South Loop Bikeways
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Luann Hamilton – CDOT Deputy Commissioner
Mike Amsden, AICP – CDOT Assistant Director of Transportation Planning
South Loop Bikeways

- Concrete Upgrades
  - Dearborn (Polk to Kinzie)
  - Harrison (Desplaines to Wabash)
- New Bikeways
  - Polk (Dearborn to Plymouth)
  - Plymouth (Polk to 9th)
  - 9th (Plymouth to Grant Park)
Existing Conditions and Data

- 41% of households do not have access to a motor vehicle, 47% of households only have one vehicle
- 57% of South Loop residents walk, bike, or take transit to get to work
  - 32% drive to work
  - 8% work from home
- 13 Divvy Stations in the neighborhood
- Dearborn St Protected Bike Lane
  - Crashes have decreased by 30% for all users
  - Bike ridership has increased 170%
  - Traffic signal compliance over 90%
Project Goals

• Improve connections for people riding their bikes between the South Loop, the Loop, the Museum Campus, Grant Park, and the Lakefront Trail

• Create low-stress routes by providing better wayfinding, utilizing existing infrastructure, minimizing difficult turns, and addressing critical gaps in the bike network

• Address pedestrian safety concerns at challenging intersections
Concrete Upgrades

- Provides physical separation between people riding bikes and people driving/parking
- Parking endcaps to define parking lanes and minimize illegal parking in bike lanes
- Designed to allow maintenance vehicles in the bike lane
- Gaps to allow for stormwater drainage
- Aesthetic improvement
Dearborn Upgrades (Polk to Kinzie)

Existing

Proposed

Existing Two-Way Cycle Track

Existing Buffer with Bollards

Proposed Buffer with Concrete Median
• Turn lanes lengthened at Wells and Clark to improve turning operations
• Bollards removed at eastbound Clark to improve right turn operations
Polk – Dearborn to Plymouth

- Long crossing distances across Polk
- No bikeway guidance or markings
- Illegal parking common within intersection
- Increased pedestrian and bicyclist activity
Polk – Existing Conditions
• Crossing distance shortened by 18 feet on the west leg of Dearborn and 7 feet on the east leg of Dearborn
• Easier crossing at Plymouth for people walking and biking
• Illegal parking within intersection prohibited, loading zones maintained
• Existing traffic signal maintained
Polk – Proposed Conditions

- Business outreach conducted in early 2017
- Pedestrian refuge island shortened at Plymouth
- Turning movements and lane usage verified – option for curb extension
Polk – Proposed Conditions

- Turning movements verified – option for curb extension
Plymouth and 9th

- Low-stress, direct route commonly used today
- Utilizes existing assets
- Avoids State Street
- Left turns occur at low-volume intersections
- Lower traffic volumes on 9th Street
• People on bikes represent 67-70% of traffic on Plymouth between 9th and Polk during the AM and PM rush periods
• 82% of people riding north on Plymouth turn left onto Polk in the AM
• 73% of people riding east on Polk turn right onto Plymouth in the PM
People on bikes represent 22% of traffic on 9th east of Plymouth during the AM and PM rush periods.
Plymouth and 9th

- Wayfinding symbols and signage to identify the bike route
- No parking or travel lane impacts as proposed
- Options for increasing visibility at driveways / alleys
Next Steps

- Dearborn and Harrison Upgrades
  - Federally funded
  - Late 2017 / Spring 2018 installation

- Polk/Plymouth/9th
  - Federally funded
  - Spring 2018 installation
Questions?
cdotbikes@cityofchicago.org

Website
www.chicagodot.org

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