

## **Damen-Elston-Fullerton Intersection**

### **Project Briefing**

**April 27, 2011**

Preliminary Design on this project is in process, and a final public hearing is scheduled to be held on Wednesday, April 27, 2011 at the Bucktown /Wicker Park Library (1701 N. Milwaukee Ave., Chicago, IL) between 4-7 PM. The format of the meeting is:

- A pre-recorded presentation will be available for viewing every half hour.
- The presentation details the plan to improve the Damen – Elston – Fullerton intersection.
- Exhibit area available for viewing, discussion and question.
- Animation of existing and proposed traffic conditions for proposed improvements.

### **Background/History**

The Damen-Elston-Fullerton intersection has been identified for needed improvements for several reasons:

- One of the top ten high crash locations in the City,
- visually confusing intersection because of the three signals closely spaced together,
- skewed intersection creating difficult turning movements, often resulting in poor judgment by drivers,
- short distance between signals, limiting vehicle turning storage,
- inadequate corner radii for turning buses and trucks,
- pedestrian and bicycle accommodations are inadequate.

**Alternatives Evaluated:** Four main alternatives were investigated:

- Enhanced “No Build” – Modernize the existing traffic signals and signage, and adjust traffic signal timing
- W. Fullerton Ave. Underpass (tunnel)
- W. Fullerton Ave. Overpass (viaduct)
- Reroute Elston Avenue to a new alignment/ build a new roadway – creating three (3) separate new intersections with W. Fullerton, N. Damen, & existing N. Elston Avenues

CDOT has studied the **Damen-Elston-Fullerton intersections** and with input from the stakeholders is recommending the Elston reroute option. A graphic (\*.jpg) is attached for publication.

### **Project Benefits:**

- **Reduction in confusion:** Elimination of the six legged, skewed intersection in its entirety by creating three independent signalized intersections
- **Improved safety:** Significant reduction of potential vehicle conflicts resulting in less opportunities for crashes
- **Minimal inconvenience during construction:** The majority of the project can be built off line from the main roads
- **Bicycle and Pedestrian Accommodations:** Improved pedestrian and bicycle access including a new continuous bike lane along Elston.
- **Provide Access:** Full access is maintained along the corridor
- **Assist with future growth:** Enhances economic development potential along the corridor with a new facelift for the area