

Granville Avenue Traffic Safety

Project Update Meeting

Thursday February 13, 2025



Welcome

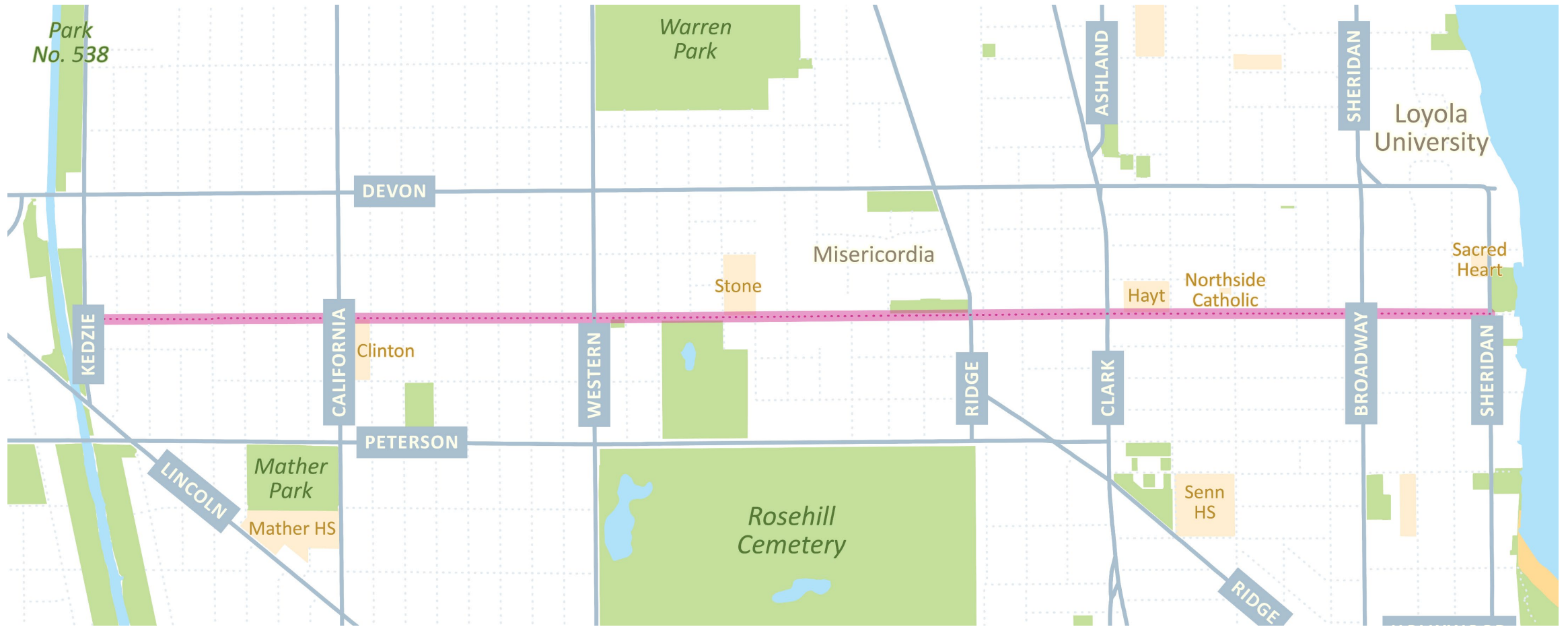
Opening Remarks – Ward Offices

Presentation – Chicago Department of Transportation

- ▶ **Project Updates** since October community meeting
- ▶ **East of Clark Street – 48th Ward**
- ▶ **West of Clark Street – 40th Ward**

Questions will be answered following the presentation of each segment

Why we are here



Why we are here

- ▶ **Top 10% of crashes** for local neighborhood streets in Chicago
- ▶ **A disproportionately large share of traffic crashes and injuries** compared to surrounding local neighborhood streets
- ▶ **Vulnerable users are disproportionately harmed in crashes** on Granville
- ▶ **Over half of all pedestrian & bike crashes in the neighborhood** are on Granville
- ▶ Most serious injury crashes are caused by **drivers not from the neighborhood**
- ▶ Granville sees **higher vehicle traffic** than that of a typical residential street

Improving the safety and accessibility for everyone using Granville

Project Goals

- ▶ Reduce non-local vehicle trips on Granville
- ▶ Encourage slower & predictable speeds for the safety of everyone
- ▶ Better organize Granville to accommodate the various uses
- ▶ Enhance accessibility to support all the ways people travel on Granville

Granville is a traffic safety hot-spot

Over the past five years...

664 total crashes

182 people injured

Granville compared to all other local neighborhood streets...

11% of street miles

27% of traffic crashes

47% of all traffic injuries

88% of drivers who have caused a serious injury crash live outside the neighborhood

People walking & biking make up

9% of all crashes

43% of all injury crashes

Granville is a traffic safety hot-spot

Since we last met...

63 crashes

14 people injured

16 hit and run crashes

Nearly half of these crashes occurred during school pick-up & drop-off hours

October Community Meeting

- ▶ Oct 15th, 2024 at Misericordia
- ▶ Presentation and Open House
- ▶ 200+ people in attendance
- ▶ 340 comments provided

76%

Expressed
support for
the project
at the meeting

Out of 119 comments explicitly expressing an opinion
for or against the project



What we've heard

- ▶ The data presented confirms my experience using Granville.
- ▶ Cars don't stop at the stop signs.
- ▶ I don't feel safe travelling on Granville with my family.
- ▶ I was hit by a car while travelling on Granville.
- ▶ My child was hit by a car while biking to school on Granville.
- ▶ I first thought the one-way changes were too aggressive, but after spending time watching traffic on Granville, this seems like the only way to make Granville safer.

Questions we've heard

- ▶ Why are there so many crashes on Granville?
- ▶ Isn't Granville a "Collector Street"?
- ▶ Can Granville be reclassified as a "Collector Street"?
- ▶ How will this proposal impact traffic in the neighborhood?
- ▶ Can you achieve the same project goals with only traffic calming elements?
- ▶ Will this impact emergency services?

Why are so many crashes occurring on Granville?

Granville is not wide enough to accommodate the volume of traffic it experiences

- ▶ Granville experiences a high level of non-local traffic
- ▶ Multiple schools located on Granville
- ▶ Vehicle speeds

Granville experiences...

2-3x

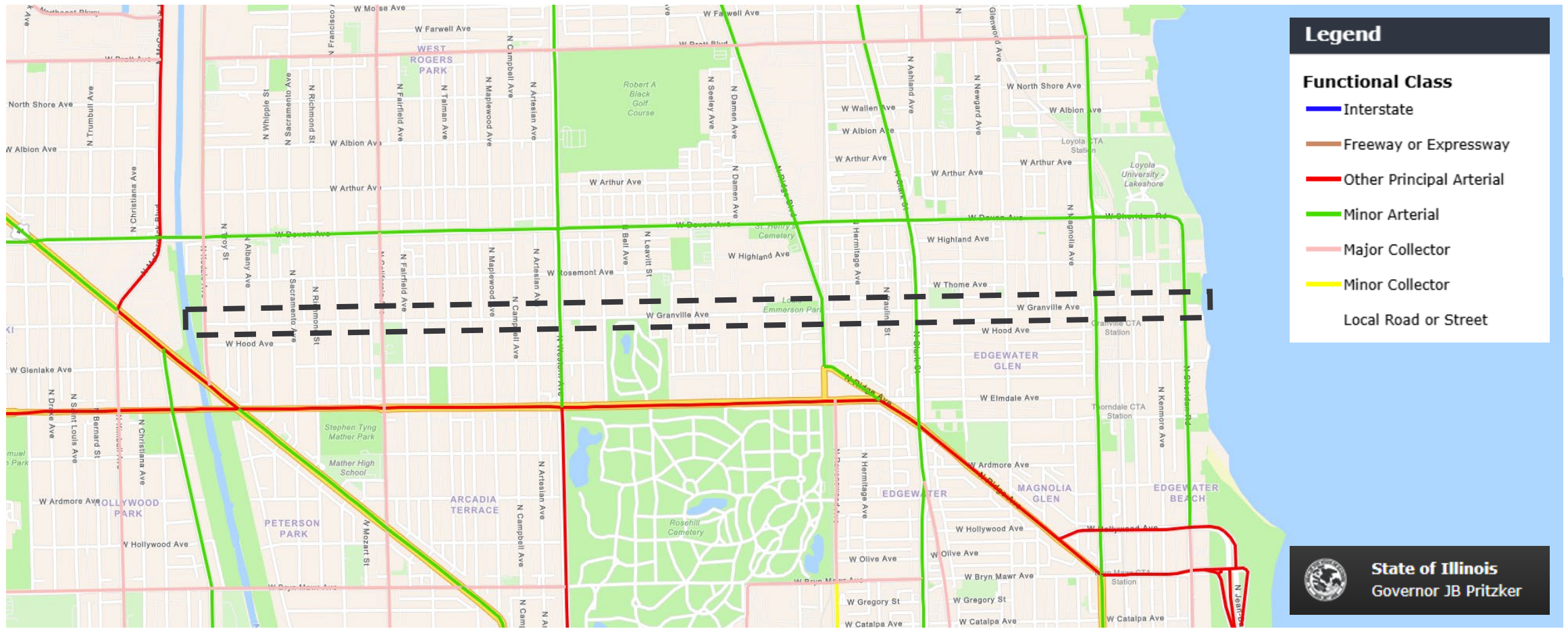
the daily traffic of a typical local neighborhood street

Isn't Granville a "Collector Street"?

No. Granville is a local neighborhood street.

- ▶ The Federal Highway Administration (FHWA) classifies streets based on their function and hierarchy within the street network.
- ▶ Chicago's "half-mile" streets generally alternate between Arterial and Collector classifications.
- ▶ Granville is recognized by the FHWA, Illinois Department of Transportation (IDOT), and CDOT as a Local Street.
- ▶ Local Streets "are not intended for use in long distance travel... They are often designed to discourage through traffic." (FHWA)

Isn't Granville a "Collector Street"?



Can Granville be reclassified as a “Collector Street”?

No. Granville is a local neighborhood street.

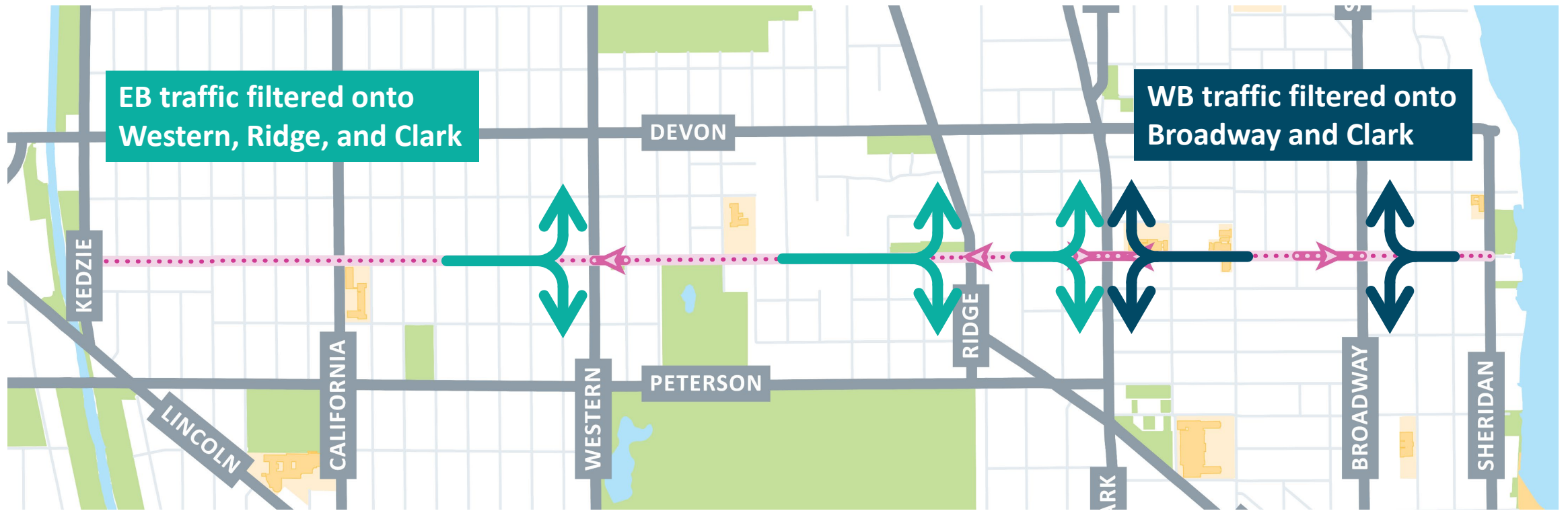
- ▶ Granville does not meet the width requirements set by the FWHA and IDOT for Collector Streets
- ▶ Granville is considerably narrower than formally designated Collector Streets in Chicago (up to 14-feet narrower in some stretches)
- ▶ The mismatch between the narrow width and high volume of vehicles contributes to the high number of crashes occurring on Granville.
- ▶ Local neighborhood streets are not designed to support the number of vehicles that currently use Granville each day.

Can you achieve the same project goals with only traffic calming elements?

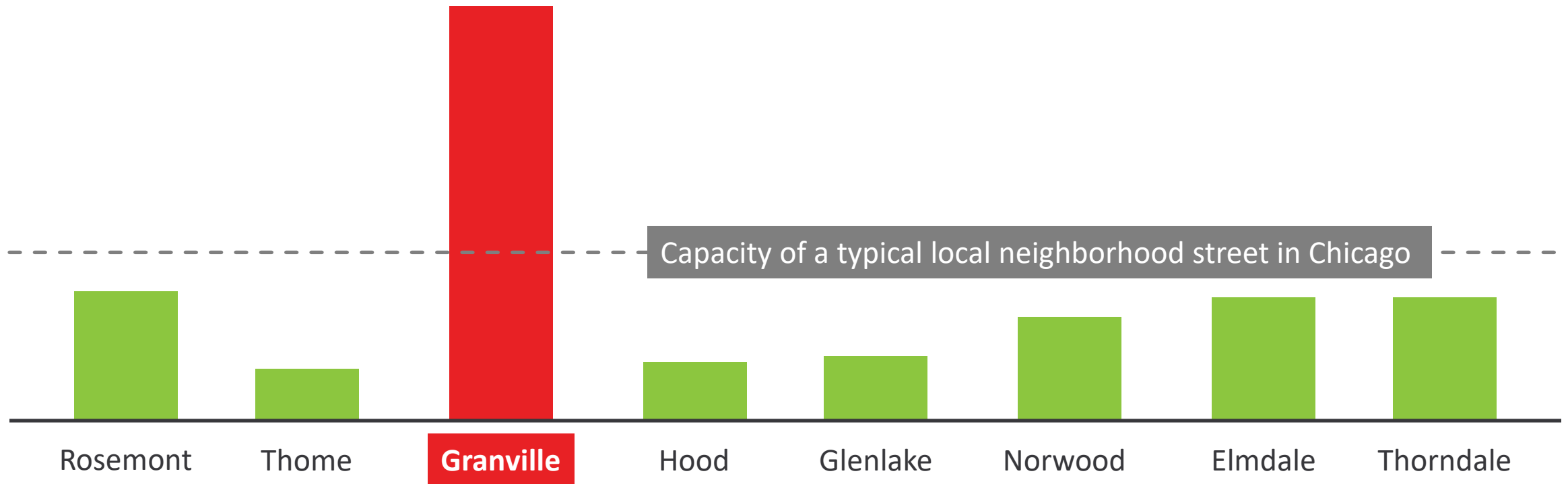
No. A Comprehensive approach is required on Granville.

- ▶ The number of vehicles that utilize Granville each day far exceeds the volume of traffic a local neighborhood street is designed to accommodate.
- ▶ This requires an approach that reduces the number of non-local trips utilizing Granville; encourages safe, consistent, and predictable speeds; and better organizes Granville for all the many ways people travel on Granville.

How will changes to Granville impact traffic in the neighborhood?



No street is anticipated to receive more traffic than it is designed to accommodate



Will changes to Granville impact emergency services?

No. Emergency access will be preserved.

- ▶ All intersections are designed to the specifications of the largest Chicago Fire Department vehicles.
- ▶ Emergency services can travel in all directions.
- ▶ The reduced traffic volumes and better organization of remaining traffic on Granville are anticipated to improve the operations of emergency services by reducing any delays currently experienced today.

Project Monitoring & Evaluation

CDOT will continue to monitor Granville and the surrounding neighborhood streets after implementation of these changes.

- ▶ Data collection
- ▶ Observations
- ▶ Coordination with ward offices
- ▶ Coordination with schools
- ▶ Crash analysis

Since we last met...

- ▶ Reviewed all comments received
- ▶ Developed FAQ to address common questions
- ▶ Reviewed design with schools located on Granville
- ▶ Refined design of all major intersections to better accommodate emergency services operations
- ▶ Identified location of traffic calming

Overview of Proposed Design

- ▶ Traffic calming / pedestrian safety elements at 7 intersections
- ▶ Short one-way conversions to discourage non-local traffic
- ▶ New speed humps on 11 blocks
- ▶ Refreshed crosswalk markings
- ▶ Replace missing corner clearance signage
- ▶ Bike route pavement markings and signage

Project Timeline

We have sense of urgency to improve traffic safety on Granville

- ▶ Construction to coincide with CPS summer break in 2025
- ▶ CDOT and wards to communicate construction timing and updates

East of Clark St

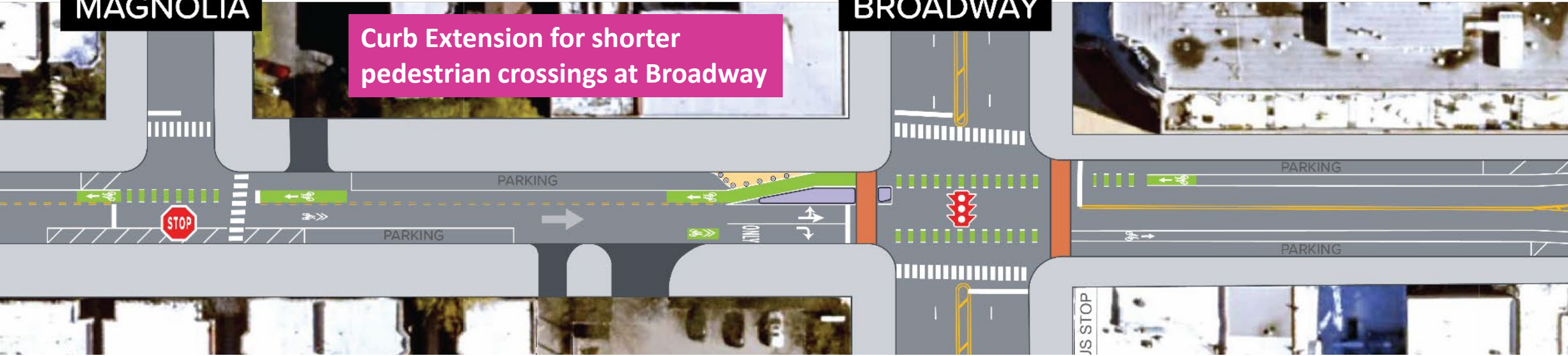
- ▶ Proposed plans
- ▶ Changes to traffic patterns
- ▶ Questions



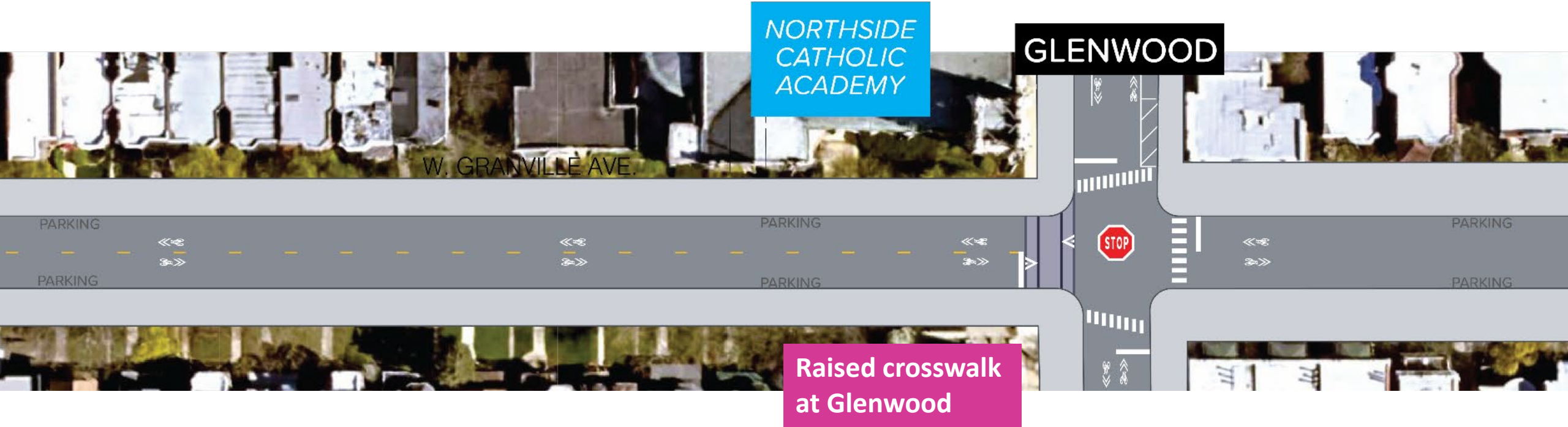
MAGNOLIA

BROADWAY

Curb Extension for shorter pedestrian crossings at Broadway

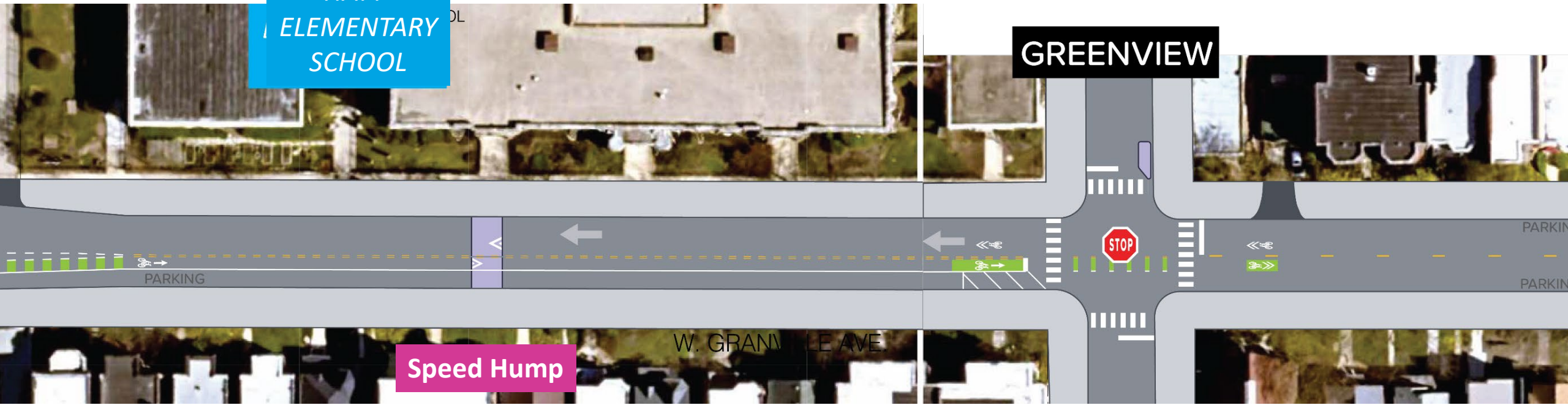






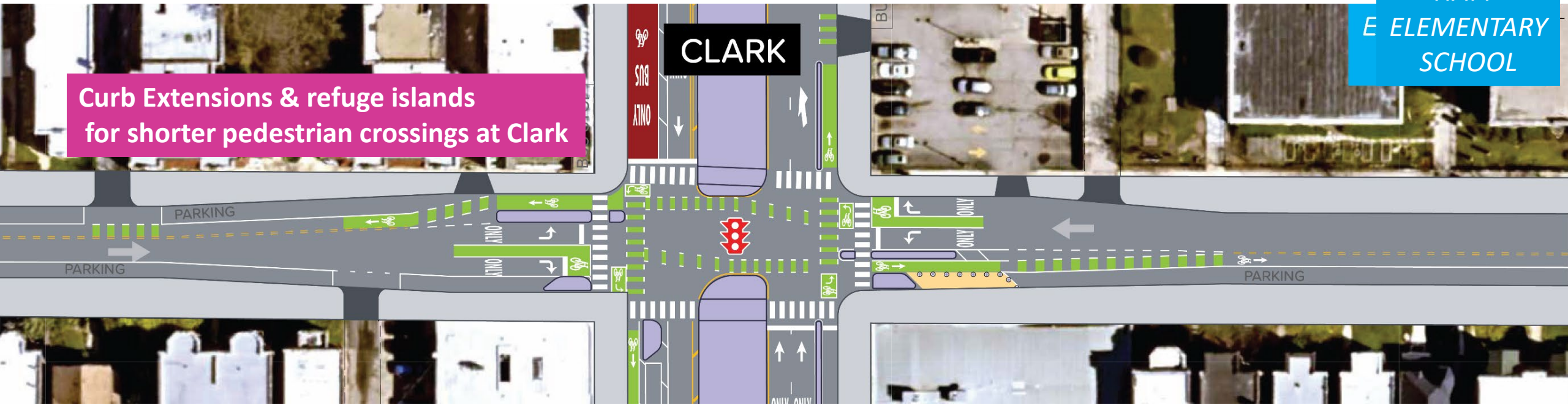
HAYT
ELEMENTARY
SCHOOL

GREENVIEW



HAYT
E ELEMENTARY
SCHOOL

Curb Extensions & refuge islands
for shorter pedestrian crossings at Clark



School Partnerships

Project supported by Hayt & Northside Catholic Academy

- ▶ **Hayt** – Converting Granville to a one-way westbound street reinforces the school’s preferred pick-up/drop-off circulation pattern.
- ▶ **Northside Catholic Academy** – Proposed raised crosswalk at Glenwood supports students crossing Granville during the day between the school’s two buildings

Questions

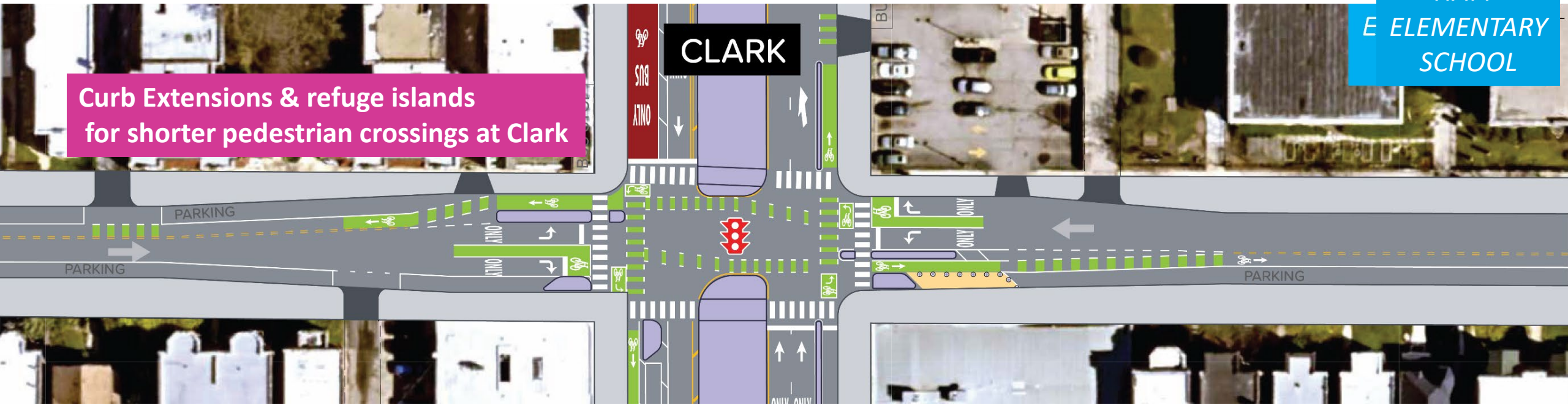
- ▶ East of Clark Street
- ▶ Please type your questions
- ▶ An FAQ will be published online at:
Chicago.gov/completestreets

West of Clark Street

- ▶ Proposed plans
- ▶ Changes to traffic patterns
- ▶ Questions

HAYT
E ELEMENTARY
SCHOOL

Curb Extensions & refuge islands
for shorter pedestrian crossings at Clark



HERMITAGE

PAULINA



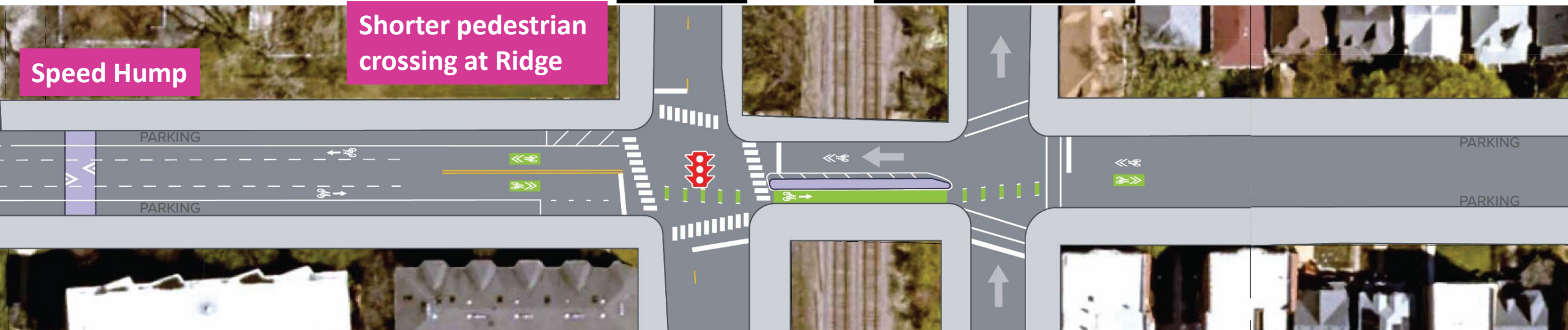
MISERICORDIA

RIDGE

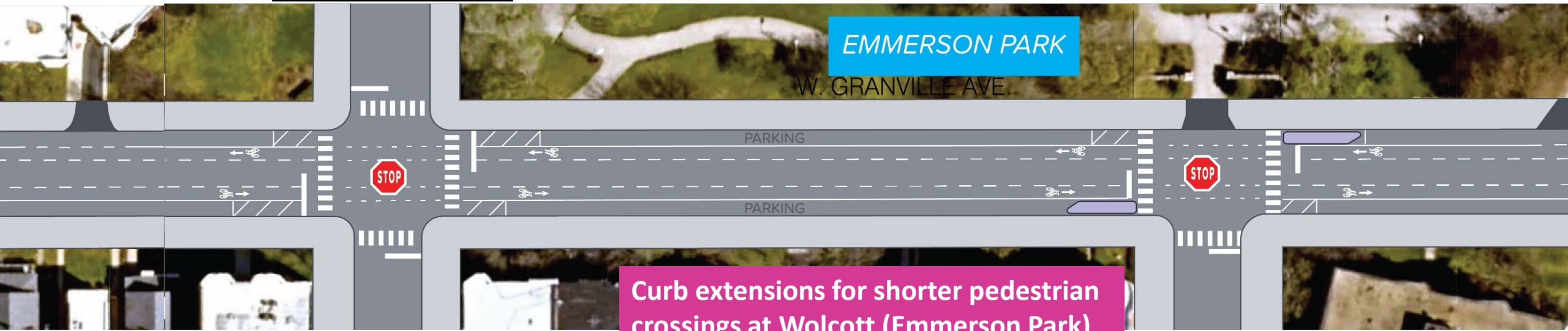
RAVENSWOOD

Speed Hump

Shorter pedestrian crossing at Ridge



WINCHESTER



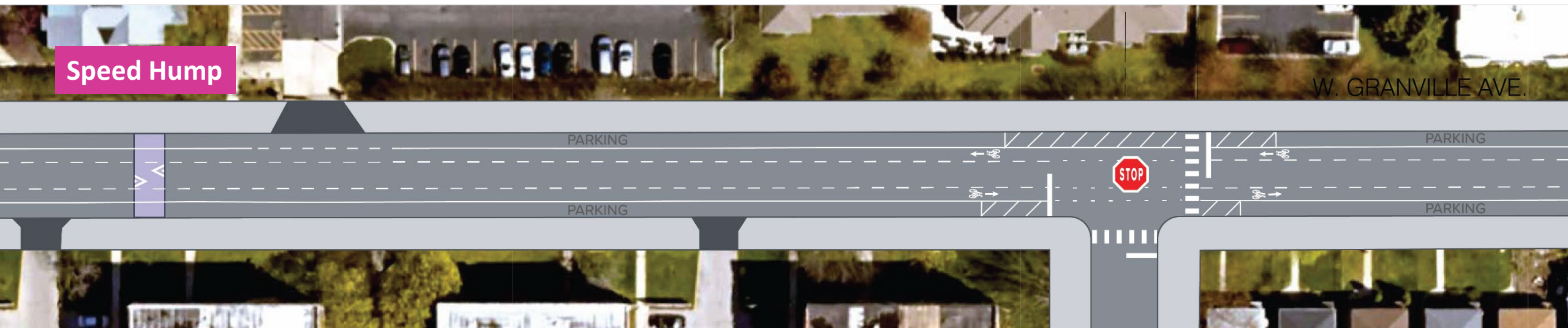
EMMERSON PARK
W. GRANVILLE AVE.

Curb extensions for shorter pedestrian crossings at Wolcott (Emmerson Park)

WOLCOTT

Speed Hump

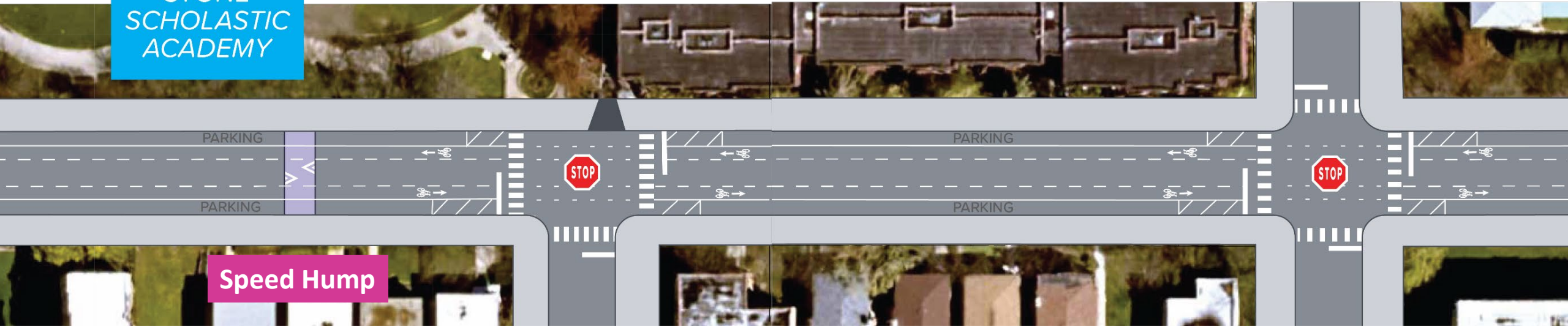
W. GRANVILLE AVE.



DAMEN

STONE
SCHOLASTIC
ACADEMY

HOYNE

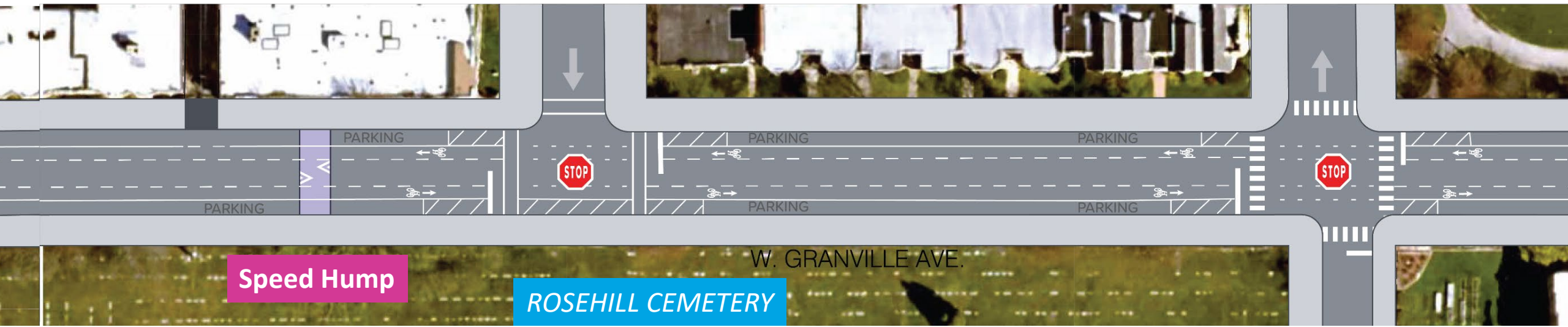


Speed Hump

HAMILTON

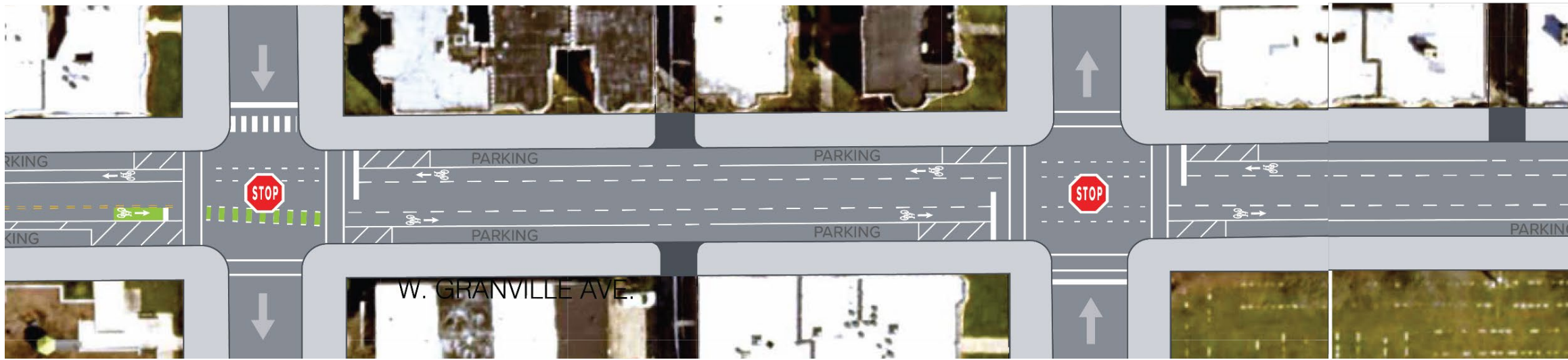
BELL

LEAVITT



CLAREMONT

OAKLEY



ARTESIAN

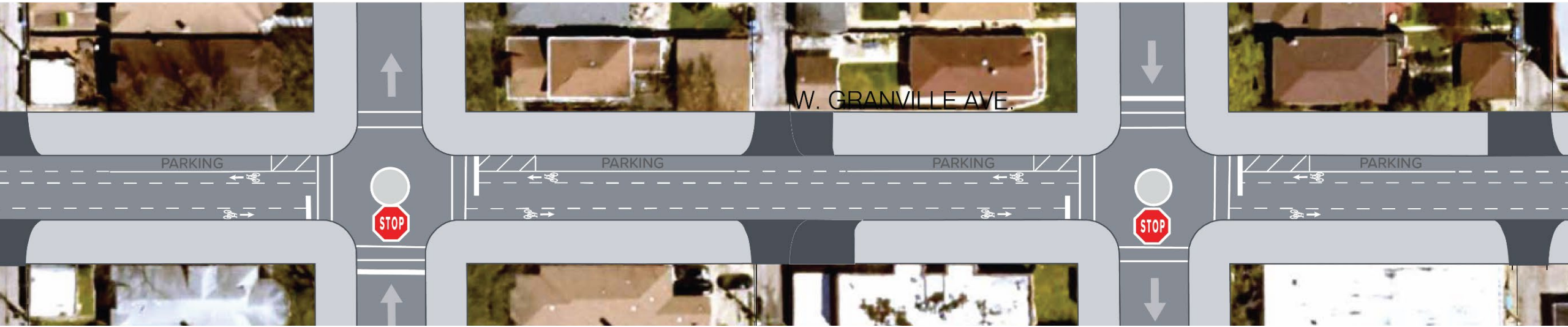
WESTERN

Curb Extension & refuge island for shorter pedestrian crossings at Western



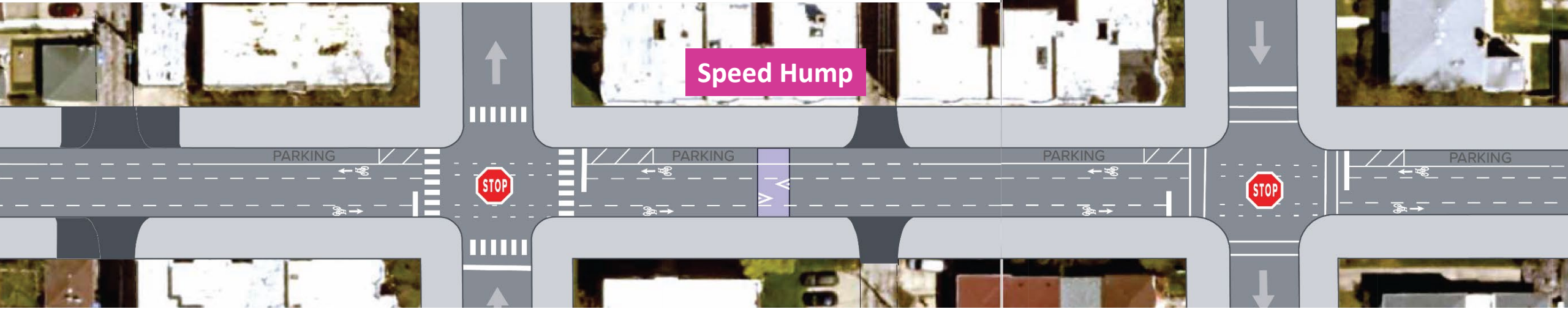
MAPLEWOOD

CAMPBELL



TALMAN

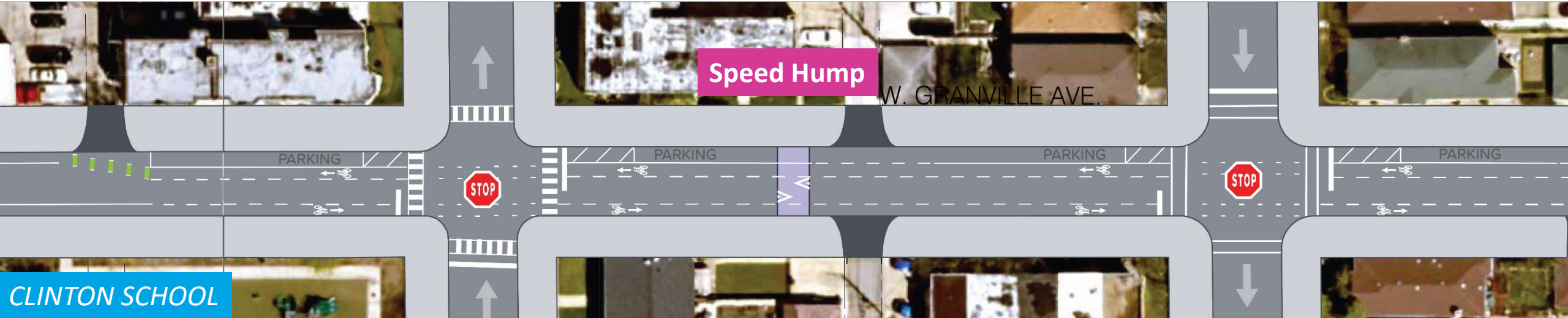
ROCKWELL



Speed Hump

FAIRFIELD

WASHTENAW



MOZART

CALIFORNIA

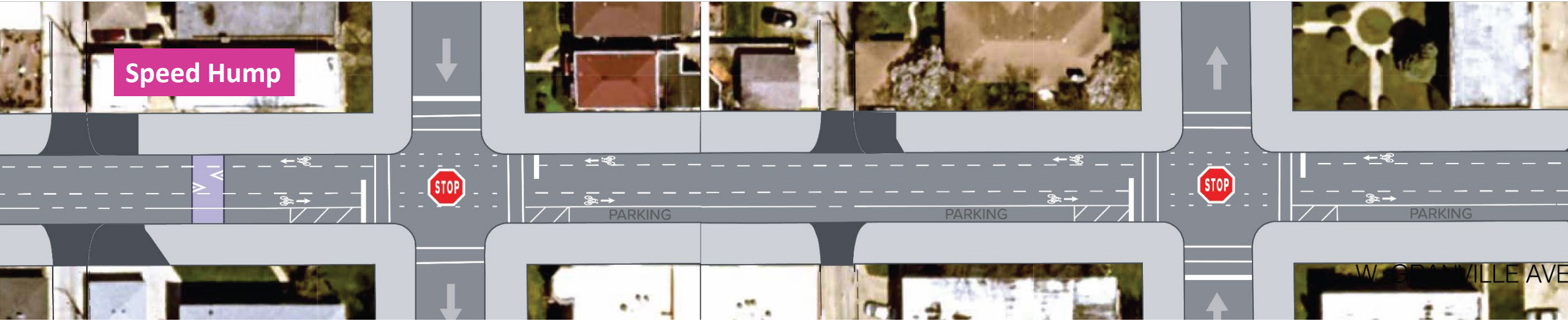
Speed Hump

Left-Turn Traffic Calming at California for slower vehicle turns

CLINTON SCHOOL

RICHMOND

FRANCISCO



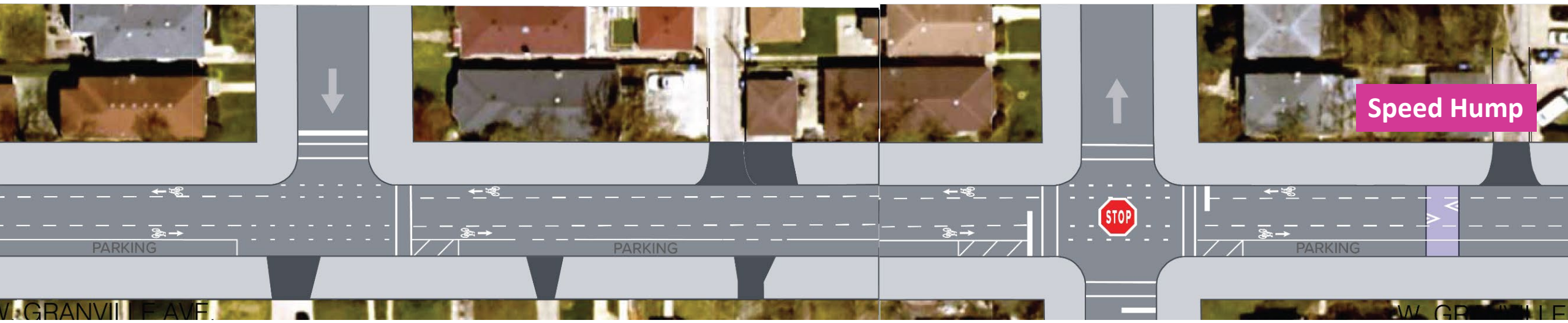
WHIPPLE

SACRAMENTO



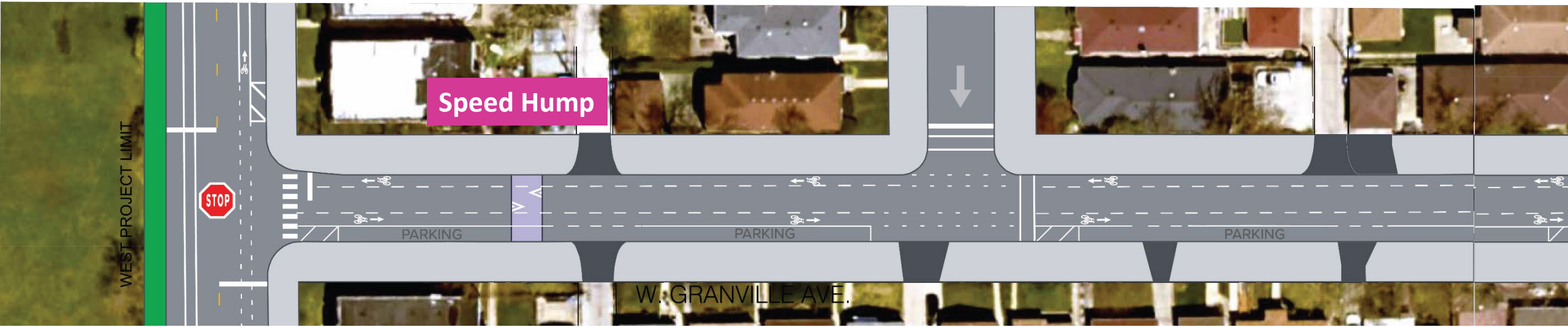
TROY

ALBANY



KEDZIE

TROY



Questions

- ▶ West of Clark Street
- ▶ Please type your questions
- ▶ An FAQ has also been published online at:
Chicago.gov/completestreets

Thank You!

Please email questions to
completestreets@cityofchicago.org

Meeting materials will also be posted online at:
chicago.gov/completestreets