

### Clybourn Avenue Protected Bike Lane Study Halsted St. to Division St.



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### Agenda

- Project Goals
- Existing Conditions
- Treatment Options
- Design Considerations
- Public Outreach
- Construction and Cost
- Evaluation

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### Pilot Study

- IDOT and CDOT pilot project to install and evaluate the first barrier protected bike lanes on a State route
- First use of concrete for physical separation
- Pilot evaluated using IDOT's on-going Feasibility Study on bicycle and pedestrian facilities.
  - Analyzes safety, operations, and maintenance of various bike/ped accommodations.

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### Project Goals



- Reduce crashes
- Increase transportation options and balance needs of various roadway users
- Evaluate protected bike lane elements




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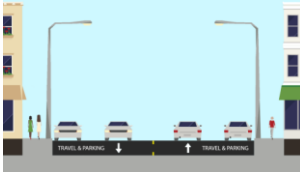
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### Existing Roadway Conditions

**Roadway Characteristics:**

- 1 lane in each direction
- Rush hour parking controls
- On-street parking on both sides
- Wide undefined pavement
- Sidewalk on both sides
- Crosswalks at intersections
- CTA Red Line
- CTA Buses (#37, #70, #132)
- No bike lanes
- Four Divvy Stations
- Defined as a Crosstown Bike Route in the Streets for Cycling Plan 2020


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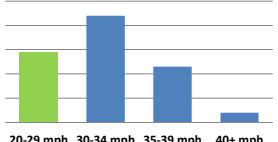
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### Traffic Data

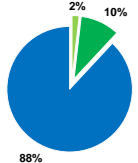

**Motor Vehicle Speed Data:**

- 65% of Vehicles traveling over 30 MPH Speed Limit
- 85<sup>th</sup> Percentile Speed – 36 MPH
- 95<sup>th</sup> Percentile Speed – 39 MPH



**Count Data:**

- 11,000 vehicles per day
- Over 100 bicyclists in the peak hour
- 60% South-eastbound in AM
- 60% North-westbound in PM


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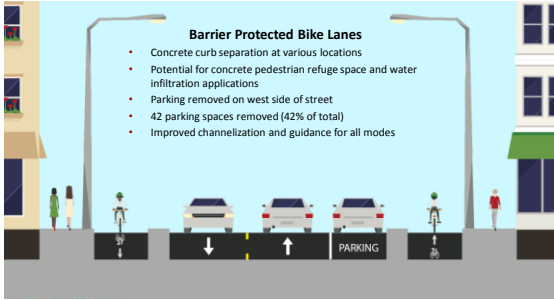
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### Larrabee to Halsted Concept




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### Curb Types – Options




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### Curb Types - Clybourn




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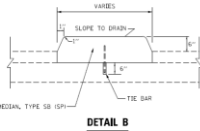
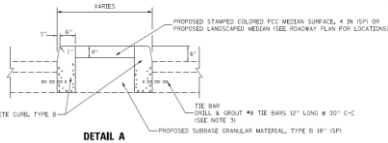
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### Curb Detail - Clybourn

- Full-depth pavement removal at bump-outs
- No Special Waste removal needed
- Bituminous pavement removal at typical mid-block medians




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### Drainage Considerations

- Retrofit to utilize existing drainage
- Gapped median at inlets and utilities




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### Lane Widths and Maintenance



- 7.5' wide bike lanes
- Allow for street sweeping and room to pass other cyclists



\*Image Credit: Streetsblog Chicago



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### Parking Offsets

- Removal of rush hour parking restrictions
- Extending parking through non-compliant driveways
- 15 new parking spaces on west side of Larrabee
- 5 new parking spaces on east side of Orleans



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### Parking Lane Design



- Angled median bump-outs to enter/exit parking lane



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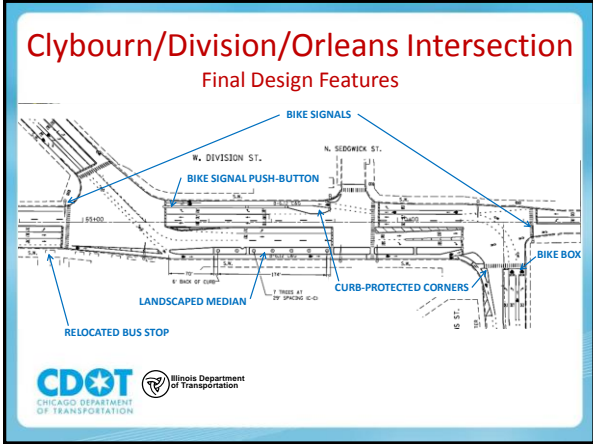
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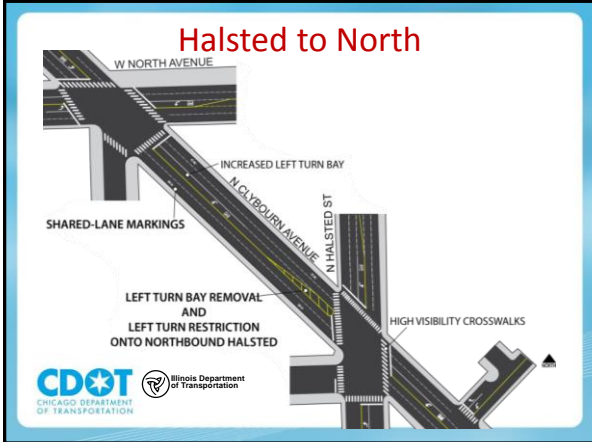
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### Public Outreach and Coordination

- Aldermanic Meetings
- Public Meeting
- Door to Door Meetings
- Orchard Park
- Nearby Developments

\*Image Credit: DNAInfo Chicago

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### Construction

- Cost: \$700,000
- Timeline: 2-3 months
- Field adjustments: Additional median gaps for drainage

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## Next Steps

- Finalize construction
- After data collection
- 3-Year Pilot Study
- Design modifications if necessary



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## Questions?

Thank You!  
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