

Blue Island
Active Transportation Plan





Blue Island Active Transportation Plan

Presented by Active Transportation Alliance, February 2012



ACTIVE TRANSPORTATION
ALLIANCE

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Executive Summary

Executive Summary

In the summer of 2011, Blue Island partnered with consultants from Active Transportation Alliance to produce an active transportation plan. This plan leverages Blue Island’s “old urbanism” character, its sustainability and development initiatives, its robust transit connections, its proximity to Chicago, and the planned Cal-Sag Trail to boost the local economy, offer sustainable transportation choices, and improve quality of life. Recommendations include transportation facilities, policy changes and programming that make walking, biking, and transit use safer, more convenient, and more fun in Blue Island.

Highlights of the network include:

- Distinctive and innovative bicycle facilities, such as green pavement and bicycle prioritization to identify on-street routing of the Cal-Sag Trail
- Reopening of the Chatham Avenue bridge as a dedicated bicycle and pedestrian promenade
- A complete and connected network of signed bicycle routes
- Road diets and bike lane installation on Gregory Street and Western Avenue
- Pedestrian safety improvements for Eisenhower High School students and staff
- Major crossing improvements for Western Avenue cross streets, Vermont Street, and 127th Street
- Opportunities to connect California Gardens and Wood Street apartment tenants to Uptown and the Cal-Sag Trail
- Restoring the “Blue Bridge” as a recreation promenade for fishing and sightseeing, and as access to a Jackson Avenue open only to non-motorized users

Policies

Increasing use of the active transportation network requires adoption and implementation of municipal and school policies that facilitate safe use of these facilities. This plan includes the following recommended policies:

- Prioritize the implementation of Blue Island’s Complete Streets Ordinance
- Designate an official Bicycle and Pedestrian Coordinator
- Update Blue Island’s Municipal Code, including:
 - Policies that protect cyclists and pedestrians, such as a Distracted Driver Ordinance
 - Implementing Safe Park Zones
 - Biking and walking accommodations in new developments

Programs

The plan provides guidance on the development of nationally recognized programs for education, encouragement, enforcement, and evaluation. These programs include:

- Education programs, such as integrating a bicycle rules of the road quiz in the city’s automobile sticker renewal and making cycling to school an earned privilege
- Encouragement programs, like publishing a Blue Island bicycle map and hosting social events like history tours by bike, pub crawls, and bike-and-dine events
- Enforcement programs, such as bicycling and pedestrian issues training for police, and using crash data for targeted enforcement through crosswalk stings

Implementation and Evaluation

The planning process does not end with the adoption of this plan. It will require years of implementation and the dedication of key stakeholders. The appendix includes a planning timeline and models and resources for funding and implementing the plan’s recommendations.

Introduction

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1.1 TOD: Trail Oriented Development

The community of Blue Island was 75 years old when the first Model T rattled down Western Avenue. Before that, a trail ran through it.

The Vincennes Trail was blazed centuries ago by Native Americans as a portage and trading route. White traders and later farmers exploited the trail, which fed the commerce and growth of Fort Dearborn and the City of Chicago. By virtue of its perfect distance from Fort Dearborn—less than a full day by horse and wagon—Blue Island grew as a popular waypoint, and then a city in its own right. The community was established according to the principle of TOD: Trail Oriented Development.

Blue Island developed in a compact, walkable pattern, with human-scale infrastructure, including sidewalks, street cars, a tightly spaced grid of narrow and easy-to-cross streets, commuter trains, and ground-level storefronts. Blue Island was a city where no one needed a car; a good thing, as the automobile was decades away.

Once again, a trail is running through Blue Island.

The Cal-Sag Trail will connect Blue Island along the Cal-Sag Channel and Little Calumet River to trail systems that extend to Chicago's lakefront, Indiana, and to Iowa. Trail users will discover Blue Island's perfect distance to downtown Chicago via cycling connections or its abundance of Metra, CTA, and Pace connections, and become residents and business owners. Once again, via the Cal-Sag Trail, Blue Island becomes a sort of portage, this time between two of the Midwest's major trail systems, ideally positioned as a waypoint for travelers and tourists who, as before, won't arrive by car.

Having been here before, Blue Island knows the way forward. This active transportation plan will help apply Blue Island's "old urbanist" ideas of human-scale connectivity, livability, and commerce to meet some very modern challenges: increasing costs of motor vehicle traffic, falling levels of physical activity, rising rates of diabetes and cardiovascular disease, a changing climate, and an uncertain economic future. By investing time, resources, and political will in improving walking, biking, and transit connections, Blue Island can maximize the value of the Cal-Sag Trail on a triple bottom line—economic, environmental, and quality of life.



The Cal-Sag Trail will revitalize Blue Island neighborhoods, bringing visitors and getting residents outside and moving. Water color: Carl Johnson



Frank and Jamilex outside of the pop-up bike shop, Cal-Sag Cycles. Both earned their bikes through Cal-Sag Cycles' maintenance and safe cycling program.

CALUMET-SAG TRAIL CORRIDOR DEVELOPMENT PLAN



Cal-Sag Trail alignment, courtesy URS, Inc.

1.2 Goals of the Plan

The following goals guided the development of this plan.

- Implement the recommendations of the Blue Island Plan for Economic Development to develop and adopt a comprehensive bicycle plan.
- Leverage and enhance current initiatives—the Cal-Sag Trail, transit-oriented redevelopment, and other community development priorities—to improve life and commerce.
- Multiply economic impact—encourage local shopping and reduce car trips to work and school by improving biking, walking, and transit accessibility at important locations in the community.
- Improve health and safety—build a walking, biking, and transit network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.
- Connect people—support biking and walking in the community through education and encouragement programs for residents.
- Modernize policies—adopt policies that make it safer and easier for people to enjoy the improved active transportation network.



National active living expert Mark Fenton, left, led Blue Island staff and stakeholders on a walkabout that encouraged the city to move walking and biking up as a top priority for quality of life improvements. Photo: Amanda Stillwell

1.3 Planning Process

Blue Island residents were invited to a public workshop on August 27, 2011, at the Blue Island Public Library to identify the network and lay the foundation for the recommendations in this plan.

A steering committee of stakeholders appointed by the City guided the work of the consultants as they translated public input, field research, and data analysis into a prioritized list of infrastructure, policy, and program recommendations. (See Appendix A for a full listing of steering committee members.)

The steering committee reviewed current conditions by bike on September 16 and October 8, 2011. Photos from those tours, including location data, are available online here:

<http://tinyurl.com/blueislandtour>
<http://tinyurl.com/blueislandtour2>

On September 28, 2011, at MetroSouth Medical Center, national active living expert Mark Fenton led a three-hour workshop, including a community walkabout for steering committee members, local officials, residents, and MetroSouth staff. Fenton returned to Blue Island on October 11, 2011, to address the Blue Island City Council. Focusing on the link between low levels of physical activity in America and the rise of diseases such as Type 2 diabetes and heart disease, Fenton helped stakeholders understand the role of safe and convenient opportunities to walk and bike in Blue Island's quality of life.



Blue Island residents of all ages work on their group's recommendations for the Cal-Sag Trail.



Left to right: Ald. Jan Ostling, city engineer Tom Nagel, Ald. Cathy Spizzirri, Ald. Chris Cheadle, Ald. Mike Janko, and Ald. Letti Veyra take the lane on Western Avenue on their way to city council meeting during Bike to Work Week. Photo: Jason Berry

1.4 Timeframe

The recommendations are divided into two categories: short timeframe and long timeframe.

Short timeframe network recommendations are relatively quick, low-cost improvements, such as network signing, upgrading crosswalks and installing bike parking. Measured in numbers of cycling and walking trips, short timeframe projects often provide the most value per dollar. And the new interest in cycling and walking that they generate can fuel the momentum for the city to tackle long timeframe projects.

Long timeframe network recommendations are complicated by higher costs, jurisdiction issues, and/or other regional priorities. Projects such as reducing travel lanes on state routes, reconfiguring traffic flow or building a bridge usually need a long timeframe.

But sometimes, a project that usually needs a long timeframe suddenly becomes viable much sooner because it coincides with a larger project, such as the Cal-Sag Trail or Blue Island's Transit Oriented Development efforts. Blue Island should proactively pursue these opportunities for all of the recommendations in this plan. (See the appendices for funding and program resources.)

Active Transportation Network

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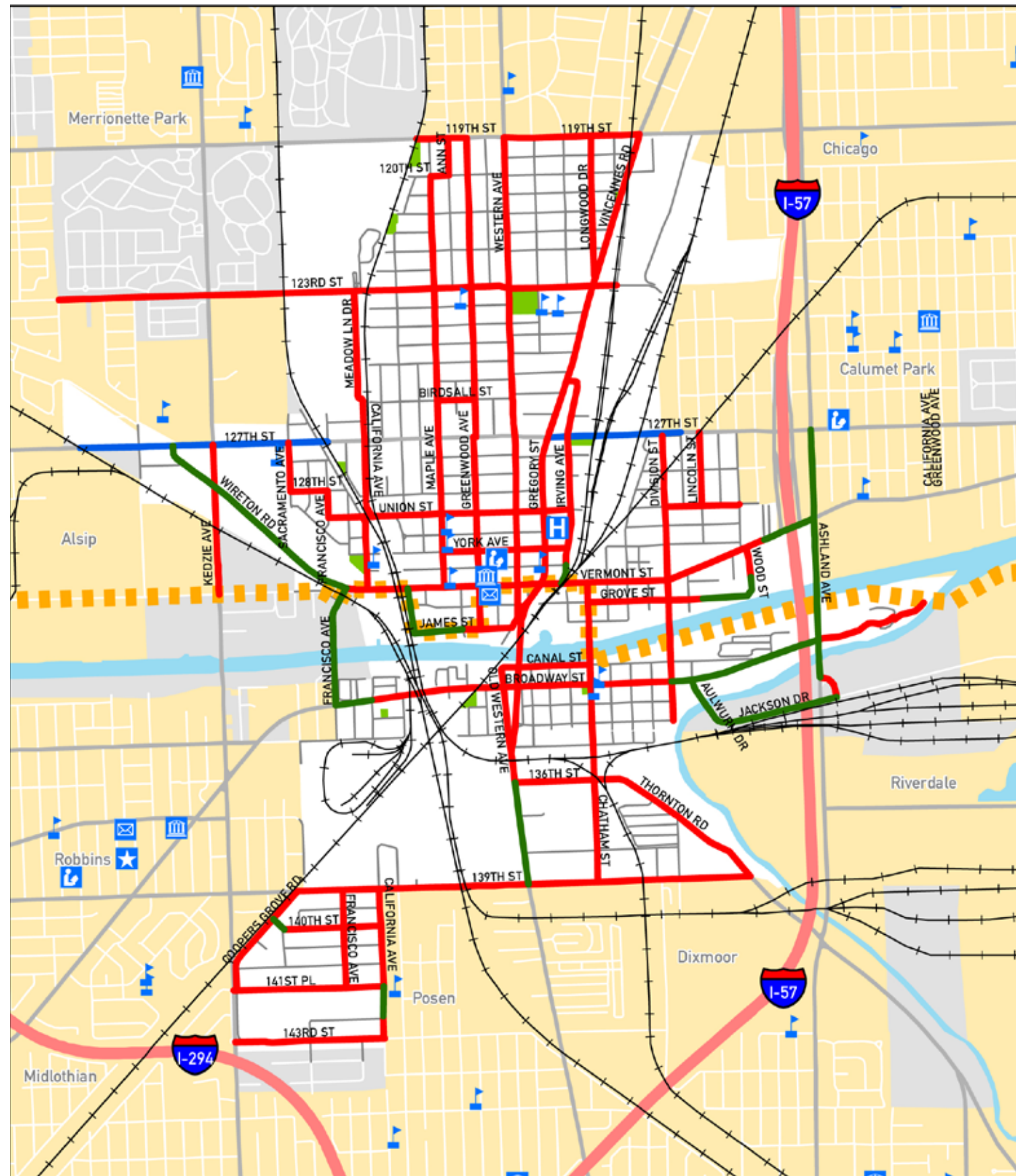
2.1 Network Context

2.1.1 The Network Defined

This section provides a full network map for all the recommendations. The following sections break down the network into six components:

- 1 Cal-Sag Trail Connections
- 2 MetroSouth Medical Center Connections
- 3 California Gardens Connections
- 4 School Zone/Eisenhower High School Connections
- 5 Pedestrian Improvements
- 6 Bicycle Improvements
- 7 Transit Improvements

2.1.2 Full Network Map



-Blue Island- Network

Proposed Network

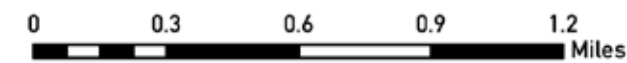
- Bicycle
- Pedestrian
- Bicycle & Pedestrian
- Cal-Sag Trail
- Infrastructure
- Highway
- Arterial
- Local Street
- Railroad

Points of Interest

- Community Center
- Village or City Hall
- Post Office
- Library
- Hospital
- School

Land Use

- Park or Open Space
- Water



Prepared By: Active Transportation Alliance 2/1/2012
 Data Source: Active Transportation Alliance,
 City of Blue Island & Navteq

2.2 Cal-Sag Trail Connections

2.2.1 On-Street Facilities

Objective:

- 1 Create safe, convenient, and equitable access for all Blue Island residents to the Cal-Sag Trail, and for all trail users to the city.
- 2 Extend the trail experience to the on-street portions to maximize trail visits to Blue Island.

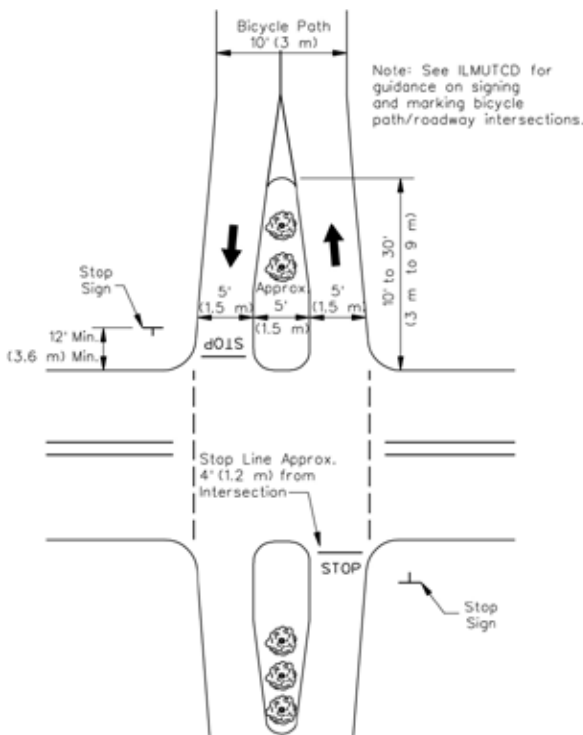
Description: Much of the time, most of the people using the Cal-Sag Trail will be Blue Islanders: trail users generally travel less than 10 minutes to find a trail (walking, biking or driving). But most estimates of the Cal-Sag Trail's popularity show that it will be second only to Chicago's Lakefront Trail, with weekly use averaging in the thousands. A significant portion of those users will be visitors to Blue Island.

With intact, historical merchant and residential areas, Blue Island can capitalize on the economic potential of the trail as well as its benefits to recreation and quality of life. The key is to maximize the connections between town and trail, guide users to and from the trail, and extend the trail experience along on-street routes.

Timeframe: Short (coordinate with Cal-Sag Trail design and construction, 2012–2013)

Trail-Wide Recommendations

- Use green pavement coloring where possible for on-street Cal-Sag Trail routing.
- Prohibit the use of bollards at entrance points to the off-street portions of the Cal-Sag Trail. Bollards cause crashes for trail users. Instead, split the trail entrances with safer medians that feature a low-profile curb and landscaping that allows maintenance and emergency vehicle access while discouraging regular motor vehicle use.
- Install signs for trail users at suitable cross streets that highlight city destinations, including distance and direction. Install identifying and wayfinding signs that serve crossing street traffic to promote the trail and encourage its use. Identify the cross street for trail users if a corner sign isn't visible.



The IDOT Bureau of Design and Engineering manual offers this safer, equally effective alternative to the ubiquitous and dangerous bollards at trail entrance points.

2.2 Cal-Sag Trail Connections (Continued)

Francisco Avenue and 131st Street

Reduce the vehicle turn radius at 131st Street and Francisco Avenue. “Squaring off” the corners will slow turning traffic from 131st Street and shorten the crossing distance for trail users by approximately 30 percent. Spending less time crossing Francisco, trail users will be safer.



The wide turns at Francisco and 131st Street allow cars and trucks to turn at too high a speed for an intersection that will host a busy regional trail crossing.

James Street, Ann Street to Greenwood Avenue

- Cul-de-sac Ann Street at James Street, maintaining a bicycle/pedestrian pass-through.
- Create a two-way separated cycle track on the south side of road, 7' width in each direction.

Greenwood Avenue, James Street to Vermont Street

Width: 30' with curbside parking

- Mark prominently as shared space/vehicles yield to cyclists, using green pavement and shared lane markings. Preserve curbside parking.



Two-way cycle track with buffer on James Street. Fencing or tall curbs prevent Anne Street traffic from entering the Cal-Sag Trail or the cycletrack. James Street becomes eastbound-only with curbside parking. The pavement between parking areas on Greenwood is tinted green.

Vermont Street, Greenwood Avenue to Artesian Avenue

Width: 33', parking bays at Post Office

- Stripe and color 6' bike lanes. Transition the bike lanes into shared lanes at Western Avenue.
- Prohibit right turn on red for eastbound Vermont Street traffic at Western Avenue.

Vermont Street, Rexford Street to Chatham Street

Width: 36', no parking

- Stripe and color 6' bike lanes
- Install 4' wide raised curb median as a pedestrian refuge.



Green bike lanes on Vermont Street help guide trail users between off-street segments.



IDOT installed Peoria, Illinois' green bike lanes as part of a “road diet” on IL-8 and IL-116. Photo: Eric Fredericks/ neighborhoods.org

2.2 Cal-Sag Trail Connections (Continued)

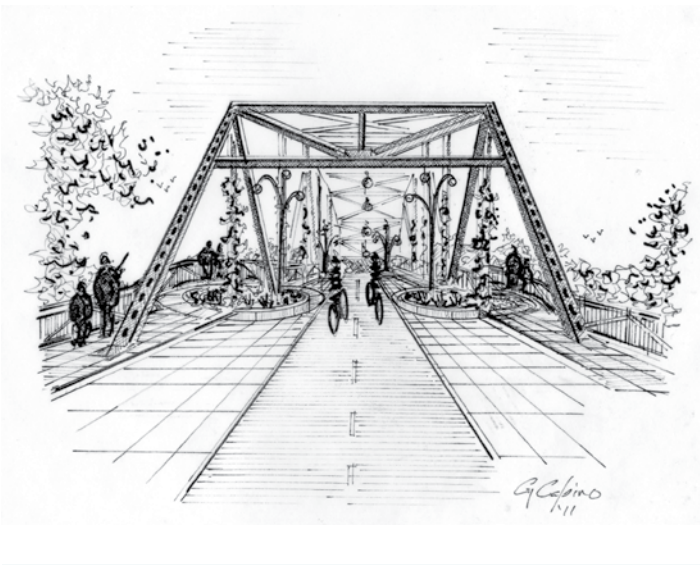
Chatham Street, Vermont Street to bridge

Width: 30'

- Stripe and color 10' two-way cycle track on west side of Chatham.

Chatham Street Bridge

- Reopen the bridge to cyclists and pedestrians, prohibiting motorized vehicle use. Incorporate design features such as mountable medians and curbs that allow occasional emergency vehicle access.



Chatham Street Bridge, closed pending safety inspections, can be reopened as a dedicated trail connection for the Cal-Sag Trail. Illustration: Gregg Calpino.

2.2.2 Irving Avenue/Rock Island Vermont Street Metra Station

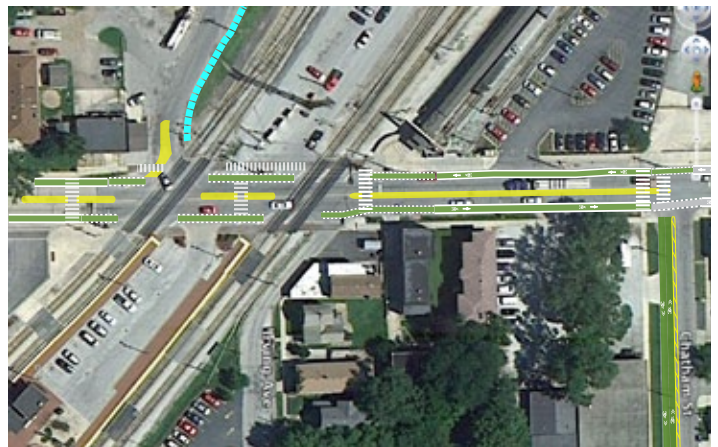
Objective: Create a safer cycling, walking and driving environment to maximize the convenience and benefits of a train-to-trail connection.

Timeframe: Short (coordinate with Cal-Sag Trail design and construction 2012-2013)

- Split the Irving Avenue entrance into two directional lanes, with a raised-curb median that prevents left turns by eastbound Vermont Street traffic onto Irving, as well as left turns from Irving onto eastbound Vermont. The median should be designed to allow emergency response to negotiate the curb as needed.
- Install a raised curb median with pedestrian pass-throughs on Vermont Street, Rexford Street to Chatham Street.
- Install a sidewalk on the east side of Irving Avenue, Vermont Street to New Street.



Alderman Jairo Frausto explains the dangerous turning movements at the Irving Avenue/Vermont Street intersection that MetroSouth employees and others who take Metra must negotiate daily.



Medians help to slow automobile traffic and control turning movements. They also provide refuge for pedestrians crossing the street. A raised median at Irving Avenue prevents left turns off of and onto Vermont Street. Chatham Street is shown with a 10', 2-way cycletrack to serve Cal-Sag Trail users.

2.2 Cal-Sag Trail Connections (Continued)

2.2.3 “Uptown” Western Avenue

Objective: Maximize the economic impact of the Cal-Sag Trail and encourage local shopping by improving bicycle access to Western Avenue businesses.

Timeframe: Short (coordinate with Cal-Sag Trail design and construction 2012-2013)

Sign Greenwood Avenue at Vermont Street as the route to Uptown. Since Western Avenue is one way southbound, signing two-way Greenwood Avenue as an alternate route to Uptown creates a convenient connection between the trail and local businesses.

- Install two inverted-U bicycle parking racks at both corners of the block. Allow merchants to request bicycle parking in front of their stores.
- Stripe 5.5' bike lanes on both sides of Western Avenue to maximize cyclists' access to local merchants.



Western Avenue south of Union Street in Uptown.



→  Cal-Sag Trail

↑  Western Ave. Shops 1/4

2.2.4 Two-Way Realignment of Western Avenue and Gregory Street

Objectives:

- Restore two-way traffic on Western Avenue and Gregory Street, 127th Street to Grove Street.
- Rescind Western Avenue's designation as a Strategic Regional Arterial south of 127th Street.

Timeframe: Long

Description: For more than 20 years, Blue Island's Uptown district has been throttled by Western Avenue's one-way southbound access and its designation as a Strategic Regional Arterial (SRA) by the Chicago Metropolitan Agency for Planning (CMAP) and Illinois Department of Transportation (IDOT). Western received this designation even though active at-grade freight train crossings block Western Avenue immediately south of the Cal-Sag Channel for substantial parts of the day. Essentially, the policy and the design have contrived to:

- 1 “Hide” Uptown from half of the traffic flow through downtown
- 2 Degrade the pedestrian environment and reduce Uptown's foot traffic by encouraging higher traffic speeds
- 3 Slow emergency responders by reducing access routes

In the context of the Cal-Sag Trail, Western Avenue's current one-way configuration will reduce the amount of economic activity the trail will generate by making Western Avenue merchant access inconvenient for trail users.

- Aggressively pursue CMAP's support and IDOT's approval for restoring two-way traffic on Western Avenue and Gregory Street in Uptown. Traffic studies by KLOA, Inc./Christopher B. Burke Engineering and Robinson Engineering, Ltd. validate viable and safe options for realigning traffic on Western Avenue and Gregory Street.

2.3 MetroSouth Medical Center Connections

Objective: Improve the safety and convenience of walking and cycling to MetroSouth Medical Center to give staff, visitors, and patients access to healthy, outdoor physical activity and car-free transportation choices.

Description: Inside Blue Island's Uptown core, MetroSouth Medical Center's location makes the hospital somewhat unique for a major Chicago-area suburban hospital. As part of the urban grid, the hospital offers access to care regardless of a person's ability or willingness to drive, and Blue Island's Metra, Pace, and CTA services make transit a viable option for patients, visitors, and staff alike.

MetroSouth has been a generous and progressive partner for Blue Island and its efforts to promote outdoor physical activity in the community. These recommendations can further help MetroSouth and Blue Island leverage the hospital's advantageous location, the city's urban grid and transit connections, and the Cal-Sag Trail's proximity to encourage and promote safe, convenient walking, biking, and transit use.

Timeframe: Short

Pedestrian Recommendations—MetroSouth and Blue Island may partner to:

- Add a sidewalk along the east side of Irving Avenue from Vermont Street to New Street (coordinate with Cal-Sag Trail construction 2012-2013)
- Upgrade all marked crosswalks at street intersections proximate to MetroSouth's property, including parking lots, to high-visibility, ladder-style crosswalks.
- Mark all sidewalk crossings at MetroSouth driveways, including parking lots, with high-visibility, ladder-style crosswalks and vehicle stop lines in the exit lanes.
- Upgrade all pedestrian curb-cuts at MetroSouth driveways with truncated domes.

Bicycling Improvements—MetroSouth can:

- Add short-term bicycle parking racks near MetroSouth's main entrance drive on Gregory Street, near Union Street.
- In the parking garage, configure two parking stalls at ground level for sheltered, long-term (overnight) bicycle parking for staff, visitor, and patient use. Use high-capacity, high-security bike parking racks. Two car parking spaces can easily park 10-20 bicycles, depending on the parking racks used.
- Use bike parking signs to direct cyclists to sheltered parking.
- Irving Avenue

Please see Section 3.2: Program Recommendations for program ideas that could benefit both MetroSouth and Blue Island.



A pedestrian crossing MetroSouth Medical Center's wide and busy parking garage and emergency entrance drive deserves as much service from a marked crosswalk as if he or she were crossing a street.

2.4 California Gardens Connections

Objective: Improve walking and biking connections to transit, Uptown, and neighboring Southland communities.

Description: Without a car, families in Blue Island's California Gardens subdivision are largely disconnected from much of Blue Island's merchants, amenities, and services, and those in neighboring communities as well as the Cal-Sag Trail. Access to and from the neighborhood is limited to just three locations on 139th Street and Kedzie Avenue, busy arterials with truck traffic. Poor or non-existent cycling accommodations on Kedzie Avenue and 139th Street discourage biking to the otherwise conveniently located Robbins Metra station and Pace routes. Programs at the Tommy A. Brown Sports Association are largely inaccessible to other Blue Island youth who could benefit. California Gardens' residential streets do not connect to the streets in towns next door, sharply degrading connectivity and travel options.

Timeframe: Short

- Provide shortcuts for walking and cycling
Pave a short sidewalk connection from Betty Lane and 139th Place Avenue to Coopers Grove Road. A desire path already connects from this corner to California Gardens Christian Church. Paving the desire path makes walking to the Metra station and to church more accessible and convenient.

Pave a short trail connection across the Com-Ed utility corridor to connect California Avenue. A desire path shows regular use by walkers and cyclists across the easement. A paved trail segment would improve accessibility for all users and encourage walking and biking between communities.

Mark a crosswalk across 139th Street between Coopers Grove Road and the Robbins Metra station.

- Provide free trips on Metra between the Robbins station and the Vermont Street station. Blue Island can ask Metra to partner to provide free "shuttles" on existing service for Blue Island residents between California Gardens and downtown Blue Island. Proof of residency could be a Blue Island library card, or perhaps a Tommy A. Brown Sports Association "membership" card, which would also encourage participation in these two local institutions.

Timeframe: Long

- Improve bicyclist and pedestrian safety and comfort on 139th Street, Kedzie Avenue to Western Avenue. Coordinated with repair or reconstruction, 139th Street should be improved for cyclists and pedestrians. Since structural changes to the bridge are likely even further away than 139th Street improvements, Blue Island should pursue widening the incline lanes on both sides where cyclists are moving the slowest and sight lines for drivers and cyclists are shortest. The additional width can be taken from the decline lanes, where cyclists would be moving the fastest and sight lines are longer.



Trail segments in California Gardens provide "short cuts" for cyclists and walkers to the Robbins Metra station and other Southland communities.



Blue Island's bridges and the Rock Island Metra service can help integrate the outlying California Gardens neighborhood south of 139th Street with Uptown and the Cal-Sag Trail. Photo: Charles Crump/URS.

2.5 School Zones

2.5.1 School Walking Zones

Objective: Utilize federal Safe Routes to School (SRTS) funding to implement network improvements within a 1.5 mile radius of elementary and middle schools.

Timeframe: Long

Description: Blue Island's elementary and middle schools are neighborhood-based with generally good sidewalk and local street connections. Both schools and parent volunteers have had success adding bicycle parking, upgrading crosswalks, and coordinating programs such as Walking School Bus and Bike Train. While crossing busy arterial streets like Western Avenue at 123rd Street pose substantial risk to children's safety, adults chauffeuring students to and from school pose the most danger to children's and adults' health.



Walking school bus has proven itself in Blue Island as a safe alternative to being driven, and a lot more fun. Photo: Jane Blew-Healy

- District 130 should create school travel plans for each site that allows the schools and the City to coordinate future infrastructure planning that makes best use of SRTS funding for residents.



Bike parking needs at Blue Island schools should be assessed annually to accommodate growth in cycling trips. Photo: Jane Blew-Healy

2.5 School Zones

2.5.2 Eisenhower High School

Objective: Improve the safety and convenience of walking and biking to Eisenhower High School.

Timeframe: Short (coordinate with FY2012 127th Street reconstruction)

Description: 127th Street in Blue Island has proven to be a dangerous route for cyclists and pedestrians, particularly students at Eisenhower. The reconstruction of 127th Street in 2012 offers an opportunity to make dramatic improvements to the school's walking and biking environment.

- Expand bicycle parking at all school entrances; racks should be within 100' of entrance doors.
- Complete 6' sidewalks on both sides of 127th Street, Francisco Avenue to Kedzie Avenue, with at least a 2' buffer between the travel lane and the sidewalk.
- Stripe high-visibility "zebra stripe" crosswalks at 127th Street and Sacramento Avenue.
- On Sacramento Avenue by the tennis courts, change angle parking to parallel parking and provide at least 5' walkway between parking spaces and the tennis court fence.
- Move Enterprise Rent-A-Car's parking to streetside, "back-in" angle parking, and remove curb-cut for entrance drive.
- In the school parking lot on the east side of Sacramento Avenue, the west end parking stalls are blocking the pedestrian way. Convert these stalls to parallel parking and move them in 6' to clear the pedestrian way.
- Extend the sidewalk on the east side of Sacramento Avenue from Edison Street north to 127th Street.
- Tommy A. Brown Sports Association



Simple improvements, largely made with parking reorganization and paint, restores pedestrian service and improves safety around Eisenhower High School.



Sidewalks included in 127th Street's reconstruction at Sacramento Avenue, scheduled for FY2012, will dramatically improve walking and biking safety for Eisenhower students and others needing access along this major corridor.

2.6 Pedestrian Improvements

Objective: Upgrade the active transportation network with best practices for traffic control devices, such as countdown timers, ladder-style crosswalks, bi-directional curb-cuts, and pedestrian refuges where appropriate.

Description: A near-miss by a car or long waits to cross safely will quickly discourage a person from choosing active transportation. Improving crossings is a cost-effective strategy to encourage walking, biking, and transit use. It also saves lives. These simple improvements are recommended at all of the network's major intersections.

The following recommendations and map illustrate the location and type of intersection and crossing improvements that should be made. Technical guidance for these recommendations can be found in the Manual on Uniform Traffic Control Devices, 2009 edition.



Inconsistently cleared sidewalks hampers foot traffic in Uptown, and slippery conditions can be dangerous. Photo: Jason Berry

2.6.1 Prioritize Sidewalk Snow and Ice Removal in Uptown and Along Vermont Street to the Metra Station

Objective: Improve four-season pedestrian access to Uptown and to the Vermont Street Metra station while improving pedestrian safety and convenience.

Timeframe: Short

Description: The Village of Homewood Public Works partners with its merchants to operate small utility tractors to clear snow from the sidewalks in its central business district. The City of Oak Park goes a step further on some blocks, where it has installed heated sidewalks. Merchants and officials in both communities have found that clear sidewalks benefit local shopping and community life.

Blue Island's Uptown area includes dozens of businesses plus City Hall, the post office, schools, and access to MetroSouth Medical Center. And the short, steep hill between Western Avenue and the Vermont Street Metra station can be especially treacherous when icy. Unshoveled walks and icy conditions reduce foot traffic for Uptown businesses, and lower quality of life in the community.

- Partner with the Blue Island Chamber of Commerce to clear sidewalks in Uptown and to the Vermont Street Metra Station. The Chamber of Commerce operates a garden tractor to maintain decorative landscaping and plantings in Uptown. The Chamber can get more value out of its capital purchase, and perhaps a cost-sharing partnership with the City, by using it for snow and ice removal as well. Considering the penalty that icy, snow-clogged walkways impose on foot traffic, it's likely cost-effective to purchase additional tractors.

2.6 Pedestrian Improvements (Continued)

2.6.2 Vermont Street/Wood Street Intersection

Objective: Create a safe street crossing for Wood Street apartment residents to Centennial Park and reduce crashes.

Timeframe: Long

- Stripe left-turn lanes in both directions on Vermont Street to move turning traffic out of the through lane; this should reduce aggressive passing on the right when a vehicle is turning.
- Paint medians to slow through traffic and provide refuge for crossing pedestrians. As funding allows, install raised curb medians with pedestrian pass-throughs for additional pedestrian comfort and safety.



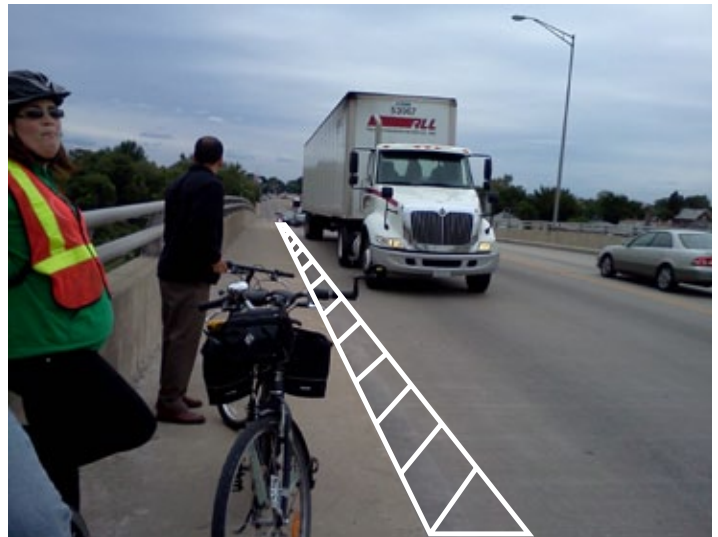
Raised medians at Vermont Street and Wood Street help to slow automobile traffic and control turning movements. They also provide refuge for pedestrians crossing the street.

2.6.3 127th Street Bridge

Objective: Improve comfort level and safety of sidewalk users crossing the bridge.

Timeframe: Long

- Stripe a 2' buffer line next to the sidewalk in each direction. The buffer line will encourage what more courteous drivers are doing anyway—moving left, away from the sidewalk to give sidewalk users more room.
- The buffer stripe requires that lanes be reduced to 11'. The Federal Highway Administration's Transportation Research Board has determined that narrowing lanes down to 10', even on truck routes, does not increase crashes on routes posted 40 MPH or lower.



127th Street bridge was built with little consideration for the comfort level and safety of pedestrians and cyclists, despite the bridge offering the only east-west access across the Rock Island train line between Vermont Street and 119th. The semi truck in the picture is moving left in response to people on the sidewalk. A 2-foot painted buffer stripe (shown) would move all traffic away from the sidewalk, and slow vehicles by narrowing the travel lanes, improving pedestrian and vehicle safety.

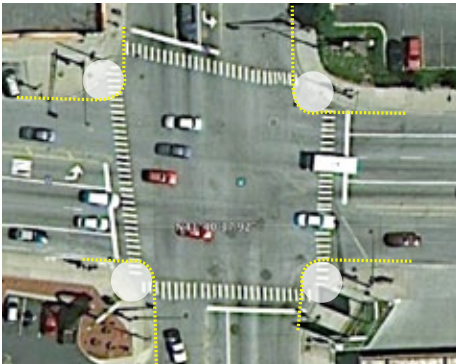
2.6 Pedestrian Improvements (Continued)

2.6.4 Western Avenue at 119th Street and 123rd Street

Objective: Reduce pedestrian crash risk and crash severity at Western Avenue intersections by shortening pedestrian crossing distances and slowing turning movements.

Timeframe: Long

- “Square off” the corners by reducing turn radii to 20’—ample for the occasional long vehicle—to reduce crossing distances for pedestrians by yards and dramatically slow the turning speeds of vehicles.



119th Street and Western Avenue. “Squaring” corners at 119th Street and 123rd Street by reducing turn radii to less than 30’ slows turning movements and shortens pedestrian crossing distances.



123rd Street and Western Avenue.



Allowing drivers to turn right on red is a challenge for pedestrians and cyclists of any age. 123rd Street at Western Avenue should be signed No Right on Red. Photo: Jane Blew-Healy

2.6.5 Western Avenue and 127th Street

Objective: Reduce pedestrians’ exposure to conflict with motor vehicles while improving safety, convenience, and comfort for pedestrians

Timeframe: Long

Description: To maximize vehicle turning capacity at this signalized intersection of two Strategic Regional Arterials, the wide curb radii at the 127th Street/Western Avenue intersection wastes thousands of square feet of unutilized concrete between the turning paths and through paths of motor vehicles.

As long as Western Avenue remains one-way southbound south of 127th Street, the southeast corner of the intersection needs effectively zero turning radius, since no traffic is turning there.

- Construct “pork chop” raised-curb medians to repurpose this wasted space for pedestrian use and safety.
- Extend the curb outward at the southeast corner to use the available space for reducing the pedestrian crossing distances on both Western Avenue and 127th Street.
- Note: a two-way configuration for Western Avenue is preferred.



Constructing pork chop islands reclaims thousands of square feet of wasted road space for pedestrian safety.

2.6 Pedestrian Improvements (Continued)

2.6.6 Greenwood Avenue and 127th Street

Objective: Reduce both pedestrian and motor vehicle crash risk and severity at this unsignalized intersection, and help Greenwood Avenue fulfill its role as an alternative north/south route to Western Avenue destinations.

Timeframe: Long

- Install two raised-curb medians in the 127th Street turn lane, tapered to serve and protect 127th Street traffic turning onto Greenwood Avenue. The medians will serve as pedestrian refuge islands for the students and local residents who must cross 127th Street, shortening the effective crossing distance of this busy Strategic Regional Arterial.



Raised curb medians at 127th Street and Greenwood would improve crossing safety for pedestrians and turning safety for drivers, a win-win.

2.6.7 Pedestrian Ways

Timeframe: Short to Long—These improvements should be coordinated with city street maintenance projects

Install countdown pedestrian signals. All signalized crossings should be upgraded to countdown pedestrian signals. These signals show pedestrians how much time they have to cross the street and prevent pedestrians from running across the street when there is not enough time.

Install pedestrian islands and refuges at key mid-block crossings. Center islands or medians allow pedestrians to stop, if necessary, in the middle of a street crossing relatively safely to wait for an adequate gap in traffic before continuing to cross.



Photo: James Wagner



Photo: Adam Fukushima/ pedbikeimages.org

2.6 Pedestrian Improvements (Continued)

Install bi-directional curb-cuts and truncated domes. All new intersection crossings should be equipped with bi-directional curb-cuts and truncated domes to insure the intersection complies with ADA standards.

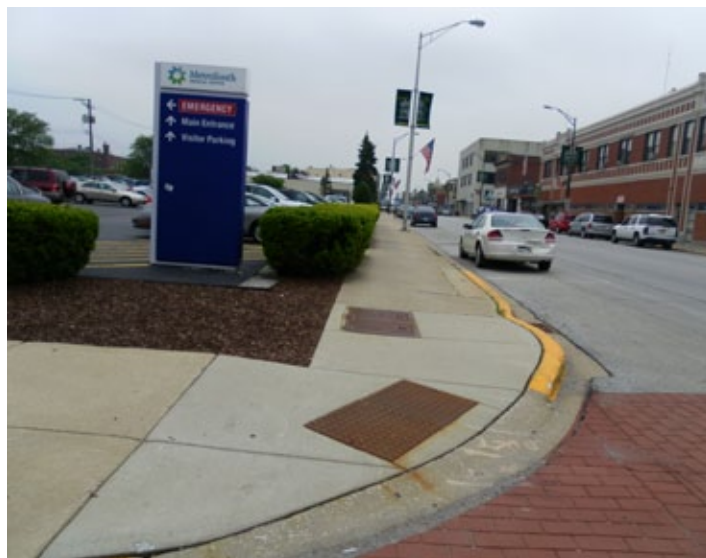
Install curb extensions along streets and at intersections. A curb extension is a reduction in the roadway width to create a shorter crossing for pedestrians. The curb extension can also improve driver and pedestrian visibility, all while slowing vehicular traffic.



A pedestrian ramp should direct crossing traffic only in the desired direction, like many ramps do in Blue Island's residential neighborhoods.



Curb extensions along Dixie Highway in Homewood, Illinois define parking bays and shorten pedestrian crossings.



A single pedestrian ramp placed to serve two perpendicular crossings actually serves neither crossing, instead directing wheelchair users, skaters and young or inexperienced cyclists into the middle of an intersection.

2.6 Pedestrian Improvements (Continued)

2.6.8 Complete Sidewalk Connections

Objective: Complete the sidewalk network on collectors and arterials. Prioritize segments highlighted on the Pedestrian Network Map.

Timeframe: Long

Description: While standards allow sidewalks to be as narrow as five feet if separated from the road edge or curb, this plan recommends sidewalks six feet wide wherever possible. The extra width allows comfortable side-by-side walking and better accommodates the occasional child or beginning cyclist avoiding street traffic. An additional landscaping or street furniture zone buffer of five feet or more is also recommended to separate pedestrians from the roadway.



Alderman Mark Patoska explores the sidewalk gaps in his ward. Blue Island has a nearly complete sidewalk network with a few major exceptions, such as Vermont Street between Page Court and Ashland Avenue.



Great Northern Lumber encroaches upon essential public access to the Prairie Street Metra stop on the north side of the 127th Street bridge. Great Northern Lumber's violation also forces children, cyclists and pedestrians to cross 127th Street at grade instead of beneath 127th Street with a car-free connection.



Alderman Domingo Vargas (right) and Alderman Frausto discuss Prairie Street Metra access with Blue Island Bike Club instructor Jane Blew-Healy.



Providing access control with angled parking at Broadway Estates on Broadway improves safety for all users on Broadway by reducing conflict points.

2.6 Pedestrian Improvements (Continued)

2.6.9 Pedestrian Amenities

Pedestrian Amenities: Install Pedestrian Furnishings and Features

Objective: Install amenities to make walking a more inviting, more attractive option in Blue Island.

Timeframe: Long

Description: Pedestrians are sensitive to character and convenience features, which can encourage more people to walk further as well as more often. Some examples include: lighting, sit walls, benches, trash cans, trees, plantings, and public art. These amenities are most effectively used in areas with higher pedestrian traffic, such as shopping districts.



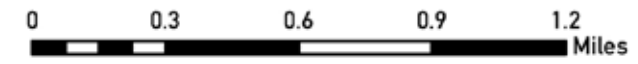
Sidewalk benches in Homewood, Illinois.

2.6.10 Pedestrian Network Map



-Blue Island- Pedestrian Improvements

- | Pedestrian Network | | Infrastructure | |
|--------------------|---------------------------|----------------|--------------|
| | Trail | | Highway |
| | Sidewalk Improvement | | Arterial |
| | Cal-Sag Trail | | Local Street |
| | Intersection Improvements | | Railroad |
| | | | Water |



Prepared By: Active Transportation Alliance 2/1/2012
 Data Source: Active Transportation Alliance,
 City of Blue Island & Navteq

2.7 Bicycle Improvements

The bicycle network in Blue Island can be made up of neighborhood streets, bike routes, shared lanes, trails, and paths. Completing a connected network of biking routes will make cycling in Blue Island more convenient, safer, and more fun.

2.7.1 Sign Bike Routes

Objective: Provide clear, useful wayfinding for cyclists to important destinations.

Timeframe: Short

- Sign all bicycle routes in the network. Use signs that display destination, direction, and distance. The 2009 MUTCD includes specifications for wayfinding signs. The city should initially sign routes that coordinate with a Blue Island bicycle network map. A good, useful bike network map suggests existing routes that local cyclists have identified as most comfortable for cycling. These routes are a good guide for where signs should be placed first. Sign the longer-term portions of the active transportation network as it develops.



Good wayfinding is the cornerstone of an effective and useful bikeway network.

2.7 Bicycle Improvements (Continued)

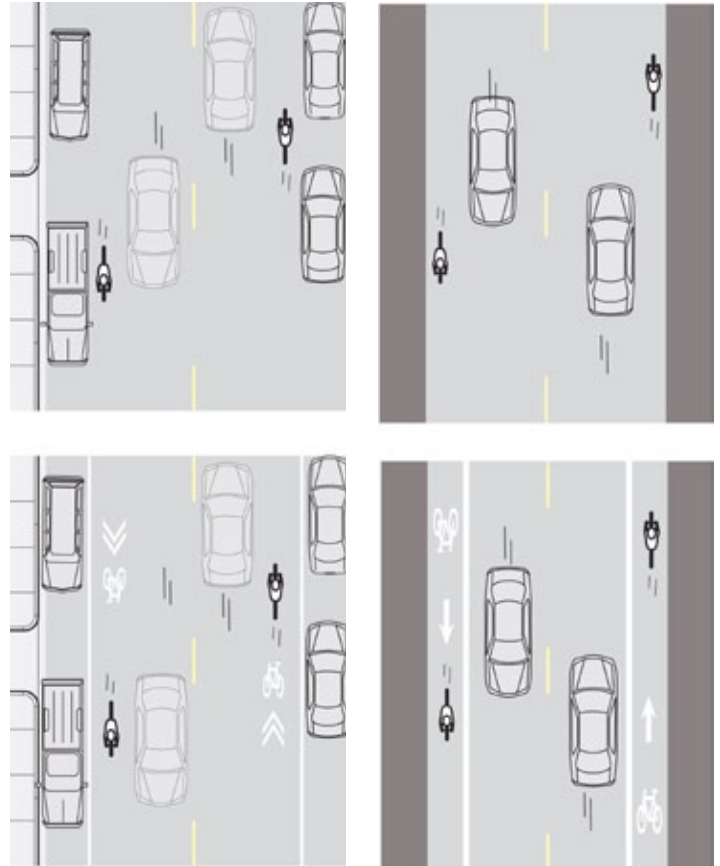
2.7.2 Shared lane markings and bike lanes

Objective: Help drivers and cyclists share limited street width on identified bicycle routes where motor vehicle speed or traffic volumes discourage most cycling.

Timeframe: Short on local jurisdiction streets; long on state, county and township routes (look for coordinating opportunities)

Description: Marked shared lanes help drivers expect and accept cyclists in the street, and the markings encourage drivers to pass bicyclists with caution at an acceptable distance. For bicyclists, marked shared lanes encourage legal behavior, such as riding on the street with traffic, and raise cyclists' comfort levels, helping them ride more predictably and safely. Shared lane markings are most commonly found on streets with a minimum 13' travel lane, but can be used on narrower streets to raise awareness of cyclists.

Bike lanes offer a high level of comfort for drivers and cyclists on streets with heavy traffic. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes have also been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris.



- Install shared lane markings on bike network routes without sufficient width for 5' bicycle lanes and posted speed limits of 35 mph or less. The centerline of shared lane markings should be at least 4' from the curb or pavement edge on streets without parking. On streets with parking, the marking's centerline should be at least 11' from the curb or pavement edge.
- Where curbside parking is allowed, consider striping a continuous 7'-wide parking lane as well. Striping parking lanes has proven to lower motor vehicle speeds by visually narrowing the travel lanes, and it's inexpensive. Also, when the space is empty, cyclists can use it as an unmarked bike lane.
- Establish 5' travel lanes exclusive for bicyclists' use on collector and arterial streets with sufficient width and speeds less than 40 mph. Motorized vehicle travel lanes may be narrowed to a minimum of 10' where appropriate to allow bike lanes.
- Establish a policy of regular, prioritized street sweeping along bike lane routes.



Shared lane in Asheville, NC. Photo: Lyubov Zuyeva/ pedbikeimages.org

2.7 Bicycle Improvements (Continued)

2.7.3 Road Diet

Objective: Accommodate additional types of roadway users by reallocating wasted and costly road width.

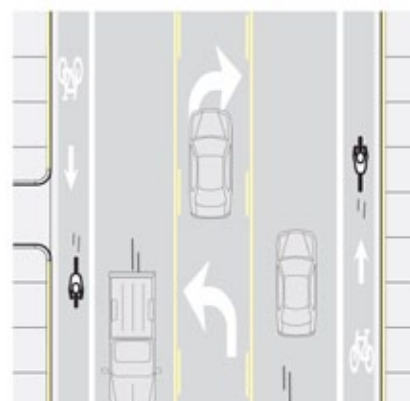
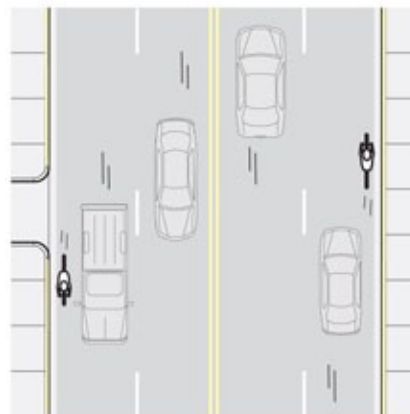
Timeframe: Long

Description: Road diets are often conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane), but generally applies to all projects that reduce the number of vehicle travel lanes. Narrowing a roadway by reducing the number of lanes or lane width is a traffic-calming strategy used to decrease congestion caused by left-turning vehicles. And it's a cost effective way to make space for other roadway user types. The recovered lane width can be repurposed for bicycle lanes, sidewalks, or even on-street parking. Pedestrian refuge islands, bump-outs, and flare-outs can easily be coupled with road diets.

- Reduce Gregory Street from three lanes to two through Uptown; add bike lanes.
- Reduce Vincennes Avenue from four lanes to two, and add a center turning lane and bike lanes
- Reduce Broadway Street, Division to Ashland from four lanes to two; add bike lanes



Gregory Street traffic count is low for a suburban arterial—just 8100 vehicles a day. Striping three lanes for so few cars wastes expensive pavement and encourages speeding through an area with a lot of foot traffic. With a road diet, the width of one lane can be repurposed as bike lanes on both sides of the street, using the road more efficiently and reducing speeding.

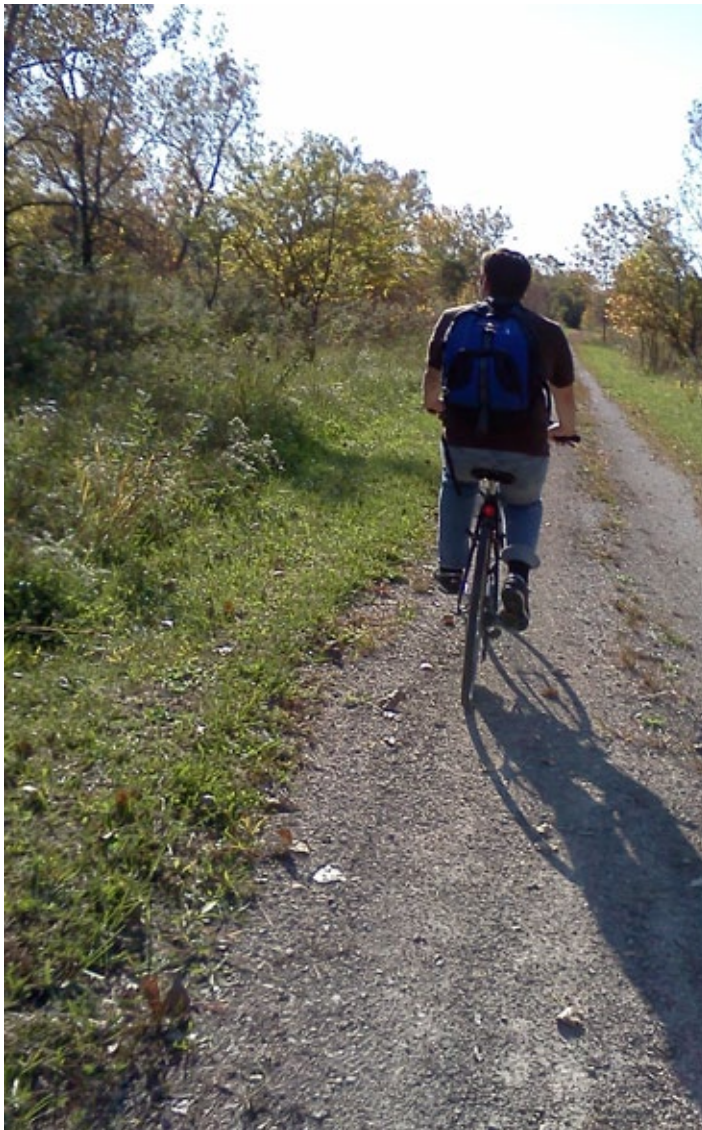


2.7 Bicycle Improvements (Continued)

2.7.4 Connect Trails

Objective: Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

Description: Trails can provide important connections to regional trail systems and provide great opportunities for recreation and longer distance active transportation. Limited access and few intersections make trails useful local and regional connections within the active transportation network.



An Metropolitan Water Reclamation District utility road partially connects apartments on Vermont Street at Wood Street east to Grove Street. Developed as a trail, the route would provide a pleasant and safe walking and biking connection to the Vermont Metra station and the Cal-Sag Trail.



The partially collapsed "Blue Bridge" crosses the Little Calumet River at Aulwurm Drive and could be restored as a fishing area and bicycle/ pedestrian crossing to currently closed Jackson Street.



Cyclists use Jackson Street, west of Ashland Avenue now. Officially closed to traffic, its pavement is in good repair.



Jackson Street is closed westbound at Ashland Avenue, yet Calumet Township continues to collect tax for its maintenance. The township can return value to Blue Island residents by paying for the reopening of Jackson Street as a nonmotorized route, and participating in the reconstruction of the Blue Bridge as a bicycle and pedestrian crossing.

2.7 Bicycle Improvements (Continued)

2.7.5 Bicycle Amenities

This is a list of low-cost improvements that fit in a short timeframe to encourage cycling, improve safety, and reduce crossing hazards.

Bicycle Parking

Objective: Throughout Blue Island, install inverted-U or functionally similar bike parking racks at commercial retail areas, public buildings, and parks, and on public property near businesses and multi-unit residences.

Timeframe: Short

Description: Racks should be located within clear view of the destination's entranceway, preferably as close as the closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100' away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

Bike parking installation should prioritize all Metra stations, schools, businesses, and public services along the cities' bicycle network. By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.



Blue Island Public Library uses functionally similar "ring and post" and inverted-u bicycle racks.

Traffic Signal Detectors for Bicycles

Objective: Place consistent markings at signalized intersections using vehicle detector loops to show cyclists where to place their bike for detection by demand-actuated signals.

Timeframe: Short

Description: Unless properly positioned over an in-pavement detector loop, most bikes will not activate demand-actuated traffic signals. The MUTCD placement marking shows cyclists where to position their bicycle.

Some traffic signal loop detectors will not detect a bicyclist regardless of the bike's position. A long timeframe solution is to retrofit bike-friendly detectors. But a short timeframe fix is to simply adjust the existing detectors so they will detect most cyclists.



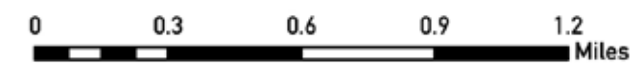
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2.7.6 Bicycle Network Map



-Blue Island- Bicycle Network

- | Bicycle Network Facility Type | Infrastructure |
|-------------------------------|----------------|
| Signed Route | Highway |
| Bike Lane | Arterial |
| Shared Lane | Local Road |
| Road Diet | Railroad |
| Trail | Water |
| Cal-Sag Trail | |



Prepared By: Active Transportation Alliance 2/1/2012
 Data Source: Active Transportation Alliance, City of Blue Island & Navteq

2.8 Transit Improvements

For \$1.75, any Blue Island resident can leave their car at home and ride transit to Chicago’s Midway Airport, where even economy parking is \$14 per day.

Very few suburban communities offer residents airport service, but in Blue Island, outstanding transit connectivity is almost taken for granted. Blue Island is one of only a few suburban communities in the region to be served by Chicago’s CTA buses. No fewer than five Pace bus routes serve Blue Island, and three Metra commuter train routes—the Rock Island Express Line, the Rock Island Local, and the Metra Electric—board at the Vermont Street station. Only a few suburban Chicagoland communities—Oak Park, Forest Park, Evanston, and Skokie—boast as much transit connectivity to Chicago and the region as Blue Island.



Like Oak Park, Forest Park and Evanston, Blue Island is one of the few suburban communities with both Pace and CTA connections.

2.8.1 Current Routes and Stations

Objective: Create awareness for routes by integrating CTA, Pace, and Metra connectivity into the city’s promotional efforts. Emphasize connectivity to Midway Airport, Chicago’s transit system, area colleges, and Oak Brook.

Timeframe: Short

- Add bicycle parking, including lit, sheltered parking, at the Vermont Street Metra station and the 127th Street Park-n-Ride
- Produce a free Blue Island-centric transit map that promotes connections to regionally significant destinations. In addition to making the map publicly available, include the map in city marketing efforts and new resident materials.
- Boost residents’ level of comfort in leaving a vehicle overnight at the 127th Street Park-n-Ride through increased patrols or the installation of a “blue light” camera.

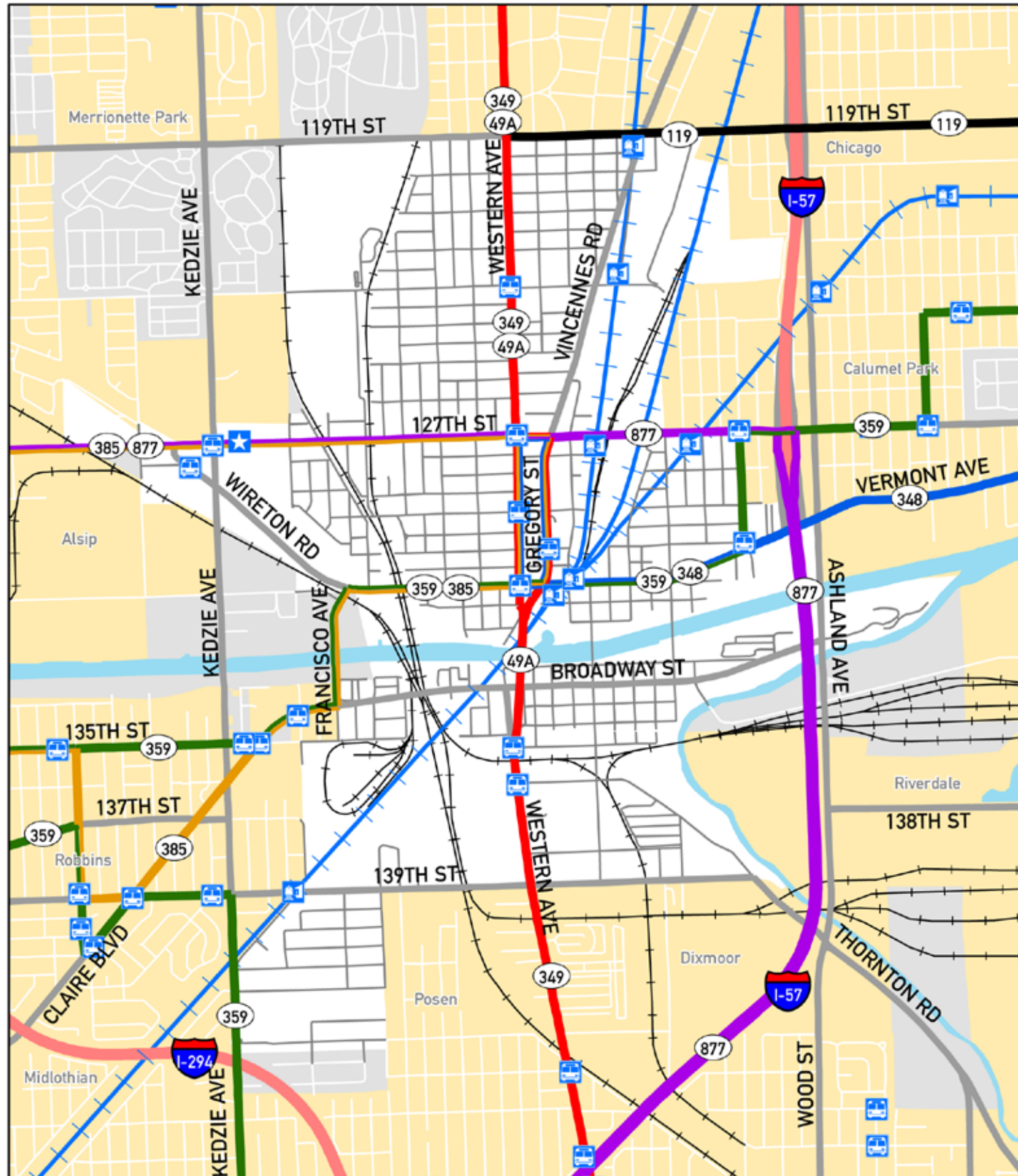


Vermont Street’s Metra station should offer sheltered bicycle parking by simply constructing a roof over standard racks and providing lighting at night. Lockers, or systems like these bike lids, can be easily vandalized or damaged, and often require administration to manage use.

Timeframe: Long

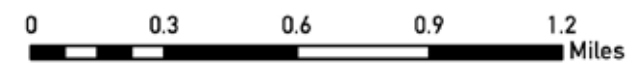
- Complete sidewalk gaps adjacent to bus stops to improve pedestrian access to buses.
- Improve access to bus route timetables and routes maps by posting them at all stops. Also, post instructions at shelters for how to put a bike on the bus.
- Upgrade all bus stops to include a paved waiting area off the sidewalk.

2.8.2 Transit Network



-Blue Island- Transit Network

- Metra**
 - Station
 - Route
- Bus**
 - PACE Shelter
 - Blue Island Park-n-Ride
- PACE**
 - 349 S Western
 - 348 - Harvey/Riverdale/Blue Island
 - 359 - Robins/S Kedzie Ave
 - 385 - 87th/111th/127th
 - 877 - S Suburban Oakbrook Limited
- CTA**
 - 119 - Michigan/119th
 - 49A - S Western - Not Shown on Map
Route Parallels Pace Route 349 From the North
Until Broadway Street
- Infrastructure**
 - Highway
 - Arterial
 - Local Road
 - Railroad
 - Water



Prepared By: Active Transportation Alliance 2/1/2012
 Data Source: Active Transportation Alliance,
 City of Blue Island, CTA, Navteq & Pace

Policy and Programming

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3.2 Program Recommendations: Education, Encouragement, and Enforcement	41

3

3.1 Municipal Policy Recommendations

This section prioritizes recommendations as:

Do this first: Recommendations that are essential to achieving the goals of this plan or already have momentum in the community

Also consider: Recommendations that would be effective in Blue Island if time, resources and initiative allow.

This section lays out policy recommendations that will help sustain Blue Island's vision for active transportation. In addition to design and planning guidance, policy strategies can improve the transportation environment in ways that infrastructure cannot, by prioritizing safety through legislation and law enforcement.

Do this first:

3.1.1 Prioritize the Implementation of Blue Island's Complete Streets Ordinance

In accordance with national best practices, the design recommendations in this plan are based on a Complete Streets philosophy, in that all the City's roads should serve as a connected network that is accessible to all users, regardless of age, ability, or travel mode. In July 2011, the City of Blue Island took on a leadership role in the local Complete Streets movement by adopting the first municipal Complete Streets ordinance in the State of Illinois, codifying its intent to accommodate all users of the roadway. Implementing the new policy will require several steps, as follows.

Establish the Plan Commission's role in the roadway planning process

By ordinance, the Plan Commission is now responsible for monitoring the implementation of the Complete Streets policy, and for reporting to City Council on related roadway improvements. In compliance with their duties, the Plan Commission must review all proposed roadway projects prior to their approval by the City of Blue Island.

Establish the Plan Commission's evaluation criteria for roadway projects

Given the context-sensitive nature of Complete Streets improvements, the Plan Commission review system for roadway projects must be comprehensive. To ensure that projects comply with the new ordinance, a variety of criteria should be used, based on:

- An official calculator for Bicycle Level of Service, Pedestrian Level of Service, or Bicycle Compatibility Index, in accordance with Section Nine of the Complete Streets Ordinance
- An audit of existing conditions, and the potential for the inclusion of new facilities
- Inclusion of priority elements (bikeways, pedestrian crossing signals, transit shelters, etc.) determined by the City
- National best practices for active transportation design, adopted by the City
- Implementation of strategies in the active transportation plan, or other local or regional plans
- Establishment of new connections within the local Complete Streets network



A Complete Street review of development projects will ensure that development accommodates pedestrians and ADA requirements instead of endangering pedestrians and the disabled, as this gas station at Vermont Street and Ashland Avenue has done.

3.1 Municipal Policy Recommendations (Continued)

3.1.2 Designate an Official Bicycle and Pedestrian Coordinator

Implementation of the Complete Streets policy will involve multiple parties, including the Department of Public Works, the City Council, and the Plan Commission. To ensure a consistent process, designate a bicycle and pedestrian coordinator to serve as a liaison between these agencies, to coordinate implementation of the City's Complete Streets Ordinance and its active transportation plan, and to identify funding sources for related efforts.

Also consider:

3.1.3 Review and Update Blue Island's Municipal Code

To support use of the active transportation network, and to improve access for all travel modes, this plan recommends review and revision of the transportation-related sections of Blue Island's Municipal Code, with the following considerations:

Revise Bicycle Routes Ordinance #2175

In 1972, the City of Blue Island established the Bicycle Routes Ordinance #2175, designating certain streets as official bicycle routes. In accordance with the City's intent to make all parts of Blue Island safely accessible on foot and by bike, this plan recommends updating this ordinance to empower the Department of Public Works to establish and sign official bike routes in coordination with the Bicycle and Pedestrian Coordinator, instead of establishing these routes by ordinance.

Update Section 72.105 Pedestrian right-of-way at crosswalks

In July 2010, Illinois passed statewide legislation requiring motorists to come to a full and complete stop for pedestrians in crosswalks, rather than simply yielding to them. The City of Blue Island should consider updating Section 72.105 of the municipal code to be consistent with the new, more stringent state traffic laws.

Repeal Section 72.110 Pedestrians to cross Western Avenue only in a marked crosswalk

This ordinance, established in 1948, prohibits pedestrians from crossing Western Avenue anywhere except in a marked crosswalk, which is redundant to other sections of the municipal code that govern pedestrian right-of-way. The ordinance also requires the City to maintain 38 specific crosswalks, some of which have been removed. Since the establishment of this ordinance, Western Avenue has been reconfigured, and the roadway is under the jurisdiction of the Illinois Department of

Transportation. The City should review this outdated section and consider repealing it.

Update Section 72.115 School crossing signals and crosswalks

Established in 1956, this ordinance prohibits students from using all but four specific crosswalks on their way to and from school. This ordinance should be updated to ensure consistency with local school travel plans, and that designated crossings are marked and maintained accordingly.



School crossings should meet community travel needs.
Photo: Active Transportation Alliance

3.1 Municipal Policy Recommendations (Continued)

Revise Section 76.005 Owner to obtain license

Bicycle registration programs can be very useful in returning stolen property to its rightful owner. The program laid out in this 1942 ordinance should be revisited and revised to meet the City's needs in facilitating the program. Consider partnering with agencies like the Park District to administer services.

Amend section 76.020 (A) Cycling Two Abreast

State law permits bicyclists to ride two abreast on roadways provided that they do not interfere with the normal flow of traffic. Consider amending Blue Island's municipal code to allow cyclists to ride two abreast when appropriate, creating consistency with the Illinois Vehicle Code.

Update and enforce Section 95.270 Failure to comply; forfeiture removal of snow and ice

The accumulation of snow and ice on sidewalks creates a major barrier to pedestrians, especially seniors and children. This plan recommends increasing the City's penalty for the residents and businesses that fail to clear snow from sidewalks adjacent to their property. A meaningful penalty, when enforced, will bring greater compliance. Consider using funds from these penalties to support the City's efforts to remove snow from areas of the public way which fall under its purview, and to assist seniors and people with disabilities with removing snow from their sidewalks.

Establish a Bike Lane Parking Ordinance

As the local active transportation network is developed, bikeways will be installed on local streets (see page # for a description of on-street bikeways). In order for these facilities to be safe for bicyclists, they must be kept clear of motor vehicles. The City of Blue Island should consider the establishment and enforcement of meaningful penalties for motorists driving or parking in bike lanes, or blocking marked shared lanes with their vehicles. (See Appendix E for sample bicycle parking ordinance language.)



Cyclists can ride safely side by side as long as it doesn't impede normal traffic flow. Photo: Steven G. Goodridge.



Icy and snowy sidewalks often force pedestrians to walk on the roadway with cars, a very dangerous scenario. Photo: Silive.com

3.1 Municipal Policy Recommendations (Continued)

Establish and enforce a municipal distracted driver ordinance

Traffic safety is a major barrier to active transportation, especially for children and seniors. Nationwide trends show that distracted driving is a major contributor to roadway tragedies, and many communities are targeting this behavior with tough penalties and targeted enforcement. The City should consider adopting and publicizing a distracted driver ordinance restricting the use of mobile phones while driving on local roadways. Safety goals could be further bolstered by a partnership with the Southwest Council of Mayors to pass similar polices throughout the region. (See Appendix E for sample ordinance language.)

within the zone and to fund safety programming. Safe Park Zone streets must be designated by local ordinance and marked with signs. (See Appendix E for sample ordinance language.)



Distracted driving ordinances save lives. Photo: autoguide.com

Update Zoning Code to Ensure Walkable and Bikeable Developments

Facilities within private developments play a significant role in whether they can be accessed by active transportation. The City of Blue Island should consider updating its zoning code to ensure connectivity and access for pedestrians, cyclists, and transit users in all new developments. Examples include:

- Allow for greater integration of land use types, thereby decreasing distance barriers for walking and cycling.
- Give priority to continuous sidewalks adjacent to large developments, and require connectivity to building entrances.
- Require a maximum setback distance for building entrances, ensuring shorter trips through parking lots for cyclists and pedestrians.
- Increase flexibility on the required number of car parking spaces in order to limit parking lot size.
- Create minimum standards for bicycle parking accommodations at commercial and workplace destinations.



Bicycle parking makes it easier for residents to access local businesses by bike. Photo: PBIC Dan Burden

Adopt a local Safe Park Zones ordinance

As havens for physical activity and recreation, parks are priority destinations for all community members, especially children. Traffic safety can be a major barrier for children walking and biking to parks. Blue Island can improve access to parks by adopting Safe Park Zones.



Improving traffic safety in streets around parks will make them more accessible to the community. Photo: Jane Blew-Healy

Similar to Safe School Zones, Safe Park Zones are streets adjacent to parks where traffic safety is prioritized with lower speed limits and higher fines for speeding and disobeying stop signs and stoplights when children are present. Under Illinois Vehicle Code section 5/11-605.3, revenue from the higher fines can be used to establish and maintain safety infrastructure

3.2 Programming Recommendations: Education, Encouragement, and Enforcement

Overview

Blue Island is the only city in the Chicago region—including Chicago itself—that has an officially sanctioned youth bicycle club and a weekly, on-street youth bicycle ride. It is the only community in the region that invests an entire day in a bike parade for its middle schools. It is also home to the only youth-driven “pop-up bike shop” concept, Cal-Sag Cycles, in the country. These programs provide leverage for expanding cycling and cycling education for all ages throughout the city.

Residents’ cycling and walking access to the Cal-Sag Trail from their homes will be a critical determining factor in the trail’s potential economic, environmental, and community wellness benefits for Blue Island. Given that the trail can’t be literally extended to every household, an effective approach is to combine infrastructure improvements with cycling information, programs, and training. Education, encouragement, and enforcement are often cost-effective strategies for raising the comfort level of drivers, cyclists, and pedestrians when using the network.

3.2.1 Education

Do this first:

Fact-finding walking tours

Take the mayor, city council, municipal staff, and influential Uptown merchants on fact-finding walking tours of Uptown, school sites and Vermont Street’s Metra access immediately after snowfall. Blue Island’s pedestrian connectivity should be leveraged year-round to encourage local shopping and access to services. A simple, 30-minute walking tour would demonstrate the difficulty of patronizing Uptown after a snowfall and also would present a forum for discussing solutions and partnerships to clear snow from Uptown walks quickly and efficiently.

Use local media to promote active transportation

Identify writer(s) to contribute a bi-monthly “Walk & Bike Blue Island” column to the Blue Island Forum, and to the Blue Island Community Health Coalition website. Police officers, community wellness staff from MetroSouth, cycling instructors, and even the youth from Cal-Sag Cycles could provide content for a regular column in the Forum and for the website of the Blue Island Community Health Coalition. Topics can include walking and biking rules of the road, tricks and tips, and education for drivers about sharing the road with non-motorized users. Additionally, topics can include promoting local cycling and walking events and issues for discussion or action.

Program basic bike maintenance for youth

Program basic bike maintenance classes through the Blue Island Park District’s youth bike club. Basic bike maintenance—such as changing a flat tire and adjusting gear shifting and brakes—eliminates 95% of the mechanical issues that discourage a person from cycling. In Blue Island, the Park District-sponsored Blue Island Bike Club already trains youth in basic bicycle maintenance. These youth could extend the benefits of their training by instructing other youth and adults in basic bicycle maintenance.

Make walking to school an earned privilege

Make cycling to school an earned privilege. In Willmette, Illinois, the elementary school system allows only fourth grade and older students to ride their bikes to school, and only then if they have completed safe cycling training as a third-grader. This “coming of age” ritual creates a powerful motivation in children to participate in the training, and boosts numbers of cycling trips to school in fourth grade while reducing crashes.



The Blue Island Bike Club riding bikes on a beautiful Friday afternoon. Photo: Jane Blew-Healy



Veterans Memorial and Kerr Middle Schools host an annual on-street bike parade as end-of-year celebration for its students. Photo: Jane Blew-Healy

3.2 Programming Recommendations: Education, Encouragement, and Enforcement (Cont.)

Blue Island can replicate Wilmette’s program for relatively little cost, perhaps in partnership with Blue Island’s TGIF summer program and the park district’s youth bike club. Safe cycling classes at TGIF could serve as the prerequisite for cycling to school, which would also boost visits to TGIF. Using a passport-like stamp book, Blue Island’s School District 130 could require that the students complete three sessions before they’re allowed to ride to school. The stamp book could serve as a “rider’s license” when all courses are completed. By requiring one of the stamps to be earned by parent participation, the program could additionally educate adults as well.

Also consider:

Issue “Blue Island Drives with Care” vehicle window stickers for 2013–2014

Changing the window sticker’s design puts a safe driving message in sight of the driver at all times, and communicates Blue Island’s commitment to a safe, high-quality lifestyle to passersby while the car is parked.

Add a short quiz on bicycle and pedestrian safety to the vehicle window sticker application

To comprehensively raise awareness about cycling and walking rules of the road, the City can ask drivers to complete a five-question bicycle and pedestrian safety quiz as a requirement or an incentivized option to obtain a city vehicle sticker. Questions should educate drivers—most of whom are also cyclists and/or pedestrians—about basic road etiquette and state vehicle laws concerning biking and walking. The questions can include:

1. Which is more dangerous when you bicycle: riding with traffic, or against traffic?
2. When you approach a cyclist from behind in your vehicle, how much room must you provide to pass?
3. Which is state law: Vehicles must stop or vehicles must yield for pedestrians crossing the street?
4. When you ride your bike at night, which is state law: Use reflectors and bright clothing or use a white headlight and at least a rear red reflector?
5. What do these cyclist hand signals mean? (left and right turns, slowing/stopping)

Drivers should be allowed to “cheat” from a provided flyer that uses answers and explanations from the Secretary of State’s Bicycle Rules of the Road publication. For 100% scores, the vehicle owner could use the quiz as a coupon at Blue Island restaurants and merchants.

Going forward, the City could compare quiz results with past performance to measure change in driver awareness about safe walking, biking, and sharing the road.

Produce a bicycle safety video with the mayor and city council, using youth from Cal-Sag Cycles as instructors

The video can be distributed through public access and the City’s website. Showing city officials learning safe cycling raises the profile of cycling and traffic safety, and also will give officials insight into the needs of cyclists in Blue Island.



City council, including Mayor Don Peloquin, are already role models for cycling to work. Photo: Jason Berry



Through Cal-Sag Cycles, Blue Island’s innovative “pop-up bike shop” in 2011, nearly 30 youth learned safe cycling skills and how to build and maintain their bikes.

3.2 Programming Recommendations: Education, Encouragement, and Enforcement (Cont.)

3.2.2 Encouragement

Do this first:

Publish a Blue Island Bicycle Map

A bicycle map would promote existing on-street bicycle routes and identify bicycle-friendly routes to important and popular destinations like parks, schools, the library, and business districts. A bicycle map also is a signature feature of bicycle-friendly communities.

Street routes should be ranked by Bicycle Level of Service, a measurement of bicyclist's relative comfort level in traffic, so that cyclists can choose suitable routes. Parks, ball fields and trails should be prominently labeled along with local schools and other community amenities.

Adding bicycle route information to an existing map when it's updated is cost effective and can attract partners such as local businesses and other sponsors.

Win awards

Improving Blue Island's active transportation network will make the city an even better place to live, work, shop, and play. National recognition of these efforts can generate commerce and increase property values. The Bicycle Friendly Community Program led by the League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program used by the Pedestrian and Bicycle Information Center to honor pedestrian-friendly communities.

Provide portable bike parking at TGIF and other outdoor events

Portable bike parking is inexpensive and provides flexible and convenient parking services to guests and participants. Bike parking service is integral to any efforts to encourage residents to bicycle to suitable events, and can itself help promote attendance. When using portable bike parking, the city should strive to locate bicycle parking closer or more conveniently near the event than most automobile parking. In some communities, a local youth or civic group provides "valet" service, providing peace of mind to the cyclist, particularly for those who didn't bring a lock.

Leverage Blue Island's history to host walking and biking tours

Blue Island staff drew more than 100 enthusiastic residents and visitors in 2011 out on hastily arranged, on-the-cheap biking and walking history tours. A regular program of tours would combine community wellness, community building, and marketing message opportunities for the city and potential sponsoring partners. Showcasing the city by foot or by bike allows Blue Island to "daylight" some of its finest features and plans to a variety of constituents.

Also consider:

Provide businesses with bike parking information

Sharing bike parking benefits, best practices and options with local businesses invites businesses to take the initiative to expand available parking for their customers, and helps businesses understand why expanding bicycle parking in Uptown, Olde Western, and other merchant locations is a city priority. See Appendix C for bike parking resources.

Include cycling and walking images and materials in the new residents' guide

Information can include a city bike map, directions for and promotion of local trail use, and bicycling and walking rules of the road.



More than 30 Blue Island residents enjoyed the first ever Blue Island History Bike Tour in 2011. Photo: Jason Berry



In 2011, Blue Island used portable bicycle parking racks to turn the city council meeting into a Bike to Work opportunity. Photo: Jason Berry

3.2 Programming Recommendations: Education, Encouragement, and Enforcement (Cont.)

Produce a bike pub crawl and/or a bike-and-dine event

Bike-and-dines and pub crawls are beloved events in Chicagoland, combining enjoyable and easy cycling with delicious local dining. Typically, an organizer solicits participation from area eateries and bars at least a month prior to the event to serve a set number of dishes at a set price. The organizer plans the start and finish at the same location, and determines a route between venues, usually less than three miles apart from the next. Participants, limited to roughly 20 to 30 people, arrive and leave each venue at an approximately scheduled time, spending less than an hour enjoying food and company at each venue. Bike-and-dines and pub crawls are very flexible events, and can be operated as fundraisers if restaurants are willing to reduce prices in exchange for the exposure.



Blue Island offers richly diverse dining and drinking establishments in a compact, easy to walk or bike community—perfect for pub crawls and bike & dine events!

Implement a “Thanks for Shoveling” campaign

Create a door card campaign that allows residents to thank their neighbors for shoveling their walks by hanging thank you message on their neighbors’ door. The card could be used as a coupon at a local merchant for a hot cup of cocoa or coffee. A “Thanks for Shoveling” card will raise awareness about sidewalk snow removal, provide peer pressure to shovel, and enhance community pride.

The card could be taken a step further to help support youth cycling programming by advertising snow shoveling services offered by youth from Cal-Sag Cycles and Blue Island Bike Club. The money earned by shoveling could pay for both programs’ bicycling equipment, tools, and cycling trips, while the “Thanks for Shoveling” campaign builds community support for these programs.

Integrate active transportation with MetroSouth wellness programming

Integrate MetroSouth wellness programming into Uptown’s pedestrian and bicycle routes and the Cal-Sag Trail.

Partner with Blue Island to sign a branded Heart Walk around Uptown and to the Cal-Sag Trail

Like any employer, hospitals must contend with escalating health insurance costs due, in part, to the same lack of activity and poor nutrition among its employees that characterizes more than half of American adults. Encouraging more regular, outdoor exercise among its staff during break time is an effective tactic to lower MetroSouth’s health insurance costs and boost productivity and morale of its staff.

MetroSouth can partner with Blue Island to install a branded Heart Walk that guides staff—and any other user—on a guided, measured walking tour of Uptown that showcases Blue Island merchants and Blue Island historic homes. The route can be marked with sidewalk stencils or stamps, or pedestrian-scale signs that are easy to follow without contributing significantly to sign clutter.

Most American adults only take 5,000 steps in a day—half of the recommended 10,000 steps a day for good, overall wellness. The branded route could measure out 5,000 steps (roughly two miles, or a half-hour walk at a moderately brisk pace.) Branded as a MetroSouth and Blue Island initiative, the Heart Walk campaign would offer some positive marketing exposure as well.

Prescribe physical activity on the Cal-Sag Trail

Changing habits of inactivity and poor food choice has shown to be dramatically more effective overall at reducing the risk of cardiovascular disease and diabetes than treatment with pharmaceuticals. MetroSouth physicians can integrate prescribed physical activity on the Cal-Sag Trail with their medical practice.

Nearby Porter Health System in Northwest Indiana recently partnered with the Indiana Dunes National Lakeshore and its network providers to begin prescribing walking and biking on the national park’s trails for cardiovascular rehab, weight loss, and other health issues. The City of Blue Island, a lead agency of the Cal-Sag Trail Coalition, offers MetroSouth a similar partnership opportunity.

Prescription-based walking and biking programs that utilize the Cal-Sag Trail will encourage at-risk patients to be physically active on a safe and enjoyable trail—and turns the Cal-Sag Trail into a 4 million square foot fitness center with convenient access 365 days a year and no membership fees.

3.2 Programming Recommendations: Education, Encouragement, and Enforcement (Cont.)

3.2.3 Enforcement

To promote the safety of all people using the active transportation network, Blue Island should prioritize enforcement of traffic laws that deter reckless behavior by road users.

Do this first:

Training for Police

Police in Illinois are required to participate in annual professional development opportunities. The Blue Island Police Department should ensure that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online, or by video.

Officers should receive practical training focused on:

- Rules of the road for bicyclists and pedestrians
- Illegal motorist behaviors that endanger bicyclists and pedestrians
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle and pedestrian crashes
- Importance of reporting bicycle and pedestrian crashes
- Importance of investigating serious bicycle and pedestrian crash sites
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle
- Transportation, health, and environmental benefits of cycling

In addition, special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in school zones.

These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban in school zones
- School zone fines



Speed trailers, already used by the Blue Island Police Department, are an effective traffic calming tactic. On many trailers, on-board cameras can document dangerous driving in addition to speeding as well.

Also consider:

Crosswalk “stings” to educate drivers and enforce Illinois’ “Must Stop” law.

Blue Island police should target enforcement at intersections in Uptown, at the Vermont Street Metra station, and near schools and city services.

Typically, targeted enforcement begins with a one- or two-week education period, issuing warnings to drivers who do not stop for a plain-clothes officer using the crosswalk. The education period is coordinated with press releases and social media to drive awareness of the effort, to alert drivers when ticketing will begin, and to clearly communicate the intent to improve pedestrian safety. Ticketing begins immediately after the education period.

Targeted Enforcement Efforts

No police department can aggressively enforce all laws in all locations at all times. Blue Island can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities. Blue Island should review these enforcement efforts on an annual basis to ensure appropriate allocation of police resources.

Implementation

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4

4.1 Evaluation and Oversight

4.1.1 Integrate Select Members of the Steering Committee and the Blue Island Community Health Coalition into a Standing Bicycle and Pedestrian Task Force

This plan's legitimacy rests with the Blue Island residents, staff, and officials who invested time and energy in defining the needed improvements to Blue Island's walking, cycling, and transit environment. Blue Island can continue to benefit from their wisdom and vision by inviting them to join with appropriate members of the Blue Island Community Health Coalition as an active transportation task force.

The Task Force will monitor implementation of the plan, promote events celebrating active transportation in Blue Island, and encourage residents and visitors to use the improved active transportation network. Partnering with the Blue Island Community Health Coalition provides an added wellness perspective and broadens potential support for projects among the health community.

4.1.2 Designate a Bicycle and Pedestrian Coordinator

The Task Force, residents, and visitors to Blue Island would all benefit from having a single point of contact for walking, biking, and transit use in Blue Island. The bicycle and pedestrian coordinator would serve as a liaison to the Task Force, monitor implementation of the plan by municipal staff, and serve as a point of contact for residents and visitors. This person could also identify funding sources for biking, walking, and transit projects and create partnerships with like-minded governments in the region.

4.1.3 Implement Evaluation Tools

The overall success of this plan will be judged by how Blue Island implements the recommendations and the impact they have on the safety and operations for all users in the community. The City may establish a set of performance indicators to quantitatively measure the effectiveness of the plan, such as:

- **Mode Share.** Blue Island should have the goal of increasing the number of trips taken by walking and biking. These can be measured by periodically counting and surveying walkers and cyclists on key routes and, when it's complete, the Cal-Sag Trail.
- **Vehicle Crash Rates.** Blue Island should work with IDOT to monitor vehicular crashes on an annual basis with the goal of reducing vehicular crashes.

- **Pedestrian and Bicycle Crash Rates.** As stressed throughout the study, individuals are less likely to walk or bike if they don't feel safe. Blue Island should work with IDOT to monitor pedestrian and bicycle crashes on an annual basis with the goal of reducing both types of crashes.
- **Parking Demand.** Blue Island should periodically measure automobile parking demand. Parking demand that holds steady or drops as population, retail, and job opportunities grow is a key indicator of success encouraging residents to walk or bike instead of driving.

Many free and low-cost data sets are available to assist with evaluation. The Task Force may want to use Bicycle Friendly Community data from the League of American Bicyclists, as well as the data compiled by the consultants for this plan. The National Center for Safe Routes to School offers a free student traffic count tool and data analysis.



Cal-Sag Cycles youth cheering on the 2013 completion of the Cal-Sag Trail.
Photo: Jane Blew-Healy

4.2 The Planning Team

4.2.1 Active Transportation Plan Steering Committee

This plan represents the combined vision and goals of the steering committee that guided its development, as well as those of residents and other key stakeholders. Thank you to these residents and the members of the steering committee for donating their time to this project.

City of Blue Island

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Candace Carr

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We'd also like to thank other community members who helped coordinate the steering committee and move this plan forward:

Mayor Donald E. Peloquin

Domingo Vargas

Gita Rampersad

Amanda Stillwell

MetroSouth Medical Center

The Blue Island Public Library

URS Engineering

4.2.2 About the Consultants

The mission of Active Transportation Alliance is to make cycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking, and transit and a premier consultancy. Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

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4.2.3 CPPW Credit

This plan was made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

4.3 Implementation Matrix

4.2.2 Policy and Programming Implementation Table		
Based on level of difficulty, number of stakeholders needed to implement, the following policies and programs have been recommended for Near- or Long-Term implementation. .		
Municipal Policy Recommendations	Do first	Also consider
Designate an official bicycle and pedestrian coordinator	X	
Prioritize the implementation of Blue Island's Complete Streets	X	
Review and update the Municipal Code		X
Adopt a Safe Park Ordinance		X
Program Recommendations-Education	Do first	Also consider
Develop active transportation content for the Blue Island Forum	X	
Walking tour for city officials & staff after snowfall	X	
Basic bike maintenance classes for youth	X	
Make cycling to school an earned privilege		X
"Blue Island drives with care" vehicle window stickers		X
Add cycling and pedestrian safety quiz to City vehicle window sticker purchases		X
Make a safe cycling video with city officials		X
Program Recommendations-Encouragement	Do first	Also consider
Publish a Blue Island Bicycle Map	X	
Apply for Bike Friendly and Walk Friendly Community awards	X	
Host walking and biking history tours, pub crawls & bike-and-dir	X	
Provide merchants with bicycle parking information		X
Include biking & walking content in new resident guides		X
Temporary bike parking at events		X
"Thanks for shoveling" door card campaign		X
MetroSouth: Establish a Heart Walk route		X
MetroSouth: Cal-Sag Trail prescription program		X
Program Recommendations-Enforcement	Do first	Also consider
Cycling and pedestrian training for police	X	
Crosswalk "stings" to educate drivers about Illinois' "Must Stop" law		X
Targeted enforcement efforts		X

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5.1 Appendix A: Public Engagement Summary

See attached PDF for the Public Engagement Summary

5.2 Appendix B: Existing Condition Maps & Matrix

See attached PDF for Existing Condition Maps

5.2 Appendix B: Existing Condition Maps & Matrix

Bike Network Recommendations: East-West Routes (organized by latitude, south to north)

Street	Segment	Width (ft)	Existing Geometry (ft)	Recommended Geometry (ft)	Sign Only	Share d Lane	Bike lane	Road Diet	Intersection	Additional Recommendations	Notes
143rd St	Kedzie to California	24	12e-12w		FALSE	TRUE	FALSE	FALSE	FALSE		
141st Pl	Kedzie to California				TRUE	FALSE	FALSE	FALSE	FALSE		
140th St.	California to Whipple	30	p-15e-15w-p		TRUE	FALSE	FALSE	FALSE	FALSE		
139th St	Robbins Metra to bridge	24	12e-12w		FALSE	TRUE	FALSE	FALSE	FALSE		
	bridge to Western	24	12e-12w	14incline lane-10decline lane	FALSE	TRUE	FALSE	FALSE	FALSE		Allows vehicles to pass bikes on incline square off frontage drive entrances at bridge
	Western to Thornton Rd.	23	11.5e11.5w	6bikelane-12e-12w-6bikelane	FALSE	FALSE	TRUE	FALSE	FALSE		Requires widening 1.5ft painted
136th St/Thornton	Western to Chatham	32	16e-16w	5bikelane-11e-11w-5bikelane	FALSE	FALSE	TRUE	FALSE	FALSE		
	Chatham to 139th	30	15e-15w	5bikelane-10e-10w-5bikelane	FALSE	FALSE	TRUE	FALSE	FALSE		
Broadway	Francisco to California	37 (approx)	10.5e-10.5w	8p-6bikelane-10e-10w-6bikelane	FALSE	FALSE	TRUE	FALSE	FALSE	Widen to 40', narrow & define mobile home park entrance	Parking recommendation is parallel
	California to Anne	40	20e-20w	7p-13e-13w-7p	FALSE	TRUE	FALSE	FALSE	FALSE	No parking and bikelanes become 5' at rail crossings	
	Anne to Division	42	p-21e-21w-p	7p-14e-14w-7p	FALSE	TRUE	FALSE	FALSE	FALSE		
	Division to Ashland	42	10.5e-10.5w-10.5w-10.5w	6bikelane-10e-10leftturn-10w-6bikelane	FALSE	FALSE	TRUE	FALSE	FALSE		
	Ashland to Halsted	24	12e-12w		TRUE	FALSE	FALSE	FALSE	FALSE		325 ADT
Canal St.	Old Western to Chatham	27	p-13.5e-13.5w		FALSE	TRUE	FALSE	FALSE	FALSE		
Grove St.	Chatham to east terminus	30	p-15e-15w-p		TRUE	FALSE	FALSE	FALSE	FALSE		residential
James St	Anne to Greenwood	30	p-15e-15w-p	14cycletrack-9e-7p	FALSE	FALSE	TRUE	FALSE	FALSE	Separated cycletrack, 2-way	low traffic, mostly residential
	Greenwood to Old Western	30	p-15e-15w-p		FALSE	TRUE	FALSE	FALSE	FALSE		
Vermont St	Viaduct to Maple	40	p-20e-20w-p	7p-13e-13w-7p	FALSE	TRUE	FALSE	FALSE	FALSE	Median is raised curb, can be painted near term	
	Maple to Artesian	33	16.5e-16.5w	6bikelane-10e-10w-6bikelane	FALSE	FALSE	TRUE	FALSE	FALSE	Color bike lanes Greenwood to Artesian	
	Restord to Chatham	36	18e-18w	6bikelane-10e-4median-10e-6bikelane	FALSE	FALSE	TRUE	FALSE	FALSE	Median to serve as crossing islands	Median can be painted near term
	Chatham to Division	36	p-18e-18w-p	7p-12e-12w-7p	FALSE	TRUE	FALSE	FALSE	FALSE		
	Division to Wood	42	p-21e-21w-p	7p-14w-14e-7p	FALSE	TRUE	FALSE	FALSE	FALSE	Median to serve as crossing islands	2'bf painted. Median can be painted near term.
	At Wood intersection, west	42	21e-21w	13e-10leftturn-6median-13w	FALSE	TRUE	FALSE	FALSE	FALSE	Median to serve as crossing islands	Median can be painted near term
	At Wood intersection, east	42	21e-21w	13e-6median-10leftturn-13w	FALSE	TRUE	FALSE	FALSE	FALSE	Median to serve as crossing islands	Median can be painted near term
Wireton Rd	Edison to Viaduct	30	15e-15w	5bikelane-10e-10w-5bikelane	FALSE	FALSE	TRUE	FALSE	FALSE		
York St	Maple to Western	36	p-18e-18w-p		FALSE	TRUE	FALSE	FALSE	FALSE		
	Western to Gregory	42	p-21e-21w-p		FALSE	TRUE	FALSE	FALSE	FALSE		
	Gregory to Irving	28	14e-14w		FALSE	TRUE	FALSE	FALSE	FALSE		
Union St	Francisco to California	26	p-13e-13w-p		TRUE	FALSE	FALSE	FALSE	FALSE		
	California to Western	36	p-18e-18w-p		FALSE	TRUE	FALSE	FALSE	FALSE		
	Western to Irving Ave	30	11e-19w-p		FALSE	TRUE	FALSE	FALSE	FALSE		
	Division to Wood	24	p-12-12-p		TRUE	FALSE	FALSE	FALSE	FALSE		
126th St.	Sacramento to Francisco	30	p-15e-15w-p		TRUE	FALSE	FALSE	FALSE	FALSE		
127th St. bridge	Irving to Winchester	48	12e-12e-12w-12w	2buffer-11e-11e-11w-11w-2buffer	FALSE	FALSE	FALSE	FALSE	FALSE	Paint 2' buffer stripe at curb face, both directions	
Birdsall	Maple to Greenwood	24	p-12-12-p		TRUE	FALSE	FALSE	FALSE	FALSE		
123rd St	Millard to Kedzie	36	12e-12turnlane-12w		FALSE	TRUE	FALSE	FALSE	FALSE		
	Kedzie to Fairway Circle	30	4sh-11e-11w-4sh		TRUE	FALSE	FALSE	FALSE	FALSE		
	Fairway Circle to Metra Rock Island	36	p-18e-18w-p		FALSE	TRUE	FALSE	FALSE	TRUE	Reduce radius southwest corner of 123rd/Western to 20ft	Current radius is 58'; City of Seattle guidelines say 20 ft for arterial corners not serving trucks or buses.
119th St	Central Park to tracks at Maple	31	3.5sh-12e-12w-3.5sh		TRUE	FALSE	FALSE	FALSE	FALSE		
	Tracks at Maple to Greenwood	41	14.5e-15.5w-10p	6bikelane-10.5e-10.5w-6bikelane-8p	FALSE	FALSE	TRUE	FALSE	FALSE		
	Western intersection	Flares to 70		Reduce corner radii to 20 ft, square crosswalks	FALSE	FALSE	FALSE	FALSE	TRUE		
	Western to Metra Rock Island	38	p-19e-19w-p	7p-12e-12w-7p	FALSE	TRUE	FALSE	FALSE	FALSE		

5.2 Appendix B: Existing Condition Maps & Matrix

Bike Network Recommendations: North-South Routes (organized north to south latitude)

Street	Segment	Width (ft)	Existing Geometry (ft)	Recommended Geometry (ft)	Sign Only	Share d Lane	Bike lane	Road Diet	Additional Recommendations	Notes
Kedzie Ave	127th St. to 131st	66	12s-12s-16median-12n-12n	6bikelane-4buffer-12s-16median-12n-4buffer-6bikelane	FALSE	FALSE	FALSE	TRUE	At flare, bikelanes merge with inside through traffic lane as shared lane; right through lane becomes dedicated right turn lane.	
Coopers Grove Rd	139th to 141st ST	30	15s-15n	5bikelane-10s-10n-5bikelane	FALSE	FALSE	TRUE	FALSE		
Sacramento	141st St to 141st Pl	28	14s-14n		FALSE	TRUE	FALSE	FALSE		
	127th to Everett	28	14s-14n-p	10.5s-10.5n-7p	FALSE	TRUE	FALSE	FALSE	center line unmarked; bulb out corners to create 7' parking bays; angle parking change to reverse angle; move sidewalk at Enterprise toward building, and move parking to reverse angle parking in parkway. Eliminate curb cuts.	
Francisco	128th to Union	30	p-15s-15w-p		TRUE	FALSE	FALSE	FALSE		
	Wireton to Broadway	23	11.5s-11.5n		FALSE	TRUE	FALSE	FALSE	Add sidewalks; coordinate with Cal-Sag Trail	
California	131st intersection	40'	corner radii (est)	25' corner radii	FALSE	FALSE	FALSE	FALSE	Coordinate with Cal-Sag Trail	
	Wireton intersection, southeast corner	65'	corner radius (est)	30' corner radii	FALSE	FALSE	FALSE	FALSE	Coordinate with Cal-Sag Trail	
	123rd to ballfield				FALSE	TRUE	FALSE	FALSE		
	ballfield to 127th	33	16.5s-16.5n	6bikelane-10.5s-10.5n-6bikelane	FALSE	FALSE	TRUE	FALSE		
Stoney Brook Lane	127th to Walnut	28	p-14s-14n-p		TRUE	FALSE	FALSE	FALSE		
	Walnut to Union	22	11s-11n		TRUE	FALSE	FALSE	FALSE		
	Union to Vermont	30	p-15s-15n-p		FALSE	TRUE	FALSE	FALSE		
	139th St. to 141st Pl	30	15s-15n	5bikelane-10s-10n-5bikelane	FALSE	FALSE	TRUE	FALSE		
	142 Pl to 143rd	30	15s-15n		TRUE	FALSE	FALSE	FALSE		
	Vermont to James	28	p-14s-14n-p		TRUE	FALSE	FALSE	FALSE		
Maple Ave	119th to 120th	28	p-14s-14n-p		TRUE	FALSE	FALSE	FALSE		
	120th to Cochran	30	p-15s-15n-p		FALSE	TRUE	FALSE	FALSE		
Greenwood Ave	Cochran to 127th	36	p-18s-18n-p		FALSE	TRUE	FALSE	FALSE		
	127th to New St	30	p-15s-15n-p		FALSE	TRUE	FALSE	FALSE		
	New St. to Vermont	38	p-18s-18n-p		FALSE	TRUE	FALSE	FALSE		
	119th to Birdsell	28	p-14s-14n-p		FALSE	TRUE	FALSE	FALSE		
Western Ave	127th St intersection			Two raised medians, one west of southbound Greenwood, the other east of northbound	FALSE	TRUE				
	127th to Vermont	42	p-21s-21n-p	7p-14s-14w-7p	FALSE	TRUE	FALSE	FALSE	Stripe parking lanes	
	Vermont to James	30	p-15s-15n-p		FALSE	TRUE	FALSE	FALSE	Sign "yield to bikes"	
Old Western	119th to 127th	60	p-30-30-p	7p-6bikelane-2buffer-12s-6median-12n-2buffer-6bikelane-7p	FALSE	FALSE	TRUE	FALSE		
	127th to Grove	45	10p-12.5s-12.5n-10p	7p-5.5bikelane-10s-10s-5.5bikelane-7p	FALSE	FALSE	TRUE	FALSE	Near term recommendation	
	Grove to 135th	58	14s-12s-4median-14n-12n	7p-5.5bikelane-10s-10n-5.5bikelane-7p	FALSE	FALSE	TRUE	FALSE	Long term recommendation	
	135th to 139th	51	14s-11.5s-11.5n-14n	5.5bikelane-10s-10s-4median-10n-10n-5.5bikelane	FALSE	FALSE	TRUE	FALSE		
Gregory	Grove to James	24	12s-12n	5.5bikelane-10s-10s-10n-10n-5.5bikelane	TRUE	FALSE	FALSE	FALSE		
	Canal to Broadway	46	15p-16n-15p		TRUE	FALSE	FALSE	FALSE		angled parking
	Broadway to Western	48	8.5-11.5s-13n-15p		FALSE	TRUE	FALSE	FALSE		
Longwood	Southeast corner, 127th St. intersection	40'	radius	25' radius	FALSE	FALSE	FALSE	FALSE		
	127th to Prairie St	60	13t-12t-10.5n-11.5n-13t	12t-11.5t-10.5n-14n-12t	FALSE	FALSE	FALSE	FALSE	Shared lane in right most through lane	
	Prairie to Union	42	11n-11n-20n-p	8bikelane-11n-11n-6bikelane-9p	FALSE	FALSE	FALSE	TRUE		
	Union to New	33	11n-11n-11n	8bikelane-10.5n-10.5n-8bikelane	FALSE	FALSE	FALSE	TRUE		
Irving	New to Western split	56	10s-shoulder-12n-12n-12n-10sho	8bikelane-4buffer-12n-12n-12n-4buffer-6bikelane	FALSE	FALSE	TRUE	FALSE	Stripe west-most through lane as left turn only at New	buffer is paint
	119th to Vincennes	28	p-14s-14n-p		TRUE	FALSE	FALSE	FALSE		
Chatham	119th to 127th	40	10s-10s-10n-10n	5bikelane-10s-10t-10n-5bikelane	FALSE	FALSE	FALSE	TRUE		
	Vincennes to 127th	28	p-14s-14n-p		TRUE	FALSE	FALSE	FALSE	Clear ROW on north side of Burr Oak bridge to Metra	
	127th to Union	30	p-15s-15n-p		FALSE	TRUE	FALSE	FALSE		
	Union to York	38	19s-19n-p		FALSE	TRUE	FALSE	FALSE		
Division	York to New	28	13s-13n		FALSE	TRUE	FALSE	FALSE		
	New to Vermont	21	10.5s-10.5n		FALSE	TRUE	FALSE	FALSE	Coordinate with Cal-Sag Trail. "No left turn signs" on Vermont and on Irving, and post fine. Construct raised curb median. Extend sidewalk on east side	
Lincoln	Vermont to pump station	30	15s-15n	10cycletack-10s-10n	FALSE	FALSE	TRUE	FALSE	10' 2-way cycletack	
	Bridge	30	15s-15n	Close to motorvehicles. Allow emergency vehicle access	FALSE	FALSE	FALSE	TRUE	Sign as "No Motor Vehicles," and post fine.	
Ashland	Canal to 136th	27	p-13.5s-13.5n-p		FALSE	TRUE	FALSE	FALSE		
	136th to 139th	33	16.5s-16.5n	5bikelane-11.5s-11.5n-5bikelane	FALSE	FALSE	TRUE	FALSE		
TRAILS	127th to Vermont	33	p-16.5s-16.5n-p		FALSE	TRUE	FALSE	FALSE		
	Vermont to Desplaines	30	p-15s-15n-p		FALSE	TRUE	FALSE	FALSE		
Ashland	127th to Union	30	p-15s-15n-p		FALSE	TRUE	FALSE	FALSE		
	127th to Little Cal	44	11s-11s-11n-11n		FALSE	TRUE	FALSE	FALSE	Coordinate with Cal-Sag Trail	

5.3. Appendix C: Pedestrian and Bicycle Facilities Guidance

Pedestrian Facilities

Guide for the Planning, Design, and Operation of Pedestrian Facilities

American Association of State Highway and Transportation Officials (AASHTO), 2004
<http://www.transportation.org>

Designing Sidewalks and Trails for Access

U.S. DOT Federal Highway Administration
<http://www.fhwa.dot.gov/environment/sidewalks/index.htm>

Bicycle Facilities

Guide for the Development of Bicycle Facilities, 3rd Edition
American Association of State Highway and Transportation Officials (AASHTO), 1999
<http://www.transportation.org>

Urban Bikeway Design Guide

National Association of City Transportation Officials
<http://nacto.org/cities-for-cycling/design-guide/>

Bike Lane Design Guide

City of Chicago and the Active Transportation Alliance, 2002
http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf

Bicycle Parking

Association of Pedestrian and Bicycling Professionals
Bicycle Parking Design Guidelines
<http://www.apbp.org/?page=Publications>

Bike Parking for Your Business

Active Transportation Alliance, 2003
http://www.chicagobikes.org/pdf/bike_parking_business.pdf

Other Resources

Active Transportation Alliance
<http://www.activetrans.org>

National Complete Streets Coalition

<http://www.completestreets.org>

Manual on Uniform Traffic Control Devices

Federal Highway Administration, 2009
<http://mutcd.fhwa.dot.gov/>

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.org>

Bicycle and Pedestrian Accommodations

Bureau of Design & Environment Manual – 2011 Edition

Illinois Department of Transportation

<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

Safety Benefits of Raised Medians and Pedestrian Refuge Areas

Federal Highway Administration

http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders

Federal Highway Administration

http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/

5.4 Appendix D: Funding Resources

Primary Funding Sources for Local Transportation Projects

	Transportation Enhancements	High-Priority Projects	Congestion Mitigation and Air Quality Improvement	Surface Transportation Program	Safe Routes to School	Recreational Trails Program	Highway Safety Improvement Program	Section 402–State and Community Highway Safety Grant Program	Motor Fuel Tax
Program Purpose	To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To fund key transportation projects deemed important by elected officials (earmarks)	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards	To fund state and local road and transit projects	To enable and encourage children to walk and cycle to school through education, encouragement, engineering, and evaluation strategies	To develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses	To fund highway infrastructure safety projects aimed at reducing highway fatalities and serious injuries	To create safety programs aimed at reducing traffic crashes	To fund state and local road and transit projects
Eligible Infrastructure	All bike/ped infrastructure that has a relationship to surface transportation (as opposed to recreation alone)	All bike/ped infrastructure or as dictated in the authorizing legislation	Most bike/ped infrastructure, including bike paths, lanes, racks, lockers, and bike sharing programs	All bike/ped infrastructure	All bike/ped infrastructure within a two-mile radius of a K-8 school	Bike trails, trailside, and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks, and signage	None	Most bike/ped infrastructure
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists	As dictated in the authorizing legislation	Most bike/ped safety and education programs	None	Encouragement, enforcement, and education activities, for children in grades K-8	Safety and environmental education; assessment of trail conditions; state program administration	States can spend 10% of their HSP funds on public awareness campaigns, education programs, and enforcement activities	Safety programs such as bike or pedestrian safety education, helmet distribution, or distribution of safety information	None
Key Project Requirements	Must relate to surface transportation	No official requirements	1) Must be spent in non-attainment and maintenance areas; 2) Will be evaluated on air quality	N/A	Requires a state-approved school travel plan	30% of state's funding must be used for nonmotorized trail projects; 30% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc.; projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan	Project must address goals written in State Highway Safety Plan	Minor distinctions between allowable uses for counties, townships, and municipalities specified in statute
Application Process	Irregular schedule at call of Illinois Department of Transportation	Specified in federal surface transportation bill (may be change in annual appropriations)	Timing under review. Generally, an annual call for proposals by Chicago Metropolitan Agency for Planning	Varies at call of local council of governments	Irregular schedule at call of Illinois Department of Transportation	Irregular schedule at call of Illinois Department of Natural Resources	Annual updates to plan and calls for proposals by IDOT Division of Traffic Safety	Generally each spring at call of IDOT Division of Traffic Safety	Funds distributed by IDOT on monthly basis to counties and certain local governments on a formula basis
Local Match Required	Typically 20%	None	Typically 20%	20%	None	Typically 20%; some 50%	10%	Typically 20%	No match required but local government is required to have certain minimum tax rate
Who Can Apply?	Local government	Anyone	State or local government agency	Local government (some funds retained by IDOT)	Any government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity	N/A

5.4 Appendix D: Funding Resources



What Program Is My Project Eligible For?

	Transportation Enhancements	Congestion Mitigation and Air Quality Improvement (CMAQ)	Surface Transportation Program	Safe Routes to Schools	Recreational Trails Program	Highway Safety Improvement Program (HSIP)	State and Community Development Safety Grant Program	National Highway System	Scenic Byways	Federal Lands Highway Program	Highway Bridge Program	Trans. and Community and System Preservation	State/Metropolitan Planning Funds	Access to Jobs/ Reverse Commute (JARC)	Federal Transit Commute	Transit Enhance-
Bicycle and pedestrian plan		*	*								*	*				
Bicycle lanes on roadway	*	*	*	*		*		*	*	*	*				*	*
Paved shoulders	*	*	*	*				*	*	*	*					
Signed bike route	*	*	*	*				*	*	*	*					
Shared use path/trail	*	*	*	*	*			*	*	*	*					
Single track hike/bike trail					*											
Spot improvement program	*	*	*	*		*										
Maps		*	*	*			*									
Bike racks on buses	*	*	*	*										*	*	
Bicycle parking facilities	*	*	*	*				*						*	*	
Trail/highway intersection	*	*	*	*	*	*		*	*	*						
Bicycle storage/service center	*	*	*	*							*		*	*	*	
Sidewalks, new or retrofit	*	*	*	*		*		*	*	*	*			*	*	
Crosswalks, new or retrofit	*	*	*	*		*		*	*	*	*			*	*	
Signal improvements	*	*	*	*		*		*								
Curb cuts and ramps	*	*	*	*		*		*								
Traffic calming			*	*		*					*					
Coordinator position		*	*	*							*					
Safety/education position		*	*	*			*									
Police patrol			*	*			*									
Helmet promotion	*		*	*		*										
Safety brochure/book	*	*	*	*	*	*										
Training	*	*	*	*	*	*										

Source: "FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation," <http://www.fhwa.dot.gov/ENVIRONMENT/bikaped/bp-guid.html#bp4> (Last Accessed 9/3/2010)

5.5 Appendix E: Municipal Policy Resources

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.1 Adopt a Complete Streets Policy

Complete Streets Policy Resource Guide

PURPOSE

This document serves as a resource for municipal officials, planners, and engineers who are interested in adopting a Complete Streets policy in their community. The materials referenced below can assist with formulating policy, supporting initiatives with facts about complete streets. Resources are divided into two categories: policy and opinion/research.

POLICY

McCann, Barbara, and Suzanne Rynne. Complete Streets: Best Policy and Implementation Practices. (Chicago: American Planning Association, 2010).

This publication of the American Planning Association's Planning Advisory Service includes case studies, model policies, and development strategies revolving around Complete Streets.

National Complete Streets Coalition. www.completestreets.org

NCSC has a very informative website. Among others, the following NCSC documents can be considered a good "jumping off" point for those unfamiliar with Complete Streets policy and design.

"Complete Streets Policy Elements." National Complete Streets Coalition. <http://www.completestreets.org/changing-policy/policy-elements>

Provides a framework by which Complete Streets policy can be designed and a basic outline of the elements of robust Complete Streets policy.

"Federal Policy Resources." National Complete Streets Coalition. <http://www.completestreets.org/federal-policy/federal-policy-resources>.

Knowing the trends in national policy concerning Complete Streets can help reinforce local policy initiatives. The NCSC website details past federal activity concerning Complete Streets, features legislative language, and has tips for getting the attention of lawmakers at the federal level.

RESEARCH

"Complete Streets Fact Sheets." National Complete Streets Coalition. <http://www.completestreets.org/complete-streets-fundamentals/factsheets>.

There are several topical fact sheets maintained by the NCSC on this site. The web version of each fact sheet contains several relevant statistics and principles along with links to supporting information. This is a great resource to help counter objections to Complete Streets on many different topics, including cost, safety, and transportation efficiency.

Gotschi, Thomas. "Costs and Benefits of Bicycling Investments in Portland, Oregon." *Journal of Physical Activity and Health* 8 (2011): S49-S58.

This research article by Thomas Gotschi from the University of Zurich details the health, safety, and overall cost benefits associated with different levels of non-motorized transportation funding using Portland, OR as a study area. Though most of the report is highly technical, special attention should be paid to the abstract and conclusion for solid information on the benefits of funding non-motorized transportation systems.

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.2 Adopt a Safe Park Zones Ordinance

Sample Safe Park Zone Ordinance

[MUNICIPAL CODE CHAPTER AND SECTION] PARK ZONE STREETS AND SPEED LIMITS

A. On any day when children are present and within fifty (50) feet of motorized traffic, no person shall drive a motor vehicle at a speed in excess of twenty (20) miles per hour, or any lower posted speed limit, while traveling on a park zone street.

C. On any day when children are present and within fifty (50) feet of motorized traffic, no person shall fail to come to a complete stop at a stop sign or red light while traveling on a park zone street or at an intersection before turning right onto a park zone street.

D. A first violation of this section is a petty offense with a minimum fine of \$250.00. A second or subsequent offense if a petty offense with a minimum fine of \$500.00. In addition, when a fine is imposed, the person who has violated this section will be charged an additional \$50.00, to be paid to the park district for safety purposes.

5.5 Appendix E: Municipal Policy Resources (Continued)

E. For purposes of this section and 625 ILCS 5/11-605.3, the following streets are designated park zone streets:

[Insert list of street segments]

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.3 Tailor Parking Requirements to Encourage Active Transportation

The following sample is modeled after that found in the Municipal Code of Chicago. It includes provisions for marked shared lanes, as well as exclusive bike lanes.

[Insert Municipal Code Chapter and Section] Driving, standing or parking on bicycle paths or lanes prohibited. The driver of a vehicle shall not drive, unless entering or exiting a legal parking space, or stand, or park the vehicle upon any on-street path or lane designated by official signs or markings for the use of bicycles, or otherwise drive or place the vehicle in such a manner as to impede bicycle traffic on such path or lane. The driver of a vehicle shall not stand or park the vehicle upon any lane designated by pavement markings for the shared use of motor vehicles and bicycles, or place the vehicle in such a manner as to impede bicycle traffic on such lane, except for drivers of buses stopping for the purpose of loading or unloading passengers at a designated bus stop. In addition to the penalty provided in [Section X] of this Code, any vehicle parked in violation of this section shall be subject to an immediate tow and removal to a city vehicle pound or authorized garage

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.4 Enact Bicycle Parking Ordinance

The following sample bicycle parking ordinance is modeled after that found in the Code of Ordinances for the City of Durango, Colorado.

[Insert Municipal Code Chapter and Section] Bicycle parking spaces.

(A) At least two (2) bicycle parking spaces or one (1) bicycle parking space for each ten (10) of the required off-street automobile parking spaces, whichever is greater, must be provided in all districts[, except districts...].

(B) No more than thirty (30) bicycle parking spaces shall be required on any one (1) property

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.5 Update Countryside Traffic Code to Current Standards

Bicycle and pedestrian-related sections of the Illinois Vehicle Code

625 ILCS 5/Ch. 11 ARTICLE X PEDESTRIANS' RIGHTS AND DUTIES

Sec. 11-1002. Pedestrians' right-of-way at crosswalks

Sec. 11 1003. Crossing at other than crosswalks

625 ILCS 5/Ch. 11 ARTICLE XV BICYCLES

Sec. 11-1505. Position of bicycles and motorized pedal cycles on roadways – Riding on roadways and bicycle paths

Sec. 11-1516. Low-speed bicycles

625 ILCS 5/Ch. 11 ARTICLE VII DRIVING ON RIGHT SIDE OF ROADWAY; OVERTAKING AND PASSING, ETC.

Sec. 11-703 (d) Overtaking vehicles on the left

625 ILCS 5/Ch. 11 ARTICLE VIII TURNING AND STARTING SIGNALS ON STOPPING AND TURNING

Sec. 11 806. Method of giving hand and arm signals

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.6 Enact a Distracted Driver Ordinance

Sample Distracted Driving Ordinance

[Municipal Code Chapter and Title] Use of electronic communication devices

(A) Definitions:

(1) For the purposes of this section, “electronic communication device” shall include but not be limited to mobile, cellular, analog wireless or digital telephones, personal digital assistants, or portable or mobile computers.

(2) For the purposes of this section, “using an electronic communication device” shall include, but not be limited to, the following activities: (a) talking or listening to another person on the telephone; (b) composing, sending, reading, or listening to a text message or other electronic message; or (c) browsing the Internet via mobile, cellular, analog wireless, or digital telephone.

(3) For the purposes of this section, “a hands-free device” is an internal software application, or an external device that allows the user to engage in a telephone call without touching the user's electronic communication device.

5.5 Appendix E: Municipal Policy Resources (Continued)

(B) Except as otherwise provided in subsection (C) of this section, no person shall operate a motor vehicle while using an electronic communication device.

(C) The provisions of this section shall not apply to:

(1) Law enforcement officers and operators of emergency vehicles, when on duty and acting in their official capacities.

(2) Persons using an electronic communication device with a hands-free device activated.

(3) Persons using a telephone to call 911 telephone numbers or other emergency telephone numbers.

(4) Persons using a telephone while maintaining a motor vehicle in a stationary parked position, and not in gear.

(D) Any person who violates the requirements of this section shall be subject to a fine of one hundred dollars (\$100.00), provided, however, that if a violation occurs at the time of a traffic crash, the driver shall be subject to an additional fine not to exceed five hundred dollars (\$500.00).

5.6 Appendix F: Programming Resources

Safe Routes to School

National Center for Safe Routes to School:

www.saferoutesinfo.org

The National Center for Safe Routes to School (SRTS) assists communities in enabling and encouraging children in grades K–8 to walk and bike safely to school. The National Center has an informative website about the five E's of SRTS (education, encouragement, enforcement, engineering, and evaluation), including case studies, resources, data collection, and trainings.

SRTS Guide: <http://guide.saferoutesinfo.org/index.cfm>

The Safe Routes to School Online Guide is a comprehensive manual designed to support the development of an SRTS program.

Illinois SRTS:

<http://www.dot.il.gov/saferoutes/SafeRoutesHome.aspx>

The Illinois SRTS program is run by the Illinois Department of Transportation. Illinois has awarded \$11 million in federal funding for the program.

Walk to School Day

International Walk to School Day in the USA:

<http://www.walktoschool.org/>

The first Wednesday of October is International Walk to School Day. Children in over 40 countries participate. The website provides ideas and resources for planning an event.

International Walk to School:

<http://www.iwalktoschool.org/photos/index.htm>

The Official Website of International Walk to School features pictures, stories, best practices, downloads, resources, and who is walking around the world.

Bike and Dine

Celebrate the fun and ease of getting around by bike while sampling from local eateries.

Shop by Foot or Bike

Shopping by foot or bike makes everything along your route more accessible. It encourages local shopping and fosters a sense of community. Local businesses can provide incentives for customers who arrive on foot or by bike.

Municipal Staff Cycle Training

Municipal staff using bicycles for community travel is often cheaper and more effective than automobile transportation. Staff gets up close to areas than cannot be viewed by a vehicle. The municipality should provide annual training for all staff.

Targeted Enforcement

Police inform motorists of Illinois laws with warnings and educational materials, ensuring drivers uphold their duties as motorists. Targeted enforcement improves awareness of traffic laws, increasing compliance, safety, and awareness of pedestrians and bicyclists on the road.

Walk and Bike Friendly Recognition

Walk and bike friendly communities have shown a commitment to improving walkability, bikeability, and pedestrian and cyclist safety through comprehensive programs, plans, and policies.

Walk Friendly Communities: <http://www.walkfriendly.org/>

Walk Friendly Communities receive national recognition for their efforts to improve safety, mobility, access, and comfort.

This site includes the application, resources, and information about how to get started.

Bicycle Friendly Community:

http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/getting_started.php

This site provides a step-by-step guide to turning your town into a Bicycle Friendly Community. The League of American Bicyclists provides resources, a bike friendly blueprint, and an explanation of how to apply for national Bicycle Friendly Community recognition.



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