



CDOT held the second public meeting on Tuesday, January 30, 2018, at Logandale Middle School (3212 W. George St., 60618) from 5:30 p.m.-8:00 p.m.

A pre-recorded presentation provided updates on the project’s progress, and design concepts were on display for public review.

Meeting attendees were encouraged to provide their feedback on each design concept. For those who were not able to attend, the meeting materials and a comment form were available on the project website. Participants had 30 days to provide comments after the meeting.

PUBLIC INPUT

Participants were asked to rank each of the following statements on a scale from strongly disagree to strongly agree:

- I think parking on Milwaukee Ave. from Belmont Ave to Kedzie Ave. should be consolidated to one side to provide separated bike lanes.
- I prefer the realigned Kedzie Ave. design shown in Concepts 2 and 4.
- I think Milwaukee Ave. should be rerouted around the Square.
- I support converting streets within the Square to two-way traffic.

The results showed broad support for the Kedzie Ave. realignment and the rerouting of Milwaukee Ave. around the Square instead of through the Square. Many respondents also agreed or strongly agreed with consolidating parking to one side of Milwaukee Ave., and a majority did not support converting streets to two-way operations, though this latter set of responses were more neutral.

150

people attended the meeting

130

written comments collected at the meeting

186

online comments received within 30-day comment period

Participants were also asked to provide their feedback on each design concept.

MILWAUKEE AVENUE

Concept 1: Dashed Bike Lanes

Many of the responses stated this concept is an improvement to existing conditions but does not feel substantially safer for people biking. The public liked that this concept would keep parking and provide more sidewalk space.

LOGAN SQUARE

Concept 1: Spot Improvements

Many respondents said this concept would be the least disruptive solution to benefit the area, but thought the improvements would be insufficient.

Concept 2: Traffic Oval

A majority of the public expressed interest in rerouting Milwaukee Ave. to create a larger public space within the Square. The public also noted that the Kedzie Ave. realignment is favorable, and many would like to keep traffic as a one-way route around the Square.

Concept 2: Separated Bike Lanes

The public liked the idea of a permanent, more comfortable solution for people biking, but there were concerns with lack of sidewalk space, parking removal, and snow plowing maintenance.

Concept 3: Trip Match

Some respondents expressed concern with the two-way traffic configuration and impacts to the historic shape of the Square. The addition of more public space was favorable, but the public prefers Milwaukee Ave. rerouted to create a unified public space. Commenters also liked the reconfigured service drive on Kedzie Blvd.

Concept 4: The Bend

A slight majority of the public were hesitant to support a two-way traffic configuration around the Square and would prefer to keep it one-way, but overall liked the large public space and plaza.

Next Steps

The project team will review and incorporate input from the public where applicable, further refine the design concepts, and conduct more detailed traffic analysis to identify and select a preferred alternative, which will be presented to the public in Summer 2018.



Community residents viewing the recorded presentation.

FREQUENTLY ASKED QUESTIONS

MILWAUKEE AVENUE

Could bike lanes be separated from vehicle traffic by curbs or parking lanes, similar to the bike lanes on the sidewalks on Roosevelt Road?

Yes, similar to Roosevelt Road, Concept 2 would provide bike lanes at the sidewalk level, separated from moving traffic by curbs and also by parked vehicles on one side of the street.

Would separated bike lanes result in conflicts between pedestrians and bicyclists on sidewalks?

In Concept 2, although at sidewalk level, the bike lanes would be separated from the pedestrian realm by landscaping, street furniture, and/or different pavement materials. The separation between bicycle and pedestrian portions of the sidewalk is designed to minimize the conflicts between people walking and biking on the sidewalk and to make it clear where each user should travel. Pedestrians will be required to cross the separated bike lane to access parked cars and at intersections, but the design of the bike lane and sidewalk space will clearly indicate where crossings should occur.

How would routing bike lanes around bus stops impact people waiting or boarding?

Bus passengers would cross the bike lane to access a boarding island, similar to Washington Street in the Loop.

How would separated bike lanes affect sidewalk cafes?

In Concept 2, sidewalk cafes would be less feasible than in Concept 1. A minimum of 6 feet of unobstructed sidewalk is required to remain next to any sidewalk cafe. Therefore, the 11-foot sidewalk would need to be clear of street furniture and trees in order to provide a 5-foot sidewalk cafe along Milwaukee Avenue. Both concepts could accommodate sidewalk cafes on side streets at intersections.

How will lost parking for separated lanes be reallocated?

The project team is currently working to identify locations for replacement parking, including metered parking, to help determine the feasibility of Concept 2.

How will separated bike lanes connect to shared lanes north of the study area?

Those details have not yet been developed. We plan to present a detailed design concept for the full corridor at the next public meeting in Summer 2018.

LOGAN SQUARE INTERSECTION

Did you consider making the Logan Square intersection a roundabout?

The characteristics of a modern roundabout include:

- No traffic signals or stop signs for the traffic circulating in the roundabout
- Yield control for traffic entering the roundabout
- No pedestrian access to the center of the roundabout

The project team analyzed traffic volumes in and around the Logan Square intersection, and found that there was too much traffic in some areas for it to function effectively as a modern roundabout. Also, the amount of traffic and number of lanes to cross would make it difficult for pedestrians to cross the street and to access the Square in some areas without traffic signals to stop the traffic. For that reason, the project team decided to develop Concepts 2 and 4 with signals instead of a roundabout to achieve maximum benefit for all users.

Does the Kedzie realignment improve bus connections?

There would not be a change in bus connections as part of the Kedzie Ave. realignment. The #76 Diversey bus would continue to stop adjacent to the Logan Square Blue Line station entrance, while the #56 Milwaukee Ave. bus would continue to stop on Milwaukee Ave.

If Milwaukee Ave. is rerouted around the Square, will bikes have marked access to go through the Square?

Concepts for the interior of the Square are still being developed, including possible bicycle access through the Square.

Who will maintain new public/green space? What would occupy the new space?

CDOT would likely seek to partner with a local organization to help maintain new public space. The project team would like to hear ideas for what the public would want on any new public spaces that are created as part of the project.

Can you consider pedestrian scramble (i.e., pedestrian only) phases for traffic signals?

Yes, the project team is considering pedestrian scramble signal phases as one potential option to improve pedestrian safety.

Can you consider dedicated bus lanes?

The project team will continue to consider various transit improvements as part of our complete streets design approach as we work to develop a preferred alternative.

GENERAL

Did you consider increased traffic volumes as part of the design?

Yes, CDOT coordinated with the Chicago Metropolitan Agency for Planning (CMAP) to identify projected traffic volumes in the year 2040. Based on CMAP forecasts, traffic volumes on Milwaukee Ave. are projected to increase by 1 to 2 percent by the year 2040; traffic volumes on Kedzie Ave., Kedzie Blvd., and Logan Blvd. are not projected to change; and traffic volumes on Wrightwood Ave. are expected to increase by 3 percent.

What is the cost for each concept?

Detailed cost estimates have not yet been developed for each Concept, but will be completed as part of the engineering analysis.

How will construction affect traffic for each concept?

Detailed construction staging plans have not yet been identified for each Concept, and will be developed during the final design phase of this project

What are the next steps in the project?

The project team will review and incorporate input from the public where applicable, further refine the design concepts, and conduct more detailed traffic analysis to identify and select a preferred alternative, which will be presented to the public in Summer 2018.

When will the project be constructed?

Construction is anticipated to begin in 2020, contingent on the availability of funding.