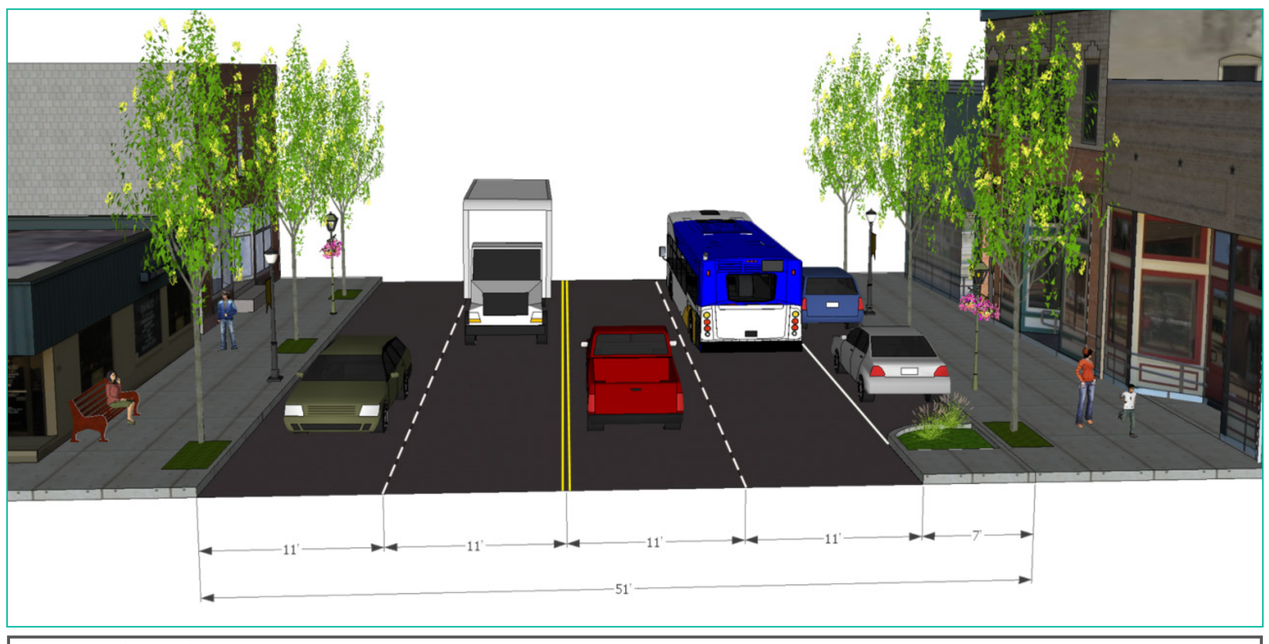
Street Configuration

Goal: Lombard will be a safe, accessible, and functional transportation corridor that balances the needs of all users and modes of travel.

Concept 1: Current configuration (4 lanes, parking on north side) with improved on-street parking



Vote for Concept 1

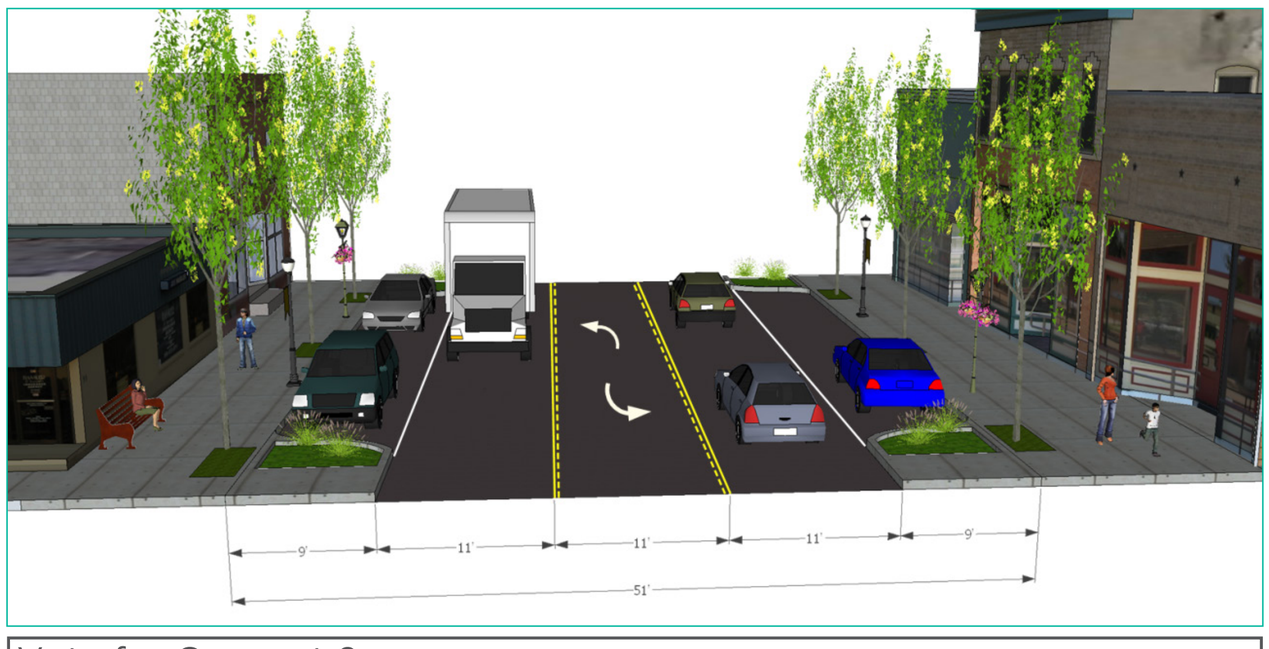
Pros

- On-street parking locations clearer and more likely utilized
- Minimal vehicle congestion
- More than enough width for freight vehicles
- Shorter crossing distance where curb extensions are present

Cons

- Left-turning vehicles cause delay
- High potential for rear-end incidents
- Unpleasant for pedestrians due to high speeds and noise
- Still have long crossing distance
- Still potentially dangerous/intimidating to park on street

Concept 2: 3 lanes, parking on both sides



Vote for Concept 2

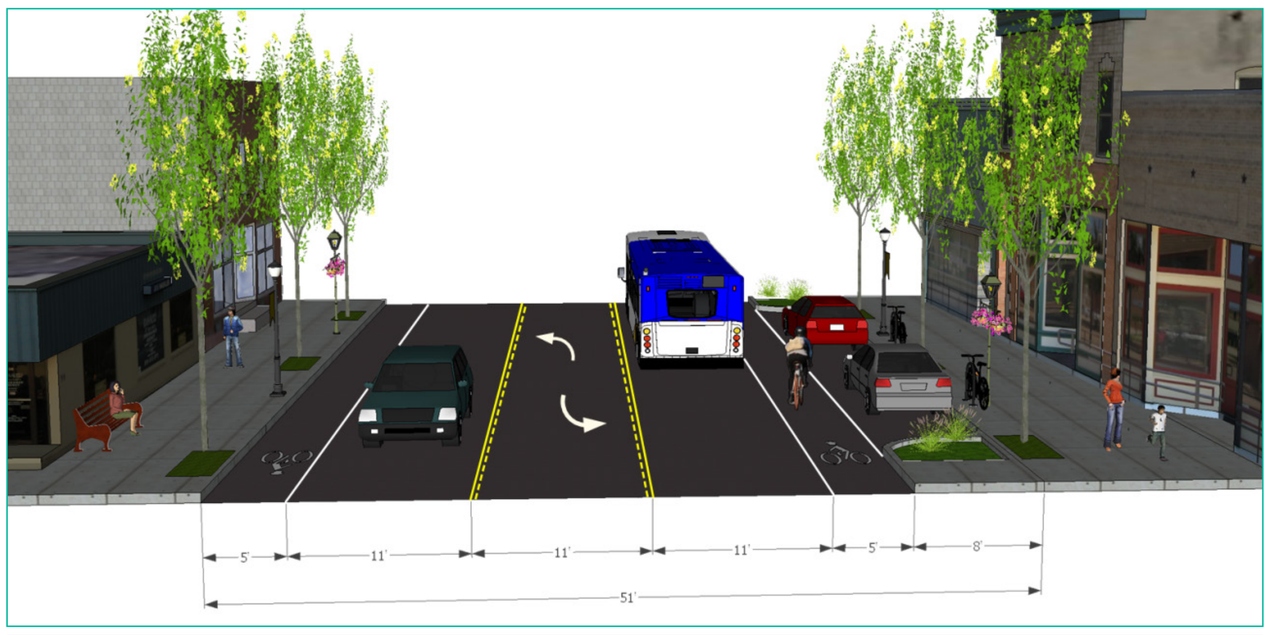
Pros

- Does not significantly reduce road capacity
- Lowers rear-end incidents and delay caused by left-turning vehicles
- Increased on-street parking helps businesses
- Parked cars serve as buffer for pedestrians
- Shorter crossing distance makes it easier to cross for all modes
- Lower vehicle traffic speeds

Cons

- Lower vehicle traffic speeds
- Inability to pass slower vehicles
- High cost of project (curb extensions, re-striping, repaving)

Concept 3: 3 lanes, bike lanes, parking on north side



Vote for Concept 3

Pros

- Does not significantly reduce road capacity
- Lowers rear-end incidents and delay caused by left-turning vehicles
- Parked cars and/or bike lanes serve as buffer for pedestrians
- Provides good east-west bike connection
- Likely increases use of current on-street parking
- Lower vehicle speeds

Cons

- Lower vehicle speeds
- Inability to pass slower vehicles
- Still have long crossing distance
- Potential for conflict between motor vehicles and bicycles
- Bike lanes narrower than normally recommended (5-ft vs. 6-ft)
- High cost of project (curb extensions, re-striping, repaving)