



North Milwaukee Ave.

from Logan Square to Belmont

Public Meeting #2

January 30, 2018

Welcome to the second Public Meeting for the North Milwaukee Ave from Logan Square to Belmont study. Your participation in tonight's meeting will help shape future improvements to North Milwaukee Ave and Logan Square. We appreciate your involvement and look forward to your continued participation throughout the study.

PROJECT OVERVIEW

From the Spring of 2017 through Summer 2018, CDOT will be working with community members to identify traffic and safety improvements that will make Milwaukee Avenue from West Logan Boulevard to Belmont Avenue more user-friendly.



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The map shows a grid of streets in Chicago. A thick orange line represents the proposed extension of Belmont Avenue, running diagonally from the top left towards the bottom right. The line is labeled with the names of the streets it passes through: Belmont Ave, Milwaukee Ave, Kedzie Ave, and Logan Blvd. The map includes numerous street names, both horizontal and vertical. Key landmarks and businesses are marked with icons and labels, such as Planet Fitness, Chicago Butler, Portlight Music Theatre, and various parks and schools. The map also shows major roads like Belmont Avenue and Logan Boulevard, and the surrounding urban landscape.

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Study Goals

North Milwaukee Avenue is a local and regional street for multiple modes of transportation. It is officially zoned and functions as a Pedestrian Street from Diversey to Logan.

The key goals of this study are to:



Create public space and improve walkability



Achieve Vision Zero* by enhancing traffic safety and access to the area



Harmonize the various modes of transportation

*Vision Zero aims to reduce the number of roadway crashes with the goal of eliminating traffic fatalities and serious injuries in Chicago by 2026.

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The key goals of this study are to:

- Create public space and improve walkability
- Enhance access to the area and improve traffic safety with the goal of eliminating traffic fatalities and serious injuries in Chicago by 2026 per Vision Zero.
- Harmonize the various modes of transportation

Project Milestones



This study is currently in Phase I (Data Collection, Analysis, and Preliminary Design). In preparation for the first public meeting, the study team gathered data, identified stakeholders, reviewed existing conditions, and affirmed project goals in order to develop the design concepts.

Tonight we are presenting the design concepts based on the input received from the first public meeting. With your feedback and additional input, we anticipate to select a preferred direction by Summer 2018.

Phase II (Final Design) will take place from Fall 2018 through Fall 2019 and Phase III (Construction) will likely begin in Spring 2020, pending funding availability.

Previous Studies

- 2003** | Logan Square Open Space Plan *Chicago Park District*
- 2008** | The North Milwaukee Avenue Corridor Plan *Dept. of Planning and Development*
- 2014** | Logan Square Bicentennial Improvements Project *Resident generated*
- 2015** | Corridor Development Initiative (CDI) *Metropolitan Planning Council*
- 2015** | Your New Blue Plan *Chicago Transit Authority*

As the study team developed concepts, we referenced many previous studies, such as:

- The Logan Square Open Space Plan
- The North Milwaukee Avenue Corridor Plan
- The resident generated Logan Square Bicentennial Improvements Project
- The Corridor Development Initiative
- And the Chicago Transit Authority's Your New Blue Plan

Public Involvement

The first Public Meeting was held on August 30, 2017.

WHAT WE HEARD

Improve traffic safety.

Create a multi-modal corridor that considers and balances the needs of residents, businesses, and users.

Create easier access and connectivity to the Square and within the neighborhood.

Improve pedestrian crossings and sidewalks.

Create more useful public and green space.

Control traffic speeds, improve intersection flow, rebuild traffic signals, and add more traffic signs.

Integrate native plants, trees, lighting, and outdoor seating.

Preserve neighborhood identity and historic features.

The first public meeting for this study was held on August 30, 2017.

The general comments received from the public were to:

- Improve traffic safety
- Create a multi-modal corridor that considers and balances the needs of residents, businesses, and users.
- Create easier access and connectivity to the Square and within the neighborhood.
- Improve pedestrian crossings and sidewalks.
- Create more useful public and green space.
- Control traffic speeds, improve intersection flow, rebuild traffic signals, and add more traffic signs.
- Integrate native plants, trees, lighting, and outdoor seating.
- Preserve neighborhood identity and historic features.

Evaluation Criteria

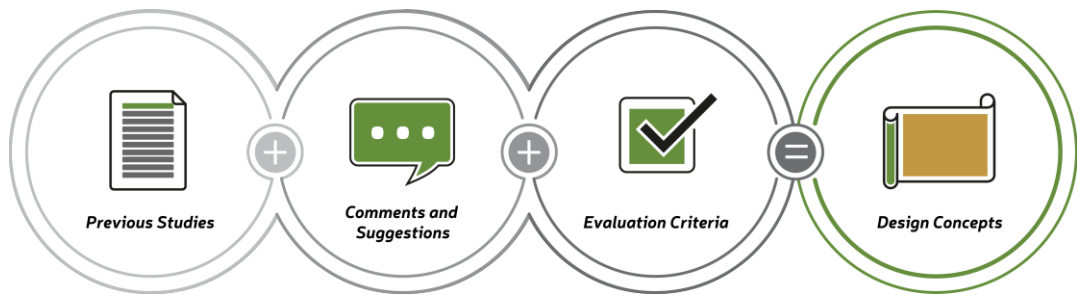
Based on the study goals and comments received from the public, the study team generated the following criteria to evaluate each design concept:

- Open space
- Traffic operations and safety
- Constructability
- Parking and curb side use
- Historic integrity
- Pedestrian comfort and safety
- Transit operations and safety
- Bicycle comfort and safety

Based on the study goals and comments received from the public, the study team generated the following criteria to evaluate the success of each design concept:

- Open space
- Traffic operations and safety
- Constructability
- Parking and curb side use
- Historic integrity
- Pedestrian comfort and safety
- Transit operations and safety
- Bicycle comfort and safety

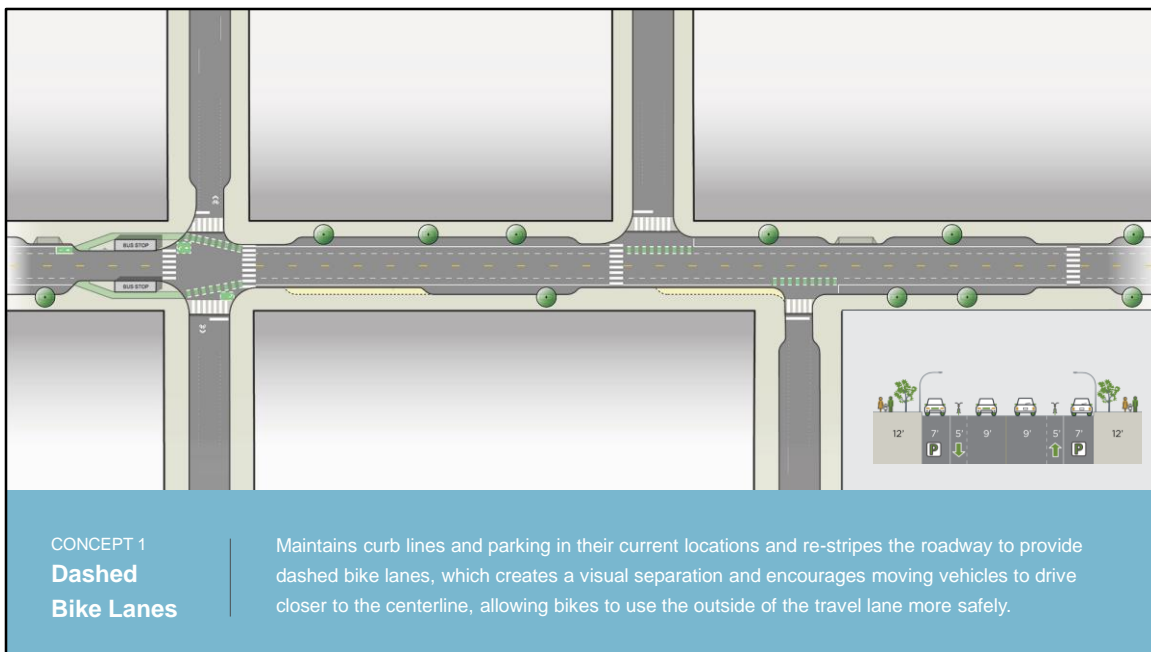
Why is this important?



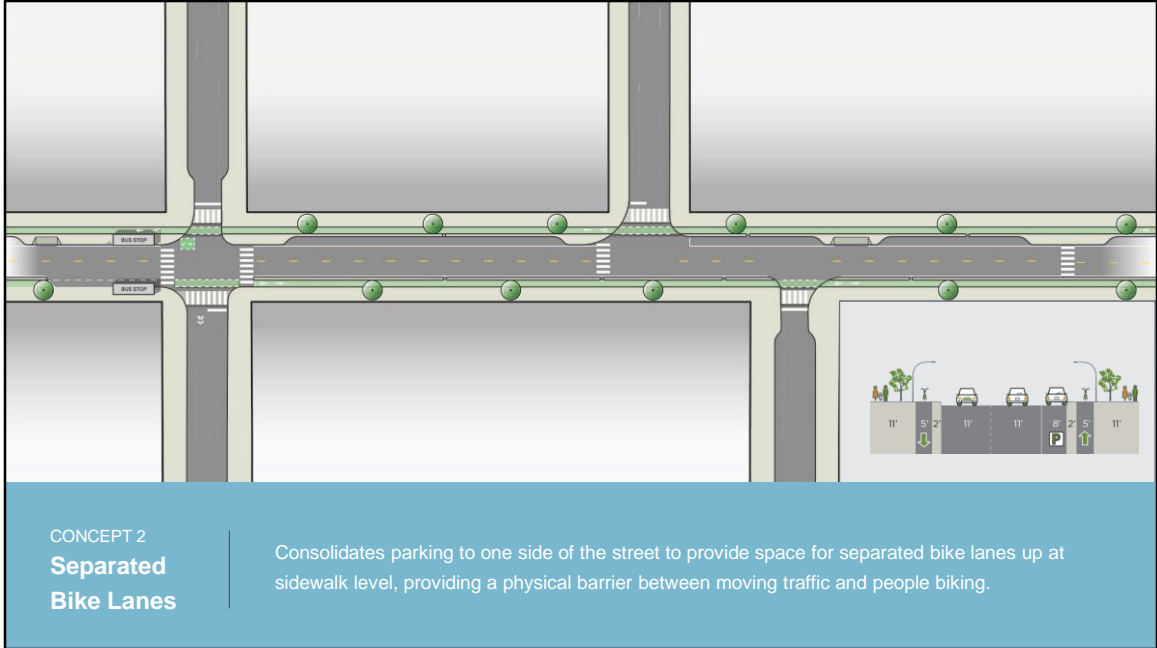
The study team will continue to review the previous studies conducted, consider public comments and suggestions, and compare each design concept to the evaluation criteria in order to meet the goals and needs of the area.



The study team developed two options based on input from the first public meeting to meet the goals of the study and improve North Milwaukee Ave. Concepts can be viewed in more detail on the exhibit boards in the next room.




The first concept maintains curb lines and parking in their current locations and re-stripes the roadway to provide dashed bike lanes similar to those on Milwaukee Avenue from Division Street to Western Avenue. The dashed lane line creates a visual separation which encourages moving vehicles to drive closer to the centerline, allowing bikes to use the outside of the travel lane more safely.



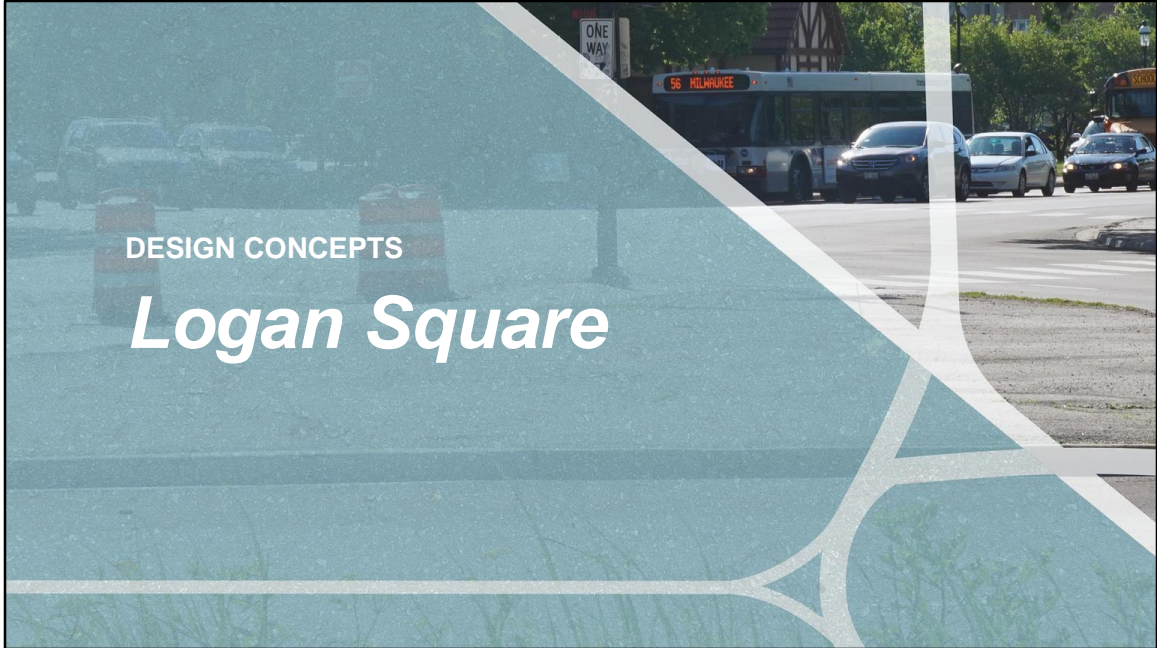
The second concept consolidates parking to one side of the street to provide space for separated bike lanes up at sidewalk level, providing a physical barrier between moving traffic and people biking.

Concept Comparison

Each concept was compared to the existing conditions to determine its impact on the criteria.

	CONCEPT 1 Dashed Bike Lanes	CONCEPT 2 Separated Bike Lanes	IMPACT SCALE
Public Space			
Historic Integrity			
Pedestrians			
Bicyclist			
Transit			
Traffic			
Parking			
Constructability			

The study team used the goals outlined earlier in the presentation to compare both Milwaukee Avenue concepts to existing conditions. Both concepts have advantages and trade-offs; you can see the scores and discuss details with a member of the design team in the next room.



The study team also developed 4 design concepts for Logan Square based on input from the first public meeting, previous studies, travel patterns through the square, and the goals of this study. Please note these concepts are showing just some of the possible combinations of improvements; some components can be mixed and matched.

CONCEPT 1

Spot Improvements

Maintains Kedzie Ave. east of the CTA terminal, maintains Milwaukee Ave. through the Square, and maintains the one-way traffic configuration around the Square.



The first concept is called Spot Improvements. The Spot Improvements Concept maintains Kedzie Avenue east of the CTA terminal, maintains Milwaukee Avenue through the Square, and maintains the one-way traffic configuration around the Square. Spot improvements are possible in some areas to improve traffic safety, add accommodations for bicyclists, and provide additional public space.

CONCEPT 2

Traffic Oval

Realigns Kedzie Ave. west of the CTA station to create a new public space to the east. Milwaukee Ave. is also re-routed around the Square to create one larger public space. Traffic continues its one-way configuration around the Square.



The second concept is called Traffic Oval. The Traffic Oval concept realigns Kedzie Avenue west of the CTA station to create a new public space to the east. Milwaukee Avenue is also re-routed around the square to create one larger public space. Traffic continues its one-way configuration around the Square.

CONCEPT 3

Two Way, Trip Match

Maintains Kedzie Ave. east of the CTA terminal and Milwaukee Ave. through the Square. Streets on the west and south sides of the Square are converted to two-way traffic and the roadway on the north side of the Square is converted to park area.



The third design concept is called Two-Way, Trip Match. Two-Way, Trip Match maintains Kedzie Avenue east of the CTA terminal and Milwaukee Avenue through the Square. The main change from existing conditions is that the streets on the west and south sides of the Square are converted to two-way traffic and the roadway on the north side of the square is converted to park area.

CONCEPT 4

Two Way, The Bend

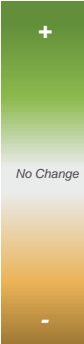
Realigns Kedzie Ave. west of the CTA station to create a new public space to the east. The concept “bends” Milwaukee Ave. around the north and east sides of the Square to create one larger public space. The streets on the west and south sides of the Square to are converted to two-way traffic.



The fourth concept is called Two-Way, The Bend. Two-Way, The Bend realigns Kedzie Avenue west of the CTA station to create a new public space to the east. The concept “bends” Milwaukee Avenue around the north and east sides of the square to create one larger public space. The streets on the west and south sides of the Square to are converted to two-way traffic.

Concept Comparison

Each concept was evaluated to the existing conditions to determine its impact on the criteria.

	CONCEPT 1 Spot Improvements	CONCEPT 2 Traffic Oval	CONCEPT 3 Two Way, Trip Match	CONCEPT 4 Two, Way, The Bend	IMPACT SCALE
Public Space					
Historic Integrity					
Pedestrians					
Bicyclist					
Transit					
Traffic					
Parking					
Constructability					

The study team used the goals outlined earlier in the presentation to compare all four Logan Square concepts to existing conditions. All concepts have advantages and trade-offs; you can see the scores and discuss details with a member of the design team in the next room.

Thank you

For more information, please visit the project website which will be updated throughout the study as milestones are reached.

ChicagoCompleteStreets.org

We want to thank you for participating in the second Public Meeting.

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