AGENDA

VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, JANUARY 13, 2025 – 7:00PM
COUNCIL CHAMBERS – VILLAGE HALL

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1) Call to Order / Roll Call

2) Agenda Approval

3) 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 90 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.

4) New Business

   a) Petitions to Implement a Traffic Calming Measure at the 500 Block of S Humphrey Avenue

   b) Draft Bike Plan Update Presentation

5) Old Business

   a) None

6) 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.

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: **Petition to Implement Traffic Calming Measures at the 500 blocks of South Humphrey Avenue**

Review Date: January 9, 2025

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

Abstract:

On March 15, 2023, the Village of Oak Park received a petition to implement traffic calming measures on the 500 block of South Humphrey Avenue. The residents expressed concerns regarding excessive speeds and cut-through traffic across 500 S Humphrey Avenue between Adams Street and the alley. 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 pinch point to line up with the south side of the alley at the 500 block of S Humphrey Avenue
- Remove the crosswalk pavement markings from the north and south legs of Adams Street at Lyman Avenue and stripe a high-visibility crosswalk on the north leg.

Supporting Documentation Is Attached

Letter of Explanation

Juliano, Jill

From: Brad Evangelista [redacted]
Sent: Wednesday, March 15, 2023 12:44 PM
To: Juliano, Jill
Subject: Completed Speed Hump Petition
Attachments: IMG-0731.jpg; IMG-0730.jpg

Hi Jill, hope you are well.

Please see the picture of the completed petition along with the map with suggestions and more info.

When is the soonest the humps can be installed? Our alley is **VERY busy** and **VERY dangerous**. We have tons of little children on the bocks that share the alley and **weekly** there are close calls with children almost getting hit by cars.

Thank you for your help.

--
Bradley Evangelista
[redacted]

Petition Redacted

PETITION FOR TRAFFIC CALMING MEASURES

Date: 7/8/23

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 500 block of Humphrey Ave or

at the intersection of Adams and Humphrey

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 2 ✓
- Excessive vehicle volumes 1 ✓
- Pedestrian/Bicyclist safety issues 3 ✓
- Other _____ ____

(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	Email
1.	✸	Bradley-	[redacted]
2.		Cindy Vod	
3.		Alex Hann	
4.		Eric Swan	
5.		Rhona Tayl	
6.		Jen Gus	
7.		Lucy Pehl	
8.		Ellen Glen	
9.			
10.		Helen Ireland	
11.		Michael	
12.		Rob Pl	

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

ver 20190506

PETITION FOR TRAFFIC CALMING MEASURES

Date: 7/8/23

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 ~~1000~~ 500 block of Humphrey Ave or

at the intersection of Adams and Humphrey

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 _____ _____

(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	[redacted] Email
1.	✸	
2.		
3.	J. Toney	
4.		
5.		
6.		
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*.

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

ver 20190506

Public Testimony

Memorandum

Traffic Analysis

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 2624
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation

Civil

Construction

Environmental

Water Resources

Structural

Appraisal

Technical Memorandum

Date: January 2, 2025

To: The Transportation Commission

From: Civiltech Engineering, Inc.

Re: Traffic Analysis for Traffic Calming Petition
500 Block of South Humphrey Avenue

I. INTRODUCTION

On March 15, 2023, the Village of Oak Park received a petition to implement traffic calming measures on the 500 block of South Humphrey Avenue. The residents expressed concerns regarding excessive speeds and cut-through traffic along 500 S Humphrey Avenue between Adams Street and the east-west alley south of Madison. 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 of the 500 block of South Humphrey Avenue 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 for the 500 block of South Humphrey Avenue is 25. This equals the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

III. EXISTING CONDITIONS

South Humphrey Avenue is a 30-foot-wide north-south local street with one lane in each direction. This roadway is under two-way stop control at S Humphrey Avenue and Madison Street. There are marked crosswalks on all three legs of the intersections at South Humphrey Avenue/Madison Street. South Humphrey Avenue and Adams Street is under north-south two-way stop control with a marked crosswalk on the north leg of the intersection.

The 500 block of South Humphrey Avenue has a posted speed limit of 25 mph. St. Catherine Catholic School is located two blocks north of Madison Street. Land use within the study area consists of single-family homes with rear garages served by alleys. To the north, there are commercial shops along Madison Street. On-street parking is permitted on both sides of the street. Parking is restricted to two hours between 9 a.m. and 5 p.m. Monday through Friday.

The alley between South Humphrey Avenue and Austin Boulevard south of Madison prohibits incoming vehicles from Austin Boulevard. However, eastbound vehicles have access to Austing Boulevard through the alley on South Humphrey Avenue. This alley provides access to U.S. Bank Branch with drive-through lanes and a north-south residential alley with garages.

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 Longfellow Elementary School.

IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes at the South Humphrey Avenue/Adams Street intersection and at the S Humphrey Avenue alley intersection, 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 3:30 p.m. to 4:30 p.m. at both locations. Peak hour traffic volume diagrams at the intersection of South Humphrey Avenue/Adams 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**. The peak hour data indicates no distinct pattern of vehicles turning to travel across the 500 block of South Humphrey Avenue, which would indicate high cut-through traffic. Overall, volumes at these intersections are low.

The eastbound and westbound through volumes at S Humphrey Avenue and Adams Street are 5 vehicles during both the morning and evening peak hours. This is because there is no access to Austin Boulevard from Adams.

Peak hour traffic volume diagrams at South Humphrey Avenue at the alley showing the vehicular turning movement, pedestrian, and bicycle volumes are provided in **Exhibit 3C** and **Exhibit 3D**. The turning volume at this intersection is low considering there is access to two commercial parking lots from the alley. These low turning volumes do not indicate a cut-through traffic problem.

Mid-Block Data

Twenty-four-hour traffic data was also collected along the 500 blocks of South Humphrey Avenue, Lyman Avenue, and South Taylor Avenue using radars. 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**. Volumes along South Humphrey Avenue are around 800 vehicles per day while volumes on Lyman Avenue and South Taylor Avenue are 500 and 600 vehicles per day respectively. These three north-south streets have similar characteristics, so it is possible that the slightly higher volume of traffic on South Humphrey is indicative of some non-local drivers using this roadway. However, given an average of slightly more than one vehicle per minute during the peak hours, these volumes are not excessively high.

Table 1. Speed and Volume Data Summary

Segments	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			
500 block of S Humphrey Avenue	NB	256 (36%)	248 (35%)	162 (23%)	36 (5%)	3 (1%)	29%	353	27
	SB	418 (46%)	334 (36%)	147 (16%)	16 (1.5%)	3 (0.5%)	18%	459	24

* 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 the 500 block of S Humphrey Avenue are highest between the 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 PM period. The graph showing volumes by the hour for the 500 block of S Humphrey Avenue is shown below in **Figure 1.**

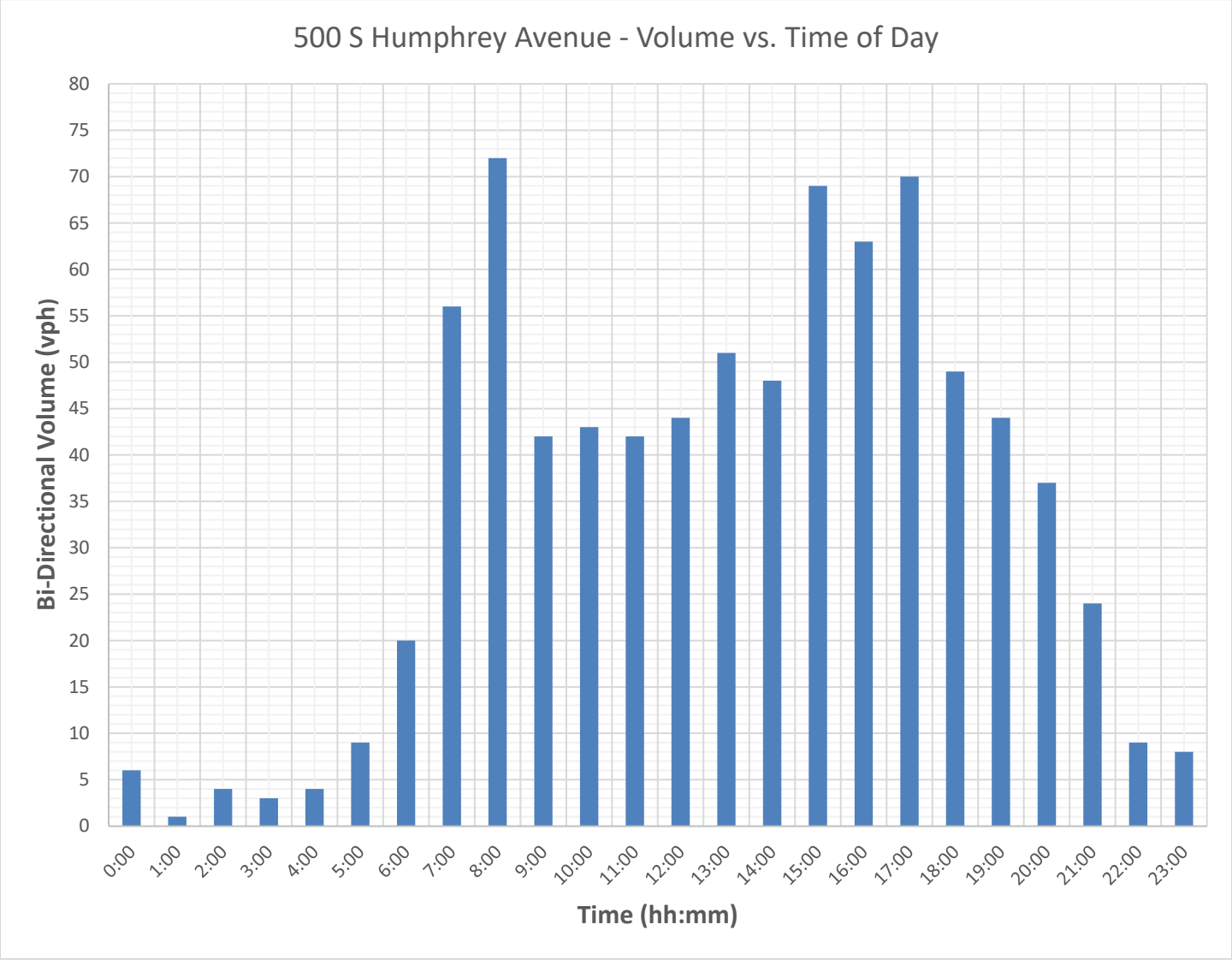


Figure 1. Volume vs Time of Day at 500 S Humphrey Avenue

Speed data was another component of the mid-block data collection effort. **Exhibit 4** illustrates the ADT and speed data by direction on each block**.** Raw speed and volume data for each of the two South Humphrey blocks 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 500 block of South Humphrey Avenue speed data shows a higher than 70% 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 highest during the early morning hours and lowest during the middle of the day. The graph showing speeds by the hour for the 500 block of S Humphrey Avenue is shown below in **Figure 2**.

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

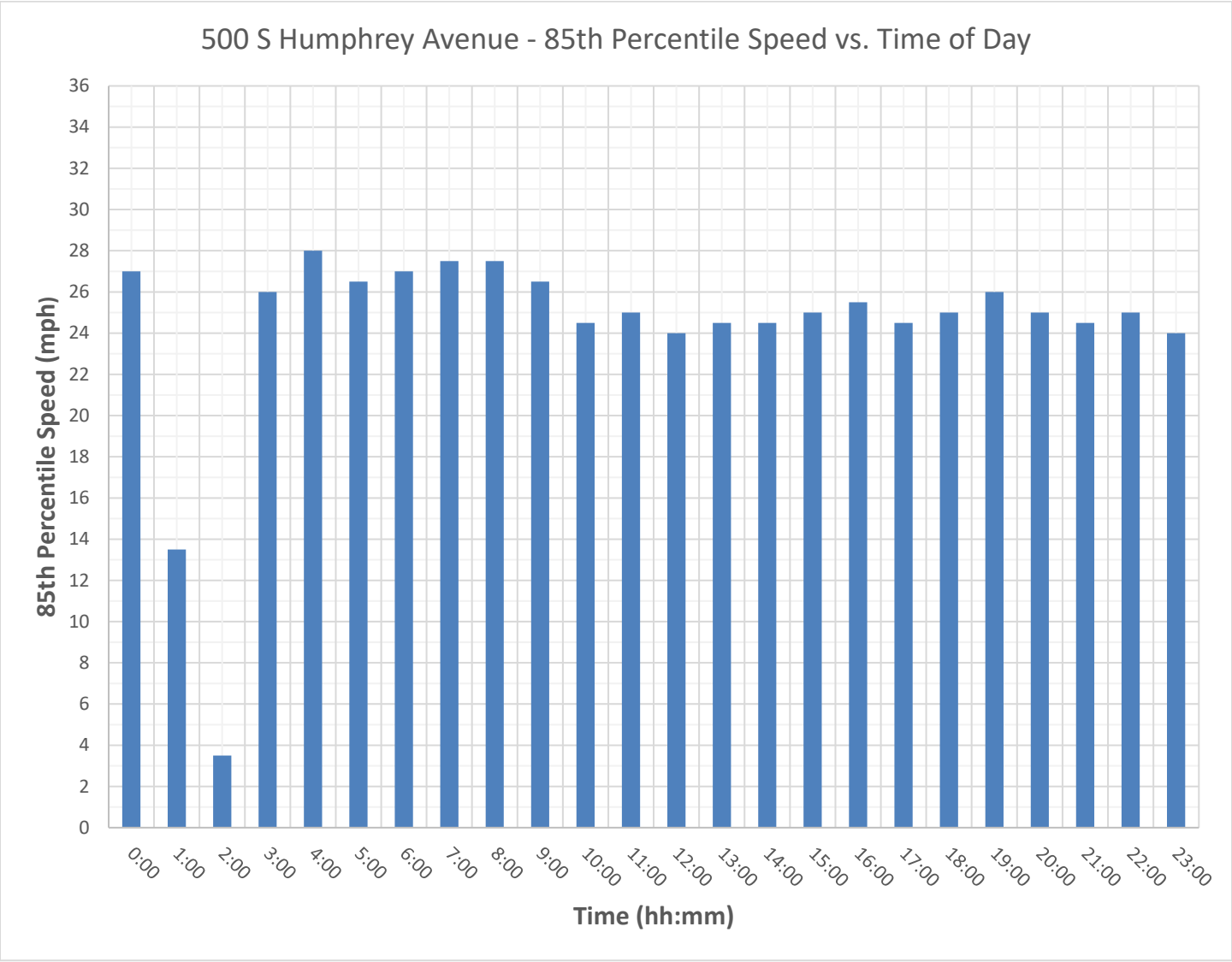


Figure 2. 85th Percentile Speed vs Time of Day at 500 S Humphrey Avenue

V. CRASH ANALYSIS

In order to evaluate safety trends on the 500 block of South Humphrey Avenue, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from July 2019 through June 2024, a five-year period. This data shows that there were no mid-block collisions along this block during the five-year period.

Crashes at the intersection of S Humphrey and Adams Street were also assessed. There was one crash reported at South Humphrey Avenue/Adams Street. This was a parked vehicle collision without any reported injuries. 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 for the 500 block of South Humphrey Avenue.

The three north-south streets west S Austin Blvd have similar characteristics but the volume along S Humphrey Avenue is slightly higher than the other two streets which may be indicative of some non-local drivers using this roadway. The traffic data shows that this block is operating safely. The 85th percentile speed, at 26 mph, is close to the posted speed limit.

In order to discourage speeding motorists along S Humphrey Avenue, it is recommended to install a paint and post pinch point, which is also known as a neckdown, to physically reduce the width of the street and to give motorists a cue to slow down. This is proposed to line up near the south side of the alley at the 500 block of S Humphrey Avenue with 12' of travel way. The pinch point would result in a loss of two on-street parking space on each side of the street. This recommendation is shown in **Exhibit 7.** An example of an installed paint and post pinch point is presented in **Figure 3** below.

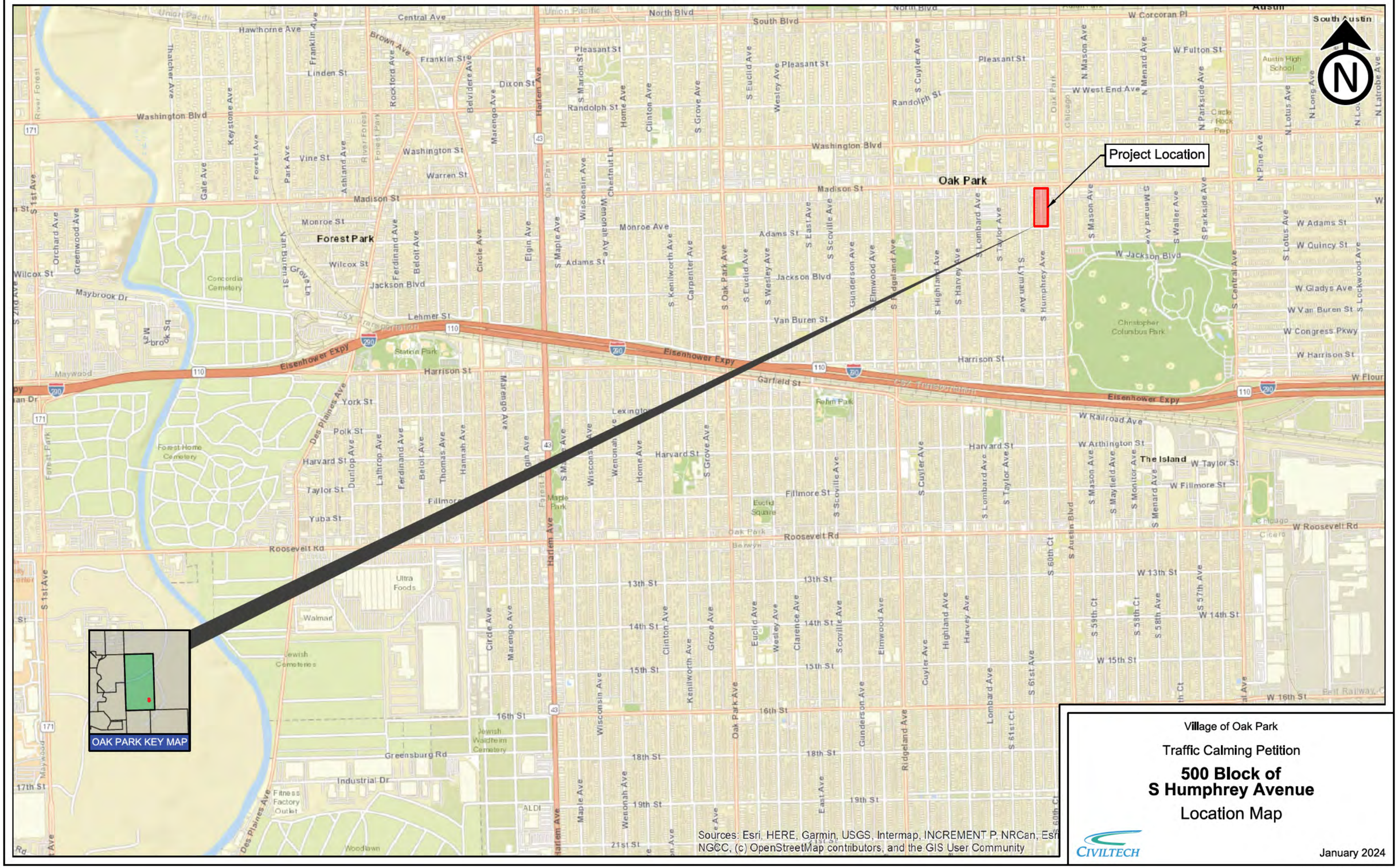
No treatments are recommended at the intersection of S Humphrey Avenue/Adams Street. However, it was also noted that the adjacent intersection of Lyman Avenue and Adams Street is a two-way stop control intersection with stop controls at Lyman Avenue (north-south). The school crosswalk markings are on the Adams Street approaches which are not stop-controlled. It was noted that the stop signs at Adams and Lyman were flipped from east-west to north-south to address speeding complaints on Lyman in 2010. However, the crosswalk pavement markings were not switched. Therefore, it is recommended that crosswalk pavement markings be removed from the north and south legs of Adams Street at Lyman Avenue and that a high-visibility crosswalk be striped on the north leg to match the safe walking routes to school recommendation adopted in February 2010. This proposed improvement will be coordinated with the school and will be implemented after the current school year is over.

Figure 3. Paint and Post Pinch Point 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>500 block of S Humphrey Avenue</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>0 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>4 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>5 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>3 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="5">51% petitions</th></tr>
<tr><td>51%</td><td>-</td><td>59%</td><td>=</td><td>10 points</td></tr>
<tr><td>60%</td><td>-</td><td>68%</td><td>=</td><td>11</td></tr>
<tr><td>69%</td><td>-</td><td>77%</td><td>=</td><td>12</td></tr>
<tr><td>78%</td><td>-</td><td>86%</td><td>=</td><td>13</td></tr>
<tr><td>87%</td><td>-</td><td>95%</td><td>=</td><td>14</td></tr>
<tr><td>96%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr>
</table>
<table>
<tr><th colspan="5">75% petitions</th></tr>
<tr><td>75%</td><td>-</td><td>78%</td><td>=</td><td>10 points</td></tr>
<tr><td>79%</td><td>-</td><td>82%</td><td>=</td><td>11</td></tr>
<tr><td>83%</td><td>-</td><td>86%</td><td>=</td><td>12</td></tr>
<tr><td>87%</td><td>-</td><td>90%</td><td>=</td><td>13</td></tr>
<tr><td>91%</td><td>-</td><td>94%</td><td>=</td><td>14</td></tr>
<tr><td>95%</td><td>-</td><td>100%</td><td>=</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>25 pts.</td></tr>
</table>

Exhibit 1



Village of Oak Park

Traffic Calming Petition

500 Block of S Humphrey Avenue

Location Map

CIVILTECH

January 2024

Exhibit 2A

Village of Oak Park

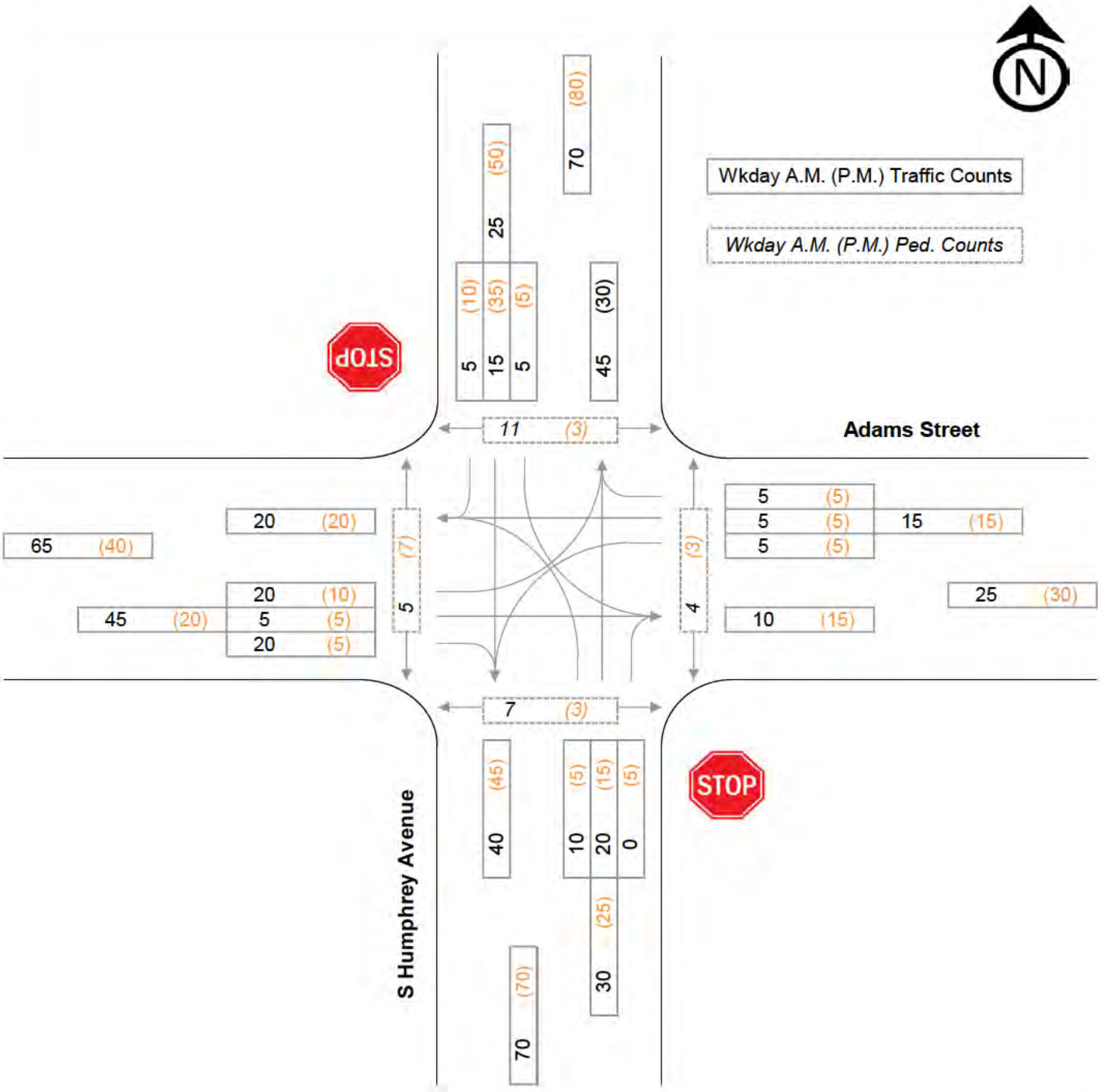
Traffic Calming Petition

500 Block of
S Humphrey Avenue

Aerial Image

January 2025

Exhibit 2B



Vehicle Traffic Peak Hours:

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

3:30 P.M. to 4:30 P.M.

Count Date(s):

Wednesday, May 15, 2024

Prepared: 6/20/2024

Village of Oak Park

Traffic Calming Petition

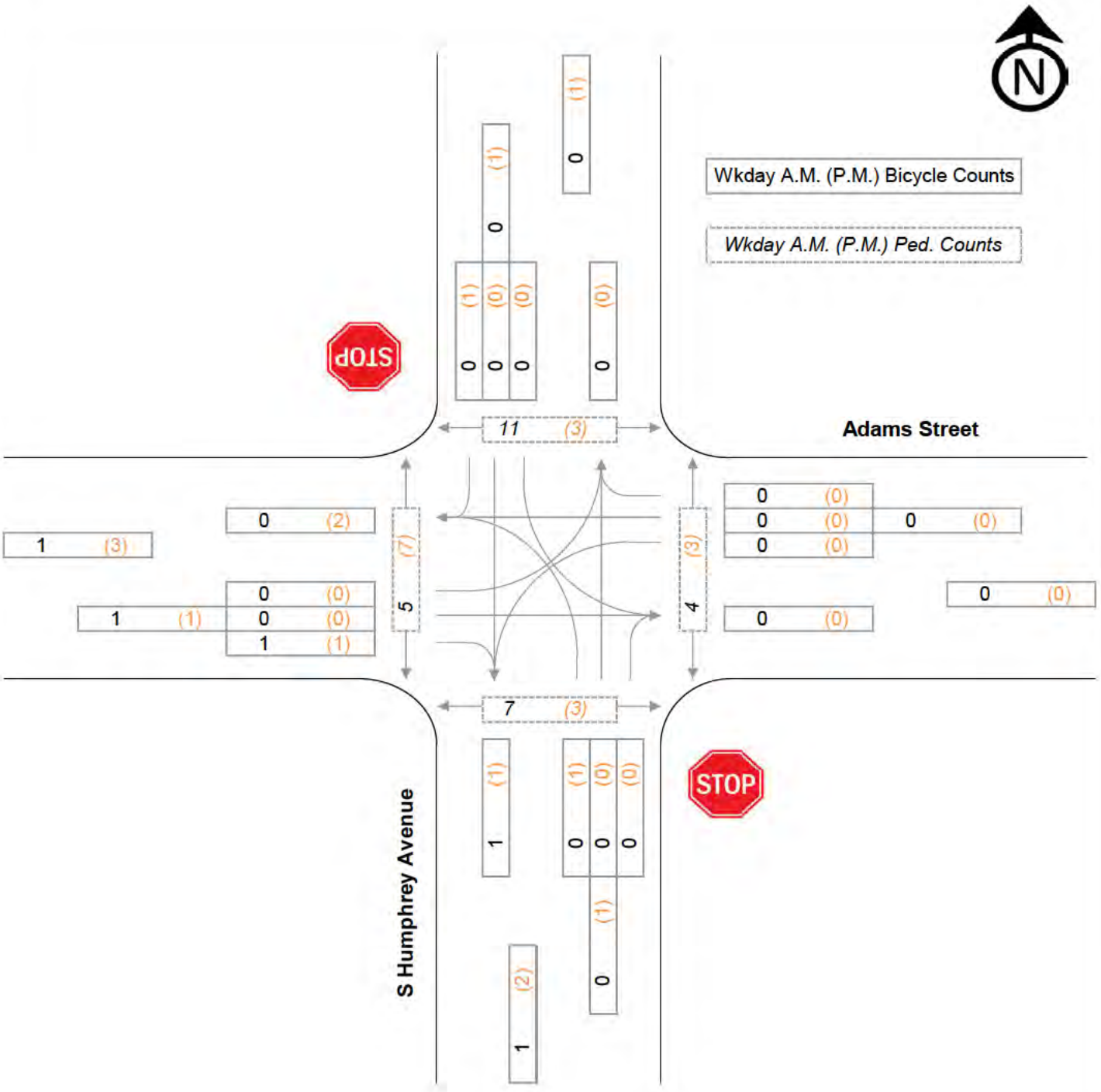
2024 Existing Peak Hour Traffic

S Humphrey Avenue & Adams Street

CIVILTECH

File: Humphrey-Adams Count Data Reduction.xlsx

Exhibit 3A



Vehicle Traffic Peak Hours:

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

3:30 P.M. to 4:30 P.M.

Count Date(s):

Wednesday, May 15, 2024

Prepared: 6/20/2024

Village of Oak Park

Traffic Calming Petition

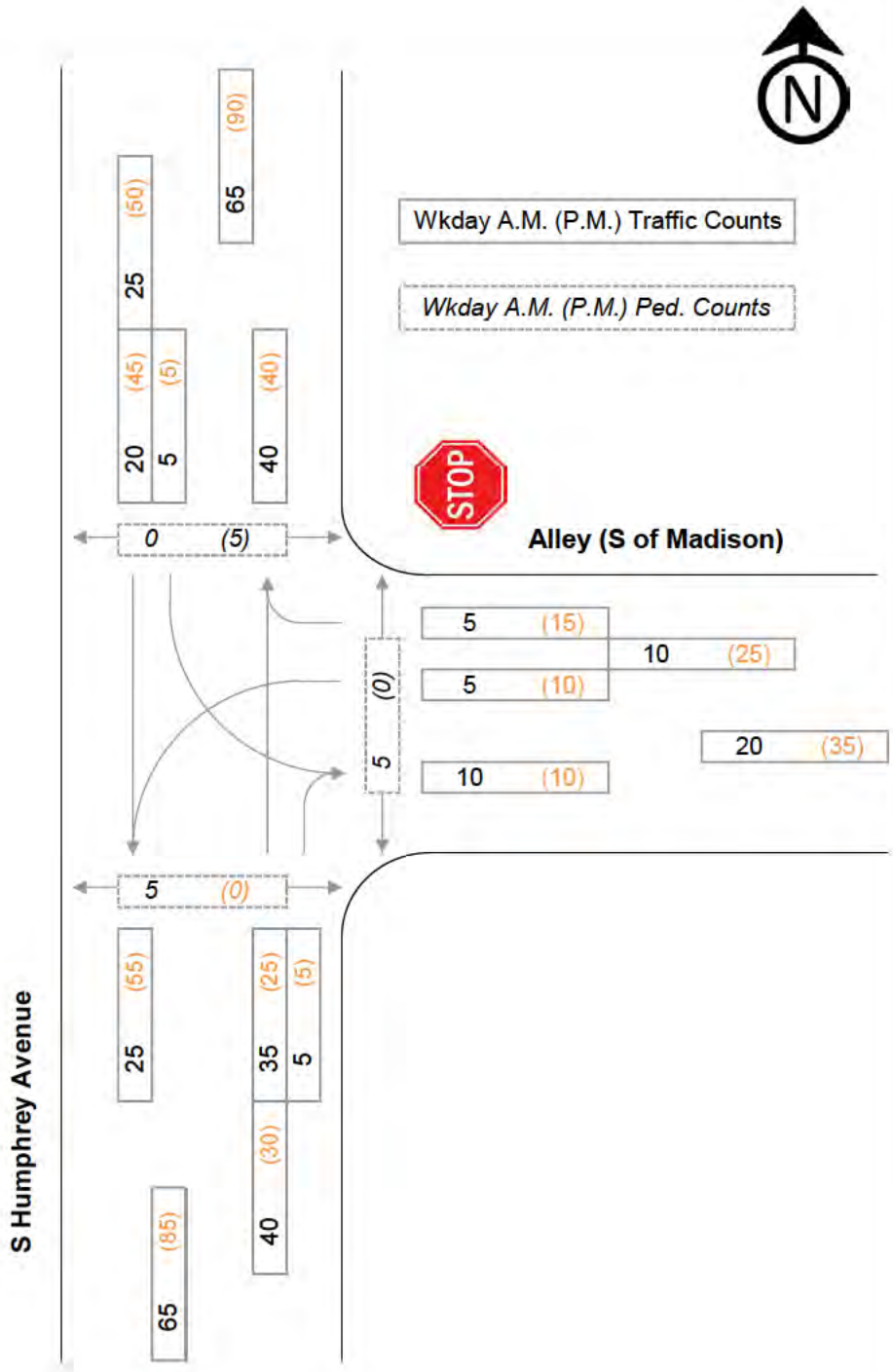
2024 Existing Peak Hour Bicycle Traffic

S Humphrey Avenue & Adams Street

CIVILTECH

File: Humphrey-Adams Count Data Reduction.xlsx

Exhibit 3B



Vehicle Traffic Peak Hours:

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

3:30 P.M. to 4:30 P.M.

Count Date(s):

Wednesday, May 15, 2024

Prepared: 6/13/2023

Village of Oak Park

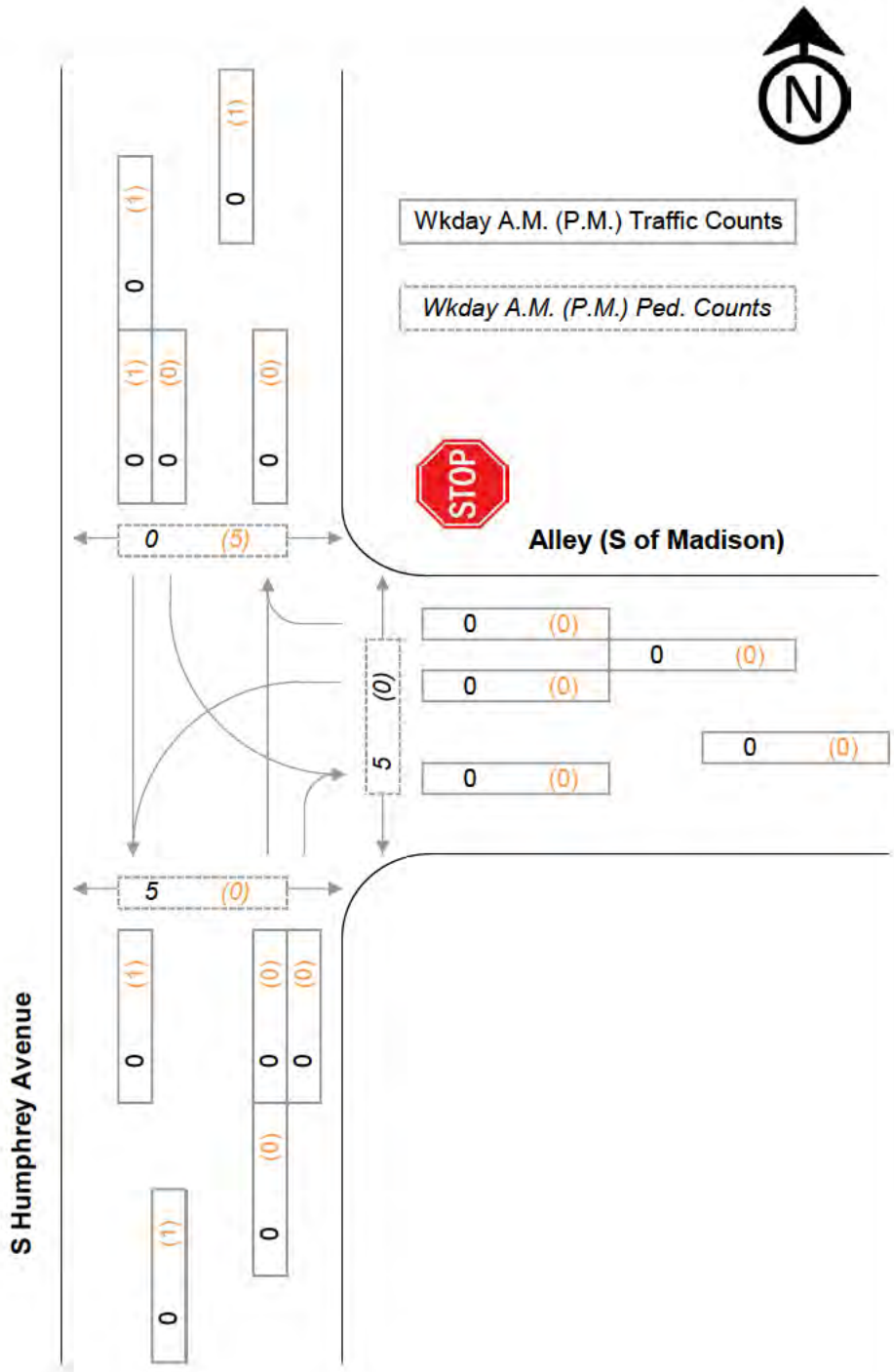
Traffic Calming Petition

2024 Existing Peak Hour Traffic

S Humphrey Avenue & Alley (S of Madison)

CIVILTECH

Exhibit 3C



Vehicle Traffic Peak Hours:

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

3:30 P.M. to 4:30 P.M.

Count Date(s):

Wednesday, May 15, 2024

Prepared: 6/13/2023

Village of Oak Park

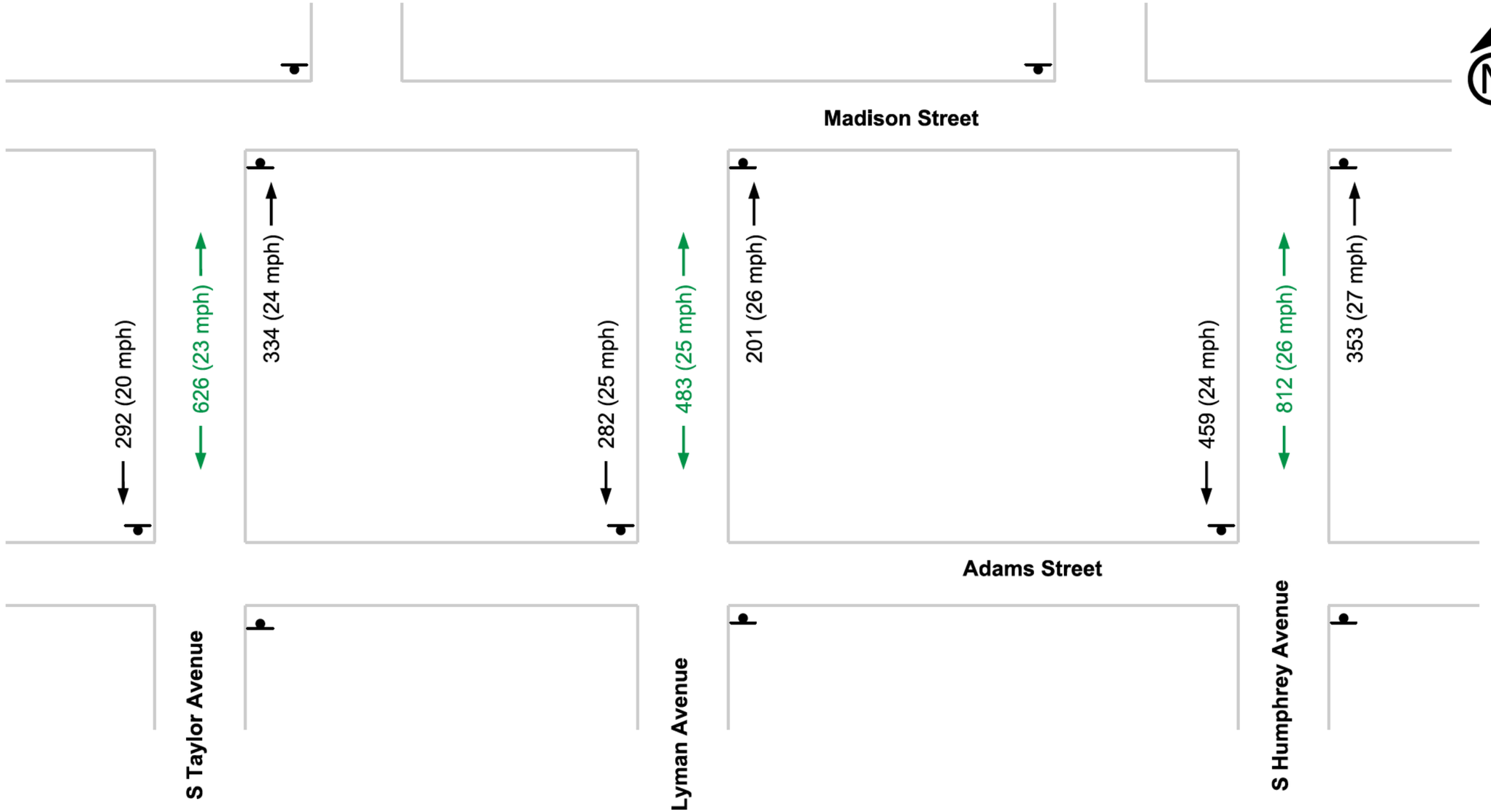
Traffic Calming Petition

2024 Existing Peak Hour Bicycle Traffic

S Humphrey Avenue & Alley (S of Madison)

CIVILTECH

Exhibit 3D



LEGEND	
Count Date:	May 14, 2024 (Tuesday) and May 15, 2024 (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

500 Block of S Humphrey Avenue

CIVILTECH

January 2025
Not to Scale

Exhibit 4

Madison Street

S Humphrey Avenue

Alley

11/19/2021,00:25,CD

Adams Street

S Humphrey Avenue

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

LEGEND

Moving Vehicle

Backing Vehicle

Parked Vehicle

Fixed Object

Stop Sign

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

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

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

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

Village of Oak Park

Traffic Calming Petition

Collision Diagram
July 2019 - June 2024
500 Block of
S Humphrey Avenue

CIVILTECH

January 2025

Exhibit 5

500 Block of S Humphrey Avenue

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 Petition

500 Block of S Humphrey Avenue

Proposed Conditions

CIVILTECH

January 2025

Exhibit 7

APPENDIX A

24-hr Traffic Data

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (1-hour intervals)

	S Humphrey Avenue									Adams 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	4	14	2	20	3	18	8	29	49	0	5	0	5	9	1	12	22	27	76
8:00 AM	3	15	0	18	2	15	6	23	41	3	4	2	9	14	1	18	33	42	83
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	4	14	1	19	1	12	5	18	37	4	6	2	12	6	2	6	14	26	63
3:00 PM	3	23	2	28	2	18	9	29	57	1	2	0	3	7	4	8	19	22	79
4:00 PM	16	30	2	48	4	7	6	17	65	1	3	3	7	4	3	5	12	19	84
5:00 PM	5	31	4	40	3	11	7	21	61	5	2	4	11	7	6	7	20	31	92
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	**35**	**127**	**11**	**173**	**15**	**81**	**41**	**137**	**310**	**14**	**22**	**11**	**47**	**47**	**17**	**56**	**120**	**167**	**477**

24-Hour Vehicle Traffic Count

North Leg	300
South Leg	300
East Leg	100
West Leg	200

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Adams 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	14
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
7:00 AM	1	5	0	6	1	4	0	5	11	0	0	0	0	1	1	1	3	3	14	76
7:15 AM	0	1	0	1	2	3	1	6	7	0	1	0	1	0	0	6	6	7	14	87
7:30 AM	1	4	1	6	0	8	4	12	18	0	2	0	2	2	0	3	5	7	25	100
7:45 AM	2	4	1	7	0	3	3	6	13	0	2	0	2	6	0	2	8	10	23	88

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Adams 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	1	2	0	3	0	3	0	3	6	2	0	0	2	7	0	10	17	19	25	83
8:15 AM	1	5	0	6	0	6	3	9	15	1	2	2	5	3	1	3	7	12	27	58
8:30 AM	1	4	0	5	1	3	1	5	10	0	0	0	0	1	0	2	3	3	13	31
8:45 AM	0	4	0	4	1	3	2	6	10	0	2	0	2	3	0	3	6	8	18	18
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	15
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	50
2:00 PM	2	3	0	5	0	4	0	4	9	0	1	1	2	3	0	1	4	6	15	63
2:15 PM	0	8	0	8	0	2	1	3	11	1	3	1	5	1	0	2	3	8	19	62
2:30 PM	0	0	1	1	0	4	3	7	8	3	0	0	3	1	1	3	5	8	16	60
2:45 PM	2	3	0	5	1	2	1	4	9	0	2	0	2	1	1	0	2	4	13	70
3:00 PM	0	4	1	5	1	2	3	6	11	0	0	0	0	2	0	1	3	3	14	79
3:15 PM	2	3	0	5	1	3	1	5	10	1	2	0	3	1	2	1	4	7	17	88
3:30 PM	0	9	0	9	0	4	4	8	17	0	0	0	0	2	2	5	9	9	26	100
3:45 PM	1	7	1	9	0	9	1	10	19	0	0	0	0	2	0	1	3	3	22	87

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Adams 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	3	9	0	12	1	2	1	4	16	1	0	3	4	0	1	2	3	7	23	84
4:15 PM	8	11	1	20	2	2	0	4	24	0	1	0	1	2	2	0	4	5	29	88
4:30 PM	2	4	1	7	1	1	2	4	11	0	0	0	0	1	0	1	2	2	13	77
4:45 PM	3	6	0	9	0	2	3	5	14	0	2	0	2	1	0	2	3	5	19	86
5:00 PM	1	9	1	11	0	4	2	6	17	1	2	1	4	3	2	1	6	10	27	92
5:15 PM	3	11	0	14	0	0	1	1	15	1	0	0	1	0	1	1	2	3	18	65
5:30 PM	1	6	1	8	1	3	1	5	13	0	0	3	3	3	1	2	6	9	22	47
5:45 PM	0	5	2	7	2	4	3	9	16	3	0	0	3	1	2	3	6	9	25	25
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	35	127	11	173	15	81	41	137	310	14	22	11	47	47	17	56	120	167	477	

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Adams 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	5	15	2	22	0	20	10	30	52	3	6	2	11	18	1	18	37	48	100
Percent Trucks	0.0%	0.0%	0.0%	0.0%	#DIV/0!	5.0%	0.0%	3.3%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%

Intersection Peak Hour Factor = 0.93

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
3:30 PM	12	36	2	50	3	17	6	26	76	1	1	3	5	6	5	8	19	24	100
Percent Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	0.0%	7.7%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%

Intersection Peak Hour Factor = 0.86

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Trucks (1-hour intervals)

	S Humphrey Avenue									Adams 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	1	1	2	2	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	1	2	2	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	0	1	1	2
4:00 PM	1	0	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	2
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	**1**	**0**	**0**	**1**	**0**	**4**	**2**	**6**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**8**

24-Hour Truck Traffic Count

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

Project Oak Park Traffic Calming

Count Date 5/15/2024

Peds + Bikes in Crosswalks (1-hour intervals)

	S Humphrey Avenue						Adams Street						
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			Intersection
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	0	5	5	2	5	7	1	0	1	1	1	2	15
8:00 AM	1	10	11	5	1	6	11	6	17	2	4	6	40
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	3	3	6	2	2	4	0	0	0	0	0	0	10
3:00 PM	2	0	2	3	0	3	0	4	4	1	1	2	11
4:00 PM	2	1	3	4	2	6	0	2	2	2	7	9	20
5:00 PM	4	5	9	4	5	9	5	2	7	3	3	6	31
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	12	24	36	20	15	35	17	14	31	9	16	25	127

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

	S Humphrey Avenue						Adams 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	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10

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

	S Humphrey Avenue						Adams 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	2	1	3	0	0	0	0	1	1	4	15
7:15 AM	0	1	1	0	1	1	0	0	0	0	0	0	2	19
7:30 AM	0	2	2	0	2	2	0	0	0	0	0	0	4	27
7:45 AM	0	2	2	0	1	1	1	0	1	1	0	1	5	37
8:00 AM	0	4	4	1	0	1	0	0	0	0	3	3	8	40
8:15 AM	0	3	3	3	0	3	3	0	3	1	0	1	10	32
8:30 AM	1	2	3	1	1	2	4	4	8	1	0	1	14	22
8:45 AM	0	1	1	0	0	0	4	2	6	0	1	1	8	8
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	1
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	6
2:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	10
2:15 PM	0	2	2	0	1	1	0	0	0	0	0	0	3	11
2:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	11
2:45 PM	3	0	3	0	1	1	0	0	0	0	0	0	4	10

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

	S Humphrey Avenue						Adams 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	1	0	1	0	1	1	0	0	0	2	11
3:15 PM	0	0	0	1	0	1	0	1	1	0	1	1	3	12
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	16
3:45 PM	2	0	2	1	0	1	0	2	2	0	0	0	5	18
4:00 PM	0	0	0	1	0	1	0	0	0	0	2	2	3	20
4:15 PM	1	0	1	1	0	1	0	1	1	0	4	4	7	24
4:30 PM	1	1	2	0	0	0	0	1	1	0	0	0	3	20
4:45 PM	0	0	0	2	2	4	0	0	0	2	1	3	7	26
5:00 PM	1	1	2	1	3	4	0	0	0	1	0	1	7	31
5:15 PM	0	2	2	0	0	0	0	1	1	0	0	0	3	24
5:30 PM	2	2	4	0	1	1	1	0	1	2	1	3	9	21
5:45 PM	1	0	1	3	1	4	4	1	5	0	2	2	12	12
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

	S Humphrey Avenue						Adams 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	**12**	**24**	**36**	**20**	**15**	**35**	**17**	**14**	**31**	**9**	**16**	**25**	**127**	

Totals for Traffic Peak Hour

A.M. Peak	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total
7:30 AM	0	11	11	4	3	7	4	0	4	2	3	5	27
P.M. Peak													
3:30 PM	3	0	3	3	0	3	0	3	3	1	6	7	16

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (1-hour intervals)

	S Humphrey Avenue									Alley (S of Madison)									
	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	15	0	15	1	28	0	29	44	7	0	5	12	0	0	0	0	12	56
8:00 AM	0	16	4	20	3	31	0	34	54	7	0	2	9	0	0	0	0	9	63
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	13	3	16	0	17	0	17	33	23	0	5	28	0	0	0	0	28	61
3:00 PM	0	28	4	32	2	29	0	31	63	20	0	4	24	0	0	0	0	24	87
4:00 PM	0	35	5	40	3	8	0	11	51	17	0	10	27	0	0	0	0	27	78
5:00 PM	0	33	2	35	2	21	0	23	58	22	0	6	28	0	0	0	0	28	86
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**	**140**	**18**	**158**	**11**	**134**	**0**	**145**	**303**	**96**	**0**	**32**	**128**	**0**	**0**	**0**	**0**	**128**	**431**

24-Hour Vehicle Traffic Count

North Leg	400
South Leg	300
East Leg	200
West Leg	-

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Alley (S of Madison)										
	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	12
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
7:00 AM	0	5	0	5	1	4	0	5	10	1	0	1	2	0	0	0	0	2	12	56
7:15 AM	0	1	0	1	0	9	0	9	10	3	0	0	3	0	0	0	0	3	13	63
7:30 AM	0	5	0	5	0	10	0	10	15	1	0	2	3	0	0	0	0	3	18	71
7:45 AM	0	4	0	4	0	5	0	5	9	2	0	2	4	0	0	0	0	4	13	64

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Alley (S of Madison)										
	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	3	1	4	2	12	0	14	18	1	0	0	1	0	0	0	0	1	19	63
8:15 AM	0	7	1	8	0	10	0	10	18	2	0	1	3	0	0	0	0	3	21	44
8:30 AM	0	3	0	3	0	4	0	4	7	3	0	1	4	0	0	0	0	4	11	23
8:45 AM	0	3	2	5	1	5	0	6	11	1	0	0	1	0	0	0	0	1	12	12
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	17
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
2:00 PM	0	4	2	6	0	5	0	5	11	6	0	0	6	0	0	0	0	6	17	61
2:15 PM	0	7	1	8	0	3	0	3	11	3	0	1	4	0	0	0	0	4	15	60
2:30 PM	0	0	0	0	0	7	0	7	7	4	0	1	5	0	0	0	0	5	12	62
2:45 PM	0	2	0	2	0	2	0	2	4	10	0	3	13	0	0	0	0	13	17	75
3:00 PM	0	7	0	7	0	4	0	4	11	4	0	1	5	0	0	0	0	5	16	87
3:15 PM	0	3	1	4	1	4	0	5	9	8	0	0	8	0	0	0	0	8	17	96
3:30 PM	0	10	0	10	1	9	0	10	20	4	0	1	5	0	0	0	0	5	25	103
3:45 PM	0	8	3	11	0	12	0	12	23	4	0	2	6	0	0	0	0	6	29	90

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Alley (S of Madison)										
	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	11	2	13	1	4	0	5	18	6	0	1	7	0	0	0	0	7	25	78
4:15 PM	0	14	1	15	0	2	0	2	17	3	0	4	7	0	0	0	0	7	24	78
4:30 PM	0	4	0	4	1	1	0	2	6	3	0	3	6	0	0	0	0	6	12	79
4:45 PM	0	6	2	8	1	1	0	2	10	5	0	2	7	0	0	0	0	7	17	83
5:00 PM	0	8	0	8	0	6	0	6	14	6	0	5	11	0	0	0	0	11	25	86
5:15 PM	0	11	1	12	0	3	0	3	15	9	0	1	10	0	0	0	0	10	25	61
5:30 PM	0	6	1	7	1	4	0	5	12	4	0	0	4	0	0	0	0	4	16	36
5:45 PM	0	8	0	8	1	8	0	9	17	3	0	0	3	0	0	0	0	3	20	20
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	140	18	158	11	134	0	145	303	96	0	32	128	0	0	0	0	128	431	

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Vehicles (15-minute intervals)

	S Humphrey Avenue									Alley (S of Madison)										
	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	19	2	21	2	37	0	39	60	6	0	5	11	0	0	0	0	11	71
Percent Trucks	#DIV/0!	0.0%	0.0%	0.0%	0.0%	2.7%	#DIV/0!	2.6%	1.7%	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	1.4%

Intersection Peak Hour Factor = 0.85

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
3:30 PM	0	43	6	49	2	27	0	29	78	17	0	8	25	0	0	0	0	25	103
Percent Trucks	#DIV/0!	0.0%	0.0%	0.0%	0.0%	11.1%	#DIV/0!	10.3%	3.8%	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	2.9%

Intersection Peak Hour Factor = 0.89

Project Oak Park Traffic Calming

Count Date 5/15/2024

Total Trucks (1-hour intervals)

	S Humphrey Avenue									Alley (S of Madison)									
	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	1	0	1	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	2	0	1	0	1	3	0	0	0	0	0	0	0	0	0	3
3:00 PM	0	1	0	1	0	2	0	2	3	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	1	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	2
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	2	2	4	0	5	0	5	9	0	0	0	0	0	0	0	0	0	9

24-Hour Truck Traffic Count

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

Project Oak Park Traffic Calming

Count Date 5/15/2024

Peds + Bikes in Crosswalks (1-hour intervals)

	S Humphrey Avenue						Alley (S of Madison)						
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			Intersection
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	3	4	4	1	5	6	2	8	0	0	0	17
8:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
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	0	0	0	1	3	4	1	1	2	0	0	0	6
3:00 PM	0	3	3	1	0	1	0	0	0	0	0	0	4
4:00 PM	5	1	6	0	1	1	0	0	0	0	0	0	7
5:00 PM	0	4	4	1	0	1	0	1	1	0	0	0	6
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	**6**	**11**	**17**	**7**	**5**	**12**	**8**	**4**	**12**	**0**	**0**	**0**	41

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

	S Humphrey Avenue						Alley (S of Madison)							
	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	5
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5

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

	S Humphrey Avenue						Alley (S of Madison)							
	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	2	2	0	0	0	0	0	0	0	0	0	2	17
7:15 AM	0	1	1	0	0	0	1	1	2	0	0	0	3	15
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:45 AM	1	0	1	4	1	5	5	1	6	0	0	0	12	13
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	1	1	2	0	0	0	2	6
2:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	0	0	1	2	3	0	0	0	0	0	0	3	4

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

	S Humphrey Avenue						Alley (S of Madison)							
	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	1	0	1	0	0	0	0	0	0	1	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:45 PM	0	3	3	0	0	0	0	0	0	0	0	0	3	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	9
4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	12
4:45 PM	5	0	5	0	0	0	0	0	0	0	0	0	5	11
5:00 PM	0	0	0	1	0	1	0	1	1	0	0	0	2	6
5:15 PM	0	4	4	0	0	0	0	0	0	0	0	0	4	4
5:30 PM	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
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

	S Humphrey Avenue						Alley (S of Madison)							
	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	**6**	**11**	**17**	**7**	**5**	**12**	**8**	**4**	**12**	**0**	**0**	**0**	**41**	

Totals for Traffic Peak Hour

A.M. Peak	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total
7:30 AM	1	0	1	4	1	5	6	1	7	0	0	0	13
P.M. Peak													
3:30 PM	0	4	4	0	0	0	0	0	0	0	0	0	4

APPENDIX B

Speed Data

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Humphrey Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879532
Longitude: -87.775864
Direction: SB, Lane 1

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	0	1	0	1	0	0	0	0	1	0	0	4
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	1	0	0	0	0	0	0	0	1
4:00	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	0	0	0	2	1	2	0	1	0	0	0	0	6
6:00	0	0	1	3	2	3	1	1	0	0	0	0	11
7:00	5	4	4	3	3	2	0	0	0	0	0	0	21
8:00	5	2	8	5	8	4	0	0	0	0	0	0	32
9:00	3	2	10	3	4	0	2	0	0	0	0	0	24
10:00	3	2	2	3	3	1	1	0	0	0	0	0	15
11:00	5	2	3	6	5	1	3	1	0	0	0	0	26
12:00 PM	3	2	5	4	9	2	1	0	0	0	0	0	26
1:00	2	0	6	4	5	4	2	0	0	0	0	0	23
2:00	3	7	2	4	2	4	0	1	0	0	0	0	23
3:00	3	2	10	10	7	4	2	1	0	0	0	0	39
4:00	2	1	10	6	4	3	1	1	0	0	0	0	28
5:00	4	5	14	4	3	2	1	1	0	0	0	0	34
6:00	4	4	8	7	6	1	2	0	0	0	0	0	32
7:00	4	2	8	2	4	3	0	0	0	0	0	0	23
8:00	6	3	5	3	4	2	2	0	1	0	0	0	26
9:00	3	1	3	1	0	3	0	0	0	0	0	0	11
10:00	0	0	0	0	1	1	1	0	0	0	0	0	3
11:00	1	0	0	2	1	0	0	0	0	0	0	0	4
Total	57	39	100	73	74	42	19	7	1	1	0	0	413

Percentile	15th	50th	85th	95th
Speed	15	20	24	28

Mean Speed (Average)	21.0
10 MPH Pace Speed	17-26
Number in Pace	296
Percent in Pace	72.0%
Number > 25 MPH	70
Percent > 25 MPH	16.9%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Humphrey Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879532
Longitude: -87.775864
Direction: SB, Lane 1

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	3
1:00	0	0	0	0	1	1	0	0	0	0	0	0	2
2:00	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	1	0	0	0	0	1	0	1	0	0	0	0	3
4:00	1	0	0	0	0	2	1	0	0	0	0	0	4
5:00	0	1	0	1	2	3	0	0	0	0	0	0	7
6:00	0	1	2	5	1	3	0	0	1	0	0	0	13
7:00	1	3	2	4	7	6	3	0	0	0	0	0	26
8:00	4	6	7	4	6	2	2	0	0	0	0	0	31
9:00	1	4	4	3	5	3	1	1	0	0	0	0	22
10:00	4	4	11	5	7	1	0	0	0	0	0	0	32
11:00	1	4	4	6	3	1	2	0	0	0	0	0	21
12:00 PM	2	2	4	6	2	3	1	0	0	0	0	0	20
1:00	10	2	14	6	6	0	3	0	0	0	0	0	41
2:00	3	6	8	6	6	0	1	0	0	0	0	0	30
3:00	3	4	8	12	5	4	1	1	0	0	0	0	38
4:00	4	12	12	8	13	7	5	3	0	0	0	0	64
5:00	5	8	6	10	11	7	5	0	0	0	0	0	52
6:00	4	0	9	6	3	4	3	0	0	0	0	0	29
7:00	0	1	5	4	8	2	1	1	0	0	0	0	22
8:00	3	1	3	3	2	4	0	0	0	0	0	0	16
9:00	1	2	5	2	1	1	0	2	0	0	0	0	14
10:00	1	1	0	3	0	1	0	0	0	0	0	0	6
11:00	1	1	1	0	1	1	0	0	0	0	0	0	5
Total	54	63	105	96	91	57	29	9	1	0	0	0	505
			Percentile	15th	50th	85th	95th						
			Speed	15	20	25	28						
		Mean Speed (Average)		21.3									
		10 MPH Pace Speed		17-26									
		Number in Pace		354									
		Percent in Pace		72.0%									
		Number > 25 MPH		96									
		Percent > 25 MPH		19.0%									
Grand Total	111	102	205	169	165	99	48	16	2	1	0	0	918
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	28						
		Mean Speed (Average)		21.1									
		10 MPH Pace Speed		17-26									
		Number in Pace		654									
		Percent in Pace		72.0%									
		Number > 25 MPH		166									
		Percent > 25 MPH		18.1%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Humphrey Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879532
Longitude: -87.775864
Direction: NB, Lane 2

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 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	1	0	0	0	0	0	0	0	1
6:00	2	0	1	2	0	0	0	1	0	0	0	0	6
7:00	2	0	1	3	6	12	7	1	1	0	0	0	33
8:00	1	0	6	3	12	6	7	3	0	0	0	0	38
9:00	0	0	1	1	3	1	2	0	1	0	0	0	9
10:00	1	0	1	2	1	2	1	1	0	0	0	0	9
11:00	1	2	1	4	2	5	1	0	0	0	0	0	16
12:00 PM	3	1	4	5	3	4	0	1	0	0	0	0	21
1:00	3	0	1	2	4	2	3	0	0	0	0	0	15
2:00	3	2	3	6	3	1	1	1	0	0	0	0	20
3:00	2	8	6	2	1	0	2	3	0	0	0	0	24
4:00	1	2	6	3	5	1	1	2	0	0	0	0	21
5:00	3	3	4	5	8	2	3	0	0	0	0	0	28
6:00	3	2	3	4	7	3	0	2	0	0	0	0	24
7:00	1	3	3	4	3	3	1	0	0	0	0	0	18
8:00	2	3	4	2	3	1	1	2	0	0	0	0	18
9:00	0	1	2	3	4	0	0	0	0	0	0	0	10
10:00	0	0	0	1	2	0	0	0	0	0	0	0	3
11:00	1	1	0	2	0	1	1	0	0	0	0	0	6
Total	29	28	47	54	68	44	32	17	2	0	0	0	321
			Percentile	15th	50th	85th	95th						
			Speed	16	22	27	29						
			Mean Speed (Average)	22.8									
			10 MPH Pace Speed	19-28									
			Number in Pace	214									
			Percent in Pace	67.0%									
			Number > 25 MPH	95									
			Percent > 25 MPH	29.6%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Humphrey Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879532
Longitude: -87.775864
Direction: NB, Lane 2

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	1	0	0	0	0	0	2	0	0	0	0	4
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	1	2	0	0	0	1	0	0	0	0	4
6:00	0	1	1	2	2	1	2	0	0	0	0	0	9
7:00	2	1	2	3	4	9	7	4	0	0	0	0	32
8:00	3	3	7	7	4	5	8	4	1	0	0	0	42
9:00	2	2	2	6	5	7	3	2	0	0	0	0	29
10:00	1	2	7	12	4	1	2	0	0	0	0	0	29
11:00	9	2	4	0	2	1	2	0	0	0	0	0	20
12:00 PM	1	1	8	6	4	0	1	0	0	0	0	0	21
1:00	3	1	6	4	4	1	3	1	0	0	0	0	23
2:00	5	0	10	3	1	1	2	0	0	0	0	0	22
3:00	11	3	9	5	4	4	0	0	0	0	0	0	36
4:00	2	1	0	4	4	0	0	1	0	0	0	0	12
5:00	6	2	2	4	6	5	1	0	0	0	0	0	26
6:00	2	1	1	1	2	3	2	1	0	0	0	0	13
7:00	1	4	1	4	6	2	4	2	0	0	0	0	24
8:00	0	1	4	2	2	2	1	1	0	0	0	0	13
9:00	1	0	2	2	4	2	1	0	0	0	0	0	12
10:00	1	0	1	1	0	2	1	0	0	0	0	0	6
11:00	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	56	26	70	68	58	46	40	19	1	0	0	0	384
			Percentile	15th	50th	85th	95th						
			Speed	15	21	27	29						
		Mean Speed (Average)		21.8									
		10 MPH Pace Speed		19-28									
		Number in Pace		232									
		Percent in Pace		62.0%									
		Number > 25 MPH		106									
		Percent > 25 MPH		27.6%									
Grand Total	85	54	117	122	126	90	72	36	3	0	0	0	705
Stats			Percentile	15th	50th	85th	95th						
			Speed	16	21	27	29						
		Mean Speed (Average)		22.3									
		10 MPH Pace Speed		19-28									
		Number in Pace		450									
		Percent in Pace		64.0%									
		Number > 25 MPH		201									
		Percent > 25 MPH		28.5%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Humphrey Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879532
Longitude: -87.775864
Direction: Combined

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	0	1	0	1	0	0	0	0	1	0	0	4
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	1	0	0	0	0	0	0	0	1
4:00	0	0	0	1	0	0	1	0	0	0	0	0	2
5:00	0	0	0	2	2	2	0	1	0	0	0	0	7
6:00	2	0	2	5	2	3	1	2	0	0	0	0	17
7:00	7	4	5	6	9	14	7	1	1	0	0	0	54
8:00	6	2	14	8	20	10	7	3	0	0	0	0	70
9:00	3	2	11	4	7	1	4	0	1	0	0	0	33
10:00	4	2	3	5	4	3	2	1	0	0	0	0	24
11:00	6	4	4	10	7	6	4	1	0	0	0	0	42
12:00 PM	6	3	9	9	12	6	1	1	0	0	0	0	47
1:00	5	0	7	6	9	6	5	0	0	0	0	0	38
2:00	6	9	5	10	5	5	1	2	0	0	0	0	43
3:00	5	10	16	12	8	4	4	4	0	0	0	0	63
4:00	3	3	16	9	9	4	2	3	0	0	0	0	49
5:00	7	8	18	9	11	4	4	1	0	0	0	0	62
6:00	7	6	11	11	13	4	2	2	0	0	0	0	56
7:00	5	5	11	6	7	6	1	0	0	0	0	0	41
8:00	8	6	9	5	7	3	3	2	1	0	0	0	44
9:00	3	2	5	4	4	3	0	0	0	0	0	0	21
10:00	0	0	0	1	3	1	1	0	0	0	0	0	6
11:00	2	1	0	4	1	1	1	0	0	0	0	0	10
Total	86	67	147	127	142	86	51	24	3	1	0	0	734

Percentile	15th	50th	85th	95th
Speed	16	20	26	29

Mean Speed (Average)	21.8
10 MPH Pace Speed	18-27
Number in Pace	505
Percent in Pace	69.0%
Number > 25 MPH	165
Percent > 25 MPH	22.5%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Humphrey Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879532
Longitude: -87.775864
Direction: Combined

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	1	0	2	1	0	0	2	0	0	0	0	7
1:00	0	0	0	0	1	1	0	0	0	0	0	0	2
2:00	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00	1	0	1	0	0	1	0	1	0	0	0	0	4
4:00	2	0	0	0	0	2	1	0	0	0	0	0	5
5:00	0	1	1	3	2	3	0	1	0	0	0	0	11
6:00	0	2	3	7	3	4	2	0	1	0	0	0	22
7:00	3	4	4	7	11	15	10	4	0	0	0	0	58
8:00	7	9	14	11	10	7	10	4	1	0	0	0	73
9:00	3	6	6	9	10	10	4	3	0	0	0	0	51
10:00	5	6	18	17	11	2	2	0	0	0	0	0	61
11:00	10	6	8	6	5	2	4	0	0	0	0	0	41
12:00 PM	3	3	12	12	6	3	2	0	0	0	0	0	41
1:00	13	3	20	10	10	1	6	1	0	0	0	0	64
2:00	8	6	18	9	7	1	3	0	0	0	0	0	52
3:00	14	7	17	17	9	8	1	1	0	0	0	0	74
4:00	6	13	12	12	17	7	5	4	0	0	0	0	76
5:00	11	10	8	14	17	12	6	0	0	0	0	0	78
6:00	6	1	10	7	5	7	5	1	0	0	0	0	42
7:00	1	5	6	8	14	4	5	3	0	0	0	0	46
8:00	3	2	7	5	4	6	1	1	0	0	0	0	29
9:00	2	2	7	4	5	3	1	2	0	0	0	0	26
10:00	2	1	1	4	0	3	1	0	0	0	0	0	12
11:00	1	1	2	0	1	1	0	0	0	0	0	0	6
Total	110	89	175	164	149	103	69	28	2	0	0	0	889
			Percentile	15th	50th	85th	95th						
			Speed	15	20	26	28						
		Mean Speed (Average)		21.5									
		10 MPH Pace Speed		18-27									
		Number in Pace		581									
		Percent in Pace		67.0%									
		Number > 25 MPH		202									
		Percent > 25 MPH		22.7%									
Grand Total	196	156	322	291	291	189	120	52	5	1	0	0	1623
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	26	29						
		Mean Speed (Average)		21.6									
		10 MPH Pace Speed		18-27									
		Number in Pace		1094									
		Percent in Pace		68.0%									
		Number > 25 MPH		367									
		Percent > 25 MPH		22.6%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of Lyman Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879852
Longitude: -87.776756
Direction: NB, Lane 1

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 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	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	2	0	0	1	0	0	0	0	3
5:00	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00	1	0	0	0	2	2	0	0	0	0	0	0	5
7:00	0	0	0	3	5	3	2	1	1	0	0	0	15
8:00	3	1	3	2	5	3	1	2	0	0	0	0	20
9:00	4	1	0	2	1	1	0	0	0	0	0	0	9
10:00	2	2	3	0	1	2	0	0	0	0	0	0	10
11:00	2	0	5	2	1	1	0	0	0	0	0	0	11
12:00 PM	1	3	2	1	3	2	0	1	0	0	0	0	13
1:00	0	0	0	0	1	0	2	0	0	0	0	0	3
2:00	3	2	1	1	0	1	1	0	0	0	0	0	9
3:00	0	0	4	3	0	1	2	1	0	0	0	0	11
4:00	2	1	0	4	3	4	2	1	0	0	0	0	17
5:00	0	3	4	1	5	1	0	0	0	0	0	0	14
6:00	2	0	0	3	3	1	1	0	0	0	0	0	10
7:00	1	0	1	2	1	1	1	0	0	0	0	0	7
8:00	4	0	4	0	1	2	0	1	0	0	0	0	12
9:00	0	0	1	1	1	0	2	0	0	0	0	0	5
10:00	1	0	1	1	1	0	1	0	0	0	0	0	5
11:00	0	0	0	0	1	0	2	0	0	0	0	0	3
Total	26	13	29	27	37	26	17	8	1	0	0	0	184

Percentile	15th	50th	85th	95th
Speed	15	21	26	29

Mean Speed (Average)	22.1
10 MPH Pace Speed	18-27
Number in Pace	119
Percent in Pace	65.0%
Number > 25 MPH	52
Percent > 25 MPH	28.3%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of Lyman Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879852
Longitude: -87.776756
Direction: NB, Lane 1

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	2	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00	0	0	0	1	0	0	1	0	0	0	0	0	2
6:00	1	0	1	0	2	0	1	0	0	0	0	0	5
7:00	1	0	1	0	4	5	1	0	0	0	0	0	12
8:00	8	3	3	4	3	1	1	0	0	0	0	0	23
9:00	2	6	1	3	3	2	0	1	0	0	0	0	18
10:00	3	6	4	0	1	2	0	0	0	0	0	0	16
11:00	0	0	2	0	0	0	2	0	0	0	0	0	4
12:00 PM	2	5	0	1	1	0	0	1	0	0	0	0	10
1:00	2	1	2	1	2	1	1	1	0	0	0	0	11
2:00	2	2	4	1	5	0	4	1	0	0	0	0	19
3:00	4	2	3	0	3	1	2	0	0	0	0	0	15
4:00	6	0	0	1	3	2	0	1	0	0	0	0	13
5:00	1	5	1	1	7	3	0	1	0	0	0	0	19
6:00	1	1	1	0	2	2	1	2	1	0	0	0	11
7:00	1	1	1	3	3	3	0	1	0	0	0	0	13
8:00	1	2	1	2	4	1	0	0	0	0	0	0	11
9:00	2	1	0	1	2	2	1	0	0	0	0	0	9
10:00	0	0	0	0	1	0	0	0	0	0	0	0	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	39	36	25	19	48	26	15	9	1	0	0	0	218
			Percentile	15th	50th	85th	95th						
			Speed	13	20	25	29						
		Mean Speed (Average)		21.2									
		10 MPH Pace Speed		17-26									
		Number in Pace		126									
		Percent in Pace		58.0%									
		Number > 25 MPH		51									
		Percent > 25 MPH		23.4%									
Grand Total	65	49	54	46	85	52	32	17	2	0	0	0	402
Stats			Percentile	15th	50th	85th	95th						
			Speed	13	21	26	29						
		Mean Speed (Average)		21.6									
		10 MPH Pace Speed		18-27									
		Number in Pace		243									
		Percent in Pace		61.0%									
		Number > 25 MPH		103									
		Percent > 25 MPH		25.6%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of Lyman Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879852
Longitude: -87.776756
Direction: SB, Lane 2

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	2
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	1	0	0	1	0	0	1	0	0	0	0	0	3
6:00	0	0	2	0	0	3	0	0	0	0	0	0	5
7:00	1	1	3	3	6	2	0	1	0	0	0	0	17
8:00	4	3	7	7	2	5	1	0	0	0	0	0	29
9:00	1	2	9	2	1	2	0	1	0	0	0	0	18
10:00	3	3	2	4	1	1	0	0	0	0	0	0	14
11:00	1	1	6	3	3	1	3	0	0	0	0	0	18
12:00 PM	4	1	4	3	2	1	1	1	0	0	0	0	17
1:00	1	1	0	5	3	1	2	0	0	0	0	0	13
2:00	3	2	6	4	5	0	0	0	0	0	0	0	20
3:00	2	5	6	6	6	3	1	0	0	0	0	0	29
4:00	7	0	5	5	5	2	0	0	0	0	0	0	24
5:00	6	7	4	3	6	1	1	0	0	0	0	0	28
6:00	1	0	4	6	8	3	0	0	0	0	0	0	22
7:00	0	1	2	2	2	0	0	0	0	0	0	0	7
8:00	1	0	0	2	1	1	1	0	0	0	0	0	6
9:00	0	0	4	3	1	1	0	0	0	0	0	0	9
10:00	0	1	0	1	0	1	0	1	0	0	0	0	4
11:00	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	36	28	64	60	53	29	13	4	0	0	0	0	287

Percentile	15th	50th	85th	95th
Speed	15	20	24	27

Mean Speed (Average)	21.0
10 MPH Pace Speed	18-27
Number in Pace	212
Percent in Pace	74.0%
Number > 25 MPH	46
Percent > 25 MPH	16.0%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of Lyman Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879852
Longitude: -87.776756
Direction: SB, Lane 2

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	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	1	0	0	0	0	0	1	0	0	0	0	0	2
6:00	0	1	1	2	1	1	0	0	0	0	0	0	6
7:00	1	1	2	0	2	3	2	2	0	0	0	0	13
8:00	8	3	4	5	6	4	0	0	0	0	0	0	30
9:00	1	2	2	5	2	1	1	1	0	0	0	0	15
10:00	3	0	1	2	2	1	1	0	0	0	0	0	10
11:00	3	0	4	8	0	0	0	0	0	0	0	0	15
12:00 PM	6	2	2	2	2	1	0	0	0	0	0	0	15
1:00	3	1	3	2	5	2	1	1	0	0	0	0	18
2:00	0	0	1	3	4	4	4	0	0	0	0	0	16
3:00	1	2	5	6	2	4	6	1	0	0	0	0	27
4:00	2	3	4	4	5	2	1	1	0	0	0	0	22
5:00	6	3	11	7	4	1	3	2	0	0	0	0	37
6:00	1	1	1	3	1	0	1	0	0	0	0	0	8
7:00	1	1	5	3	4	3	3	0	0	0	0	0	20
8:00	0	2	1	1	2	0	1	0	0	0	0	0	7
9:00	1	0	1	1	4	1	0	0	0	0	0	0	8
10:00	0	1	0	1	3	0	1	0	0	0	0	0	6
11:00	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	38	23	49	55	49	28	27	8	0	0	0	0	277
			Percentile	15th	50th	85th	95th						
			Speed	15	20	26	28						
		Mean Speed (Average)		21.6									
		10 MPH Pace Speed		18-27									
		Number in Pace		177									
		Percent in Pace		66.0%									
		Number > 25 MPH		63									
		Percent > 25 MPH		22.7%									
Grand Total	74	51	113	115	102	57	40	12	0	0	0	0	564
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	25	28						
		Mean Speed (Average)		21.3									
		10 MPH Pace Speed		18-27									
		Number in Pace		393									
		Percent in Pace		70.0%									
		Number > 25 MPH		109									
		Percent > 25 MPH		19.3%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of Lyman Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879852
Longitude: -87.776756
Direction: Combined

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	3
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	2	0	0	1	0	0	0	0	3
5:00	1	0	0	2	0	0	1	0	0	0	0	0	4
6:00	1	0	2	0	2	5	0	0	0	0	0	0	10
7:00	1	1	3	6	11	5	2	2	1	0	0	0	32
8:00	7	4	10	9	7	8	2	2	0	0	0	0	49
9:00	5	3	9	4	2	3	0	1	0	0	0	0	27
10:00	5	5	5	4	2	3	0	0	0	0	0	0	24
11:00	3	1	11	5	4	2	3	0	0	0	0	0	29
12:00 PM	5	4	6	4	5	3	1	2	0	0	0	0	30
1:00	1	1	0	5	4	1	4	0	0	0	0	0	16
2:00	6	4	7	5	5	1	1	0	0	0	0	0	29
3:00	2	5	10	9	6	4	3	1	0	0	0	0	40
4:00	9	1	5	9	8	6	2	1	0	0	0	0	41
5:00	6	10	8	4	11	2	1	0	0	0	0	0	42
6:00	3	0	4	9	11	4	1	0	0	0	0	0	32
7:00	1	1	3	4	3	1	1	0	0	0	0	0	14
8:00	5	0	4	2	2	3	1	1	0	0	0	0	18
9:00	0	0	5	4	2	1	2	0	0	0	0	0	14
10:00	1	1	1	2	1	1	1	1	0	0	0	0	9
11:00	0	0	0	0	2	0	3	0	0	0	0	0	5
Total	62	41	93	87	90	55	30	12	1	0	0	0	471
			Percentile	15th	50th	85th	95th						
			Speed	15	20	25	28						
		Mean Speed (Average)		21.4									
		10 MPH Pace Speed		18-27									
		Number in Pace		331									
		Percent in Pace		70.0%									
		Number > 25 MPH		98									
		Percent > 25 MPH		20.8%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of Lyman Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.879852
Longitude: -87.776756
Direction: Combined

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	1	0	0	0	0	0	0	0	0	0	2
2:00	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	2	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00	1	0	0	1	0	0	2	0	0	0	0	0	4
6:00	1	1	2	2	3	1	1	0	0	0	0	0	11
7:00	2	1	3	0	6	8	3	2	0	0	0	0	25
8:00	16	6	7	9	9	5	1	0	0	0	0	0	53
9:00	3	8	3	8	5	3	1	2	0	0	0	0	33
10:00	6	6	5	2	3	3	1	0	0	0	0	0	26
11:00	3	0	6	8	0	0	2	0	0	0	0	0	19
12:00 PM	8	7	2	3	3	1	0	1	0	0	0	0	25
1:00	5	2	5	3	7	3	2	2	0	0	0	0	29
2:00	2	2	5	4	9	4	8	1	0	0	0	0	35
3:00	5	4	8	6	5	5	8	1	0	0	0	0	42
4:00	8	3	4	5	8	4	1	2	0	0	0	0	35
5:00	7	8	12	8	11	4	3	3	0	0	0	0	56
6:00	2	2	2	3	3	2	2	2	1	0	0	0	19
7:00	2	2	6	6	7	6	3	1	0	0	0	0	33
8:00	1	4	2	3	6	1	1	0	0	0	0	0	18
9:00	3	1	1	2	6	3	1	0	0	0	0	0	17
10:00	0	1	0	1	4	0	1	0	0	0	0	0	7
11:00	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	77	59	74	74	97	54	42	17	1	0	0	0	495
			Percentile	15th	50th	85th	95th						
			Speed	14	20	26	28						
		Mean Speed (Average)		21.4									
		10 MPH Pace Speed		17-26									
		Number in Pace		303									
		Percent in Pace		62.0%									
		Number > 25 MPH		114									
		Percent > 25 MPH		23.0%									
Grand Total	139	100	167	161	187	109	72	29	2	0	0	0	966
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	25	28						
		Mean Speed (Average)		21.4									
		10 MPH Pace Speed		18-27									
		Number in Pace		636									
		Percent in Pace		66.0%									
		Number > 25 MPH		212									
		Percent > 25 MPH		21.9%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Taylor Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.880028
Longitude: -87.778297
Direction: SB, Lane 1

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 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	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	2	2	1	2	1	0	0	0	0	0	0	0	8
7:00	3	5	5	4	0	0	0	0	0	0	0	0	17
8:00	6	4	4	2	2	0	0	0	0	0	0	0	18
9:00	7	3	4	5	0	0	0	0	0	0	0	0	19
10:00	4	2	1	1	1	0	0	0	0	0	0	0	9
11:00	5	6	4	2	0	1	0	0	0	0	0	0	18
12:00 PM	4	4	5	3	1	0	0	0	0	0	0	0	17
1:00	6	7	2	6	1	0	0	0	0	0	0	0	22
2:00	4	8	2	3	1	0	0	0	0	0	0	0	18
3:00	7	5	5	4	5	0	0	0	0	0	0	0	26
4:00	4	6	7	2	1	1	0	0	0	0	0	0	21
5:00	6	10	12	6	3	0	0	0	0	0	0	0	37
6:00	4	3	4	4	3	0	0	0	0	0	0	0	18
7:00	2	1	2	2	1	0	0	0	0	0	0	0	8
8:00	1	1	3	2	0	1	1	0	0	0	0	0	9
9:00	3	2	0	1	0	0	1	0	0	0	0	0	7
10:00	2	3	2	1	1	1	0	0	0	0	0	0	10
11:00	0	2	1	0	0	0	0	0	0	0	0	0	3
Total	71	74	64	52	21	4	2	0	0	0	0	0	288
			Percentile	15th	50th	85th	95th						
			Speed	13	16	21	23						
			Mean Speed (Average)	18.0									
			10 MPH Pace Speed	13-22									
			Number in Pace	237									
			Percent in Pace	82.0%									
			Number > 25 MPH	6									
			Percent > 25 MPH	2.1%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: 500 Block of S Taylor Avenue
Station ID: Between
Location: Adams Street and Madison Street

File Name: Speed
Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.880028
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Direction: SB, Lane 1

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00	1	0	1	2	0	0	0	0	0	0	0	0	4
6:00	1	3	3	1	4	0	0	0	0	0	0	0	12
7:00	4	3	7	2	2	0	0	0	0	0	0	0	18
8:00	7	2	5	3	1	0	0	0	0	0	0	0	18
9:00	2	7	1	1	0	0	0	0	0	0	0	0	11
10:00	7	3	1	1	3	0	1	0	0	0	0	0	16
11:00	2	4	3	0	0	0	0	0	0	0	0	0	9
12:00 PM	6	6	3	0	1	1	0	0	0	0	0	0	17
1:00	2	5	3	3	0	0	0	0	0	0	0	0	13
2:00	8	5	6	1	2	0	0	0	0	0	0	0	22
3:00	6	5	14	5	0	0	0	1	0	0	0	0	31
4:00	8	7	10	4	1	0	0	0	0	0	0	0	30
5:00	10	14	14	2	1	0	0	0	0	0	0	0	41
6:00	2	4	9	1	1	0	0	0	0	0	0	0	17
7:00	2	3	3	2	0	1	0	0	0	0	0	0	11
8:00	3	6	1	0	0	0	0	0	0	0	0	0	10
9:00	1	0	2	1	1	0	0	0	0	0	0	0	5
10:00	1	1	1	0	0	0	0	0	0	0	0	0	3
11:00	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	76	80	88	31	17	2	1	1	0	0	0	0	296
			Percentile	15th	50th	85th	95th						
			Speed	12	16	20	23						
		Mean Speed (Average)		17.4									
		10 MPH Pace Speed		13-22									
		Number in Pace		238									
		Percent in Pace		82.0%									
		Number > 25 MPH		4									
		Percent > 25 MPH		1.4%									
Grand Total	147	154	152	83	38	6	3	1	0	0	0	0	584
Stats			Percentile	15th	50th	85th	95th						
			Speed	13	16	20	23						
		Mean Speed (Average)		17.7									
		10 MPH Pace Speed		13-22									
		Number in Pace		478									
		Percent in Pace		82.0%									
		Number > 25 MPH		10									
		Percent > 25 MPH		1.7%									

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Village of Oak Park

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Date Printed: 12/26/2024
Start Date: 5/14/2024
End Date: 5/15/2024

Latitude: 41.880028
Longitude: -87.778297
Direction: NB, Lane 2

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3
1:00	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	2	0	1	0	0	0	0	0	0	0	3
5:00	1	2	1	1	2	0	0	0	0	0	0	0	7
6:00	1	1	5	2	4	3	2	0	0	0	0	0	18
7:00	5	3	7	10	2	2	0	0	0	0	0	0	29
8:00	3	5	6	6	5	1	1	0	0	0	0	0	27
9:00	4	3	6	2	4	1	0	0	0	0	0	0	20
10:00	6	0	5	1	1	1	1	0	0	0	0	0	15
11:00	2	1	4	3	2	2	0	0	0	0	0	0	14
12:00 PM	2	1	4	4	6	1	0	0	0	0	0	0	18
1:00	2	3	3	4	1	0	1	0	0	0	0	0	14
2:00	5	2	7	4	2	1	0	0	0	0	0	0	21
3:00	3	2	2	7	5	2	0	0	0	0	0	0	21
4:00	4	5	2	1	5	4	1	0	0	0	0	0	22
5:00	2	0	3	11	8	6	0	0	0	0	0	0	30
6:00	0	1	3	3	1	0	1	1	0	0	0	0	10
7:00	3	1	2	3	2	3	2	0	0	0	0	0	16
8:00	1	0	3	2	3	0	0	0	0	0	0	0	9
9:00	4	0	1	1	2	1	0	0	0	0	0	0	9
10:00	2	0	3	1	3	1	0	0	0	0	0	0	10
11:00	1	0	0	1	2	0	0	0	0	0	0	0	4
Total	54	32	70	68	62	29	9	1	0	0	0	0	325

Percentile	15th	50th	85th	95th
Speed	13	20	24	26

Mean Speed (Average)	20.4
10 MPH Pace Speed	17-26
Number in Pace	238
Percent in Pace	73.0%
Number > 25 MPH	39
Percent > 25 MPH	12.0%

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Village of Oak Park

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Latitude: 41.880028
Longitude: -87.778297
Direction: NB, Lane 2

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 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	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	1	1	1	0	0	0	0	0	0	0	3
4:00	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	0	2	1	2	2	1	0	0	0	0	0	0	8
6:00	3	4	4	0	4	1	0	0	0	0	0	0	16
7:00	1	2	11	7	7	2	0	0	0	0	0	0	30
8:00	5	5	11	6	9	2	2	0	0	0	0	0	40
9:00	2	4	3	2	4	2	0	0	0	0	0	0	17
10:00	3	2	3	5	6	1	0	0	0	0	0	0	20
11:00	1	1	4	6	2	1	0	0	0	0	0	0	15
12:00 PM	4	2	0	2	3	0	0	0	0	0	0	0	11
1:00	1	0	0	3	2	0	0	0	0	0	0	0	6
2:00	4	1	9	4	2	1	0	0	0	0	0	0	21
3:00	0	6	5	10	6	1	0	0	0	0	0	0	28
4:00	9	2	6	6	4	1	0	0	0	0	0	0	28
5:00	2	2	6	4	2	2	1	1	0	0	0	0	20
6:00	3	0	6	1	5	3	0	0	0	0	0	0	18
7:00	2	1	3	5	3	1	1	0	0	0	0	0	16
8:00	0	1	3	3	2	1	0	0	0	0	0	0	10
9:00	1	0	2	2	4	1	1	0	0	0	0	0	11
10:00	2	2	7	3	4	0	0	0	0	0	0	0	18
11:00	0	0	1	1	2	0	0	0	0	0	0	0	4
Total	44	37	86	74	74	21	5	1	0	0	0	0	342
			Percentile	15th	50th	85th	95th						
			Speed	15	20	23	24						
		Mean Speed (Average)		20.4									
		10 MPH Pace Speed		17-26									
		Number in Pace		257									
		Percent in Pace		80.0%									
		Number > 25 MPH		27									
		Percent > 25 MPH		7.9%									
Grand Total	98	69	156	142	136	50	14	2	0	0	0	0	667
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	25						
		Mean Speed (Average)		20.4									
		10 MPH Pace Speed		17-26									
		Number in Pace		511									
		Percent in Pace		77.0%									
		Number > 25 MPH		66									
		Percent > 25 MPH		9.9%									

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Village of Oak Park

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End Date: 5/15/2024

Latitude: 41.880028
Longitude: -87.778297
Direction: Combined

5/14/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3
1:00	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00	1	0	1	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	2	0	0	0	0	0	0	0	0	2
4:00	0	0	2	1	1	0	0	0	0	0	0	0	4
5:00	1	2	1	1	2	0	0	0	0	0	0	0	7
6:00	3	3	6	4	5	3	2	0	0	0	0	0	26
7:00	8	8	12	14	2	2	0	0	0	0	0	0	46
8:00	9	9	10	8	7	1	1	0	0	0	0	0	45
9:00	11	6	10	7	4	1	0	0	0	0	0	0	39
10:00	10	2	6	2	2	1	1	0	0	0	0	0	24
11:00	7	7	8	5	2	3	0	0	0	0	0	0	32
12:00 PM	6	5	9	7	7	1	0	0	0	0	0	0	35
1:00	8	10	5	10	2	0	1	0	0	0	0	0	36
2:00	9	10	9	7	3	1	0	0	0	0	0	0	39
3:00	10	7	7	11	10	2	0	0	0	0	0	0	47
4:00	8	11	9	3	6	5	1	0	0	0	0	0	43
5:00	8	10	15	17	11	6	0	0	0	0	0	0	67
6:00	4	4	7	7	4	0	1	1	0	0	0	0	28
7:00	5	2	4	5	3	3	2	0	0	0	0	0	24
8:00	2	1	6	4	3	1	1	0	0	0	0	0	18
9:00	7	2	1	2	2	1	1	0	0	0	0	0	16
10:00	4	3	5	2	4	2	0	0	0	0	0	0	20
11:00	1	2	1	1	2	0	0	0	0	0	0	0	7
Total	125	106	134	120	83	33	11	1	0	0	0	0	613
			Percentile	15th	50th	85th	95th						
			Speed	13	18	23	25						
		Mean Speed (Average)		19.3									
		10 MPH Pace Speed		13-22									
		Number in Pace		451									
		Percent in Pace		74.0%									
		Number > 25 MPH		45									
		Percent > 25 MPH		7.3%									

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Village of Oak Park

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Direction: Combined

5/15/2024 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	1	0	1	0	0	0	0	0	0	0	0	3
2:00	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	2	1	1	0	0	0	0	0	0	0	4
4:00	1	0	0	2	0	0	0	0	0	0	0	0	3
5:00	1	2	2	4	2	1	0	0	0	0	0	0	12
6:00	4	7	7	1	8	1	0	0	0	0	0	0	28
7:00	5	5	18	9	9	2	0	0	0	0	0	0	48
8:00	12	7	16	9	10	2	2	0	0	0	0	0	58
9:00	4	11	4	3	4	2	0	0	0	0	0	0	28
10:00	10	5	4	6	9	1	1	0	0	0	0	0	36
11:00	3	5	7	6	2	1	0	0	0	0	0	0	24
12:00 PM	10	8	3	2	4	1	0	0	0	0	0	0	28
1:00	3	5	3	6	2	0	0	0	0	0	0	0	19
2:00	12	6	15	5	4	1	0	0	0	0	0	0	43
3:00	6	11	19	15	6	1	0	1	0	0	0	0	59
4:00	17	9	16	10	5	1	0	0	0	0	0	0	58
5:00	12	16	20	6	3	2	1	1	0	0	0	0	61
6:00	5	4	15	2	6	3	0	0	0	0	0	0	35
7:00	4	4	6	7	3	2	1	0	0	0	0	0	27
8:00	3	7	4	3	2	1	0	0	0	0	0	0	20
9:00	2	0	4	3	5	1	1	0	0	0	0	0	16
10:00	3	3	8	3	4	0	0	0	0	0	0	0	21
11:00	1	1	1	1	2	0	0	0	0	0	0	0	6
Total	120	117	174	105	91	23	6	2	0	0	0	0	638
			Percentile	15th	50th	85th	95th						
			Speed	13	18	23	24						
		Mean Speed (Average)		19.0									
		10 MPH Pace Speed		16-25									
		Number in Pace		464									
		Percent in Pace		76.0%									
		Number > 25 MPH		31									
		Percent > 25 MPH		4.9%									
Grand Total	245	223	308	225	174	56	17	3	0	0	0	0	1251
Stats			Percentile	15th	50th	85th	95th						
			Speed	13	18	23	24						
		Mean Speed (Average)		19.2									
		10 MPH Pace Speed		15-24									
		Number in Pace		930									
		Percent in Pace		75.0%									
		Number > 25 MPH		76									
		Percent > 25 MPH		6.1%									

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Draft Oak Park Bike Plan
Review Date: January 13, 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 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 tonight's meeting, T.Y. Lin will present a draft of the Bike Plan update and request comments from the Transportation Commission. Comments received tonight will be incorporated into a final draft to be shared with the Commission in February for the Commission's approval, followed by a study session with the Village Board and their final approval.
Staff Recommendation(s): Transportation Commission to provide comments on the Draft bike Plan update.
Supporting Documentation Is Attached

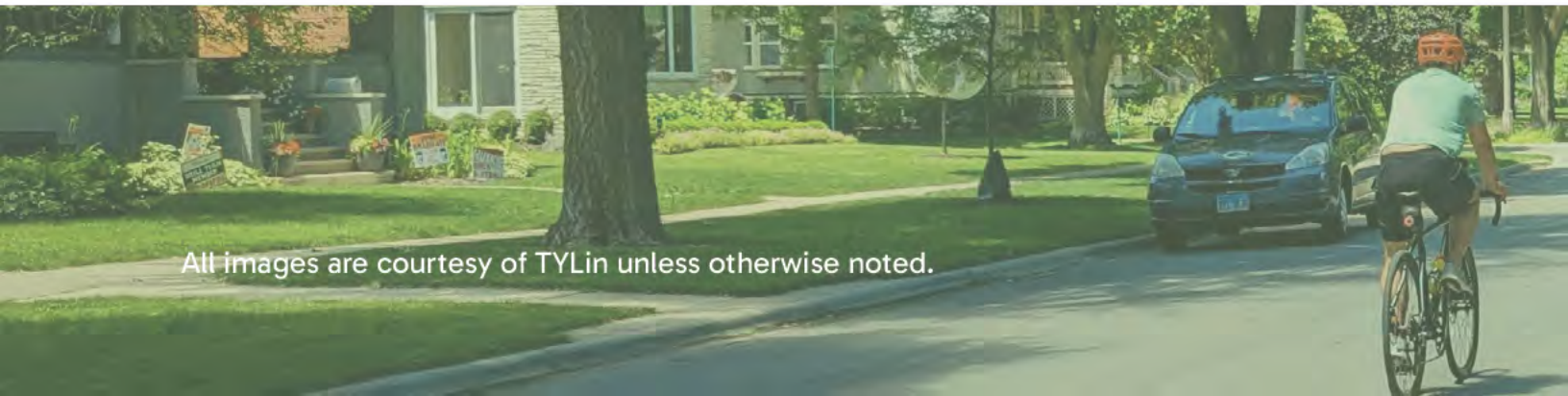
Oak Park Bike Plan

2024 Update

DRAFT

Oak Park

CONTENTS



All images are courtesy of TYLin unless otherwise noted.

1 | EXECUTIVE SUMMARY

The Oak Park Bike Plan 2024 Update builds on the Village's foundational work over the past decade 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 2024 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 received input from community members, community groups, Village staff, and stakeholders to help us identify bike network updates. We heard 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. We consistently heard 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.

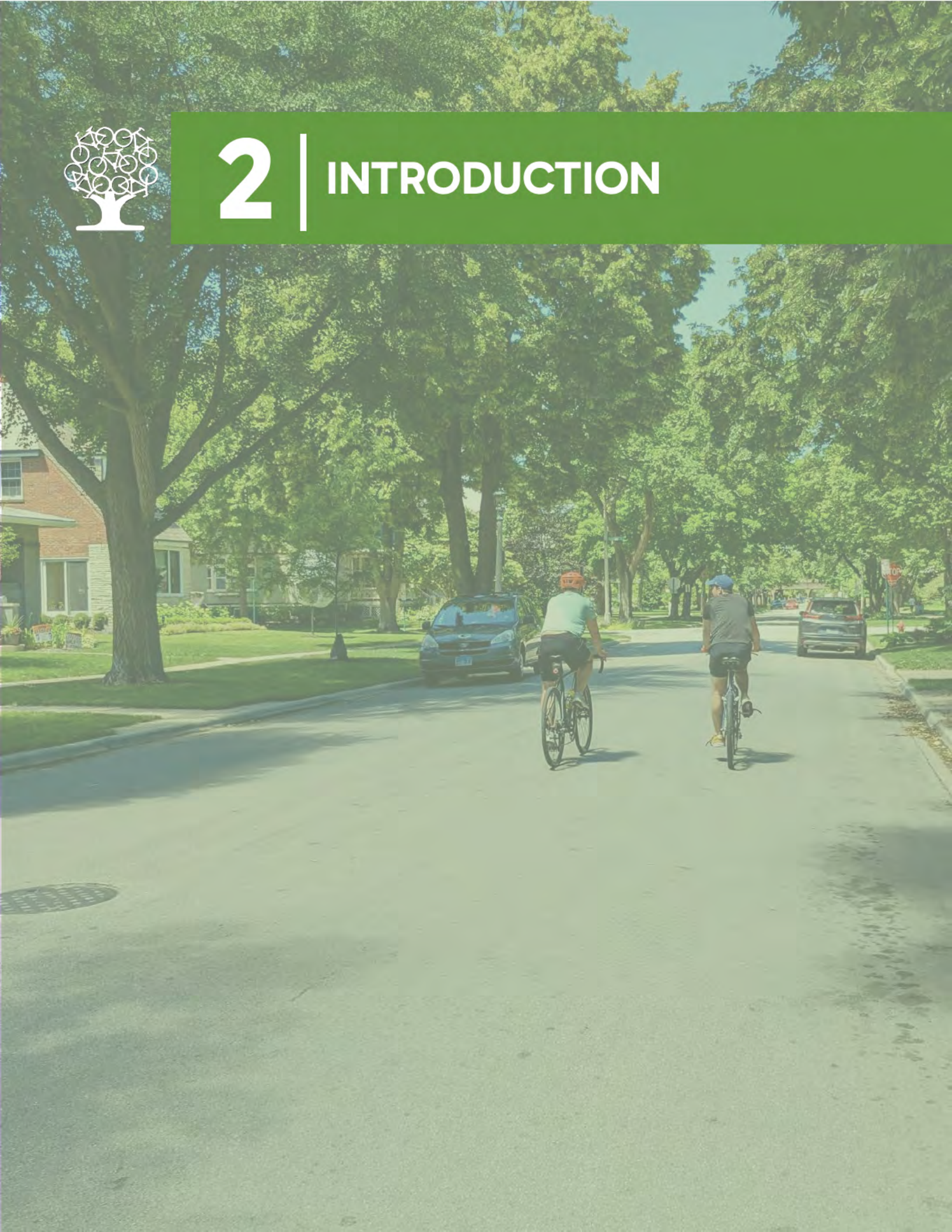
NETWORK UPDATES

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. We 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 the Oak Park Divvy ridership 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

The Oak Park Bike Plan 2024 Update builds on the Village's foundational work over the past decade in creating a safer and more accessible community to bike. 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. **This plan serves as an update to previous bicycle planning efforts while setting out to achieve a bike network welcome to people of all ages and abilities.**

By analyzing various data, studying successful best practice, 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 20 years.

Oak Park's first comprehensive bike plan was published in 2008, followed by the 2015 Neighborhood Greenways plan. This 2024 update is the **next generation plan** for the Village. Oak Park is ready to start taking on more ambitious infrastructure to support a continually growing bicycle culture. This is also not the last bike plan ever, but it lays out the next steps for the Village.

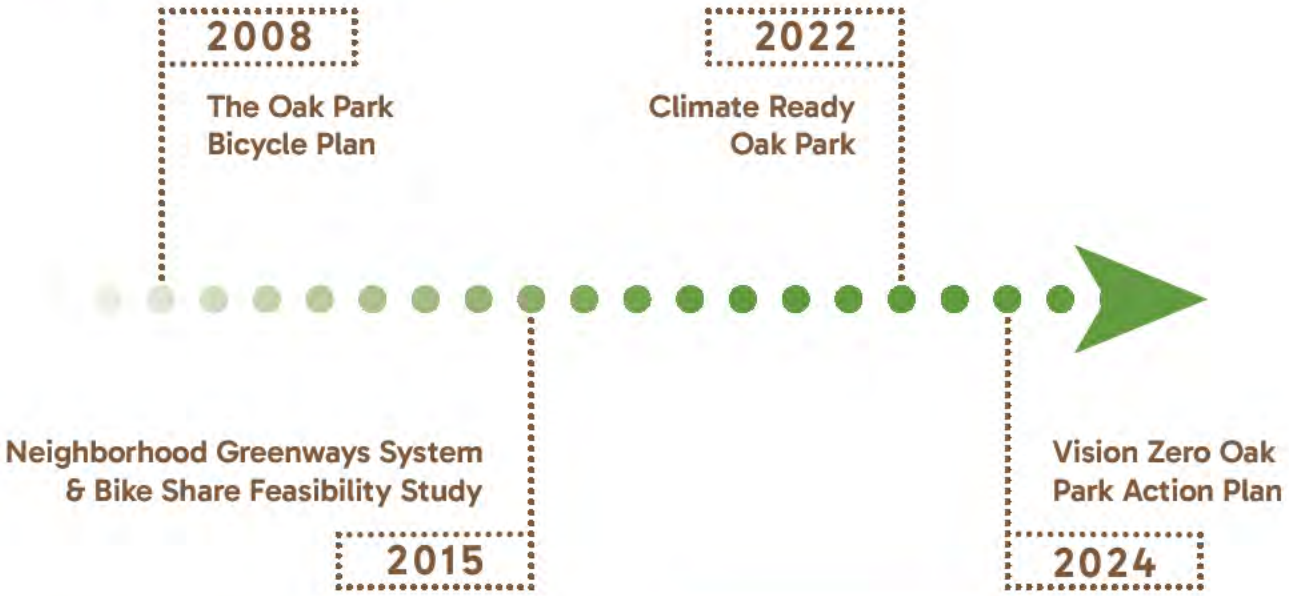
This is an **all ages and abilities plan**, meaning we are focused on a network where older residents, younger residents, and less-confident bicyclists see bicycling as a safe and comfortable option. We have heard a lot about a growing number of children in Oak Park bicycling. This plan needs to establish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

PLANNING PROCESS

EXISTING AND PAST PLANS REVIEW

The Village of Oak Park has a strong foundation of planning to build upon. Four relevant plans served as guideposts throughout the Bike Plan 2024 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.

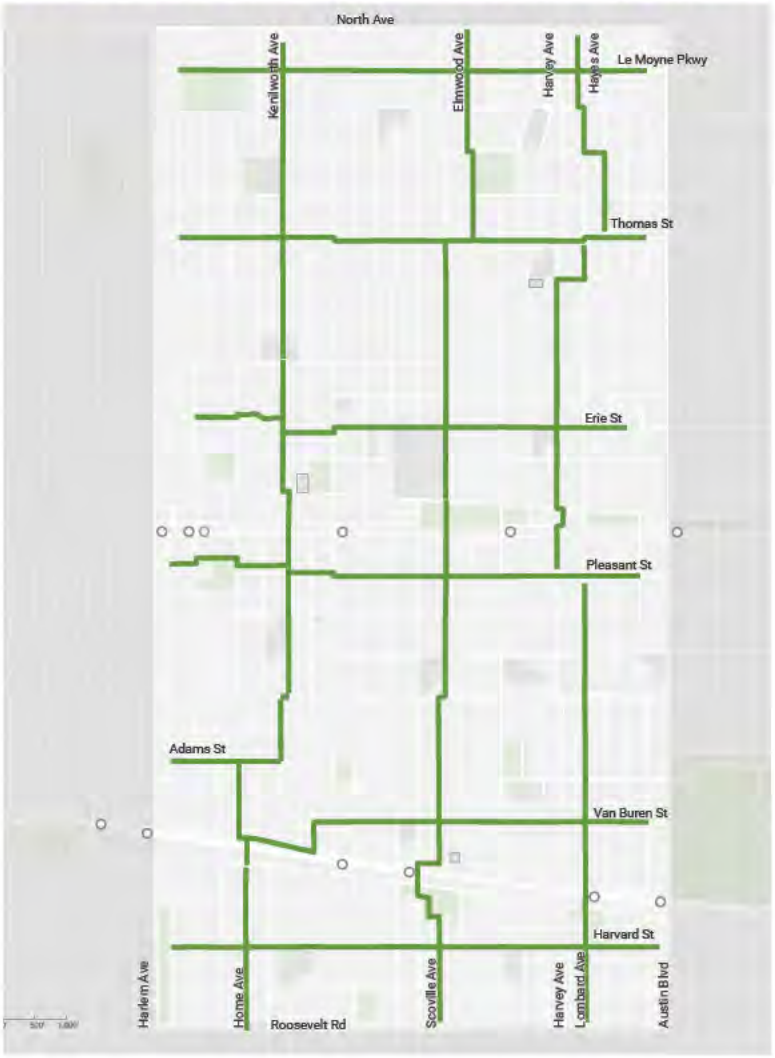
The plan also set forth programmatic and educational campaigns, such as Safe Routes to School and Bike to Work Day, that would raise awareness and promote greater bicyclist safety. The robust series of network recommendations helped further a vibrant, multimodal transportation environment and set the 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 (2024)[4] **NOT YET ADOPTED**

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.
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[14].
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.
15-2-16 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.
15-2-21 Every person engaged in the business of buying, selling or exchanging bicycles in the Village shall maintain for five (5) years a record containing the name, color, type and serial number of each bicycle bought, sold or exchanged [...] (1981 Code)	
15-2-22 A rental agency shall not rent or offer to rent any bicycle unless the bicycle is licensed and the license decal is firmly attached as provided herein and such bicycle is equipped with lamps and other equipment as required in this article. (1981 Code; amd. Ord. 1983-0-12, 3-21-1983)	

CURRENT 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

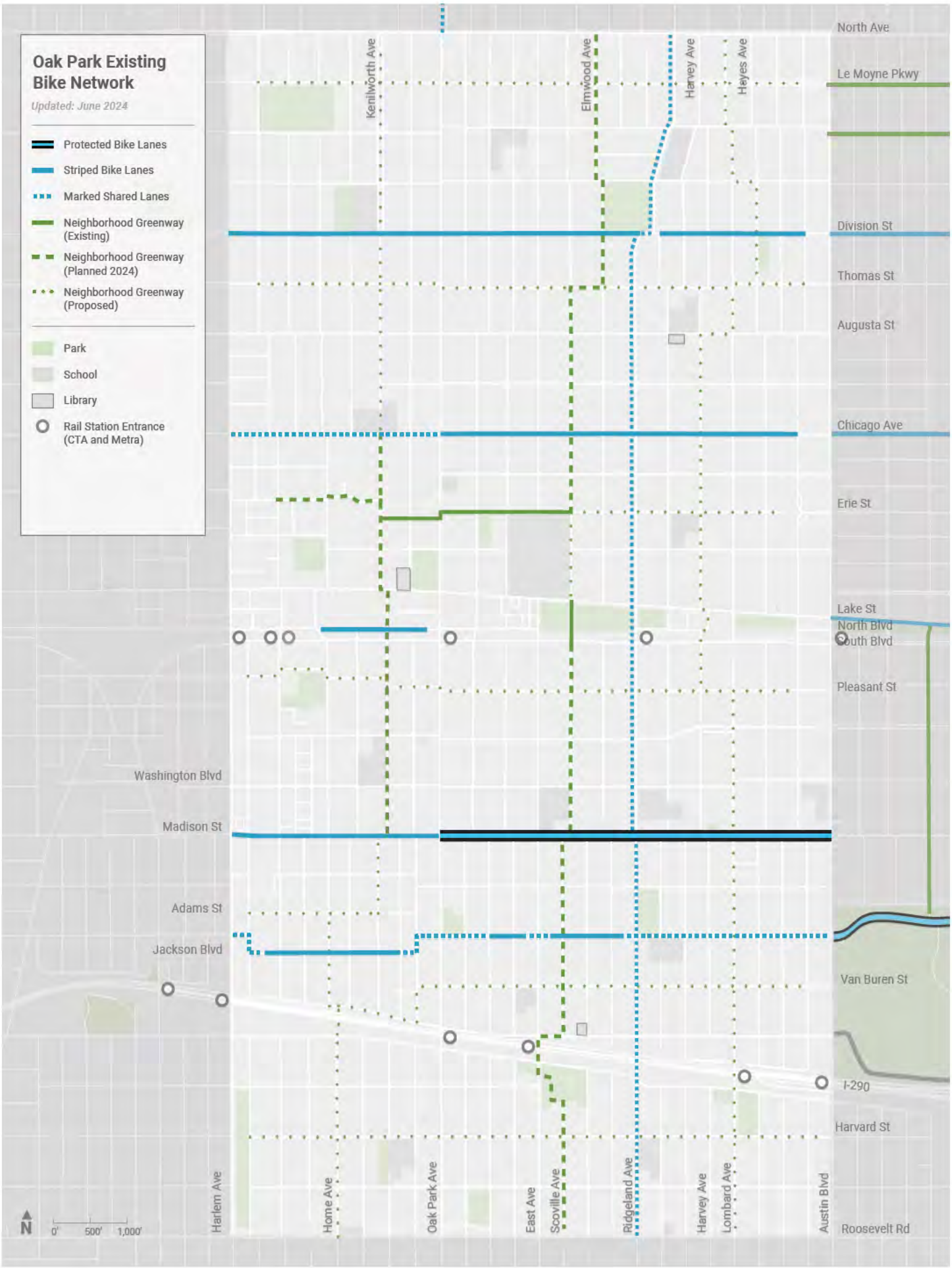
The majority of streets within Oak Park are owned by the Village with the exception of state-owned roads (North Avenue, Harlem Avenue, parts of Ridgeland Avenue, Washington Boulevard, and Roosevelt Road) and the east side of Austin Boulevard (shared with the City of Chicago). The jurisdiction map visualizes 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[15].

Inverted U-rack

Circle rack


Oak Park Existing Bike Network
Updated: June 2024
Protected Bike Lanes
Striped Bike Lanes
Marked Shared Lanes
Neighborhood Greenway (Existing)
Neighborhood Greenway (Planned 2024)
Neighborhood Greenway (Proposed)
Park
School
Library
Rail Station Entrance (CTA and Metra)
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
South Blvd
Pleasant St
Washington Blvd
Madison St
Adams St
Jackson Blvd
Van Buren St
I-290
Harvard St
Roosevelt Rd
Kenilworth Ave
Elmwood Ave
Harvey Ave
Heyes Ave
Harlem Ave
Home Ave
Oak Park Ave
East Ave
Scoville Ave
Ridgeland Ave
Harvey Ave
Lombard Ave
Austin Blvd
N
0'
500'
1,000'


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
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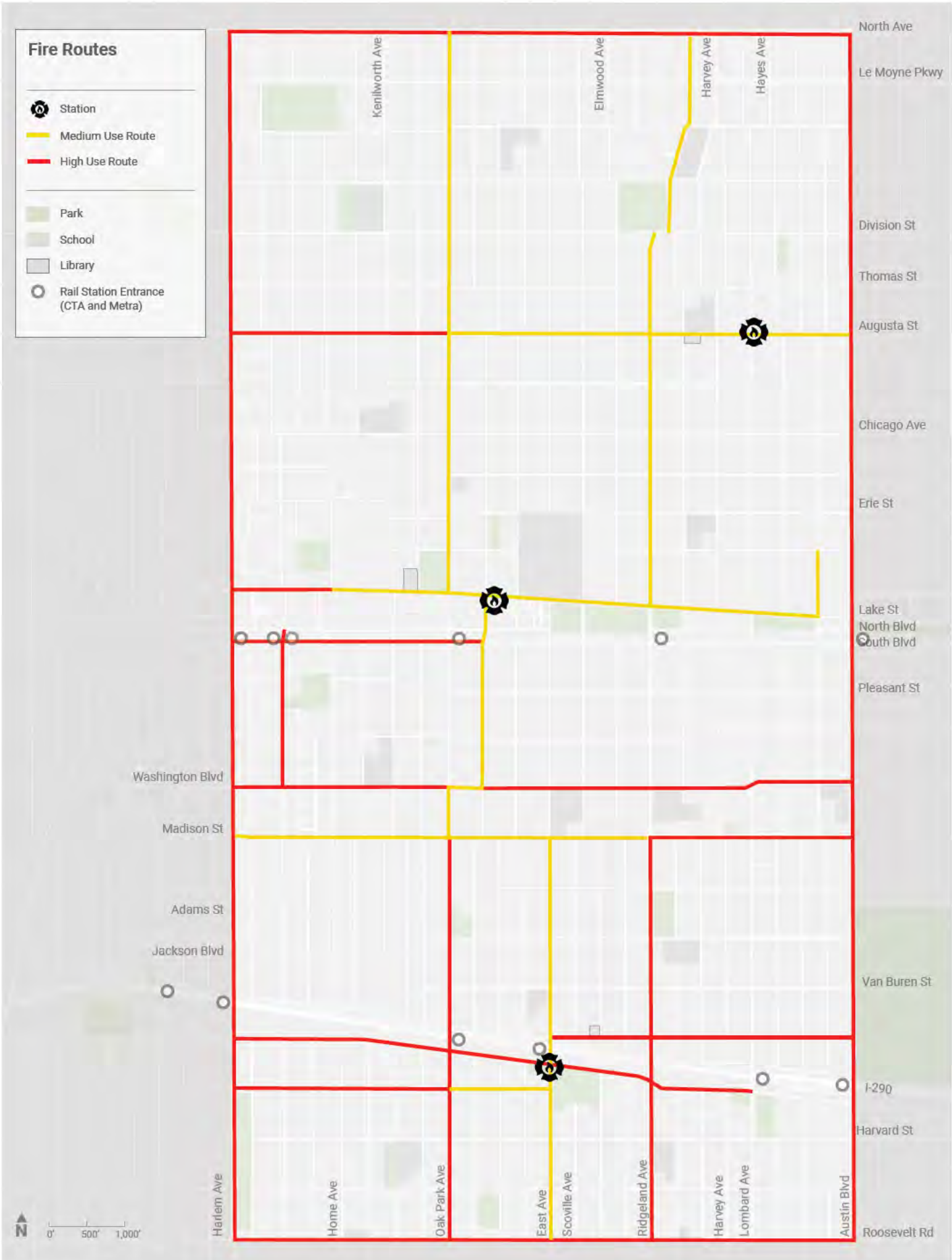
Fire Routes
Station
Medium Use Route
High Use Route
Park
School
Library
Rail Station Entrance (CTA and Metra)
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
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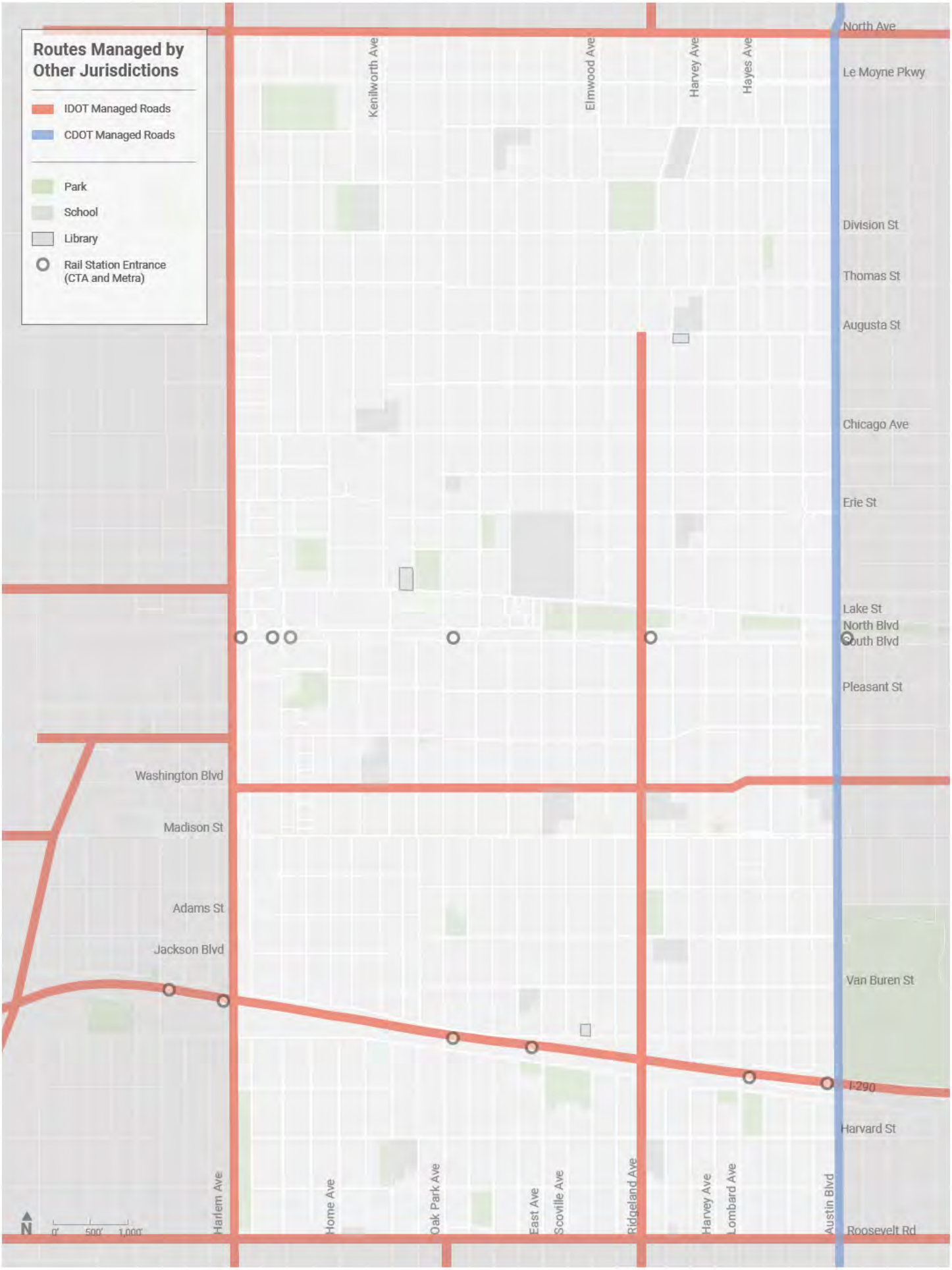
Routes Managed by Other Jurisdictions
IDOT Managed Roads
CDOT Managed Roads
Park
School
Library
Rail Station Entrance (CTA and Metra)
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
South Blvd
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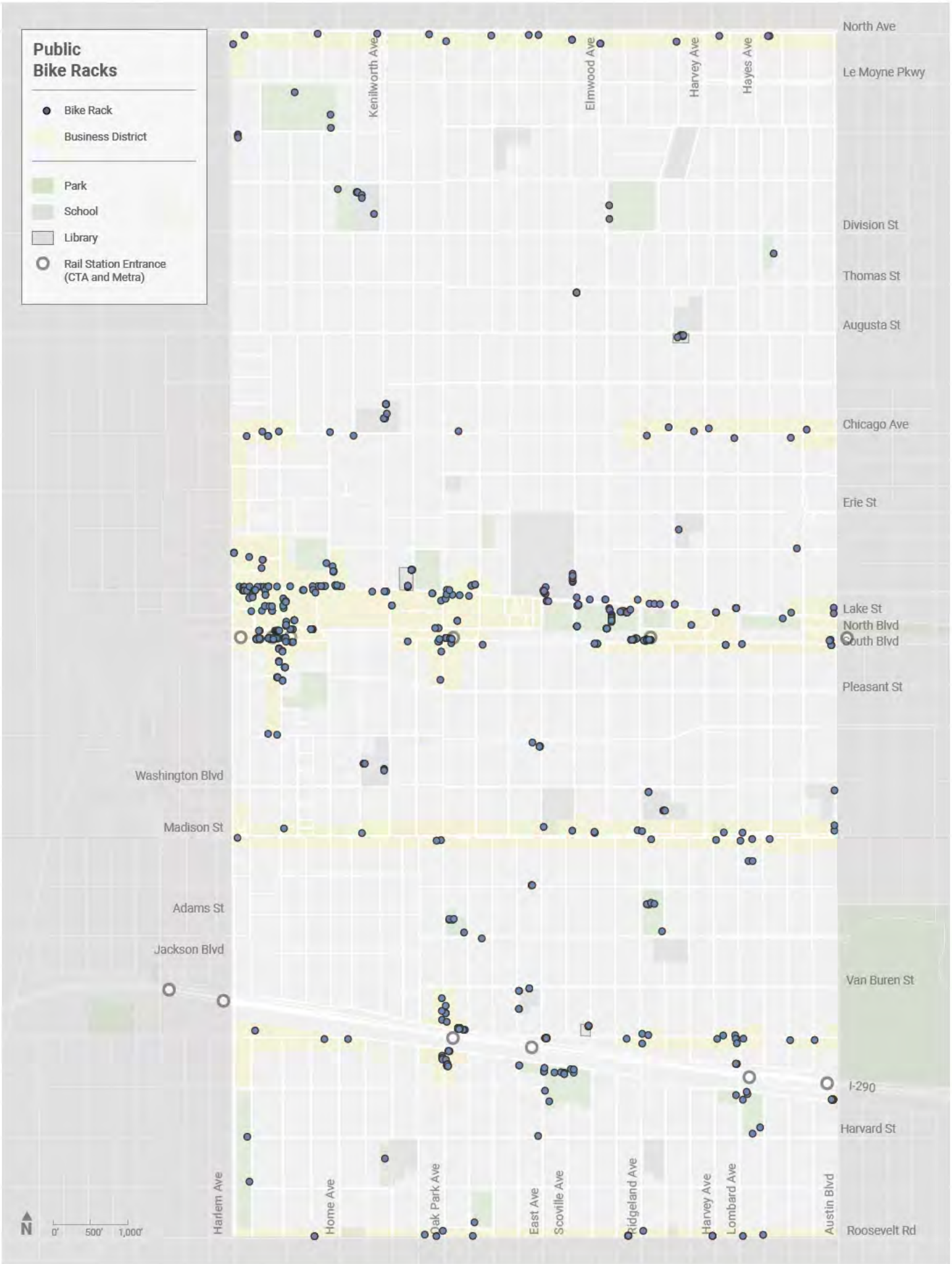
Public
Bike Racks
Bike Rack
Business District
Park
School
Library
Rail Station Entrance
(CTA and Metra)
North Ave
Le Moyne Pkwy
Division St
Thomas St
Augusta St
Chicago Ave
Erie St
Lake St
North Blvd
South Blvd
Pleasant St
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Roosevelt Rd
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Oak Park Ave
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Scoville Ave
Ridgeland Ave
Harvey Ave
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3 | STAKEHOLDER ENGAGEMENT & BICYCLINGBACK

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 a 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, the project team presented the draft Oak Park Bike Plan Update. And, in February 2025, the project team presented the final version.

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.

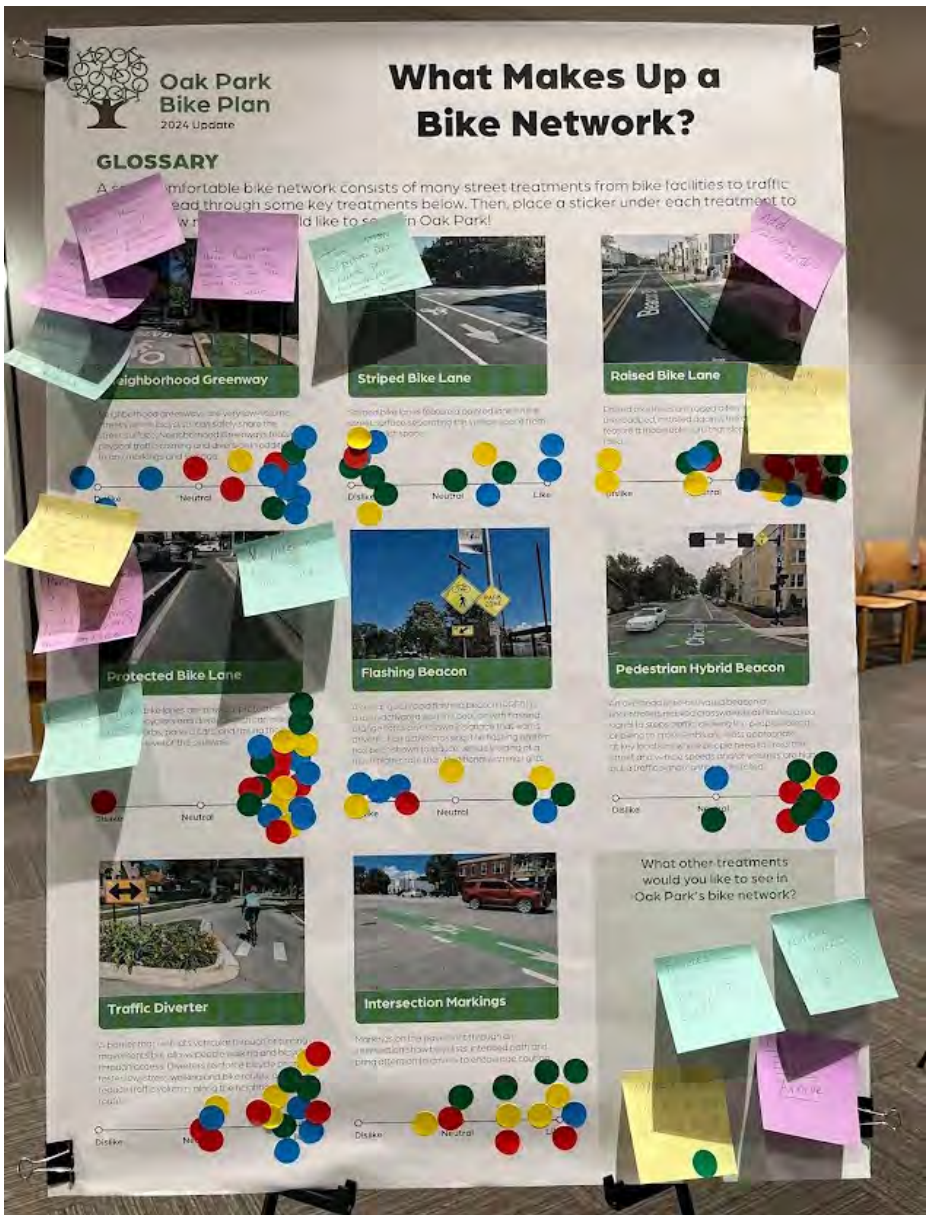
FOCUS GROUPS

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

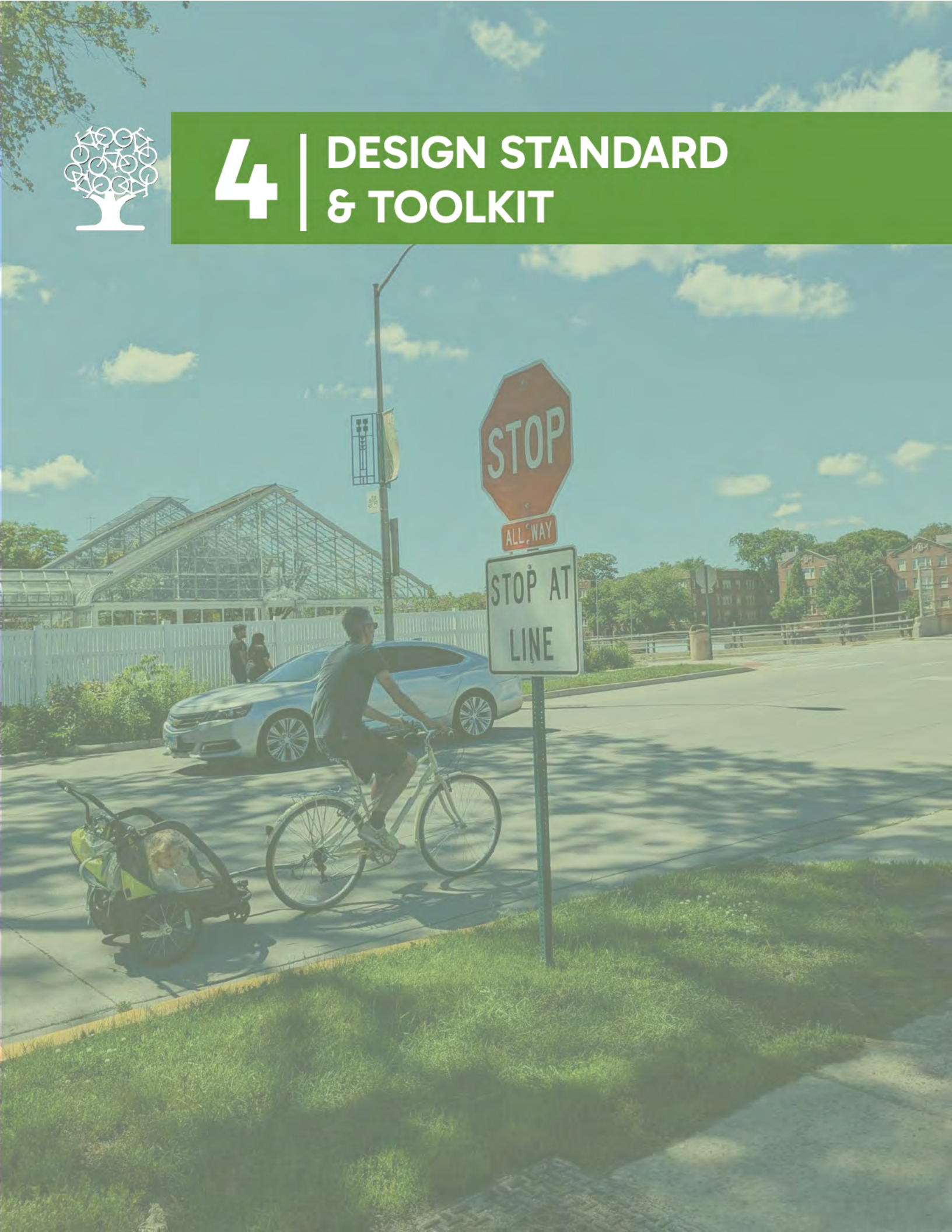
SCHOOL ENGAGEMENT

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 2024 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 STANDARD & TOOLKIT



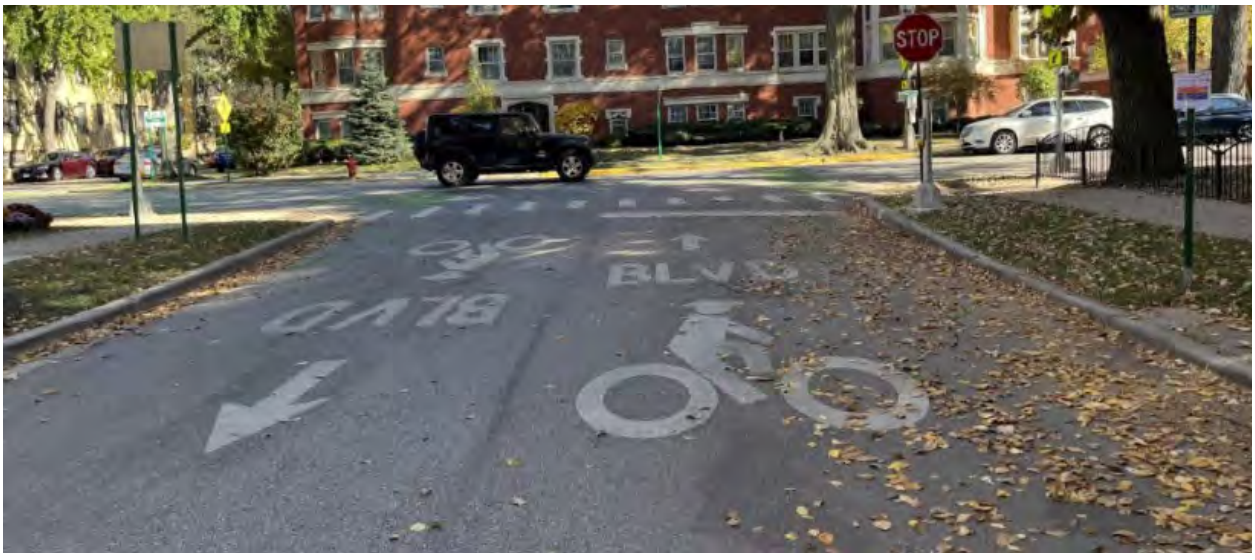
LEVEL OF TRAFFIC STRESS

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 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 bicycling.**

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[16]. 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

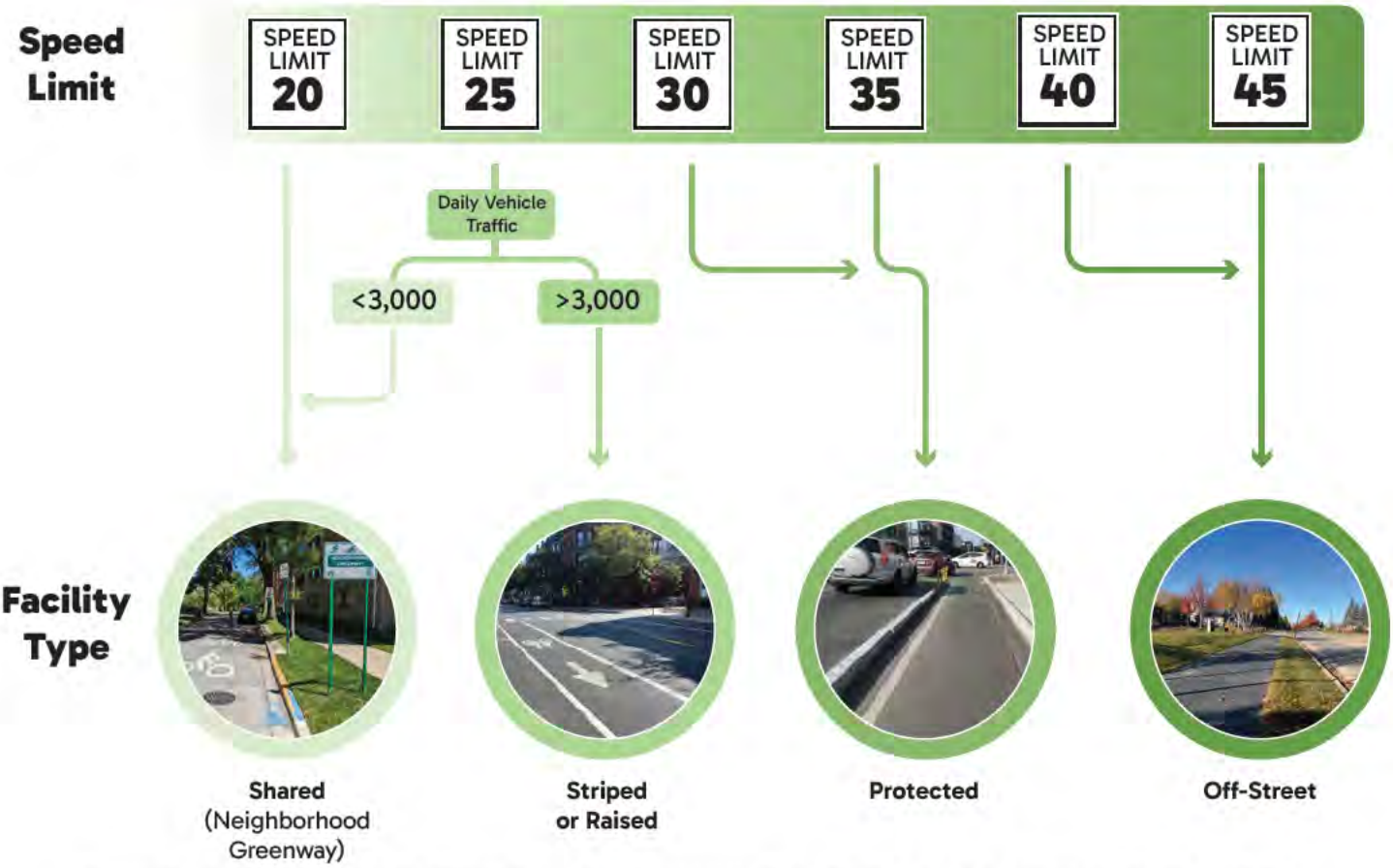
Level of traffic stress (LTS) typically scores a street based on four categories where LTS 1 is comfortable for bicyclists for all ages and abilities and LTS 4 is comfortable for the few fearless riders. This plan aims for bikeways that offer low-stress riding, LTS 1 or 2 facilities. As such, streets 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 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

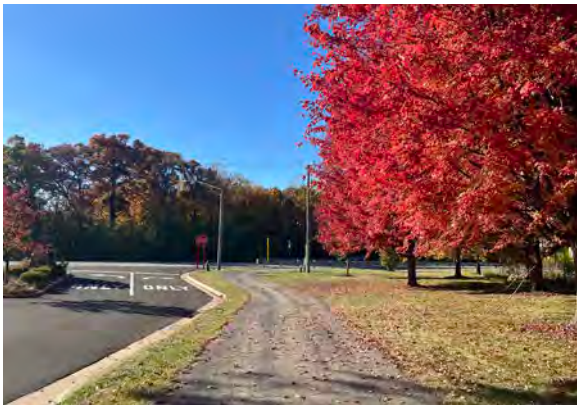


Adapted from the National Association of City Transportation Officials' (NACTO) Designing for All Ages and Abilities guide.[17]

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[18].



STANDARDS & GUIDANCE[19]

- Desired width is 10 to 14 feet; a minimum of eight feet is permitted if space is constrained.
- A 6 foot physical separation 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 should be given at driveways 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[20].

STANDARDS & GUIDANCE[21]

- A one-way protected bike lane should have a minimum width of 5 feet along 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 should be given 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. Intersections are where most bicycle-vehicle collisions occur[22]. The Oak Park Vision Zero Plan found that 77% of crashes invovling people walking or bicycling occured at the intersection. Extending the protection

PROTECTED BIKE LANES (CONTINUED)

CONSIDERATIONS (CONTINUED)

eliminates gaps where bicyclists might be forced to merge into mixed traffic, reducing confusion and conflict points.

- 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].


SIDEWALK-LEVEL

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.


CAST-IN-PLACE


PRE-CAST

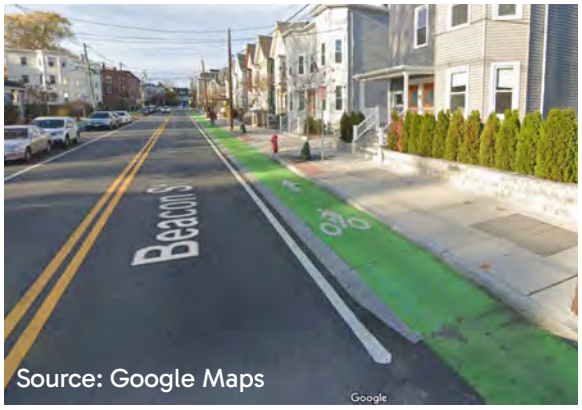
PARKING-PROTECTED FACILITY

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.


PARKING-PROTECTED

RAISED BIKE LANES

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



STANDARDS & GUIDANCE[24]

- Mountable curb should have 4:1 slope (1 inch wide on 3 inch rise).
- Mountable curb is not included within rideable width of lane.
- Desired minimum width of bike lane is 5 feet
- Flexible delineators may be installed, as needed.

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.
- Generally, raised bike lanes require reconstructing the roadway and existing curbs to account for drainage issues.
- Special attention should be given at driveways 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 MMA paint. However, the raised bike lane may be maintained at alleyways and driveways.
- 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).
- Two-stage turn boxes should be provided to assist in making left-turns from the raised bike lane facility onto an intersecting street.

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 should be given 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.

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[25]

- Minimum 5 foot width

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 entering 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[26]. 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 accommodate bicyclist travel in all directions.

FULL DIVERTERS

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


Source: NearMap

BENEFITS

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

CONSIDERATIONS

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

DIAGONAL DIVERTERS

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


Source: NearMap

BENEFITS

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

CONSIDERATIONS

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

MEDIAN BARRIERS DIVERTERS

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

BENEFITS

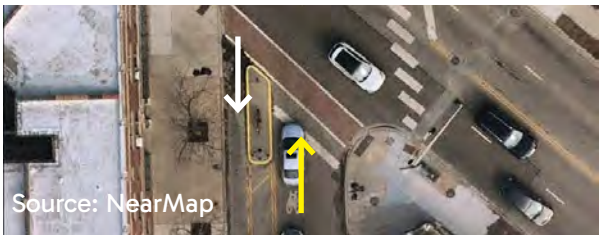
- Reduces conflict points at intersections, improving safety.
- Limits cut-through traffic while maintaining general accessibility.
- Cost-effective compared to full diverters.

CONSIDERATIONS

- Increases travel distances for some trips.

PARTIAL OR PERMEABLE DIVERTERS

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



BENEFITS

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

CONSIDERATIONS

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

CUL-DE-SAC

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

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

If cul-de-sacs are used, they should always maintain through-access for people 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

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, with 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 current 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 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 ways:

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 include e-bikes.
- **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 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 allow for further traffic calming and allow 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.
- **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.
- **Do not require bicyclists to dismount.** Section 15-2-13(B) prohibits bicyclists to make right of left turns onto Neighborhood Greenways where restrictions exist without requiring them to dismount.
- **Develop a policy and schedule for 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.

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 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

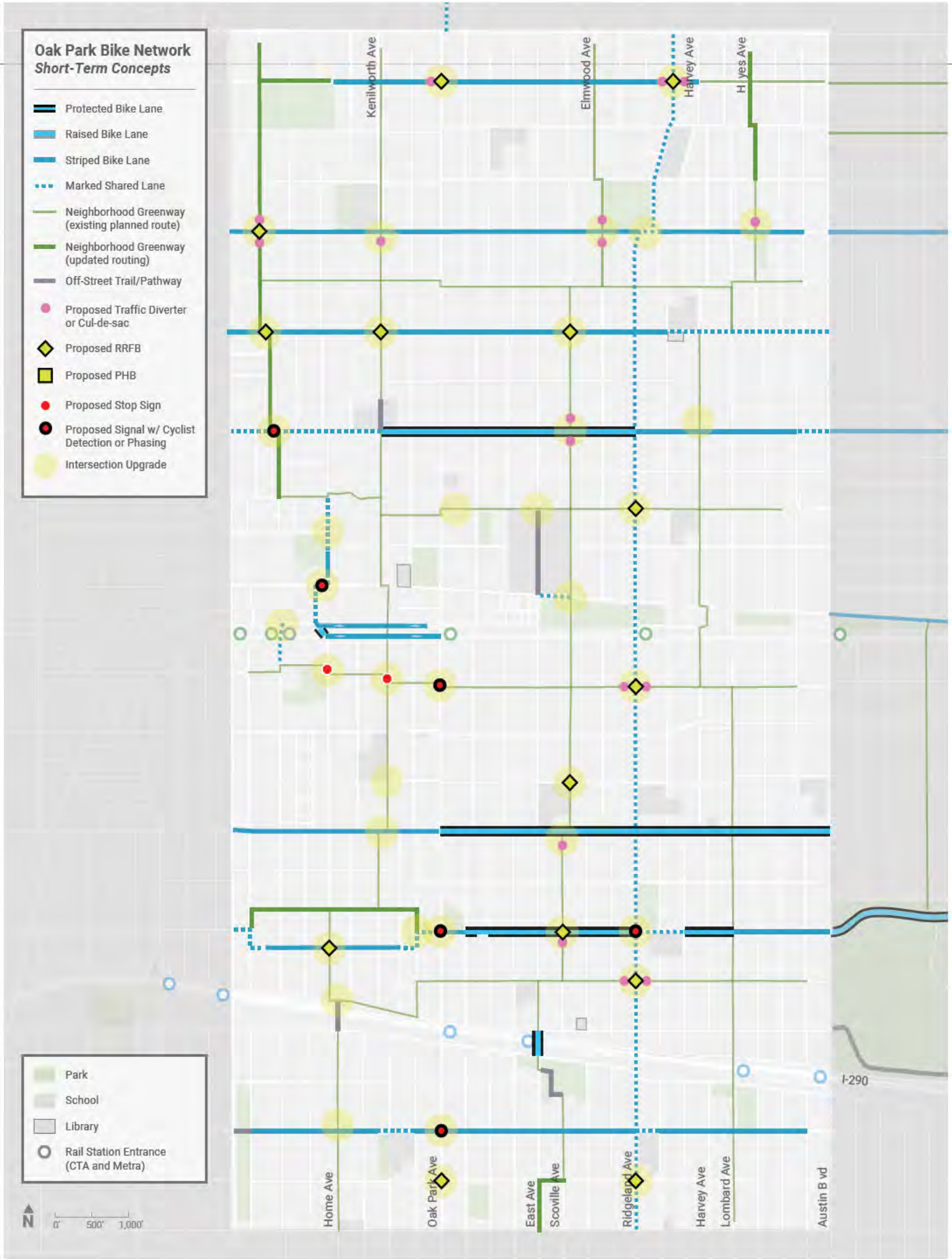
These include ideas that initial analysis has deemed feasible but will take more conversation and analysis. These concepts will build off the success of short-term projects, which aim to drive additional bicycling demand. They upgrade short-term infrastructure to higher levels of comfort, fill gaps, 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.

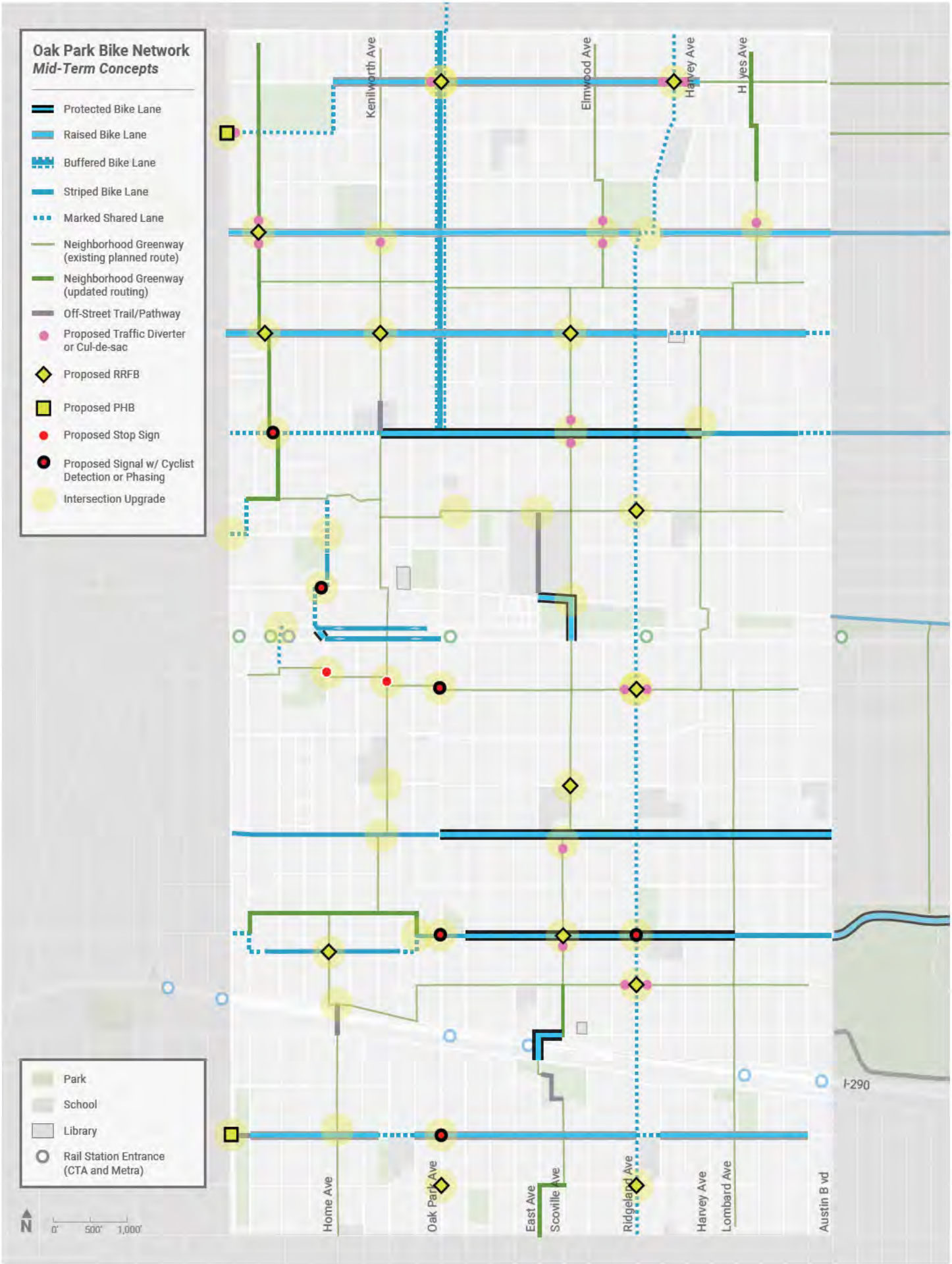
Future engagement and review of the mid-term concepts will be completed in part of individual corridor project designs or as part of a future update to the Bike Plan.

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
Short-Term Concepts
Protected Bike Lane
Raised Bike Lane
Striped Bike Lane
Marked Shared Lane
Neighborhood Greenway (existing planned route)
Neighborhood Greenway (updated routing)
Off-Street Trail/Pathway
Proposed Traffic Diverter or Cul-de-sac
Proposed RRFB
Proposed PHB
Proposed Stop Sign
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
Home Ave
Oak Park Ave
East Ave
Scoville Ave
Ridgeland Ave
Harvey Ave
Lombard Ave
Austin Blvd
I-290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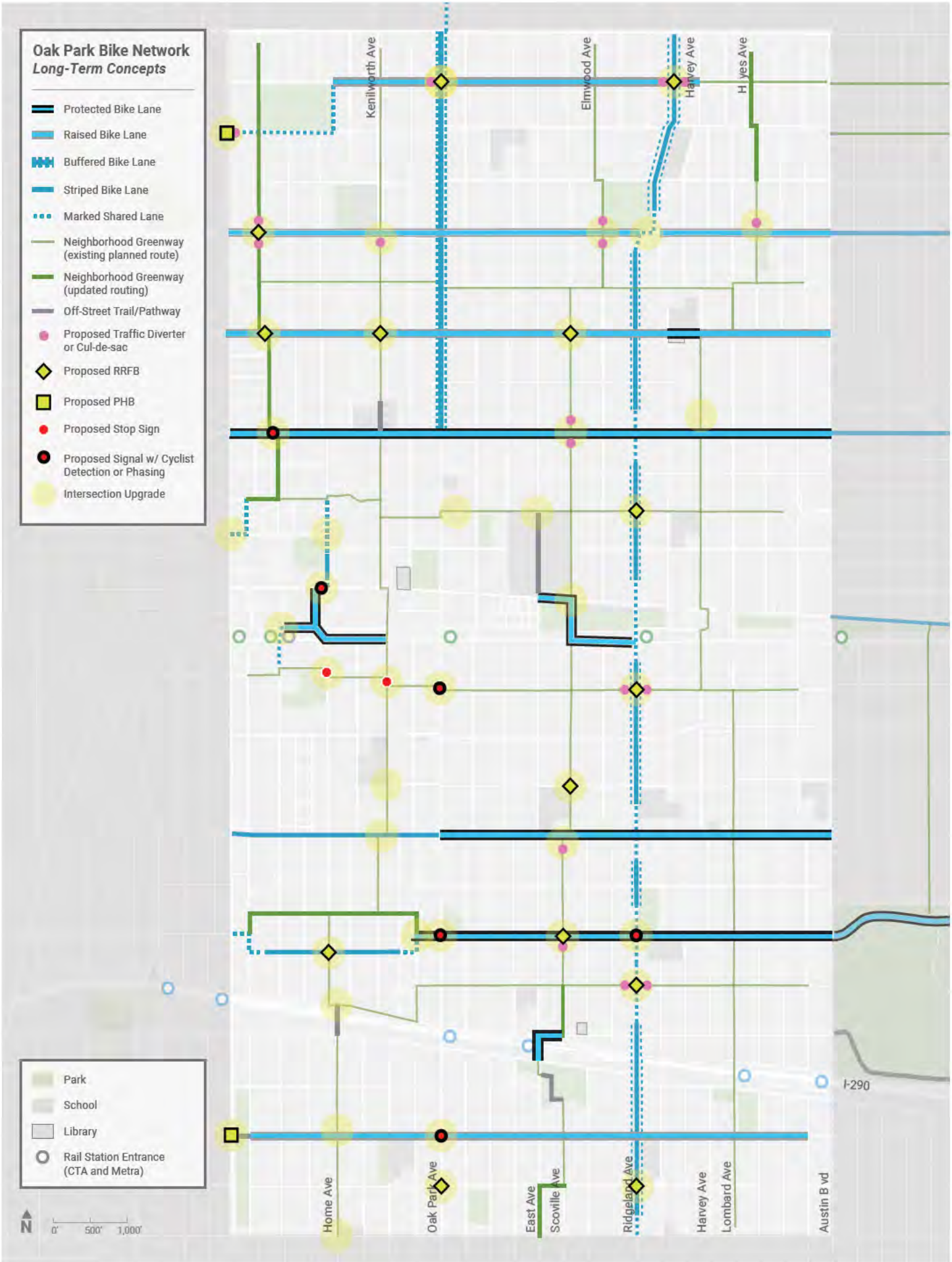
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Elmwood Ave
Harvey Ave
Hyes Ave
Home Ave
Oak Park Ave
East Ave
Scoville Ave
Ridgeland Ave
Harvey Ave
Lombard Ave
Austin Blvd
I-290

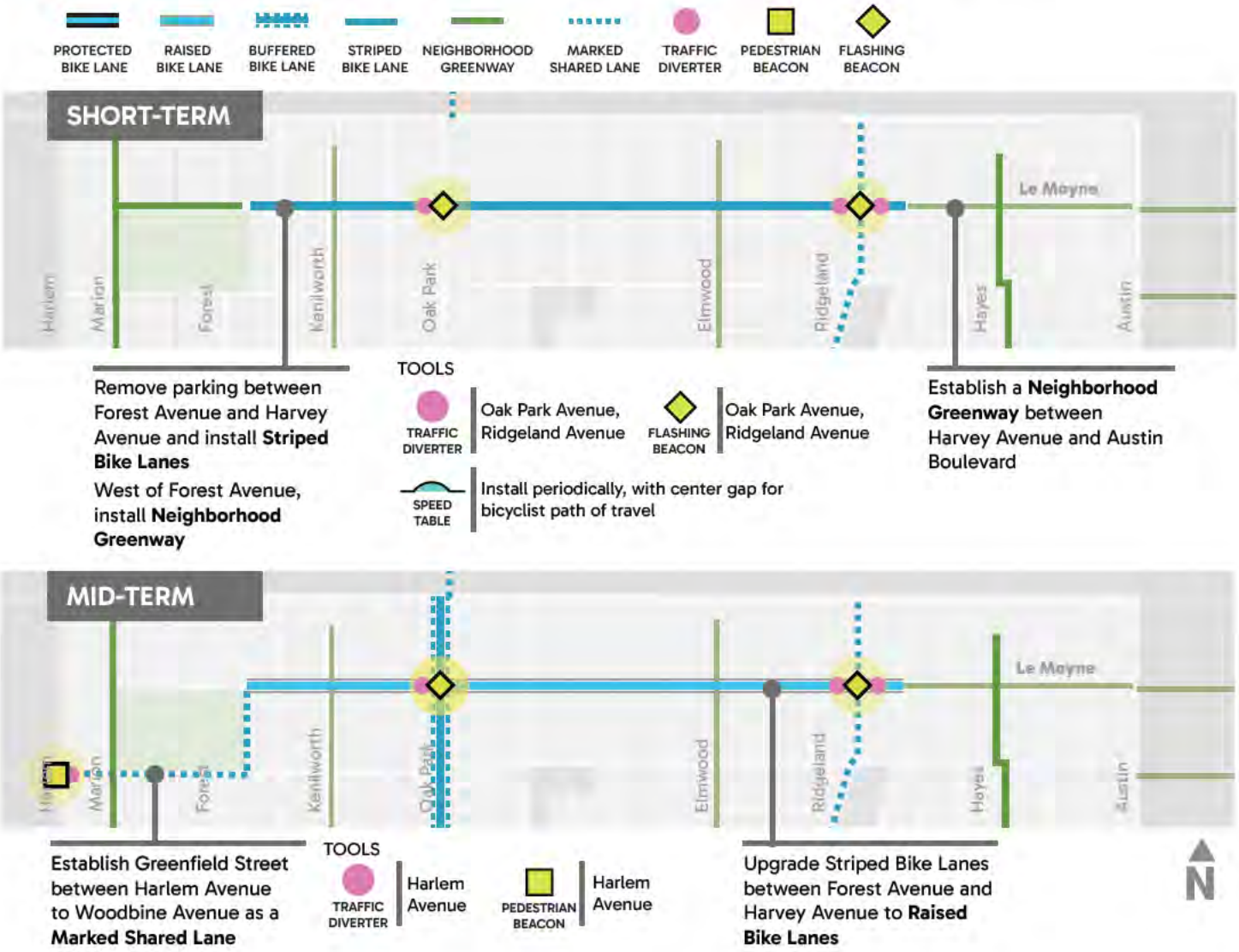
PROPOSED NETWORK AND INFRASTRUCTURE UPDATES

LE MOYNE PARKWAY

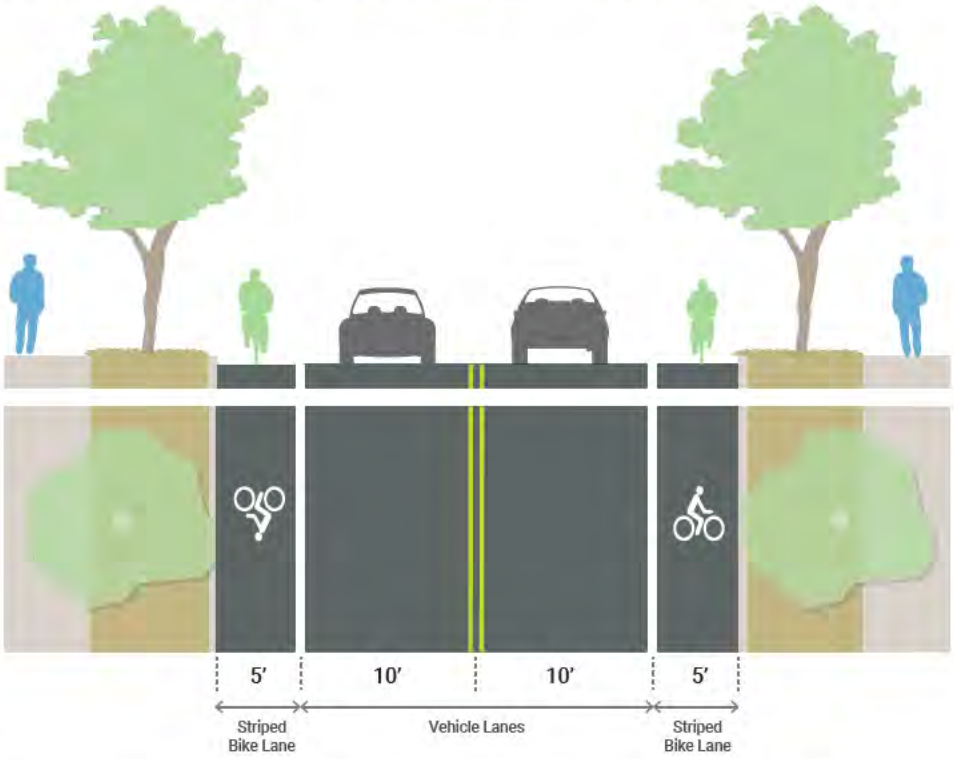
Connecting Lindberg Park to Ella Flagg Young Elementary School, Le Moyne Parkway is an important east-west connector on the north end of the Village. Short-term recommendations establish a Neighborhood Greenway to the east with Striped Bike Lanes to the west.

OVERVIEW

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



LE MOYNE PARKWAY CROSS SECTION | SHORT-TERM



Remove parking between Forest Avenue and Harvey Avenue and install **Striped Bike Lanes**

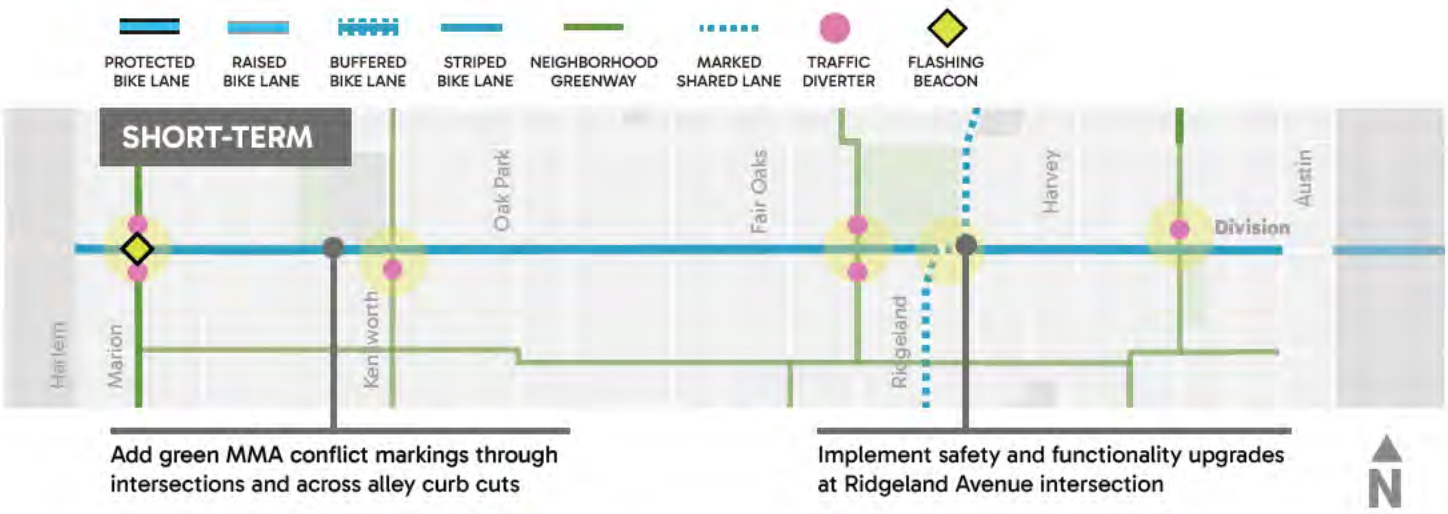
The above cross section represents Le Moyne Parkway with striped bike lanes between Forest Avenue and Harvey Avenue.

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	-



Green conflict markings through an intersection.

AUGUSTA STREET

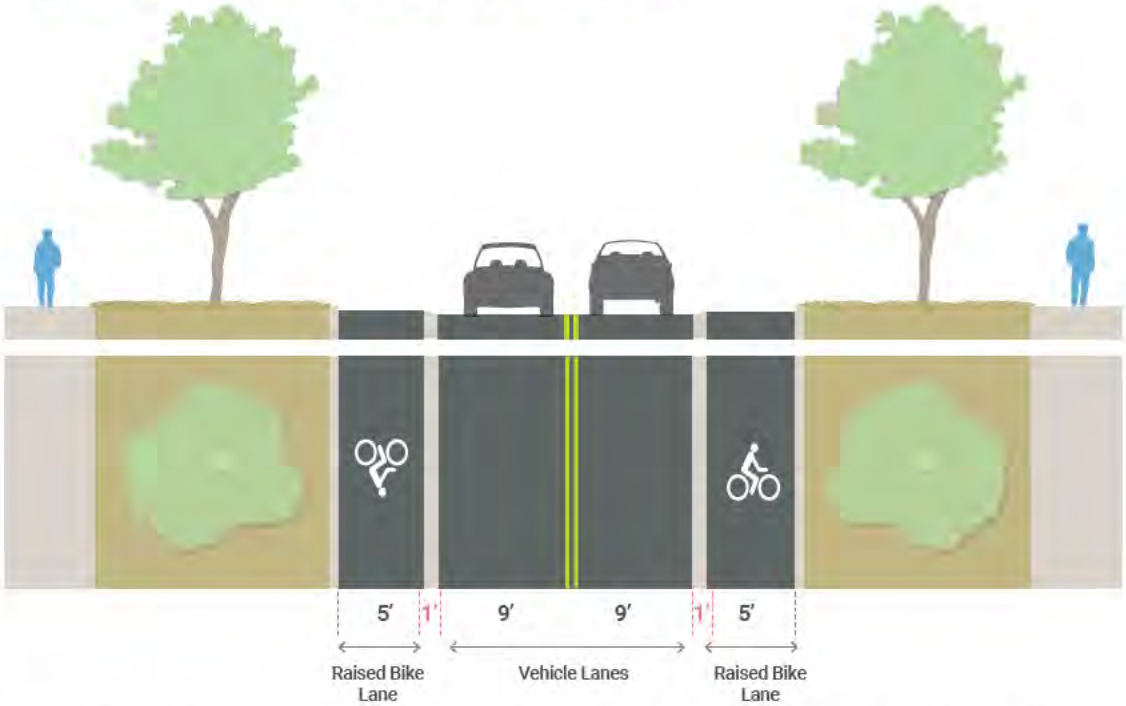
Augusta Street does not have delineated bikeway but is designated as a bike route along the Grand Illinois Trail. Future bikeways along Augusta Street require careful planning due to nearby traffic generators such as Oak Park Public Library - Dole Branch and Whittier Elementary School. Home to the Oak 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

AUGUSTA STREET (CONTINUED)

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

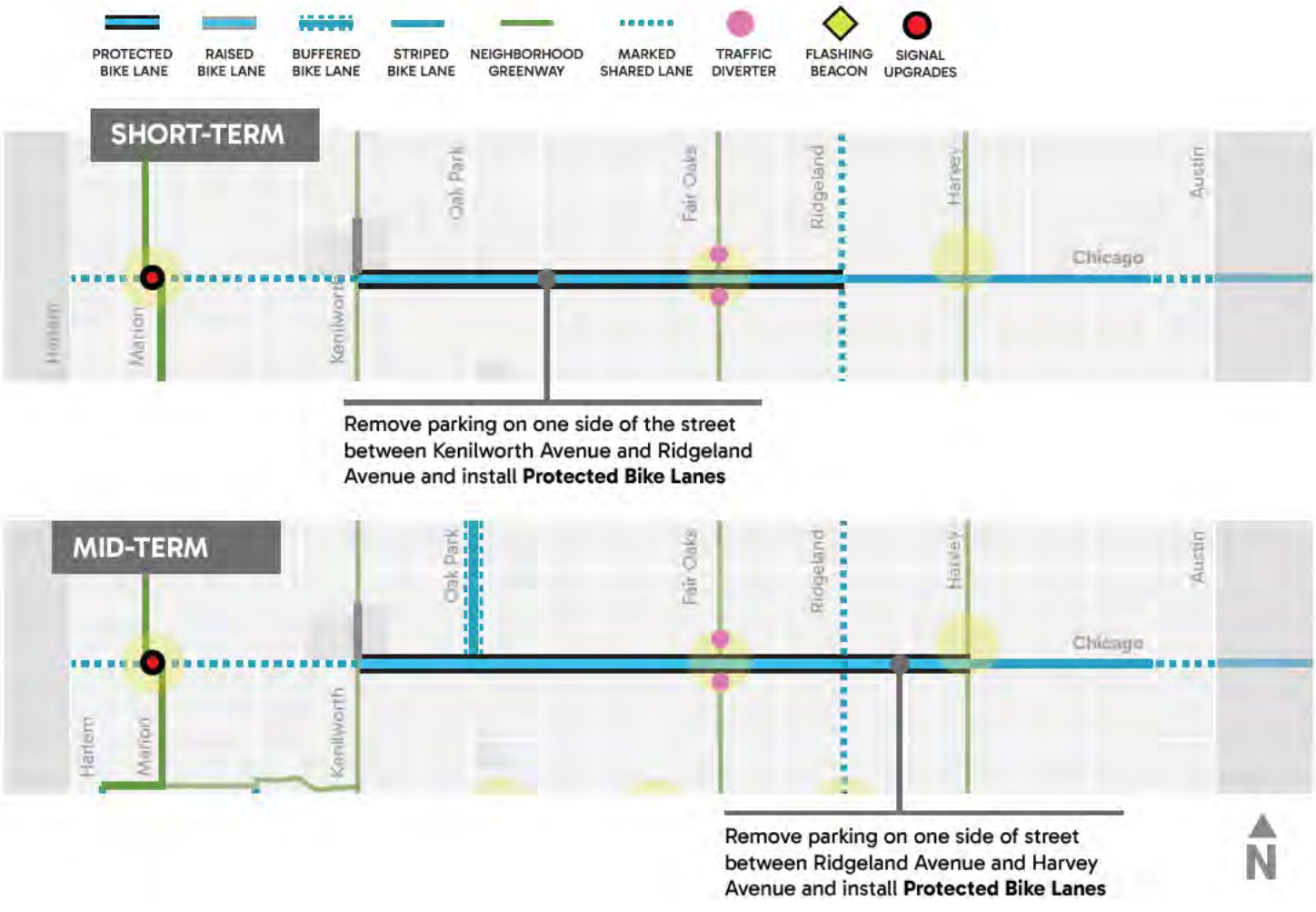
A sidewalk level protected bike lane in Boston, MA.

CHICAGO AVENUE

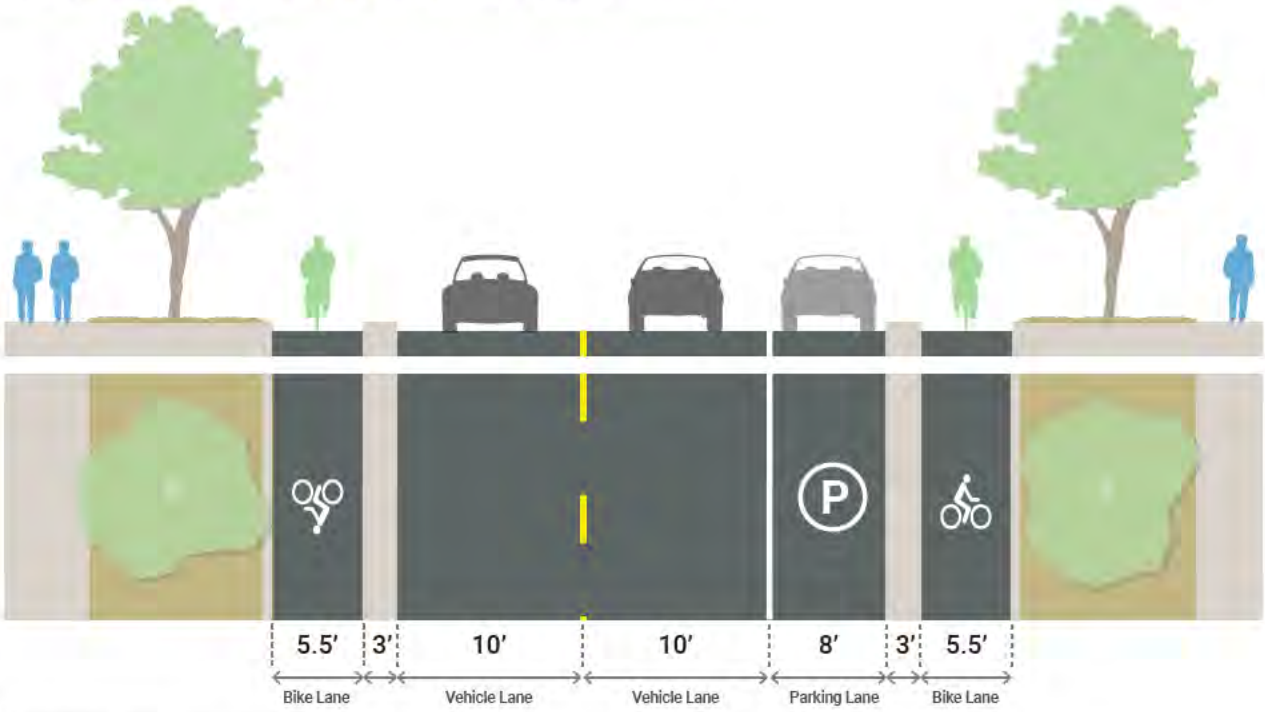
Chicago Avenue currently offers a striped bike lane from Humphrey Avenue west to Euclid Avenue and marked shared lanes on remaining parts of the corridor. Chicago Avenue holds various uses: residences, commercial districts, Oliver Wendell Homes Elementary School and park, and Frank Lloyd Write Home & 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



CHICAGO AVENUE CROSS SECTION | SHORT-TERM



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

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

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

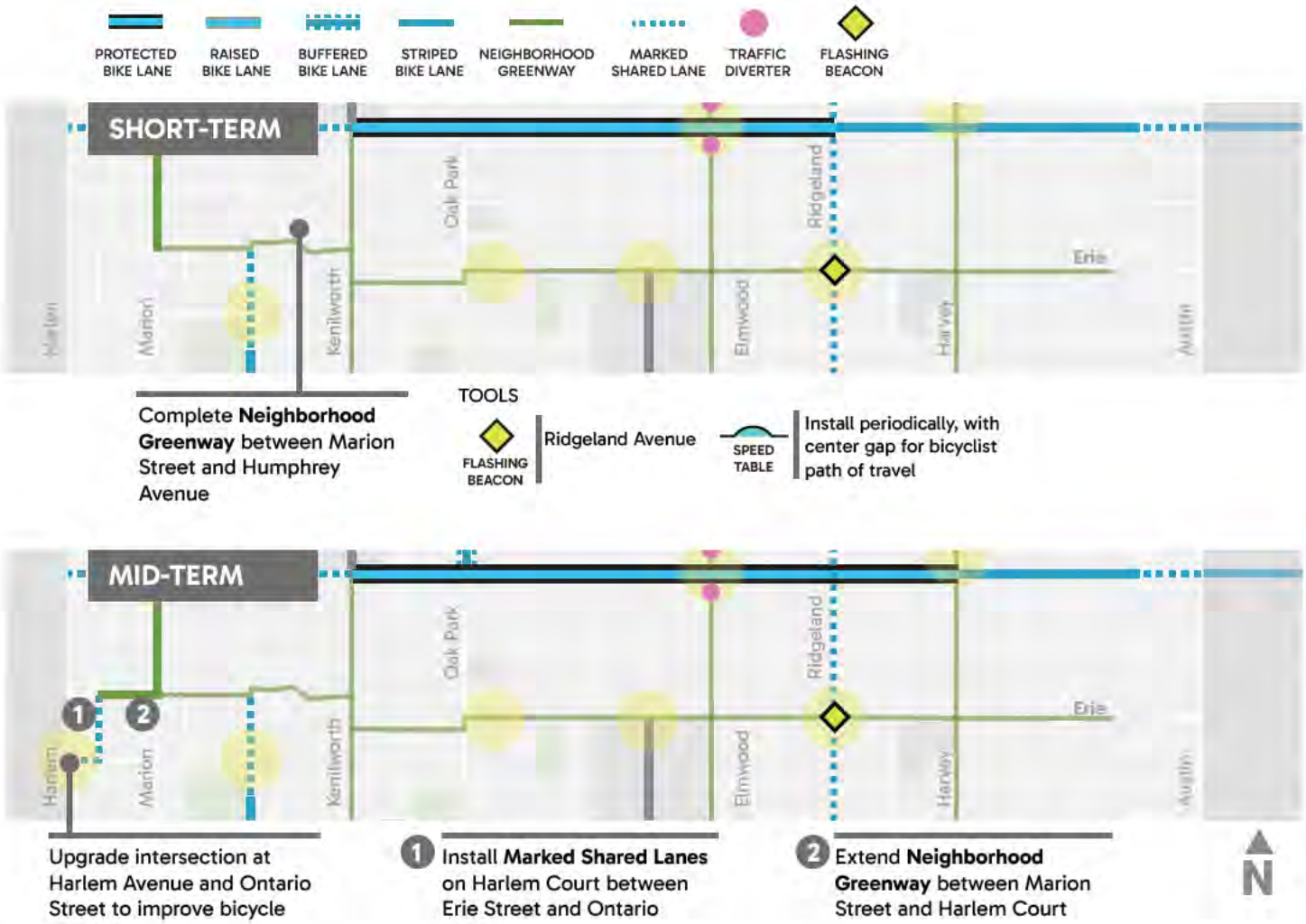
Remove parking on one side of street between Harvey Avenue and Austin Boulevard and install **Protected Bike Lanes**

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	-



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

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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.

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 | STOP SIGN

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

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

TOOLS

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

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

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

ADDITIONAL

LIGHTING — Improve lighting under Home Ave viaduct

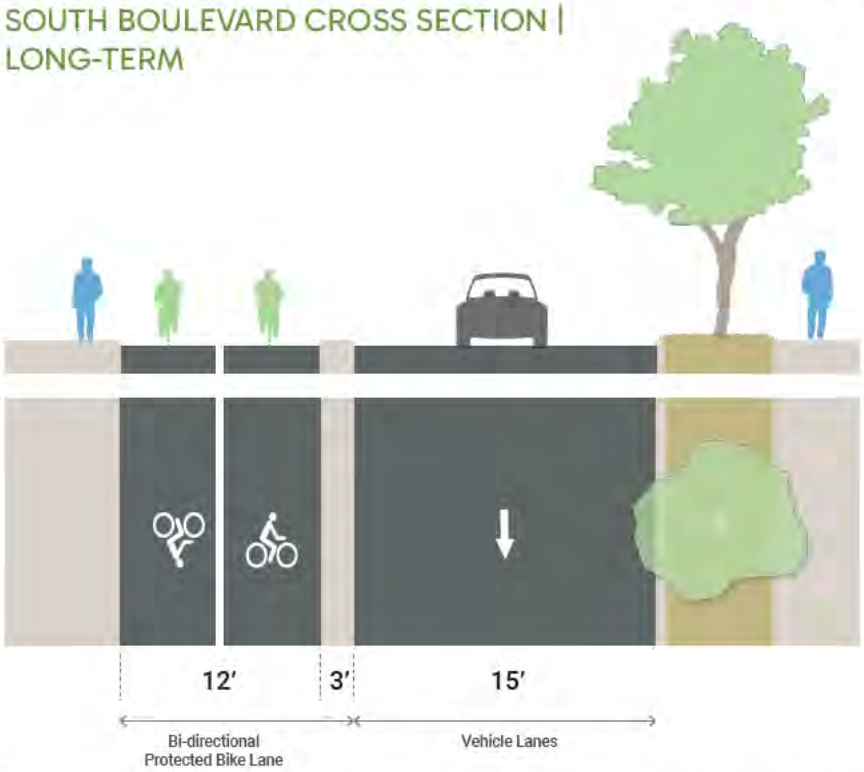
SIGNAL UPGRADES — Upgrade signal at Lake Street and Forest Avenue for either automatic or actuated cyclist detection to provide cyclists a leading interval into intersection to position themselves for left turns

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

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

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

SOUTH BOULEVARD CROSS SECTION | LONG-TERM



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

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

OAK PARK RIVER FOREST HIGH SCHOOL ACCESS

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

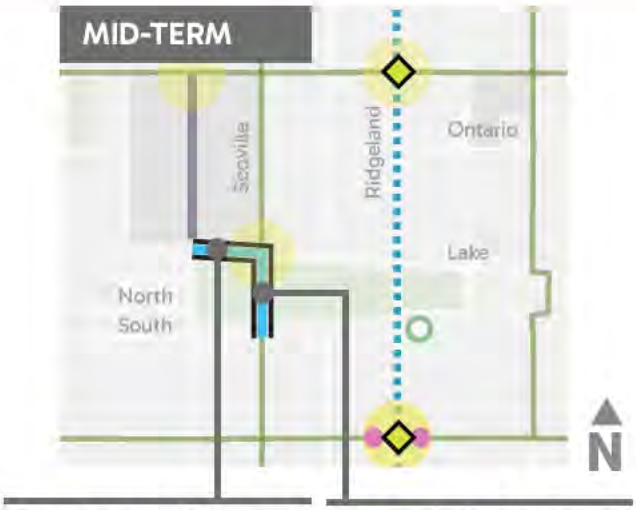
OVERVIEW

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

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

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

Bike parking at OPRFHS.



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

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

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 Marion Street and Humphrey Avenue

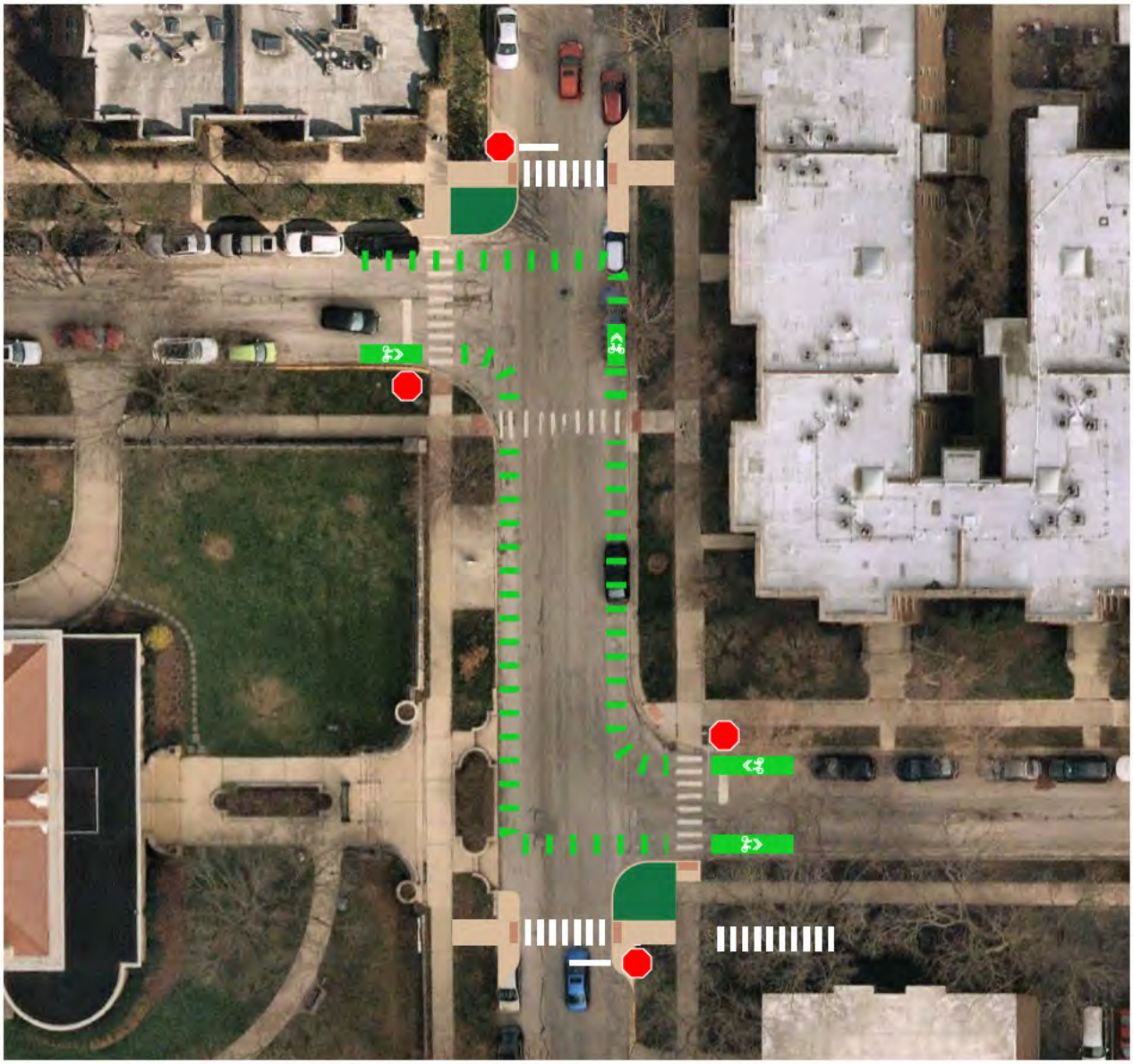
TOOLS

- 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

- STOP SIGN — Upgrade intersection at Home Avenue to more safely accommodate bicyclists traveling through the jog
- STOP SIGN — Install stop signs for Kenilworth Avenue traffic to more safely accommodate bicyclists traveling through the jog
- 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



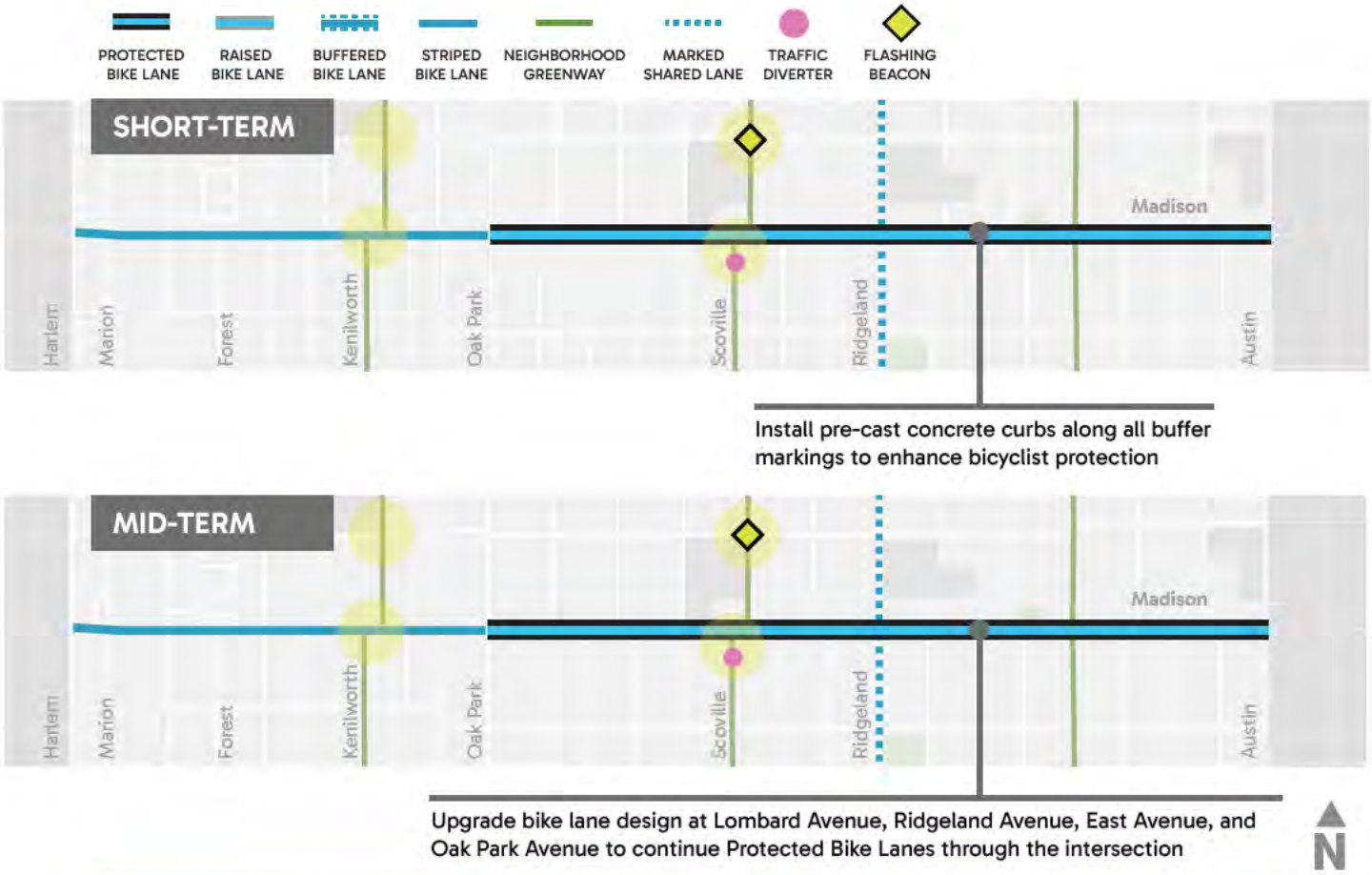
- Use stop signs to give cyclists a gap to safely and visibly enter the intersection
- Could employ RRFBs as well
- Allows for high-quality pedestrian crossing improvements as well
- Could add raised crosswalks to further improve vehicle yielding

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	-



Example of pre-cast concrete curbs

Example of a protected intersection.

JACKSON BOULEVARD

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

OVERVIEW

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

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

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

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

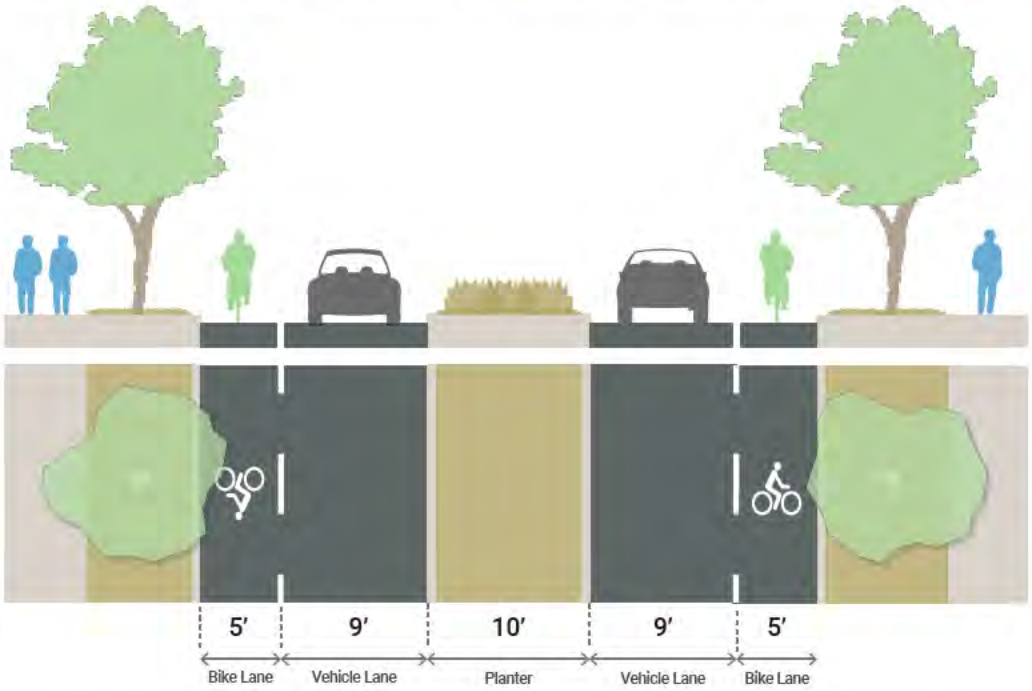
ADDITIONAL

SIGNAL UPGRADES

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

JACKSON BOULEVARD (CONTINUED)

JACKSON BOULEVARD CROSS SECTION | SHORT TERM OPTION 1

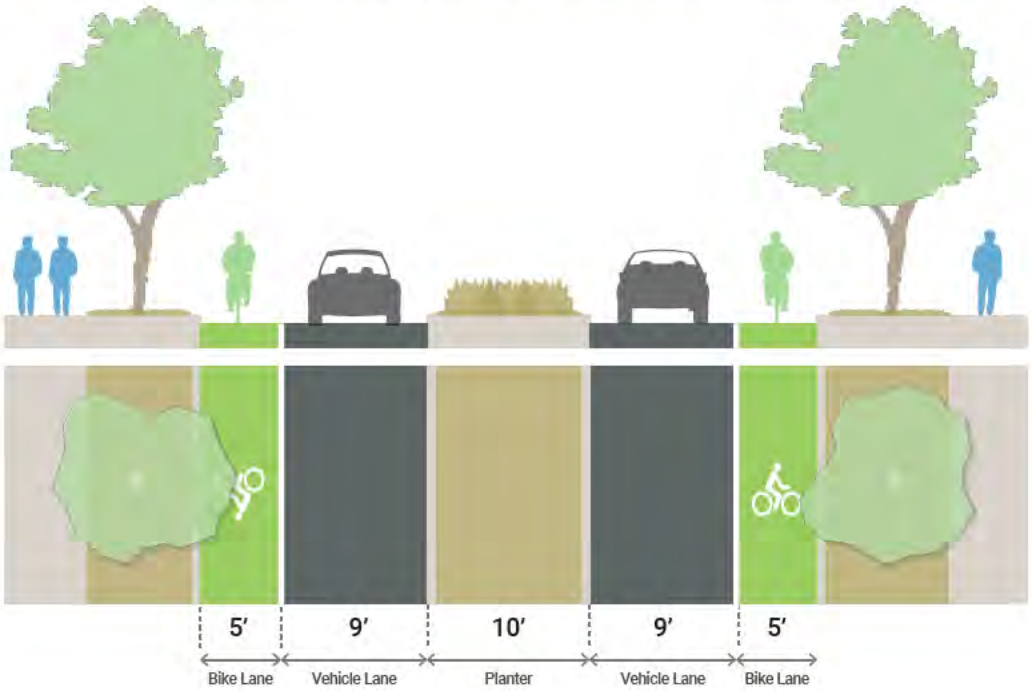


Install **Striped Bike Lanes** between Lombard Avenue and Austin Boulevard

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

Larger vehicles allowed to take the full lane.

JACKSON BOULEVARD CROSS SECTION | SHORT TERM OPTION 2

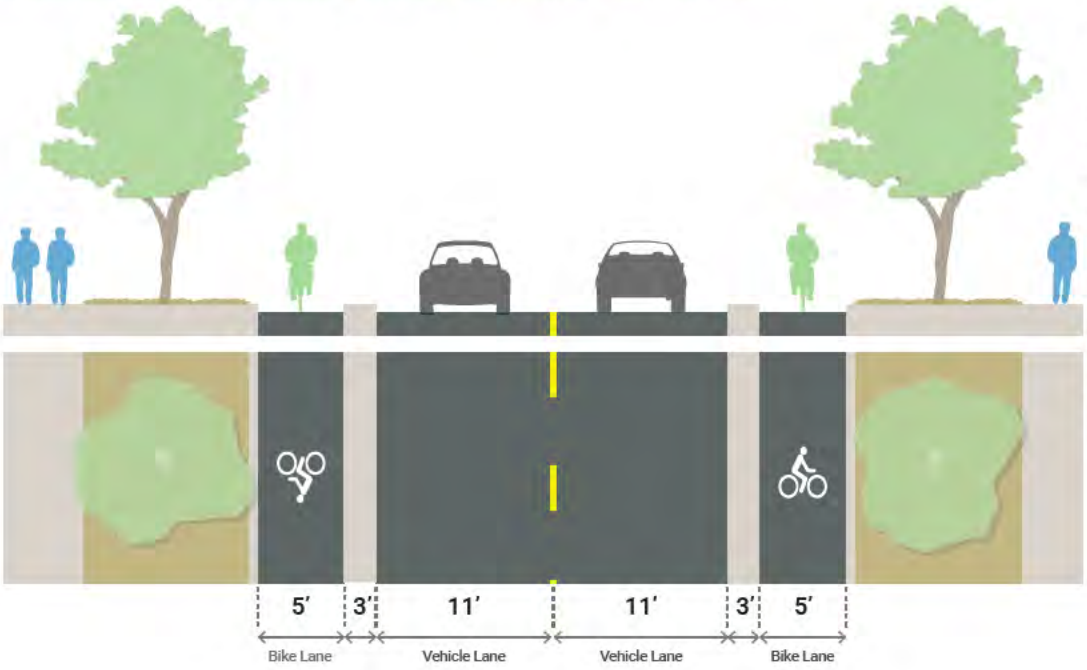


OPTION 2
PAINTED STRIPED LANES
Painted lanes clearly emphasize cyclist space.

Vehicle lanes narrowed, encouraging slower speeds.

Largest vehicles may need to still infringe on bike lanes.

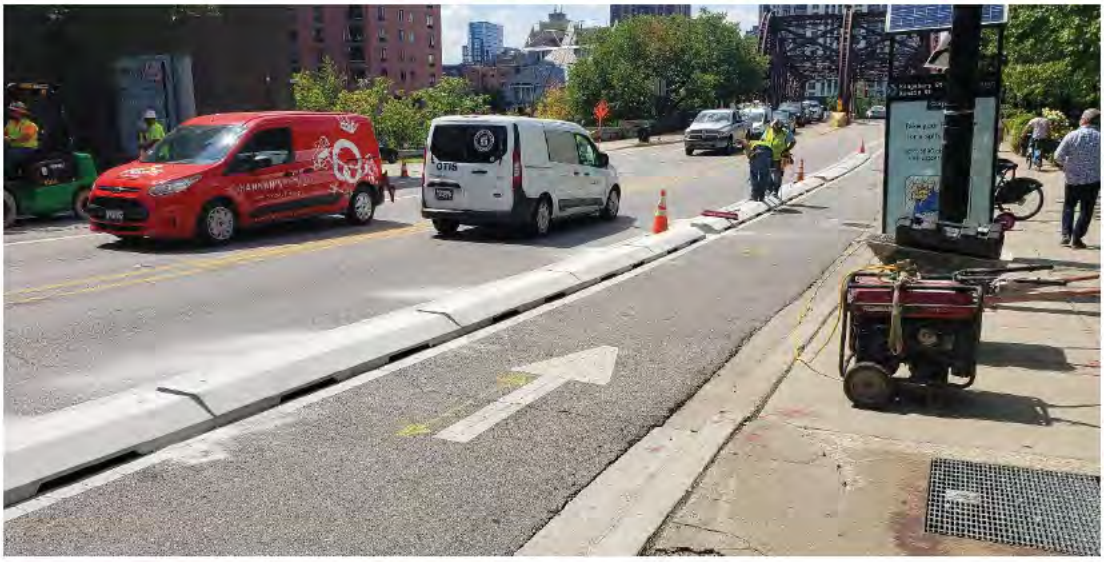
JACKSON BOULEVARD CROSS SECTION | SHORT TERM



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

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

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



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

JACKSON BOULEVARD (CONTINUED)

JACKSON BOULEVARD AT GROVE AVENUE

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

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

Enhance existing shared lane markings with green MMA behinds sharrow.

Could explore automatic cyclist detection that would trigger warning lights.

Assess if plantings causing 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)

MID-TERM

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

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

PROJECT COORDINATION

WORK & COLLAB

Work with institutions along Jackson Boulevard to accommodate parking and loading needs while filling gaps in Protected Bike Lanes

LONG-TERM

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

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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

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

SHORT-TERM

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

TOOLS

FLASHING BEACON

The Fillmore and Lexington Neighborhood Greenways plan garnered particular support for flashing beacons (RRFBs) on Fillmore Street at Oak Park Avenue as well as Ridgeland Avenue – these are recommended.

MID-TERM

Upgrade Striped Bike Lanes to **Raised Bike Lanes**

TOOLS

PEDESTRIAN BEACON

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

Note: This plan explored opportunities to relocated the proposed bikeway from Harvard Street to adjacent streets of Fillmore Street and Lexington Street. Based on Transportation Commission recommendations, the proposed bikeway remains on Harvard Street due to signalized crossings at Oak Park Avenue and Ridgeland Avenue.

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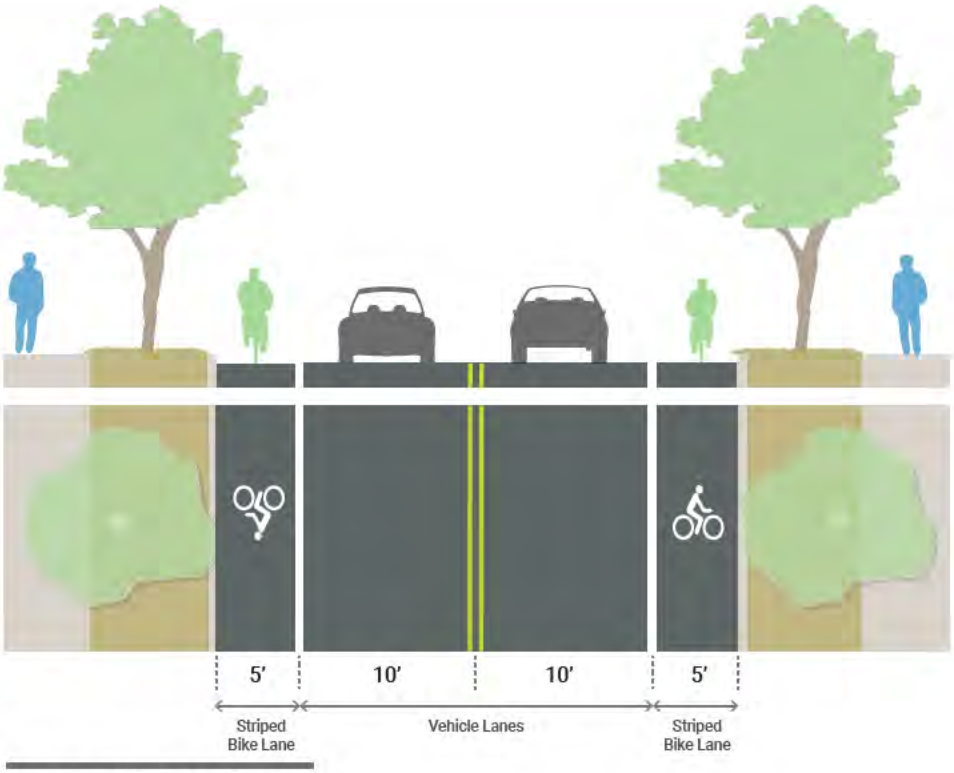


Remove parking and install **Striped Bike Lanes** on Harvard Street

PROJECT COORDINATION

WORK & COLLAB

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

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

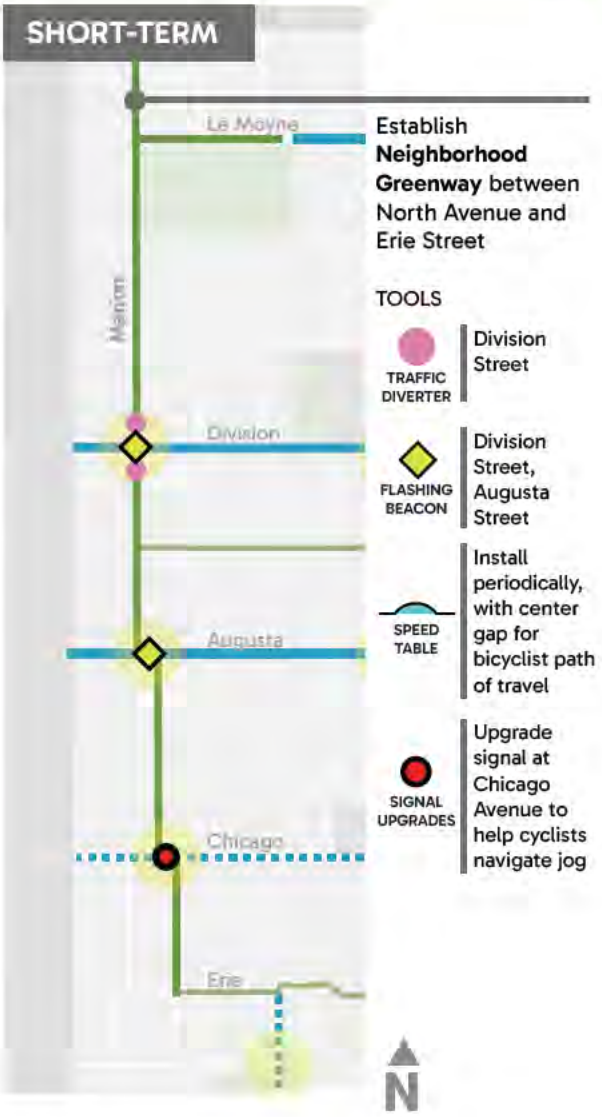
NEIGHBORHOOD GREENWAY

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 may 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

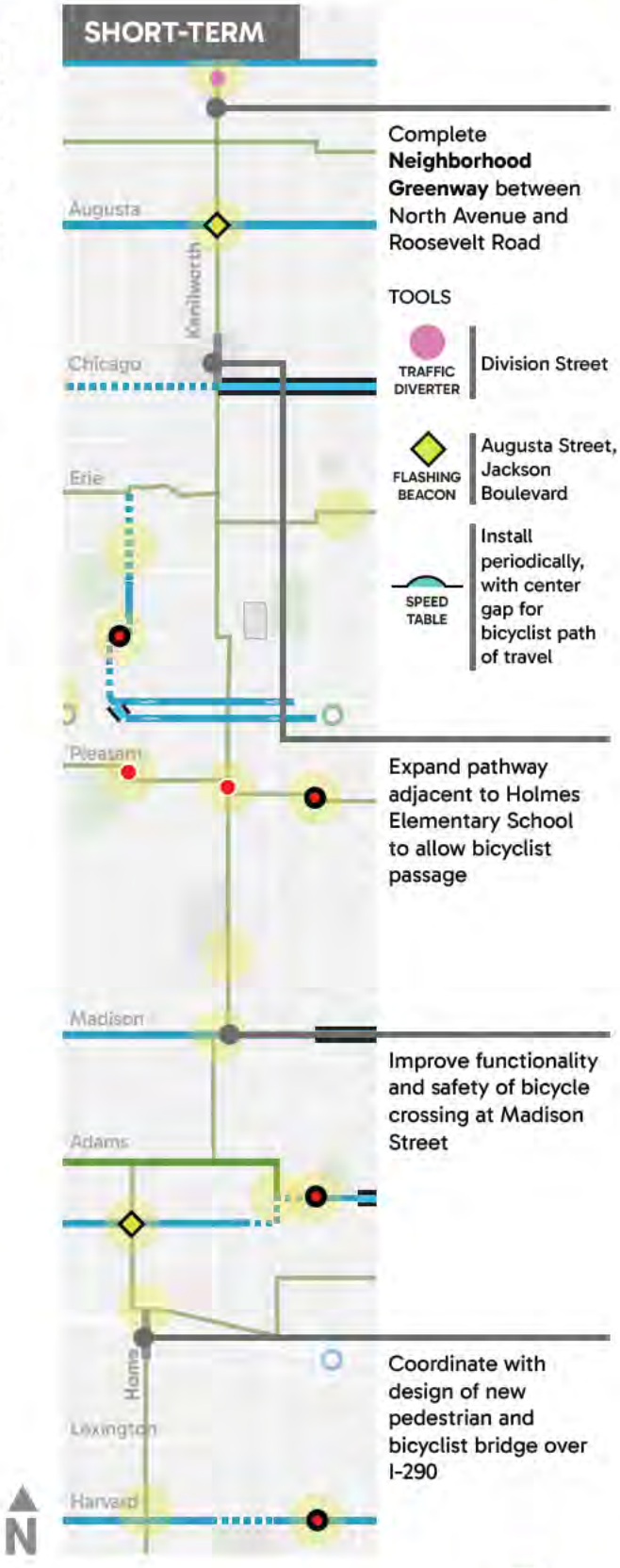
MARKED SHARED LANE

STOP SIGN

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 connector on the north side of the Village.

OVERVIEW

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

PROTECTED BIKE LANE

RAISED BIKE LANE

BUFFERED BIKE LANE

STRIPED BIKE LANE

NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

STOP SIGN

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 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

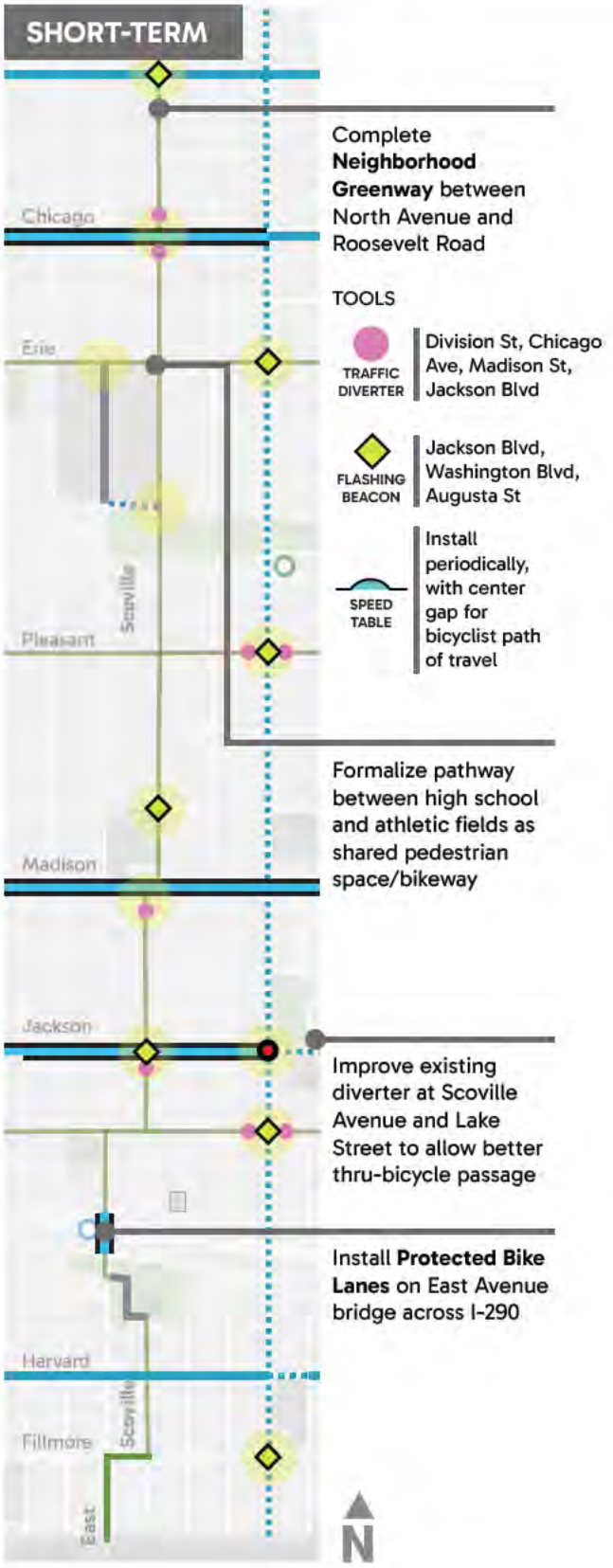
NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

SIGNAL UPGRADES



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. The Transportation Commission recommended to not move forward with enhanced bikeways at the current time and that the feasibility study should be revisited as part of long-term, future planning options. The most feasible facility at the time would be a hybrid of protected and buffered bike lanes due to concerns about emergency responses ability to navigate the corridor (from IDOT and Village) with substantial gaps in facilities at most signalized intersection.

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

BUFFERED BIKE LANE

STRIPED BIKE LANE

NEIGHBORHOOD GREENWAY

MARKED SHARED LANE

TRAFFIC DIVERTER

FLASHING BEACON

STOP SIGN

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

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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 are not tailored to field constraints, utility conflicts, or contracting pricing with 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
Le Moyne Parkway	Harvey to Austin	Neighborhood Greenway	0.34	$41,580
Augusta Street	Cuyler to Austin	Marked Shared Lanes	0.38	$50,270
Chicago Avenue	Kenilworth to Ridgeland	Protected Bike Lanes	0.66	$99,660
Erie Street	Marion to Humphrey	Neighborhood Greenway	1.37	$83,270
Le Moyne Parkway	Forest to Harvey	Striped Lanes	0.94	$517,330
South Boulevard	Home to Oak Park	Striped Lanes	0.30	$331,870
Home Avenue	Viaduct	Protected Bike Lanes	0.03	$26,400
Forest Avenue	North to Lake	Marked Shared Lanes	0.10	$7,040
Forest Avenue	Lake to Ontario	Striped Lanes	0.10	$172,150
Forest Avenue	Erie to Ontario	Marked Shared Lanes (SB) with Contraflow (NB)	0.12	$8,580
OPRFHS Path	OPRFHS & Athletic Fields	Shared Pathway	0.22	$15,510
Lake Street	Scoville to East	Marked Shared Lanes	0.08	$8,360
Pleasant Street	Marion to Humphrey	Neighborhood Greenway	1.48	$429,000
Madison Street	Oak Park to Austin	Protected Bike Lane	1.00	$87,450
Jackson Boulevard	Euclid to Ridgeland	Protected Bike Lane	0.44	$31,020
Jackson Boulevard	Highland to Lombard	Protected Bike Lane	0.12	$105,600
Jackson Boulevard	Lombard to Austin	Striped Lanes	0.24	$211,200
Van Buren Street	Humphrey to Home	Neighborhood Greenway	1.30	$187,000
Harvard Street	Maple to Humphrey	Striped Lanes with Marked Shared Lanes at specific points	1.44	$1,289,200
Fillmore Street	RRFBs		0.00	$44,000
Division Street	Harlem to Austin	Add Conflict Markings to Existing Striped Lanes	1.50	$228,690
Thomas Street	Marion to Humphrey	Neighborhood Greenway	1.40	$62,040
Augusta Street	Harlem to Cuyler	Striped Lanes	1.12	$1,329,350
Marion Street	North to Erie	Neighborhood Greenway	1.23	$350,900
Kenilworth / Clinton / Home Avenues	North to Roosevelt	Neighborhood Greenway	3.19	$577,170
Elmwood / Fair Oaks / East / Scoville Avenues	North to Roosevelt	Neighborhood Greenway	3.19	$1,094,170
East Avenue	I-290 Bridge	Protected Bike Lanes	0.06	$52,800

Route	Extent	Facility Type	Length, miles	Cost Estimate
Hayes / Harvey / Lombard Avenues	North to Roosevelt	Neighborhood Greenway	3.28	$657,030

MID-TERM CONCEPTS

Route	Extent	Facility Type	Timeline	Length, miles	Cost Estimate
Le Moyne Parkway	Forest to Harvey	Raised Bike Lanes	Mid	0.94	$60,263
Greenfield Street	Harlem to Woodbine	Marked Shared Lanes	Mid	0.27	$75,000
Greenfield to Le Moyne	Alley East of Lindberg Park	Marked Shared Lanes	Mid	0.12	$90,283
Division Street	Harlem to Austin	Raised Bike Lanes	Mid	1.50	$96,165
Augusta Street	Harlem to Cuyler	Raised Bike Lanes	Mid	1.12	$1,126,439
Chicago Avenue	Ridgeland to Harvey	Protected Bike Lanes	Mid	0.17	$10,898
Erie Street	Marion to Harlem Ct	Neighborhood Greenway	Mid	0.12	$119,432
Harlem Court	Erie to Ontario	Marked Shared Lanes	Mid	0.09	$8,548
Ontario Street	Harlem to Harlem	Marked Shared Lanes	Mid	0.04	$2,564
Scoville Avenue	South to Lake	Protected Bike Lanes	Mid	0.10	$80,000
Lake Street	Scoville to East	Protected Bike Lanes	Mid	0.08	$5,128
Madison Street	Intersection improvements at Lombard, Ridgeland, East, and Oak Park		Mid	-	$100,000
Adams Street	Maple to Grove	Neighborhood Greenway	Mid	0.43	$344,000
Harvard Street	Maple to Humphrey	Raised Bike Lanes	Mid	1.44	$136,778
Oak Park Avenue	North to Chicago	Buffered Bike Lane	Mid	1.00	$105,820
Harrison Street	East to Scoville	Protected Bike Lanes	Mid	0.06	$5,699
Scoville Avenue	Harrison to Van Buren	Protected Bike Lanes	Mid	0.12	$7,842

LONG-TERM CONCEPTS

Route	Extent	Facility Type	Timeline	Length, miles
Augusta Street	Harvey to Humphrey	Raised Bike Lanes	Long	0.27
Augusta Street	Cuyler to Harvey	Protected Bike Lanes	Long	0.08
Chicago Avenue	Harvey to Austin	Protected Bike Lanes	Long	0.50
Chicago Avenue	Harlem to Kenilworth	Protected Bike Lanes	Long	0.38
South Boulevard	Kenilworth to Home	Protected Bike Lanes	Long	0.16
North Boulevard	Home to Marion	Protected Bike Lanes	Long	0.09
South Boulevard	Ridgeland to Scoville	Protected Bike Lanes	Long	0.17
Jackson Boulevard	Home to Grove	Protected Bike Lane	Long	0.22
Jackson Boulevard	Lombard to Austin	Protected Bike Lane	Long	0.24
Harvard Street	Schools	Raised Bike Lanes	Long	0.11
Ridgeland Avenue	North to Roosevelt	Buffered Bike Lane	Long	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 typically charge fees based on the duration of the trip. Bikeshare systems are commonly used both by people who both 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.

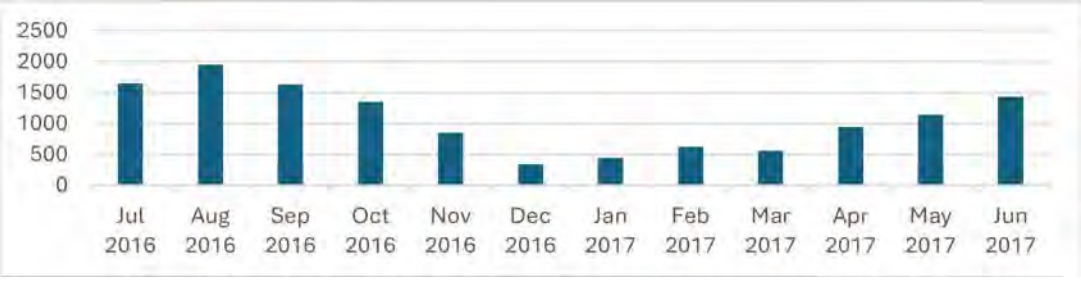
HISTORY OF BIKESHARE IN THE REGION & IN OAK PARK

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 for the Illinois Department of Transportation (IDOT) and a 20% local share match.

OAK PARK DIVVY RIDERSHIP TRENDS[27]

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



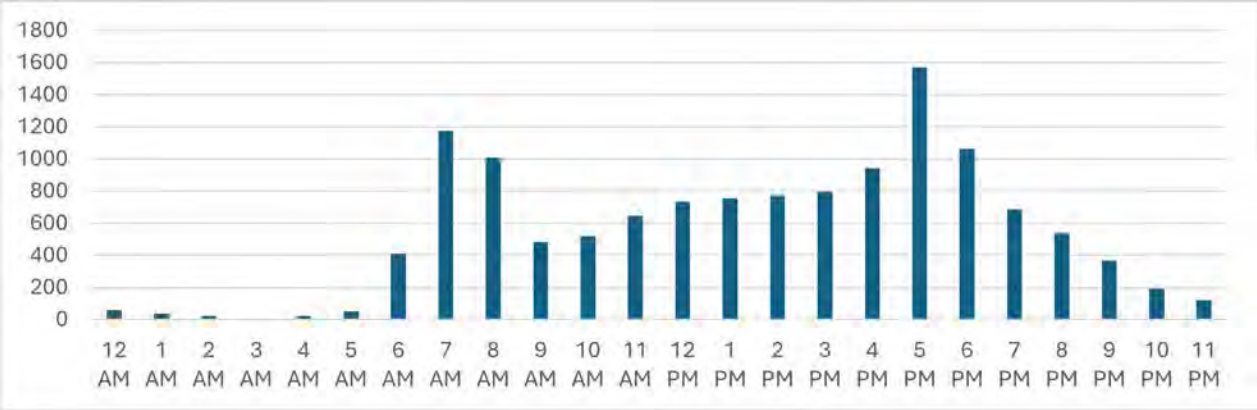
As Figure 2 shows, the most popular Divvy stations were at the Harlem/Lake CTA station (16% of all trips) and at the Frank Lloyd Wright Home and Studio (12% of all trips).

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 end 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 include 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

Additionally, 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 the National Association of City Transportation Officials (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 maintain 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

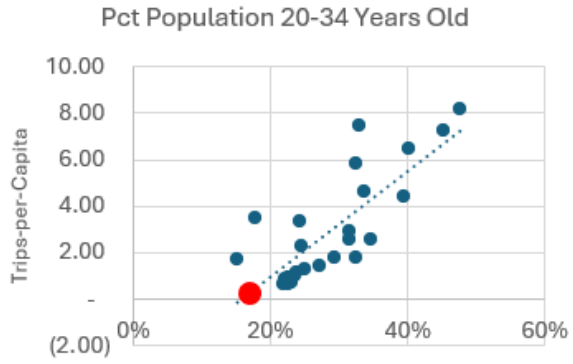
A key decision point for ending bikeshare service in the Village in 2018 was demand for the service. And so, understanding potential demand for a future service is important to make any decisions moving forward.

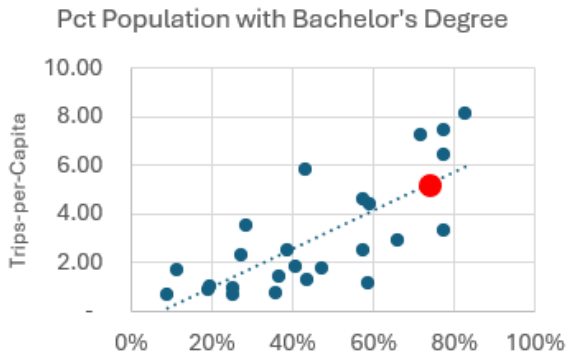
PREDICTORS OF DEMAND

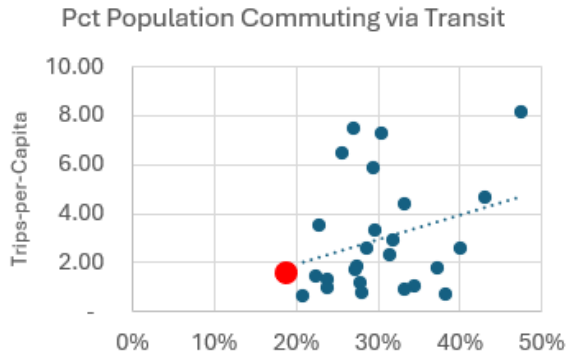
The project team began by reviewing a 2019 academic paper identifying the factors that can be used to model bikeshare demand:

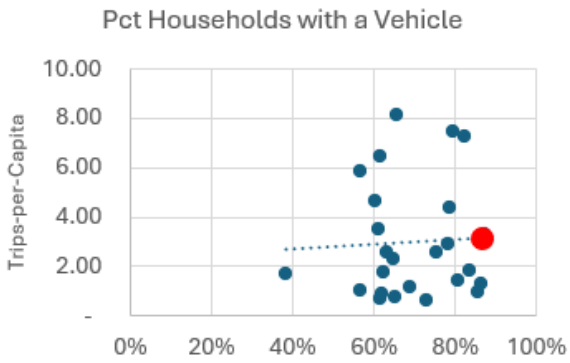
- **Age:** Specifically, share of 20–34-year-olds
- **Education:** High school diplomas and Bachelor's degrees
- **Public Transportation:** Commuting to work using transit
- **Car Ownership:** Number of vehicles not considered
- **Income:** Median household income
- **Density:** Population density

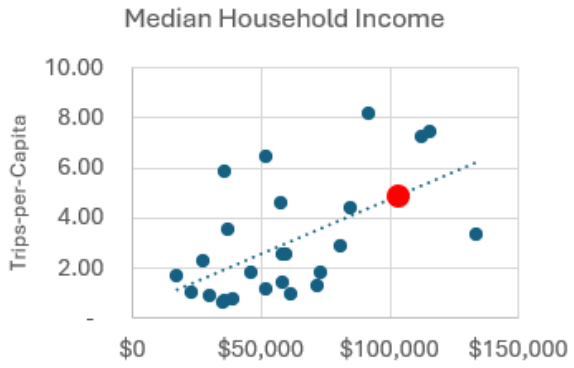
Utilizing the Chicago Metropolitan Agency for Planning (CMAP)'s Community Data Snapshots, the project team collected Divvy trips-per-capita data as well as data on the predictors of demand for each of Chicago's Community Areas that have had Divvy service since at least 2017. The graphs below show relationships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

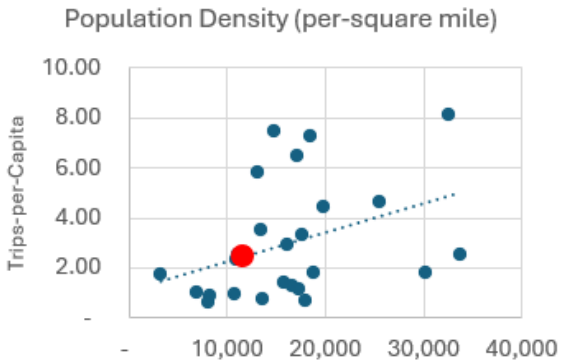












The red dots along the trendlines represent where Oak Park falls on each X axis. For predicting bikeshare demand, the Village sits on the low end of percent of 20-34-year-olds (16.7%), transit commuting (18.8%), and population density (11,454). However, the Village sits on the high end of college education (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.

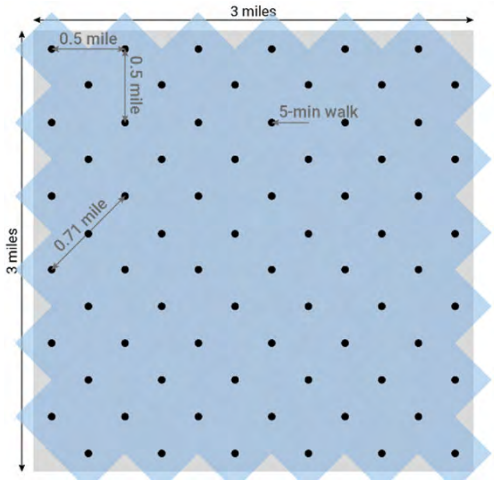
A 2022 study of San Francisco's bikeshare program concluded: "Ease of availability as indicated by station density is the single most important factor that increases utilization." Research on Paris' bikeshare program from the University of Chicago concluded that "a 10% reduction in travel distance to bikeshare stations can increase system use by 6.7%."[28]

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 National Association of City Transportation Officials (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[29]. 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.

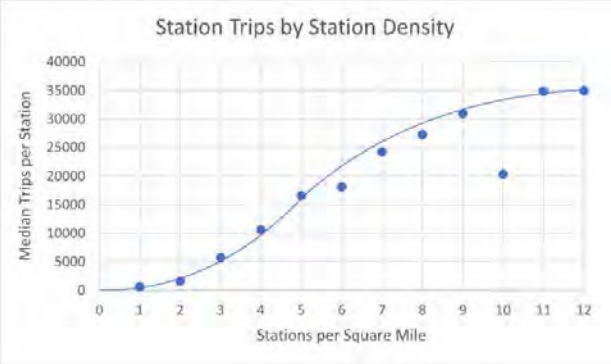
FIGURE 5. STATION SPACING CONCEPT | 8 PER SQUARE MILE



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[30] Divvy station trip data and station network density. 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.

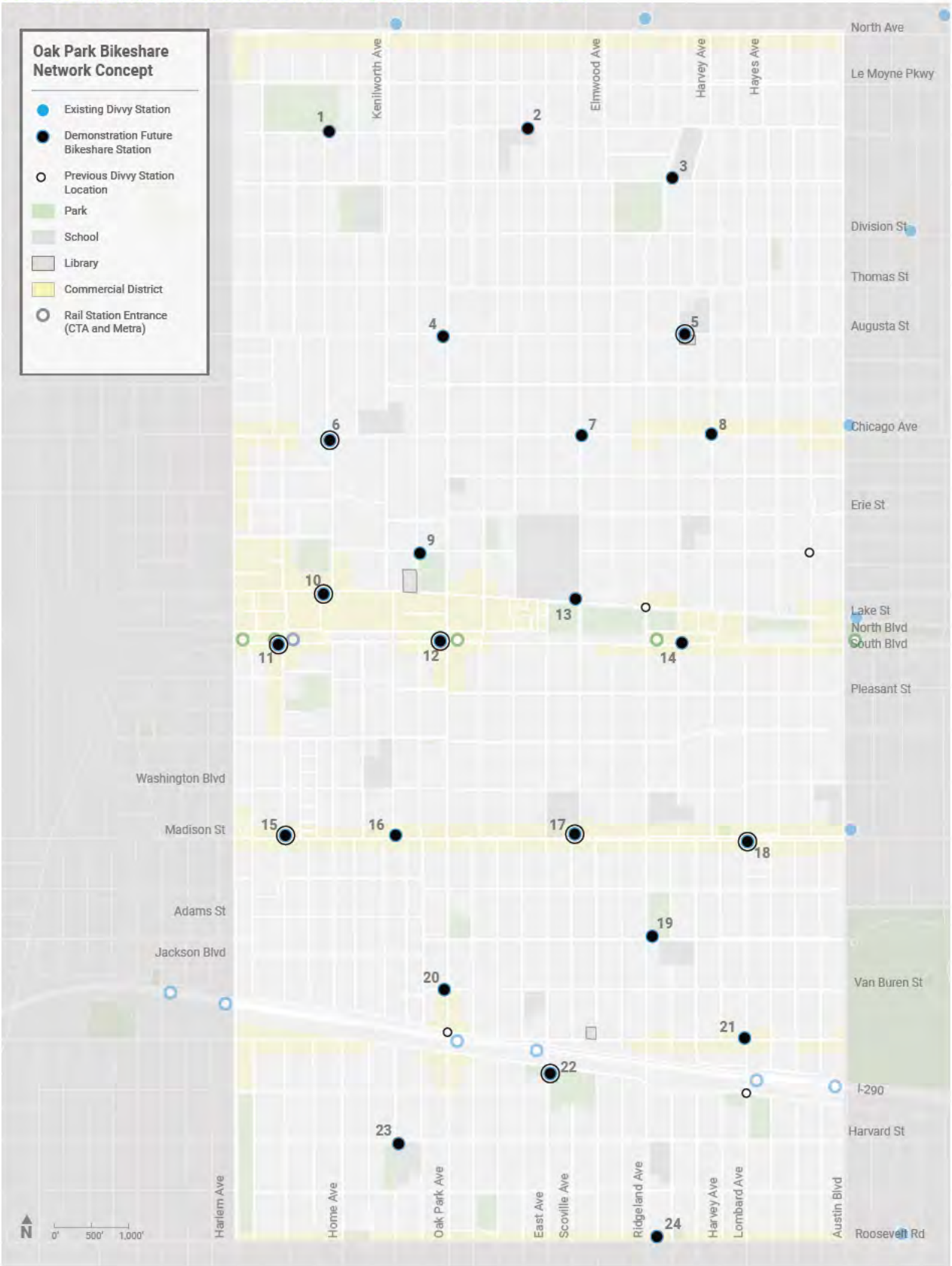
IDENTIFYING STATION LOCATIONS

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. Whether re-joining Divvy or not, 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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Oak Park

Collected public comments received prior to 1/9/24

From: Alexander Bartel
To: Transportation
Subject: 2024 Bike Plan Update feedback
Date: Monday, December 30, 2024 2:54:41 PM

To whom it may concern,

I'm sending feedback regarding the proposed bike plan specifically for Harvard and Kenilworth although I think it would be applicable for the entirety of Oak Park. I was crossing that intersection around 1:45pm today with a 5 and 2 yr old. When we reached the center of the street a car proceeded through the intersection despite us still being in the crosswalk. This happened again at Lexington and Kenilworth. This is a common occurrence at these intersections specifically and at all of them when I walk my 5 yr old to school.

My feedback would be for the Village to be as safe as possible for bikers and pedestrians even to the inconvenience of drivers. A biker or walker getting hit by a car comes out worse in every case than the vehicle meaning a slight slow down for the car is a huge win to keep non-car travelers safer. The average sedan accelerates 0-60 in 7.5 seconds, so a 10 second delay to make a crossing safer for the non-driving public has virtually no impact on drivers travel time but a significant improvement in pedestrian safety.

I also bike to park district adult sports. The Village is lacking north south bike travel to get to madison, or Jackson. If I take the pedestrian bridge over the Ike I'm still on surface streets until the bike lane on Jackson and again up to Madison. I really liked the idea to turn both East Ave and the ped bridge into bike lanes as we need a safe way to bike north south to get to the existing east west bike lanes. All should be protected travel as well. I would currently never let my children bike on Oak Park streets even those with painted lines separating them from traffic. There needs to be a protected separate lane to keep traffic away from bikes, the barriers should also slow down traffic in neighborhoods which is a win all around.

What drew us to have our family in Oak Park is how walkable a community it is. There are so many car centric suburbs around Chicago we don't need Oak Park to be be another one. Let's continue to improve on what makes Oak Park special and such a close community.

Thank you for your time,

Alexander Bartel

We are the homeowners at [redacted] whose house fronts on LeMoyne Parkway just east of Fair Oaks Avenue. We would be directly affected by the Proposed Network and Infrastructure Updates contained in the Draft Oak Park Bike Plan 2024 Update as they relate to LeMoyne Parkway. We are also avid bicycle riders who are very interested in improving bicycle access and safety in Oak Park.

We object to the Short-Term proposals relating to LeMoyne Parkway for the following reasons:

1. Striped bike lanes are simply not necessary on LeMoyne. LeMoyne runs through an entirely residential neighborhood. There is limited traffic on LeMoyne and the many stop signs on the street substantially eliminate speeding and reckless driving. We and our children have bicycled for 32 years on LeMoyne between Austin and Harlem without encountering dangerous traffic conditions. Shared bike lanes would be sufficient to fully protect bicycle riders and alert drivers to the presence of bicycles. The street is wide enough and traffic is light enough to allow for safe biking. The Bikeway Typologies contained in the 2024 Plan support shared bike lanes, given the amount of daily vehicular traffic on LeMoyne. In addition, there are typically not so many vehicles parked on LeMoyne at any one time that the street is difficult or unsafe to traverse for bicycles or vehicles.

2. The proposal would eliminate all parking on LeMoyne between Forest Avenue and Harvey Avenue. Residents of LeMoyne, visitors to homes on LeMoyne, tradesmen working at homes on LeMoyne and others should be able to park directly in front of homes on LeMoyne, without needing to detour to crossing streets. In our specific circumstances, the 1200 block of Fair Oaks Avenue is our immediate cross street, but currently has a 2 hour daytime parking limit, which means that it is not a meaningful parking alternative to LeMoyne. In addition, we would often be unable to park on the 1200 block of Elmwood due to the parked cars of visitors to the Children's Museum. We cannot park in our driveway because doing so would block the sidewalk. We and our visitors would be required to park on the 1100 block of Fair Oaks or the 1100 block of Elmwood, either of which is inconvenient, especially in inclement weather or carrying a load. We experienced that inconvenience for many weeks when our section of LeMoyne was resurfaced two years ago.

3. The changes to LeMoyne Parkway are unnecessary. Safe east-west bike lanes already exist and will be augmented and improved under the Bike Plan on each of Division Street, Augusta Street and Chicago Avenue. Another upgraded east-west route on the north side of Oak Park would be redundant. In contrast, even under the Long-Term Proposals, there are very few protected north-south bicycle routes in Oak Park.

4. Adding striped bike lanes would change the character of the neighborhood. LeMoyne is a completely residential street. It is not a major east-west artery like Division Street, Augusta Street and Chicago Avenue, all of which have a much greater volume of vehicular traffic than LeMoyne. 5 feet of green striping on each side of the street would meaningfully change the look of the street.

We also object to the Mid-Term Proposals relating to LeMoyne Parkway on all of the above grounds, and with the added concern that raised bicycle lanes and the possible addition of flexible delineators would further change the character of the neighborhood. In addition, a portion of LeMoyne (including our block) was resurfaced just two years. The addition of raised bicycle lanes would require the same process to occur again, which would not only inconvenience residents, but would also cost taxpayers.

From: Meghan P
To: Transportation
Subject: Bike lanes on Harvard
Date: Monday, December 30, 2024 8:12:32 PM

Hi,

I'm thrilled to see the proposed bike lines on important East-West thoroughfares. I have concerns about whether the lack of parked cars will cause drivers to speed more, but I trust adequate signage can make drivers slow. I am especially happy to see proposed bike lanes on Harvard, as this will benefit many elementary students. I have parked on Harvard for access to schools semi frequently, and will have no qualms about parking elsewhere, increased safety is more important! Thank you again!

Meghan Paulas, [redacted]

From: Robert O"Hara
To: Transportation
Subject: Bike Plan comments
Date: Monday, January 6, 2025 3:00:49 PM

To whom it may concern at the VOP and Transportation:

I have lived in OP since 1979, and at my address [redacted] since 1982.

I have seen a lot of ideas/plans/projects in OP come and go.
Few of them good, many of them quite bad and expensive.

I really object to the plan's #15.

"15. Oak Park should continue to build out a high-comfort bikeway network as a strategy for generating higher bikeshare ridership"

The rest of the plan is "very OP" and like many of the plans The Village, The Park District and the school districts generate, a dream in the form of a complex plan researched and paid for often with expensive consultants

The growth of bike lanes as part of road/street diets has succeeded in making Oak Park an even harder village to get around in by car.

The worst example is Madison Street.

Living in the far east of OP, I travel along Madison Street at least a dozen times a week and sometimes more.
Not being pleased at all with the modifications several years ago, I have paid close attention to the number of bike riders in those misplaced and clumsy lanes.
I have counted a total of 7 bikers in all those years.

Most Oak Parkers prefer the sidewalks whether there is a bike lane or not.
Most are kids not adults, who other than leisure rides on their bikes have really nowhere to go in our small 4.7 sq mile village.
The bike racks installed all over the village, including those along the "L" and Metra tracks remain barely used most of the year and not used during the peak of winter.
The bike racks at grocery stores are mostly empty or have locked abandoned bikes.

Building more bike lanes, like those on South Blvd, delays travel times within the village and

discourages villagers, like me, from venturing into OP to shop or dine.
South Blvd. used to be the best way to go east west in OP.

I can get to Oak Brook or downtown Chicago almost as fast as trying to navigate OP.
Those choices offer far more variety than OP has for us and worth the extra couple of minutes, to me.

To help with speed and congestion on Madison street before the lane, parking and bike path reconfigurations, I suggested synchronized traffic lights at a speed the village thought reasonable for ease of traversing the village and safety.
A simple economical solution which the village civil engineers at the time seemed unable to either grasp or do successfully, and was poopooed.
The solution was astronomically more expensive and is an outright failure.

I travel to Dubuque IA for family reasons fairly often.
Dubuque and OP are about the same population but with a bigger downtown.
There they use synchronized traffic lights to control traffic as desired.
It is extremely logical and there are rarely traffic jams or speeders, unlike Madsion Street in OP.

Lake Street under the "L" once had 4 lanes and synchronized lights to and from the city all the way to Laramie.
Rahm Emanuel destroyed that alternate route for West Siders to and from the city with a road diet and bike lanes/parking and got rid of synchronized traffic lights.
It is now a useless thoroughfare when it was once a great one, like Madsion St., OP.

I am guessing that this plan like so many others was developed by folks who work and/or consult for OP but do not live in OP, because they can neither afford the housing nor the taxes, a huge problem in OP.
Therefore, they only see the "reality" of their plan more as shadows on a wall projected by those of us living the experience of their cave(plan) which they never to get to actually live, but have created and imposed.

I am not fool enough to know that this email will undoubtedly go unanswered, ignored and considered crank having lived as long as I have in OP; nevertheless, I thought it worth a try.

Respectfully,
Robert O'Hara MD

From: Michael Beyer
To: Transportation
Subject: Bike plan
Date: Friday, December 27, 2024 4:10:10 PM

> Caution! This message was sent from outside your organization.

Greetings,
I was thrilled to see that Le Moyne was selected to receive a dedicated bike lane. We live at 1201 N Kenilworth Ave, Oak Park, on the corner of Le Moyne. It is the perfect place for it as it runs parallel to North and offers an alternative and safer route to that street. It also passes the largest park in the village, Lindberg, and is within a couple blocks of other parks and schools. Too often drivers take Le Moyne as an alternative to the traffic on North, and drive too fast and ignore stop signs. I've yelled at several drivers, one who nearly hit my daughter who was riding her bike on le Moyne. I'm confident the dedicated bike lane will offer needed protection. If it can be protected, I'd wholeheartedly support it. Good luck in this worthy campaign and please let me know if you need additional support.
Mike Beyer
[redacted]

From: Cheri Houha
To: Transportation
Subject: Comment for Jan. 13 bike plan meeting
Date: Wednesday, January 1, 2025 8:09:14 AM

Jan. 1, 2025

Thank you for the opportunity to comment on the proposed bike lane along Harvard Street. While I appreciate the effort to make the community more bike-friendly, removing all the parking on both sides of the street is an undue hardship for residents.

I have been following this process for years and never has it been made clear that all parking along Harvard Street would be eliminated. I also took the survey and found it to be very bicyclist-skewed. I do not recall it mentioning that all parking would be lost.

Living on the corner of Harvard and Ridgeland, I don't even have any parking available in front of my house, nor do I feel comfortable parking my car on Ridgeland as people regularly exceed the speed limit. I typically park in my garage and not on my Harvard Street frontage but to unload groceries and for quick stops at home, as well as for my guests, I appreciate having the street parking available. Parking on Elmwood and walking to my house would be a significant obstacle for some of my less mobile guests.

I do find it questionable why the letter regarding the Jan .13 meeting was sent to homes during the holiday when many residents are preoccupied and/or out of town. It's also interesting that Transportation Commission Chairman Ron Burke, an avid cyclist, is the former executive director of the Active Transportation Alliance which came up with this plan. I will note that the Alliance has a goal of creating more bike-friendly communities and not studying whether doing so is feasible.

I've lived on Harvard Steet for about 30 years and can't say it's a bicycle thoroughfare. Maintaining limited street parking (residents only or limited to one side) would encourage drivers to slow down and watch for cyclists, as I already do. I cannot recall any bike-related accident occurring near my home.

I implore the commission to continue working for ways to incorporate bike-safety paths into the village but to do so in a way that wouldn't impose a hardship on residents in a community that already limits parking. Bikes and cars can co-exist on Oak Park streets as long as traffic rules are followed and enforced for both drivers and cyclists.

Sincerely,

Cheri Houha, [redacted]

From: Adrian Marquez
To: Transportation
Cc: Solis, Pedro
Subject: Comments about Bike Plan
Date: Tuesday, January 7, 2025 3:07:47 PM

The following letter I intend as my public comments to the Transportation Commission about the current draft (as of 1/7/2025) of the Bike Plan in advance of the Transportation Commission's meeting scheduled for 1/13/2025:

Dear Transportation Commission,

I am a longtime Oak Park resident (51 years) and biking enthusiast and am writing to express a concern I have about the recently updated Bike Plan: the inclusion of Oak Park Ave between North Ave and Chicago Ave in the planned bicycle network. I grew up on this section of Oak Park Ave and live in a house near its intersection with Thomas. I thus have an intimate understanding of how this stretch of road is used by vehicular traffic on a daily basis and consider it to be far too dangerous and problematic for bicyclists to use. I have never biked on it myself. In a half century of bicycling to and from this section of Oak Park Ave, I have crossed it countless times but have never ridden on Oak Park Ave in one direction or another for even a block because it is so risky for bicyclists to be on. I have witnessed tragic accidents involving both cars and motorcycles on this section of Oak Park Ave, where I live, between Division and Augusta over the years. There are three compelling reasons why bicyclists would be advised to avoid north Oak Park Ave between North Ave and Chicago Ave and why I think it shouldn't be included in the bicycle network.

The first is that it is one of the two most heavily trafficked north-south streets in the interior of Oak Park, the other being Ridgeland Ave. This is illustrated on Slide 16 of the updated (1/7/2025) Bike Plan showing average daily traffic volumes for roads in Oak Park. During afternoon rush hour, it is a regular occurrence that southbound traffic can get backed up two blocks or more when the light is red at the Division, Augusta, or Chicago Ave intersections.

I think it is obvious that bicycles and cars do not mix well together and as a result should be kept apart to the maximum extent that is reasonably possible for the safety of both motorists and bicyclists. I believe that the paths for the bicycle network should be chosen with the principle of separating automobiles and bicycles as much as possible by placing the bicycle network on streets that are less trafficked and minimizing overlap between the bicycle network streets and streets that are heavily trafficked by motorized vehicles. I have been guided by this principle during 51 years of bicycling Oak Park's streets and have never experienced a dangerous situation with a motorized vehicle.

The second reason for not including Oak Park Ave in the Bike Network is because Oak Park Ave is used by buses. The route for Pace Bus 311 includes this stretch of Oak Park Ave. It runs every 10 to 20 minutes during the day, more often during rush hour. I take the 311 to get to the Oak Park Ave Green Line station. The 311 stops at any corner where someone wants to get on or off, and you can see buses stopping randomly at various corners along this stretch of Oak Park Ave during the day. Occasionally, a bus may idle in place at a corner after stopping for a period of time.

The third reason for not including this section of Oak Park Ave in the Bike Network is because north Oak Park Ave is used as a main thoroughfare by emergency vehicles to get to locations in north and northwest Oak Park. Slide 17 highlights its use as a primary route by the Fire Department. It is also used by the Oak Park Police Department as well as the Cook County Sheriff's Department and on rare occasion the Illinois State Police. I estimate that three to six times a week on average emergency vehicles travel on this section of Oak Park Ave on their way to local streets. Occasionally this happens several times a day. The sound of sirens is regular background noise to those of us who live on this section of Oak Park Ave. Some of the emergency vehicles travel at speeds much higher than the posted speed limits and once in a while police cars pass by at highway speeds heading north. A frequent occurrence is a convoy of fire engines and an ambulance, sometimes in one party, sometimes in two, comprising of three to five vehicles. It seems that at least one fire engine accompanies an ambulance on any emergency calls.

Because emergency vehicles regularly use this section of Oak Park Ave, it is impractical to have bike lanes on it because where would ordinary vehicular traffic go when emergency vehicles are using it? Drivers are required by law to clear the driving lanes when an emergency vehicle is approaching and come to a complete stop until the emergency vehicle has passed. The most recent draft of the Bike Plan is for this section of Oak Park Ave to have "buffered" bike lanes on both sides of the street. If an emergency vehicle, such as an ambulance, were to be heading north on Oak Park Ave past Chicago Ave, drivers between Chicago Ave and North Ave would be required by law to pull their vehicles out of the driving lanes and come to a complete stop in order to clear space for the emergency vehicle. Drivers would have to choose between two bad choices: either pull into the bike lanes, which could create a very dangerous situation for both bicyclists and motorists, or remain in the driving lanes, blocking the emergency vehicles and violating state law. Motorists have been trained to pull over to the side of the road in these situations and may not have more than a few seconds to react. A driver may not notice a bicycle in the bike lane next to them, perhaps in their blind spot, or behind them in the bike lane, and bicycle riders might have to come to a complete stop in a matter of seconds without advance warning to avoid colliding with a car pulling over into the bike lane in front of them. A bicycle could get pushed off the road or have to go up onto the parkway to avoid a collision. Imagine if an ambulance, fire engine, or police car were heading north on Oak Park Ave during a time when the road had heavy traffic with motorists having to

pull their cars into the bicycle lanes and come to complete stops with bicycles in those very lanes. It is inevitable that at times a confluence of cars, bicycles, and emergency vehicles in a hurry would occur on this section of Oak Park Ave creating what would be an incredibly dangerous situation. There is no reason for this scenario ever to occur. It could be avoided by simply encouraging bicyclists to use other nearby roads that aren't regularly used by emergency vehicles.

The high volume of passenger and commercial vehicles, the buses, and the irregular but frequent emergency vehicles passing by on this stretch of north Oak Park Ave make it unsuitable and dangerous for bicyclists. I am bewildered that any section of north Oak Park Ave has been included in the Bike Plan because of how heavily trafficked it is. During the morning and afternoon rush hours, traffic on this road is often at maximum capacity. To try to overlay or shoehorn in bike paths would overload it and make it more dangerous for motorists as well as bicyclists. North Oak Park Ave, given its relatively narrow dimensions, wasn't designed to accommodate bicycles in addition to all of the vehicular traffic that it already receives. To include north Oak Park Ave in the Bike Network reflects either ignorance about or an indifference to how this road is used and functions. I implore the Transportation Commission to reconsider including this section of Oak Park Ave in the Bike Network.

As I noted earlier, Oak Park Ave is one of the two most heavily trafficked north-south streets in the interior of Oak Park, which means that all of the other streets save for these two are less trafficked and in most cases far less trafficked and thus much safer for bicyclists. Most of them would be better choices to include in the Bike Network. When I want to bicycle north-south from where I live on north Oak Park Ave, I usually take Grove or Forest. Both are very lightly used streets with virtually no worries for bicyclists. I have a neighbor across Oak Park Ave from me who is also an avid bicyclist. His preferred north-south street in north Oak Park is East Ave. In fact, he commented to me last month that he thought East Ave should be used in the Bike Plan as a primary north-south designated street.

Some of the north-south streets in north Oak Park that could be used as alternatives to the section of north Oak Park Ave between North Ave and Chicago Ave in the Bike Plan have discontinuities, or offset intersections, which is to say that some of them aren't perfect; but routing bicyclists onto streets with discontinuities, or offset intersections, is a very minor issue, in my opinion, compared with the dangers of guiding them onto one of the most heavily trafficked streets in the interior of Oak Park that is used by buses and that is a main thoroughfare for emergency vehicles—police cars, fire engines, and ambulances.

The Illinois Department of Transportation has designated Oak Park Ave as a "major collector"—a street that moves traffic between local and arterial roads. I don't believe that there is anything that you could do to Oak Park Ave given its dimensions and the purposes for which it is already used to make it a good road for bicyclists except to route much of the traffic

that it already has elsewhere and to downgrade its status. The adjacent streets either to the east (Linden, Columbian) or to the west (Grove, Forest) of north Oak Park Ave are tremendously safer. I'll always take the safer route, even if it is slower or a bit longer, any time; and I would argue that 51 years of accident free biking on the streets of Oak Park illustrates that this approach is a sound one. I hope you will agree.

Respectfully Submitted,

Adrian Marquez

From: [redacted]
To: Transportation
Subject: comments for Bike Plan Transportation Committee Jan 13, 2025
Date: Tuesday, January 7, 2025 9:58:22 AM

Comments for Bike Plan

My name is Glyn Hazelden, I reside at [redacted] Oak Park,

I am concerned about the part of the bike plan that develops LeMoyne Parkway.

My home faces LeMoyne, despite a Columbian address, my comments are more specifically referring to the stretch of LeMoyne from Ridgeland to Oak Park Ave.

The plan will make LeMoyne a no-parking street with striped bike lanes in each direction.

This does not seem either necessary or productive for a number of reasons.

The traffic on LeMoyne, I think, is below your estimate of 1000-1500 vehicles per day.

Currently there does not appear to be enough vehicle volume to need a protected lane for the limited bicycles we see, even with growth.

Having no parking would push casual parking, visitors, delivery vehicles and mail carriers onto Columbian, (and other streets like East and Linden) which to the south has current residents and St Giles visitors parking and to the north has residents plus restricted parking due to the traffic light at North Ave intersection.

The intersection of Oak Park Ave and LeMoyne has a traffic diverter going west. (which many times cars ignore, even seen school buses go across!)

Vehicles back up past this point at various times of the day even going as far as past Greenfield. Any encouraging of bicycles going across the street here (a) to ignore a traffic diverter and (b) weave across with no controlled stopping of N/S traffic. Incidentally a traffic diverter here going east from Harlem may help with cars, they still go directly across, but as mentioned it encourages bicycles to ignore traffic signs and directions which can already be an issue at stop signs and lights.

I do not think LeMoyne is an ideal candidate for this plan. It may look good on paper but with stop signs every two blocks and the issues mentioned above I do not see a flowing path for bicycles even if enacted, unless they disobey street signs they will be stopping regularly and on Oak Park trying to cross uncontrolled over a busy street.

Glyn Hazelden

From: Bryan Tholl
To: Transportation
Subject: Concerns Surrounding the Oak Park Bike Plan Update (1/6/2025)
Date: Monday, January 6, 2025 1:50:53 PM

Dear Transportation Commission,

I am the owner of [redacted]. I received a notice in the mail and am writing to express my serious concerns regarding the proposed bike lane on Harvard St.

While I understand the importance of promoting cycling, the proposed plan will have several detrimental impacts on our community:

- Safety Concerns: The intersection of Harvard and Euclid is already a dangerous two-way stop. The daily running of stop signs and speeding along Euclid has not been addressed by the village at this intersection to date. The introduction of a bike lane without additional safety measures will increase the risk of accidents for both cyclists and motorists.
- Impact on Elderly Residents: Many of our elderly residents rely on parking on Harvard when visiting. The removal of parking spaces will significantly hinder their ability to visit loved ones safely and comfortably.
- Disruption to Church Services: The church congregation will face significant parking challenges. The loss of on-street parking will make it extremely difficult for members to attend services, potentially impacting attendance and community cohesion.
- Exacerbated Parking Issues: The front of our home already experiences limited parking due to the existing fire lane on Euclid. The removal of additional parking spaces along Harvard will severely exacerbate these issues for residents.

To mitigate these concerns and ensure the safety and well-being of our community, I propose the following:

- Traffic Calming Measures: Implement effective traffic calming measures at the intersection of Harvard and Euclid, such as a four-way stop or a traffic circle, to enhance safety for all road users.
- Cul-de-Sac on Oak Park Ave & Harvard: Consider installing a cul-de-sac on Oak Park Ave & Harvard to significantly reduce through traffic on our street. This measure would not only improve safety but also alleviate parking pressures and allow for the safe construction of a bike lane.

I urge the village to carefully consider these concerns and explore alternative solutions that prioritize the needs of our community while still promoting cycling safety. I am open to discussing these concerns further and working collaboratively to find a mutually agreeable solution.

Sincerely,

Bryan Tholl
[redacted]

From: Nicole Brown
To: Transportation
Subject: Elimination of parking on Harvard
Date: Sunday, December 29, 2024 4:37:20 PM

Dear Transportation Commission,

I recently received notice of intent to remove all parking on Harvard Ave. I'm writing to voice strong opposition based on significant need for parking.

- School: There is significant need for parking on Harvard during school wide events at Lincoln Elementary School as there is not enough parking without this option. Lincoln is the largest elementary school in Oak Park. Parking is also needed for drop off and pick up on school days. The cul-de-sac behind the school is closed during drop off/pick up for safety reasons, Grove Street is where teachers park and it is full, and traffic flow is restricted, which leaves Harvard as the only street for parents to park for easy drop off and pick up. Students enter from the blacktop in back that affronts Harvard Street. Buses park along this street during these times as well on field trip days as well as other vehicles that transport schoolchildren to afterschool offsite programs (PDOP and Friends School). They need a place to wait and safely pick up kids.
- Ballfield/teams: The ballfield at the school that is technically owned by PDOP is frequently used by teams. It sits at the corner of Harvard and Kenilworth. When there are games the street parking is needed and filled, as well as when parents are dropping off for practice.
- Church/community: Additionally there is a church that sits at the corner of Harvard and Kenilworth. Without a parking lot, parking on Kenilworth is not adequate and Harvard is needed as overflow parking.

Parking on Harvard between Clinton and Grove Street is a necessity, not a nice to have, given the many people and groups who use the surrounding facilities. We live on a corner of Harvard and observe the need for parking daily. It is a need, but we do not see bikers with regularity. Parking is in more demand than biking, leaving me to suggest that other streets be considered for the bike path plan. I would guess the same challenges exist with Washington Irving School that borders Harvard as well?

Thank you for considering alternate options.

Best regards,
Nicole Brown


From: Laura Cheesbrough
To: Transportation
Subject: Fwd: LeMoyne parking issue
Date: Monday, December 30, 2024 2:16:58 PM
Attachments: mime-attachment
mime-attachment
mime-attachment.eml.msg

Sent from my iPhone

Begin forwarded message:

This is an automatically generated Delivery Status Notification.

Delivery to the following recipients failed permanently:

* transportation@oakpark.us

Reason: Permanent Error

From: Ysatris Nunez
To: Transportation
Subject: Harvard St Bike Lane concerns
Date: Thursday, December 26, 2024 6:32:10 PM

Hello,

I live on Harvard by Rehm Park. Every summer, Harvard and Gunderson is filled with cars of pool attendees. Scoville also has this problem. What is the proposed solution to the potential lack of parking? We already have trouble with parking during the summer months.

Furthermore, Harvard has several small driveways on it where family cars are parked. While they do not entirely obstruct a potential bike lane, those cars will be in the lane slightly. What is the proposed solution to this situation?

Thanks,
Ysatris Nunez

From: Bill Muscat
To: Transportation
Subject: Jan 13th Transportation Commission Comment
Date: Tuesday, January 7, 2025 9:06:15 AM

For comment on the Transportation Commission meeting on Jan 13th as I will not be able to attend in person.

I simply wanted to lend my support for the incredibly well crafted and detailed bike plan for Oak Park. As an avid rider with a kid, I use many of the planned expansion routes and greenways to do everything from visit friends, get groceries, or get my son to and from school. The continued growth and expansion of protective measures for bike riders as well as the codification of bike resources and diversification of our streets away from a car-centric mentality, are incredible enhancements to our community and will pay dividends to continue to grow Oak Park as a family and friendly place to live. As a resident, I wholeheartedly endorse the planned expansion and improvements and hope for more and continued hard improvements to protect bike riders (more protected bike lanes, more crossings over I290, more north / south routes on the greenway plan).

Thank you!

Bill Muscat
[redacted] Oak Park

From:	Heather Pflederer
To:	Transportation
Subject:	LeMoyne Bike plan
Date:	Monday, December 30, 2024 12:16:20 PM

Caution! This message was sent from outside your organization.

As an Oak Park resident with footage on LeMoyne Parkway, I am opposed to the OP Bike Plan Update which would install dedicated bike lanes on LeMoyne Parkway and eliminate all on street parking along the side of my house. We have restricted parking on Elmwood as it is, and now we would not have on street parking access to the side of our house?
I will be at the meeting January 13 to voice my opinion and will let my neighbors know about this as well.
Heather Pflederer

From: Kevin Donnelly
To: Transportation
Cc: VOP Board
Subject: Oak Park Bike Plan - Do people not travel north to south in the village, or do we just not care about those trips?
Date: Tuesday, January 7, 2025 10:23:17 PM

Board members,

I'm an Oak Park resident (NEOP) who has reviewed the Oak Park Bike Plan, 2024 Update (Draft).

In 2024, 71.4% of my home/work commutes were by bicycle. I've also ridden places to coach youth sports, get a hair cut, have a beer, attend meetings and so on…. I've dragged my kids on recreation and transportation rides…
I'm not an anti-combustion engine car-hating resident of some further-flung suburb (some of us love to hate, but won't name here). We're still a two car family and likely will be until the end of parenthood. I probably won't be able to make the public meeting on this issue and I want my thoughts to be known.

I have a lot of thoughts on the Oak Park "bike plan." Probably as many as most of the naysayers in town.

1. At least we're trying. That's a positive.

2. Who are we doing this bike plan for?
Is it for kids to go east and west?
Is it for bike-curious adults to east and west?
Is it just for the feel goods to say that we did something and spent some money so we can go east and west?
Is it for the climate warrior to go east to west?
Is it for the economically (forced to ride) disadvantaged to east to west?
Are you sensing a theme here, yet? Its kind of like the planners (professional? political? - no judgement) didn't even think about the end goal and actual mobility benefits, just "path of least resistance" and "fewest NIMBY issues."

3. This village is 1.5 miles east to west and 3 miles north to south. Both middle schools and both major public recreation centers, as well as the YMCA are south of Lake Street.
Two/three major parks are north of Division. Our main employment and transit centers are generally central on Lake Street, with bordering commercial zones on Austin/Roosevelt/North/Harlem. Why the heck are planners so focused on cyclists traveling E-W (at most 1.5 miles) with major spending (raised lanes on Division and Augusta costing more than a few dotted lines on Ridgeland) and significantly lower expenditures on the N-S "routes" which, in my experience, comprise the vast majority of my child chauffeuring duties?

4. I see that the "protected" lane on OP from North to Chicago (when viewed 01/05/2025) has already been edited to "buffered" (when re-viewed 01/07/2025). Was that a mistake in the first draft? A PDF rendering issue on my computer's end?
Either way, it doesn't really matter, the Holmes kids aren't likely to ride from school to

Michael's Beef often enough to justify such a short stint of protected or buffered bike lane as a real benefit. Disjointed bike routes provide less safety than you can imagine, until you accidentally get in over your head when the protected/buffered lane ends and then you're "in the deep end" with no clear bail out options.

5. Adding a few inches of asphalt and a smooth transition to the existing bike lane on Division, and next to the curb on Augusta doesn't provide a huge benefit-per-dollar. Has anyone seen how easily and comfortably a car can transition up that transition and still threaten the space and safety of a cyclist, be they a spandex-clad commuter like me or a 7th grader traveling from Taylor Park to their home on Marion and Augusta? Having ridden on a few raised bike lanes, are we really sure they help in a situation like Harvard? Drivers will not see that transitional difference as a threat to their safety or the safety of their car. They'll treat it just like F1 drivers treat the red-and-white apexes of their corners. Thump-Thump. And some kid might suffer because we pretended that 4" of asphalt, a gentle transition and some green paint was going to prevent drivers from driving like they still owned that space. Raised bike lanes will do nothing more than paint unless curb protected (expensive one-time cost) or by providing some perceived threat to driver/car safety/integrity. I'm normally not a huge fan of flexible/collapsible plastic posts, but this might be the right application to send a message to car drivers.

6. What is wrong with adding a one way protected lane on Ridgeland in one direction and the opposite on OP Ave ? Only half the parking goes away in my estimation, and then there would be dedicated routes to get from one end of town to the other. The current and proposed greenway routes might work for families on 9 am farmer's market rides, but not for middle schoolers on a Tuesday at 430.

7. I'm certainly what I would consider a confident cyclist, and I promise you adding a couple of dotted lines on Ridgeland isn't going to make it comfortable for very many to ride at a comfortable pace at many times of the day. No damn way I'm recommending my child ride to soccer practice at Julian at 545pm. I've ridden S-N on Ridgeland at 4pm at 22 MPH avg, and had motorists yell at me…. Although the spacing on the plastic posts at Randolph did allow for some extra maneuverability for me but not the driver of the Rivian doing the shouting. Those posts are the type of deterrent that actually help some drivers share the road, even if they don't want to.

8. What planner thinks that the proposed cul-de-sacs/traffic diversions anywhere on this plan (particularly on the north side of town I'm most familiar with) are actually making it safer for cyclists? If I die on my bike at Elmwood and Division it won't be because of a car traveling N-S or S-N on Elmwood. It will be the speeding car going E-W. If I die at Chicago and Fair Oaks, it won't be because of a N-S or S-N car on Fair Oaks. Same goes for Kenilworth and Division, Marion and Division and Hayes and Division. If I choose to ride RIgdeland north past LeMoyne, "diverting" the E-W auto traffic on LeMoyne provides little benefit. I'll die because some clown smokes me from behind doing 55 right past Hatch Elementary.
Me riding on Ridgeland past Pleasant at 18mph, I'm probably not going to be saved by traffic diverters on E-W Pleasant. Same on OP Ave at LeMoyne. And why only 1 diverter on the west side of OP Ave here? Van Buren and Ridgeland? Rinse and repeat, cross traffic can be dangerous, but when N-S parallel traffic is only kept away from the cyclist by painted-dashes and prayers, the cyclist better be lit up and riding hard….

Kevin Donnelly
Oak Park, IL

From: TIM POWERS
To: Transportation
Cc: [redacted]
Subject: Oak Park Bike Plan - Response
Date: Wednesday, January 8, 2025 7:59:39 AM

Dear Oak Park Bike Plan Update Project Team,

I am writing to express my strong opposition to the proposed plan to install dedicated bike lanes on Harvard Street. As someone who has spent nearly my entire life on Harvard Street and is an avid recreational bike rider, I believe I have a unique perspective on this matter. Growing up, I rode my bike from my parents' house on Wenonah and Harvard to Rhem Pool, Barrie Park, and Columbus Park. These routes always included Harvard Street. As an adult, I purchased my current house on Home and Harvard, where I have lived for over 20 years. Almost every summer evening, my wife and I bike around the border of Oak Park, starting with Harvard Street. This long history of cycling on Harvard Street has given me a deep appreciation for its current state.

Adding two bike lanes on Harvard Street is unnecessary and does not provide any additional value. Cyclists of all ages and abilities can already navigate Harvard Street from Maple to Austin without dedicated bike lanes. The fun and ease of cycling on Harvard Street are not hindered by the absence of bike lanes. Accidents are caused by reckless drivers, and unfortunately, bike lanes will not prevent this. I support having more bikers and fewer cars in Oak Park, but adding bike lanes will not achieve this goal. The number of bikers will remain the same, and the number of cars will not be reduced. A bike lane will not entice children, seniors, or anyone else to bike if they do not already wish to do so.

Moreover, the bike lanes will be an unattractive nuisance, adding visual noise and unnecessary infrastructure such as paint, plastic, and cement. The beauty of our village, particularly in South Oak Park, lies in its natural scenery. The additional signage, plastic poles, paint, and other barriers required for bike lanes will disrupt our landscape of green grass and majestic trees, creating a blight on the neighborhood.

Finally, I am deeply concerned about the negative impact on property values that this plan will have. The elimination of on-street parking will be a significant inconvenience for me and my neighbors on Harvard Street. Being on a corner, we will still have to mow more lawn and shovel more snow, but we will no longer be able to park on the street to unload passengers, groceries, etc. This inconvenience will undoubtedly deter potential home buyers, who may see the lack of street parking as a deal breaker. The reduction in parking availability could lead to a decrease in property values, as homes with limited parking options are generally less attractive to buyers. This is a major concern, and I believe it should be a key consideration in evaluating the proposed bike plan.

I have heard, "the juice is not worth the squeeze." While I never had much use for this phrase, it seems to fit perfectly here. Please consider this feedback from a lifelong Harvard Street resident who is a biking enthusiast and take a value-based approach to the bike plan.

Please let me know if you have any questions or would like to discuss this further.

Tim Powers
[redacted]
Home & Harvard

From: Timothy Bannon
To: Transportation
Subject: Oak Park Bike Plan
Date: Monday, January 6, 2025 5:58:30 PM

Greetings,

First, thank you for all your work on this bike plan. Much of it is terrific.

Two comments:

1. I fear that the Harvard lanes, with the corresponding parking restrictions, will be disruptive to homeowners as well as parents taking their children to schools or the parks. I often take Harvard as an east-west route and find it perfectly safe as is.

2. What seems most glaring is the need for safer north-south routes. East is simply too narrow. Oak Park is crowded. Ridgeland has some bicycle designation, but almost all the road signage is so faded that drivers -- and even bikers -- cannot see them. Please repaint.

Sincerely,
Tim Bannon
[redacted], Oak Park, IL 60304

From: Tara Dull
To: Transportation; VOP Board
Cc: Tara Dull
Subject: OP Bike Plan public comment
Date: Monday, January 6, 2025 5:51:11 PM

Dear Oak Park Bike Plan Project Team and Oak Park Trustees

I am a long-time resident of South Oak Park and am writing to provide feedback on the Proposed Update to Harvard Street. While I support strategies to encourage and protect cyclists in Oak Park, I oppose the idea of prohibiting parking on Harvard Street. I believe that the parking ban would create a hardship for the residents, schools, and churches along Harvard. I would ask that the Village instead consider making Harvard a "Slow Street", a program that has been successful in other communities (San Francisco neighborhoods).

I believe that there is a greater need to reduce parking on highly congested/bike-unsafe north-south streets such as East Avenue.

Thank you for receiving and considering public opinion.

Best,

Tara Dull
[redacted]
Oak Park, IL 60304
[redacted]

From: Tom Spevacek
To: Transportation
Subject: Parking on Augusta Street
Date: Saturday, December 28, 2024 10:28:40 AM

To Oak Park Bike Plan Project Team:

I am writing to express my support for the proposed installation of bike lanes on Augusta Street. There are frequent bike riders on Augusta and installing bike lanes to protect bike riders is preferrable to maintaning existing automobile parking.

Several additional comments on Augusta Street:

Augusta was previously classified as a "Boulevard". This designation prevented large trucks from using the street. Several years ago, the boulevard designation was ended without notice to residents. As a result, large trucks including 53 foot trailers use Augusta street. Augusta should be changed back to a "Boulevard" to protect bike riders.

It is not unusual to see a car passing another car going in the same direction between East and Ridgeland. Double yellow lines should be painted along the length of Augusta in attempt to stop reckless and illegal passing and protect bike riders.

Speeding on Augusta between East and Ridgeland is also a common ocurrence. Electric signs showing cars over the speed limit (similar to River Forest) should be installed.

Thank you

Tom Spevacek
[redacted]

From: Barbara Gordon
To: Transportation
Cc: Joseph Gordon
Subject: Proposed bike lane along Harvard
Date: Saturday, January 4, 2025 3:58:48 PM

Dear Transportation Commission,

We are writing regarding the proposed plans for changes along Harvard Avenue, specifically the addition of bike lanes that would eliminate on-street parking in front of residential homes. As homeowners whose front door and backyard gate directly faces and opens on Harvard, we would like to express our concerns and opposition to this proposal.

Our home has its main front and back-yard entrances on Harvard itself, not on our cross-street Wenonah. This has made parking in front of our home on Harvard Avenue an essential part of our daily life over the last 20 years. It allows us to do such things as load groceries, assist young children and elderly family members, and accommodate service vehicles who all need to park along Harvard to access our house. Removing this parking for us would create significant challenges, forcing us to park farther away and carry out these tasks with unnecessary difficulty.

Perhaps information will be shared at the upcoming meeting, but we have a great many questions as to the need for this additional set of bike lanes. Here are just a few of them:

- How much will these Harvard bike lanes be used relative to the number of residents on Harvard who will be heavily inconvenienced by them?
- What are the exact demand statistics from Oak Park residents for a new bike path at this location which caused your commission to start a feasibility study for adding bike lanes on Harvard?
- How do you plan on a fair and equitable way for residents to vote on such an initiative, given that very few people live on Harvard relative to the people who live in the village and who would have no stake in any inconvenience?
- Why are the already established bike lanes only a few blocks to the North on Jackson Street and Madison Street not sufficient for bikers from South Oak Park to access and use to go East/West through the village, seeing as these are far more centralized? (FYI,

bikers we've talked to on our own block have said they use the Jackson and Madison bike lanes with great ease.)

Finally, as residents on the corner of our block we have a great deal of additional parkway land and sidewalk to care for, extending from the corner cross-streets all the way to the alleys. The village requires that we keep these additional parkways mowed, weeded and clear of leaves and to keep the additional sidewalks clear of ice and snow **at great personal expense and effort**. The most significant benefit that we receive for all our additional work throughout the years is the ability to park up to our house, which for us provides our only access to our front door and back yard. Now with the bike lanes, the village will still require all our efforts and cost for upkeep of the parkways and sidewalks but will be taking away our only parking benefit!. We do not think this is in any way just and fair, nor do we feel it is necessary relative to the small population of bicyclists South of the expressway who could easily utilize the existing East/West bike lanes a short distance away.

Thank you for considering the needs of residents in this matter. We are happy to discuss this further or participate in any community forums addressing this issue. Please do not hesitate to contact us at our emails below.

Sincerely,
Barbara and Joe Gordon
[redacted]

From: Katie McCord Ambrite
To: Transportation
Cc: Aaron Ambrite
Subject: Proposed Bike Lane Feedback - LeMoyne Pkwy
Date: Monday, January 6, 2025 9:39:50 AM

Good Morning

I am writing this letter to provide feedback on the proposed bike lane installation along LeMoyne Parkway. As a resident of [redacted] N Elmwood Ave, I am AGAINST this proposal. Le Moyne Pkwy is not as busy as Chicago Ave. or Augusta Ave and is more narrow than both streets. Adding a bike lane will cause congestion to a street that generally flows nicely already. Additionally, nearly all corner homes have garages and front doors that face Le Moyne Parkway. Taking away our street parking would be a challenge to residents, visitors and delivery drivers.

Thank you,
Katie Ambrite

--
[redacted]

[redacted]

From: Brenda Latzke
To: Transportation
Subject: proposed bike plan -Harvard Ave.
Date: Monday, January 6, 2025 9:04:35 PM

Hello,

I am an Oak Park resident and commuter cyclist, living on the 1100 block of Highland Avenue. I regularly cycle down Harvard to get to or from my teaching position in River Forest and have not experienced a need for a bike lane on this street. I actually feel it would be a disservice to the community to put a bike lane on Harvard, as the street is already closed off for cars around Irving and Lincoln Schools before and after school, to keep children safe. I am not sure if cyclists are allowed to ride around the barricades during those hours. In addition, teachers and parents often need to park on Harvard, due to the need for extra parking near the schools. The Montessori school, churches and multi-unit apartments along Harvard also benefit from having the ability to park on Harvard and a bike lane would greatly restrict parking ability. Instead of creating a bike lane, it might make more sense to allow parking on just one side of the street. Another option would be to make Harvard a "slow street", with a lower speed limit and signage.

I am so pleased with the additions of crossing lights for pedestrians, particularly to cross Madison, as well as at Lexington and Oak Park Avenue, as they make crossing safer for cyclists as well. The greatest issue I have experienced as a cyclist is the narrowness of East and Home Avenues, as parking is allowed on both sides of the street. Allwoing parking on just one side of the street might help to resolve that problem. I already often use Elmwood as a north/south route and find it an excellent street, with little traffic, although crossing Madison is not ideal on that street.

I appreciate the efforts to make cycling safer and a more desirable way to travel in Oak Park. We just need to look closely at what ways bike lanes might impact all members of the community.

Best wishes,
Brenda Latzke

From: Andy Parrish
To: Transportation
Subject: Proposed Bike Route
Date: Tuesday, January 7, 2025 4:00:17 PM

Hello,

I am writing to express my concern and strong disagreement with the Village's proposal to eliminate all on-sreet parking on Harvard Street in order to install a bike path. I live at the corner of Harvard and Elmwood, and both front and back access to my home is on Harvard. With a fire hydrant precluding parking on my corner on Elmwood, street parking on Harvard is my only option.

I fail to see how an East/West bike path less than 2 miles long and dead-ending on both sides is going to be beneficial for the neighborhood, cyclists, and residents. It clearly will be a negative impact for motorists.

I've lived here 20 years, and I have never seen heavy or even moderate bike traffic on Harvard. Car traffic? Some. Foot traffic? Lots. Bike traffic? Not much at all.

I applaud the Village for promoting more biking, but surely the North/South routes are far more pressing. All of my children have attended Irving, Julian and OPRF. Getting across the village on a bike was never an issue. Going North or South was on Lombard, Ridgeland, East or Oak Park Ave. was perilous crucible. Why then does the Village plan look instead at an unnecessary and highly disruptive option like eliminating parking on Harvard?

This a well-intentioned but poorly conceived idea. I urge you to please go back to the planners and develop a plan that satisfies the needs of both the cyclists and the residents/homeowners.

Thank you.

Andy Parrish
[redacted] S Elmwood Ave.

From: Sharon Lyford Parrish
To: Transportation
Subject: Proposed Bike Route
Date: Monday, January 6, 2025 6:43:18 PM

Hello.

I have lived in Oak Park for almost 20 years. I often ride my bike throughout Oak Park. I live on the corner of Elmwood Ave and Harvard with the only access to both our front and back doors on Harvard. I am deeply concerned about losing our ability to park on Harvard.

I am all for safe biking routes but I use Harvard Ave for biking and have never felt the need for a dedicated lane for bikes. Parked cars are not the dangerous ones for bikers. Speeding cars are running stop signs at our corner all day long. They are the danger to bikers.

Removing all parking is a harsh consequence for something that won't be used for the majority of the day or majority of the colder months. Any visitors or deliveries will have to park a distance away making it very difficult especially for my elderly parents. I never see enough bike traffic to warrant such a move. From my viewpoint overlooking Harvard Street many many hours pass without any bike traffic.

We may not park on Harvard daily, but when we do, it's necessary. Many parents park in front of our house at drop off and pick up for Irving school as a much safer option than the busy Ridgeland.

If this change is to encourage more biking - I think this is the wrong approach. The biggest biking concern I see in Oak Park is finding safe North/South passage to the schools and businesses. I had previously suggested that Oak Park do as Chicago, Berwyn, and Forest Park do and alternate one way streets going N and S. This would make biking much easier for kids and also make traffic on busier main streets easier without as many bikes.

A dedicated East/West bike route that's less than 2 miles long and basically dead ends on both sides is not necessary. Has there been a study to count the amount of bike traffic on Harvard? Please reconsider the parking ban part of the plan. There are so many other parts of Oak Park with more bike traffic that needs a safety plan.

Sharon Parrish
[redacted] S Elmwood Ave

From: Julia Howland
To: Transportation
Subject: Public comment - bike plan
Date: Monday, December 30, 2024 11:09:53 AM

> Caution! This message was sent from outside your organization.

Good morning,

I am an Oak Park resident in the southwest corner of the village and the mother of three children, including two Lincoln elementary students. I am writing to express my wholehearted support for the proposed bike lane on Harvard street. My children regularly bike to school and to activities and having a lane for them spanning the southern part of the village would make this safer and more accessible for them. If the village is serious about increasing bikability and about environmental stewardship, it is imperative that we dedicate more car space to bikes and pedestrians. A bike lane on Harvard would significantly improve bike access on the south side and the loss of parking on Harvard is a reasonable and necessary cost for this kind of improvement.

Thank you,
Julia Howland
[redacted] Wisconsin Ave

From: Lynda Shadrake
To: Transportation
Subject: Strong Opposition to Proposed Bike Plan
Date: Monday, January 6, 2025 12:21:42 PM

I am a long time Oak Park resident and I've lived at [redacted] since 1991. I strongly oppose the proposed plan to eliminate **all on-street parking** along Harvard Street for bike lanes.

The impact on this neighborhood, where traffic is light, would be profound. Schools, churches, apartment buildings, parks, single and multi-family homes, a food pantry drop off--all of these on about a mile and a half of an east-west street--would be negatively affected. Parking for people in apartment buildings is already scarce without the village removing all of the parking on the street to accommodate a small number of bikers.

I live near Irving school where parents park on Harvard to get their kids to and from school. I see people parking on Harvard to make donations to the food pantry, take their kids to the parks for little league games, go to church or just park next to their homes.

Personally, it would leave me no options to park in front of or next to my own home. I can't park in front of my house because of the stop sign. This is a major inconvenience for all the homeowners along Harvard, especially senior citizens.

Bike safety is important where it is needed most. I have spoken to several avid bikers, and the majority are against this proposed plan for Harvard, noting that it is not necessary. A plan to help keep bikers safe on north-south streets is what they say is needed. Harvard, Le Moyne and Augusta are not the problems for bikers.

I hope the powers that be in Oak Park will look for another solution.

I plan to be at the meeting on Monday, January 13.

Sincerely,

Lynda Shadrake
[redacted]

From: atdoherty1
To: Transportation
Subject: Transportation Committee - Harvard Ave
Date: Thursday, January 2, 2025 7:39:08 PM

Dear Committee,

DO NOT GET RID OF PARKING ON HARVARD.

I live on the 1100 S Grove block directly across from Lincoln Elementary. As it stands currently, there is never parking in front of my house M-F during the school year, and in recent years, there is never parking in front of my house M-F during the summer due to summer camps held at Lincoln.

In addition, Lincoln, Carroll Center, and the baseball/softball fields see ample amounts of events and attendees in the evening throughout the year. Yet again, our parking in front of our home would vanish with Harvard parking removed.

My husband is in his 60s, as I soon will be. We do not have the luxury of not taking into consideration our mobility going forward. Wake up and think about how this ridiculous proposal would impact non-cyclists.

We need to park on Harvard M-F. Do not take this away from us just because of a handful of bike riders that may ride May-September as weather permits. The other months are cold and/or winter and the number of cyclists diminishes even further if not in totality.

All the taxes we pay and you want to remove what optional, limited midweek parking we have? For such a minority of residents? Stop infringing on the rest of us. The idea of removing parking on Harvard is ludicrous.

Stop placating those that ride bikes and be mindful of the majority. What percentage of Oak Parkers are daily cyclists? This proposal is a joke.

DO NOT GET RID OF PARKING ON HARVARD.

Anne Doherty