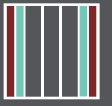
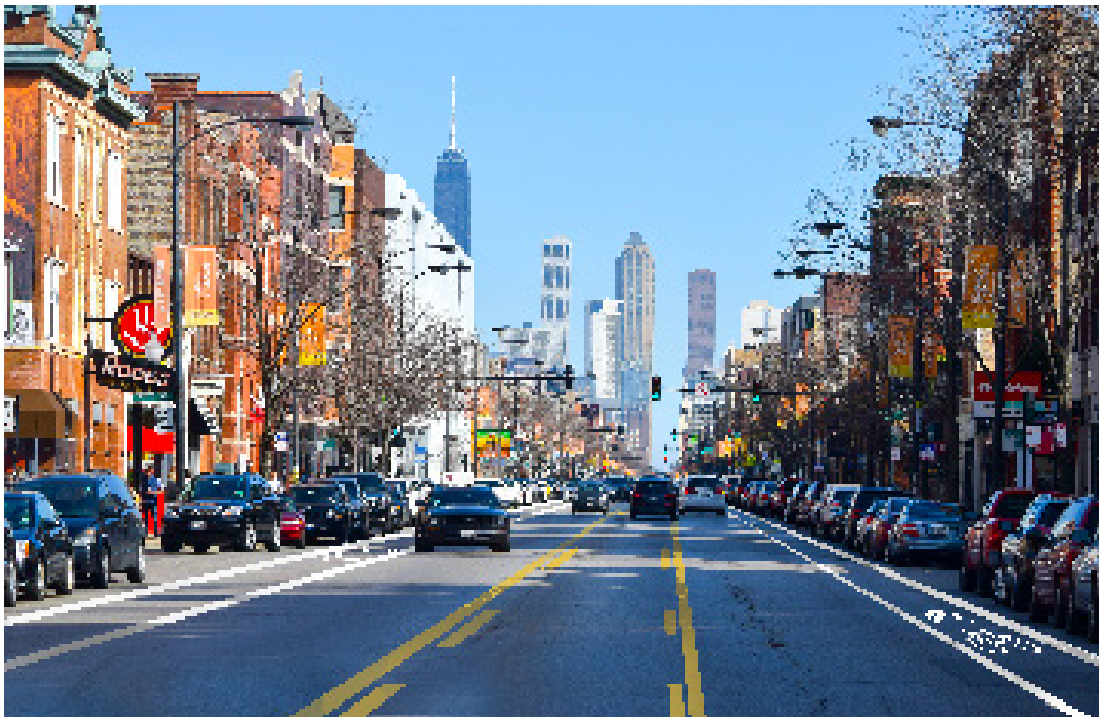


LET'S MAKE CHICAGO AVENUE MORE PEDESTRIAN AND BICYCLE FRIENDLY





Current Chicago Avenue: Four lane road



Future “ROAD DIET” Chicago Avenue: two-lane road with central turning lane

LET’S MAKE CHICAGO AVENUE MORE PEDESTRIAN AND BICYCLE FRIENDLY

Chicago Avenue has never been busier. An influx of fast moving cars and trucks has made our city’s namesake street unsafe for pedestrians and bicyclists. We need a diet—a “road diet.” Transitioning Chicago Avenue into a “complete street”—one designed for pedestrians, bicyclists, busses, and cars alike—would help address this challenge. As a two-lane road with a central turning lane, bicycle lanes, and sidewalk bump-outs, Chicago Avenue would promote more foot traffic without reducing street parking. Complete streets grow small businesses by making shopping and walking in our community safer and more appealing to patrons. Reducing noisy traffic and providing space for all transit types encourages the community to spend more time outside and in our businesses.

A Chicago Avenue complete street transition fits West Town’s needs. In a recent survey nearly half of respondents indicated that they wanted Chicago Avenue to be more pedestrian friendly. Additionally, our residents are four times more likely to use bikes to get to work, and are more likely to use mass transit than the rest of Chicago. This shows both a demand and need for more transit options on Chicago Avenue. With the combined support of our community, West Town Chamber of Commerce, and city officials, Chicago Avenue can become a city-wide destination by promoting the community’s health, safety, and economy in just a few simple steps.

COMPLETE STREETS

(PARTNERSHIPS: CDOT, DPD, AND ALDERMANIC OFFICES)

Our first recommendation is to reduce Chicago Avenue to a two-lane road with a central turning lane—a process known as



a “road diet” or “4-3 conversion”—in addition to installing east-west bike lanes. By accounting for all types of transit on Chicago Avenue, residents and shoppers can more easily access our businesses.


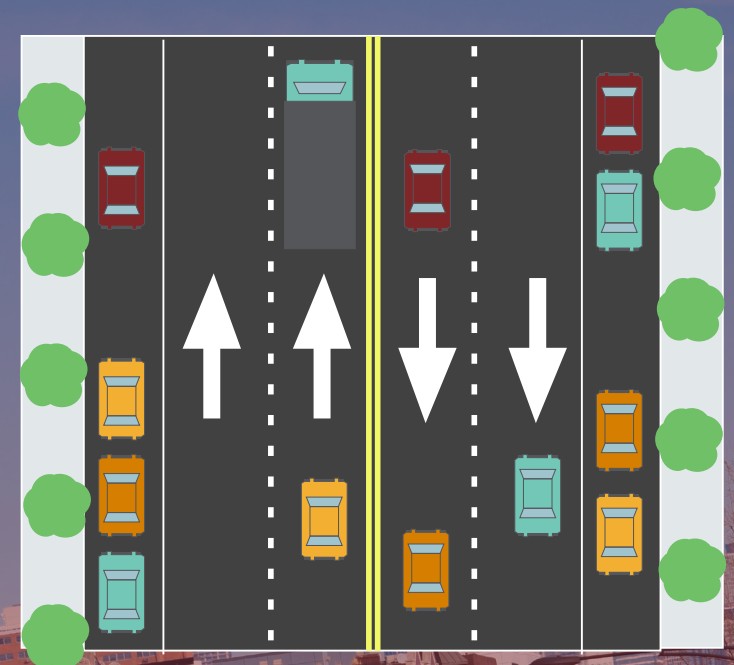
WHAT YOU CAN DO

- Voice your support to your community organizations and city officials to request a traffic study and infrastructure master plan from the Chicago Department of Transportation (CDOT).
- Communicate concerns and problematic areas to your community organizations.
- Become involved in the Chamber's advocacy efforts to improve infrastructure in West Town by participating in community surveys, meetings, and conversations.
- Get involved with your local residents' association and other local organizations.

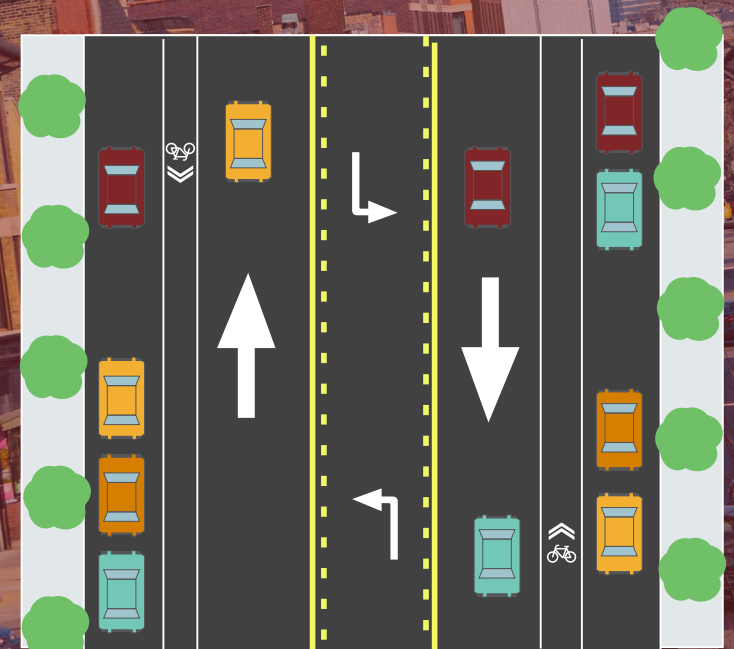
See Appendix 7 for a map of neighborhood and community organizations.

WHAT WE CAN DO

- Create a traffic advocacy committee to begin conversations with other community groups and organizations.
- Maintain and facilitate transparency for community meetings and civic dialogue.
- Provide informational materials that inform the public about how a complete street along Chicago Avenue could impact their daily lives. Informational materials will include:
 - *Contact information for local leadership.*
 - *Sample letters of support.*
 - *Informational material on the benefits of a road diet.*
 - *Renderings of Chicago Avenue after a road diet.*



Chicago Avenue Before Road Diet Conversion



Chicago Avenue After Road Diet Conversion

Photo Credit: Eric Formato



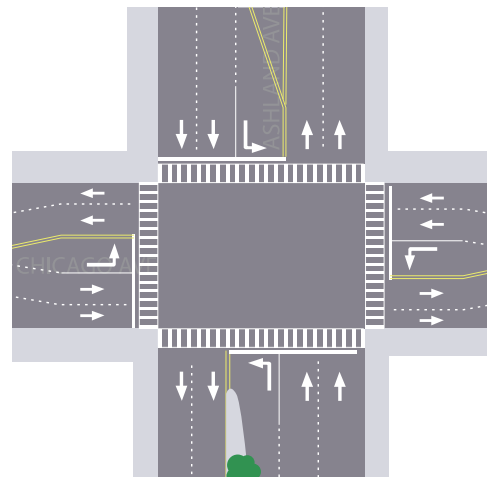
Photo Credit: Eric Formato

WHAT THEY CAN DO

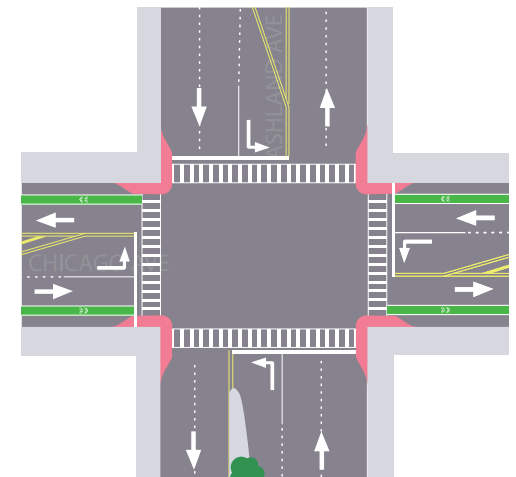
- Conduct a CDOT Traffic Study.
- Create a CDOT Traffic Infrastructure Master Plan.
- Aldermen can support these recommendations and lobby for the West Town Community Area to the City.

Below is a rendering showing a possible future for the intersection of Chicago Avenue and Ashland Avenue. The corner “bump-outs” would reduce the pedestrian crossing distance and help slow traffic speed. The 4-3 lane conversion on Chicago Avenue would allow for bike lanes and dedicated turning lanes to be installed.

ASHLAND AND CHICAGO AVENUE CROSSING

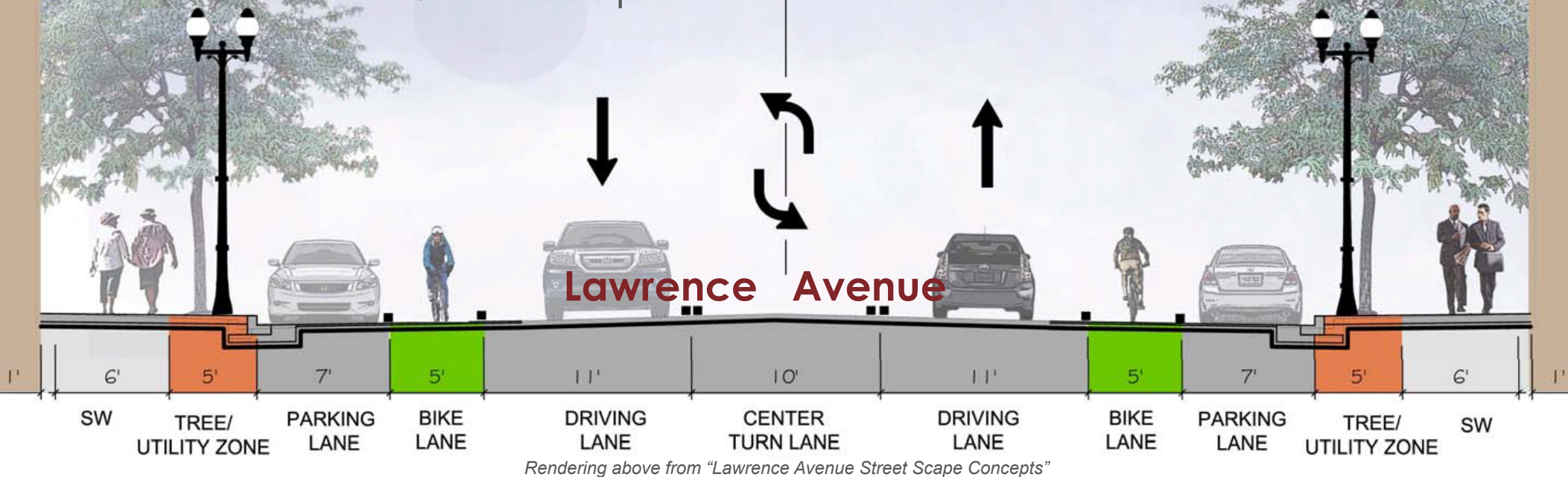


Current conditions



Possible Future Corner Bumpouts





The More You Know

There are many national and local examples of road diets. In Portland, for example, three road diets were installed between 1997 and 2003 for \$500,000. As a result of the road diet conversions, traffic crashes dropped by 37%, preventing about 535 crashes. Portland's reduction of crashes falls in line with Federal Highway Administration reports, where data indicates converting a four-lane road to a three-lane road reduces automobile accidents between 20% and 50%, depending on local context. Locally, multiple streets have undergone road diets and have substantially increased pedestrian and bicyclist safety. Lawrence Avenue, for example, completed a road diet in 2014 and drastically improved a previously dangerous road. In all, road diets are not just about motorists, but also about making our streets accommodating for everyone.



Lawrence Avenue Street Scape Photo by Hanna Kite Source: smartgrowthamerica.org

