

## CHAPTER 6 | PROPOSED BICYCLE FACILITIES

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Responding to the needs identified during the public participation process and through discussions with the Bicycle Task Force, a network of more than 25 miles of bicycle routes, lanes, and shared use paths has been proposed in Hinsdale. This Chapter presents the proposed network along with a list of priorities for implementing this bicycle network in Hinsdale.

### 6.1 Priorities



#### **Provide Access to Major Destinations**

- Downtown Hinsdale
- Hinsdale community pool
- Katherine Legge Memorial Park
- Hinsdale Elementary Schools
- Hinsdale Middle School
- Hinsdale High School



#### **Connect Hinsdale to Regional Trails**

- Salt Creek Trail
- Oak Brook path network
- Southern DuPage County Regional Trail



#### **Provide Transportation Connections**

- Hinsdale Metra
- West Hinsdale Metra
- Highlands Metra
- Pace Route #668 (Madison Avenue)



#### **Include Options for All Bicyclists**

- On-street routes & lanes for adult bicyclists
- Park trails for children bicyclists
- Easy to follow signs



#### **Develop A Connected Bicycle Network**

- Link to adjacent communities
- Provide crossings of major roads



## 6.2 Proposed Bicycle Network

Resident input, roadway characteristics, and the weekend bicycle workshop all provided valuable insight into the character of the roadway network in Hinsdale. The proposed network consists of bicycle routes, bicycle lanes, and shared use paths. The street network in Hinsdale consists primarily of residential streets, many of which are between 25 and 28 feet wide. On-street parking is permitted in most areas to accommodate delivery trucks, lawn care vehicles, and visitor parking.

Shared use paths, while providing the most comfort and separation from automobile traffic of all proposed facilities, have been recommended only in locations where roadway intersections are infrequent. Shared use paths placed within the right-of-way of most suburban roadways is not recommended due to the hazards presented by frequent cross streets and driveway intersections. Exceptions to this rule include the short connecting segment through Robbins Park between Madison Street and Vine Street. Shared use paths are recommended along:

- **I-294** from Hickory Street to 55<sup>th</sup> Street
- **55<sup>th</sup> Street** from the proposed I-294 path to Madison Street. (A short segment of an on-street route is recommended along Camberley Court between Garfield Avenue and Grant Street.)
- **Robbins Park** from Madison Street to Vine Street (upgrade existing sidewalk)

Bike lanes are recommended in three locations:

- **Chicago Avenue** from IL 83 to Garfield Avenue
- **Chicago Avenue** from Hinsdale Avenue to I-294
- **Madison Street** from 55<sup>th</sup> Street to 59<sup>th</sup> Street.

In all locations, it is recommended that these bike lanes be installed following roadway resurfacing or reconstruction to ensure that the curb lane is in good condition for bicycle riding. Bike lanes are recommended in these locations because space permits the installation of bike lanes on both sides of the street while still providing the minimum required 10-foot travel lane for automobiles and a 5-foot bike lane on each side of the road. Chicago Avenue through downtown Hinsdale between Lincoln Street and Garfield Avenue has on-street parking. This parking should remain in place, and the bike lane should be placed **between** the parking lane and the travel lane.

A minimum of five feet is required for a bike lane on each side of an existing roadway. Adding bike lanes to existing roads encourages bicyclists to choose on-street riding as opposed to riding on the sidewalk, and has the potential to reduce vehicle speeds, thereby calming traffic. Removing parking is not consistent with the objective of slowing automobile traffic, and the removal of parking on most streets in Hinsdale still would not yield the amount of space needed to provide bike lanes.



Most of the remaining proposed network consists of signed bike routes. There are two types of bike routes that are recommended in Hinsdale. The first type consists of shared lane markings on the pavement accompanied by wayfinding and regulatory signs placed in the right-of-way. This type of bike route is recommended on the following roads:

- **County Line Road** from Chicago Avenue to 60<sup>th</sup> Street
- **Lincoln Street** from Hickory Street to 8<sup>th</sup> Street
- **8<sup>th</sup> Street** from Jackson Street to County Line Road
- **Oak Street** from Hickory Street to Salt Creek Lane

Shared lane markings and signs direct bicyclists along a recommended roadway and provide additional information to motorists, alerting them to the presence of bicyclists sharing the road. While shared lane markings do not provide a facility as exclusive as a bike lane, they calm traffic by alerting motorists to the potential presence of bicycles on the road. Shared lane markings also demonstrate the proper riding location for bicyclists within the roadway, enhancing the comfort of A and B bicyclists who otherwise might not be comfortable on an unmarked roadway.

The second type of bike route is recommended on local streets with low traffic volumes and consists only of wayfinding signs and occasional “share the road” signs. These roads include the majority of north-south and east-west routes.

#### East-West Routes

- **Glendale Avenue** from Madison Street to Washington Street
- **Bonnie Brae Road** from Madison Street to Washington Street
- **Minneola Street** from Oak Street to I-294 overpass
- **Hickory Street** from Quincy Street to proposed I-294 path
- **1<sup>st</sup> Street** from County Line Road to Princeton Road
- **7<sup>th</sup> Street** from Jackson Street to McKinley Lane
- **57<sup>th</sup> Street** from Madison Street to proposed Katherine Legge Memorial Park crossing

#### North-South Routes

- **Jackson Street** from Hinsdale Avenue to 8<sup>th</sup> Street
- **Quincy Street** from Hickory Street to Stough Street
- **Stough Street** from Quincy Street to Railroad Avenue
- **Monroe Street** from Chestnut Street to 8<sup>th</sup> Street
- **Madison Street** from Glendale Avenue to 55<sup>th</sup> Street
- **Washington Street** from Bonnie Brae Road to Salt Creek Trail
- **Harding Road/Princeton Road/Woodland Avenue** from Chicago Avenue to County Line Road



The entire network of proposed bicycle facilities, along with proposed improvements and recommended traffic controls for selected intersections, is shown in **Figure 6.1: Proposed Bicycle Network**.



Placeholder for Figure 6.1: Proposed Bicycle Network



### **6.3 Traffic and Infrastructure Improvements**

In addition to proposing bicycle facilities on roadways in Hinsdale, certain intersections were identified by residents and members of the Bicycle Task Force where additional traffic control or improvements should be made to reduce automobile speeds and increase the level of comfort for bicyclists as well as pedestrians. Some of these recommended improvements can be implemented immediately following adoption of this plan, as they perform traffic calming actions that will benefit motorists, bicyclists, and pedestrians even before any bicycle facilities are installed.

Additional improvements, including bridges, improved railroad crossings, and viaducts will require detailed engineering study before they can be implemented, but would significantly enhance the quality of bicycle facilities in Hinsdale. The recommended improvements have been numbered in order of magnitude according to project sequencing and approximate cost and are discussed below. More general recommendations, such as the installation of push-button signals and extra path improvements, are provided at the end of the chapter.



## 1. Monroe & 8<sup>th</sup> Street

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The intersection of Monroe Street and 8<sup>th</sup> Street has been designated by the Village as a dangerous intersection due to the blind hill on 8<sup>th</sup> Street approaching Monroe Street from the west. Although traffic volumes alone currently do not warrant the installation of an all-way stop at this location, it has been desired by members of the community for several years. As part of the proposed bike route along 8<sup>th</sup> Street, an all-way stop is recommended at this intersection. The installation of an all-way stop would reduce vehicle speeds along Eighth Street and increase the level of comfort for both bicyclists and pedestrians.



Figure 6.2: 8th Street at Monroe Street looking east. (Source: <http://local.live.com>)

The Village may wish to remove the “Dangerous Intersection” signs upon installation of new stop signs on Eighth Street. A “stop ahead” sign should be placed in advance of the new stop signs, as well, to alert motorists to this change.

**Materials: Signs**

**Approximate Cost: \$700**



## 2. Stough Street & Chicago Avenue

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**Figure 6.3: Existing "trail" connecting Chicago Avenue to North Stough Street**

Stough Street does not go through to Chicago Avenue. An existing narrow path provides a non-motorized link between these two streets. A short shared use path improvement of an existing sidewalk connection is needed at this point.

**Materials: Path (20')**

**Approximate Cost: \$2,000**



### 3. Katherine Legge Memorial Access at 57th Street

Automobile access to Katherine Legge Memorial Park is provided on County Line Road at 60<sup>th</sup> Street in Burr Ridge. Currently, a gate and crosswalk are located on County Line Road at 57<sup>th</sup> Street in Hinsdale for pedestrian access. This crossing does not provide any pedestrian protection other than a push-button warning beacon that cannot be seen by crossing pedestrians and often is ignored by motorists on County Line Road.

A series of improvements are recommended at this location to enhance the pedestrian and bicyclist environment at this location. Adding a pedestrian and bicyclist entrance at this location will improve vehicular movements at 60<sup>th</sup> Street, as well.



**Figure 6.4: Proposed Katherine Legge Memorial Park pedestrian and bicyclist amenities on County Line Road at 57th Street (Source: <http://local.live.com>)**  
**Inset: Pedestrian crosswalk sign (Source: MUTCD, 2003).**

An international crosswalk is recommended on County Line Road south of 57<sup>th</sup> Street identical to the crosswalk on the north side of 57<sup>th</sup> Street, along with two tapered concrete medians to act as pedestrian refuge islands on County Line Road as shown in **Figure 6.7**. Signs like the one in **Figure 6.7** can be installed on the medians to encourage motorist compliance.



If desired, a high-intensity activated beacon or Hawk pedestrian signal could be added on County Line Road that is visible both to pedestrians and motorists. This signal would operate much like the signals installed at fire stations but would be activated only by pedestrians or bicyclists via push buttons at each crosswalk. Any work performed on County Line Road requires coordination with the Cook County Highway Department. A traffic study and engineering drawings will be required for the installation of the medians and signal.

**Materials: International Crosswalk, Concrete Median (2), Sidewalk, Pedestrian Crossing Signal**

**Approximate Cost:**

<b>Crosswalk, Medians, Pedestrian Signs:</b>	<b>\$8,220</b>
<b>Pedestrian signal &amp; traffic study:</b>	<b>\$110,000</b>



#### 4. Hinsdale Pool Path

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The Hinsdale Community Pool is a popular destination for bicyclists, pedestrians, and motorists. To better accommodate bicyclists heading to the pool and those crossing Hinsdale Avenue, it is important to separate bicycle traffic from vehicle traffic.

A path is proposed along the west side of the pool parking lot connecting Hinsdale Avenue to Monroe Street. The Village currently owns this property and the constructed path segment would provide a valuable bicycle and pedestrian link between the two sides of Hinsdale Avenue that is closed to automobile traffic. This improvement is recommended in conjunction with the installation of a bike route on Madison Street west of Hinsdale Avenue.

**Materials: Path (300'), Guide signs**

**Approximate Cost: \$22,900**



**Figure 6.5: Proposed Pool Path Alignment (Photo source: local.live.com)**

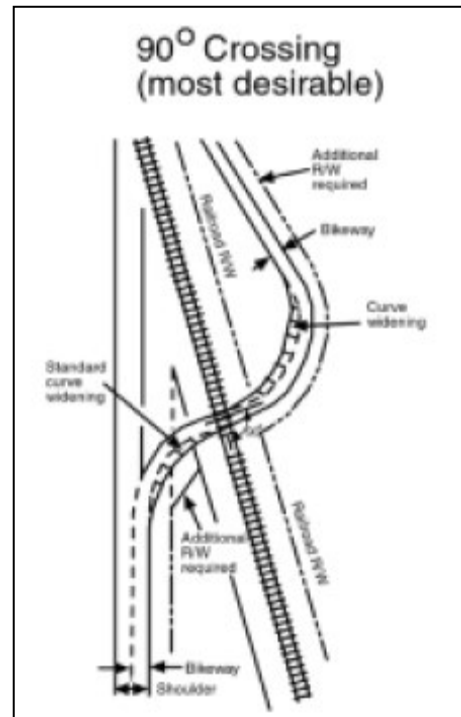
## 5. Metra Bicycle Crossing at Park Avenue

Park Avenue terminates at Chicago Avenue on the south side of the Metra tracks, but a pedestrian walk continues across the tracks to connect with Park Avenue and Symonds Drive. Currently, this crossing is not accessible by bicycle. An accessible ramp is recommended at this location to replace the existing stairs. To connect to Park Avenue on the north side of the Metra tracks, a ten-foot wide bicycle ramp is proposed at a slope of 1:20.

To accommodate this slope within the existing parkway between the Metra tracks and Symonds Drive, a “switch-back” ramp, consisting of two or more ramp segments, may be needed. Additionally, the concrete pads between the railroad tracks should be replaced to allow for bicycles to cross the tracks at a 90-degree angle, if possible (see **Figure 6-5: Railroad Crossing Treatments**).

**Materials: 10’ Wide Concrete Pad, 10’ Bike Ramp**

**Approximate Cost: \$104,250**



**Figure 6.6: Railroad Crossing Treatments (Source: AASHTO)**

## 6. Improved Highlands Metra Crossing

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**Figure 6.7: Existing Highlands Metra Station Crossing**

The existing pedestrian crossing at the Highlands Metra Station is in sound structural condition, but does not adequately accommodate bicycles. It is recommended that crossing gates be installed at the crossing. The cost of installing crossing gates is approximately \$200,000.

The existing pedestrian ramp leading to the parking lot on the south side of the station is not appropriate for bicycle use. An additional bicycle ramp is proposed at this location to

provide access to Highland Park and County Line Road. This ramp, unlike the one proposed at the Metra tracks and Park Avenue, need not be constructed at a 1:20 slope. This ten-foot wide ramp does not need to be made ADA accessible because an existing facility already exists at this location. Therefore, a ramp with a slope between 1:15 (225 feet long) and 1:8 (120 feet long) could be built.

In addition, to avoid taking bicyclists through the complicated one-way bridge traffic signal at Oak Street and Maple Street, a short one-way shared use path is recommended along the south side of Maple Street from County Line Road to the Highlands railroad crossing.

**Materials: Pedestrian Crossing Gates, 10' Bike Ramp, 10' Path**

**Approximate Cost: \$400,000 (\$200,000 for crossing, \$200,000 for ramp)**



## 7. I-294 Path Under Chicago Avenue/47<sup>th</sup> Street

To connect the two neighborhoods on either side of Chicago Avenue/47<sup>th</sup> Street in the vicinity of Veeck Park, a shared use path is recommended along the west side of I-294. There is an existing Tollway overpass at Chicago Avenue/47<sup>th</sup> Street where space is available to construct a path without requiring the construction of a tunnel. Based on preliminary estimates, there is sufficient clearance for bicycles under the existing Chicago Avenue/47<sup>th</sup> Street Bridge,



**Figure 6.8: Aerial photograph showing potential alignment at Tollway underpass (Photo Source: <http://local.live.com>)**

which significantly reduces construction costs. This improvement is recommended in coordination with construction of the proposed path along I-294. Coordination with IDOT for performing work within I-294 right of way will be required.

**Materials: 10-12' Path, Steel barrier fence, Signs**

**Approximate Cost, Underpass segment only: \$40,350**

**(Note: this cost should be considered as part of the shared use path along I-294 and incorporated in the preliminary engineering phase)**

## 8. Pierce Park – Veeck Park Underpass

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An underpass connecting Pierce Park to Veeck Park is recommended at the Metra tracks west of I-294. A connection between these two parks is desired that would enable bicyclists and pedestrians to access both parks without having to go several blocks west to the Highlands railroad crossing. An underpass at this location could



**Figure 6.9: Typical Box Culvert Tunnel**  
(Source: [www.flickr.com](http://www.flickr.com))

make use of the existing right of way adjacent to I-294 or be included as part of a reconstruction of the drainage culvert under the Metra tracks at this location. Due to the topography and concerns about preserving existing drainage, a detailed assessment of this area would be required prior to the construction of an underpass.

The preferred minimum height and width for a box culvert to allow for two-way bicycle movement is ten feet wide by ten feet high. **Figure 6.8: Typical Box**

**Culvert Tunnel** shows an example of a box culvert for bicycles. Tunnels of this type typically cannot be constructed without disrupting the roadway or railroad above, so this type of improvement would have to be coordinated with Metra and the Burlington Northern Santa Fe Railroad company.

**Materials: 10-12' Path, Excavation, Box Culvert Tunnel (2 ends, 2 sides, top), Warning/guide signs**

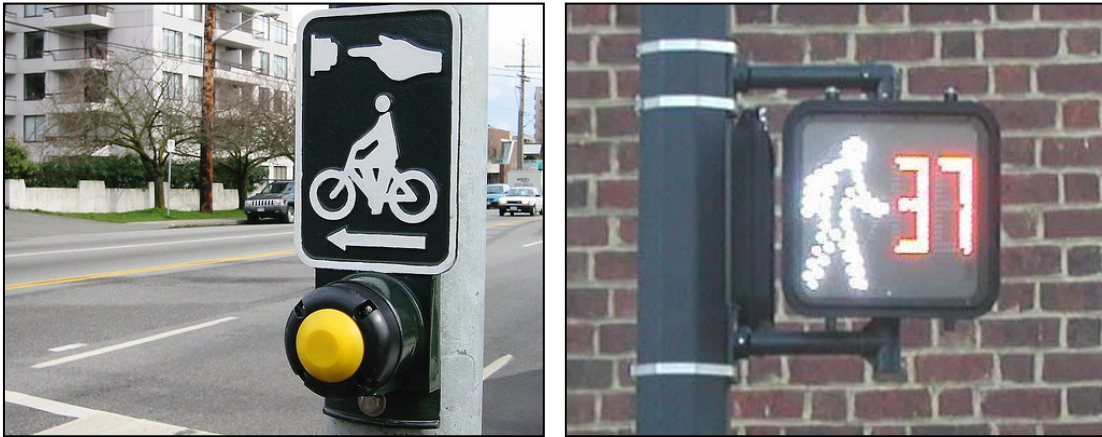
**Approximate Cost: \$1,250,000**



## Signalized Intersections

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All signalized intersections within Hinsdale should be outfitted with countdown clocks and large, accessible push buttons. Countdown clocks show the amount of available crossing time in seconds, accompanied by a walk symbol during the “walk” phase and a flashing hand during the “don’t walk”, or clearance phase. Countdown clocks can easily be installed on existing signals with pedestrian signals. Push buttons should be placed on the signal post perpendicular to the direction of travel. In some cases this still may require a bicyclist to dismount to reach the signal, but larger and more logically placed push buttons will improve intersection crossing conditions for bicyclists and pedestrians.



**Figure 6.10: Left: Push button signal (Source: Richard Drdul),  
Right: Countdown signal (Source: City of Alexandria)**

**Materials: Push button, Countdown Clock**

**Approximate Cost: \$40,000 - \$50,000 per intersection**





**Figure 6.11: Shared lane pavement markings on Sheridan Road in Chicago, Illinois.**

To facilitate an improved crossing for bicyclists and pedestrians at Oak Street and Ogden Avenue, shared lane markings are recommended on Oak Street on each side of Ogden Avenue. The proposed pavement markings will direct bicyclists in a recommended path across Ogden Avenue and warn motorists of the presence of bicyclists in the roadway. **Figure 6.11** shows an example of pavement markings crossing Sheridan Road in the city of Chicago at the northern terminus of the Lakefront Bike Path. These pavement

markings are used to guide bicyclists across Sheridan Road at a traffic signal to on-street facilities to the north and west of Lake Michigan. Pavement markings are inexpensive to install and provide added information to both bicyclists and motorists at roadway intersections where shared traffic conditions are expected. Stencil applications range from \$35 to \$70 per application. The markings shown in Figure 6.11 are placed every 10' on center, resulting in a total of eight (8) stencils. Following this pattern, a total of twelve (12) stencils are recommended, although wider stencil spacing is possible.

**Materials: Shared lane markings**

**Approximate Cost: \$450-800**

## “Share the Road” Signs

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On bicycle routes and bicycle lanes throughout the network, directional signs are sufficient for bicyclists, but may not provide the necessary visual warning to motor vehicles as to the presence of bicycles in the roadway. Bicyclists should be treated as intended users of all roadways, but additional signs may be placed along bike routes and bike lanes as needed by the Engineering Department.

Signs typically are placed where a bike lane terminates or becomes a bike route due to insufficient space to accommodate a continued bike lane within the existing roadway. These signs are placed at signalized intersections where bike lanes must share space with automobile lanes, which often occurs when right-turn lanes are present or when a travel lane narrows at a bridge.



**Figure 6.12: Two examples of regulatory signs for shared lane bike facilities (Source: Dolben.org)**

Two signs are common: “Shared Lane Yield to Bikes”, and a more specific “Bicyclists Allowed Full Use of Lane, Change Lanes to Pass Bikes” (See **Figure 6.12**). The latter often is supported by Village or State law. As it is written, the State of Illinois has passed a law awaiting the Governor’s signature that would require a three-foot passing distance from motorists when passing bicycles, which would require automobiles to change lanes to pass in most areas of Hinsdale.<sup>1</sup>

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<sup>1</sup> Illinois Senate Bill 80, passed May 22, 2007.



## 6.4 Future Opportunities

In addition to the proposed bicycle facility network and various infrastructure improvements, additional opportunities may exist beyond the scope of this plan. These projects would further enhance the proposed bicycle facility network but are dependent on future roadway and infrastructure projects in and around Hinsdale.

### Garfield Avenue Bike Lanes

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Garfield Avenue north of 55<sup>th</sup> Street is expected to be reconstructed in 2009-2010. Additional pavement width may be provided due to the reconstruction. If two additional feet of roadway width are paved during this process, Garfield Avenue should be wide enough to accommodate bike lanes on both sides of the street. It is recommended that the Village work with DuPage County to alter the Capital Plan to install bike lanes on Garfield Avenue at that time. Furthermore, it may be in the interest to extend a bike route up Garfield Avenue in addition to the routes on Lincoln Street and Elm Street.

### Bemis Woods I-294 Underpass

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The Cook County Forest Preserve is in possession of the Bemis Woods Forest Preserve located in the northwest corner of the Ogden Avenue and I-294. The Village is considering a partnership with the Forest Preserve District of Cook County (FPDCC) that would enable the improvement of an underpass between the eastern and western portions of Bemis Woods along Salt Creek. It is recommended that the



**Figure 6:13: Canterbury Lane near I-294. Note the existing underbridge path in the lower right corner of the photograph (Source: local.live.com)**



Village work with FPDCC to provide access to this underpass in the vicinity of Canterbury Lane. Additionally, the Village should work with the Village of Oak Brook to assist in the signing of York Road at Canterbury Lane to direct bicyclists to this underpass.

