PROJECT DESIGN TEAM

CDOT - City Project Management
Bloom Companies - Consultant team leader, engineering
SmithGroupJJR - Landscape Architecture, Ecology
Carol Naughton Associates - Interpretive Design
Drea Howenstein - Arts Integration
Geo Services, Inc. - Geotechnical
Sanchez - Survey
Mathewson Right of Way Co. - Right-of-Way consultation
CDOT will lead the consultant team in the development of a multi-use path within an railroad right-of-way known as the Weber Spur. The trail location is 2.7 miles long, between Devon Ave to the north and Cicero Ave at Sunnyside Ave.
Public Open House Goals

• Understand cultural **importance** of Weber Spur within the community
• **Information** gathering from stakeholders and residents
• Discover and explore programming **opportunities**
• Coordinate local recreational **needs and desires**
• Evaluate trail use ideas for **appropriateness**
• Spread **awareness** and understanding of the Weber Spur project
• Build **support network** for Weber Spur Trail
EXISTING CONDITIONS: VEGETATION
EXISTING CONDITIONS: WILDLIFE
EXISTING CONDITIONS: USE
RAIL HISTORY TIMELINE: WEBER SPUR, AKA MAYFAIR CUTOFF; EST. 1890

1890
Built as a freight cutoff to relieve congestion between Evanston and Chicago

1920s-40s
Daily passenger service to Loop via Mayfair Junction

1958
Passenger service discontinued

1970s-2000s
Freight traffic slows as service requests drops

2009
Rails removed
PROJECT PHASING

Phase 1
- Framework Plan
  - DEVON TO SUNNYSIDE
  - Preliminary Engineering and Regulatory Approval; Survey; Data Collection; Cultural, Ecological and Geotechnical Analysis; Bridge Structural Assessment; Access Points and Trail Alignment; Alternatives Development & Decision; ROW Services; National Environmental Policy Act Process; Public Process; Complete PDR for Design Approval from IDOT and FHWA

Phase 2
- Final Design and Engineering; Develop Plans and Specifications; Cost Estimation; Advertise Construction Contract & Award; Start Land Acquisition; Public Process; Secure Construction Funding

Phase 3
- Finalize Land Acquisition
- Construction

PHASE 1
- CMAQ FUNDED
- 18 MONTHS
- We are here

PHASE 2
- CMAQ FUNDED
- 18 MONTHS

PHASE 3
- FUNDING TBA
- 12 MONTHS

FRAMEWORK PLAN
- CMAQ FUNDED

LAND ACQUISITION
- FUNDING TBA

FLEX
**PROJECT PHASING**

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We are here
## PROJECT PHASING

### Phase 1
**DEVON TO SUNNYSIDE**

- Preliminary Engineering and Regulatory Approval
- Survey
- Data Collection
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- Bridge Structural Assessment
- Access Points and Trail Alignment
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### Framework Plan
**DEVON TO SUNNYSIDE**

- Develop Plan to Guide Design
- Creating Visioning and Unifying Themes
- Schematic Design
- Public Process

### Phase 2
**DEVON TO ELSTON**

- Final Design and Engineering
- Develop Plans and Specifications
- Cost Estimation
- Advertise Construction Contract & Award
- Start Land Acquisition
- Public Process
- Secure Construction Funding

### Land Acquisition
**TBD**

- Finalize Land Acquisition

### Phase 3
**DEVON TO ELSTON**

- Construction

### Timeline

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**Phase 3**
FUNDING TBA

- 18 MONTHS
- 18 MONTHS
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- 12 MONTHS
WEBER SPUR TRAIL SITE

PROJECT STATS

- 2.7 miles (Devon to Sunnyside)
- 24.5 Acres
- ROW width ranges from 25’ – 100’
- Adjacent land use varies: residential, commercial, industrial, Forest Preserve, highway, active railway
- 2 at-grade crossings at Devon Ave and Pulaski Ave (Bryan Mawr closed to Traffic)
- 10 viaduct crossing (includes Chicago River Bridge)
- Reach 1 to 4 – Phase I, Framework Plan, Phase 2, and Phase 3
- Reach 5 – Phase I and Framework Plan
- Land Acquisition
VARIED PROFILES CROSS SECTIONS & R.O.W.'s

1. SOUTHWEST OF DEVON AVE

2. AT KEYSTONE AVE

3. NORTHEAST OF PETERSON AVE

4. AT TRIPP AVE

5. AT NORTH BRANCH TRAIL

6. AT ELSTON AVE

7. NORTH OF WILSON AVE
DESIGN GUIDING PRINCIPLES

**ENHANCE** and honor the Weber Spur Trail’s unique attributes.

**CONNECT** the Weber Spur Trail into the city’s transportation, recreation, park, and social infrastructure.

**WELCOME** Create a safe and welcoming environment.

**EXPERIENCE** and see the Weber Spur Trail as a living public space.

**BALANCE** the needs of residents, businesses, and visitors to create a local trail corridor with regional appeal.
DESIGN: ACCESS

TRAILHEAD PLAZAS

VERTICAL CONNECTIONS
DESIGN: RECREATION

ALL AGES BIKING

MIXED USES

WALKING AND HIKING

DOGWALKING

ROLLERBLADING
DESIGN: ECOLOGY

HIGH QUALITY NATURAL ECOLOGY

R.O.W. URBAN ECOLOGY

COMMUNICATION
DESIGN: SPACES/SEATING/REST

- Views
- Gathering
- Places to Eat
- Trail Side Seating
- Bicycle Repair Stations
DESIGN: INTERPRETIVE DESIGN & EDUCATION

A Grand Village.
Thousands of Native Americans once lived near here in a village on the Illinois River. Father Jacques Marquette said mass for them in 1675.
DESIGN: THE NEW RULES OF PUBLIC ART

1. It doesn’t have to look like public art.
2. It’s not forever.
3. Don’t make it for a community. Create a community.
4. Create space for the unplanned.
5. Withdraw from the cultural arms race.
6. Demand more than fireworks.
7. Don’t embellish. Interrupt.
8. Share ownership freely, but authorship wisely.
10. Don’t waste time on definitions.
11. Suspend your disbelief.
12. Get lost.
DESIGN: MAINTENANCE AND STEWARDSHIP

Stewardship drives Design

Possible Stewards:

Friends groups
Forest Preserve
Chicago Park District
Industrial Councils
Neighborhood Associations
Newly formed group(s)
FOREST PRESERVES of Cook County
SAUGANASH TRAIL

- Dedicated on June 21, 2008
- 2.8 acres
- 1.06 miles (Devon to Bryn Mawr)
- Converted from adjacent Union Pacific/CNW rail line
- 12’ paved trail; 3’ soft shoulder trails
- 2 bridges at Rogers Ave and Peterson
- Maintained by Chicago Park District

$  $$  $$$
NORTH BRANCH TRAIL

• Built in 1970s-1980s; south extension to be built 2015 (est.)
• 17 miles (Devon & Caldwell to Glencoe)
• +/- 10’ wide typical profile
• Several Bridges
• Maintained by Cook County Forest Preserve
DEQUINDRE CUT

Phase I completed 2009; Phase 2 design in progress

- 1.6 miles in length
- 11.6 acres
- Width varies from 50’ – 90’
- Sunken ROW passes under several city streets and showcases graffiti as public art amenity
- Maintained by Detroit Riverfront Conservancy
MONON TRAIL

• Completed 1999-2008
• 18.1 miles in length
• Width varies
• Passes through multiple municipalities: urban, suburban and rural
• 4000 users per day
• Maintained by individual municipalities & state Greenways Foundation
THE 606 / BLOOMINGDALE TRAIL

- Approx 11.5 acres
- 2.7 miles in length
- 30’ width
- 37 Bridges, 6 Parks
- Wall heights vary between 16’ and 4’
- Public Art Features prominently
- Maintained by Chicago Park District, Trust for Public Land, and Friends of the Bloomingdale Trail

Image Credit: MVVA
THE 606 / BLOOMINGDALE TRAIL

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Image Credit: MVVA
PROJECT NEXT STEPS

1. Continue with Phase I – Preparing Project Development Report for design approval
2. Consolidate and evaluate all of the feedback received at tonight’s Public Meeting
3. Develop Framework Plan
Public Meeting Next Steps

Break-out Session
• Review and Refine Goals
• Identify Opportunities and Constraints / Ideas and Challenges

Session Feedback
• Community member to present outcomes of break out session

Preference and Prioritization of ideas
• Dot exercise

Comments on aerial map
REACH 1 OPPORTUNITIES AND CONSTRAINTS

REACH 1: DEVON TO PETERSON

- 25’ – 100’ ROW
- At grade crossings: Devon and Pulaski
- Viaduct at Peterson
- Residential and Commercial Context
**REACH 2 OPPORTUNITIES AND CONSTRAINTS**

**REACH 2: PETERSON TO BRYN MAWR**

- 40’ – 100’ ROW
- At-grade, non-vehicular crossing at Bryn Mawr
- Viaduct at Peterson
- Industrial Context: Peterson and Pulaski Business & Industrial Park
- Residential and Sauganash Trail at Bryn Mawr
REACH 3 OPPORTUNITIES AND CONSTRAINTS

REACH 3: BRYN MAWR TO FOSTER

- 25’ – 100’ ROW
- At-grade, non-vehicular crossing at Bryn Mawr
- Viaduct at Foster
- Ecological/Park Context: LaBagh Woods & North Branch Chicago River
- Intersection with future North Branch Trail
REACH 4 OPPORTUNITIES AND CONSTRAINTS

REACH 4: FOSTER AND ELSTON

- 100’ ROW
- Viaducts at Foster and Elston
- Industrial and Commercial Context, minor residential
- Connection to Elston bike lane
- Terminus of current Phase 2 and Phase 3
REACH 5 OPPORTUNITIES AND CONSTRAINTS

REACH 5: ELSTON TO SUNNYSIDE

- +/- 100’ ROW
- Viaducts at Elston, Edens Expressway, Cicero (x2), Lawrence, Wilson, and Kennedy Expressway
- Infrastructural Context: Highways and Active rail lines (Union Pacific, Metra and Amtrak), Wilson Pumping Station
- Residential Context: Neighborhoods near Lawrence and Sunnyside Avenues; Ashmore Park
- Not currently scheduled for Phase 2 and Phase 3