

River Forest Bicycle Plan



Prepared For:



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Acknowledgements

Biking Task Force

This plan was completed with guidance from a group of River Forest residents who are also bicycling enthusiasts. The Village thanks these residents for donating their time and input to developing the Village's first Bicycle Plan.

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1. Introduction

The Village of River Forest has always been a walkable community with tree-lined streets, a grid-network of development, and convenient public transit services. Residents have also enjoyed the bikeable nature of the Village. However, community residents and leadership have a vision for bicycling in the Village, and that vision serves as the guide for the Village of River Forest's first Bicycle Plan.

Vision for Bicycling

The Village of River Forest will have a safe, comfortable and defined network of bicycle facilities that serves all ages and abilities and connects to key destinations in the Village, the adjoining communities, and the nearby Forest Preserves and regional trails.

The pursuit of this vision will also work to achieve the Transportation & Mobility goal of the Village's new Comprehensive Plan "to provide an expanded multimodal network that is safe for all users, increases travel options, supports the Village's commercial corridors, protects the integrity of the residential neighborhoods, and embraces new and sustainable technologies."

Benefits of Bicycling

Communities strive to develop a comprehensive bicycle system for the many benefits that it offers. In general, bicycling will enhance the high quality of life that River Forest residents currently enjoy.

- Cost Savings – Bicycling reduces household expenses devoted to transportation. Residents spend less on fuel and parking for short-distance trips, and may choose to own fewer vehicles for further cost savings (insurance, maintenance, etc.)
- Promotes Health - Bicycling offers a convenient and inexpensive way to achieve physical activity and the resulting health benefits
- Air and Noise Quality – Bicycling reduces vehicle miles traveled in the Village, resulting in less traffic congestion and road noise, reduced vehicle idling and emissions, and higher air quality
- Local Economic Impacts – Bicycling bolsters the local economy by encouraging short trips to purchase goods and services in local shops rather than driving outside of the community for these services

Report Structure

The subsequent chapters of this report include the following:

- Planning Process and Community Input – summarizes the data collection and evaluation methods and the public outreach efforts
- Existing Conditions – describes the existing bicycle network in the Village, existing and planned bicycle facilities in the surrounding communities, and the operating characteristics and crash experience of the Village’s roadway system
- Recommended Bicycle Network – identifies the key bicycling destinations, describes the bike facility types appropriate for River Forest and the locations where these facilities are recommended, specifies preferred bike parking facilities, and provides design guidance on bicycle facility dimensions, signage and pavement markings
- Policies and Programs – describes policies to support the development of the bicycle system and programs to educate residents, encourage bicycling and enforce the rules of the road
- Implementation Phasing – includes a prioritization of recommended bicycle facility projects, policies and programs to assist in budgeting, programming and coordination efforts
- Funding Sources – identifies State, Regional and County-level transportation programs available for the funding of the recommended bicycle facility projects and programs

2. Planning Process & Community Input

This Bicycle Plan was developed through field investigations, data research and evaluation by the consultant staff, and through public outreach, community input, and guidance from a task force of local bicycling enthusiasts.

Field Investigations & Data Collection

The consultant team performed field investigations to obtain design and operational details of the Village's roadway system, including roadway widths, travel lane configurations, traffic controls, parking conditions and regulations, bicycle facilities, bicycle rack locations, posted speed limits, and key bicycling destinations. Traffic volume and crash data was obtained from the Illinois Department of Transportation. The data was used to determine a Bicycle Level of Service (BLOS), discussed later in the report, and to develop recommendations for the appropriate types of bicycle facilities on the River Forest roadways based on guidance from published resources of the Federal government and other national organizations.

Community Input

Workshops were held early in the comprehensive planning process (October and November 2017) with the Village's Boards and Commissions, residential community, and business community. Participants were asked to identify their top issues and concerns by category and to name specific projects or actions that would provide solutions to the issues and concerns. The following summarizes responses received at the workshops related to bicycling in the Village.

Issues and Concerns

- Need for a comprehensive bike plan
- Need for improved safety for non-motorized travel
- Need to improve bicycle safety and friendliness
- Need for bicycle lanes

Priority Actions and Projects

- Creation of bike paths throughout the Village
- Bicycle safety infrastructure at major street crossings, particularly Lake and Keystone
- North-south bicycle lanes, including routes to connect to public transit and the Forest Preserves

Online Bicycling Survey

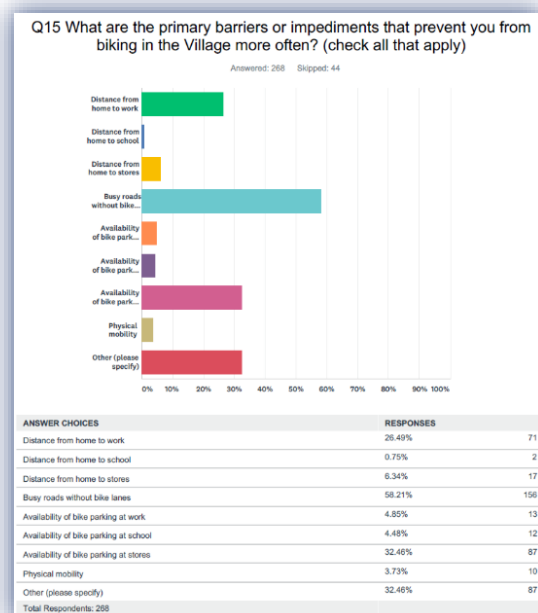
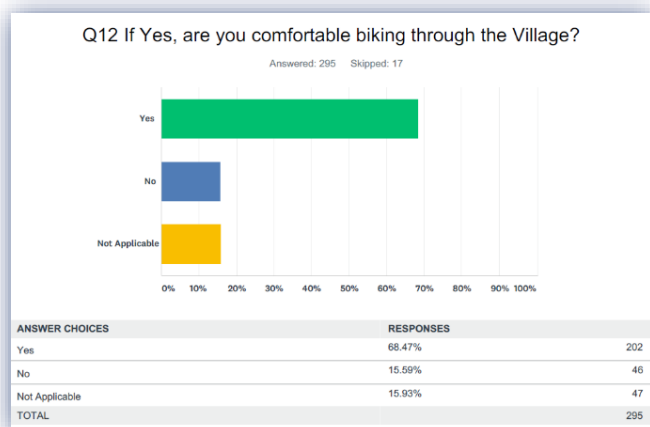
A survey regarding bicycling in the Village was broadcast via various electronic platforms to Village residents in May 2018 together with a survey on Safe Walking Routes to School. Platforms included email, websites, Facebook posts, etc. A total of 312 surveys were returned. The survey questions and responses are contained in the Appendix.

The most notable findings from the survey responses are as follows:

- 97% are River Forest residents; 22% also work within the Village
- 79% use a bicycle of which 68% are comfortable riding in the Village
- 83% have some level of comfort (from somewhat comfortable to very comfortable) riding on primary roads with bike lanes (although there are currently none in the Village)
- 90% have some level of comfort riding on residential streets without bike lanes but only 45% have some level of comfort riding on primary roads without bike lanes
- Bicyclists have some level of comfort riding on off-road paths (89%) and sidewalks (81%)
- Of those using a bike more frequently (from daily to just a few times a month), 69% ride for exercise/recreation, 43% ride to shop/run errands, 37% ride to school, and 20% ride to work
- Primary barriers to biking in the Village are busy roads without bike lanes and lack of bike parking at stores
- The most uncomfortable street to ride on is Lake St, followed by Harlem Ave, Chicago Ave, Lathrop Ave, North Ave, Thatcher Ave, Division St, Madison St, and Washington Blvd
- Bike lanes are the most desired improvement by riders, followed by traffic enforcement, elimination of uncontrolled intersections, bike paths/trails, and more bike racks around town

Biking Task Force

A 10-member Biking Task Force provided guidance to the consultant team in the preparation of the Bicycle Plan by reviewing data and plans provided by the consultants, contributing local insights and preferences, and reaching consensus on plan recommendations. The consultant team engaged with task force members in December 2018 and January 2019, and task force members also met independently to formulate ideas and consolidate feedback to the consultant team.

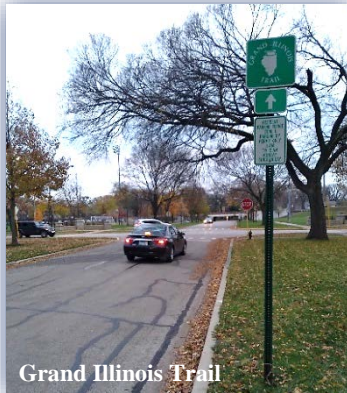


3. Existing Bicycle Network, Plans & Road Conditions

The current bicycle network available to River Forest residents and employees is limited to regional trails, unpaved Forest Preserve paths, and on-street facilities in adjoining municipalities.

Regional Trails

The *Grand Illinois Trail* (GIT), which passes through River Forest as an on-street posted bicycle route, is currently the only bicycle facility in the Village.



Grand Illinois Trail

The GIT is a 500-mile bicycle route that loops through northern Illinois from Navy Pier in Chicago to East Moline, Mississippi Palisades State Park and Galena, and back to Navy Pier. The route also provides local connections to the Illinois Prairie Path in Maywood (via 5th Avenue) and the bicycle network in the Village of Oak Park, which connects with Oak Park and River Forest High School. The posted route extends for 2.5 miles through River Forest along sections of Augusta Street, Keystone Avenue, Hawthorne Avenue and Washington Boulevard, all of which are controlled by the Village.



The *Illinois Prairie Path* (IPP) is a multi-use nature trail that extends 61 miles through Cook, DuPage and Kane Counties from 1st Avenue in Maywood. The path can also be accessed from the Forest Park Transit Center via Maybrook Drive. The path was built in the 1960's within the former right-of-way of the old Chicago Aurora & Elgin electric railroad and was the first U.S. rail-to-



Illinois Prairie Path Entrance on 1st Ave, Maywood, IL

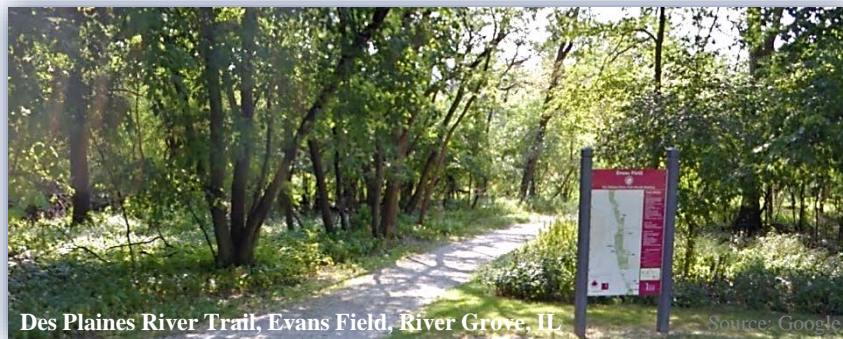
trail conversion in the nation. The path extends west to Wheaton and then branches off to Elgin,

Aurora, Geneva and Batavia, connecting with many forest preserves along the way. The path is planned for extension east to Columbus Park in Oak Park as part of IDOT's Eisenhower Expressway reconstruction project.



Forest Preserve Paths

The Forest Preserve District of Cook County (FPDCC) owns a number of properties along the Des Plaines River that are important destinations for walkers and bicyclists. An unimproved walking path is located in Thatcher Woods, Thatcher Woods Glen, Grand Army of the Republic Woods and Thomas Jefferson Woods which provides a link to the established Des Plaines River bicycle trail to the north of North Avenue, which is accessed from Sunset Bridge Meadow and Evans Field in River Grove. The FPDCC has identified Thatcher Woods and the Hal Tyrrell Trailside Museum as one of their 13 priority gateway sites, and plans have been prepared to develop a nature trail loop through the woods surrounding the museum, with an overlook of the Des Plaines River. The loop will be accessed from Chicago Avenue.



In addition, the FPDCC's 2019-2023 Capital Improvements Plan includes a \$1.03 million preliminary engineering study, jointly funded by the Village of Rosemont and six other West Cook municipalities, to improve an 8.5-mile section of the Des Plaines River Trail from North Avenue to Touhy Avenue.

Bicycle Network in Adjoining Communities

The surrounding communities of Chicago, Elmwood Park, Forest Park, Maywood, Melrose Park, Oak Park, and River Grove currently have bicycle facilities and/or plans for new facilities that extend to or near the limits of the Village of River Forest. These facilities provide opportunities to connect the future River Forest bicycle network with the bicycle networks in the broader region.

Chicago

The Chicago Streets for Cycling Plan 2020 establishes three bicycle route types based on functional classification of the streets and street design characteristics, including Spoke Routes, Crosstown Bike Routes and Neighborhood Bike Routes. The streets under each route type can be retrofitted with various improvements in creating the bicycle facilities. Proximate to River Forest, the City has designated Bloomington Avenue to the east of Harlem Avenue as a neighborhood bike route, which is best characterized as a signed posted route.



Elmwood Park

Elmwood Park currently has a posted bicycle route that loops through its Village with connections to Elmwood Park High School via Fullerton Avenue, to the Des Plaines River Trail via Evans Field and Bloomingdale Avenue, and to the City of Chicago via Grand Avenue. The Village's Comprehensive Plan recommends extending the bicycle route east along Bloomington Avenue from 77th Court to Harlem Avenue to tie into the Bloomington Avenue bike route in the City of Chicago.



Forest Park

Forest Park has posted bicycle routes on Brown Avenue, Des Plaines Avenue and Circle Avenue, which provide access to the Forest Park Transit Center and the Illinois Prairie Path (via Maybrook Drive). The Village's 2011 Active Transportation Plan recommends bicycle lanes along Madison Street west of Des Plaines Avenue, in coordination with the Village of River Forest, and along portions of Des Plaines Avenue. The plan also recommends marked shared lanes along Lathrop Avenue, Brown Avenue, Randolph Street, Van Buren Street, and Circle Avenue, among other upgrades.



Maywood

The Grand Illinois Trail and Illinois Prairie Path traverse the Village of Maywood. The Village's Comprehensive Plan includes recommendations to expand the bicycle network with marked shared lanes along Lake Street, Washington Boulevard, Madison Avenue and 5th Avenue. The plan also envisions bicycle lanes along 17th Avenue that would extend south into Broadview and North Riverside to reach the Salt Creek Trail, and a trail through the Cook County Forest Preserves along the Des Plaines River that would be accessed from Chicago Avenue, and improved roadway crossings along the Illinois Prairie Path.

Melrose Park

Melrose Park has newly built side paths along the south side of North Avenue (Thatcher Ave-19th Ave), north side of North Avenue (19th Ave-Cornell Ave), and west side of Cornell Avenue (North Ave-Armitage Ave). The Village's 2017 Active Transportation Plan recommends bicycle lanes along 5th Avenue, 9th Avenue and Broadway Avenue, side paths along Lake Street, 25th Avenue and Mannheim Road, and several posted routes.



Oak Park

Oak Park has dedicated bike lanes on Division Street, Chicago Avenue and Jackson Boulevard, marked shared lanes on Chicago Avenue and Ridgeland Avenue, and the Grand Illinois Trail on Augusta Street. The Chicago Avenue facility provides access to Oak Park and River Forest High School via Kenilworth Avenue and Erie Street. The *Grand Illinois Trail* connects to the *Illinois Prairie Path* in Maywood via Washington Boulevard and 5th Avenue. Planned facilities include a network of neighborhood greenways along local streets such as Adams Street, Erie Street, Harvard Street, Harvey Avenue, Home Avenue, Kenilworth Avenue, Le Moyne Parkway, Lombard Avenue, Pleasant Street, Scoville Avenue, Thomas Street, and Van Buren Street. The greenways will feature bicycle lanes, intersection treatments, custom signage and pavement markings, and traffic calming measures.



River Grove

The Des Plaines River trail extends through the Cook County Forest Preserves in River Grove from North Avenue north to Belmont Avenue and can be accessed from several locations, including Sunset Bridge Meadow, Evans Field, Jerome Huppert Woods, and Fullerton Woods. Multiuse paths are located throughout the Triton College campus.

Other Bicycle Facility Plans

The *West Central Municipal Conference (WCMC) 2012 Bicycle Plan* identifies priority bicycle corridors based on a three-tier rating system that considers the number of existing and planned facilities, barriers, and connectivity to key destinations.

There are six Tier One corridors in the WCMC plan, three of which extend through River Forest. Tier One corridors have the greatest regional impact, extend through the most communities, have good connectivity to major destinations and transit facilities, have a high percentage of existing and planned bicycle facilities, and do not have major barriers. There are also five Tier Two corridors in the plan, none of which extend through River Forest. Tier Two corridors extend through multiple communities, have good or fair connectivity to major destinations and transit facilities, and a high percentage of planned bicycle facilities but may have significant barriers to overcome. There are six Tier Three corridors in the plan, two of which extend through River Forest. Tier Three corridors extend through the smallest number of communities, have a low percentage of existing and planned bicycle facilities, fair connectivity to major destinations and transit facilities, and major barriers to overcome.

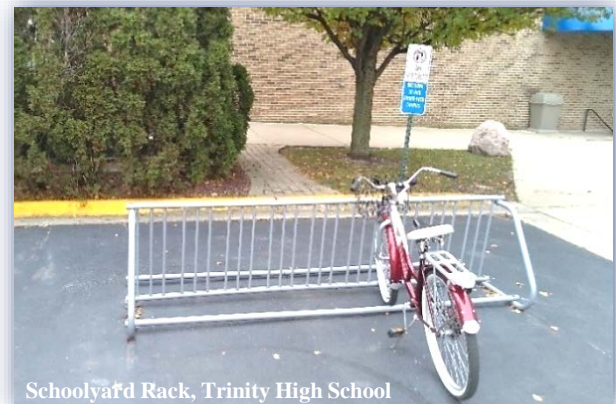
The corridors in River Forest are listed below. The WCMC Plan does not specify the type of bicycle facility recommended for each corridor, but it does indicate that an on-street alternative should be pursued for the segment of the Des Plaines River Trail that extends through River Forest and River Grove due to the significant environmental and economic obstacles in constructing a trail along the banks of the river.

WCMC 2012 Bicycle Plan Priority Corridors

Tier 1	Tier 2	Tier 3
Des Plaines River Trail	None through River Forest	Harlem Avenue
Prairie Path/Madison Avenue		North Avenue
Lake Street/Augusta Boulevard		

Existing Bicycle Parking Locations

Bicycle parking facilities are currently located throughout the Village, including at the River Forest and Oak Park Metra stations, Harlem/Lake CTA station, public and private schools, River Forest Town Center, Jewel-Osco, Village Center, all major parks (Keystone, Constitution, Centennial, Washington Commons, Cummings Square, Priory), River Forest Community Center, River Forest Tennis Club, Village Hall, and the Public Library. The parking facility types vary by location and include wave racks, inverted “U” and decorative inverted “U” racks, and schoolyard racks. None of the parking facilities are currently covered and there is no secure long-term parking at the River Forest Metra Station.



Bicycle Level of Service

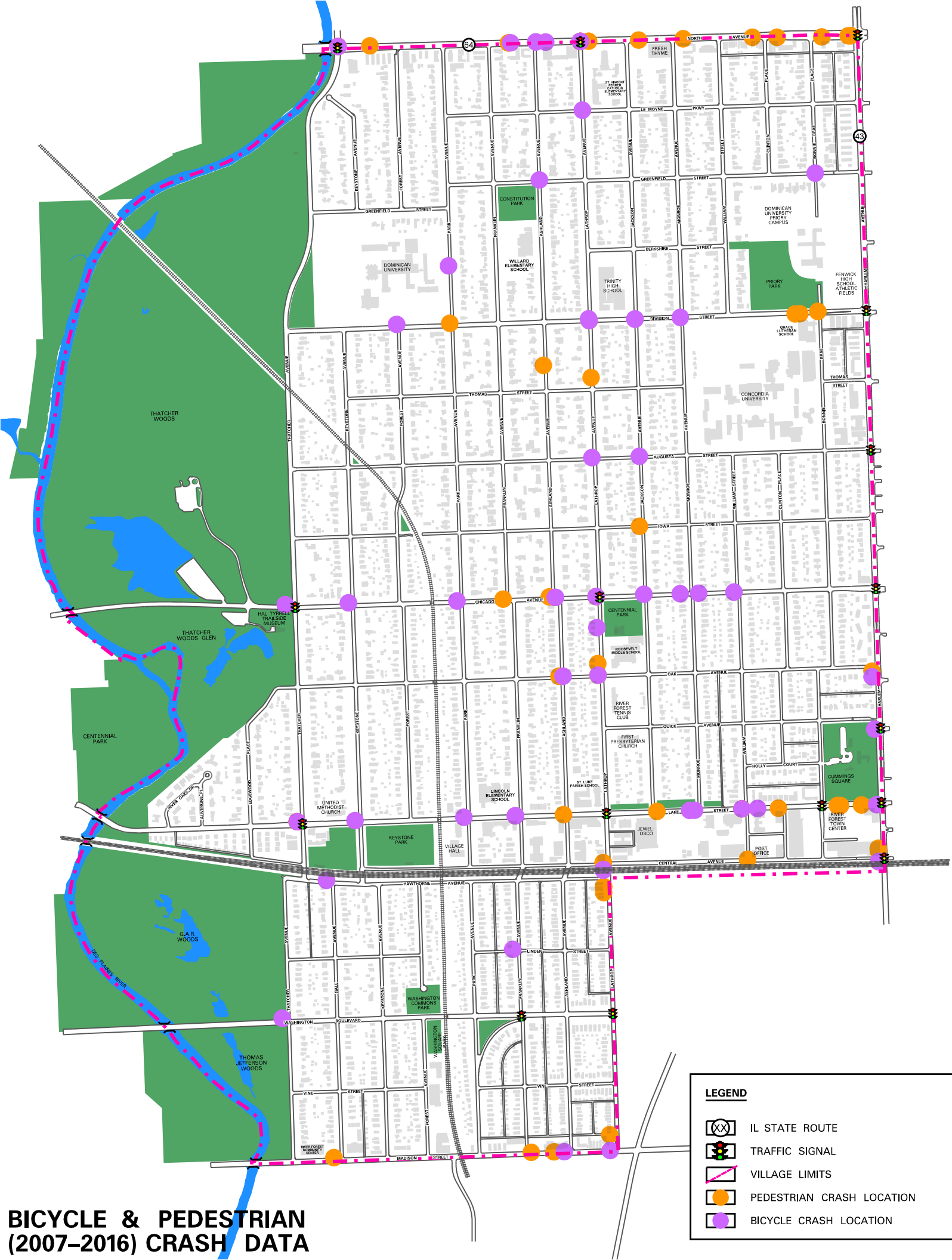
The most common way to measure the suitability of a street for bicycling is to utilize the Bicycle Level of Service (BLOS) methodology published by the Transportation Research Board. The BLOS evaluation considers several variables in defining the comfort level for bicycling on the street, including bi-directional traffic volume and percentage of heavy vehicles, number of travel lanes, width of curb lane, presence of a parking lane and percentage of the street with occupied parking, presence of a bicycle lane, posted speed limit and parking time regulations, and pavement condition rating. The evaluation generates a letter grade for each street segment ranging from A to F, as described below, with A being the best rating representative of a street most suitable for bicycling, and F being the worst rating representative of a street that is dangerous for bicycling. The description of the street conditions for each BLOS letter grade and the roadway conditions utilized in the BLOS evaluation are included in the Appendix.

The major arterial streets in River Forest (North Ave, Harlem Ave) have a BLOS ranging from D to F and are currently not recommended for bicycling on the street according to IDOT's Official Bicycle Map. The Village's minor arterial streets (Lake St, Madison St) and collector streets (Chicago Ave, Division St, Lathrop Ave, Thatcher Ave, Washington Blvd) have a BLOS ranging from B to D and currently have IDOT ride-with-caution advisories. The Village's local streets would be considered the most suitable for bicycling and could all have been shown at a BLOS of A or B.

Bicycle Crashes

Bicycle crash history was obtained for the most recent 10-year period (2007-2016) that data was available from the Illinois Department of Transportation. The data indicates that 43 crashes have occurred on the roadways in River Forest, most along the arterial and collector streets or intersections crossing these streets. The highest number of crashes occurred on Lake Street, Chicago Avenue, and Lathrop Avenue, followed by Division Street, North Avenue, and Harlem Avenue.





**BICYCLE & PEDESTRIAN
(2007-2016) CRASH DATA**

4. Recommended Bicycle Network

The recommended bicycle network for River Forest is a comprehensive system of on-street and off-street facilities that connect with the major destinations in town and consist of design treatments that are appropriate for the Village's roadways.

Bicycling Destinations

Based on input received from the community through the workshops, bicycling survey, and Biking Task Force, the following are the most desired destinations in which residents would like to be able to safely ride to and have a place to park their bicycles.

- Transit Stations: Metra Commuter Rail (River Forest, Oak Park), CTA Rapid Transit (Harlem/Lake Green Line, Forest Park Blue Line)
- Parks: Constitution Park, Priory Park, Centennial Park, Keystone Park, Cummings Square, Washington Commons, Washington Square, Memorial Parkway
- Forest Preserves: Thatcher Woods, Thatcher Woods Glen, Grand Army of the Republic Memorial Woods, Thomas Jefferson Memorial Woods, Hal Tyrell Trailside Museum
- Trails: Grand Illinois Trail, Illinois Prairie Path
- Schools: Concordia University, Dominican University, Trinity High School, Oak Park and River Forest High School, Roosevelt Middle School, Lincoln Elementary School, Willard Elementary School, St. Luke Parish School, Grace Lutheran School, St. Vincent Ferrer School, Keystone Montessori School, River Forest Community Center
- Public Facilities: Village Hall, Public Library, Post Office
- Medical Facilities: Loyola Center for Health
- Recreation Facilities: River Forest Community Center, River Forest Tennis Club, Oak Park Tennis Center
- Religious Institutions: St. Luke Church, West Suburban Temple Har Zion, St. Vincent Ferrer Church, Grace Lutheran Church, First Presbyterian Church, United Methodist Church, Christ Episcopal Church
- Commercial Areas: Village Center/Lake Street, River Forest Town Center, Jewel-Osco, Fresh Thyme, Madison Street, North Avenue, Harlem Avenue

Complete Streets

A "Complete Street" is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists and pedestrians. Designing streets that encourage walking, bicycling and public transit use is an effective strategy for increasing traffic safety, mitigating congestion and air pollution, and promoting a healthy, active lifestyle. In addition, these street design projects have been shown to improve property values, boost local business, and allow families and individuals to save on transportation costs.

Design features of a Complete Street vary by location but can include narrower travel lanes, bicycle facilities, sidewalks, high-visibility crosswalks, pedestrian refuge islands, curb extensions, traffic circles, accessible pedestrian signals with countdown displays, transit enhancements, and more.

Bicycle Facility Design Guidance

Retrofitting streets for bicycling is a Complete Streets technique that can consist of different types of facilities. Bicycling on the street is generally recommended in River Forest over bicycling on the sidewalk for most riders, except for young youth riders. This is because bicyclists move faster than pedestrians which can endanger pedestrians if sharing the sidewalk, sidewalks are typically only 5-feet wide making passing more difficult, and bicyclists are more visible to motorists when traveling on the street and following the rules of the road. For on-street bicycling, a toolset of pavement markings and signage (and sometimes physical barriers) is used to create a dedicated space for bicyclists separate from vehicular traffic or to create awareness of bicyclists on streets that share a common space with vehicles. Other Complete Streets design features can also be considered to supplement the bicycle facility, calm traffic conditions and improve safety for riders. However, street conditions can be such where creating an off-street space for bicycling is more comfortable than riding on the street. For off-street bicycling, the toolset is also used to create a shared space for bicyclists and pedestrians on pathways or trails.

Design guidance on the toolset can be found in various industry sources such as the AASHTO *Guide for the Development of Bicycle Facilities*, the NACTO *Urban Bicycle Design Guide*, the APBP *Essentials of Bike Parking*, and the FHWA *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*. These sources and others are listed in the Appendix.

Recommended Bicycle Facility Types for River Forest

To develop a comprehensive bicycle network in the Village that reaches the desired destinations for all ages and abilities, different bicycle facility types are recommended based on BLOS, street width, parking conditions, traffic volume and speed, traffic composition, traffic controls, and design guidance from the industry sources cited above. The types and locations of bicycle facilities recommended for the streets in River Forest are described below and shown in the bicycle plan exhibit. A second exhibit shows the recommended bicycle system in relation to the existing and planned bicycle facilities in the surrounding communities.

Conventional Bicycle Lanes

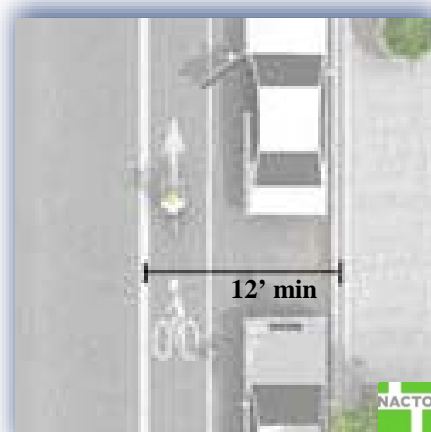
Bicycle lanes define a dedicated space on the street for bicyclists that are separate from vehicular lanes and generally oriented in the direction of traffic. Bicycle lanes are typically located between the vehicular lanes and road edge or parking lane and are distinguished by color, lane markings, signage and/or intersection treatments. Bicycle lanes are also typically located on the right side of the travel lane but can be on the left side on one-way streets. Bicycle lanes are appropriate on streets with wide curb lanes, with or without parking lanes. Bicycle lanes are most helpful on streets carrying higher traffic volumes with a mixture of buses and trucks but with traffic speeds under 35 mph. Where traffic speeds exceed 35 mph, other measures are more appropriate, depending on the street width, such as buffered bicycle lanes which require an additional two-foot separation from the travel lane or parking lane.

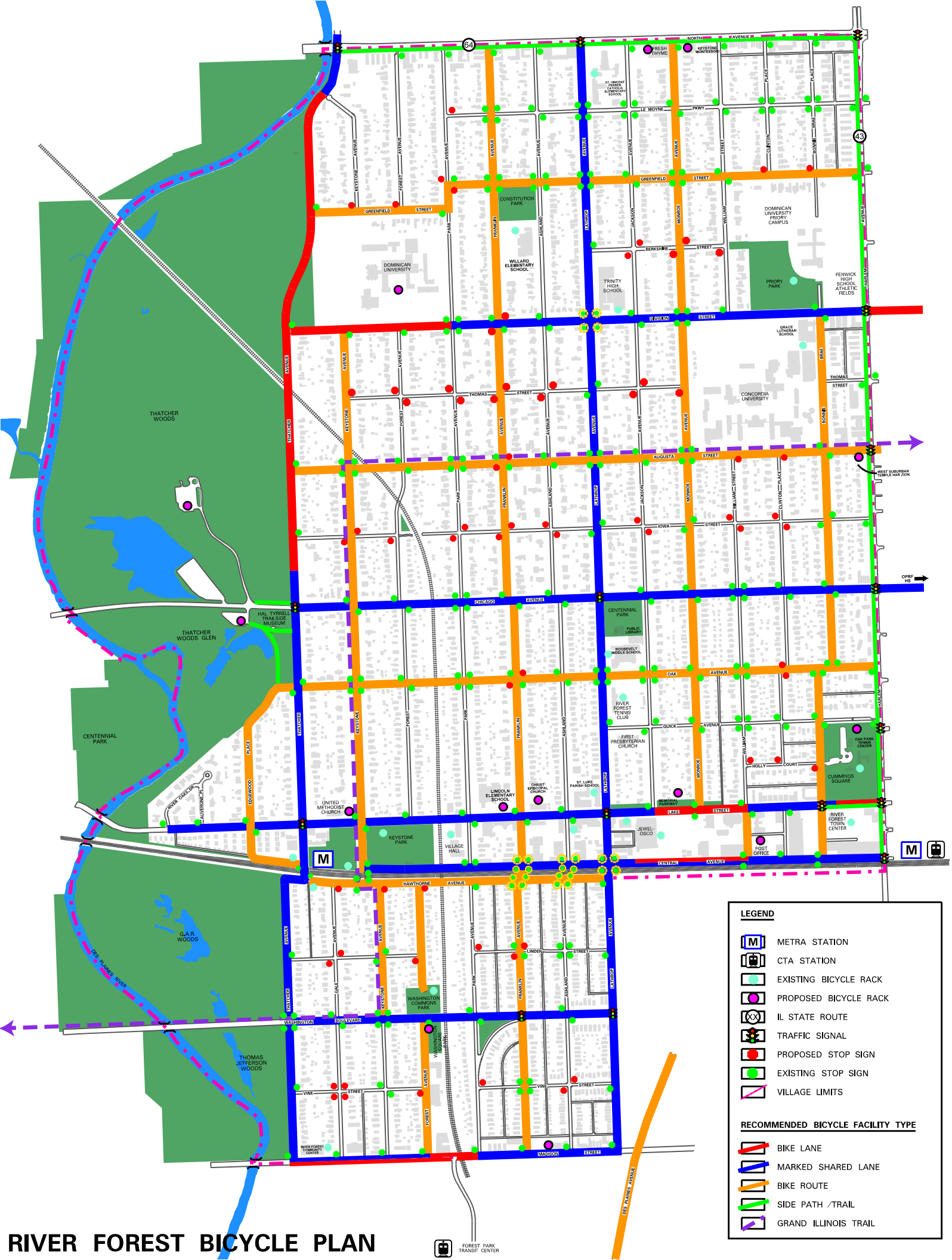
Bicycle Lane Benefits

- Increases bicyclist comfort on busier streets
- Creates separation from motorized traffic
- Elevates predictability of bike & vehicle positioning
- Raises awareness of presence of bicycles on street
- Calms motor vehicle speeds
- Lowers risk and severity of bicycle crashes

Bicycle Lane Design Guidance

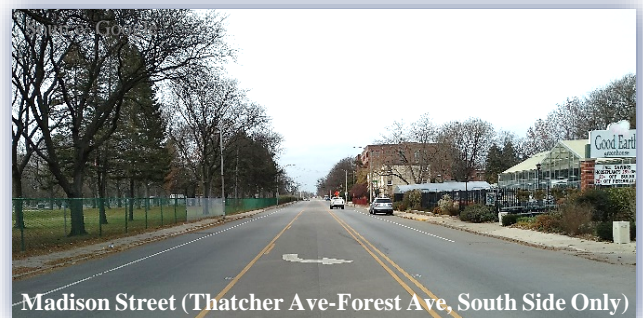
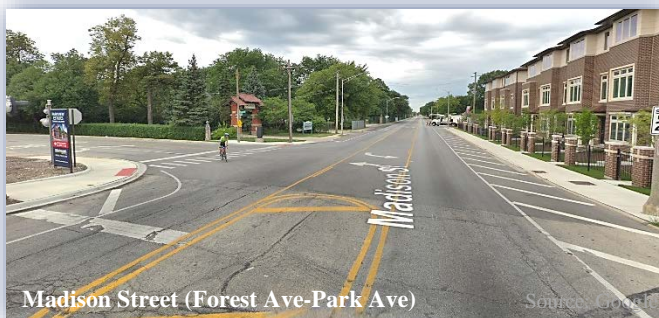
- Helpful where traffic volumes > 3,000 vpd
- More appropriate where posted speeds 35 mph or less
- Minimum street width 30 ft without curb parking
- Minimum street width 46 ft with curb parking
- Minimum bike lane width with curb parking: 5 ft
- Minimum bike lane width without curb parking: 4 ft from street edge or 5 ft from curb face
- Supplement with bicycle pavement symbol & arrow in direction of travel
- Supplement with Bike Lane signage (R3-17) and wayfinding guidance

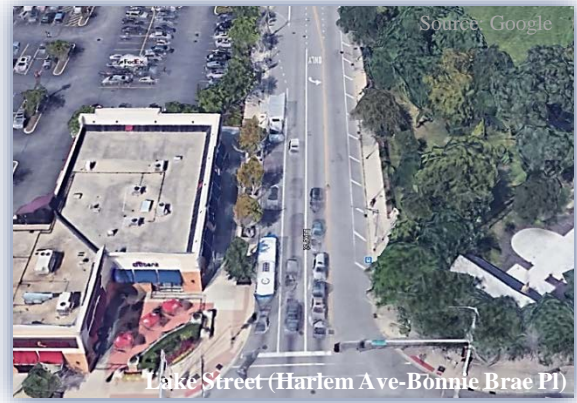




RECOMMENDED BICYCLE LANES IN RIVER FOREST

Street	From	To	Rationale	Measures
Central Ave	Jewel-Osco	William Ave	Local street. Wide curb lane-no parking north side. Low traffic volume & speed. Connects to Post Office, Village Hall, Jewel-Osco, Keystone Park. East-west alternate to Lake.	Bike lane striping with transition to marked shared lanes at Jewel-Osco & William. Bike lane & guide signs.
Division St	Thatcher Ave	Park Ave	Two-lane collector. Wide curb lane-no parking south side. Moderate traffic volume & speed. Connects to Concordia U, Willard ES, Trinity HS, Dominican U (both campuses), Priory Park, Grace Lutheran School/Church, bike lanes in OP.	Bike lane striping. Relocation of centerline striping. Bike lane & guide signs.
Lake St	Jackson Ave	William St	Three-lane minor arterial. Moderate traffic volume & speed. No parking. 5-ft striped out curb zone both sides. Connects to Memorial Parkway, Post Office (via William), RF Town Center, OP Tennis Center, Cummings Square, Village Center, Jewel-Osco, Lincoln ES, St. Luke Parish.	Replace curb zone striping with bike lane striping. Transition to sharrows east of William & west of Jackson. Bike lane & guide signs.
Lake St (North Side Only)	Bonnie Brae Pl	Harlem Ave	Four-lane minor arterial. Moderate traffic volume & speed. No parking. 5-ft striped out curb zone north side. Connects to Harlem Ave, RF Town Center, OP Tennis Center, Cummings Square.	Replace curb zone striping with bike lane striping. Transition to sharrows 200 ft east of Bonnie Brae. Bike lane & guide signs.
Madison St (South Side Only)	Thatcher Ave	Forest Ave	Three-lane minor arterial. Moderate traffic volume & speed. No parking. Wide travel lane with 7-ft striped out curb zone. Connects to Forest Park Transit Center (via Van Buren St), Madison St commercial area.	Replace curb zone striping with bike lane striping. Bike lane & guide signs.
Madison St	Forest Ave	Park Ave	Three-lane minor arterial. Moderate traffic volume & speed. No parking. Wide travel lane with 7-ft striped out curb zone both sides. Connects to Forest Park Transit Center (via Van Buren St), Madison St commercial area, RF Community Center.	Replace curb zone striping with bike lane striping. Transition to sharrows east of Park & west of Forest. Bike lane & guide signs.
Thatcher Ave	Keystone Ave cul-de-sac	½-block north Chicago Ave	Three-lane collector with 2 SB lanes, 1 NB lane. Low traffic volume does not justify 2 SB lanes. Moderate speed. Parking lane or striped-out lane on east side. Connects to North Ave side path, Des Plaines River Trail (via Evans Field-River Grove), Thatcher Woods.	Restripe Thatcher with 2 travel lanes, bike lanes & parking lane on east side. Transition to sharrows north of Keystone & south of Iowa. Bike lane & guide signs.





Marked Shared Lanes

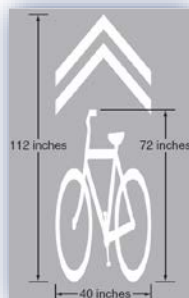
Marked shared lanes can be utilized on streets that are appropriate for joint use by motorized traffic and bicycles but where there is insufficient width to provide bicycle lanes. Streets suitable for marked shared lanes can include local streets and lower speed arterial and collector streets, with or without parking lanes, generally carrying <5,000 vehicles per day at posted speeds of 25 or 30 mph. Marked shared lanes consist of a double chevron/bicycle pavement marking symbol, known as a “sharrow”, strategically located within the vehicular travel lane to guide bicyclists to the most visible location to ride with moving traffic that is outside of the door-zone of parked cars. Dotted line markings may accompany the sharrow markings to encourage bicyclists to ride in the center of the shared lane. Marked shared lanes work well with other traffic calming/streetscape improvements that narrow the travel way, including curb extensions, raised medians, etc.

Marked Shared Lane Benefits

- Creates a shared travel environment on streets with insufficient width for bicycle lanes
- Raises awareness of potential presence of bicyclists
- Positions riders in most visible location to motorists while avoiding door zone of parking lane
- Connects gaps where obstructions or turn lanes interrupt continuity of bicycle lanes or paths
- Provides directional guidance
- Reduces incidents of sidewalk riding
- Represents a low-cost treatment

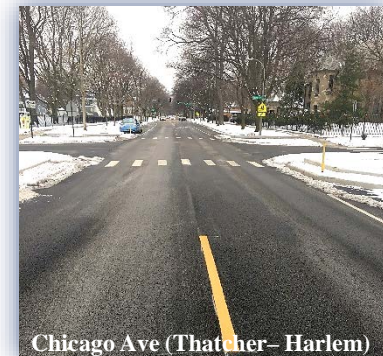
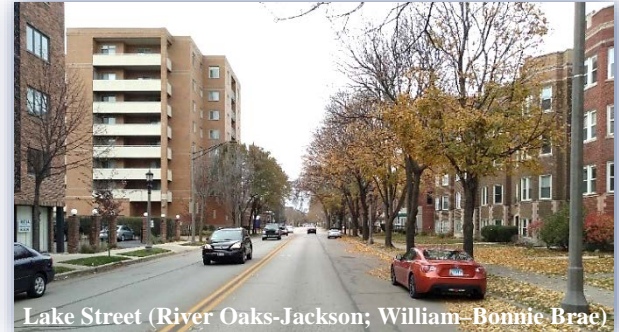
Marked Shared Lane Design Guidance

- Designated with double chevron-bike symbol marking pointing in direction of travel
- No minimum street width
- Minimum symbol placement 11 ft from curb face with parking lane
- Minimum symbol placement 4 ft from curb face without parking lane
- Appropriate where traffic volumes <5,000 vpd
- Appropriate where posted speeds 30 mph or less
- Preferred symbol placement in center of traffic lane with or without supplemental dashed lines
- Supplement with Bicycles May Use Full Lane signage (R4-11) and wayfinding guidance



RECOMMENDED MARKED SHARED LANES IN RIVER FOREST

Street	From	To	Rationale	Measures
Central Ave	Keystone Ave William St	Jewel-Osco Harlem Ave	Local street. Narrow west of Lathrop. One-way east of William & west of Park. Low traffic volume & speed. On-street parking. Connects to Harlem/Lake CTA station, RF & OP Metra stations, Post Office, Village Hall, Keystone Park, RF Town Center, Jewel-Osco. East-west alternate to Lake.	Bike route & guide signs. R4-11 signs. Sharrows except north side (Jewel Osco-William).
Chicago Ave	Thatcher Ave	Harlem Ave	Two-lane collector. Moderate traffic volume & speed. Marked parking lanes. Curb extensions. Inadequate width for bike lanes. Connects to Thatcher Woods/Trailside Museum, Roosevelt MS, Centennial Park, Library, marked shared lanes in OP.	Bike route & guide signs. R4-11 signs. Sharrows.
Division St	Park Ave	Harlem Ave	Two-lane collector. Moderate traffic volume & speed. Marked parking lanes. Inadequate width for bike lanes. Connects to Dominican U (both campuses), Concordia U, Willard ES, Trinity HS, Grace Lutheran School/Church, Priory Park, bike lanes in OP.	Bike route & guide signs. R4-11 signs. Sharrows. Curb extensions.
Lake St	River Oaks Dr William Ave	Jackson Ave Bonnie Brae Pl	Two-lane minor arterial. Moderate traffic volume & speed. Parking on most blocks. Curb extensions. Inadequate width for bike lanes. Connects to RF Town Center, Post Office, OP Tennis Center, Cummings Square, Village Center, Jewel-Osco, Memorial Pkwy, Lincoln ES, St. Luke Parish, RF Metra Station, Keystone Park, Village Hall, United Methodist & Christ Episcopal churches.	Bike route & guide signs. R4-11 signs. Sharrows.
Lathrop Ave	North Ave	Madison St	Two-lane collector. Moderate traffic volume & speed. Parking on most blocks. Inadequate width for bike lanes. Connects to Village Center, Roosevelt MS, Library, Trinity HS, St. Vincent Ferrer Church/School, St. Luke Parish, Centennial Park, RF Tennis Club, First Presbyterian Church, Madison St.	Bike route & guide signs. R4-11 signs. Sharrows. NB right channelization on Lathrop at Central.
Madison St (North Side Only)	Thatcher Ave	Forest Ave	Two-lane minor arterial. Moderate traffic volume & speed. Parking lane creates inadequate width for bike lane. Connects to RF Community Center.	Bike route & guide signs. R4-11 signs. Sharrows.
Madison St	Park Ave	Lathrop Ave	Two-lane minor arterial. Moderate traffic volume & speed. Parking lanes, medians and curb extensions. Inadequate width for bike lanes. Connects to RF Community Center & Forest Park Transit Center (via Van Buren and Des Plaines Ave posted route.)	Bike route & guide signs. R4-11 signs. Sharrows.
Thatcher Ave	North Ave	Keystone cul-de-sac	Four-lane collector. Moderate traffic volume & speed. Potential transition zone to two-lane street. No on-street parking. Connects to North Ave side path, Des Plaines River Trail (via Evans Field-River Grove), Thatcher Woods.	Bike route & guide signs. R4-11 signs. Sharrows.
Thatcher Ave	½-block north Chicago Ave	Madison St	Two-lane collector. Moderate traffic volume & speed. On-street parking on one side. Connects to North Ave, Thatcher Woods/Trailside Museum, RF Metra station, RF Community Center.	Bike route & guide signs. R4-11 signs. Sharrows.
Washington Blvd	Thatcher Ave	Lathrop Ave	Two-lane collector. Moderate traffic volume & speed. Marked parking lanes. Inadequate width for bike lanes. Connects to Washington Commons & Washington Square parks, GIT.	Bike route & guide signs. R4-11 signs. Curb extensions. Sharrows. EB right channelization on Washington at Thatcher.



Signed Posted Routes

While bicycles may operate on all streets in a community except where prohibited by statute or regulation, streets that are very comfortable for riding on and provide essential linkages to key destinations in the community can be integrated into the bicycle network and differentiated from other streets simply through “Bike Route” signage. Streets suitable as signed posted routes are typically residential or collector streets that carry low volumes of traffic at low speeds (25 mph or less), have good pavement quality and adequate sight distances, and have bicycle-compatible drainage grates, bridge expansion joints and railroad crossings. The signage raises motorist awareness of the potential presence of bicycles on these streets without need for further measures. The route signs are typically coupled with wayfinding signs to provide guidance to bicyclists on how to navigate through the network to specific destinations in the community.

Signed Posted Route Benefits

- Distinguished by signage
- Raises awareness of a shared travel environment
- Alerts motorists to potential presence of bicyclists
- Guides residents to bicycle-friendly routes that link to key destinations
- Strengthens connections to higher visibility bicycle facilities
- Provides directional and wayfinding guidance
- Represents lowest cost treatment

Signed Posted Route Design Guidance

- Identified with Bike Route signage (D11-1)
- Appropriate where traffic volumes <2,000 vpd
- Appropriate where posted speeds 25 mph or less
- Requires no additional street space or minimum street width
- Supplement with wayfinding guidance to key destinations
- Can be supplemented with directional arrow plaques



RECOMMENDED SIGNED POSTED ROUTES IN RIVER FOREST

Street	From	To	Rationale	Measures
Augusta St	Thatcher Ave	Harlem Ave	Posted as Grand Illinois Trail (Harlem-Keystone). Narrow two-lane local street. Low traffic volume & speed. Parking on most blocks. Connects to Concordia U, GIT in Oak Park. Continuous east-west alternate to Division & Chicago.	Bike route & guide signs.
Bonnie Brae Pl	Division St	Central Ave	Two-lane local street. Narrow north of Lake. Low traffic volume & speed. Parking on most blocks. Connects to Dominican U (Priory Campus), Priory Park, OP Tennis Center, Cummings Square, RF Town Center.	Bike route & guide signs.
Central Ave	Edgewood Pl	Thatcher Ave	Narrow two-lane local street. Low traffic volume & speed. On-street parking. Connects to RF Metra station, Keystone Park.	Bike route & guide signs.
Edgewood Pl	Oak Ave	Central Ave	Two-lane local street. Low traffic volume & speed. On-street parking. Connects to RF Metra station (via Central Ave), Thatcher Woods Glen/Trailside Museum path.	Bike route & guide signs.
Forest Ave	Hawthorne Ave Washington Blvd	Washington Commons Park Madison St	Narrow two-lane local street. Low traffic volume & speed. Connects to Washington Square & Washington Commons parks, Forest Park Transit Center (via Madison & Van Buren streets).	Bike route & guide signs.
Franklin Ave	North Ave	Madison St	Narrow two-lane local street. Low traffic volume & speed. School speed zone. Connects to Willard ES & Lincoln ES, Constitution Park, Christ Episcopal Church, Village Center, Madison St. Continuous north-south alternate to Lathrop.	Bike route & guide signs. Replace Ped Crossing signs at Keystone with Combo Bike-Ped signs (W11-15).
Greenfield St	Thatcher Ave Park Ave	Park Ave Harlem Ave	Two-lane local street. Low traffic volume & speed. School speed zone. Parking on most blocks. Connects to Willard ES, Constitution & Priory parks, Dominican U (both campuses).	Bike route & guide signs.
Hawthorne Ave	Thatcher Ave	Lathrop Ave	Narrow two-lane local street. Low traffic volume & speed. Parking on most blocks. Posted as GIT (Keystone-Keystone). Connects to RF Metra station, railroad underpasses, Brown Ave bike route in Forest Park.	Bike route & guide signs.
Keystone Ave	Division St Hawthorne Ave	Hawthorne Ave Washington Blvd	Posted as GIT (Augusta-Washington). Two-lane local street. Low traffic volume & speed. Parking most blocks. Connects to Keystone Park, United Methodist Church, Dominican U (main campus), RF Metra Station. N-S alternate to Thatcher.	Bike route & guide signs.
Monroe Ave	North Ave	Lake St	Narrow two-lane local street. Low traffic volume & speed. Parking on most blocks. Connects to Jewel-Osco, Memorial Pkwy, Concordia U, Fresh Thyme, Dominican U (Priory campus), Priory Park (via Berkshire). Continuous north-south alternate to Lathrop.	Bike route & guide signs.
Oak Ave	Edgewood Pl	Harlem Ave	Two-lane local street. Low traffic volume & speed. Parking on most blocks. Connects to Roosevelt MS, RF Tennis Club, Library, Thatcher Woods Glen/Trailside Museum path. Continuous east-west alternate to Chicago & Lake.	Bike route & guide signs.
Park Ave	Greenfield St	Greenfield St	Connector route between two segments of Greenfield. Narrow two-lane local street. Low traffic volume & speed.	Bike route & guide signs.
William St	Lake St	Central Ave	Connector route via Lake for westbound travel on Central between Harlem & William. Narrow two-lane local street. Low traffic volume & speed.	Bike route & guide signs.

Side Paths

Side paths are off-street facilities that typically run parallel to a roadway and are shared with pedestrians. They are good options for corridors that carry higher traffic volumes at higher speeds where minimal additional street width is available to separate bicycles and motorized vehicles. Side paths can be created along urban streets by widening traditional sidewalks, but function better on longer blocks with less frequent street crossings and where there are fewer conflicts with driveways and curb cuts, utility poles, and bus shelters. Side paths are also more comfortable to use when there is an adequate set-back from the travel lane, which can be created by a narrow parkway, a row of trees, or a parking lane.



Side Path Benefits

- Very comfortable riding environment for all levels of ability in busy travel corridors
- Provides dedicated off-street path for bicyclists
- Can provide connections to regional trails
- Provides directional and wayfinding guidance
- Accommodates pedestrians as well
- Accommodates bi-directional bicycle travel

Side Path Design Guidance

- Appropriate for streets with high traffic volumes, posted speeds >35 mph, limited curb cuts
- Minimum width 8 ft; preferable width 10-12 ft
- Minimum clearance 2 ft on each side of path
- Can be supplemented with directional arrow plaques
- Composed of concrete or asphalt
- Typically does not include centerline
- Supplement with Bike Route (D11-1) signage and wayfinding guidance
- Suitable where minimal additional street width is available for an on-street facility

RECOMMENDED SIDE PATHS IN RIVER FOREST

Street	From	To	Rationale	Measures
Chicago Ave (North Side Only)	Thatcher Ave	Thatcher Woods Dr	Four-lane collector. Moderate traffic volume, higher speed. No parking or curb cuts. Connects to Thatcher Woods. Inadequate width for bike lanes.	Side path on north side. Bike route & guide signs.
Harlem Ave (West Side Only)	North Ave	Central Ave	Four-lane major arterial. No parking. High traffic volume & speeds. Inadequate width for bike lanes. Limited curb cuts. Connects to Dominican U (Priory campus), Priory Park, OP Tennis Center, Cummings Square, RF Town Center, OP Metra station, Harlem/Lake CTA station.	Replace sidewalk on west side with side path. Bike route & guide signs.
Lake St (South Side Only)	Bonnie Brae Pl	Harlem Ave	Four-lane minor arterial. Moderate traffic volume & speed. No parking. Turn lanes. Connects to RF Town Center, OP Tennis Center, Cummings Sq.	Side path exists. Relocate utilities out of path. Bike route & guide signs.
North Ave (South Side Only)	Thatcher Ave	Harlem Ave	Four-lane major arterial. High traffic volume & speeds. Inadequate width for bike lanes. Parking both sides. Limited curb cuts. Connects to North Ave side path, Des Plaines River Trail (via Evans Field-River Grove), Fresh Thyme, St. Vincent Ferrer School/Church.	Replace sidewalk on south side with side path. Relocate some trees/bushes. Bike route & guide signs.

Recommended Bicycle Parking Facilities & Locations

Bicycle parking facilities (a.k.a. bike racks) should be located at all key destinations in the Village that residents, employees, patrons and visitors travel to so as not to discourage bicycling as an alternate mode of travel. The lack of adequate bicycle parking is also cause for bicyclists to attach their bikes to any nearby structure (benches, utility poles, sign posts, fencing, etc.) which can impede pedestrian pathways or result in theft or impoundment.



Bicycle racks should be anchored to the ground and conform to the guidelines of the Association of Pedestrian and Bicycle Professionals (APBP), which allow for the bike frame and at least one wheel to be secured with a U-lock or padlock and cable. Recommended bicycle rack styles include the inverted “U” (or loop), post and ring, and wheelwell-secure. Bicycle rack styles to avoid include the wave (or continuous curve), which is not user-friendly and supports the bike frame at only one location, and the schoolyard (or grid) model, which does not allow for locking of the frame and can lead to wheel damage.



These bicycle rack styles generally meet the needs of short-term parkers, including shoppers, park users, business visitors and students. Short-term parkers value convenience and safety so the racks should be located in a well-lit and visible location within 50 feet of the entrance to the building. Long-term parkers are willing to trade a degree of convenience for weather protection and increased security. These bicyclists include employees, residents, and public transit users whom often leave their bicycles unmonitored for extended periods throughout the day or overnight hours. Bicycle parking facilities for long-term parkers can include bike lockers, a dedicated room in a residential building or workplace, or a secured enclosure in a parking garage.



The preferred bike rack styles are currently located at many of the Village's bicycling destinations, including Roosevelt Middle School, Public Library, Keystone Park, Centennial Park, Washington Commons Park, River Forest Town Center, Oak Park Metra Station and Harlem/Lake CTA Station. Decorative versions of the inverted "U" rack are also located along Lake Street.

Wave racks and schoolyard racks are currently located at Village Hall, the River Forest Metra Station, all of schools in the Village, and several of the parks, retail centers and recreational facilities. These racks should be upgraded as funds are available. Several other destinations in the Village lack any form of bicycle parking, including the commercial areas along Madison Street and North Avenue, post office and universities. Ideally, bicycle parking should be located on every block of a commercial zone in a high-visibility location to discourage theft and vandalism.



Covered bicycle parking is desirable for both short-term and long-term bicycle storage as the weather-protection makes bicycle transportation more viable for year-round use and can reduce the motivation for users to bring wet bicycles into buildings. For short-term parking, this can be achieved by locating the bicycle racks under a roof overhang or awnings. Where space permits, bicycle shelters can be installed with a recommended roof clearance of 7 feet. For long-term parking, weather protection is achieved by locating the bicycle parking within a building or structure or by providing bicycle lockers. None of the bicycle racks in the Village are currently covered and there is no secure long-term parking at the River Forest Metra Station.

Recommended Bicycle Rack Locations	Recommended Bicycle Rack Upgrades
• Thatcher Woods	• Village Hall
• Tyrell Trailside Museum	• River Forest Metra Station
• Washington Square Park	• Trinity High School
• Memorial Parkway	• Lincoln Elementary School
• Dominican University	• Willard Elementary School
• Concordia University	• St. Luke Parish School
• Post Office	• St. Vincent Ferrer Catholic Elementary School
• Oak Park Tennis Center	• Grace Lutheran School
• United Methodist Church	• River Forest Community Center
• Christ Episcopal Church	• Constitution Park
• Temple Har Zion	• Priory Park
• Fresh Thyme	• River Forest Tennis Club
• Keystone Montessori School	• Jewel-Osco
• Madison Street	• Cummings Square



Bike Shelter, Harlem/Lake CTA Station, Oak Park



Bike Shelter, Germantown, MD MARC Station

Bicycle Sharing

The City of Chicago's bike share program (Divvy) has extended into the adjoining suburb of Evanston. The program was also tested over a two-year period in Oak Park but has not been continued. The nearest bicycle docking stations to River Forest are currently on Austin Boulevard in Chicago between Madison Street and Chicago Avenue. Bicycles can be rented from these docking stations for a short period of time at an hourly rate and returned back these stations or any station in the system.



The Village could explore bringing this amenity into the community to offer a convenient bicycling option for residents and visitors. Ideal locations are at the River Forest Town Center near the Harlem/Lake CTA station and the River Forest Metra Station where riders from other parts of the City can utilize the bicycles to explore the Village, or in the Village Center along Lake Street where residents that may not own a bicycle can rent one to enjoy the Village from another perspective or travel the Illinois Prairie Path and Grand Illinois Trails.

Bicycle Facility Signage

Signage for bicycle facilities is used to identify and regulate bicycle facilities, alert motorists of potential conflicts with bicycles, and provide wayfinding guidance to bicyclists. The FHWA *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)* provides specifications on the use of these sign types.

Regulatory Signs

Regulatory signs should be used in conjunction with marked bicycle facilities (bike lanes, marked shared lanes) to establish a dedicated space on the street for bicyclists or to inform motorists that bicyclists might occupy the travel lane. Bike Lane signs should be used in advance of the upstream and downstream ends of the bicycle lane and at periodic intervals along the bicycle lane. No Parking-Bike Lane signs may be necessary to restrict parking, standing, or stopping in the bicycle lanes. Bicycles May Use Full Lane signs should also be used at periodic intervals and used in combination with shared lane markings (sharrows).



MUTCD: R3-17



MUTCD: R4-11



MUTCD: R7-9a



MUTCD: R4-4

Warning Signs

Warning signs are typically used at bicycle crossings to alert motorists to unexpected entries into the roadway by bicyclists, which typically occur at intersections and mid-block crossings. The signs should be posted in advance of the crossing but can be located at the crossing as well. A combined Bicycle/Pedestrian warning sign can be used where both bicyclists and pedestrians might be crossing the roadway, such as along a side path or mid-block crossing.



MUTCD: W11-1



MUTCD: W11-15



Guide Signs

Guide signs provide route guidance to bicyclists and should include direction, destination, and distance. These types of signs should be placed where bicycle facilities change direction and should be repeated at regular intervals so that bicyclists entering from side streets will recognize that they are on a bicycle route. These signs can also provide guidance to bicycle parking areas.



MUTCD: D11-1



MUTCD: D4-3



MUTCD: D1-2c



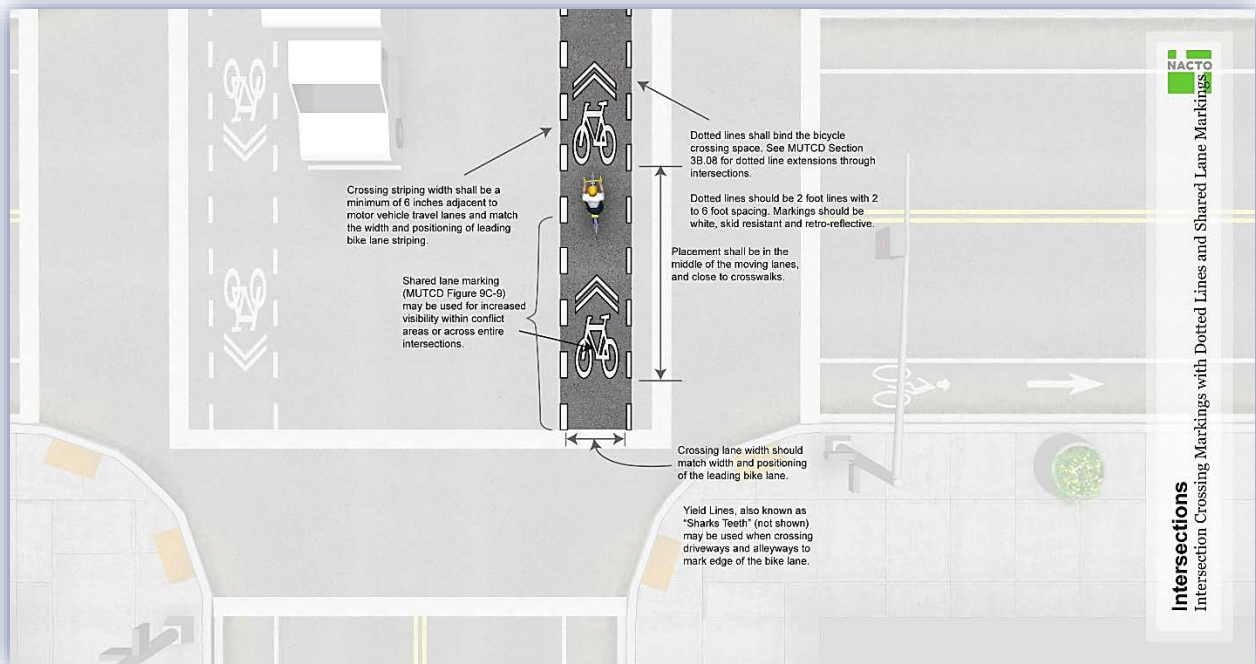
Bicycle Facility Pavement Markings

Bikeway markings are treatments applied to the pavement surface to establish a dedicated space on the street for bicyclists or to indicate a roadway to be shared with bicyclists. While these treatments are used along the full-length of the facility (see bike lanes and marked shared lanes above), they are particularly important at intersections where there are conflicting traffic movements. Colored pavement can be used for increased visibility within these conflict areas. Bikeway markings can also be used for safe transitions from one bicycle facility type to another.

Intersection Treatments

Bikeway markings through intersections indicate the intended path of bicyclists through an intersection or across a driveway or ramp. They provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane. The markings should consist of 2-foot long white skid-resistant and retro-reflective dashed lines on 2- to 6-foot spacing and of the same width as the lines markings they extend. Chevrons or shared lane markings may be used between the dashed lines for increased visibility.





Transitions Treatments

Dashed lines can also be used to transition between bicycle lanes and marked shared lanes.



Colored Pavement

Colored pavement increases the visibility of the bicycle facility, identifies potential areas of conflict, and reinforces priority to bicyclists in the conflict areas. It is commonly applied at intersections, driveways, and zones where illegal parking is prevalent, but may also be used to supplement shared lane markings for added visibility. The colored surface should be skid-resistant and retro-reflective.



5. Policies & Programs

Bicycle-friendly policies and programs provide the institutional support for the bicycle system and the actions to encourage and promote the use of the system. These actions can lead to national recognition by the country's leading bicycling organizations.

Policies

The Village of River Forest can adopt a set of bicycle-friendly policies to support the development of a local bicycle system, provide guidance on new development projects, and establish a collaborative mission with partner agencies.

Complete Streets Policy

IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed or widened. Cook County and several municipalities within the County have adopted their own Complete Streets policies. The Village of River Forest can follow these best practices and adopt a local Complete Streets policy to formalize the Village's intent to plan, design, operate and maintain streets that are safe and accessible for users of all ages and abilities.

Safe Routes to School Policy

Safe Routes to School is a federally-funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement and engineering projects aimed at making the trip to school safe, fun and convenient. The Village and River Forest Public School District 90 have taken the initial step of addressing traffic control and pedestrian safety at all intersections in the Village by partnering on the development of Safe Walking Routes to School (SWRTS) maps for all of the Village's public and private primary schools. The next step is to implement the traffic control and pedestrian safety measures, distribute the SWRTS maps to students and families, and organize events to encourage more students to walk and bike regularly to school. The National Center for Safe Routes to School organizes national Bike to School Day and Walk to School Day events each year and provides guidance and materials to promote the events (www.walkbiketoschool.org). The Village can support this policy through an annual meeting with District 90 and representatives from the private schools in the Village.

Bicycle Parking Policy

The Village can support bicycling as an alternative mode of travel by requiring dedicated bicycle parking within new commercial and multi-family residential development proposals. This policy could be enacted by an ordinance to update the off-street parking regulations in the Village's Zoning Ordinance. Considerations could even be given to reducing the vehicular parking requirements for developers that provide bicycle facilities beyond the minimum requirements, such as shower/changing facilities at places of work, secured/weather-protected bicycle storage rooms, on-site bicycle repair stations, etc.

Programs

In combination with the planning and engineering of the physical bicycle facilities recommended in this Bicycle Plan, and the policies to support bicycle network being created, the Village (Board, Sustainability Commission, staff) and its partner agencies can organize and/or coordinate a variety of programs to educate the local community on how to safely and confidently navigate the Village on a bicycle, encourage more people to bike, and enforce the rules of the road. Partner agencies could include the River Forest Park District, River Forest School District 90, Public Library, IDOT, the Forest Preserve District of Cook County, healthcare providers, community groups, and local bike shops, among others.

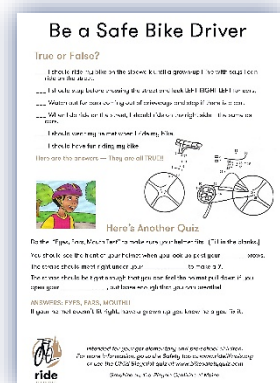
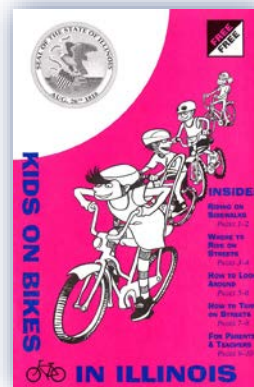
Education

Education programs can target specific audiences within the Village (youth, adults, seniors) and teach bicyclists about traffic safety, bicycle handling and maintenance skills, and the rights and responsibilities of road users.

Bicycle Safety Materials

Many of the bicycle safety resources that can be used to educate the public are available free of cost and can be distributed at Village Hall and the Public Library, through the Park District programs and camps, and through the schools and PTAs.

- *Bicycle Rules of the Road*, Office of the Illinois Secretary of State
- *Bike Safety*, Illinois State Police
- *Bike Safety Sheets for children, pre-teens and parents*, Ride Illinois
- *Illinois Bicycle Laws Card*, Ride Illinois

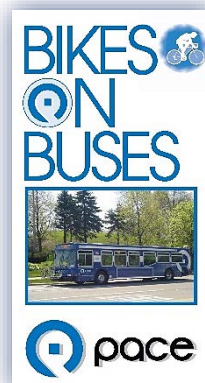


Bicycle Educators/Ambassadors

Educators and ambassadors train children and adults on bike traffic safety, provide demonstrations on basic bicycle maintenance, and educate bicyclists and motorists alike on the rules of sharing the road. They can conduct the training at the schools, camps, religious institutions, library, and community events. Educators and ambassadors can consist of the Bike Patrol officers of the River Forest Police Department, Village staff, Sustainability Commission and Bicycle Task Force members, or bicycle safety instructors certified by the League of American Bicyclists.

Bikes on Public Transit

Bicycles are permitted on all public transit services in the Chicago area, including Metra, Pace, and CTA bus and rapid transit. Informational materials available from these agencies can be posted on the Village's website and distributed with other bicycle education materials. A "Bike to Metra" brochure can also be published by the Village, similar to the guide prepared by the Village of Oak Park, to provide guidance on routing, bike parking and safety.



Operation Chill

Operation Chill is a program in which police throughout the United States are provided with coupons for free Slurpees from 7-11 to be given to youth in a community as a reward for good citizenship. The River Forest Police Department has been a part of the program for many years and primarily uses the coupons to reward kids for wearing helmets while riding their bicycles in the village. The Police Department also distributes the coupons at school assemblies where students are educated on bicycle safety laws of the State of Illinois and Village of River Forest.

Basics of Bicycle Repair

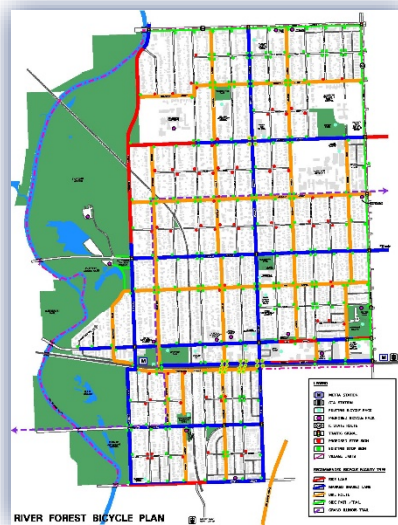
The Village or event organizers can recruit local bike shop owners or volunteer bicycling enthusiasts to attend local events to share the basics of bicycle maintenance and offer assistance on minor repairs. These actions give bicyclists more confidence and independence in handling unforeseen issues when riding their bicycles.

Encouragement

Encouragement programs are aimed at increasing bicycle use through marketing campaigns, informational materials, events and activities, and incentives.

Bicycle System Map

The bicycle plan map from this report illustrates the existing and future bicycle network in the Village and surrounding communities. The map also depicts the key bicycling destinations in the Village (schools, parks, train stations, forest preserves, regional trails, library, etc.) and the bicycle parking facilities. This map should be regularly updated as the recommended facilities become reality and posted on the Village's website. The map can also be distributed electronically to Village's residents and printed for inclusion in "new resident welcome packets" and other marketing campaigns. Local businesses can be solicited to sponsor the printing costs of the maps.



Community Bike Rides

An organized bike ride is an effective way to introduce community residents to the Village's new bicycle system and the many destinations that can be reached from the system. The tour can be led by the bicycle ambassadors or Bike Patrol officers of the Police Department. The rides also provide an opportunity to discuss bicycling safety, rules of the road, and do-it-yourself maintenance and repairs. A bicycle system map and other informational materials can be distributed to participants at the end of the ride, along with possible promotional giveaways from the local business community.

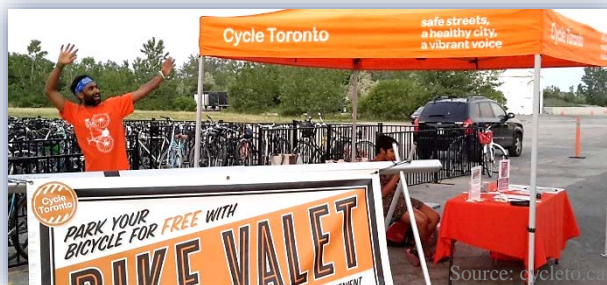


Bicycling Tab on Village Website

A separate tab on the Village's website can feature bicycling system maps, educational materials, programs and events, and awards.

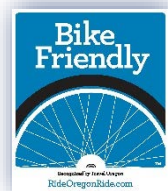
Bicycle Parking at Community Events

The Village can encourage bicycling to a variety of community events by providing temporary bike racks to supplement any permanent racks on-site. The ample bike parking opportunity can be advertised in the advance event materials to encourage bicycling to the event. A bike valet service can also be provided for guests to check their bikes into a secured tent area in return for a claim tag. Events could include the Rotary Club's Food Truck Rally in Keystone Park, the Memorial Day Parade, and the Park District's Makin' Tracks 5K Run/Walk, among others.



Bike Friendly Businesses

The Village can work with business owners on a local "Bike Friendly Business" designation, which may be enticing for businesses that rely on street parking or have a limited supply of off-street parking. These businesses should have conveniently-located bike racks for customers to lock up their bikes and could offer discounts to customers that arrive on bikes. The businesses could also have bicycle system maps available and other educational and program materials. The Village can work with the Oak Park-River Forest Chamber of Commerce or other partner agencies to establish criteria for the bike friendly businesses designation.



Bike to Work Challenges

The League of American Bicyclists is the national sponsor of the National Bike to Work events held annually in May. The League provides free resources and promotional materials to help communities and businesses plan events and competitions that motivate residents and employees to try bicycling for their commute to work.



University Programs

Dominican University and Concordia University can implement initiatives to increase bicycling as a means of commuting to campus, between campuses and through campus.

- Install bike parking in covered and secure locations
- Distribute bike route mapping during registration showing connections to transit stations and other local destinations
- Incorporate bike route and bike parking information on University websites
- Offer incentives to commuter and resident students that bring bikes to campus instead of cars
- Organize an annual bike to campus event in conjunction with the League of American Bicyclists National Bike to Work Challenge

Enforcement

Enforcement programs supplement the education and encouragement programs by ensuring that traffic safety laws are applied to protect the rights and users of the bicycle system. The ultimate goal of the programs is to minimize collisions between bicycles and motor vehicles.

Police Department Bike Patrol

From 1880-1910 all patrol in River Forest was done by bicycle. The River Forest Police Department currently has a Bike Patrol program consisting of a fleet of mountain bikes and a selection of officers that have received specialized training through an International Police Mountain Bike Association (IPMBA) sponsored program. In addition to law enforcement functions, the officers promote the rights and responsibilities of bicyclists, educate on bicycle safety, provide basic safety inspections and maintenance tips, and participate in bike safety clinics or rodeos. Collaboration with the Bike Patrol officers will be imperative during the implementation phase of the bicycle plan.



Targeted Enforcement Campaigns

Many of the encouragement events noted above offer opportunities for Bike Patrol officers to reach groups of adult riders (residents, employees, University students) with messages similar to that delivered in the schools. These opportunities could include the Community Ride, a Bike to Campus event, or at larger companies participating in a Bike to Work challenge.



Bicycle Registration

The River Forest Police Dept offers a free bicycle registration program that helps both Police and bicycle owners locate a bicycle that is stolen.

Monitoring Crash Data

The Village should monitor bicycle crash data and collision reports annually to identify potential causes, evaluate future safety improvements, and target locations for increased enforcement.

6. Implementation Phasing

Implementation of the recommended bicycle facilities, policies and programs will likely occur over differing time periods based on planning efforts, cost, funding sources, and need for approval by other agencies. In recognition of this, the recommendations have been prioritized into three phases: near-term, mid-term and long-term, which may assist Village staff in budgeting, programming and coordination efforts. One of the first tasks in implementing these recommendations would be the assignment of each to a responsible Village Commission, Task Force, Department or staff position.

Near-Term Phase

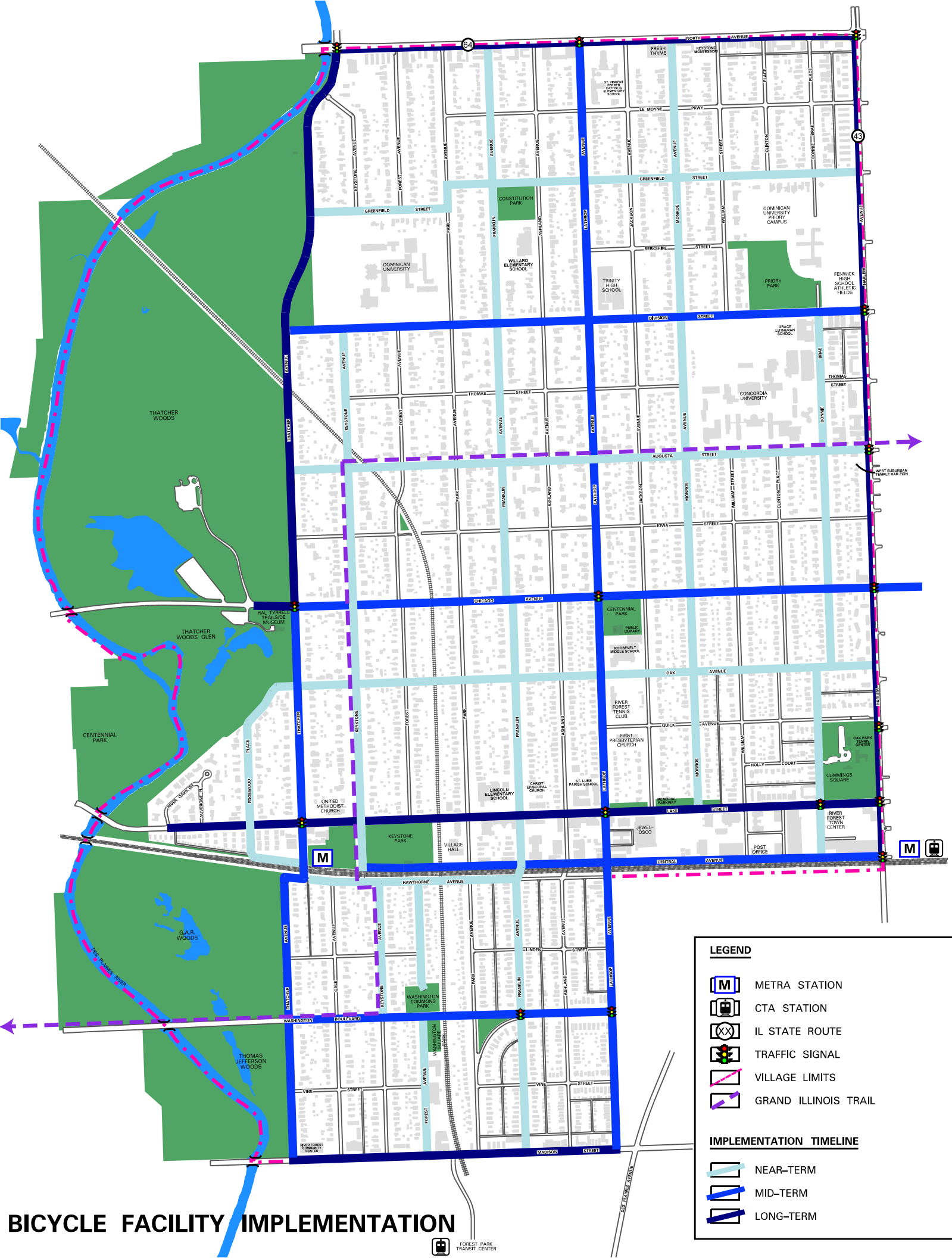
These corridors are currently comfortable for bicycling but can be enhanced into the bicycle network with low-cost signage and wayfinding guidance. The near-term projects consist of all signed posted routes, which are on local streets controlled by the Village. A small degree of advanced planning is required prior to implementation, generally involving the determination of sign type and placement locations, sign messaging and fabrication, plan preparation, and bidding/contracting. Many of the bicycle-friendly policies and programs can also be adopted or implemented in the near-term phase. Timelines are generally less than 2 years.

Mid-Term Phase







These corridors consist of the marked shared lane and bicycle lane projects that are on streets controlled by the Village. These projects require a higher degree of planning prior to implementation and more moderate construction budgets for the additional costs associated with pavement markings, pavement marking removals or seal-coating, and potential supplemental measures (ex. curb extensions). As such, the Village may elect to pursue grant funding to defray a portion of the costs. Timelines generally range from 2-5 years.

Long-Term Phase




These corridors consist of the marked shared lane, bicycle lane and side path projects that are on streets controlled by IDOT and may also have impacts to the Forest Preserve District of Cook County and private landowners. These projects require a high degree of planning prior to implementation, higher construction budgets, and coordination/approval by other agencies. There may be needs for utility relocations, sidewalk replacement, and landscape/streetscape modifications. The Village may elect to pursue grant funding to defray a portion of the costs for these projects as well. Timelines can exceed 5 years.



LEGEND

-  METRA STATION
-  CTA STATION
-  IL STATE ROUTE
-  TRAFFIC SIGNAL
-  VILLAGE LIMITS
-  GRAND ILLINOIS TRAIL

IMPLEMENTATION TIMELINE

-  NEAR-TERM
-  MID-TERM
-  LONG-TERM

BICYCLE FACILITY IMPLEMENTATION

PROJECT IMPLEMENTATION PHASING

Phase	Street	From	To	Bicycle Facility
Near-Term	Augusta Street	Thatcher Avenue	Harlem Avenue	Signed Posted Route
	Bonnie Brae Place	Division Street	Central Avenue	Signed Posted Route
	Central Avenue	Edgewood Place	Thatcher Avenue	Signed Posted Route
	Edgewood Place	Oak Avenue	Central Avenue	Signed Posted Route
	Forest Avenue	Hawthorne Avenue	Washington Commons Park	Signed Posted Route
	Forest Avenue	Washington Boulevard	Madison Street	Signed Posted Route
	Franklin Avenue	North Avenue	Madison Street	Signed Posted Route
	Greenfield Street	Thatcher Avenue	Park Avenue	Signed Posted Route
	Greenfield Street	Park Avenue	Harlem Avenue	Signed Posted Route
	Hawthorne Avenue	Thatcher Avenue	Lathrop Avenue	Signed Posted Route
	Keystone Avenue	Division Street	Hawthorne Avenue	Signed Posted Route
	Keystone Avenue	Hawthorne Avenue	Washington Boulevard	Signed Posted Route
	Monroe Avenue	North Avenue	Lake Street	Signed Posted Route
	Oak Avenue	Edgewood Place	Harlem Avenue	Signed Posted Route
	Park Avenue	Greenfield Street	Greenfield Street	Signed Posted Route
	William Street	Lake Street	Central Avenue	Signed Posted Route
Mid-Term	Central Avenue	Keystone Avenue	Harlem Avenue	Marked Shared Lanes
	Chicago Avenue	Thatcher Avenue	Harlem Avenue	Marked Shared Lanes
	Division Street	Park Avenue	Harlem Avenue	Marked Shared Lanes
	Lathrop Avenue	North Avenue	Madison Street	Marked Shared Lanes
	Thatcher Avenue	½-block north Chicago Ave	Madison Street	Marked Shared Lanes
	Washington Boulevard	Thatcher Avenue	Lathrop Avenue	Marked Shared Lanes
	Central Avenue	Jewel-Osco	William Avenue	Bicycle Lanes
	Division Street	Thatcher Avenue	Park Avenue	Bicycle Lanes
Long-Term	Lake Street	River Oaks Drive	Jackson Avenue	Marked Shared Lanes
	Lake Street	Jackson Avenue	William Street	Bicycle Lanes
	Lake Street	William Avenue	Bonnie Brae Place	Marked Shared Lanes
	Lake Street (North Side Only)	Bonnie Brae Place	Harlem Avenue	Bicycle Lane
	Madison Street (North Side Only)	Thatcher Avenue	Forest Avenue	Marked Shared Lane
	Madison Street (South Side Only)	Thatcher Avenue	Forest Avenue	Bicycle Lane
	Madison Street	Forest Avenue	Park Avenue	Bicycle Lanes
	Madison Street	Park Avenue	Lathrop Avenue	Marked Shared Lanes
	Thatcher Avenue	North Avenue	Keystone Ave cul-de-sac	Marked Shared Lanes
	Thatcher Avenue	Keystone Ave cul-de-sac	½-block north Chicago Ave	Bicycle Lanes
	Chicago Avenue (North Side Only)	Thatcher Avenue	Thatcher Woods Drive	Side Path
	Harlem Avenue (West Side Only)	North Avenue	Central Avenue	Side Path
	Lake Street (South Side Only)	Bonnie Brae Place	Harlem Avenue	Side Path
	North Avenue (South Side Only)	Thatcher Avenue	Harlem Avenue	Side Path

POLICY AND PROGRAM IMPLEMENTATION PHASING

Phase	Recommendation	Policy	Programs		
			Education	Encouragement	Enforcement
Near-Term	Complete Streets Policy	X			
	Safe Routes to School Policy	X			
	Bicycle Parking Policy	X		X	
	Bicycle Safety Materials		X		
	Bicycle Educators/Ambassadors		X		
	Basics of Bicycle Repair		X		
	Bikes on Public Transit		X		
	Bicycle System Map			X	
	Community Bike Rides			X	
	Bicycling Tab on Village Website			X	
	Bicycle Parking at Community Events			X	
	Targeted Enforcement Campaigns				X
Mid-Term	Bike Friendly Business			X	
	Bike to Work Challenges			X	
	University Programs			X	
	Bicycle Parking Installations (Racks, Lockers, Shelters)			X	
	Crash Data Monitoring				X

Recognition Goals

A goal of plan implementation could be official designation as a “Bicycle Friendly Community” (BFC) by the League of American Bicyclists. The award program has six tiers (Honorable Mention, Bronze, Silver, Gold, Platinum, and Diamond) based on an assessment of the community’s efforts with respect to engineering, education, encouragement, enforcement, and evaluation and planning. The criteria to achieving the BFC award tiers is included in the Appendix.

Actions to be pursued towards achieving a BFC designation include:

- Adopting this Bicycle Plan
- Naming a Bicycle Coordinator
- Formalizing the Village’s Bicycle Task Force into a Bicycle Advisory Committee
- Adopting a Complete Streets policy
- Adopting a bicycle parking ordinance
- Installing the bicycle facilities in this plan, particularly the bicycle lane and side path projects on the higher speed roadways
- Implementing at least two of the Education programs, especially those in the schools
- Organize Bike to Work events and other Encouragement programs
- Implementing at least one of the Enforcement programs



7. Funding Sources

There are several funding sources for implementing bicycle facilities that are available through the State of Illinois, Cook County, and the Chicago Metropolitan Agency for Planning (CMAP). These sources are summarized in the table below.

Funding Programs for Bicycle Facility Projects and Programs

Program	Administrator	Purpose	Project Types	Local Match
Illinois Transportation Enhancement Program (ITEP)	Illinois Department of Transportation (IDOT)	Expand travel choices, enhance transportation experience by improving cultural, historic, aesthetic & environmental aspects of transportation infrastructure	Bicycle & pedestrian facilities, streetscapes, rails-to-trails	20%
Safe Routes to School Program (SRTS)	Illinois Department of Transportation (IDOT)	Enable & encourage children to walk & bike to school	Bicycle & pedestrian facilities, bike parking, pedestrian safety, traffic calming, education-encouragement-enforcement programs	20%
Highway Safety Improvement Program (HSIP)	IDOT Division of Traffic Safety	Address highway safety needs contributing to severe crashes through targeted infrastructure improvements	Bicycle & pedestrian facilities, intersection safety, crosswalks, street lighting	10%
Section 402-State & Community Highway Safety Grant Program	IDOT Division of Traffic Safety	Support safety programs to reduce severe crash potential	Education & enforcement programs	n/a
Recreational Trails Program (RTP)	IDOT Department of Natural Resources	Develop and maintain trails	Trails, ROW acquisition, trailhead/crossings, education programs	20%
Congestion Mitigation & Air Quality Program (CMAQ)	CMAP	Improve air quality & mitigate traffic congestion	Bicycle & pedestrian facilities, education & encouragement programs	20%
Transportation Alternatives Program (TAP-L)	CMAP	Projects that complete the Regional Greenways & Trail Plan	Ph. II engineering, ROW acquisition & construction of bicycle facilities	20%
Surface Transportation Block Grant Program (STBG)	Cook County Council of Mayors	Improve air quality & reduce single-occupant vehicle trips along arterial & collector roads	Bicycle & pedestrian facilities	20-30%
Invest in Cook Program	Cook County Department of Transportation & Highways	Transportation projects consistent with priorities of <i>Connecting Cook County</i> (2040 Long Range Transportation Plan)	Planning, Engineering, ROW Acquisition & construction of bicycle & pedestrian facilities	n/a
Community Development Block Grant Program (CDBG)	Cook County Bureau of Economic Development	Community development projects in low- to moderate-income communities	Multimodal accessibility projects in residential areas	n/a

8. Conclusions

The bicycle system in the Village of River Forest is in the initial stages of development. This bicycle plan provides a framework for the design and implementation of a comprehensive network of bicycle facilities that connects with the Village's major destinations, including its Village Center, schools, parks, transit stations, civic facilities, houses of worship, and commercial centers, and the nearby forest preserves, regional trails, and bicycle facilities in adjoining communities.

The plan responds to the comments received from the online resident bicycling survey, which indicated that a high percentage of residents are already bicycling in the Village. The recommended bicycle facilities in this plan are intended to provide a greater level of comfort for these riders and create a heightened level of awareness that bicyclists are sharing the road with motorists all without removing street parking that is so valued by local businesses and residents.

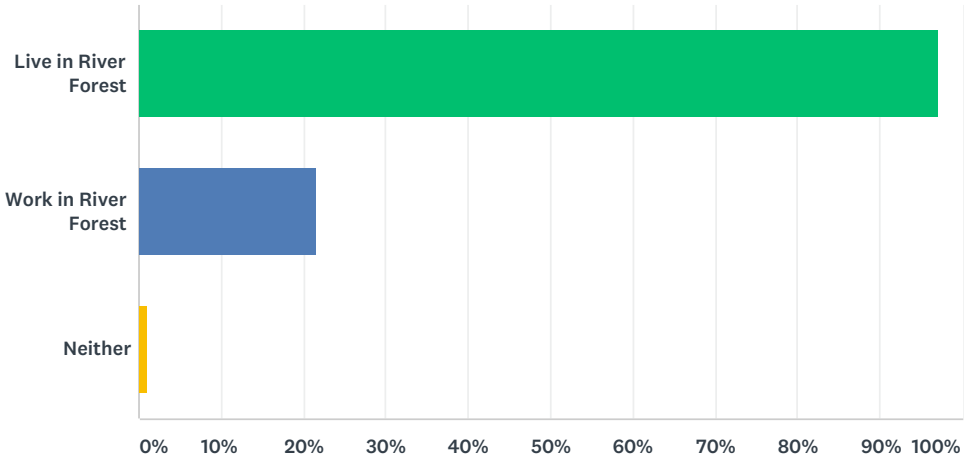
The bicycle plan also identifies policies and programs to support, encourage and promote increased bicycle use in the Village, particularly for short utilitarian trips. The bicycle facility projects, policies and programs have been prioritized into a three-phase implementation program (near-term, mid-term, long-term) based on necessary advanced planning efforts, cost, funding sources, and need for approval by other agencies. Lastly, sources of funding assistance and design guidance have been provided for reference.

Appendix

Bicycling Survey
Bicycle Level of Service Definitions
Village Roadway System Characteristics
LAB Bicycle Friendly Community Award Criteria
Design Guidance

Q10 Do you live/work in River Forest? (check all that apply)

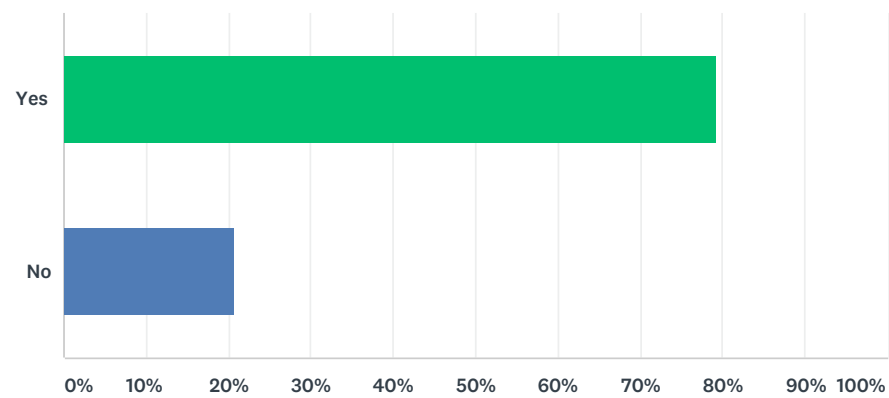
Answered: 306 Skipped: 6



ANSWER CHOICES	RESPONSES	
Live in River Forest	97.06%	297
Work in River Forest	21.57%	66
Neither	0.98%	3
Total Respondents: 306		

Q11 Do you ever travel in the Village by bicycle?

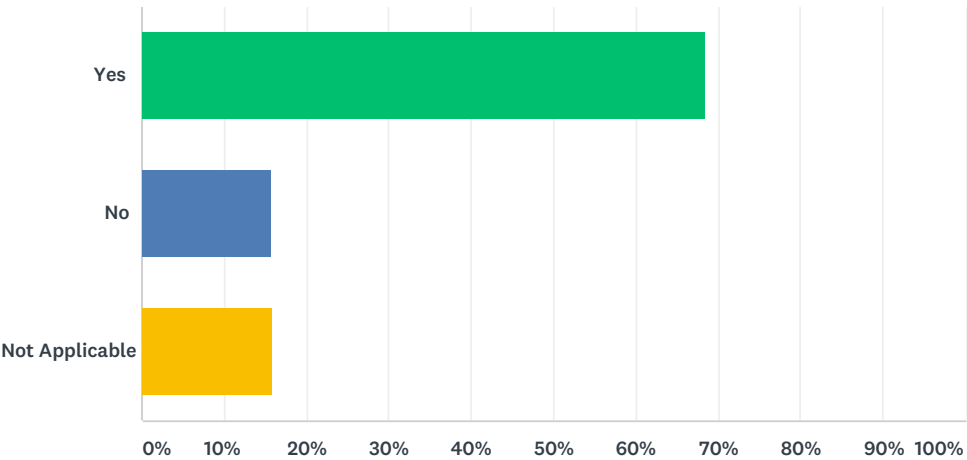
Answered: 310 Skipped: 2



ANSWER CHOICES		RESPONSES
Yes		79.35%246
No		20.65%64
TOTAL		310

Q12 If Yes, are you comfortable biking through the Village?

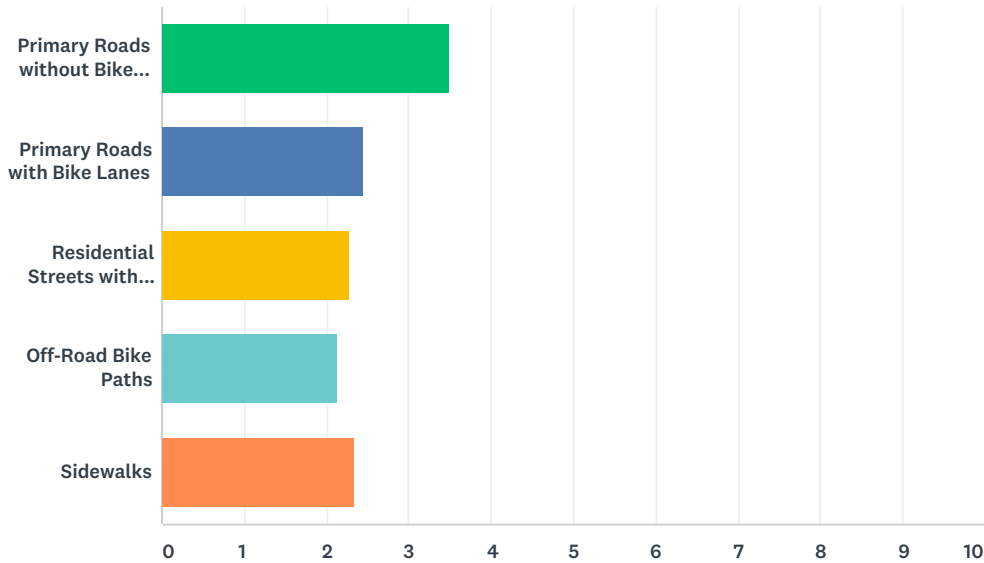
Answered: 295 Skipped: 17



ANSWER CHOICES		RESPONSES	
Yes		68.47%	202
No		15.59%	46
Not Applicable		15.93%	47
TOTAL			295

Q13 How comfortable are you biking on the following facilities?

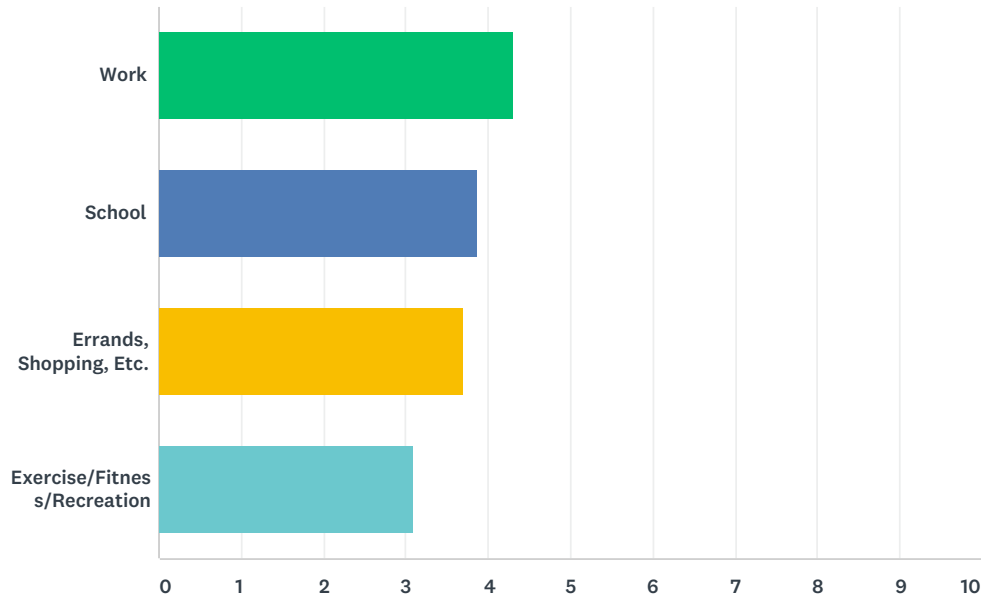
Answered: 273 Skipped: 39



	VERY COMFORTABLE	COMFORTABLE	SOMEWHAT COMFORTABLE	SOMEWHAT UNCOMFORTABLE	VERY UNCOMFORTABLE	TOTAL	WEIGHTED AVERAGE
Primary Roads without Bike Lanes	5.51% 15	16.18% 44	25.00% 68	29.78% 81	23.53% 64	272	3.5
Primary Roads with Bike Lanes	16.60% 44	41.51% 110	25.66% 68	13.21% 35	3.02% 8	265	2.4
Residential Streets without Bike Lanes	20.88% 57	44.69% 122	24.18% 66	6.96% 19	3.30% 9	273	2.4
Off-Road Bike Paths	30.89% 76	39.43% 97	19.11% 47	7.32% 18	3.25% 8	246	2.7
Sidewalks	26.72% 70	36.64% 96	18.32% 48	12.98% 34	5.34% 14	262	2.6

Q14 Approximately how often do you use a bicycle for the following?

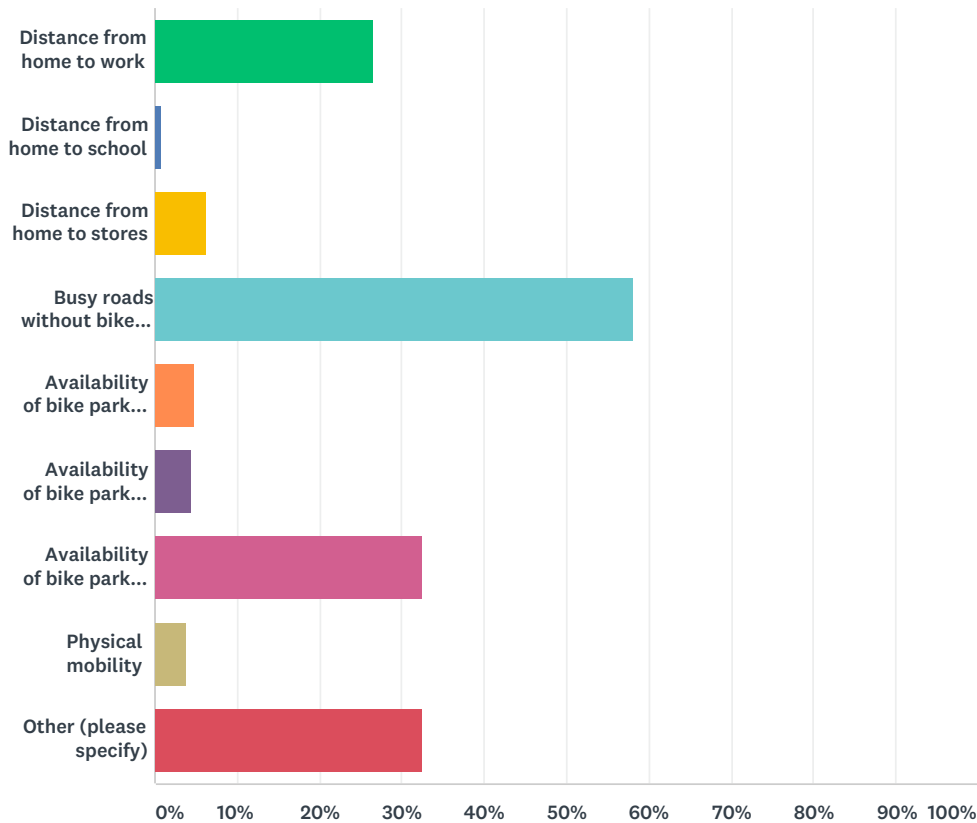
Answered: 292 Skipped: 20



	DAILY	A FEW TIMES A WEEK	A FEW TIMES A MONTH	A FEW TIMES A YEAR	NEVER	TOTAL	WEIGHTED AVERAGE
Work	3.37% 9	9.36% 25	7.49% 20	11.61% 31	68.16% 182	267	4.32
School	5.93% 15	16.21% 41	15.02% 38	10.28% 26	52.57% 133	253	3.87
Errands, Shopping, Etc.	1.45% 4	15.58% 43	26.09% 72	25.72% 71	31.16% 86	276	3.70
Exercise/Fitness/Recreation	3.51% 10	24.56% 70	40.00% 114	22.81% 65	9.12% 26	285	3.09

Q15 What are the primary barriers or impediments that prevent you from biking in the Village more often? (check all that apply)

Answered: 268 Skipped: 44



ANSWER CHOICES	RESPONSES	
Distance from home to work	26.49%	71
Distance from home to school	0.75%	2
Distance from home to stores	6.34%	17
Busy roads without bike lanes	58.21%	156
Availability of bike parking at work	4.85%	13
Availability of bike parking at school	4.48%	12
Availability of bike parking at stores	32.46%	87
Physical mobility	3.73%	10
Other (please specify)	32.46%	87
Total Respondents: 268		

#	OTHER (PLEASE SPECIFY)	DATE
1	Speed of cars	5/19/2018 1:07 PM
2	Need to carry loads	5/19/2018 12:20 PM
3	N/a	5/18/2018 7:17 PM
4	going to multiple places on sigle trip, some of which aren't bike-friendly	5/17/2018 2:46 PM

Q16 Are there certain streets or locations that are uncomfortable or feel unsafe to ride on? (please specify locations)

Answered: 196 Skipped: 116

Recurrent Responses:

- Lake Street (91)
- Harlem Avenue (46)
- Chicago Avenue (46)
- Lathrop Avenue (45)
- North Avenue (31)
- Thatcher Avenue (28)
- Division Street (19)
- Madison Street (17)
- Washington Boulevard (16)
- All major streets (11)
- Hawthorne Avenue (10)
- Augusta Street (8)
- Uncontrolled or Yield-controlled intersections (8)
- Central Avenue (6)
- Oak Avenue (4)
- Park Avenue (4)
- Lake Street/Harlem Avenue (3)
- Franklin Street (2)
- Keystone Avenue (2)
- Town Center (2)
- Park Avenue/Greenfield Street (2)
- Gale Avenue/Washington Boulevard (2)
- Gale Avenue/Vine Street (2)
- Ashland Avenue
- Thomas Street (lack of stop signs)
- Jewel
- Lake Street/Keystone Avenue
- Lake Street/Lathrop Avenue
- Division Street/Ashland Avenue
- Streets with street parking
- Crossing Madison Street
- Thatcher Woods
- Visibility on Thatcher Avenue curves
- Lake Street – street parking & bump outs

Q17 What types of improvements would you like to see the Village make to enhance your biking experience?

Answered: 171 Skipped: 141

Recurrent Responses:

- Bike lanes (79)
- More citations for speeding, stop sign violations, texting while driving (15)
- Eliminate uncontrolled intersections/more stop signs (14)
- Bike paths/trails including at schools, parks (14)
- More bike racks including commercial areas, schools, Metra station (13)
- Printed/website educational materials on motorist & bicycle laws, rights, rules of the road (5)
- Bike signs (4)
- Allow biking on sidewalk both kids and adults (4)
- Radar speed signs (4)
- Better lighting (4)
- Bike trail through forest preserve connecting Prairie Path to Des Plaines River Trail (3)
- Bicycle connections to Thatcher Woods pavilion (2)
- Bicycle connections to regional trails (2)
- Protected bike lanes (2)
- Bike stop lights (2)
- Speed controls (2)
- Ordinance allowing "Idaho Stop", allows cyclists to treat stop sign as a yield sign & red light as a stop sign (2)
- Better enforcement of bikers obeying traffic laws
- Traffic calming devices like bump outs
- Extend bike lanes from Oak Park
- Buffered bike lanes
- Prohibited left turns
- Improvements to rail viaducts at Ashland, Franklin, Keystone
- Painted crosswalks
- Bike routes
- Lower speed limit on Lake
- Bike safety classes for residents
- Smoother surfaces including sidewalks
- Education materials on lights on bikes, helmets, etc.
- Flashing light crossing on Thatcher at Oak
- Flashing signage
- Bicycle map
- Bike lane on Central linked with North Street to Oak Park CTA/shops
- Bicycle path to library
- Bicycle connections to schools
- Modify bump outs so bicyclists not pushed into traffic
- Get CN to abandon railway & convert to trail

Q18 Please feel free to provide any additional comments and/or feedback below regarding bicycling within the Village:

Answered: 50 Skipped: 262

Recurrent Responses:

- Numerous responses thanking Village for seeking input on improving bicycling conditions
- Children & adults do not wear bicycle helmets
- Bike routing to OPRF High School important
- Bike connections between Metra/CTA stations and Dominican U & Concordia U important
- Work with Forest Park to provide connection to Prairie Path by marking lanes on Randolph from Des Plaines Ave to RF border
- Uncontrolled intersections unsafe
- Distracted driving (texting) & speeding needs enforcement
- Better lighting for winter/evening biking
- Some currently satisfied with biking environment in Village
- Crossing major streets an issue
- Newer flashing pedestrian crossing signs
- Biking incentives (RF-sponsored parades, summer kick-offs, garden/home/playlot tours)
- Make Hawthorne one-way
- Increase bike parking at parks, schools & major shopping areas
- Bike paths through forest preserves
- Painted crosswalks at Hawthorne/Keystone
- Bikes need to use sidewalk at Harlem/Quick. Widen sidewalk so cyclists can pass pedestrians
- OK for kids to ride bikes on sidewalks
- Objection to approval of “Idaho stops”
- Balancing safety of bicyclists and drivers
- Monitor opportunity to convert CN rail to a trail
- Keep streets in good repair

Bicycle Level of Service Definitions

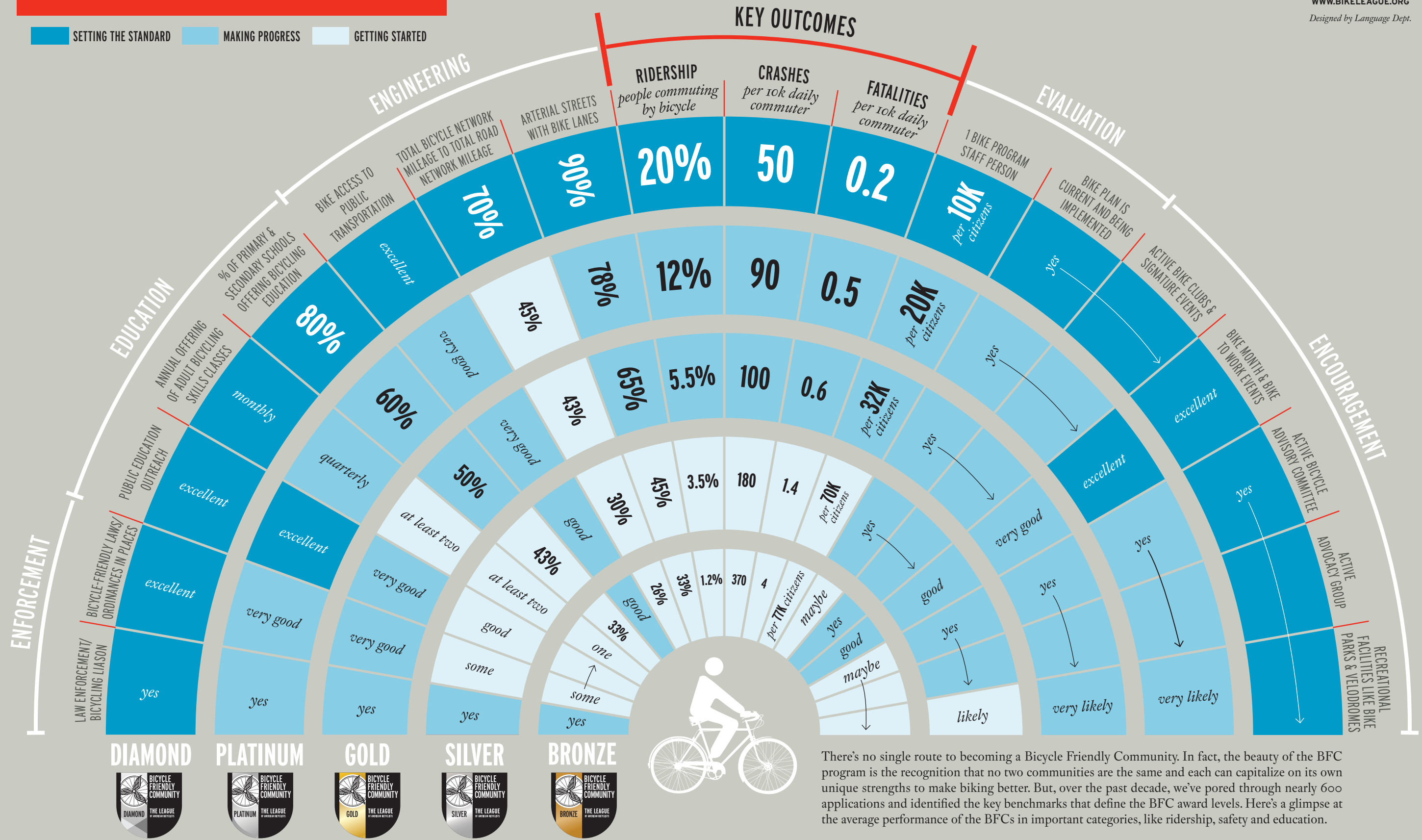
BLOS	Street Conditions
A	Comfortable for biking due to low traffic speeds and volume, possible excess street space. Typical of residential streets.
B	Comfortable for biking due to low traffic speeds but with higher traffic volumes than BLOS A and/or conflicts from parking lanes. Typical of residential streets and minor collectors.
C	May not be comfortable for all riders. Higher traffic speeds and volumes than BLOS B. Conflicts from parking lanes and/or surface issues. Typical of collector streets.
D	Only comfortable for experienced riders due to multiple travel lanes, higher traffic speeds and volumes than BLOS C, frequent parking conflicts, surface issues and/or truck and bus traffic. Possible excess street space for riders. Typical of minor arterial streets.
E	Less comfortable for even experienced riders due to multiple travel lanes, higher traffic speeds and volumes than BLOS D, surface issues, truck and bus traffic, and/or minimal excess street space for riders. Typical of minor or major arterial streets.
F	Dangerous for even experienced riders due to multiple travels lanes, high traffic speeds and volumes, truck and bus traffic, and no excess street space for riders. Typical of major arterial streets.

Village Roadway System Characteristics

Roadway Segment	To (West/North)	From (East/South)	AADT	# Travel Lanes	Street Width	Parking Permitted	Marked Parking	Posted Speed	Pavement Condition	BLOS	Recommended Facility
Major Arterials											
North Ave	Thatcher Ave	Harlem Ave	42,850	4	60	Both Most Blocks	North	30	4	D	Side Path - South Side
Harlem Ave	North Ave	Division St	27,000	4	54	East	No	30	4	D	Side Path - West Side
Harlem Ave	Division St	Central Ave	34,500	4	52	No	No	30	4	F	Side Path - West Side
Minor Arterials											
Lake St	River Oaks Dr	Jackson Ave	9,000	2	42	Both Most Blocks	Both	30	4	C	Marked Shared Lanes
Lake St	Jackson Ave	William St	8,900	2 + TWTL	44	No	No	30	4	B	Bicycle Lanes
Lake St	William St	Bonnie Brae Pl	8,900	2 + Turn Lanes	44	North	No	30	4	D	Marked Shared Lanes
Lake St	Bonnie Brae Pl	Harlem Ave	8,900	2 + Turn Lanes	46-50	No	No	30	4	D	Bicycle Lane (N), Side Path (S)
Madison St (EB)	Thatcher Ave	Forest Ave	5,850	1	20	No	No	25	4	B	Bicycle Lane
Madison St (WB)	Thatcher Ave	Forest Ave	5,850	1	20	North	No	25	4	B	Marked Shared Lane
Madison St	Forest Ave	Park Ave	11,700	2 + TWTL	50	No	No	25	4	D	Bicycle Lane
Madison St	Park Ave	Lathrop Ave	11,700	2 + Median	50	Both	Both	25	4	D	Marked Shared Lane
Collectors											
Chicago Ave	Thatcher Woods Dr	Thatcher Ave	8,700	4	40	No	No	35	4	D	Side Path - North Side
Chicago Ave	Thatcher Ave	Harlem Ave	8,700	2	36	Both	Both	25	5	C	Marked Shared Lanes
Division St (EB)	Thatcher Ave	Park Ave	2,675	1	19	No	No	25	4	C	Bicycle Lane
Division St (WB)	Thatcher Ave	Park Ave	2,675	1	19	North	Yes	25	4	B	Bicycle Lane
Division St	Park Ave	Harlem Ave	5,350	2	38	Both	Both	25	4	B	Marked Shared Lanes
Lathrop Ave	North Ave	Chicago Ave	5,850	2	30	Both	No	25	4	C	Marked Shared Lanes
Lathrop Ave (SB)	Chicago Ave	Lake St	1,775	1	18	West	Yes	25	4	C	Marked Shared Lane
Lathrop Ave (NB)	Chicago Ave	Lake St	1,775	1	12	No	No	25	4	C	Marked Shared Lane
Lathrop Ave	Lake St	Madison St	3,550	2	36	Both	Both	25	4	C	Marked Shared Lanes
Thatcher Ave	North Ave	Keystone cul-de-sac	4,200	4 + Turn Lane	42-54	No	No	25	5	C	Marked Shared Lanes
Thatcher Ave (SB)	Keystone cul-de-sac	1/2 block N of Chicago Ave	2,100	2	22	No	No	25	5	C	Bicycle Lane in place of 1 travel lane
Thatcher Ave (NB)	Keystone cul-de-sac	1/2 block N of Chicago Ave	2,100	1	18	East	Yes	25	5	C	Bicycle Lane
Thatcher Ave (SB)	1/2 block N of Chicago Ave	Lake St	2,100	1	20	West	Yes	25	4	C	Marked Shared Lane
Thatcher Ave (NB)	1/2 block N of Chicago Ave	Lake St	2,100	1	12	No	No	25	4	C	Marked Shared Lane
Thatcher Ave	Lake St	Hawthorne Ave	4,200	2	32	No	No	25	4	C	Marked Shared Lanes
Thatcher Ave	Hawthorne Ave	Madison St	4,200	2	28	East	No	25	4	C	Marked Shared Lanes
Washington Blvd	Thatcher Ave	Lathrop Ave	6,200	2	40	Both	Both	25	4	B	Marked Shared Lanes
Local Roads											
Augusta St	Keystone Ave	Monroe Ave	1,350	2	22-26	Both	No	25	4	C	Signed Posted Route - Grand IL Trail
Augusta St	Monroe Ave	Harlem Ave	1,350	2	22-26	No	No	25	4	C	Signed Posted Route - Grand IL Trail
Bonnie Brae Pl	Division St	Central Ave	n/a	2	24-30	Both Most Blocks	No	25	4	A-B	Signed Posted Route
Central Ave	Edgewood Pl	Thatcher Ave	n/a	2	23	South	No	25	4	A-B	Signed Posted Route
Central Ave (WB)	Keystone Ave	Park Ave	n/a	1	19	South	Yes	25	4	A-B	Marked Shared Lane
Central Ave	Park Ave	Jewel-Osco	n/a	2	23-30	North	No	25	4	A-B	Marked Shared Lanes
Central Ave (EB)	Jewel-Osco	William Ave	n/a	1	15	South	Yes	25	4	A-B	Marked Shared Lane
Central Ave (WB)	Jewel-Osco	William Ave	n/a	1	15	No	No	25	4	A-B	Bicycle Lane
Central Ave (EB)	William Ave	Clinton Pl	n/a	1	30	Both	Yes	25	4	A-B	Marked Shared Lane
Central Ave (EB)	Clinton Pl	Harlem Ave	n/a	1	20	South	Yes	25	4	A-B	Marked Shared Lane
Edgewood Pl	Oak Ave	Central Ave	n/a	2	26-27	Both Most Blocks	No	25	4	A-B	Signed Posted Route
Forest Ave	Hawthorne Ave	Washington Com's Park	n/a	2	26	Both	No	25	4	A-B	Signed Posted Route
Forest Ave	Washington Blvd	Madison St	n/a	2	26	West	No	25	4	A-B	Signed Posted Route
Franklin Ave	Greenfield St	Madison St	n/a	2	25-30	Both Most Blocks	No	25	4	A-B	Signed Posted Route
Greenfield St	Thatcher Ave	Keystone Ave	n/a	2	28	Both	No	25	4	A-B	Signed Posted Route - EB Only
Greenfield St	Keystone Ave	Harlem Ave	n/a	2	28-31	Both	No	25	4	A-B	Signed Posted Route
Hawthorne Ave	Thatcher Ave	Lathrop Ave	n/a	2	25-38	Both Most Blocks	North	25	4	A-B	Signed Posted Route - Grand IL Trail
Keystone Ave	Augusta St	Madison St	525	2	26-29	Yes	No	25	4	A-B	Signed Posted Route - Grand IL Trail
Monroe Ave	Division St	Lake St	n/a	2	24-25	Both	No	25	4	A-B	Signed Posted Route
Oak Ave	Thatcher Ave	Harlem Ave	n/a	2	26-27	Both Most Blocks	No	25	4	A-B	Signed Posted Route
Park Ave	Greenfield St	Greenfield St	n/a	2	24	No	No	25	4	A-B	Signed Posted Route
William Ave	Lake St	Central Ave	n/a	2	30	East	No	25	4	A-B	Signed Posted Route
William Ave	North Ave	Division St	n/a	2	24	Both Most Blocks	No	25	4	A-B	Signed Posted Route

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

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Design Guidance

- *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*
Federal Highway Administration, 2009
- *Guide for the Development of Bicycle Facilities*
American Association of State Highway and Transportation Officials (AASHTO), 2012
- *Urban Bikeway Design Guide*
National Association of City Transportation Officials (NACTO), 2014
- *Urban Street Design Guide*
National Association of City Transportation Officials (NACTO), 2016
- *Bikeshare Station Siting Guide*
National Association of City Transportation Officials (NACTO), 2016
- *Essentials of Bike Parking*
Association of Pedestrian and Bicycle Professionals (APBP), 2015
- *Bureau of Design and Environment Manual, Chapter 17 - Bicycle and Pedestrian Accommodations*, Illinois Department of Transportation (IDOT), 2018
- *Complete Streets: Best Policy and Implementation Practices*
American Planning Association, 2010