

Scott Street Corridor

Pedestrian, Cycling, Placemaking Update

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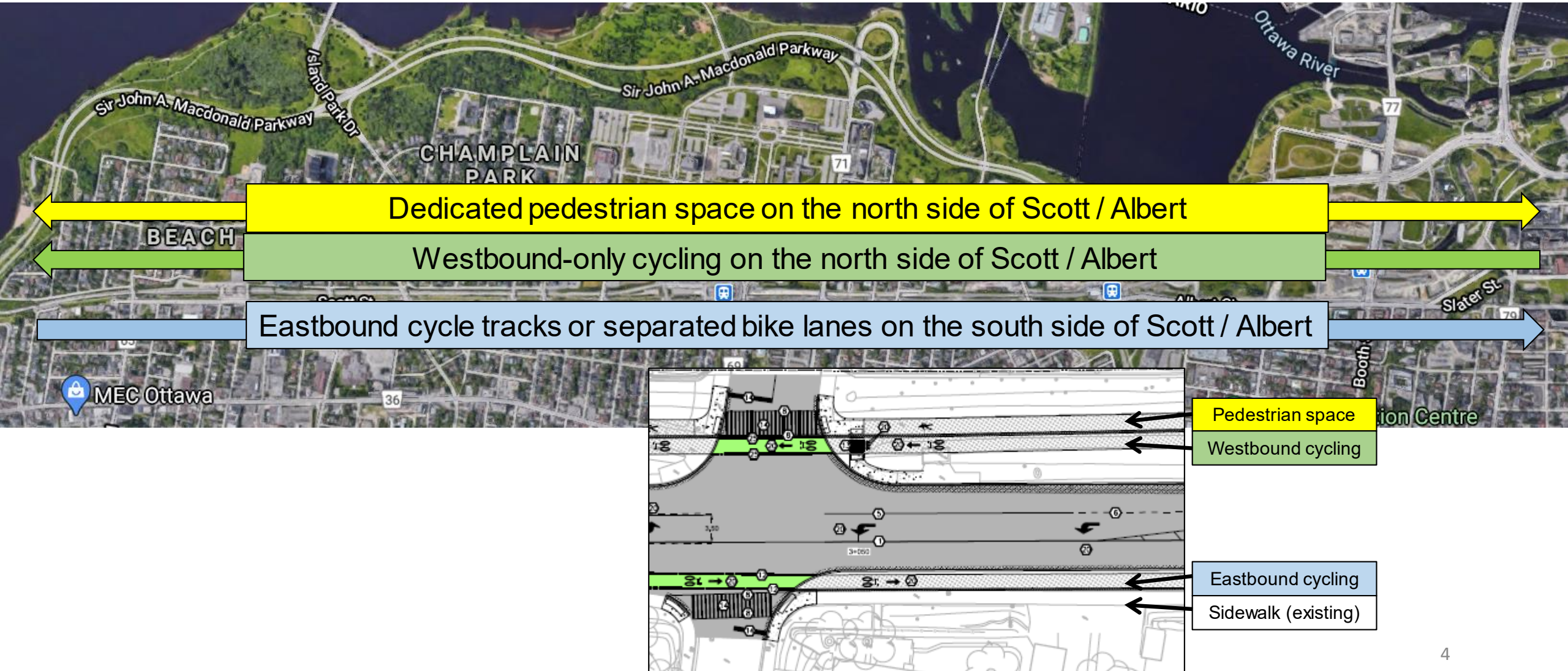


Agenda

1. Scott-Albert corridor: long-term plan for active transportation
2. Upcoming changes to Scott St cycling from Churchill to Bayview
3. Repurposing bus lanes on Scott St from Holland to Bayview
4. Ultimate design from Holland to Bayview (pending future funding)

1. Scott-Albert Corridor: Long-Term Plan

Long-Term Plan for Active Transportation



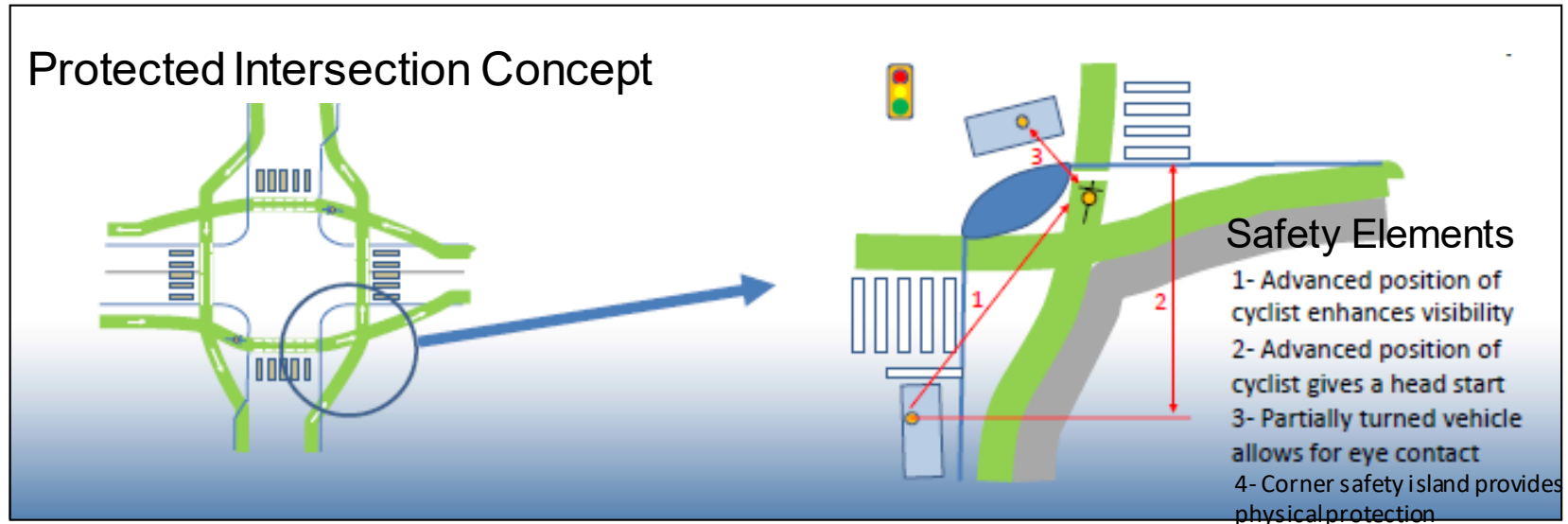
Why a Change to Cycling Operations?

The switch to one-way cycling on opposite sides of the street is prompted by:

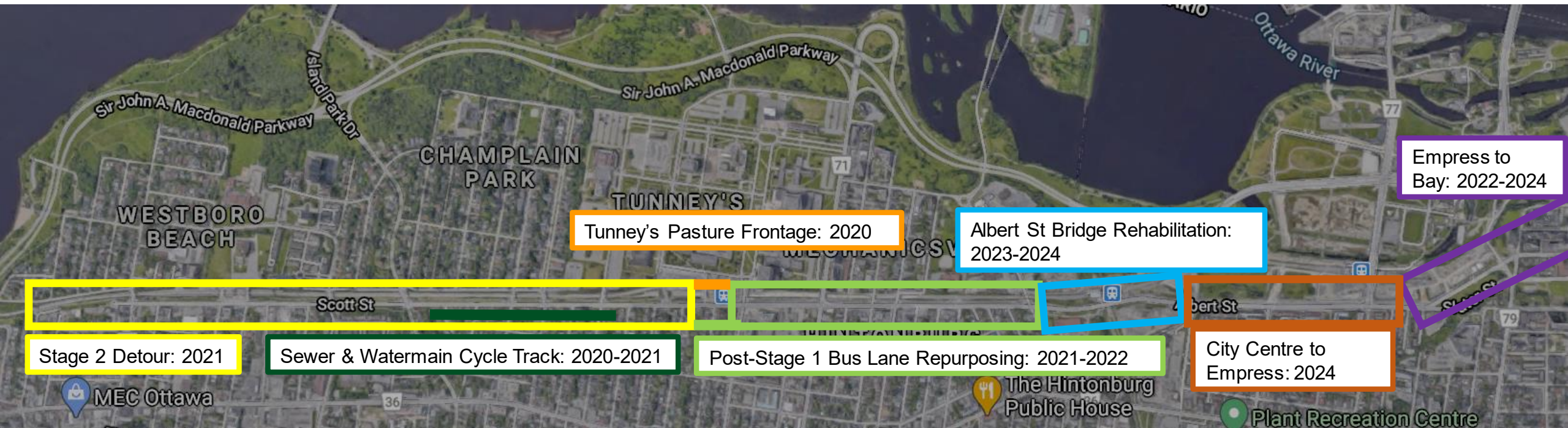
- Safety: At intersections, turning motorists are more likely to expect that cyclists who might cross their path will be travelling in the same direction as adjacent vehicles
- Safety: Eliminating eastbound cyclists on the existing MUP will help to reduce bike/ped conflicts
- Convenience: Allow cycling at signalized intersections (current conditions are “walk your bike” with poor compliance)
- Urban cycling standard: Alignment with long-term plans for the cross-town bikeway including **protected intersections**

*Materials from December 2017 Public Open House

Protected Intersection Concept



Numerous Projects Support the Transition



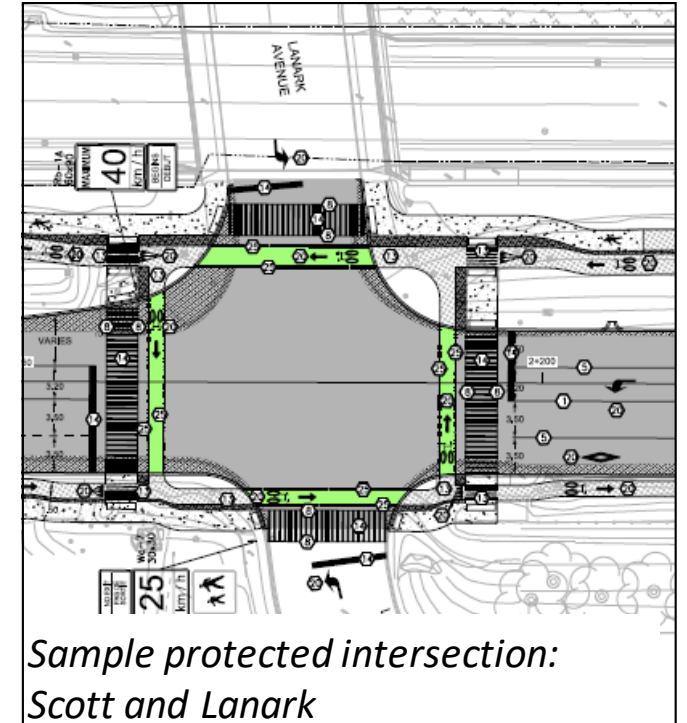
2. Upcoming Changes to Cycling from Churchill to Bayview (2021-2022)

Transition to One-Way Cycling on the MUP

Phase 1: Churchill to Holland (2021)

Phase 2: Holland to Bayview (2022)

- Transition is triggered by construction of protected intersections with westbound-only cycling
- Prerequisites to transition :
 - Separated, winter-maintained eastbound cycling facilities on the south side of Scott Street
 - Separation of pedestrians and cyclists on the pathway with tactile delineators
- City will conduct onsite engagement to help users adapt



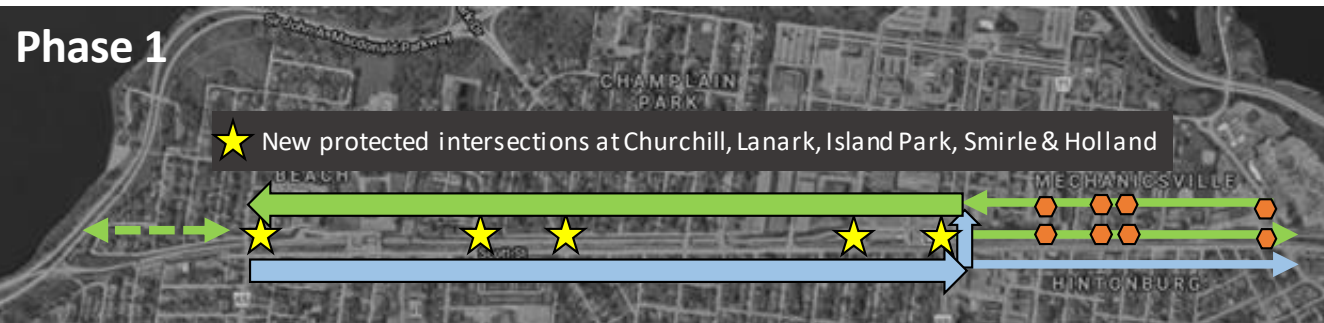
Phasing of Two-Way to One-Way Cycling



Existing Conditions

Two-way cycling on north side pathway with “walk your bike” at intersections, buffered bike lane on south side of Scott Street

“Walk your bike” in front of Tunney’s Pasture for eastbound cyclists: required for safe interactions with Passenger Pick Up and Drop-Off in front of station including Para Transpo



Phase 1 (Fall 2021 completion)

Westbound-only cycling on pathway from Churchill to Holland, separated cycling on the south side of Scott Street

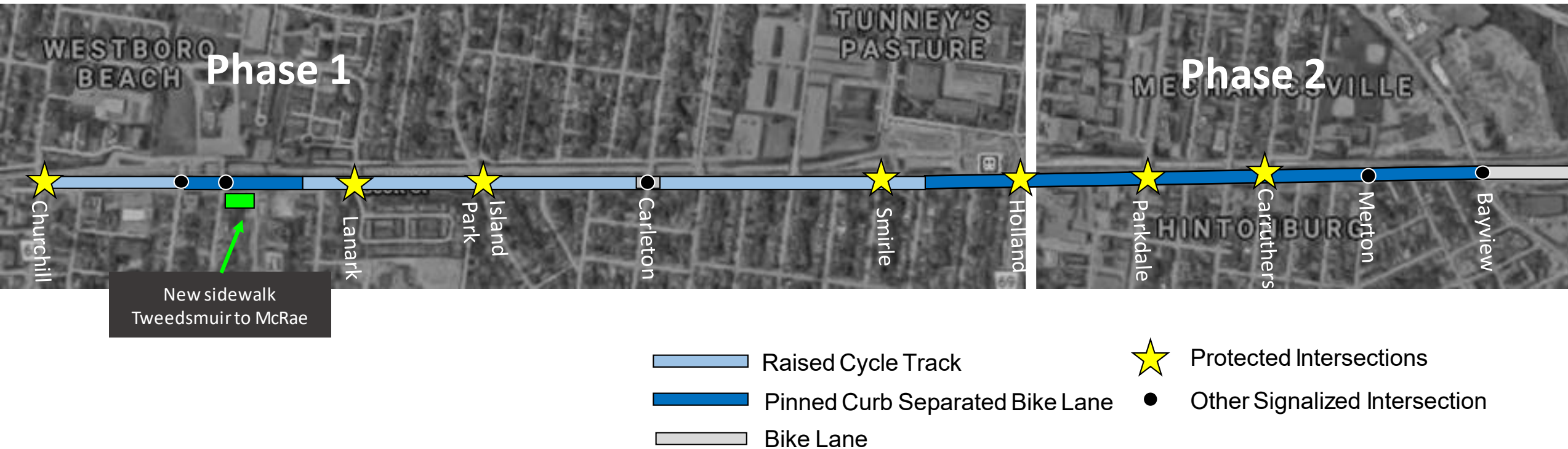
Opportunity for eastbound cyclists to cross at Holland protected intersection



Phase 2 (Fall 2022 completion)

Westbound-only cycling on pathway from Churchill to Bayview, separated cycling on the south side of Scott Street

Eastbound Cycling Facilities to Support Transition



3. Repurposing Bus Lanes from Holland to Bayview (2022)

Scott Street Reconfiguration (2022)



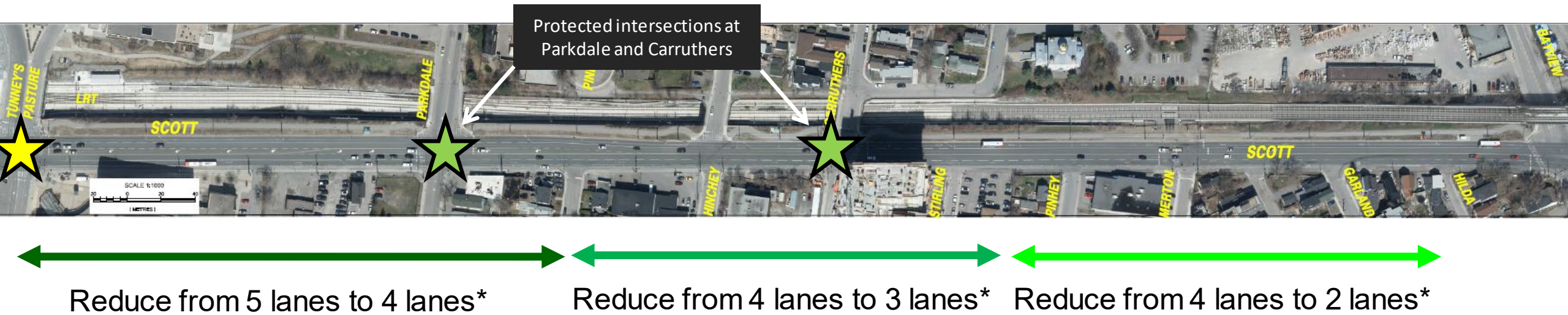
Example of protected intersection at Fisher and Dynes



Example of pinned curb separated cycling facility on McArthur Ave

- Repurpose bus lanes and reduce vehicle lanes from Holland to Bayview
- Protected intersections at Parkdale and Carruthers
- Street-level separated eastbound cycling facility (pinned curb and barrier island design, winter maintained)
- Separation of pedestrians and cyclists on north side pathway (tactile delineators)

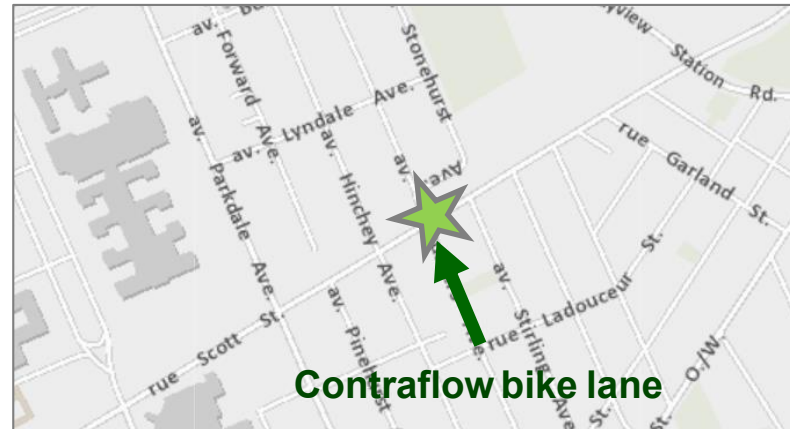
Lane Reductions & Protected Intersections (2022)



*Lane count includes turn lanes

Carruthers Contraflow Bike Lane (2022)

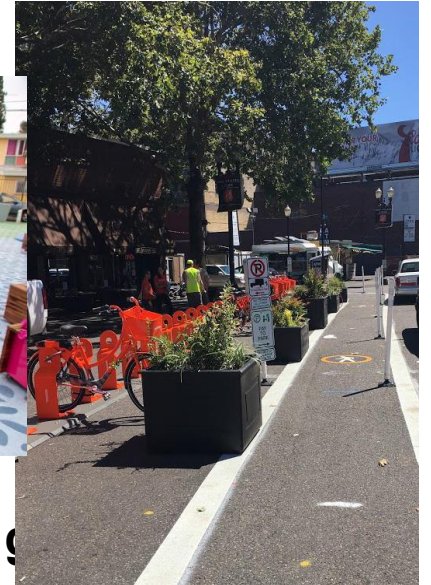
- Painted contraflow bike lane from Ladouceur to Scott
 - Proposed in Armstrong Street Study: Community Vision 2017
 - Increases usefulness of protected intersection
 - Increases north-south cycling network connectivity
- Parking and loading shift to west side of Carruthers
- No impact on community proposal to prohibit winter parking
- Implementation planned for 2022



Example: Holmwood from Bank to O'Connor

Extra Roadway Space (2022)

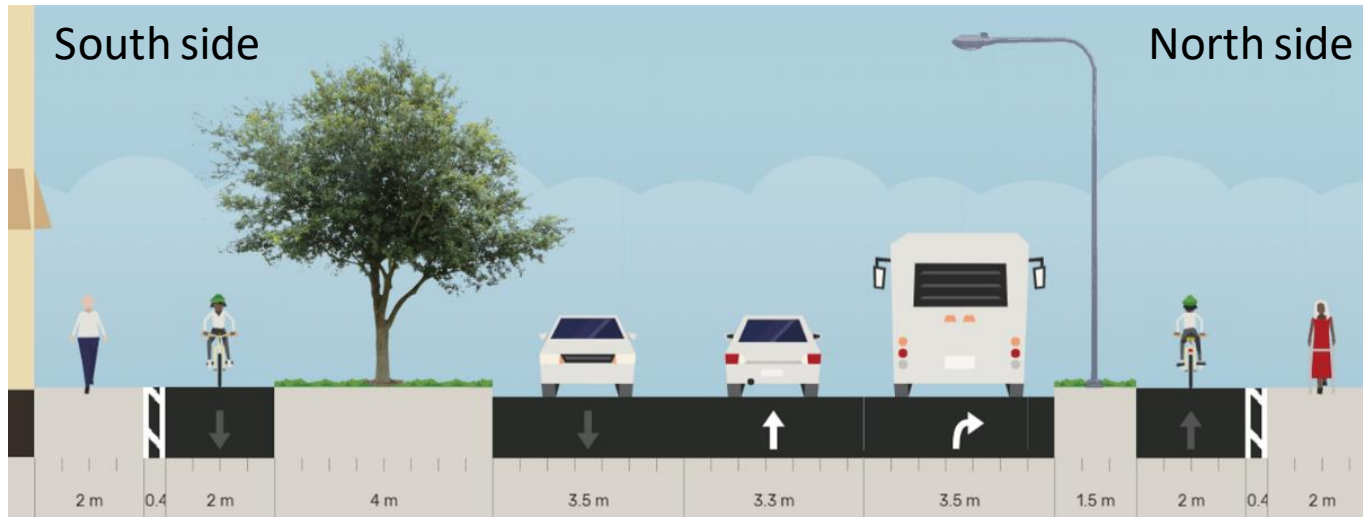
- Additional space on south side after implementing cycling facility (~3 to 7m cross-section width, varies by location)
- Create space for public realm improvements (community-maintained planters, “flexible space” for community programming)
- Parking bays may be provided in strategic locations
- No identified City funding at this time, future development may create opportunities



Opportunities for community partners to program this space. Contact: mark.young@cityofchicago.org

4. Ultimate Design from Holland to Bayview (Pending Future Funding)

Ultimate Design (Future)



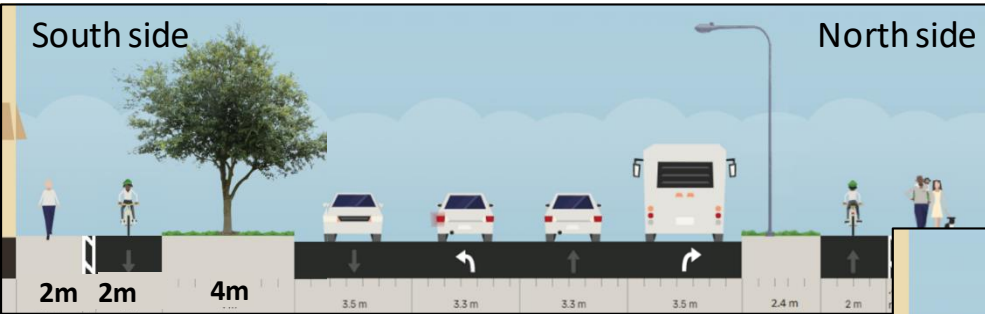
- Keep lane configurations implemented in 2022
- Rebuild south curb including wider sidewalks, raised cycle track and treed boulevard

Cross-Section Priorities

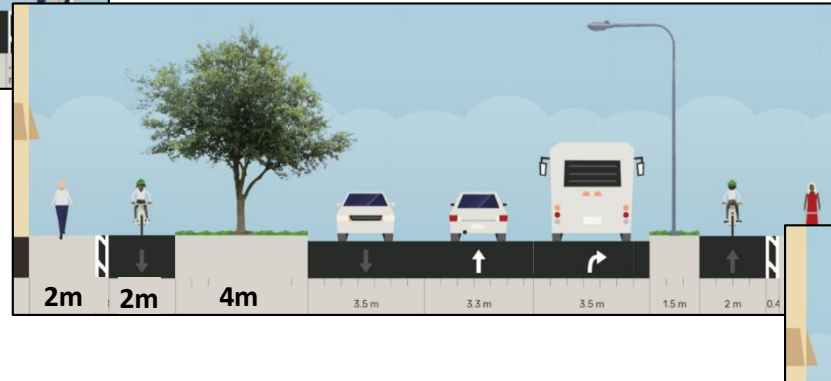
- Greening (i.e. canopy trees)
- Pedestrian and cyclist comfort
- Reliable local bus service
- Parking not a community priority

Ultimate Design (Future)

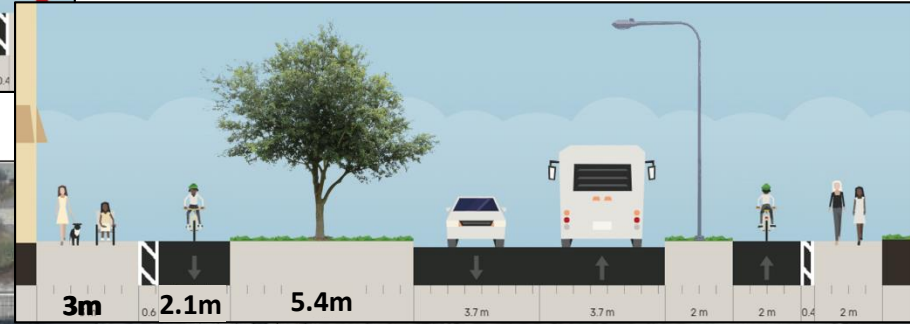
Sample 4-Lane Cross-Section



Sample 3-Lane Cross-Section



Sample 2-Lane Cross-Section



Reduce from 5 lanes to 4 lanes*

Reduce from 4 lanes to 3 lanes*

Reduce from 4 lanes to 2 lanes*¹⁸

Thank You