

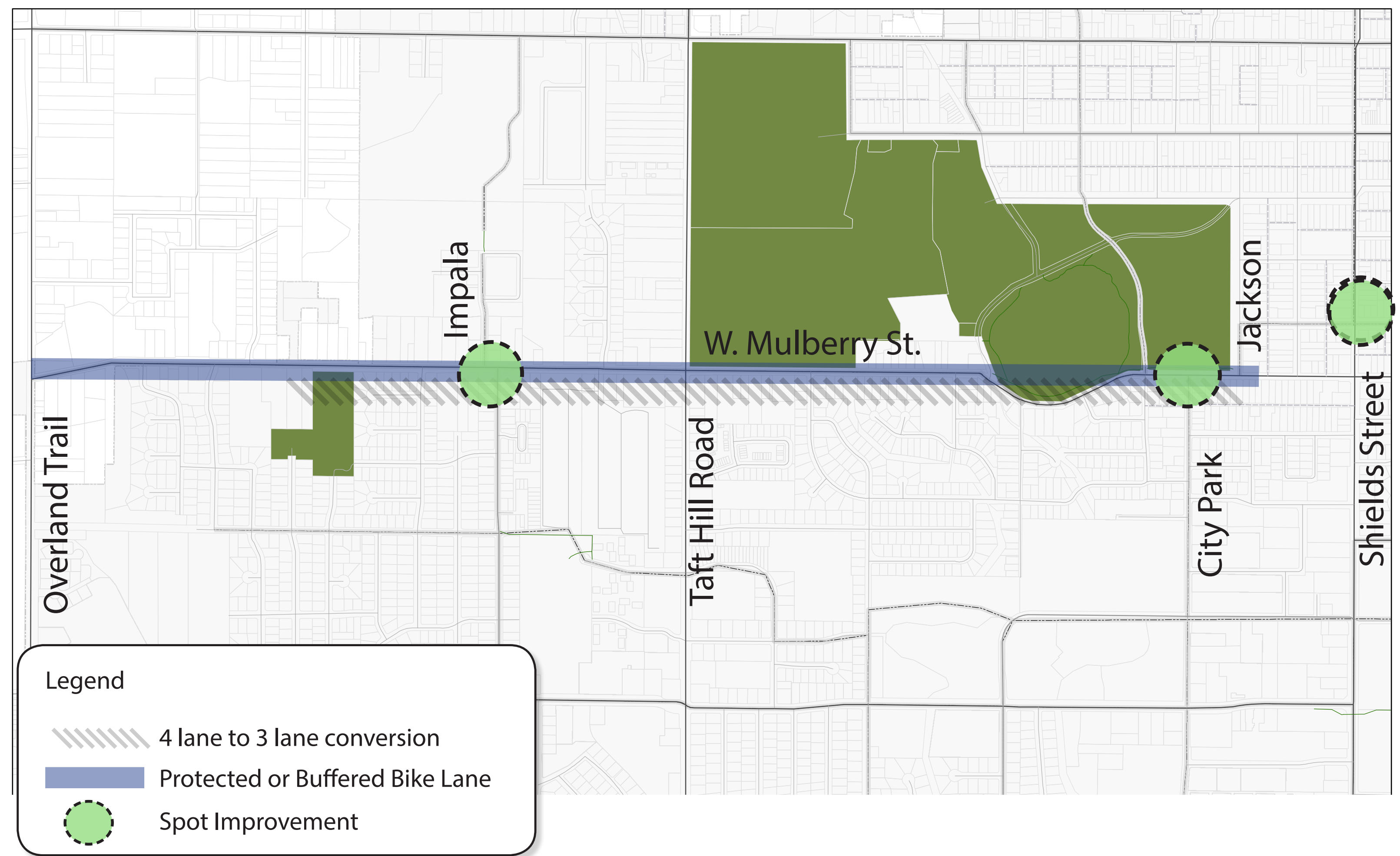
# W. Mulberry Street Improvements

## Concept Design

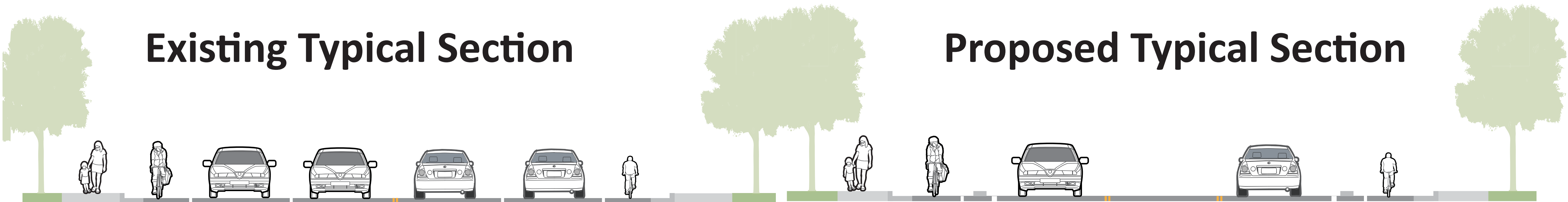
### Project Design:

The following design changes are planned for the W. Mulberry St. Restriping and Pilot Project:

- New center turn lane and one travel lane in each direction between Rogers Park and City Park / Jackson
- Protected bike lanes and buffered bike lanes
- Crossing improvements at Mulberry & Impala, Mulberry & City Park, and Shields & Magnolia (the east – west continuation of the Mulberry bikeway)
- Green paint conflict areas
- Parking-protected bike lane around Sheldon Lake
- New parking stalls between Jackson and Sheldon, and angled parking around the lake
- Asphalt resurfacing
- Curb ramp upgrades at key locations



### Existing Typical Section



### Proposed Typical Section



### Primary Design Elements:

Protected bike lanes



Addition of a center turn lane



Bike / Pedestrian crossing improvements



Signage and wayfinding



Green conflict markings



Ramp upgrades at key crossings



Buffered bike lanes



# W. Mulberry Street Improvements

## *Protected Bike Lane Barriers*

As part of the W. Mulberry Street Protected Bike Lane Pilot Project, the City is proposing to experiment with different devices for creating protected bike lanes. Different styles of protection are proposed along the corridor based on varying contexts. As part of the evaluation process, the City will evaluate the effectiveness of the different treatments from a user, functional and operations standpoint.

### Types of Protection

Cities around the world are experimenting with and implementing a wide variety of protected bike lane designs using different types of protection. Different options are being explored for the Mulberry St. Pilot Project with the following guidelines:

- Test new designs for protection
- Utilize a removable barrier (e.g., bolt down)
- Provide a vertical and linear element to assist with maintenance operations
- Cost-effective and within the project budget

### Tuff Curb



Tuff Curb is 2 inches tall with a tapered nose. Flexposts can be fixed to the top of the modular separator. Tuff Curb is being considered based on the following criteria:

- Straight sections of roadway
- Approaches to bicycle transitions such as the City Park Ave signal.
- Where low speed mounting of the protection is allowable (for installations with no flexposts)

### Flexposts (bollards)



Flexposts are very common in protected bike lane buffers nationwide. They can be used in areas of significant snow build up or where vehicle hits may be expected to the buffer. They are also recommended in conjunction with curb separation for a vertical element.

### Barrier Curb



Barrier curb is being used in a number of cities to provide protection to bike lanes. This treatment is being considered on Mulberry based on the following criteria:

- Where vehicle encroachment is not permitted
- Formed from pre-cast concrete at beginning of block with a tapered nose to add resiliency to snow plows.
- Installed as recycled plastic mid block to save cost and improve ease of installation/removal.
- Spacing can be changed depending on available resources.

### BikeRail



BikeRail is a new removable form of bikeway protection made from steel rails and flexposts. The City is considering piloting it to gain additional experience. BikeRail may be used in contexts similar to Tuff Curb.

- Straight sections of roadway
- Approaches to bicycle transitions such as the City Park Ave signal.
- Locations where experimentation may help with ultimate design.