



## PROJECT DESCRIPTION

The Chicago Department of Transportation (CDOT) is piloting near-term improvements for people walking, biking, riding transit, and driving on **Milwaukee Avenue between Western Avenue and Division Street** identified in the Wicker Park Bucktown Master Plan. Project features include enhanced crossings, upgraded bicycle facilities, and bus stop optimization throughout the corridor. To complement these improvements, the posted speed limit will be lowered to 20 MPH. CDOT will evaluate these changes to determine their effectiveness.

## BENEFITS

### SAFE SPEEDS

The new design and lowered speed limit will encourage drivers to travel at speeds appropriate for the variety of users and activities present along the corridor.

### ENHANCED CROSSINGS

Paint and post bump-outs will reduce crossing distances, improve pedestrian visibility, and prevent illegal parking in crosswalks.

### INCREASED PEDESTRIAN SPACE

Slip lane closures at complex intersections will create more space for pedestrian activity and reduce conflicts for all users.

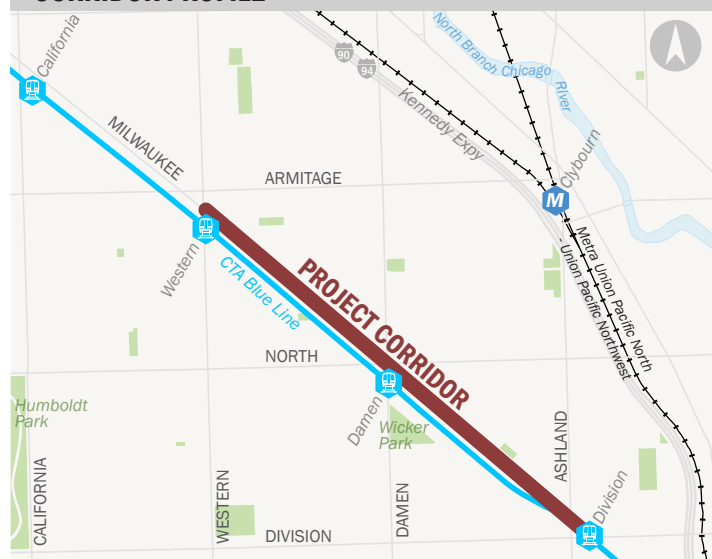
### ORGANIZED TRAFFIC

A dashed bike lane will position drivers of passenger vehicles closer to the center line, providing more space for people on bikes. Other improvements such as bike boxes and bike left turn lanes will increase the visibility and predictability of people biking at intersections. Select CTA bus stops will also be relocated to minimize conflicts between users and improve bus operations.

## SCHEDULE

Summer/Fall 2017

## CORRIDOR PROFILE



Community Area	<b>West Town (Vision Zero High Crash Area)</b>
High Crash Corridor	<b>Milwaukee, Kedzie to Ogden</b>
Speed Limit	<b>25 to 30 MPH (to be lowered to 20 MPH)</b>
Length	<b>1.5 miles</b>
Number of Lanes	<b>1 in each direction with on-street parking</b>

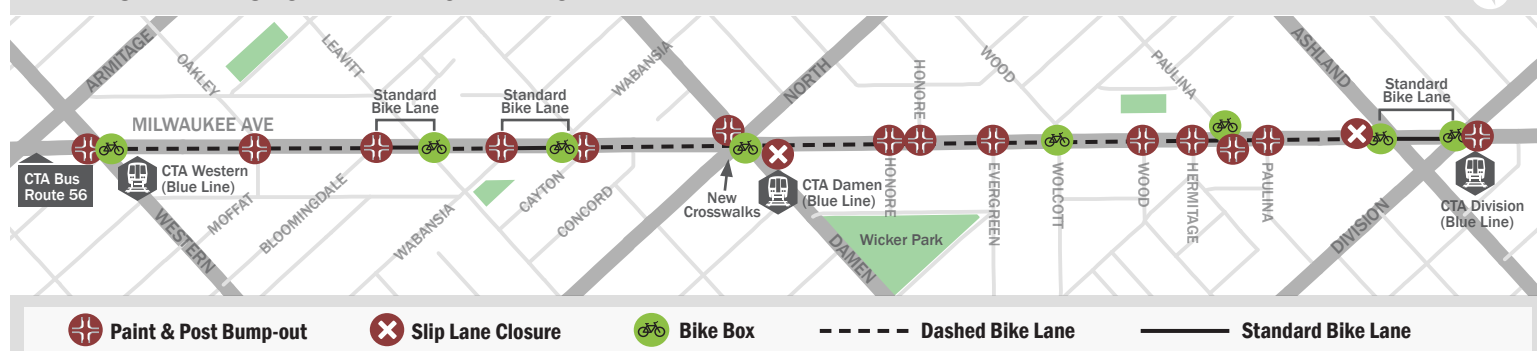
## CRASH HISTORY

**1,097** reported traffic crashes between 2010-2014

**66%** of injury crashes involved people walking and biking

**1** fatal crash and **27** serious injury crashes

## MILWAUKEE AVENUE SAFETY IMPROVEMENTS

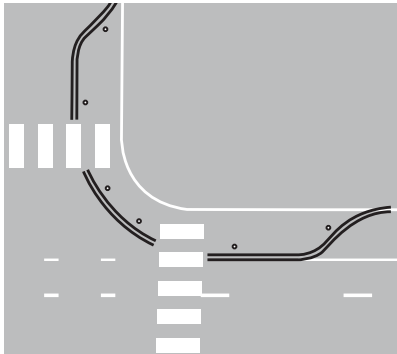


# MILWAUKEE AVENUE: WESTERN TO DIVISION

## VISION ZERO HIGH CRASH CORRIDOR

### INTERIM TREATMENTS

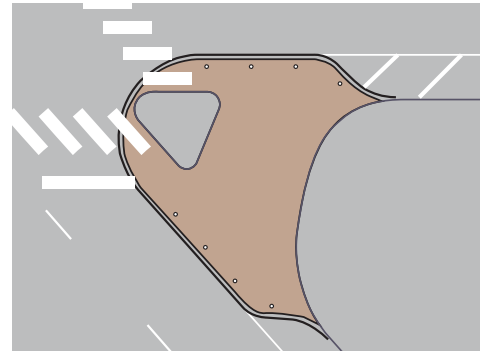
Low-cost, low-impact geometric improvements that can be designed and installed quickly and adjusted easily.



Paint & Post Bump-Outs in San Francisco

#### PAINT & POST BUMP-OUTS

Pavement markings and flex posts designate pedestrian space that should not be used by other modes. Like concrete bump-outs, paint & post bump-outs reduce crossing distances, slow turning speeds, increase pedestrian visibility, and prevent illegal parking in the crosswalk.

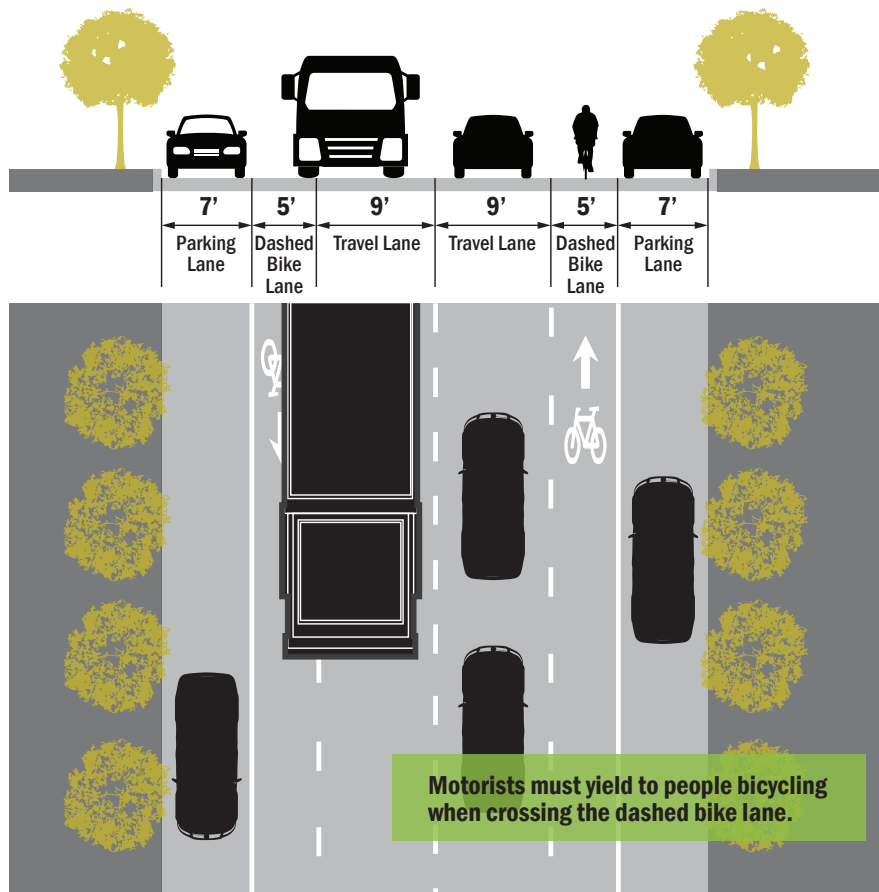


#### SLIP LANE CLOSURE

Low-cost materials will be used to close slip lanes with low vehicle volumes to reduce conflicts at complex intersections and create additional pedestrian space.

### DASHED BIKE LANE

CDOT is piloting the dashed bike lane to provide additional space for people bicycling by encouraging people who are driving to position themselves closer to the centerline of the street. People driving are allowed to travel in the dashed bike lane when needed, and operators of large vehicles such as trucks and buses are expected to use the dashed bike lane whenever traveling on Milwaukee Avenue. CDOT will be evaluating the effectiveness of the dashed bike lane by monitoring lane positioning, travel speeds, and crashes, and by gathering user feedback.



#### 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 will not be possible to drive between the centerline and 9' guideline. 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.