



CITY OF CHICAGO



CHICAGO DEPARTMENT OF TRANSPORTATION

April 5, 2022

The Honorable Maria Hadden
Alderman, Ward 49
1447 W. Morse Avenue
Chicago, IL 60626

Re: Traffic Study Request - N. Glenwood Avenue from W. Devon Avenue to W. Pratt Boulevard

Dear Alderman Hadden:

This is a follow-up to your previous request for CDOT to review N. Glenwood Avenue from W. Devon Avenue to W. Pratt Boulevard. As you know, CDOT met with you and residents from the surrounding area onsite to gauge their interest in changing Glenwood to one-way northbound including a contraflow bike lane.

Glenwood Avenue is a 30 to 32-foot-wide two-way local road. Parking is allowed along both sides of the street by permit only. Glenwood is a bike route between Devon and Pratt in which bikes and cars occupy the same lane in both directions. Glenwood is controlled by a traffic signal at the intersection of Devon while the other intersections along Glenwood are either stop controlled or uncontrolled.

In review of three-year crash data from 2019 to 2021, CDOT noted that there were 45 crashes along Glenwood between Devon and Pratt, 4 of which involved pedestrians and 2 of which involved pedalcyclists. The primary crash type along Glenwood was parked car and sideswipe crashes which accounted for 56% of total crashes along the corridor. The latter crash types are associated with narrow roadway width and cut through traffic.

Data Collection

To better evaluate the feasibility of converting Glenwood to a one-way northbound, CDOT subconsultant conducted traffic counts for Glenwood and Newgard in order to determine how the surrounding area may be impacted by a conversion. Traffic counts were taken for multiple stretches along both Glenwood and Newgard. The Average Daily Traffic (ADT) on Glenwood was 1450 southbound and 1700 northbound. The ADT on southbound Newgard was 850.

If Glenwood were to be converted to a one-way northbound, it is anticipated that 60% of southbound traffic would likely shift to Newgard (870). The other 40% would be dispersed within the surrounding streets. Currently, Newgard being a one-way street has the capacity to absorb this additional traffic.

Two-Way to One-Way Conversion

One of the challenges with converting a 30-foot-wide street to a one-way is the wide travel lane created. Wide travel lanes typically result in higher speeds which can be mitigated by additional traffic calming such as bump-outs or bike lanes. With the addition of a contraflow bike lane, the cross section would be similar to the image below:



Figure 1: Proposed Cross Section

This cross section would align with the similar footprint of Glenwood south of Ridge where a contraflow bike lane exists. Therefore, CDOT would support the one-way conversion proposal if a contraflow bike lane is also installed in tandem to calm traffic and provide an option for biking both northbound and southbound.

If you are interested in converting Glenwood Avenue, from Devon to Pratt, to a one-way street, please coordinate with CDOT on the timing to introduce the following ordinance to City Council:

Single Direction

*N. Glenwood Avenue; N. Glenwood Avenue from W. Devon Avenue to W. Pratt Boulevard;
One-Way Northerly, except bikes*

In the meantime, a funding source will need to be identified before CDOT develops signage and pavement marking plans for the one-way conversion and contraflow bike lane. If your office wishes to proceed with this project, please contact CDOT to determine the appropriate timeline for each of the necessary administrative, design, and construction processes.

Additional Traffic Calming

Upon implementation of the directional change, CDOT can work with your office to determine whether any additional traffic calming devices are needed, especially on Newgard.

Signal Modifications

If your office proceeds with converting Glenwood to a one-way northbound, signal modifications must be made at Devon and Glenwood for southbound traffic. Please contact CDOT for additional information on what is required.

Please contact me at 312-742-3847 if you have any questions.

Sincerely,

Mali Samadi

Malihe Samadi, Director of Traffic Design
Division of Project Development

MS:AS

cc: C. Hinton, C. Schwarzer, A. Stocki - CDOT

Enclosed: