

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

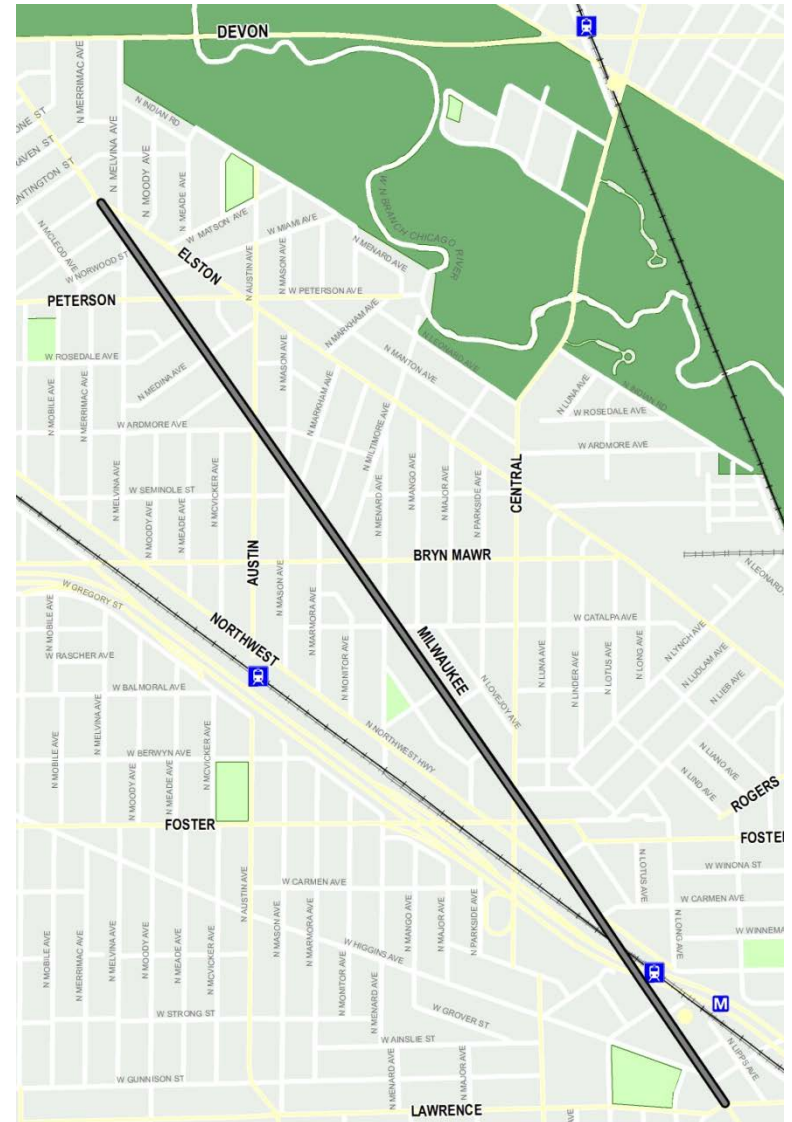
• April 2013



Sustainable Urban Infrastructure
Guidelines

• July 2013

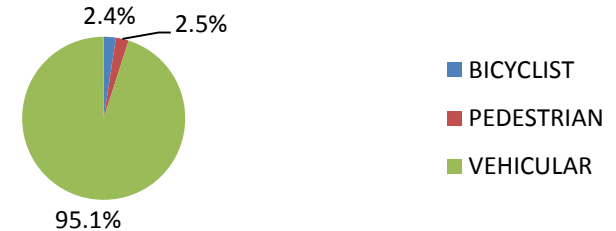
Why Milwaukee Avenue?



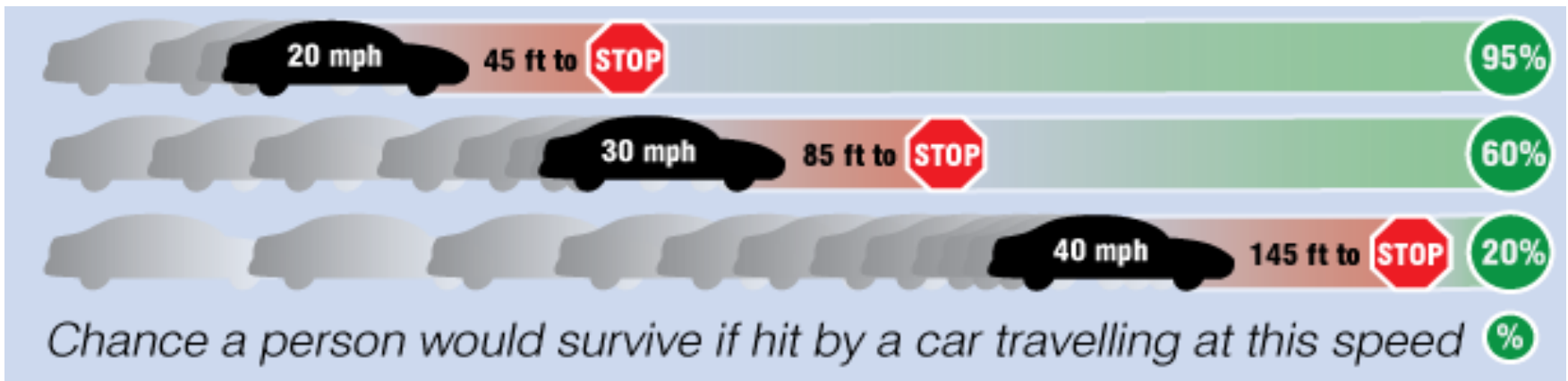
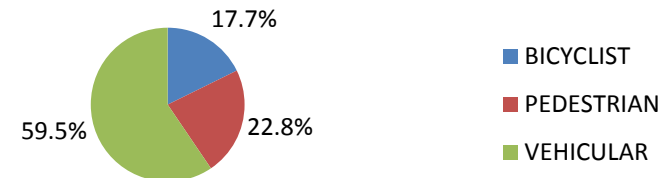
Project Goals

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

Percent of All Crashes



Percent of Fatal and Injury Crashes

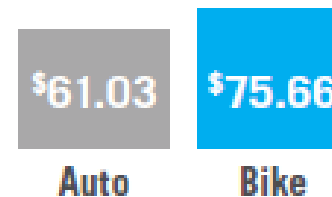


Economic Development

- 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



AVERAGE SPENDING PER MONTH



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



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

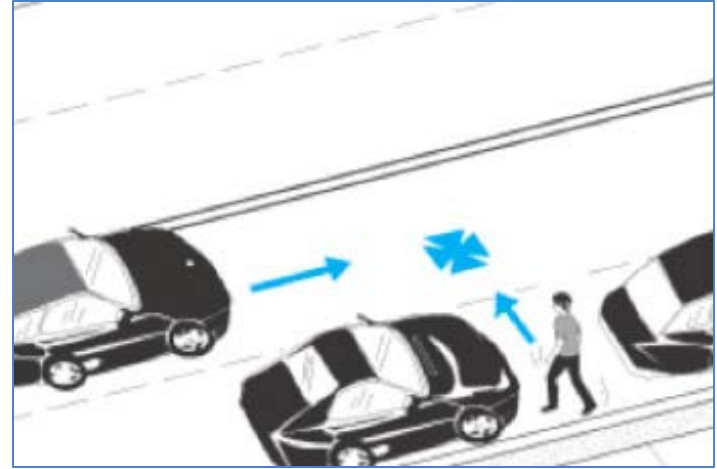


Segment 1 Design Concept



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

Average Speeds (MPH)		Existing Conditions	Conceptual Conditions
AM	Northbound	14 MPH	13 MPH
	Southbound	8 MPH	6 MPH
PM	Northbound	15 MPH	17 MPH
	Southbound	5 MPH	5 MPH

Segment 2 – I-90 to Central

Segment 3 – Central to Elston



Option A – I-90 to Elston



Reduce median width,
add buffer to one side of bike lane

Option B – I-90 to Elston



Option C – I-90 to Elston



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

Parking Utilization – Existing Conditions, Option A, Option B



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

Average Speeds (MPH)		Existing Conditions	Options B and C
AM	Northbound	19 MPH	20 MPH
	Southbound	24 MPH	21 MPH
PM	Northbound	18 MPH	17 MPH
	Southbound	20 MPH	20 MPH

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) _____

Topic	Comments
Segment 1: Lawrence Avenue to I-90	
Segment 2: I-90 to Central Avenue	
Segment 3: I-90 to Central Avenue	
General/Other	

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!

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