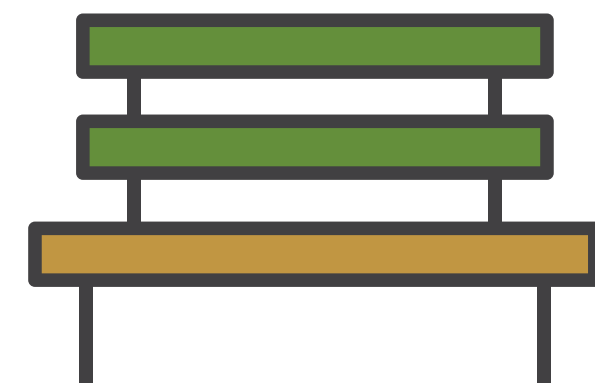


What We Heard

Written and verbal comments received during the first public meeting.



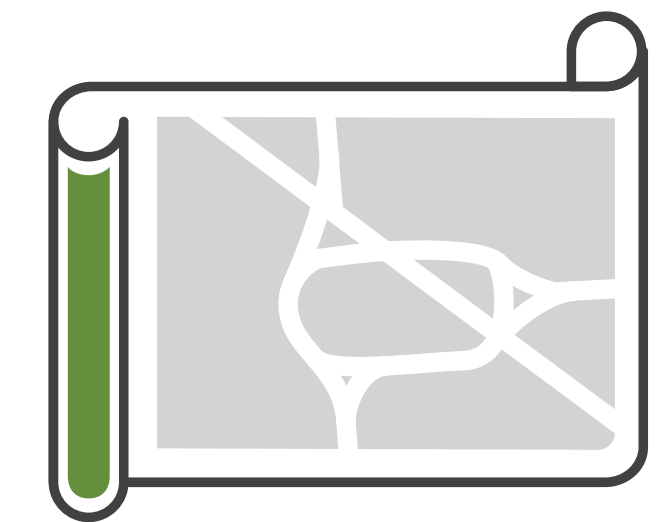
Improve traffic
safety.



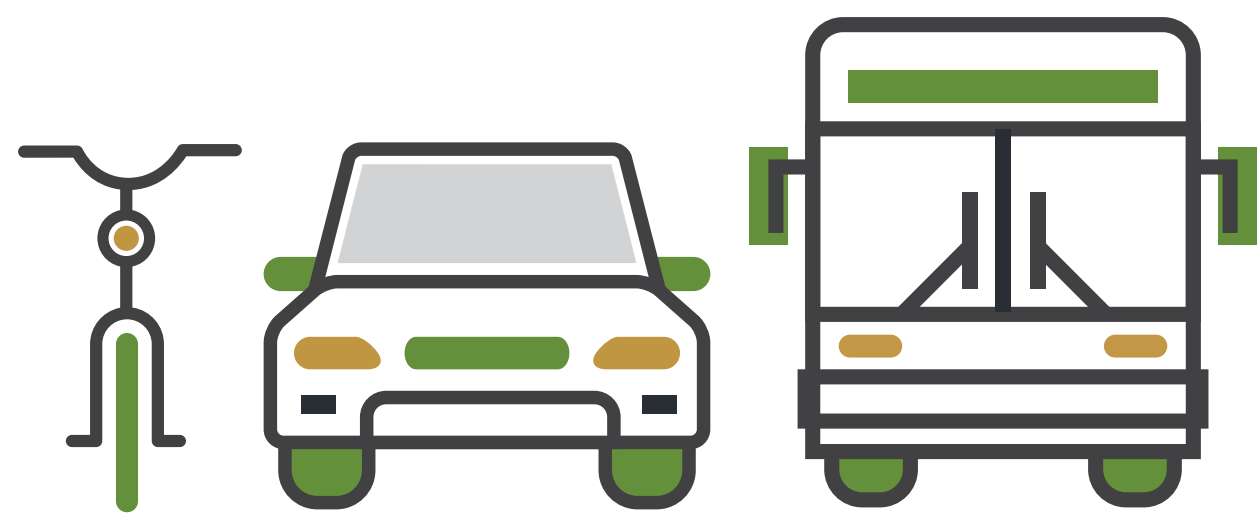
Create more useful
public and green space.



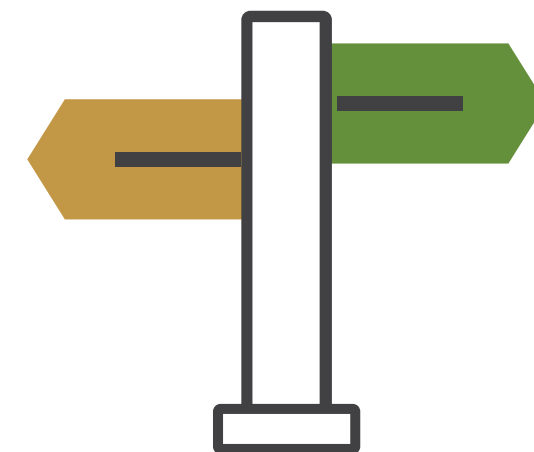
Improve pedestrian
crossings and sidewalks.



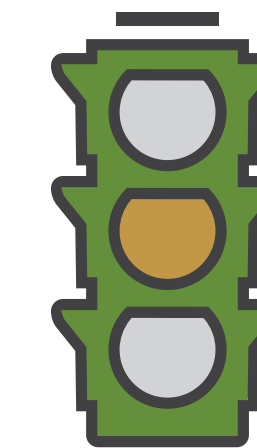
Preserve **neighborhood**
identity and historic features.



Create a **multi-modal corridor**
that considers and balances
the needs of residents,
businesses, and users.



Create easier access
and **connectivity to the**
Square and within the
neighborhood.



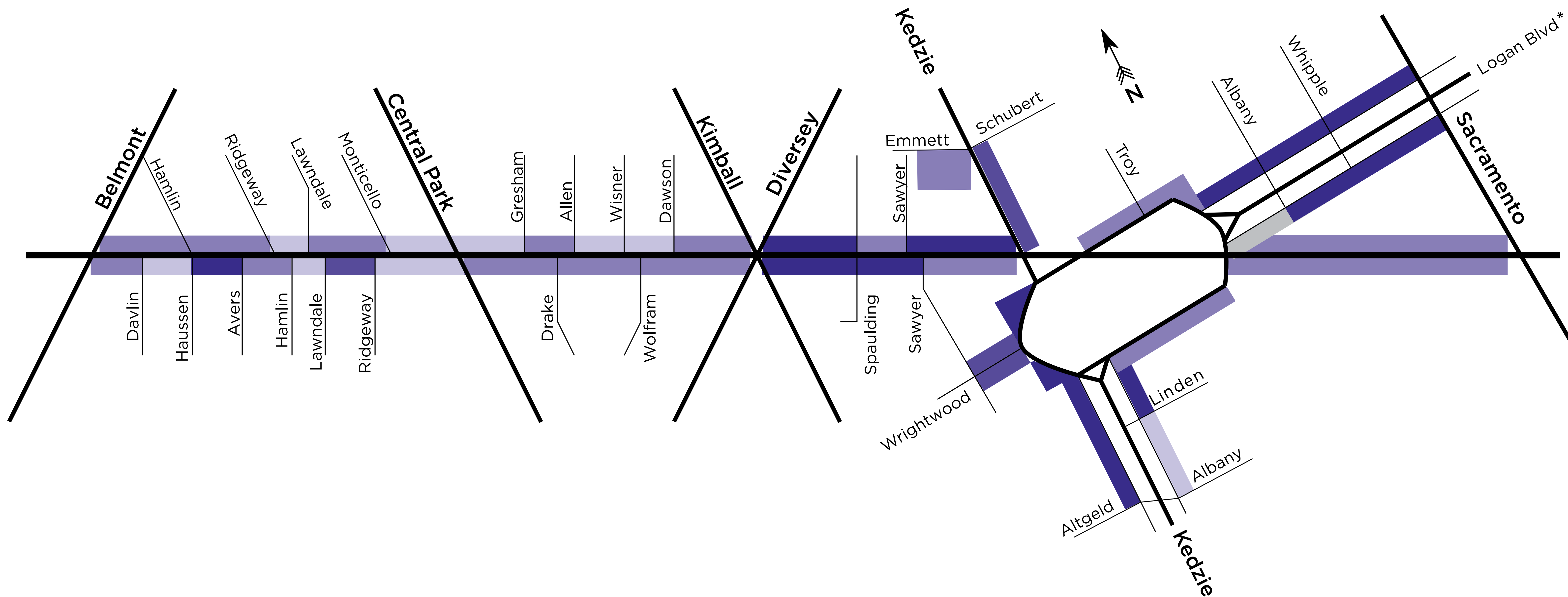
Control **traffic speeds,**
improve intersection flow,
rebuild traffic signals, and
add more traffic signs.



Integrate **native plants,**
trees, lighting, and
outdoor seating.

Parking Usage

Compared to other times and days of the week, parking demand is highest on Sundays between 11am and 12pm.



- Less than Half of Parking Used (0%-50%)
- Parking Use Near Capacity (85%-100%)
- Parking Available (50%-85%)
- Parking Demands Exceeds Supply (>100%)

*Parking supply calculations assume on space/20 linear feet of parallel parking or count number of marked legal spaces.
Church parking is allowed on Sunday.

Other parking counts conducted:

Weekday AM 7am-9am

Weekday Mid-Day 11am-2pm

Weekday PM 4pm-6pm

Weekday Overnight after 10pm

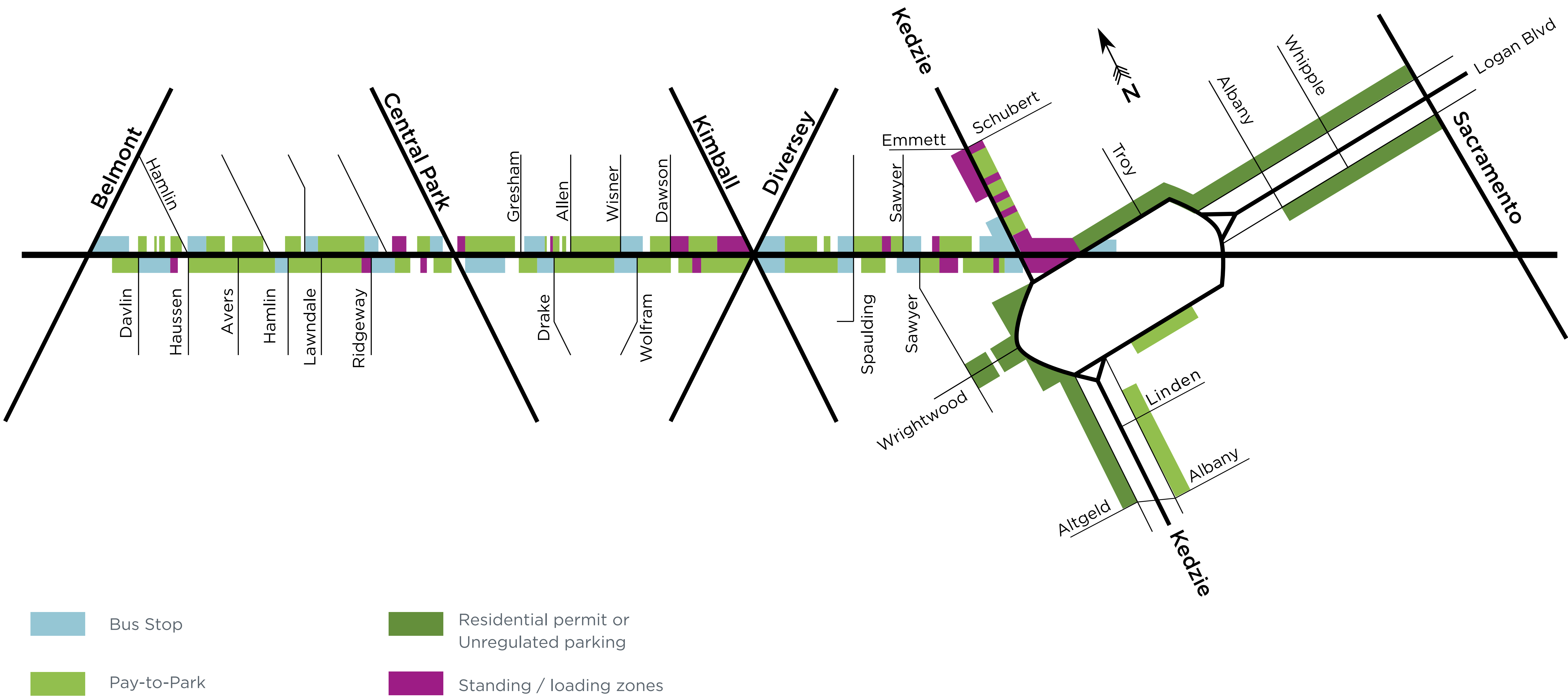
Saturday 11am-2pm

North Milwaukee Ave.
From Logan Square to Belmont



Curbside Usage

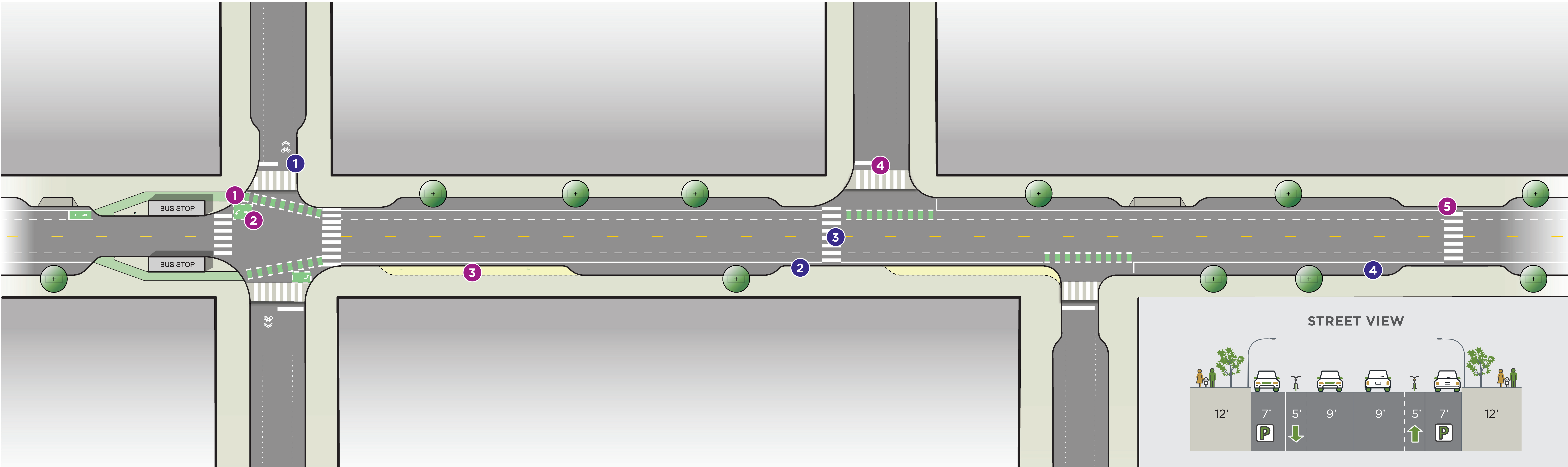
Open curbside areas and on-street parking allow for visitor and residential parking, deliveries, pick-ups / drop-offs, and bus loading. Below shows the types of use within the area.



Note: Length of each use is approximate and not to scale. No Parking Zones are present within 20 to 30 feet of each intersection where signs are posted (not shown here).

North Milwaukee Ave.
From Logan Square to Belmont





Dashed
Bike Lanes

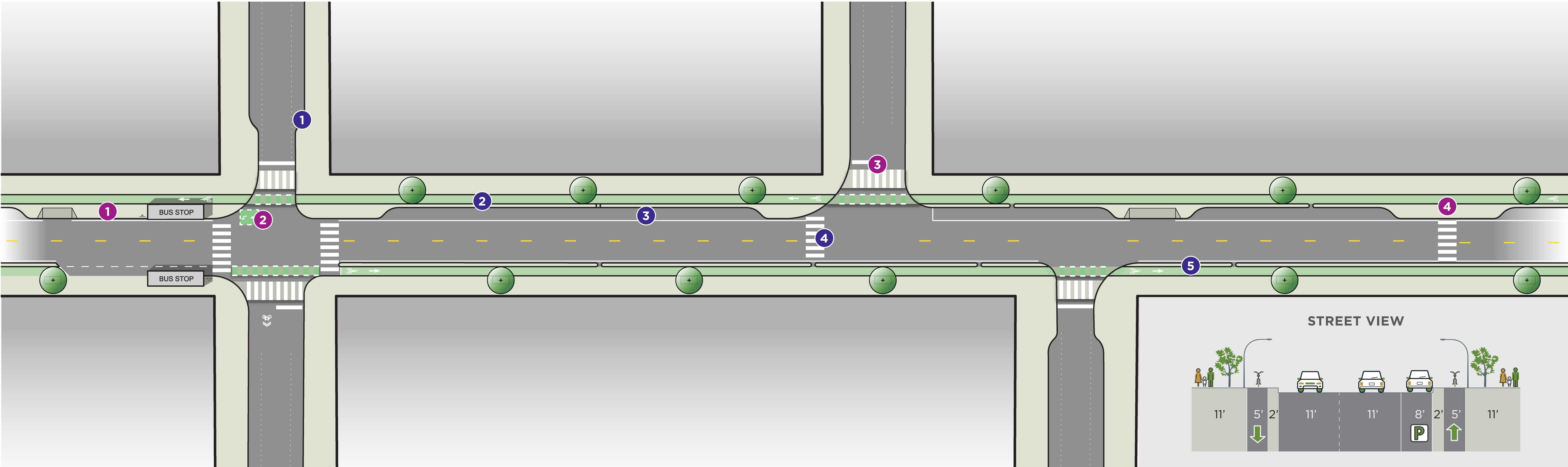
DESIGN INCLUDES

- 1 Bump-outs on Milwaukee Ave. / side streets
- 2 Curb line stays in same location (minimal utility coordination)
- 3 Additional marked crosswalks
- 4 Minimal impacts to parking

OPPORTUNITIES

- 1 Bike lane wraps around bus boarding areas
- 2 Two-stage left turns for bikes at some intersections
- 3 Longer bump-outs for café and extra sidewalk space uses

- 4 Raised crosswalks on side streets
- 5 Additional bump-outs at intersections and mid-block



Separated
Bike Lanes

DESIGN INCLUDES

- 1 Bump-outs on Milwaukee Ave. / side streets
- 2 Raised bike lanes
- 3 Consolidation of on-street parking to one side
- 4 Additional marked crosswalks
- 5 Moved curb line on both sides of the street (additional utility coordination)

OPPORTUNITIES

- 1 Bike lane goes behind bus boarding areas on one side of the street
- 2 Two-stage left turns for bikes at some intersections
- 3 Raised crosswalks on side streets
- 4 Additional bump-outs on one side at intersections and mid-block

North Milwaukee Ave. Concept Comparison

Each concept was compared to the existing conditions to determine its impact on the criteria.

		CONCEPT 1 Dashed Bike Lanes	CONCEPT 2 Separated Bike Lanes	IMPACT SCALE
Public Spaces	<ul style="list-style-type: none">• Concept 1 has more opportunities for longer bump-outs for cafes and landscaping than Concept 2.			+
Historic Integrity	<ul style="list-style-type: none">• Design maintains existing historic integrity.			
Pedestrians	<ul style="list-style-type: none">• Both concepts reduce crossing distances and add crosswalks in high pedestrian areas.• Concept 2 has sidewalks that are 1' narrower.			
Bicyclists	<ul style="list-style-type: none">• Concept 1 includes on-street dashed bike lanes.• Concept 2 includes off-street separated bike lanes.			
Transit	<ul style="list-style-type: none">• Updated bus stop spacing along corridor.• Some bus stops could be located on bump-outs.			No Change
Traffic	<ul style="list-style-type: none">• Improved signage and signals.• Option for bus stops in travel lane at uncontrolled intersections.• Concept 2 would likely see more vehicles stopping in travel lane for loading activities.			
Parking	<ul style="list-style-type: none">• Concept 1 will have no impact or minimal impact to parking.• Parking in Concept 2 is consolidated to one side.			
Constructability	<ul style="list-style-type: none">• Concept 2 shifts both curb lines, which requires new locations for storm sewer inlets and more involved coordination with other existing utilities.			

Spot Improvements

DESIGN INCLUDES

- 1 Existing roadway configuration
- 2 Reduced number of travel lanes in some areas
- 3 Reduced pedestrian crossing distances
- 4 Additional bike facilities in some areas
- 5 Retains most on-street parking

OPPORTUNITIES

- 1 New traffic signal and crosswalk at Wrightwood Ave.
- 2 Redesign intersection at Kedzie Blvd. to reduce turning speeds
- 3 Public space added near eastbound right turn lane from Logan Blvd. to Milwaukee Ave.

Other Opportunities (not shown)

- Realignment of Kedzie Ave. for public plaza at bus terminal
- Reconfigured Kedzie Blvd. service drive
- Raised crosswalks in some areas
- Sidewalks or paths within the Square



Traffic Oval

DESIGN INCLUDES

- 1 Milwaukee Ave. re-routed around the Square to create one larger public space
- 2 Reduced pedestrian crossing distances
- 3 Separated bike lanes around the Square
- 4 Consolidation of some on-street parking

OPPORTUNITIES

- 1 Realignment of Kedzie Ave. for public plaza at bus terminal
- 2 Removal of existing splitter island north of the Square
- 3 New traffic signal and crosswalk at Wrightwood Ave.
- 4 Redesign intersection at Kedzie Blvd. to reduce turning speeds
- 5 Raised crosswalks in some areas

Other Opportunities (not shown)

- Reconfigured Kedzie Blvd. service drive
- Sidewalks or paths within the Square



Two Way, Trip Match

DESIGN INCLUDES

- 1 Milwaukee Ave. through the Square
- 2 Two-way traffic on west and south sides of the Square
- 3 Removal of roadway from north and east sides of the Square to create larger public space east of Milwaukee Ave.
- 4 Reduced pedestrian crossing distances
- 5 Separated and/or on-street bike lanes
- 6 Consolidation of some on-street parking

OPPORTUNITIES

- 1 New traffic signal and crosswalk at Wrightwood Ave.
- 2 Redesign intersection at Kedzie Blvd. to reduce turning speeds
- 3 Reconfigured Kedzie Blvd. service drive
- 4 Pedestrian refuge island near the Comfort Station
- 5 Public space added near eastbound right turn lane from Logan Blvd. to Milwaukee Ave.

Other Opportunities (not shown)

Realignment of Kedzie Ave. for public plaza at bus terminal

Raised crosswalks in some areas

Sidewalks or paths within the Square



Two Way, The Bend

DESIGN INCLUDES

- 1 Milwaukee Ave. re-routed around the north and east sides of the Square
- 2 One larger public space within the Square
- 3 Two-way traffic on all roadways around the Square
- 4 Reduced number of lanes per direction
- 5 Reduced pedestrian crossing distances
- 6 Separated and/or on-street bike lanes
- 7 Consolidation of some on-street parking

OPPORTUNITIES

- 1 Realignment of Kedzie Ave. for public plaza at bus terminal
- 2 New traffic signal and crosswalk at Wrightwood Ave.
- 3 Redesign intersection at Kedzie Blvd. to reduce turning speeds
- 4 Pedestrian refuge island at Troy St.
- 5 Raised crosswalks in some areas
- 6 Removal of existing splitter island north of the Square

Other Opportunities (not shown)

- Reconfigured Kedzie Blvd. service drive
- Public space added near eastbound right turn lane from Logan Blvd. to Milwaukee Ave.
- Sidewalks or paths within the Square



Logan Square Concept Comparison

Each concept was compared to the existing conditions to determine its impact on the criteria.

		CONCEPT 1 Spot Improvements	CONCEPT 2 Traffic Oval	CONCEPT 3 Two Way, Trip Match	CONCEPT 4 Two Way, The Bend	IMPACT SCALE
Public Spaces	<ul style="list-style-type: none">Concepts 2, 3, and 4 create new public space.Concept 2 unifies the Square and adds new Kedzie Plaza.Concept 4 unifies the Square, expands space at Logan Blvd. intersection, and adds new Kedzie Plaza.Kedzie Plaza could be added to any concept.					+
Historic Integrity	<ul style="list-style-type: none">Concepts 3 and 4 partially modify the shape of the Square and Logan Blvd.					
Pedestrians	<ul style="list-style-type: none">All concepts reduce crossing distances and add a new crosswalk at Wrightwood Ave.Concepts 3 and 4 provide signals or refuge islands at more crosswalks.					
Bicyclists	<ul style="list-style-type: none">All concepts provide additional bicycle facilities.Concepts 2, 3, and 4 provide more separated bicycle facilities.Enhanced bike facilities could be added to any concept.					
Transit	<ul style="list-style-type: none">Concepts 1, 3, and 4 have minimal impact to Milwaukee Ave. travel times.Concept 2 increases travel times for southbound Milwaukee Ave. due to additional travel distance and additional signals.					No Change
Traffic	<ul style="list-style-type: none">Concepts 2 and 4 show a slight increase in travel time due to the Kedzie Ave. realignment.Concept 2 shows an additional increase in travel times for Milwaukee Ave. and Kedzie Ave./Blvd. traffic due to the reroute and additional traffic signals, but improves movements to and from Wrightwood Ave. and Logan Blvd.					
Parking	<ul style="list-style-type: none">Concepts 2 and 3 result in some parking loss, primarily on corners of the Square.Concept 4 shows an option for a separated bike lane eastbound on Logan Blvd., which would result in additional parking loss.					
Constructability	<ul style="list-style-type: none">Concept 1 has fewer changes to curb lines than the other concepts, resulting in a lower cost and lower impact design.					