Oak Park Bike Plan

Update

Village Board

June 2025

Oak Park | TYLin

Agenda

1. How was the Plan developed?
2. What is in the Plan Update?
3. Plan Update overview
4. Recommendations
5. What are the next steps?

How was the Bike Plan Update Developed?

Summer 2024

- Data collection and analysis
- Stakeholder meetings and focus groups
- Online survey and idea collection

Fall 2024

- Draft network recommendations
- Community Open House
- Transportation Commission Engagement

Winter – Spring 2025

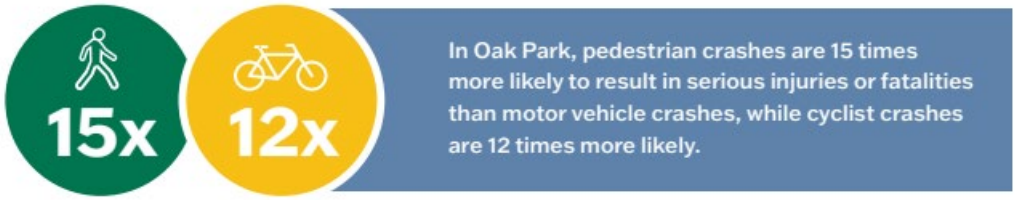
- Draft bike share study
- Draft report
- Transportation Commission Engagement

Building on Foundational Work

- The Oak Park Bicycle Plan (2008)
- Neighborhood Greenways System & Bike Share Feasibility Study (2015)
- Oak Park Divvy operations data (2017-2018)

Incorporating Other Planning Efforts

- Climate Action Plan (2022)
- Cook County Bike Plan (2023)
- Vision Zero Oak Park Action Plan (2025)
- Neighboring Community Plans (Forest Park, River Forest, Berwyn, Chicago)



RECOMMENDED ACTIONS	LEADING ACTORS SUPPORTING ACTORS	TIMELINE
Update the Village's Bike Plan and dedicate funding for implementation.	• **Engineering** • Village Manager	Near-term (0 - 2 years)

Vision Zero Oak Park Action Plan

Community Engagement

- Online survey and interactive map
- Community Open House
- Stakeholder interviews and focus groups
- Transportation Commission*

*Residents who lived on streets with proposed on-street parking removal received mailers

Online engagement social media post

284 Survey respondents

95 Interactive map entries

> "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."

What is in the Bike Plan Update?

- Introduction and Current Conditions
- Stakeholder and Engagement Feedback
- Design Standards and Toolkit
- Proposed Network Updates
- Bikeshare Analysis

Bike Plan Update Goals

- 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.

Bike Plan Update Goals

- This plan aims to provide specific **infrastructure recommendations** with prioritized timelines and cost estimates to help guide implementation.

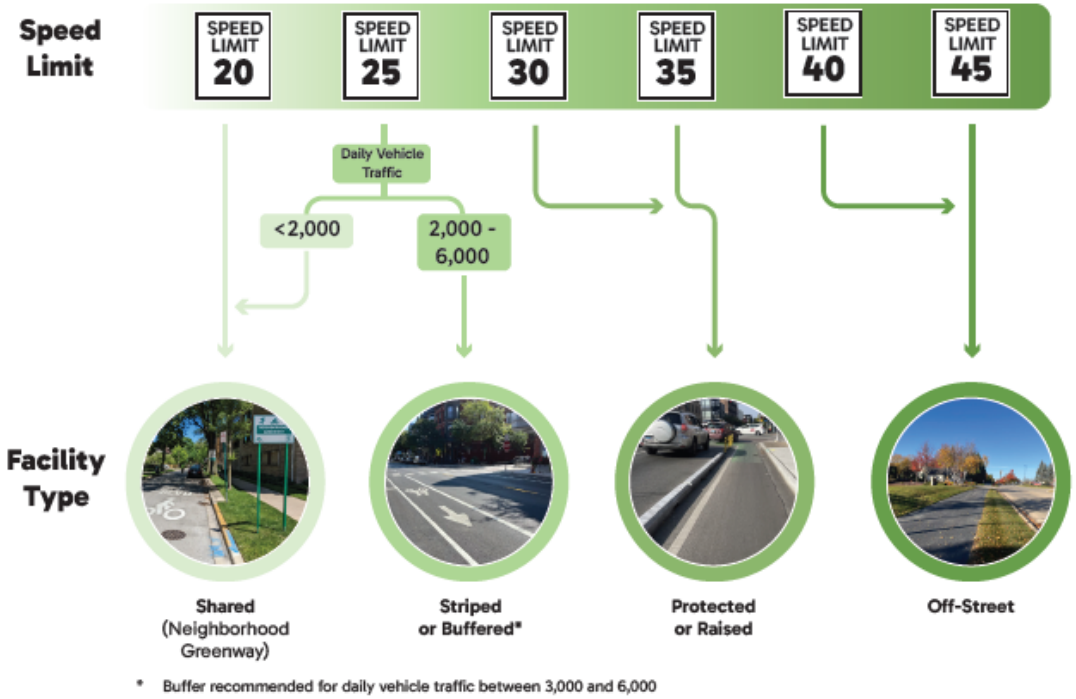
- This plan will surface **ambitious and creative ideas** for the community to give their feedback on.

All Ages and Abilities

Level of Traffic Stress Categories

All Ages and Abilities

Minimum Accommodations of Bikeways



All Ages and Abilities

Design Standards and Accommodations

*requires traffic calming

Policy Considerations

Existing Policy Review

- Municipal Code
- Previous plans' policy recommendations

Policy Considerations

1. Define e-bikes and e-scooters.
2. Allow bicyclists to ride on the sidewalk space designated for bikes.
3. Allow adults accompanying a child under the age of 15 riding a bicycle to ride on the sidewalk within a designated area.
4. Allow bicycles to use the full lane (on designated facilities).
5. Allow bicyclists to ride two abreast (on designated facilities).
6. Reassess the bike bell requirement.
7. Update license issuance and record processes.
8. Do not require bicyclists to dismount (at designated locations).
9. Develop a policy and schedule for evaluation.

Bikeshare Analysis

1. History of bikeshare in the region and in Oak Park
2. Current state of the shared micromobility industry
3. Bikeshare operations options
4. Projecting bikeshare demand
5. Bikeshare station network planning
6. Draft system cost estimates
7. Recommendations

Current State of the Industry

Since 2017, the bikeshare industry has…

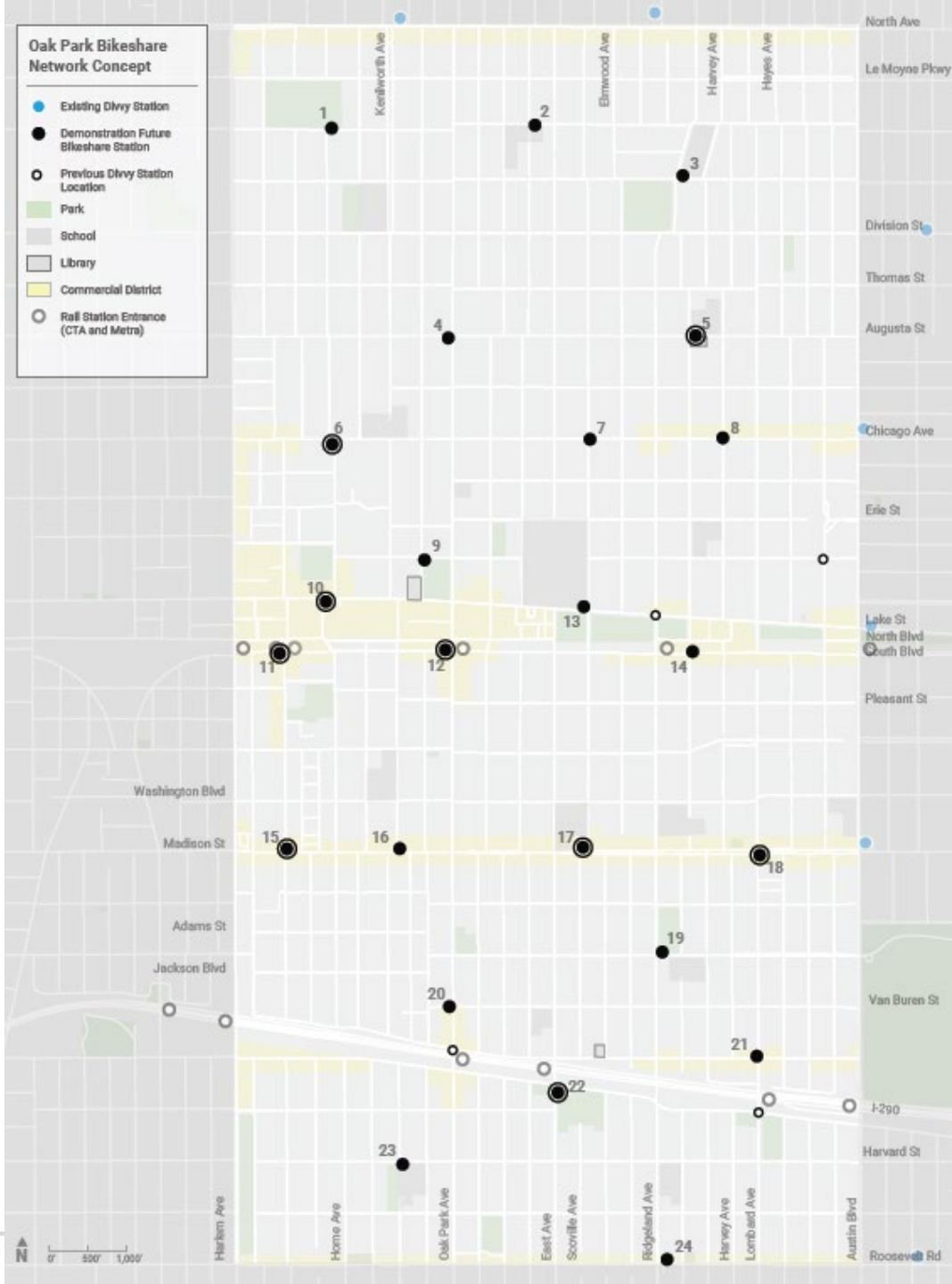
- become much more diverse, with a broader ecosystem of device types
- matured and expanded into more diverse services areas
- experienced massive ridership growth

Bikeshare Analysis

Estimated Operating Costs by Scenario

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

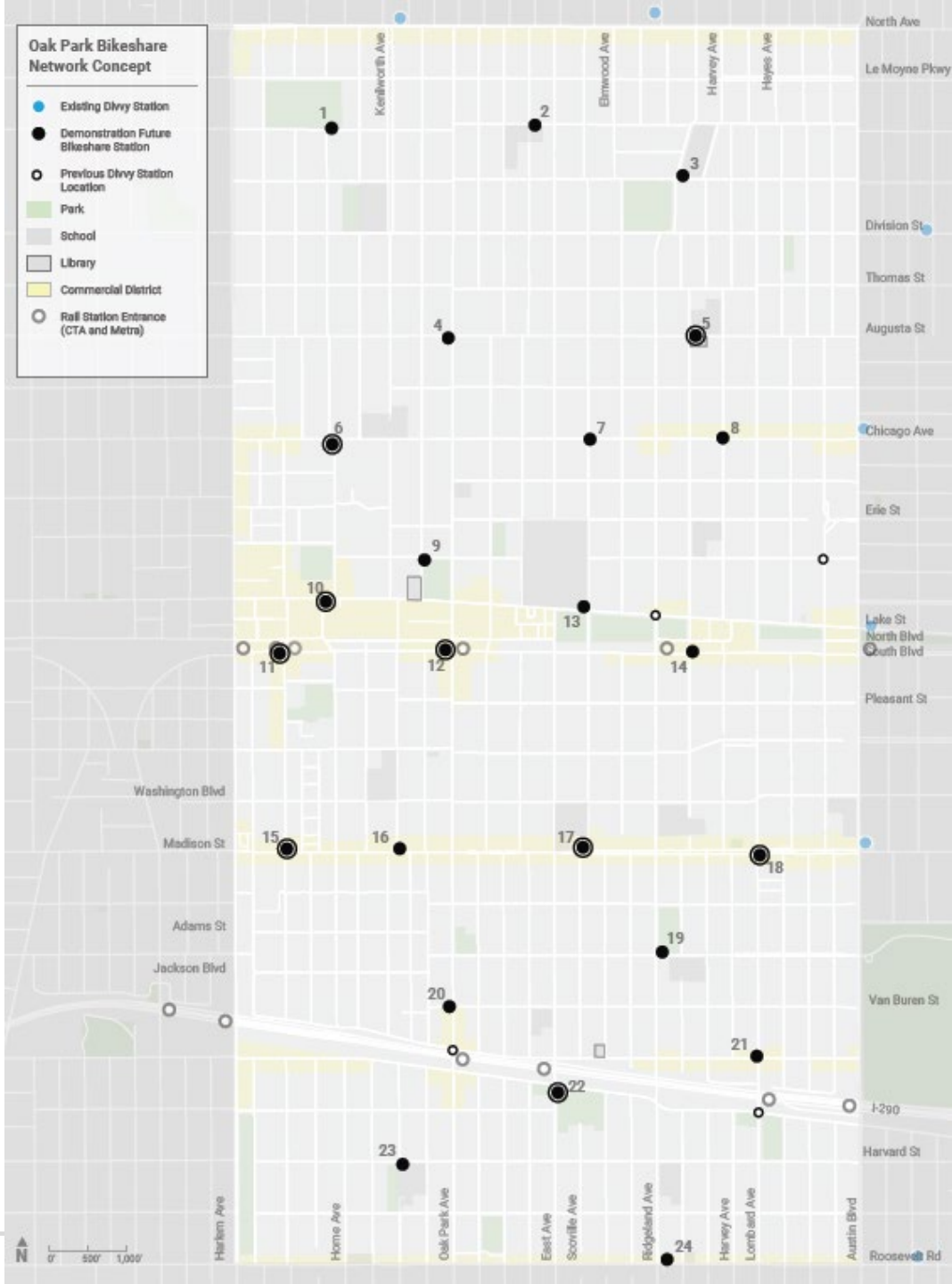
Supported by Transportation Commission



Bikeshare Analysis

Recommendations

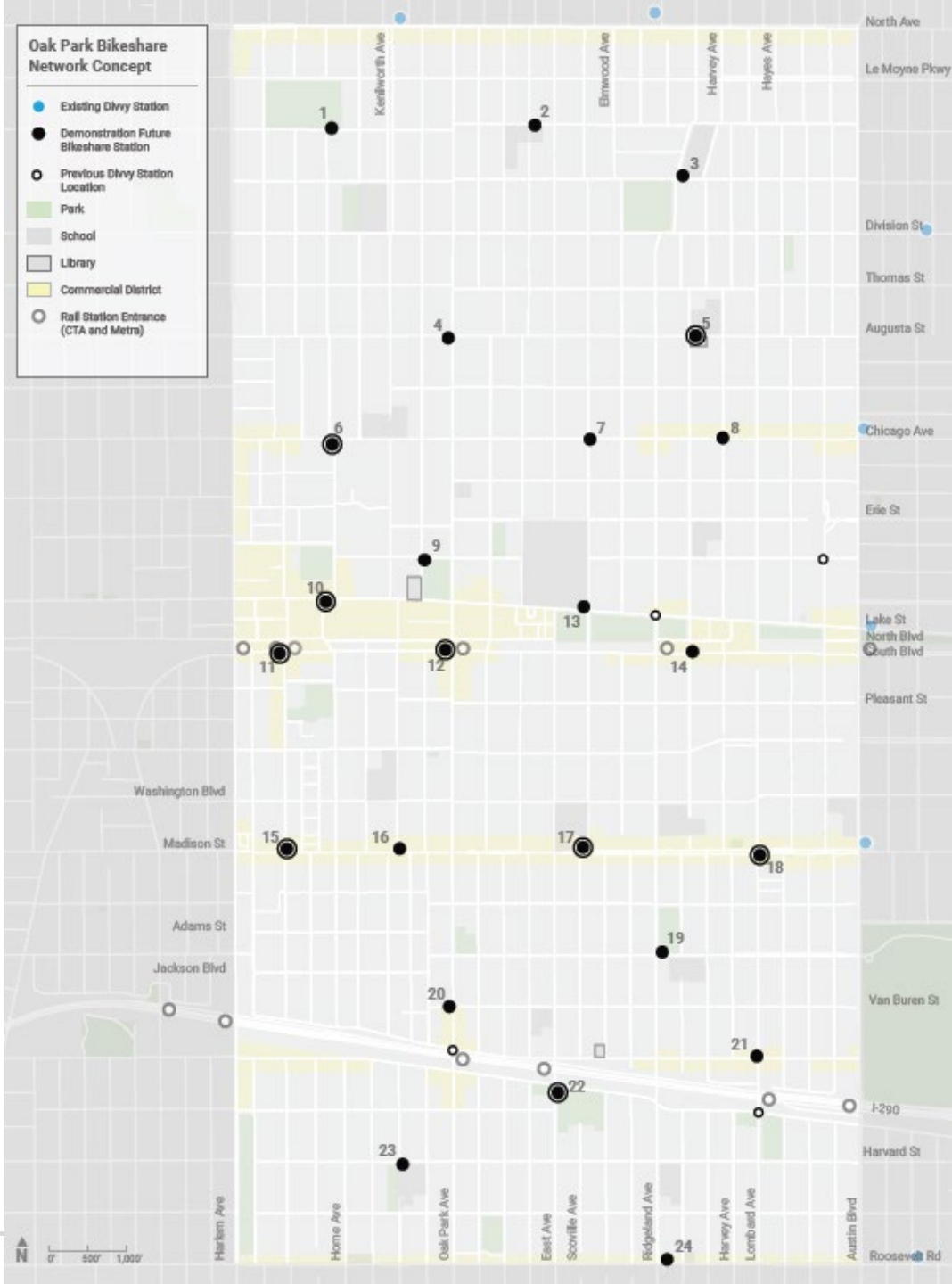
1. Join a regional system, ideally one that includes the City of Chicago.
2. Partner with other regional municipalities and/or a regional coordinating agency to implement.
3. Utilize an operator contract model.
4. Include e-bikes, which have proven popular and bring in new riders for different trip purposes.
5. Implement a station-based system.



Bikeshare Analysis

Recommendations

6. Create a system that covers the entire Village, including residential neighborhoods.
7. Aim for stations with 11-15 docks on average.
8. Pursue grant funding for infrastructure costs. If possible, secure funding for charging stations which may bring down operational costs.
9. Assume system will require operational subsidy.
10. Continue to build out high-comfort bikeways network.



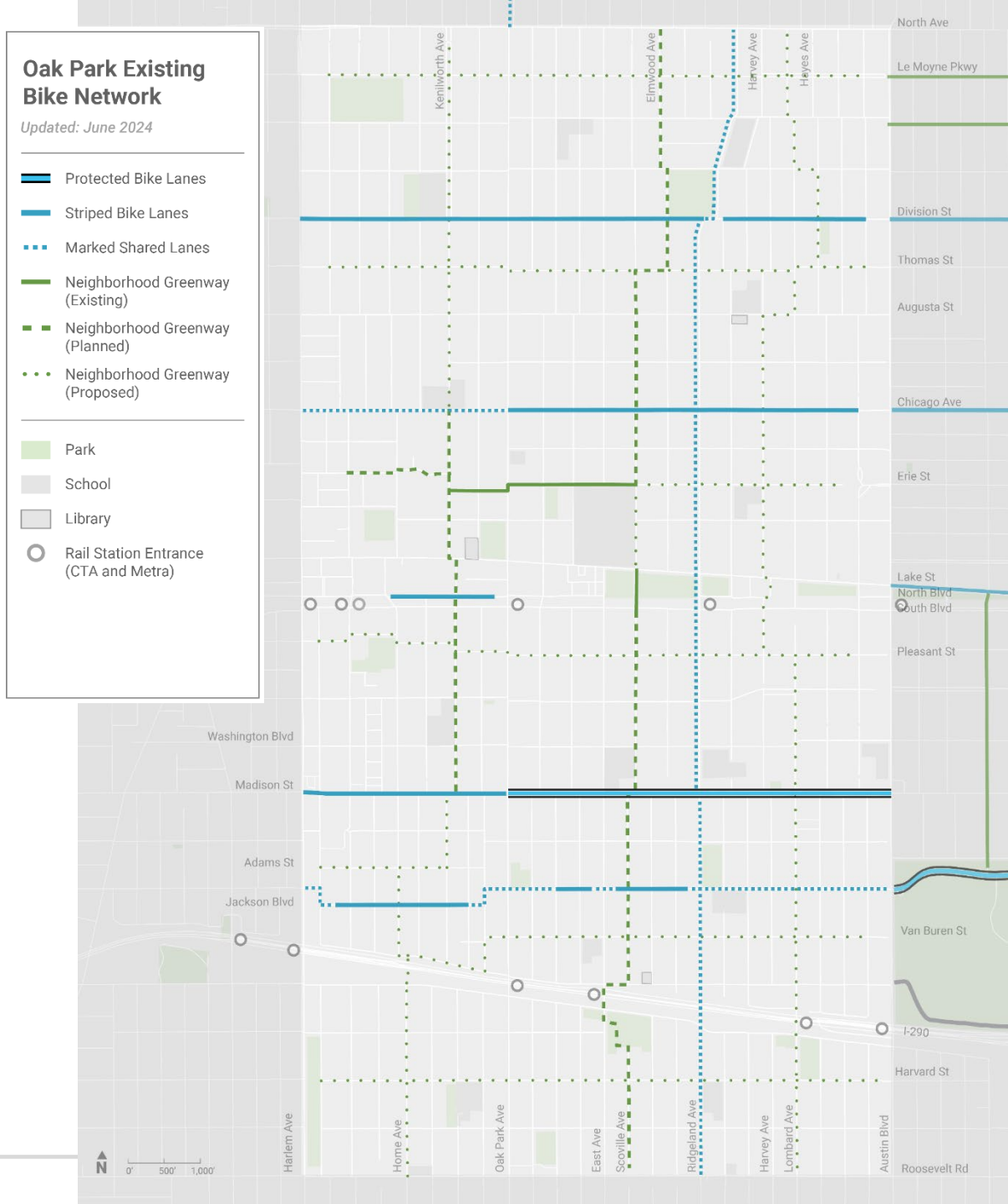
Bikeshare Analysis

A Message from Cook County Department of Transportation & Highways

> The Cook County Department of Transportation & Highways is actively working to **assist with the expansion of bike share in Cook County** through several measures. First, the department laid the groundwork for bike share expansion in the recently published the Cook County Bike Plan in April of 2023, followed by the Cook County Transit Plan in September of 2023. Each plan recommends the implementation of bike share in suburban Cook as a tool to expand local and regional mobility options, and the reach and accessibility of public transit.
>
> More recently, the department has been **studying target areas in suburban Cook where bike share is most likely to succeed** by reviewing bike infrastructure, bus and rail ridership, bike destination, and demographics. From the preliminary results, **Oak Park ranks highly based on these criteria**, which supports advancing a potential pilot zone that would include the Village and several other west suburban communities.
>
> Furthermore, Cook County's findings from assessing national bike share governing models mirror those in the Village's plan. In particular, acknowledging the need for a regional partnerships to support an integrated and streamlined system. To this end, **County staff will continue coordinating with Oak Park and other community and agency stakeholders to gauge interest and seek consensus on a preferred model to grow regional bike share**.

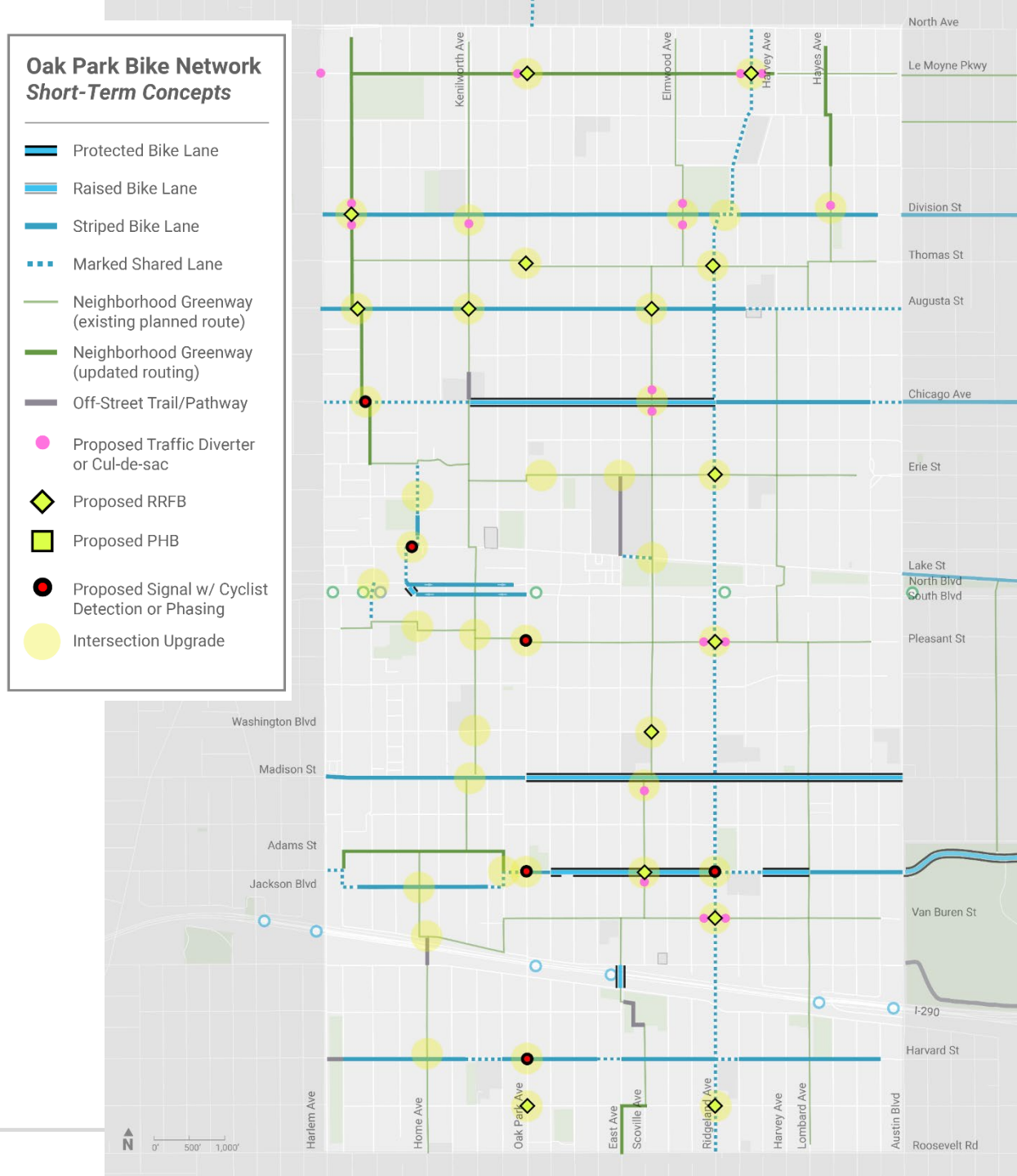
Network recommendations

Existing and proposed network, per previous plans



Network recommendations

Short term (next 5 years)



Network recommendations

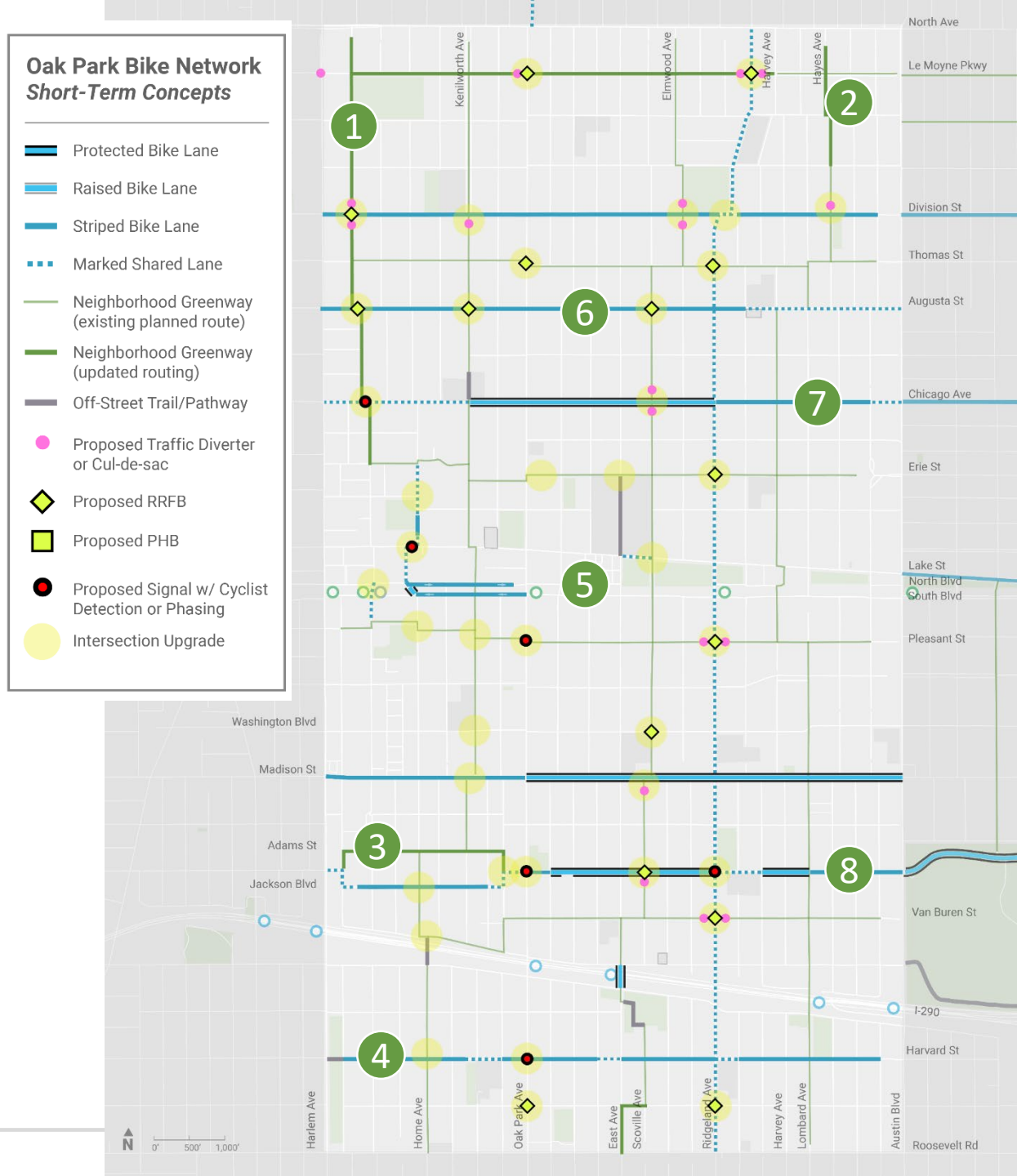
Short term (next 5 years)

Neighborhood Greenways Plan Updates

1. Marion St Greenway
2. Hayes Ave Greenway routing
3. Adams St Greenway
4. Harvard St Bike Lane

Additional recommendations

5. Downtown Bikeways
6. Augusta St Bike Lane
7. Chicago Ave Protected Bike Lane
8. Jackson Blvd Protected Bike Lane

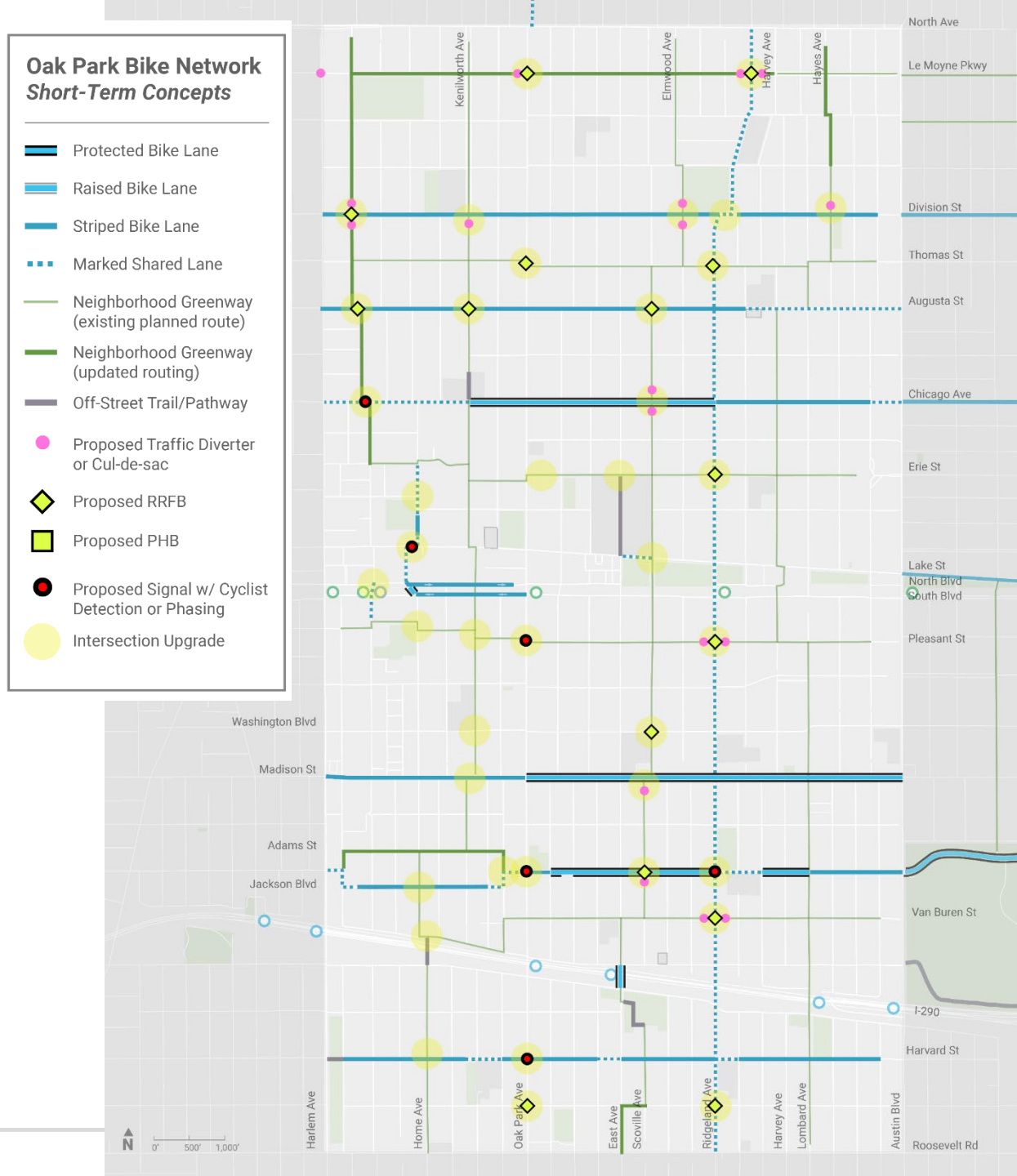


Network recommendations

Short term (next 5 years)

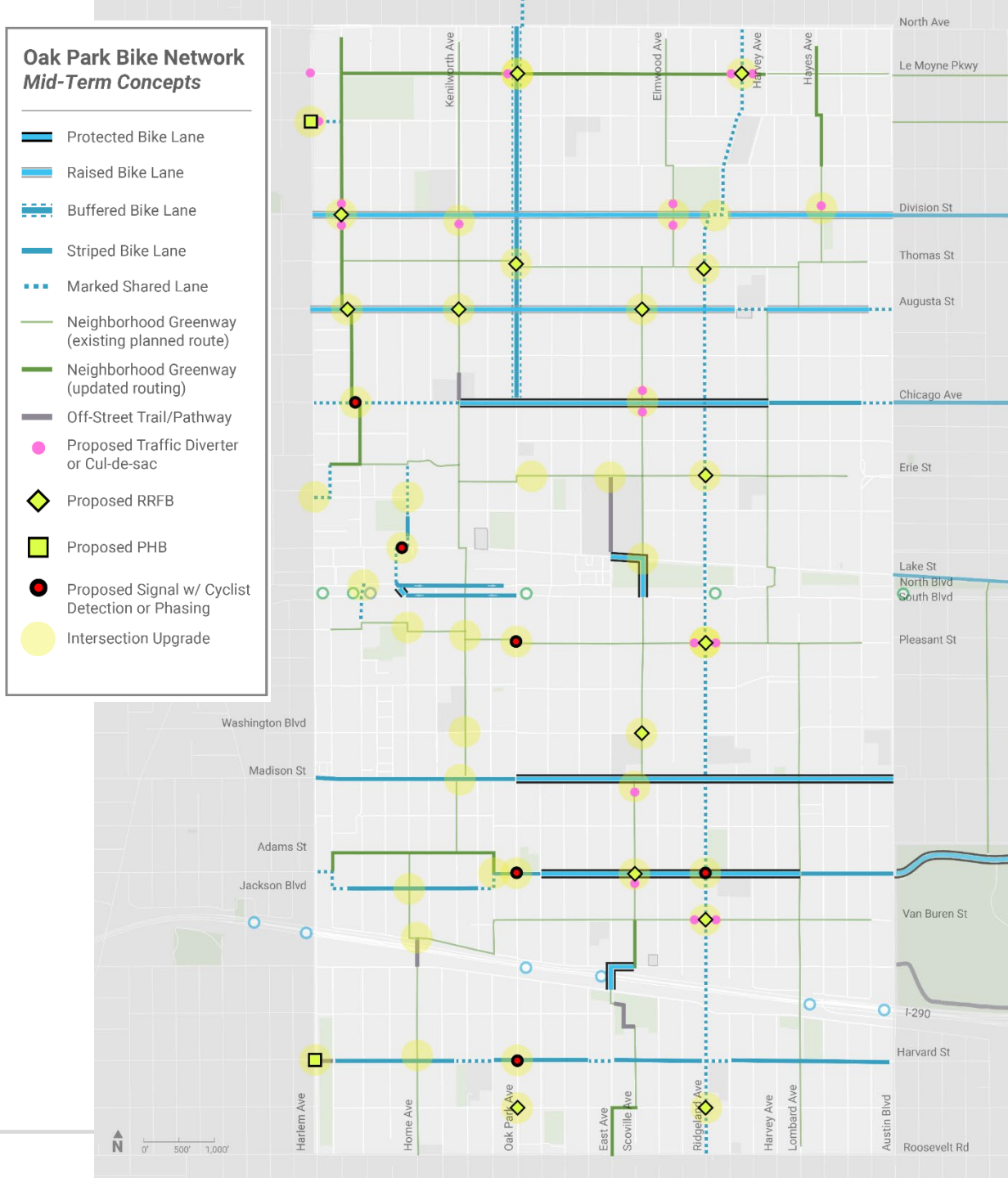
Additional treatments

- Traffic diverters
- Rectangular Rapid Flashing Beacon (RRFB)
- Intersection upgrades and traffic calming



Network recommendations

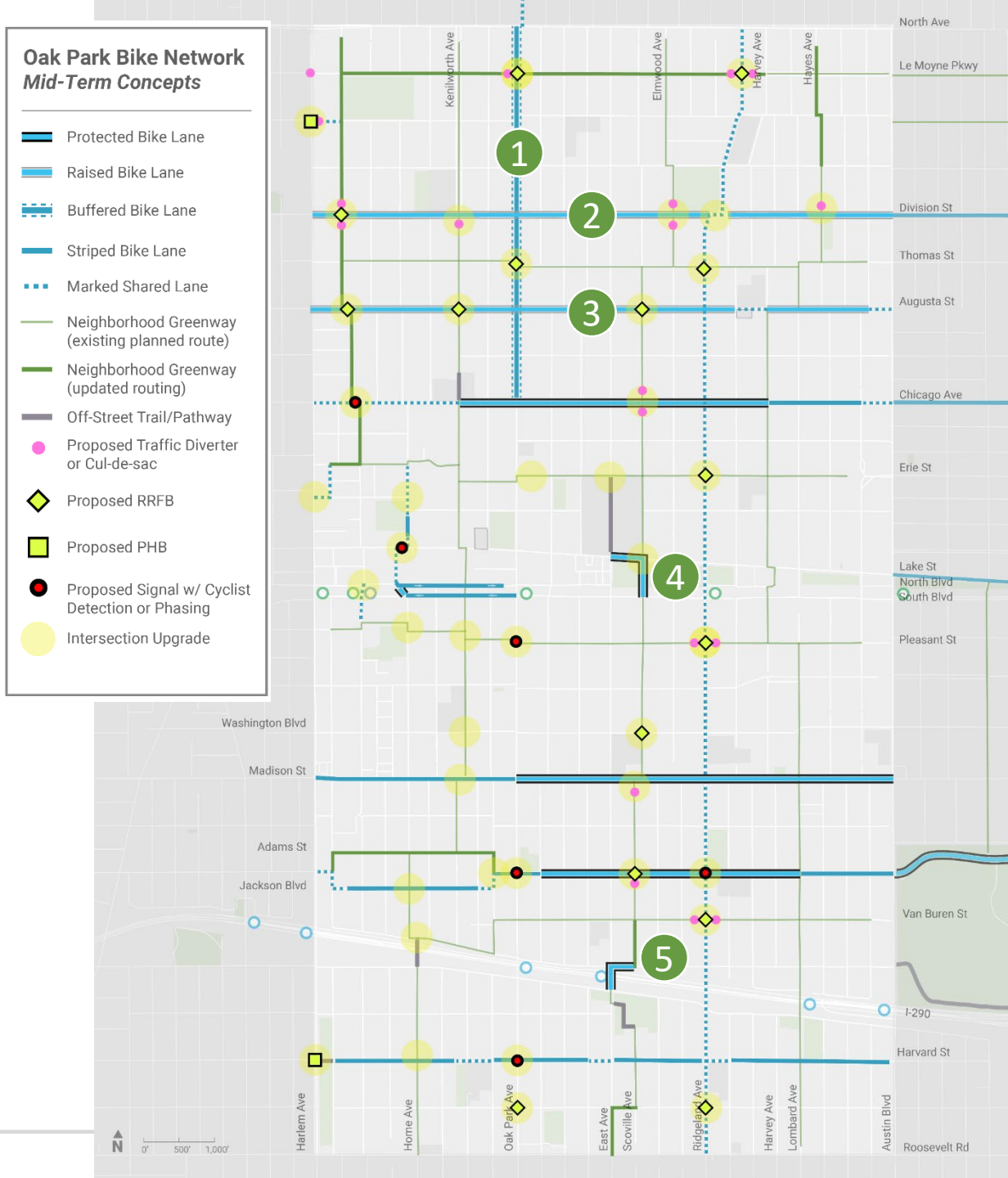
Mid term (5-10 years)



Network recommendations

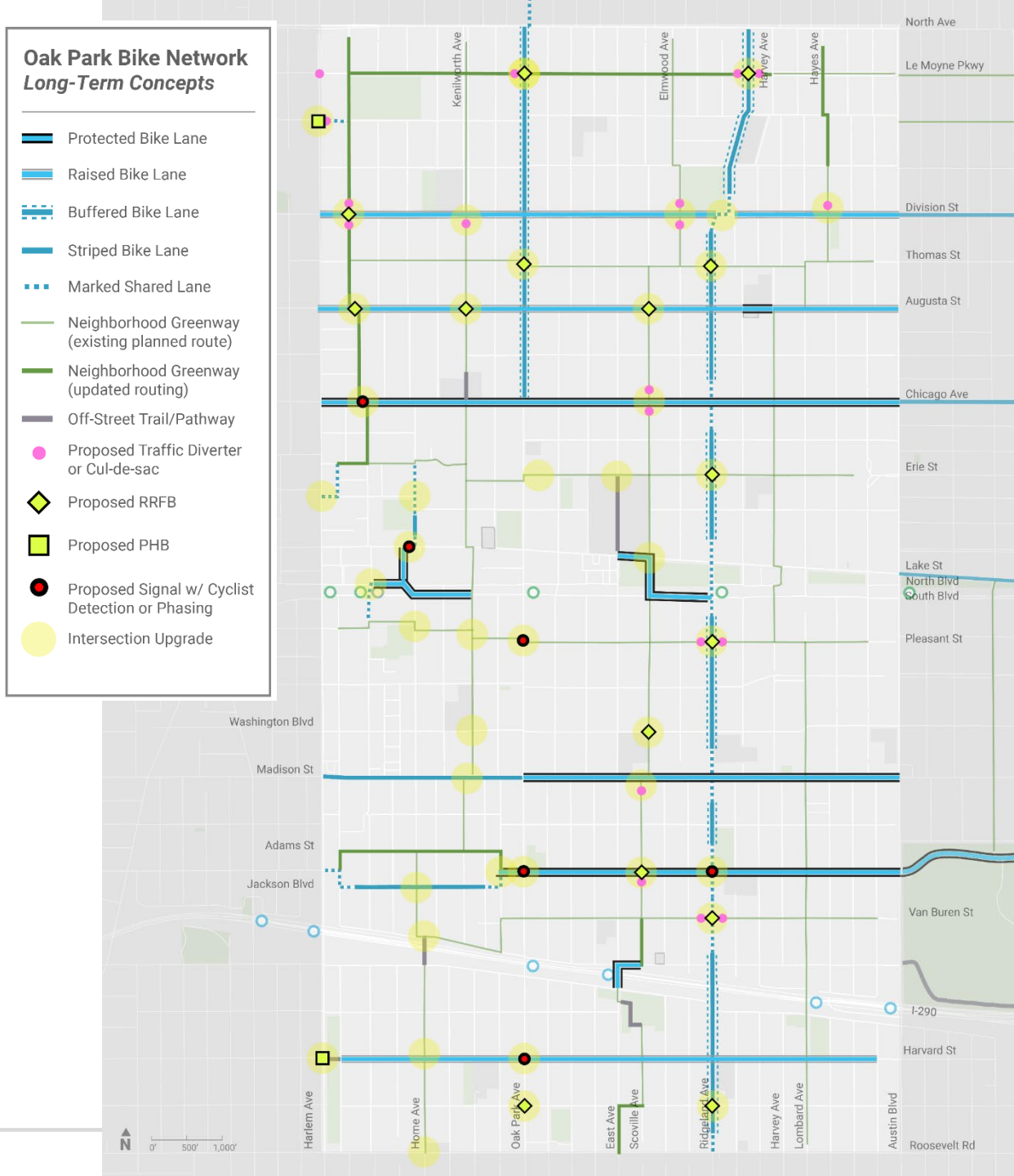
Mid term (5-10 years)

1. Oak Park Ave Buffered Bike Lanes
2. Division St Raised Bike Lanes
3. Augusta St Raised Bike Lanes
4. OPRFHS Protected Bike Lane
5. Scoville routing near I-290



Network recommendations

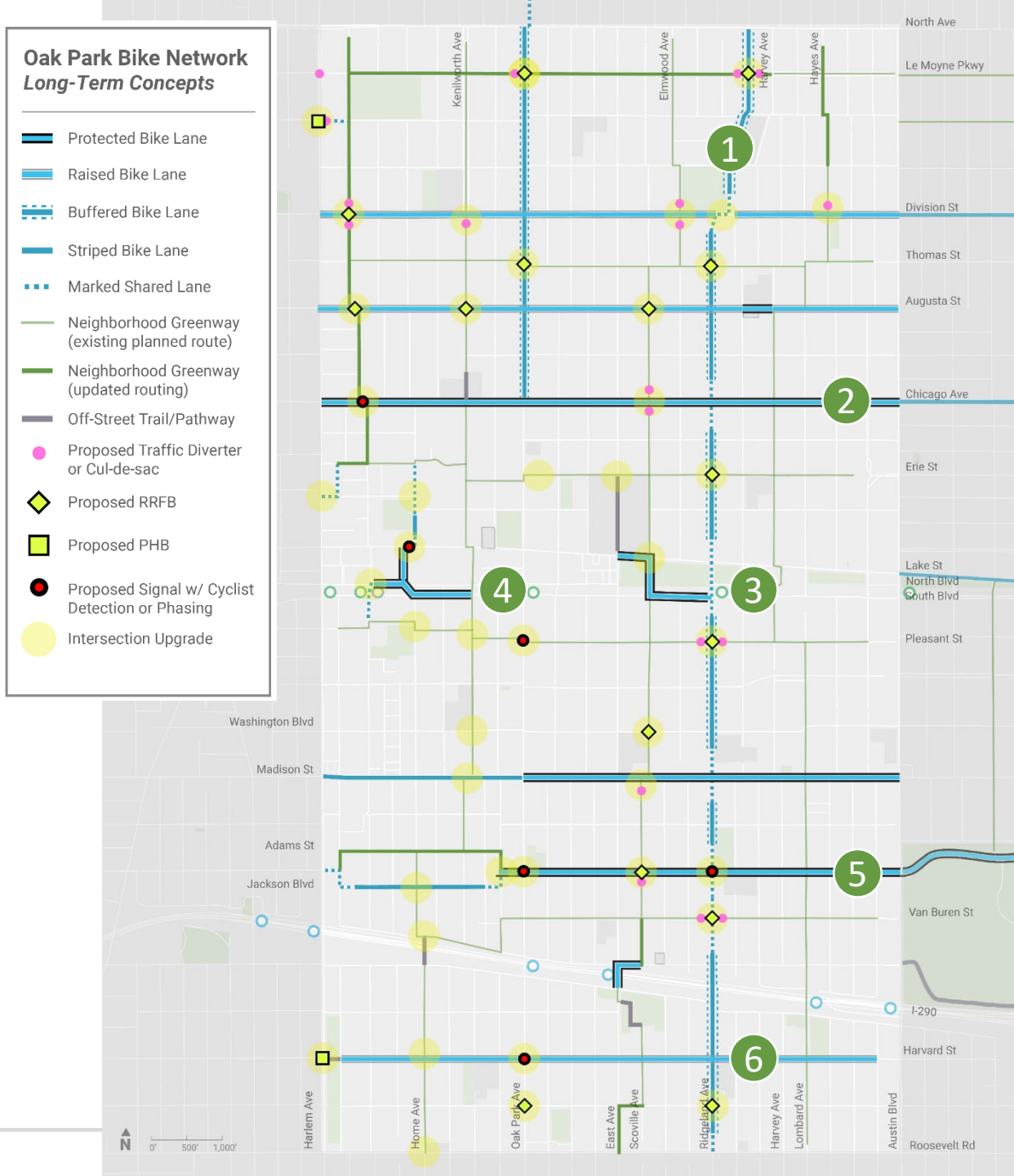
Long term (10+ years)



Network recommendations

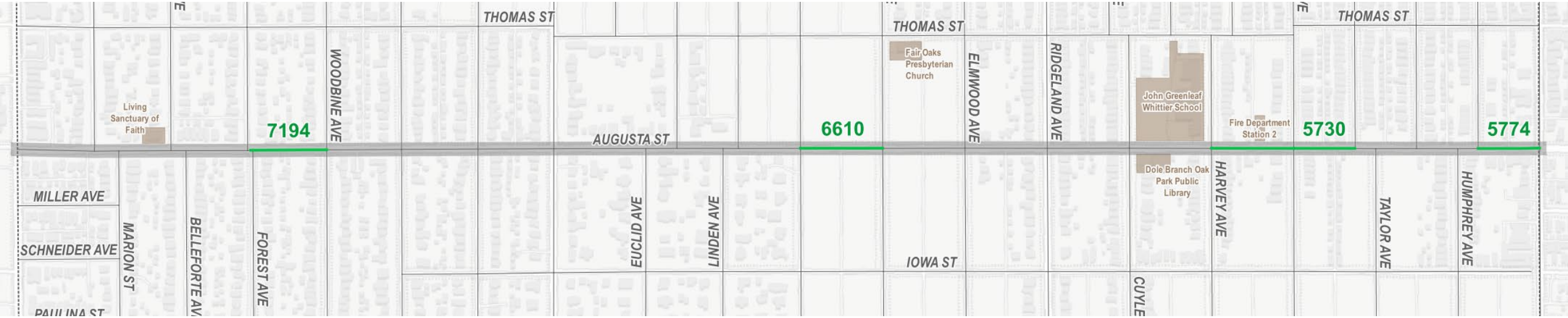
Long term (10+ years)

1. Ridgeland Ave Bikeways
2. Complete Chicago Avenue Protected Bike Lanes
3. OPRFHS Protected Bike Lanes
4. Downtown Bikeways
5. Complete Jackson Blvd Protected Bike Lanes
6. Harvard St Raised Bike Lanes



Augusta St Data

Traffic Volumes



Village of Oak Park, 2018

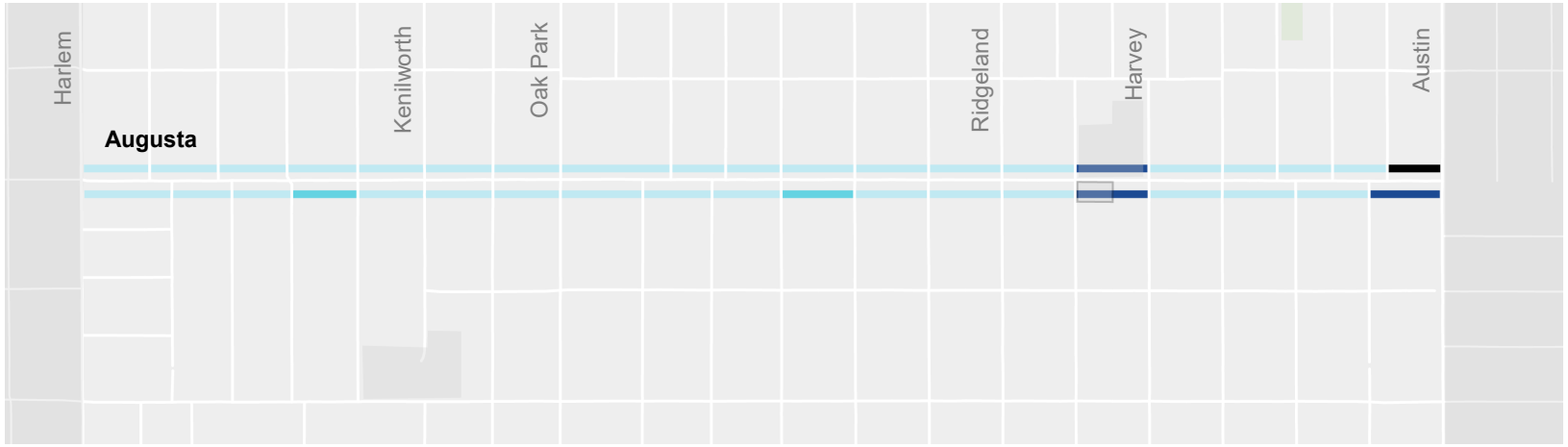
2018 24-hour count

Augusta sees **traffic volumes between 5,700 – 7,200** daily

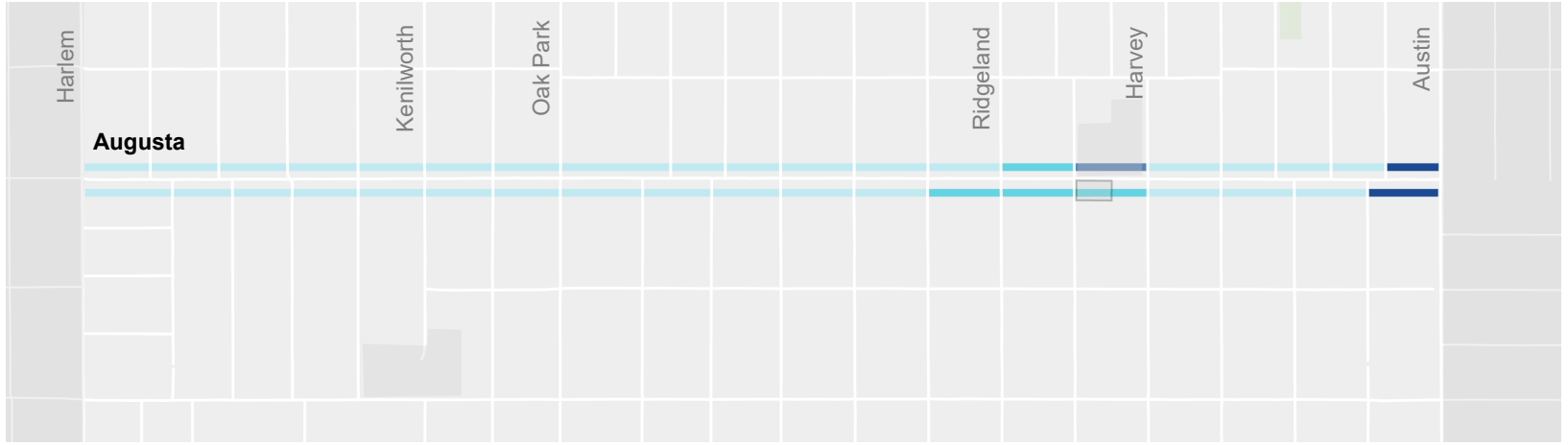
Augusta St Data

Most on-street parking was **observed at Whittier Elementary School / Oak Park Public Library – Dole Branch** and immediately **west of Austin Boulevard**

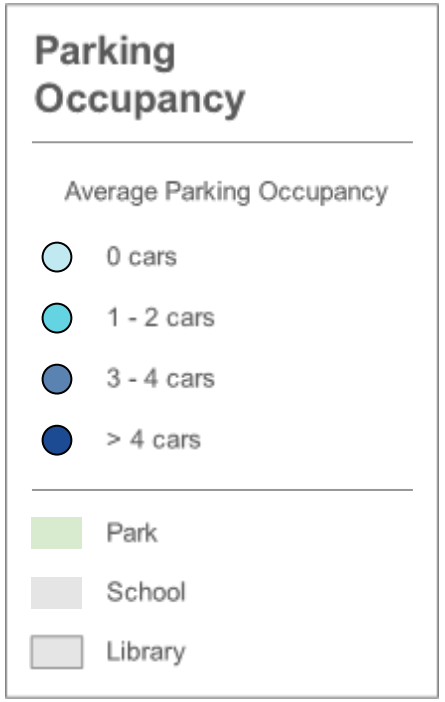
Weekend (Mid-day) Average



Weekday (Night) Average

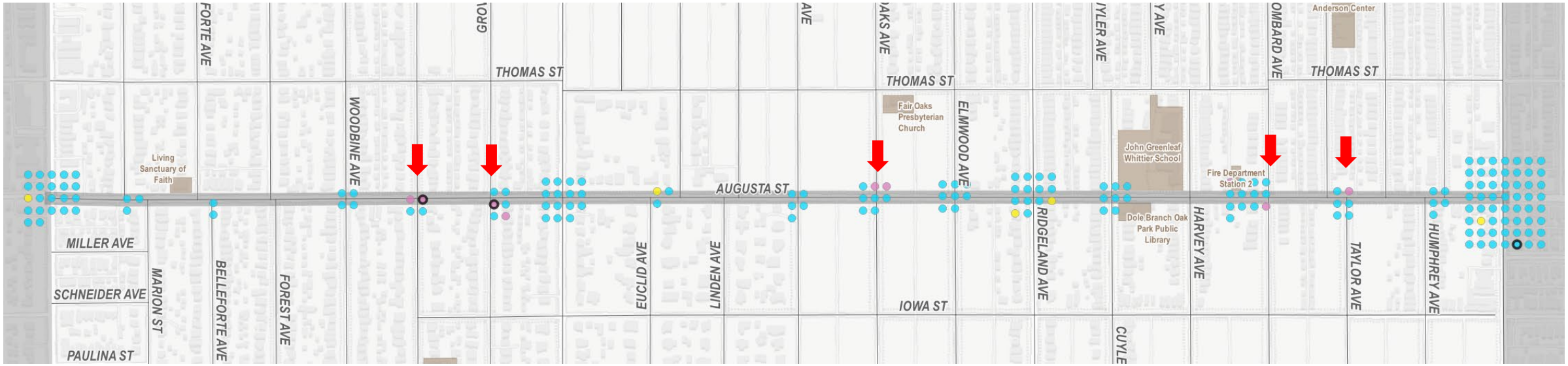


PARKING EVALUATION



Augusta St Data

Crash Data



Illinois Department of Transportation, 2019 - 2023

Within the last five years of available crash data (2019 – 2023), there were **8 crashes involving a cyclist, 2 of which resulted in serious injury**.

Crash Type

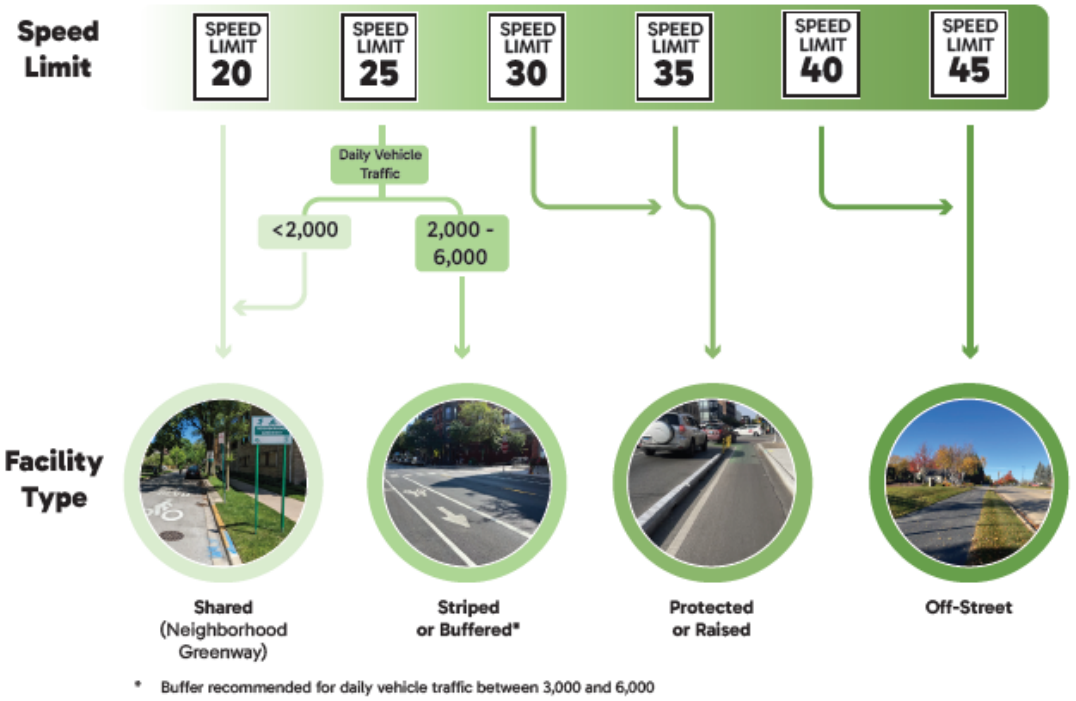
- Cyclist – no serious injury
- Cyclist – serious injury
- Pedestrian – no serious injury
- Motorist – no serious injury
- Motorist – serious injury

Augusta St Data

Key Takeaways

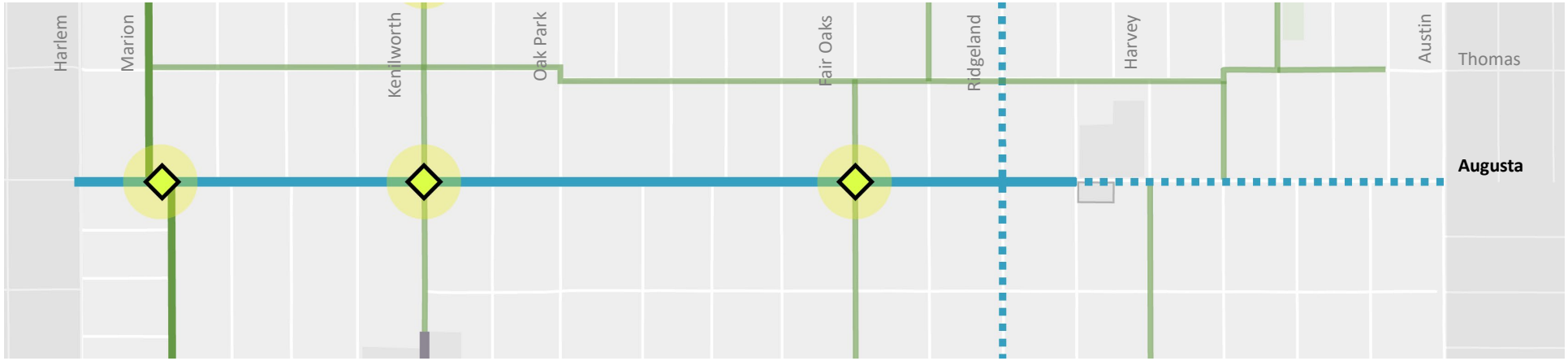
- Traffic volumes 5,700 – 7,200 daily
- 25 MPH Speed Limit with observed higher speeds
- In last 5 years of crash data, there were 8 crashes involving a cyclist
- On-street parking utilization was limited

Minimum Accommodations of Bikeways



Augusta St Concepts

Short-Term



- *Existing: Medium-Use Emergency route from Austin to Oak Park; High-Use route from Oak Park to Harlem.*
- *Existing: Part of statewide trail system*

TRIGGERS PARKING LOSS

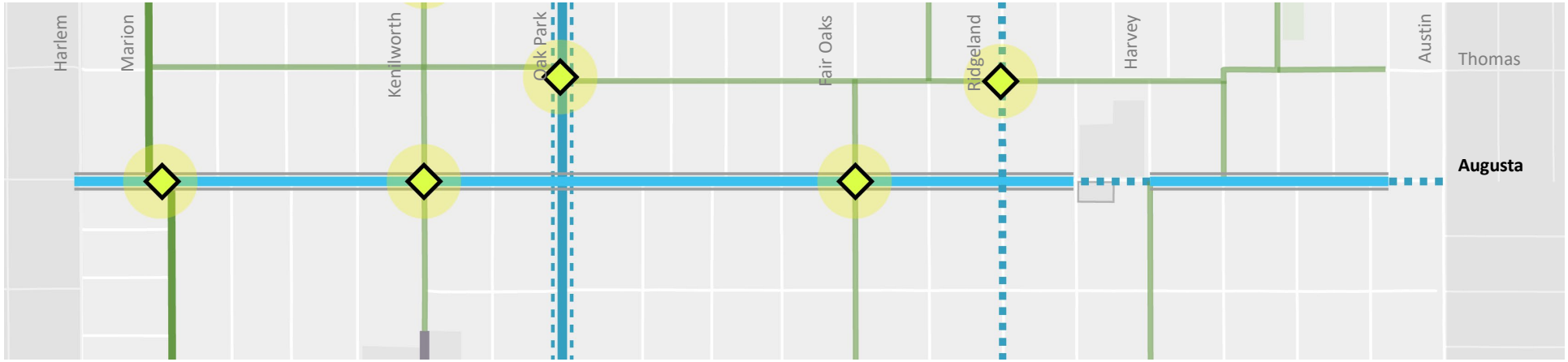
- Remove parking between Harlem Ave and Cuyler Ave and install **Striped Bike Lanes**
- Installed **Marked Shared Lanes** between Cuyler Ave and Humphrey Ave

Oak Park Bike Network
Proposed 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 Stop Sign
- Proposed Signal w/ Cyclist Detection or Phasing
- Intersection Upgrade

Augusta St Concepts

Mid-Term



- Upgrade Striped Bike Lanes between Harlem Ave and Cuyler Ave to **Raised Bike Lanes**
- Upgrade Marked Shared Lanes between Harvey Ave and Humphrey Ave to **Raised Bike Lanes**

TRIGGERS PARKING LOSS

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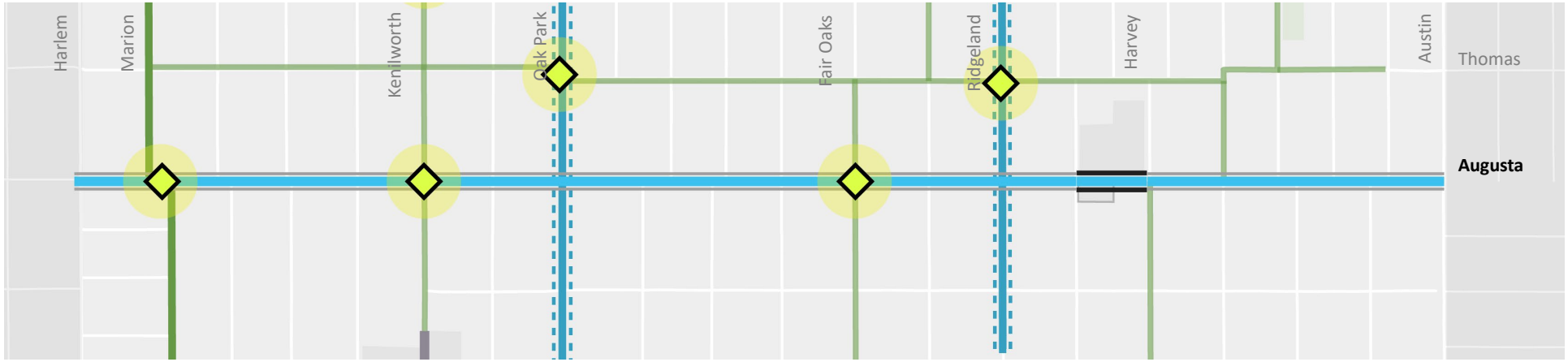
Augusta St Concepts

Long-Term



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

TRIGGERS PARKING LOSS

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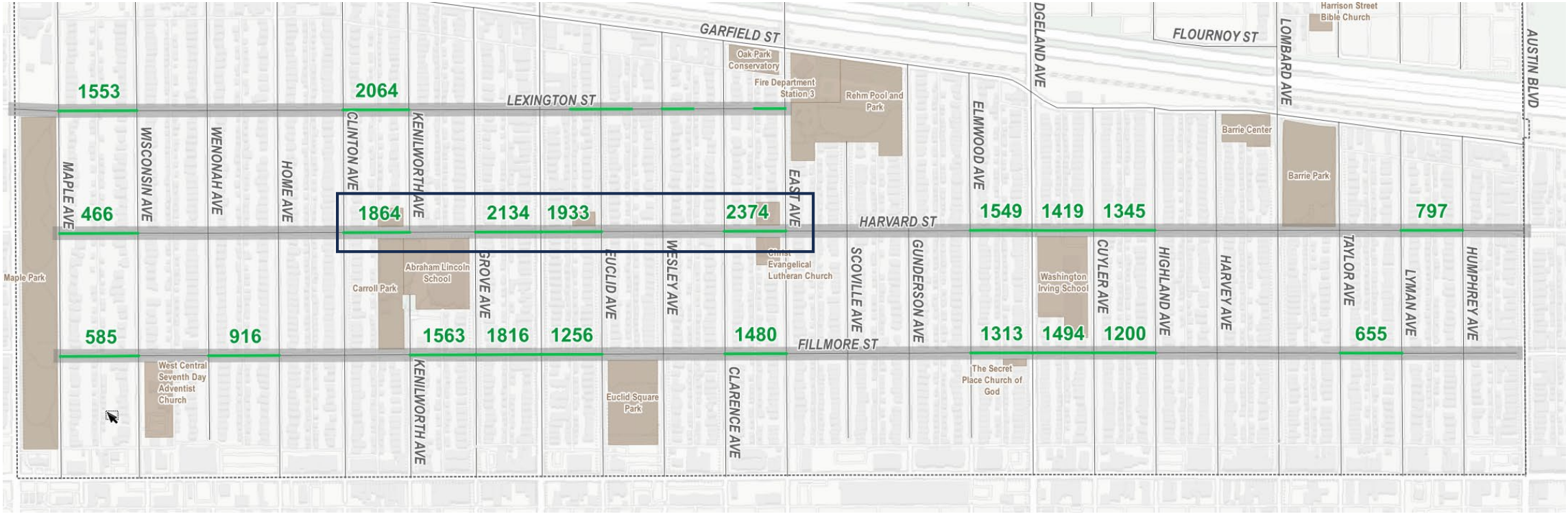
Harvard St – Fillmore St – Lexington St Data

Traffic Volumes



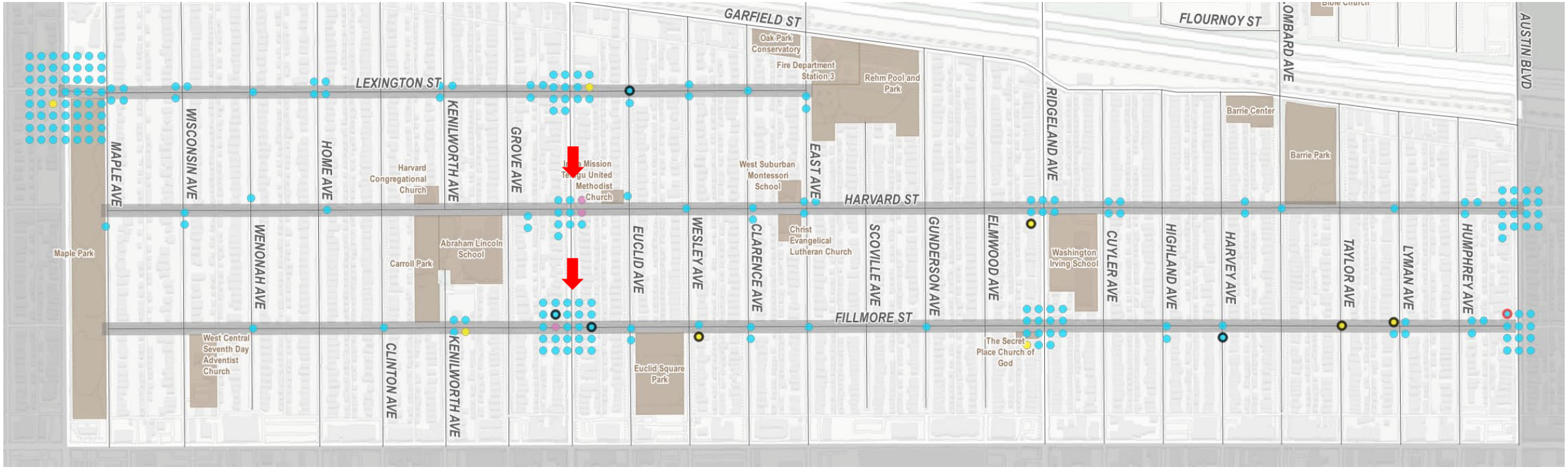
Village of Oak Park, 2018

2018 24-hour count

Harvard sees the highest traffic volumes
between Clinton Ave and East Ave

Harvard St – Fillmore St – Lexington St Data

Crash Data



Within the last five years of available crash data (2019 – 2023), there were **2 crashes involving a cyclist on Harvard and 1 on Fillmore – all at Oak Park Ave**

Illinois Department of Transportation, 2019 - 2023

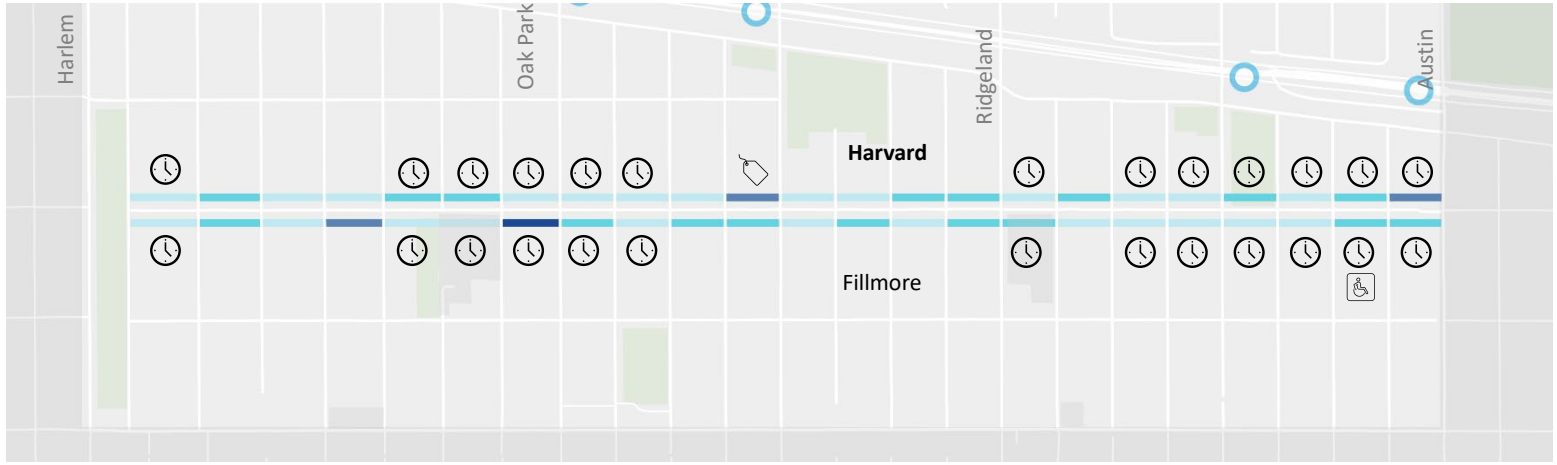
Crash Type

- Cyclist – no serious injury
- Pedestrian – no serious injury
- Pedestrian – serious injury
- Motorist – no serious injury
- Motorist – serious injury
- Motorist – fatal

Harvard St – Fillmore St – Lexington St Data

On-street parking use was concentrated around **Lincoln ES / Carroll Center & Park, Barrie Park**, and **west of Austin Blvd**.

Weekend (Mid-day) Average (with parking general restrictions)



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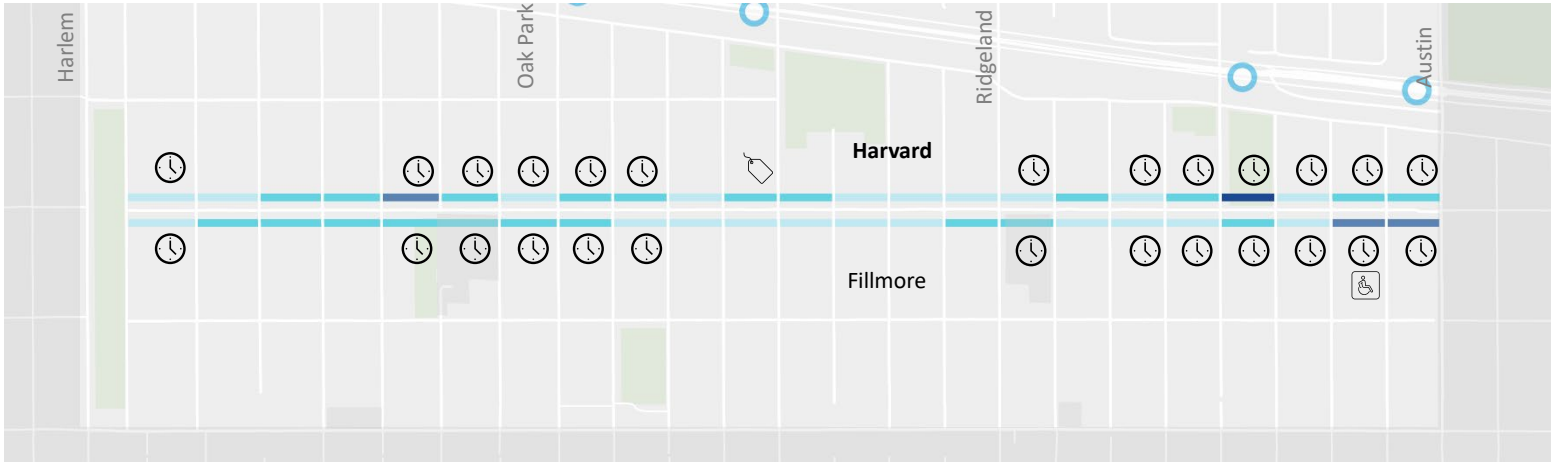
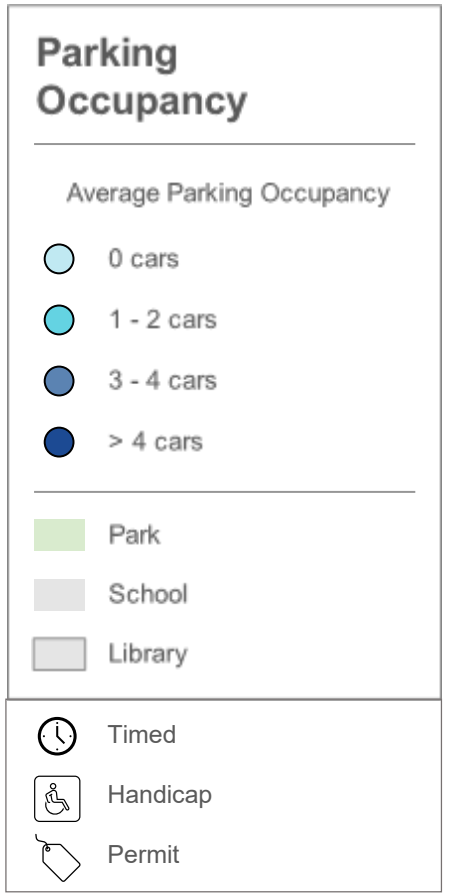


PARKING EVALUATION

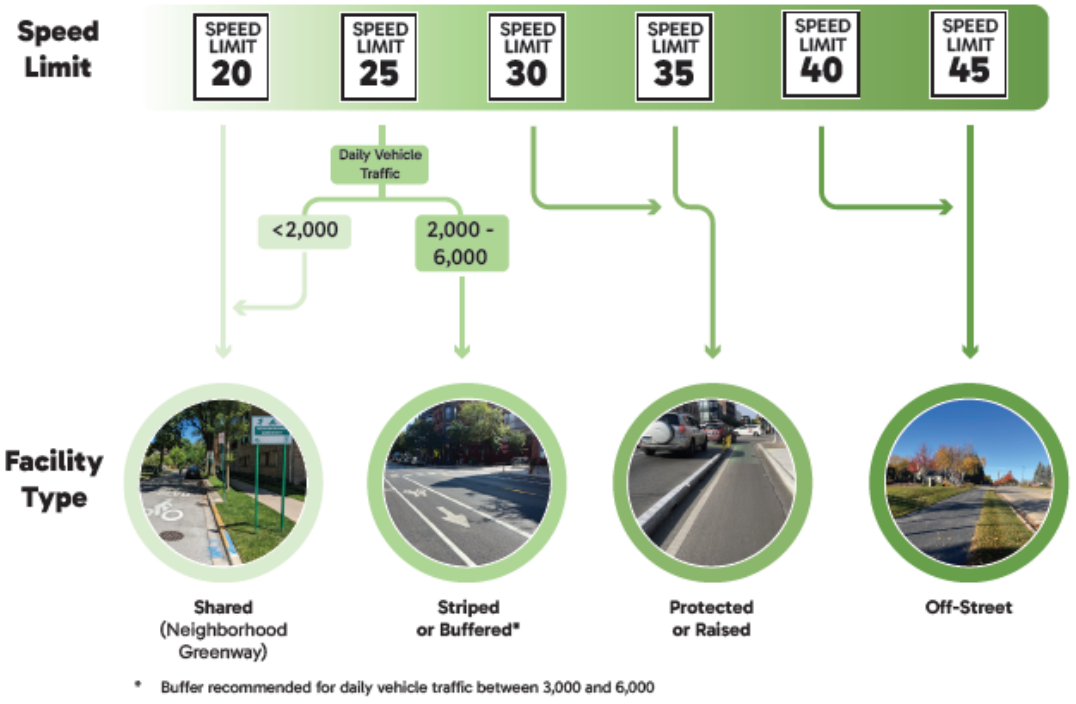


Harvard St – Fillmore St – Lexington St

Key Takeaways

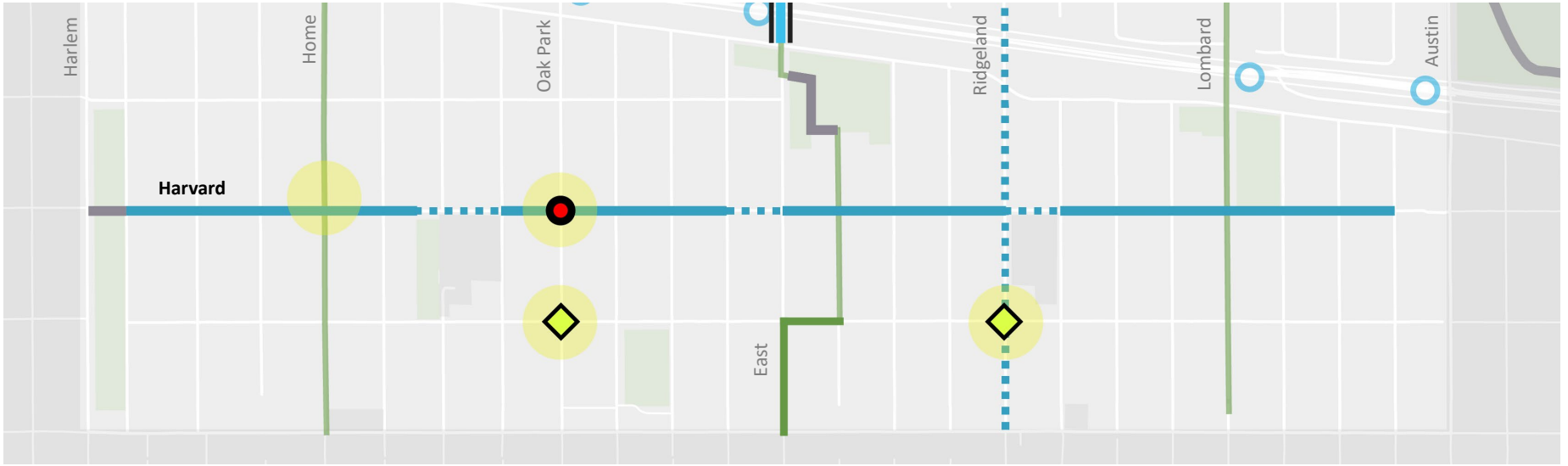
- Harvard St sees the highest traffic volumes between Clinton Ave and East Ave (> 2,000 vehicles)
- Vehicle typically speeds are slow, under 25 MPH
- In the last five years of available crash data, there were 2 crashes involving a cyclist on Harvard and 1 on Fillmore – all at Oak Park Ave
- On-street parking utilization was limited, with more utilization near Lincoln ES / Carroll Center & Park, Barrie Park, and west of Austin Blvd

Minimum Accommodations of Bikeways



Harvard St – Fillmore St – Lexington St Concepts

Short-Term



- Remove parking and install **Striped Bike Lanes** on Harvard St between Maple Ave - Humphrey Ave <u>with exception of corridor segments in front of schools</u>, where **Marked Shared Lanes** will be installed (thus no parking loss at schools)
- One aspect of the Fillmore and Lexington Neighborhood Greenways plan that garnered particular support was the addition of RRFBs at Fillmore and Oak Park Ave as well as Ridgeland Ave – these are recommended.

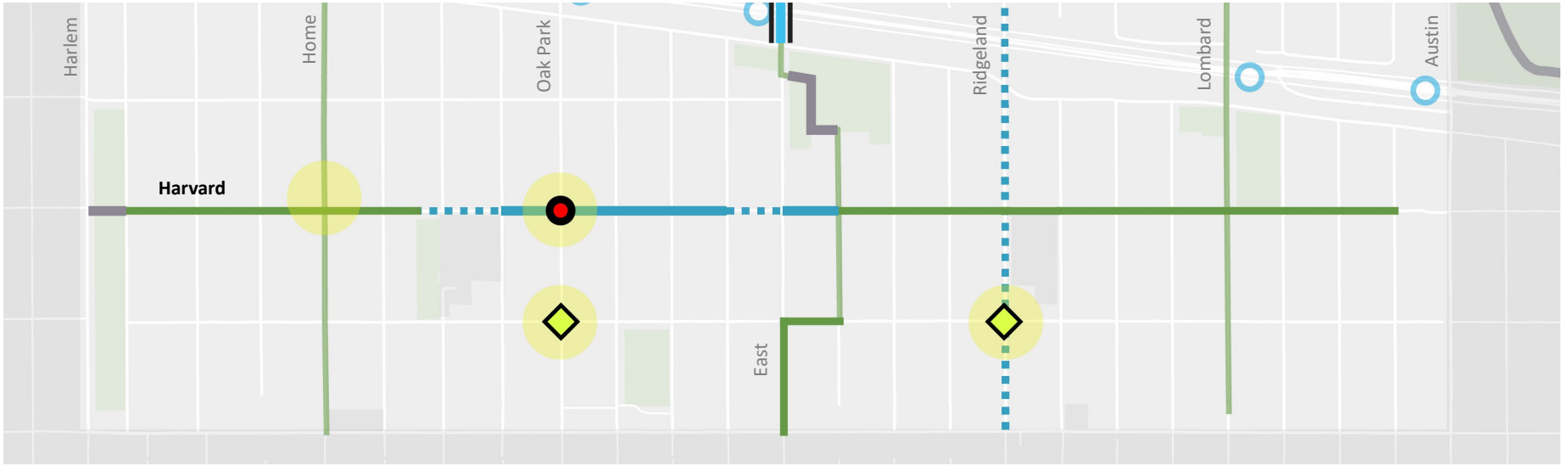
TRIGGERS PARKING LOSS

Oak Park Bike Network
Proposed 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 Stop Sign
- Proposed Signal w/ Cyclist Detection or Phasing
- Intersection Upgrade

Harvard St – Fillmore St – Lexington St Concepts

Short-Term | ALTERNATIVE 1



- Remove parking and install **Striped Bike Lanes** on Harvard St between Clinton Ave - Scoville Ave <u>with exception of corridor segments in front of schools</u>, where **Marked Shared Lanes** will be installed (thus no parking loss at schools)
- One aspect of the Fillmore and Lexington Neighborhood Greenways plan that garnered particular support was the addition of RRFBs at Fillmore and Oak Park Ave as well as Ridgeland Ave – these are recommended.

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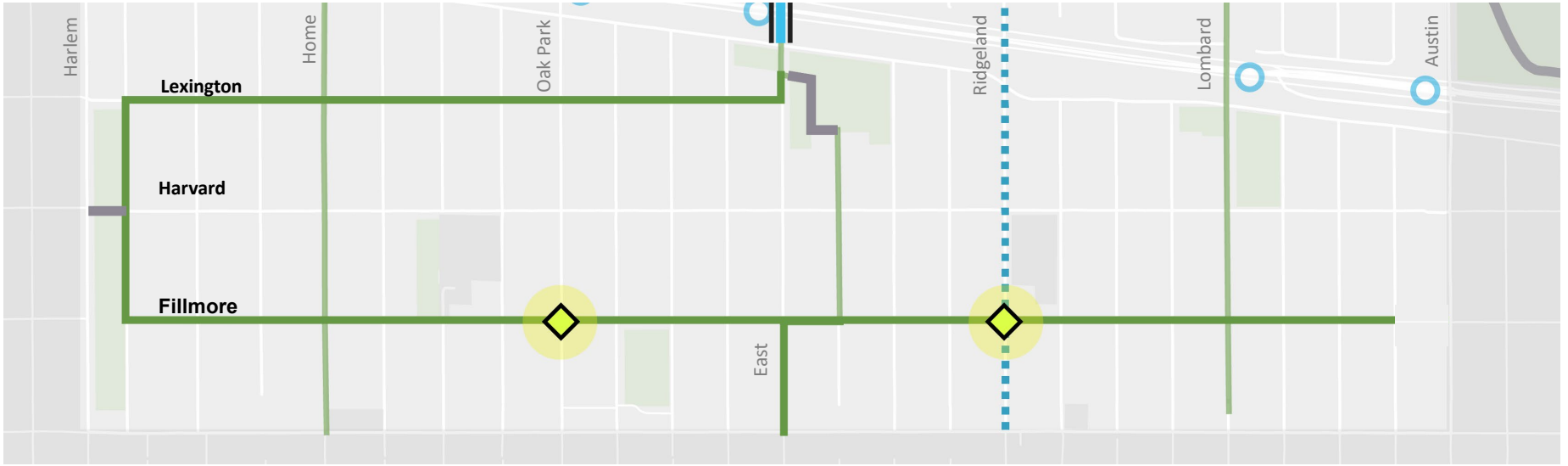
Harvard St – Fillmore St – Lexington St Concepts

Short-Term | ALTERNATIVE 2



- Establish **Neighborhood Greenway** on Fillmore St between Maple Ave and Humphrey Ave
  - RRFBS: Oak Park Ave, Ridgeland Ave
  - Speed Tables: Install periodically, with center gap for cyclist path of travel
- Establish **Neighborhood Greenway** on Lexington St between Maple Ave and East Ave
  - Speed Tables: Install periodically, with center gap for cyclist path of travel

NO PARKING LOSS

Oak Park Bike Network
Proposed Concepts

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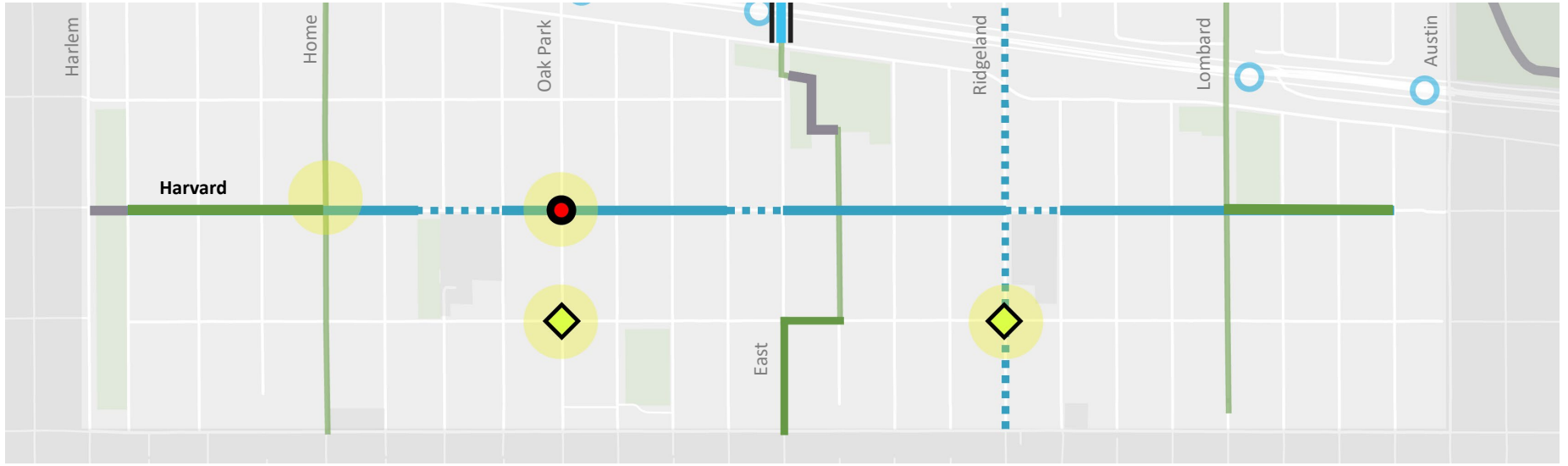
Harvard St – Fillmore St – Lexington St Concepts

Short-Term | ALTERNATIVE 3



- Remove parking and install **Striped Bike Lanes** on Harvard St between Home Ave – Lombard Ave <u>with exception of corridor segments in front of schools</u>, where **Marked Shared Lanes** will be installed (thus no parking loss at schools)
- One aspect of the Fillmore and Lexington Neighborhood Greenways plan that garnered particular support was the addition of RRFBs at Fillmore and Oak Park Ave as well as Ridgeland Ave – these are recommended.

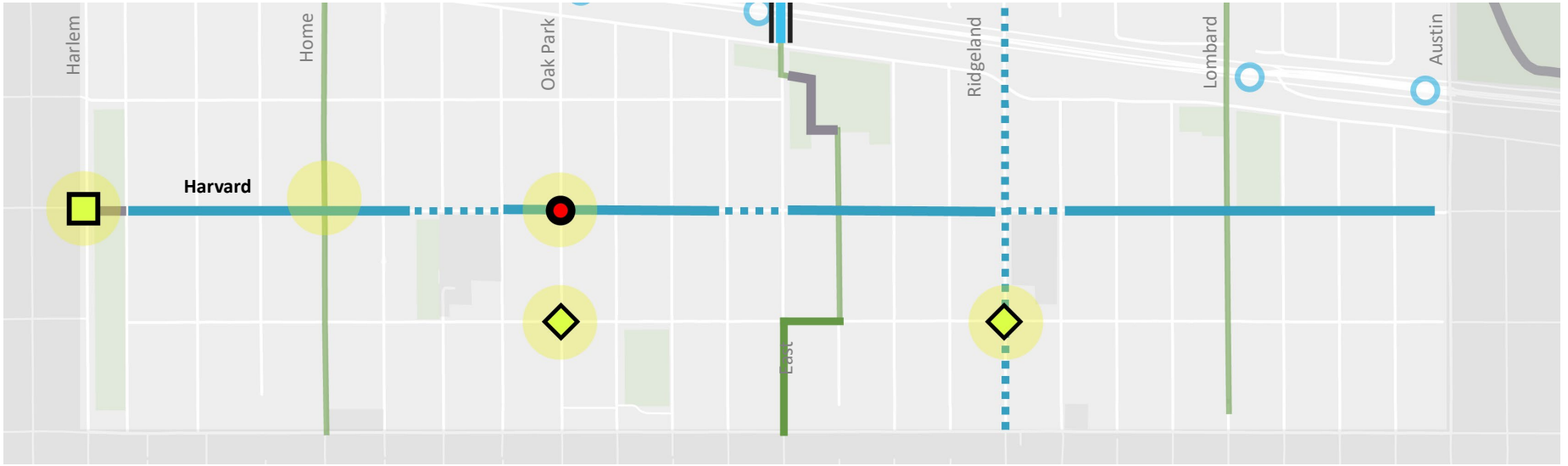
TRIGGERS PARKING LOSS

Oak Park Bike Network
Proposed 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 Stop Sign
- Proposed Signal w/ Cyclist Detection or Phasing
- Intersection Upgrade

Harvard St – Fillmore St – Lexington St Concepts

Mid-Term



- Maintain Harvard St short-term recommendations - either as shown above or alternatives
- Evaluate opportunities to upgrade short-term facilities to protected facilities in future
- Install new bicycle and pedestrian crossing and Pedestrian Hybrid Beacon signal at Harlem Ave

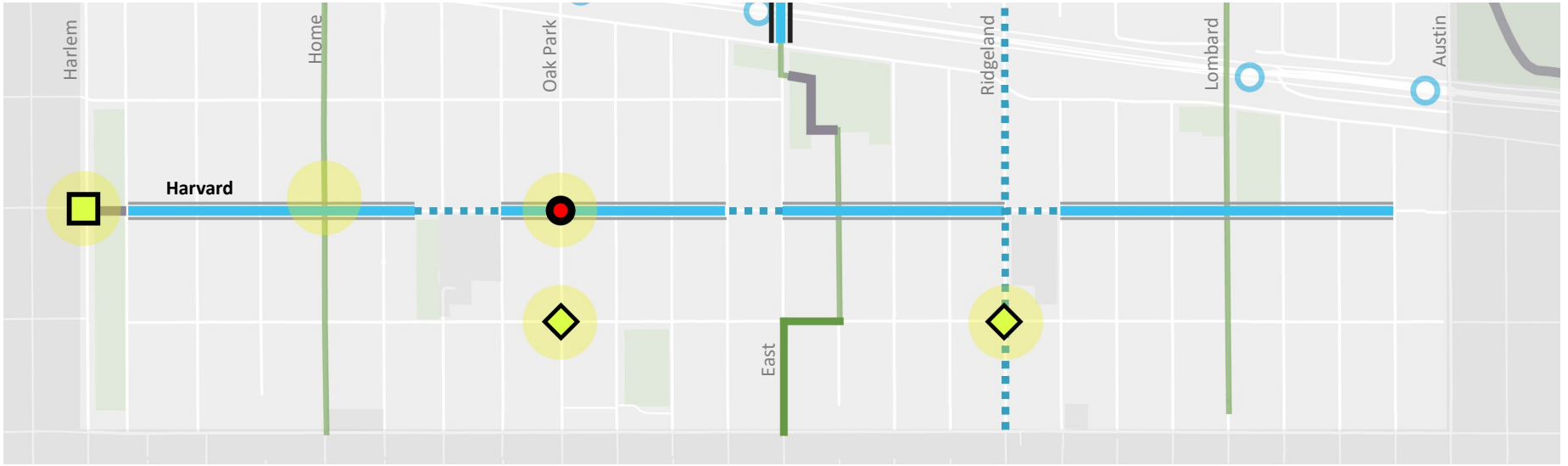
NO ADDITIONAL PARKING LOSS

Oak Park Bike Network
Proposed 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 Stop Sign
- Proposed Signal w/ Cyclist Detection or Phasing
- Intersection Upgrade

Harvard St – Fillmore St – Lexington St Concepts

Long-Term



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

MAY TRIGGER PARKING LOSS

Oak Park Bike Network
Proposed 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 Stop Sign
- Proposed Signal w/ Cyclist Detection or Phasing
- Intersection Upgrade

Questions and Feedback

Next Steps

- Finalize plan based on Board feedback
- Present the plan for formal adoption at upcoming meeting
- Staff to identify programming and grant opportunities for project implementation
- Staff to incorporate projects into budget
- Staff to prioritize recommendations for implementation
- Staff to design prioritized projects for implementation

Thank You!