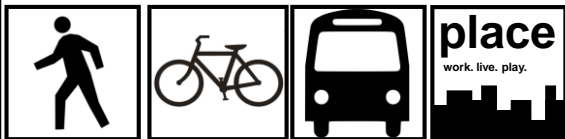


# CPPW Project Update:

presented by Active Transportation Alliance  
To the CMAP Bike-Ped Task Force - March 14<sup>th</sup>, 2012



Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

---

---

---

---

---

---

---

---

---

---

# Regional Action & Model Communities

- Regional Actions
  - COM Bicycle and Pedestrian Plans
  - STP Funding Reform
  - Cook County Complete Streets Policy Implementation
  - Complete Streets Design Manual
- Model Communities
  - Policy Initiatives - Safe Park Zones, Complete Streets, Zoning Reform, Joint Use, Bike Parking, Safe Routes To School
  - Planning Initiatives - Active Transportation Plans
  - Signage - Bike Route Signs, Safe Park Zone Signs



Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

---

---

---

---

---

---

---

---

---

---

# Active Trans provided TA to the following communities:

- Berwyn
- Blue Island
- Des Plaines
- Forest Park
- Hoffman Estates
- Lemont
- Riverdale
- Midlothian
- Schaumburg
- East Maine School District 63
- Chicago Heights
- Maywood-Melrose School District
- Council of Islamic Organizations
- Tinley Park
- Countryside
- Palos Park
- Oak Lawn Community High School District 229
- Cicero Elementary School District 99
- Mount Prospect
- Oak Park
- Cook County Highway Department
- Northwest Municipal Conference
- West Central Municipal Conference
- Southwest Conference of Mayors
- North Suburban Council of Mayors



Chicagoland's voice for better biking, walking and transit.

www.activetrans.org

---

---

---

---

---

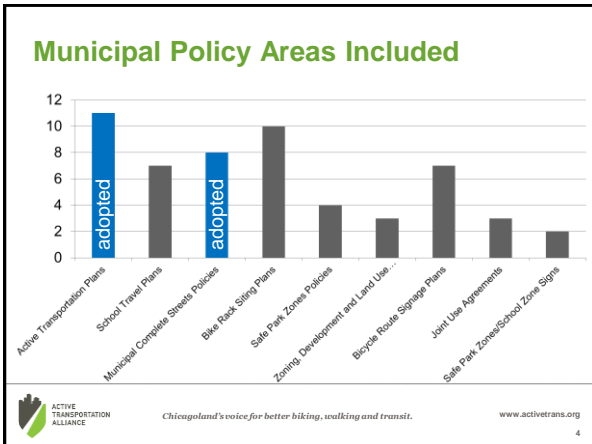
---

---

---

---

---




---

---

---

---

---

---

---

---

---

---

---

---

- ### Regional Policy Highlights
- Policy Adopted in December
    - Internal support: CCHD, Community Development, CCDPH
    - Staff is working already to implement
  - North Shore Council of Mayors - STP Criteria Revision
    - Evaluate multimodal components
    - Safety evaluation includes Bike-Ped
    - Improved approach to LOS evaluation
    - Reduced criteria redundancy
    - Standardized to a 100 point scale
- ACTIVE TRANSPORTATION ALLIANCE  
 ChicagoLand's voice for better biking, walking and transit.  
 www.activetrans.org  
 5

---

---

---

---

---

---

---

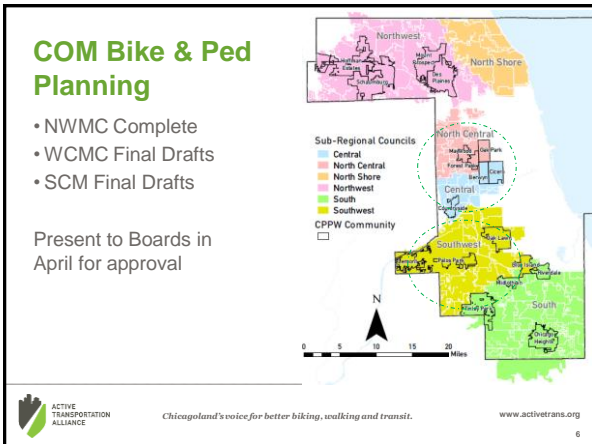
---

---

---

---

---




---

---

---

---

---

---

---

---

---

---

---

---

## COM Bike & Ped Planning

### SCM Corridor Planning Map

### WCMC Corridor Planning Map

*Chicagoand's voice for better biking, walking and transit.*

[www.activetrans.org](http://www.activetrans.org)

7

---

---

---

---

---

---

---

---

---

---

## Complete Streets Design Manual

• Final draft in review - printed by April

*Chicagoand's voice for better biking, walking and transit.*

[www.activetrans.org](http://www.activetrans.org)

8

---

---

---

---

---

---

---

---

---

---

#### CONVENTIONAL SUBURBAN NETWORK

#### TRADITIONAL URBAN GRID NETWORK

1.15

Land Use Context and the Urban Transect

Urban Contexts, T4, T5 and T6

---

---

---

---

---

---

---

---

---

---

### TABLE 3.2 BICYCLE WAYS

Bicycle Way	Dimensions			Notes	Urban Contexts			Suburban Contexts			
	MW	Target	MAX		Commercial Mixed Use	Residential	Single Use	Commercial	Residential	Village Road Use	Single Use
<b>Getting Started</b>	Shared Lanes	9	10	14	Replaces Vehicle Lane. Paint shoulder, marked shared lane, or bike lane is preferred.	●	●	●	●	●	●
	Paint Shoulder	3	4	9	New facilities require some modification of standards 2 but with careful design to retrofit projects.	●	●	●	●	●	●
	Wide Curb Lane	12	13	14	Lane depends on other types of accommodation, should be replaced by the lane, marked shared lanes or paved shoulders.	●	●	●	●	●	●
	Signed Shoulder	9	10	14	Can be used on shared lanes with in combination with bicycle facilities.	●	●	●	●	●	●
Bike Lane	4	5	8	Includes Bike Lane marking	●	●	●	●	●	●	
Parked Shared Lanes	10	12	13	Parking Content 11' off curb with parking 4' wide. Place every 20' to 100' but preferred maximum of every 25' and at low volume roadways. Place at curb of street 2' from curb to 10' off curb.	●	●	●	●	●	●	
Bike Bus Lanes	14	15	16	Combine with traditional painting and pavement markings. Allow room for bike and bus to pass frequently.	●	●	●	●	●	●	
Shared Bus Paths	8	10	12	Replaces the "Restriction Lane". Can be 4' with engineering judgement. Allow "bike path".	●	●	●	●	●	●	
Trails	8	10	12	Can be 4' with engineering judgement. Can be gravel or concrete.	●	●	●	●	●	●	

● Required    ● Encouraged    ● Permitted    ● Discouraged

ACTIVE TRANSPORTATION ALLIANCE    Chicagoland's voice for better biking, walking and transit.    www.activetrans.org

---

---

---

---

---

---

---

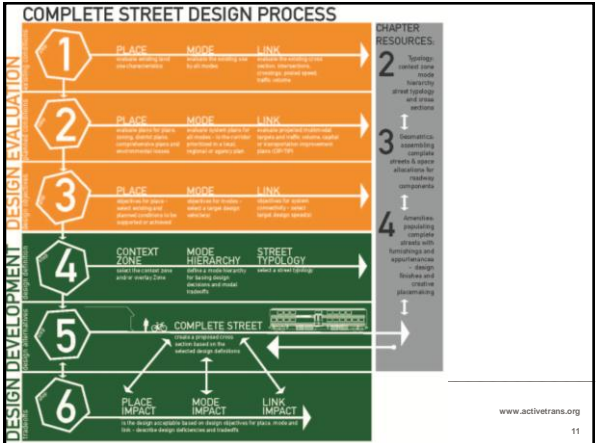
---

---

---

---

---




---

---

---

---

---

---

---

---

---

---

---

---

### Questions:

**place**  
work. live. play.

ACTIVE TRANSPORTATION ALLIANCE    Chicagoland's voice for better biking, walking and transit.    www.activetrans.org

---

---

---

---

---

---

---

---

---

---

---

---