



PUBLIC INFORMATION MEETING

JUNE 16, 2022



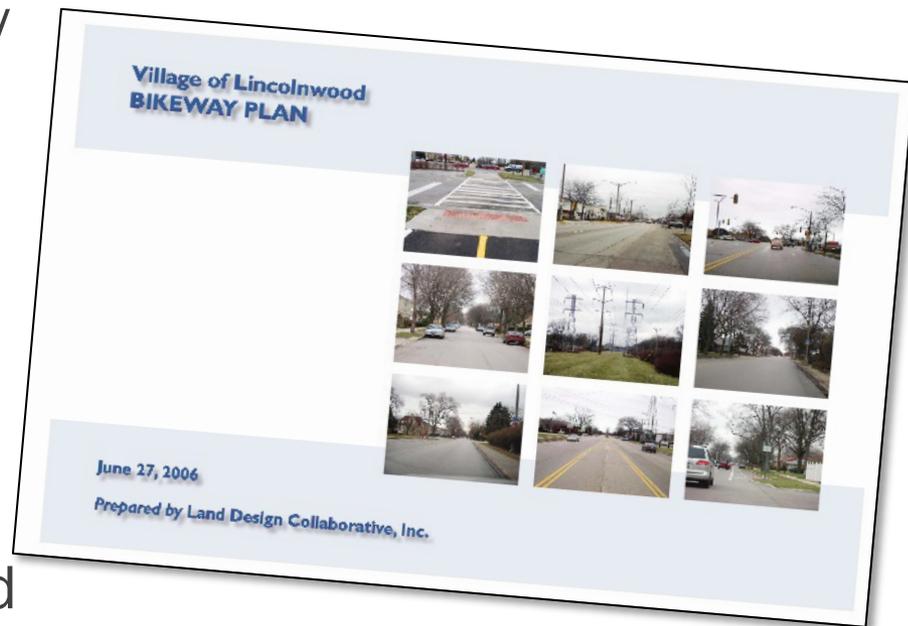
PRATT AVENUE BIKE LANES
WELCOME





Project Purpose, Needs & Goals

- Provide connections to Valley Line Trail, Union Pacific Trail, and Centennial Park Path
- Improve safety for all users
- Provide a major east-west bikeway through Lincolnwood

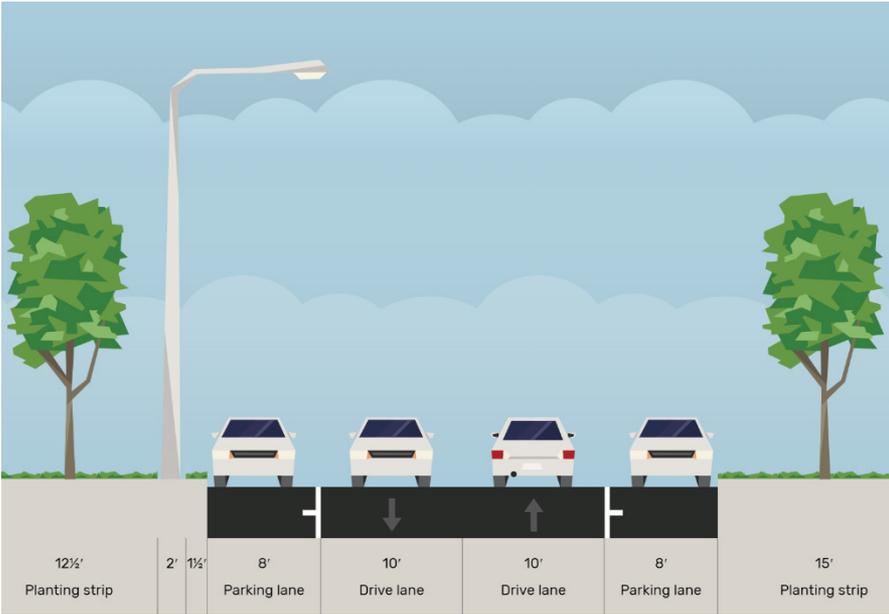




Typical Proposed Section – West Leg

CICERO TO CRAWFORD

EXISTING

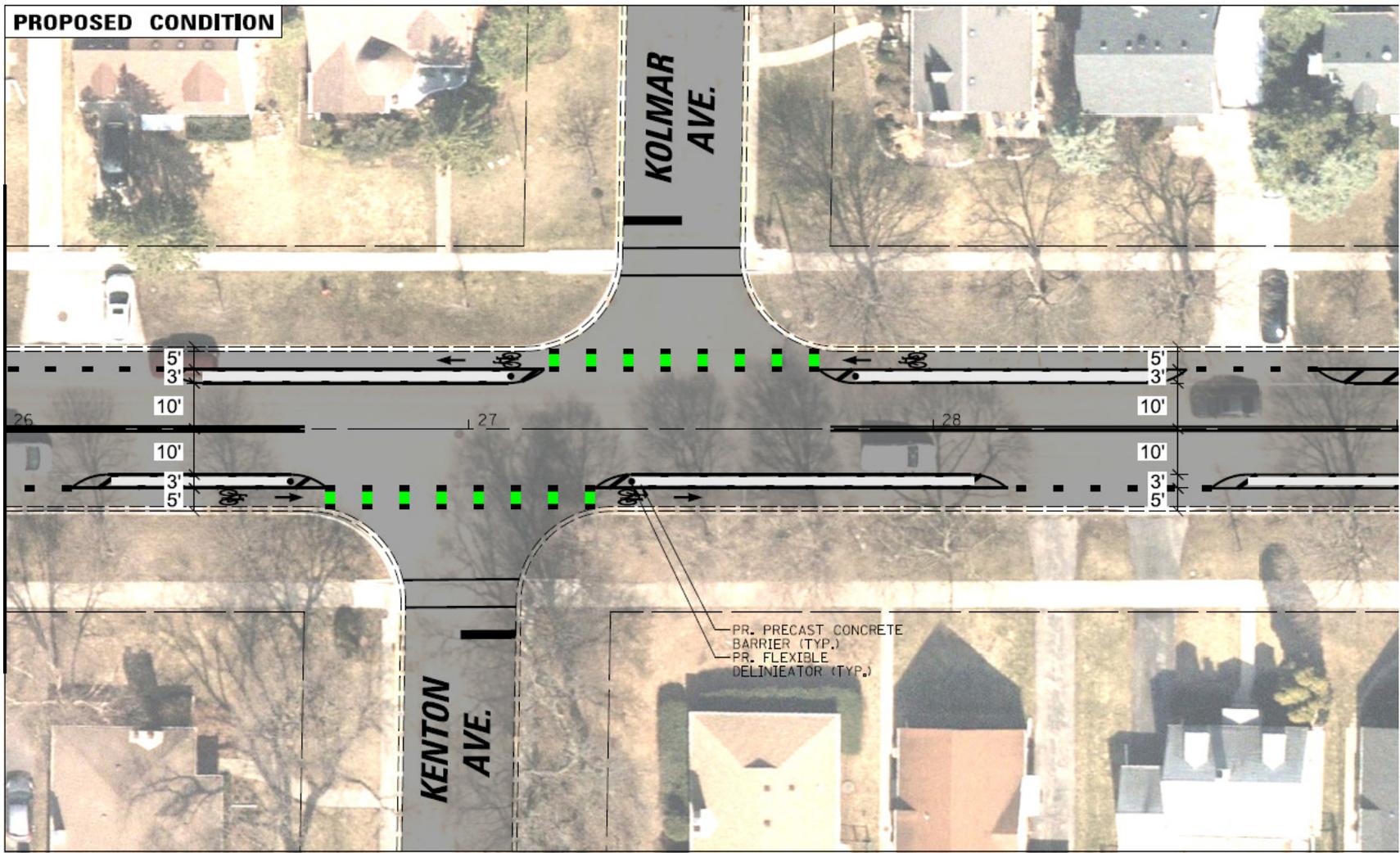


PROPOSED





Typical Proposed Plan - West Leg



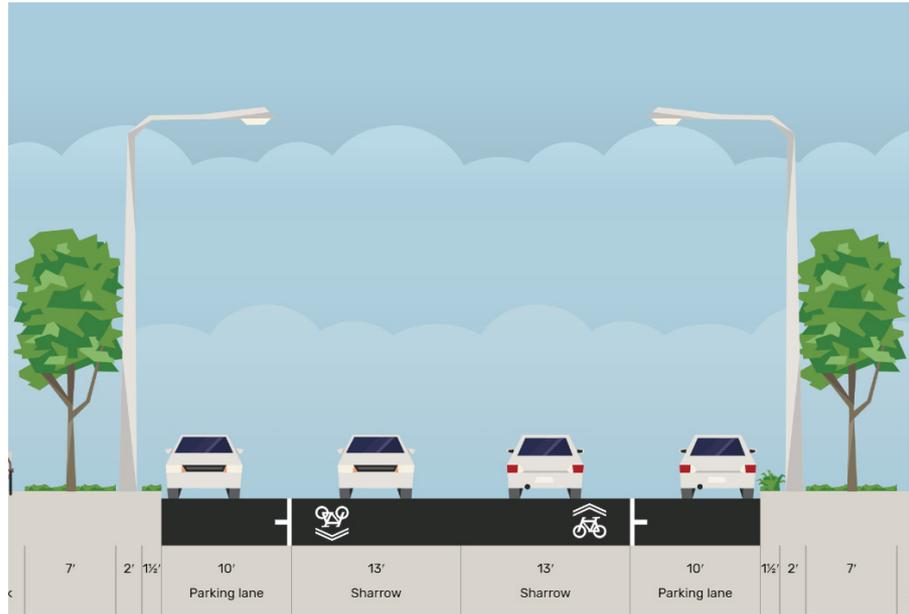


PRATT AVENUE BIKE LANES

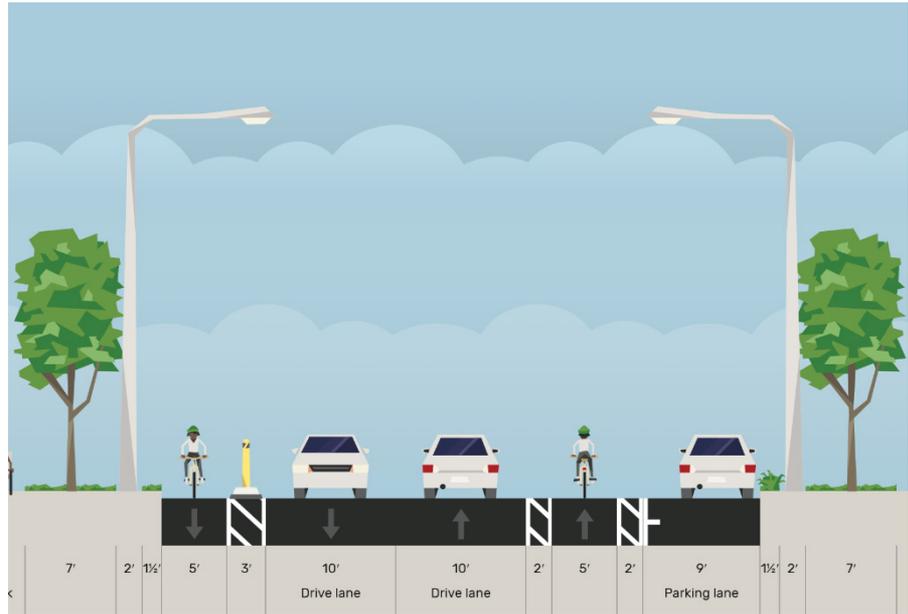
Typical Proposed Section – East Leg

CRAWFORD TO MCCORMICK

EXISTING



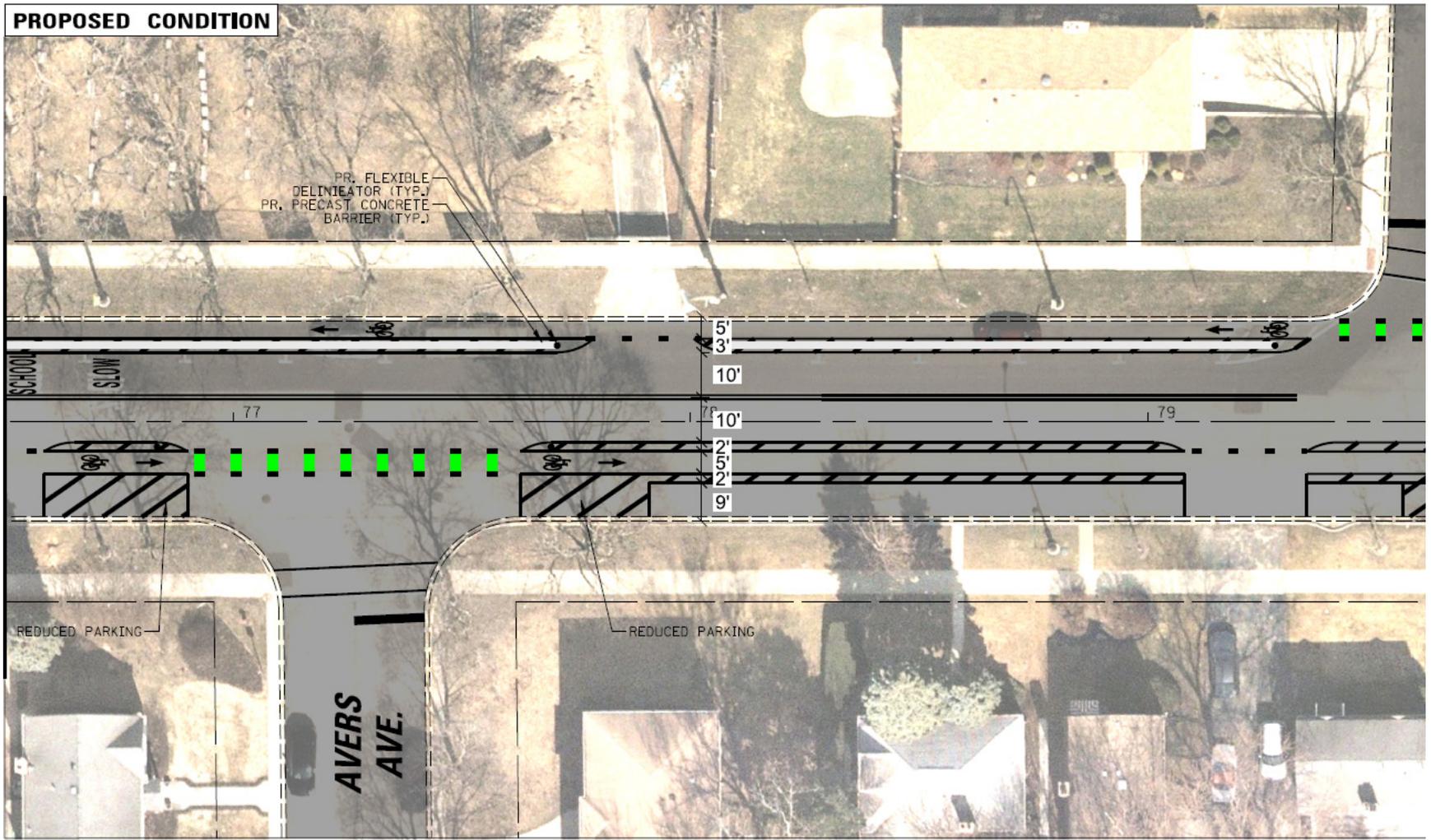
PROPOSED





PRATT AVENUE BIKE LANES

Typical Proposed Plan - East Leg





PRATT AVENUE BIKE LANES

Buffered Bike Lanes



Source: chicagocompletestreets.org



PRATT AVENUE BIKE LANES

Barrier Protected Bike Lanes



Ex: Howard Street Bike Path, Niles IL



Parking Study

- Two Studies Performed: July-August 2021 and April 2022
- Average and Peak parking largely underutilized

WEST LEG

OVER THE COURSE OF 19 COUNTS, MAX 17 SPACES WERE TAKEN



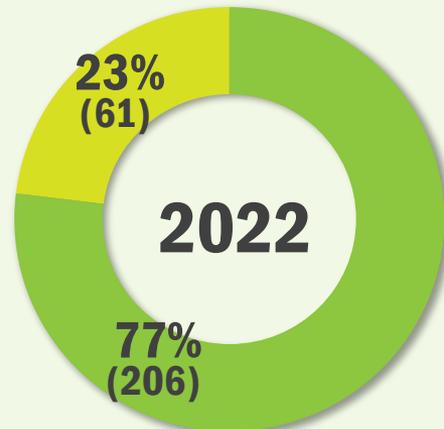
2022



EAST LEG

OVER THE COURSE OF 19 COUNTS, MAX 78 SPACES WERE TAKEN

NO DATA



■ USED SPACES
■ TOTAL SPACES

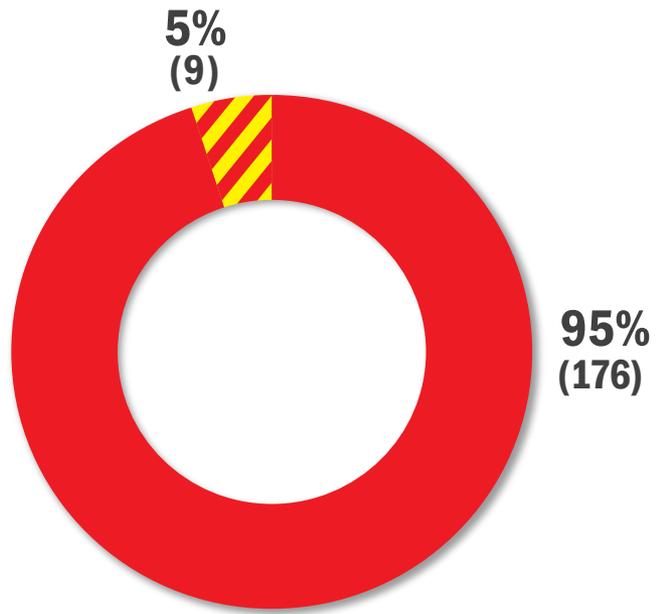


PRATT AVENUE BIKE LANES

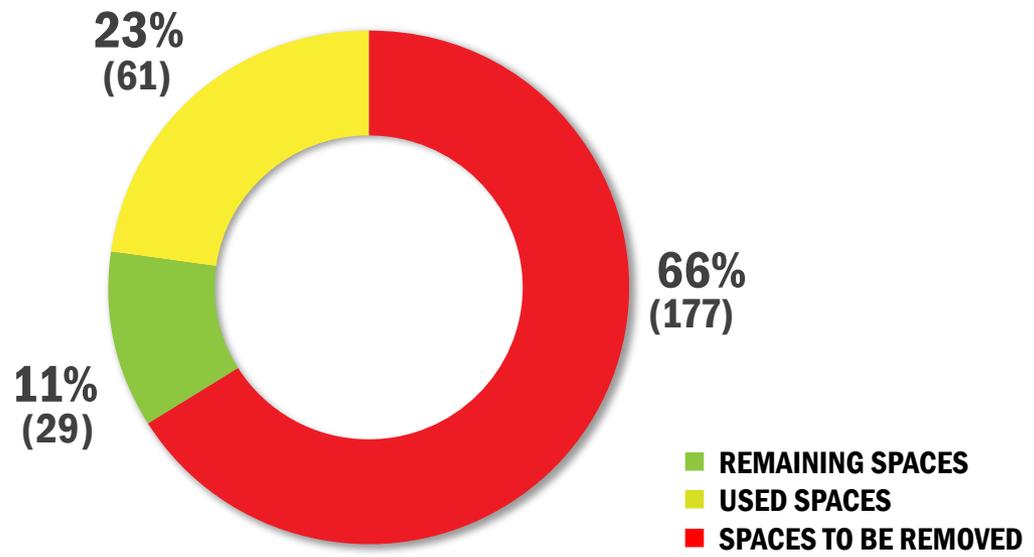
Parking Impacts

WEST LEG (185 EXISTING SPACES*)

**ALL 185 PARKING SPACES WILL BE REMOVED*



EAST LEG (267 EXISTING SPACES)





Crash Analysis (2016-2020)

170 Total Crashes

INTERSECTIONS:

Pratt and Cicero (33 Total Crashes):



Pratt and Lincoln (39 Total Crashes):



Pratt and Crawford (35 Total Crashes):



CORRIDORS:

West Leg (39 Total Crashes):



East Leg (24 Total Crashes):



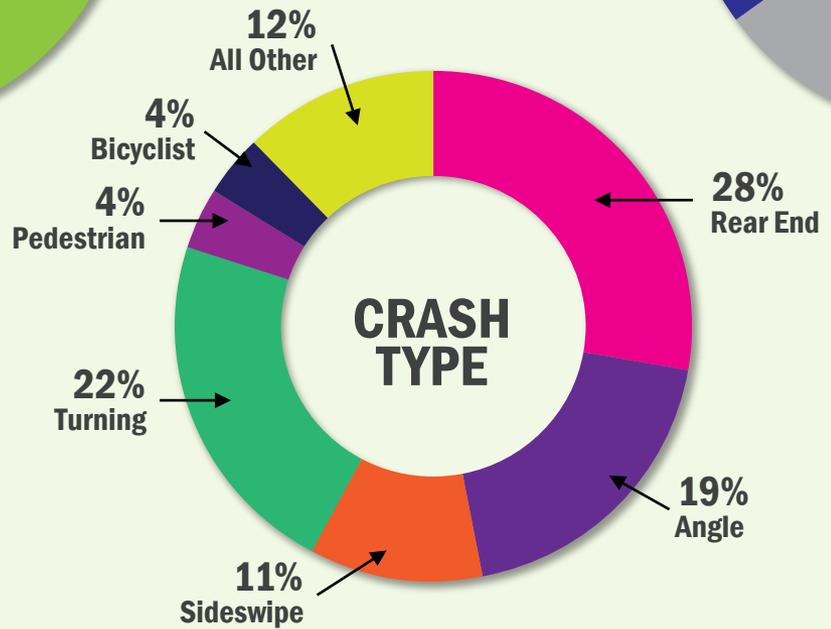
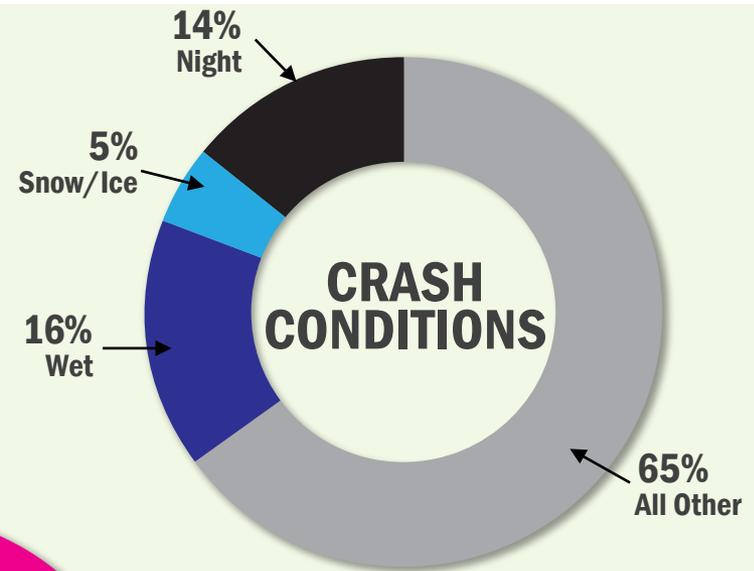
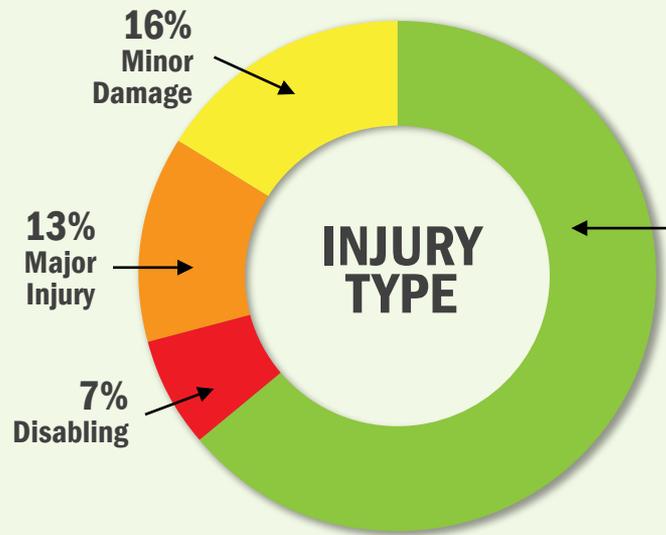
= 1 Pedestrian Crash = 1 Bicycle Crash

OTHER KEY POINTS

- Zero Fatalities
- Majority of bike/ped Crashes at Intersections
- Majority (60%) of Crashes
 - Rear-End (28%)
 - Angle (19%)
 - Side Swipe (11%)
- 50%, (3 of 6) of Pedestrian Crashes involved incapacitating injuries
- 29% (2 of 7) of Bicycle Crashes involved incapacitating injuries



Crash Study





PRATT AVENUE BIKE LANES

Capacity Study

Traffic Capacity Analysis was performed by conducting peak period traffic, bicycle, and pedestrian volumes on Tuesday, June 8, 2021 from 7:00 A.M. to 7:00 P.M. at 3 intersections. No LOS Change is expected under proposed conditions.

PRATT AND CICERO:



1-2 Second
DELAY



LOS B
MORNING



LOS C
EVENING

PRATT AND LINCOLN:



<2 Second
DELAY



LOS C
MORNING & EVENING

PRATT AND CRAWFORD:



<2 Second
DELAY



LOS C
MORNING & EVENING



Project Schedule

Task	Date
Public Meeting	June 2022
Phase I Completion	January 2023
Phase II Engineering	2023
Construction	2024