





Loop Link
Bicycle and Pedestrian Accommodations

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Origins

- o In 2010, FTA issued special grant program for "Urban Circulator" transit shuttle projects
- o CDOT proposed improving route from Navy Pier to Union Station with tinted bus lanes
- o In response to Bike 2015 Plan recommendations, concept included cross-loop tinted bike lanes on Madison and eastbound street TBD.



Concept illustration used in Grant Application - Madison



New leaders supported higher aims

- o Emphasis on Complete Streets and Traffic Safety
- o Mayoral target of 100 miles of "Cycle Tracks" in 4 years
- o Divvy Bike Share in development
- o Support from charitable foundations to consult with global BRT design experts
 - o Recommendations encouraged parallel bikeways





Project Purpose

- o Improve mobility in Central Area for residents, employees and businesses
- o Provide faster, more reliable bus service
- o Build off existing infrastructure; allow for future upgrades/extensions
- o **Improve pedestrian environment and bike network**

Traffic Stats



- o 56% of people on Washington and Madison walk
- o 4% of traffic were bikes
- o Buses make up only 4% of traffic, but 47% of people in vehicles
- o Cabs are 28% of traffic / 14% of trips; could convert to bike/walk/transit with better facilities



Design Considerations

- o Variation in cross-loop street widths
 - o Washington & Randolph 48"
 - o Madison 43"
 - o Monroe/Adams/Jackson 38"
- o Detailed preferences were compiled
 - o CTA for buses
 - o CDOT Bike Program for cyclists
 - o CDOT traffic engineering for motorists, and curbside uses
- o For cyclists, top priority was protected lanes at proper width
 - o Madison St bike lane to left of buses only attracted advanced cyclists
 - o Canal St bike lane heavily encroached



Design Concepts

- o Dozens of roadway layouts considered
- o Narrowed down to three design concepts each with varying degrees of separation between buses, bikes and regular traffic lanes:
 - o Option 1 - Basic
 - o Option 2 - Balanced
 - o Option 3 - Focused (only east of river)
- o These three concepts presented as part of public meeting during NEPA approval process.



Option 1 - Basic

On Washington & Madison:

- o Bus Lane on right curb
- o Protected Bike Lane on **Washington**, regular Bike Lane on **Madison**
- o Left turns cross Bike Lane
- o Right turns enter Bus Lane



Concept - Washington



Concept - Madison



Option 2 – Balanced

On Washington:

- o Curbside Protected Bike Lane
- o Bus Lane between Auto Lanes and Bike Lane
- o Island Boarding Platforms further buffered bike and car lanes

On Madison:

- o 5" narrower = bike lane width,
- o Layout = Washington w/o bike lane
 - o Island platforms become curb extensions
- o Relocate WB bike facility to **Randolph** and upgrade to Protected Bike Lane



Concept - Washington



Concept - Madison

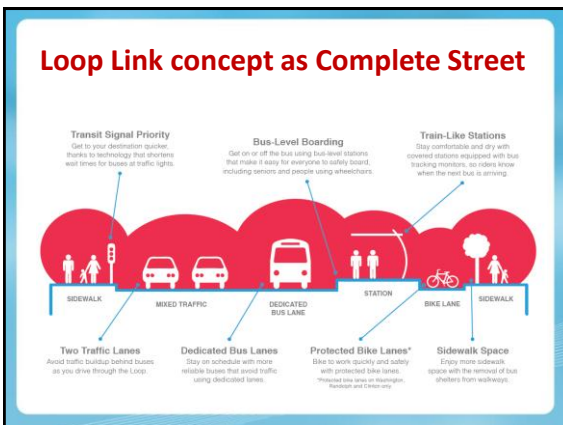
Option 3 - Focused

- NOTE: Required additional funding beyond current grant.
- Bi-directional Busway on Madison
- Access Lane to Alleys and Garages
- Block-long Curb extensions for Boarding Platforms
- Protected bike lanes on Washington and Randolph

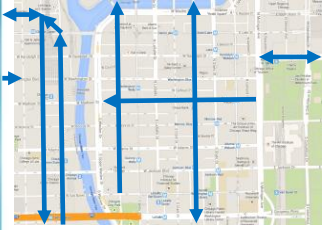
CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Preliminary Design Decision

- FTA approved all alternates for NEPA
- Public/Stakeholder Opinion:
 - Option 1: Some thought not enough benefit for transit users
 - Option 3: Some thought best for transit, others thought too disruptive and too expensive
 - Option 2: Almost all supported or at least neutral
- Option 2 chosen for Washington/Madison; modified Option 1 on Canal/Clinton



Loop Bikeways – Pre-2015

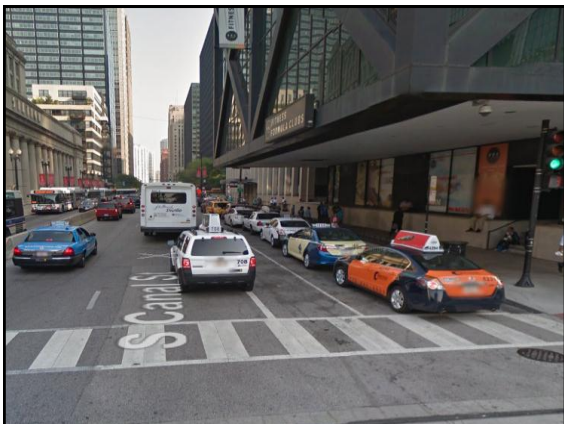


- Poor connectivity
- No direct connection between the Loop & West Loop train stations
- Very few low-stress routes
- Bike/bus conflicts on Madison Street with existing bike/bus lanes
- Significant conflicts between bicyclists & other users on Canal Street

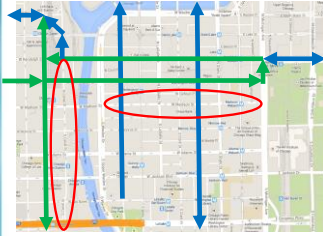


Existing Bikeway





Loop Link Bikeways – Full Build



- o Creates a connected network of low-stress routes
- o Eastbound & westbound cycle tracks connecting the Loop to OTC
- o Two-way cycle track on Clinton Street eliminates conflicts on Canal Street
- o Eliminates bike/bus conflicts on Madison Street



Washington St Cycle Track

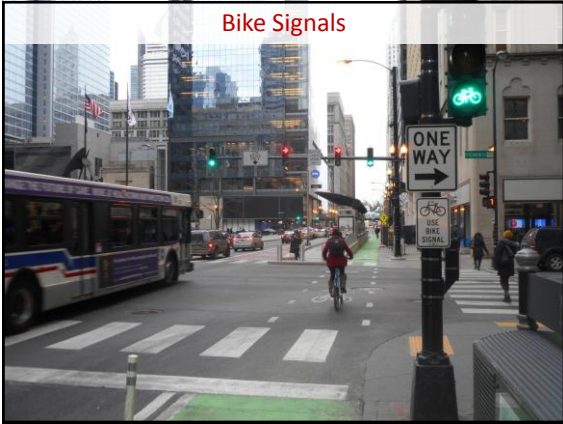
- o Wacker to Michigan (eastbound only)
 - o Located adjacent to the south curb along the entire corridor
 - o Barrier protected between Wacker and Michigan
 - o Behind BRT station islands to eliminate bike/bus conflicts at bus stops
 - o Conflicts with right turning motorists eliminated or mitigated
 - o Continuation of existing bike lanes on Washington Street coming into the Loop from Laramie Avenue (5.5 miles of existing bike lanes)



Green Bike Lanes



Bike Signals



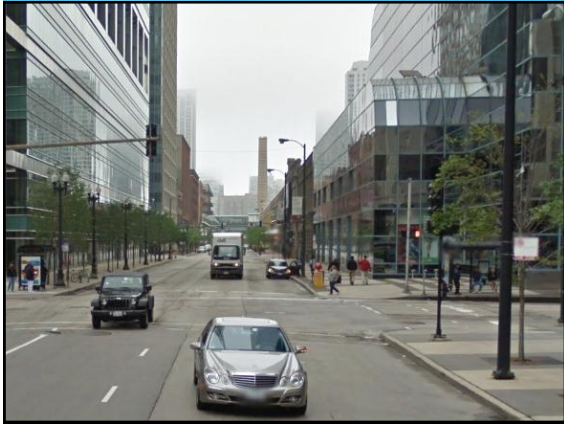
Protected Intersections



Clinton St Two-Way Cycle Track

- o Jackson to Fulton
 - o Located adjacent to the east curb
 - o Similar design to Dearborn Street two-way protected bike lane
 - o Eliminates bike/bus conflicts on Canal Street and all but one bike/bus conflict on Clinton Street
 - o Provides direct access to Ogilvie, Union Station, and USTC
 - o Will be extended south to Harrison in 2016



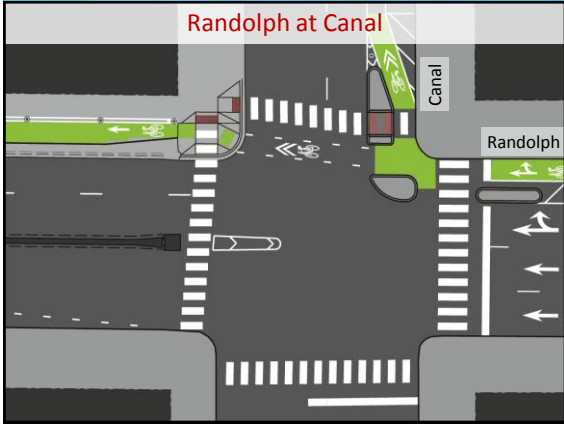




Randolph St Cycle Track

- o Clinton to Michigan (westbound only)
 - o Located adjacent to the north curb along the entire corridor
 - o Barrier protected bike lane between Clinton and Michigan
 - o Extension of existing bike lanes east of Michigan Avenue & provides direct connection from Millennium Park & the McDonald's Cycle Center
 - o One block north of Washington Street creating a convenient one-way pair of eastbound & westbound barrier protected bike lanes
 - o To be installed in late summer 2016

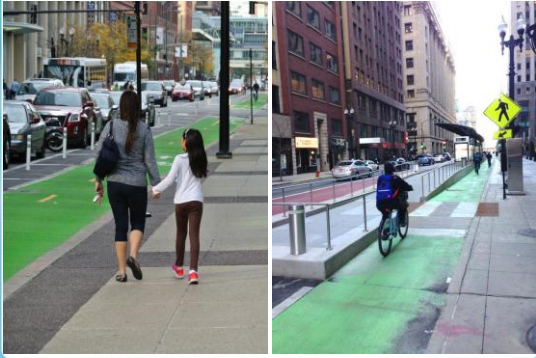








Protected Bike Lanes



Refuge Islands



Thank You!

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