Milwaukee Ave
Complete Streets Project
Lawrence Ave to Elston Ave

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Complete Streets

Citywide initiative to create safer streets for all users – pedestrians, bicyclists and motorists – and particularly for the most vulnerable – children, the elderly and persons with disabilities.
Streets for Cycling Plan 2020

- Over 600-mile network
- Bike facility within ½ mile of every Chicagoan
- Milwaukee Identified as a “Spoke Route” between North Branch Trail and the Loop
Currently Gathering Information

- Data Collection
  - Existing roadway conditions
  - Traffic counts
  - Crash data
  - Signage inventory
  - Parking observations

- Public Outreach
  - 39th and 45th Ward Offices
  - Local Businesses and Chambers of Commerce
  - Stakeholder Meetings
  - CTA and Pace
  - Public Meeting - Tonight
Roadway Characteristics:

- 2 lanes in each direction with median / left turn lanes
- 15,200 to 19,900 vehicles per day
- Traffic signals at key intersections
- Pace and CTA Transit Service
- On-street parking on both sides
- Bike lanes in each direction
- Sidewalk on both sides
- Striped crosswalks at intersections
Traffic Control and Counts
Parking Conditions

Chicago Roadways

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Existing Crosswalks

- .19 mi Spacing Between Crosswalks
  - ● Signalized Crosswalks
  - ● Unsignalized Crosswalks
- 2014 Streets for Cycling Projects
  - Chicago Roadways
Crash Analysis

- 910 reported crashes in five years (2008 – 2012)
  - 1 Fatal Crash
  - 17 Serious Injury

Percent of Fatal and Serious Injury Crashes by Mode:

- 41% Bike/Ped
- 59% Vehicular
Why Now?

• Improved **traffic safety**
  • 910 reported crashes in the project limits from 2008 through 2012
    • 1 Fatal Crash
    • 17 Serious Injury Crashes
  • Each injury crash costs $53,000 on average, and each fatality costs $3,800,000

• Increase in **transportation choices**
  • 17% of residents in the study area walk, bike, or take transit to work

• Improved **public health**
  • 25% of Chicago children aged 3 – 13 are obese

• Better **economic vitality**
  • Increased cycling and walking leads to vibrant commercial districts
Project Goals

- Reduce crashes
- Increase efficiency
- Calm traffic
- Increase cycling, walking and transit trips

Chance a person would survive if hit by a car travelling at this speed:
Pedestrian Accommodations

- High visibility crosswalks
- New crosswalks

Typical crosswalk:

High Visibility crosswalk:

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Pedestrian Accommodations

- Shortened crossing distances
- Pedestrian refuge spaces
- Curb Extensions

Pedestrian Refuge Island:

Curb Extensions:
Bicycle Accommodations

- Protected bike lanes
- Increased separation from motor vehicles
- Intersection markings

Buffered-protected Bike Lane:  
Barrier-protected Bike Lane:
Bicycle Accommodations

- Bicycle Corrals
- Bike Parking
Transit Accommodations

- Pace Arterial Rapid Transit (ART) Service
  - Express and Local Service
  - Frequent, All-Day Service
  - Transit Signal Priority
  - Level Boarding
  - Distinct Brand / System Identity
- Real-Time Information
- On-Board WiFi
Transit Accommodations

- Concrete islands for waiting passengers
- Potential queue jump signals
Motorist Accommodations

- New Traffic Signal Equipment
- Traffic Signal Retiming
- New Turn Lanes
- Improved Signage and Striping
What is a Road Diet?

A road diet removes **unnecessary** travel lanes from a roadway to make **space for other uses**. Cities around the country have **successfully installed** road diets on roadways **with up to 20,000 cars/day** without affecting motor vehicle travel.
Road Diet Benefits

**Everyone:**
- Crash reduction
- Reduced motor vehicle speeds
- Predictable movements

**Pedestrians:**
- Shorter crossing distances
- Pedestrian refuge islands
- Easier to cross the street

**Bicyclists:**
- Room for buffered/protected bike lanes
- Reduces dooring crashes

**Motorists:**
- Reduces dangerous driving
- New turn lanes
Road Diet Benefits

Economics:

• Road diets can improve retail sales
  • Vancouver, WA: retail sales after a road diet out performed similar corridors by 13 to 28 %
  • NYC: 9th Avenue saw a 49% increase in sales after a road diet (compared with 3% for Manhattan as a whole)
  • Portland: Customers who arrive by bike/foot spend 24% more per month than those who arrive by car
Next Steps

- Review comments from you and other stakeholders
- Traffic analysis and preliminary engineering
- Second public meeting Spring 2014 with proposed designs
- Project construction possibly late Fall 2014
- Pace ART service opens late 2015
Questions?

Thank You!

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