Milwaukee/North/Damen + Milwaukee Ave Complete Streets Improvements

May 9, 2017

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• Background
  • Project Goals
  • Scope of Work
• Projects in the Wicker Park Bucktown Master Plan
• Existing Conditions
  • Milwaukee/North/Damen Intersection
  • Milwaukee Ave Corridor
  • Other Intersections
• 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** that are prioritized and supported by members of the community.
- Evaluate before / after effects of pilot project treatments.
Scope of Work

- Restriping Project in 2017
  - Upgraded markings
  - Colored pavement markings
- “Paint and Post” Treatments
- Turning Movement Modifications
Projects in the WPB Master Plan

Project 4.2 – Adjust Operations at Milwaukee/North/Damen to Better Accommodate all Forms of Transportation

• Work with CDOT to develop, implement, and **study the before/after effects of a pilot project**
• Add new high visibility crosswalks
• Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
• Convert slip lane to pedestrian space
• Investigate eliminating some turn lanes and/or turning movements
Projects in the WPB Master Plan

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Projects in the WPB Master Plan

Project 1.1 – Improve Pedestrian Crossings
• Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
• Investigate eliminating turn lanes and/or turning movements

Project 4.1 – Re-envision Milwaukee Ave to Balance all Users
• Work with CDOT to develop, implement, and study the before/after effects of a pilot project to introduce bike lanes on Milwaukee Ave
• Investigate reducing the speed limit to 20 MPH on Milwaukee Ave
Projects in the WPB Master Plan

Project 2.2 – Complete Bike Lanes where Gaps are Present
  • Continue to build out a comprehensive network of bikeways
  • Milwaukee Ave is a Spoke Route and Damen Ave is a Crosstown Bike Route in the Streets for Cycling Plan 2020

Project 4.3 – Increase Visibility of Existing Bike Lanes
  • Bike improvements at intersections, including bike boxes and bike lanes up to and through intersections
  • Upgrade to green bike lanes where possible / needed
Crash Data (2010 – 2014)

Overview
- High Crash Corridors
- 1,097 total crashes, with M/N/D having the highest concentration of crashes
- M/N/D a high-pedestrian crash intersection (2011 and 2015 analyses) and a high-bicycle crash intersection (2012 analysis)

Pedestrian / Bicyclist Crashes
- People walking and biking involved in 20% of all crashes, but represent;
  - 66% of injury crashes
  - 68% of serious injury crashes
- 74 reported dooring crashes represent 6% of reported dooring crashes citywide
Existing Conditions – Milwaukee / North / Damen

Slip Lane Utilization
• Over 1,000 people walking during the combined AM & PM peak hours
• 32 people turning right during the combined AM & PM peak hours

Pedestrian Volumes
• Over 5,000 crossings during the combined AM & PM peak hours
• Congested sidewalks at peak periods
• People standing in street due to minimal sidewalk widths
Pedestrian desire lines at unmarked crosswalk locations
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Existing Conditions – Milwaukee / North / Damen

- Over 800 people riding through the intersection during the AM peak
- People on bikes represent 40% of peak-direction traffic on Milwaukee Ave and 10-12% of peak-direction traffic on Damen Ave during peak hours
- 65% of people arriving at a southbound red light on Milwaukee Ave use the pedestrian signal to cross to Starbucks (all data from April/May 2017)
• Left turns restricted from Milwaukee Ave
• Right Turn on Red prohibited at all approaches
• Right turns from Damen Ave are two of the lowest volume turning movements
Existing Conditions – Milwaukee Ave Corridor

- 42’ wide with minimal pavement markings
- Heavily used curbside activity
- 13,000 motor vehicles/day
- #56 CTA Bus
- Over 5,000 people riding bikes/day at various points along Milwaukee Ave
Existing Conditions – Milwaukee Ave Corridor

- Speed limit posted at 25 MPH and 30 MPH
- Average speed at Evergreen is 17 MPH
- 85% of people are driving 24 MPH or slower
Existing Conditions – T-Intersections

- Many t-intersections throughout the corridor
- Inconsistent parking regulations lead to unsafe parking behaviors
- 25% of people riding north on Milwaukee Ave during the PM peak continue west on the Bloomingdale Trail
- People access the Trail in many different ways
Existing Conditions – Bloomingdale Trail Entrance

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Project Schedule

**MAY**
- Data Collection & Community Input
  - April – Early June

**JUNE**
- Community Meeting #1
  - Tonight

**JULY**
- Design Concepts & Preferred Alternative
  - May – July
- Community Meeting #2
  - Mid-July

**AUGUST**
- Construction
  - August

**SEPTEMBER**
- Evaluation
  - Fall ’18 – Spring ’19
Open House Input

Prioritize improvements at the Milwaukee/North/Damen Intersection

• New crosswalks?
• Slip lane closure?
• Bump-outs?
• Bike boxes and bike lanes?
• Turn lane removals and/or turn restrictions?

Other problematic intersections/areas along the corridor that need improvement?
Thank You!
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