

Chicago Park District Lakefront Trail Counts



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Dear Friends,

The Active Transportation Alliance and the Chicago Park District are pleased to release this report on Lakefront Trail usage. Chicagoans know how well utilized the Lakefront Trail is and what an asset it is to our city, but until now, we have been lacking concrete data to demonstrate just how many people depend on the trail for transportation and recreation. This report represents the most in-depth user count to date along Chicago's Lakefront Trail.

This project was a tremendous opportunity for both the Active Transportation Alliance and the Chicago Park District to show how many people the trail serves every day and demonstrate the importance of investing in its future. Our counts revealed that at its busiest points, the trail is used by nearly 30,000 people on peak days. The data in this report will guide future trail improvements and make the case for additional funding and investment to create a safer, more convenient and more accessible trail for all users. The report also details needed trail improvements and contains specific recommendations to address trail safety and congestion issues, and improve trail design and access.

The Active Transportation Alliance and the Chicago Park District have a long history of working together to improve the Lakefront Trail. We look forward to continuing that partnership to provide a better Lakefront Trail for the residents of Chicago.

Sincerely,



ACTIVE TRANSPORTATION
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Active Transportation Alliance



Chicago Park District

Chicago Park District Lakefront Trail Counts

Presented by Active Transportation Alliance, June 7, 2011



COVER: Bicyclists heading north on the Lakefront Trail
FACING: Lakefront Trail counters at North Ave. Beach



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Introduction

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Introduction and Background

Introduction

The Chicago Lakefront Trail welcomes residents and visitors to Chicago's lakefront from Ardmore St. on the North Side to 71st St. on the South Side. On any given day you find people training for marathons, parents with children in strollers, tourists on rental bikes, couples on in-line skates, teens on skateboards, and thousands of other people using the trail for commuting, training or just taking a leisurely stroll. Many of Chicago's major parks, beaches and cultural institutions are located just steps off the trail.

People use the Lakefront Trail for a variety of purposes on every kind of non-motorized vehicle. Over its 18.5-mile length, there are approximately 50 access points for entering and exiting the trail. This study focuses on 26 of these access points and five points along the trail. The Active Transportation Alliance studied each of these 31 locations during summer 2010 by counting bicycle, pedestrian and other users entering or using the trail. This report documents these access points and the number of users by type at each location. A full listing of the locations studied can be found on page 6, a definition for each user type can be found on page 10 and the actual counts can be found in the appendix.



Lakefront Trail users in the Lincoln Park neighborhood.

Background

The Chicago Park District has been consistently making improvements to the Lakefront Trail to accommodate additional users and improve safety, traffic flow and access. However, there has not been a full count of users accessing and utilizing the trail in the past decade.

In the past 12 years, two studies have been conducted to assess the number of users along the Lakefront Trail. One study in 1999 counted users at the Diversey Pkwy. access point and the other study, conducted in 2003, covered access points in the downtown area at Randolph St., Jackson Blvd., Balbo Ave. and Roosevelt Rd. No comprehensive count of the Lakefront Trail has been conducted recently.

The Chicago Park District can use these counts for many different purposes. For example, it can use the data to obtain grant funding for future projects, leverage sponsorships, and justify maintenance, improvements and encouragement programs at various locations along the trail.



The Lakefront Trail allows thousands of users to enjoy Chicago's lakefront.

Chicago Lakefront Trail Counts Key Findings



A Lakefront Trail counter recording data at the North Ave. underpass.

- The high volume of users along the Lakefront Trail supports additional improvements such as the completion of the lakefront park system from the Evanston border to Hollywood Ave., 71st St. to 95th St., the Navy Pier Flyover and upgrades to underpasses and overpasses at places where there are few users such as 35th, 63rd and 67th streets.
- At the busiest points along the trail, average daily traffic during the summer is nearly 30,000 people per day.¹
- On a typical summer weekend day, more than 70,000 people access the trail; more the 60,000 access the trail on a typical summer weekday.²
- The south section of the trail has significantly fewer users than the north section. While this points to a strong need to improve accessibility and connectivity on this section of trail, it is also important to understand that user volumes are impacted by proximal residential density as well as differences in large-park space availability.
- The share of bikes on the trail is highest during typical weekday commute times. Thus, the trail is a primary transportation corridor for bicycle commuters. Of the access points counted, Ardmore Ave., Fullerton Ave. and the North Ave. underpass see the highest volume of cyclists on weekday mornings. The highest volume of cyclists on weekday evenings occur at the following access points: 11th St., Fullerton Ave. and Monroe St.
- The trail should be open at all times of the day because people travel on it at all hours and because it's an integral part of Chicago's bicycle transportation network.
- Overall, 70 percent of people who accessed the trail were pedestrians, 29 percent were on bikes and 1 percent were other users.³
- On weekdays, about 35 percent of trail users rode a bike, while only 25 percent of weekend trail users rode a bike. It can be assumed that a significant portion of people use the trail to commute to work.
- Based on the number of bikes seen along the trail and ridden by beach-goers, the Chicago Park District needs to create additional bike parking at its beaches and playing fields.

1. These counts were taken between the access points on a typical summer day with no large special events.

2. These numbers are based on counts taken at 26 of the 50+ access points on the trail and should be considered an extremely conservative estimate.

3. Other users include in-line skaters, skateboarders and people on scooters.

Counting Locations

Access Points with Counters

Ardmore Ave.
Bryn Mawr Ave.
Foster Ave.
Lawrence Ave.
Montrose Ave.
Irving Park Rd.
Belmont Ave.
Fullerton Pkwy.
North Ave. pedestrian bridge
North Ave. underpass
Oak St.
Ohio St. underpass
Illinois St.
Monroe St.
Jackson Blvd.
Balbo Ave.
11th St.
31st St.
35th St.
Oakwood Blvd.
47th St.
Promontory Point
57th St.
63rd St.
67th St.

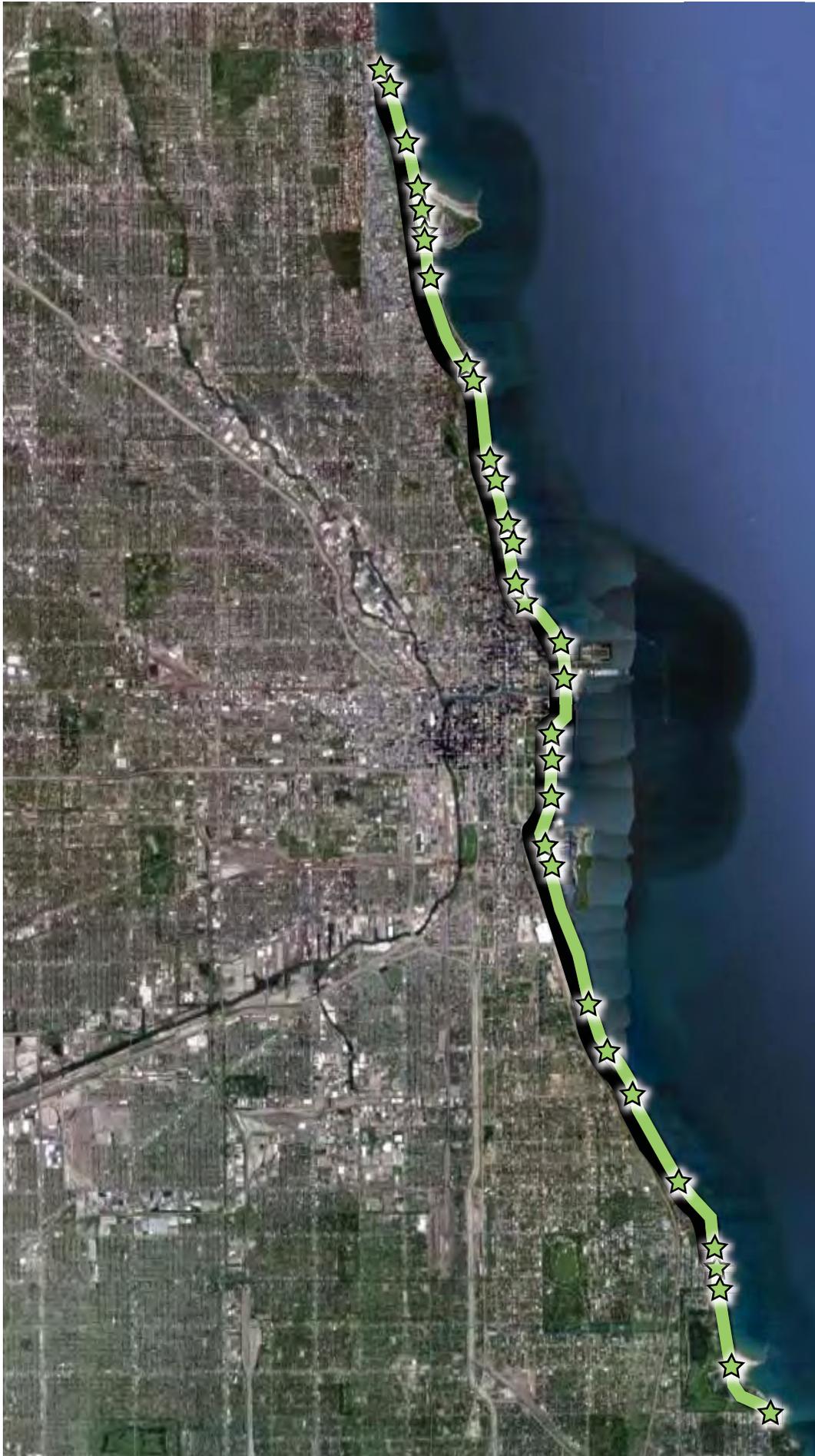
Points Along the Trail with Counters

South of Montrose Ave.
South of Fullerton Ave.
Between Oak St. and North Ave.
South of McFettridge Dr.
North of Promontory Point



LAKEFRONT TRAIL

★ Count Locations



This map shows counter locations along the Lakefront Trail.



Data Summary

Counts were conducted on Sunday, August 22, 2010 from 1 to 4 p.m. and Tuesday, August 24, 2010 from 6 to 9 a.m. and 4 to 7 p.m. A select number of counts were conducted on other days. A full report, including exact counting location and user counts for each location, can be found in the appendix.

Based on the data gathered, the following summary statements can be made:

Usage by Time

- For pedestrians, weekend afternoons are the most popular time to access the trail. Weekdays have noticeably fewer pedestrians accessing the trail.
- For cyclists, weekend afternoons are only a slightly more popular time to bike than weekday evenings. The per-hour rate of cyclists accessing the trail between 5 p.m. and 6:30 p.m. on weekdays is similar to the per-hour rate of cyclists accessing the trail between 1 p.m. and 4 p.m. on weekends. An average of more than 1,200 to 1,600 cyclists per-hour access the trail during these times.
- The peak time for pedestrians along the trail is 5:45 p.m. to 7 p.m. on a weekday
- The peak time for cyclists along the trail is weekend afternoons from 2:15 to 4 p.m.

Mode Share

- More than half the people that accessed the trail from Jackson St., Monroe St., 11th St., Illinois St. and Ardmore Ave. were cyclists.
- Ardmore Ave., 11th St. and Fullerton Ave. are the most popular locations to enter the trail for cyclists. During peak times, an average of more than 150 cyclists per-hour used each of these access points.

Usage by Location

- Oak St., the North Ave. pedestrian bridge, the Ohio St. underpass and Fullerton Ave. are the most popular locations to enter the trail. During peak times, an average of more than 575 pedestrians and 100 bikes per-hour used each of these access points.
- The 35th St. and 67th St. access points had the fewest users, demonstrating the need for improved access to the trail from these access points.
- The south portion of the trail south of the 11th St. access point has significantly less traffic than the north

Total Users

- Approximately 4,000 people entered the trail on weekday mornings from 6 to 9 a.m. at the access points studied.
- Approximately 11,400 people entered the trail on weekday evenings from 4 to 7 p.m. at the access points studied.
- Approximately 18,700 people entered the trail on weekend afternoons from 1 to 4 p.m. at the access points studied.

Trip Purpose

Based on usage by time, mode share and location the following conclusions can be drawn about trip purpose:

- The Lakefront Trail is used as a primary route for workforce bike commuters.
- Weekday pedestrian usage peaks after people return home from work. Pedestrians are less likely to use the Lakefront Trail as a transportation network and more likely to use it as an area for recreation.

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Methodology

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Approximately 50 volunteers and Active Trans staff members gathered data for the Lakefront Trail Counts

Counts were conducted manually by volunteers recruited and trained by the Active Transportation Alliance. One or more volunteers were stationed at each location on Sunday afternoon, August 22nd, 2010 from 1 to 4 p.m., and Tuesday, August 24th, 2010, from 6 to 9 a.m. and 4 to 7 p.m. The counters captured what is thought to be the peak weekend and weekday times. In certain locations, counters were stationed at the location on a different day after August 24th.

Data was gathered on a “typical” summer weekend afternoon as well as a “typical” weekday morning and afternoon, in which there were few large special events that would show a significant spike in traffic. The majority of this data was gathered on Sunday, August 22nd, from 1 to 4 p.m., and Tuesday, August 24th, from 6 to 9 a.m. and 4 to 7 p.m. Weather on both of these days was sunny and warm in the high 70s or low 80s.

Weekend afternoon, weekday morning and evening time periods were chosen because they are expected to be the periods with the highest traffic volumes. Weekend afternoon users are assumed to be mostly leisure trail users, beach- and park-goers, athletes and tourists. The weekday periods, on the other hand, capture commuters and are likely to have fewer tourists. Additional surveying would need to be conducted to show that these times are indeed peak traffic.

It is assumed that counts will be higher if there was a large special event taking place on that day, and lower if the weather had been rainy, cloudy or cooler.

Counts were tracked in 15 minute increments over a three-hour period for the following three user types:

PEDESTRIANS

People running, walking or using a wheelchair or a stroller

BICYCLISTS

People using a bicycle, whether it’s a tandem, a unicycle, a tricycle or a recumbent

OTHERS

People using in-line skates, skateboards or a scooter

The counts were completed manually by volunteers using a tally sheet. Two sample counting sheets are in the appendix; one for counting that was conducted at each access point, and another for counting completed along the trail.

For counting conducted at access points, volunteers counted all people *entering* the trail through the access point on foot, bicycle or other non-motorized vehicle. They did not count people entering in automobiles or exiting the trail.

For counting conducted along the trail, volunteers counted all people who passed in front of them traveling on the trail. This data also tracked direction of travel by user type.

Notes and Exceptions

Double Counts

The following location was counted by two volunteers simultaneously. This location was expected to have extremely high traffic volumes so two counters were used to ensure a higher level of accuracy. The data from each counter in the following location was averaged.

Other locations with multiple counters divided the traffic by mode or direction to ensure a higher level of accuracy.

LOCATION	DAY AND TIME
North Ave. pedestrian bridge access point	All days and time periods

Missing Data

Some locations were not counted for a complete 3-hour period. These omissions were generally due to human error such as the need for a restroom break or an extremely late counter. The following locations do not have complete counts. Full day estimates were adjusted to account for the missing data.

LOCATION	DAY	MISSING 15 MINUTE TIME INCREMENTS
63rd St. access point	Weekday morning	6, 6:15, 6:30, 6:45, 7 a.m.
Ardmore Ave. access point	Weekday morning	8 a.m.
Foster Ave. access point	Weekday evening	6:30, 6:45 p.m.
Belmont Ave. access point	Weekend afternoon	1 p.m.
Between Oak St. and North Ave. along the trail	Weekend afternoon	1:00, 1:15, 1:30 p.m.
North of Promontory Point	Weekday evening	4:45 p.m.

Counter Errors

The following locations have lower than expected pedestrian counts due to counter misinterpretation. Counters at these locations only counted pedestrians who entered the access point and continued along the trail, and **not all** pedestrians that entered using the access point. These counts were **not** adjusted to reflect the error, but should be viewed as a significantly more conservative estimate.

LOCATION	DAY AND TIME
Ardmore Ave. access point	Sunday afternoon, 1-2 p.m.
Jackson Blvd. access point	Weekend afternoon, all hours

Alternative Counting Date

Select locations were surveyed on a day other than the one listed above. The following locations were surveyed on a different day. All locations listed below were surveyed after the initial counting day. Most counts were completed in the first half of September. Due to the later time of year, these counts and subsequent estimates are likely to be lower than if they were conducted on the initial counting day.

LOCATION	DAY AND TIME
67th St. access point	Weekend afternoon, weekday morning and evening
63rd St. access point	Weekday evening
35th St. access point	Weekend morning, weekday evening
11th St. underpass access point	Weekday evening
Balbo Ave. access point	Weekday evening
Illinois St. access point	Weekday evening
Irving Park Rd. access point	Weekend afternoon, weekday morning and evening
Wilson Ave. access point	Weekend afternoon, weekday morning and evening
Lawrence Ave. access point	Weekday evening
Foster Ave. access point	Weekday morning and evening

24 Hour Estimates

Counts during these 3-hour time periods were used to make estimates for the number of users on the trail during a 24-hour period. The National Bicycle and Pedestrian Documentation Project, a joint effort of Alta Planning and Design and the Institute of Transportation Engineers Pedestrian and Bike Council, assembled a best practices method for estimating daily user counts for multi-use paths in urban areas. Their method was used for calculating the number of users over a 24-hour period.

This method takes the total users over a 1-hour period and calculates a 24-hour estimate based on the average percent of trail users for the given time of day and day of the week. It is assumed that each hour of each day has a different share of users. A complete description of the methodology is available at <http://bikepeddocumentation.org> in a document called “NBPD Adjustment Factors.”

It was assumed that 5 percent of all trail users travel on the trail while it is closed after 11 p.m. Daily 24-hour estimates include the number of users that travel on the trail while it is closed.

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Trail Access and Along-the-Trail Improvements

Extend the Lakefront Trail north to the Evanston border.

Based on the high number of bicycles accessing the trail at peak commuting times, Ardmore Ave. is a collector point for bike commuters coming from the north and northwest. The numbers collected clearly show that there are a large number of bicycle commuters who live north of the northernmost point of the Lakefront Trail and access it as soon as possible. Almost 300 people access the trail on bike from this location during weekday morning commute hours.

The access point at Ardmore Ave. is less than ideal due to the heavy traffic on Sheridan Rd. and because Ardmore Ave. is a one-way street with a contra-flow bike lane between Sheridan Rd. and Kenmore St. Bike traffic in this area is only expected to increase due to the planned addition of a bike lane on Granville Ave. If the Lakefront Trail could be extended north to the Evanston border, bicycle commuters from the north may be able to avoid these obstacles and have additional access points that are safer and more convenient.

Upgrade the lighting between Diversey Pkwy. and Fullerton Ave.

Lighting is a very high priority between Diversey Pkwy. and Fullerton Ave. due to the heavy use in this area.

The high volume of weekday evening traffic along the trail at these entrances reinforces the need for on-trail lighting in this area. A count along the trail was not completed between these two locations. However, there were approximately 1,000 users traveling south along the trail just south of Montrose Ave., and 2,900 users traveling north along the trail just south of Fullerton Ave. between 4 and 7 p.m.

When the time changes in the fall, sunset comes during the heaviest bicycle commute times plunging cyclists into complete darkness in this heavily-trafficked area.

Upgrade the trail to the standard design between Ardmore Ave. and Foster Ave.

The number of trail users who access the trail from Ardmore Ave. (estimated 3,634 to 4,079 on weekdays and 3,339 on weekend days) shows the significant use of the trail in this area. Yet the trail is in sub-standard condition. The current design leads to poor drainage and trail damage, and there is no dedicated lighting on the trail in this area.



Lakefront Trail users safely cross Lake Shore Drive by using the North Ave. pedestrian bridge.

Appropriate trail re-design at Fullerton Ave., which will be part of the forthcoming revetment project, is critical due to the heavy use in this area.

An estimated 3,352 to 6,825 people on weekdays and 7,816 people on weekend days use this access point, and an estimated 23,906 people on weekend days and 20,774 to 29,853 people on weekdays pass by this area. It is essential that the trail routing facilitates north/south travel as well as safe access to the trail in both directions. The redesign must also allow for congregation at the water fountain and of the gathering of groups of trail users before entering the trail.

Upgrade the Oak St. Beach to facilitate free-flow transportation along the trail

The Oak St. Beach area is one of the most congested areas of the Lakefront Trail. This is an ideal area to offer intuitive design that separates users and facilitates free-flow transportation uses along the trail.

If a wooden boardwalk, for example, was constructed on the east side of the Lakefront Trail in this area that had easy access from the Oak St. underpass and easy access to the beach and concession facilities, a tremendous amount of foot traffic could be diverted from the paved Lakefront Trail, reducing congestion and conflicts between users.

Trail Access and Along-the-Trail Improvements cont.

Reconfiguring the underpass to guide beach-goers directly to the beach and trail users onto the trail will also reduce congestion in this area. Currently, everyone who uses the Oak St. underpass exits the underpass directly onto the trail, causing congestion and creating potential conflicts between beach-goers and trail users. Allowing people to directly access the beach without walking on the trail will decrease congestion in this area.



A redesign of the Oak St. Beach access point would create a more efficient flow of trail users .

Re-design the Oak St. bend to prevent water on the trail.

The Oak St. bend re-design needs to continue to be in the forefront of discussions on trail improvement. The current design facilitates water on the trail during rough water and the area sees very high trail usage. An estimated 22,254 to 23,140 people on weekdays and 19,715 people on weekend days travel along the trail near this area.

Continue work with the Navy Pier Flyover to implement this project as soon as possible

The Navy Pier Flyover is much needed due to the heavy traffic in this area, much of which is headed to Navy Pier and not onto the trail. Counts conducted do not reflect the high volume of pedestrians crossing the Lakefront Trail, as most counters counted only trail users and not tourists visiting attractions located adjacent to the trail.

Construct downtown trail access points similar to the one at 11th St.

The 11th St. access to the trail has had the desired effect of being a high-usage access point for the trail, most often used by commuters working in or near the Loop. Additional Loop access points of similar construction may also have a similar affect. An estimated 895 weekend users and 1,397 to 5,431 weekday users access the trail at this location. This is a more than 50 percent increase in users compared to 1999.

Re-design the 67th St. access to the trail to be safer and more inviting

Despite the density of residents in very close proximity to the Lakefront Trail at this location, the 67th St. access to the trail has few users because of the poor and intimidating design of the crossing. Based on the counts, less than 100 people use this access point every day. Other nearby access points have 500 or more users per day, and most access points have more than 1,000 users per day. The closest density equivalency on the south side is the 57th St. underpass, which receives very high usage. Before the installation of the 57th St. underpass, trail users at 57th St. had to overcome the intimidation of crossing Lake Shore Drive at a dangerous and busy intersection. Now that the underpass has been built, access is unencumbered and well used. If access to the Lakefront Trail at 67th St. were made inviting by a well designed underpass or bridge, it is likely that usage would increase exponentially.



The Lakefront Trail near Navy Pier presents many obstacles to trail users.

Trail Access and Along-the-Trail Improvements cont.

Replace the 35th St. bridge with one that better connects the neighborhood and the trail

Even though the City of Chicago on-street network signage routes cyclists to use the 35th St. bridge, the 35th St. access to the trail has few users because of the many sets of stairs, set-back entrance to the bridge on the west side, antiquated design of the bridge itself and extended distance from the eastern drop off point to the actual Lakefront Trail. Based on the counts, less than 100 people use this access point every day. Other nearby access points have 500 or more users per day, and most access points have more than 1,000 users per day. The planned CDOT bridge replacement at 35th St. is badly needed and should proceed as quickly as possible.

Address parking issues at the 63rd St. access point

The fact that residences are an extended distance from the 63rd St. access point and the fact that both parking lots to the east and west of Lake Shore Drive now have paid parking make the access point at 63rd St. less desirable. Although revenue is generated through paid parking, at this particular location, this has served as a significant deterrent to Lakefront Trail usage in spite of an appropriately designed underpass. These factors most likely account for the low usage numbers at this access point compared to access points with a similar set of amenities at other points along the trail. An estimated 832 people on weekend days and 233 to 536 people on weekdays access the trail from this point. This user count far exceeds the 67th St. access point, the closest counted access point counter to the south, but is significantly lower than the 57th St. access point, which is the closest access point counted to the north.

Carefully consider construction projects that add conflict points to the trail.

Any construction projects that add conflict points to the Lakefront Trail should be carefully considered. The Northerly Island Framework Plan, for example, is appropriate in not considering adding a permanent access point south of Solidarity Drive. With almost 700 weekend users per peak hour and 550 weekday users per peak hour utilizing the Lakefront Trail in this area, intentionally creating a conflict point would be counterproductive to the Lakefront Trail's use as a north/south transportation corridor.

The South Side has significant challenges to overcome to increasing usage when compared to the North Side of Chicago.

- Access points at 71st St., 67th St. and Marquette Rd. are poorly designed and intimidating.
- The trail design between 71st St. and 67th St. is substandard and does not have the look of a multi-use trail. This section of the trail looks like a sidewalk and is viewed as such by potential trail users. This area either needs to have the golf course fence moved eastward and have the standard trail design installed or the Lakefront Trail should be moved to the east side of the golf course with appropriate access created to the new trail routing.
- If the Lakefront Trail extended to Calumet Park and Indiana, along with appropriate access points and extended on-street routing between 71st St. and Calumet Park, the flow of traffic to the Lakefront Trail would be greatly increased in part due to its increased viability as a commuting route for area residents.
- While the North Side has Lake Shore Drive as an intimidating barrier between many potential Lakefront Trail users and the trail, the South Side has not only Lake Shore Drive but train tracks and, although it may seem counter-intuitive, large city parks as additional barriers. While large city parks can have the advantage of feeding recreational users to the additional recreational space along the Lakefront, the parks also serve as a buffer between residential areas and the Lakefront Trail transportation corridor. In addition, when large city parks are closer to residential areas, the need to travel to the lakefront for recreational space is reduced. This is not a recommendation to try to mimic the North Side as the different areas of the Lakefront and the Lakefront Trail reflect their different geographic characters. The recommendation is to do the best job that can be done to make the most of the Lakefront Trail that is allowed by the given circumstances.

Trail Design

Street Connectivity

The Park District should work with CDOT to make appropriate connections between the city's on-street bike route network and Lakefront Trail access points.

Signage and Trail Markings

The Park District recently updated some of the trail signage, including mile markings with consistent design standards. Signage should continue to be upgraded along the trail by adding directional signs with distance and destination names along the trail and at access points. Street names should also be added to each access point and as on-trail pavement markings

Re-striping or adding striping where missing on the trail to separate northbound and southbound users, maintaining the on-trail address markers and adding street names to the addresses will help guide users along the trail. For striping and markings along the trail, the park district should use thermoplastic, which lasts longer and does not wear away as easily as other pavement marking materials.

Congestion

There are many reasons why a potential Lakefront Trail user may or may not become such a user. If traffic on the Lakefront Trail is extremely heavy or if the likelihood of a reckless user is perceived to be high, the potential user may opt to avoid certain sections of the Lakefront Trail during these times, even if the trail provides the most uninterrupted transportation corridor. This can often be the case during the summer between Belmont Ave. and the Loop.

Separating trail user types through intuitive design (such as the creation of a board walk at Oak St. Beach) will help to reduce Lakefront Trail congestion. Many conflicts occur between beach-goers, runners, walkers, bikers and other users due to their pace of travel, intended destination or places where they choose to gather. Using a trail design that guides people from the access points to the beach or park on a separate path, creating meeting places, water fountains and concessions near the trail, but with enough space for people to gather without blocking on the trail, will relieve congestion. The trail should be designed so that people traveling along the trail will intuitively use the path farther from the access point, while people who want to stop to meet up with friends or enter or exit the trail can do so without creating congestion on the trail.



An example of standard trail design.



Trail congestion can negatively affect trail users' perceived safety.

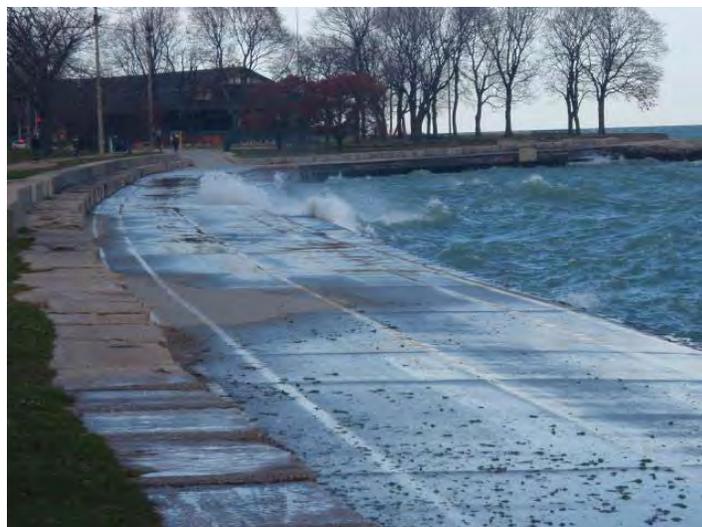
Weather and Environmental Conditions

Weather can also play a role in potential trail users' decision to utilize the trail at certain points. If the trail design leaves areas unprotected to the east, for example between Ohio St. and Diversey Pkwy., and the wind is out of the Northeast, a potential trail user may opt to utilize the street network until Belmont Ave. to avoid battling the wind on their commute north.

With the current trail design south of Fullerton Ave. and at the Oak St. bend, users are discouraged from utilizing the Lakefront Trail during times that water is washing over the trail surface. During the winter, ice creates a deterrent in these same areas.

Appropriate routing of the trail south of Fullerton Ave. with the revetment project will eliminate the lake water washing over the trail in this area.

It is unclear as to the appropriate solution for the Oak St. bend. Additional careful study needs to be conducted to determine the best solution to this problem.



Water washing over the Lakefront Trail south of Fullerton Ave.

Additional Research Opportunities

Use Nearby Population and Jobs to Measure Trail Accessibility

It is assumed that people are most likely to use the access point that is closest to where they live or work. However, sometimes a trail user will choose a different access point because it is in better condition, safer or easier to find. Comparing population within a short distance, perhaps a quarter mile of the access point to actual usage of the access point will indicate how accessible an access point is perceived relative to other access points in the surrounding area, or in other areas with similar populations. Developing an indicator with population, jobs and number of users at an access point will be helpful in prioritizing improvements to the trail.

Conduct Annual Lakefront Trail Traffic Counts

A count of the same and/or additional access points and points along the trail should be conducted annually. Repeating the count regularly will allow the Chicago Park District to track changes in traffic volumes and show how improvements affect the number of users.

The additional counts should be conducted at a similar time of year and day to the counts in this report. Weather conditions should be similar, too. Additional information such as origin/destination, age, gender, or bike helmet use could be gathered as well. Additional survey takers would need to be enlisted for this more detailed information.

For each significant improvement to the Lakefront Trail such as the new 35th St. bridge, a new count should be completed both before and after the improvement project. These counts will show the changes in use.

24-Hour Count

A full day count should be taken at several locations. The full day estimates made in this report were based on data collected from trails all over the country. Due to the unique nature of the Lakefront Trail, a full day count on a weekend and weekday should be used to show traffic volumes and calculate an adjustment factor for the existing counts.

Conducting counts overnight, after 11 p.m., will shed light on usage of the trail after it is “officially closed” for the day. The Lakefront Trail is part of Chicago’s bicycle transportation network, which also includes on-street bike lanes that are open 24 hours. Closing the trail, which is a significant portion of this network, between 11 p.m. and 6 a.m. is a considerable hindrance for those who travel by bicycle or may consider traveling by bicycle late at night or early in the morning.

Bicycle Parking Demand

Determining bike parking demand remains more an art than a science. The best available guidance comes from the Association of Pedestrian and Bicycle Professionals (APBP), which published its new Bicycle Parking Guidelines in 2010. For land uses such as parks, stadiums and beaches, the guidelines recommend providing bike parking for 2 percent of expected daily attendance. But determining expected attendance at the many and varied lakefront destinations proves challenging. Because people use the Lakefront Trail both for recreation and transportation, modeling parking demand on a census of trail users who may or may not stop during their trip seems problematic. While some users participate in programmed activities with an established number of participants, many other users stop for unprogrammed recreational time. Many trail users never stop at all—or not long enough to bother locking up.

An alternative and perhaps better method for determining bike parking demand—indeed the method used previously along the Lakefront Trail—is to survey actual usage of bike parking facilities. Such a survey provides the best data when conducted multiple times during periods of peak usage—perhaps both weekday evenings, and weekend days in the summer—when the greatest demand is expected. Some considerations for conducting a bike parking demand assessment along the Lakefront trail include:



An example of a bicycle parking facility in Grant Park.

What to Count

1. Date and time: Demand will fluctuate over time, so counts should be done periodically based on time slots, e.g., hourly recordings of each location.
2. Number of existing bike racks/capacity: One rack may park two, four, six, or 12 bikes—so the rack's intended capacity must be noted.
3. Number of bikes locked to existing racks: When parking is scarce, bicyclists will routinely overload bike racks beyond their intended capacity—this behavior provides a critical data point for assessing demand!
4. Number of bikes locked to other nearby objects: When parking is scarce, bicyclists will often lock up to sign poles, fences, railings, etc. Scan a radius of 150 feet around the location for such bikes.

Survey Tips

- Reschedule surveys in the event of cold and/or rainy weather—or even a forecast of such weather—as this can negatively influence bicycling.
- Conduct the survey multiple times. Three surveys of the same location will provide more accurate data than one.
- Conduct weeknight surveys over a 3 to 4 hour period, such as 4 to 8 p.m.
- Conduct weekend surveys over a 6 to 8 hour period, such as 10 a.m. to 6 p.m.
- If aware of specific windows of time when usage seems much greater—count during those times!
- Rotate staff so no one counts longer than 2 hours. Fatigue may result in less accurate data.

4

Conclusion

Conclusions



A Lakefront Trail counter interacts with trail users at the Museum Campus underpass.

Some important information can be gleaned from the Lakefront Trail usage observed in this study:

The Lakefront Trail is used as a transportation network as well as a recreational resource. Access numbers reveal that many bicycle commuters overcome the confusion and risk the dangers of accessing the trail at Ardmore Ave. (the northernmost point of the Lakefront Trail) to avoid using the on-street network to commute to work.

The addition of the 11th St. access to the South Loop has encouraged commuters to use this entrance point to the Loop. By adding more access points to the Loop like this one, similar gains in bicycle commuting traffic should be expected.

Improving the physical nature of the Lakefront Trail and the facilities along the trail will very likely increase use of the Lakefront Trail. This is evident on the South Side. Even though usage on the South Side is significantly lower than usage on the North Side, activity on the Lakefront Trail has dramatically risen as the trail has been upgraded to the design standard. Here are points for improvement:

- Upgrading the underpasses and overpasses identified in this report.
- Upgrading to the trail design standard (including drainage and lighting) in places that do not currently meet the standard.
- Designing underpasses and overpasses with intuitive designs that create fewer conflict points and congestion.

- Engineering the trail to be less susceptible to weather.
- Partnering with CDOT to improve on-street accessibility and increase safety at intersections near the trail.

The Lakefront Trail is used as transportation corridor at all times of the day and night. To include the trail in the 11 p.m. to 6 a.m. times that the city parks are closed is to reduce the effectiveness of its use as a part of the city's bicycle transportation network. Trail users will and do use the Lakefront Trail for transportation between 11 p.m. and 6 a.m., and it is our recommendation that in order to increase both day and night time use, it become official park district policy that the Lakefront Trail be officially open 24 hours a day, 365 days a year.

The remarkable number of Lakefront Trail users is also a clear mandate, in and of itself, for the addition of more miles of multi-use trails along Chicago's Lakefront beyond the current park district boundaries. While the current design standard for the Lakefront Trail is significantly wider than most multi-use trails around the country, the trail still suffers from extreme congestion for much of the warm-weather months and near gridlock during the heaviest usage times.

Although this report focuses on potential improvements that can be made along the Lakefront Trail, it should also be noted that the Lakefront Trail is a highly valued asset. Many thousands of people use it daily, and it sets the City of Chicago apart as a first class city.

5

Counts by Location



COUNT LOCATION



Count Locations (1 counter)

ARDMORE AVENUE ACCESS POINT



Ardmore Ave. Access Point

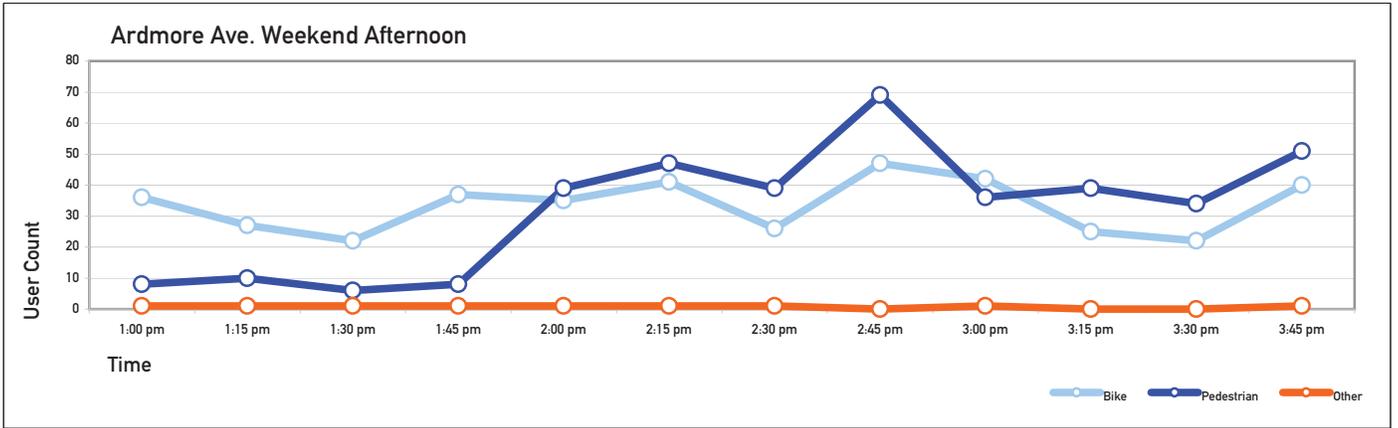
August 2010

Estimated Daily Weekend Users: 3339

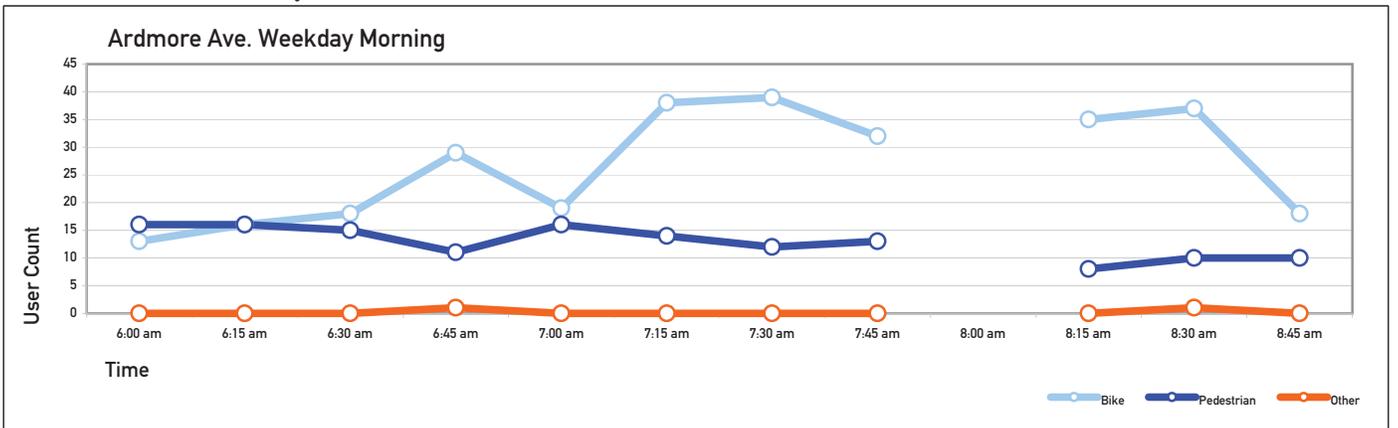
Estimated Daily Weekday Users: 3634 to 4079

Data Collected

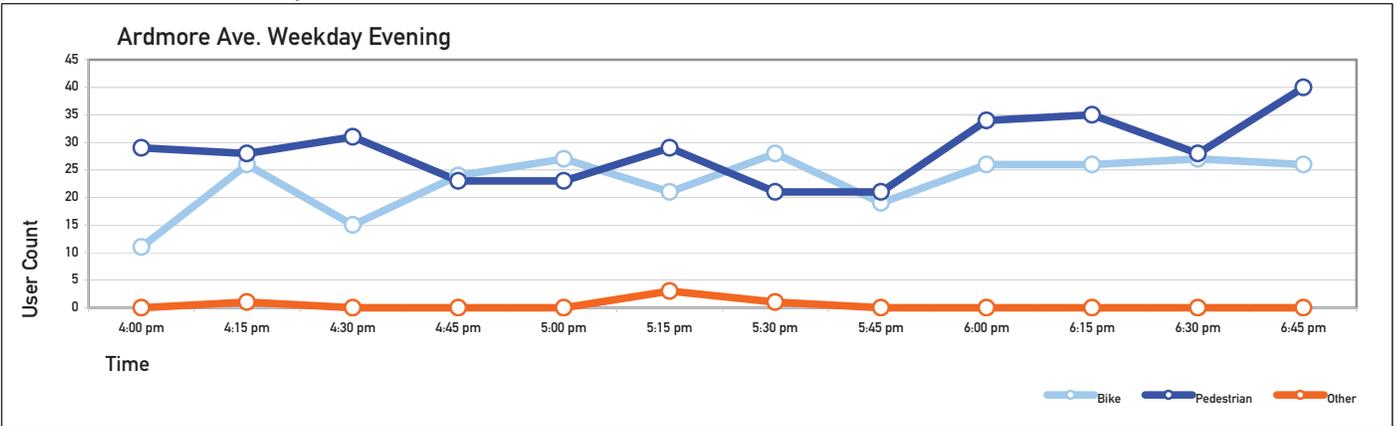
WEEKEND 1-4 P.M. Bicyclists 400 Pedestrians 386 Other 9



WEEKDAY 6-9 A.M. Bicyclists 294 Pedestrians 141 Other 2



WEEKDAY 4-7 P.M. Bicyclists 276 Pedestrians 342 Other 5



NOTES

Weekend afternoon pedestrian counts from 1:00pm to 2:00pm are extremely conservative due to counter error. No data available for weekday morning between 8:00 am and 8:15 am.



COUNT LOCATION



Count Locations (1 counter)

BRYN MAWR AVENUE ACCESS POINT



BRYN MAWR AVENUE

LAKESHORE DRIVE

LAKESHORE DRIVE

LAKEFRONT PATH

Bryn Mawr Ave. Access Point

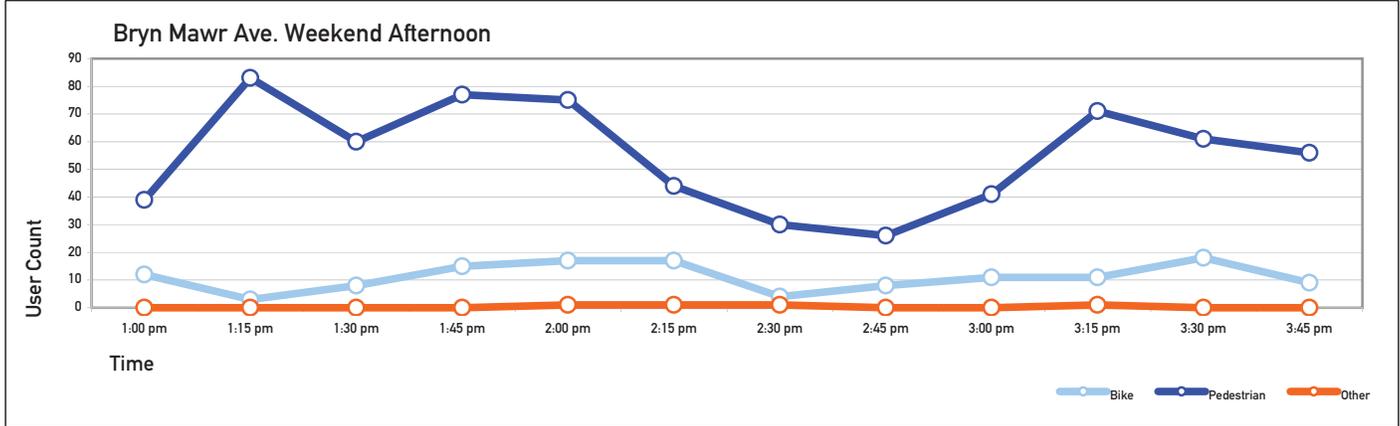
August 2010

Estimated Daily Weekend Users: 3360

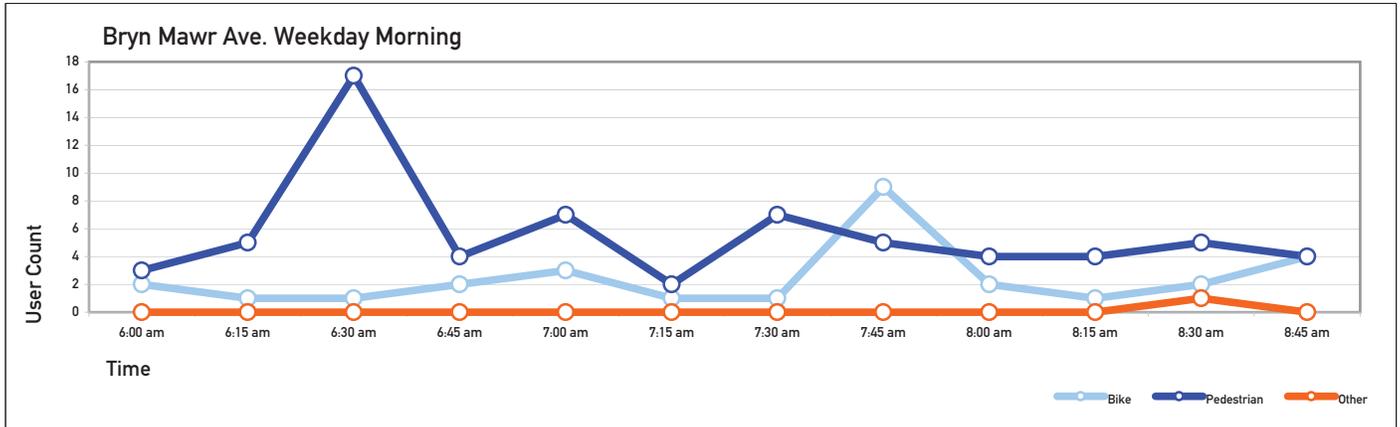
Estimated Daily Weekday Users: 783 to 1522

Data Collected

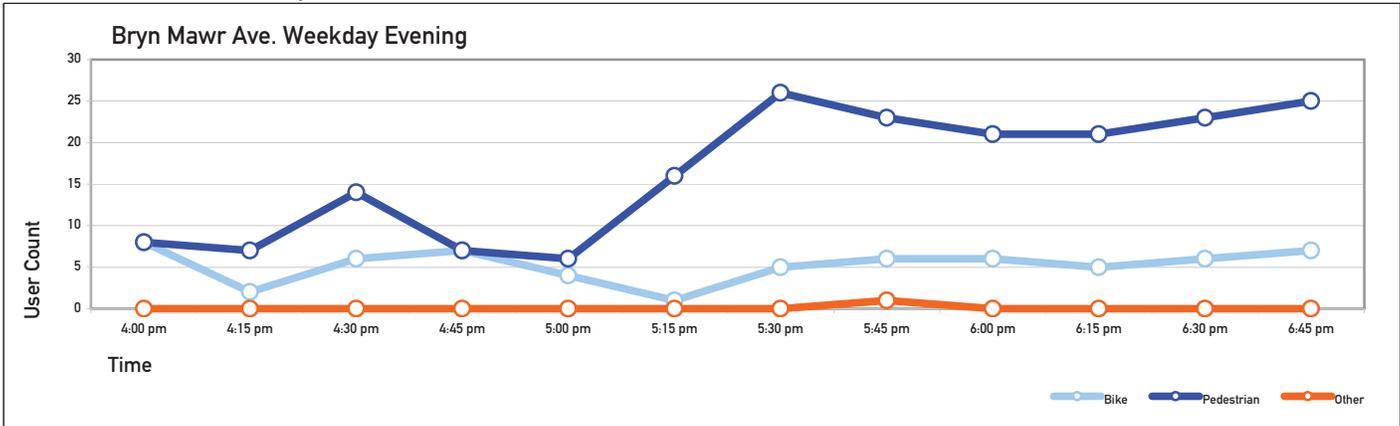
WEEKEND 1-4 P.M. Bicyclists 133 Pedestrians 663 Other 4



WEEKDAY 6-9 A.M. Bicyclists 29 Pedestrians 67 Other 1



WEEKDAY 4-7 P.M. Bicyclists 63 Pedestrians 197 Other 1



NOTES



COUNT LOCATION



Count Locations (1 counter)

FOSTER AVENUE ACCESS POINT



Foster Ave. Access Point

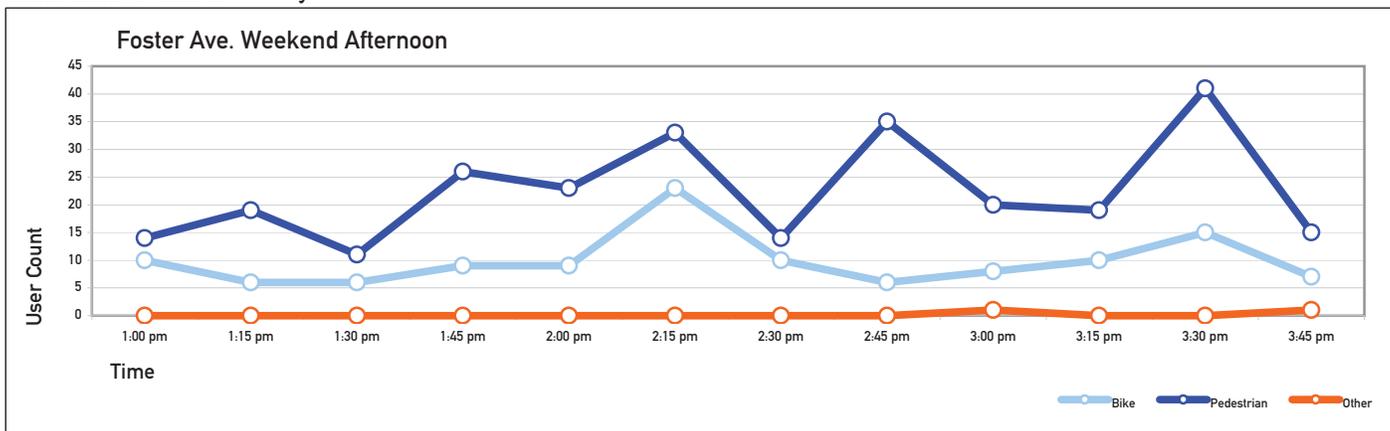
August 2010

Estimated Daily Weekend Users: 1642

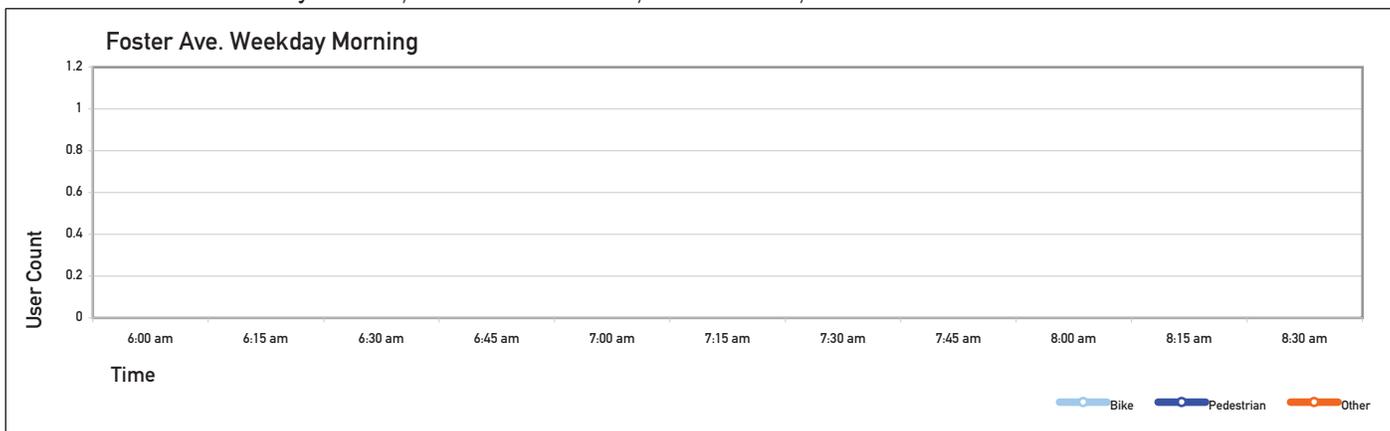
Estimated Daily Weekday Users: 1092

Data Collected

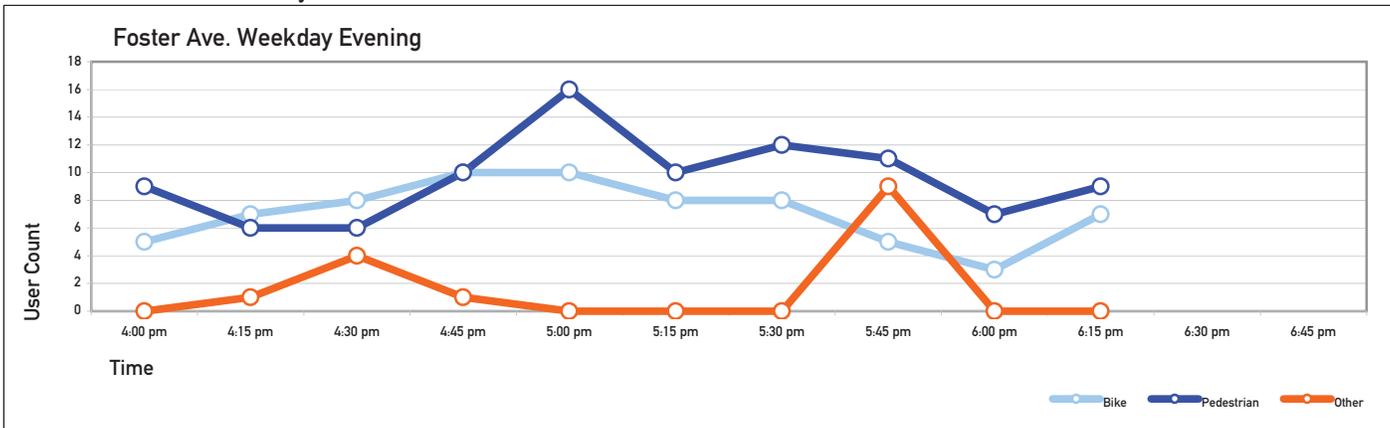
WEEKEND 1-4 P.M. Bicyclists 119 Pedestrians 270 Other 2



WEEKDAY 6-9 A.M. Bicyclists N/A Pedestrians N/A Other N/A



WEEKDAY 4-7 P.M. Bicyclists 71 Pedestrians 96 Other 15



NOTES

No data available for weekday morning or weekday evening after 6:30 pm. Weekday evening data collected in early September 2010.

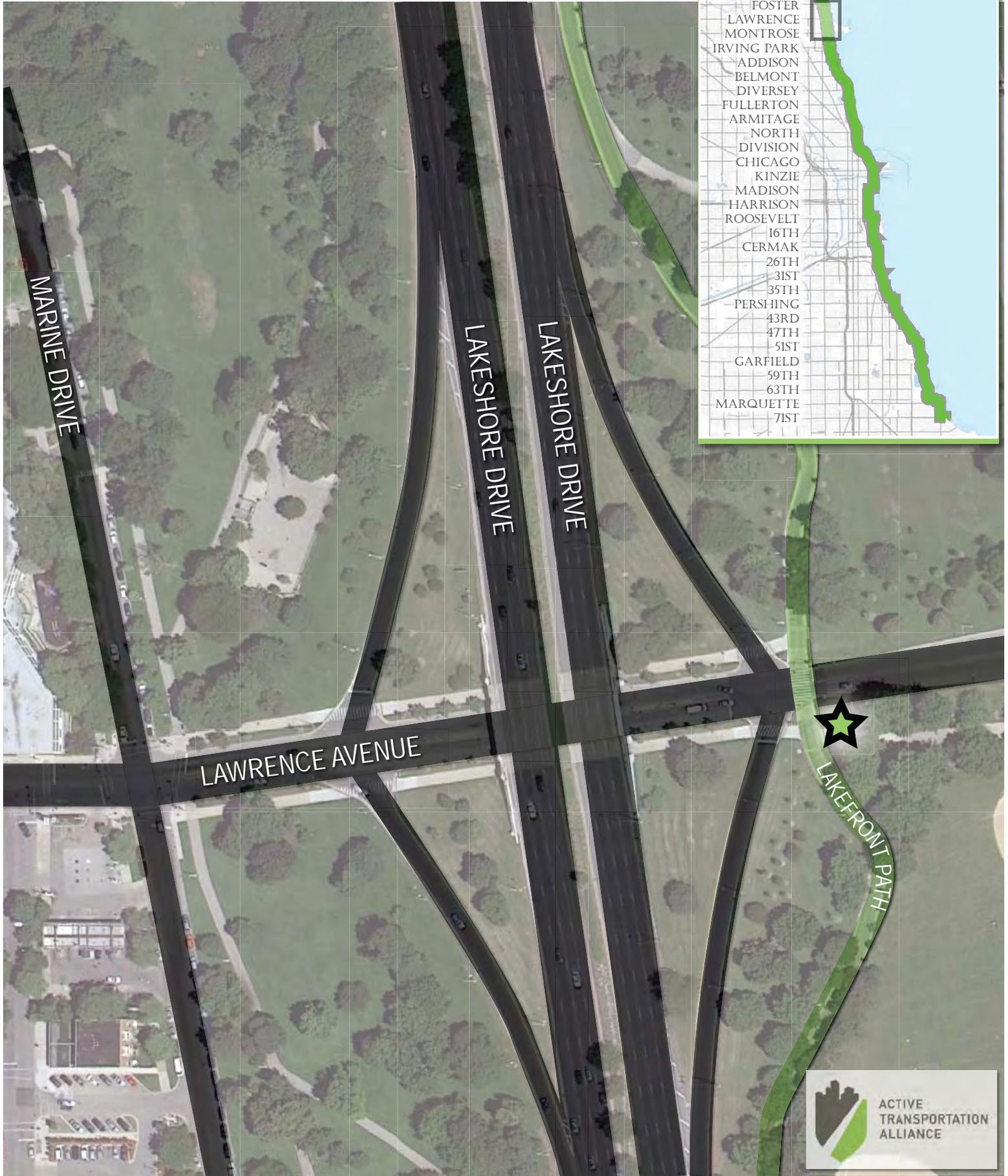


COUNT LOCATION



Count Locations (1 counter)

LAWRENCE AVENUE ACCESS POINT



ACTIVE
TRANSPORTATION
ALLIANCE

Lawrence Ave. Access Point

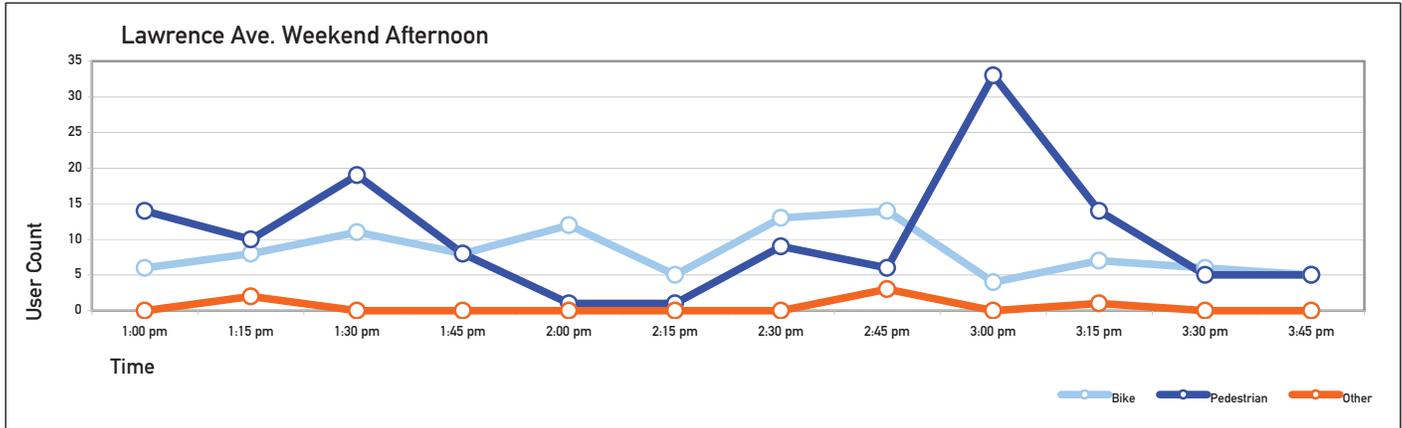
August 2010

Estimated Daily Weekend Users: 966

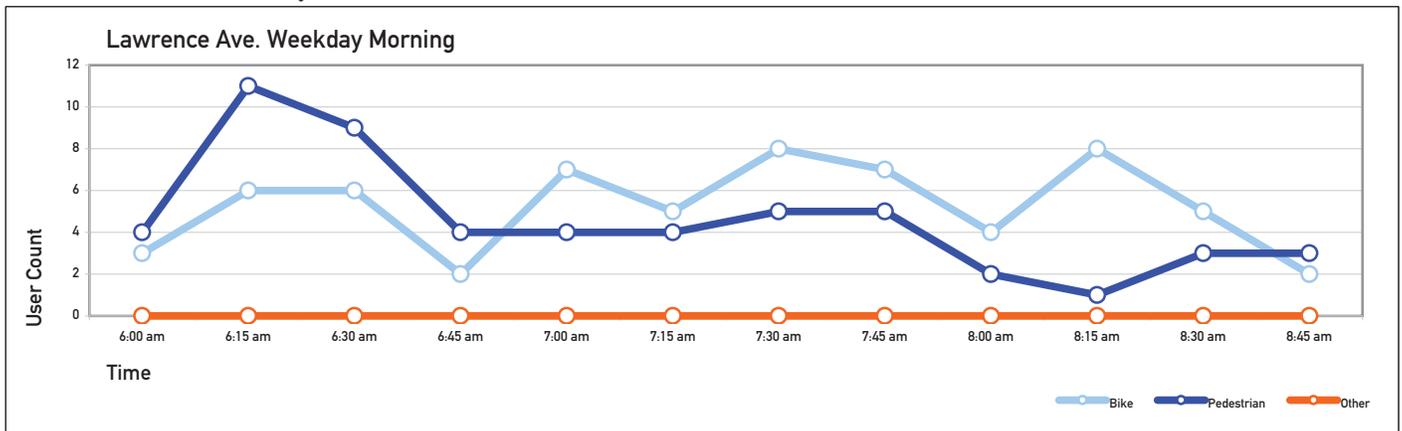
Estimated Daily Weekday Users: 607 to 953

Data Collected

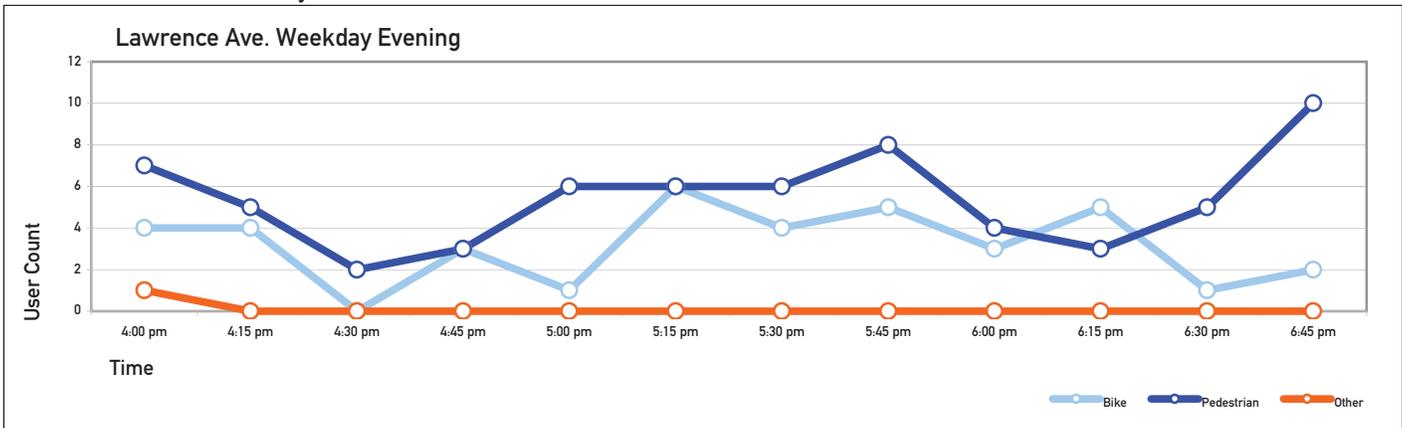
WEEKEND 1-4 P.M. Bicyclists 99 Pedestrians 125 Other 6



WEEKDAY 6-9 A.M. Bicyclists 63 Pedestrians 55 Other 0



WEEKDAY 4-7 P.M. Bicyclists 38 Pedestrians 65 Other 1



NOTES

Weekday evening data collected in early September 2010.



COUNT LOCATION



Count Locations (1 counter)

WILSON AVENUE ACCESS POINT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST

Wilson Ave. Access Point

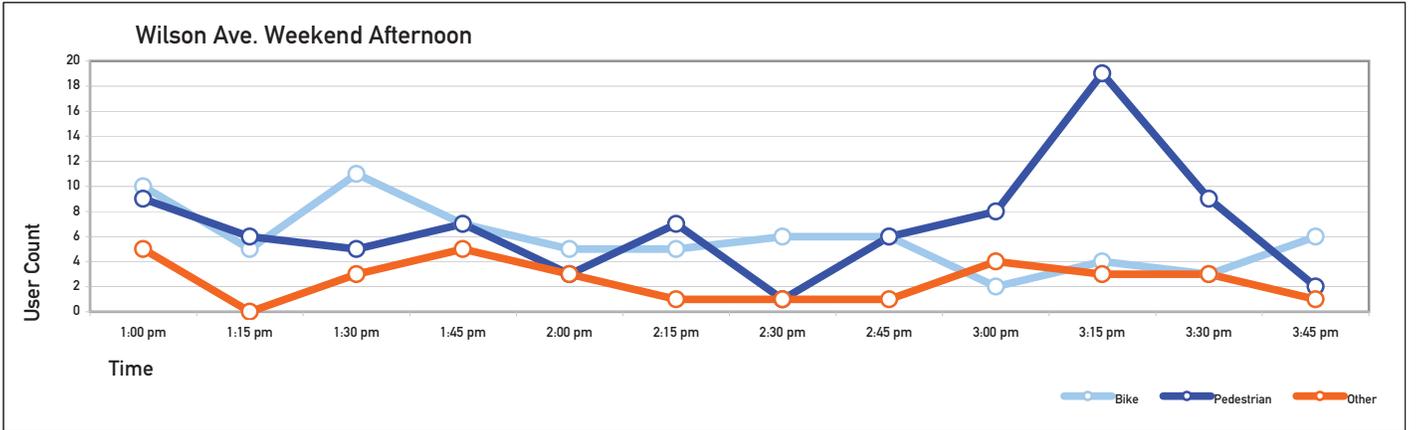
August 2010

Estimated Daily Weekend Users: 764

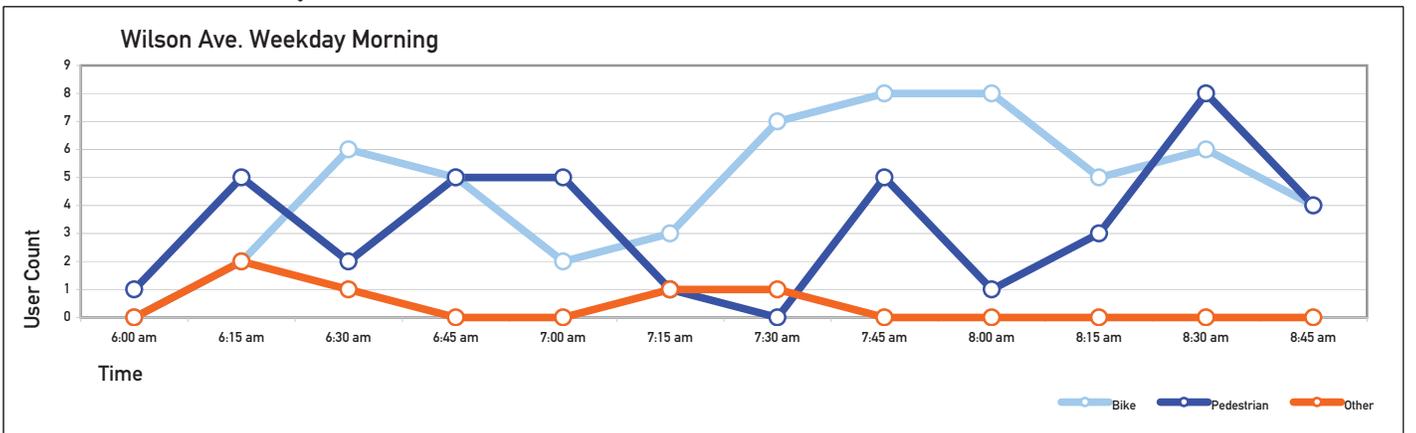
Estimated Daily Weekday Users: 816 to 1015

Data Collected

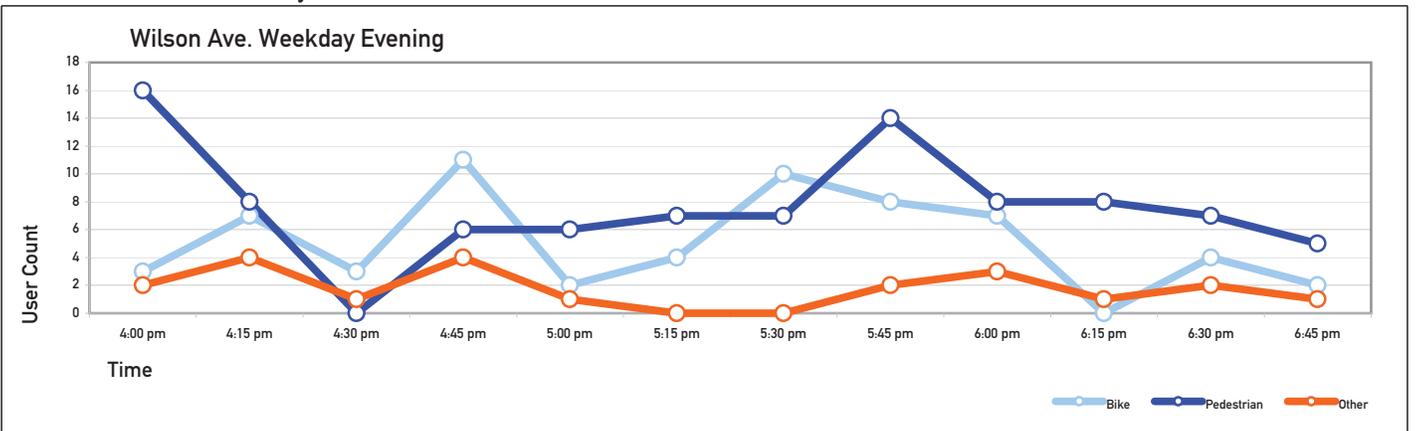
WEEKEND 1-4 P.M. Bicyclists 70 Pedestrians 82 Other 30



WEEKDAY 6-9 A.M. Bicyclists 56 Pedestrians 40 Other 5



WEEKDAY 4-7 P.M. Bicyclists 61 Pedestrians 21 Other 92



NOTES

Data for all time periods collected in early September 2010.



COUNT LOCATION



Count Locations (1 counter)

MONTROSE AVENUE ACCESS POINT



Montrose Ave. Access Point

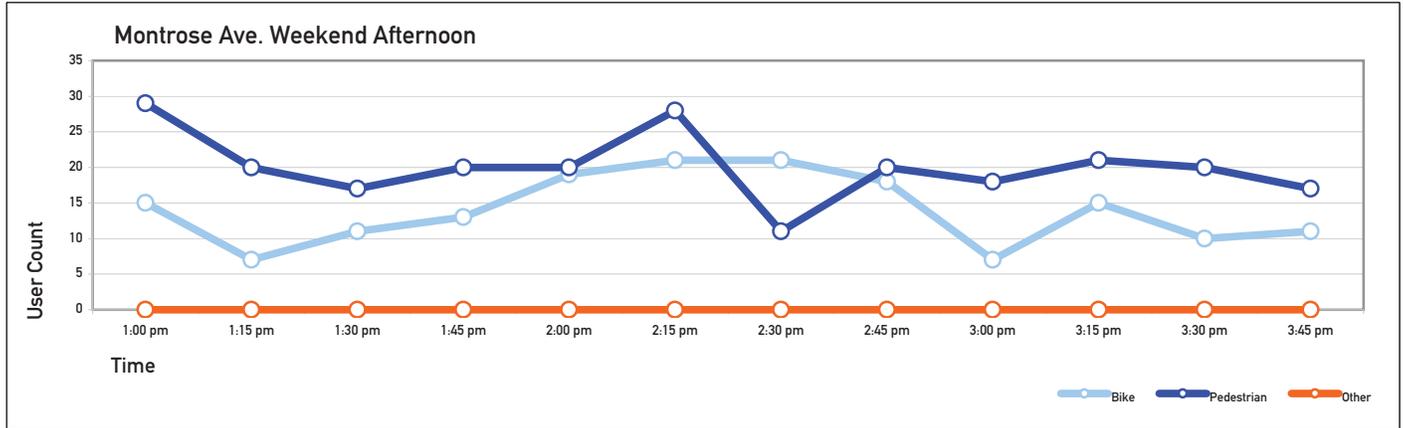
August 2010

Estimated Daily Weekend Users: 1718

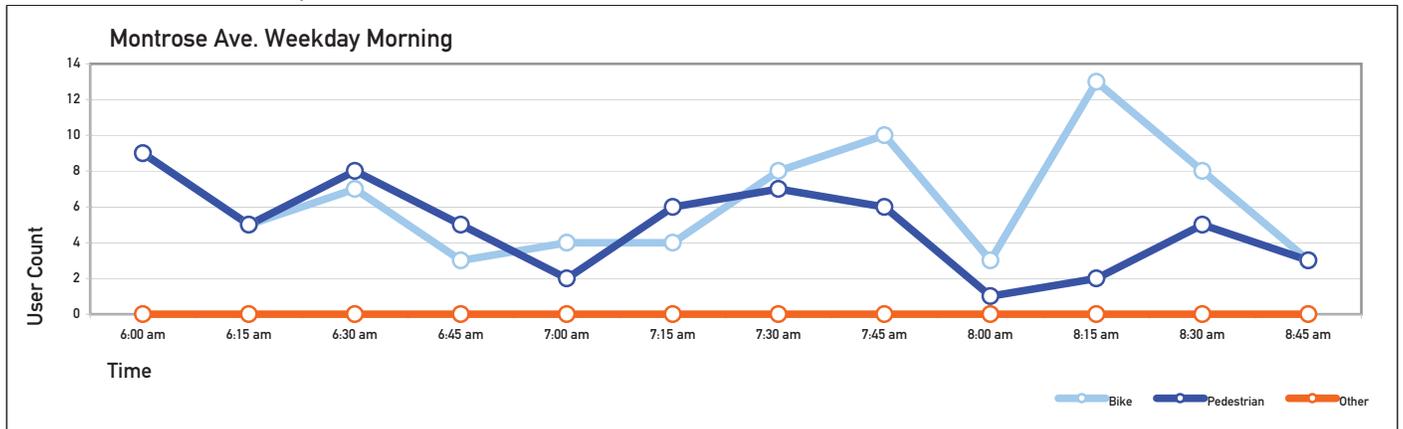
Estimated Daily Weekday Users: 1098 to 1487

Data Collected

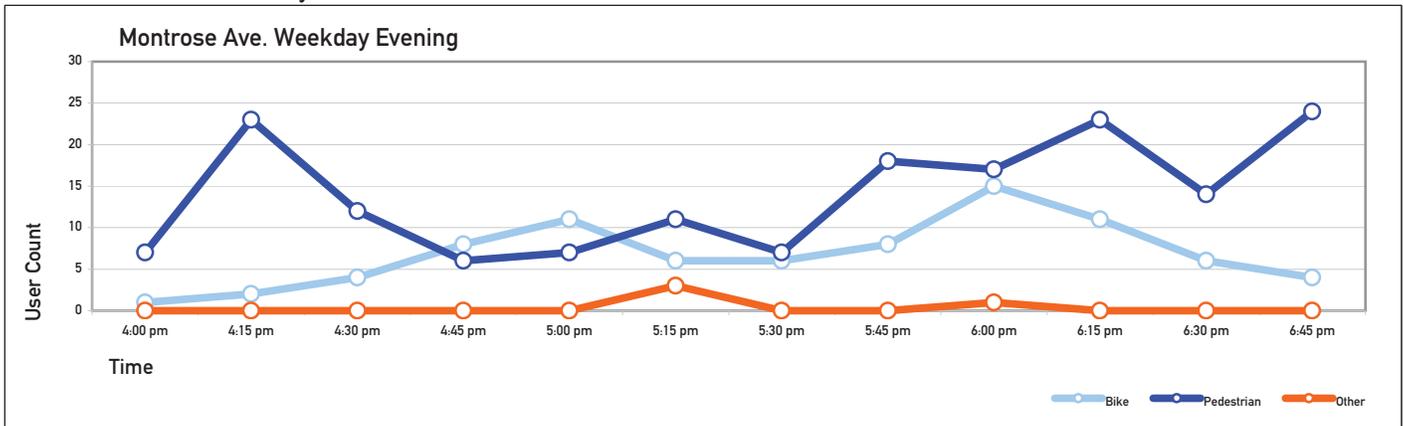
WEEKEND 1-4 P.M. Bicyclists 168 Pedestrians 241 Other 0



WEEKDAY 6-9 A.M. Bicyclists 77 Pedestrians 59 Other 0



WEEKDAY 4-7 P.M. Bicyclists 82 Pedestrians 169 Other 4



NOTES

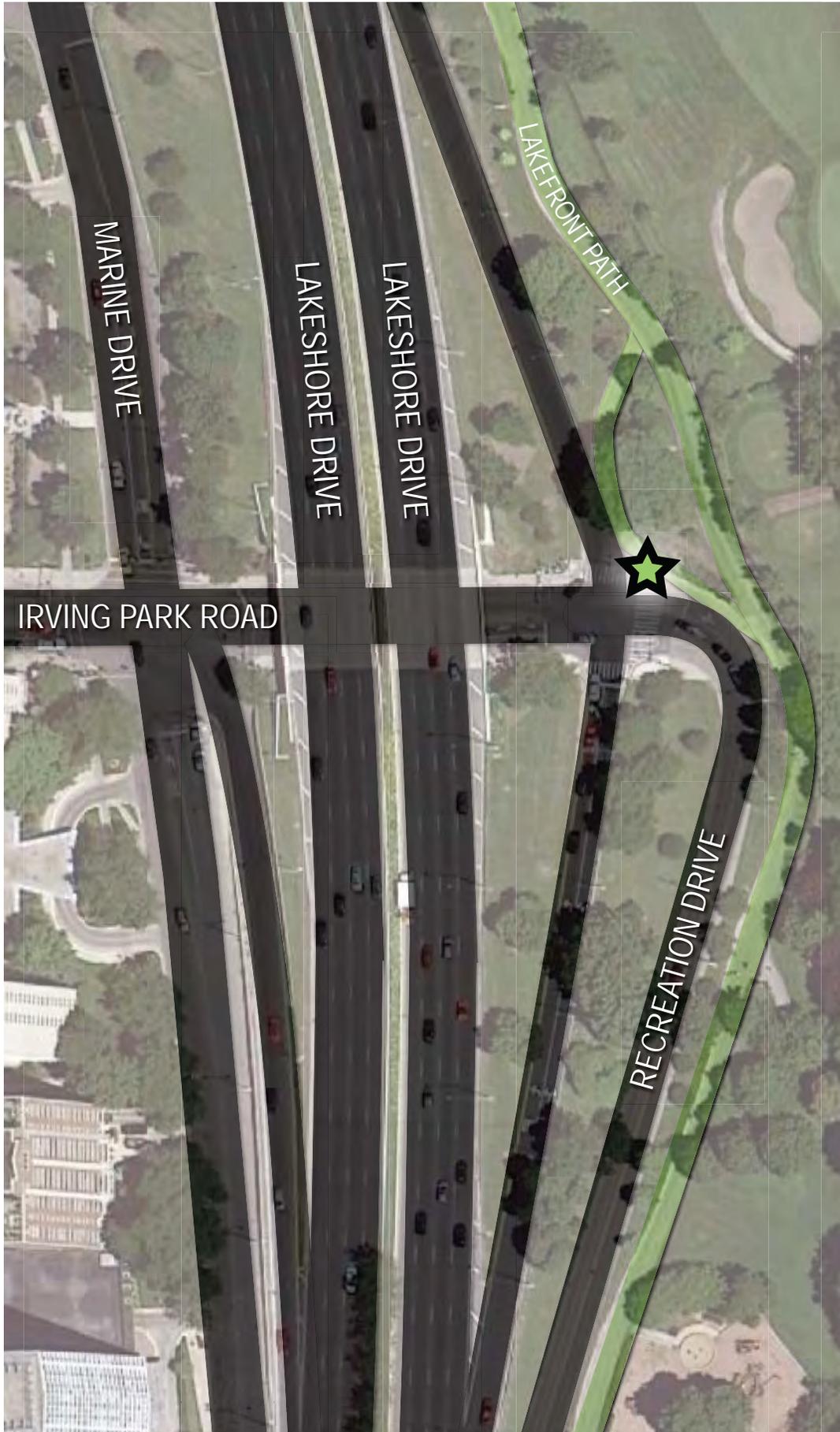


COUNT LOCATION



Count Locations (1 counter)

IRVING PARK ROAD ACCESS POINT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST



Irving Park Rd. Access Point

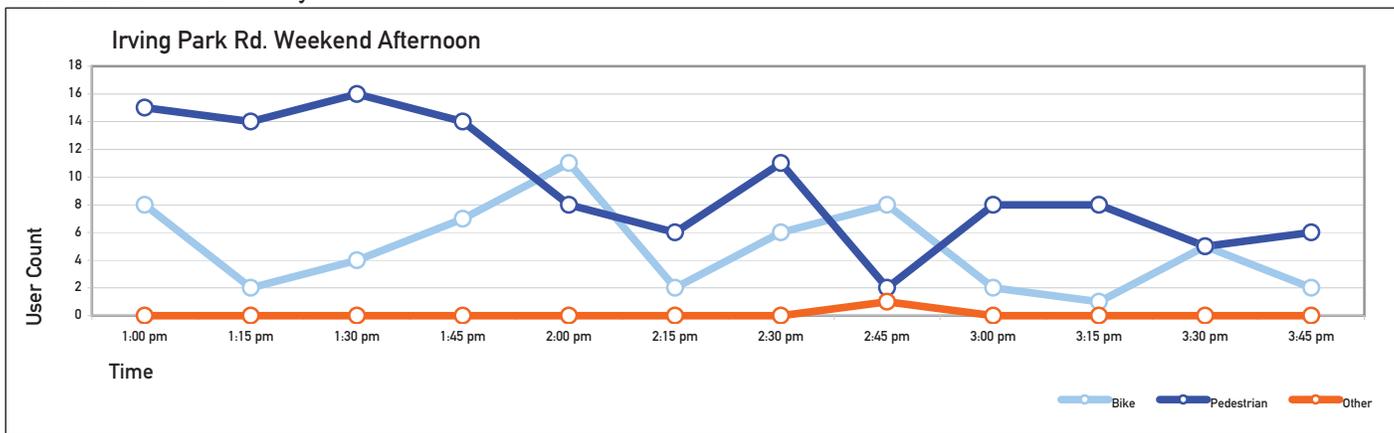
August 2010

Estimated Daily Weekend Users: 722

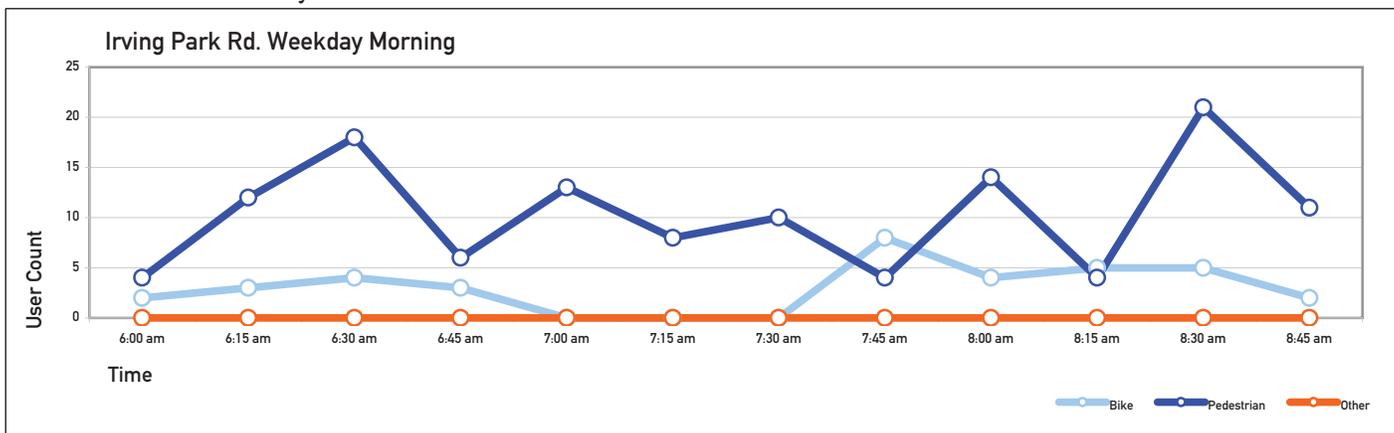
Estimated Daily Weekday Users: 1300 to 1301

Data Collected

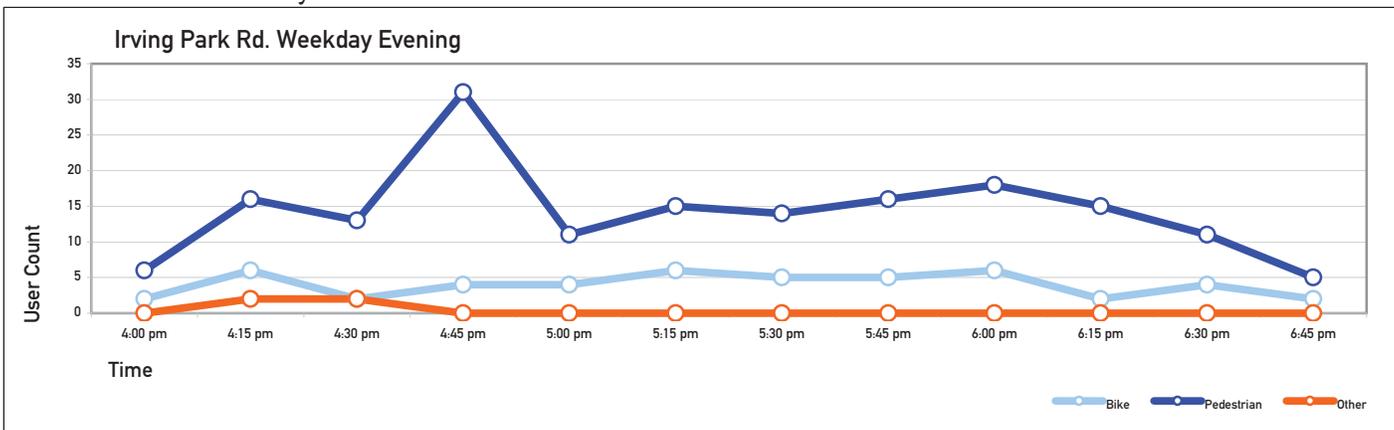
WEEKEND 1-4 P.M. Bicyclists 58 Pedestrians 113 Other 1



WEEKDAY 6-9 A.M. Bicyclists 36 Pedestrians 125 Other 0



WEEKDAY 4-7 P.M. Bicyclists 48 Pedestrians 171 Other 4



NOTES

Data for all time periods collected in early September 2010.



COUNT LOCATION



Count Locations (1 counter)

BELMONT AVENUE ACCESS POINT



SHERIDAN ROAD

LAKESHORE DRIVE
LAKESHORE DRIVE

LAKEFRONT PATH

BELMONT HARBOR

BELMONT AVENUE



Belmont Ave. Access Point

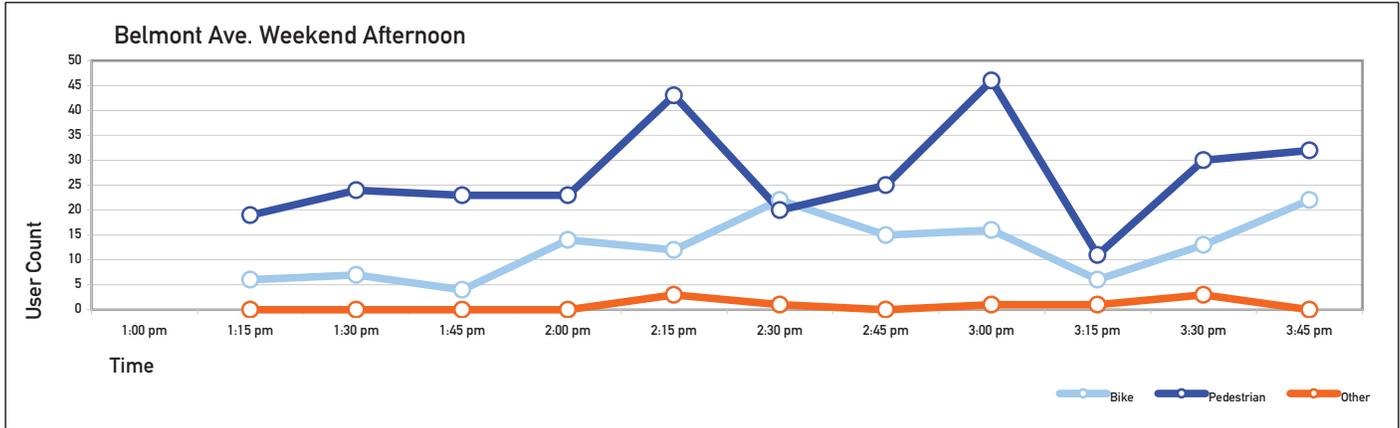
August 2010

Estimated Daily Weekend Users: 2040

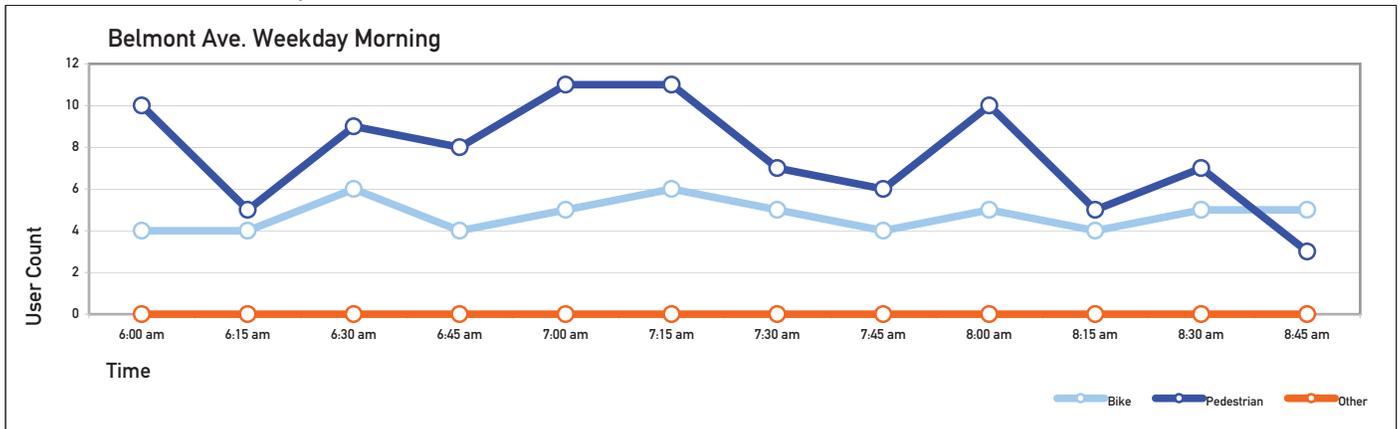
Estimated Daily Weekday Users: 1203 to 2117

Data Collected

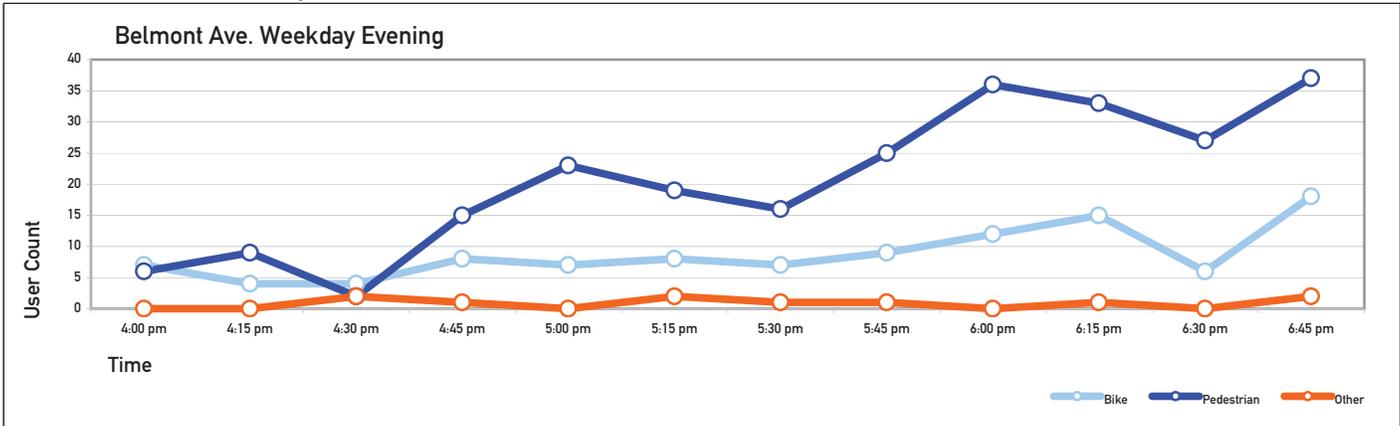
WEEKEND 1-4 P.M. **Bicyclists** 137 **Pedestrians** 296 **Other** 9



WEEKDAY 6-9 A.M. **Bicyclists** 57 **Pedestrians** 92 **Other** 0



WEEKDAY 4-7 P.M. **Bicyclists** 105 **Pedestrians** 248 **Other** 10



NOTES

No data available for weekend afternoon before 1:15 pm.

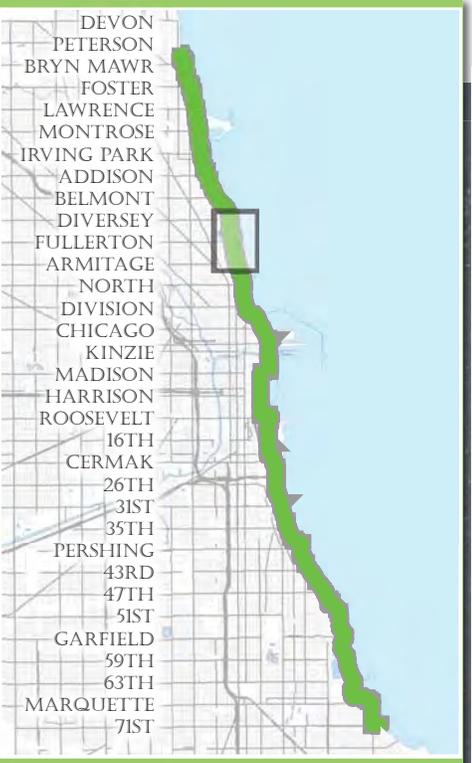


COUNT LOCATION



Count Locations (2 counters)

FULLERTON PARKWAY ACCESS POINT



Fullerton Pkwy. Access Point

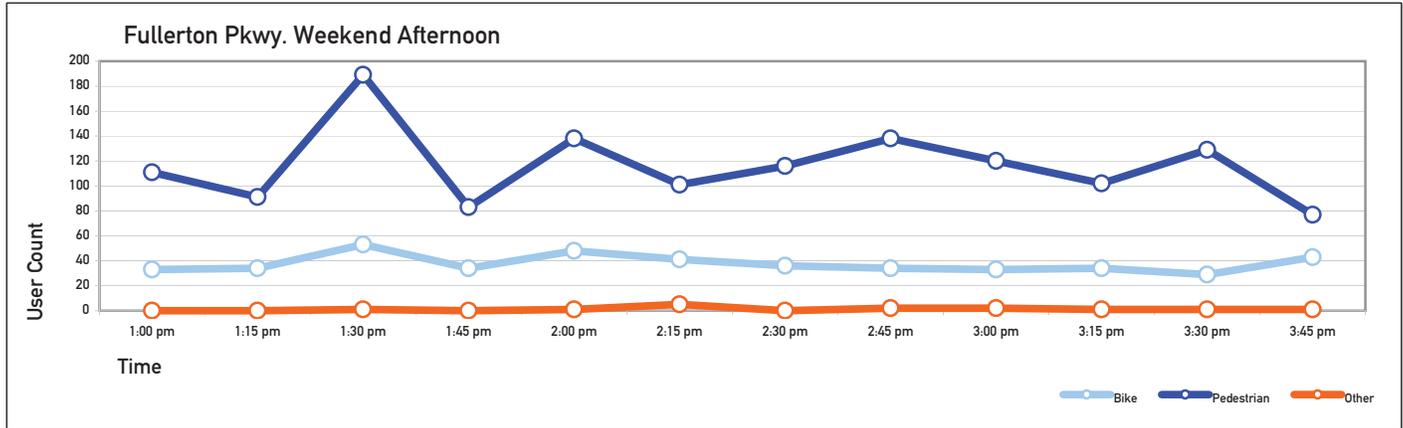
August 2010

Estimated Daily Weekend Users: 7816

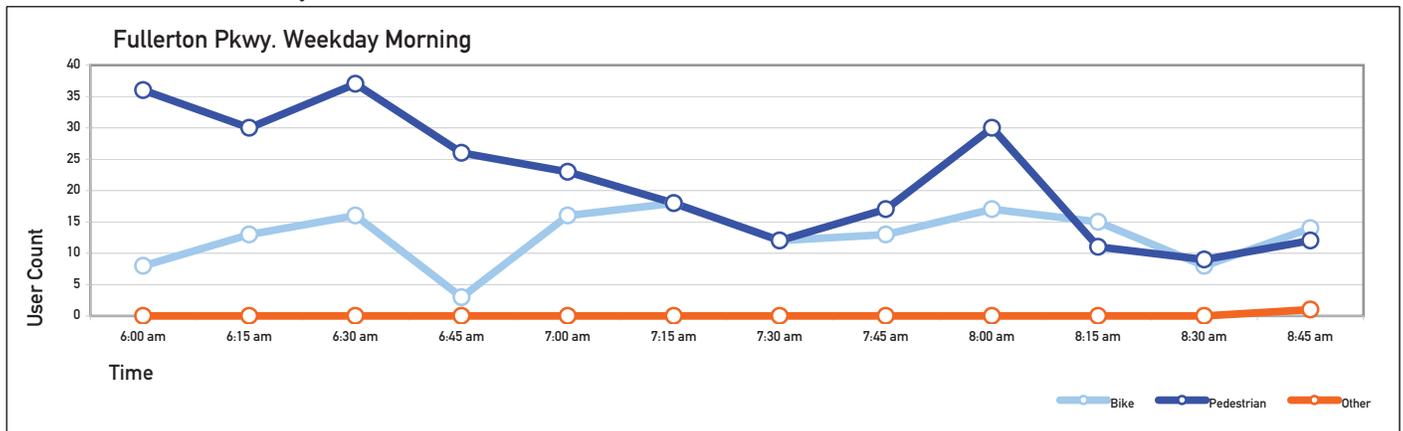
Estimated Daily Weekday Users: 3352 to 6825

Data Collected

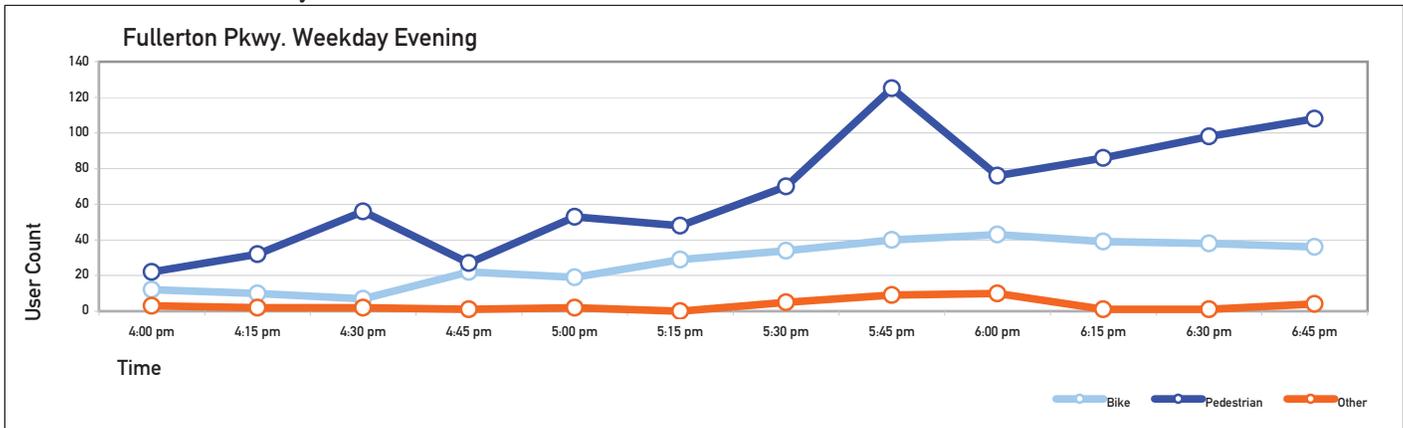
WEEKEND 1-4 P.M. Bicyclists 452 Pedestrians 1,395 Other 14



WEEKDAY 6-9 A.M. Bicyclists 153 Pedestrians 261 Other 1



WEEKDAY 4-7 P.M. Bicyclists 329 Pedestrians 801 Other 40



NOTES



COUNT LOCATION



Count Locations (1 counter)

NORTH AVENUE (PEDESTRIAN BRIDGE) ACCESS POINT



North Ave. Pedestrian Bridge Access Point

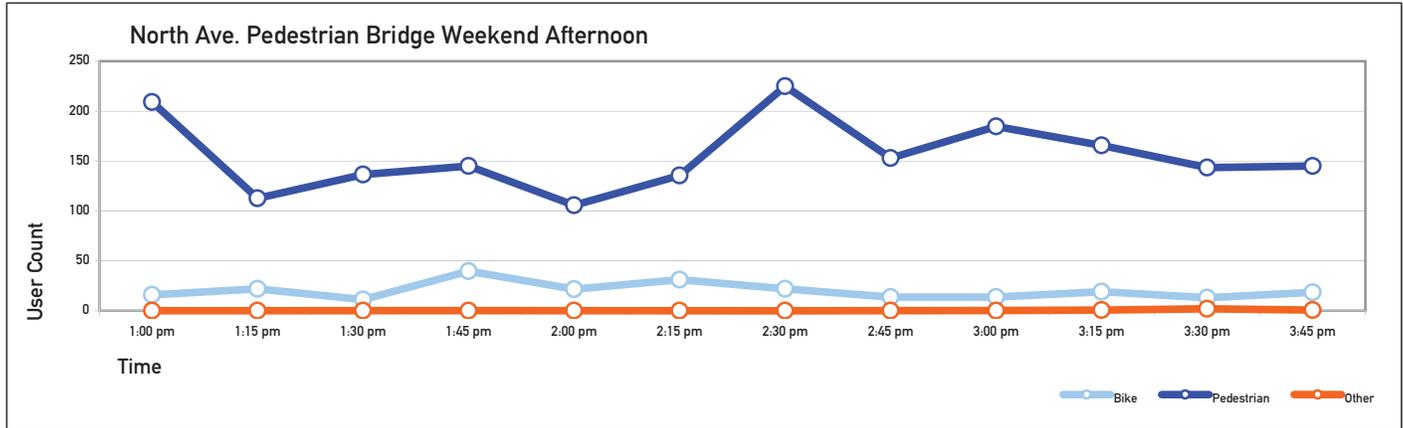
August 2010

Estimated Daily Weekend Users: 8364

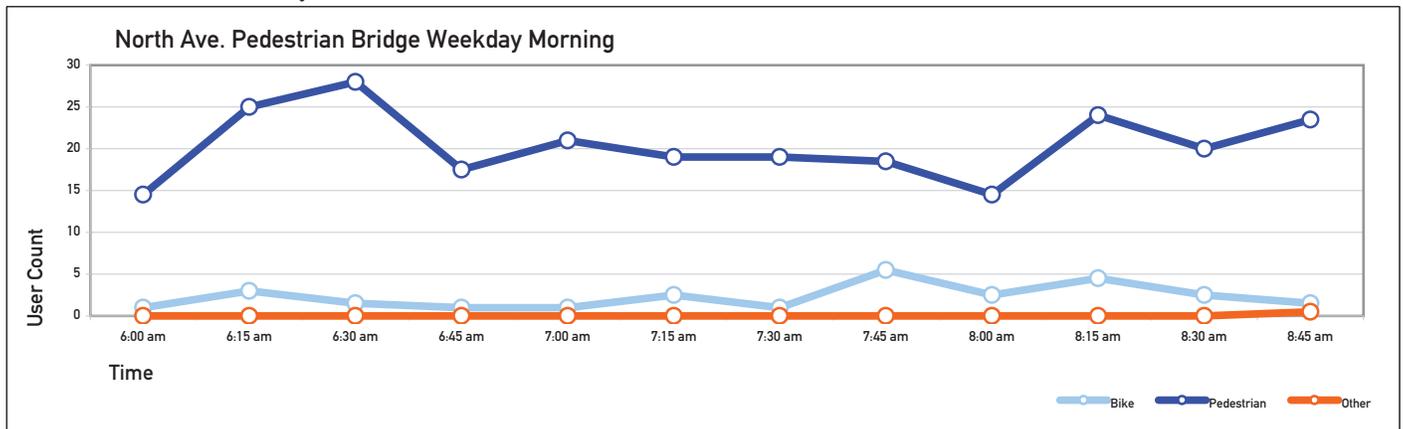
Estimated Daily Weekday Users: 2201 to 5515

Data Collected

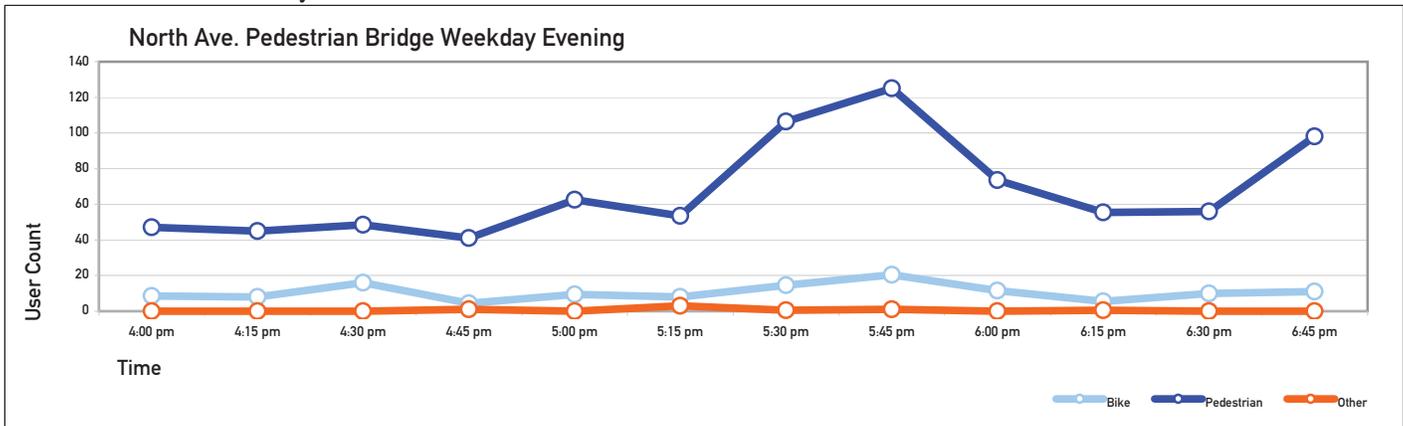
WEEKEND 1-4 P.M. Bicyclists 233 Pedestrians 1,756 Other 3



WEEKDAY 6-9 A.M. Bicyclists 28 Pedestrians 245 Other 1



WEEKDAY 4-7 P.M. Bicyclists 128 Pedestrians 812 Other 6



NOTES

Due to the high user volume, this access point was counted by two individuals and the counts were averaged.



COUNT LOCATION



Count Locations (1 counter)

NORTH AVENUE (UNDERPASS) ACCESS POINT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST

North Ave. Underpass Access Point

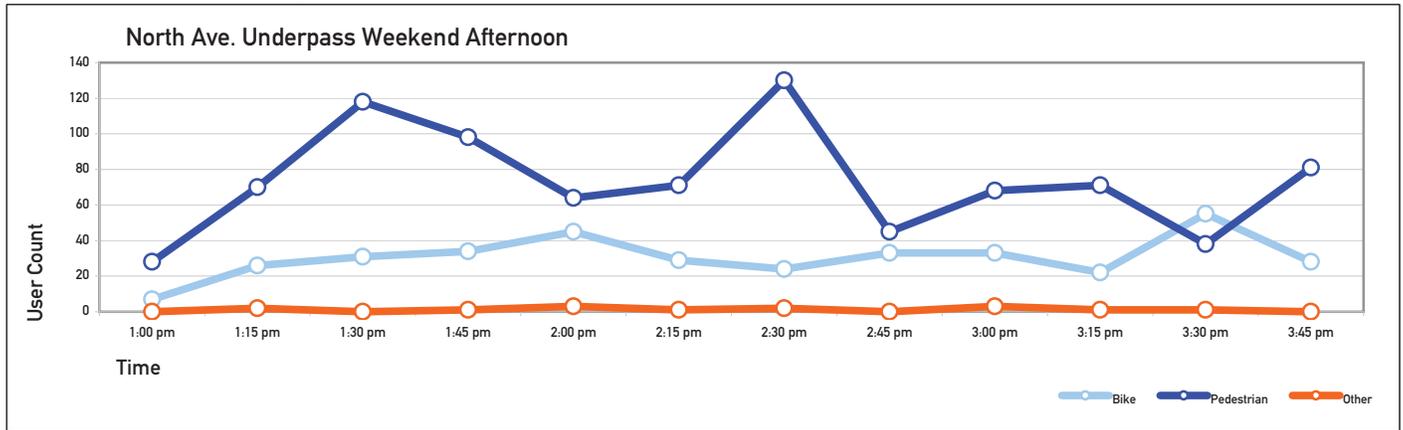
August 2010

Estimated Daily Weekend Users: 5305

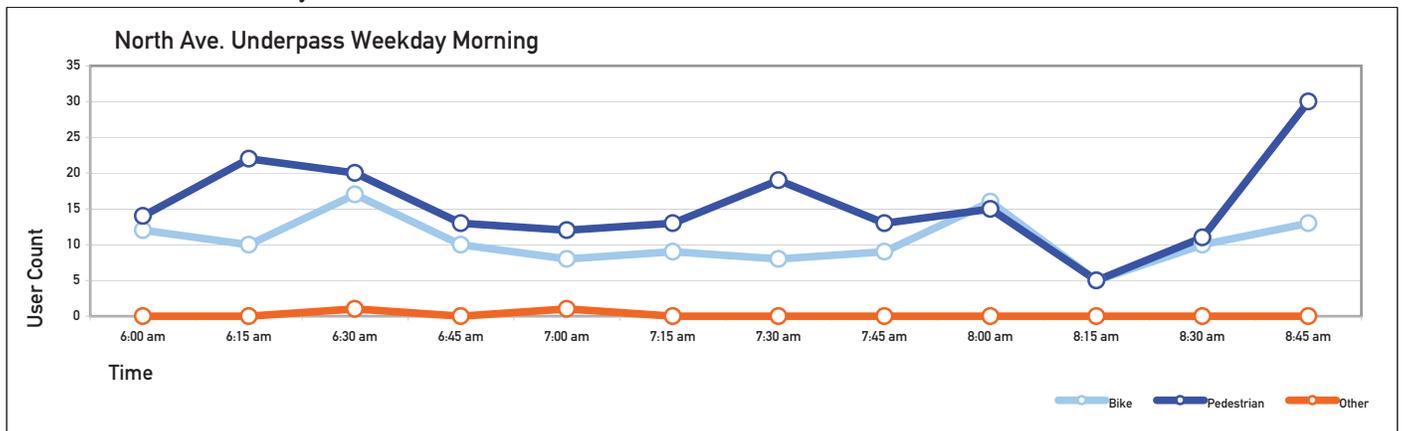
Estimated Daily Weekday Users: 2552 to 5349

Data Collected

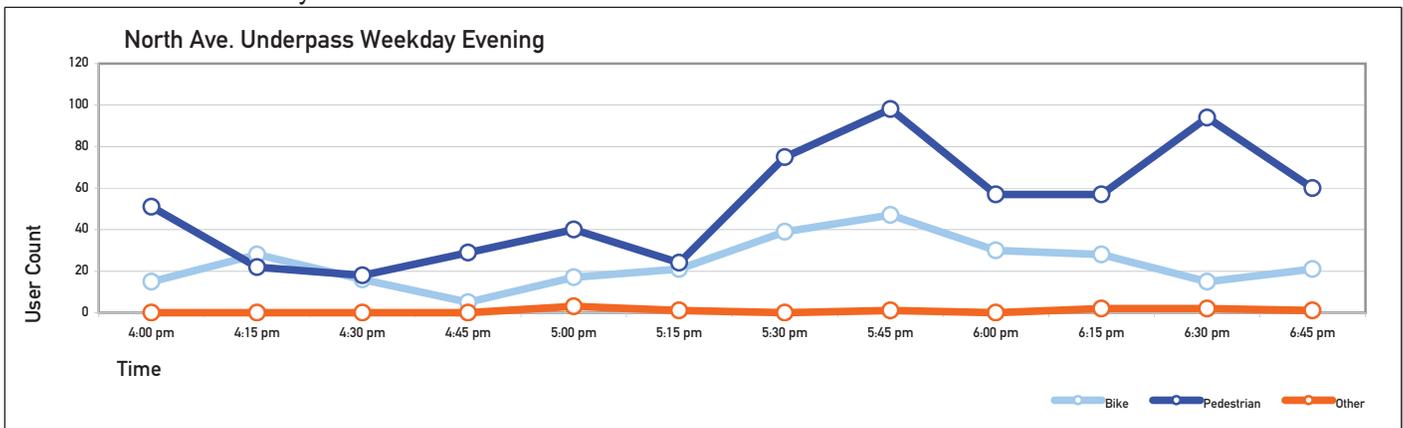
WEEKEND 1-4 P.M. Bicyclists 184 Pedestrians 441 Other 7



WEEKDAY 6-9 A.M. Bicyclists 64 Pedestrians 94 Other 1



WEEKDAY 4-7 P.M. Bicyclists 141 Pedestrians 313 Other 5



NOTES

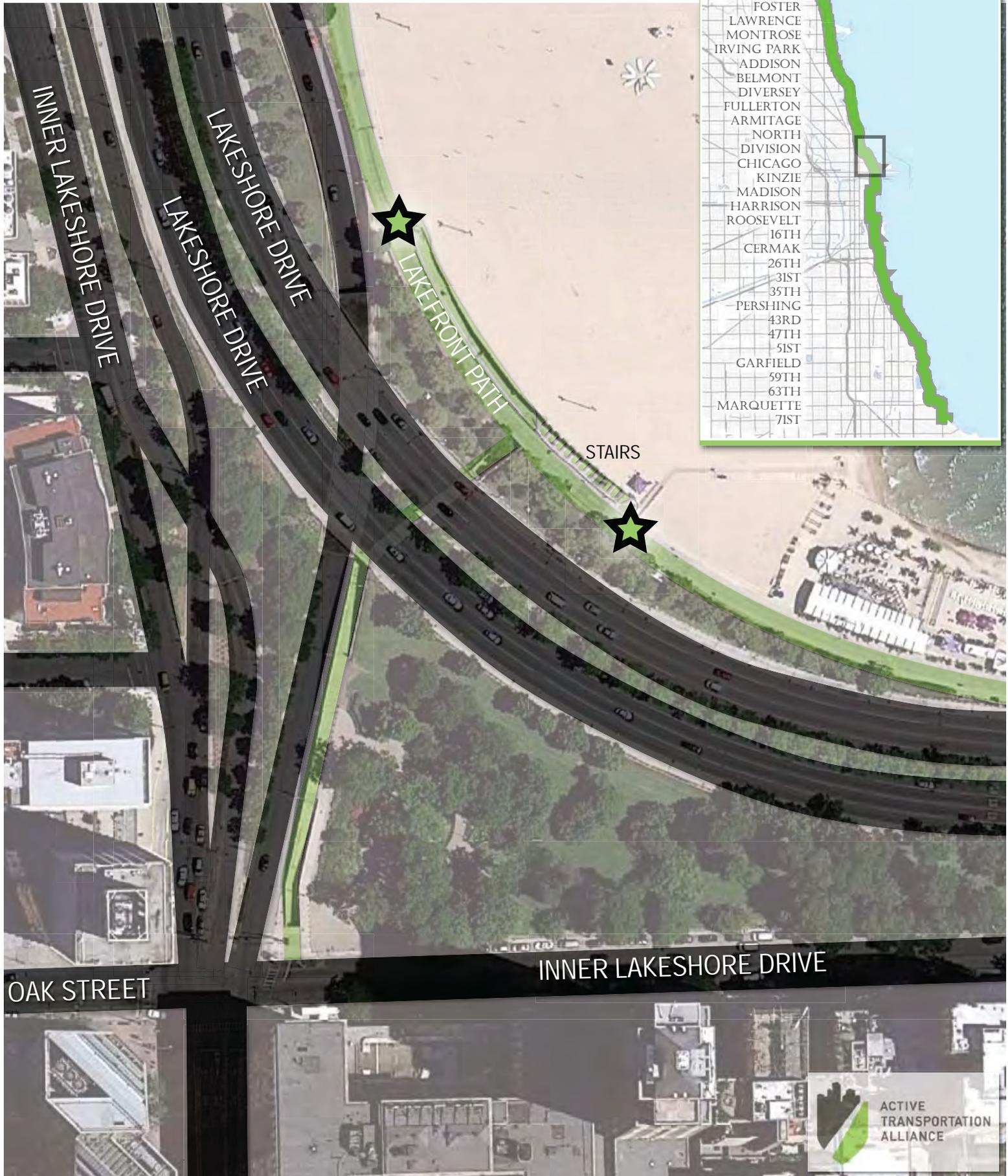


COUNT LOCATION



Count Locations (2 counters)

OAK STREET ACCESS POINT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST

INNER LAKESHORE DRIVE

LAKESHORE DRIVE

LAKEFRONT PATH

STAIRS

OAK STREET

INNER LAKESHORE DRIVE



Oak St. Access Point

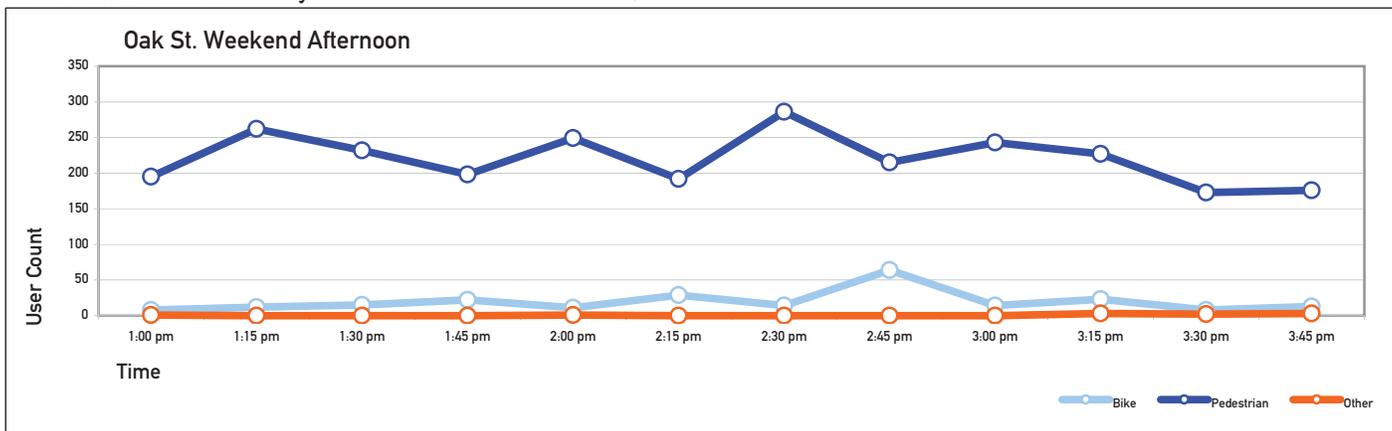
August 2010

Estimated Daily Weekend Users: 12142

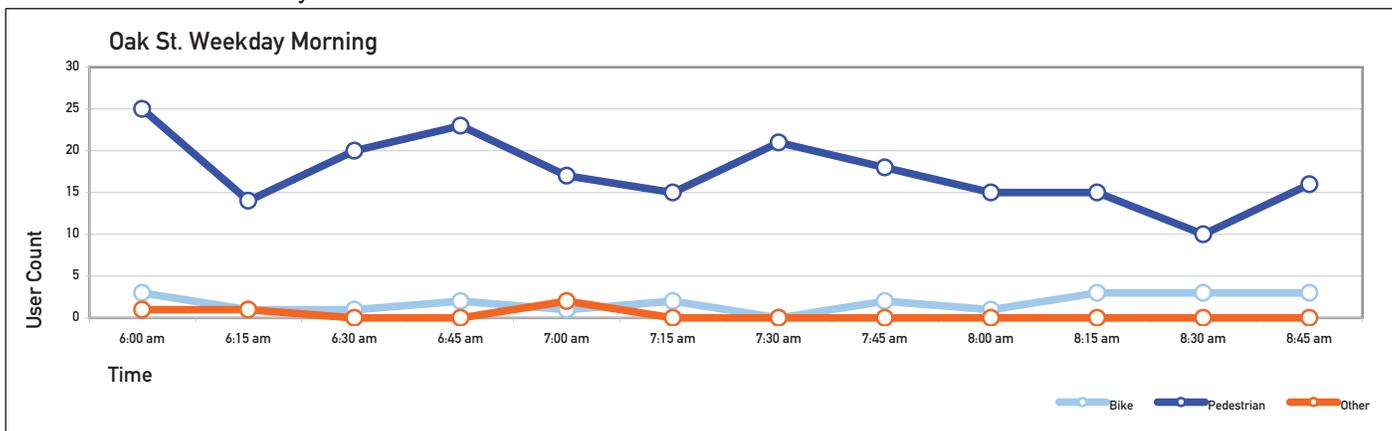
Estimated Daily Weekday Users: 1898 to 4637

Data Collected

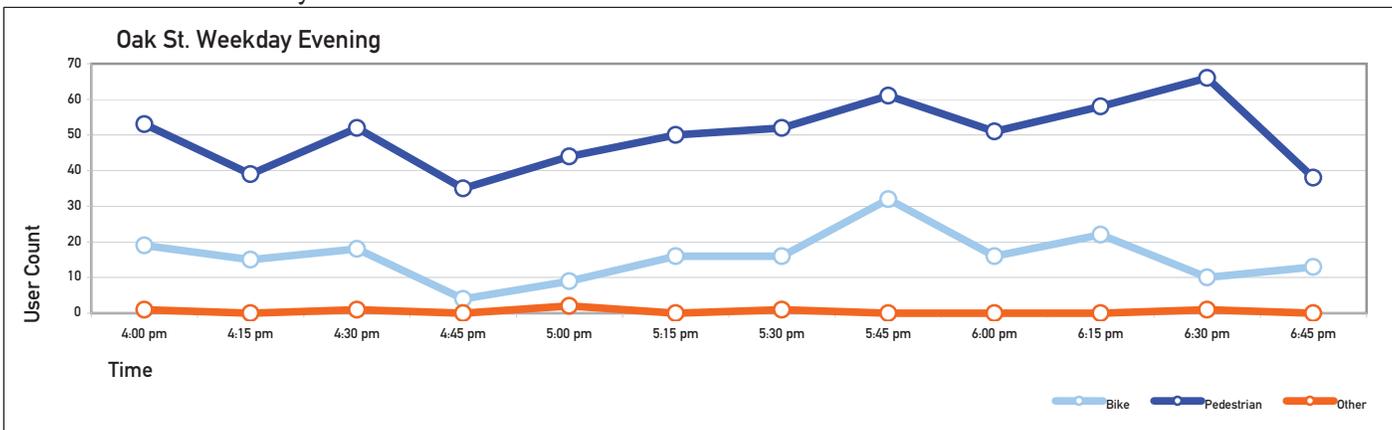
WEEKEND 1-4 P.M. Bicyclists 233 Pedestrians 2,648 Other 10



WEEKDAY 6-9 A.M. Bicyclists 22 Pedestrians 209 Other 4



WEEKDAY 4-7 P.M. Bicyclists 190 Pedestrians 599 Other 6



NOTES



COUNT LOCATION



Count Locations (1 counter)

OHIO STREET (UNDERPASS) ACCESS POINT



Ohio St. Underpass Access Point

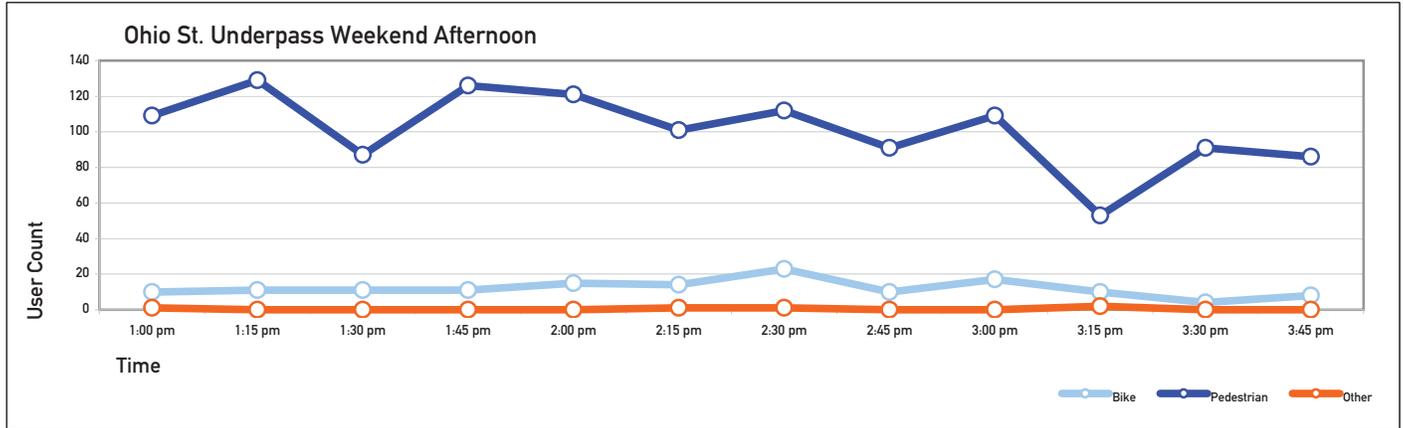
August 2010

Estimated Daily Weekend Users: 5729

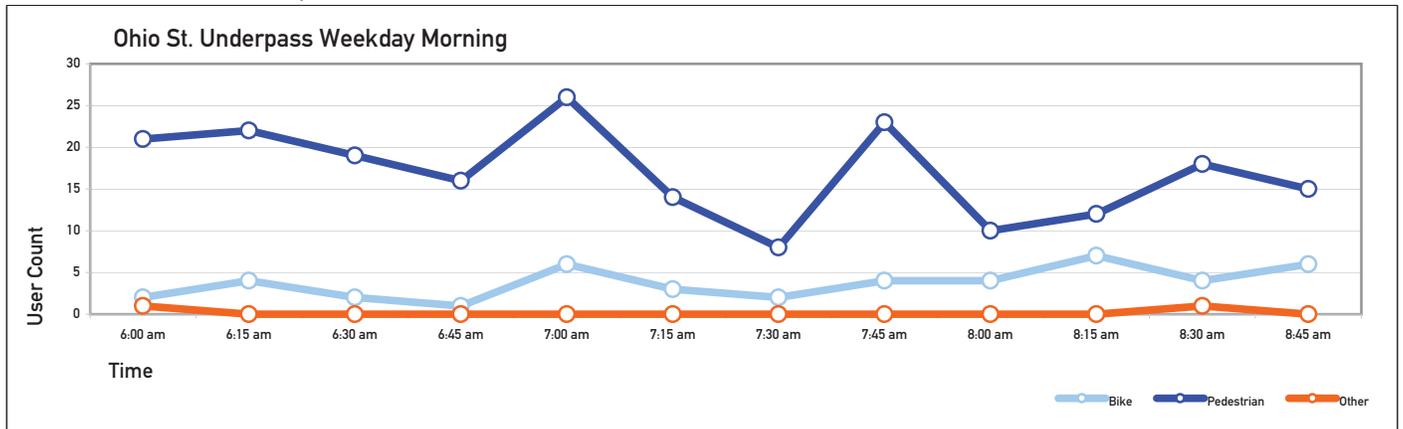
Estimated Daily Weekday Users: 2027 to 7490

Data Collected

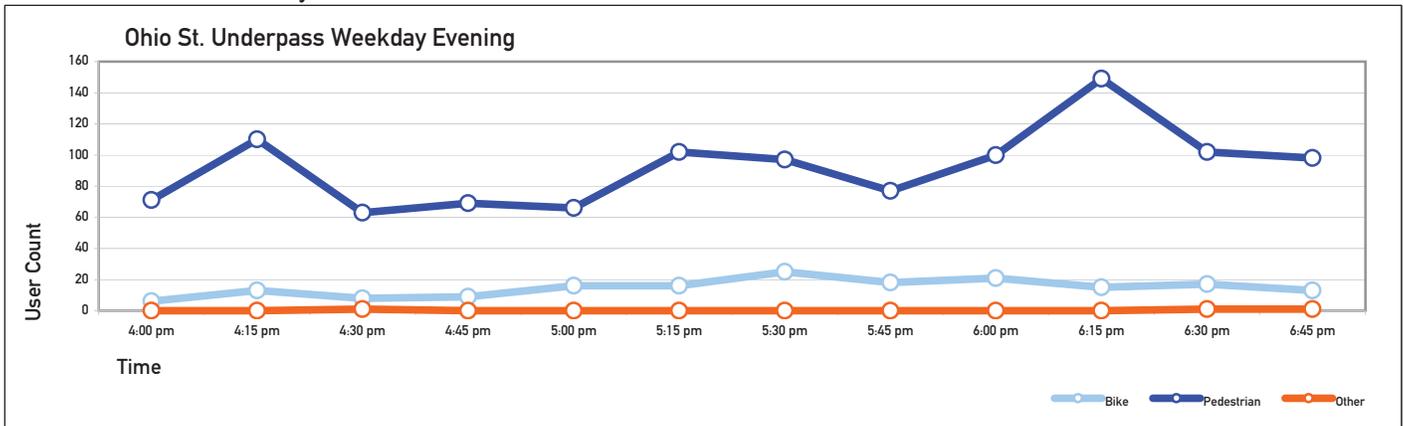
WEEKEND 1-4 P.M. Bicyclists 144 Pedestrians 1,215 Other 5



WEEKDAY 6-9 A.M. Bicyclists 45 Pedestrians 204 Other 2



WEEKDAY 4-7 P.M. Bicyclists 177 Pedestrians 1,104 Other 3



NOTES

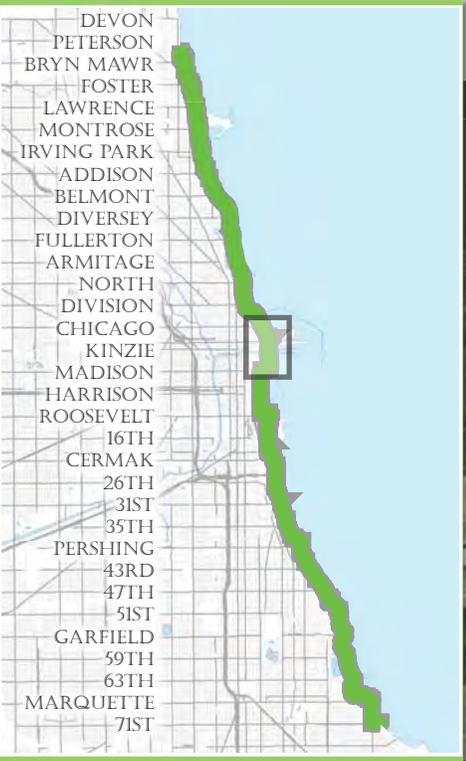


COUNT LOCATION



Count Locations (1 counter)

ILLINOIS STREET ACCESS POINT



Illinois St. Access Point

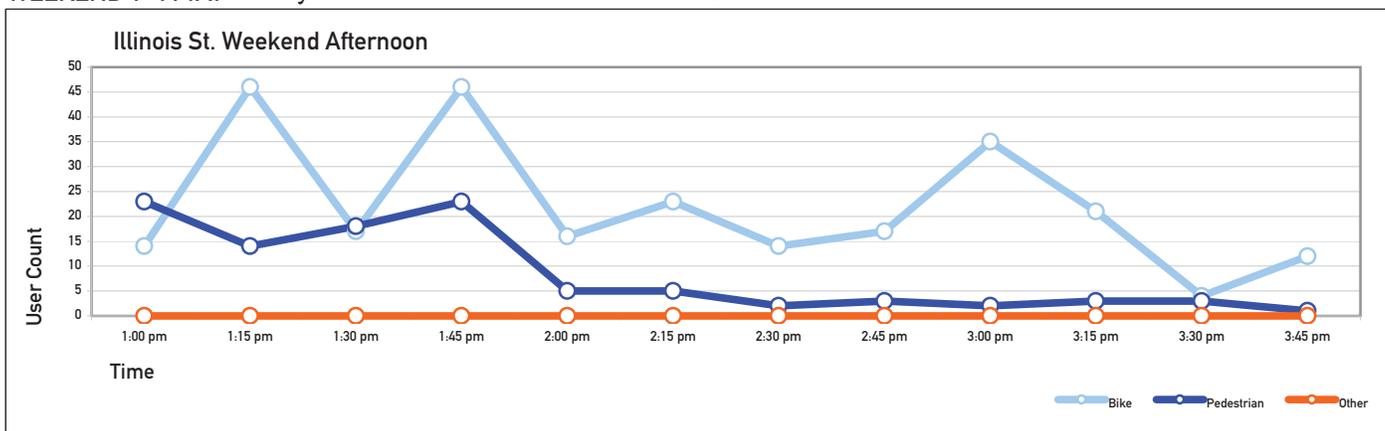
August 2010

Estimated Daily Weekend Users: 1541

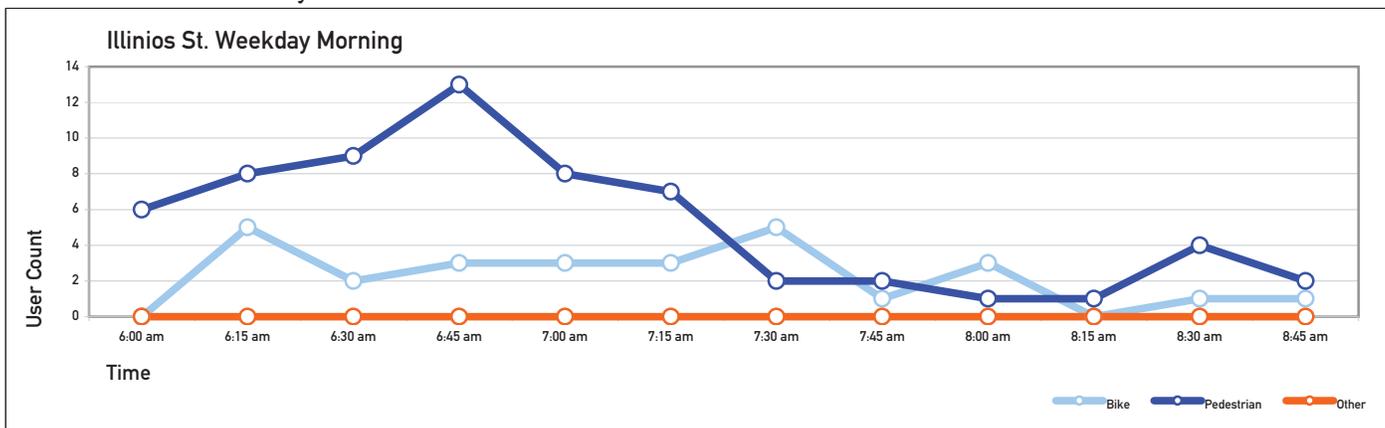
Estimated Daily Weekday Users: 727 to 857

Data Collected

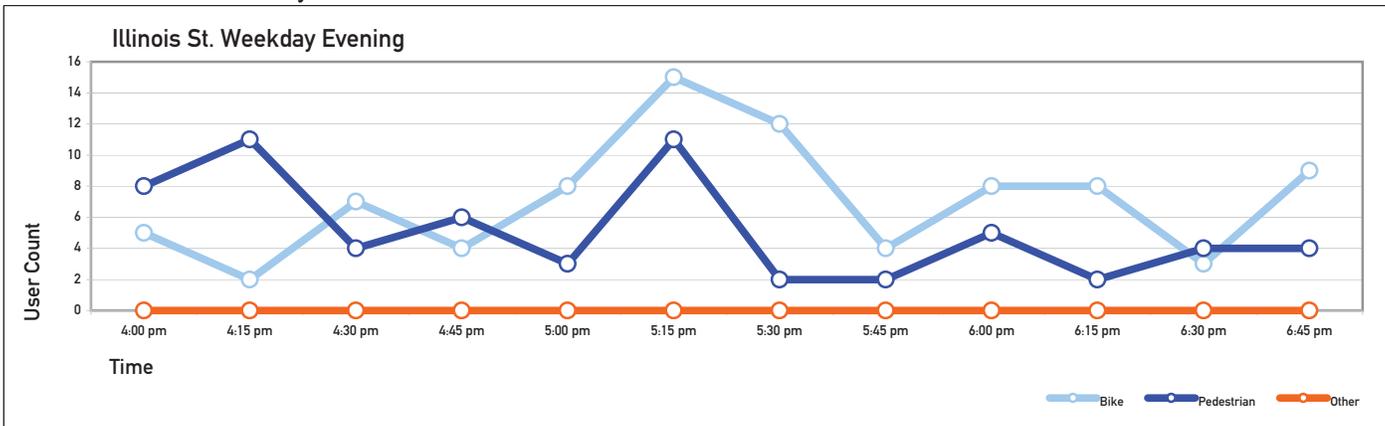
WEEKEND 1-4 P.M. Bicyclists 265 Pedestrians 102 Other 0



WEEKDAY 6-9 A.M. Bicyclists 27 Pedestrians 63 Other 0



WEEKDAY 4-7 P.M. Bicyclists 85 Pedestrians 62 Other 0



NOTES

Weekday evening data collected in early September 2010.

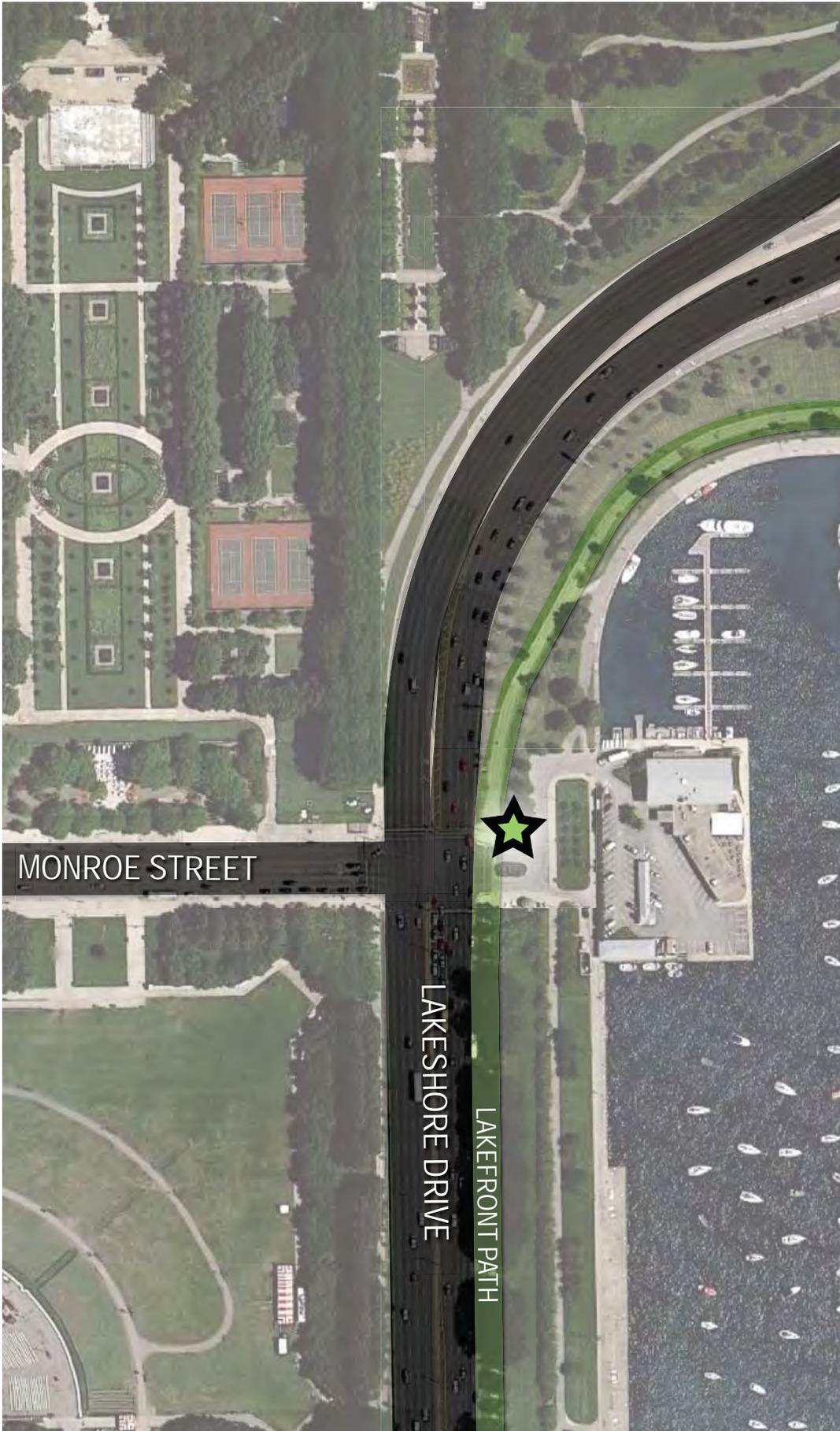


COUNT LOCATION



Count Locations (1 counter)

MONROE STREET ACCESS POINT



Monroe St. Access Point

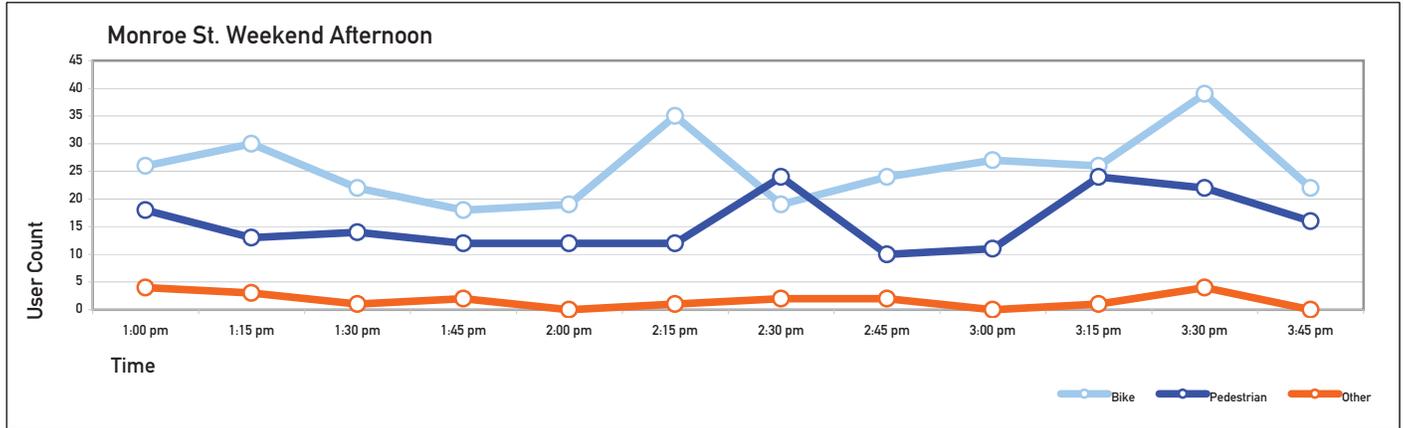
August 2010

Estimated Daily Weekend Users: 2163

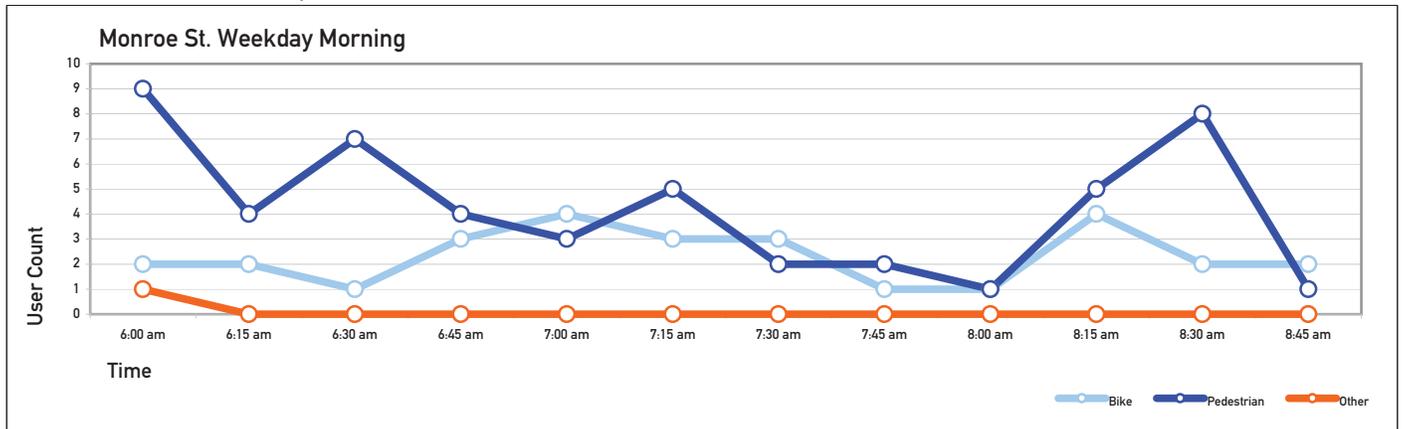
Estimated Daily Weekday Users: 646 to 2403

Data Collected

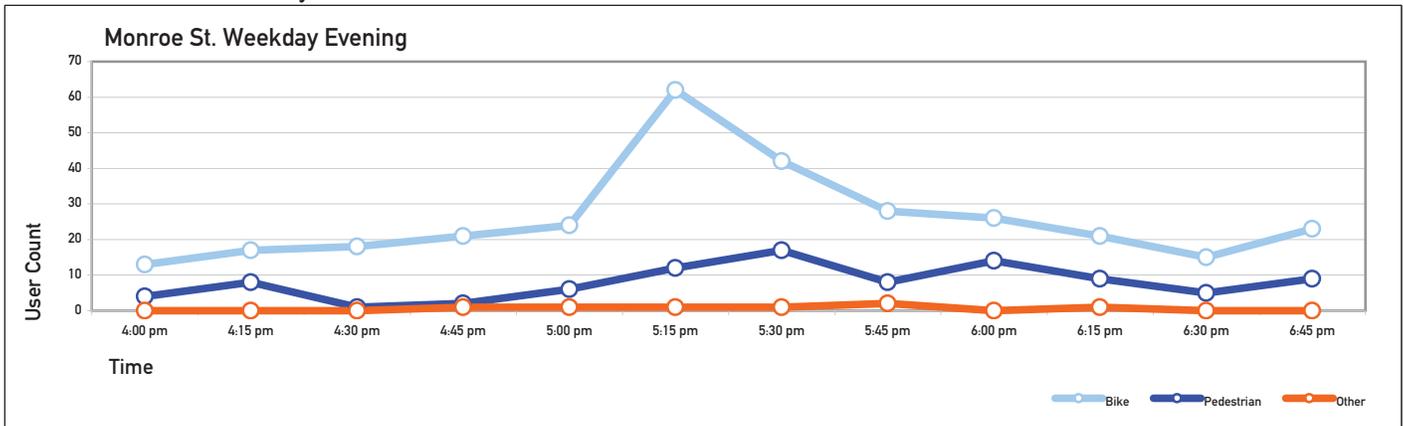
WEEKEND 1-4 P.M. **Bicyclists** 307 **Pedestrians** 188 **Other** 20



WEEKDAY 6-9 A.M. **Bicyclists** 28 **Pedestrians** 51 **Other** 1



WEEKDAY 4-7 P.M. **Bicyclists** 310 **Pedestrians** 95 **Other** 7



NOTES



COUNT LOCATION



Count Locations (1 counter)

JACKSON DRIVE ACCESS POINT



JACKSON DRIVE



LAKESHORE DRIVE

LAKEFRONT PATH



Jackson Dr. Access Point

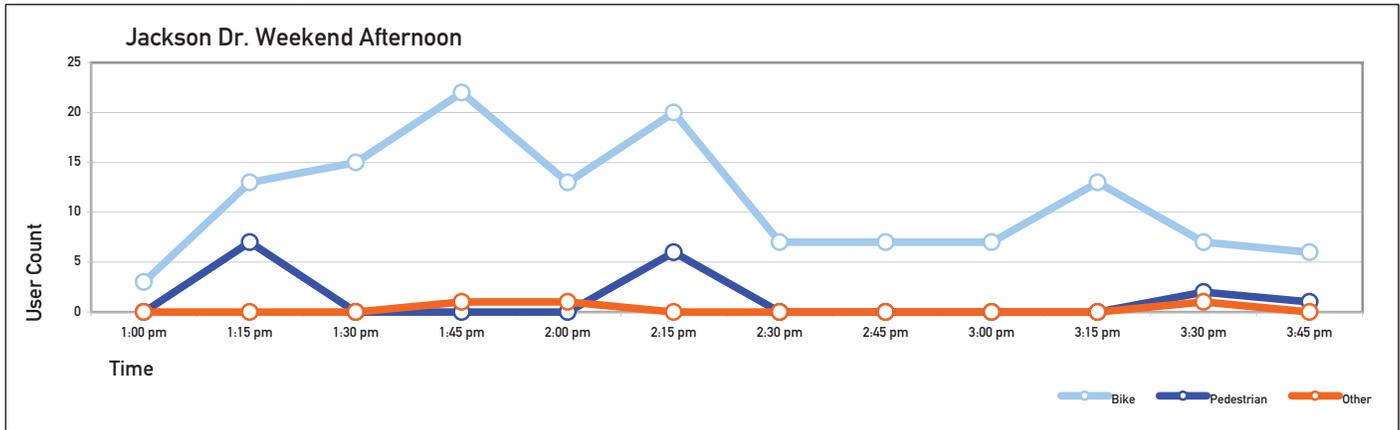
August 2010

Estimated Daily Weekend Users: 638

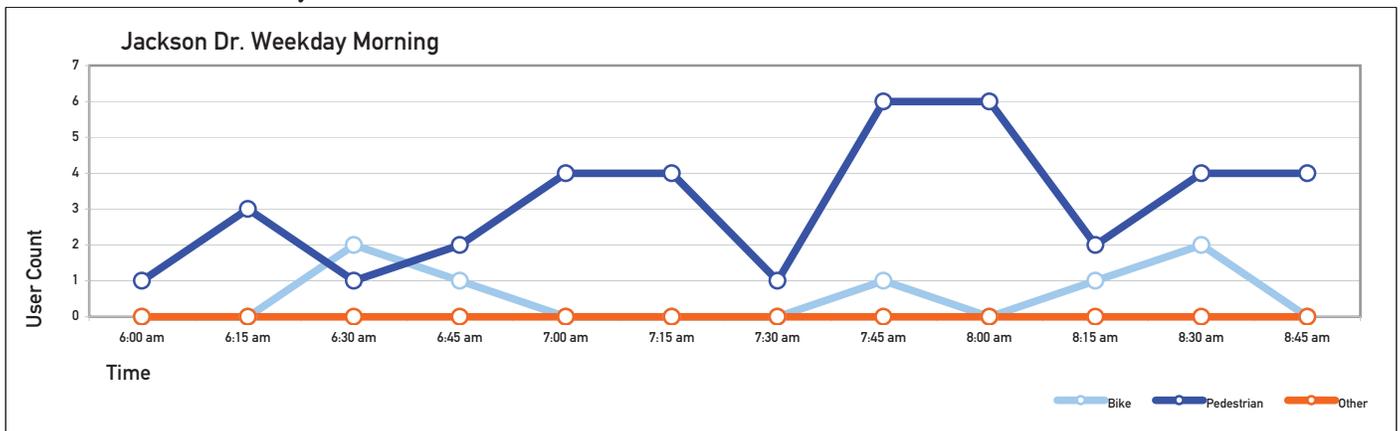
Estimated Daily Weekday Users: 363 to 1097

Data Collected

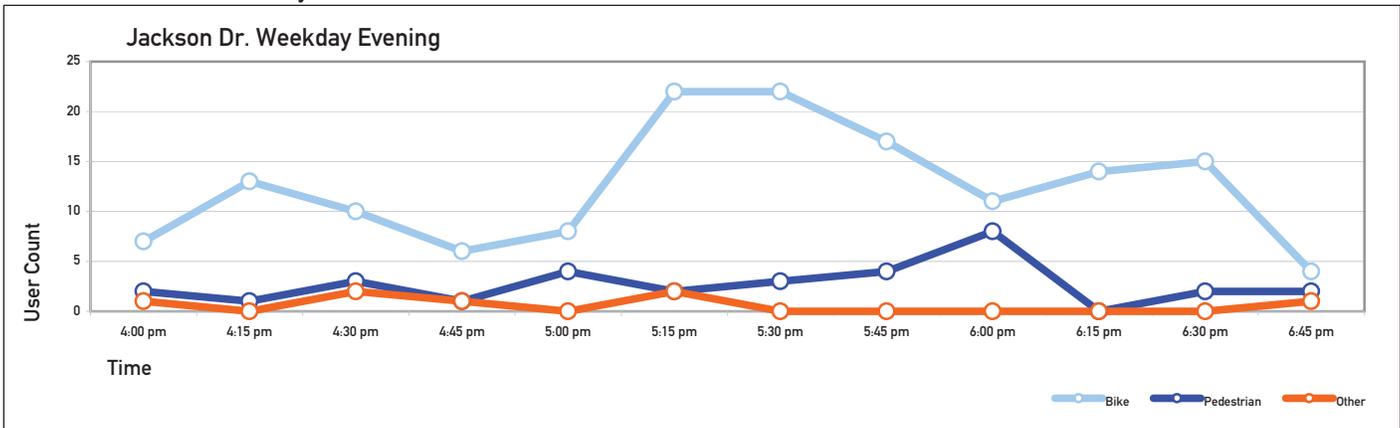
WEEKEND 1-4 P.M. **Bicyclists** 133 **Pedestrians** 16 **Other** 3



WEEKDAY 6-9 A.M. **Bicyclists** 7 **Pedestrians** 38 **Other** 0



WEEKDAY 4-7 P.M. **Bicyclists** 149 **Pedestrians** 32 **Other** 7



NOTES

Weekend afternoon pedestrian counts are extremely conservative due to counter error.



COUNT LOCATION



Count Locations (1 counter)

BALBO AVENUE ACCESS POINT



LAKESHORE DRIVE

LAKEFRONT PATH



BALBO AVENUE



Balbo Ave. Access Point

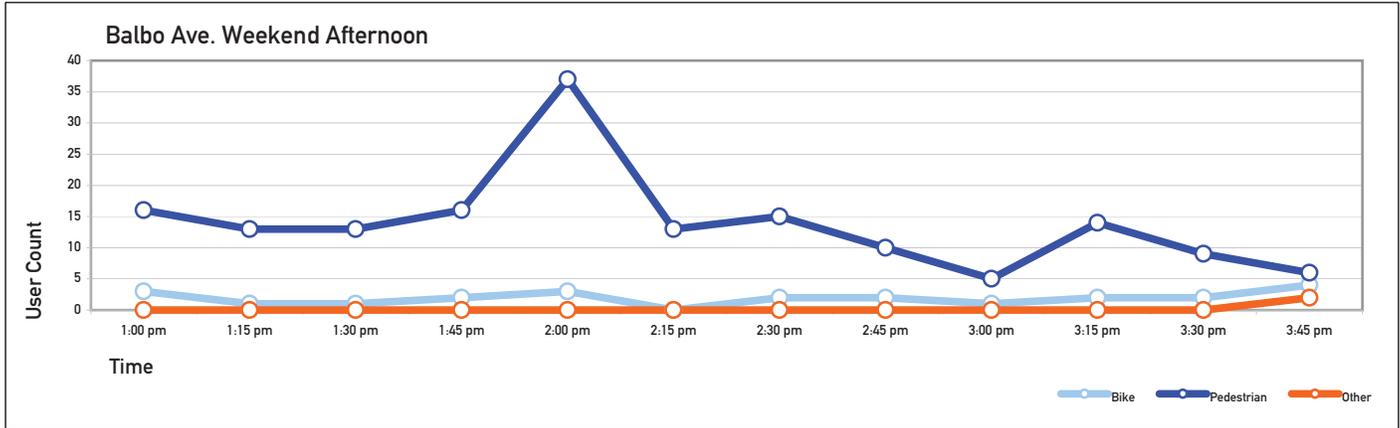
August 2010

Estimated Daily Weekend Users: 806

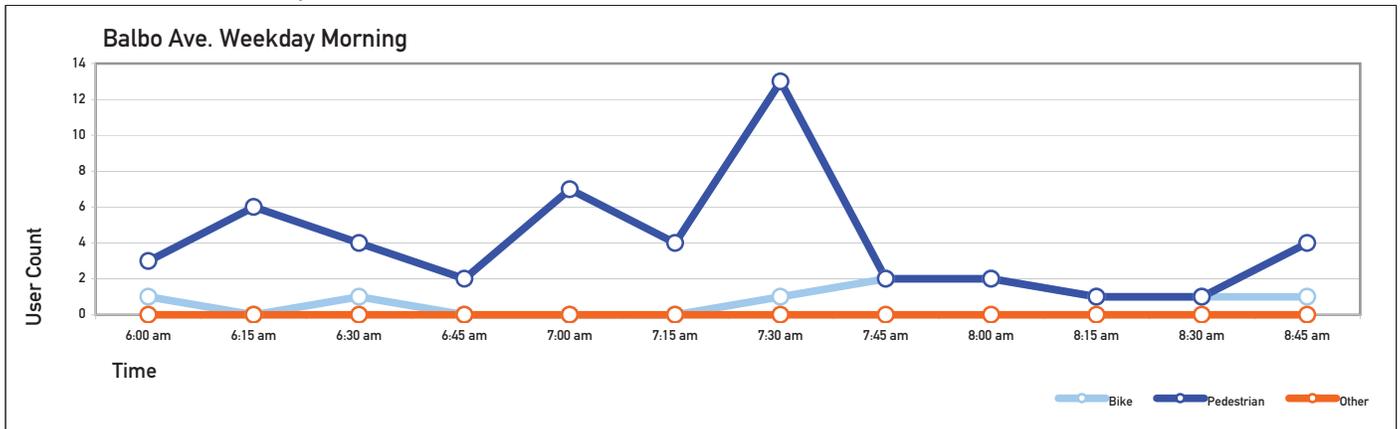
Estimated Daily Weekday Users: 476 to 1400

Data Collected

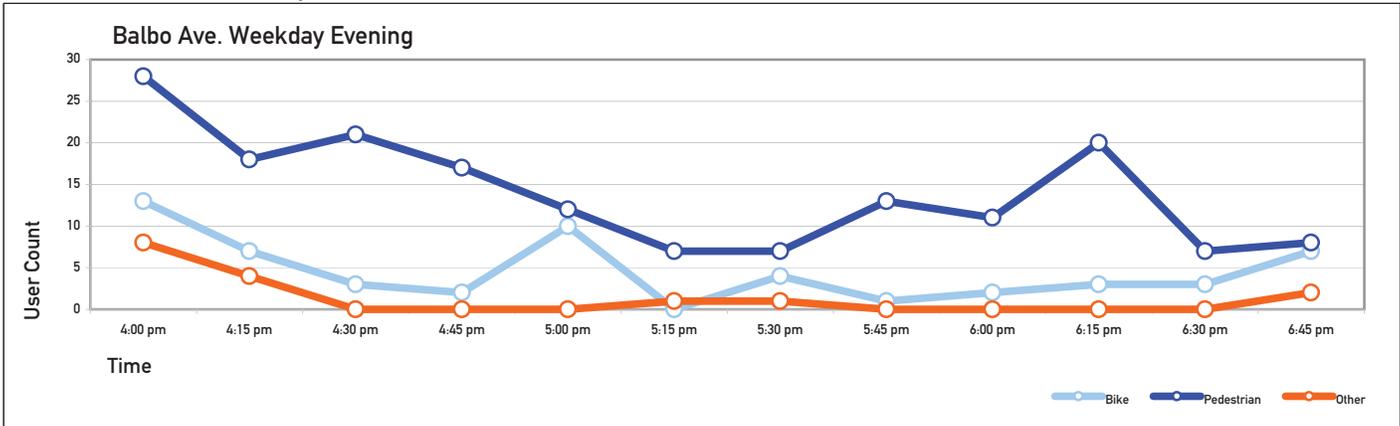
WEEKEND 1-4 P.M. **Bicyclists** 23 **Pedestrians** 167 **Other** 2



WEEKDAY 6-9 A.M. **Bicyclists** 10 **Pedestrians** 49 **Other** 0



WEEKDAY 4-7 P.M. **Bicyclists** 55 **Pedestrians** 169 **Other** 16



NOTES

Weekday evening data collected in early September 2010.

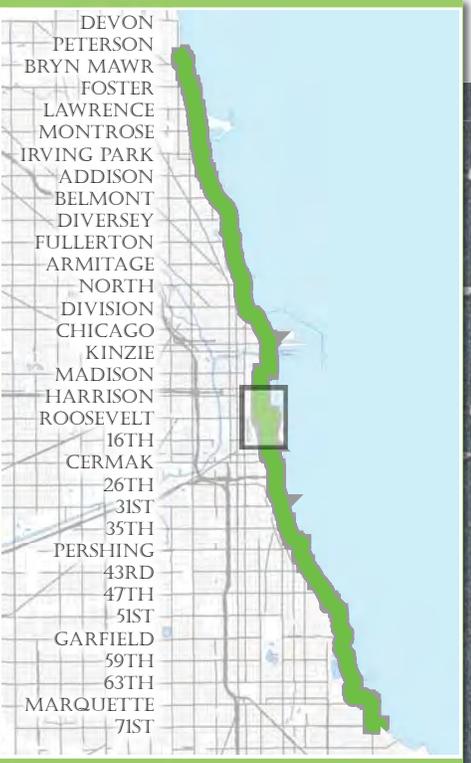
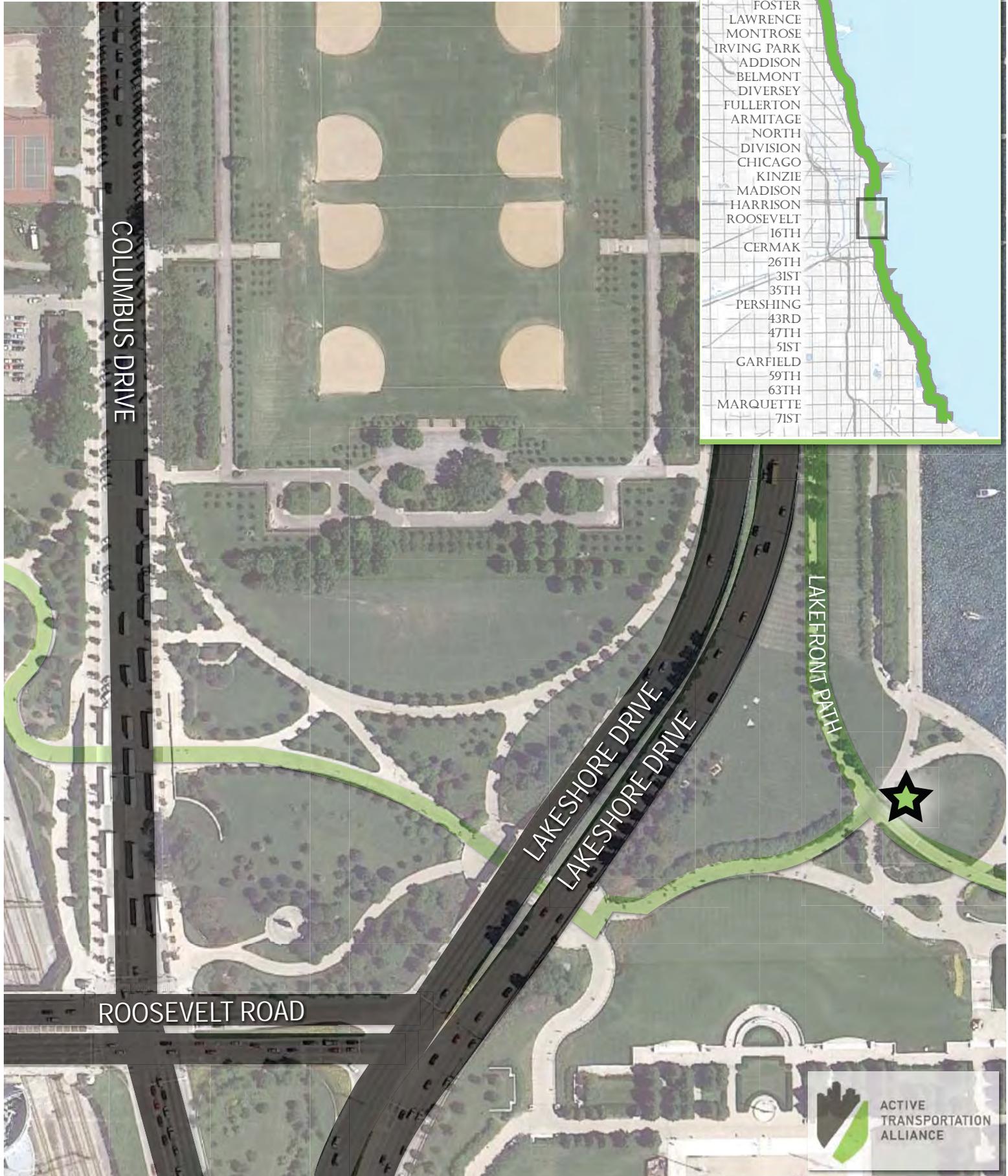


COUNT LOCATION



Count Locations (1 counter)

MUSEUM CAMPUS (UNDERPASS) ACCESS POINT



11th St. (Museum Underpass) Access Point

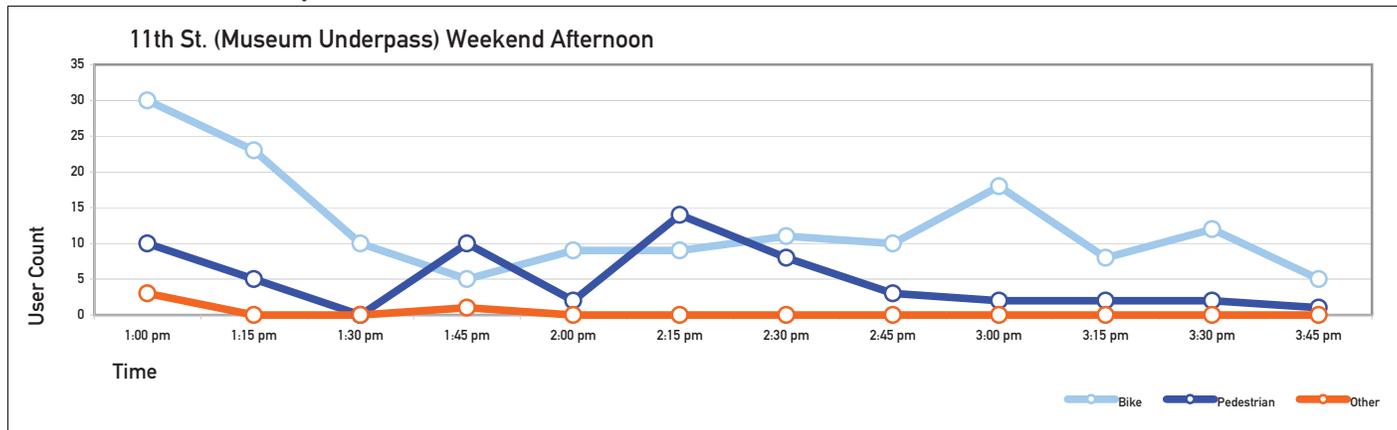
August 2010

Estimated Daily Weekend Users: 895

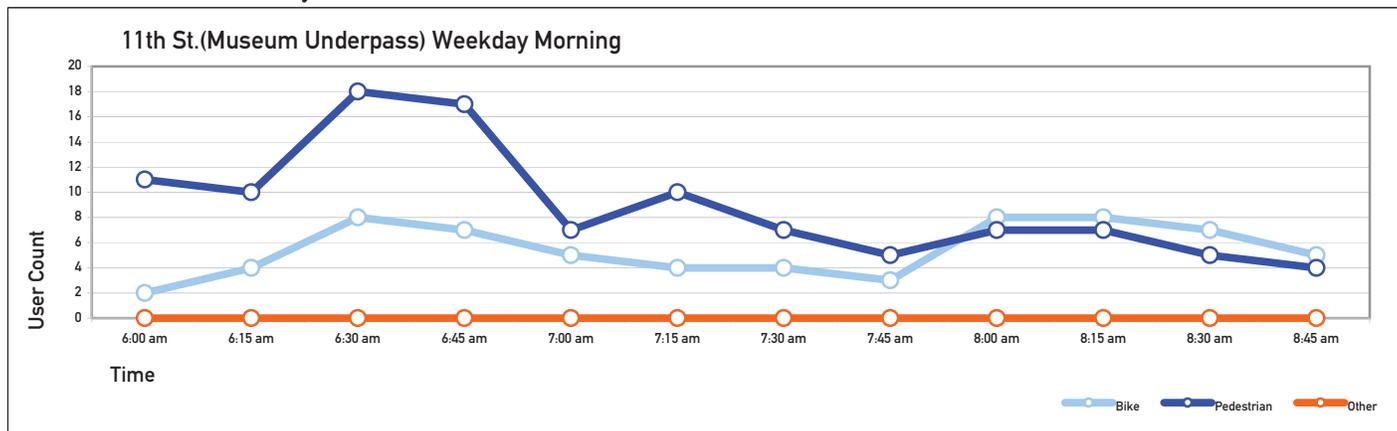
Estimated Daily Weekday Users: 1397 to 5431

Data Collected

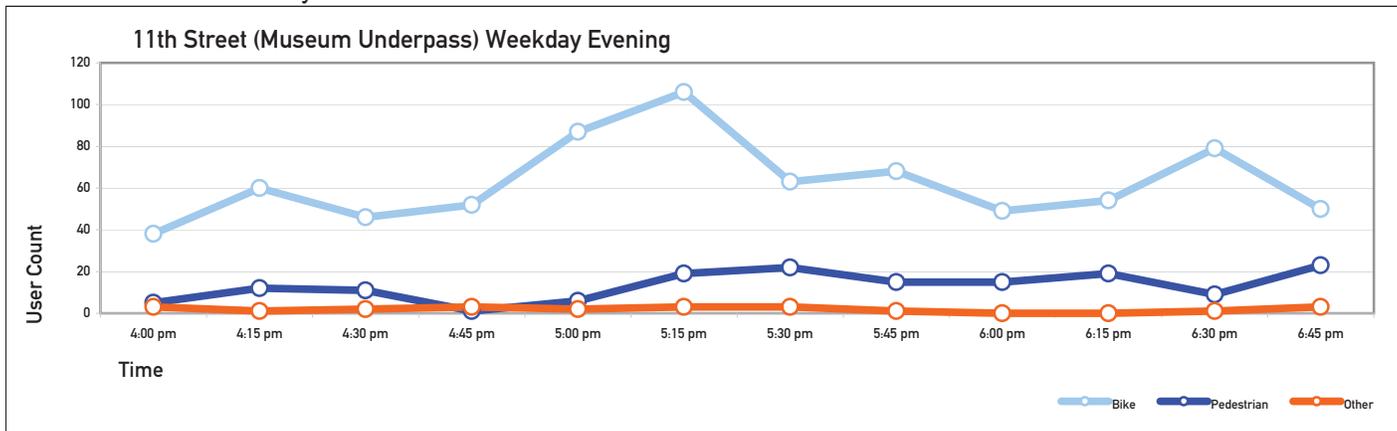
WEEKEND 1-4 P.M. Bicyclists 150 Pedestrians 59 Other 4



WEEKDAY 6-9 A.M. Bicyclists 65 Pedestrians 108 Other 0



WEEKDAY 4-7 P.M. Bicyclists 752 Pedestrians 157 Other 22



NOTES

Weekday evening data collected in early September 2010.

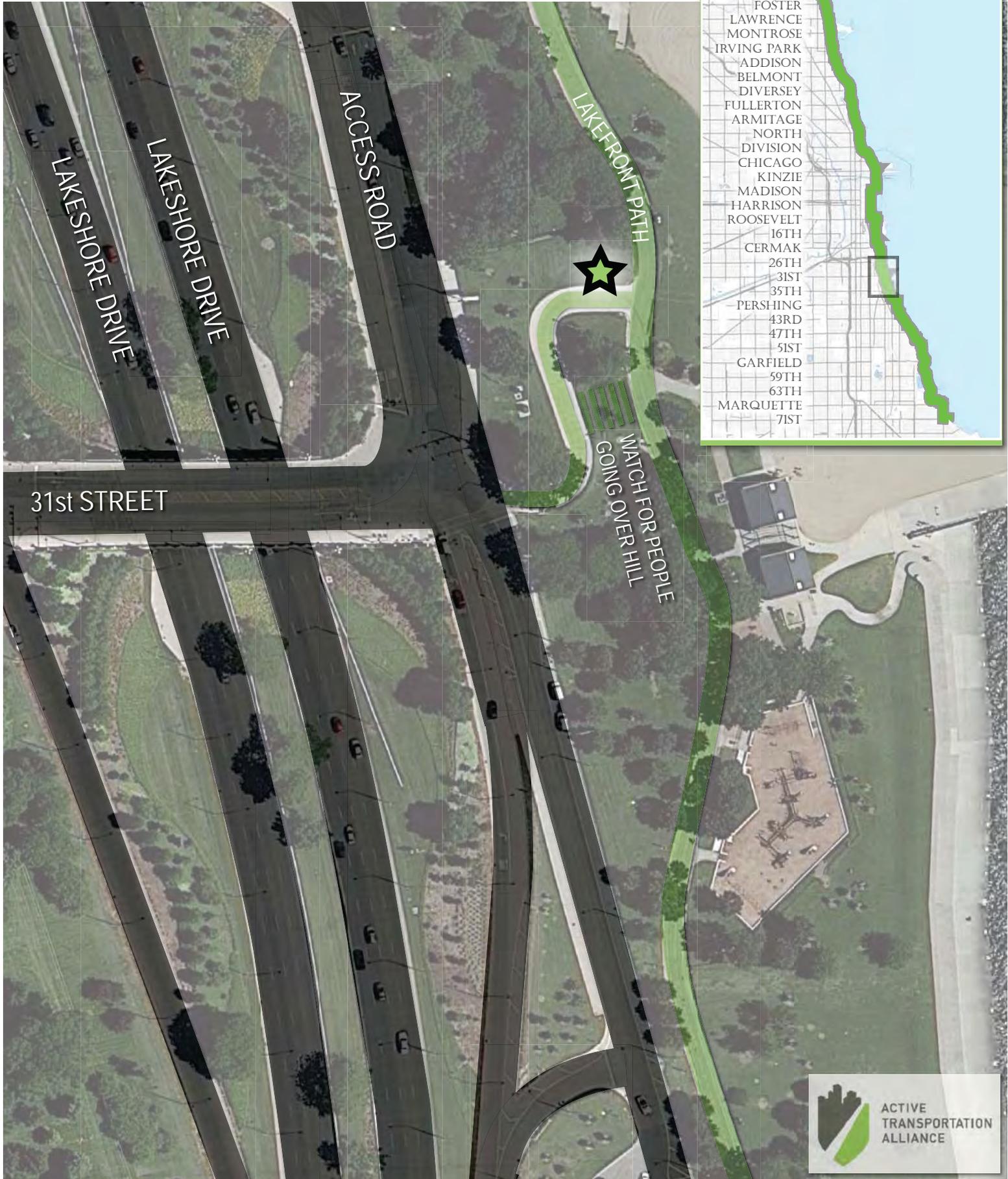


COUNT LOCATION



Count Locations (1 counter)

31st STREET ACCESS POINT



31st St. Access Point

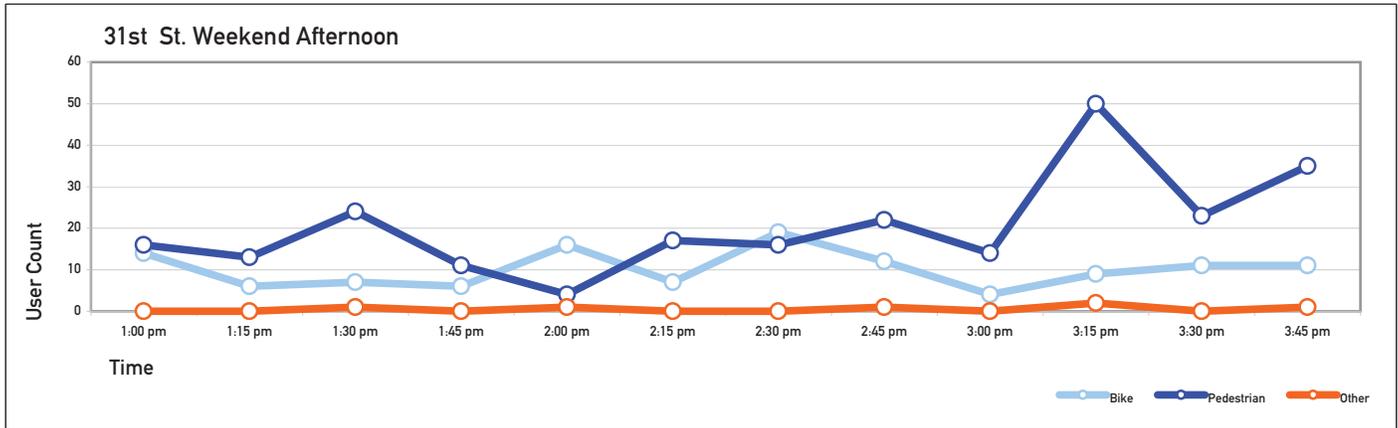
August 2010

Estimated Daily Weekend Users: 1567

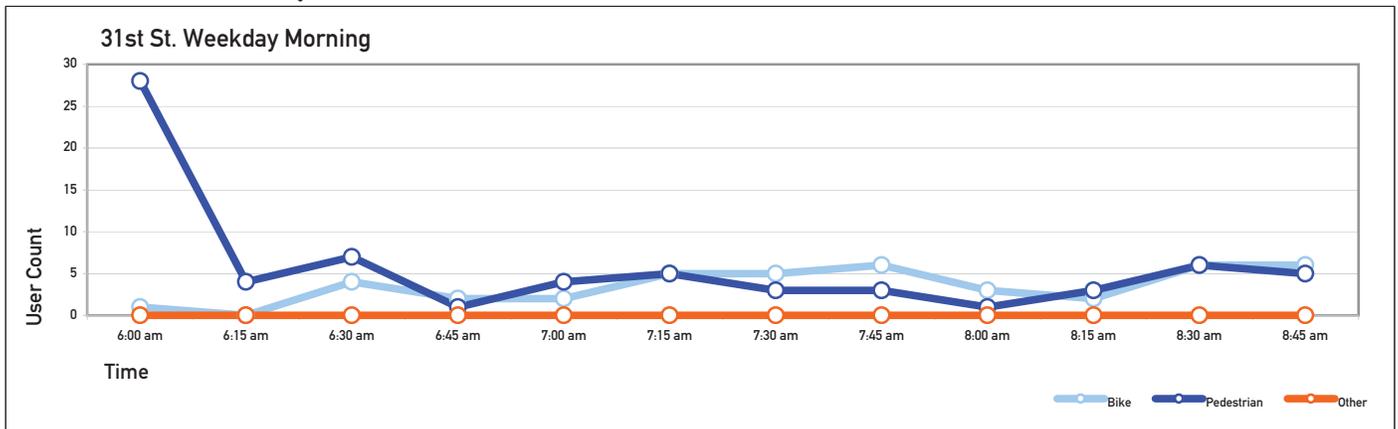
Estimated Daily Weekday Users: 905 to 822

Data Collected

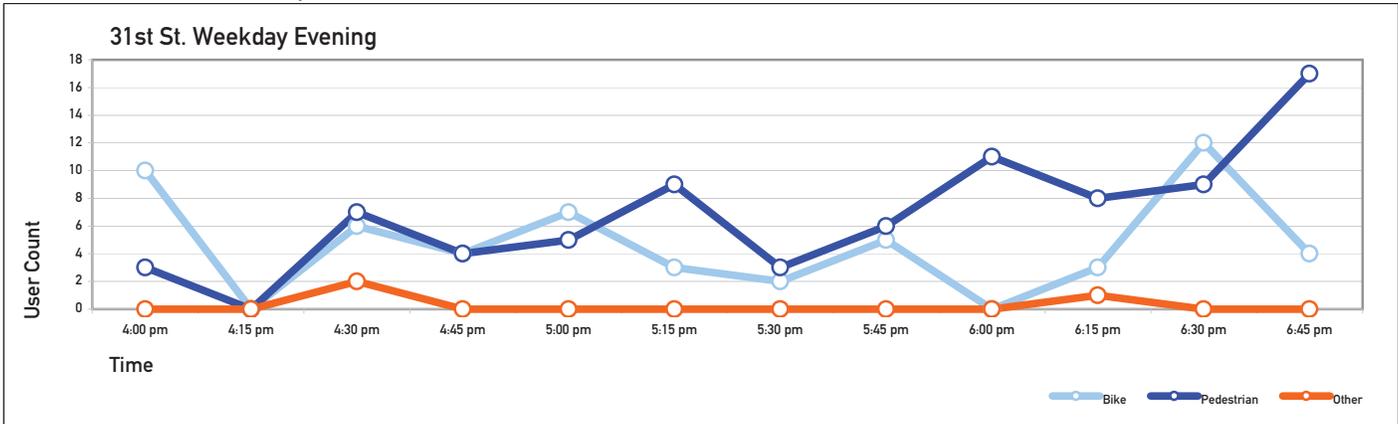
WEEKEND 1-4 P.M. Bicyclists 122 Pedestrians 245 Other 6



WEEKDAY 6-9 A.M. Bicyclists 42 Pedestrians 70 Other 0



WEEKDAY 4-7 P.M. Bicyclists 56 Pedestrians 82 Other 3



NOTES

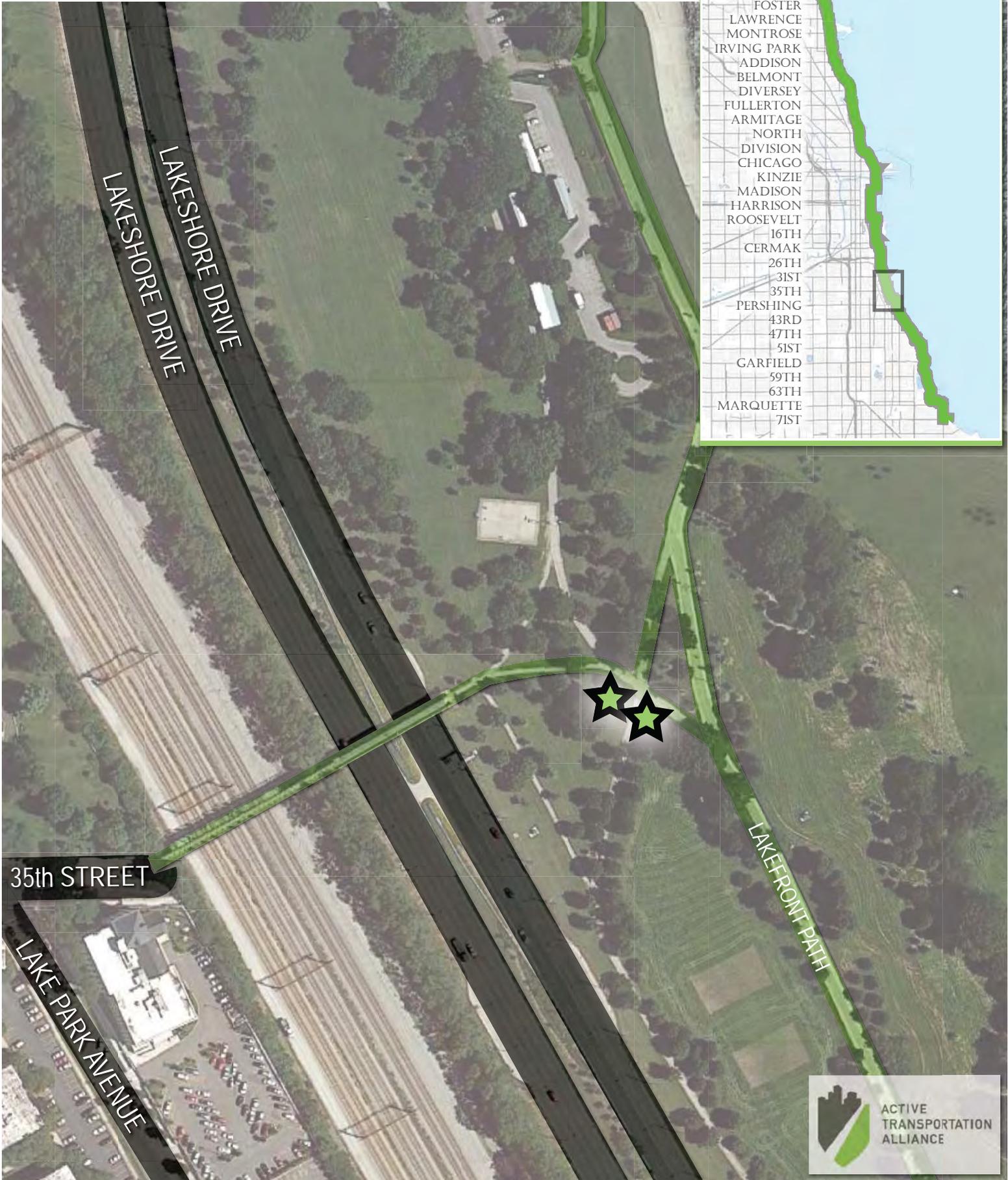


COUNT LOCATION



Count Locations (2 counters)

35th STREET ACCESS POINT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST



35th St. Access Point

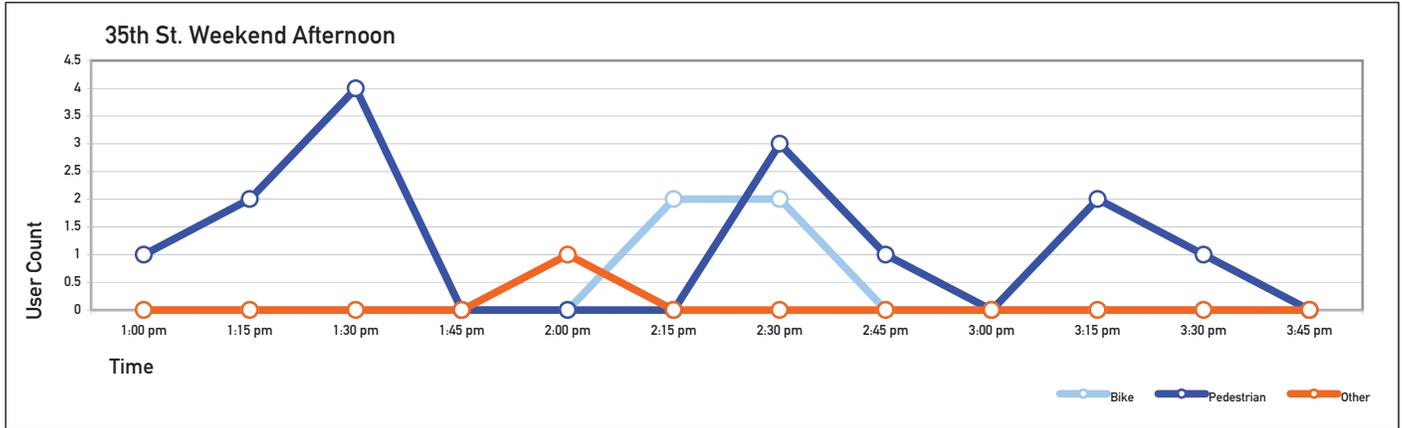
August 2010

Estimated Daily Weekend Users: 80

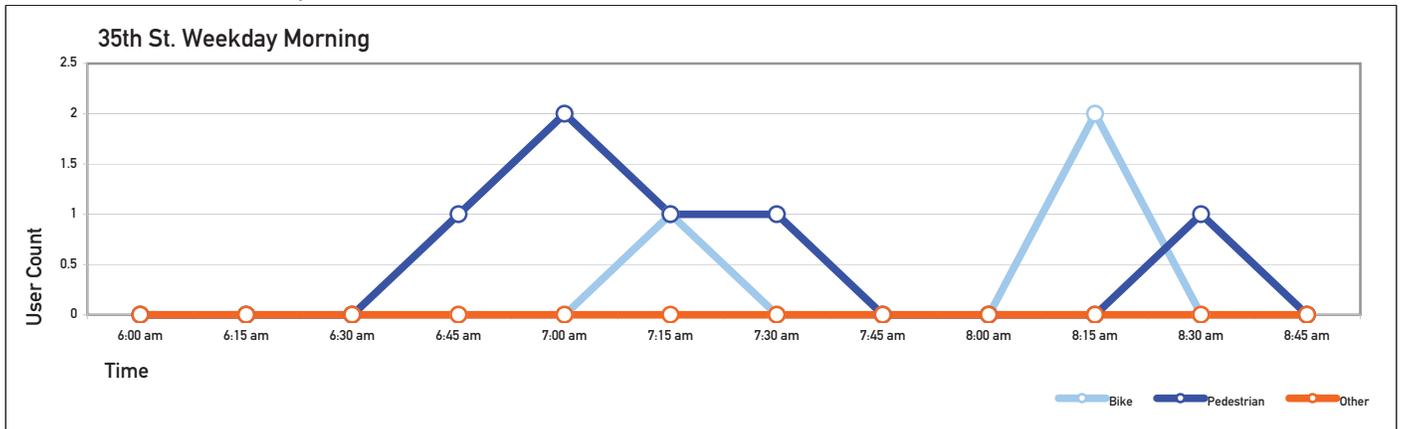
Estimated Daily Weekday Users: 73 to 117

Data Collected

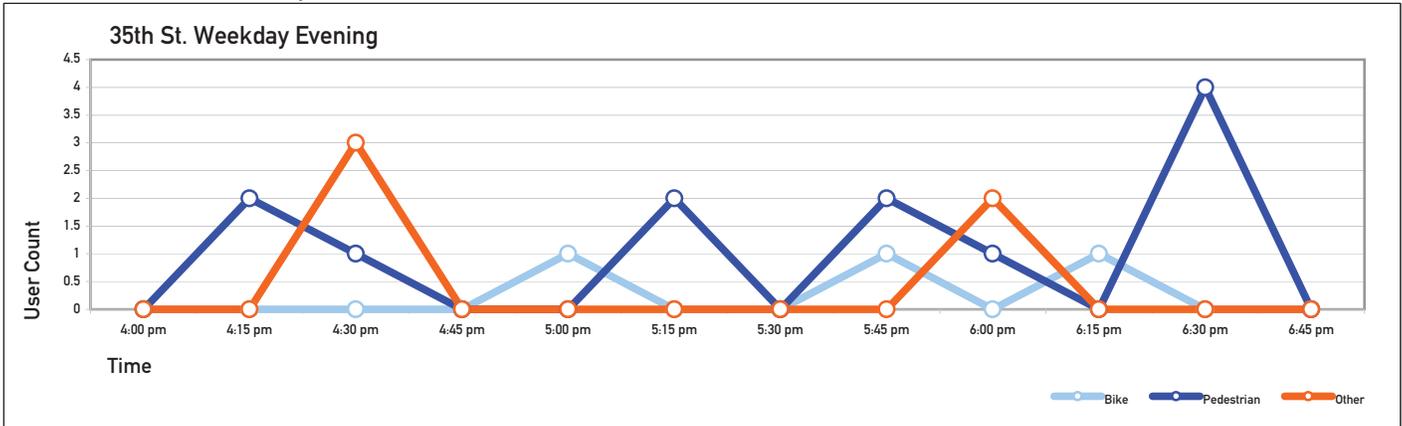
WEEKEND 1-4 P.M. Bicyclists 4 Pedestrians 14 Other 1



WEEKDAY 6-9 A.M. Bicyclists 3 Pedestrians 6 Other 0



WEEKDAY 4-7 P.M. Bicyclists 3 Pedestrians 12 Other 5



NOTES

Weekend morning and weekday evening data collected in early September 2010.



COUNT LOCATION



Count Locations (1 counter)

OAKWOOD BOULEVARD ACCESS POINT



LAKESHORE DRIVE
LAKESHORE DRIVE

UNOFFICIAL PATH

LAKEFRONT PATH

OAKWOOD BOULEVARD



Oakwood Blvd. Access Point

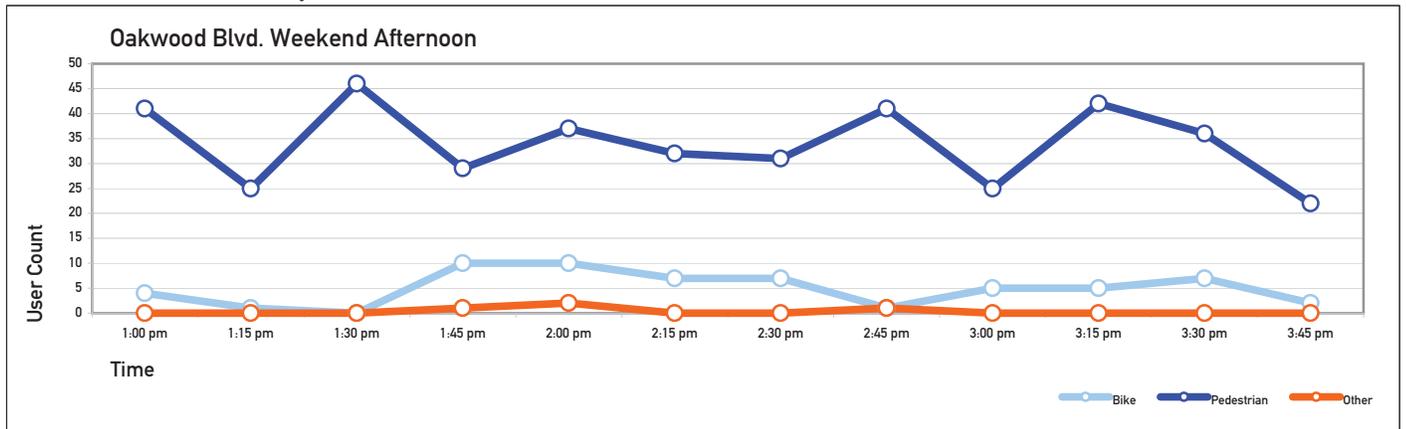
August 2010

Estimated Daily Weekend Users: 1974

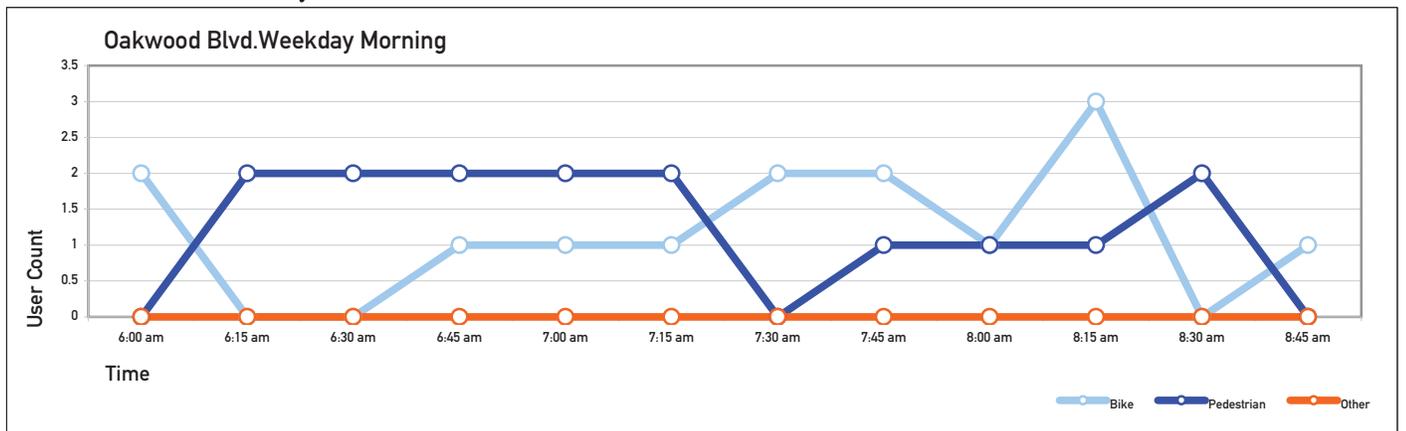
Estimated Daily Weekday Users: 234 to 968

Data Collected

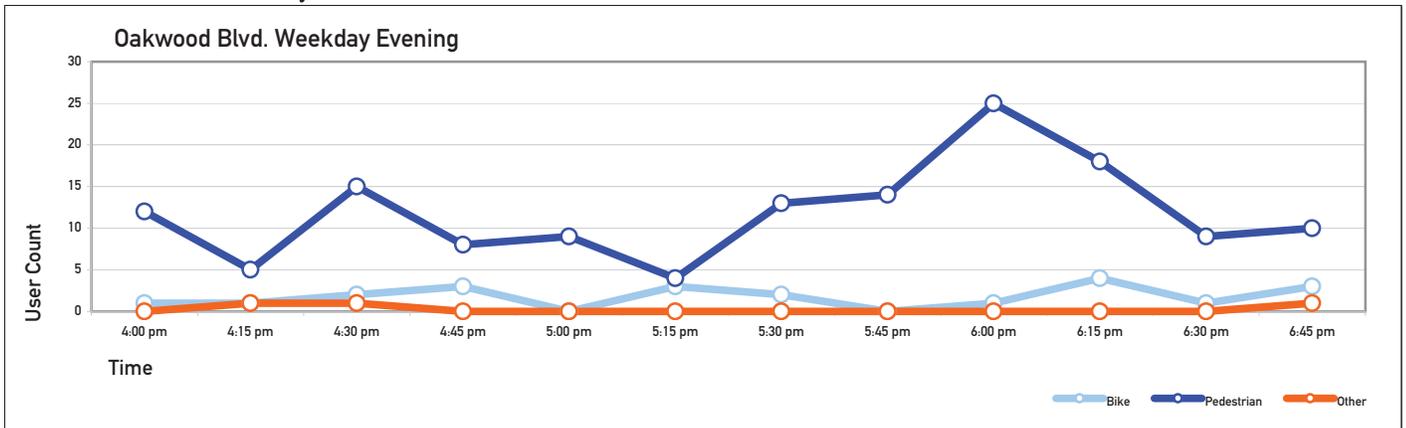
WEEKEND 1-4 P.M. Bicyclists 59 Pedestrians 407 Other 4



WEEKDAY 6-9 A.M. Bicyclists 14 Pedestrians 15 Other 0



WEEKDAY 4-7 P.M. Bicyclists 21 Pedestrians 142 Other 3



NOTES

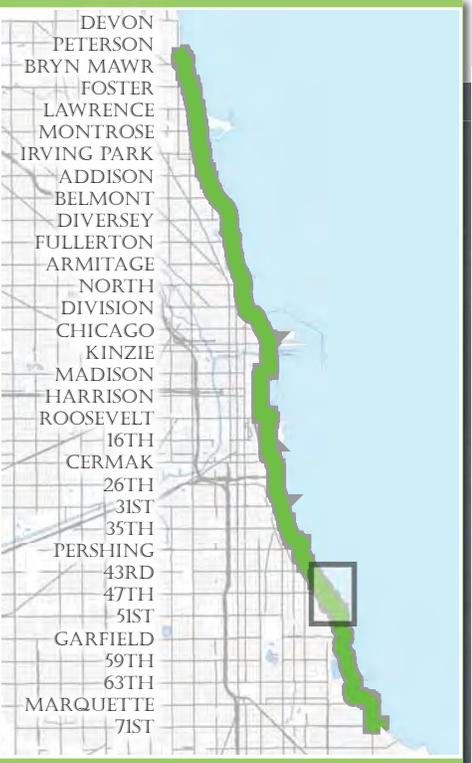
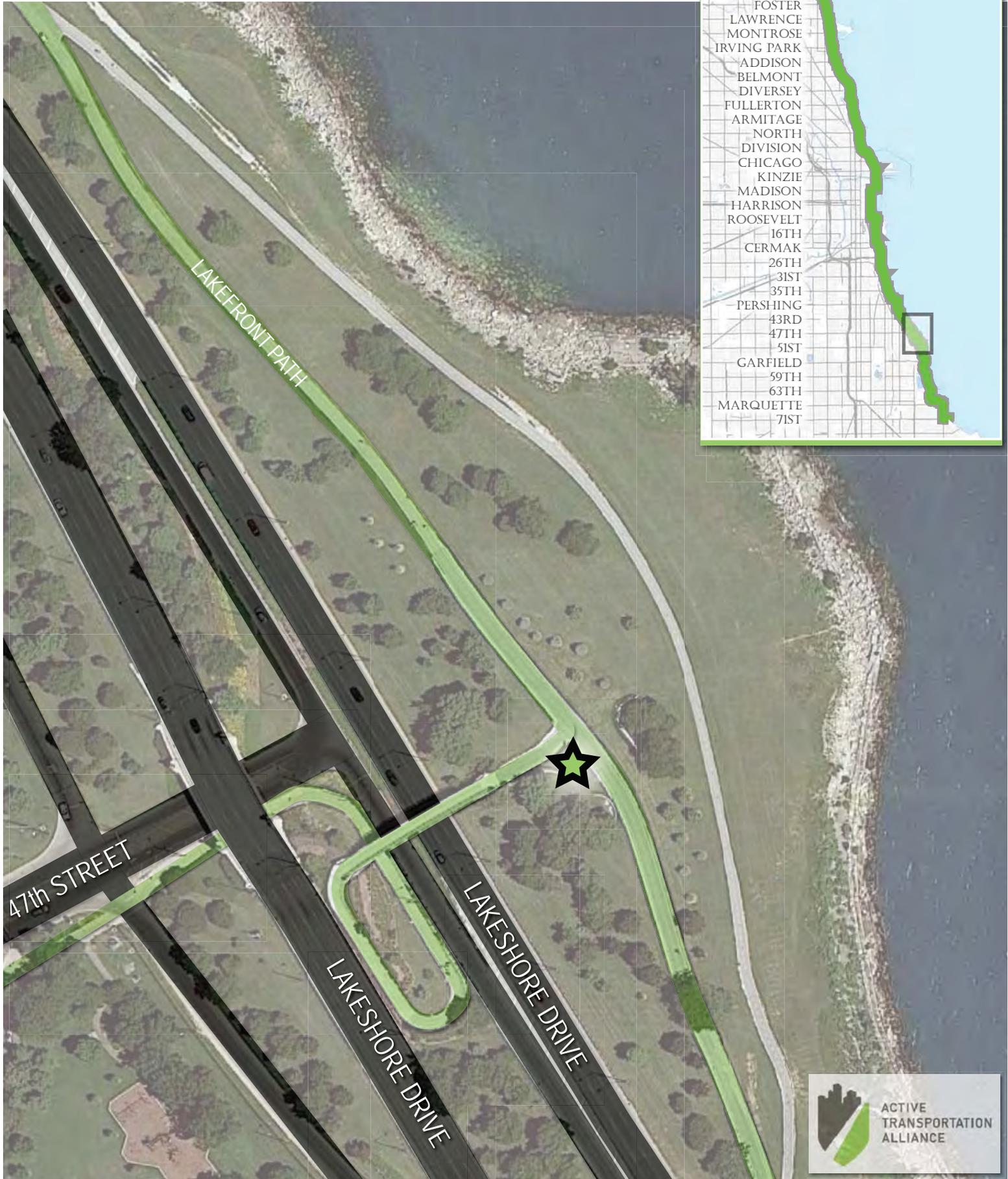


COUNT LOCATION



Count Locations (1 counter)

47th STREET ACCESS POINT



47th St. Access Point

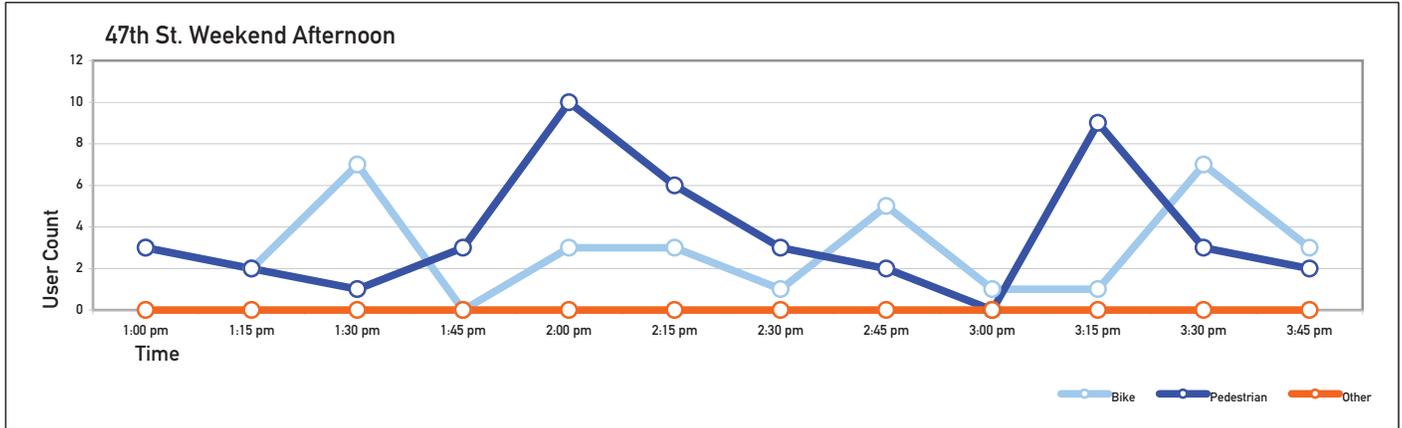
August 2010

Estimated Daily Weekend Users: 336

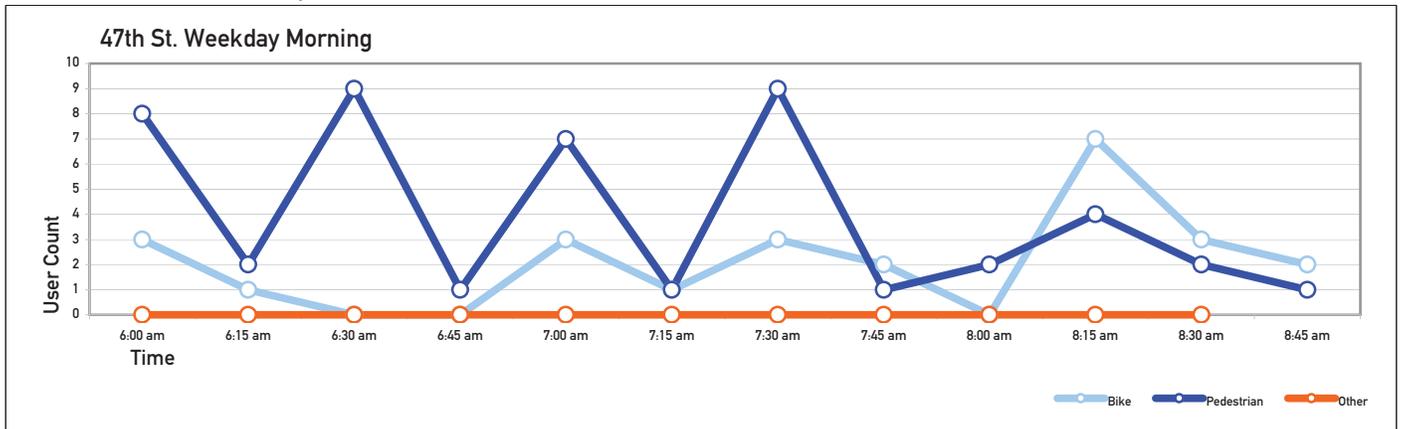
Estimated Daily Weekday Users: 581 to 420

Data Collected

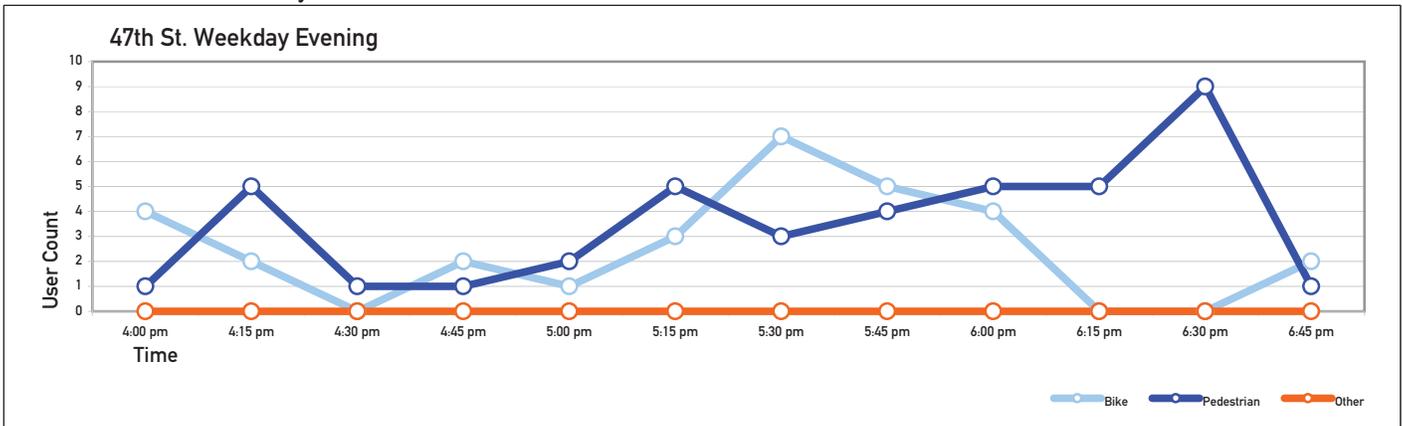
WEEKEND 1-4 P.M. Bicyclists 36 Pedestrians 44 Other 0



WEEKDAY 6-9 A.M. Bicyclists 25 Pedestrians 47 Other 0



WEEKDAY 4-7 P.M. Bicyclists 30 Pedestrians 42 Other 0



NOTES



COUNT LOCATION



Count Locations (1 counter)

PROMONTORY POINT ACCESS POINT



Promontory Point Access Point

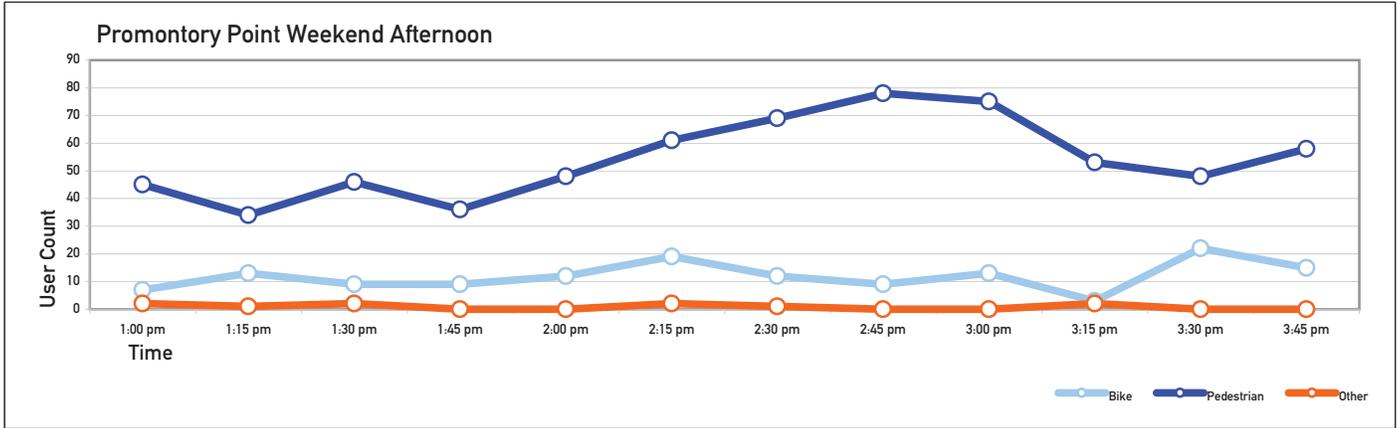
August 2010

Estimated Daily Weekend Users: 3377

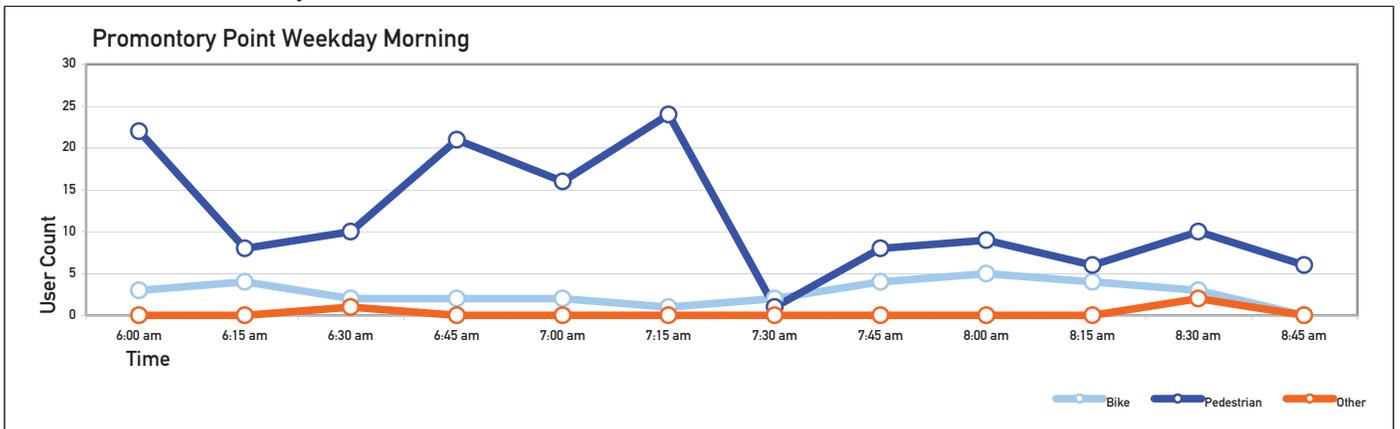
Estimated Daily Weekday Users: 1421 to 2812

Data Collected

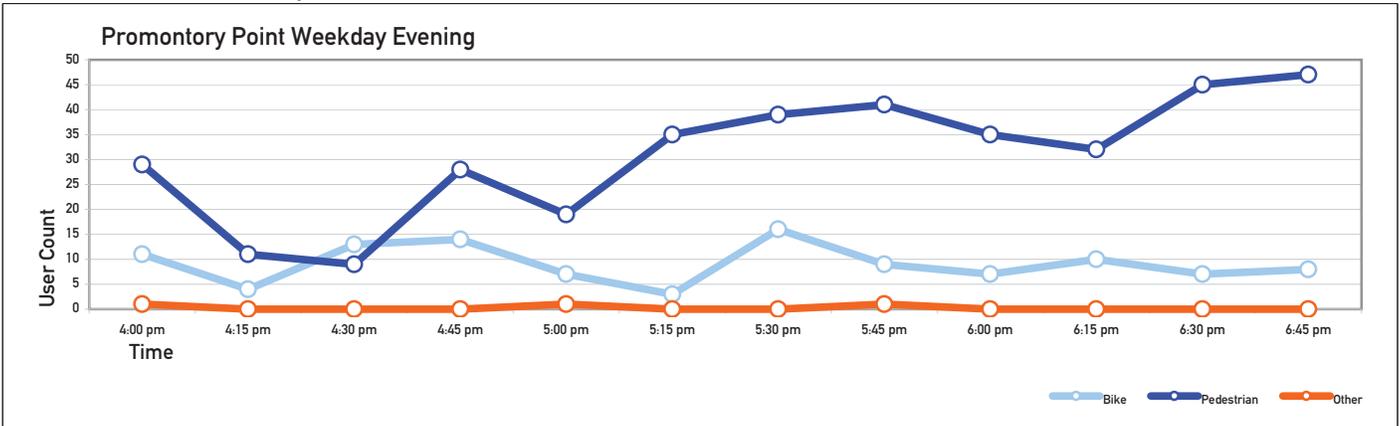
WEEKEND 1-4 P.M. Bicyclists 143 Pedestrians 651 Other 10



WEEKDAY 6-9 A.M. Bicyclists 32 Pedestrians 141 Other 3



WEEKDAY 4-7 P.M. Bicyclists 109 Pedestrians 370 Other 3



NOTES

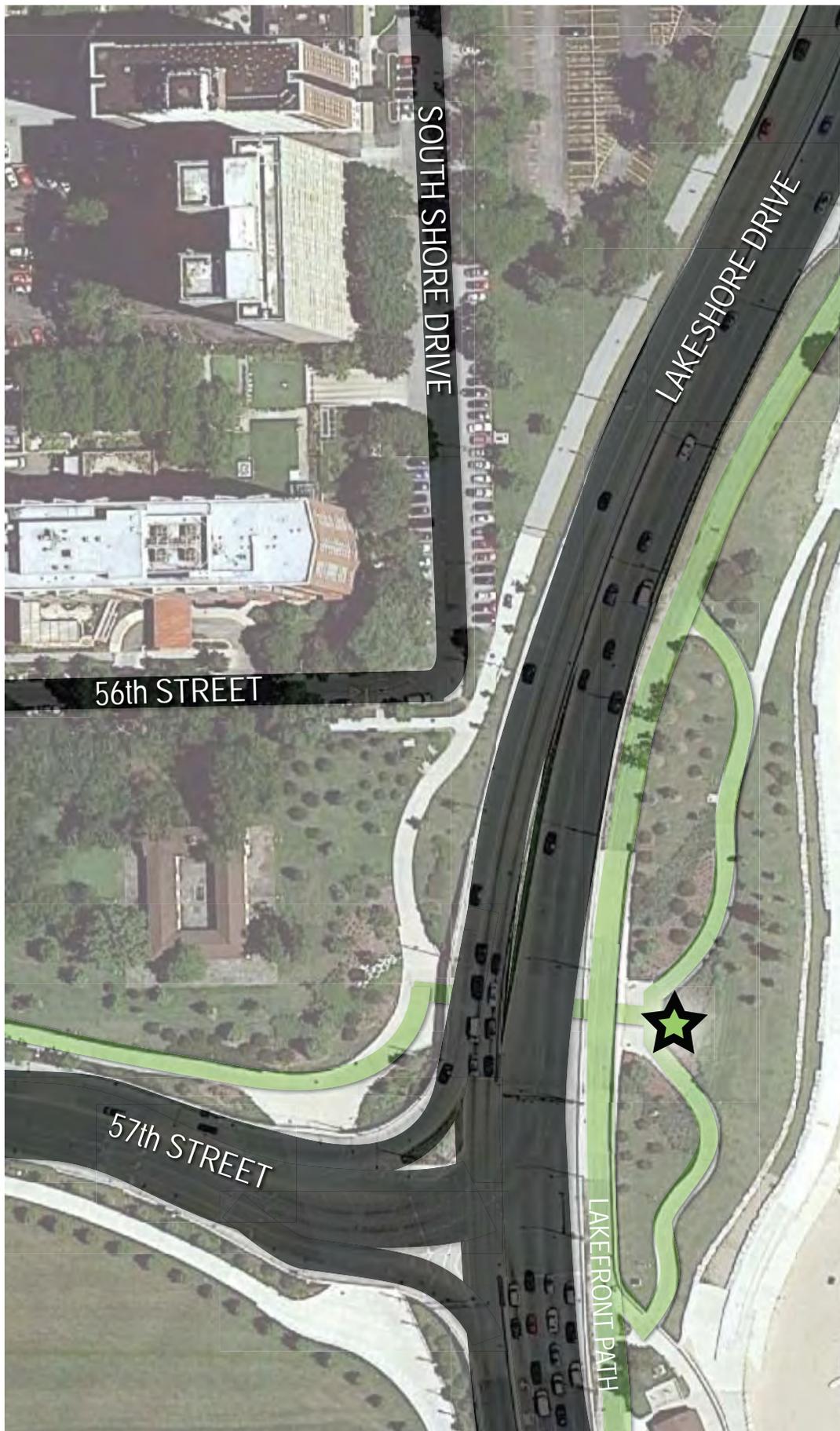


COUNT LOCATION



Count Locations (1 counter)

57th STREET ACCESS POINT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST



57th St. Access Point

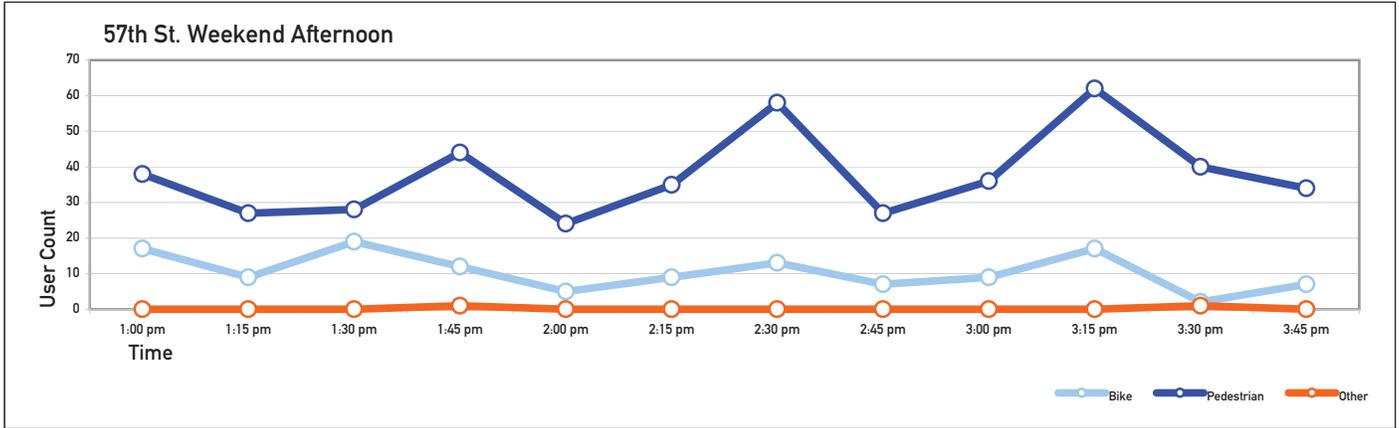
August 2010

Estimated Daily Weekend Users: 2440

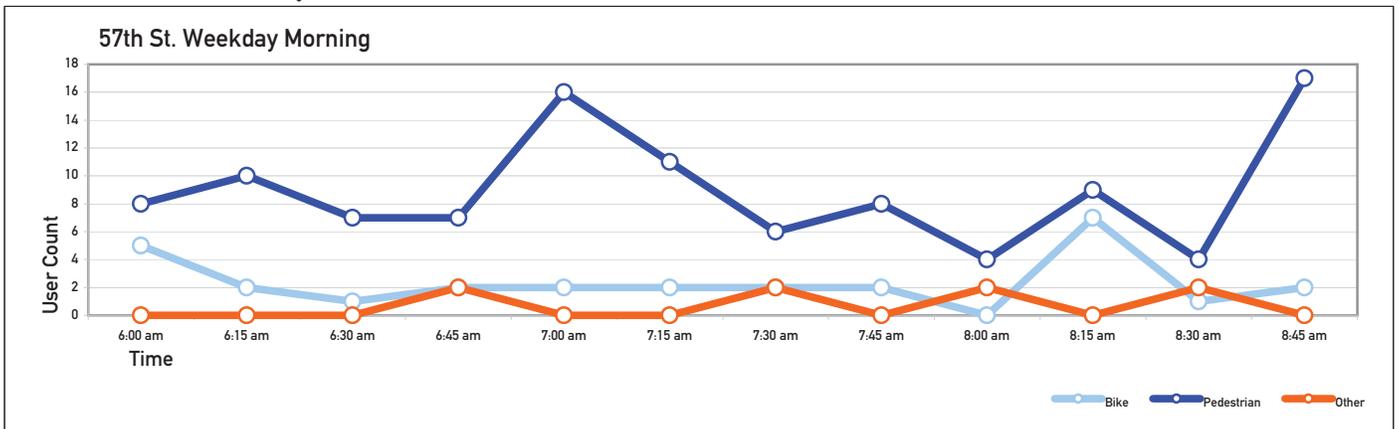
Estimated Daily Weekday Users: 1155 to 1995

Data Collected

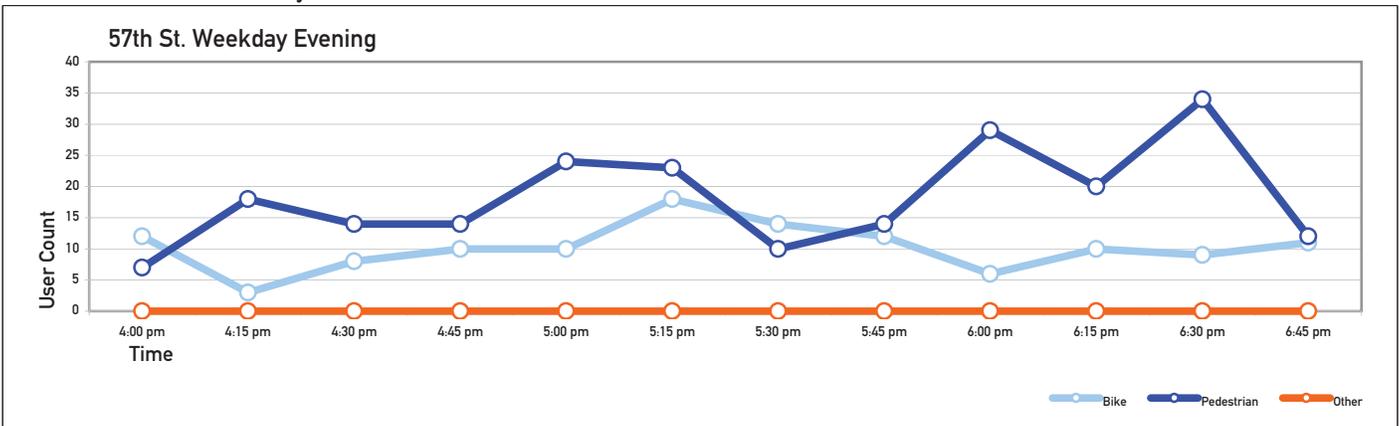
WEEKEND 1-4 P.M. Bicyclists 126 Pedestrians 453 Other 2



WEEKDAY 6-9 A.M. Bicyclists 28 Pedestrians 107 Other 8



WEEKDAY 4-7 P.M. Bicyclists 123 Pedestrians 219 Other 0



NOTES



COUNT LOCATION



Count Locations (2 counters)

63rd STREET (HAYES DRIVE) ACCESS POINT



63rd St. Access Point

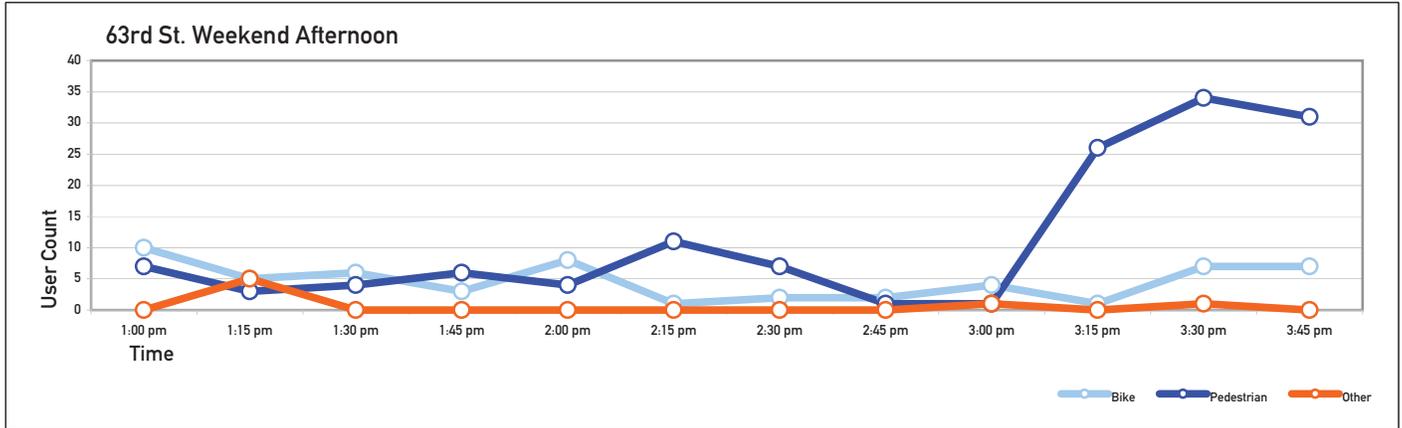
August 2010

Estimated Daily Weekend Users: 832

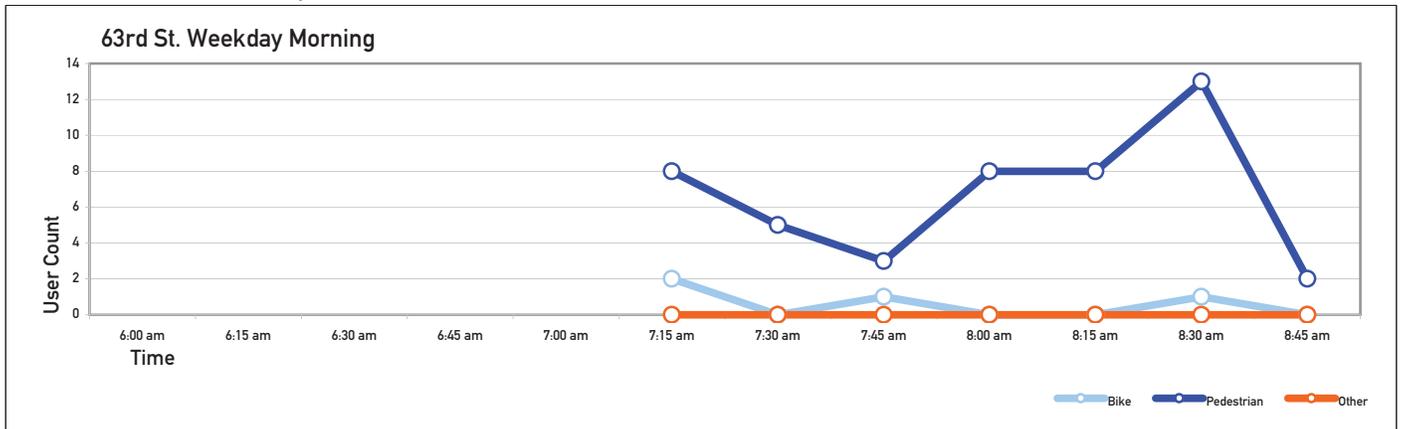
Estimated Daily Weekday Users: 536 to 233

Data Collected

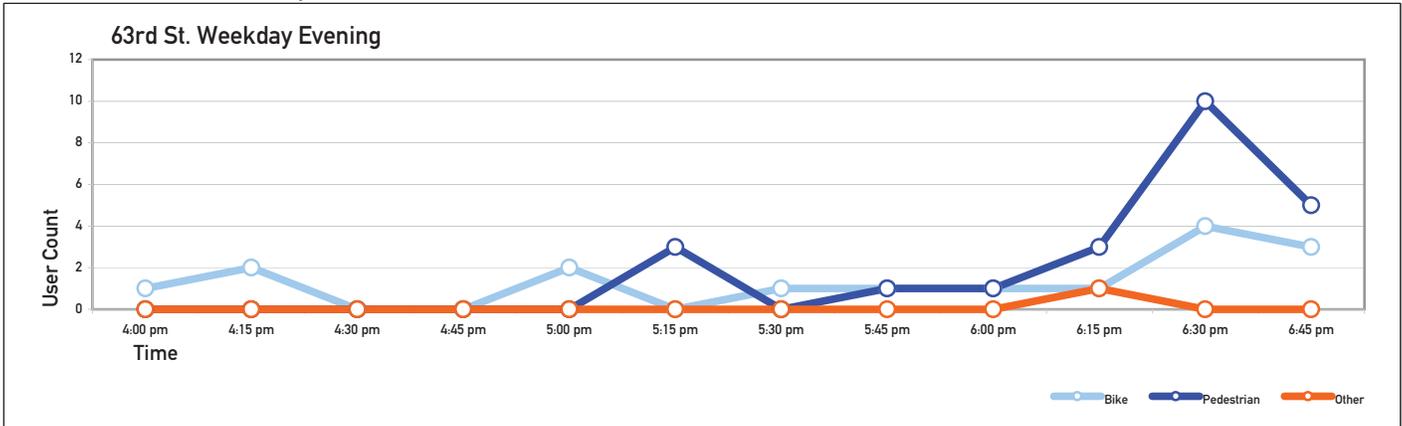
WEEKEND 1-4 P.M. Bicyclists 56 Pedestrians 135 Other 7



WEEKDAY 6-9 A.M. Bicyclists 4 Pedestrians 47 Other 0



WEEKDAY 4-7 P.M. Bicyclists 16 Pedestrians 23 Other 1



NOTES

Weekday evening data collected in early September 2010. No data available for weekday morning before 7:15 am.



COUNT LOCATION



Count Locations (1 counter)

67th STREET ACCESS POINT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST



67th St. Access Point

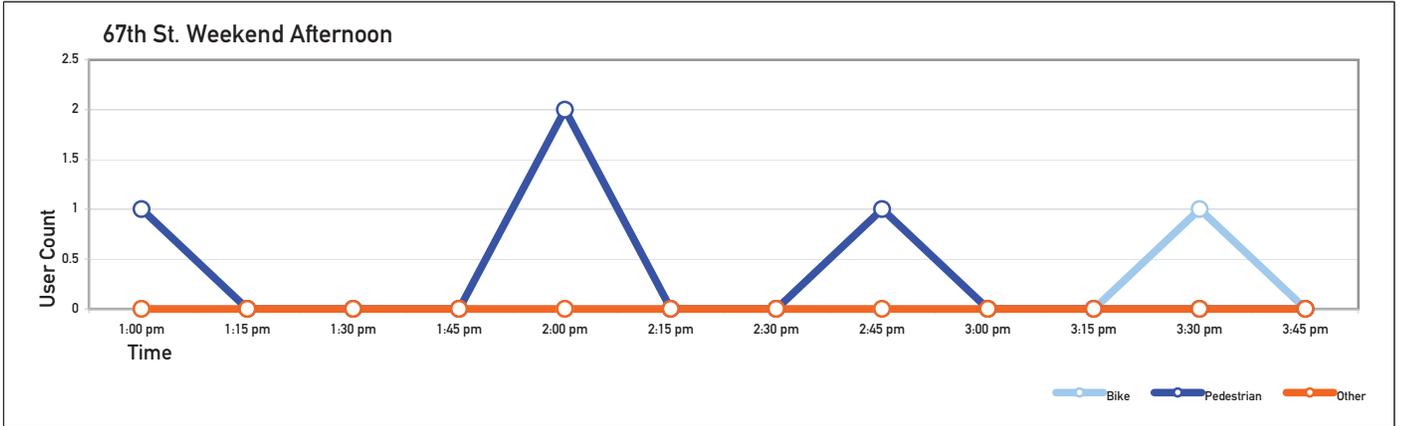
August 2010

Estimated Daily Weekend Users: 21

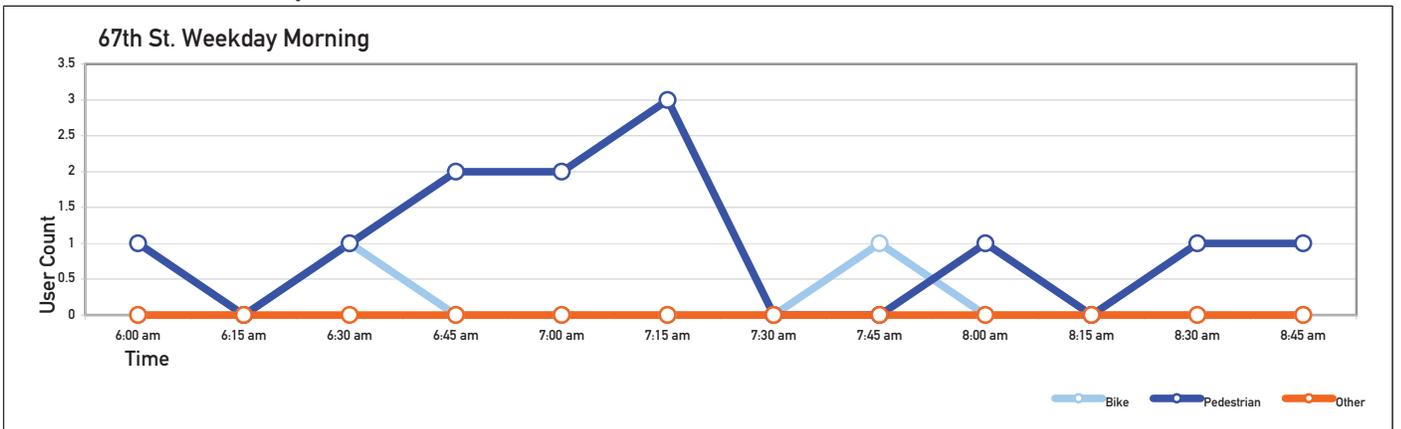
Estimated Daily Weekday Users: 113 to 76

Data Collected

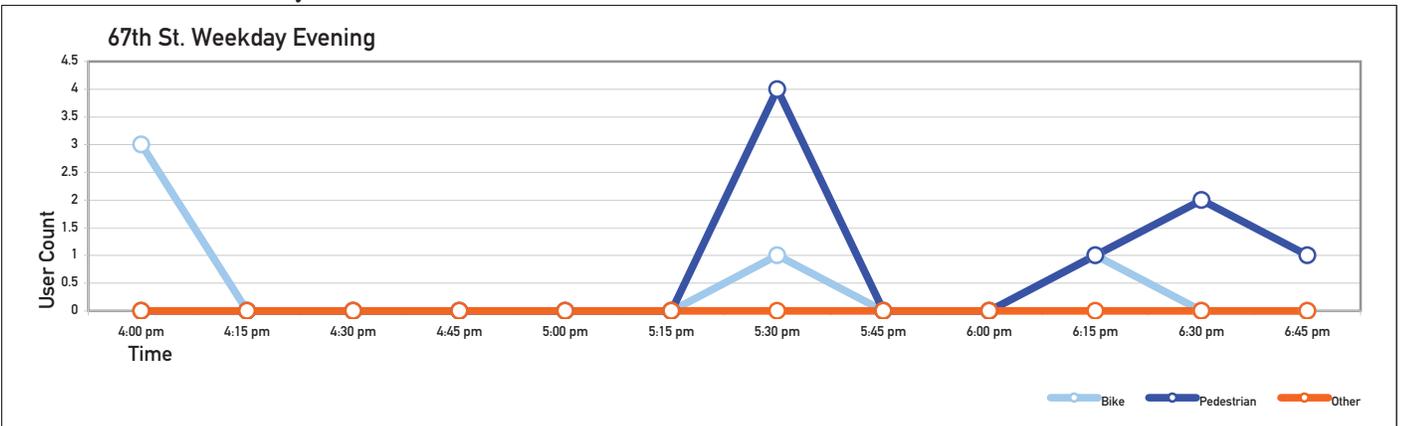
WEEKEND 1-4 P.M. Bicyclists 1 Pedestrians 4 Other 0



WEEKDAY 6-9 A.M. Bicyclists 2 Pedestrians 12 Other 0



WEEKDAY 4-7 P.M. Bicyclists 5 Pedestrians 8 Other 0



NOTES

Data for all time periods collected in early September 2010.

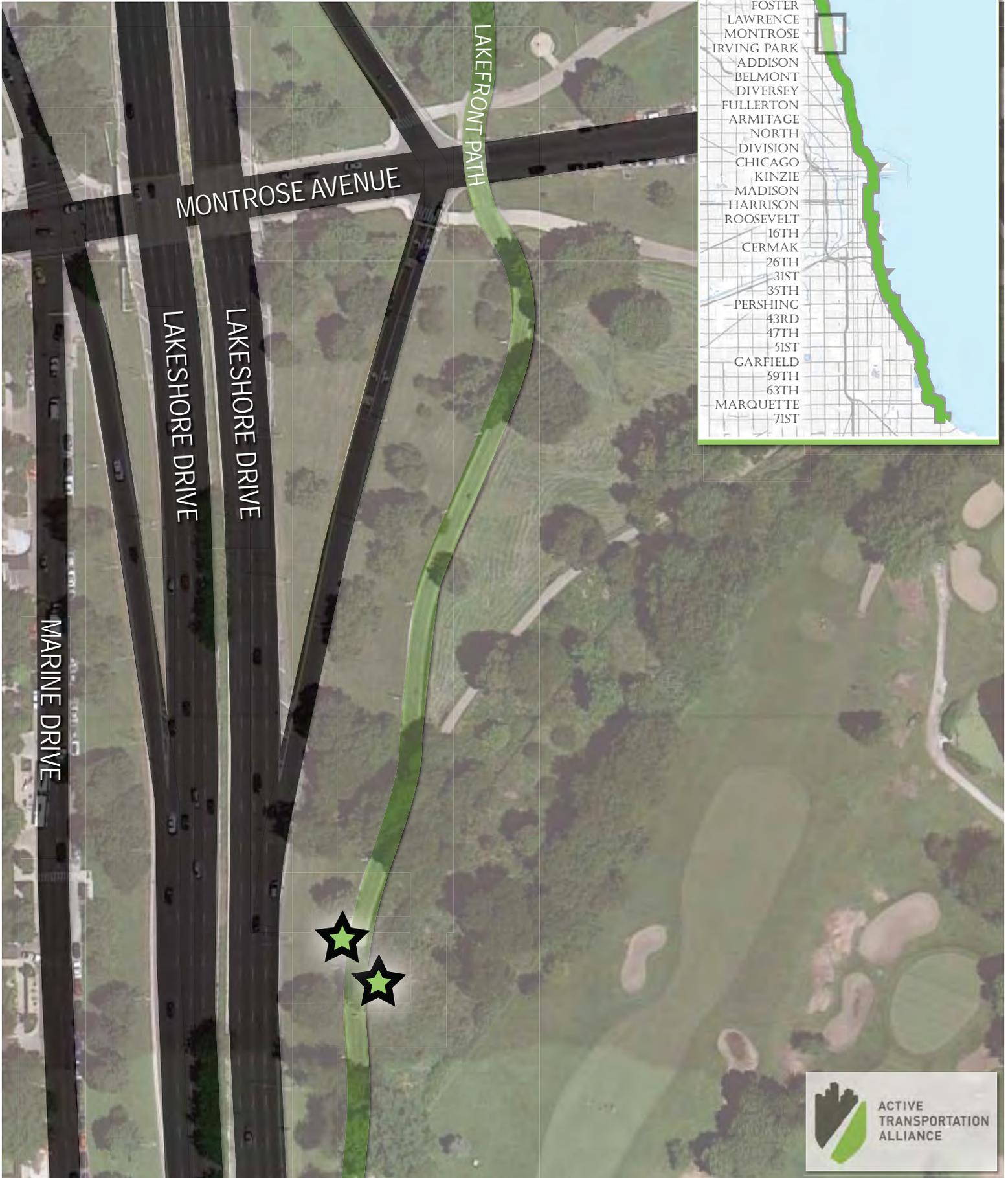


COUNT LOCATION



Count Locations (2 counters)

MONTROSE AVENUE ALONG THE TRAIL COUNT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST

South of Montrose Along the Trail

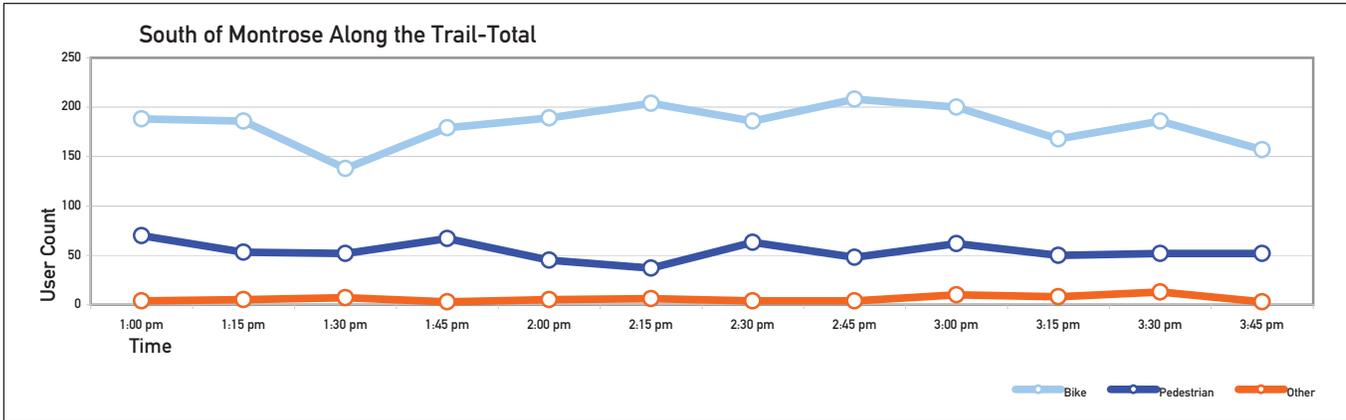
August 2010

Estimated Daily Weekend Users: 12230

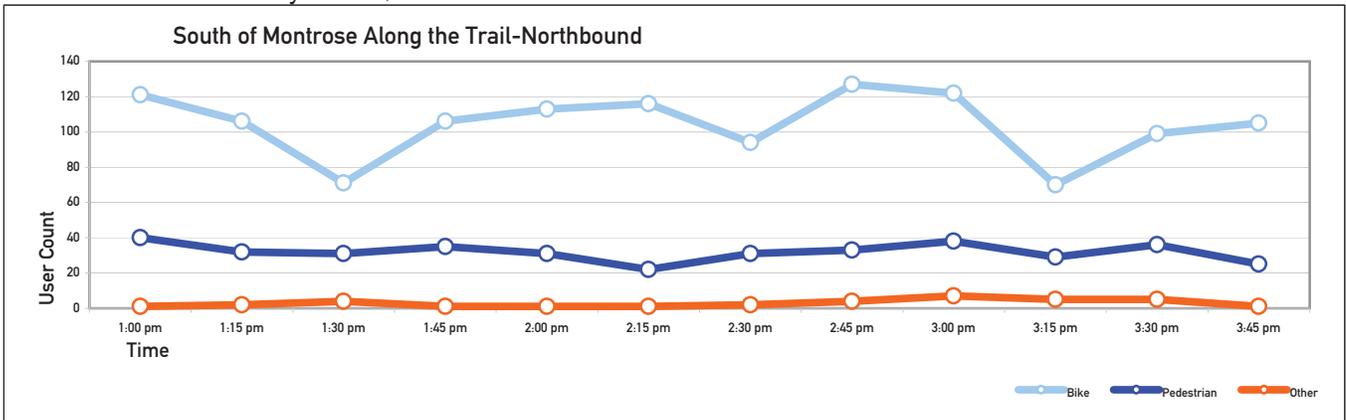
Estimated Daily Weekday Users: 13577 to 15610

Data Collected

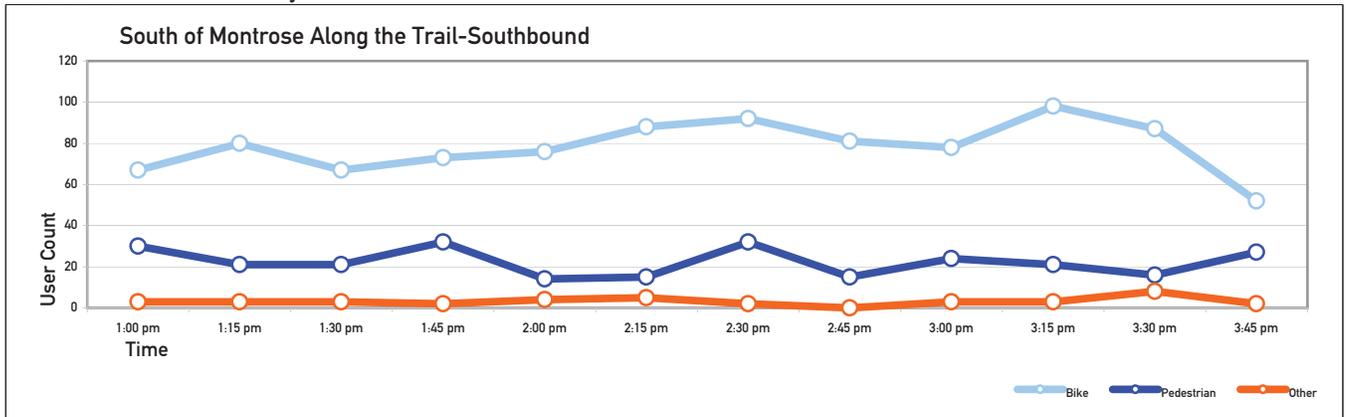
WEEKEND 1-4 P.M. Bicyclists 2,189 Pedestrians 651 Other 72



WEEKEND 1-4 P.M. Bicyclists 1,250 Pedestrians 383 Other 34



WEEKEND 1-4 P.M. Bicyclists 939 Pedestrians 268 Other 38



NOTES

South of Montrose Along the Trail

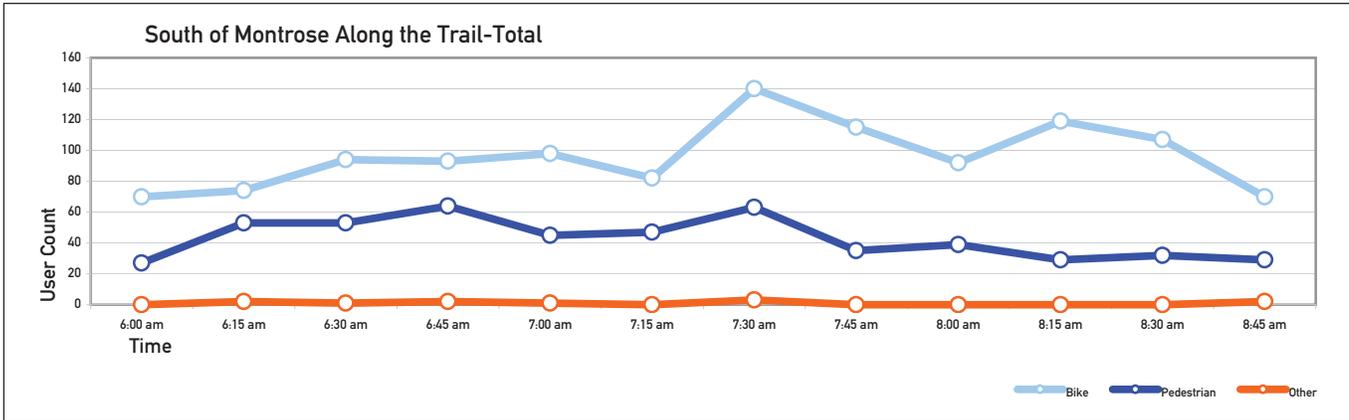
August 2010

Estimated Daily Weekend Users: 12230

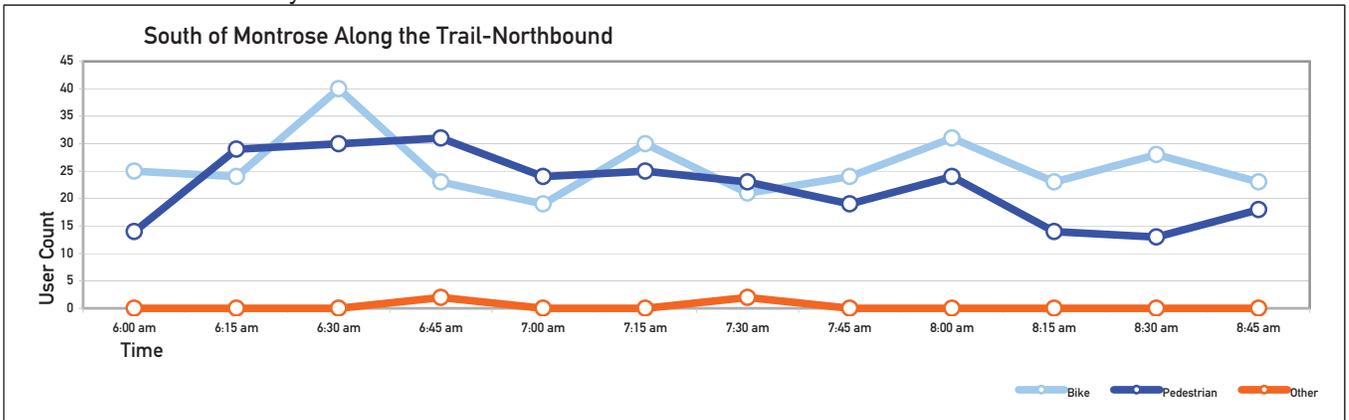
Estimated Daily Weekday Users: 13577 to 15610

Data Collected

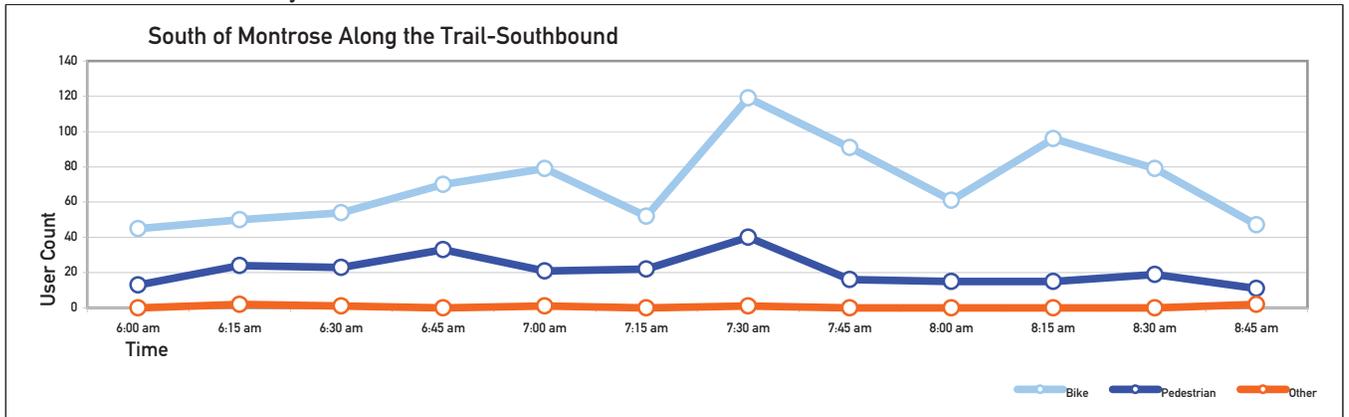
WEEKDAY 6-9 A.M. Bicyclists 1,154 Pedestrians 516 Other 11



WEEKDAY 6-9 A.M. Bicyclists 311 Pedestrians 264 Other 4



WEEKDAY 6-9 A.M. Bicyclists 843 Pedestrians 252 Other 7



NOTES

South of Montrose Along the Trail

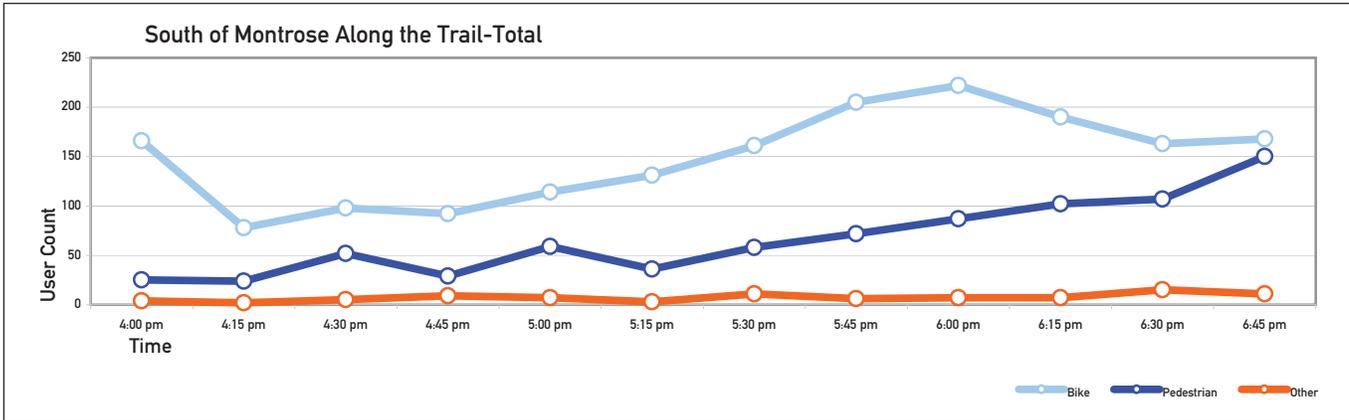
August 2010

Estimated Daily Weekend Users: 12230

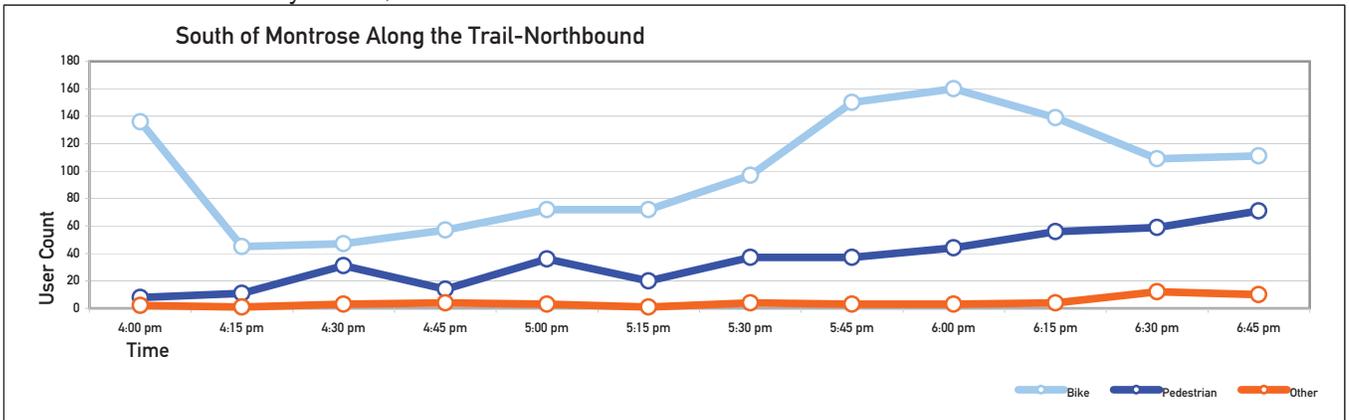
Estimated Daily Weekday Users: 13577 to 15610

Data Collected

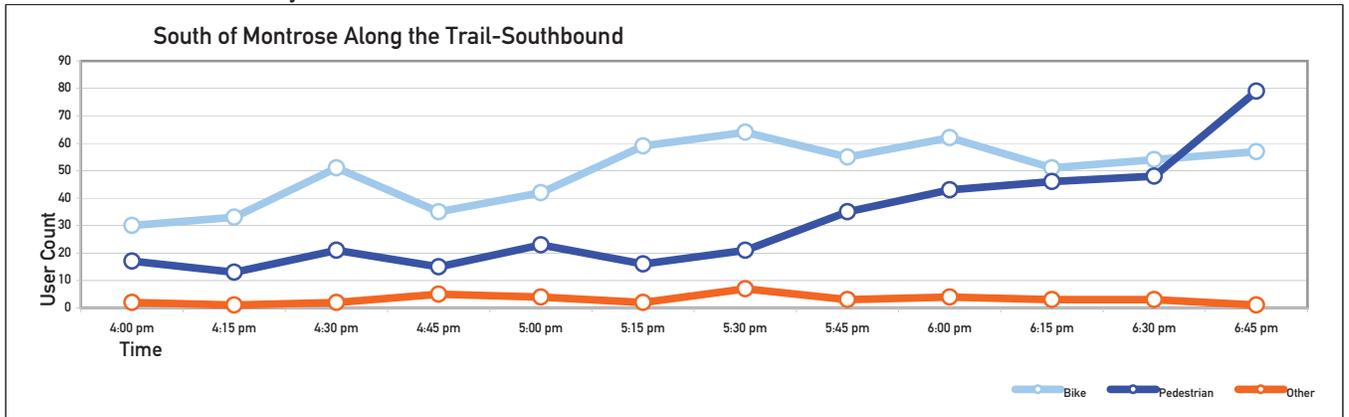
WEEKDAY 4-7 P.M. Bicyclists 1,788 Pedestrians 801 Other 87



WEEKDAY 4-7 P.M. Bicyclists 1,195 Pedestrians 424 Other 50



WEEKDAY 4-7 P.M. Bicyclists 593 Pedestrians 377 Other 37



NOTES



COUNT LOCATION



Count Locations (2 counters)

FULLERTON PARKWAY ALONG THE TRAIL COUNT



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST

South of Fullerton Along the Trail

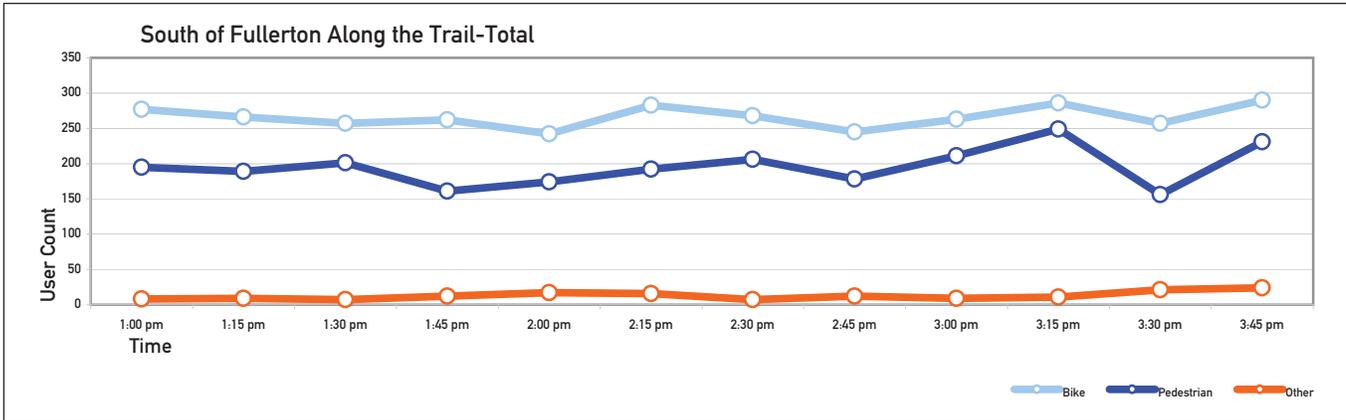
August 2010

Estimated Daily Weekend Users: 23906

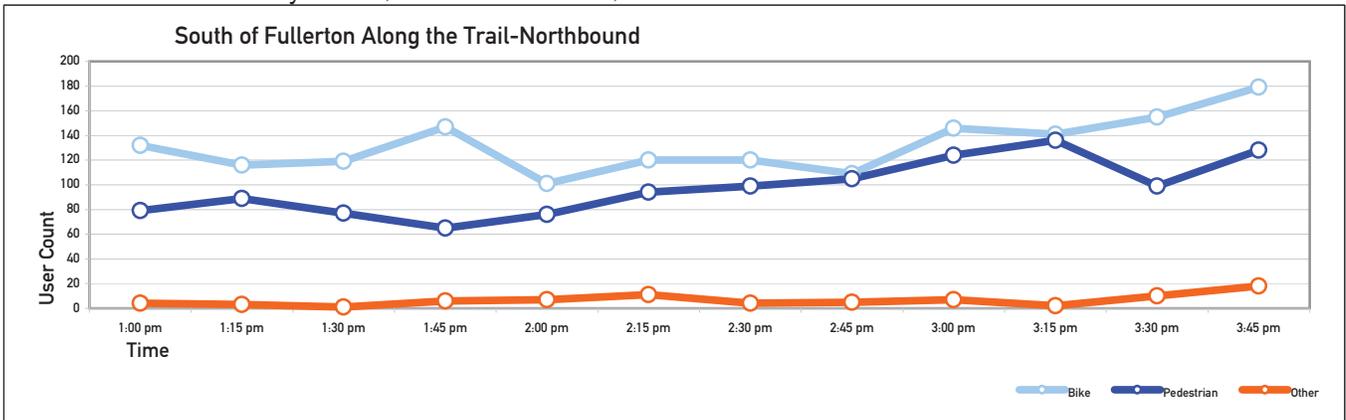
Estimated Daily Weekday Users: 20774 to 29855

Data Collected

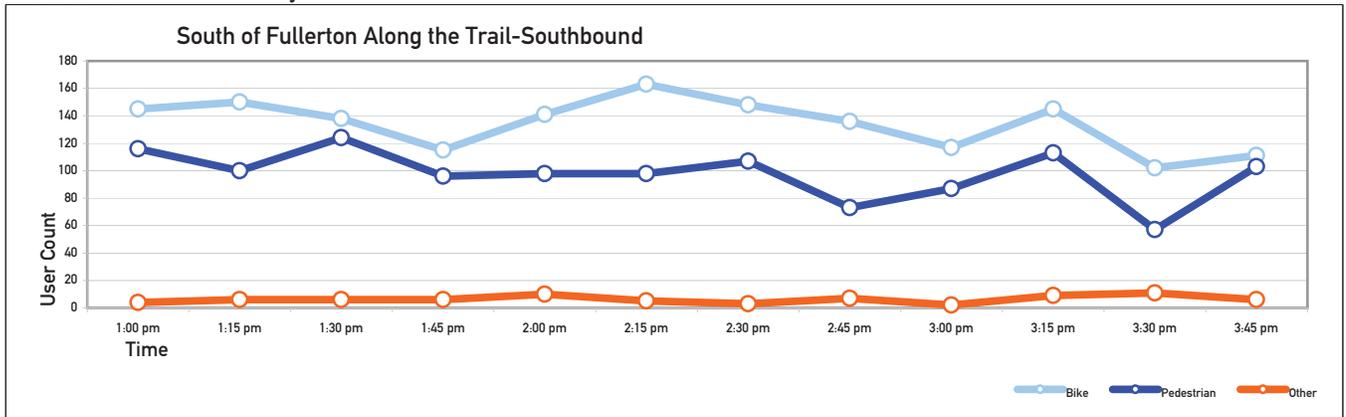
WEEKEND 1-4 P.M. Bicyclists 3,196 Pedestrians 2,343 Other 153



WEEKEND 1-4 P.M. Bicyclists 1,585 Pedestrians 1,171 Other 78



WEEKEND 1-4 P.M. Bicyclists 1,611 Pedestrians 1,172 Other 75



NOTES

South of Fullerton Along the Trail

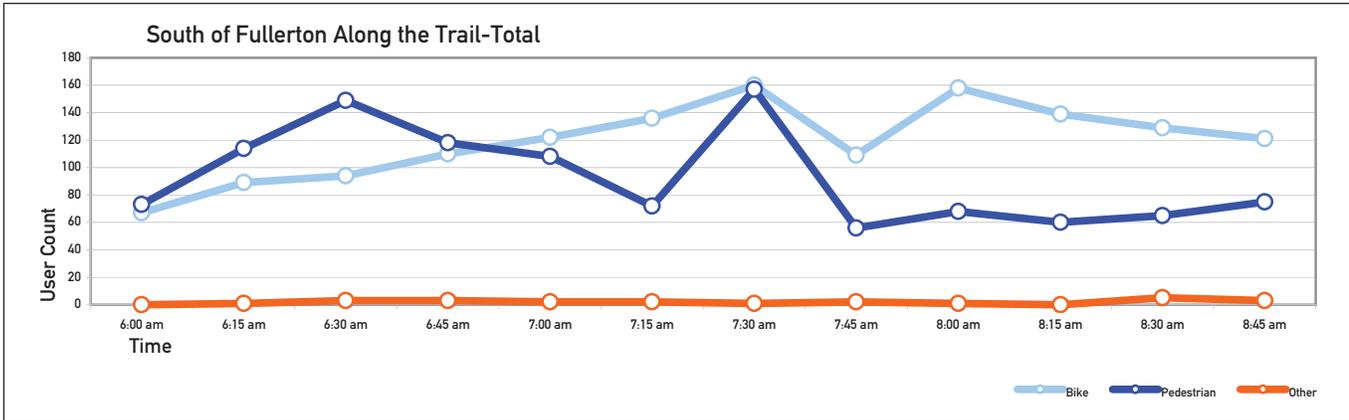
August 2010

Estimated Daily Weekend Users: 23906

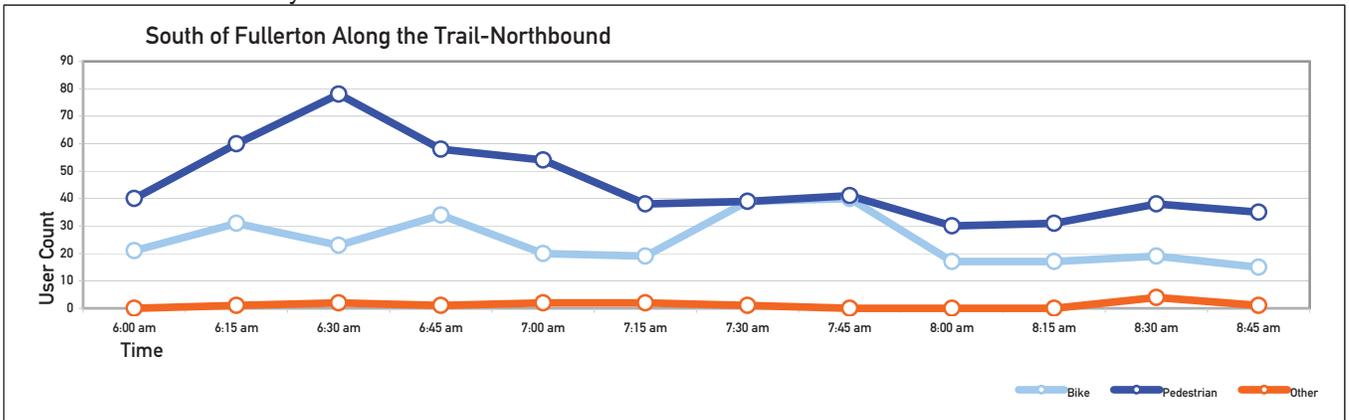
Estimated Daily Weekday Users: 20774 to 29855

Data Collected

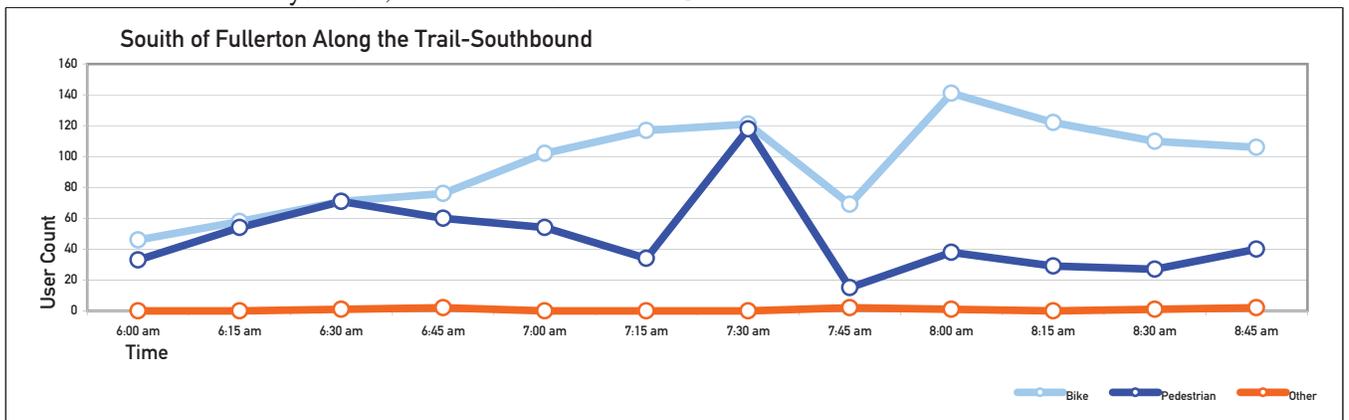
WEEKDAY 6-9 A.M. Bicyclists 1,434 Pedestrians 1,115 Other 23



WEEKDAY 6-9 A.M. Bicyclists 295 Pedestrians 542 Other 14



WEEKDAY 6-9 A.M. Bicyclists 1,139 Pedestrians 573 Other 9



NOTES

South of Fullerton Along the Trail

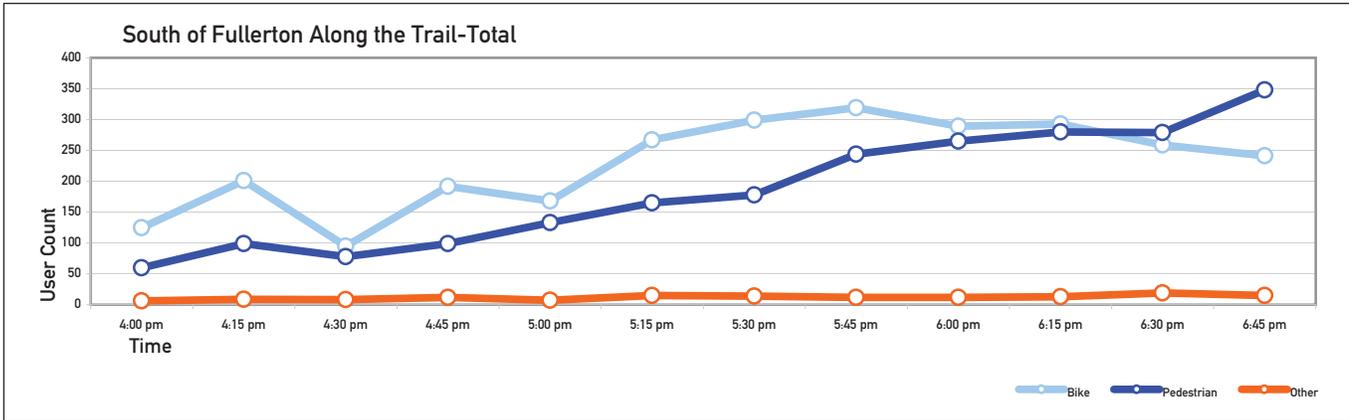
August 2010

Estimated Daily Weekend Users: 23906

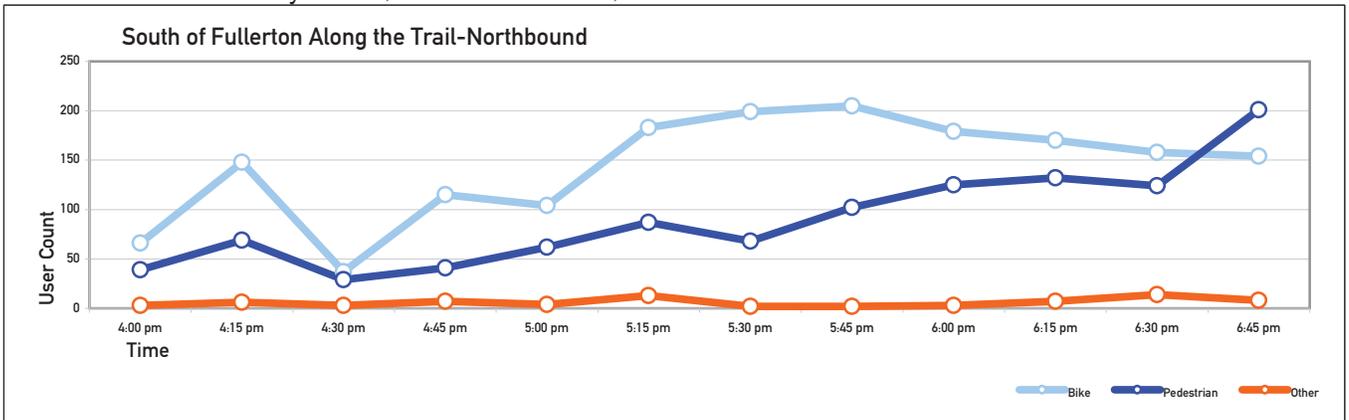
Estimated Daily Weekday Users: 20774 to 29855

Data Collected

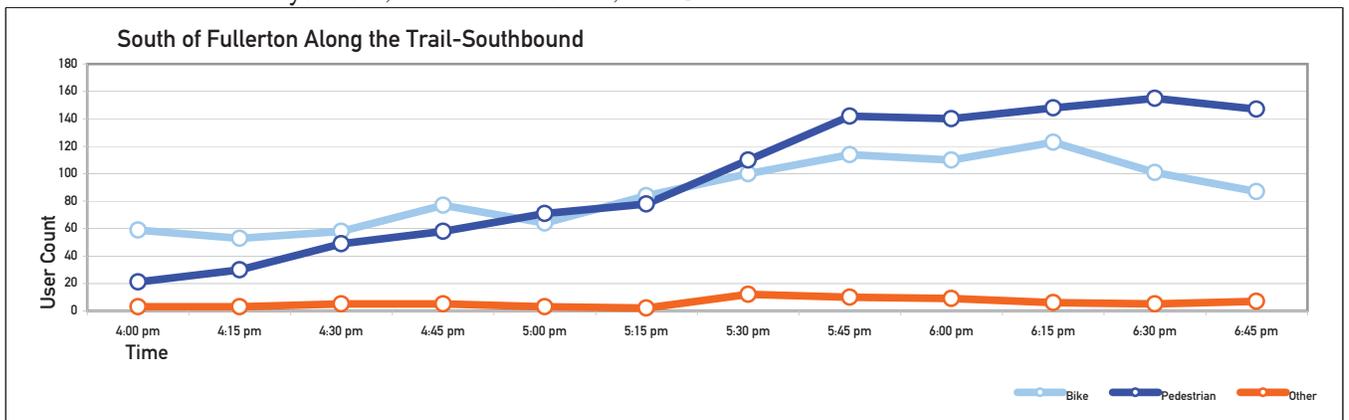
WEEKDAY 4-7 P.M. Bicyclists 2,748 Pedestrians 2,228 Other 142



WEEKDAY 4-7 P.M. Bicyclists 1,718 Pedestrians 1,079 Other 72



WEEKDAY 4-7 P.M. Bicyclists 1,030 Pedestrians 1,149 Other 70



NOTES



COUNT LOCATION



Count Locations (2 locations)

OAK STREET ALONG THE TRAIL COUNT



ELM STREET

CEDAR STREET

BELLEVUE PLACE

OAK STREET

INNER LAKESHORE DRIVE



Between Oak St. and North Ave. Along the Trail

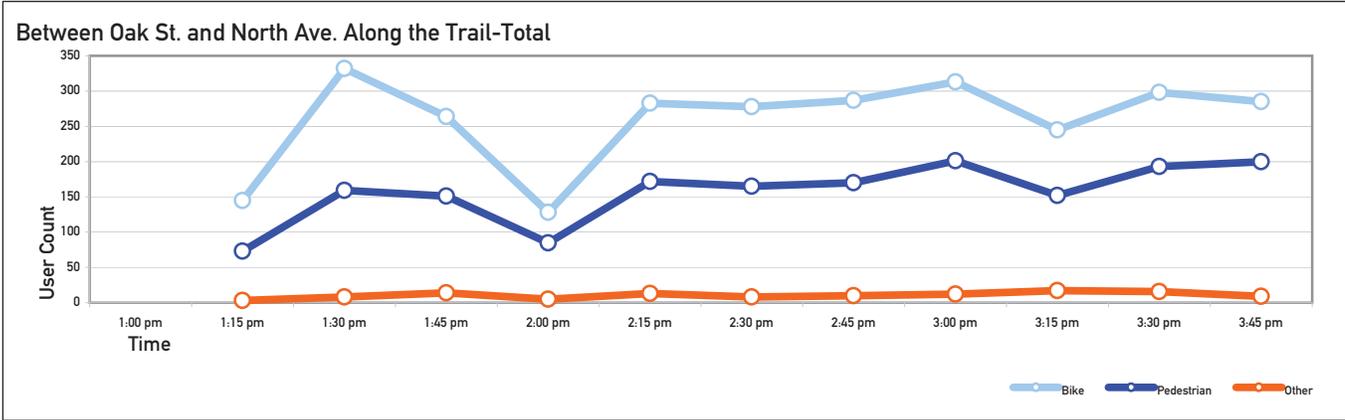
August 2010

Estimated Daily Weekend Users: 19715

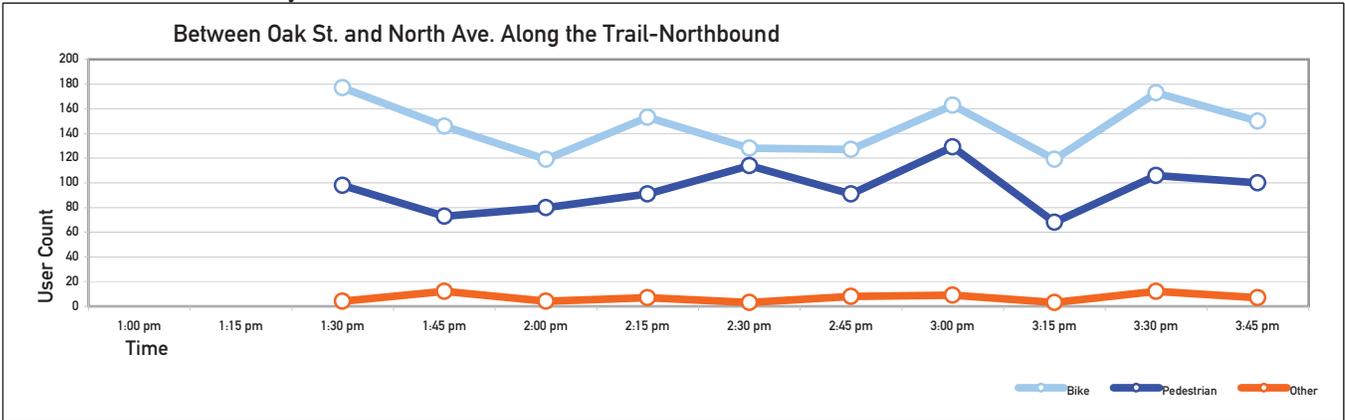
Estimated Daily Weekday Users: 23140 to 22254

Data Collected

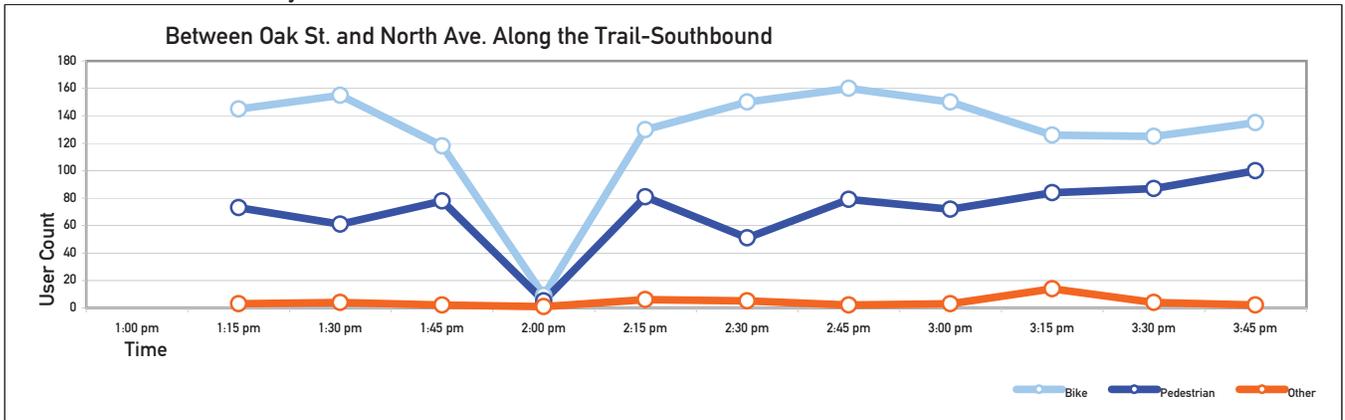
WEEKEND 1-4 P.M. Bicyclists 2,858 Pedestrians 1,721 Other 115



WEEKEND 1-4 P.M. Bicyclists 1,455 Pedestrians 950 Other 69



WEEKEND 1-4 P.M. Bicyclists 1,403 Pedestrians 771 Other 46



NOTES

No data collected 1:00-1:30pm northbound and 1-1:15pm southbound

Between Oak St. and North Ave. Along the Trail

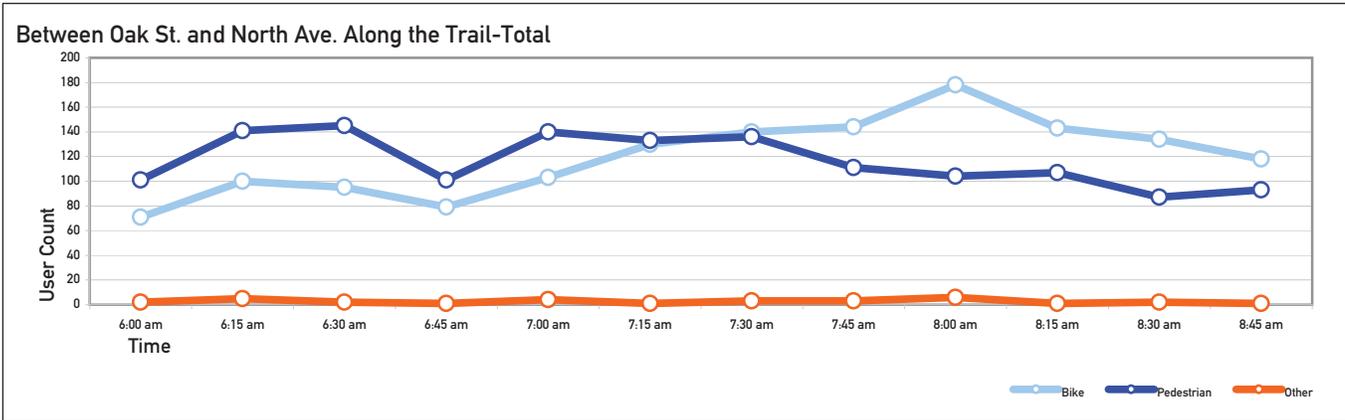
August 2010

Estimated Daily Weekend Users: 19715

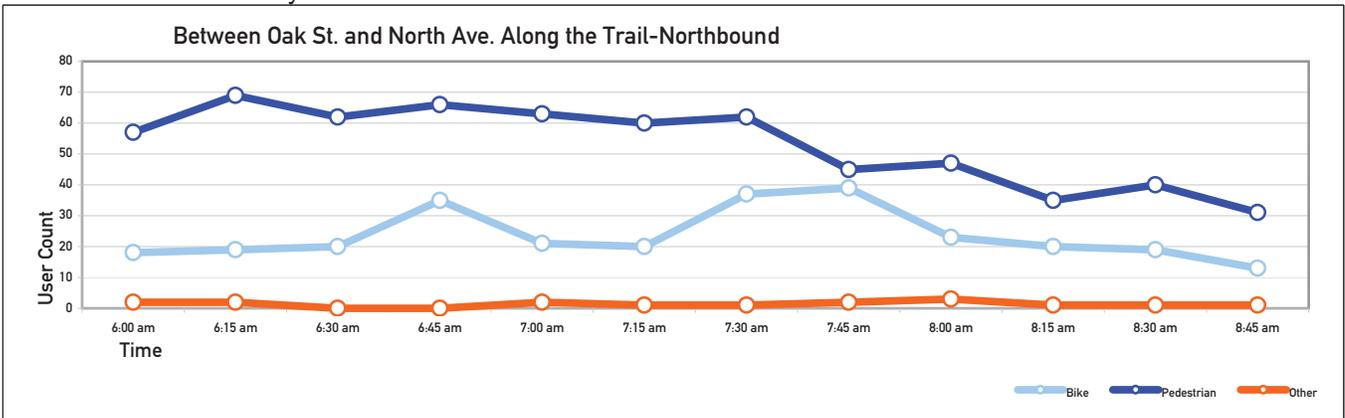
Estimated Daily Weekday Users: 23140 to 22254

Data Collected

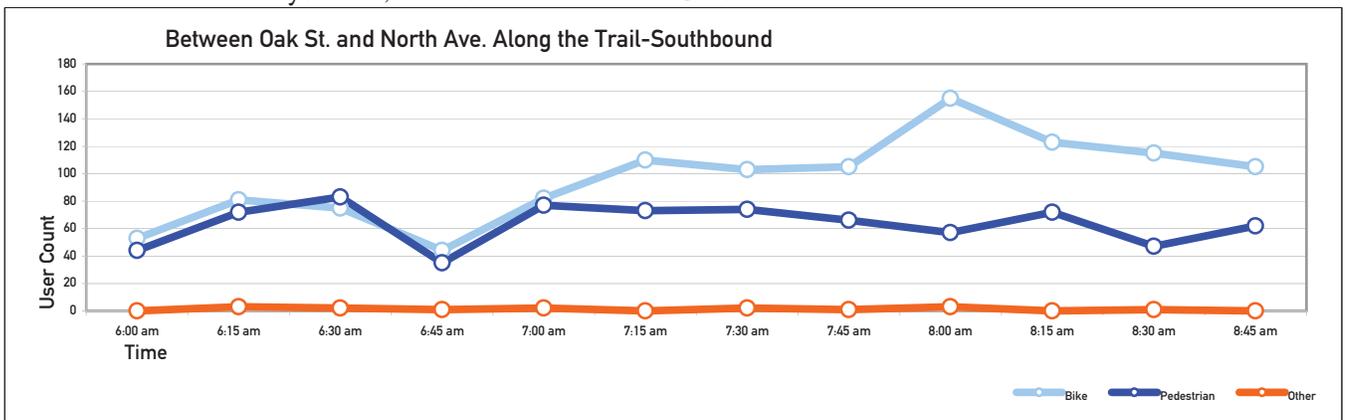
WEEKDAY 6-9 A.M. Bicyclists 1,435 Pedestrians 1,399 Other 31



WEEKDAY 6-9 A.M. Bicyclists 284 Pedestrians 637 Other 16



WEEKDAY 6-9 A.M. Bicyclists 1,151 Pedestrians 762 Other 15



NOTES

Between Oak St. and North Ave. Along the Trail

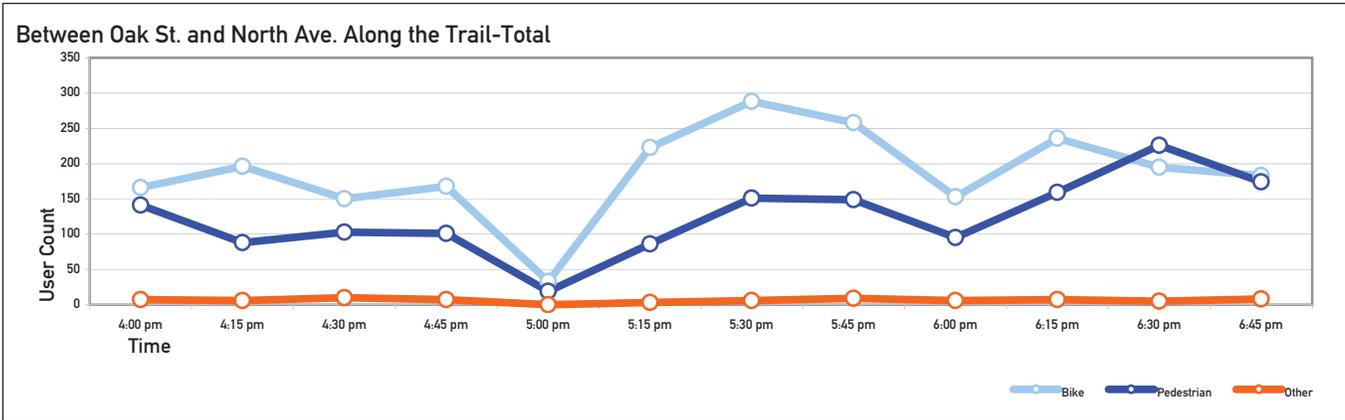
August 2010

Estimated Daily Weekend Users: 19715

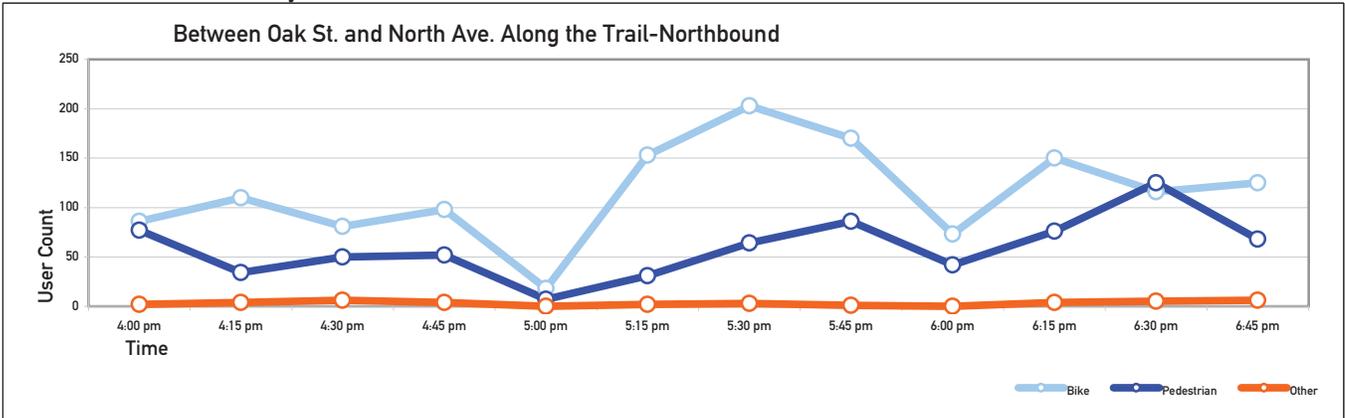
Estimated Daily Weekday Users: 23140 to 22254

Data Collected

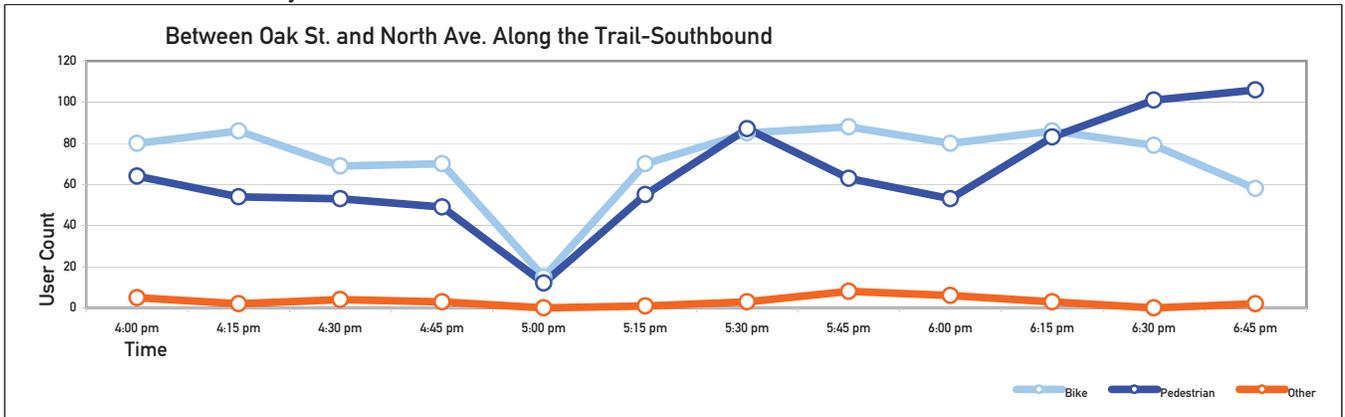
WEEKDAY 4-7 P.M. Bicyclists 2,249 Pedestrians 1,492 Other 74



WEEKDAY 4-7 P.M. Bicyclists 1,383 Pedestrians 712 Other 37



WEEKDAY 4-7 P.M. Bicyclists 866 Pedestrians 780 Other 37



NOTES



COUNT LOCATION

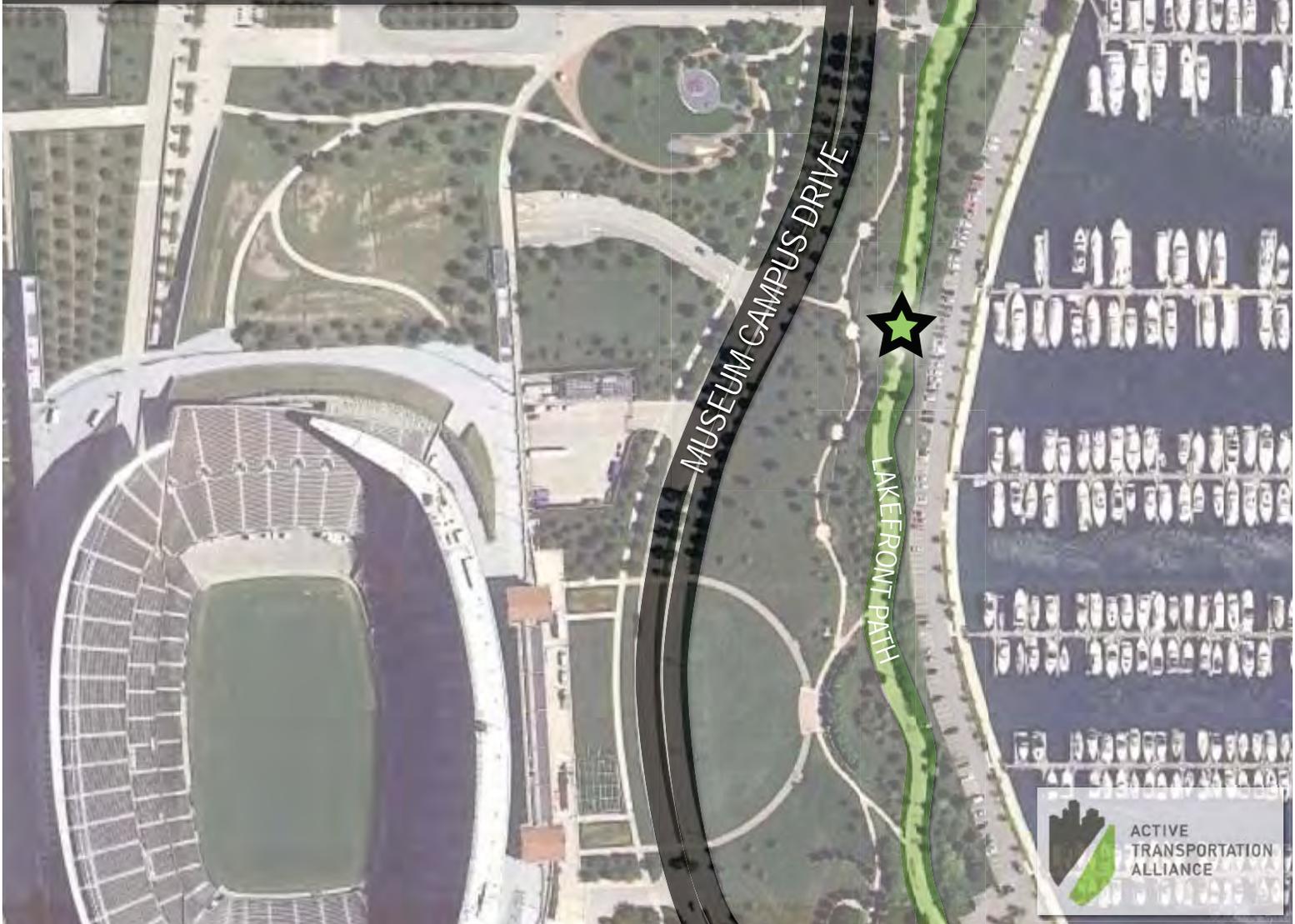


Count Locations (1 counter)

McFETRIDGE DRIVE ALONG THE TRAIL COUNT



McFETRIDGE DRIVE



MUSEUM CAMPUS DRIVE

LAKEFRONT PATH



- DEVON
- PETERSON
- BRYN MAWR
- FOSTER
- LAWRENCE
- MONTROSE
- IRVING PARK
- ADDISON
- BELMONT
- DIVERSEY
- FULLERTON
- ARMITAGE
- NORTH
- DIVISION
- CHICAGO
- KINZIE
- MADISON
- HARRISON
- ROOSEVELT
- 16TH
- CERMAK
- 26TH
- 31ST
- 35TH
- PERSHING
- 43RD
- 47TH
- 51ST
- GARFIELD
- 59TH
- 63TH
- MARQUETTE
- 71ST



South of McFetridge Along the Trail

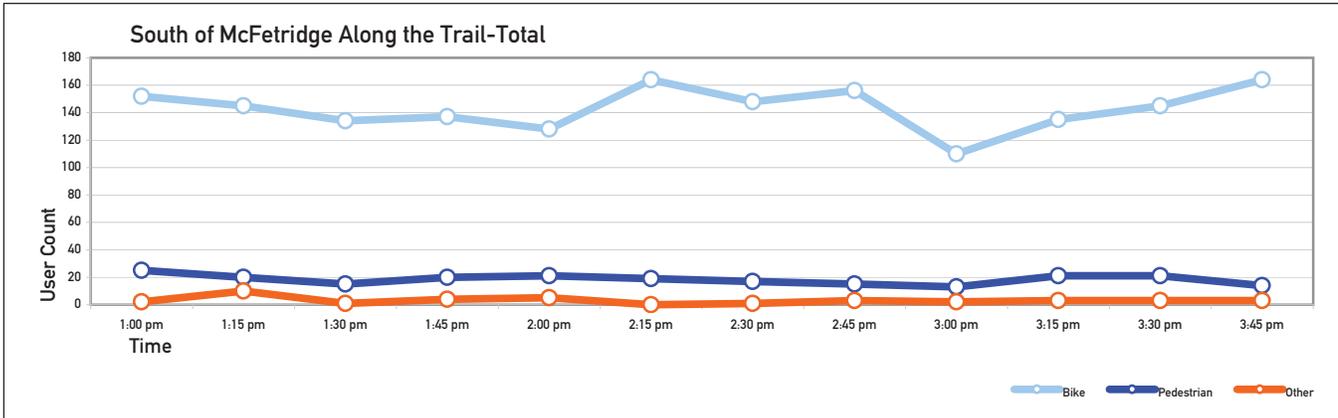
August 2010

Estimated Daily Weekend Users: 8299

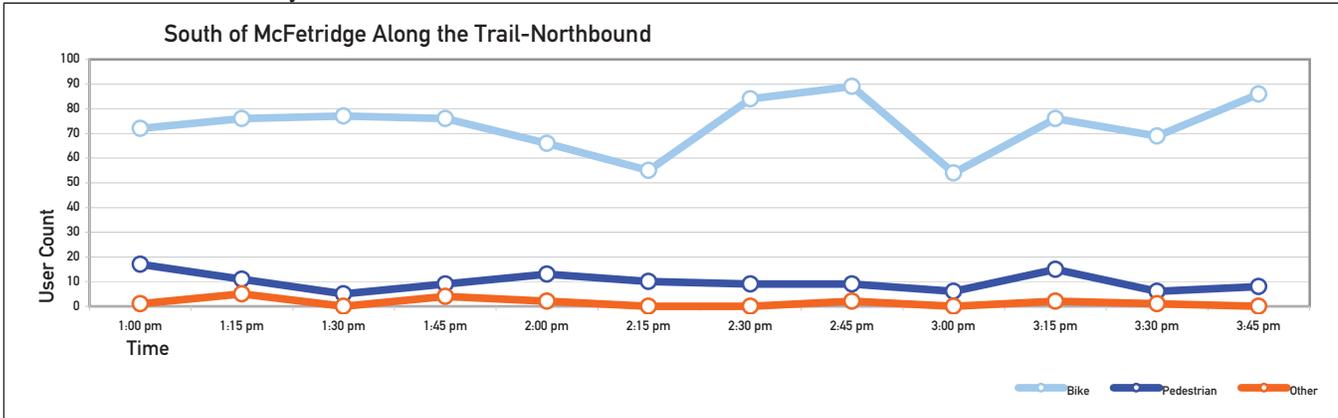
Estimated Daily Weekday Users: 6906 to 7554

Data Collected

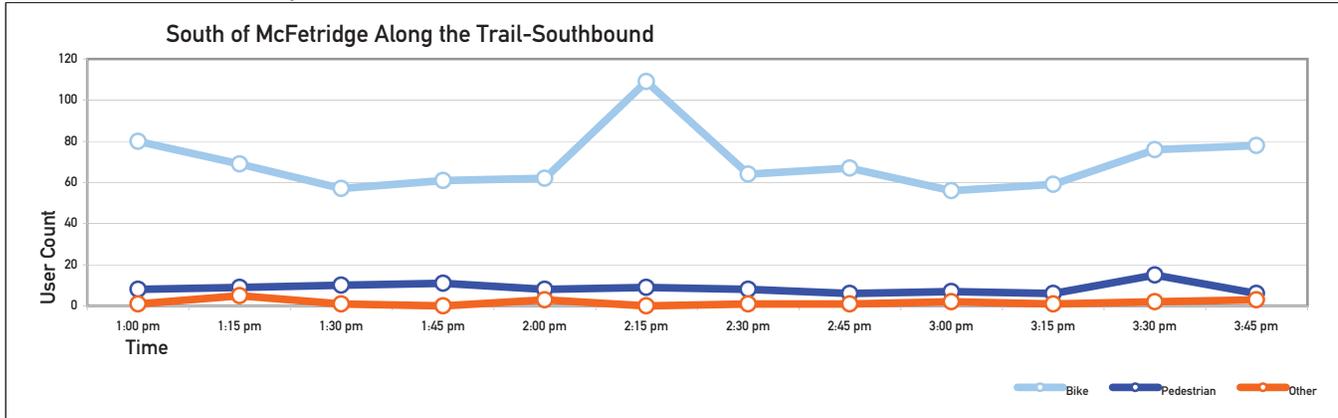
WEEKEND 1-4 P.M. Bicyclists 1,718 Pedestrians 221 Other 37



WEEKEND 1-4 P.M. Bicyclists 880 Pedestrians 118 Other 17



WEEKEND 1-4 P.M. Bicyclists 838 Pedestrians 103 Other 20



NOTES

South of McFetridge Along the Trail

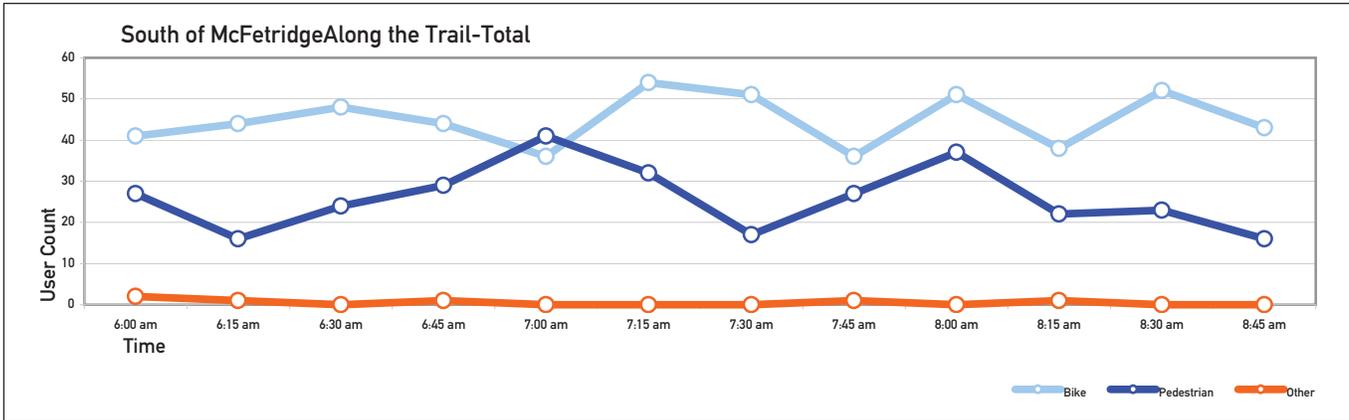
August 2010

Estimated Daily Weekend Users: 8299

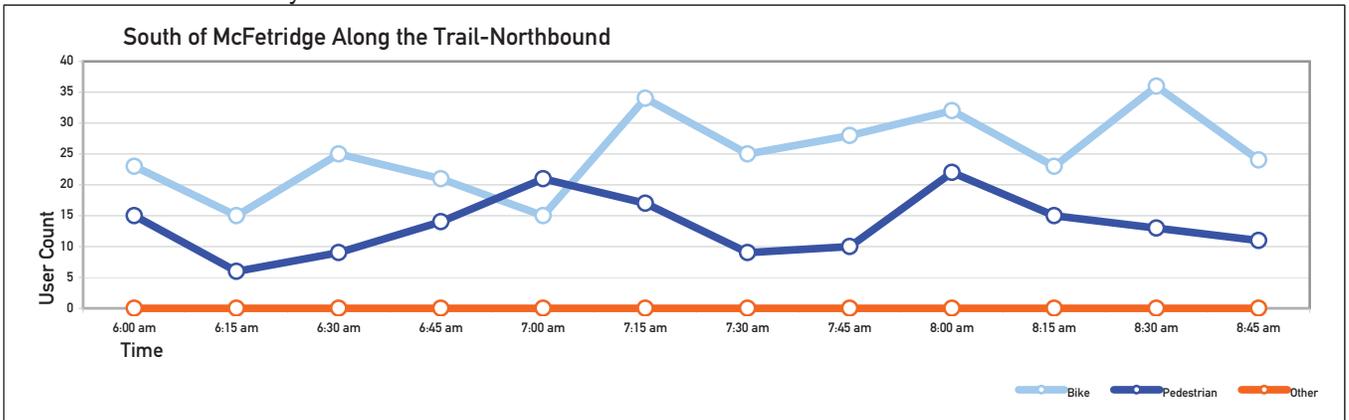
Estimated Daily Weekday Users: 6906 to 7554

Data Collected

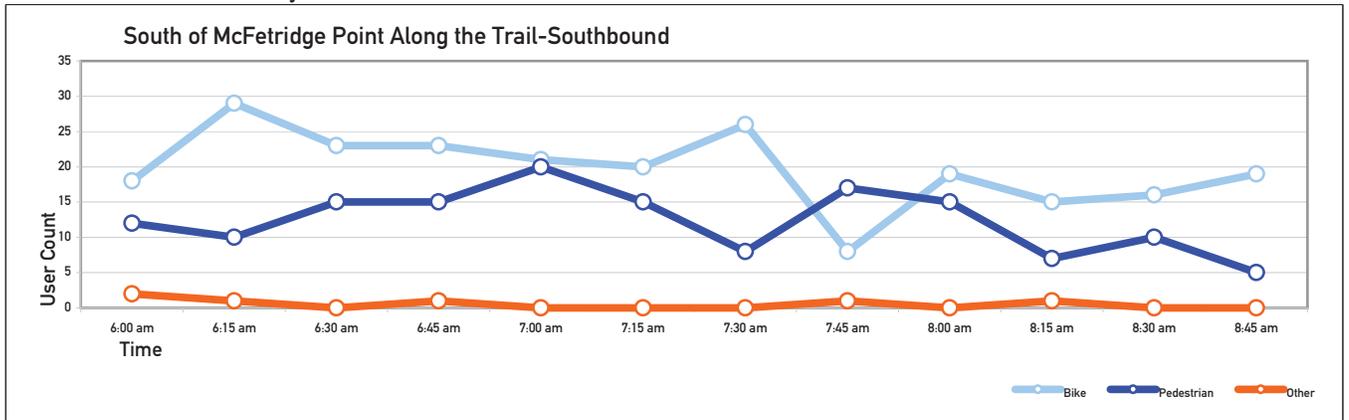
WEEKDAY 6-9 A.M. Bicyclists 538 Pedestrians 311 Other 6



WEEKDAY 6-9 A.M. Bicyclists 301 Pedestrians 162 Other 0



WEEKDAY 6-9 A.M. Bicyclists 237 Pedestrians 149 Other 6



NOTES

South of McFetridge Along the Trail

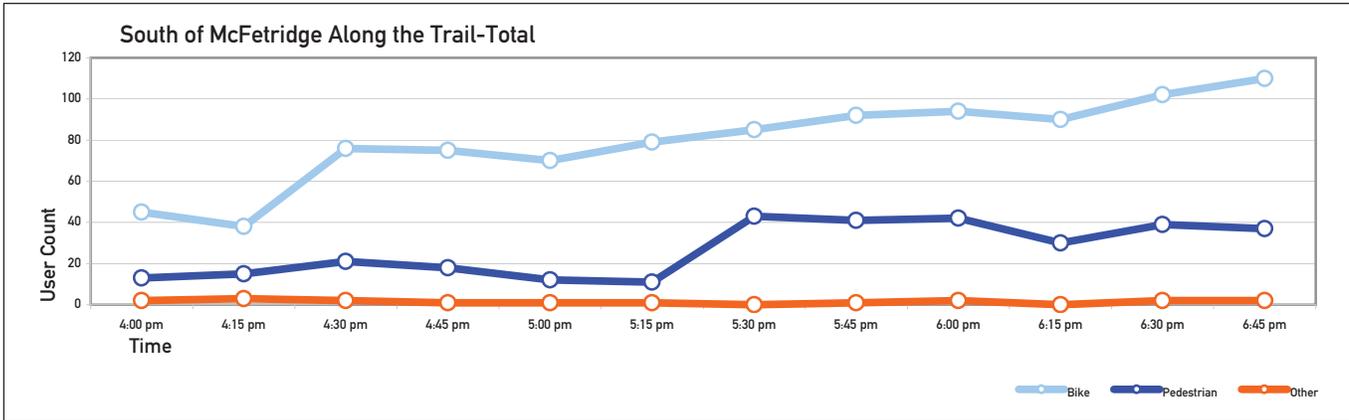
August 2010

Estimated Daily Weekend Users: 8299

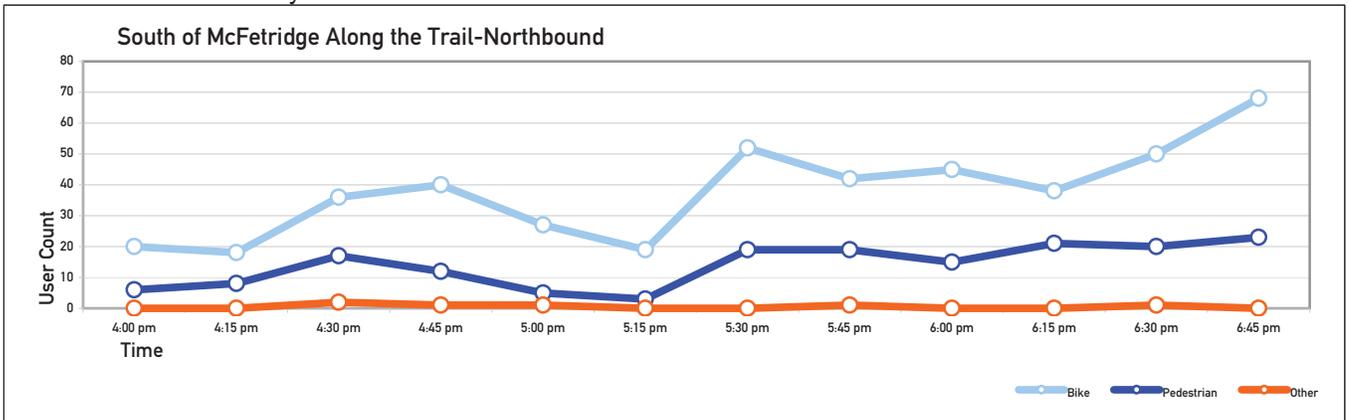
Estimated Daily Weekday Users: 6906 to 7554

Data Collected

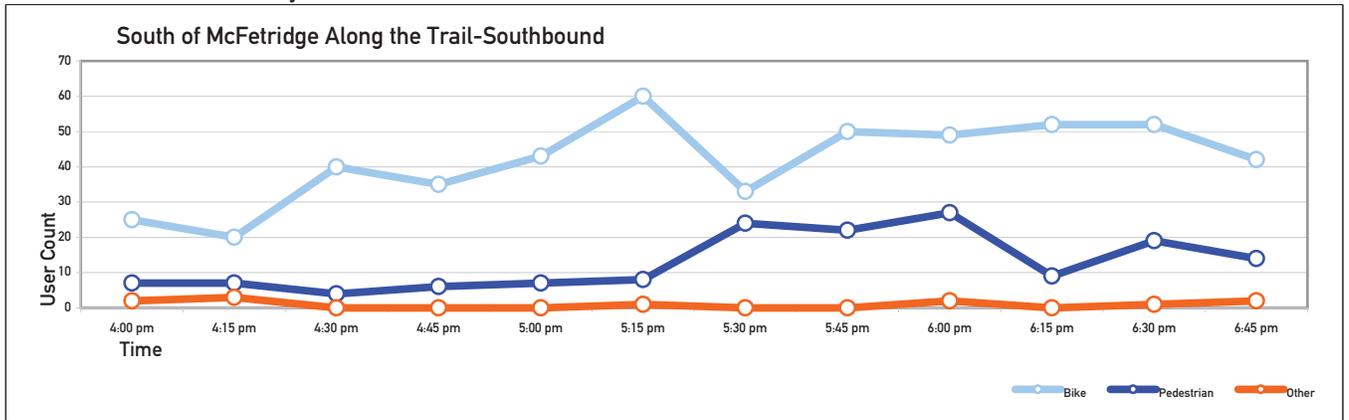
WEEKDAY 4-7 P.M. Bicyclists 956 Pedestrians 322 Other 17



WEEKDAY 4-7 P.M. Bicyclists 455 Pedestrians 168 Other 6



WEEKDAY 4-7 P.M. Bicyclists 501 Pedestrians 154 Other 11



NOTES



COUNT LOCATION



Count Locations (1 counter)

PROMONTORY POINT ALONG THE TRAIL COUNT



North of Promontory Point Along the Trail

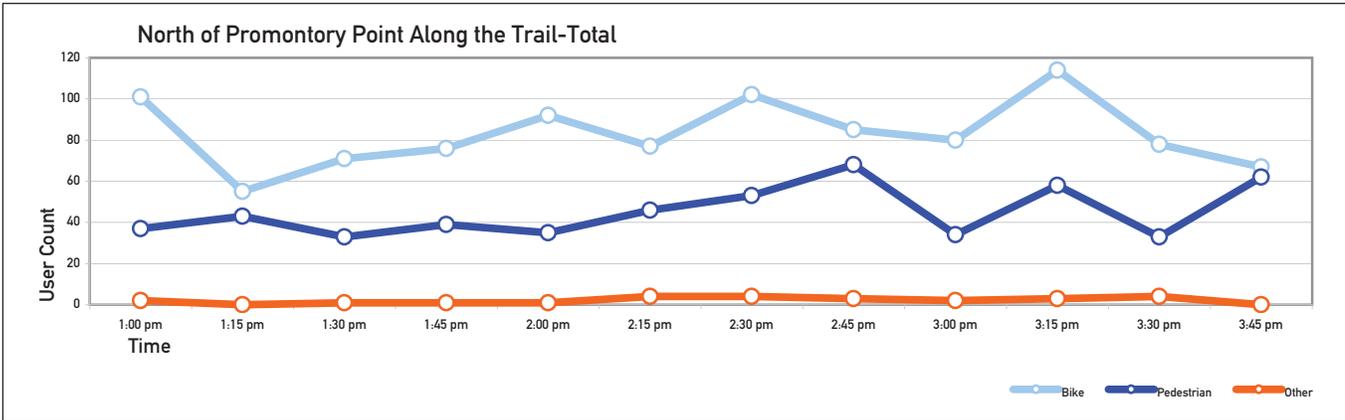
August 2010

Estimated Daily Weekend Users: 6569

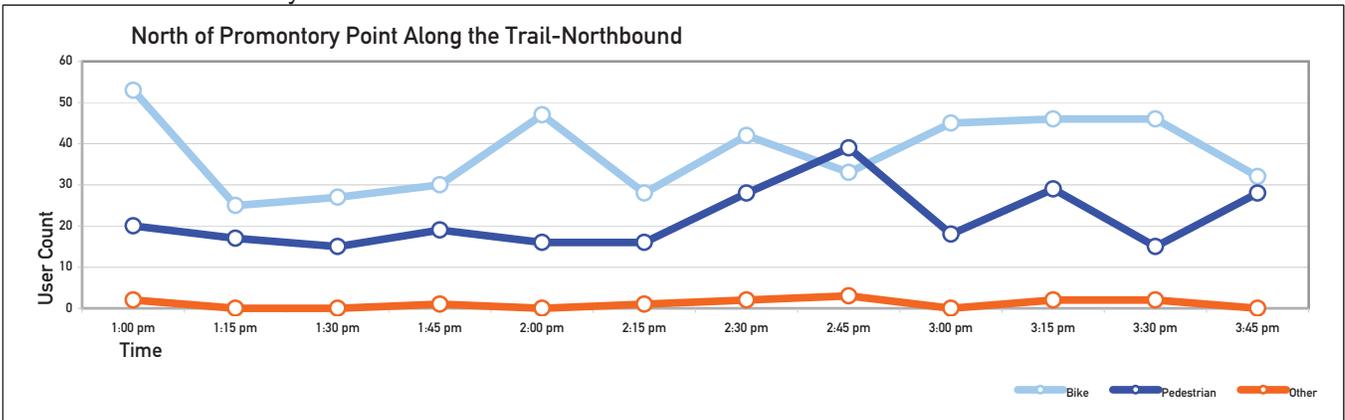
Estimated Daily Weekday Users: 5915 to 6138

Data Collected

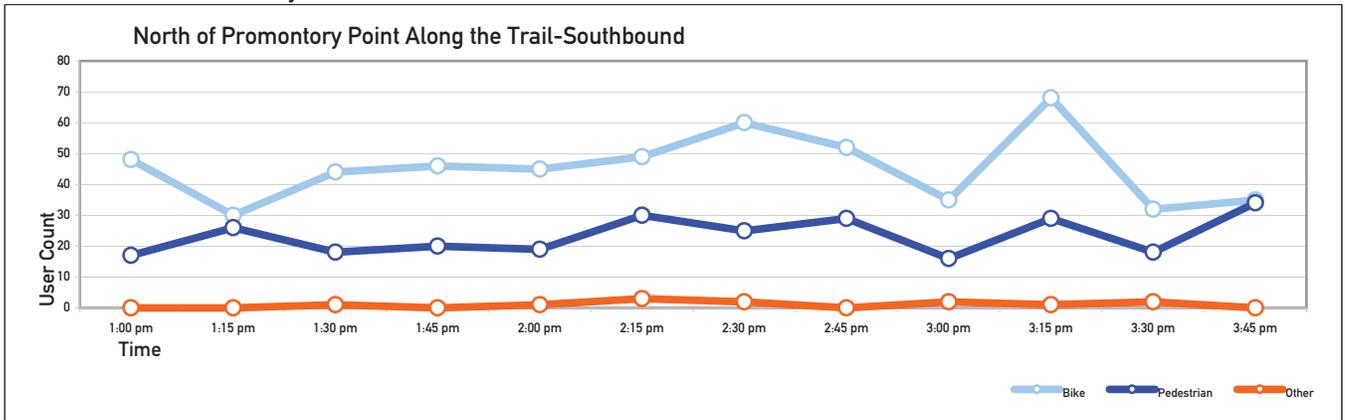
WEEKEND 1-4 P.M. Bicyclists 998 Pedestrians 541 Other 25



WEEKEND 1-4 P.M. Bicyclists 454 Pedestrians 260 Other 13



WEEKEND 1-4 P.M. Bicyclists 544 Pedestrians 281 Other 12



NOTES

North of Promontory Point Along the Trail

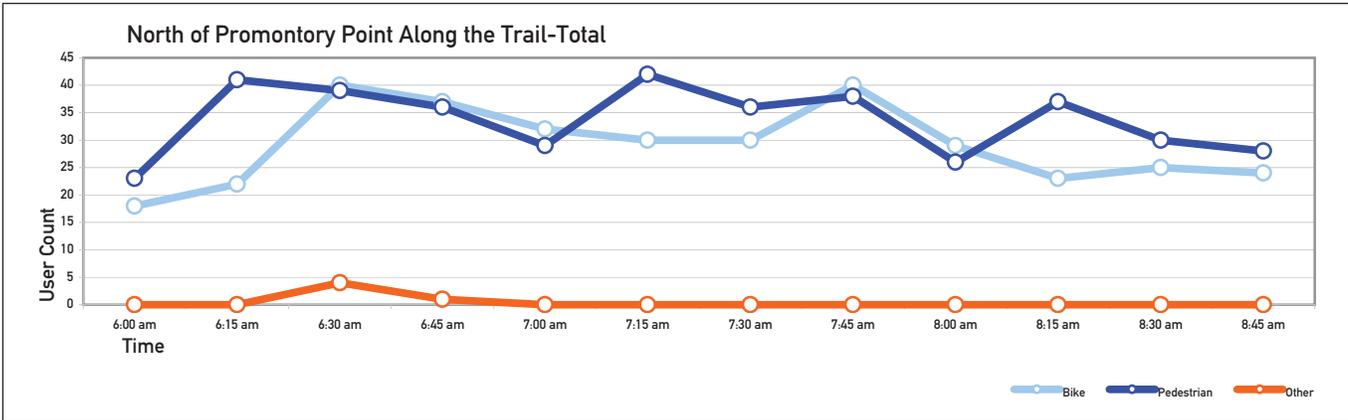
August 2010

Estimated Daily Weekend Users: 6569

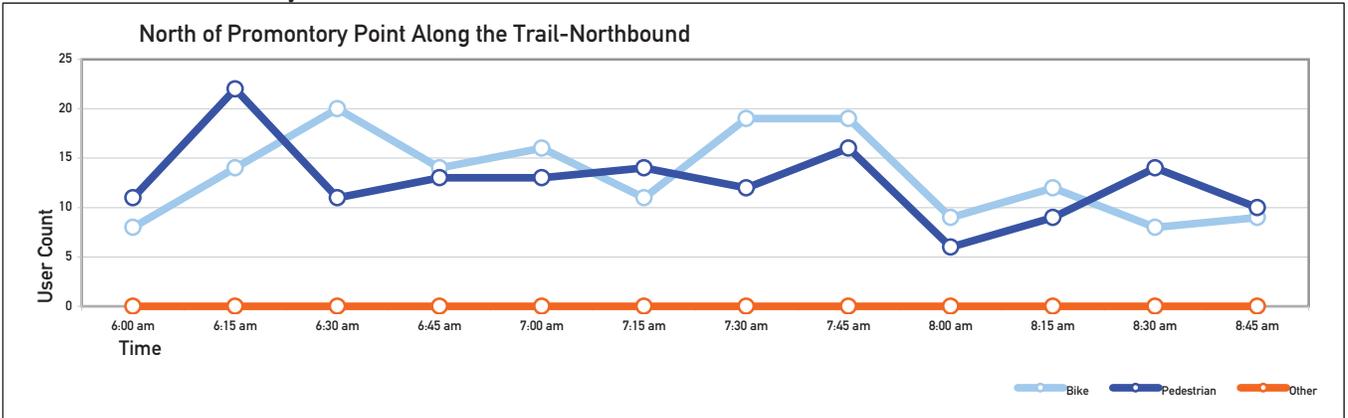
Estimated Daily Weekday Users: 5915 to 6138

Data Collected

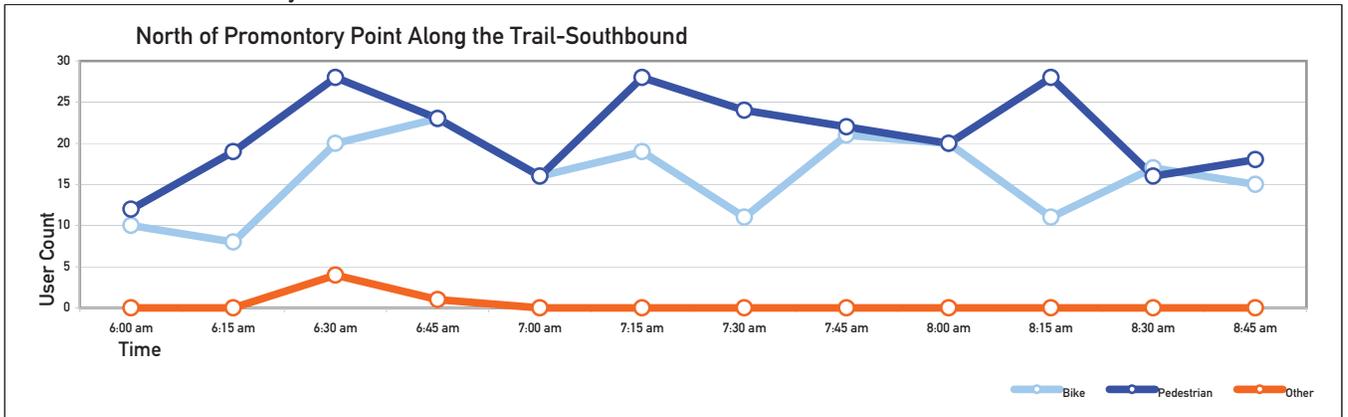
WEEKDAY 6-9 A.M. Bicyclists 350 Pedestrians 405 Other 5



WEEKDAY 6-9 A.M. Bicyclists 159 Pedestrians 151 Other 0



WEEKDAY 6-9 A.M. Bicyclists 191 Pedestrians 254 Other 5



NOTES

North of Promontory Point Along the Trail

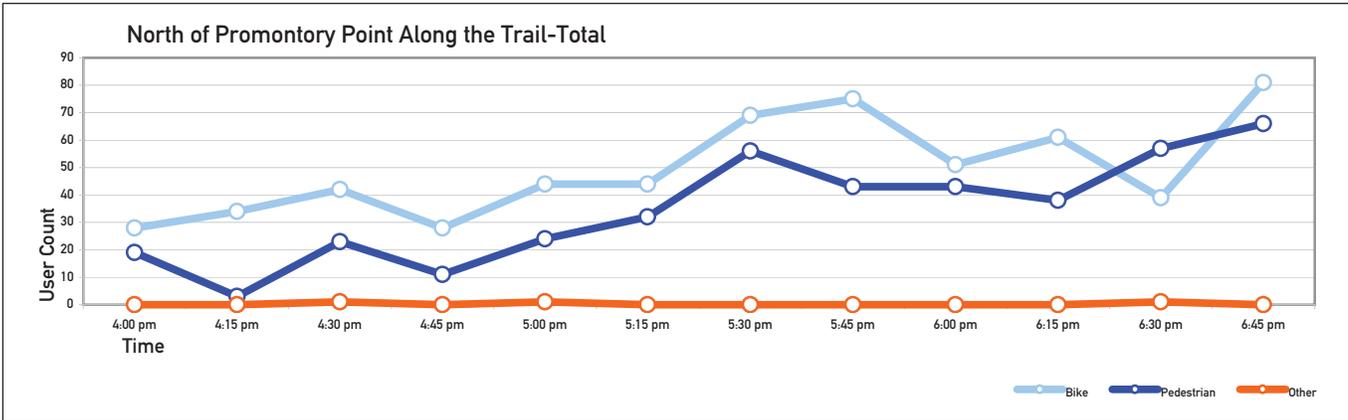
August 2010

Estimated Daily Weekend Users: 6569

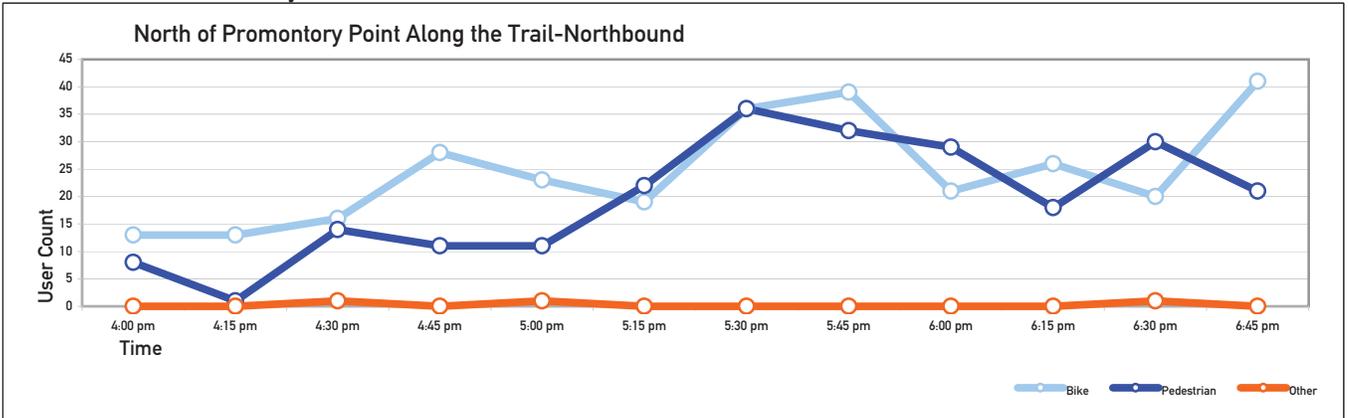
Estimated Daily Weekday Users: 5915 to 6138

Data Collected

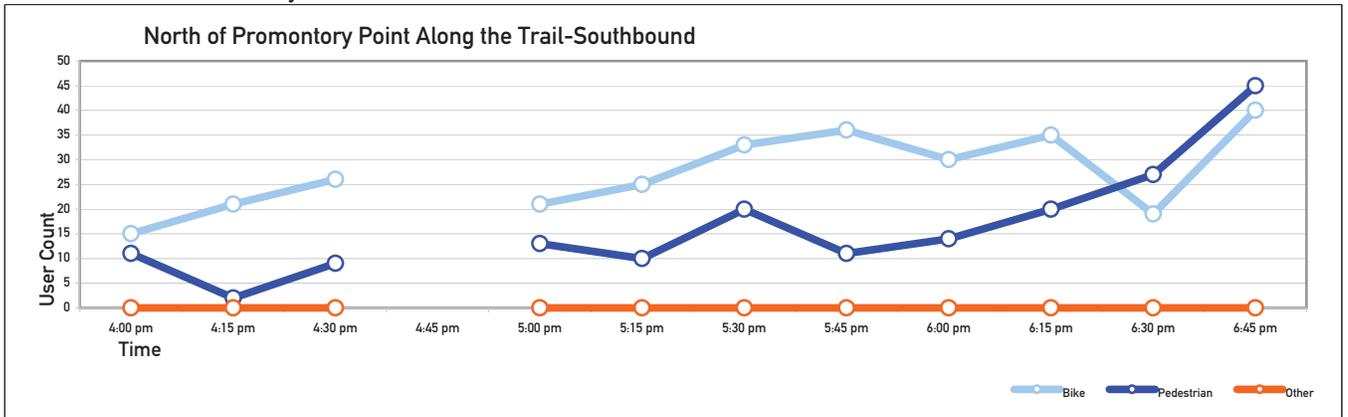
WEEKDAY 4-7 P.M. Bicyclists 596 Pedestrians 415 Other 3



WEEKDAY 4-7 P.M. Bicyclists 295 Pedestrians 233 Other 3



WEEKDAY 4-7 P.M. Bicyclists 301 Pedestrians 182 Other 0



NOTES

No data available for southbound between 4:45 pm and 5:00 pm.

Lakefront Path Counts (Access Points)

Instructions

Mark each person with a tick mark only as they **enter** the lakefront path.

Date and Time: (circle time)

Sunday, Aug. 22, 2010: 1 p.m.- 2 p.m.; 2 p.m. - 3 p.m.; 3 p.m.- 4 p.m.

Tuesday, Aug. 24, 2010: 6 a.m.- 7 a.m.; 7 a.m.- 8 a.m.; 8 a.m.- 9 a.m.

4 p.m.- 5 p.m.; 5 p.m.- 6 p.m.; 6 p.m.- 7 p.m.

Location: _____ Weather Conditions: _____

Time	Pedestrian <i>Includes wheelchairs, Segways, runners</i>	Bike <i>Includes handpedal bikes and recumbents</i>	Other <i>Includes skateboarders, in-line skaters, razor scooters</i>
0-15 minutes			
15-30 minutes			
30-45 minutes			
45-60 minutes			
Total			

Lakefront Trail Counts (Along the trail Counts)

Instructions

Mark each person with a tick mark as they pass along the lakefront path.

Date and Time: (circle time)

Sunday, Aug. 22, 2010: 1 p.m. - 2 p.m.; 2 p.m. - 3 p.m.; 3 p.m. - 4 p.m.

Tuesday, Aug. 24, 2010: 6 a.m. - 7 a.m.; 7 a.m. - 8 a.m.; 8 a.m. - 9 a.m.

4 p.m. - 5 p.m.; 5 p.m. - 6 p.m.; 6p.m. - 7 p.m.

Location: _____ Weather Conditions: _____

Time	Pedestrian <i>Includes wheelchairs, Segways, runners</i>	Bike <i>Includes handpedal bikes and recumbents</i>	Other <i>Includes skateboarders, in-line skaters, razor scooters</i>
0-15 minutes	Northbound: Southbound:	Northbound: Southbound:	Northbound: Southbound:
15-30 minutes	Northbound: Southbound:	Northbound: Southbound:	Northbound: Southbound:
30-45 minutes	Northbound: Southbound:	Northbound: Southbound:	Northbound: Southbound:
45-60 minutes	Northbound: Southbound:	Northbound: Southbound:	Northbound: Southbound:
Total	Northbound: Southbound:	Northbound: Southbound:	Northbound: Southbound:

Lakefront User Counts FAQ

Thank you for volunteering with Active Transportation Alliance!

You should have received your volunteer location. If you have not received your location, please contact Carolyn Helmke Carolyn@activetrans.org. Your volunteer captain will be giving you a short training before the count begins on how to do the official count and record your data.

Below are a few definitions and FAQs to help you make counting easier.

If you are counting at an **ACCESS POINT**, you will **ONLY** be counting people coming into the trail, not exiting. You will be counting three separate categories: Bikes, Pedestrians, or other. Please see below for definitions.

If you are counting **ALONG THE TRAIL**, you will be counting people going **NORTH** and **SOUTH** and trying to keep them in three categories if possible. It may be too busy to distinguish.

What should I bring to volunteer?

- A watch or cell phone with easy to see clock
- Water, sports drink and snacks
- Sunglasses, Hat, Sunscreen
- Comfortable clothes and shoes
- Folding chair if you want to sit down while counting

Who will I be counting?

ALL People **ENTERING** the lakefront trail or people going along the trail, depending on where you have been assigned to count.

Who is a pedestrian?

Anyone traveling on the lakefront trail on foot, people in wheelchairs, babies in strollers with walking or running parents, Segway

Who is a bicyclist?

Anyone on a bicycle, tricycle, unicycle, tandem bike, recumbent (sitting down) bike.

Who falls into the “other” category?

Anyone on rollerblades, a skateboard, razor scooter.

FAQs for counters

Each map with data (or does this go above?) ABOVE



ACTIVE
TRANSPORTATION
ALLIANCE

9 West Hubbard Street
Suite 402
Chicago, IL 60654-6545

T 312.427.3325
F 312.427.4907
info@activetrans.org
www.activetrans.org



541 North Fairbanks Court
Chicago, IL 60611-3626
T 312.472.7529
www.chicagoparkdistrict.com