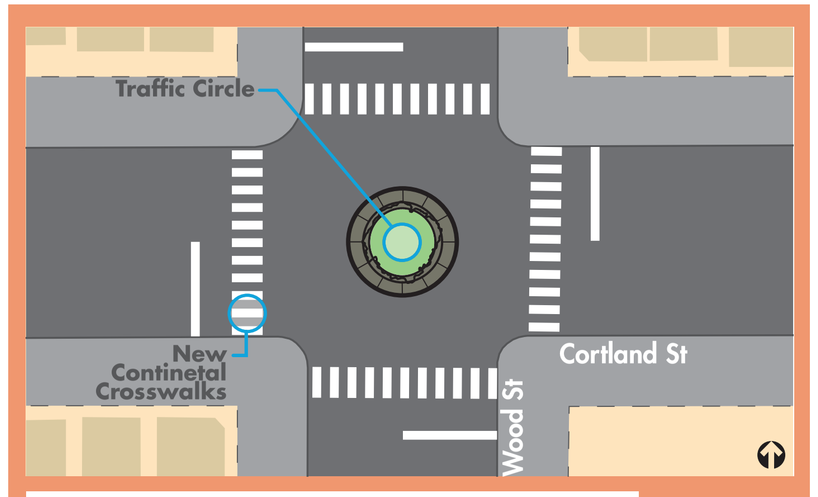


CORTLAND ST GREENWAY

from: Wood St
to: Ashland Ave

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

COMPLETE STREETS PROJECT



TRAFFIC CIRCLE - WOOD ST

- Reduces motor vehicle speeds
- Reduces injury crashes
- Accommodates buses, maintenance trucks, and emergency vehicles

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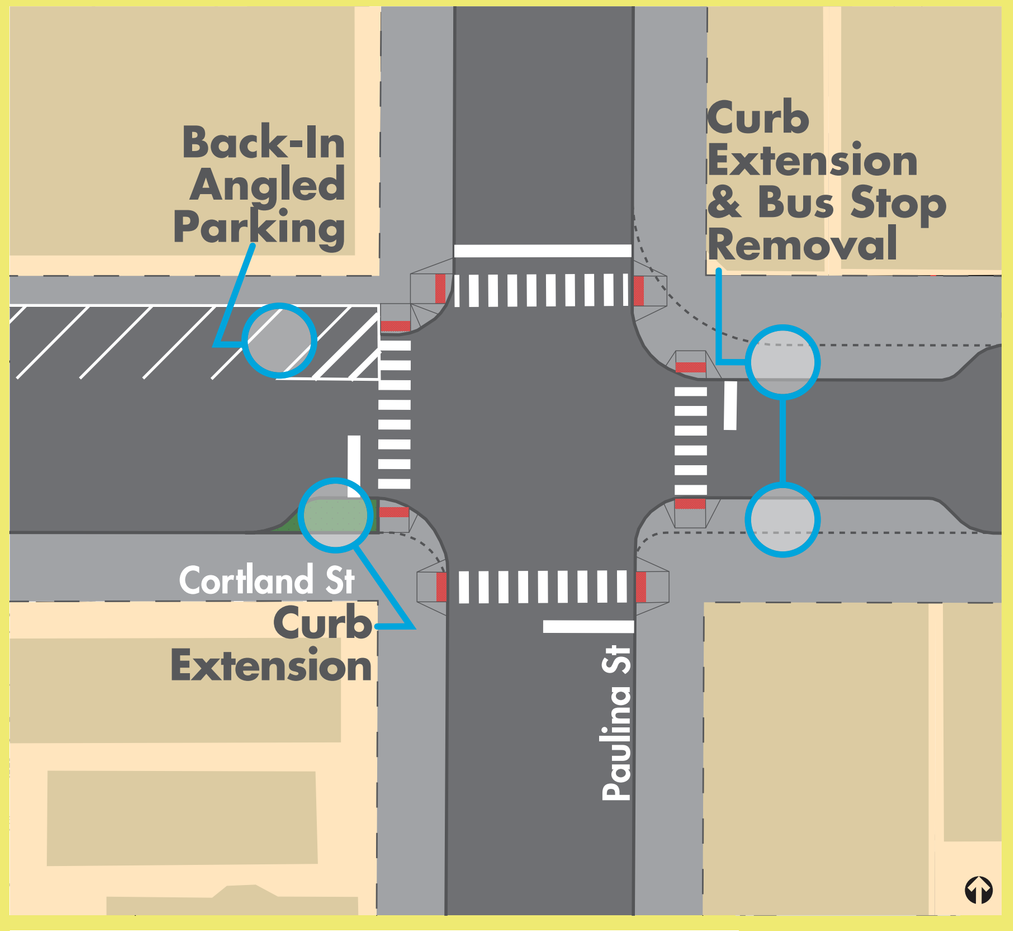
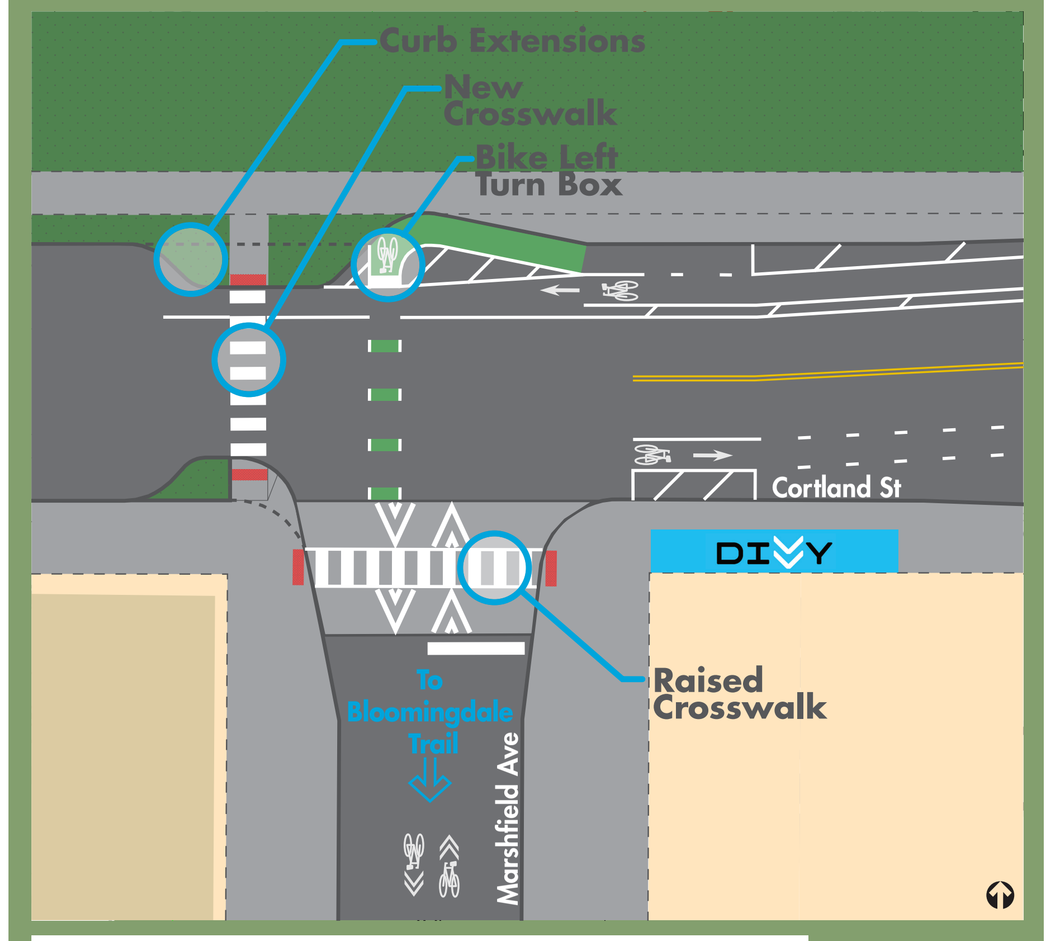


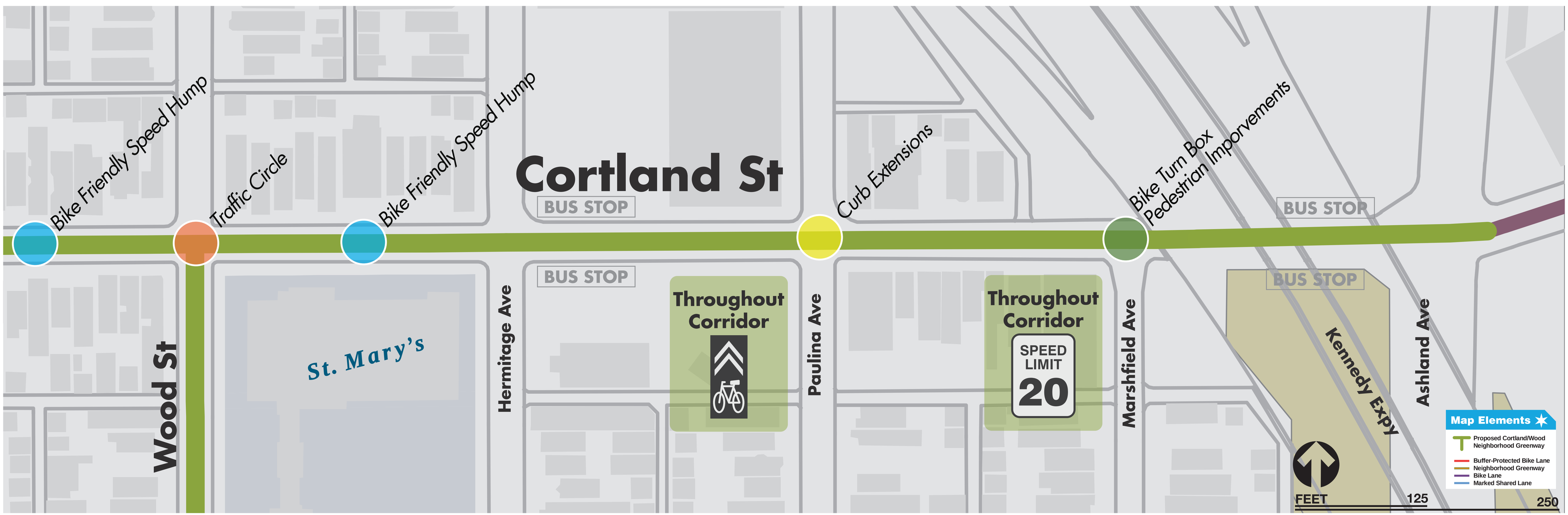
CURB EXTENSIONS - PAULINA ST

- Increases pedestrian visibility
- Reduces pedestrian crossing distance
- Expanded sidewalk space



BIKE TURN BOX - MARSHFIELD AVE

- Bike turn box to assist bicyclists turning left to the Bloomingdale Trail
- Raised crosswalk across Marshfield Ave
- New crosswalk across Cortland St



WOOD ST GREENWAY

from: Milwaukee Ave
to: Cortland St

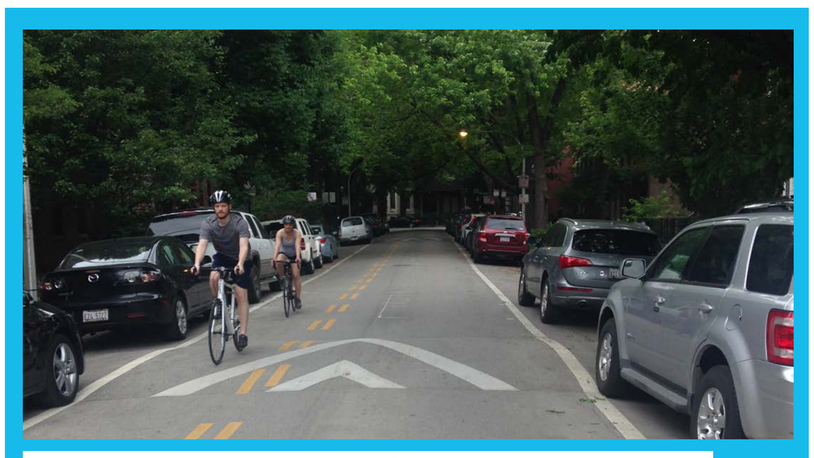
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

C O M P L E T E S T R E E T S P R O J E C T

PROJECT HIGHLIGHTS:

TRAFFIC CIRCLES

- Reduces motor vehicle speeds
- Reduces injury crashes
- Accommodates buses, maintenance trucks, and emergency vehicles



BIKE FRIENDLY SPEED HUMPS

- Comfortable to ride a bike over
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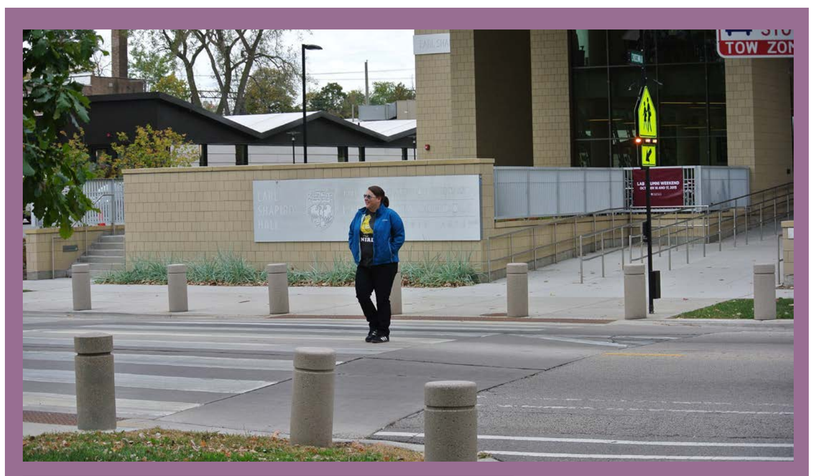
CURB EXTENSIONS

- Increases pedestrian visibility
- Reduces pedestrian crossing distance
- May include landscaping



RAISED CROSSWALK

- Level pedestrian crossing
- Increases pedestrian visibility
- Slows motor vehicle traffic

BIKE BOX

- Dedicated space for stopped bicyclists
- Increases visibility of bicyclists

WOOD ST GREENWAY

from: Milwaukee Ave
to: Cortland St

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

C O M P L E T E S T R E E T S P R O J E C T

CURB EXTENSION
AT WABANSIA

Curb extensions proposed at Wabansia will improve the pedestrian crossings by reinforcing existing no parking zones and preventing people from illegally parking next to the crosswalk. Curb extensions may include landscaping if a community representative(s) sign a Landscape Maintenance Agreement. CDOT will provide the initial plantings and work with the community to understand maintenance responsibilities.

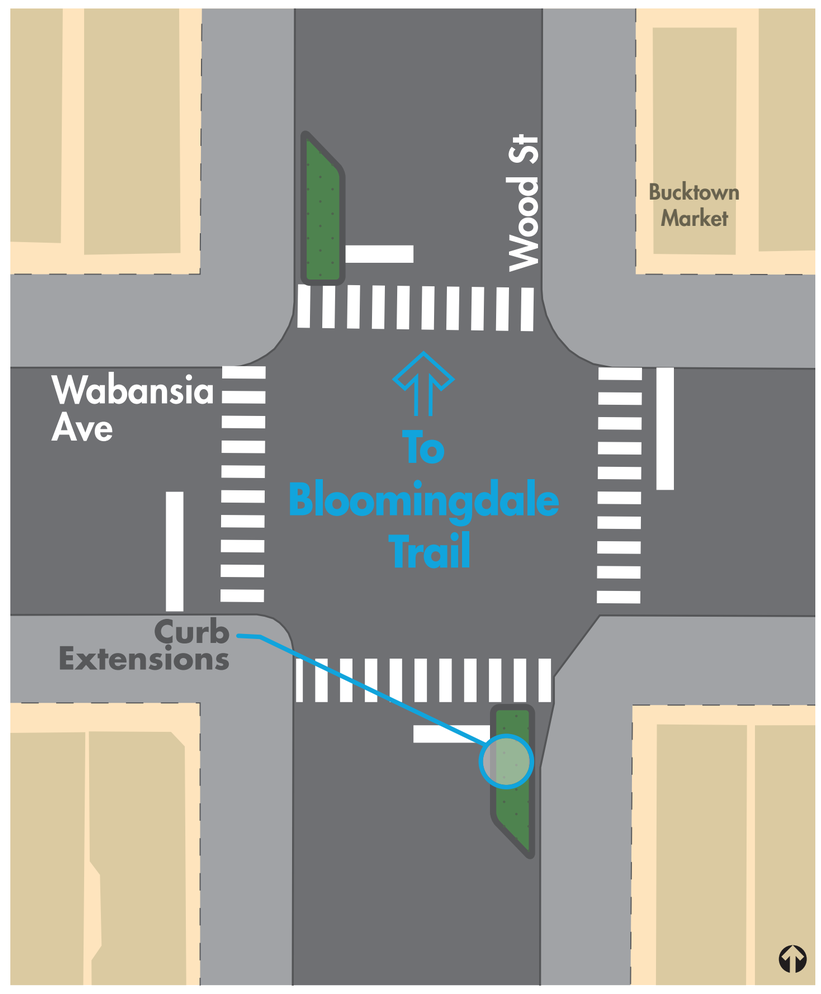
Landscaping maintenance of curb extensions include:
- Watering and landscape upkeep
- Pulling weeds within the curb extension
- Removing debris from within the curb extension
- Removing leaves to allow for proper drainage
- Reporting damage to Alderman's office

CURRENT CONDITION

(LOOKING EAST)

(LOOKING SOUTH)

PROPOSED CONDITION



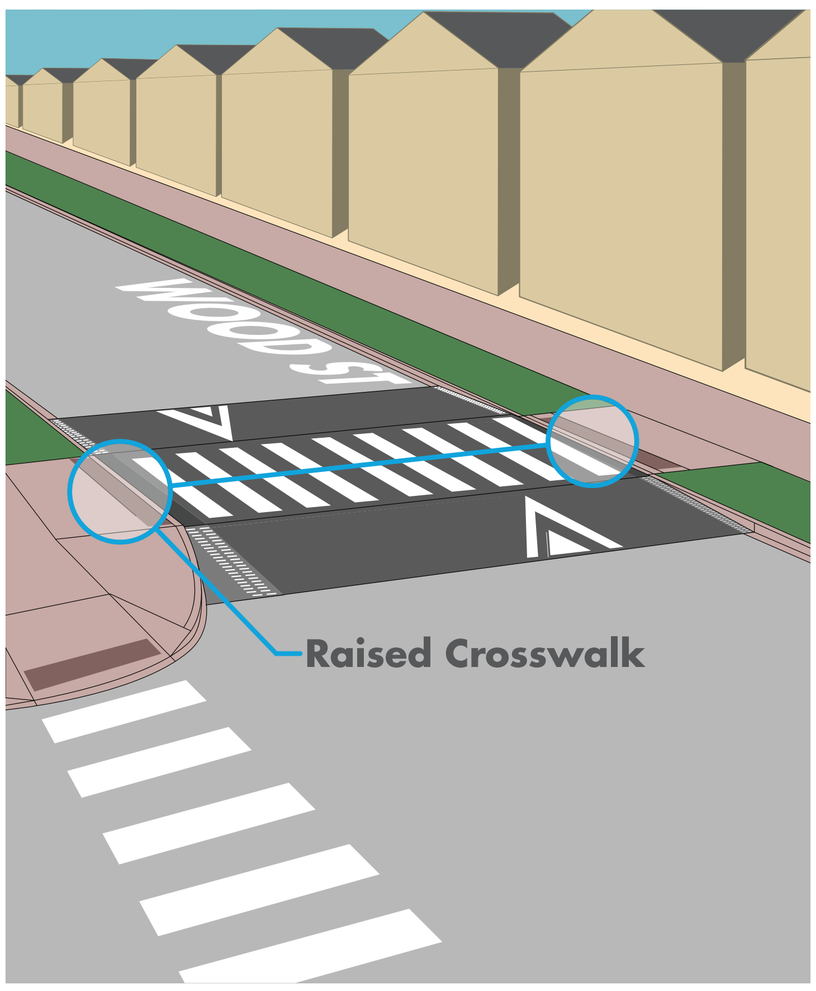
CROSSWALK IMPROVEMENTS AND STOP SIGN REMOVAL
AT ELK GROVE, JULIAN, AND LE MOYNE

A **raised crosswalk** is proposed at the existing crossing at Elk Grove to prioritize pedestrians by increasing their visibility and reducing motor vehicle speeds.

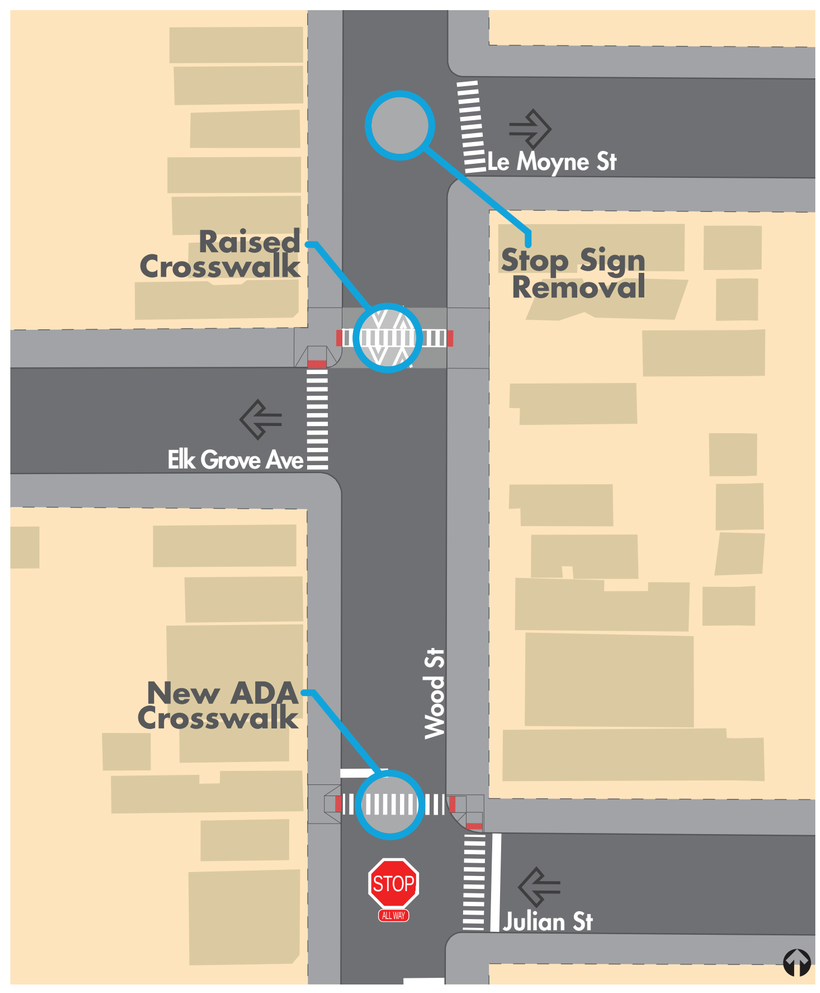
A new marked crosswalk and ADA compliant ramps are proposed at the Julian all-way stop sign.

The northbound and southbound stop signs at Le Moyne are proposed to be removed to prioritize users of the greenway. The existing all-way stop does not meet federal warrants and is not necessary since Le Moyne is a one-way street.

PROPOSED CONDITION



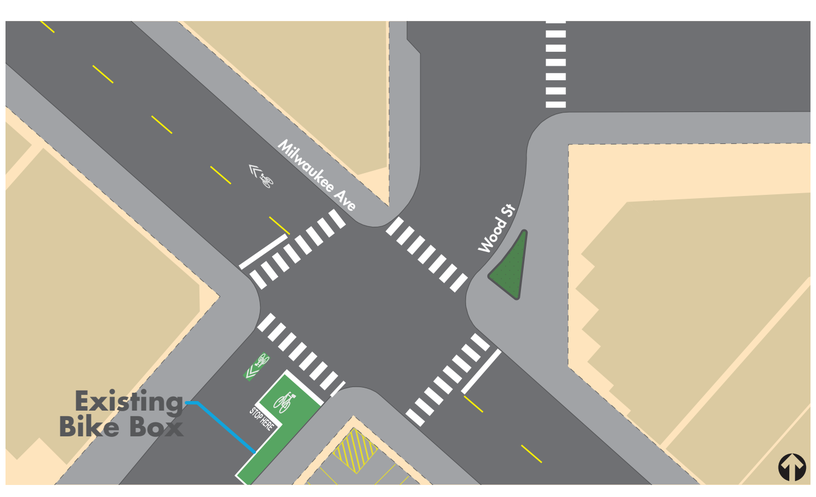
PROPOSED CONDITION



BIKE BOX
AT MILWAUKEE

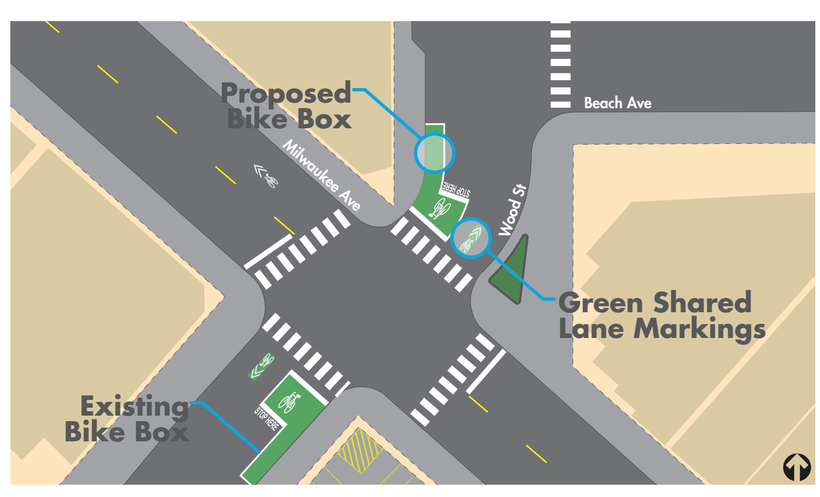
Bike boxes increase the visibility of people riding bikes. An advanced stop bar for motorists and green pavement markings provide space for bicyclists to queue in front of motorists and enter the intersection first. A bike box is proposed on the north leg of the Milwaukee and Wood intersection to match the existing bike box on the south leg.

CURRENT CONDITION



(LOOKING SOUTH)

PROPOSED CONDITION



(LOOKING SOUTH)

CORTLAND ST GREENWAY

from: Damen Ave
to: Wood St

CORTLAND WEST SEGMENT

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

COMPLETE STREETS PROJECT

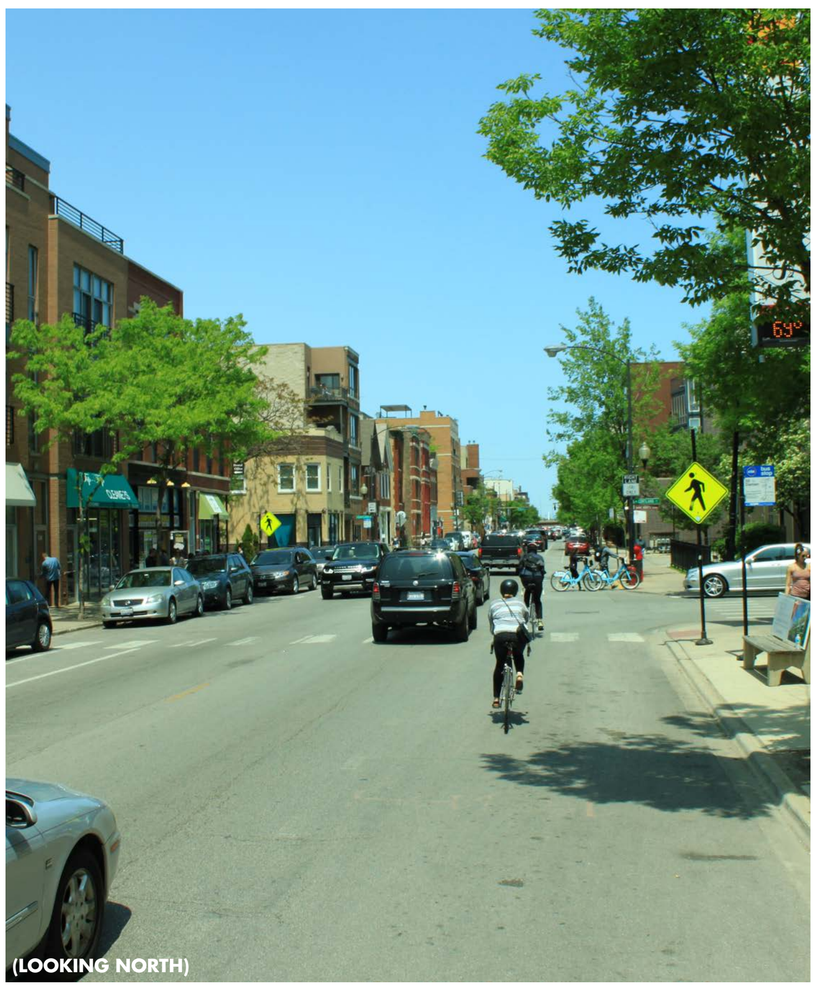
BIKE TURN BOX
AT DAMEN

Improvements for people walking and bicycling at the Cortland St and Damen Ave intersection were identified as a high priority. Curb extensions, a bike box, and green bike crossing markings are proposed to make the crossing easier and more comfortable for people walking and bicycling. The curb extensions will shorten pedestrian crossing distances across Damen Ave and improve pedestrian visibility by preventing people from illegally parking on or too close to the existing crosswalks.

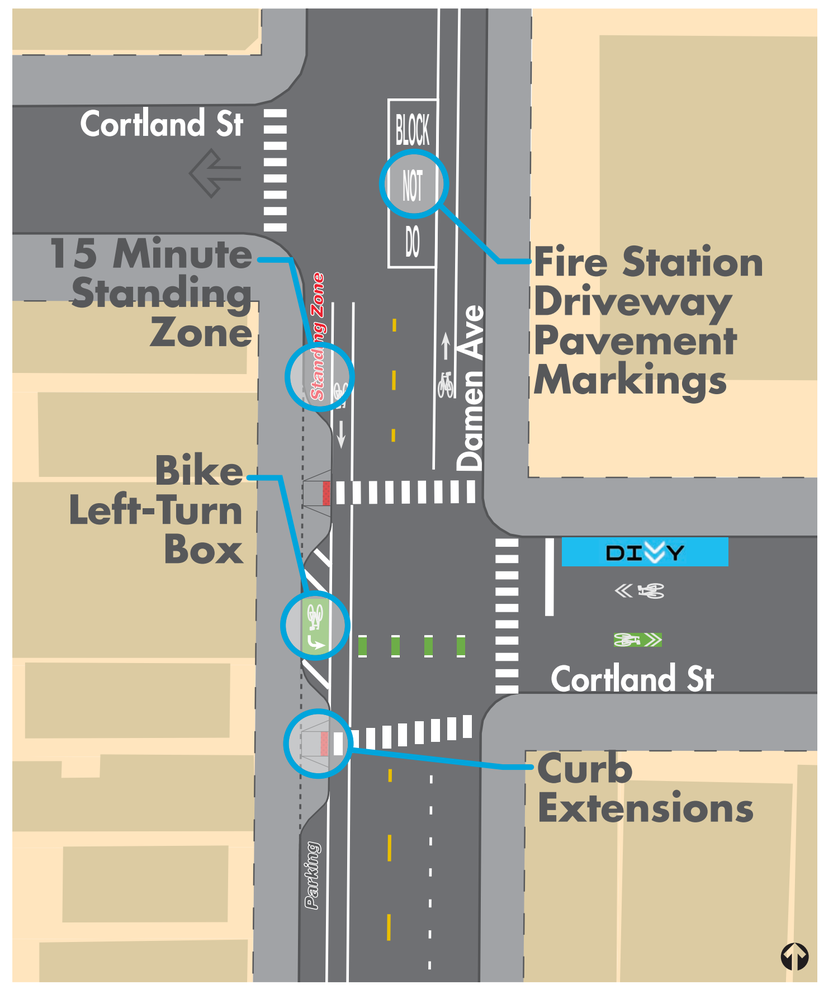
For people bicycling south on Damen Ave, a new turn box and green bike crossing markings will make it easier for people turning left onto Cortland St who wish to do so as a person would walking across the street.

The existing 15-minute Standing Zone will remain, but will shift north to provide space for the new curb extensions.

CURRENT CONDITION



PROPOSED CONDITION

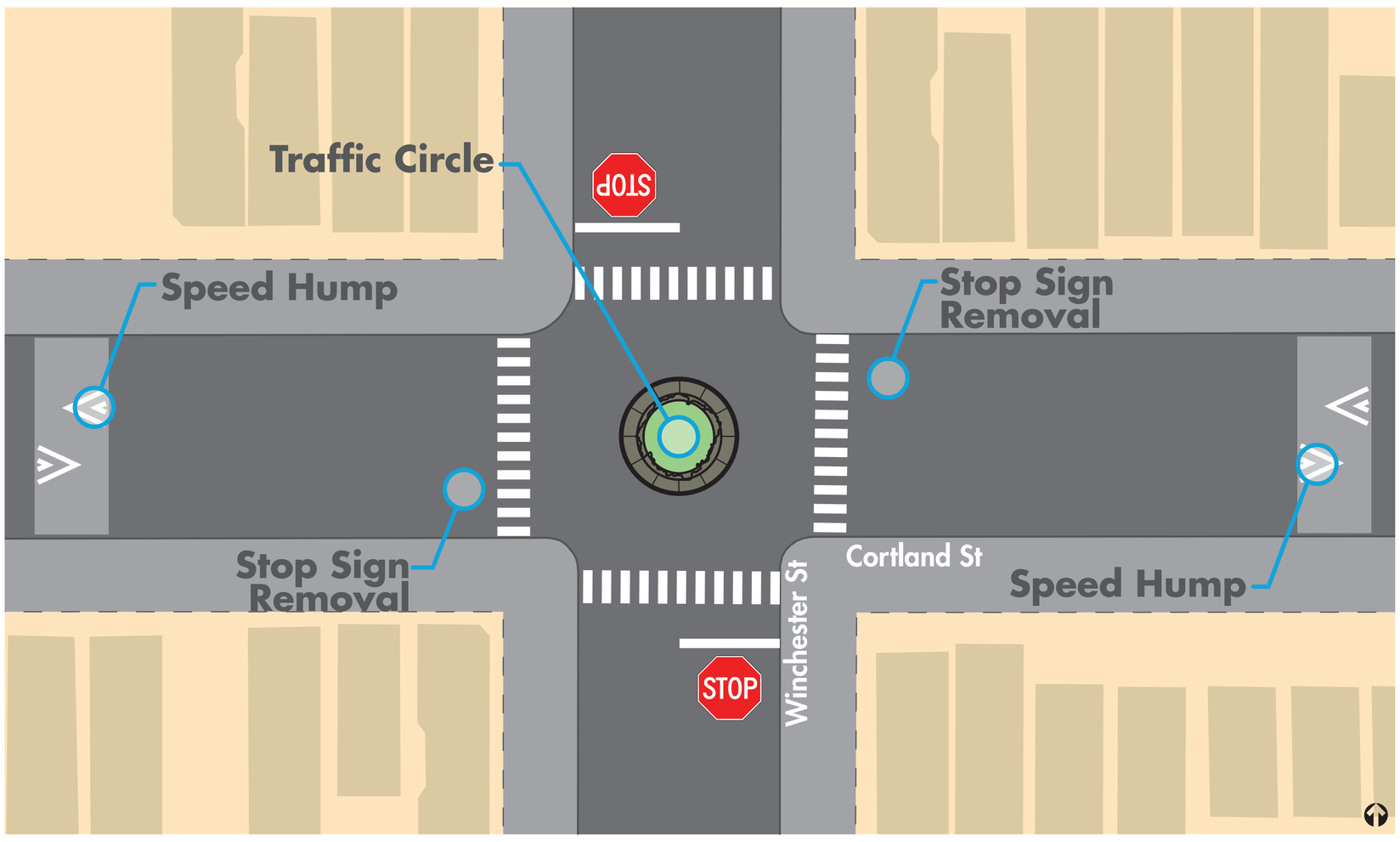


TRAFFIC CIRCLE AND STOP SIGN REMOVAL
AT WINCHESTER

Often times, unwarranted all-way stop signs can lead to confusion and non-compliance. **The eastbound and westbound stop signs on Cortland at Winchester are proposed to be removed and supplemented with a traffic circle in the intersection and speed humps on the approaches to the intersection.** The traffic volumes at the Cortland and Winchester intersection do no meet federal warrants for an all-way stop-sign.

The addition of traffic calming at Winchester will help communicate that the street is prioritized for pedestrians and bicyclists and will complement the proposed posted 20 mph speed limit.

PROPOSED CONDITION



CURB EXTENSIONS
AT WOLCOTT AND HONORE

PROPOSED CONDITION

Curb extensions will shorten crossing distances for people walking to/from Drummond Elementary School. The curb extensions will also reinforce existing no parking zones and will accommodate pick-up/drop-off and bus operations.

Drummond Elementary School

CORTLAND ST GREENWAY

from: Wood St
to: Ashland Ave

CORTLAND EAST SEGMENT

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

C O M P L E T E S T R E E T S P R O J E C T

BIKE TURN BOX
AT MARSHFIELD

The Cortland and Wood neighborhood greenways provide improved connections to the 606 Park System and the Bloomingdale Trail. People riding bikes westbound on Cortland turn left on Marshfield to access the Bloomingdale Trail and Walsh park. **The proposed bike turn box** will allow bicyclists to pull to the side and face Marshfield, similar to a pedestrian, before crossing the street. **Green markings** will help guide bicyclists and inform motorists of the crossing.

A new marked crosswalk and curb extensions are proposed at Marshfield. The new marked crosswalk will provide convenient access for pedestrians between the 606, businesses on Cortland, and public transportation.

A raised crosswalk across Marshfield will prioritize pedestrians, reduce motor vehicle speeds, and communicate that Marshfield and Cortland are streets with high volumes of people walking and riding their bikes.

Bike lanes are proposed between Marshfield and the Ashland intersection and viaduct lighting was recently upgraded.

24-31% of roadway users at this intersection are either walking or riding a bike.

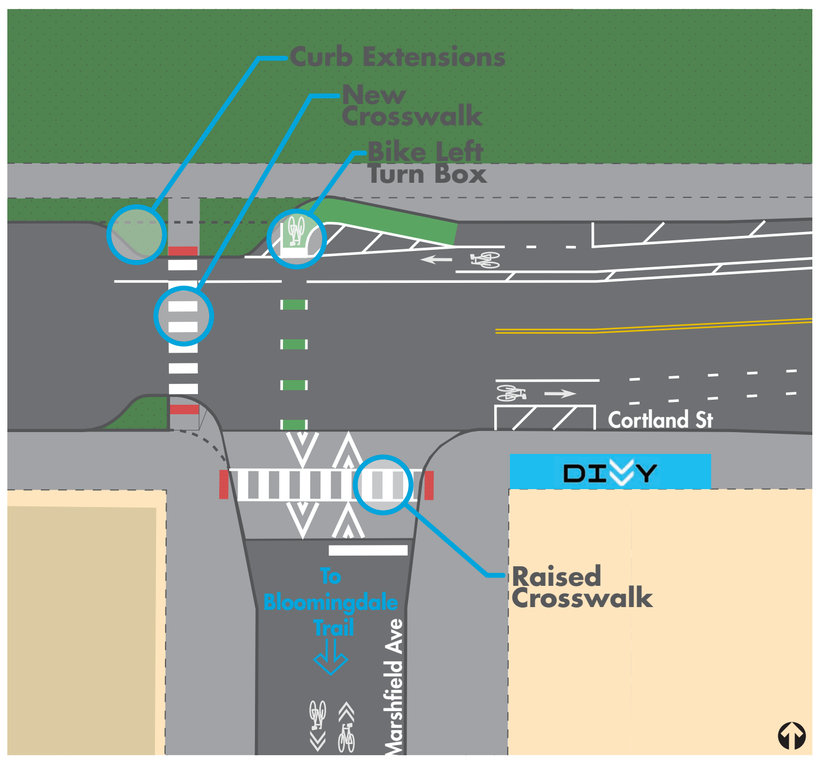
PROPOSED CONDITION
(LOOKING NORTHEAST)

CURRENT CONDITION

(LOOKING EAST)

(LOOKING NORTHEAST)

PROPOSED CONDITION



CURB EXTENSION
AT PAULINA

Curb extensions are proposed at Paulina to improve pedestrian crossings and complement the commercial land uses on this segment of Cortland. Curb extensions create wider sidewalks and expand the possibilities of additional uses on the sidewalk such as sidewalk cafes, bike parking, or seated areas. These curb extensions are feasible because the **existing CTA bus stop at Paulina is proposed to be removed** to improve bus efficiency. The existing CTA bus stops on Cortland at Hermitage and Ashland will remain.

Existing angled parking on Cortland is proposed to be converted to back-in angled parking, similar to what exists on Wood south of Cortland. **Back-in angled** parking makes it easier for motorists to see people riding their bikes when exiting their parking space.

CURRENT CONDITION

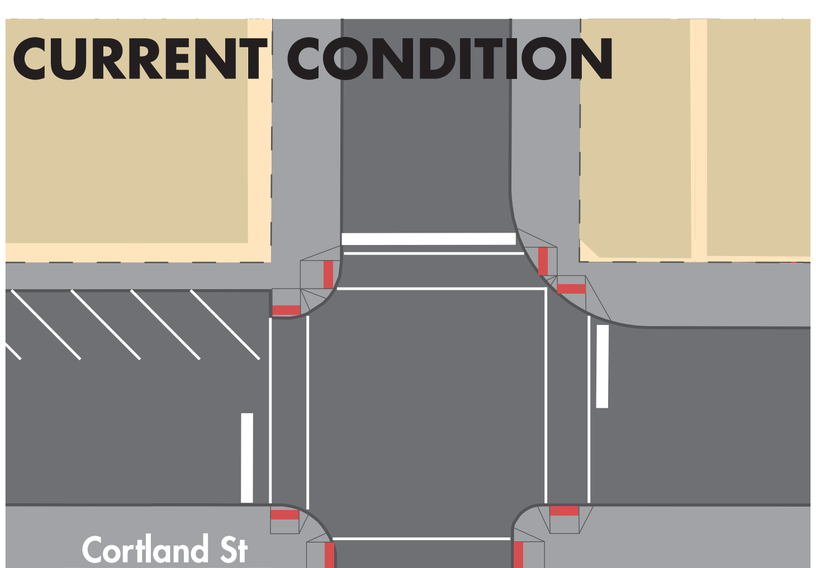
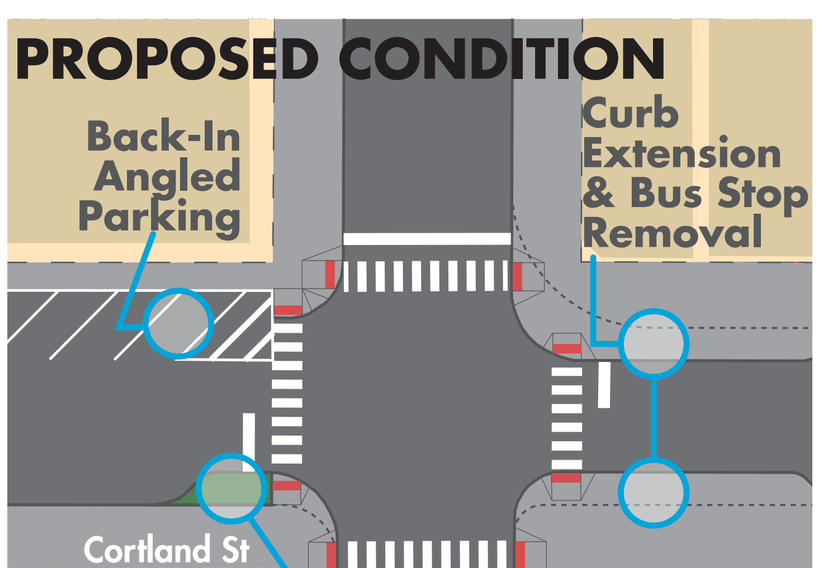
(LOOKING NORTH)

(LOOKING EAST)

PROPOSED CONDITION

EXPANDED SIDEWALK SPACE
(IMAGE SHOWS A PEOPLE SPOT ON LINCOLN AVE)

CURRENT CONDITION



PROPOSED CONDITION