

CHICAGO-OAK PARK

TRAFFIC SAFETY & MOBILITY STUDY ON NORTH AVENUE



JUNE 2021 | PREPARED FOR



PREPARED BY **Kimley»Horn**





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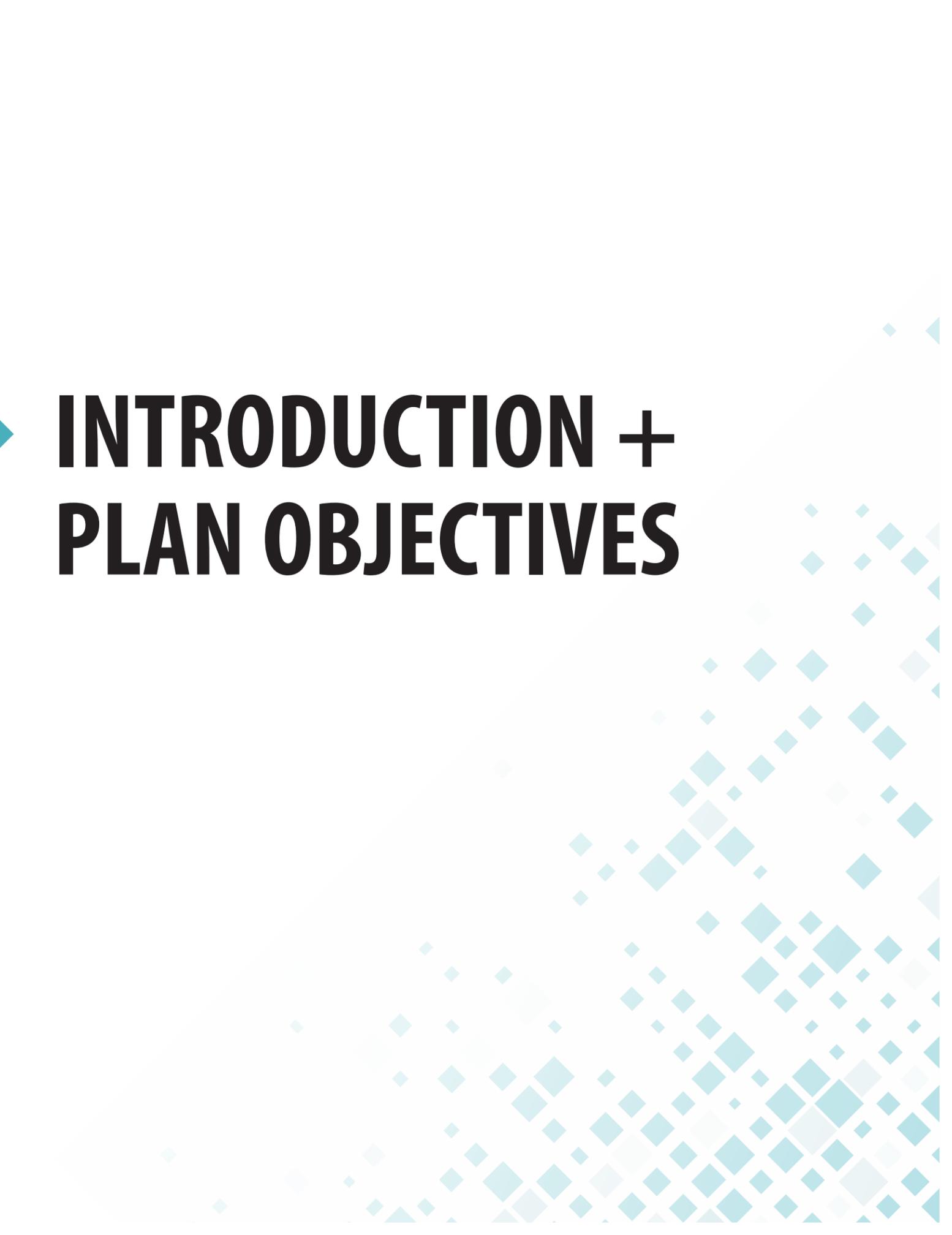


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INTRODUCTION + PLAN OBJECTIVES

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INTRODUCTION

North Avenue is a major arterial roadway stretching west from Lake Michigan through Chicago and many west suburban communities. It plays a role of carrying high traffic volumes for trips both within, through, and to other communities across the region. North Avenue is also home to many different types of land uses as it passes through communities and neighborhoods of different sizes and scales. North Avenue is home to large national-scale retailers, local community-based businesses, residential buildings and adjacent neighborhoods, and institutions including churches, a Children's Museum, a public library, and more. Its multimodal character includes passenger cars, trucks, pedestrians, some cyclists, multiple bus transit operators, and nearby Metra commuter rail stations. The street serves multiple functions, modes of transportation, population groups, and interests.

The Chicago-Oak Park Traffic Safety and Mobility Study was initiated by the Chicago Department of Transportation (CDOT), in coordination with the Village of Oak Park and the Chicago Metropolitan Agency for Planning (CMAP), to explore the multimodal characteristics of a two-mile corridor of North Avenue, between Harlem Avenue on the west and Central Avenue on the east, and identify a range of improvements intended to address a range of traffic, safety, and mobility issues. At the same time, improvements to the corridor's transportation infrastructure were also considered, to the extent feasible, from the perspective of positively contributing to achieving broader community goals and objectives such as supporting economic development, enhancing community character and aesthetics, improving health and wellness, and generally increasing the overall quality of life along the corridor.

The study area is illustrated on **Page 2**. The study corridor passes through the City of Chicago between Central Avenue and Austin Boulevard on the eastern one-half-mile segment while Chicago is situated north of the street and the Village of Oak Park is located south of the street between Austin Boulevard and Harlem Avenue

This plan document summarizes the study goals and objectives, documents the study process and steps taken along the way to collect data, solicit and review input from the adjacent communities and stakeholders, develop improvements to the corridor, and presents a plan to act as a guide for where to direct transportation resources in the future implementation of plan elements over time.

PLAN OBJECTIVES

The Chicago-Oak Park Traffic Safety and Mobility Study was guided by the following series of project goals and objectives:

1

Enhance comfort, safety, and convenience for users of all ages and abilities

The study will explore opportunities for improvements that improve mobility and safety along and crossing North Avenue for the entire community, from children to seniors and from able-bodied to those with personal limitations.

2

Improve access for all transportation modes

North Avenue serves a wide range of transportation modes, but vehicular traffic is the dominant mode. The study will incorporate elements for improving all modes of transportation including a more comfortable pedestrian experience, opportunities for convenient bicycle accommodations, and enhanced transit accessibility in addition to vehicular traffic.

3

Enhance the role of the street as a public place

In addition to serving vehicular traffic flow needs, the study will seek opportunities to leverage opportunities within the public right-of-way to create new spaces for social connections, gathering, and community character.

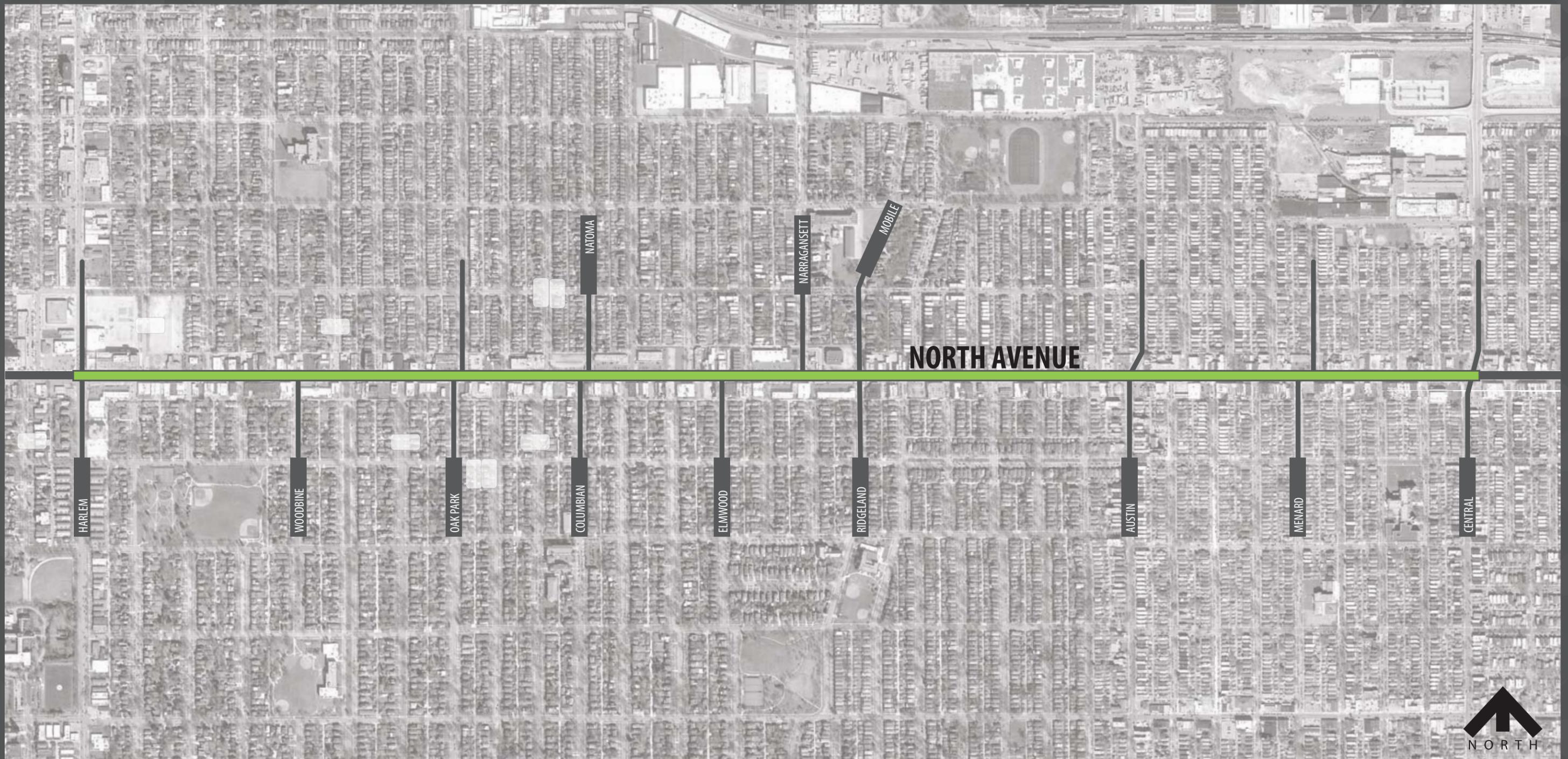
4

Support larger community objectives

Improvements are not intended only to address transportation issues, but also serve as a means to assist in making progress towards broader community goals including supporting economic development, enhancing community character and aesthetics, improving health and wellness, and generally increasing overall quality of life.



STUDY AREA





STUDY PROCESS





STUDY PROCESS

The Chicago-Oak Park Traffic Safety and Mobility Study is a collaboration among CDOT, the Village of Oak Park, CMAP, IDOT, the Chicago Transit Authority (CTA), Pace Bus, active community organizations, and the residents and businesses in the adjacent neighborhoods. The study process includes a combination of data collection and research, analysis and identification of issues/opportunities, development of conceptual improvements, and preparation of implementation steps. Throughout the study, dialog, conversations, and other forms of engagement were woven into the study timeline with key touchpoints that allow for learning about the corridor and communities, soliciting input, coordinating with parallel studies and planning efforts, updating subcommittees and the community, seeking feedback, and presenting the plan.

The following outlines the study process.

DATA COLLECTION AND TECHNICAL EVALUATION

Several forms of data collection were undertaken to document existing conditions within the study area. These included field visits and observations, vehicular and pedestrian traffic counts, evaluation of crash data, review of past studies and plans, research of community demographics and commute characteristics, resident and business surveys performed by CMAP, focus group interviews, and community input. Collectively, this information was reviewed and referenced to develop summary exhibits, a community characteristics dashboard, and a current conditions assessment that outlines assets, issues, opportunities, and challenges intended to inform the development of plan elements that ultimately lead to a recommended plan.

MUNICIPAL AND AGENCY INPUT AND GUIDANCE

As a corridor that, for much of the study area, runs between the City of Chicago on the north and the Village of Oak Park on the south, a collaboration between the two communities only makes sense. Throughout the study, CDOT and Village of Oak Park engineering and planning staff coordinated together with the project team on data collection, analysis, input, community engagement, and review of the plan. Further, agencies including CMAP, and their partnership with Urban Land Institute (ULI), the CTA, and Pace Bus played integral roles in providing data, insight, evaluation, and comments informing the plan. Coordination and guidance was provided through ongoing communications along with active participation on the project's Transportation Subcommittee.

Partnership with the CMAP / ULI

CMAP, through a Local Technical Assistance grant to The North Avenue District, a local non-profit community organization, undertook a concurrent planning study titled the Revitalization and Mobility Plan for the North Avenue Corridor. The plan's goals are to establish a guide for revitalization and mobility along the North Avenue corridor, identifying appropriate redevelopment opportunities, outline strategies for attracting desirable development, and identify recommendations for improving streetscape and corridor branding. The plan's study area is shorter than that of the Chicago-Oak Park Traffic Safety and Mobility Study, extending between Harlem Avenue and Austin Boulevard.

As part of its planning process, CMAP engaged ULI, through a two-day Technical Assistance Panel (TAP) December 12-13, 2018, to identify appropriate redevelopment opportunities, evaluate market feasibility, and define strategies for attracting desirable development along the corridor. The project team coordinated with ULI panel participants and other stakeholders to share information and discuss transportation and mobility planning considerations.

The Revitalization and Mobility Plan for the North Avenue Corridor can be accessed here: <https://www.cmap.illinois.gov/programs/lta/north-avenue>

ULI's Technical Assistance Services Report, Revitalization Strategies for the North Avenue Corridor, can be accessed here: <https://www.cmap.illinois.gov/programs/lta/north-avenue>

Throughout the study process the two concurrent planning efforts coordinated in sharing information and hosting joint community engagement events, including a Visioning Workshop in November 2018 and an Open House in May 2019. The project's Transportation Subcommittee is largely a subset of CMAP's project Steering Committee.

STAKEHOLDER AND COMMUNITY INPUT

Connecting with those who live and work in the community through the various stages of a project is an important for numerous reasons. First, community members are very familiar with the corridor and play a valuable role in conveying the current challenges, goals, and aspirations for the corridor. Soliciting feedback from residents and businesses challenges and confirms assumptions and development of plan elements throughout the study process, helping to guide the ultimate plan. Community involvement in developing the plan also helps to establish support and momentum towards plan implementation, whether in phases over time or in its entirety.

Stakeholder and community engagement were exhibited in several forms throughout the study, including:

- ▶ Transportation Subcommittee
- ▶ Focus group interviews
- ▶ CMAP business and community member survey (over 1,700 responses collected and summarized by CMAP)
- ▶ Two community open houses and input sessions hosted together with CMAP

Transportation Subcommittee

This committee operated as a subcommittee of the existing Steering Committee for CMAP's Revitalization and Mobility Plan for the North Avenue Corridor. Key aspects of the subcommittee's role were to 1) inform existing transportation and mobility conditions assessment, 2) provide guidance and input on transportation and mobility solutions/recommendations and strategies, and 3) represent associated agencies and constituents through input and feedback to the project team.

Transportation Subcommittee members include:

- | | |
|---|--|
| BRENDA RANCHER MCGRUDER , Chicago Department of Transportation | TOM DREBENSTED , Galewood Business Development Committee |
| ALAINA BRIDGES , Chicago Department of Transportation | CHRIS HARTWEG , Galewood Business Development Committee |
| EILEEN LYNCH , Senator Don Harmon's Office | ELIZABETH RANUCCI , Galewood Business Development Committee |
| BYRON WATSON , City of Chicago - 29th Ward | JACK CHALABIAN , CTA |
| BILL MCKENNA , Village of Oak Park | EMILY DREXLER , CTA |
| CRAIG FAILOR , Village of Oak Park | RYAN RUEHLE , Pace Bus |
| JASON SALLEY , IDOT | MARTIN SANDOVAL , Pace Bus |
| CINDY CAMBRAY , CMAP | LEN CANNATA , West Central Municipal Conference |
| JUDITH ALEXANDER , The North Avenue District | |
| MICHAEL WOODS , The North Avenue District | |



Community Engagement Timeline

A timeline of key community engagement activities is outlined below:





▲ Visioning Workshop in November 2018

Focus Group Meetings

In October 17, 2018, two focus group discussion forums were held at Alderman Taliaferro's 29th Ward office. Each focus group, organized by complementary characteristics and interests, joined members of the project team to engage in dialog and provide insight from their unique perspectives to inform the project team's knowledge and understanding of the North Avenue corridor. The three sets of focus group participants are highlighted below:

Mobility Advocacy Group

- 👤 AARON JOSEPH, *Bike Walk Oak Park*
- 👤 ADAM BALLARD, *Access Living*

Quality of Life Group

- 👤 QUIWANA BELL, *Westside Health Authority*
- 👤 TINA AUGUSTUS, *Austin Green Team*
- 👤 DARNELL SHIELDS, *Austin Coming Together*

Community Visioning Workshop and Open House Meetings

In coordination with CMAP, two joint community meetings were hosted for the broader community. These two meetings are summarized below:

Visioning Workshop

Date: November 15, 2018

Summary: Attendees were introduced to the CMAP and Chicago-Oak Park studies underway. CMAP provided details summarizing the results of their business and resident community surveys and facilitated questions and discussion regarding the project. Attendees were also able to review display boards summarizing the assessment of existing conditions, provide feedback on potential improvements types, and submit input, comments, and questions placed on a printout of the entire study corridor. Project team members were on hand to discuss the project, answer questions, and listen to attendees to learn more about their perspectives on North Avenue's past, present, and ideas for the future.

Open House

Date: May 9, 2019

Summary: Members of the community were invited to review the proposed recommendations for the CMAP and Chicago-Oak Park studies. Overviews of the study processes and key recommendations for each plan were provided, followed by questions and responses and an opportunity to review plot rolls illustrating the entire study corridor along with presentation boards summarizing common plan elements and key intersections.



▲ Community members reviewing plan materials and providing input

DEVELOPMENT OF PROPOSED IMPROVEMENT CONCEPTS

Following the data collection, research, observations and time spent along North Avenue, assessment of existing conditions, and synthesizing all of the input collected through engagement with the community and members of the Transportation Subcommittee, the stage was set to begin exploring ideas and concepts to address identified issues and opportunities to achieve the stated study goals and objectives. This step included blending available measures and improvement types, evaluating multimodal conditions and appropriate tools, and applying improvement concepts block-by-block along the study corridor. Alternative concepts were reviewed through the perspective of the various modes of transportation and how changes to transportation infrastructure influence both transportation and progress towards broader community goals.



BACKGROUND CONDITIONS





NORTH AVENUE CORRIDOR BACKGROUND CONDITIONS

This section presents an overview of existing conditions and characteristics associated with the study area including a summary of corridor facts related to multimodal traffic volumes, CTA and Pace transit routes and stop-level access, community demographics and commute-to-work characteristics, and safety. This section also summarizes transportation-related feedback provided through CMAP's community survey as part of its Revitalization and Mobility Plan for the North Avenue Corridor process and input provided at community engagement events.



Looking east across Central Avenue at pedestrians using the channelizing island as a refuge in the northeast corner of the intersection

CORRIDOR SNAPSHOT

Page 8 highlights key characteristics of the two-mile study corridor along North Avenue, between Harlem Avenue and Central Avenue, ranging from vehicular and pedestrian traffic volumes and traffic signal locations to transportation mode share to community demographics to transit access.

COMMUNITY DEMOGRAPHICS

Page 9 presents a dashboard summarizing community demographics and transportation characteristics based on census data for the adjacent communities along the North Avenue study corridor.

VEHICULAR / PEDESTRIAN / BICYCLE TRAFFIC VOLUMES

To document the multimodal traffic conditions and volumes along North Avenue, vehicular, pedestrian, and bicycle counts were performed at 10 key intersections during the weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak periods. Counts were collected along North Avenue at the following key intersections:

- ▶ Harlem Avenue
- ▶ Woodbine Avenue
- ▶ Oka Park Avenue
- ▶ Columbian Avenue / Natoma Avenue
- ▶ Elmwood Avenue
- ▶ Narragansett Avenue
- ▶ Ridgeland Avenue / Mobile Avenue
- ▶ Austin Avenue
- ▶ Menard Avenue
- ▶ Central Avenue

These intersections represent the eight signalized intersections within the study corridor plus two intermediate intersections.

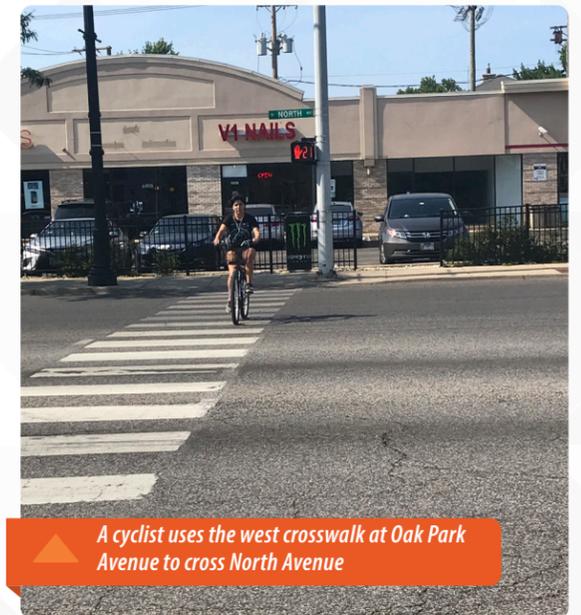
Page 10 presents the vehicular peak hour turning movement counts at the key intersections. **Page 11** summarizes the pedestrian and bicycle counts at each intersection during the same morning and evening peak hours.

TRANSIT ACCESS

CTA (5 routes) and Pace (3 routes) both operate bus service along North Avenue. To document and understand stop-level access along the corridor, **Page 12** maps each route and illustrates the number of daily boardings and alightings at each stop. As shown, transit access is focused at Central Avenue, Harlem Avenue, Austin Avenue, and near Narragansett Avenue / Ridgeland Avenue / Mobile Avenue.

CRASH HISTORY

Crash experience along North Avenue was reviewed for the period from 2014 to 2016, representing the most recent three-year period with complete data available, and categorized data by location and crash type. Over the defined period, 652 total crashes were reported between Harlem Avenue and Central Avenue. The most prevalent crash type is rear-end, followed by turning, sideswipe in the same direction, and those involving parked motor vehicles. **Page 13** illustrates the crash data by location, type, and quantity along North Avenue. Note that the segment with the greatest number of crashes coincides with the longest segment (Mobile/Ridgeland to Austin).



A cyclist uses the west crosswalk at Oak Park Avenue to cross North Avenue



CORRIDOR SNAPSHOT



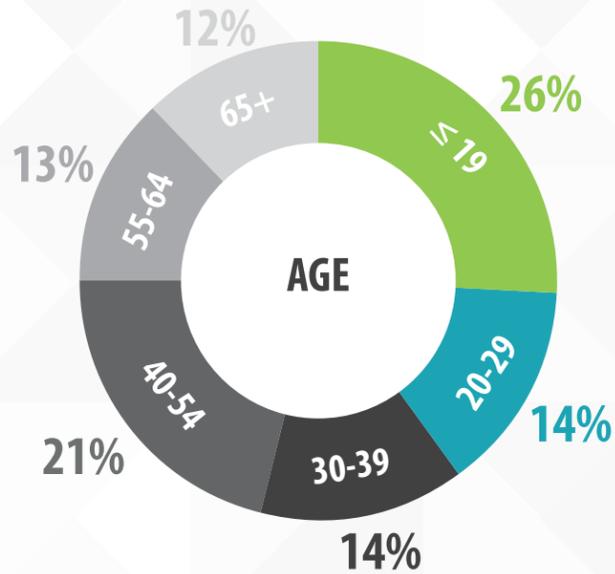


CORRIDOR DEMOGRAPHICS



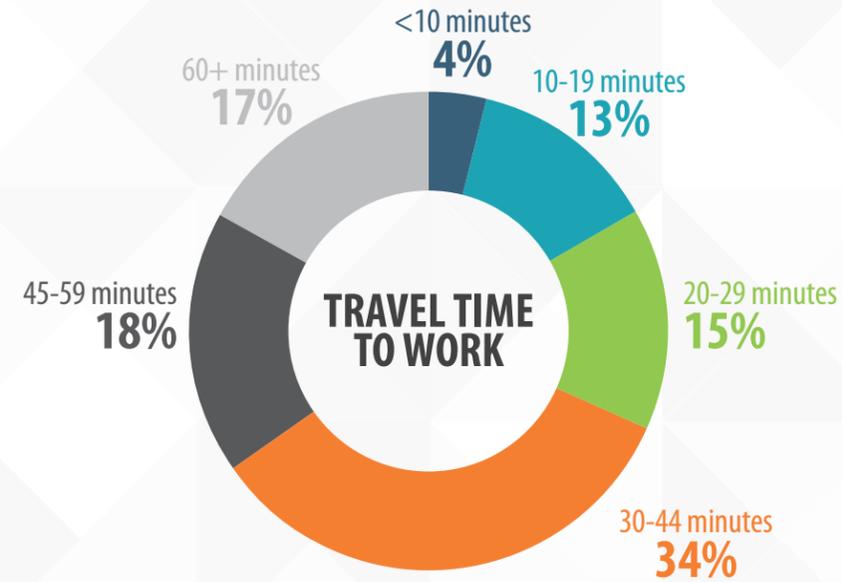
162,000

TOTAL POPULATION WITHIN 3 MILES NORTH AND SOUTH OF CORRIDOR



7%

OF WORKERS OVER AGE 16 DO NOT HAVE ACCESS TO A VEHICLE

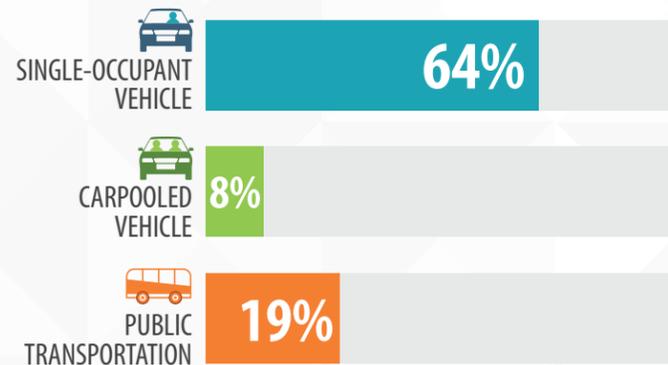


An eastbound CTA transit stop in advance of Forest Avenue

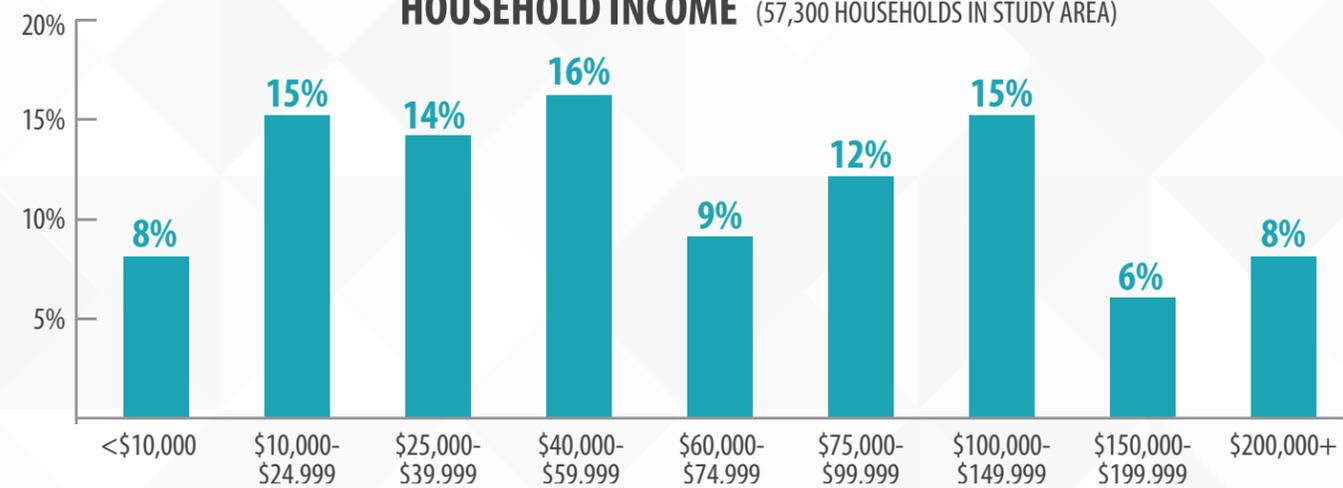


Underutilized on-street metered parking along the north side of the corridor west of Narragansett Avenue

COMMUTE MODE

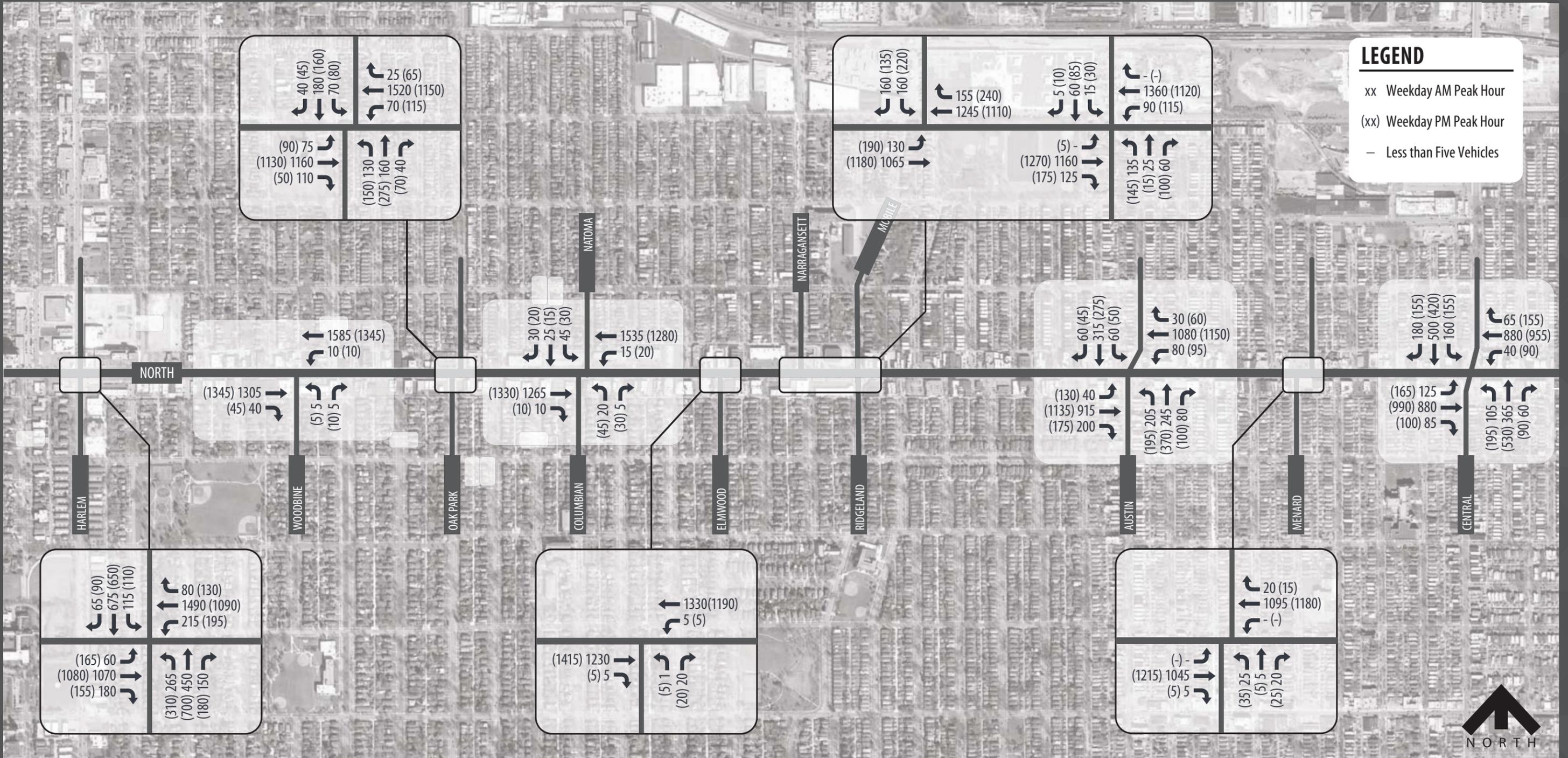


HOUSEHOLD INCOME (57,300 HOUSEHOLDS IN STUDY AREA)



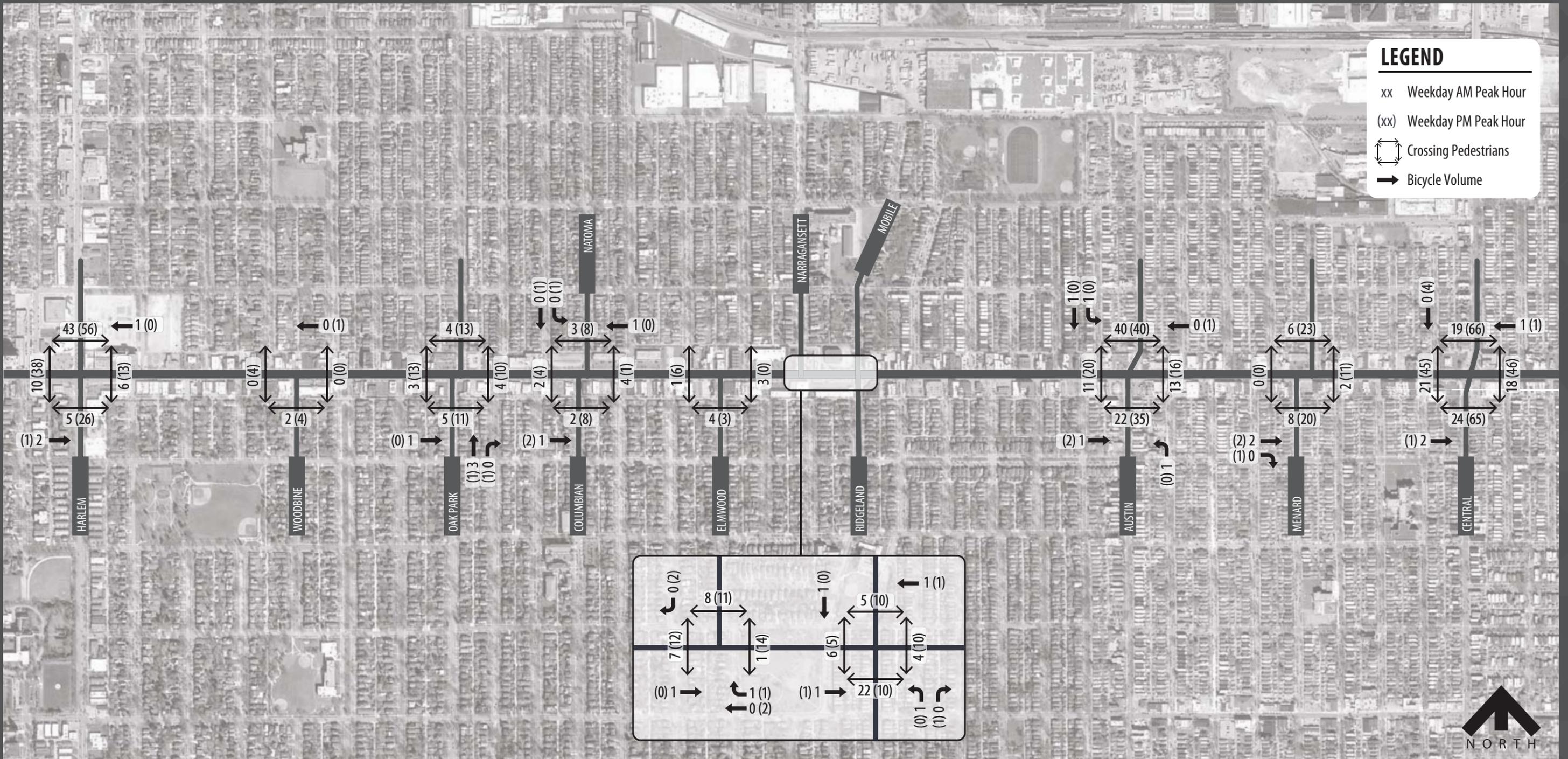


PEAK HOUR TRAFFIC VOLUMES



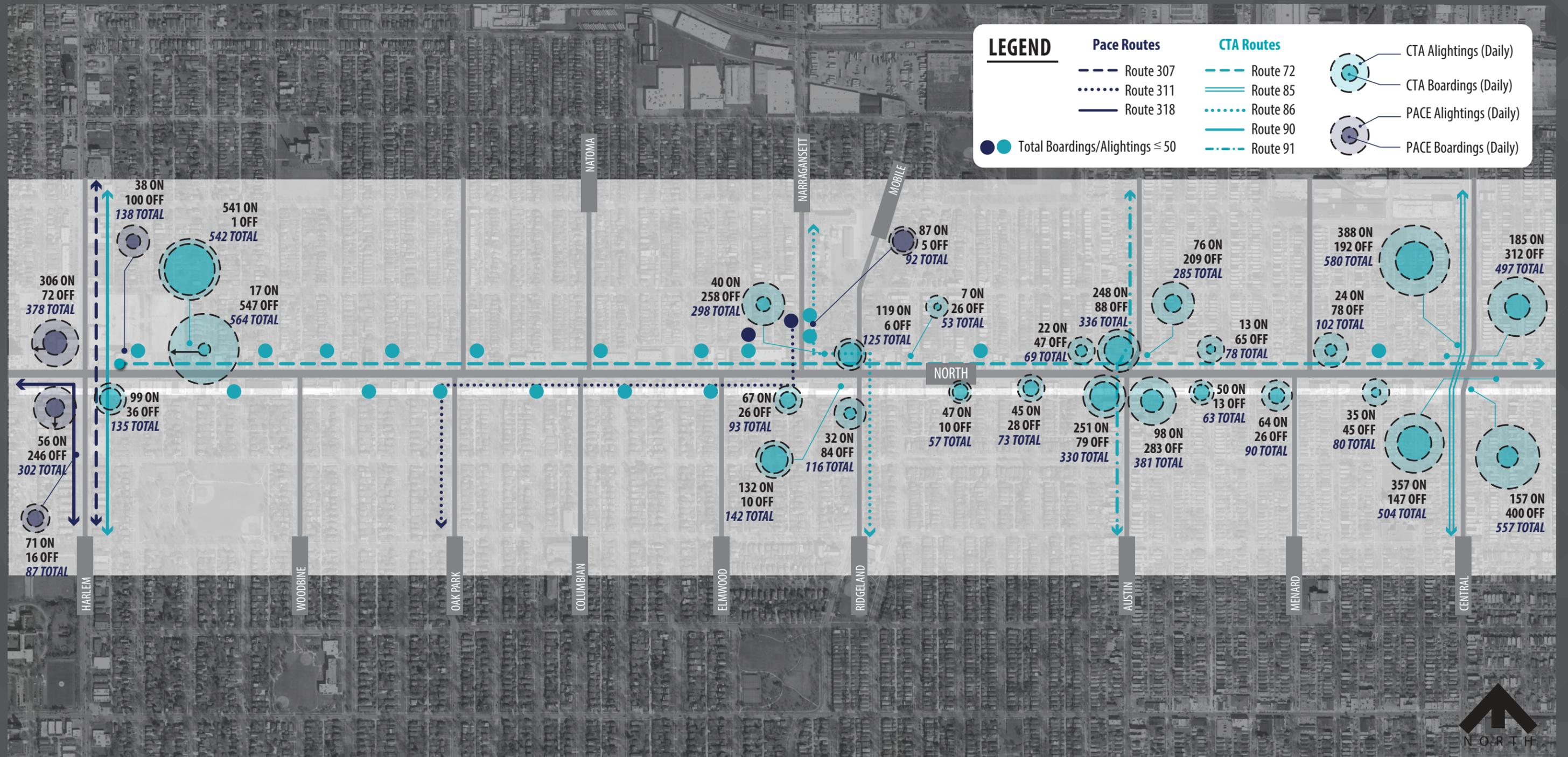


PEAK HOUR PEDESTRIAN AND BICYCLE VOLUMES



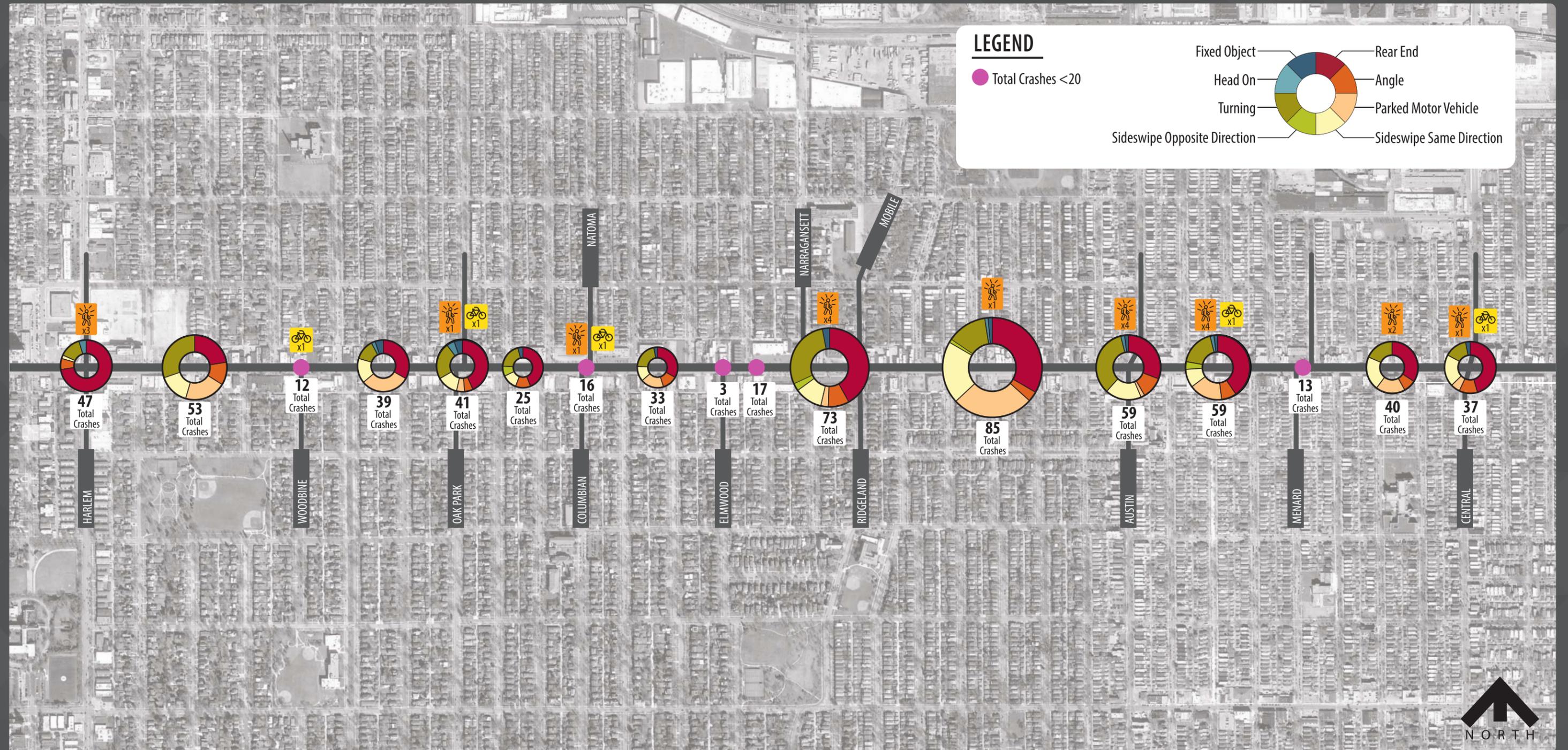


TRANSIT ROUTES AND STOP-LEVEL RIDERSHIP





CRASH DATA EVALUATION (2014-2016)





REVIEW OF PAST STUDIES

The project team reviewed 12 studies completed over the past 10 years to understand and document recommendations that could influence the study along North Avenue. These studies include:

- ▶ VISION ZERO CHICAGO/HIGH CRASH CORRIDOR FRAMEWORK PLAN (2017/2018), CDOT
- ▶ PACE CENTRAL HARLEM AVENUE CORRIDOR STUDY (2018), Pace Bus
- ▶ AUSTIN QUALITY OF LIFE PLAN (2018), Local Initiatives Support Corporation (LISC) and Austin Coming Together
- ▶ PACE NORTH AVENUE CORRIDOR PLAN (2017), Pace Bus
- ▶ NORTH AVENUE BUSINESS CORRIDOR STUDY (2016), Village of Oak Park
- ▶ COOK-DUPAGE CORRIDOR - SMART CORRIDORS PLAN AND DESIGN TECHNICAL REPORT (NORTH AVENUE) (2015), IDOT
- ▶ NEIGHBORHOOD GREENWAYS SYSTEM STUDY AND BIKE SHARE FEASIBILITY STUDY: OAK PARK (2015), Village of Oak Park
- ▶ CHICAGO NEIGHBORHOODS 2015: ASSETS, Plans and Trends (2015), Chicago Community Trust
- ▶ CITY OF CHICAGO METRA STATION AREA TYPOLOGY STUDY (2014), Regional Transportation Authority (RTA), Metra, and the City of Chicago
- ▶ AUSTIN-GALEWOOD SUSTAINABILITY ROADMAP (2014), City of Chicago 29th Ward (former Ald. Deborah Graham)
- ▶ CHICAGO - METRA MILWAUKEE DISTRICT WEST LINE TRANSIT-FRIENDLY DEVELOPMENT PLAN (2012), City of Chicago
- ▶ COOK-DUPAGE CORRIDOR TRAVEL MARKET ANALYSIS (2009), RTA



A landscaped parkway along the south side of North Avenue between Oak Park and Grove Avenues

Each of the studies were reviewed for relevance to the Chicago-Oak Park Traffic Safety and Mobility Study in relation to the following topics with a summary of key points identified during the collective review:



Active Transportation

- ▶ Incorporate pedestrian countdown timers at traffic signals and enhance crosswalks.
- ▶ Ensure sidewalks comply with Americans with Disabilities Act (ADA) standards for accessible design.
- ▶ Provide bicycle parking at transit stations and popular destinations.
- ▶ Facilitate connections between local bicycle routes and major travel generators.



Economic Development/Redevelopment

- ▶ North Avenue is a key business district in the community for which redevelopment is a priority.
- ▶ Housing and commercial/retail development is desired.
- ▶ Development can be used to advance other community priorities such as improved transit access, and wealth-building opportunities like training, jobs, and business ownership.
- ▶ Improvements to pedestrian accessibility are believed to improve business conditions and foster development opportunities.



Health/Wellness/Sustainability

- ▶ Fostering health is a priority for the communities around the North Avenue corridor



Intersections Improvements

- ▶ Multiple plans call for intersection improvements that include traffic signal upgrades and enhanced pedestrian and cyclist access



Safety

- ▶ Traffic calming elements and lower speeds are called for to improve safety



Transit

- ▶ Existing bus service can be improved for riders by upgrading amenities and providing transit signal priority (TSP) to reduce the time buses idle at traffic signals along service for CTA and Pace bus service routes.
- ▶ Pace is studying future Pulse service on Harlem Avenue which would include north and southbound stations near the intersection of Harlem and North avenues.
- ▶ The Hanson Park and Galewood stations along the Metra District West line are located just north of the study area. Greater connectivity and signage to these stations from North Avenue is desired. According to the study, the typology for Galewood is an urban neighborhood which means about 50 percent of riders connect to the station on foot, bicycle, and transit. And although Hanson Park is classified as "Manufacturing Employment District" typology, nearby residents make up about 50 percent of commuters accessing the station.



Streetscape/Urban Design

- ▶ Establishing pedestrian and bicycle friendly environment on North Avenue is a priority.
- ▶ Signage to invite those passing by/through to explore the area's amenities as well as help them navigate nearby transportation routes are welcomed.
- ▶ Streetscape and beautification efforts are steps that enhance businesses and the community

INITIAL MULTI-PERSPECTIVE EVALUATION

As part of a multimodal transportation plan, prior to development of potential corridor improvements, a basic assessment was prepared to summarize areas of focus. This summary **Page 16 and 17** is organized by mode of transportation to reflect a multi-perspective approach for considering assets to leverage, issues to address, opportunities to explore, and challenges to overcome.



ASSETS



- Existing pedestrian activity along corridor
- Pedestrian refuges provided for midblock crossings
- Landscaped parkways on south side of street

ISSUES

- Uncontrolled crossings have limited visibility
- Multiple driveways for a single site interrupts pedestrian route and introduce conflicts
- Lack of crossing for 0.4-mile segment between Ridgeland and Austin
- Limited streetscape / buffer / character in most areas
- Expansive street width is intimidating for pedestrians to cross
- Busy traffic is uncomfortable for pedestrian-scale activity along sidewalk

OPPORTUNITIES

- Create pedestrian refuge at key corners and medians
- Extend curb at corners and along select block faces
- Install parklets and create plazas in underutilized paved areas
- Enhance school crossings
- Leverage redevelopment to enhance pedestrian environment
- New streetscape features to improve pedestrian realm / character and soften traffic influence

CHALLENGES

- Existing redevelopment sites provide limited benefit to pedestrians / streetscape
- Roadway width and high traffic volumes impact pedestrian crossings / comfort
- Privatized metered parking may limit re-use of north curb lane



- Existing sharrows on some side streets

- Traffic volume and speed creates uncomfortable biking conditions and discourages its use as an east-west route
- Cyclists ride on the sidewalk, conflicting with pedestrians and other activity
- Convenient bike parking is limited

- Create connections between corridor and existing north-south bike routes
- Focus on improving north-south crossing options
- Identify bike parking opportunities for those riding to the corridor

- Minimize impact of traffic volume and speed on North Avenue
- Integrating bicyclists in an auto-dominated corridor



ASSETS



- Existing transit service within the corridor
- Bus shelters provided at some stops

ISSUES

- Limited pedestrian refuge areas at some transit stops other than the standard sidewalk
- Inconsistent stop-level transit branding and amenities (e.g., shelter presence, shelter style, overall design)

OPPORTUNITIES

- Explore lead/lag phasing to facilitate bus turns at Oak Park
- Provide consistent shelters or amenities
- Identify enhancements near future Pace Pulse stop
- Expand intermodal connectivity
- Integrate transit into redevelopment
- Consider opportunities to adjust stop locations (e.g., far-side stops, consolidation) if they achieve operational advantages and improve travel times

CHALLENGES

- Traffic volume on North Avenue may impact transit travel times



- Traffic volumes create visibility for commercial uses
- Loading zones provide staging area for customers
- Parking on side streets supports businesses

- One-way / two-way transitions are unclear and inconsistent
- Lack of one-way signage on Rutherford
- Inconsistent approach to on-street parking
- Overlapping left-turns at Oak Park
- Uncomfortable parking experience when accessing on-street spaces and entering/exiting a parked vehicle on a busy street like North Avenue

- Review access consolidation opportunities
- Provide more consistent approach to on-street parking to enhance customer experience
- Improve the level of comfort for parkers on street through installations of bump-outs and/or shifting spaces to side streets
- Evaluate signage and striping for one-way / two-way transitions

- Spacing distance between signals at Narragansett and Ridgeland creates queues and cut-thru traffic in alley
- Existing character creates limited pass-by customer activity



CMAP SURVEY RESULTS AND COMMUNITY INPUT SUMMARY

As part of CMAP's Revitalization and Mobility Plan for the North Avenue Corridor planning process, an extensive community survey was undertaken to solicit input from residents and businesses in the surrounding area. This study coordinated with the CMAP survey to include questions on community interests and priorities related to transportation and mobility that, in combination with other input solicited and gathered through stakeholder interviews and a community open house, helped to provide an understanding of the strengths and challenges for the North Avenue corridor.

A summary of the sources of input is outlined as follows:

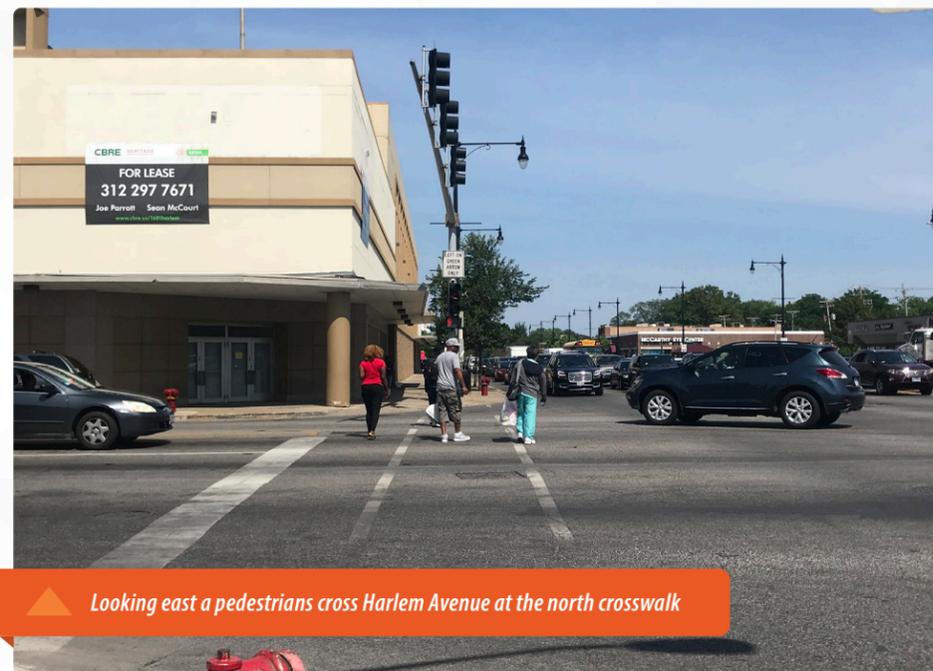
SOURCE	QUANTITY
Public Visioning Workshop	30 comments
CMAP's Corridor Revitalization and Mobility Workshop	61 attendees
Community Stakeholder Focus Group	5 attendees
CMAP Stakeholder Interviews	13 respondents
CMAP Resident/Employee/Business Surveys	2,158 respondents

Through the stakeholder focus groups, public visioning workshop comments, and the data shared from surveys and interviews with CMAP, several evident and recurring themes were raised by the community. The top themes include:

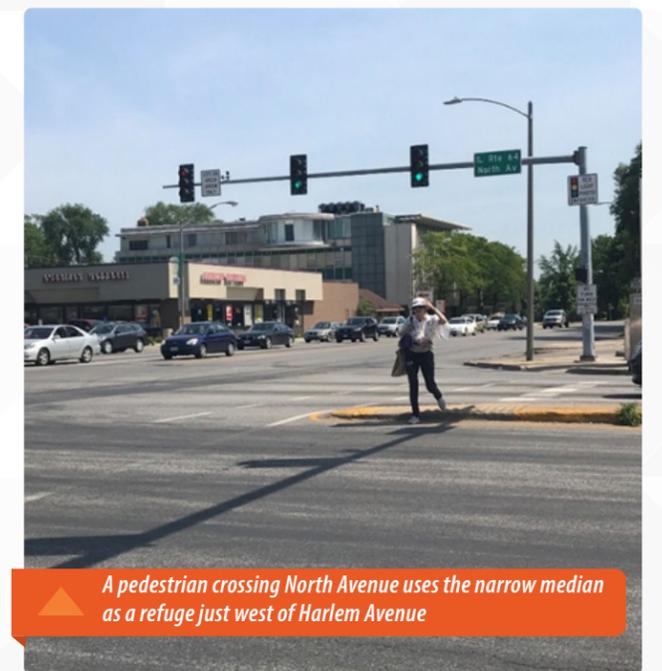
- CHALLENGES FOR PEDESTRIANS AND CYCLISTS TO CROSS NORTH AVENUE**
 Residents and businesses commented on the difficulty and safety concerns associated with crossing North Avenue on foot and by bicycle. Additional opportunities to cross North Avenue are desired. North Avenue's width, scale, and high traffic volumes often act as a barrier between the north and south sides of the street and generally do not present a comfortable pedestrian environment when walking along the corridor.
- TRAFFIC VOLUME, CONGESTION, AND TURNING MOVEMENT CONFLICTS CREATE UNDESIRABLE CONDITIONS FOR MOTORISTS**
 North Avenue is a busy corridor serving both local and through traffic. Some intersections, in particular, present operational challenges often related to offset street alignments.
- THE NORTH AVENUE CORRIDOR LACKS A COHESIVE FEEL**
 The look and feel of the public way is inconsistent, lacks aesthetic appeal, and is generally not considered attractive and welcoming for residents and businesses. The western segments of the study corridor include decorative street lights and some median landscaping installed several years ago, but higher-quality landscape and streetscape design elements are desired along the length of the corridor to provide a comfortable and attractive space for residents and business activity.
- ON-STREET PARKING IS CONFUSING AND AN UNCOMFORTABLE EXPERIENCE**
 Traffic volumes, travel speeds, and congestion can make on-street parking maneuvers feel dangerous. In some places, leaving your car parked on the street does not feel safe from passing traffic. This general sentiment is considered to limit benefits to adjacent businesses.
- THERE ARE LIMITED PEDESTRIAN-FOCUSED ACCESS AND AMENITIES**
 The pedestrian realm lacks amenities, such as comfortable seating, café spaces, pedestrian-scale lighting, thriving street trees, and landscaping to soften the hardscape, provide a buffer between sidewalk and passing traffic, and help muffle traffic noise. Additional locations to safely cross between the existing signalized intersections are also desired to provide more convenient access between neighborhoods, businesses, attractions, and transit stops on either side of North Avenue.



Looking northeast at the North Avenue/Austin Avenue intersection with its large channelized island on the northeast corner



Looking east a pedestrians cross Harlem Avenue at the north crosswalk



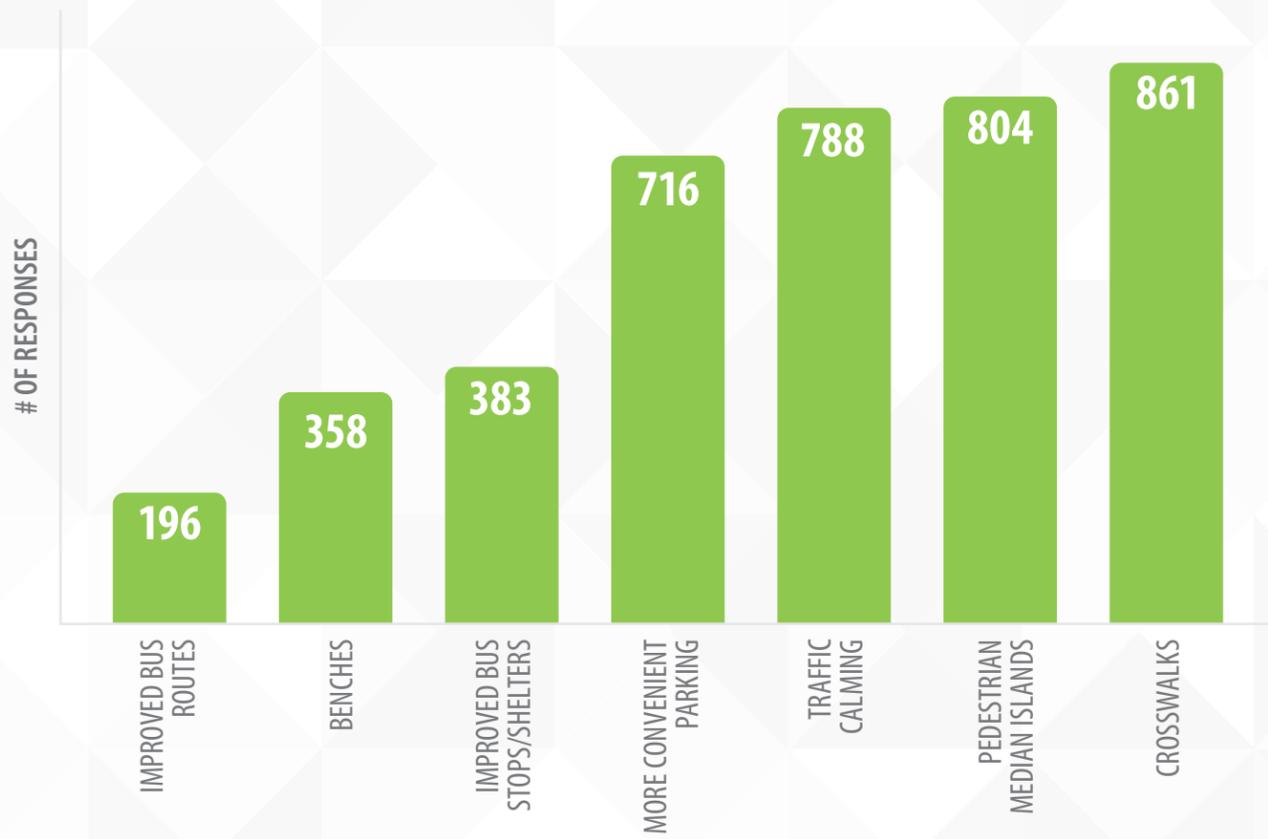
A pedestrian crossing North Avenue uses the narrow median as a refuge just west of Harlem Avenue



Responses to a selection of transportation-oriented questions from CMAP's community survey and open house engagement activities are presented below:

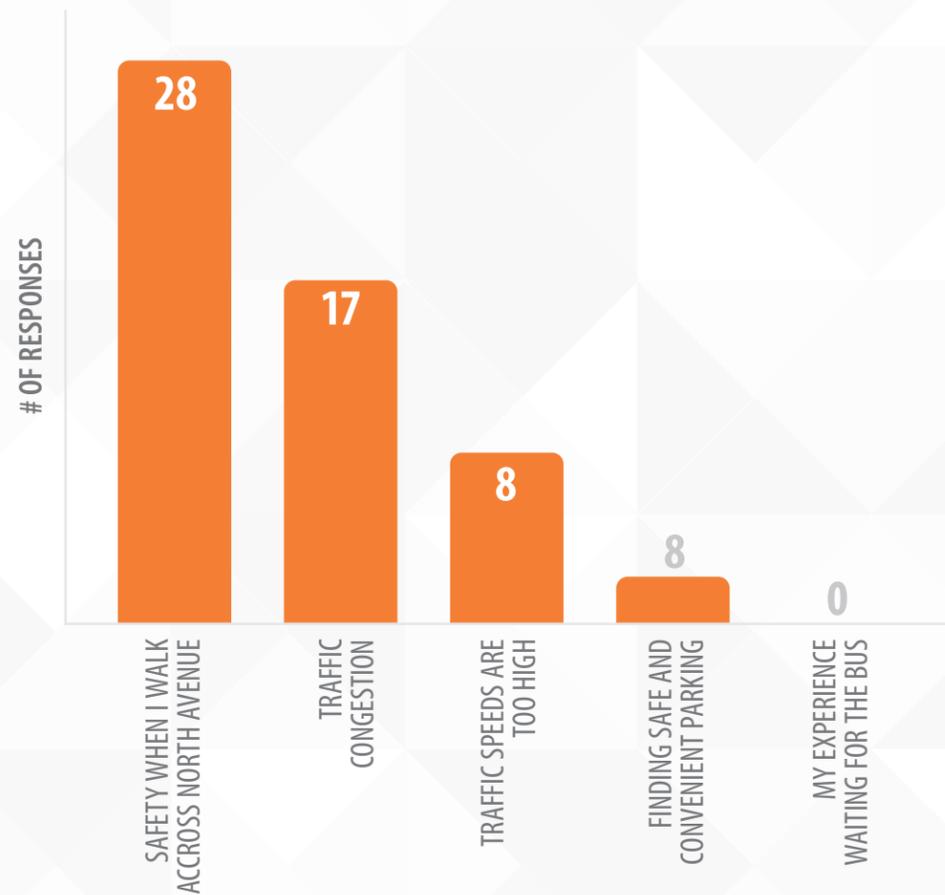
What would you like to see more of? (select all that apply)

Source: CMAP MetroQuest Resident Survey



What issue is your greatest concern?

Source: Public Visioning Workshop Polling Exercise



A pedestrian waiting to cross North Avenue at the unsignalized crosswalk on the east side of Sayre Avenue

Additionally, comments collected from the public visioning workshop and our stakeholder focus groups were tallied to create this graphic of frequent stakeholder recommendations. The larger the word or phrase, the more common the general recommendation was raised by the community. As you can see, pedestrian improvements were common as well as aesthetic improvements to make the area more attractive for residents and business customers to spend time.

Source: Visioning Workshop Sticky-Notes and Dot Exercises, Stakeholder Focus Group Notes, Stakeholder Interviews, CMAP's Visioning Workshop Summary

PEOPLE SPOTS AND OUTDOOR SEATING COHESIVE LANDSCAPE
 MEDIAN IMPROVEMENTS BIKE LANES LANDSCAPING MODEL OFF FOREST PARK PEDESTRIAN WALKWAY WITH FLASHING LIGHTS
 PUBLIC ART **CROSSWALK** PARKING IMPROVEMENTS
 OVERHEAD CROSSINGS FOR PEDESTRIANS AND BIKERS
 MARKETING CAMPAIGN MEDIAN REFUGE
 IMPROVE BUSINESS APPEARANCE
 SIDEWALK REPAIRS **STREETSCAPING**

A large yellow geometric pattern composed of overlapping squares and diamonds, creating a textured, mosaic-like effect. It occupies the left half of the slide.

COMMON ELEMENTS + TOOLS

A white geometric pattern on the right side of the slide, consisting of scattered, semi-transparent squares and diamonds of various sizes, creating a sparse, pixelated effect.



COMMON ELEMENTS + TOOLS

After initial phases of the study focused on collecting and reviewing data, community input, and developing an understanding of the corridor's strengths, challenges, and opportunities, each segment of North Avenue was reviewed block by block, exploring options to improve conditions along the corridor while guided by the defined project goals and objectives. While each street segment is unique to the configurations and alignments of intersecting streets, adjacent properties, transit access, traffic control, operational characteristics, and other key considerations, several common design elements were applied in various ways throughout the corridor. An overview of these common elements are presented as follows, prior to presentation of the recommended plan.

Following the overview of common design elements, are typical cross-sections for North Avenue under existing conditions and future conditions. These typical cross-sections illustrate the ability of recommended design elements to address many objectives identified through the community engagement process including improvements to the pedestrian realm, enhancing the corridor's character and aesthetics through new opportunities for landscaping and streetscape features, providing more comfortable on-street parking zones that are better defined and shielded with curb extensions, and shortening pedestrian crossings and providing median refuge

CURB EXTENSIONS

Description

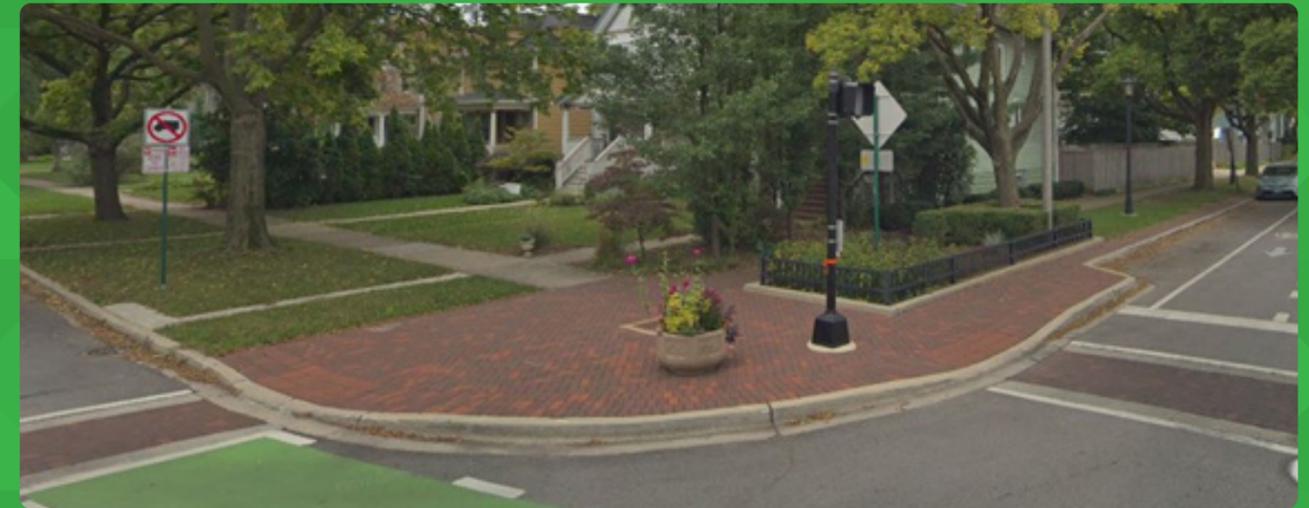
Curb extensions are a versatile modification that physically moves the curb line into the pavement within areas typically occupied by No Parking zones, on-street parking, loading zones, and other curbside functions. Often referred to as "bump outs", curb extensions can be located on corners or mid-block to increase pedestrian space, reduce crosswalk lengths, accommodate streetscape features, reduce pavement width to help calm traffic, help align travel lanes, and frame on-street parking among other functions. Curb extensions typically extend 7 feet from the existing curb with varying lengths, depending on their application. Along North Avenue, curb extensions would widen the sidewalk/parkway from its current 10-18-foot width to 18-26 feet.

Application

- ▶ At intersections extending into one or both adjacent streets
- ▶ Mid-block locations along one or both sides of the street
- ▶ Adjacent to on-street parking zones
- ▶ Combined with mid-block crosswalks
- ▶ As bus bulb-outs at appropriate locations where buses board and alight from the travel lane

Benefits

- ▶ Increase pedestrian visibility
- ▶ Shorten crosswalk length and reduce pedestrian clearance times at signals
- ▶ Narrow pavement width, which can help calm traffic
- ▶ Increase the pedestrian realm
- ▶ Create a buffer between the pedestrian realm and moving traffic
- ▶ Accommodate urban design elements (e.g., lighting, trees, public art, café seating)
- ▶ Frame and better define on-street parking and loading zones while protecting the end spaces from approaching traffic
- ▶ Bus bulb-outs improve passenger boarding and remove the need to merge back with traffic, but locations need to be coordinated with CDOT, the Village of Oak Park, IDOT, CTA, and Pace to evaluate feasibility and impacts to vehicular traffic.



▶ Corner curb extension on one side with on-street parking Chicago Avenue / Harvey Avenue – Oak Park, IL
Photo credit: Google Streetview



▶ Mid-block curb extension with a crosswalk
Photo credit: NACTO



▶ Corner curb extension
Photo credit: Alexandria, VA



▶ Curb extension in advance of on-street parking
Photo credit: NACTO



▶ Pilot curb extension Pico Blvd / Hauser Blvd – Los Angeles, CA
Photo credit: Kimley-Horn



RAISED MEDIAN

Description

Raised medians are located along the center of a roadway between directions of travel, are typically 10-12 feet wide and 6 inches high at the curb with a potential for additional height in the median interior, depending on design features and purpose. Medians may serve multiple functions including reinforcing turn restrictions, providing pedestrian refuge at crosswalks, and improving the look and feel of a street when designed with trees, plantings, and other landscape and streetscape features. Placement of medians must consider access to side streets and adjacent properties. A maintenance agreement, between CDOT and the Village of Oak Park, is needed for any new median to outline maintenance responsibilities and other parameters relative to landscaping and design elements.

Application

- ▶ To restrict vehicle movements to/from a side street or driveway
- ▶ In combination with uncontrolled crosswalks
- ▶ Combine with landscaping or streetscape elements
- ▶ On wide streets to reduce pavement width and visually limit the roadway's expanse

Benefits

- ▶ Provide pedestrian refuge when located with crosswalks to cross the street one direction at a time
- ▶ Improve aesthetics and character with landscaping and streetscape features
- ▶ Traffic calming potential by introducing a raised horizontal obstruction
- ▶ Reinforce access management strategies by limiting turn movements at site driveways and side streets



▶ Irving Park Road just east of Leavitt Avenue – Chicago, IL
Photo credit: Google Street View



▶ North Avenue just east of Mohawk Street – Chicago, IL
Photo credit: Google Street View



▶ Near-side eastbound bus stop with a shelter
North Avenue at Elmwood Avenue – Oak Park, IL
Photo credit: Kimley-Horn



▶ Far-Side Bus Stop on Irving Park Road at Cicero/Milwaukee Avenue – Chicago, IL
Photo credit: Kimley-Horn

TRANSIT STOP RELOCATION / CONSOLIDATION

Description

Relocation of bus stops, in most cases, includes shifting a bus stop from the near-side of an intersection (immediately prior to passing through) to the far-side (just beyond an intersection). In some cases, bus stops are relocated as part of a consolidation of two stops, typically closely spaced, into one stop that still conveniently serves riders for both previous stops. However, consolidation may not be appropriate when reduced convenient access to transit is too great a tradeoff compared to the reduced travel time.

Application

- ▶ Relocation at signalized intersections
- ▶ Relocation at locations of mid-block or unsignalized crosswalks
- ▶ To better serve key ridership generators
- ▶ Consolidation at closely spaced stops
- ▶ Balance locations and frequency with convenience, access, and travel time
- ▶ Must coordinate review and approval with CTA and Pace

Benefits

- ▶ Improved operational efficiency along bus route
- ▶ Buses do not have to wait for a traffic signal to change before leaving the stop
- ▶ Buses do not block right-turns by other vehicles at an intersection while at the stop
- ▶ Pedestrians safety/visibility increases as they cross the street behind the bus
- ▶ Consolidation allows fewer stops and may reduce travel time for riders along a route; however, this benefit may not be worthwhile if the extent of reduced transit access is too great.



Looking east on Peterson Avenue at Wolcott Avenue
Photo credit: Google Street View



RRFB and Offset Median Crosswalk
Photo credit: Texas A&M Transportation Institute

MID-BLOCK / UNSIGNALIZED INTERSECTION CROSSWALKS

Description

Mid-block crosswalks provide designated pedestrian crossing locations at unsignalized intersections or locations between intersections to provide more convenient and direct accessibility between signalized intersections. At a minimum, such crosswalks include appropriate signing for approaching motorists and may also be supplemented with additional devices, such as pedestrian-activated flashing beacons, to alert drivers of pedestrians waiting to cross the street. North Avenue is under IDOT jurisdiction and as such, any mid-block or unsignalized crossing on North Avenue requires IDOT review and approval prior to installation.

Application

- ▶ Mid-block locations or unsignalized intersections
- ▶ Connecting school walk routes, serving popular destinations
- ▶ Providing access to transit stops
- ▶ Consider distance from signalized intersections
- ▶ Cautious of multiple-threat crashes on streets with more than one travel lane in each direction, like North Avenue, where the line of sight for vehicles approaching on the inside lane may be obstructed by vehicles stopped for crossing pedestrians in the outside lane
- ▶ At a minimum, these crossings consist of:
 - High-visibility pavement markings
 - Appropriate signs and lighting
- ▶ Crossings may also be enhanced or coupled with features such as:
 - Rectangular Rapid Flashing Beacons (RRFBs) that are activated by pedestrians to alert motorists to stop for pedestrians ready to cross.
 - Curb extensions (increase visibility and shortened crosswalks)
 - Raised medians (provide refuge and two-stage crossings)

Benefits

- ▶ Increase pedestrian accessibility to popular destinations and transit stops
- ▶ Enhance visibility and awareness of locations where people naturally want to cross if not near a traffic signal



LEADING PEDESTRIAN INTERVALS

Description

Leading pedestrian Intervals (LPI) are pedestrian-only traffic signal phases introduced prior to a green light for adjacent vehicular traffic. These phases, typically 3 seconds long, give pedestrians a head start to begin crossing the road with a WALK indication and to be visible in the crosswalk before vehicular traffic begins to move and yield to pedestrians before completing a left or right turn.

Application

- ▶ Any signalized intersection

Benefits

- ▶ Increase pedestrian visibility in the intersection at the start of a new signal phase
- ▶ Prioritize pedestrian safety at signalized intersections



▶ Pedestrian with a WALK phase before adjacent traffic receives a green light Broadway / Leland Avenue – Chicago, IL
Photo credit: Bike Uptown



▶ Looking west along North Avenue through the offset alignment of Oak Park Avenue north (right) and south (left) of the intersection
Photo credit: Kimley-Horn

TRAFFIC SIGNAL PHASING ADJUSTMENT

Description

Modifications to traffic signal phasing and timing plans can help to improve overall intersection capacity and address issues with specific movements through an intersection. Some phasing and timing changes may require updated or new traffic signal equipment while others simply adjust the timing plans without the need for infrastructure changes. LPIs typically can be accommodated through adjustments to existing signal timings.

Application

- ▶ Signalized intersections with capacity and/or safety issues

Benefits

- ▶ Improve intersection, approach, or individual movement levels of service
- ▶ Address safety conditions at the intersection



CORRIDOR IMPROVEMENT PLAN





CORRIDOR IMPROVEMENT PLAN

The recommended plan, reflecting common elements and location-specific strategies evaluated and applied to each intersection and segment along the North Avenue corridor with consideration of the current issues and opportunities resulting from data collection, analysis, and community engagement, is illustrated with key elements highlighted on the following plan sheets. Each plan sheet is accompanied with a summary highlighting key elements and considerations for the associated corridor segment.

Recommended plan elements are color coded to visually associate improvements with various modes of transportation or improvement types – pedestrian (light blue), transit (red), vehicular (yellow), landscape (green), curb extensions (purple), bicycle (orange), and Vision Zero (blue).



HARLEM AVENUE – NEVA AVENUE

Key Elements

- ▶ Modify the traffic signal at the North Avenue/Harlem Avenue intersection to provide a leading pedestrian interval (LPI) for pedestrians crossing in all directions.
- ▶ Enhance pedestrian accessibility on the southeast corner of the North Avenue/Harlem Avenue intersection:
 - **Alternative 1:** Expand pedestrian landing / refuge area to include the existing landscape median within the on-site parking lot. An easement coordinated with the adjacent property owner would be required.
 - **Alternative 2:** Create an enhanced pedestrian plaza, similar to recent improvements on the northwest corner. An easement with the adjacent property owner would be required along with removal of three (3) parking spaces.
- ▶ Enhance existing crosswalks at the North Avenue/Harlem Avenue intersection to provide high-visibility ladder markings.
- ▶ Collaborate with Pace Suburban Bus to install the future far-side Pace Pulse stops on Harlem Avenue south of North Avenue (southbound) and north of North Avenue (northbound).
- ▶ Coordinate with the redevelopment of the former Sears site on the northeast quadrant of the North Avenue/Harlem Avenue intersection to integrate transit circulation routes, access, and amenities (e.g., northbound Pulse stop on Harlem, CTA shelter on Neva) and to incorporate pedestrian-scale design at the ground-level including plantings, streetscape features, seating/gathering spaces, and other elements that increase safety and comfort for those walking along and crossing North Avenue.

Considerations

- ▶ Coordinate with the property owner and tenants on the southeast corner of the North Avenue/Harlem Avenue intersection to evaluate alternatives to improve pedestrian accessibility and comfort at the intersection. The plan recognizes that a small number of parking spaces in a private lot would be displaced, but coordination should be given to improve the pedestrian space at this busy intersection to foster multimodal options.
- ▶ Review parking conditions for the property located on the southeast corner of the North Avenue/Harlem Avenue intersection, in coordination with the property owner and the Village of Oak Park (with respect to satisfaction of Village off-street parking requirements) prior to removal of spaces.



HARLEM AVENUE – NEVA AVENUE



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- # Existing Traffic Signal



NEVA AVENUE – NORDICA AVENUE

Key Elements

- ▶ Convert the existing hatch-striped curb lane west of Nordica Avenue and adjacent to the Bank of America property into an expanded pedestrian zone with enhanced streetscape through the use of a curb extension.
- ▶ Bank of America Site Access
 - **Alternative 1:** Maintain the existing access.
 - **Alternative 2:** Restrict the property's east driveway to inbound right-turn only. Extend the existing landscaped median east to Belleforte to enhance green space and restrict eastbound left-turn movements from North Avenue.
- ▶ Enhance the existing crosswalk across North Avenue just east of Nordica Avenue.
 - Install high-visibility ladder markings and pedestrian warning signs.
 - Provide a curb extension on both the north and south sides of the street to enhance pedestrian visibility and reduce the crossing distance between the sidewalks and median refuge.

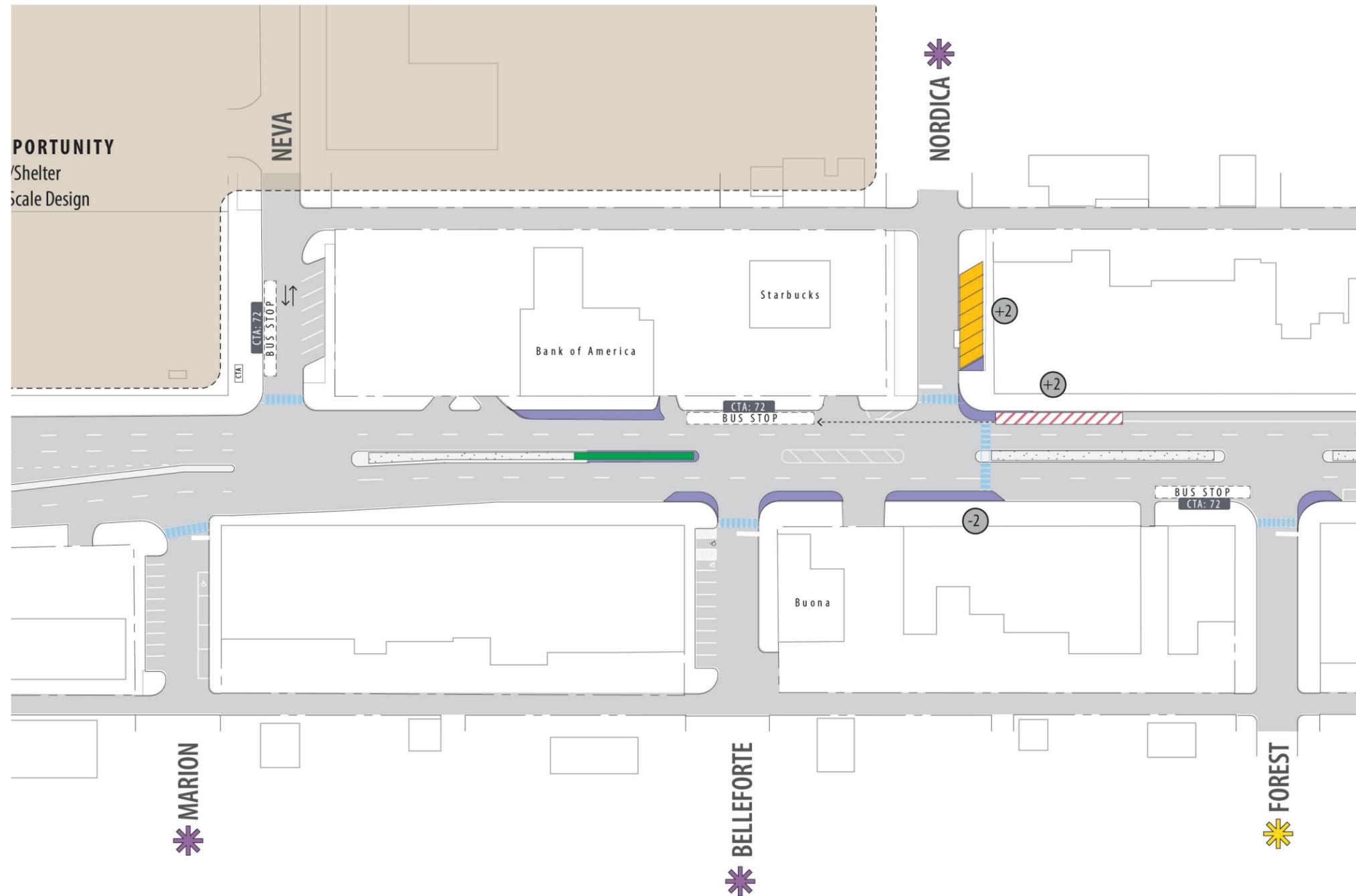
- ▶ Relocate the westbound bus stop from a near-side stop at Nordica Avenue to a far-side stop located immediately west of the Starbucks access driveway.
- ▶ Provide curb extensions on the corners of Belleforte and Forest to reduce the pedestrian crossing distance and create enhanced streetscape areas with expanded pedestrian zones.
- ▶ The plan also includes expansion of the pedestrian realm at the Nordica intersection with curb extensions around the northeastern corner as well as on the south side of the intersection (as noted for the crosswalk enhancements).

Considerations

- ▶ Crosswalk improvements on North Avenue must be reviewed and approved by IDOT, including changes to the existing crosswalk, new signs, and other potential devices to enhance the crosswalk at Nordica Avenue.
- ▶ Coordinate with Starbucks to reduce or remove fencing along the property frontage to promote pedestrian access and to better engage with the pedestrian realm along North Avenue rather than being primarily oriented around vehicular access.
- ▶ Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities, including seating, public art, and landscaping.



NEVA AVENUE – NORDICA AVENUE



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ❄ Leading Pedestrian Interval
- ✳ Signal Timing Adjustment
- ✳ Signal Removal
- ✳ Full Cul-De-Sac
- ✳ Partial Cul-De-Sac
- ✳ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- Existing Traffic Signal



NORDICA AVENUE – WOODBINE AVENUE

Key Elements

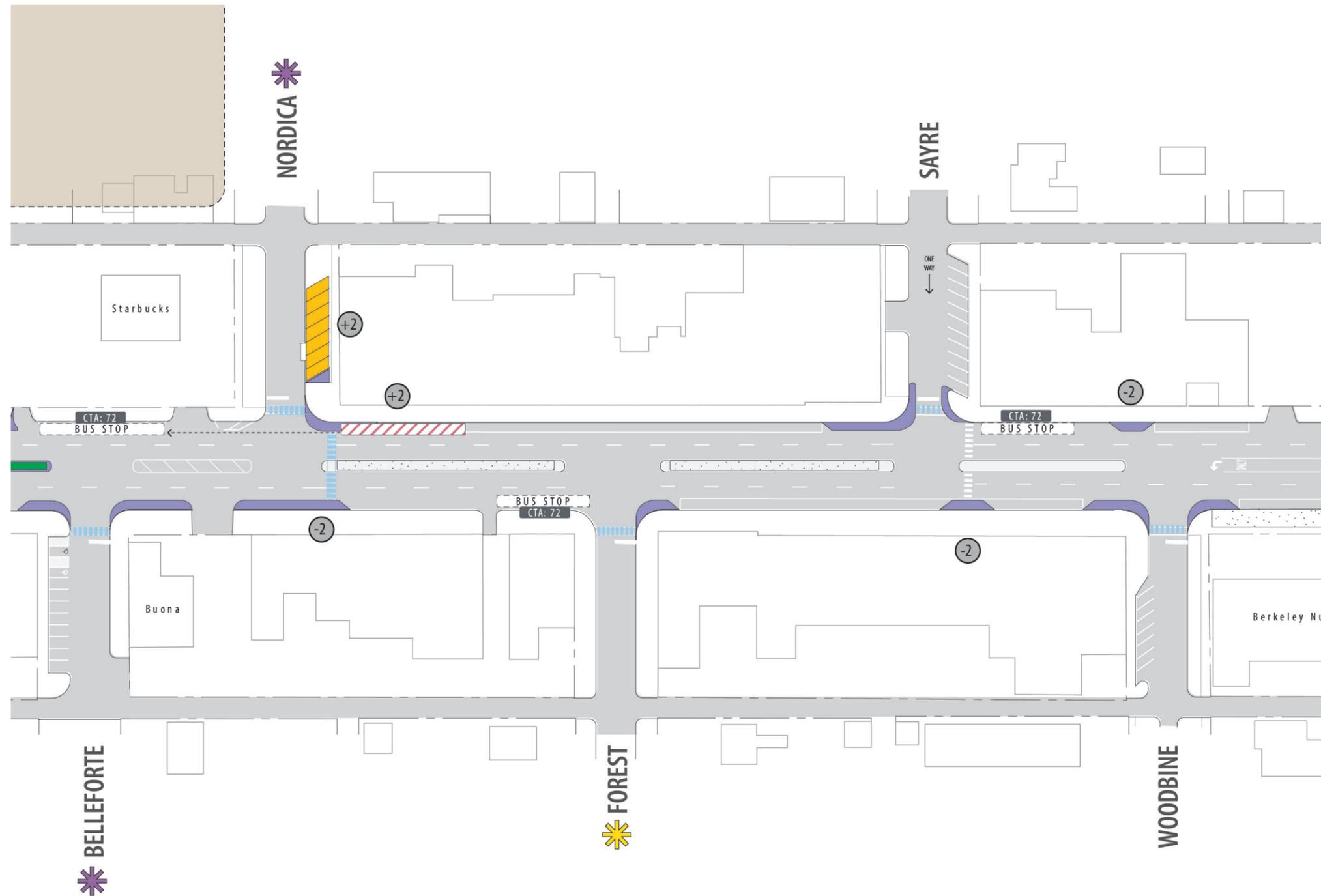
- ▶ Implement curb extensions at Forest Avenue (east side), Sayre Avenue (west side), and Woodbine Avenue (both sides) to expand the pedestrian areas at corners and create enhanced streetscape areas. The curb extensions are also intended, in these locations, to better define on-street parking zones and provide a sense of protection and increase level of comfort for motorists parking along the street.
- ▶ Relocate the westbound bus stop from a near-side stop at Nordica Avenue to a far-side stop located immediately west of the Starbucks access driveway.
- ▶ Install a curb extension on the north side of North Avenue at Woodbine Avenue to provide clear separation between the on-street parking to the east and the CTA bus stop to the west.
- ▶ Enhance the existing crosswalk across North Avenue on the east side of Sayre Avenue.
 - Install high-visibility ladder markings and pedestrian warning signs.
 - Provide a curb extension on the south side of the street to enhance pedestrian visibility and reduce the crossing distance between the sidewalks and median refuge.

Considerations

- ▶ Curb extensions serving as bus bulb-outs should be considered at appropriate locations to improve transit travel times by removing the need to merge back into traffic and increasing space for passengers waiting at a stop. In this segment, the westbound stop at Sayre may represent an appropriate opportunity. Any bus bulb-out where buses will board and alight passengers from the travel lane should be coordinated with CDOT, the Village of Oak Park, IDOT, and the CTA and Pace to review and balance benefits and tradeoffs for transit and vehicle traffic.



NORDICA AVENUE – WOODBINE AVENUE



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✳ Leading Pedestrian Interval
- ✳ Signal Timing Adjustment
- ✳ Signal Removal
- ✳ Full Cul-De-Sac
- ✳ Partial Cul-De-Sac
- ✳ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- Existing Traffic Signal



WOODBINE AVENUE – NEWLAND AVENUE

Key Elements

- ▶ Implement curb extensions at Newland Avenue, Kenilworth Avenue, and New England Avenue to expand the pedestrian realm at corners and mid-block to create enhanced streetscape areas. The curb extensions are also intended, in these locations, to better define on-street parking zones and provide a sense of protection and increase level of comfort for motorists parking along the street.
- ▶ Potential Future Access Driveway Consolidation
 - The middle access driveway serving the Jiffy Lube property is a good candidate for removal to consolidate access driveways, vehicle and pedestrian conflict points, and turning paths in an area with several driveways and a side street (New England Avenue).
 - In tandem with the potential access driveway closure and cross-access arrangements, the existing landscaped median west of New England Avenue would extend east to New England Avenue.
 - Consolidation of this driveway, along with establishing a cross-access agreement with adjacent properties, may be considered only with future redevelopment of the property and concurrence from the adjacent properties.

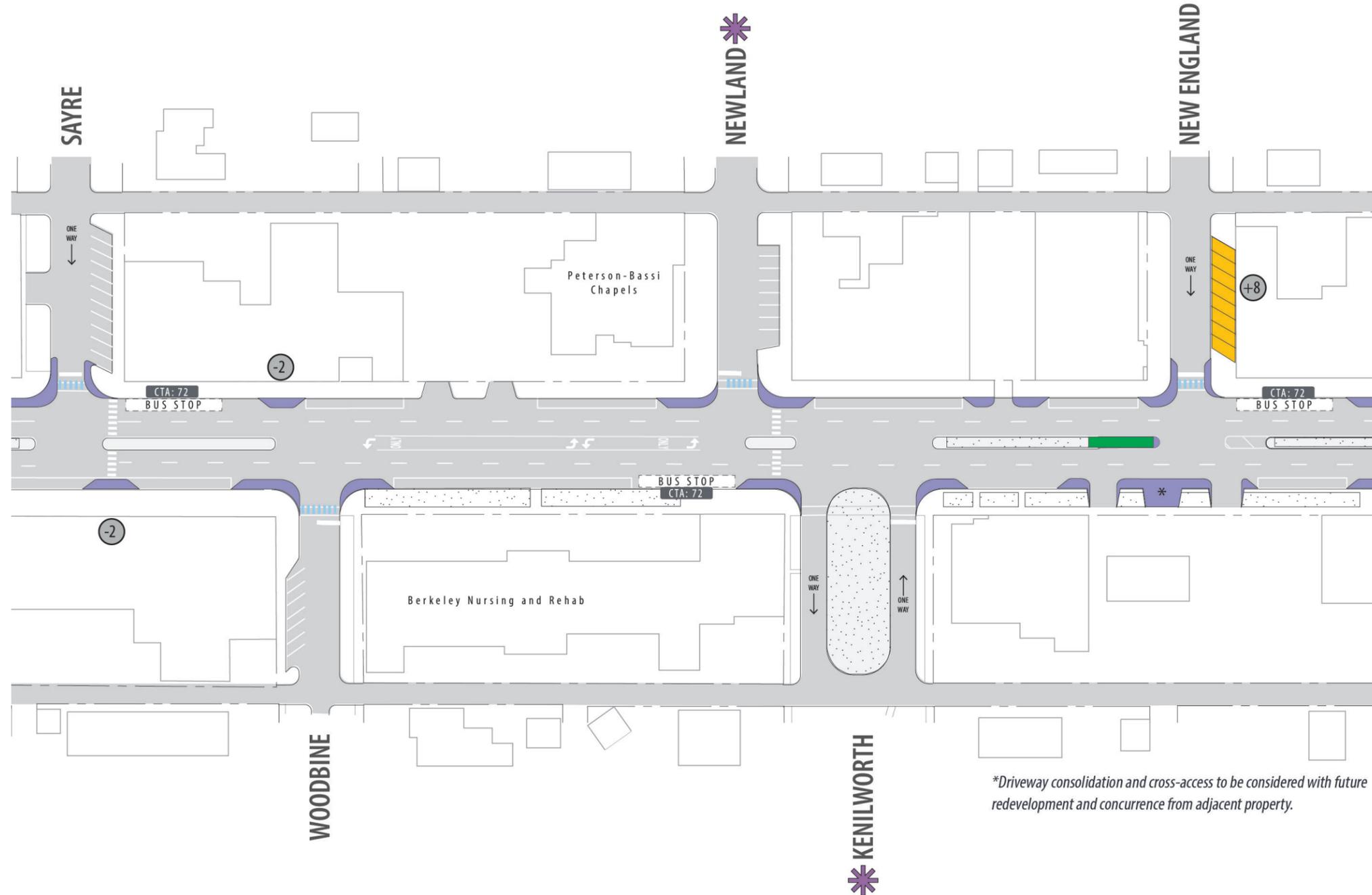
- ▶ Convert the existing concrete parkway/wide sidewalk along the east side of New England Avenue into angled on-street parking to accommodate metered on-street parking that would be displaced by new curb extensions along North Avenue.

Considerations

- ▶ Displacement of metered on-street parking in the City of Chicago, due to the ongoing lease of the City's metered parking system to a private concessionaire, and the compensatory swap with new or re-designated metered parking nearby should be coordinated with the local Alderman and the Department of Revenue.
- ▶ Access driveway consolidation and cross-access on the south side of North Avenue must be coordinated with the Village of Oak Park and is only viable with redevelopment of the subject property so as to not disrupt an existing viable business along the corridor.



WOODBINE AVENUE – NEWLAND AVENUE



*Driveway consolidation and cross-access to be considered with future redevelopment and concurrence from adjacent property.

LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- Existing Traffic Signal



NEWLAND AVENUE – NEW CASTLE AVENUE

Key Elements

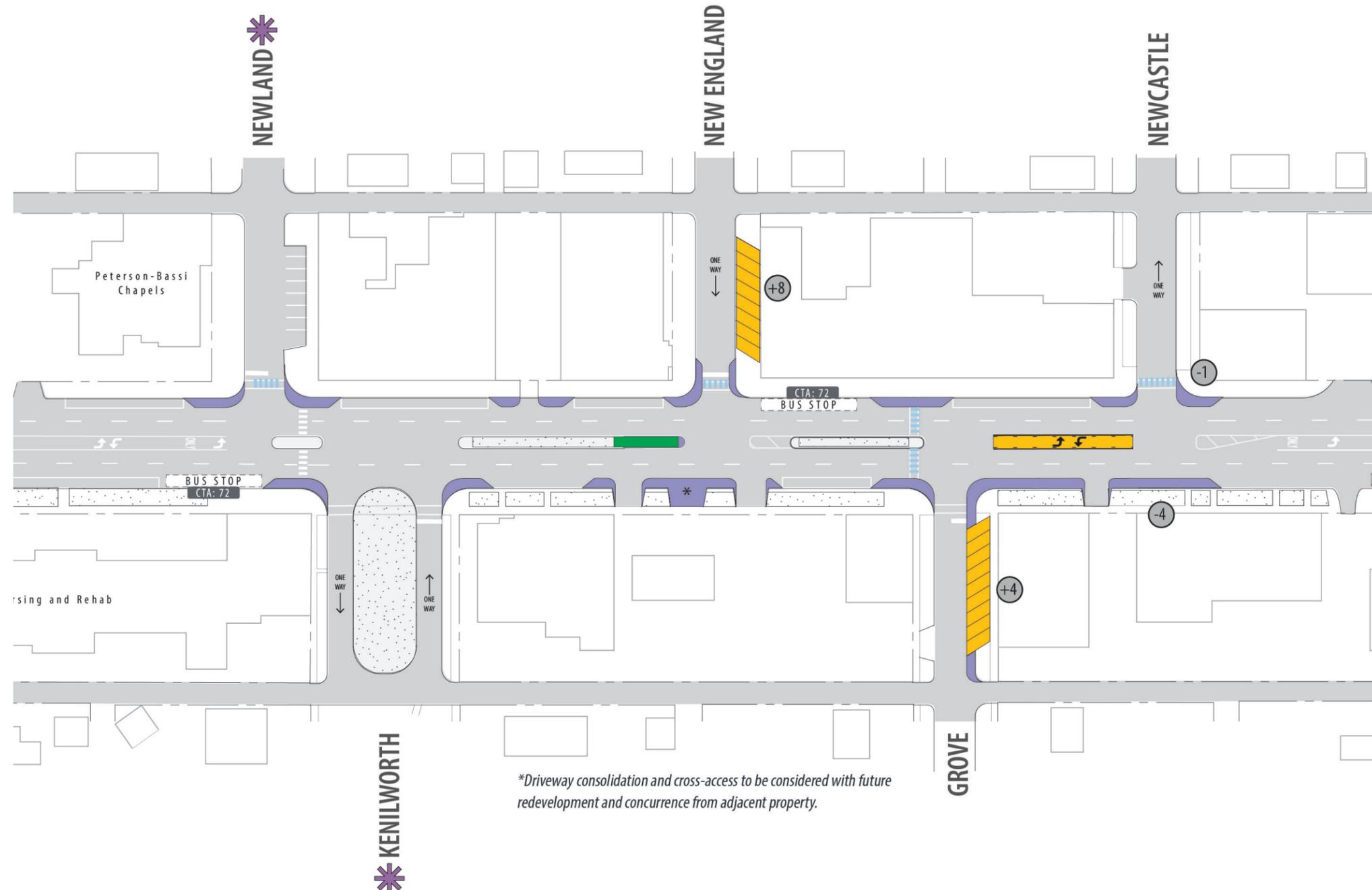
- ▶ Construct curb extensions at Newland Avenue, Kenilworth Avenue, New England Avenue, Grove Avenue, and Newcastle Avenue to expand the pedestrian realm at corners and mid-block east of Grove Avenue to create enhanced streetscape areas and buffer from moving traffic for pedestrians. The curb extensions are also intended, in these locations, to better define on-street parking zones and provide a sense of protection and increase level of comfort for motorists parking along the street.
- ▶ Enhance the existing crosswalk on the west leg of North Avenue at Kenilworth Avenue.
 - Install high-visibility ladder markings and pedestrian warning signs.
 - Provide a curb extension on both the north and south sides of the street to enhance pedestrian visibility and reduce the crossing distance between the sidewalks and the median refuge.
- ▶ Potential Future Access Driveway Consolidation
 - The middle access driveway serving the Jiffy Lube property is a good candidate for removal to consolidate access driveways, vehicle and pedestrian conflict points, and turning paths in an area with several driveways and a side street (New England Avenue).
 - In tandem with the potential access driveway closure and cross-access arrangements, the existing landscaped median west of New England Avenue would extend east to New England Avenue.
 - Consolidation of this driveway, along with establishing a cross-access agreement with adjacent properties, may be considered only with future redevelopment of the property and concurrence from the adjacent properties.
- ▶ Convert the existing striped median between Grove Avenue and New Castle Avenue into a two-way left-turn lane to facilitate left-turn movements from North Avenue to each street.

Considerations

- ▶ Crosswalk improvements on North Avenue must be reviewed and approved by IDOT, including changes to the existing crosswalk, new signs, and other potential devices to enhance the crosswalk at Sayre and Kenilworth Avenues.
- ▶ Displacement of metered on-street parking in the City of Chicago, due to the ongoing lease of the City's metered parking system to a private concessionaire, and the compensatory swap with new or re-designated metered parking nearby should be coordinated with the local Alderman and the Department of Revenue.
- ▶ Access driveway consolidation and cross-access on the south side of North Avenue must be coordinated with the Village of Oak Park and is only viable with redevelopment of the subject property so as to not disrupt an existing viable business along the corridor.
- ▶ Coordinate with property owners and tenants to activate the expanded pedestrian realm, enabled through curb extensions, with pedestrian amenities, including sidewalk cafes for adjacent restaurants, seating and gathering areas, public art, and landscaping.
- ▶ On-street angled parking to support businesses along the south side of North Avenue may be constructed within the parkway and existing parallel parking area (5 spaces) on the east side of Grove Avenue. Up to nine (9) spaces may be constructed, resulting in a net gain of four (4) spaces. However, this approach would displace two parkway trees and potentially require relocation of the existing streetlight.
- ▶ Curb extensions serving as bus bulb-outs should be considered at appropriate locations to improve transit travel times by removing the need to merge back into traffic and increasing space for passengers waiting at a stop. In this segment, the westbound stop at New England and eastbound stop at Kenilworth may represent appropriate opportunities. Any bus bulb-out where buses will board and alight passengers from the travel lane should be coordinated with CDOT, the Village of Oak Park, IDOT, and the CTA and Pace to review and balance benefits and tradeoffs for transit and vehicle traffic.



NEWLAND AVENUE – NEW CASTLE AVENUE



*Driveway consolidation and cross-access to be considered with future redevelopment and concurrence from adjacent property.

LEGEND



- Transit Improvements
- Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- Leading Pedestrian Interval
- Signal Timing Adjustment
- Signal Removal
- Full Cul-De-Sac
- Partial Cul-De-Sac
- Bus Queue Jump Signal
- Net Change in Parking Spaces
- Existing Traffic Signal



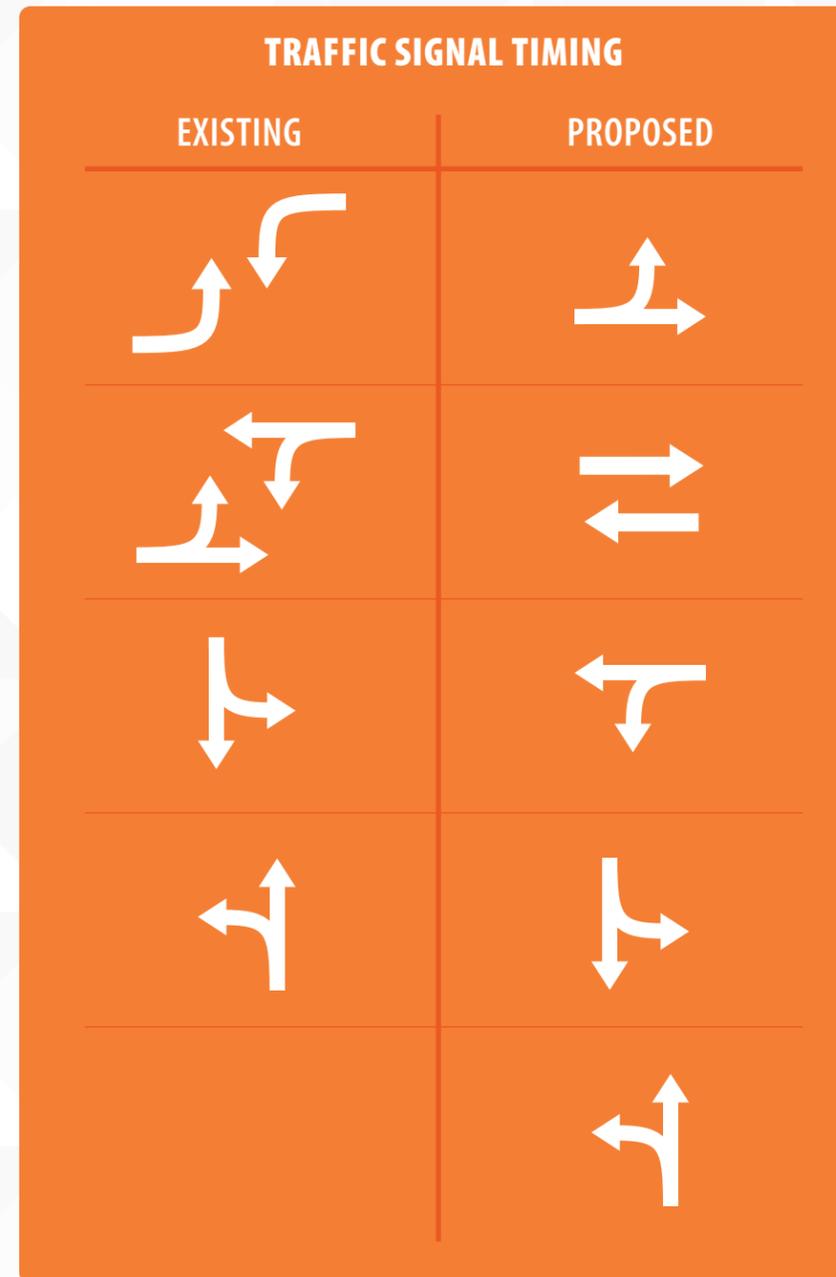
OAK PARK AVENUE – NORMANDY AVENUE

Plans for the North Avenue/Oak Park Avenue intersection include both near-term and long-term visions, as highlighted below. The near-term plan addresses conditions at the intersection within the confines of its currently layout. The long-term plan involves realignment of Oak Park Avenue through the intersection with associated right-of-way needs to enable the work. Both the near-term and long-term plans are outlined and illustrated on the following pages.

NEAR TERM

Key Elements

- ▶ Modify the traffic signal at the North Avenue/Oak Park Avenue intersection to provide a leading pedestrian interval (LPI) for pedestrians crossing in all directions and prioritize pedestrians crossing at this intersection.
- ▶ North Avenue/Oak Park Avenue Traffic Signal Improvement
 - Maintain the existing offset intersection alignment
 - Modify the traffic signal timing plan to allow for lead/lag left-turn phasing on the eastbound and westbound approaches of North Avenue as shown to the right.
 - The current offset alignment and leading left-turn phasing for North Avenue results in vehicles waiting in the same space in the middle of the intersection to complete left turns and often times these waiting vehicles do not have good visibility of oncoming traffic. This is magnified when a bus is waiting to complete an oncoming left turn.
 - The recommended lead/lag left turn phasing minimizes conflicts between left-turning vehicles, improving safety, but can reduce left-turn capacity.
- ▶ Relocate the eastbound and westbound near-side bus stops at Oak Park Avenue to far-side stops located just beyond the intersection. Also, the northbound near-side bus stop on Oak Park Avenue is recommended to be relocated around the corner onto North Avenue and share with the eastbound relocated bus stop.
- ▶ Provide new shelters for transit riders on North Avenue at the two relocated far-side bus stops and the near-side stop at Linden Avenue.
- ▶ Construct a curb extension on the north side of North Avenue immediately east of Oak Park Avenue in the space that will be vacated by relocating the westbound near-side bus stop. This curb extension would increase space available for pedestrians at the corner and reduce the pedestrian crossing distance on the east crosswalk while also slightly reducing the pedestrian clearance time that can be reallocated to improving vehicular capacity at this often-congested intersection.
- ▶ Install a new landscaped median on North Avenue between Rutherford Avenue and Linden Avenue.
- ▶ Remove on-street parking to provide a curb extension that generously expands the pedestrian space along the north side of North Avenue between Rutherford and Linden Avenue. Coupled with the new median, these modifications reduce the expanse of pavement without reducing travel lanes and provide opportunities to enhance the visual character of the corridor through landscape and streetscape design elements.



Considerations

- ▶ Coordinate traffic signal timing adjustments with IDOT to ensure that the desired vehicle progression is maintained along the coordinated traffic signal system on North Avenue.
- ▶ Coordinate with Pace and CTA to evaluate bus shelter amenities for riders and consider a unified style that compliments a future streetscape design theme. Use of JC Decaux shelters used elsewhere in Chicago would be appropriate.
- ▶ A maintenance agreement must be established to sustain a successful and attractive streetscape, particularly for new and expanded landscape medians that are intended to be designed for accommodating plantings and trees that are above and beyond the standard median style.
- ▶ Coordinate with adjacent property owners and tenants, particularly between Rutherford Avenue and Normandy Avenue, to activate the curb extension areas with pedestrian-oriented amenities, including seating and gathering areas, public art, and landscaping.

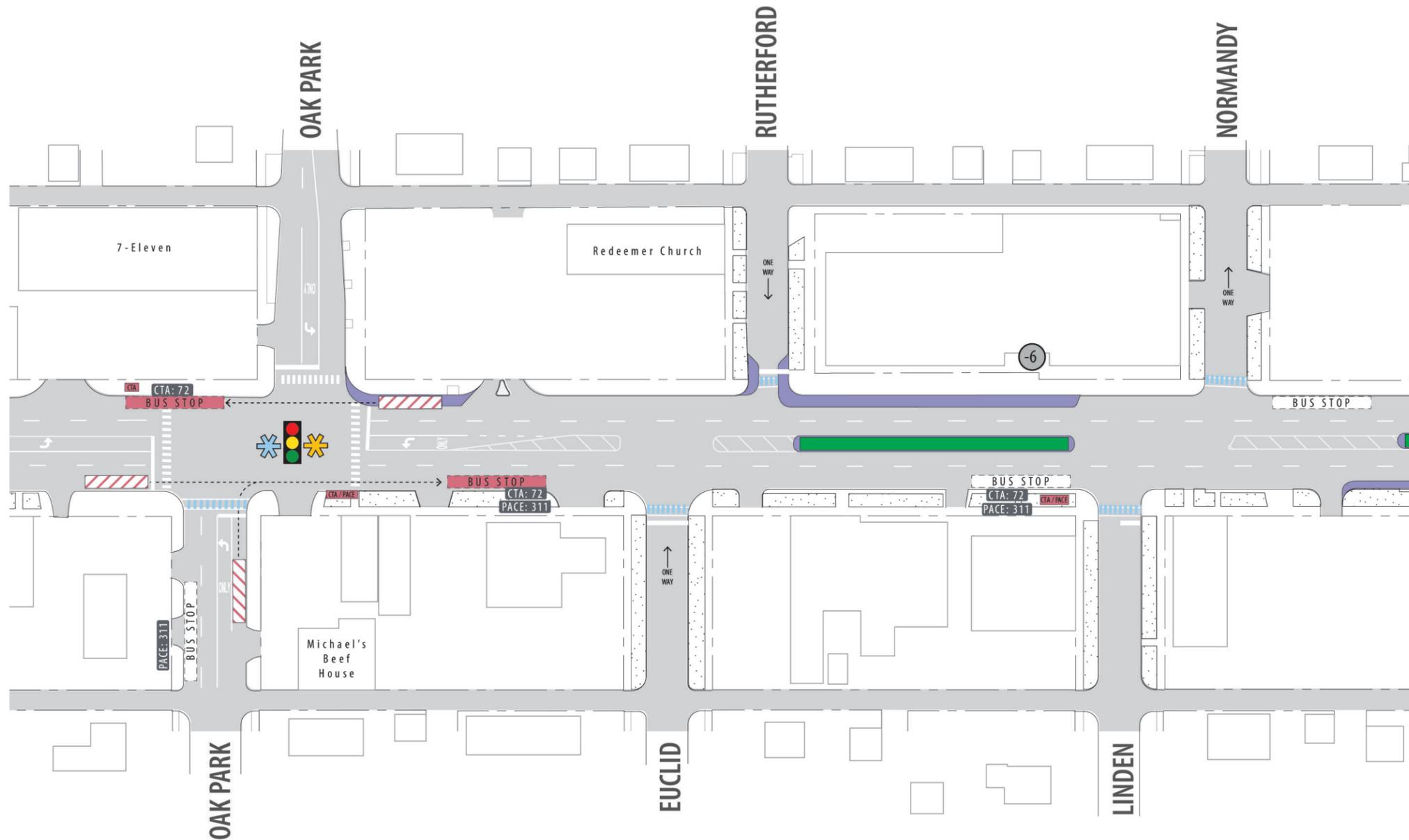


OAK PARK AVENUE – NORMANDY AVENUE (NEAR-TERM)



LEGEND

- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- # Net Change in Parking Spaces
- ⦿ Existing Traffic Signal





OAK PARK AVENUE – NORMANDY AVENUE

LONG TERM

Key Elements

- ▶ North / Oak Park Intersection Improvements
 - Reconfigure the alignment of Oak Park Avenue through the intersection for a safer travel path and removal of overlapping eastbound and westbound left-turn travel paths.
 - Adjust the traffic signal timing to incorporate lead/lag phasing eastbound and westbound and removal of split phasing, where northbound and southbound approaches get a green signal simultaneously.
 - Restripe the crosswalk on the west leg of the intersection to allow for a traditional pedestrian phasing configuration.
 - Balance the right-of-way acquisition needs between the southeast and northwest corners of the intersection and, to the extent feasible, limit the impacts on the corner properties.
- ▶ Relocate the eastbound and westbound near-side bus stops at Oak Park Avenue to far-side stops located just beyond the intersection. Also, the northbound near-side Pace bus stop on Oak Park Avenue is recommended to be relocated around the corner onto North Avenue and share with the eastbound relocated bus stop.
- ▶ Provide new shelters for transit riders on North Avenue at the two relocated far-side bus stops and the near-side stop at Linden Avenue.
- ▶ As part of the Oak Park Avenue realignment, expanded pedestrian zones will be created on Oak Park Avenue in the northeast and southwest quadrants of the intersection. These areas present significant opportunities for improving the aesthetic appeal of the intersection's public space and an enhanced pedestrian experience through options including landscaping and plantings, streetscape design features, gateway elements, public art, and gathering places.
- ▶ Install a new landscaped median on North Avenue between Rutherford Avenue and Linden Avenue.

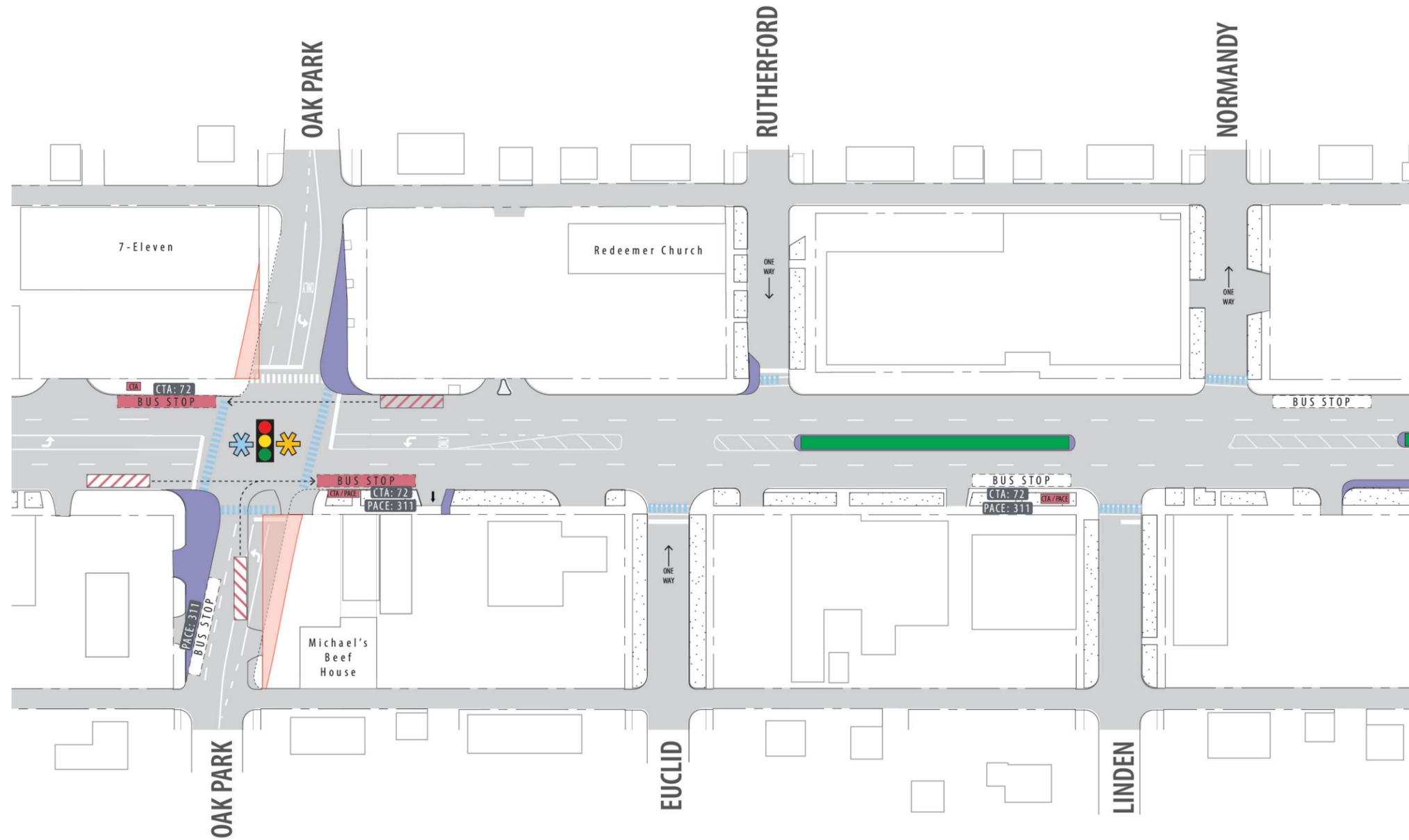
TRAFFIC SIGNAL TIMING	
EXISTING	PROPOSED

Considerations

- ▶ Further detailed design is needed for the North Avenue/Oak Park Avenue intersection; however, the long-term plan is reliant on future redevelopment and availability of the adjacent properties. With viable businesses in the southeast and northwest corner properties, the City and Village are not interested in property acquisition to enable the realignment.
- ▶ Coordinate traffic signal timing adjustments with IDOT to ensure that the desired vehicle progression is maintained along the coordinated traffic signal system on North Avenue
- ▶ Coordinate with Pace and CTA to evaluate bus shelter amenities for riders and consider a unified style that compliments a future streetscape design theme. Use of JC Decaux shelters used elsewhere in Chicago would be appropriate.
- ▶ A maintenance agreement must be established to sustain a successful and attractive streetscape, particularly for the new landscape median and landscaped plantings that may be installed in the new northeast and southwest intersection corners at Oak Park Avenue.



OAK PARK AVENUE – NORMANDY AVENUE (LONG-TERM)



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- # Net Change in Parking Spaces
- ⬆
⬆
⬆ Existing Traffic Signal



COLUMBIAN AVENUE – FAIR OAKS AVENUE

Key Elements

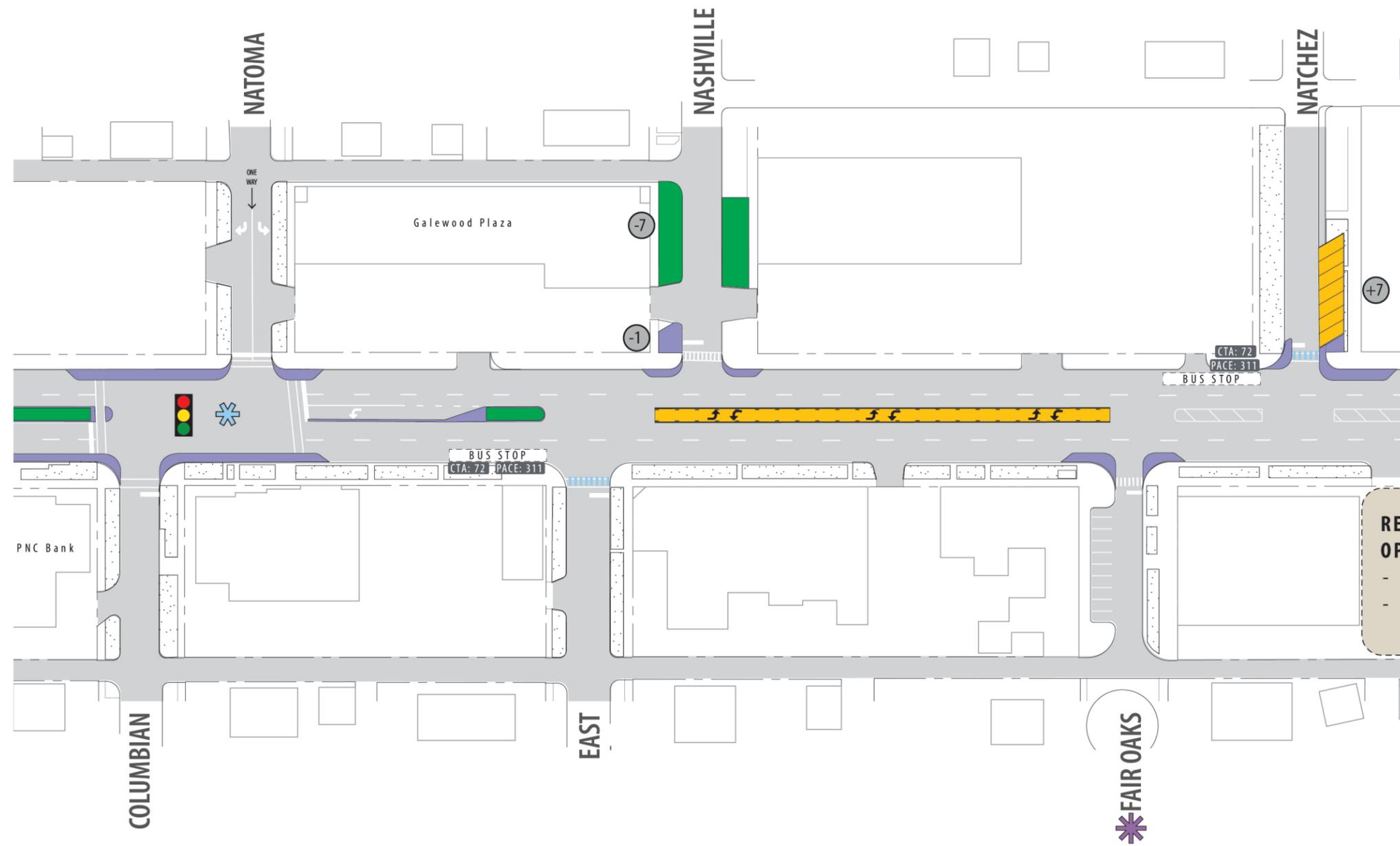
- ▶ Modify the traffic signal at the North Avenue/Natoma-Columbian Avenue intersection to provide a leading pedestrian interval (LPI) for pedestrians crossing in all directions and prioritize pedestrians crossing at this intersection. It is important to note this intersection's role in a north-south school walk route.
- ▶ Modify existing crossings spanning North Avenue at Columbian and Natoma Avenues to provide high-visibility ladder markings.
- ▶ Construct curb extensions on both the north and south sides of North Avenue at Columbian and Natoma Avenues to increase space available for pedestrians along North Avenue and reduce the pedestrian crossing distances while also reducing the required pedestrian clearance times at the east and west crosswalks.
- ▶ Install a new landscaped median on North Avenue west of Columbian Avenue in place of the existing striped median. A smaller landscaped median is also possible immediately west of East Avenue.
- ▶ Convert the site access driveway on the north side of North Avenue between Natoma Avenue and Nashville Avenue to right-in/right-out access to reduce turning movement conflicts.
- ▶ Construct curb extensions at Nashville Avenue and Fair Oaks Avenue to expand the pedestrian realm at corners, create enhanced streetscape areas, and buffer pedestrians from moving traffic. The curb extensions are also intended, in these locations, to better define on-street parking zones along both sides of North Avenue while providing a sense of protection and increased level of comfort for motorists parking along the street.
- ▶ Convert the existing striped median between East Avenue and Fair Oaks Avenue into a two-way left-turn lane to facilitate left-turn movements from North Avenue to East Avenue, Nashville Avenue and multiple commercial driveways.
- ▶ that can be reallocated to improving vehicular capacity at this often-congested intersection.

Considerations

- ▶ Consider split traffic signal phasing at the North Avenue/Natoma-Columbian Avenue intersection to address confusion among drivers approaching North Avenue on the offset legs of Columbian Avenue and Natoma Avenue.
- ▶ Coordinate with the owners of the Gatewood Plaza property before implementing median improvements between Natoma Avenue and Nashville Avenue.
- ▶ A maintenance agreement must be established to sustain a successful and attractive streetscape, particularly for new and expanded parkways with landscape plantings that are intended to be designed landscape and streetscape design that are above and beyond the standard median style.



COLUMBIAN AVENUE – FAIR OAKS AVENUE



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- 🚦 Existing Traffic Signal



FAIR OAKS AVENUE – ROSSELL AVENUE

Key Elements

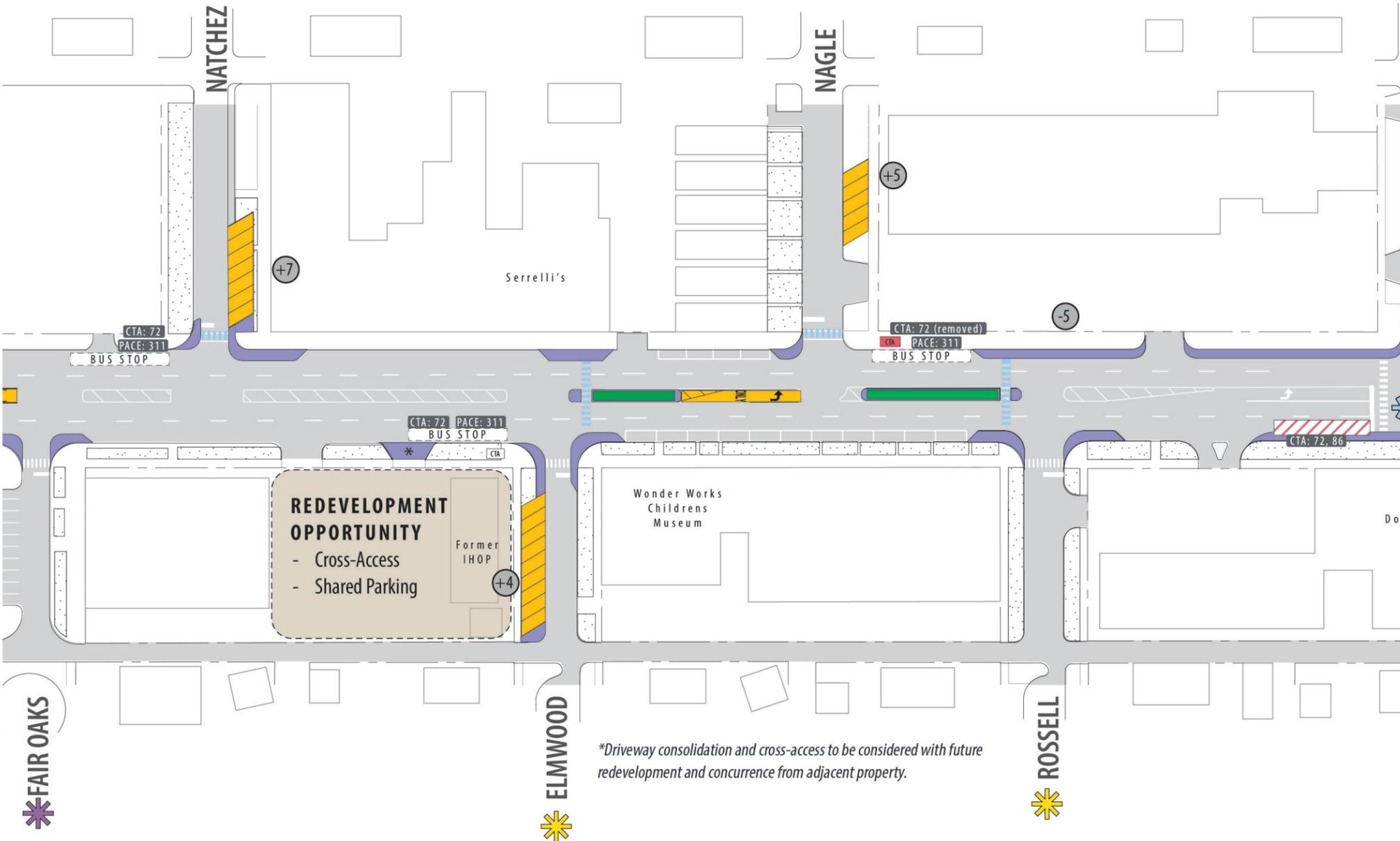
- ▶ Convert the existing parkways on the east side of both Natchez Avenue and Nagle Avenue on-street parking in order to provide convenient and comfortable parking for adjacent businesses. These spaces also accommodate metered on-street parking displacement by new curb extensions along North Avenue.
- ▶ Future consolidation of the access driveway serving the former IHOP restaurant, combined with a cross-access agreement with the adjacent property, and potentially a new access on Elmwood Avenue, is to be considered only with redevelopment of the site and concurrence from the adjacent properties.
- ▶ Install new unsignalized pedestrian crossings on North Avenue at Elmwood Avenue (east leg) and Rossell Avenue (west leg).
 - Install high-visibility ladder markings and pedestrian warning signs.
 - Construct landscaped medians east of Elmwood Avenue and between Nagle and Rossell Avenues.
 - Provide curb extensions on both the north and south sides of the street to enhance pedestrian visibility and reduce the crossing distance between the sidewalks and the median refuge.
- ▶ Convert the existing striped median just west of Nagle Avenue into an eastbound left-turn lane.
- ▶ Implement curb extensions on North Avenue at Natchez Avenue (east side), Elmwood Avenue (east side), Nagle Avenue (west side), Rossell Avenue (both sides) to expand the pedestrian areas at corners and create opportunities for enhanced streetscape areas. In these locations, curb extensions are also intended to better define on-street parking zones and provide a sense of protection and increased level of comfort for motorists parking along the street.
- ▶ Provide a new transit shelter for the westbound near-side bus stop at Nagle Avenue.

Considerations

- ▶ New uncontrolled crosswalks on multi-lane street are not currently permitted by IDOT due to concerns regarding pedestrian safety and multi-threat pedestrian crashes. New crosswalks on North Avenue must be reviewed and approved by IDOT.
- ▶ Consider the alignment of new parking along Natchez and Nagle Avenues. Angled parking is consistent with the adjacent direction of travel and typical public streets. However, the northbound orientation would likely direct parkers to the adjacent neighborhood rather than back to North Avenue.
- ▶ Access driveway consolidation and cross-access on the south side of North Avenue at the former IHOP restaurant must be coordinated with the Village of Oak Park and is only viable with redevelopment of the subject property and agreement with the adjacent property owner.
- ▶ Coordinate with property owners and tenants to activate areas of expanded sidewalk and pedestrian space with amenities, including seating and gathering areas, public art, and landscaping, particularly near the Wonder Works Children's Museum on the south side of North Avenue east of Elmwood Avenue.
- ▶ On-street angled or right-angle parking to support businesses along the south side of North Avenue may be constructed within the parkway and the parallel parking area (4 spaces). If this approach is pursued, the west side of Elmwood Avenue is preferred so as to best maintain travel lane alignment from the south, which prohibits southbound traffic south of the alley. Up to eight (8) spaces may be constructed, resulting in a net gain of four (4) spaces. However, this approach would displace one parkway tree and relocation of a fire hydrant.



FAIR OAKS AVENUE – ROSSELL AVENUE



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- 🚦 Existing Traffic Signal

*Driveway consolidation and cross-access to be considered with future redevelopment and concurrence from adjacent property.



NARRAGANSETT AVENUE – HARVEY AVENUE

This segment of North Avenue is highly dependent on the future of properties comprising the north side of the street between Narragansett Avenue and Mobile Avenue that includes a Dunkin Donuts, a CTA transit hub, and a vacant Walgreens. The block includes several access driveways, closely-spaced traffic signals, and traffic congestion that often results in traffic traveling north on Mobile Avenue to a public alley (where two-way traffic on Mobile Avenue meets one-way southbound traffic flow), where traffic then travels west through the alley to Narragansett Avenue to bypass traffic queued east on North Avenue from Narragansett Avenue. While the scope of this study does not include preparation of redevelopment concepts and land uses for the mentioned properties, near-term and long-term improvement plans are derived based on two potential redevelopment options – the near-term redevelopment of just the Walgreens site and the long-term scenario of a larger redevelopment site that encompasses the block.

NEAR TERM

Key Elements

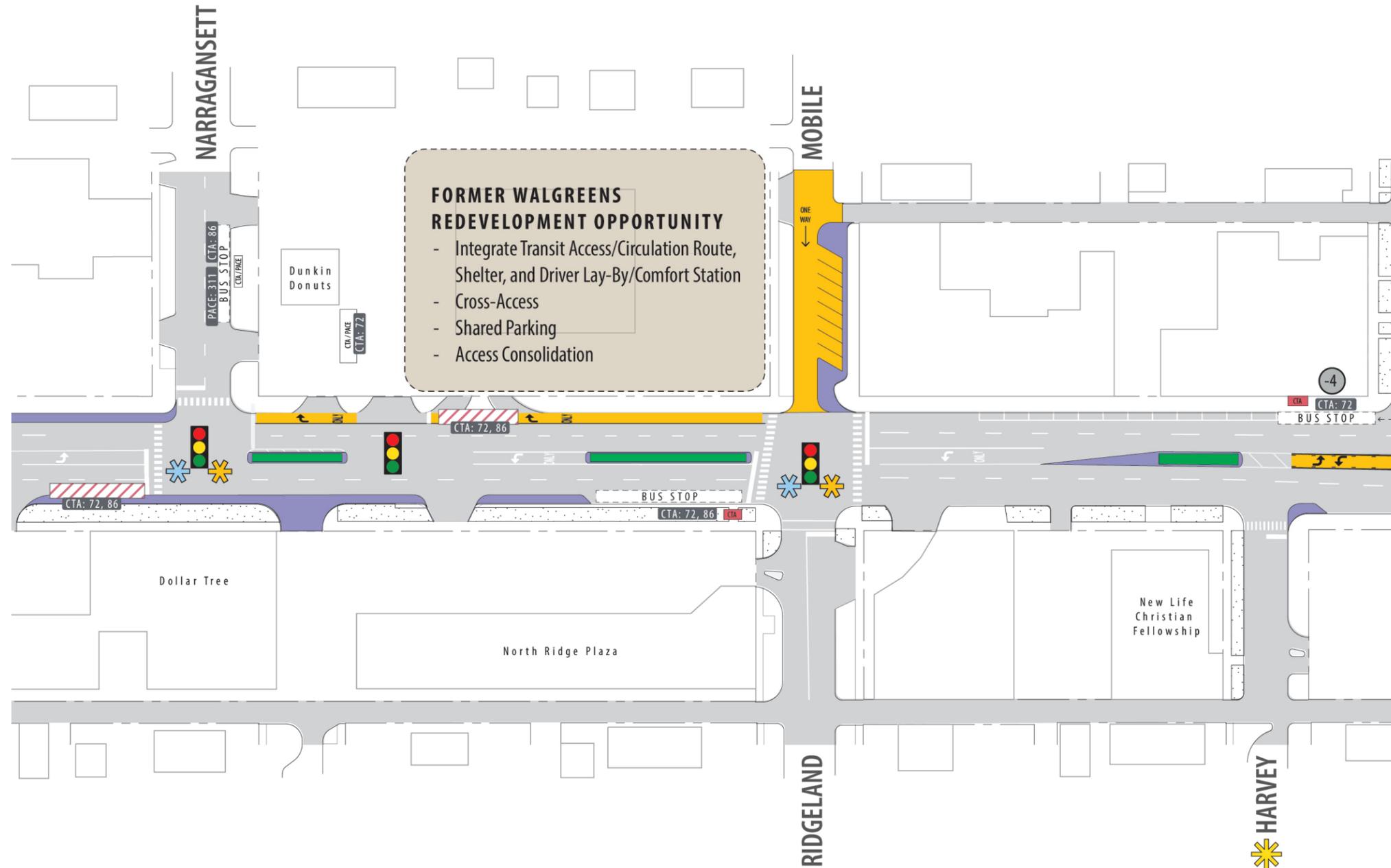
- ▶ Add a Leading Pedestrian Interval (LPI) at the signalized intersections of North Avenue at Narragansett Avenue and Mobile Avenue-Ridgeland Avenue in order to prioritize pedestrians at these intersections. Also incorporate signal timing adjustments to integrate the recommended westbound right-turn lane at Narragansett Avenue (with a right-turn overlap phase that runs concurrent with southbound Narragansett Avenue) and one-way southbound Mobile Street.
- ▶ Convert Mobile Avenue to one-way southbound, continuing its one-way directional flow from north of the public alley. This change through traffic volumes using the public alley north of Walgreens and avoids the dead-end traffic situation where Mobile Avenue currently transitions from one-way southbound from the adjacent neighborhood to two-way traffic at the alley. As part of this modification:
 - ▶ Adjust the existing parallel parking on Mobile Avenue to provide southbound angled parking on the east side of the street along with extended pedestrian areas at each end.
 - ▶ Restripe the south leg of Ridgeland Avenue to provide dedicated left-turn and right-turn lanes.
 - ▶ Adjust the existing signal timing. The transit signal between Narragansett Avenue and Mobile Avenue should be actuated for the presence of buses so that when buses are not present, additional vehicle queuing capacity is available between Narragansett Avenue and Mobile Avenue.
 - ▶ Install a new landscaped median on North Avenue west of Mobile Avenue in place of the existing eastbound left-turn lane since with one-way southbound traffic flow on Mobile Avenue, the left-turn lane will be obsolete. Another landscaped median opportunity is just east of Narragansett Avenue, enabled by the access driveway consolidation highlighted below.
- ▶ Consolidate the two site access driveways on the south side of North Avenue between Narragansett Avenue and Ridgeland Avenue to just the eastern driveway in order to limit turning conflict points.
- ▶ Convert the westbound curb lane into a continuous right-turn lane from Mobile Avenue to Narragansett Avenue. This new turn lane is not expected to require street widening, but can address the traffic pattern from northbound Ridgeland Avenue to westbound North Avenue to northbound Narragansett Avenue that is often congested and results in many drivers using Mobile Avenue and the public alley as a bypass.
- ▶ Remove two existing bus stops on North Avenue – one eastbound near-side stop at Narragansett Avenue and one westbound stop just east of the CTA transit hub access and located generally in the area of the former Walgreens right-in/right-out driveway. These stops can be consolidated with nearby stops within one block.

Considerations

- ▶ Coordinate traffic signal timing adjustments with IDOT to ensure that the desired vehicle progression is maintained along the coordinated traffic signal system on North Avenue.
- ▶ Access consolidation will involve coordination with property owners, tenants, and the Village of Oak Park to maintain access to each site served by the shared driveways.
- ▶ A maintenance agreement must be established to sustain a successful and attractive streetscape, above and beyond the standard median style, within the new landscape medians.
- ▶ In addition to shared parking and incorporating cross-access agreements with adjacent properties on the block. Redevelopment of the former Walgreens property and existing CTA bus terminal must incorporate provisions for transit amenities including bus shelters, operator restroom facilities, CTA security cameras along with the accompanying electrical and communications hardware, ample layover space for multiple public transit buses, and a bypass lane.



NARRAGANSETT AVENUE – HARVEY AVENUE (NEAR-TERM)



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- Existing Traffic Signal



NARRAGANSETT AVENUE – HARVEY AVENUE

LONG TERM

Key Elements

- ▶ Full redevelopment of the block between Narragansett Avenue and Mobile Avenue presents an opportunity to re-think transit access and circulation on the block. A larger redevelopment plan can integrate the functionality of the existing transit hub with a bus service lane along the northern site boundary, parallel with the adjacent public alley. This bus service lane would accommodate bus staging and provide ample width for buses to bypass and continue with their routes.
- ▶ Add a Leading Pedestrian Interval (LPI) at the signalized intersections of North Avenue at Narragansett Avenue and Mobile Avenue-Ridgeland Avenue in order to prioritize pedestrians at these intersections. Also incorporate signal timing adjustments to integrate the recommended westbound right-turn lane at Narragansett Avenue (with a right-turn overlap phase that runs concurrent with southbound Narragansett Avenue) and one-way southbound Mobile Street.
- ▶ Remove the traffic signal currently serving the CTA transit hub.
- ▶ Similar to the Near-Term option, Mobile Avenue would be converted to one-way southbound, continuing its one-way directional flow from north of the public alley.
- ▶ A new landscaped median on North Avenue west of Mobile Avenue would be installed in place of the existing eastbound left-turn lane. Another landscaped median opportunity east of Narragansett Avenue could be longer than shown in the Near-Term option, enabled by the CTA Transit Hub traffic signal removal.
- ▶ In addition to consolidating the site access driveways on the south side of North Avenue, access driveways on the north side of the street would be removed. Depending on the needs of the redevelopment opportunity, a new access driveway may be appropriate between Narragansett Avenue and Mobile Avenue.
- ▶ In this scenario, the westbound curb lane would be converted to a bus-only and right-turn lane from Mobile Avenue to Narragansett Avenue.
- ▶ Remove the existing eastbound near-side bus stop at Narragansett Avenue. The westbound stop just east of the current CTA transit hub access would be relocated to a far-side stop at Narragansett Avenue.
- ▶ Install a queue-jump signal for westbound buses using the bus-only/right-turn lane at Narragansett Avenue.

Considerations

- ▶ The developer of any redevelopment on the north side of the street must coordinate early with the CTA, Pace, and CDOT to properly integrate transit access, circulation, and operational needs into the planning and design of the redevelopment proposal.
- ▶ Coordinate traffic signal timing adjustments with IDOT to ensure that the desired vehicle progression is maintained along the coordinated traffic signal system on North Avenue.
- ▶ Access consolidation will involve coordination with property owners, tenants, and the Village of Oak Park to maintain access to each site served by the shared driveways. Access along the north side of the street will be evaluated and considered by the City as part of a redevelopment entitlements process.
- ▶ A maintenance agreement must be established to sustain a successful and attractive streetscape, above and beyond the standard median style, within the new landscape medians.
- ▶ In addition to shared parking and incorporating cross-access agreements with adjacent properties on the block. Redevelopment of the former Walgreens property and existing CTA bus terminal must incorporate provisions for transit amenities including bus shelters, operator restroom facilities, CTA security cameras along with the accompanying electrical and communications hardware, ample layover space for multiple public transit buses, and a bypass lane.



HARVEY AVENUE – MCVICKER AVENUE

Key Elements

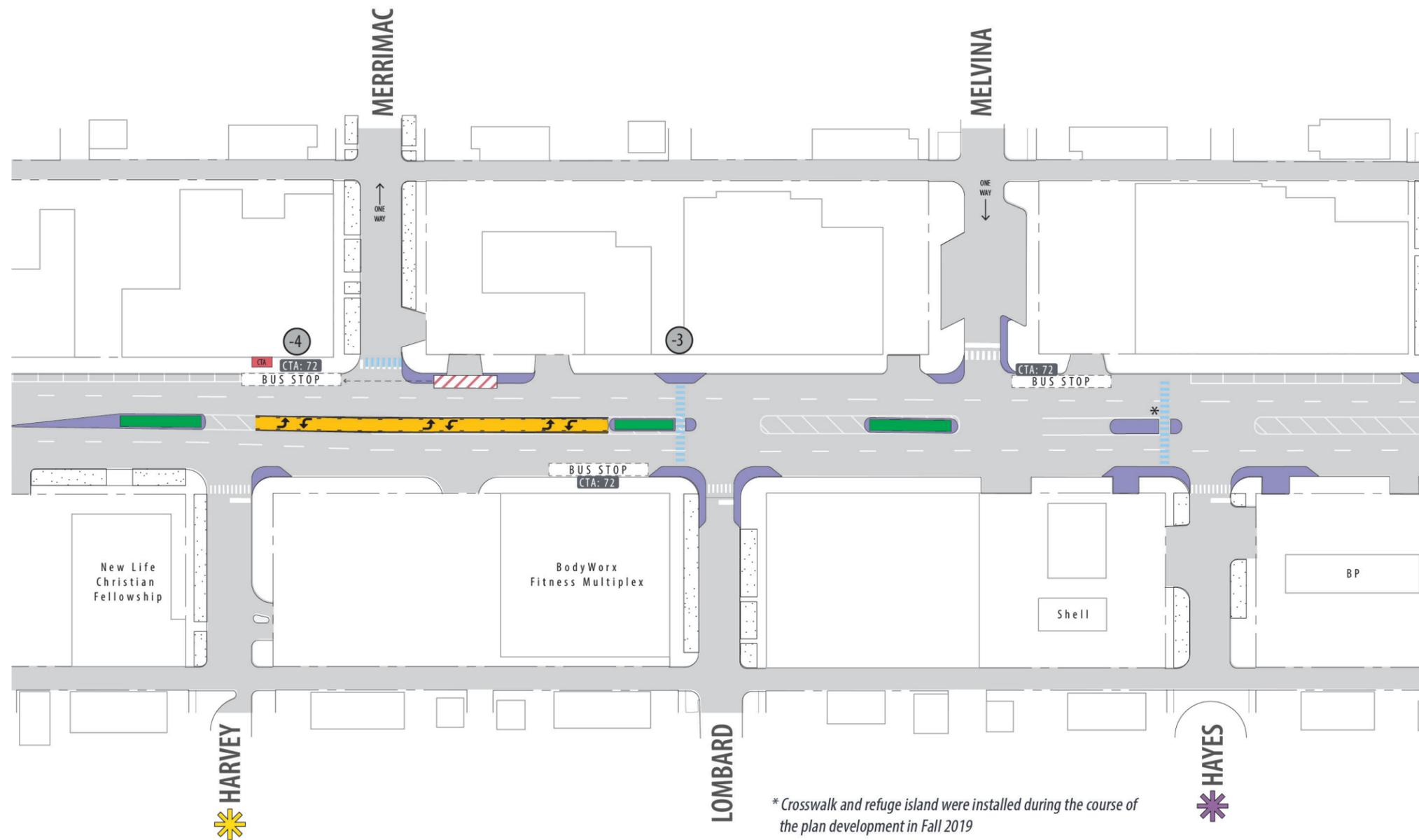
- ▶ Install new landscaped medians on North Avenue:
 - West of Harvey Avenue
 - West of Lombard Avenue
 - West of Melvina Avenue
- ▶ Relocate the westbound near-side bus stop at Merrimac Avenue to a far-side stop just beyond the intersection. This relocated stop is recommended to be outfitted with a new transit shelter.
- ▶ Install a new unsignalized pedestrian crossing on North Avenue at Lombard Avenue (west leg).
 - Install high-visibility ladder markings and pedestrian warning signs.
 - Construct landscaped median west of Lombard Avenue to provide a pedestrian refuge.
 - Provide curb extensions on both the north and south sides of the street to enhance pedestrian visibility and reduce the crossing distance between the sidewalks and the median refuge.
- ▶ Implement curb extensions on North Avenue at Harvey Avenue (east side), Merrimac Avenue (east side), Lombard Avenue (east side), Melvina Avenue (west side), and Hayes Avenue. The curb extensions would expand the pedestrian areas at corners, create opportunities for enhanced streetscape areas, and better define on-street parking zones while providing a sense of protection and increased level of comfort for motorists parking along the street.
- ▶ Convert the existing striped median between Merrimac Avenue and Lombard Avenue west of the planned landscaped median (noted above) into a two-way left-turn lane to facilitate left-turn movements from North Avenue to multiple access driveways, including the Oak Park Market.
- ▶ The access driveways on either side of Hayes Avenue serving two gas stations on the southeast and southwest corners of the intersection are good candidate for removal to consolidate access driveways, reduce the number of vehicular turning conflicts within close proximity of one another, and reduce vehicle-pedestrian conflict points. The gas stations would continue to each maintain an access on North Avenue and at least one access driveway on Hayes Avenue.

Considerations

- ▶ New uncontrolled crosswalks on multi-lane street are not currently permitted by IDOT due to concerns regarding pedestrian safety and multi-threat pedestrian crashes. New crosswalks on North Avenue must be reviewed and approved by IDOT. However, a new crosswalk with a concrete pedestrian refuge was recently installed in fall 2019 on the west leg of North Avenue at Hayes Avenue during the course of this plan's development.
- ▶ A maintenance agreement must be established to sustain a successful and attractive landscaped medians and other installations of planted areas, above and beyond the standard style, within the extended pedestrian zones as identified along this segment.



HARVEY AVENUE – MCVICKER AVENUE



* Crosswalk and refuge island were installed during the course of the plan development in Fall 2019

LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- Existing Traffic Signal



HAYES AVENUE – HUMPHREY AVENUE

Key Elements

- ▶ Install new landscaped medians on North Avenue in place of the existing striped medians:
 - Between Moody Avenue and Taylor Avenue
 - Between Meade Avenue and Humphrey Avenue
- ▶ Install a new unsignalized pedestrian crossing on North Avenue at Moody Avenue (east leg).
 - Install high-visibility ladder markings and pedestrian warning signs.
 - Incorporate a pedestrian refuge with the landscaped median (as noted above) between Moody and Taylor Avenues.
 - Provide curb extensions on both the north and south sides of the street to enhance pedestrian visibility and reduce the crossing distance between the sidewalks and the median refuge.
- ▶ Construct curb extensions on North Avenue at Moody Avenue, Taylor Avenue (east side), Meade Avenue (west side), McVicker Avenue, and two mid-block locations. These curb extensions expand the pedestrian areas at corners, create opportunities for enhanced streetscape areas, and better define on-street

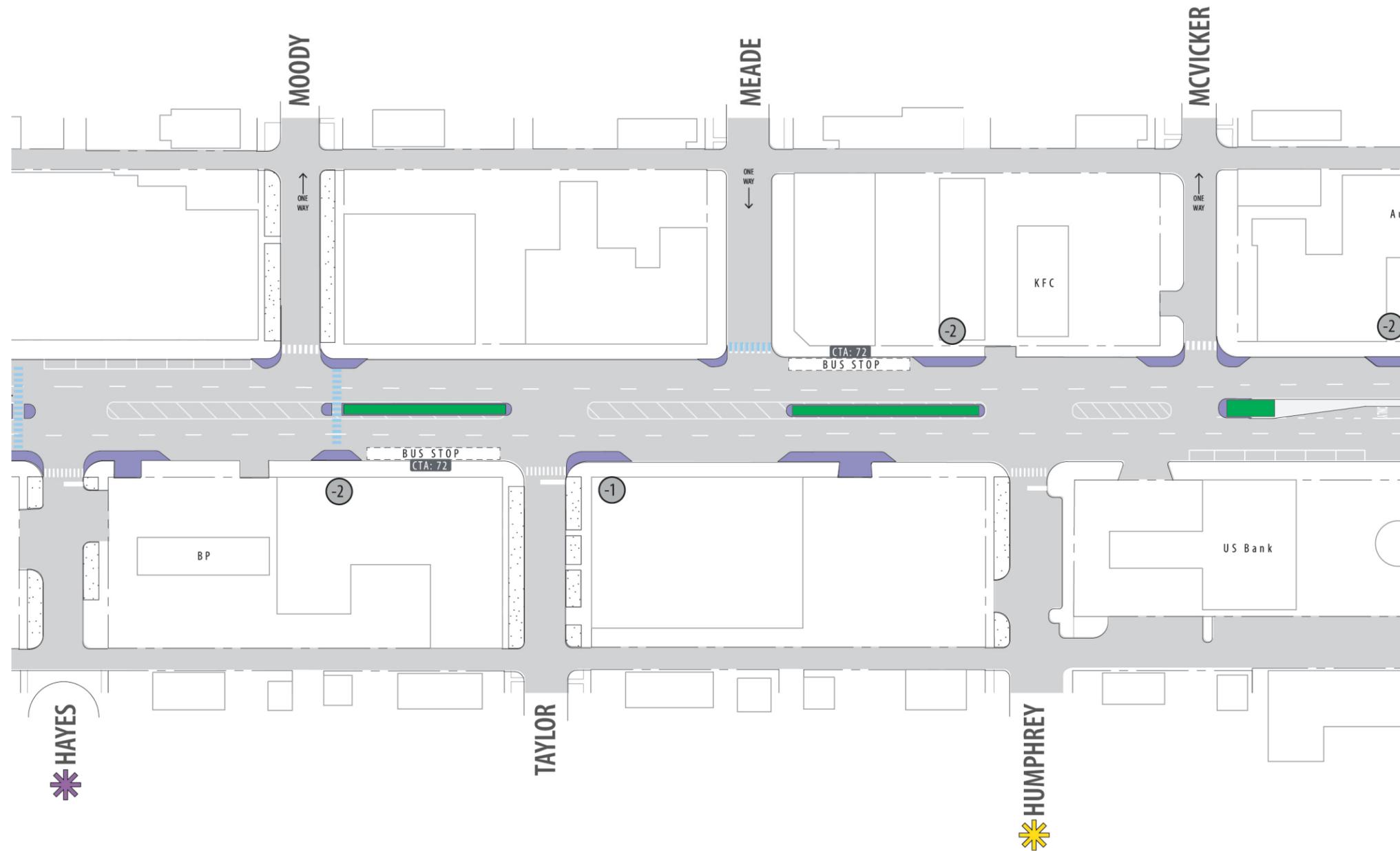
parking zones while providing a sense of protection and increased level of comfort for motorists parking along the street.

Considerations

- ▶ New uncontrolled crosswalks on multi-lane street are not currently permitted by IDOT due to concerns regarding pedestrian safety and multi-threat pedestrian crashes. New crosswalks on North Avenue must be reviewed and approved by IDOT.
- ▶ A maintenance agreement must be established to sustain a successful and attractive landscaped medians and potentially planted areas that may installed, above and beyond the standard style, within the extended pedestrian zones as identified along this segment.



HAYES AVENUE – HUMPHREY AVENUE



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- Existing Traffic Signal



MCVICKER AVENUE – MASON AVENUE

Key Elements

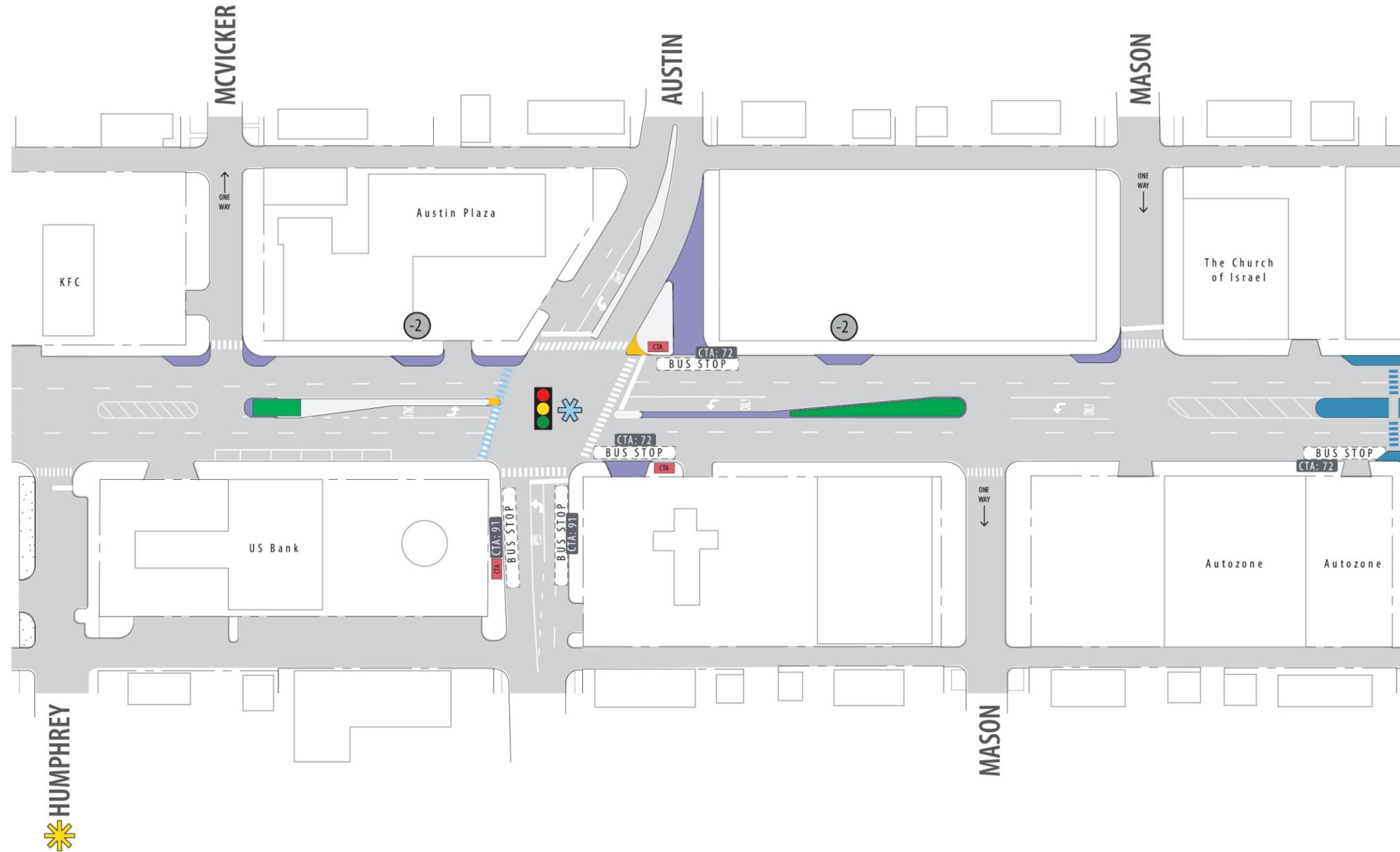
- ▶ Remove the channelized street segment in the northeast quadrant of the intersection and integrate that segment into a connected corner plaza. This corner is intended to serve as a vibrant people place with opportunities for seating, social gathering areas, outdoor dining and café space, public art, trees and other plantings, and/or a gateway feature. Minor adjustments to the radius in the northeast corner of the intersection are needed to properly accommodate eastbound right-turn maneuvers.
- ▶ Install new CTA bus stop shelters for the eastbound and westbound stops on the east leg of the North Avenue/Austin Avenue intersection.
- ▶ Modify the traffic signal at the North Avenue/Austin Avenue intersection to provide a leading pedestrian interval (LPI) for pedestrians crossing in all directions and prioritize pedestrians crossing at this intersection.
- ▶ Incorporate landscaping into medians at the ends of the eastbound (currently raised) and westbound (currently striped) left-turn lanes on North Avenue at Austin Avenue.
- ▶ Construct curb extensions on North Avenue at McVicker Avenue, Austin Avenue (west side and across the adjacent driveway), mid-block between Austin and Mason Avenues, and Mason Avenue (west side). These curb extensions expand the pedestrian areas at corners, create opportunities for enhanced streetscape areas, and better define on-street parking zones while providing a sense of protection and increased level of comfort for motorists parking along the street. The curb extension on the north side of North Avenue west of Austin Avenue reduces the pedestrian crossing distance and pedestrian signal clearance time.
- ▶ Consolidate the site access driveways on the south side of North Avenue immediately east of Austin Avenue by closing the western driveway. The parking lot would maintain adequate access and would minimize turning movement conflicts while also removing the existing conflict with the far-side bus stop that blocks the driveway.

Considerations

- ▶ The new plaza space in the northeast corner of the intersection presents a great opportunity for a special public open space to benefit the community and adjacent properties. Further study that engages the community residents and businesses is recommended to design this space in a way that addresses the unique needs and vision of the local neighborhood.



MCVICKER AVENUE – MASON AVENUE



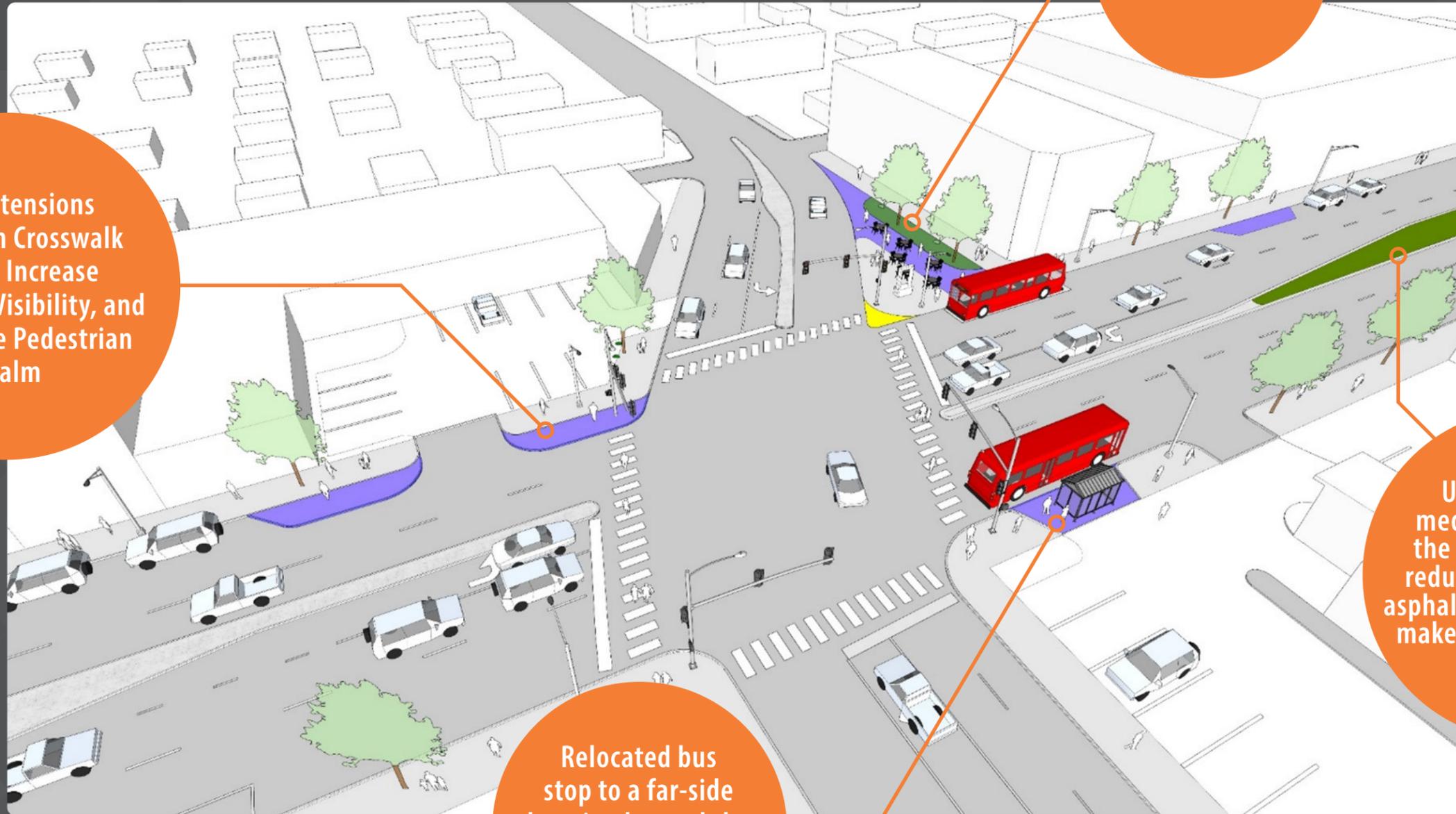
LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- 🚦 Existing Traffic Signal



NORTH AVENUE AND AUSTIN AVENUE (LOOKING NORTH)



Curb Extensions to Shorten Crosswalk Length, Increase Pedestrian Visibility, and Expand the Pedestrian Realm

Create Vibrant Public Plaza

Use landscaped medians to improve the visual character, reduce the expanse of asphalt and concrete, and make the corridor more welcoming.

Relocated bus stop to a far-side location beyond the intersection, including a new shelter



MAYFIELD AVENUE – MENARD AVENUE

Key Elements

- ▶ Adjust the traffic signal timing at North Avenue/Menard Avenue to incorporate a Leading Pedestrian Interval (LPI) in order to prioritize pedestrians at this intersection.
- ▶ Install new landscaped medians on North Avenue in place of the existing striped medians:
 - Between Mayfield Avenue and Monitor Avenue. This would supplement the recent Vision Zero improvements, detailed below, with a median pedestrian refuge and opportunity to visually enhance the corridor's character with plantings.
 - Between Monitor Avenue and Menard Avenue
- ▶ Several Vision Zero pedestrian crosswalks and enhancements to pre-existing crosswalks were installed in 2020:
 - A new crosswalk with curb extensions on both sides of North Avenue were installed at Mayfield Avenue (west leg). The curb extension on the south side wraps around the corner along the west side of Mayfield Avenue.
 - A curb extension was added on the south side of North Avenue and the east side of Mayfield Avenue's north leg to supplement the existing crosswalk on the east side of the offset intersection.
 - A similar combination of curb extension on the south side of North Avenue and the east side of Menard Avenue was installed at the crosswalk on the east leg of the North Avenue/Menard Avenue signalized intersection.
- ▶ Construct curb extensions on North Avenue at Monitor Avenue and through the offset Menard Avenue intersection. These curb extensions expand the pedestrian areas at corners, create opportunities for enhanced streetscape areas, and better define on-street parking zones while providing a sense of

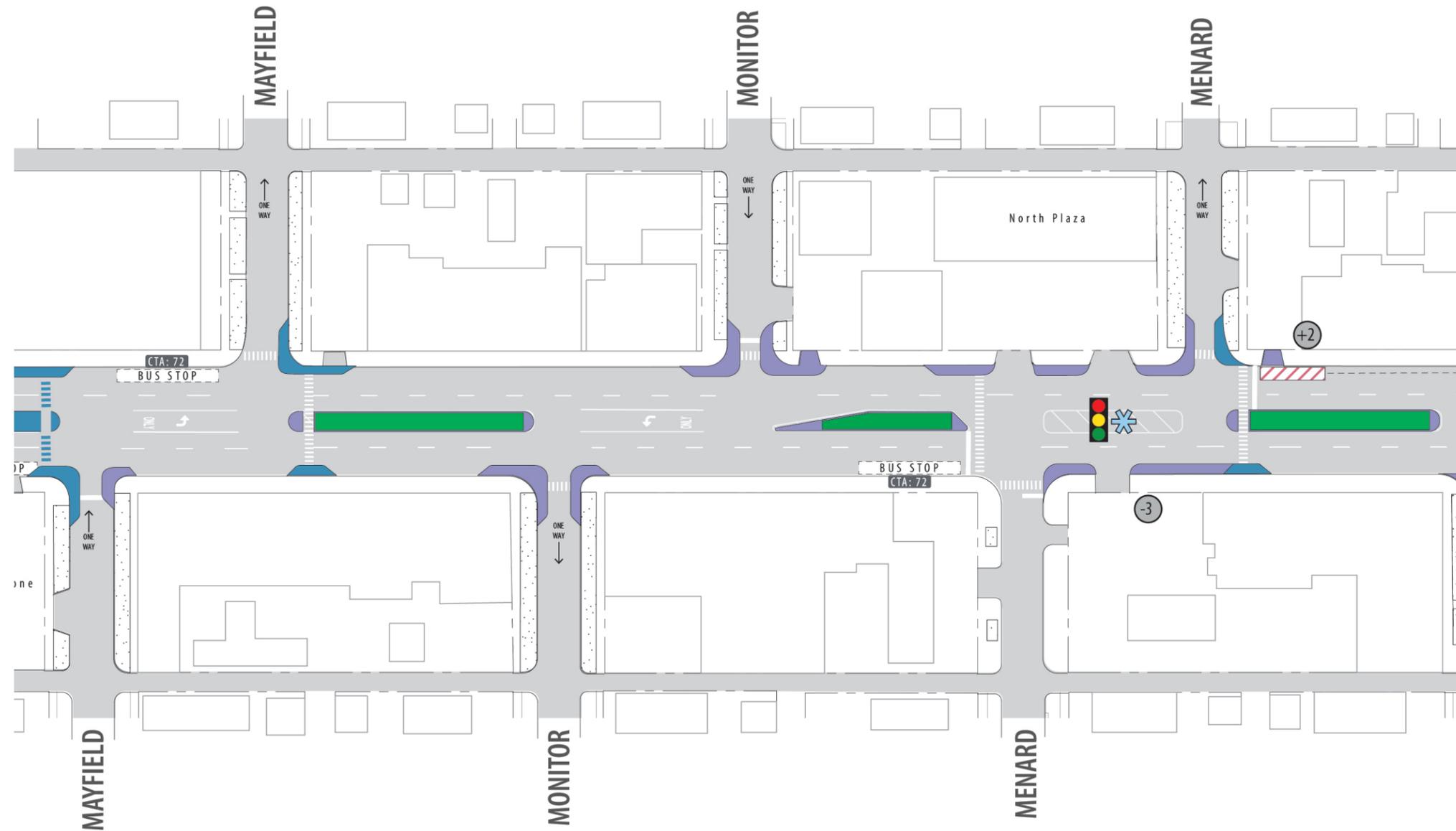
protection and increased level of comfort for motorists parking along the street.

Considerations

- ▶ Crosswalk improvements on North Avenue must be reviewed and approved by IDOT, including changes to the existing crosswalk, new signs, and other potential devices to enhance the crosswalk at Menard Avenue.



MAYFIELD AVENUE – MENARD AVENUE



LEGEND



- Transit Improvements
- Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- Leading Pedestrian Interval
- Signal Timing Adjustment
- Signal Removal
- Full Cul-De-Sac
- Partial Cul-De-Sac
- Bus Queue Jump Signal
- Net Change in Parking Spaces
- Existing Traffic Signal



MASSASSOIT AVENUE – MAJOR AVENUE

Key Elements

- ▶ Install new landscaped medians on North Avenue in place of the existing striped medians:
 - Between Menard Avenue and Massassoit Avenue
 - Between Mango Avenue and Waller Avenue. This median would support enhancements to the existing unsignalized crosswalk on North Avenue immediately west of Waller Avenue.
 - Between Major Avenue and Parkside Avenue
- ▶ Two Vision Zero improvements for new and existing crosswalks were installed in 2020:
 - A new crosswalk with curb extensions on both sides of North Avenue and a center concrete median were installed between Massassoit Avenue and Mango Avenue. The curb extension on the north side wraps around the corner along the west side of Mango Avenue.
 - A curb extension was constructed on the north side of the existing crosswalk at Parkside Avenue.
- ▶ Enhance the existing crosswalk on the west leg of North Avenue at Waller Avenue.
 - Install high-visibility ladder markings and pedestrian warning signs.
 - Provide a curb extension on both the north and south sides of the street to enhance pedestrian visibility and reduce the crossing distance between the sidewalks and the recommended landscaped median refuge.
- ▶ Consolidate two westbound CTA bus stops at Menard Avenue and Major Avenue into a single new near-side stop at Mango Avenue, directly in front of the Austin Branch Chicago Public Library as an important transit destination. The new stop should include a new shelter.
- ▶ Construct curb extensions on Massassoit Avenue and on North Avenue at Major Avenue (east side), Waller Avenue (west side extending along the Dunkin Donuts property), and Parkside Avenue. These curb extensions expand the pedestrian areas at corners, create opportunities for enhanced streetscape areas, and better define on-street parking zones while providing a sense of protection and increased level of comfort for motorists parking along the street. The Massassoit Avenue curb extension is intended to reinforce the one-way northbound traffic flow approaching North Avenue.

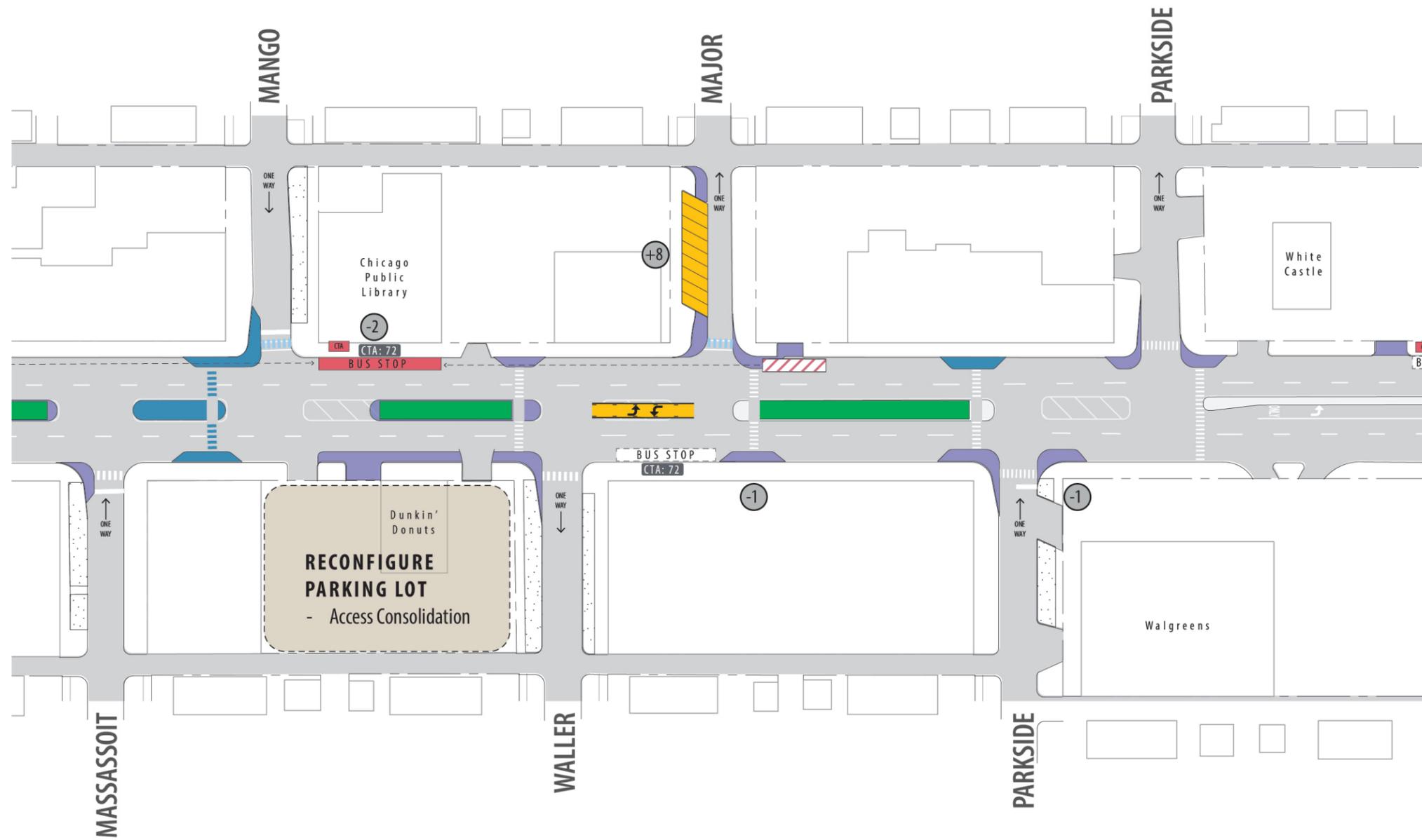
- ▶ The middle of three driveways serving the Dunkin Donuts west of Waller Avenue is a good opportunity to remove and consolidate access driveways for purposes of limiting turning movement conflicts along the corridor. With closure of the middle access driveway, the two remaining access points on North Avenue.
- ▶ Convert the existing striped median between Waller Avenue and Major Avenue into a two-way left-turn lane to facilitate left-turn movements from North Avenue to each street.
- ▶ Convert the existing parkway (concrete with trees) on the west side of Major Avenue into angled on-street parking in order to provide convenient and comfortable parking for adjacent businesses and offset displacement on-street parking. It should be noted that the on-street parking on the north side of North Avenue in this segment is not metered and not part of the City's lease agreement.

Considerations

- ▶ A maintenance agreement must be established with the City to sustain successful and attractive landscaped medians that may be installed, with plant materials above and beyond the standard style, as identified along this segment.
- ▶ Access consolidation at the Dunkin Donuts property requires coordination with the property owners and tenants along with minor reconfiguration of internal parking lot circulation.
- ▶ Crosswalk improvements on North Avenue must be reviewed and approved by IDOT, including changes to the existing crosswalk, new signs, and other potential devices to enhance the crosswalk at Waller and Parkside Avenues.



MASSASSOIT AVENUE – MAJOR AVENUE



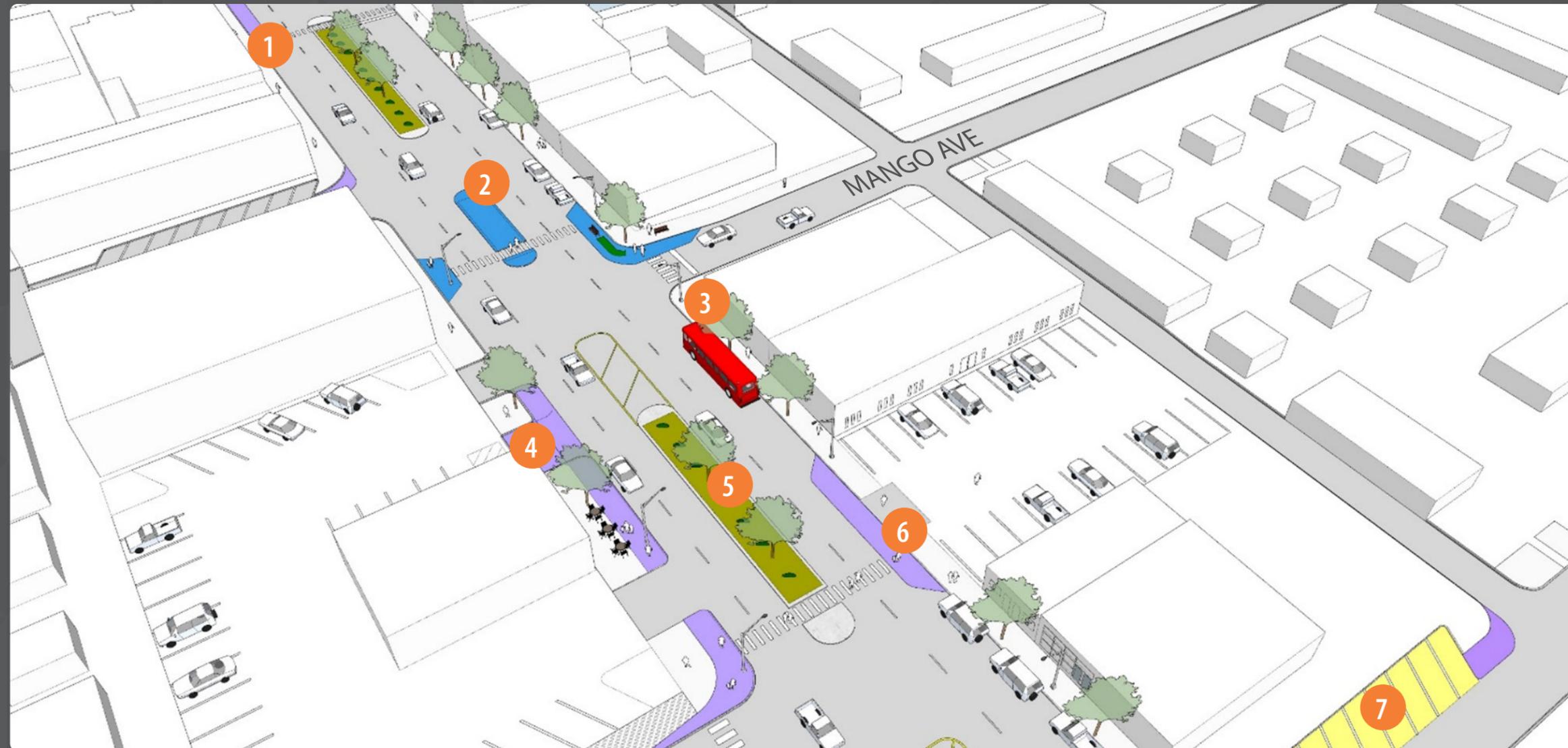
LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ✱ Leading Pedestrian Interval
- ✱ Signal Timing Adjustment
- ✱ Signal Removal
- ✱ Full Cul-De-Sac
- ✱ Partial Cul-De-Sac
- ✱ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- Existing Traffic Signal



NORTH AVENUE AND MANGO AVENUE (LOOKING WEST)



- 1 Curb extensions also reduce the expanse of pavement without reduce the number of travel lanes
- 2 Vision Zero Crosswalk with Curb Extensions and Raised Median Refuge
- 3 Consolidate CTA bus stop (2 to 1 westbound stop) with a new location in front of the Austin Branch Library
- 4 Access driveway consolidation with curb extension reduces turning conflicts and provides outdoor dining opportunities

- 5 Raised landscaped median to improve the corridor aesthetics and provide a pedestrian refuge
- 6 Curb extensions to shorten crosswalk lengths, increase pedestrian visibility, expand the pedestrian realm
- 7 New side street parking offsets displaced parallel parking on North Avenue



MAJOR AVENUE – CENTRAL AVENUE

Key Elements

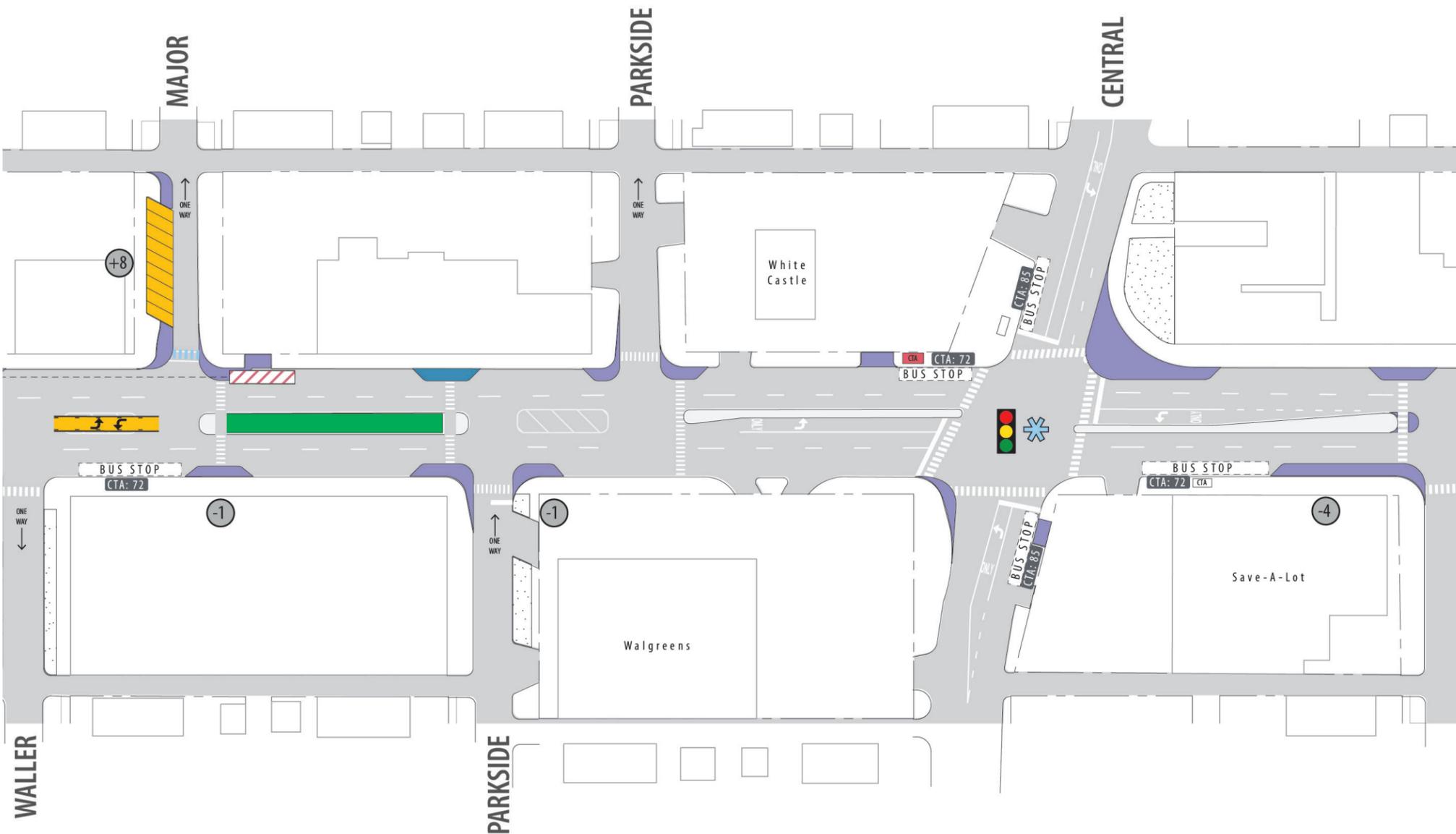
- ▶ Adjust the traffic signal timing at North Avenue/Central Avenue to incorporate a Leading Pedestrian Interval (LPI) in order to prioritize pedestrians at this intersection.
- ▶ Implement curb extensions on the northeast and southwest corners of the North Avenue/Central Street intersection to achieve multiple pedestrian-oriented objectives. First, the pedestrian realm is expanded to provide a greater sense of comfort for pedestrians at this busy intersection. The curb extensions also reduce pedestrian crosswalk lengths. In particular for the northeast corner, the removal of the channelized westbound right turn and the extended curb establish a larger and more useable public plaza opportunity. Similar to the same corner at Austin Avenue, this corner presents an opportunity to provide a vibrant people place with for seating, gathering areas, space for outdoor dining and cafés, public art installations, enhanced landscaping, and/or a neighborhood gateway feature.
- ▶ Vision Zero improvements for the crosswalk Luna Avenue, one block east of Central Avenue, were installed in 2020:
 - Curb extensions were constructed on both the north and south ends of the crosswalk. The curb extension on the south side wraps around the corner along the west side of Luna Avenue.
 - The raised median was extended east to create a pedestrian refuge.
- ▶ Install a new CTA bus stop shelter for the westbound far-side stop at Central Avenue.
- ▶ Consolidate the closest site access driveways on the north side of North Avenue immediately west of Central Avenue and the east side of Central Avenue just south of North Avenue. These access driveways are very close to the intersection and consolidation of these driveways is intended eliminate conflicts with existing CTA bus stops that overlap the driveways and to reduce vehicle conflicts in the immediate intersection area. Each site maintains alternative access locations.

Considerations

- ▶ Similar to the plan for Austin Avenue, the expanded space created in the northeast corner of the Central Avenue intersection presents a great opportunity for a special public open space to benefit the community and adjacent properties. Further study that engages the community residents and businesses is recommended to design this space in a way that addresses the unique needs and vision of the local neighborhood.
- ▶ Detailed design plans for the intersection and traffic signal modifications will be required for submittal and review by both CDOT and IDOT.



MAJOR AVENUE – CENTRAL AVENUE



LEGEND



- Transit Improvements
- BUS STOP Existing Transit Stop
- Removed Transit Stop
- Proposed Bus Shelter
- Curb Extensions
- Vehicle-Related Improvements
- Bicycle Improvements
- Proposed Landscape
- Existing Landscape
- Crosswalk
- Pedestrian Improvements
- Vision Zero
- Right-of-Way Impacts
- ❄️ Leading Pedestrian Interval
- ⚙️ Signal Timing Adjustment
- ✖️ Signal Removal
- ✖️ Full Cul-De-Sac
- ✖️ Partial Cul-De-Sac
- ✖️ Bus Queue Jump Signal
- # Net Change in Parking Spaces
- 🚦 Existing Traffic Signal



IMPLEMENTATION PLAN





IMPLEMENTATION PLAN

OVERVIEW

Overview

CDOT, in close collaboration with the Village of Oak Park, initiated the Chicago-Oak Park Traffic Safety and Mobility Improvement Study to identify traffic, safety, and mobility issues affecting all roadway users and adjacent land uses along North Avenue from Central Avenue to Harlem Avenue. This study identifies recommendations to:

- ▶ Improve pedestrian, bicyclist, transit and motor vehicle accommodations
- ▶ Increase the sense of comfort, safety and convenience for all ages and abilities
- ▶ Enhance the role of the street as a public place
- ▶ Support community businesses and promote economic vitality

North Avenue, from Austin Avenue to Central Avenue, has been identified as a High Crash Corridor in the City of Chicago's Vision Zero plan. As such, improving safety along the corridor is a critical goal of this project. Opportunities to enhance the streetscape and visual aesthetic coupled with mobility improvements outlined in this plan are designed to help transform North Avenue corridor into a safe, accessible and inviting corridor in support of the study's goals and objectives.

This section identifies agencies that will lead implementation of the study recommendations along with critical partners to support, advocate, and promote momentum in realizing improvements along the corridor. This section also outlines funding opportunities and an implementation strategy matrix. Implementation of the study recommendations would ideally be integrated together in one or two larger projects that covers the length of the study corridor with some elements completed in partnership with redevelopment of adjacent properties. However, the implementation matrix breaks down study recommendations into individual color-coded improvement elements and outlines associated details including the implementation lead(s) and partners, related and dependent improvements, key action steps, funding options, planning-level costs, priority, and timing for implementation.

IMPLEMENTATION LEADS

City of Chicago

The City of Chicago is responsible for leading the planning, design, construction, maintenance and management of public way infrastructure along the study corridor. As the lead agency for this planning study, CDOT will be the primary implementer of associated improvements in partnership with other agencies and organizations. One example includes CDOT being responsible for new bus shelters, but in coordination with input from the CTA.

Village of Oak Park

With North Avenue as its northern border along three quarters of the study corridor, the Village of Oak Park is a close collaborator on this study and will partner with CDOT and others on leading funding pursuits, implementation of improvements, and coordination of elected officials, stakeholders and property owners.

Illinois Department of Transportation (IDOT)

North Avenue is a state route that is maintained under the jurisdiction of IDOT. All design plans, reviews, and permitting for improvements along North Avenue are to be coordinated through IDOT. has identified North Avenue as an alternative route during I-290 construction and a potential future Smart Corridor.

Chicago Transit Authority (CTA)

CTA operates bus routes throughout North Avenue and the major arterials that intersect it. Improvements identified in this study that CTA would implement include bus stop consolidation and relocation, and a possible bus service lane (role varying depending on ownership of potential lane).

Pace

Pace serves as the greater Chicago metropolitan area's suburban bus provider. Like CTA, Pace operates bus routes throughout the corridor. Bus stop consolidation and relocation and the new bus stop shelters identified in this study would be implemented by Pace. In 2018, Pace released the Central Harlem Avenue Corridor Study which proposes improvements to Pace service on Harlem Avenue between 71st Street and North Avenue, parts of which overlap with this project's study area.

IMPLEMENTATION PARTNERS

Senate President Don Harmon (IL-39)

The North Avenue study corridor, from Harlem Avenue to Central Avenue, is located within the 39th Illinois Senate district. Senate President Harmon helped initiate this study and is anticipated to assist with securing funding and legislative support for implementation of this project.

29th Ward Aldermanic Office

The project corridor is located in Chicago's 29th ward. Alderman Chris Taliaferro helped convene this study and the 29th ward is anticipated to assist with agency, stakeholder and property owner coordination.

The North Avenue District (T-NAD)

T-NAD is a non-profit community organization that promotes the revitalization of the North Avenue corridor between Austin Avenue and Harlem Avenue and played a critical role in initiating CMAP's Revitalization and Mobility Plan for the North Avenue Corridor planning study. T-NAD passionately provides community expertise and supports stakeholder coordination and community engagement. The organization is anticipated to garner community support for study elements and advocate for the implementation of improvements.

Galewood Economic Development Committee (GEDC)

Formed in Spring of 2017 at the encouragement of 29th Ward Alderman Taliaferro, GEDC is a resident organization that leads numerous economic development initiatives throughout the Galewood community. Like T-NAD, GEDC provides community expertise and supports stakeholder coordination and community engagement. GEDC is anticipated to garner community support for the study and promote the improvements following implementation.

Chicago Metropolitan Agency for Planning (CMAP)

Parallel to this study, T-NAD engaged CMAP's Local Technical Assistance (LTA) Program to develop a plan to guide revitalization and mobility on the North Avenue corridor between Harlem Avenue and Austin Avenue. The Revitalization and Mobility Plan for the North Avenue Corridor plan identifies redevelopment opportunities, strategies for attracting desirable development and recommendations for streetscape improvements and corridor branding. This plan also identifies transportation improvements to support the growth, diversity and prosperity of the study area.



Developers

This study identified numerous potential redevelopment opportunities, including the former Sears between Harlem and Neva avenues, the former IHOP near Elmwood Avenue and the former Walgreens between Narragansett and Mobile avenues. Plan implementation should be coordinated with site redevelopment to ensure alignment between identified improvements and redevelopment.

Special Service Area (SSA)

CMAP's Revitalization and Mobility Plan for the North Avenue Corridor recommends establishment of a Special Service Area (SSA) along North Avenue to assist with business development, streetscaping and economic revitalization of the corridor. If formed, an SSA would be a key implementation supporter and momentum driver.

IMPLEMENTATION SCHEDULE, FUNDING, AND KEY CONSIDERATIONS

Ideally, the improvements recommended in the plan can be implemented collectively as part of a broader corridor infrastructure improvement with the resurfacing or reconstruction of North Avenue. However, due to funding available, timing of projects, redevelopment opportunities, and other circumstances that change over time, implementation of recommendations are likely to be implemented over time in groups or in some cases, individually.

The recommended improvements vary in complexity, cost, and priority. The implementation matrix outlines individual plan elements by the following categories:

- ▶ Section: Street segment aligning with the recommended plan element(s)
- ▶ Improvement Type: General improvement description, color-coded to align with the recommended plan sheets
- ▶ Recommendation: Simple description of the improvement type
- ▶ Implementation Lead/Partners: Identifies the lead agency and key partners for implementation

- ▶ Related/Dependent Items: Identifies other recommended plan elements in which implementation is closely associated
- ▶ Key Action Steps: Outlines key actions to undertake
- ▶ Planning-Level Costs: Ranges of anticipated planning-level costs based on conceptual recommendations
- ▶ Priority: Categorizes priority of the recommendation in achieving project goals
- ▶ Timing: Refers to an anticipated horizon for implementation, absent being combined in a more comprehensive improvement along the corridor.

Opportunities for project funding are further detailed in the Funding Matrix. This table identifies information for the following categories:

- ▶ Fund: The specific funding program
- ▶ Source: Agency or entity managing and distributing the project funding
- ▶ Type: Method for awarding and distributing available funds
- ▶ Phases Covered: Summary of qualified phases of work, including: Preliminary Engineering (PE), Design Engineering (DE), Right-Of-Way (ROW), and Construction (C)
- ▶ Eligibility: Summary of project types that are eligible for funding
- ▶ Constraints: Key considerations, exceptions, or limitations on funding



IMPLEMENTATION MATRIX

IMPLEMENTATION STRATEGY MATRIX									
SECTION	ITEM #	IMPROVEMENT TYPE	RECOMMENDATION	IMPLEMENTATION LEAD (PARTNERS)	RELATED / DEPENDENT ITEM(S)	KEY ACTION STEPS	PLANNING-LEVEL COST ESTIMATE \$ 0-25K \$\$ 25K-50K \$\$\$ 50K-100K \$\$\$\$ 100K +	PRIORITY (LOW / MED / HIGH)	TIMING (SHORT / MED / LONG)
Harlem/North	1	Bus Stop Additions	Add new Pace bus stops along Harlem and northwest corner of Harlem/North.	Pace		<ul style="list-style-type: none"> ▶ Maintain communication between Pace and communities ▶ Coordinate in locations in conjunction with proposed future Pace Pulse service on Harlem. 	\$-\$	Medium	Short
Harlem/North	2	Traffic Signal Adjustment	Adjust signal to have leading pedestrian interval.	CDOT (IDOT)		<ul style="list-style-type: none"> ▶ Coordinate with IDOT to study/review revised signal timing 	\$	Medium	Short
Harlem/North	3	New/Enhanced Pedestrian Crossings	Enhance existing crosswalks at the North/Harlem intersection to provide high-visibility ladder markings and ADA ramps.	CDOT / Village of Oak Park (IDOT / River Forest / Elmwood Park)		<ul style="list-style-type: none"> ▶ Prepare ADA ramp improvement plans ▶ Coordinate review/approval with IDOT for markings and ADA ramp improvements 	\$\$-\$\$\$	High	Short
		Expanded pedestrian landing	Expand pedestrian landing/refuge area on Southeast corner.	Village of Oak Park (Adjacent Property Owner)		<ul style="list-style-type: none"> ▶ Coordinate with southeast corner property owner re: scope of improvements ▶ Establish easement for expanded pedestrian space ▶ Prepare plans for expansion of paved pedestrian space 	\$	Low	Long
Harlem-Central	4	Crosswalk	Enhance existing east-west crosswalks with high visibility ladder markings: (Marion, Neva, Belleforte, Nordica, Forest, Sayre, Woodbine, Newland, New England, Newcastle, Oak Park, Euclid, Rutherford, Linden, Normandy, East, Natchez, Nagle, Merrimac, Meade, Mango, & Major)	CDOT / Village of Oak Park (T-NAD / GEDC)			\$	Medium	Short
Neva-Belleforte	5	Landscaped Median	Extend landscaped median from Neva to Belleforte.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)	6, 7	<ul style="list-style-type: none"> ▶ Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village ▶ Develop plans for median improvements ▶ Gain approval and permit work with IDOT 	\$-\$	Medium	Medium
		Curb Extension	Add curb extension on north side of North in front of Bank of America.		6, 7	<ul style="list-style-type: none"> ▶ Communicate plan with Bank of America to restrict eastbound left turn movements into the bank site ▶ Prepare plans for curb extension ▶ Coordinate review/approval with IDOT 	\$\$	Medium	Medium
Neva - Nordica	6	Parking Adjustment	Convert existing parkway on Nordica to angled parking.	CDOT (GEDC)	5, 7	<ul style="list-style-type: none"> ▶ Develop plans parkway/curb/pavement improvements 	\$\$	Medium	Medium
		Streetscape/ Pedestrian Space	Improve pedestrian space and connectivity to adjacent uses			<ul style="list-style-type: none"> ▶ Coordinate with Starbucks to modify or remove fencing along property to promote pedestrian access and integration with public space 	\$	Low	Medium
		High-Visibility Crosswalk	Enhance existing crosswalk on east leg of North/Nordica with high visibility ladder markings.		7	<ul style="list-style-type: none"> ▶ Ideal to implement this at the same time as curb extensions on both ends of Nordica and CTA bus stop relocation (#7) ▶ Coordinate review/approval with IDOT 	\$	High	Medium
		Curb Extensions	Install curb extension on north side of North east of Nordica (where CTA bus stop currently is) to create a buffer between on-street parking and bus stop and narrow the travel way to encourage reduced travel speeds in advance of the crosswalk at Nordica. Additionally, install curb extension at south side of Nordica to reduce pedestrian crossing distance at the crosswalk.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)	7	<ul style="list-style-type: none"> ▶ Prepare plans for curb extension ▶ Coordinate review/approval with IDOT ▶ Implement in conjunction with high-visibility mid-block crosswalk enhancements on east leg of Nordica and CTA bus stop relocation (#7) ▶ Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) 	\$\$	Medium	Medium
		Curb Extensions	Provide curb extensions east and west sides of Belleforte to foster enhanced streetscape areas.		5, 7	<ul style="list-style-type: none"> ▶ Prepare plans for curb extension ▶ Coordinate review/approval with IDOT ▶ Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) 	\$\$	Low	Medium



IMPLEMENTATION STRATEGY MATRIX

SECTION	ITEM #	IMPROVEMENT TYPE	RECOMMENDATION	IMPLEMENTATION LEAD (PARTNERS)	RELATED / DEPENDENT ITEM(S)	KEY ACTION STEPS	PLANNING-LEVEL COST ESTIMATE \$ 0-25K \$\$ 25K-50K \$\$\$ 50K-100K \$\$\$\$ 100K +	PRIORITY (LOW / MED / HIGH)	TIMING (SHORT / MED / LONG)
Nordica/North	7	Bus Stop Relocation	Relocate westbound CTA bus stop from east of Nordica to west of Nordica in front of Starbucks.	CTA (CDOT / Village of Oak Park / IDOT)	5, 6	Ideally implement at the same time as curb extensions on north side of North east of Nordica (where CTA bus stop currently is) are constructed.	\$	Medium	Medium
Forest through New Castle	8	East-West Curb Extensions	Implement curb extensions to reduce pedestrian crossing distance, create enhanced streetscape areas, and increase the safety and comfort of on-street parking. <ul style="list-style-type: none"> East side of Forest Both sides of Sayre Both sides of Woodbine Both sides of Newland Both sides of Kenilworth Both sides of New England Both sides of Newcastle 	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)		<ul style="list-style-type: none"> Prepare plans for curb extension Coordinate review/approval with IDOT Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) 	\$\$\$\$	Medium	Medium
		Parking Relocation	Add angled parking on New England and Grove	CDOT / Village of Oak Park (GEDC)		<ul style="list-style-type: none"> Develop plans parkway / curb / pavement improvements Determine if parking on Grove is worth loss of trees and light relocation 	\$-\$	High	Short
New England/North	9	Site Access Consolidation	If redevelopment of Jiffy Lube site becomes possible, consolidate site access driveways on south side of North between Kenilworth to New England to reduce turning movement conflicts.			<ul style="list-style-type: none"> Dependent on potential redevelopment of Jiffy Lub property Village to coordinate with potential revelopment to consolidate the site access driveways 	\$	Low	Long
		Landscaped Median	Extend existing landscaped center median east of Kenilworth to New England to reduce turning movement conflicts.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)		<ul style="list-style-type: none"> Landscaped median is contingent on Jiffy Lube access closure Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village Develop plans for median improvements Gain approval and permit work with IDOT 	\$-\$	Low	Medium
Grove/North	10	High-Visibility Crosswalk	Add high-visibility ladder markings to north/south crosswalk at Grove	CDOT / Village of Oak Park (IDOT, T-NAD, GEDC)		<ul style="list-style-type: none"> Prepare plans for markings and signing Coordinate review/approval with IDOT Plan implementation concurrent with curb extensions 	\$	High	Short
		Curb extensions	Install curb extensions on both sides of north/south crosswalks at Grove to enhance pedestrian visibility and reduce pedestrian crossing distance at the crosswalk.			<ul style="list-style-type: none"> Prepare plans for curb extension with ADA ramps Coordinate review/approval with IDOT Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) 	\$\$	High	Short
Grove to Newcastle	11	Turning Lane	Stripe two-way left-turn lane on North between Grove and New Castle to facilitate turning movements.	CDOT / IDOT (Village of Oak Park)		<ul style="list-style-type: none"> Prepare plans for striping plan Coordinate review/approval with IDOT 	\$	Medium	Short
Oak Park / North	12	Bus Stop Relocation + New Bus Shelter	Relocate CTA bus stop on northeast corner of Oak Park/North to far side (northwest corner). Add shelter for relocated bus stop.			CTA/Pace to coordinate shelter amenities and location with CDOT	\$	Medium	Short
		Bus Stop Consolidation, Relocation + New Bus Shelter	Consolidate northbound Pace bus stop on east side of Oak Park with eastbound CTA bus stop on North just west of Oak Park. Relocate consolidated westbound stop to the far side, between Oak Park and Euclid. Add shelter at new stop.	CTA / Pace (CDOT / Village of Oak Park)		CTA/Pace to coordinate shelter amenities and location with the Village	\$	Medium	Short



IMPLEMENTATION STRATEGY MATRIX

SECTION	ITEM #	IMPROVEMENT TYPE	RECOMMENDATION	IMPLEMENTATION LEAD (PARTNERS)	RELATED / DEPENDENT ITEM(S)	KEY ACTION STEPS	PLANNING-LEVEL COST ESTIMATE \$ 0-25K \$\$ 25K-50K \$\$\$ 50K-100K \$\$\$\$ 100K +	PRIORITY (LOW / MED / HIGH)	TIMING (SHORT / MED / LONG)
Linden to Central	12.5	Bus Stop Improvements	Add shelters at bus stops: <ul style="list-style-type: none"> Eastbound at Linden (CTA and Pace) Westbound at Nagle (Pace) Eastbound at Ridgeland (CTA) Westbound at Austin (CTA) Eastbound at Austin (CTA) Westbound at Central (CTA) 	CTA / Pace (CDOT / Village of Oak Park)		▶ CTA/Pace to coordinate shelter amenities and location with CDOT and the Village	\$\$	Low	Short
Oak Park / North	13	Traffic Signal Adjustment	▶ Adjust signal to have leading pedestrian interval. ▶ Short term: Modify signal timing to allow for lead/lag left-turn phasing on the eastbound and westbound approaches.	CDOT / Village of Oak Park (IDOT)		▶ Coordinate with IDOT to study/review revised signal timing	\$	High	Short
Oak Park / North	14	Intersection Reconfiguration	▶ Long-term approach, reconfigure south leg of Oak Park to align with the north leg.	CDOT / Village of Oak Park / IDOT (T-NAD, GEDC)	12, 13	▶ Contingent on property acquisition and property turnover for the northwest and southeast corners, respectively, at the Oak Park/North intersections. ▶ Early coordination with IDOT ▶ Complete Phase 1 study prior to subsequent design phases and plans ▶ Engage with adjacent property owners and tenants on opportunities to activate substantial curb extensions on southwest and northeast corners intersection with pedestrian amenities (seating, public art, landscaping).	\$\$\$\$	Medium	Long
		High-Visibility Crosswalk	▶ Add high visibility north-south crosswalks on both sides of Oak Park and east-west crosswalks on both sides of North.				▶ Complete in conjunction with other long-term improvements at this intersection.	\$	Medium
Oak Park to Austin	15	Curb extensions	Implement curb extensions to reduce pedestrian crossing distance, create enhanced streetscape areas, and increase the safety and comfort of on-street parking. <ul style="list-style-type: none"> ▶ North side of North, east of Oak Park ▶ Along north side of North from west side of Rutherford to west side of Linden ▶ Both sides of Nashville ▶ Both sides of Fair Oaks ▶ Both sides of Natchez ▶ West side of Nagle ▶ East side of Harvey 	CDOT / Village of Oak Park (IDOT, T-NAD, GEDC)		▶ Prepare plans for curb extension ▶ Coordinate review/approval with IDOT ▶ Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping)	\$\$\$\$	Medium	Medium
		Side Street Parking	Add angled parking on existing side streets. <ul style="list-style-type: none"> • Natchez • Nagle • Elmwood • Melvina 			▶ Develop plans parkway/curb/pavement improvements	\$\$	High	Short
Rutherford to Linden	16	Landscaped Median	Install landscaped center median. (include small curb extensions at ends of the median).	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)		▶ Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village ▶ Develop plans for median improvements ▶ Gain approval and permit work with IDOT	\$\$-\$\$\$	Low	Medium



IMPLEMENTATION STRATEGY MATRIX

SECTION	ITEM #	IMPROVEMENT TYPE	RECOMMENDATION	IMPLEMENTATION LEAD (PARTNERS)	RELATED / DEPENDENT ITEM(S)	KEY ACTION STEPS	PLANNING-LEVEL COST ESTIMATE \$ 0-25K \$\$ 25K-50K \$\$\$ 50K-100K \$\$\$\$ 100K +	PRIORITY (LOW / MED / HIGH)	TIMING (SHORT / MED / LONG)
Columbian to East	17	Traffic Signal Adjustment	Add Leading Pedestrian Interval at Columbian/Natoma/North intersection.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)		<ul style="list-style-type: none"> Coordinate with IDOT to study/review revised signal timing Implement signal adjustment in conjunction with other pedestrian improvements identified at this intersection 	\$	Medium	Short
		High-Visibility Crosswalk	<ul style="list-style-type: none"> Enhance existing crosswalks on west leg of North/Columbian and east leg of North/Natoma Provide curb extensions on north and south sides of crosswalks. 			<ul style="list-style-type: none"> Prepare plans for markings and signing Coordinate review/approval with IDOT Plan implementation concurrent with curb extensions landscaped median, and traffic signal LPI 	\$	High	Short
		Curb extensions	Install curb extensions on north and south sides of North, near Columbian and Natoma (at both ends of north/south crosswalks) to enhance pedestrian visibility and reduce crossing distance.			<ul style="list-style-type: none"> Prepare plans for curb extension Coordinate review/approval with IDOT Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) Implement in conjunction with high-visibility ladder markings on north/south crosswalks at Columbian and Natoma, landscaped median and leading pedestrian interval. 	\$\$\$	Medium	Medium
		Landscaped Median	Add landscaped medians west of Columbian in front of PNC Bank and on North west of East, across from Galewood Plaza. Include pedestrian refuge island on median west of Columbian.			<ul style="list-style-type: none"> Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village Develop plans for median improvements Gain approval and permit work with IDOT Implement in conjunction with high-visibility ladder markings on north-south crosswalks at Columbian and Natoma, proposed curb extensions at the ends of the crosswalks and leading pedestrian interval. 	\$\$-\$\$\$	Medium	Medium
		Restricted Site Access	Convert site access driveway on the north side of North between Natoma and Nashville to a right-in, right-out driveway to reduce turning movement conflicts.			<ul style="list-style-type: none"> Communicate access adjustment plans with property owner 	\$	Medium	Long
Nashville	18	Enhanced streetscape area	Remove on-street parking along Nashville, add landscaping to create an enhanced streetscape.	CDOT (GEDC)		<ul style="list-style-type: none"> Coordinate plans with adjacent property owners 	\$	Low	Medium
Nashville to Fair Oaks	19	Turning Lane	Establish two-way left turn lane between East and Fair Oaks to facilitate turning movements.	CDOT / Village of Oak Park (IDOT)		<ul style="list-style-type: none"> Prepare plans for striping plan Coordinate review/approval with IDOT 	\$	Low	Short
North near Elmwood	20	Driveway Consolidation	Consolidate site access driveways on the south side of North between Fair Oaks and Elmwood with future redevelopment.	Village of Oak Park (IDOT)		<ul style="list-style-type: none"> Dependent on potential redevelopment of Jiffy Lub property Village to coordinate with potential redevelopment to consolidate the site access driveways Facilitate cross-access agreement with adjacent property 	\$	Medium	Long
Elmwood and Rossell	21	High-Visibility Crosswalk	Install new mid-block pedestrian crossing with high visibility ladder markings on east leg of North/Elmwood and west leg of North/Rossell.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)	22	<ul style="list-style-type: none"> Engage IDOT early on potential for new mid-block crosswalk Prepare plans for markings and signing Coordinate review/approval with IDOT Plan implementation concurrent with curb extensions and landscaped medians with pedestrian refuge islands 	\$-\$\$	High	Long
		Curb Extensions	Provide curb extensions on north and south ends of crosswalks to enhance pedestrian visibility and reduce the crossing distance.			<ul style="list-style-type: none"> Prepare plans for curb extension Coordinate review/approval with IDOT Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) Implement in conjunction with high visibility ladder markings and landscaped medians with pedestrian refuge islands. 	\$\$-\$\$\$	Medium	Medium



IMPLEMENTATION STRATEGY MATRIX

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Elmwood to Rossell	22	Landscaped Median	Add pedestrian refuge islands and landscape to median between Elmwood to Rossell.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)	21	<ul style="list-style-type: none"> Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village Develop plans for median improvements Gain approval and permit work with IDOT 	\$\$-\$\$\$	Medium	Medium
		Turning Lane	Between landscaped portions, establish a dedicated eastbound left-turn lane on North at its intersection with Nagle.		21	<ul style="list-style-type: none"> Prepare plans for striping plan Coordinate review/approval with IDOT 	\$	Medium	Short
North near Narragansett	23	Bus Stop Relocation/ Consolidation	Remove eastbound CTA bus stop in front of Dollar Tree (south side of North, just west of Narragansett) and westbound CTA bus stop in front of former Walgreens.	CTA / Pace (CDOT)	25, 27	<ul style="list-style-type: none"> CTA/Pace to coordinate shelter amenities and location with CDOT and the Village Maintain communication with riders and local businesses regarding bus stop consolidation 	\$	Low	Medium
North near Narragansett	24	Curb Extension	Install curb extension on north side of North, west of Narragansett.	CDOT (GEDC)		<ul style="list-style-type: none"> Prepare plans for curb extension Coordinate review/approval with IDOT Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) 	\$\$-\$\$\$	Low	Medium
Narragansett to Ridgeland	25	Curb Extension & Site Access Consolidation	<ul style="list-style-type: none"> Consolidate site access driveways on south side of North between Narragansett and Mobile/Ridgeland. Install curb extensions along south side of North. 	Village of Oak Park (T-NAD)	23	<ul style="list-style-type: none"> Prepare plans for curb extension Coordinate review/approval with IDOT Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) Removal of CTA bus stop must come before site access consolidation and curb extension Coordinate access consolidation with property owners and tenants. 	\$\$-\$\$\$	Medium	Medium
Narragansett / North	26	Traffic Signal Adjustment	Add Leading Pedestrian Interval at signalized intersections of North/ Narragansett and North/Mobile/Ridgeland and make necessary signal optimization adjustments.	CDOT (IDOT / Village of Oak Park)	27, 28	<ul style="list-style-type: none"> Coordinate with IDOT to study/review revised signal timing Prepare traffic signal modification plans for review/approval 	\$-\$	Medium	Long
Narragansett to Mobile	27	Turning Lane	Remove parking lane between Narragansett and Mobile and turn it into right turn lane for Narragansett	CDOT (IDOT / Village of Oak Park)	23, 26	<ul style="list-style-type: none"> Engage IDOT early on potential for new mid-block crosswalk Coordinate site access, connectivity and roadway configuration with developers of Walgreens site Prepare traffic signal modification plans to add WB right turn overlap phasing Coordinate with IDOT to study/review revised signal timing 	\$\$	Low	Long
Narragansett to Mobile	28	Landscaped Median	Add landscaped medians between Narragansett and Mobile	CDOT (IDOT / Village of Oak Park / T-NAD / GEDC)	26	<ul style="list-style-type: none"> Engage with IDOT early to establish and coordinate design and review steps and communicate redevelopment plans for Walgreens site Prepare Intersection Design Study and other appropriate design plans for street and intersection improvements for IDOT review Coordinate review/approval with IDOT Coordinate improvements with developer of former Walgreens site. 	\$\$\$	Medium	Long
		Street and Parking Conversion	<ul style="list-style-type: none"> Convert Mobile to one-way southbound Modify existing parallel parking on Mobile to angled parking on east side of the street. 		26	<ul style="list-style-type: none"> Develop plans for striping / signing / parkway / curb / pavement improvements Incorporate one-way southbound traffic flow into the other traffic signal adjustments at North/Mobile 	\$\$	Low	Long
		Turning Lane	Re-stripe south leg of North/Mobile/Ridgeland to provide dedicated right and left turn lanes.			<ul style="list-style-type: none"> Engage with IDOT early to establish and coordinate design and review steps and communicate redevelopment plans for Walgreens site Coordinate improvements with developer of former Walgreens property Prepare Intersection Design Study and other appropriate design plans for street and intersection improvements for IDOT review Coordinate review/approval with IDOT 	\$	Medium	Long



IMPLEMENTATION STRATEGY MATRIX

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Narragansett and Mobile	28 alt.	Traffic Signal Removal	Remove existing traffic signal east of Narragansett.	CDOT / Village of Oak Park (IDOT)	28, 29	<ul style="list-style-type: none"> This approach is dependent upon implementation of the set of improvements bundled as #29. Coordinate with IDOT to remove traffic signal 	\$	Low	Long		
Narragansett to Mobile	29	Bus Circulation	<ul style="list-style-type: none"> Relocate CTA terminal to southwest corner of redevelopment site Relocate CTA bus stop in front of site to west of Narragansett Convert existing north curb lane on North to an exclusive bus only lane Add bus service lane along alley north of the redevelopment site Consolidate all North Avenue access points to redevelopment site. 	CTA / CDOT (IDOT / T-NAD / GEDC)		<ul style="list-style-type: none"> These elements should be completed in unison Reconfiguration is dependent upon redevelopment of former Walgreens property Service lane and integration of transit operations to be coordinated with development team through the Planned Development or other entitlements review/approval process for the block 	\$\$-\$\$\$	Medium	Long		
Harvey to Austin	30	Landscaped Median	Install landscaped medians from west of Ridgeland to McVicker.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)	35	<ul style="list-style-type: none"> Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village Develop plans for median improvements Gain approval and permit work with IDOT At applicable pedestrian crossing projects, implement at same time as proposed curb extensions and high-visibility crosswalks. 	\$\$\$\$	Low	Medium		
Merrimac	31	Bus Stop Relocation/ Consolidation	Relocate westbound CTA bus stop on North at Merrimac to far side of intersection.	CTA (CDOT)	32	<ul style="list-style-type: none"> CTA to coordinate shelter amenities and location with CDOT and the Village Bus stop relocation is a prerequisite for the curb extensions at Merrimac 	\$	Medium	Short		
Merrimac - Lombard	32	Turning Lane	Stripe 2 way left turn in center median between Harvey and Lombard.	CDOT / Village of Oak Park (IDOT)	33	<ul style="list-style-type: none"> Prepare plans for striping plan Coordinate review/approval with IDOT This should be implemented at the same time that the westbound Merrimac CTA stop is relocated to the far side 	\$	Low	Short		
Lombard / North	33	Midblock Pedestrian Crossing	<ul style="list-style-type: none"> Install new midblock pedestrian crossing on the west leg of North at Lombard with high-visibility ladder markings. 	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)	32	<ul style="list-style-type: none"> Engage IDOT early on potential for new mid-block crosswalk Prepare plans for markings and signing Coordinate review/approval with IDOT Implement in tandem with striping a center turn leg (#32) and adding new landscaped median and curb extensions. 	\$\$	High	Long		
		Landscaped Median				<ul style="list-style-type: none"> Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village Develop plans for median improvements Gain approval and permit work with IDOT Implement in tandem with striping a center turn leg (#32) and adding new pedestrian crosswalk and curb extensions. 	Install landscaped median with pedestrian refuge.	32	\$\$	Medium	
		Curb extensions	<ul style="list-style-type: none"> Add curb extension on the north and south sides of new midblock crosswalk at Lombard to enhance pedestrian visibility and reduce the crossing distance. 				32	<ul style="list-style-type: none"> Prepare plans for curb extension Coordinate review/approval with IDOT Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) Implement in tandem with striping a center turn leg (#32) and adding new pedestrian crosswalk and landscaped median 	\$\$	Medium	Medium



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Hayes	34	Midblock Pedestrian Crossing	Install midblock crosswalk with high visibility ladder markings.	"CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)"		<ul style="list-style-type: none"> Engage IDOT early on potential for new mid-block crosswalk. Refer to FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Location Prepare plans for markings and signing Coordinate review/approval with IDOT" 	\$-\$	High	Long
		Access consolidation	Consolidate North Avenue driveway access to businesses on both corners of Hayes through curb extensions			<ul style="list-style-type: none"> Communicate access adjustment plans with the two gas stations on the corners of Hayes 	\$-\$	Low	Long
Moody	35	Midblock Pedestrian Crossing	Install new midblock pedestrian crossing on the west leg of North at Moody with high-visibility ladder markings, and provide a curb extension on the north and south sides of North to enhance pedestrian visibility and reduce crossing distance.	CDOT / Village of Oak Park (IDOT / T-NAD / GEDC)		<ul style="list-style-type: none"> "Engage IDOT early on potential for new mid-block crosswalk. Refer to FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations Prepare plans for markings and signing Coordinate review/approval with IDOT" 	\$-\$	High	Long
		Curb extensions	Add curb extensions on the north and south sides of crosswalk to enhance pedestrian visibility and reduce crossing distance.			<ul style="list-style-type: none"> Communicate access adjustment plans with the two gas stations on the corners of Hayes 	\$-\$	Low	Long
Austin / North	36	Pedestrian Plaza	<ul style="list-style-type: none"> Convert the existing channelized lane on Austin to a pedestrian plaza (close off road and construct flush surface with sidewalk and island) Modify existing radius on NE corner to better allow for right-turn movements 	CDOT (IDOT / CTA / GEDC)		<ul style="list-style-type: none"> Engage with IDOT early to coordinate and identify design needs Prepare Intersection Design Study and other appropriate design plans for the intersection and public space for review Prior to security of funding and construction of flush surface, consider interim closure with vehicle-rated barricades/planters and creative design elements as a pilot implementation to use in the near term and evaluate options for permanent design direction. Engage businesses and community to contribute to public space design and programming to activate the pedestrian plaza (activity/art installations, lighting, benches, outdoor dining, bike racks, and other amenities). 	\$\$\$-\$\$\$\$	Medium	Long
	36	Bus stop relocation	Relocate existing CTA bus stop to the west (and add shelter).		12.5	<ul style="list-style-type: none"> CTA to coordinate shelter amenities and location with CDOT 	\$	Low	Short
Austin to Menard	37	Driveway Consolidation	Consolidate site access driveways to minimize turning movement conflicts and facilitate a dedicated transit stop. <ul style="list-style-type: none"> South side of North at Austin North side of North, east of Menard 	CDOT (IDOT)		<ul style="list-style-type: none"> Coordinate access consolidation with affected businesses. 	\$	Medium	Long
Austin to Central	38	Curb Extensions	<ul style="list-style-type: none"> Add curb extensions on North from Austin to Central to frame on-street parking and bus stops in order to enhance user safety and comfort, as well as to reduce the width of the travel way and encourage reduced speeds. Add angled on-street parking on Major. 	"CDOT (IDOT)"		<ul style="list-style-type: none"> Prepare plans for curb extensions Coordinate reviews/approvals with IDOT 	\$\$\$\$	Low	Medium
Austin to Central	39	Landscaped Median	<ul style="list-style-type: none"> *Install raised medians with landscaping from Austin to Central. " 	"CDOT (IDOT)"		<ul style="list-style-type: none"> Determine party responsible for median/landscape maintenance and establish maintenance agreement with City/Village Develop plans for median improvements Gain approval and permit work with IDOT 	\$\$\$\$	Low	Short



IMPLEMENTATION STRATEGY MATRIX

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Austin / North	40	High-Visibility Crosswalk	▶ Add high-visibility crosswalk on west leg of north/south Austin.	"CDOT (IDOT)"		<ul style="list-style-type: none"> ▶ Confirm whether ADA ramp improvements are needed and prepare ADA ramp improvement plans, as needed ▶ Coordinate review/approval with IDOT for markings and ADA ramp improvements ▶ Implement in conjunction with leading pedestrian interval. 	\$-\$	Medium	Short
		Traffic Signal Adjustment	▶ Add leading pedestrian interval North/Austin intersection.			<ul style="list-style-type: none"> ▶ Coordinate with IDOT to study/review revised signal timing ▶ Prepare traffic signal modification plans for review/approval ▶ Implement in conjunction with high-visibility crosswalk. 	\$	Medium	Short
Menard / North	41	Traffic Signal Adjustment	▶ Add Leading Pedestrian Interval at signalized intersection at North/Menard.	CDOT (IDOT)		<ul style="list-style-type: none"> ▶ Coordinate with IDOT to study/review revised signal timing ▶ Prepare traffic signal modification plans for review/approval 	\$	Medium	Short
Menard to Major	42	Bus Stop Relocation/Consolidation	▶ Consolidate westbound CTA bus stop at Major with westbound CTA bus stop at Menard. Create new consolidated bus stop at Mango.			<ul style="list-style-type: none"> ▶ CTA to coordinate shelter amenities and location with CDOT ▶ Maintain communication with riders, local businesses, and the adjacent public library regarding bus stop consolidation 	\$	Medium	Short
Central / North	44	Roadway Reconfiguration and Pedestrian Plaza	▶ At northeast corner of intersection, remove channelized westbound right-turn and create pedestrian plaza area on northeast corner.	CDOT / CTA (IDOT)		<ul style="list-style-type: none"> ▶ Engage with IDOT early to coordinate and identify design needs ▶ Prepare Intersection Design Study and other appropriate design plans for the intersection and public space for review ▶ Coordinate site access closures with effective businesses. ▶ Engage adjacent businesses and community members to program and activate the new/expanded people space 	\$\$-\$\$\$	Medium	Long
		Curb Extension	▶ Add curb extension on southeast corner of Central and North.			<ul style="list-style-type: none"> ▶ Prepare plans for curb extensions ▶ Coordinate reviews/approvals with IDOT 	\$	Medium	Medium
		Access Consolidation	▶ Close eastern North Avenue driveway access to White Castle parking lot and Central Avenue access to Save A Lot parking lot			<ul style="list-style-type: none"> ▶ Communicate access adjustment plans with White Castle and Save A Lot ▶ Implement in conjunction with CTA bus stop improvement. 	\$	Low	Long
		Bus Stop Relocation	▶ Relocate existing near-side CTA bus stop on northbound Central closer to intersection to minimize conflict with adjacent site access driveway. (Add shelter at relocated bus stop).		12.5	<ul style="list-style-type: none"> ▶ CTA to coordinate shelter amenities and location with CDOT 	\$	Medium	Short
Central / North	44	Traffic Signal Adjustment	▶ Add Leading Pedestrian Interval at signalized intersection at Central/North.	CDOT (IDOT)		<ul style="list-style-type: none"> ▶ Coordinate with IDOT to study/review revised signal timing 	\$	Medium	Short
Luna / North	45	Curb extensions	▶ Add curb extensions on both sides of North/South crosswalk at Luna.	CDOT (IDOT)		<ul style="list-style-type: none"> ▶ Prepare plans for curb extension ▶ Coordinate review/approval with IDOT ▶ Coordinate with property owners and tenants to activate curb extension areas with pedestrian amenities (seating, public art, landscaping) 	\$-\$	Medium	Medium



FUNDING MATRIX

FUND	SOURCE	TYPE	REQUIRED LOCAL MATCH	PHASES COVERED				ELGIBILITY	CONSTRAINTS
				PE	DE	ROW	C		
STP (Surface Transportation Program)	Federal	Programmed	20%		DE	ROW	C	Eligible projects preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. CMAP distributes STP funding.	Each local Council of Mayors and the City of Chicago administer an STP program. Projects located in Chicago apply through the City, whereas those located in the Village Oak Park should be channeled through the North Central Council of Mayors.
Local Surface Transportation Program (STP) Local Shared Fund	Federal	Programmed	20%		DE	ROW	C	Since North Avenue is a state highway under IDOT jurisdiction, STP funds cannot be used by CDOT and the Village of Oak Park for roadway improvements. CDOT and the Village may use STOP funds for non-roadway improvements such as safety, lighting, pedestrian-oriented projects.	Each local Council of Mayors and the City of Chicago administer an STP program. Projects located in Chicago apply through the City, whereas those located in the Village Oak Park should be channeled through the North Central Council of Mayors. Projects must be over \$5 million or involve three project partners.
TAP-L (Transportation Alternatives Program)	Federal	Competitive Award	20%		DE	ROW	C	Administered by the CMAP for surface transportation improvements designed to support non-motorized transportation.	Only bicycle facility projects are eligible and should serve a transportation purpose and not be solely recreational. Phase I engineering may be awarded based on hardship.
ITEP (Illinois Transportation Enhancement Program)	State	Competitive Award	20% PE, DE, C 50% ROW right-of-way acquisition/easements	PE	DE	ROW	C	Intended for projects that enhance pedestrian and bicycle facilities and streetscapes.	Funding reimbursement is available for up to 50% of the cost for right-of-way acquisition, and 20% of the costs for preliminary engineering, final engineering and construction.
HSIP (Highway Safety Improvement Program)	Federal	Competitive Award	10%	PE	DE		C	Intended for projects that promote safety improvements on local jurisdiction streets. Safety improvements include signage, pavement markings, signal adjustments, geometric intersection improvements and curb extensions.	Projects must be pre-scoped. Scope of work is limited to improvements with proven Crash Modification Factors.
CMAQ (Congestion Mitigation and Air Quality Improvement Program)	Federal	Competitive Award	20%		DE		C	Intended for projects that reduce vehicle emissions by strengthening alternatives to driving, such as walking, bicycling and transit.	Preliminary engineering is eligible in instances of hardship.
Safe Routes to Schools	Federal	Reimbursement	Not required				C	Designed for projects that promote walking and bicycling to school through infrastructure improvements like traffic calming improvements, sidewalks and bicycle facilities.	Project must be located near a school.
Invest in Cook	County	Competitive Award	Not required, but match improves application's candidacy	PE	DE	ROW	C	Ideal for projects that prioritize walking, bicycling, and transit and promote multi-modal access to opportunity. Invest in Cook funding can be used as the local match for federally-funded projects.	Communities are limited to a single application and only limited funding is available.



FUNDING MATRIX

FUND	SOURCE	TYPE	REQUIRED LOCAL MATCH	PHASES COVERED				ELGIBILITY	CONSTRAINTS
				PE	DE	ROW	C		
Access to Transit	County	Competitive Award	20% local match required. Applicant and RTA each contribute 10% of the total project budget.		DE		C	Open to municipalities and counties that have completed, or are in the process of completing, a planning or implementation project through either the RTA's Community Planning program or CMAP's LTA Program. This includes communities that have participated in corridor studies as a partner. Eligible projects include small-scale, bicycle and pedestrian infrastructure improvements that are based on recommendations from Community Planning or LTA studies with transit-related components.	
Tax Increment Financing (TIF)	Local	Discretionary	None	PE	DE	ROW	C	Project must be completely located within a City of Chicago TIF district and align with TIF goals.	Establishing TIF districts takes considerable time and local political will.
Menu	Local	Discretionary	None	PE	DE	ROW	C		Only eligible for improvements within the City. Aldermen control allocation of funds.
Divvy	Local	Discretionary	None	PE	DE		C	Projects must improve conditions for pedestrians and bicyclists.	Only eligible for improvements within the City.
Corporate Donations	Local	Discretionary	None				C		