

Village of Park Forest

# BICYCLE AND PEDESTRIAN PLAN

## POLICY ADDENDUM

JULY 2015



# Policy Addendum to the Bicycle and Pedestrian Plan for the Village of Park Forest

The Park Forest Bicycle and Pedestrian Plan focused primarily on planning and prioritization of physical facilities. The immediate policy actions recommended in the plan were to create a formal Bicycle and Pedestrian Advisory Committee, adopt a Complete Streets Policy, and address specific capital improvements. This document includes more information about policies and programs that the Village can pursue. It also includes the list of short term capital projects from the plan.<sup>1</sup>

To help Park Forest achieve sustainability goals and encourage more people to walk, ride bicycles, and take transit for everyday trips, CMAP has organized recommendations around three categories for various modes. While there may be overlap between the topics, they have been organized for clarity and simplicity into the following categories:<sup>2</sup>

- Infrastructural improvements
- Policy
- Programming

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<sup>1</sup> The full plan is available online: <http://www.cmap.illinois.gov/programs-and-resources/lt/park-forest-bike-ped>

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<sup>2</sup> Unless stated otherwise, all photos are by Dan Burden.

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# Infrastructure Improvements

This section begins with suggestions for general traffic calming and also lists the infrastructural recommendations from the Bicycle and Pedestrian Plan for Park Forest. Some additional infrastructural improvements are included.

## General Traffic Calming

A number of select treatments, as described in the [CMAP Complete Streets Toolkit](#), would be appropriate for Park Forest to experiment with, as streets and intersections undergo repairs and improvements.

## Reduce pedestrian crossing times with bump-outs/curb extensions

A curb extension (“bump-out” or “bulb-out”) extends the sidewalk out into the roadway, often in front of on-street parking spaces. This strategy has a two-fold benefit: it narrows the roadway, which encourages drivers to slow down and it reduces the distance that pedestrians have to cross.

Additionally, curb extensions help to decrease the turning speed of vehicles by reducing the radius of the corner, and reduced speed improves a driver’s field of vision and reaction time while increasing the perception of a safer intersection by pedestrians.

**Figure 1. Curb extension.**



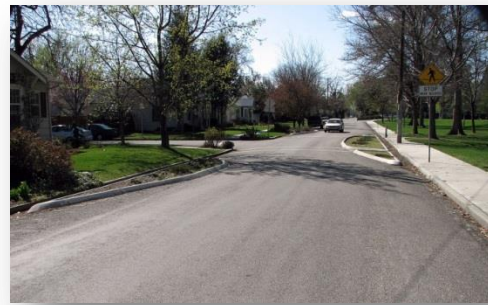


## Use chicanes or chokers to improve traffic safety

Near schools or areas with high pedestrian traffic, chicanes and chokers can be implemented to improve safety. Like curb extensions mentioned above, “chokers” are extensions of the curb, but located mid-block. They reduce driver speeds while creating safe crossings for pedestrians and will not cause delays or difficulties for emergency response vehicles (unlike speed bumps).



Chicanes or “serpentine design” roadways add curvature to the street with curb extensions. This design technique is used to reduce cut-through traffic and increase drivers’ attention to and awareness of surroundings. This design is appropriate for low-volume residential streets and provides opportunities for landscaping and aesthetic enhancements.



These treatments will require approval of, and collaboration with, public works to ensure that street cleaning and snow removal vehicles can safely navigate the re-designed street.

**Figure 2. Chicanes.**



## Install safety devices at signalized intersections

A variety of tools and devices, including Leading Pedestrian Interval (LPI) signals, crosswalk chirpers, and countdown timers, can be used on major signalized thoroughfares to improve pedestrian safety. With an LPI, the pedestrian walk signal starts 3-5 seconds before vehicles get the green light. This gives pedestrians a head start to enter and claim the intersection before vehicles do, positioning them directly in the driver's field of vision before a turn is made. In conjunction with this, chirpers and countdown timers increase safety for visually and physically impaired individuals and seniors who have a more difficult time crossing major streets safely and confidently.



Figure 3. Pedestrian Countdown Signal.

The California Department of Transportation has published a report called “Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians.” This guide can help the Village to maximize the improvements that will ultimately be selected. It can be particularly helpful for planners involved in modifying intersections, siting transit stops, and planning for bicycle and pedestrian access. One section outlines common intersection issues:<sup>3</sup>

1. **Long crossing distances**, due to multiple through lanes, turn - only lanes, and large corner radii.
2. **Obstructions in the crosswalk** from medians or median noses.
3. Wide turning radii encourage **fast turns** and increase crossing distances.
4. **Inadequate refuge area** if the crossing cannot be made in one walk cycle.
5. **Restricted pedestrian crossing movements** such as closed crosswalks.
6. The intersection may be designed to force **through - moving bicyclists to weave across multiple right - turn only lanes** to continue straight. This problem is worsened when one of the lanes is for optional through or right - turning movements.
7. Motor vehicles may encroach on crosswalk, **limiting visibility**.
8. **Bicyclists may not be able to actuate** traffic - actuated signal

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<sup>3</sup> Report available online:  
<http://www.dot.ca.gov/hq/traffops/engineering/investigations/docs/intersection-guide-bicycles-pedestrians.pdf>

## Pedestrian Infrastructure Improvements

Project	Time-frame	Description	Potential Partner	Other info
Restripe crosswalks	Short	(1) Restripe crosswalk at Forest Boulevard and Lakewood Street, North, South and West sides (2) Restripe crosswalk at Forest Boulevard and Main Street, All four sides (3) Restripe crosswalk at Forest Boulevard and Indianwood Boulevard, North side only (4) Restripe crosswalk at Main Street and Cunningham Drive, All four sides (5) Restripe crosswalk at Main Street and Orchard Boulevard, All four sides (6) Restripe crosswalk at Main Street and Victory Drive, North and south sides (7) Restripe crosswalk at Indianwood Boulevard and Sauk Trail, North side only (8) Restripe crosswalk at Western Avenue and Main Street, West and south sides (9) Seek out grants to restripe pedestrian crosswalks near schools throughout the community	Public Works, County, IDOT, school districts	
Sidewalk improvement priority #1	Medium	Indianwood Boulevard (north side) between Orchard Drive and Forest Boulevard	Public Works, Developer	1,200'
Sidewalk improvement priority #2	Medium	Orchard Drive (east side) between Indianwood Boulevard and Main Street	Public Works, Developer	600'
Improve street crossings	Medium	The Village should ensure that street crossings along recommended bicycle and pedestrian routes should be (at a minimum) restriped/repainted to ensure that they are highly visible. In addition, as funding becomes available, and as part of existing signal improvements, pedestrian and bicyclist crossing enhancements should be included.	Public Works, IDOT, County	Signed Routes and/or Shared Lanes
Install pedestrian furnishings and features	Medium	Build upon the streetscaping design and theme found along Main Street in DownTown Park Forest. As new development is proposed, Village staff should work with developers to encourage the installation of pedestrian amenities. <sup>4</sup> For existing roadways in need of pedestrian furnishing, the Village should prioritize amenities around the 211 <sup>th</sup> St. Metra Station, as mentioned in RTA's Pedestrian Access Improvement Report.	Private developers, property owners	
Install new pedestrian crossings along Western Avenue	Medium	The Village should work with IDOT to break up the current long stretches of Western Avenue near multi-family residential areas with safe pedestrian crossings. <sup>5</sup>	IDOT	
Improve existing intersections along Sauk Trail Road	Medium	The Village should improve existing signalized intersections along Sauk Trail Road to have more highly visible pedestrian crossings.	Cook County	

For more information on potential amenities and enhancements, refer to the Complete Streets “Select Treatments” report: <http://bit.ly/SelectTreatments>.

<sup>4</sup> See California's guide to reconstructing safe intersections: <http://www.dot.ca.gov/hq/traffops/engineering/investigations/docs/intersection-guide-bicycles-pedestrians.pdf>

<sup>5</sup> See #2.

## Improve data collection of sidewalk conditions

The Village currently maintains sidewalks by replacing tripping hazards and severely deficient sections and curbs, primarily after notification by residents. The Public Works Department should regularly survey primary pedestrian routes to ensure a safe and connected pedestrian network. To assist the Village in identifying where issues exist, an on-line reporting system should be used. The reporting system should be publicized to residents and they should be encouraged to report issues, such as poorly maintained sidewalks, malfunctioning pedestrian signals, or missing directional signage.

A general maintenance and management tracking system may be enhanced through the integration of an online reporting mechanism that allows people to report issues related to the public right-of-way using their mobile phone. Examples include the Chicago Works mobile app, which is connected to the City's 311 information system, or "SeeClickFix,"<sup>6</sup> both of which provide easy communication tools that automatically geo-locate information about non-emergency issues, and send it to the appropriate agency or department to be addressed.

CDOT currently uses SeeClickFix to track and fix reported road and infrastructure problems, and other cities like Washington, D.C. and Ann Arbor, Michigan have dedicated staff to check and report back on identified issues. The receiving parties can track, manage, and reply to submissions about status of the report, creating transparency and improving accountability. Anyone with a cell phone camera can also submit photos of the problem.

The Village would "follow" a specific area (municipal boundary) and could sign up to receive notifications of any newly reported issues. By incorporating this application into their maintenance procedures, they would be able to receive complaints and issues reported in real-time and respond to them in a streamlined and transparent manner.

While the Village can follow the reporting and get notifications of new incident reports for free, they can also sign up and pay to be a verified official account holder and get access to more features. With the example of SeeClickFix, a government account holder can acknowledge and close issues, assign "tickets" to staff, print work orders, create reports, set benchmarks, and measure success. The tool also allows for in-depth analysis of issues.

Promoting the use of the website to residents and employees in Park Forest will be critical to making the tool a useful resource to inform Public Works of infrastructural issues and concerns. An online reporting tool may not be appropriate for areas with older residents or with low levels of smart phone usage.

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<sup>6</sup> More information available at <https://en.seeclickfix.com/near-west-side>



## Install “State Law – Stop for Pedestrians” signs

A 2010 Illinois state law requires motorists to stop (not just yield) for pedestrians in crosswalks. Since the law is relatively new, many drivers may not be aware of it. At non-signalized crosswalks, these signs are a physical reminder to drivers that they have to stop for pedestrians. Some, but not all, intersections and mid-block crossings with dangerous conditions may be appropriate for this type of signage.



Figure 4. Yield to Pedestrians signage with planter boxes

## Bicycling Infrastructure Improvements

Project	Time-frame	Description	Potential Partner(s)	Other info
Improve access to DownTown between Western and Orchard	Short	Main Street is the primary connection between Orchard and Western. The Village should consider routing options along Main Street, or install wide bike lanes or a sidepath on alternative routes, understanding that cyclists will usually take the most direct route possible.	Input from recommended Bicycle and Pedestrian Advisory Committee	Bike lane 1: 2,500'
Forest Boulevard bike lane	Short	Install a bike lane along Forest Boulevard from Norwood Boulevard south to Indianwood Boulevard	Input from recommended Bicycle and Pedestrian Advisory Committee	Bike lane 2: 3,200'
Indianwood Boulevard bike lane	Short	Install a bike lane along Indianwood Boulevard from Sauk Trail to Western Avenue	Input from recommended Bicycle and Pedestrian Advisory Committee	Bike lane 3: 4,250'
Shabbona Drive shared lane	Short	Create a shared lane/sharrow on Shabbona Drive south of Sauk Trail to Orchard Drive. Sharrow symbol painted every 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 2: 9,600'
Indianwood Boulevard shared lane	Short	Create a shared lane/sharrow on Indianwood Boulevard from Sauk Trail to Monee Road. Sharrow symbol painted every 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 3: 5,200'
Orchard Drive shared lane	Short	Create a shared lane/sharrow on Orchard Drive south of Sauk Trail to Monee Road. Sharrow symbol painted every 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 4: 4,800'
Signed Route #1	Short	Sign a route along Chestnut Street	Input from recommended Bicycle and Pedestrian Advisory Committee	
Signed Route #2	Short	Sign a route along Hemlock Street	Input from recommended Bicycle and Pedestrian Advisory Committee	
Signed Route #3	Short	Sign a route along Dogwood Street	Input from recommended Bicycle and Pedestrian Advisory Committee	

Create an east-west route south of Lincoln Highway	Short	The Village should enter into an easement for a bike route through the rear setback of the Lincolnwood Shopping Center to make an east-west route through the northern part of the Village. As part of this project, the Village should either reconstruct the sidewalk with ADA curb cuts and bollards, or ideally, convert the existing sidewalk to an 8' wide asphalt trail.	Lincolnwood Shopping Center	Signed Routes and/or Shared Lanes
Orchard Drive shared lane	Short	Create a shared lane/sharrow on Orchard Drive south of Indianwood Boulevard to Sauk Trail. Sharrow symbol painted every 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 1: 1,600'
Create a sidepath along Lincoln Highway from Western Avenue to 211st Metra Station.	Long	A long-term goal for the Village should be to create a connected sidepath along the south side of Lincoln Highway from Western Avenue to the 211 <sup>th</sup> Street Metra Station. This fall, the Village will be installing a 5' sidewalk from Orchard west along Lincoln Highway. To the east of Orchard, there will be a 6' clearing for a future sidewalk.	IDOT, Metra, Village of Olympia Fields	Sidepaths
Western Avenue Sidepath Phase 1	Long	The Village should work to establish sidepaths to fill in the existing "gaps" in the system along Western Avenue. As part of the sidepath project, the crosswalks should be re-painted to improve visibility.	IDOT	660' (north of Illinois Street)
Western Avenue Sidepath Phase 2	Long	The Village should work to establish sidepaths to fill in the existing "gaps" in the system along Western Avenue. As part of the sidepath project, the crosswalks should be re-painted to improve visibility.	IDOT	1,000' (Cedar to Indianwood)
Western Avenue Sidepath Phase 3	Long	The Village should work to establish sidepaths to fill in the existing "gaps" in the system along Western Avenue. As part of the sidepath project, the crosswalks should be re-painted to improve visibility.	IDOT	1,200' (Hemlock to Indianwood)

## Transit Infrastructural Improvements

Project	Timeframe	Description	Potential Partner(s)	Other info
Improve connectivity with the 211 <sup>th</sup> Street Metra Station	Short	Continue to work with Metra to improve bicycle and pedestrian connections (externally and internally) at the station. Support the Regional Transportation Authority's efforts to improve access to the station through the Pedestrian Access Improvement Plan. In addition to connectivity, as an overall strategy, the Village should work to ensure public transit information is posted within recommended kiosks to help support public transit.	Metra, Pace, RTA	-

Many people in Park Forest are familiar with Metra (and use it to travel to downtown Chicago), but fewer people know where Pace buses go and when they operate. To raise awareness of transit options, the Village should consider new promotional strategies and efforts to provide the community with high-quality information related to transit operations.

### Post real-time public transit information.

In an effort to connect all modes of transportation in Park Forest, the Village should work with Pace, Metra and the RTA to market and promote public transit use. Central displays, or kiosks, should include transit maps, routes, stops, and schedules. Transit users are often willing to utilize transit more, and wait longer for it, when they know exactly how long the wait will be. To enhance system reliability and provide travel information to the community, a tracking application that allows users to monitor Pace buses and Metra trains in real-time on their mobile devices is critical. This requires Pace buses and Metra trains to be equipped with tracking devices and to post their data in an open source format. At this time, only Pace buses have this technology (but their data is currently not open source), so the Village should share the scheduled Metra train information and work with Pace to provide real-time information for Pace buses.

Improved transit signage and information will provide a consistent source of information for residents and employees taking transit and will also enhance Park Forest's brand and identity as a connected suburban community with a multi-modal transportation network. There is flexible technology available, such as digital display software provided by Transit Screen (Figure 6), with route and arrival time information for location-specific transit.

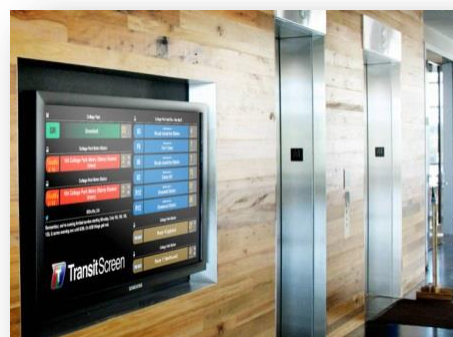


Figure 5. Photos by Transit Screen.



Locational information such as walking distance to buildings or destinations can also be shown. The Village could apply for funding through CMAQ (see page 23) to install Transit Screen, or similar transit display software, in strategically placed kiosks.



## Multimodal Infrastructure Improvements

Project	Time-frame	Description	Potential Partner(s)	Other info
Multi-use trail #1	Short	Extend Winnebago trail to connect with dog park. Construct as 10' wide trail		850'
Multi-use trail #2	Short	Widen Central Park from 5' to be a 10' wide multi-use trail (includes widening 3 existing pedestrian bridges)		3,700'
Multi-use trail #3	Short	Widen existing 5' wide Winnebago Park trail to 10 feet wide		3,150'
Cut-Through #1	Short	Improve (and possibly widen into 10' wide multi-use trail) between Seward Street and Homan Avenue		255'
Cut-Through #2	Short	Improve (and possibly widen into 10' wide multi-use trail) between Farragut Street and Seward Street		280'
Cut-Through #3	Short	Improve three cut-throughs (and possibly widen into 10' wide multi-use trail) between Orchard Drive to Rich East High School. 320' (cut-through from Indianwood to Peach Street), 300' (cut-through from Peach Street to Sauk Court), 900' (through Sauk Trail School)	Public Works, School District	320', 300', 900'
Seek funding for signage program	Short	This could be part of the Village's Capital Plan or the Village could seek funding from grant sources as part of bicycle projects. Signage should include route identification, as well as destination and wayfinding. As part of this strategy, the Village should look to install special "kiosks" at key locations.	NA	Signed Routes and/or Shared Lanes
Install wayfinding kiosks	Short	(1) Install wayfinding/directional signage similar to the "kiosk" within DownTown at Old Plank Trail and Orchard Boulevard, (2) Install wayfinding/directional signage similar to the "kiosk" within DownTown at 211th Street Metra station, (3) Install wayfinding/directional signage similar to the "kiosk" within DownTown at Thorn Creek Trail, (4) Install wayfinding/directional signage similar to the "kiosk" within DownTown at the Library, (5) Install wayfinding/directional signage similar to the "kiosk" within DownTown at Central Park	Public Works, Recreation and Parks Department, Metra, Cook County Forest Preserve District, Library	Signed Routes and/or Shared Lanes

## Improve communication about cut-through maintenance

The Village of Park Forest was designed with a series of sidewalks and mid-block crosswalks (cut-throughs) that make walking and bicycling easier for students and the community as a whole. In an effort to maintain the cut-throughs, the Village should continue to communicate to residents whose property borders one of the mid-block crosswalks, that it is their responsibility to maintain the section along their yard.

Educating residents about their responsibilities for maintaining “cut-throughs” is important. The Village should be proactive in educating residents to ensure success, while maintaining a positive relationship with residents.

Keeping track of and maintaining the conditions of Village pathways is a monumental task, but one that is necessary to provide consistent levels of mobility for residents, especially those with disabilities. While Public Works currently learns about issues primarily from direct phone calls or online notifications, there are many existing resources, such as SeeClickFix, for collecting and sharing real-time data that would help to supplement these procedures.



**Figure 6. Pedestrian cut-through, photo by CMAP staff.**

# Programming and Policy

## Incorporation into the Five Year Capital Plan

Many of the recommendations of the Bicycle and Pedestrian Plan require infrastructure investment to be implemented. The Village should reflect the priorities of the Bicycle and Pedestrian Plan as part of its five-year capital planning.

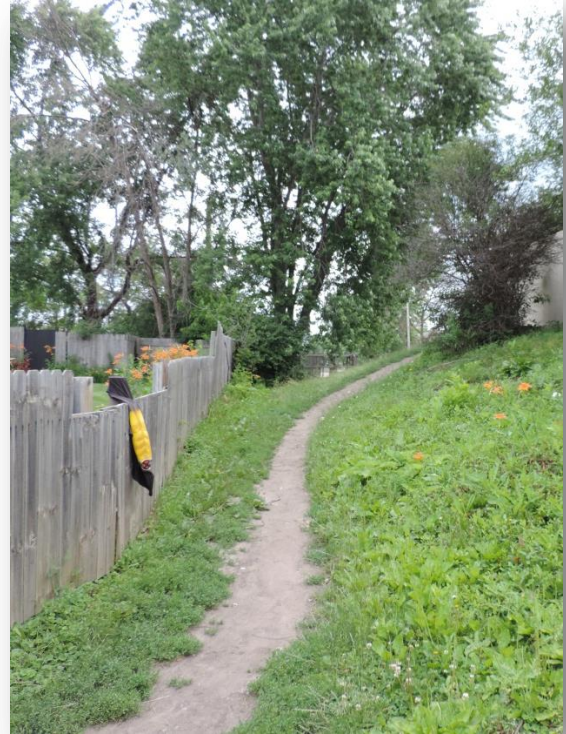
As streets are improved or resurfaced, the Village should reconfigure identified conflict intersections and mid-block crossings according to recommendations set forth in the Bicycle and Pedestrian Plan, and add bike lanes, sharrows, signage, and other improvements identified in the Plan.

## Coordinate with the Village's ongoing development regulations update.

In addition to the more general statement that the two documents should work together, this subsection highlights important policy updates that the Village should address in its new regulations to support biking and walking. The ideas listed below have a stronger focus on improving walkability, as bike-ability easily follows walkability.

### 1. Consider pedestrian access to buildings

To encourage walking by all types of users, walking must be safe, comfortable, and enjoyable. Consideration of the first 30 feet of the building and its relationship to the sidewalk with textures (i.e. brick, wood, stone), window coverage (incorporation of transparent glass), and architectural detail adds appeal and interest. Street trees planted along parkways with buildings fronting the street, rather than a parking lot, gives the pedestrian a more enjoyable experience. Consolidating and limiting the number of access driveways in mixed-use or commercial corridors can help create a safer pedestrian environment by reducing the number of conflict locations.



**Figure 7. "Desire path" between Park Forest residential neighborhood and Lincoln highway commercial property. (Photo by CMAP)**

Pedestrian travel in and through parking lots should also be considered in the creation of development regulations. This can include breaks in fencing along parking lots, curb bumpers along sidewalks, landscaping and shading, lighting, and protected walkways between parking rows. As evidenced by the narrow "cow-path" that pedestrians have created to access the back of commercial areas from a residential area in Park Forest, pedestrians want to have short-cuts and direct routes to commercial buildings.

## 2. Allow for pedestrian- friendly development

Mixed-use neighborhoods within walking distance of residential areas will ideally serve residents' most basic daily needs. Narrow streets and short blocks help achieve a good pedestrian-friendly environment. This can be achieved through residential districts around neighborhood centers no more than a mile apart with sufficient density surrounding the centers to support retail establishments. In a community like Park Forest that is primarily built-out, narrower streets can be achieved with road diets and long blocks are supplemented with pedestrian cut-through paths. For future developments, road connectivity and pedestrian friendly development can be assessed as part of the subdivision evaluation process.

There is one primary retail center, and nearby small lots with compact housing and slightly higher density help to support the retail uses. Park Forest has already begun to do this with new housing and a senior center in DownTown. Retail uses are most successful on streets that are “busy with traffic yet narrow enough that pedestrians on one side of the street can see storefronts on the other side.”<sup>7</sup> This is typically achieved by having one travel lane in either direction, on-street parking, and can also include bicycle facilities.

A mix of uses also serves to create differing peak demand for parking and activity, so that less parking is needed to serve all establishments and street life does not cease to exist at the end of the work day. Live-work spaces and accessory dwelling units can cater to people who are less likely to want to drive or own cars, also reducing parking needs. Shared public open space – either in the form of public parks or common open space as part of a residential development – can also foster pedestrian activity.

When modeling traffic and demand levels for new streets or developments, consider the contextual influences on travel behavior. At higher densities, vehicle miles traveled drop, and this drop is most significant at 15 to 30 residential units per acre.<sup>8</sup> Other considerations include access to transit, frequency of transit, mixed uses, and travel demand management programs. In pedestrian-oriented mixed use areas or zones, certain measures should be taken to encourage a friendly street. Parking should never be placed between the building's front door and the street. The front facades of buildings should be located near the street. Primary entrances should open to the street. In commercial areas, parking should be shared when feasible and properly managed.<sup>9</sup>

## 3. Allow for reductions in parking requirements

Minimum parking requirements in general are not recommended, as there are so many things that affect mode choice and developers typically have a better sense of how much parking to provide than land use planners. Some suburban communities in the Chicago area (such as Glen Ellyn, and Elmhurst) have eliminated parking requirements in their downtown areas to promote development of small-parcel businesses and walkability. In cases where a community wants to keep requirements, they can create opportunities for lowering the overall quantity and promoting design that encourages and welcomes all modes of transportation. They can also create parking maximums to prevent auto-oriented development in pedestrian zones.

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<sup>8</sup> Ibid, 2012.

<sup>9</sup> See CMAP's Parking Management toolkit: <http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/parking>

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<sup>7</sup> Tumlin, Jeffrey, ed., *Sustainable Transportation Planning: Tools for Creating Vibrant, Healthy, and Resilient Communities* (Hoboken, NJ: Wiley & Sons, 2012).



The parking ratios found in the commonly used Parking Generation manual published by the Institute of Transportation Engineers (ITE) serve as “a useful guide for building auto-dependent communities, but not for mixed-use and walkable communities.”<sup>10</sup> A number of factors can reduce the amount of parking needed, as mentioned above. Uses with varying peak demand times (such as churches and offices) can utilize the same parking area via shared parking arrangements, using less overall parking. Residential densities of 15-30 units per acre lead to low levels of vehicle miles traveled and can support better transit. The location, frequency, and quality of transit options will have an impact on parking demand. And finally, the cost of parking will impact demand. Given the abundance of parking in DownTown, there is no need to charge for parking in Park Forest. As development occurs, it will be important manage on-street and public parking to ensure parking availability to support downtown businesses, while maintaining the vitality of a walkable downtown.

Some communities have had success with “unbundled parking” where a tenant’s parking is paid separately from their rental price. This is especially true for developments that include senior housing and affordable housing. Unbundled parking allows people with fewer or no automobiles to save money and pay a lower rent. Developers who unbundle parking could have reduced parking requirements. Additionally, the use of “parking reserves” of green space and parks that can be converted to additional parking if the need arises can be part of a parking strategy to quell any fears that there will not be enough parking. Parking in the green space would not be allowed, but in the case that there is not enough parking, the green space can be converted to parking.

#### 4. Require adequate bicycle parking.

Currently there are bike racks at a number of locations throughout the Village, including schools, the Aqua Center/Central Park, the Public Library, Village Hall, Thorn Creek Nature Center, and the Tennis and Health Club. There are also bike locker facilities at the Matteson Metra station. The Village should install and upgrade bicycle parking infrastructure at destinations along bike routes, lanes, and bike paths where the existing bike racks are sub-par or non-existent. These should be focused on major destinations, including major employers, community facilities, the 211<sup>th</sup> St. Metra station, and recreational destinations.

The Village should make sure that bicycle parking is incorporated as part of new development projects, particularly for commercial and multi-family residential uses. Not only should the number of parking requirements be provided, but the regulations should also specify the preferred type of bicycle racks that should be used, and distance from primary entrances. Additionally, the Village should consider short- and long-term bike parking in the UDO.

**Figure 8. Photo by CMAP staff.**



<sup>10</sup> Tumlin, *Sustainable Transportation Planning*, 177.

## 5. Implement a Complete Streets Policy. ☒

Since adoption of the Bicycle and Pedestrian Plan, the Village has rapidly moved forward to develop and adopt a Complete Streets policy. By adopting a Complete Streets policy, the Village will improve the street right-of-way to be safe for all users, regardless of age, ability, or mode of transportation.

With a Complete Streets policy in place, the Village can also ensure that as streets are improved, they can be designed to make the street network better and safer for all users. Types of complete streets vary in design due to a number of reasons including right-of-way widths, street classification, and location. Common elements include: sidewalks, bike lanes, crosswalks, wide shoulders, medians, bus pullouts and bus lanes, and audible pedestrian signals.<sup>11</sup>



<sup>11</sup> The Village of Park Forest studied examples of complete streets policies from [Blue Island](#), [Des Plaines](#), [Tinley Park](#), and [Berwyn](#).



## Create programs and events that foster active transportation.

In order to help strengthen the culture for bicycle use and for walking within Park Forest, while continuing to build a safe network of transportation options, the Village should partner with other agencies to create and administer the following programs and events. Educating residents about rules of the road and interacting with other modes is essential for safe travel, regardless of which mode is chosen. Educational opportunities targeted towards both children and adults can promote safer interactions between road users.

### Encourage students (and adults) to walk and bike to school (or work)

The Village should host special events that encourage walking and biking for all age groups and levels of mobility. Suggestions for encouraging walking and biking in Park Forest include special events such as “bike to work week” and “walk/ride to school days.” International Walk to School Day is the first Wednesday in October and Bike to School Day is in early May. More information about walking and biking to school can be found at <http://www.walkbiketoschool.org/>.

Another program that might be applicable for Park Forest is a Walking School Bus. A walking school bus is a group of children walking to school with one or more adults. The walking school bus can be as simple as two families taking turns walking children to school or more structured with routes, schedules, and meeting points. Additional resources and a guide to starting a walking school bus program are available: <http://www.walkingschoolbus.org/>

Similar to a walking school bus would be a bicycle train, where a group of interested students rides bikes to school in an organized and safe way. Maine DOT has published a guide to creating a Bicycle Train: <http://www.maine.gov/tools/whatsnew/attach.php?id=362609&an=1>

Special events should be organized by either the Village, through the Department of Recreation and Parks or the Police Department in collaboration with the School District or through a partnership.



## Continue to hold community biking and walking events

While cars will continue to be the primary mode of transportation for most, small increases in other modes — like walking, bicycling, and transit — could make up a greater share of trips in the future, and would help to activate the sidewalks and improve public health. Throughout the planning process, a number of residents expressed a strong desire to see the Village, either on its own, or in partnership with other entities, communicate the benefits of walking and biking. By promoting the Village as a bicycle- and pedestrian-friendly community, and adopting plans that support non-motorized transportation, Park Forest will encourage a supportive environment.

Ideally, a staff person would be assigned to promoting healthy transportation and commuting options. Their role could include developing a partnership with a nearby hospital or health clinic to host walking events and provide informational material about the health benefits of walking and bicycling. The Village could also provide bike maps, including walking distance time on downtown maps, host events, and give employers information about biking around Park Forest.

Currently, the local police department encourages good behavior and academic achievement through their Better Involvement Concerning Young Children's Learning (B.I.C.Y.C.LE) program. Each month, one student from participating schools, who excels in the core values established at the school, is selected to receive a new bicycle. This program both encourages good student behavior and promotes bicycling. This program should be continued and could be tied into other bike education programs.

## Support bike riding education

Programs aimed at increasing the knowledge, visibility of, or enthusiasm for riding bicycles focus on changing the travel behavior of individuals. Similar to infrastructure projects, bicycle education and encouragement programs, events, and campaigns may be organized. The Village can carry these out on its own or in collaboration with other entities, including police and fire departments, transportation agencies, the local university, the Active Transportation Alliance or Folks on Spokes, private companies, non-profit organizations, and other stakeholder groups interested in promoting sustainable and active transportation.

The Village Department of Recreation and Parks and the Police Department should partner with the School District to provide classes to all-age groups for bicycle maintenance and traffic skills classes. Classes should be designed for different experience levels ranging from beginner bicyclists up to experienced bicyclists who want to refine their skills. For more ideas on youth and teen bicycle and pedestrian education programs, see Walk Bike to School's list of resources for curricula<sup>12</sup> and also page 71 of Wheeling's Active Transportation Plan<sup>13</sup>, completed by the Active Transportation Alliance in 2013.

Additionally, they could create an ambassador program to promote walking and biking safely. Ambassadors could be members of the Bicycle and Pedestrian Task Force or members of the local bicycle advocacy group, Folks on Spokes. They would be outreach specialists who attend events, visit local schools to provide information about walking and biking. To encourage more able-bodied seniors to ride, the Village could purchase an adult tricycle for the bike classes, and lend it out as desired. The Village should also work with others to promote and market international walk/bike to school day which is the first Wednesday of each October <http://www.walkbiketoschool.org/>.

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<sup>12</sup> <http://www.walkbiketoschool.org/keep-going/ongoing-activities/classroom-curricula>

<sup>13</sup> <http://www.cmap.illinois.gov/programs-and-resources/Ita/wheeling>



## Develop materials about biking, walking, and taking transit in Park Forest

Biking and walking maps, a safety manual, school walking routes, and transit information could all be designed and provided by the Village to residents. It could consist of a handbook or pamphlets with information concerning bicycle and pedestrian safety tips, safe cycling and walking routes, local destinations, bikes on transit, and relevant state and city laws. This material can be informative for drivers, non-drivers, and cyclists. This information should be distributed at school assemblies, the farmer's market, through the Police Department's B.I.C.Y.C.LE program, and at other community events, preferably by a bike/ped ambassador.

The material could also be delivered to residents through other means. For example, to educate Chicago drivers about safe driving and tips for sharing the road, CDOT mailed a pamphlet to 1.5 million car owners with registration renewal papers. Sample available here: <http://1.usa.gov/1BmUBDe>.

The Village should also promote the League of Illinois Bicyclists online bike safety quizzes for children, adult cyclists, and motorists. <http://www.bikelib.org/>. To encourage participation, they can give promotional materials to anyone who completes a survey and presents the completion certificate, or enter them in a prize drawing.

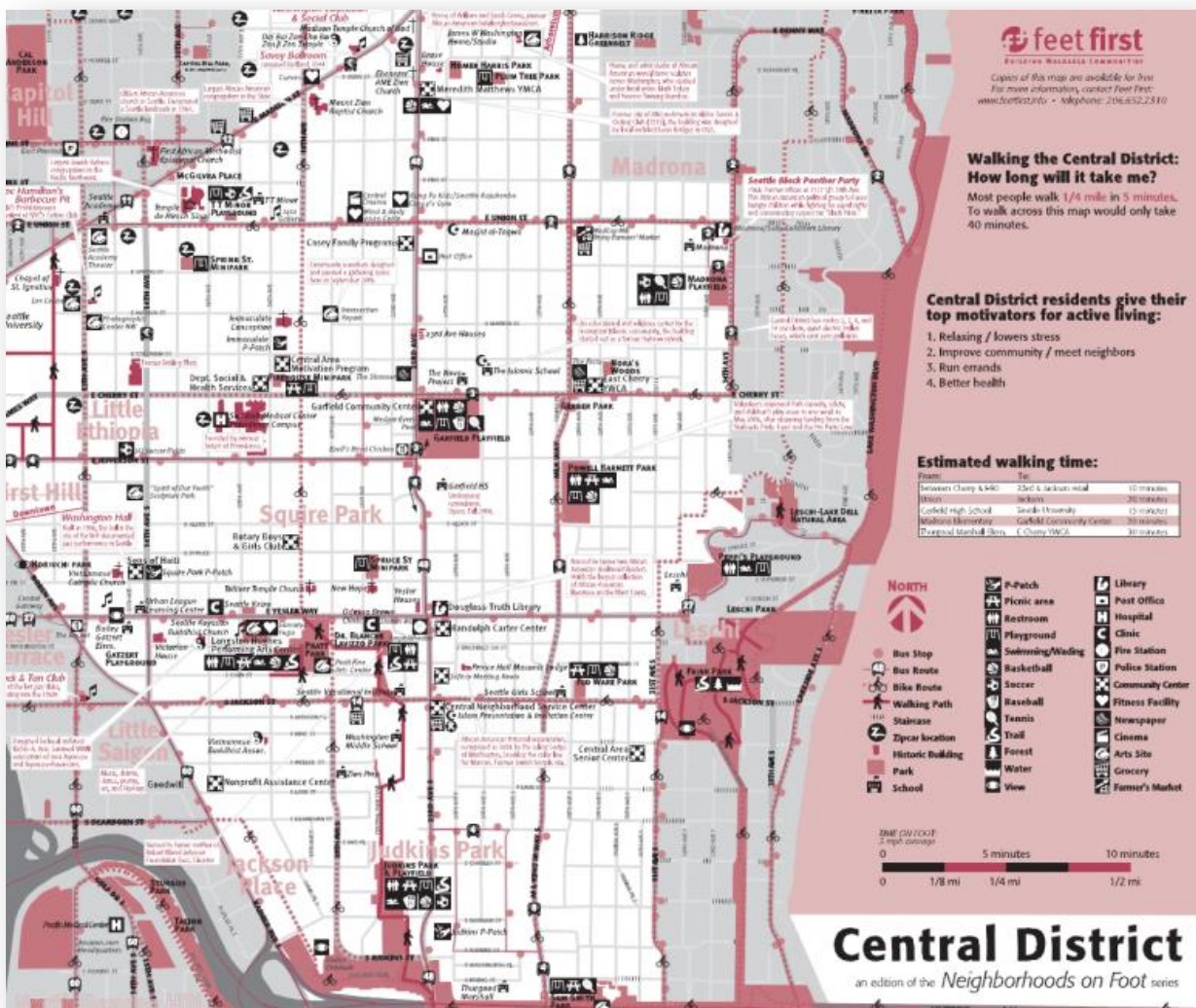


Figure 9. Sample walking map from [www.FeetFirst.org](http://www.FeetFirst.org)

## Improve enforcement around school zones and crosswalks.

The best way to calm traffic is to design streets that naturally calm traffic, rather than through harsh penalties. However, practical officer training on illegal motorist behaviors that endanger pedestrians and bicyclists paired with targeted enforcement can also be helpful to create a safer community. The Village should work with the Police Department and local School Districts to ensure that vehicles obey posted speed limits, and stop at crosswalks near schools and other priority locations, and do not use handheld devices while driving. This will not only help to keep students safe, but will also reinforce a safe environment for walking and biking. The Village of Park Forest should review enforcement efforts and results on an annual basis for effectiveness.

Other training for officers that can improve interactions between users of different modes and increase safety includes: common causes of bicycle and pedestrian crashes, dangerous bicycling behavior, how to handle investigations of bike and pedestrian crashes, and rules of the road for people walking or biking. In addition to these training programs, having some officers patrol by bicycle can help improve officer understanding of local travel conditions, foster friendly interaction between residents and officers, while giving officers a healthy form of exercise.





## Perform a “Crime Prevention Through Environmental Design” (CPTED) Audit

CPTED is a set of design principles used to discourage crime. By anticipating the thought processes of a potential offender, CPTED principles attempt to create an environment that discourages criminal behavior. Download a CPTED Audit & Site Assessment Checklist, developed in Western Australia at the Office of Crime Prevention from Michael Coe.

Sample audit and assessment checklist available here:

<http://1.usa.gov/1HFMB7v>

Currently, when the Village of Park Forest has site plans for new development, the Police Department is one of the reviewers and they use their knowledge in CPTED to assess the site plans. An audit of the Village could supplement the on-going CPTED analysis of new developments.



Figure 10. Photo by CMAP staff.

## Funding and Policy Support

A strong bicycle/pedestrian network supports the work of other elements of the Village's Comprehensive Plan, in addition to the Sustainability Plan. Other plans include the *211th Street TOD Plan*, the *Strategic Plan for Land Use and Economic Development*, the *DownTown Master Plan*, and the *Homes for a Changing Region Report*. The adoption and implementation of the Bicycle and Pedestrian Plan should also be viewed as an economic development and equity tool.

This chapter includes resources for pursuing finding to implement complete streets policies, programs, and infrastructure. At the end of this section, there is a table with the complete set of recommendations and action steps to assist the Village in implementing the recommendations that support and improve walking and biking throughout Park Forest.

### Continue the Bicycle and Pedestrian Steering Committee

The committee that was formed to lead the creation of this plan should remain together, and should turn their focus from plan creation to implementation. The Steering Committee should meet quarterly to discuss strategies, successes, and potential steps moving forward to implement the plan's recommendations as well as to provide a voice to the Village on future redevelopment efforts and projects impacting bicycling and walking in the community.

### Pursue partnerships, grants and alternative funding sources to assist with implementation

The Village should continue to pursue State and Federal grants and also seek out and apply for alternative funding sources and partnerships that will assist with implementation. For example, the Village should strengthen partnerships with the Cook County and Will County Forest Preserve Districts to ensure regional trail connectivity, as well as with IDOT to work to provide on and/or off-street routes for both pedestrians and bicycles along IDOT controlled arterial streets.

### Illinois Transportation Enhancement Program (ITEP)

<http://1.usa.gov/1Bnxfoo>

ITEP, administered by the Illinois Department of Transportation (IDOT) provides funding for community based projects that expand travel choices and enhance transportation experience in communities. ITEP is designed to promote bike and pedestrian travel and streetscape/beautification projects. ITEP funding may be best used in the implementation of the bike and pedestrian infrastructure recommendations for on-road and off-street facilities. Local match is required at levels that differ depending on the project type, and other federal transportation funds cannot be used as local match. See ITEP Guidelines Manual for details.

### Transportation Alternatives Program (TAP)

<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

TAP is a federal funding program that focuses on non-motorized transportation projects. TAP funds are administered by CMAP, and may be a good fit for Park Forest projects related to trail connection recommendations and Safe Routes to School projects. Most projects require a 20 percent local match.



## Congestion Mitigation & Air Quality Improvement Program (CMAQ)

<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>

CMAQ is a federally funded program for surface transportation improvements designed to address air quality improvement and mitigate congestion. Park Forest should consider CMAQ funding for intersection improvements in its DownTown and commercial areas, bicycle and pedestrian facility projects, and bicycle and pedestrian awareness programs.

## Illinois Bicycle Path Program

<http://dnr.state.il.us/ocd/newbike2.htm>

The Illinois Bicycle Path Program is administered through IDNR to assist in the acquisition, construction, and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. The program provides financial assistance up to 50% of approved project costs.

## Surface Transportation Program (STP)

<http://www.cmap.illinois.gov/about/involvement/committees/advisory-committees/council-of-mayors/surface-transportation-program>

STP provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

## Safe Routes to School

<http://1.usa.gov/1HGdhVS>

The Safe Routes to School Program (SRTS) is administered by IDOT. Illinois SRTS funds both infrastructure improvements to the physical environment as well as non-infrastructure projects. Eligible project sponsors include schools and school districts, governmental entities and non-profit organizations. This funding stream could potentially be used to improve pedestrian cut-throughs or programs to encourage walking and bicycling. The National Center for Safe Routes to School is a good resource for additional information: <http://www.saferoutesinfo.org/>.



# Recommendation Matrix

The following table shows the recommended improvements for active transportation and complete streets in Park Forest. The recommendations are grouped by mode: Walking, Bicycling, Transit, and Multi-modal; and then by category: Programming, Infrastructure, and Policy. The projects have a general timeframe for completion, a description, and potential partners. The Village can use this table as a checklist for the priority projects in the Village and budget accordingly, completing more when there is more funding available.



## Recommendation Matrix

Area	Category	Project	Timeframe	Description	Potential Partner(s)	Info
Walking	Programming	Prioritize and budget for sidewalk improvements	Short	The Village Capital Plan should include a prioritized list of sidewalk repairs, and new sidewalks to fill in "gaps" as recommended in this plan.	NA	
Walking	Infrastructure	Restripe crosswalks	Short	(1) Restripe crosswalk at Forest Boulevard and Lakewood Street, North, South and West sides (2) Restripe crosswalk at Forest Boulevard and Main Street, All four sides (3) Restripe crosswalk at Forest Boulevard and Indianwood Boulevard, North side only (4) Restripe crosswalk at Main Street and Cunningham Drive, All four sides (5) Restripe crosswalk at Main Street and Orchard Boulevard, All four sides (6) Restripe crosswalk at Main Street and Victory Drive, North and south sides (7) Restripe crosswalk at Indianwood Boulevard and Sauk Trail, North side only (8) Restripe crosswalk at Western Avenue and Main Street, West and south sides (9) Seek out grants to restripe pedestrian crosswalks near schools throughout the community	Public Works, County, IDOT, school districts	
Walking	Infrastructure	Sidewalk improvement priority #1	Medium	Indianwood Boulevard (north side) between Orchard Drive and Forest Boulevard	Public Works	1,200'
Walking	Infrastructure	Sidewalk improvement priority #2	Medium	Orchard Drive (east side) between Indianwood Boulevard and Main Street	Public Works	600'
Walking	Infrastructure	Improve street crossings	Medium	The Village should ensure that street crossings along recommended bicycle and pedestrian routes should be (at a minimum) restriped/repainted to ensure that they are highly visible. In addition, as funding becomes available, and as part of existing signal improvements, pedestrian and bicyclist crossing enhancements should be included.	Public Works, IDOT, County	Signed Routes and/or Shared Lanes
Walking	Infrastructure	Install pedestrian furnishings and features	Medium	Build upon the streetscaping design and theme found along Main Street in DownTown Park Forest. As new development is proposed, Village staff should work with developers to encourage the installation of pedestrian amenities.	Private developers, property owners	
Walking	Infrastructure	Install new pedestrian crossings along Western Avenue	Medium	The Village should work with IDOT to break up the current long stretches of Western Avenue near multi-family residential areas with safe pedestrian crossings.	IDOT	
Walking	Infrastructure	Improve existing intersections along Sauk Trail Road	Medium	The Village should improve existing signalized intersections along Sauk Trail Road to have more highly visible pedestrian crossings.	Cook County	
Bicycling	Policy	Become a bicycle friendly community	Short	The Village should submit to the League of American Bicyclists to have Park Forest designated a Bicycle-Friendly Community.	NA	
Bicycling	Policy	Coordinate with regional, county and adjacent municipalities on bike planning efforts	Short	The Village should meet with representatives to establish contacts and to fully understand planning efforts. The Village should look to establish potential partnerships or shared project initiatives. Coordination is also important to make sure that future trail alignments meet.	Will County, Cook County, Forest Preserve Districts, IDOT, CMAP, Chicago Heights, South Chicago Heights, University Park, Olympia Fields, Richton Park, Matteson	
Bicycling	Programming	Safety programs and enforcement	Short	The Village should partner with others to provide safety programs like a Safe Routes to School program that includes bicycling education. Active Transportation Alliance has some helpful resources like this list of quick tips: <a href="http://activetrans.org/resources/bike-work/get-ready-ride">http://activetrans.org/resources/bike-work/get-ready-ride</a>	School Districts, Parks and Recreation Department, Police Department, Health Department, Active Transportation Alliance	

Bicycling	Programming	Improve bicycling education	Short	The Village should support bicycling education courses for all ages. In addition to bicycle education for younger riders going to school, classes for adults may be helpful if the cycling population increases and people want to overcome their fears or re-learn how to ride a bike.	School Districts, Parks and Recreation Department, Police Department, Health Department	
Bicycling	Programming	Community events	Short	The Village should host, or co-host/support community events that support biking and walking. For example, the Village should celebrate bicycling during national Bike month with community rides, Bike to Work Day and/or media outreach.	School Districts, Parks and Recreation Department, Police Department, Health Department, Local Media	
Bicycling	Infrastructure	Forest Boulevard bike lane	Short	Install a bike lane along Forest Boulevard from Norwood Boulevard south to Indianwood Boulevard	Input from recommended Bicycle and Pedestrian Advisory Committee	Bike lane 2: 3,200'
Bicycling	Infrastructure	Indianwood Boulevard bike lane	Short	Install a bike lane along Indianwood Boulevard from Sauk Trail to Western Avenue	Input from recommended Bicycle and Pedestrian Advisory Committee	Bike lane 3: 4,250'
Bicycling	Infrastructure	Shabbona Drive shared lane	Short	Create a shared lane/sharrow on Shabbona Drive south of Sauk Trail to Indianwood Boulevard. Sharrow symbol painted ever 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 2: 5,000'
Bicycling	Infrastructure	Indianwood Boulevard shared lane	Short	Create a shared lane/sharrow on Indianwood Boulevard from Sauk Trail to Monee Road. Sharrow symbol painted ever 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 3: 5,200'
Bicycling	Infrastructure	Shabbona Drive shared lane	Short	Create a shared lane/sharrow on Shabbona Drive from Indianwood Boulevard north to Sauk Trail. Sharrow symbol painted ever 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 4: 8,600'
Bicycling	Infrastructure	Signed Route #1	Short	Sign a route along Chestnut Street	Input from recommended Bicycle and Pedestrian Advisory Committee	
Bicycling	Infrastructure	Signed Route #2	Short	Sign a route along Hemlock Street	Input from recommended Bicycle and Pedestrian Advisory Committee	
Bicycling	Infrastructure	Signed Route #3	Short	Sign a route along Dogwood Street	Input from recommended Bicycle and Pedestrian Advisory Committee	
Bicycling	Infrastructure	Create an east-west route south of Lincoln Highway in the short term while a side-path should be a long term goal.	Short	The Village should enter into an easement for a bike route through the rear setback of the Lincolnwood Shopping Center to make an east-west route through the northern part of the Village. As part of this project, the Village should either reconstruct the sidewalk with ADA curb cuts and bollards, or ideally, convert the existing sidewalk to an 8' wide asphalt trail.	Lincolnwood Shopping Center, City of Chicago Heights	Signed Routes and/or Shared Lanes
Bicycling	Infrastructure	Orchard Drive shared lane	Short	Create a shared lane/sharrow on Orchard Drive south of Indianwood Boulevard to Sauk Trail. Sharrow symbol painted ever 250 feet.	Input from recommended Bicycle and Pedestrian Advisory Committee	Shared lane 1: 1,600'
Bicycling	Infrastructure	Create a sidewalk along Lincoln Highway from Indiana to Orchard, and from Orchard to OF Shopping Center.	Short/Medium (Short for Indiana to Orchard and Medium for Orchard to OF Shopping Center)	The Village has received funding to install a 5' sidewalk along Lincoln Highway between Indiana and Orchard. The second section will be from Orchard to OF Shopping Center. While a sidepath is more desirable in the long-term, the sidewalk is a much-needed improvement.	IDOT, Input from Bicycle and Pedestrian Advisory Committee	
Bicycling	Infrastructure	Main Street bike lane or signed bike route	Medium	Install a bike lane along Main Street from Orchard Drive to Western Avenue. If after more detailed engineering analysis if a bike lane is not preferred, a signed bike route, or shared lane/sharrow should be considered.	Input from recommended Bicycle and Pedestrian Advisory Committee	Bike lane/Signed Bike Route 1: 2,500'



Bicycling	Infrastructure	Western Avenue Sidepath Phase 1	Long	The Village should work to establish sidepaths to fill in the existing “gaps” in the system along Western Avenue. As part of the sidepath project, upgraded crosswalks where the path crosses side streets should be installed, either through restriping/painting, or by installing pedestrian/bicyclists enhancements at key intersections.	IDOT	660’ (north of Illinois Street)
Bicycling	Infrastructure	Western Avenue Sidepath Phase 2	Long	The Village should work to establish sidepaths to fill in the existing “gaps” in the system along Western Avenue. As part of the sidepath project, upgraded crosswalks where the path crosses side streets should be installed, either through restriping/painting, or by installing pedestrian/bicyclists enhancements at key intersections.	IDOT	1,000’ (Cedar to Indianwood)
Bicycling	Infrastructure	Western Avenue Sidepath Phase 3	Long	The Village should work to establish sidepaths to fill in the existing “gaps” in the system along Western Avenue. As part of the sidepath project, upgraded crosswalks where the path crosses side streets should be installed, either through restriping/painting, or by installing pedestrian/bicyclists enhancements at key intersections.	IDOT	1,200’ (Hemlock to Indianwood)
Transit	Programming	Provide real-time transit information to the community	Medium	Work with Metra and Pace to develop kiosks that provide real-time transit information to the public at appropriate wayfinding kiosks. Include information for any taxi services available.	Metra, Pace, RTA	
Transit	Programming	Share stories of how to access popular destinations via Pace bus, Metra, and the Jolly Trolley.	Medium	Create a video of personalized stories of how people use transit to get around the area; post information about how to get to popular destinations along transit lines including schedule and route information. Some suggestions include the Amtrak station in Hazel Crest, the Pace Chicago Heights Terminal, Using Pace to access Metra stations and Governors State University, Glenwood Walmart, etc.	Metra, Pace, RTA	Low-budget production sufficient
Transit	Infrastructure	Improve connectivity with the 211 <sup>th</sup> Street Metra Station	Short	Continue to work with Metra to improve bicycle and pedestrian connections (externally and internally) at the station. Support the Village’s efforts to improve access to the station through the RTA Pedestrian Access Improvement Plan. In addition to connectivity, as an overall strategy, the Village should work to ensure public transit information is posted within recommended kiosks to help support public transit.	Metra, Pace, RTA	
Multi-modal	Policy	Create a formal Bicycle and Pedestrian Advisory Committee	Complete	The Village should transition the current steering committee into a formal committee that would advise the Village and help lead implementation efforts. Additional committee members may be added as needed to maintain a good balance of bicyclists and pedestrians.		
Multi-modal	Policy	Adopt and use a Complete Streets Policy	Complete	As recommended in this plan, the Village should adopt a complete streets ordinance that can be part of the Village’s zoning ordinance update and the Village’s Capital Plan .	NA	
Multi-modal	Policy	Ensure the new Village’s Unified Development Ordinance includes requirements that support walking and biking as discussed in this report	Short	Coordinate with the Village’s ongoing development regulations update. The UDO should include: bicycle parking requirement and type of rack, sidewalk requirements, pedestrian access to parking areas, provisions for shared vehicle parking and reduced vehicle parking requirements near transit; and the complete streets ordinance (noted above).	NA	
Multi-modal	Policy	Enforce cut-through maintenance	Short	The Village should continue to educate residents about their maintenance responsibilities for adjacent cut-throughs.	Property owners	
Multi-modal	Programming	Include the recommendations in this plan within the Village’s Five-Year Capital Plan.	Short	The Village’s Public Works Department should include the bicycle and pedestrian recommendations into the Capital Plan. The Capital Plan should include a prioritized list of sidewalk projects, crossing enhancements, bicycle route projects and associated signage.	NA	

Multi-modal	Programming	Create a Bicycle and Pedestrian section on the Village's website	Short	The Village should create a bicycle and pedestrian page on its website. The site should include rules, regulations, benefits, and a map showing routes and destinations. The information should be shared with School Districts, and included in the Parks and Recreation Department materials. The website should also include an online reporting system for issues/maintenance problems.	School Districts, Parks and Recreation Department, Health Department	
Multi-modal	Programming	Safety programs and enforcement	Short	The Village should ensure that law enforcement officers are trained on the rights and responsibilities of all road users.	School Districts, Parks and Recreation Department, Police Department, Health Department	
Multi-modal	Programming	Safety programs and enforcement	Short	The Village should consider having law enforcement on bikes.	School Districts, Parks and Recreation Department, Police Department, Health Department	
Multi-modal	Programming	Safety programs and enforcement	Short	The Police Department should improve enforcement around school zones and crosswalks.	School Districts, Parks and Recreation Department, Police Department, Health Department	
Multi-modal	Programming	Apply to become a STAR Community	Complete	The STAR Community Rating System (STAR) is the nation's first framework and certification program for local sustainability. The Rating System encompasses economic, environmental, and social performance measures for both local governments and the broader community. For communities that pursue certification, the rating system encompasses economic, environmental and social performance measures for both local governments and the broader community. A STAR Community Rating lasts for three years after the award date, at which point a community is expected to measure progress through recertification. For more information see <a href="http://www.starcommunities.org">http://www.starcommunities.org</a>	NA	
Multi-modal	Infrastructure	Multi-use trail #1	Short	Extend Winnebago trail to connect with future dog park. Construct as 10' wide trail		850'
Multi-modal	Infrastructure	Multi-use trail #2	Short	Widen Central Park from 5' to be a 10' wide multi-use trail (includes widening 3 existing pedestrian bridges)		3,700'
Multi-modal	Infrastructure	Multi-use trail #3	Short	Widen existing 5' wide Winnebago Park trail to 10 feet wide		3,150'
Multi-modal	Infrastructure	Cut-Through #1	Short	Improve (and possibly widen into 10' wide multi-use trail) between Seward Street and Homan Avenue		255'
Multi-modal	Infrastructure	Cut-Through #2	Short	Improve (and possibly widen into 10' wide multi-use trail) between Farragut Street and Seward Street		280'
Multi-modal	Infrastructure	Cut-Through #3	Short	Improve three cut-throughs (and possibly widen into 10' wide multi-use trail) between Orchard Drive to Rich East High School. 320' (cut-through from Indianwood to Peach Street), 300' (cut-through from Peach Street to Sauk Court), 900' (through Sauk Trail School)	Public Works, School District	320', 300', 900'
Multi-modal	Infrastructure	Seek funding for signage program	Short	This could be part of the Village's Capital Plan or the Village could seek funding from grant sources as part of bicycle projects. Signage should include route identification, as well as destination and wayfinding. As part of this strategy, the Village should look to install special "kiosks" at key locations.	NA	Signed Routes and/or Shared Lanes
Multi-modal	Infrastructure	Install wayfinding kiosks	Short	(1) Install wayfinding/directional signage similar to the "kiosk" within DownTown at Old Plank Trail and Orchard Boulevard, (2) Install wayfinding/directional signage similar to the "kiosk" within DownTown at 211th Street Metra station, (3) Install wayfinding/directional signage similar to the "kiosk" within DownTown at Thorn Creek Trail, (4) Install wayfinding/directional signage similar to the "kiosk" within DownTown at the Library, (5) Install wayfinding/directional signage similar to the "kiosk" within DownTown at Central Park	Public Works, Recreation and Parks Department, Metra, Cook County Forest Preserve District, Library	Signed Routes and/or Shared Lanes