

SAFETY ON MILWAUKEE



TYPICAL EXPERIENCES ALONG THE CORRIDOR



People opening car doors into the bike lane



Parking and deliveries being made in the bike lane



Limited space at intersections



Families and children travel on Milwaukee each day

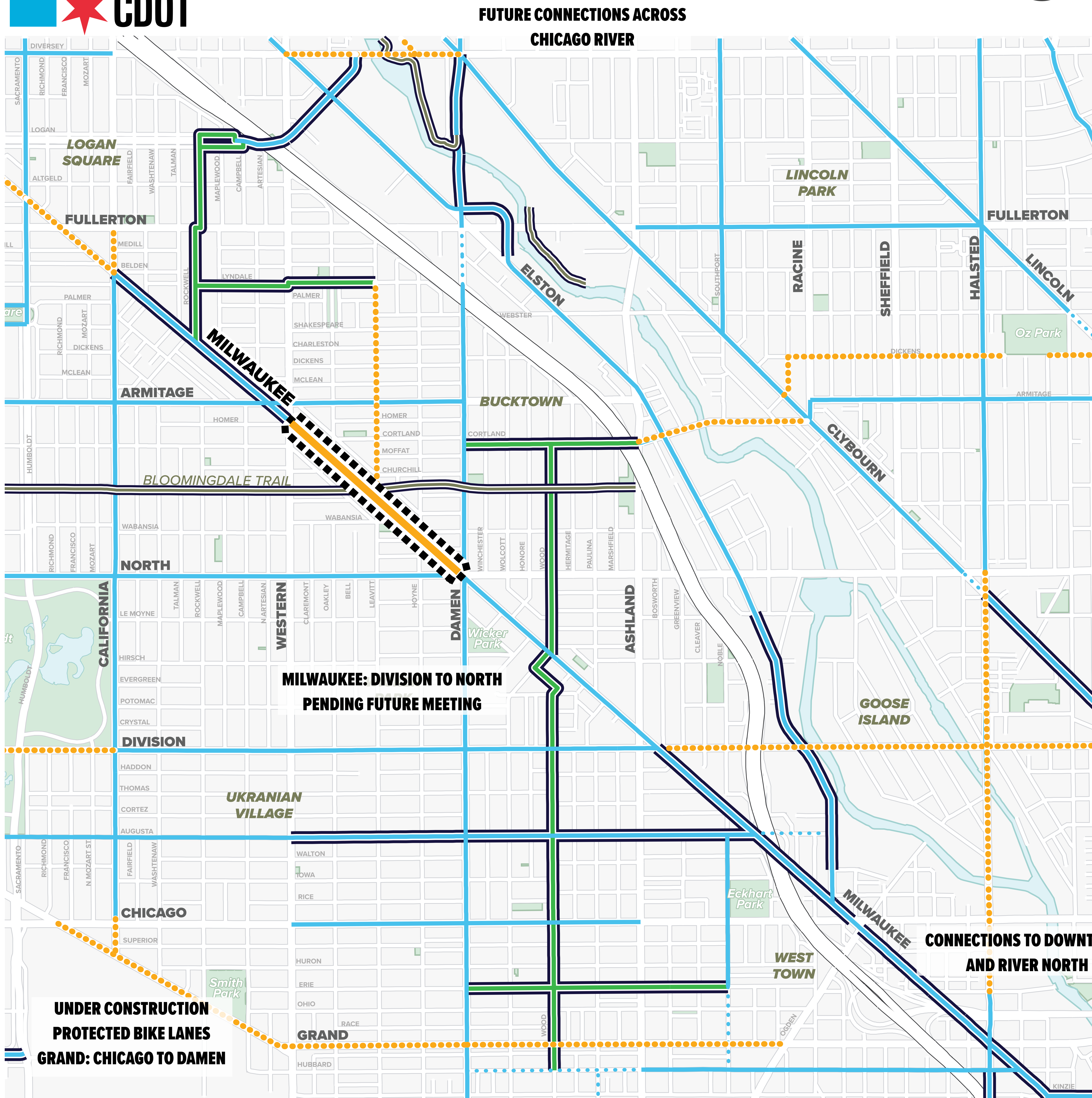
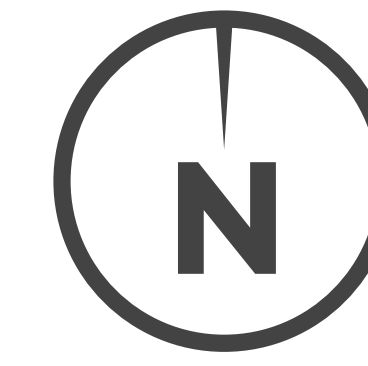
WHY DOES MILWAUKEE NEED SAFETY IMPROVEMENTS?

- Milwaukee is a **High Crash Corridor**. It experiences a disproportionately high number of crashes compared to the rest of Chicago.
- This stretch of Milwaukee experiences a **higher number of crashes** than other sections of Milwaukee
- People walking and biking on Milwaukee are disproportionately injured in crashes

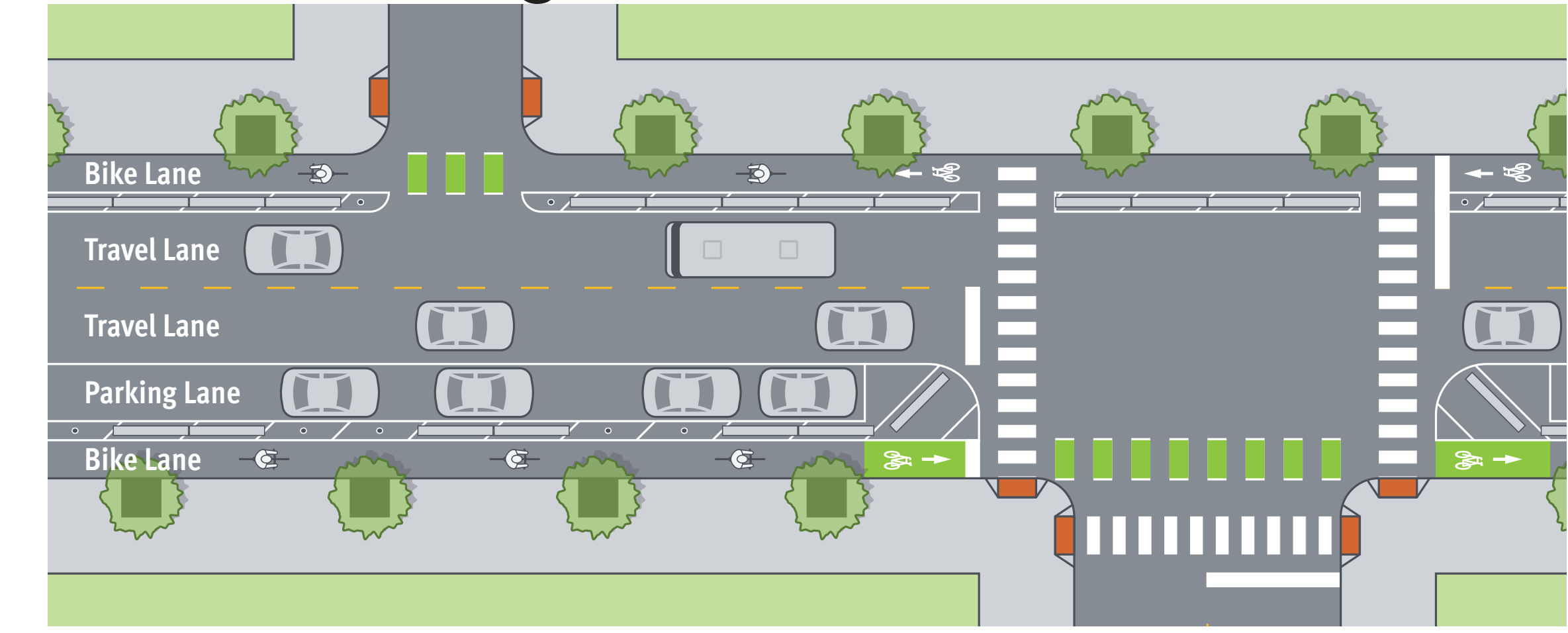
CRASHES ON MILWAUKEE: NORTH TO WESTERN (2018-2022)

- 307** TOTAL CRASHES
- 74%** OF INJURY PRODUCING CRASHES INVOLVED PEOPLE WALKING OR BIKING
 - 58% involve people biking*
 - 16% involve people walking*
- 96%** OF CRASHES INVOLVING PEOPLE WALKING AND BIKING RESULTED IN AN INJURY
- 68%** MORE DOORING CRASHES THAN ON OTHER SECTIONS OF MILWAUKEE
- 46%** MORE CRASHES INVOLVING PEOPLE BIKING THAN ON OTHER SECTIONS OF MILWAUKEE

CORRIDOR CONTEXT



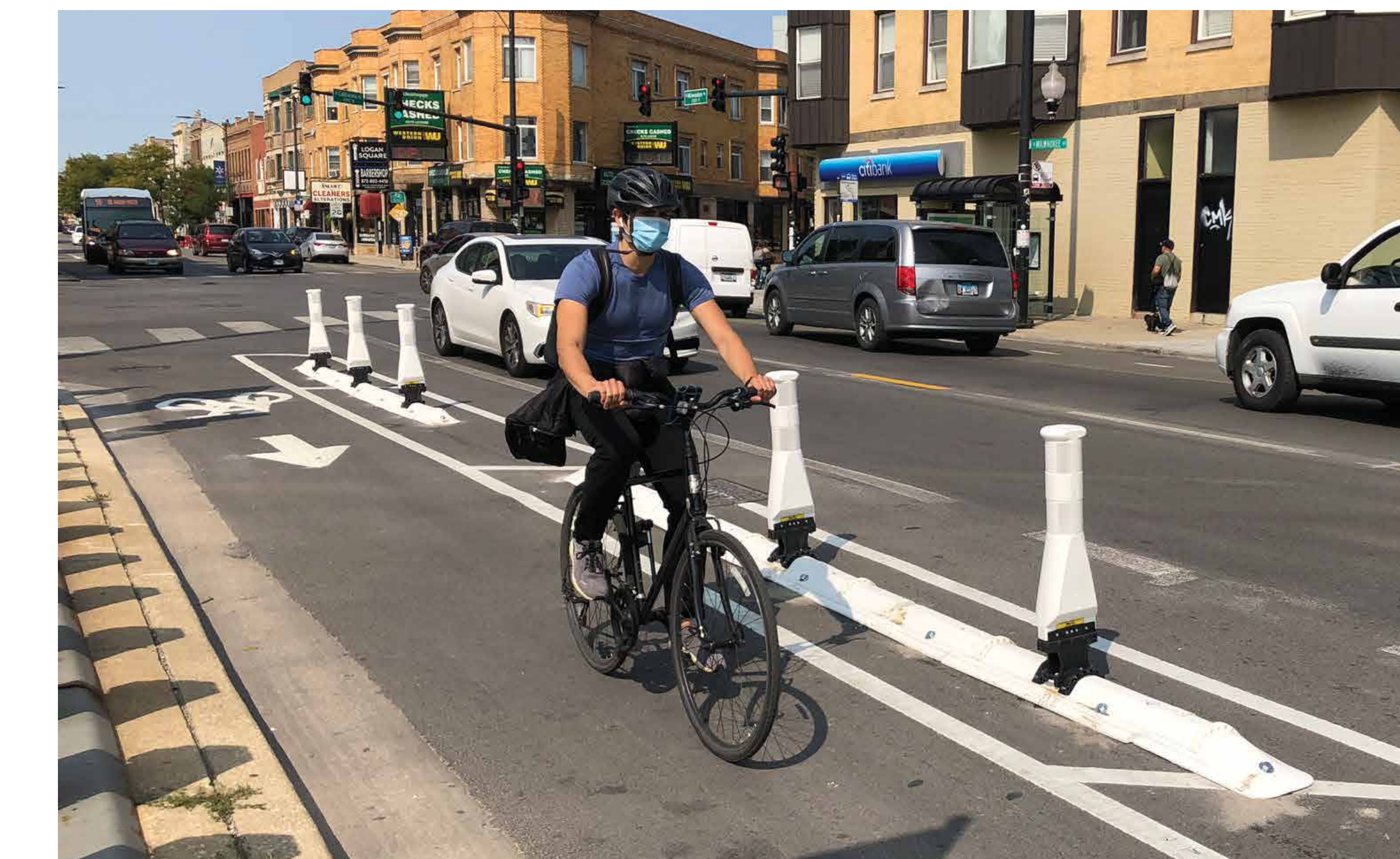
NOT PICTURED
NEW CONCRETE PROTECTED BIKE LANES UNDER CONSTRUCTION
Addison to Irving Park



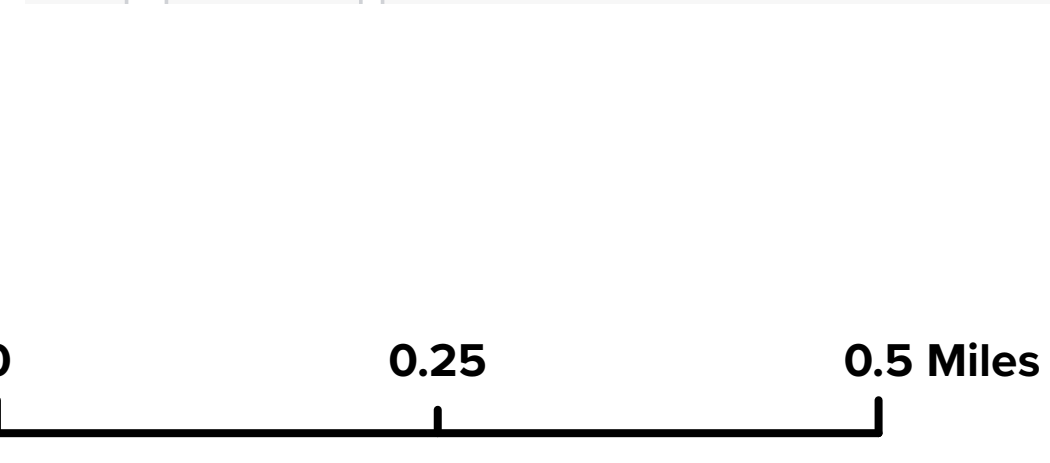
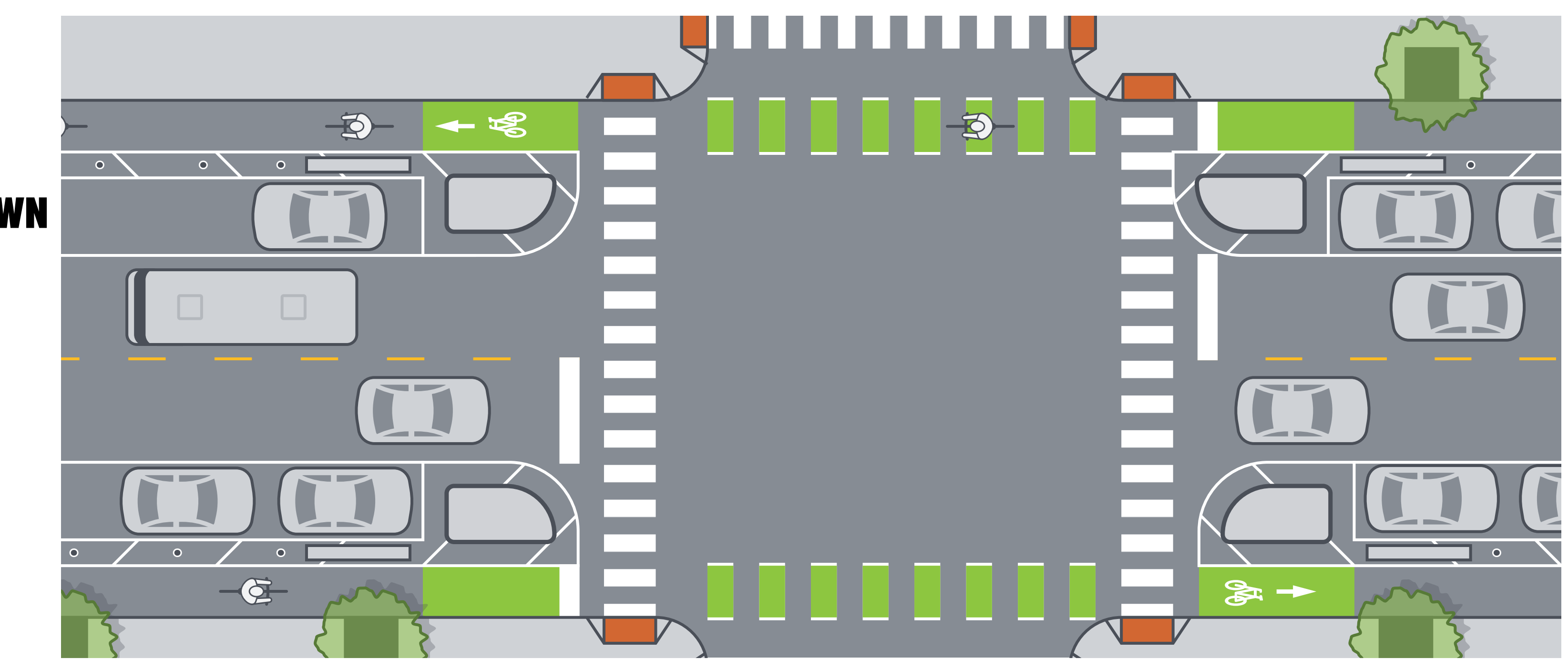
NOT PICTURED
LOGAN SQUARE MOMUMENT RECONSTRUCTION
Logan Square to Belmont



EXISTING PROTECTED BIKE LANES
Western to California

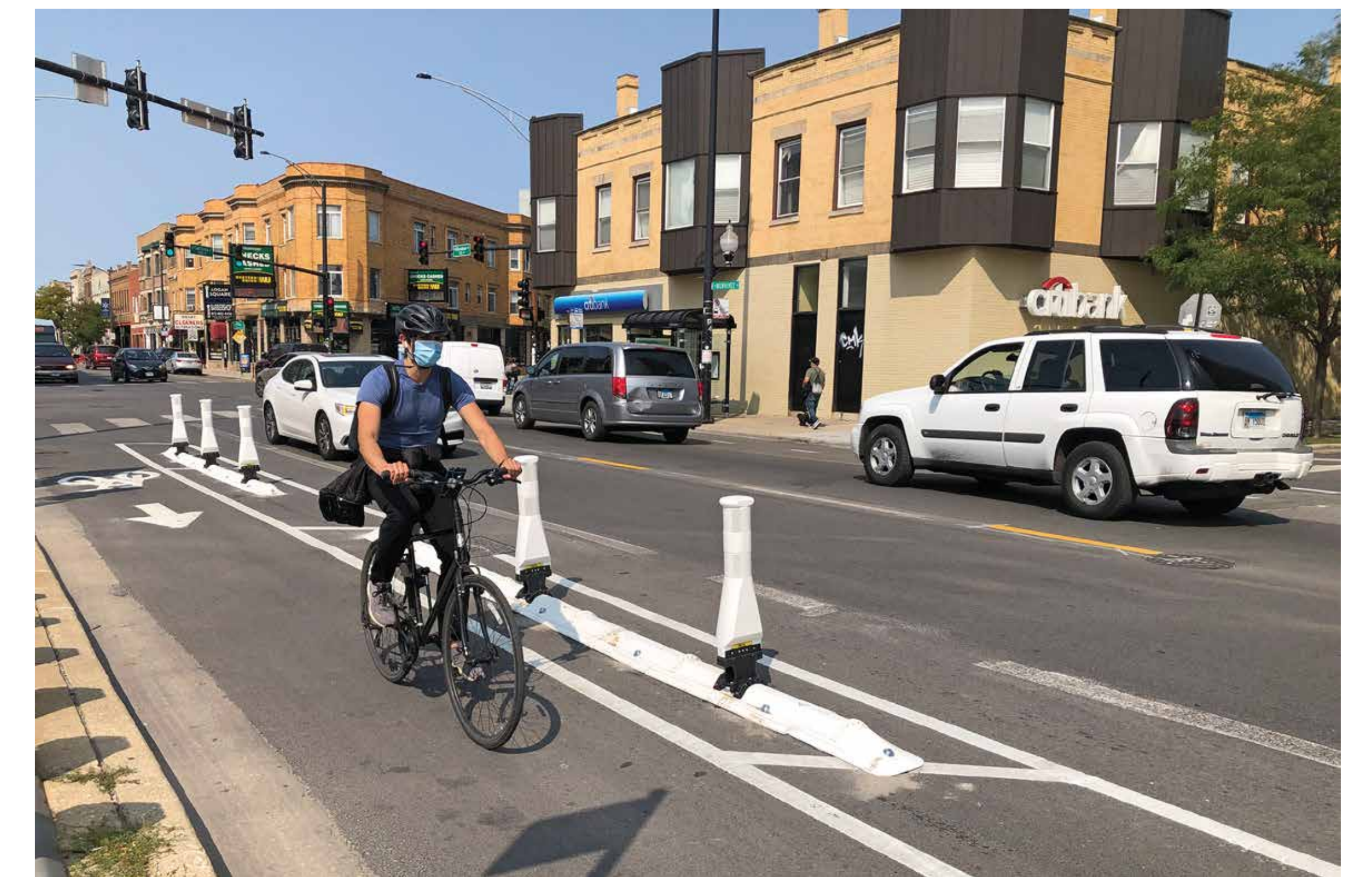


NEW CONCRETE PROTECTED BIKE LANES
Kinzie to Division



- LEGEND**
- Protected Bike Lane
 - Neighborhood Greenway
 - Off-Street Trail
 - Buffered Bike Lane/Bike Lane
 - Marked Shared Lane
 - Planned Bike Route
 - Park

COMPLETE STREETS PROJECTS MAKE OUR STREETS SAFER FOR EVERYONE

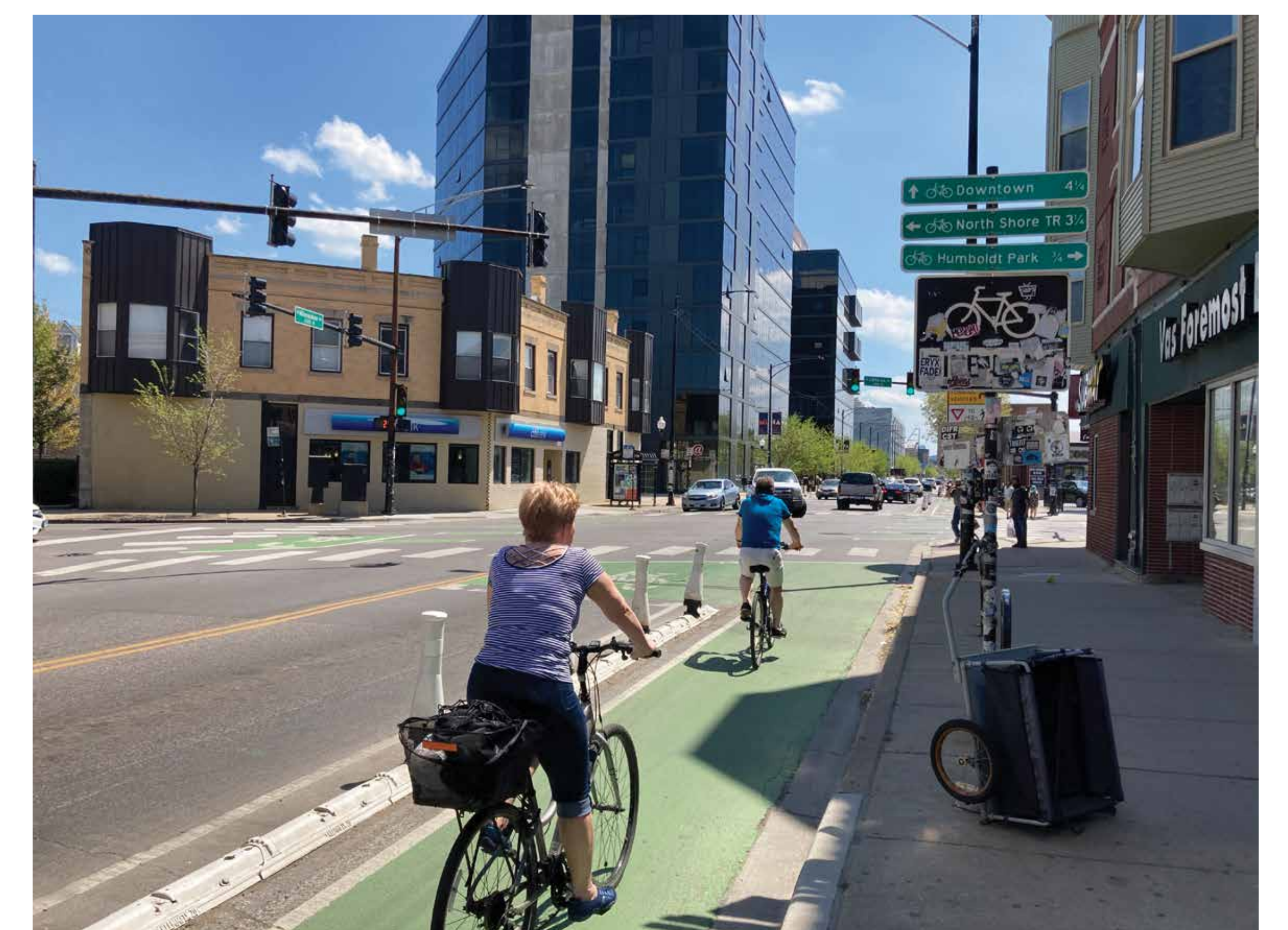


WHY WERE THESE SAFETY IMPROVEMENTS NEEDED?

- This section of Milwaukee was identified as **Vision Zero High Crash Corridor**
- Milwaukee Avenue experienced a **high number of crashes for people walking and biking**
- The prior design **didn't reflect how people use the street**—walking, biking, and taking transit

RESULTS OF SAFETY IMPROVEMENTS

- Crashes **DECREASED -56%**
- Injury Producing Crashes **DECREASED -71%**
- **ZERO** Pedestrian crashes
- Dooring crashes were **eliminated**
- **Lower motor vehicle speeds**



CHICAGO CYCLING STRATEGY

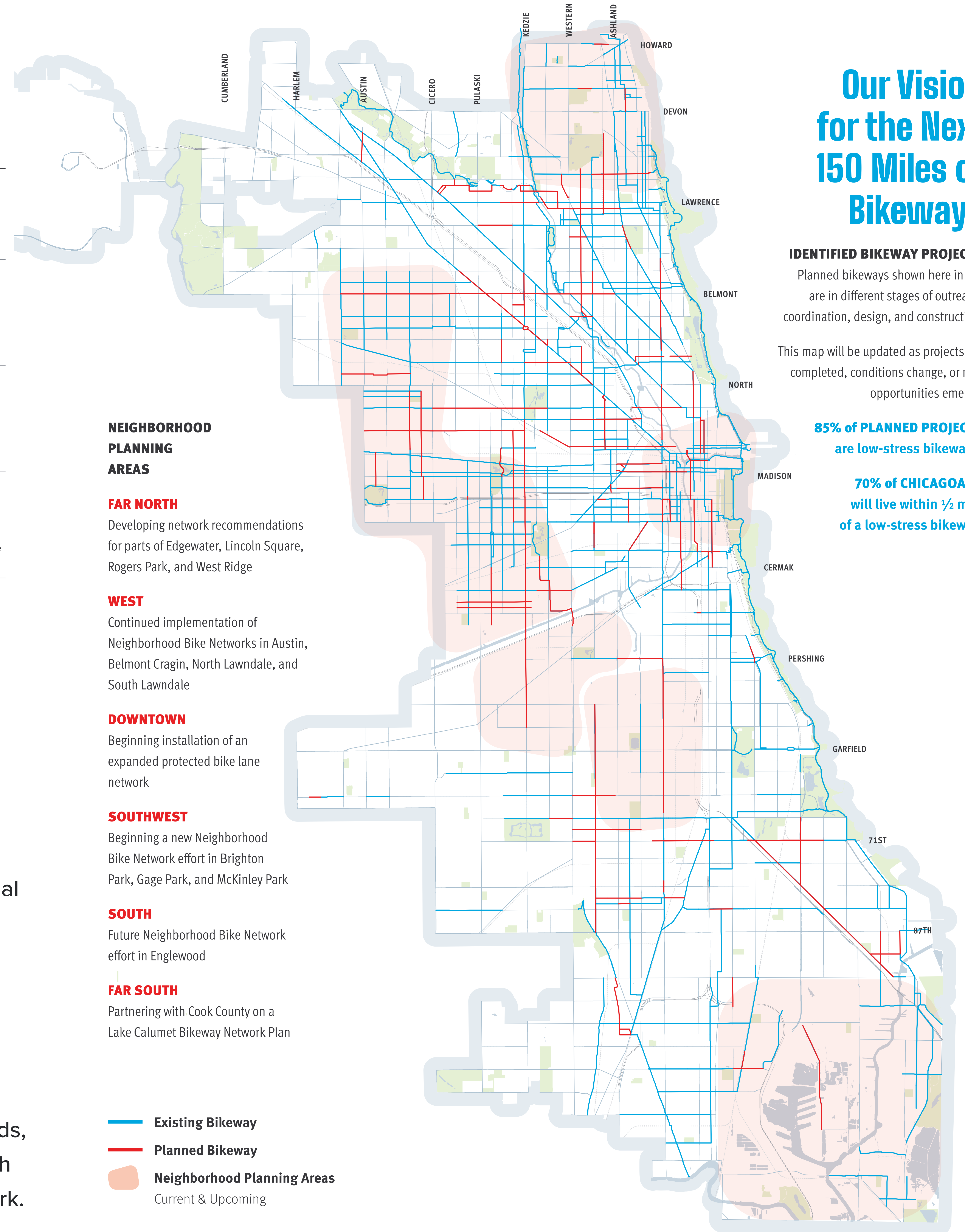


WHERE WE ARE GOING

The Chicago Cycling Strategy represents a new path toward achieving an equitable transportation system through cycling. It is a Chicago-specific strategy tailor-made for moving cycling forward.

The Strategy will guide the planning and implementation of our bike network and reflects the rapidly evolving nature of the transportation landscape. Not only are mobility technologies changing quickly, but best practices for engagement and design will continue to evolve.

	Traditional Bike Plans	Chicago Cycling Strategy
Adaptability	<p>Static Traditional bike plans are static. As time passes they cannot keep up with new and emerging trends and adapt to new circumstances.</p>	<p>Dynamic This strategy guides long-term network development with flexible approaches to implementation which remain responsive to changing conditions.</p>
Scale	<p>Citywide only Traditional bike plans are mostly planned at the city level and lack nuance and context to identify meaningful local connections within individual neighborhoods.</p>	<p>Citywide & Neighborhood We are planning our cycling network at both the citywide and neighborhood scales, building upon local expertise within each community.</p>
Engagement	<p>Limited Citywide Engagement Traditional bike plans have a limited citywide engagement period which does not allow for enough meaningful conversations within each neighborhood.</p>	<p>Ongoing Neighborhood Engagement This strategy includes ongoing localized coordination through Neighborhood Bike Networks. This allows us to cultivate community relationships and trust.</p>
Funding	<p>Ad-hoc Ad-hoc funding means buildout is slow and inconsistent. Each funding source has its own requirements and limitations, and funding cannot be relied upon year after year.</p>	<p>Dedicated Local Funding Chicago Works provides CDOT with dedicated local funding for Complete Streets projects. This is crucial for the fast and continuous buildout of our bike network.</p>



Our Vision for the Next 150 Miles of Bikeways

IDENTIFIED BIKEWAY PROJECTS
Planned bikeways shown here in red are in different stages of outreach, coordination, design, and construction.

This map will be updated as projects are completed, conditions change, or new opportunities emerge.

85% of PLANNED PROJECTS are low-stress bikeways.

70% of CHICAGOANS will live within 1/2 mile of a low-stress bikeway.

NEIGHBORHOOD PLANNING AREAS

FAR NORTH
Developing network recommendations for parts of Edgewater, Lincoln Square, Rogers Park, and West Ridge

WEST
Continued implementation of Neighborhood Bike Networks in Austin, Belmont Cragin, North Lawndale, and South Lawndale

DOWNTOWN
Beginning installation of an expanded protected bike lane network

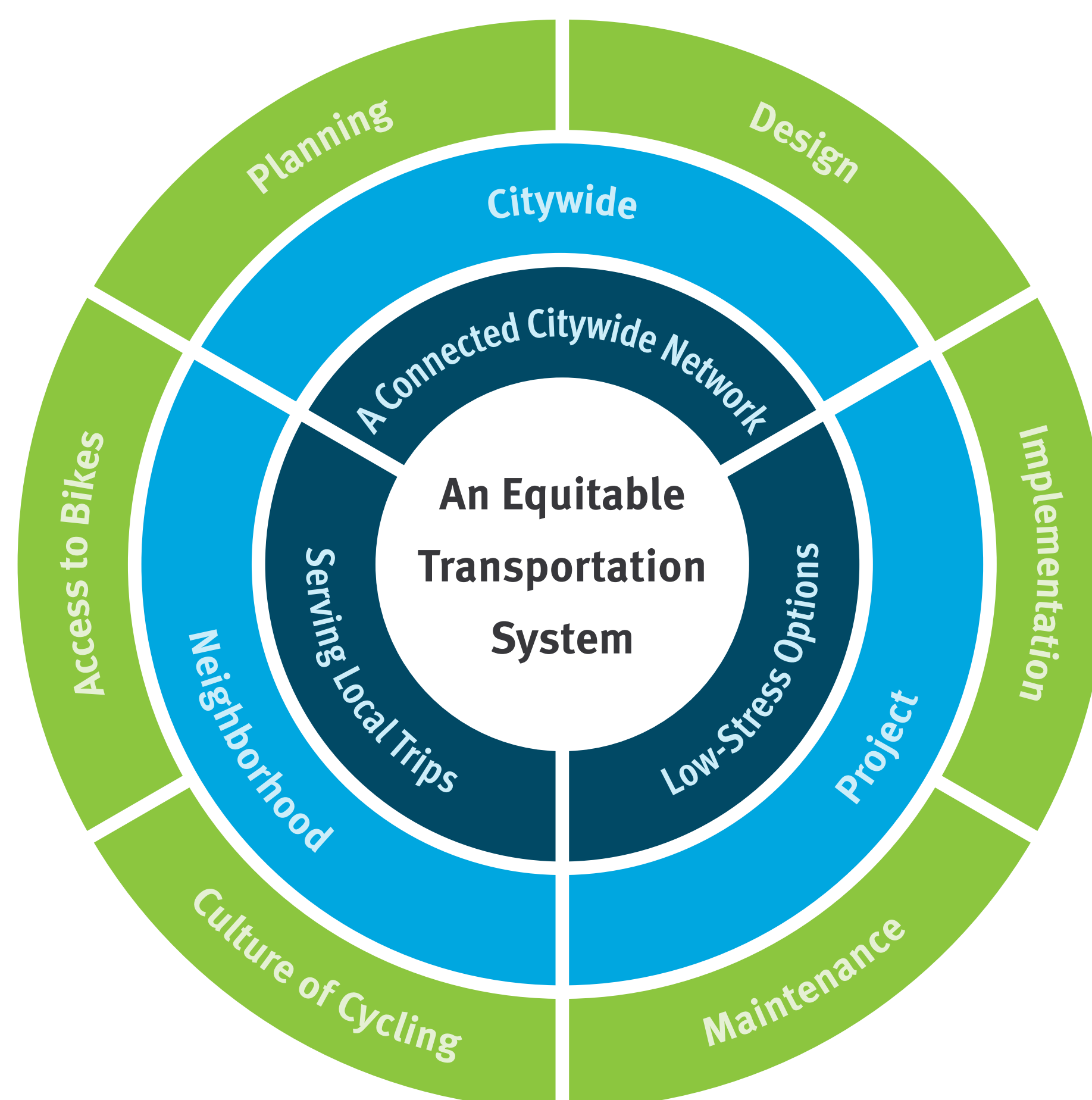
SOUTHWEST
Beginning a new Neighborhood Bike Network effort in Brighton Park, Gage Park, and McKinley Park

SOUTH
Future Neighborhood Bike Network effort in Englewood

FAR SOUTH
Partnering with Cook County on a Lake Calumet Bikeway Network Plan

- Existing Bikeway
- Planned Bikeway
- Neighborhood Planning Areas
Current & Upcoming

STRATEGIC PILLARS FOR EVERYDAY CYCLING



- THE STRATEGIC PILLARS
- THE NETWORK SCALES
- THE BUILDING BLOCKS

The Chicago Cycling Strategy is built around three Strategic Pillars for everyday biking, requires working at multiple **Network Scales**, and advances cycling through six foundational **Building Blocks**. It is dynamic and flexible, focused on achieving the larger vision and allowing individual communities to be active participants in the development of a more equitable transportation system.

Chicago truly is a diverse city of neighborhoods, so we won't rely on a one size fits all approach to planning and implementing our bike network.

To find more information about projects, visit: chicago.completestreets.org/projects/active-projects