Oak Park Bike Plan Update

Oak Park

DRAFT

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ACKNOWLEDGMENTS

The project team would like to acknowledge the time and contributions of the following groups along with all the community members that gave their time and input to help shape this Bike Plan Update.

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1 EXECUTIVE SUMMARY

The Oak Park Bike Plan Update builds on the Village's foundational work over the past two decades in creating a safer and more accessible community to bike. The Bike Plan Update serves as an update to previous bicycle planning efforts while setting out to achieve a welcoming network to support a continually growing bicycle culture.

PLAN OBJECTIVES

By bringing together perspectives across the Oak Park community, this plan defines the Village's objectives for growing and maintaining a bicycle network today and into the future:

- This Bike Plan Update is the **next generation plan** for the Village. Oak Park is ready to start taking on more ambitious infrastructure to support a continually growing bicycle culture.
- This is an **All Ages and Abilities plan**, meaning we are focused on a network where old residents, young residents, and less-confident cyclists see bicycling as a safe and comfortable option.
- This plan aims to provide specific **infrastructure recommendations** with prioritized timelines and cost estimates to help guide implementation.
- This plan will surface **ambitious and creative ideas** for the community to give their feedback on.

ENGAGEMENT SUMMARY

The Bike Plan Update network was the result of input from community members, community groups, Village staff, and stakeholders. There was a lot of feedback about the growing number of youth traveling by bike and the need to make bicycling safer for children in Oak Park. It was consistently heard that bike safety and traffic calming should be prioritized around schools and parks and that there is a strong desire for more bicycle infrastructure to improve the sense of safety and comfort, especially protected bike lanes. Additionally, it was highlighted that improvements are needed at intersections where neighborhood streets cross major streets.

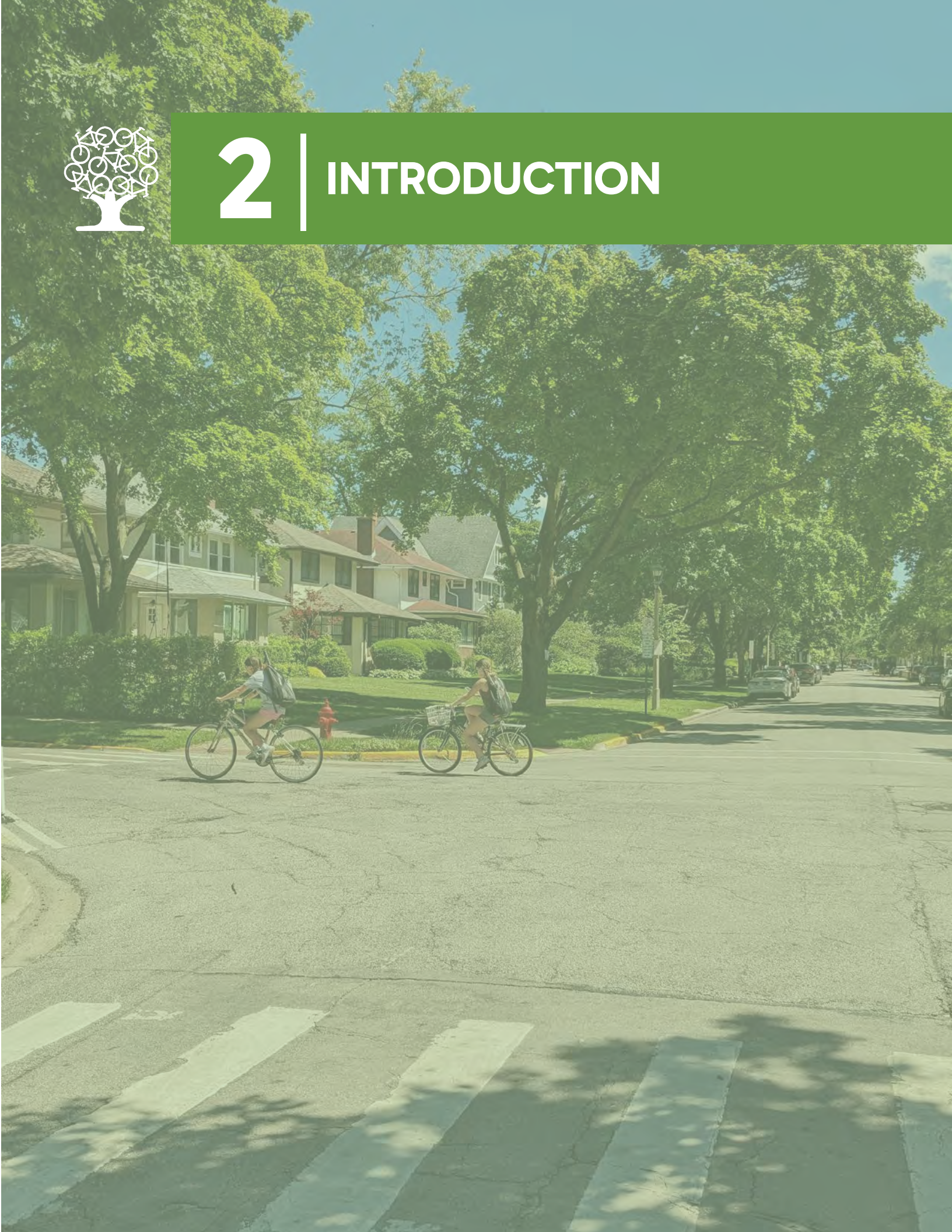
NETWORK UPDATES

The Bike Plan Update network recommendations detail actions along 20 corridors we will pursue over the coming years, with short-, mid-, and long-term timelines. To meet the plan's objectives, we must act on different scales – at the intersection, corridor, and Village-wide while considering regional connections. While this plan focuses on infrastructure, we will embrace a holistic approach. The Village must upgrade our infrastructure, test new street designs, and continue to support new policies and programs that promote a culture of safety.

BIKE SHARE ANALYSIS

Assessing past trends and the current state of the shared micromobilty industry, the Bike Plan Update provides initial information and recommendations intended to help the Village of Oak Park decide whether and how to pursue future bikeshare service in the Village.

2 | INTRODUCTION



PROJECT BACKGROUND, PROCESS, AND PURPOSE

Oak Park's first bicycle plan set the Village's goals to increase bicycle use and cultivate a more bicycle-friendly community. Over the years, the Village has advanced its goals, pioneering a Neighborhood Greenway plan, installing bicycle infrastructure, and building a bicycle culture. The Oak Park Bike Plan Update builds on the strong groundwork established over the past two decades. This plan serves as an update to previous bicycle planning efforts while setting out to achieve a bike network welcoming to people of all ages and abilities.

By analyzing various data, studying successful best practices, collaborating with stakeholders, and engaging with community members, Oak Park has created a **plan update that will guide the evolution of its bicycle network and system** for the next 10 years.

Oak Park's first comprehensive bike plan was published in 2008, followed by the 2015 Neighborhood Greenways plan. This update is the **next generation plan** for the Village. Oak Park is ready to start taking on more ambitious infrastructure to support a continually growing bicycle culture. This is also not the last bike plan ever, but it lays out the next steps for the Village.

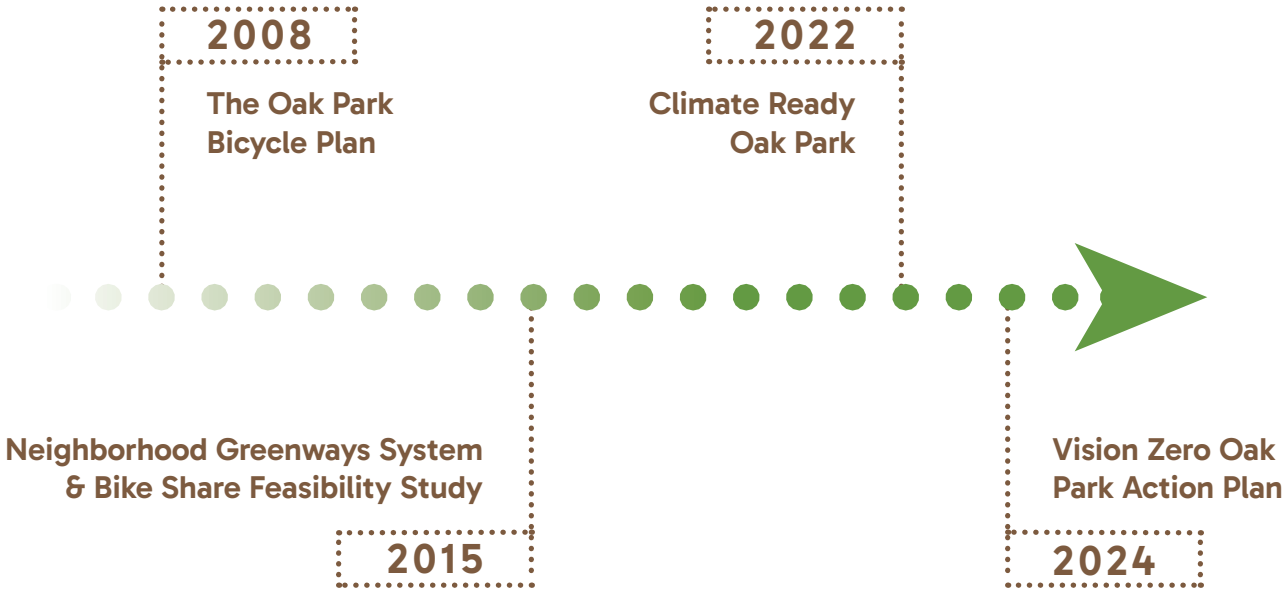
This is an **all ages and abilities plan**, meaning we are focused on a network where older residents, younger residents, and less-confident bicyclists see bicycling as a safe and comfortable option. We have heard a lot about a growing number of children in Oak Park bicycling. This plan needs to establish streets and bikeways that are safe for children.

PLANNING PROCESS

EXISTING AND PAST PLANS REVIEW

The Village of Oak Park has a strong foundation of planning to build upon. Four relevant plans served as guideposts throughout the Bike Plan Update planning process:

OAK PARK PLAN OVERVIEW



VILLAGE OF OAK PARK PLANS

OAK PARK BICYCLE PLAN (2008)[1]

The original Oak Park Bicycle Plan laid out goals to increase bicycle use and make Oak Park a more bicycle-friendly community. The plan envisioned a safe, accessible, and connected bikeway network that would ensure every resident and key destination are within two blocks of a designated east-west or north-south bikeway. The plan recommended bike lanes, shared lane markings, and bicycle boulevards tailored to the specific needs of each street while also planning for complementary infrastructure such as signage and bicycle parking.

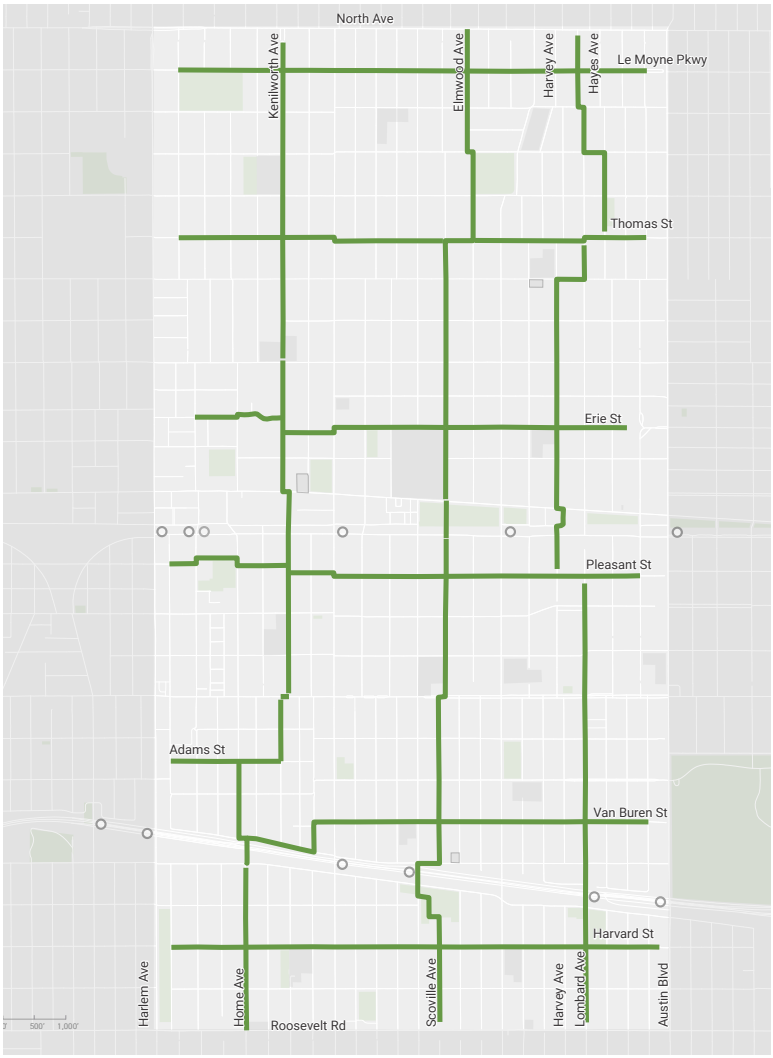
The plan also set forth programmatic and educational campaigns, such as Safe Routes to School and Bike to Work Day, that would raise awareness and promote greater bicyclist safety. The robust series of network recommendations helped further a vibrant, multimodal transportation environment and set the stage for the current updates to the Village's growing bicycle culture.

OAK PARK NEIGHBORHOOD GREENWAYS SYSTEM STUDY & BIKESHARE FEASIBILITY STUDY (2015)[2]

This study built on the progress of the 2008 Bicycle Plan by providing insights on how to create a family-friendly, inclusive, and sustainable bicycling environment in Oak Park. A centerpiece of the plan is the development of Neighborhood Greenways, a network of low-traffic, residential streets designed to prioritize bicycle travel and improve safety for cyclists of all ages and abilities. These greenways are intended to calm vehicular traffic, enhance street crossings, and provide seamless connections to key destinations like schools, transit hubs, and local businesses.

The study identified an initial series of east-west and north-south routes and a toolbox of infrastructure components that can help prioritize bike travel through the community. Separately, this study also explored the feasibility of implementing a bike share system in Oak Park by profiling key destinations, analyzing local demand, and considering criteria for future station siting.

AT A GLANCE: PROPOSED NEIGHBORHOOD GREENWAYS



CLIMATE READY OAK PARK (2022)[3]

The Climate Ready Oak Park plan outlines a bold, long-term vision for achieving a net-zero greenhouse gas emissions community by 2050 while fostering resilience, equity, and environmental justice. Key commitments include reducing community-wide greenhouse gas emissions by 60% by 2030, achieving net-zero emissions by 2050, and allocating 40% of climate funding to the most vulnerable populations.

The Climate Ready Oak Park plan emphasizes the critical importance of reducing transportation-related emissions, which account for 27% of the community's carbon footprint, and highlights bicycling as a key strategy to transition local trips and commutes to low-carbon, active modes. Supporting more bicycling in Oak Park can also enhance community resilience by improving air quality and promoting equitable mobility choices for all residents.

VISION ZERO OAK PARK ACTION PLAN (2025)[4]

This Action Plan commits the Village of Oak Park to eliminate fatalities and serious injuries from traffic crashes while creating safer, more connected, and more equitable streets for all. The plan prioritizes improvements along high-risk corridors by expanding traffic calming measures and creating more walkable and bikeable neighborhoods.

The plan highlights equity as a cornerstone of its approach to safer streets, acknowledging that Black and Hispanic or Latino community members are significantly more exposed to traffic violence than White residents. Additionally, bicyclists of any race are 12 times more likely to be involved in serious or fatal crashes than motorists – as a result, the plan centers people bicycling as vulnerable users that must be protected.

Additionally, the project team reviewed advocacy organization plans and reports, such as the Walk Bike Oak Park Safety Report District 97.[11]

NEIGHBORING COMMUNITY PLANS

FOREST PARK ACTIVE TRANSPORTATION PLAN (2011)[5]

The Forest Park Active Transportation Plan outlines a comprehensive approach to making walking, bicycling, and transit use safer and more convenient. Key goals include improving access to parks, schools, municipal buildings, commercial corridors, and regional trail connections while integrating with the bike networks of neighboring municipalities. Coordination with neighboring municipalities, including Oak Park, is prioritized to enhance regional connectivity.

RIVER FOREST BICYCLE PLAN (2020)[6]

The River Forest Bicycle Plan establishes a vision for a safe, comfortable, and defined network of bicycle facilities that accommodates all ages and abilities while connecting to key destinations within the Village, neighboring communities, Forest Preserves, and regional trails. The plan supports the Village's Comprehensive Plan goal of creating a multimodal network that is safe, sustainable, and supports both residential neighborhoods and commercial areas. Recommendations include on-street and off-street bike facilities designed for River Forest's roadways, prioritizing connectivity to schools, parks, transit stations, and commercial centers. As Oak Park's neighbor to the west, connections to River Forest are prioritized to enhance intercommunity bicycling opportunities.

BERWYN ACTIVE TRANSPORTATION PLAN (2011)[7]

The Berwyn Active Transportation Plan focuses on enhancing walking, bicycling, and transit access through targeted infrastructure improvements, policies, and programs. Prioritizing connections to neighboring communities, including Oak Park to the north, the plan emphasizes creating a safe, convenient active transportation network. Key recommendations include wayfinding signage, bike route markings, improved crossings at critical intersections, and safer access to schools, parks, the Depot District, MacNeal Hospital, and Metra stations. Policies such as Safe Routes to School, a Complete Streets policy, and ordinances for bike parking and bike lane protection aim to facilitate active transportation. Programming highlights education, community events, and enforcement to encourage use and awareness. Implementation includes a phased timeline, funding strategies, and engagement with stakeholders to achieve the plan's long-term goals.

CHICAGO DEPARTMENT OF TRANSPORTATION CYCLIST STRATEGY UPDATE (2023)[8]

The Chicago Cycling Strategy outlines a comprehensive, equitable, and dynamic approach to expanding the city's cycling network, prioritizing connections within neighborhoods and to regional destinations, including Oak Park and other adjacent communities. It emphasizes creating low-stress bikeways—protected bike lanes, neighborhood greenways, and off-street trails—to serve all users and trip types. With a goal of adding 150 miles of bikeways, the plan focuses on filling gaps, upgrading existing infrastructure, and expanding access, particularly on the south and west sides, where bike facilities have historically been underdeveloped. Implementation leverages community partnerships, local and regional funding, and advanced design standards, including protected lanes with concrete barriers

and bus boarding islands. The strategy reflects Chicago's commitment to building the best bike network in the county and making bicycling a safe, accessible, and integral part of the city's transportation system.

REGIONAL PLANS

COOK COUNTY BIKE PLAN (2023)[9]

The Cook County Bike Plan outlines strategies to improve bicycling conditions and expand access to low-stress bike routes across the county, building on the vision of Connecting Cook County. Key goals include increasing everyday bicycling by connecting bike infrastructure to major destinations, creating a core low-stress bike network, and promoting equitable investments in bike lanes and paths. The plan emphasizes supporting municipalities in designating bike routes on residential streets and ensuring connections to neighboring communities, including Oak Park. Implementation focuses on constructing bike infrastructure along County roads, conducting feasibility studies for off-street trails, and enhancing safety at intersections of bike routes and major roads. The plan prioritizes creating comfortable, accessible routes, while addressing challenges such as limited local resources and historical underinvestment in some areas. Key routes recommended in Oak Park and connecting to other neighboring communities include Washington Boulevard, Lombard Avenue, and Augusta Street, among others.

CMAP ON TO 2050[10]

CMAP's ON TO 2050 plan emphasizes creating a safe, equitable, and resilient multimodal transportation system. It prioritizes Complete Streets policies, safety-focused street design, and expanded active transportation networks to improve mobility and connectivity. The plan advocates for reducing roadway speeds to protect pedestrians and bicyclists, integrating active transportation into broader mobility systems, and fostering collaboration across jurisdictions to achieve these goals.

EXISTING PROGRAM REVIEW

TRAFFIC CALMING TOOLBOX

Since the Neighborhood Greenways Systems Study (2015), the Village developed a traffic calming toolbox and petition process in which residents can help identify neighborhood traffic issues.[12] Resident requests go through public review, the Transportation Commission, and Village Board. Locations along bikeways are given supplemental points in the scoring system. Through this process, the Village has installed various treatments along neighborhood streets.

COMMUNITY EVENTS, EDUCATION, AND ADVOCACY

The Oak Park community holds various programs and events educating, advocating, and promoting safe bicycling. From Bike Walk Oak Park advocacy to Oak Park Cycle Club and Oak Park Kidical Mass bicycle rides, there is a movement for a welcoming, family-friendly bicycle community and culture.

EXISTING POLICY REVIEW

The Village of Oak Park Municipal Code, along with previous plans' policy recommendations, were carefully reviewed. Select, relevant municipal codes are included below.

SELECT MUNICIPAL CODES

EXISTING CODE	NOTE
15-2-1: A bicycle is defined as any device propelled by human power upon which any person or persons may ride, having two (2) or more wheels, any of which is more than sixteen inches (16") in diameter.	There is no reference to electric bikes (e-bikes) or other micromobility devices within the municipal code. Municipalities throughout the country have updated definitions within codes to account for growing use of the mobility devices. Illinois has implemented a three-class system for e-bikes (Class 1, Class 2, Class 3) based on pedal assist and speed.[13]
15-2-6(B): No person fifteen (15) or more years of age shall ride a bicycle upon any sidewalk in any zoning district.	The ordinance requires that parent(s) or guardian(s) accompanying children on the sidewalk are required to ride in the street. Some municipalities allow exceptions to sidewalk riding where adults accompanying a child are allowed to ride on sidewalks.[14]
15-2-7(A): Every person operating a bicycle upon a roadway shall ride as near to the right hand side of the roadway as practicable exercising due care when passing a standing vehicle or one proceeding in the same direction.	The Neighborhood Greenways System Study (2015) recommended to allow bicyclists to use the full lane on a Neighborhood Greenway. In Chicago, relevant pavement markings and signs indicate a bicyclist's right to use the full travel lane.[15]
15-2-7(C): Persons riding bicycles upon a roadway shall not ride other than single file except on paths or parts of roadways set aside for the exclusive use of bicycles.	The Neighborhood Greenways System Study (2015) recommended to allow bicyclists to ride two abreast on a Neighborhood Greenway, or roadway specifically designed for bicycles.
15-2-11(B): No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for at least one hundred feet (100'), except that a bicycle shall not be equipped with, nor shall any person use upon a bicycle, any siren or whistle. (1981 Code)	Many states and municipalities require a bicycle to be equipped with a bell (Georgia, New Jersey, New York, South Carolina). However, many state and local governments have repealed the requirement. While the use of a bike bell is encouraged, the repeal prohibits ticketing if a person does not have a bike bell.
15-2-13(B): Whenever authorized signs are erected indicating that no right or left turn or a turn in the opposite direction is permitted, no person operating a bicycle shall disobey the direction of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians. (1981 Code)	This ordinance requires bicyclists to dismount bicycles at traffic diverters which are aimed to guide vehicular traffic versus bicyclists.
15-2-16: The Village Clerk [...] is authorized to issue a license decal, which shall be attached to the bicycle and an identification card as prescribed by the Police Department [...] which may be carried by the owner and displayed when requested by a police officer to verify ownership of the bicycle. (1981 Code; amd. 1983)	The Village Clerk no longer oversees bicycle license issuance, retention of bicycle records, nor transfer of ownership.

CURRENT INFRASTRUCTURE CONDITIONS

The proposed network updates within this plan build off of the Village's existing bike network and carefully consider other roadway factors including but not limited to vehicle traffic volumes, emergency routes, and street jurisdiction. The following pages provide maps to reflect roadway factors.

EXISTING BICYCLE NETWORK

The existing bicycle network offers nearly ten miles of bikeways, including four miles of bike lanes and one mile of protected bike lanes. There are several upcoming implementation plans for various types of bikeways that originated from previous planning efforts.

VEHICLE TRAFFIC VOLUMES

Vehicular traffic volumes impact a bicyclist's sense of safety and comfort. The average daily traffic volumes were evaluated in developing network recommendations, and guided where facilities should go and what type of facilities should be installed.

EMERGENCY ROUTING

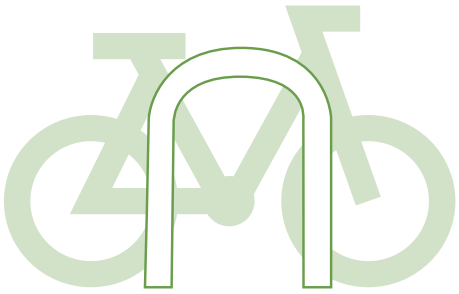
Emergency and fire routes were reviewed to ensure recommendations do not restrict medium- or high-use routes.

ROAD JURISDICTION

The majority of streets within Oak Park are owned by the Village, with the exception of state-owned roads (North Avenue, Harlem Avenue, parts of Ridgeland Avenue, Washington Boulevard, and Roosevelt Road) and the east side of Austin Boulevard (shared with the City of Chicago). The jurisdiction map visualizes the routes managed by the Illinois Department of Transportation (IDOT). Improvements along streets not owned by the Village will require additional coordination and communication with the State or City of Chicago.

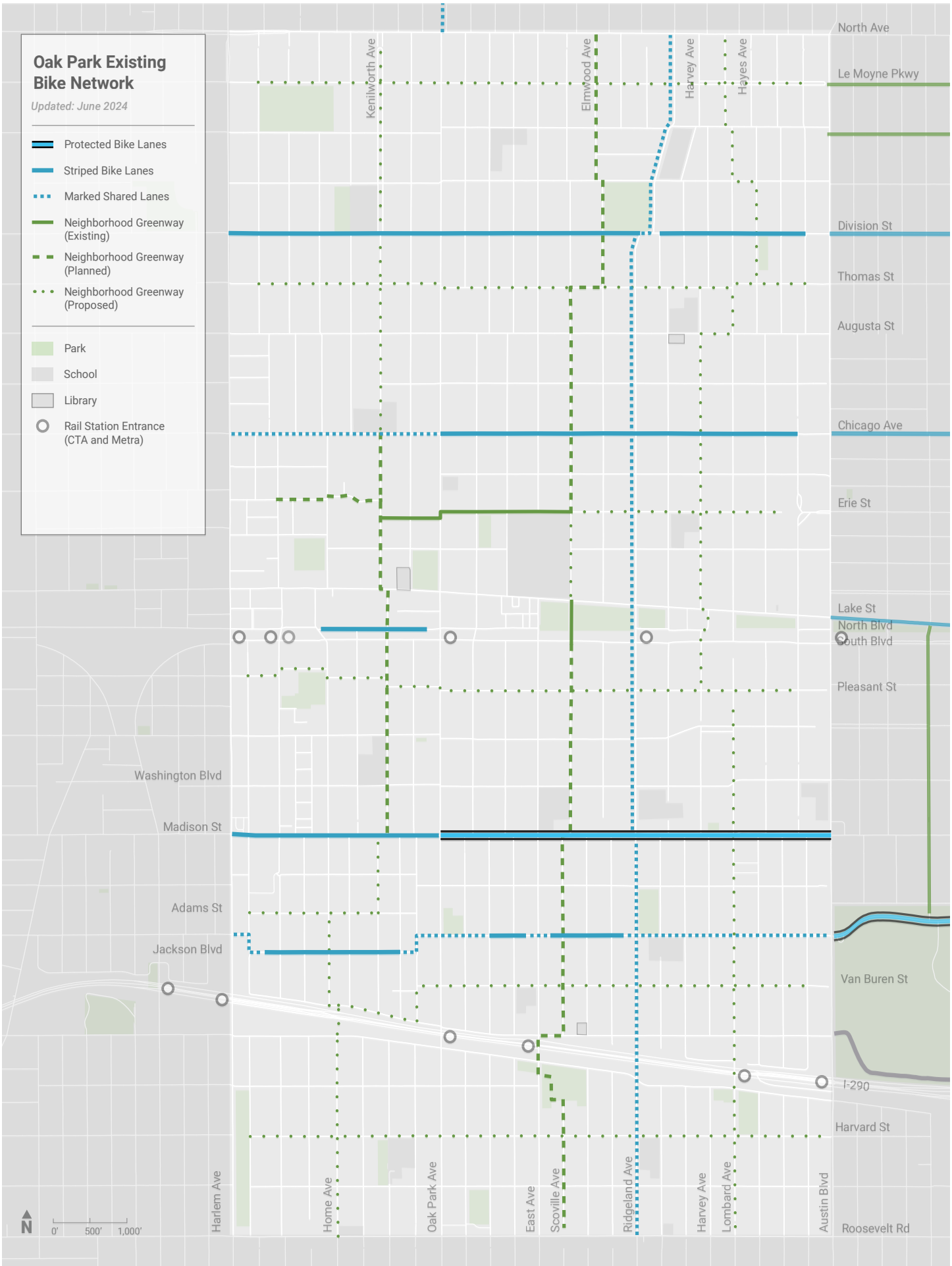
BIKE RACKS

Over 700 off-street public bike racks have been installed throughout the Village primarily along commercial corridors and adjacent to public properties, such as parks and libraries. Inverted U-racks are the preferred rack for short-term bike parking throughout the Village, while stainless steel circle racks are preferred in Downtown Oak Park.[16]



Inverted U-rack

Circle rack


Oak Park Existing Bike Network
Updated: June 2024
Protected Bike Lanes
Striped Bike Lanes
Marked Shared Lanes
Neighborhood Greenway (Existing)
Neighborhood Greenway (Planned)
Neighborhood Greenway (Proposed)
Park
School
Library
Rail Station Entrance (CTA and Metra)
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
South Blvd
Pleasant St
Washington Blvd
Madison St
Adams St
Jackson Blvd
Van Buren St
I-290
Harvard St
Roosevelt Rd
Kenilworth Ave
Elmwood Ave
Harvey Ave
Hayes Ave
Harlem Ave
Home Ave
Oak Park Ave
East Ave
Scoville Ave
Ridgeland Ave
Harvey Ave
Lombard Ave
Austin Blvd
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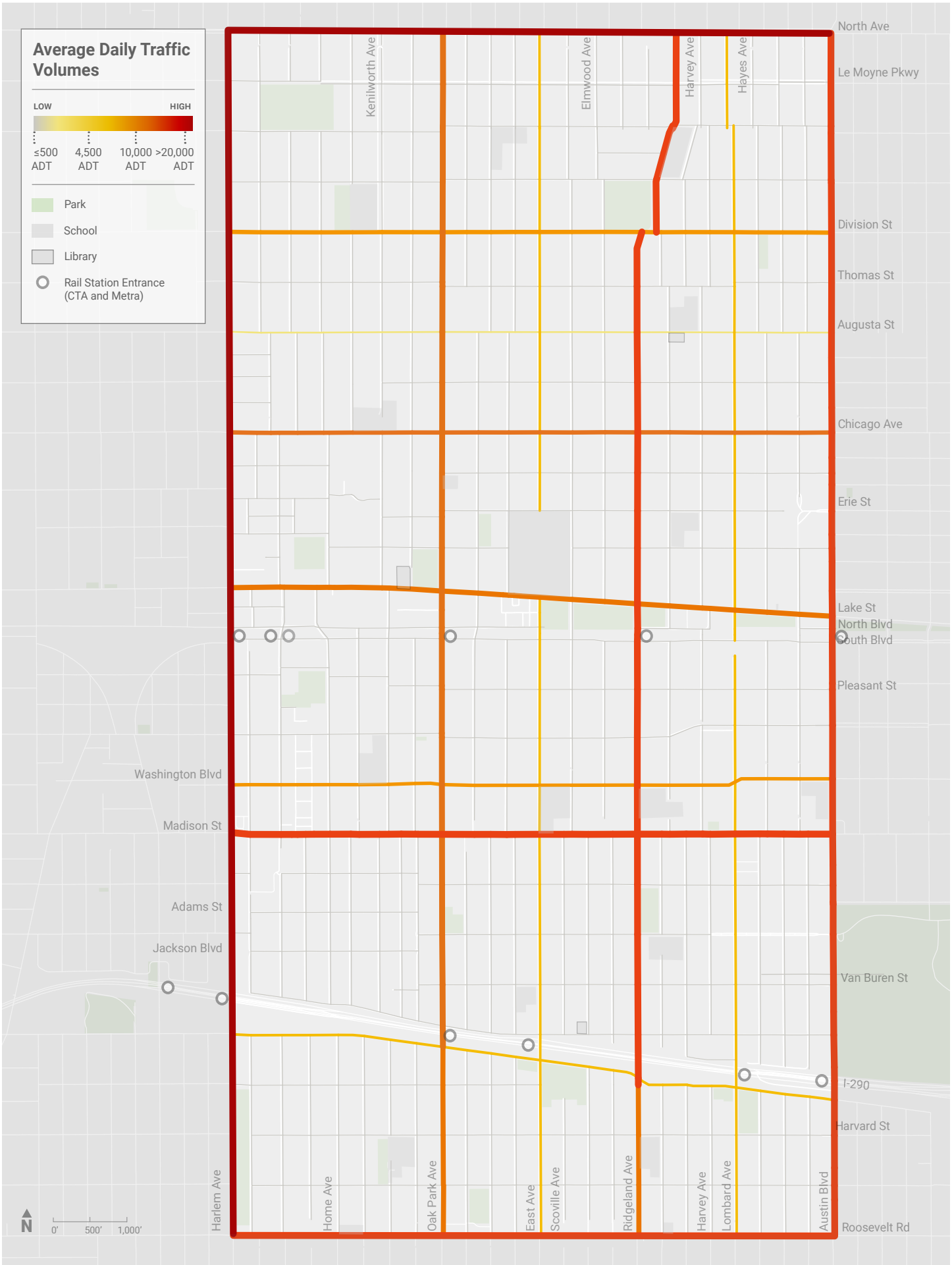
Average Daily Traffic Volumes
LOW
HIGH
≤500 ADT
4,500 ADT
10,000 ADT
>20,000 ADT
Park
School
Library
Rail Station Entrance (CTA and Metra)
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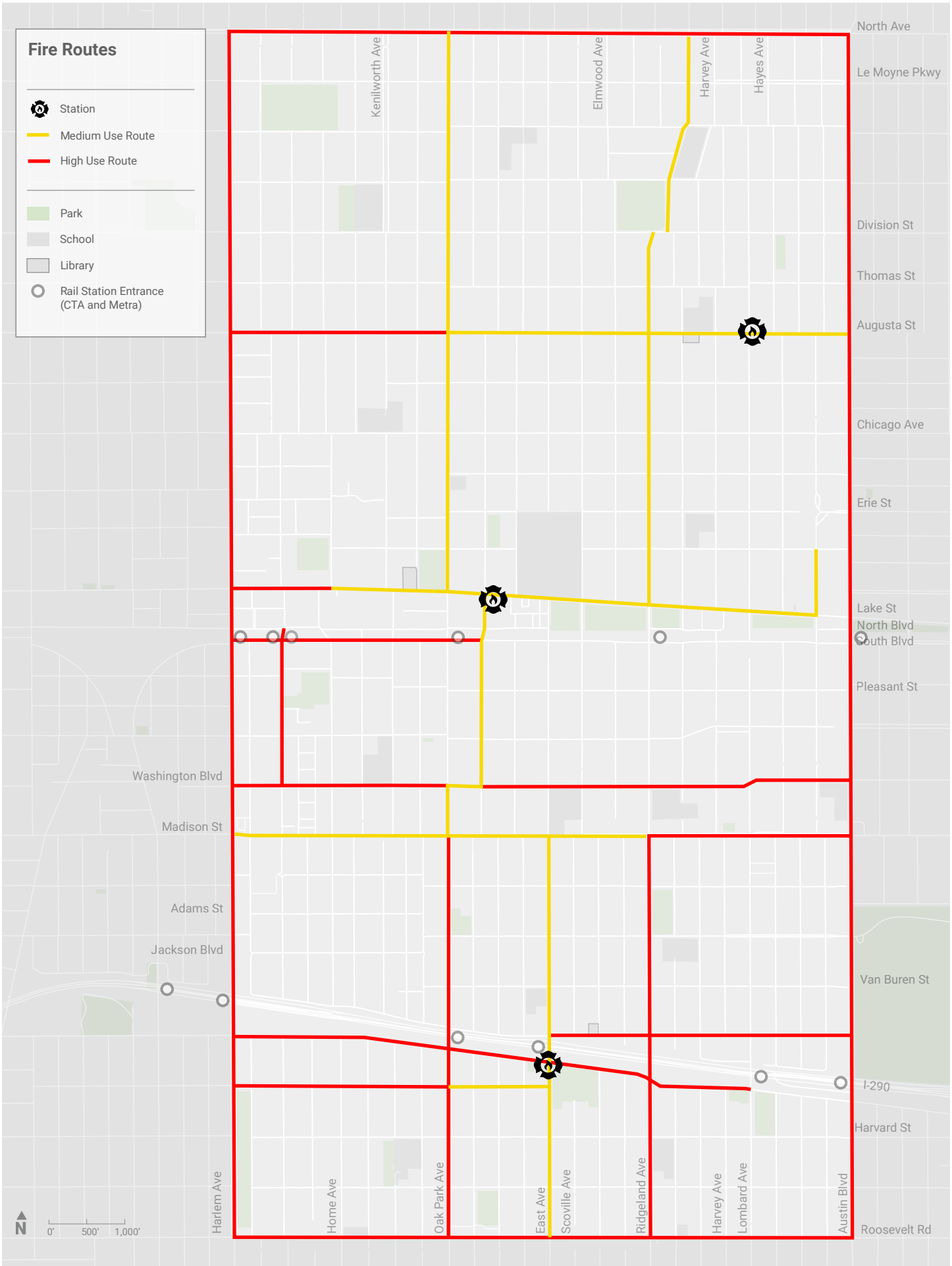
Fire Routes
Station
Medium Use Route
High Use Route
Park
School
Library
Rail Station Entrance (CTA and Metra)
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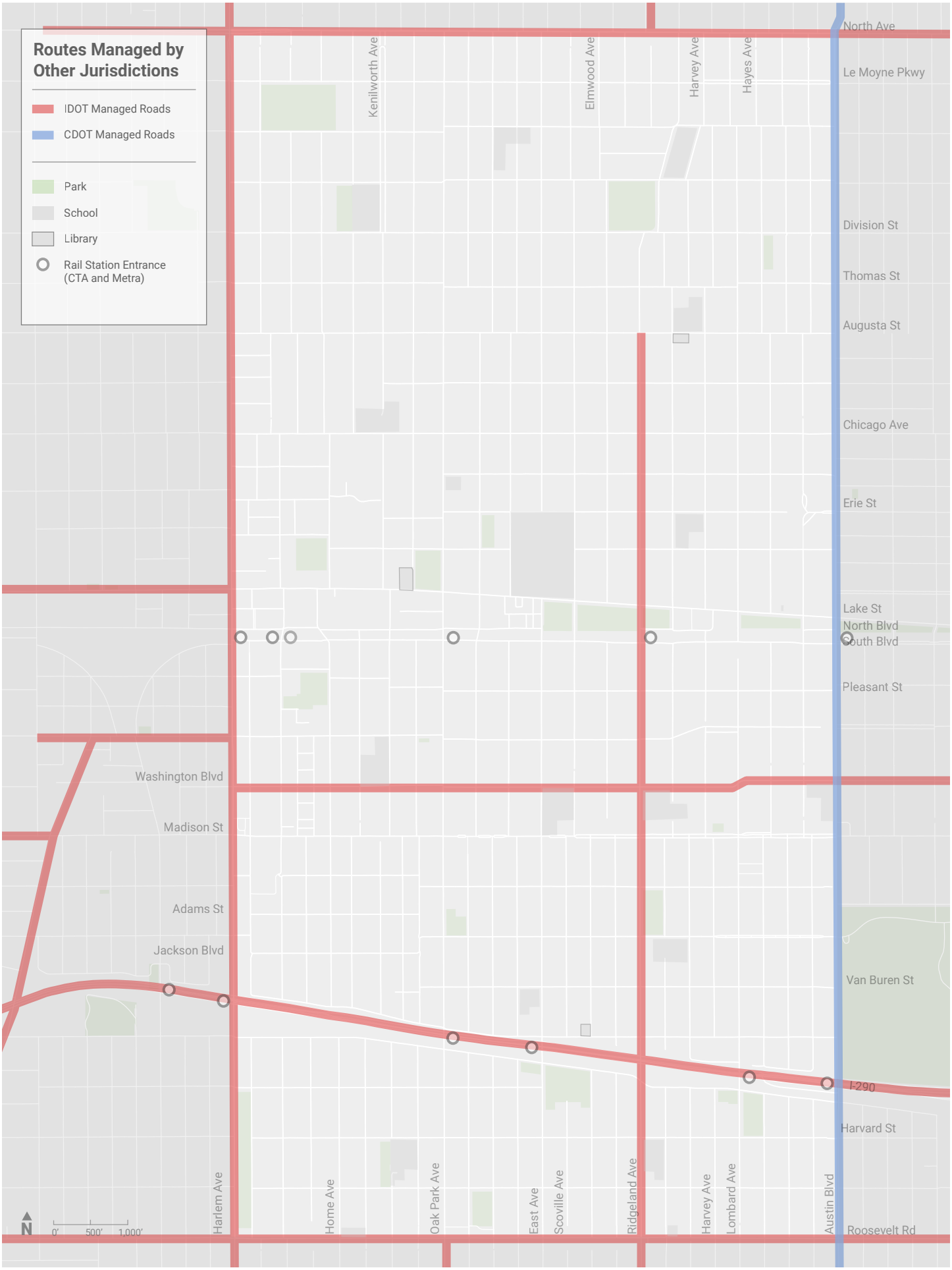
Routes Managed by Other Jurisdictions
IDOT Managed Roads
CDOT Managed Roads
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School
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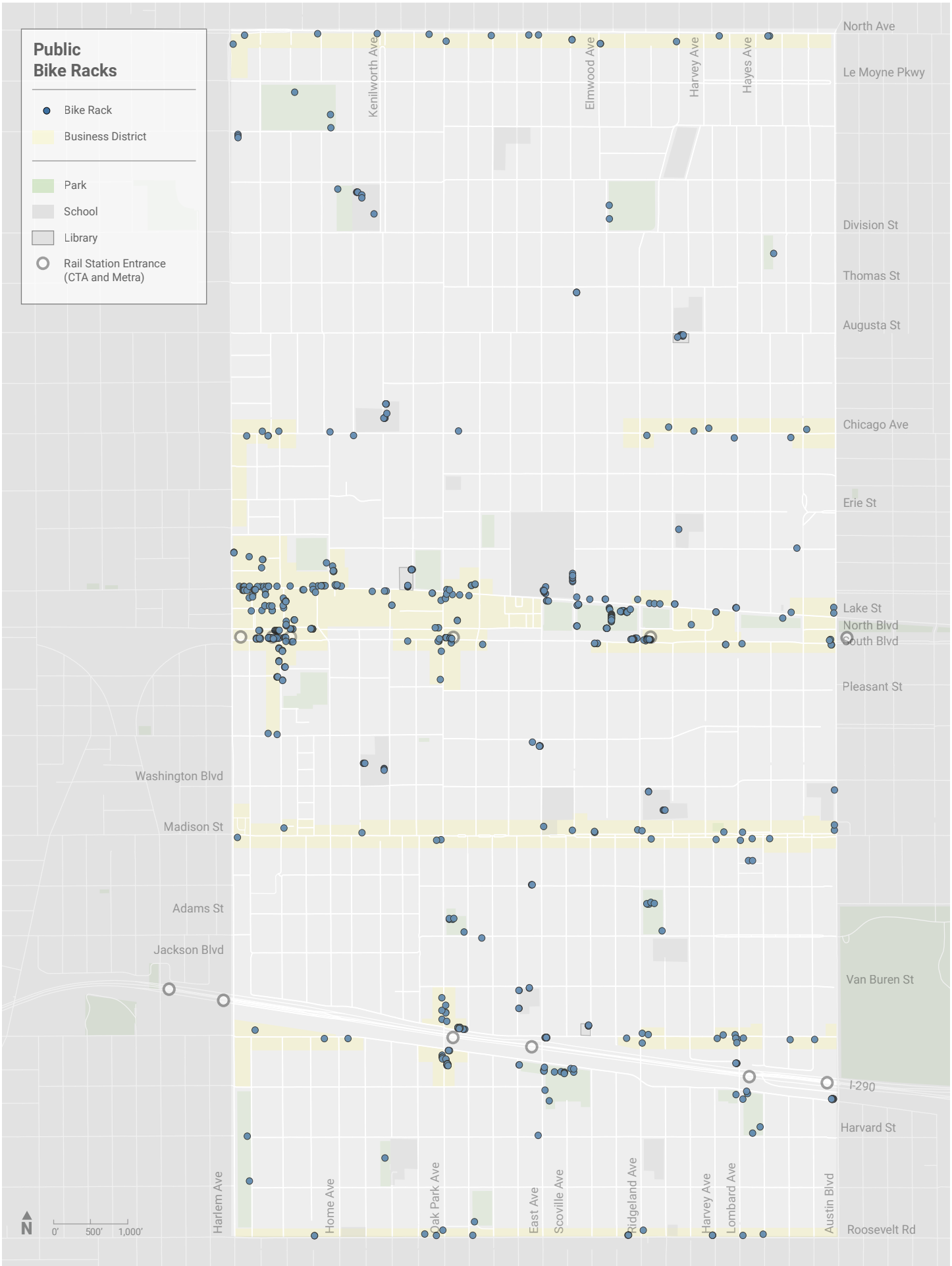
Public
Bike Racks
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Business District
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3 STAKEHOLDER ENGAGEMENT & FEEDBACK

CONCURRENT PLANNING EFFORTS

The project team learned about opportunities and challenges around bicycling in Oak Park through various forms of stakeholder and community engagement. The project team launched an online interactive map and survey and had conversations with residents, advocates, Village staff, the Transportation Commission, and school district representatives.

VISION ZERO SAFETY ACTION PLAN

The Village of Oak Park underwent a concurrent planning process, Vision Zero Oak Park, to develop a safety action plan. The project team reviewed Vision Zero Oak Park's engagement for relevant active mobility feedback. Overall, engagement efforts found there is a desire for more bicycle infrastructure to improve the sense of safety and comfort for people bicycling, and to prioritize bicycle safety near schools and parks. Many community members shared feedback around the need for safer driving behavior to create a safer, more welcoming environment for people bicycling.

WHAT THEY HEARD

> "I would never have biked on Madison Street [before the protected bike lane] but I do now.

> "Traffic calming in neighborhoods, targeting diverted rush hour traffic.

OTHER PLANNING EFFORTS

Throughout the planning process, the project team communicated with Village staff about planned and proposed projects. Concurrently, the Village conducted the Ridgeland Avenue Bike Lane Feasibility Study independent from the Bike Plan Update. At the December 9th, 2024 Transportation Commission meeting, the Transportation Commission recommended to terminate the current feasibility study and not pursue dedicated or protected bike lanes on Ridgeland Avenue at this time. They recommended Ridgeland Ave be re-evaluated for bike lanes in the future when there is a more robust bicycling culture to help justify and support traffic, parking, and access impacts.

TRANSPORTATION COMMISSION

The project team met with the Transportation Commission four times throughout the planning process. Two representatives from the Plan Commission were in attendance at these meetings. In July 2024, the project team introduced the planning effort and learned more about current and future opportunities and challenges for bicycling in the Village. In October 2024, the project team reviewed and received feedback on draft short-, medium-, and long-term networks. In January 2025 and February 2025, the project team presented the draft Oak Park Bike Plan Update. And, in March 2025, a final version was presented.

Overall, the Transportation Commission emphasized the Bike Plan Update should seek to make streets safer for everyone, prioritize bicycle safety around schools, identify intersection improvements along the bicycle network, and understand how bike share could be successfully implemented in Oak Park.

PUBLIC ENGAGEMENT

ONLINE ENGAGEMENT

The Village of Oak Park hosted a travel survey and interactive map on the Village's Engage Oak Park platform that received hundreds of responses. The travel survey asked community members about their bicycle habits, how comfortable they are bicycling on different types of streets, and experiences. In the interactive map, community members identified locations where they felt safe and comfortable bicycling, and vice versa. Overall, community members emphasized schools and parks as key destinations where safety, traffic calming, and the overall bike network should be prioritized.

Online engagement social media post

284 Survey respondents

95 Interactive map entries

WHAT WE HEARD

> “Protected bike lanes on busy streets and a truly connected network.

> “My 6 year old just asked if he could bike to middle school when he’s old enough. I couldn’t think of a good route for him to do it safely.

KEY FINDINGS

- **People feel bikeways need to be safer, especially for children.** 70% of respondents with children living in their household felt unsafe about their children bicycling in Oak Park.
- **Generally, people would like an easy-to-follow bicycle network of comfortable, low-stress streets.** 66% of respondents said it wasn’t always easy to figure out the safest and most comfortable streets to bike on. Meanwhile, most respondents, 87%, prefer to take an indirect route that keeps them on more comfortable and lower stress streets for bicycling.
- **There is a desire for more bicycle infrastructure to improve the sense of safety and comfort for people bicycling.** 55% of respondents said infrastructure was most important to make Oak Park a better place to bike, followed by 20% who listed traffic enforcement.
- **Improvements are needed at intersections where neighborhood streets cross major streets.** Two-thirds of the locations people identified as places where they feel unsafe or uncomfortable bicycling were along major streets.

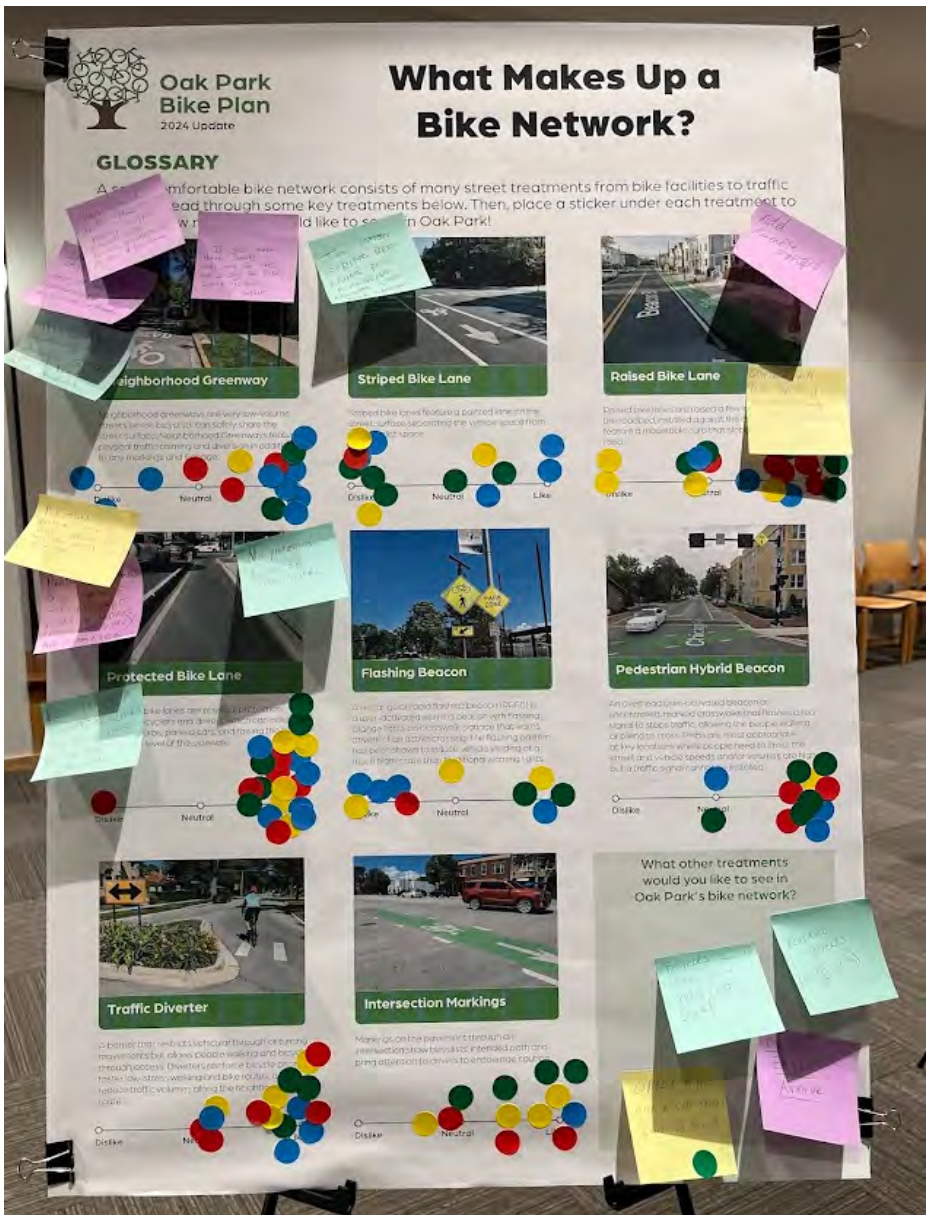
FOCUS GROUPS

The project team held two focus groups with Village residents. The project team asked focus group members about bicycling in Oak Park, strategies that could be used to improve the bicycling environment, and their familiarity with different types of bike facilities and infrastructure. Generally, focus group members highlighted schools as key locations for investment, encouraged traffic calming along neighborhood greenways, and supported more protected bike lanes throughout the network.

COMMUNITY OPEN HOUSE

The Village and project team held a community Open House in October 2024. Community members shared feedback on the drafted short-, mid-, and long-term bicycle networks. Additionally, community members rated their support for various bicycle network treatments, such as flashing beacons, traffic diverters, and different types of bicycle facilities.

The project team listened to and collected comments on network routing, signals and crossings, facility types, and traffic calming which guided the refinement of network recommendations.



Community members shared feedback on bike facility treatments.

Project team and Village staff listened to community comments on draft short-, mid-, and long-term networks along with bicycle facility treatments.

WHAT WE HEARD

> “Definitely looking forward to seeing more traffic calming measures in neighborhoods. We need more infrastructure to slow speeds down.

ADDITIONAL STAKEHOLDER ENGAGEMENT

SCHOOL ENGAGEMENT

The project team met with staff from Oak Park River Forest High School (OPRFHS) and Oak Park Elementary School District 97 (D97) to understand key challenges and opportunities for bicycling to/from/near schools. OPRFHS staff shared that Scoville Avenue is the preferred bicycle route for students riding a bicycle to school. Meanwhile, D97 staff stressed the need for people driving to slow down along streets adjacent to schools, supporting traffic calming efforts.

NEIGHBORING COMMUNITIES

The Village and project team communicated with representatives from Village of River Forest, Village of Forest Park, and the City of Chicago about Oak Park’s Bike Plan Update, the respective Villages’ future plans for bicycle improvements, and opportunities for future collaboration. Future engagement will continue to reach out to and collaborate with neighboring communities, including the Town of Cicero and City of Berwyn.

4 | DESIGN STANDARDS & TOOLKIT

LEVEL OF TRAFFIC STRESS

For over a decade, the Village of Oak Park has fostered a culture that supports bicycling. From neighborhood greenways to re-imagining Madison Street through protected bike lanes, Oak Park has and continues to invest in bicycle facilities. Yet, bicycling on many streets can still feel uncomfortable or stressful due to vehicle speeds, traffic volumes, or dangerous travel behaviors. The online survey found that 87% of respondents who bike prefer to take an indirect route that keeps them on lower-stress bikeways.

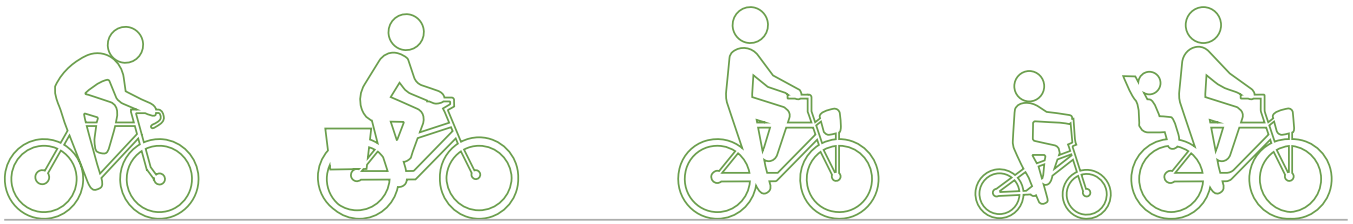
Creating a safe, comfortable, and low-stress bicycle network is necessary for fostering a bicycle environment that is friendly to people of all ages and abilities – including school-aged children bicycling to schools, parks, and around town. **Going forward, the Village will only plan for low- to lower-stress bikeways.**

> **A low-stress bikeway is a facility, or street, that feels comfortable, safe, and friendly for any person riding a bicycle.**

The stress level of a bikeway can be assessed through a 'level of traffic stress' (LTS) analysis, a quantitative approach that categorizes street segments based on factors such as speed limit, traffic volume, and the presence of a bicycle facility.[17] While this analysis does not fully capture the lived experiences of people who bike, particularly at intersections, it guides the design and level of separation a planned bikeway needs.

Neighborhood greenway on Erie Street.

LEVEL OF TRAFFIC STRESS CATEGORIES



4
UNCOMFORTABLE FOR MOST BICYCLISTS

3
COMFORTABLE FOR CONFIDENT BICYCLISTS

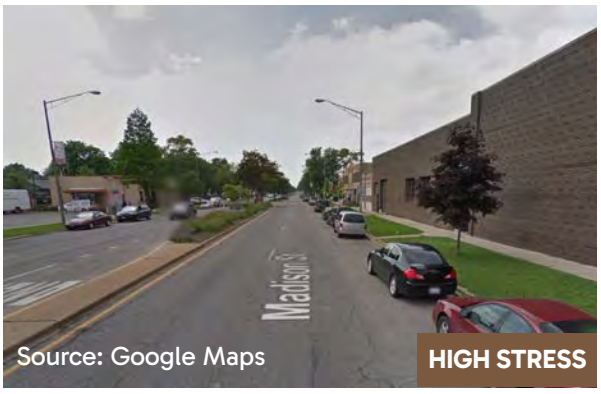
2
COMFORTABLE FOR MOST BICYCLISTS

1
COMFORTABLE FOR BICYCLISTS OF ALL AGES & ABILITIES

Level of Traffic Stress

HIGH **LOW**

Level of traffic stress (LTS) typically scores a street based on four categories where LTS 1 is comfortable for bicyclists for all ages and abilities and LTS 4 is comfortable for the few fearless riders. This plan aims for bikeways that offer low-stress riding, LTS 1 or 2 facilities. As such, streets along the bike network with higher speeds or traffic volumes call for additional accommodations (traffic calming, physical barriers or separation, and intersection improvements).

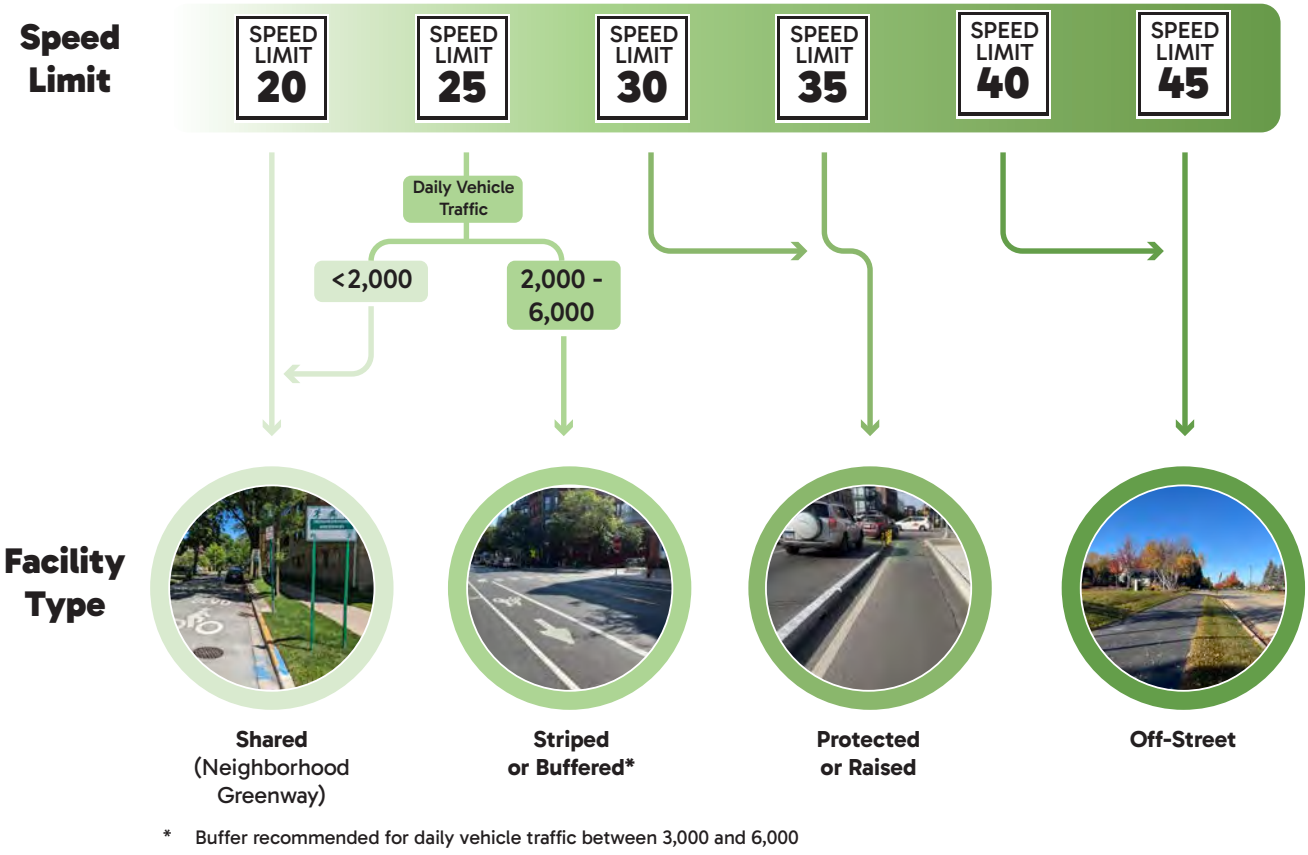


The images above show Madison Street before and after corridor improvements. To the left, the lack of a bicycle facility, 30 MPH speed limit, and number of travel lanes equated to a high level of traffic stress for people bicycling prior to improvements. To the right is a lower stress facility with fewer travel lanes, a parking protected bike facility, and a lower speed limit.

BIKEWAY TYPOLOGIES

Developing a low-stress bicycle network for all ages and abilities requires careful planning and design tailored to the context of each street. With a toolbox of resources at hand (previous planning efforts, existing conditions data, and engagement findings), the project team applied national best practice guidance to aid in determining what bicycle facilities may be most appropriate for a given street.

MINIMUM ACCOMMODATIONS OF BIKEWAY BY SPEED LIMIT



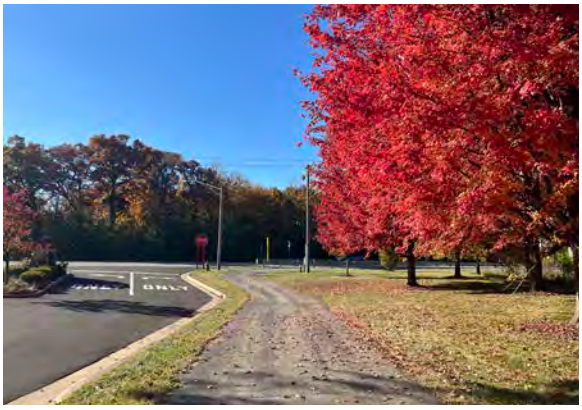
* Buffer recommended for daily vehicle traffic between 3,000 and 6,000

Adapted from the National Association of City Transportation Officials' (NACTO) Designing for All Ages and Abilities guide.[18]

As a companion to the bikeway selection criteria, the project team outlined bikeway typologies for implementing a comfortable network. The bikeway typologies presented in the following pages provide a description, best practice standards, and considerations for the respective bikeway tool. Additional treatments, from curb extensions to raised crossings, are expected to complement the typologies. For more information on the bikeway typologies and additional treatments, the National Association of City Transportation Officials (NACTO) provides useful guides and resources like the **Urban Bikeway Design Guide, Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Facilities**, and **Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings.**

OFF-STREET TRAILS

An off-street trail (shared use path, sidepath) is a facility physically separated from vehicular travel - through an open space or barrier - and commonly shared by people bicycling, rolling, and walking. Off-street trails are recommended for streets with high vehicle speeds and/or traffic volumes. Compared to other types of facilities, off-street trails offer superior safety by providing physical separation that protects bicyclists from vehicle traffic, reducing the likelihood of crashes.[19]



STANDARDS & GUIDANCE[20]

- **Desired width:** 10 to 14 feet
- **Minimum width:** 8 feet if space is constrained.
- A 6 foot physical separation is recommended between the trail and road. A minimum of two feet is permitted when space is constrained. When truck volumes exceed 5% of the traffic mix, additional space should be provided.

CONSIDERATIONS

- Depending on levels of activity, space may need to be delineated for people walking and bicycling.
- **Special attention:** At driveways, curb cuts, and intersections. Potential visibility and sight distance issues, along with other safety conflicts, should be assessed.

PROTECTED BIKE LANES

Protected bike lanes are on-street facilities that provide physical protection between people bicycling and driving through barriers such as concrete curbs, parked cars, planters, flexible delineators or bollards, or raising the bike lane to the level of the sidewalk. With physical barriers, protected bike lanes reduce the likelihood of crashes between people bicycling and driving.[21]

STANDARDS & GUIDANCE[22]

- **Minimum width:** 5 feet with a desired buffer of 3 feet between the bike lane and vehicle traffic or parking. The width must accommodate anticipated resurfacing. For example, facilities less than 5 feet in width may require hand paving if standard equipment cannot fit.
- Conflict markings should be installed where the bicycle path of travel intersects with vehicle path of travel (e.g., intersections, transit stops, driveways, and alleys). **See: Conflict Markings**
- Physical separation may include a painted buffer with flexible delineators or bollards, curb or concrete medians, planters, or parking lanes. The type of physical separation may vary based on curbside or street activity and demand, right-of-way space available, or implementation timeline.

CONSIDERATIONS

- Protected bike lanes can be installed along the stretch of a corridor or applied as a spot treatment in a high-conflict area.
- **Special attention:** To areas where lanes intersect with vehicles or pedestrians, such as bus stops, driveways, alleys, and intersections. Locations should be examined for potential visibility and sight distance issues, curbside conflicts and other safety conflicts.
- Intersection evaluations should be conducted to ensure clarity and comfort throughout the crossing. Carrying a protected bike lane through an intersection is critical for maintaining bicyclist safety. Extending the protection eliminates gaps where bicyclists might be forced to merge into mixed traffic, reducing confusion and conflict points.

PROTECTED BIKE LANES (CONTINUED)

Intersections are where most bicycle-vehicle collisions occur.[24]

The Oak Park Vision Zero Plan found that 77% of crashes involving people walking or bicycling occurred at the intersection.

SIDEWALK-LEVEL FACILITY

Sidewalk-level bike lanes, or raised cycle tracks, are at the level of, and often adjacent to, the sidewalk. If raised bike lanes are designed to be at sidewalk level, use of varying pavement types, markings, or tactile warning indicators are helpful in preventing conflicts between people bicycling and walking. Additionally, sidewalk-level bike lanes are recommended to have a minimum 6.5 foot lane.[23]

CURB-PROTECTED FACILITY

Protected bike lanes can be constructed through cast-in-place, or pour-in-place, concrete curbs or installed with pre-cast concrete curbs.

- **Cast-in-place concrete curbs** are typically more durable. However, maintenance can be more challenging because repairing damage may require full removal and replacement. Cast-in-place curbs include drainage gaps where inlets and other drainage structures are present.
- **Pre-cast concrete curbs** typically take less time to install and can be replaced after damage fairly easily by simply swapping out the individual damaged unit. Pre-cast concrete curbs leave 4 foot gaps approximately every 40 feet to allow proper drainage.

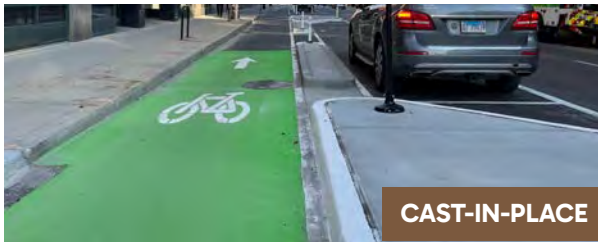
PARKING-PROTECTED FACILITY

Parking-protected bike lanes position a bike lane between the curb and a row of parked cars, using the parked vehicles as a physical barrier to separate bicyclists from moving traffic. This design enhances safety and comfort for bicyclists by creating a dedicated, protected space, reducing the risk of "dooring". However, they require careful design to ensure proper visibility at intersections and crossings and sufficient ADA-compliant parking spaces.

CONSIDERATIONS (CONTINUED)

- Sweeping and snow/ice removal should be included in routine operations, especially during autumn and winter.


SIDEWALK-LEVEL

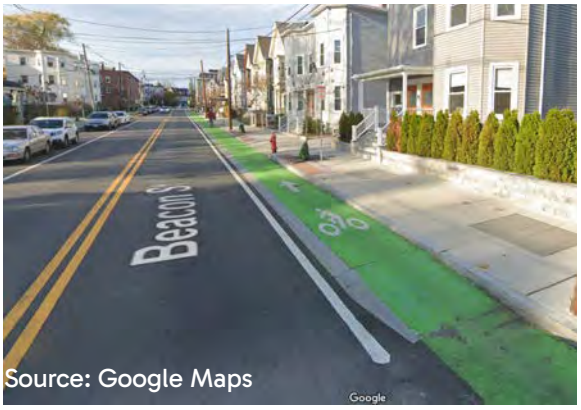

CAST-IN-PLACE


PRE-CAST


PARKING-PROTECTED

RAISED BIKE LANES

Raised bike lanes are raised a few inches from the roadbed, installed against the curb and feature a mountable curb that slopes at a 4-to-1 ratio. Separated from vehicular traffic, raised bike lanes give the bicyclist an elevated riding position and are more comfortable to bicyclists of all ages and abilities than a striped or marked shared lane. Through its raised nature and sloping mountable curb, the facility reduces drainage issues. The raised bike lane is mountable for emergency access.



STANDARDS & GUIDANCE[25]

- **Minimum width:** 5 feet
- Mountable curb is not included within rideable width of lane.
- Mountable curb should have 4:1 slope (1 inch wide on 4 inch rise).
- Flexible delineators may be installed, as needed.
- Vertical separation between the roadway and the raised bike lane should be between 1 and 6 inches (higher separation values discourage illegal parking); vertical separation between the raised bike lane and the sidewalk should be between zero and 5 inches (a separation of 3 inches or greater discourages conflicts with pedestrians).

Image of bi-directional raised bike lane in Atlanta, GA.

CONSIDERATIONS

- Raised bike lanes may be used where there is not enough right-of-way for a protected bike lane, yet separation from vehicular traffic is desired.
- To account for drainage issues, raised bike lanes generally require reconstructing the roadway and existing curbs.
- **Special attention:** At driveways, alleys, and intersections. Potential visibility and sight distance issues, along with other safety conflicts, should be assessed. Daylighting should be provided for a minimum of 20 feet from a minor crossing and 10 feet from a driveway.
- At intersections and storm drains, the raised bike lane can go back down to street level with green paint. However, the raised bike lane may be maintained at alleyways and driveways.
- Two-stage turn boxes should be provided to assist in making left-turns from the raised bike lane facility onto an intersecting street.

Two-stage turn box in Chicago, IL.

NEIGHBORHOOD GREENWAY

Neighborhood greenways are very low-volume, low-speed streets where bicyclists can safely share the street surface. Neighborhood greenways feature physical traffic calming and diversion in addition to markings and signage. The facility provides a more pleasant, less stressful alternative to bicycling on busy roads and encourages more people, including children and less experienced riders, to bike.

STANDARDS & GUIDANCE

- Use clear and consistent signage indicating the presence of a neighborhood greenway (e.g., shared bike lane markings with symbols and arrows, advance warning signs for upcoming intersections).
- Incorporate wayfinding directing people bicycling to and from the network.

CONSIDERATIONS

- Neighborhood greenways should always be accompanied by robust traffic calming measures, and, where possible, traffic diversion, to encourage safe speeds and discourage vehicular through trips. Tools such as diverters, curb bumpouts, and speed tables create safer environments for all road users.
- Neighborhood greenways are prime candidates for incorporating additional features such as green infrastructure and enhanced landscaping.
- **Special attention:** At major street crossings, particularly at uncontrolled locations.

CONTRA-FLOW LANE

Neighborhood greenways along one-way streets often feature **contra-flow lanes**, which allow bicyclists to travel in the opposite direction of vehicular traffic. In addition to necessary striping, contra-flow lanes require appropriate signage and traffic controls.

Neighborhood greenway with contra-flow bike lane in Chicago, IL.

Contra-flow bike lane signage in Chicago, IL.

STRIPED BIKE LANES

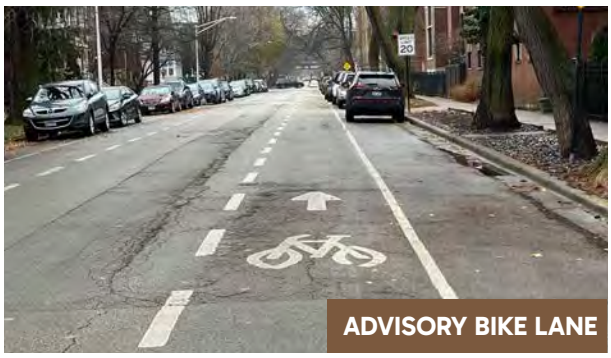
Striped bike lanes feature a painted lane on the street surface designating space for bicyclists. They are relatively inexpensive to implement since they only require pavement markings and signs, utilizing existing road space without the need for significant infrastructure changes. Striped bike lanes can be adapted to a variety of roadway types and widths, making them a versatile option. While less protective than other facilities, striped bike lanes still provide dedicated space for bicyclists.

STANDARDS & GUIDANCE[26]

- **Minimum width:** 5 feet

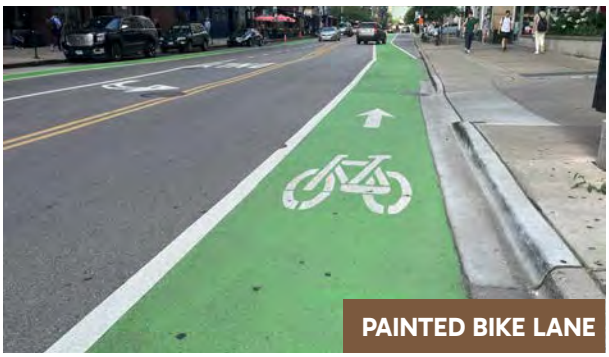
CONSIDERATIONS

- Green (methyl-methacrylate, MMA) paint can be used to draw additional attention to the bicycle lane or specific conflict points (e.g., intersection approaches, bus stops, crosswalks, driveways).
- If space is available, marking a buffer can increase comfort for people bicycling.
- If space is limited, the stripe shared with the travel lane can be dashed, creating an **Advisory Bike Lane.** This permits drivers to enter the bike lane if needed and safe, while still designating space for bicyclists.

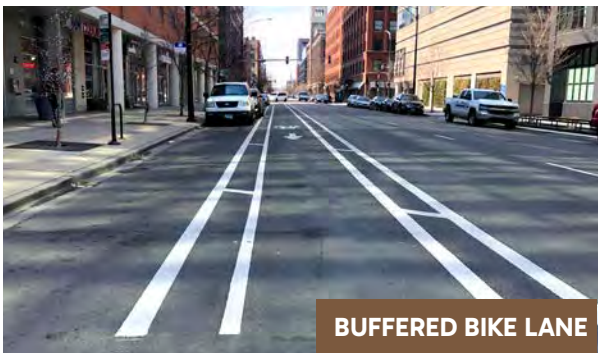


ADVISORY BIKE LANE

STRIPED BIKE LANE



PAINTED BIKE LANE



BUFFERED BIKE LANE

MARKED SHARED LANES

Marked Shared Lanes, or "sharrows," are road markings used to indicate a shared space for people driving and bicycling. Marked shared lanes remind and reinforce the presence of bicyclists to all road users. Marked shared lanes encourage bicyclists to position themselves safely in travel lanes too narrow for a motor vehicle and a bicyclist to comfortably travel side by side within the same traffic lane.

STANDARDS & GUIDANCE

- Marked shared lanes are a pavement marking with a variety of uses to support a complete bikeway network; it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits.

CONSIDERATIONS

- Marked shared lanes can be used as a standard element in the development of neighborhood greenways to identify streets as bikeways and to provide wayfinding along the route.
- Marked shared lanes should be monitored and evaluated for bikeway facility promotion.

TRAFFIC DIVERSION

The goal of traffic diversion is to create high-comfort routes for bicyclists of all ages and abilities by filtering unnecessary vehicle traffic while maintaining access for emergency vehicles and local traffic. This plan aims to use traffic diversion techniques at targeted locations adjacent to major roadways to direct non-essential and non-local traffic away from the bicycle network. Staff will evaluate potential traffic impacts for proposed diverters prior to implementation.

TRAFFIC DIVERTERS

Traffic diverters help disrupt lengthy vehicle straightaways that can lead to high speeds and volumes on neighborhood streets, thus allowing for low-stress bikeways.[27] The design of traffic diverters should limit conflict between bicyclists and drivers. While diverters improve safety by reducing traffic and congestion, they may require emergency services to navigate detours or use alternative routes. Traffic diverters can delay emergency response vehicles by blocking direct routes but designs like collapsible barriers and permeable diverters can mitigate these challenges. To minimize delays, it is essential to involve emergency services in the planning process and incorporate features that accommodate their vehicles while allowing designs to facilitate bicyclist travel in all directions.

FULL DIVERTERS

Physical barriers that completely block motor vehicle traffic at intersections or mid-block but allow bicyclists, pedestrians, and, where required emergency vehicles, to pass.


Source: NearMap

BENEFITS

- Effectively eliminates through traffic, reducing congestion and noise.
- Enhances pedestrian and bicyclist safety by reducing vehicle conflicts.
- Prevents cut-through traffic in residential areas.

CONSIDERATIONS

- Can increase travel time for local residents who need to reroute.
- May divert traffic to adjacent streets, potentially causing issues elsewhere.

DIAGONAL DIVERTERS

Barriers placed diagonally across intersections, forcing vehicles to turn while allowing pedestrian and bicyclists to continue through.


Source: NearMap

BENEFITS

- Reduces through traffic effectively without fully blocking streets.
- Maintains local access for residents and businesses.
- Encourages safer speeds and improved neighborhood livability.

CONSIDERATIONS

- Can confuse drivers unfamiliar with the area.
- Increases travel distances for some trips.
- May push traffic to surrounding streets.

MEDIAN BARRIERS DIVERTERS

Raised medians placed at intersections to block left turns and through traffic while allowing right turns.

BENEFITS

- Reduces conflict points at intersections, improving safety.
- Limits cut-through traffic while maintaining general accessibility.
- Cost-effective compared to full diverters.

CONSIDERATIONS

- Increases travel distances for some trips.

PARTIAL OR PERMEABLE DIVERTERS

Barriers or signage that block one direction of motor vehicle travel on a two-way street while allowing pedestrian and bike access.

BENEFITS

- Reduces traffic volume and speed while preserving some access.
- More affordable than full diverters.
- Can be removable or temporary to accommodate emergency vehicles

CONSIDERATIONS

- Can confuse drivers or lead to illegal driving behaviors.
- Less effective at eliminating cut-through traffic compared to full diverters.
- May still impact nearby streets with traffic diversion.

CUL-DE-SAC

Cul-de-sacs offer benefits such as reduced traffic, enhanced safety, funneling traffic to concentrated access points, and a strong sense of community, making them appealing for families and improving property values. However, they can create challenges like limited connectivity, increased car dependency, longer travel distances, and higher infrastructure costs.

While ideal for quiet residential areas, their impact on emergency response, walkability, and environmental sustainability must be carefully considered when planning.

If cul-de-sacs are used, they should always maintain through-access for pedestrians and bicyclists.

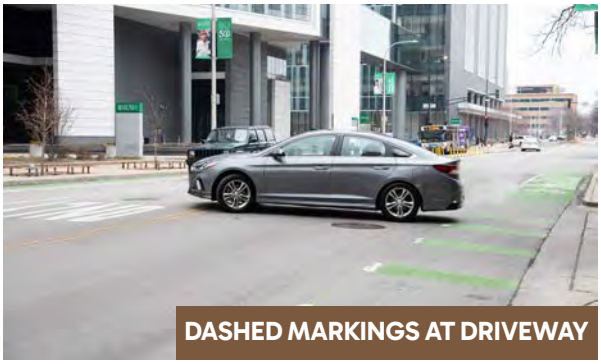
CONFLICT MARKINGS

Conflict markings are highly visible pavement markings used in bicycle facilities at potential points of interaction or conflict between bicyclists and motor vehicles, such as driveways, intersections, or merge zones. Their purpose is to alert all road users to potential crossing or merging situations, improving safety and clarity. Typically, they use bright green paint with diagonal or dashed white striping, making them easily recognizable to both bicyclists and motorists.

SOLID MARKING AT INTERSECTION

DASHED MARKING AT INTERSECTION

DASHED MARKINGS AT ALLEY



DASHED MARKINGS AT DRIVEWAY

ONE-WAY BIKE LANE PAIRS

A one-way bike lane pair is a system in which directional bike lanes are provided on two complementary, directly adjacent one-way streets – streets that are one-way for all roadway users. The conversion of a two-way street to one-way gives additional right-of-way space for designated bike facilities while maintaining on-street parking.

CONSIDERATIONS

- The conversion of two-way to one-way traffic flow requires traffic engineering analysis.
- Additional traffic signal installation may be required.
- Cul-de-sacs or traffic diverters may require reconstruction to accommodate bike lane pairs.

MAINTENANCE CONSIDERATIONS

Creating a culture of bicycle safety and comfort does not stop at network installation. It is an ongoing effort to maintain low-stress bikeways. Infrastructure requires routine upkeep and preventative maintenance, such as sweeping, debris removal, minor surface repairs, and snow removal that occur monthly or at least annually, along with larger maintenance such as markings resurfacing and sign replacement, which may be required every few years. Maintenance efforts, such as resurfacing, snow-removal and debris and leaf collection, should be fully integrated into operations:

- The Village should **continue regular inspection standards for bicycle infrastructure,** recording and tracking maintenance needs and requests.

> The City of Chicago sweeps protected and raised bicycle lanes typically monthly, sith extra sweepings if a resident reports debris or blockages.

- Keeping infrastructure in a state of good repair requires regular and dedicated funding. The Village should **assess existing maintenance funding, identify funding gaps and needs, and look to longer term needs as the network is expanded**.

SNOW REMOVAL

In order for protected bike lanes to be a reliable, year-round transportation option for Oak Park community members, the facilities must be well-maintained and accessible throughout the year – including the winter. The Village should clarify regulations for snow and ice removal on public sidewalks. For example, cleared snow and ice must not be shoveled into the right-of-way, which includes bike facilities and bike racks. The Village should revisit priority snow routes, ensuring bikeways are prioritized as they are implemented.

Protected and raised bike lanes must be at least as wide as the narrowest snow removal and street sweeping vehicle available. The Village of Oak Park currently has 3 smaller-format units to remove snow, remove ice, and sweep: Multihog Sweeper and Snow Removal; Avant Snow Removal; Trackless Snow Removal. The City of Chicago currently uses a fleet of Multihog vehicles that are approximately 4-feet wide. In addition to width, note the specifications for the lowest height of the sweeper, which may impact design related to any raised portion of a bike lane or curb that the sweeper would need to navigate. NACTO provides more information and case studies on small-format maintenance options.

POLICY CONSIDERATIONS

The Village of Oak Park has various policies and programs that set a pathway for bikeway network improvements. From the Village's Complete Streets policy to its traffic calming petition process and commitment to Vision Zero, Oak Park has laid the groundwork to ensure bicycling grows as a viable, welcoming option for community members.

In addition to the design and toolkit guidance above, the Village can continue to support the safety and comfort of the bicycle network through the following policies:

POLICY AMENDMENTS

- **Define e-bikes and e-scooters.** Currently, Section 15-2-1 does not define e-bikes or other micromobility devices. The definition of a bicycle should be expanded to account for e-bikes and other micromobility devices. Given the ranging operating speeds of micromobilty devices, a safe speed limit should be set.
- **Allow bicyclists to ride on the sidewalk space designated for bikes.** Section 15-2-6(B) prohibits people 15 years or older from riding on sidewalks. However, there are spaces of sidewalks that are designated for bikes - such as connecting across a cul-de-sac. This rule should be amended to allow bicyclists to access these spaces.
- **Allow adult bicyclists accompanying a child to ride on the sidewalk .** Section 15-2-6(B) prohibits people 15 years or older from riding on sidewalks. This rule should be amended to allow adult bicyclists accompanying qualifying children to ride on the sidewalk within a designated area.
- **Allow bicyclists to use the full lane.** Section 15-2-7(A) prohibits bicyclists from using the full lane when traveling on the street. This rule should be amended to allow bicyclists to use the full travel lane when on a Neighborhood Greenway or Marked Shared Lane.
- **Allow bicyclists to ride two abreast.** Section 15-2-7(C) only permits single file except on paths or parts of roadways set aside for the exclusive use of bicycles. Riding two abreast on the slow-moving Neighborhood Greenways allows for further traffic calming and enables parent/guardian(s) to ride alongside children. This rule should be amended to allow bicyclists to use the full travel lane when on a Neighborhood Greenway or Marked Shared Lane.
- **Reassess the bike bell requirement.** Section 15-2-11(B) requires all bicycles to be equipped with a bike bell or device capable of an audible signal. While bike bells serve as a safety measure, a universal requirement can deter people from riding.
- **Do not require bicyclists to dismount.** Section 15-2-13(B) prohibits bicyclists to make right or left turns or to turn in the opposite direction at signed locations, such as a right turn only traffic diverter. Section-15-2-13(B) requires bicyclists to dismount their bicycle and make the desired turn as a pedestrian. This rule should be amended to allow bicyclists turning onto a bicycle facility where restrictions exist to make necessary turns without dismounting from their bicycle.

- **Update license issuance and record processes.** Section 15-2-16 designates the Village Clerk with authorization to issue a license decal and maintain records. The code should be updated to reflect current day practices as the Village Clerk office no longer oversees these processes.

Additionally, the Village should develop a schedule for bicycle plan progress and evaluation. While the Village regularly evaluates condition of roadways and bikeways, it is recommended to set a routine schedule for evaluation.

BIKE PARKING POLICY

The Village holds minimum requirements for bike parking at specific zoning uses. As the bikeway network and bicycle culture grows, it is recommended to re-visit the zoning ordinance and support increased minimum required bicycle spaces. Additionally, the Village should routinely evaluate bicycle parking demand and install U-racks as needed. A bike parking study can assess utilization and capacity needs.

SCHOOL POLICY & PROGRAMMING

There is currently no D97 district-wide policy allowing and promoting bicycling to school. It is recommended the Village support D97 in developing a district-wide policy to permit and encourage bicycling to school.

Bike parking at OPRFHS.

5 | PROPOSED NETWORK UPDATES

PROCESS FOR IDENTIFYING NETWORK UPDATES

The development of the bike network updates was an iterative process. With the existing network and conditions data serving as the foundation, the project team identified network updates which received many rounds of feedback from the community, Village staff, and Transportation Commission input, along with additional analysis to inform refinement and adjustments. Ultimately, the bike network needs to be part of a **broader, overall balanced mobility network.** This Bike Plan Update's bike network is a next generation plan. And, it is likely not the last. The iterative process will carry on into the future to confirm it meets the community's needs.

NETWORK DEVELOPMENT PROCESS

OVERALL NETWORK MAPS

SHORT-TERM CONCEPTS

These are key next steps for Oak Park's bicycle network. A more intensive amount of analysis has already been conducted on these corridors, including vehicle parking counts on several corridors. These are concepts that the Village feels most confident in tackling in the next five years, but they still include ambitious ideas. The Village solicited direct input from residents along the new updated routes with proposed parking loss. Proposed diverters will be reviewed by Village staff for potential, unanticipated impacts prior to implementation.

MID-TERM CONCEPTS

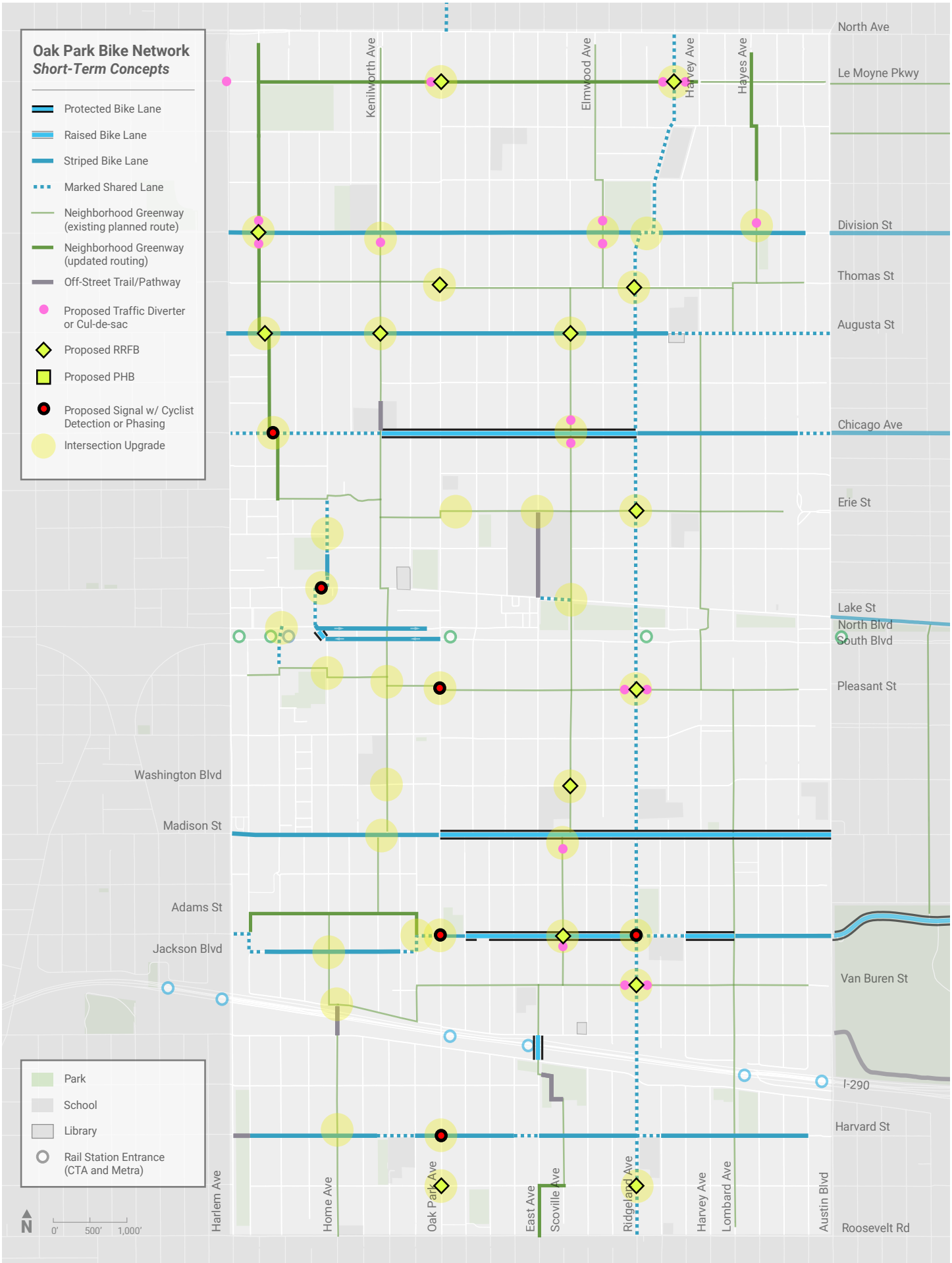
These include ideas that initial analysis has deemed feasible but will take more conversation and analysis. These concepts will build off the success of short-term projects, which aim to drive additional bicycling demand. They upgrade short-term infrastructure to higher levels of comfort, fill gaps, and extend bikeways. These concepts aim to take advantage of concurrent roadway projects as they arise in the next 5-10 years. These concepts also aim to take advantage of learning from the implementation of short-term projects and adjusting as needed.

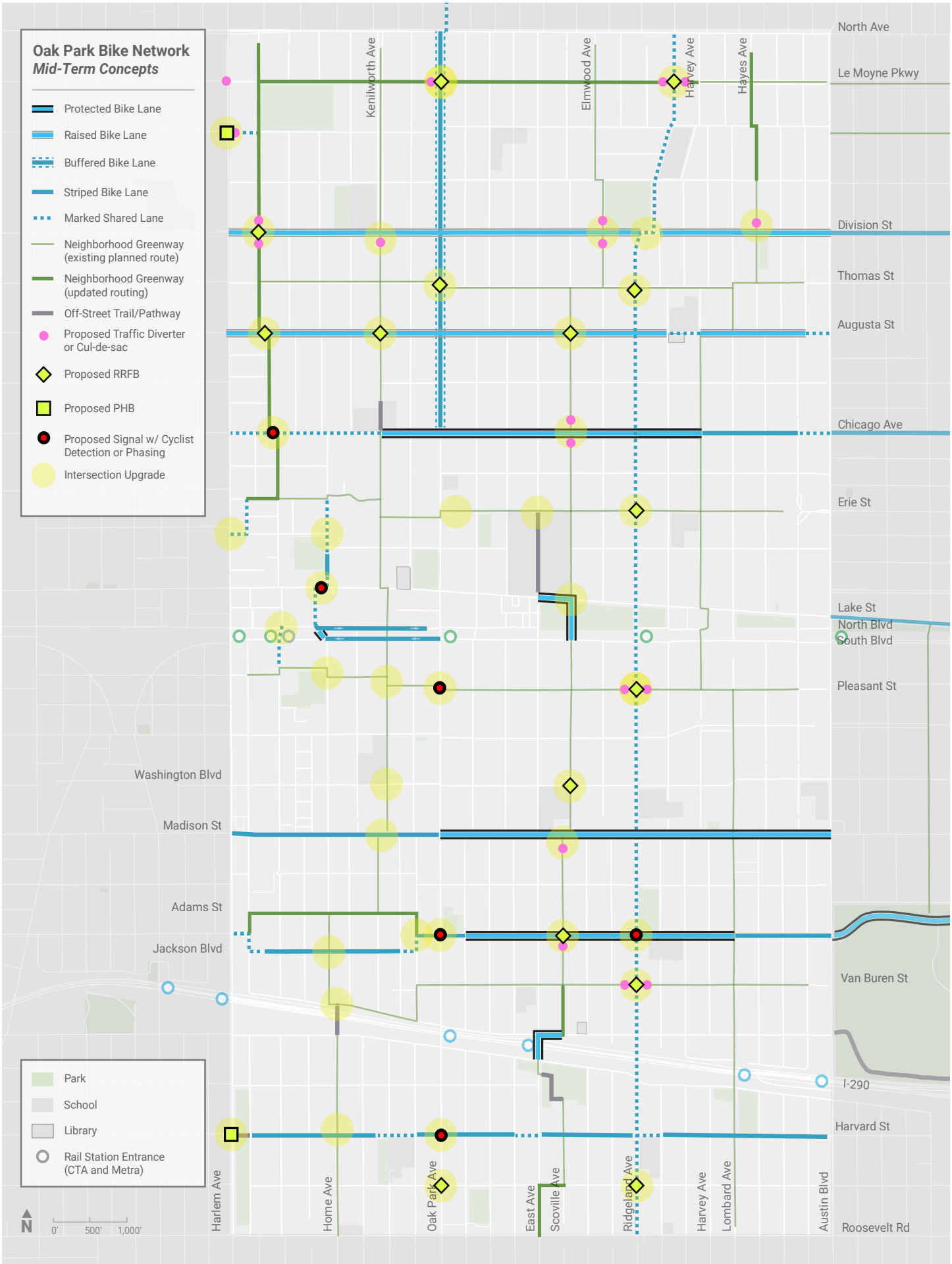
Future engagement and review of the mid-term concepts will be completed in part of individual corridor project designs or as part of a future update to the Bike Plan. Within the review, opportunities for one-way bike lane pairs should be evaluated and considered as an option to preserve on-street parking, as needed.

LONG-TERM CONCEPTS

These projects represent ambitious ideas that are key to creating a comprehensive all ages and abilities bike network but require larger conversations about the broader transportation network, further detailed analysis, more substantial reconstruction, and potentially a reallocation of existing high-demand vehicle parking. Some of these projects raise complex questions that we do not have all the answers to yet, but it is important to capture more ambitious ideas—otherwise they will never happen. Planning for these ambitious projects should start in the short-term, but implementation is likely to take several years of analysis and coordination.

More detailed review and public engagement regarding the more ambitious and long-term concepts will be planned as part of future updates to the bike plan. In particular, the Village should re-evaluate feasibility for more robust bikeways along Ridgeland Avenue.


Oak Park Bike Network
Short-Term Concepts
Protected Bike Lane
Raised Bike Lane
Striped Bike Lane
Marked Shared Lane
Neighborhood Greenway (existing planned route)
Neighborhood Greenway (updated routing)
Off-Street Trail/Pathway
Proposed Traffic Diverter or Cul-de-sac
Proposed RRFB
Proposed PHB
Proposed Signal w/ Cyclist Detection or Phasing
Intersection Upgrade
Park
School
Library
Rail Station Entrance (CTA and Metra)
N
0'
500'
1,000'
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
South Blvd
Pleasant St
Washington Blvd
Madison St
Adams St
Jackson Blvd
Van Buren St
I-290
Harvard St
Roosevelt Rd
Kenilworth Ave
Elmwood Ave
Harvey Ave
Hayes Ave
Harlem Ave
Home Ave
Oak Park Ave
East Ave
Scoville Ave
Ridgeland Ave
Harvey Ave
Lombard Ave
Austin Blvd


Oak Park Bike Network
Mid-Term Concepts
Protected Bike Lane
Raised Bike Lane
Buffered Bike Lane
Striped Bike Lane
Marked Shared Lane
Neighborhood Greenway (existing planned route)
Neighborhood Greenway (updated routing)
Off-Street Trail/Pathway
Proposed Traffic Diverter or Cul-de-sac
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East Ave
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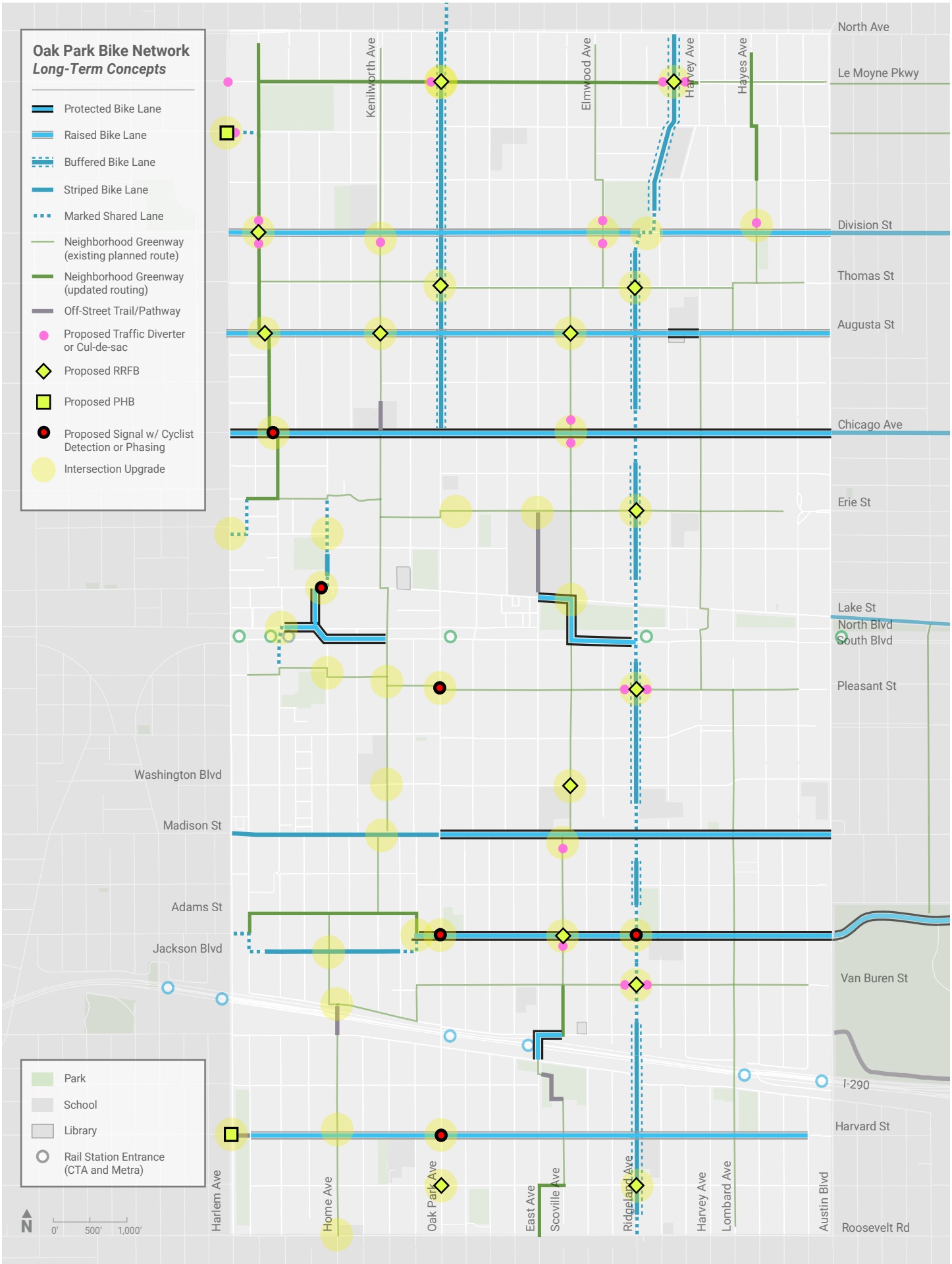
Lombard Ave
Austin Blvd


Oak Park Bike Network
Long-Term Concepts
Protected Bike Lane
Raised Bike Lane
Buffered Bike Lane
Striped Bike Lane
Marked Shared Lane
Neighborhood Greenway (existing planned route)
Neighborhood Greenway (updated routing)
Off-Street Trail/Pathway
Proposed Traffic Diverter or Cul-de-sac
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East Ave
Scoville Ave
Ridgeland Ave
Harvey Ave
Lombard Ave
Austin Blvd

PROPOSED NETWORK AND INFRASTRUCTURE UPDATES

LE MOYNE PARKWAY

Home to Lindberg Park, Le Moyne Parkway is an important east-west connector on the north side of the Village. Short-term recommendations establish a Neighborhood Greenway across the corridor.

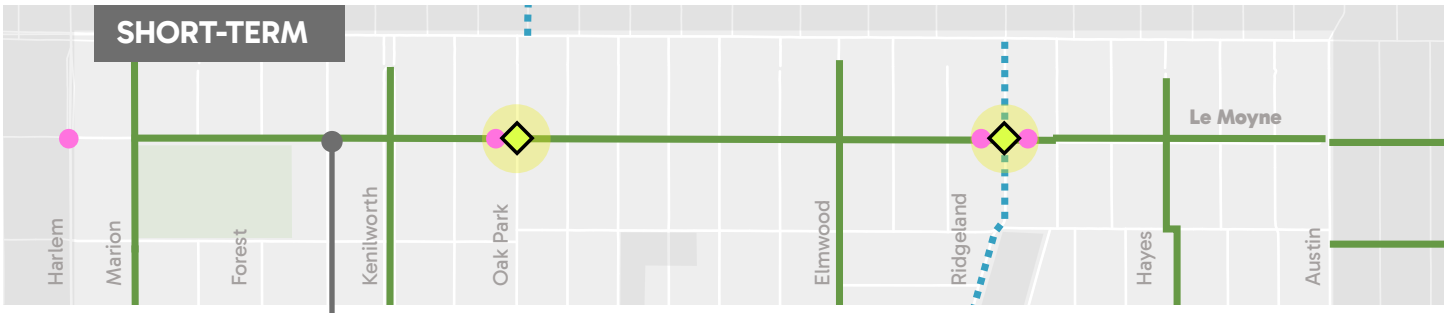
OVERVIEW

TRAFFIC VOLUME	~1,000 - 1,500 Average Daily Traffic (ADT) Harlem to Ridgeland
EXISTING CURB RIGHT-OF-WAY	~30 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE | RAISED BIKE LANE | BUFFERED BIKE LANE | STRIPED BIKE LANE | NEIGHBORHOOD GREENWAY | MARKED SHARED LANE | TRAFFIC DIVERTER | PEDESTRIAN BEACON | FLASHING BEACON

N

SHORT-TERM



Install **Neighborhood Greenway** between Marion Street and Austin Boulevard

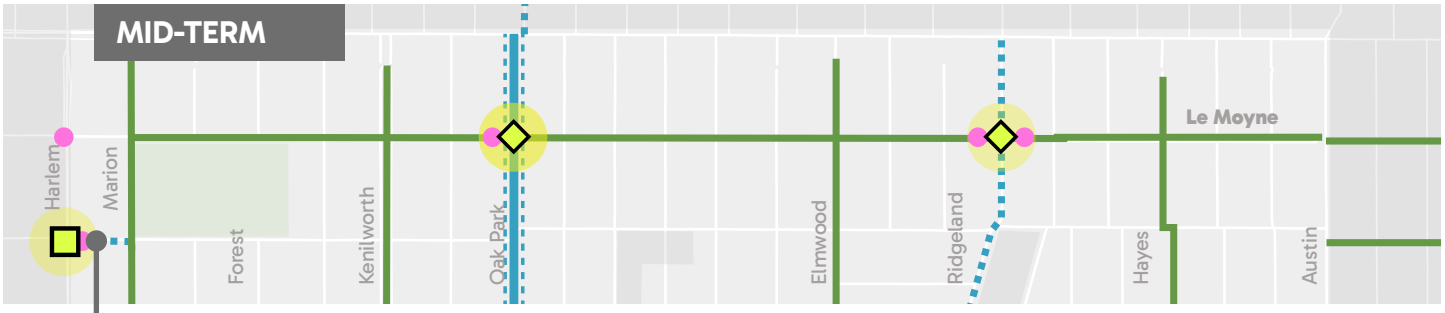
TOOLS

TRAFFIC DIVERTER: Oak Park Avenue, Ridgeland Avenue, Harlem Avenue

FLASHING BEACON: Oak Park Avenue, Ridgeland Avenue

SPEED TABLE: Install periodically, with center gap for bicyclist path of travel

MID-TERM



Establish Greenfield Street between Harlem Avenue to Woodbine Avenue as a **Marked Shared Lane**

TOOLS

PEDESTRIAN BEACON: Greenfield Street

PROJECT EVALUATION & COORDINATION

EVALUATE: Evaluate opportunity and feasibility of one-way pair vehicular and bicycle traffic on Le Moyne Parkway and Greenfield Street.

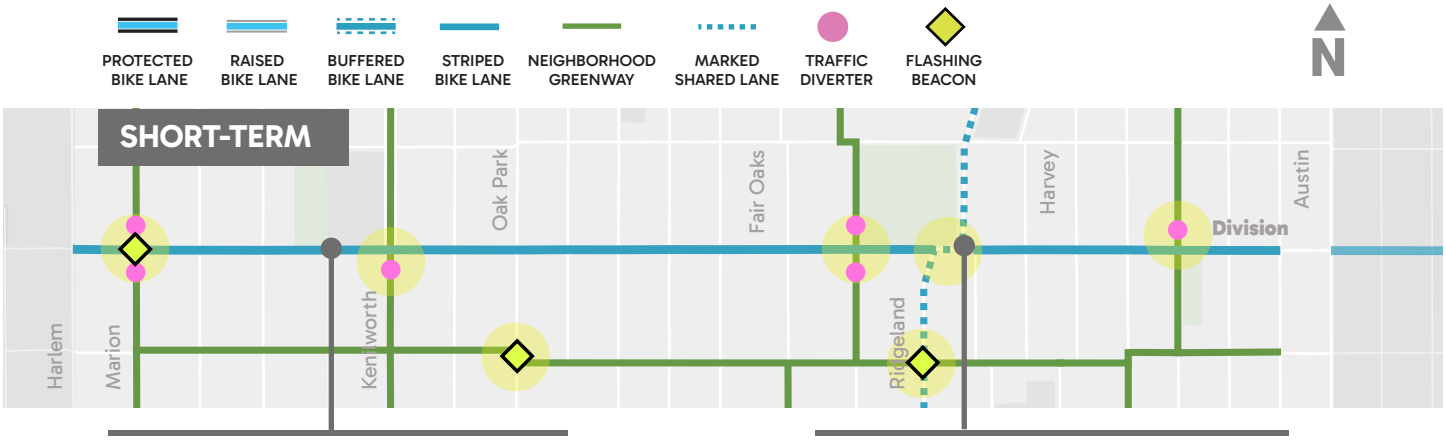
WORK & COLLAB:
Work with the **Village of River Forest** to identify best routing options west of Harlem Avenue
Collaborate with **Fenwick High School** to support safety improvements
Work with **IDOT** to upgrade striping, signals, and/or curb cuts

DIVISION STREET

Division Street currently has striped bike lanes across the Village. Short-term recommendations include adding green conflict markings across intersections and alley curb cuts to bring attention to the striped bike lane at conflict points.

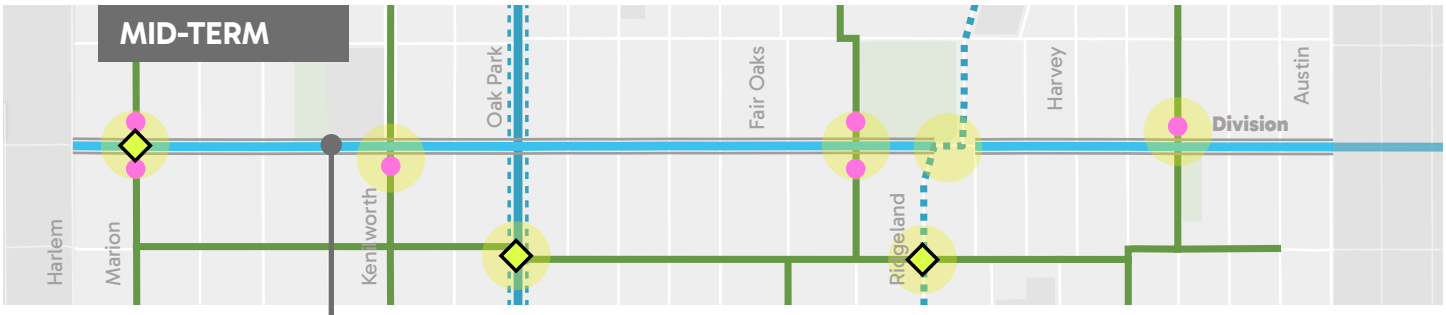
OVERVIEW

TRAFFIC VOLUME	9,500 - 9,800 ADT
EXISTING CURB RIGHT-OF-WAY	~30 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-



Add green MMA conflict markings through intersections and across alley curb cuts

Implement safety and functionality upgrades at Ridgeland Avenue intersection



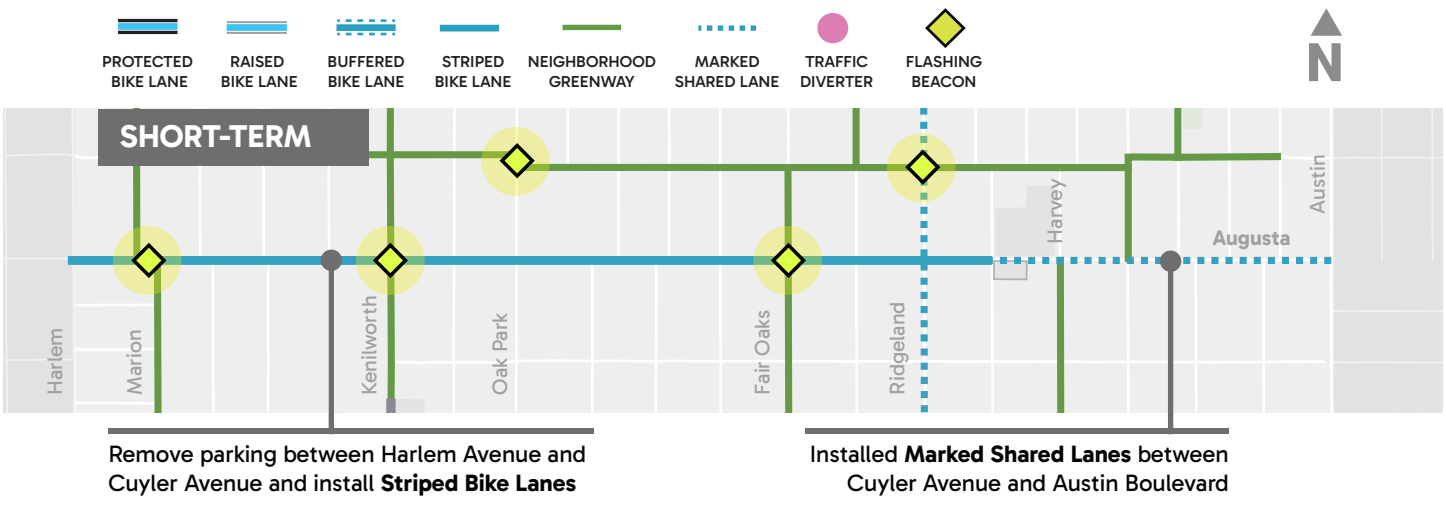
Upgrade Striped Bike Lanes between Harlem Avenue and Austin Boulevard to **Raised Bike Lanes**

AUGUSTA STREET

Augusta Street does not have a delineated bikeway but is designated as a bike route along the Grand Illinois Trail. Future bikeways along Augusta Street require careful planning due to nearby traffic generators such as Oak Park Public Library - Dole Branch and Whittier Elementary School. Home to the Oak Park Fire Station #2, Augusta Street is a medium-use fire route from Austin Boulevard to Oak Park Avenue, and high-use between Oak Park Avenue to Harlem Avenue.

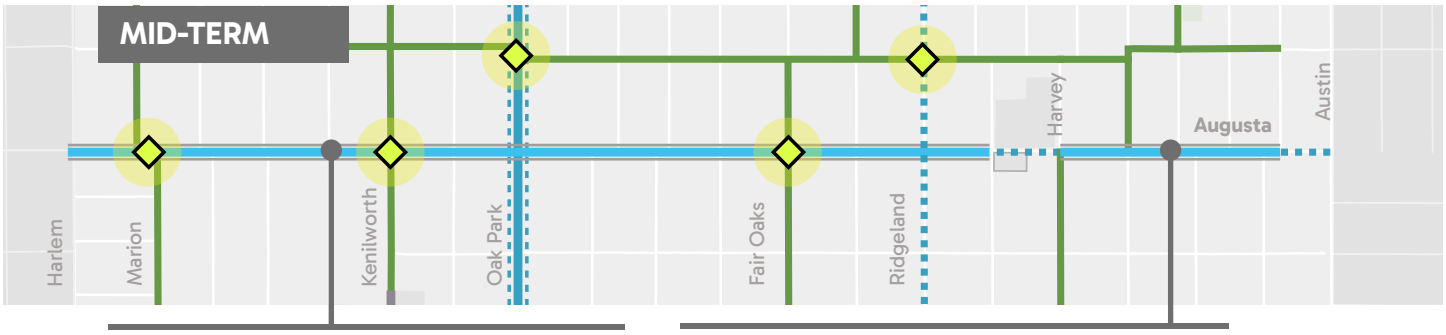
OVERVIEW

TRAFFIC VOLUME	4,300 - 7,200 ADT
EXISTING CURB RIGHT-OF-WAY	~30 FEET
EMERGENCY ROUTING	MEDIUM & HIGH USE
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	HARLEM - CUYLER



Remove parking between Harlem Avenue and Cuyler Avenue and install **Striped Bike Lanes**

Installed **Marked Shared Lanes** between Cuyler Avenue and Austin Boulevard



Upgrade Striped Bike Lanes between Harlem Avenue and Cuyler Avenue to **Raised Bike Lanes**

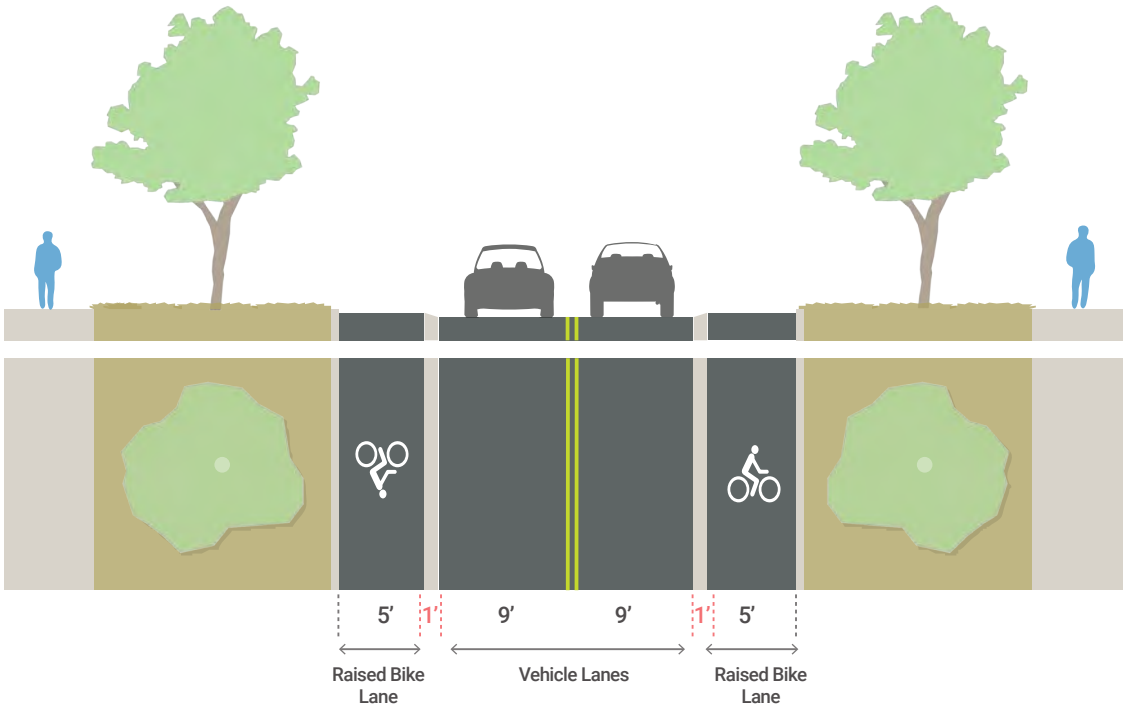
Upgrade Marked Shared Lanes between Harvey Avenue and Humphrey Avenue to **Raised Bike Lanes**

PROJECT COORDINATION

WORK & COLLAB

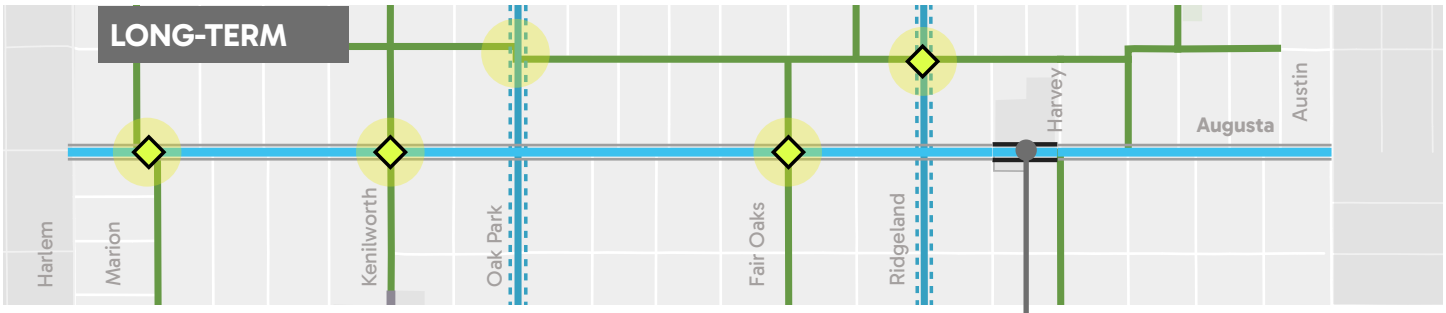
Work with the **Village of River Forest** to identify best routing options west of Harlem Avenue
Work with the **City of Chicago** to identify best routing options east of Harlem Avenue
Work with **IDOT** to upgrade striping, signals, and/or curb cuts

AUGUSTA STREET CROSS SECTION | MID-TERM



Upgrade Striped Bike Lanes between Harlem Avenue and Cuyler Avenue to **Raised Bike Lanes**

The above cross section upgrades the striped bike lanes on Augusta Street from short-term recommendations to raised bike lanes. The raised bike lanes involve a one-foot mountable curb, separating bicyclists from drivers.



A sidewalk level protected bike lane in Boston, MA.

Upgrade Marked Shared Lanes between Cuyler Ave and Harvey Ave to **Protected Bike Lanes** at sidewalk level, preserving at least some parking

PROJECT COORDINATION

WORK & COLLAB

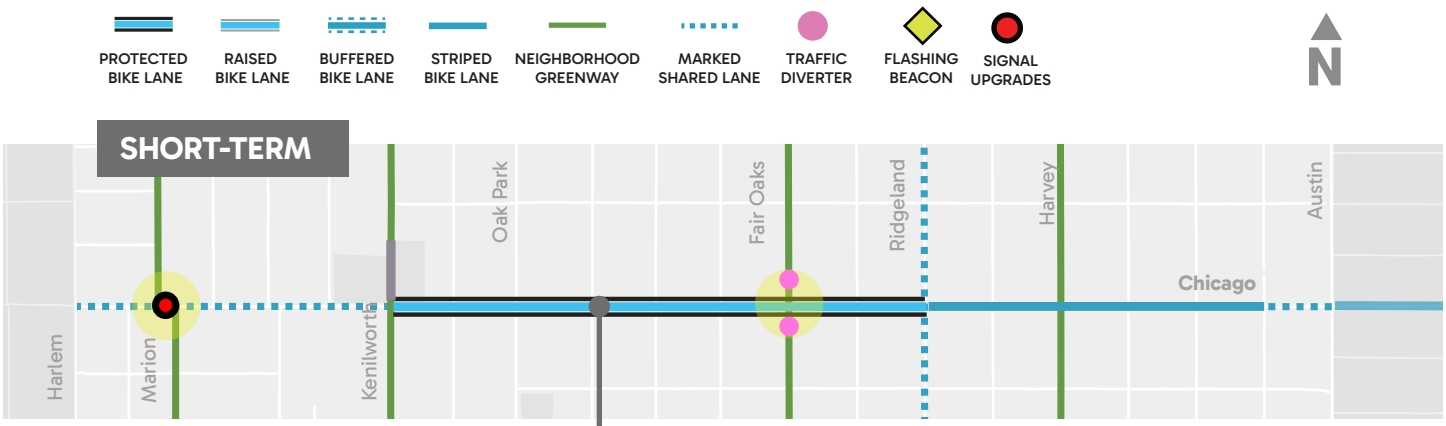
Coordinate with the **Oak Park Public Library - Dole Branch** and **Whittier Elementary School**

CHICAGO AVENUE

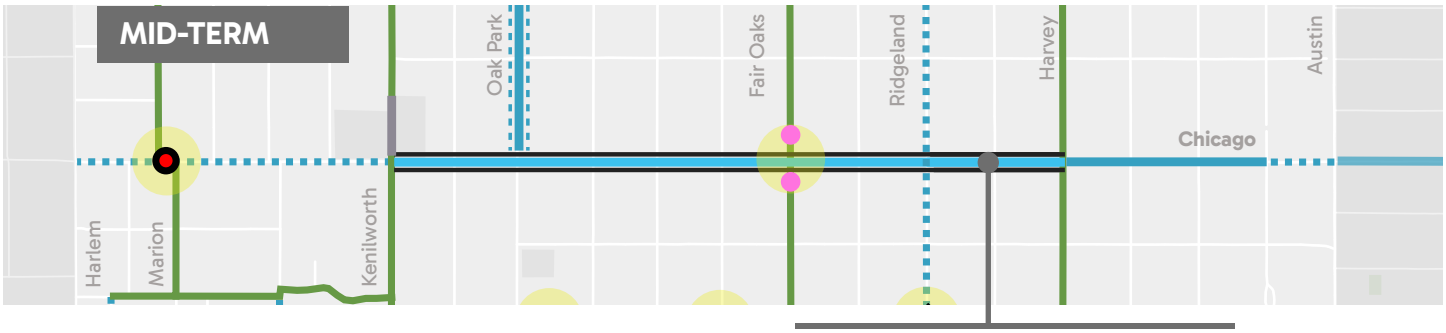
Chicago Avenue currently offers a striped bike lane from Humphrey Avenue west to Euclid Avenue and marked shared lanes on remaining parts of the corridor. Chicago Avenue holds various uses: residences, commercial districts, Oliver Wendell Homes Elementary School and park, and Frank Lloyd Write Home & Studio. Future implementation should be in coordination with Vision Zero recommendations.

OVERVIEW

TRAFFIC VOLUME	~12,000 - 16,000 ADT
EXISTING CURB RIGHT-OF-WAY	45 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	KENILWORTH - RIDGELAND

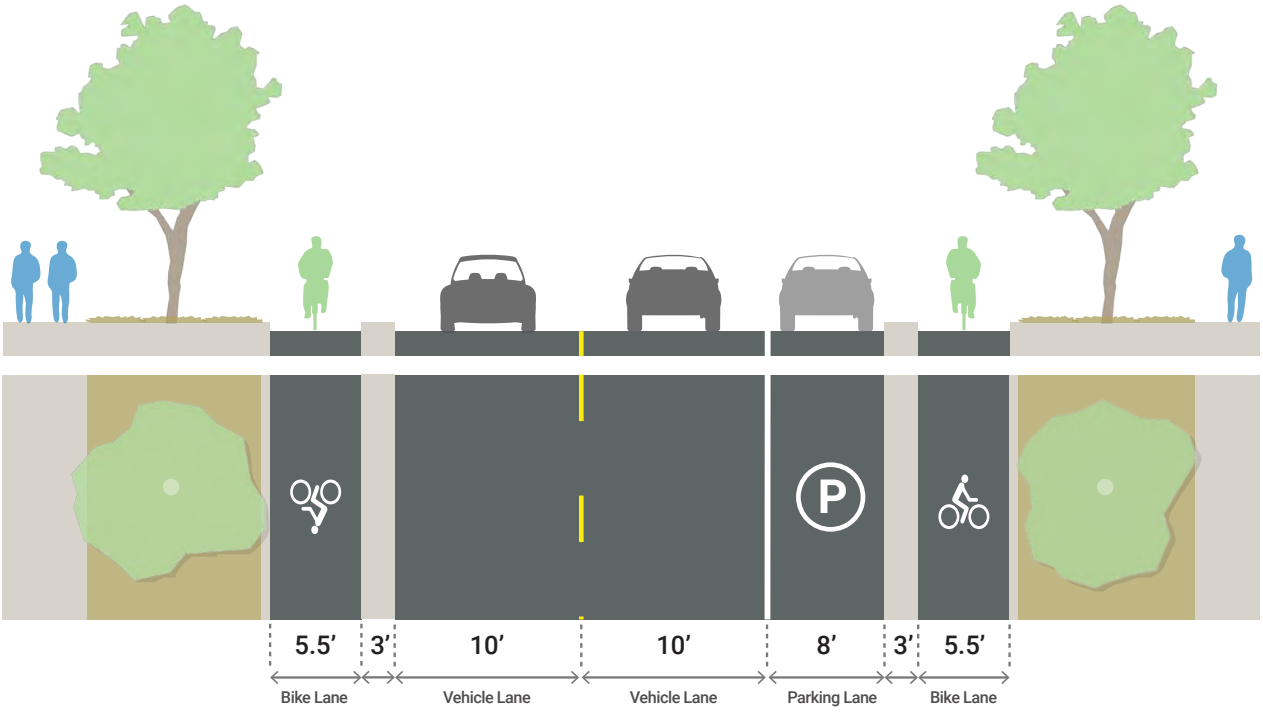


Remove parking on one side of the street between Kenilworth Avenue and Ridgeland Avenue and install **Protected Bike Lanes**



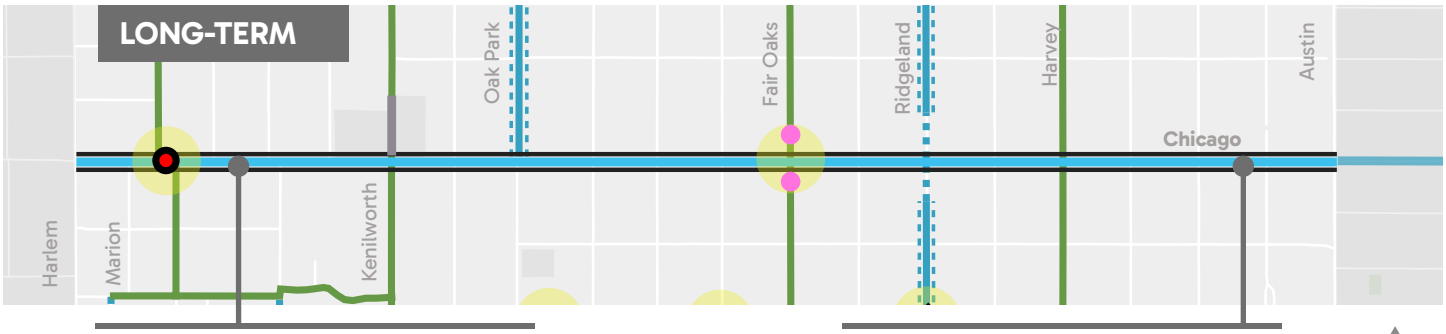
Remove parking on one side of street between Ridgeland Avenue and Harvey Avenue and install **Protected Bike Lanes**

CHICAGO AVENUE CROSS SECTION | SHORT-TERM



Remove parking on one side of the street between Kenilworth Avenue and Ridgeland Avenue and install **Protected Bike Lanes**

The above cross section represents parking removal on one side of the street to accommodate concrete-protected bike lanes.



Install **Protected Bike Lanes** between Kenilworth Avenue and Harlem Avenue - prioritize installing until at least Marion Street

Remove parking on one side of street between Harvey Avenue and Austin Boulevard and install **Protected Bike Lanes**

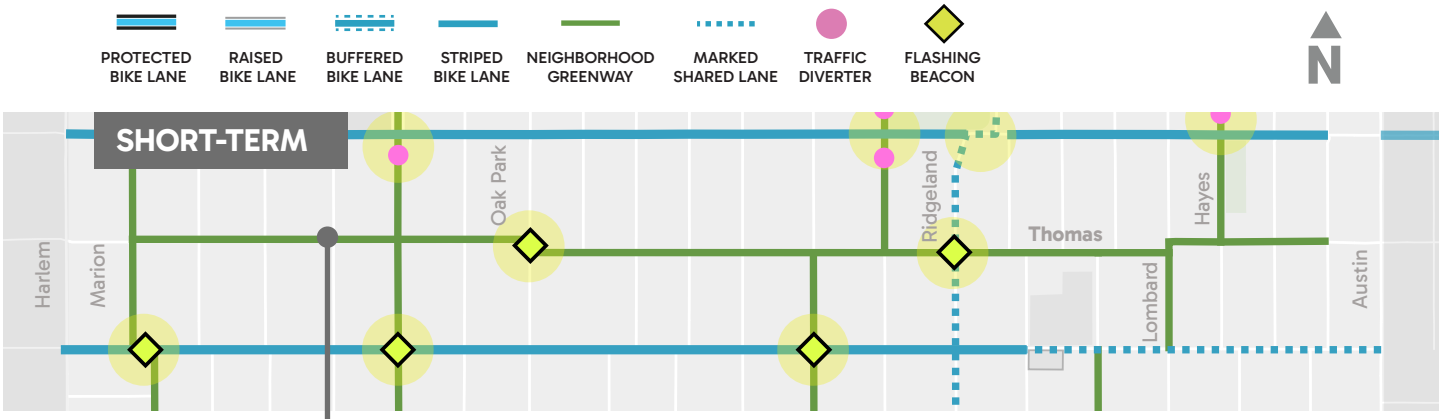
N

THOMAS STREET

Thomas Street provides a calm east-west corridor sitting between the busier Division Street and Augusta Street. Whittier Elementary School has a sidewalk connection to Thomas Street through the Greenleaf Garden. The route follows the Neighborhood Greenways System Study recommendations, with proposed intersection improvements at Oak Park Avenue and Ridgeland Avenue.

OVERVIEW

TRAFFIC VOLUME	<600 ADT
EXISTING CURB RIGHT-OF-WAY	30 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-



Complete **Neighborhood Greenway** between Marion Street and Humphrey Avenue

TOOLS

FLASHING BEACON — Oak Park Avenue, Ridgeland Avenue

SPEED TABLE — Install periodically, with center gap for bicyclist path of travel

ERIE STREET

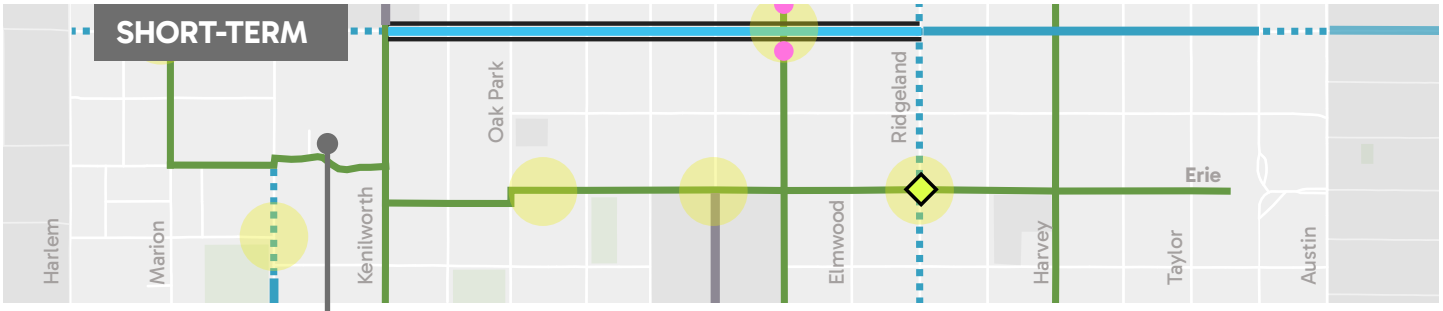
Erie Street offers one of the Village's first Neighborhood Greenways. From Scoville Avenue to Kenilworth Avenue, Erie Street has bike boulevard markings, signage, 20 MPH speed limit, and, near Oak Park River Forest High School, traffic calming. The Bike Plan Update looks to complete and bolster the Neighborhood Greenway, particularly at key crossings.

OVERVIEW

TRAFFIC VOLUME	500 - 1,900 ADT
EXISTING CURB RIGHT-OF-WAY	30 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE | RAISED BIKE LANE | BUFFERED BIKE LANE | STRIPED BIKE LANE | NEIGHBORHOOD GREENWAY | MARKED SHARED LANE | TRAFFIC DIVERTER | FLASHING BEACON

N

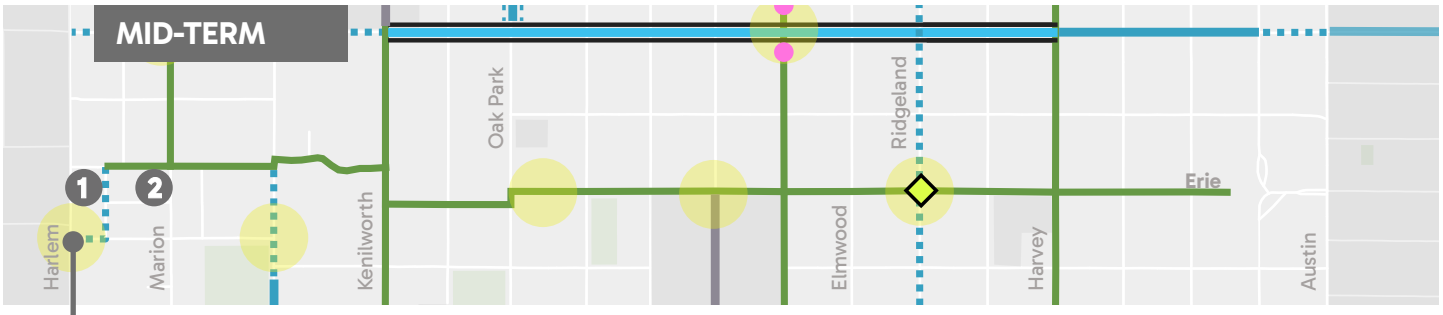


Complete **Neighborhood Greenway** between Marion Street and Taylor Avenue

TOOLS

FLASHING BEACON | Ridgeland Avenue

SPEED TABLE | Install periodically, with center gap for bicyclist path of travel



Upgrade intersection at Harlem Avenue and Ontario Street to improve bicycle crossing

1 Install **Marked Shared Lanes** on Harlem Court between Erie Street and Ontario Street

2 Extend **Neighborhood Greenway** between Marion Street and Harlem Court

PROJECT COORDINATION

WORK & COLLAB

Work with the **Village of River Forest** to identify best routing options west of Harlem Avenue
Work with **Oak Park Tennis Center** and **Forest Preserve of Cook County** to explore short trail connection from Ontario Street to Quick Avenue between tennis courts and Harlem Ave sidewalk
Work with **IDOT** to upgrade striping, signals, and/or curb cuts

DOWNTOWN ACCESS

Downtown Oak Park brings people of all modes of transportation - walking, rolling, bicycling, taking transit, and driving - together. The following recommendations aim to make bicycling comfortable and safe while also working within the spatial constraints and other needs required of downtown services. Proposed network updates are focused around Forest Avenue and North and South Boulevards.

OVERVIEW

TRAFFIC VOLUME	VARIES
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	SOUTH BLVD
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

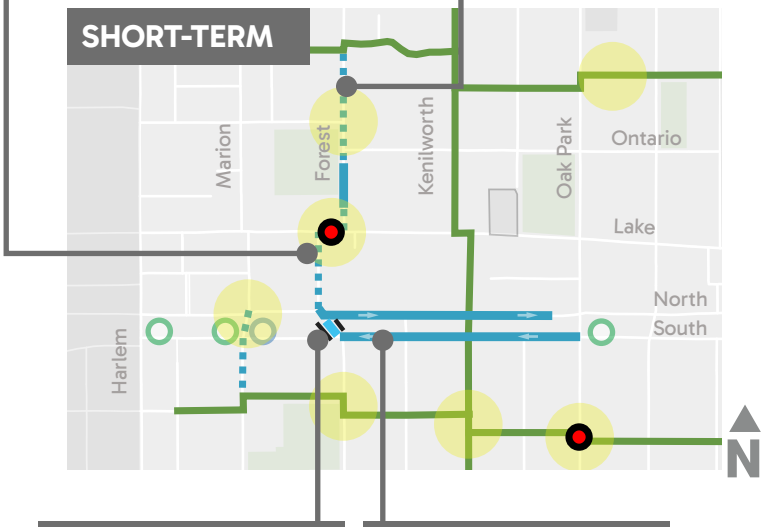
PROTECTED BIKE LANE · RAISED BIKE LANE · BUFFERED BIKE LANE · STRIPED BIKE LANE · NEIGHBORHOOD GREENWAY · MARKED SHARED LANE · TRAFFIC DIVERTER · FLASHING BEACON · SIGNAL UPGRADES

Install **Marked Shared Lanes** on Forest Avenue between North Boulevard and Lake Street and **Striped Lanes** between Lake Street and Ontario Street

Install **Marked Shared Lanes** on Forest Avenue between Erie Street and Ontario Street for southbound cyclists and **contraflow Striped Bike Lane** for northbound cyclists

TOOLS

TRAFFIC DIVERTER — Formalize bicycle access through existing diverter at Forest Avenue and Ontario Street



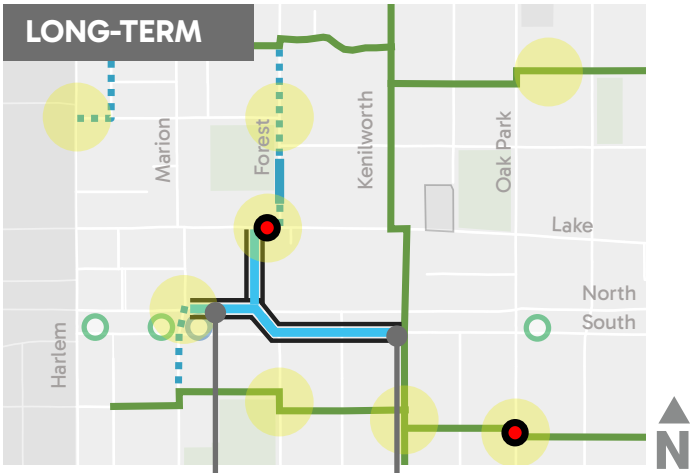
Connect North/South Boulevards facilities with **Protected Bike Lanes** under Home Avenue viaduct

Install westbound **Striped Bike Lane** on South Boulevard between Home Avenue and Oak Park Avenue

ADDITIONAL

LIGHTING — Improve lighting under Home Ave viaduct

SIGNAL UPGRADES — Upgrade signal at Lake Street and Forest Avenue for either automatic or actuated cyclist detection to provide cyclists a leading interval into intersection to position themselves for left turns

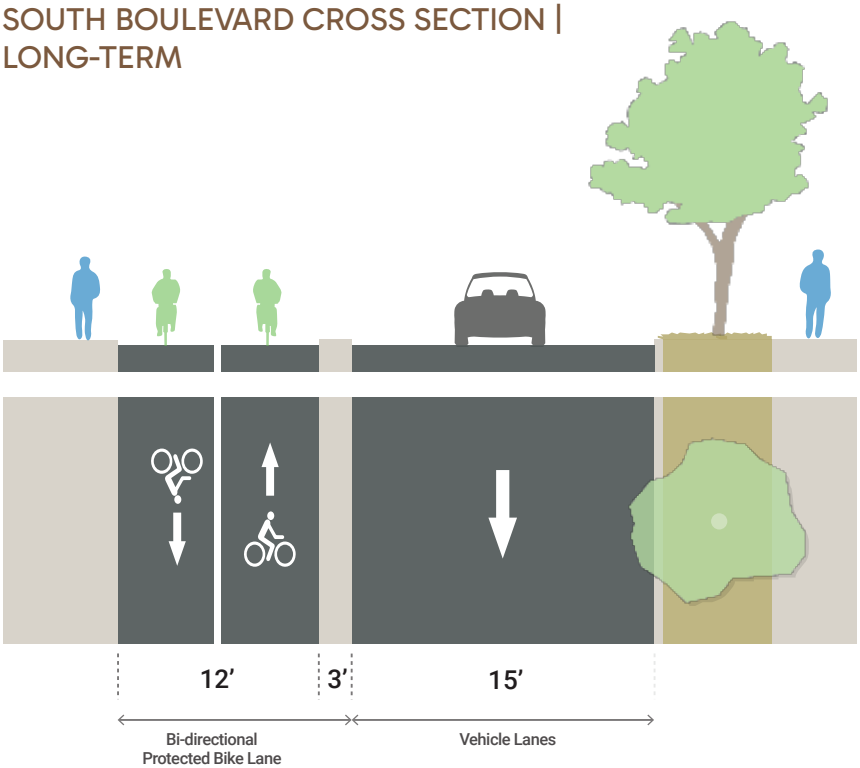


Install bi-directional **Protected Bike Lanes** on North Boulevard between Home Avenue and Marion Street by converting portion of existing parking lot to enhanced downtown and transit active transportation mobility hub + public space

Install bi-directional **Protected Bike Lanes** on South Boulevard between Kenilworth Avenue and Home Avenue by converting vehicle parking on north side.

Alternative: Continue Protected Bike Lanes on South Boulevard between Home Avenue and Marion Street

SOUTH BOULEVARD CROSS SECTION | LONG-TERM



Install bi-directional **Protected Bike Lanes** on South Boulevard

The above cross section demonstrates bi-directional protected bike lanes along South Boulevard. The protected bike lanes would require vehicle parking conversion.

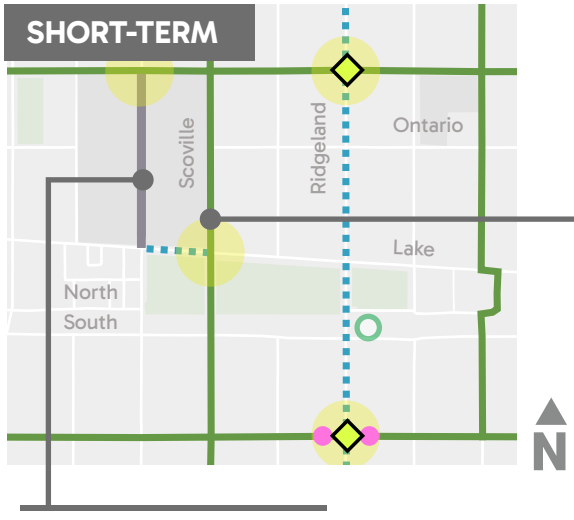
OAK PARK RIVER FOREST HIGH SCHOOL ACCESS

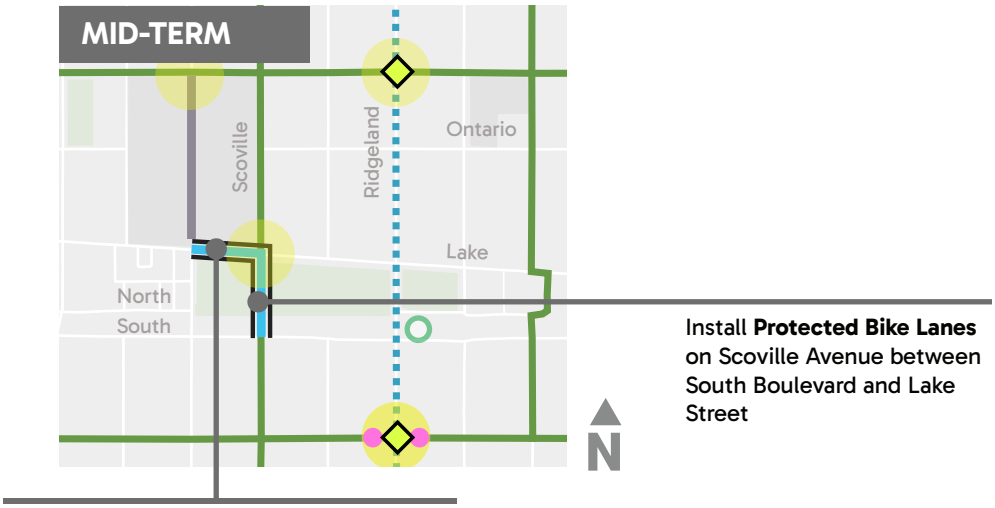
Oak Park River Forest High School (OPRFHS) is a high traffic generator near downtown Oak Park. During drop-off and pick-up hours, OPRFHS not only brings vehicles towards the campus, but also many pedestrians and bicyclists. OPRFHS staff shared that Scoville Avenue is the preferred bicycle route for students riding a bicycle to school with bike parking near the pathway. Recommendations aim to address both student and community-wide needs.

OVERVIEW

TRAFFIC VOLUME	VARIES
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

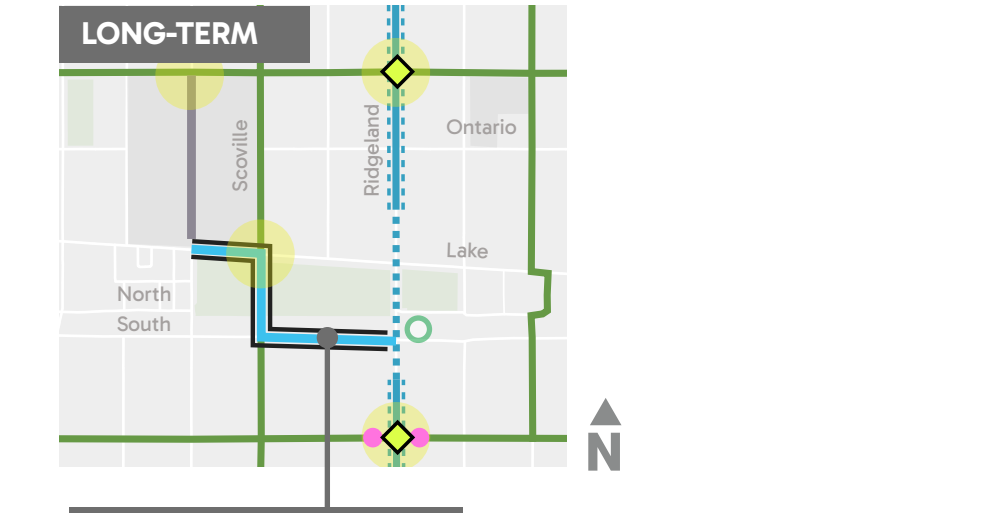
PROTECTED BIKE LANE | RAISED BIKE LANE | BUFFERED BIKE LANE | STRIPED BIKE LANE | NEIGHBORHOOD GREENWAY | MARKED SHARED LANE | TRAFFIC DIVERTER | FLASHING BEACON | SIGNAL UPGRADES





Install **Protected Bike Lanes** on Scoville Avenue between South Boulevard and Lake Street

Install **Protected Bike Lanes** on Lake Street between Scoville Avenue and East Avenue



Remove parking and install **Protected Bike Lanes** on South Boulevard between Ridgeland Avenue and Scoville Avenue

PLEASANT STREET

While Pleasant Street is an existing planned route from previous planning efforts, there are opportunities to bolster the comfort along the corridor and improve the safety at intersections. In addition to traffic calming tools, recommendations include upgrading stop-control and traffic-controls at select locations.

OVERVIEW

TRAFFIC VOLUME	~600 - 3,000+ ADT
EXISTING CURB RIGHT-OF-WAY	~25 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

Complete **Neighborhood Greenway** between Maple Avenue and Humphrey Avenue

TOOLS

TRAFFIC DIVERTER — East of Oak Park Avenue, West of Ridgeland Avenue

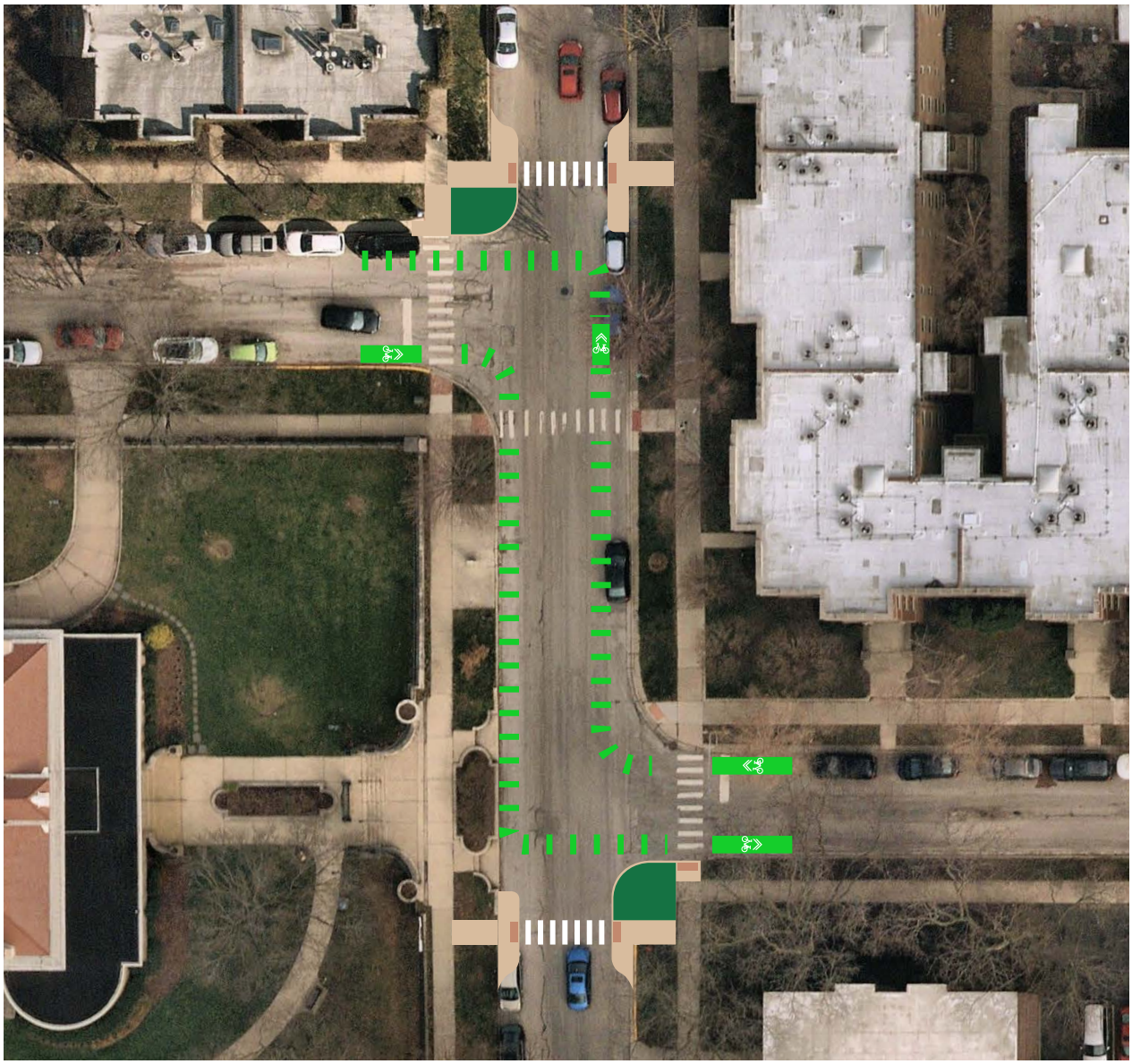
SPEED TABLE — Install periodically, with center gap for bicyclist path of travel

FLASHING BEACON — Ridgeland Avenue

ADDITIONAL

SIGNAL UPGRADES — Install dedicated actuated cyclist signal phase/equipment at Oak Park Avenue to more safely accommodate cyclists through the jog

PLEASANT STREET AT HOME AVENUE



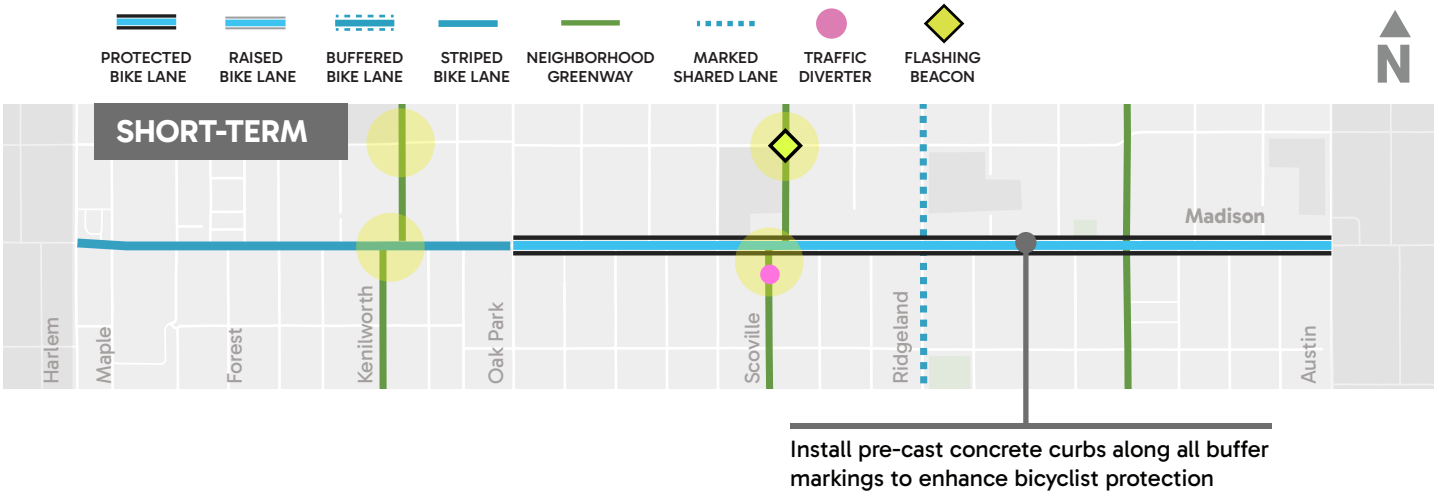
- Allows for high-quality pedestrian crossing improvements as well
- Could add raised crosswalks to further improve vehicle yielding

MADISON STREET

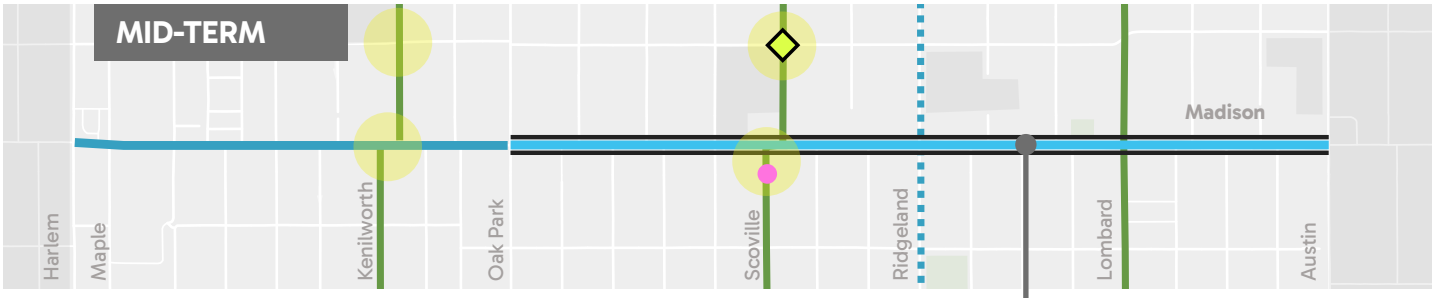
Madison Street has buffer bike lanes or parking-protected bike lanes from Austin Boulevard to Oak Park Avenue. Short- and mid-term recommendations work to bolster the existing bike lanes and intersection crossings.

OVERVIEW

TRAFFIC VOLUME	~22,000 ADT
EXISTING CURB RIGHT-OF-WAY	~80 FEET
EMERGENCY ROUTING	MEDIUM TO HIGH USE
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-



Install pre-cast concrete curbs along all buffer markings to enhance bicyclist protection



Upgrade bike lane design at Lombard Avenue, Ridgeland Avenue, East Avenue, and Oak Park Avenue

Example of pre-cast concrete curbs

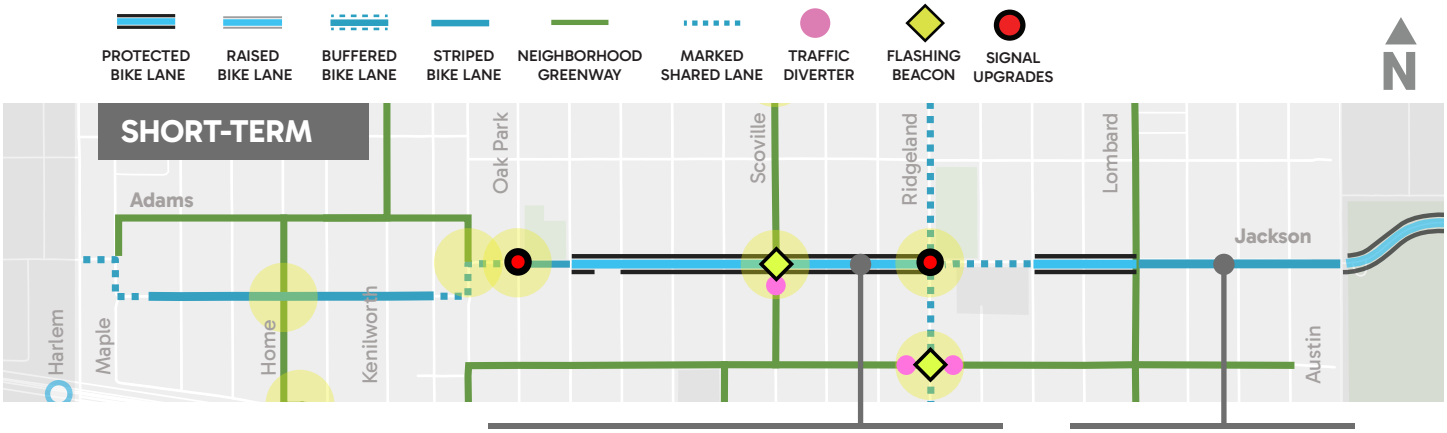
Example of a protected intersection.

JACKSON BOULEVARD

Jackson Boulevard currently offers striped bike lanes or marked shared lanes, depending on the segment. Jackson Boulevard connects to several parks, Fox Center & Park, Longfellow Center & Park east to Columbus Park in the City of Chicago, and to the protected bike lanes on east of Austin Boulevard. Jackson Boulevard jogs at Grove Avenue and Maple Avenue, with limited right-of-way for road users.

OVERVIEW

TRAFFIC VOLUME	6,000 - 7,000 ADT
EXISTING CURB RIGHT-OF-WAY	VARIES, ~38 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-



Upgrade existing bike facilities to **Protected Bike Lanes** between Euclid Avenue and Ridgeland Avenue and between Highland Avenue and Lombard Avenue – removing planted median between Harvey Avenue and Lombard Avenue; Remove left turn lanes at East Avenue to allow **Protected Bike Lanes**

Where turn lanes preclude Protected Bike Lanes, install green MMA-marked **Striped Bike Lanes** (as wide as possible but no narrower than 4 feet) or green MMA-marked **Marked Shared Lanes**

Install **Striped Bike Lanes** between Lombard Ave and Austin Blvd

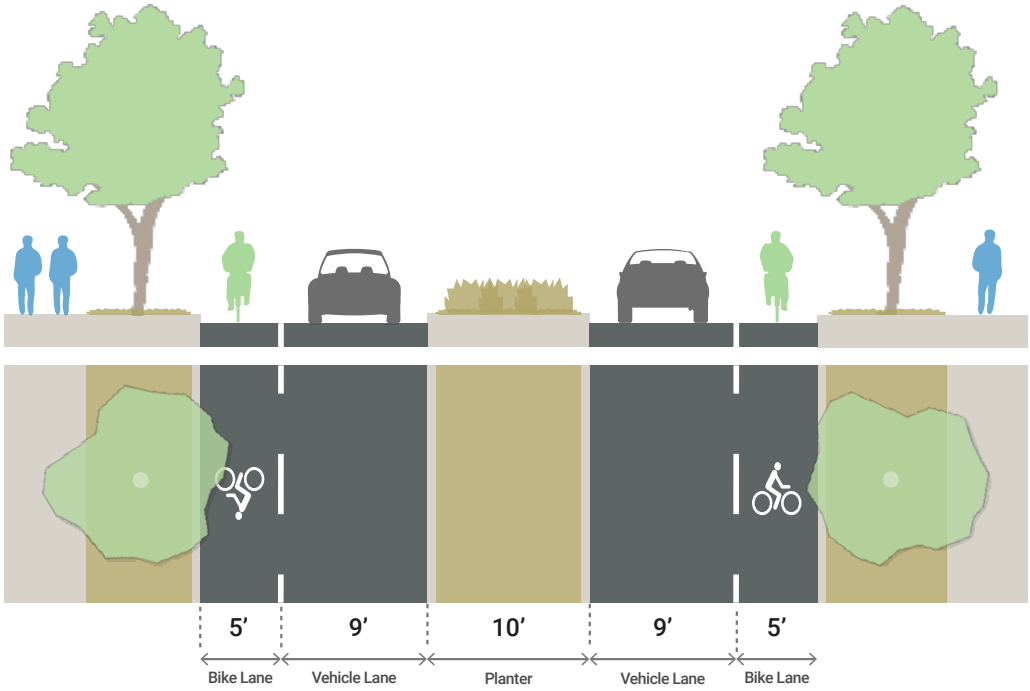
ADDITIONAL

SIGNAL UPGRADES

Upgrade signals at Ridgeland Avenue and Oak Park Avenue for either automatic or actuated cyclist detection to provide cyclists a leading interval through intersections

JACKSON BOULEVARD (CONTINUED)

JACKSON BOULEVARD CROSS SECTION | SHORT TERM OPTION 1

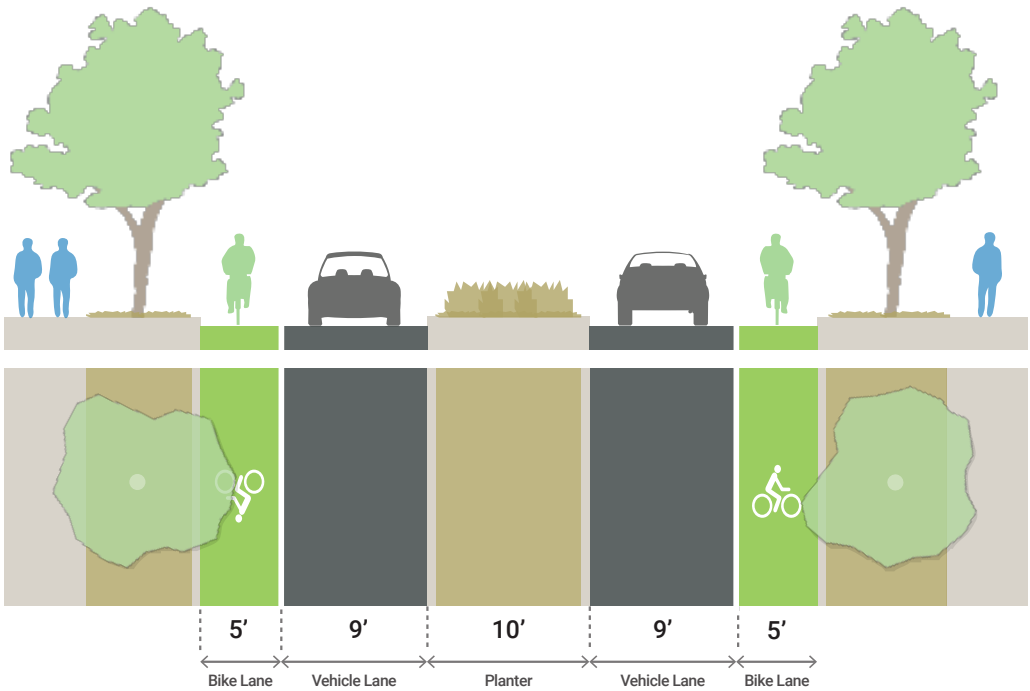


Install **Striped Bike Lanes** between Lombard Avenue and Austin Boulevard

OPTION 1
ADVISORY LANES
Evidence that advisory bike lanes do improve space vehicles give to cyclists.

Larger vehicles allowed to take the full lane.

JACKSON BOULEVARD CROSS SECTION | SHORT TERM OPTION 2

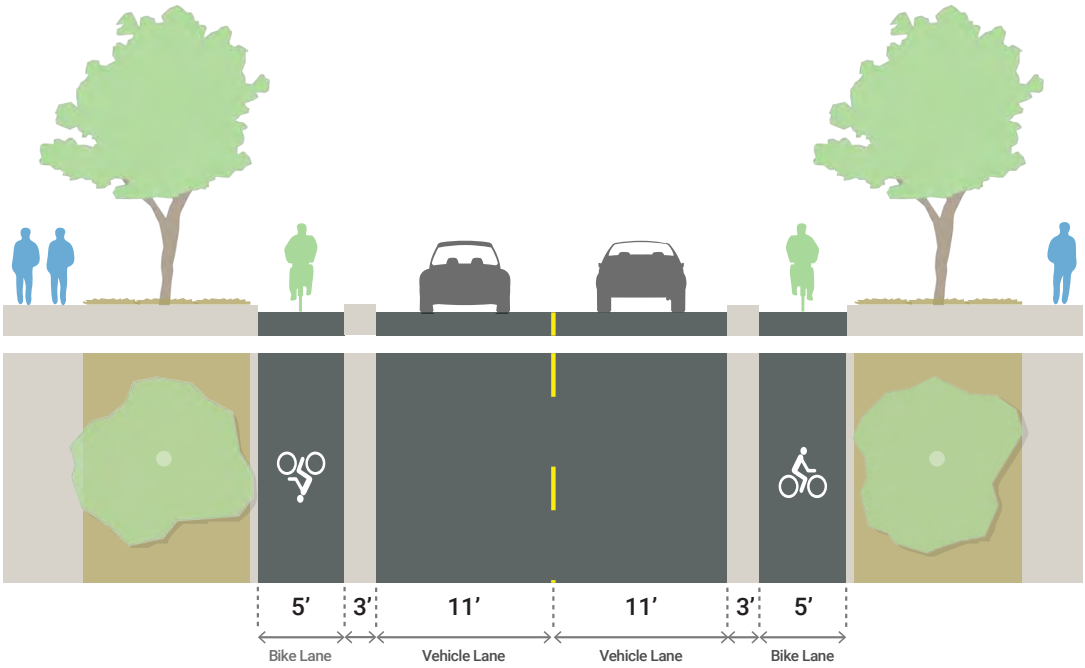


OPTION 2
PAINTED STRIPED LANES
Painted lanes clearly emphasize cyclist space.

Vehicle lanes narrowed, encouraging slower speeds.

Largest vehicles may need to still infringe on bike lanes.

JACKSON BOULEVARD CROSS SECTION | SHORT TERM



Upgrade existing bike facilities to **Protected Bike Lanes**

Can utilize pre-cast concrete curbs to reduce permanent curb work.

Install conflict markings at driveways and alleys that require gaps in curbs.

Installation of pre-cast curbs to form a protected bike lane.

JACKSON BOULEVARD (CONTINUED)

JACKSON BOULEVARD AT GROVE AVENUE

Where turn lanes preclude Protected Bike Lanes, install green-backed **Marked Shared Lanes**

Give westbound bicyclists a jump at the light at Oak Park Avenue to get out ahead.

Enhance existing shared lane markings with green MMA behinds sharrow.

Could explore automatic cyclist detection that would trigger warning lights.

Assess if plantings cause visibility issues.

Opportunities for signage emphasizing to watch for bicyclists.

JACKSON BOULEVARD AT MAPLE AVENUE

Where turn lanes preclude Protected Bike Lanes, install green-backed **Marked Shared Lanes**

36 foot right-of-way through most of Maple Avenue;

Could include some pre-cast curbs, but likely not within curves themselves. This would require parking removal.

Utilize green MMA to guide bicyclists through curve.

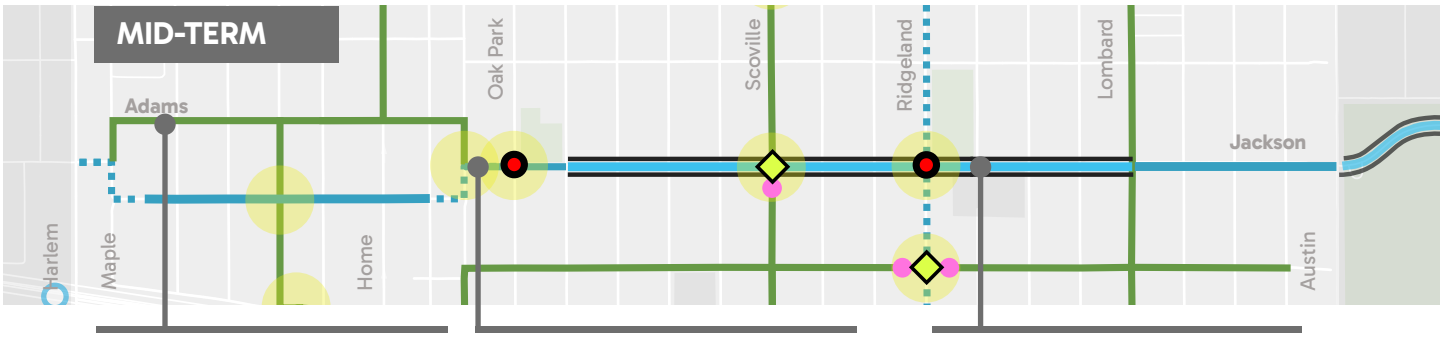
At curb extensions, follow markings currently used

JACKSON BOULEVARD (CONTINUED)

PROTECTED BIKE LANE | RAISED BIKE LANE | BUFFERED BIKE LANE | STRIPED BIKE LANE | NEIGHBORHOOD GREENWAY | MARKED SHARED LANE | TRAFFIC DIVERTER | FLASHING BEACON | SIGNAL UPGRADES

N

MID-TERM



Install **Neighborhood Greenway** on Adams Street from Maple Avenue to Grove Avenue as a low-stress alternative to Jackson Boulevard

Reconfigure intersection of Grove Avenue and Jackson Boulevard to accommodate cyclist transition to and from Adams/Jackson

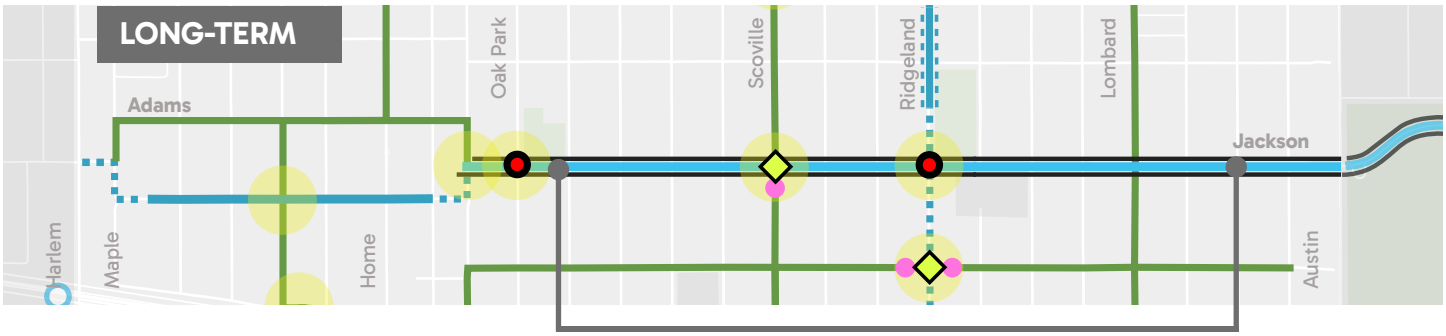
Reconstruct Jackson Boulevard from Ridgeland Avenue and Highland Avenue to provide continuous **Protected Bike Lanes**

PROJECT COORDINATION

WORK & COLLAB

Work with institutions along Jackson Boulevard, including Longfellow Elementary School and Longfellow Center & Park, to accommodate parking and loading needs while filling gaps in Protected Bike Lanes

LONG-TERM



Reconstruct Jackson Boulevard between Grove Avenue and Euclid Avenue and between Lombard Avenue and Austin Boulevard to provide continuous **Protected Bike Lanes**

VAN BUREN STREET

Van Buren Street provides an east-west connection from Humphrey Avenue west to Home Avenue via Harrison Street. The route follows the Neighborhood Greenways System Study recommendations, with proposed intersection improvements at Ridgeland Avenue.

OVERVIEW

TRAFFIC VOLUME	<600 ADT
EXISTING CURB RIGHT-OF-WAY	30 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

Complete **Neighborhood Greenway** between Humphrey Avenue and Home Avenue

TOOLS

TRAFFIC DIVERTER	Rigeland Avenue
FLASHING BEACON	Rigeland Avenue
SPEED TABLE	Install periodically, with center gap for bicyclist path of travel

HARVARD STREET

Harvard Street connects to several parks and schools, including Maple Park, Carroll Center & Park, Abraham Lincoln Elementary School, Washington Irving Elementary School, and Barrie Park. Future bikeways adjacent to schools will require close coordination and planning. In addition to facilities on Harvard Street, rectangular rapid flashing beacons or pedestrian beacons are recommended on Fillmore Street.

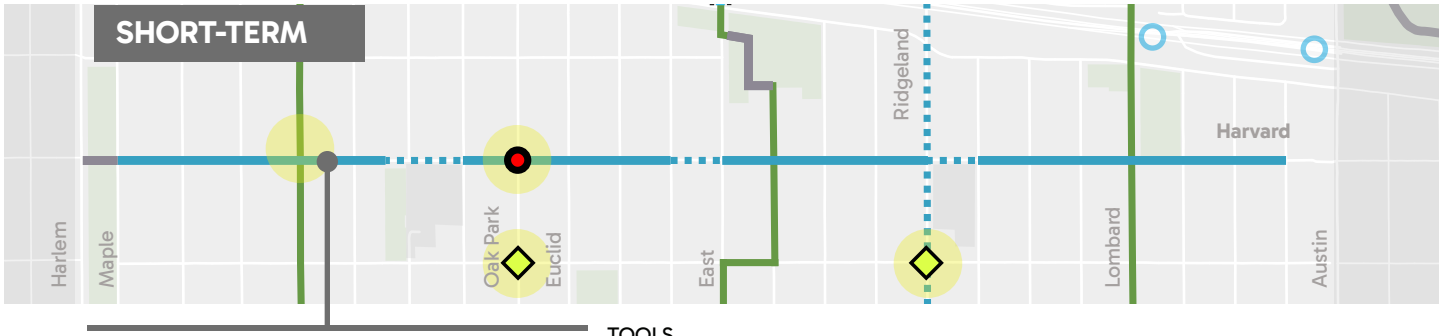
OVERVIEW

TRAFFIC VOLUME	800 - 2,000 ADT
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	MAPLE - HUMPHREY WITH EXCEPTIONS

PROTECTED BIKE LANE | RAISED BIKE LANE | BUFFERED BIKE LANE | STRIPED BIKE LANE | NEIGHBORHOOD GREENWAY | MARKED SHARED LANE | TRAFFIC DIVERTER | FLASHING BEACON | SIGNAL UPGRADES

N

SHORT-TERM



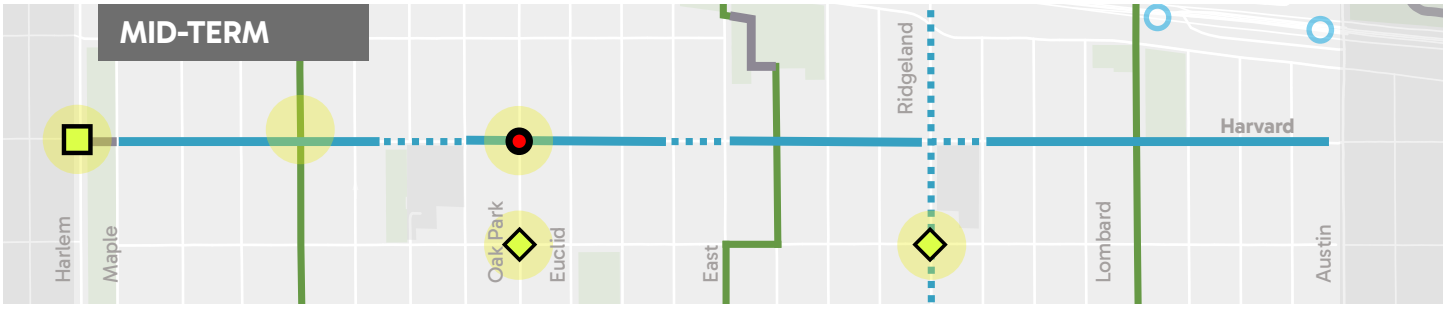
Remove parking and install **Striped Bike Lanes** on Harvard Street between Maple Avenue and Humphrey Avenue – with exception of corridor segments in front of schools, where **Marked Shared Lanes** will be installed

TOOLS

FLASHING BEACON — Community feedback supported flashing beacons (RRFBs) on Fillmore Street at Oak Park Avenue as well as Ridgeland Avenue

SIGNAL UPGRADES — Upgrade signals at Oak Park Avenue for either automatic or actuated cyclist detection to provide cyclists a leading interval through intersections

MID-TERM



TOOLS

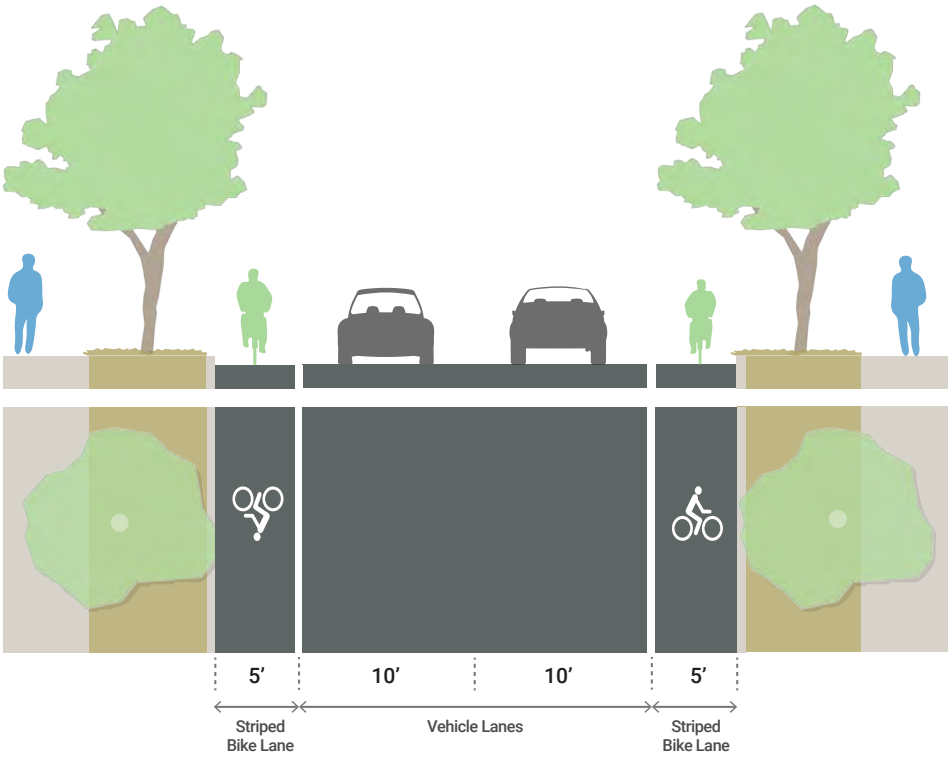
PEDESTRIAN BEACON — Install new bicycle and pedestrian crossing and pedestrian hybrid beacon signal at Harlem Avenue

PROJECT COORDINATION & EVALUATION

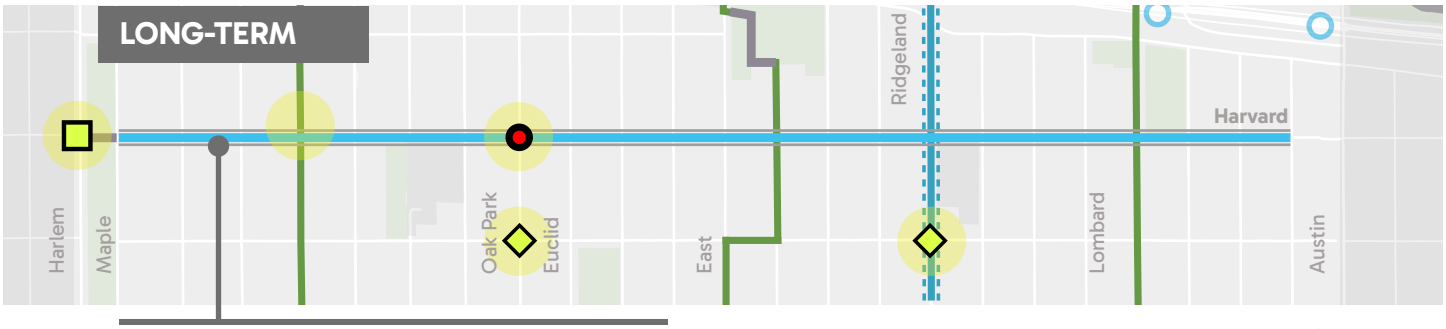
EVALUATE — Evaluate opportunity and feasibility of one-way pair vehicular and bicycle traffic on Harvard Street and Fillmore Street

WORK & COLLAB — Work with the **Village of Forest Park** to identify best routing options west of Harlem Avenue
Work with **IDOT** to upgrade striping, signals, and/or curb cuts

HARVARD STREET CROSS SECTION | SHORT-TERM



Remove parking and install **Striped Bike Lanes** on Harvard Street



Upgrade Striped Bike Lanes between Maple Avenue and Humphrey Avenue to **Raised Bike Lanes**

PROJECT COORDINATION

WORK & COLLAB

Coordinate revised pick-up/drop-off logistics at schools to enable continuous **Raised Bike Lanes** along the corridor

N

MARION STREET

Marion Street offers a north-south connection on the west side of the Village between North Avenue and Erie Street. The corridor connects Lindberg Park south towards downtown Oak Park. The corridor requires improvements at key intersections to sure the safety and comfort of bicyclists.

OVERVIEW

TRAFFIC VOLUME	800 - 1,300 ADT north of Division 600 - 700 ADT Chicago to Division ~4,300 ADT Erie to Chicago
EXISTING CURB RIGHT-OF-WAY	~28 FEET
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE

RAISED BIKE LANE

STRIPED BIKE LANE

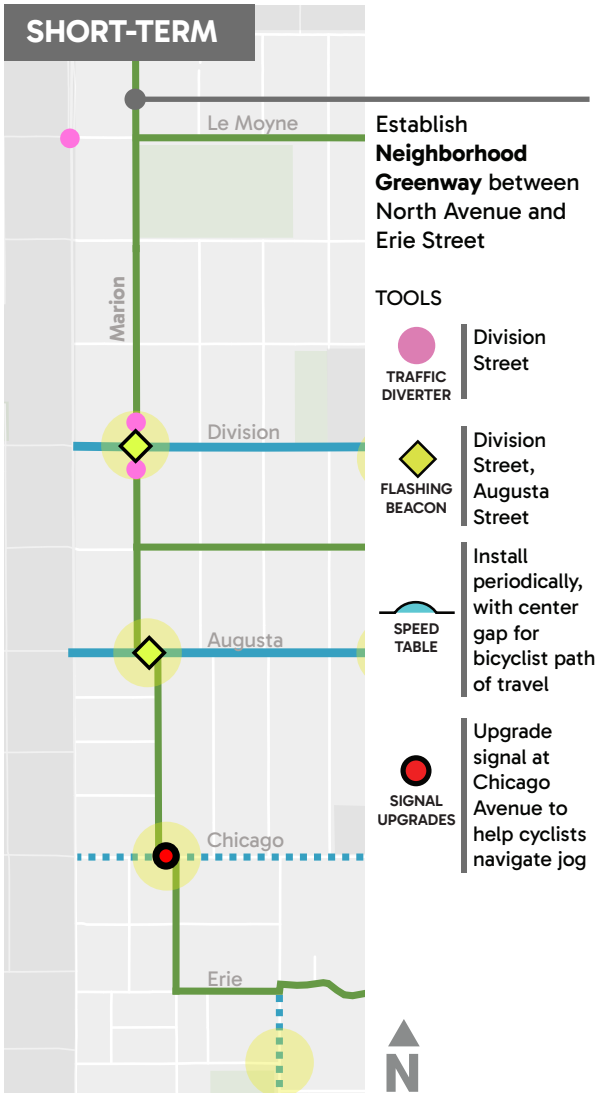
NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

SIGNAL UPGRADES



KENILWORTH AVENUE / HOME AVENUE

Together, Kenilworth Avenue and Home Avenue offer a north-south connector through the center of the Village. While the corridor is predominantly north-south, it requires a few jogs to maintain thru-access at key points. Additional wayfinding signage to guide cyclists must accompany the route. A component of the corridor includes improving key crossings, such as the Home Avenue Bridge across I-290.

OVERVIEW

TRAFFIC VOLUME	600 - 4,000 ADT
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE

RAISED BIKE LANE

STRIPED BIKE LANE

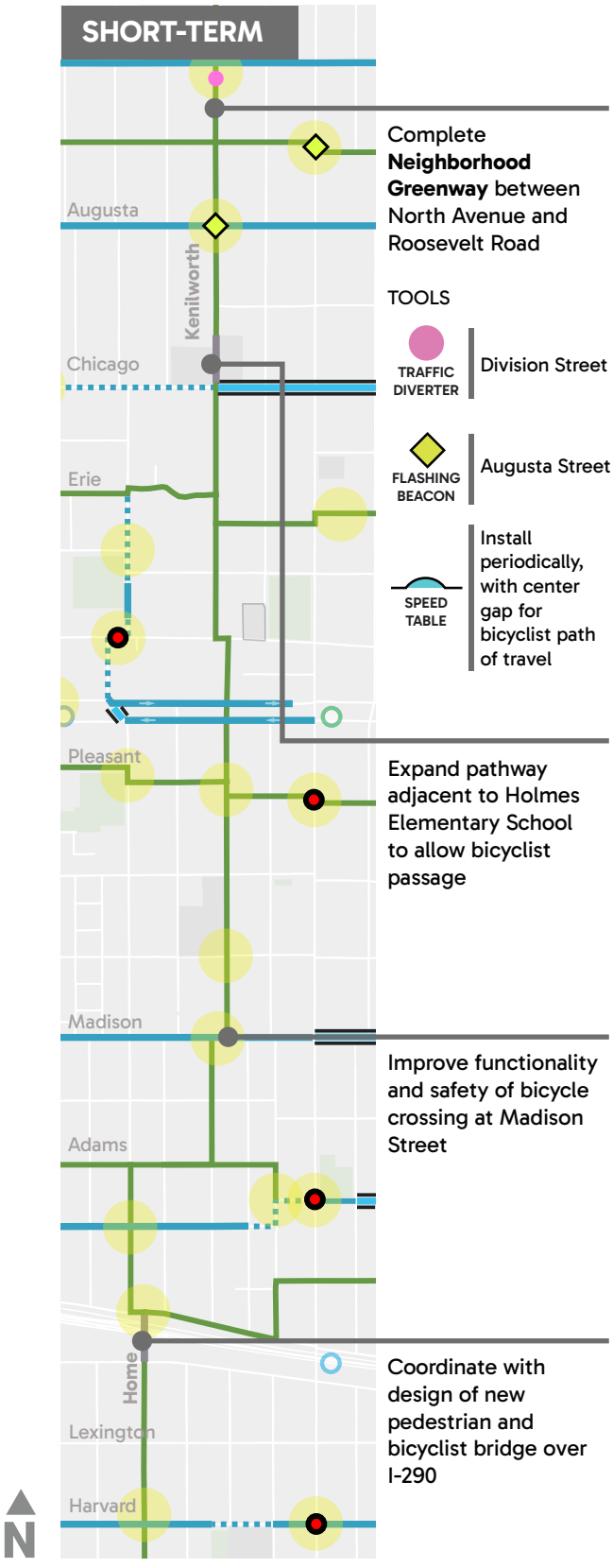
NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

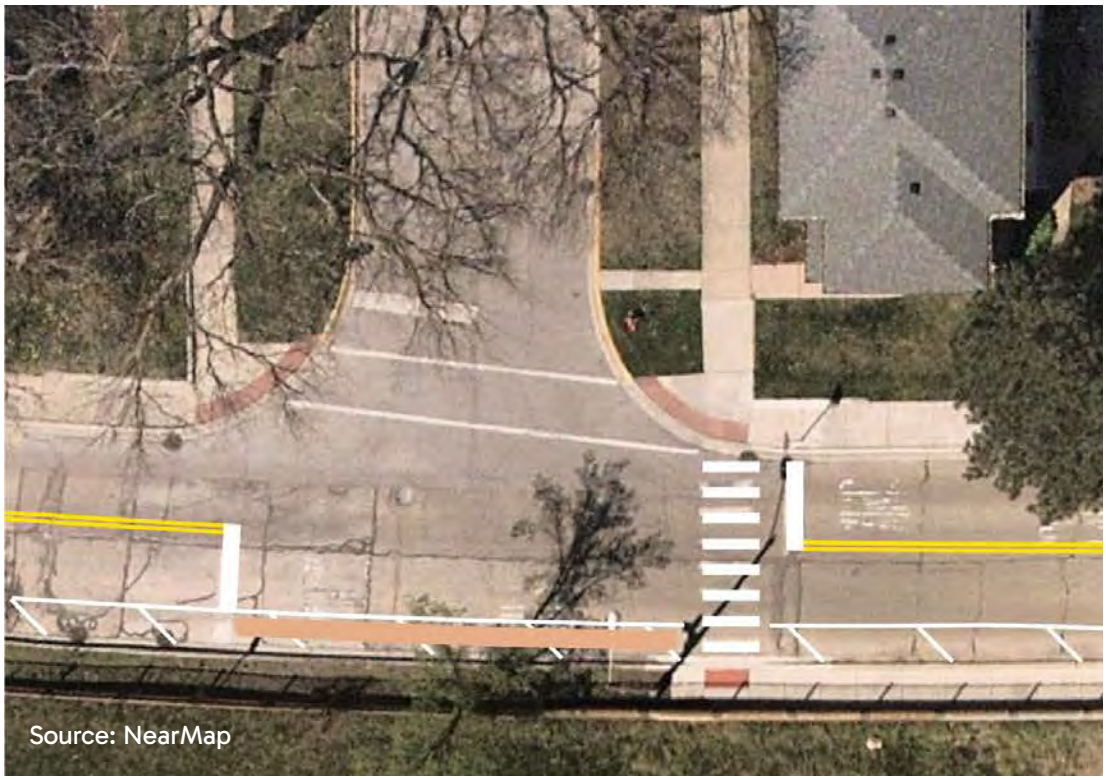
FLASHING BEACON

SIGNAL UPGRADES



KENILWORTH/ HOME (CONTINUED)

HOME AVENUE BRIDGE | NORTH SIDE



Coordinate with design of new pedestrian and bicyclist bridge over I-290

Allow more sidewalk space on Harrison Street to navigate safe bicycle turning maneuvers.

LONG-TERM

Several long-term bikeway concepts were explored for the Home Avenue/Kenilworth Avenue corridor, including:

Establishing raised or protected bike lanes by converting existing two-way streets to one-way traffic:

- Home Avenue and Clinton Avenue from Roosevelt to Garfield
- Clinton Avenue and Kenilworth Avenue from Harrison to South Blvd

Ultimately, this concept would require removing existing cul-de-sacs at Kenilworth Avenue and Madison Street and at Clinton Avenue and Madison Street, which could have substantial impact on the flow of traffic on these streets

Establishing a two-way raised or protected bikeway on Home Avenue: This concept would require either one-way traffic conversion (which could have substantial traffic impacts on surrounding streets), and/or partial or complete parking removal on most blocks. The magnitude of these impacts would require more in-depth analysis.

Establishing a two-way raised or protected bikeway on Grove Avenue: This concept would require either one-way traffic conversion and partial loss of vehicle parking or a complete loss of vehicle parking. This concept would also require navigating the complex intersections with Jackson Boulevard. The magnitude of these impacts would require more in-depth analysis.

OAK PARK AVENUE

Oak Park Avenue offers a direct north-south thoroughfare in the Village. Mid-term recommendations include a buffered bike lane on the north side of the Village.

OVERVIEW

TRAFFIC VOLUME	~12,000 ADT
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	MEDIUM-USE
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE

RAISED BIKE LANE

BUFFERED BIKE LANE

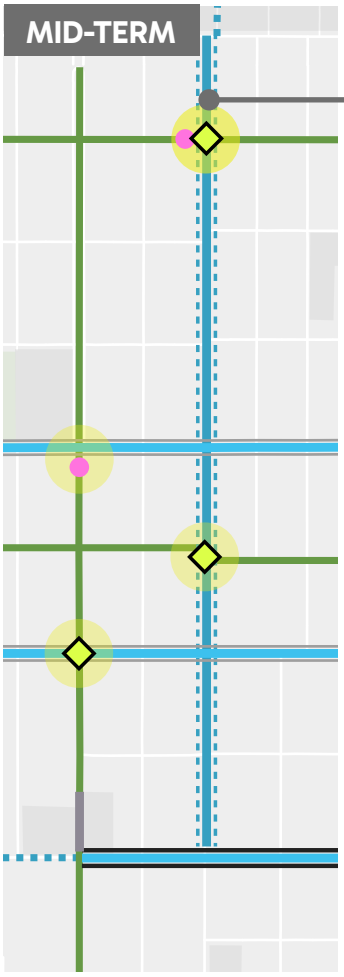
STRIPED BIKE LANE

NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON



Install **Buffered Bike Lanes** from North Avenue to Chicago Avenue

PROJECT COORDINATION

WORK & COLLAB

Work with the **City of Chicago** to identify best routing options north of North Avenue
Work with **IDOT** to upgrade striping, signals, and/or curb cuts at North Avenue

SCOVILLE AVENUE / FAIR OAKS AVENUE / ELMWOOD AVENUE

Together, Scoville Avenue / Fair Oaks Avenue / Elmwood Avenue offer a north-south connector across the Village. While the corridor is predominantly north-south, it requires a few jogs to maintain thru-access at key points. Additional wayfinding signage may accompany the route. The corridor includes a connection on Lake Street to access the OPRFHS shared path and bike parking.

OVERVIEW

TRAFFIC VOLUME	VARIES 400 - 2,000 ADT
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE

RAISED BIKE LANE

STRIPED BIKE LANE

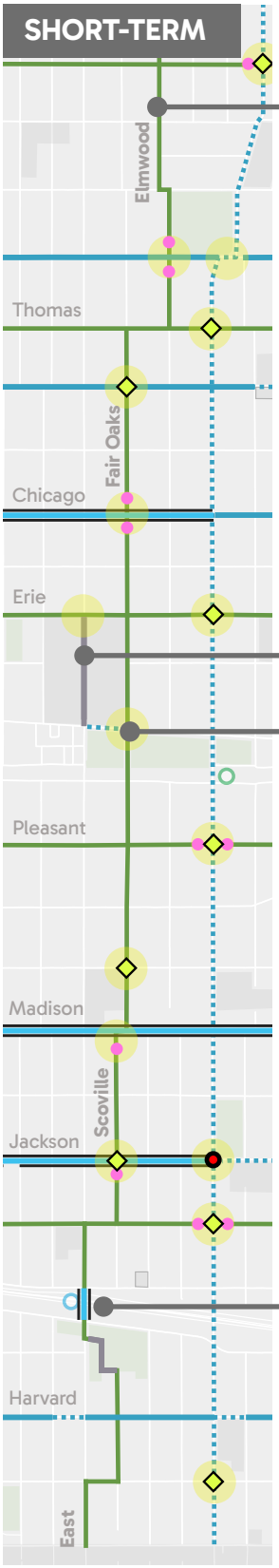
NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

SIGNAL UPGRADES



Complete **Neighborhood Greenway** between North Avenue and Roosevelt Road

Formalize pathway between high school and athletic fields as shared pedestrian space/bikeway

Improve existing diverter at Scoville Avenue and Lake Street to allow better thru-bicycle passage

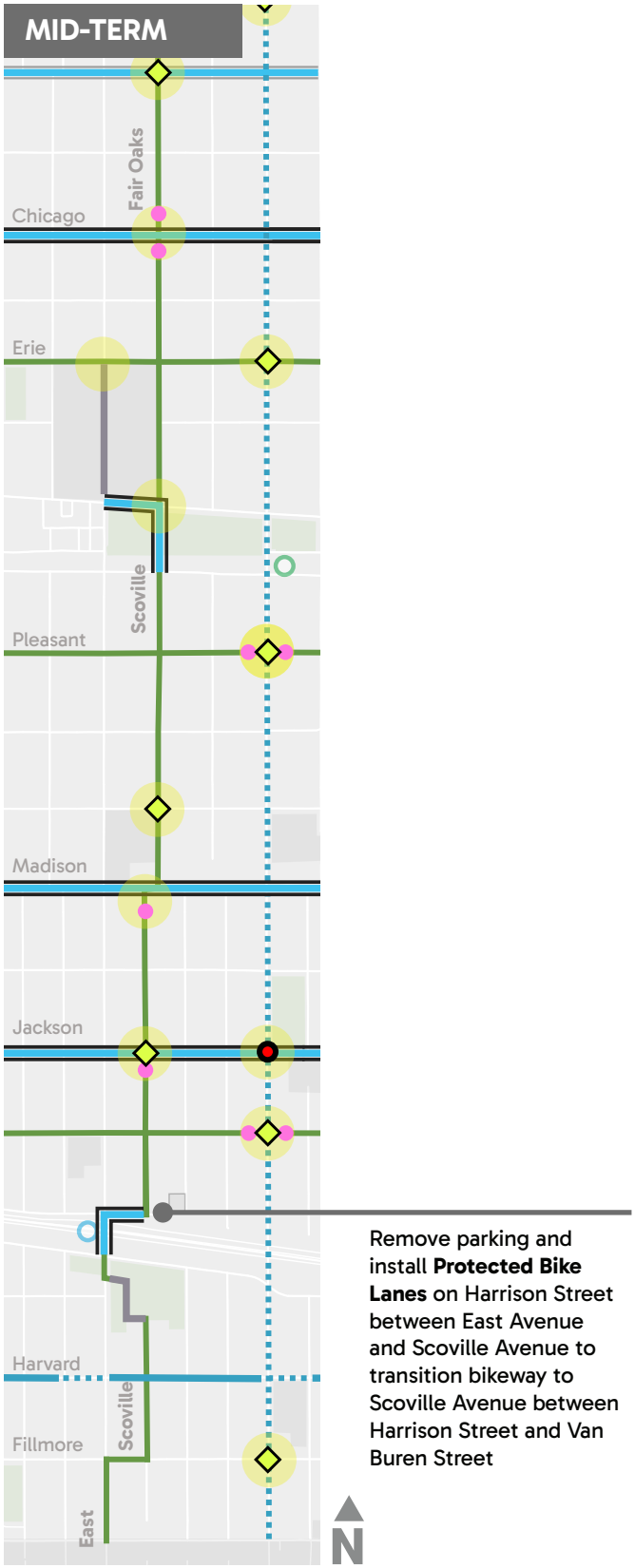
TOOLS

TRAFFIC DIVERTER — Division Street, Chicago Avenue, Madison Street, Jackson Boulevard

FLASHING BEACON — Jackson Boulevard, Washington Boulevard, Augusta Street

SPEED TABLE — Install periodically, with center gap for bicyclist path of travel

Install **Protected Bike Lanes** on East Avenue bridge across I-290



Remove parking and install **Protected Bike Lanes** on Harrison Street between East Avenue and Scoville Avenue to transition bikeway to Scoville Avenue between Harrison Street and Van Buren Street

RIDGELAND AVENUE

In 2024, the Village conducted a feasibility study for installing bikeways on Ridgeland Avenue. While bike facilities are a desirable goal for the Village, the Transportation Commission recommended to not move forward with enhanced bikeways at the current time and that the feasibility study should be revisited as a long-term option. This plan recommends to revisit the study at a later date, visualizing a hybrid of protected and buffered bike lanes due to concerns about emergency response's ability to navigate the corridor with substantial gaps in facilities at most signalized intersections. Visit the Appendix for more information.

OVERVIEW

TRAFFIC VOLUME	VARIES 9,100 - 17,800 ADT
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE (NORTH - THOMAS) STATE (THOMAS - ROOSEVELT)
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE

RAISED BIKE LANE

STRIPED BIKE LANE

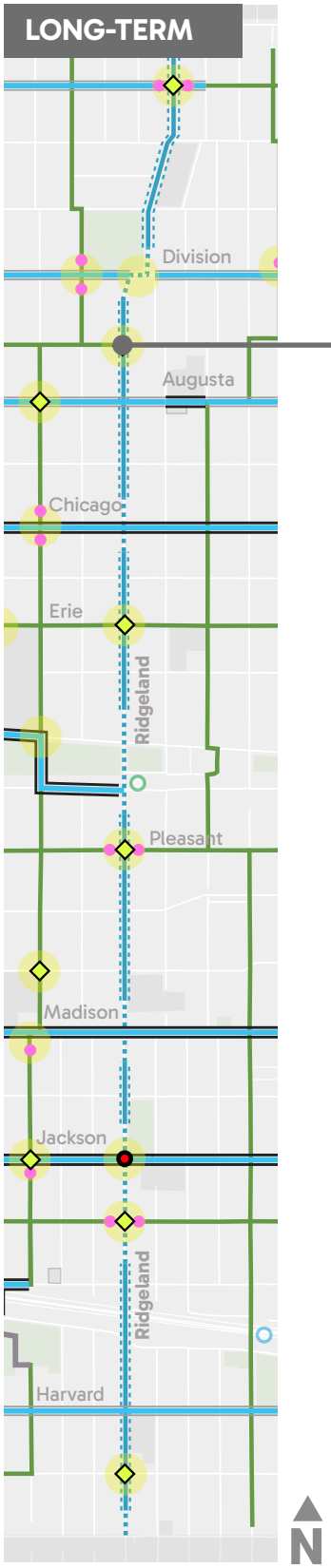
NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

SIGNAL UPGRADES



Revisit Ridgeland Avenue Feasibility Study at later date

Per study findings, install a hybrid of **Marked Shared Lanes**, **Buffered Bike Lanes** and **Protected Bike Lanes** between North Avenue and Roosevelt Road

LOMBARD AVENUE / HARVEY AVENUE / HAYES AVENUE

Together, Lombard Avenue, Harvey Avenue, and Hayes Avenue offer a north-south connector on the east side of the Village. While the corridor is predominantly north-south, it requires a few jogs to maintain thru-access at key points. Additional wayfinding signage to guide cyclists must accompany the route. The route follows much of the Neighborhood Greenways System Study, with slight rerouting on the northern end to allow cyclists to cross Division Street at a traffic signal.

OVERVIEW

TRAFFIC VOLUME	VARIES
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

PROTECTED BIKE LANE

RAISED BIKE LANE

STRIPED BIKE LANE

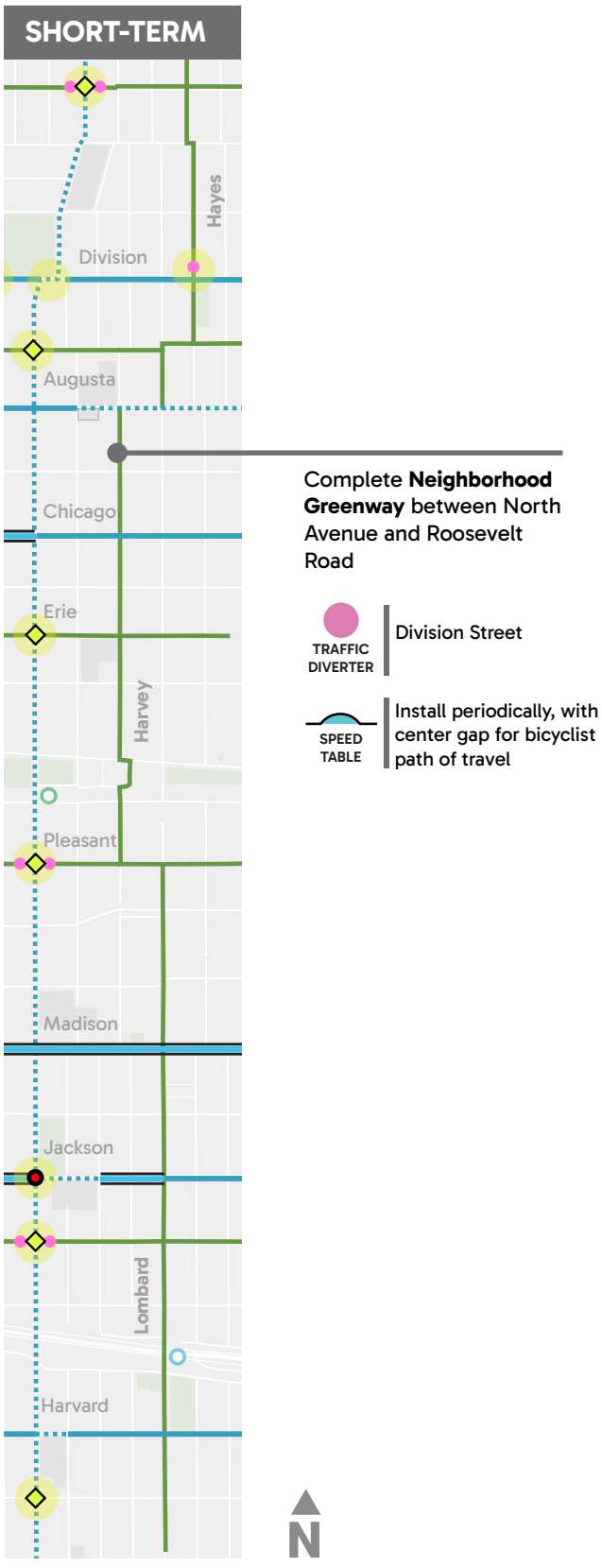
NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

SIGNAL UPGRADES



PLANNING-LEVEL COST ESTIMATES

Provided cost estimates are planning-level based on IDOT 2024 pricing for material and construction with a 10% contingency fee. Planning-level cost estimates for facility types and tools noted in above pages. They are not tailored to field constraints, utility conflicts, or contracting pricing which may affect costs cited. As long-term concept projects require further analysis and conversations, cost estimates are not included.

SHORT-TERM CONCEPTS

Route	Extent	Facility Type	Length, miles	Cost Estimate
Augusta Street	Cuyler to Austin	Marked Shared Lanes	0.38	$26,290
Augusta Street	Harlem to Cuyler	Striped Lanes	1.12	$160,710
Chicago Avenue	Kenilworth to Ridgeland	Protected Bike Lanes	0.66	$633,930
Division Street	Harlem to Austin	Add Conflict Markings to Existing Striped Lanes	1.50	$120,780
East Ave	I-290 Bridge	Protected Bike Lanes	0.06	$52,800
Elmwood Ave/ Fair Oaks Ave/ East Ave/ Scoville Ave	North to Roosevelt	Neighborhood Greenway	3.19	$566,170
Erie Street	Marion to Taylor	Neighborhood Greenway	1.37	$181,720
Forest Avenue	North to Lake	Marked Shared Lanes	0.10	$4,180
Forest Avenue	Lake to Ontario	Striped Lanes	0.10	$50,270
Forest Avenue	Erie to Ontario	Marked Shared Lanes with contraflow	0.12	$10,450
Harvard Street	Maple to Humphrey	Striped Lanes (Marked Shared Lane at school blocks)	1.44	$156,530
Hayes Avenue/ Harvey Avenue/ Lombard Avenue	North to Roosevelt	Neighborhood Greenway	3.28	$402,930
Home Avenue	Viaduct	Protected Bike Lanes	0.03	$26,400
Jackson Boulevard	Euclid to Ridgeland	Protected Bike Lane	0.44	$466,620
Jackson Boulevard	Highland to Lombard	Protected Bike Lane	0.12	$115,280
Jackson Boulevard	Lombard to Austin	Striped Lanes	0.24	$44,440
Kenilworth Avenue/ Clinton Avenue/ Home Avenue	North to Roosevelt	Neighborhood Greenway	3.19	$412,170
Lake Street	Scoville to East	Marked Shared Lanes	0.08	$3,300
Le Moyne Parkway	Marion to Austin	Neighborhood Greenway	1.45	$295,790
Madison Street	Oak Park to Austin	Pre-Cast Curbs to Buffer	0.40	$352,000
Marion Street	North to Erie	Neighborhood Greenway	1.23	$251,900
Pleasant Street	Maple to Humphrey	Neighborhood Greenway	1.48	$254,870
South Boulevard	Home to Oak Park	Striped Lanes	0.30	$18,920
Thomas Street	Marion to Humphrey	Neighborhood Greenway	1.40	$202,840
Van Buren Street	Humphrey to Home	Neighborhood Greenway	1.30	$178,750

MID-TERM CONCEPTS

Route	Extent	Facility Type	Length, miles	Cost Estimate
Augusta Street	Harlem to Cuyler	Raised Bike Lanes	1.12	$1,298,110
Chicago Avenue	Ridgeland to Harvey	Protected Bike Lanes	0.17	$163,240
Erie Street	Marion to Harlem Ct	Neighborhood Greenway	0.12	$15,730
Harlem Court	Erie to Ontario	Marked Shared Lanes	0.09	$3,740
Ontario Street	Harlem to Harlem	Marked Shared Lanes	0.04	$1,650
Scoville Avenue	South to Lake	Protected Bike Lanes	0.10	$88,000
Lake Street	Scoville to East	Protected Bike Lanes	0.08	$70,400
Greenfield Street	Harlem to Marion	Marked Shared Lanes	0.07	$104,170
Adams Street	Maple to Grove	Neighborhood Greenway	0.43	$50,600
Jackson Boulevard	Ridgeland to Highland	Protected Bike Lane	0.13	$397,870
Harvard Street	Maple to Humphrey	Raised Bike Lanes	1.44	$1,570,360
Division Street	Harlem to Austin	Raised Bike Lanes	1.50	$1,659,460
Oak Park Avenue	North to Chicago	Buffered Bike Lane	1.00	$62,920
Harrison Street	East to Scoville	Protected Bike Lanes	0.06	$52,800
Scoville Avenue	Harrison to Van Buren	Protected Bike Lanes	0.12	$105,600

LONG-TERM CONCEPTS

Route	Extent	Facility Type	Length, miles
Augusta Street	Harvey to Humphrey	Raised Bike Lanes	0.27
Augusta Street	Cuyler to Harvey	Protected Bike Lanes	0.08
Chicago Avenue	Harvey to Austin	Protected Bike Lanes	0.50
Chicago Avenue	Harlem to Kenilworth	Protected Bike Lanes	0.38
South Boulevard	Kenilworth to Home	Protected Bike Lanes	0.16
North Boulevard	Home to Marion	Protected Bike Lanes	0.09
South Boulevard	Ridgeland to Scoville	Protected Bike Lanes	0.17
Jackson Boulevard	Home to Grove	Protected Bike Lane	0.22
Jackson Boulevard	Lombard to Austin	Protected Bike Lane	0.24
Harvard Street	Schools	Raised Bike Lanes	0.11
Ridgeland Avenue	North to Roosevelt	Buffered Bike Lane	3.06

6 BIKESHARE ANALYSIS

BIKESHARE OVERVIEW & GOALS

Bikeshare systems provide shared bikes for rent that can be picked up and dropped off at different locations throughout a service area. Bikeshare systems are typically designed to serve shorter trips and charge fees based on the duration of the trip. Bikeshare systems are commonly used both by people who do and don't own a personal bike. For those who own personal bikes, bikeshare can be a convenient option for one-way trips, can provide access to pedal-assist electric bikes (e-bikes), and can remove personal device security concerns.

In 2023, more than 370 US cities had either a bikeshare or shared scooter program,[28] demonstrating the continued popularity of these programs since they first arrived in North America in the late-2000s. Bikeshare systems provide increased mobility options for residents they serve and can provide the following specific benefits:

- Increased access and connectivity to transit service
- Trip mode shift away from more environmentally harmful modes
- Opportunities for increased physical activity
- Increased access to local businesses and other community destinations.

This analysis provides an overview of the history of bikeshare in the region and in Oak Park, industry trends since 2017, bikeshare operational options available to Oak Park, a review of potential demand, an overview of station network concepts, and a draft cost estimate analysis. This report is intended to be a starting point for evaluating the future of bikeshare in Oak Park, and additional analysis is likely required to make decisions on a potential future system.

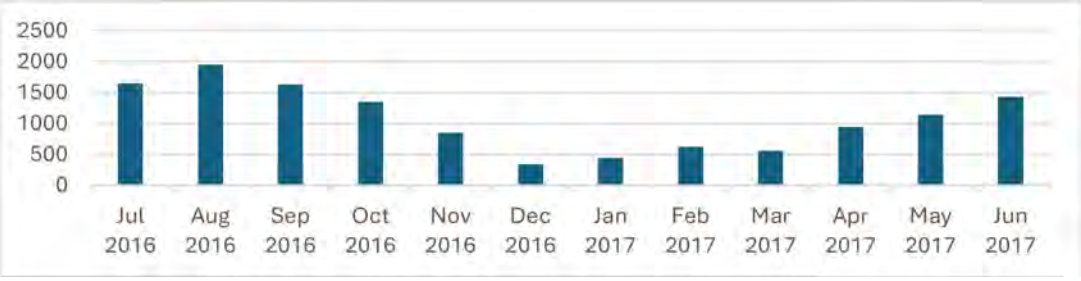
HISTORY OF BIKESHARE IN THE REGION & OAK PARK

The Divvy bikeshare system launched in Chicago in June 2013, initially deploying around 300 stations and several thousand pedal bicycles in the Central Business District and nearby residential neighborhoods. The system grew gradually in the following years, including an expansion to Evanston and Oak Park in coordination with the Chicago Department of Transportation (CDOT) in July 2016. Thirteen docking stations with a total of 207 docks were installed in Oak Park, between Augusta St and Garfield St, funded by a grant from the Illinois Department of Transportation (IDOT) and a 20% local share match.

OAK PARK DIVVY RIDERSHIP TRENDS[29]

In the first full year of operation, the Divvy system generated 12,925 trip origins in the Village of Oak Park, an average of 35.4 trips per day. Following similar trends seen in the City of Chicago, Divvy trips peaked in late summer, with 1,952 trips in August 2016, and fell in the winter months.

FIGURE 1. DIVVY TRIP ORIGINS FROM VILLAGE OF OAK PARK STATIONS: JULY 2016-JUNE 2017



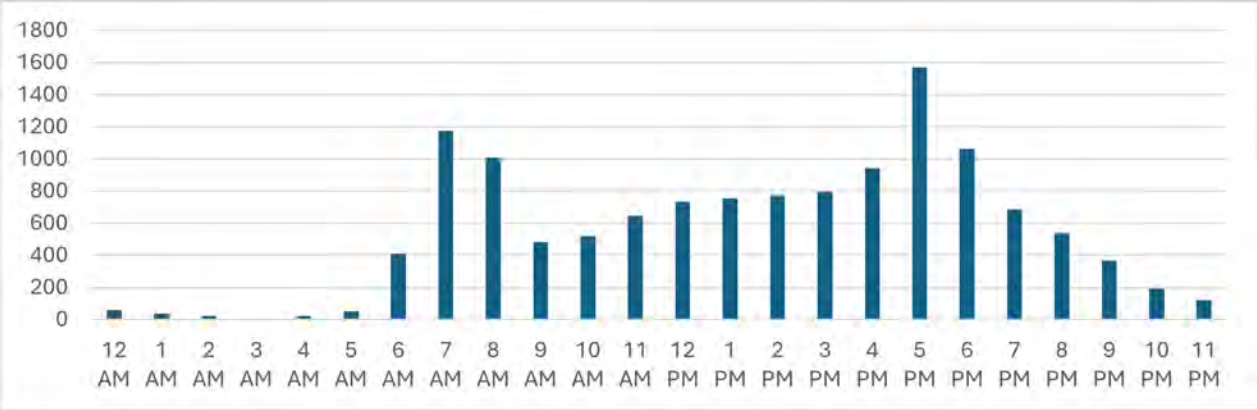
As Figure 2 shows, the most popular Divvy stations were at the Harlem/Lake CTA station (16% of all trips) and at the Frank Lloyd Wright Home and Studio (12% of all trips).

FIGURE 2. OAK PARK DIVVY STATIONS AND TRIPS: JULY 2016-JUNE 2017

Station Name	Trips
Marion St & South Blvd	2,035
Forest Ave & Chicago Ave	1,617
Oak Park Ave & South Blvd	1,275
Forest Ave & Lake St	1,195
Wisconsin Ave & Madison St	1,137
East Ave & Madison St	904
Ridgeland Ave & Lake St	882
Cuyler Ave & Augusta St	846
Lombard Ave & Garfield St	825
Oak Park Ave & Harrison St	776
East Ave & Garfield St	749
Lombard Ave & Madison St	457
Humphrey Ave & Ontario St	276

The average length of a Divvy trip in Oak Park was just under 15 minutes, and trips saw clear peaks between 7:00-9:00am and 5:00-7:00pm, suggesting that the service was used to facilitate work commuting trips.

FIGURE 3: DIVVY TRIP ORIGINS FROM VILLAGE OF OAK PARK STATIONS BY TIME OF DAY: JULY 2016-JUNE 2017



OAK PARK DIVVY COST STRUCTURE

The Village of Oak Park paid a monthly fee of $125/dock to operate the system and was entitled to revenues that included the membership fees of all Oak Park residents, 24-hour pass revenue (if purchased in the Village), and all overage fees related to 24-hour passes purchased in the Village. Oak Park also received a portion of the system's advertising revenue. The operator retained all other revenue. According to an analysis of the first nine months of operation provided by Village staff, these revenues amounted to just under $9,900/month. Meanwhile, costs equaled just over $26,600/month. In its first nine months of operation, the system cost the Village of Oak Park approximately $16,700 per month, on net.

OAK PARK DIVVY PROGRAM END

In January 2018, the Village of Oak Park Board of Trustees voted 4-3 to end the Divvy program in the Village. Trustees who voted to end the program cited high costs and low ridership, but other Trustees expressed a desire to give the system more time to develop and grow. Several residents have expressed the opinion[30] since the program ended that the small number of stations in limited parts of the Village was a contributing factor to low ridership.

DIVVY SINCE 2017

In 2019, Lyft acquired Divvy operator Motivate and took over both management and sponsorship of the system. In the years since Divvy service ended in Oak Park, the system has continued a substantial expansion in the City of Chicago. As of March 2025, there are more than 1,000 stations in Chicago, across nearly every neighborhood. The Divvy system now borders Oak Park on both the east and north sides of the Village. Pedal-assist electric bikes (e-bikes) were added to the Divvy fleet in 2020, and electric scooters (e-scooters) were added in 2022. Both e-bikes and e-scooters have the capability to end trips outside of stations by locking to bike racks and street signs, although pedal bikes must still be returned to docking stations. Currently, Divvy e-scooters only operate in a limited portion of the service area.

The Divvy system saw a substantial ridership jump in 2021 (which has since been sustained), potentially attributable to a range of factors including the introduction of e-bikes, changing mobility patterns due to the pandemic, and reduced transit service frequency during the pandemic. This jump in ridership also coincided with an increase in the share of non-member trips, indicating a shift in who was using the system. In 2019, non-members accounted for 23% of bike trips, compared to 36% in 2023. In 2023, the Divvy system recorded a record number of total trips, at just over 6.6 million (compared to 3.8 million trips in 2017). In 2023, Divvy trips by device type were as follows:

- Pedal Bikes: 41.4%
- E-Bikes: 44.6%
- E-Scooters: 14%

Since 2017, the cost of Divvy rides and memberships have increased, and the cost of a 15-minute e-bike or e-scooter trip is about twice the cost of a 15-minute pedal bike trip, which is likely a key factor in the sustained popularity of pedal bikes. Although some bikeshare systems have gone fully to e-devices, the Divvy system plans to continue offering pedal bikes, adding several thousand new units in recent years.

CURRENT STATE OF THE SHARED MICROMOBILITY INDUSTRY

When Oak Park last hosted bikeshare, the industry was relatively straightforward—dedicated bikeshare operators entered into contracts with government agencies or nonprofits to deploy systems comprised of docking stations and pedal bikes that could only be rented from and returned to those docking stations.

In 2024, the industry has become much more diverse, with a broader "shared micromobility" ecosystem emerging. Key evolutions since 2017 include:

- The introduction and popularity of e-bikes and e-scooters
- The introduction of "dockless" systems accessed by mobile apps
- The introduction of devices that can end trips outside docking stations
- The rise of private companies operating dockless shared bike and scooter services in municipalities under the authority of permits or licenses
- The consolidation of shared micromobility equipment providers and operators
- The failures of several nonprofit bikeshare systems
- The expansion of shared micromobility to service areas beyond urban cores and dense urban neighborhoods
- The increasing number of bikeshare systems folded into transit systems
- The rise in more regional system cooperation and administration

COST & FUNDING

North American bikeshare systems have traditionally been expected to pay for themselves through rider and sponsorship revenue. In recent years, as the industry has matured and expanded into more diverse service areas, this philosophy has begun to change. Shared micromobility systems are increasingly seen as "public transit." Several systems, such as Bluebikes in the Boston region and Capital Bikeshare in the DC region, now have operating costs directly subsidized by public agencies to maintain lower rider fees.

RIDERSHIP GROWTH

Since 2017, shared micromobility systems have seen massive ridership growth. According to NACTO, trips in the US increased from 35 million in 2017 to 133 million in 2023.[31]

The North American Bikeshare & Scootershare Association (NABSA) 2023 State of the Industry Report found that 37% of shared micromobility trips replaced a car trip. And, in 2023, shared micromobility trips offset approximately 81 million pounds of carbon dioxide emissions by replacing car trips.[32]

DOCKED VS. DOCKLESS TRENDS

The North American shared micromobility industry has seen two major swings in dockless vs docked operational trends since 2017. Between 2017-2021, the industry saw a major shift to dockless operations, with the expectation that removing station infrastructure would reduce operational costs and that increasing parking flexibility would attract more riders. These dockless services also largely emerged from companies who were heavily subsidized by venture capital funding and were willing to pay fees to municipalities for the right to operate. Since 2022, there has been a shift back towards an emphasis on docked-based systems. Operators learned that re-balancing and replacing batteries on dockless devices scattered throughout a service area while maintaining overall high system standards is costly. In Chicago, Divvy is currently investing in 400 additional docking stations, and Lyft requires that all devices be returned to stations in many of their major systems (Divvy being an outlier).

BIKESHARE OPERATIONS OPTIONS

The Village of Oak Park has three primary bikeshare operations options:

1. Re-join the Divvy system
2. Create a new bikeshare system
3. Develop a permit/license program that allows shared micromobility companies to operate

Further, the Village of Oak Park must decide whether to pursue any of these options either independently or as part of a larger regional coalition of municipalities.

DECISION POINT: SOLE OPERATION VS. REGIONAL COORDINATION

Oak Park could decide to go it alone and develop a unique service that operates only within the boundaries of the Village. Alternatively, Oak Park could coordinate a service with neighboring municipalities and/or several municipalities in the region. Given its small footprint, Oak Park is likely to see higher ridership if coordinating a system with neighboring municipal and/or regional partners. Broader cooperation is likely to result in increased trip opportunities (across municipal boundaries) and improved leverage in negotiating operational terms and equipment costs. This coordination could include either co-operation with other municipalities or joining a partnership organized under a regional coordinating body such as Cook County, the RTA, or CMAP. As of the end of 2024, Cook County is actively conducting a study on the feasibility of expanding bikeshare in the county beyond its existing footprint in Chicago and Evanston.

OPTION 1: RE-JOIN THE DIVVY SYSTEM

There are several potential benefits and drawbacks to re-joining the Divvy system. Key benefits include:

- Divvy has existing operations that could (relatively) simply be expanded into Oak Park.
- There are potential economies of scale with operational and equipment costs.
- Divvy already operates north and east of Village boundaries.
- Residents are already familiar with the Divvy system.
- Divvy service appears in the Ventra app.

Key drawbacks include:

- Control of major system decisions, including pricing, operator, service levels, and equipment, would likely be largely bound by CDOT's priorities and their primary contract with the operator.
- Divvy's operational and cost model may not be the best fit for Oak Park's needs.

Conversation with Lyft:

To help understand what re-joining Divvy might look like, the project team engaged in a conversation with system operator, Lyft. Although Lyft was unable to engage in many specifics, they pointed to the Boston region's Bluebikes system as a likely model for how

Oak Park would join Divvy. In the Bluebikes system, which is comprised of Boston and nine regional municipalities, Lyft retains most revenue, while the municipalities own the equipment. The Boston area's regional planning agency, The Metropolitan Area Planning Council (MAPC), plays a key role coordinating the contract and system operations. Boston and three original neighboring municipalities comprise of the "legacy" system whereby they pay no fee to operate service. However, other municipalities that have joined the system in more recent years pay a fixed fee for service and do not receive revenues.

Conversation with Boston Region:
The project team interviewed staff at both the City of Somerville, MA (a legacy municipality in the system), as well as MAPC. Key information learned includes:

- Non-legacy municipalities pay a monthly fee of $55-per-dock to operate the system.
- That monthly fee is reduced if a municipality hits certain ridership targets.
- Communities generating high ridership tend to have strong local champions.
- Non-legacy municipalities need strong marketing and outreach to grow ridership.
- MAPC sees its role as critical to helping bring municipalities together and helping them negotiate with the operator collectively.

OPTION 2: CREATE A NEW BIKESHARE SYSTEM

The Village of Oak Park could contract with a bikeshare system operator to establish a brand new service, either independently or with a collation of regional partners. Creating a new system would likely require substantial upfront effort and coordination, but the benefit would be the opportunity to establish a system tailored to the needs of Oak Park. This would also open an opportunity for a dockless system if so desired (Lyft is unlikely to expand Divvy into Oak Park without stations, per Lyft's comments on committing to dock-based systems moving forward). The key downside of this option is that Oak Park residents would be unable to use this service to access Chicago and would need to use multiple systems when riding in Oak Park versus when riding in Chicago.

OPTION 3: ESTABLISH A SHARED MICROMOBILITY PERMIT OR LICENSE PROGRAM

The Village of Oak Park could establish a permit or business license program that would allow shared micromobility operators to deploy vehicles for rent within the Village. The terms of this permit/license may include collecting a fee for the right of these companies to operate, although a low-fee or zero-fee permit/license would attract more interest and could allow Oak Park to set more specific operational standards. These companies would likely offer exclusively dockless operations. The key upside of this option is potentially much lower financial risk to the Village (these operators tend to supply equipment at no cost to municipalities). However, the key downside is less Village control over operations and outcomes and less long-term stability. Permit/license programs can also ultimately require intensive regulation to enforce established rules.

PROJECTING BIKESHARE DEMAND

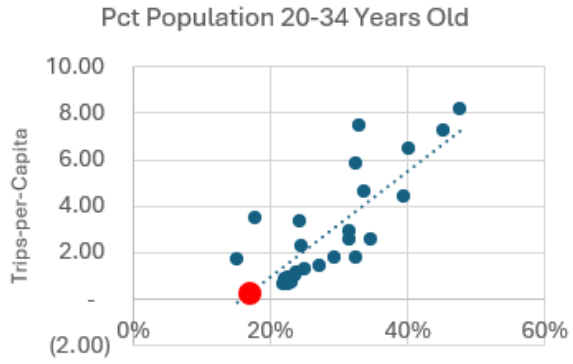
A key decision point for ending bikeshare service in the Village in 2018 was demand for the service. Understanding potential demand for a future service is important to make any decisions moving forward.

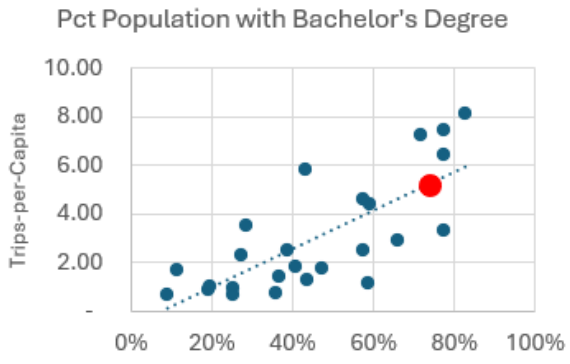
PREDICTORS OF DEMAND

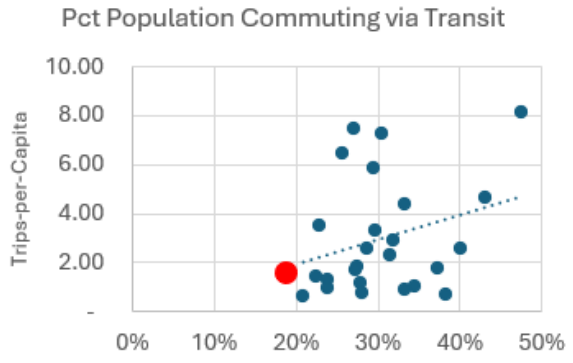
The project team began by reviewing a 2019 academic paper[33] identifying the factors that can be used to model bikeshare demand:

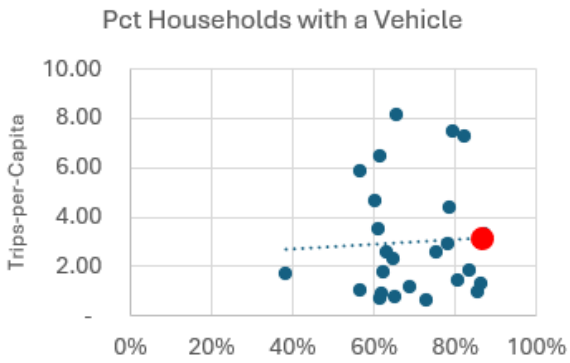
- **Age:** Specifically, share of 20–34-year-olds
- **Education:** High school diplomas and Bachelor's degrees
- **Public Transportation:** Commuting to work using transit
- **Car Ownership:** Number of vehicles not considered
- **Income:** Median household income
- **Density:** Population density

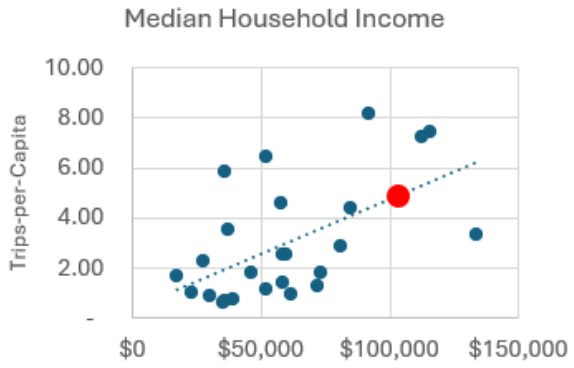
Utilizing the Chicago Metropolitan Agency for Planning (CMAP)'s Community Data Snapshots, the project team collected Divvy trips-per-capita data as well as data on the predictors of demand for each of Chicago's Community Areas that have had Divvy service since at least 2017. The graphs below show relationships for each of these factors based on local data.

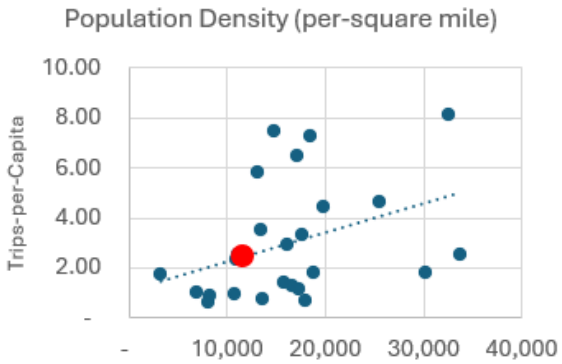












The red dots along the trendlines represent where Oak Park falls on each X axis. For predicting bikeshare demand, the Village sits on the low end of percent of 20-34-year-olds (16.7%), transit commuting (18.8%), and population density (11,454). However, the Village sits on the high end of college education (76.8%), and median household income ($103,264). Vehicle ownership (87.5%) appears to be a relatively weak predictor. This analysis indicates Oak Park has characteristics that would both indicate relatively low bikeshare demand and relatively high bikeshare demand.

SIMILAR COMMUNITY AREAS

Utilizing CMAP Community Snapshots data, the project team next developed an analysis to assign a "similarity score" to Oak Park for each Community Area in Chicago, based on the predictors of bikeshare demand and the observed magnitude of each factor's relative influence. Figure 4 lists the Chicago Community Areas ranked as the most similar to Oak Park in regards to factors predicting bikeshare demand:

FIGURE 4. SIMILARITY SCORE RANKING

Rank	Community Area	Similarity Score	Divvy Bikeshare Summary
1	Edison Park	7.24	Limited service, no stations in place yet
2	Beverly	7.23	Full station network still being built out
3	Mount Greenwood	7.01	Full station network still being built out
4	Norwood Park	6.92	Limited service, no stations in place yet
5	Jefferson Park	6.86	Full station network still being built out
6	North Center	6.86	Top 16% of trips-per-capita among Community Areas
7	Dunning	6.65	Full station network still being built out
8	Portage Park	6.62	Full station network still being built out
9	Calumet Heights	6.59	Bottom 21% of trips-per-capita among Community Areas
10	Forest Glen	6.59	Limited service and stations in place yet

As Figure 4 shows, of the 10 Community Areas with the highest "similarity scores," eight are either relatively new to the Divvy system and have few or no stations in place or their full station network is still being built out. These Community Areas therefore lack sufficient data to make predictions. Two other Community Areas that do have long-established Divvy service show opposite predictions.

In summary, Oak Park does not have sufficient peer Chicago neighborhoods (with regards to bikeshare predictive factors) with a meaningful history of Divvy service to make useful bikeshare demand projections based on the existing performance of the Community Areas.

RIDERSHIP GROWTH TRENDS

In 2017, the last full year of Divvy service in Oak Park, a total of 27 Community Areas in Chicago were either completely or nearly completely included in the Divvy service area. Comparing ridership in 2017 to 2023 in those Community Areas can provide a clue as to what Oak Park ridership may have looked like in 2023 if it had maintained service. Collectively, those 27 Community Areas saw a median growth rate of 226% between 2017-2023.
Given Oak Park's 2017 ridership of 11,114 trips, this data indicates that if Oak Park had trended along the median growth rate of the rest of the service area, it may have seen 25,080 trips in 2023.

What explains this growth? A maturing system, increased resident familiarity, altered mobility habits during the pandemic, improved bike infrastructure, and the introduction of e-bikes are all potentially responsible for growth in Divvy ridership between 2017-2023. Oak Park would have experienced many of these factors as well within that six-year period.

INCREASING FUTURE RIDERSHIP

Data and research indicate several factors could increase ridership in a future bikeshare system over Oak Park's initial participation in Divvy:

- Introducing e-bikes, which provide increased utility to more riders for more trip purposes.
- Building a denser station network, including within residential areas.
- Building out enhanced bicycle infrastructure.
- Enhanced marketing and outreach.

Other unknown future factors may also have an impact on ridership demand, including:

- Whether adjacent municipalities are also in the service area.
- Trip pricing structures.
- Quality of devices.
- Quality of user-interface (mobile app and/or station kiosk).
- Enhanced integration with transit system.

BIKESHARE STATION NETWORK PLANNING

Station-based bikeshare can improve user reliability and help keep bikes well-organized while parked. One of the key downsides of dockless systems is cluttered parking that is unsightly, potentially dangerous for pedestrians, and very difficult to control and regulate, even with strict parking standards and corrals.

In a station-based system, the key questions in establishing a station network are determining the number of stations and where they will be installed. Oak Park's 2015 Bikeshare Feasibility Study approached the station network question using a traditional method for bikeshare system planning: gathering detailed demand indicator data (such as population density, commercial employment density, proximity to transit, and population age) to determine "which destinations have the highest potential for bikeshare use." This analysis led to the placement of 13 stations in 2016.

An alternative station network planning process approaches the problem not from the premise of only identifying the most high-demand station locations, necessarily, but from the perspective that bikeshare should serve an entire defined area. While identifying the highest-demand locations for stations is still eventually important, this alternative process aims to develop a complete network for an entire defined service area.

Key to this premise are two considerations:

1. Riders need access to both trip origin points and destination points.
2. The closer a potential rider is to a station at the start of their trip and the closer their destination is to a station, the more likely they are to use bikeshare.

STATION DENSITY

This second consideration can be quantified using station density. The denser a station network is (assuming the network is relatively evenly distributed), the closer more stations will be to a potential rider and to their destinations.

A 2022 study of San Francisco's bikeshare program concluded: "Ease of availability as indicated by station density is the single most important factor that increases utilization."[34] Research on Paris' bikeshare program from the University of Chicago concluded that "a 10% reduction in travel distance to bikeshare stations can increase system use by 6.7%."[35]

So how dense should a bikeshare network be to generate high ridership? The answer ultimately is: The denser the better. For system planning purposes, however, it's important to identify concrete numbers. A 2015 NACTO Equity Practitioner Paper on bikeshare station siting reported that people appear to be willing to walk up to 5 minutes to reach a bike.[36] The NACTO paper also reported a strong correlation between high station density and high ridership. Typical human walking speed equates to covering approximately 0.25 miles in 5 minutes. Therefore, if stations are placed 0.5 miles apart, a person standing directly

between those two stations would be no more than 5 minutes from a station (assuming a perfect network). What's key to this premise is that proximity to a station is important no matter the surrounding population density. High- and low-density population areas each need the same minimum station network density to accommodate potential riders' willingness to walk to a station.

Figure 5 shows hypothetical stations on a perfect grid placed 0.5 miles away from every other nearest station in an offset fashion. In this arrangement, 100% of the service area is within 5 minutes of a station. This half-mile offset grid equates to a density of 8 stations per square mile.

FIGURE 5. STATION SPACING CONCEPT | 8 PER SQUARE MILE

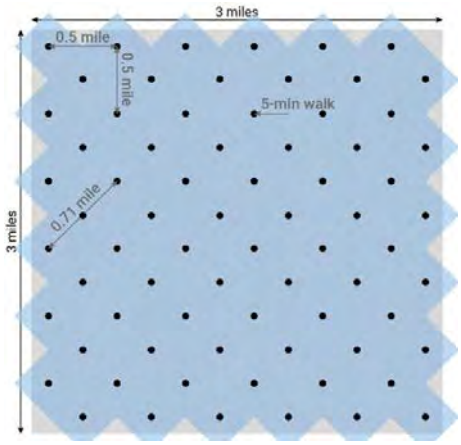
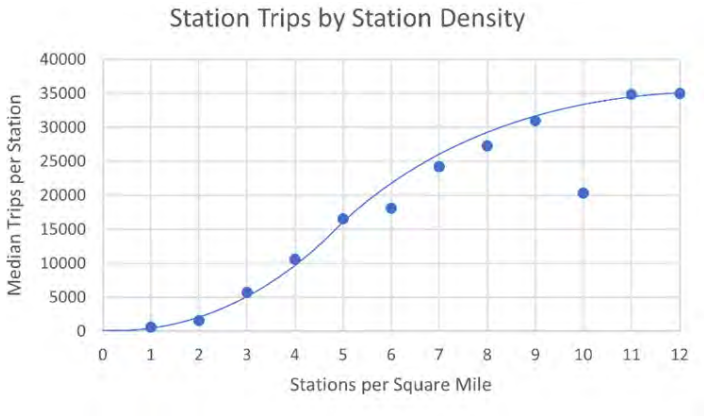


FIGURE 6. 2022 DIVVY TRIPS-PER-STATION, BY STATION DENSITY



To increase ridership and system utility, NACTO's 2015 paper recommends an even higher optimal density—stations approximately every 0.2 miles, or 28 per-square-mile. While this density reflects a highly usable system, it's also unrealistic and cost-prohibitive for most cities. Chicago's Loop features a station density of 16 per-square-mile, and northside neighborhoods including Lincoln Park, Lake View, Uptown, and Edgewater feature station densities around 8 per-square-mile. Stations in these neighborhoods all see very high ridership compared to the system overall (station densities are closer to 4.0 per-square mile in most other neighborhoods).

Chicago's Divvy network offers a further clue to station density targets. An analysis was run to compare 2022 Divvy station trip data and station network density.[37] Figure 6 shows that trips-per-station continue to increase as density increases, but the curve is steepest as density increases between 4-5 stations-per-square-mile and begins to taper more substantially past 8-9 stations per-square-mile.

Collectively, these data points indicate the highest per-unit rates of return at approximately 5 stations per-square-mile with continued strong returns up to 8-10 stations per-square-mile.

STATION DENSITY TRADE-OFFS

Determining the proper station network density ultimately comes down to a series of trade-offs: a denser network is likely to generate more trips, but this network is also more costly to maintain (especially if an operator charges on a per-dock basis). Installing more stations also increases the financial risk if ridership ultimately does not meet expectations. However, what data from Chicago shows is that meager station density is unlikely to generate high ridership. Although high station densities do not guarantee success, they are necessary for success to be possible. Based on the data above, it is recommended that an initial station network of 5.0 per-square-mile be established, with additional stations likely to generate additional ridership.

DETERMINING A SERVICE AREA

A bikeshare service area needs to be large enough to provide potential riders with many potential origin and destination points. Given Oak Park's relatively compact total size (4.7 square miles), it is recommended that a future bikeshare station network serve the entire Village. A service area smaller than Village boundaries risks providing insufficient origin and destination points to be a useful system.

STATION SIZE

Station size is a trade-off in maximizing resources and system reliability. Installing a network of smaller stations could allow for more total stations to be installed—increasing access to and from stations. However, too-small stations can create system reliability issues because the rental or return of only a small number of bikes can more quickly impact bike or dock availability. Therefore, a station size of approximately 11-15 docks is recommended, with stations potentially smaller than 11 docks likely okay in some residential neighborhoods and larger stations in highest-demand locations, such as transit stations and downtown.

OAK PARK FUTURE BIKESHARE STATION NETWORK CONCEPT

Oak Park's 2016 Divvy station network placed infrastructure at many expected high-demand locations, such as transit stations, parks, libraries and commercial areas. Figure 2 also provides insight into what stations proved more or less popular. A future station network would likely include many of the original 2016 locations but several additional stations as well to achieve a complete network throughout the Village. Per the analysis above, a Village-wide station network at a density of 5.0 per-square-mile would equate to 24 total stations.

Figure 7 details a concept station network that spreads the 24 stations out relatively evenly to maximize access while also locating stations at key destinations. Many of the stations are along existing or proposed bikeways.

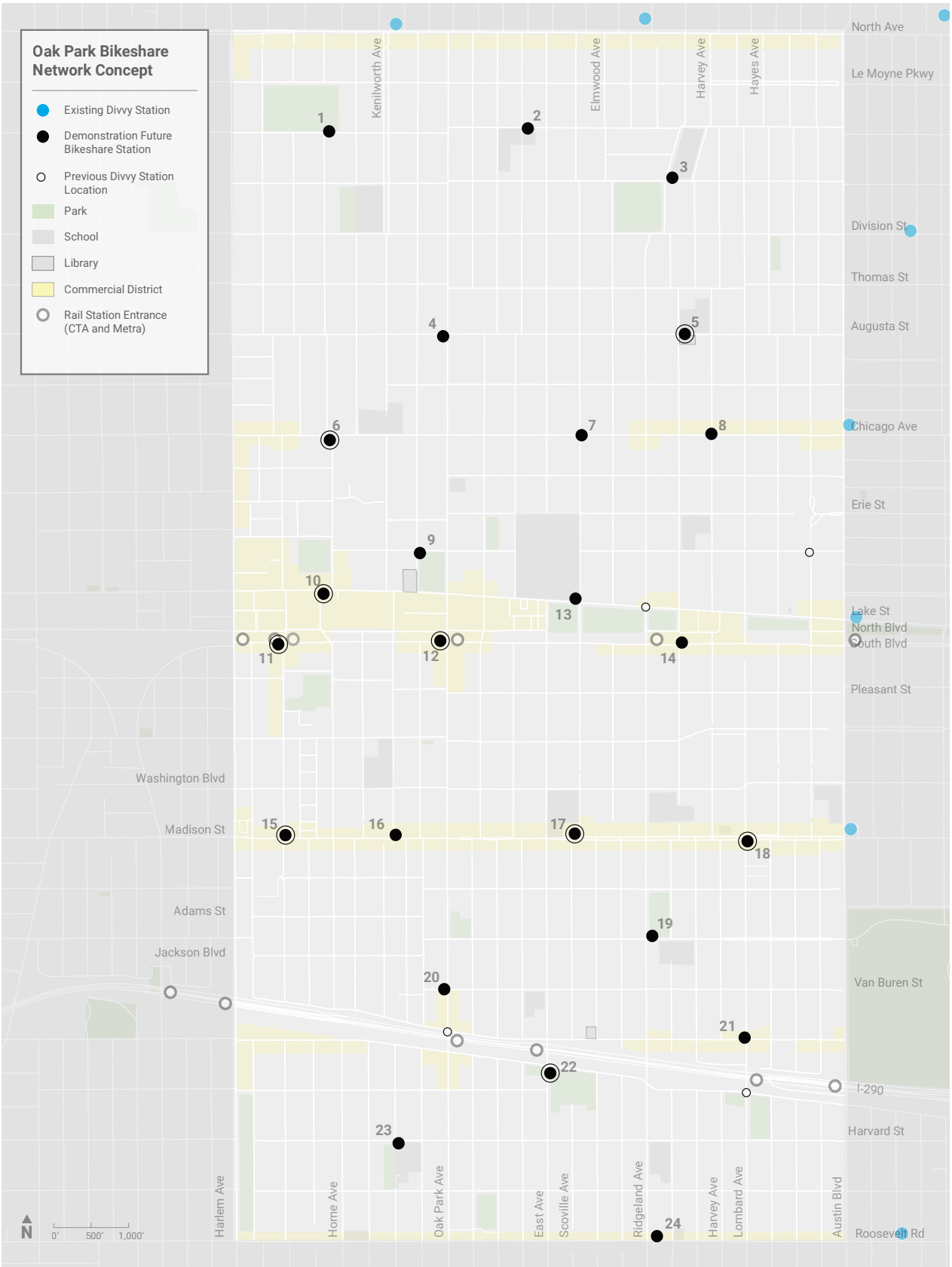
IDENTIFYING STATION LOCATIONS

In general, stations should be installed in highly visible and well-lit areas and as close as possible to any key destinations. At transit stations, bikeshare stations should be installed near entrances/exists for streamlined transfers.

Among the most complex tasks in a station siting process is identifying installation locations in highly-residential neighborhoods. The concept in Figure 7 shows how parks and future bikeway infrastructure could be used to minimize the installation of stations directly in front of homes.

Additionally, newer station designs available from several operators in recent years have provided increased siting flexibility, particularly modular docking configurations that allow stations to be more easily split around obstructions. Finally, cities including Washington, DC, Chicago, and New York allow on-street bikeshare stations to be placed in vehicle "clear zones" at intersections. Stations act to physically prevent vehicles from standing in these clear zones (typically within 20-30' of a crosswalk), which helps maintain clear pedestrian sight lines. These placements also reduce the potential number of on-street parking spaces that need to be removed to install an on-street bikeshare station.

FIGURE 7. OAK PARK BIKE SHARE NETWORK CONCEPT



DRAFT SYSTEM COST ESTIMATES

A draft cost estimate for a dock-based bikeshare system was developed for both system equipment and operations. Exact costs are highly dependent on a variety of factors, including contractor service level agreements, potential regional system efficiencies, and equipment desired.

EQUIPMENT COSTS

Equipment costs are largely one-time fixed costs. Although station repairs and the replacement of lost bikes will be necessary throughout the life of a system, these costs are often baked into the system operating costs. Compared to operating costs, there are more opportunities available for government grants to cover the cost of equipment.

The Divvy system provides a sponsorship program whereby a developer or institution can purchase a bikeshare station (which includes 10 additional bikes). The cost of a new sponsorship station, with 15 docks, plus 10 bikes, is currently $56,000. For purposes of a draft estimate, this figure will be used to price out the equipment cost of one 15-dock station, including sufficient bikes to operate the system.

- Scenario A: 24 stations (5-per-sq-mile) with an average of 15 docks: **$1,344,000**
- Scenario B: 38 stations (8-per-sq-mile) with an average of 15 docks: **$2,128,000**

These estimates are for equipment only. Additional system start-up costs may include system planning, permitting, and installation.

CHARGING STATIONS

Several bikeshare systems, including Divvy, feature charging stations that charge e-bikes while they are docked. These stations reduce the need for the operator to travel around the system swapping batteries, which reduces the environmental footprint of operations and can bring down operational costs. Charging stations themselves are more costly, and the cost of connecting them to the electrical grid can be costly as well. But these extra costs may pay for themselves.

One potential benefit of installing charging stations is the opportunity to negotiate lower fees paid to the system operator due to reduced operational costs. Higher upfront costs for equipment, which have more opportunities for grant funding, can potentially lower regular system operating costs, which are more likely to come out of local budgets.

OPERATING COSTS

North American dock-based bikeshare systems have traditionally bee expected to pay for themselves through rider and sponsorship revenue. In recent years, as the industry has matured and expanded into more diverse service areas, this philosophy has begun to change. Shared micromobility systems are increasingly seen as "public transit." Several systems, such as Bluebikes in the Boston region and Capital Bikeshare in the DC region, are now directly subsidized to control the cost of rider fees. Today, it should be expected that a high-quality bikeshare system outside the core and densest neighborhoods in a region is unlikely to pay for itself and will require operating subsidies—similar to public transit systems.

When Oak Park last hosted Divvy stations, the fee owed to the operator was $125/dock with relatively modest revenue opportunities. According to a conversation with Lyft, if Oak Park re-joined Divvy, they expect the cost model would be similar to the Bluebikes program in the Boston region, which charges $55/dock with no revenue sharing for non-legacy municipalities. These monthly fees can be reduced if municipalities hit certain ridership targets. Figure 8 illustrates draft cost estimates for three system and station size scenarios, using the $55/dock metric. For reference, when Divvy service was last available in Oak Park, the net average monthly system cost over the first nine months was approximately $16,700.

FIGURE 8. ESTIMATED OPERATING COSTS

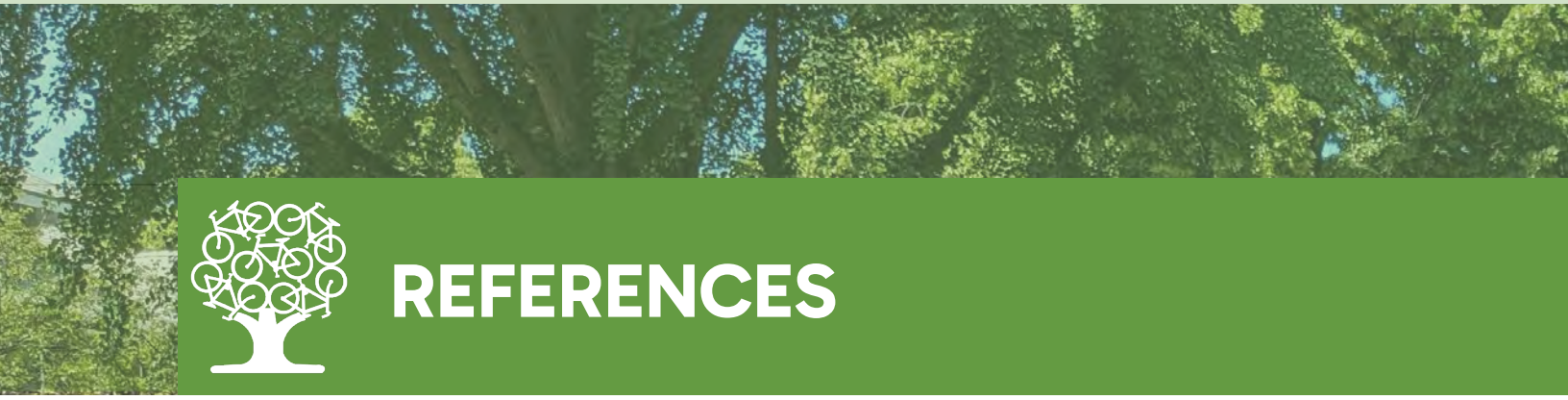
System Operating Costs	Scenario A	Scenario B	Scenario C
Station Density (per sq mi)	5.0	5.0	8.0
Total System Stations	24	24	38
Average Docks/Station	15	11	15
Total System Docks	360	264	570
Monthly Per-Dock Fee	$55	$55	$55
Total Monthly Cost	$19,800	$14,520	$31,350
Total Annual Cost	$237,600	$174,240	$376,200

CONCLUSION & RECOMMENDATIONS

While Oak Park's previous bikeshare experience was short-lived, it did demonstrate at least some demand for the service in the Village. Future demand is highly dependent on operations and pricing decisions, but the Divvy system's growth since 2017 and the introduction of new, popular e-devices point to the potential for a future Oak Park bikeshare system that generates more trips than the first iteration. One potential key lesson from Oak Park's previous bikeshare experience and from relevant research is that system success relies on strong initial network investment. A modest system is unlikely to deliver strong results.

BIKESHARE RECOMMENDATIONS

1. Ideally, **Oak Park would join a regional system that includes the City of Chicago**, but it remains to be seen whether there's a pathway to re-joining Divvy that would allow Oak Park to meet its operational and financial needs.
2. Oak Park should **partner** with other regional municipalities and/or a regional coordinating agency **to implement bikeshare service.**
3. A future system should **utilize an operator contract model**—business permit/license models typically provide lower-quality service and can be intensive to regulate.
4. A future system should **include e-bikes** that have proven popular in bikeshare systems, allow riders to take longer trips than on pedal bikes, bring new riders into the system, and can generate more premium fees.
5. A future system should be **station-based** to improve user reliability, keep down operational costs, and maintain orderly device parking.
6. A future system should **cover the entire Village**, including residential neighborhoods, and aim to maximize the number the residents within a 5-minute walk of a station. This will require a higher station density than Oak Park's previous station network. Scenario A represents an 85% increase in system capacity than the previous station network.
7. Most stations should feature 11-15 docks, with lower dock counts in mostly-residential areas and higher dock counts in high-demand areas, such as transit stations.
8. Oak Park should **pursue grant funding for infrastructure costs.** If possible, Oak Park should pursue enough funding to install charging stations, which could allow the Village to potentially negotiate lower system operating costs.
9. Oak Park should assume that a bikeshare system will require operational subsidies but should n**egotiate contract terms that reduce Village costs with higher ridership**. A system with enough ridership can pay for itself, and contractual terms should reflect that.
10. Oak Park should c**ontinue to build out a high-comfort bikeway network** as a strategy for generating higher bikeshare ridership.



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APPENDIX

Bike Lane Feasibility Study Summary: Ridgeland Avenue from Roosevelt Road to North Avenue (2025)

BIKE LANE FEASIBILITY STUDY SUMMARY

Ridgeland Avenue from Roosevelt Road to North Avenue

MARCH 2025

PREPARED FOR:

Village of Oak Park
123 Madison Street
Oak Park, Illinois
60302

BACKGROUND & EXECUTIVE SUMMARY

In 2024, the Village of Oak Park (Village) requested that TranSystems review the feasibility of installing bike lanes, along Ridgeland Avenue from Roosevelt Road to North Avenue. These bike lanes were called for in the Village's first Bike Plan, released in 2008, and this study was included in the 2024 Capital Improvement Plan. While this Feasibility Study is separate from the Oak Park Bike Plan update (Draft released December 2024), it ran alongside of it, and Village Staff coordinated between the two studies, as necessary.

Data was gathered regarding existing parking use along Ridgeland both during the day and in the limited areas where overnight parking was allowed via permit. Conceptual-level design was done for different bike accommodations along Ridgeland Avenue. Outreach was conducted with different stakeholders within the Village.

The Feasibility Study determined that by eliminating on-street parking along Ridgeland Avenue 7 feet of width in each direction could be made available for bike lanes of variously designed delineation and barriers along approximately 80% of the length of Ridgeland Avenue in the study area where a typical section of one-lane in each direction with on-street parking exists. However, the remaining 20% involved areas around non-typical sections, primarily signalized intersections or under the viaduct carrying the CTA Green Line and Metra Union Pacific West Line. These areas would have required either lane removals which would reduce vehicle capacity, or widening which would incur substantial costs for permitting, design, and construction.

The results of the study were presented to the Oak Park Transportation Commission on December 9, 2024. After that presentation, the Transportation Commission decided that although the project remained a desirable goal for the future, they did not recommend continuing with the project at this time, and that the Village's time and effort was better directed at establishing better bicycle connectivity on low-traffic routes instead. The Commission further noted that bike lanes Ridgeland Avenue should continue to be shown as a long-term option in the Oak Park Bike Plan.

This Summary was prepared to document the results of the Feasibility Study for future use when bicycle accommodations on Ridgeland Avenue are re-evaluated.

1. INTRODUCTION, BACKGROUND, & STUDY AREA

The Village of Oak Park is an inner-ring suburb of Chicago and continues the City of Chicago Street Grid. The boundaries of the Village are North Avenue (IL 64) in the north, Austin Boulevard in the west, Roosevelt Road (IL 38) in the south, and Harlem Avenue (IL 43) in the west. It is a diverse community that values transportation alternatives to motor vehicles. See Attachment 1 for a study location map.

Ridgeland Avenue is a north/south street that is continuous throughout the Village limits. It has an Annual Average Daily Traffic (AADT) of between 8000 and 15,000 according to IDOT's AADT website - Attachment 2 for 2024 existing AADT. Typically, Ridgeland Avenue consists of approximately 38-foot of pavement width, consisting of one 11-foot lane in each direction and one 7-foot parallel parking lane in each direction, with white pavement striping delineating the legal parking areas. There are bike lane "sharrows" throughout the corridor. At signalized intersections, the typical section usually changes by the absence of parking lanes to allow for turn lanes.

North of Augusta Street, Ridgeland Avenue is under the exclusive jurisdiction and maintenance of the Village. South of Augusta Street, Ridgeland Avenue is an unmarked State route under the jurisdiction of IDOT but maintained by the Village under an Intergovernmental Agreement[1].

In August of 2008, the Village published a Bicycle Plan with the dual goals of increasing bicycle use and making Oak Park more bicycle friendly. For Ridgeland Avenue, bike lanes were recommended along the entire length. It stated this could be accomplished by removing parking lanes, but did not discuss the possibility of bike lanes with buffers or barrier protection. See Attachment 3 for the 2008 Bicycle Plan's network map and Ridgeland Avenue recommendations.

In 2024 the Village began a Feasibility Study for implementing bike lanes along Ridgeland Avenue:

- Collect data about parking utilization along Ridgeland Avenue.
- Indicate where alternative parking could be
- Conceptually design alternatives for bike lanes along Ridgeland Avenue and provide exhibits showing these alternatives.
- Coordinate with internal and external stakeholders.

2. PARKING

Daytime parking utilization along Ridgeland Avenue was assessed twice during the Study, once on a weekday during the school year (May 15, 2024), and once during a Saturday (June 15, 2024) when the Oak Park Farmer's Market was going on. Available parking was assessed as the length of legal marked parking divided by 22 feet[2]. The results of this are available as Attachment 5.

While overnight parking is generally not allowed on Oak Park streets, overnight parking is allowed on Ridgeland Avenue in areas near multi-unit dwellings. Locations are shown in Attachment 6 but generally are between Adams Street and Randolph Street. Nighttime counts

[1] Copies of this IGA were not able to be located during brief searches during this Study, so the details of the Agreement were taken from Village staff.
[2] Minimum per-car distance for parallel parking per IDOT Bureau of Design and Environment Manual Figure 48-2.I, page 48-2.12 updated as of October 2021.

for these areas were provided by Oak Park parking enforcement staff. The results of those counts are also shown on Attachment 6.

Alternative locations for relocating parking Ridgeland on-street parking onto nearby streets, primarily Elmwood Avenue and Cuyler Avenue, were evaluated regarding their capacity and occupancy with existing parking restrictions in place and the ability to accommodate parking relocated from Ridgeland Avenue if parking was disallowed on Ridgeland Avenue. The results of this are shown on Attachment 7.

In general, it was assessed that there was sufficient parking on adjacent streets and removing parking on Ridgeland Avenue was feasible, based on the physical space available. Further analysis would be needed to determine if parking restrictions need to be adjusted on Elmwood and Cuyler to accommodate the relocated parking. Because the Study did not progress to public involvement, no assessment was made of the opinion of Oak Park residents along Ridgeland Avenue or nearby streets on relocating parking from Ridgeland Avenue.

3. BIKE LANE DESIGNS

The following typical section Alternatives were evaluated for adding bike lanes along Ridgeland Avenue:

1. Bike Lanes with 2-foot striped buffer
2. Bike Lanes with 2-foot Flexible Delineator Buffer
3. Bike Lanes with Raised Barrier
4. Off Street Multi-Use Path
5. Two-Way Bike Lane

Alternates 1, 2, and 3 were assessed as the most practicable alternatives, and were developed the furthest as having the fewest impacts and providing the most increase to bicycle mobility and safety. Alternative 5 was dismissed as requiring extensive reworking of traffic signals to add an additional bicycle phase to signalized intersections, while not providing additional benefits over Alternatives 1-3. Alternative 4 was considered but dismissed due to requiring extensive tree removal on one side of Ridgeland Avenue to accommodate the multi-use path, which would impact the character of Oak Park.

Exhibits showing the typical sections for Alternates 1-4 are available in Attachment 8.

Exhibits showing preliminary plan sheets for Alternates 1-3 are available in Attachment 9, 10, and 11.

4. STAKEHOLDER OUTREACH

The study reached out to numerous stakeholders along Ridgeland Avenue. These included:

- School District 97
  - Percy Julian Middle School
  - Longfellow Elementary School
  - Beye Elementary School
  - Irving Elementary School
  - Hatch Elementary School
  - Washington Irving Elementary School
- Oak Park-River Forest High School
- Oak Park Police
- Oak Park Fire Department
- Oak Park Neighborhood Services
- Oak Park Parking and Mobility Services
- Oak Park Development Services
- The Illinois Department of Transportation District 1 (IDOT)
  - BDE, Geometrics
  - BDE, Traffic
- Pace
- CTA

Meetings were held with school and school district representatives on October 28, 2024 and October 30, 2024 to discuss the proposed bike lanes. The various schools primarily voiced concerns regarding pick-up and drop-off. The most substantial of these concerns came from Percy Julian Middle School, as the introduction of bike lanes on Ridgeland Avenue would block one of their primary pick up and drop off locations. The elementary schools' designated drop-off locations were located on their east sides, away from Ridgeland Avenue, so their pick-up/drop-off operations would be mostly unaffected. Some elementary school staff, including from Longfellow and Hatch schools, expressed concerns about parent and visitor parking.

Oak-Park River Forest High School's representative noted that the removal of parking along Ridgeland Avenue would complicate the tight parking situation near the High School, and pointed out that there may be concerns by the residents in the area if parking is pushed from Ridgeland to other streets.

The Police and Fire departments did not object to the removal of parking along Ridgeland Avenue, but did have concerns with the use of flexible delineators and raised barriers, mainly regarding vehicles blocking the travel lane if they were pulled over by law enforcement, disabled, servicing emergency calls, or illegally stopping to deliver packages. Police preferred either buffered lanes or flexible delineators and Fire preferred either buffered lanes or raised barriers.

IDOT was consulted primarily to understand what level of design effort would be needed to advance the Study, given that modifications would be needed at numerous IDOT-controlled signalized effort to have continuous bike lanes throughout the Ridgeland Avenue Corridor. IDOT noted that removing left turn lanes was not preferred. Turn lane removals would only be considered if left turns onto the side streets were restricted. A Traffic Operations and Safety analysis would be required initially for at least nine signalized intersections; most or all of those would later need to undergo Intersection Design Studies (IDS) if the Study would continue into Phase 1 Engineering.

IDOT noted that they would be willing to consider a Jurisdictional Transfer (JT) as part of a future project to install bike lanes along Ridgeland Avenue, as they have a general policy of being willing to transfer unmarked state routes to local control. However, no details of a potential JT were discussed.

Individual coordination meetings were held with CTA and Pace to share preliminary information about the project. CTA maintains bus routes north of the Ridgeland CTA station and Pace maintains bus routes south of the station. Both CTA and Pace had concerns with barrier or flexible delineator bike lanes obstructing the bus stop locations, and they described their requirements for the buffer zone along bus stops and the requirements for boarding and alighting areas. Bus boarding islands were also discussed as a potential solution that has been implemented by the City of Chicago on certain streets with bike lanes.

5. BLENDED ALTERNATIVES AND CORRIDOR CHALLENGES

Each of the three bike lane alternatives, striped buffer, flexible delineator buffer, and raised barrier, provide individual benefits and challenges; however, it is not required that only one alternative be implemented. A simple striped buffer can occupy space through driveways, and some intersections with less restrictions than flexible delineators and raised barriers. On the other hand, flexible delineators and raised barriers provide more safety and security for the bicyclists than striped buffers.

A section of the Ridgeland Avenue corridor between Madison Street and Randolph Street was evaluated to propose blended protection, including all three bike lane alternatives as shown on Attachment 4, Sheets 12-14. An advisory lane was proposed along the school pickup and drop off zone next to Percy Julian Middle School. Pavement markings with a dashed line border were proposed along bus stop locations. Flexible delineators and raised barriers were placed intermittently to enhance protection of bicyclist but allow gaps for driveways and intersections. The exercise illustrated how blended protection would function in this section.

While the use of blended bike lane treatments accommodates corridor challenges such as driveways and police and fire operations, it does not fully meet the need of a continuous designated bike lane. As shown on Attachment 4, Sheet 14, the bike lanes become a shared space with the bus stops. There is also still the challenge of space limitations at certain

signalized intersections. For example, at Madison Street, the addition of bike lanes along Ridgeland Avenue would require removal of a through lane, removal of a left turn lane, or significant intersection widening.

The corridor challenges are summarized on Attachment 4, Sheet 19. The exhibit indicates which intersections currently have sufficient space for bike lanes, and which intersections are likely to accommodate bike lanes from a traffic perspective. The exhibit also indicates the blocks between Iowa Street and Thomas Street which have driveways at all houses, where only a striped buffer is feasible.

6. TRANSPORTATION COMMISSION

Village Staff determined that given the additional challenges and costs to accommodate bike lanes through signalized intersections, it was appropriate to provide the Village of Oak Park Transportation Commission with an update on the Study. Staff presented the Study update at their December 9, 2024 meeting and requested a recommendation from the commission on whether to proceed with the study. The recommendation from staff was that the Transportation Commission vote to end the study at its current state and make a recommendation that bike lanes are not feasible on Ridgeland Ave.

At the meeting, a presentation was given by Mr. Dave Block of TranSystems and Mr. Bill McKenna, Oak Park Village engineer. The slides shown on this presentation are included as Attachment 4. Key details presented at this meeting included:

- The results of the parking analysis discussed in Section 2 above.
- The alternatives discussed in Section 3 above, including combinations of them.
- The concerns of the Stakeholders as discussed in Section 4 above.
- A blended condition concept design was presented, as described in Section 5 above. The concept had several gaps in the protected bike lanes along the Ridgeland corridor, due to intersections, bus stops, and driveways. Alternative solutions would require further analysis.
- The next steps if the study were to continue would include traffic operations and safety analysis, intersection design studies, further parking analysis, and public engagement. In addition to consultant fees for additional work, traffic analysis alone is estimated to cost up to $270,000.

The Transportation Commission largely agreed that removing parking on Ridgeland Avenue was feasible because adjacent streets had sufficient capacity to absorb it, and expressed a consensus that it would be worthwhile to do so if protected bike lanes could be provided. Staff and commissioners discussed the challenges that would be faced in order to install continuous protected or buffered bike lanes.

Questions and discussions from the Commission included:

- The Commission reiterated the priority of having continuous north/south protected bike lanes as identified in the 2008 Bike Plan and draft bike plan update. Pedestrian and bicyclist safety is also the priority of the Vision Zero Plan. Mr. McKenna explained the reasoning for choosing Ridgeland over other north/south streets, which included signalized intersections and minimal commercial areas as opposed to Oak Park Avenue.
- Concern about the interplay between pedestrian/bicycle safety and traffic capacity. The Commission discussed the importance of implementing a route that can accommodate vehicular traffic but also be attractive to pedestrians and bicyclists as a safe corridor.
- Potential for public pushback on the plan, largely because of reduced parking, and how that could affect the public perception of other active transportation developments within the Village. The Commission acknowledged the value of parking, especially in the commercial sections of the corridor, and the potential for dissatisfaction if parking is reduced and relocated.
- The financial and opportunity costs of pursuing Ridgeland Avenue bike lanes and how that would affect other projects the Commission supported. The Commission discussed the potential for this project to absorb a greater percentage of the overall capital improvements budget, while there are several other priority projects including traffic calming improvements and neighborhood greenways.

At the end of the discussion, the Commission unanimously passed a resolution stating, in effect[3]:

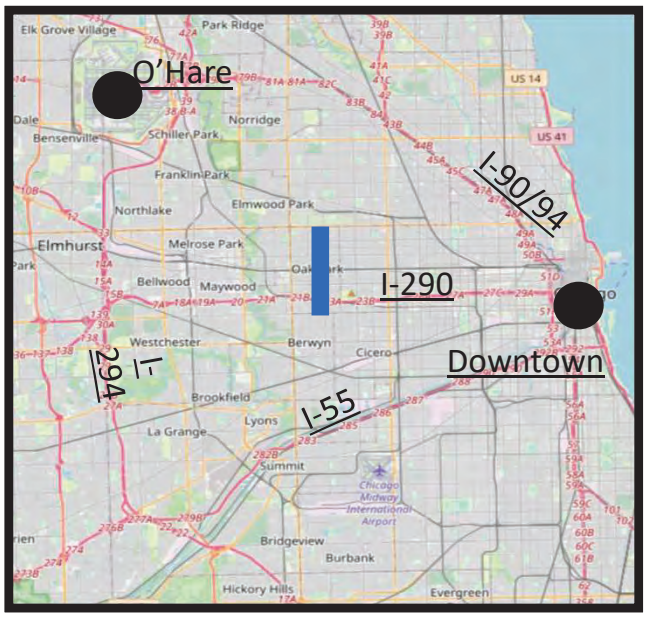
The Commission recommends not continuing the feasibility study on Ridgeland Avenue, but it wishes to maintain the possibility of bike lanes on Ridgeland Avenue within the Oak Park Bike Plan as part of that plan's long-term goals.

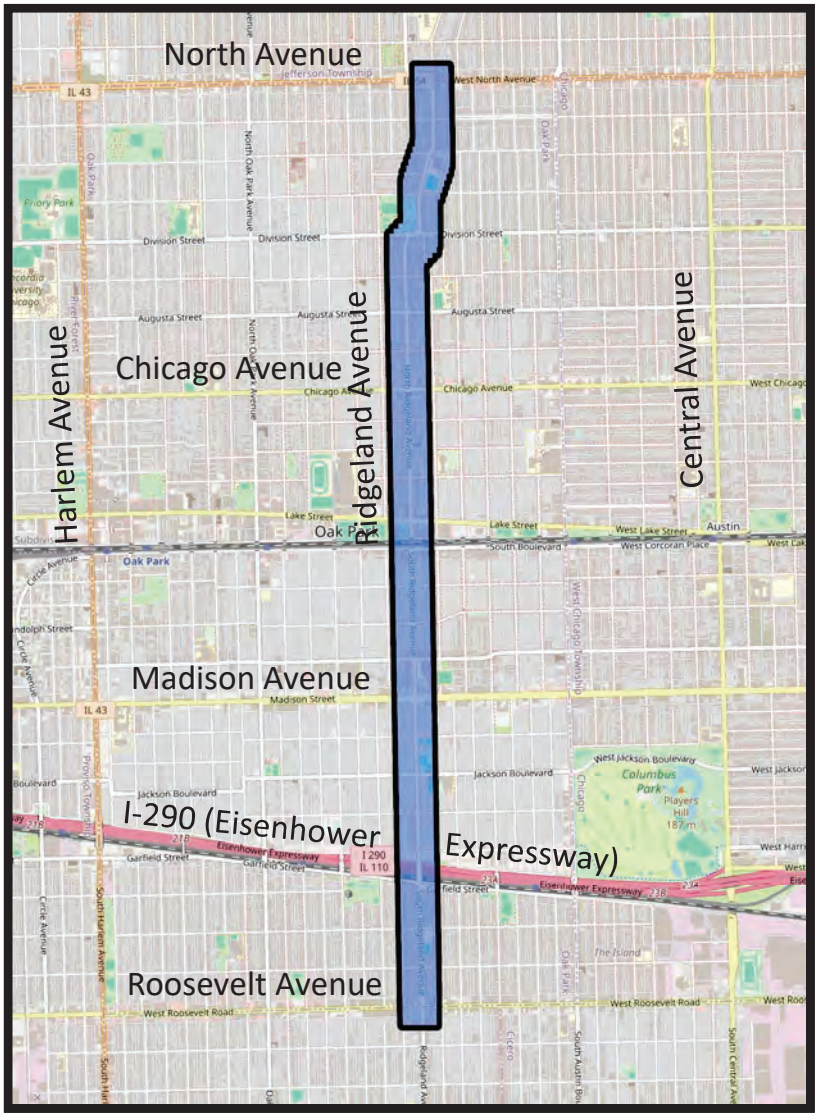
[3] Final minutes for the Transportation Committee's December 9, 2024 meeting containing the official text of the resolution were not available at the time of this document being written, so the resolution was transcribed from the recording of the meeting and may not exactly match the officially approved wording from the minutes.

7. ATTACHMENT LIST

1. Location Map
2. AADT Map
3. 2008 Oak Park Bicycle Plan Network Map and Recommendations
4. Slides from December 9, 2024 Presentation to Transportation Commission
5. Ridgeland Avenue Daytime Parking Utilization
6. Ridgeland Avenue Overnight Parking Permitted Locations & Utilization
7. Elmwood Avenue and Cuyler Avenue Parking Evaluation
8. Ridgeland Avenue Bike Lane Alternatives 1-4 - Typical Section
9. Ridgeland Avenue Bike Lane Alternatives 1 - Plan Sheets of Key Areas
10. Ridgeland Avenue Bike Lane Alternatives 2 - Plan Sheets of Key Areas
11. Ridgeland Avenue Bike Lane Alternatives 3 - Plan Sheets of Key Areas

Ridgeland Avenue Bike Lane Feasibility Location Map
Oak Park, IL, North Avenue to Roosevelt Road





North

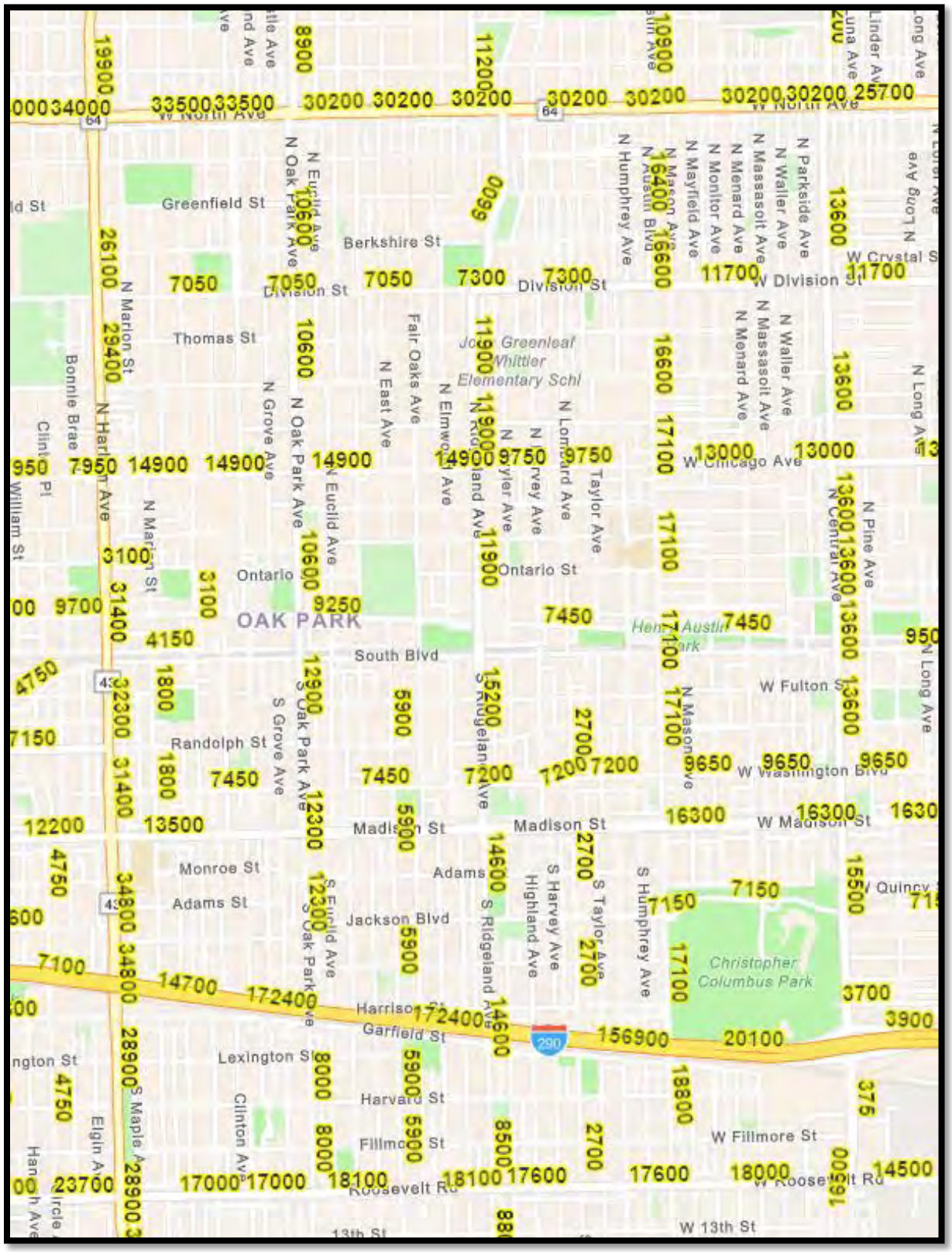
Not To Scale

Project Location

Attachment 1, Location Map

IDOT AADT GIS for Ridgeland Avenue and surrounding roads

Sourced January 7, 2025, https://www.gettingaroundillinois.com/Traffic%20Counts/index.html



Attachment 2, AADT Map

Oak Park Bicycle Plan | Proposed Bicycle Network Alternatives

August 29, 2008

Attachment 3,
Bicycle Network Map

the street. The pedestrian and bicycle mall can be used by cyclists as a continuation of the East Avenue facility. It should be marked as such so bicyclists are aware that they may use it and so motorists are aware of the crossing.

Challenge:
Restricting parking is often controversial. Parking restrictions on cross-streets within one block of East Avenue may need to be revised to accommodate parking demand at peak times.

RIDGELAND AVENUE – Ridgeland Avenue is primarily residential and serves the library; six schools: Beye, Julian, Irving, Longfellow, Hatch, Whittier and Oak Park/River Forest High School; and four parks: Longfellow, Ridgeland Commons, Stevenson Center and Taylor. It is an ideal through-street for bicycling because the major intersections are signalized. However, because it is a wide street with little on-street parking and high traffic speeds, Ridgeland is viewed as a dangerous barrier in the neighborhood. The Village has striped parking lanes and added signs prohibiting driving in the parking lane at the residents' request.

The street varies between 38 feet to 44 feet in width. Parking is striped along the majority of the street, though parking is restricted on portions of the street. Where parking is permitted, it is not heavily used.

Recommendations

Bike lane; Speed and parking management, including bulb-outs

Ridgeland would benefit greatly from shorter crossing distances and a design that would result in 25-mile-per-hour speeds. A bike lane can be added to Ridgeland Avenue by restricting parking on one side of the street, with the exception of South Boulevard to Madison Street, where bike lanes can be added while maintaining parking on both sides. Sidewalk bulb-outs on the parking side would decrease the crossing distance by 6 feet, making it easier to cross the street. The combination of bike lanes, parking, and bulb-outs would achieve a narrower street profile where speeds under 25 miles per hour could be maintained.

Raised crosswalks would be an ideal addition to provide speed management and pedestrian safety on Ridgeland. The goal is to restore Ridgeland as a neighborhood street that fits with Oak Park's character.

Alternative: Marked shared lanes and bike lanes

From South Boulevard to Madison Street, bike lanes can be added to the existing cross-section. For the remainder of the street, shared lane markings can be implemented while maintaining parking on both sides.

Challenge:
IDOT must approve of any changes to Ridgeland as it is under IDOT jurisdiction.

Restricting parking is often controversial. On-street parking restrictions on cross-streets within one block of Ridgeland may need to be revised.

Attachment 3,
Recommendations

Ridgeland Avenue Bike Lanes Feasibility

Village of Oak Park
Presentation to the Transportation Commission
December 9, 2024

TRANSYSTEMS

Project Team

Village of Oak Park

- Bill McKenna, Village Engineer
- Chris Welch, Assistant Village Engineer
- Abby Zielinski, Project Engineer

TranSystems

- Dave Block, Project Manager
- Brian Holman, Project Engineer
- Katya Pribus, Traffic Engineer

Oak Park

TRANSYSTEMS

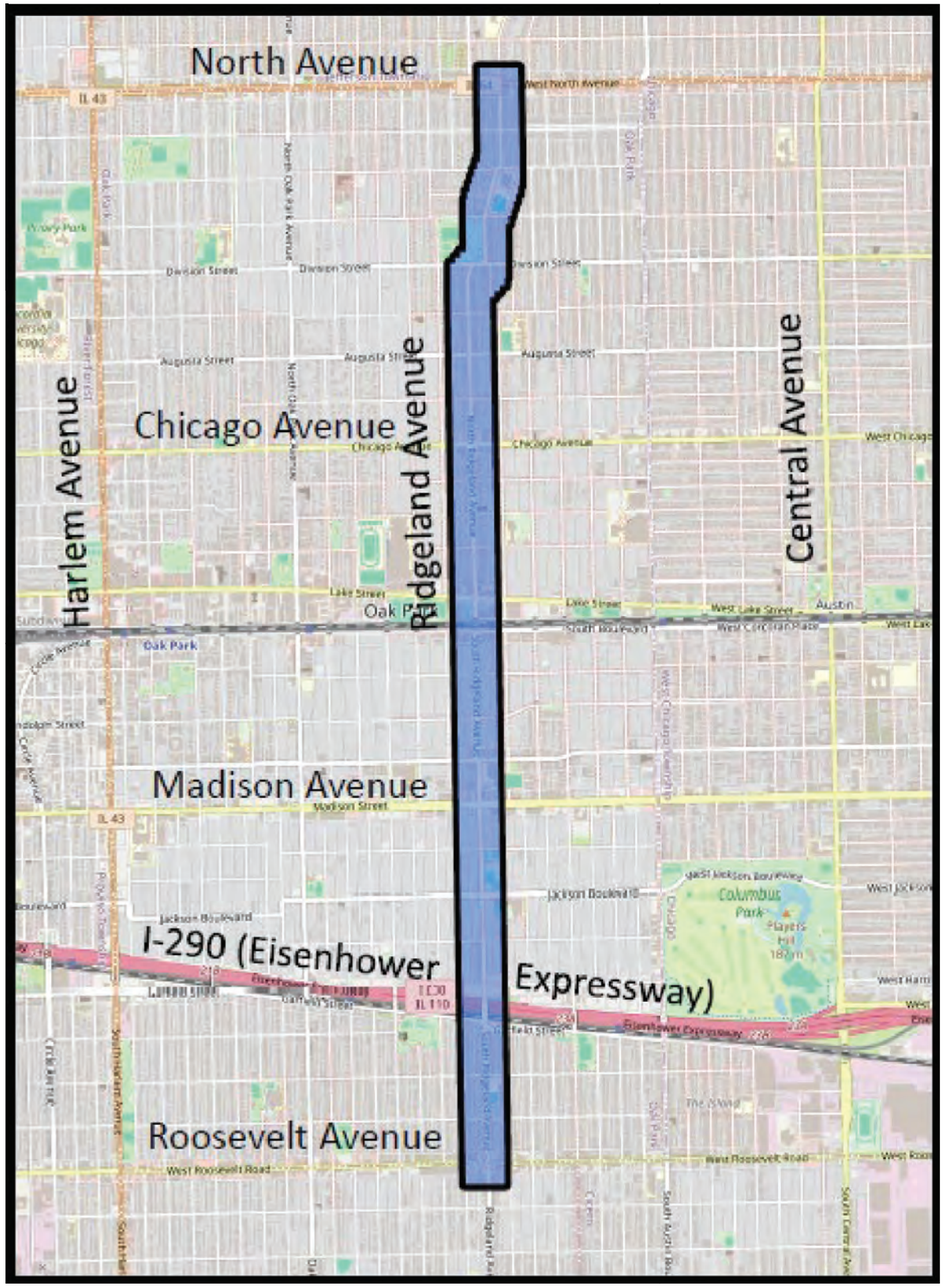
Purpose of Presentation

1. Describe Intent of Feasibility Study
2. Present Bike Lane Alternatives
3. Summarize Parking Evaluation
4. Review Corridor Challenges
5. Summarize Agency Coordination
6. Discuss Next Steps

Oak Park

TRANSYSTEMS

Project Location



North

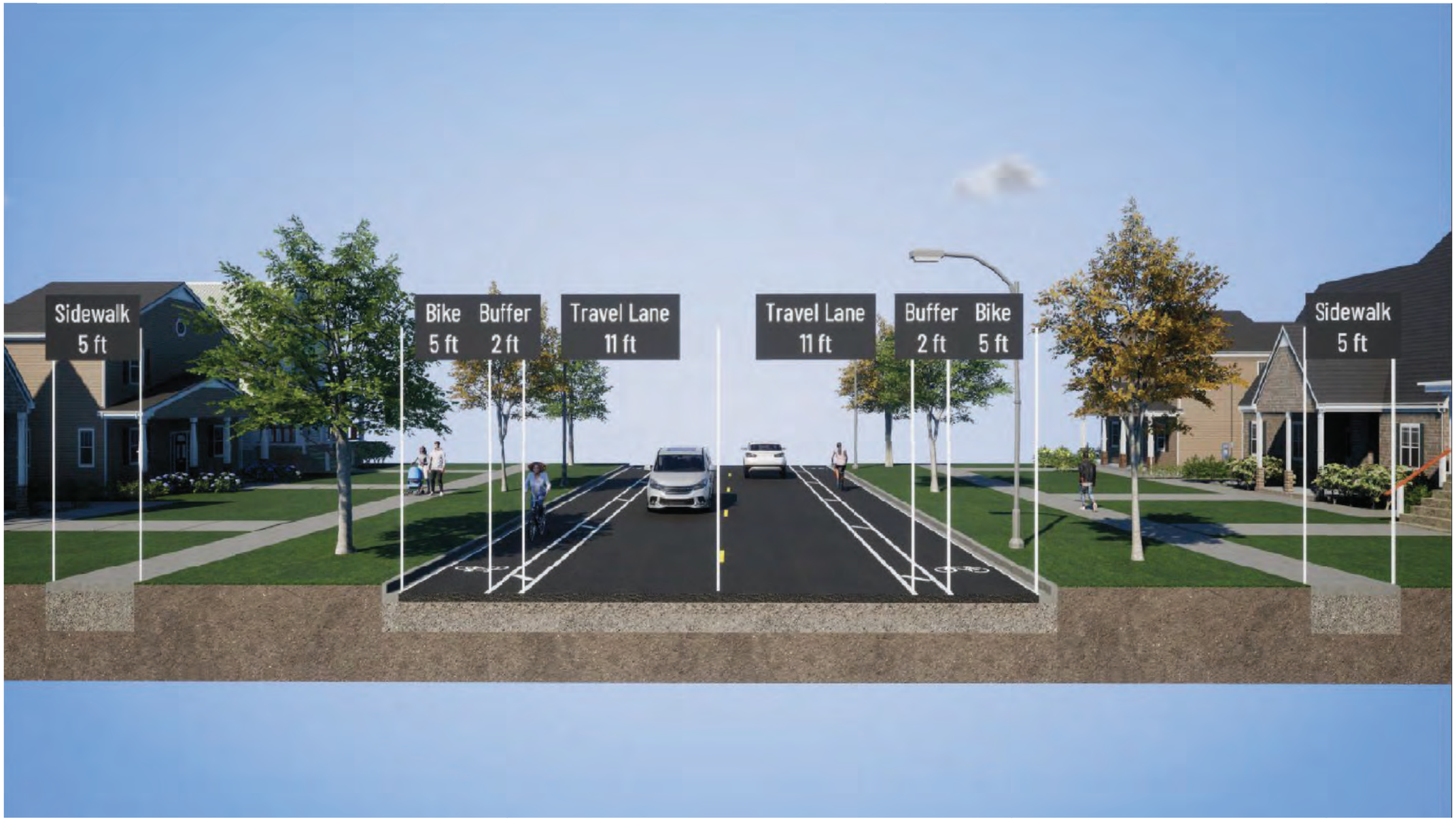
Project Location

Oak Park

Neighborhood Greenways Network Recommendations

Alternative 1

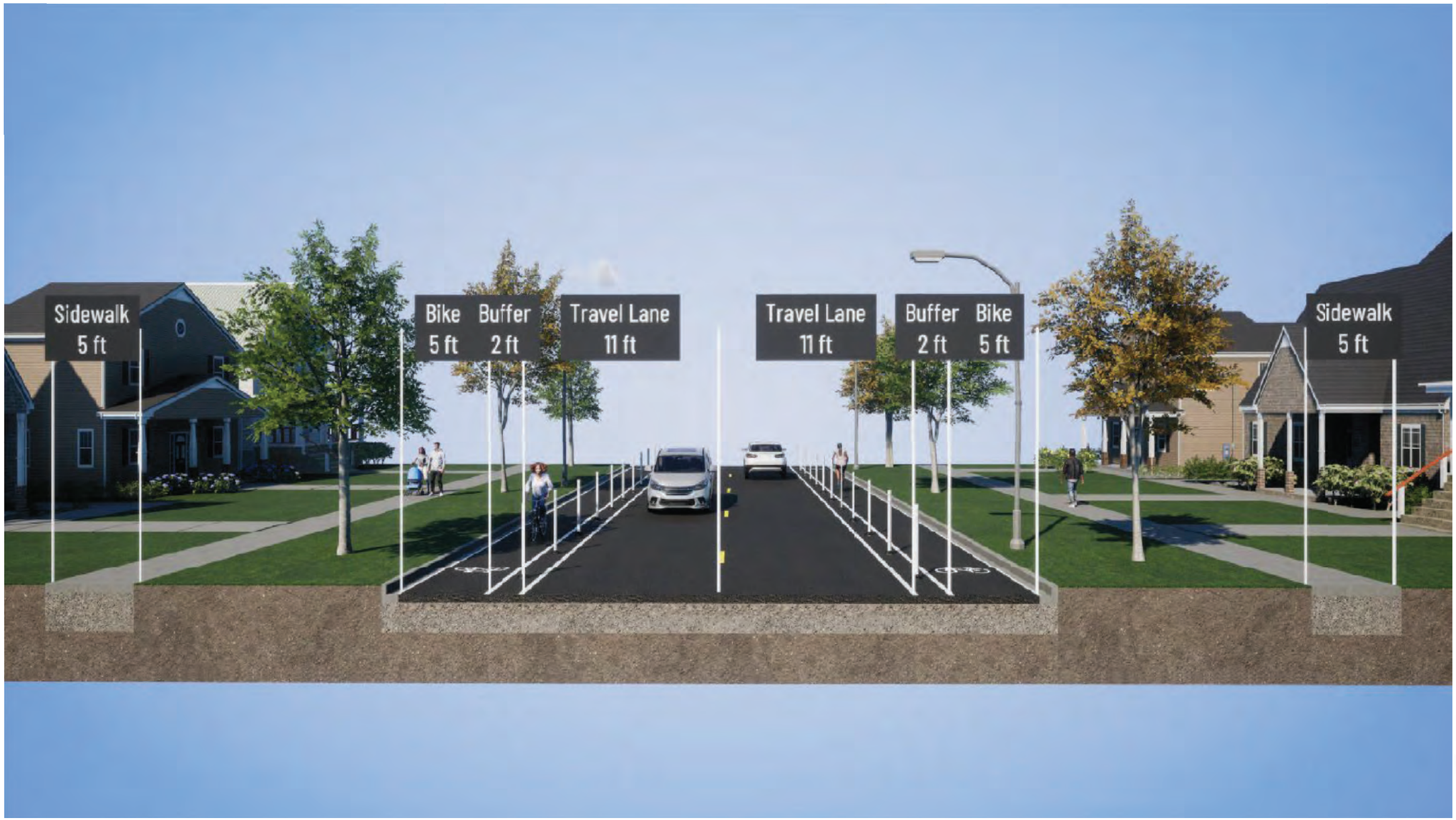
Bike Lanes with 2-foot Striped Buffer



Oak Park

Alternative 2

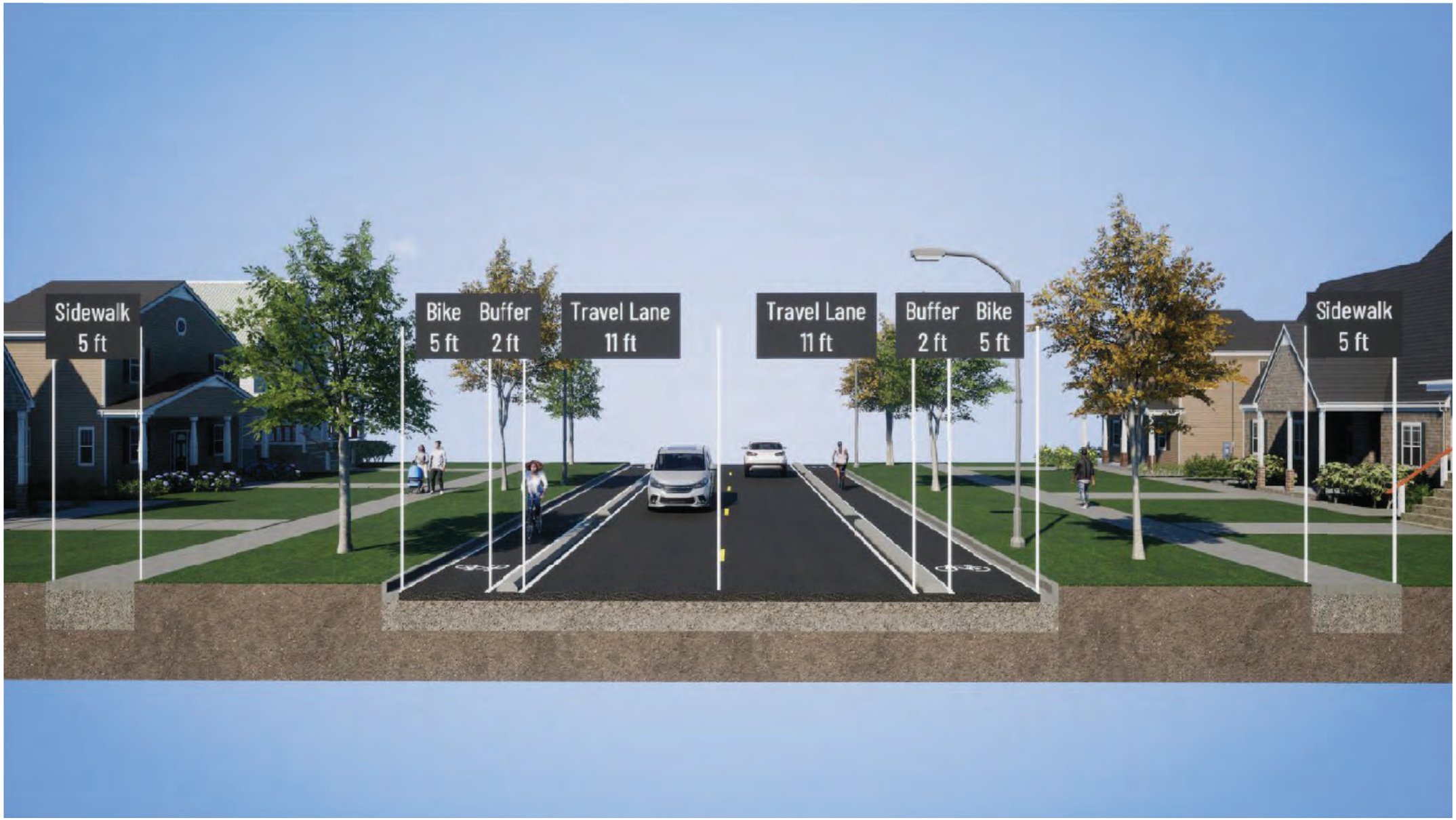
Bike Lanes with 2-foot Flexible Delineator Buffer



Oak Park

Alternative 3

Bike Lanes with Raised Barrier



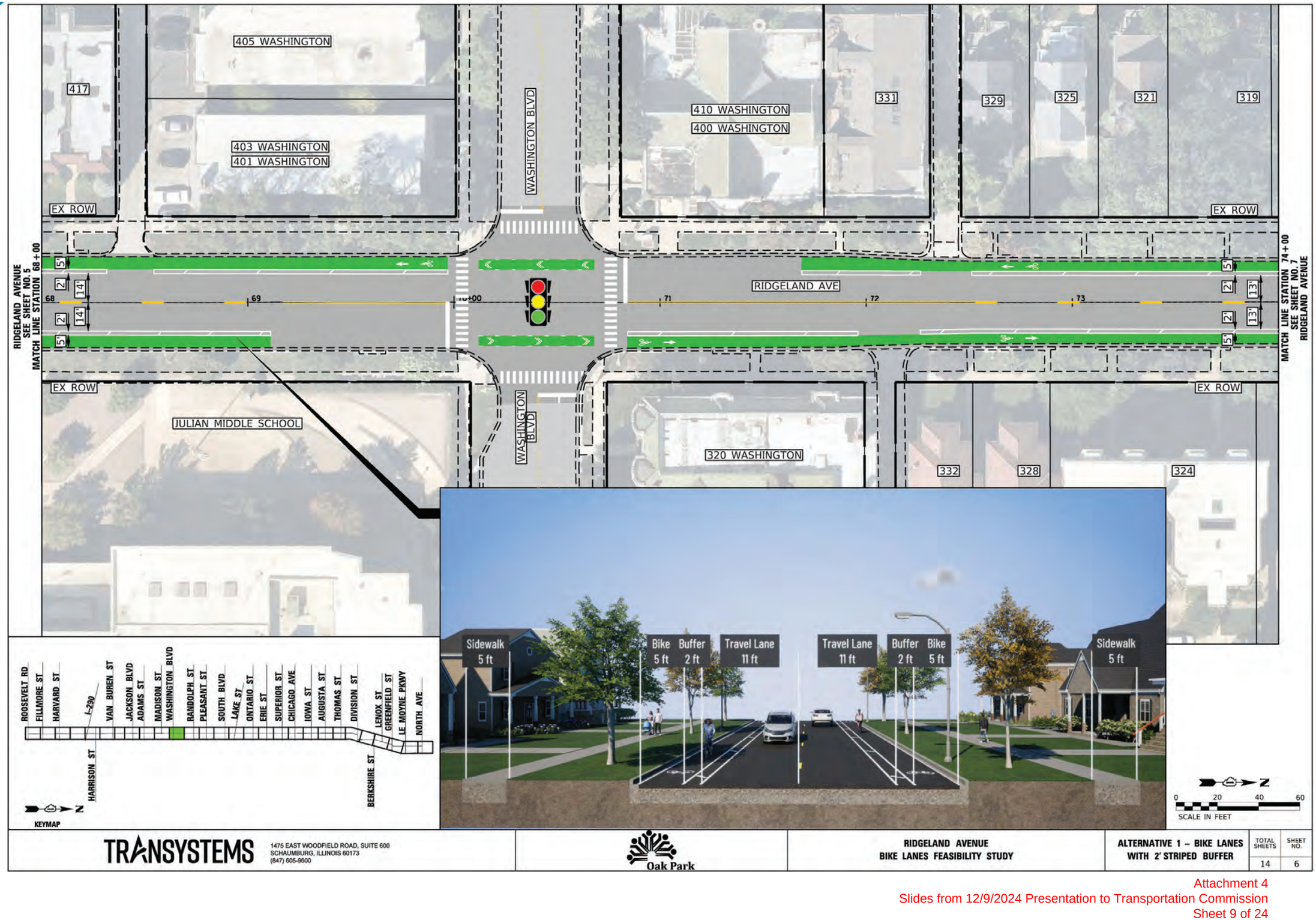
Oak Park

Alternative 4

Off-Street Multi-Use Path

Oak Park

ALTERNATIVE 1
2’ Striped Buffer



TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

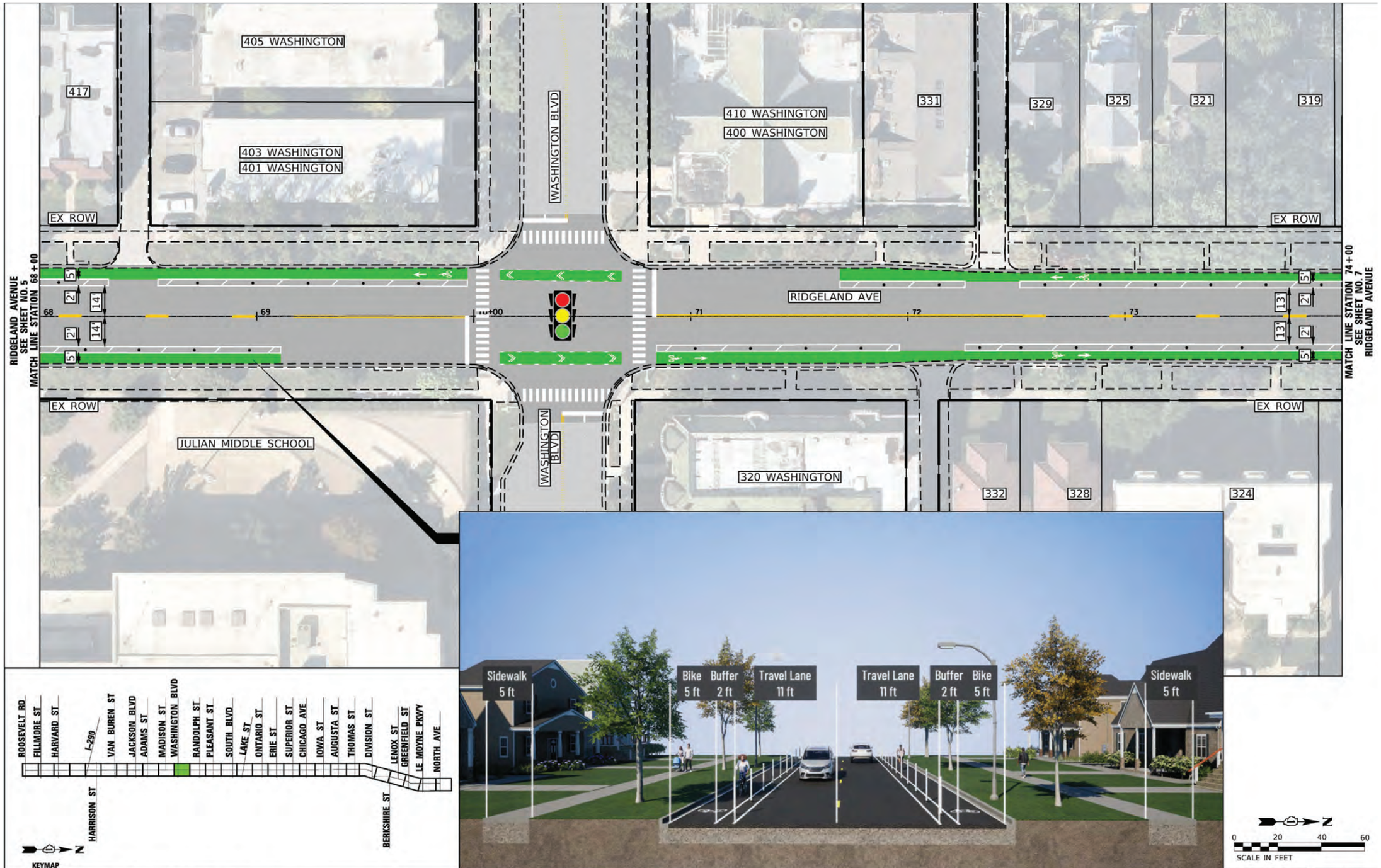
ALTERNATIVE 1 – BIKE LANES WITH 2’ STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	6

Oak Park

ALTERNATIVE 2

2’ Delineator Buffer



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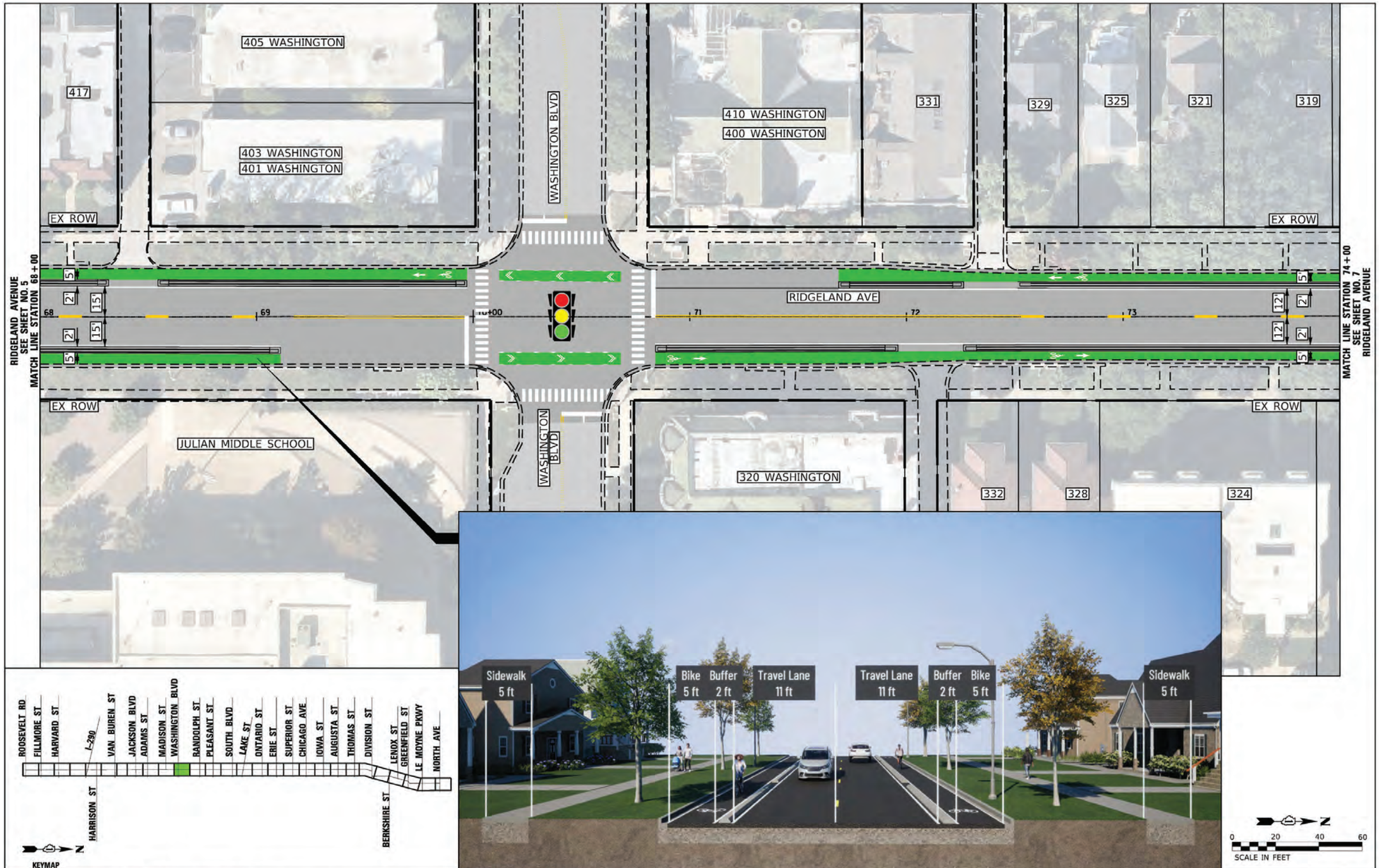
Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2’ FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	6

ALTERNATIVE 3
Raised Barrier



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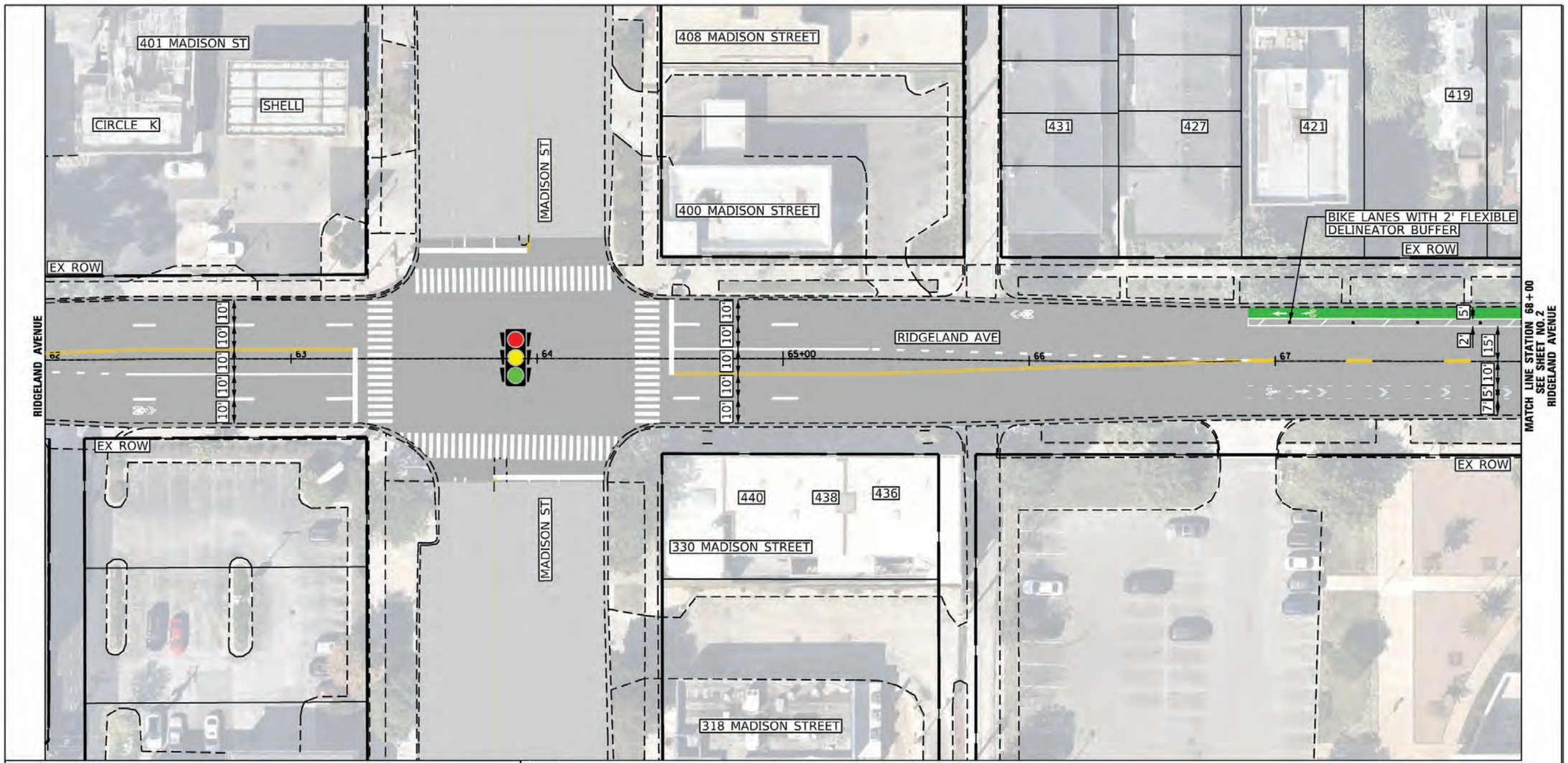
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

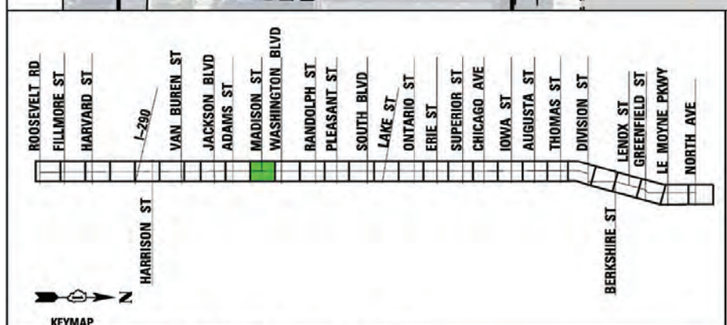
ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

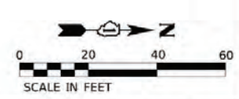
TOTAL SHEETS	SHEET NO.
14	6

Oak Park

ALTERNATIVE 5
Blended Protection







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Oak Park

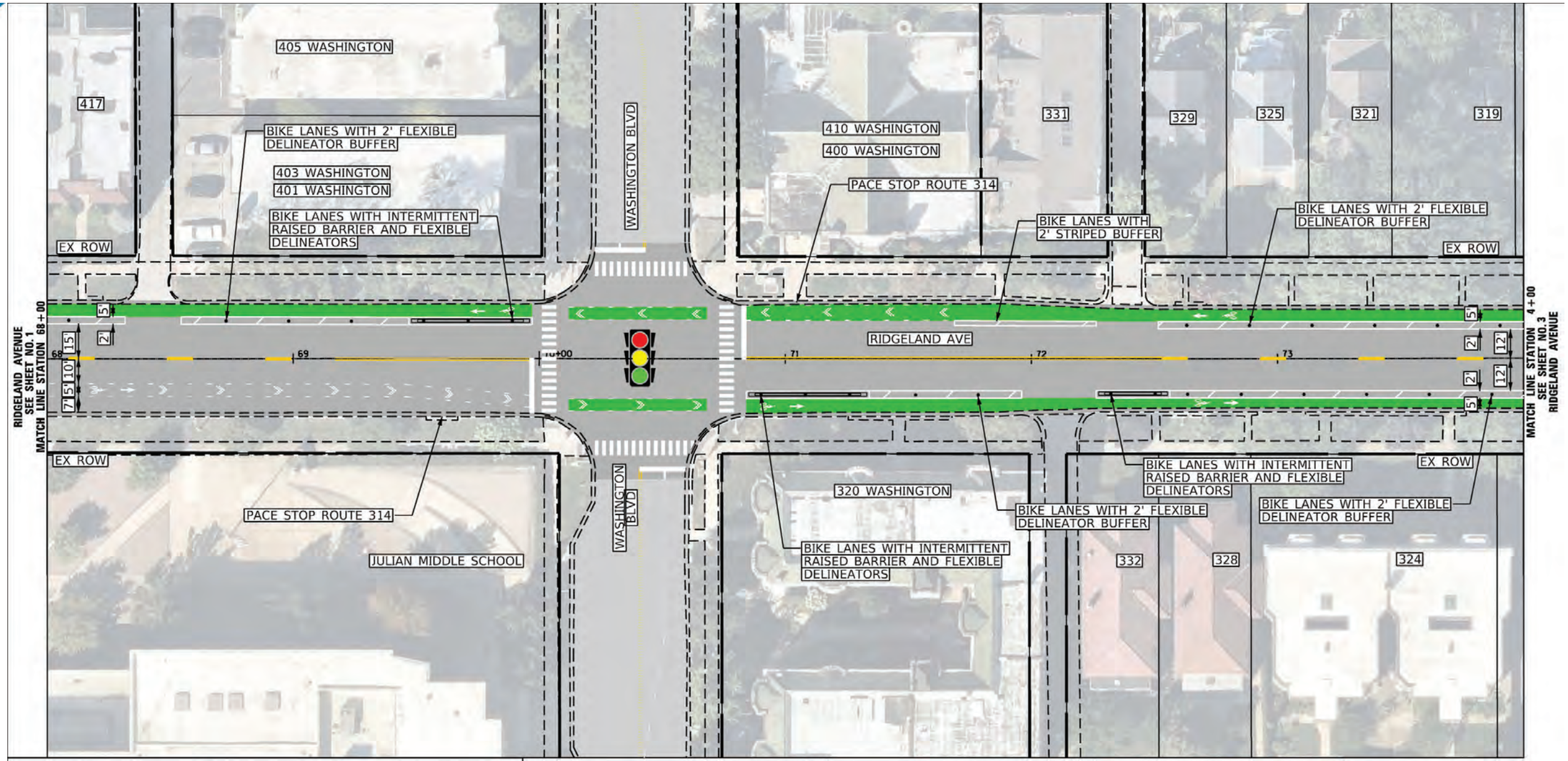
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

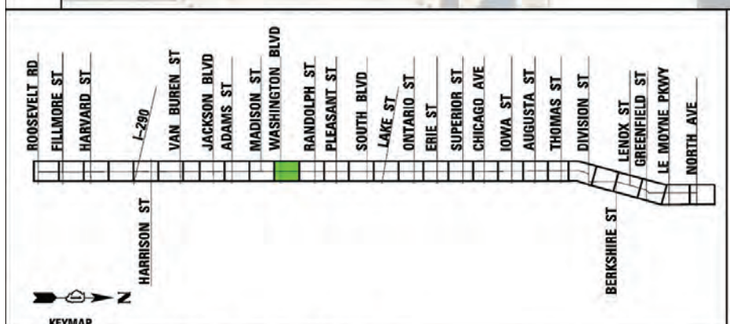
ALTERNATIVE 5 – BLENDED BIKE LANE PROTECTION

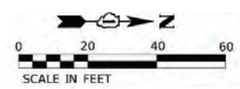
TOTAL SHEETS	SHEET NO.
3	1

Oak Park

ALTERNATIVE 5
Blended Protection



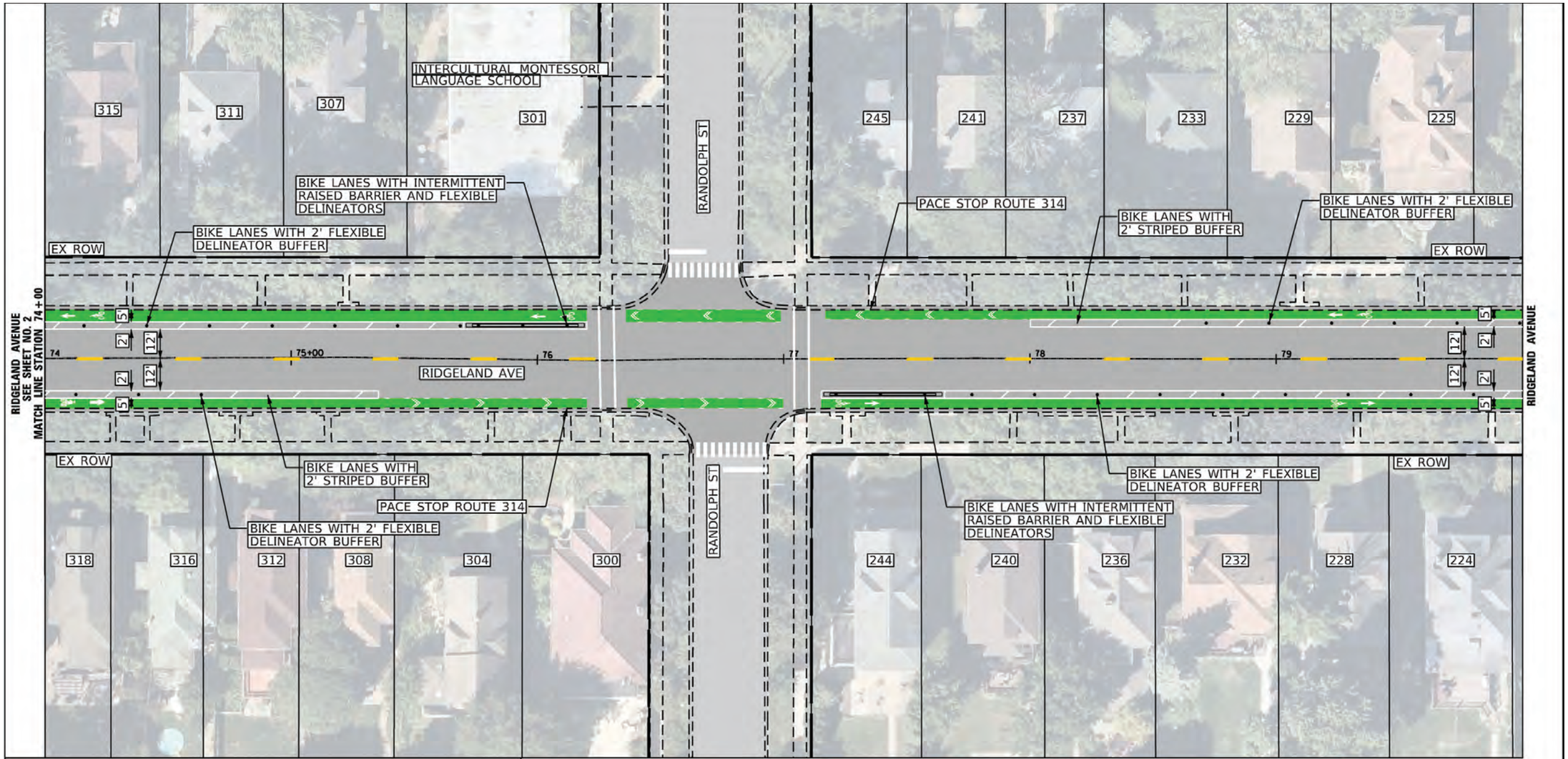


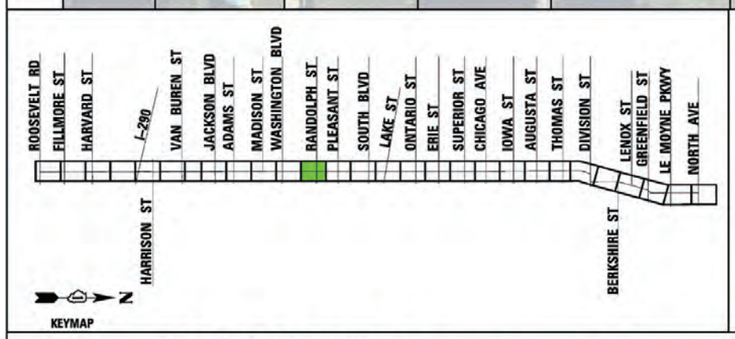


TRANSYSTEMS 1475 EAST WOODFIELD ROAD, SUITE 600 SCHAUMBURG, ILLINOIS 60173 (847) 605-9600	Oak Park	RIDGELAND AVENUE BIKE LANES FEASIBILITY STUDY	ALTERNATIVE 5 – BLENDED BIKE LANE PROTECTION	TOTAL SHEETS: 3 / SHEET NO.: 2

Oak Park

ALTERNATIVE 5
Blended Protection



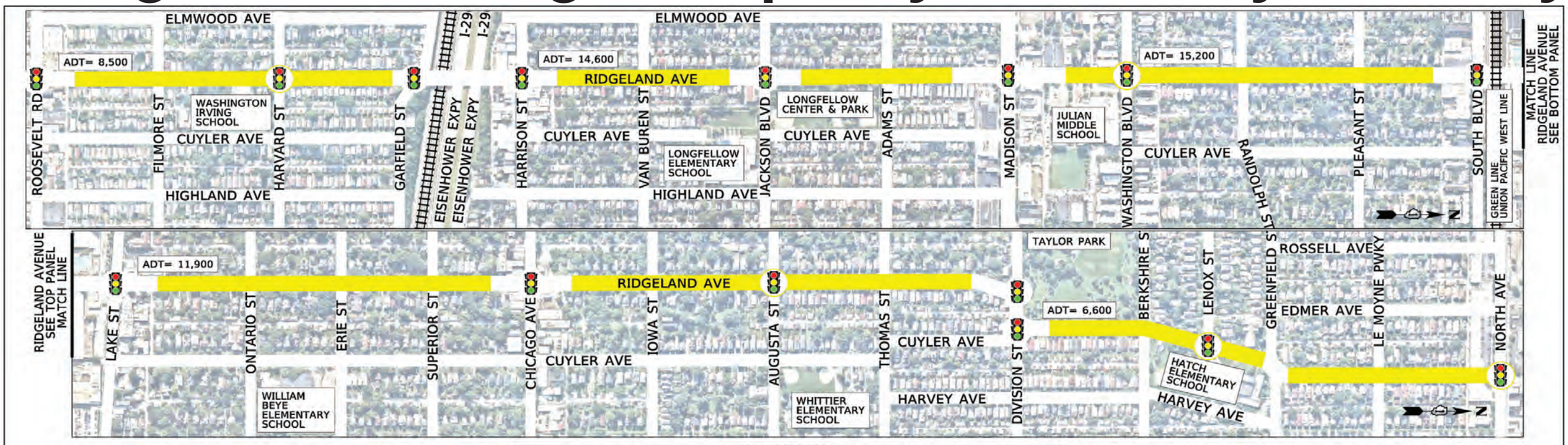


0 20 40 60
SCALE IN FEET

TRANSYSTEMS 1475 EAST WOODFIELD ROAD, SUITE 600 SCHAUMBURG, ILLINOIS 60173 (847) 605-9600	Oak Park	RIDGELAND AVENUE BIKE LANES FEASIBILITY STUDY	ALTERNATIVE 5 – BLENDED BIKE LANE PROTECTION	TOTAL SHEETS: 3	SHEET NO.: 3

Oak Park

Ridgeland Parking Occupancy – Weekday/Saturday



LEGEND

= EXISTING PARKING

= SIGNALIZED INTERSECTION

RIDGELAND AVENUE PARKING OCCUPANCY COUNTS

	West Side					East Side				
Roadway	*Parking Spaces Available*	*5/15/2024*		*6/15/2024*		*Parking Spaces Available*	*5/15/2024*		*6/15/2024*	
		Count	%	Count	%		Count	%	Count	%
North Avenue										
LeMoyne Pkwy	13	1	8%	0	0%	14	1	7%	0	0%
Greenfield St	8	0	0%	0	0%	11	0	0%	2	18%
Lenox St	2	0	0%	0	0%	2	0	0%	1	50%
Berkshire St	7	0	0%	0	0%	5	1	20%	1	20%
Division St	17	0	0%	0	0%	16	3	19%	4	25%
Thomas St	15	0	0%	1	7%	19	2	11%	5	26%
Augusta St	11	1	9%	4	36%	20	3	15%	3	15%
Iowa St	20	0	0%	1	5%	15	1	7%	0	0%
Chicago Ave	15	2	13%	0	0%	10	1	10%	1	10%
Superior St	4	0	0%	3	75%	11	1	9%	2	18%
Erie St	15	15	100%	0	0%	14	14	100%	0	0%
Ontario St	15	1	7%	0	0%	14	1	7%	3	21%
Lake St	16	2	13%	7	44%	12	5	42%	1	8%
South Blvd	0	0	0%	0	0%	0	0	0%	0	0%

*Bold and Shaded cross streets are signalized intersections

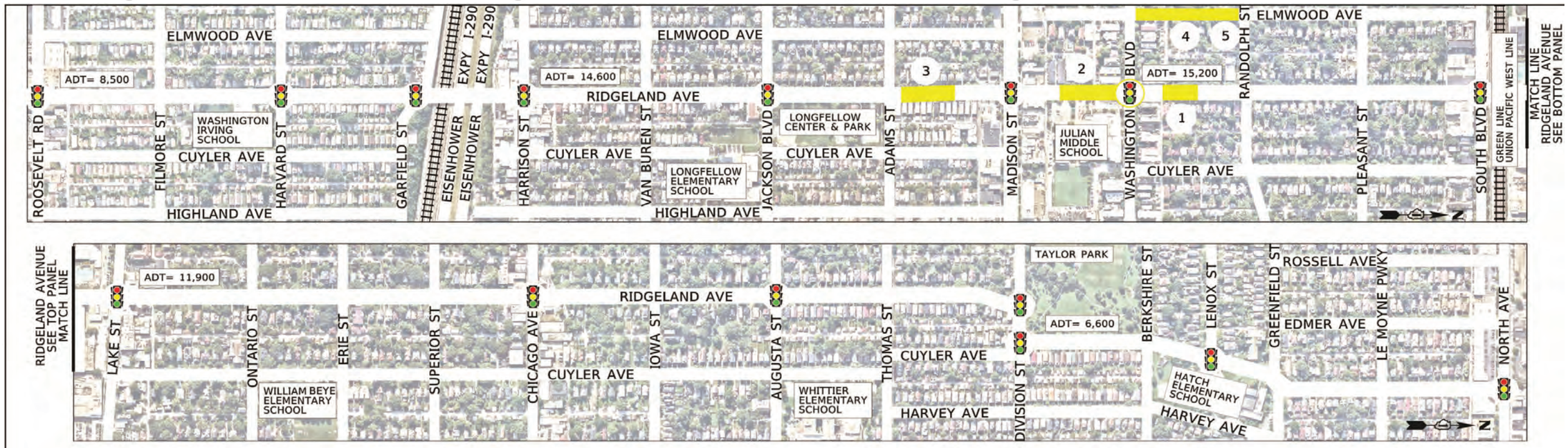
RIDGELAND AVENUE PARKING OCCUPANCY COUNTS

	West Side					East Side				
Roadway	*Parking Spaces Available*	*5/15/2024*		*6/15/2024*		*Parking Spaces Available*	*5/15/2024*		*6/15/2024*	
		Count	%	Count	%		Count	%	Count	%
South Blvd	0	0	0%	0	0%	0	0	0%	0	0%
Pleasant St	16	7	44%	3	19%	16	4	25%	3	19%
Randolph St	22	1	5%	2	9%	24	2	8%	0	0%
Washington Blvd	12	4	33%	10	83%	18	4	22%	6	33%
Madison St	16	1	6%	6	38%	16	4	25%	7	44%
Adam St	9	2	22%	2	22%	13	2	15%	11	85%
Jackson Blvd	14	2	14%	0	0%	18	0	0%	1	6%
Van Buren St	11	4	36%	2	18%	18	3	17%	1	6%
Harrison St	16	1	6%	3	19%	18	4	22%	4	22%
Garfield St	0	0	0%	0	0%	0	0	0%	0	0%
Harvard St	25	3	12%	2	8%	24	2	8%	1	4%
Fillmore St	25	0	0%	1	4%	22	1	5%	0	0%
Roosevelt Road	18	2	11%	4	22%	17	2	12%	0	0%
TOTAL	342	49	14%	51	15%	367	61	17%	57	16%

*Bold and Shaded cross streets are signalized intersections

Oak Park

Ridgeland Parking Occupancy – Nighttime



RIDGELAND AVENUE PARKING OCCUPANCY COUNTS - NIGHTTIME COUNTS FOR PERMIT PARKING

	Address Range	Description	Max Parking Spaces Available	Nighttime Count 1	%	Nighttime Count 2	%
1	328 - 330 S. Ridgeland Ave.	Y7 Permit Parking - East side of Ridgeland between the east/west alley and Washington Blvd.	4	1	25%	1	25%
2	401 /403 Washington Blvd. to 431 S. Ridgeland Ave.	Y6 Permit Parking - West side of Ridgeland Ave. between Washington Blvd. and the east/west alley just north of Madison St.	16	2	13%	3	19%
3	522 S. Ridgeland Ave. to 542/544 S. Ridgeland Ave.	Y7 Permit Parking - East side of Ridgeland	13	11	85%	11	85%
4	301 - 337 S. Elmwood Ave.	Potential overnight permit parking alternate location - West side of Elmwood Ave. between Randolph St. and Washington Blvd.	18	2	11%	4	22%
5	300 - 326 S. Elmwood Ave.	Potential overnight permit parking alternate location - East side of Elmwood Ave. between Randolph St. and the east/west alley north of Washington Blvd.	19	0	0%	3	16%

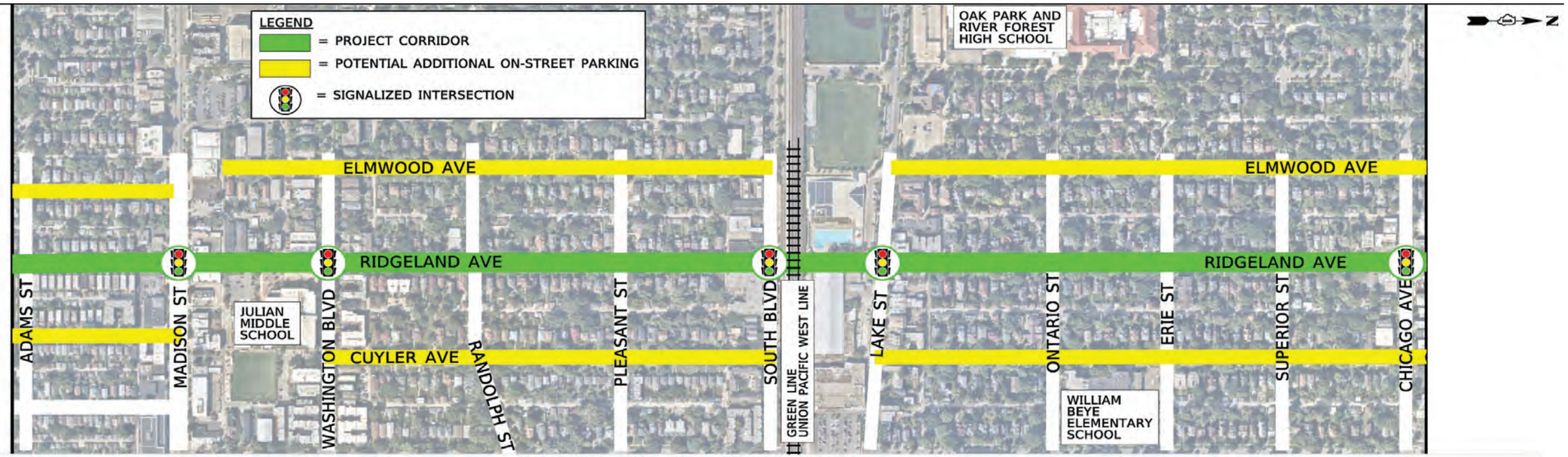
LEGEND

= EXISTING NIGHTTIME BUSINESS DISTRICT PARKING

= SIGNALIZED INTERSECTION

Oak Park

On-Street Parking Evaluation – Adams to Chicago



Downtown On-Street Parking Summary

		RIDGELAND AVENUE			*ELMWOOD AVENUE*		*CUYLER AVENUE*		
	Location	Ridgeland Avenue Parking Capacity	Ridgeland Avenue (Current Restrictions)	Ridgeland Avenue Parking Capacity (With Bike Lanes)	Elmwood Avenue Parking Capacity (Current Restrictions)	Elmwood Avenue Parking Capacity (With No Restrictions)	Cuyler Avenue Parking Capacity (Current Restrictions)	Cuyler Avenue Parking Capacity (With No Restrictions)	Total Parking Capacity Elmwood and Cuyler (With No Restrictions)
1	Adams Street to Madison Street	23	No Parking, Permit Parking	0	3-hour parking and 2-hour parking	32	3-hour parking, Permit Parking, and No Parking	39	71
2	Madison Street to Washington Boulevard	32	1-hour parking, Permit Parking, and No Parking	0	3-hour parking and Permit Parking	18	Permit Parking	12	30
3	Washington Boulevard to Randolph Street	41	Permit Parking, and No Parking	0	3-hour parking, Permit Parking, and No Parking	37	3-hour parking, Permit Parking, and No Parking	30	67
4	Randolph Street to Pleasant Street	47	3-hour parking and NoParking	0	3-hour parking and 2-hour parking	46	3-hour parking	43	89
5	Pleasant Street to South Boulevard	37	3-hour parking and 2-hour parking, No Parking	0	2-hour parking	39	3-hour parking	40	79
	SUB-TOTAL	**180**		**0**		**172**		**164**	**336**
6	*South Boulevard to Lake Street*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*
7	Lake Street to Ontario Street	31	2-hour parking, Reserved Parking Permit, $250 Fine	0	Permit Parking, Resident Permit Parking, One-Way, 1-hour parking	46	3-hour parking and 2-hour parking	43	89
8	Ontario Street to Erie Street	31	No Parking (8am-10am,M-F)	0	Permit Parking	32	Bus Parking and No Parking	16	48
9	Erie Street to Superior Street	27	No Parking Here To Corner	0	No Parking (8am-10am,M-F)	33	32	32	65
10	Superior Street to Chicago Avenue	18	No Parking Any Time	0	No Parking (8am-10am,M-F)	37	32	32	69
	SUB-TOTAL	**107**		**0**		**148**		**123**	**271**
	TOTAL	**287**		**0**		**320**		**287**	**607**

Oak Park

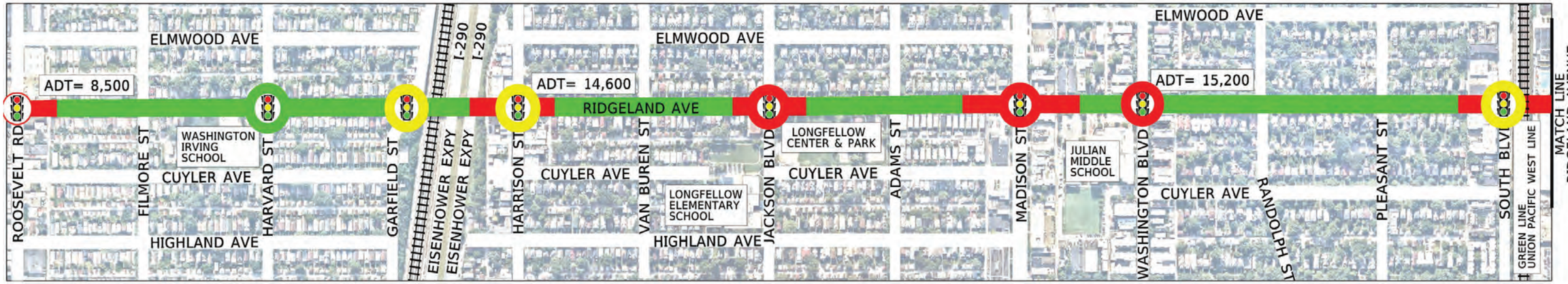
Elmwood and Cuyler Parking Occupancy

ELMWOOD AVENUE			
Elmwood Avenue Parking Capacity (Current Restrictions)	**Elmwood Avenue Parking Capacity (With No Restrictions)**	**10/28 10:00 AM**	**10/29 1:00 PM**
3-hour parking and 2-hour parking	32	7	9
3-hour parking and Permit Parking	18	10	8
3-hour parking, Permit Parking, and No Parking	37	6	10
3-hour parking and 2-hour parking	46	3	10
2-hour parking	39	13	17
	172	**39**	**54**
No Parking Allowed	*No Parking Allowed*		
Permit Parking, Resident Permit Parking, One-Way, 1-hour parking	46	11	17
Permit Parking	32	5	5
No Parking (8am-10am,M-F)	33	15	13
No Parking (8am-10am,M-F)	37	2	0
	148	**33**	**35**
	320	**72**	**89**
		23%	**28%**

CUYLER AVENUE			
Cuyler Avenue Parking Capacity (Current Restrictions)	**Cuyler Avenue Parking Capacity (With No Restrictions)**	**10/28 10:00 AM**	**10/29 1:00 PM**
3-hour parking, Permit Parking, and No Parking	39	17	14
Permit Parking	12	11	11
3-hour parking, Permit Parking, and No Parking	30	18	19
3-hour parking	43	2	5
3-hour parking	40	12	14
	164	**60**	**63**
No Parking Allowed	*No Parking Allowed*		
3-hour parking and 2-hour parking	43	24	28
Bus Parking and No Parking	16	6	12
32	32	13	10
32	32	3	5
	123	**46**	**55**
	287	**106**	**118**
		37%	**41%**

Oak Park

Corridor Challenges



Accommodations **Likely** from Traffic Perspective

Accommodations **Possible** from Traffic Perspective

Accommodations **Unlikely** from Traffic Perspective

LEGEND

= SUFFICIENT EXISTING PAVEMENT WIDTH TO ACCOMMODATE BIKE LANES

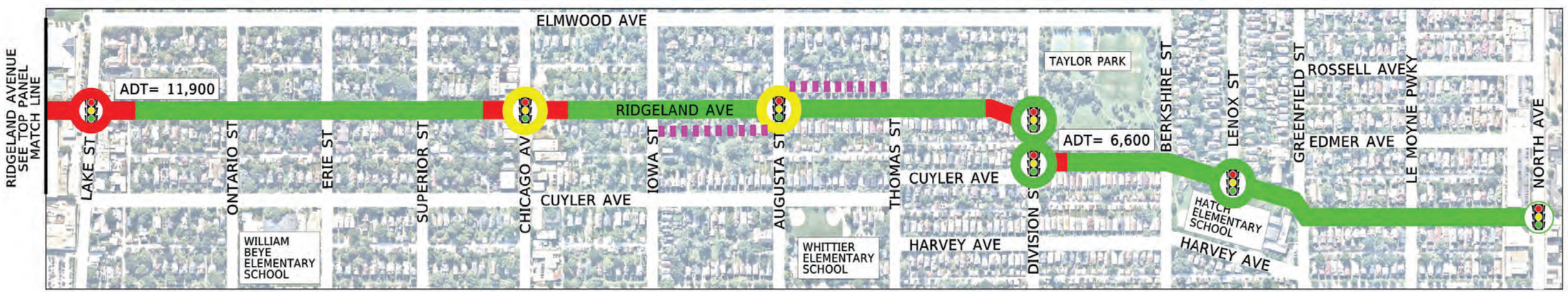
= INSUFFICIENT EXISTING PAVEMENT WIDTH TO ACCOMMODATE BIKE LANES OR SHARED LANES **(REDUCE LANES OR WIDEN PAVEMENT)**

= SIGNALIZED INTERSECTION

NOTES

1. 12,449 FEET OF SUFFICIENT EXISTING PAVEMENT WIDTH TO ACCOMMODATE BIKE LANES (77%)
2. 3,688 FEET INSUFFICIENT EXISTING PAVEMENT WIDTH TO ACCOMMODATE BIKE LANES OR SHARED LANES (23%)
3. 16,137 FEET TOTAL LENGTH OF CORRIDOR

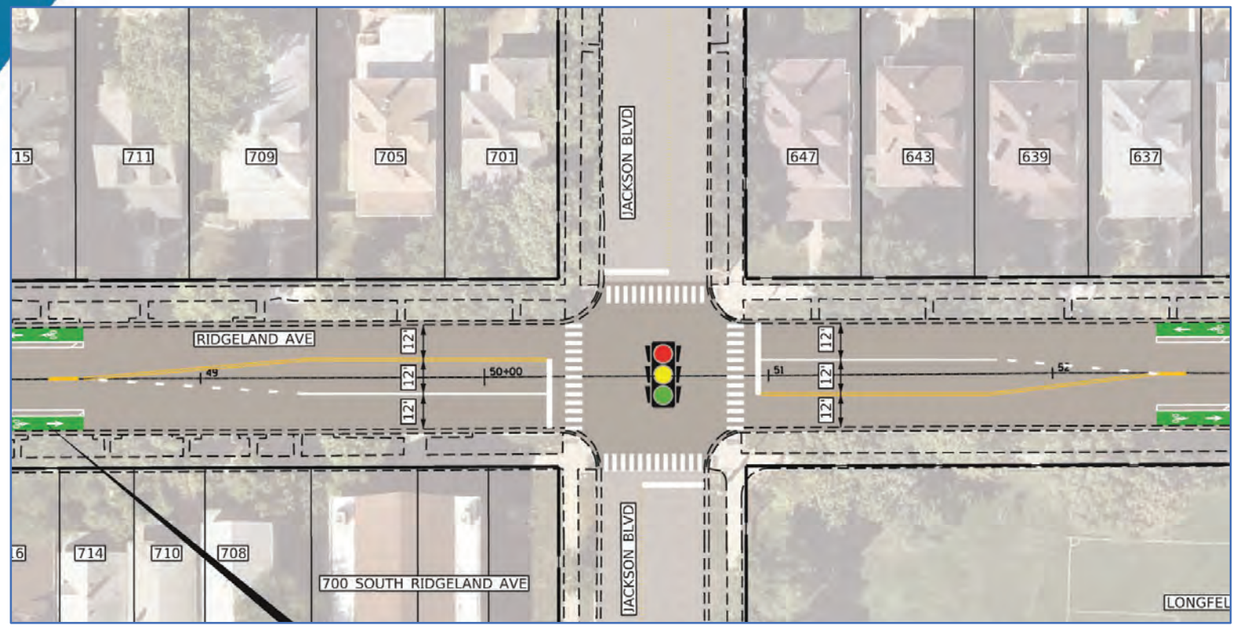
Indicates Frequent Residential Driveways



Oak Park

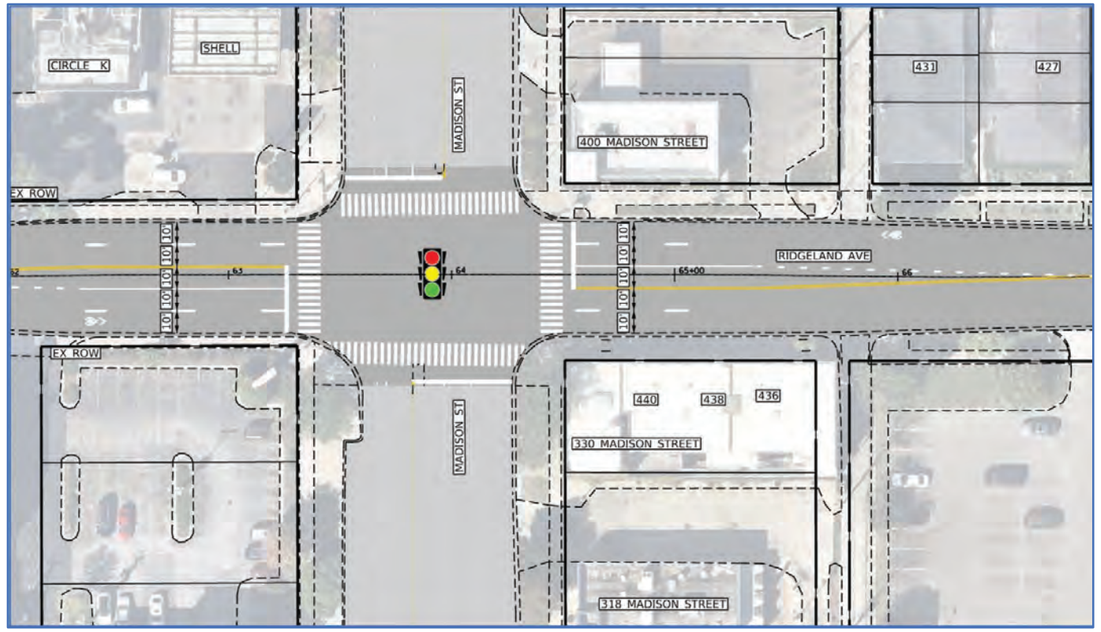
Corridor Challenges

Reduce Lanes or Widen Pavement



Jackson Boulevard

1. **Option to remove existing turn lanes on Ridgeland**
   - Requires coordination and permission from IDOT
   - Requires intersection capacity analysis
   - Requires safety and crash analysis
   - Requires review of intersection sight distance
   - Potential increased traffic delays
2. **Option to widen pavement**
   - Tree Loss
   - Narrower parkways
   - Traffic signal equipment relocation
   - Lighting relocation
   - ADA conflicts at traffic/light poles, bus stops, sidewalk width



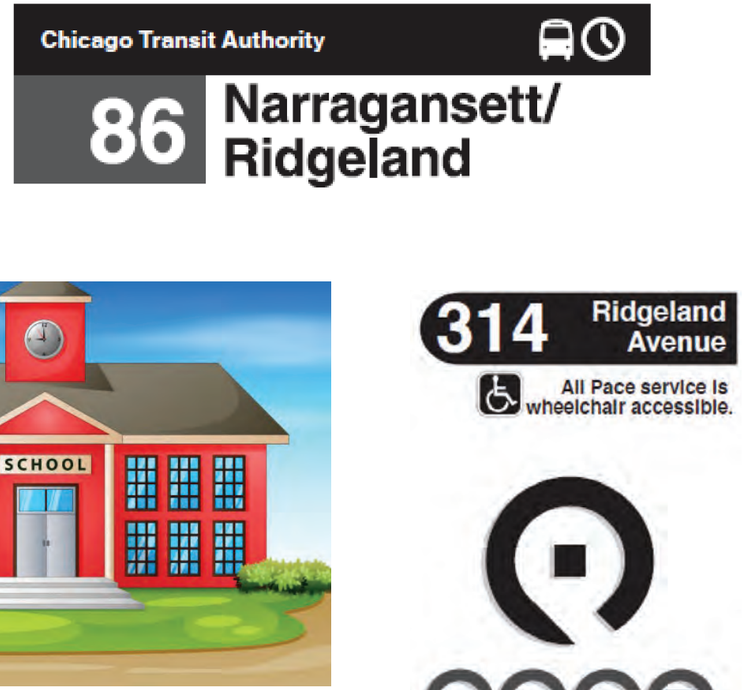
Madison Street

1. **Option to reduce to a single thru lane each direction on Ridgeland**
   - Requires coordination and permission from IDOT
   - Requires intersection capacity analysis
   - Requires safety and crash analysis
   - Requires review of intersection sight distance
   - Potential increased traffic delays
2. **Option to widen pavement**
   - Potential right-of-way acquisition (limited by adjacent build.)
   - Storefront sidewalk width reduction
   - Traffic signal equipment relocation
   - Lighting relocation
   - ADA conflicts at traffic/light poles, bus stops, sidewalk width

Oak Park

Agency Coordination

1. **CTA (Bus route 86 north of Ridgeland Station)**
2. **Pace (Bus route 314 south of Ridgeland Station)**
3. **School Districts**
   - Washington Irving School
   - Longfellow Elementary School
   - Julian Middle School
   - Oak Park River Forest High School
   - William Beye Elementary School
   - Whittier Elementary School
   - Hatch Elementary School
4. **Village Services**
   - Fire Department
   - Police Department
   - Development Services
   - Parking and Mobility Services
   - Neighborhood Services



Agency Coordination

1. Ridgeland is an unmarked IDOT route from Roosevelt Road to Augusta Street.
2. IDOT allows existing parking but will not allow new parking on state routes.
3. IDOT requires space to pass roadway blockages caused by emergency operations, stalled vehicles, or other reasons. Concerned with long raised barrier.
4. IDOT would consider a hybrid bike lane with intermittent barrier protection provided there is sufficient space to pass as described in #3.
5. IDOT says left turn lanes can only be removed if those turns are prohibited.
6. IDOT would require a traffic capacity and safety analysis at each intersection if turn lane or thru lane reductions are considered.
7. IDOT would require an Intersection Design Study at each intersection with turn lane or thru lane reductions.

Next Steps

1. **Determine if Feasibility Study continues.**
2. **Additional time and costs to continue the study.**
3. **Traffic Operations and Safety Analysis required at 9 signalized intersections (~$10,000/intersection or ~$90,000 total).**
4. **IDS may be required at 9 signalized intersections (~$20,000/intersection or ~$180,000 total).**
5. **Additional Parking Analysis**
6. **Public Information Meeting to invite all stakeholders.**
7. **Feasibility Summary Memo and Recommendations.**

Oak Park

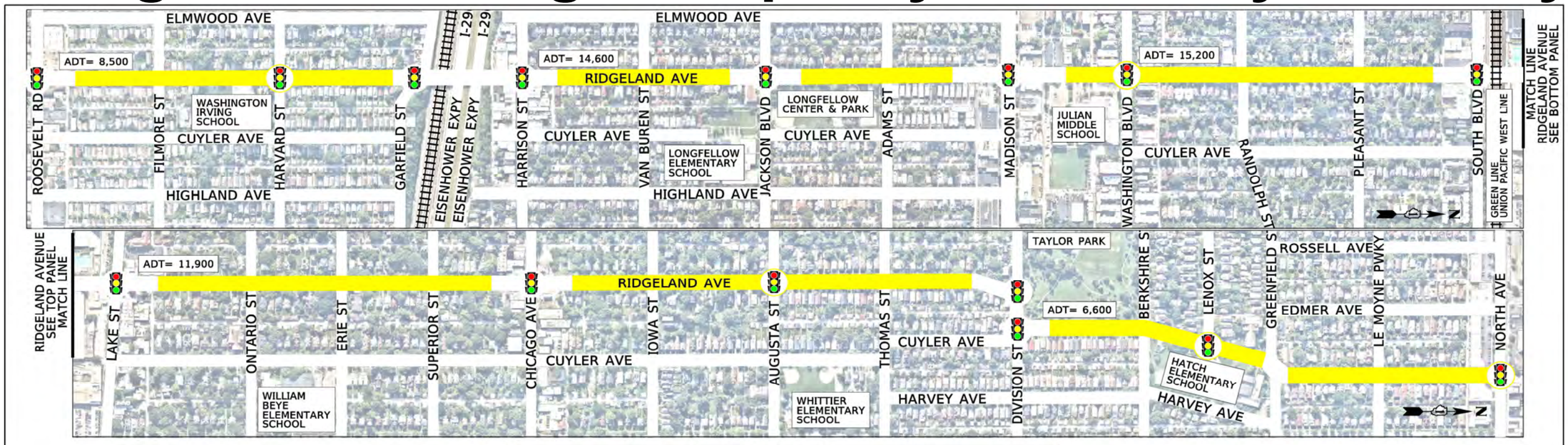
TRANSYSTEMS

Questions???

Oak Park

TRANSYSTEMS

Ridgeland Parking Occupancy – Weekday/Saturday



LEGEND

= EXISTING PARKING

= SIGNALIZED INTERSECTION

RIDGELAND AVENUE PARKING OCCUPANCY COUNTS

	West Side					East Side				
Roadway	*Parking Spaces Available*	*5/15/2024*		*6/15/2024*		*Parking Spaces Available*	*5/15/2024*		*6/15/2024*	
		Count	%	Count	%		Count	%	Count	%
North Avenue										
LeMoyne Pkwy	13	1	8%	0	0%	14	1	7%	0	0%
Greenfield St	8	0	0%	0	0%	11	0	0%	2	18%
Lenox St	2	0	0%	0	0%	2	0	0%	1	50%
Berkshire St	7	0	0%	0	0%	5	1	20%	1	20%
Division St	17	0	0%	0	0%	16	3	19%	4	25%
Thomas St	15	0	0%	1	7%	19	2	11%	5	26%
Augusta St	11	1	9%	4	36%	20	3	15%	3	15%
Iowa St	20	0	0%	1	5%	15	1	7%	0	0%
Chicago Ave	15	2	13%	0	0%	10	1	10%	1	10%
Superior St	4	0	0%	3	75%	11	1	9%	2	18%
Erie St	15	15	100%	0	0%	14	14	100%	0	0%
Ontario St	15	1	7%	0	0%	14	1	7%	3	21%
Lake St	16	2	13%	7	44%	12	5	42%	1	8%
South Blvd	0	0	0%	0	0%	0	0	0%	0	0%

*Bold and Shaded cross streets are signalized intersections

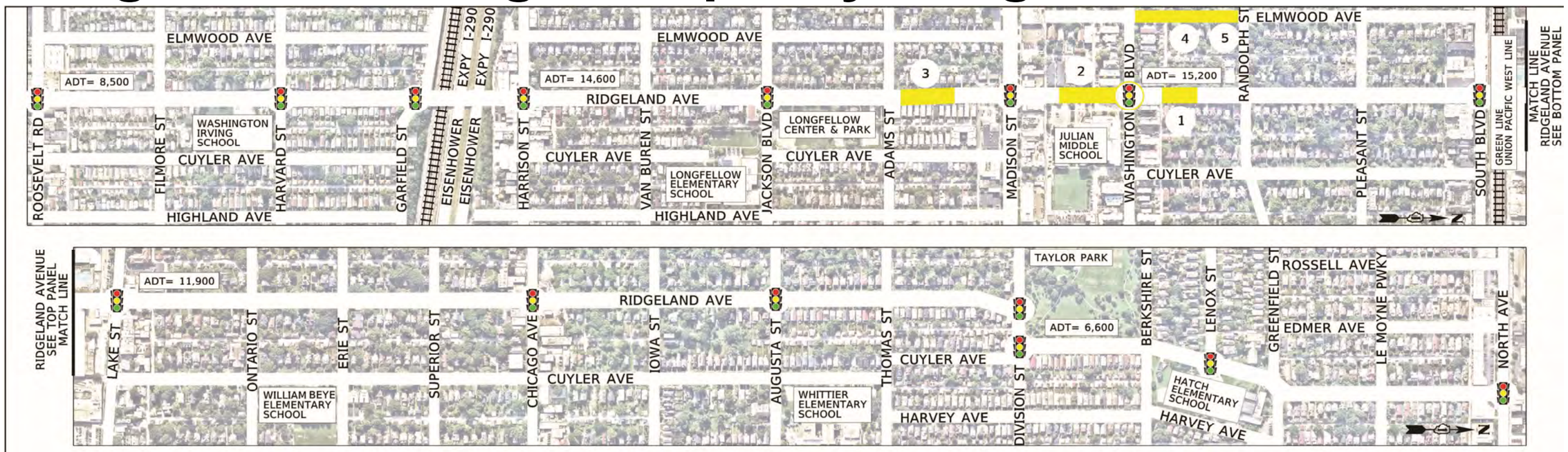
RIDGELAND AVENUE PARKING OCCUPANCY COUNTS

	West Side					East Side				
Roadway	*Parking Spaces Available*	*5/15/2024*		*6/15/2024*		*Parking Spaces Available*	*5/15/2024*		*6/15/2024*	
		Count	%	Count	%		Count	%	Count	%
South Blvd	0	0	0%	0	0%	0	0	0%	0	0%
Pleasant St	16	7	44%	3	19%	16	4	25%	3	19%
Randolph St	22	1	5%	2	9%	24	2	8%	0	0%
Washington Blvd	12	4	33%	10	83%	18	4	22%	6	33%
Madison St	16	1	6%	6	38%	16	4	25%	7	44%
Adam St	9	2	22%	2	22%	13	2	15%	11	85%
Jackson Blvd	14	2	14%	0	0%	18	0	0%	1	6%
Van Buren St	11	4	36%	2	18%	18	3	17%	1	6%
Harrison St	16	1	6%	3	19%	18	4	22%	4	22%
Garfield St	0	0	0%	0	0%	0	0	0%	0	0%
Harvard St	25	3	12%	2	8%	24	2	8%	1	4%
Fillmore St	25	0	0%	1	4%	22	1	5%	0	0%
Roosevelt Road	18	2	11%	4	22%	17	2	12%	0	0%
TOTAL	**342**	**49**	**14%**	**51**	**15%**	**367**	**61**	**17%**	**57**	**16%**

*Bold and Shaded cross streets are signalized intersections

Oak Park

Ridgeland Parking Occupancy – Nighttime



RIDGELAND AVENUE PARKING OCCUPANCY COUNTS - NIGHTTIME COUNTS FOR PERMIT PARKING

	Address Range	Description	Max Parking Spaces Available	Nighttime Count 1	%	Nighttime Count 2	%
1	328 - 330 S. Ridgeland Ave.	Y7 Permit Parking - East side of Ridgeland between the east/west alley and Washington Blvd.	4	1	25%	1	25%
2	401 /403 Washington Blvd. to 431 S. Ridgeland Ave.	Y6 Permit Parking - West side of Ridgeland Ave. between Washington Blvd. and the east/west alley just north of Madison St.	16	2	13%	3	19%
3	522 S. Ridgeland Ave. to 542/544 S. Ridgeland Ave.	Y7 Permit Parking - East side of Ridgeland	13	11	85%	11	85%
4	301 - 337 S. Elmwood Ave.	Potential overnight permit parking alternate location - West side of Elmwood Ave. between Randolph St. and Washington Blvd.	18	2	11%	4	22%
5	300 - 326 S. Elmwood Ave.	Potential overnight permit parking alternate location - East side of Elmwood Ave. between Randolph St. and the east/west alley north of Washington Blvd.	19	0	0%	3	16%

LEGEND

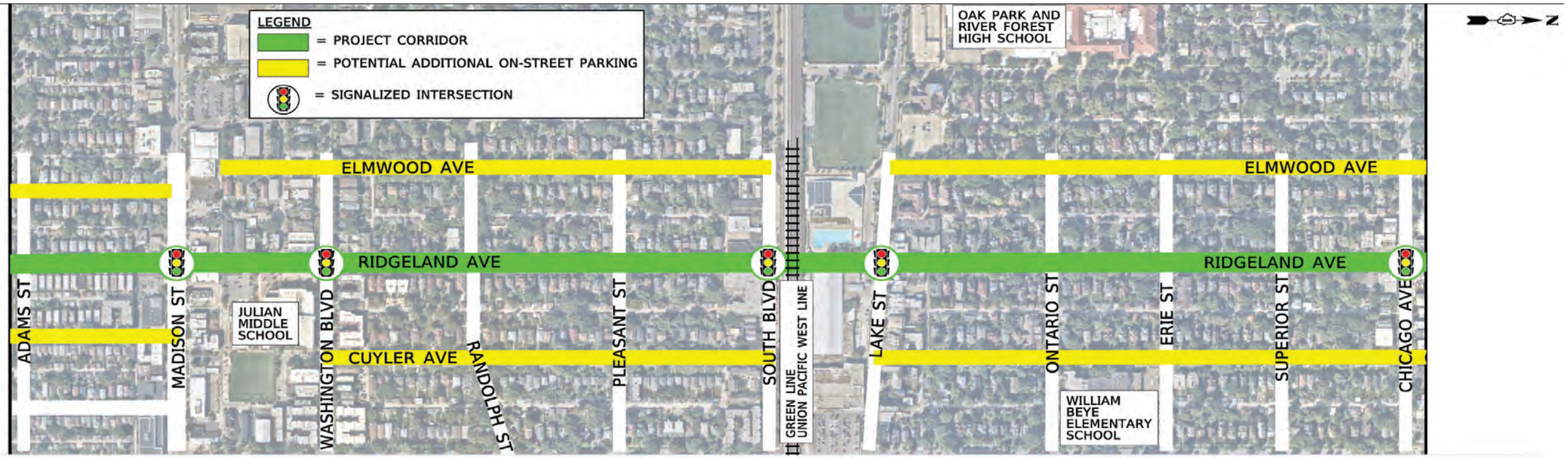
= EXISTING NIGHTTIME BUSINESS DISTRICT PARKING

= SIGNALIZED INTERSECTION

Oak Park

Attachment 6
Ridgeland Avenue Overnight Parking Permitted Locations & Utilization
Sheet 1 of 1

On-Street Parking Evaluation – Adams to Chicago



Downtown On-Street Parking Summary

		RIDGELAND AVENUE			*ELMWOOD AVENUE*		*CUYLER AVENUE*		
	Location	Ridgeland Avenue Parking Capacity	Ridgeland Avenue (Current Restrictions)	Ridgeland Avenue Parking Capacity (With Bike Lanes)	Elmwood Avenue Parking Capacity (Current Restrictions)	Elmwood Avenue Parking Capacity (With No Restrictions)	Cuyler Avenue Parking Capacity (Current Restrictions)	Cuyler Avenue Parking Capacity (With No Restrictions)	Total Parking Capacity Elmwood and Cuyler (With No Restrictions)
1	Adams Street to Madison Street	23	No Parking, Permit Parking	0	3-hour parking and 2-hour parking	32	3-hour parking, Permit Parking, and No Parking	39	71
2	Madison Street to Washington Boulevard	32	1-hour parking, Permit Parking, and No Parking	0	3-hour parking and Permit Parking	18	Permit Parking	12	30
3	Washington Boulevard to Randolph Street	41	Permit Parking, and No Parking	0	3-hour parking, Permit Parking, and No Parking	37	3-hour parking, Permit Parking, and No Parking	30	67
4	Randolph Street to Pleasant Street	47	3-hour parking and NoParking	0	3-hour parking and 2-hour parking	46	3-hour parking	43	89
5	Pleasant Street to South Boulevard	37	3-hour parking and 2-hour parking, No Parking	0	2-hour parking	39	3-hour parking	40	79
	SUB-TOTAL	**180**		**0**		**172**		**164**	**336**
6	*South Boulevard to Lake Street*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*	*No Parking Allowed*
7	Lake Street to Ontario Street	31	2-hour parking, Reserved Parking Permit, $250 Fine	0	Permit Parking, Resident Permit Parking, One-Way, 1-hour parking	46	3-hour parking and 2-hour parking	43	89
8	Ontario Street to Erie Street	31	No Parking (8am-10am,M-F)	0	Permit Parking	32	Bus Parking and No Parking	16	48
9	Erie Street to Superior Street	27	No Parking Here To Corner	0	No Parking (8am-10am,M-F)	33	32	32	65
10	Superior Street to Chicago Avenue	18	No Parking Any Time	0	No Parking (8am-10am,M-F)	37	32	32	69
	SUB-TOTAL	**107**		**0**		**148**		**123**	**271**
	TOTAL	**287**		**0**		**320**		**287**	**607**

Oak Park

Attachment 7
Elmwood Avenue and Cuyler Avenue Parking Evaluation
Sheet 1 of 2

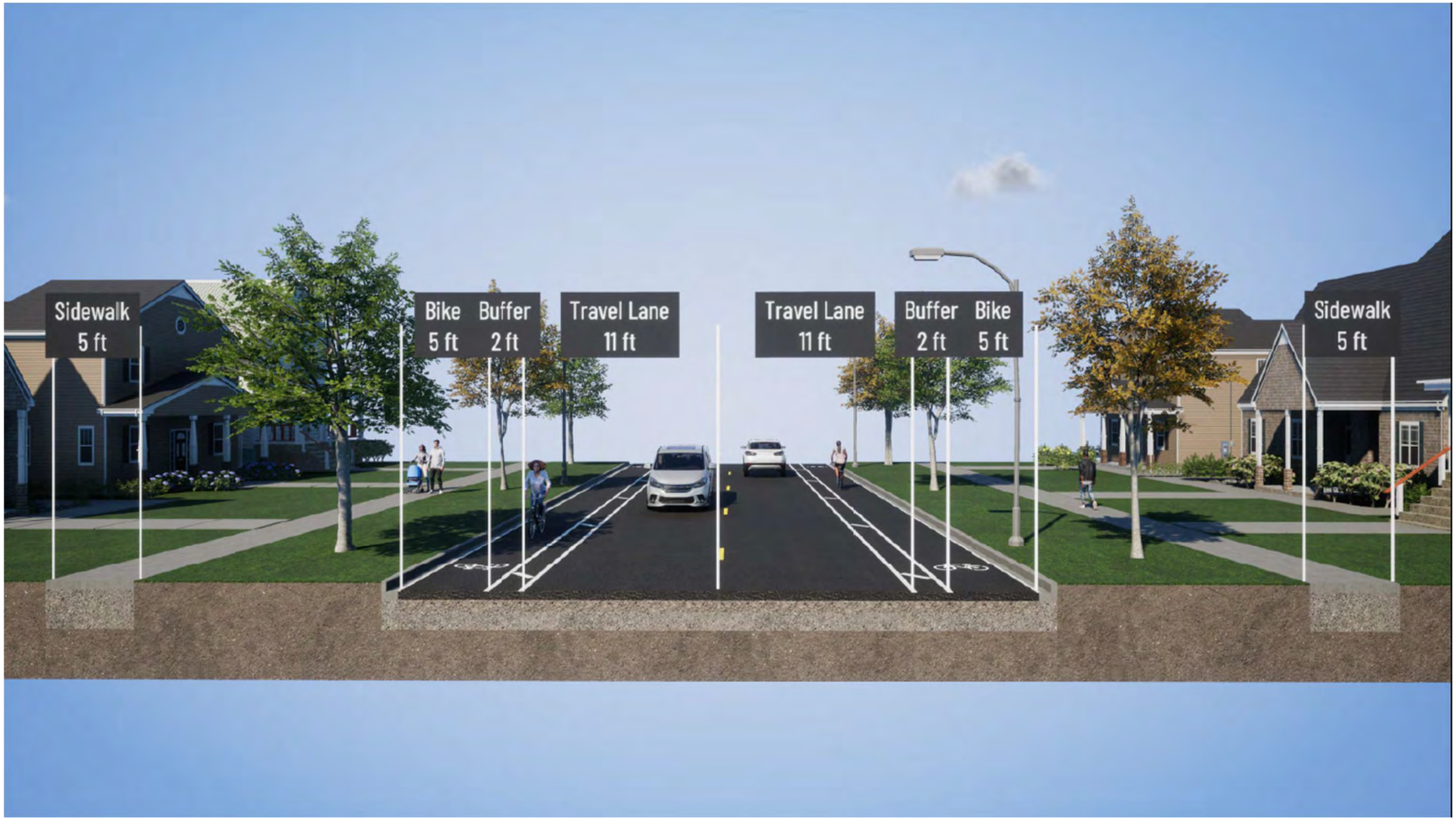
Elmwood and Cuyler Parking Occupancy

ELMWOOD AVENUE				*CUYLER AVENUE*			
Elmwood Avenue Parking Capacity (Current Restrictions)	**Elmwood Avenue Parking Capacity (With No Restrictions)**	**10/28 10:00 AM**	**10/29 1:00 PM**	**Cuyler Avenue Parking Capacity (Current Restrictions)**	**Cuyler Avenue Parking Capacity (With No Restrictions)**	**10/28 10:00 AM**	**10/29 1:00 PM**
3-hour parking and 2-hour parking	32	7	9	3-hour parking, Permit Parking, and No Parking	39	17	14
3-hour parking and Permit Parking	18	10	8	Permit Parking	12	11	11
3-hour parking, Permit Parking, and No Parking	37	6	10	3-hour parking, Permit Parking, and No Parking	30	18	19
3-hour parking and 2-hour parking	46	3	10	3-hour parking	43	2	5
2-hour parking	39	13	17	3-hour parking	40	12	14
	172	**39**	**54**		**164**	**60**	**63**
No Parking Allowed	*No Parking Allowed*			*No Parking Allowed*	*No Parking Allowed*		
Permit Parking, Resident Permit Parking, One-Way, 1-hour parking	46	11	17	3-hour parking and 2-hour parking	43	24	28
Permit Parking	32	5	5	Bus Parking and No Parking	16	6	12
No Parking (8am-10am,M-F)	33	15	13	32	32	13	10
No Parking (8am-10am,M-F)	37	2	0	32	32	3	5
	148	**33**	**35**		**123**	**46**	**55**
	320	**72**	**89**		**287**	**106**	**118**
		23%	**28%**			**37%**	**41%**

Oak Park

Alternative 1

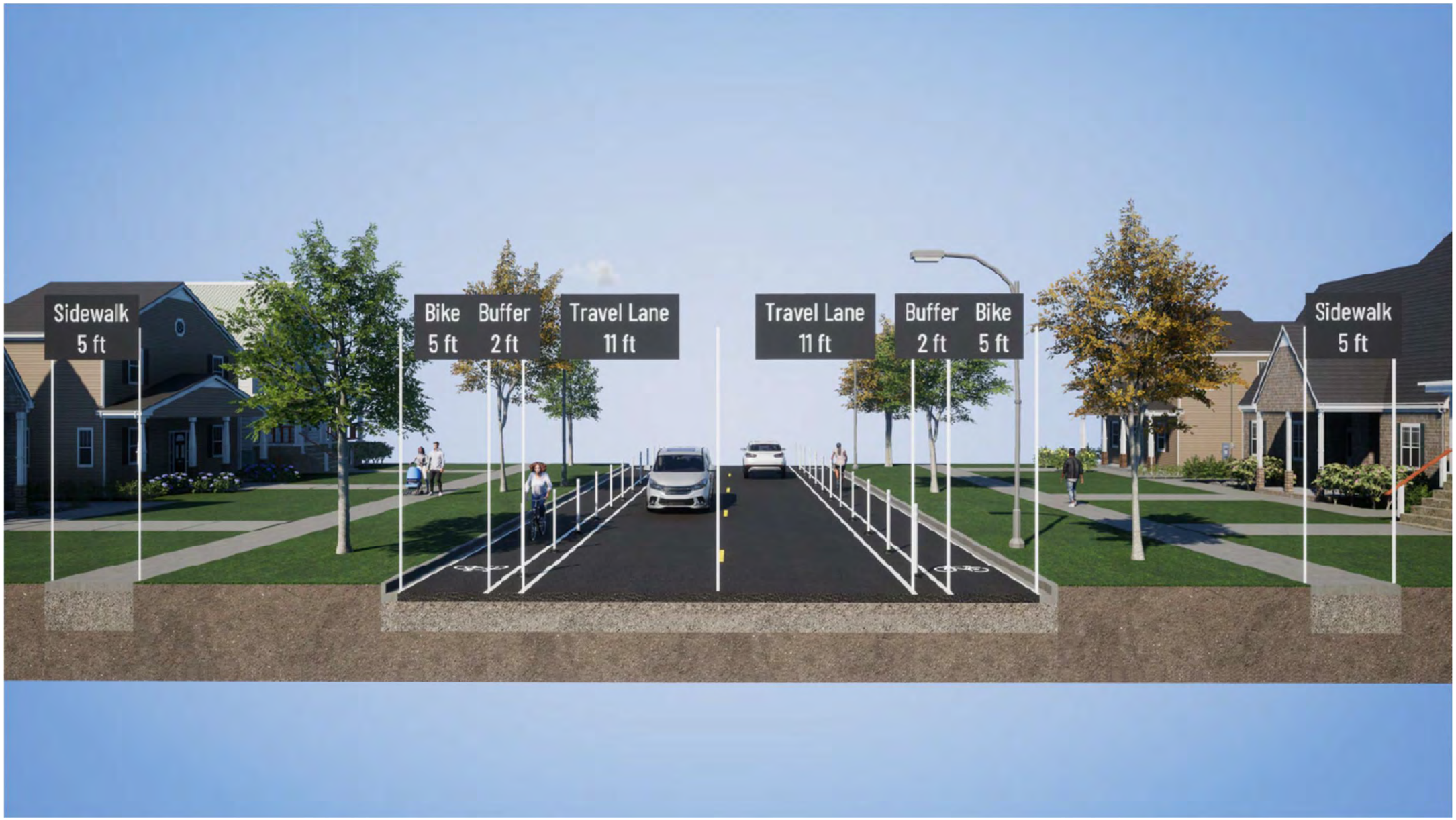
Bike Lanes with 2-foot Striped Buffer



Oak Park

Alternative 2

Bike Lanes with 2-foot Flexible Delineator Buffer



Oak Park

Alternative 3

Bike Lanes with Raised Barrier

Oak Park

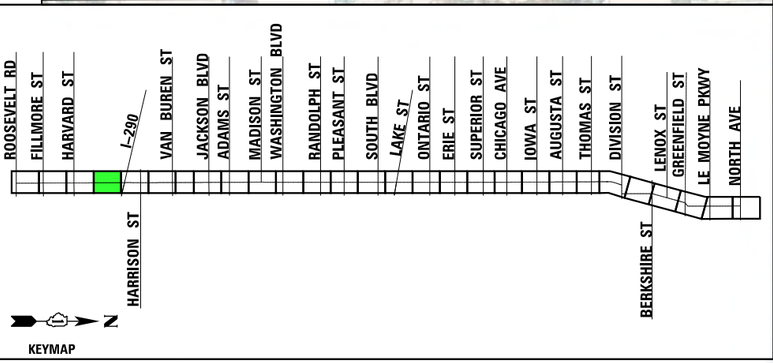
Attachment 8
Typical Sections
Sheet 3 of 4

Alternative 4

Off-Street Multi-Use Path

Oak Park

Attachment 8
Typical Sections
Sheet 4 of 4



Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 1 of 14

0 20 40 60
SCALE IN FEET

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Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

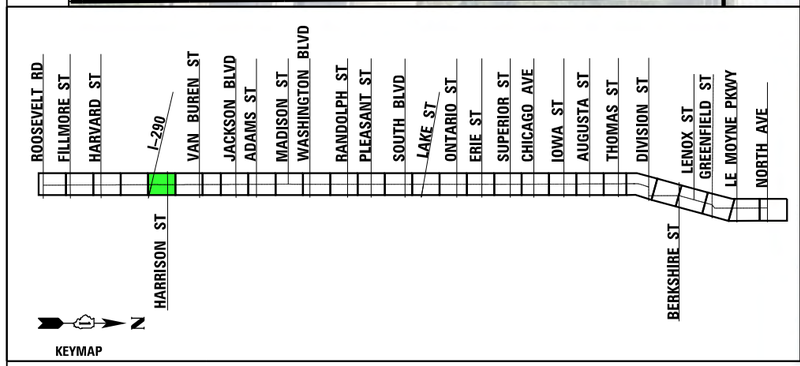
ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	1

RIDGELAND AVENUE
SEE SHEET NO. 1
MATCH LINE STATION 34+00

405 HARRISON ST
407 HARRISON ST
401 HARRISON ST
401 HARRISON ST
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
HARRISION ST
HARRISION ST
847
843
839
835
833
829
910
836
834
828
828
OAK PARK STRING ACADEMY
350 HARRISON ST
RIDGELAND AVE
DWIGHT D. EISENHOWER EXPY
RIDGELAND AVENUE

5' 2' 11' 11' 2' 5'
12' 12' 12'
12' 12' 12'
34
35+00
36
37
38
39



Attachment 9
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Alternate 1
Sheet 2 of 14

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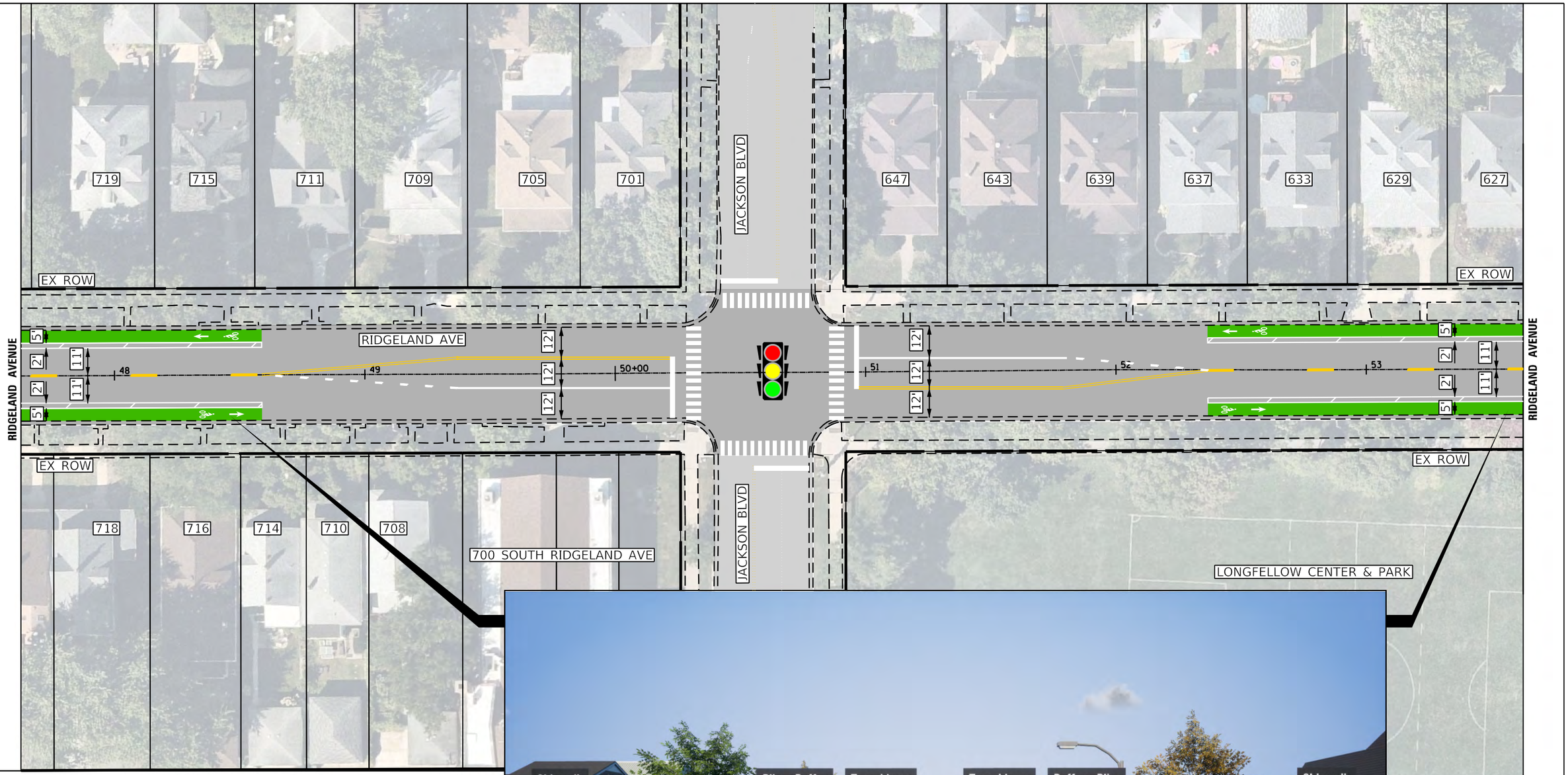
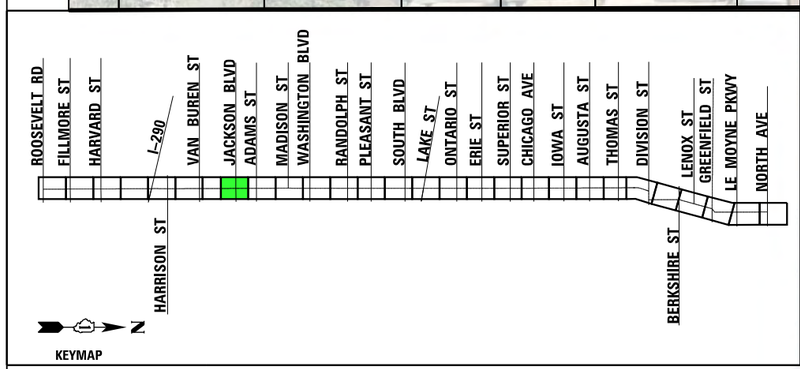
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	2





Attachment 9
Selected Plan Sheets
Alternate 1
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0 20 40 60
SCALE IN FEET

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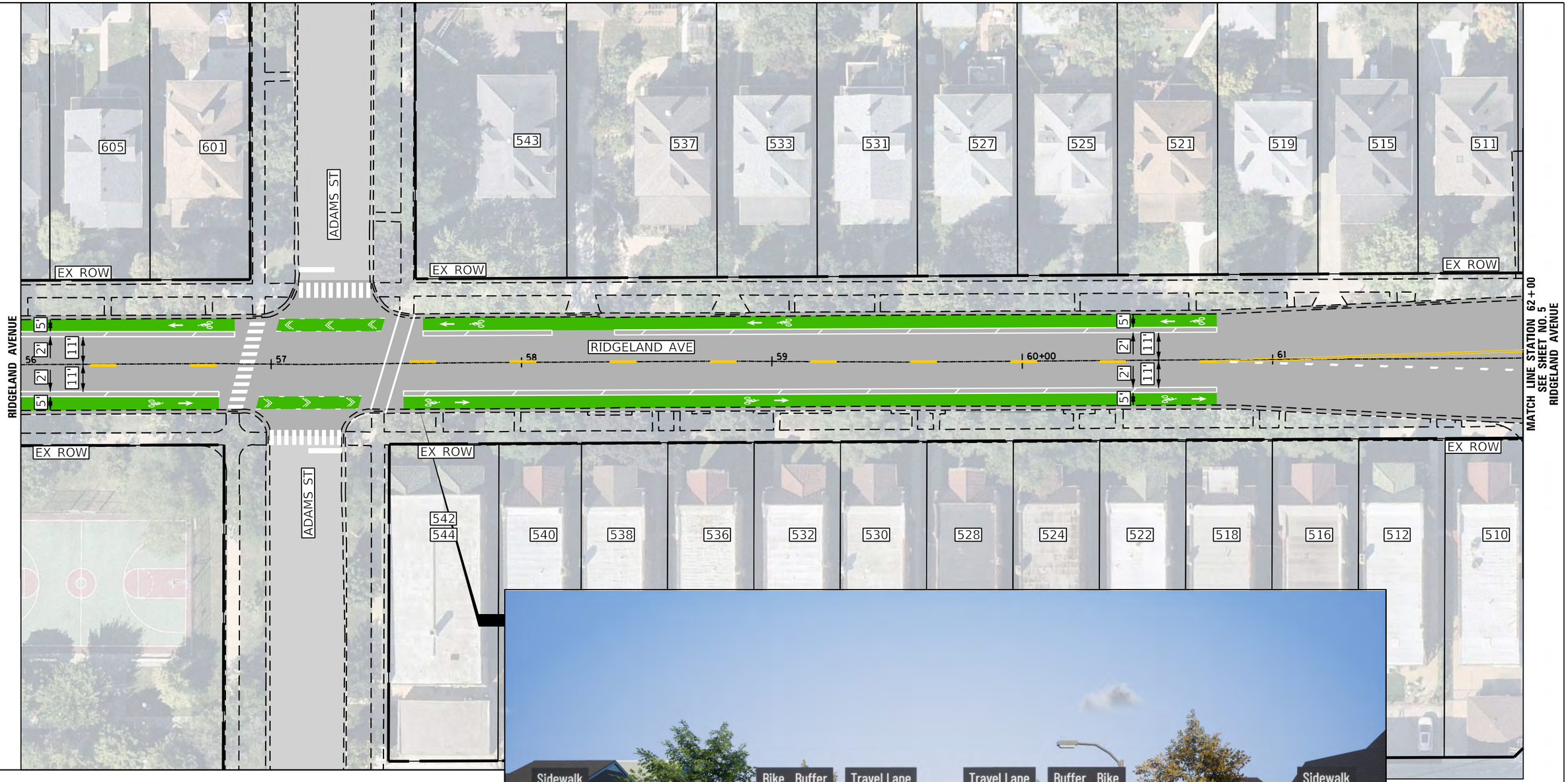
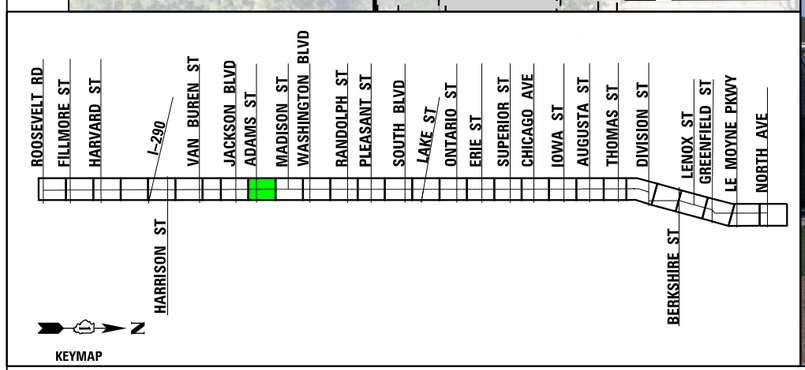
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	3





Attachment 9
Selected Plan Sheets
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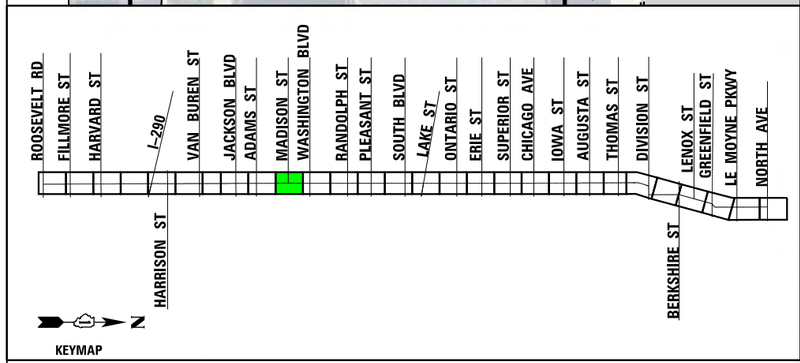
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	4

401 MADISON ST
SHELL
CIRCLE K
408 MADISON STREET
400 MADISON STREET
431
427
421
419
MADISON ST
EX ROW
EX ROW
RIDGELAND AVE
RIDGELAND AVENUE
SEE SHEET NO. 4
MATCH LINE STATION 62+00
MATCH LINE STATION 68+00
SEE SHEET NO. 6
RIDGELAND AVENUE
62
63
64
65+00
66
67
10'
10'
10'
10'
10'
10'
10'
10'
10'
10'
5'
2'
14'
14'
2'
5'
EX ROW
EX ROW
440
438
436
330 MADISON STREET
MADISON ST



Attachment 9
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Sheet 5 of 14

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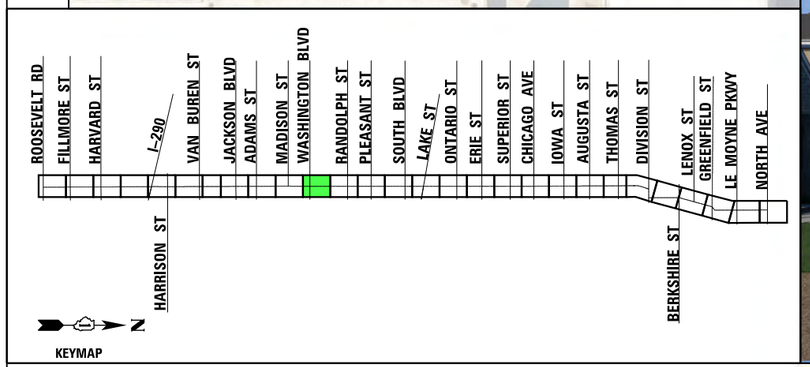
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	5

405 WASHINGTON
417
403 WASHINGTON
401 WASHINGTON
WASHINGTON BLVD
410 WASHINGTON
400 WASHINGTON
331
329
325
321
319
EX ROW
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 5
MATCH LINE STATION 68+00
MATCH LINE STATION 74+00
SEE SHEET NO. 7
RIDGELAND AVENUE
5'
2'
14'
14'
2'
5'
RIDGELAND AVE
68
69
70+00
71
72
73
5'
2'
13'
13'
2'
5'
EX ROW
EX ROW
JULIAN MIDDLE SCHOOL
WASHINGTON BLVD
320 WASHINGTON
332
328
324



Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 6 of 14

0 20 40 60
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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	6

INTERCULTURAL MONTESSORI LANGUAGE SCHOOL

315 311 307 301 RANDOLPH ST 245 241 237 233 229 225

EX ROW EX ROW

RIDGELAND AVENUE
SEE SHEET NO. 6
MATCH LINE STATION 74+00

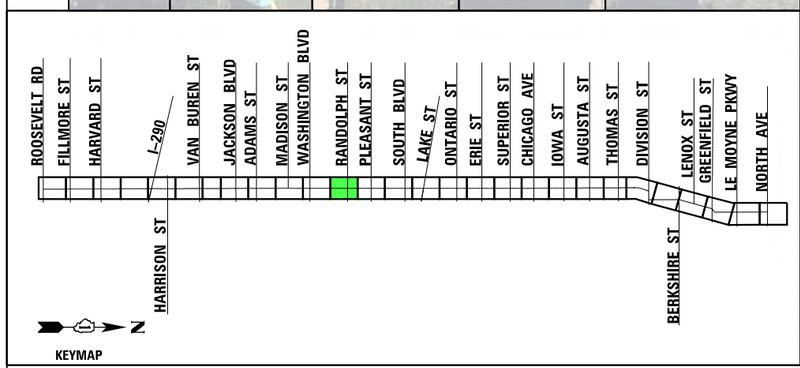
MATCH LINE STATION 80+00
SEE SHEET NO. 8
RIDGELAND AVENUE

5' 2' 13' 2' 5' RIDGELAND AVE 5' 2' 13' 2' 5'

74 75+00 76 77 78 79

EX ROW EX ROW

318 316 312 308 304 300 RANDOLPH ST 244 240 236 232 228 224



Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 7 of 14

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0 20 40 60
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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	7

RIDGELAND AVENUE
SEE SHEET NO. 7
MATCH LINE STATION 80+00

MATCH LINE STATION 86+00
SEE SHEET NO. 9
RIDGELAND AVENUE

221 217 215 207 205 201 PLEASANT ST 131 129 127 125 123 121

EX ROW

5' 2' 13' 13' 2' 5'

80+00 81 82 83 RIDGELAND AVE 84 85+00

EX ROW

220 216 212 208 204 200 PLEASANT ST 142 134 130 126 122

ROOSEVELT RD
FILLMORE ST
HARVARD ST
I-290
VAN BUREN ST
JACKSON BLVD
ADAMS ST
MADISON ST
WASHINGTON BLVD
RANDOLPH ST
PLEASANT ST
SOUTH BLVD
LAKE ST
ONTARIO ST
ERIE ST
SUPERIOR ST
CHICAGO AVE
IOWA ST
AUGUSTA ST
THOMAS ST
DIVISION ST
LENOX ST
GREENFIELD ST
LE MOYNE PKWY
NORTH AVE
HARRISON ST
BERKSHIRE ST

KEYMAP

Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 8 of 14

0 20 40 60
SCALE IN FEET

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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	8

RIDGELAND AVENUE
SEE SHEET NO. 8
MATCH LINE STATION 86+00

MATCH LINE STATION 92+00
SEE SHEET NO.10
RIDGELAND AVENUE

409 SOUTH BLVD

111 SOUTH RIDGELAND AVE

105 SOUTH RIDGELAND AVE

119 117 115

RIDGELAND AVE

SOUTH BLVD

UP RAILROAD

EX ROW

NORTH BLVD

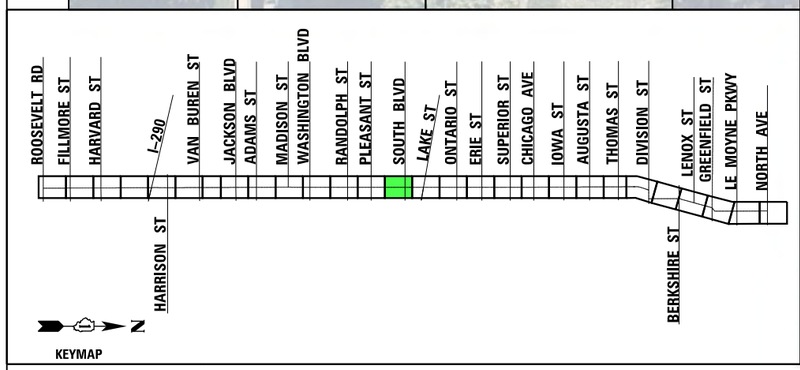
323 SOUTH BLVD

120 116 114

5' 2' 13' 13' 2' 5'

10' 10' 4' 10' 10'

86 87 88 89 0+00



Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 9 of 14

0 20 40 60
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Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	9

RIDGELAND COMMON POOL

LAKE ST

402 LAKE ST

133

141

149

147

EX ROW

EX ROW

RIDGELAND AVENUE
SEE SHEET NO. 9
MATCH LINE STATION 92+00

MATCH LINE STATION 98+00
SEE SHEET NO. 11
RIDGELAND AVENUE

RIDGELAND AVE

92 93 94 95+00 96 97

10' 10' 10' 10' 10' 10' 10' 10' 10' 10' 10' 10'

5' 2' 11' 11' 2' 5'

EX ROW

EX ROW

100

333 LAKE ST

LAKE ST

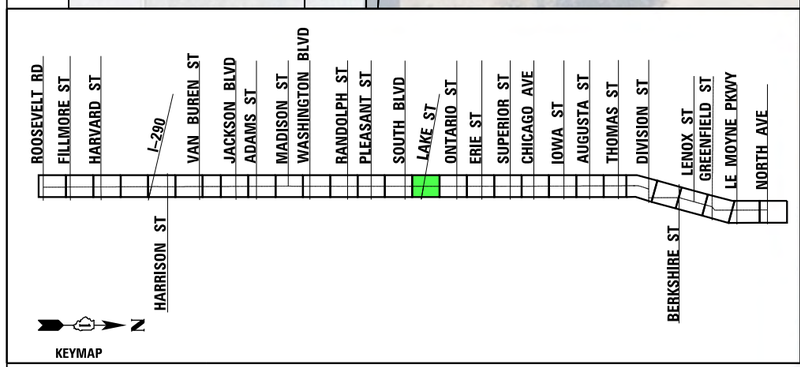
332 LAKE ST

136

142

146

150



Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 10 of 14

0 20 40 60
SCALE IN FEET

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Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	10

RIDGELAND AVENUE
SEE SHEET NO.10
MATCH LINE STATION 98+00

EX ROW

155 | 159 | 163 | 167 | 171 | 175 | 179

ONTARIO ST

203 | 205 | 209 | 213

EX ROW

5' 2' 11' 2' 11' 5'

RIDGELAND AVE

98 | 99 | 100+00 | 101 | 102 | 103

5' 2' 11' 2' 11' 5'

RIDGELAND AVENUE

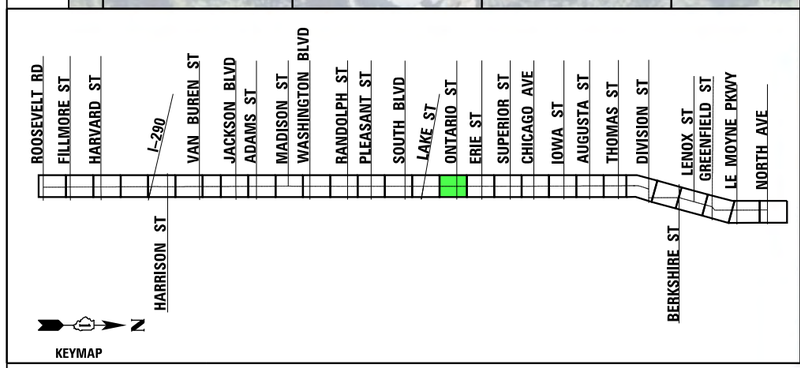
EX ROW

154 | 158 | 164 | 166 | 170 | 174 | 178

ONTARIO ST

202 | 204 | 208 | 212

EX ROW



KEYMAP

Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 11 of 14

0 20 40 60
SCALE IN FEET

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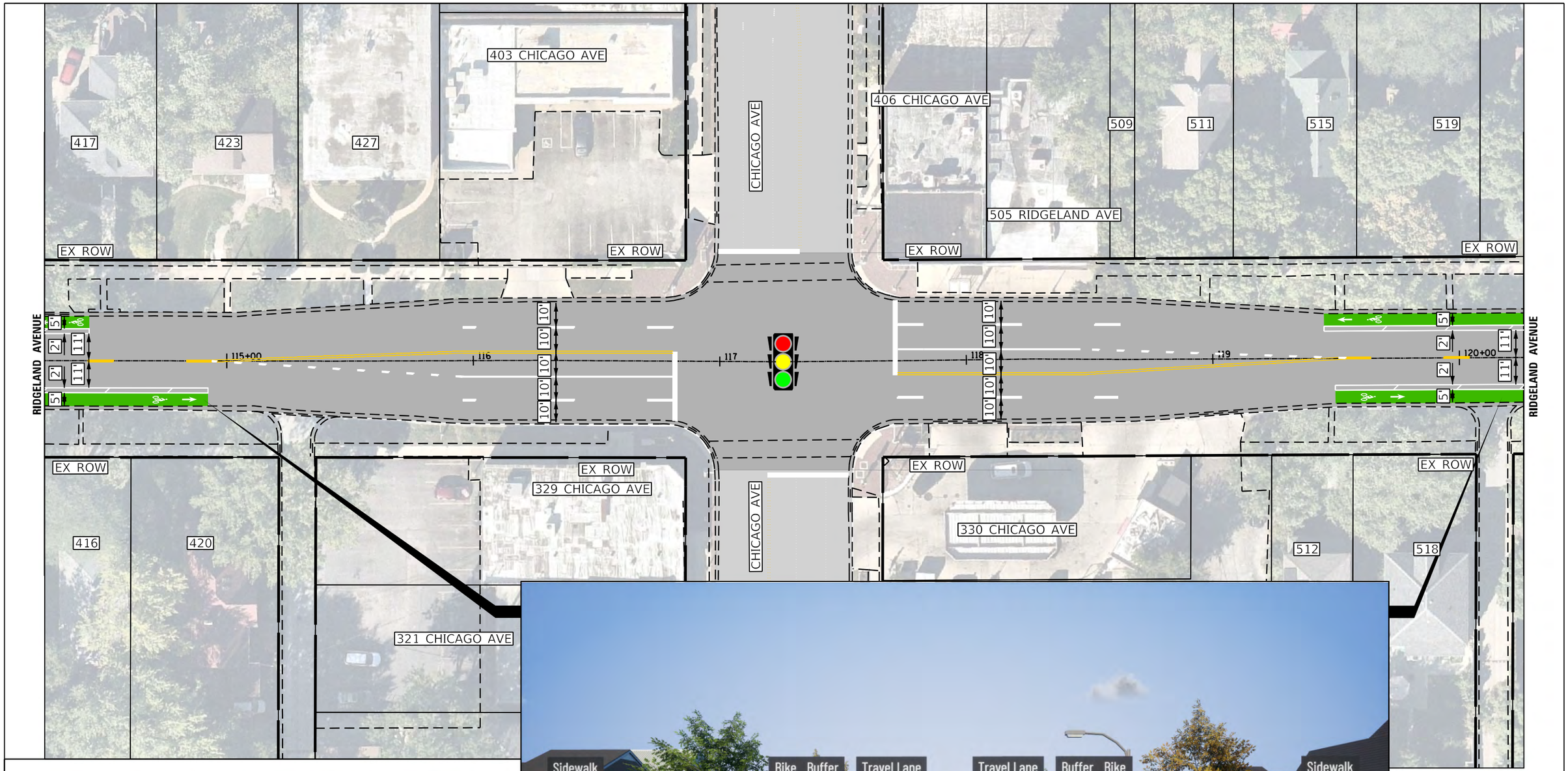
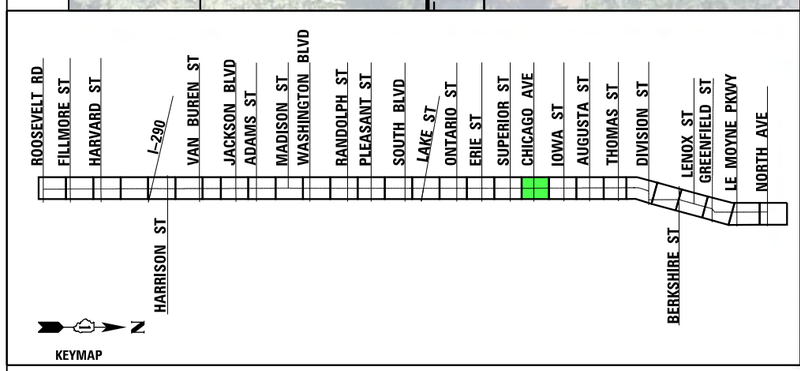
Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	11





Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 12 of 14

0 20 40 60
SCALE IN FEET

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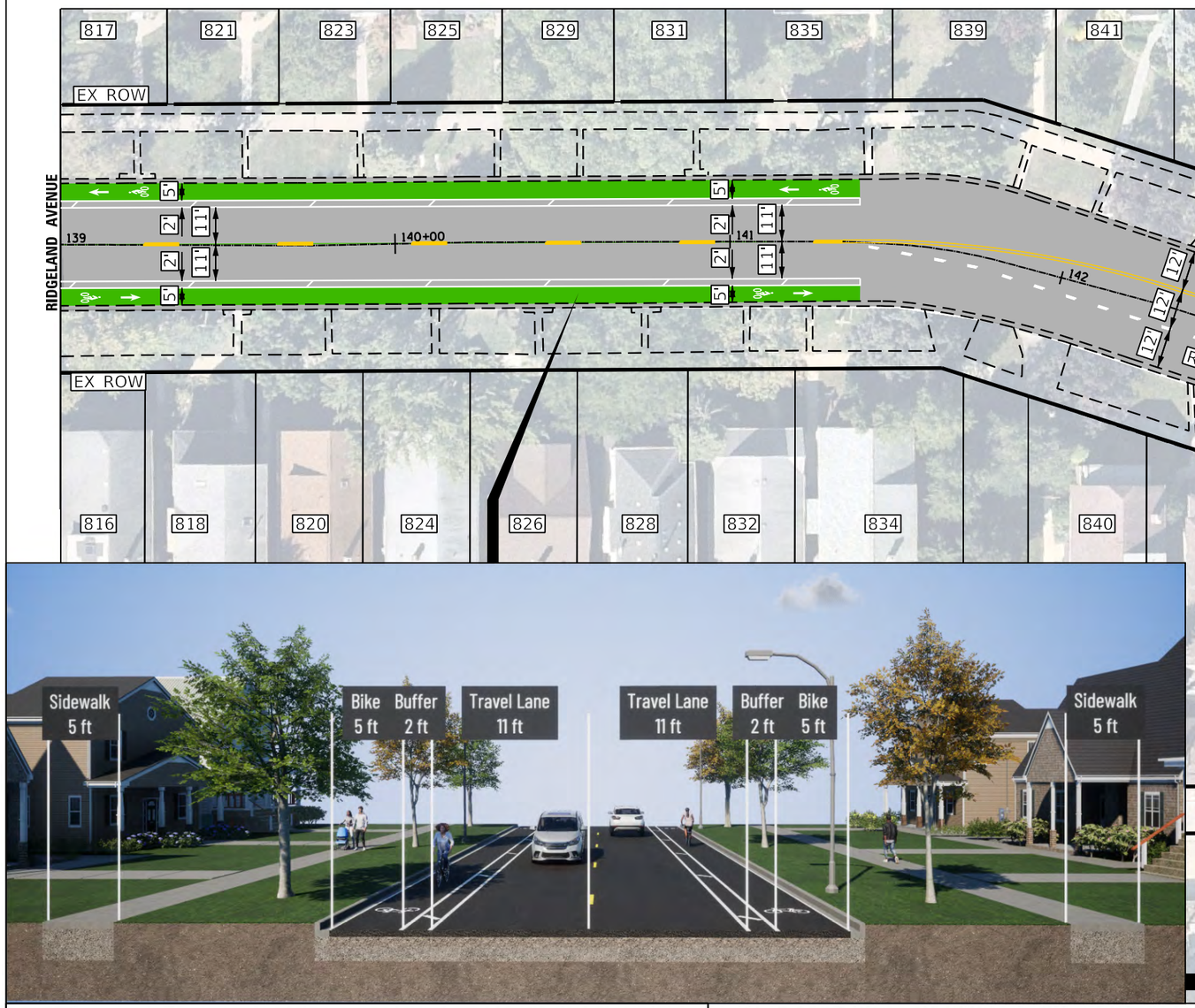
Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	12



TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	13

RIDGELAND AVENUE
SEE SHEET NO.13
MATCH LINE STATION 145+00

EX ROW

TAYLOR PARK

RIDGELAND AVE

5' 2' 11' 11' 2' 5'

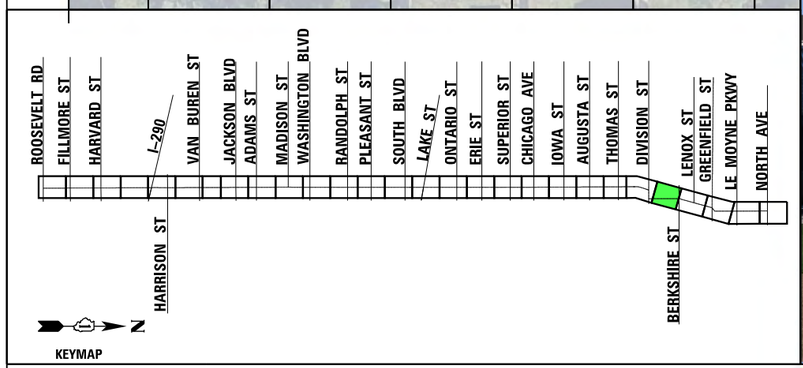
145+00 146 147 148 149 150+00

EX ROW

RIDGELAND AVENUE

EX ROW

904 908 910 912 916 915 920 922 926 928 930 934 936 938 942 944 946 948



Attachment 9
Selected Plan Sheets
Alternate 1
Sheet 14 of 14

N

0 20 40 60
SCALE IN FEET

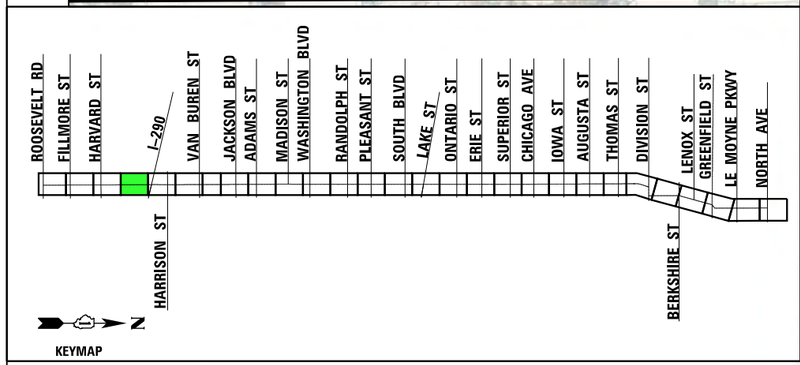
TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 1 – BIKE LANES WITH 2' STRIPED BUFFER

TOTAL SHEETS	SHEET NO.
14	14



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 1 of 14

0 20 40 60
SCALE IN FEET

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1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

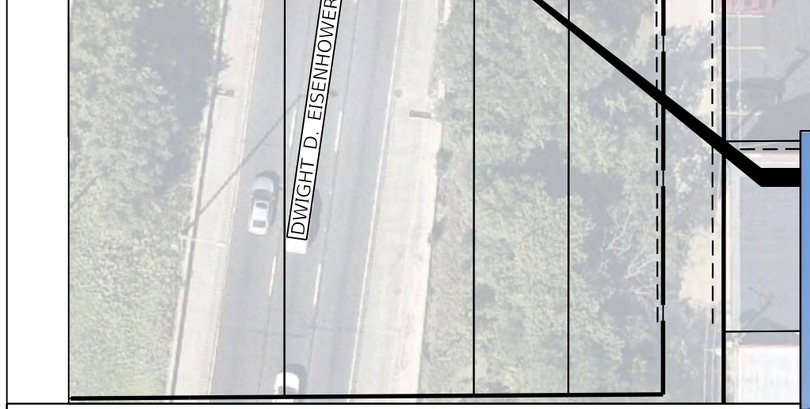
TOTAL SHEETS	SHEET NO.
14	1

RIDGELAND AVENUE
SEE SHEET NO. 1
MATCH LINE STATION 34+00

405 HARRISON ST
407 HARRISON ST
401 HARRISON ST
401 HARRISON ST
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
HARRISION ST
HARRISION ST
847
843
839
835
833
829
910
836
834
828
828
OAK PARK STRING ACADEMY
350 HARRISON ST
RIDGELAND AVE
RIDGELAND AVENUE
DWIGHT D. EISENHOWER EXPY

34
35+00
36
37
38
39

5'
2'
11'
11'
2'
5'
12'
12'
12'
12'
12'
12'
5'
2'
11'
11'
2'
5'



KEYMAP

Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 2 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
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Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	2

719 715 711 709 705 701 JACKSON BLVD 647 643 639 637 633 629 627

EX ROW EX ROW

RIDGELAND AVENUE RIDGELAND AVENUE

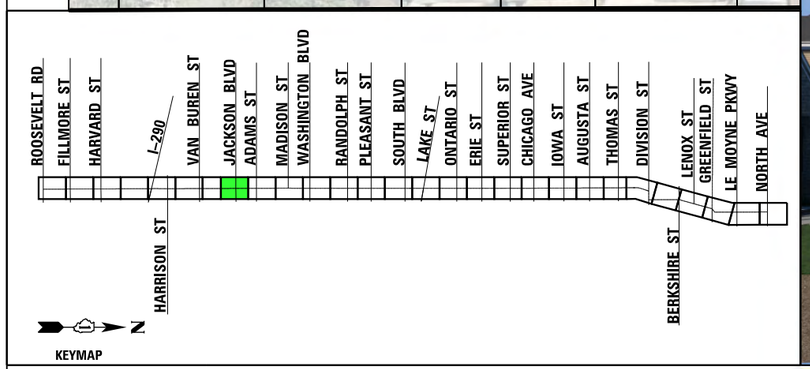
RIDGELAND AVE

5' 2' 11' 11' 2' 5' 12' 12' 12' 12' 12' 12' 5' 2' 11' 11' 2' 5'

48 49 50+00 51 52 53

EX ROW EX ROW

718 716 714 710 708 700 SOUTH RIDGELAND AVE JACKSON BLVD LONGFELLOW CENTER & PARK



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 3 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
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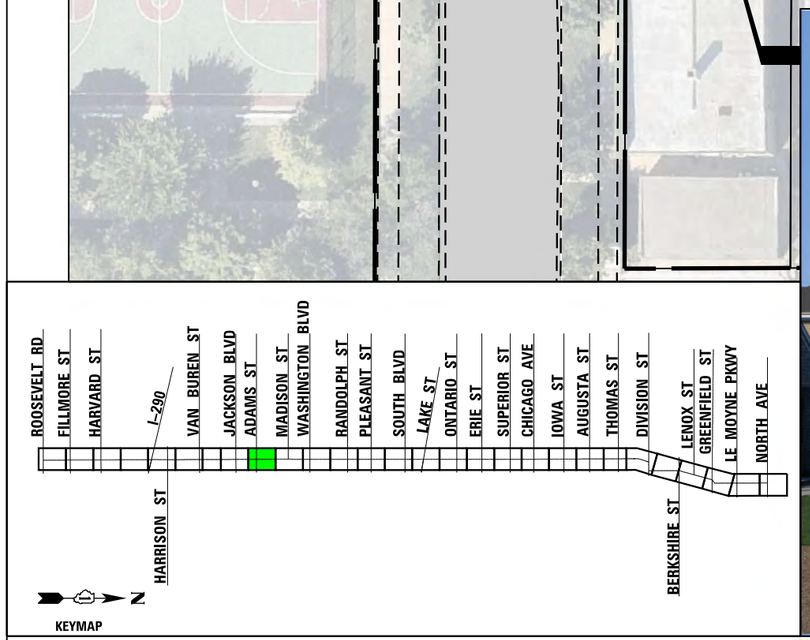
Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	3



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 4 of 14

0 20 40 60
SCALE IN FEET

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1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
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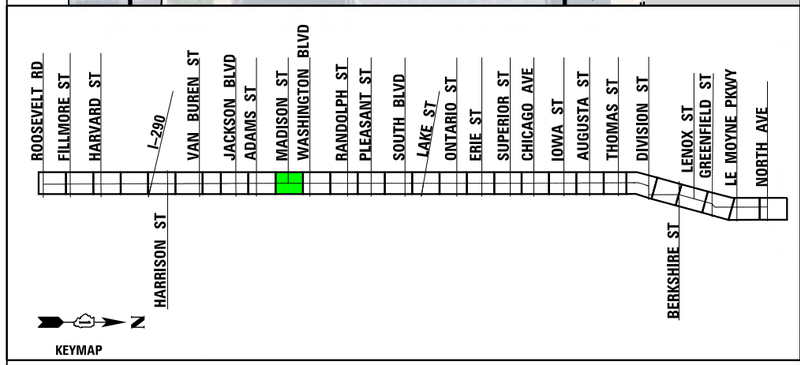
Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	4

401 MADISON ST
SHELL
CIRCLE K
408 MADISON STREET
400 MADISON STREET
431
427
421
419
MADISON ST
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 4
MATCH LINE STATION 62+00
MATCH LINE STATION 68+00
SEE SHEET NO. 6
RIDGELAND AVENUE
RIDGELAND AVE
62
63
64
65+00
66
67
10'
5'
2'
14'
EX ROW
440
438
436
330 MADISON STREET
MADISON ST
EX ROW



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 5 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
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(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

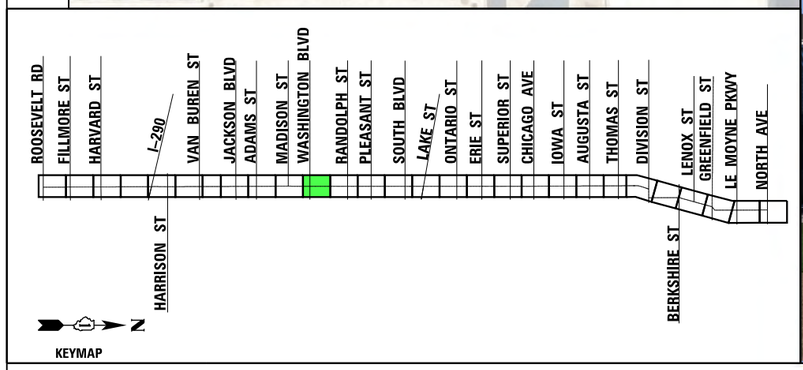
ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	5

RIDGELAND AVENUE
SEE SHEET NO. 5
MATCH LINE STATION 68+00

MATCH LINE STATION 74+00
SEE SHEET NO. 7
RIDGELAND AVENUE

405 WASHINGTON
403 WASHINGTON
401 WASHINGTON
417
410 WASHINGTON
400 WASHINGTON
331
329
325
321
319
WASHINGTON BLVD
EX ROW
RIDGELAND AVE
68
69
70+00
71
72
73
5'
2'
14'
13'
JULIAN MIDDLE SCHOOL
320 WASHINGTON
332
328
324



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 6 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	6

INTERCULTURAL MONTESSORI LANGUAGE SCHOOL

315 311 307 301 245 241 237 233 229 225

RANDOLPH ST

EX ROW

RIDGELAND AVENUE
SEE SHEET NO. 6
MATCH LINE STATION 74+00

MATCH LINE STATION 80+00
SEE SHEET NO. 8
RIDGELAND AVENUE

5' 2' 13' 13' 2' 5'

74 75+00 76 77 78 79

RIDGELAND AVE

318 316 312 308 304 300 244 240 236 232 228 224

RANDOLPH ST

ROOSEVELT RD
FILLMORE ST
HARVARD ST
I-290
VAN BUREN ST
JACKSON BLVD
ADAMS ST
MADISON ST
WASHINGTON BLVD
RANDOLPH ST
PLEASANT ST
SOUTH BLVD
LAKE ST
ONTARIO ST
ERIE ST
SUPERIOR ST
CHICAGO AVE
IOWA ST
AUGUSTA ST
THOMAS ST
DIVISION ST
LENOX ST
GREENFIELD ST
LE MOYNE PKWY
NORTH AVE
HARRISON ST
BERKSHIRE ST

KEYMAP

Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 7 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	7

RIDGELAND AVENUE
SEE SHEET NO. 7
MATCH LINE STATION 80+00

MATCH LINE STATION 86+00
SEE SHEET NO. 9
RIDGELAND AVENUE

221 217 215 207 205 201 PLEASANT ST 131 129 127 125 123 121

EX ROW

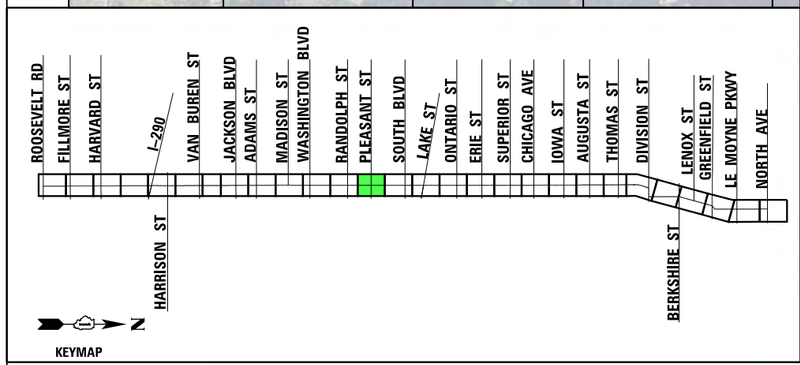
5' 2' 13' 13' 2' 5'

80+00 81 82 83 84 85+00

RIDGELAND AVE

EX ROW

220 216 212 208 204 200 PLEASANT ST 142 134 130 126 122



KEYMAP

Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 8 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	8

RIDGELAND AVENUE
SEE SHEET NO. 8
MATCH LINE STATION 86+00

MATCH LINE STATION 92+00
SEE SHEET NO.10
RIDGELAND AVENUE

119 | 117 | 115 | 409 SOUTH BLVD | 111 SOUTH RIDGELAND AVE | 105 SOUTH RIDGELAND AVE | SOUTH BLVD | UP RAILROAD | EX ROW

RIDGELAND AVE

5' | 2' | 13' | 13' | 2' | 5'

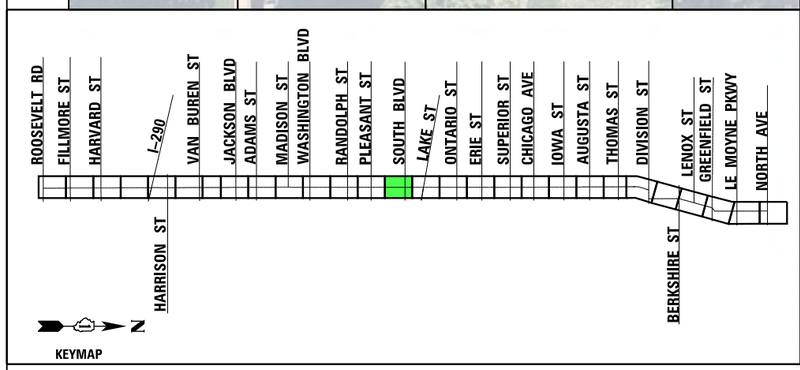
10' | 10' | 4' | 10' | 10'

86 | 87 | 88 | 89 | 0+00

10' | 10' | 4' | 10' | 10'

323 SOUTH BLVD

120 | 116 | 114 | 323 SOUTH BLVD | SOUTH BLVD | UP RAILROAD | NORTH BLVD | EX ROW



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 9 of 14

N

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	9

RIDGELAND COMMON POOL

LAKE ST

402 LAKE ST

133

141

149

147

EX ROW

EX ROW

RIDGELAND AVENUE
SEE SHEET NO. 9
MATCH LINE STATION 92+00

MATCH LINE STATION 98+00
SEE SHEET NO. 11
RIDGELAND AVENUE

92

93

94

95+00

96

97

RIDGELAND AVE

10' 10' 10'

10' 10' 10'

5' 2' 11' 11' 2' 5'

EX ROW

EX ROW

100

333 LAKE ST

LAKE ST

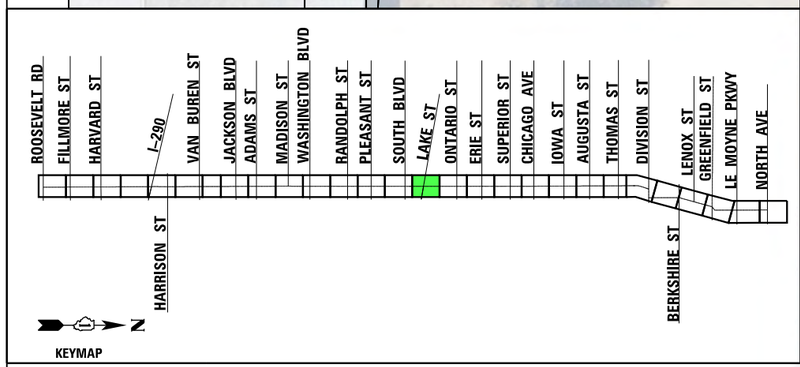
332 LAKE ST

136

142

146

150



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 10 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	10

155 159 163 167 171 175 179 203 205 209 213

EX ROW

ONTARIO ST

EX ROW

RIDGELAND AVENUE
SEE SHEET NO.10
MATCH LINE STATION 98+00

5' 2' 11' 2' 11' 5'

RIDGELAND AVE

98 99 100+00 101 102 103

5' 2' 11' 2' 11' 5'

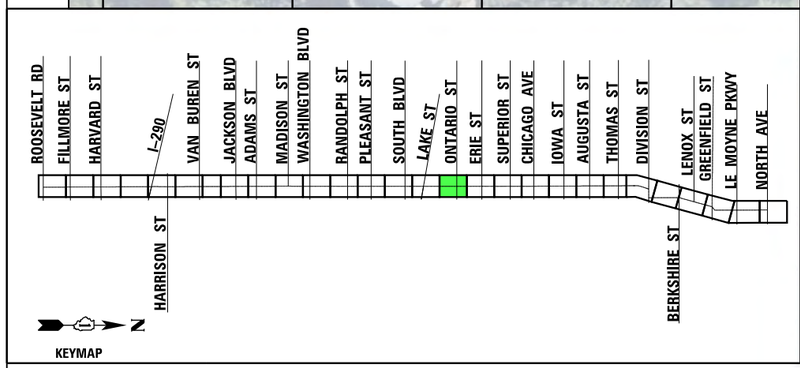
RIDGELAND AVENUE

EX ROW

ONTARIO ST

EX ROW

154 158 164 166 170 174 178 202 204 208 212



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 11 of 14

N

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
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Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	11

403 CHICAGO AVE
406 CHICAGO AVE
505 RIDGELAND AVE
505 RIDGELAND AVE
417
423
427
509
511
515
519
CHICAGO AVE
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
RIDGELAND AVENUE
RIDGELAND AVENUE
5'
11'
2'
11'
5'
10'
10'
10'
10'
10'
10'
10'
10'
10'
10'
10'
5'
11'
2'
11'
5'
115+00
116
117
118
119
120+00
EX ROW
EX ROW
EX ROW
329 CHICAGO AVE
CHICAGO AVE
EX ROW
EX ROW
EX ROW
330 CHICAGO AVE
416
420
512
518
329 CH
321 CHICAGO AVE
Sidewalk 5 ft
Bike 5 ft
Buffer 2 ft
Travel Lane 11 ft
Travel Lane 11 ft
Buffer 2 ft
Bike 5 ft
Sidewalk 5 ft
ROOSEVELT RD
FILLMORE ST
HARVARD ST
I-290
VAN BUREN ST
JACKSON BLVD
ADAMS ST
MADISON ST
WASHINGTON BLVD
RANDOLPH ST
PLEASANT ST
SOUTH BLVD
LAKE ST
ONTARIO ST
ERIE ST
SUPERIOR ST
CHICAGO AVE
IOWA ST
AUGUSTA ST
THOMAS ST
DIVISION ST
LENOX ST
GREENFIELD ST
LE MOYNE PKWY
NORTH AVE
HARRISON ST
BERKSHIRE ST
KEYMAP
Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 12 of 14
0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
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Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	12

TRANSYSTEMS
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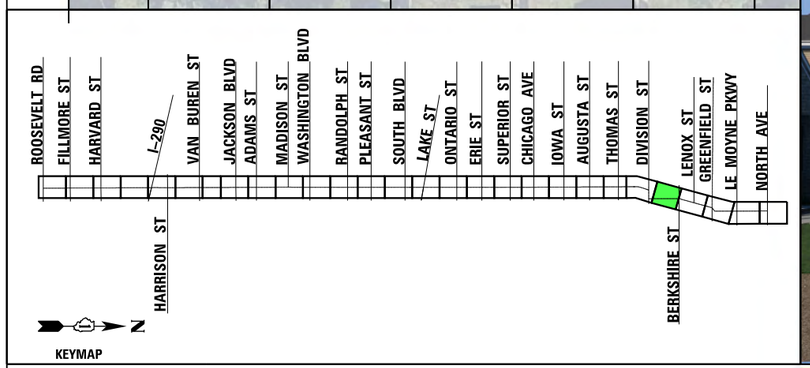
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	13



Attachment 10
Selected Plan Sheets
Alternate 2
Sheet 14 of 14

N

0 20 40 60

SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
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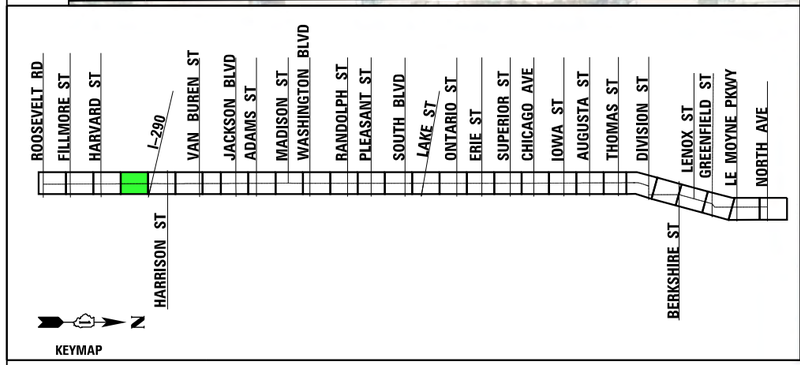
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 2 – BIKE LANES WITH 2' FLEXIBLE DELINEATOR BUFFER

TOTAL SHEETS	SHEET NO.
14	14



Attachment 11
Selected Plan Sheets
Alternate 3
Sheet 1 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
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Oak Park

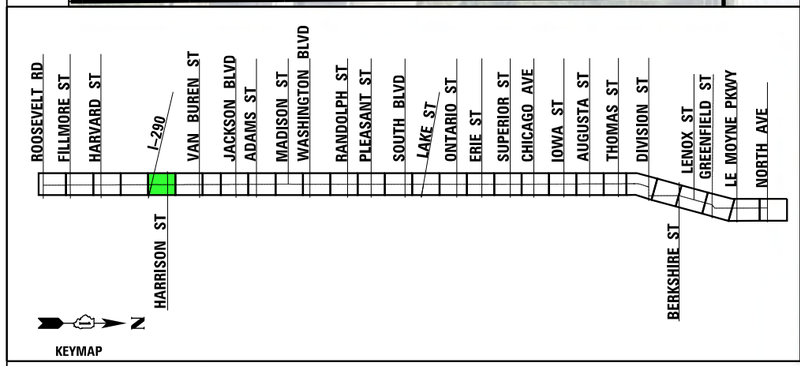
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	1

RIDGELAND AVENUE
SEE SHEET NO. 1
MATCH LINE STATION 34+00

405 HARRISON ST
407 HARRISON ST
401 HARRISON ST
401 HARRISON ST
HARRISION ST
847
843
839
835
833
829
EX ROW
EX ROW
EX ROW
RIDGELAND AVE
RIDGELAND AVENUE
4'
3'
11'
11'
3'
4'
34
35+00
36
37
38
39
12'
12'
12'
12'
12'
12'
11'
3'
11'
3'
DWIGHT D. EISENHOWER EXPY
EX ROW
EX ROW
EX ROW
910
HARRISION ST
OAK PARK STRING ACADEMY
350 HARRISON ST
836
834
828
828



Attachment 11
Selected Plan Sheets
Alternate 3
Sheet 2 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	2

719 715 711 709 705 701 JACKSON BLVD 647 643 639 637 633 629 627

EX ROW EX ROW

RIDGELAND AVE

RIDGELAND AVENUE

4' 3' 11' 11' 3' 4' 12' 12' 12' 48 49 50+00 51 52 53 12' 12' 12' 4' 3' 11' 3' 11' 4'

EX ROW EX ROW

718 716 714 710 708 700 SOUTH RIDGELAND AVE JACKSON BLVD LONGFELLOW CENTER & PARK

ROOSEVELT RD FILLMORE ST HARVARD ST I-290 VAN BUREN ST JACKSON BLVD ADAMS ST MADISON ST WASHINGTON BLVD RANDOLPH ST PLEASANT ST SOUTH BLVD LAKE ST ONTARIO ST ERIE ST SUPERIOR ST CHICAGO AVE IOWA ST AUGUSTA ST THOMAS ST DIVISION ST LENOX ST GREENFIELD ST LE MOYNE PKWY NORTH AVE

HARRISON ST BERKSHIRE ST

KEYMAP

Attachment 11
Selected Plan Sheets
Alternate 3
Sheet 3 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
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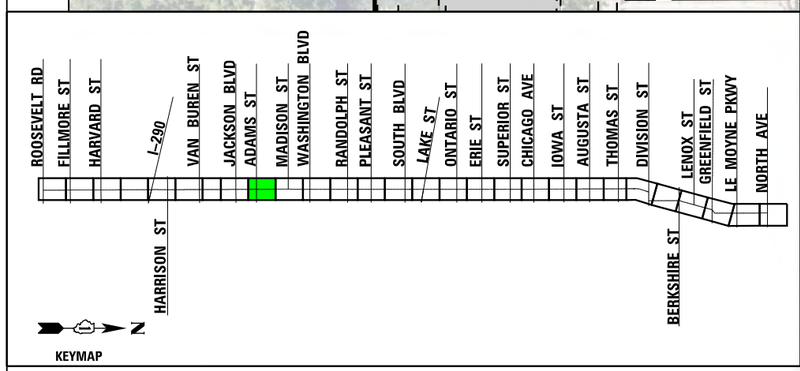
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	3



Attachment 11
Selected Plan Sheets
Alternate 3
Sheet 4 of 14

0 20 40 60
SCALE IN FEET

TRANSYSTEMS
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SCHAUMBURG, ILLINOIS 60173
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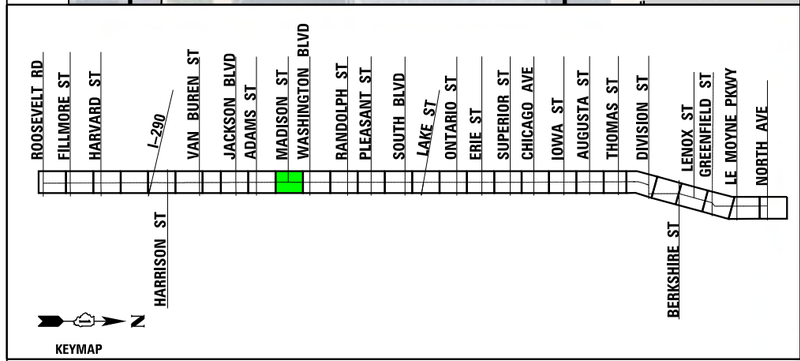
Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	4

401 MADISON ST
SHELL
CIRCLE K
408 MADISON STREET
400 MADISON STREET
431
427
421
419
MADISON ST
EX ROW
EX ROW
RIDGELAND AVE
RIDGELAND AVENUE
SEE SHEET NO. 4
MATCH LINE STATION 62+00
MATCH LINE STATION 68+00
SEE SHEET NO. 6
RIDGELAND AVENUE
62
63
64
65+00
66
67
10'
10'
10'
10'
10'
10'
10'
10'
10'
10'
4'
3'
14'
14'
3'
4'
EX ROW
EX ROW
MADISON ST
440
438
436
330 MADISON STREET



Attachment 11
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Alternate 3
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0 20 40 60
SCALE IN FEET

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

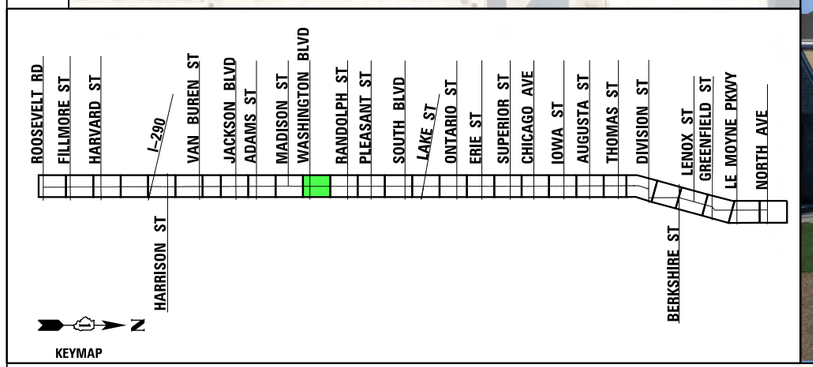
Oak Park

RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	5

405 WASHINGTON
417
403 WASHINGTON
401 WASHINGTON
WASHINGTON BLVD
410 WASHINGTON
400 WASHINGTON
331
329
325
321
319
EX ROW
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 5
MATCH LINE STATION 68+00
4'
3'
14'
14'
3'
4'
68
69
70+00
71
72
73
RIDGELAND AVE
13'
3'
13'
3'
4'
4'
MATCH LINE STATION 74+00
SEE SHEET NO. 7
RIDGELAND AVENUE
EX ROW
EX ROW
JULIAN MIDDLE SCHOOL
WASHINGTON BLVD
320 WASHINGTON
332
328
324



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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	6

INTERCULTURAL MONTESSORI LANGUAGE SCHOOL

315 311 307 301 RANDOLPH ST 245 241 237 233 229 225

EX ROW EX ROW

RIDGELAND AVENUE
SEE SHEET NO. 6
MATCH LINE STATION 74+00

MATCH LINE STATION 80+00
SEE SHEET NO. 8
RIDGELAND AVENUE

4' 3' 13' 3' 13' 4'

74 75+00 76 77 78 79

RIDGELAND AVE

EX ROW EX ROW

318 316 312 308 304 300 RANDOLPH ST 244 240 236 232 228 224

ROOSEVELT RD
FILLMORE ST
HARVARD ST
I-290
VAN BUREN ST
JACKSON BLVD
ADAMS ST
MADISON ST
WASHINGTON BLVD
RANDOLPH ST
PLEASANT ST
SOUTH BLVD
LAKE ST
ONTARIO ST
ERIE ST
SUPERIOR ST
CHICAGO AVE
IOWA ST
AUGUSTA ST
THOMAS ST
DIVISION ST
LENOX ST
GREENFIELD ST
LE MOYNE PKWY
NORTH AVE
HARRISON ST
BERKSHIRE ST

KEYMAP

Attachment 11
Selected Plan Sheets
Alternate 3
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SCALE IN FEET

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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	7

RIDGELAND AVENUE
SEE SHEET NO. 7
MATCH LINE STATION 80+00

MATCH LINE STATION 86+00
SEE SHEET NO. 9
RIDGELAND AVENUE

221 217 215 207 205 201 PLEASANT ST 131 129 127 125 123 121

EX ROW

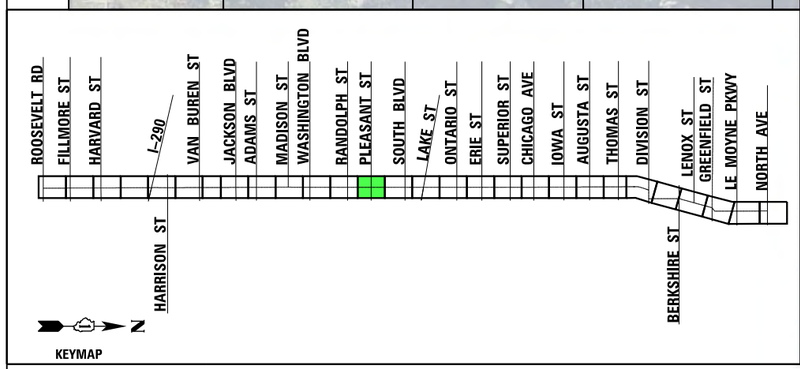
4' 3' 13' 13' 3' 4'

80+00 81 82 83 84 85+00

RIDGELAND AVE

EX ROW

220 216 212 208 204 200 PLEASANT ST 142 134 130 126 122



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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	8

RIDGELAND AVENUE
SEE SHEET NO. 8
MATCH LINE STATION 86+00

MATCH LINE STATION 92+00
SEE SHEET NO.10
RIDGELAND AVENUE

119 | 117 | 115 | 409 SOUTH BLVD | 111 SOUTH RIDGELAND AVE | 105 SOUTH RIDGELAND AVE | SOUTH BLVD | UP RAILROAD | EX ROW

RIDGELAND AVE

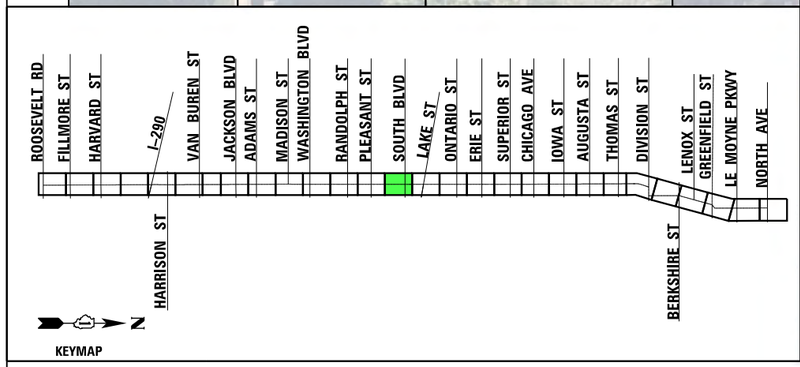
4' | 3' | 13' | 13' | 3' | 4'

10' | 10' | 4' | 10' | 10'

86 | 87 | 88 | 89 | 0+00

323 SOUTH BLVD | SOUTH BLVD | UP RAILROAD | NORTH BLVD | EX ROW

120 | 116 | 114 | 323 SOUTH BLVD



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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	9

RIDGELAND COMMON POOL

LAKE ST

402 LAKE ST

133

141

149

147

EX ROW

EX ROW

RIDGELAND AVENUE
SEE SHEET NO. 9
MATCH LINE STATION 92+00

MATCH LINE STATION 98+00
SEE SHEET NO. 11
RIDGELAND AVENUE

92

93

94

95+00

96

97

RIDGELAND AVE

10' 10' 10'

10' 10' 10'

4'

3' 11'

3' 11'

4'

EX ROW

EX ROW

100

333 LAKE ST

LAKE ST

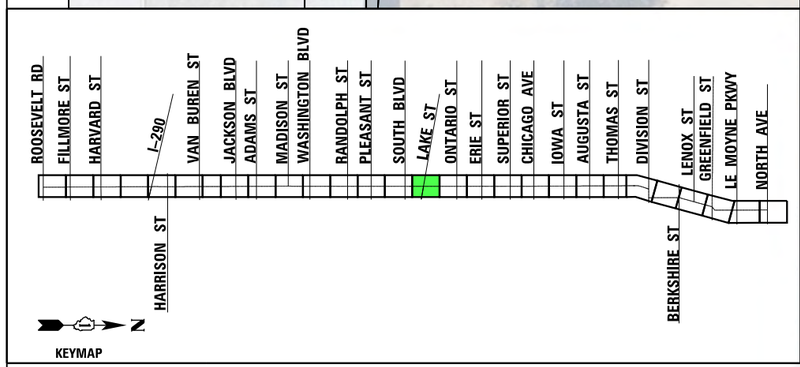
332 LAKE ST

136

142

146

150



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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	10

155 159 163 167 171 175 179 203 205 209 213

EX ROW

ONTARIO ST

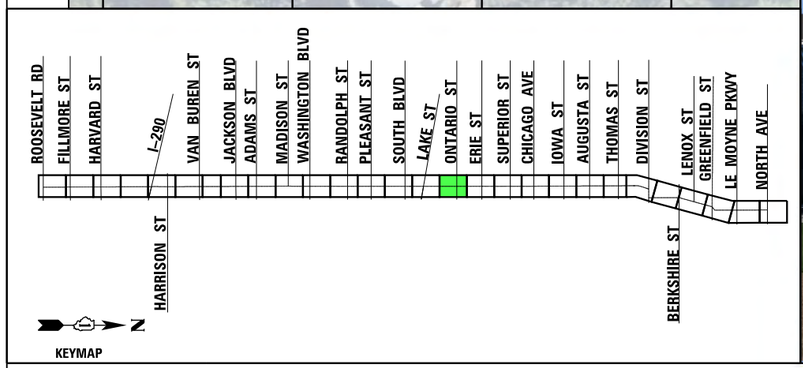
RIDGELAND AVE

RIDGELAND AVENUE
SEE SHEET NO.10
MATCH LINE STATION 98+00

98 99 100+00 101 102 103

4' 3' 11' 3' 11' 4'

154 158 164 166 170 174 178 202 204 208 212



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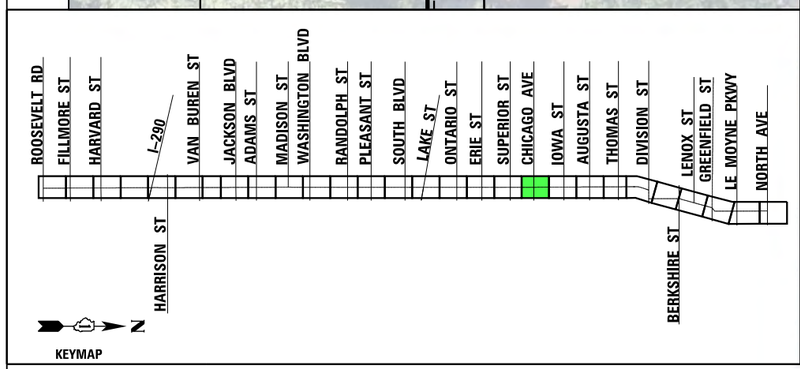
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	11

403 CHICAGO AVE
406 CHICAGO AVE
505 RIDGELAND AVE
505 RIDGELAND AVE
417
423
427
509
511
515
519
CHICAGO AVE
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
EX ROW
RIDGELAND AVENUE
4'
11'
3'
11'
4'
10'
10'
10'
10'
10'
10'
10'
10'
10'
10'
10'
4'
3'
11'
3'
11'
4'
115+00
116
117
118
119
120+00
EX ROW
EX ROW
EX ROW
329 CHICAGO AVE
EX ROW
EX ROW
EX ROW
330 CHICAGO AVE
CHICAGO AVE
416
420
512
518
329 CH
321 CHICAGO AVE



KEYMAP

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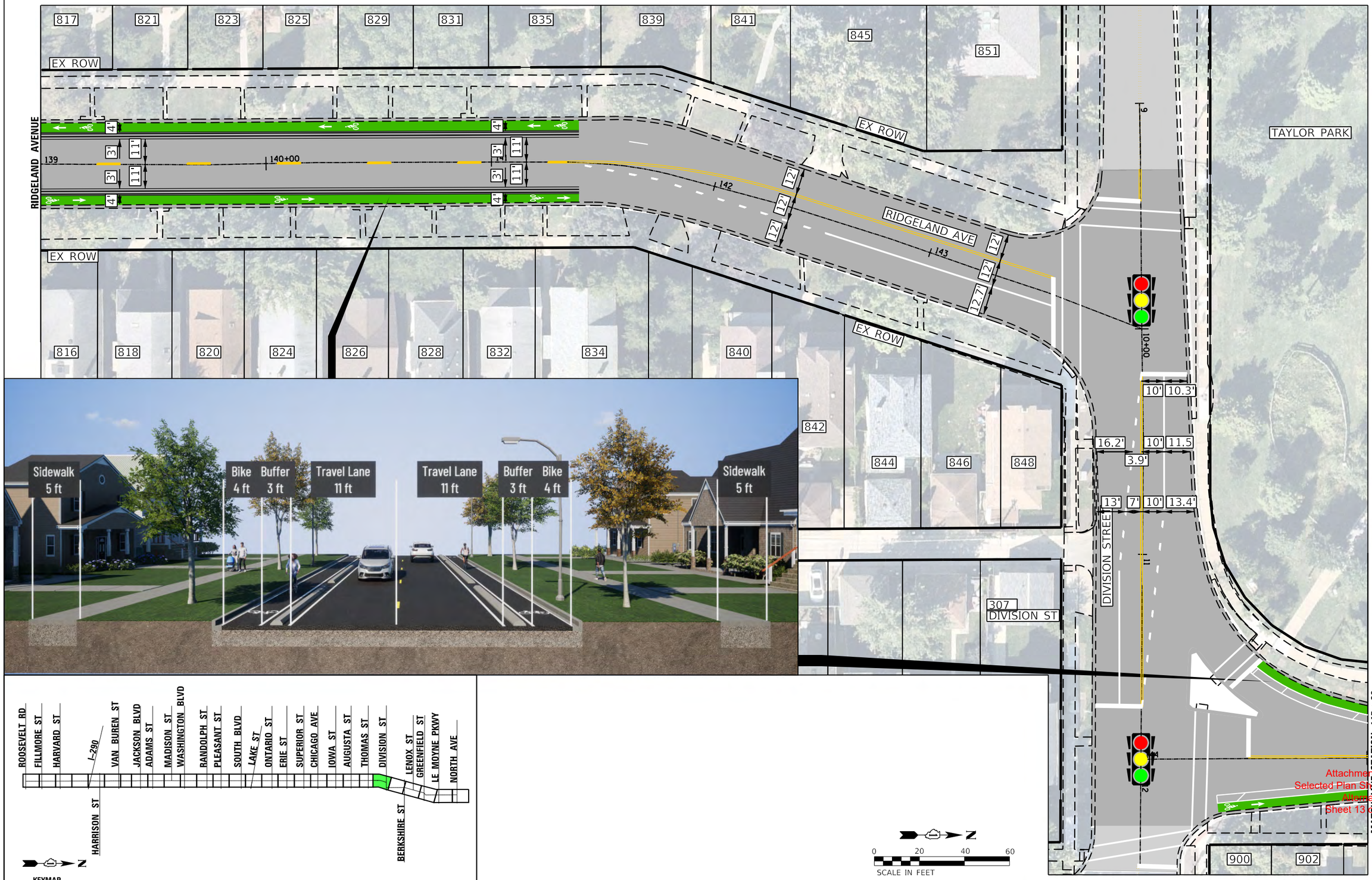
RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	12



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RIDGELAND AVENUE
BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	13

TAYLOR PARK

EX ROW

EX ROW

RIDGELAND AVENUE
SEE SHEET NO.13
MATCH LINE STATION 145+00

RIDGELAND AVE

145+00 146 147 148 149 150+00

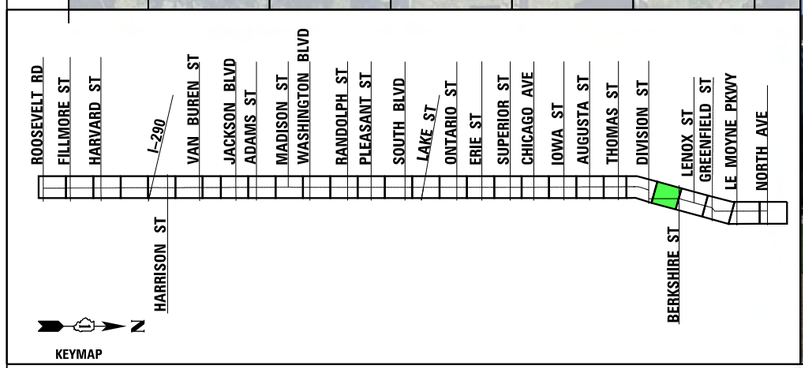
RIDGELAND AVENUE

4' 11' 3' 3' 11' 4'

EX ROW

EX ROW

904 908 910 912 916 915 920 922 926 928 930 934 936 938 942 944 946 948



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BIKE LANES FEASIBILITY STUDY

ALTERNATIVE 3 – BIKE LANES WITH RAISED BARRIER

TOTAL SHEETS	SHEET NO.
14	14