

Milwaukee Avenue Safety Improvements

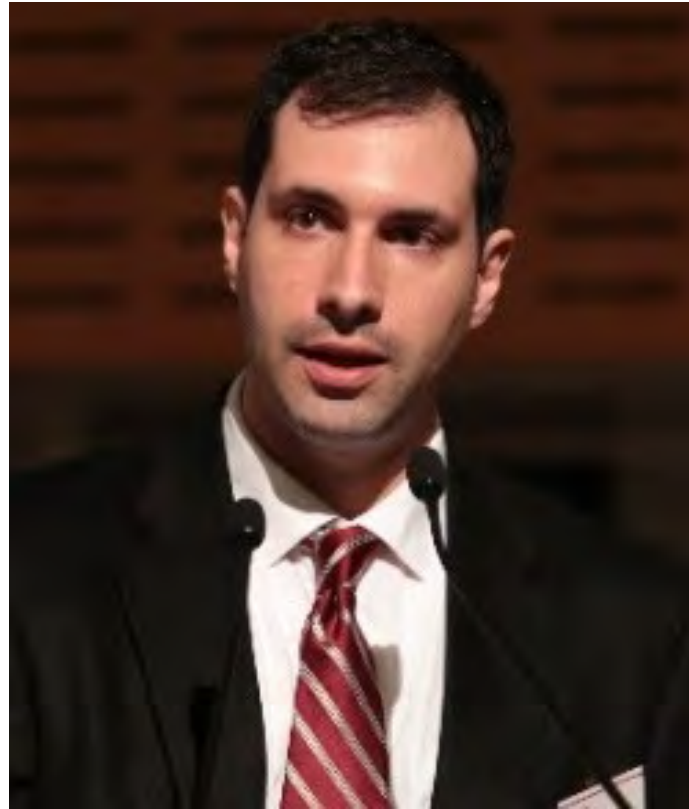
Western Avenue to California Avenue

Virtual Community Meeting
June 24, 2020





Daniel La Spata
1st Ward Alderman



David Smith, AICP
Bike & Ped Program Manager
CDOT



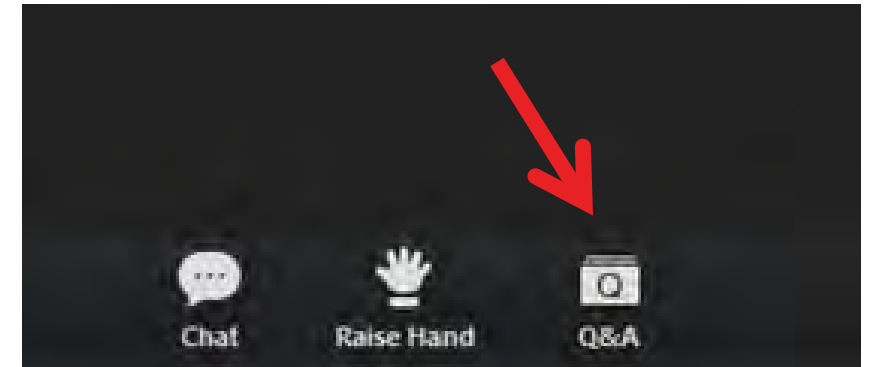
Agenda

- Introduction and Logistics
- Project Background
- Project Proposal
- Project Impacts
- Next Steps
- Q & A

Questions

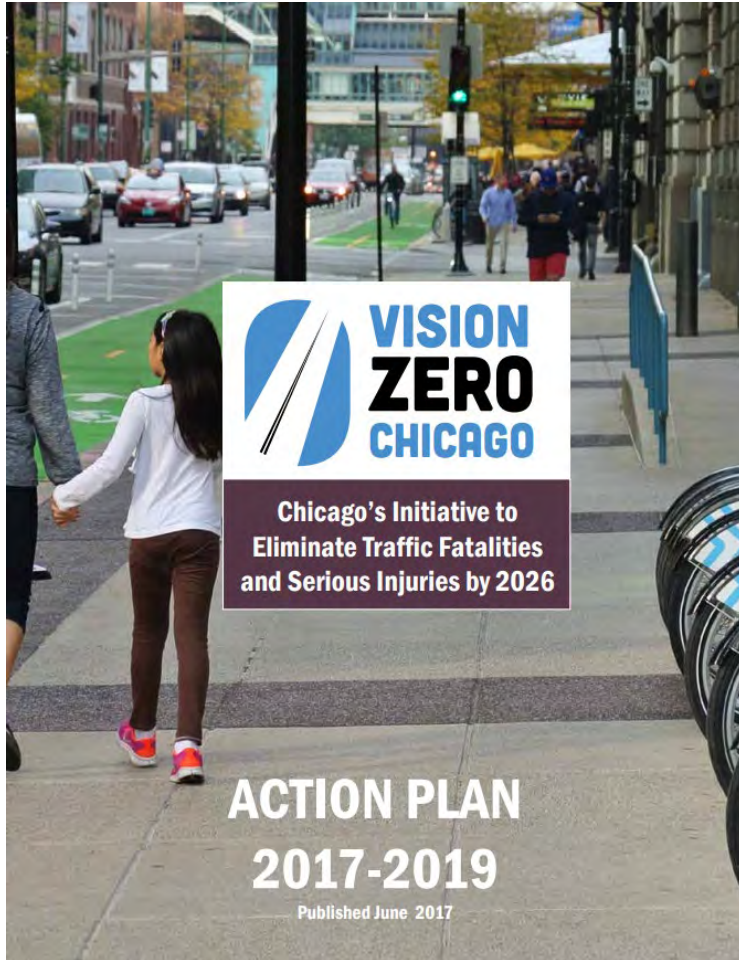
We will answer as many questions as we can during today's meeting

- ▶ Please type your question into the Q&A box and we'll answer as many questions as possible at the end
- ▶ Questions and answers will be posted to the 1st Ward website after today's meeting
- ▶ Additional questions can be emailed to:
CDOTBikes@cityofchicago.org



Take The Survey To Share Your Thoughts

- We've created a survey to collect feedback on the project
- We'll be collecting feedback over the next two weeks
- Those watching live will be directed to the survey after the meeting
- A link will also be available on the 1st Ward's website
www.the1stward.com



Milwaukee Ave
has been identified
as a **High Crash
Corridor**

Other projects
already completed
elsewhere on
Milwaukee Avenue

Chicago  Streets for
Cycling Plan 2020
Department of Transportation



Milwaukee Avenue has been
identified as a **Spoke Route**

Making Milwaukee Avenue Safer and More Comfortable for Everyone

- **HIGH CRASH CORRIDOR** – High number of crashes for people walking and biking
- **DESIGN UPDATE** – Better reflecting how people are already using the street—walking, biking, and taking transit
- **SUPPORT FOR CHANGE** – CDOT and the 1st Ward has already heard from many people and businesses supporting safety improvements on Milwaukee Avenue

Who Have We Talked To?

We walked door-to-door and met with

30+ Businesses along
Milwaukee Avenue

- ▶ Introduced the project
- ▶ Learned about business operations
- ▶ Listened to concerns

1ST WARD ALDERMAN
Daniel La Spata



Greater Goethe
Neighborhood Association

What We've Learned

About Milwaukee Avenue



Many parking spaces go unused



There are large gaps between some designated crosswalks along Milwaukee



Some people are driving at dangerous speeds on Milwaukee



Bicycling to work is growing faster along Milwaukee than the rest of Chicago



People walking and biking are disproportionately injured in crashes



Milwaukee is an important route for people biking to work

What We've Learned

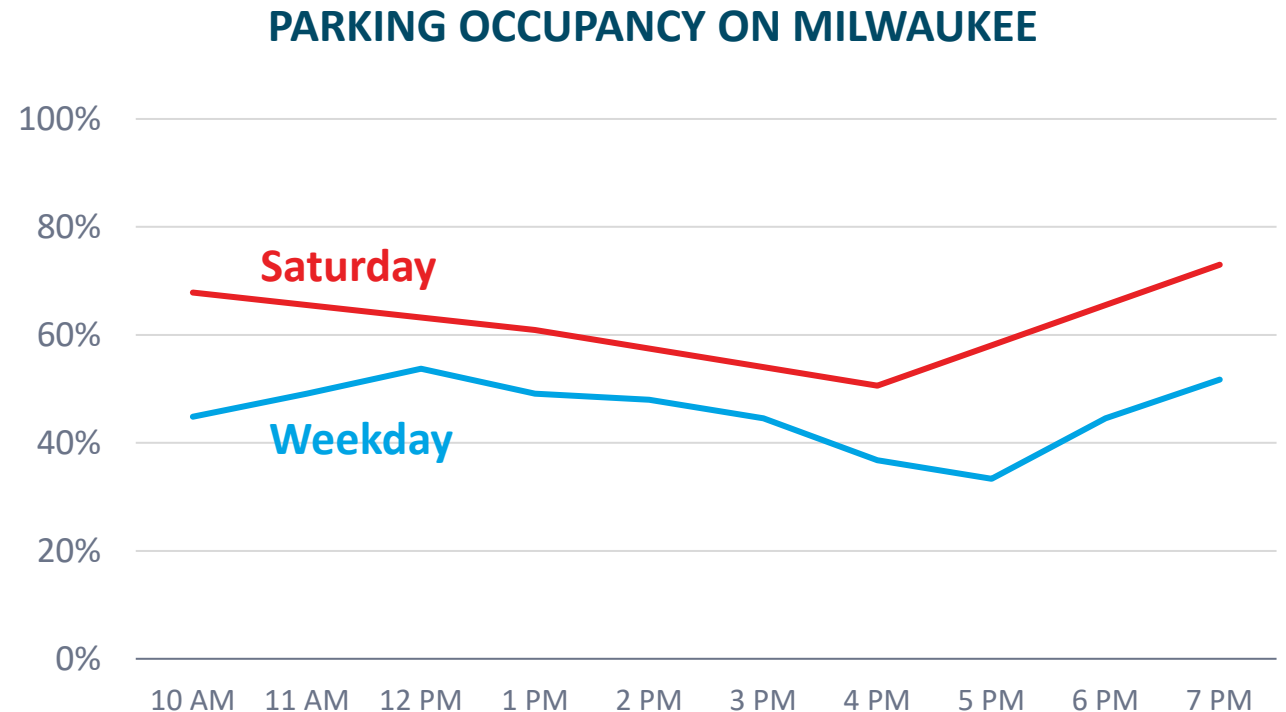
Many Parking Spaces on Milwaukee go Unused

46% occupancy on weekdays

63% occupancy on Saturday

171 Total Spaces

- ▶ 154 Pay-to-Park
- ▶ 6 Free
- ▶ 6 Standing Zone
- ▶ 5 Loading Zone



What We've Learned

Parking Spaces on Side Streets are Occupied Most of the Day

73% occupancy on weekdays

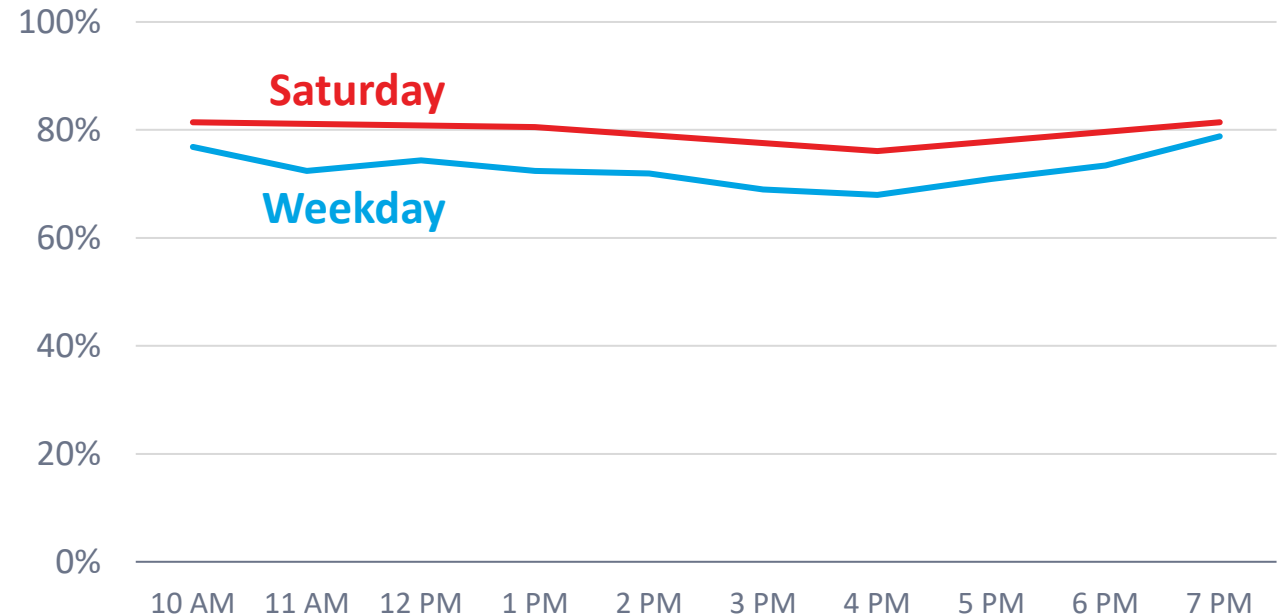
80% occupancy on Saturday

109 Total Spaces

- ▶ 20 Pay-to-Park
- ▶ 80 Free
- ▶ 1 Standing Zone
- ▶ 8 Loading Zone



PARKING OCCUPANCY ON SIDE STREETS



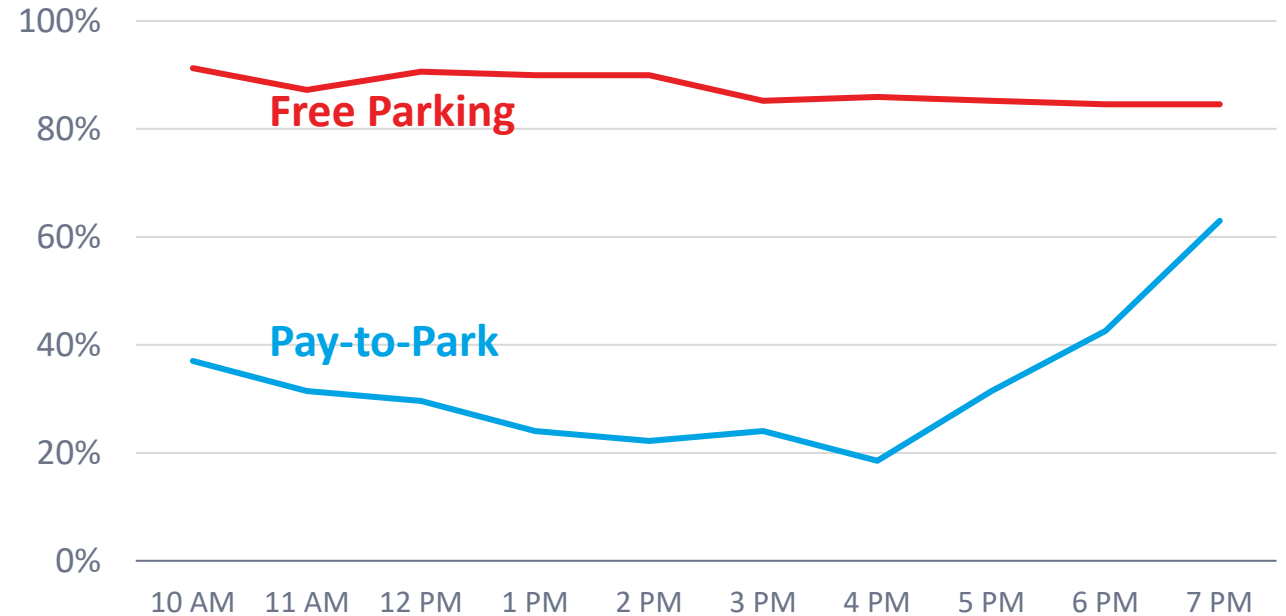
What We've Learned

But Paid Parking on Side Streets is Still Available

Free parking on side streets was mostly occupied

Paid parking on side streets remained available

PARKING OCCUPANCY ON SIDE STREETS



What We've Learned

Some People are Driving at Dangerous Speeds on Milwaukee

1/2

Driving over 20 MPH

500

Driving faster than 30 MPH



A top speed of 60 MPH

What We've Learned

People Walking and Biking are Disproportionately Injured in Crashes

446

Total crashes over 5 years

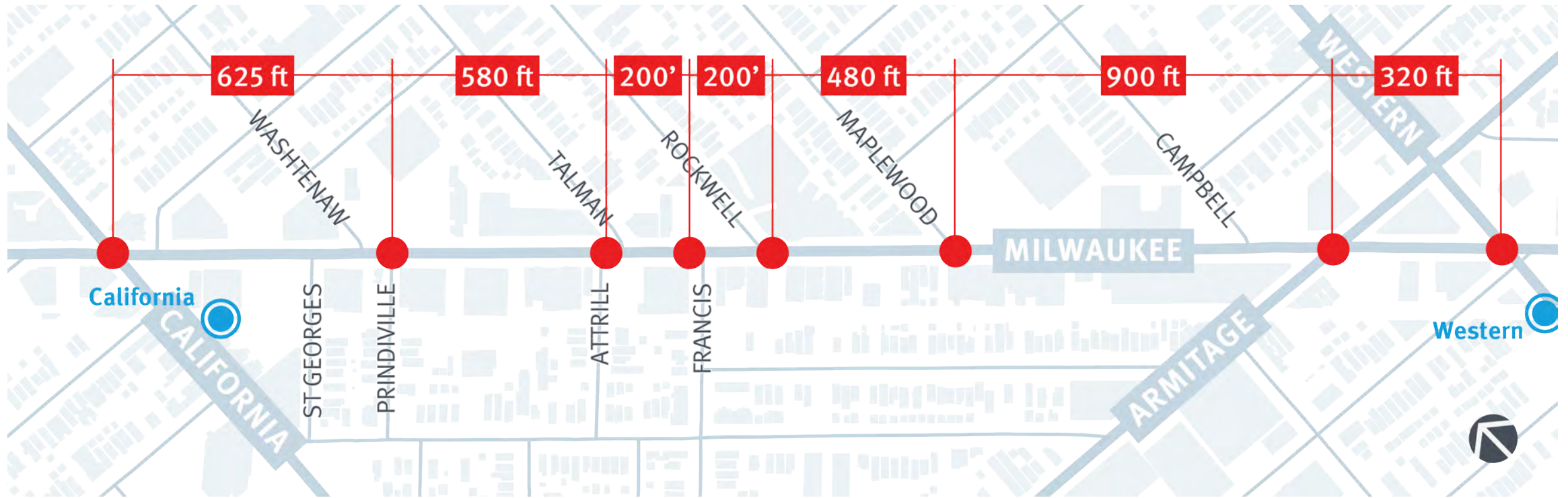
INJURY-PRODUCING CRASHES



Half of injury crashes involve people biking
2 out of 3 involve people walking & biking

What We've Learned

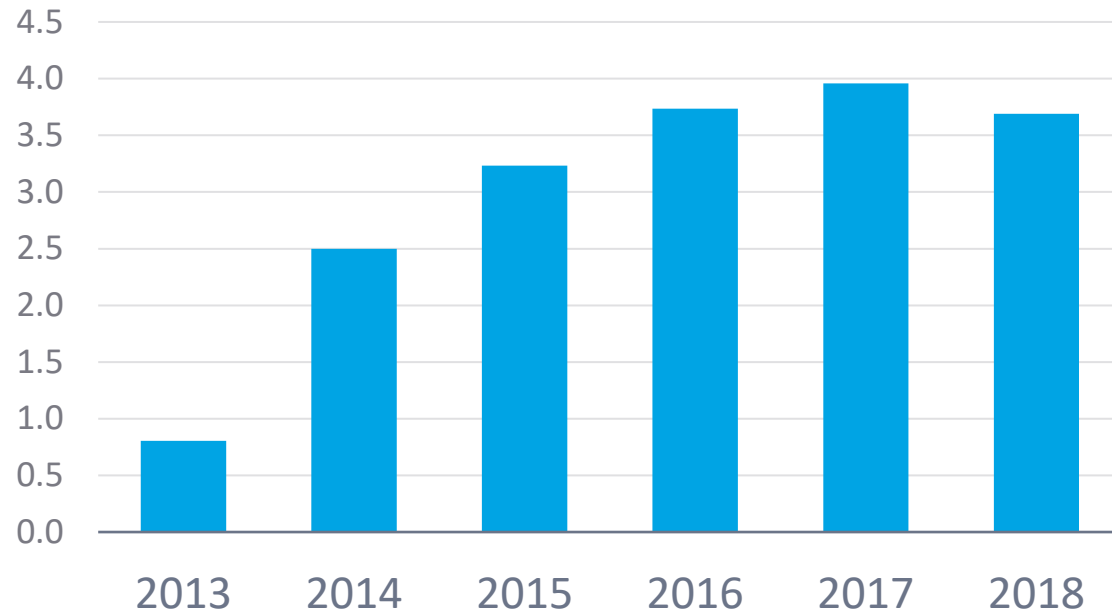
There are large gaps between some designated crosswalks along Milwaukee



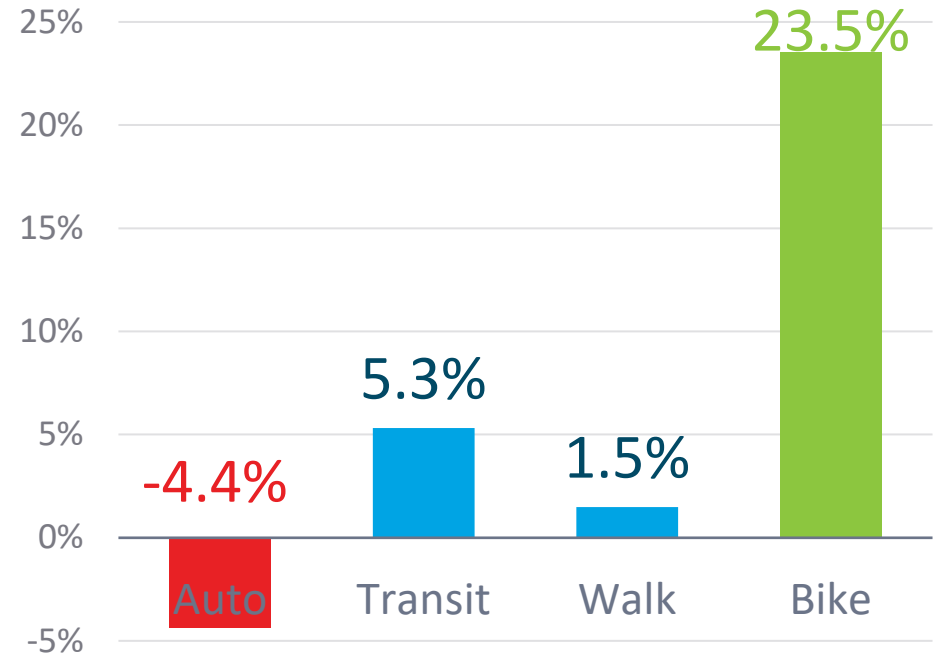
What We've Learned

Bicycling is Growing Faster than any other Travel Mode in Chicago

ANNUAL DIVVY TRIPS (Millions)



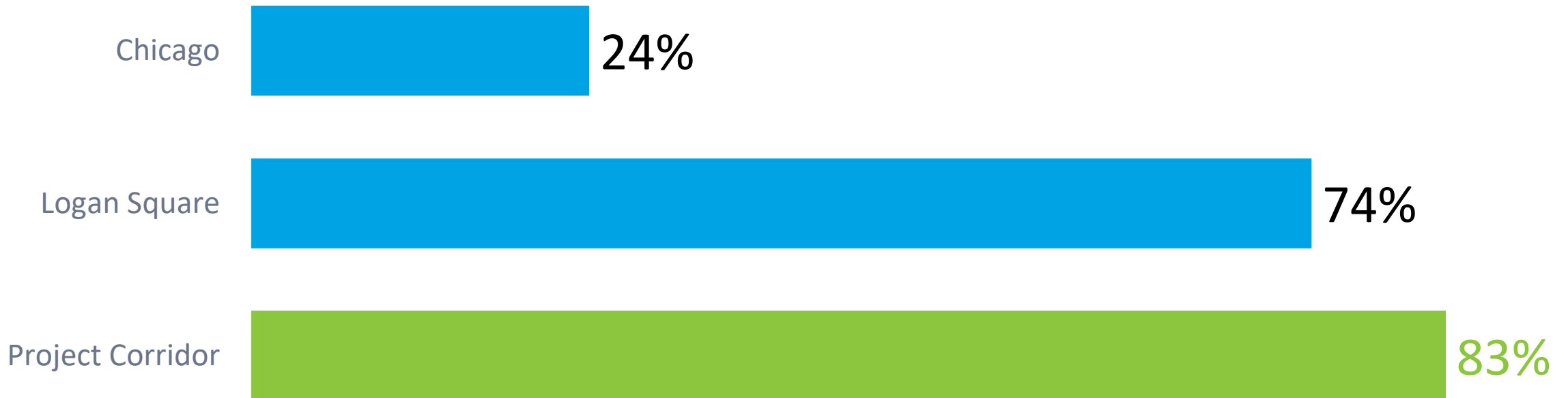
CHANGE IN MODE SHARE



2013-2017 Census Data

What We've Learned

Bicycling to work along Milwaukee is growing 3x faster than the rest of the City



What We've Learned

Milwaukee is an Important Route for People Biking to Work

LOGAN SQUARE



WICKER PARK/BUCKTOWN



WEST TOWN



Existing Layout



Proposed Layout

Pedestrian Bumpouts

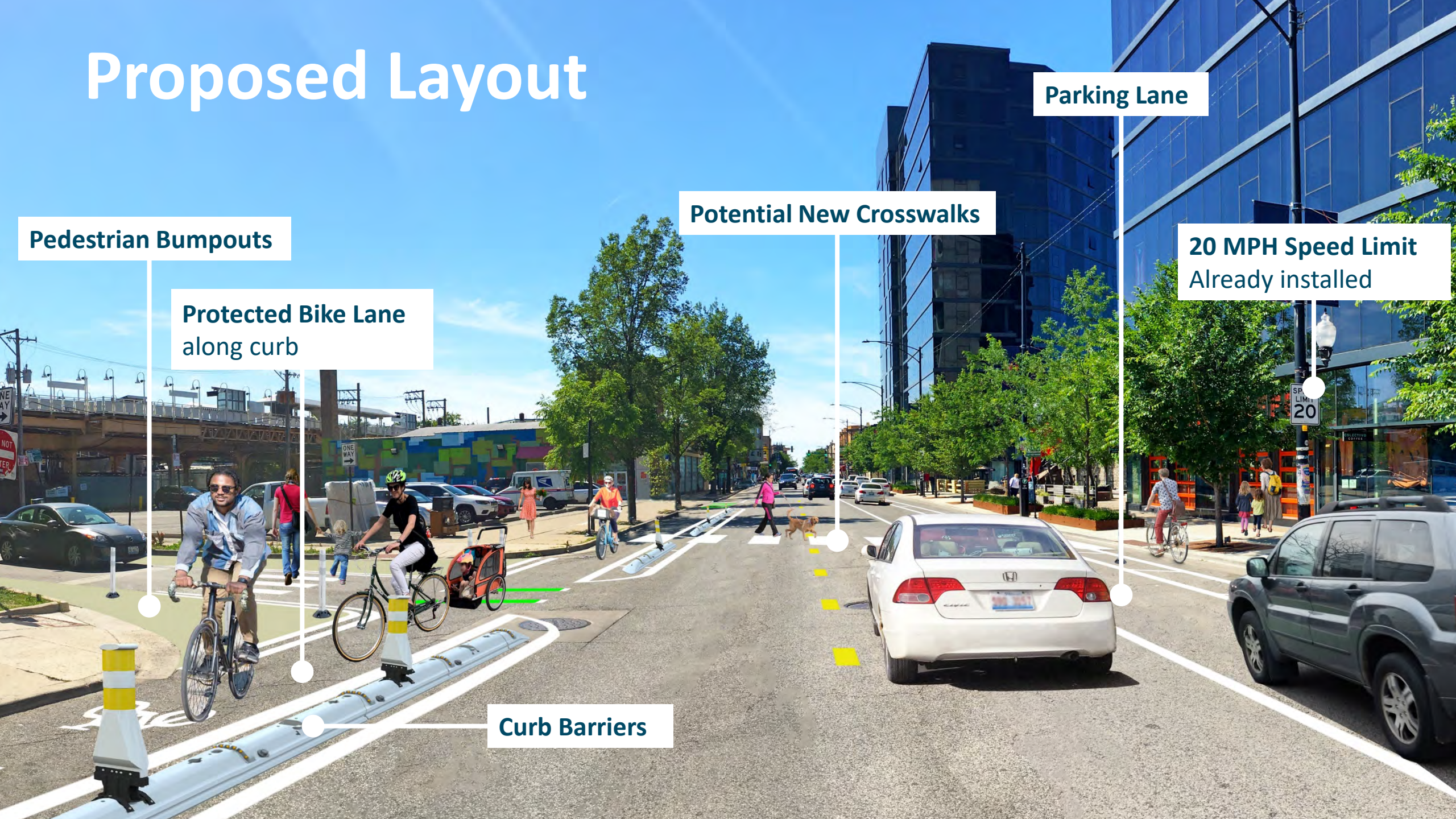
**Protected Bike Lane
along curb**

Potential New Crosswalks

Parking Lane

**20 MPH Speed Limit
Already installed**

Curb Barriers



Changes To On-Street Parking

To accommodate these safety improvements, on-street parking will be consolidated to one side of the street.

- ▶ Parking will still be available on Milwaukee Avenue
- ▶ We adjusted our design to accommodate as many businesses as possible based on our discussions with business owners.
- ▶ All existing standing and loading zones will remain.

NO residential parking will be removed.

NO changes will be made to existing residential permit zones.

What IS NOT Changing

No changes to residential parking

- ▶ NO residential parking will be removed
- ▶ NO changes will be made to existing residential permit zones

No changes to access into the neighborhoods

- ▶ You will still be able to use all the same streets you do today
- ▶ No changes to one-way streets

No bus stops will be removed

Loading Zones and Standing Zones for businesses will remain

How Will this Benefit the Neighborhood?

Lower travel speeds and higher comfort

Improved business access for people walking, biking, and taking transit

Better access to the Blue Line and CTA Buses with new crosswalks

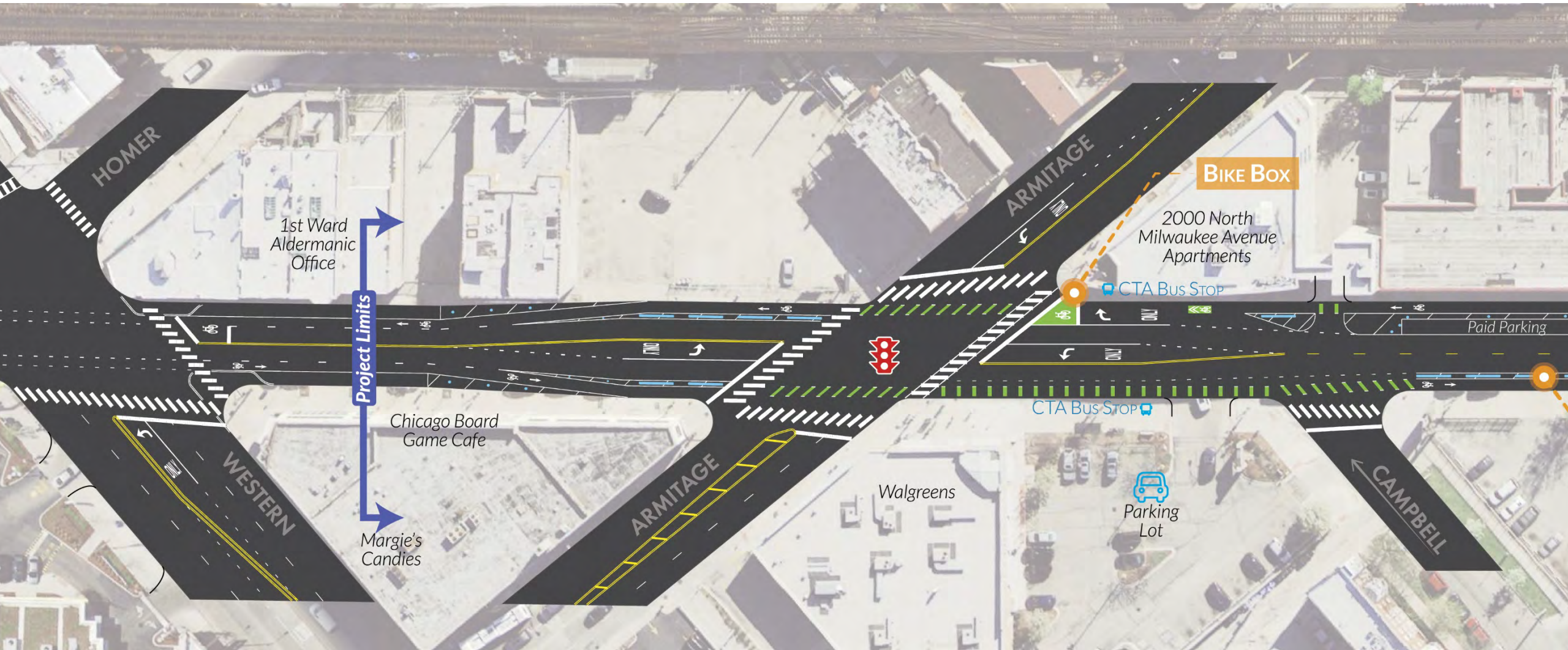
Better bike lanes are good for business

- ▶ Multiple studies have found bicyclists visit local businesses more often and spend more overall on local businesses.

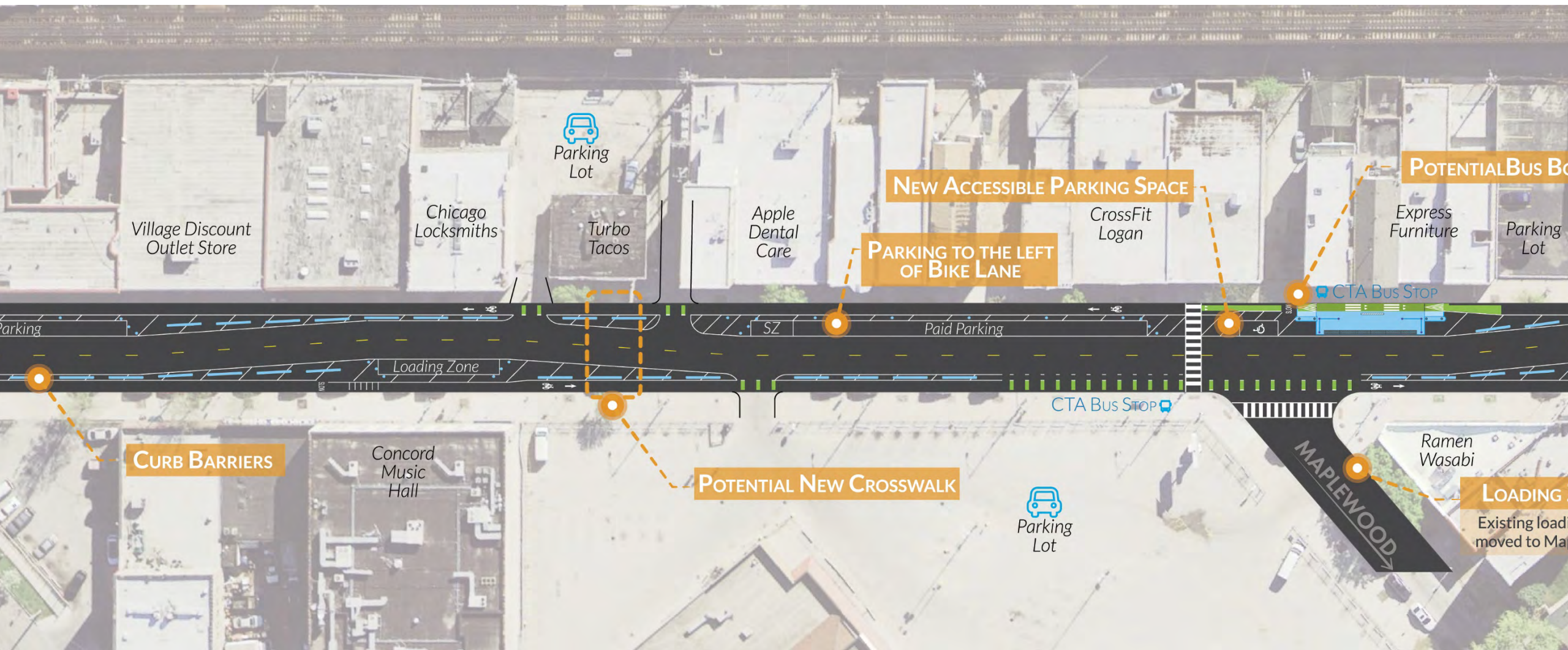
Protected bike lanes are more comfortable for new bike riders

- ▶ Will help more people bike around the neighborhood and to work

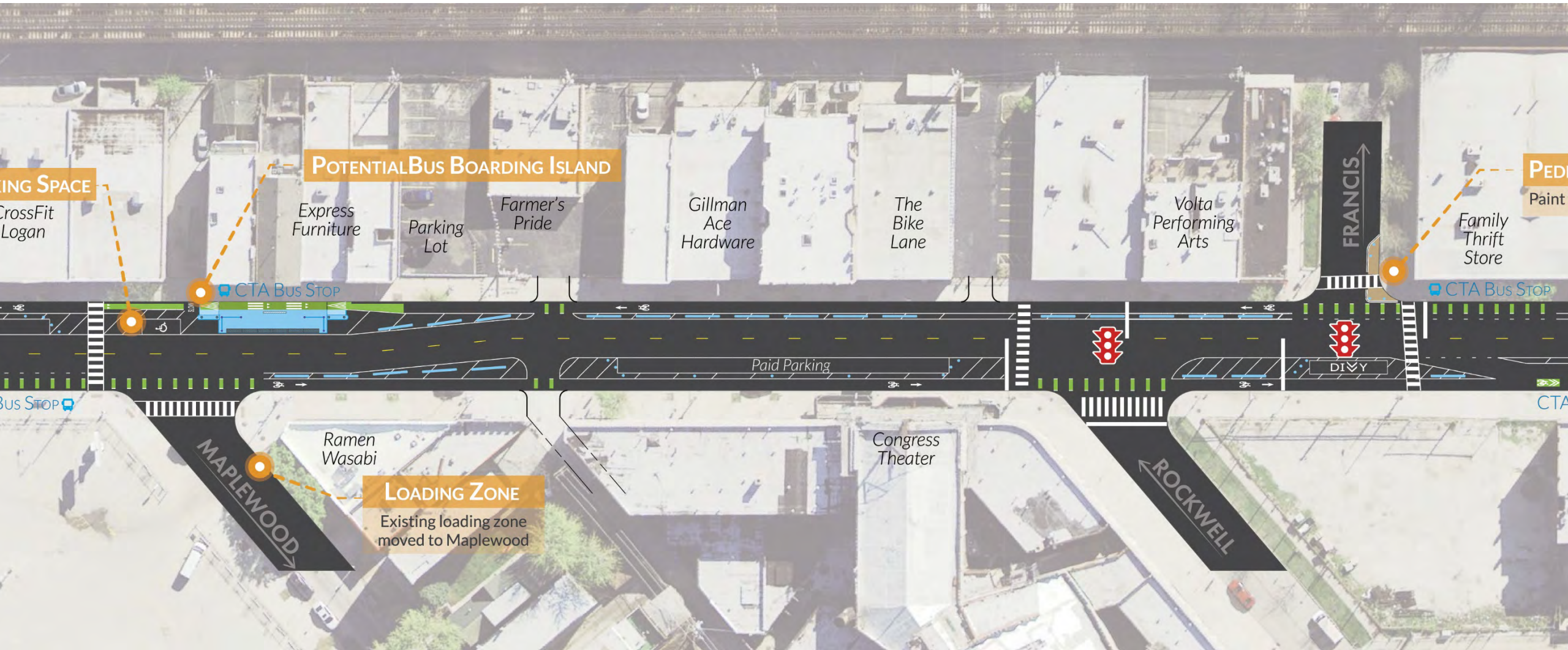
Western to Campbell



Campbell to Maplewood



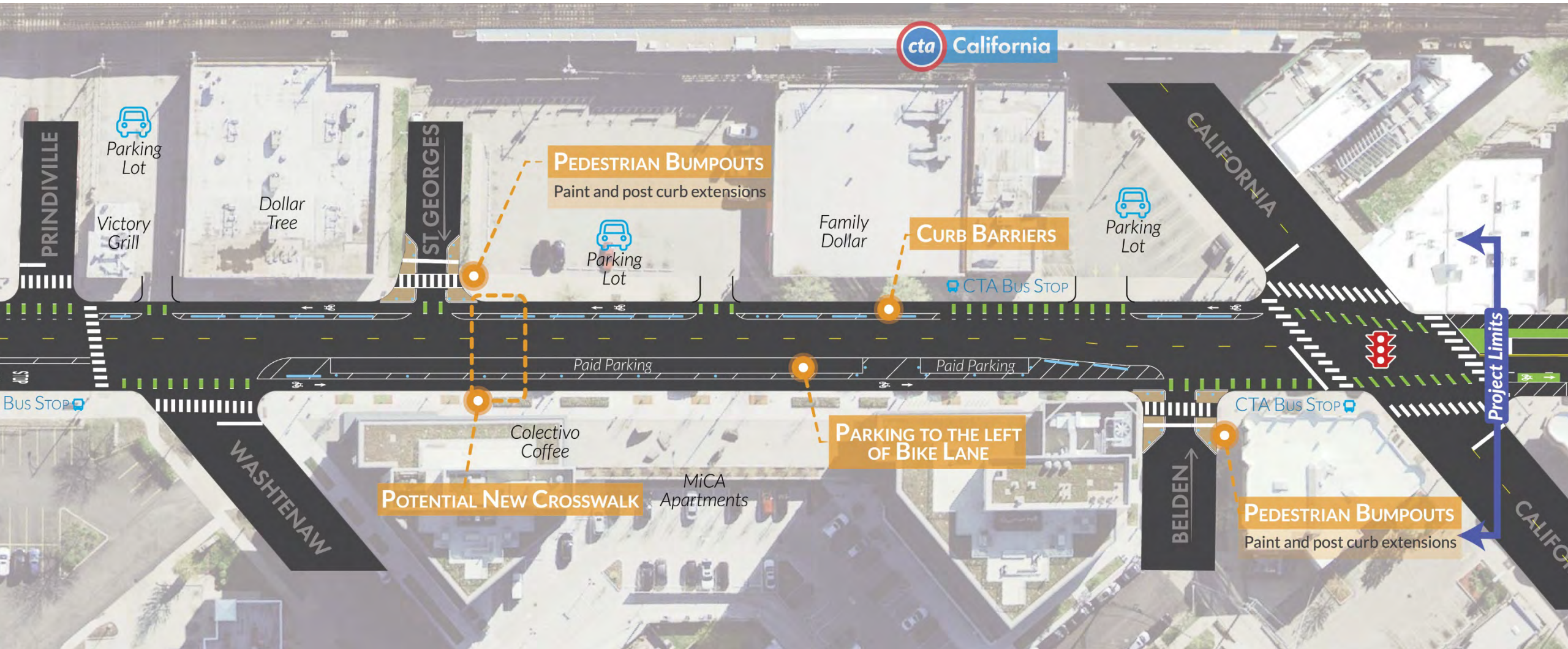
Maplewood to Francis



Francis to Prindiville



Prindiville to California



Replacing Paid Parking

Replacing 80-100 parking spaces

Opportunity to add paid parking to side streets

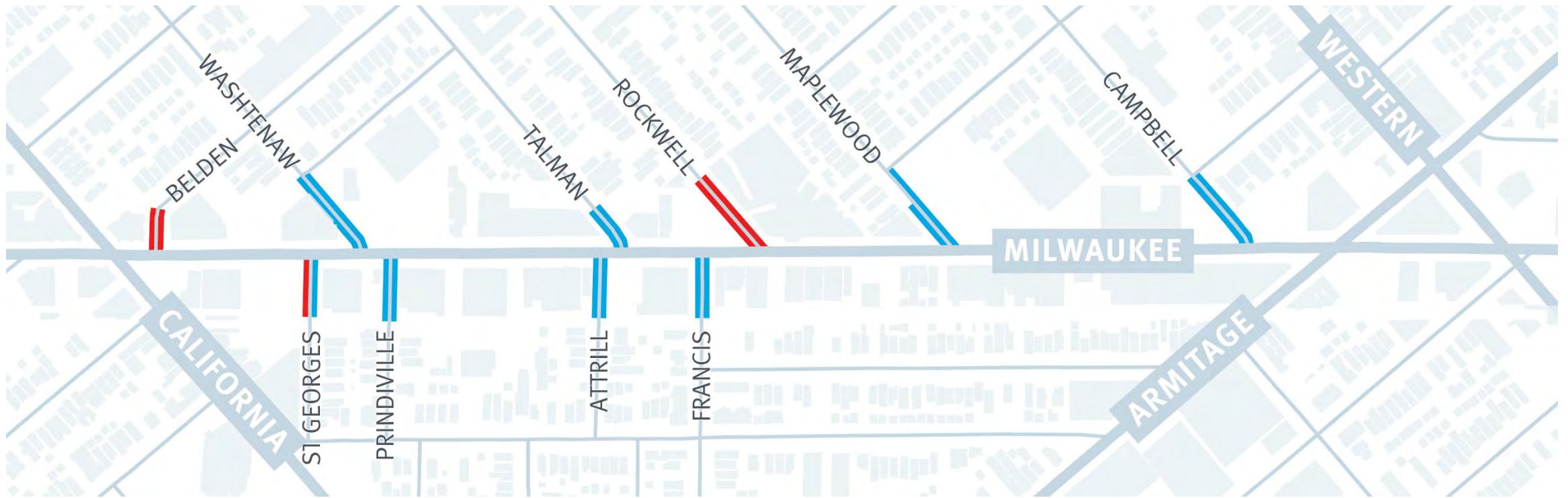
- ▶ Create more parking turnover for businesses on Milwaukee
- ▶ Most cars parked on side streets do not move all day

Can also add paid parking to nearby arterial streets

- ▶ Armitage
- ▶ Fullerton
- ▶ California

Replacing Paid Parking

Side street parking along Milwaukee **20 Paid** **80 Free**



Next Steps

- ▶ We've spoken with businesses along the corridor
- ▶ We're continuing to have conversations with businesses
- ▶ We'll spend the next two weeks listening to you
- ▶ We'll make any final adjustments to the design after that

Project Installation: Summer 2020

Installation

1. Pavement markings will be installed first

- ▶ The street will remain open
- ▶ All businesses will remain accessible
- ▶ No parking signs will be posted prior to installation

2. Curbs and posts for the Protected Bike Lane will be installed

3. Concrete elements will be installed last

- ▶ New crosswalks – Later this year
- ▶ Bus boarding island – Later this year or early next year

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- ▶ Priority for new crosswalks
- ▶ Replacement parking
- ▶ Additional bike racks
- ▶ Other thoughts on the project

Thank You!

Please send questions to:

CDOTbikes@cityofchicago.org

View meeting materials and the proposed plans:

the1stward.com

on the Infrastructure page

