

Milwaukee Ave (Division to Armitage)

VISION ZERO HIGH CRASH CORRIDORS & AREAS





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 ahead of future capital improvements** that are prioritized and supported by members of the community
- Evaluate before / after effects of pilot project treatments

Conceptualization

- 2016 December: Wicker Park Bucktown SSA Master Plan approved. The Master Plan highlighted the vision of the Wicker Park - Bucktown community to enhance the quality of life, including transportation and street design. The Master Plan outlined the community's desire to provide dedicated space on streets for bicycles and pedestrian bikers, to improve connections to and from the BGS, and to enhance mobility and safety along Milwaukee Avenue.

Design

- 2017 April: Stakeholder Kickoff Meeting
 - 2017 May: Community Meeting #1
 - 2017 June: Aldermanic & Stakeholder Coordination
 - 2017 July: Community Meeting #2
- CDOT conducted two public meetings and three stakeholder meetings within the dense project corridor to ensure the proposed design was inclusive and responsive to public concerns. The Department conducted data collection, engineering analysis, and design modifications in parallel to the public engagement process.

Installation

- 2017 September: Bump-outs, bike boxes, and bike lanes
- 2018 Summer SSA installation of planters
- 2018 September: New crosswalks at intersection of Milwaukee, North, and Dames Avenues.

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1,097 crashes from 2010 to 2014
66% of injuries were people walking or biking

PROJECT GOALS	DESIGN STRATEGIES	EVALUATION METRICS
Safer Biking	Dashed Bike Lanes, Bike Boxes	People Biking in Door Zone People Driving in Bike Lane
Safer Access to the 606	Median Bike Lane, Bump-outs	People Biking Against Traffic
Safer Intersections	Bump-outs, Slip Lane Closures, Crosswalks	People Using New Crosswalks People Stopping for Pedestrians
Safer Speeds	20 MPH Posted Speed Limit	People Driving over 30 MPH People Driving less than 20 MPH

Existing Conditions – Milwaukee / North / Damen



Existing Conditions – Milwaukee Ave Corridor



TOOLKIT

The Milwaukee Avenue Rapid Delivery Project and design elements recommended in the Vision Zero High-Crash Corridor Framework Plan as well as the Walker Park South Urban TOD Master Plan. Following are the design elements CDDT employed to improve street safety on Milwaukee Avenue.

20 MPH Speed Limit

Speeding is one of the leading causes of traffic fatalities and serious injuries. Studies have shown that only 1 out of 20 pedestrians hit by a vehicle traveling at 20mph are able to recover, whereas 9 out of 20 pedestrians harmed being hit by a vehicle traveling at 25mph or less. Lower speeds provide drivers to stop more quickly and see more of their surroundings, increasing the visibility of other road users, including vulnerable pedestrians and bicycles. Thus, lower speeds help reduce the number of incidents as well as their severity.



Bike Boxes

Paved bike boxes provide a space for bicyclists to wait safely at a traffic signal. By placing the bike boxes in front of the vehicle stop bar, bicyclists are more visible to drivers.



Paint and Post Bump-outs

Paint and post bump-outs use pavement markings and the posts to designate space for pedestrian use. They reduce crossing distances, slow turning traffic, increase pedestrian visibility, and prevent single parking near crosswalks. Moreover, the paint and post design is cheaper and quicker to install than concrete bump-outs.



Dashed Bike Lanes

CDDT uses dashed bike lanes closer to the curb as the center for a protected bike lane. They provide more delineation than a standard street lane or shoulder, for bicycles and scooters, while allowing right-of-way to keep the bike lane when necessary.



Slip Lane Closures

Closing right turn slip lanes with the vehicle bollards reduces conflict points at complex intersections and creates additional space for pedestrians to cross-pedestrians across the street. Lane meter systems, such as those used for paint and post bump-outs, can also be used for paint and post bump-outs, to allow for a more compact slip lane as exclusion pedestrian space.







Bike Lanes - After

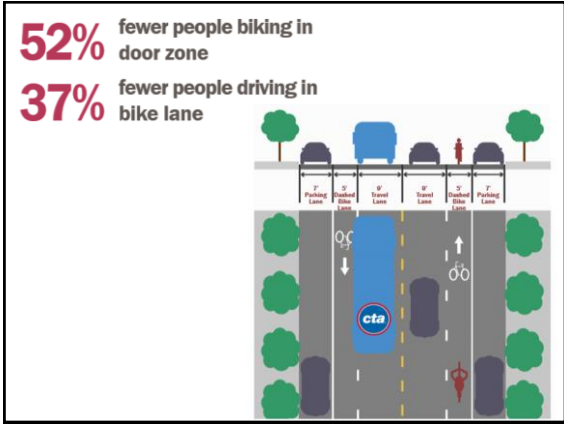


Bike Lanes - After



Bike Lanes - After

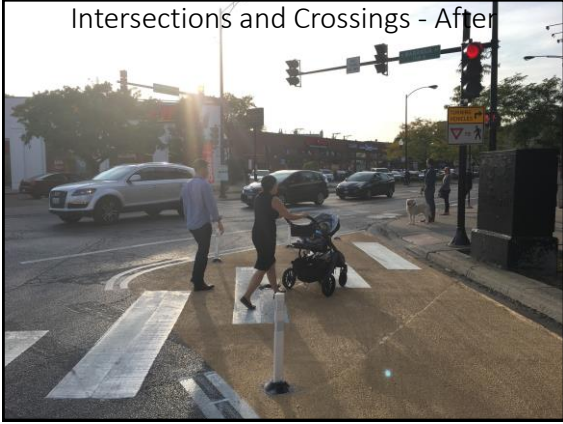




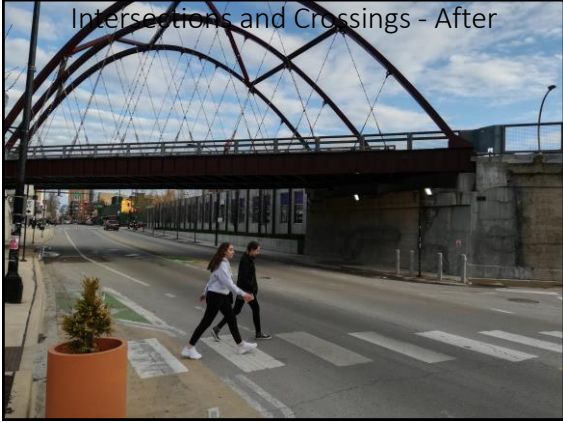




Intersections and Crossings - After



Intersections and Crossings - After



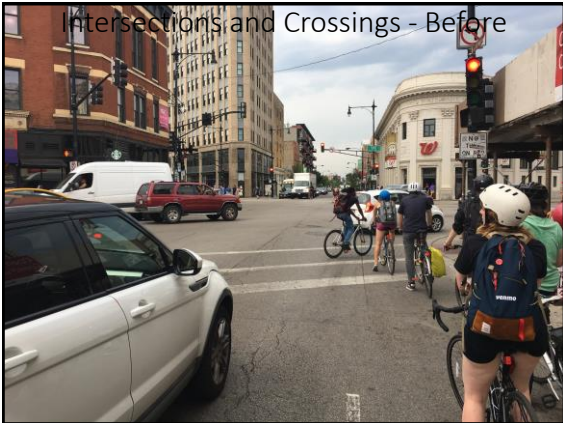
Intersections and Crossings - After



Intersections and Crossings - After



Intersections and Crossings - Before

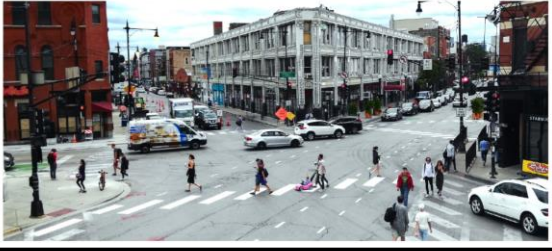


Intersections and Crossings - After



Safer Intersections

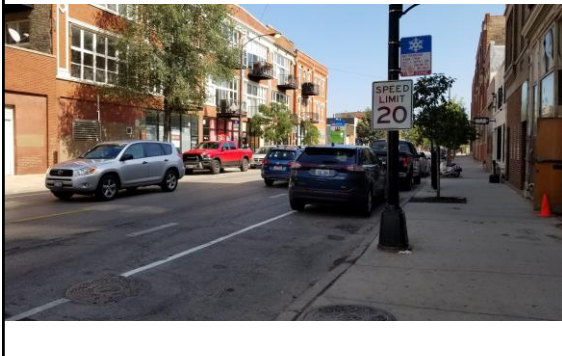
42% fewer people failing to stop for pedestrians in uncontrolled crosswalks **60%** more people crossing on two new crosswalks during p.m. rush hour



Bike Lanes - Before



Speed Limit - After



Safer Speeds



M/N/D - Before



M/N/D - Before







