



North Milwaukee Ave.
from Logan Square to Belmont

Project Study Group Meeting #4

July 21, 2020

Thank you everyone for joining us for today's online Project Study Group meeting.

Agenda

Project Overview

Milwaukee Avenue Update

Logan Square Layout Update

Kedzie Plaza Layout Update

Programming and Maintenance

During today's meeting we'll go through a project overview, provide updates on the designs and layouts for Milwaukee Ave, Logan Square and Kedzie Plaza as well as present considerations for programming and maintenance.



Public Involvement

PSG Meetings

Project Study Group 1 June 16, 2017

Project Study Group 2 October 25, 2017

Project Study Group 3 November 1, 2018

Project Study Group 4 July 21, 2020

Public Meetings

Public Meeting 1 August 30, 2017

Public Meeting 2 January 30, 2018

Public Meeting 3 December 1, 2018



As part of this project, we've had three public meetings and three PSG meetings. Additionally, we have met with the three Aldermen in the study area, individual groups, and stakeholders. Our last public meeting was in December, 2018. Today's PSG meeting was not initially part of our schedule, but this group has been great to work with and provides valuable input, so we are looking forward to getting your feedback on a few items.

Planning Process

What have we been doing since the last meeting?

- Developed Preliminary and Pre-Final Engineering Plans
- Coordinated Utility Efforts
- Secured Funding
- Researched Lighting Options
- Concepted Landscape/Urban Designs



Since our last meeting, the design team has continued to develop more detailed plans for construction and obtained design approval from the state. CDOT has also secured construction funding for the project, which is expected to begin in Spring 2021.



We'll start off by providing an updated on the the proposed design of Milwaukee Avenue.

Design Features

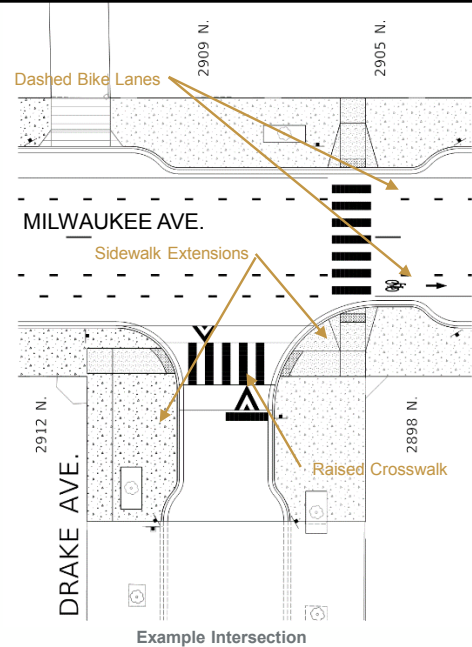
0.95 miles of dashed bike lanes

19 raised crosswalks

70 sidewalk extensions

- 27 on Milwaukee Ave
- 6 on Kedzie Ave
- 37 on side streets

85 new trees planted



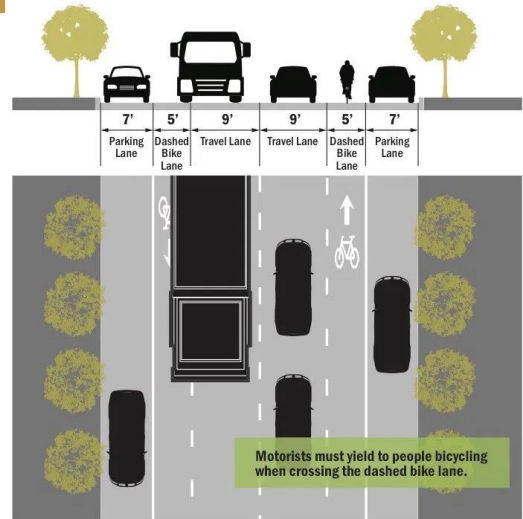
As you remember from the third PSG and public meetings, the design includes dashed bike lanes, similar to those that have been installed as a pilot project on Milwaukee Avenue from Division Street to Armitage Avenue.

Other features of the design include 19 raised crosswalks across side streets, 70 sidewalk extensions (also called bump-outs), and 85 new trees along Milwaukee Avenue.

Dashed Bike Lanes

Pilot Project on Milwaukee Ave from Division to Armitage

- Total number of crashes dropped by 16% from 2016 to 2018
- Bicycle crashes dropped 23%
- 43% reduction in speeding
- 37% fewer people driving within 5' bike space



We now have some more data on the effects of the dashed bike lane pilot project.

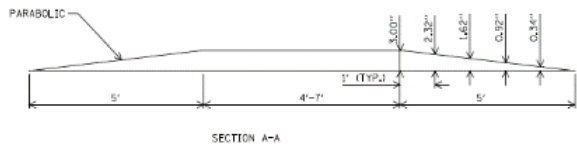
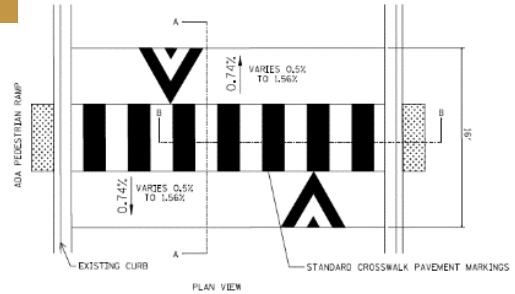
- Total crashes have decreased by 16%, with bicycle crashes dropping by 23%
- There has been a 43% reduction in speeding and 37% fewer people are driving within 5' bike space.

Raised Crosswalks

Raised Crosswalk Detail



Example Clifton Ave. & School St.



This is an example of a raised crosswalk that CDOT installed as part of neighborhood greenway on School Street in Lakeview, which will be similar to what is proposed for this project. The goal is to improve pedestrian safety by increasing driver compliance with yielding to pedestrians in crosswalks and reducing turning speeds of drivers.

Sidewalk Extensions

Improved visibility of pedestrians waiting to cross street

Shorter crosswalks reduces time pedestrians are exposed to traffic

Reduced turning speeds for drivers

Increased space for pedestrians and sidewalk cafes



Example

The proposed sidewalk extensions throughout the project will also improve pedestrian safety by reducing driver turning speeds, in addition to reducing the distance required to cross the street, and making pedestrians more visible to traffic.

The curb extensions can also be lengthened in some areas to provide more space for outdoor seating and sidewalk cafes, which is something people said they wanted at previous meetings.

Curb Extensions

More space for sidewalk cafés

- Outdoor seating on sidewalks/curb extensions
- Prioritized at existing restaurants
- Permitted to individual businesses by Business Affairs and Consumer Protection (BACP)

People spots

- Seasonal
- Open to public
- Preserves parking spaces in winter



Existing Sidewalk Café for The Harding Tavern



Existing People Spot adjacent to Intelligentsia Coffee

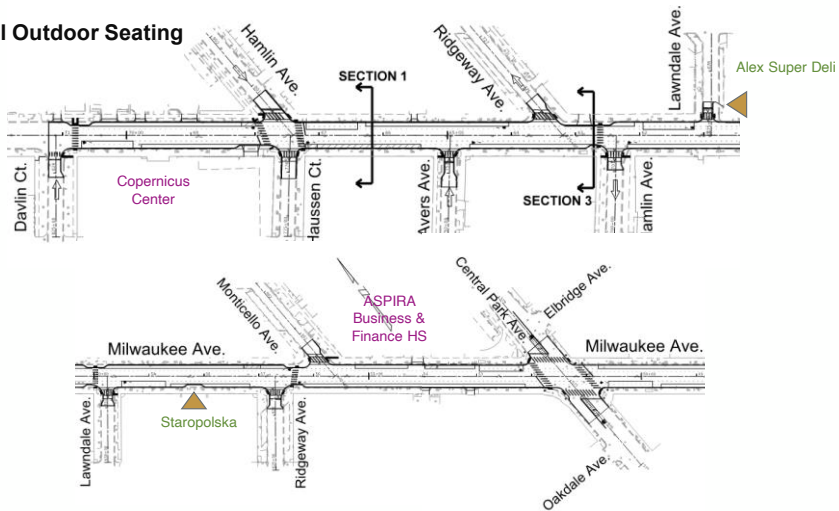
Here is an example of an existing sidewalk café at The Harding Tavern at Spaulding Avenue. You can see that the café is very limited in width – just tables for two - and also reduces the width of the sidewalk available for pedestrians. A sidewalk extension would allow more space for the café and for pedestrians, but reduces the amount of curbside space available for parking or loading.

An alternative to a sidewalk extension that also creates more space for outdoor seating is a People Spot, like the one at Intelligentsia Coffee between Sawyer and Kedzie. One advantage of a People Spot is that it can be seasonal, which preserves a few additional parking spaces when the café is not active in the winter.

Another distinction between sidewalk extensions and People Spots is that sidewalk extensions are permitted to individual businesses, while people spots are open to the public.

Curb Extensions

Potential Outdoor Seating

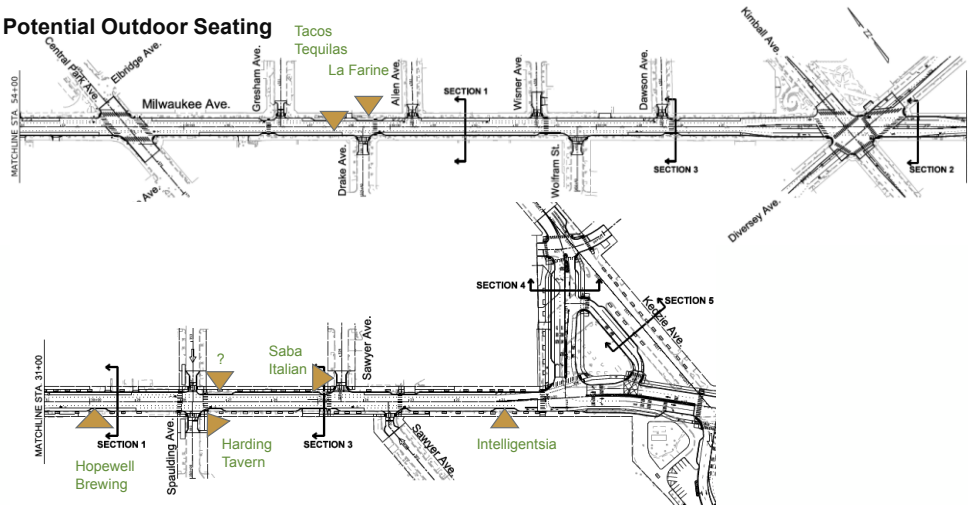


We'd like to go through nine locations where we are proposing enlarged curb extensions adjacent to restaurants for use as sidewalk cafes.

- Alex Super Deli at Lawndale Avenue
- Staropolska – Mid-block between Ridgeway and Lawndale

Curb Extensions

Potential Outdoor Seating



Continuing south along the corridor, we have:

- Tacos y Taquilas and La Farine near Drake Avenue
- Hopewell Brewing mid-block north of Spaulding Avenue
- Harding Tavern and at Spaulding Avenue and the opposite corner which is not currently occupied by a businesses, but is next door to Gorilla Sushi
- Saba Italian at Sawyer Avenue
- Intelligentsia – Mid-block north of Kedzie Ave

Lighting



Existing
Former Conventional
Roadway Light Pole



Selected
Chicago 2000 Gateway Light Pole



Possible Alternative
Roadway Davit Arm Pole

The current lighting style along Milwaukee Ave is the Former Conventional Roadway light pole (left photo).

The image in the middle shows an example of what is called the Chicago 2000 Gateway pole. It is what has been used on every previously reconstructed section of Milwaukee Avenue from Belmont north to the Jefferson Park and what we have been planning to use on this project.

The photo on the right shows the other standard light pole that CDOT uses on major streets, called the roadway davit arm pole. More modern vs. traditional aesthetic.