



**Community  
Planning Program**



Chicago Metropolitan  
Agency for Planning

**Local Technical  
Assistance Program**

**Application form:  
Community Planning program and  
Local Technical Assistance program**

**DEADLINE: Noon on Wednesday, June 26, 2013**

This application form is online at [www.rtachicago.com/applications](http://www.rtachicago.com/applications). You may submit the form by email to [applications@rtachicago.com](mailto:applications@rtachicago.com).

Upon receipt of application, you will receive an e-mail verifying that your application has been received.

**1. Name of Applicant: Village of Oak Park**

**2. Main Contact for Application (please include name, phone number and email):**

Contact: Bill McKenna, Assistant Village Engineer // Jill Juliano, Transportation Engineer

Direct telephone number: 708.358.5728 // 708.358.5732

Email: [mckenna@oak-park.us](mailto:mckenna@oak-park.us) // [jjuliano@oak-park.us](mailto:jjuliano@oak-park.us)

**3. Type of Applicant (please check any that apply):**

Local government

Multijurisdictional group\*  $\longrightarrow$  Please list the members of the group (including government and nongovernmental organizations):

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Nongovernmental organization\*  $\longrightarrow$  Name of local government partner(s):

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\*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP or the RTA prior to submitting their application to discuss their project and the demonstration of local support.

#### 4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP or RTA.)

- My project involves preparation of a plan.
- My project helps to implement a past plan.
- My project links land use, transportation, and housing.
- My project has direct relevance to public transit and supports the use of the existing transit system.
- My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

#### 5. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The proposed project is to update the Oak Park Bicycle Plan (“Plan”) that was adopted in August 2008. The entire Village of Oak Park is encompassed within the proposed project. Below is the link to the adopted Plan: [http://www.oak-park.us/public/pdfs/Public%20Works/Bicycles/10.06.08\\_Oak%20Park%20Bicycle%20Plan\\_Final.pdf](http://www.oak-park.us/public/pdfs/Public%20Works/Bicycles/10.06.08_Oak%20Park%20Bicycle%20Plan_Final.pdf).

#### 6. Project Description:

**Please tell us what you would like to do in your community, and what assistance is needed.** If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. CMAP and RTA staff will follow-up with you if we need any additional information to fully understand your proposed project.

(Please include any additional information that is relevant, preferably by providing links to online documents.)

The Village of Oak Park is preparing to update its Bicycle Plan. The Plan will be updated to reflect the implemented projects, lessons learned from implementation of those projects, and the rapidly evolving design standards for bicycle facilities. A major focus for the proposed Plan would be inclusion of updated bike boulevard design standards. The Village is looking for the Program to provide technical planning assistance, or financial assistance to hire a consultant, in updating its Bicycle Plan.

The Village has strived to incorporate a healthy, sustainable environment for its residents. This is reflected in its Comprehensive Plan (presently being updated), the Oak Park Bike Plan adopted in 2008 and the adoption of a Complete Streets Policy in January 2012. Application of these policies has led to increased transportation options for residents and visitors alike.

Public transit is well-integrated within the Village. Metra, CTA (bus and rail) and Pace have multiple lines operating throughout the Village. Bike racks and lockers are concentrated around the transit stations to provide convenient parking for bicyclists, providing a seamless transfer between the modes of transportation. The Village continues to install supporting infrastructure around its transit stations. This year, the Village’s first bike shelters are scheduled to be installed near the CTA Blue Line Oak Park transit station.

Likewise, the Village has bicycle racks concentrated in the various business districts, and near certain schools and park facilities. Thus making it convenient for bicyclists to carry out errands, do some shopping or go to organized events at a park or school in the Village. Furthermore, cul-de-sac cut-through paths have been

installed to improve bike and pedestrian connectivity within the Village. The Village has also installed bike loop detectors at certain signalized intersections to automatically detect bicycles without having the rider activate via a push button. One of the Village's business districts is looking to brand itself as a "bike friendly business district".

Below is the link to the Village's map of existing bicycle infrastructure:

[http://www.oak-park.us/public/pdfs/Public%20Works/Bicycles/bicycle\\_facilities\\_map.pdf](http://www.oak-park.us/public/pdfs/Public%20Works/Bicycles/bicycle_facilities_map.pdf).

The Village has made consistent progress on the installation of dedicated bike and shared usage lane pavement markings on its arterial streets. This trend will continue. These facilities are typically utilized by the seasoned bicyclist as their preferred mode of transportation for work trips, errands and shopping. Now the Village is looking to start implementation of bike boulevards on its residential streets. These boulevards would be complementary facilities to the existing lanes, providing further coverage of bicycle routes throughout the Village.

Bicycle boulevards are designed for young or tentative bicyclists not comfortable with bicycling on most streets. Bicycle boulevards are distinctive from other local streets, signaling to both bicyclists and motorists that they are traveling on a street designed to give priority to bicyclists. With the implementation of these facilities, it is anticipated another segment of the Village's population will determine that bicycling is a viable option to fulfill many of their transportation needs.