Resurfacing is necessary to address streets that have deteriorated, are safety hazards and are generally in poor condition. Residents, businesses and visitors to the 45th Ward will benefit from improved safety when driving.

Menu money is the only available funding for residential street resurfacing in Chicago’s wards. Thanks to a federal subsidy, the cost for the first five blocks of resurfaced streets is $42,000 per block. The average cost for each street resurfaced in addition to the initial five is $70,500.

The 45th Ward staff, along with Chicago Department of Transportation engineers, identified streets most in need of resurfacing. Streets are not listed in any particular order. All streets submitted for resurfacing are subject to approval by the Chicago Department of Transportation.

Streets in Poor Condition:
- Kilpatrick - Pensacola to Berteau
- Berteau - Kilpatrick to the tracks
- Seminole - Moody to Mason
- Neenah - Foster to Higgins
- Byron - Keeler to Kildare
- Seminole - Mobile to Moody
- Leland - Central to Milwaukee
Although the viaduct lights on the sidewalks were upgraded a few years ago through PB, the traffic lane lights were not. This project is to increase the wattage of the roadway lights, which requires the installation of new sockets and improved wiring.

LOCATION: MILWAUKEE AND THE UNION PACIFIC NORTHWEST RAILROAD

To improve lighting on the roadway section of the viaduct.
NEW SIDEWALKS AND CURBS AT JEFFERSON MEMORIAL PARK

$230,000

LOCATION: 5400 W. LAWRENCE

To replace the sidewalk and curb along the south side of Jefferson Memorial Park, and to add two benches in the parkway near the park field house.

The heavily traveled sidewalk on the south side of Jefferson Memorial Park is in disrepair, and the adjoining curb also is broken and out of plumb in places. This would replace the curb and sidewalk. Additionally, this would add two benches to the parkway near the field house, an amenity for those waiting to pick up kids from park programs as well as for those attending the Jefferson Park Sunday Market.
The city continues to suffer the effects of the emerald ash borer, decimating our urban forest. This project would help replace trees lost to the invasive pest. At least 15 trees each would be allocated to the parkway around Farnsworth School, Robert Square Park, Independence Park, and along Milwaukee Ave. north of Foster. In other locations, trees would be planted as requested by the adjoining property owner.

- $81,000 for 150 Trees
- $162,000 for 300 Trees
- $243,000 for 450 Trees

LOCATIONS: THROUGHOUT THE WARD

To plant trees throughout the ward, focusing on two parks, a school, and Milwaukee north of Foster.
Litter is an unsightly and reoccurring issue at several spots in the ward. The old fashioned wire basket cans are hard to come by and often become damaged or stolen. This project would install decorative trash cans bolted to the ground at several locations to encourage people to properly dispose of their trash. Final locations are subject to Streets and Sanitation and Department of Transportation approvals. Suggested locations include:

Kostner and Berteau (1), Kostner and Irving Park (2), Irving Park at the Blue Line (2), Pulaski at the Blue Line (2), Milwaukee and Gale (1), Avondale southeast of McVicker (1), Northwest Highway at Austin (2), Cicero and Montrose (2), and 5100 N. Milwaukee (1)
AUSTIN AVENUE NEIGHBORHOOD GREENWAY

$60,000

LOCATION: AUSTIN FROM ELSTON TO NORTHWEST HIGHWAY

To build a neighborhood greenway on Austin from Elston to Northwest Highway. A frequent route for children heading to Hitch and St. Tars schools and parks, the Austin Greenway is eligible for 80% matching funds from a federal grant program.

Neighborhood greenways involve bike lanes, painted green for extra visibility, along with slightly raised crosswalks. They provide extra protection for people biking and people walking.

Austin Avenue was selected because the street is wide, has low vehicle traffic, crosses bike lanes at Northwest Highway, Milwaukee, and Elston; and is frequented by children walking and biking to Hitch Elementary and St. Tarcissus School (soon to be the Pope Francis Global Academy). It also connects with a pedestrian bridge over the Kennedy to the south and, just north of Elston, Indian Road Park.

This project is contingent on federal funds, as the $60,000 would be only the local matching funds. If federal funds were not available, a standard bike lane would be installed.

Project Proposal: Austin Ave. Neighborhood Greenway

What would it look like?
PROPOSED EXAMPLE: (Possible aspects to include in the Greenway below)

- Designated Green Bike lanes
- Curb extensions to reduce storm water build up at corners
- Bike lanes to reduce storm water build up at corners

Where Should We Build Them?

This proposal identifies Austin Avenue, from the Gladdenstone/Bern Bridge to Indian Road Park as a potential site to upgrade to a Neighborhood Greenway. This Greenway could connect the pedestrian bridge over the expressway and the Gladdenstone Bridge to a north-south bike lane on Northwest Highway, Milwaukee, and Elston. Austin Avenue is also a walk and pedestrian connection for Hitch and St. Tars students. This would be the first Greenway in the ICND Ward.

How Much Money?

The Participatory Budgeting cost for this project would be $60,000. This amount could be used as a 20% local match to leverage more City and Federal CMU funds.
The pedestrian bridge over the Kennedy at the Gladstone Park Metra Station is frequently used by pedestrians walking to the Metra and to Hitch Elementary School. However, the lighting and fencing do not appear to have been replaced since the Kennedy was built.

This project would replace the fencing with a wrought iron style fence and would replace the streetlight with a newer and brighter light, making the area more appealing for pedestrians and less appealing to troublemakers.

LOCATION: GLADSTONE PARK METRA STATION

To replace fencing and improve lighting on the path connecting the Gladstone Park Metra to the pedestrian bridge over the Kennedy.
A NEW 4800 NORTH AVONDALE

$335,000

LOCATION: 4800 N. AVONDALE

To add a sidewalk and better street lighting to the 4800-block of North Avondale, and to repave the street.

The 4800-block of North Avondale, behind the Copernicus Center, is frequently mistaken as an alley. The pot holes are deep and there are no curbs or sidewalks. Additionally, the little lighting on the street makes it appear to be an alley.

This project would upgrade the street to make it look like an actual street, providing pedestrians with better and safer access to the Jefferson Park Transit Center, and improving the general appearance of the business district.
NEW ORNAMENTAL STREET LIGHTS
ON LAWRENCE

LOCATION: 5200-BLOCK OF WEST LAWRENCE

To replace the very old street lights on Lawrence with lights similar to those nearby on Milwaukee.

Visitors to Jefferson Park frequently enter the community from the east on Lawrence. Despite this stretch providing their first impression of the community, the street lights are very old, rusted, and generally unattractive.

This project would replace those old lights with light poles very similar to the ones on the Milwaukee near Lawrence.
CURBS AND SIDEWALKS

$200,000

LOCATION: VARIOUS LOCATIONS THROUGHOUT THE WARD

Small curb and sidewalk repairs throughout the ward until money is expended with priority given to those in most disrepair.

In several places throughout the ward, curbs and sidewalks have deteriorated. However, due to the expense of curb replacement, very few have been replaced in recent years.

This would provide for a large curb replacement in two spots including:

• Belle Plaine from Laporte to Milwaukee and
• Manila from Menard to Milwaukee.

Smaller curb and sidewalk replacements will also occur at various locations throughout the ward.
Milwaukee from Lawrence to Sunnyside has very few painted crosswalks with wheelchair ramps, making it hard for anyone, and especially those in wheelchairs or pushing strollers, to cross the street.

This project would install four crosswalks (2 at Windsor due to the staggered intersection) in locations where there are also bus stops. Subject to Chicago Department of Transportation approval.
Crossing Lawrence is difficult between the Kennedy and Cicero. Drivers frequently speed down this stretch and traffic is heavy. Drivers also fail to stop for pedestrians in the crosswalk and at least 4 “Stop for Pedestrians” signs have been hit by drivers. Despite this, the crossing is used frequently by children going to Beaubien Elementary and Grace Zwiefka Park.

This project would allow for the installation of a pedestrian refuge island on Lawrence at Lavergne, making it easier for pedestrians to cross Lawrence. It would require making Lavergne one way northbound.
Even with the four-way stop and the crossing guard, crossing Bryn Mawr to get to Hitch Elementary School is often difficult. Drivers from throughout the North Side use the street as a short cut to the Kennedy Expressway and they often drive impatiently in the mornings at the same time children are going to school. Last year, a crossing guard was hit and injured by such a driver at this intersection.

This project would provide for pedestrian bump outs (curb extensions that come into the parking lane and shorten the distance pedestrians are in the street) for those crossing Bryn Mawr. Subject to Chicago Department of Transportation approval. Costs could significantly decrease if drainage doesn’t need to be moved.