

EXTENDING AN IMPORTANT CONNECTION

Division Street is a gateway to the Humboldt Park Community and an important connection from the westside to the lakefront. It provides a vital connection to citywide amenities such as Humboldt Park and the National Museum of Puerto Rican Arts and Culture, as well as important local destinations such as schools, parks, grocery stores, and local businesses.

However, the existing wide lanes and high vehicle speeds make Division a barrier for neighborhood residents trying to access their local amenities, whether they walk, bike, drive, or ride transit.

Neighborhood Connections

Many neighborhood destinations are located on or near Division. This project is part of a growing neighborhood network that helps people access schools, parks, and local businesses

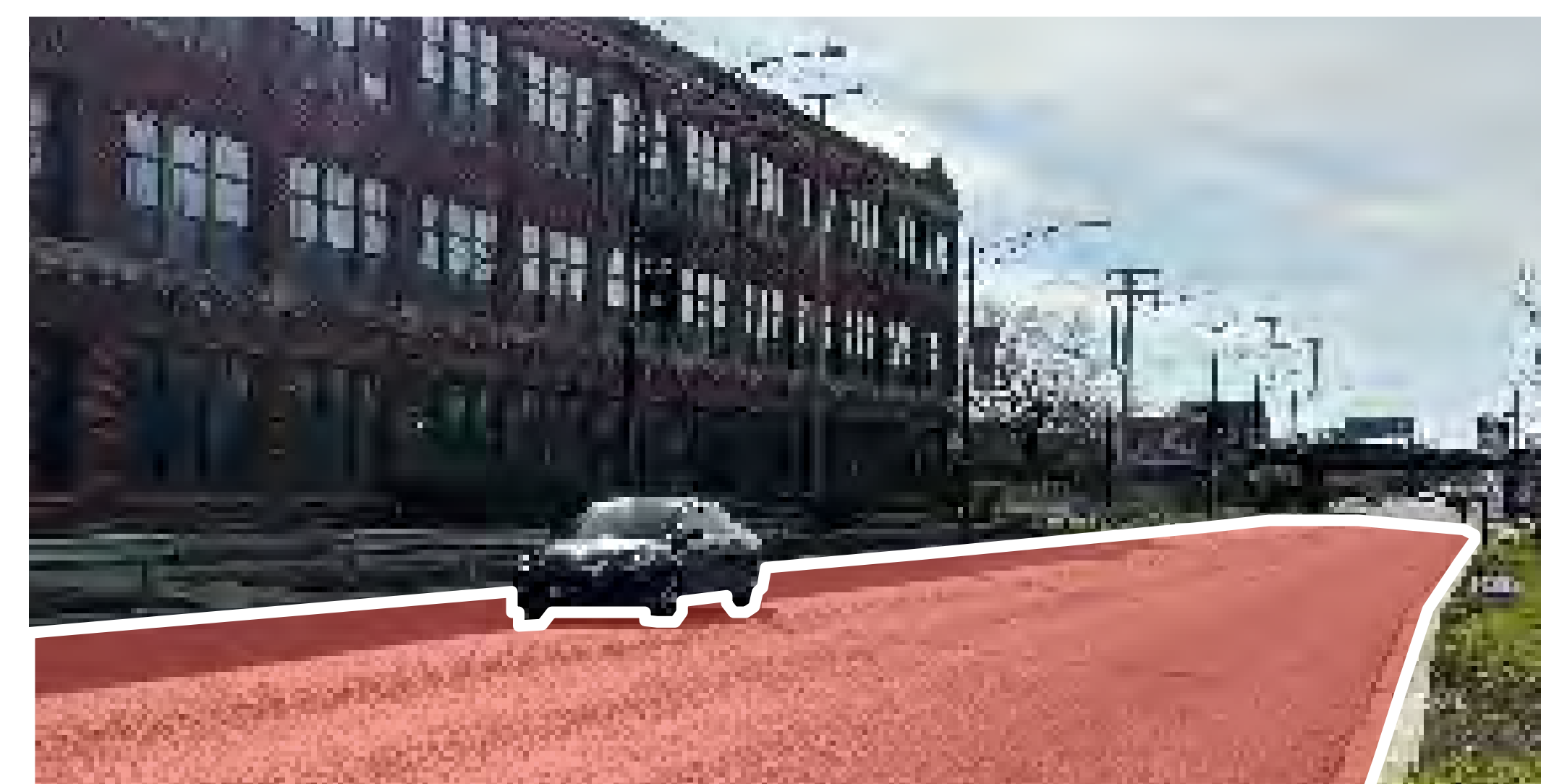


Humboldt Park is a destination for families, residents and visitors

Typical Experiences Along the Corridor



People biking on the sidewalk suggests they don't feel safe on the street



Wide and undefined travel lanes encourage speeding



It's difficult to cross Division to access the park and local businesses



Families and children travel on Division each day

Citywide Connections

Division St is a key corridor which crosses barriers, connects multiple neighborhoods, and serves regional destinations. This project aims to enhance these qualities.



Division is a gateway to the Humboldt Park neighborhood

SAFETY ON DIVISION STREET

Why Does Division Need Safety Improvements?

- 1** Humboldt Park is in a High Crash Area. It experiences a disproportionately high number of crashes compared to other communities in Chicago.
- 2** People walking and biking on Division are disproportionately injured in crashes.
- 3** 2,200 vehicles exceed the speed limit on Division each day, with top speeds over 60 mph.

Crashes On Division: Grand To California, 2018-2022

372 Total Crashes

2 People Killed

161 People Injured

Every Crash

Involving People Walking or Biking Resulted in Injury

These Crashes Made Up

32%

of All Injury Producing Crashes

Higher Speeds Increase Risk of Death and Injury



10% Risk of Death or Severe Injury



40% Risk of Death or Severe Injury



80% Risk of Death or Severe Injury

SAFER STREETS FOR EVERYONE

MILWAUKEE AVENUE CASE STUDY

WHAT WAS INSTALLED?

- Curb Extensions and Shorter Pedestrian Crossings
- New Crosswalks
- Protected Bike Lane
- 20 MPH Speed Limit
- Bus Improvements



Why Were These Safety Improvements Needed?

- 1 The section of Milwaukee between Western and California was identified as a Vision Zero High Crash Corridor
- 2 Milwaukee Avenue experienced a high number of crashes for people walking and biking
- 3 The prior design didn't reflect how people use the street –walking, biking, and taking transit

Results Of Safety Improvements

- 1 Crashes **Decreased for All Modes**
- 2 Injury Producing Crashes **Decreased -51%**
- 3 Pedestrian Crashes **Significantly Reduced**
- 4 **Lower Motor Vehicle Speeds**

