Campus Connections

Campus Connection strategies are developed to integrate the two Sides of campus more completely. While acknowledging that Issues and Goals are intrinsic to each Side, there remains the necessity of bringing the East and West Sides of campus together for reasons of functionality, community and identity. These connections must be both physical and perceptual, acting in concert to define UIC as a whole. The strategies on the next few pages, when applied in conjunction with the development of the Preferred Plan in Phase 3, will strengthen the physical and perceptual linkages between East and West Sides.

Campus Connections

Campus Bus Shuttle System

UIC provides shuttle buses for students and faculty to connect the East and West Sides. Presently, the existing routes of these buses are too circuitous to provide an efficient connection and the buses are often slow and late. Further, the diagram below shows that the buses do not connect the centers of the two Sides but concentrate on peripheral roads such as Harrison Street to provide more stops at "front doors" of buildings. Potential opportunities for more effective routes are indicated.

- Redevelop shuttle routes that improve upon the intercampus daytime route distance of 9 miles with an over 45 minute loop. New route options will seek to cut the travel time by 50%. (Fig 66.1, existing routes)
- Improve campus shuttle routes to provide faster, more direct and better connectivity on campus. (Fig 67.1, 2) Travel distances and times noted

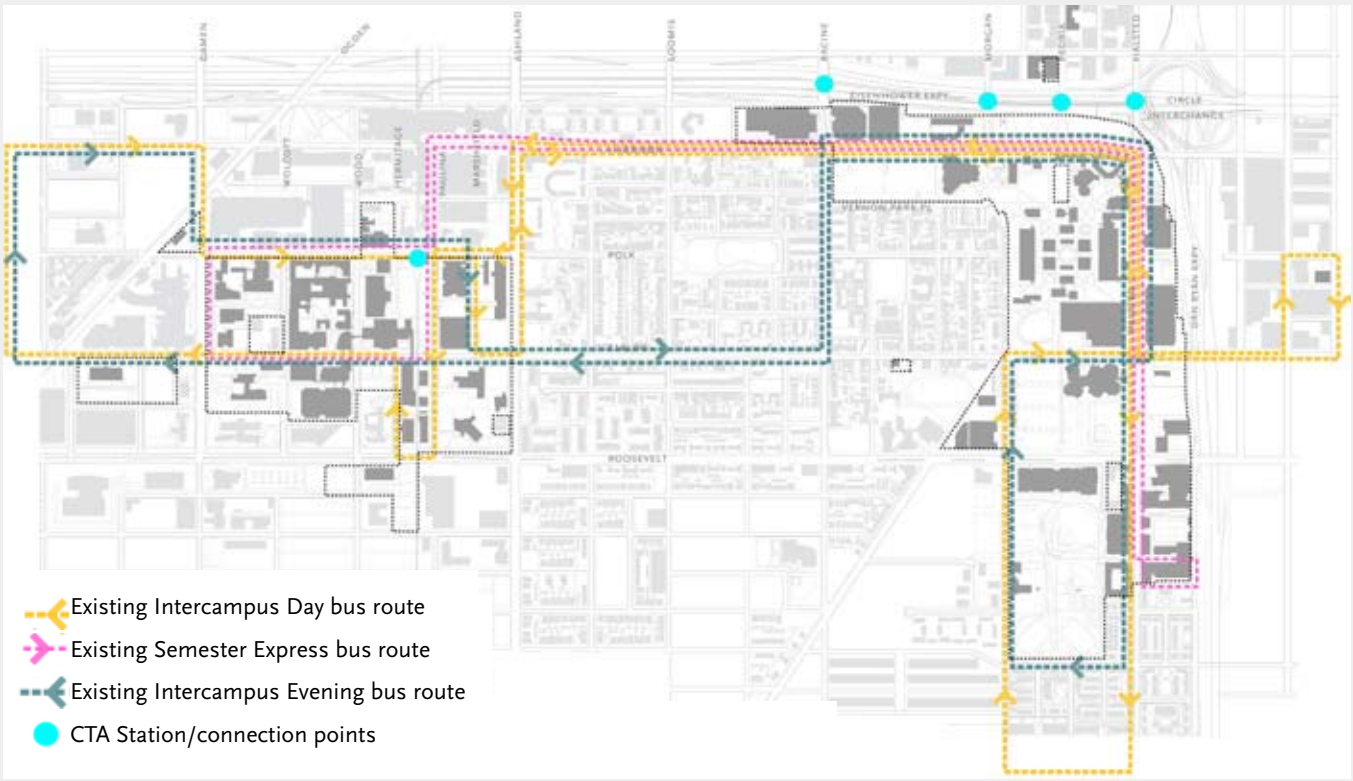

Figure 66.1 Existing Shuttle Routes

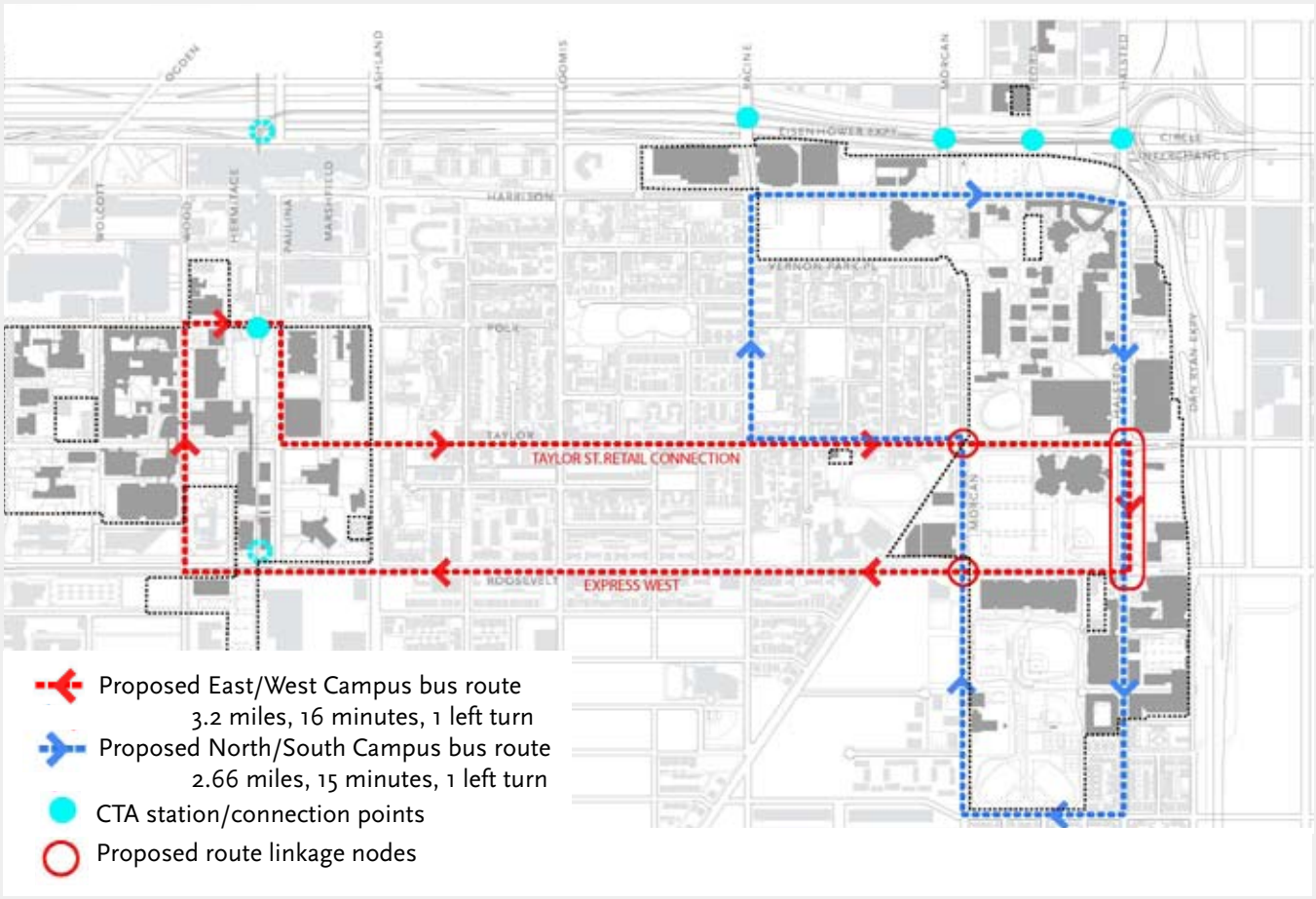

Figure 67.1 Shuttle Bus Route Options - a proposed solution is reconfigure the existing routes into two shorter routes and one express route. The first shorter route, in blue, connects with the CTA Blue Line station and circulates solely around the East Side. The second shorter route, in red, connects with the CTA Pink Line station and circulates between the West and East Sides. The third proposed alternate route, the express, (Figure 67.2) traces a single rectangular route around the two sides of campus. The objective of all three is to minimize the distance travelled while maximizing the speed of a single cycle of the route, effectively addressing the criticism that the existing routes are too circuitous and time consuming.

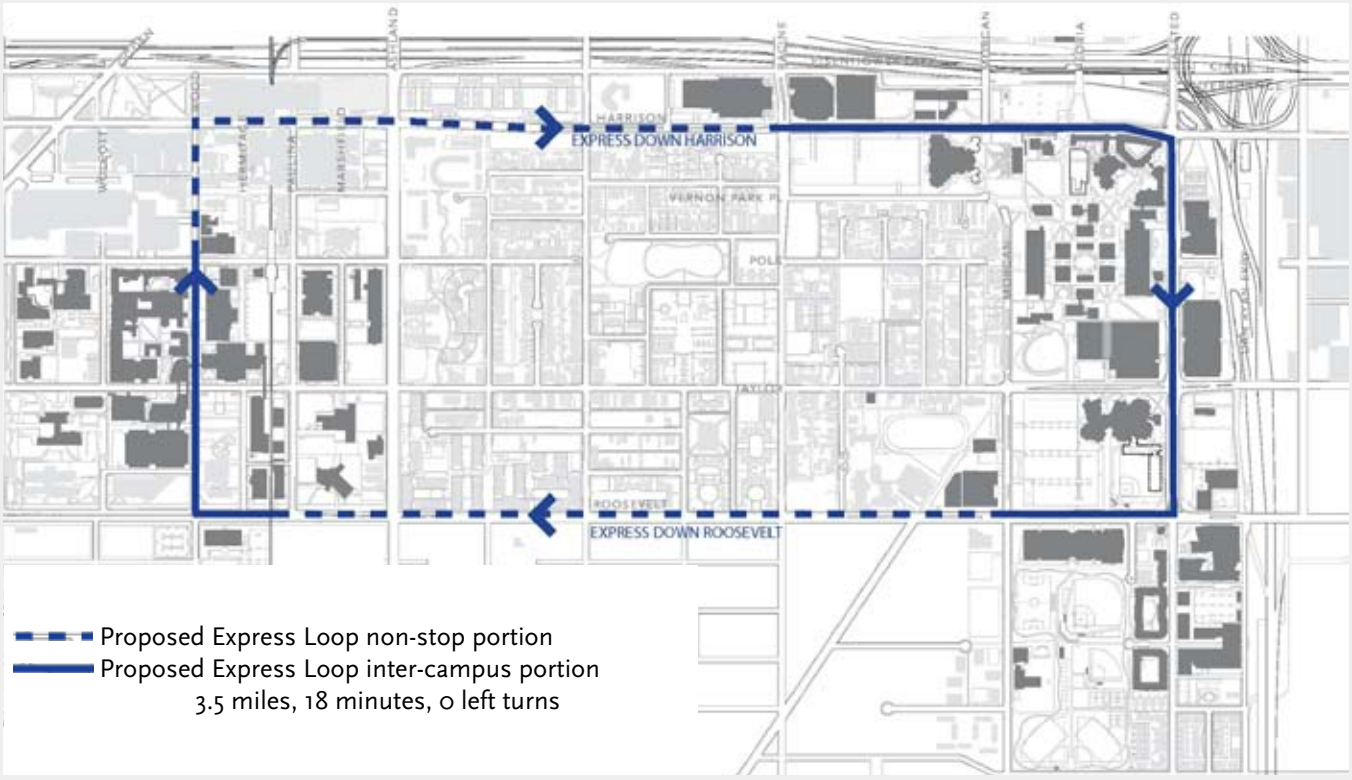

Figure 67.2 Shuttle Bus Options - the proposed Express route covers both Sides of campus in one loop with no left turns and no stops between the two Sides

Campus Connections

Rapid Transit

As a major part of improved campus transportation options, the rapid transit system of the CTA is a primary entry route to increasing numbers of the campus population. The UIC Office of Sustainability is investigating ways to expand transit incentives. Therefore the long term viability and importance of the rapid transit is critical to the recruitment of students and faculty/staff. The current system connects directly to the to both Sides of campus via the Blue and Pink Lines. However, currently connecting from one Side to the other via these routes is cumbersome – requiring a trip back through the Loop and a transfer. The proposed plan for the new CTA "Circle Line" will greatly improve this condition by providing a Blue-Pink line transfer at Paulina Street. A new station at Roosevelt Road would provide for greatly convenience to the Medical Center in the future and create a new opportunity for a "gateway" intermodal stop where connection to bus, campus shuttle, bicycle stations, and pedestrian networks. Likewise, a new "gateway" at the Peoria entrance at the East Side's UIC-Halsted stop on the Blue Line will provide a opportunity for intermodal connections and a new "front door" to UIC.

Figure 68.1 CTA diagram of Circle Line Recommended Locally Preferred Alternative

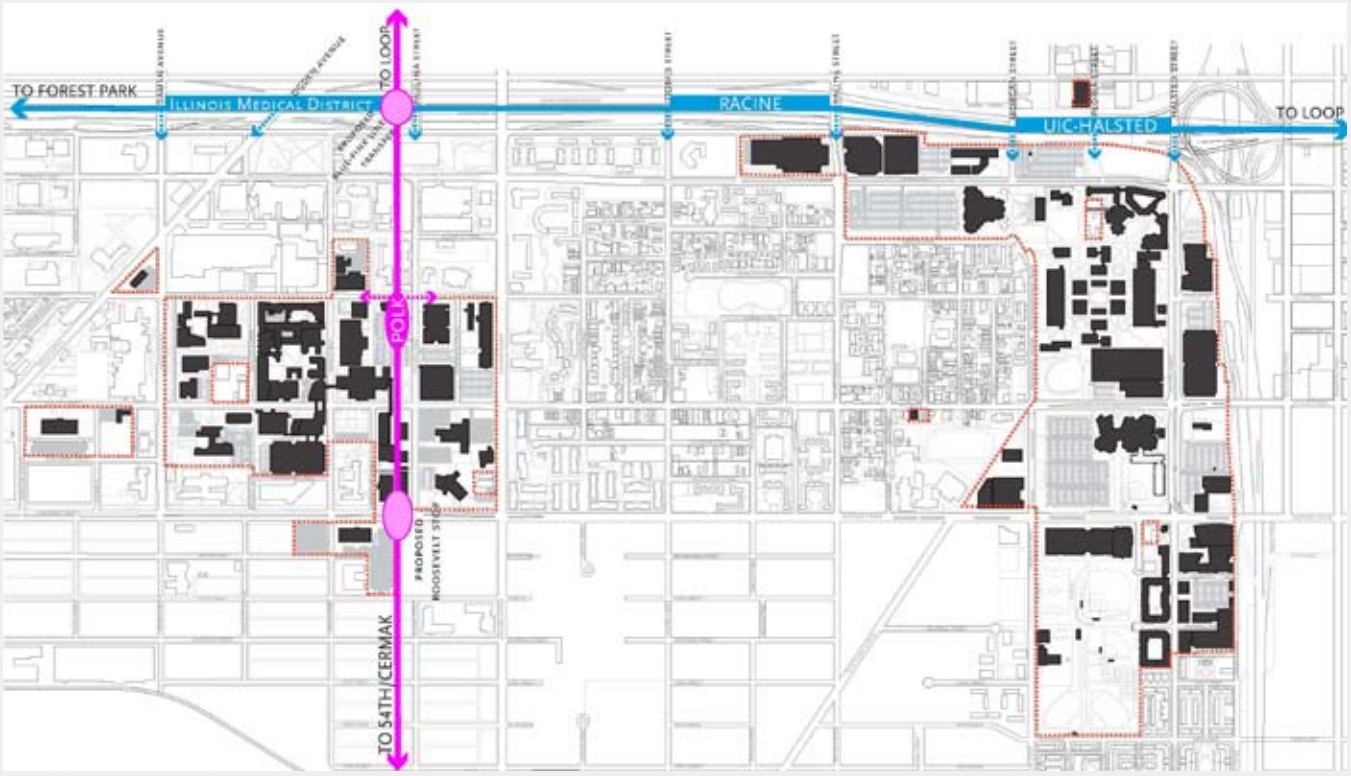

Figure 69.1 Diagram of existing and proposed new CTA stops within UIC campus

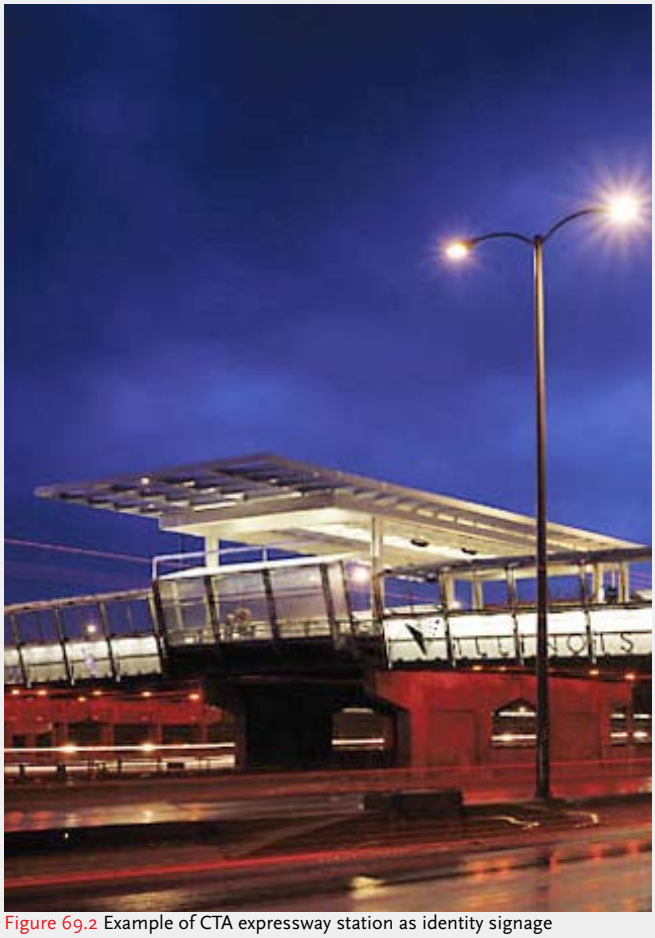

Figure 69.2 Example of CTA expressway station as identity signage

Figure 69.3 Example of transit station entryway

Figure 69.4 Example of Expressway location transit station

Campus Connections

Vehicular/Pedestrian Traffic Conflicts

Vehicular access in and around campus is part of a multi-modal transportation network. Given the nature of an urban campus, conflicts between pedestrian, vehicular and bicycle travel paths will invariably arise. The UIC community has identified more than two dozen pedestrian and vehicular traffic conflict sites across campus, with incident data and first hand experiences describing why the conflicts are occurring. Traffic engineering analysis has identified the top ten locations of conflict, and provided suggested solutions for alleviating or improving the situation. The conflict sites are classified into three categories: midblock crossings, street intersections, and street closures.

Recommended solutions range from better static designations of striping and paint of crosswalks, to improved pedesrian activated traffic signals utilizing LED indicators which alert both pedestrians and drivers of crossing zones. In other instances, vehicular curblines can be adjusted to reduce lanes, to encourage reduced speed while providing expanded refuge to pedestrians. Similarly, pedestrian crossings can be raised as a vehicular "bench" to enforce reduced speeds or "calm traffic" at prominent high-volume crosswalks. Further development of specific solutions will be developed and reviewed with UIC and the City in Phase 3.

Figure 70.1 Identified existing automobile/pedestrian traffic "hotspots"

Figure 71.1 Traffic calming recommendations at pedestrian interaction zones

Figure 71.2 Representative Traffic Recommendations utilizing Fig. 71.1 solution at specific "hotspots". Complete recommendation to be detailed in Phase 3.

Campus Connections

Bike Routes

Conflicts between pedestrian, vehicular and bicycle travel paths arise because of a lack of definition or when two signficant volumes overload the same space. Bike circulation has generally been provided for with sharing the travel way with vehicles in designated bike lanes. However, there are several potential accommodations for on-campus bike use on the East Side of campus. One such designated bike passage could be accommodated along a dual use corridor, connecting Morgan Street to Harrison Street at BSB. This route would require ample paint striping, contrasting physical materials, and strategic signs to clarify shared pedestrian and bike passage.

The City of Chicago has designated bike lanes and marked shared-use lanes within the right-of-way of existing city streets. Recommended additions and adjustments to these designations aim to increase bike connectivity between the East and West Sides of campus, and to accommodate the north-south desired routes along Morgan Street, between Vernon Park and Harrison Street. The enhancement of the cyclists' experience getting to and around campus is of vital importance to the safety and efficiency of future campus transportation options. This will continue to be developed through Phase 3.

- Improve and add bicycle routes both to and on campus. Provide bicycle amenities on campus to promote cycling as a viable transportation alternative (Fig 72.1, 73.2,3) These proposed routes have not been approved by UIC.
- Improve amenities for cyclists including potential bike sharing programs (Fig. 72.2), convenient and secure bike storage, bicycle support and repair facilities.

Figure 72.1 Bicycle pathway example

Figure 72.2 Example of "bike-share" station

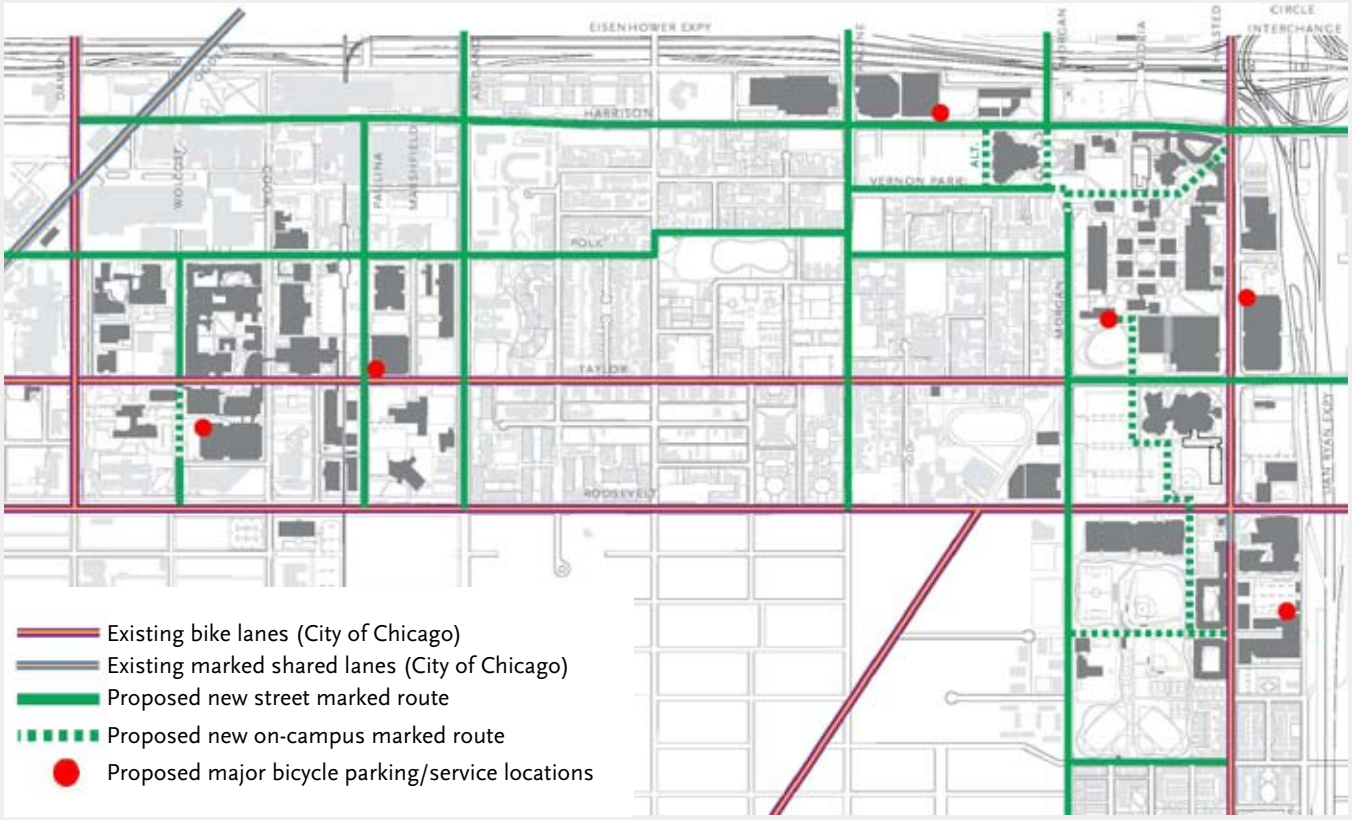

Figure 73.1 Existing and Proposed Bike Routes

Figure 73.2 Bicycle pathway example

Figure 73.3 Bicycle pathway example