

# Clark Street Safety Improvements

Irving Park Road to Montrose Avenue

Virtual Community Meeting

June 28, 2022

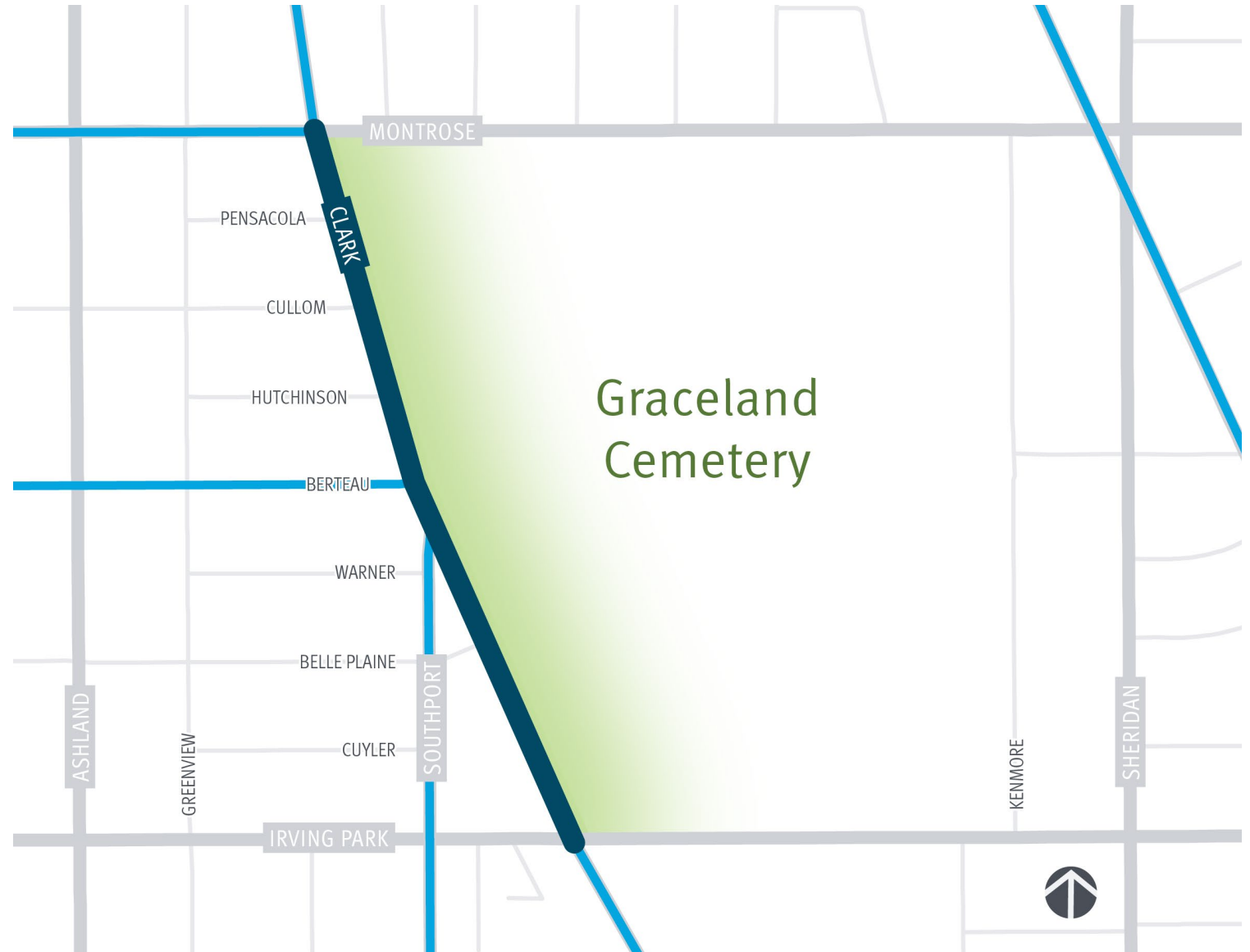


46TH WARD ALDERMAN  
**JAMES**  
**CAPPLEMAN**  
\*\*\*

**Matt Martin**   
47th Ward Alderman

# Agenda

- ▶ Introduction
- ▶ Project Background
- ▶ Project Proposal
- ▶ Next Steps
- ▶ Q & A



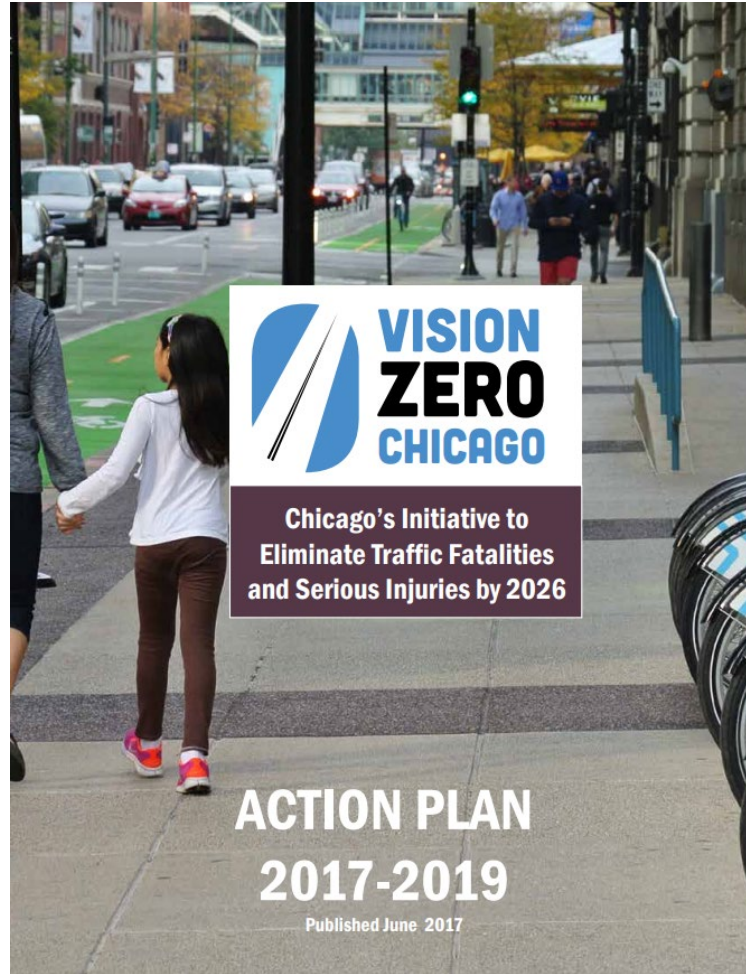
# Questions

We will answer as many questions as we can during today's meeting

- ▶ Please type your question into the Q&A box and we'll answer as many questions as possible at the end
- ▶ Additional questions can be emailed to: [CDOTBikes@cityofchicago.org](mailto:CDOTBikes@cityofchicago.org)



# Background



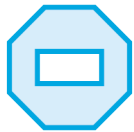
# Making Clark Street Safer and More Comfortable for Everyone



Some people are driving at dangerous speeds on Clark



Low parking utilization on Clark adjacent to Graceland Cemetery



Concern from the neighborhood on traffic safety



Concern from the neighborhood over Cubs game parking (buses and cars)



People walking and biking are disproportionately harmed in crashes



Clark is a critical route for people biking

# Some People are Driving at Dangerous Speeds along Clark

1,600

Driving faster than the 30 MPH speed limit



A top speed of 55 MPH

# The Likelihood of Fatality Increases as Vehicle Speeds Go Up



**20 MPH**



**10%** Risk of Death or Severe Injury



**30 MPH**



**40%** Risk of Death or Severe Injury



**40 MPH**



**80%** Risk of Death or Severe Injury



# People Walking and Biking are Disproportionately Harmed in Crashes on Clark

141

Total crashes over 5 years

People walking & biking make up:

$\frac{1}{2}$

of all injuries

86%

of the most serious injuries



# Many Parking Spaces Go Unused Throughout the Day on Clark

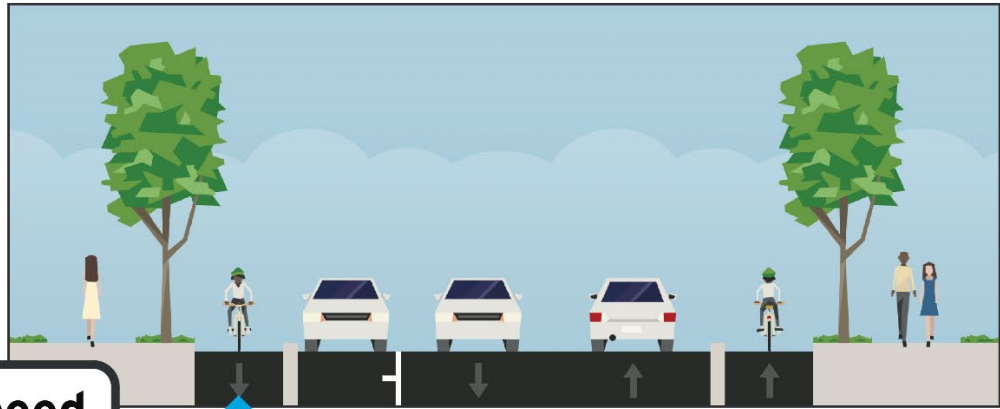
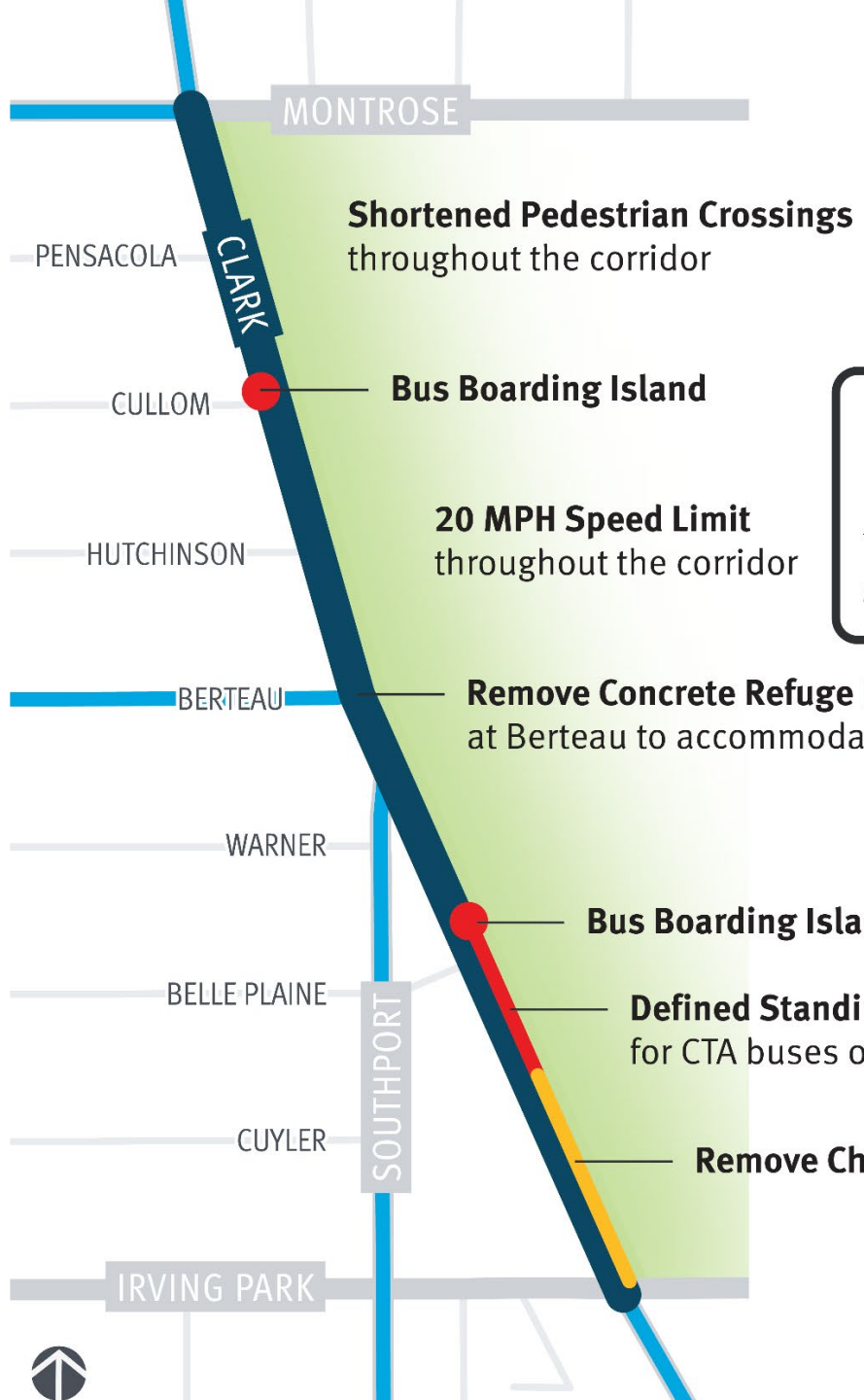
- ▶ **100 spaces** along Clark between Irving Park and Montrose
- ▶ **Less than half** of those spaces are occupied during a typical day
- ▶ **2/3** of spaces in the neighborhood (side streets) are occupied during a typical day



# Concern from the neighborhood over Cubs game parking (buses and cars)







**Protected Bike Lane**  
with concrete curb  
parking consolidated to one side

**Bus Boarding Islands**  
for improved bus operations &  
to eliminate bus & bike conflicts



# Protected Bike Lanes with Concrete Curb



Bike Lane

Parking Lane

Travel Lane

Travel Lane

Bike Lane

Graceland Cemetery →

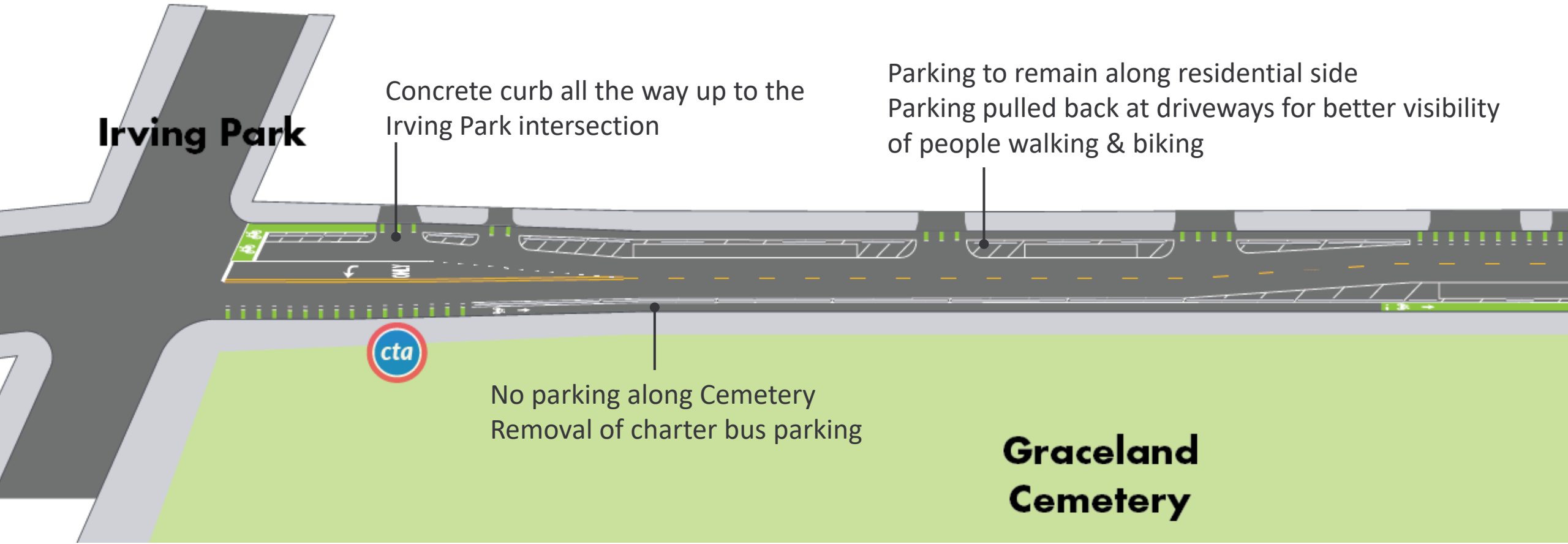
# Bus Boarding Islands

- ▶ Improved operations for buses
- ▶ More waiting area for passengers
- ▶ No conflicts between buses and bikes
- ▶ Stops vehicles from parking in the bus stop and bike lane

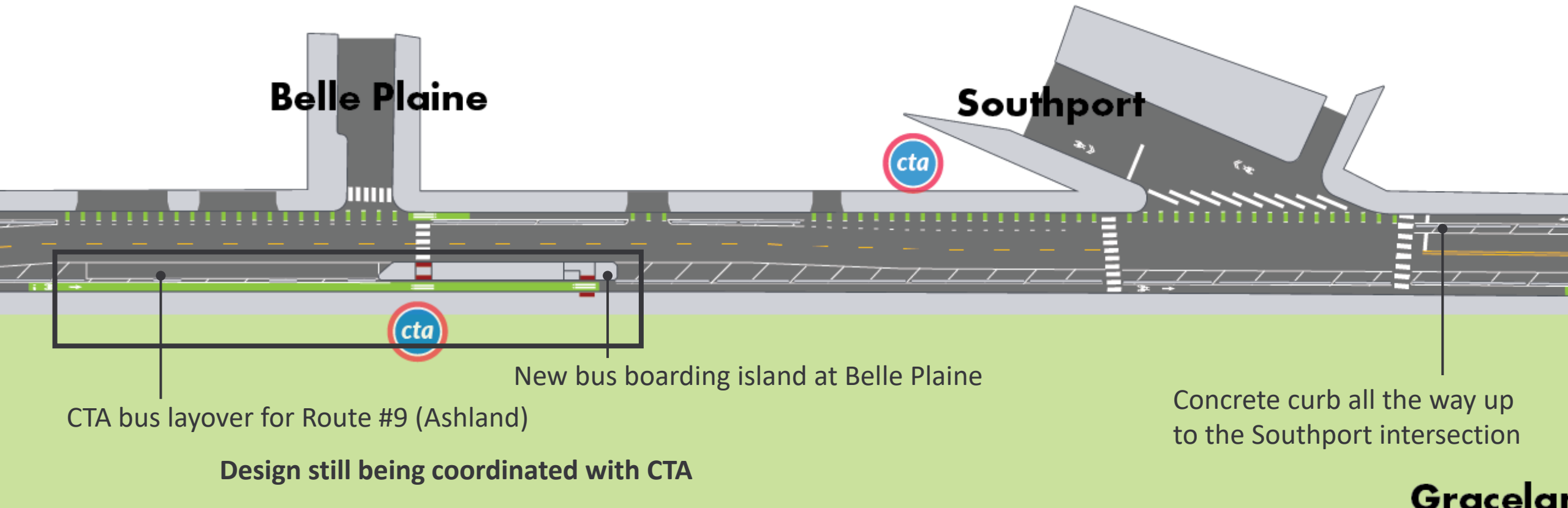




# Proposed Layout (Draft)

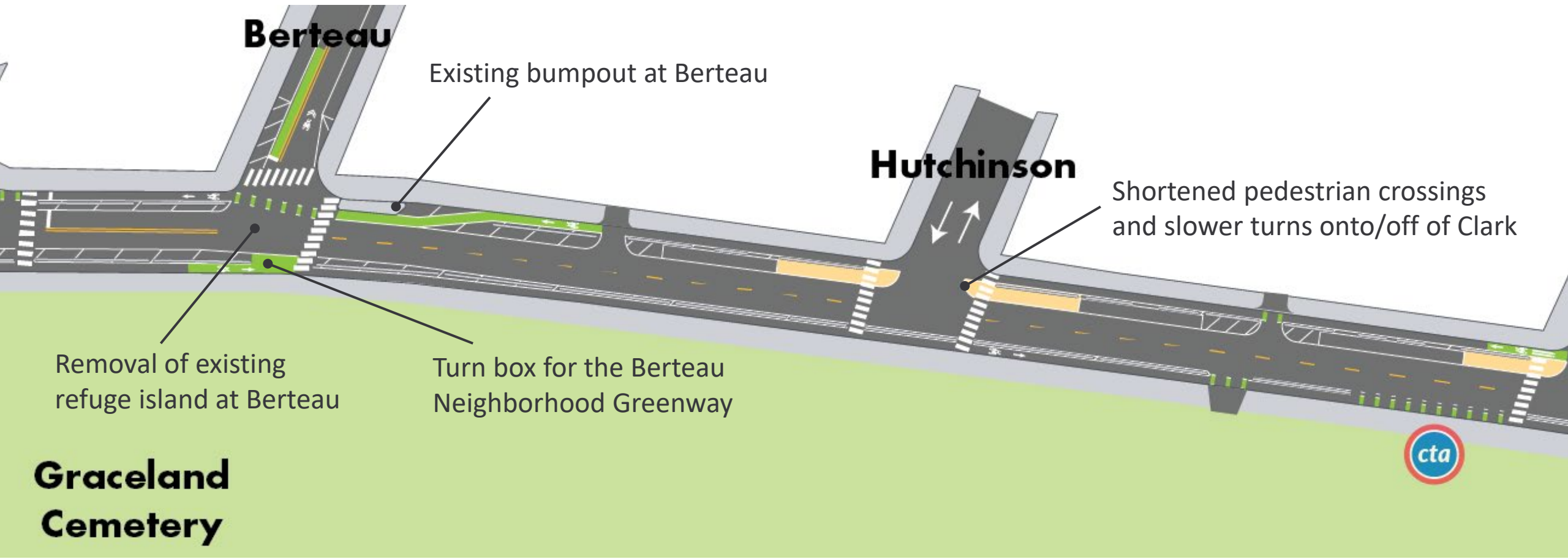


# Proposed Layout (Draft)

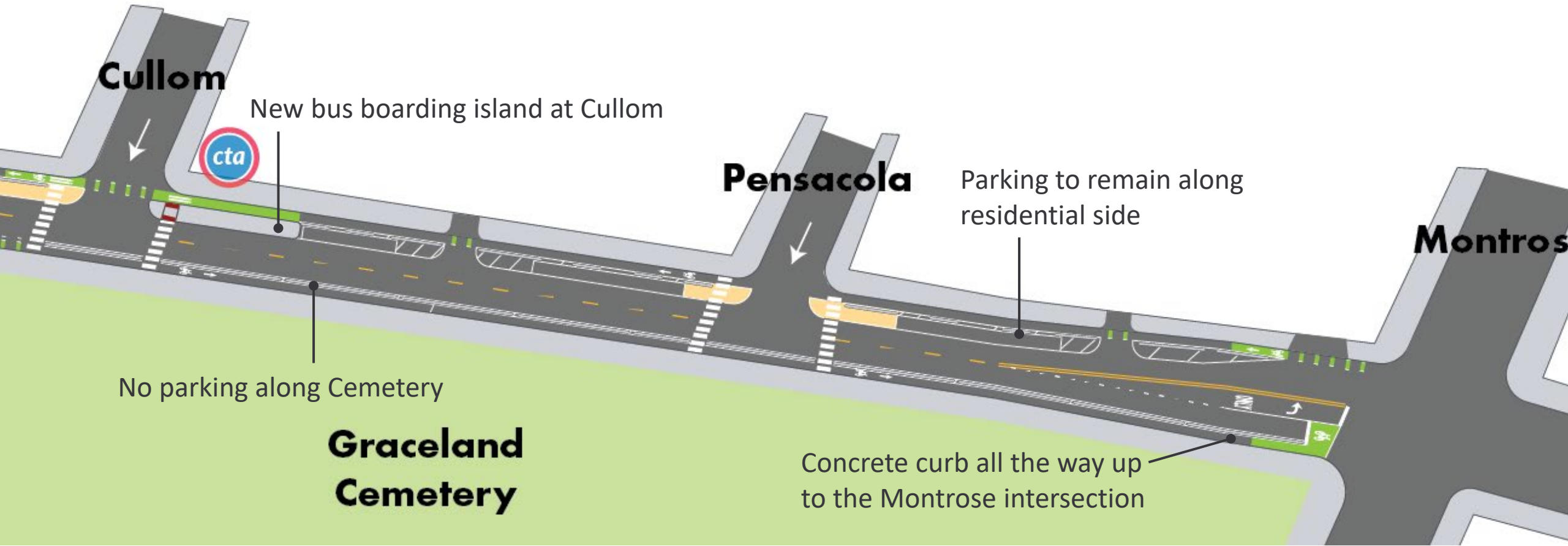




# Proposed Layout (Draft)



# Proposed Layout (Draft)



# Changes to On-Street Parking

To accommodate these safety improvements, on-street parking will be consolidated to one side of the street.

- ▶ Parking will still be available on the neighborhood side (west side)
- ▶ Parking will be pulled back slightly at alleys and intersections to improve the visibility of people walking and biking
- ▶ No changes will be made to parking on sides streets in the neighborhood

# Milwaukee Avenue Safety Project (2020)

- 56% total crashes
- 71% injury crashes
- No** pedestrian crashes
- 73% bicycle crashes



# Next Steps

- ▶ We'll spend the next two weeks listening to you
- ▶ We'll make any final adjustments to the design after that
- ▶ Targeting installation of project later this year

# THANK YOU!

Please email questions to  
[CDOTBikes@cityofchicago.org](mailto:CDOTBikes@cityofchicago.org)

Meeting materials will also be posted online at:  
[chicagocompletestreets.org/projects/active-projects/](http://chicagocompletestreets.org/projects/active-projects/)

