Milwaukee Avenue Complete Streets Project
Lawrence Avenue to Elston

Alderman John Arena, 45th Ward
July 2, 2014
Chicago’s Complete Streets Policy

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.

- Chicago Forward Action Agenda • May 2012
- Chicago Pedestrian Plan • September 2012
- Streets for Cycling Plan 2020 • December 2012
- Complete Streets Guidelines • April 2013
- Sustainable Urban Infrastructure Guidelines • July 2013
Why Milwaukee Avenue?
Project Goals

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

Percent of All Crashes:
- BICYCLIST: 2.4%
- PEDESTRIAN: 2.5%
- VEHICULAR: 95.1%

Percent of Fatal and Injury Crashes:
- BICYCLIST: 17.7%
- PEDESTRIAN: 22.8%
- VEHICULAR: 59.5%

Chance a person would survive if hit by a car travelling at this speed:
- 20 mph: 45 ft to STOP (95%)
- 30 mph: 85 ft to STOP (60%)
- 40 mph: 145 ft to STOP (20%)
Economic Development

- New York – Higher retail sales after protected bike lane installed
- San Francisco – Increased business after road diet with bike lanes
- Portland – More spending by biking customers than driving customers
Public Outreach

39th and 45th Ward Offices
Gladstone Park Chamber of Commerce
Jefferson Park Chamber of Commerce
Local Businesses
CTA and Pace
Public Meeting – 1/13/2014
What We Heard

• **Safety**
  
  • Concerns about safety of all roadway users, including 45 comments about pedestrian safety

[Images: High Visibility Crosswalks, Curb Extensions, Refuge Island]
What We Heard

• **Congestion**
  • Traffic is an existing problem, particularly from Lawrence to Gale
  • 47 comments about the impact of a road diet on traffic

• **Parking**
  • Inadequate supply of on-street parking in some areas
  • Concerns about impact of protected bike lanes on parking supply and sidewalk access
  • Trucks sometimes load from median

“The existing peak hour parking restrictions make it difficult for customers to come to the businesses during certain hours”
What We Heard

• Other comments:
  • Many “Like road the way it is”, while some “support road diet.”
  • 10 comments suggested signal timing improvements
  • 8 comments for keeping Ardmore two-way
  • 10 concerns about maintenance of protected bike lanes
  • 8 comments and questions about the economic impact of protected bike lanes on businesses

“Consider push buttons at Austin/Ardmore to reduce the green time when no pedestrians are crossing.”

Barrier-Protected Bike Lanes
Crash Hot Spots

- 182 crashes per year on average
- Crash frequency is 120% higher than predicted by Highway Safety Manual
- Hot spots:
  - Lawrence to Gale
  - Foster / Central
  - Bryn Mawr
Design Alternatives

Segment 1:
• Lawrence Ave to I-90

Segment 2:
• I-90 to Central

Segment 3:
• Central to Elston
Segment 1 – Lawrence to I-90

Existing conditions looking south at Jefferson Park Transit Center
Segment 1 Design Concept
Segment 1 Impacts

- Safety Benefits
  - Pedestrian refuge island
  - No multiple threat for pedestrians
  - Buffered bike lanes
  - Left turn lanes at Higgins
- Parking Benefits
  - Remove rush hour restrictions from Higgins to Gale

Multiple Threat on Multi-Lane Road
Segment 1 Impacts

• Traffic Impacts
  • Northbound
    • Average speeds improve in the PM by about 2 MPH
  • Southbound
    • Average speeds decrease in the AM by about 2 MPH

<table>
<thead>
<tr>
<th>Average Speeds (MPH)</th>
<th>Existing Conditions</th>
<th>Conceptual Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northbound</td>
<td>14 MPH</td>
<td>13 MPH</td>
</tr>
<tr>
<td>Southbound</td>
<td>8 MPH</td>
<td>6 MPH</td>
</tr>
<tr>
<td>PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northbound</td>
<td>15 MPH</td>
<td>17 MPH</td>
</tr>
<tr>
<td>Southbound</td>
<td>5 MPH</td>
<td>5 MPH</td>
</tr>
</tbody>
</table>
Segment 2 – I-90 to Central
Segment 3 – Central to Elston

Existing conditions looking south at Medina
Option A – I-90 to Elston

Reduce median width, add buffer to one side of bike lane
Option B – I-90 to Elston

Three lanes with buffered bike lanes
Option C – I-90 to Elston

Three lanes with parking-protected bike lanes and transit islands
Segment 2+3 Safety Impacts

• Pedestrian Safety
  • All options – Pedestrian refuge islands
  • Options B and C – Fewer lanes reduces travel speeds and eliminates multiple threat

• Bicycle Safety
  • Option A would increase bicycle separation from parked cars and door zone
  • Option B would add buffers on both sides of bike lanes
  • Option C would add protected bike lanes and remove bus-bike conflicts

• Motorist Safety
  • Option A - No marked change
  • Options B and C – Improved safety due to reduced speeds
Segment 2+3 Parking Impacts

- Existing on-street parking utilization generally varies from 50 to 90%
- Highest utilization from Foster to Peterson
Segment 2+3 Parking Impacts

- Protected bike lanes would require removal of 20% of on-street parking for sight lines.
- Parking demand could exceed supply during peak hours on some blocks between Parkside and Peterson.

Parking Utilization - Option C
Segment 2+3 Traffic Impacts

- Options B and C would reduce average speeds and increase travel times slightly

<table>
<thead>
<tr>
<th>Average Speeds (MPH)</th>
<th>Existing Conditions</th>
<th>Options B and C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northbound</td>
<td>19 MPH</td>
<td>20 MPH</td>
</tr>
<tr>
<td>Southbound</td>
<td>24 MPH</td>
<td>21 MPH</td>
</tr>
<tr>
<td><strong>PM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northbound</td>
<td>18 MPH</td>
<td>17 MPH</td>
</tr>
<tr>
<td>Southbound</td>
<td>20 MPH</td>
<td>20 MPH</td>
</tr>
</tbody>
</table>
We Want Your Input

- View the exhibits
- Talk with the project team for more details
- Fill out a comment sheet
- Drop the sheet in the wooden box in the back of the room

Chicago Complete Streets
Department of Transportation

Milwaukee Avenue Complete Streets Project
Public Meeting #2 - Comment Form – July 2, 2014

Thank you for your participation in the second public meeting for the Milwaukee Avenue Complete Streets Project. We used earlier input from the community to develop options to address the transportation problems you helped identify. The purpose of this public meeting is to present design options for each of three roadway segments and collect input on the various options. Please complete this comment form today and place it in the Comment Box at this meeting. Thank you for your participation!

Name and Address (optional)

<table>
<thead>
<tr>
<th>Topic</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment 1: Lawrence Avenue to I-50</td>
<td></td>
</tr>
<tr>
<td>Segment 2: I-50 to Central Avenue</td>
<td></td>
</tr>
<tr>
<td>Segment 3: I-50 to Central Avenue</td>
<td></td>
</tr>
<tr>
<td>General/Other</td>
<td></td>
</tr>
</tbody>
</table>

Please use back side of paper for additional writing space if necessary
Next Steps

- Review comments from you and other stakeholders
- Develop recommended design
- Third public meeting to present recommended design
- Project construction late 2015
Questions?

Thank You!

CDOTNews@cityofchicago.org