Lake Street – barrier for bicyclists

Look at stoplights
Gale Street

Signal, left-turn lanes at IL31/Lake

No “Green Mile” access

Moderate traffic Lake-River (w/ River closed S of North)

Low traffic NW of Lake
Gale Street – NW of Woodlawn

Gale Street – Woodlawn to Lake

Same, but with Shared Lane Markings (sharrows) 4’ out where there are three lanes (from left-turn lane). The last of the southeast-bound sharrows just before Lake could be centered in straight lane.
37’ 6” total – 3 lanes, left-turn not really used except by Lake

→ Road diet, remove left-turn lane except by Lake. Buffered bike lanes 5’ with buffer 1’ 6”-3’ and travel lanes 12’ 3” – 13’ 8”.

Sharrows where turn lane near Lake.
1) Provide “Green mile” access cuts; 2) Remove Gale’s raised median west of River.
West Park Avenue

Signal, left-turn lane at IL31/Lake; fairly low traffic

Great access from Lake to Fox River Trail, new bridge

30’ curb-to-curb; parking allowed but low (daytime)
If no parking, 5’ bike lanes w/ 10’ travel lanes possible; with shared lane markings 4’ out in 3-lane part

Also, on-road bike detection needed to trigger green??
Indian Trail

High traffic on both roads; typical big intersection issues

North-side sidepath further west, south-side Fox River Trail access on the east – requires crossing two faces

Sidewalks continuous, but not ideal in widths (5’), buffers, commercial entrances, main intersection crosswalks
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→ Crosswalk improvements, but likely never comfortable
Lyon Place/Northgate north entrance

North perimeter of mall, stoplight at Lake McDonald’s, hill, “No bikes”, dead-end, 2 houses E of Lake Ped-actuation (trigger green) not accessible from road
Lyon Place/Northgate north entrance

- IF trail easement, then Bike Route wayfinding signage: North Park and Manor to Oak to Lyon to Fox River Trail
- Heavy McDonald’s traffic may lessen need for on-road bike demand actuation (green triggering)