


Milwaukee Ave High Crash Corridor Rapid Delivery Project



Illinois Bike Summit
May 7, 2018
Eric Hanss, Senior Planner



A black and white photograph of a community meeting. In the foreground, two people are leaning over a large table, looking at a detailed street map. One person is wearing a white baseball cap and a dark t-shirt with a logo. The other person is wearing a dark t-shirt with a logo that includes the word 'the city'. They are both pointing at the map. In the background, a large group of people is standing and talking in an outdoor setting with trees. The text 'VZ Goal 1: Invest equitably in communities that are most affected by severe traffic crashes.' is overlaid on the image in white, bold, sans-serif font.

VZ Goal 1: Invest equitably in communities that are most affected by severe traffic crashes.

VZ Goal 3: Make streets safer for all users.

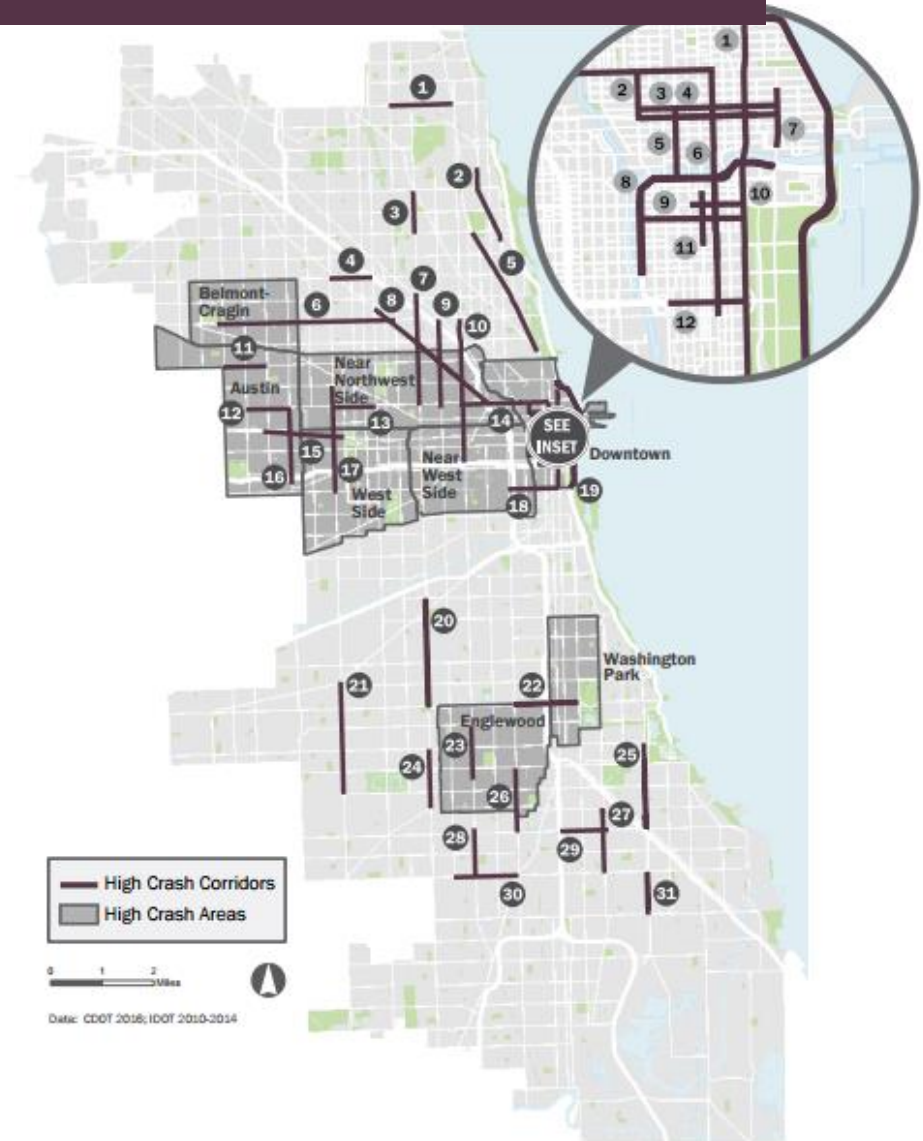
High Crash Areas and Corridors

Invest Equitably

By 2020, Chicago Will:

**Reduce severe crashes in
High Crash Areas and High
Crash Corridors by 40%**

**Reduce traffic crash fatalities
for people living in high
economic hardship
communities by 25%**



Make Streets Safer for All Users

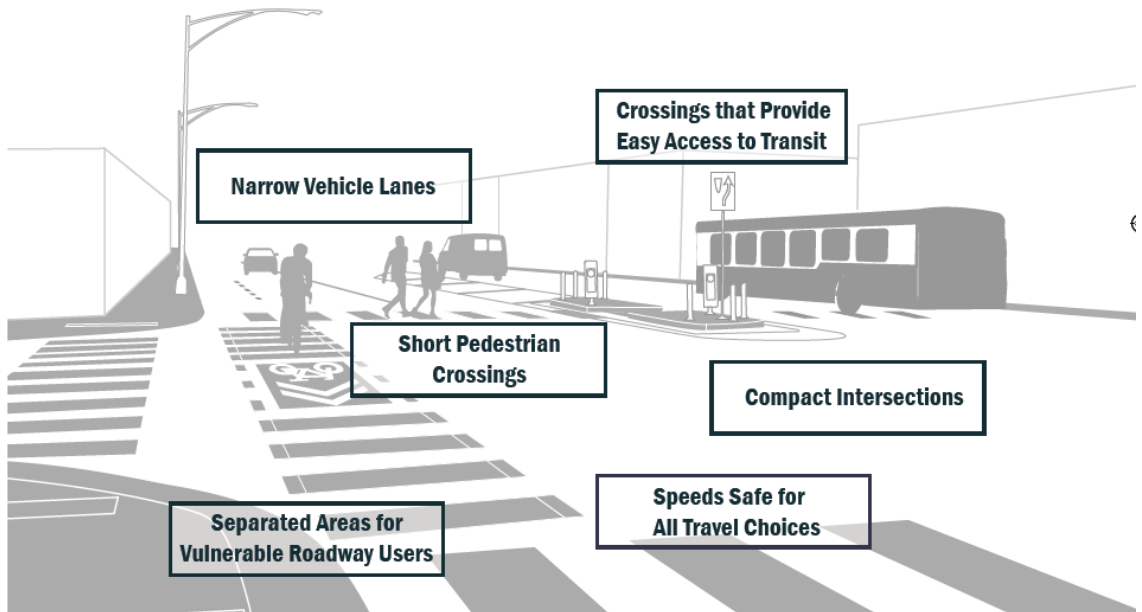
By 2020, Chicago Will:

Increase the percentage of adults who walk, bike, or take public transit to work by 10%, with the long-term City goal of 50% non-auto commuters by 2030

Implement proven safety countermeasures to improve pedestrian infrastructure at 300 intersections

Chicago's Design Principles

The City of Chicago is committed to designing streets that are safe, comfortable, and provide options in transportation. Chicago's streets should be designed to be predictable and consistent, minimize risk to vulnerable roadway users, and encourage safe speeds.



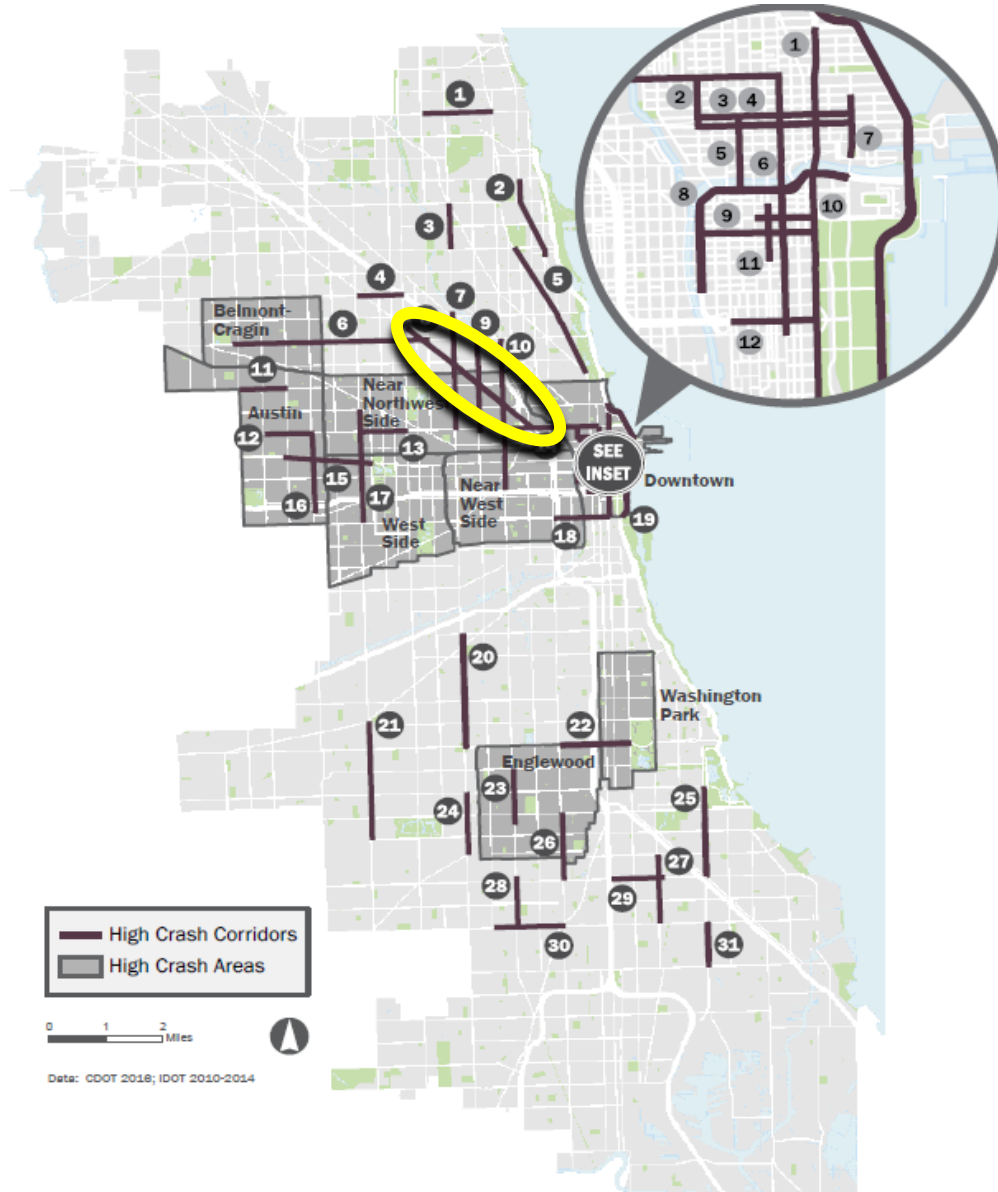
Milwaukee Ave High Crash Corridor Rapid Delivery Project



Project Background

- Planned CDOT restriping project on Milwaukee Avenue in 2017
- Identified as High Crash Corridor in the Vision Zero Action Plan
- Area of community concern and focus of numerous recommendations in the Wicker Park/Bucktown SSA Master Plan
 - **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; convert slip lane to pedestrian space; investigate eliminating some turn lanes and/or movements)
 - **Improve pedestrian crossings** (explore opportunities for curb bump-outs to reduce pedestrian crossing distances; investigate eliminating turn lanes and/or turning movements)
 - **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 20MPH on Milwaukee Ave)
- Identified Spoke Route in the Streets for Cycling 2020 Plan

Crash Data (2010 – 2014)



Overview

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

Pedestrian / Bicyclist Crashes

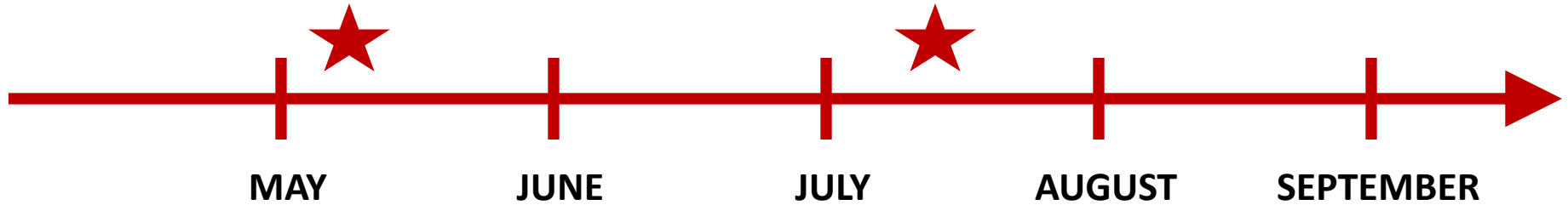
- People walking and biking involved in 20% of all crashes, but represent;
 - 66% of injury crashes
 - 68% of serious injury crashes
- 74 reported dooring crashes represent 6% of reported dooring crashes citywide

Project Goals

- Improve safety on the Milwaukee Avenue High Crash Corridor
- 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 improvements that are prioritized and supported by members of the community
- Evaluate before / after effects of pilot treatments



Planning Process



—————→
Data Collection & Community
Input
April – Early June

★ Community Meeting
#1

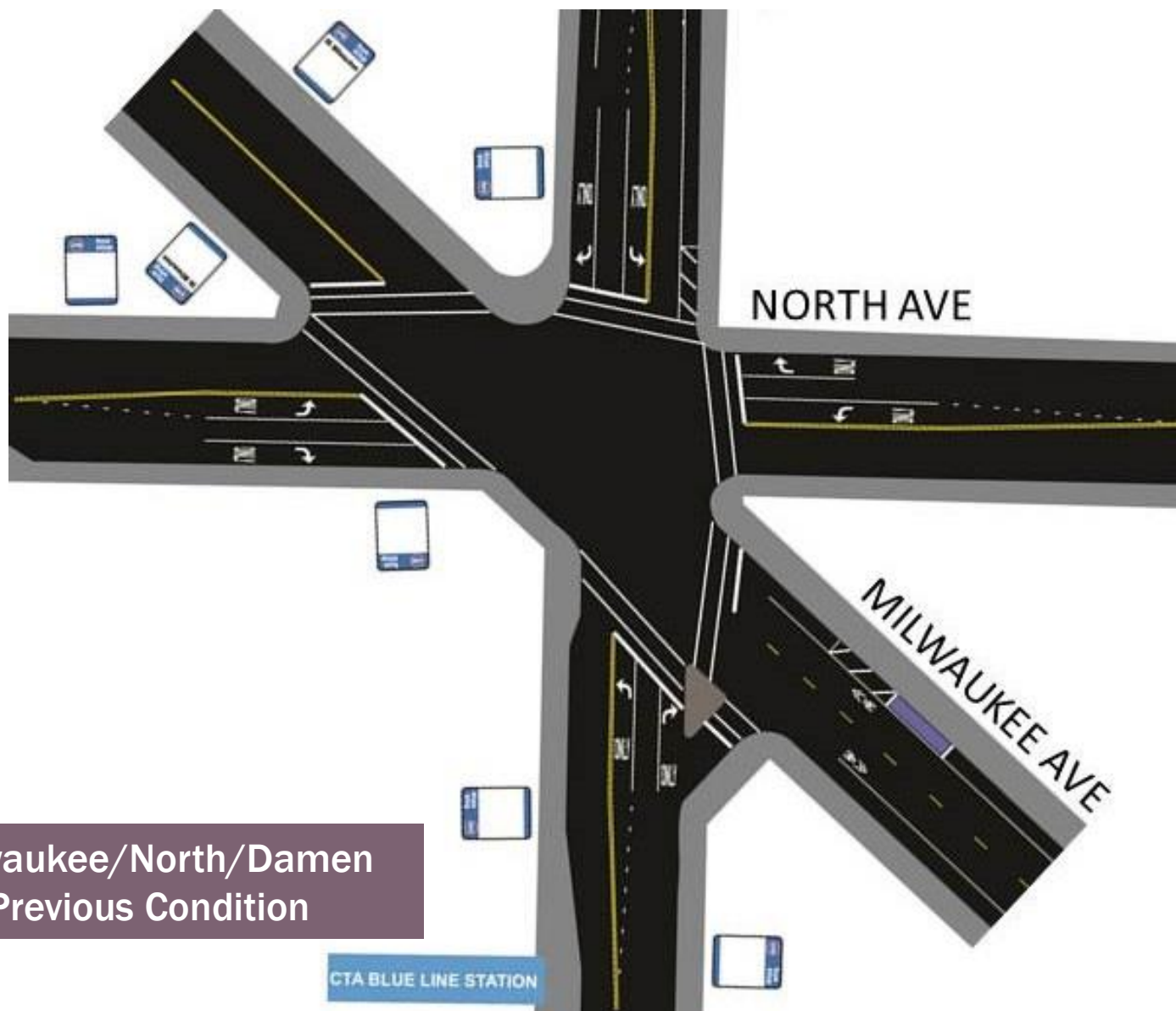
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Design Concepts & Preferred Alternative
May – July

★ Community Meeting
#2

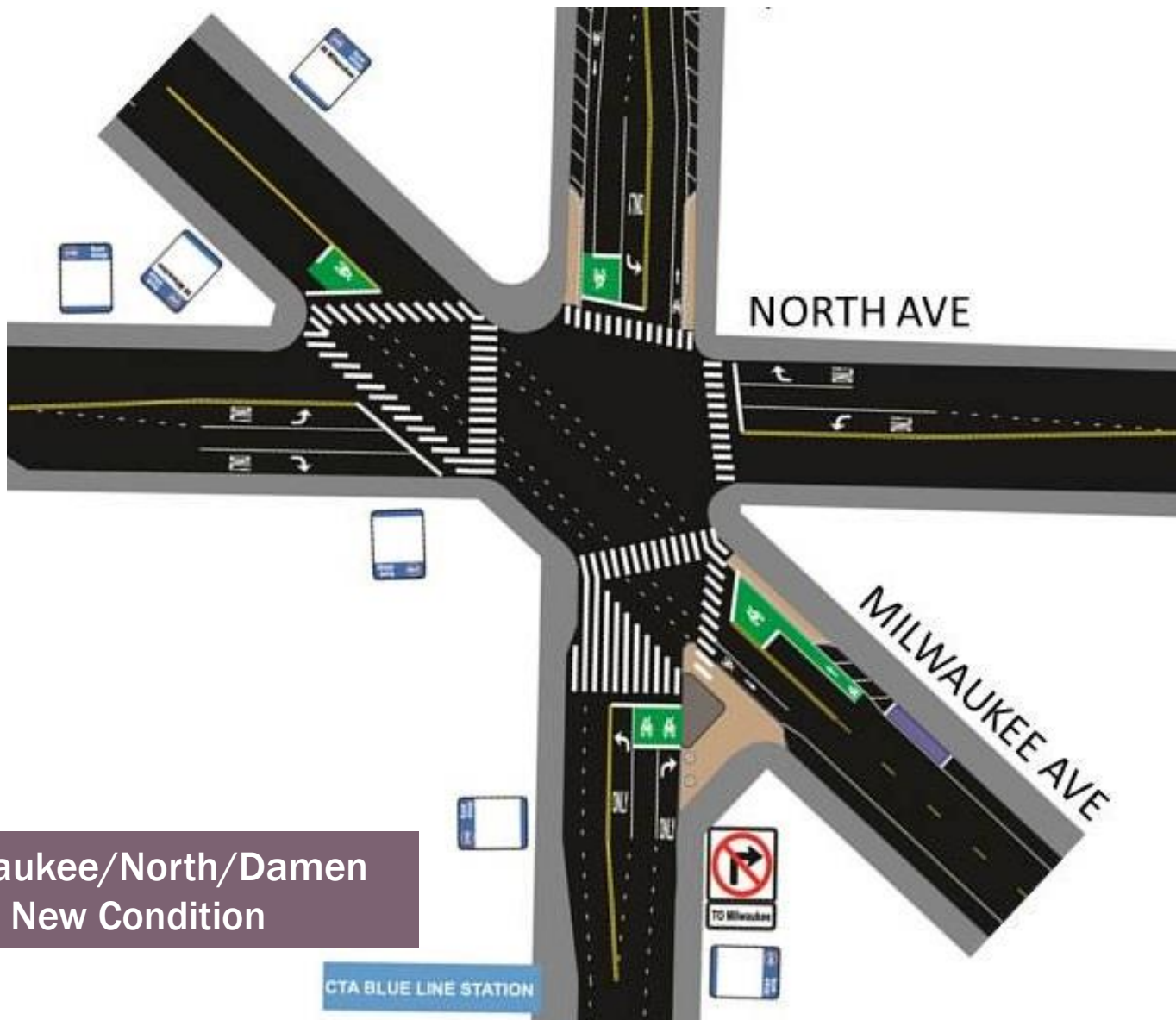
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Construction
August

Milwaukee/North/Damen Intersection Improvements





Milwaukee/North/Damen
Previous Condition



Milwaukee/North/Damen
New Condition

CTA BLUE LINE STATION



Pedestrian Accommodations - Before

- Congested sidewalks at peak periods
- Pedestrian desire lines at unmarked crosswalk locations



Pedestrian Accommodations - After



Pedestrian Accommodations - Before

- Over 1,000 people walking during the combined AM & PM peak hours
- 32 people turning right during the combined AM & PM peak hours



Pedestrian Accommodations - After



Bicyclist Accommodations - Before

- 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



Bicyclist Accommodations - After

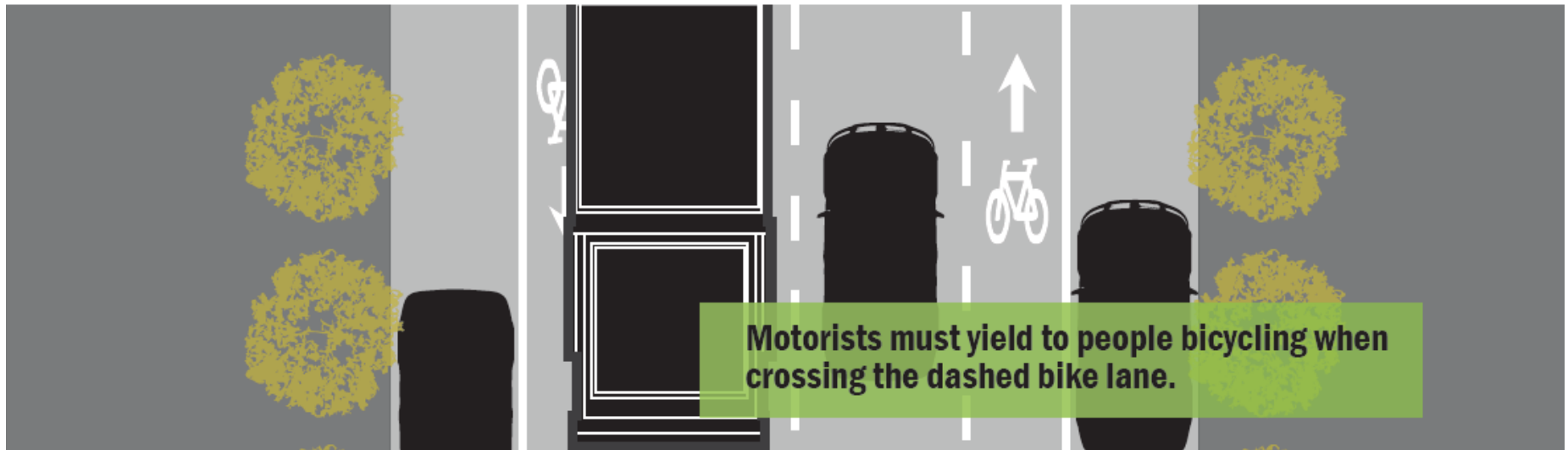
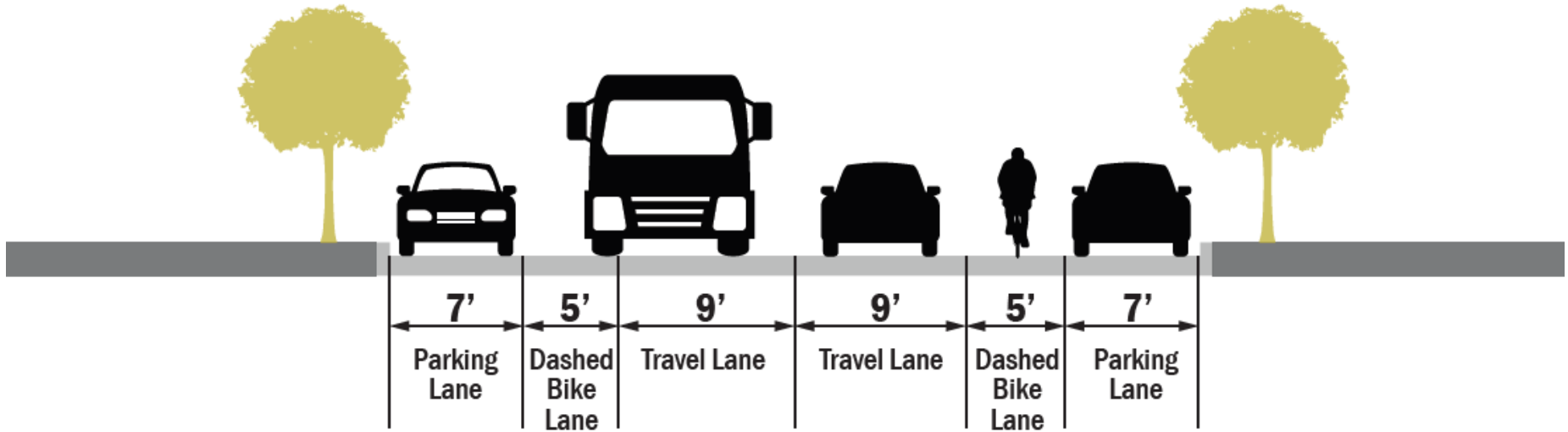
Milwaukee – Western to Division Corridor Improvements



MILWAUKEE AVENUE PILOT PROJECT

WESTERN AVENUE TO DIVISION STREET

Dashed Bike Lane



Dashed Bike Lane Operations

PEOPLE BIKING

- Ride in the dashed bike lane as if it were a standard bike lane.
- Large vehicles are expected to use the dashed bike lane. Pass these vehicles with care when it is safe to do so.

PEOPLE DRIVING

- Drive between the centerline and striped 9' guideline whenever possible to leave space for people bicycling.
- Only enter the dashed bike lane if necessary.
- Leave at least 3' of space when overtaking people on bikes.

OPERATORS OF TRUCKS AND BUSES

- Due to larger vehicle size, it may not be possible to drive between the centerline and 9' guideline. When necessary, use the effective 14' of space between the centerline and parking lane line by crossing the dashed bike lane after ensuring it is safe to do so.
- Leave at least 3' of space when overtaking people bicycling.



Bicyclist Accommodations - Before

- 96% of motor vehicles are passenger vehicles
- Over 25% of motorists traveled within 12' of the curb
- Average motor vehicle speed of 17mph, 85% of people were driving 24mph or slower



Bicyclist Accommodations - After



Bicyclist Accommodations - Before

- Pinch points at various locations along the corridor
- Parking options available



Bicyclist Accommodations - After



Accommodations - Before

- Challenging for CTA buses to access certain bus stops



Accommodations - After



Bicyclist Accommodations - Before

- 25% of people riding northbound turn left onto the Bloomingdale Trail
- Of those 25%, 50% turn left from a 'left turn lane' position



Bicyclist Accommodations - After



Bicyclist Accommodations - Before

- 25% of people riding northbound turn left onto the Bloomingdale Trail
- Of those 25%, 10% turn left from a 'pedestrian crossing' position



Bicyclist Accommodations - After



Pedestrian Accommodations - Before

- Many t-intersections throughout the corridor
- Inconsistent parking regulations lead to unsafe parking behaviors



Pedestrian Accommodations - After



Pedestrian Accommodations - Before

- Many t-intersections throughout the corridor
- Inconsistent parking regulations lead to unsafe parking behaviors



Pedestrian Accommodations - After



Pedestrian Accommodations - Before

- High speed motor vehicle turns
- Multiple aldermanic requests for Traffic Studies



Pedestrian Accommodations – After

Evaluation

- Motorist Speeds
- Compliance with IL Stop for Pedestrians law
- Pedestrian desire lines at Milwaukee, North, and Damen
- 606 Turning Movements
- Midblock motorist and bicyclist lane positioning

Next Steps:

- Install additional pedestrian signals and crosswalks at Milwaukee, North, and Damen
- Install planters at key paint/post bump-outs (WPB SSA)
- Continue “after” data collection and evaluation and publish a report on the project
- Continue to monitor pilot treatments (paint/post bump-outs, dashed bike lanes) for potential inclusion in future projects



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WWW.VISIONZEROCHICAGO.ORG

View Chicago's Vision Zero Action Plan, take the VZ pledge and sign up for updates.