AGENDA

VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, MARCH 10, 2025 – 7:00PM
COUNCIL CHAMBERS – VILLAGE HALL

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1) Call to Order / Roll Call

2) Agenda Approval

3) Approval of Transportation Commission Meeting Minutes

3.1) January 13, 2025 Transportation Commission Meeting Minutes

3.2) February 24, 2025 Transportation Commission Meeting Minutes

4) Non-Agenda Public Comment – up to 15 minutes

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to transportation@oak-park.us, indicating an intent to speak at the meeting or including a statement to be read into the record. Requests must be received no later than 120 minutes prior to the start of the meeting. Written comments also may be placed in the Oak Park Payment Drop Box across from the south entrance to Village Hall, 123 Madison St., no later than the day prior to the meeting.

5) New Business

a) Thomas and Grove traffic calming petition

6) Old Business

a.) Recommendation to Approve Draft Bike plan update

7) Adjourn

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or email ADACoordinator@oak-park.us at least 48 hours before the scheduled activity.

DRAFT MINUTES

Transportation Commission
Oak Park Village Hall
February 24, 2024
7:00 pm

PRESENT: Chair Burke, Commissioners Holzberg, Jenkins, Johnston-Ahlen, Nudelman, and Johnson

ABSENT: Commissioner Eskin

STAFF PRESENT: Engineer Bill McKenna, Assistant Village Engineer Chris Welch, Civil Engineer Pedro Solis and Transportation Engineering Consultant Kristen Hahn

PUBLIC PRESENT: None

Roll Call: Chair Burke called the meeting to order at 7:03 p.m.

Ron Burke	Present
Jack Eskin	Present
Jenna Holzberg	Present
Jason Jenkins	Present
Erika Johnson	Absent
Julie Johnston-Ahlen	Present
Jason Nudelman	Present

Agenda Approval –
A motion to approve the agenda was made by Commissioner Jenkins and seconded by Commissioner Johnston-Ahlen to approve the meeting agenda. Motion passed unanimously.

Approval of Minutes –
A motion to approve the minutes of the December 2, 2024 and December 9, 2024 Transportation Commission meetings was made by Commissioner Jenkins and seconded by Commissioner Johnston-Ahlen. Motion passed unanimously.

Non-Agenda Public Comment –
None.

New Business – 5a.) Presentation of the Draft Bike Plan Update

Consultant Report – Katherine Nickele, Senior Transportation Planner TYLin

- Ms. Nickele presented the Draft Bike Plan Update, focused on Bikeshare analysis, changes in ordinances to modernize bicycle rules and additional information and alternate options for the Le Moyne, Augusta and Harvard corridors.

- Crash History, available traffic counts, speed data and frontage parking data was presented for Le Moyne Ave. from Harlem to Austin
  - The original short-term plan was presented (Boulevard Treatment from Marion to Woodbine, painted bike lanes from Woodbine to Harvey and Boulevard Treatment from Harvey to Dead end at Austin) with traffic diverters shown at crossings of Oak Park Ave and Ridgeland.
  - An alternative was also presented with Boulevard treatments from Marion to the dead end at Austin with an additional diverter shown at Harlem Ave.
  - Longer-term plans were also presented.
- Crash History, available traffic counts and frontage parking data was presented for Augusta Ave. from Harlem to Austin
  - The original short-term plan was presented which shows painted bike lanes from Harlem Ave to Cuyler, and a marked shard lane from Cuyler to Austin.
  - No less impactful alternate was developed due to traffic and speed on Augusta, not building biking infrastructure on this street was discussed.
- Crash History, available traffic counts and frontage parking data was presented for Filmore and Harvard from Harlem to Austin and Lexington from Harlem to East Ave.
  - The original short-term option was shown which is a painted bike lane from Maple to Humphrey with marked shared lanes on frontages along schools and churches (Clinton to Grove, Clarence to East and Ridgeland to Cuyler).
  - Short Term Alternative 1 was shown which has boulevard treatments from Maple to Clinton, marked shared lanes along the same areas as the original short-term option with painted bike lanes from Grove to Clarence and from East to Scoville and boulevard treatments from Scoville to Humphrey
  - Short term Alternative 2 was shown which is a boulevard treatments on Filmore from Maple to Humphrey, Lexington from Maple to East and Maple from Lexington to Filmore.
  - Mid-term and Long term options were presented, though would heavily be effected by the route selected for the short-term.
- A Jackson Blvd Concept was shown that result in marked shared lanes from Harlem Ave to the alley west of Maple, painted bike lanes from the alley west of Maple to the alley east of Grove, marked shared lanes from the alley east of grove to Oak Park Ave, painted bike lane from Oak Park Ave to Euclid, protected lanes from Euclid to Ridgeland, Marked shared lanes from Ridgeland to Highland, protected bike lanes from Highland to Lombard and painted bike lanes from Lombard to Austin.

- Public Comment was now accepted from members of the audience with

children in attendance in consideration of the time

- Michael Ericksen of the 900 Block of South Blvd spoke in support of the Draft Bike Plan
- Michaela and lice of the 600 block of Highland spoke in support of the Draft Bike Plan
- Chad Kloepher of the 600 block of Highland Ave spoke in support of the Draft Bike Plan
- Dylan Young and Clair McDermott of the 800 block of south Highland spoke in support of the Draft Bike Plan

- A Jackson Blvd Concept was shown that result in marked shared lanes from Harlem Ave to the alley west of Maple, painted bike lanes from the alley west of Maple to the alley east of Grove, marked shared lanes from the alley east of grove to Oak Park Ave, painted bike lane from Oak Park Ave to Euclid, protected lanes from Euclid to Ridgeland, Marked shared lanes from Ridgeland to Highland, protected bike lanes from Highland to Lombard and painted bike lanes from Lombard to Austin. This would necessitate the removal of the planted median between Lombard and Harvey.
- The Commission asked clarifying questions regarding the corridors prior to public comment.

Public Comment

- L. Cheesbrough of the 1200 block of N Ridgeland Blvd spoke in opposition to the Draft Bike Plan
- Ingo Schaefer of the 1100 block of S Euclid spoke in opposition to the Draft Bike Plan
- Mark Sholte of the 800 Block of North Blvd spoke in support of the Draft Bike Plan
- Karl Lauger of the 100 Block of N Taylor spoke in support of the Draft Bike Plan
- Tom Keegen of the 700 Block of Augusta spoke in opposition to the Draft Bike Plan
- Brett Miller of the 700 Block of S Cuyler spoke in support of the Draft Bike Plan
- Trevor Clarke of the 800 block of S Highland spoke in support of the Draft Bike Plan
- Wendy Epstein of the 1200 block of Fair Oaks spoke in opposition to the Draft Bike Plan
- Dave Marshall of the 200 block of Grove spoke in support of the Draft Bike Plan
- Mary Scherer-Emunds of the 1100 block of Lyman Ave spoke in support of the Draft Bike Plan
- Susan Kurtenbach of the 1000 block of S Lyman spoke in support of the Draft Bike Plan

- Megan Mason of the 200 block of Harrison spoke in support of the Draft Bike Plan
- Lee Mujkrzak of the 800 block of Gunderson spoke in support of the Draft Bike Plan
- Sara Cano-Gerringer of the 1102 block of Harvard [sic] spoke in opposition to the Draft Bike Plan
- Brandy Brixy of the 1200 block of Oak Park Ave spoke in opposition of the Draft Bike Plan
- Joan Kurtenbach of the 700 block of Clinton spoke in support of the Draft Bike Plan
- Angela Spinillo of the 30-60 block of Le Moyne Parkway spoke in opposition of the Draft Bike Plan
- Barbara Gordon of the 1100 block of Wenonah spoke in opposition of the Draft Bike Plan
- Michael Goldberg of the 500 block of Clarence spoke in support of the Draft Bike Plan

- The Commission discussed the overall goal of the bike plan in general and the Le Moyne, Augusta and Lexington-Filmore-Harvard corridors and bikeshare options in detail and selected the following options to include in the final report to be voted on at the March Transportation Commission meeting
  - The Le Moyne alternate with Bike Boulevard treatments throughout the corridor with diverters for the short-term, striped bike lanes in the mid-term with one-way pairs considered in the mid-term to preserve parking on one side of the road.
  - The Augusta striped bike lane was approved as shown in the short term with protection added in the mid-term.
  - The Harvard plan with striped bike lanes except in front of schools and Churches was selected as the preferred short-term option. In the mid-term the feasibility of one-way pairs should be studied.
  - The commission prefers joining a regional system such as Divvy and at least 24 stations as shown in scenario B. Future station locations would be brought before the commission for review.
- The Commission discussed improving methods for informing the general public of village projects.
- Email submitted public comment was read and is attached.

Adjournment: Motion to Adjourn to was made by Commissioner Holzberg and seconded by Commissioner Nudelman. Motion passed unanimously.

Adjourned at 11:03 p.m.

Submitted by,
Christopher Welch
Assistant Village Engineer

1
Hello Commissioners,

My name is Matt Rodgers and I live on the 600 block of S East Ave. Although I cannot attend in person today, I wanted to submit this statement in support of the Draft Bike Plan.

My family and I have lived in Oak Park for just shy of 5 years. We moved here specifically in the hopes that we could raise our kids in a town that prioritized the movement of people over the movement of cars, and I view bikes as a key part of that.

We are not hobby cyclists. We own a cargo bike that we use to move our 3 kids around town. I also own a fairly standard bike with a child's seat on the back that I use intermittently for shopping, appointments, etc. I have been surprised at how aggressive passing cars can be here, even when they see a kids seat on the back. Frankly, I think greater protection from vehicles and more prominent pathing through the village is essential to making people comfortable choosing a bike over a car.

As a driver, I also welcome these changes, especially when they're increasing separation between bikes, pedestrians and cars. We have a fairly large van due to our family's size, and navigating around parked cars while negotiating space with oncoming traffic can be concerning. Watching for bikes, darting kids, and everyday pedestrians takes that a step further and increases the risk for everyone. From that angle, I encourage you to avoid half measures - build the protected lanes, raise the crosswalks, do it right. In other words, Madison's protected lanes are vastly better than Jackson's mix of striped and shared lanes.

We will absolutely bike more than we do currently if this plan is enacted, and I expect a large number of non-cyclists will as well. I support the effort to put much of the new bike lanes on quieter streets away from major traffic. Many towns seem to think they can just slap some paint on their busiest streets and call that a bike grid, then complain that no one uses the infrastructure. I am glad to see we are aiming higher than that.

Thank you for your efforts and for hearing me out.
Matt Rodgers

2
Hello,

Please see my comment below in support of Oak Park's Bike Plan for the Monday February 24th meeting.

Bike infrastructure plays a crucial role in modern urban planning and has several significant benefits that extend beyond individual cyclists to the broader community and the environment. Protected bike lanes are a key piece of this infrastructure.

As a cyclist, I am hesitant to ride many parts of Oak Park due to the lack of biking infrastructure. Many of my friends refuse to ride or let their kids ride because of safety concerns. Proper biking infrastructure improves the comfort of drivers and the safety and confidence of bikers. Protected bike lanes help reduce the number of accidents involving cyclists and motor vehicles, making the biking and driving experience more enjoyable for everyone.

Cycling supports public health, equity, and sustainability. Outside walking, biking is the most affordable and accessible form of transportation. We need the appropriate biking infrastructure in order to ensure our community feels comfortable participating. I support the Oak Park Bike Plan and urge you to move forward with the planned improvements.

Kind regards,
Lisa, Oak Park Resident

3
Greetings,

My name is Brett Kochendorfer an Oak Park resident at [redacted] Edmer Ave. I will be unable to physically attend the meeting on Monday to discuss new bike infrastructure but would like this statement read into the record of my overwhelmingly positive support of more bicycle infrastructure in Oak Park.

I live very close to the proposed bike lanes and increasing bicycle safety through the use of bike lanes would have a very high positive impact to my daily life. My family and I, including my children, use Lemoyne, Harvard and Augusta often on bicycle.

Regards
Brett Kochendorfer

4
Hello, my name is Josh Andersson,
I've been a homeowner in South oak park for 20 years and currently reside on the 1100 block of Wesley Avenue.

I have three comments that I'd like to be added to the record for tonight's meeting. Two comments are general non-agenda items and one is related to the proposed oak park bike plan.

Item #1
I've noticed that the pedestrian crosswalk signal on Roosevelt Road at Home Avenue has been removed. I like to mention that this roadway design prioritizes automobile traffic and it's very difficult to use if not traveling in a car. (pedestrian crossings and cyclists along the road). Please consider repairing and restoring this crosswalk infrastructure as soon as possible as well as other opportunities for signalized ped crossings.

Item #2 relates to the difficulty of using Roosevelt Road as a pedestrian or cyclist and highlights the need for creating a Harvard Avenue bike lane for all users. This infrastructure could provide a safe route for users traveling within and through oak park on the southside of the village. I am in full support of the Bike Plan and hope to see it implemented to its fullest extent with the addition of North/South connections.

Item #3 is a general comment on many of the discussions happening when safe transportation infrastructure is proposed. I'd like to remind the Transportation Commission and Village Engineers that on-street parking is an amenity not a requirement.
Many people speak out about the need for street parking however I'd like to remind the commission the parking is essentially storage of personal property in the public right of way.

As you continue to make important decisions, please do not prioritize personal convenience for over public safety.

Thank you,
Josh Andersson
11[redacted] Wesley

5
Transportation Commission Members,

I am a renter in Oak Park, on Forest Ave just north of Chicago Ave. I had written previously that I fully support the draft bike plan, especially the protected bike lanes on Chicago Ave.

After reading the comments submitted at the previous meeting, I have additional input I would like to provide.

Some comments from my fellow Oak Parkers expressed dismay over the removal of street parking to make room for bike facilities. I urge you, and my fellow community members, to remember that streets are public space, primarily meant to ensure safe travel by people from one place or another. Public streets should not be expected to serve as storage space for private property (people's cars), even if that is how they have recently functioned. I understand that many residents are comfortable with the status

quo of car-dominant transportation, but Oak Park's goals clearly call for something different. If we want Oak Park to improve in sustainability and safety, then some uncomfortable changes need to be made. I hope you will have the courage as a commission to recommend these changes.

On a similar note, some comments state that certain streets shouldn't receive bicycle facilities because they are important thoroughfares for vehicle traffic. I argue that is the precise reason why bike facilities are most needed on those streets. People who choose to bike should have the right to travel safely on any public street and they should have the appropriate infrastructure to do so. We don't dictate which streets cars "should" drive on, so why do we do this for bikes? Busy streets often provide the most direct routes to shops and services, which is why they are busy. The more people who can choose a bike over a car to reach their daily needs, the less congestion we will all experience, and the less road maintenance we will have to pay for. Again, I urge this commission to prioritize the long term goals of our Village, and the long term benefit improved bike infrastructure can provide. It will be worth any short term inconvenience to have safer streets, cleaner air, and a healthier community.

Thank you,
- Stephanie Nappa

[redacted]
Oak Park, 60302

6
I will submit a written comment for tonight's meeting in lieu of speaking to hopefully reduce time spent on microphones.

Thanks for all you do as volunteers.

Statement:

A lot of objections regarding the bike lanes have come from homeowners worried about losing parking spots and home values as a consequence. But, those parking spots don't belong to any one individual or homeowner. Just as the spots in front of my house don't belong to me. Further, recent studies show proximity to well-maintained bikeways and pedestrian paths have greater impacts on home values than parking.

This plan has the potential to save children and adults from injury and even death as driving behaviors are getting worse (this last fact is well-documented and not anecdotal).

Additionally, there will need to be cooperation with D97 around current drop-off scenarios at Lincoln.

Thanks

Bob Walicki
[redacted] Ave (Grove and Harlem) across from Lincoln Elementary

7
Hello,

My name is Justin Vlasits and I'm an Oak Park resident. I would like the following included in the minutes of the Transportation Commission meeting this Monday, Feb. 24th.

Best,
Justin Vlasits
Associate Professor
Philosophy Department
University of Illinois Chicago

My family chooses not to own a car for environmental reasons. Myself, my wife, and our two kids (ages 6 and 10) go everywhere in Oak Park on our bicycles. This includes school, work, extracurricular activities, grocery shopping, visiting friends, and going to restaurants. The current plan would make a major difference for us and others. As it stands, there are many times when we have to make major detours in order to avoid roads that we and/or our children feel unsafe on. While the proposed changes won't solve every problem, they constitute a major step forward for Oak Park.

It might be objected that adding bike infrastructure inconveniences those with cars. In response, I simply want to ask how such inconveniences compare to the numerous near death experiences I have experienced at the hands of cars when I am obeying all traffic laws. Many of these have been with my children. We should live in a town where no one is in danger on the road.

8
I planned to attend tonight, but have a candidate forum.

Here's my comment:

I support the Transportations Commissions' draft bike plan. I won't comment in detail, but my family would benefit from new protected bike infrastructure in general, and specifically from a new raised bike lane on Harvard. This would go a long way towards making me feel that they are safe on their daily bike rides to school.

I would also like to see us develop protected North/South bike lanes and so many kids from our neighborhood bike north to OPRF, Julian and Brooks.

I know there will be pushback, but I think we need to approach community engagement differently. I heard about the proposed Harvard bike lanes because of angry social media commentary from people who were notified because they'd potentially lose parking in front of their house. I wasn't notified, neither were my neighbors, but we all stand to benefit from new bike infrastructure.

We need to do a better job of including the entire community in these processes, not just those adversely impacted by changes.

Thankyou,

Josh Vanderberg

9
Hello, I would like to submit the following written statement for the record at this evening's Transportation Committee Meeting.

As a resident of northeastern Oak Park, I strongly support the Village's bike plan. I bike, drive, and use transit in the Village. I have no interest in making life harder for other drivers. But I think the Village's plan appropriately balances bike safety with traffic flow. I have often found it difficult to identify bike routes in the Village that are safe and efficient. This plan would make the Village significantly more bike-friendly by adding bike lanes and safety features. I am particularly interested in plans to improve safety for bikes and pedestrians crossing Ridgeland Avenue, especially the section between Lake St. and Chicago Ave. (which includes crossings for OPRF High School and Beye Elementary students). Finally, as a transit rider, I would love to have the option to use Divvy to get from the El to my home. I hope the Village implements its Plan as proposed, and commits to exploring bikeshare options.

Thank you,
Neal Shah

10
Dear Transportation Commission,

I'm not sure I'll be free in time to attend tonight's meeting, so I'm submitting this letter to record my support for the Bike Plan.

I live at the corner of Harvard and Wenonah, so I'm an affected property owner.

I was at the last meeting and also wrote a letter in support of the draft plan overall and specifically in support of the bike path on Harvard Ave.

There were some good points raised at the previous meeting, in particular regarding Lincoln Elementary School. Currently, during drop off and pick up, only buses may enter this block of Harvard. The area is blocked off and no other vehicular traffic is allowed. I believe the village and district can work together for a solution that is best for the community and children regarding this block of Harvard Ave. I would love to see more children (and their parents) feel safe enough to bike to school.

As for the other points: I don't believe this bike way will negatively affect our property values. In fact, I think green infrastructure so close to home will increase the value, especially with younger homebuyers. Support for bike and pedestrian infrastructure tends to be higher among younger demographics, and it's the younger families who will be buying our homes in the future.

Some homeowners may need to walk a bit farther to their front door, or park in a different spot that might not be as convenient.

No plan will be perfect or make everyone happy. That should not mean that we never move forward. We need to support climate-friendly transportation and improve bike and pedestrian safety.

Hope to be there tonight.

Thank you,
Liz Barnes
[redacted] Wenonah Ave 60304
[redacted]

11

Dear Transportation committee,

I write in strong support of the proposed Bike Plan for Oak Park.

I reside with my wife and two daughters at [redacted] N Ridgeland Ave, Oak Park, IL 60302 and have lived and bicycled in Oak Park for 10 years.

In warm weather, I walk, bike, or scooter with my eldest daughter to Whittier Elementary School every day, and then bike West with my youngest daughter (in a child seat) to her preschool which is across Harlem Ave in River Forest. I have taken this route daily for years. I rarely take Augusta Ave. because of the dangers it poses. Cars drive too close and too fast, and do not see or respect bicyclists.

Overall, it's important to emphasize calming and reducing automobile traffic. Building a robust network of bike lanes and signage everywhere in the village and getting more people to feel safe commuting by bike is necessary to change the overall traffic picture.

I most often bike on Thomas Ave. because cars are fewer and drive slower. I appreciated the 'Greenways' initiative several years ago and would strongly support revitalizing the 'Greenways', especially during peak bicycling months. If the proposed Augusta Ave. raised bike line were built, I would likely use that.

We also frequently bike to the Farmer's Market, Library, downtown, and seeing good North / South protected lanes and a robust network, including side streets, would be healthy. As the proposal outlines, connections to other neighborhoods is key and being a leader in Oak Park can eventually have positive effects with further bike connections to Chicago, River Forest, Elmwood Park, etc.

I also encourage DOT to look at ways to reduce bicycle theft as it is a blight and happens frequently at transit stations.

Thank you.

Regards,

Pete Norlander

12

Dear Oak Park Village Trustees,

I am a long time resident of Oak Park and have lived at [redacted] Highland Avenue since 1991. My house has frontage along Harvard, and my family would be directly and negatively impacted by the proposal to eliminate ALL PARKING along Harvard for a bike lane.

I have already expressed to the transportation committee, both in person and by email, my strong opposition to the proposed bike plan. I want the trustees to know this as well.

While I am very strongly in support of bicycle and pedestrian safety, I think this plan is on the wrong path, so to speak. Harvard is a very quiet street. There is very little bike traffic or vehicle traffic. We don't need a bike path at all, especially one that removes ALL the PARKING on the street. There are other ways to create safer streets. This plan is effectively presenting a "solution" to a non-existent problem. East-west bike traffic is not the problem. Many bikers I have spoken to have said that the problem is north-south. We already have bike lanes on Madison and Jackson.

The parking ban would negatively affect the schools and churches and parks that all have frontage on Harvard. I am not sure that the consultant or commitee has taken this into account. I believe I heard them say that they did a parking survey or study in July. On any given day during the school year, I can see cars parked on Harvard near Irving. I know there is limited parking for teachers and staff. A teacher from Lincoln spoke at the meeting on January 13 about the hardships a parking ban would create near that school. This parking ban would negatively affect residents. Being on the corner, I currently cannot park directly in front of my own home because of the stop sign. I park on the side, as do my guests, a great deal.

I attended the January meeting where there was an overwhelming majority of residents in opposition to this plan. This plan doesn't only include Harvard. I was especially moved by the residents on Le Moyne whose homes face Le Moyne leaving them little or no parking options.

Please reconsider this proposed plan to make if fair to the many residents and community members it will affect.

Thank you for listening to public opinion. It is much appreciated.

Sincerely,

Lynda Shadrake
[redacted] Highland Ave

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: **Petition to Implement Traffic Calming Measures at the intersection of N Grove Avenue and Thomas Street**

Review Date: March 10, 2025

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

Abstract:
On July 18, 2023, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of N Grove Avenue and Thomas Street. The residents expressed concerns regarding excessive speeds, no stop controls on Thoms Street approaches, and other safety issues at the intersection. Signatures representing 51% of the street frontage were collected for the petition. The petition was certified as valid.

At tonight's meeting, Civiltech Engineering, Inc. will present the collected traffic data along with potential traffic calming treatments, and public testimony will be taken. The Transportation Commission may concur with Civiltech's recommendation or make a different recommendation.

Recommendation(s):

Civiltech and Staff make the following recommendation:

- Install paint and post curb extensions on all four corners of the N Grove Avenue and Thomas Street intersection, extending onto both N Grove Avenue and Thomas Street

Supporting Documentation Is Attached

Letter of Explanation

Summary of the Petition:

The intersection of **North Grove and Thomas St.** is experiencing a high volume of traffic, with dozens, if not over a hundred cars passing through daily. Unfortunately, **there are currently no stop signs in either the East or West direction on Thomas St.** As a result, many vehicles accelerate and overspeed through the intersection at Thomas and Grove, often reaching dangerous speeds of 40 to 50 miles per hour. This lack of traffic control and accountability for drivers poses a severe risk to the safety of the neighborhood, especially the more than a dozen children under the age of 13 residing on the block.

The absence of stop signs at the next block on Thomas and Oak Park Ave. exacerbates the issue, allowing drivers to continue at high speeds without any forced slowdown. Tragically, this has already resulted in vehicle collisions at the intersection, and a recent hit-and-run incident claimed the life of one of the community's beloved pets.

Given the current traffic conditions and the potential for further accidents and tragedies, the neighborhood is united in its concern for the safety of its residents. To address this pressing issue, a petition is being submitted to install additional stop signs on Thomas St. as soon as possible. This measure aims to mitigate traffic flow, enforce slower speeds, and create a safer environment for pedestrians, especially the children in the area. With community support and the implementation of additional stop signs, it is hoped that this dangerous situation can be rectified to prevent further accidents and loss of life.

Petition Redacted

PETITION FOR TRAFFIC CALMING MEASURES

Date: 7-18-23

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

on the 800 block of GROVE AVE NORTH or

at the intersection of THOMAS and GROVE

in the Village of Oak Park.

Traffic problems to be remedied by the use of traffic calming measures include:

- Excessive vehicle crashes 4
- Excessive vehicle speeds 1
- Excessive vehicle volumes 2
- Pedestrian/Bicyclist safety issues 3
- Other _____ 5

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

✱ = This petition is being circulated by: (signature, address, telephone number, and email)

Only one signature per property is required.

	Signature	Address	Phone number	Email
1.	✱	800 N GROVE	[redacted]	
2.		836 N Grove		
3.		839 N. Grove		
4.		722 N. Grove		
5.		805 N. GROVE		
6.		834 N Grove		
7.		821 N Grove		
8.		821 N Grove		
9.		812 N. GROVE		
10.		818 N Grove		
11.		818 N Grove		
12.		847 N Grove		

This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, *ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED*.

Return to: The Transportation Commission, Attention: Jill Juliano, The Village of Oak Park, Public Works Center, 201 South Boulevard, Oak Park, IL 60302.

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:
www.oak-park.us/your-government/citizen-commissions/transportation-commission

PETITION FOR TRAFFIC CALMING MEASURES

Date: 7-18-23

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

on the 800 block of NORTH GROVE AVE or

at the intersection of THOMAS and GROVE

in the Village of Oak Park.

Traffic problems to be remedied by the use of traffic calming measures include:

- Excessive vehicle crashes 4
- Excessive vehicle speeds 1
- Excessive vehicle volumes 2
- Pedestrian/Bicyclist safety issues 3
- Other _____ 5

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

✱ = This petition is being circulated by: (signature, address, telephone number, and email)

Only one signature per property is required.

		Signature	Address	Phone number	Email
1.	✱	[illegible]	800 N GROVE	[redacted]	
2.		[illegible]	744 N. GROVE		
3.		[illegible]	728 N Grove		
4.		[illegible]	806N. Grove		
5.		[illegible]	731 N Grove		
6.		[illegible]	718 N. Grove		
7.		Merritt Kanan	740 N. Grove		
8.		[illegible]	801 N. Grove.		
9.		[illegible]	835 N. Grove		
10.		[illegible]	812 N. GRO		
11.		[illegible]	814 N Grove A		
12.		[illegible]	845 N Grove Av		

This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, *ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED*.

Return to: The Transportation Commission, Attention: Jill Juliano, The Village of Oak Park, Public Works Center, 201 South Boulevard, Oak Park, IL 60302.

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www.oak-park.us/your-government/citizen-commissions/transportation-commission

PETITION FOR TRAFFIC CALMING MEASURES

Date: 8/13/23

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

on the 800 block of GROVE AVE NORTH or

at the intersection of THOMAS and GROVE

in the Village of Oak Park.

Traffic problems to be remedied by the use of traffic calming measures include:

- Excessive vehicle crashes 4
- Excessive vehicle speeds 1
- Excessive vehicle volumes 2
- Pedestrian/Bicyclist safety issues 3
- Other _____ 5

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

✱ = This petition is being circulated by: (signature, address, telephone number, and email)

Only one signature per property is required.

		Signature	Address
1.	✱	[redacted]	800 N GROVE
2.		[redacted]	818 Augusta
3.		[redacted]	722 N. GROVE
4.		[redacted]	823 N. GROVE
5.		[redacted]	820 N. GROVE
6.		[redacted]	712 N Grove
7.			
8.			
9.			
10.			
11.			
12.			

This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, *ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED*.

Return to: The Transportation Commission, Attention: Jill Juliano, The Village of Oak Park, Public Works Center, 201 South Boulevard, Oak Park, IL 60302.

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:
www.oak-park.us/your-government/citizen-commissions/transportation-commission

Public Testimony

From: Sara Naureckas
To: Pautsch, Steve
Subject: Grove and Thomas
Date: Sunday, February 23, 2025 8:42:03 AM

Dear Mr. Pautsch -

We are 34 year residents of the 700 block of N Grove. Each year, we hear or see multiple accidents or near misses at the corner of Grove and Thomas. Most appear to be due to drivers driving too fast on these “smaller” streets to avoid traffic on the main thoroughfares.

We are 100% in favor of finding the most effective way to improve safety at that corner and for pedestrians in the blocks leading to it..

Sincerely,
Edward and Sara Naureckas

From: [redacted]
To: Transportation
Subject: Traffic Calming - Grove x Thomas
Date: Monday, February 24, 2025 1:46:09 PM
Attachments: IMG_8191.jpg

Caution! This message was sent from outside your organization.

Hello - I am writing to request traffic calming at the intersection of Grove and Thomas Avenues. As a parent of two young boys, a concerned community member and advocate for safety, a stop sign would seem to be a logical choice. I received the following letter in the mail. The first URL address seems to be invalid and needs repair. Thank you for your consideration and efforts.

Sincerely,
Alex Neuman
[redacted] N Grove Ave

Memorandum

Traffic Analysis

CIVILTECH

Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management

Technical Memorandum

Date: March 10, 2025

To: The Transportation Commission

From: Civiltech Engineering, Inc.

Re: Traffic Analysis for Traffic Calming Petition
N Grove Avenue and Thomas Street

I. INTRODUCTION

On July 18, 2023, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of N Grove Avenue and Thomas Street. The residents expressed concerns regarding excessive speeds, no stop controls on Thoms Street approaches, and other safety issues at the intersection. Signatures representing 51% of the street frontage were collected for the petition. The petition was certified as valid.

Civiltech Engineering, Inc. has completed a traffic evaluation at the intersection of N Grove Avenue and Thomas Street in response to these concerns and at the Village of Oak Park's request. This study assesses traffic data and evaluates applicable countermeasures from the Village of Oak Park's traffic calming toolbox.

II. SCORING CRITERIA

A numerical score is calculated for six measures that are typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 is required to bring the petition before the Transportation Commission. The scoring criteria can be found in **Exhibit 1**.

The total score at the intersection of N Grove Avenue and Thomas Street is 51. This equals the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

III. EXISTING CONDITIONS

N Grove Avenue is a 30-foot-wide north-south local street with one lane in each direction. Thomas Street is a 30-foot-wide east-west local street with one lane in each direction. The intersection of N Grove Avenue and Thomas Street is under two-way stop control at N Grove Avenue. There are marked crosswalks on all four legs of the intersection at N Grove Avenue and Thomas Street.

Both N Grove Avenue and Thomas Street have a posted speed limit of 25 mph. Horace Mann Elementary School is located one block northwest of Thomas Street. Land use within the study area consists of single-family homes with rear garages served by alleys. On-street parking is permitted on both sides of N Grove Avenue and Thomas Street. Additionally, Thomas Street is designated as part of the Bicycle Boulevard/ Neighborhood Greenway network within the study area.

A location map is attached as **Exhibit 2A** and an aerial image of the intersection is included as **Exhibit 2B**. The aerial exhibit shows the walking routes to Horace Mann Elementary School.

IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes at the intersection of N Grove Avenue and Thomas Street, six-hour counts were conducted on Wednesday, May 15, 2024 using a video camera system. The traffic data was collected on a weekday with typical traffic patterns while school was in session. Conditions were sunny with a high of 70 degrees and a low of 54 degrees. This weather was conducive to pedestrian and bicycle activity.

The traffic count data shows that the morning peak hour occurs between 7:30 a.m. to 8:30 a.m. and the evening traffic volume is highest between 4:45 p.m. to 5:45 p.m. Peak hour traffic volume diagrams at the intersection of N Grove Avenue and Thomas Street showing the vehicular turning movement, pedestrian, and bicycle volumes are provided in **Exhibit 3A** and **Exhibit 3B**. The source traffic data is attached to this report in **Appendix A**. Overall, volumes at this intersection are low. Bicycle activity was also low during the data collection period.

Mid-Block Data

Twenty-four-hours of traffic data was also collected along the four legs at the intersection of N Grove Avenue and Thomas Street. The data was collected on Tuesday and Wednesday, May 14 and 15, 2024.

One component of the traffic data is Average Daily Traffic (ADT), which is the number of vehicles counted over a 24-hour period. This is summarized in **Table 1**. The volume along N Grove Avenue is around 500 vehicles per day while the volume on Thoms Street is around 1,000 vehicles per day. At an average of slightly more than three vehicles per minute during peak hours, the volumes are not excessively high at the intersection of N Grove Avenue and Thomas Street.

Table 1. Speed and Volume Data Summary

Blocks	Direction	Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period*					% Above 25 mph	ADT	85th Percentile Speed (mph)***
		> 5 mph below	0.1 to 5 mph below	0 to 4.9 mph above	5 to 9.9 mph above	> 10 mph above			
800 Block of N Grove Avenue – North Leg	NB	162 (34%)	230 (48%)	75 (16%)	8 (2%)	0 (0%)	18%	238	24
	SB	298 (51%)	247 (42%)	35 (6%)	1 (1%)	0 (0%)	7%	290	23
700 Block of N Grove Avenue - South Leg	NB	302 (56%)	208 (39%)	21 (4%)	3 (0.75%)	1 (0.25%)	5%	268	22
	SB	172 (37%)	197 (42%)	85 (18%)	14 (3%)	0 (0%)	21%	234	25
827 Block of Thomas Street – West leg	EB	344 (34%)	339 (33%)	273 (26%)	63 (6%)	9 (1%)	33%	514	28
	WB	291 (28%)	366 (36%)	304 (30%)	58 (5.5%)	5 (0.5%)	36%	512	27
800 Block of Thomas Street – East leg	EB	358 (31%)	559 (49%)	213 (18%)	18 (1.5%)	1 (0.5%)	20%	575	25
	WB	237 (24%)	425 (44%)	276 (28.5%)	30 (3%)	1 (0.5%)	32%	485	26

* Data was collected from Tuesday and Wednesday, May 14 and May 15, 2024.
** 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

The volumes along N Grove Avenue and Thomas Street are highest between the 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 PM period. There is a spike in the eastbound through volume during the AM peak hour which is higher than expected. The data shows that the increase in volume in the 15-minute period between 7:45 A.M. and 8:00 A.M. This could potentially be commuters avoiding the congestion on Division in front of the school. The graph showing volumes by the hour for N Grove Avenue and Thomas Street are shown below in **Figure 1** and **Figure 2** respectively.

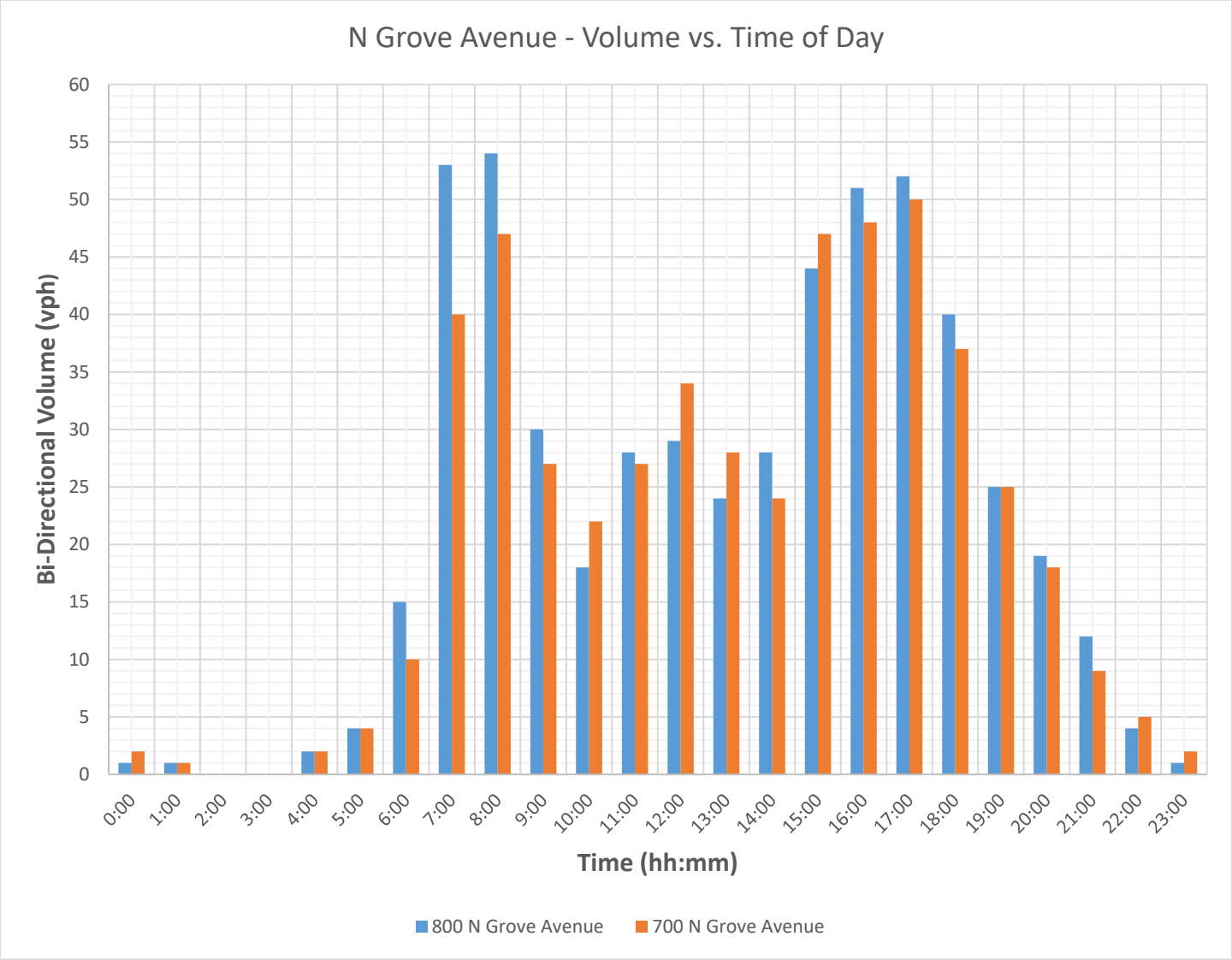


Figure 1. Volume vs Time of Day at N Grove Avenue

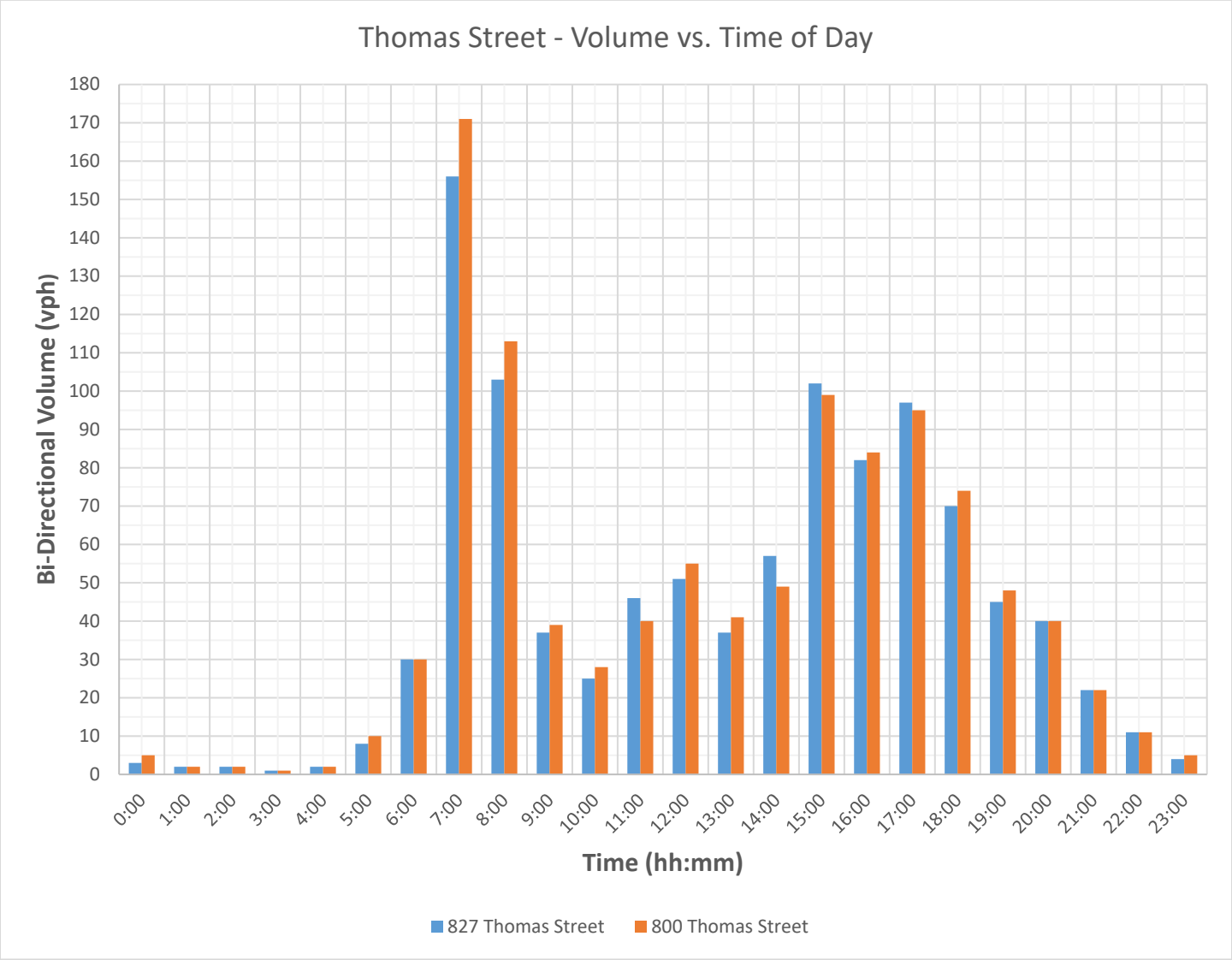


Figure 2. Volume vs Time of Day at Thomas Street

Speed data was another component of the mid-block data collection effort. **Exhibit 4** illustrates the ADT and speed data by direction on each approach**.** Raw speed and volume data for each of the four approaches are attached to this report in **Appendix B**. Metrics quantifying various aspects of this data are presented in **Table 1.** The 85th percentile speed is the speed at or below 85 percent of the drivers travel. In other words, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. The 85th percentile speed is an influential indicator of what is safe and reasonable speed since the recommendations for setting speed limits is within five mph of the 85th percentile speed. This implies that it is expected that 15 percent of the vehicles will travel over the speed limit if the speed is set within the 5 mph increment below the 85th percentile speed.

A review of the N Grove Avenue speed data shows a higher than 80% compliance rate with the 25-mph speed limit and more than 95% of the vehicles are traveling less than 5 mph over the speed limit. The 85th percentile speeds tend to be consistent during the entire day and lowest during the night. Thomas Street speed data shows around 70% compliance rate with the 25-mph speed limit and more than 90% of the vehicles are traveling less than 5 mph over the speed limit. The 85th percentile speeds tend to be consistent during the entire day and lowest during the night. The graph showing speeds by the hour for N Grove Avenue and Thomas Street are shown below in **Figure 3** and **Figure 4** respectively.

A small percentage of drivers blatantly disregard the law and drive faster than ten miles per hour over the speed limit along N Grove Avenue.

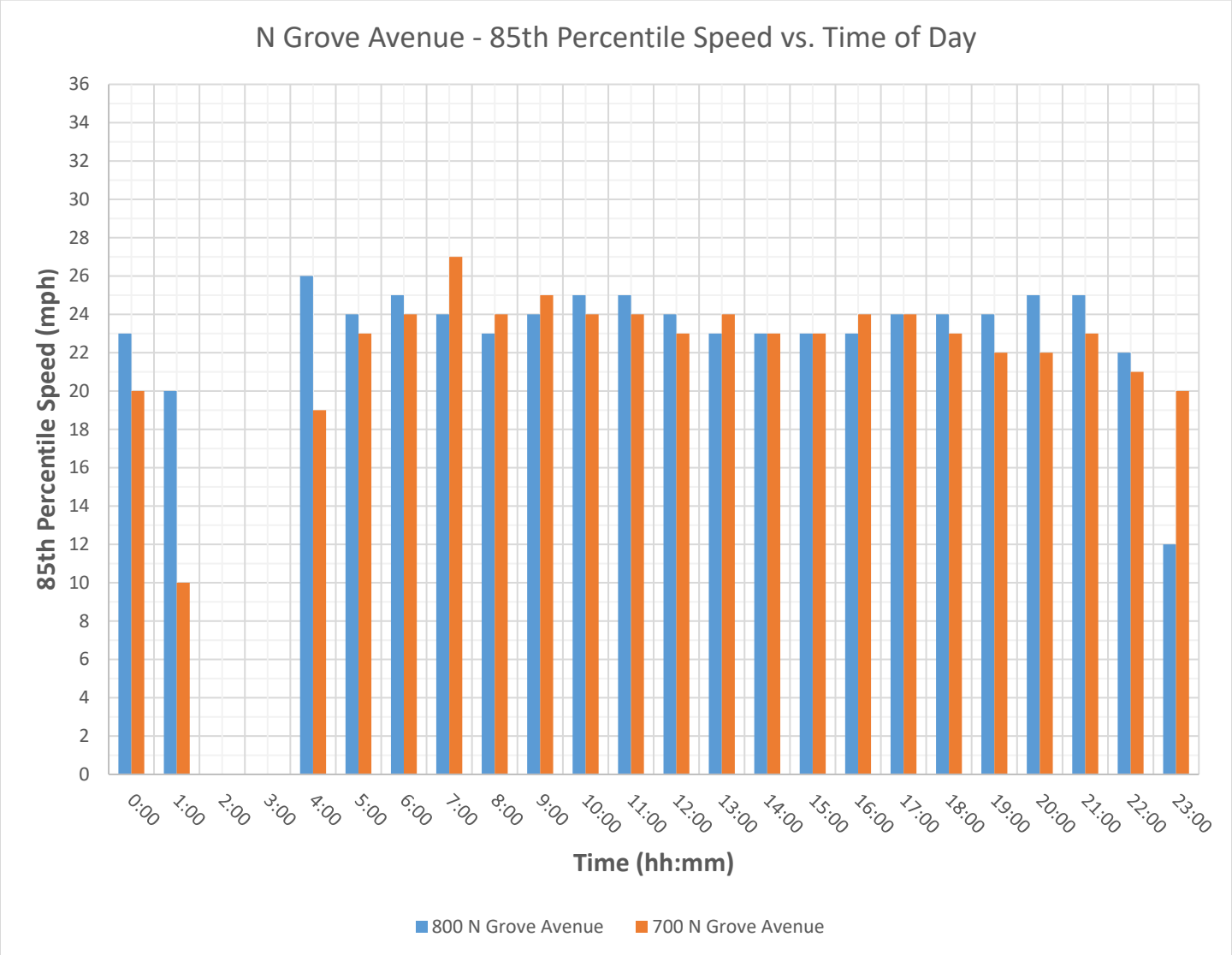


Figure 3. 85th Percentile Speed vs Time of Day at N Grove Avenue

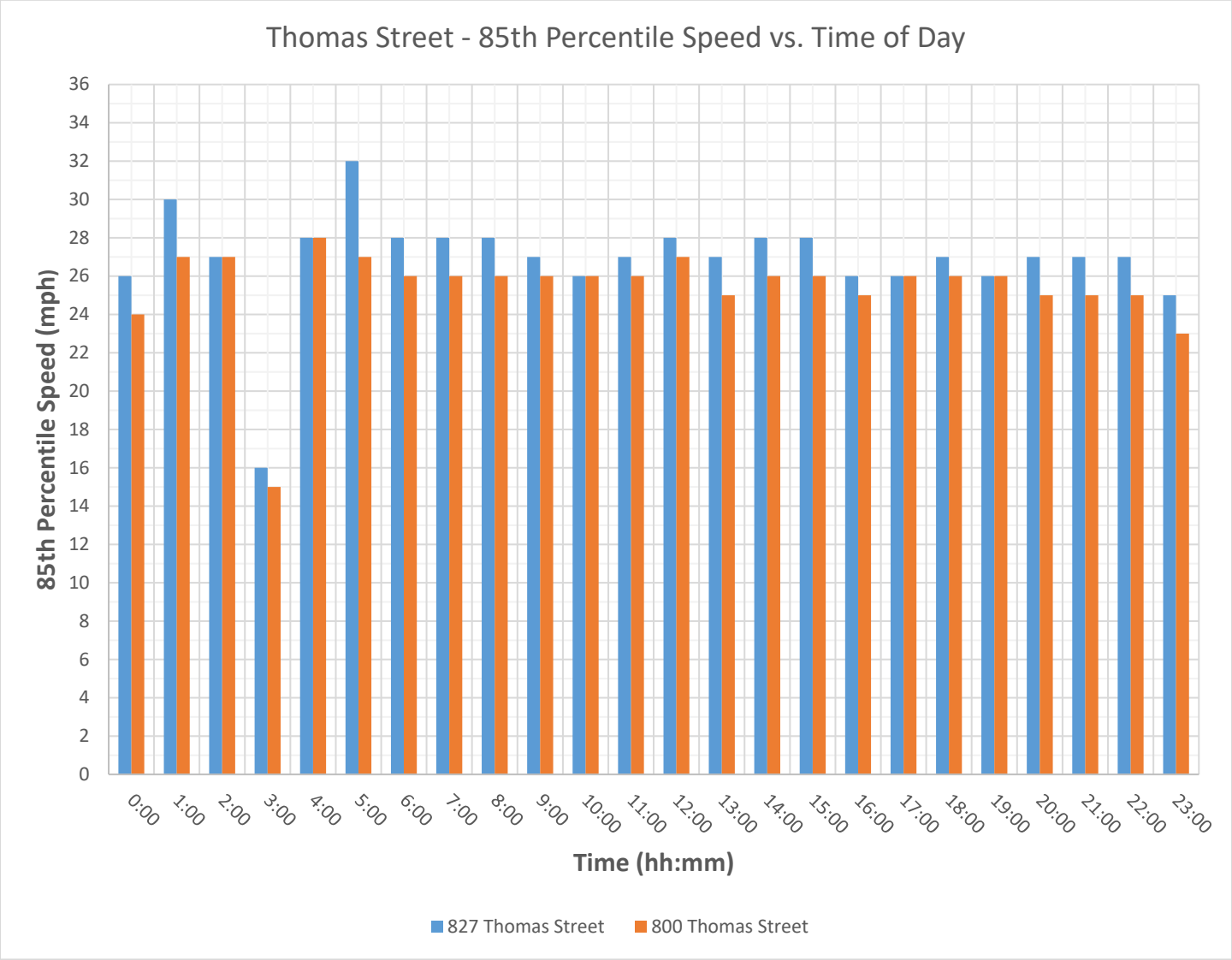


Figure 4. 85th Percentile Speed vs Time of Day at Thomas Street

V. CRASH ANALYSIS

In order to evaluate safety trends at the intersection of N Grove Avenue and Thomas Street, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2020 through December 2024, a five-year period. There was one crash reported at this intersection. This was a bicycle collision without any reported injuries. The bicyclist was westbound on Thomas Street approaching N Grove Avenue and waited for the bus turning left from southbound on N Grove Avenue to go eastbound on Thomas Street. The bus cut the corner causing the bus to hit the bike and the bicyclist jumped off the bike. There are no crash patterns that indicate any issues or adverse safety trends.

A collision diagram can be found in **Exhibit 5**.

VI. DISCUSSION AND RECOMMENDATION

The Traffic Calming Toolbox (shown in **Exhibit 6**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments at the intersection of N Grove Avenue and Thomas Street.

The petition submitted to Oak Park specifically requested the installation of stop signs on Thomas Street. Stop signs are present only 350 feet to the east at N Oak Park Avenue and 350 feet to the west at N Kenilworth Avenue. If stop signs were installed at Thomas Street, drivers could become frustrated with the succession of stop signs, and stop compliance could decrease, compromising safety.

The traffic data also shows that this intersection is operating safely and efficiently and does not warrant additional stop controls. The 85th percentile speed, at 26 mph, is close to the posted speed limit. Therefore, speeding is not an issue. The traffic volume along N Grove Avenue is around 500 vehicles which is lower than the typical Oak Park residential street volume of 800 to 1,200. Additionally, the daily volume along Thomas Street is around 1,000 vehicles which is typical of an Oak Park residential street volume of 800 to 1,200. Finally, there are no crash patterns at the intersection that would indicate that there are any safety deficiencies.

The south leg of the intersection at N Grove Avenue and Thomas Street is a marked school crosswalk. Thomas Street is designated as part of the Bicycle Boulevard/ Neighborhood Greenway network within the study area as well. Therefore, to improve safety at this intersection, it is recommended to install paint and post curb extensions on all four corners of the N Grove Avenue and Thomas Street intersection, extending onto both N Grove Avenue and Thomas Street. These recommendations are shown in **Exhibit 7.** These curb extensions will also improve pedestrian safety by decreasing the crossing distance across all legs and will slow vehicles turning right onto N Grove Avenue from Thomas Street. An example of a location with installed paint and post-curb extensions is presented in **Figure 5** below.

Additionally, a speed cushion will be installed as part of the Bike Boulevard improvement along Thomas Street between N Grove Avenue and Oak Park Avenue. Speed cushions are effective in slowing down traffic while minimizing impacts to emergency responders compared to speed humps. An example of a speed cushion is presented in **Figure 6** below.

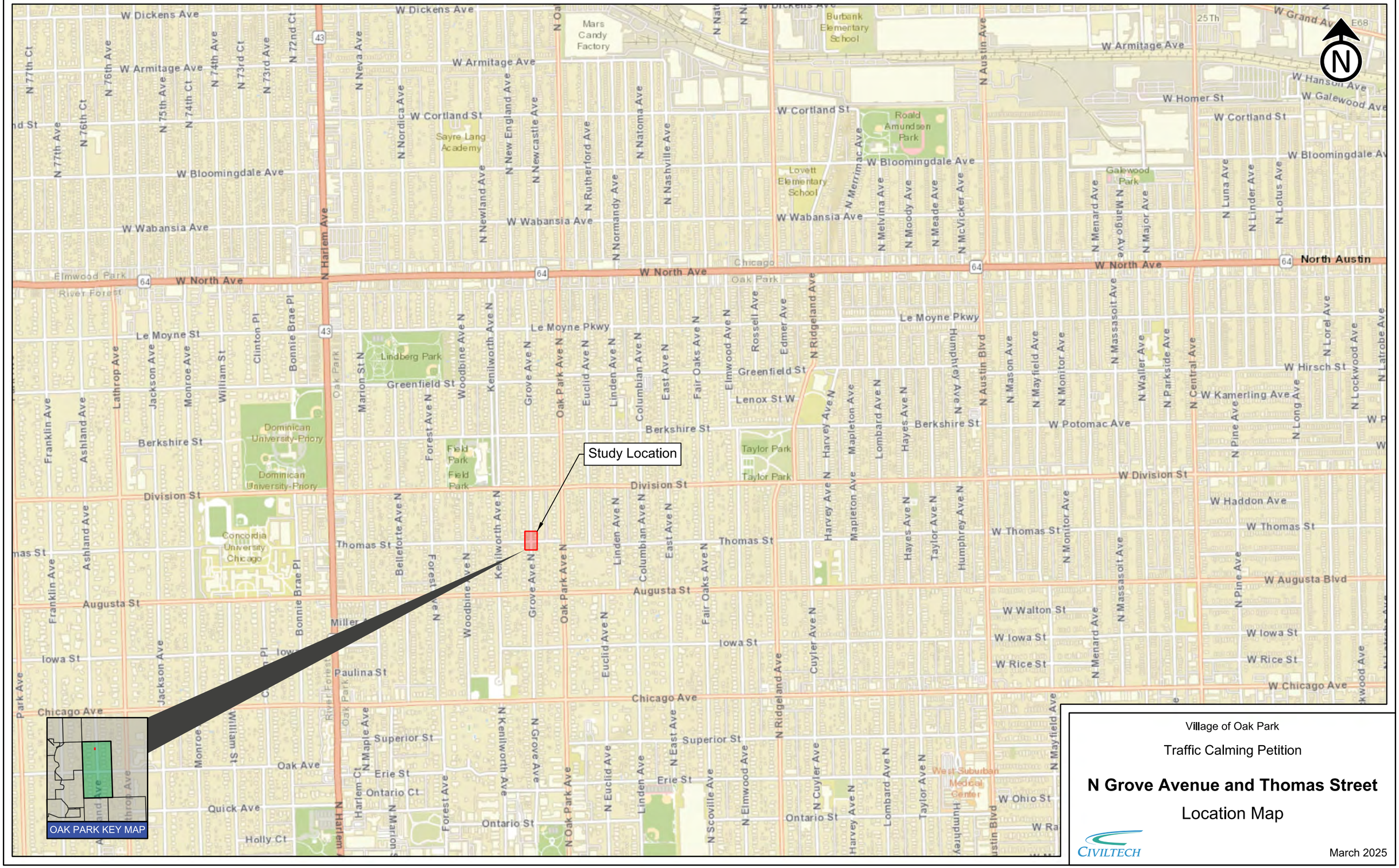
Figure 5. Paint and Post Curb Extension Example

Figure 6. Speed Cushion Example

<table>
<tr><th>Measure</th><th>Maximum Number of Points</th><th>Traffic Calming Criteria Scoring Detail as approved by the Village Board of Trustees on November 6, 2017</th><th>Minimum possible Score</th><th>N Grove Avenue and Thomas Street</th></tr>
<tr><td>Crash History</td><td>20</td><td>1-3 correctible crashes in a 3 year period = 5 points
4-10 correctible crashes in a 3 year period = 10 points
more than 10 correctible crashes in a 3 year period = 15 points
any correctible crash involving injury to a pedestrian/cyclist = 5 points</td><td>0 pts.</td><td>10 pts.</td></tr>
<tr><td>Vehicle Speed</td><td>20</td><td>85th percentile speed is not over the speed limit = 0 points
85th percentile speed is 1 mph over the speed limit = 4 points
85th percentile speed is 2 mph over the speed limit = 8 points
85th percentile speed is 3 mph over the speed limit = 12 points
85th percentile speed is 4 mph over the speed limit = 16 points
85th percentile speed is 5 mph or more over the speed limit = 20 points
outlier excessive speeding = 5 points</td><td>0 pts.</td><td>8 pts.</td></tr>
<tr><td>Vehicle Volume</td><td>20</td><td>ADT < 750 = 0 points
ADT = 751 - 1,350 = 5 points
ADT = 1,351 - 1,950 = 10 points
ADT = 1,951 - 2,550 = 15 points
ADT > 2,550 = 20 points</td><td>0 pts.</td><td>10 pts.</td></tr>
<tr><td>Pedestrian Traffic Generators</td><td>15</td><td>Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points
Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points
Any school, park, library, church, CTA station more than 2 blocks away = 0 points</td><td>0 pts.</td><td>3 pts.</td></tr>
<tr><td>Bike Routes / Non-Bike Routes</td><td>10</td><td>Not identified as a proposed bike route/boulevard* = 3 points
Identified as a Marked Shared Lane* = 6 points
Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points
* Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum</td><td>3 pts.</td><td>10 pts.</td></tr>
<tr><td>Community Interest</td><td>15</td><td>Final Score = Base Score (+10 to +15 points) minus External Negative Support Score
(-1 to -5 points) Exteral Negative Score is from responses from outside of the affected petition zone.
<table>
<tr><th colspan="4">51% petitions</th></tr>
<tr><td>51%</td><td>-</td><td>59%</td><td>= 10 points</td></tr>
<tr><td>60%</td><td>-</td><td>68%</td><td>= 11</td></tr>
<tr><td>69%</td><td>-</td><td>77%</td><td>= 12</td></tr>
<tr><td>78%</td><td>-</td><td>86%</td><td>= 13</td></tr>
<tr><td>87%</td><td>-</td><td>95%</td><td>= 14</td></tr>
<tr><td>96%</td><td>-</td><td>100%</td><td>= 15</td></tr>
</table>
<table>
<tr><th colspan="4">75% petitions</th></tr>
<tr><td>75%</td><td>-</td><td>78%</td><td>= 10 points</td></tr>
<tr><td>79%</td><td>-</td><td>82%</td><td>= 11</td></tr>
<tr><td>83%</td><td>-</td><td>86%</td><td>= 12</td></tr>
<tr><td>87%</td><td>-</td><td>90%</td><td>= 13</td></tr>
<tr><td>91%</td><td>-</td><td>94%</td><td>= 14</td></tr>
<tr><td>95%</td><td>-</td><td>100%</td><td>= 15</td></tr>
</table>
<table>
<tr><th colspan="2">% of negative replies</th><th>Subtract</th></tr>
<tr><td colspan="2">Less than 10 or 16 replies</td><td>= - 0 points</td></tr>
<tr><td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><td>1% - 20%</td><td>= - 1 point</td></tr>
<tr><td>21% - 40%</td><td>= - 2</td></tr>
<tr><td>41% - 60%</td><td>= - 3</td></tr>
<tr><td>61% - 80%</td><td>= - 4</td></tr>
<tr><td>81% - 100%</td><td>= - 5 points</td></tr>
</table></td><td>10 pts.

(5 pts. with minimum petition score + maximum external negative support)</td><td>10 pts.</td></tr>
<tr><td>Maximum Score</td><td>100</td><td>Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</td><td>13 pts.</td><td>51 pts.</td></tr>
</table>

Exhibit 1



Village of Oak Park

Traffic Calming Petition

N Grove Avenue and Thomas Street

Location Map

CIVILTECH

March 2025

Exhibit 2A

Mann Elementary School

Division Street

Forest Avenue

Woodbine Avenue

N Kenilworth Avenue

N Grove Avenue

N Oak Park Avenue

N Euclid Avenue

Linden Avenue

Coulmbian Avenue

Thomas Street

Augusta Street

N Euclid Avenue

N

LEGEND

- Signalized Intersection
- Stop Sign
- Mann Walking Routes to School
- School Route Crosswalk
- Bike Lanes
- Bicycle Boulevard

Village of Oak Park

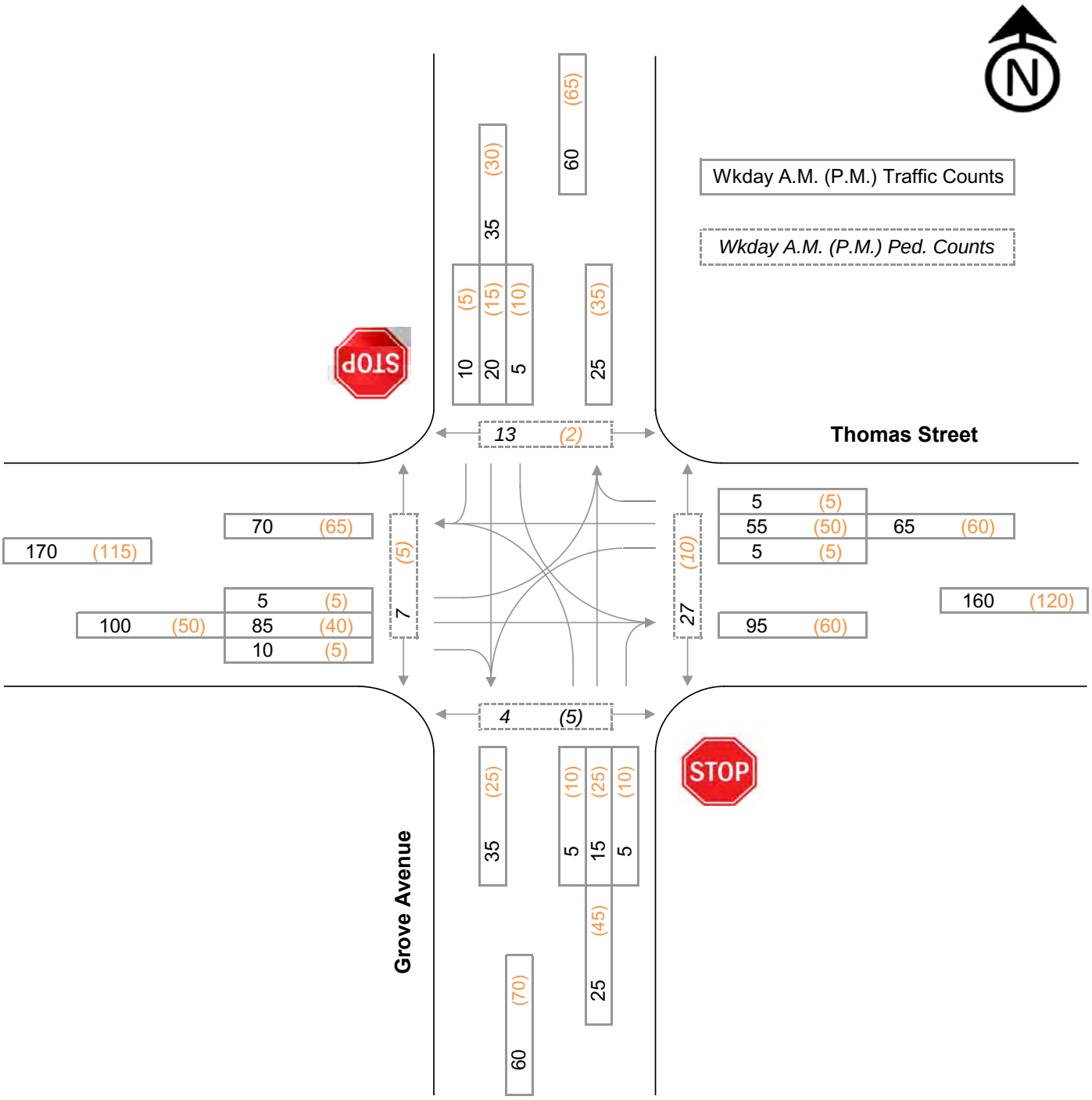
Traffic Calming Petition

N Grove Avenue and Thomas Street

Aerial Image with Bike and Walking Routes

March 2025

Exhibit 2B



Vehicle Traffic Peak Hours:

7:30 A.M. to 8:30 A.M.

4:45 P.M. to 5:45 P.M.

Count Date(s):

Wednesday, May 15, 2024

Prepared: 6/20/2024

Village of Oak Park

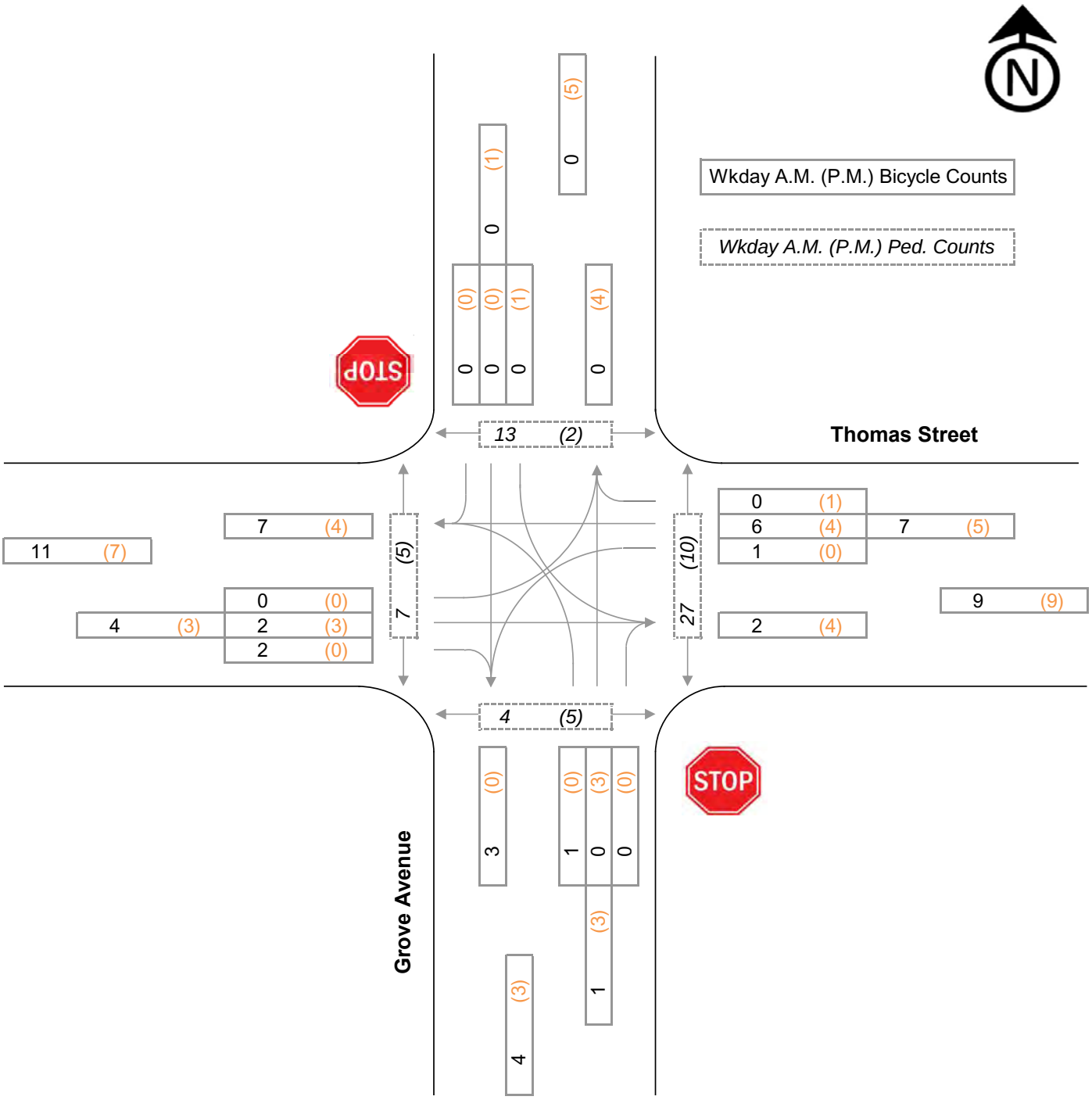
Traffic Calming Petition

2023 Existing Peak Hour Traffic

N Grove Avenue & Thomas Street

CIVILTECH

Exhibit 3A



Vehicle Traffic Peak Hours:

7:30 A.M. to 8:30 A.M.

4:45 P.M. to 5:45 P.M.

Count Date(s):

Wednesday, May 15, 2024

Prepared: 6/20/2024

Village of Oak Park

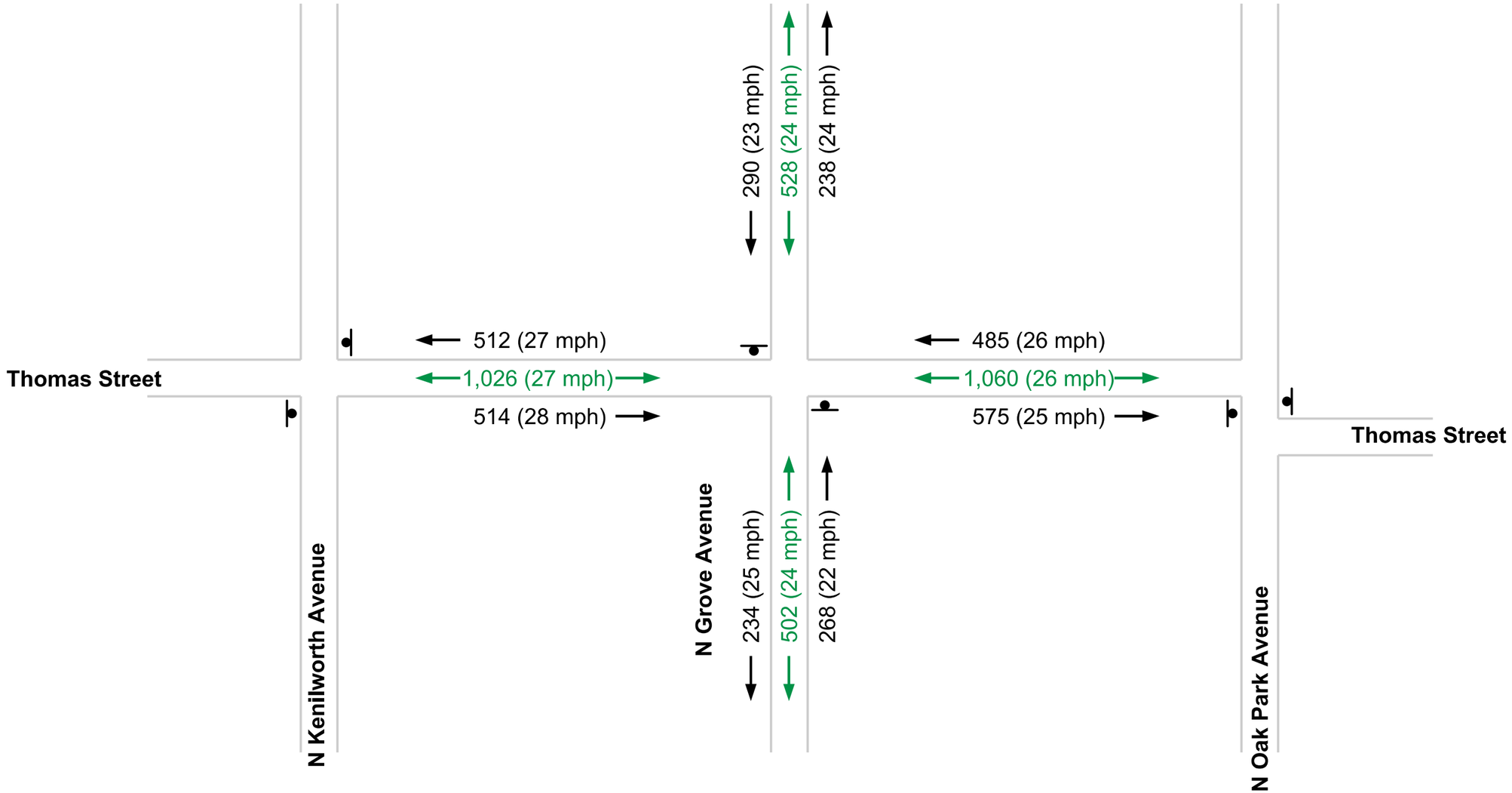
Traffic CalmingPetition

2023 Existing Peak Hour Bicycle Traffic

N Grove Avenue & Thomas Street

CIVILTECH

Exhibit 3B



LEGEND	
Count Date:	May 14-15, 2024 (Tuesday-Wednesday)
← XXX (YY mph) →	Bi-Directional Volume (85th Percentile Speed)
XXX (YY mph) →	Volume (85th Percentile Speed)
⊥	Stop Sign

Village of Oak Park

Traffic Calming Petition

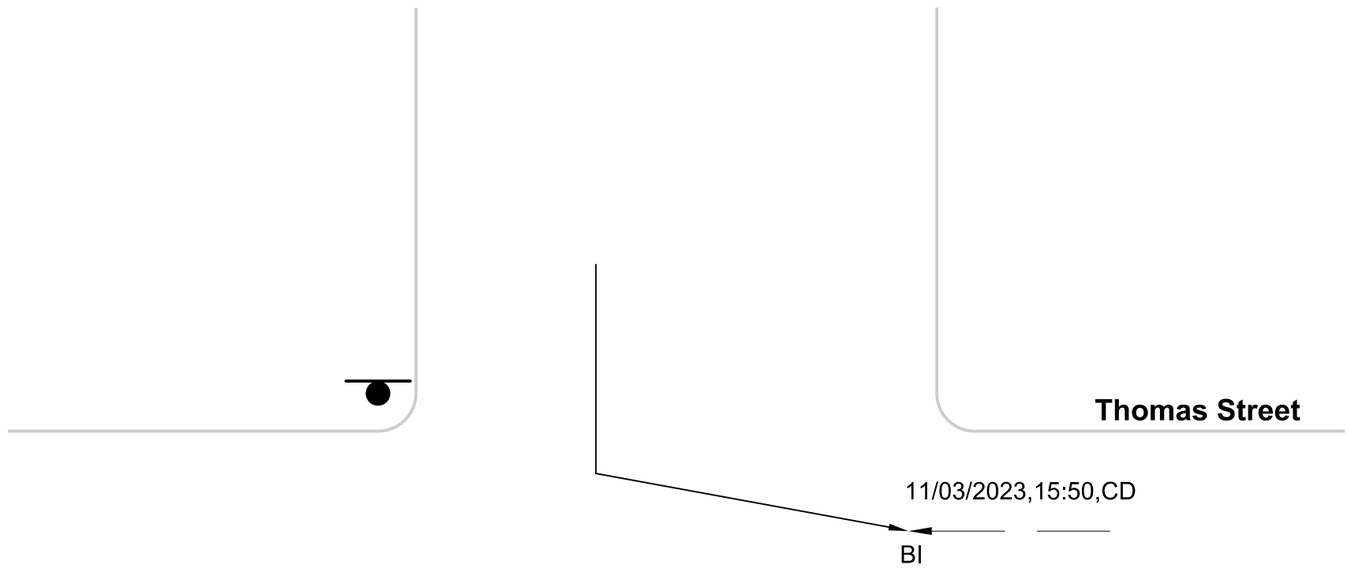
ADT and Speed Data

N Grove Avenue and Thomas Street

CIVILTECH

March 2025
Not to Scale

Exhibit 4



KEY
(xx/xx/xx, hh:mm, YZ, A): Date, Time, Weather Pavement Condition, Injury
Red: Injury Crash Blue: Non-Intersection Crash

LEGEND

- Rear-End Collision
- Collision with Bicycle — BI
- Parked Vehicle
- Fixed Object
- Stop Sign

Date:
Month/Day/Year
Time:
00:00 (Military Time)

Injury:
K=Fatal,
A=Incapacitated,
B=Non-Incapacitating,
C=Not Evident

Pavement:
D=Dry,
W=Wet,
I=Icy

Weather:
C=Clear
R=Rain
F=Fog
S=Snow

Village of Oak Park

Traffic Calming Petition

Collision Diagram
January 2020 - December 2024
N Grove Avenue and Thomas Street

CIVILTECH

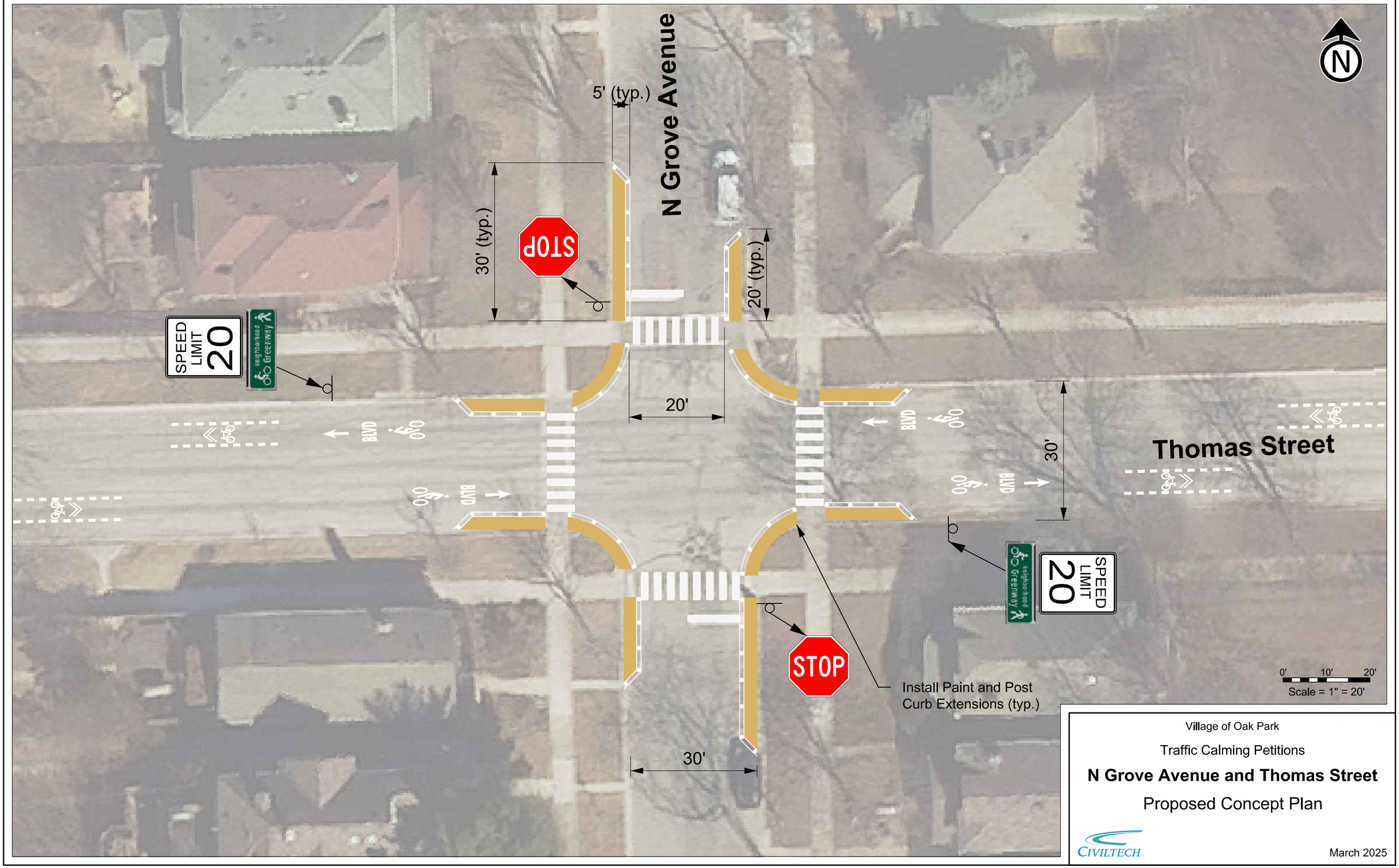
March 2025

Exhibit 5

N Grove Avenue and Thomas Street

Traffic Calming Measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming / controls as approved by the Oak Park Village Board of Trustees on November 6, 2017			
Available Traffic Calming Measures **Levels 1 through 4 are sorted from least severe to most severe**	Not Bicycle Friendly (NBF)	Who should pay for traffic calming device (SSA = Special Service Area = 100% funded by petitioners)	Remarks
Level 1 - No Traffic Flow Changes			
Targeted Speed Enforcement		Village	
Speed Radar Trailer		Village	
Speed Feedback Sign		Village	
Centerline / Edgeline Lane Striping		Village	
Optical Speed Bars / Speed Reduction Markings		Village	
Signage		Village	
Speed Limit Signage		Village	
STOP / YIELD Signage		Village	Should not be used for speed control according to federal Manual on Uniform Traffic Control Devices
Flashing Stop Signs		Village	
Speed Legend		Village	
Speed Limit Pavement Markings		Village	
High Visibility Crosswalks		Village	
Educational Community Involvement		Village	
Level 2 - Some Traffic Flow Changes			
Sign Turn Restrictions/Turn Movement Restrictions		Village	
Angled Parking		Village	
Parking Strategies		Village	
Textured Pavement		SSA	brick paver street for example
Rumble Strip		Village	
Level 3 - Significant Traffic Flow Changes			
Neckdown / Bulbout	NBF	Village	to be designed and built as bicycle friendly
Center Island Narrowing / Pedestrian Refuge		Village	
One-Lane and Two-Lane Chokers	NBF	Village	to be designed and built as bicycle friendly
Rapid Rectangular Flashing Beacons		Village	
Chicane		Village	
Lateral Shift		Village	
Realigned Intersection		Village	
Medians & Partial Medians		Village	
Speed Hump		SSA	only on the 1200 North and 1150 South blocks
Speed Table		SSA	only on the 1200 North and 1150 South blocks
Level 4 - Street Closures			
Median Barrier		SSA	
Forced Turn Island		SSA	
One-Way and Two-Way Street Conversion		Village	
One-Way Couplet Conversions		Village	

Exhibit 6



Village of Oak Park

Traffic Calming Petitions

N Grove Avenue and Thomas Street

Proposed Concept Plan

CIVILTECH

March 2025

Exhibit 7

APPENDIX A

24-hr Traffic Data

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (1-hour intervals)

	Grove Avenue									Thomas Street									
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5	20	3	28	2	5	4	11	39	3	58	1	62	6	85	5	96	158	197
8:00 AM	6	13	3	22	3	14	1	18	40	2	30	7	39	2	38	3	43	82	122
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	2	8	4	14	2	10	3	15	29	1	23	1	25	1	18	5	24	49	78
3:00 PM	2	9	3	14	4	14	5	23	37	4	40	2	46	2	23	2	27	73	110
4:00 PM	4	18	8	30	3	17	6	26	56	6	34	3	43	1	39	0	40	83	139
5:00 PM	3	11	6	20	9	26	6	41	61	5	39	1	45	2	38	3	43	88	149
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**22**	**79**	**27**	**128**	**23**	**86**	**25**	**134**	**262**	**21**	**224**	**15**	**260**	**14**	**241**	**18**	**273**	**533**	**795**

24-Hour Vehicle Traffic Count

North Leg	300
South Leg	200
East Leg	600
West Leg	500

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
7:00 AM	0	3	1	4	0	0	0	0	4	2	11	0	13	0	13	1	14	27	31	197
7:15 AM	2	1	0	3	0	2	1	3	6	0	8	0	8	0	11	0	11	19	25	221
7:30 AM	0	4	1	5	1	1	1	3	8	0	8	1	9	3	19	1	23	32	40	221
7:45 AM	3	12	1	16	1	2	2	5	21	1	31	0	32	3	42	3	48	80	101	203

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
8:00 AM	6	2	1	9	2	6	1	9	18	0	13	5	18	1	16	2	19	37	55	122
8:15 AM	0	1	0	1	0	6	0	6	7	2	5	0	7	1	10	0	11	18	25	67
8:30 AM	0	3	1	4	0	0	0	0	4	0	8	2	10	0	8	0	8	18	22	42
8:45 AM	0	7	1	8	1	2	0	3	11	0	4	0	4	0	4	1	5	9	20	20
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
2:00 PM	0	3	0	3	1	1	2	4	7	0	3	0	3	0	0	2	2	5	12	78
2:15 PM	1	1	1	3	1	4	0	5	8	0	8	0	8	1	3	2	6	14	22	94
2:30 PM	1	1	1	3	0	2	1	3	6	1	5	0	6	0	6	1	7	13	19	98
2:45 PM	0	3	2	5	0	3	0	3	8	0	7	1	8	0	9	0	9	17	25	109
3:00 PM	1	3	2	6	1	3	3	7	13	0	8	1	9	2	4	0	6	15	28	110
3:15 PM	0	2	1	3	1	2	1	4	7	3	9	1	13	0	5	1	6	19	26	112
3:30 PM	0	3	0	3	2	3	1	6	9	1	12	0	13	0	8	0	8	21	30	118
3:45 PM	1	1	0	2	0	6	0	6	8	0	11	0	11	0	6	1	7	18	26	121

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
4:00 PM	2	3	2	7	0	4	1	5	12	2	9	1	12	0	6	0	6	18	30	139
4:15 PM	0	5	1	6	0	4	1	5	11	3	5	1	9	0	12	0	12	21	32	145
4:30 PM	0	7	2	9	2	5	0	7	16	0	7	1	8	1	8	0	9	17	33	162
4:45 PM	2	3	3	8	1	4	4	9	17	1	13	0	14	0	13	0	13	27	44	167
5:00 PM	1	2	2	5	2	10	2	14	19	1	11	0	12	1	3	1	5	17	36	149
5:15 PM	1	6	2	9	2	9	2	13	22	0	17	0	17	1	8	1	10	27	49	113
5:30 PM	0	2	1	3	5	2	1	8	11	2	7	1	10	0	17	0	17	27	38	64
5:45 PM	1	1	1	3	0	5	1	6	9	2	4	0	6	0	10	1	11	17	26	26
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	**22**	**79**	**27**	**128**	**23**	**86**	**25**	**134**	**262**	**21**	**224**	**15**	**260**	**14**	**241**	**18**	**273**	**533**	**795**	

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums

Morning Peak Hour

	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
7:30 AM	9	19	3	31	4	15	4	23	54	3	57	6	66	8	87	6	101	167	221
Percent Trucks	0.0%	0.0%	0.0%	0.0%	25.0%	13.3%	25.0%	17.4%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	1.0%	0.6%	2.3%

Intersection Peak Hour Factor = 0.55

Evening Peak Hour

	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
4:45 PM	4	13	8	25	10	25	9	44	69	4	48	1	53	2	41	2	45	98	167
Percent Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Intersection Peak Hour Factor = 0.85

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Trucks (1-hour intervals)

	Grove Avenue									Thomas Street									
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	1	2
8:00 AM	0	0	0	0	0	3	1	4	4	0	0	1	1	0	1	0	1	2	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2
3:00 PM	0	1	0	1	0	1	0	1	2	0	2	0	2	0	1	0	1	3	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**1**	**0**	**1**	**1**	**4**	**1**	**6**	**7**	**0**	**2**	**1**	**3**	**0**	**4**	**1**	**5**	**8**	**15**

24-Hour Truck Traffic Count

North Leg	-
South Leg	-
East Leg	-
West Leg	-

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Trucks (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	6

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Trucks (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
8:00 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	6
8:15 AM	0	0	0	0	0	2	0	2	2	0	0	0	0	0	1	0	1	1	3	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
8:45 AM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	5
3:15 PM	0	1	0	1	0	0	0	0	1	0	1	0	1	0	1	0	1	2	3	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Trucks (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	**0**	**1**	**0**	**1**	**1**	**4**	**1**	**6**	**7**	**0**	**2**	**1**	**3**	**0**	**4**	**1**	**5**	**8**	**15**	

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Trucks (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums

Morning Peak Hour

	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
7:30 AM	0	0	0	0	1	2	1	4	4	0	0	0	0	0	1	0	1	1	5

Evening Peak Hour

	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Oak Park Traffic Calming

Count Date 5/15/2024

Peds + Bikes in Crosswalks (1-hour intervals)

	Grove Avenue						Thomas Street						Intersection
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			
Start Time	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	7	8	1	2	3	19	1	20	5	2	7	38
8:00 AM	7	3	10	1	4	5	3	8	11	3	0	3	29
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	4	1	5	7	3	10	1	3	4	2	2	4	23
3:00 PM	2	0	2	9	2	11	5	1	6	4	8	12	31
4:00 PM	3	3	6	4	1	5	0	1	1	4	4	8	20
5:00 PM	3	0	3	3	6	9	7	5	12	3	3	6	30
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**20**	**14**	**34**	**25**	**18**	**43**	**35**	**19**	**54**	**21**	**19**	**40**	171

Project: Oak Park Traffic Calming
Count Date: 5/15/2024

Peds + Bikes in Crosswalks

Subtitle or Limits:

Client: Village of Oak Park
Project #: 3758

	Grove Avenue						Thomas Street							
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			Intersection	Hour
Start Time	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total	Sums
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Project: Oak Park Traffic Calming | **Peds + Bikes in Crosswalks** | Subtitle or Limits: | Client: Village of Oak Park
Count Date: 5/15/2024 | Project #: 3758

	Grove Avenue						Thomas Street							
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			Intersection	Hour
Start Time	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total	Sums
7:00 AM	0	0	0	0	0	0	1	1	2	0	0	0	2	38
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	47
7:30 AM	0	0	0	0	0	0	3	0	3	1	1	2	5	51
7:45 AM	1	7	8	1	2	3	15	0	15	4	1	5	31	53
8:00 AM	3	0	3	0	0	0	0	8	8	0	0	0	11	29
8:15 AM	0	2	2	0	1	1	1	0	1	0	0	0	4	18
8:30 AM	2	1	3	1	1	2	0	0	0	2	0	2	7	14
8:45 AM	2	0	2	0	2	2	2	0	2	1	0	1	7	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
2:00 PM	0	1	1	0	0	0	0	2	2	0	0	0	3	23
2:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	30
2:30 PM	2	0	2	6	1	7	0	1	1	1	2	3	13	36
2:45 PM	2	0	2	1	2	3	0	0	0	1	0	1	6	28

Project: Oak Park Traffic Calming | **Peds + Bikes in Crosswalks** | Subtitle or Limits: | Client: Village of Oak Park

Count Date: 5/15/2024 | Project #: 3758

	Grove Avenue						Thomas Street							
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			Intersection	Hour
Start Time	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total	Sums
3:00 PM	0	0	0	3	2	5	2	0	2	1	2	3	10	31
3:15 PM	0	0	0	3	0	3	0	0	0	0	4	4	7	25
3:30 PM	1	0	1	3	0	3	0	0	0	0	1	1	5	23
3:45 PM	1	0	1	0	0	0	3	1	4	3	1	4	9	27
4:00 PM	0	1	1	1	0	1	0	0	0	1	1	2	4	20
4:15 PM	0	2	2	1	0	1	0	1	1	0	1	1	5	18
4:30 PM	3	0	3	2	1	3	0	0	0	3	0	3	9	23
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	2	22
5:00 PM	0	0	0	0	0	0	0	1	1	0	1	1	2	30
5:15 PM	1	0	1	1	2	3	3	3	6	0	0	0	10	28
5:30 PM	1	0	1	2	0	2	2	1	3	0	2	2	8	18
5:45 PM	1	0	1	0	4	4	2	0	2	3	0	3	10	10
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project	Oak Park Traffic Calming	**Peds + Bikes in Crosswalks**	Subtitle or Limits:	Client:	Village of Oak Park
Count Date	5/15/2024			Project #:	3758

	Grove Avenue						Thomas Street							
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			Intersection	Hour
Start Time	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total	Sums
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	**20**	**14**	**34**	**25**	**18**	**43**	**35**	**19**	**54**	**21**	**19**	**40**	**171**	

Totals for Traffic Peak Hour

A.M. Peak	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total
7:30 AM	4	9	13	1	3	4	19	8	27	5	2	7	51
P.M. Peak													
4:45 PM	2	0	2	3	2	5	5	5	10	0	5	5	22

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Bicycles (1-hour intervals)

	Grove Avenue									Thomas Street									
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	1	1	1	0	4	0	4	2	2	0	4	8	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	7	1	8	0	2	0	2	10	10
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	1	0	2	0	2	3	0	2	0	2	0	7	0	7	9	12
3:00 PM	0	2	0	2	0	2	3	5	7	0	4	0	4	0	2	0	2	6	13
4:00 PM	1	0	0	1	0	5	1	6	7	0	1	0	1	0	1	0	1	2	9
5:00 PM	0	0	1	1	1	2	0	3	4	1	4	0	5	0	3	0	3	8	12
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**1**	**3**	**1**	**5**	**1**	**11**	**5**	**17**	**22**	**1**	**22**	**1**	**24**	**2**	**17**	**0**	**19**	**43**	**65**

24-Hour Bicycle Count

North Leg	20
South Leg	20
East Leg	40
West Leg	50

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Bicycles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	9
7:30 AM	0	0	0	0	0	0	1	1	1	0	2	0	2	0	1	0	1	3	4	12
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	2	4	4	12

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Bicycles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	1	4	4	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4	4	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	12
2:15 PM	0	0	0	0	0	1	0	1	1	0	1	0	1	0	2	0	2	3	4	12
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	5	12
2:45 PM	0	1	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	2	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	13
3:15 PM	0	0	0	0	0	2	0	2	2	0	2	0	2	0	0	0	0	2	4	13
3:30 PM	0	1	0	1	0	0	1	1	2	0	2	0	2	0	0	0	0	2	4	10
3:45 PM	0	1	0	1	0	0	2	2	3	0	0	0	0	0	1	0	1	1	4	10

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Bicycles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	9
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	9
4:30 PM	1	0	0	1	0	2	1	3	4	0	0	0	0	0	0	0	0	0	4	9
4:45 PM	0	0	0	0	0	1	0	1	1	0	1	0	1	0	1	0	1	2	3	12
5:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	12
5:15 PM	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	11
5:30 PM	0	0	0	0	0	1	0	1	1	1	3	0	4	0	2	0	2	6	7	10
5:45 PM	0	0	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	2	3	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	**1**	**3**	**1**	**5**	**1**	**11**	**5**	**17**	**22**	**1**	**22**	**1**	**24**	**2**	**17**	**0**	**19**	**43**	**65**	

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Bicycles (15-minute intervals)

	Grove Avenue									Thomas Street										
	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection	Hour
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total	Sums

Morning Peak Hour

	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
7:30 AM	0	0	0	0	0	0	1	1	1	0	6	1	7	2	2	0	4	11	12

Evening Peak Hour

	North Approach				South Approach				Both	East Approach				West Approach				Both	Intersection
	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Right	Thru	Left	Total	Right	Thru	Left	Total	Approaches	Total
4:45 PM	0	0	1	1	0	3	0	3	4	1	4	0	5	0	3	0	3	8	12

APPENDIX B

Speed Data

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 700 Block of N Grove Avenue
Station ID: Between
Location: Augusta St and Thomas St

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.898258
Longitude: -87.795975
Direction: SB, Lane 1

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00	0	0	0	0	0	0	1	1	0	0	0	0	2
6:00	0	0	0	0	0	0	0	1	1	0	1	0	3
7:00	0	0	0	0	0	0	3	6	7	8	3	0	27
8:00	0	0	0	0	0	3	3	5	10	7	1	0	29
9:00	0	0	0	0	1	2	1	3	4	5	1	0	17
10:00	0	0	0	1	0	1	2	0	2	4	1	0	11
11:00	0	0	1	1	0	0	2	2	0	3	0	0	9
12:00 PM	0	1	1	0	1	1	1	2	2	2	0	0	11
1:00	0	0	0	0	2	0	3	3	2	1	0	0	11
2:00	0	0	2	0	0	0	1	2	1	0	0	0	6
3:00	0	1	4	0	4	0	4	2	6	1	1	0	23
4:00	0	0	0	0	1	0	4	6	4	1	0	0	16
5:00	0	0	1	3	2	0	3	1	3	3	0	0	16
6:00	0	0	1	2	3	1	0	1	6	6	0	0	20
7:00	0	0	0	1	1	1	2	2	2	1	0	0	10
8:00	0	0	0	0	1	0	1	1	0	0	0	0	3
9:00	0	0	0	0	0	0	0	2	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	1	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	10	8	16	9	32	40	51	42	8	0	218

Percentile	15th	50th	85th	95th
Speed	14	21	26	28

Mean Speed (Average)	21.5
10 MPH Pace Speed	18-27
Number in Pace	151
Percent in Pace	69.0%
Number > 45 MPH	0
Percent > 45 MPH	0.0%

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Latitude: 41.898258
Longitude: -87.795975
Direction: SB, Lane 1

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	1	0	0	0	1	0	0	0	0	0	3
5:00	0	0	0	0	0	0	0	0	1	1	0	0	2
6:00	0	2	0	0	0	0	2	0	5	0	0	0	9
7:00	0	0	0	0	1	0	2	9	4	12	2	0	30
8:00	0	1	1	1	1	1	0	6	8	5	0	0	24
9:00	0	0	1	1	2	1	3	2	5	2	0	0	17
10:00	0	2	0	0	0	0	1	5	2	4	0	0	14
11:00	0	0	0	0	0	2	1	0	1	1	1	0	6
12:00 PM	0	0	0	0	2	3	3	7	3	2	0	0	20
1:00	0	1	1	1	2	1	1	4	4	4	0	0	19
2:00	0	0	0	0	1	2	1	3	2	2	0	0	11
3:00	0	3	1	1	1	2	2	4	3	0	1	0	18
4:00	0	2	0	1	3	4	4	3	1	4	0	0	22
5:00	0	1	1	2	1	1	3	2	3	3	1	0	18
6:00	0	1	0	1	0	2	1	8	3	0	1	0	17
7:00	0	1	0	0	1	1	1	4	2	2	0	0	12
8:00	0	0	0	1	0	0	1	0	0	0	0	0	2
9:00	0	0	0	0	0	1	1	1	0	1	0	0	4
10:00	0	0	1	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	15	7	9	15	21	28	58	48	43	6	0	250
			Percentile	15th	50th	85th	95th						
			Speed	13	21	24	28						
		Mean Speed (Average)		20.5									
		10 MPH Pace Speed		18-27									
		Number in Pace		165									
		Percent in Pace		66.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	17	17	17	31	30	60	98	99	85	14	0	468
Stats			Percentile	15th	50th	85th	95th						
			Speed	13	21	25	28						
		Mean Speed (Average)		21.0									
		10 MPH Pace Speed		18-27									
		Number in Pace		316									
		Percent in Pace		68.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

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Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.898258
Longitude: -87.795975
Direction: NB, Lane 2

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	1	0	0	0	0	0	1
6:00	0	0	0	0	0	0	0	2	1	0	0	0	3
7:00	0	0	0	0	1	1	0	3	5	2	0	0	12
8:00	0	1	0	0	1	5	10	3	3	0	1	0	24
9:00	0	0	0	0	2	0	6	3	2	1	0	0	14
10:00	0	1	1	0	1	1	2	3	2	0	0	0	11
11:00	0	0	0	0	0	4	5	4	4	1	0	0	18
12:00 PM	0	0	0	5	1	4	9	2	0	0	0	1	22
1:00	0	0	0	1	0	4	3	5	2	0	0	0	15
2:00	0	0	0	0	1	2	6	1	1	1	0	0	12
3:00	0	0	3	1	0	1	5	7	6	2	0	0	25
4:00	0	0	1	1	4	2	6	3	5	1	1	0	24
5:00	0	1	2	1	1	4	8	4	1	2	0	0	24
6:00	0	0	1	0	0	2	5	6	3	0	0	0	17
7:00	0	0	0	0	2	1	2	5	1	0	0	0	11
8:00	0	0	0	0	1	0	4	5	5	0	0	0	15
9:00	0	0	1	0	0	0	3	3	0	0	0	0	7
10:00	0	0	0	0	0	2	0	1	0	0	0	0	3
11:00	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	3	9	9	15	35	77	60	41	10	2	1	262

Percentile	15th	50th	85th	95th
Speed	15	19	23	24

Mean Speed (Average)	19.6
10 MPH Pace Speed	16-25
Number in Pace	213
Percent in Pace	81.0%
Number > 45 MPH	0
Percent > 45 MPH	0.0%

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Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.898258
Longitude: -87.795975
Direction: NB, Lane 2

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	2	0	0	0	0	0	0	0	0	0	2
6:00	0	0	0	0	0	0	1	2	1	0	0	0	4
7:00	0	0	0	0	2	1	2	1	3	1	0	0	10
8:00	0	0	0	1	1	4	2	4	3	1	0	0	16
9:00	0	1	0	0	1	0	2	1	1	0	0	0	6
10:00	0	0	1	0	2	1	1	2	0	0	0	0	7
11:00	0	1	3	0	1	2	6	4	3	0	0	0	20
12:00 PM	0	0	1	0	0	3	3	4	4	0	0	0	15
1:00	0	0	1	0	1	1	2	2	2	1	0	0	10
2:00	0	0	1	1	0	2	3	7	3	2	0	0	19
3:00	0	1	1	1	2	3	9	5	3	2	1	0	28
4:00	0	0	2	6	3	2	6	4	7	3	0	0	33
5:00	0	0	0	0	3	7	11	15	6	0	0	0	42
6:00	0	0	0	4	2	2	3	7	1	1	0	0	20
7:00	0	1	1	2	1	2	5	4	0	0	0	0	16
8:00	0	0	0	0	2	2	6	5	0	0	0	0	15
9:00	0	0	0	0	0	1	2	0	1	0	0	0	4
10:00	0	0	0	0	0	1	1	2	0	0	0	0	4
11:00	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	4	13	15	21	34	67	69	38	11	1	0	273
			Percentile	15th	50th	85th	95th						
			Speed	13	19	22	24						
			Mean Speed (Average)	19.1									
			10 MPH Pace Speed	17-26									
			Number in Pace	202									
			Percent in Pace	76.0%									
			Number > 45 MPH	0									
			Percent > 45 MPH	0.0%									
Grand Total	0	7	22	24	36	69	144	129	79	21	3	1	535
Stats			Percentile	15th	50th	85th	95th						
			Speed	14	19	22	24						
			Mean Speed (Average)	19.3									
			10 MPH Pace Speed	16-25									
			Number in Pace	419									
			Percent in Pace	79.0%									
			Number > 45 MPH	0									
			Percent > 45 MPH	0.0%									

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Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.898258
Longitude: -87.795975
Direction: Combined

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00	0	0	0	0	0	0	2	1	0	0	0	0	3
6:00	0	0	0	0	0	0	0	3	2	0	1	0	6
7:00	0	0	0	0	1	1	3	9	12	10	3	0	39
8:00	0	1	0	0	1	8	13	8	13	7	2	0	53
9:00	0	0	0	0	3	2	7	6	6	6	1	0	31
10:00	0	1	1	1	1	2	4	3	4	4	1	0	22
11:00	0	0	1	1	0	4	7	6	4	4	0	0	27
12:00 PM	0	1	1	5	2	5	10	4	2	2	0	1	33
1:00	0	0	0	1	2	4	6	8	4	1	0	0	26
2:00	0	0	2	0	1	2	7	3	2	1	0	0	18
3:00	0	1	7	1	4	1	9	9	12	3	1	0	48
4:00	0	0	1	1	5	2	10	9	9	2	1	0	40
5:00	0	1	3	4	3	4	11	5	4	5	0	0	40
6:00	0	0	2	2	3	3	5	7	9	6	0	0	37
7:00	0	0	0	1	3	2	4	7	3	1	0	0	21
8:00	0	0	0	0	2	0	5	6	5	0	0	0	18
9:00	0	0	1	0	0	0	3	5	0	0	0	0	9
10:00	0	0	0	0	0	2	0	1	1	0	0	0	4
11:00	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	5	19	17	31	44	109	100	92	52	10	1	480
			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	27						
			Mean Speed (Average)	20.4									
			10 MPH Pace Speed	18-27									
			Number in Pace	354									
			Percent in Pace	74.0%									
			Number > 45 MPH	0									
			Percent > 45 MPH	0.0%									

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Latitude: 41.898258
Longitude: -87.795975
Direction: Combined

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	1	0	0	0	1	0	0	0	0	0	3
5:00	0	0	2	0	0	0	0	0	1	1	0	0	4
6:00	0	2	0	0	0	0	3	2	6	0	0	0	13
7:00	0	0	0	0	3	1	4	10	7	13	2	0	40
8:00	0	1	1	2	2	5	2	10	11	6	0	0	40
9:00	0	1	1	1	3	1	5	3	6	2	0	0	23
10:00	0	2	1	0	2	1	2	7	2	4	0	0	21
11:00	0	1	3	0	1	4	7	4	4	1	1	0	26
12:00 PM	0	0	1	0	2	6	6	11	7	2	0	0	35
1:00	0	1	2	1	3	2	3	6	6	5	0	0	29
2:00	0	0	1	1	1	4	4	10	5	4	0	0	30
3:00	0	4	2	2	3	5	11	9	6	2	2	0	46
4:00	0	2	2	7	6	6	10	7	8	7	0	0	55
5:00	0	1	1	2	4	8	14	17	9	3	1	0	60
6:00	0	1	0	5	2	4	4	15	4	1	1	0	37
7:00	0	2	1	2	2	3	6	8	2	2	0	0	28
8:00	0	0	0	1	2	2	7	5	0	0	0	0	17
9:00	0	0	0	0	0	2	3	1	1	1	0	0	8
10:00	0	0	1	0	0	1	1	2	0	0	0	0	5
11:00	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	0	19	20	24	36	55	95	127	86	54	7	0	523
			Percentile	15th	50th	85th	95th						
			Speed	13	20	24	26						
		Mean Speed (Average)		19.8									
		10 MPH Pace Speed		17-26									
		Number in Pace		361									
		Percent in Pace		70.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	24	39	41	67	99	204	227	178	106	17	1	1003
Stats			Percentile	15th	50th	85th	95th						
			Speed	14	20	24	26						
		Mean Speed (Average)		20.1									
		10 MPH Pace Speed		17-26									
		Number in Pace		718									
		Percent in Pace		72.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

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Station ID: Between
Location: Thomas St and Division St

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.900063
Longitude: -87.796028
Direction: NB, Lane 1

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	1	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	1	0	0	0	0	2
6:00	0	0	1	0	0	0	2	0	2	2	0	0	7
7:00	0	0	0	0	1	1	1	3	2	4	1	0	13
8:00	0	0	0	0	0	2	2	5	8	4	1	0	22
9:00	0	0	0	0	0	2	2	4	2	1	1	0	12
10:00	0	0	0	0	0	0	0	3	2	3	0	0	8
11:00	0	0	0	1	1	2	5	4	4	2	1	0	20
12:00 PM	0	0	0	1	2	1	0	3	2	2	0	0	11
1:00	0	0	0	0	1	2	2	2	0	2	0	0	9
2:00	0	0	1	1	1	1	1	4	2	1	0	0	12
3:00	0	0	0	1	1	2	1	6	4	4	0	0	19
4:00	0	0	0	1	1	3	5	4	3	5	0	0	22
5:00	0	0	1	2	0	2	3	5	5	2	0	0	20
6:00	0	0	0	0	2	0	1	5	3	5	0	0	16
7:00	0	0	0	0	2	0	0	3	3	2	0	0	10
8:00	0	0	0	0	1	1	0	1	7	5	0	0	15
9:00	0	0	0	0	0	0	0	3	0	3	0	0	6
10:00	0	0	0	0	0	1	1	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	3	7	13	21	26	57	49	47	4	0	228

Percentile	15th	50th	85th	95th
Speed	15	21	25	28

Mean Speed (Average)	21.8
10 MPH Pace Speed	18-27
Number in Pace	165
Percent in Pace	72.0%
Number > 45 MPH	0
Percent > 45 MPH	0.0%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of N Grove Avenue
Station ID: Between
Location: Thomas St and Division St

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.900063
Longitude: -87.796028
Direction: NB, Lane 1

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	0	0	0	1	1	0	3	0	0	0	5
7:00	0	0	0	1	1	0	2	3	4	3	0	0	14
8:00	0	0	0	0	1	1	3	7	5	1	1	0	19
9:00	0	0	0	0	1	1	3	0	1	0	0	0	6
10:00	0	0	0	1	0	1	2	2	0	0	0	0	6
11:00	0	1	1	1	0	0	5	5	4	1	0	0	18
12:00 PM	0	0	0	0	0	0	1	2	5	1	0	0	9
1:00	0	1	0	0	0	1	0	4	7	0	0	0	13
2:00	0	0	1	2	2	0	3	2	4	3	1	0	18
3:00	0	0	1	1	1	2	9	4	3	1	0	0	22
4:00	0	0	2	4	1	1	4	9	6	1	1	0	29
5:00	0	1	2	1	1	1	7	12	9	5	0	0	39
6:00	0	0	0	2	1	0	0	2	5	4	1	0	15
7:00	0	0	1	1	0	1	2	1	2	3	0	0	11
8:00	0	0	0	1	0	1	0	2	5	3	0	0	12
9:00	0	0	0	0	0	0	0	2	2	2	0	0	6
10:00	0	0	1	0	0	0	1	0	1	0	0	0	3
11:00	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	4	9	15	9	11	43	57	67	28	4	0	247
			Percentile	15th	50th	85th	95th						
			Speed	15	21	24	26						
		Mean Speed (Average)		20.9									
		10 MPH Pace Speed		18-27									
		Number in Pace		190									
		Percent in Pace		78.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	5	12	22	22	32	69	114	116	75	8	0	475
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	21	24	27						
		Mean Speed (Average)		21.3									
		10 MPH Pace Speed		18-27									
		Number in Pace		357									
		Percent in Pace		75.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of N Grove Avenue
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Location: Thomas St and Division St

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.900063
Longitude: -87.796028
Direction: SB, Lane 2

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	0	0	0	0	0	1	0	1	0	0	0	2
6:00	0	1	2	0	0	1	0	1	1	2	0	0	8
7:00	0	0	0	2	0	5	11	10	10	5	0	0	43
8:00	0	0	0	0	2	4	13	16	2	1	0	0	38
9:00	0	0	0	1	1	0	4	3	8	1	0	0	18
10:00	0	0	0	0	1	1	2	2	3	0	0	0	9
11:00	0	0	0	0	0	1	4	2	0	3	0	0	10
12:00 PM	0	0	0	0	0	2	2	8	4	0	0	0	16
1:00	0	0	0	0	1	1	5	4	0	1	0	0	12
2:00	0	0	2	1	0	1	1	4	0	0	0	0	9
3:00	0	0	2	0	0	0	9	8	2	0	0	0	21
4:00	0	0	0	0	2	3	4	5	2	0	0	0	16
5:00	0	0	0	3	3	2	5	4	4	1	0	0	22
6:00	0	2	1	0	0	2	6	7	3	1	0	0	22
7:00	0	0	0	0	1	0	4	5	2	0	0	0	12
8:00	0	0	1	0	3	0	0	2	1	0	0	0	7
9:00	0	0	0	0	1	0	1	1	0	0	0	0	3
10:00	0	0	0	0	0	1	0	0	1	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	8	7	15	24	72	82	44	16	0	0	271

Percentile	15th	50th	85th	95th
Speed	16	20	23	25

Mean Speed (Average)	20.0
10 MPH Pace Speed	17-26
Number in Pace	224
Percent in Pace	83.0%
Number > 45 MPH	0
Percent > 45 MPH	0.0%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of N Grove Avenue
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File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.900063
Longitude: -87.796028
Direction: SB, Lane 2

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	1	0	0	2
5:00	0	0	0	0	0	0	0	0	1	1	0	0	2
6:00	0	0	1	0	0	0	2	4	1	1	0	0	9
7:00	0	0	0	0	0	1	8	15	12	0	0	0	36
8:00	0	1	0	1	1	0	10	8	6	1	0	0	28
9:00	0	0	1	2	3	5	5	2	4	1	0	0	23
10:00	0	1	0	0	1	1	1	2	5	2	0	0	13
11:00	0	0	0	0	0	3	0	2	0	2	0	0	7
12:00 PM	0	0	0	0	1	4	9	5	1	1	0	0	21
1:00	0	0	0	0	0	1	5	1	4	3	0	0	14
2:00	0	0	0	0	2	1	3	5	3	2	0	0	16
3:00	0	0	0	1	3	5	8	4	3	1	1	0	26
4:00	0	0	0	3	4	10	9	5	2	1	0	0	34
5:00	0	0	2	1	2	3	4	5	5	1	0	0	23
6:00	0	1	0	1	8	1	10	3	3	0	0	0	27
7:00	0	0	1	1	0	3	6	2	3	0	0	0	16
8:00	0	0	0	0	0	2	1	0	0	0	0	0	3
9:00	0	0	0	0	0	0	3	5	0	0	0	0	8
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	6	10	25	40	85	68	53	19	1	0	310
			Percentile	15th	50th	85th	95th						
			Speed	15	19	23	24						
		Mean Speed (Average)		19.8									
		10 MPH Pace Speed		17-26									
		Number in Pace		247									
		Percent in Pace		80.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	6	14	17	40	64	157	150	97	35	1	0	581
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	19	23	25						
		Mean Speed (Average)		19.9									
		10 MPH Pace Speed		17-26									
		Number in Pace		471									
		Percent in Pace		81.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

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Village of Oak Park

Site Code: 800 Block of N Grove Avenue
Station ID: Between
Location: Thomas St and Division St

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.900063
Longitude: -87.796028
Direction: Combined

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	1	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	1	0	0	0	0	1	1	1	0	0	0	4
6:00	0	1	3	0	0	1	2	1	3	4	0	0	15
7:00	0	0	0	2	1	6	12	13	12	9	1	0	56
8:00	0	0	0	0	2	6	15	21	10	5	1	0	60
9:00	0	0	0	1	1	2	6	7	10	2	1	0	30
10:00	0	0	0	0	1	1	2	5	5	3	0	0	17
11:00	0	0	0	1	1	3	9	6	4	5	1	0	30
12:00 PM	0	0	0	1	2	3	2	11	6	2	0	0	27
1:00	0	0	0	0	2	3	7	6	0	3	0	0	21
2:00	0	0	3	2	1	2	2	8	2	1	0	0	21
3:00	0	0	2	1	1	2	10	14	6	4	0	0	40
4:00	0	0	0	1	3	6	9	9	5	5	0	0	38
5:00	0	0	1	5	3	4	8	9	9	3	0	0	42
6:00	0	2	1	0	2	2	7	12	6	6	0	0	38
7:00	0	0	0	0	3	0	4	8	5	2	0	0	22
8:00	0	0	1	0	4	1	0	3	8	5	0	0	22
9:00	0	0	0	0	1	0	1	4	0	3	0	0	9
10:00	0	0	0	0	0	2	1	0	1	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	11	14	28	45	98	139	93	63	4	0	499
			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	26						
		Mean Speed (Average)		20.8									
		10 MPH Pace Speed		18-27									
		Number in Pace		385									
		Percent in Pace		77.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

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Village of Oak Park

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Location: Thomas St and Division St

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.900063
Longitude: -87.796028
Direction: Combined

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	1	0	0	2
5:00	0	1	0	0	0	0	0	0	1	1	0	0	3
6:00	0	0	1	0	0	1	3	4	4	1	0	0	14
7:00	0	0	0	1	1	1	10	18	16	3	0	0	50
8:00	0	1	0	1	2	1	13	15	11	2	1	0	47
9:00	0	0	1	2	4	6	8	2	5	1	0	0	29
10:00	0	1	0	1	1	2	3	4	5	2	0	0	19
11:00	0	1	1	1	0	3	5	7	4	3	0	0	25
12:00 PM	0	0	0	0	1	4	10	7	6	2	0	0	30
1:00	0	1	0	0	0	2	5	5	11	3	0	0	27
2:00	0	0	1	2	4	1	6	7	7	5	1	0	34
3:00	0	0	1	2	4	7	17	8	6	2	1	0	48
4:00	0	0	2	7	5	11	13	14	8	2	1	0	63
5:00	0	1	4	2	3	4	11	17	14	6	0	0	62
6:00	0	1	0	3	9	1	10	5	8	4	1	0	42
7:00	0	0	2	2	0	4	8	3	5	3	0	0	27
8:00	0	0	0	1	0	3	1	2	5	3	0	0	15
9:00	0	0	0	0	0	0	3	7	2	2	0	0	14
10:00	0	0	1	0	0	0	1	0	1	0	0	0	3
11:00	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	7	15	25	34	51	128	125	120	47	5	0	557
			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	25						
		Mean Speed (Average)		20.2									
		10 MPH Pace Speed		17-26									
		Number in Pace		431									
		Percent in Pace		78.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	11	26	39	62	96	226	264	213	110	9	0	1056
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	26						
		Mean Speed (Average)		20.5									
		10 MPH Pace Speed		18-27									
		Number in Pace		816									
		Percent in Pace		77.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of Thomas Street
Station ID: Between
Location: N Oak Park Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899887
Longitude: -87.794296
Direction: WB, Lane 1

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	1	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	0	0	0	0	0	0	1	1	1	1	0	4
6:00	0	1	0	0	0	0	2	0	2	0	0	0	5
7:00	0	1	0	1	0	0	3	7	18	31	2	0	63
8:00	0	1	2	1	0	2	5	8	18	13	2	0	52
9:00	0	3	1	1	0	0	1	0	5	2	0	0	13
10:00	0	1	0	0	1	1	0	3	2	3	0	0	11
11:00	0	2	1	0	1	3	2	2	5	4	0	0	20
12:00 PM	0	2	0	1	1	0	5	3	7	6	2	0	27
1:00	0	6	1	0	0	0	3	3	5	0	0	0	18
2:00	0	2	0	1	1	1	5	3	8	6	0	0	27
3:00	0	2	1	3	1	6	7	12	12	14	3	0	61
4:00	0	3	0	0	1	1	4	6	17	9	0	0	41
5:00	0	2	1	2	0	0	2	7	19	11	2	0	46
6:00	0	5	0	1	1	0	2	3	8	13	1	0	34
7:00	0	2	1	0	2	0	0	4	4	9	1	0	23
8:00	0	0	0	0	1	1	2	4	6	8	0	0	22
9:00	0	1	0	0	0	0	0	1	5	1	0	0	8
10:00	0	0	0	0	1	1	2	2	1	1	0	0	8
11:00	0	0	0	0	0	0	1	0	1	0	0	0	2
Total	0	34	8	11	11	16	46	70	145	133	15	0	489
			Percentile	15th	50th	85th	95th						
			Speed	16	23	26	28						
		Mean Speed (Average)		22.4									
		10 MPH Pace Speed		21-30									
		Number in Pace		348									
		Percent in Pace		71.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

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Location: N Oak Park Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899887
Longitude: -87.794296
Direction: WB, Lane 1

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	2
1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	1	1	0	0	0	0	0	0	3	0	1	6
6:00	0	0	0	1	1	1	0	0	2	4	0	0	9
7:00	0	0	1	1	3	0	0	11	17	25	6	0	64
8:00	0	4	1	1	1	0	1	4	14	20	0	0	46
9:00	0	0	0	1	1	0	1	4	4	5	2	0	18
10:00	0	1	1	2	1	0	0	1	3	3	0	0	12
11:00	0	0	2	0	0	0	2	2	5	2	0	0	13
12:00 PM	0	4	0	0	1	1	4	1	5	8	0	0	24
1:00	0	0	1	0	0	3	0	2	6	4	0	0	16
2:00	0	1	2	1	1	0	3	4	7	8	1	0	28
3:00	0	0	1	1	1	0	4	11	15	15	2	0	50
4:00	0	3	1	1	1	0	7	8	13	10	0	0	44
5:00	0	3	2	1	1	0	7	10	13	13	1	0	51
6:00	0	2	1	0	0	1	4	5	11	5	3	0	32
7:00	0	3	1	0	1	0	3	6	6	6	0	0	26
8:00	0	0	0	0	0	0	5	5	6	5	0	0	21
9:00	0	0	1	0	0	1	0	3	2	3	0	0	10
10:00	0	0	0	0	0	0	0	2	0	2	0	0	4
11:00	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	22	17	10	13	7	42	80	130	143	15	1	480
			Percentile	15th	50th	85th	95th						
			Speed	18	23	26	29						
		Mean Speed (Average)		22.7									
		10 MPH Pace Speed		21-30									
		Number in Pace		348									
		Percent in Pace		73.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	56	25	21	24	23	88	150	275	276	30	1	969
Stats			Percentile	15th	50th	85th	95th						
			Speed	16	23	26	28						
		Mean Speed (Average)		22.5									
		10 MPH Pace Speed		21-30									
		Number in Pace		700									
		Percent in Pace		72.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of Thomas Street
Station ID: Between
Location: N Oak Park Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899887
Longitude: -87.794296
Direction: EB, Lane 2

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	1	0	0	0	0	0	1	1	0	0	3
1:00	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00	0	0	0	0	0	1	0	0	1	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	0	0	0	0	0	1	1	0	0	1	0	3
6:00	0	0	0	0	0	1	1	6	6	4	1	0	19
7:00	0	0	1	3	1	14	12	26	27	19	1	0	104
8:00	0	3	1	3	2	2	9	17	18	9	0	0	64
9:00	0	1	1	0	0	1	0	1	8	5	0	0	17
10:00	0	1	0	2	4	0	3	3	4	1	1	0	19
11:00	0	0	1	0	2	1	3	4	3	9	1	0	24
12:00 PM	0	4	0	1	1	5	4	5	8	6	1	0	35
1:00	0	0	2	0	0	2	3	6	4	1	0	0	18
2:00	0	0	0	0	0	3	2	6	7	2	2	0	22
3:00	0	1	2	0	3	4	5	10	13	12	0	0	50
4:00	0	1	0	0	0	0	5	7	15	6	0	0	34
5:00	0	2	2	3	1	2	2	8	9	5	2	0	36
6:00	0	2	2	0	1	0	3	9	17	7	1	0	42
7:00	0	0	0	2	1	0	3	3	4	5	1	0	19
8:00	0	1	1	2	0	1	2	4	10	5	0	0	26
9:00	0	1	1	1	0	1	1	1	4	0	0	0	10
10:00	0	0	0	2	0	2	0	0	1	1	0	0	6
11:00	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	17	16	19	16	40	59	117	160	100	12	0	556
			Percentile	15th	50th	85th	95th						
			Speed	15	21	25	27						
		Mean Speed (Average)		21.7									
		10 MPH Pace Speed		18-27									
		Number in Pace		398									
		Percent in Pace		72.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of Thomas Street
Station ID: Between
Location: N Oak Park Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899887
Longitude: -87.794296
Direction: EB, Lane 2

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	1	0	0	1	0	0	1	3
1:00	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	1	0	0	1	0	1	0	3	0	0	6
6:00	0	0	1	1	0	1	3	5	10	5	0	0	26
7:00	0	1	3	3	4	10	18	19	29	21	2	0	110
8:00	0	1	1	0	3	8	10	10	16	15	0	0	64
9:00	0	0	0	0	4	0	5	7	7	7	0	0	30
10:00	0	0	0	0	4	1	2	0	5	1	0	0	13
11:00	0	0	0	1	3	0	2	8	4	5	0	0	23
12:00 PM	0	0	1	1	1	1	7	2	5	5	1	0	24
1:00	0	1	1	0	0	0	4	8	6	9	1	0	30
2:00	0	0	1	0	0	3	5	1	9	1	0	0	20
3:00	0	0	0	2	1	1	3	13	11	6	0	0	37
4:00	0	2	0	1	3	6	8	9	9	11	0	0	49
5:00	0	1	2	1	5	3	5	23	8	7	1	0	56
6:00	0	0	0	0	0	2	9	13	8	7	0	0	39
7:00	0	0	3	0	1	1	5	7	9	1	0	0	27
8:00	0	0	0	0	0	0	0	4	4	3	0	0	11
9:00	0	0	3	0	1	1	0	2	6	2	1	0	16
10:00	0	0	0	0	0	0	0	0	0	3	0	0	3
11:00	0	0	0	1	0	0	1	2	1	0	0	0	5
Total	0	6	17	11	30	40	87	134	148	113	6	1	593
			Percentile	15th	50th	85th	95th						
			Speed	16	21	25	27						
		Mean Speed (Average)		21.8									
		10 MPH Pace Speed		18-27									
		Number in Pace		437									
		Percent in Pace		75.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	23	33	30	46	80	146	251	308	213	18	1	1149
Stats			Percentile	15th	50th	85th	95th						
			Speed	16	21	25	27						
		Mean Speed (Average)		21.8									
		10 MPH Pace Speed		18-27									
		Number in Pace		837									
		Percent in Pace		73.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of Thomas Street
Station ID: Between
Location: N Oak Park Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899887
Longitude: -87.794296
Direction: Combined

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	1	0	0	0	0	1	1	1	0	0	4
1:00	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00	0	0	0	0	0	1	0	0	2	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00	0	0	0	0	0	0	1	2	1	1	2	0	7
6:00	0	1	0	0	0	1	3	6	8	4	1	0	24
7:00	0	1	1	4	1	14	15	33	45	50	3	0	167
8:00	0	4	3	4	2	4	14	25	36	22	2	0	116
9:00	0	4	2	1	0	1	1	1	13	7	0	0	30
10:00	0	2	0	2	5	1	3	6	6	4	1	0	30
11:00	0	2	2	0	3	4	5	6	8	13	1	0	44
12:00 PM	0	6	0	2	2	5	9	8	15	12	3	0	62
1:00	0	6	3	0	0	2	6	9	9	1	0	0	36
2:00	0	2	0	1	1	4	7	9	15	8	2	0	49
3:00	0	3	3	3	4	10	12	22	25	26	3	0	111
4:00	0	4	0	0	1	1	9	13	32	15	0	0	75
5:00	0	4	3	5	1	2	4	15	28	16	4	0	82
6:00	0	7	2	1	2	0	5	12	25	20	2	0	76
7:00	0	2	1	2	3	0	3	7	8	14	2	0	42
8:00	0	1	1	2	1	2	4	8	16	13	0	0	48
9:00	0	2	1	1	0	1	1	2	9	1	0	0	18
10:00	0	0	0	2	1	3	2	2	2	2	0	0	14
11:00	0	0	1	0	0	0	1	0	1	0	0	0	3
Total	0	51	24	30	27	56	105	187	305	233	27	0	1045
			Percentile	15th	50th	85th	95th						
			Speed	15	22	26	28						
		Mean Speed (Average)		22.0									
		10 MPH Pace Speed		18-27									
		Number in Pace		731									
		Percent in Pace		70.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 800 Block of Thomas Street
Station ID: Between
Location: N Oak Park Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899887
Longitude: -87.794296
Direction: Combined

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	1	0	0	1	0	0	2	0	0	1	5
1:00	0	0	0	0	0	0	1	0	0	1	0	0	2
2:00	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	1	2	0	0	1	0	1	0	6	0	1	12
6:00	0	0	1	2	1	2	3	5	12	9	0	0	35
7:00	0	1	4	4	7	10	18	30	46	46	8	0	174
8:00	0	5	2	1	4	8	11	14	30	35	0	0	110
9:00	0	0	0	1	5	0	6	11	11	12	2	0	48
10:00	0	1	1	2	5	1	2	1	8	4	0	0	25
11:00	0	0	2	1	3	0	4	10	9	7	0	0	36
12:00 PM	0	4	1	1	2	2	11	3	10	13	1	0	48
1:00	0	1	2	0	0	3	4	10	12	13	1	0	46
2:00	0	1	3	1	1	3	8	5	16	9	1	0	48
3:00	0	0	1	3	2	1	7	24	26	21	2	0	87
4:00	0	5	1	2	4	6	15	17	22	21	0	0	93
5:00	0	4	4	2	6	3	12	33	21	20	2	0	107
6:00	0	2	1	0	0	3	13	18	19	12	3	0	71
7:00	0	3	4	0	2	1	8	13	15	7	0	0	53
8:00	0	0	0	0	0	0	5	9	10	8	0	0	32
9:00	0	0	4	0	1	2	0	5	8	5	1	0	26
10:00	0	0	0	0	0	0	0	2	0	5	0	0	7
11:00	0	0	0	1	0	0	1	3	1	0	0	0	6
Total	0	28	34	21	43	47	129	214	278	256	21	2	1073
			Percentile	15th	50th	85th	95th						
			Speed	16	22	26	28						
		Mean Speed (Average)		22.2									
		10 MPH Pace Speed		18-27									
		Number in Pace		754									
		Percent in Pace		71.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	79	58	51	70	103	234	401	583	489	48	2	2118
Stats			Percentile	15th	50th	85th	95th						
			Speed	16	22	26	28						
		Mean Speed (Average)		22.1									
		10 MPH Pace Speed		18-27									
		Number in Pace		1491									
		Percent in Pace		71.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 827 Block of Thomas Street
Station ID: Between
Location: N Kenilworth Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899723
Longitude: -87.796349
Direction: WB, Lane 1

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	1	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	0	0	0	0	0	0	1	0	2	1	0	4
6:00	0	1	0	0	0	0	1	0	0	2	0	0	4
7:00	0	0	0	1	0	1	3	7	15	29	4	1	61
8:00	0	1	0	0	1	4	3	7	11	19	6	1	53
9:00	0	0	0	1	1	2	1	1	2	3	2	0	13
10:00	0	0	0	0	0	1	2	0	1	3	1	0	8
11:00	0	0	1	0	0	3	4	3	3	7	0	0	21
12:00 PM	0	0	1	1	4	2	6	2	6	7	3	0	32
1:00	0	0	0	0	0	2	1	2	5	3	0	0	13
2:00	0	0	0	2	1	4	6	3	5	11	2	0	34
3:00	0	0	1	3	2	4	5	11	11	20	6	1	64
4:00	0	0	1	1	1	1	3	9	13	13	0	0	42
5:00	0	1	3	0	1	5	11	10	13	15	2	0	61
6:00	0	1	0	1	0	1	3	5	9	9	3	0	32
7:00	0	0	0	0	1	2	2	4	4	9	0	0	22
8:00	0	0	0	0	3	0	2	4	3	8	0	0	20
9:00	0	0	1	1	0	0	2	1	2	2	0	0	9
10:00	0	0	0	1	0	0	3	2	2	1	0	0	9
11:00	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	4	8	12	15	32	59	74	106	164	31	3	508

Percentile	15th	50th	85th	95th
Speed	17	23	28	30

Mean Speed (Average)	23.5
10 MPH Pace Speed	21-30
Number in Pace	344
Percent in Pace	68.0%
Number > 45 MPH	0
Percent > 45 MPH	0.0%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 827 Block of Thomas Street
Station ID: Between
Location: N Kenilworth Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899723
Longitude: -87.796349
Direction: WB, Lane 1

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
1:00	0	0	0	0	0	1	1	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	1	0	0	0	0	0	0	0	2	2	0	5
6:00	0	0	0	1	2	0	0	0	1	3	2	0	9
7:00	0	0	2	1	4	1	5	8	17	27	5	0	70
8:00	0	1	1	0	2	3	4	8	9	16	2	0	46
9:00	0	0	0	0	0	3	2	4	3	7	0	0	19
10:00	0	0	1	1	0	0	3	2	2	3	0	0	12
11:00	0	0	1	0	0	3	2	4	3	2	1	0	16
12:00 PM	0	0	0	0	0	3	6	4	3	6	2	0	24
1:00	0	0	0	0	2	1	1	2	6	3	0	0	15
2:00	0	0	1	1	0	0	7	3	6	8	4	0	30
3:00	0	0	3	3	1	1	3	11	12	16	6	1	57
4:00	0	0	1	0	1	5	5	10	9	11	1	0	43
5:00	0	1	0	3	3	4	4	15	10	11	1	0	52
6:00	0	0	1	3	4	5	9	7	5	6	0	1	41
7:00	0	1	1	1	2	3	6	6	5	5	1	0	31
8:00	0	0	0	0	1	4	7	3	3	6	0	0	24
9:00	0	1	0	0	0	4	1	0	2	3	0	0	11
10:00	0	0	0	0	0	1	0	0	1	3	0	0	5
11:00	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	5	12	14	22	42	66	88	98	140	27	2	516
			Percentile	15th	50th	85th	95th						
			Speed	16	22	27	29						
			Mean Speed (Average)	22.7									
			10 MPH Pace Speed	18-27									
			Number in Pace	333									
			Percent in Pace	65.0%									
			Number > 45 MPH	0									
			Percent > 45 MPH	0.0%									
Grand Total	0	9	20	26	37	74	125	162	204	304	58	5	1024
Stats			Percentile	15th	50th	85th	95th						
			Speed	16	23	27	29						
			Mean Speed (Average)	23.1									
			10 MPH Pace Speed	21-30									
			Number in Pace	669									
			Percent in Pace	65.0%									
			Number > 45 MPH	0									
			Percent > 45 MPH	0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 827 Block of Thomas Street
Station ID: Between
Location: N Kenilworth Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899723
Longitude: -87.796349
Direction: EB, Lane 2

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
1:00	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00	0	0	0	1	0	0	0	1	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	0	0	0	0	0	0	1	0	0	1	0	2
6:00	0	0	0	0	1	3	3	3	3	5	1	0	19
7:00	0	0	0	2	2	4	8	8	17	28	5	3	77
8:00	0	1	0	1	3	2	8	8	13	15	4	0	55
9:00	0	0	0	1	1	0	0	2	4	8	0	0	16
10:00	0	0	0	0	1	4	4	3	1	4	1	0	18
11:00	0	0	1	1	7	3	3	0	3	5	3	1	27
12:00 PM	0	1	1	1	3	1	4	2	3	7	3	0	26
1:00	0	0	0	0	3	3	2	0	3	4	0	0	15
2:00	0	0	0	3	1	1	3	2	3	6	1	1	21
3:00	0	0	2	0	2	9	4	7	9	11	4	0	48
4:00	0	0	0	0	1	4	5	7	8	8	0	0	33
5:00	0	1	1	2	1	2	5	4	4	8	5	0	33
6:00	0	0	0	2	2	0	3	3	9	10	2	0	31
7:00	0	0	0	0	0	0	2	2	3	6	2	0	15
8:00	0	1	0	0	0	2	4	2	8	6	1	0	24
9:00	0	1	0	0	1	0	0	1	6	1	0	0	10
10:00	0	0	0	0	0	0	0	0	1	2	0	0	3
11:00	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	5	5	14	29	38	58	57	98	138	33	5	480

Percentile	15th	50th	85th	95th
Speed	16	23	28	29

Mean Speed (Average)	23.1
10 MPH Pace Speed	18-27
Number in Pace	296
Percent in Pace	62.0%
Number > 45 MPH	0
Percent > 45 MPH	0.0%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 827 Block of Thomas Street
Station ID: Between
Location: N Kenilworth Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899723
Longitude: -87.796349
Direction: EB, Lane 2

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	1	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	1	0	0	0	0	1	0	1	1	1	5
6:00	0	0	1	1	1	4	1	2	4	11	2	0	27
7:00	0	2	0	1	5	5	18	7	25	30	11	0	104
8:00	0	0	1	2	2	8	3	7	14	12	2	1	52
9:00	0	2	4	0	0	1	2	6	4	5	1	0	25
10:00	0	0	0	0	3	2	1	2	1	2	0	0	11
11:00	0	0	0	0	0	7	4	3	6	6	1	0	27
12:00 PM	0	0	1	1	1	2	3	1	3	4	3	0	19
1:00	0	0	0	1	5	3	3	2	5	8	3	1	31
2:00	0	0	2	4	5	6	1	1	4	5	0	0	28
3:00	0	0	0	2	3	6	1	4	8	10	0	0	34
4:00	0	0	0	2	6	6	4	10	7	11	0	0	46
5:00	0	0	1	0	4	4	4	11	14	7	2	0	47
6:00	0	0	1	0	2	7	5	9	4	5	2	0	35
7:00	0	0	1	0	1	0	2	5	4	7	1	0	21
8:00	0	0	1	0	0	2	2	2	1	4	0	0	12
9:00	0	0	0	1	2	0	1	2	3	4	0	1	14
10:00	0	0	0	0	1	0	0	0	0	3	0	0	4
11:00	0	0	1	0	0	0	1	0	1	0	0	0	3
Total	0	4	15	15	41	64	56	75	109	135	30	4	548
			Percentile	15th	50th	85th	95th						
			Speed	15	22	27	30						
		Mean Speed (Average)		22.3									
		10 MPH Pace Speed		18-27									
		Number in Pace		319									
		Percent in Pace		59.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	9	20	29	70	102	114	132	207	273	63	9	1028
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	23	28	30						
		Mean Speed (Average)		22.7									
		10 MPH Pace Speed		18-27									
		Number in Pace		617									
		Percent in Pace		60.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 827 Block of Thomas Street
Station ID: Between
Location: N Kenilworth Avenue and N Grove Avenue

File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.899723
Longitude: -87.796349
Direction: Combined

5/14/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	0	1	1	0	1	0	0	3
1:00	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00	0	0	0	1	0	0	0	1	1	0	0	0	3
3:00	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00	0	0	0	0	0	0	0	2	0	2	2	0	6
6:00	0	1	0	0	1	3	4	3	3	7	1	0	23
7:00	0	0	0	3	2	5	11	15	32	57	9	4	138
8:00	0	2	0	1	4	6	11	15	24	34	10	1	108
9:00	0	0	0	2	2	2	1	3	6	11	2	0	29
10:00	0	0	0	0	1	5	6	3	2	7	2	0	26
11:00	0	0	2	1	7	6	7	3	6	12	3	1	48
12:00 PM	0	1	2	2	7	3	10	4	9	14	6	0	58
1:00	0	0	0	0	3	5	3	2	8	7	0	0	28
2:00	0	0	0	5	2	5	9	5	8	17	3	1	55
3:00	0	0	3	3	4	13	9	18	20	31	10	1	112
4:00	0	0	1	1	2	5	8	16	21	21	0	0	75
5:00	0	2	4	2	2	7	16	14	17	23	7	0	94
6:00	0	1	0	3	2	1	6	8	18	19	5	0	63
7:00	0	0	0	0	1	2	4	6	7	15	2	0	37
8:00	0	1	0	0	3	2	6	6	11	14	1	0	44
9:00	0	1	1	1	1	0	2	2	8	3	0	0	19
10:00	0	0	0	1	0	0	3	2	3	3	0	0	12
11:00	0	0	0	0	0	0	0	2	0	1	0	0	3
Total	0	9	13	26	44	70	117	131	204	302	64	8	988
			Percentile	15th	50th	85th	95th						
			Speed	16	23	28	30						
		Mean Speed (Average)		23.3									
		10 MPH Pace Speed		21-30									
		Number in Pace		637									
		Percent in Pace		64.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 827 Block of Thomas Street
Station ID: Between
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File Name: Speed Analysis
Date Printed: 6/10/2024
Start Date: 5/14/2024
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Latitude: 41.899723
Longitude: -87.796349
Direction: Combined

5/15/2024 Time	0 - 5 MPH	> 5 - 7.5 MPH	> 7.5 - 10 MPH	> 10 - 12.5 MPH	> 12.5 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 MPH	Total
12:00 AM	0	0	0	0	0	1	0	0	2	0	0	0	3
1:00	0	0	0	0	0	1	1	0	0	0	1	0	3
2:00	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00	0	1	1	0	0	0	0	1	0	3	3	1	10
6:00	0	0	1	2	3	4	1	2	5	14	4	0	36
7:00	0	2	2	2	9	6	23	15	42	57	16	0	174
8:00	0	1	2	2	4	11	7	15	23	28	4	1	98
9:00	0	2	4	0	0	4	4	10	7	12	1	0	44
10:00	0	0	1	1	3	2	4	4	3	5	0	0	23
11:00	0	0	1	0	0	10	6	7	9	8	2	0	43
12:00 PM	0	0	1	1	1	5	9	5	6	10	5	0	43
1:00	0	0	0	1	7	4	4	4	11	11	3	1	46
2:00	0	0	3	5	5	6	8	4	10	13	4	0	58
3:00	0	0	3	5	4	7	4	15	20	26	6	1	91
4:00	0	0	1	2	7	11	9	20	16	22	1	0	89
5:00	0	1	1	3	7	8	8	26	24	18	3	0	99
6:00	0	0	2	3	6	12	14	16	9	11	2	1	76
7:00	0	1	2	1	3	3	8	11	9	12	2	0	52
8:00	0	0	1	0	1	6	9	5	4	10	0	0	36
9:00	0	1	0	1	2	4	2	2	5	7	0	1	25
10:00	0	0	0	0	1	1	0	0	1	6	0	0	9
11:00	0	0	1	0	0	0	1	1	1	0	0	0	4
Total	0	9	27	29	63	106	122	163	207	275	57	6	1064
			Percentile	15th	50th	85th	95th						
			Speed	15	22	27	29						
		Mean Speed (Average)		22.5									
		10 MPH Pace Speed		18-27									
		Number in Pace		652									
		Percent in Pace		62.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									
Grand Total	0	18	40	55	107	176	239	294	411	577	121	14	2052
Stats			Percentile	15th	50th	85th	95th						
			Speed	16	23	27	29						
		Mean Speed (Average)		22.9									
		10 MPH Pace Speed		18-27									
		Number in Pace		1284									
		Percent in Pace		63.0%									
		Number > 45 MPH		0									
		Percent > 45 MPH		0.0%									

Village Of Oak Park

Transportation Commission Agenda Item

Item Title:	Draft Oak Park Bike Plan
Review Date:	March 10, 2025
Prepared By:	Christopher Welch

Abstract (briefly describe the item being reviewed):

In 2008 the Village adopted the Bike Plan and in 2015 the Village approved an Addendum to the Bike Plan to focus on the Neighborhood Greenway system and Bike Sharing. Earlier this year, the Village approved a contract with Sam Schwartz (now known as TY Lin) to prepare another update and addendum to the Oak Park Bike Plan documents. This project was first introduced at the July 2024 Transportation Commission meeting and a revised plan was presented at the October 28, 2024 meeting. At the January 13, 2025 meeting T.Y. Lin presented a draft of the Bike Plan Update and public comment was received on the plan. The Commission discussed the plan at the February 24, 2025 meeting and gave direction on final edits.

At tonight's meeting, staff will present the revise Bike Plan update incorporating the direction received at the February meeting regarding bike share recommendations and east-west corridor treatments on Harvard, Augusta and Le Moyne. Staff is seeking a recommendation to approve the final draft of the Bike Plan Update. With this approval the plan will be presented to the to the Village Board at a study session to be scheduled after the elections.

Staff Recommendation(s):

Transportation Commission vote to approve the Final Draft of the Bike Plan Update.

Supporting Documentation Is Attached

Oak Park Bike Plan Update

Oak Park

DRAFT

CONTENTS

ACKNOWLEDGMENTS

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

TRANSPORTATION COMMISSION
Ron Burke, Chair
Erika Johnson
Jack Eskin
Jason Jenkins
Jason Nudelman
Jenna Holzberg
Julie Johnston-Ahlen

VILLAGE DEPARTMENTS
Communications
Engineering
Parking & Mobility Services
Planning
Police
Public Works

PLAN PREPARED BY
TYLin

Cover images provided by the Village of Oak Park. All remaining images are courtesy of TYLin unless otherwise noted.

1 | EXECUTIVE SUMMARY

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

PLAN OBJECTIVES

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

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

ENGAGEMENT SUMMARY

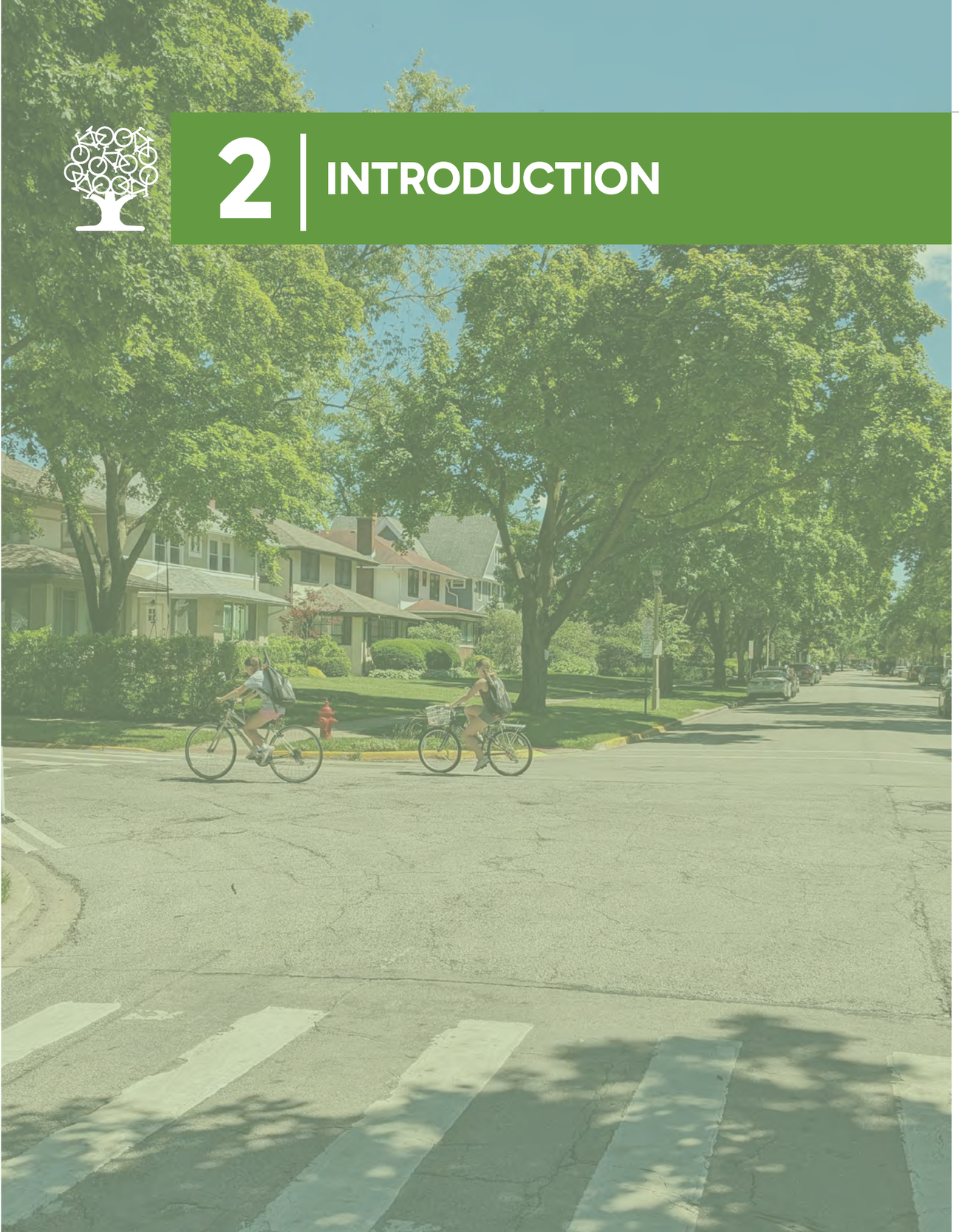
The Bike Plan Update network was the result of input from community members, community groups, Village staff, and stakeholders. There was a lot of feedback about the growing number of youth traveling by bike and the need to make bicycling safer for children in Oak Park. It was consistently heard that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

NETWORK UPDATES

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

BIKE SHARE ANALYSIS

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



2 | INTRODUCTION

PROJECT BACKGROUND, PROCESS, AND PURPOSE

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

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

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

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

PLANNING PROCESS

Data Collection & Analysis

Stakeholder Meetings & Focus Groups

Online Engagement

Transportation Commission Engagement

Draft Network Recommendations

Draft Bike Share Study

Community Open House

Transportation Commission Engagement

Draft Report

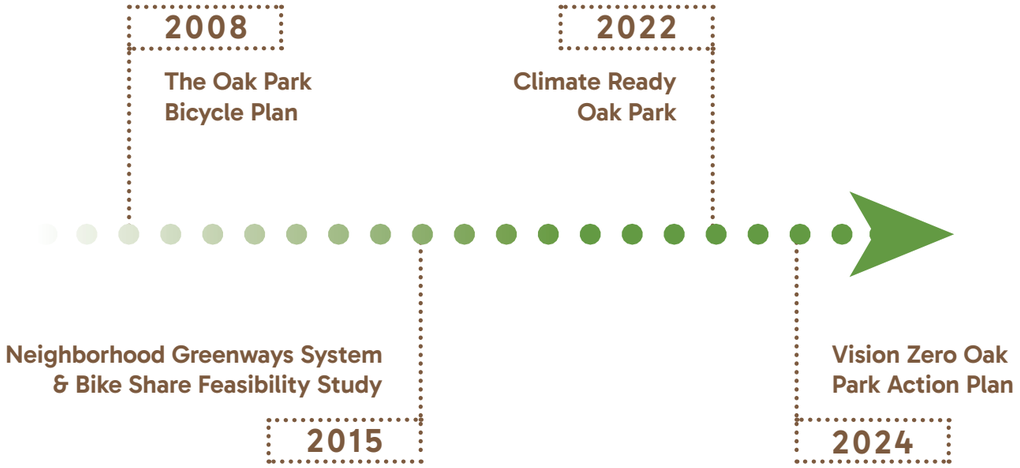
Final Report

Transportation Commission Engagement

EXISTING AND PAST PLANS REVIEW

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

OAK PARK PLAN OVERVIEW



VILLAGE OF OAK PARK PLANS

OAK PARK BICYCLE PLAN (2008)[1]

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

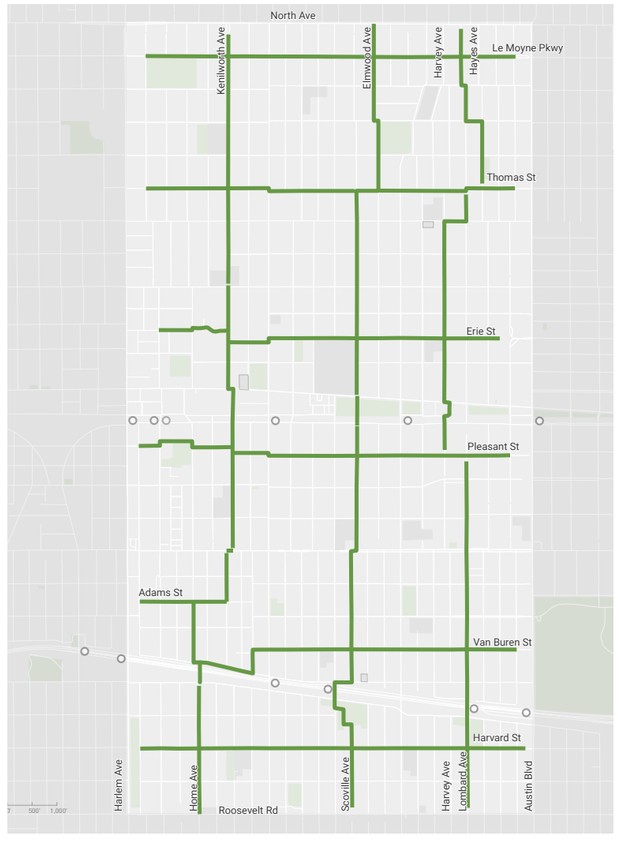
The plan also set forth programmatic and educational campaigns, such as Safe Routes to School and Bike to Work Day, that would raise awareness and promote greater bicyclist safety. The robust series of network recommendations helped further a vibrant, multimodal transportation environment and set the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

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

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

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

AT A GLANCE: PROPOSED NEIGHBORHOOD GREENWAYS



CLIMATE READY OAK PARK (2022)[3]

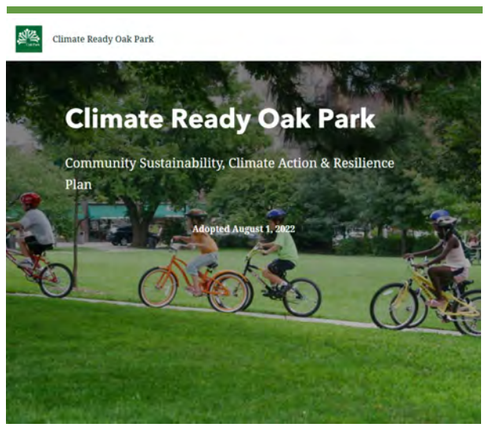
The Climate Ready Oak Park plan outlines a bold, long-term vision for achieving a net-zero greenhouse gas emissions community by 2050 while fostering resilience, equity, and environmental justice. Key commitments include reducing community-wide greenhouse gas emissions by 60% by 2030, achieving net-zero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

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

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

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

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



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

NEIGHBORING COMMUNITY PLANS

FOREST PARK ACTIVE TRANSPORTATION PLAN (2011)[5]

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

RIVER FOREST BICYCLE PLAN (2020)[6]

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

BERWYN ACTIVE TRANSPORTATION PLAN (2011)[7]

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

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

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

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

REGIONAL PLANS

COOK COUNTY BIKE PLAN (2023)[9]

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

CMAP ON TO 2050[10]

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

EXISTING PROGRAM REVIEW

TRAFFIC CALMING TOOLBOX

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

COMMUNITY EVENTS, EDUCATION, AND ADVOCACY

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

EXISTING POLICY REVIEW

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

SELECT MUNICIPAL CODES

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

CURRENT INFRASTRUCTURE CONDITIONS

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

EXISTING BICYCLE NETWORK

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

VEHICLE TRAFFIC VOLUMES

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

EMERGENCY ROUTING

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

ROAD JURISDICTION

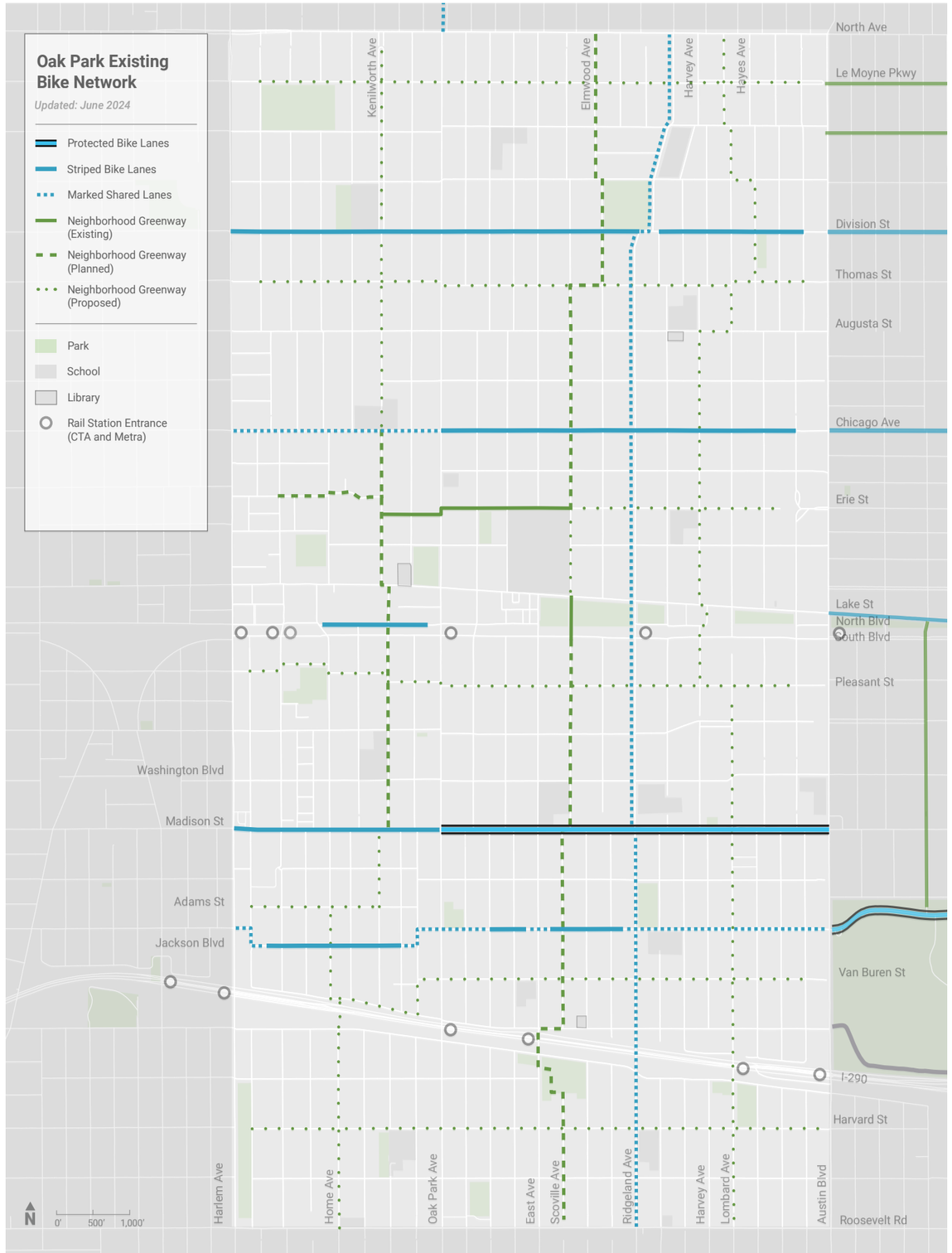
The majority of streets within Oak Park are owned by the Village, with the exception of state-owned roads (North Avenue, Harlem Avenue, parts of Ridgeland Avenue, Washington Boulevard, and Roosevelt Road) and the east side of Austin Boulevard (shared with the City of Chicago). The jurisdiction map visualizes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

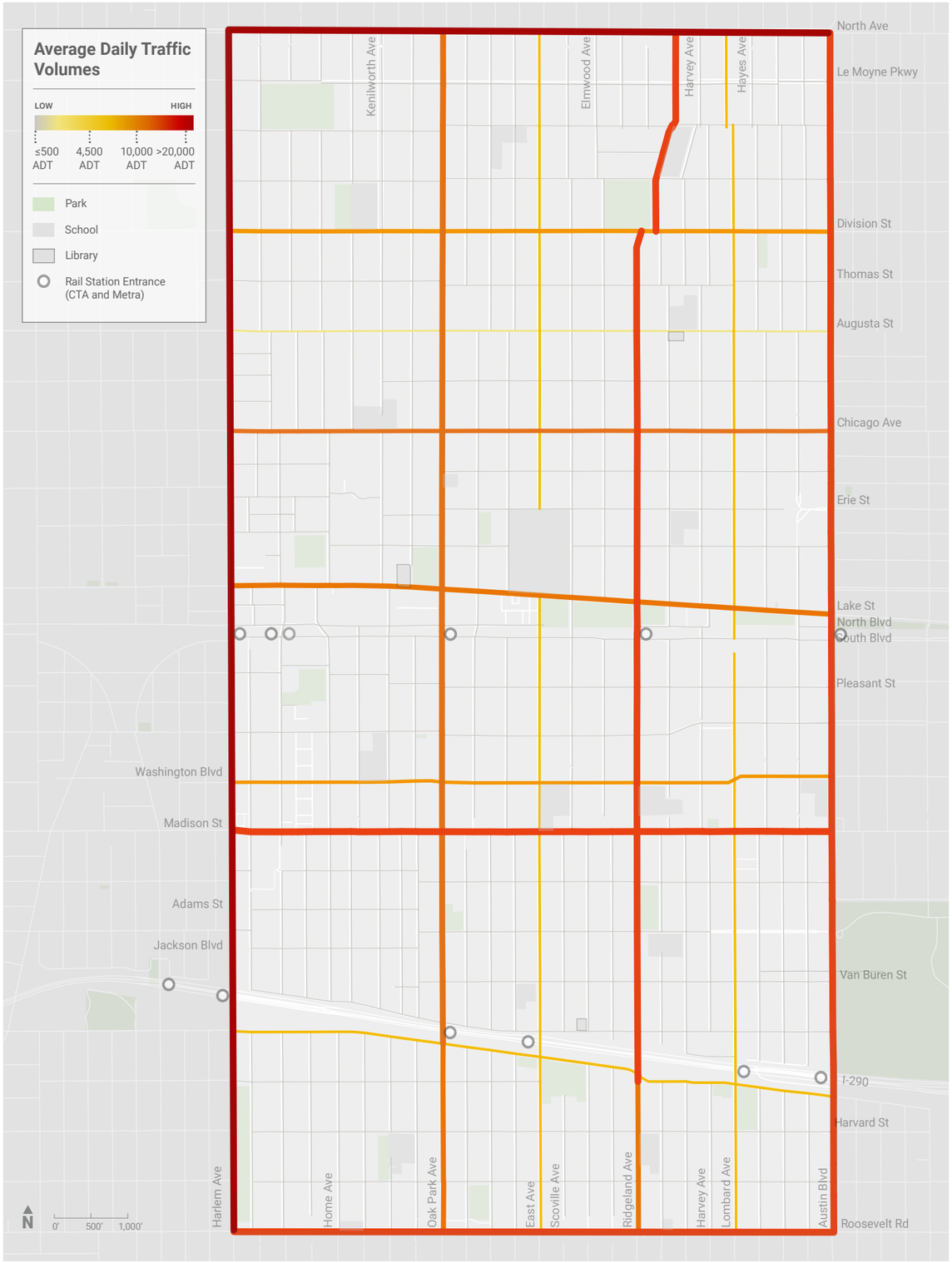
BIKE RACKS

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

Inverted U-rack

Circle rack




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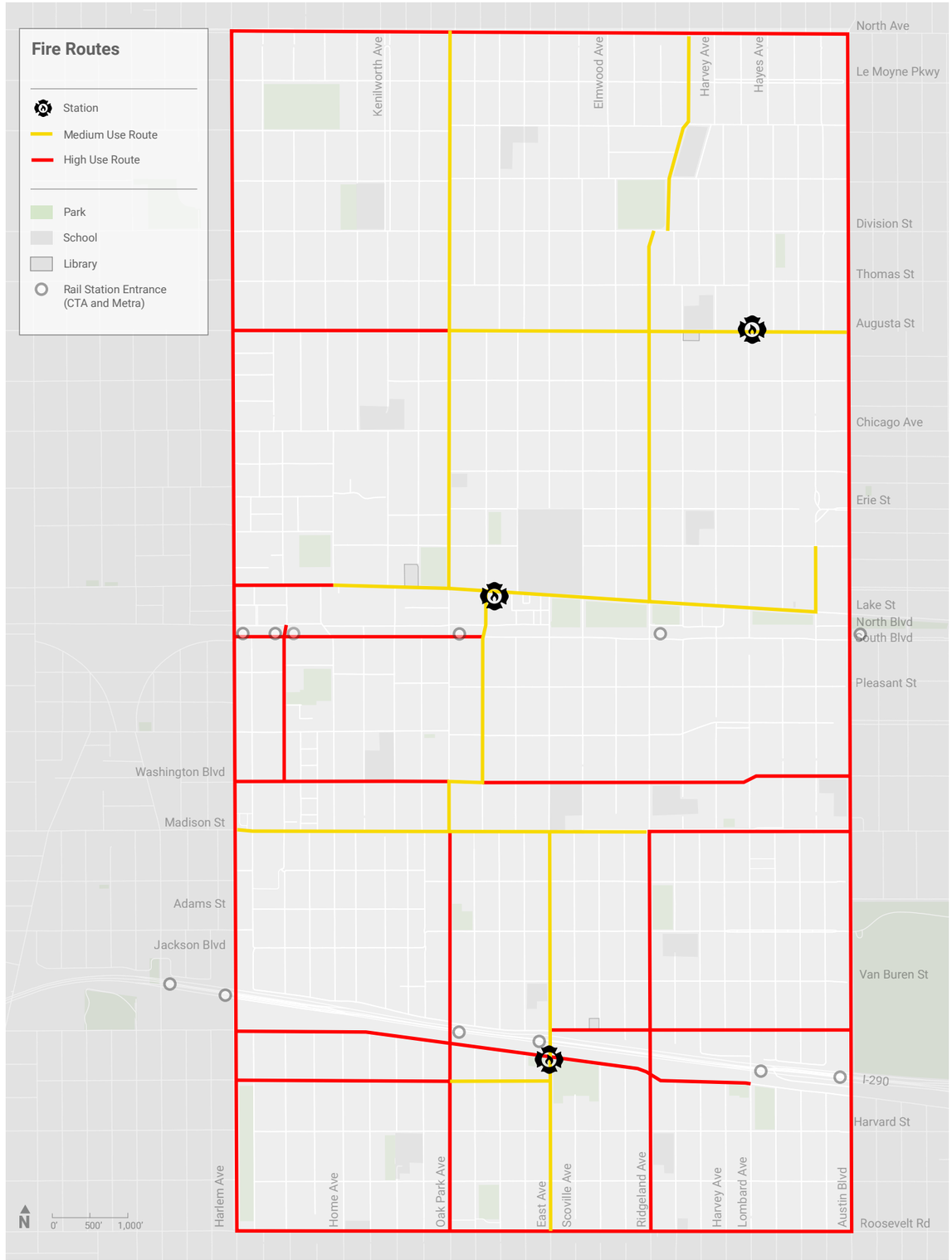
Fire Routes
Station
Medium Use Route
High Use Route
Park
School
Library
Rail Station Entrance (CTA and Metra)
Kenilworth Ave
Elmwood Ave
Harvey Ave
Hayes Ave
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
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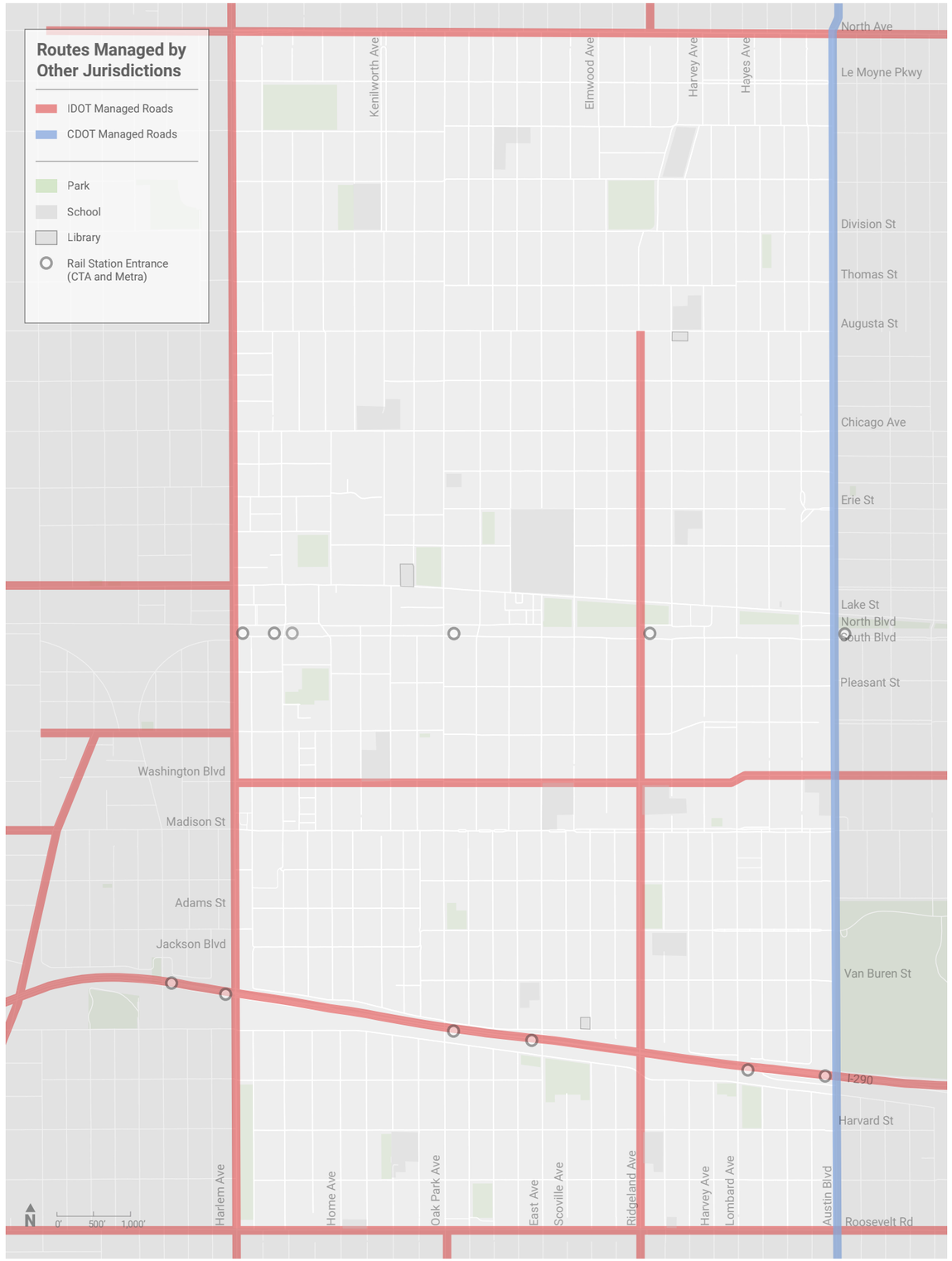
Routes Managed by Other Jurisdictions
IDOT Managed Roads
CDOT Managed Roads
Park
School
Library
Rail Station Entrance (CTA and Metra)
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
South Blvd
Pleasant St
Washington Blvd
Madison St
Adams St
Jackson Blvd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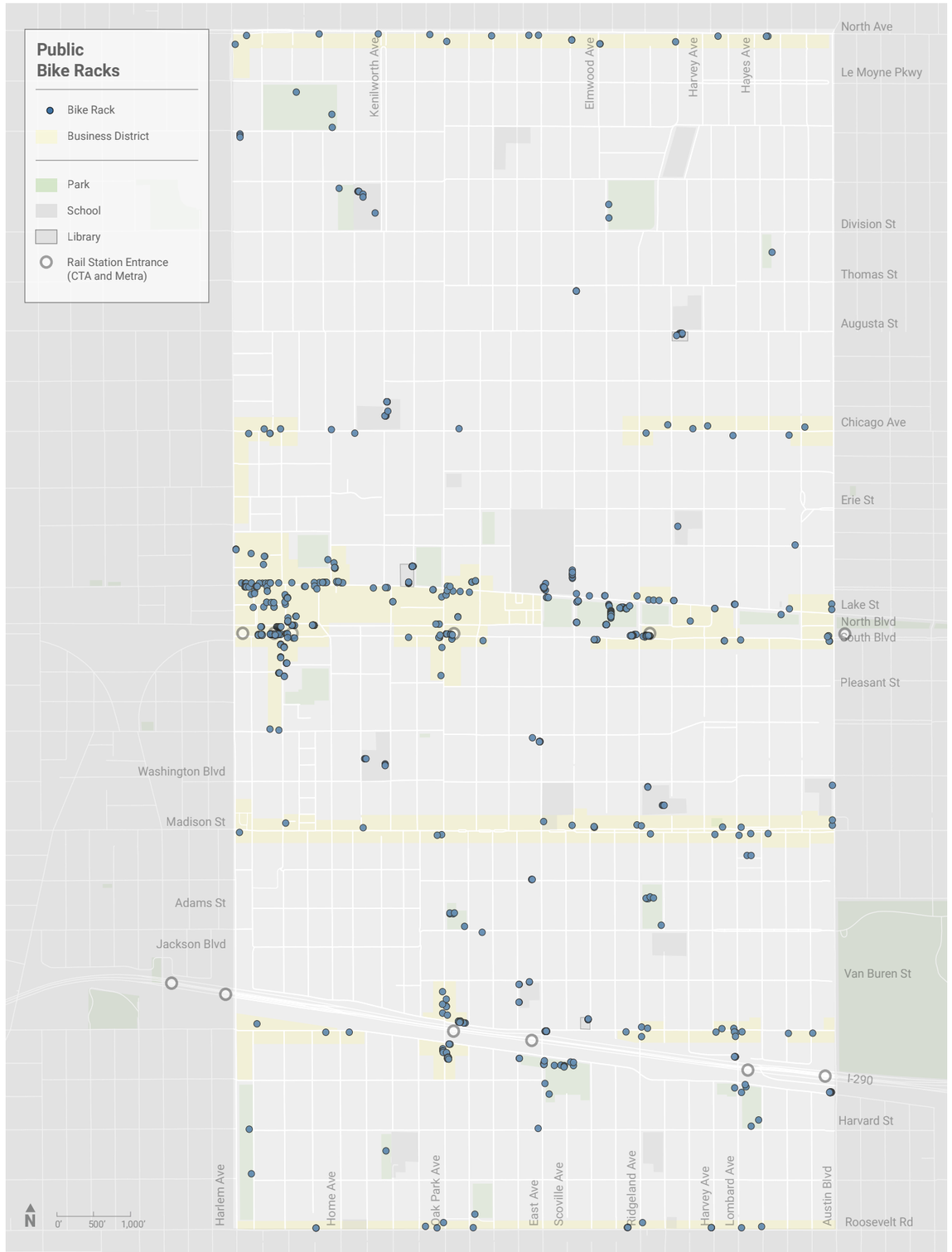
Public Bike Racks
Bike Rack
Business District
Park
School
Library
Rail Station Entrance (CTA and Metra)
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
South Blvd
Pleasant St
Washington Blvd
Madison St
Adams St
Jackson Blvd
Van Buren St
I-290
Harvard St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

CONCURRENT PLANNING EFFORTS

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

VISION ZERO SAFETY ACTION PLAN

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

WHAT THEY HEARD

> "I would never have biked on Madison Street [before the protected bike lane] but I do now.
>
> "Traffic calming in neighborhoods, targeting diverted rush hour traffic.

OTHER PLANNING EFFORTS

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

TRANSPORTATION COMMISSION

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

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

PUBLIC ENGAGEMENT

ONLINE ENGAGEMENT

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

Online engagement social media post

284 Survey respondents

95 Interactive map entries

WHAT WE HEARD

> "Protected bike lanes on busy streets and a truly connected network.
>
> "My 6 year old just asked if he could bike to middle school when he's old enough. I couldn't think of a good route for him to do it safely.

KEY FINDINGS

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

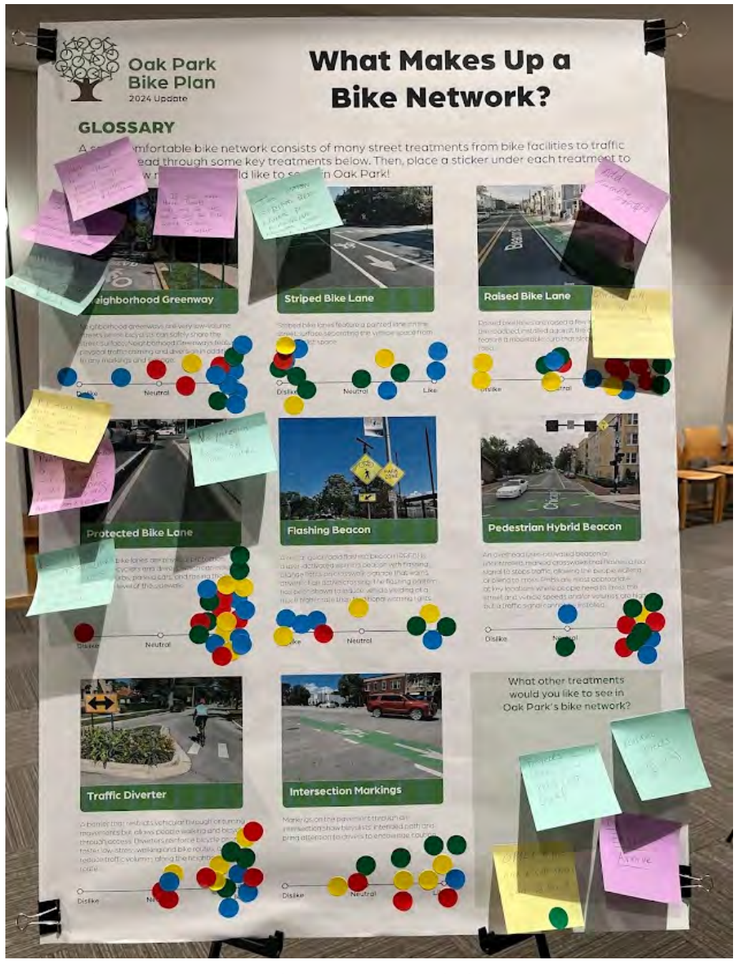
FOCUS GROUPS

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

COMMUNITY OPEN HOUSE

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

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



Community members shared feedback on bike facility treatments.

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

WHAT WE HEARD

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

ADDITIONAL STAKEHOLDER ENGAGEMENT

SCHOOL ENGAGEMENT

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

NEIGHBORING COMMUNITIES

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

4 | DESIGN STANDARDS & TOOLKIT

LEVEL OF TRAFFIC STRESS

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

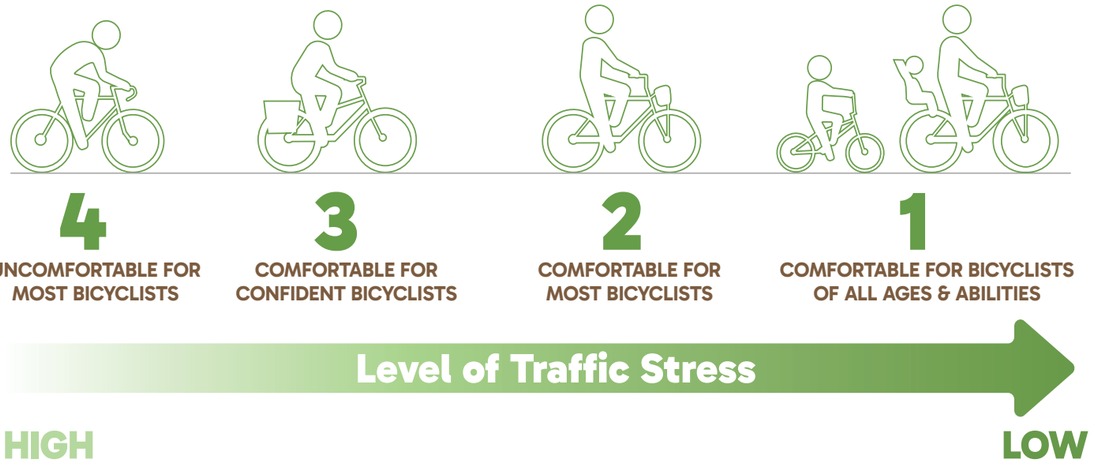
Creating a safe, comfortable, and low-stress bicycle network is necessary for fostering a bicycle environment that is friendly to people of all ages and abilities – including school-aged children bicycling to schools, parks, and around town. **Going forward, the Village will only plan for low- to lower-stress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

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

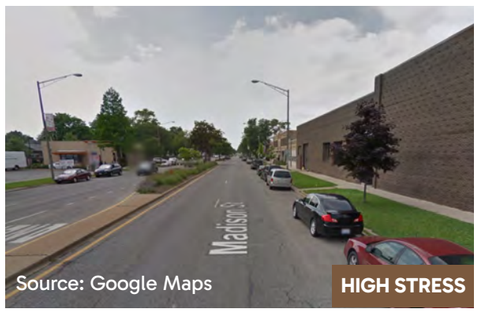
The stress level of a bikeway can be assessed through a 'level of traffic stress' (LTS) analysis, a quantitative approach that categorizes street segments based on factors such as speed limit, traffic volume, and the presence of a bicycle facility.[17] While this analysis does not fully capture the lived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

Neighborhood greenway on Erie Street.

LEVEL OF TRAFFIC STRESS CATEGORIES



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

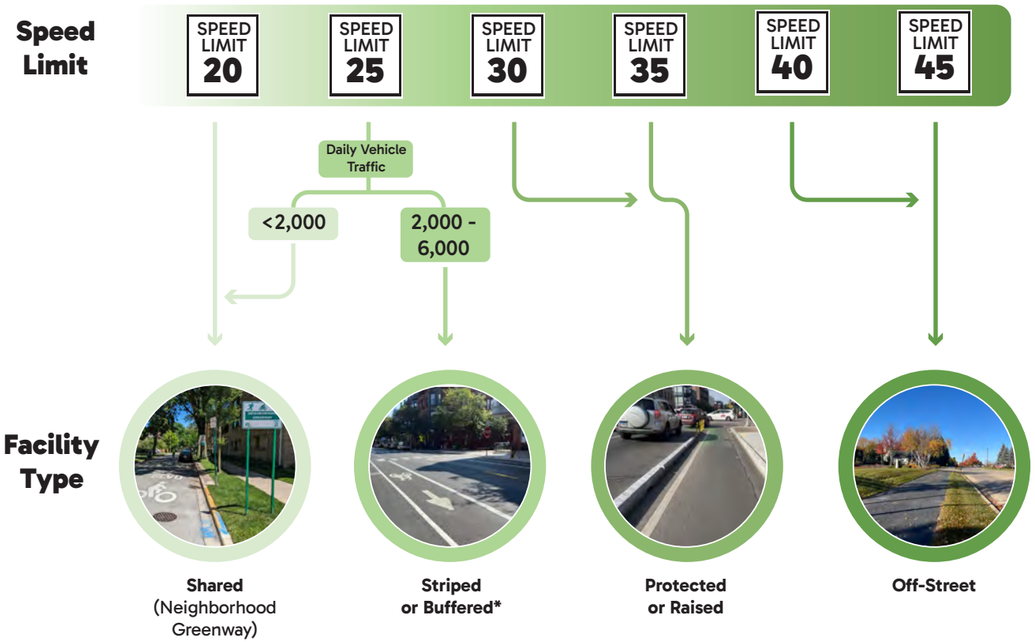


The images above show Madison Street before and after corridor improvements. To the left, the lack of a bicycle facility, 30 MPH speed limit, and number of travel lanes equated to a high level of traffic stress for people bicycling prior to improvements. To the right is a lower stress facility with fewer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

BIKEWAY TYPOLOGIES

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

MINIMUM ACCOMMODATIONS OF BIKEWAY BY SPEED LIMIT



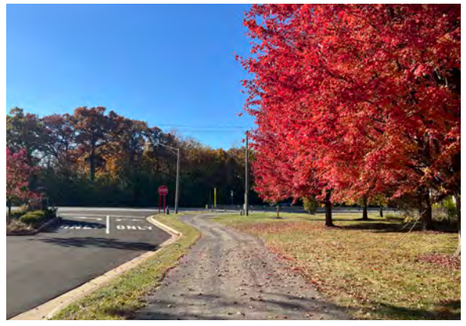
* Buffer recommended for daily vehicle traffic between 3,000 and 6,000

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

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

OFF-STREET TRAILS

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



STANDARDS & GUIDANCE[20]

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

CONSIDERATIONS

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

PROTECTED BIKE LANES

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

STANDARDS & GUIDANCE[22]

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

CONSIDERATIONS

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

PROTECTED BIKE LANES (CONTINUED)

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

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

CONSIDERATIONS (CONTINUED)

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

SIDEWALK-LEVEL FACILITY

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

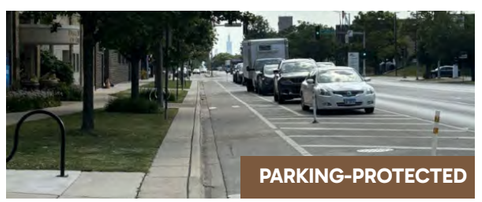
CURB-PROTECTED FACILITY

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

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

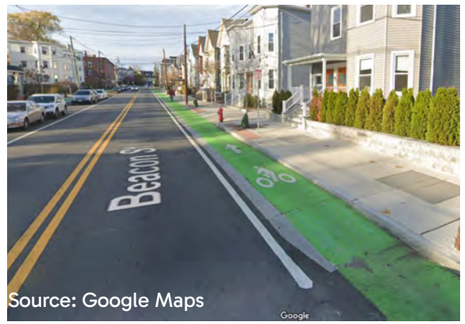
PARKING-PROTECTED FACILITY

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



RAISED BIKE LANES

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



STANDARDS & GUIDANCE[25]

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

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

CONSIDERATIONS

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

Two-stage turn box in Chicago, IL.

NEIGHBORHOOD GREENWAY

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

STANDARDS & GUIDANCE

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

CONSIDERATIONS

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

CONTRA-FLOW LANE

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

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

Contra-flow bike lane signage in Chicago, IL.

STRIPED BIKE LANES

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

STANDARDS & GUIDANCE[26]

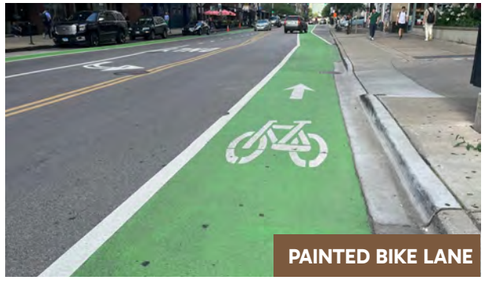
- **Minimum width:** 5 feet

CONSIDERATIONS

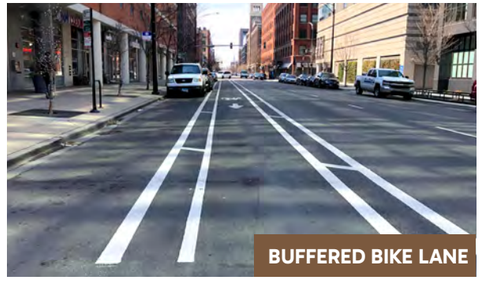
- Green (methyl-methacrylate, MMA) paint can be used to draw additional attention to the bicycle lane or specific conflict points (e.g., intersection approaches, bus stops, crosswalks, driveways).
- If space is available, marking a buffer can increase comfort for people bicycling.
- If space is limited,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

ADVISORY BIKE LANE

STRIPED BIKE LANE



PAINTED BIKE LANE



BUFFERED BIKE LANE

MARKED SHARED LANES

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

STANDARDS & GUIDANCE

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

CONSIDERATIONS

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

TRAFFIC DIVERSION

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

TRAFFIC DIVERTERS

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

FULL DIVERTERS

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

BENEFITS

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

CONSIDERATIONS

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

DIAGONAL DIVERTERS

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

BENEFITS

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

CONSIDERATIONS

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

MEDIAN BARRIERS DIVERTERS

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

BENEFITS

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

CONSIDERATIONS

- Increases travel distances for some trips.

PARTIAL OR PERMEABLE DIVERTERS

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

BENEFITS

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

CONSIDERATIONS

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

CUL-DE-SAC

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

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

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

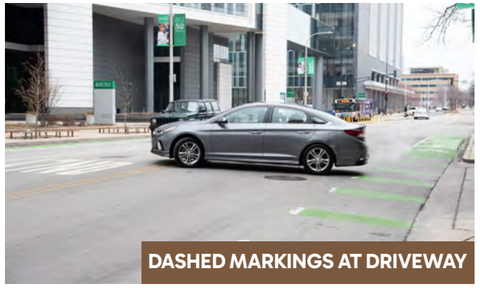
CONFLICT MARKINGS

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

SOLID MARKING AT INTERSECTION

DASHED MARKING AT INTERSECTION

DASHED MARKINGS AT ALLEY



DASHED MARKINGS AT DRIVEWAY

MAINTENANCE CONSIDERATIONS

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

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

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

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

SNOW REMOVAL

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

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

POLICY CONSIDERATIONS

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

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

POLICY AMENDMENTS

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

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

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

BIKE PARKING POLICY

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

SCHOOL POLICY & PROGRAMMING

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

Bike parking at OPRFHS.

5 | PROPOSED NETWORK UPDATES

PROCESS FOR IDENTIFYING NETWORK UPDATES

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

NETWORK DEVELOPMENT PROCESS

OVERALL NETWORK MAPS

SHORT-TERM CONCEPTS

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

MID-TERM CONCEPTS

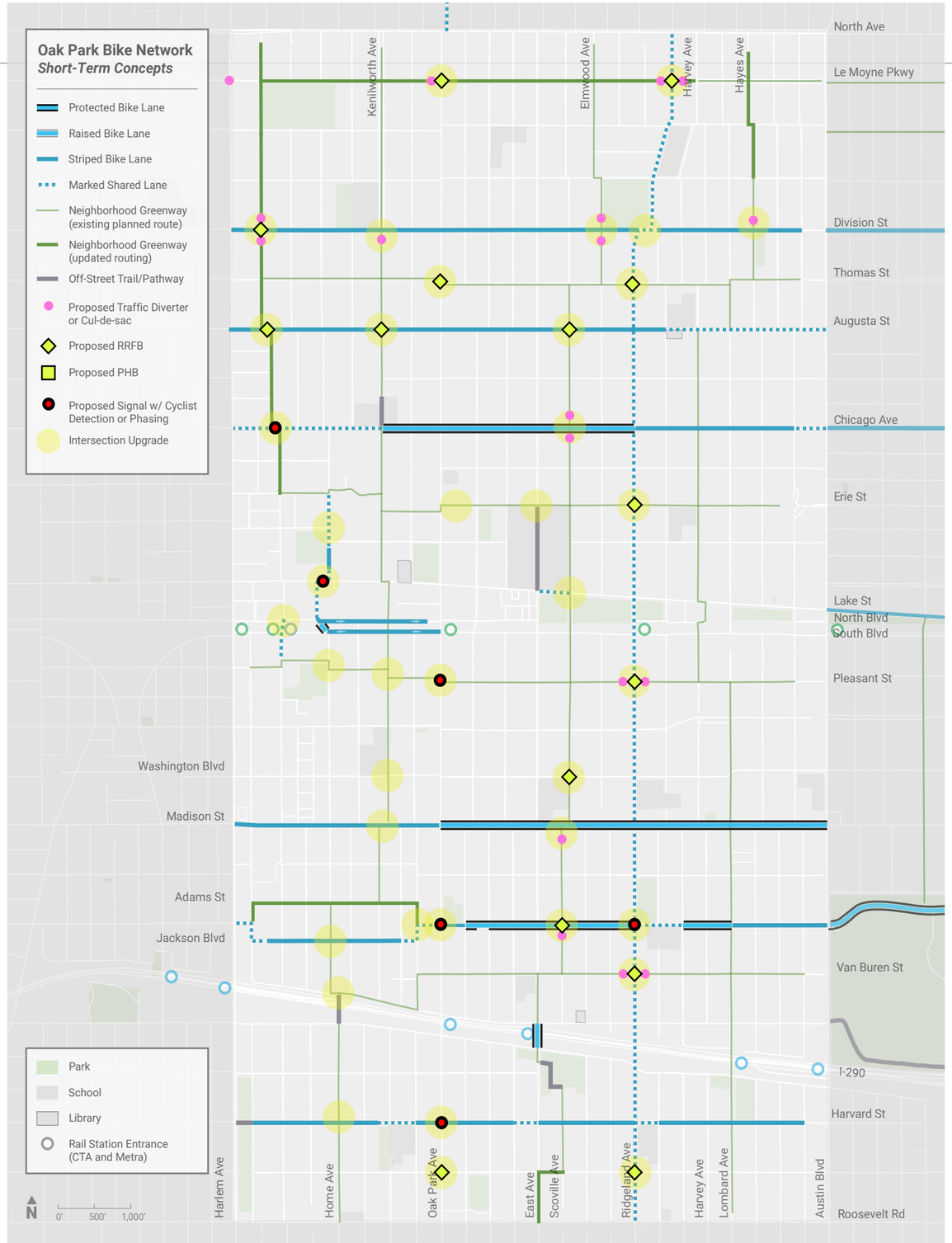
These include ideas that initial analysis has deemed feasible but will take more conversation and analysis. These concepts will build off the success of short-term projects, which aim to drive additional bicycling demand. They upgrade short-term infrastructure to higher levels of comfort, fill gaps,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

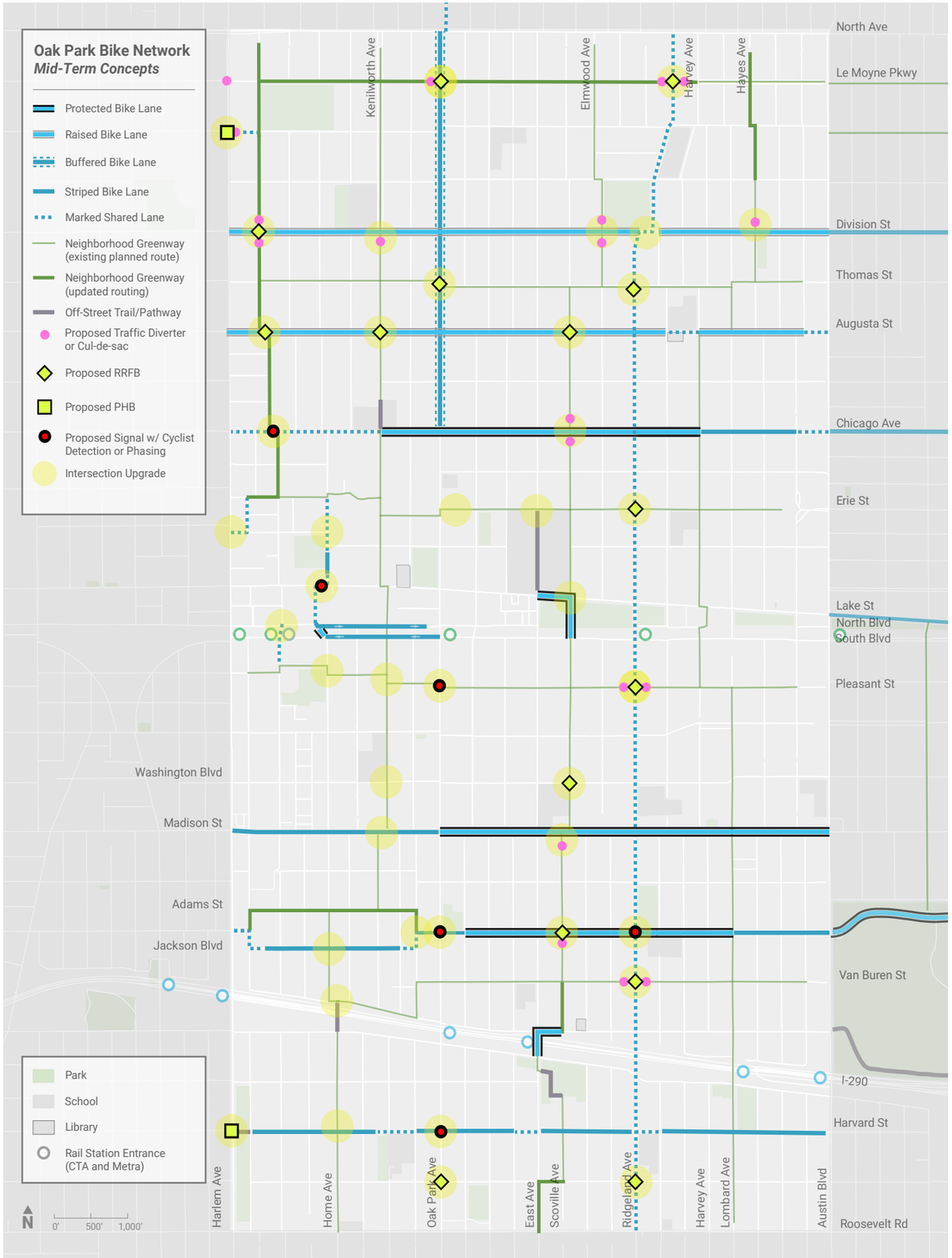
Future engagement and review of the mid-term concepts will be completed in part of individual corridor project designs or as part of a future update to the Bike Plan.

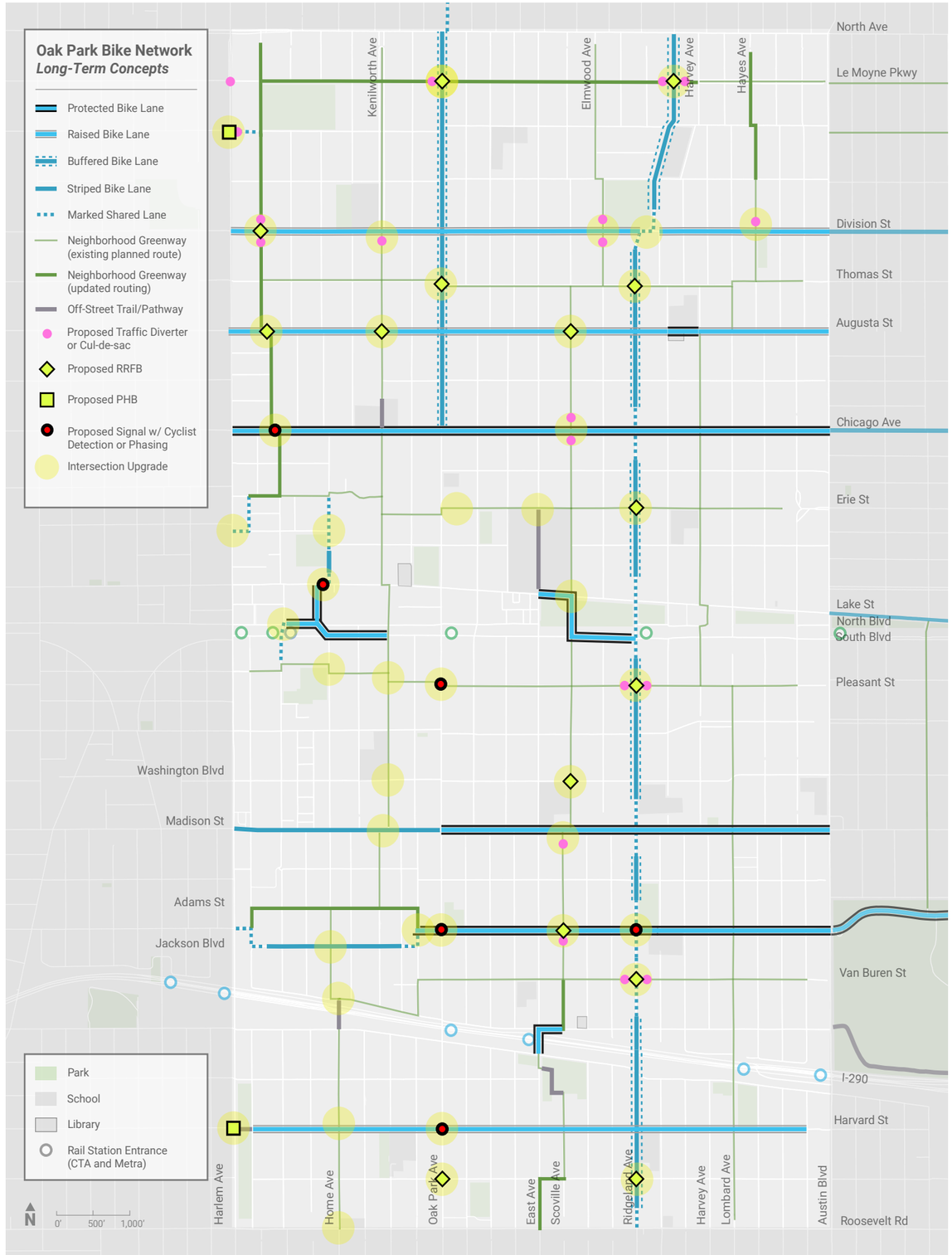
LONG-TERM CONCEPTS

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

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




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

PROPOSED NETWORK AND INFRASTRUCTURE UPDATES

LE MOYNE PARKWAY

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

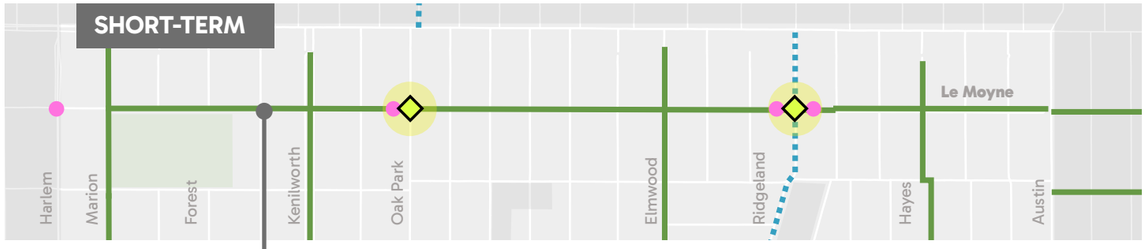
OVERVIEW

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

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

N

SHORT-TERM



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

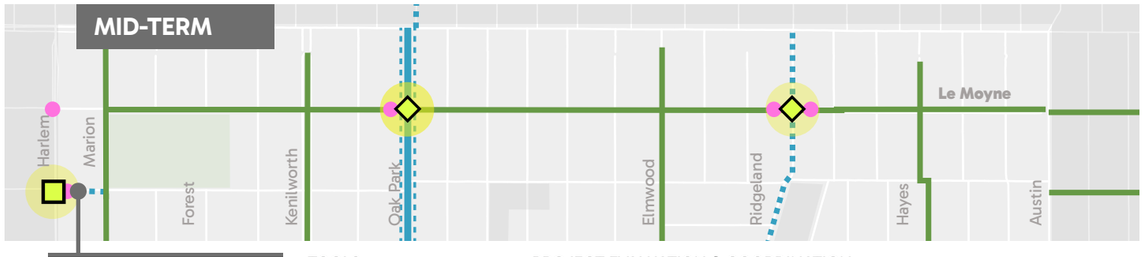
TOOLS

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

FLASHING BEACON — Oak Park Avenue, Ridgeland Avenue

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

MID-TERM



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

TOOLS

PEDESTRIAN BEACON — Greenfield Street

PROJECT EVALUATION & COORDINATION

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

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

DIVISION STREET

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

OVERVIEW

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

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

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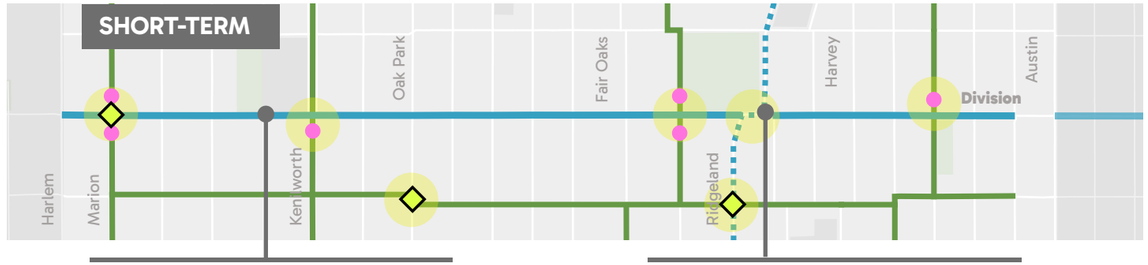
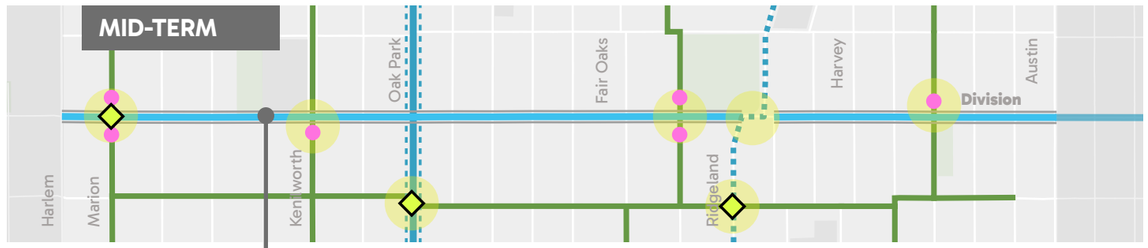
SHORT-TERM



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

Implement safety and functionality upgrades at Ridgeland Avenue intersection

MID-TERM



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

PROPOSED NETWORK UPDATES

AUGUSTA STREET

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

OVERVIEW

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

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

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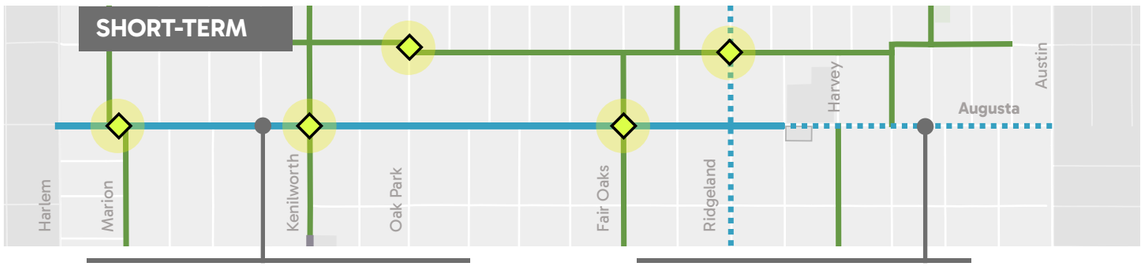
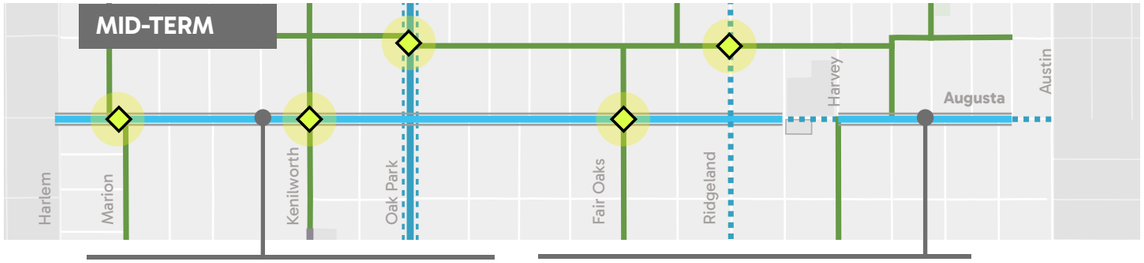


Remove parking between Harlem Avenue and Cuyler Avenue and install **Striped Bike Lanes**

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



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

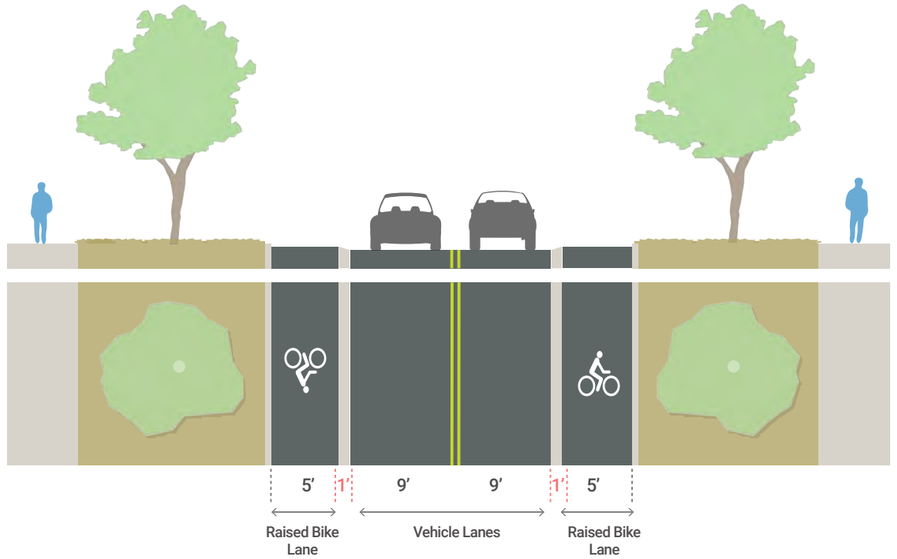
Upgrade Marked Shared Lanes between Harvey Avenue and Humphrey Avenue to **Raised Bike Lanes**

PROJECT COORDINATION

WORK & COLLAB

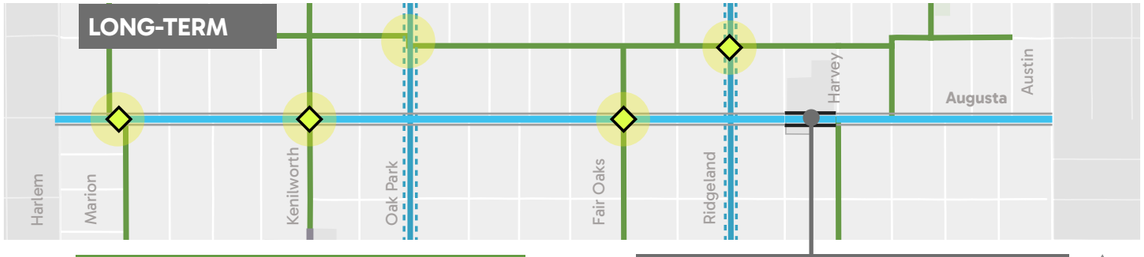
Work with the **Village of River Forest** to identify best routing options west of Harlem Avenue
Work with the **City of Chicago** to identify best routing options east of Harlem Avenue
Work with **IDOT** to upgrade striping, signals, and/or curb cuts

AUGUSTA STREET CROSS SECTION | MID-TERM



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

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



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

PROJECT COORDINATION

WORK & COLLAB

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

N

A sidewalk level protected bike lane in Boston, MA.

PROPOSED NETWORK UPDATES

CHICAGO AVENUE

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

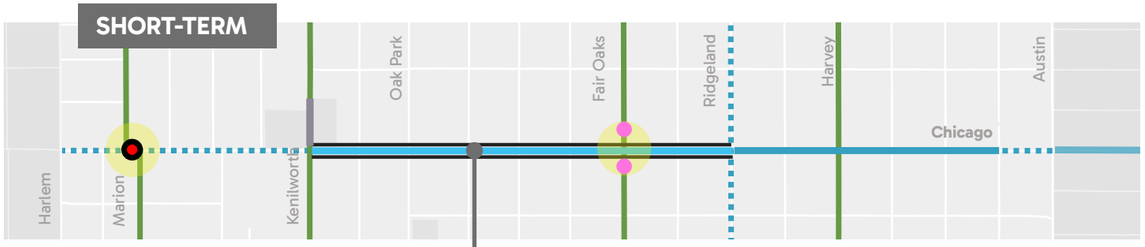
OVERVIEW

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

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

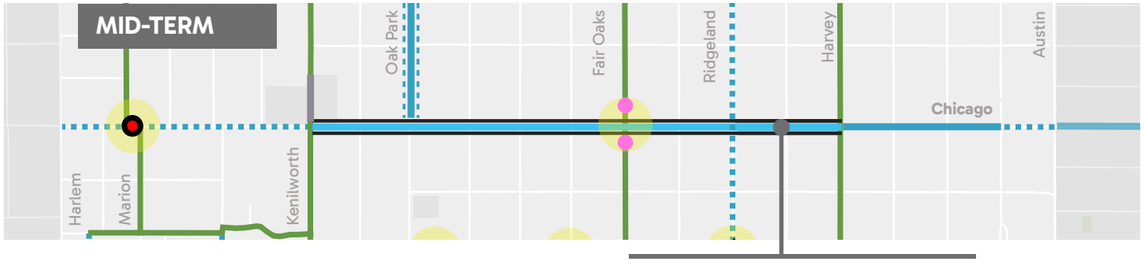
N

SHORT-TERM



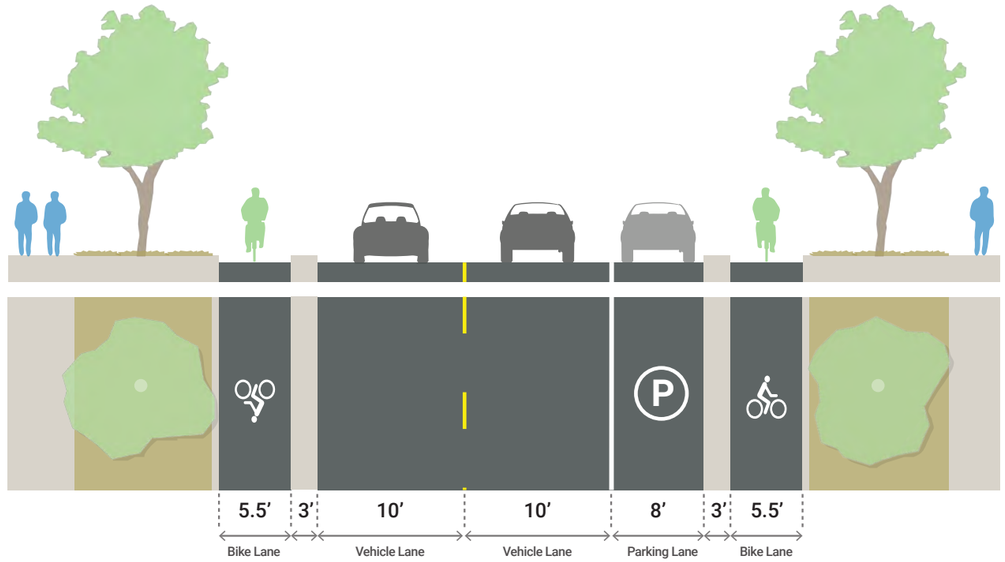
Remove parking on one side of the street between Kenilworth Avenue and Ridgeland Avenue and install **Protected Bike Lanes**

MID-TERM



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

CHICAGO AVENUE CROSS SECTION | SHORT-TERM



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

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

LONG-TERM

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

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

N

THOMAS STREET

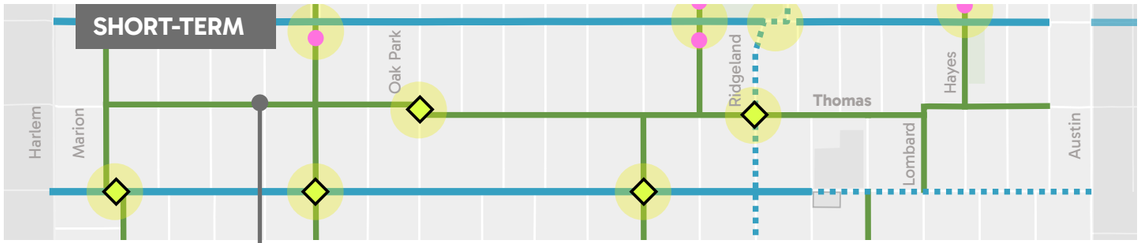
Thomas Street provides a calm east-west corridor sitting between the busier Division Street and Augusta Street. Whittier Elementary School has a sidewalk connection to Thomas Street through the Greenleaf Garden. The route follows the Neighborhood Greenways System Study recommendations, with proposed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

OVERVIEW

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

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

N



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

TOOLS

FLASHING BEACON — Oak Park Avenue, Ridgeland Avenue

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

ERIE STREET

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

OVERVIEW

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

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

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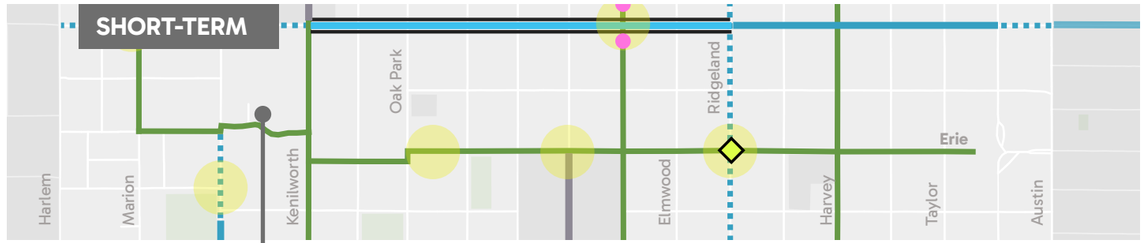
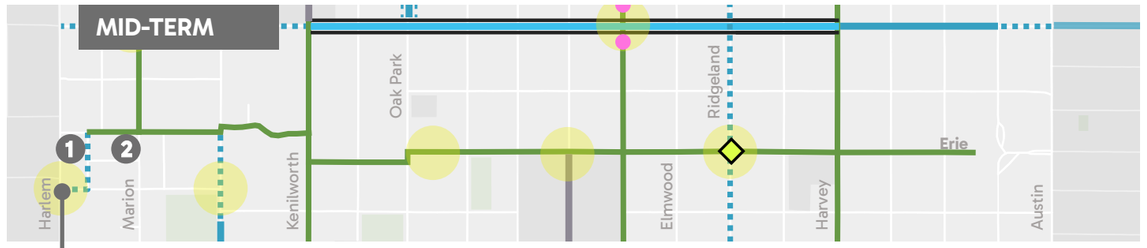


Complete **Neighborhood Greenway** between Marion Street and Taylor Avenue

TOOLS

FLASHING BEACON — Ridgeland Avenue

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



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

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

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

PROJECT COORDINATION

WORK & COLLAB

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

PROPOSED NETWORK UPDATES

DOWNTOWN ACCESS

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

OVERVIEW

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

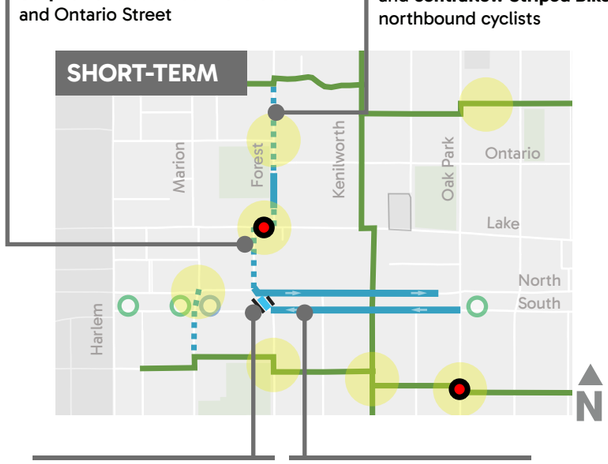
PROTECTED BIKE LANE | RAISED BIKE LANE | BUFFERED BIKE LANE | STRIPED BIKE LANE | NEIGHBORHOOD GREENWAY | MARKED SHARED LANE | TRAFFIC DIVERTER | FLASHING BEACON | SIGNAL UPGRADES

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

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

TOOLS

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



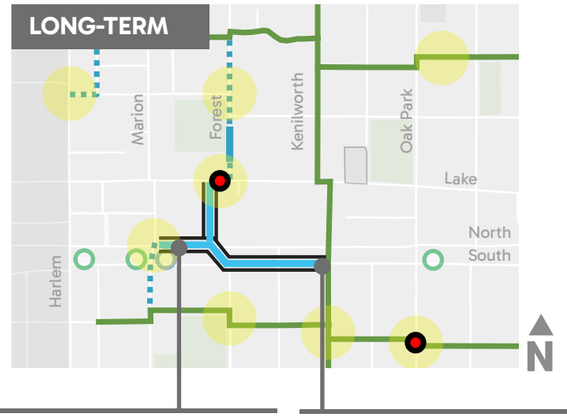
Connect North/South Boulevards facilities with **Protected Bike Lanes** under Home Avenue viaduct

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

ADDITIONAL

LIGHTING — Improve lighting under Home Ave viaduct

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

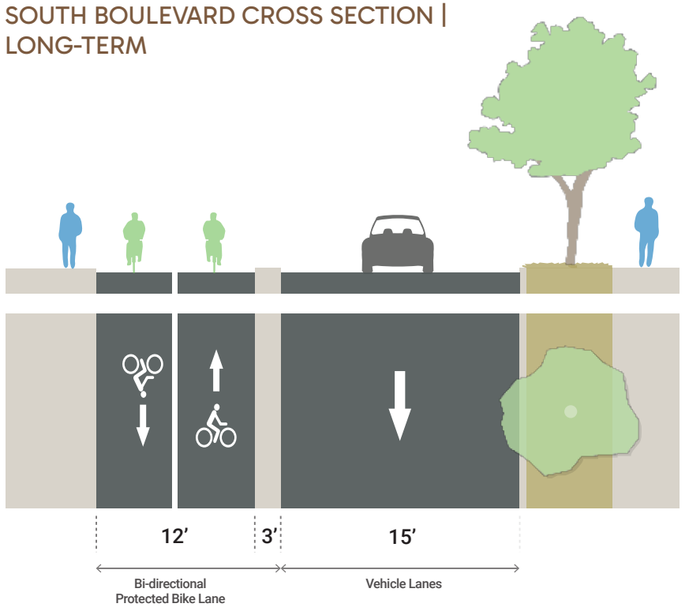


Install bi-directional **Protected Bike Lanes** on North Boulevard between Home Avenue and Marion Street by converting portion of existing parking lot to enhanced downtown and transit active transportation mobility hub + public space

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

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

SOUTH BOULEVARD CROSS SECTION | LONG-TERM



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

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

PROPOSED NETWORK UPDATES

OAK PARK RIVER FOREST HIGH SCHOOL ACCESS

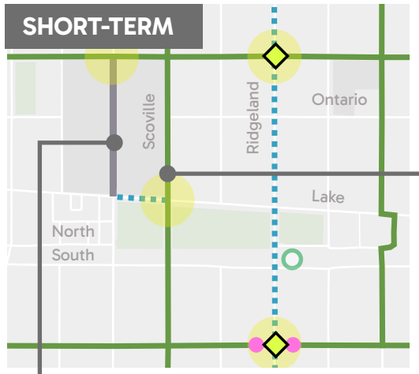
Oak Park River Forest High School (OPRFHS) is a high traffic generator near downtown Oak Park. During drop-off and pick-up hours, OPRFHS not only brings vehicles towards the campus, but also many pedestrians and bicyclists. OPRFHS staff shared that Scoville Avenue is the preferred bicycle route for students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

OVERVIEW

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

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

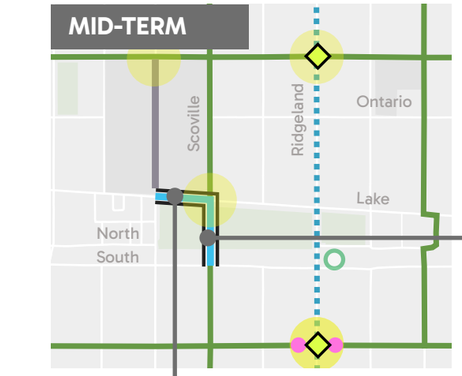
SHORT-TERM



Maintain **Neighborhood Greenway** through Scoville Avenue past high school

Formalize pathway between high school and athletic fields as **Shared Pathway** for pedestrians and bicyclists

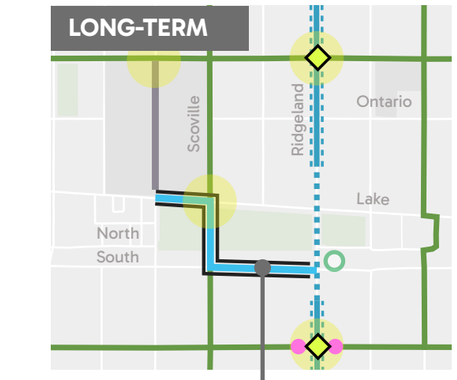
MID-TERM



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

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

LONG-TERM



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

PLEASANT STREET

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

OVERVIEW

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

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

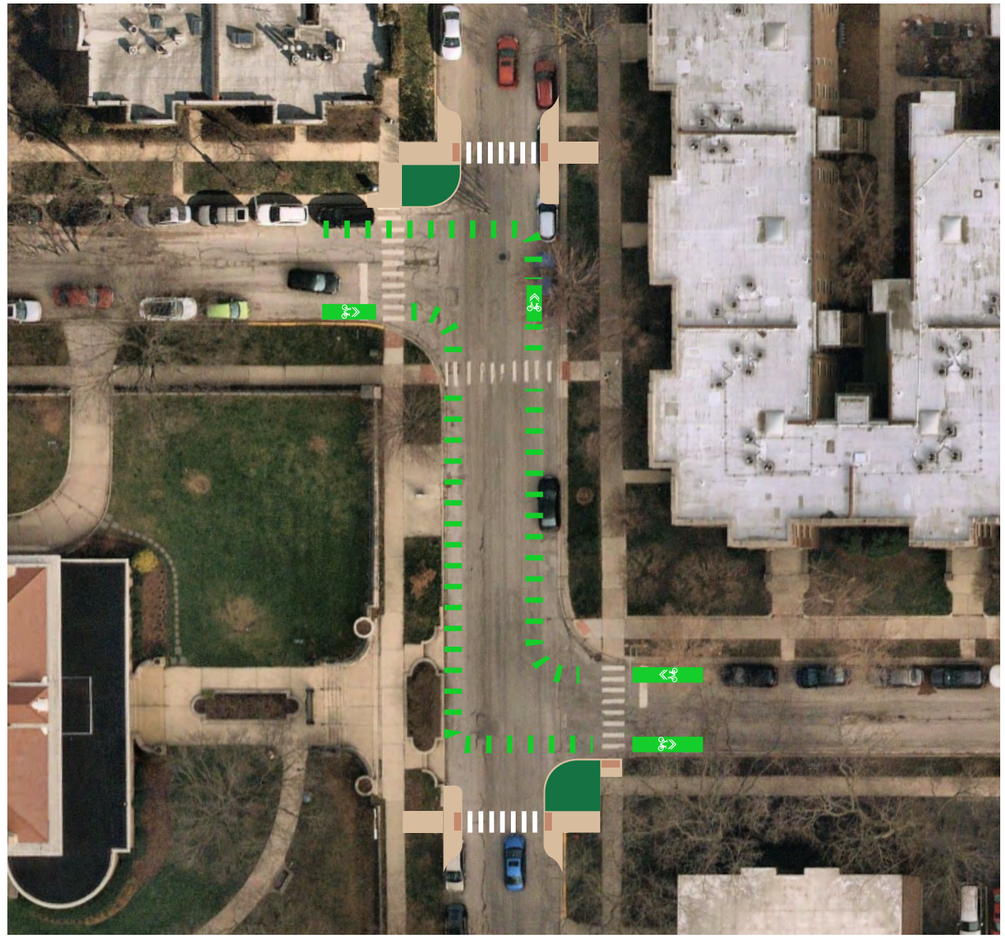
TOOLS

- TRAFFIC DIVERTER — East of Oak Park Avenue, West of Ridgeland Avenue
- SPEED TABLE — Install periodically, with center gap for bicyclist path of travel
- FLASHING BEACON — Ridgeland Avenue

ADDITIONAL

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

PLEASANT STREET AT HOME AVENUE



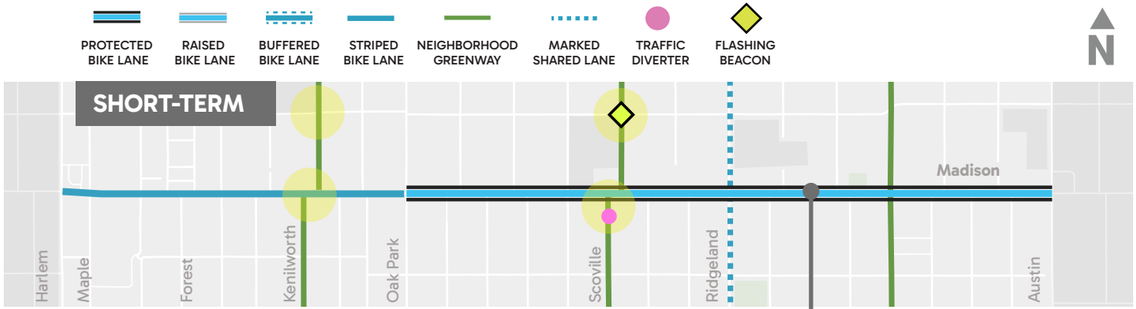
- Allows for high-quality pedestrian crossing improvements as well
- Could add raised crosswalks to further improve vehicle yielding

MADISON STREET

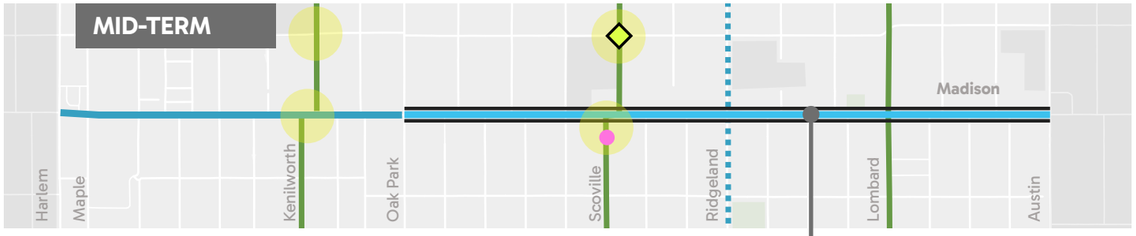
Madison Street has buffer bike lanes or parking-protected bike lanes from Austin Boulevard to Oak Park Avenue. Short- and mid-term recommendations work to bolster the existing bike lanes and intersection crossings.

OVERVIEW

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



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



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

Example of pre-cast concrete curbs

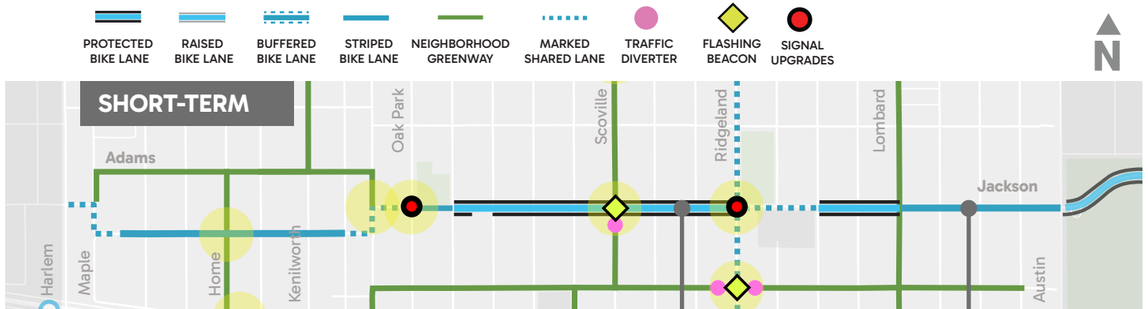
Example of a protected intersection.

JACKSON BOULEVARD

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

OVERVIEW

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



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

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

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

ADDITIONAL

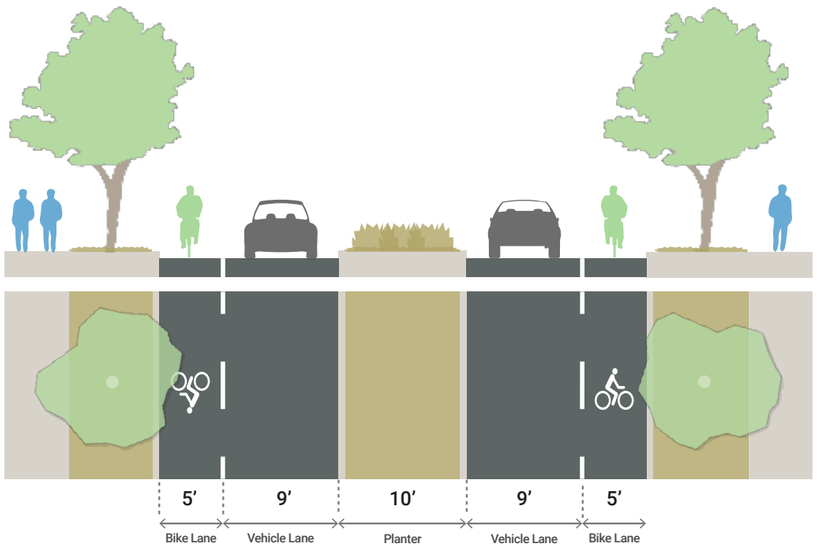
SIGNAL UPGRADES

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

PROPOSED NETWORK UPDATES

JACKSON BOULEVARD (CONTINUED)

JACKSON BOULEVARD CROSS SECTION | SHORT TERM OPTION 1

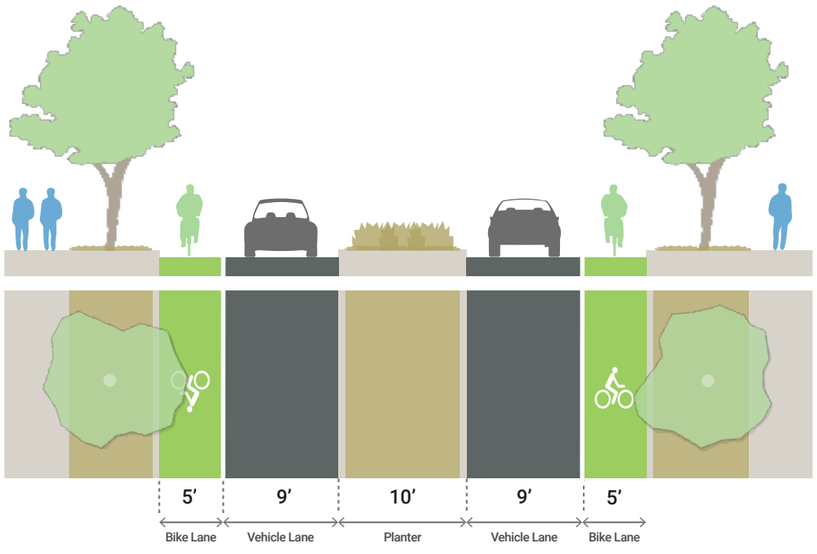


Install **Striped Bike Lanes** between Lombard Avenue and Austin Boulevard

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

Larger vehicles allowed to take the full lane.

JACKSON BOULEVARD CROSS SECTION | SHORT TERM OPTION 2

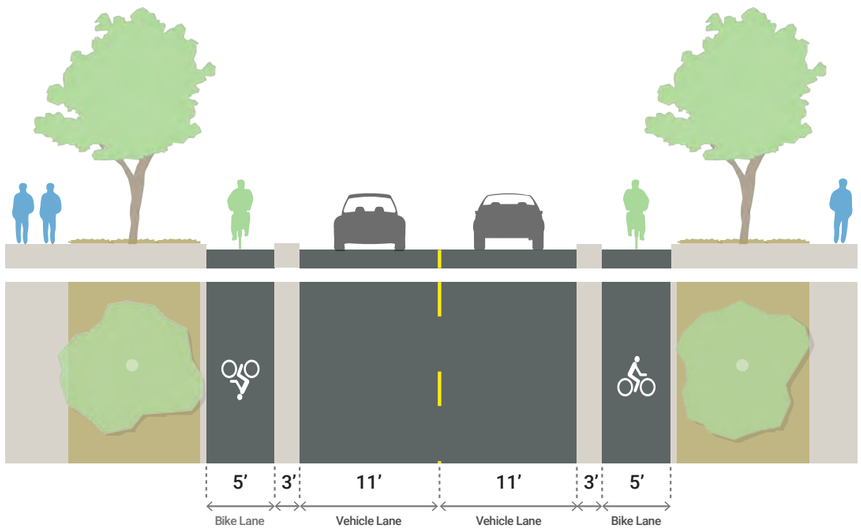


OPTION 2
PAINTED STRIPED LANES
Painted lanes clearly emphasize cyclist space.

Vehicle lanes narrowed, encouraging slower speeds.

Largest vehicles may need to still infringe on bike lanes.

JACKSON BOULEVARD CROSS SECTION | SHORT TERM



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

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

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

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

PROPOSED NETWORK UPDATES

JACKSON BOULEVARD (CONTINUED)

JACKSON BOULEVARD AT GROVE AVENUE

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

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

Enhance existing shared lane markings with green MMA behinds sharrow.

Could explore automatic cyclist detection that would trigger warning lights.

Assess if plantings cause visibility issues.

Opportunities for signage emphasizing to watch for bicyclists.

JACKSON BOULEVARD AT MAPLE AVENUE

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

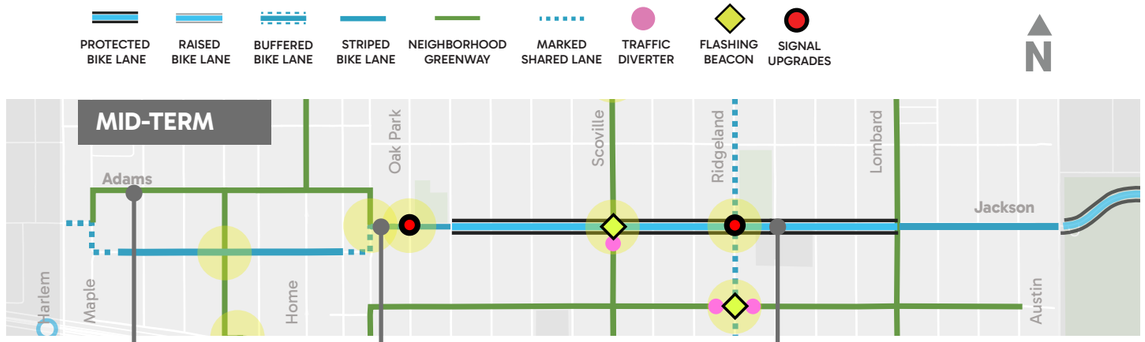
36 foot right-of-way through most of Maple Avenue;

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

Utilize green MMA to guide bicyclists through curve.

At curb extensions, follow markings currently used

JACKSON BOULEVARD (CONTINUED)



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

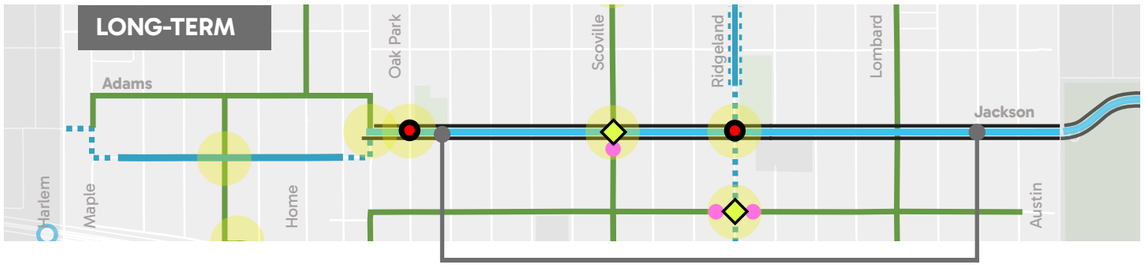
Reconfigure intersection of Grove Avenue and Jackson Boulevard to accommodate cyclist transition to and from Adams/Jackson

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

PROJECT COORDINATION

WORK & COLLAB

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



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

VAN BUREN STREET

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

OVERVIEW

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

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

TOOLS

TRAFFIC DIVERTER — Rigeland Avenue

FLASHING BEACON — Rigeland Avenue

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

PROPOSED NETWORK UPDATES

HARVARD STREET

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

OVERVIEW

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

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

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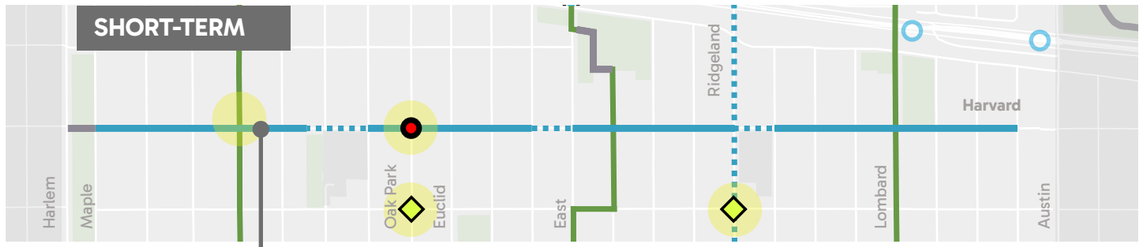
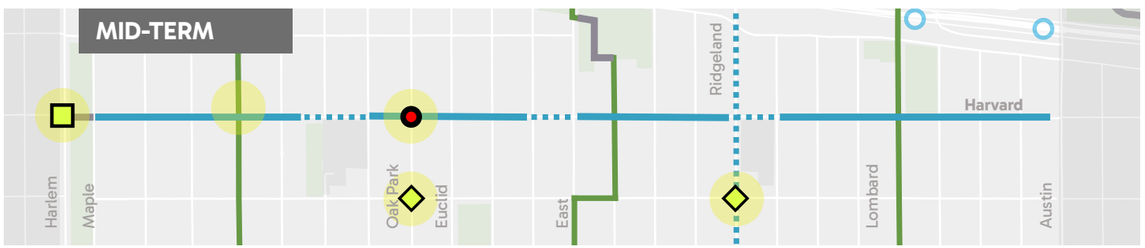


Remove parking and install **Striped Bike Lanes** on Harvard Street between Maple Avenue and Humphrey Avenue – with exception of corridor segments in front of schools, where **Marked Shared Lanes** will be installed

TOOLS

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

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



TOOLS

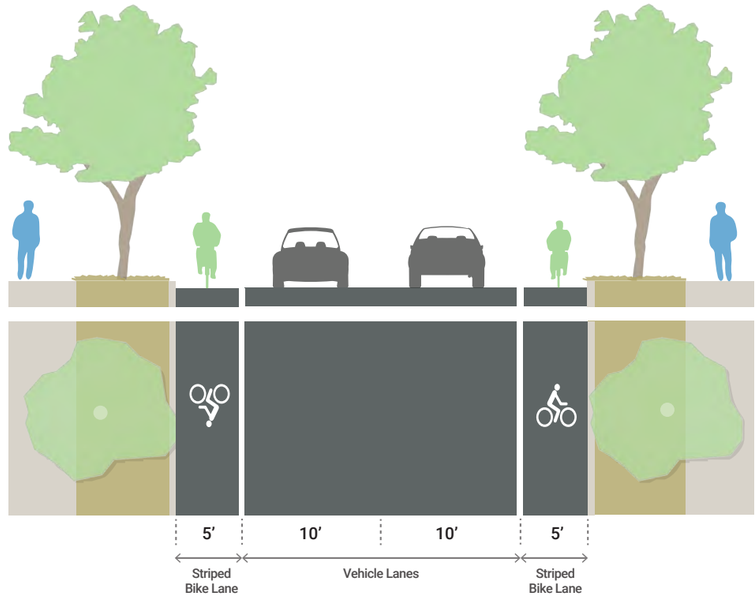
PEDESTRIAN BEACON — Install new bicycle and pedestrian crossing and pedestrian hybrid beacon signal at Harlem Avenue

PROJECT COORDINATION & EVALUATION

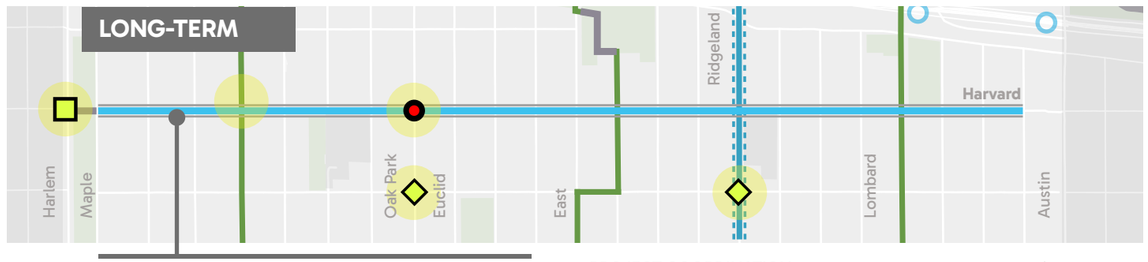
EVALUATE — Evaluate opportunity and feasibility of one-way pair vehicular and bicycle traffic on Harvard Street and Fillmore Street

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

HARVARD STREET CROSS SECTION | SHORT-TERM



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



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

PROJECT COORDINATION

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

N

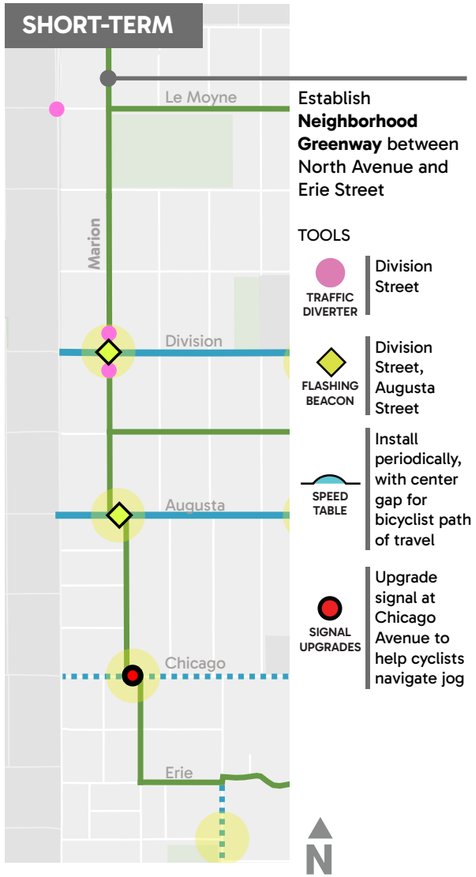
MARION STREET

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

OVERVIEW

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

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



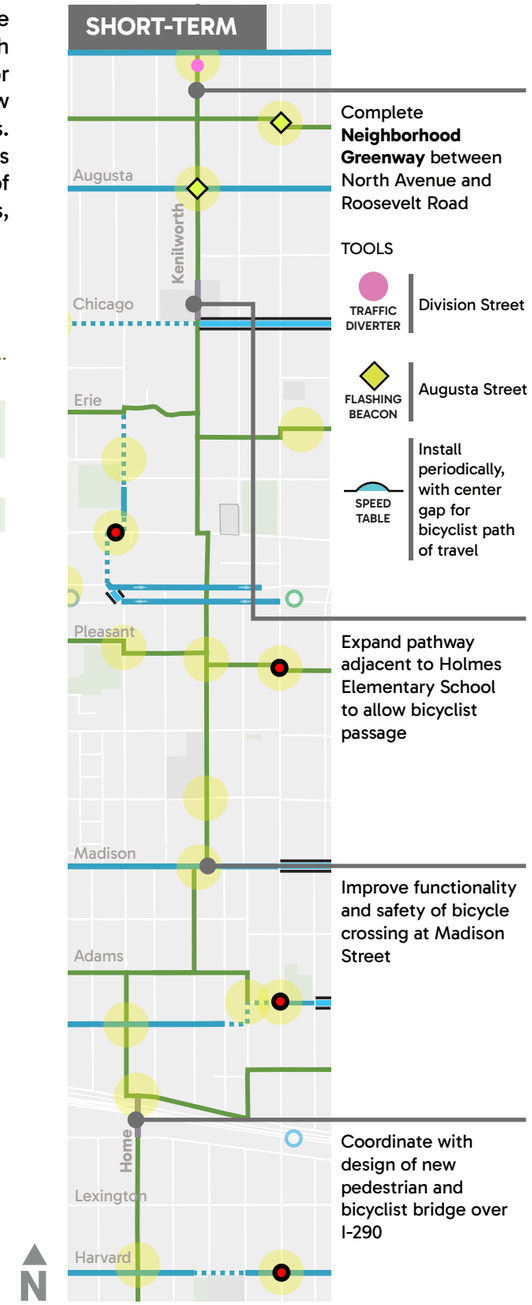
KENILWORTH AVENUE / HOME AVENUE

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

OVERVIEW

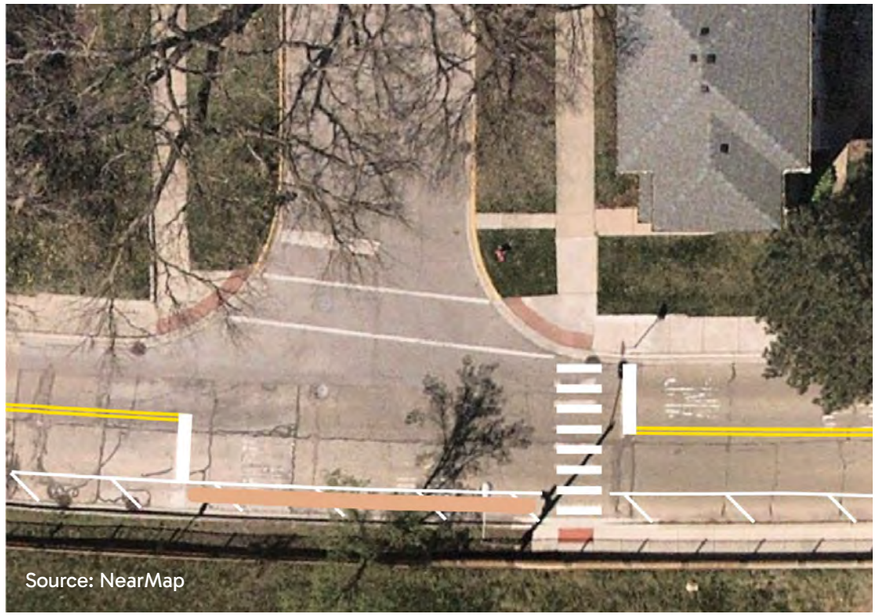
TRAFFIC VOLUME	600 - 4,000 ADT
EXISTING CURB RIGHT-OF-WAY	VARIES
EMERGENCY ROUTING	-
JURISDICTION	VILLAGE
SHORT-TERM PARKING IMPACT	-

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



KENILWORTH/ HOME (CONTINUED)

HOME AVENUE BRIDGE | NORTH SIDE



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

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

LONG-TERM

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

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

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

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

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

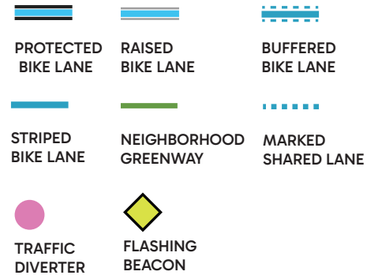
Establishing a two-way raised or protected bikeway on Grove Avenue: This concept would require either one-way traffic conversion and partial loss of vehicle parking or a complete loss of vehicle parking. This concept would also require navigating the complex intersections with Jackson Boulevard. The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

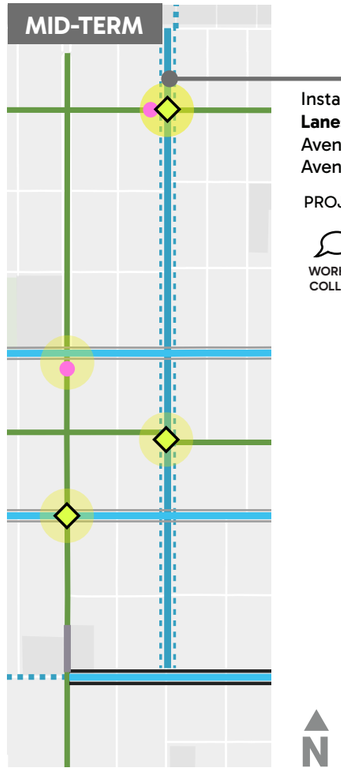
OAK PARK AVENUE

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

OVERVIEW

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





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

PROJECT COORDINATION

WORK & COLLAB

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

PROPOSED NETWORK UPDATES

SCOVILLE AVENUE / FAIR OAKS AVENUE / ELMWOOD AVENUE

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

OVERVIEW

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

PROTECTED BIKE LANE

RAISED BIKE LANE

STRIPED BIKE LANE

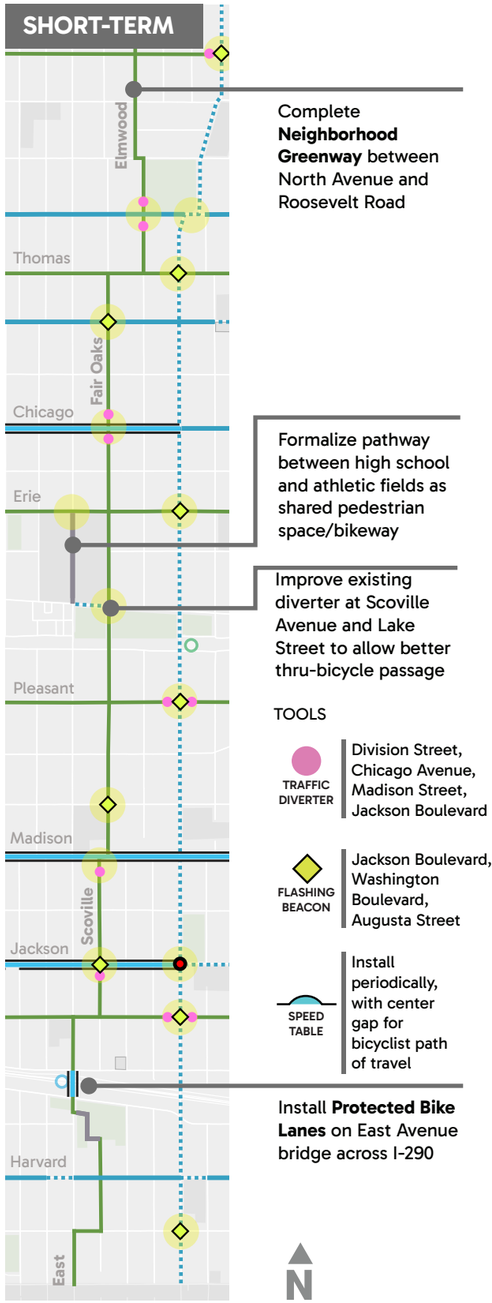
NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

SIGNAL UPGRADES



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

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

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

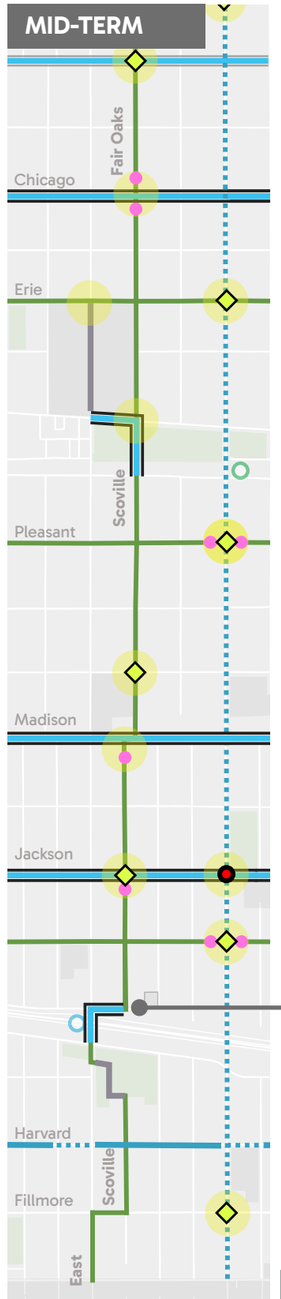
TOOLS

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

FLASHING BEACON — Jackson Boulevard, Washington Boulevard, Augusta Street

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

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



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

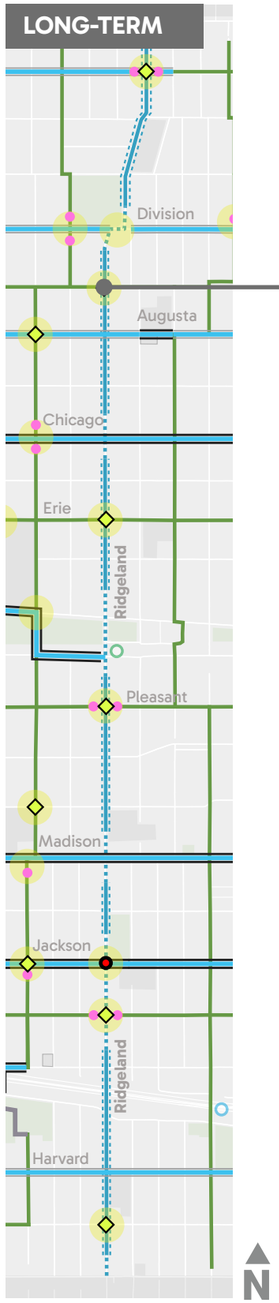
RIDGELAND AVENUE

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

OVERVIEW

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

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



Revisit Ridgeland Avenue Feasibility Study at later date

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

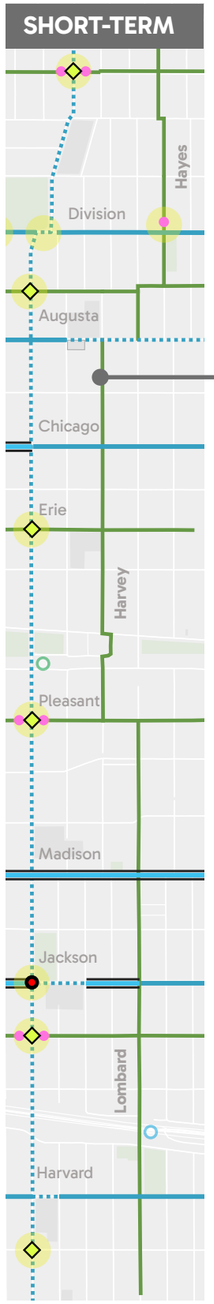
LOMBARD AVENUE / HARVEY AVENUE / HAYES AVENUE

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

OVERVIEW

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

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



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

TRAFFIC DIVERTER — Division Street

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

PLANNING-LEVEL COST ESTIMATES

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

SHORT-TERM CONCEPTS

Route	Extent	Facility Type	Length, miles	Cost Estimate
Augusta Street	Cuyler to Austin	Marked Shared Lanes	0.38	$26,290
Augusta Street	Harlem to Cuyler	Striped Lanes	1.12	$160,710
Chicago Avenue	Kenilworth to Ridgeland	Protected Bike Lanes	0.66	$633,930
Division Street	Harlem to Austin	Add Conflict Markings to Existing Striped Lanes	1.50	$1,780,350
East Ave	I-290 Bridge	Protected Bike Lanes	0.06	$52,800
Elmwood Ave/ Fair Oaks Ave/ East Ave/ Scoville Ave	North to Roosevelt	Neighborhood Greenway	3.19	$566,170
Erie Street	Marion to Taylor	Neighborhood Greenway	1.37	$181,720
Forest Avenue	North to Lake	Marked Shared Lanes	0.10	$4,180
Forest Avenue	Lake to Ontario	Striped Lanes	0.10	$50,270
Forest Avenue	Erie to Ontario	Marked Shared Lanes with contraflow	0.12	$10,450
Harvard Street	Maple to Humphrey	Striped Lanes (Marked Shared Lane at school blocks)	1.44	$156,530
Hayes Avenue/ Harvey Avenue/ Lombard Avenue	North to Roosevelt	Neighborhood Greenway	3.28	$402,930
Home Avenue	Viaduct	Protected Bike Lanes	0.03	$26,400
Jackson Boulevard	Euclid to Ridgeland	Protected Bike Lane	0.44	$466,620
Jackson Boulevard	Highland to Lombard	Protected Bike Lane	0.12	$115,280
Jackson Boulevard	Lombard to Austin	Striped Lanes	0.24	$44,440
Kenilworth Avenue/ Clinton Avenue/ Home Avenue	North to Roosevelt	Neighborhood Greenway	3.19	$412,170
Lake Street	Scoville to East	Marked Shared Lanes	0.08	$3,300
Le Moyne Parkway	Marion to Austin	Neighborhood Greenway	1.45	$295,790
Madison Street	Oak Park to Austin	Pre-Cast Curbs to Buffer	0.40	$352,000
Marion Street	North to Erie	Neighborhood Greenway	1.23	$251,900
Pleasant Street	Maple to Humphrey	Neighborhood Greenway	1.48	$254,870
South Boulevard	Home to Oak Park	Striped Lanes	0.30	$18,920
Thomas Street	Marion to Humphrey	Neighborhood Greenway	1.40	$202,840
Van Buren Street	Humphrey to Home	Neighborhood Greenway	1.30	$178,750

PROPOSED NETWORK UPDATES

MID-TERM CONCEPTS

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

LONG-TERM CONCEPTS

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

6 | BIKESHARE ANALYSIS

BIKESHARE OVERVIEW & GOALS

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

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

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

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

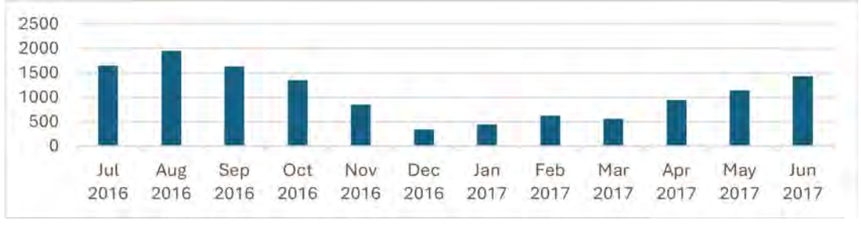
HISTORY OF BIKESHARE IN THE REGION & IN OAK PARK

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

OAK PARK DIVVY RIDERSHIP TRENDS[28]

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

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



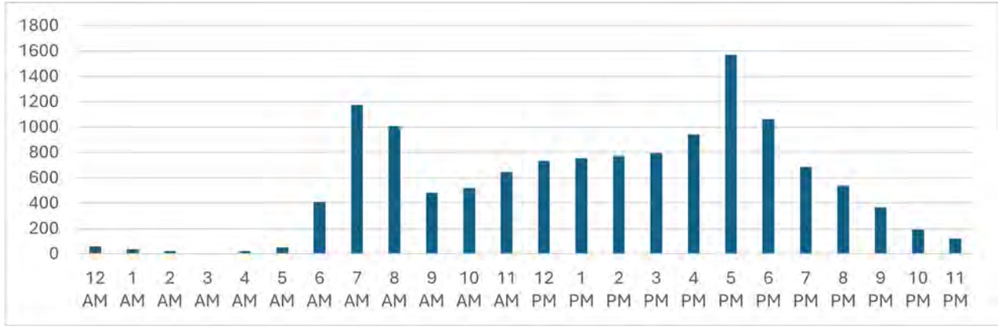
As Figure 2 shows, the most popular Divvy stations were at the Harlem/Lake CTA station (16% of all trips) and at the Frank Lloyd Wright Home and Studio (12% of all trips).

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

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

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

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



OAK PARK DIVVY COST STRUCTURE

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

OAK PARK DIVVY PROGRAM END

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

DIVVY SINCE 2017

In 2019, Lyft acquired Divvy operator Motivate and took over both management and sponsorship of the system. In the years since Divvy service ended in Oak Park, the system has continued a substantial expansion in the City of Chicago. As of November 2024, there are more than 1,000 stations in Chicago, across nearly every neighborhood. The Divvy system now borders Oak Park on both the east and north sides of the Village. Pedal-assist electric bikes (e-bikes) were added to the Divvy fleet in 2020, and electric scooters (e-scooters) were added in 2022. Both e-bikes and e-scooters have the capability to end trips outside of stations by locking to bike racks and street signs, although pedal bikes must still be returned to docking stations. Currently, Divvy e-scooters only operate in a limited portion of the service area.

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

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

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

CURRENT STATE OF THE SHARED MICROMOBILITY INDUSTRY

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

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

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

COST & FUNDING

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

RIDERSHIP GROWTH

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

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

DOCKED VS. DOCKLESS TRENDS

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

BIKESHARE OPERATIONS OPTIONS

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

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

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

DECISION POINT: SOLE OPERATION VS. REGIONAL COORDINATION

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

OPTION 1: RE-JOIN THE DIVVY SYSTEM

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

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

Key drawbacks include:

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

Conversation with Lyft:

To help understand what re-joining Divvy might look like, the project team engaged in a conversation with system operator, Lyft. Although Lyft was unable to engage in many specifics, they pointed to the Boston region's Bluebikes system as a likely model for how Oak Park would join Divvy. In the Bluebikes system, which is comprised of Boston and nine regional municipalities, Lyft retains most revenue, while the municipalities own the equipment. The Boston area's regional planning agency, The Metropolitan Area Planning Council (MAPC), plays a key role coordinating the contract and system operations. Boston and three original neighboring municipalities comprise of the "legacy" system whereby they pay no fee to operate service. However, other municipalities that have joined the system in more recent years pay a fixed fee for service and do not receive revenues.

Conversation with Boston Region:

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

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

OPTION 2: CREATE A NEW BIKESHARE SYSTEM

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

OPTION 3: ESTABLISH A SHARED MICROMOBILITY PERMIT OR LICENSE PROGRAM

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

PROJECTING BIKESHARE DEMAND

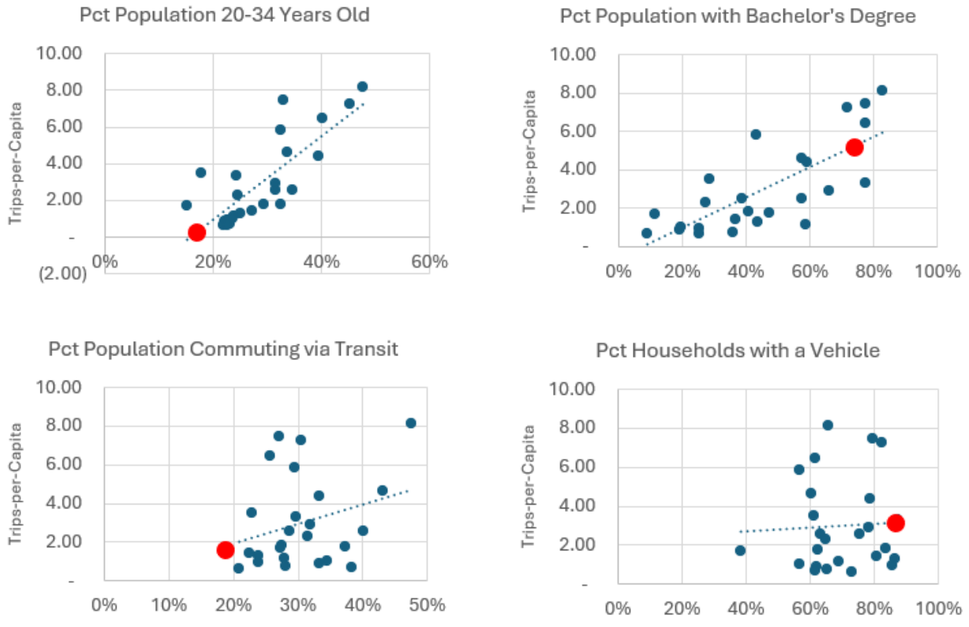
A key decision point for ending bikeshare service in the Village in 2018 was demand for the service. Understanding potential demand for a future service is important to make any decisions moving forward.

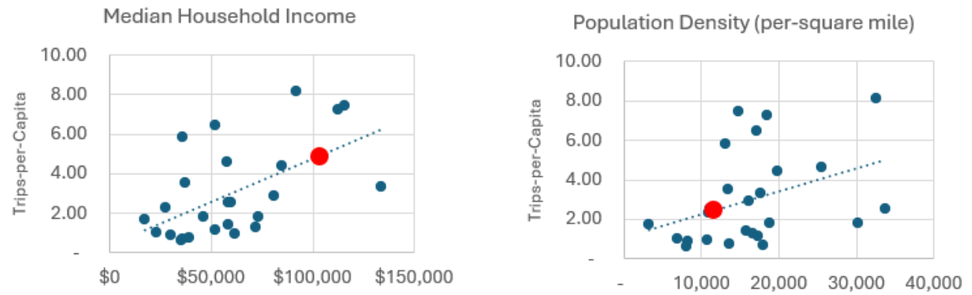
PREDICTORS OF DEMAND

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

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

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





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

SIMILAR COMMUNITY AREAS

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

FIGURE 4. SIMILARITY SCORE RANKING

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

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

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

RIDERSHIP GROWTH TRENDS

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

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

INCREASING FUTURE RIDERSHIP

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

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

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

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

BIKESHARE STATION NETWORK PLANNING

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

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

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

Key to this premise are two considerations:

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

STATION DENSITY

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

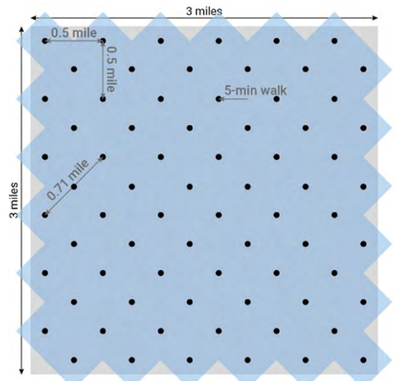
A 2022 study of San Francisco's bikeshare program concluded: "Ease of availability as indicated by station density is the single most important factor that increases utilization." Research on Paris' bikeshare program from the University of Chicago concluded that "a 10% reduction in travel distance to bikeshare stations can increase system use by 6.7%."[29]

So how dense should a bikeshare network be to generate high ridership? The answer ultimately is: the denser the better. For system planning purposes, however, it's important to identify concrete numbers. A 2015 NACTO Equity Practitioner Paper on bikeshare station siting reported that people appear to be willing to walk up to 5 minutes to reach a bike.[30] The NACTO paper also reported a strong correlation between high station density and high ridership. Typical human walking speed equates to covering approximately 0.25 miles in 5 minutes. Therefore, if stations are placed 0.5 miles apart, a person standing directly between

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

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

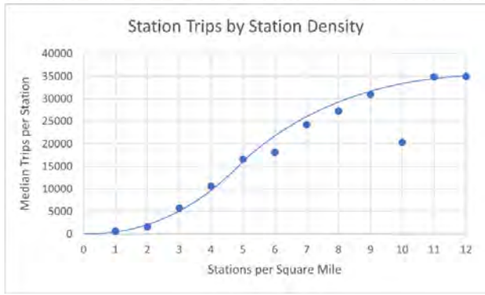
FIGURE 5. STATION SPACING CONCEPT | 8 PER SQUARE MILE



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

Chicago's Divvy network offers a further clue to station density targets. An analysis was run to compare 2022 Divvy station trip data and station network density.[31] What Figure 6 shows is that trips-per-station continue to increase as density increases, but the curve is steepest as density increases between 4-5 stations-per-square-mile and begins to taper more substantially past 8-9 stations per-square-mile.

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



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

STATION DENSITY TRADE-OFFS

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

DETERMINING A SERVICE AREA

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

STATION SIZE

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

OAK PARK FUTURE BIKESHARE STATION NETWORK CONCEPT

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

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

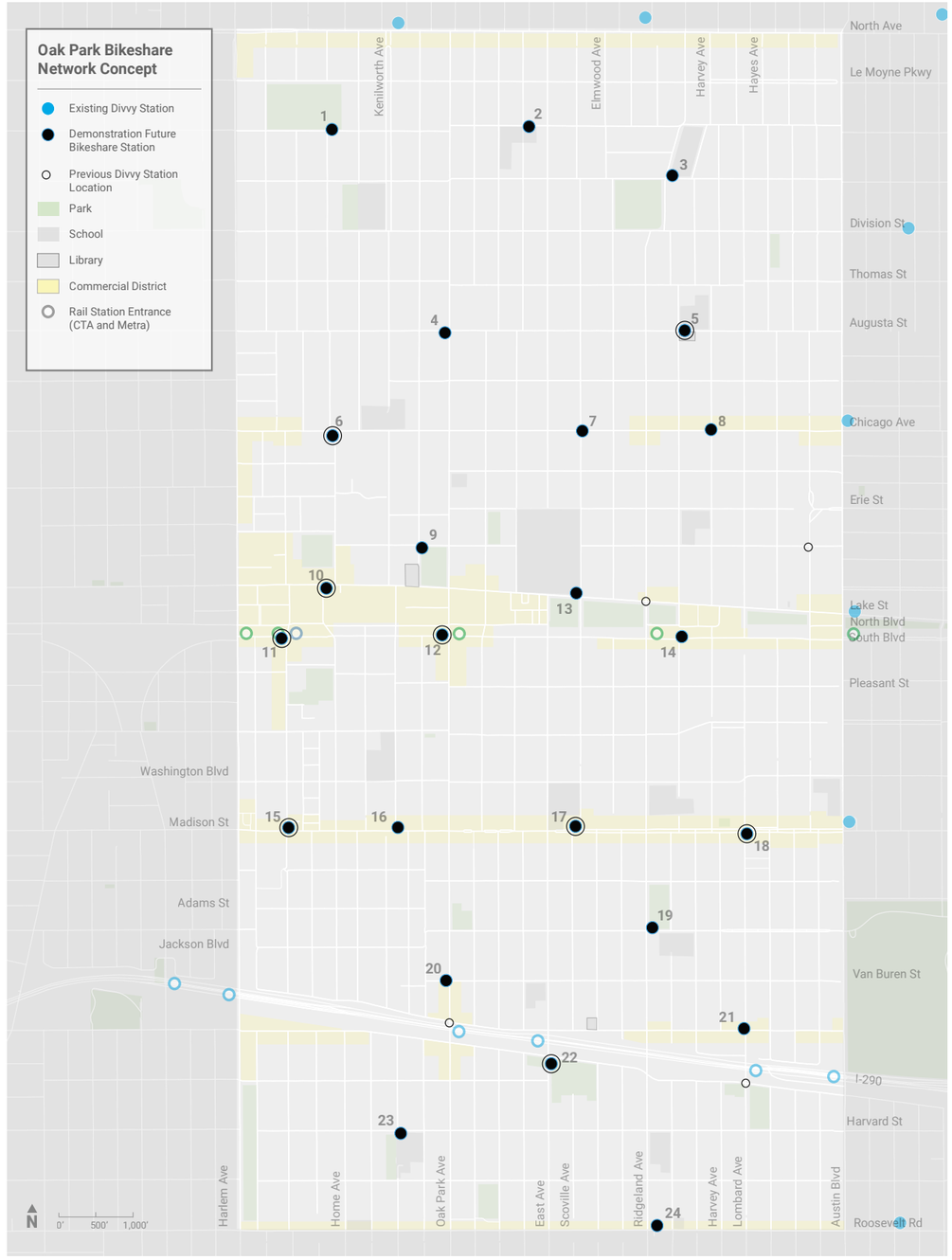
IDENTIFYING STATION LOCATIONS

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

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

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

FIGURE 7. OAK PARK BIKE SHARE NETWORK CONCEPT



DRAFT SYSTEM COST ESTIMATES

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

EQUIPMENT COSTS

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

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

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

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

CHARGING STATIONS

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

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

OPERATING COSTS

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

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

FIGURE 8. ESTIMATED OPERATING COSTS

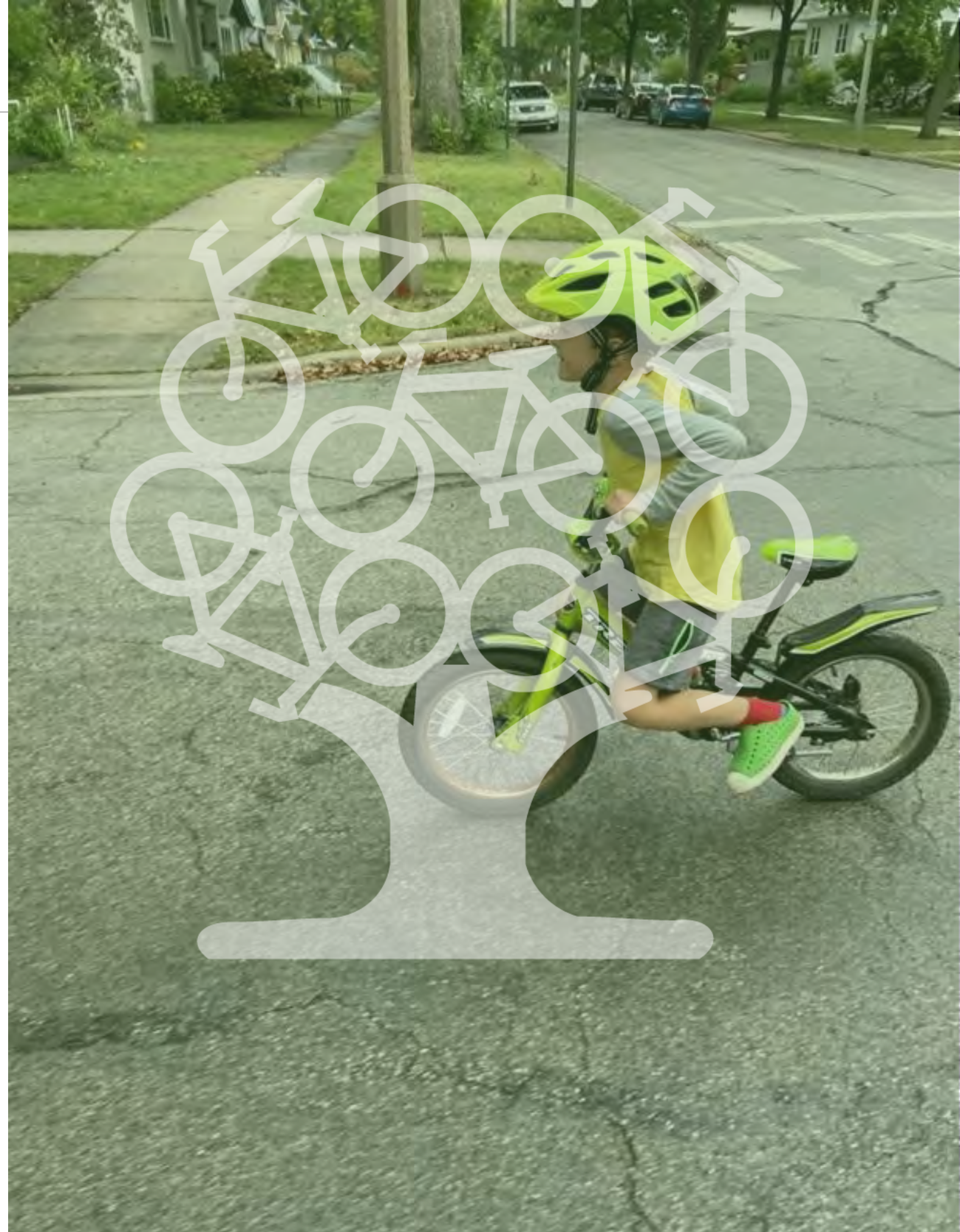
System Operating Costs	Scenario A	Scenario B	Scenario C
Station Density (per sq mi)	5.0	5.0	8.0
Total System Stations	24	24	38
Average Docks/Station	15	11	15
Total System Docks	360	264	570
Monthly Per-Dock Fee	$55	$55	$55
Total Monthly Cost	$19,800	$14,520	$31,350
Total Annual Cost	$237,600	$174,240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

CONCLUSION & RECOMMENDATIONS

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

RECOMMENDATIONS

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



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31 2022 trip data was used to filter out the potential impacts of large trip growth seen among competing dockless share e-scooter companies operating in Chicago in 2023 and 2024.

APPENDIX

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

APPENDIX

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

BIKE LANE FEASIBILITY STUDY SUMMARY

Ridgeland Avenue from Roosevelt Road to North Avenue

MARCH 2025

PREPARED FOR:

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

BACKGROUND & EXECUTIVE SUMMARY

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

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

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

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

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

1. INTRODUCTION, BACKGROUND, & STUDY AREA

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

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

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

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

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

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

2. PARKING

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

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

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

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

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

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

3. BIKE LANE DESIGNS

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

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

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

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

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

4. STAKEHOLDER OUTREACH

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

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

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

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

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

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

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

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

5. BLENDED ALTERNATIVES AND CORRIDOR CHALLENGES

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

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

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

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

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

6. TRANSPORTATION COMMISSION

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

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

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

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

Questions and discussions from the Commission included:

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

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

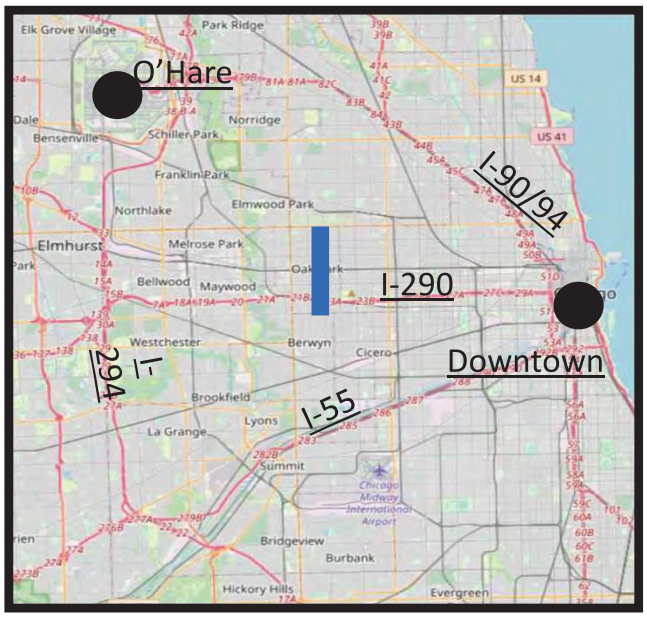
The Commission recommends not continuing the feasibility study on Ridgeland Avenue, but it wishes to maintain the possibility of bike lanes on Ridgeland Avenue within the Oak Park Bike Plan as part of that plan's long-term goals.

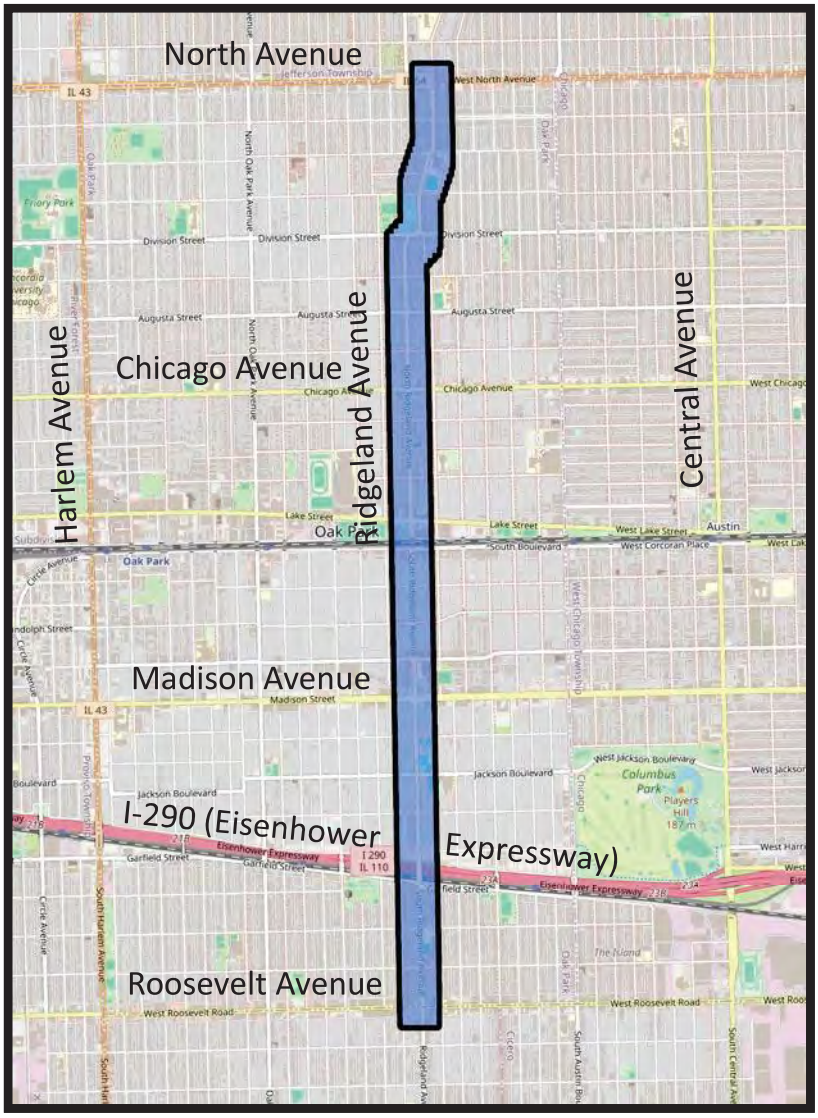
[3] Final minutes for the Transportation Committee's December 9, 2024 meeting containing the official text of the resolution were not available at the time of this document being written, so the resolution was transcribed from the recording of the meeting and may not exactly match the officially approved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

7. ATTACHMENT LIST

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

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





North

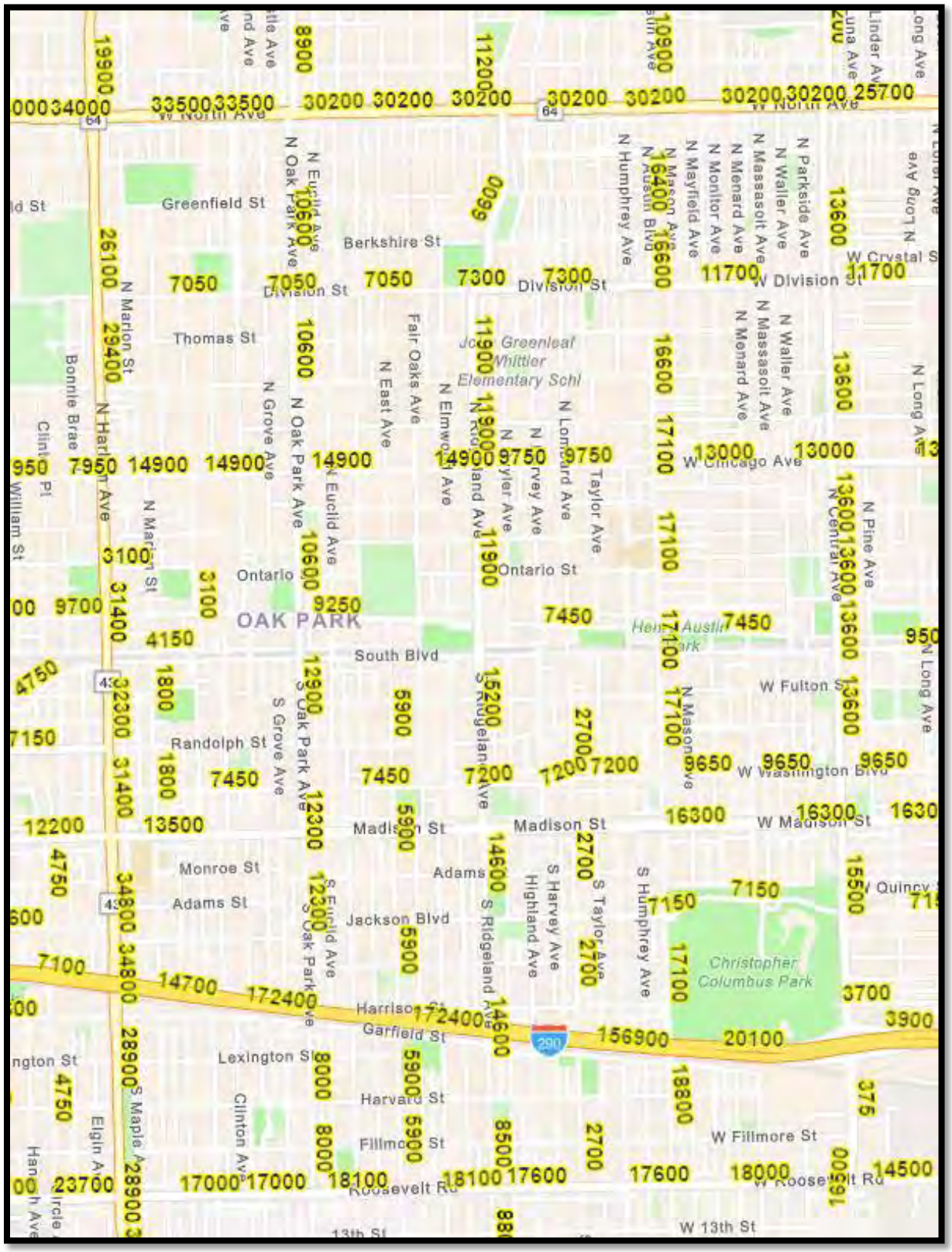
Not To Scale

Project Location

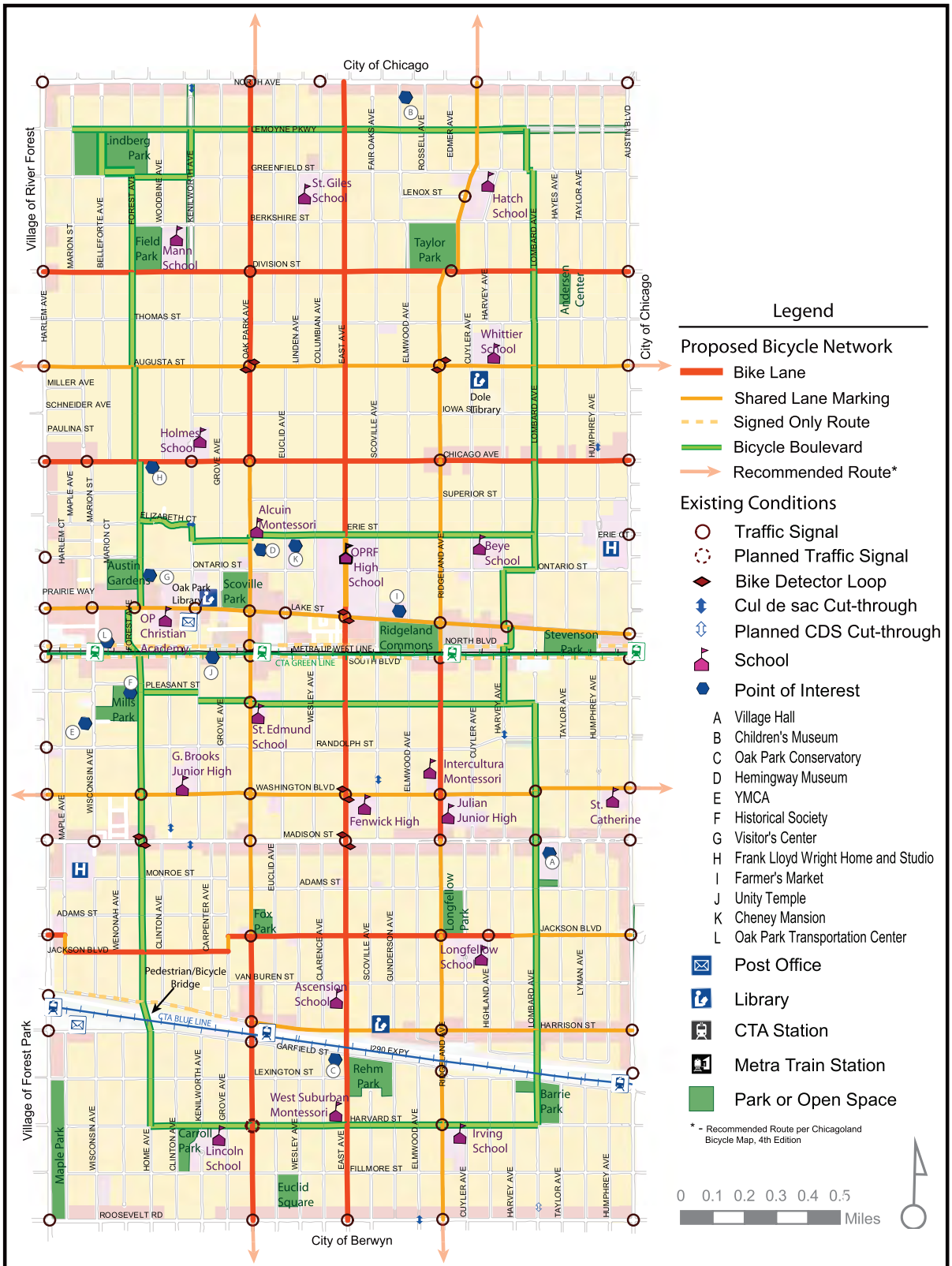
Attachment 1, Location Map

IDOT AADT GIS for Ridgeland Avenue and surrounding roads

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



Attachment 2, AADT Map



Oak Park Bicycle Plan | Proposed Bicycle Network Alternatives

August 29, 2008

Attachment 3,
Bicycle Network Map

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

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

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

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

Recommendations

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

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

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

Alternative: Marked shared lanes and bike lanes

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

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

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

Attachment 3,
Recommendations

Ridgeland Ave
Bike Lanes Fea

Village of Oak Par
Presentation to the Transportati

Project Team

Village of Oak Park

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

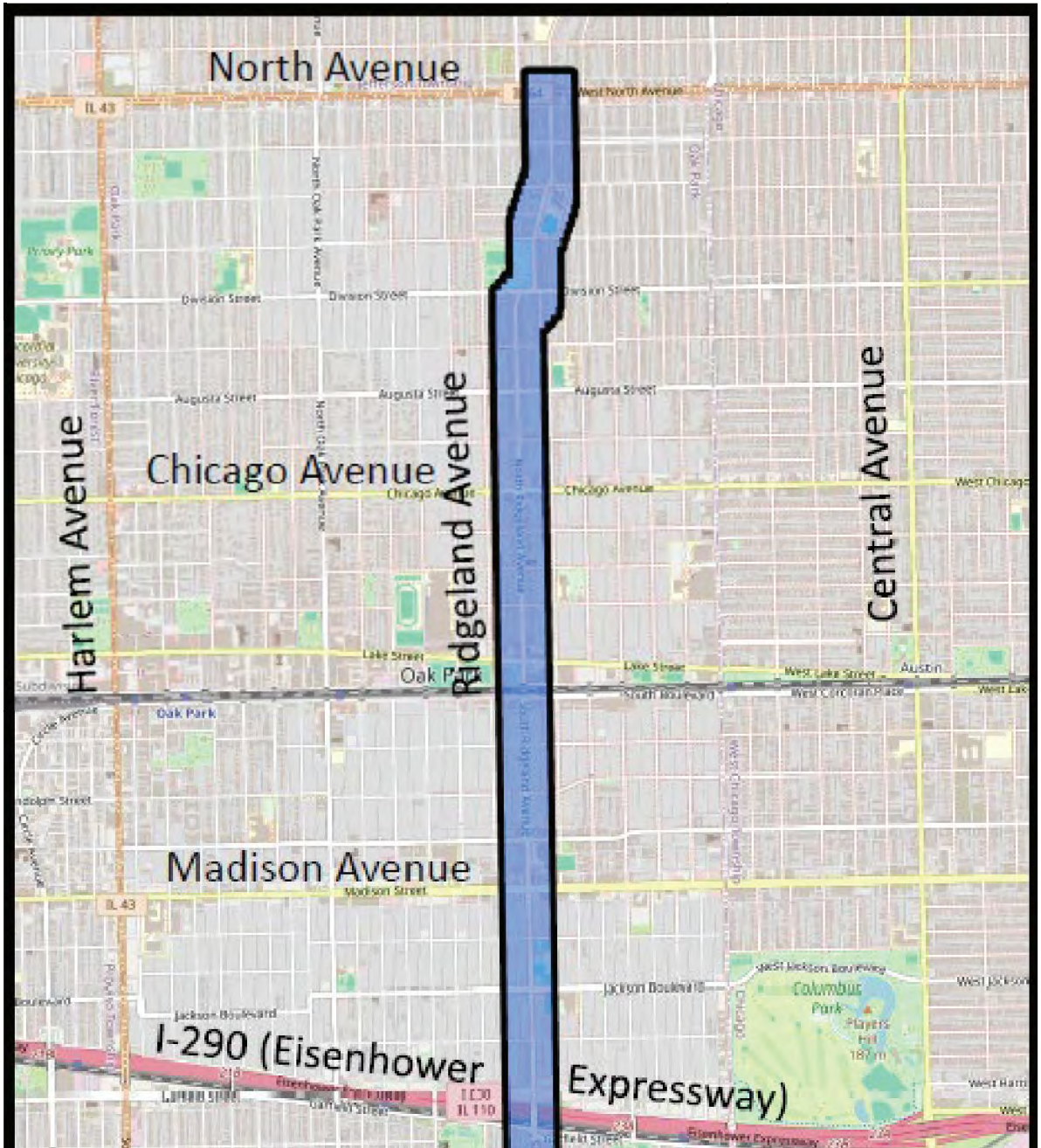
TranSystems

- Dave Block, Project Manager
- Brian Holman, Project Engineer

Purpose of Presentation

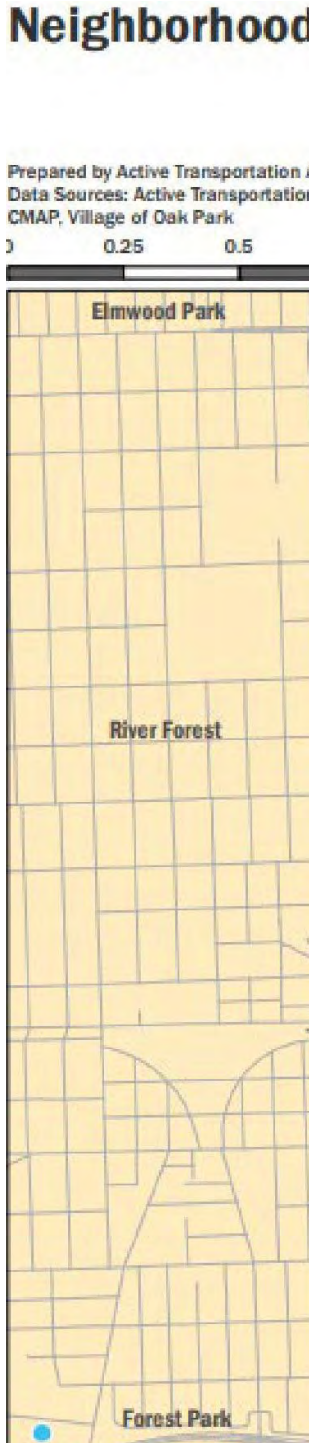
1. Describe Intent of Feasibility Stu
2. Present Bike Lane Alternatives
3. Summarize Parking Evaluation
4. Review Corridor Challenges
5. Summarize Agency Coordinatior
6. Discuss Next Steps

Project Location



North

Project Location



Alternative 1

Bike Lanes with 2-foot Striped

Alternative 2

Bike Lanes with 2-foot Flexible

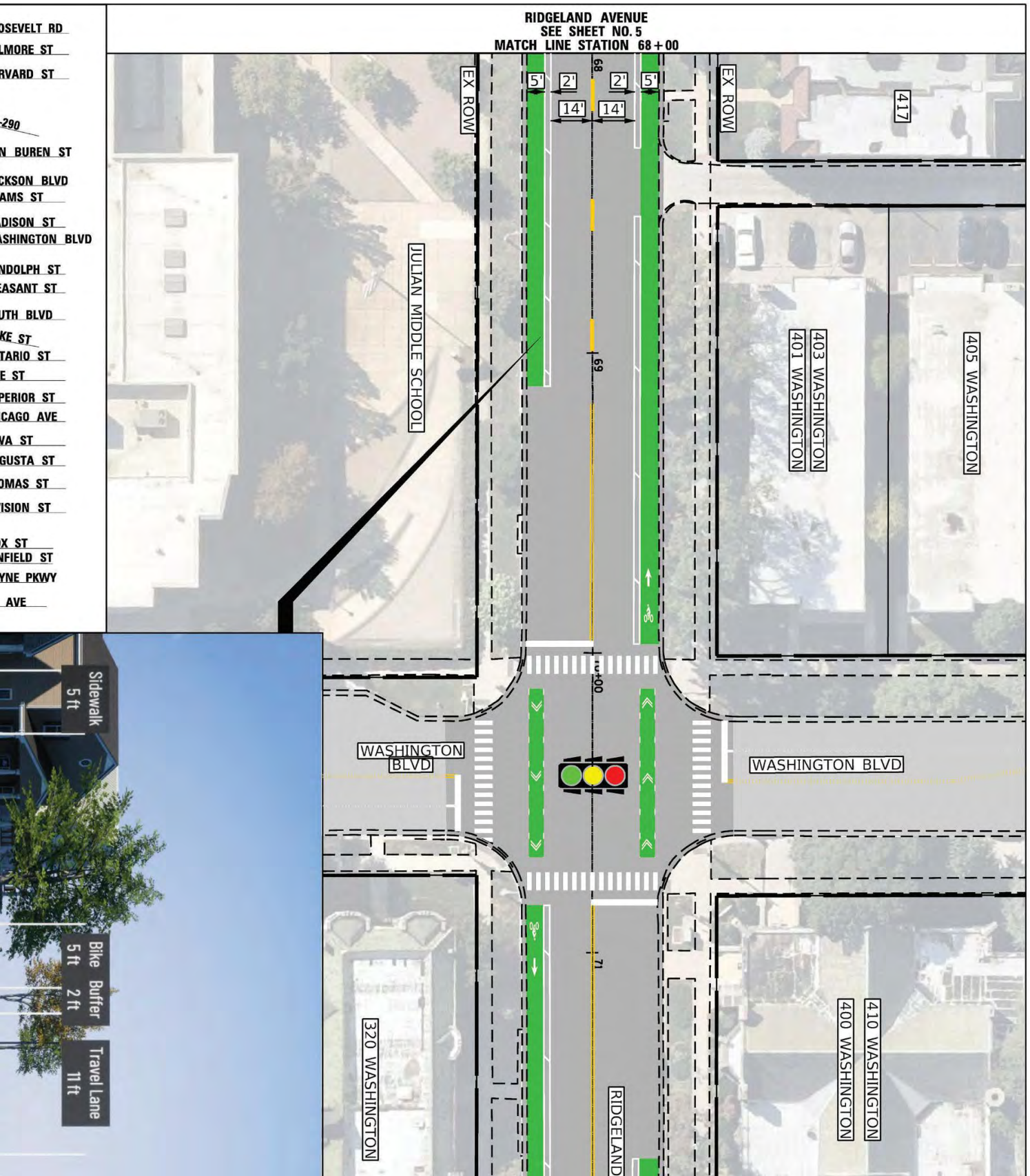
Alternative 3

Bike Lanes with Raised Barrie

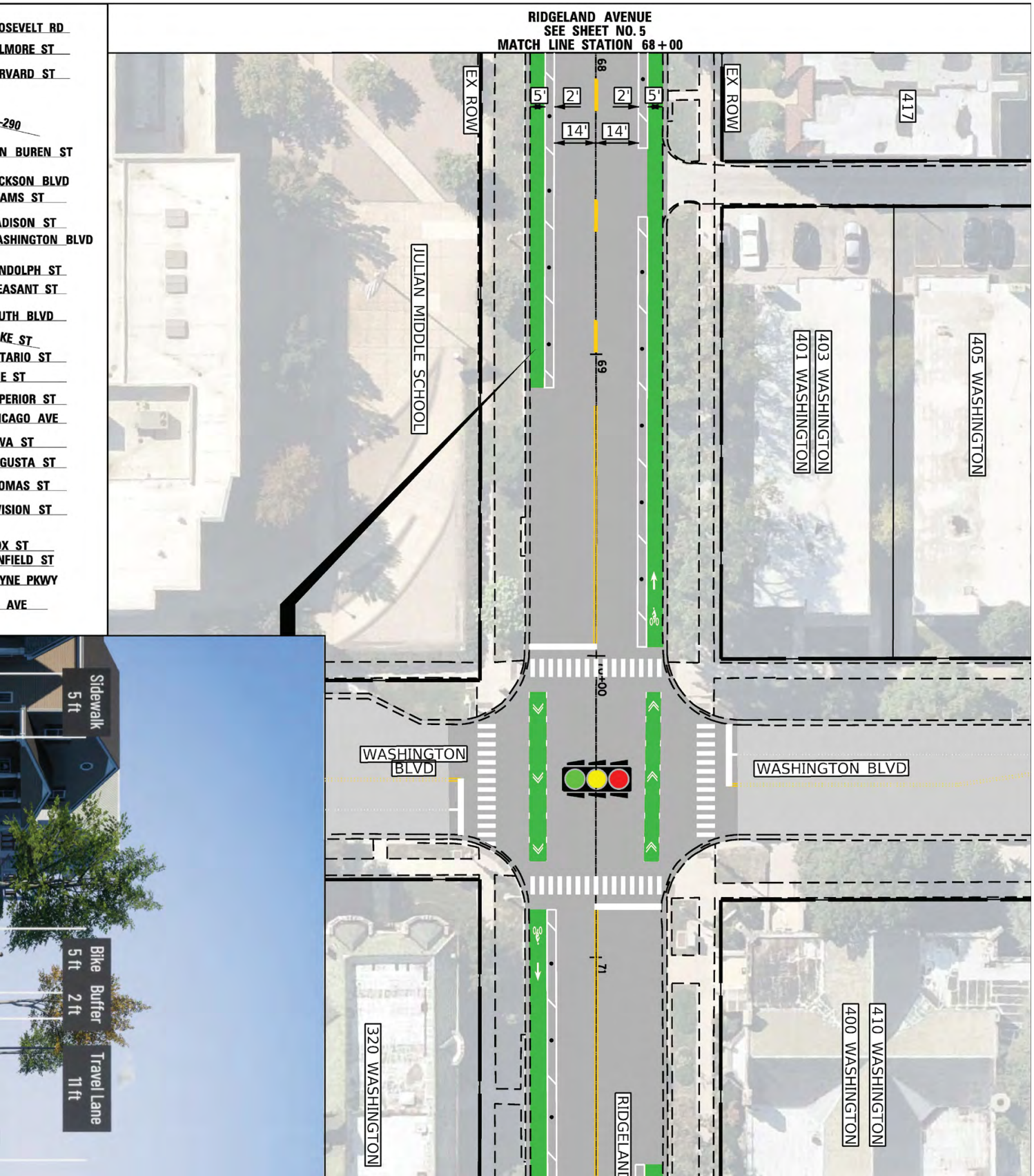
Alternative 4

Off-Street Multi-Use Path

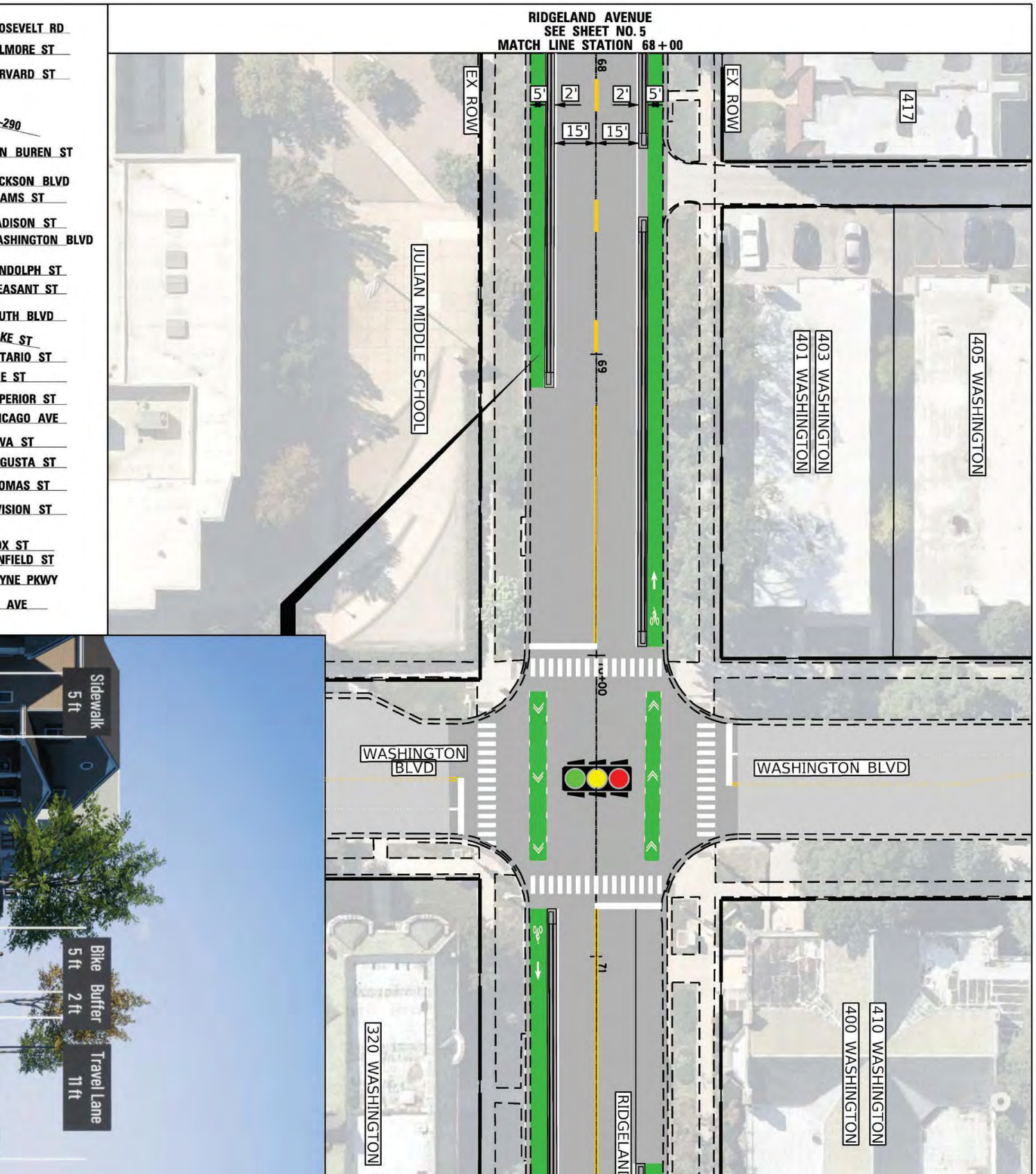
ALTERNATIVE 1
2’ Striped Buffer



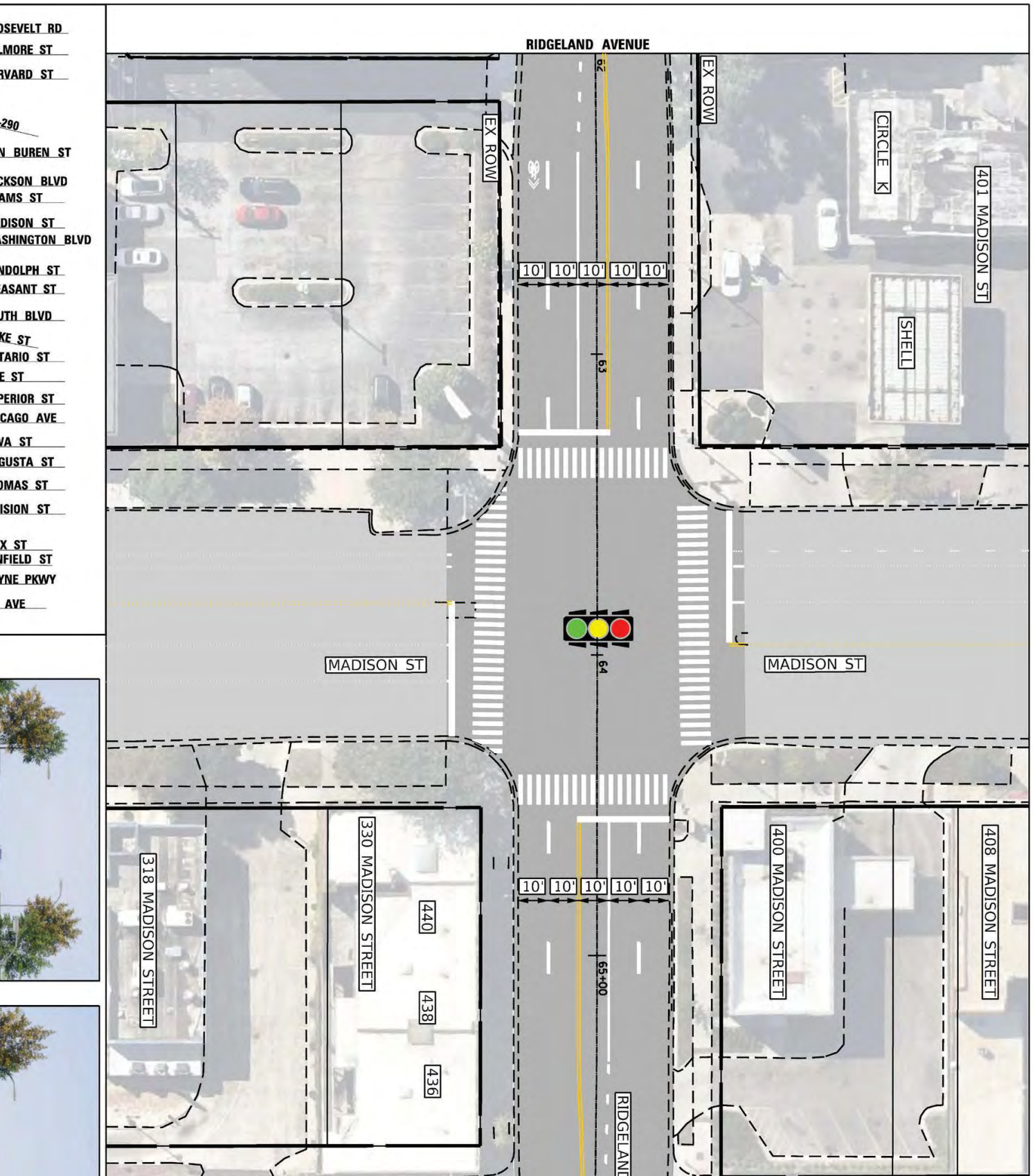
ALTERNATIVE 2
Delineator Buffer



ALTERNATIVE 3
Raised Barrier



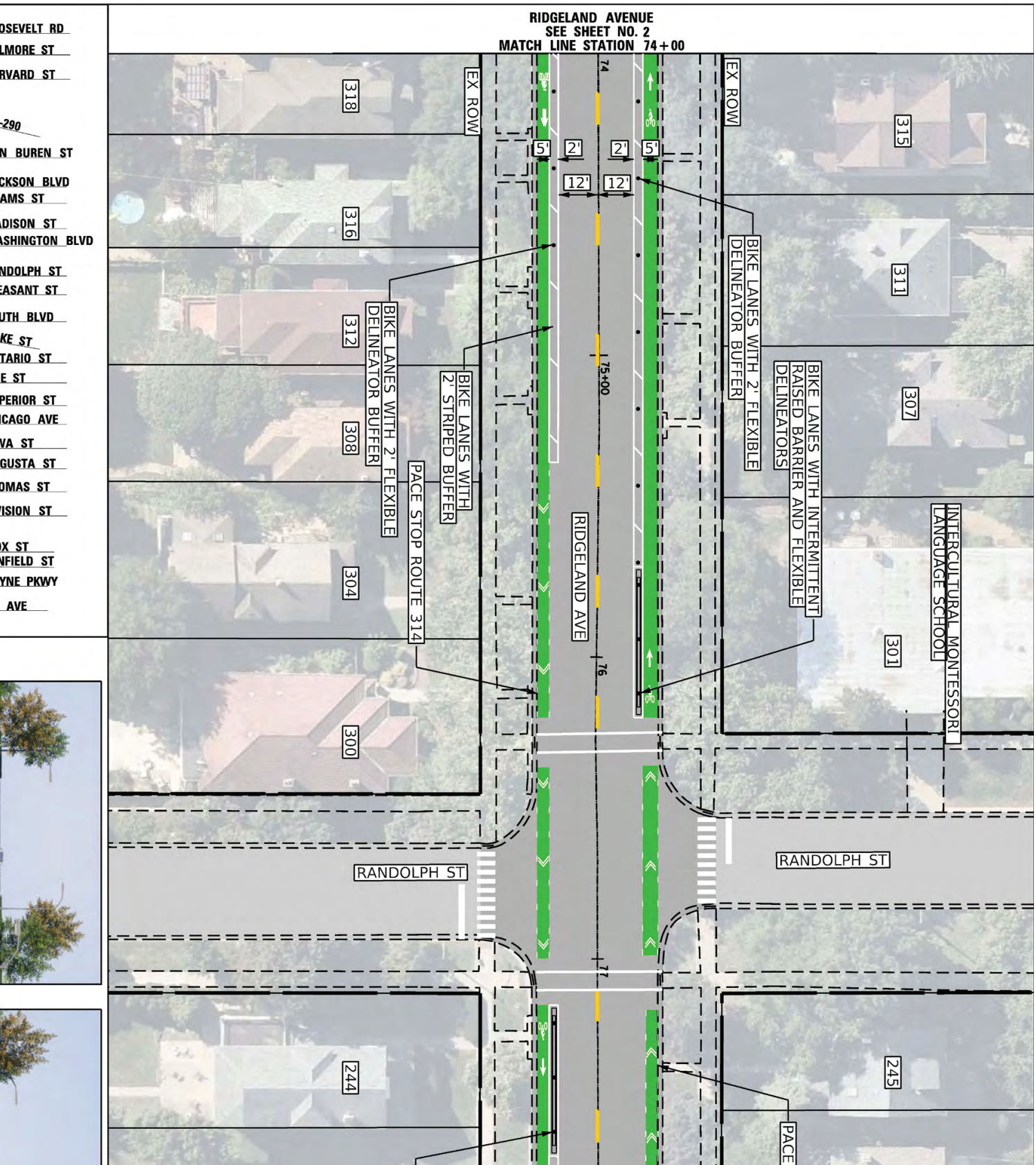
ALTERNATIVE 5
lended Protection



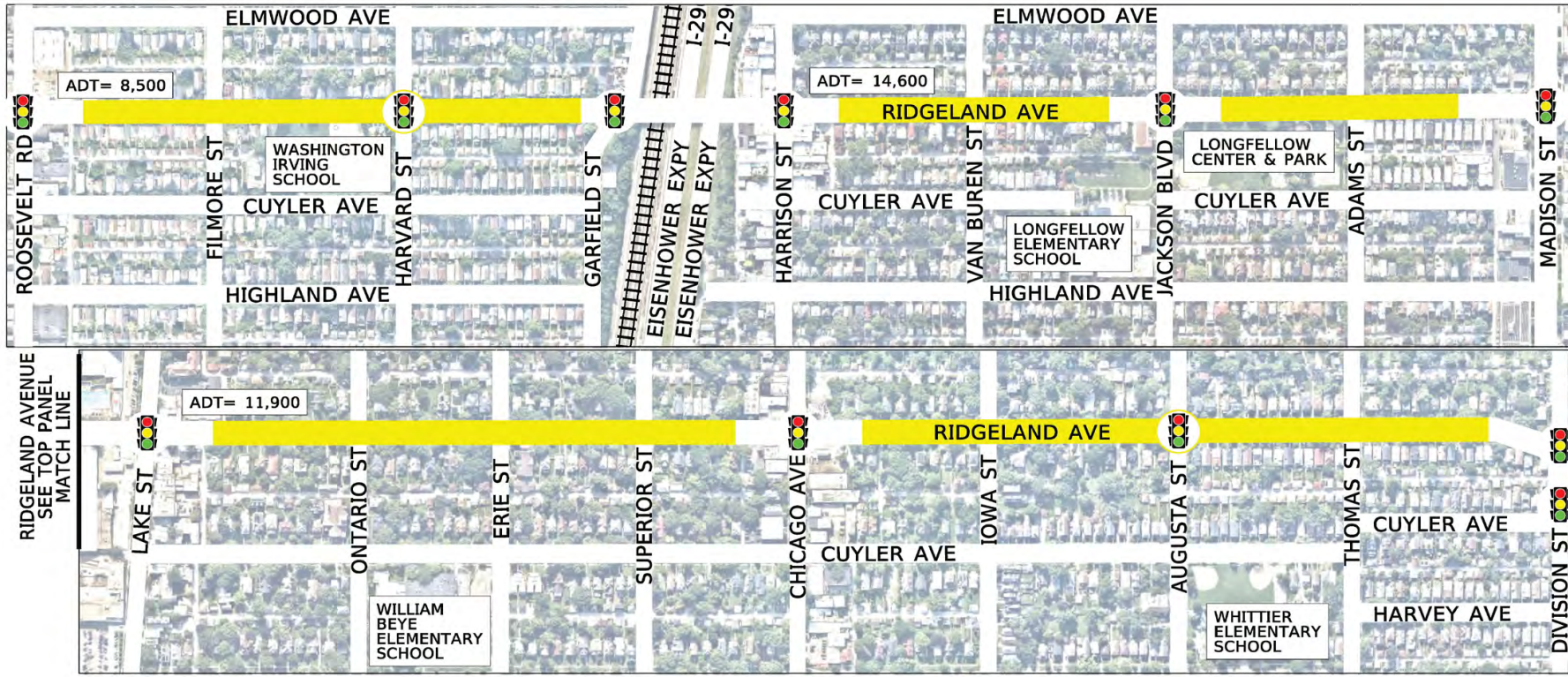
ALTERNATIVE 5

lended Protection

ALTERNATIVE 5
lended Protection



Ridgeland Parking Occupancy – W



LEGEND

= EXISTING PARKING

= SIGNALIZED INTERSECT

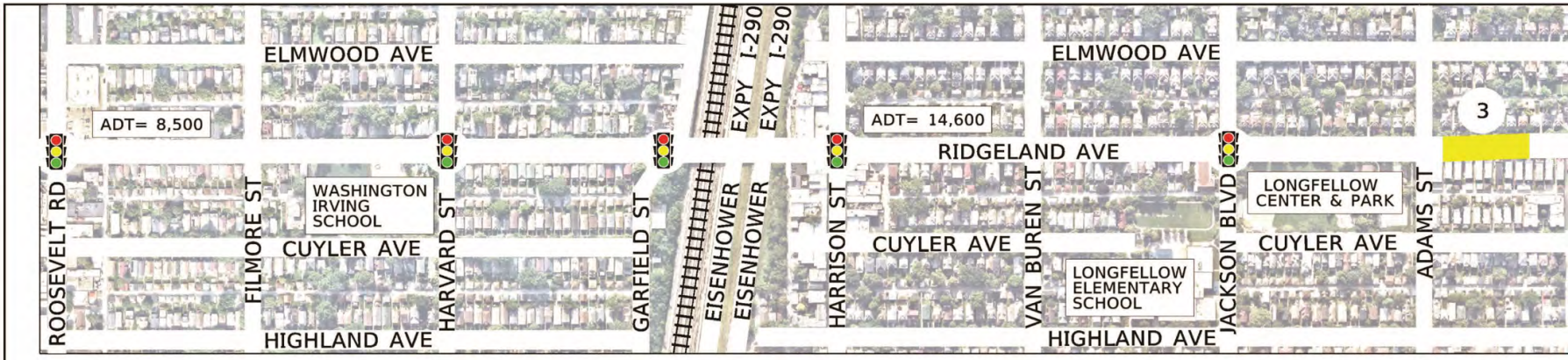
RIDGELAND AVENUE PARKING OCCUPANCY COUNTS

	West Side					East Side				
Roadway	*Parking Spaces Available*	*5/15/2024*		*6/15/2024*		*Parking Spaces Available*	*5/15/2024*		*6/15/2024*	
		Count	%	Count	%		Count	%	Count	%
North Avenue										
LeMoyne Pkwy	13	1	8%	0	0%	14	1	7%	0	0%
Greenfield St	8	0	0%	0	0%	11	0	0%	2	18%
Lenox St	2	0	0%	0	0%	2	0	0%	1	50%
Berkshire St	7	0	0%	0	0%	5	1	20%	1	20%
Division St	17	0	0%	0	0%	16	3	19%	4	25%

RIDGELA

Roadway	*Parking Spaces Available*	5/
		Cou
South Blvd	0	
Pleasant St	16	
Randolph St	22	
Washington Blvd	12	
Madison St	16	
Adam St	9	

Ridgeland Parking Occupancy – N



RIDGELAND AVENUE PARKING OCCUPANCY COUNTS - NIGHTTIME COUNTS FOR PERMIT PAR

	Address Range	Description	Max Parking Spaces Available	Nighttime Count 1	%	Ni C
1	328 - 330 S. Ridgeland Ave.	Y7 Permit Parking - East side of Ridgeland between the east/west alley and Washington Blvd.	4	1	25%	
2	401 /403 Washington Blvd. to 431 S. Ridgeland Ave.	Y6 Permit Parking - West side of Ridgeland Ave. between Washington Blvd. and the east/west alley just north of Madison St.	16	2	13%	
3	522 S. Ridgeland Ave. to 542/544 S. Ridgeland Ave.	Y7 Permit Parking - East side of Ridgeland	13	11	85%	

On-Street Parking Evaluation – Ad

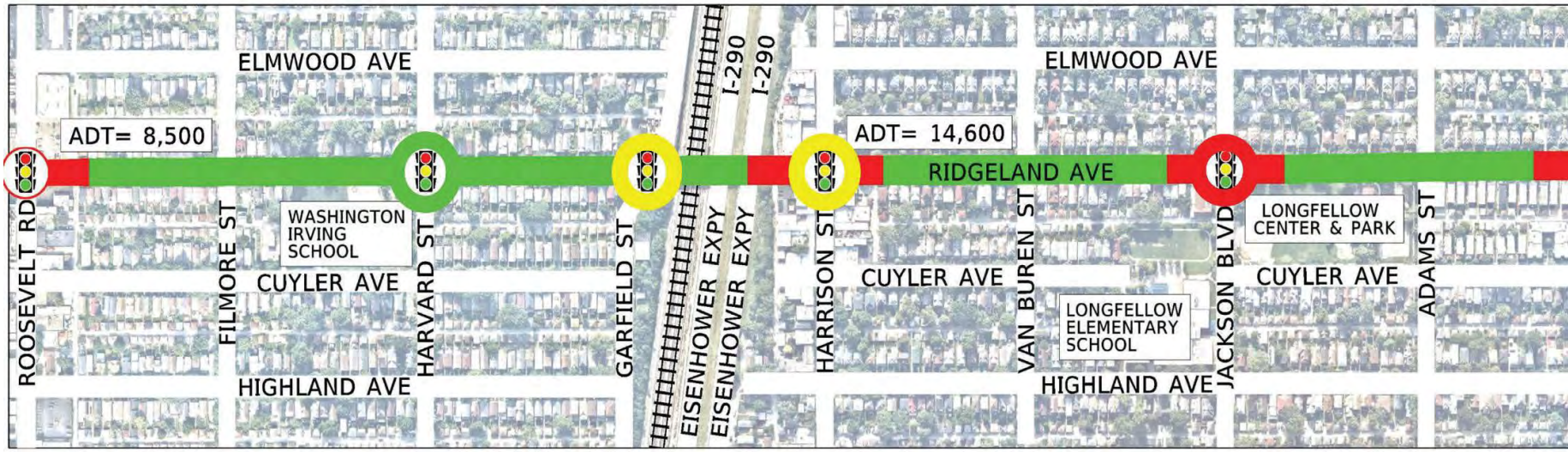
Downtown On-Street Parking Summary

		RIDGELAND AVENUE			*ELMWOOD AVENUE*	
	Location	Ridgeland Avenue Parking Capacity	Ridgeland Avenue (Current Restrictions)	Ridgeland Avenue Parking Capacity (With Bike Lanes)	Elmwood Avenue Parking Capacity (Current Restrictions)	Elmwood Parking C (With No Re
1	Adams Street to Madison Street	23	No Parking, Permit Parking	0	3-hour parking and 2-hour parking	32
2	Madison Street to Washington Boulevard	32	1-hour parking, Permit Parking, and No Parking	0	3-hour parking and Permit Parking	18
3	Washington Boulevard to Randolph Street	41	Permit Parking, and No Parking	0	3-hour parking, Permit Parking, and No Parking	37
4	Randolph Street to Pleasant Street	47	3-hour parking and NoParking	0	3-hour parking and 2-hour parking	46
5	Pleasant Street to South Boulevard	37	3-hour parking and 2-hour parking, No Parking	0	2-hour parking	39
	SUB-TOTAL	**180**		**0**		**17**

Elmwood and Cuyler Parking Occu

ELMWOOD AVENUE					
Elmwood Avenue Parking Capacity (Current Restrictions)	**Elmwood Avenue Parking Capacity (With No Restrictions)**	**10/28 10:00 AM**	**10/29 1:00 PM**		**Cuyler Aven Parking Capa (Current Restric**
3-hour parking and 2-hour parking	32	7	9		3-hour parking, Permit and No Parkin
3-hour parking and Permit Parking	18	10	8		Permit Parking
3-hour parking, Permit Parking, and No Parking	37	6	10		3-hour parking, Permit and No Parkin
3-hour parking and 2-hour parking	46	3	10		3-hour parking
2-hour parking	39	13	17		3-hour parking
	172	**39**	**54**		
No Parking Allowed	*No Parking Allowed*				*No Parking Allow*
Permit Parking, Resident Permit Parking, One-Way, 1-hour parking	46	11	17		3-hour parking and 2 parking
Permit Parking	32	5	5		Bus Parking and No P
No Parking (8am-10am,M-F)	33	15	13		32

Corridor Challenges



Accommodations **Likely** from Traffic Perspective

Accommodations **Possible** from Traffic Perspective

Accommodations **Unlikely** from Traffic Perspective

LEGEND

= SUFFICIENT EXISTING PAVEMENT WIDTH TO ACCOMMODATE BIKE LANES

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

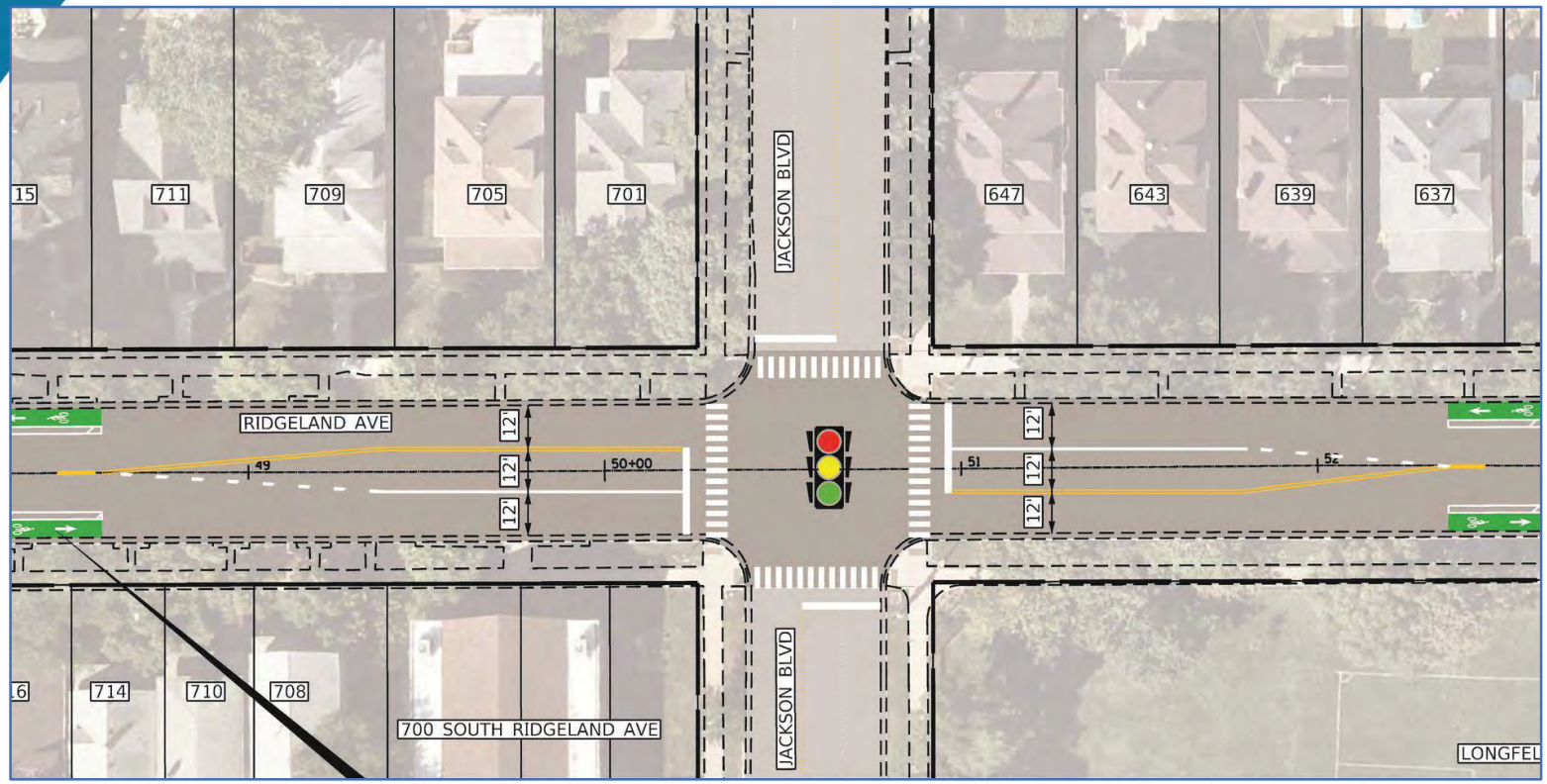
= SIGNALIZED INTERSECTION

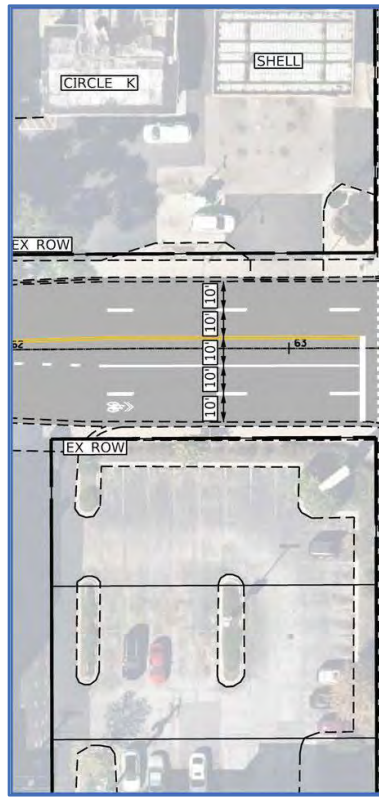
NOTES

1. 12,449 FEET OF S TO ACCOMMODAT
2. 3,688 FEET INSUF TO ACCOMMODAT
3. 16,137 FEET TOTA

Corridor Challenges

Reduce Lanes or Widen Pavement





Jackson Boulevard

1. **Option to remove existing turn lanes on Ridgeland**
   - Requires coordination and permission from IDOT
   - Requires intersection capacity analysis
   - Requires safety and crash analysis
   - Requires review of intersection sight distance
   - Potential increased traffic delays
2. **Option to widen pavement**

Madison Stree

1. **Option to**
   - Req
   - Req
   - Req
   - Req
   - Pote
2. **Option to**

Agency Coordination

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

Agency Coordination

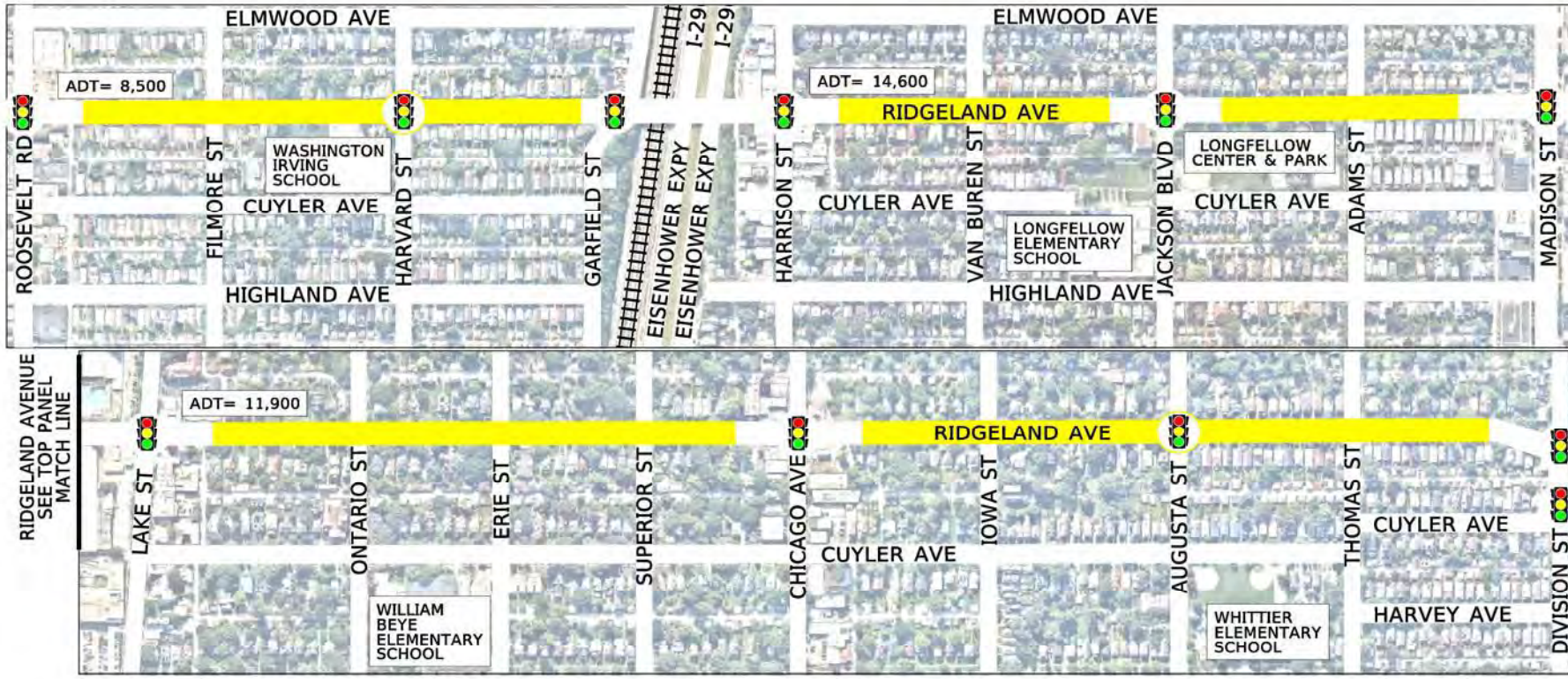
1. Ridgeland is an unmarked IDOT route from Roosevelt R
2. IDOT allows existing parking but will not allow new parl
3. IDOT requires space to pass roadway blockages cause
   stalled vehicles, or other reasons. Concerned with long
4. IDOT would consider a hybrid bike lane with intermitter
   there is sufficient space to pass as described in #3.
5. IDOT says left turn lanes can only be removed if those t
6. IDOT would require a traffic capacity and safety analysi
   lane or thru lane reductions are considered.

Next Steps

1. Determine if Feasibility Study continues
2. Additional time and costs to continue th
3. Traffic Operations and Safety Analysis
   signalized intersections (~$10,000/inter
   total).
4. IDS may be required at 9 signalized inte
   (~$20,000/intersection or ~$180,000 tota
5. Additional Parking Analysis
6. Public Information Meeting to invite all

Questions???

Ridgeland Parking Occupancy – W



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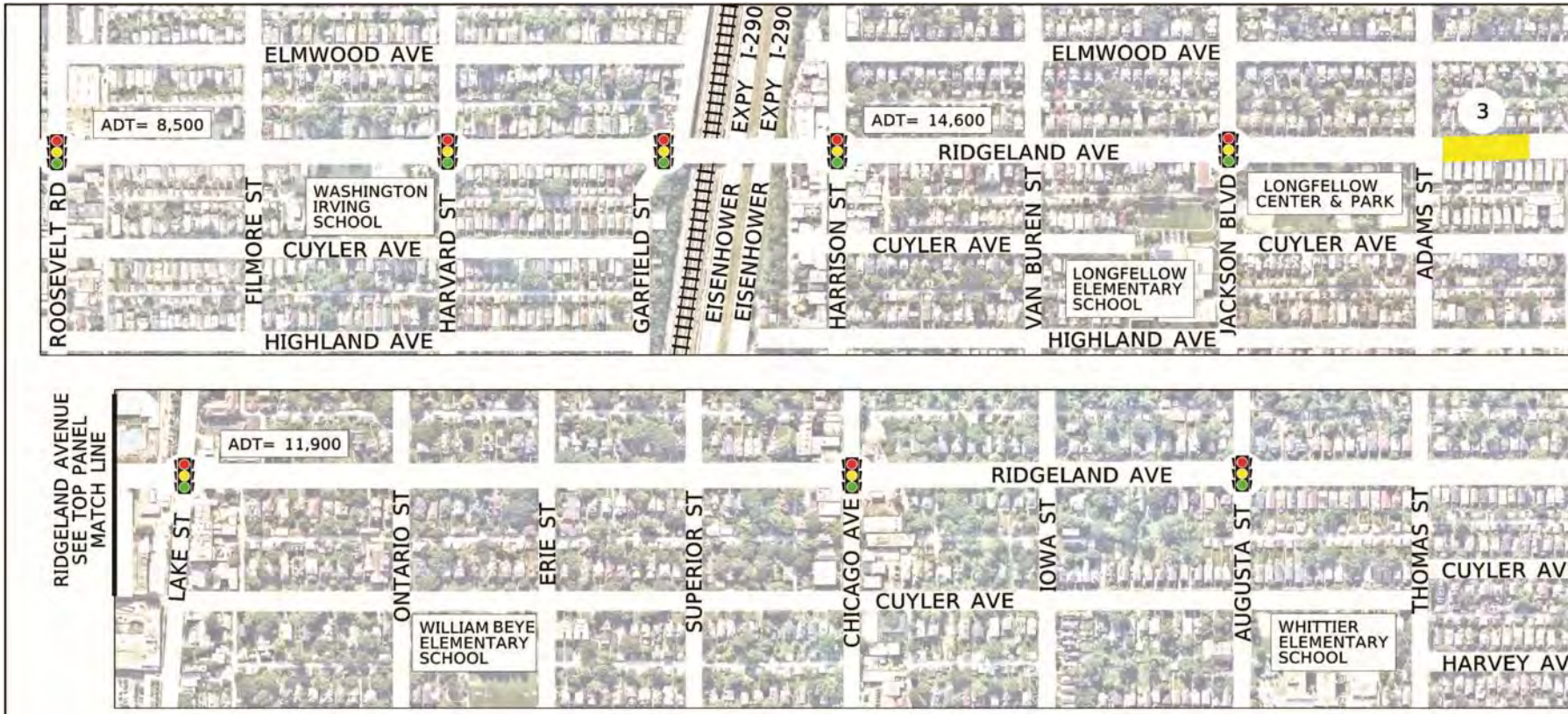

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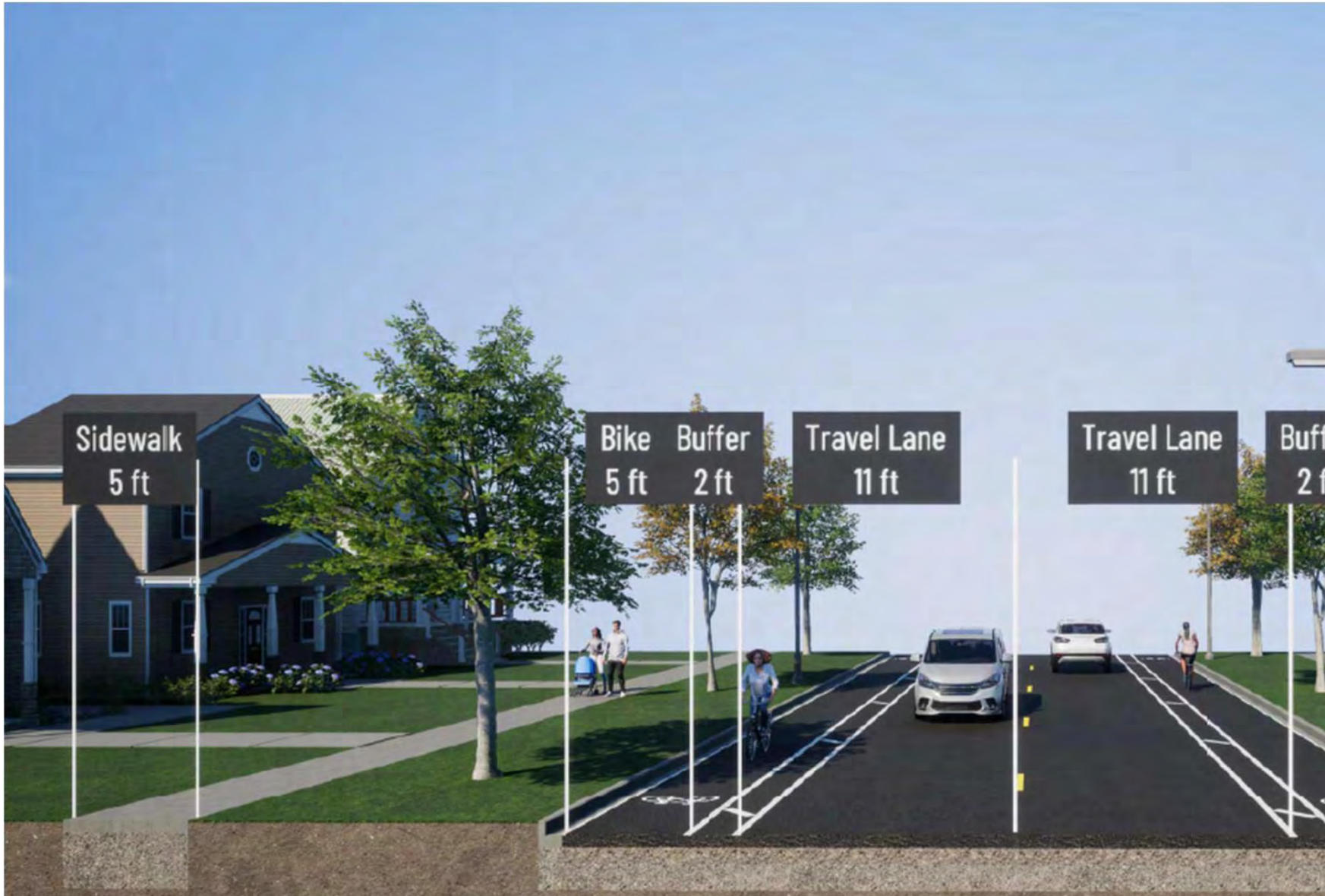
3-hour parking and Permit Parking	18	10	8		Permit Parking
3-hour parking, Permit Parking, and No Parking	37	6	10		3-hour parking, Permit and No Parkin
3-hour parking and 2-hour parking	46	3	10		3-hour parking
2-hour parking	39	13	17		3-hour parking
	172	**39**	**54**		
No Parking Allowed	*No Parking Allowed*				*No Parking Allow*
Permit Parking, Resident Permit Parking, One-Way, 1-hour parking	46	11	17		3-hour parking and 2 parking
Permit Parking	32	5	5		Bus Parking and No P
No Parking (8am-10am,M-F)	33	15	13		32

Alternative 1

Bike Lanes with 2-foot Striped



Alternative 2

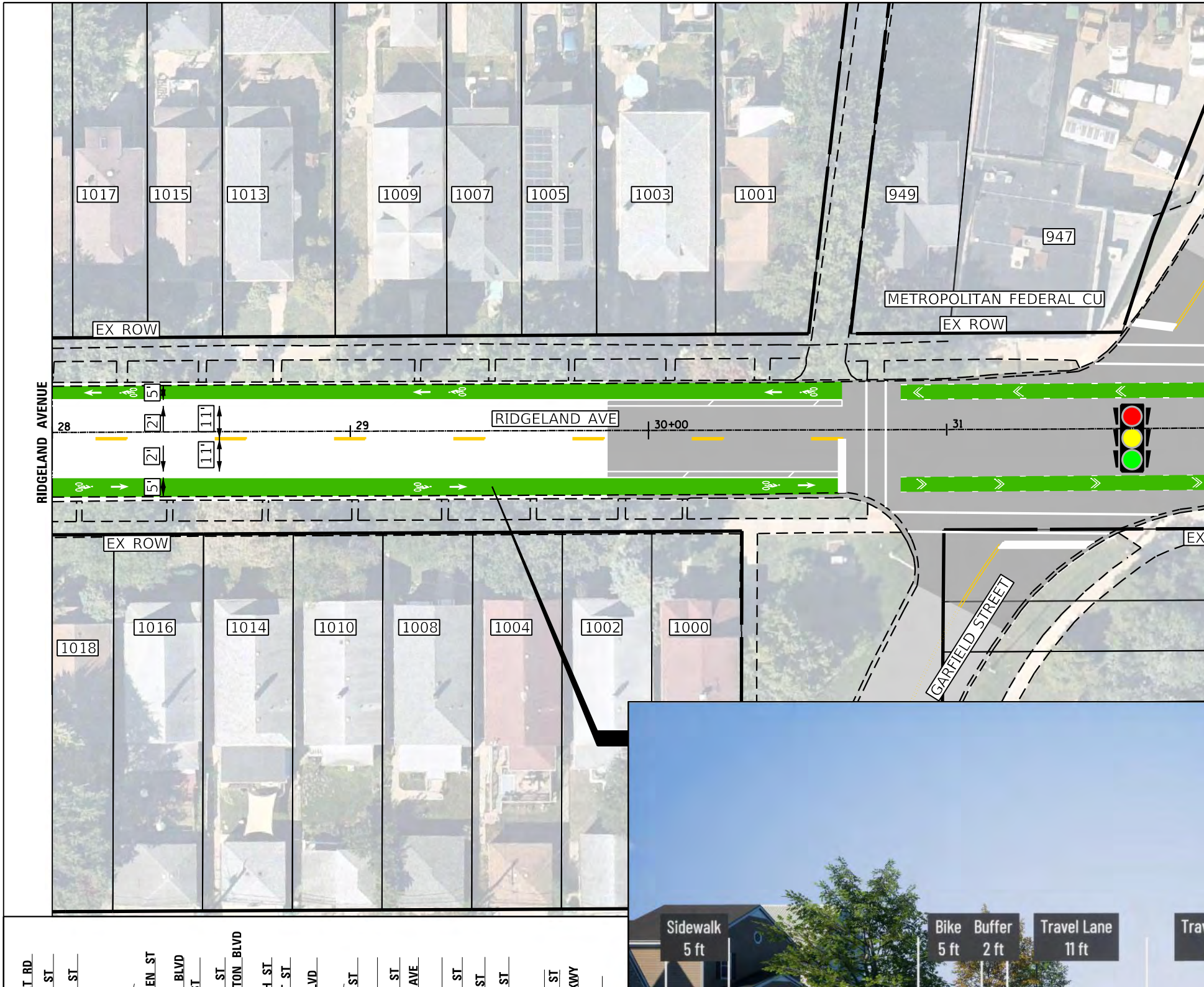
Bike Lanes with 2-foot Flexible

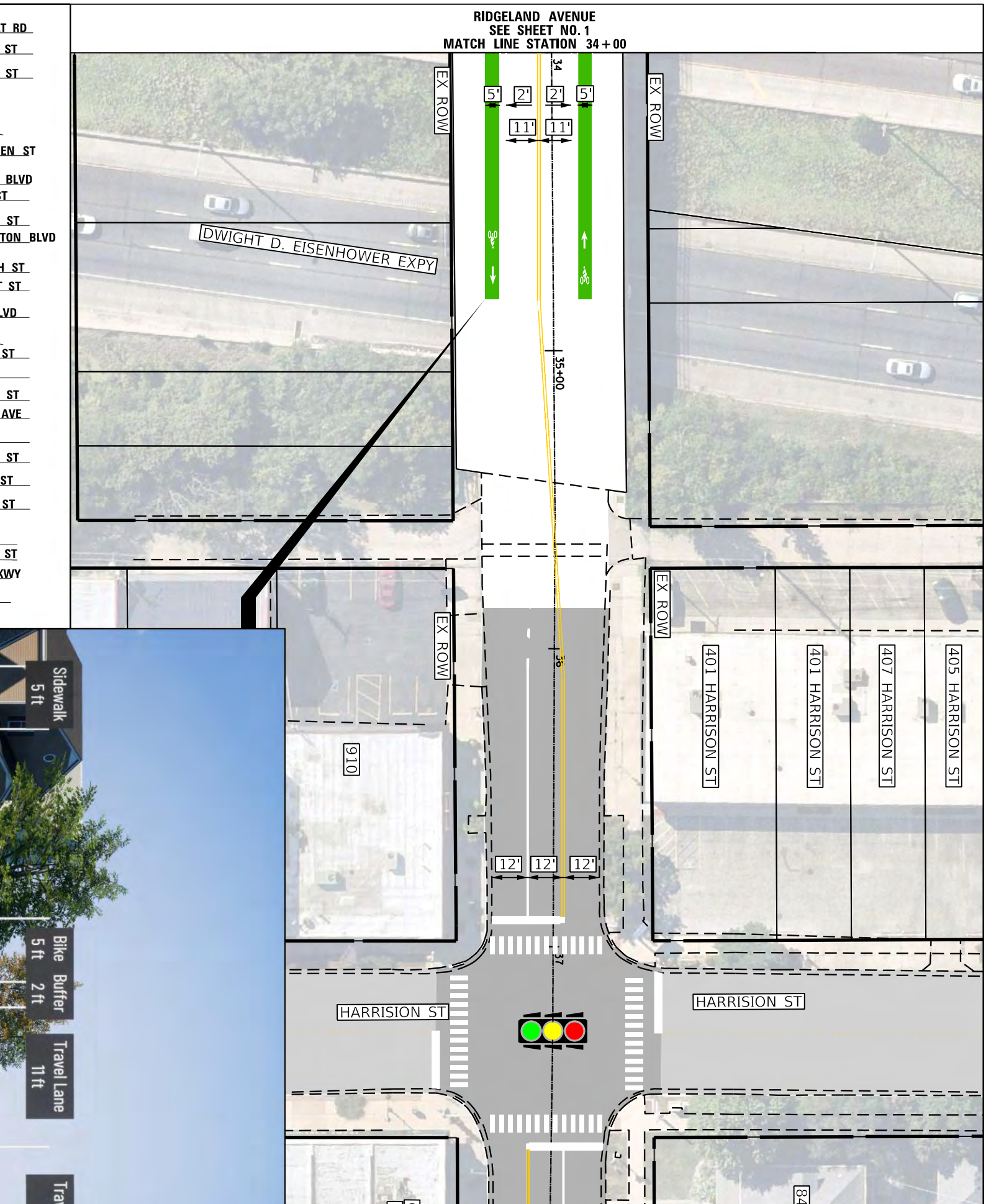
Alternative 3

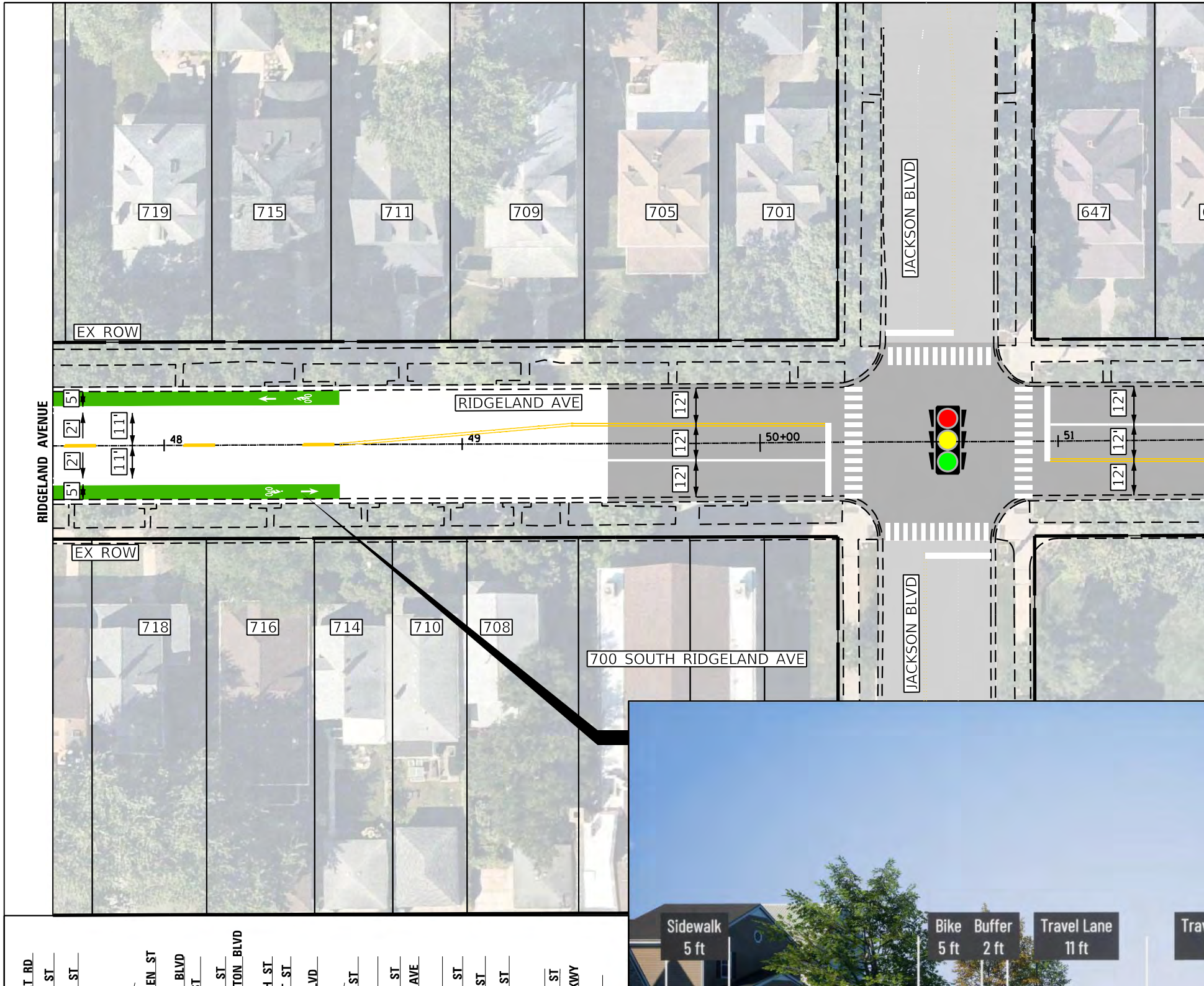
Bike Lanes with Raised Barrie

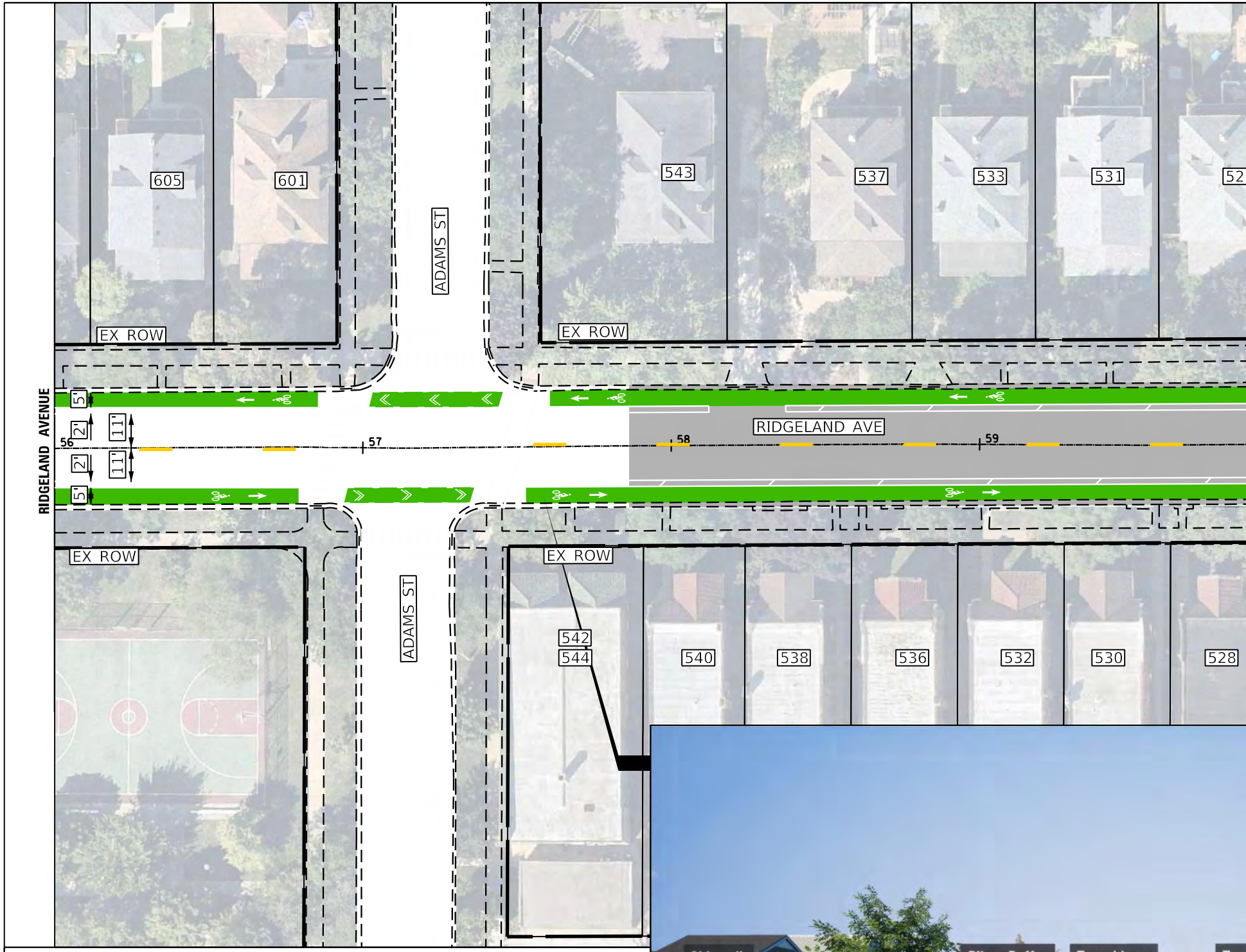
Alternative 4

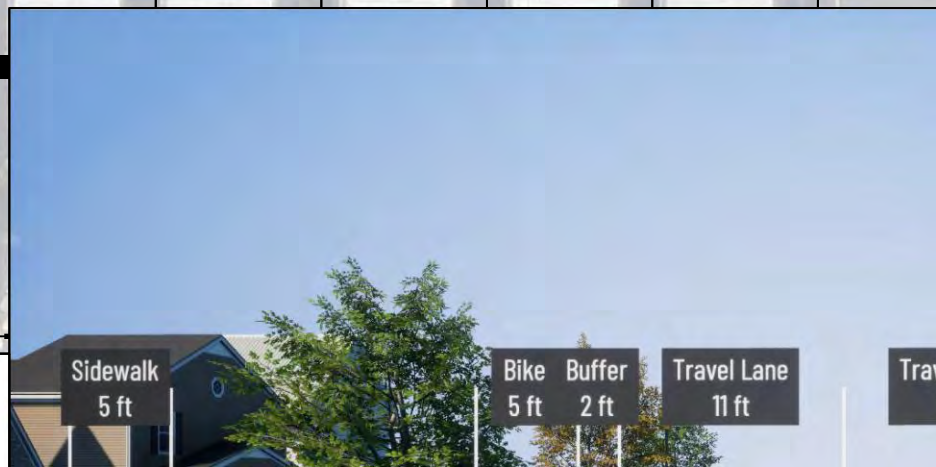
Off-Street Multi-Use Path


1017
1015
1013
1009
1007
1005
1003
1001
949
947
METROPOLITAN FEDERAL CU
EX ROW
EX ROW
RIDGELAND AVENUE
5'
2'
11'
2'
11'
5'
28
29
RIDGELAND AVE
30+00
31
EX ROW
1018
1016
1014
1010
1008
1004
1002
1000
GARFIELD STREET
EX
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft


RIDGELAND AVENUE
SEE SHEET NO. 1
MATCH LINE STATION 34+00
EX ROW
EX ROW
DWIGHT D. EISENHOWER EXPY
5'
2'
2'
5'
11'
11'
34
35+00
36
37
EX ROW
EX ROW
EX ROW
401 HARRISON ST
401 HARRISON ST
407 HARRISON ST
405 HARRISON ST
910
12'
12'
12'
HARRISION ST
HARRISION ST
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

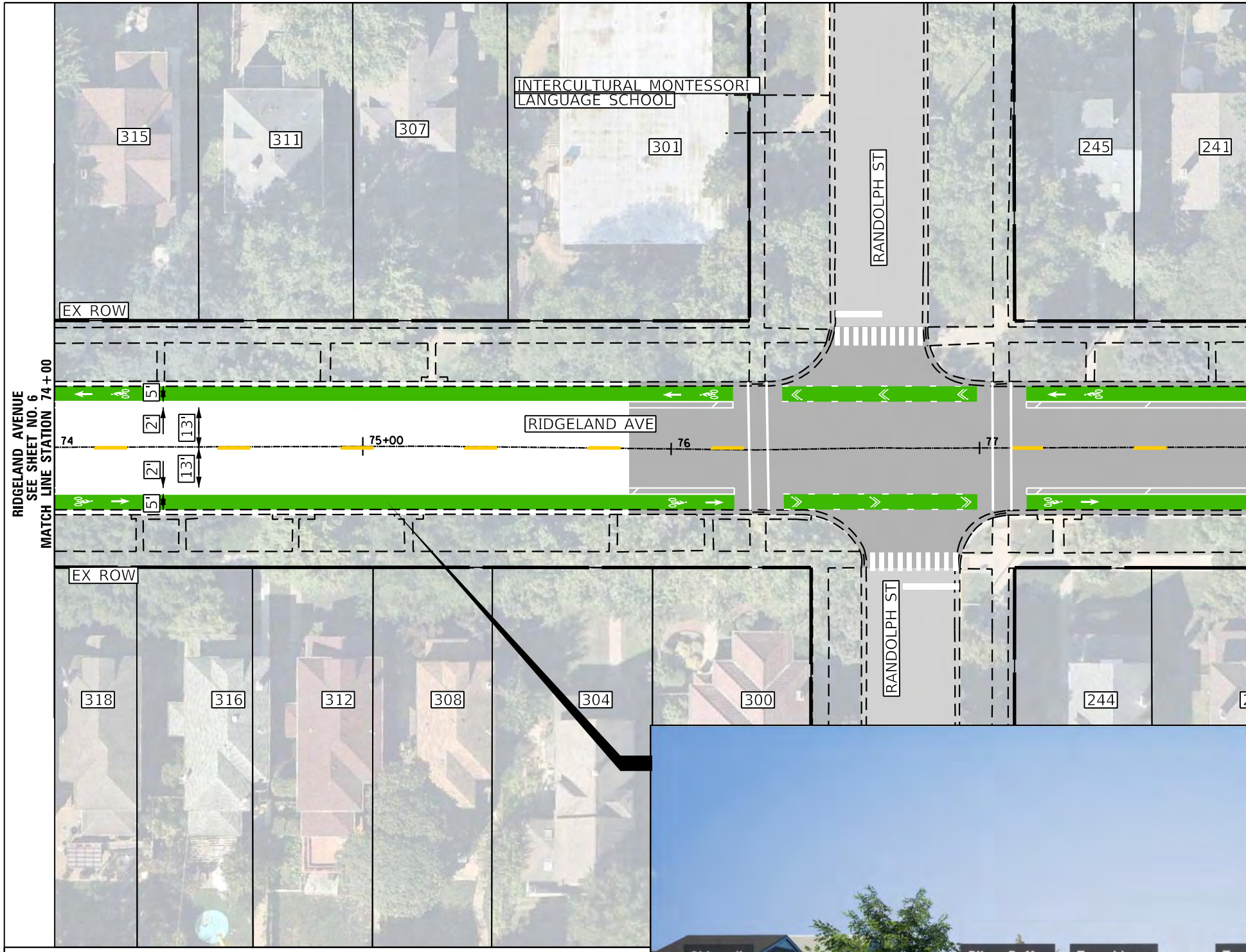

719
715
711
709
705
701
647
JACKSON BLVD
EX ROW
RIDGELAND AVE
RIDGELAND AVENUE
5'
2'
11'
11'
2'
5'
48
49
50+00
51
12'
12'
12'
12'
12'
12'
EX ROW
718
716
714
710
708
700 SOUTH RIDGELAND AVE
JACKSON BLVD
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

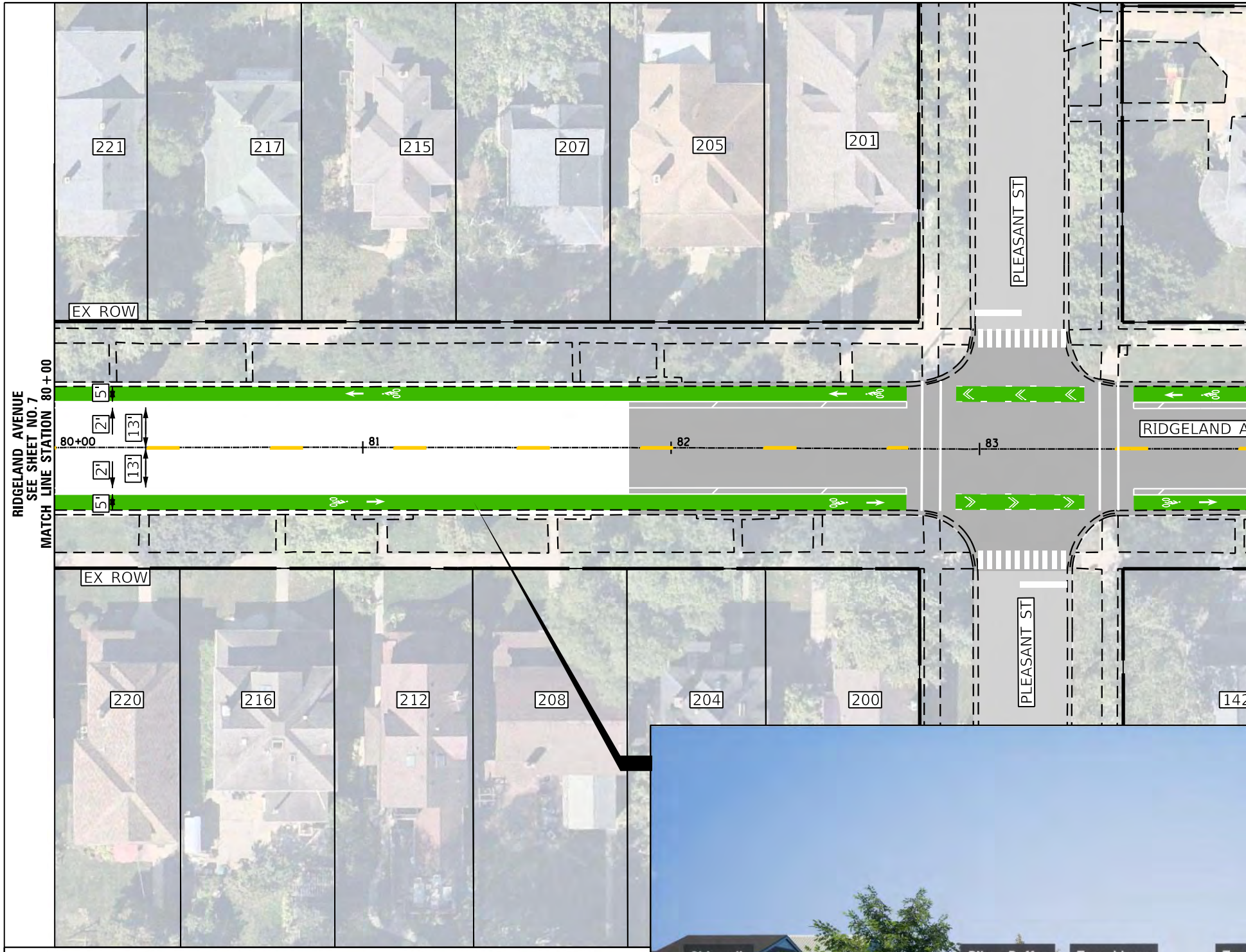

605
601
543
537
533
531
52
ADAMS ST
EX ROW
EX ROW
RIDGELAND AVENUE
5'
2'
11'
11'
2'
5'
56
57
58
59
RIDGELAND AVE
EX ROW
EX ROW
ADAMS ST
542
544
540
538
536
532
530
528


Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

RIDGELAND AVE
65+00
436
438
440
330 MADISON STREET
408 MADISON STREET
400 MADISON STREET
10'
10'
10'
10'
10'
MADISON ST
MADISON ST
64
Travel Lane
11 ft
Bike
5 ft
Buffer
2 ft
Sidewalk
5 ft
SHELL
401 MADISON ST
CIRCLE K
EX ROW
EX ROW
63
62
RIDGELAND AVENUE
SEE SHEET NO. 4
MATCH LINE STATION 62+00

RIDGELAND AVENUE
SEE SHEET NO. 5
MATCH LINE STATION 68+00
410 WASHINGTON
400 WASHINGTON
320 WASHINGTON
405 WASHINGTON
403 WASHINGTON
401 WASHINGTON
417
JULIAN MIDDLE SCHOOL
EX ROW
EX ROW
WASHINGTON BLVD
WASHINGTON BLVD
71
70+00
69
68
5'
2'
14'
14'
2'
5'
Sidewalk 5 ft
Bike 5 ft
Buffer 2 ft
Travel Lane 11 ft


INTERCULTURAL MONTESSORI LANGUAGE SCHOOL
315
311
307
301
245
241
RANDOLPH ST
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 6
MATCH LINE STATION 74+00
5'
2'
13'
2'
13'
5'
RIDGELAND AVE
74
75+00
76
77
EX ROW
RANDOLPH ST
318
316
312
308
304
300
244
Sidewalk 5 ft
Bike 5 ft
Buffer 2 ft
Travel Lane 11 ft


221
217
215
207
205
201
EX ROW
PLEASANT ST
RIDGELAND AVENUE
SEE SHEET NO. 7
MATCH LINE STATION 80+00
80+00
81
82
83
5'
2'
13'
2'
13'
5'
RIDGELAND A
EX ROW
220
216
212
208
204
200
PLEASANT ST
142

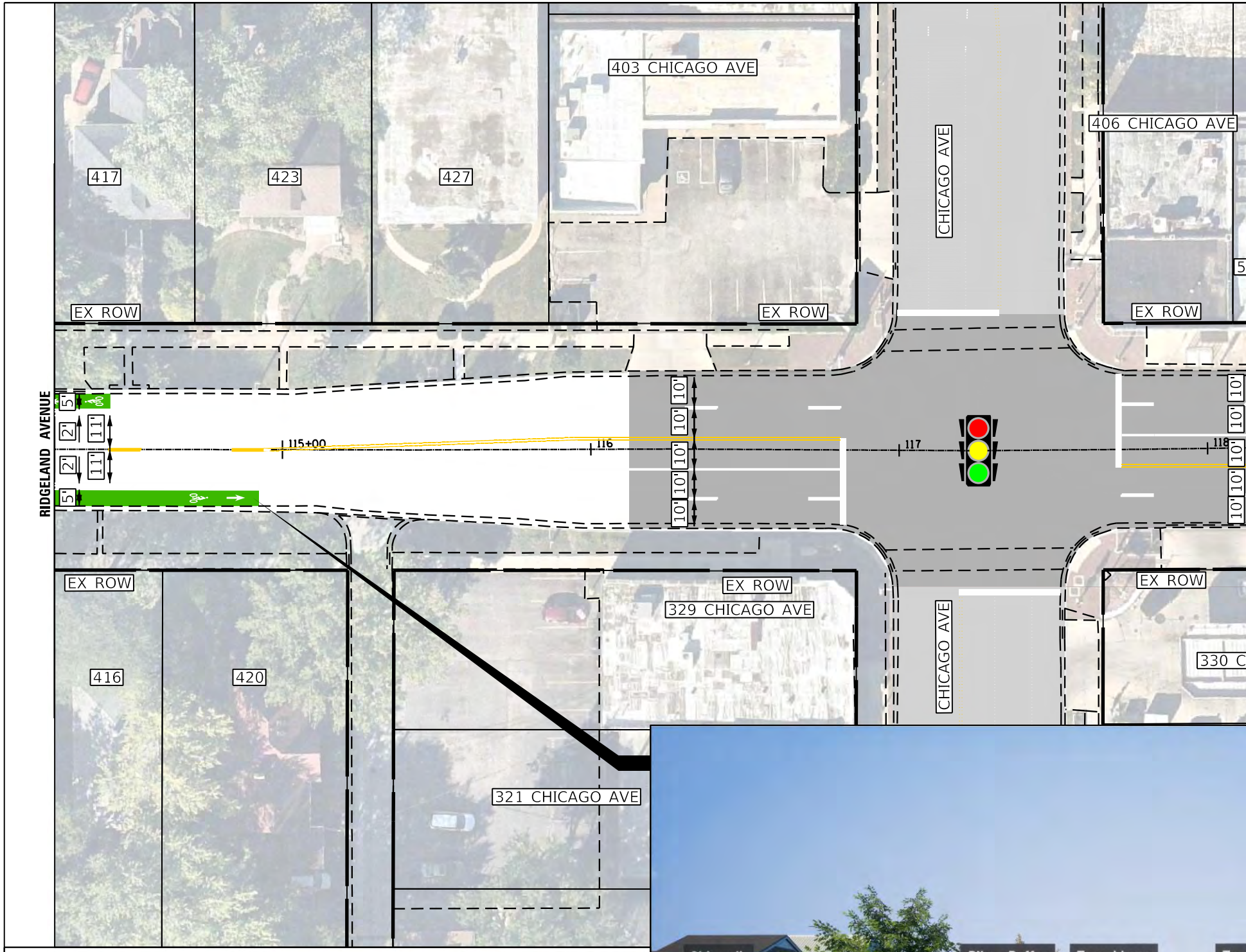

Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

SOUTH BLVD
SOUTH BLVD
409 SOUTH BLVD
111 SOUTH RIDGELAND AVE
105 SOUTH RIDGELAND AVE
RIDGELAND AVE
323 SOUTH BLVD
323 SOUTH BLVD
115
117
119
114
116
120
10'
10'
4'
10'
10'
88
88
87
86
13'
13'
2'
2'
5'
5'
Travel Lane 11 ft
Bike 5 ft
Buffer 2 ft
Sidewalk 5 ft
RIDGELAND AVENUE
SEE SHEET NO. 8
MATCH LINE STATION 86+00

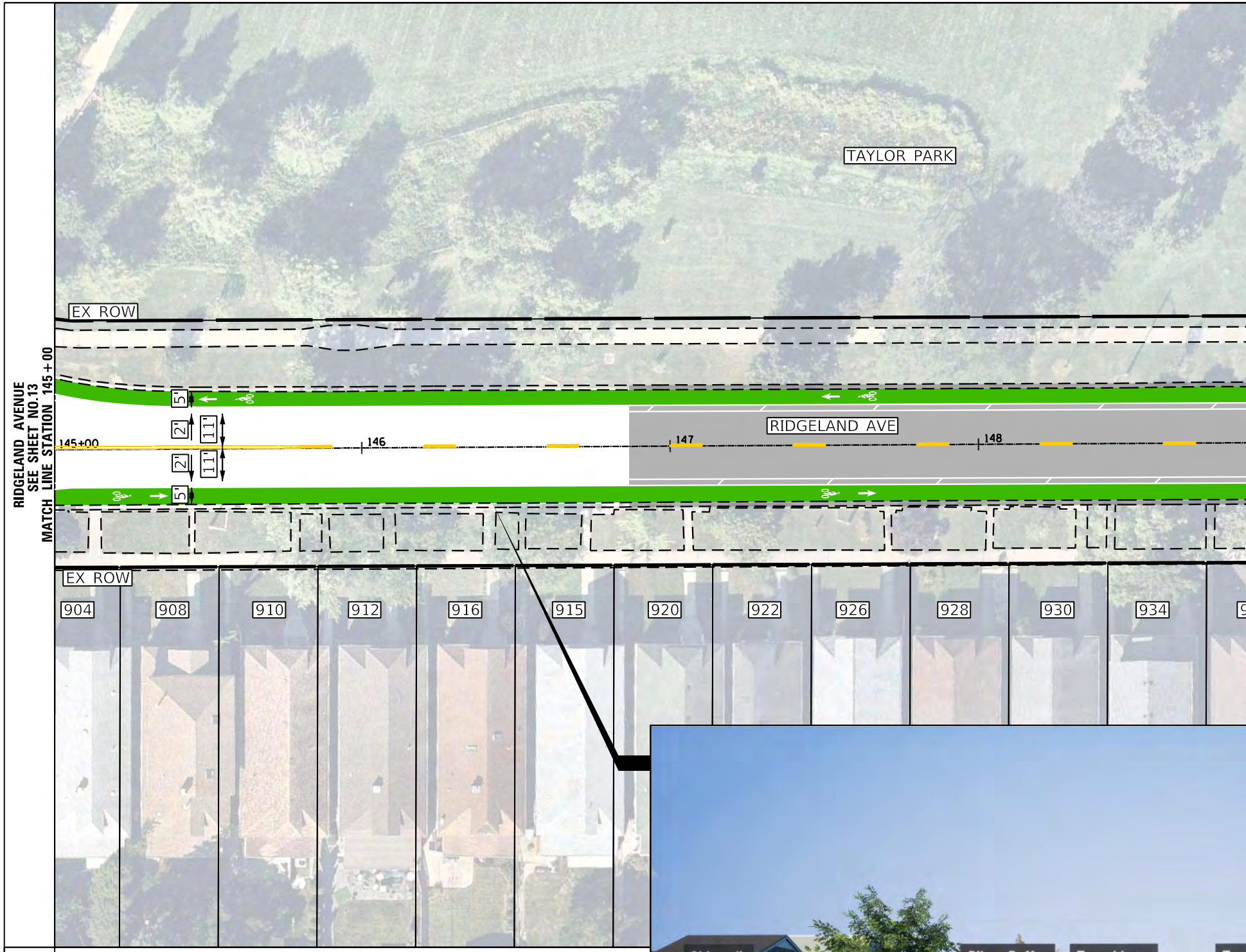
RIDGELAND AVENUE
SEE SHEET NO. 9
MATCH LINE STATION 92+00
RIDGELAND COMMON POOL
EX ROW
RIDGELAND AVE
333 LAKE ST
EX ROW
100
LAKE ST
LAKE ST
402 LAKE ST
133
332 LAKE ST
10'
10'
10'
10'
10'
95+00
93
92
Sidewalk 5 ft
Bike Buffer 2 ft
Travel Lane 11 ft

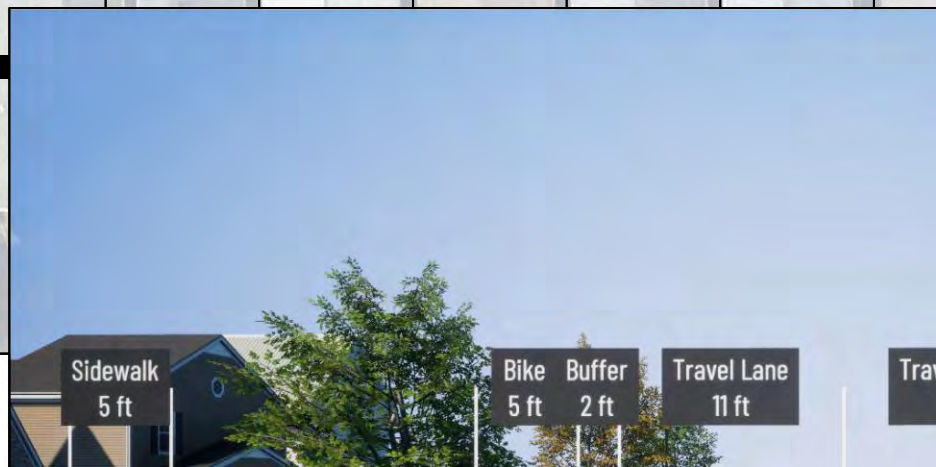

155
159
163
167
171
175
179
EX ROW
RIDGELAND AVENUE
SEE SHEET NO.10
MATCH LINE STATION 98+00
5'
2'
11'
11'
2'
5'
98
99
100+00
101
RIDGELAND AVE
EX ROW
154
158
164
166
170
174
178

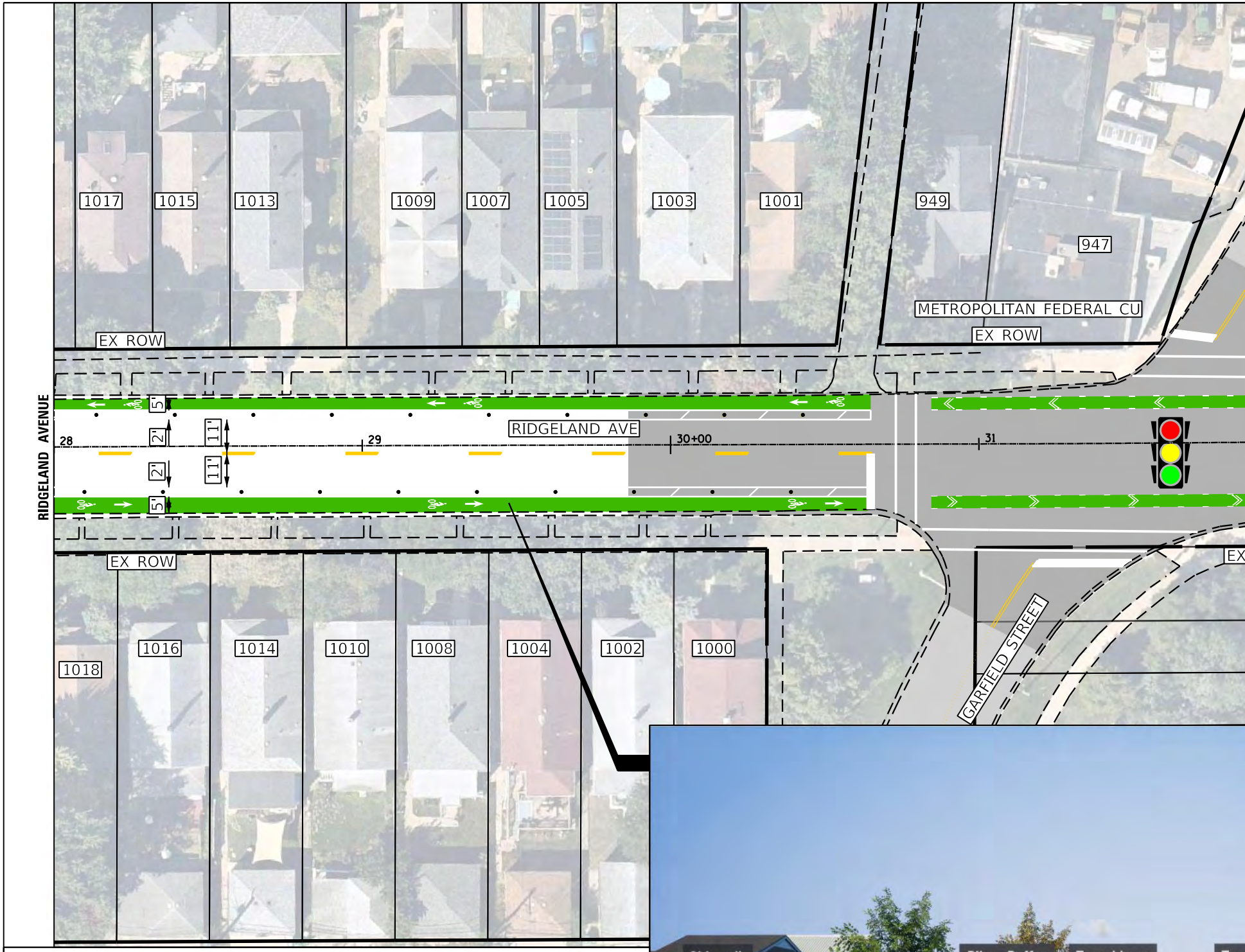

Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft


403 CHICAGO AVE
406 CHICAGO AVE
417
423
427
CHICAGO AVE
EX ROW
EX ROW
EX ROW
RIDGELAND AVENUE
5'
2'
11'
2'
11'
5'
115+00
116
117
118
10'
10'
10'
10'
10'
EX ROW
EX ROW
329 CHICAGO AVE
EX ROW
CHICAGO AVE
330 C
416
420
321 CHICAGO AVE
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

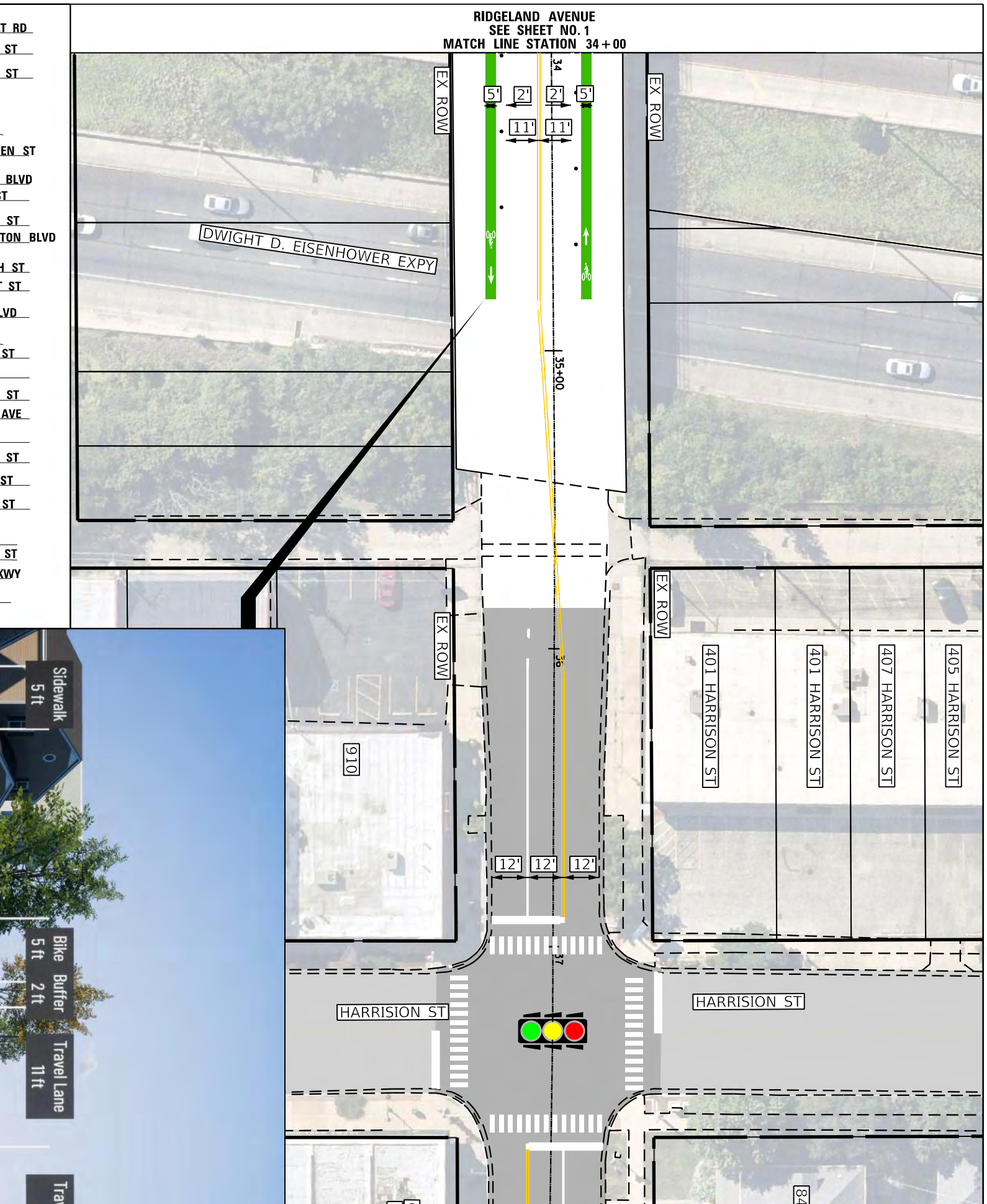

817
821
823
825
829
831
835
839
841
845
EX ROW
RIDGELAND AVENUE
5'
2'
11'
139
140+00
141
142
12'
RIDGELAND AVE
816
818
820
824
826
828
832
834
840
842
844
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft
Travel Lane
11 ft
Buffer
2 ft
Bike
5 ft
Sidewalk
5 ft

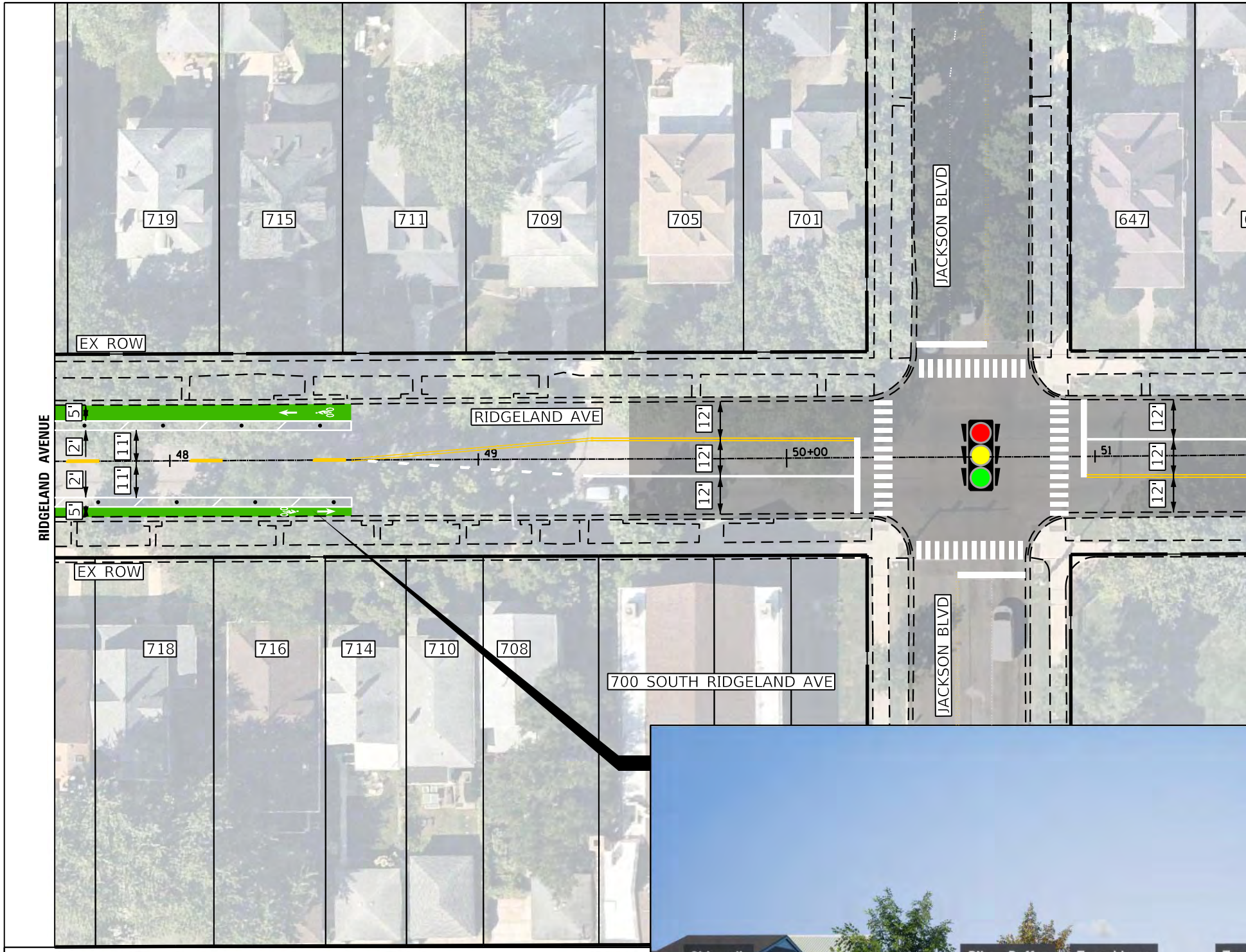

TAYLOR PARK
EX ROW
RIDGELAND AVENUE
SEE SHEET NO.13
MATCH LINE STATION 145+00
5'
2'
11'
2'
11'
5'
145+00
146
147
148
RIDGELAND AVE
EX ROW
904
908
910
912
916
915
920
922
926
928
930
934


Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

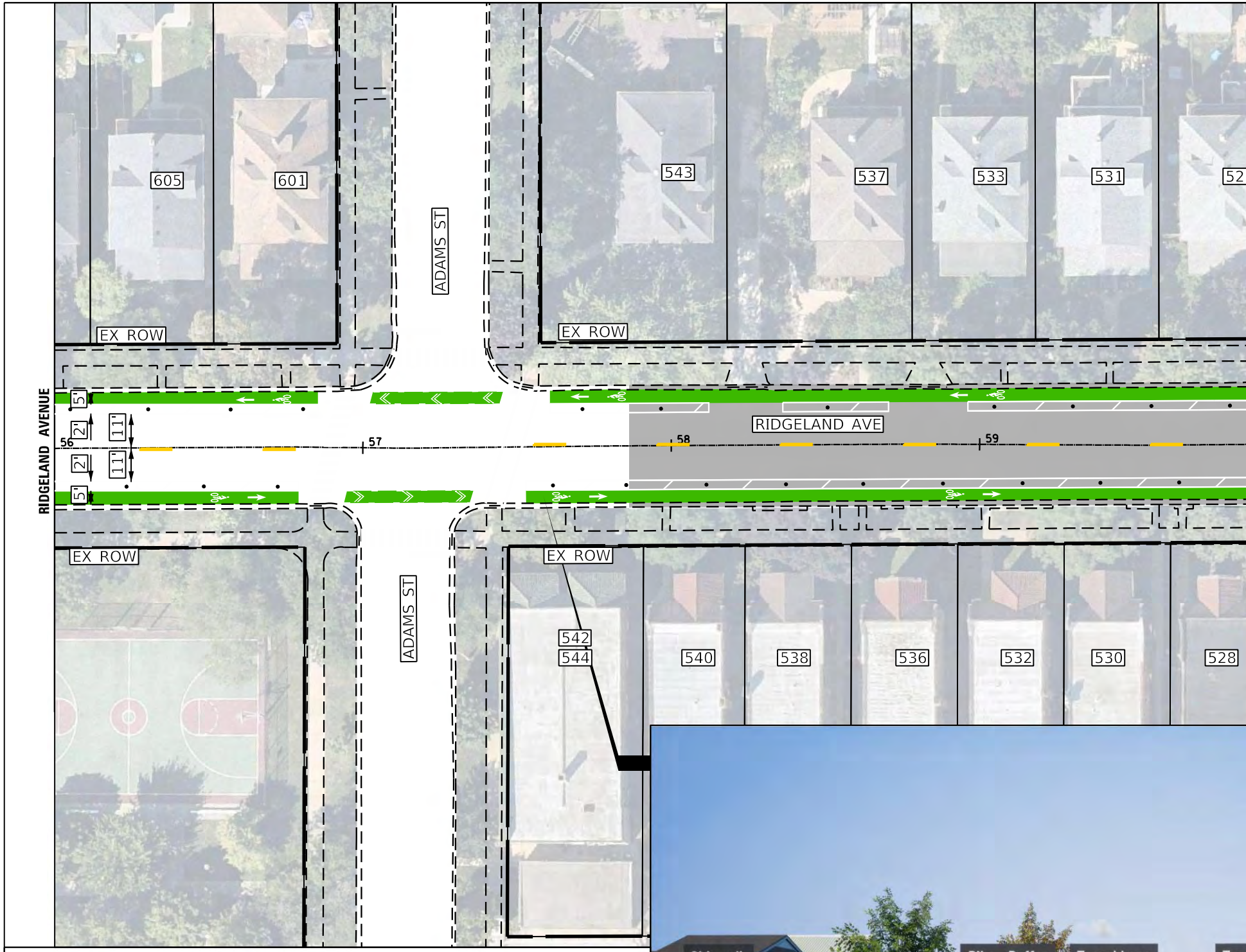

1017
1015
1013
1009
1007
1005
1003
1001
949
947
METROPOLITAN FEDERAL CU
EX ROW
EX ROW
RIDGELAND AVENUE
RIDGELAND AVE
5'
2'
11'
11'
2'
5'
28
29
30+00
31
EX ROW
1018
1016
1014
1010
1008
1004
1002
1000
GARFIELD STREET
EX


Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

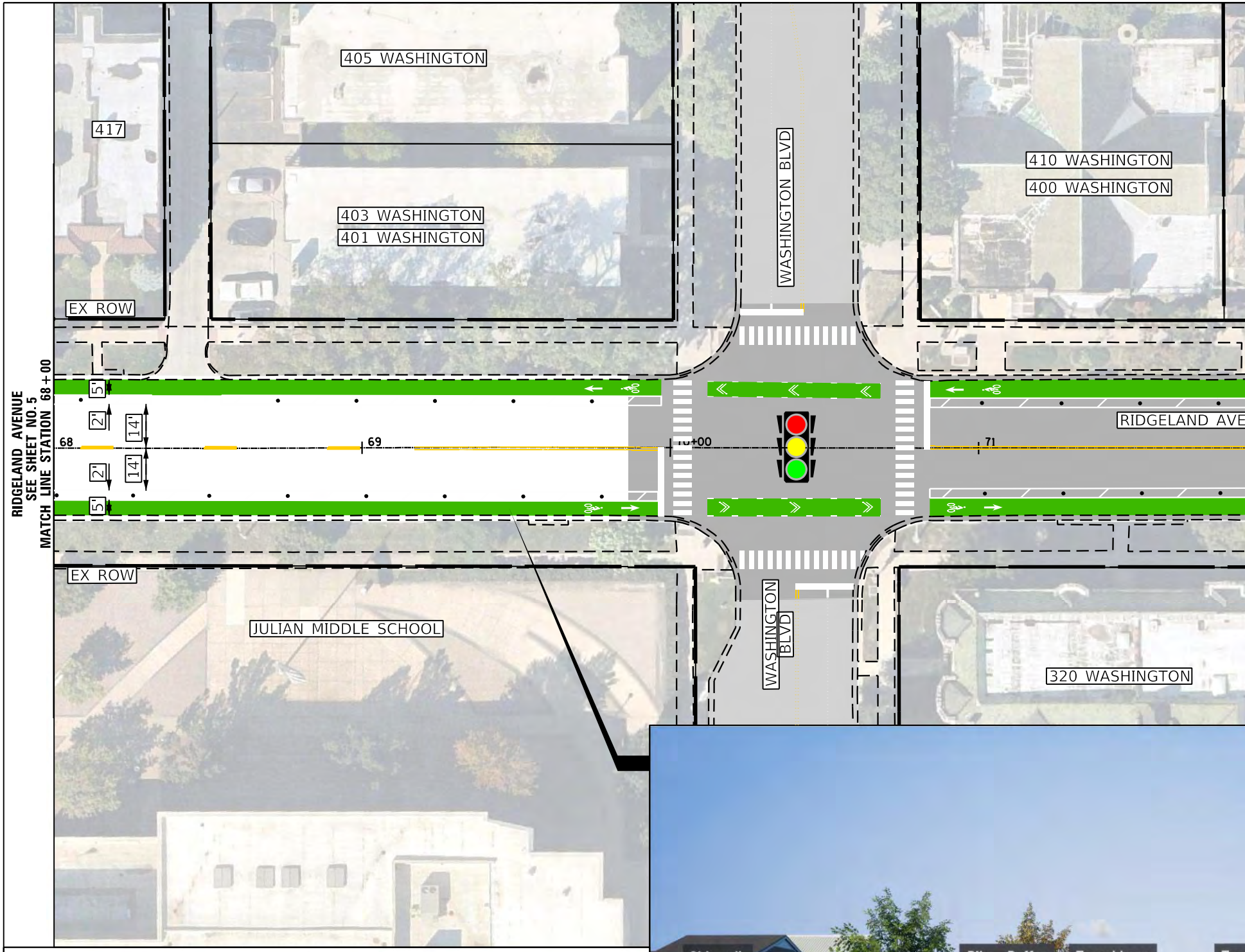

RIDGELAND AVENUE
SEE SHEET NO. 1
MATCH LINE STATION 34+00
EX ROW
EX ROW
DWIGHT D. EISENHOWER EXPY
34
35+00
36
37
5'
2'
11'
11'
2'
5'
EX ROW
EX ROW
EX ROW
401 HARRISON ST
401 HARRISON ST
407 HARRISON ST
405 HARRISON ST
910
12'
12'
12'
HARRISION ST
HARRISION ST
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft


719
715
711
709
705
701
647
JACKSON BLVD
EX ROW
RIDGELAND AVE
RIDGELAND AVENUE
5'
2'
11'
11'
2'
5'
48
49
50+00
51
12'
12'
12'
12'
12'
12'
EX ROW
718
716
714
710
708
700 SOUTH RIDGELAND AVE
JACKSON BLVD

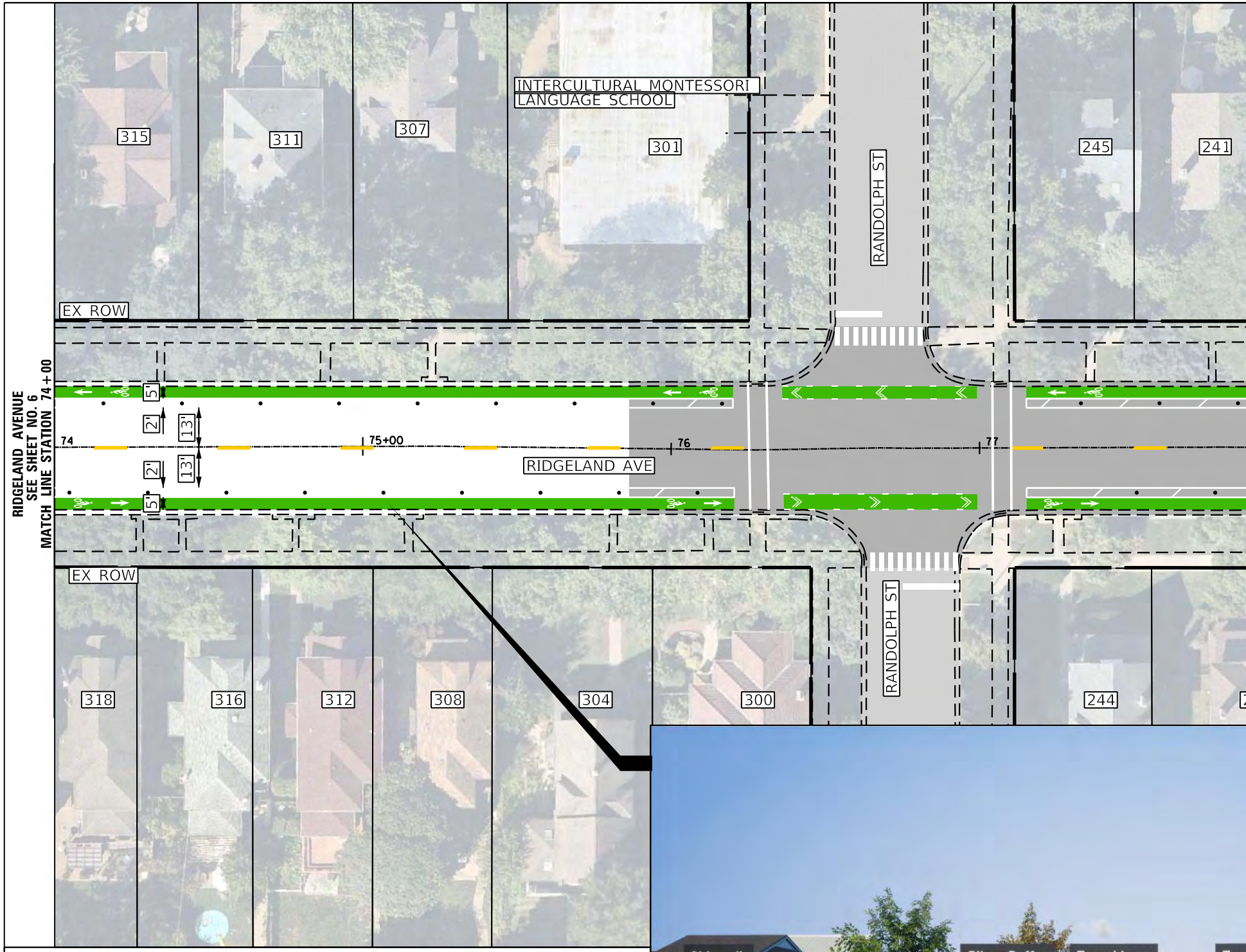

Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

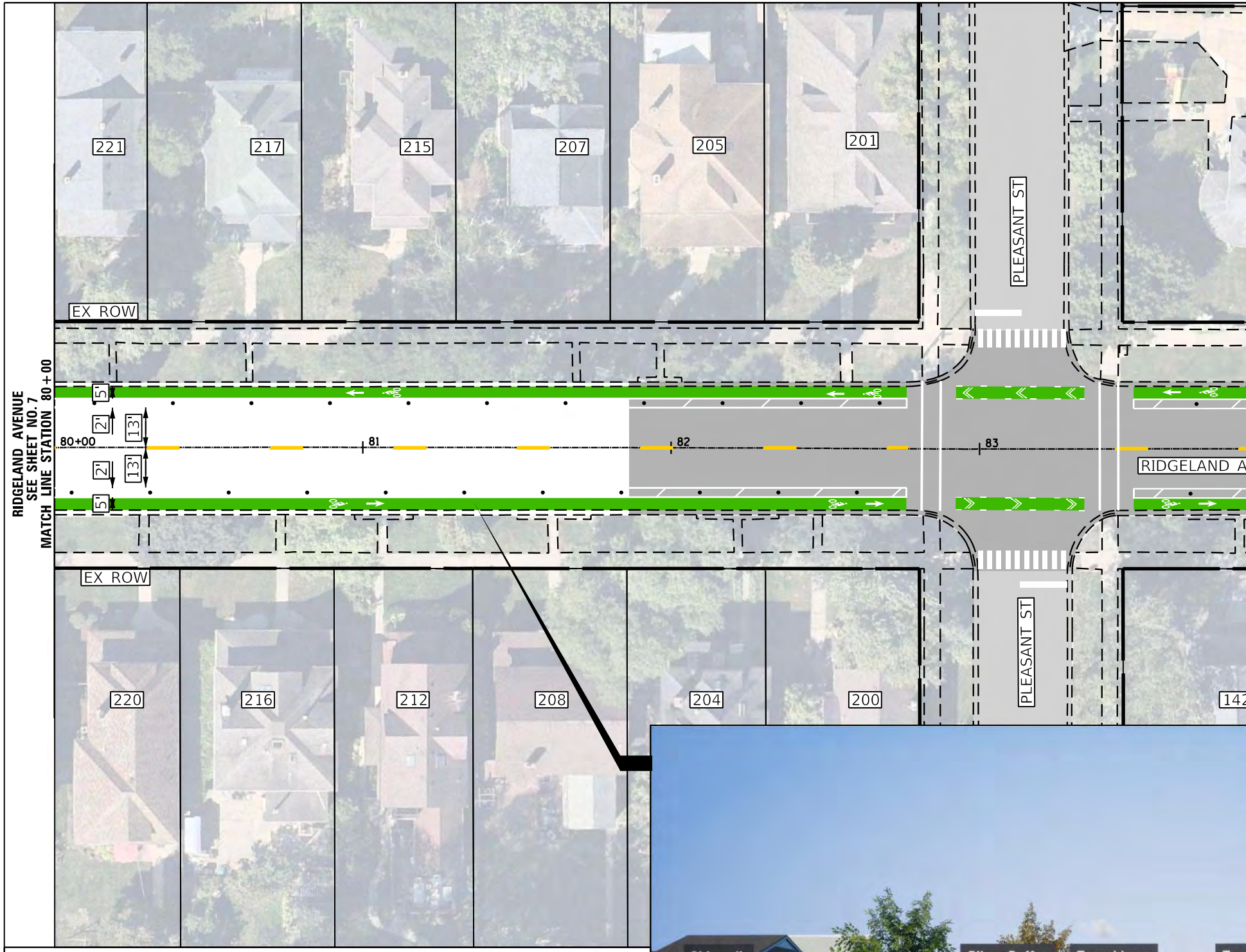

605
601
ADAMS ST
543
537
533
531
52
EX ROW
EX ROW
RIDGELAND AVENUE
5'
2'
11'
11'
2'
5'
56
57
58
59
RIDGELAND AVE
EX ROW
EX ROW
ADAMS ST
542
544
540
538
536
532
530
528
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

RIDGELAND AVENUE
SEE SHEET NO. 4
MATCH LINE STATION 62+00

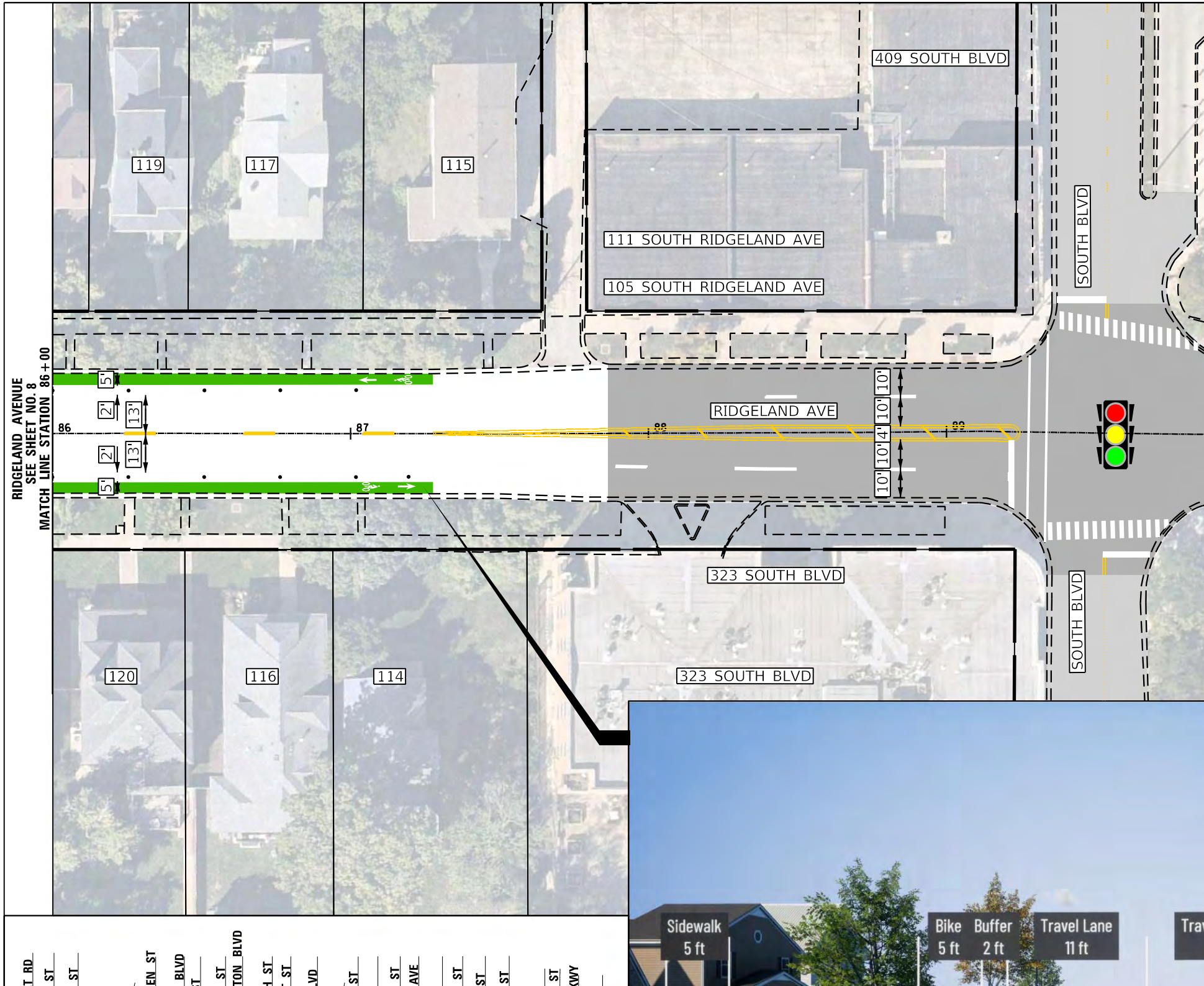

405 WASHINGTON
417
403 WASHINGTON
401 WASHINGTON
410 WASHINGTON
400 WASHINGTON
WASHINGTON BLVD
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 5
MATCH LINE STATION 68+00
5'
2'
14'
2'
14'
5'
68
69
70+00
71
RIDGELAND AVE
EX ROW
JULIAN MIDDLE SCHOOL
WASHINGTON BLVD
320 WASHINGTON


Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft


INTERCULTURAL MONTESSORI LANGUAGE SCHOOL
315
311
307
301
245
241
RANDOLPH ST
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 6
MATCH LINE STATION 74+00
5'
2'
13'
2'
13'
5'
74
75+00
76
77
RIDGELAND AVE
EX ROW
318
316
312
308
304
300
RANDOLPH ST
244
Sidewalk 5 ft
Bike 5 ft
Buffer 2 ft
Travel Lane 11 ft


221
217
215
207
205
201
EX ROW
PLEASANT ST
RIDGELAND AVENUE
SEE SHEET NO. 7
MATCH LINE STATION 80+00
80+00
81
82
83
5'
2'
13'
2'
13'
5'
RIDGELAND A
EX ROW
220
216
212
208
204
200
PLEASANT ST
142


Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft


409 SOUTH BLVD
119
117
115
111 SOUTH RIDGELAND AVE
105 SOUTH RIDGELAND AVE
SOUTH BLVD
RIDGELAND AVENUE
SEE SHEET NO. 8
MATCH LINE STATION 86+00
5'
2'
13'
2'
13'
5'
86
87
88
RIDGELAND AVE
10'
10'
10'
4'
10'
323 SOUTH BLVD
SOUTH BLVD
120
116
114
323 SOUTH BLVD
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

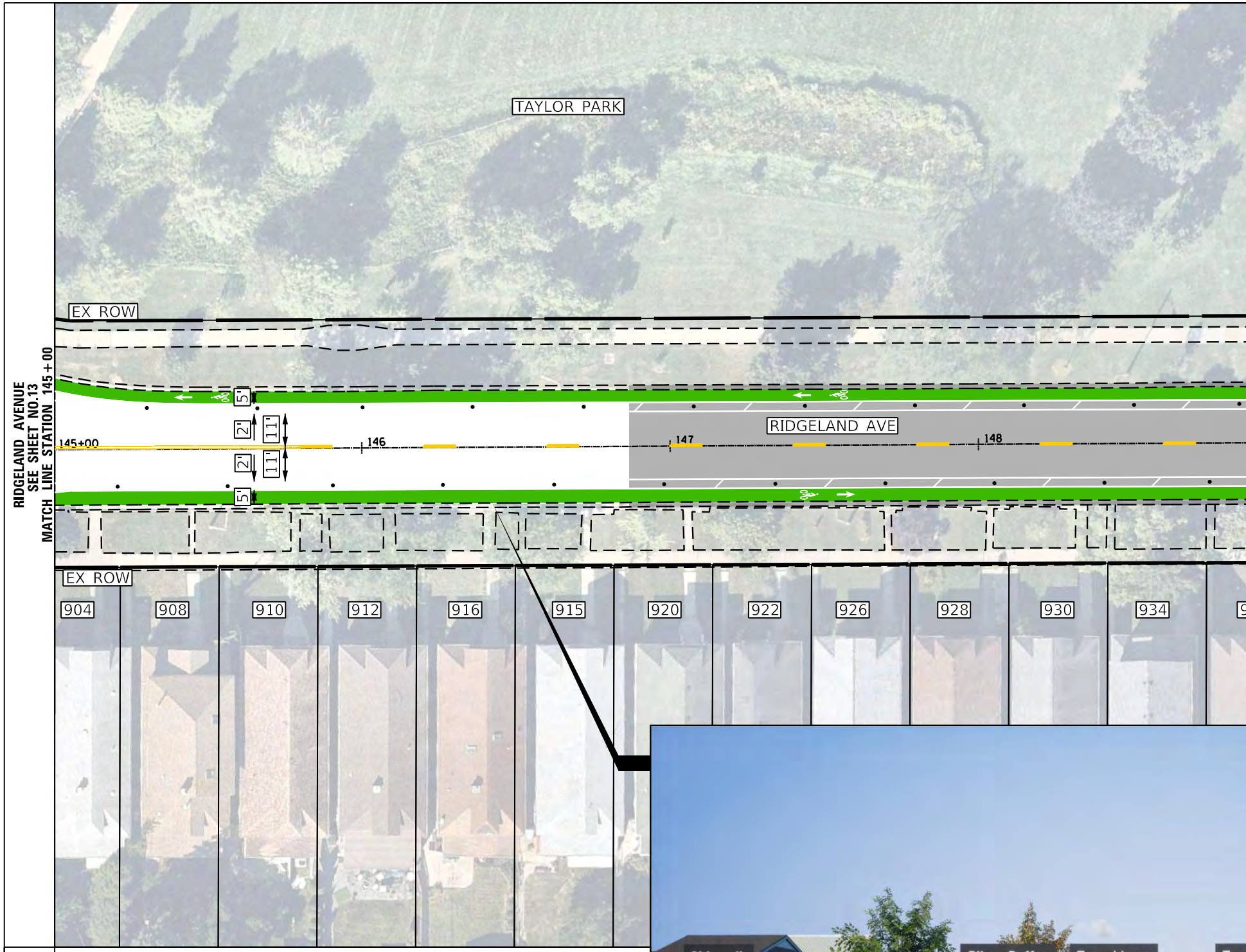

RIDGELAND COMMON POOL
EX ROW
LAKE ST
402 LAKE ST
133
RIDGELAND AVENUE
SEE SHEET NO. 9
MATCH LINE STATION 92+00
92
93
95+00
RIDGELAND AVE
10'
EX ROW
100
333 LAKE ST
LAKE ST
332 LAKE ST
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

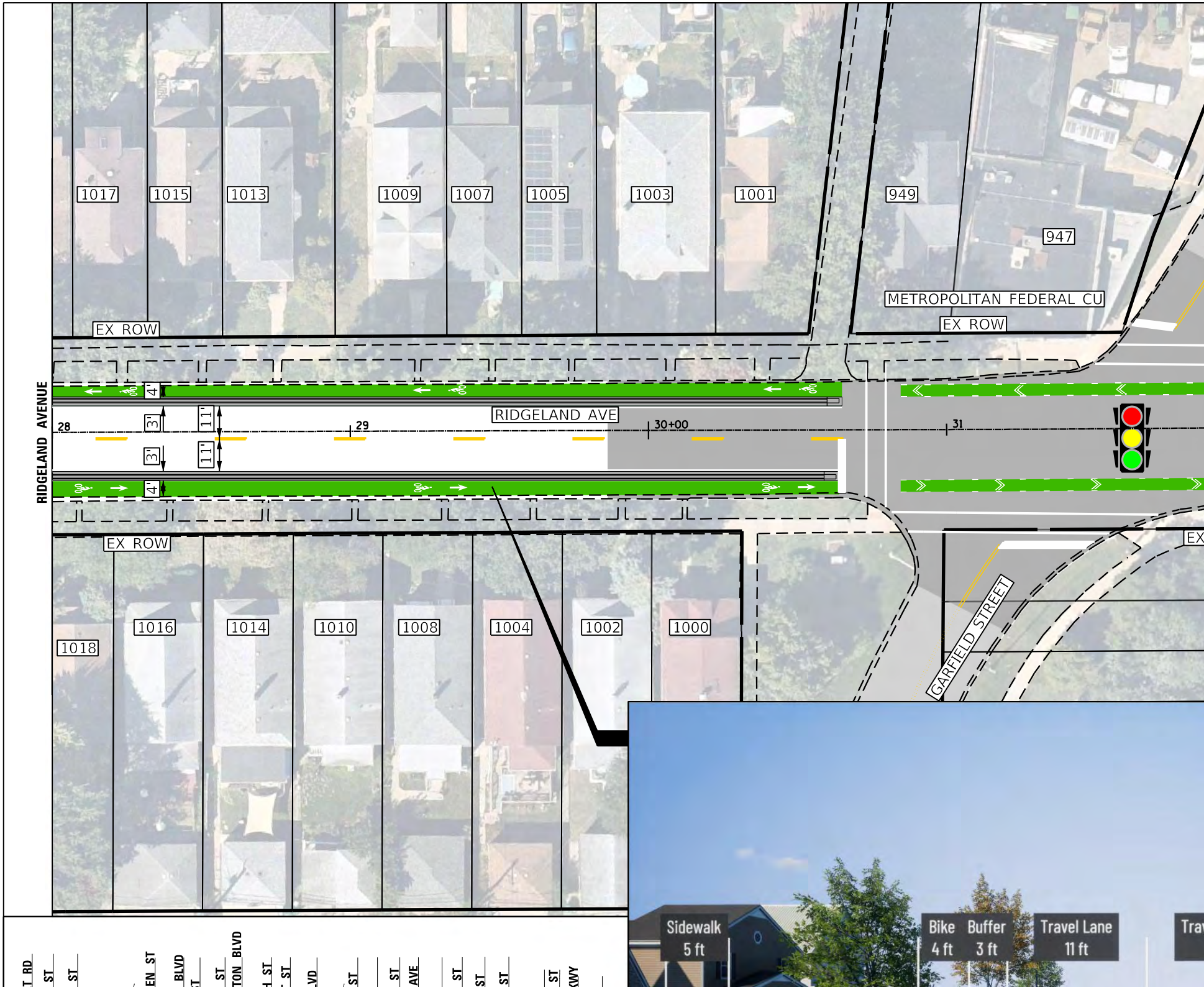

155
159
163
167
171
175
179
EX ROW
RIDGELAND AVENUE
SEE SHEET NO.10
MATCH LINE STATION 98+00
5'
2'
11'
2'
11'
5'
98
99
100+00
101
RIDGELAND AVE
EX ROW
154
158
164
166
170
174
178


Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft


403 CHICAGO AVE
406 CHICAGO AVE
505 RIDGELAND
417
423
427
CHICAGO AVE
EX ROW
EX ROW
EX ROW
EX ROW
RIDGELAND AVENUE
5'
11'
11'
2'
5'
115+00
116
117
118
10'
10'
10'
10'
10'
EX ROW
EX ROW
EX ROW
329 CHICAGO AVE
EX ROW
CHICAGO AVE
330 C
416
420
329 CH
321 CHICAGO AVE
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

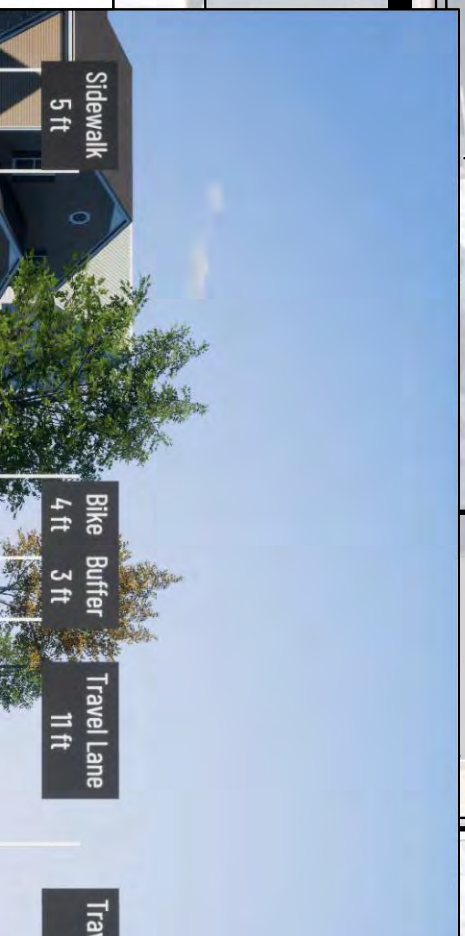

817
821
823
825
829
831
835
839
841
845
EX ROW
RIDGELAND AVENUE
5'
2'
11'
139
140+00
141
142
12'
RIDGELAND AVE
816
818
820
824
826
828
832
834
840
842
844
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft
Travel Lane
11 ft
Buffer
2 ft
Bike
5 ft
Sidewalk
5 ft

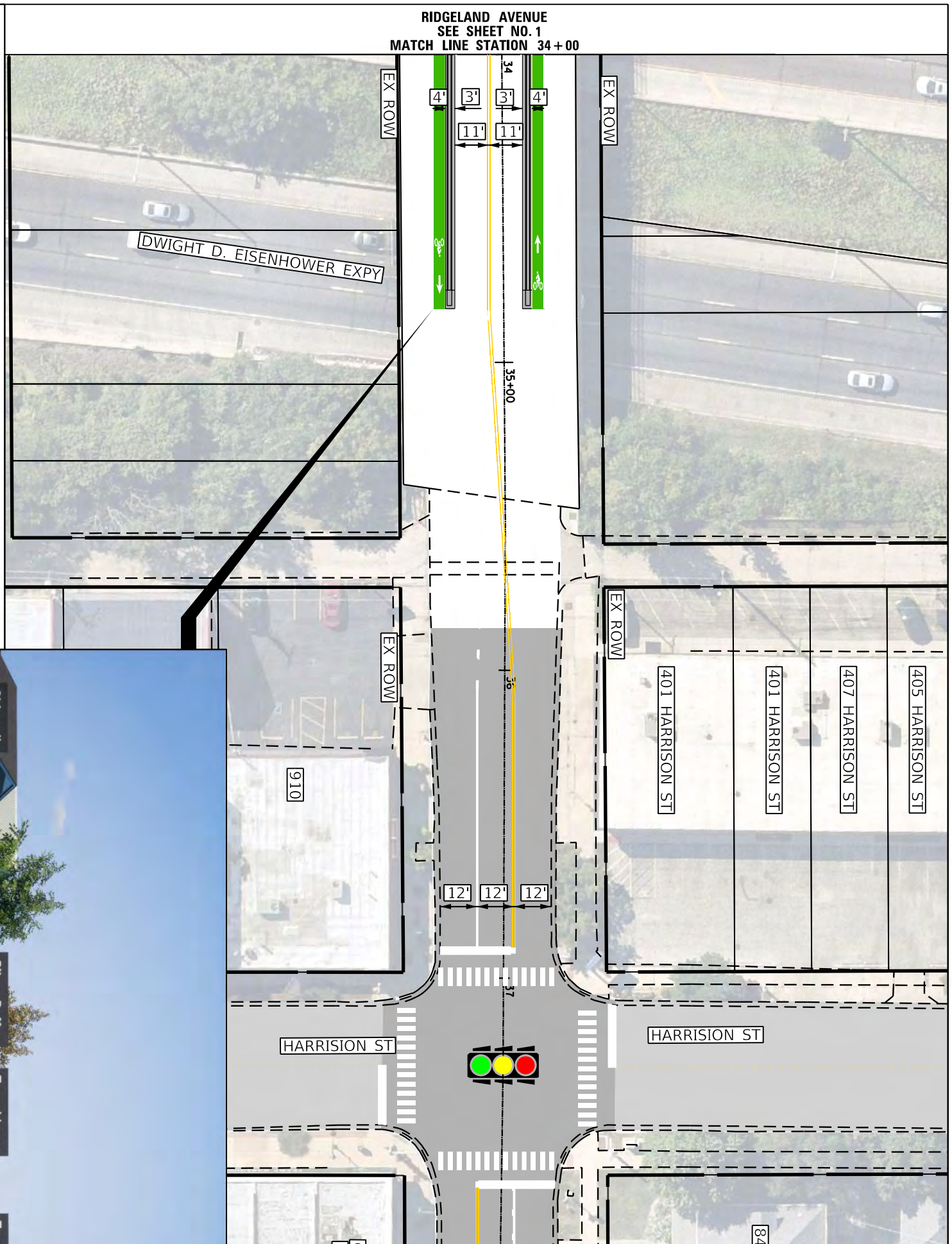

TAYLOR PARK
EX ROW
RIDGELAND AVENUE
SEE SHEET NO.13
MATCH LINE STATION 145+00
5'
2'
11'
2'
11'
5'
145+00
146
147
148
RIDGELAND AVE
EX ROW
904
908
910
912
916
915
920
922
926
928
930
934
Sidewalk
5 ft
Bike
5 ft
Buffer
2 ft
Travel Lane
11 ft

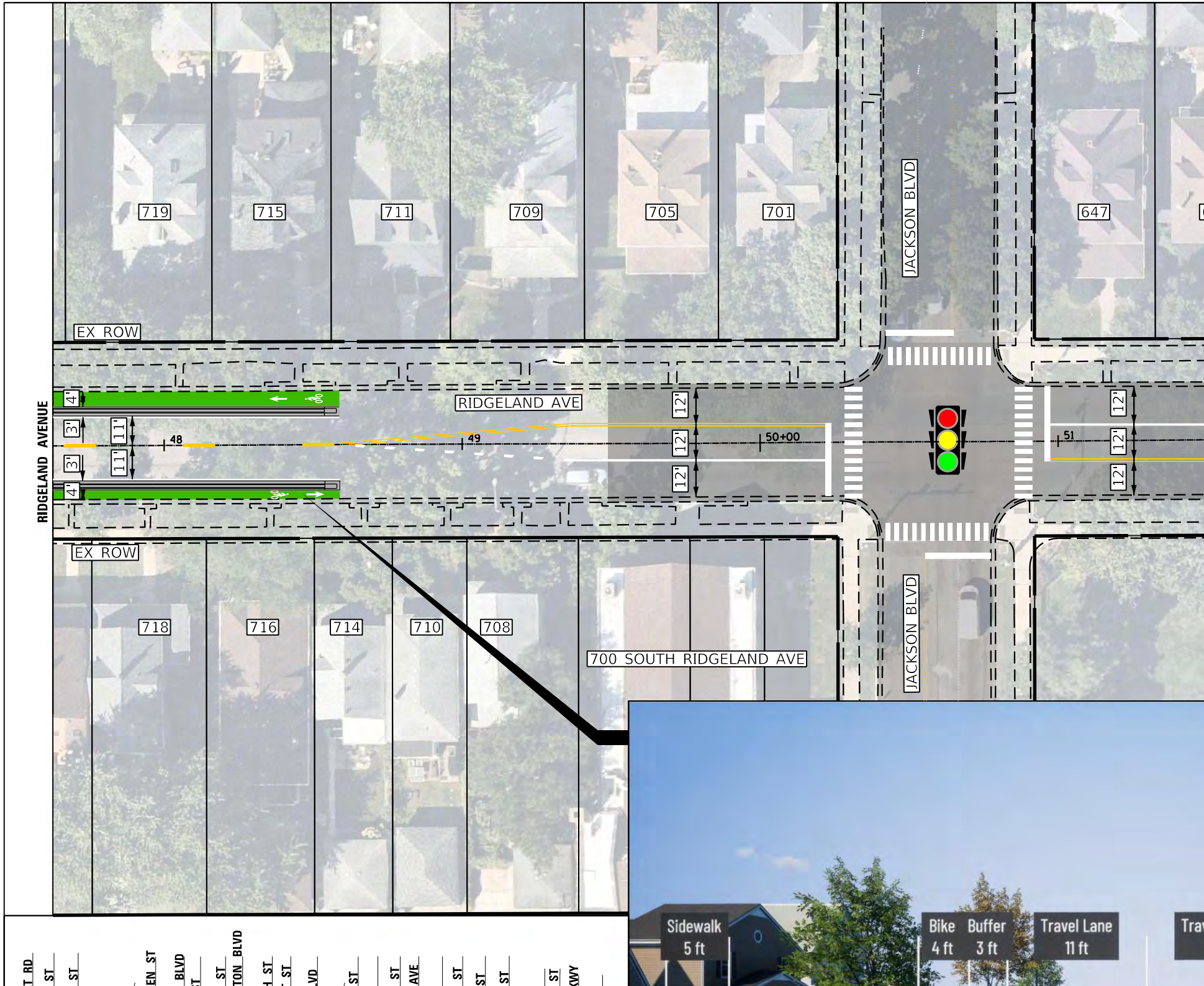

1017
1015
1013
1009
1007
1005
1003
1001
949
947
METROPOLITAN FEDERAL CU
EX ROW
EX ROW
RIDGELAND AVENUE
RIDGELAND AVE
4'
3'
11'
3'
11'
4'
28
29
30+00
31
EX ROW
1018
1016
1014
1010
1008
1004
1002
1000
GARFIELD STREET
EX
Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft

T RD
ST
ST
EN ST
BLVD
T
ST
TON BLVD
H ST
T ST
LVD
ST
ST
AVE
ST
ST
ST
ST
KWY

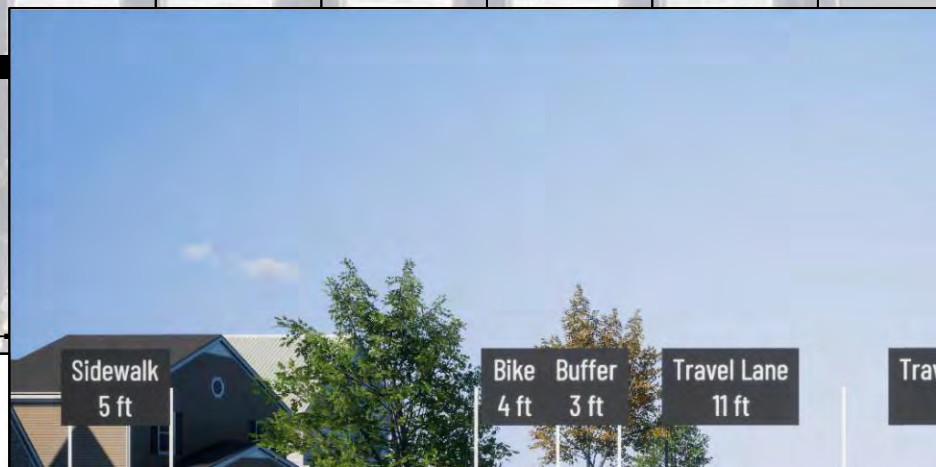
RIDGELAND AVENUE
SEE SHEET NO. 1
MATCH LINE STATION 34+00





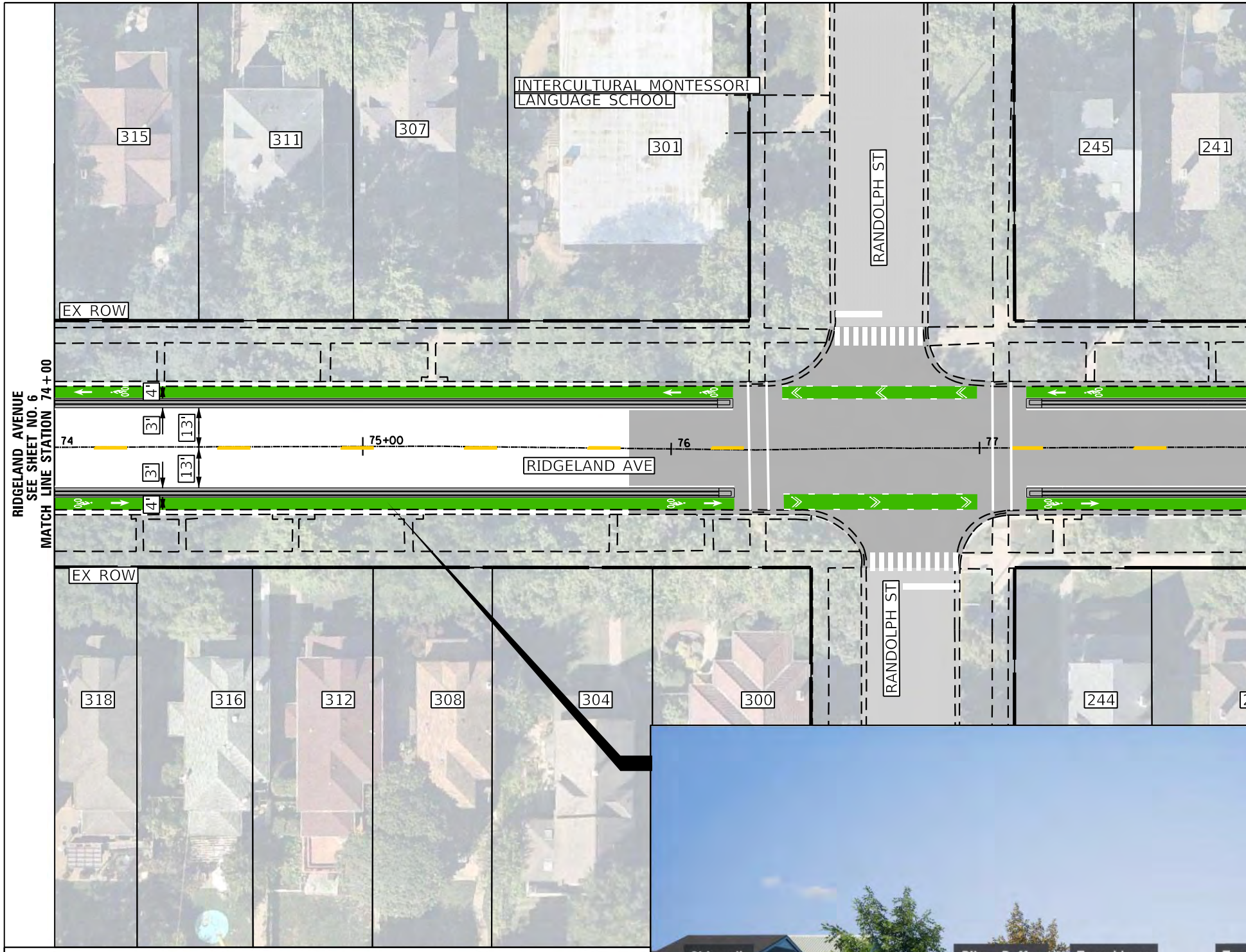

719
715
711
709
705
701
647
JACKSON BLVD
EX ROW
RIDGELAND AVE
RIDGELAND AVENUE
4'
3'
11'
11'
3'
4'
48
49
50+00
51
12'
12'
12'
12'
12'
12'
EX ROW
718
716
714
710
708
700 SOUTH RIDGELAND AVE
JACKSON BLVD
Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft


605
601
ADAMS ST
543
537
533
531
52
EX ROW
EX ROW
RIDGELAND AVENUE
4'
3'
11'
11'
3'
4'
56
57
58
59
RIDGELAND AVE
EX ROW
EX ROW
ADAMS ST
542
544
540
538
536
532
530
528

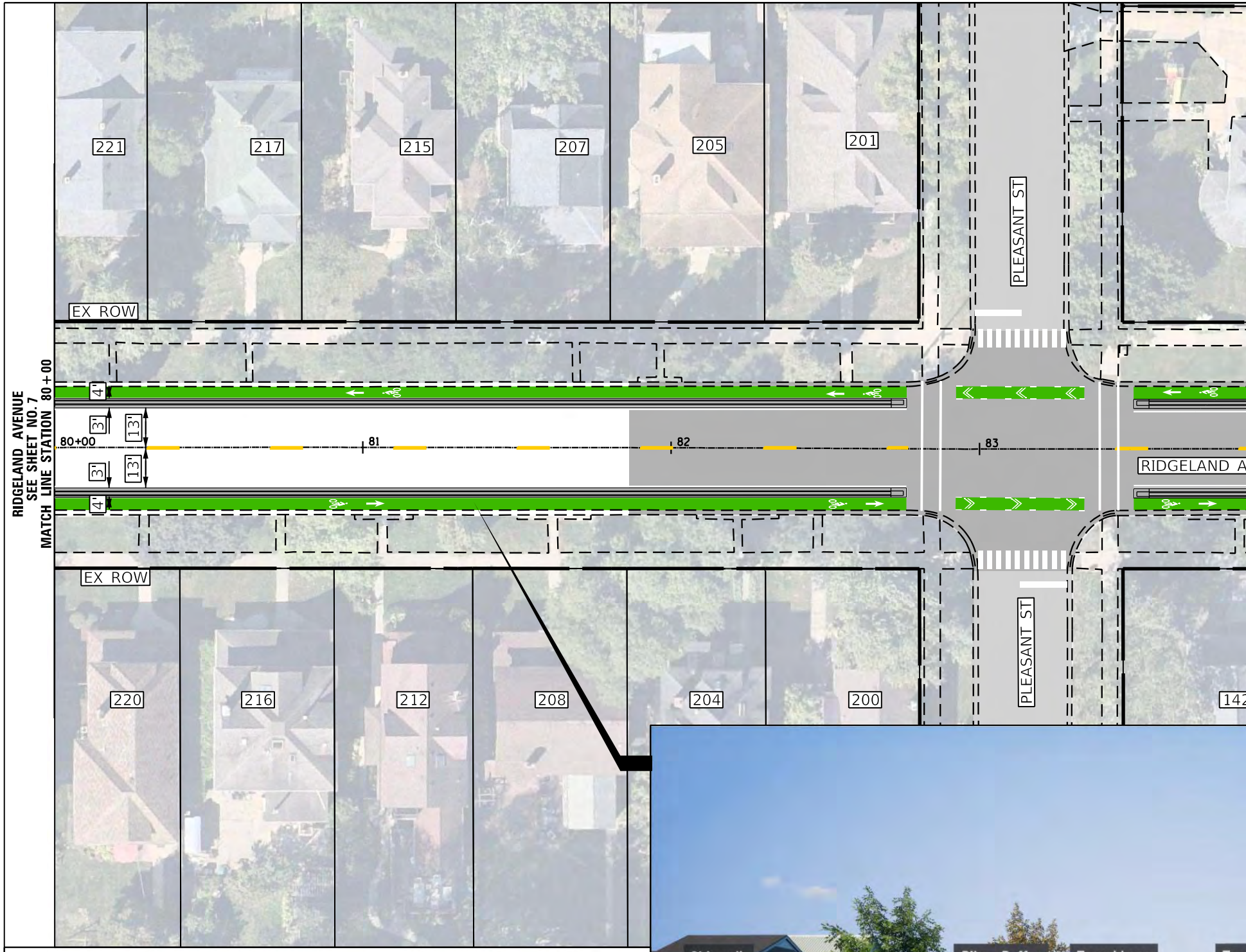

Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft

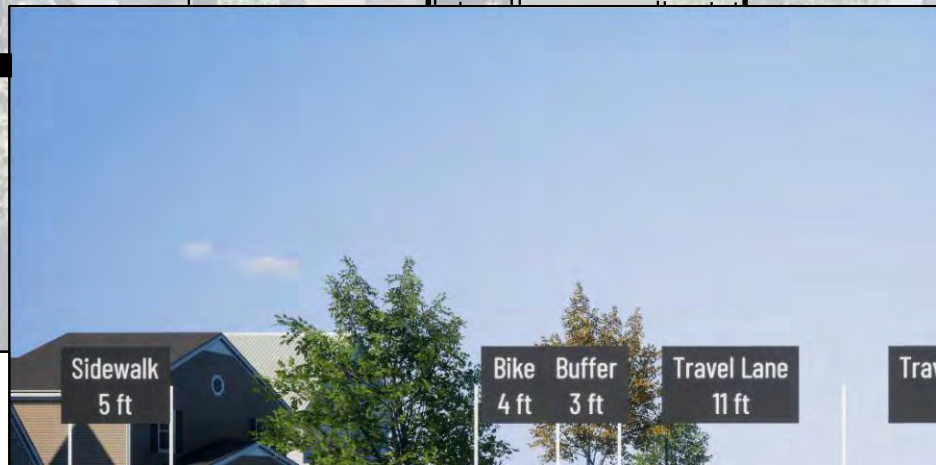
RIDGELAND AVENUE
SEE SHEET NO. 4
MATCH LINE STATION 62+00

RIDGELAND AVENUE
SEE SHEET NO. 5
MATCH LINE STATION 68+00
WASHINGTON BLVD
WASHINGTON BLVD
10+00
410 WASHINGTON
400 WASHINGTON
320 WASHINGTON
405 WASHINGTON
403 WASHINGTON
401 WASHINGTON
417
JULIAN MIDDLE SCHOOL
EX ROW
EX ROW
71
69
68
14'
14'
4'
4'
5'
5'
Travel Lane 11 ft
Bike 4 ft
Buffer 3 ft
Sidewalk 5 ft


INTERCULTURAL MONTESSORI LANGUAGE SCHOOL
315
311
307
301
245
241
RANDOLPH ST
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 6
MATCH LINE STATION 74+00
4'
3'
13'
3'
13'
4'
74
75+00
76
77
RIDGELAND AVE
EX ROW
318
316
312
308
304
300
RANDOLPH ST
244


Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft

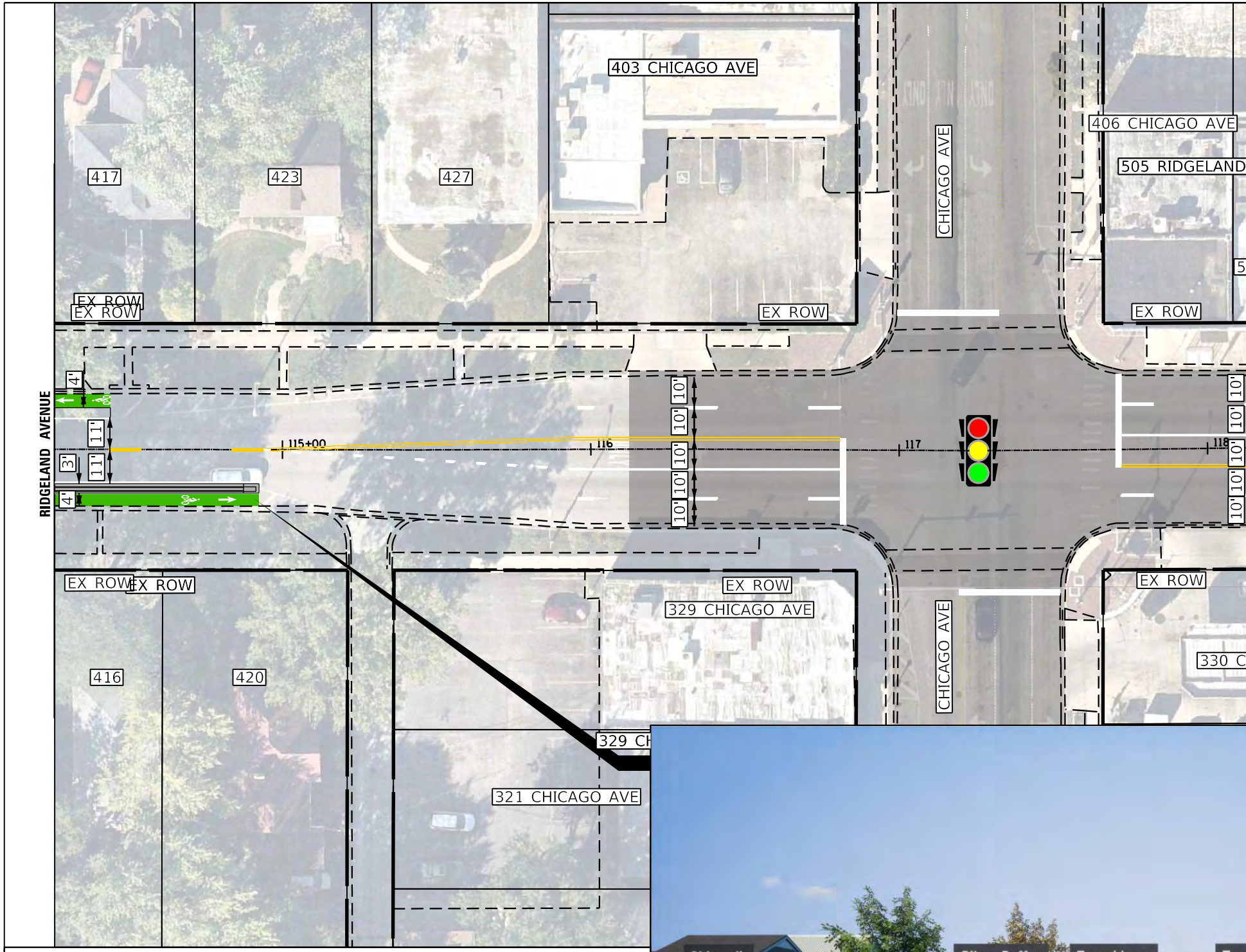

221
217
215
207
205
201
PLEASANT ST
EX ROW
RIDGELAND AVENUE
SEE SHEET NO. 7
MATCH LINE STATION 80+00
4'
3'
13'
80+00
81
82
83
RIDGELAND A
EX ROW
220
216
212
208
204
200
PLEASANT ST
142

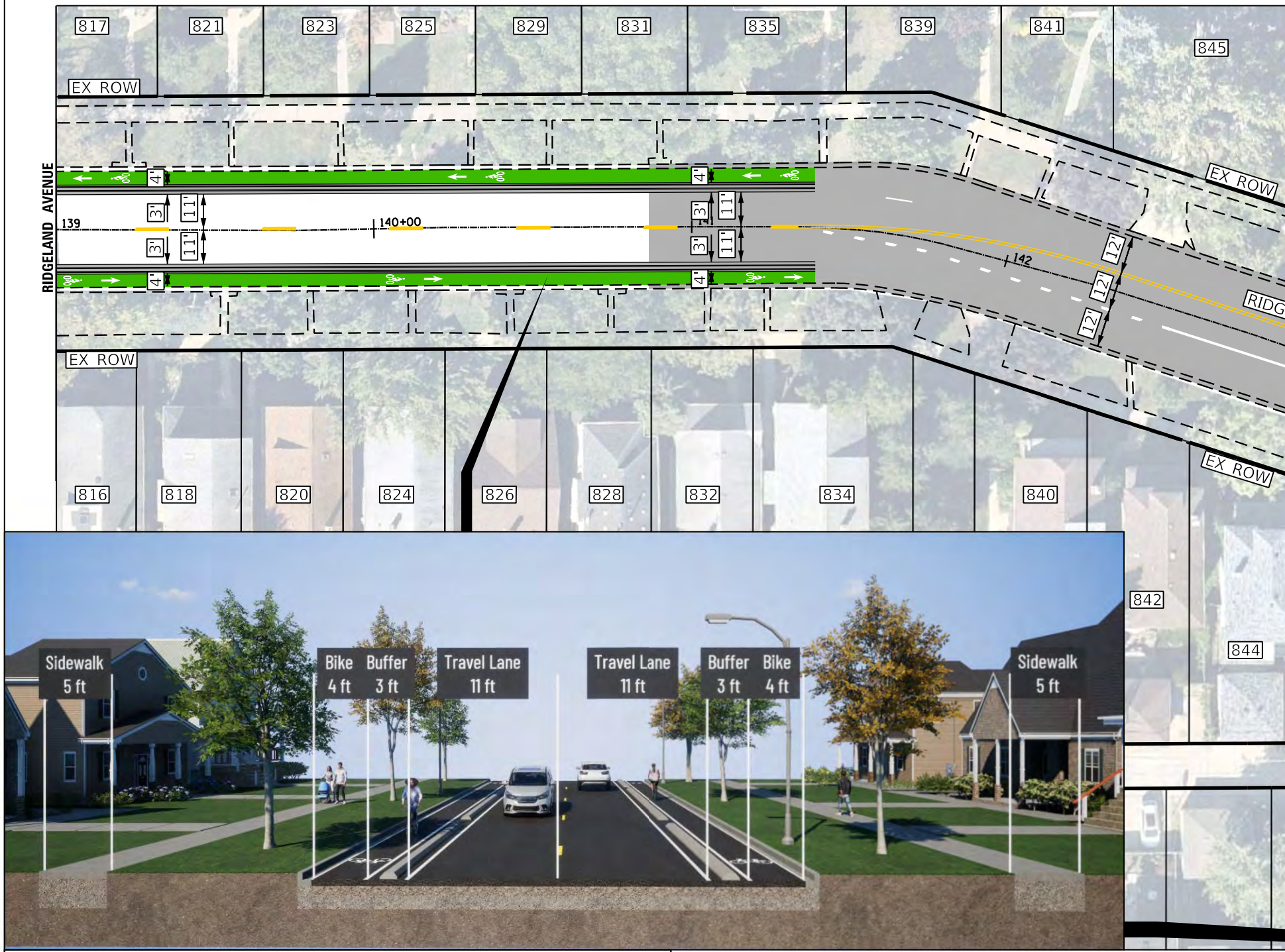

Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft

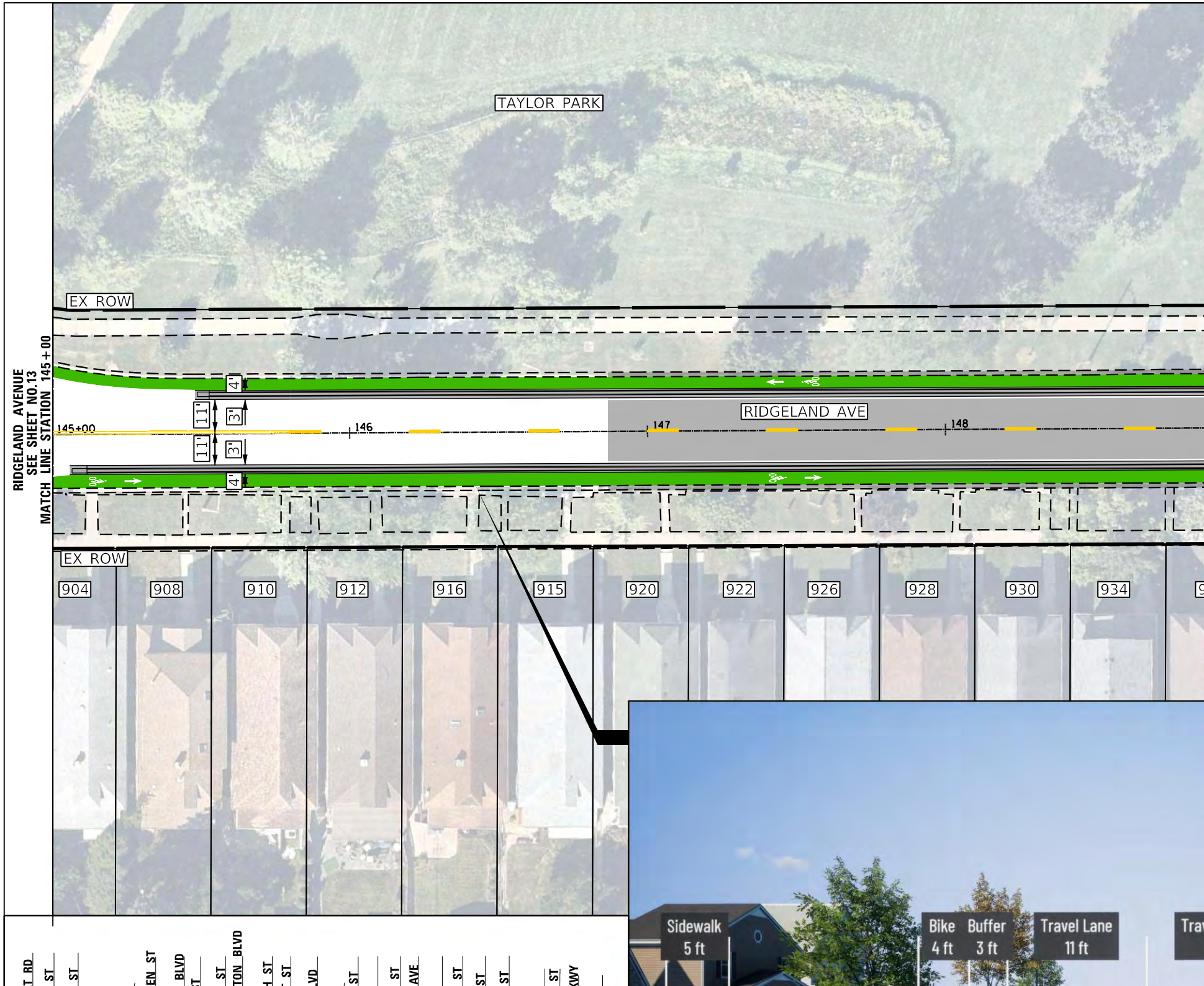

RIDGELAND AVENUE
SEE SHEET NO. 8
MATCH LINE STATION 86+00
409 SOUTH BLVD
111 SOUTH RIDGELAND AVE
105 SOUTH RIDGELAND AVE
119
117
115
SOUTH BLVD
RIDGELAND AVE
10'
10'
4'
10'
10'
4'
3'
13'
13'
3'
4'
86
87
88
89
323 SOUTH BLVD
323 SOUTH BLVD
SOUTH BLVD
120
116
114
Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft


RIDGELAND COMMON POOL
EX ROW
LAKE ST
402 LAKE ST
133
RIDGELAND AVENUE
SEE SHEET NO. 9
MATCH LINE STATION 92+00
92
93
95+00
10'
RIDGELAND AVE
EX ROW
100
333 LAKE ST
LAKE ST
332 LAKE ST
Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft


155
159
163
167
171
175
179
EX ROW
RIDGELAND AVENUE
SEE SHEET NO.10
MATCH LINE STATION 98+00
4'
3'
11'
3'
11'
4'
98
99
100+00
101
RIDGELAND AVE
EX ROW
154
158
164
166
170
174
178
Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft


403 CHICAGO AVE
406 CHICAGO AVE
505 RIDGELAND
417
423
427
CHICAGO AVE
EX ROW
EX ROW
EX ROW
EX ROW
RIDGELAND AVENUE
4'
11'
11'
3'
4'
115+00
116
117
118
10'
10'
10'
10'
10'
EX ROW
EX ROW
EX ROW
329 CHICAGO AVE
EX ROW
CHICAGO AVE
330 C
416
420
329 CH
321 CHICAGO AVE
Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft


817
821
823
825
829
831
835
839
841
845
EX ROW
RIDGELAND AVENUE
4'
3'
11'
139
140+00
142
12'
EX ROW
816
818
820
824
826
828
832
834
840
842
844
Sidewalk 5 ft
Bike 4 ft
Buffer 3 ft
Travel Lane 11 ft
Travel Lane 11 ft
Buffer 3 ft
Bike 4 ft
Sidewalk 5 ft


TAYLOR PARK
EX ROW
RIDGELAND AVENUE
SEE SHEET NO.13
MATCH LINE STATION 145+00
4'
11'
3'
11'
3'
4'
145+00
146
147
148
RIDGELAND AVE
EX ROW
904
908
910
912
916
915
920
922
926
928
930
934
Sidewalk
5 ft
Bike
4 ft
Buffer
3 ft
Travel Lane
11 ft