

CHAPTER 2 | EXISTING CONDITIONS

This Chapter presents the existing bike route as well as bikeways designated by other agencies including the DuPage County Department of Bikeways and Trails and the Chicago Bicycle Federation.

2.1 Existing Street Network

Hinsdale is composed predominantly of local residential streets between 25 and 28 feet wide. On-street parking is permitted on most streets and mature parkway trees line many of the streets. Generally, the Village right-of-way extends to the far side of the sidewalk on Village streets and to the far side of utility poles on County and State highways. Traffic control at most intersections consists of stop or yield signs, and traffic signals are located at the periphery of the village where local streets meet State or County highways. A map of existing traffic controls in Hinsdale is shown in **Figure 2-1: Existing Traffic Control**.

Average daily traffic (ADT) is recorded for intersections within Hinsdale to monitor traffic volumes and assess the effectiveness of traffic control devices, including traffic signals and stop signs in Hinsdale. **Table 2-1** shows ADT on major roadways within the Village. Currently, the existing bike route uses local roads for which IDOT does not collect data. ADT for local streets is collected by the Hinsdale Police Department at roadway intersections. This information is shown in **Table 2-2 (pending)**.

Road	From	To	ADT
55th Street	IL 83	Madison Ave	25,400
55th Street	Madison St	Garfield Ave	21,100
55th Street	Garfield Ave	County Line Road	21,000
55th Street	County Line Road	I-294	20,600
Chicago Ave	County Line Road	I-294	10,200
Chicago Ave	IL 83	Garfield Ave	9,000
Chicago Ave	Garfield Ave	County Line Road	7,500
County Line Road	Chicago Ave	55th Street	13,200
County Line Road	Ogden Ave	Hickory St	2,800
Garfield Ave	Chicago Ave	55th Street	7,400
Hinsdale Ave	IL 83	Garfield Ave	5,300
Madison St	Chicago Ave	55th Street	11,200
Madison St	Ogden Ave	Chicago Ave	3,500
Ogden	York Road	I-294	37,200
Ogden	IL 83	York Road	24,500
York Road	Ogden Ave	Garfield Ave	9,800

Source: Illinois Department of Transportation



Placeholder for figure 2-1 Existing Traffic Control



2.2 Existing Bikeways

Hinsdale Local Bicycle Route

The Hinsdale bicycle route was planned in 1974 and declared officially open in September 1975. In 1994, the bicycle route was incorporated into the bicycle plan for DuPage County. The approximately 7.8-mile route travels in a loop through Hinsdale mainly south of Ogden Avenue and north of 55th Street. The loop is bordered on the west by Route 83 and on the east by I-294. A map of the existing route and existing paths in northern Hinsdale is shown in **Figure 2-3: Existing Bicycle Facilities**.



Figure 2-2: Existing Signed Route

Placeholder for Figure 2-3: Existing Bicycle Facilities



DuPage County Bikeway

The DuPage County Bikeways Plan identifies shared use paths and roadways suitable for bicycling for all of DuPage County. Several of these bikeways pass through Hinsdale. Two county trails that travel through the Village of Hinsdale are the Salt Creek Trail and the Southern DuPage County Regional Trail. The Salt Creek Trail travels south along Salt Creek on the Village's eastern edge and the Southern DuPage County Regional Trail enters Hinsdale north along Madison Street, east on 59th Street, and north on Grant Street, terminating at 8th Street. This plan provides the opportunity to link those two trails by providing an on-street network of bikeways through Hinsdale. The Hinsdale Local Bicycle Route has been incorporated into the DuPage County Bikeway system.

Chicago Bicycle Federation Recommended Routes

The Chicago Bicycle Federation (CBF) is a non-profit advocacy group for cycling in the Chicago metropolitan region. As part of its mission, CBF regularly publishes a map of recommended bicycle routes. These routes are the product of input from CBF members, existing or proposed routes managed by county agencies, and trails managed by various forest preserve districts. CBF recommends several routes within Hinsdale including routes along County Line Road, Oak Brook Road, Madison Street, Elm Street, and Hinsdale Avenue.

Ogden Avenue

There are no proposed or recommended bike routes along Ogden Avenue in Hinsdale. According to the Hinsdale 2025 Plan, Ogden Avenue is in need of immediate attention. No accommodations have been provided for bicycle traffic through the Ogden Avenue Corridor. The roadway extends nearly to the right-of-way line and existing sidewalks are often too narrow to meet current Americans with Disabilities Act (ADA) design standards.

A reconstruction project on Ogden Avenue at the Tri-state Tollway (I-294) is programmed for 2008. As part of this reconstruction, a median will be installed on Ogden Avenue that will separate east-west traffic from the interchange to a point west of County Line Road. This will prevent eastbound traffic from turning left onto County Line Road, reducing rear-end collisions. No sidewalk improvements or bicycle facilities are planned in conjunction with this improvement.

2.2 Bicycle Parking

Recently, a bicycle parking survey was performed that inventoried bicycle parking at various locations throughout Hinsdale. Particular attention was paid to destinations along the existing bicycle route. Overall, much of the bicycle parking in Hinsdale is concentrated at the Hinsdale Community Pool, the Hinsdale Public Library/Memorial Building, and Hinsdale Central High School.



The bicycle parking inventory conducted by members of the Bicycle Task Force also evaluated bicycle parking for its suitability to properly secure bicycles. The most recent bicycle parking counts show that there are more than 1,100 bicycle parking spaces throughout Hinsdale. This inventory found that many bicycle parking spaces were not usable or in disrepair. Other spaces, while in working order, do not allow the bicycle frame to be secured when parking (see Figure 2-4). Recommended bicycle parking design guidelines are provided in Chapter 6.



Figure 2-4: Existing bicycle parking at the Hinsdale Pool only secures bicycles at the wheel.

2.3 Bicycle Crashes

The Illinois Department of Transportation (IDOT) compiles crash statistics for every county in Illinois. The Hinsdale Police Department also keeps a record of crashes within the Village and records the occurrence of pedestrians and bicyclists involved in automobile crashes. Crash reports from 2001-2006 were reviewed to identify trends with respect to bicyclist age, location in roadway, and time of day.

Twenty-one bicycle crashes were reported between 2001 and 2006, eleven of which resulted in injury to the bicyclist. Five crashes involved bicyclists riding on the sidewalk, with an additional three crashes occurring in a roadway crosswalk to a sidewalk. In each of these reported cases, the driver was reported to have difficulty seeing the bicyclist on the sidewalk. These crashes exemplify the risks to which a sidewalk-riding bicyclist is exposed with turning vehicles, vehicles stopped at intersections, and vehicles at private drives.

Five crashes occurred on Chicago Avenue. Three of these crashes involved bicyclists riding on the sidewalk, two of which occurred on Chicago Avenue at the alley between Bruner Street and Adams Street. There are few alleys in Hinsdale but these crashes point out the added hazard of alleys with respect to sidewalk riding. In these situations, bike lanes can significantly reduce the likelihood of crashes by placing bicyclists on the road where they are more visible to motorists.

