Milwaukee/North/Damen + Milwaukee Ave
Complete Streets Improvements
July 12, 2017


Wicker Park Bucktown SSA #33

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• Background
  • Project Goals
  • Scope of Work
• Projects in the Wicker Park Bucktown Master Plan
• Existing Conditions
• Proposed Conditions
• Project Schedule & Next Steps
• Community Feedback
Project Goals

- Improve accommodations for people walking, biking, taking transit & visiting the area by implementing projects identified in the Wicker Park Bucktown Master Plan
- Implement **low-cost, quick-hit pilot projects ahead of future capital improvements** that are prioritized and supported by members of the community
- Evaluate before / after effects of pilot project treatments
Scope of Work

• Near-Term Improvements

• Restriping Project in 2017
  • Upgraded markings
  • Colored pavement markings
  • Spot pavement patching

• “Paint and Post” Treatments

• Turning Movement Modifications

Paint and Post Bump-out – San Francisco, CA
Slip Lane Closure – Halsted St at Broadway
Bike Box – Milwaukee Ave at Halsted St/Grand Ave
Projects in the WPB Master Plan

Project 1.1 – Improve Pedestrian Crossings
Project 2.2 – Complete Bike Lanes where Gaps are Present
Project 4.1 – Re-envision Milwaukee Ave to Balance all Users
Project 4.2 – Adjust Operations at Milwaukee/North/Damen to Better Accommodate all Forms of Transportation
Project 4.3 – Increase Visibility of Existing Bike Lanes

*Work with CDOT to develop, implement, and study the before/after effects of a pilot project*
Crash Data (2010 – 2014)

Overview
• Vision Zero High Crash Corridor
• 1,097 total crashes, with M/N/D having the highest concentration of crashes

Pedestrian / Bicyclist Crashes
• People walking and biking involved in 20% of all crashes, but represent;
  – 66% of injury crashes
  – 68% of serious injury crashes
• 13% of pedestrian (7) & 7% (16) of bicycle crashes resulted in serious injury
• 77% of pedestrian crashes and 64% of bicycle crashes occurred within 75’ of an intersection midpoint
• Doorings represent 32% of bicycle crashes
Existing Conditions – Milwaukee / North / Damen

Slip Lane Utilization

Pedestrian Volumes & Crossings

Bicycling Characteristics

Motor Vehicle Movements
Existing Conditions – Milwaukee Ave Corridor

Lane Utilization & Curbside Uses

Speeds & Volumes

Other Intersections

Bloomingdale Trail Access
Public Meeting #1 Recap

- Over 100 people in attendance
- 50 written comments received

- “Improved pedestrian crossings”
- “Eliminate parking”
- “Bike boxes and other improvements at intersections”
- “Greenery, beautification, places to sit”
Milwaukee Corridor – Near-Term Improvements

- Reduce the posted speed limit to 20MPH
- Organize motor vehicle traffic and provide space for people on bikes
- Install “paint/post” bumpouts at most pedestrian crossings
- Optimize bus stop locations
- Maintain most on-street parking in the interim
Milwaukee Corridor – Near-Term Improvements

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Milwaukee Corridor – Near-Term Improvements

- Maintain most on-street parking in the interim
  - Net reduction of 32 parking spaces
  - 11 free parking spaces on Wabansia converted to metered parking
  - Minor loading/standing zone changes to accommodate bumpouts
On-Street Parking – Milwaukee Corridor

Concerns with Removing On-Street Parking as part of an interim project:

- Illegal parking/standing/stopping/loading in the bike lane
- Degrades the pedestrian environment by removing the buffer between people walking and moving traffic
- Increases the perceived width of the street
- Does not provide enough space for a ‘low-stress’ bikeway

*Significant changes to curbside uses will be considered as part of future capital projects on the Milwaukee Avenue corridor*
Milwaukee/Ashland/Division

- Reconfigure travel and curb lanes through the Triangle
- Increase pedestrian space and reduce conflicts
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Milwaukee/Ashland/Division

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Milwaukee/Ashland/Division
Proposed Conditions – Milwaukee/Ashland/Division

- Slip lane closure
- Bus stop modifications
- Striping changes through the Triangle
Milwaukee and Honore

- Reduce illegal parking in / blocking of crosswalks
- Increase visibility of people crossing the street
Milwaukee and Honore
Proposed Conditions – Milwaukee and Honore

- Bumpouts at T-Intersections
- Tan colored pavement markings at the south leg
Milwaukee/North/Damen

- Increase pedestrian space and opportunities to cross the intersection
- Reduce conflicts between pedestrians and motor vehicle traffic
- Improve bike accommodations approaching the intersection
- Optimize CTA Bus Stops
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Proposed Conditions – Milwaukee/North/Damen

- Slip lane closure
- New crosswalks
- Wider & more visible crosswalks
- Bus stop modifications
- Bike boxes
- Bumpouts
Milwaukee at Wabansia

- Slow motor vehicle turns
- Increase pedestrian visibility at skewed intersections
- Provide dedicated bike lanes
Proposed Conditions – at Wabansia

- Bumpouts to straighten skewed intersections
- Bus stop modifications
- Turn lane modifications
- Parking removal and bike lanes
Milwaukee at the Bloomingdale Trail

- Accommodate various ways people access the westbound trailhead
- Improve the pedestrian crossing from Park 567
Milwaukee at the Bloomingdale Trail
Proposed Conditions – Milwaukee at the Bloomingdale Trail

- Bike boxes at Leavitt
- Bike left turn lane and turn queue box to access the Trail
- Bumpout at Park 567 crosswalk
Project Schedule & Next Steps

JULY  AUGUST  SEPTEMBER

Community Meeting #2
Tonight

Pavement patching
Install pavement markings & signs
SSA coordination
July – September

Install new pedestrian crossings at M/N/D
Late 2017 / Early 2018

Evaluation, feedback gathering, reporting
Late 2017 - 2019
CDOT is committed to evaluating the before / after effects of the project

- Crash Data
- Lane Positioning
- Motor Vehicle Speeds
- User Counts

- Yielding Rates
- Intersection Operations
- Corridor Observations
- Project Feedback
An opportunity to provide feedback on proposed design

- Full corridor plan with block by block changes
- Milwaukee/North/Damen intersection
- Pedestrian and bicycle accommodations
- Other issues on the corridor
Thank You!

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