REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

DRAFT - FOR DISCUSSION ONLY

WORKSHOP TABLE EXERCISE

REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

BARRY AVE: EXISTING CONDITIONS

DRAFT - FOR DISCUSSION ONLY

0 20' 40' 80'

PED/BIKE UNDERPASS

24'

118'

RETAINING WALL

AT-GRADE ROADWAY CROSSING

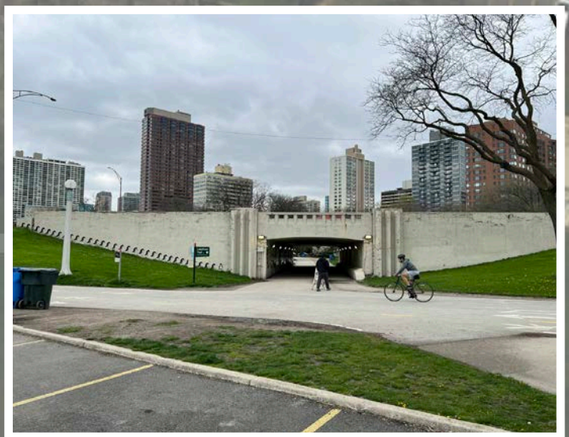
AT-GRADE TRAIL INTERSECTION

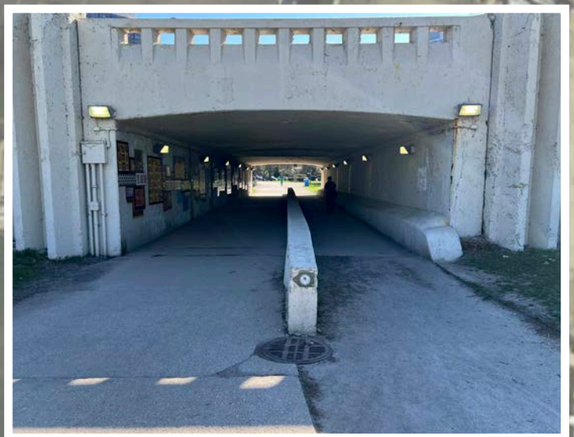
BIKE TRAIL

PEDESTRIAN TRAIL

Trail Conflict Area - Cyclists and Pedestrians

Trail Conflict Area - Cyclists/ Pedestrians and Vehicles





REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

BARRY AVE: POTENTIAL AT-GRADE TRAILS DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

BARRY AVE LAKEFRONT ACCESS
POTENTIAL AT-GRADE TRAILS DESIGN OPTION

50' WIDE PED/BIKE UNDERPASS WITH 12' WIDE SEPARATED BIKE LANE

50'

200'

BIKE TRAIL IS GRADE SEPARATED FROM VEHICLES AT BELMONT

0 20' 40' 80'

RETAINING WALL

SPEED TABLE / CROSSWALK AT TRAIL CROSSING

AT-GRADE PEDESTRIAN TRAIL ROADWAY CROSSING

CONNECTION TO ON-STREET BIKE LANES

BIKE TRAIL

PEDESTRIAN TRAIL

REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

BARRY AVE: POTENTIAL GRADE SEPARATED BIKE TRAIL DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

BARRY AVE LAKEFRONT ACCESS
POTENTIAL GRADE SEPARATED BIKE TRAIL DESIGN OPTION

0 20' 40' 80'

50' WIDE PED/BIKE UNDERPASS WITH 12' WIDE SEPARATED BIKE LANE

50'

230'

BIKE TRAIL GRADE-SEPARATED OVER UNDERPASS OPENING

BIKE TRAIL CONNECTION BETWEEN TRAIL AND UNDERPASS

BIKE TRAIL

PEDESTRIAN TRAIL

RETAINING WALL

BIKE TRAIL IS GRADE SEPARATED FROM VEHICLES AT BELMONT

AT-GRADE PEDESTRIAN TRAIL ROADWAY CROSSING

CONNECTION TO ON-STREET BIKE LANES

WORKSHOP EXERCISE

DRAFT - FOR DISCUSSION ONLY

EXISTING CONDITIONS

- Heavy trail and lakefront access usage results in conflicts between users at access points
- Narrow underpass limits visibility and sight-lines for users entering and exiting
- Variety of user speeds and crossing movements result in conflicts
- Documented safety concerns from Task Force and Public Meeting atendees at this and similar trail junctions

POTENTIAL AT-GRADE TRAILS

- At-grade design will allow for simplified trail access and eliminates grade changes for cyclists
- Wider underpasses will allow better visibility and improved sight lines for users entering and exiting
- Additional pavement markings, material changes and raised design can be utilized to slow down and alert users that this is a crossing area.
- Keeping the bike trail at-grade will reduce the length of the underpass by around 30ft.

POTENTIAL GRADE SEPARATED BIKE TRAIL

- Grade separation of bike trail will eliminate most conflicts as users enter the lakefront park
- Wider underpasses will allow better visibility and improved sight lines for users entering and exiting
- Grade separated design will introduce additional elevation that cyclists will need to navigate
- Elevating bike trail over underpass opening will lengthen underpass by around 30ft.

REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

BERWYN AVE: EXISTING CONDITIONS

DRAFT - FOR DISCUSSION ONLY

Trail Conflict Area - Cyclists and Pedestrians

PED/BIKE UNDERPASS

19'

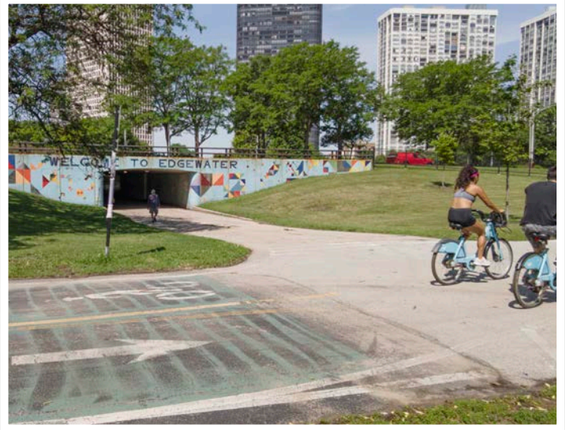
170'

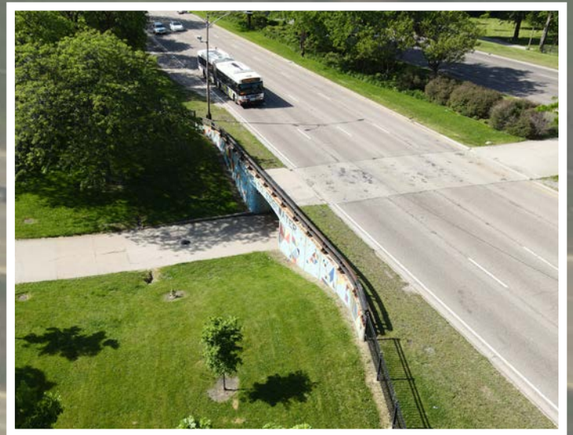
BIKE TRAIL

PEDESTRIAN TRAIL

AT-GRADE TRAIL INTERSECTION

0 20' 40' 80'





REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

BERWYN AVE: POTENTIAL AT-GRADE TRAILS DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

50' WIDE PED/BIKE UNDERPASS WITH 12' WIDE SEPARATED BIKE LANE

50'

135'

RETAINING WALL

SPEED TABLE / CROSSWALK AT TRAIL CROSSING

BIKE TRAIL

PEDESTRIAN TRAIL

0 20' 40' 80'

BERWYN AVE LAKEFRONT ACCESS
POTENTIAL AT GRADE TRAILS DESIGN OPTION

REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

BERWYN AVE: POTENTIAL GRADE SEPARATED BIKE TRAIL DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

50’ WIDE PED/BIKE UNDERPASS WITH 12’ WIDE SEPARATED BIKE LANE

50’

165’

BIKE TRAIL GRADE-SEPARATED OVER UNDERPASS OPENING

BIKE TRAIL CONNECTION BETWEEN TRAIL AND UNDERPASS

RETAINING WALL

BIKE TRAIL

PEDESTRIAN TRAIL

BERWYN AVE LAKEFRONT ACCESS
POTENTIAL GRADE SEPARATED BIKE TRAIL DESIGN OPTION

0 20’ 40’ 80’

WORKSHOP EXERCISE

DRAFT - FOR DISCUSSION ONLY

EXISTING CONDITIONS

- Trail volumes at Berwyn are lower than areas further south, but conflicts at this access point still exist
- Narrow underpass limits visibility and sight-lines for users entering and exiting
- Variety of user speeds and crossing movements result in conflicts
- Documented safety concerns from Task Force and Public Meeting atendees at this and similar trail junctions

POTENTIAL AT-GRADE BIKE TRAIL

- At-grade design will allow for simplified trail access and eliminates grade changes for cyclists
- Wider underpasses will allow better visibility and improved sight lines for users entering and exiting
- Additional pavement markings, material changes and raised design can be utilized to slow down and alert users that this is a crossing area.
- Keeping the bike trail at-grade will reduce the length of the underpass by around 30ft.

POTENTIAL GRADE SEPARATED BIKE TRAIL

- Grade separation of bike trail will eliminate most conflicts as users enter the lakefront park
- Wider underpasses will allow better visibility and improved sight lines for users entering and exiting
- Grade separated design will introduce additional elevation that cyclists will need to navigate
- Elevating bike trail over underpass opening will lengthen underpass by around 30ft.

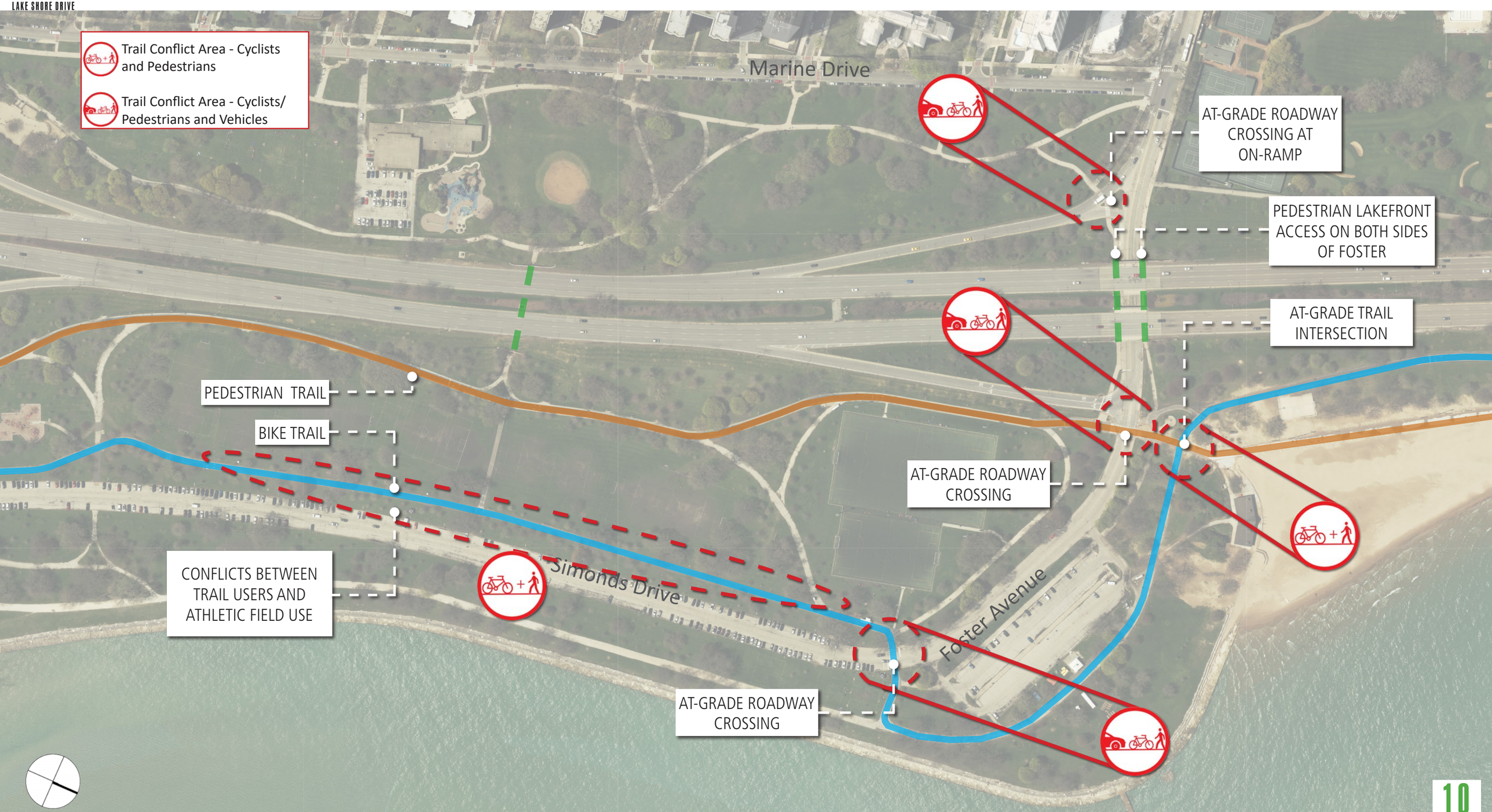
REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

FOSTER AVE: EXISTING CONDITIONS - OVERALL LAKEFRONT ACCESS

DRAFT - FOR DISCUSSION ONLY



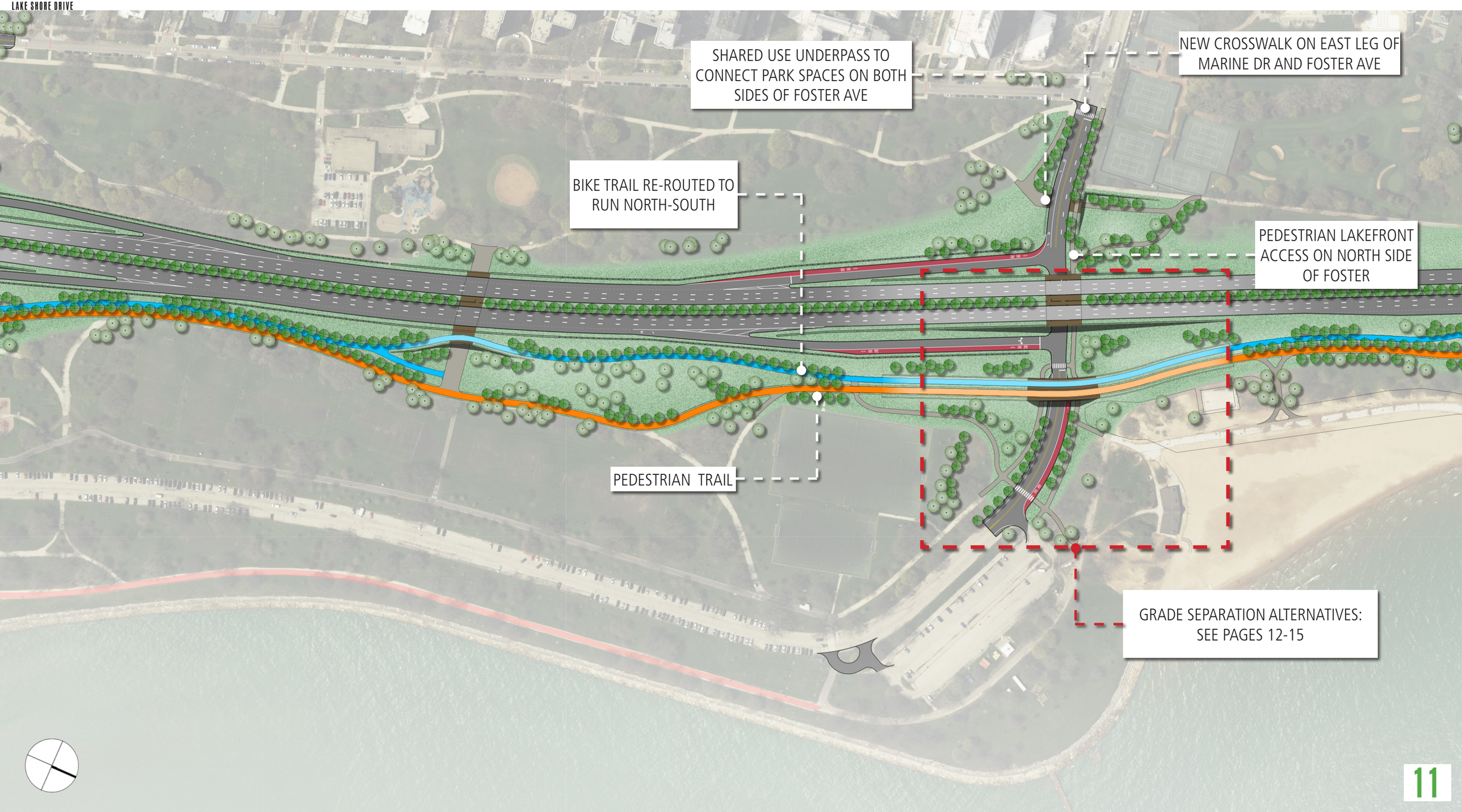
REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

FOSTER AVE: POTENTIAL DESIGN OPTION - OVERALL LAKEFRONT ACCESS

DRAFT - FOR DISCUSSION ONLY



REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

FOSTER AVE: EXISTING CONDITIONS

DRAFT - FOR DISCUSSION ONLY

Trail Conflict Area - Cyclists and Pedestrians

Trail Conflict Area - Cyclists/ Pedestrians and Vehicles

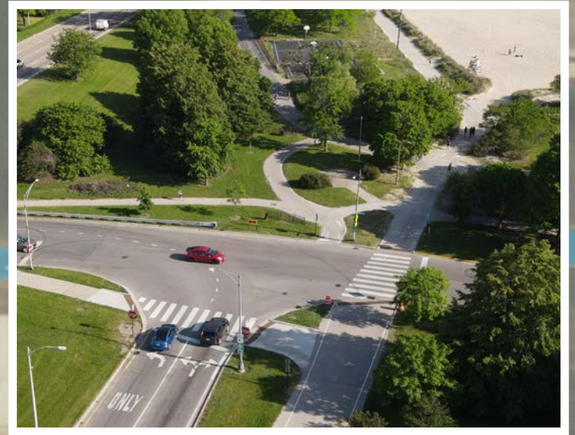
PEDESTRIAN LAKEFRONT ACCESS ON BOTH SIDES OF FOSTER

AT-GRADE ROADWAY TRAIL CROSSING

PEDESTRIAN TRAIL

AT-GRADE TRAIL INTERSECTION

BIKE TRAIL

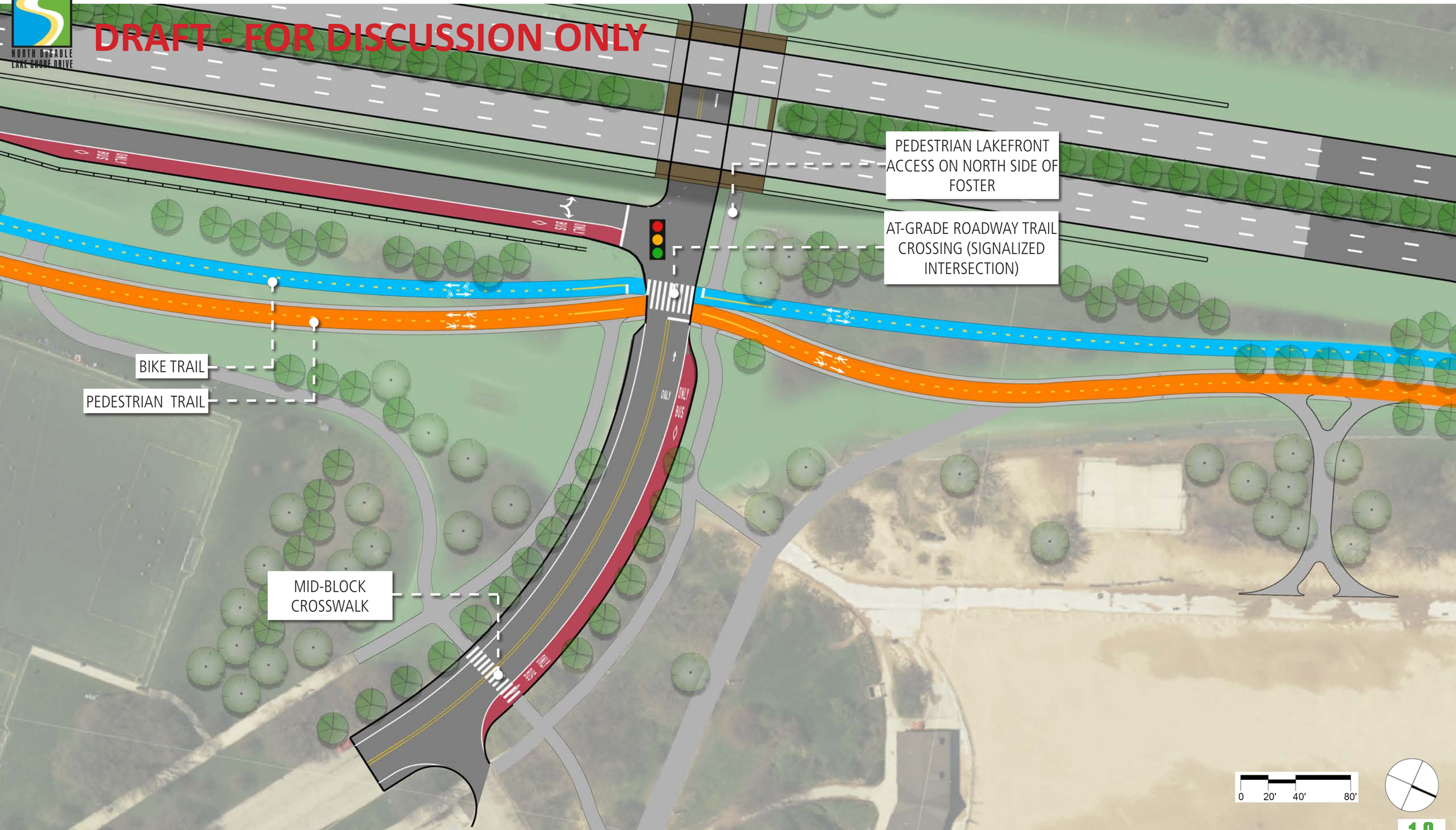


0 20' 40' 80'

WORKSHOP EXERCISE

FOSTER AVE: POTENTIAL AT-GRADE TRAILS DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY



WORKSHOP EXERCISE

FOSTER AVE: POTENTIAL GRADE SEPARATED BIKE TRAIL DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

PEDESTRIAN LAKEFRONT ACCESS ON NORTH SIDE OF FOSTER

AT-GRADE CROSSWALK (SIGNALIZED INTERSECTION)

BIKE TRAIL GRADE SEPARATED ON FLYOVER BRIDGE

22'

BIKE TRAIL

PEDESTRIAN TRAIL

BIKE TRAIL CONNECTION BETWEEN TRAIL AND PARK PATH

MID-BLOCK CROSSWALK

BUS ONLY

0 20' 40' 80'

WORKSHOP EXERCISE

FOSTER AVE: POTENTIAL GRADE SEPARATED TRAILS DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

BIKE AND PEDESTRIAN TRAILS GRADE SEPARATED ON FLYOVER BRIDGE

AT-GRADE CROSSWALK (SIGNALIZED INTERSECTION)

55'

BIKE TRAIL

PEDESTRIAN TRAIL

SHARED TRAIL CONNECTION BETWEEN TRAILS AND PARK PATH

MID-BLOCK CROSSWALK

FOSTER AVE LAKEFRONT ACCESS
POTENTIAL GRADE SEPARATED TRAILS DESIGN OPTION

0 20' 40' 80'

WORKSHOP EXERCISE

DRAFT - FOR DISCUSSION ONLY

EXISTING CONDITIONS

- Trail volumes at Foster are lower than areas further south
- Intersecting trails with blind curves create a major conflict point
- Sand frequently blows onto the trails in this location, making it challenging for rolling users
- High number of cyclists on pedestrian trail, and pedestrians on bike trail in this area
- At grade trail roadway crossings with curved approaches make it difficult for motorists to see oncoming trail traffic
- Unsignalized roadway crossings create confusion for drivers when some trail users stop and others don't
- Documented safety concerns from Task Force and Public Meeting atendees at this and similar trail junctions

POTENTIAL DESIGN: AT-GRADE TRAILS

- Design will consolidate trails crossing Foster at one signalized crosswalk
- Bike trail alignment will be revised to run more directly North/South, between the roadway and pedestrian trail - providing better routing and eliminating conflicts with athletic field use
- Ped/Bike trail intersection will be eliminated, reducing conflicts between bikes and peds
- Trail layout will be more intuitive for users to determine which trail they should be on
- New mid-block crossing will allow more direct beach access from park

POTENTIAL DESIGN: GRADE SEPARATED BIKE TRAIL

- Higher speed users on bike trail will be grade-separated from the vehicle crossing at Foster to eliminate conflicts with vehicles
- Flyover bridge design would be 22ft wide and introduce an incline that cyclists would need to navigate
- A separate connecting path will be needed to allow cyclists to access the bike trail
- In order to encourage cycists to use the flyover bridge, the pedestrian trail is routed further west in this option - crossing Foster at the mid-block crossing
- Pedestrian trail routing will add extra steps to continue North and South beyond Foster Ave.

POTENTIAL DESIGN: GRADE SEPARATED BIKE AND PED TRAILS

- All trail users would have a fully grade separated connection that eliminates conflicts with vehicles
- Flyover bridge would be 55ft wide, carrying both trails, and introduce an incline that walking, rolling and biking would need to navigate
- Pedestrian and Bike trail users would share an access path to the trails through the park
- The Foster intersection will be signalized with a standard at-grade crosswalk for non-trail users
- The North/South routing of both trails provides a direct route through the space, but access to both trails would require users to enter the park first

WORKSHOP EXERCISE

DRAFT - FOR DISCUSSION ONLY

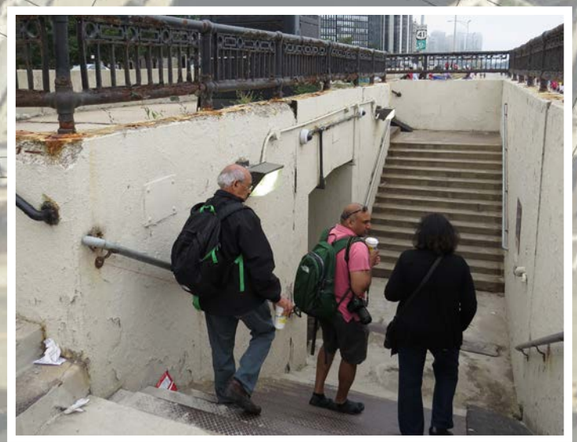
PEDESTRIAN UNDERPASS WITH STAIRS

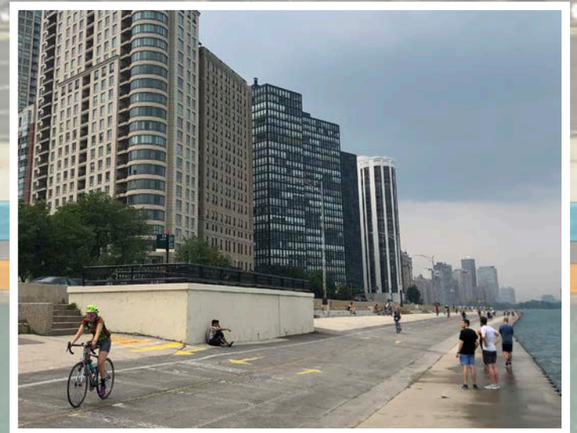
9'

160'

BIKE TRAIL

PEDESTRIAN TRAIL (MARKINGS WORN AWAY BY WAVE DAMAGE)





Trail Conflict Area - Cyclists and Pedestrians

0 20' 40' 80'

WORKSHOP EXERCISE

CHICAGO AVE: POTENTIAL AT-GRADE TRAILS DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

INNER DRIVE

NEW PARK SPACE AT-GRADE WITH URBAN EDGE

OUTER LAKE SHORE DRIVE (BELOW GRADE)

BIKE TRAIL CROSSES PLAZA AT GRADE WITH SIGNALIZED CROSSINGS AT INTERSECTIONS

CHICAGO AVE

PEARSON ST

UPPER LEVEL PLAZA

ACCESS ROAD (AT-GRADE)

PEDESTRIAN TRAIL CROSSES PLAZA AT GRADE

BIKE TRAIL

PEDESTRIAN TRAIL

LOWER LEVEL PLAZA

LAKEFRONT PROMENADE WALK

STEPPED CONCRETE REVETTMENT

0 20' 40' 80'

REDEFINE THE DRIVE

NORTH DuSABLE LAKE SHORE DRIVE

WORKSHOP EXERCISE

CHICAGO AVE: POTENTIALGRADE SEPARATED BIKE TRAIL DESIGN OPTION

DRAFT - FOR DISCUSSION ONLY

CHICAGO AVE LAKEFRONT ACCESS
POTENTIAL GRADE SEPARATED BIKE TRAIL DESIGN OPTION

CHICAGO AVE

PEARSON ST

INNER DRIVE

NEW PARK SPACE AT-GRADE WITH URBAN EDGE

OUTER LAKE SHORE DRIVE (BELOW GRADE)

ACCESS ROAD (AT-GRADE)

BIKE TRAIL GRADE SEPARATED WITH UNDERPASS UNDER PLAZA

117'

25'

UPPER LEVEL PLAZA

PEDESTRIAN TRAIL CROSSES PLAZA AT GRADE

BIKE TRAIL

PEDESTRIAN TRAIL

LOWER LEVEL PLAZA

CONNECTION TO BIKE TRAIL

LAKEFRONT PROMENADE WALK

STEPPED CONCRETE REVETTMENT

0 20' 40' 80'

WORKSHOP EXERCISE

DRAFT - FOR DISCUSSION ONLY

EXISTING CONDITIONS

- Heavy trail and lakefront access volumes results in conflicts between users at access points
- Narrow underpass with stairs and circuitous exit is difficult to find and use, and is incaccessible for many users
- Worn trail markings make delination of spaces for separated trails unclear and confusing for users
- Variety of user speeds and crossing movements result in conflicts
- Documented safety concerns from Task Force and Public Meeting atendees at this and similar trail junctions

POTENTIAL AT-GRADE BIKE TRAIL

- At-grade design will allow for simplified and more intuitive trail access and eliminates grade changes for cyclists
- Updated roadway design allows for multiple signalized crossing points to the lakefront, without the need for an underpass
- Additional pavement markings, material changes and speed cushions can be utilized to slow down and alert cyclists that they are approaching a trail crossing
- The at-grade bike trail will reduce available space within the plaza for other uses

POTENTIAL GRADE SEPARATED BIKE TRAIL

- Grade separation of bike trail will reduce higher speed conflicts as users enter the lakefront park
- Grade separated design will introduce additional elevation that cyclists will need to navigate
- Grade separation requires additional infrastructure including retaining walls on the perimeter of the plaza space
- Underpass design will require a separate connection trail to allow cyclists accessing the lakefront at Chicago Ave to connect to the trail, and requires Southbound cyclists to ride to the North first to get on the trail