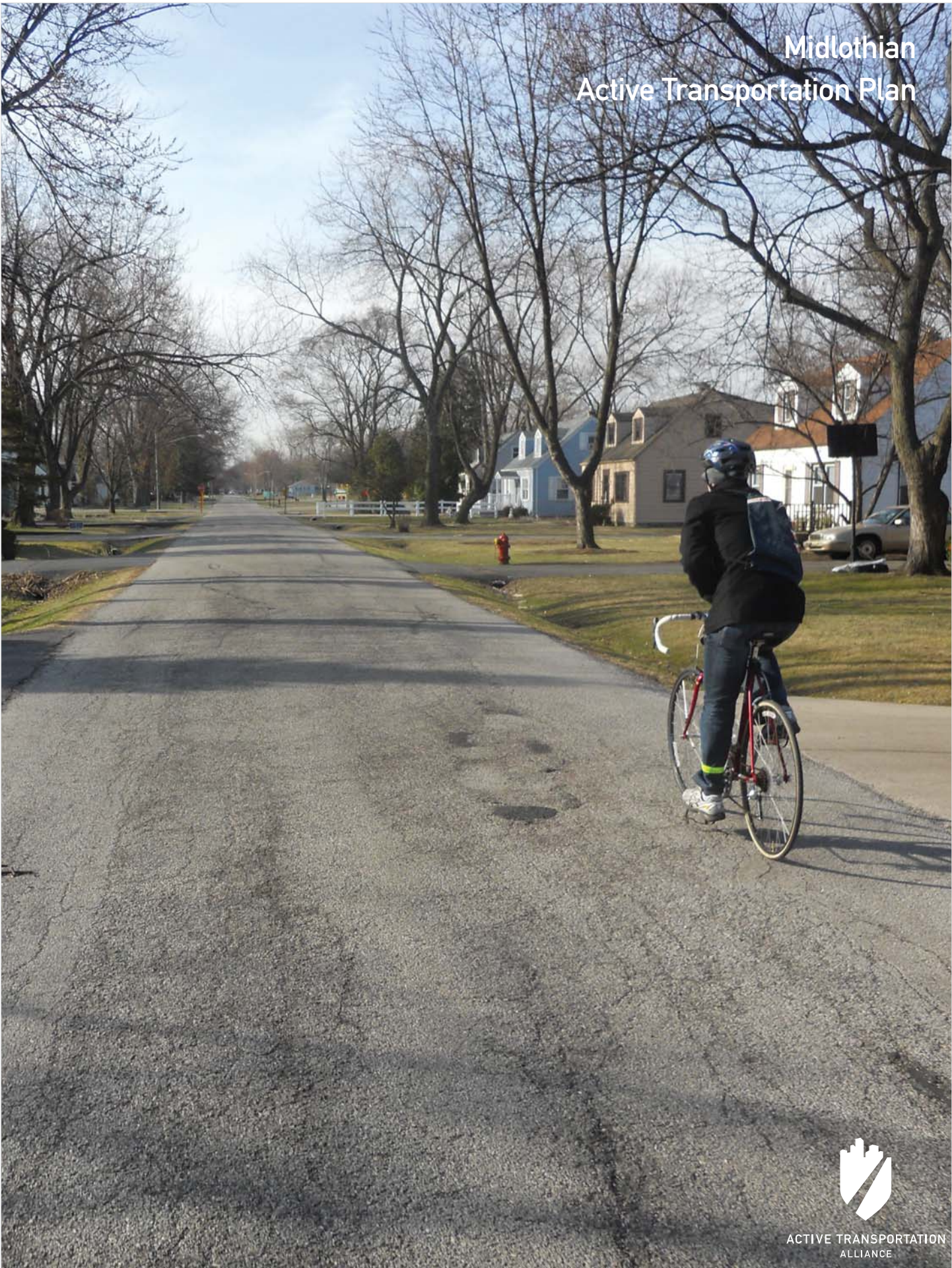


Midlothian Active Transportation Plan



Welcome
to
Midlothian



Midlothian Active Transportation Plan

Presented by Active Transportation Alliance, June 2011



ACTIVE TRANSPORTATION
ALLIANCE

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Executive Summary

Executive Summary

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

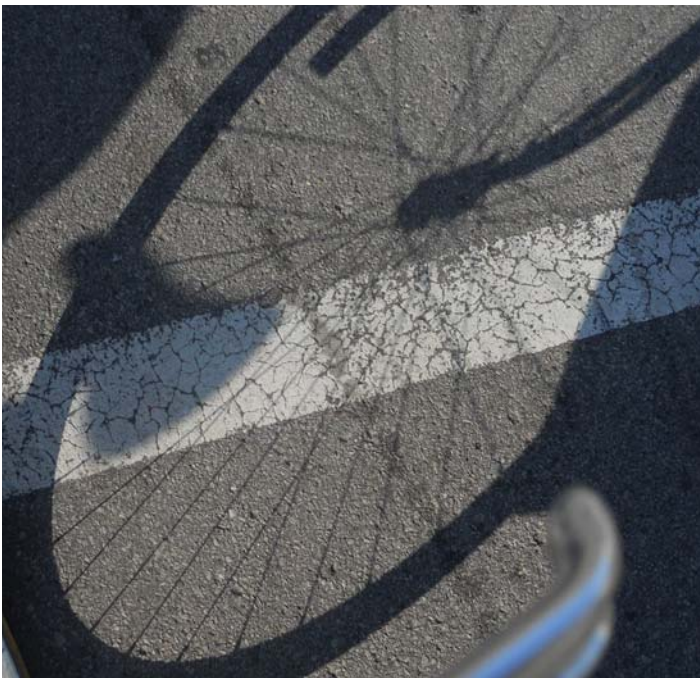
Active Transportation Network

The active transportation network recommended in this plan provides door-to-door safe access to the key places in Midlothian. This plan focuses on connecting people to places. The important places in the Midlothian active transportation network are grouped by the following characteristics:

- Landmarks, Parks and Schools – the network will connect the important local destinations by foot and by bike.
- Districts – the network is designed to guide travel to the central hubs in existing neighborhoods and commercial areas.
- Corridors – the network addresses primary transportation corridors and presents a vision for future coordination with the Illinois Department of Transportation (IDOT), Cook County, and Pace, and Metra.

The plan includes recommendations with illustrative maps for the important elements of the active transportation network, included are maps for the full network, places, 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, also where to place network amenities like benches and signage.
- Pedestrian network – recommendations for where to focus improvements to the pedestrian network, including sidewalk improvements, new sidewalks/network gaps, and priority corridors for pedestrian amenities.
- Bicycle network – recommendations for where to focus improvements for the bicycle network, including which corridors should be prioritized for the 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 and recommendations for opportunities to examine for future study.



Looking forward toward an active network for the Village of Midlothian.

Executive Summary

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 the accommodation of all road users in all future roadway projects whenever appropriate.
- Adopt a Safe Park Zones ordinance that establishes higher penalties for traffic violations on specific streets adjacent to parks.
- Update Zoning Codes to coalign with the goals of the active transportation plan.
- Update the bicycle parking ordinance to include mandatory minimum parking for bicycles.
- Update the Village traffic code
- Adopt an ordinance that prohibits parking and driving motor vehicles in on-street bike lanes, adopt in phase with the installation of bike lanes.
- Municipal staff use of active transportation.
- Improve crosswalk safety.
- Establish a traffic calming policy that creates a mechanism for public involvement regarding traffic calming measures on local streets.
- Continue collaborations with Districts 142 and 143 to promote Safe Routes to School

Programming

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

Education Programs

Hold a community media campaign around educating residents about bicycle and pedestrian issues. Topics include, but are not limited to the following issues:

- Must stop for pedestrians law
- Ban of cell phone use while driving
- School zone speeding
- Where to bike and how to bike safely
- Sharing the road with bicycles
- Non-formal safety education

Executive Summary

Encouragement Programs

- On-line Social Media Strategies to promote walking, biking, and transit
- Print and distribute community bike and pedestrian maps with recommended routes and safety information, include in Welcome Packets to new residents.
- Increase use of public transit by distributing service information.
- Produce maps for youth and schools of preferred walking and biking routes.
- Integrate walking and biking into existing community events by encouraging people to walk or bike there. Provide bike parking and incentives for using active transportation.
- Bike and dine - Spotlight local restaurants by holding a progressive dinner where diners travel on bike to each restaurant.
- Incentivize walking and biking by offering discounts at local stores and community events to people who walked or biked there.
- Bike to work week - Participate in National Bike to Work Week where individuals and companies encourage and reward biking to work.
- Car free days - Participate in World Car Free Day where residents and people who work in the community travel without their cars.
- Open Streets - close an arterial street to cars for a few hours and allow people to walk, run, bike, or scooter on a street that is usually inaccessible to them unless they are in a car.
- Use police officers to encourage good bicycling behaviors and reward those behaviors.
- Hold community events centered around using walking and biking for transportation.
- Walk and Bike Friendly Community recognition

Enforcement Programs

- Training of police and municipal staff.
- 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.

Bremen High School Recommendations

The plan includes a set of policy and programming recommendations specifically designed for Bremen High School.

- Bremen High School Bike Ambassadors: Recruit young adults and teens to give bicycle education and maintenance classes to the community at summer camps, schools, and community events.
- Teen Bicycle and Pedestrian Education.
- Bremen High Running and Biking maps.
- Incorporate walking, biking, and transit education into existing student organizations.

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. To serve this process, the plan includes a comprehensive timeline with phasing suggestions for recommendations (near-term, mid-term, and long-term). The appendix includes resources for funding the plan's recommendations. Model policies and data used in developing this plan are also included.

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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 Midlothian prides itself on a high quality of life, grounded in safe neighborhoods, excellent schools, independently owned businesses, quiet residential streets, and service-oriented government led by community involvement. Midlothian’s peaceful neighborhoods are lined with mature trees, a winding creek, and even a few hills. The Village is anchored by a beautiful park system including Midlothian Meadows and several pocket parks like Bremen Heights Park and Memorial Park. Situated along the Rock Island Metra Line, and nestled in a necklace of Forest Preserves, Midlothian Meadows, St. Mihiel Reservation, and Bachelor Grove Woods. The Village is within a few street and trail connections of incorporating LaHood’s livability standard.

This plan will help guide The Village of Midlothian 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 future Calumet-Sag Trail, the Pulaski and 147th Street merchants, or Bremen High School. Indeed, closing one gap helps to cross the other.

The vision for Midlothian:

The Village of Midlothian 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 Midlothian Meadows, the Calumet-Sag Trail, and conveniently access the Midlothian Metra Station and Pace transit service along 147th, Cicero, and Kedzie. The Village will utilize connections along the forest preserve trails and roadways to foster travel between neighboring communities like Oak Forest, Orland Park, 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 away from Work. Bicycling and walking activities can bring neighborhoods and families together for fun and health. Achieving the vision for Midlothian will require a concerted effort to educate community members on walking and biking safety. It will also require infrastructure improvements like bikeways, sidewalks, crosswalks, or even bike parking, to allow the community to access any location by foot or bike and connect people to places.



Entrance to the Midlothian Meadows trail system at Pulaski and 150th Street

1.2 Goals of the Plan

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

The following goals guided the development of this plan:

- **Green Connections:** Provide a comprehensive network that connects residents to parks, open space and regional trails.
- **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.
- **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 the schools, the parks, the Village, and the private sector to make it safer and easier for residents to enjoy the active transportation network.



Residents gather at a community open house event to participate in developing the plan's core recommendations.

1.3 Planning Process

A steering committee of stakeholders appointed by the Village 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. A full list of the steering committee members is provided in chapter 4. Students and faculty from Bremen High School participated in the steering committee and weighed in on the needs of Midlothian's youth; their continued partnership will be a necessary component in implementing the plan.

Midlothian residents, invited to a public workshop on April 16th, 2011 at Don Preston Recreation Center, 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. Additional information was gathered via an online survey about Midlothian's active transportation priorities and the community's concerns and preferences.



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

1.4 Timeframe

The recommendations 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 are corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signaled 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 Appendices for funding and programmatic resources.)

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2

2.1 Network Context



Karlov Avenue is just one of the many bikeable streets in Midlothian.

2.1.1 The Network Defined

The Midlothian active transportation network is designed to make biking and walking trips from residents' homes to neighborhoods, trails, important places, destinations, and transit stops so safe, convenient, and enjoyable that half of all local trips will be made without a car by 2025. With older adults choosing to age in place, with youth seeking independence, and with the ever-increasing cost of motorized travel, a complete active transportation network is designed to accommodate the many residents of Midlothian.

While the consultants performed the necessary fieldwork, data gathering, and analysis, it was community stakeholders and Village staff that guided the work. Additionally, the foundation for the network and the plan recommendations was laid by true Midlothian biking and walking experts: the residents themselves. These recommendations provide a beginning framework for Midlothian to make active transportation a viable choice for many daily trips.

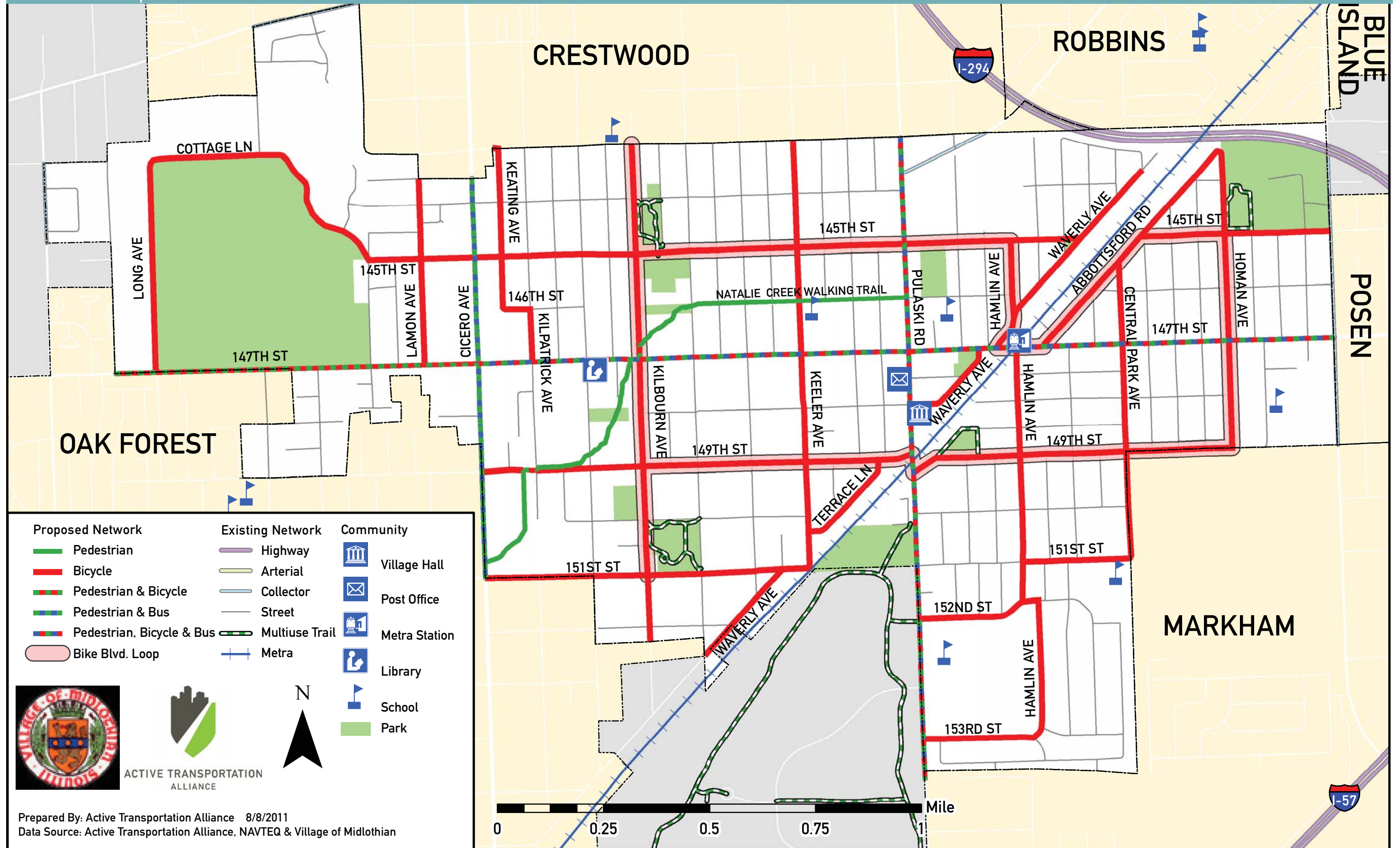
Midlothian will implement many of these recommendations at the local level. Some, however, will require coordination with the Cook County Highway Department (CCHD) and the Illinois Department of Transportation (IDOT), as well as with neighboring municipalities. For these projects, the plan communicates 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 Network Context

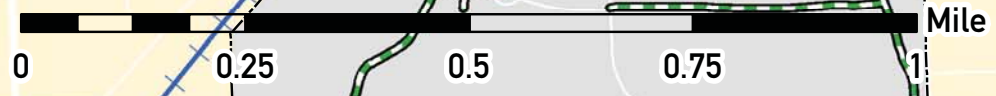
2.1.2 Full Network Map



Proposed Network	Existing Network	Community
Pedestrian	Highway	Village Hall
Bicycle	Arterial	Post Office
Pedestrian & Bicycle	Collector	Metra Station
Pedestrian & Bus	Street	Library
Pedestrian, Bicycle & Bus	Multiuse Trail	School
Bike Blvd. Loop	Metra	Park



Prepared By: Active Transportation Alliance 8/8/2011
 Data Source: Active Transportation Alliance, NAVTEQ & Village of Midlothian



2.2 Place Connections

First-rate places to eat, learn, shop, and recreate anchor Midlothian'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 discussed in this section are the places residents and stakeholders said were most important to consider in the development of the active transportation network

2.2.1 Landmarks, Parks, and Schools

OBJECTIVE: Create a network that encourages active transportation between Midlothian's important landmarks, parks, and schools by the creation of dedicated active travel ways, improving crossing areas, and adding network amenities.

Midlothian has many beautiful and accessible landmarks, parks and schools. This plan was designed to make key connections to landmarks, including: Village Hall, the Library, and the Metra Station; area parks, including: Midlothian Meadows, Memorial Park, Rayday Lodge, Kostner, Splish Splash, Bremen Heights, and Don J. Preston Recreation Center; and local schools, including: St. Christopher, Springfield Elementary, Spaulding, Central Park Elementary, and Bremen High.

Landmarks considered in active transportation network development:

- L1. Village Hall
- L2. Post Office
- L3. Library
- L4. Metra Station
- S5. Bremen High School

Parks considered in active transportation network development:

- P1. Midlothian County Club
- P2. Village Green/Central Park
- P3. Memorial Park
- P4. Midlothian Meadows
- P5. Kostner Park
- P6. Don J. Preston Recreation Center
- P7. Baseball Park
- P8. Roesner Park
- P9. Splish Splash Pool
- P10. Scout Park
- P11. Waverly Park
- P12. Bremen Heights Park
- P13. Raday Lodge

Schools considered in active transportation network development:

- S1. St. Christopher School
- S2. Springfield Elementary School
- S3. Spaulding School
- S4. Central Park Elementary School
- S5. Bremen High School

2.2 Place Connections (Continued)

BEST PRACTICES FOR LANDMARKS, PARKS, AND SCHOOLS:

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

Crossings: Stripe crosswalks at all entrances to transit stations, parks, and schools, for safer pedestrian access. Every transit station is a place where pedestrians will cross the street.

Bike Parking: Make bike parking available at each school, park, recreational facility and ball field. Racks should be scattered throughout each school and park, with a few at recreational facilities like ball fields, playgrounds, as well as at building entrances. Bike parking at key landmarks is equally important to improve cycling options in Midlothian.

Intersections: Use “must stop for pedestrian” signage at intersections with stop signs to slow traffic and increase visibility for pedestrians. In areas with highly utilized on-street vehicle parking, consider constructing bump-outs at crossing areas to expand the pedestrian space, shorten the crossing distance, and slow vehicle traffic.

2.2.2 Districts

OBJECTIVE: Create a network that provides convenient and direct linkages between core districts.

The active transportation network focuses around connections in and between existing residential and commercial districts. In Midlothian, the residential districts are shaped by the arterial network and center on parks and schools. The commercial districts are located at the crossroads of the arterial network. The plan was designed to facilitate active connections between the Village Center, the Cicero/147th commercial area, the Bremen Hills Park residential area, Kostner Park residential area, Memorial Park residential area, and the Bremen High School residential area.

D1. Village Center District: The Village Center district is the downtown area of Midlothian. At the center of the district is the Midlothian Metra Station and the Village Green Park. Both areas connect along 147th Street, where there are many walkable local businesses. The Village has collected donations to construct a 24' gazebo at Village Green, which is located at 147th and Prairie Avenue, right near the Metra Station. Prairie Avenue is only one block long, and links to Waverly Ave on the north and south. The Village Green is planned to include benches, decorative lighting, a walking path, and decorative landscaping. The Village intends to host summer concerts, have holiday events in the gazebo, like the Easter Bunny and Santa Claus, as well as use the area as the starting point for downtown redevelopment. The Village should also install bike racks as part of this development to encourage residents and families to walk and bike to this area on a regular basis. The Village Center district was studied in a 2000 plan called the Village Center Enhancement Plan; this plan is scheduled to be updated in 2012, as part of a Transit Oriented Development (TOD) study being undertaken in partnership with Chicago Metropolitan Agency for Planning (CMAP). The following active transportation network recommendations should be incorporated into the upcoming study.



Metra Station at the Midlothian Village Center

2.2 Connections (Continued)

D2. Cicero/147th Commercial District: The Cicero and 147th commercial district is an important hub of activity in Midlothian. The Pace route 383 bus makes important regional connections to Midway Airport and many nearby communities, while the 147th bus route provides inter-jurisdictional circulation. Additionally, this district was recently studied in the 2011, Village of Midlothian Cicero Avenue Corridor Plan. The Cicero Avenue Corridor Plan acknowledges the importance of this district for pedestrian connectivity and recommends incorporating walkable design into redevelopment of the commercial parcel on the northwest corner of Cicero and 147th.

One of the strengths of the Cicero Avenue Corridor Plan is that it makes recommendations for a look and feel of urban design features for gateway elements, banners, street signs, and lighting fixtures that can be utilized throughout the Village. These kinds of features should be prioritized at gateway intersections and near hub intersections (see section 2.3 Active Intersections). A potential weakness of the plan is that it does not look at bicycle connectivity on 147th, or propose significant pedestrian crossing improvements at Cicero. The active transportation network recommendations outlined in Chapter 2 should be considered along with the 2011 Cicero Avenue Corridor Plan during redevelopment activities.



The Cicero/147th commercial node

2.2 Place Connections (Continued)

D3-D6 Residential Districts: Midlothian offers many highly livable residential areas that are pristine, peaceful, and yet highly accessible to modern conveniences. The residential areas feature tree-lined streets, sidewalks, and bikeable distances to neighbors and shopping. The residential districts have boundaries defined by the arterial roads - 147th, Pulaski, and Cicero; but each district also centers on a great community park. The park serve as hubs of neighborhood activity. Providing for crossings in and between these districts is a primary function of the proposed active transportation network. The residential districts below are named for their central park/school.

- D3. Bremen Heights Park Residential District
- D4. Kostner Park Residential District
- D5. Memorial Park Residential District
- D6. Bremen High School Residential District



Photo of
Bremen
Heights Park



Photo of
Kostner Park



Photo of
Memorial
Park



Photo of
Bremen High

2.2 Place Connections (Continued)

OBJECTIVE: Create a network that addresses the key barriers to active transportation in Midlothian by presenting a vision for Complete Streets and a complete active transportation network.

The active transportation network recommends including significant arterial connections. These corridors are where the most difficult crossings currently exist for the bicycle and pedestrian modes. Further, these corridors make the most direct connections to and between Midlothian's businesses and residential areas. As IDOT and Cook County work to implement Complete Streets policies, local leadership on design preferences for the arterial connections will be a vital step in project coordination. The corridors that this plan recommends prioritizing for active transportation are Pulaski, 147th, and Cicero. Additional active connections proposed are a Bike Boulevard system, and an expanded Midlothian Creek Walking Trail. The plan includes recommendations for other streets as well, but these corridors should be considered a high priority for placemaking, connectivity, and people.

C1. 147th Corridor: The 147th corridor is recommended as the primary east-west bicycle and pedestrian connection in the Village. This plan recommends filling sidewalk gaps and improving the walkability of the corridor by adding a bikeway to buffer the sidewalk from vehicular traffic. A bike lane could be created by either reducing the vehicle lanes from 12 feet to 10 feet or by a road diet lane reconfiguration.

The Village should work with IDOT to conduct a traffic study on 147th to assess if it is feasible to reduce the travel lanes from two lanes in each direction to one lane in each direction with a center turning lane. This approach is often called a "road diet." Recent traffic counts along the corridor indicate that there is potential for a 4-3 lane conversion. If a road diet is not feasible, the Village should work with IDOT to gain approval for a narrowing of the vehicle lanes to 10 feet. There are ten important crossings along 147th. These crossings should be improved in conjunction with a roadway project on 147th, if not improved incrementally.

C2. Pulaski Corridor: The Pulaski corridor is an important north-south corridor in the Village. It makes the primary connection between Bremen High School/Midlothian Meadows and Village Center. As with 147th, filling sidewalk gaps and adding a bikeway to buffer the sidewalk from vehicular traffic will improve active transportation options in the Village. A bike lane could be achieved on Pulaski by narrowing vehicle lanes to 10 feet. The Village should work with Cook County to coordinate restriping for bike lanes. There are eight important crossings along Pulaski. These crossings should be improved in conjunction with a roadway project on Pulaski, if not improved incrementally.



Photo of the 147th Street Corridor



Photo of the Pulaski Corridor

2.2 Place Connections (Continued)

C3. Cicero Corridor: The Cicero corridor is recommended as a priority pedestrian arterial. The priority for the Cicero Corridor is improving walkability by addressing the substantial sidewalk gaps. Additionally, there are four important crossings along Cicero. These crossings should be improved in conjunction with a roadway project on Cicero, if not improved incrementally.



Photo of Cicero Corridor

C4. Midlothian Bike Boulevard Loop: An exciting new recommendation to arise out of the public engagement process is a proposal for a new bike boulevard loop in Midlothian to link all of the important places. The proposed loop co-aligns with 147th in the Village Center right at the Metra Station, connecting to the Village green, and then diverts to more scenic residential neighborhood streets that utilize the best existing crossing signals and directly connect the Village's park system. Bike boulevards should incorporate traffic calming features like speed-humps, signs, and planting. Bike boulevards also are great walking streets.



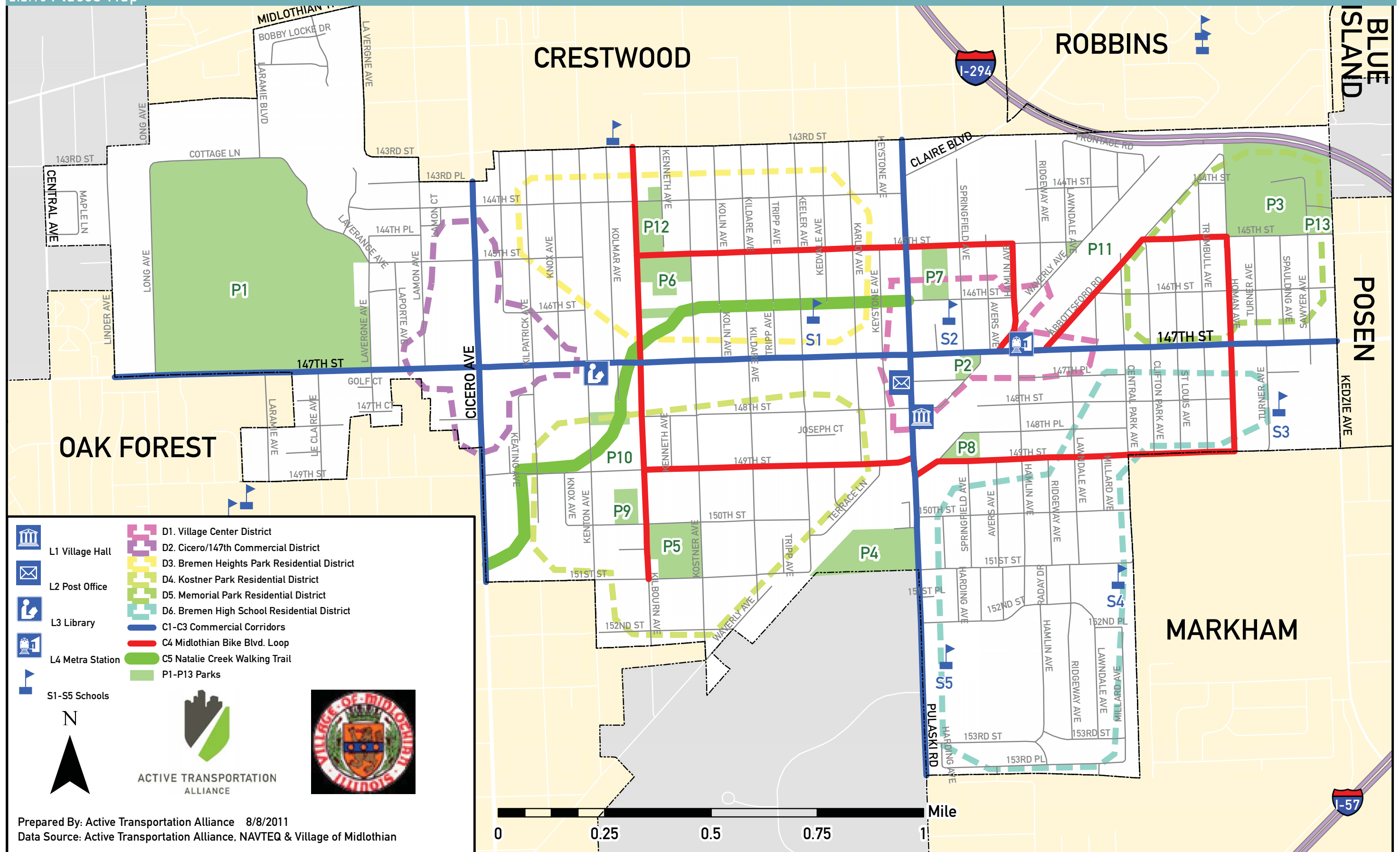
Photo of the proposed shared use path portion of 145th, which would connect to the Midlothian Bike Boulevard Loop.

C5. Natalie Creek Walking Trail: Midlothian currently has a walking trail located along Natalie Creek between Pulaski and 147th/Kilbourn. Some of the existing trail has sidewalks in disrepair; which could be easily fixed. Additional low-cost improvements like adding benches or trash bins should also be considered. The Village should consider adding pedestrian scale lighting and replacing the concrete with a bike-friendly asphalt surface. The Village Pathway Plan, completed in 2000, recommended extending the Natalie Creek Walking Trail from its current termini at 147th/Kilbourn to Cicero. This is an ambitious goal, as it would likely require right-of-way acquisition to complete this segment of the trail; however, it would be a great asset to the community. The Village should pursue Transportation Enhancement funds or Illinois Department of Natural Resources (IDNR) Recreational Trails Funding to complete this project. If funding is secured to expand the trail, updates to the existing section should be considered along with the development of the new segments.



Photo of the existing Natalie Creek Walking Trail

2.2.10 Places Map



Prepared By: Active Transportation Alliance 8/8/2011
 Data Source: Active Transportation Alliance, NAVTEQ & Village of Midlothian

2.3 Active Intersections

2.3.1 Crossing Improvements

OBJECTIVE: Upgrade the active transportation network with best practices traffic control devices, such as countdown timers, ladder-style crosswalks, and bi-directional curb cuts. Where feasible, pedestrian refuges, 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. Improving crossings is a cost-effective strategy to encourage walking, biking, and transit use. They also save lives. These simple improvements are recommended at all of the network's major intersections.

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

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

Crossing Improvements: 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 the 2009 Manual on Uniform Traffic Control Devices (MUTCD), and install where missing. These crosswalk styles are significantly more visible to drivers than the traditional parallel line crosswalks.

Install Crossing Improvements: Install countdown pedestrian signals

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

Crossing Improvements: Install pedestrian signs

“Must stop for pedestrians” signs should be installed at all unsignalized intersections with crosswalks. These signs remind drivers that in Illinois, by law, vehicles and bicyclists are required to stop for pedestrians in all crosswalks.



Here is a “ladder-style” crosswalk and sign to indicate a bicycle trail crossing.



Countdown timers convey the actual time someone has to safely make it through the intersection.



Example of “Must Stop for Pedestrian” sign.

2.3 Active Intersections (Continued)

Crossing Improvements: Install ADA Curb-Cuts

All new intersection crossings should be equipped with bi-directional curb cuts and truncated domes to insure the intersection complies with Americans with Disabilities Act (ADA) standards. These amenities direct people with visual impairments through an intersection at a crosswalk.

Crossing Improvements: Retrofit Medians

Existing medians along Pulaski and Cicero can be retrofitted to include pedestrian islands or refuges at crossing areas identified on the map. A refuge decreases the crossing distance by allowing bicyclists and pedestrians to travel across only one lane of traffic at a time.

Raising the median at areas not identified as crossings also could prevent pedestrians from crossing the street unsafely. This could further establish the preferential crossings at the intersections identified on the Active Intersection map. Raised medians can range from concrete barriers to planters with trees and shrubbery. Pedestrians will instead be able to safely cross the street at a marked crosswalk.



A pedestrian refuge in a median allows for pedestrians to cross one travel direction at a time.

Crossing Improvements: Install HAWK Beacon

Install high-intensity activated crosswalk (HAWK) pedestrian beacons at key mid-block crossings. The HAWK beacon remains dark for traffic until a pedestrian activates the signal. When the beacon is activated, it will give a flashing yellow light followed by a solid yellow light and then a solid red light. The pedestrian can then proceed. When the red light starts flashing, vehicles can then proceed as long as the pedestrian has cleared the crosswalk. Studies have shown a better compliance rate by motorists with HAWK beacons compared to other types of pedestrian crossing devices. Crossings with HAWK beacon could also be coupled with pedestrian refuges.

Crossing Improvements: Install curb extensions

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



This is pedestrian flare-out style median. Diverting the vehicular traffic around the center median adds to the traffic calming effects

2.3 Active Intersections (Continued)

2.3.2 Network Connection Points

OBJECTIVE: Define key intersections as gateways to Midlothian or as central hubs of activity to help users connect between modes of transportation (such as from bicycling to transit), and 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 identity features, such as public art installations and banners.

Gateways treatments include:

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



This is a gateway feature placed at the entrance to a multi-use trail.

2.3 Active Intersections (Continued)

Hubs:

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 intersections for the placement of network amenities, such as transit shelters, bike parking, benches, and human-scale lighting.

Hub treatments include:

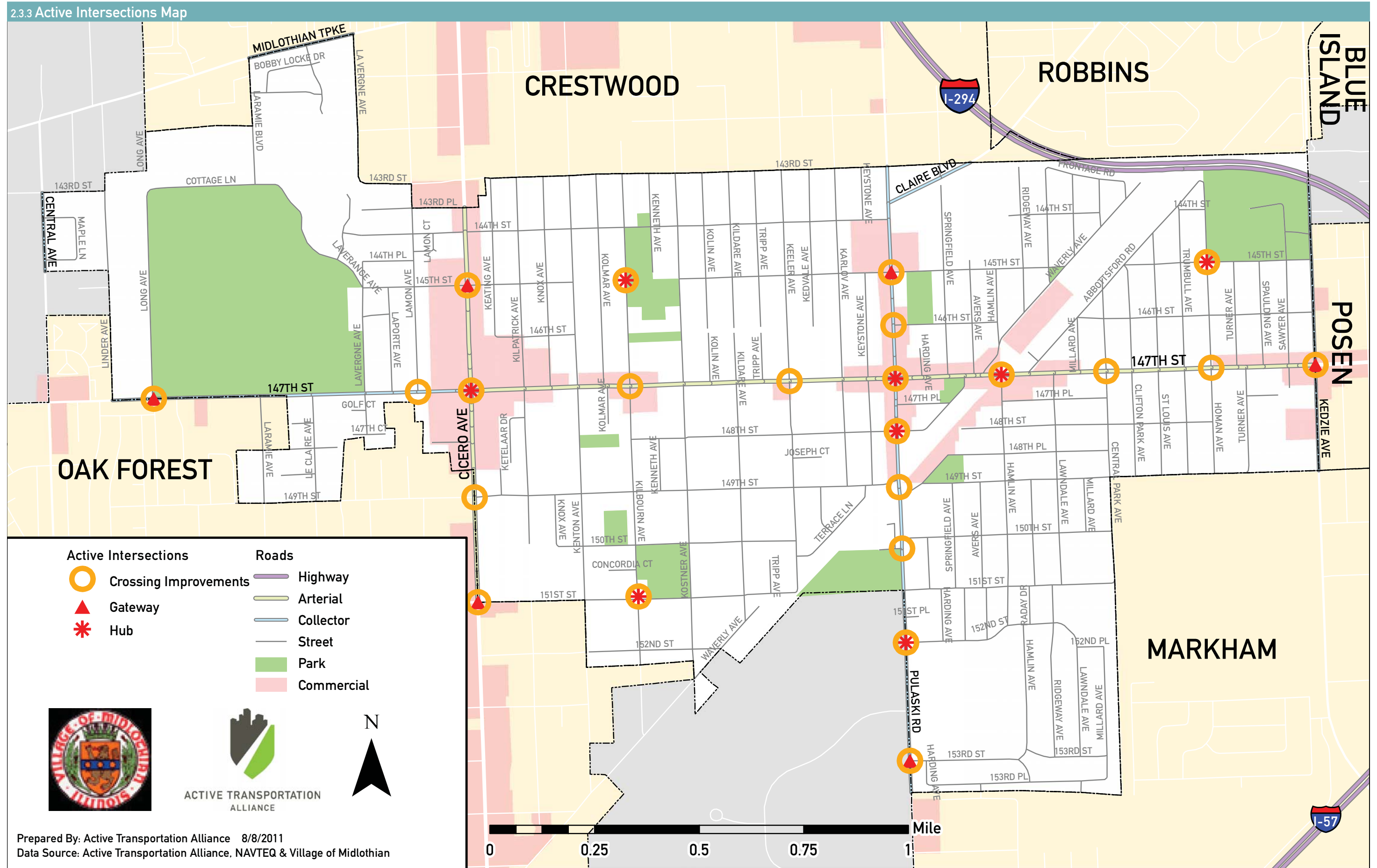
- Ornamental lighting with banners
- Pedestrian signalized intersections
- Special paving at crosswalks
- Accommodation of cafes and/or sidewalk activities
- Street trees
- Decorative paving
- Seasonal planting
- Planters
- Architectural amenities (awnings, pedestrian oriented signage, articulated facades,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



Here are some good features to include at a hub intersection: covered bike parking and curb extensions.

2.3 Active Intersections

2.3.3 Active Intersections Map



Prepared By: Active Transportation Alliance 8/8/2011
 Data Source: Active Transportation Alliance, NAVTEQ & Village of Midlothian

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 illustrate the location and type of pedestrian improvements that should be made.

Pedestrian Network: Residential Street Sidewalk Improvement Areas

OBJECTIVE: Improve sidewalk connectivity, and everyone's awareness of the streets' connectivity to the larger network.

DESCRIPTION: Midlothian has many low-traffic, low-speed residential streets where people feel comfortable walking and biking. These streets don't require changes, but could be enhanced by working with residents to install and/or replace sidewalks, and install wayfinding signs directing people to important destinations in the community.

Timeframe: Near-term

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

Timeframe: Mid-term

Residential Sidewalks: Work with residents to install and maintain sidewalks in front of their homes.



A typical Midlothian residential street such as this one is a great example of walkability. People can safely walk and bike here.

Pedestrian Network: Complete Sidewalk Connections

OBJECTIVE: Complete the sidewalk network on collectors and arterials. Prioritize major streets where the sidewalk network currently has gaps.

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 buffer of 5 feet or more is also recommended, to separate pedestrians from the roadway of 5 feet or more is also recommended.

Timeframe: Mid-term to long-term

Sidewalk/Roadway Transition Space: Address sidewalks that need improvement by providing an adequate transition area between the sidewalk and the vehicle lane. Target areas have been identified along Pulaski and along 147th. Both corridors are recommended for the installation of a bike lane, which would provide the necessary transition.

Timeframe: Mid-term to long-term

Arterial Sidewalk Gaps: Work with IDOT and CCHD to install sidewalk in the gaps that exist along Cicero, 147th, and Pulaski.



This section of Cicero Avenue is an example of an arterial that is lacking complete sidewalk connectivity.

2.4 Pedestrian Improvements (Continued)

Pedestrian Network: Shared Use Paths

OBJECTIVE: Construct shared use paths to complete gaps in the active transportation network and provide connections to regional trails.

DESCRIPTION: See trail description in the Bicycle Improvements section in section 2.5.

Timeframe: Near-term

Existing Creek Trail: Improve the existing section of the Natalie Creek Walking Trail by fixing and replace broken or missing sections of concrete walkway. Evaluate feasibility of replacing sidewalk with asphalt.

Timeframe: Mid-term

Proposed Creek Trail Expansion: Complete the Midlothian Creek Walking Trail by installing a shared-use path along Midlothian Creek between Cicero and Kilbourne

Timeframe: Mid-term

145th New Path Link: Install a shared use path on 145th Street to bridge a connection through Bremen Heights Park to Kenton Ave.



Pedestrian amenities provide a pleasant walking environment in Oak Park, Illinois.

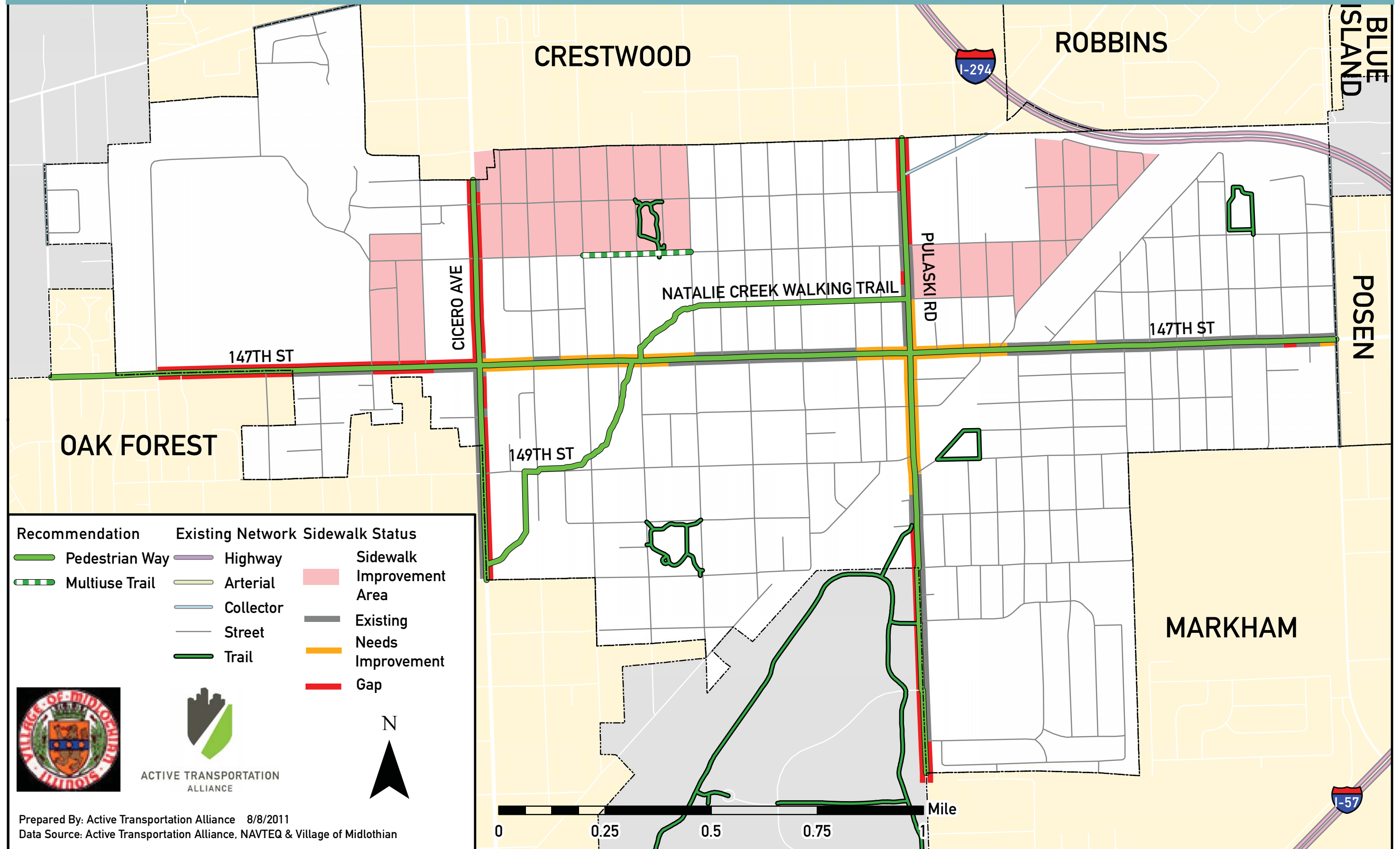
2.4.2 Pedestrian Amenities

Pedestrian Amenities: Install Pedestrian Furnishings and Features

OBJECTIVE: Install amenities to make walking a more inviting, more attractive option in Midlothian.

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

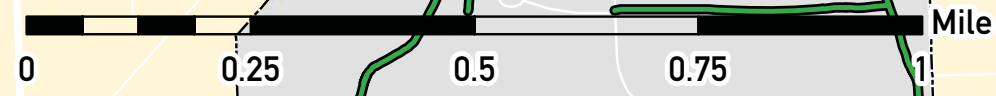
2.4.3 Pedestrian Network Map



Recommendation	Existing Network	Sidewalk Status
Pedestrian Way	Highway	Sidewalk Improvement Area
Multiuse Trail	Arterial	Existing
	Collector	Needs Improvement
	Street	Gap
	Trail	



Prepared By: Active Transportation Alliance 8/8/2011
 Data Source: Active Transportation Alliance, NAVTEQ & Village of Midlothian



2.5 Bicycle Improvements

2.5.1 Bicycle Ways

The bicycle network in Midlothian 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 Midlothian.

Bike Network: Designate Bike Routes

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

DESCRIPTION: Many Midlothian 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.

Timeframe: Near-term

Bike Route Signs: Install bike route signage on designated Midlothian bike routes.

Bike Network: Install Shared Lane Markings

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

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

Timeframe: Mid-term

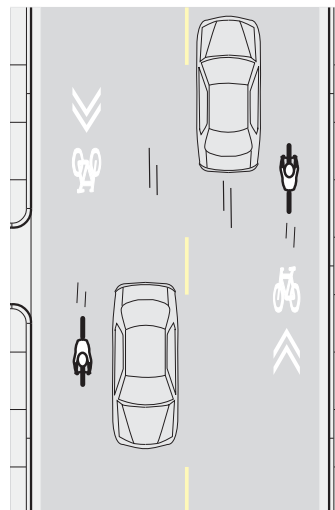
Waverly Marked Shared Lanes: Install shared lane markings on Waverly.

Timeframe: Long-term

147th Marked Shared Lanes: Install shared lane markings on the recommended parts of 147th (see map).



Bike route destination signage helps guide cyclists to popular destinations.



This 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.



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

2.5 Bicycle Improvements (Continued)

Bike Network: Stripe Bicycle Lanes

OBJECTIVE: On collector and arterial streets with sufficient width and speeds less than 40 mph, establish 5' travel lanes exclusive for bicyclists' use. Motorized vehicle travel lanes may be narrowed to 10' to allow bike lanes.

DESCRIPTION: Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. On high-traffic streets with sufficient width, establish 5' travel lanes (measured from the curb face) exclusive for bicyclists' use. Establish a policy of regular, prioritized street sweeping along bike lane routes. 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. While the easiest method to implement bike lanes in Midlothian is to narrow the existing vehicle lanes to 10', there are portions of 147th where the Village could consider a road diet.

Road diets are 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 that can decrease congestion caused by left turning vehicles and make 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.

Timeframe: Mid-term

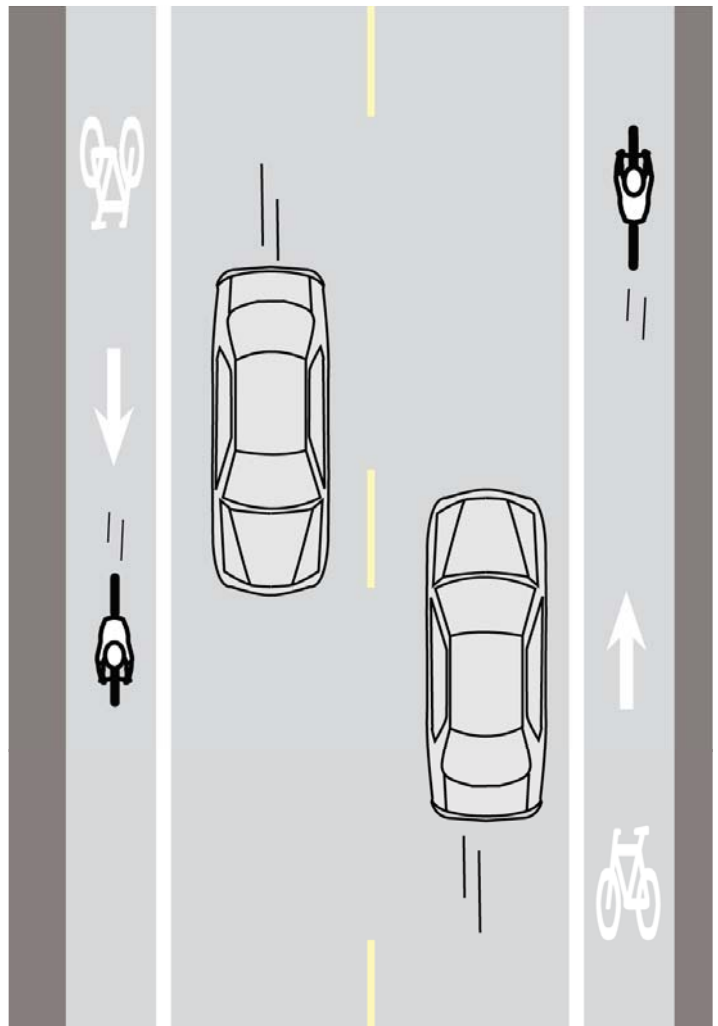
Pulaski Bike Lanes: Install bike lanes on Pulaski.

Timeframe: Long-term

147th Bike Lanes: Install bike lanes on parts of 147th.



This is an example of a bike lane that maintains a parking lane



This 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)

Bike Network: Create Bike Boulevards

OBJECTIVE: Create Bike boulevards on corridors that could play a prominent role in the active transportation network and don't require separated facilities based on current traffic conditions.

DESCRIPTION: Bike boulevards are streets that are low-volume and low-speed but feature outstanding connectivity to the network and important destinations that, with design changes that prioritize bicycle traffic above the movement of automobiles, allow them to become primary and preferred bicycle routes. A bike boulevard can be created simply and inexpensively, using asphalt, paint, planters, and bikeway signs to narrow the roadway, create bump-outs and chicanes, and employ other strategies that slow automobile traffic and increase operating space for bicycles.

Timeframe: Near-term

Bike Boulevard Loop: Begin implementation of Midlothian Bike Boulevard Loop on the designated bike routes by placing signage and pavement markings.

Timeframe: Mid-term

Bike Boulevard Loop Crossings: Improve crossings of the Bike Boulevard Loop across Pulaski and 147th.

Timeframe: Long-term

Bike Boulevard Loop: Install bike lanes and bike boulevard signage on 147th at the Metra Station.



This is an example from Berkley, California of the "standard" bicycle boulevard marking that is being implemented around the Country.



Example of bike boulevard route identity signage from Carmel Indiana. Signage can be used to accentuate a bike boulevard. A good way of integrating bike boulevards into a broader network of trails routes and on-streets facilities.



Here's an example of the on-street thermo-plastic marking used in Carmel Indiana to denote the route. Markings like this can be an affordable way to denote a residential bike boulevard loop

2.5 Bicycle Improvements (Continued)

Bike Network: Shared Use Paths (Trails)

OBJECTIVE: Construct off-street trails to complete gaps in the active transportation network.

DESCRIPTION: When right of way is available, a shared use path or trail should be constructed to provide additional connectivity for the active transportation network. Local trails can provide important connections to regional trail systems, which are great opportunities for recreation, and longer distance active transportation. Trails should be coupled with parks and placed in areas with limited vehicle access and few street crossings.

Timeframe: Mid-term

145th New Path Link: Install a shared use path to bridge the gap on 145th Street between Kostner and Kenton Ave (same as pedestrian recommendation in section 2.4.1).



The Midlothian Meadows Trail is a shared use path that accesses the regional Forest Preserve trail network.

Bike Network: Paved Shoulders

Objective: Install a paved shoulder on low-traffic roads without curbs and gutters to allow room for cyclists.

DESCRIPTION: On roads with a rural character and low traffic volumes, a paved shoulder allows a motorist to safely pass a cyclist while remaining in the same lane. This can be a significant benefit and improvement for cyclists, especially more experienced riders.

Timeframe: Long-term

Paved Shoulders: Install paved shoulders on 147th west of Lamont Ave.



Parts of the Bremen Heights Park trails run parallel to adjacent streets function as shared use paths and add to the area's bikeability

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 Midlothian 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.

Bicycle Parking

OBJECTIVE: Throughout Midlothian, 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 closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100' away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

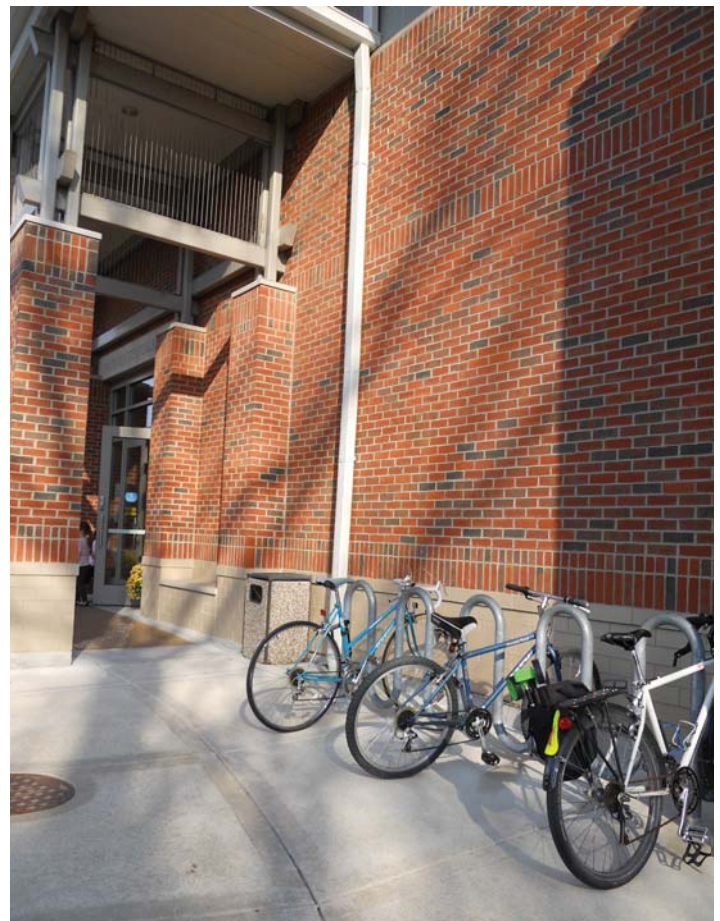
Bike parking installation should focus on the places identified in this plan, located close to the intersections identified as hubs on the Active Intersection Map (2.3.3). By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.

Timeframe: Near-term

Convenient Bike Parking: Install bike parking at crossings designated as hubs.



Wayfinding signs such as these show upcoming destinations and distance to destinations.



Example of a bike rack installed at a suburban library

2.5 Bicycle Improvements (Continued)

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.

Bike Friendly Drainage

OBJECTIVE: Install or rotate drainage grates for safer biking.

DESCRIPTION: Drainage grates should be installed so that they will be perpendicular to bike tires to prevent crashes.

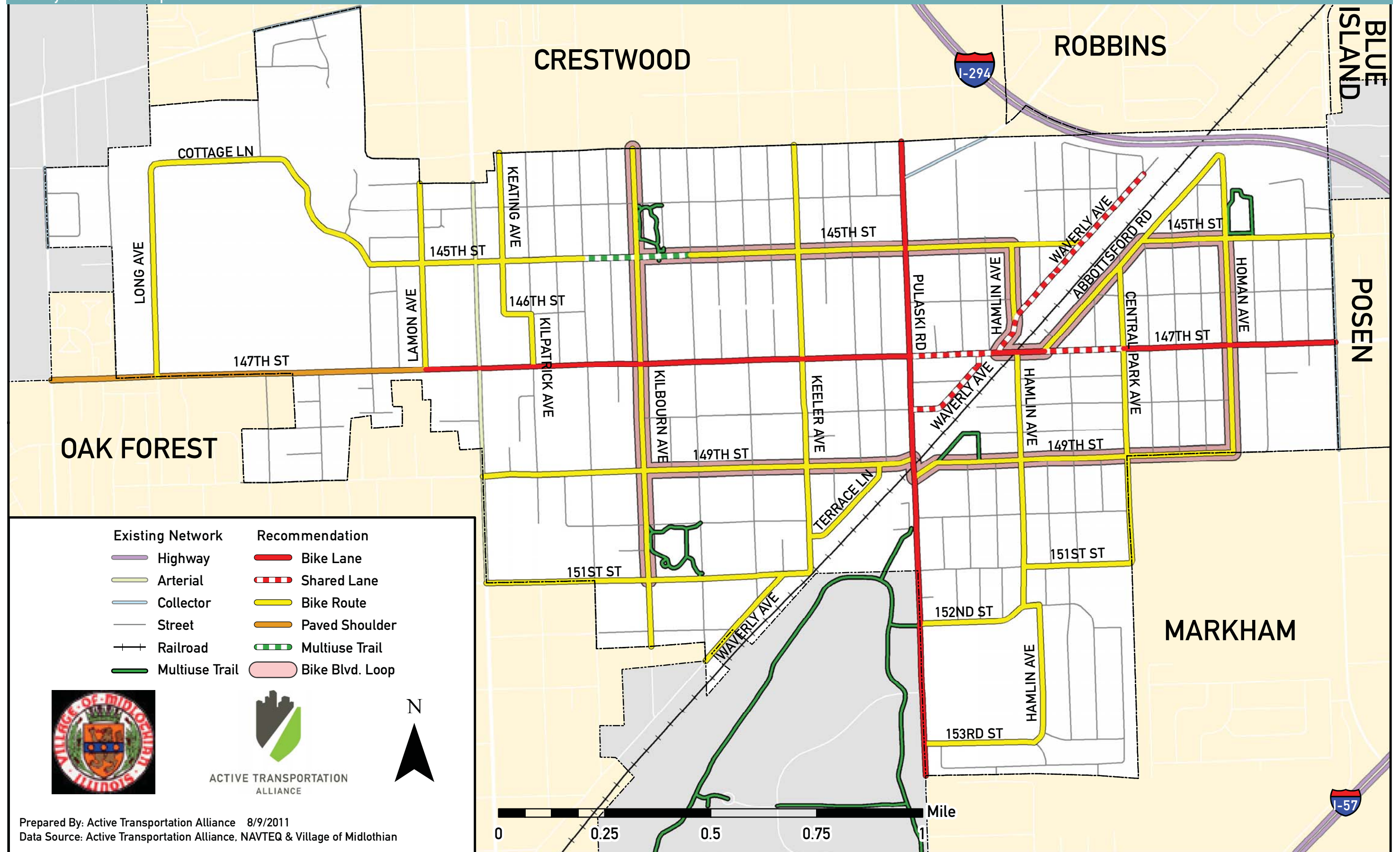


Bike detector markings can be placed at intersections to tell riders where to line up to trigger the signal detectors.



This example shows why drainage grates can be a cycling hazard; simply rotating grates along residential streets could add to bike safety in Midlothian and reduce the potential for crashes.

2.5.3 Bicycle Network Map



Prepared By: Active Transportation Alliance 8/9/2011
 Data Source: Active Transportation Alliance, NAVTEQ & Village of Midlothian



2.6 Transit Improvements

Connectivity to transit is a primary function of the Midlothian active transportation network. Transit service helps residents choose active transportation for many of their longer daily trips. People are generally willing to walk or bike up to 10 minutes to a dependable and direct transit access point, roughly a one-half mile walk or a two mile bike ride. Locating and planning for hubs (see description in Active Intersection section) in the local network can help coordinate the local system with regional transit service.

2.6.1 Routes and Stations—Buses and Trains

Midlothian is currently well served by the Pace and Metra transit systems. The Metra station is conveniently located in the Midlothian Village center and is easily walkable and bikeable from the adjacent residential district. Pace also runs three routes in Midlothian offering good connections to nearby villages and regional destinations.

Pace Routes 383-Cicero, 354 Harvey/Oak Forest Loop, and 359-Robbins/Kedzie

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 routes 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 route planning to increase frequency of service, and educating residents on the potential trips that can be made using the available service.

Timeframe: Near-term

Sidewalk at Bus Stops: Eliminate sidewalk gaps adjacent to bus stops to improve pedestrian access to buses.

Timeframe: Near-term

Information at Bus Stops: Improve access to bus route timetables and routes maps by posting them at all stops. Also, post instructions at shelters for how to put a bike on the bus.

Timeframe: Mid-term

Bus Stop Waiting Areas: Upgrade all bus stops to include a paved waiting area off the sidewalk and benches if space permits.

Timeframe: Mid-term

Bus Stop Shelters: Upgrade bus stops within ¼ mile of hub locations to include shelters.



Example of the bus-pull off area near the Midlothian Metra Station. This stop has a covered shelter and is in close proximity to additional seating areas

2.6 Transit Improvements (Continued)

Midlothian Metra Station

OBJECTIVE: Improve access to the Midlothian Metra Station.

Timeframe: Near-term

Multimodal Wayfinding Signage: Use wayfinding signs to guide cyclists from the station to Village Center and the residential neighborhoods. Signage can focus on access to the Midlothian Bike Boulevard loop.

2.6.2 Future Transit Connectivity

Pulaski Bus Service Connectivity

OBJECTIVE: Improve transit connectivity to key places along the Pulaski corridor, like Bremen High School, Midlothian Meadows, Village Hall, the Post Office, and the Pulaski commercial businesses.

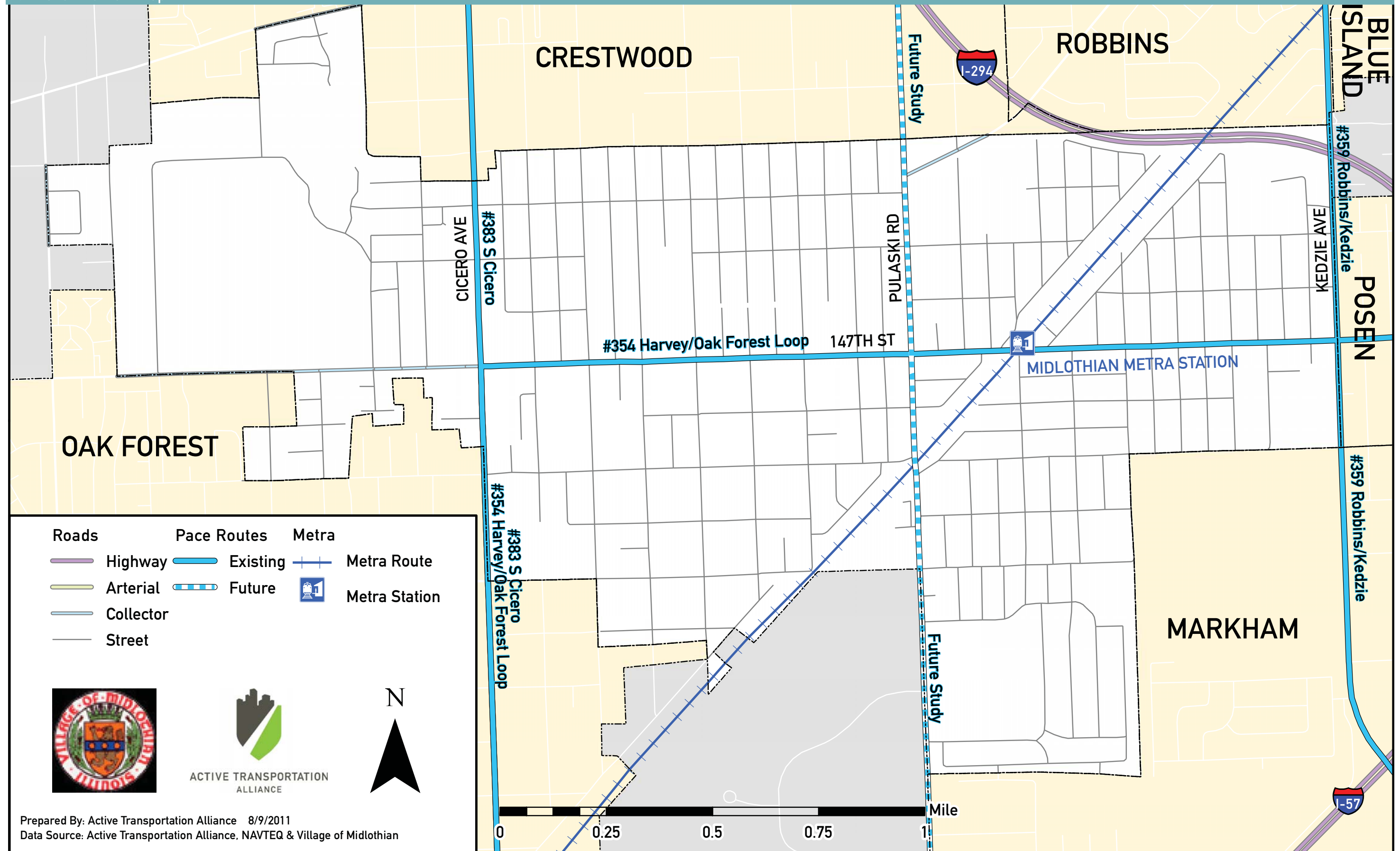
Timeframe: Long-term

Pulaski Transit Study: Evaluate the feasibility of expanding Pace bus service along the Pulaski Corridor through Midlothian and neighboring Communities. This study could be incorporated into future Pace route planning studies.



The Midlothian Metra Station has pedestrian amenities that can be replicated at other areas throughout the Village.

2.6.4 Transit Network Map



Prepared By: Active Transportation Alliance 8/9/2011
 Data Source: Active Transportation Alliance, NAVTEQ & Village of Midlothian

Policy and Programming

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3.1 Municipal Policy Recommendations

This section lays out policy recommendations that will help sustain Midlothian'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 Adopt a Complete Streets Policy

Timeframe: Near-term

The Village of Midlothian municipal code currently contains provisions benefitting active transportation users. These include strict speed limits on residential streets, requirement for building owners to clear snow from sidewalks, a ban on parking in road areas that block bus stops, and zoning that fosters active transportation. The recommendations that follow build upon the strong framework established by the Village of Midlothian.

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.

To ensure that these principles play a lasting role in the development of the local transportation network, Village of Midlothian should adopt a Complete Streets policy. Through this policy, the Village will commit to the accommodation of bicyclists, pedestrians, and transit users as well as motor vehicles in all new transportation construction and maintenance projects whenever appropriate. The Village will also pledge to work with other agencies with jurisdiction over local roadways to ensure a complete network.

Both the State of Illinois and Cook County have adopted Complete Streets policies. It is recommended that the Village of Midlothian develop its policy based on national best practices, and that the Village Board adopt the policy into the municipal code of ordinances. See Appendix E for a list of resources on Complete Streets policy development.

3.1.2 Safe Park Zones

Timeframe: Near-term

The Village of Midlothian prioritizes local parks as active living destinations for all community members, especially children. To improve access to parks, the Village plans to curtail traffic safety barriers by adopting Safe Park Zones. The Village already has set 20 mph speed limits on all streets near parks in the village's jurisdiction. By adopting a Safe Park Zones ordinance in accordance with the Illinois Vehicle Code section ILCS 5/11-605.3, the Village can enforce higher penalties for traffic violations when children are present on streets adjacent to parks.



Improving traffic safety in streets around parks will make them more accessible to the community.



Complete Streets are designed to accommodate all users of the roadway.

3.1 Municipal Policy Recommendations (Continued)

3.1.3 Update Zoning Codes

Timeframe: Near-term

There are several large lots in Midlothian available for development. Facilities within private developments play a significant role in whether they can be accessed by active transportation. The Village of Midlothian can update its zoning code to ensure that these sites are accessible to pedestrians, cyclists and transit users in all new developments. Recommended policies include:

- Allow for greater integration of land use types through multi-use developments, thereby decreasing distance barriers for walking and cycling.
- Require pedestrian connectivity to building entrances, from the public right-of-way.
- Require a maximum setback distance for building entrances, ensuring shorter trips through parking lots for cyclists and pedestrians.
- Increase flexibility on the required number of car parking spaces in order to limit parking lot size.

3.1.4 Bicycle Parking Ordinance

Timeframe: Near-term

Bicycle parking is an essential amenity for any non-motorized transportation network. Residents will not use bikeways unless they can lock their bikes securely at their destinations. The Village of Midlothian requires facilities for bike parking in Section 11-12-7 of its municipal code. However, the Code does not set specific minimum standards for the quantity of parking required. To promote the use of the village bicycle network, the Village of Midlothian should update its Code to include national best practice standards for bike parking at key commercial, residential and industrial sites.

3.1.5 Bike Lane Parking Ordinance

Timeframe: Near-term

As Midlothian develops its active transportation network, bikeways will be installed on local streets (see section 2.5 for a description of on-street bikeways). In order for these facilities to be safe for bicyclists, they must be kept clear of motor vehicle traffic. The Village of Midlothian should consider the establishment and enforcement of meaningful penalties for motorists driving or parking in bike lanes, or blocking marked shared lanes with their vehicles.



Bicycle parking makes it easier for residents to access local businesses by bike.

3.1.6 Update Village Traffic Code

Timeframe: Near-term

Traffic safety is a major barrier to active transportation, especially for children and seniors. Since 2007, the Illinois Vehicle Code has undergone several revisions to better protect pedestrians and bicyclists on the roadway. The Village of Midlothian should consider updating its local traffic code to be consistent with the new, more stringent State traffic laws. The Village already has a strong distracted driving ordinance limiting the use of cell phones. See Appendix E for a list of additional recent changes to the Illinois Vehicle Code.

3.1 Municipal Policy Recommendations (Continued)

3.1.7 Municipal Staff Use of Active Transportation

Timeframe: Near-term

The Village of Midlothian has staff who conduct their work in the field. These employees could benefit from regular training on traffic safety including the special needs of active transportation users. The staff could also benefit from a village-provided bike fleet. The Village could work with local traffic safety and active transportation advocacy groups to provide the training.

3.1.8 Traffic Calming Petitions

Timeframe: Near-term

One of the benefits of the grid system of roadways in Midlothian is that users have many route options. This can also make it easy for motorists to avoid busy streets and travel on neighboring residential streets, sometimes at high speeds. The Village has appropriate speed limits (20 mph) for the residential streets. But some neighborhood residents may want additional traffic calming measures. The Village can provide the residents with a process through which to petition for these improvements.

3.1.9 Improving Crosswalk Safety

Timeframe: Mid-term

Banning right turns on red by motorists and bicyclists can lead to fewer crashes in crosswalks. The roadway crash rates in Midlothian have decreased in recent years. However, more than 10% of all crashes involve improper turns. Some of these crashes may be attributable to the confusing nature of signs in Midlothian. Some intersections allow right turns on red, some ban them during certain hours and others have restrictions only when children are present. The Village, Cook County and State of Illinois should collaborate to ensure consistent language for signage.

3.1.10 Continue Safe Routes to School Partnerships

Timeframe: Near-term

Continue collaborations with Districts 142 and 143 to promote Safe Routes to School. Safe Routes to School is a federally funded program that helps communities address 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.



Raised crosswalks are one way to slow vehicle speeds and emphasize the presence of pedestrians.

3.2 Program Recommendations

3.2.1 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 come in a variety of forms to reach all network users. Youth, teens, and adults alike benefit from education programs focusing on pedestrian and bicycle safety and the rules of the road. The following recommendations are meant to reach all community members and include messages tailored to each specific audience:

3.2.1.1 Community Education

Timeframe: Near-term

It is important for motorists, bicyclists, and pedestrians to understand the rules of the road. However, many members of the community are unaware of the rights and responsibilities of non-motorized users. A variety of educational strategies are necessary to promote safer interactions by all road users. Midlothian should partner with bicycle and pedestrian education instructors, such as League of Illinois Bicyclists or Active Transportation Alliance, to provide education and outreach on bicycle and pedestrian safety and sharing the road at community events and/or recreation programs. Strategies include:

- **Non-formal education:** Midlothian should partner with regional bicycle education instructors to train volunteer instructors that will encourage the public to bike and walk more and to do so safely. Instructors provide face-to-face demonstrations to youth, teens and adults at community events and special programs. Instructors can work with partners in the community to identify and address local transportation safety concerns. The plan recommends partnering with Midlothian Park District for 2011 programming to include training staff and bicycle safety/education demonstrations at three community events and/or recreation programs.



Bicycle Education Instructors can help children learn how to properly fit a helmet.

3.2.1.2 Community Education Campaign

Timeframe: Near-term

Midlothian can conduct a community media campaign around educating residents about bicycle and pedestrian issues. Topics include: Must Stop for Pedestrians law, School Zone Speeding, where and how to bike safely, and Sharing the road with Bicycles.

- Use local media outlets such as the village website, cable access stations, local newspapers and online social networks to broadcast videos and publish articles on bike and pedestrian safety.
- Arrange for bicycle and pedestrian information to be reprinted and/or distributed by partner agencies, utility companies and the private sector.
- Work with local doctors to distribute information on the health benefits of cycling and walking.
- Offer bike maintenance and traffic skills classes to adults and teens through the Midlothian Park District and Bremen High School
- Conduct a yard sign campaign to inform residents and through traffic to prioritize the rules of the road.

3.2 Program Recommendations (Continued)

3.2.2 Encouragement

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. Additionally, information and knowledge about when and where to bike and walk safely supports increased use of active transportation.

3.2.2.1 Online Social Media Strategies to promote walking, biking, and transit.

Timeframe: Near-term

Creating a single online site for residents and visitors to receive updates and information on biking in Midlothian will increase awareness and attendance at events. The Midlothian Park District can work together with community groups to produce and maintain a Facebook page for bike events in Midlothian. Bremen High School students who need to complete volunteer hours could be used to maintain the Facebook page.

3.2.2.2 Active Transportation Network Map

Timeframe: Near-term

The Village should print and distribute community bike and pedestrian maps with recommended routes and safety information to include in Midlothian welcome packets for new residents. A Midlothian Active Transportation Network Map would encourage walking and bicycle use by promoting existing on-street bicycle routes and identifying walk and bike-friendly routes to important and popular destinations like parks, schools, libraries, forest preserves and businesses of Midlothian.

Copies can be mailed to residents in summer 2012 and included in new resident packets. Consider private sector sponsorship for printing the map.

The Public Works Department and the Midlothian Chamber of Commerce can work together to design and publish a free bicycle map in spring 2012 that includes recommended street routes.

3.2.2.3 Transit Information

Timeframe: Near-term

The Village of Midlothian can increase use of public transit by distributing transit service information. The Village can partner with the transit providers to display timetables and install transit farecard vending machines in key places, as well as promote the Regional Transportation Authority's existing transit mapping service (www.goroo.com).

3.2.2.4 Youth and School Information

Timeframe: Near-term

Midlothian should partner with School Districts 142 and 143 to produce preferred walking and biking route maps, as well as child-friendly safety tips. These districts 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.

3.2.2.5 Walking and Biking Groups

Timeframe: Near-term

Walking and biking groups meet on a regular basis, often weekly for rides or walks. People can enjoy the active transportation network more while engaged in group physical activity—walking or biking. These groups can target specific populations such as seniors or families.

3.2.2.6 Bike & Dine Events

Timeframe: Near-term

Midlothian should spotlight local restaurants by holding a progressive dinner. Bike & Dine events invite cyclists to enjoy a progressive dinner by bike at Midlothian'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.

3.2 Program Recommendations (Continued)

3.2.2.7 Shop by Foot & Bike

Timeframe: Mid-term

Midlothian should incentivize walking and biking by offering discounts at local stores and community events to people who walked or biked there. Shop by Foot and Bike programs encourage residents to walk or bike on short errands to local shops, which help add physical activity to residents' daily routines, relieves parking issues, and supports local businesses. The Bicycle Advisory Committee should pursue partnerships with the retailers and restaurants to encourage shopping by foot and bike in Midlothian. Bicycle education instructors should offer Shop by Bike classes twice yearly and educate merchants on the advantages of attracting and accommodating bicycle-riding customers and staff.

Adequate bicycle parking is an important prerequisite for a successful Shop by Foot and Bike program; bicycle parking needs should be assessed before the program begins. Temporary bicycle parking, provided through portable bicycle racks or by roping off monitored bicycle corrals, can be sufficient for special events.

3.2.2.8 Bike to Work Week

Timeframe: Near-term

Midlothian should participate in National Bike to Work Week where individuals and companies encourage and reward biking to work. The Bike to Work Week Bicycle Commuter Challenge gives bicycle commuters and non-commuters alike the chance to learn more about traveling by bicycle. This is a regional promotion coordinated by Active Transportation Alliance that is free and easy to participate in. Participating agencies and businesses encourage employees to bike all or part of their commutes during Bike to Work Week. Bicycle commuting enables office workers to fit regular exercise into their busy, but often sedentary, work routines. People who exercise, including by walking or biking to work, are healthier and more energetic. This translates to employer cost savings: greater productivity, less sick leave time, fewer worker compensation claims, and lower overall health care costs.

Midlothian, Midlothian Park District, and Midlothian Chamber of Commerce can create an encouragement/education program that challenges business and public agencies to compete for employee participation in the commuter challenge.

3.2.2.9 Car-Free Days

Timeframe: Mid-term

Midlothian should participate in World Car-Free Day where residents and people who work in the community travel without their cars. Car-Free Days are fun events that promote car-free travel for local errands and trips. Programming can include:

- Closing three to four streets to car traffic, perhaps creating a rectangular network providing access to all parts of Midlothian.
- Inviting merchants to offer special discounts to participants.
- Offering bicycling classes leading up to the event through the Bremen High School Bicycling Ambassador program (see page 49).

The Midlothian Active Transportation Taskforce, beginning in 2012, should work with several partner agencies, including the Midlothian Park District, Police Department and Public Works Department to designate one day each year for special programming that encourages residents to bike or walk for local trips.

3.2.2.10 Open Streets

Timeframe: Mid-term

Midlothian should close arterial streets to cars for a few hours and allow people to walk, run, bike, or scooter on a street that is usually inaccessible to them unless they are in a car. Open Streets events occur anytime the local streets are closed to vehicles and open for walking, biking and informal play. Midlothian can adopt Open Streets as an annual event to complement the Fourth of July Parade or other road closing events. Midlothian could also designate special times or days for stand-alone Open Streets events.

3.2 Program Recommendations (Continued)

3.2.2.11 Good Cycling Enforcement Event

Timeframe: Long-term

To raise awareness about the benefits of good cycling behavior, Midlothian can use Police officers to conduct an enforcement event. An enforcement event can encourage good bicycling behaviors and reward those behaviors. Cyclists, especially children and teens, who are following the rules of the road and wearing a helmet would be rewarded. Police would issue “tickets”—in this case, the “fine” is a scoop of ice cream for the offender—to resident cyclists “caught” following the rules of the road. “Tickets” can be issued for any number of good biking behaviors including wearing a helmet, stopping at stop signs and red lights, and crossing the street at a permitted location. The program engages the Midlothian Police in a positive public relations campaign that will reward residents for doing the right thing and riding safely. Many children will probably ride around, looking for participating officers to show they are wearing helmets and practicing safe riding skills.

3.2.2.12 Community Events

Timeframe: Mid-term

Midlothian should integrate walking and biking into existing community events by encouraging people to walk or bike to events. The Village should provide bike parking and incentives for using active transportation to community events. Additionally, Midlothian should provide community members with incentives when walking or biking to events. Low cost incentives such as line jumping or discounts will bring awareness to residents. Encouraging walking and biking relieves traffic congestion and improves the safety of walkers and bikers.



Bike Rodeos are a fun way to incorporate educational activities into community events. Here, a Midlothian child participates in a “Bike Rodeo” to learn about good cycling behaviors.

3.2.2.13 Awards - Walk and Bike Friendly Community Recognition

Timeframe: Long-term

Walk and Bike Friendly Communities are those that have shown a commitment to improving walkability, bikeability, and pedestrian safety through comprehensive programs, plans, and policies. Midlothian should apply to become a Bike Friendly Community or a Walk Friendly Community. This national accreditation demonstrates their efforts to improve safety, mobility, access, and comfort. National recognition can generate commerce and increase property values. The Bicycle Friendly Community Program led by League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program the Pedestrian and Bicycle Information Center uses to honor pedestrian-friendly communities.



This is the placard awarded by the League of American Bicyclists to communities that receive Bicycle Friendly Community designation.

3.2 Program Recommendations (Continued)

3.2.3 Enforcement

Successful implementation of this plan will result in an increase in active transportation users, this can also create new law enforcement challenges. To promote the safety of all people using the active transportation network, Midlothian should prioritize enforcement of traffic laws that deter reckless behavior by road users.

3.2.3.1 Training for Municipal Staff

Timeframe: Near-term

Encouraging Midlothian staff to use bicycles for work travel around the village can be considerably cheaper and often more effective than using automobiles. Employees will have better contact with residents in the neighborhoods. Using bicycles for work also improves employee health and fitness. Using bicycle safety instructors, Midlothian should offer annual classes for village employees covering basic bike safety, simple roadside maintenance, and commuting/carrying by bike.

Trainings for the Public Works Department, Midlothian Park District, and Building Department will encourage the use of bicycles on the job. Police officers can also be invited to these trainings.

Staff should receive training focused on:

- Rules of the road for bicyclists and pedestrians
- Illegal motorist behaviors that endanger bicyclists and pedestrians
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle and pedestrian crashes
- Transportation, health, and environmental benefits of bicycling

Police Staff should receive training focused on:

- Importance of reporting bicycle and pedestrian crashes
- Importance of investigating serious bicycle and pedestrian crash sites
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle

Transportation, health, and environmental benefits of bicycling
In addition, special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in school zones.

These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban
- School zone fines
- Safe Park Zone fines

3.2 Program Recommendations (Continued)

3.2.3.2 Targeted Enforcement Efforts

Timeframe: Mid-term

No police department can aggressively enforce all laws in all locations at all times. Midlothian can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Enforcement Events focused on reckless behavior by motorists have proven particularly successful in other communities. Midlothian has seen a decrease in pedestrian and bicycle crashes, but 147th Street and Pulaski Road and 147th Street and Cicero Avenue have a large number of crashes. Midlothian should target its police enforcement efforts in these locations. Midlothian can conduct enforcement events to emphasize the presence and vulnerability of pedestrians and bicyclists to boost awareness and create a safer environment. Additionally, the Village can hold targeted crosswalk enforcement events and publicize pedestrian traffic laws before the event, and results of the event after it happens. The Village should review these efforts on an annual basis to ensure appropriate allocation of enforcement resources.

3.2.3.3 School Speeding Campaign

Timeframe: Mid-term

Involving police officers is an effective way to publicize safety issues and encourage compliance with the law. They often generate media attention, bringing the message beyond those who receive direct outreach from police. Conducting these events to emphasize the presence and vulnerability of pedestrians and bicyclists will boost awareness and create a safer environment. Educational campaigns and notification through local media should be completed several weeks prior to enforcement events. A school zone speeding campaign will target motorists who travel above the posted speed limit in school zones when school is in session.



Local bike patrol could help conduct targeted enforcement efforts

3.3 Bremen High School Recommendations

Bremen High School is more than an important place in Midlothian, it is in many ways the heart of the community. Further, Bremen High School students and faculty played an important role in the development of this plan. Through participation in the Active Transportation Plan Steering Committee, attending the Community Open House event, and completing scores of online surveys, Bremen High has made an impact on the development of this plan. The following policy and programming recommendations were developed for Bremen High School.

3.3.1 Bremen High School Bike Ambassadors

Timeframe: Mid-term

Recruit young adults and teens to give bicycle education and maintenance classes to the community at summer camps, schools, and community events.

Bremen High School should create a bicycle and pedestrian ambassador program to promote walking and bicycling safety at village events, schools, day camps, after school programs and other community affairs. Bicycle and/or pedestrian ambassadors are safety specialists who educate the public through direct outreach, presentations and distribution of educational materials approved by the Village.

3.3.2 Teen Bicycle and Pedestrian Education

Timeframe: Mid-term

Once students reach high school, the educational focus should shift from safety and skills to independence, physical activity and making appropriate transportation choices. Contests and student-led initiatives can help inspire creative approaches to walking and bicycling. Strategies include:

- **Transportation Choices Education:** Adopt a curriculum module for 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 bicyclists 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.

- **High School Volunteer Hours:** High school students are required to complete a minimum number of volunteer hours before graduation. The Midlothian Park District should partner with Bremen High School to create a volunteer program to promote biking and walking. These older students can lead elementary school walking or biking groups and assist with youth bicycle education.

3.3.3 Bremen High School Running and Biking Maps

Timeframe: Mid-term

The Village of Midlothian should partner with Bremen High School to produce preferred running and biking route maps, as well as safety tips. Midlothian and Bremen High School can further promote walking and biking by hosting events, such as the Bremen 5K, that encourage the use of active transportation.

3.3.4 Work with Existing Student Organizations

Timeframe: Near-term

Incorporate walking, biking, and transit education into existing student clubs and organizations. Teen walking, bicycling and transit education will provide a basis for a lifetime of active transportation habits. In the Bremen Energy Club, health, physical education and nutrition students should receive age-appropriate education about transportation choices, including how to safely navigate the bicycle network and access public transportation. Police, Midlothian Park District staff, Active Trans, League of Illinois Bicyclists, or Bremen Bicycling and Pedestrian Ambassadors can assist with training.

Implementation

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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 Active Transportation 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. Midlothian 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 Midlothian and encourage residents and visitors to use the improved active transportation network. The council would benefit from membership derived from the key stakeholders who comprised the steering committee for this plan. The primary responsibilities of the task force follow:

- Form partnerships with schools and community organizations to advance recommendations in this plan
- Set goals to increase the safe use of the active transportation network and monitor the plans implementation
- 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 Midlothian Village Board of Trustees on issues related to active transportation and the implementation of this plan.

4.1.2 Appoint an Active Transportation Liaison

Users of the active transportation network and the new bicycle and pedestrian task force would benefit from having access to a single municipal staff contact. The Village of Midlothian staff member would serve as a liaison to the Advisory Council, 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.

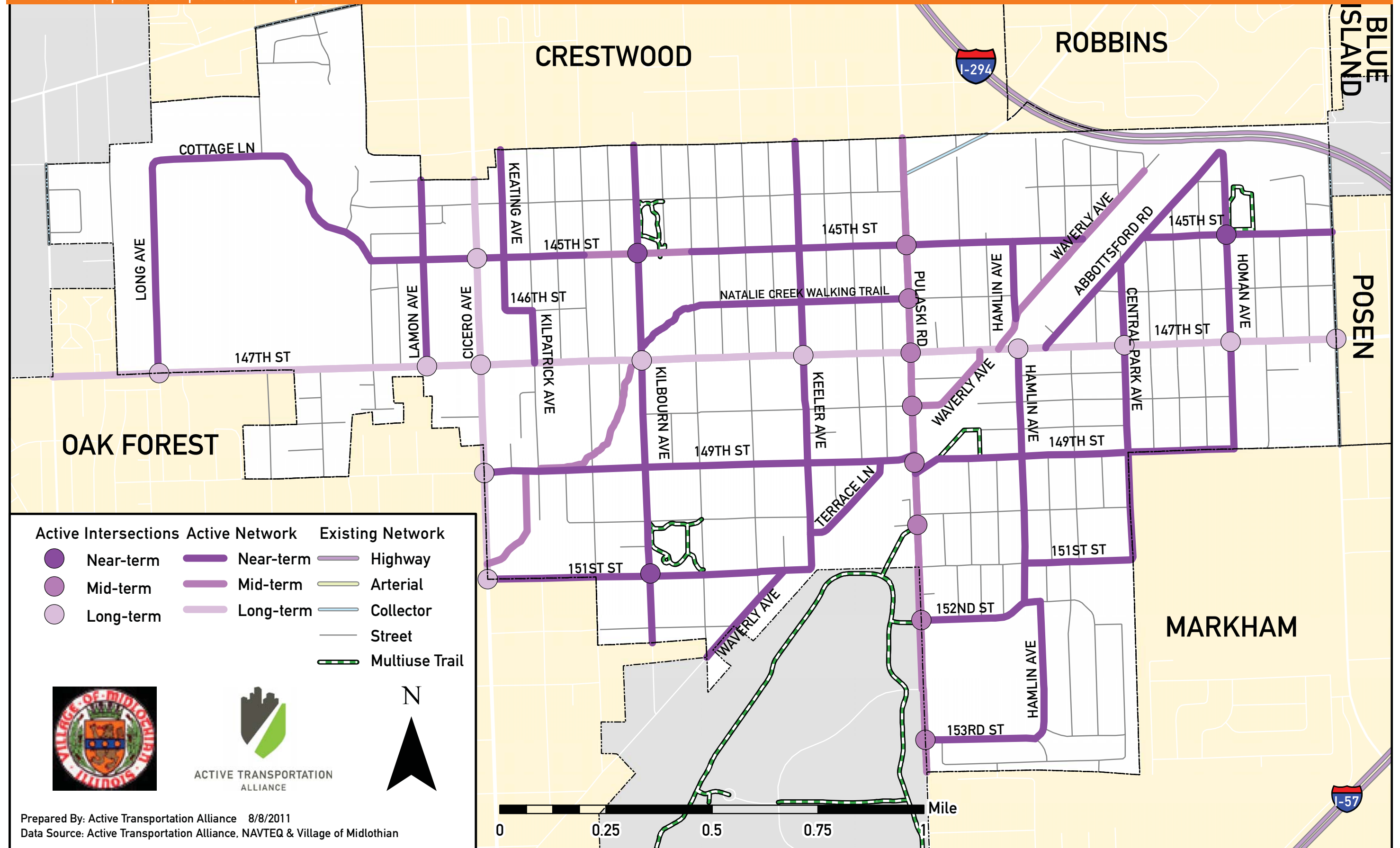
4.2 Implementation

Throughout this plan, the consultants have provided recommendations for implementation of the various strategies. 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 Midlothian 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



Prepared By: Active Transportation Alliance 8/8/2011
 Data Source: Active Transportation Alliance, NAVTEQ & Village of Midlothian

4.2 Implementation Plan (Continued)

4.2.2 Policy and Programming Implementation Table

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

Municipal Policy Recommendations	Near Term	Mid Term	Long Term
Adopt Complete Streets Policy	X		
Adopt Safe Park Zone Ordinance	X		
Update Zoning Codes	X		
Adopt Bicycle Parking Ordinance	X		
Adopt Bike Lane Parking Ordinance			X
Update Village Traffic Code	X		
Promote Staff Active Transportation	X		
Traffic Calming Petitions	X		
Improving Crosswalk Safety		X	
Continue Safe Routes to School Partnerships	X		
Program Recommendations–Education	Near Term	Mid Term	Long Term
Community Education	X		
Community Education Campaign	X		
Program Recommendations–Encouragement	Near Term	Mid Term	Long Term
Online Social Media Strategies	X		
Active Transportation Network Map	X		
Transit Information		X	
Youth and School Information		X	
Walking and Biking Groups	X		
Bike & Dine Events		X	
Shop by Foot & Bike		X	
Bike to Work Week	X		
Car-Free Days		X	
Open Streets		X	
Good Cycling “Sting”			X
Community Events		X	
Walk and Bike Awards			X
Program Recommendations–Enforcement	Near Term	Mid Term	Long Term
Training for Municipal Staff	X		
Targeted Enforcement Efforts		X	
School Speeding Campaign		X	
Bremen Highschool Recommendations	Near Term	Mid Term	Long Term
Bremen High School Bike Ambassadors		X	
Teen Bicycle and Pedestrian Education		X	
Bremen High School Running and Biking Maps		X	
Work with Existing Student Organizations	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.

- Chancey Contreras - Student at Bremen High School
- Molly Feil - Student at Bremen High School
- Karen Kreis - Village Trustee
- Louis Ceja - Community Member
- Bill Spies - President, Chamber of Commerce
- Brad Sikora - Assistant Principal Bremen High School
- Evelyn Gleason - Executive Director, Midlothian Park District
- George M. Lombardo - Community Member
- Gary L'Heureux - Community Policing Chairman and Planning Commissioner
- Pat Hickey - Community Member
- Renee Rybak - Bremen High School, Head Girls Cross Country Coach
- Barb Luby - Community Member

4.3.2 About the Consultants

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

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

The Active Trans Project Team:

- Shafaq Choudry
- Marissa Dolin
- Patrick Knapp
- Paul Lippens
- Dan Persky
- Leslie Phemister

4.3.3 CPPW Credit

The Midlothian Active Transportation 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.

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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.

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 Crash Data
- Pedestrian Crash Data
- Traffic Volume
- Land Use
- Schools

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

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	Access to Jobs/ Reverse Commute (JARC)	Federal Transit Planning Funds	Federal Transit Capital	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 the following recommendation in Municipal Policy Section:

3.1.1 Adopt a Complete Streets Policy

COMPLETE STREETS POLICY RESOURCE GUIDE

PURPOSE

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

POLICY

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

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

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

APPENDIX for the following recommendation in Municipal Policy Section:

3.3.2 Adopt a Safe Park Zones Ordinance

Non-Home Rule Authorities

[MUNICIPAL CODE CHAPTER AND SECTION] For the purposes of this section and 625 ILCS 5/11-605.3, the following streets are designated park zone streets with maximum speed limit of 20 miles per hour. The penalties for violation of speed limits, stop signs, and traffic control devices shall be issued in accordance with 625 ILCS 5/11-605.3

[Insert list of street segments]

Home Rule Authorities

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

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

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

D. A first violation of this section is a petty offense with a minimum fine of \$250.00. A second or subsequent offense is a petty offense with a minimum fine of \$500.00. In

addition, when a fine is imposed, the person who has violated this section will be charged an additional \$50.00, to be paid to the park district for safety purposes.

[MUNICIPAL CODE CHAPTER AND SECTION]

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

[Insert list of street segments]

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.4 Update [local traffic code]

Bicycle and pedestrian-related sections of the Illinois Vehicle Code

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

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

Sec. 11 1003. Crossing at other than crosswalks

625 ILCS 5/Ch. 11 ARTICLE XV BICYCLES

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

Sec. 11-1516. Low-speed bicycles

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

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

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

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

APPENDIX for the following recommendation in Municipal Policy Section:

3.1.7 Establish and publicize new penalties for motorist behaviors that endanger bicyclists in traffic

Municipal Code of Chicago - Chapter 9-4 Traffic Definitions and General Provisions

9-4-025 Bicycle safety violation – Penalty

City of Cincinnati Code of Ordinances - Section 512 Penalties for Traffic Violations

Sec. 512-29 Bicycle Safety Violation Penalties

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.

Walk and Bike Friendly Recognition

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

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

Walk Friendly Communities receive national recognition for their efforts to improve safety, mobility, access, and comfort. This site includes the application, resources, and information about how to get started.

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

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



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