

Grand Avenue

Chicago Avenue to Ogden Avenue Street Improvements

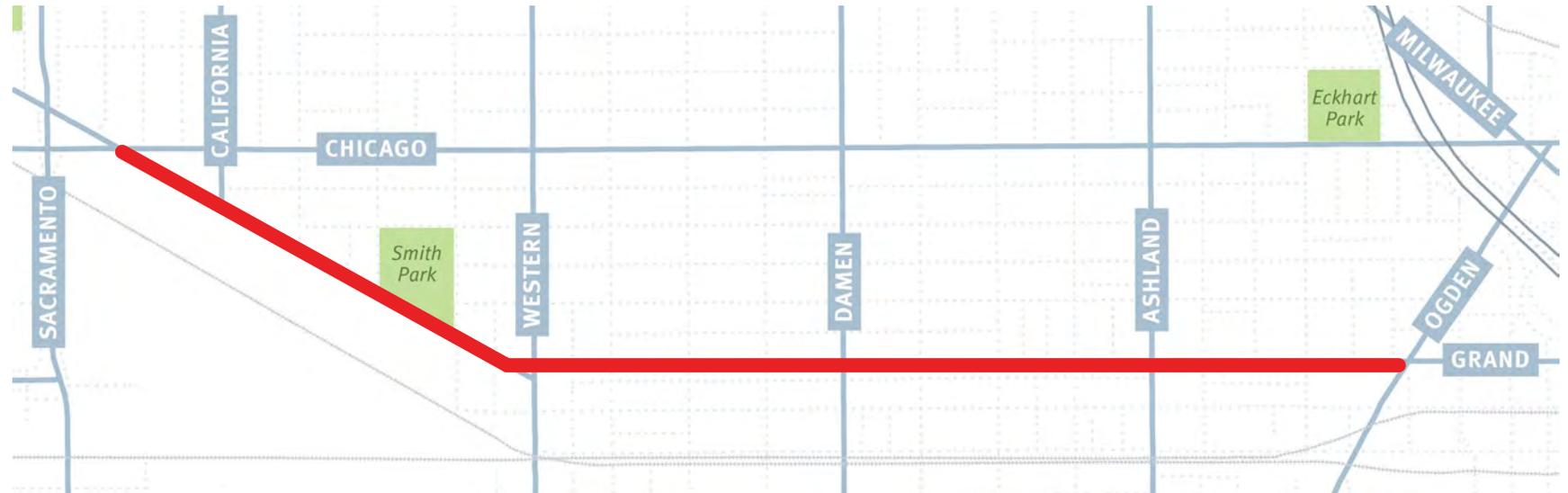
Community Meeting

May 2, 2023



Agenda

- ▶ Introduction
- ▶ Project Background
- ▶ Upcoming Changes
- ▶ Open House / Q&A



Grand Avenue is Being Reconstructed Between Chicago Avenue and Ogden Avenue

- ▶ Grand Avenue has a history of dangerous vehicle speeds, crashes, and safety concerns from the neighborhood
- ▶ Grand Avenue provides a critical connection that spans the city, and many people travel Grand each day by bus, bike, and foot
- ▶ Changes are being implemented to address safety concerns, better organize the street, and improve neighborhood access for all modes of transportation

What's Coming to Grand

Wider Sidewalks



To improve the pedestrian environment

Street Trees (340)



To make the sidewalks more inviting

LED Street Lights (120)



For better visibility at night

What's Coming to Grand

New Traffic Signals w/ APS (8)



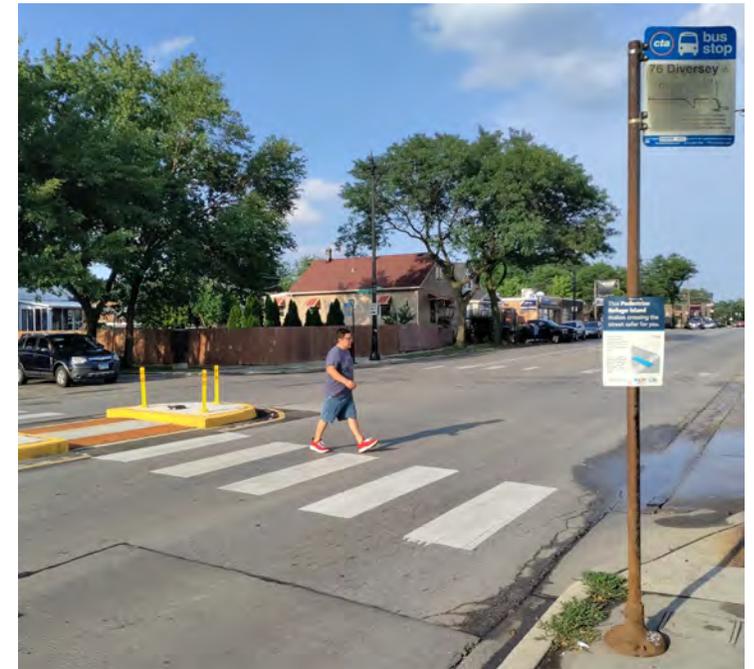
To aid people with visual impairments crossing the street

Raised Crosswalks (20)



Slow turning vehicles, improve visibility of pedestrians

Shorter Pedestrian Crossings



To reduce exposure to cars and make crossing the street safer

What's Coming to Grand

Protected Bike Lanes



To separate people biking from people driving

Improved Bus Stops (8)



To improve operations and provide more space for transit users

Reduced Speed Limit



To encourage safer travel speeds for everyone

What's Coming to Grand

Right-Sized Travel Lanes



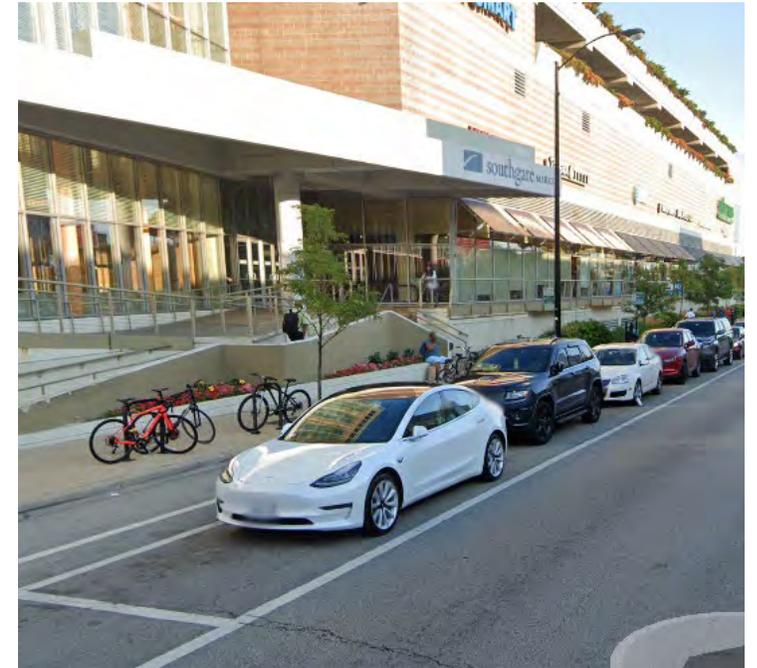
Encourage safer and more appropriate travel speeds

Better Organization of the Street



Clearly delineated space for all users of the street

24-Hour Parking



Encourage safer and more appropriate travel speeds

Complete Streets Improve the Safety for Everyone, Especially Pedestrians

Milwaukee Avenue Safety Project (2020)

-56% total crashes

-71% injury crashes

No pedestrian crashes

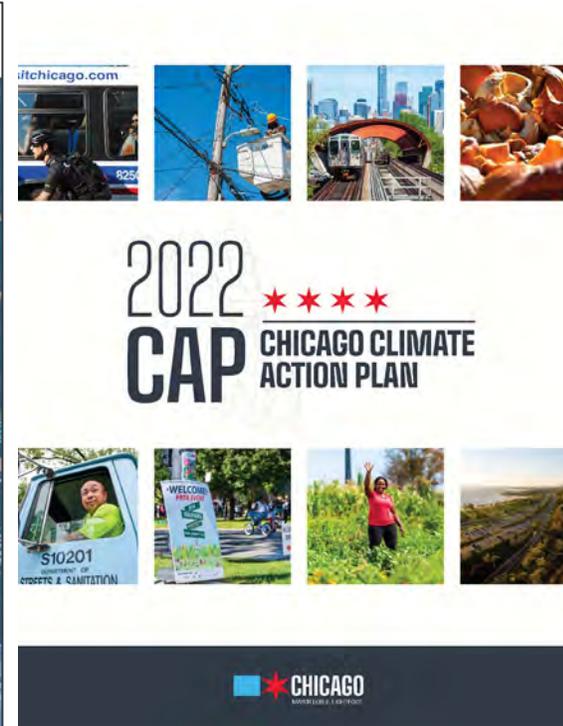
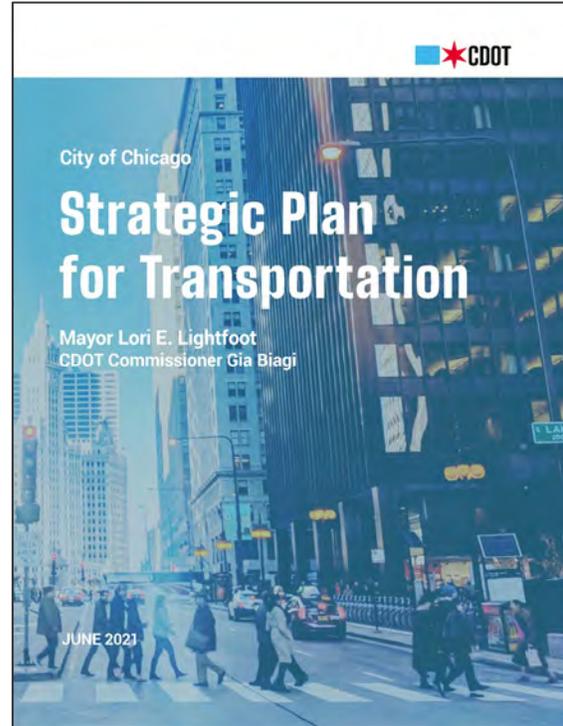
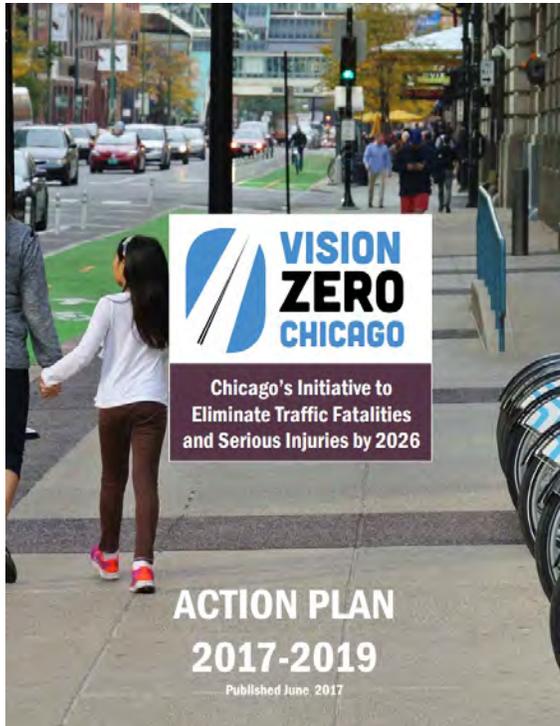
-73% bicycle crashes



Complete Streets Encourage Economic Development and are Good for Business

- ▶ Complete streets provide more transportation options for people visiting a corridor
- ▶ Cities throughout North America have found better bike facilities boost sales for local businesses
- ▶ People who walk, bike, and take transit **visit local businesses more often** and **spend more money** overall than people who drive

Recent City Policies and Plans Prioritize Traffic Safety and Multimodal Transportation



Why Are Changes Happening? Making Grand Safer and More Comfortable for Everyone.



People are driving at deadly speeds every day



Challenges crossing the street for people walking



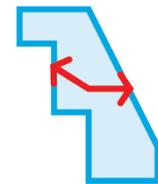
People walking and biking are disproportionately harmed in crashes



Existing parking spaces are underutilized, but there is higher demand east of Ashland



Traffic safety concerns from the neighborhood date back years



Grand is an important route connecting people from one end of Chicago to the other

People are Driving at Deadly Speeds along Grand Avenue Every Day

8,900

Per day driving faster than the 30 MPH speed limit



Top speeds over 75 MPH

37% of speeding over 75 MPH was recorded between 3PM and 6 PM,
coinciding with school dismissal and evening commutes

The Likelihood of a Person Being Killed Increases as Vehicle Speeds Go Up



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

People are Driving at Deadly Speeds along Grand Avenue Every Day

1,030 over 40 MPH

300 over 50 MPH

150 over 60 MPH

100 over 70 MPH

These are
**FATAL
SPEEDS**

The Number of People Killed in Traffic Crashes in Chicago is Rising

West Town is one of eight High Crash Community Areas in Chicago

Traffic violence impacts every neighborhood in Chicago

- ▶ Each year 20,000+ people are killed or injured in crashes and 100+ people are killed
- ▶ Traffic injuries and fatalities have been on the rise in Chicago
- ▶ This corresponds to nationwide trends in rising traffic crashes

Complete Streets infrastructure saves lives

- ▶ Chicago saw a 20% decrease in traffic fatalities in 2022
- ▶ Corresponds to the implementation of more complete streets improvements than ever before

People Walking and Biking are Disproportionately Harmed in Crashes on Grand

652

Total crashes over 5 years

#1 Crash Type:
**Turning
Crashes**

96%

Of crashes involving people walking or biking result in an injury

Traffic Safety Concerns from the Neighborhood Date Back Many Years

“Improve pedestrian safety”

“Speeding traffic endangers pedestrians”

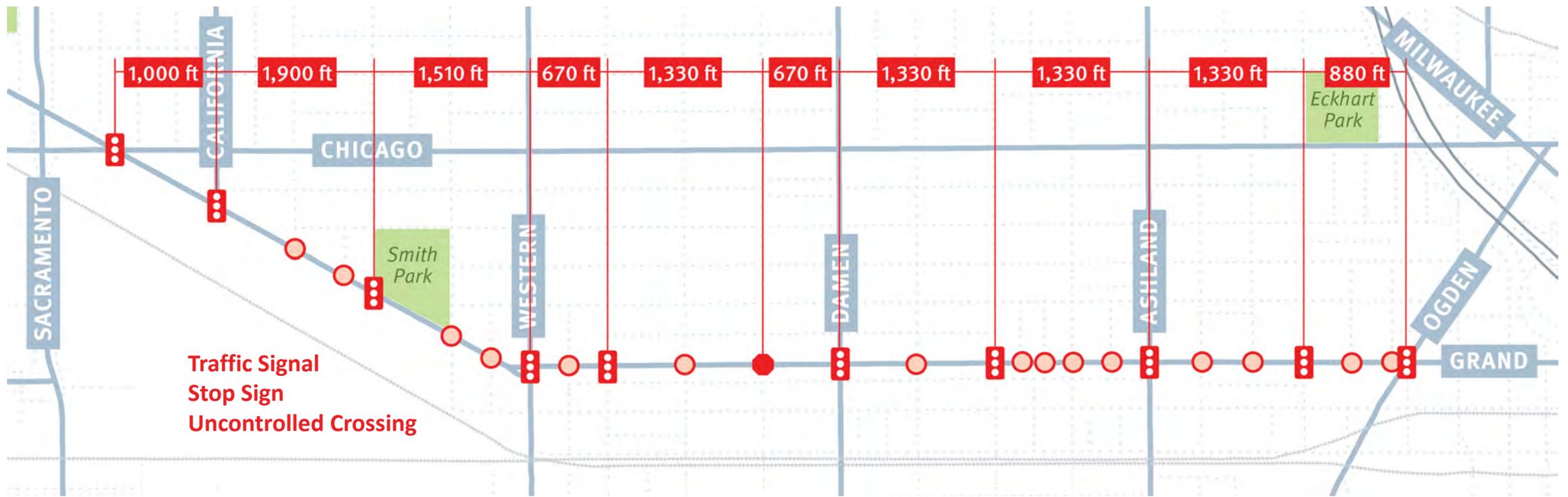
“Install infrastructure to slow traffic”

“Address crashes and improve safety”

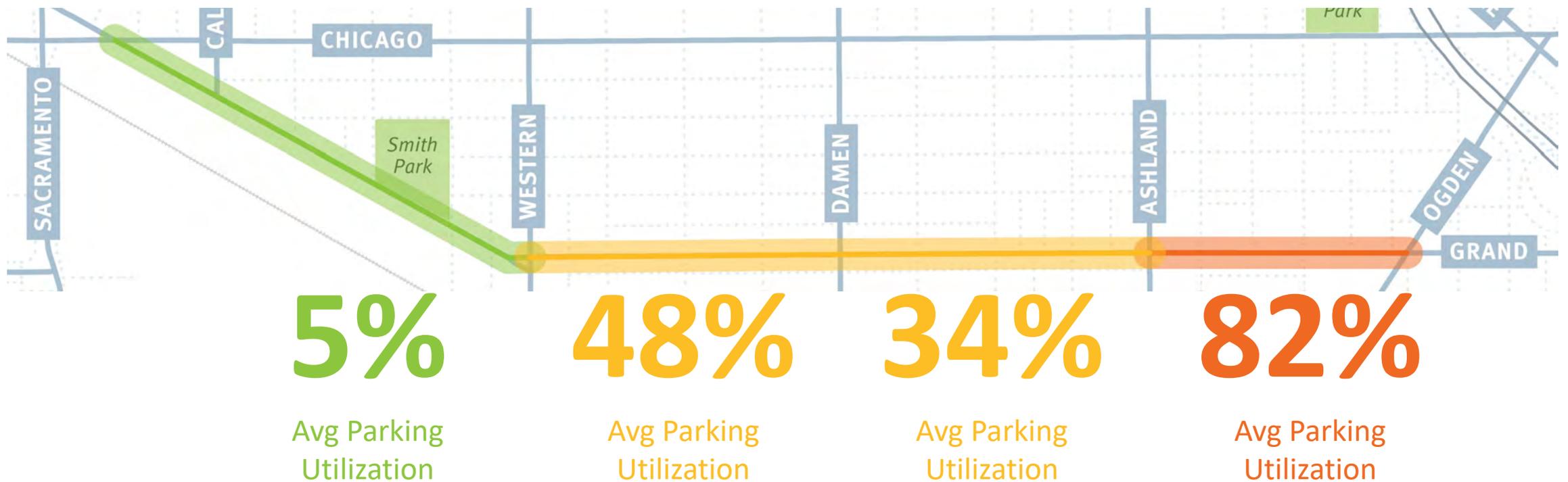
“Provide concept for pedestrian safety infrastructure”

“Concerns about safety of turning cars”

Challenges Crossing the Street for People Walking Along Grand Avenue



Existing Parking Spaces are Underutilized, but There is Higher Demand East of Ashland



Grand is an Important Route Connecting People from One End of Chicago to the Other



These Changes...

- ▶ Directly respond to traffic safety concerns from the neighborhood
- ▶ Focus on slowing traffic to safe speeds to ensure the safety of everyone using the street
- ▶ Prioritize the safety of the most vulnerable users of the street, people walking and biking, especially children and families
- ▶ Balance where parking and loading is most needed and improving the safety of everyone using the street

How Will This Benefit the Neighborhood?

- ▶ **Safer travel speeds and higher comfort** for everyone living, working, and visiting Grand
- ▶ **Improved signal timing** for safer and more efficient movements
- ▶ **Improved pedestrian amenities** to improve safety for people walking along and across Grand
- ▶ **Increased tree canopy and wider sidewalks** for an improved pedestrian environment
- ▶ **Improved access to local businesses** for everyone – no matter how you are getting around
- ▶ **Better visibility at night** with new LED street lighting
- ▶ **Protected bike lanes** to separate people biking from people driving
- ▶ **Improved bus stops** to improve bus operations and create more space for people waiting for the bus
- ▶ **24 Hour on-street parking** eliminates the need for people to move their cars

Changes to On-Street Parking

Parking will remain on both sides of the street between Ashland and Ogden where parking demand is the highest

Parking will be consolidated to one side of the street between Chicago and Ashland where parking demand is lower

- ▶ Rush-hour restrictions are being removed to allow parking 24-hours a day
- ▶ No changes will be made to parking on sides streets in the neighborhood
- ▶ No Loading or Standing Zones will be removed, but some zones may be shifted slightly

Different Designs are Proposed for Different Sections of Grand

Chicago to Western



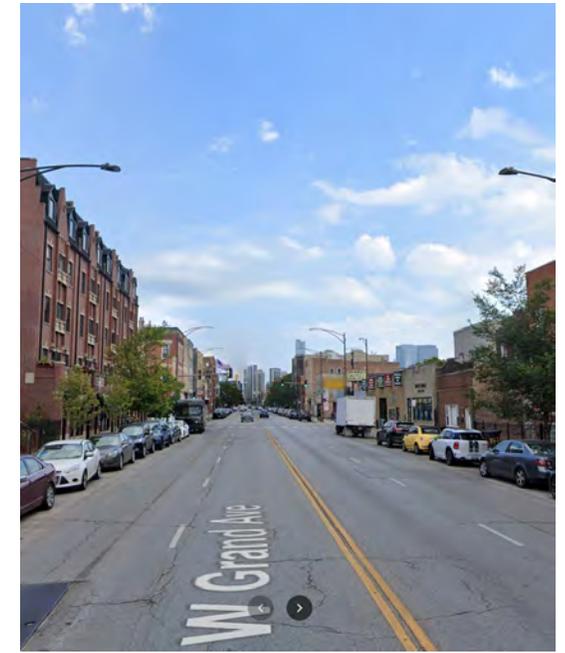
Western to Damen



Damen to Ashland



Ashland to Ogden



Chicago to Western

Very low parking demand

- ▶ 5% average hourly occupancy weekday
- ▶ 3% average hourly occupancy Saturday

Metra Western Avenue Yard on south side of street

- ▶ No parking demand on the south side of the street
- ▶ Parking will be consolidated to the north side of the street

Smith Park

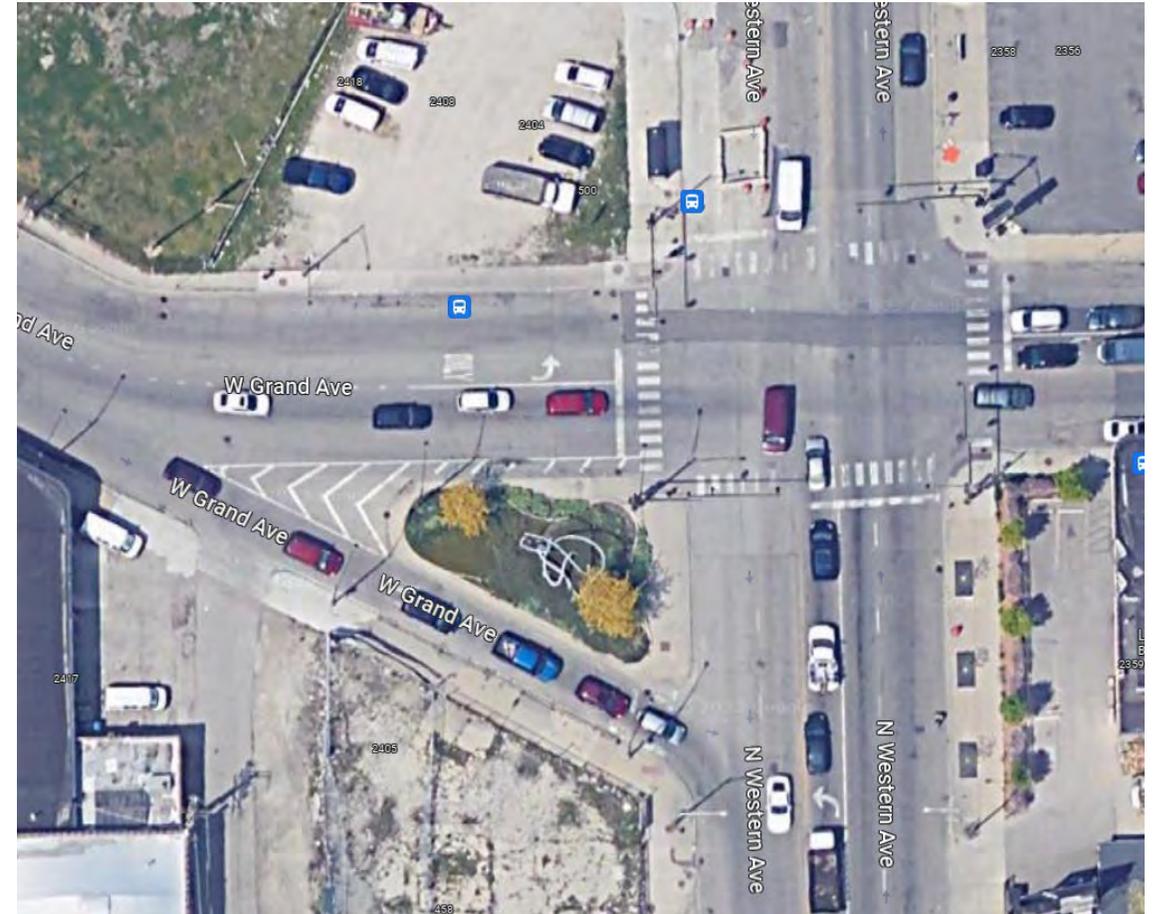
- ▶ New pedestrian refuge island + stop sign at Campbell and more comfortable crossing at Rockwell to improve access to Smith Park



Grand at Western

Closing slip lane

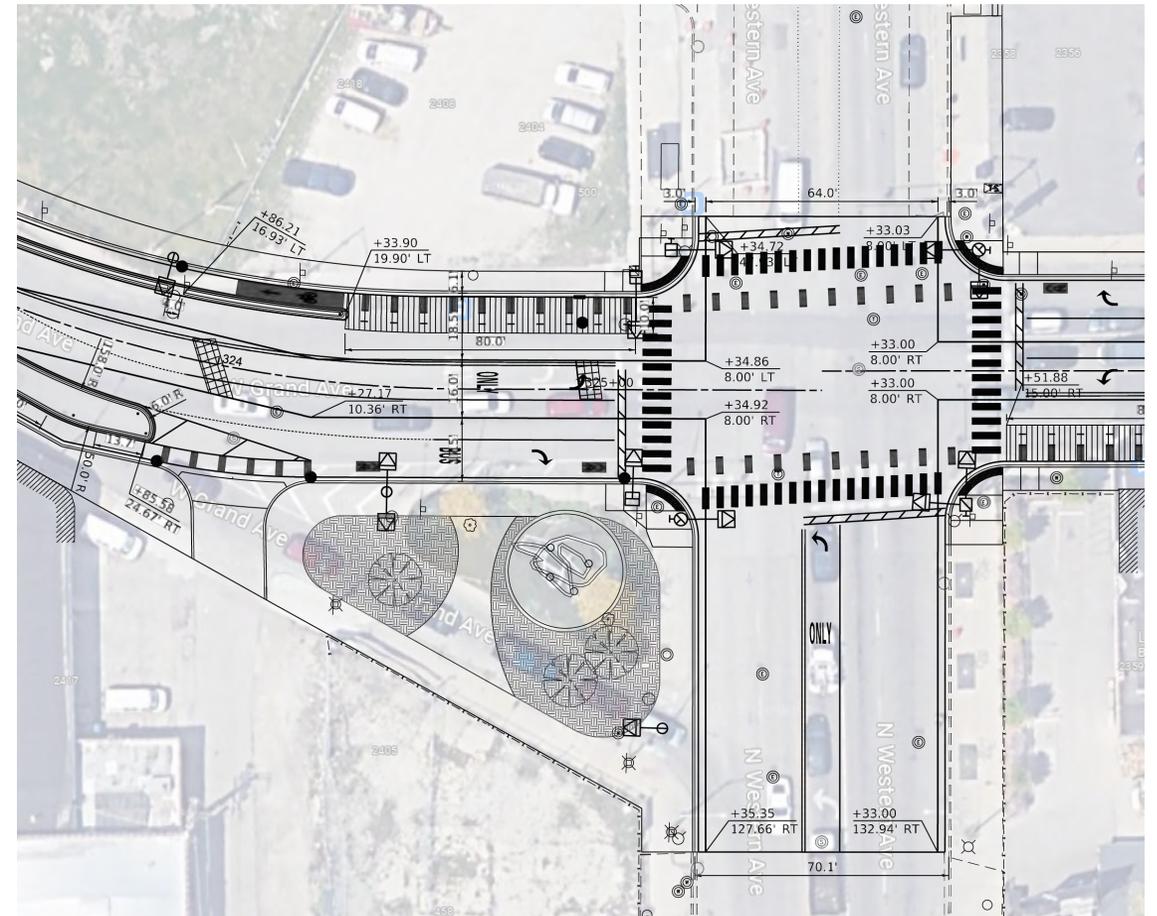
- ▶ Simplify the intersection
- ▶ Reduce conflict points between pedestrians and turning vehicles
- ▶ Reduce the speed of turning vehicles
- ▶ Shorten path to cross Western for people walking



Grand at Western

Closing slip lane

- ▶ Simplify the intersection
- ▶ Reduce conflict points between pedestrians and turning vehicles
- ▶ Reduce the speed of turning vehicles
- ▶ Shorten path to cross Western for people walking



Western to Damen

Moderate parking demand

- ▶ 48% average hourly occupancy weekday
- ▶ 50% average hourly occupancy Saturday

Some off-street parking lots and vacant lots

- ▶ Parking will be consolidated to one side of the street
- ▶ Parking will alternate from one side of the street to the other based on where it is most needed



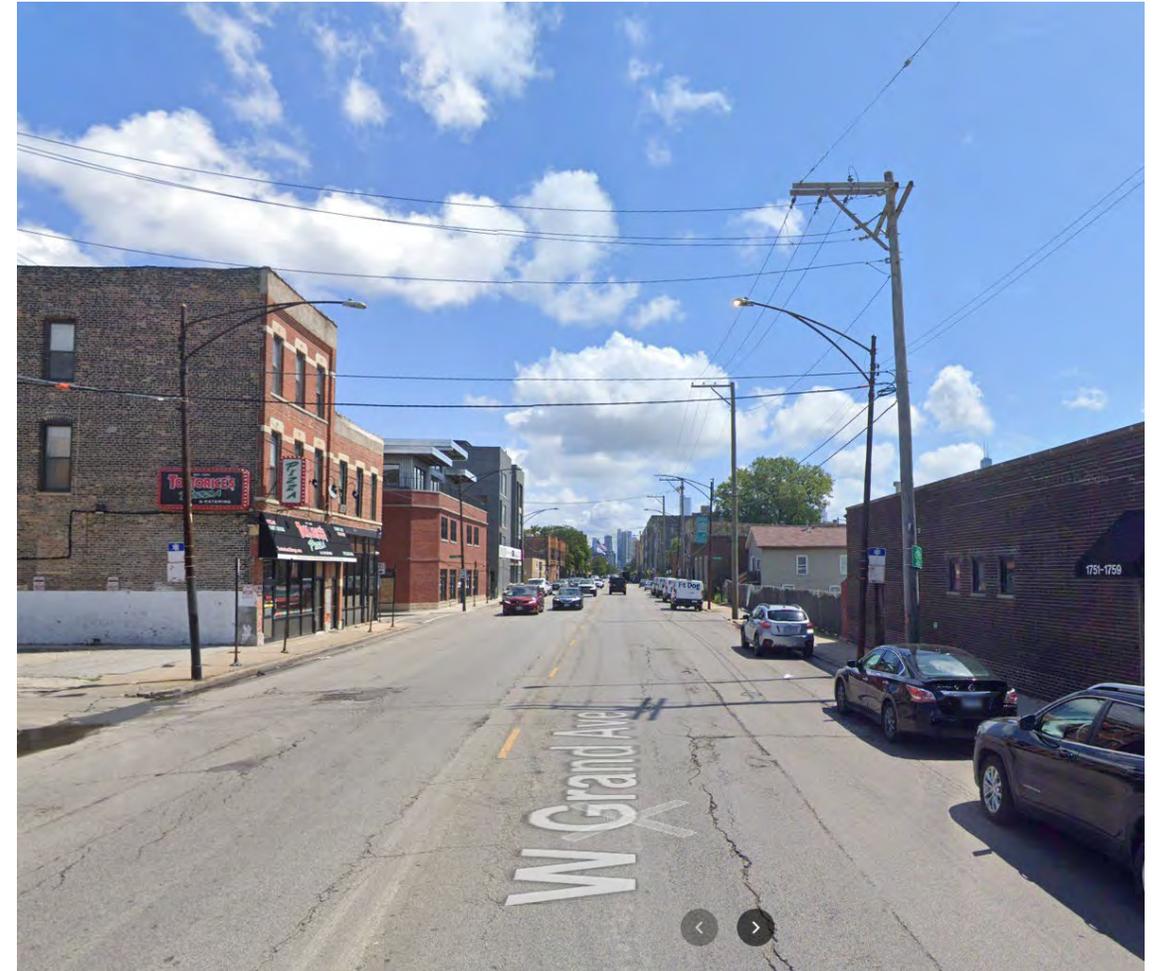
Damen to Ashland

Moderate parking demand

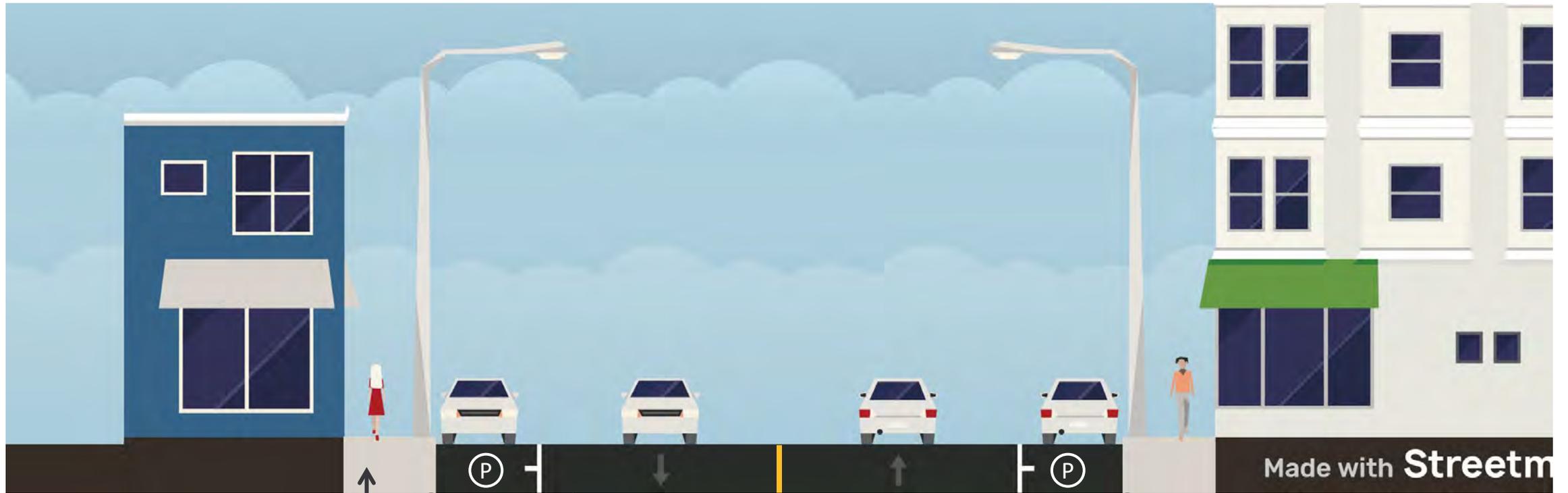
- ▶ 34% average hourly occupancy weekday
- ▶ 38% average hourly occupancy Saturday

Some off-street parking lots and vacant lots

- ▶ Parking will be consolidated to one side of the street
- ▶ Parking will alternate from one side of the street to the other based on where it is most needed



Chicago to Damen – Existing



Narrow sidewalks

Wide travel lanes
lead to dangerous speeds

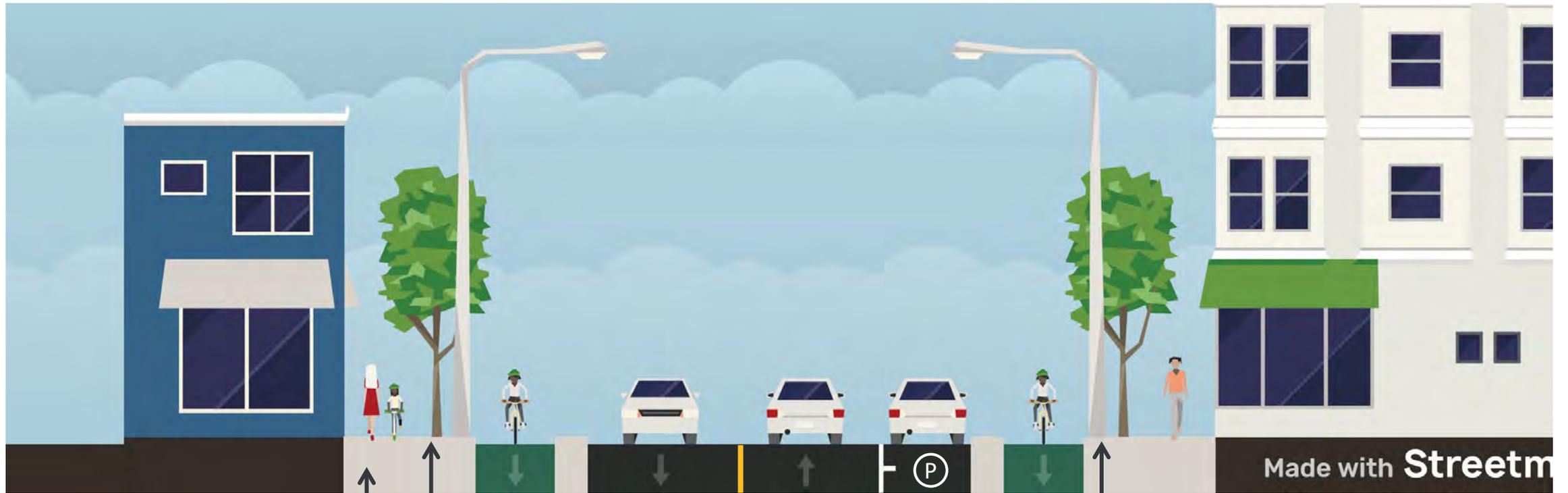
52 feet

Long crossing distances
for people walking

Parking restrictions
during rush hour

Made with Streetm

Chicago to Damen – Upcoming



Wider sidewalks

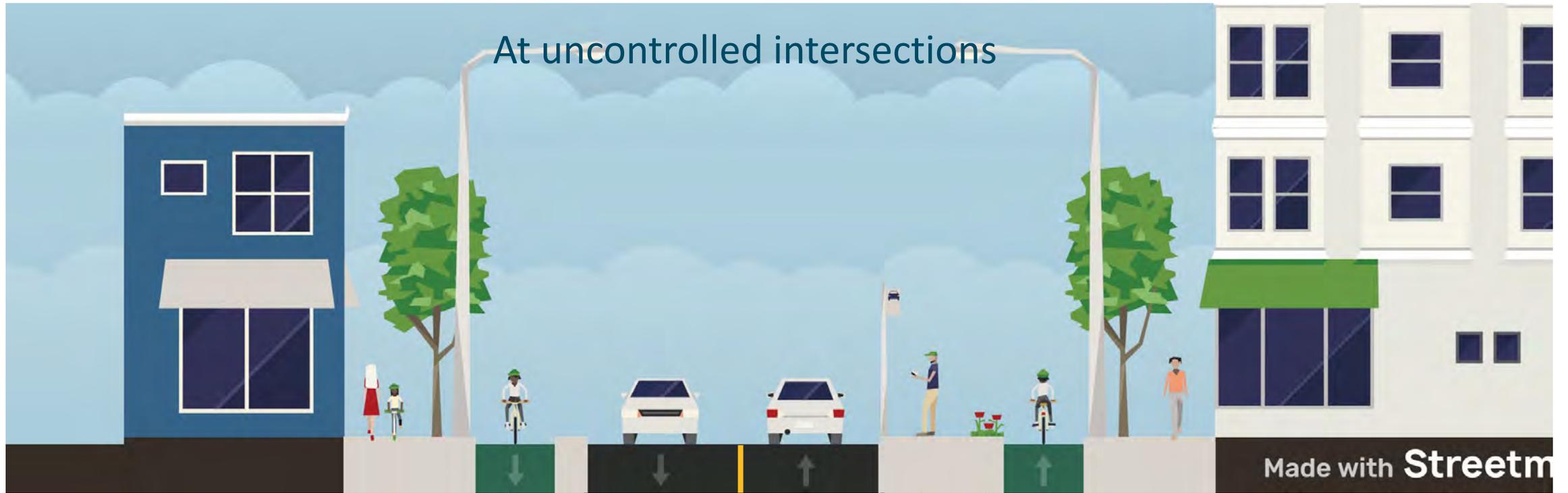
Street trees

Right-sized travel lanes
encourage safer speeds

Parking allowed 24/7

LED Street Lights
improve visibility at night

Chicago to Damen – Upcoming



↑
Protected bike lanes
improve safety for everyone,
especially pedestrians

↑
Shorter crossing distances
for people walking

← 24 feet →

↑
Bus Boarding Islands
give more space bus riders

↑
Curb extensions
make pedestrians more visible

Ashland to Ogden

Higher parking demand

- ▶ 82% average hourly occupancy weekday
- ▶ 84% average hourly occupancy Saturday

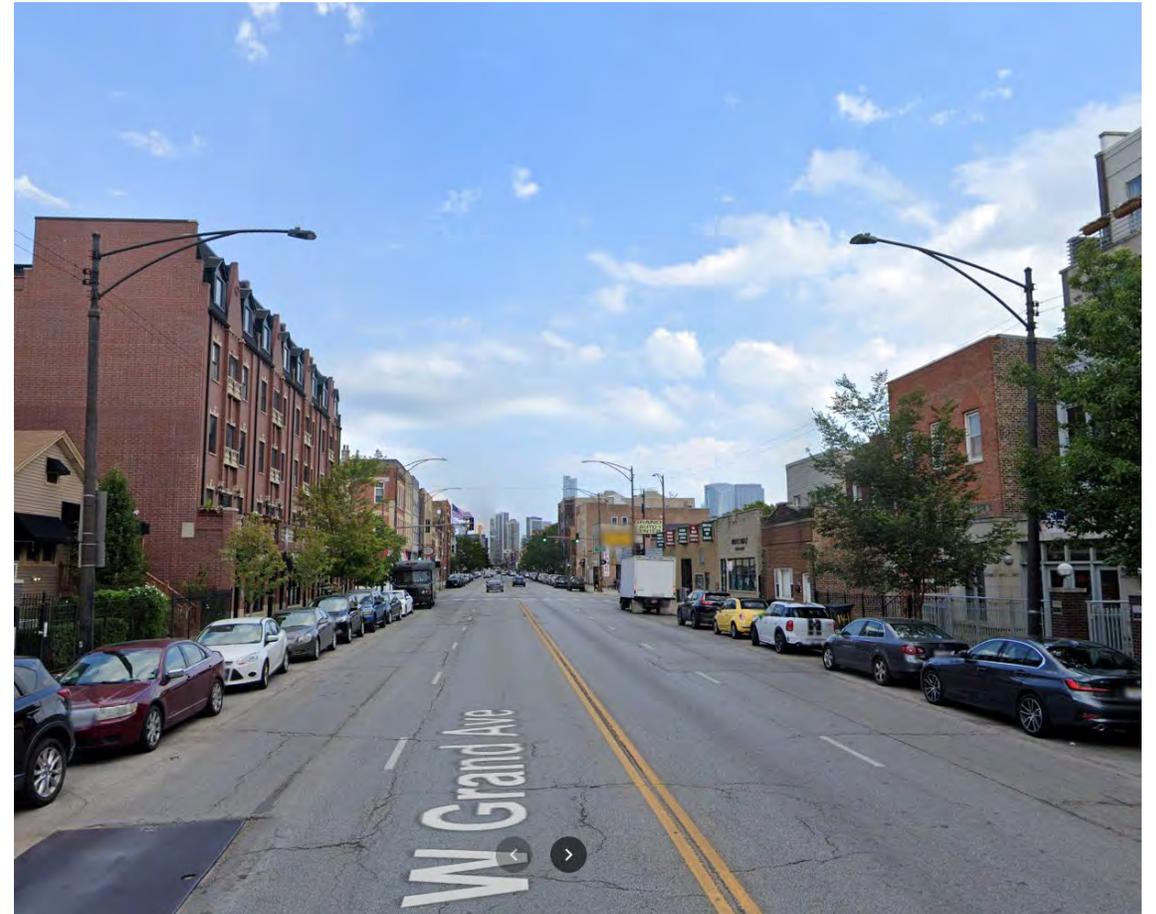
Area more built-up

- ▶ Parking will remain on both sides of the street

New left turn lanes at intersections

James Otis School

- ▶ Challenges accessing school



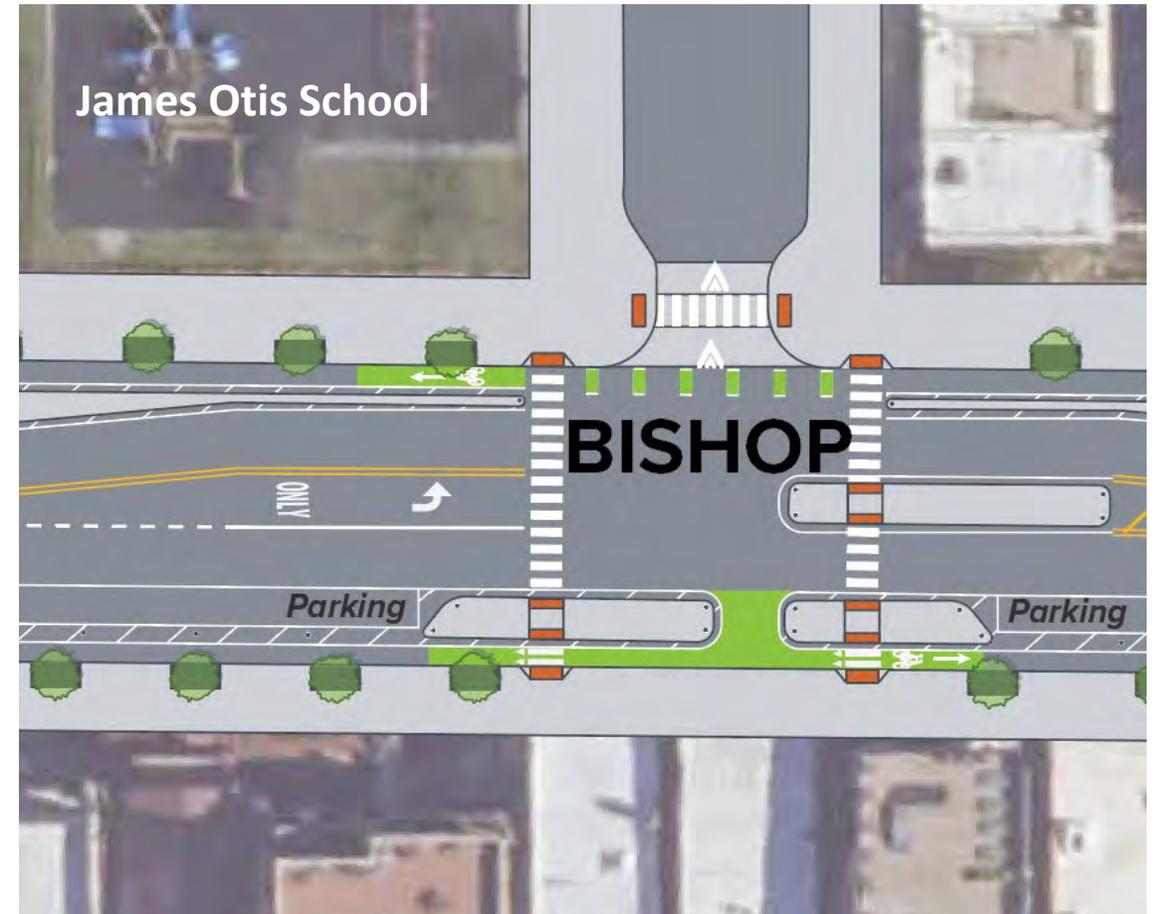
James Otis School

- ▶ High vehicle speeds recorded during observations at school drop-off and pick-up times (40+ MPH)
- ▶ Crossing multiple travel lanes is difficult for families
- ▶ Chance of double threat crashes
- ▶ **New pedestrian refuge island** allows people to only cross one lane at a time instead of four
- ▶ **New left turn lane** at Bishop will improve access to school for students, families, and school faculty

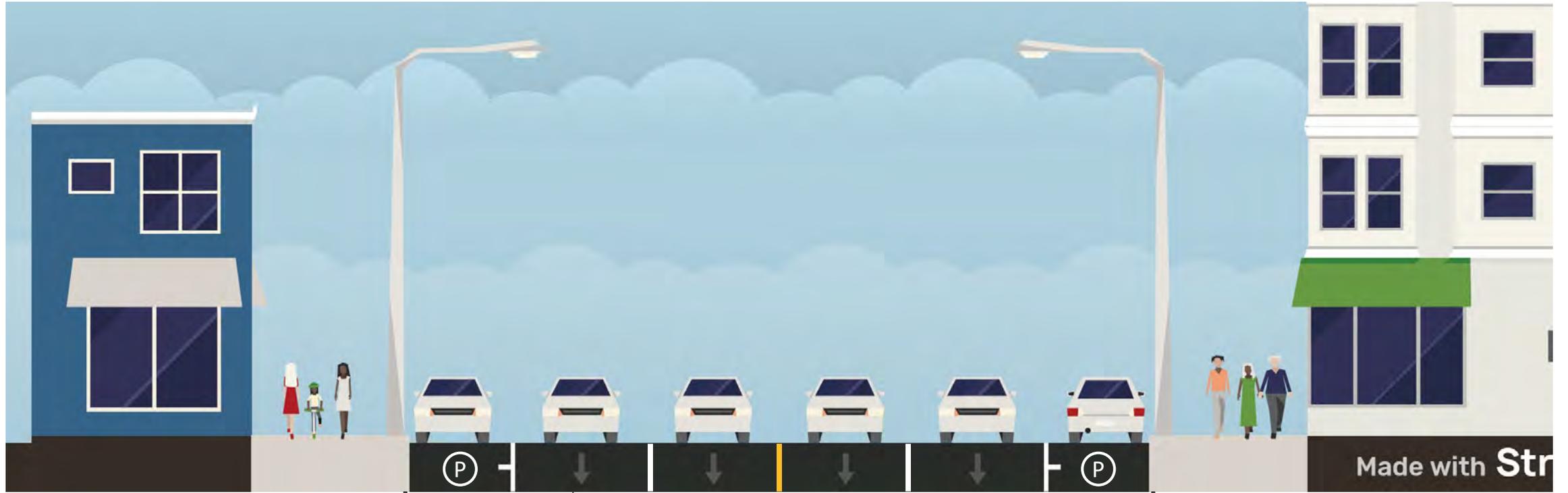


James Otis School

- ▶ High vehicle speeds recorded during observations at school drop-off and pick-up times (40+ MPH)
- ▶ Crossing multiple travel lanes is difficult for families
- ▶ Chance of double threat crashes
- ▶ **New pedestrian refuge island** allows people to only cross one lane at a time instead of four
- ▶ **New left turn lane** at Bishop will improve access to school for students, families, and school faculty



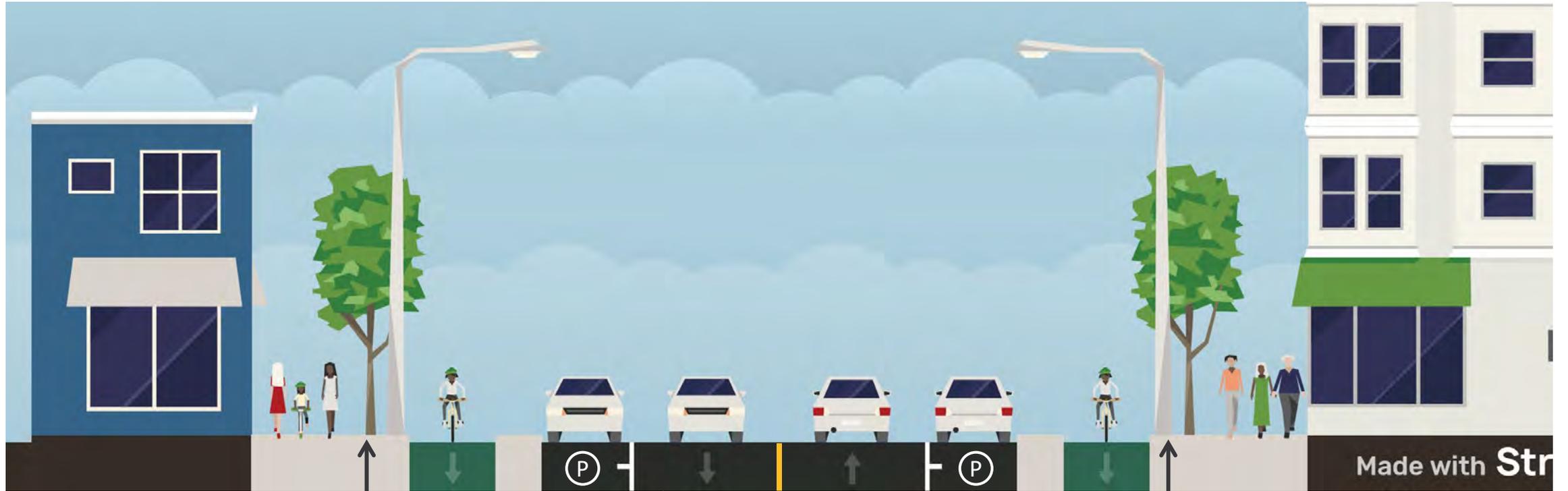
Ashland to Ogden – Existing



Multiple travel lanes
lead to dangerous speeds
and multi-threat crashes

Long crossing distances
for people walking

Ashland to Ogden – Upcoming



More Street Trees

Right-sized travel lanes
encourage safer speeds

Parking to remain on
both sides of the street

LED Street Lights
improve visibility at night

Ashland to Ogden – Upcoming



↑
Protected bike lanes
improve safety for everyone,
especially pedestrians

↑
Curb extensions
make pedestrians more visible

← 24 feet →

↑
Shorter crossing distances
for people walking

↑
Bus Boarding Islands
give more space bus riders



Project Schedule

Chicago to Damen: All work to be completed by the end of summer

- ▶ All trees planted by July
- ▶ North sidewalks beginning Mid-May
- ▶ Raised crosswalks beginning Mid-May

Damen to Ogden: To begin construction Late 2023/Early 2024

Open House

