

OP Family Bikeway Proposal

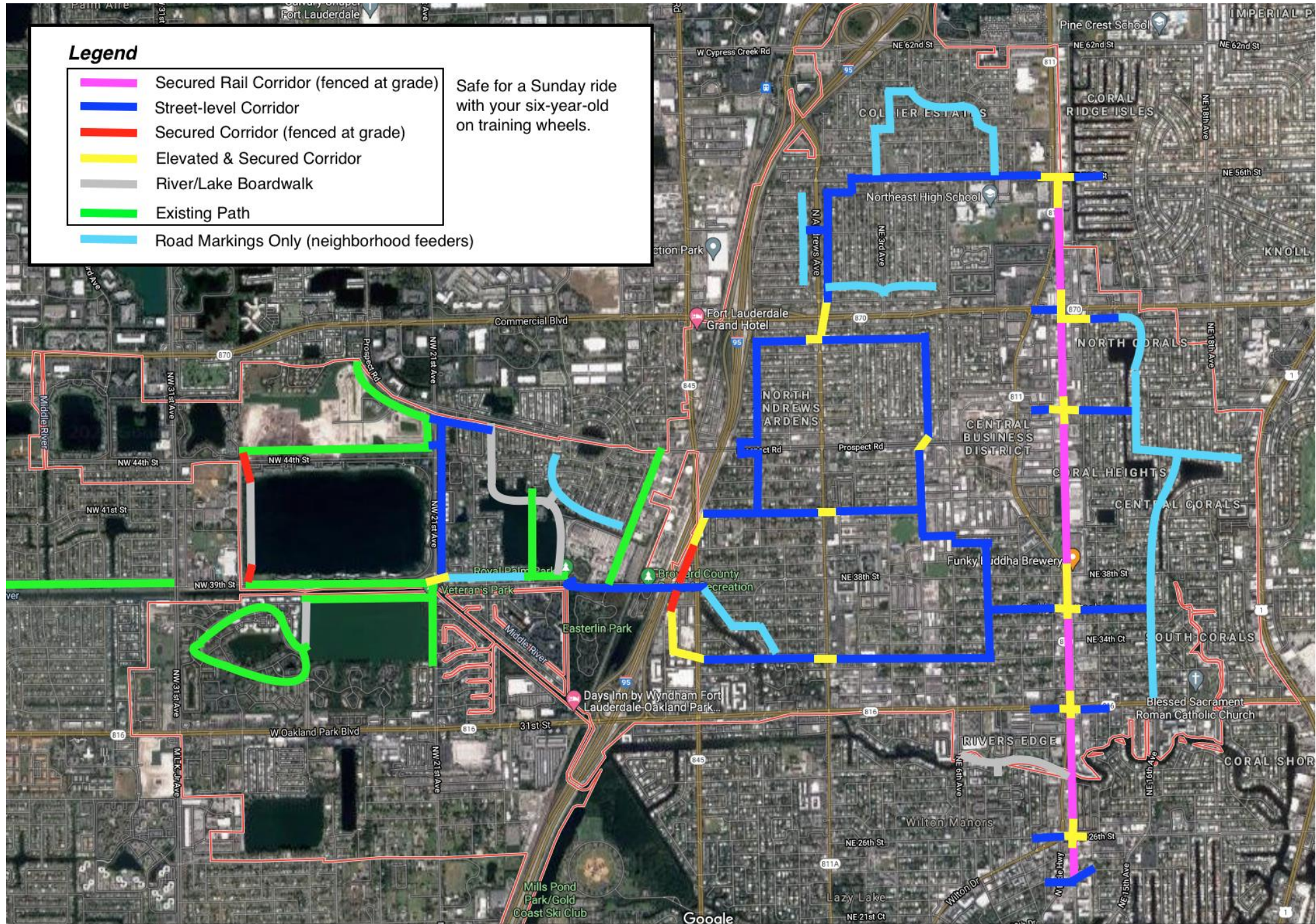


Prepared by Lester Leavitt

Legend

- Secured Rail Corridor (fenced at grade)
- Street-level Corridor
- Secured Corridor (fenced at grade)
- Elevated & Secured Corridor
- River/Lake Boardwalk
- Existing Path
- Road Markings Only (neighborhood feeders)

Safe for a Sunday ride with your six-year-old on training wheels.



Legend



Secured Rail Corridor (fenced at grade)



Street-level Corridor



Secured Corridor (fenced at grade)



Elevated & Secured Corridor



River/Lake Boardwalk



Existing Path



Road Markings Only (neighborhood feeders)

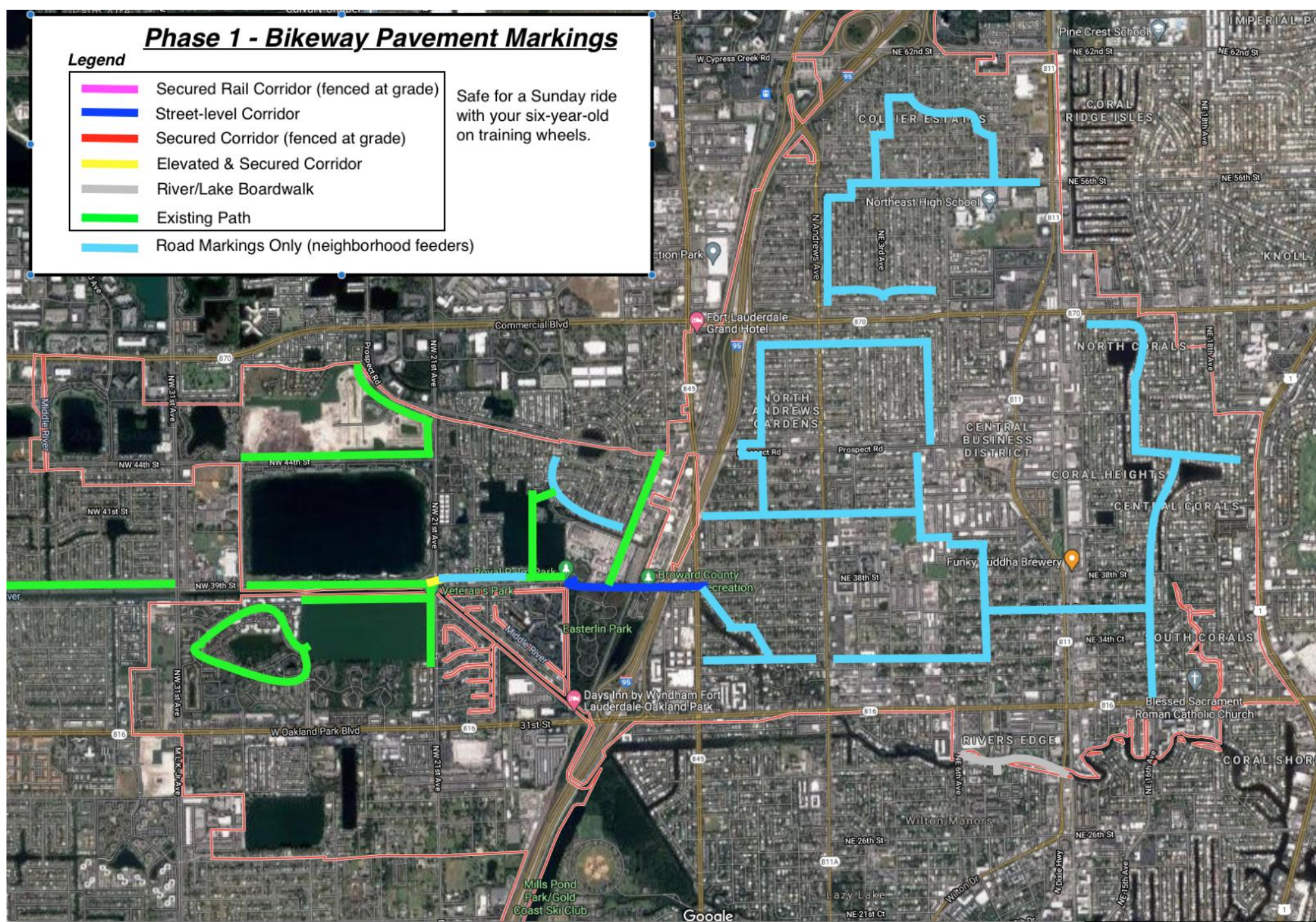
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Phase 1 - Bikeway Pavement Markings

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Cultural Trail | Lavengood Photography

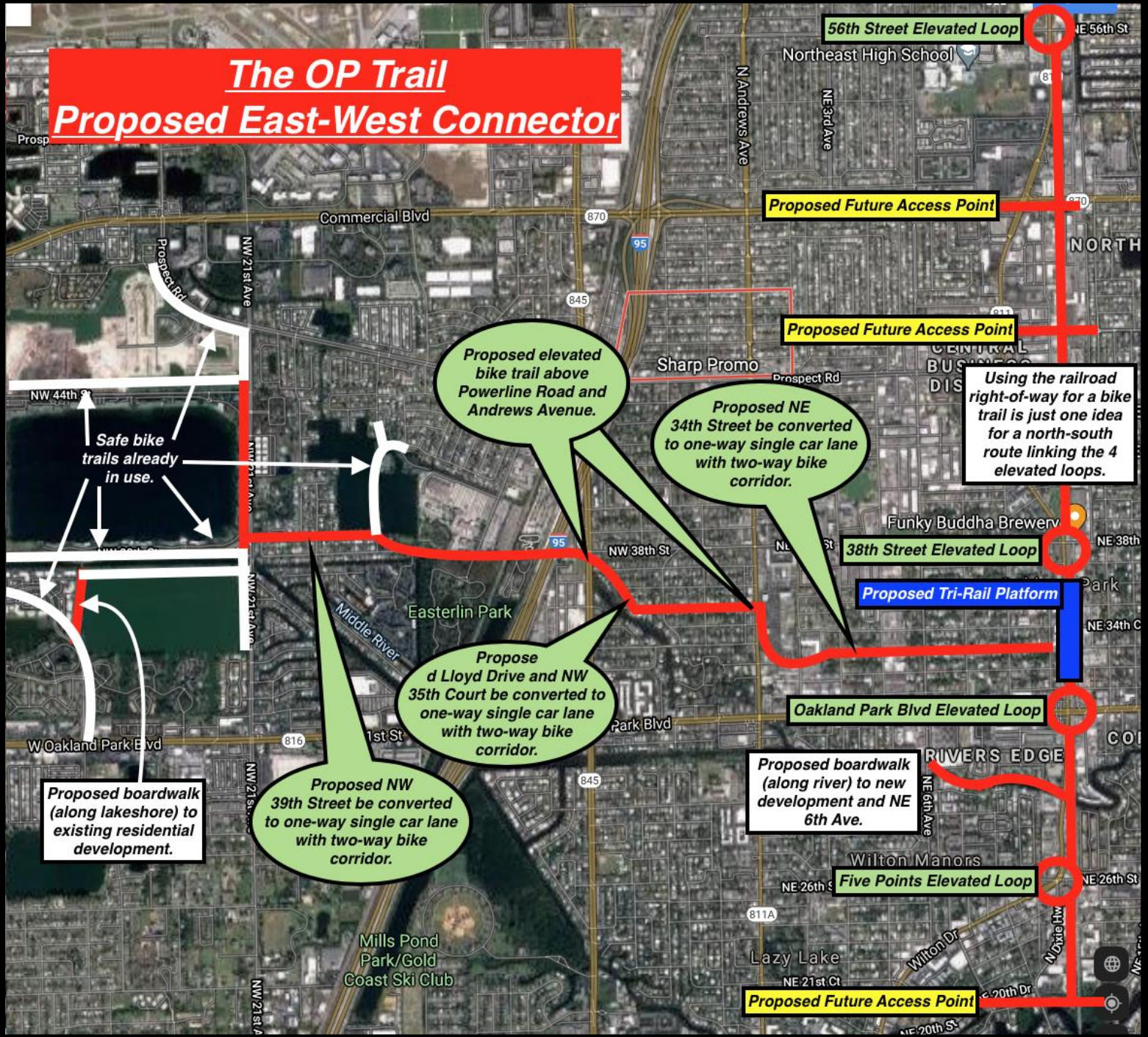


Cultural Trail | Lavengood Photography

In 2013, the city's Cultural Trail opened, an 8-mile [linear park](#) lined with art installations and bike trails that threaded together downtown with other cultural districts across the city. The decade-plus effort to develop, design, and fund the trail showcased public-private partnership in action. It's since been [heralded](#) as a masterpiece of public space design and placemaking (“the boldest step of any American city towards supporting bicyclists and pedestrians”). Along with the [RebuildIndy](#) plan, which invested half a billion dollars in infrastructure, including new sidewalks, complete streets, and bike lanes, downtown made an exponential jump in livability and pedestrian friendliness.



The OP Trail Proposed East-West Connector



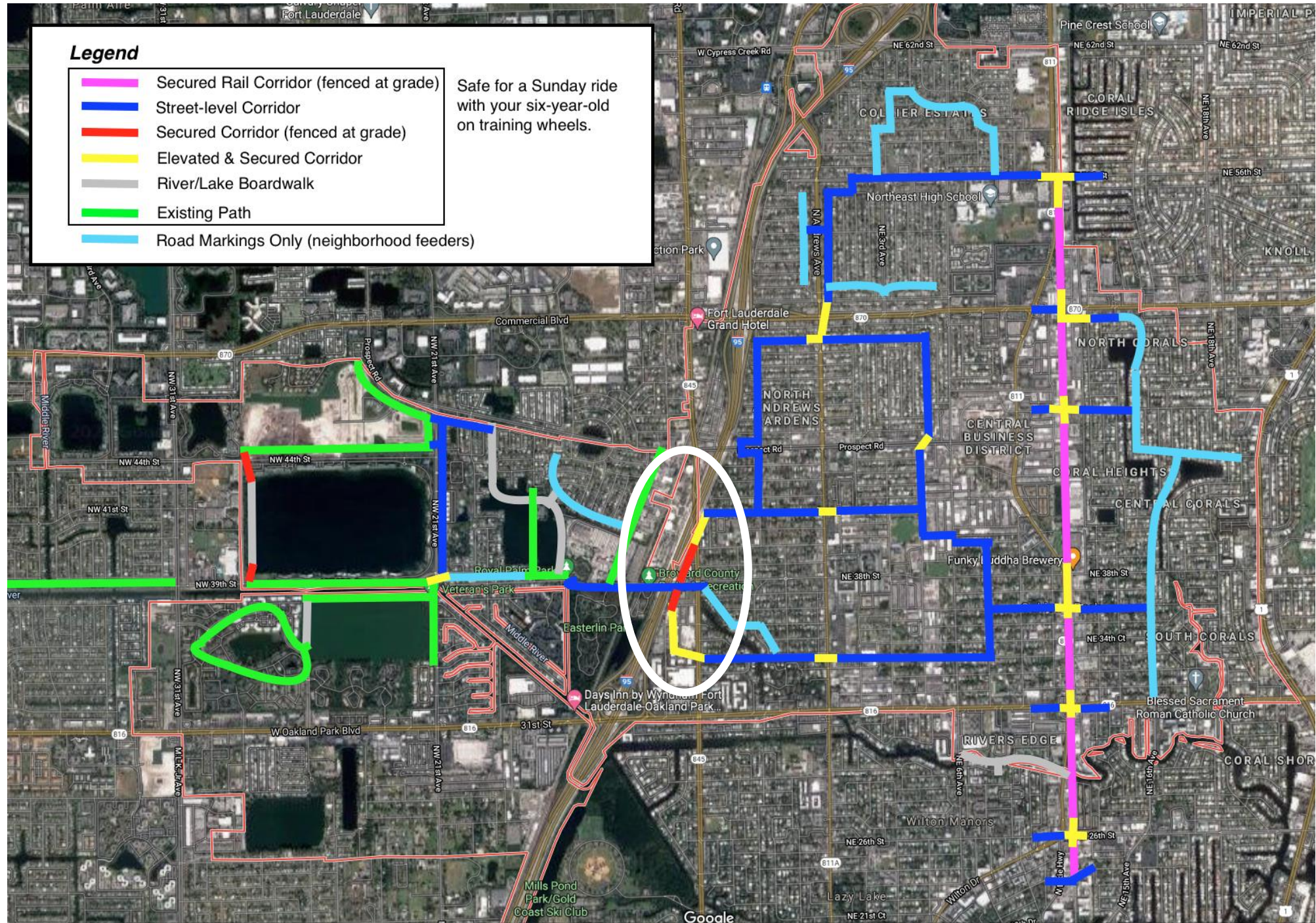
The problems with "corridors" is that people do not use them for recreation, and then safety and security becomes a problem during less-traveled hours.

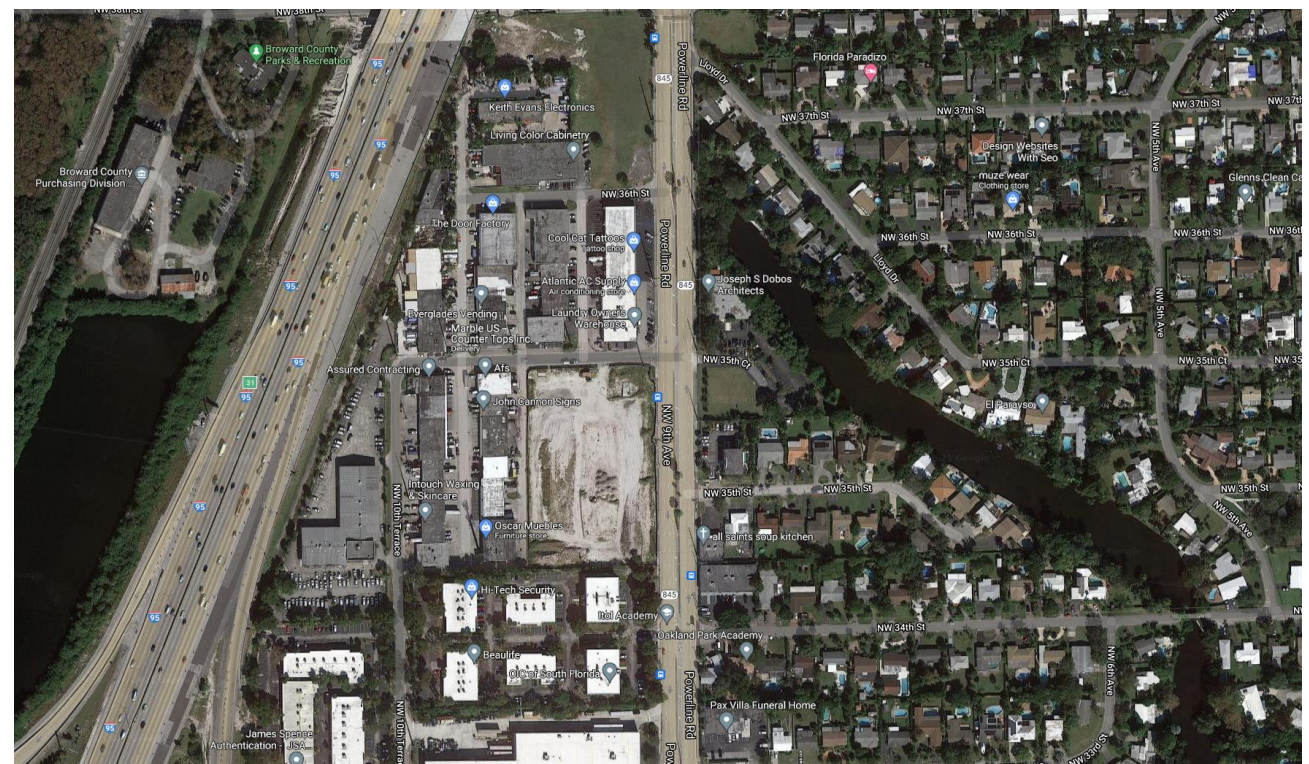
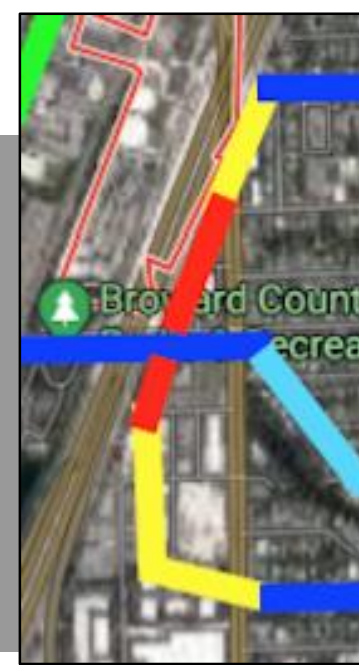
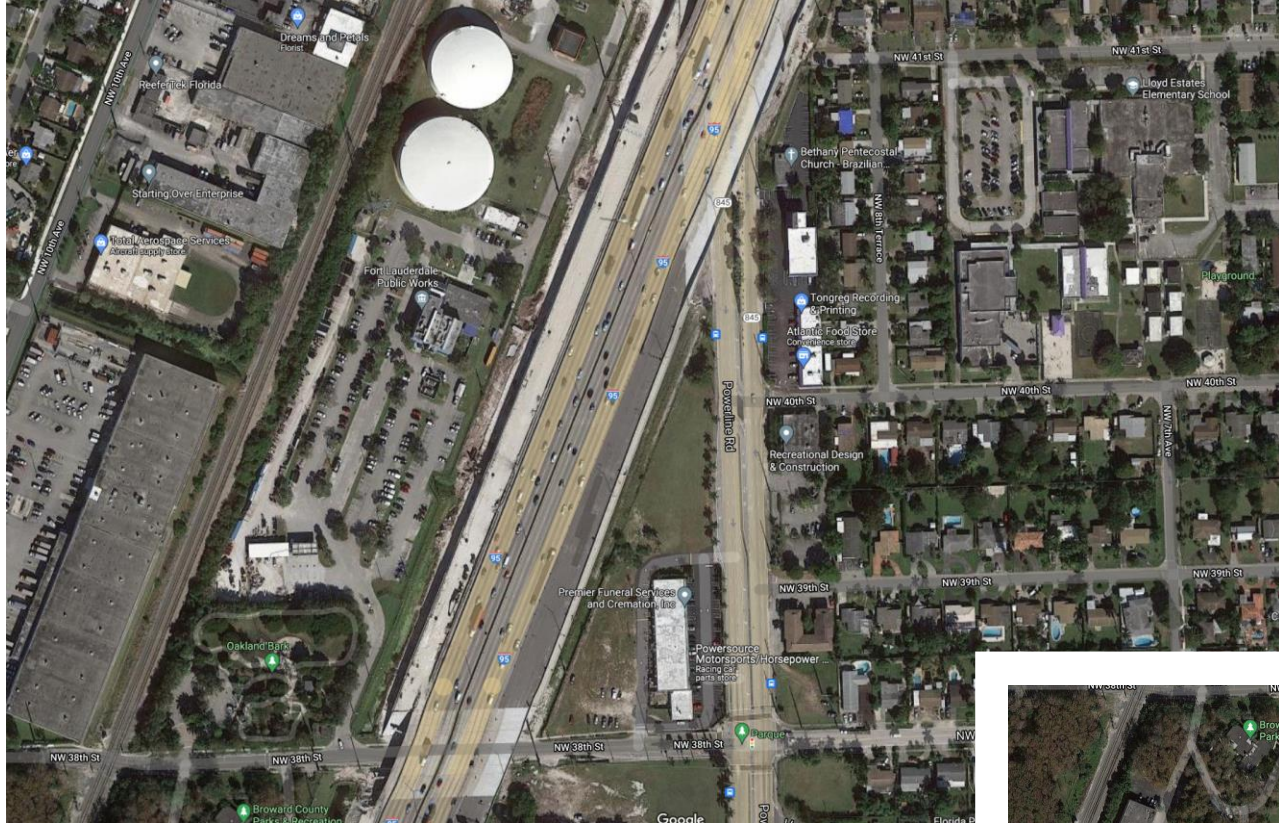
Recreational cyclists prefer to complete a "tour," not just a "ride."

Legend

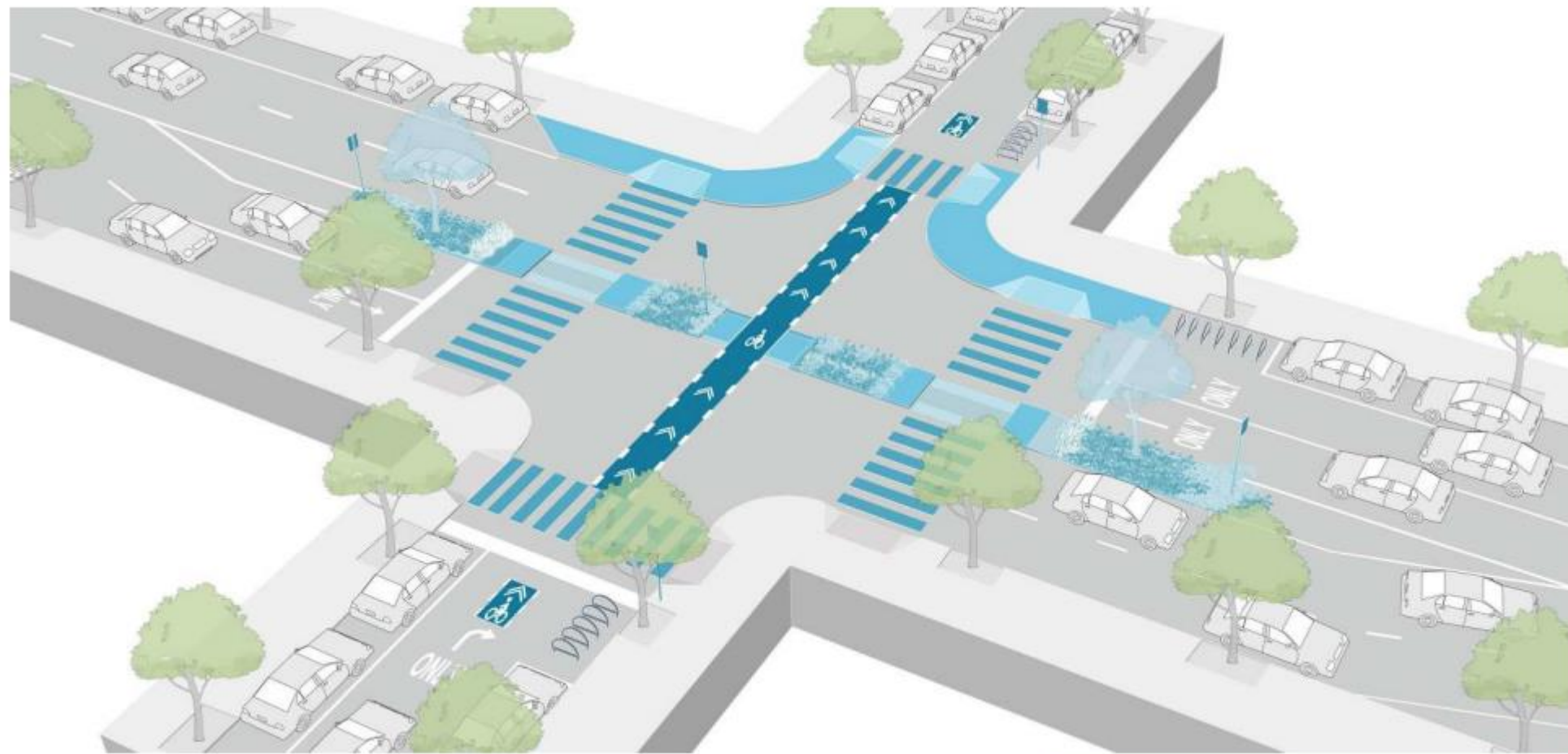
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**The Two-Crossing
Option for Powerline
Road**



Required

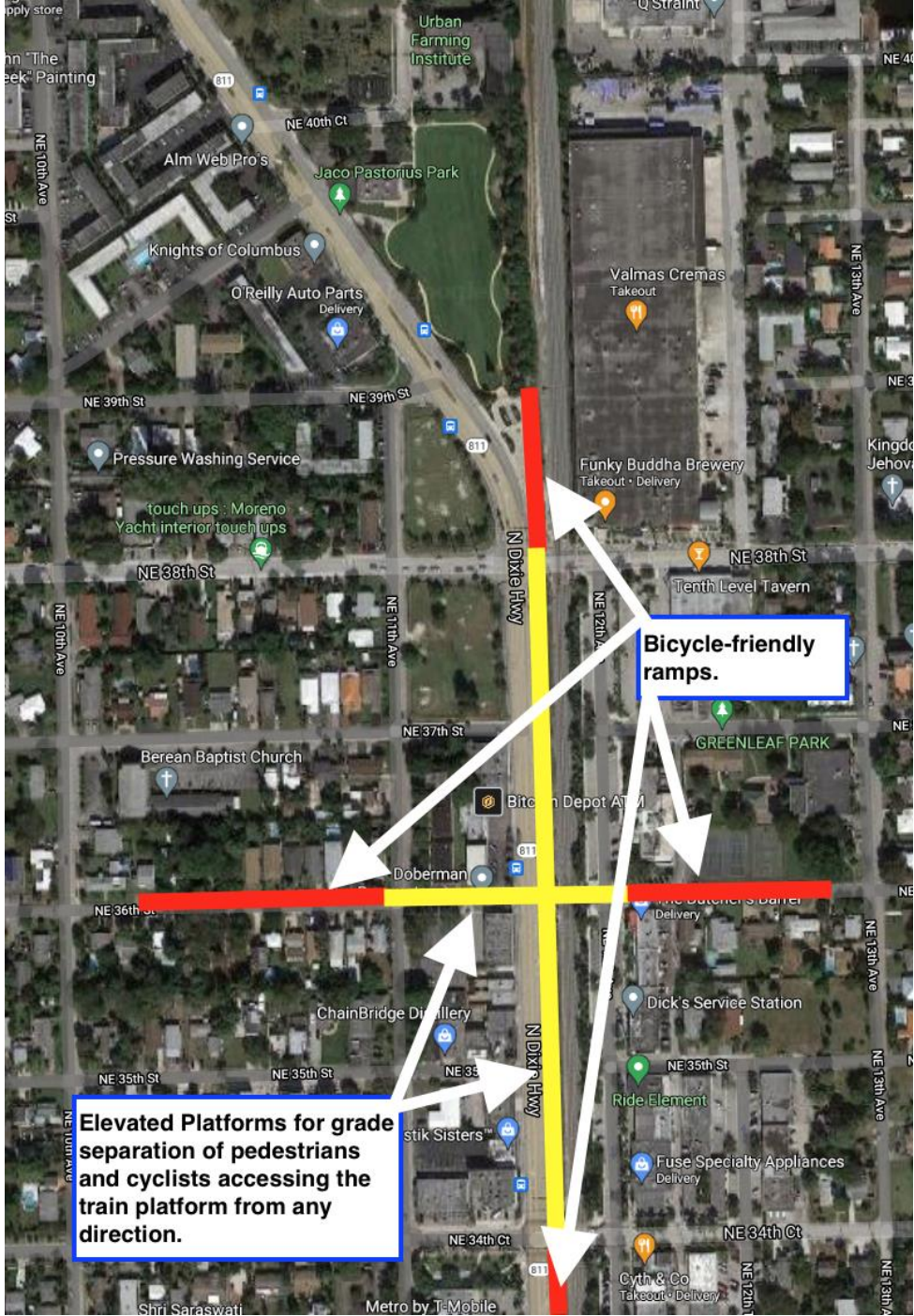
- Bicycle refuge island should be 6' minimum in width, 8' preferred
- A minimum of 9' shall be provided between mountable vertical barrier elements; 14' between non-mountable barrier elements to allow for emergency vehicle access
- Bicycle refuge island slot shall be a minimum of 5' in width

Recommended

- Bicycle refuge stop bars should be used and be 12" in width

DESIGN NOTES

- Vehicular left-turns shall be restricted wherever bicycle refuge islands are created.



Bicycle-friendly ramps.

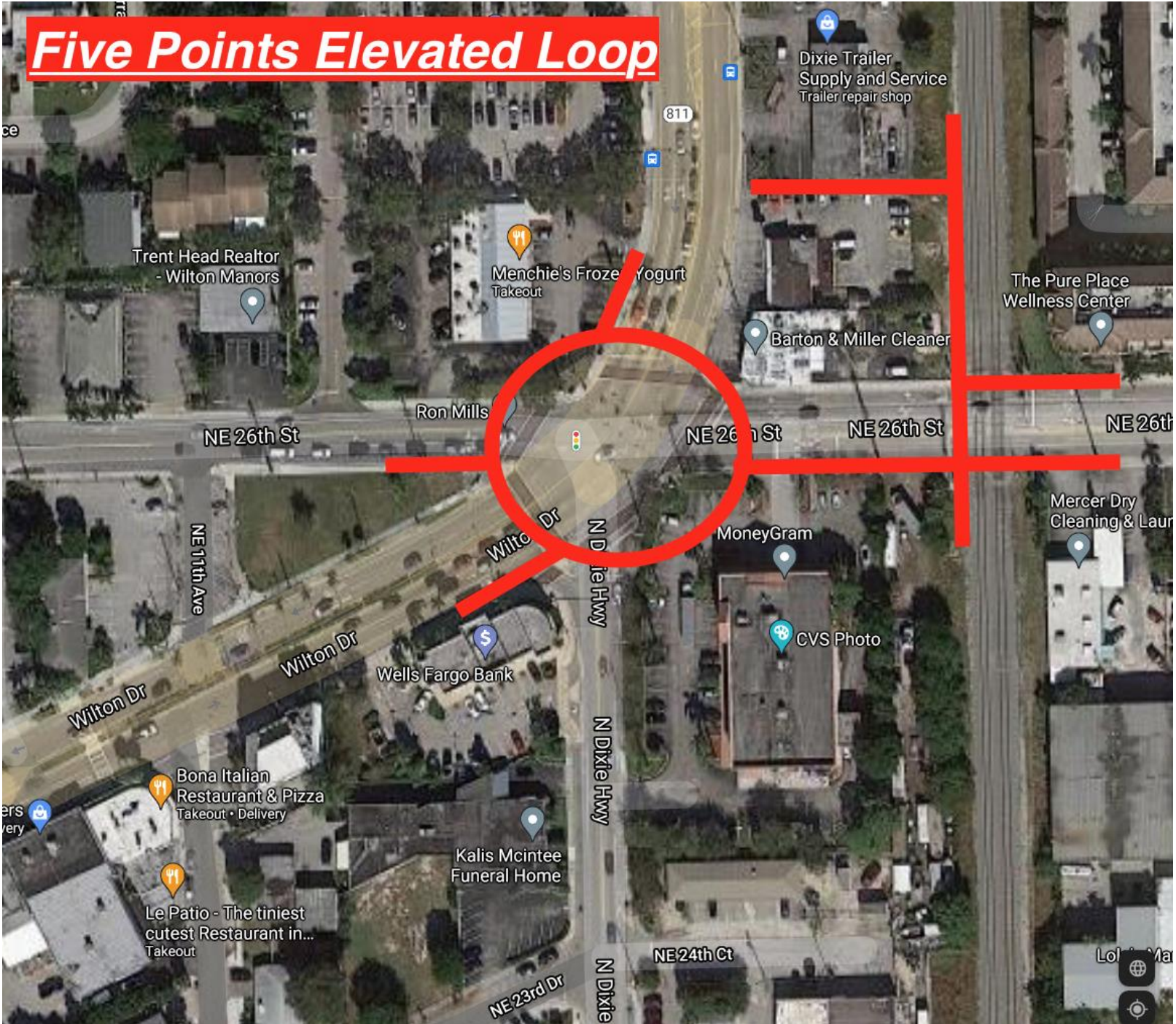
Elevated Platforms for grade separation of pedestrians and cyclists accessing the train platform from any direction.

#5: Eindhoven



Home to the floating roundabout, the city is no stranger to innovative designs for cyclists. Cycling enthusiasts are keeping their eye on this city to see what will happen next.

Five Points Elevated Loop



A new, signature attraction along Chicago River

Nov 25, 2019 | by Steve Simmons



The Chicago River gained **an awe-inspiring addition** with the recent opening of the Riverview Bridge on the North Branch, now the longest pedestrian and bike bridge in the city.

The Riverview Bridge runs for roughly a thousand feet north and south of Addison Street and crosses over the river connecting Clark and

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