The Chicago Department of Transportation (CDOT) was awarded a federal Safe Routes to School grant to facilitate safer crossings for students and other people walking through the construction of pedestrian refuge islands. CDOT identified five intersections on Chicago Avenue and five intersections on Madison Street where pedestrian refuge islands would make crossings safer and more comfortable for people walking.

**SAFER CROSSINGS**
Shortened pedestrian crossing distances and reduced exposure to motor vehicles

**IMPROVED ACCESS**
Improved pedestrian access to schools, libraries, CTA bus stops, and businesses

**TURNING LANES**
Additional turn lanes on Chicago Avenue corridor to access alleys and businesses

Photos, clockwise from left: Madison Street at Leamington; Chicago Public Library at Chicago Avenue and Lamon Avenue; Madison Street at Lotus Avenue; and Chicago Avenue at Leamington Avenue.

**PROJECT LIMITS & SCOPE**

► Chicago Avenue, Pine to Lamon Avenues
► Madison Street, Pine to Lamon Avenues
► 10 Pedestrian Refuge Islands at crossings to schools, libraries, bus stops, and businesses
► Funded through a federal Safe Routes to School grant
► Construction: Summer/Fall 2016
A pedestrian refuge island is a protected area that allows pedestrians to cross one direction of traffic at a time. This makes finding gaps in traffic easier on two-way streets. Pedestrians may wait in the refuge for the next gap in traffic, or for motorists to yield the right of way before proceeding. Refuge islands differ from medians in that they are not continuous, but are only provided at the crossing location.

Pedestrian refuge islands should be considered when pedestrians are required to cross multiple lanes in each direction or where insufficient gaps in traffic make pedestrian crossings difficult. They can be installed at midblock crossings or at intersections if there is adequate room.

Pedestrian refuge islands should be at least 6 feet wide and 40 feet long to provide proper protection for pedestrians. Crosswalks and accessible ramps or cut-through areas must be provided at the refuge islands.

Under current conditions, it is difficult for people walking to cross Chicago Ave and Madison St at intersections without traffic signals between Central and Cicero. There are over ten schools within a half mile of these corridors, as well as numerous businesses and services.

Due to roadway width, it may not be possible for pedestrians of all ages and abilities to cross during a typical gap in traffic. These conditions reduce access for people walking. In order to address these challenges, pedestrian refuge islands will be installed at key locations along the corridors, ADA curb ramps will be constructed, and high visibility crosswalks will be striped.

In addition to improving access, these improvements have been targeted to improve safety for people walking. From 2009-2013, there were 292 reported crashes at these ten intersections. There were three fatal crashes and nine crashes causing serious injury in this time period, and 58% of the crashes causing injury on Madison Street involved pedestrians. Two pedestrian deaths occurred in front of the Chicago Public Library Branch on Chicago Avenue.

### CURRENT CONDITIONS

**292**
reported traffic crashes in these ten intersections between 2009-2013

**58%**
of injury crashes on Madison Street were pedestrians

**3**
fatal crashes and 9 serious injury crashes

### REFUGEE ISLANDS

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Crash data Illinois Department of Transportation, 2009-2013

For additional information, please call the Department of Transportation at (312) 744-5900, e-mail cdotnews@cityofchicago.org or visit [www.cityofchicago.org/transportation](http://www.cityofchicago.org/transportation)