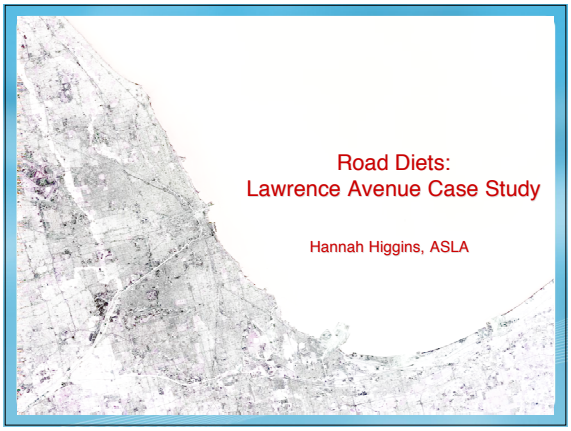

Road Diets: Lawrence Avenue Case Study

Hannah Higgins, ASLA

What is a Road Diet?

Removing travel lanes and/or reducing road width to utilize the space for other uses and travel modes such as bike lanes, pedestrian refuge islands, transit uses, and/or parking

Most common is conversion of an undivided four lane roadway to a three-lane undivided roadway made up of two through lanes and a center two-way left-turn lane

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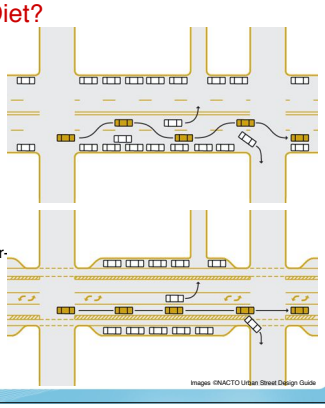
What is a Road Diet?

While road diets are not appropriate on all 4-lane cross sections, streets carrying up to 25,000 vehicles per day function effectively with 3 lanes, depending on the traffic volumes of nearby adjacent streets

4-lane configurations have been shown to increase rear-end and sideswipe vehicle crashes and pose a higher pedestrian crash risk.



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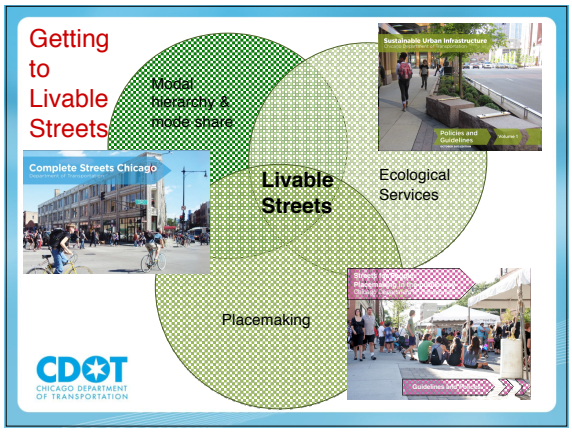
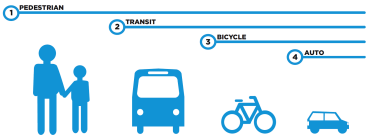


Complete Streets Chicago - Policies & Goals

"The safety and convenience of **all users** of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be **accommodated and balanced** in all types of transportation and development projects **and through all phases of a project** so that even the most vulnerable - children, elderly, and persons with disabilities - can operate safely within the public right of way."



CDOT Road Diets - Fullerton Avenue

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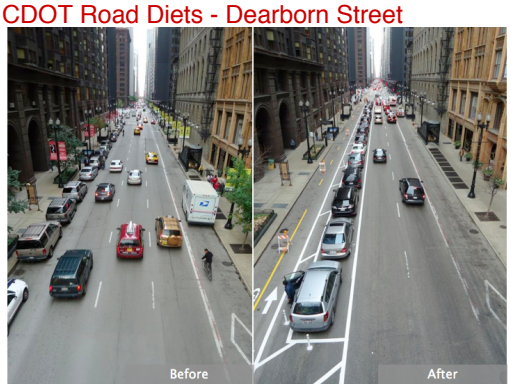
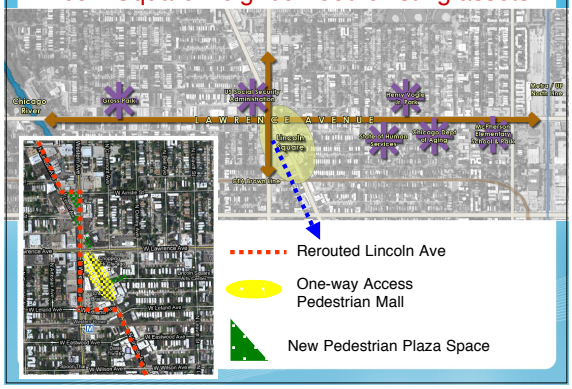
CDOT Road Diets - Dearborn Street



Lincoln Square Neighborhood existing assets



Lincoln Square Neighborhood existing conditions

Lawrence Avenue – Existing Conditions

Existing Cross Section

Lawrence Avenue – Proposed Conditions

Proposed Cross Section

Lawrence Avenue – Post Construction

Lawrence Avenue - Scope

- *Wider Sidewalks for Cafes*

- *Improved Lighting*

- *Over 150 New Street Trees*

- *Community Identifiers*

- *Site Furniture*

- *Permeable Pavers*

Lawrence Avenue - Scope

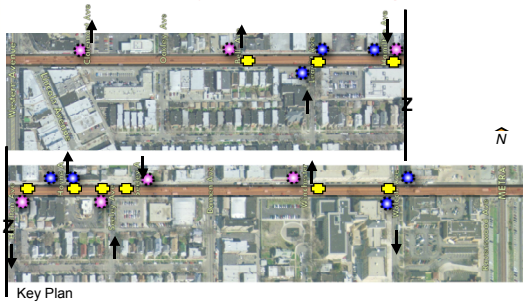
- Pedestrian Refuge Islands
  - *Shorter crosswalk distance with 11 New pedestrian refuge areas created at center turn lane crosswalks.*

- Bump outs

- Stamped Asphalt Crosswalks

- Storm Water Bumpouts

Pedestrian Safety and Vehicular Speed



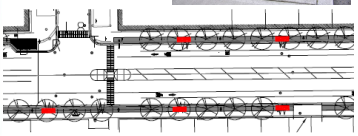
Key Plan

Bump-outs Into Lawrence *Side Street Bump-outs* *Pedestrian Refuge Islands*

Lawrence Avenue - Scope

Mid-Block Sidewalk Planters

- *41 planters located near catch basins to allow for infiltration planter design.*
- *Proposed between Western Ave. and Clark St. where sidewalk widths allow.*
- *Maintenance Agreement was required prior to construction*



Green Infrastructure In Action!

Typical Street | Sustainable Street

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Lawrence Avenue - Post Construction

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Lawrence Avenue - Post Construction

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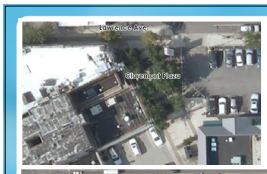
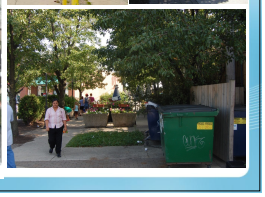
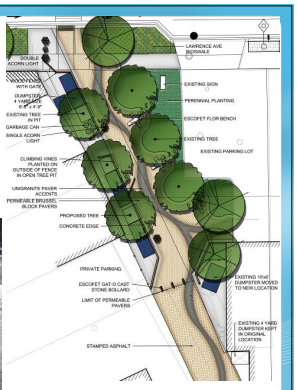
Claremont Plaza – Existing Conditions



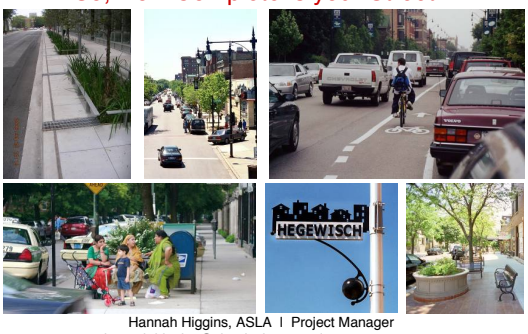
Context Map



Claremont Plaza



So, How Complete is your Street?



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