

Forest Park Active Transportation Plan





Forest Park Active Transportation Plan

Presented by Active Transportation Alliance, August 2011



ACTIVE TRANSPORTATION
ALLIANCE

Acknowledgements

Active Transportation Plan Steering Committee

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

Mike O'Connor - Forest Park Police Department
Elizabeth Axtell - Forest Park Chamber of Commerce
JoEllen Charlton - Village of Forest Park
Chris Chin - Forest Park Police Department
Sally Cody - Resident
John Doss - Village of Forest Park
Karen Dylewski - Forest Park Community Center
Tim Gillian, Village Administrator
Douglas Gotham - Christopher Burke Engineering
Chris Harris - Commissioner
John Hosty - Traffic & Safety Committee
TJ Janopaulos - Forest Park Fire Department
Young Lee - Forest Park Police Department
Tom Mannix - Streets & Public Improvement Commissioner
John McNett - Oak Park Cycle Club
Denise Murray - Live Healthy Forest Park
Drew Peterson - Resident
Melinda Peterson - MHA Jobs
Mike O'Connor - Forest Park Police Department
Leticia Olmsted - Village Clerk's Office
Erin Parchert - Forest Park District

About the Consultants

The mission of Active Transportation Alliance is to make bicycling, 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.

The Active Transportation Alliance Project Team:

Ruth Myers, West Suburban Coordinator
Shafaq Choudry, Community Planner
Heather Schady, Transportation Planner/Safe Routes to School Manager
Patrick Knapp, GIS Planner
Paul Lippens, Senior Planner
Dan Persky, Director of Education & Advocacy

Contents

Acknowledgements

Executive Summary 4

1 Introduction 7

1.1 A Vision for Livability	8
1.2 Goals of the Plan	9
1.3 Planning Process	9
1.4 Timeframe	10

2 Active Transportation Network

2.1 Network Context	
2.2 Place Connections	14
2.3 Active Intersections	19
2.4 Pedestrian Improvements	24
2.5 Bicycle Improvements	27
2.6 Transit Improvements	33

3 Policy and Programming 36

3.1 Municipal Policy Recommendations	37
3.2 School Policy Recommendations	40
3.3 Program Recommendations	41

4 Implementation 46

4.1 Evaluation and Oversight	47
4.2 Implementation Plan	48
4.3 The Planning Team	51

5 Appendices 52

5.1 Appendix A: Public Engagement Summary	52
5.2 Appendix B: Existing Conditions Maps	54
5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance	55
5.4 Appendix D: Funding Resources	56
5.5 Appendix E: Municipal Policy Resources	58
5.6 Appendix F: Programming Resources	60

Executive Summary

Executive Summary

The Village of Forest Park partnered with consultants from Active Transportation Alliance to produce this active transportation plan for the community. The plan is composed of recommended improvements to the built environment, policies, and programs, which will combine to make it safer and more convenient for people to walk, bike, and use transit in Forest Park. To develop these recommendations, the consultants turned to the experts—the users of the network. Guided by their insight, this plan will position Forest Park for a brighter, healthier, and more active future.

Active Transportation Network—Key Places and Routes

The active transportation network recommended in this plan provides door-to-door safe access to the key places in Forest Park. Highlights of the network include:

- Improved access to Parks and Open Spaces, Schools and Municipal Buildings and commercial corridors .
- Clearly defined routes to access to regional trail connections and bike networks of neighboring municipalities.

Additionally, this plan presents recommendations with illustrative maps for the important elements of the active transportation network, included are maps for active intersections, the pedestrian network, the bicycle network, and the transit network. Look to these sections and maps for the following types of recommendations:

- Active intersections – recommendations for where to focus improvements for safely crossing streets by foot or by bike, and also where to place network additional amenities like benches and signage.
- Pedestrian network – recommendations for focused improvements for the pedestrian network, including, sidewalk improvements, new sidewalks/network gaps, and priority corridors for pedestrian amenities.
- Bicycle network – recommendations for improvements for the bicycle network, including priority placement of bike routes, bike lanes, shared lane markings, shared use paths, and bike boulevard markings.
- Transit network – recommendations for how the active transportation network can best connect to the existing transit network.

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:

- Adopt a Complete Streets Policy committing to accommodating all users and all roads in future roadway projects, wherever feasible.
- Update existing design guidelines and zoning ordinances to ensure accommodation of bicyclists and pedestrians, including subdivision design guidelines and parking requirements.
- Reduce speed limits on certain streets to ensure that pedestrians and bicyclists can safely travel to key destinations.
- Adopt a distracted driver ordinance to reduce distracted driving throughout the Village of Forest Park.
- Collaborate with District 91 on the development and implementation of a Safe Routes to School Travel Plan.

Executive Summary (Continued)

Programs

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

- **Community Education Programs:** Educate pedestrians and cyclists of all ages through a variety of methods, including:
 - Bike/Ped Ambassador Program
 - Bike maintenance and skills classes for youth and adults
 - Community Media Campaigns

- **Encouragement:** Raise awareness of Forest Park's new bike network and encourage active transportation use throughout the Village by:
 - Creating and distributing maps that highlight Village destinations accessible by bike and foot
 - Incorporating walking and biking into existing community events
 - Promoting existing walking and biking groups
 - Creating new events, such as a Bike and Dine, Shop by Foot and Bike and Open Streets

- **Enforcement:** Conduct enforcement events to emphasize the presence and vulnerability of pedestrians and bicyclists to boost awareness and create a safer environment and analyze crash data
 - Continue to hold targeted crosswalk enforcement events and publicize pedestrian traffic laws before the event, and results of the event after it happens.
 - School Zone Speeding Campaign
 - Analyze crash data as a basis for targeted enforcement campaigns

Implementation

The planning process does not end with the adoption of this plan. It will require years of implementation and the dedication of key stakeholders. In order to facilitate effective implementation, this plan includes:

- A comprehensive timeline for implementation
- An appendix listing resources for funding and implementing recommendations made in this plan
- Model policies and data used in the development of this plan are also included to facilitate effective implementation

Introduction

1.1 A Vision for Livability	8
1.2 Goals of the Plan	9
1.3 Planning Process	9
1.4 Timeframe	10

1.1 A Vision for Livability

“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car.”

—Secretary Ray LaHood, US Department of Transportation

The Village of Forest Park prides itself as an exceptional place to live, work and do business; grounded in a close-knit and active community, quality education, first class dining, a large Park District, independently owned businesses, and service-oriented government. Forest Park is located approximately 10 miles west of Chicago’s downtown; creating an ideal urban and small town environment. The Village is more than 100 years old and has won several awards for revitalizing their Main Street Community which also serves as the main business district.

Situated along the Blue and Green CTA Lines, Forest Park is nestled in several “tot-lot” like parks accompanied by the centrally located Harrison Park and Aquatic Center. The Village is within a few street and trail connections of incorporating LaHood’s livability standard as well.

This plan will help guide The Village of Forest Park across that “last mile” to 21st Century livability standards—place-based economic development, active lifestyle options and sensible environmental stewardship—just as much as it guides the community across last mile connections to the Illinois Prairie Path, Madison Street businesses and other key destinations identified by the public. Indeed, closing one gap helps to cross the other.

The vision for Forest Park

The Village of Forest Park will be a vibrant and healthy community with a safe, well lit, and complete bicycle and pedestrian network that links to schools, parks, and businesses. Walking and biking will be a viable means of transportation and a fun activity for people of all ages. People will be able to walk or bike to Madison Street Businesses, the Illinois Prairie Path, and conveniently access the Blue and Green Line Station transit service along Des Plaines Avenue and Harlem Avenue. The Village will utilize connections along the forest preserve trails and roadways to foster travel between neighboring communities like Oak Park, River Forest, and even the City of Chicago.

This vision will help create a culture change that leads to more bicycling and walking, characterized by fun events like, *Bike and Dine, Shop by Bike, and Bike to Work*. Bicycling and walking activities can bring neighborhoods and families together for fun and health. Achieving the vision for Forest Park will require a concerted effort to educate community members on walking and biking safety. Education and awareness will support infrastructure improvements like bikeways, sidewalks, enhanced crosswalks, and bike parking, to allow the community to access any location by foot or bike and connect people to places.

1.2 Goals of the Plan

The Village of Forest Park Active Transportation Plan provides practical recommendations to support livability. These recommendations will help focus transportation investments on the places that matter to the community. The plan also communicates the Village of Forest Park priorities to regional and state transportation entities like the Illinois Department of Transportation (IDOT), Metra, Pace, and the Cook County Highways Department (CCHD).

The following goals guided the development of this plan:

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.

Active Transportation Infrastructure

Provide a comprehensive transportation network that prioritizes biking, walking and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.

Green Connections

Provide a comprehensive network that connects residents to parks, open space and regional trails.

Economic Development

Encourage residents to shop at local businesses by improving biking, walking and transit accessibility at important places in the community.

People Connections

Support biking and walking in the community through education and encouragement programs for residents.

Institutional Connections

Adopt policies that encourage agency collaboration between schools, parks, the Village, and the private sector to make it safer and easier for residents to enjoy the active transportation network.

1.3 Planning Process

Forest Park residents were invited to a public workshop on June 28, 2011 at the Howard Mohr Community Center. There, residents and stakeholders identified the network and laid the foundation for the recommendations in this plan. They have grounded this plan in the places important to them, connected by their preferred routes.

Members of the public unable to attend the Open House were invited to fill out an online survey. More than 70 surveys were completed. Additional surveys were distributed to Forest Park's senior community and business community.

A steering committee of stakeholders appointed by the Village of Forest Park guided the work of the consultants as they fashioned public input, field research, and data analysis into a prioritized list of infrastructure, policy, and program recommendations. The consultants appreciate their time, their insight, their unique and informative perspectives, and their patience with the planning process. (See Appendix A for a full listing of steering committee members.)



Open house participants work on their group's recommendations for the plan.



Residents weigh in on walking and biking preferences at a community open house event.

1.4 Timeframe

Recommendations in this plan are divided into three categories: near-term, mid-term, and long-term. These categories should help the village coordinate these efforts with staffing plans and work plans.

1.4.1 Near-term priorities

Network:

Near-term network recommendations are generally corridors and intersections that are currently walkable and bikeable but may be aided by some low-cost improvements, such as network signage or crossing improvements.

Policy and Programming:

Near-term projects should be completed in less than two years. These projects involve little to no start-up costs or long-term organization. Many education and encouragement initiatives are proposed for near-term implementation to build support for later projects.

1.4.2 Mid-term priorities

Network:

Mid-term network recommendations are corridors and intersections where current conditions could be easily improved—with a moderate construction budget—to become more walkable and bikeable. Examples include corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signalized but could be improved by curb extensions, transit shelters, local sidewalk completion, and other network amenities, such as benches and identity features.

Policy and Programming:

Although mid-term means completion is expected in three to five years, some projects require preliminary work in the near term. These projects may have initial start-up costs and coordination with community organizations. Mid-term projects generally involve more planning.

1.4.3 Long-term priorities

Network:

Long-term network recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high ADT or restricted road width or right-of-way.

Policy and Programming:

These projects, expected to begin implementation after five years, frequently depend on the completion of earlier projects and local support.

The Implementation section of this plan showcases a complete list of recommendations and suggested timing.

1.4.4 Opportunistic Implementation

While this plan offers a guide to prioritizing these recommendations as near-, mid-, or long-term priorities, the Village should actively seek out opportunities to coordinate implementation with private development and public projects. Private development can often trigger the need to improve the corridor frontage areas, and state and county construction and maintenance priorities can overlap with this plan's recommendations. Implementing agencies should remain aware of these kinds of opportunities and seek to coordinate the implementation of this plan with parallel county and regional efforts. (See the Appendix for funding and programmatic resources.)

Active Transportation Network

2.1 Network Context	12
2.2 Place Connections	14
2.3 Active Intersections	17
2.4 Pedestrian Improvements	24
2.5 Bicycle Improvements	27
2.6 Transit Improvements	33

2.1 Network Context

2.1.1 The Network Defined

The Forest Park active transportation network is designed to facilitate safe, convenient and fun biking and walking trips from homes to local destinations. From older adults choosing to age in place to youth seeking independence, and everyone in between, a complete active transportation network is designed to accommodate the many residents of Forest Park.

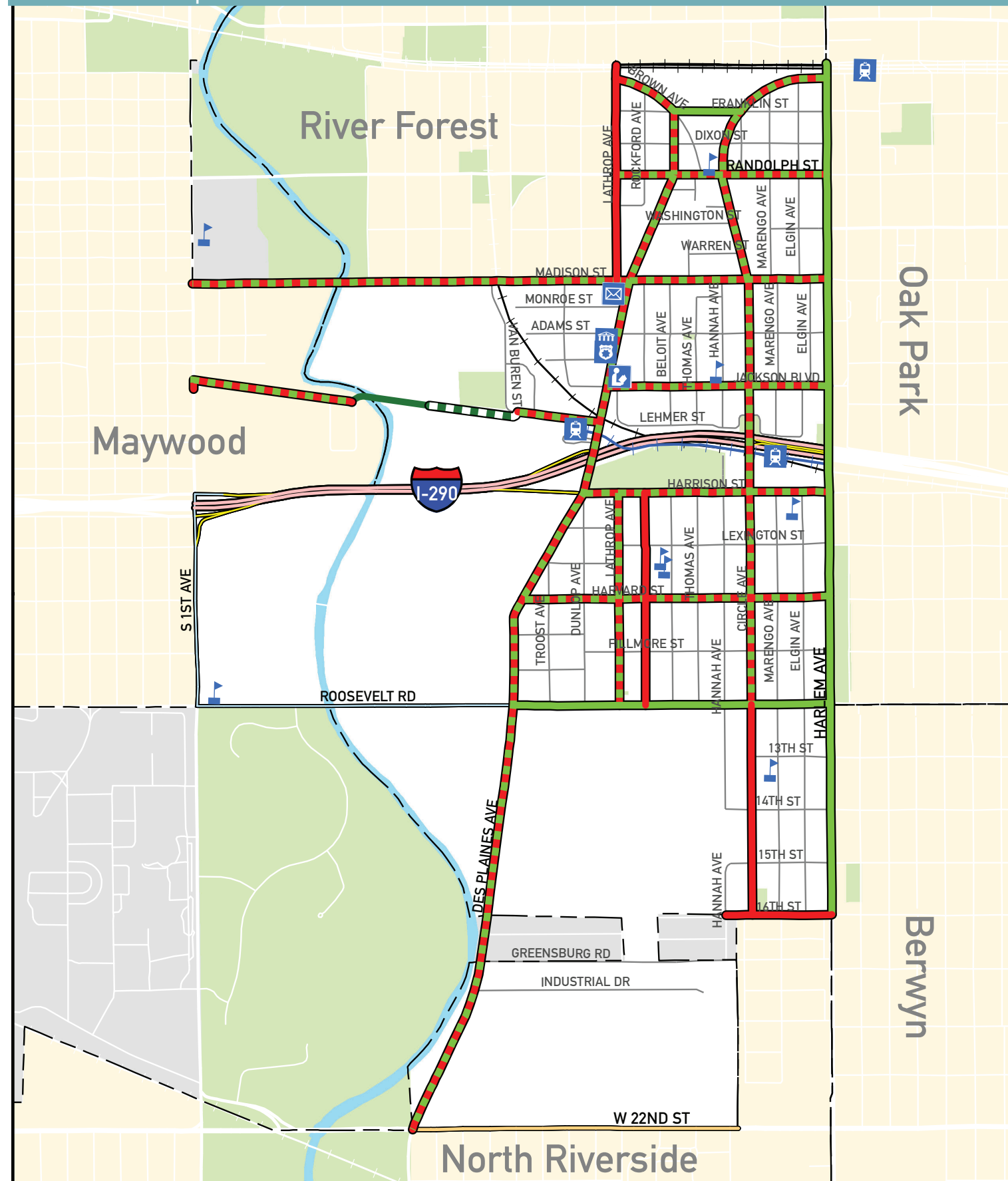
The consultants performed the necessary fieldwork, data gathering, and analysis with community stakeholders and village staff guiding the work; however, the foundation for the network and its recommendations was developed by Forest Park biking and walking experts: the residents themselves. These recommendations provide a preliminary framework for the Village of Forest Park to make active transportation a viable choice for many daily trips.

The Village of Forest Park will implement many of these recommendations at the local level. Some, however, will require coordination with the Cook County Highway Department (CCHD) and the Illinois Department of Transportation (IDOT), as well as with neighboring municipalities. For these projects, the plan communicates the priorities of the Village and its residents to those agencies and the region.

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

- 1 Place Connections
- 2 Active Intersections
- 3 Pedestrian Improvements
- 4 Bicycle Improvements
- 5 Transit Improvements

2.1.2 Full Network Map



-Forest Park- Entire Network

Bicycle & Pedestrian Network

- Bicycle Way
- Pedestrian Way
- Bicycle & Pedestrian Way
- Future Multiuse Trail
- Existing Trail

Infrastructure

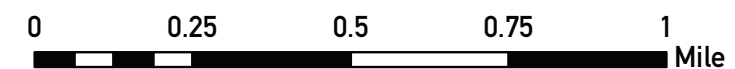
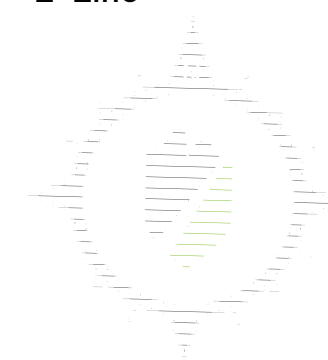
- Highway
- Ramp
- Arterial
- Collector
- Street
- Railroad
- 'L' Line

Points of Interest

- Forest Park City Hall
- Police Station
- Post Office
- Library
- 'L' Station
- School

Landuse

- Water
- Park



Prepared By: Active Transportation Alliance 9/8/2011
 Data Source: Active Transportation Alliance, Village of Forest Park & Navteq

2.2 Place Connections

First-rate places to eat, learn, shop, and recreate anchor Forest Park's high quality of life. The active transportation network and recommendations will help residents reach their favorite parks, trails, restaurants, shops, friends, schools, and jobs from their doorstep, without a car. Putting places first in the consideration of biking, walking, and transit improvements will help integrate sustainable, efficient, healthy living into community life.

The places outlined in this section of the plan are destinations and corridors within the Village of Forest Park that stakeholders identified as the most important to consider in the development of the active transportation network.

2.2.1 Parks and Open Spaces, Schools, and Municipal Buildings

OBJECTIVE: Build a network that encourages walking, biking and transit trips to and from Forest Park's open spaces and parks, schools, municipal buildings and transit stations by installing route signage, improving crossings and intersections, and adding amenities.

DESCRIPTION: While Station Park is the main recreational hub, the Village of Forest Park has a variety of parks and open spaces designed to bring community members of all ages together to play, socialize and be physically active. The following parks and open spaces were prioritized by residents and the steering committee:

- Station Park
- The Grove
- Community Garden
- Pocket Parks

Schools were another priority destination identified by stakeholders that participated in the development of this plan. In the fall of 2011, the Village of Forest Park and Forest Park School District 91 will partner to create a school travel plan that identifies engineering, education, encouragement and enforcement priorities to improve conditions for student pedestrians and cyclists for all K-8 public schools. For specific recommendations, refer to the School Travel Plan. The active transportation plan does not provide recommendations for specific schools; rather, it offers basic recommendations that can be applied universally to the following schools:

- Betsy Ross Elementary School
- Field Stevenson Elementary School
- Grant White Elementary School
- Forest Park Middle School
- Proviso East High School
- St. Bernadine School

The following municipal buildings are key place connections addressed in this plan:

- Forest Park Village Hall
- Forest Park Public Library
- Howard Mohr Community Center
- Forest Park School District 91 Office
- Park District Building

The recommendations made in this plan help to improve connections for active transportation users to the Village's parks and open spaces and other key destinations. The following best practices can be implemented to facilitate safer, more convenient access to Forest Park's destinations:

Target: *Near-term*

Sign Routes: Use directional signage to create awareness for recommended routes to parks and open spaces. Best practices for bicycle wayfinding signs are included in the 2009 Manual for Uniform Traffic Control Devices (MUTCD). Directional signage should include distance, direction, and destinations.

Target: *Mid-term*

Install bike parking: Install bike parking at all destinations to improve access for cyclists. At schools and municipal buildings, install bike parking in highly visible locations near building entrances. At larger parks and open spaces, such as Station Park, racks should be scattered to accommodate each activity area. Use wave shaped bike racks for more security and durability. Wherever possible, racks should be installed on concrete pads.

2.2 Place Connections (Continued)

Improve crossings: In the near-term, stripe crosswalks at all entrances to parks and open spaces to create safer access for pedestrians. In the long-term, use stamped concrete crosswalks for increased visibility and beautification. Use crosswalks on Madison and Jackson as a model.



Stamped concrete crosswalks such as this one on Des Plaines Avenue in Forest Park serve the dual purpose of increasing visibility of pedestrian crossings and beautifying streets.



Garfield Elementary School is one of the many important destinations for the community of Forest Park.

2.2.2 Corridors

OBJECTIVE: Create a network that addresses the key barriers to active transportation in Forest Park by increasing connectivity and accessibility for cyclists, pedestrians and transit users, regardless of their age or ability.

DESCRIPTION: The active transportation network includes significant arterial connections to ensure that residents of Forest Park are able to safely and conveniently travel to and from community destinations. The north and south sides of Forest Park are divided by the I-290 corridor. Only three north/south connections are available to any road user - Circle Avenue, Des Plaines Avenue, and Harlem Avenue - and all present major challenges for pedestrians, cyclists and transit users due to difficult crossings, bridge overpasses and narrow sidewalks. The Illinois Department of Transportation (IDOT) is in the early stages of a planning process to update the I-290 corridor, which may be an opportunity for local leaders to coordinate with the IDOT to implement the recommendations offered in this plan. This plan addresses several options that may be available for improving connections on the Circle Avenue bridge. This plan also includes recommendations for the Village's two main east-west connectors - Roosevelt Road and Madison Street.

Circle Avenue: Circle Avenue is recommended as the primary north-south bicycle and pedestrian connection in the Village to key destinations including: Station Park, Harlem Blue Line Station, and the Forest Park Middle School. Barriers to active transportation on Circle Avenue include:

- Intersections at Harrison, Lehmer and Franklin/Belvidere
- Narrow sidewalks on the Circle Avenue bridge
- Lack of bike facilities on the Circle Avenue bridge

2.2 Place Connections (Continued)

Des Plaines Avenue: Des Plaines Avenue is another critical north-south bicycle, pedestrian and transit connection that leads residents to the Forest Park Blue Line Station, Village Hall, the library, and the Illinois Prairie Path. Barriers to active transportation on Des Plaines Avenue include:

- Pedestrian and bicycle visibility at the I-290 exit ramp near the Forest Park Blue Line stop
- Drivers failing to stop for pedestrians at the intersection of Brown Avenue/Franklin Street
- Pedestrian crossing at Roosevelt Road
- Mid-block crossing to Walmart
- Sidewalk gaps on Des Plaines Avenue, south of Roosevelt Road



Pedestrians use the Circle Avenue bridge after exiting the Blue Line.



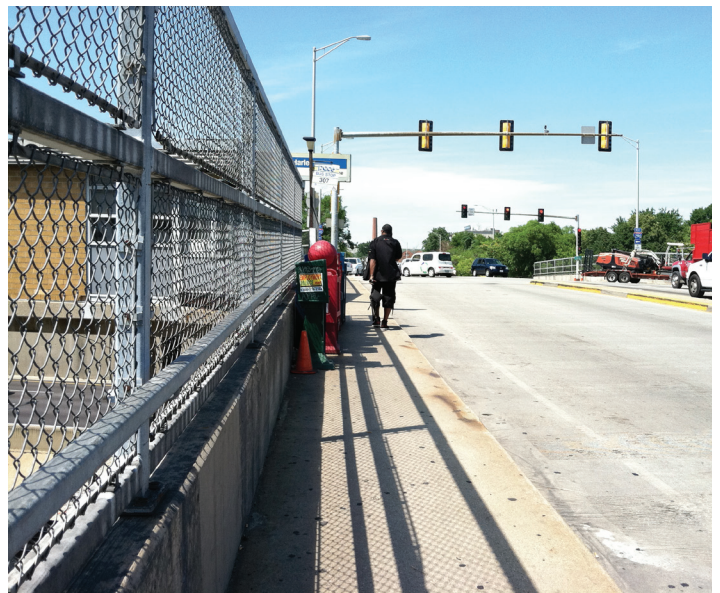
A cyclist walks her bike over the Des Plaines Avenue Bridge.



Existing Condition of sidewalks on the Des Plaines Avenue Bridge.

Harlem Avenue: Harlem Avenue is the final north-south connection in Forest Park. Destinations on Harlem include the Harlem Blue Line Station and downtown Oak Park. Coordination with IDOT and the City of Oak Park is critical to making any improvements on Harlem Avenue. This plan does not recommend bike facilities on Harlem Avenue, but pedestrian access can be improved to better serve their needs. The following barriers were identified on Harlem:

- Difficult crossing at I-290 exit ramp
- Narrow sidewalk on Harlem overpass



The Harlem Avenue Blue Line Station is a key community destination

2.2 Place Connections (Continued)

Madison Street: Madison Street is the heart of Forest Park, packed with local shops and restaurants. Proviso East High School is also on Madison Street, just a few blocks from the northwestern edge of Forest Park. The Village of Forest Park has worked to calm traffic for pedestrians along Madison by installing “must stop for pedestrian signs,” bulb-outs, benches, and stamped concrete crosswalks. The pedestrian amenities along Madison Street can serve as a model for other pedestrian corridors in the Village. However, facilities for cyclists are lacking and were identified as a barrier to active transportation by stakeholders who participated in the planning process. The following barriers were identified :

- Bulb outs narrow lanes and reduce travel space for cyclists
- Lack of bike accommodations to Proviso East High School



Madison Street, the heart of Forest Park

Roosevelt Road: Roosevelt Road is a major east-wide arterial that holds key community destinations, such as Walmart and Portillos. Barriers to active transportation along the corridor include:

- Bicycle and pedestrian access to commercial areas
- Unsafe intersections, including Des Plaines Avenue and Lathrop Avenue



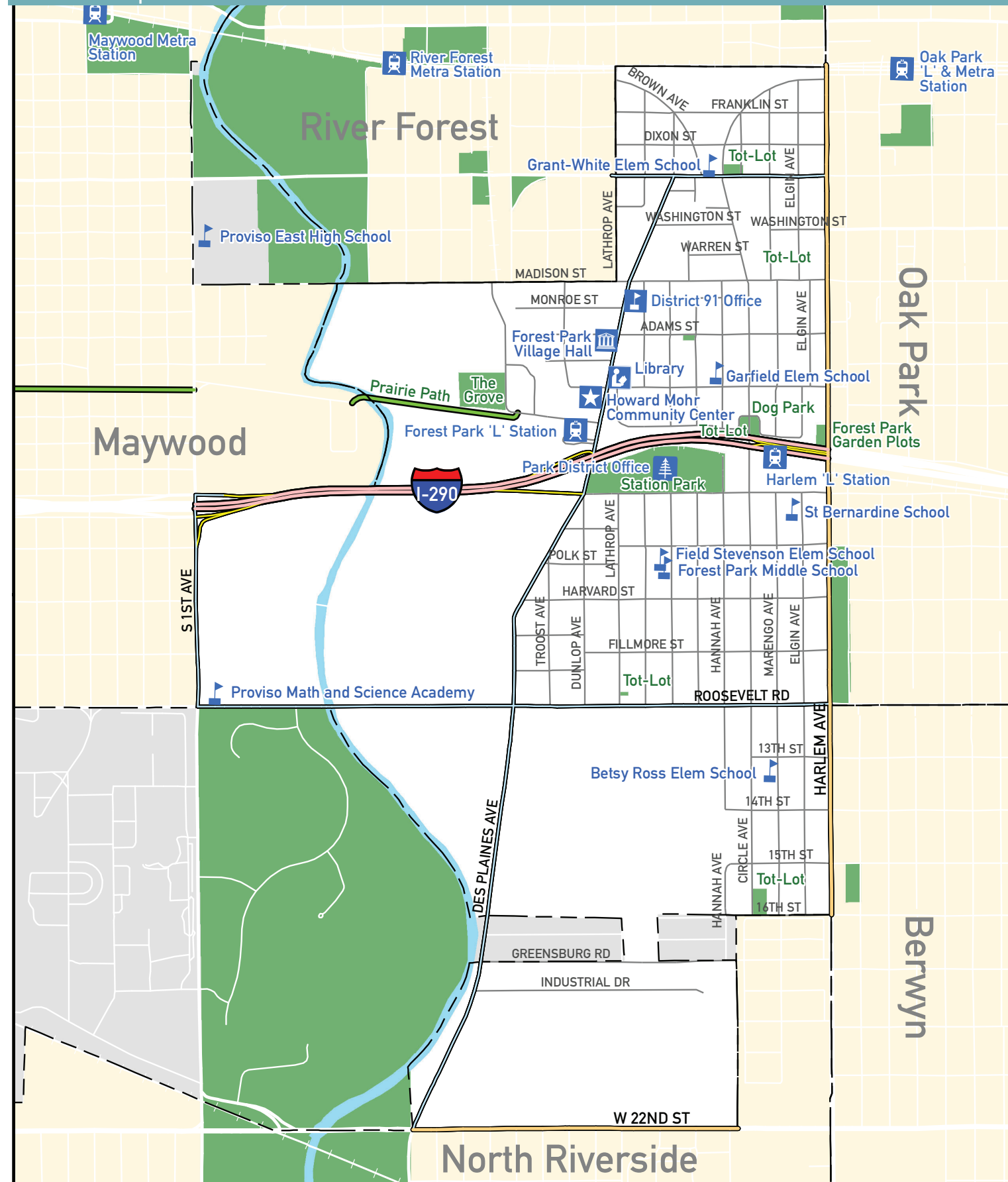
Pedestrian and bicyclist crossing at Roosevelt Road and Des Plaines Avenue

2.2.3 Regional Trail Connections

OBJECTIVE: Increase bike and pedestrian awareness of regional trails

DESCRIPTION: Forest Park is just a short walk or bike ride away from many regional trails. Residents can use the 92 mile Illinois Prairie Path, the Salt Creek Trail, the Des Plaines River Trail or ride along the Washington Street Bikeway to get to Chicago’s Lakefront Trail. These important regional trails provide residents with additional opportunities for active transportation and can serve as important segments on a route to work. Yet, many residents are unaware of the trails or how to access them. This represents another barrier to active transportation in the Village of Forest Park.

2.2.4 Places Map



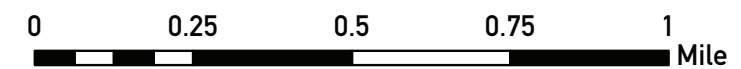
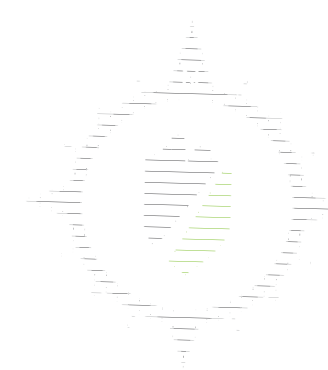
-Forest Park- Places

Points of Interest

- Forest Park City Hall
- Howard Mohr Community Center
- Metra & 'L' Station
- District 91 Office
- Park District Office
- Library
- School

Infrastructure

- Highway
 - Ramp
 - Arterial
 - Collector
 - Street
 - Prairie Path
- Landuse**
- Water
 - Park



Prepared By: Active Transportation Alliance 9/8/2011
 Data Source: Active Transportation Alliance, Village of Forest Park & Navteq

2.3 Active Intersections

2.3.1 Crossing Improvements

OBJECTIVE. Upgrade intersections along the active transportation network with best practices for traffic control, including countdown timers, ladder-style crosswalks, and bi-directional curb cuts. Where feasible, pedestrian refuges or bulb outs can be installed to further facilitate safe crossing movements.

DESCRIPTION: A near miss by a car or long waits to cross safely will quickly discourage a person from choosing active transportation, or encourage them to make an unsafe crossing choice. 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 for Uniform Traffic Control Devices, 2009 edition.

See the implementation map in Chapter 4 for phasing recommendations of crossing improvements.

General recommended improvements include:

Install and restripe visible crosswalks: All crosswalks at crossings identified on the Active Intersection map should be upgraded to “zebra stripe” or “ladder style” per 2009 Manual for Uniform Traffic Control Devices (MUTCD), and installed where missing. These crosswalk styles are significantly more visible to drivers than traditional parallel line crosswalks.

Install countdown pedestrian signals: All signalized crossings should be upgraded to include 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.



The intersection near the Des Plaines Avenue Bridge has ladder-style crosswalks and curb cuts (red) to help to increase visibility of pedestrians crossing at an intersection



Countdown pedestrian signals convey the actual time a pedestrian has to safely make it through an intersection

2.3 Active Intersections (Continued)

Install must stop for pedestrian signs: Install must stop for pedestrian signs at signalized intersections with crosswalks. These signs remind drivers that Illinois law requires vehicles to stop for pedestrians in crosswalks. Priority intersections include: Circle Avenue and Harrison and Circle Avenue and Lehmer.

Install ADA Compliant Curb Cuts: All new intersection crossings should be equipped with bi-directional curb cuts and truncated domes to ensure the intersection complies with ADA standards. These amenities direct people with visual impairments through an intersection at a crosswalk and are wheelchair accessible. Harlem Avenue near the I-290 exit ramp should be prioritized.

Install HAWK Beacons: Install high-intensity activated crosswalk (HAWK) pedestrian beacon at key mid-block crossings. The HAWK beacons remains dark for traffic until a pedestrian activates the signal. When the beacon is activated, it produces a flashing yellow light followed by a solid yellow light, following by a solid red light. The pedestrian can then proceed. Studies have shown a better motorist compliance rate with HAWK beacons compared to other types of pedestrian crossing devices. Crossings with HAWK beacons could also be coupled with pedestrian refuges. A HAWK may aid pedestrian crossings on Des Plaines Avenue near the Village Hall and Police Station.

Install mini-roundabouts. Roundabouts installed at intersections aid in directing drivers to act more predictably and at slower speeds. Roundabouts will provide safer pedestrian crossings, helping to set a tone of cautious driving. A mini-roundabout is a smaller version of the traditional modern roundabout with the middle only slightly raised, which allows emergency vehicles and the occasional bus or large truck to drive over it when necessary. Mini-roundabouts are most appropriate at the intersection of two local streets. Intersections where mini-roundabouts should be considered are: Des Plaines Avenue at Brown and Franklin, and Circle Avenue at Belvidere and Franklin.



A mini-roundabout can further help to calm traffic at confusing 5-way intersections.

2.3 Active Intersections (Continued)

2.3.2 Network Connection Points

OBJECTIVE: Define key intersections as gateways to Forest Park or as central hubs of activity to help users connect between modes of transportation (such as from cycling to transit), and to guide this plan's implementation.

DESCRIPTION: This plan recommends that gateway and hub intersections be developed as key network connection points. These intersections should be considered when evaluating proposals for transportation improvements and are an opportunity to tie transportation decisions to the surrounding land uses. Gateways and hubs are opportunities to implement traffic calming measures, start or end on-street bike facilities, and change the posted speed or lane configuration. These intersections should be considered within the scope of redevelopment projects or corridor studies.

Gateways: Gateways identify an intersection as an entrance to a community and sometimes to key districts. Gateways should be prioritized for network wayfinding signs and identify features, such as public art installations and banners. Gateways treatments include:

- Rows of street trees along a parkway to define an entryway
- Signage enhanced with landscaping, including multi-stemmed and closely spaced trees providing a background
- Decorative paving at a crosswalk visually connecting both sides of a roadway
- Large planting beds to address vehicular scale
- Lighting hidden within landscaping along entire gateway area providing night time effect
- Landscaping to be arranged in masses to divert attention to gateway signage



Gateways identify key districts and community entrances

2.3 Active Intersections (Continued)

Hubs: Are the central places within communities and neighborhoods. These are places along bike- or pedestrian-friendly routes that could be transit connection points. Ideally, a hub offers nearby access to businesses, schools, and hospitals. Hubs should be prioritized for the placement of network amenities, such as transit shelters, bike parking, benches, and human scale lighting.

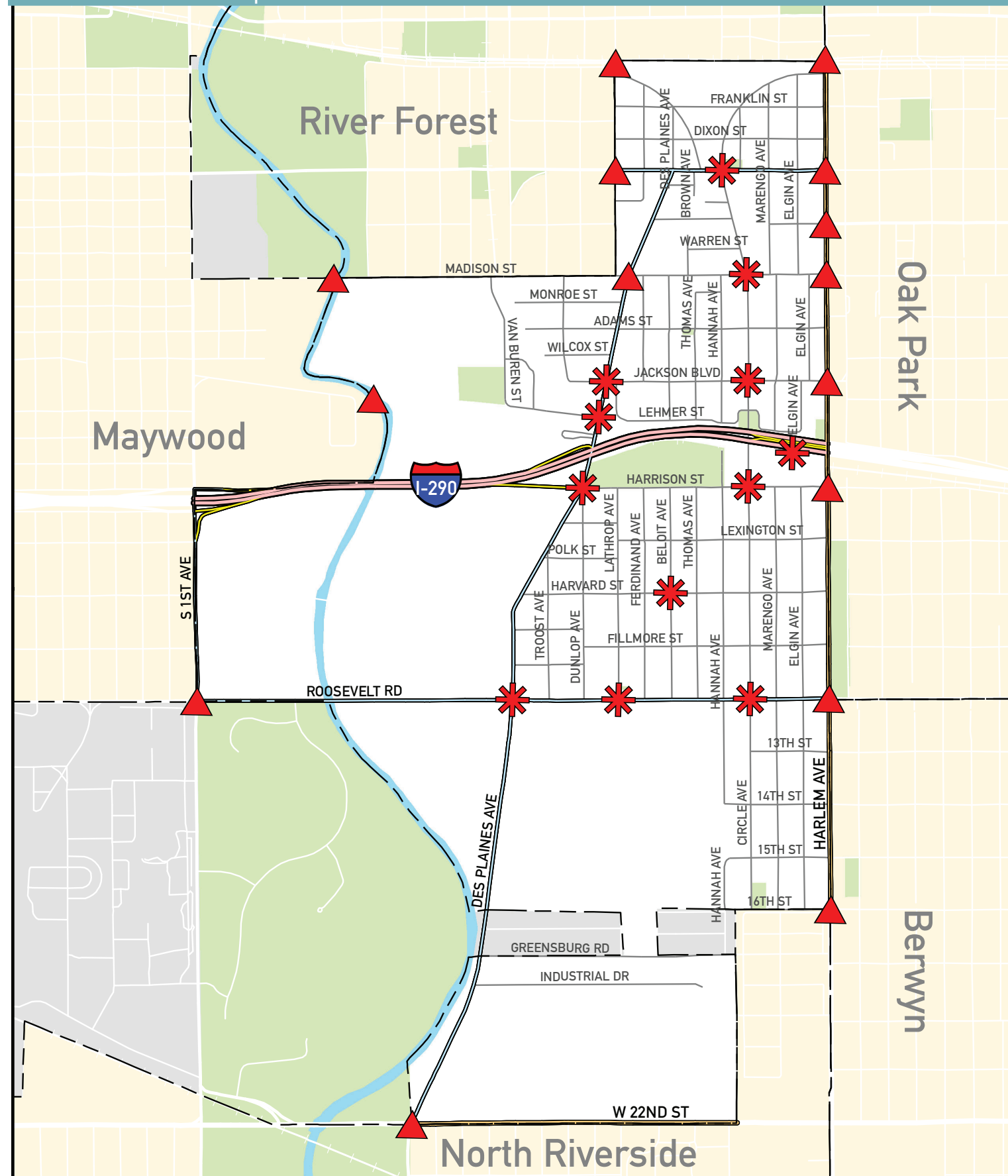
Hub treatments include:

- Ornamental lighting with banners
- Pedestrian signalized intersections
- Special paving at crosswalks
- Accommodation of cafes and/or sidewalk activities
- Street trees
- Decorative paving
- Seasonal planting
- Planters
- Architectural amenities (awnings, pedestrian oriented signage, articulated facades, etc.)
- Wayfinding signage for cyclists and pedestrians
- Bollards to define pedestrian movement at intersections
- Provision of clear definition for pedestrian movement
- Wider sidewalks to allow for pedestrian oriented amenities



Hubs are bike or pedestrian-friendly routes that could also be transit connections

2.3.3 Active Intersections Map



-Forest Park- Intersections

Intersections

Type

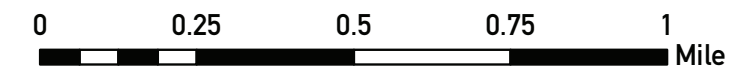
- Gateway
- Hub

Landuse

- Water
- Park

Infrastructure

- Highway
- Ramp
- Arterial
- Collector
- Street



Prepared By: Active Transportation Alliance 9/8/2011
 Data Source: Active Transportation Alliance, Village of Forest Park & Navteq

2.4 Pedestrian Improvements

2.4.1 Pedestrian Ways

The pedestrian network functions best when it is well connected and complete. Completing a network can easily be accomplished through elimination of sidewalk gaps, providing buffers for walkways along busy roads, wider sidewalks in areas with heavy pedestrian traffic, and signage to aid pedestrians in getting around.

The following recommendations and map on page 26 illustrate the location and type of pedestrian improvements that should be made.

Pedestrian Network: Residential Streets

OBJECTIVE: Improve visibility of pedestrians to motorists, and increase public awareness of the key destinations throughout the network.

DESCRIPTION: The Village of Forest Park has many low-traffic, low-speed residential streets where people feel comfortable walking and biking. These streets do not require changes, but could be enhanced with wayfinding signs directing people to important destinations in the community.

Target: *Near-term*

Wayfinding signs: Install wayfinding signs at intersections, with a special focus on hubs and gateways.



Forest Park has many low-traffic, low-speed residential streets that are ideal for walking and biking.

2.4 Pedestrian Improvements (Continued)

Pedestrian Network: Complete Sidewalk Connections

OBJECTIVE: Complete the sidewalk network on collectors and arterials. Prioritize major streets where the sidewalk network lacks sufficient space for pedestrian use.

DESCRIPTION: Important destinations are often along collector and arterial streets, where walking in the streets as well as crossing them feels uncomfortable and dangerous. Filling sidewalk gaps along these major corridors should be prioritized.

While standards allow sidewalks to be as narrow as 5 feet if separated from the road edge or curb, this plan recommends 6 foot wide sidewalks 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 of 5 feet or more to separate pedestrians from the roadway is also recommended.

Target: *Long-term*

Widen Arterial Sidewalks: Work with IDOT to widen sidewalks on Circle Avenue and Harlem Avenue overpasses. A feasibility study will may be necessary. See page 30 for more detail.

Target: *Mid- to Long-term*

Sidewalk Gaps: Fill in sidewalk gaps on Des Plaines Avenue south of Harlem Avenue and on the west side of Van Buren Street.

Pedestrian Network: Install Shared Use Paths

OBJECTIVE: Install shared use paths in areas where there is currently no existing sidewalk and where there are opportunities to coordinate bicycle and pedestrian priorities into one shared facility.

DESCRIPTION: See shared use path description in the Bicycle Network section on page 29.

Target: *Mid-term*

Install Shared Use Path: Obtain right of way to install shared use paths on the north side of the CTA parking lot to improve bike and pedestrian access to the Illinois Prairie Path.

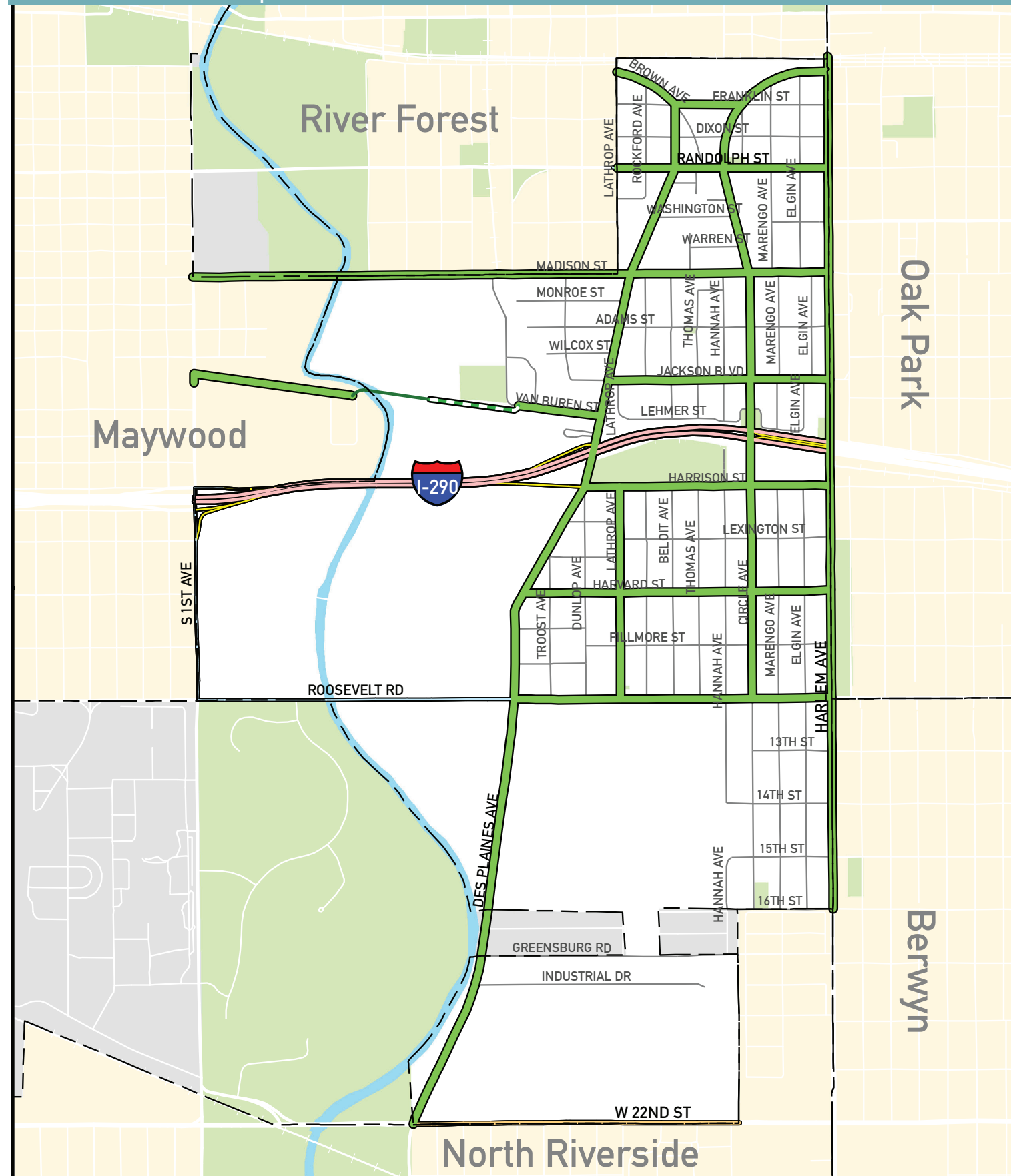


Sidewalk Gap






The narrow sidewalk on Harlem creates a hazard for pedestrians entering and exiting the Blue Line station.

2.4.2 Pedestrian Network Map



-Forest Park- Pedestrian Network






Pedestrian Network

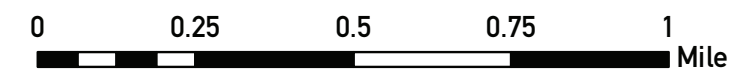
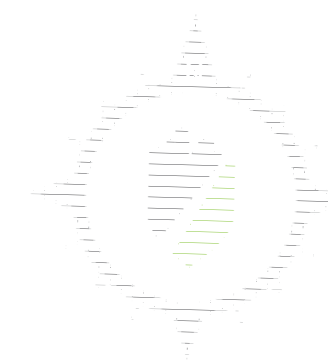
-  Pedestrian Corridor
-  Side Path
-  Trail

Landuse

-  Water
-  Park

Infrastructure

-  Highway
-  Ramp
-  Arterial
-  Collector
-  Street



Prepared By: Active Transportation Alliance 9/8/2011
 Data Source: Active Transportation Alliance, Village of Forest Park & Navteq

2.5 Bicycle Improvements

2.5.1 Bicycle Ways

The bicycle network in Forest Park can be made up of neighborhood streets, bike routes, shared lanes, bike boulevards, trails, and paths. Constructing a complete and connected network will encourage biking in a safe and efficient manner throughout Forest Park.

Bike Network: Residential Streets

OBJECTIVE: Build awareness among residents that bicycle routes begin at their front door.

DESCRIPTION: Forest Park has many low traffic residential streets where people feel comfortable walking or biking. Many of these streets have already been enhanced through streetscape improvements, such as benches, plantings and bump outs. Bike route signage can be added to help raise awareness of key community destinations accessible by bike or foot for residents and visitors of Forest Park.



Forest Park's typical residential streets are quiet, have low traffic volume, and are ideal for walking and biking

Bike Network: Designate Bike Routes

OBJECTIVE: Create a near-term bike network for Forest Park by signing routes identified by local cyclists as being comfortable and having good connections.

DESCRIPTION: Many Forest Park streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include streets with wide outside lanes and paved shoulders, as well as low-traffic residential streets. Many residents and most visitors are unaware of the city's bike-friendly routes. Signing the network early on provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the city. The bikeway signs also do double duty, appreciated by drivers and pedestrians looking for specific destinations within the city.

Target: *Near-term*

Bike Route Signs: Install bike route signage on designated Forest Park bike routes. Specific recommendations are on page 32



Directional bike route signage can help encourage more cycling on local streets.

2.5 Bicycle Improvements (Continued)

Bike Network: Install Shared Lane Markings

OBJECTIVE: Install shared lane markings on bike network routes without sufficient width for 5-foot bicycle lanes and posted speed limits of 35 mph or less.

DESCRIPTION: Marked shared lanes help drivers expect and accept cyclists' presence on the street. The markings also 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-foot travel lane, but can be used on narrower streets to raise awareness of cyclists.

Target: *Mid-term*

Marked Shared Lanes: Install marked shared lanes on Madison Street, Harrison Street, Circle Ave, Randolph Street and Van Buren Street



This shows the proper application of a chevron on a marked-shared lane along a 2-way street without on-street parking.

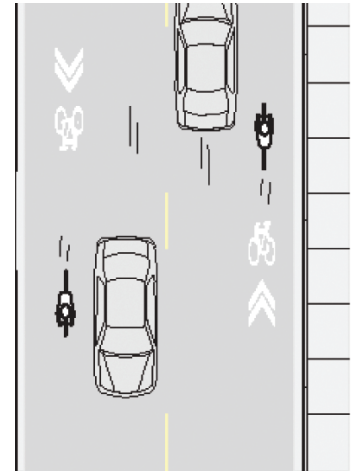


Diagram shows typical travel flow on a 2-way street with marked shared lanes and on-street parking. The chevron marking should be centered a minimum of 11 feet from the curb-face to encourage bicyclists to ride outside of the door zone.

Bike Network: Stripe Bicycle Lanes

OBJECTIVE: On collector and arterial streets with sufficient width and speeds less than 40 mph, establish 5-foot travel lanes exclusive for bicyclists' use. Motorized vehicle travel lanes may be narrowed to a minimum of 10-feet where appropriate to provide space for bike lanes.

OVERVIEW: Bike lanes offer the highest 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. The simplest way to install bike lanes is to narrow the existing vehicle lanes to 10 feet. Bicycle lanes require regular sweeping to clear road debris.



Diagram shows typical travel flow on a 2-way street with bike lanes. Minimum recommended width for a bike lane is 5 feet, measured from the curb-face.

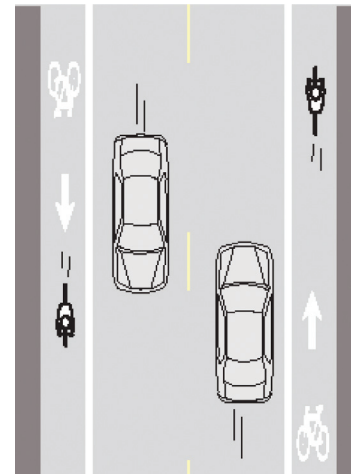


Diagram shows typical travel flow on a 2-way street with bike lanes. Minimum recommended width for a bike lane is 5 feet, measured from the curb-face.

2.5 Bicycle Improvements (Continued)

Road diets are often conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane). 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, making space for other roadway user types. The former right of way of the fourth lane could be used for bicycle lanes, sidewalks, and/or on-street parking. Pedestrian refuge islands, bump-outs, and flare-outs can easily be coupled with road diets.

Target: *Mid-term*

Install Bike Lanes: Install bike lanes on Madison west of Des Plaines Avenue

Target: *Long-term*

Install Bike Lanes: Install bike lanes on portions of Des Plaines Avenue

Bike Network: Build Shared Use Paths

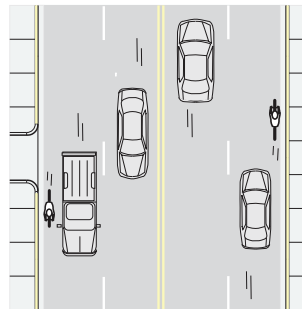
OBJECTIVE: Install shared use paths in areas where there are currently sidewalk gaps along major streets with few driveway entrances and street intersections.

OVERVIEW: Shared use paths are a good option for corridors that have higher traffic counts, higher vehicle speeds, and few driveway entrances and curb cuts. Shared use paths parallel a street, and are shared by pedestrians and bicyclists. They can provide a pleasant riding experience for a wide range of cyclists, including those with a low tolerance for sharing the road with motorized traffic, and they tie in well with regional trail networks. Driveway entrances and street intersections are particularly dangerous conflict points for cyclists; side path applications should minimize both.

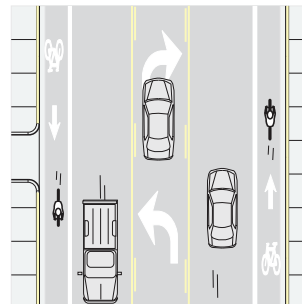
If the shared use path is only being constructed on one side of the street, a feasibility analysis should be conducted to assure that there is safe and ample crossing from the opposite side. These facilities should be a minimum of 8-feet wide, but preferably 10–12 feet.

Target: *Mid-term*

Install Shared Use Path: Obtain right of way to install a shared use path on the north side of the CTA parking lot to improve bike and pedestrian access to the Illinois Prairie Path.



Existing conditions before a road diet



Proposed conditions after a road diet

Putting roads on a "diet" creates space for additional types of roadway users



A shared use path could provide better bike and pedestrian access to the Illinois Prairie Path from Van Buren Street.

2.5 Bicycle Improvements (Continued)

Bike Network: Build Contraflow Bike Lanes

OBJECTIVE: Install a contraflow bike lane on 16th Street.

OVERVIEW: Contraflow bike lanes provide a designated space for cyclists to travel against the flow of traffic on a one-way street. Contraflow bike lanes reduce travel time for cyclists and provides a safe space for cyclist to travel on one-way streets. Contraflow bike lanes should be placed on the motorists left and should include signage warning motorists to look for bi-directional bike traffic. If space is available, a separated bike lane should be provided in the direction of traffic.

Target: Long-term



Sign indicating bi-directional bike traffic flow

Bike Network: Conduct Feasibility Analysis of Bike and Pedestrian Accommodations on Circle Avenue Bridge

OBJECTIVE: Study feasibility of options for improving bicycle and pedestrian travel on the Circle Avenue Bridge.

DESCRIPTION: The Circle Avenue Bridge is one of the biggest challenges to creating and implementing Forest Parks active transportation network. Several options may be available. First, the Village may be able to work with IDOT to construct a cantilevered bridge on the west side of the Circle Avenue Bridge over I-290. A cantilevered bridge can provide a separated facility for cyclists and pedestrians on bridges, eliminating the need for bridge reconstruction on reducing vehicle lanes. Additional analysis is needed to determine if this recommendation is feasible. A second option is to widen the sidewalk on the east side of the bridge and remove the sidewalk on the west side of the bridge, and striping bike lanes along the length of the bridge. The third option is for the Village and IDOT may be able to partner to re-construct the bridge to include bike lanes and at minimum 6-foot wide sidewalks and two 5-foot wide bike lanes.

Target: *Mid-term*

Feasibility Analysis: Conduct a feasibility analysis to determine what bike and pedestrian accommodations can be made on the Circle Avenue Bridge.

Target: *Long-term*

Implement Recommendations: Implement recommendations of the feasibility analysis.



Sign indicating contraflow bike lane



Circle Avenue Bridge from Harrison Street

2.5 Bicycle Improvements (Continued)

2.5.2 Bicycle Amenities

This is a list of low-cost improvements that should be made in the near term to encourage cycling, improve safety, and reduce crossing hazards.

Bicycle Network Signs

OBJECTIVE: Sign the Forest Park bicycle network using signs that display destination, direction, and distance.

DESCRIPTION: The 2009 MUTCD includes specifications for wayfinding signs. In the near term, the city should use the Bike Network map to guide which streets and major destinations to sign, focusing on existing routes that local cyclists identified as most comfortable for cycling. Sign the longer-term portions of the active transportation network as it develops. Regional trail connections, schools, parks and municipal buildings should be indicated on signage, including the Illinois Prairie Path, Washington Street Bikeway, Des Plaines River Trail, and Salt Creek Trail.

Target: *Near-term*

Bicycle Parking

OBJECTIVE: Throughout the Village of Forest Park, 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.

DESCRIPTION: Racks should be located within clear view of the destination's entranceway, preferably as close as the nearest 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 focus on the places identified in this plan, and at hubs (see maps on page 23). By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.

Target: *Mid-term*

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.

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 near-term priority is to adjust these loop detectors so they will detect most cyclists.



Directional signage should include distance, direction, and destinations, such as the above example in the City of Chicago.



Wave shaped bike racks are durable and secure and can be used as an alternative to inverted-U bike parking in public areas.

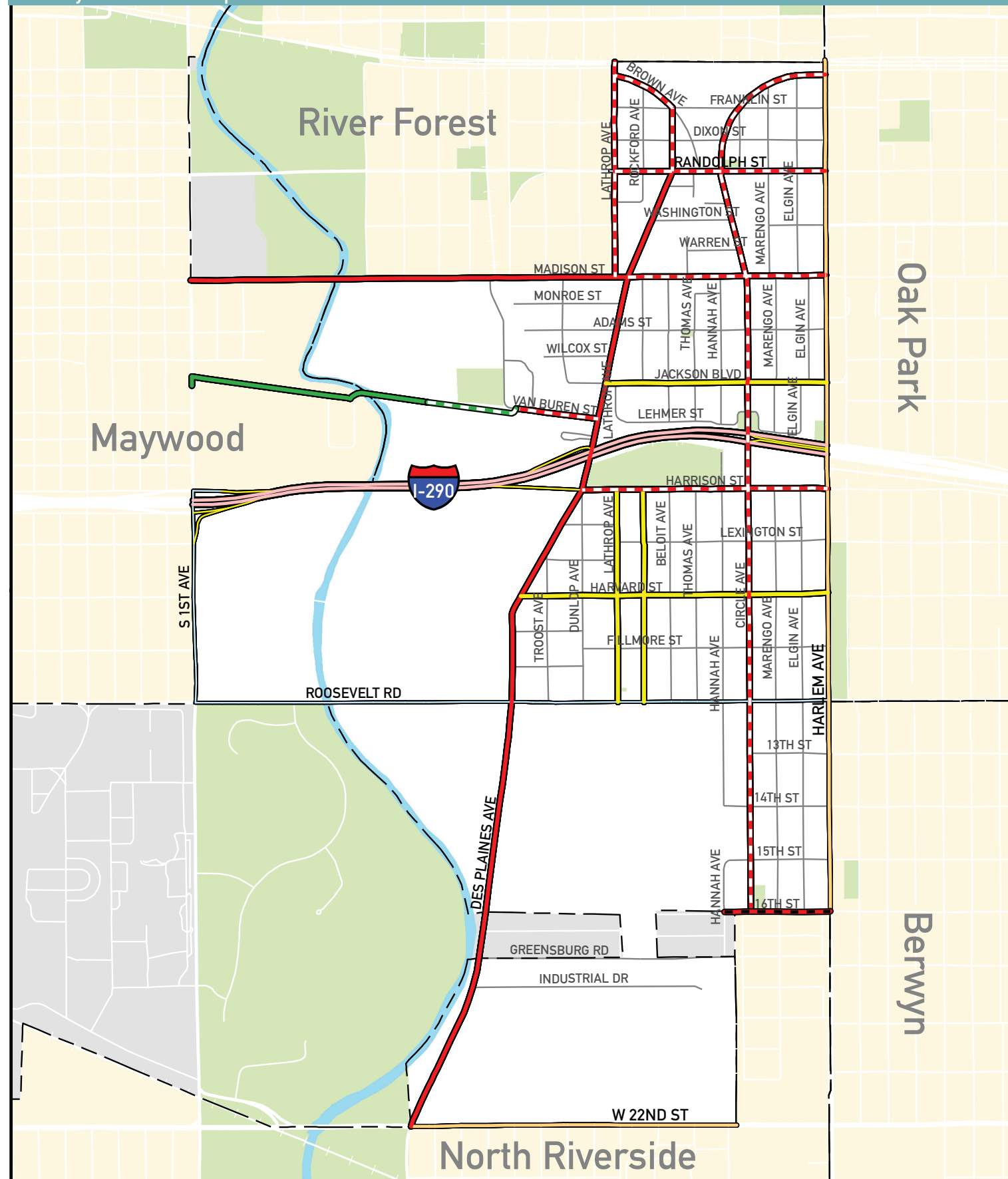


Bike detector markings can be placed at intersections to tell riders where to line up to trigger the signal detectors.



This diagram shows the bike detector markings.

2.5.3 Bicycle Network Map



-Forest Park- Bicycle Network

Bicycle Network

Existing

Multiuse Trail

Recommended

Bicycle Route

Bicycle Lane

Shared Lane

Shared Lane/Bicycle Lane

Multiuse Trail

Infrastructure

Highway

Ramp

Arterial

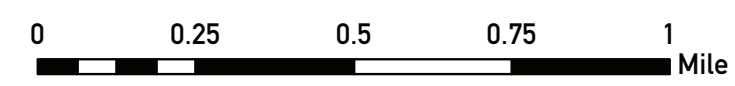
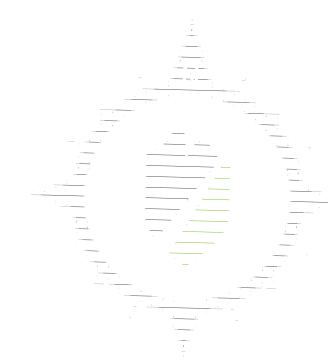
Collector

Street

Land Use

Water

Park



Prepared By: Active Transportation Alliance 9/8/2011
Data Source: Active Transportation Alliance, Village of Forest Park & Navteq

2.6 Transit Improvements

2.6.1 Current Routes and Stations—Buses and Trains

The Village of Forest Park is well-served by public transportation. The CTA Blue Line and Green Line are within walking or biking distance to Forest Park residential areas as is the Oak Park Metra Station. The Village of Forest Park is also served by several Pace Bus routes. The majority of residents live within ¼ mile of transit, and no resident resides greater than 3/8 of a mile from the nearest transit stop or station. Bicycle and pedestrian access to stations was a priority identified by residents in the planning process. Recommendations are provided in the both bike and pedestrian network sections. Beyond access to stations, bike and pedestrian trips to transit stations can be improved in several ways.



Forest Park is well-served by public transportation. Pictured above are the Forest Park Blue Line and Harlem Blue Line stations.

OBJECTIVE: Create awareness for routes and increase access to buses by using more bicycle and pedestrian friendly design at bus stops and shelters. Integrate the active transportation network with current Pace and CTA routes and stations by improving stop visibility, posting route maps and timetables at stops, providing enhanced amenities (such as paved waiting areas at all stops and covered shelters at priority stops), participating in Pace and CTA route planning to increase frequency of service, and educating residents on the potential trips that can be made using the available service.

Target: *Near-term*

Improve access to bus route timetables and routes: post maps and timetables at all stops and post instructions at shelters for how to put a bike on the bus.

Target: *Mid-term:*

Bike Parking: Provide more bike parking at CTA stations in Forest Park.

OBJECTIVE: Improve access to the Oak Park Metra Station.

Target: *Near-term*

Wayfinding signage: Use wayfinding signs to guide cyclists from Circle Avenue to the Oak Park Metra Station.

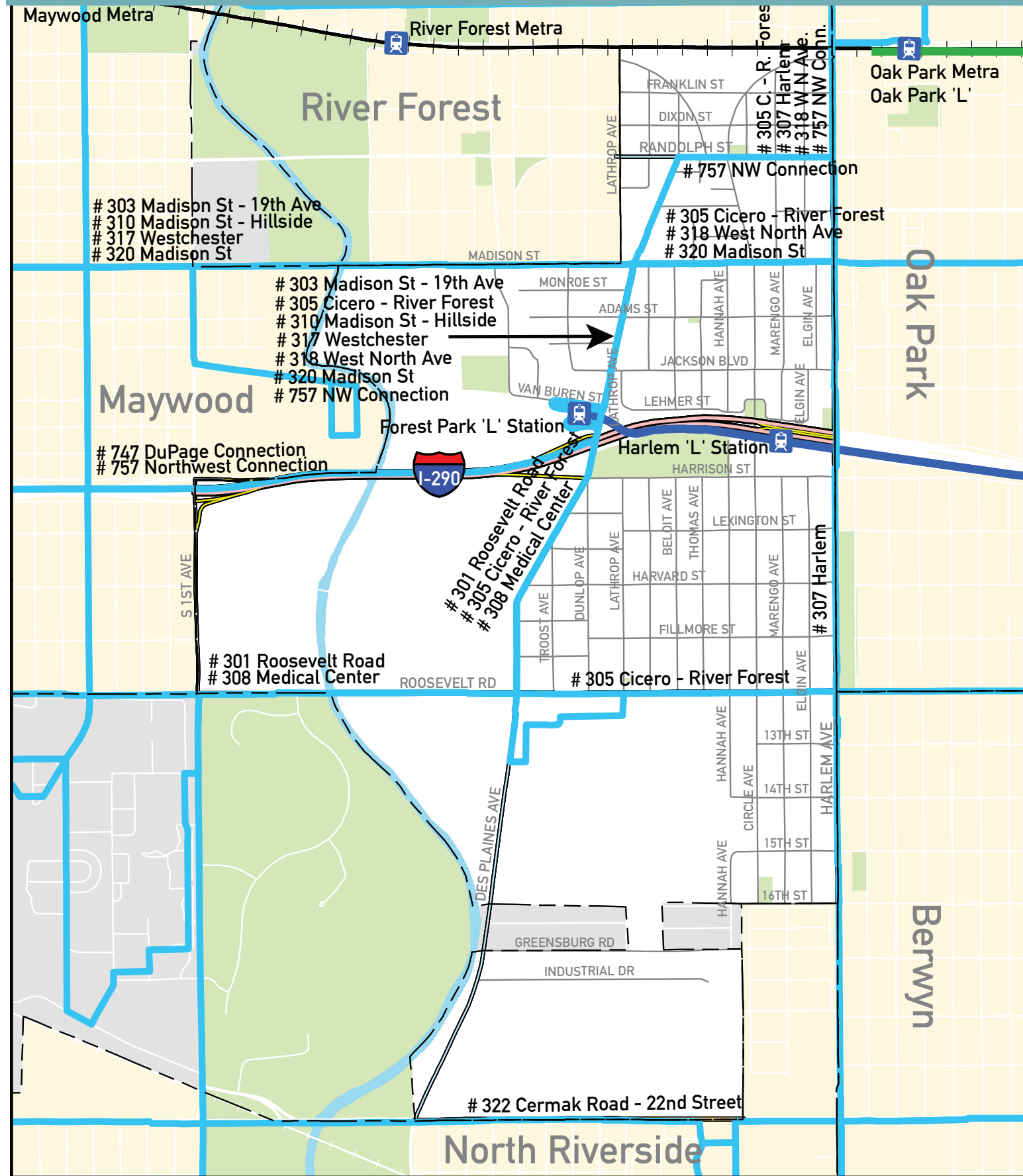


Bike racks are nearly full at the Forest Park Blue Line Station



Sheltered bike parking and ample parking spaces can encourage more cycling to transit stations.

2.6.4 Transit Network



-Forest Park- Transit Network

Train Station

Metra & 'L' Station

CTA

Blue Line

Green Line

Pace

Bus Route

Metra

Metra Route

Infrastructure

Highway

Ramp

Arterial

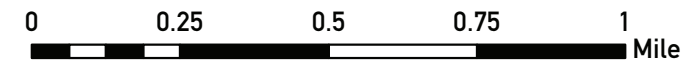
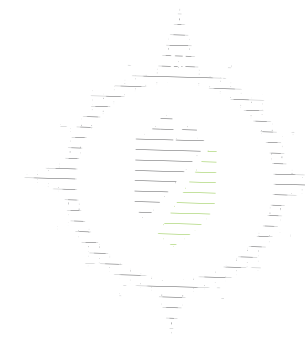
Collector

Street

Landuse

Water

Park



Prepared By: Active Transportation Alliance 9/8/2011
 Data Source: Active Transportation Alliance, Pace, RTA, Village of Forest Park & Navteq

Policy and Programming

3.1 Municipal Policy Recommendations	37
3.2 Program Recommendations	40
3.3 Bremen High School Recommendations	41

3.1 Policy and Programming

3.1 Municipal Policy Recommendations

This section lays out policy recommendations that will help sustain Forest Park’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.

3.1.1 Implement a Complete Streets Policy

Following accepted best practices, the design recommendations throughout this plan are based on a Complete Streets philosophy. Complete streets are designed to enable safe access for all users of the transportation network regardless of age, ability, or travel mode. A complete street has no predefined facilities requirements, but is optimized within its surrounding context to promote safe, convenient active transportation options for the community.

Forest Park recently adopted a Complete Streets policy. The Village has committed to the accommodation of bicyclists, pedestrians, and transit users as well as motor vehicles in all new transportation construction and maintenance projects whenever appropriate.

Adopting a Complete Streets policy is the first step. The Village may require additional actions such as updating its street design guidelines and training appropriate staff. These steps are outlined in the Village’s Complete Streets policy. See Appendix E for a list of resources on Complete Streets policies.

Target: *Mid-term*

Complete Streets: Develop implementation guidelines and measures for executing the Village's complete streets policy.

3.1.2 Subdivision Design Guidelines

Forest Park’s current subdivision regulations include no requirement for on-street bicycle facilities. The Village would benefit from the continuation of its roadway system into any new subdivisions. The Village can ensure this continuity if the subdivision regulations are updated to include the new design standards for village roadways that are outlined in this plan.

Target: *Mid-term*

Subdivision Guidelines: Update subdivision guidelines to include bicycle facilities.

3.1.3 Update Parking Requirements to Facilitate More Walking and Biking

Facilities within private developments play a significant role in whether they can be accessed by active transportation. Forest Park can update its parking requirements to encourage more walking and biking. Some example policies include:

- Require bicycle parking at retail, office, industrial and multi-family housing developments.
- Update parking lot design standards to ensure adequate accessibility for pedestrians and bicyclists to the facilities. New design standards could include sidewalk, shading and lighting requirements.

Target: *Mid-term*

Parking Requirements: Update parking requirements to encourage more walking and biking trips.



Increased bike parking can encourage more bike trips in Forest Park

3.1 Policy and Programming (Continued)

3.1.4 Clear Bike Lanes Ordinance

As Forest Park develops its active transportation network, bikeways will be installed on local streets. In order for these facilities to be safe for bicyclists, they must be kept clear of motor vehicle traffic. Forest Park should consider the adoption and enforcement of meaningful penalties for motorists driving or parking in bike lanes, or blocking marked shared lanes with their vehicles.

Target: *Near-term.*

Bike Lane Ordinance: Adopt ordinance to protect cyclists in bike lanes. The ordinance should be enacted prior to the installation of any bike lanes.



Distracted driving is a major barrier to active transportation.

3.1.5 Distracted Driver Ordinance

Lack of traffic safety is an impediment 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. Forest Park is characterized by many residential streets dotted with schools and parks. These areas deserve extra protection for traffic safety. Forest Park can help reduce distracted driving by adopting and enforcing an ordinance restricting the use of mobile phones while driving on local roadways. See Appendix E for sample ordinance language.

Target: *Near-term*

Distracted Driving Ordinance: Adopt ordinance to restrict the use of mobile devices while driving on local roadways.

3.1.6 Strategic Reduction in Speed Limits

Circle Avenue is proposed as a major component in the Forest Park active transportation network. The road is close to many residential areas and key destinations. It is expected to have a high bicycle traffic count. Harrison Street is adjacent to a popular park used by a lot of children. Both of these streets could benefit from reduced speed limits of 20 miles per hour.

3.1.7 Adopt Policies Encouraging Municipal Staff Use of Active Transportation

The Village of Forest Park can lead by example. The relatively compact size of Forest Park makes walking and bicycling viable options for work-day trips by municipal staff. The Village can promote active transportation by providing bicycles for use by the staff. The Village can also adopt a policy requiring, or recommending, training for all municipal field staff on bicycle and pedestrian safety. There are many organizations, including Active Transportation Alliance, who can provide this training.

3.1 Policy and Programming (Continued)

3.1.8 Adopt a Policy to Maintain Bicycle and Pedestrian Facilities

People will not use the new bicycle facilities in Forest Park if they are not maintained, nor will they use existing pedestrian ways. The Village can encourage active transportation by adopting a policy requiring bike and pedestrian facility maintenance on an equal level to the maintenance provided to motor vehicle facilities. This includes a commitment to snow clearing, debris removal and maintenance of surface conditions. The policy should include all on-street bike facilities as well as trails.

Target: *Near-term.*

Facilities maintenance: Adopt policy to ensure bike and pedestrian facilities are maintained. The policy should be adopted before the installation of any new bike facilities.

3.1.9 Review Accessibility Standards for People with Disabilities

In July 2011, the U.S. Access Board released for public comment new guidelines for accessible public rights of way. The guidelines are designed to ensure that all roadways are accessible to people of all abilities – a key component in Complete Streets. Once finalized, Forest Park staff should review the guidelines to determine if they should be incorporated into the Village’s design standards.



Maintaining bike and pedestrian facilities year round can help promote safe and active travel

3.2 School Policy Recommendations

Schools are a focus of this plan because more than 1000 students live in Forest Park. The school policy recommendations in this plan hinge on the creation of a school and municipal partnership that works to develop institutional changes that support increased opportunities for walking and bicycling to school.

3.2.1 Safe Routes to School (SRTS)

DESCRIPTION: Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement, and engineering projects aimed at making the trip to school safe, fun, and convenient for students in elementary and middle school. Safe Routes to School requires no local matching funds from communities.

In the fall of 2011, the Village of Forest Park and Forest Park School District 91 will partner to form a steering committee and develop a School Travel Plan for all K-8 schools in the district. The School Travel Plan will focus on education, encouragement, enforcement, and engineering solutions to improve the trip to and from school for bicyclists and pedestrians. A School Travel Plan is a pre-requisite for federal SRTS funding.

Target: *Near-term*

School Travel Plan: Develop School Travel Plans and apply for Safe Routes to School Funding

3.3 Program Recommendations

3.3.1 Education

Education is a powerful tool for promoting healthy and safe behaviors. Users of an active transportation network need to be aware of how to protect themselves and others. As more people walk and bike for transportation and health, education should be offered through a variety of forms and venues to reach all network users. Youth, teens, and adults alike, can benefit from education programs focusing on pedestrian and bicycle safety, and the rules of the road.

3.3.1.1 Community Education

OVERVIEW: The Village of Forest Park and its community partners have already been engaged in providing bike and pedestrian educational opportunities. In 2010, the Howard Mohr Community Center, the Park District of Forest Park, and the Forest Park Public Schools launched an annual children's health fair. Festivities at Resources for Our Community Kids, or "kids ROCK" included a raffle of bicycles donated by the local Wal-Mart, and registration of bicycles by the police. Live Healthy Forest Park joined the coalition in 2011 and a bicycle rodeo was added. The Forest Park Police Department also assists with bicycle rodeos and safety presentations upon request.

Village organizations should continue their excellent collaborations to provide bicycle skills and safety education for youth at special events. The Village can expand upon these efforts and reach a wider audience with the following strategies:

Target: *Near Term*

Bicycle/Pedestrian Ambassadors: Bicycle/Pedestrian Ambassadors are safety specialists who educate the public through direct outreach, presentations, and distribution of village-approved educational materials. Ambassadors deliver bicycle safety presentations to all age groups, educate motorists and non-motorists, and assist with the development of local cycling activities and events.

Target: *Near Term*

Bicycle Mechanics and Traffic Skills Classes: Bicycle mechanics classes, information about transportation options, and on-bike traffic skills classes such as Traffic Safety Skills 101 appeal to these age groups. The Howard Mohr Community Center and village Park District could include bicycle and pedestrian training for teens and adults through scheduled program offerings. The Active Transportation Alliance or League of Illinois Bicyclists can assist with training and materials.

Target: *Near Term*

Youth Bicycle and Pedestrian Education: Youth walking and bicycling safety education will provide a basis for a lifetime of active transportation habits, and will help address parents' concerns about safety. Beginning in elementary school, students should receive age-appropriate education on safe walking and biking habits.

Target: *Mid- to long-term*

Teen Bicycle and Pedestrian Education: Once students reach middle school, the educational focus should shift from safety and skills to independence, physical activity, and making appropriate transportation choices. Strategies include:

- **Transportation Choices Education:** Adopt a curriculum module for teens and pre-teens about transportation choices, including how to safely navigate the bicycle network and access public transportation. Teaching kids about mobility options will boost awareness and likely increase their use of active transportation.
- **Driver Education:** Include a module on how to safely share the road with cyclists and pedestrians in current driver education programs. Educating new motorists on the traffic rights and responsibilities of cyclists and pedestrians will create a safer environment for everyone. Information about other modes of travel should also be included in driver education.



Young riders acquire new skills at the kids ROCK bicycle rodeo.

3.3 Program Recommendations (Continued)

3.3.1.2 Community Media Campaign

OVERVIEW: Raising driver awareness was cited as a top priority by survey respondents for improving the walking environment in Forest Park.

Target: *Near Term*

Create a Community Media Campaign: A community media campaign should be designed to educate all residents about bicycle and pedestrian safety. Topics identified as important community issues include:

- The must stop for pedestrians law
- Sharing the road with bicycles
- School zone speeding

The media campaign can also convey how active transportation contributes to a healthy lifestyle. Forest Park can distribute both safety and health information through the following means:

- Use local media outlets such as www.forestpark.net, Your Village Newsletter, the Live Healthy Forest Park website and Facebook page, and the Forest Park Review to publish articles.
- Arrange for health and safety information to be reprinted and/or distributed by partner agencies, utility companies and the private sector.
- Distribute information to increase driver awareness of bicycle and pedestrian safety at the Mohr Community Center's Rules of the Road Class. This class is designed to help motorists pass the drivers license renewal exam.
- Work with local doctors to distribute information on the health benefits of walking and cycling.

3.3.2 Encouragement

3.3.2.1 Community Encouragement—Information Access

OVERVIEW: Knowledge about when and where to bike and walk safely, and how to access public transit, supports increased use of active transportation. Forest Park can get the word out about the active transportation network include:

Target: *Near-term*

Youth and School: Partner with School District 91 to produce preferred walking and biking route maps, as well as child-friendly safety tips. The Village and School District can further promote walking and biking to school by hosting events, such as International Walk to School Day, that encourage the use of active transportation.

Target: *Mid-term*

Active Transportation Network Map: Pedestrian and bicycle network maps can encourage use and patronage of the key places identified in this plan. Work with local volunteers or a contractor to produce and distribute a free active transportation network map that includes safe cycling and walking routes to key places and safety tips.

Target: *Mid-term*

Transit Information: Increase use of public transit by distributing transit service information by partnering with the transit providers to display timetables and install transit vending machines in key places, and promoting the Regional Transportation Authority's existing transit mapping service, www.goroo.com.

Target: *Near-term*

Live Healthy Forest Park Facebook Page: Reach a large and diverse audience by posting regular updates about the active transportation plan on an easily accessible Facebook page. This site can also be used to promote local events and convey important safety information.

3.3 Program Recommendations (Continued)

3.3.2.2 Community Encouragement Events and Programs

Community events centered on walking and biking will create awareness of active transportation and encourage residents who do not often walk or bike to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally, and explore their community. Some examples include:

Target: *Near-term*

Incorporate walking and biking into community events: Encourage people to walk and bicycle to existing community events by offering discounted admission, bike valet (a special tent or other area to park bikes), or a small prize. The Village has discussed holding a police-escorted bicycle ride to kick-off Summer Fest and should continue to plan these types of activities.

Target: *Near-term*

Walking and Biking Groups: Walking and biking groups that meet on a regular basis help people to enjoy the active transportation network while engaged in group physical activity. Forest Park residents are fortunate to have at least two well-established local groups with which to participate. The Forest Park Walking Group is an informal club that meets regularly to walk around Forest Park, neighboring communities, and on local trails. The group also hikes, bicycles, and dines. The Oak Park Cycle Club draws membership from surrounding communities, including Forest Park. Through its Live Healthy initiative, Saturday morning bike rides have been organized through the Village.

Forest Park can publicize these existing walking and biking groups to the community, and partner with members to organize activities that target seniors, families, or other specific groups.

Target: *Mid-term*

Bike and Dine Events: Bike and Dine events invite cyclists to enjoy a progressive dinner by bike at Forest Park’s restaurants. A select bicycle tour of these establishments for groups of 30 or less can garner media attention for local businesses and raise the profile of cycling as a way to encourage and enjoy local patronage. The route can also highlight new or potential community improvements to the bike route network.

Target: *Mid-term*

Shop by Foot and Bike: Shop by Foot and Bike programs encourage residents to walk or bike when making short errands to local shops. Benefits include adding physical activity to residents’ daily routines, relieving parking issues, and supporting local businesses. In 2005, the Forest Park Chamber of Commerce partnered with Active Transportation Alliance and Madison Street businesses to sponsor a “Shop by Bike” campaign. This program could be reinstated.



Forest Park Walking Group on a January “Coffee House Crawl”

3.3 Program Recommendations (Continued)

Target: *Near-term*

Community Bike Rides: Independent, large-scale bike ride events are a great way to feature the active transportation network in Forest Park. Select a route that features local businesses and any new or planned network improvements. Large events can also serve as fundraisers for local projects and bring visitors from neighboring communities.

Target: *Near-term*

Car-Free Days: Designate and publicize one or more days per year for special programming that encourages residents to leave their cars at home.

Target: *Mid-term*

Open Streets: Open Streets events occur anytime local streets are closed to vehicles and open for walking, biking, and informal play. Forest Park can adopt Open Streets as an annual event to complement the St. Patrick's Day Parade. Open Streets could also be held in conjunction with other events that might not require closures such as the Bob Haegar All School Picnic, Summer Fest, Oktober Fest, and Rib Fest.

Target: *Mid-term*

Awards: Apply for national recognition of bike and pedestrian network improvements to generate commerce and increase property values. The Bicycle Friendly Community Program (BFC) led by League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. Walk Friendly Communities is a similar program sponsored by the Pedestrian and Bicycle Information Center to honor pedestrian-friendly cities.



St. Patrick's Day Parade, an opportunity for residents to experience Madison Avenue without cars.

3.3 Program Recommendations (Continued)

3.3.3.2 Targeted Enforcement Efforts

OVERVIEW: Targeted enforcement campaigns raise driver awareness about bicycle and pedestrian safety, and demonstrate the community's commitment to active transportation.

The Forest Park Police Department holds crosswalk stings and tickets have been issued to motorists who violate the “must stop for pedestrians in crosswalk” law. A portable message sign has been used to publicize the number of tickets issued. The Forest Park Police Department should continue to hold targeted enforcement events for crosswalk violations and as well as other types of infractions such as speeding in school zones.

Target: *Near-term*

Targeted Enforcement Campaign: Continue to conduct targeted enforcement campaigns on traffic violations impacting bicycle and pedestrian safety.

3.3.3.3 Analysis of Crash Data

OVERVIEW: In 2011, the Forest Park Police Department began to analyze existing crash data to identify dangerous locations. In addition to informing future targeted enforcement campaigns, the data will be used to site traffic signage and direct community awareness efforts. Forest Park should continue to review crash data and enforcement efforts on an annual basis to ensure appropriate allocation of police resources.

Target: *Near-term*

Analyze Crash Data: Continue to analyze crash data as a basis for targeted enforcement campaigns and related initiatives.

3.3.3.4 Awards

OVERVIEW: The Forest Park Police Department also participates in the Illinois Association of Chiefs of Police Illinois Traffic Safety Challenge. This program recognizes law enforcement agencies that are able to demonstrate exemplary traffic safety and enforcement programs. Departments are required to document their policies and procedures, officer training, traffic safety recognition programs, public information and education efforts, enforcement and crash data, and effectiveness information. Currently, the department focuses on speeding, impaired driving (DUI) and occupant protection. This program provides an opportunity for the department to gain recognition for bicycle and pedestrian enforcement efforts.

Target: *Mid-term*

Illinois Safety Challenge: Document progress on bicycle and pedestrian enforcement efforts by participating in the Illinois Association of Chiefs of Police Illinois Safety Challenge.

Implementation

4.1 Evaluation and Oversight	47
4.2 Implementation	48
4.3 The Planning Team	51

4.1 Evaluation and Oversight

A plan as comprehensive as this one requires vigorous oversight to ensure its effective implementation.

4.1.1 Continue the Plan Steering Committee as a Standing Bicycle and Pedestrian Task Force

The heart and soul of this plan came from local residents who participated in public engagement events hosted by the steering committee. These residents' vision and goals are expressed throughout the recommendations of this plan. The Village of Forest Park can continue to benefit from the wisdom of these advocates by inviting them to join a standing bicycle and pedestrian task force.

The Task Force will monitor implementation of the plan, promote events celebrating active transportation in Forest Park, and encourage residents and visitors to use the improved active transportation network. The council would benefit from membership derived from the key stakeholders who served on the steering committee for this plan. Task force members might opt to engage in the following activities:

- Form partnerships with schools and community organizations to advance recommendations in this plan
- Set goals to increase safety and use of the active transportation network and monitor implementation of the plan
- Review and analyze crash data annually to identify and revise crossing priorities based on high crash area locations
- Lead the plan's implementation activities and take the lead on updating the plan every three to five years
- Make recommendations to the Forest Park Village Board on issues related to Active Transportation and the implementation of this plan.

4.1.2 Appoint a Bicycle and Pedestrian Liaison

Users of the active transportation network and the new Task Force would benefit from having access to a single municipal staff contact who serves as the Bicycle and Pedestrian Coordinator. The Village of Forest Park staff member 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 be charged with seeking funding for implementation of the plan and creating partnerships with like-minded governments in the region.

4.1.3 Evaluate Plan Implementation

Data analysis is imperative to measuring the impact of the active transportation plan. The findings of a good analysis can help to guide safety initiatives and the prioritization of future infrastructure projects, while supporting program funding efforts. The Bicycle and Pedestrian Coordinator should be charged with collecting baseline data and conducting an annual analysis to identify trends in the number of network users, and trends in the numbers, types and locations of motor vehicle crashes involving pedestrians and bicyclists.

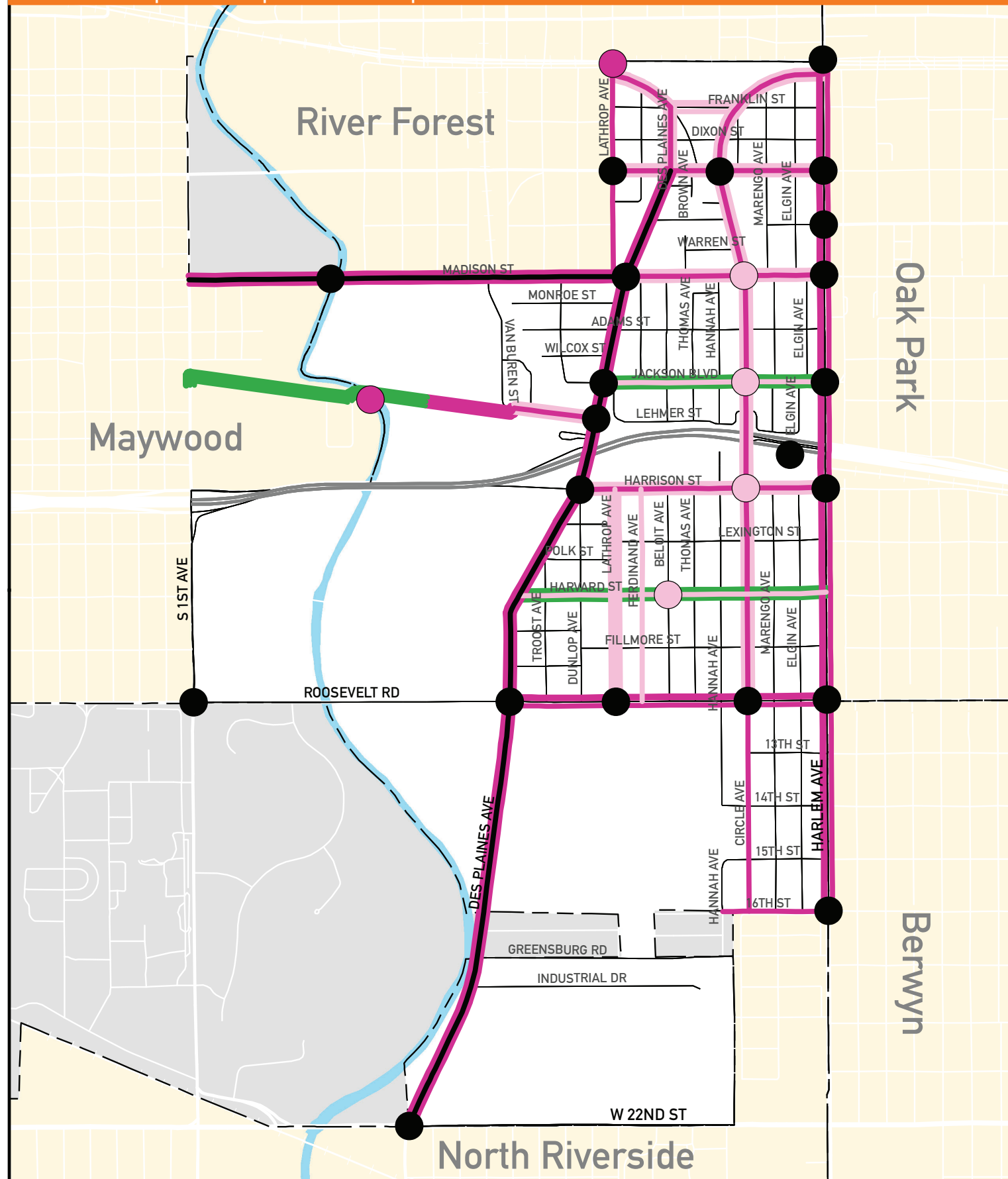
Many free and low-cost datasets are available to assist with evaluation. The Coordinator may want to use Bicycle Friendly Community data from League of American Bicyclists, traffic crash reports from the Illinois Department of Transportation, and the data compiled by the consultants for this plan. The National Center for Safe Routes to School offers a free student traffic count tool and free data analysis.

4.2 Implementation

Throughout this plan, the consultants have provided recommendations for implementation of the various recommendations. The plan advocates for a comprehensive set of network, policy, program, enforcement, and evaluation improvements staggered over several years. The effective implementation of this plan will require leadership by Forest Park staff and residents. It will also require cooperation with neighboring municipalities, Cook County, and the Illinois Department of Transportation.

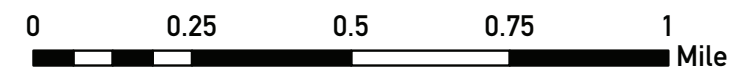
The use of the active transportation network will only increase if the plan's recommendations for education, encouragement, and enforcement are implemented in a timely manner in conjunction with the improvements to the network. The following pages include a map showing recommended implementation priorities for the network and a timeline for policy and programming implementation.

4.2.1 Active Transportation Implementation Map



-Forest Park- Implementation

Intersections Implementation	Bike Network Implementation	Pedestrian Network Implementation
Near-term	Existing	Existing
Mid-term	Near-term	Near-term
Long-term	Mid-term	Mid-term
	Long-term	



Prepared By: Active Transportation Alliance 9/8/2011
 Data Source: Active Transportation Alliance, Village of Forest Park & Navteq

4.2 Implementation (Continued)

4.2.2 Policy and Programming Implementation Table

Based on level of difficulty, and number of stakeholders needed to implement, the following policies and programs have been recommended for near, mid or long term implementations.

Municipal Policy Recommendations	Near Term	Mid Term	Long Term
Complete Streets Policy	X		
Subdivision Guidelines		X	
Parking Facilities		X	
Clear Bike Lanes	X		
Distracted Driving	X		
Speed Limit Reduction	X		
Staff Active Transportation Use		X	
School Policy Recommendations	Near Term	Mid Term	Long Term
Safe Routes to School	Form steering committee & write school travel plan	Submit application for funding	Implementation
Program Recommendations Education	Near Term	Mid Term	Long Term
Ambassadors Program	X		
Adult Education	X		
Media Campaign	X		
Youth Education	X		
Teen Education		X	X
Program Recommendations-Encouragement	Near Term	Mid Term	Long Term
Youth and School	X		
Network Map		X	
Transit Information		X	
Plan Updates	X		
Community Events	X		
Walking and Biking Groups	X		
Bike and Dine			
Shop by Foot and Bike			
Community Bike Rides	X		
Car Free Days	X		
Open Streets		X	
Awards		X	
Program Recommendations-Enforcement	Near Term	Mid Term	Long Term
Training for Police	X		
Targeted Enforcement Events	X		
Crash Data Analysis	X		
Awards		X	

4.3 The Planning Team

4.3.1 Active Transportation Plan Steering Committee

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

Mike O'Connor - Forest Park Police Department
Elizabeth Axtell - Forest Park Chamber of Commerce
JoEllen Charlton - Village of Forest Park
Chris Chin - Forest Park Police Department
Sally Cody - Resident
John Doss - Village of Forest Park
Karen Dylewski - Forest Park Community Center
Tim Gillian, Village Administrator
Douglas Gotham - Christopher Burke Engineering
Chris Harris - Commissioner
John Hosty - Traffic & Safety Committee
TJ Janopaulos - Forest Park Fire Department
Young Lee - Forest Park Police Department
Tom Mannix - Streets & Public Improvement Commissioner
John McNett - Oak Park Cycle Club
Denise Murray - Live Healthy Forest Park
Drew Peterson - Resident
Melinda Peterson - MHA Jobs
Mike O'Connor - Forest Park Police Department
Leticia Olmsted - Village Clerk's Office
Erin Parchert - Forest Park District

4.3.2 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, the Village of Forest Park has supported our mission to improve active transportation in Chicagoland. Staff who participated in the development of this plan include:

Shafaq Choudry – Community Planner

Patrick Knapp – Planner/GIS Specialist

Paul Lippens – Senior Planner

Dan Persky – Director of Education and Advocacy

Ruth Myers – Suburban Coordinator

Heather Schady – Transportation Planner/Safe Routes to School Manager

4.3.3 Communities Putting Prevention to Work

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.

Appendices

5.1 Appendix A: Public Engagement Summary	52
5.2 Appendix B: Existing Conditions Map	54
5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance	55
5.4 Appendix D: Funding Resources	56
5.5 Appendix E: Municipal Policy Resources	58
5.6 Appendix F: Programming Resources	60

5.1 Appendix A: Public Engagement Summary

An extensive documentation of public engagement processes is included on the following pages of the digital version of this report. This documentation is not included in the print version.

- See Assembled PDF

5.2 Appendix B: Existing Conditions Maps

A series of existing conditions maps is included on the following pages of the digital version of this report. These maps are not included in print version. Maps prepared include:

- Bike and Pedestrian Crash Map
- Traffic Volume
- Lane Width
- Land Use
- Schools and Parks
- Distance from Public Transit

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

Bike 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 – 2010 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, enforcement, 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 HSIP 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 Program (USHP)	State and Community Improvement 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 (MPO)	Access to Jobs/ Reverse Commute (JARC)	Federal Transit Planning Funds	Federal Transit Commute	Transit Enhancements
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/bikeped/bp-guid.htm#bp4> (Last Accessed 9/3/2010)

5.5 Appendix E: Municipal Policy Resources

Appendix for 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 and 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.

5.5 Appendix E: Municipal Policy Resources

3.1.6 Distracted Driver Ordinance

Sample Distracted Driving Ordinance

Forest Park Municipal Code Title 6 Chapter 3 (new section) 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.

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.

Open Streets

This event takes a large, continuous public space—your community's streets—and opens it up to joggers and cyclists, adults and kids, residents and visitors to enjoy. Open Streets provides more space for healthy recreation.

Bike Rodeo

A bike rodeo typically consists of a bicycle safety clinic featuring bike safety inspections, and a safety lecture about the rules of the road. This is followed by a ride on a miniature "chalk street" course set up in a parking lot where young cyclists are shown where and how to apply the rules. Optional activities include tune-ups, helmet fittings, prize drawings, and commercial activities such as booths set up by bike shops. The main focus of a bike rodeo is cycling safety for young cyclists, ages 5–14 or so.

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.

Bicycle Ambassadors

Bicycle Ambassadors educate and encourage the public to use their bicycles more and to do so safely. The ambassadors' focus is to reach new groups, educate riders, and show how easy cycling can be in their community.

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.

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.



ACTIVE
TRANSPORTATION
ALLIANCE

9 West Hubbard Street
Suite 402
Chicago, IL 60654-6545

T 312.427.3325
F 312.427.4907
info@activetrans.org
www.activetrans.org